



2140 Herr Street
Harrisburg, PA 17103-5493

Final Right-of-Way Plans Submission to PUC SR 83 Section B79

March 31, 2025

Dauphin County
City of Harrisburg
Seventeenth Street
DOT # 592188 M
PUC No. 2024-3051983
ECMS # 113357

Rosemary Chiavetta, Secretary
Pennsylvania Public Utility
Commission PO Box 3265
Harrisburg, PA 17105-3265

Dear Secretary Chiavetta,

Attached for approval is one copy of the signed Drawings Authorizing Acquisition of Right-of-Way Plans for State Route 83 Section B79 R/W in the City of Harrisburg, Dauphin County, consisting of sheets 1 through 24 for total of 24 sheets. The Right-of-Way were recorded in Dauphin County of Deeds Office Under Instrument No: 20240027400 on 12/13/2024

Also, attached in one color-coded copy of sheet one of one of the final signed Right-of-Way plans and one copy of the Property Description Tract to be appropriated by the Commission from Norfolk Southern.

The Department of Transportation hereby avers that a complete set of the aforesaid final Drawings and a copy of the property description are being sent to the following parties of record for examination simultaneously with this submission to the Public Utility Commission:

As indicated in paragraph 12 of the application, the Department of Transportation requests that, upon approval of the attached plans, the Commission also issue an Order transferring this matter to the Court of Common Pleas of Dauphin County for the filing of a Petition to deposit the estimated just compensation amount into court pursuant to the Eminent Domain Code, 26 Pa.C.S. §§ 307, 521, and 522.

Douglas Starling, P.E.
Senior Engineer Public Improvement
Norfolk Southern Railroad Company
1200 Peachtree Street, N.E.
Atlanta, GA 30309
Douglas.Starling@nscorp.com

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

Alyson Wert,
Dauphin County Commissioners
Dauphin County Administrative Building
2 South Second Street, 4th Floor
Harrisburg, PA 17108
awert@dauphincounty.org

Aaron Lamke
Brightspeed Internet
1765 West Trindle Road
Carlisle, PA 17015
aaron.lamkell@brightspeed.com

Joel Seiders, City Engineer
City of Harrisburg
123 Walnut Street, Suite 212 Harrisburg,
PA 17101
jseiders@harrisburgpa.gov

Charlotte Krupa PPL
Electric
2 North Ninth Street
Allentown, PA 18101
cakrupa@pplweb.com

Geoffrey Ferguson
UGI Utilities
1301 AIP Drive
Middletown, PA 17057
gferguson@ugi.com

Micaela Swart
Capital Region Water
212 Locust Street, Suite 500
Harrisburg, PA 17101
Micaela.Swart@capitalregionwater.com

Mike Sweigard
Comcast
4601 Smith Street
Harrisburg, PA 17109
mike_sweigard@cable.comcast.com

Rob Zimmel
Verizon Pennsylvania
801 South 29th Street
Harrisburg, 17111
robert.zimmel@verizon.com

Scott Dreiling
XO Communications
630 Clark Avenue
King of Prussia PA 19406
scott.j.dreiling@verizon.com

Adam Cubbedge
Century Link
1201 Walnut Bottom Road
Carlisle, PA 17015
adam.cubbedge1@brightspeed.com

Bill Price
Zayo Group LLC – Telecom
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Quakertown, PA 18951
bprice@nextmiletech.com

Jeffrey Bowra
Capital Region Water
212 Locust Street, Suite 500 Harrisburg,
PA 17101
Jeff.bowra@capitalregionwater.com

Lewis Borhman
Mountain, ltd.
5353 Route 333
Mifflintown, PA 17059
lewis.borhman@lumen.com

Mike Brown
Sprint - Telecom
484 Williamsport Pike
Martinburg, PA 25404
michael.p.brown@sprint.com

Robert Januszko
Frontier Communications
93 Old Berwick Road
Drums, PA 17023
robert.januszko@ftr.com

Natalie Blackman
Swatara Township Authority - Sewer
595 Eisenhower Blvd
Harrisburg, PA 17111
nblackman@swataratwpauthority-pa.gov

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

Sincerely,



Ahmed Lasloudji
Engineering District 8–0
Department of Transportation

Attachments

cc: Parties of Records:

Mark J. Chappell, P.E Chief, Utilities and Right-of-Way Section, 7th Floor, CKB
Karen L. Cummings, Senior Assistant Chief Counsel, 9th Floor, CKB
William Sinick, P.E, Manager, Rail Safety Division, PUC, 3rd Floor, CKB

PLAN PREPARATION
DESIGNER JOHNSON, MIRMIRAN & THOMPSON, INC.

S.R. 0083 REESTABLISHED AS A LIMITED ACCESS HIGHWAY FROM STATION 48+10.62 TO STATION 131+30.00 BY PLAN OF STATE ROUTE 0083, SECTION A79 R/W APPROVED AUGUST 5, 2021.

THE PUBLIC UTILITY COMMISSION SHALL APPROPRIATE PROPERTY IN APPLICATION DOCKET NO. A-2024-3051983 BETWEEN STATION 10+85 AND STATION 13+23 PURSUANT TO THE PROVISIONS OF SECTION 2702(b) OF THE ACT OF JULY 1, 1978, P.L. 598, NO. 116 (66 P.S. SECTION 2702).

THIS PLAN PREPARED PURSUANT TO SECTION 2 OF THE ACT OF MAY 29, 1945, P.L. 1108, AS AMENDED, 36 P.S. SECTION 2391.2 SECTION 4 OF THE OUTDOOR ADVERTISING CONTROL ACT OF 1971, AS AMENDED, 36 P.S. SECTION 2718.104 SECTION 2003(e) AND 2002(d)(6) AND (7) OF THE ADMINISTRATIVE CODE, AS AMENDED, 71 P.S. SECTION 513(e) AND 512(d)(6) AND (7), SECTION 302(b)(3) OF THE EMINENT DOMAIN CODE, 26 Pa. C.S., SECTION 302(b)(3), AND APPROPRIATE MUNICIPAL AUTHORITY FOR THE DELEGATION TO THE COMMONWEALTH OF PENNSYLVANIA, DEPARTMENT OF TRANSPORTATION, TO ACQUIRE RIGHT-OF-WAY FOR LOCAL ROADS AND STREETS ON BEHALF OF THE MUNICIPALITY.

DISTRICT	COUNTY	TOWNSHIP	CITY	ROUTE	SECTION	TOTAL SHEETS
8-0	DAUPHIN		HARRISBURG	0083 3010	B79 R/W 015 R/W	75

MPMS NO. 113357

COMMONWEALTH OF PENNSYLVANIA



DEPARTMENT OF TRANSPORTATION

DRAWINGS REESTABLISHING LIMITED ACCESS HIGHWAY AND AUTHORIZING ACQUISITION OF RIGHT-OF-WAY

STATE ROUTE 0083 SECTION B79 R/W
 REESTABLISHMENT: FROM STA. 56+17.14 TO STA. 87+50.00 LENGTH 1,940.11 FT., 0.368 MI.
 NB FROM SEG. 0430 OFFSET 0729 TO SEG. 0434 OFFSET 1331
 SB FROM SEG. 0431 OFFSET 0729 TO SEG. 0435 OFFSET 1314
 AUTHORIZATION: FROM STA. 56+17.14 TO STA. 87+50.00 LENGTH 1,940.11 FT., 0.368 MI.
 NB FROM SEG. 0430 OFFSET 0729 TO SEG. 0434 OFFSET 1331
 SB FROM SEG. 0431 OFFSET 0729 TO SEG. 0435 OFFSET 1314

ALSO
 STATE ROUTE 8019
 STATE ROUTE 8021
 STATE ROUTE 9402
 STATE ROUTE 9403

AND
 STATE ROUTE 3010 SECTION 015 R/W
 AUTHORIZATION: FROM STA. 37+59.09 TO STA. 49+00.00 LENGTH 119.05 FT., 0.023 MI.
 NB FROM SEG. 0020 OFFSET 0509 TO SEG. 0020 OFFSET 1649
 SB FROM SEG. 0021 OFFSET 0509 TO SEG. 0021 OFFSET 1649

TOTAL AUTHORIZATION LENGTH = 2,059.16 FT., 0.391 MI.
 IN DAUPHIN COUNTY

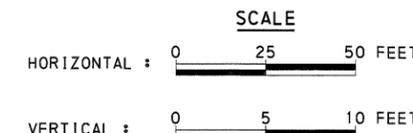
AND
 AUTHORIZING ACQUISITION OF RIGHT-OF-WAY FOR

CITY ROAD 17TH STREET
 IN DAUPHIN COUNTY
 BY THE COMMONWEALTH OF PENNSYLVANIA
 DEPARTMENT OF TRANSPORTATION
 FROM STA. 10+85 TO STA. 13+23 LENGTH = 238 FT., 0.045 MI.

604716
 Instrument # 20240027400
 Jim Zugay, Recorder of Deeds
 Dauphin, PA
 Record Date & Time: 12/13/2024 at 12:24 PM
 Cashier By: CMECK
 UPI Count: 1
 UPI Fee: \$0.00
 UPI List: 00-000-000-000-0000

EXEMPT FROM UPI

12/13/24 CW

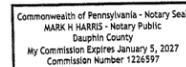


SR 0083 DESIGN DESIGNATION

TRAFFIC DATA	
HIGHWAY CLASSIFICATION - URBAN INTERSTATE	CURRENT A. D. T. - 135,569 (2024)
DESIGN SPEED - 60 MPH	DESIGN YEAR A. D. T. - 168,210 (2050)
PAVEMENT WIDTH - 3 TO 4 - 12' LANES	D. H. V. - 13,677 (2050)
SHOULDER WIDTH - VARIES 10' TO 14'	D - 55 %
	T - 16 %

SR 3010 DESIGN DESIGNATION

TRAFFIC DATA	
HIGHWAY CLASSIFICATION - PRINCIPAL ARTERIAL	CURRENT A. D. T. - 12,936 (2024)
DESIGN SPEED - 35 MPH	DESIGN YEAR A. D. T. - 14,462 (2050)
PAVEMENT WIDTH - 3 TO 4 - 12' LANES	D. H. V. - 1,509 (2050)
SHOULDER WIDTH - 6'	D - 51.8 %
MEDIAN WIDTH - N/A	T - 9.8 %



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

IN _____ BOOK _____ PAGE _____
 WITNESS MY HAND AND SEAL OF OFFICE _____
 _____ DATE _____
 _____ RECORDER

COMMONWEALTH OF PENNSYLVANIA
 COUNTY OF DAUPHIN SS
 BEFORE ME, A NOTARY PUBLIC, PERSONALLY CAME MARK CHAPPEL, KNOWN TO ME OR SATISFACTORILY PROVEN TO BE THE PERSON WHO HAS BEEN AUTHORIZED BY WRITTEN DELEGATION TO AFFIX THE FACSIMILE SIGNATURE OF MICHAEL B. CARROLL, SECRETARY OF TRANSPORTATION, ON PLANS AUTHORIZING ACQUISITION OF RIGHT-OF-WAY BY THE DEPARTMENT OF TRANSPORTATION, AND AS SUCH AUTHORIZED REPRESENTATIVE ACKNOWLEDGED THE WITHIN PLAN, COMPRISING 75 SHEETS, TO BE AN OFFICIAL PLAN OF THE DEPARTMENT OF TRANSPORTATION AND DESIRED THAT THE SAME BE RECORDED AS SUCH.

WITNESS MY HAND AND NOTARIAL SEAL
Mark H. Harris 11/26/2024
 DATE: November 19, 2024

PREPARED BY:
 JOHNSON, MIRMIRAN and THOMPSON, INC.
 220 ST. CHARLES WAY
 SUITE 200
 YORK, PA 17402



Thomas E. Farcht, Jr.
 REG. PROF. SURVEYOR

DATE: November 19, 2024

PREPARED BY:
 JOHNSON, MIRMIRAN and THOMPSON, INC.
 220 ST. CHARLES WAY
 SUITE 200
 YORK, PA 17402



Dana M. Welter
 REG. PROF. ENGINEER

DATE: November 19, 2024

ORDINANCE NUMBER BILL NO. 4-2024
 ENACTED DATE: 9-10-2024
 RECOMMENDED DATE: November 20, 2024
John M. Bachman City Engineer
 CITY OF HARRISBURG OFFICIAL

RECOMMENDED DATE: November 20, 2024
John M. Bachman Digitally signed by John M. Bachman
 Date: 2024.11.20 16:01:28 -05'00'
 PROJECT MANAGER

RECOMMENDED DATE: November 20, 2024
Kevin M. Keefe, P.E.
 2024.11.20 16:01:28 -05'00'
 DISTRICT EXECUTIVE

RECOMMENDED DATE: 11/26/2024
Christine Norris
 DEPUTY SECRETARY

APPROVED DATE: 11/26/2024
John M. Bachman
 SECRETARY OF TRANSPORTATION
 (ON BEHALF OF THE GOVERNOR AS WELL AS THE SECRETARY)

SHEET INDEX BLOCK	
DESCRIPTION	SHEET
TITLE SHEET	1
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DISTRICT	COUNTY	ROUTE	SECTION	SHEET	
8-0	DAUPHIN	0083	B79 R/W	2 OF 75	
		3010	015 R/W		
CITY OF HARRISBURG					
REVISION NUMBER	REVISIONS			DATE	BY

A PORTION OF EXISTING SR 0083 TO BE ABANDONED AS A STATE HIGHWAY BETWEEN SEGMENT 0431 OFFSET 1524 AND SEGMENT 0431 OFFSET 1984 UPON COMPLETION OF CONSTRUCTION.

A PORTION OF EXISTING SR 3010 TO BE ABANDONED AS A STATE HIGHWAY BETWEEN SEGMENT 0021 OFFSET 0645 AND SEGMENT 0021 OFFSET 0929 UPON COMPLETION OF CONSTRUCTION.



LEGEND

- - PLAN
- - PROFILE
- - PARCEL IDENTIFICATION NUMBER
- △ - PARCEL IDENTIFICATION NUMBER - NO TAKE
- - SHEET BREAK SYMBOL

NOTE:
LIST OF PROPERTY OWNERS, SEE SHEET 4.

TABULATION OF SEGMENT EQUALITIES

SR 0083 NB
 SEG 0424 OFF 0974 = STA 39+50.00
 SEG 0430 OFF 0000 = STA 48+88.00
 SEG 0434 OFF 0000 = STA 74+19.00
 SEG 0440 OFF 0000 = STA 100+71.00
 SEG 0444 OFF 0000 = STA 125+68.00
 SEG 0444 OFF 1432 = STA 140+00.00

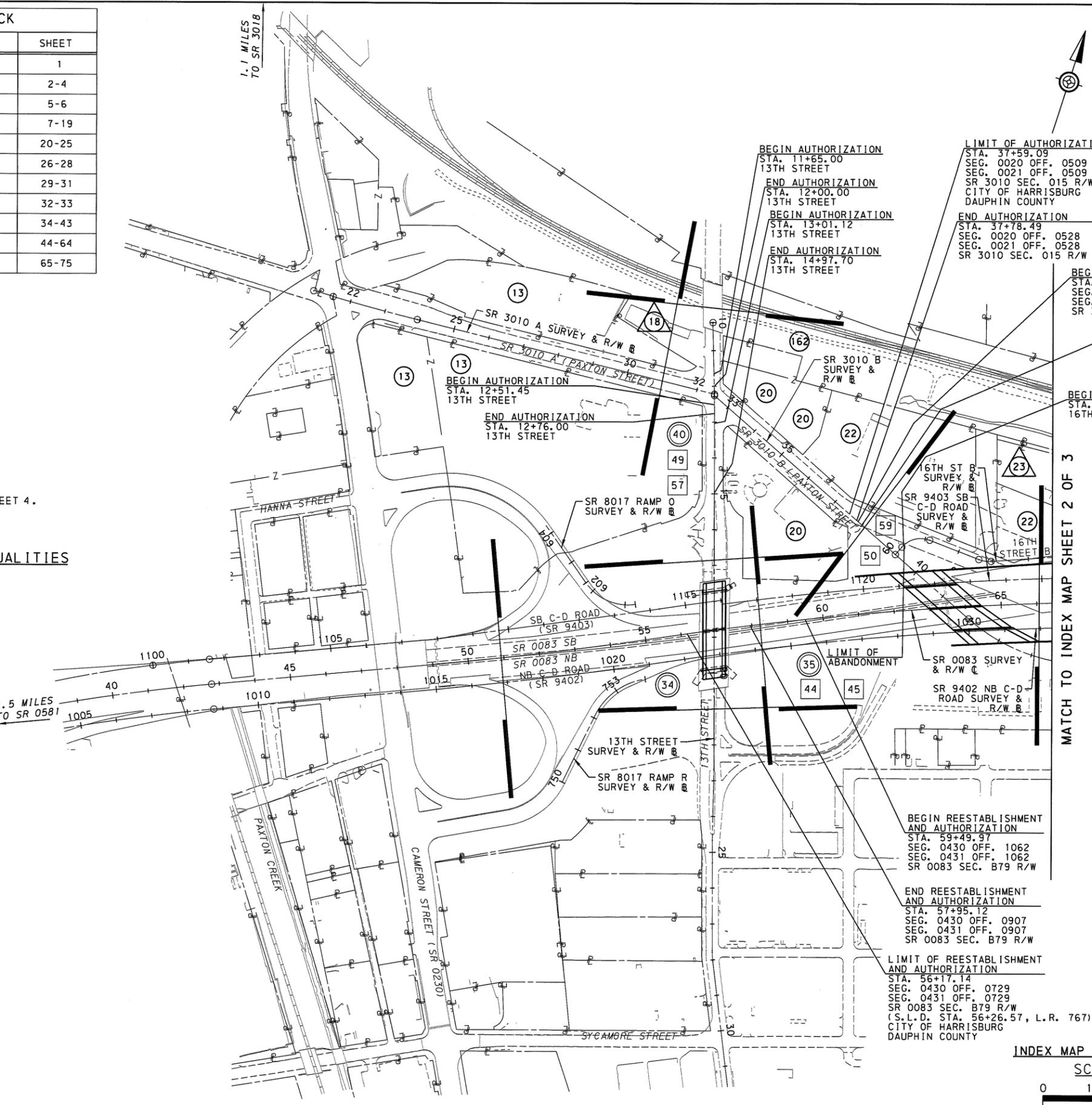
SR 0083 SB
 SEG 0425 OFF 0974 = STA 39+50.00
 SEG 0431 OFF 0000 = STA 48+88.00
 SEG 0435 OFF 0000 = STA 74+36.00
 SEG 0441 OFF 0000 = STA 99+52.00
 SEG 0445 OFF 0000 = STA 125+94.00
 SEG 0445 OFF 1406 = STA 140+00.00

SR 9402 NB C-D ROAD
 SEG 0010 OFF 2265 = STA 1015+15.74
 SEG 0020 OFF 0000 = STA 1022+50.63
 SEG 0020 OFF 2057 = STA 1043+07.63

SR 9403 SB C-D ROAD
 SEG 0010 OFF 1289 = STA 1107+54.80
 SEG 0010 OFF 2500 = STA 1120+43.62
 SEG 0010 OFF 0000 = STA 1145+43.62

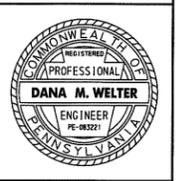
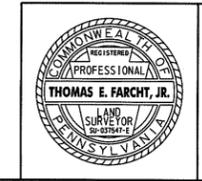
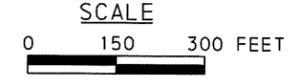
SR 3010 NB
 SEG 0010 OFF 0000 = STA 21+49.44
 SEG 0020 OFF 0000 = STA 32+50.51
 SEG 0020 OFF 3044 = STA 62+95.00

SR 3010 SB
 SEG 0011 OFF 0000 = STA 21+49.44
 SEG 0021 OFF 0000 = STA 32+50.51
 SEG 0021 OFF 3044 = STA 62+95.00



MATCH TO INDEX MAP SHEET 2 OF 3

INDEX MAP SHEET 1 OF 3



A PORTION OF EXISTING SR 0083 TO BE ABANDONED AS A STATE HIGHWAY BETWEEN SEGMENT 0431 OFFSET 1524 AND SEGMENT 0431 OFFSET 1984 AND BETWEEN SEGMENT 0431 OFFSET 2314 AND SEGMENT 0431 AND OFFSET 2463 UPON COMPLETION OF CONSTRUCTION.

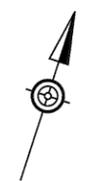
A PORTION OF EXISTING SR 3010 TO BE ABANDONED AS A STATE HIGHWAY BETWEEN SEGMENT 0021 OFFSET 0645 AND SEGMENT 0021 OFFSET 0929 UPON COMPLETION OF CONSTRUCTION.

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	DAUPHIN	0083	B79 R/W	3 OF 75
		3010	015 R/W	

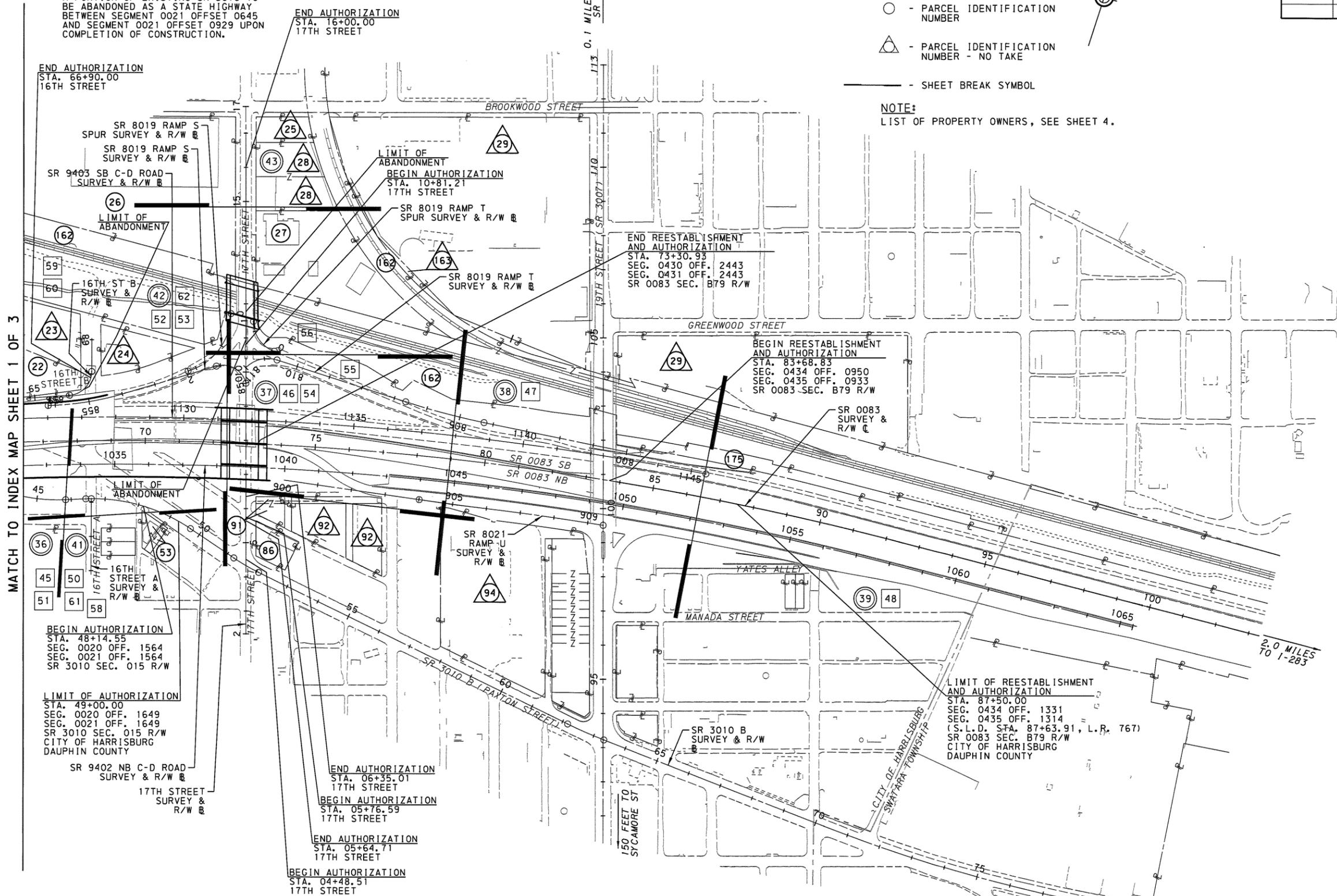
CITY OF HARRISBURG			
REVISION NUMBER	REVISIONS	DATE	BY

LEGEND

- - PLAN
- - PROFILE
- - PARCEL IDENTIFICATION NUMBER
- △ - PARCEL IDENTIFICATION NUMBER - NO TAKE
- - SHEET BREAK SYMBOL



NOTE:
LIST OF PROPERTY OWNERS, SEE SHEET 4.



MATCH TO INDEX MAP SHEET 1 OF 3

2.0 MILES TO 1-285

BEGIN AUTHORIZATION
STA. 48+14.55
SEG. 0020 OFF. 1564
SEG. 0021 OFF. 1564
SR 3010 SEC. 015 R/W

LIMIT OF AUTHORIZATION
STA. 49+00.00
SEG. 0020 OFF. 1649
SEG. 0021 OFF. 1649
SR 3010 SEC. 015 R/W
CITY OF HARRISBURG
DAUPHIN COUNTY

SR 9402 NB C-D ROAD
SURVEY & R/W

17TH STREET
SURVEY & R/W

END AUTHORIZATION
STA. 06+35.01
17TH STREET

BEGIN AUTHORIZATION
STA. 05+76.59
17TH STREET

END AUTHORIZATION
STA. 05+64.71
17TH STREET

BEGIN AUTHORIZATION
STA. 04+48.51
17TH STREET

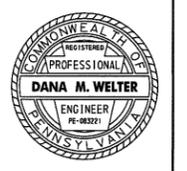
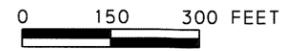
END REESTABLISHMENT AND AUTHORIZATION
STA. 73+30.93
SEG. 0430 OFF. 2443
SEG. 0431 OFF. 2443
SR 0083 SEC. B79 R/W

BEGIN REESTABLISHMENT AND AUTHORIZATION
STA. 83+68.83
SEG. 0434 OFF. 0950
SEG. 0435 OFF. 0933
SR 0083 SEC. B79 R/W

LIMIT OF REESTABLISHMENT AND AUTHORIZATION
STA. 87+50.00
SEG. 0434 OFF. 1331
SEG. 0435 OFF. 1314
(S.L.D. STA. 87+63.91, L.R. 767)
SR 0083 SEC. B79 R/W
CITY OF HARRISBURG
DAUPHIN COUNTY

INDEX MAP SHEET 2 OF 3

SCALE

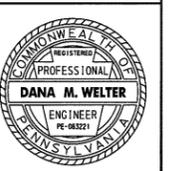


DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	DAUPHIN	0083	B79 R/W	4 OF 75
		3010	015 R/W	
CITY OF HARRISBURG				
REVISION NUMBER	REVISIONS			DATE BY

LIST OF PROPERTY OWNERS

- 13 LAST ENTERPRISES, LLC,
A PENNSYLVANIA LIMITED LIABILITY COMPANY
- 18 ROBERT H. CONLEY AND ANNA MAE CONLEY, HIS WIFE
- 20 SUTLIFF ENTERPRISES, INC.,
A PENNSYLVANIA CORPORATION
- 22 1500 PAXTON, LP
- 23 SHANNON INVESTMENTS, L.P.,
A PENNSYLVANIA LIMITED PARTNERSHIP
- 24 JASON P. HERNDON AND
STEVEN R. HERNDON, HIS SPOUSE
- 25 ALAN W. BAILEY AND DONNA J. BAILEY, HIS WIFE
- 26 791 FLORY MILL ROAD, LLC, A PENNSYLVANIA
LIMITED LIABILITY COMPANY
- 27 RPM HOLDINGS LLC, A PENNSYLVANIA
LIMITED LIABILITY CORPORATION
- 28 JOHN W. PURCELL, JR. AND CHRISTINE M. PURCELL
- 29 PPL ELECTRIC UTILITIES CORPORATION,
A PENNSYLVANIA CORPORATION
- 53 LUIS A. MORALES, ADULT INDIVIDUAL / LUIS MORALES AND LORENA MORALES
- 86 ABDUL G. AKHTER AND MOHAMMAD ZIA
- 91 S&P PROPERTY HOLDINGS LLC, A
PENNSYLVANIA LIMITED LIABILITY COMPANY
- 92 916 S. 18TH LLC, A PENNSYLVANIA
LIMITED LIABILITY COMPANY
- 94 THE CITY OF HARRISBURG A/K/A CITY OF HARRISBURG,
A CITY OF THE THIRD CLASS OF THE COMMONWEALTH
OF PENNSYLVANIA
- 108 KENNETH WASHINGTON
- 109 PAMELA S. REYNOLDS
- 162 PENNSYLVANIA LINES LLC, A DELAWARE LIMITED
LIABILITY COMPANY, AND WHOLLY OWNED SUBSIDIARY
- 163 UNKNOWN OWNER
- 175 UNKNOWN OWNER

5/8/2024
FILENAME: 630116_B79-s-cv-rw1.gx04.dgn



LIST OF PUBLIC UTILITIES

—W—
—S—
CAPITAL REGION WATER
MR. JEFF BOWRA
212 LOCUST STREET, SUITE 500
HARRISBURG, PA 17101
TELEPHONE: 717-216-5255
EMAIL: JEFF.BOWRA@CAPITALREGIONWATER.COM

—T3—
—TU2—
FRONTIER COMMUNICATIONS, INC.
MR. ROBERT JANUSZKO
93 OLD BERWICK ROAD
DRUMS, PA 18222
TELEPHONE: 570-788-1200
EMAIL: ROBERT.JANUSZKO@FTR.COM

—T1—
—TU2—
AT&T
MR. KEN WASZMER
2550 INTERSTATE DRIVE
HARRISBURG, PA 17110
TELEPHONE: 717-979-0765
EMAIL: KW1739@ATT.COM

—F02—
—FOU1—
CENTURYLINK (FORMERLY EMBARQ)
MR. PAUL ERICKSON
5095 RITTER ROAD SUITE 101-A
MECHANICSBURG, PA 17055
TELEPHONE: 717-516-7557
EMAIL: PAUL.ERICKSON@CENTURYLINK.COM

—F01—
—FOU2—
XO COMMUNICATIONS
MR. SCOTT DREILING
630 CLARK AVE
KING OF PRUSSIA, PA 19406
TELEPHONE: 610-290-4003
EMAIL: SCOTT.J.DREILING@XO.COM

THREE WORKING DAYS PRIOR TO EXCAVATION,
THE CONTRACTOR MUST CONTACT THE PA ONE
CALL SYSTEM, INC.,
PHONE NUMBER 1-800-242-1776.

THE PA ONE CALL NOTIFICATIONS PERFORMED
DURING PROJECT DEVELOPMENT ARE AS
FOLLOWS:

PRELIMINARY DESIGN SERIAL NO. 20231224126
ON JUNE 29, 2023 FOR CITY OF HARRISBURG.

FINAL DESIGN SERIAL NO. ----- ON
----- FOR CITY OF HARRISBURG.

—TU1—
—T2—
—EU1—
HARRISBURG CITY
MR. DANIEL SNOW
123 WALNUT STREET
HARRISBURG, PA 17101-1618
TELEPHONE:
EMAIL: DSNOW@HARRISBURGPA.GOV

—FO—
ZAYO BANDWIDTH
MR. JAMES JACOBSEN
1101 E LINDEN AVE
LINDEN, NJ 07036
TELEPHONE: 973-214-6393
EMAIL: JAMES.JACOBSEN@ZAYO.COM

—EU2—
PENNDOT UNDERGROUND ELECTRIC

—EU3—
PRIVATE ELECTRIC

—EU—
—E—
PPL ELECTRIC UTILITIES CORP.
MS. CHARLOTTE KRUPA
2 NORTH 9TH STREET
ALLENTOWN, PA 18101
TELEPHONE: 610-774-6287
EMAIL: CAKRUPA@PPLWEB.COM

—G—
UGI UTILITIES INC.
MR. GEOFF FERGUSON
1301 AIP DRIVE
MIDDLETOWN, PA 17057
TELEPHONE: 610-807-3118
EMAIL: GFERGUSON@UGI.COM

—TU—
—T—
VERIZON PENNSYLVANIA LLC
MR. ROB ZIMMEL
801 SOUTH 29TH STREET
HARRISBURG, PA 17111
TELEPHONE: 717-312-1621
EMAIL: ROBERT.ZIMMEL@VERIZON.COM

—FOU—
SPRINT NEXTEL
MR. MIKE BROWN
484 WILLIAMSPORT PIKE, BOX 113
MARTINSBURG, WV 25404
TELEPHONE: 304-267-2384
EMAIL: MICHAEL.P.BROWN@SPRINT.COM

—CTV—
—CTV1—
COMCAST CABLE COMMUNICATIONS, INC.
MR. MIKE SWEIGARD
4601 SMITH STREET
HARRISBURG, PA 17109
TELEPHONE: 717-298-6947
EMAIL: MIKE.SWEIGARD@CABLE.COMCAST.COM

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	DAUPHIN	0083	B79 R/W	5 OF 75
		3010	015 R/W	
CITY OF HARRISBURG				
REVISION NUMBER	REVISIONS	DATE	BY	

TABULATION OF OVERALL LENGTH

SR 0083	STA 56+17.14 TO STA 87+50.00 =	3,132.86 FT = 0.593 MI
SR 3010	STA 37+59.09 TO STA 49+00.00 =	1,140.91 FT = 0.216 MI
	TOTAL =	4,273.77 FT = 0.809 MI

TABULATION OF AUTHORIZATION LENGTH

SR 0083	STA 56+17.14 TO STA 57+95.12 =	177.98 FT = 0.034 MI
SR 0083	STA 59+49.97 TO STA 73+30.93 =	1,380.96 FT = 0.262 MI
SR 0083	STA 83+68.83 TO STA 87+50.00 =	381.17 FT = 0.072 MI
	TOTAL =	1,940.11 FT = 0.368 MI
SR 3010	STA 37+59.09 TO STA 37+78.49 =	19.40 FT = 0.004 MI
SR 3010	STA 37+85.00 TO STA 37+99.20 =	14.20 FT = 0.003 MI
SR 3010	STA 48+14.55 TO STA 49+00.00 =	85.45 FT = 0.016 MI
	TOTAL =	119.05 FT = 0.023 MI
	AUTHORIZATION TOTAL =	2,059.16 FT = 0.391 MI

TABULATION OF REESTABLISHMENT LENGTH

SR 0083	STA 56+17.14 TO STA 57+95.12 =	177.98 FT = 0.034 MI
SR 0083	STA 59+49.97 TO STA 73+30.93 =	1,380.96 FT = 0.262 MI
SR 0083	STA 83+68.83 TO STA 87+50.00 =	381.17 FT = 0.072 MI
	TOTAL =	1,940.11 FT = 0.368 MI

EQUALITIES

NONE

TABULATION OF STRUCTURE DATA

EXISTING

SR 3011 (13TH STREET) OVER SR 0083
STATION: 16+97.29
TYPE OF STRUCTURE: 3-SPAN WELDED
STEEL I-GIRDER
SPAN LENGTHS:
SPAN 1 = 75'-0"
SPAN 2 = 150'-0"
SPAN 3 = 75'-0"
VERTICAL CLEAR: 14'-7"
SKEW: 81°12'00"
CLEAR ROADWAY WIDTH:
NORTHBOUND = VARIES 26'-0" TO 38'-0"
SOUTHBOUND = VARIES 26'-0" TO 38'-0"
STRUCTURE NO: S-12132

SR 0083 OVER 17TH STREET
STATION: 73+00.39
TYPE OF STRUCTURE: REINFORCED
CONCRETE RIGID FRAME AND 1-SPAN
P/S CONCRETE SPREAD BOX BEAM
SPAN LENGTHS:
RIGID FRAME = 50'-1 1/2"
SPREAD BOX BEAMS = 51'-7 1/2"
VERTICAL CLEAR: 15'-3"
SKEW: 85°49'19"
CLEAR ROADWAY WIDTH:
NORTHBOUND = 63'-0" (+/-)
SOUTHBOUND = 52'-2" (+/-)
STRUCTURE NO: S-2383 & 12135 (WIDENING)

17TH STREET OVER NORFOLK SOUTHERN
RAILWAY COMPANY
STATION: 12+03.12
TYPE OF STRUCTURE: 1-SPAN P/S
CONCRETE ADJACENT BOX BEAM
SPAN LENGTH: 84'-0" (+/-)
VERTICAL CLEAR: 21'-11"
SKEW: 78°00'00"
CLEAR ROADWAY WIDTH: 42'-2"
STRUCTURE NO: N/A

SR 0083 OVER SR 3010 (PAXTON STREET)
STATION: 66+12.23
TYPE OF STRUCTURE: 6-SPAN RIVETED STEEL
I-GIRDER AND 5-SPAN WELDED STEEL I-GIRDER
SPAN LENGTHS (ALONG SR 0083 CONSTR C):
SPAN 1 = 64'-11 1/2"
SPAN 2 = 121'-3 3/8"
SPAN 3 = 74'-11 3/4"
SPAN 4 = 70'-0 3/4"
SPAN 5 = 54'-0 3/4"
SPAN 6 = 40'-0 1/4"
VERTICAL CLEAR:
SR 3010 (PAXTON STREET) = 14'-4"
SOUTH 16TH STREET = 14'-0"
SKEWS (ALONG SR 0083 CONSTR C):
ABUTMENT 1 = 29°34'51"
PIER 1 = 28°36'25"
PIER 2 = 26°47'15"
PIER 3 = 47°06'15"
PIER 4 = 86°57'19"
PIER 5 = 87°45'58"
ABUTMENT 2 = 88°21'59"
CLEAR ROADWAY WIDTH:
NORTHBOUND = VARIES 62'-7" TO 65'-0" (+/-)
SOUTHBOUND = VARIES 62'-0" TO 84'-11" (+/-)
STRUCTURE NO: S-2382, S-12136 (WIDENING),
S-23788 (REHAB) & S-35388 (REHAB)

PROPOSED

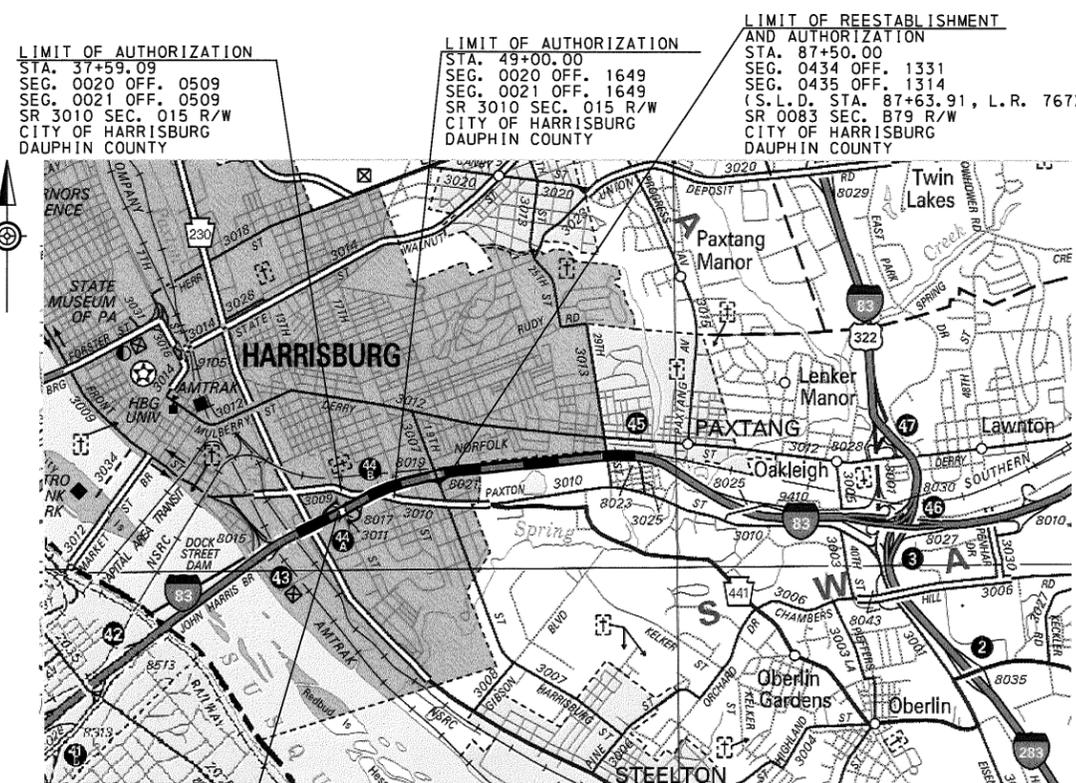
SR 3011 (13TH STREET) OVER SR 0083
STATION: 18+80.58
TYPE OF STRUCTURE: 2-SPAN P/S
CONCRETE PA BULB-TEE BEAM
SPAN LENGTHS:
SPAN 1 = 108'-0"
SPAN 2 = 108'-0"
VERTICAL CLEAR:
NS MAINLINE TRACK = 24'-7"
SKEW: 75°00'00"
CLEAR ROADWAY WIDTH: 70'-0"
STRUCTURE NO: S-42023

SR 0083 OVER 17TH STREET
STATION: 72+95.90
TYPE OF STRUCTURE: 1-SPAN P/S
CONCRETE PA BULB-TEE BEAM
SPAN LENGTH: VARIES 92'-10" TO 139'-6"
VERTICAL CLEAR: 16'-8"
SKEW: VARIES 30°00'00" TO 45°01'14"
CLEAR ROADWAY WIDTH:
SR 9402 NB C-D ROAD = 39'-3 1/4"
SR 0083 NB = 60'-6 1/2"
SR 0083 SB = 60'-6 1/2"
SR 9403 SB C-D ROAD = 39'-3 1/4"
STRUCTURE NO: S-42024

STATION 63+50.82 SR 0083 TO
854+42.64 SR 8019 RAMP S
TYPE OF STRUCTURE: REINFORCED
CONCRETE RETAINING WALL
STRUCTURE NO: S-42027

STATION 66+15.60 TO 72+15.61
SR 0083
TYPE OF STRUCTURE: REINFORCED
CONCRETE RETAINING WALL
STRUCTURE NO: S-42028

SR 0083 OVER SR 3010 B (PAXTON STREET)
STATION: 63+71.81
TYPE OF STRUCTURE: 1-SPAN P/S
CONCRETE PA BULB-TEE BEAM
SPAN LENGTH: VARIES 92'-10" TO 139'-6"
VERTICAL CLEAR: 16'-8"
SKEW: VARIES 30°00'00" TO 45°01'14"
CLEAR ROADWAY WIDTH:
SR 9402 NB C-D ROAD = 39'-3 1/4"
SR 0083 NB = 60'-6 1/2"
SR 0083 SB = 60'-6 1/2"
SR 9403 SB C-D ROAD = 39'-3 1/4"
STRUCTURE NO: S-42025

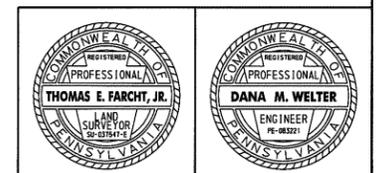


LIMIT OF REESTABLISHMENT
AND AUTHORIZATION
STA. 56+17.14
SEG. 0430 OFF. 0729
SEG. 0431 OFF. 0729
SR 0083 SEC. B79 R/W
(S.L.D. STA. 56+26.57, L.R. 767)
CITY OF HARRISBURG
DAUPHIN COUNTY

LOCATION MAP
SCALE IN FEET
0 2000 4000

LEGEND

 PROJECT
 STATE HIGHWAY
 LOCAL ROAD
 MUNICIPAL BOUNDARY



GENERAL NOTES

SR 0083 PREVIOUSLY KNOWN AS L.R. 767.
 SR 3010 PREVIOUSLY KNOWN AS L.R. 139' SPUR.

THE LEGAL RIGHT-OF-WAY ON SR 0083, FORMERLY LR 767, FROM STA 56+17.14 TO STA 87+50.00 IS VARIABLE IN WIDTH, BASED ON PLAN OF SR 0083 SECTION A79 R/W SIGNED ON AUGUST 5, 2021 AND RECORDED IN THE DAUPHIN COUNTY RECORDER'S OFFICE IN PLAN INSTRUMENT 20210028753 ON AUGUST 17, 2021.

THE LEGAL RIGHT-OF-WAY ON SR 3010, FORMERLY LR 139 SPUR, FROM STA 37+59.09 TO STA 37+78.49 AND FROM STA 37+85.00 TO STA 37+99.20 IS 80 FEET IN WIDTH BASED ON PLAN OF LR 767 SECTION A14 R/W(B) SIGNED ON SEPTEMBER 10, 1976 AND RECORDED IN THE DAUPHIN COUNTY COURT HOUSE IN PLAN BOOK F, PAGE 88 ON SEPTEMBER 28, 1976.

THE LEGAL RIGHT-OF-WAY ON SR 3010, FORMERLY LR 139 SPUR, FROM STA 48+14.55 TO STA 49+00.00 IS 80 FEET IN WIDTH BASED ON PLAN OF LR 767 SECTION 5C5 SIGNED ON MARCH 7, 1957 AND RECORDED IN THE DAUPHIN COUNTY RECORDER OF DEEDS OFFICE IN PLAN BOOK C, VOLUME 1, PAGE 15 ON MARCH 18, 1957.

THE LEGAL RIGHT-OF-WAY ON 13TH STREET FROM STA 11+65.00 TO STA 12+00.00, FROM STA 12+51.45 TO STA 12+76.00 AND FROM STA 13+01.12 TO STA 14+97.70 IS 60 FEET IN WIDTH BASED ON PLAN OF LR 767 SECTION A14 R/W(B) SIGNED ON SEPTEMBER 10, 1976 AND RECORDED IN THE DAUPHIN COUNTY COURT HOUSE IN PLAN BOOK F, PAGE 88 ON SEPTEMBER 28, 1976.

THE LEGAL RIGHT-OF-WAY ON 16TH STREET FROM STA 65+86.98 TO STA 66+35.00 IS 60 FEET IN WIDTH BASED ON PLAN OF LR 767 SECTION A14 R/W(B) SIGNED ON SEPTEMBER 10, 1976 AND RECORDED IN THE DAUPHIN COUNTY COURT HOUSE IN PLAN BOOK F PAGE 88 ON SEPTEMBER 28, 1976.

THE LEGAL RIGHT-OF-WAY ON 17TH STREET FROM STA 04+48.51 TO STA 05+64.71, FROM STA 05+76.59 TO STA 06+35.01 IS 60 FEET IN WIDTH BASED ON PLATE B.

THE LEGAL RIGHT-OF-WAY ON 17TH STREET FROM STA 10+81.21 TO STA 14+00.00 IS 60 FEET IN WIDTH BASED ON PLAN OF LR 767 SECTION A14 R/W(B) SIGNED ON SEPTEMBER 10, 1976 AND RECORDED IN THE DAUPHIN COUNTY COURT HOUSE IN PLAN BOOK F, PAGE 88 ON SEPTEMBER 28, 1976.

THE LEGAL RIGHT-OF-WAY ON 17TH STREET FROM STA 14+00.00 TO STA 16+00.00 IS 60 FEET IN WIDTH BASED ON PLATE B.

ALL REQUIRED RIGHT-OF-WAY FOR THIS PROJECT SHALL BE ACQUIRED IN FEE SIMPLE UNLESS OTHERWISE NOTED. AREAS, IF ANY, NOT TO BE ACQUIRED IN FEE SIMPLE SHALL BE ACQUIRED IN THE LESSER ESTATE OR INTEREST NOTED ON THE PLAN SHEET.

PRIVATE PROPERTY LINES ARE PLOTTED FROM THE DEED OF RECORD, RECORDED SUBDIVISION OR LOT PLANS, EXISTING TOPOGRAPHICAL FEATURES AND LIMITED FIELD DATA. PRIVATE PROPERTY LINES WERE NOT SURVEYED BY THE PROFESSIONAL LAND SURVEYOR RESPONSIBLE FOR THE PROJECT.

ABANDONMENTS AS SHOWN ON THIS PLAN ARE EFFECTIVE ONLY AFTER THE ROAD HAS BEEN OPENED TO TRAFFIC AND PROPER NOTICE HAS BEEN GIVEN TO THE LOCAL AUTHORITIES.

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

UNDERGROUND STRUCTURE SUPPORT EASEMENT. AN EASEMENT FOR THE CONSTRUCTION, INSPECTION, MAINTENANCE, REPAIR, RECONSTRUCTION AND ALTERATION OF UNDERGROUND STRUCTURE SUPPORT ELEMENTS. THE EASEMENT SHALL NOT PREVENT THE OWNER FROM MAKING USE OF THE SURFACE FOR FARMING, PARKING AND SIMILAR LEGAL PURPOSES WHICH SHALL NOT INJURE THE STRUCTURE SUPPORT ELEMENTS. HOWEVER, NO STRUCTURE OF ANY KIND MAY BE ERRECTED THEREON, NOR IS ANY EXCAVATION OR DRILLING ALLOWED WITHOUT ADVANCED WRITTEN APPROVAL BY THE DEPARTMENT OF TRANSPORTATION.

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

REQUIRED RIGHT-OF-WAY FOR CITY STREET. RIGHT-OF-WAY ACQUIRED FOR THE BENEFIT OF THE APPLICABLE MUNICIPALITY IN THE SAME INTEREST AS FOR REQUIRED RIGHT-OF-WAY FOR STATE HIGHWAY PURPOSES, ALONG WITH A TEMPORARY CONSTRUCTION EASEMENT FOR THE BENEFIT AND USE OF THE COMMONWEALTH. TITLE SHALL VEST IN THE APPLICABLE LOCAL MUNICIPALITY UPON ACQUISITION AND MAINTENANCE RESPONSIBILITY SHALL TRANSFER UPON THE COMPLETION OF CONSTRUCTION.

SLOPE EASEMENT FOR CITY STREET. AN EASEMENT FOR THE SUPPORT AND PROTECTION OF THE HIGHWAY ACQUIRED FOR THE BENEFIT OF THE APPLICABLE MUNICIPALITY, INCLUDING THE RIGHT TO CONSTRUCT, INSPECT, MAINTAIN, REPAIR, RECONSTRUCT AND ALTER DRAINAGE FACILITIES AND THE CONTOUR OF THE LAND. THE EASEMENT SHALL NOT PREVENT THE PROPERTY OWNER FROM MAKING ANY LEGAL USE OF THE AREA WHICH IS NOT DETRIMENTAL TO THE NECESSARY SUPPORT AND PROTECTION OF THE HIGHWAY RIGHT-OF-WAY AND THE SAFETY OF THE TRAVELING PUBLIC. TITLE SHALL VEST IN THE APPLICABLE LOCAL MUNICIPALITY UPON ACQUISITION AND MAINTENANCE RESPONSIBILITY SHALL TRANSFER UPON THE COMPLETION OF CONSTRUCTION.

SIDEWALK EASEMENT. AN EASEMENT FOR THE CONSTRUCTION, INSPECTION, MAINTENANCE, REPAIR, RECONSTRUCTION AND ALTERATION OF A SIDEWALK. THE EASEMENT SHALL NOT PREVENT THE PROPERTY OWNER FROM MAKING ANY LEGAL USE OF THE AREA WHICH IS NOT DETRIMENTAL TO ITS USE FOR SIDEWALK PURPOSES.

VERTICAL CONTROL IS BASED ON THE NORTH AMERICAN VERTICAL DATUM 1988 (NAVD 88).

HORIZONTAL CONTROL IS BASED ON THE PENNSYLVANIA COORDINATE SYSTEM, SOUTH ZONE, NORTH AMERICAN DATUM (NAD 83), 2011 REALIZATION.

ALL ROADWAY CURVE DATA IS BASED ON THE ARC DEFINITION UNLESS OTHERWISE NOTED. ALL RAILROAD CURVE DATA IS BASED ON THE CHORD DEFINITION UNLESS OTHERWISE NOTED.

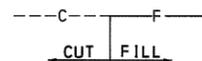
THE AVERAGE COMBINED SCALE FACTOR IS 0.999919034.

S.R. 0083 IS A NHS ROUTE FROM STA. 45+96.59 TO STA. 133+10.88.

 THE HALF CIRCLED NUMBER INDICATES A SCALED DIMENSION.

 INDICATES PROPOSED MONUMENTED DIMENSIONS.

THE LIMIT OF SLOPE LINE IS INDICATED WITH A DASHED LINE FOR CUT AND A SOLID LINE FOR FILL.



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

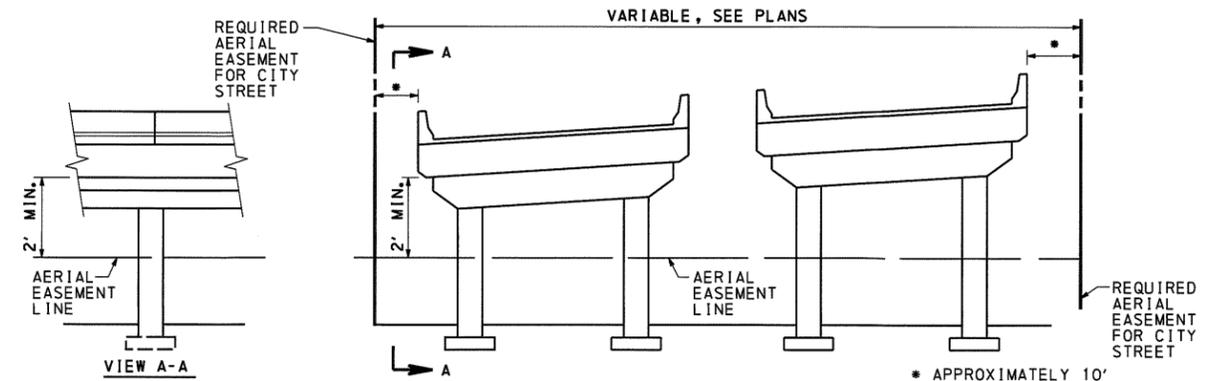
BUILDINGS AND STRUCTURES MARKED  ARE ENCROACHMENTS WHICH ARE THE RESPONSIBILITY OF THE PROPERTY OWNERS TO REMOVE.

THE FILING OF THIS PLAN IS NOT A CONDEMNATION OF THE PROPERTIES DESIGNATED THEREIN OR ANY OTHER PROPERTIES WITHIN THE PROPOSED HIGHWAY PATH AND DOES NOT IN ANY MANNER WHATSOEVER RESTRICT THE USE OR DISPOSAL THEREOF. AUTHORIZATION TO CONDEMN UNDER THIS PLAN EXTENDS FOR ONLY ONE YEAR FROM THE DATE OF THE SECRETARY'S SIGNATURE INITIALLY AUTHORIZING ACQUISITION OR SUBSEQUENTLY REVISING THE PLAN OR REAUTHORIZING ACQUISITION THEREUNDER.

THERE ARE NO NAVIGABLE STREAMS ON THIS PROJECT.

DISTRICT	COUNTY	ROUTE	SECTION	SHEET	
8-0	DAUPHIN	0083	B79 R/W	6 OF 75	
		3010	015 R/W		
CITY OF HARRISBURG					
REVISION NUMBER	REVISIONS			DATE	BY

AERIAL EASEMENT SKETCH



SKETCH SHOWING ESTATE TO BE ACQUIRED FOR ONE (1) LIMITED AERIAL EASEMENT AS FOLLOWS:
 - FROM 17TH STREET STA. 10+91 TO STA. 12+86.

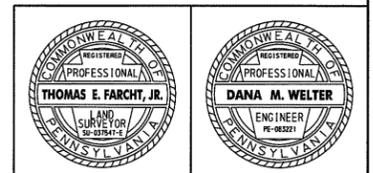
USE OF AIRSPACE BENEATH THE ESTABLISHED GRADELINE OF THE HIGHWAY SHALL PROVIDE SUFFICIENT VERTICAL AND HORIZONTAL CLEARANCES FOR THE CONSTRUCTION, OPERATION, MAINTENANCE, VENTILATION AND SAFETY OF THE HIGHWAY FACILITY. THE ESTATE ACQUIRED ABOVE THE AERIAL EASEMENT LINE MAY BE ENTERED ON BY MOVING VEHICLES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

WHERE AN AERIAL EASEMENT IS ACQUIRED FOR CITY STREET, IT SHALL INCLUDE AN EASEMENT IN THE AIR FOR THE ACCOMMODATION OF THE ELEVATED HIGHWAY STRUCTURE UNLIMITED IN VERTICAL DIMENSION ABOVE THE STRUCTURE, A SURFACE EASEMENT UNLIMITED IN VERTICAL DIMENSION FOR THE ACCOMMODATION OF PIERS AND OTHER APPURTENANCES AND A TEMPORARY EASEMENT FOR CONSTRUCTION PURPOSES INCLUDING THE STORAGE OF MATERIALS DURING CONSTRUCTION FOR THE ENTIRE AREA. TITLE SHALL VEST IN THE APPLICABLE LOCAL MUNICIPALITY UPON ACQUISITION AND MAINTENANCE RESPONSIBILITY SHALL TRANSFER UPON THE COMPLETION OF CONSTRUCTION.

THE FOLLOWING LIMITATIONS SHALL BE IMPOSED ON THE PROPERTY BENEATH THE AREA AFFECTED BY THE AERIAL EASEMENT:

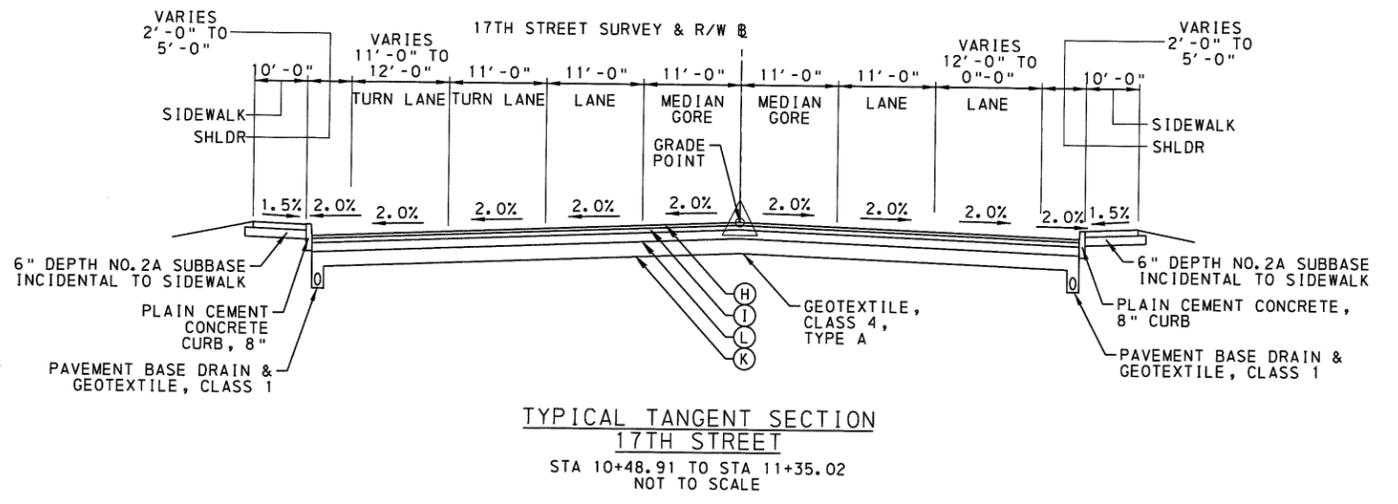
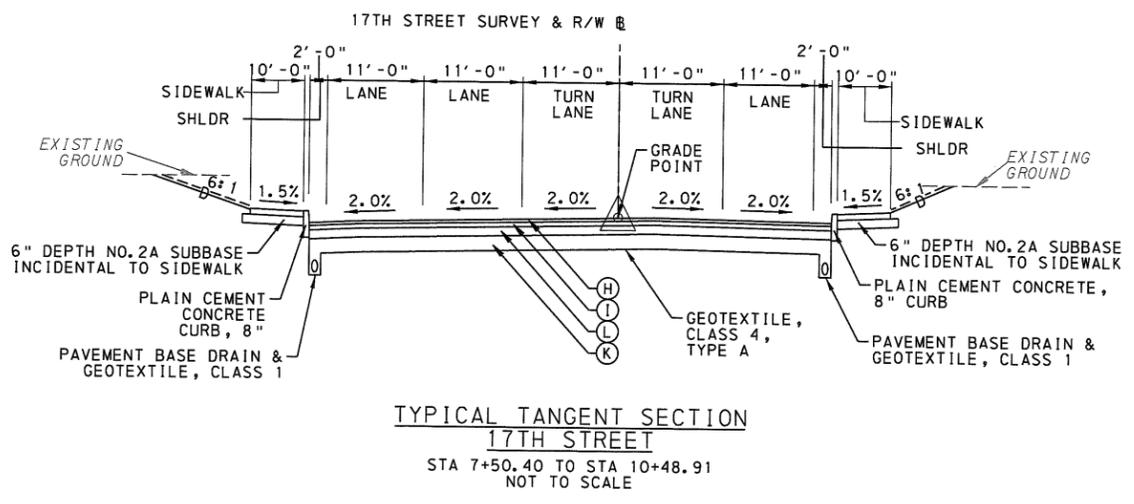
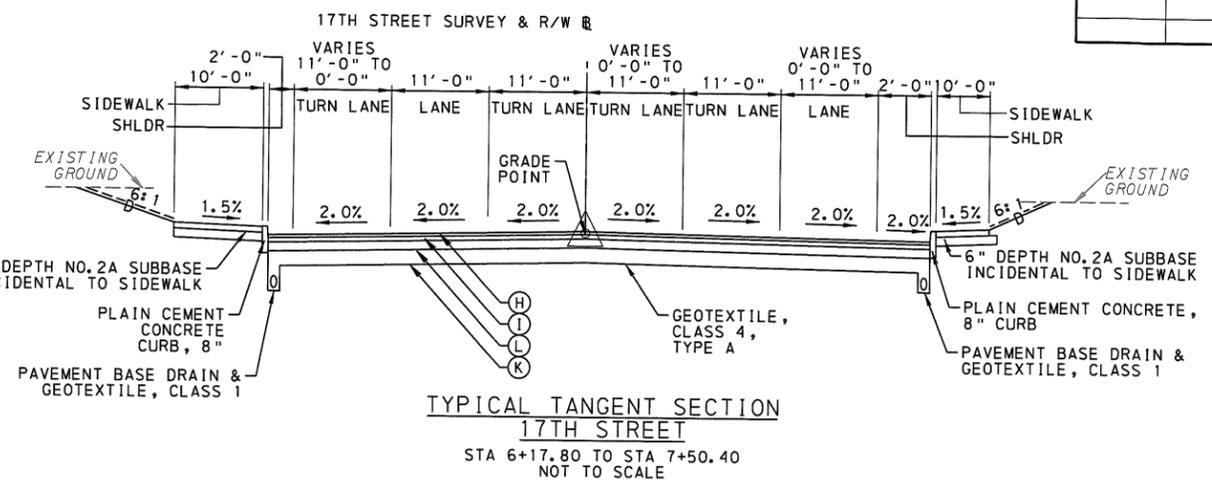
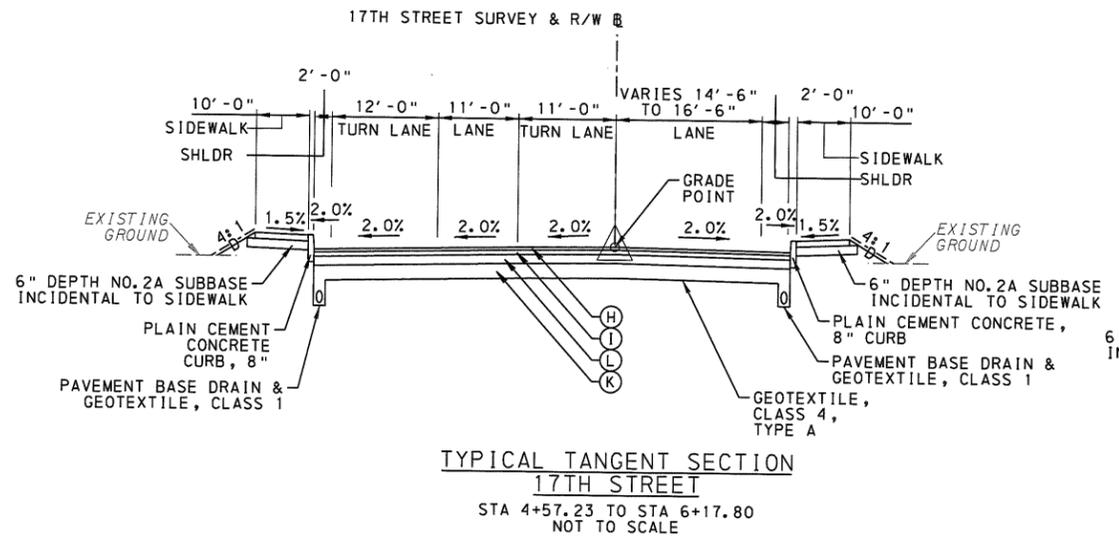
1. NO USE SHALL BE MADE OF THE PROPERTY WHICH SHALL ENDANGER THE STRUCTURE OR THE HEALTH, SAFETY OR WELFARE OF THE TRAVELING PUBLIC.
2. NO FLAMMABLE, EXPLOSIVE, DANGEROUS OR HAZARDOUS MATERIAL SHALL BE USED, PLACED OR STORED ON THE PROPERTY.
3. NO BUILDING OR OTHER FACILITY SHALL BE CONSTRUCTED ON THE PROPERTY WITHOUT PRIOR AUTHORITY OF THE CITY OF HARRISBURG. IF AND WHEN SUCH AUTHORITY IS GRANTED, THE PLANS FOR THE BUILDING OR FACILITY AND CONSTRUCTION METHODS SHALL BE SUBJECT TO THE APPROVAL OF THE CITY OF HARRISBURG.
4. NO INTERFERENCE SHALL BE MADE WITH THE RIGHT OF THE CITY OF HARRISBURG TO ENTER UPON THE PROPERTY FOR THE PURPOSES OF INSPECTION, MAINTENANCE, REPAIR, PAINTING, RECONSTRUCTION OR ALTERATION OF THE STRUCTURE OR APPURTENANCES. MOVEABLE ITEMS MAY HAVE TO BE REMOVED BY THE OWNER DURING SOME OR ALL OF THE ABOVE OPERATIONS.
5. ANY SUBSTANTIAL CHANGE IN PROPERTY USE TO BE MADE SUBSEQUENT TO THE ACQUISITION OF THE EASEMENT SHALL BE SUBJECT TO THE APPROVAL OF THE CITY OF HARRISBURG.

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

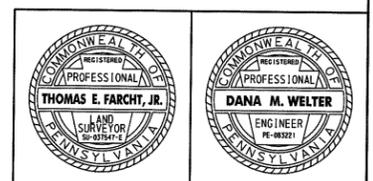
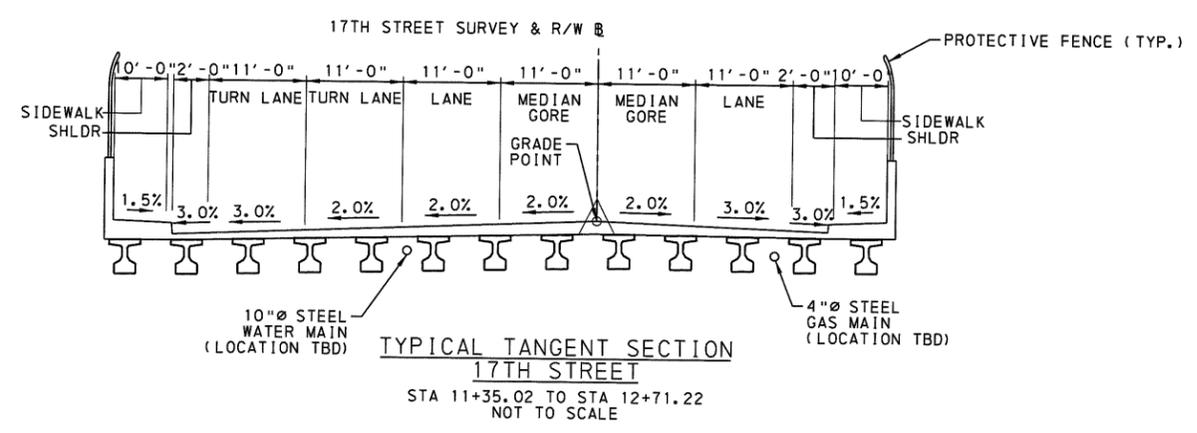


NOTE: 1. APPLY ASPHALT TACK COAT BETWEEN ALL PAVEMENT LAYERS
 2. FOR LANE CONFIGURATIONS SEE SIGNING AND PAVEMENT MARKING PLAN

DISTRICT	COUNTY	ROUTE	SECTION	SHEET	
8-0	DAUPHIN	0083	B79 R/W	9 OF 75	
		3010	015 R/W		
CITY OF HARRISBURG					
REVISION NUMBER	REVISIONS			DATE	BY



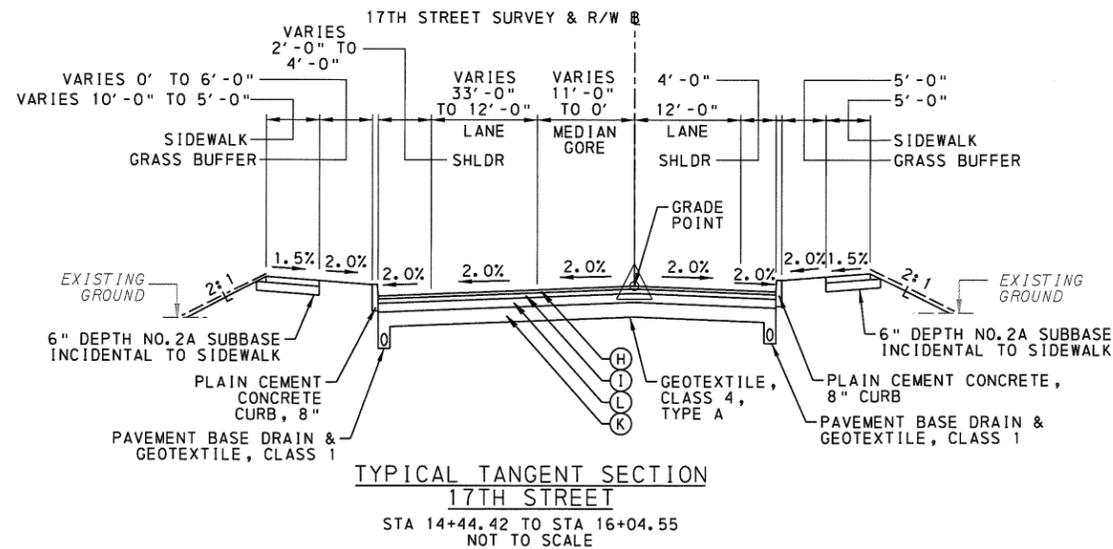
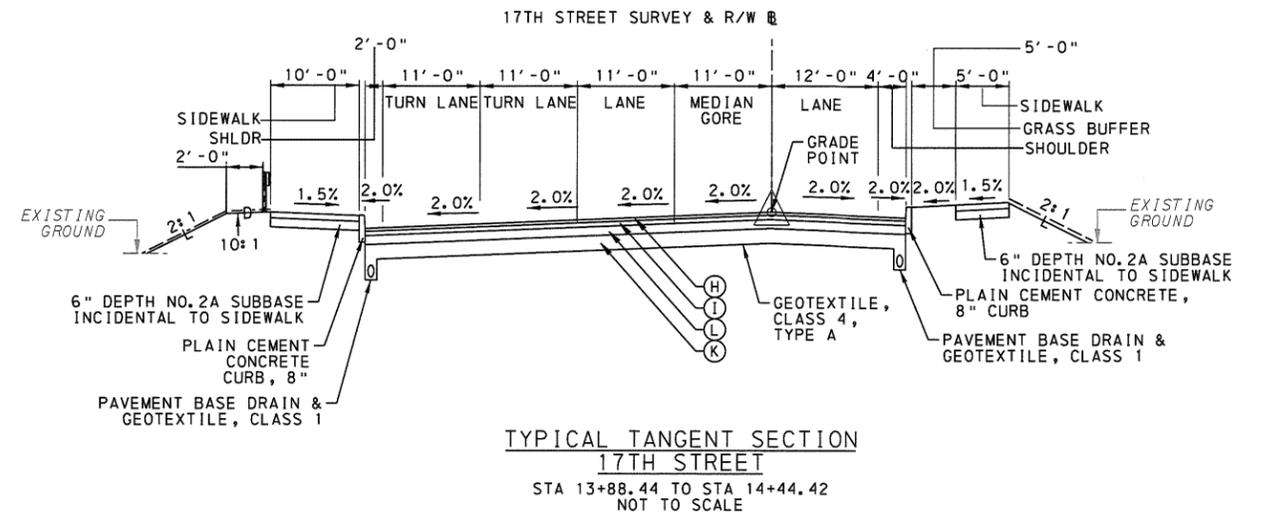
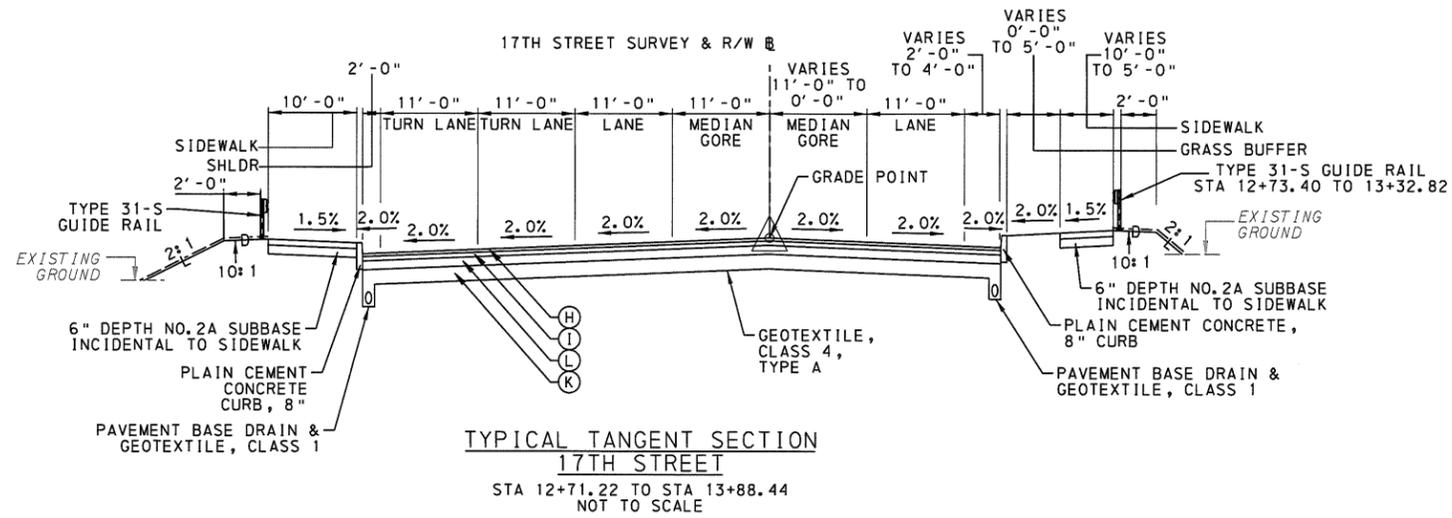
- LEGEND**
- (A) STONE MATRIX ASPHALT MIXTURE DESIGN, WEARING COURSE, RPS PG 64E-22, LTS ACCEPTANCE 12.5 MM MIX, 2" DEPTH, SRL-E
 - (B) SUPERPAVE ASPHALT MIXTURE DESIGN, BINDER COURSE, RPS, PG 64E-22, >=30 MILLION ESALS, 19.0 MM MIX, 2 1/2" DEPTH
 - (C) SUPERPAVE ASPHALT MIXTURE DESIGN, BASE COURSE, PG 64S-22, >=30 MILLION ESALS, 25.0 MM MIX, 11" DEPTH
 - (D) SUBBASE 8" DEPTH (NO. 2A)
 - (E) SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE, RPS, PG 64E-22, 3 TO <10 MILLION ESALS, 12.5 MM MIX, 2" DEPTH, SRL-L
 - (F) SUPERPAVE ASPHALT MIXTURE DESIGN, BINDER COURSE, RPS, PG 64E-22, 3 TO <10 MILLION ESALS, 19.0 MM MIX, 2 1/2" DEPTH
 - (G) SUPERPAVE ASPHALT MIXTURE DESIGN, BASE COURSE, PG 64S-22, 3 TO <10 MILLION ESALS, 25.0 MM MIX, 11" DEPTH
- D--- SEEDING AND SOIL SUPPLEMENT - FORMULA D
 ---L--- SEEDING AND SOIL SUPPLEMENT - FORMULA L



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- NOTE: 1. APPLY ASPHALT TACK COAT BETWEEN ALL PAVEMENT LAYERS
 2. FOR LANE CONFIGURATIONS SEE SIGNING AND PAVEMENT MARKING PLAN

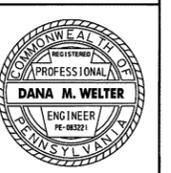
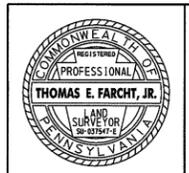
DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	DAUPHIN	0083	B79 R/W	10 OF 75
		3010	015 R/W	
CITY OF HARRISBURG				
REVISION NUMBER	REVISIONS	DATE	BY	



LEGEND

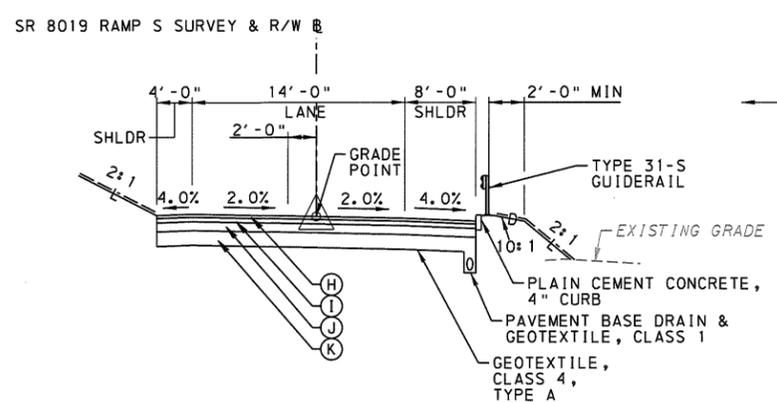
- (A) STONE MATRIX ASPHALT MIXTURE DESIGN, WEARING COURSE, RPS PG 64E-22, LTS ACCEPTANCE 12.5 MM MIX, 2" DEPTH, SRL-E
- (B) SUPERPAVE ASPHALT MIXTURE DESIGN, BINDER COURSE, RPS, PG 64E-22, >/=30 MILLION ESALS, 19.0 MM MIX, 2 1/2" DEPTH
- (C) SUPERPAVE ASPHALT MIXTURE DESIGN, BASE COURSE, PG 64S-22, >/=30 MILLION ESALS, 25.0 MM MIX, 11" DEPTH
- (D) SUBBASE 8" DEPTH (NO. 2A)
- (E) SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE, RPS, PG 64E-22, 3 TO <10 MILLION ESALS, 12.5 MM MIX, 2" DEPTH, SRL-L
- (F) SUPERPAVE ASPHALT MIXTURE DESIGN, BINDER COURSE, RPS, PG 64E-22, 3 TO <10 MILLION ESALS, 19.0 MM MIX, 2 1/2" DEPTH
- (G) SUPERPAVE ASPHALT MIXTURE DESIGN, BASE COURSE, PG 64S-22, 3 TO <10 MILLION ESALS, 25.0 MM MIX, 11" DEPTH

- D-- SEEDING AND SOIL SUPPLEMENT - FORMULA D
- L-- SEEDING AND SOIL SUPPLEMENT - FORMULA L

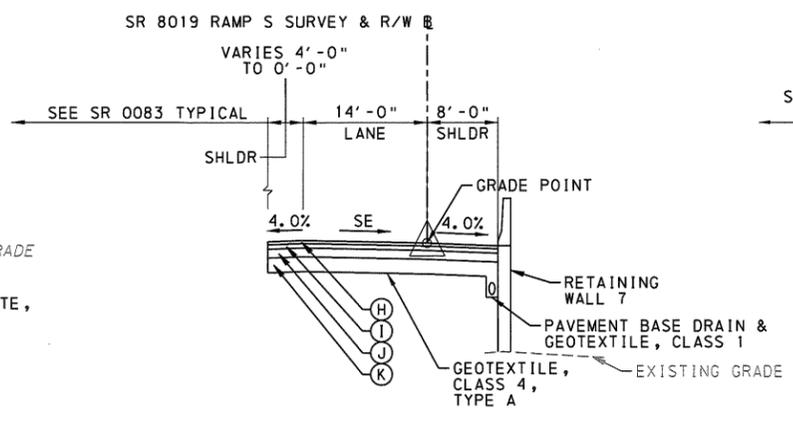


DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	DAUPHIN	0083	B79 R/W	12 OF 75
		3010	015 R/W	
CITY OF HARRISBURG				
REVISION NUMBER	REVISIONS	DATE	BY	

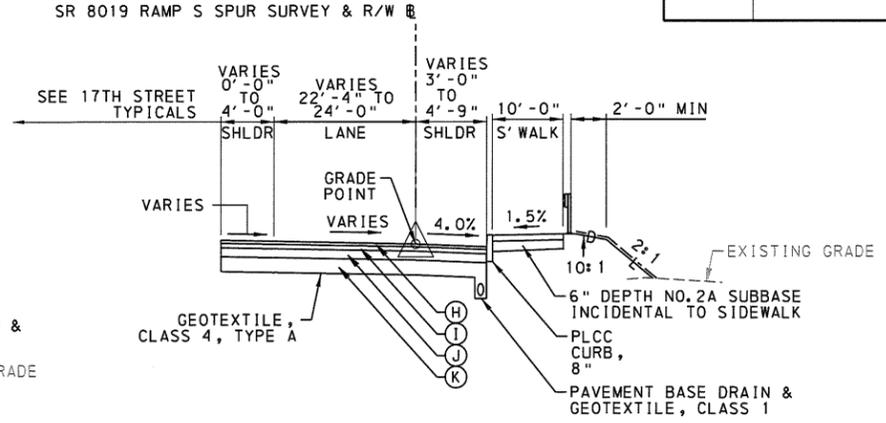
NOTE: 1. APPLY ASPHALT TACK COAT BETWEEN ALL PAVEMENT LAYERS
 2. FOR LANE CONFIGURATIONS SEE SIGNING AND PAVEMENT MARKING PLAN



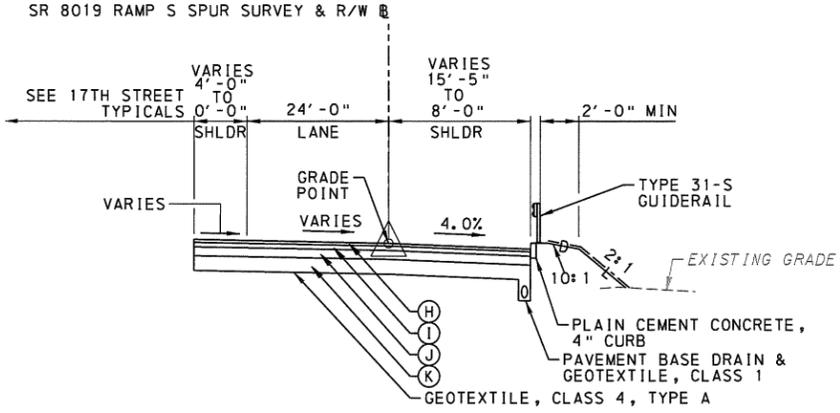
TYPICAL TANGENT SECTION
SR 8019 RAMP S
 STA 851+95.28 TO STA 854+42.64
 NOT TO SCALE



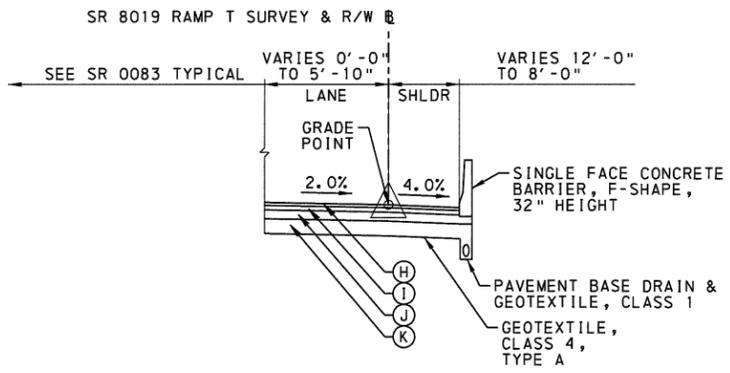
TYPICAL TANGENT SECTION
SR 8019 RAMP S
 STA 854+42.64 TO STA 856+20.71
 NOT TO SCALE



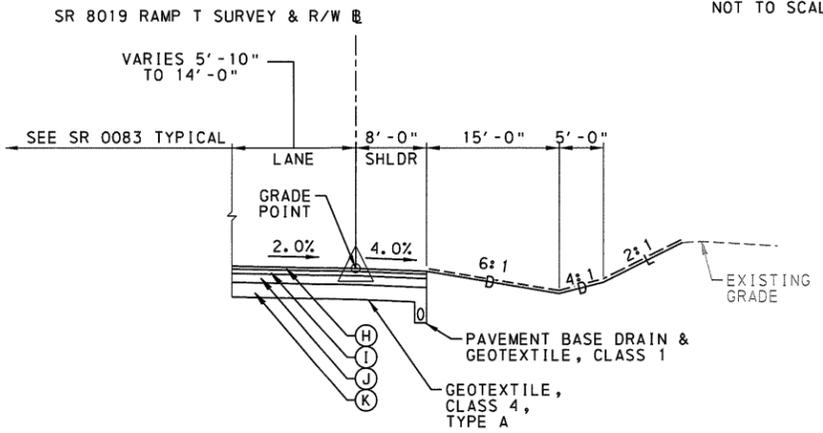
TYPICAL TANGENT SECTION
SR 8019 RAMP S SPUR
 STA 00+24.03 TO STA 01+12.54
 NOT TO SCALE



TYPICAL TANGENT SECTION
SR 8019 RAMP S SPUR
 STA 01+12.54 TO STA 2+24.81
 NOT TO SCALE



TYPICAL TANGENT SECTION
SR 8019 RAMP T
 STA 800+00.00 TO STA 801+10.66
 NOT TO SCALE



TYPICAL TANGENT SECTION
SR 8019 RAMP T
 STA 801+10.66 TO STA 802+67.21
 NOT TO SCALE

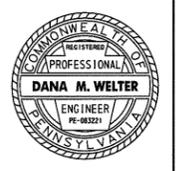
LEGEND

- (A) STONE MATRIX ASPHALT MIXTURE DESIGN, WEARING COURSE, RPS PG 64E-22, LTS ACCEPTANCE 12.5 MM MIX, 2" DEPTH, SRL-E
- (B) SUPERPAVE ASPHALT MIXTURE DESIGN, BINDER COURSE, RPS, PG 64E-22, >=30 MILLION ESALS, 19.0 MM MIX, 2 1/2" DEPTH
- (C) SUPERPAVE ASPHALT MIXTURE DESIGN, BASE COURSE, PG 64S-22, >=30 MILLION ESALS, 25.0 MM MIX, 11" DEPTH
- (D) SUBBASE 8" DEPTH (NO. 2A)
- (E) SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE, RPS, PG 64E-22, 3 TO <10 MILLION ESALS, 12.5 MM MIX, 2" DEPTH, SRL-L
- (F) SUPERPAVE ASPHALT MIXTURE DESIGN, BINDER COURSE, RPS, PG 64E-22, 3 TO <10 MILLION ESALS, 19.0 MM MIX, 2 1/2" DEPTH
- (G) SUPERPAVE ASPHALT MIXTURE DESIGN, BASE COURSE, PG 64S-22, 3 TO <10 MILLION ESALS, 25.0 MM MIX, 11" DEPTH

---D--- SEEDING AND SOIL SUPPLEMENT - FORMULA D

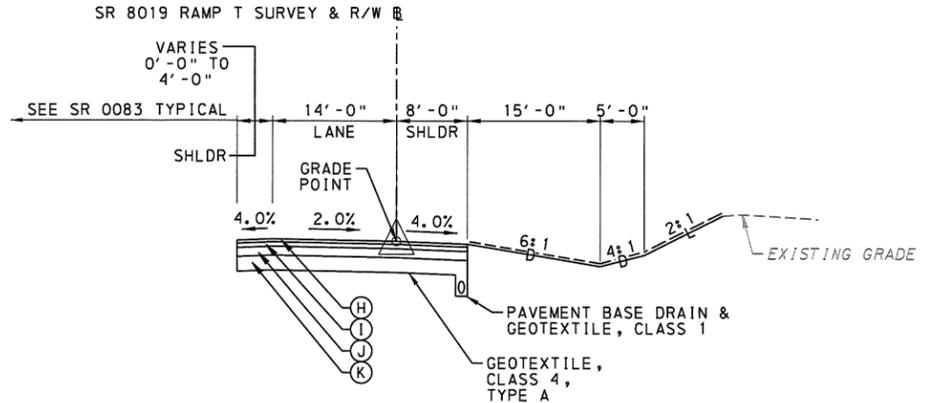
---L--- SEEDING AND SOIL SUPPLEMENT - FORMULA L

3/18/2024 FILENAME: e3016_b79-s-cv-tp06.dgn

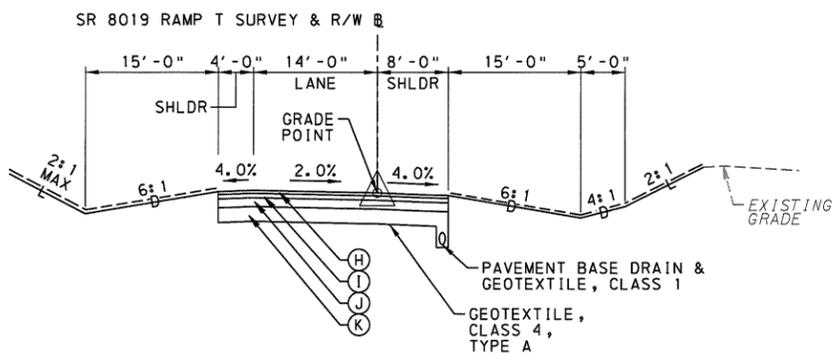


DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	DAUPHIN	0083	B79 R/W 3010 015 R/W	13 OF 75
CITY OF HARRISBURG				
REVISION NUMBER	REVISIONS	DATE	BY	

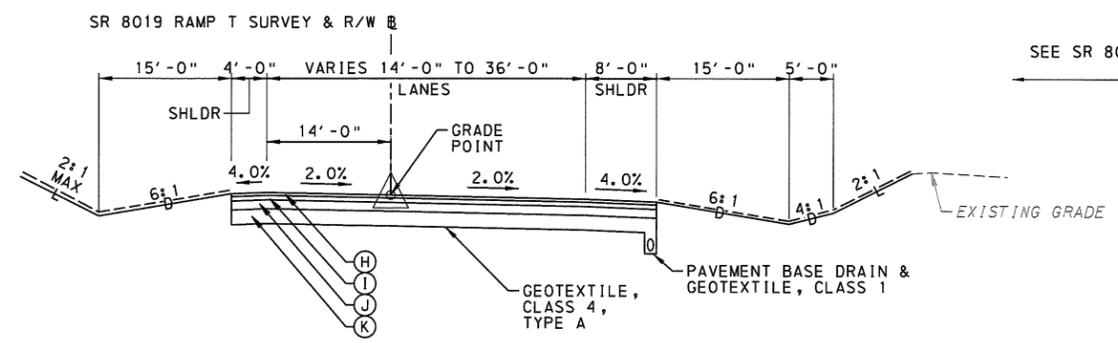
NOTE: 1. APPLY ASPHALT TACK COAT BETWEEN ALL PAVEMENT LAYERS
2. FOR LANE CONFIGURATIONS SEE SIGNING AND PAVEMENT MARKING PLAN



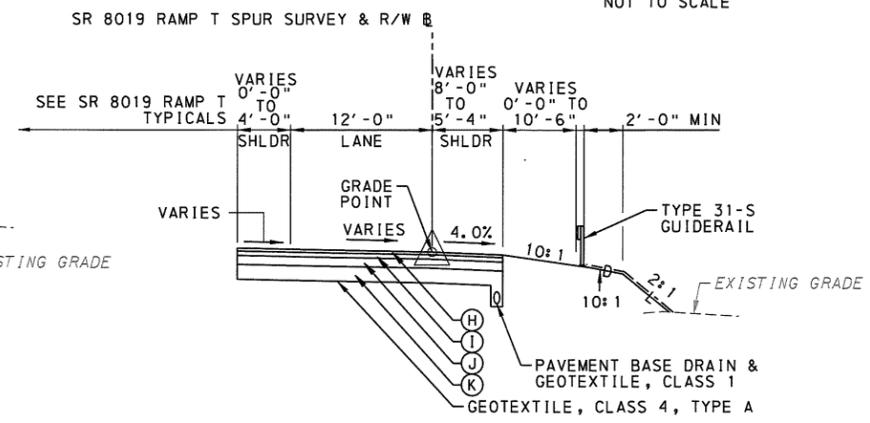
TYPICAL TANGENT SECTION
SR 8019 RAMP T
STA 802+67.21 TO STA 805+29.12
NOT TO SCALE



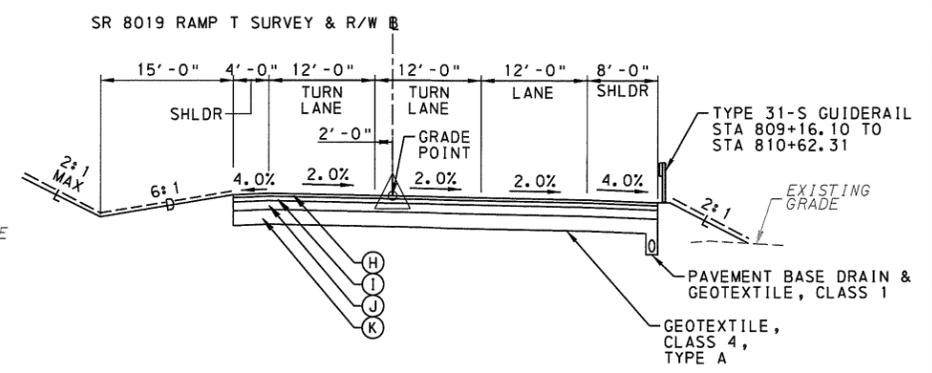
TYPICAL TANGENT SECTION
SR 8019 RAMP T
STA 805+29.12 TO STA 806+64.61
NOT TO SCALE



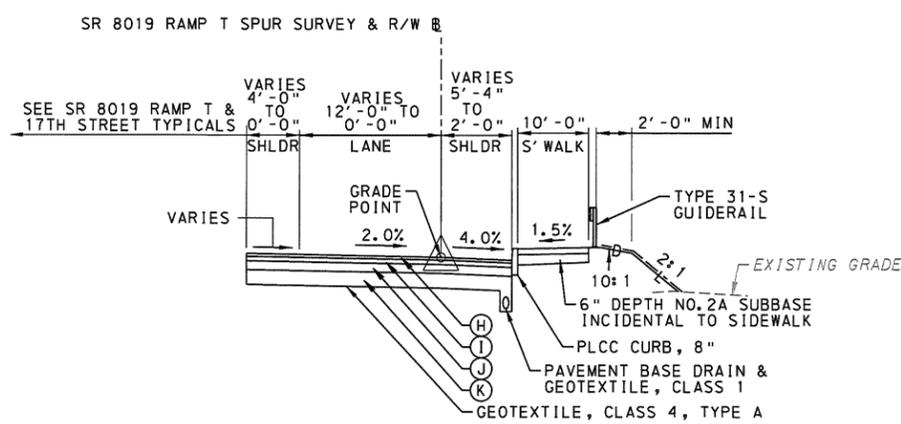
TYPICAL TANGENT SECTION
SR 8019 RAMP T
STA 806+64.61 TO STA 808+50.30
NOT TO SCALE



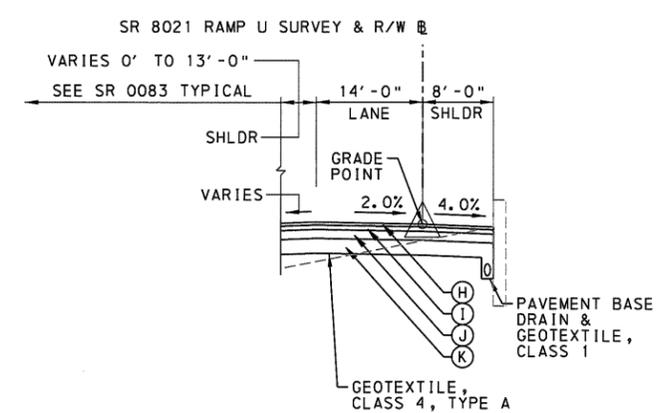
TYPICAL TANGENT SECTION
SR 8019 RAMP T SPUR
STA 00+00.00 TO STA 0+49.59
NOT TO SCALE



TYPICAL TANGENT SECTION
SR 8019 RAMP T
STA 808+50.30 TO STA 810+62.31
NOT TO SCALE



TYPICAL TANGENT SECTION
SR 8019 RAMP T SPUR
STA 00+49.59 TO STA 1+29.80
NOT TO SCALE

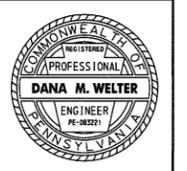


TYPICAL TANGENT SECTION
SR 8021 RAMP U
STA 900+34.46 TO STA 903+06.81
NOT TO SCALE

LEGEND

- (H) SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE, RPS, PG 64E-22, 3 TO <10 MILLION ESALS, 12.5 MM MIX, 2" DEPTH, SRL-E
- (I) SUPERPAVE ASPHALT MIXTURE DESIGN, BINDER COURSE, RPS, PG 64E-22, 3 TO <10 MILLION ESALS, 19.0 MM MIX, 2 1/2" DEPTH
- (J) SUPERPAVE ASPHALT MIXTURE DESIGN, BASE COURSE, PG 64S-22, 3 TO <10 MILLION ESALS, 25.0 MM MIX, 7" DEPTH
- (K) SUBBASE 10" DEPTH (NO. 2A)
- (M) SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE (SCRATCH), PG 64S-22, 3 TO <10 MILLION ESALS, 9.5 MM MIX, SRL-L (0.5" MIN DEPTH)
- (N) MILLING OF ASPHALT PAVEMENT SURFACE, 2 1/2" DEPTH, MILLED MATERIAL RETAINED BY CONTRACTOR

---D--- SEEDING AND SOIL SUPPLEMENT - FORMULA D
---L--- SEEDING AND SOIL SUPPLEMENT - FORMULA L



DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	DAUPHIN	0083	B79 R/W	26 OF 75
		3010	015 R/W	
CITY OF HARRISBURG				
REVISION NUMBER	REVISIONS	DATE	BY	

SUMMARY OF PROJECT COORDINATES
 BASED ON PENNSYLVANIA STATE PLANE COORDINATE SYSTEM
 NORTH AMERICAN DATUM 1983 (NAD 83) (SOUTH ZONE)

ROUTE	POINT	STATION	COORDINATES		BEARING	
			NORTH	EAST		
SR 0083 SURVEY & R/W	POB	0+00.00	333648.8136	2210844.5636	N 53°23' 25" E	
	PC	32+09.10	335562.5915	2213420.5637		
	PI	37+45.38	335882.4082	2213851.0461		
	PT	42+78.52	336116.3606	2214333.6059	N 64°08' 07" E	
	PC	49+18.11	336395.3831	2214909.1292		
	PI	52+34.37	336533.3493	2215193.7041		
	PRC	55+50.45	336687.2946	2215469.9620	N 60°52' 16" E	
	PI	74+20.66	337597.6625	2217103.6361		
	PT	92+39.82	337792.3726	2218963.6761		
	PC	129+48.63	338178.5033	2222652.3320	N 84°01' 26" E	
	PI	134+28.70	338228.4835	2223129.7861		
	PT	139+02.63	338146.2147	2223602.7472	S 80°07' 57" E	
	SR 9402 NB C-D ROAD SURVEY & R/W	PC	1000+00.00	335612.5967	2213609.7095	N 55°14' 18" E
		PI	1004+38.21	335862.4477	2213969.7127	
PT		1008+74.66	336053.6165	2214364.0252	N 64°08' 07" E	
PC		1015+07.07	336329.5045	2214933.0832		
PI		1015+32.20	336340.7906	2214955.5434		
PCC		1015+57.34	336352.1639	2214977.9596	N 63°54' 51" E	
PI		1018+54.00	336482.6123	2215244.4048		
PRC		1021+50.53	336627.0212	2215503.5494	N 60°52' 16" E	
PI		1040+06.60	337530.5090	2217124.8770		
PT		1058+12.02	337723.7476	2218970.8598	N 84°01' 26" E	
POE		1065+37.97	337799.3274	2219692.8635		
SR 9403 SB C-D ROAD SURVEY & R/W	PC	1100+00.00	336107.8779	2214161.2773	N 62°33' 33" E	
	PI	1100+79.40	336144.4673	2214231.7421		
	PT	1101+58.79	336179.1047	2214303.1866	N 64°08' 07" E	
	PI	1107+91.20	336454.9927	2214872.2446		
	PC	1111+58.07	336629.4031	2215195.0142	N 62°16' 00" E	
	PI	1112+92.27	336691.8529	2215313.7951		
	PRC	1114+26.45	336757.1768	2215431.0200	N 60°52' 16" E	
	PI	1115+14.40	336799.9860	2215507.8420		
	PCC	1116+02.34	336841.3204	2215585.4676	N 61°57' 55" E	
	PI	1130+85.64	337528.7692	2216899.8912		
	PT	1145+43.62	337779.0704	2218361.9184	N 80°17' 06" E	

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

SUMMARY OF PROJECT COORDINATES
 BASED ON PENNSYLVANIA STATE PLANE COORDINATE SYSTEM
 NORTH AMERICAN DATUM 1983 (NAD 83) (SOUTH ZONE)

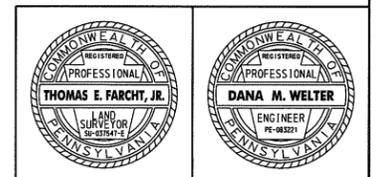
ROUTE	POINT	STATION	COORDINATES		BEARING
			NORTH	EAST	
SR 3010 A (PAXTON STREET) SURVEY & R/W	PC	21+49.44	337249.5090	2214268.9576	N 85°40' 11" E
	PI	22+71.34	337258.7132	2214390.5135	
	PT	23+93.21	337272.8472	2214511.5952	N 83°20' 31" E
	POE	32+50.51	337372.2454	2215363.1112	
SR 3010 B (PAXTON STREET) SURVEY & R/W	POB	32+50.51	337368.3684	2215364.5733	S 69°29' 53" E
	PC	41+96.23	337037.1404	2216250.3880	
	PI	44+00.23	336965.7606	2216441.2815	
	PT	45+84.00	337045.5972	2216628.7956	N 66°56' 15" E
	PC	46+43.13	337068.7583	2216628.7956	
	PI	48+11.60	337134.7570	2216838.2075	
	PT	49+68.57	337095.4288	2217002.0307	S 76°30' 03" E
	PC	51+21.86	337059.6467	2217151.0819	
	PI	51+64.13	337049.7781	2217192.1900	
	PT	52+06.27	337045.7713	2217234.2757	S 84°33' 42" E
	PC	62+16.01	336950.0715	2218239.4694	
	PI	62+74.07	336944.5684	2218297.2717	
	PT	63+32.07	336943.8328	2218355.3307	S 89°16' 27" E
	PC	70+26.33	336935.0376	2219049.5371	
	PI	74+32.73	336929.8891	2219455.8993	
	PT	78+37.00	336996.3161	2219856.8284	N 80°35' 33" E
	PC	99+72.22	337345.3273	2221963.3316	
	PI	105+21.10	337435.0446	2222504.8325	
	PT	110+62.52	337368.6559	2223049.6858	S 83°03' 11" E

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

SUMMARY OF PROJECT COORDINATES
 BASED ON PENNSYLVANIA STATE PLANE COORDINATE SYSTEM
 NORTH AMERICAN DATUM 1983 (NAD 83) (SOUTH ZONE)

ROUTE	POINT	STATION	COORDINATES		BEARING
			NORTH	EAST	
SR 8019 RAMP S SURVEY & R/W	PC	850+00.00	337551.4422	2217004.3379	N 34°24' 37" W
	PI	850+72.42	337611.1928	2216963.4099	
	PT	851+11.86	337567.6082	2216905.5686	S 53°00' 04" W
	PC	853+99.83	337394.3105	2216675.5844	
	PI	855+10.92	337327.4559	2216586.8613	
	PT	856+20.71	337286.1891	2216483.7189	S 68°11' 38" W
SR 8019 RAMP S SPUR SURVEY & R/W	PC	0+00.00	337726.7448	2216891.4248	S 20°36' 15" E
	PI	1+30.93	337604.1904	2216937.5001	
	PT	2+24.81	337525.3973	2216832.9334	S 53°00' 04" W
SR 8019 RAMP T SURVEY & R/W	POB	800+00.00	337756.9846	2218121.2049	S 80°57' 19" W
	PC	804+27.52	337689.7770	2217699.0013	
	PI	805+46.55	337671.0654	2217581.4532	
	PT	806+65.33	337665.5981	2217462.5509	S 87°22' 02" W
	PC	810+62.31	337647.3635	2217065.9860	
	PI	811+17.88	337644.8115	2217010.4834	
	PT	811+61.65	337593.8258	2216988.4035	S 23°24' 56" W
SR 8019 RAMP T SPUR SURVEY & R/W	POB	0+00.00	337669.3403	2217064.9755	S 88°14' 00" W
	PC	0+15.38	337668.6337	2217049.6072	
	PI	0+81.54	337666.5942	2216983.4812	
	PT	1+29.80	337728.8646	2216961.1384	N 19°44' 17" W

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



DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	DAUPHIN	0083	B79 R/W	27 OF 75
		3010	015 R/W	
CITY OF HARRISBURG				
REVISION NUMBER	REVISIONS			DATE BY

SUMMARY OF PROJECT COORDINATES
 BASED ON PENNSYLVANIA STATE PLANE COORDINATE SYSTEM
 NORTH AMERICAN DATUM 1983 (NAD 83) (SOUTH ZONE)

ROUTE	POINT	STATION	COORDINATES		BEARING
			NORTH	EAST	
SR 8021 RAMP U SURVEY & R/W	POB	900+00.00	337325.1663	2217209.0445	N 77°35'05" E
	PC	904+00.91	337411.3611	2217600.5802	
	PI	904+92.59	337431.0726	2217690.1187	N 76°16'25" E
	PRC	905+84.27	337452.8274	2217779.1828	
	PI	907+65.25	337495.7712	2217954.9950	N 78°34'42" E
	PT	909+46.18	337531.6106	2218132.3918	
SR 8017 RAMP O SURVEY & R/W	PC	600+71.13	336745.0419	2215363.6568	S 61°12'31" W
	PI	601+59.75	336702.3585	2215285.9886	N 55°34'17" W
	PT	602+30.02	336752.4645	2215212.8887	
	PC	604+18.53	336859.0430	2215057.4006	N 56°44'13" W
	PI	604+21.92	336860.9635	2215054.5987	
	PT	604+25.32	336862.8267	2215051.7583	
SR 8017 RAMP P SURVEY & R/W	PC	650+00.00	336820.1825	2215023.7856	S 56°44'13" E
	PI	652+51.40	336682.2917	2215233.9993	S 61°37'05" W
	PT	653+09.85	336562.7884	2215012.8148	
SR 8017 RAMP Q SURVEY & R/W	PC	700+00.00	336363.1897	2215074.6746	N 63°26'42" E
	PI	702+70.76	336484.2341	2215316.8705	S 5°28'21" W
	PT	703+19.47	336214.7089	2215291.0493	
SR 8017 RAMP R SURVEY & R/W	POB	750+00.00	336209.2730	2215347.7895	N 5°28'21" E
	PC	752+06.44	336414.7724	2215367.4769	
	PI	753+04.81	336512.6941	2215376.8581	N 61°13'07" E
	PT	753+87.41	336560.0564	2215463.0757	

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

SUMMARY OF PROJECT COORDINATES
 BASED ON PENNSYLVANIA STATE PLANE COORDINATE SYSTEM
 NORTH AMERICAN DATUM 1983 (NAD 83) (SOUTH ZONE)

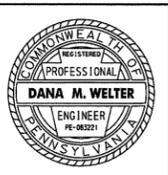
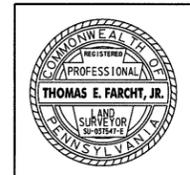
ROUTE	POINT	STATION	COORDINATES		BEARING
			NORTH	EAST	
17TH STREET SURVEY & R/W	POB	2+33.01	336864.0464	2217262.7694	N 21°36'15" W
	POE	17+78.05	338310.2602	2216719.0548	
13TH STREET SURVEY & SURVEY & R/W	POB	10+21.94	337557.7365	2215288.3244	S 21°57'30" E
	PI	12+21.94	337372.2454	2215363.1112	S 20°39'45" E
	PT	17+72.07	336857.5058	2215557.2302	
	PI	22+66.93	336394.4732	2215731.8493	S 19°27'25" E
	PI	24+66.37	336206.4249	2215798.2815	
	PC	27+73.91	335918.6739	2215906.7983	S 20°39'45" E
	PI	27+88.68	335904.8534	2215912.0103	S 27°25'30" E
	PT	28+03.41	335891.7429	2215918.8134	
	POE	31+80.87	335556.7071	2216092.6647	

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

SUMMARY OF PROJECT COORDINATES (CONT'D)
 HORIZONTAL CONTROL IS BASED ON THE PENNSYLVANIA STATE PLANE COORDINATE SYSTEM (SOUTH ZONE), NORTH AMERICAN DATUM (NAD) 1983 (2011).

ROUTE	POINT	STATION	COORDINATES		BEARING
			NORTH	EAST	
16TH STREET A SURVEY & R/W	POB	20+00.00	336783.94	2216806.44	N 20°24'03" W
	POE	27+81.00	337515.95	2216534.19	
16TH STREET B SURVEY & R/W	POB	60+00.00	337132.56	2215995.20	N 20°30'07" E
	PC	60+27.41	337158.25	2216004.80	
	PI	60+76.58	337204.29	2216022.02	S 89°20'34" E
	PT	61+13.14	337203.73	2216071.17	
	PC	62+60.60	337202.04	2216218.63	N 65°29'56" E
	PI	62+78.45	337201.83	2216236.48	
	PT	62+95.73	337209.24	2216252.72	N 20°24'03" W
	PC	66+02.25	337336.36	2216531.64	
	PI	66+67.41	337363.38	2216590.94	
	PT	67+07.20	337424.45	2216568.22	
POE	68+04.10	337515.28	2216534.44		

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



DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	DAUPHIN	0083	B79 R/W	28 OF 75
		3010	015 R/W	
CITY OF HARRISBURG				
REVISION NUMBER	REVISIONS	DATE	BY	

SUMMARY OF REQUIRED RIGHT-OF-WAY BREAK POINT COORDINATES

HORIZONTAL CONTROL IS BASED ON THE PENNSYLVANIA STATE PLANE COORDINATE SYSTEM (SOUTH ZONE), NORTH AMERICAN DATUM (NAD 83) (2011).

ROUTE	STATION	OFFSET (FEET)	COORDINATES	
			NORTH	EAST
SR 0083 SURVEY & R/W C	56+74	175.00 LT	336900.5016	2215494.7953
	57+90	133 LT	336918.8630	2215619.0003
	57+95	175.00 LT	336958.6093	2215604.1962
	59+50	110.00 LT	336972.4134	2215773.8076
	63+10.00	110.00 LT	337129.2196	2216102.6781
	63+10.00	116.00 LT	337134.6861	2216100.2028
	63+28.00	116.00 LT	337142.1840	2216116.8145
	63+28.00	113.00 LT	337139.4566	2216118.0520
	63+78.00	113.00 LT	337160.1165	2216164.2541
	63+78.00	108.77 LT	337156.2501	2216165.9791
	65+30	120 LT	337227.8055	2216303.0506
	65+40	116 LT	337228.1220	2216313.9694
	65+55.00	111.31 LT	337229.6613	2216329.3899
	65+55.00	112.21 LT	337230.4913	2216329.0417
	65+58	123 LT	337241.2250	2216327.4949
	65+65.00	112.45 LT	337234.6418	2216338.2779
	65+65.00	111.55 LT	337233.8110	2216338.6269
	66+02	127 LT	337262.7334	2216367.5750
	67+17.27	116.69 LT	337297.0248	2216479.3387
	68+13.00	122.94 LT	337338.3953	2216567.2754
	68+13.00	123.87 LT	337339.2671	2216566.9448
	68+21.00	124.92 LT	337343.1672	2216574.1236
	68+21.00	124.04 LT	337342.3469	2216574.4421
	68+67	156 LT	337388.9729	2216606.1934
	68+72	156 LT	337390.9692	2216610.9445
	68+72.00	133.15 LT	337369.3571	2216611.1600
	83+69	137 LT	337794.8561	2218075.8775
	83+74	107 LT	337766.4627	2218086.5372
	85+77	138 LT	337835.5827	2218283.4254
	85+77	148 LT	337845.4289	2218281.6786
	87+50.00	147 LT	337873.4928	2218454.9976
	87+50.00	107 LT	337833.9876	2218461.2899
	56+17	200.00 RT	336554.1340	2215624.4143
57+10	200.00 RT	336587.4335	2215704.4337	
62+45	122.00 RT	336891.2692	2216140.1689	
73+30	109 RT	337293.3760	2217132.7182	
73+31	122.00 RT	337281.2738	2217137.2726	

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

⊕ PROPOSED MONUMENT LOCATIONS

SUMMARY OF REQUIRED RIGHT-OF-WAY BREAK POINT COORDINATES

HORIZONTAL CONTROL IS BASED ON THE PENNSYLVANIA STATE PLANE COORDINATE SYSTEM (SOUTH ZONE), NORTH AMERICAN DATUM (NAD 83) (2011).

ROUTE	STATION	OFFSET (FEET)	COORDINATES	
			NORTH	EAST
SR 3010 B SURVEY & R/W B	37+59	36 RT	337156.8165	2215828.4367
	37+78	36 RT	337149.3962	2215846.3768
	48+19	28 RT	337080.7569	2216855.4643
	48+26.31	26.67 RT	337082.3949	2216862.0434
	48+68	26.67 RT	337082.5074	2216901.1380
16TH STREET B SURVEY & R/W B	60+33.32	28.01 LT	337233.3935	2216003.3615
	60+71	50 LT	337175.6605	2215981.7737
	63+16	12.00 LT	337228.4780	2216266.0030
	66+02.25	12.00 LT	337347.2755	2216526.6672
	66+48	12.00 LT	337372.6255	2216553.7192
	60+40.73	26.38 RT	337156.5236	2216032.9520
	61+30.24	16.67 RT	337186.8672	2216088.0816
	62+70.53	17.42 RT	337185.2338	2216230.4958
13TH STREET SURVEY & R/W B	11+65.00	26 LT	337434.6486	2215365.6042
	11+65.00	30.00 LT	337436.2754	2215369.6431
	11+84.00	32.00 LT	337419.4023	2215378.6013
	11+96.00	37.00 LT	337410.1425	2215387.7258
	12+00	32 LT	337404.5690	2215384.5865
	13+34	63 LT	337289.4837	2215461.4235
	13+48.28	31.17 LT	337265.0380	2215436.8536
	14+44.00	31.17 LT	337176.8185	2215474.2169
	14+44.00	35.00 LT	337171.2073	2215476.3330
	14+50.00	35.00 LT	337175.4659	2215470.6301
	14+50.00	31.17 LT	337169.8547	2215472.7462
	14+98	31.17 LT	337125.3175	2215489.5421
	12+51	47 RT	337328.0567	2215329.5541
	12+76	34 RT	337309.5605	2215350.0740

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

⊕ PROPOSED MONUMENT LOCATIONS

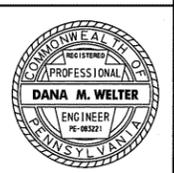
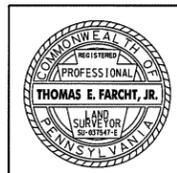
SUMMARY OF REQUIRED RIGHT-OF-WAY BREAK POINT COORDINATES

HORIZONTAL CONTROL IS BASED ON THE PENNSYLVANIA STATE PLANE COORDINATE SYSTEM (SOUTH ZONE), NORTH AMERICAN DATUM (NAD 83) (2011).

ROUTE	STATION	OFFSET (FEET)	COORDINATES	
			NORTH	EAST
17TH STREET SURVEY & R/W B	10+95	84 LT	337641.6900	2216880.4324
	10+98.22	76.82 LT	337646.8796	2216886.3849
	11+50.81	58.96 LT	337702.3933	2216884.5971
	11+71	31 LT	337731.1845	2216903.8466
	11+77	59 LT	337727.4058	2216875.3515
	12+70	31 LT	337823.7953	2216869.0228
	12+90	106 LT	337816.2396	2216791.8285
	13+18	96 LT	337845.2793	2216790.8177
	13+48	210.00 LT	337833.8279	2216673.8222
	14+28.00	210.00 LT	337908.6972	2216645.6746
	14+33.00	76.00 LT	337960.5335	2216769.3435
	16+00.00	40.00 LT	338129.5155	2216744.2699
	16+00.00	30 LT	338133.0193	2216753.5838
	4+49	56 RT	337085.4694	2217239.3467
	4+58.00	48.00 RT	337091.5346	2217228.5198
	4+61.00	49.00 RT	337094.6967	2217228.4032
	4+80.00	39.00 RT	337108.9576	2217212.3596
	4+80.00	34.44 RT	337107.3601	2217208.0917
	4+86.00	33.00 RT	337112.4679	2217204.6286
	5+63	33.00 RT	337184.4756	2217177.5568
	5+85	30 RT	337203.6289	2217166.7199
	6+22.00	31.24 RT	337239.1413	2217155.1199
	6+22.00	29 RT	337238.4898	2217153.3738
	11+00.78	33.23 RT	337695.0410	2217007.2145
	11+01	70 RT	337701.2041	2217023.2693
	11+24.71	38.47 RT	337712.2433	2216984.9810
	11+54	34 RT	337738.1682	2216970.6689
	11+55	29 RT	337737.3430	2216965.6371
	12+54	29 RT	337829.8445	2216930.8254
	12+38	90.00 RT	337835.9804	2216993.5139
	12+48.00	90.00 RT	337845.7826	2216989.8286
	12+80.00	50.00 RT	337861.6588	2216941.1247
	13+40.00	36.00 RT	337912.8948	2216906.9073
13+40.00	29 RT	337910.5893	2216900.7751	

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

⊕ PROPOSED MONUMENT LOCATIONS



DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	DAUPHIN	0083	B79 R/W	30 OF 75
CITY OF HARRISBURG				
REVISION NUMBER	REVISIONS	DATE	BY	

SUMMARY OF CONTROL POINT COORDINATES
 HORIZONTAL CONTROL IS BASED ON THE PENNSYLVANIA COORDINATE SYSTEM,
 SOUTH ZONE, NORTH AMERICAN DATUM (NAD 83), 2011 REALIZATION.

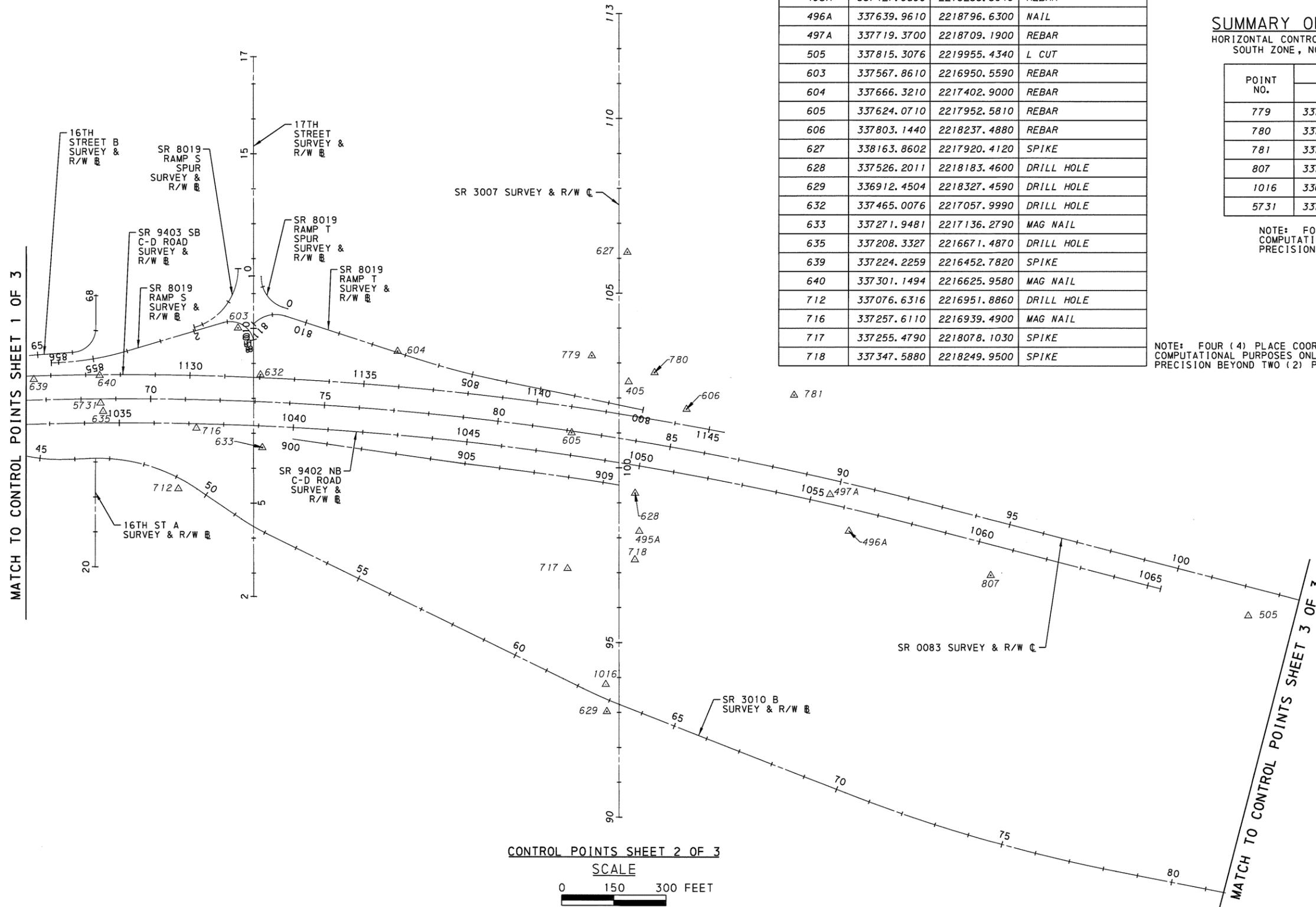
POINT NO.	COORDINATES		DESCRIPTION
	NORTH	EAST	
405	337817.8762	2218054.6090	SQUARE CUT
495A	337427.9590	2218233.3040	REBAR
496A	337639.9610	2218796.6300	NAIL
497A	337719.3700	2218709.1900	REBAR
505	337815.3076	2219955.4340	L CUT
603	337567.8610	2216950.5590	REBAR
604	337666.3210	2217402.9000	REBAR
605	337624.0710	2217952.5810	REBAR
606	337803.1440	2218237.4880	REBAR
627	338163.8602	2217920.4120	SPIKE
628	337526.2011	2218183.4600	DRILL HOLE
629	336912.4504	2218327.4590	DRILL HOLE
632	337465.0076	2217057.9990	DRILL HOLE
633	337271.9481	2217136.2790	MAG NAIL
635	337208.3327	2216671.4870	DRILL HOLE
639	337224.2259	2216452.7820	SPIKE
640	337301.1494	2216625.9580	MAG NAIL
712	337076.6316	2216951.8860	DRILL HOLE
716	337257.6110	2216939.4900	MAG NAIL
717	337255.4790	2218078.1030	SPIKE
718	337347.5880	2218249.9500	SPIKE

SUMMARY OF CONTROL POINT COORDINATES
 HORIZONTAL CONTROL IS BASED ON THE PENNSYLVANIA COORDINATE SYSTEM,
 SOUTH ZONE, NORTH AMERICAN DATUM (NAD 83), 2011 REALIZATION.

POINT NO.	COORDINATES		DESCRIPTION
	NORTH	EAST	
779	337850.5975	2217929.2160	REBAR
780	337868.7660	2218114.8410	REBAR
781	337949.4648	2218512.6720	REBAR
807	337664.5650	2219222.1630	MAG NAIL
1016	336983.8690	2218297.0880	L CUT
5731	337228.1813	2216656.2740	L CUT

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

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



CONTROL POINTS SHEET 2 OF 3

SCALE
 0 150 300 FEET



SR 0083
0083-3

SR 0083 SURVEY & R/W ☒
PI STA 74+20.66
Δ = 23°09'10" RT
D = 0°37'39"
T = 1870.20'
L = 3689.37'
R = 9130.00'
E = 189.58'
PRC = 55+50.45
PT = 92+39.82
SE = 2.0%

SR 9402
NBCD-3

SR 9402 NB C-D SURVEY & R/W ☒
PI STA 1040+06.60
Δ = 23°09'10" RT
D = 0°37'56"
T = 1856.07'
L = 3661.49'
R = 9061.00'
E = 188.15'
PRC = 1021+50.53
PT = 1058+12.02
SE = 2.0%

SR 9403
SBCD-4

SR 9403 SB C-D SURVEY & R/W ☒
PI STA 1130+85.64
Δ = 18°19'11" RT
D = 0°37'22"
T = 1483.30'
L = 2941.28'
R = 9199.00'
E = 118.82'
PCC = 1116+02.34
PT = 1145+43.62
SE = 2.0%

SR 8019 RAMP T SPUR
TS-1

SR 8019 RAMP T SPUR SURVEY & R/W ☒
PI STA 00+31.54
Δ = 72°01'42" RT
D = 62°57'19"
T = 66.16'
L = 114.41'
R = 91.01'
E = 21.50'
PC = 00+15.38
PT = 01+29.80
SE = NC

SR 8019 RAMP T
T-1

SR 8019 RAMP T SURVEY & R/W ☒
PI STA 805+46.55
Δ = 6°24'43" RT
D = 2°41'47"
T = 119.03'
L = 237.81'
R = 2125.00'
E = 3.33'
PC = 804+27.52
PT = 806+65.33
SE = NC

SR 8019 RAMP T
T-2

SR 8019 RAMP T SURVEY & R/W ☒
PI STA 811+17.88
Δ = 63°57'06" LT
D = 64°22'38"
T = 55.56'
L = 99.34'
R = 89.00'
E = 15.92'
PC = 810+62.31
PT = 811+61.65
SE = NC

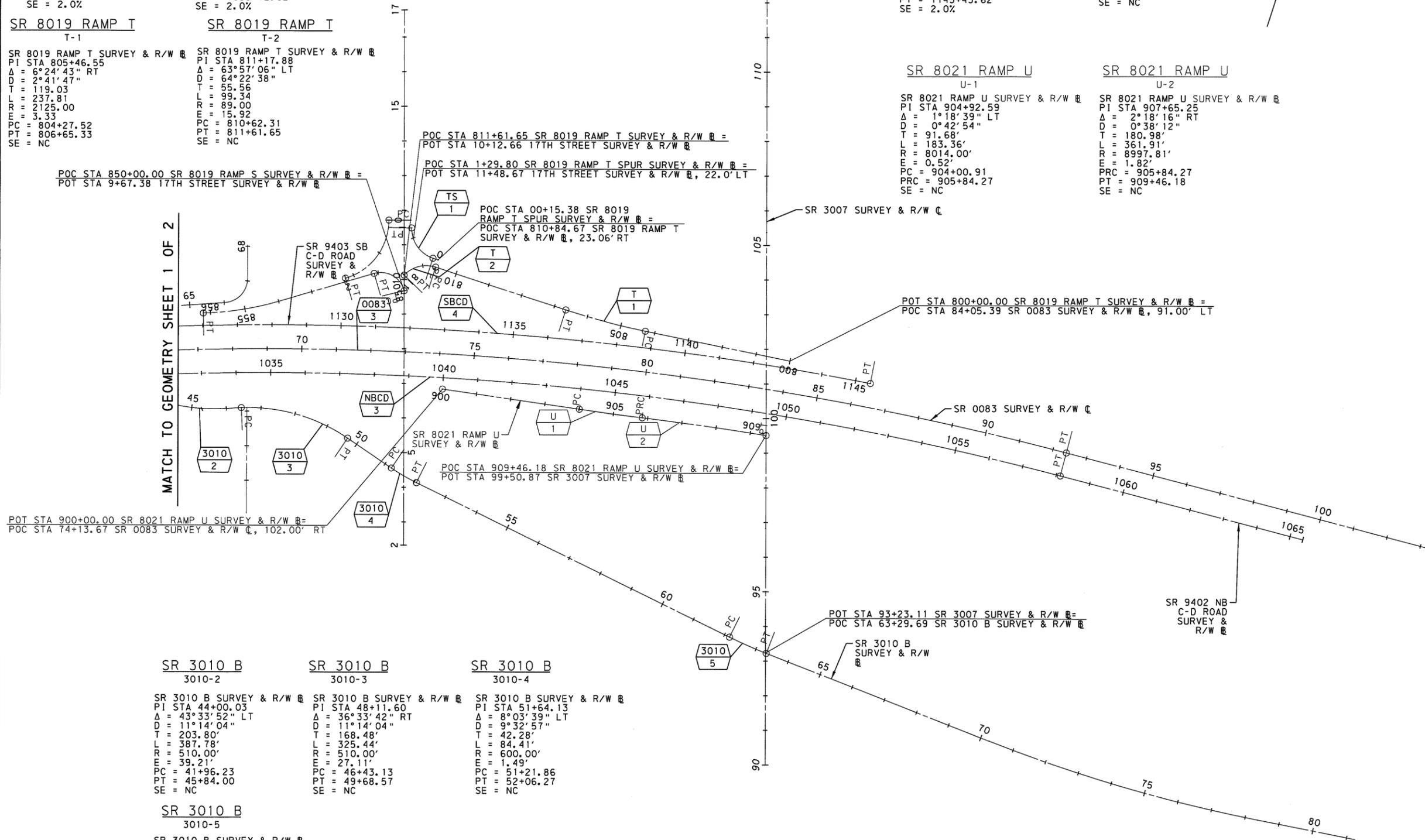
SR 8021 RAMP U
U-1

SR 8021 RAMP U SURVEY & R/W ☒
PI STA 904+92.59
Δ = 1°18'39" LT
D = 0°42'54"
T = 91.68'
L = 183.36'
R = 8014.00'
E = 0.52'
PC = 904+00.91
PRC = 905+84.27
SE = NC

SR 8021 RAMP U
U-2

SR 8021 RAMP U SURVEY & R/W ☒
PI STA 907+65.25
Δ = 2°18'16" RT
D = 0°38'12"
T = 180.98'
L = 361.91'
R = 8997.81'
E = 1.82'
PRC = 905+84.27
PT = 909+46.18
SE = NC

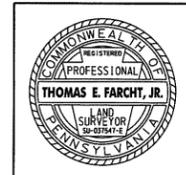
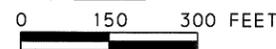
DISTRICT	COUNTY	ROUTE	SECTION	SHEET	
8-0	DAUPHIN	0083	B79 R/W	33 OF 75	
		3010	015 R/W		
CITY OF HARRISBURG					
REVISION NUMBER	REVISIONS			DATE	BY



MATCH TO GEOMETRY SHEET 1 OF 2

GEOMETRY SHEET 2 OF 2

SCALE

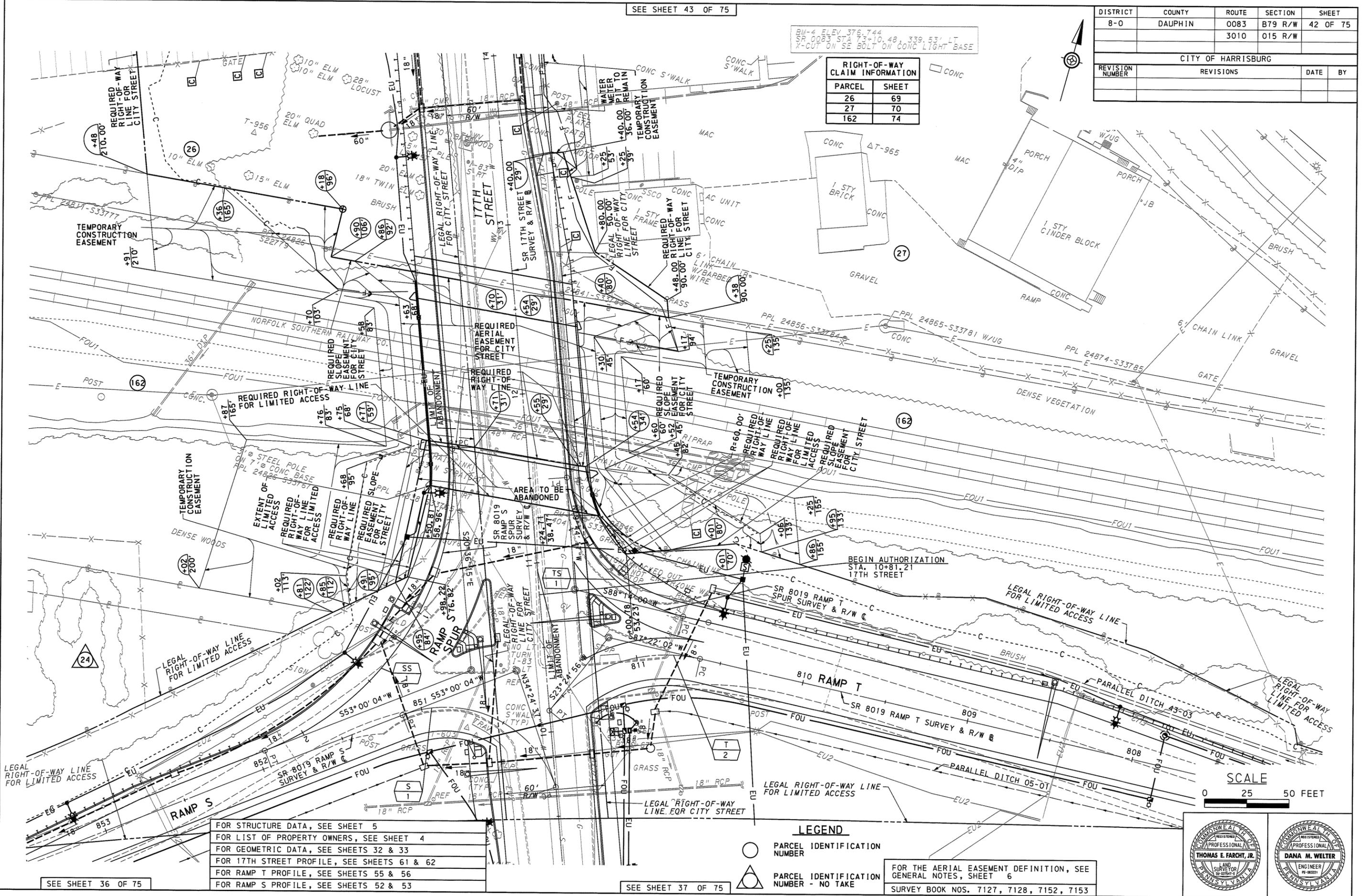


SEE SHEET 43 OF 75

BM-4 ELEV. 376.744
SR 0083 STA 73+10.48, 339.53' LT
X-CUT ON SE BOLT ON CONC LIGHT BASE

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	DAUPHIN	0083	B79 R/W	42 OF 75
		3010	015 R/W	
CITY OF HARRISBURG				
REVISION NUMBER	REVISIONS	DATE	BY	

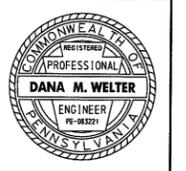
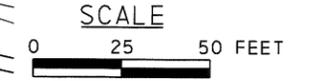
RIGHT-OF-WAY CLAIM INFORMATION	
PARCEL	SHEET
26	69
27	70
162	74



FOR STRUCTURE DATA, SEE SHEET 5
 FOR LIST OF PROPERTY OWNERS, SEE SHEET 4
 FOR GEOMETRIC DATA, SEE SHEETS 32 & 33
 FOR 17TH STREET PROFILE, SEE SHEETS 61 & 62
 FOR RAMP T PROFILE, SEE SHEETS 55 & 56
 FOR RAMP S PROFILE, SEE SHEETS 52 & 53

LEGEND
 ○ PARCEL IDENTIFICATION NUMBER
 △ PARCEL IDENTIFICATION NUMBER - NO TAKE

FOR THE AERIAL EASEMENT DEFINITION, SEE GENERAL NOTES, SHEET 6
 SURVEY BOOK NOS. 7127, 7128, 7152, 7153

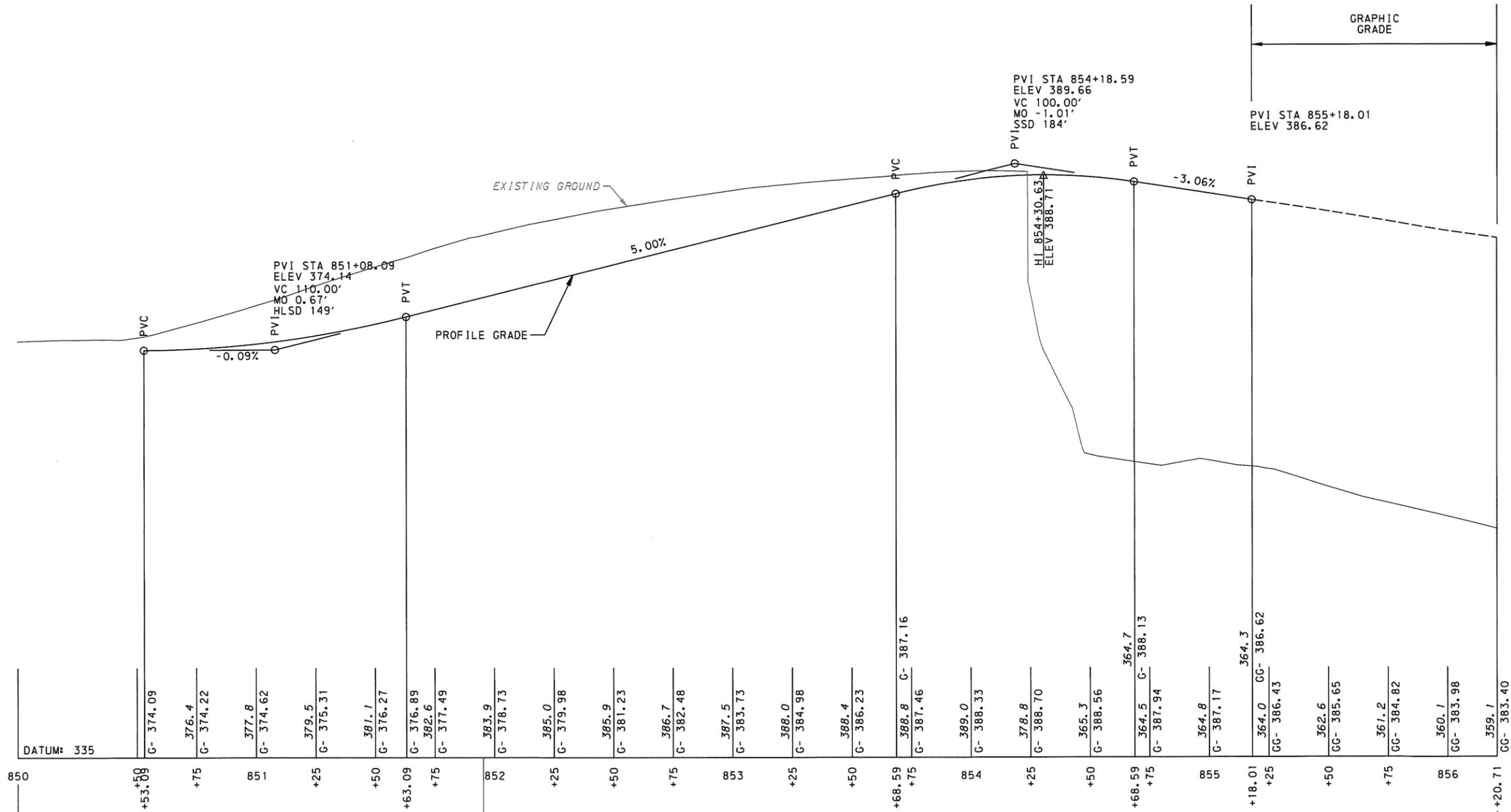


7/2/2024
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SEE SHEET 36 OF 75

SEE SHEET 37 OF 75

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	DAUPHIN	0083	B79 R/W	52 OF 75
		3010	015 R/W	
CITY OF HARRISBURG				
REVISION NUMBER	REVISIONS			DATE

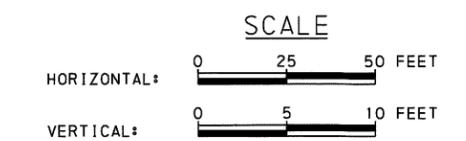


POT STA 2+24.81 SR 8019 RAMP S SPUR SURVEY & R/W @ =
 POT STA 851+95.28 SR 8019 RAMP S SURVEY & R/W @, 10.00' RT

SR 8019 RAMP S

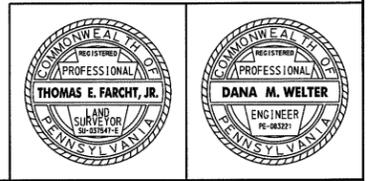
POC STA 856+20.71 SR 8019 RAMP S SURVEY & R/W @ =
 POC STA 67+17.31 SR 0083 SURVEY & R/W @, 105.00' LT

POT STA 850+00.00 SR 8019 RAMP S SURVEY & R/W @ =
 POT STA 9+67.38 17TH STREET SURVEY & R/W @



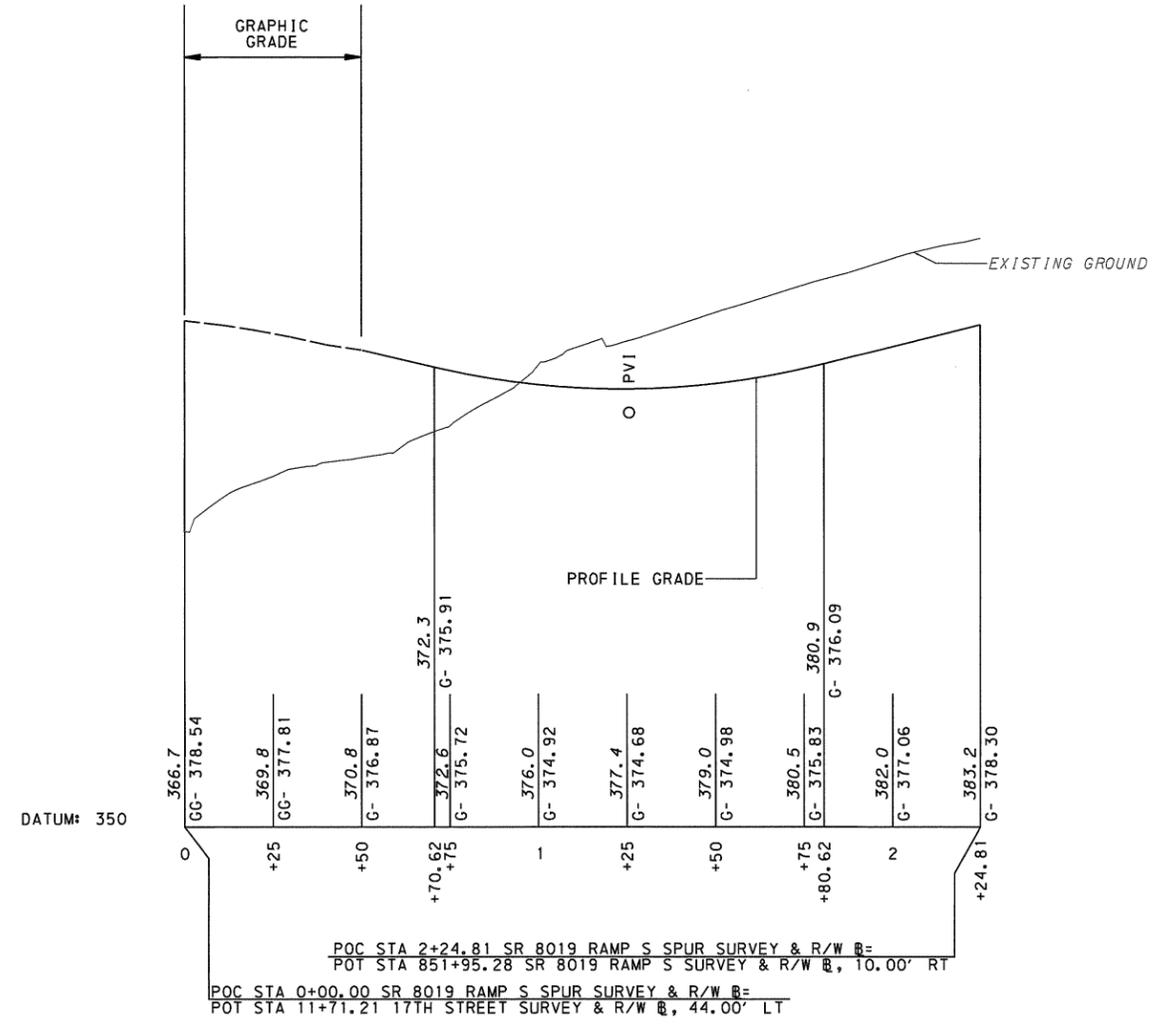
SURVEY BOOK NOS. 7127, 7128, 7152, 7153

FOR PLAN, SEE SHEET 36, 37 & 42

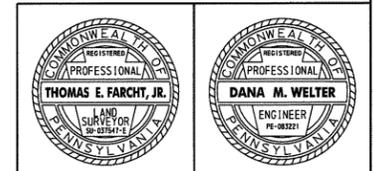


3/18/2024
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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	DAUPHIN	0083	B79 R/W	53 OF 75
		3010	015 R/W	
CITY OF HARRISBURG				
REVISION NUMBER	REVISIONS	DATE	BY	



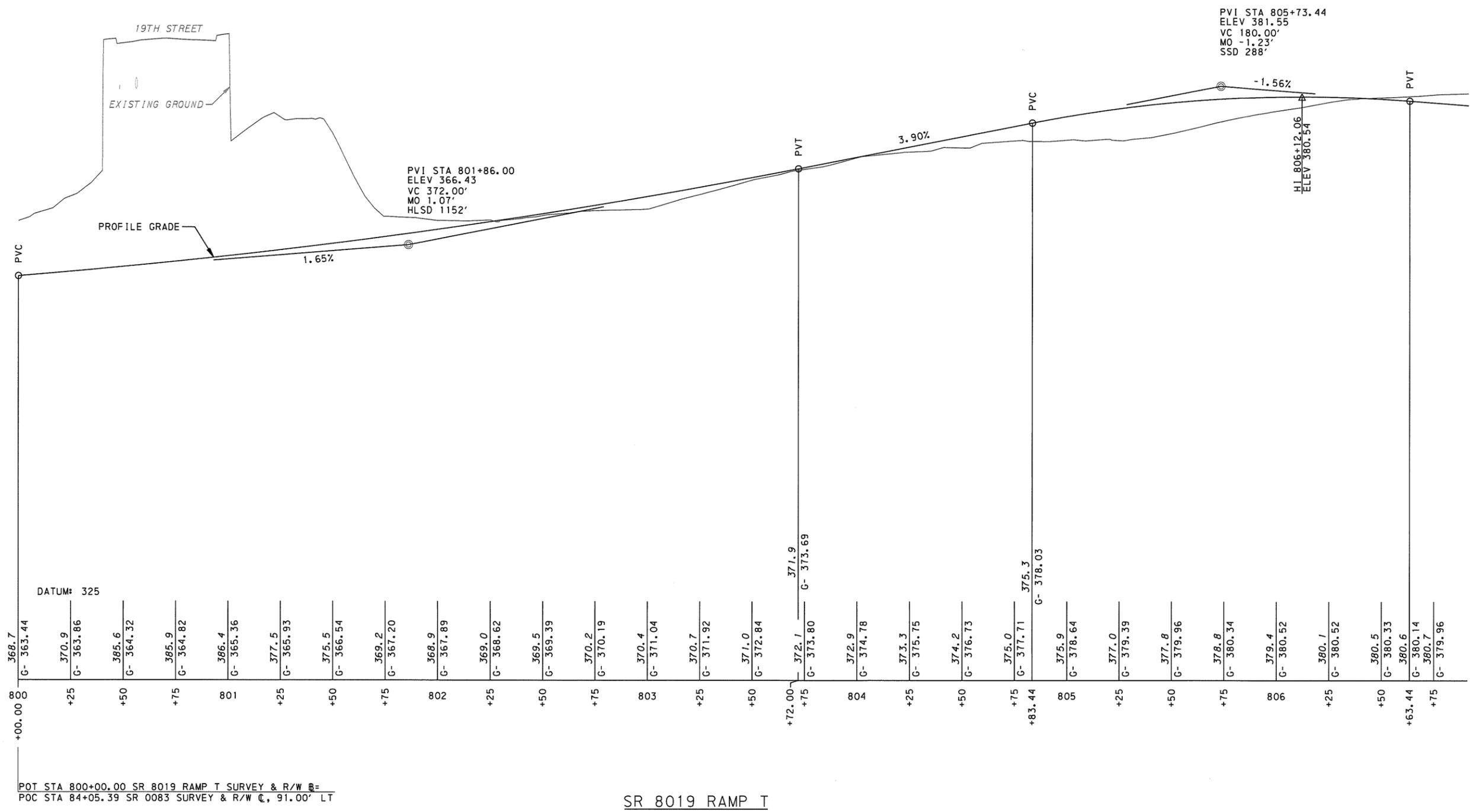
SR 8019 RAMP S SPUR



FOR PLAN, SEE SHEET 42

SURVEY BOOK NOS. 7127, 7128, 7152, 7153

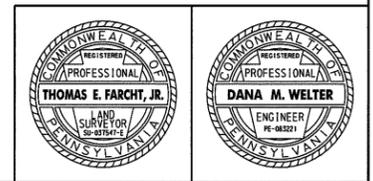
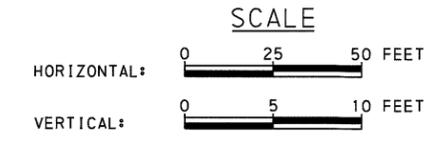
DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	DAUPHIN	0083	B79 R/W	54 OF 75
		3010	015 R/W	
CITY OF HARRISBURG				
REVISION NUMBER	REVISIONS			DATE BY



SR 8019 RAMP T

FOR PLAN, SEE SHEET 37

SURVEY BOOK NOS. 7127, 7128, 7152, 7153

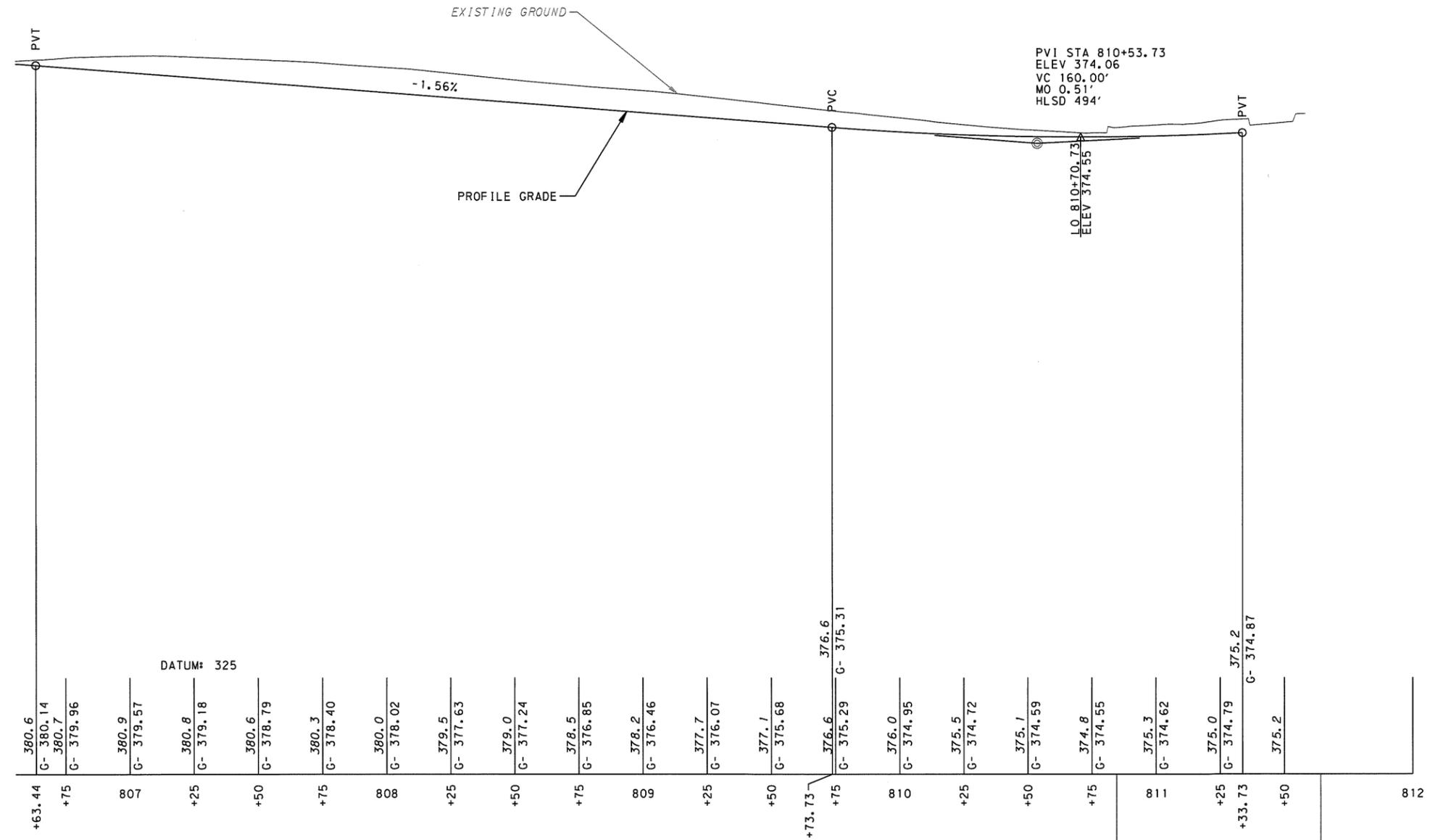


3/18/2024
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SEE SHEET 55 OF 75

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	DAUPHIN	0083	B79 R/W	55 OF 75
		3010	015 R/W	
CITY OF HARRISBURG				
REVISION NUMBER	REVISIONS	DATE	BY	

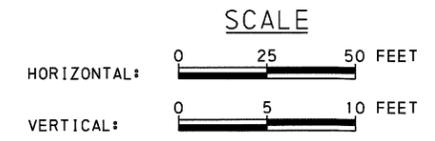
SEE SHEET 54 OF 75



POC STA 00+15.38 SR 8019 RAMP T SPUR SURVEY & R/W @
POT STA 810+84.67 SR 8019 RAMP T SURVEY & R/W @, 23.06' RT

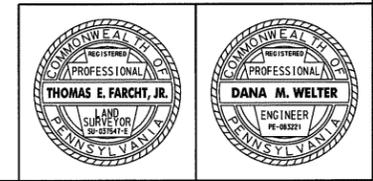
POT STA 811+61.65 SR 8019 RAMP T SURVEY & R/W @
POT STA 10+12.66 17TH STREET SURVEY & R/W @

SR 8019 RAMP T

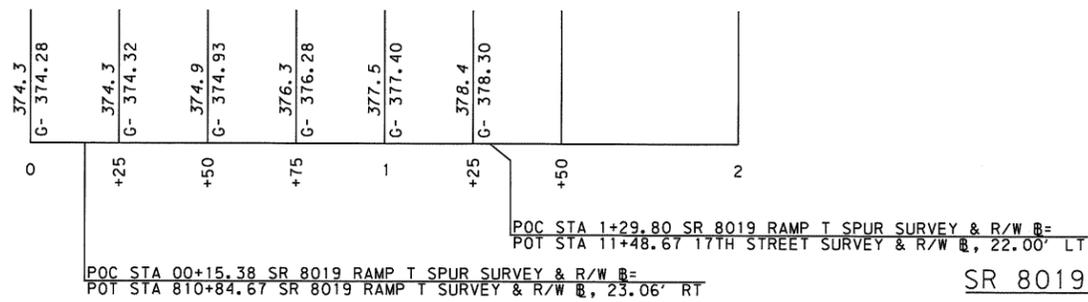
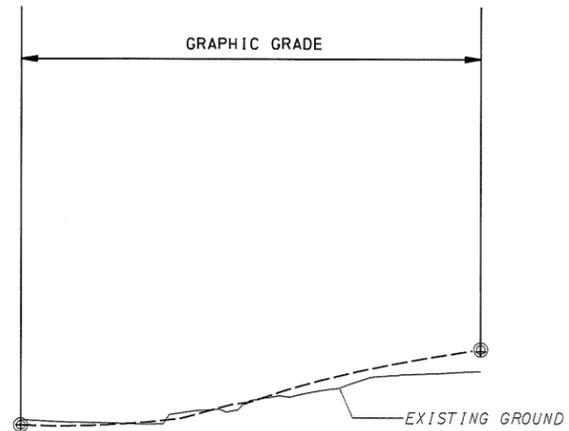


FOR PLAN, SEE SHEETS 37 & 42

SURVEY BOOK NOS. 7127, 7128, 7152, 7153



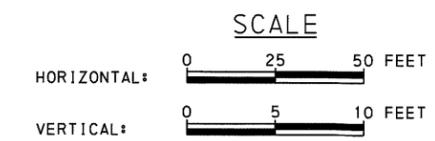
DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	DAUPHIN	0083	B79 R/W	56 OF 75
		3010	015 R/W	
CITY OF HARRISBURG				
REVISION NUMBER	REVISIONS	DATE	BY	



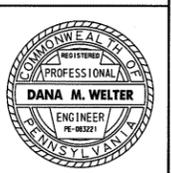
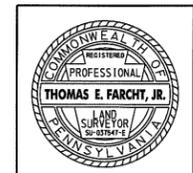
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3/18/2024
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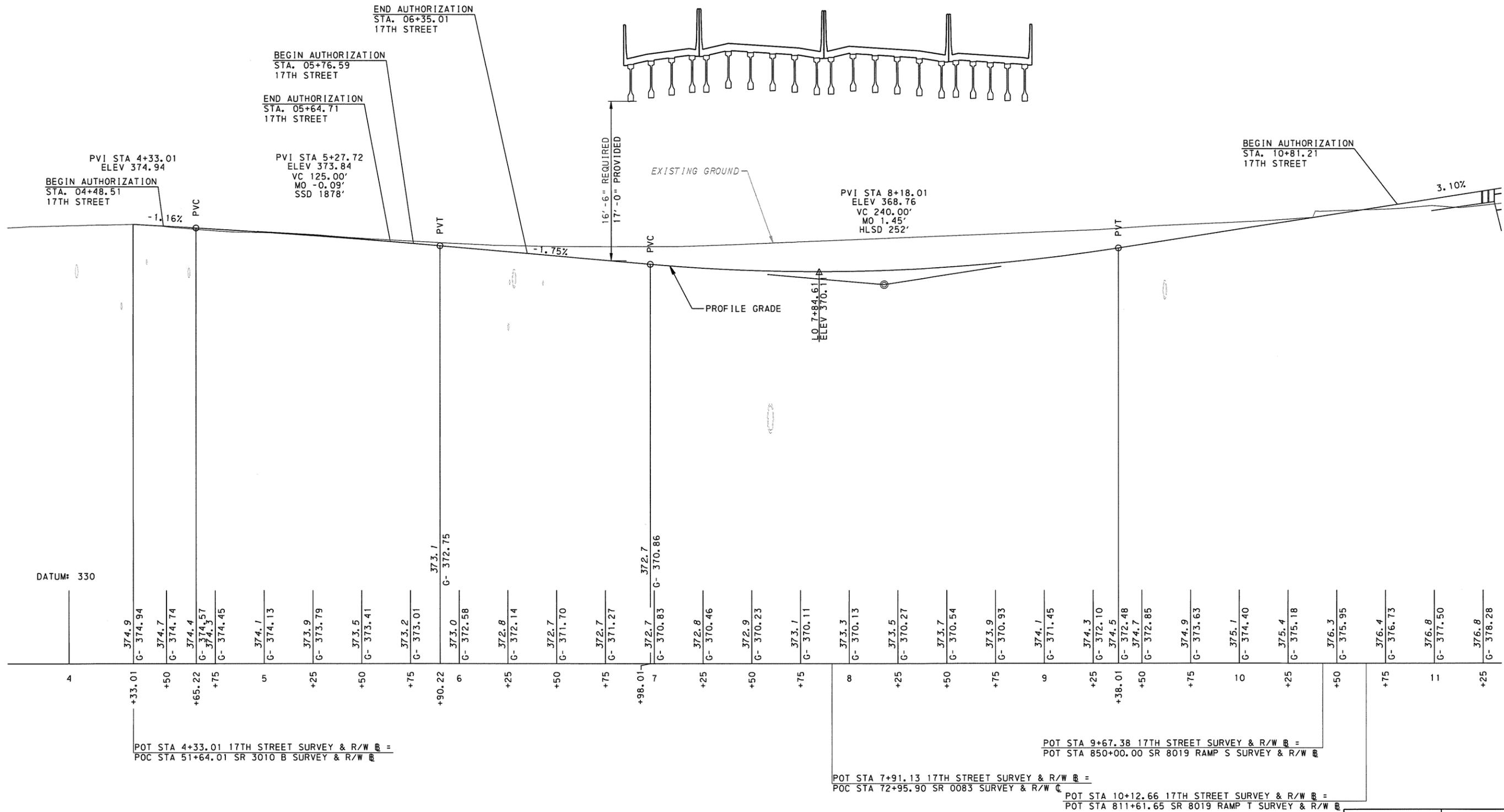
FOR PLAN, SEE SHEET 42



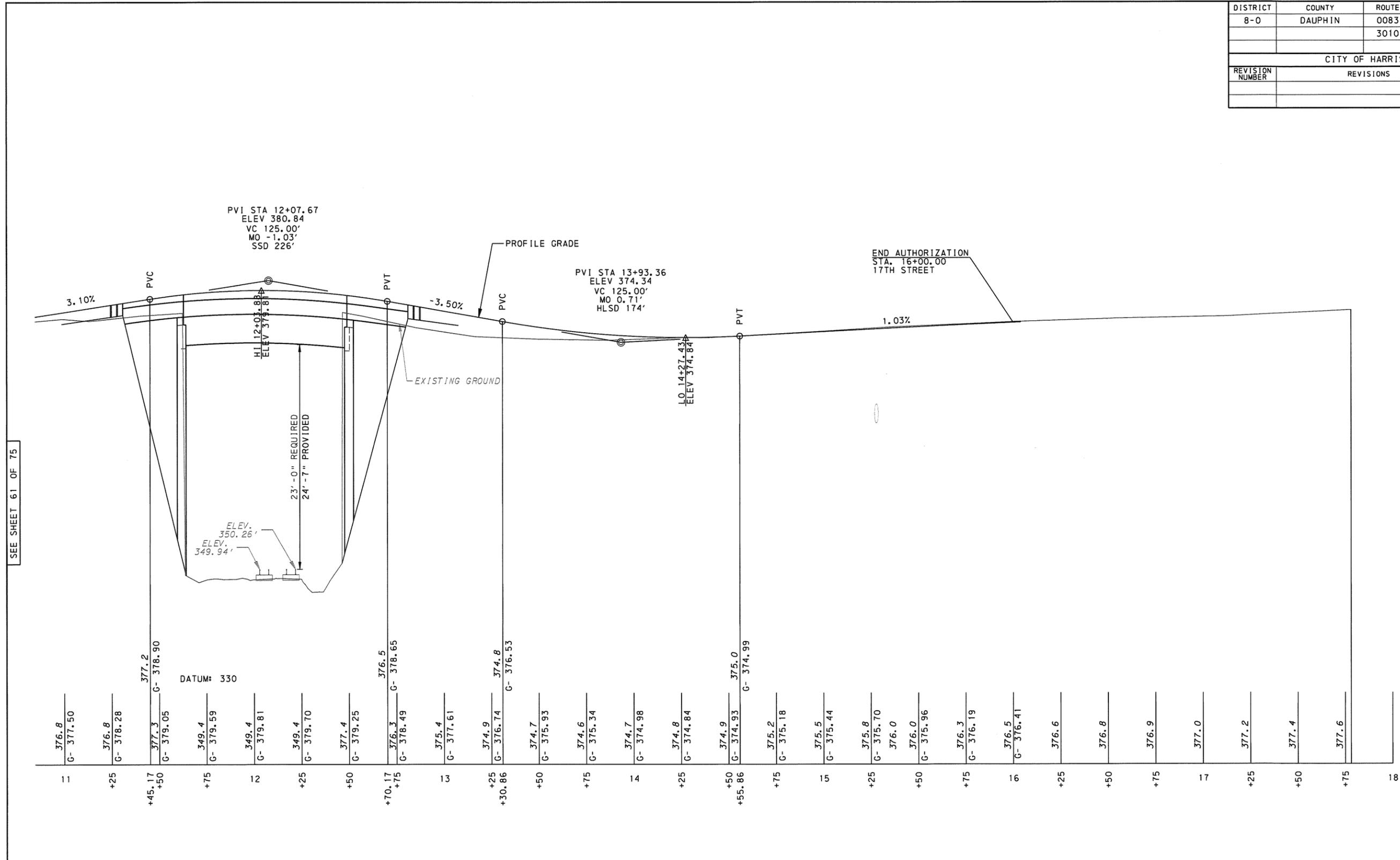
SURVEY BOOK NOS. 7127, 7128, 7152, 7153



DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	DAUPHIN	0083	B79 R/W	61 OF 75
		3010	015 R/W	
CITY OF HARRISBURG				
REVISION NUMBER	REVISIONS	DATE	BY	



DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	DAUPHIN	0083	B79 R/W	62 OF 75
		3010	015 R/W	
CITY OF HARRISBURG				
REVISION NUMBER	REVISIONS	DATE	BY	



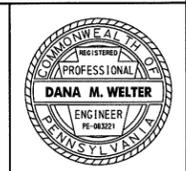
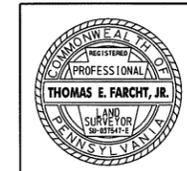
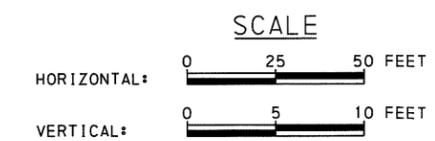
SEE SHEET 61 OF 75

3/18/2024
FILENAME: 63016.B79-s-ev-pr131.dgn

17TH STREET

FOR PLAN, SEE SHEETS 42 & 43

SURVEY BOOK NOS. 7127, 7128, 7152, 7153

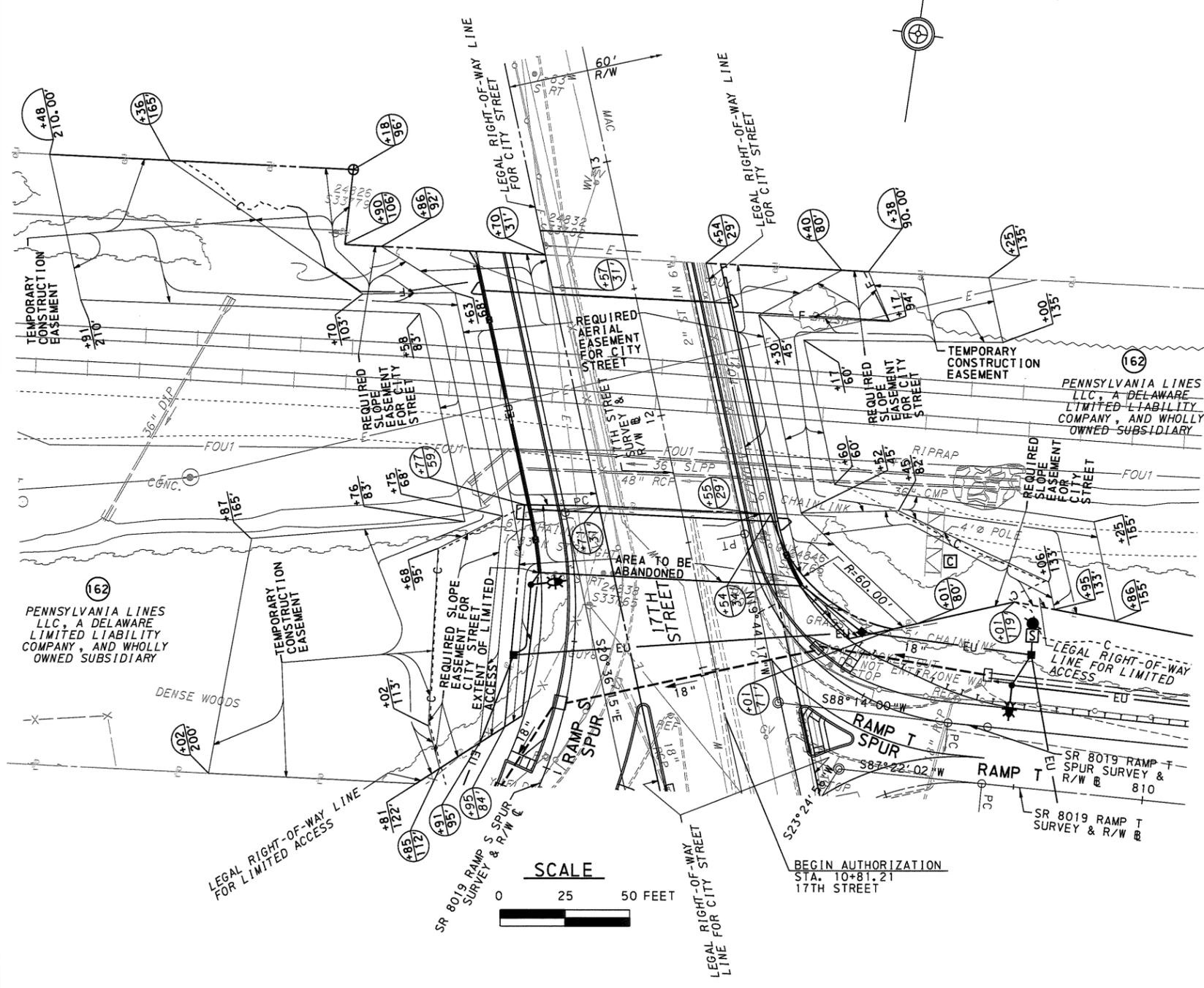


SR 8019 RAMP S SPUR SURVEY & R/W @ PI STA 1+30.93
 DA = 73° 36' 10" RT
 DT = 32° 44' 26"
 T = 130.93
 RT = 224.81
 RE = 175.00
 ME = 43.56
 PC = 00+00.00
 PT = 02+24.81
 SE = NC

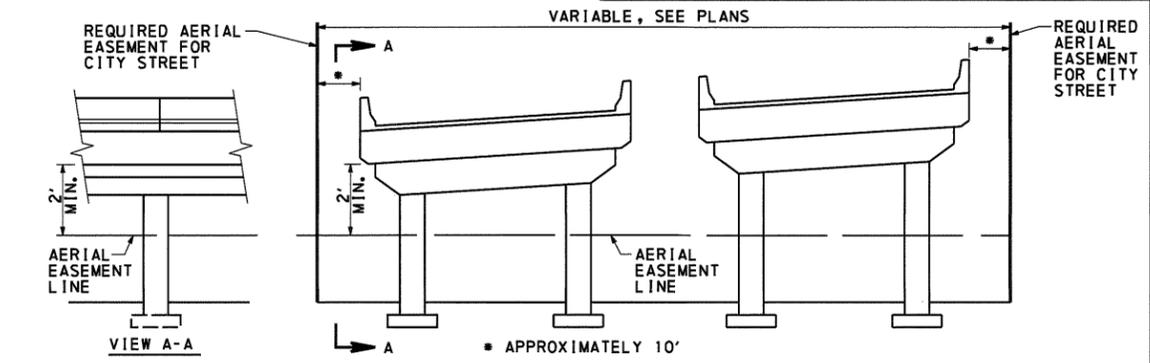
SR 8019 RAMP T SURVEY & R/W @ PI STA 811+17.88
 DA = 63° 57' 06" LT
 DT = 64° 22' 38"
 T = 95.436
 RT = 89.00
 RE = 15.92
 PC = 810+62.31
 PT = 811+61.65
 SE = NC

SR 8019 RAMP T SPUR SURVEY & R/W @ PI STA 00+81.54
 DA = 72° 01' 42" RT
 DT = 62° 57' 19"
 T = 69.16
 RT = 114.41
 RE = 91.01
 ME = 21.50
 PC = 00+15.38
 PT = 01+29.80
 SE = NC

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	DAUPHIN	0083	B79 R/W	74 OF 75
		3010	015 R/W	
CITY OF HARRISBURG				
REVISION NUMBER	REVISIONS	DATE	BY	



AERIAL EASEMENT SKETCH



SKETCH SHOWING ESTATE TO BE ACQUIRED FOR ONE (1) LIMITED AERIAL EASEMENT AS FOLLOWS:
 - FROM 17TH STREET STA. 10+91 TO STA. 12+86

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

WHERE AN AERIAL EASEMENT IS ACQUIRED FOR CITY STREET, IT SHALL INCLUDE AN EASEMENT IN THE AIR FOR THE ACCOMMODATION OF THE ELEVATED HIGHWAY STRUCTURE UNLIMITED IN VERTICAL DIMENSION ABOVE THE STRUCTURE, A SURFACE EASEMENT UNLIMITED IN VERTICAL DIMENSION FOR THE ACCOMMODATION OF PIERS AND OTHER APPURTENANCES AND A TEMPORARY EASEMENT FOR CONSTRUCTION PURPOSES INCLUDING THE STORAGE OF MATERIALS DURING CONSTRUCTION FOR THE ENTIRE AREA. TITLE SHALL VEST IN THE APPLICABLE LOCAL MUNICIPALITY UPON ACQUISITION AND MAINTENANCE RESPONSIBILITY SHALL TRANSFER UPON THE COMPLETION OF CONSTRUCTION.

THE FOLLOWING LIMITATIONS SHALL BE IMPOSED ON THE PROPERTY BENEATH THE AREA AFFECTED BY THE AERIAL EASEMENT:

1. NO USE SHALL BE MADE OF THE PROPERTY WHICH SHALL ENDANGER THE STRUCTURE OR THE HEALTH, SAFETY OR WELFARE OF THE TRAVELING PUBLIC.
2. NO FLAMMABLE, EXPLOSIVE, DANGEROUS OR HAZARDOUS MATERIAL SHALL BE USED, PLACED OR STORED ON THE PROPERTY.
3. NO BUILDING OR OTHER FACILITY SHALL BE CONSTRUCTED ON THE PROPERTY WITHOUT PRIOR AUTHORITY OF THE CITY OF HARRISBURG. IF AND WHEN SUCH AUTHORITY IS GRANTED, THE PLANS FOR THE BUILDING OR FACILITY AND CONSTRUCTION METHODS SHALL BE SUBJECT TO THE APPROVAL OF THE CITY OF HARRISBURG.
4. NO INTERFERENCE SHALL BE MADE WITH THE RIGHT OF THE CITY OF HARRISBURG TO ENTER UPON THE PROPERTY FOR THE PURPOSES OF INSPECTION, MAINTENANCE, REPAIR, PAINTING, RECONSTRUCTION OR ALTERATION OF THE STRUCTURE OR APPURTENANCES. MOVEABLE ITEMS MAY HAVE TO BE REMOVED BY THE OWNER DURING SOME OR ALL OF THE ABOVE OPERATIONS.
5. ANY SUBSTANTIAL CHANGE IN PROPERTY USE TO BE MADE SUBSEQUENT TO THE ACQUISITION OF THE EASEMENT SHALL BE SUBJECT TO THE APPROVAL OF THE CITY OF HARRISBURG.

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

PRIVATE PROPERTY LINES ARE PLOTTED FROM THE DEED OF RECORD, RECORDED SUBDIVISION OR LOT PLANS, EXISTING TOPOGRAPHICAL FEATURES AND LIMITED FIELD DATA. PRIVATE PROPERTY LINES WERE NOT SURVEYED BY THE PROFESSIONAL LAND SURVEYOR RESPONSIBLE FOR THE PROJECT.

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

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

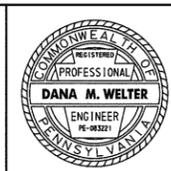
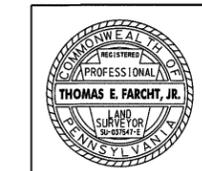
TEMPORARY CONSTRUCTION EASEMENT. AN EASEMENT TO USE THE LAND AS NECESSARY DURING CONSTRUCTION OF THE PROJECT. THE EASEMENT IS REQUIRED ONLY UNTIL THE CONSTRUCTION OR WORK INDICATED BY THE PLAN IS COMPLETED, UNLESS SOONER RELINQUISHED IN WRITING BY THE DEPARTMENT.

SLOPE EASEMENT FOR CITY STREET. AN EASEMENT FOR THE SUPPORT AND PROTECTION OF THE HIGHWAY ACQUIRED FOR THE BENEFIT OF THE APPLICABLE MUNICIPALITY, INCLUDING THE RIGHT TO CONSTRUCT, INSPECT, MAINTAIN, REPAIR, RECONSTRUCT AND ALTER DRAINAGE FACILITIES AND THE CONTOUR OF THE LAND. THE EASEMENT SHALL NOT PREVENT THE PROPERTY OWNER FROM MAKING ANY LEGAL USE OF THE AREA WHICH IS NOT DETRIMENTAL TO THE NECESSARY SUPPORT AND PROTECTION OF THE HIGHWAY RIGHT-OF-WAY AND THE SAFETY OF THE TRAVELING PUBLIC. TITLE SHALL VEST IN THE APPLICABLE LOCAL MUNICIPALITY UPON ACQUISITION AND MAINTENANCE RESPONSIBILITY SHALL TRANSFER UPON THE COMPLETION OF CONSTRUCTION.

• PENNSYLVANIA LINES LLC, A DELAWARE LIMITED LIABILITY COMPANY, AND WHOLLY OWNED SUBSIDIARY
 •• NOT CALCULATED

RIGHT-OF-WAY CLAIM INFORMATION	
COMMONWEALTH OF PENNSYLVANIA DEPARTMENT OF TRANSPORTATION	
STATE RTE. 83	SEC. NO. B79 R/W CITY OF HARRISBURG DAUPHIN COUNTY
PARCEL NO. 162	SHEET NO. 37,42,43 CLAIM NO.
PROPERTY OWNER(S) *	
GRANTOR(S) CONSOLIDATED RAIL CORPORATION, A PENNSYLVANIA CORPORATION	

DEED BOOK	3536	AREAS	ACRE	REQUIRED AREA	ACRE
PAGE NUMBER	10	DEED	-	AERIAL EASEMENT FOR	
DATE OF DEED	5-19-1999	CALCULATED	**	CITY STREET	0.172
DATE OF RECORD	10-22-1999	ADVERSES	-	SLOPE EASEMENT FOR	
CONSIDERATION		LEGAL R/W	-	CITY STREET	0.152
TAX STAMPS		EFFECTIVE	-	TEMP. CONSTRUCTION	
PIN	02-045-PRR	TOTAL REQ'D R/W	-	EASEMENT	0.416
	13-050-PRR	TOTAL RESIDUE	-	VERIFICATION DATE	3/18/2024
				DRAWN BY	JMT



LEGEND

○ PARCEL IDENTIFICATION NUMBER

Dauphin County

James M. Zugay, Esq.
Recorder of Deeds
jzugay@dauphincounty.gov

Candace E. Meck
First Deputy
cmeck@dauphincounty.gov



Location:
Dauphin County Court House
Room 102
101 Market Street
Harrisburg, Pennsylvania 17101-2029
(717) 780-6560

Website:
<https://www.dauphincounty.gov/government/publicly-elected-officials/recorder-of-deeds>

Recorder of Deeds
Harrisburg, Pennsylvania

CERTIFIED END PAGE

INSTRUMENT #: 20240027400
RECORD DATE: 12/13/2024 12:24:40 PM
RECORDED BY: CMECK
DOC TYPE: HWY
AGENT: ARROW LAND SOLUTIONS
DIRECT NAME: STATE ROUTE 83 SECTION B79 R/W
INDIRECT NAME: PENNSYLVANIA COMMONWEALTH OF DEPARTMENT OF TRANSPORTATION

RECORDING FEES - State: \$0.50

ACT 8 OF 1998: \$5.00

HIGHWAY PLAN: \$14.50

UPI Count:
UPI Fee: \$0.00
UPI List:

I Certify This Document To Be Recorded
In Dauphin County, Pennsylvania.



James M. Zugay
James M. Zugay, Recorder of Deeds

THIS IS A CERTIFICATION PAGE

PLEASE DO NOT DETACH

THIS PAGE IS NOW PART OF THIS LEGAL DOCUMENT

SR 8019 RAMP S SPUR SURVEY & R/W
 PI STA 1+30.93
 A = 73°36'10" RT
 D = 32°44'26"
 T = 130.93
 L = 224.81
 RR = 175.00
 E = 43.56
 PC = 00+00.00
 PT = 02+24.81
 SE = NC

SR 8019 RAMP T SURVEY & R/W
 PI STA 811+17.88
 A = 63°57'06" LT
 D = 64°22'38"
 T = 55.56
 L = 99.34
 RR = 89.00
 E = 15.92
 PC = 810+62.31
 PT = 811+61.65
 SE = NC

SR 8019 RAMP T SPUR SURVEY & R/W
 PI STA 00+81.54
 A = 72°01'42" RT
 D = 62°57'19"
 T = 66.16
 L = 114.41
 RR = 91.01
 E = 21.50
 PC = 00+15.38
 PT = 01+29.80
 SE = NC

TRACT NO. 1

STATION	OFFSET	NORTH	EAST	
A1	10+91.00	95	337634.1287	2216871.7595
A2	11+75.00	68	337721.8507	2216867.6249
A3	12+63.00	68	337804.2215	2216836.6569
A4	12+86.00	92	337817.6246	2216805.9779
A5	12+70.00	31	337823.7953	2216869.0228
A6	12+57.00	31	337811.9146	2216873.4649
A7	11+71.00	31	337731.1845	2216903.8466
A8	11+77.00	59	337727.4058	2216875.3515
A9	10+95.00	84	337641.6900	2216880.4324



TRACT NO. 2

STATION	OFFSET	NORTH	EAST	
A10	11+01.00	80	337704.6208	2217032.1697
A11	11+01.00	70	337701.2041	2217023.2693
A12	11+54.00	34	337738.1247	2216970.0613
A13	11+55.00	29	337737.3430	2216965.6371
A14	12+54.00	29	337829.8445	2216930.8254
A15	12+40.00	80	337834.9718	2216983.2097
A16	12+30.00	45	337813.0981	2216954.0416
A17	11+52.00	45	337740.0876	2216981.4904

LEGEND

- Red shaded area: REQUIRED AERIAL EASEMENT FOR CITY STREET
- Orange shaded area: REQUIRED SLOPE EASEMENT FOR CITY STREET
- Yellow shaded area: TEMPORARY CONSTRUCTION EASEMENT
- Circle with number: PARCEL IDENTIFICATION NUMBER

TRACT NO. 7

STATION	OFFSET	NORTH	EAST	
1	10+81.00	122	337614.9225	2216849.7297
2	11+02.00	200	337607.0940	2216769.7483
3	11+87.00	165	337699.0183	2216772.9122
4	11+76.00	83	337717.5789	2216853.5345
5	12+58.00	83	337794.2647	2216824.3753
6	12+91.00	210	337780.1861	2216693.9892
7	13+48.00	210	337833.8279	2216673.8222
8	13+36.00	165	337838.3667	2216720.1942
9	12+70.00	103	337798.4570	2216801.4322
10	12+63.00	68	337804.2215	2216836.6569
11	11+75.00	68	337721.8507	2216867.6249
12	11+68.00	95	337705.7968	2216844.8152
13	11+02.00	113	337637.6842	2216851.1926
14	10+85.00	112	337622.0431	2216857.8971

TRACT NO. 8

STATION	OFFSET	NORTH	EAST	
15	10+86.00	155	337716.8860	2217107.7300
16	10+95.00	133	337717.8276	2217083.8730
17	11+06.00	133	337727.9979	2217080.0494
18	11+45.00	82	337746.5559	2217018.5872
19	11+52.00	45	337740.0876	2216981.4904
20	12+30.00	45	337813.0981	2216954.0416
21	12+17.00	94	337818.1733	2217004.4821
22	12+38.00	90	337835.9804	2216993.5139
23	12+25.00	135	337840.5189	2217039.8826
24	12+00.00	135	337816.6889	2217048.8417
25	12+17.00	60	337806.2090	2216972.6574
26	11+60.00	60	337752.8544	2216992.7156
27	11+25.00	155	337753.5245	2217093.9555

TRACT NO. 3

STATION	OFFSET	NORTH	EAST	
S1	10+85.00	112	337622.0431	2216857.8971
S2	11+02.00	113	337637.6842	2216851.1926
S3	11+68.00	95	337705.7968	2216844.8152
S4	11+75.00	68	337721.8507	2216867.6249
S5	10+91.00	95	337634.1287	2216871.7595

TRACT NO. 4

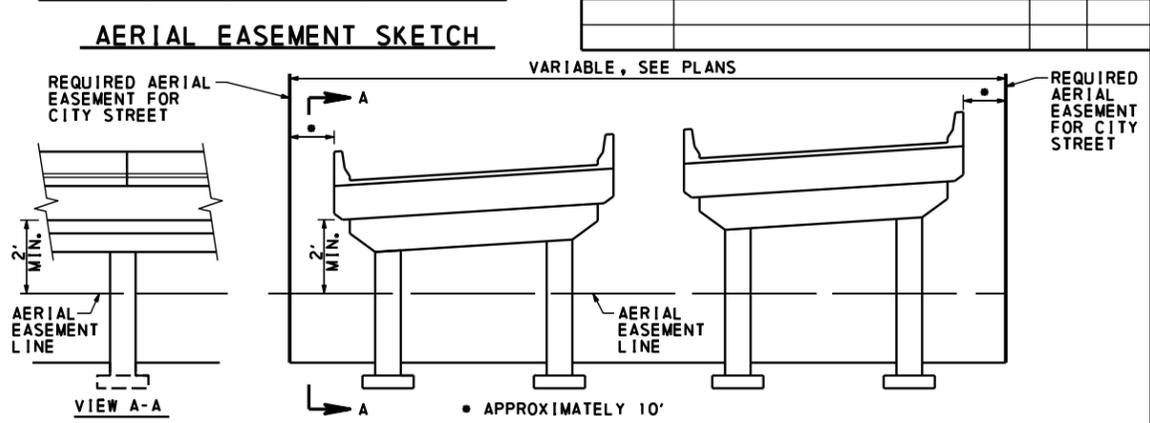
STATION	OFFSET	NORTH	EAST	
S6	12+63.00	68	337804.2215	2216836.6569
S7	12+70.00	103	337798.4570	2216801.4322
S8	13+36.00	165	337838.3667	2216720.1942
S9	13+18.00	96	337845.2793	2216790.8177
S10	12+90.00	106	337816.2396	2216791.8285
S11	12+86.00	92	337817.6246	2216805.9779

TRACT NO. 5

STATION	OFFSET	NORTH	EAST	
S12	11+01.00	80	337704.6208	2217032.1697
S13	11+52.00	45	337740.0876	2216981.4904
S14	11+45.00	82	337746.5559	2217018.5872
S15	11+06.00	133	337727.9979	2217080.0494
S16	10+95.00	133	337717.8276	2217083.8730
S17	11+01.00	119	337718.4467	2217068.1858

TRACT NO. 6

STATION	OFFSET	NORTH	EAST	
S18	12+30.00	45	337813.0981	2216954.0416
S19	12+40.00	80	337834.9718	2216983.2097
S20	12+38.00	90	337835.9804	2216993.5139
S21	12+17.00	94	337818.1733	2217004.4821



SKETCH SHOWING ESTATE TO BE ACQUIRED FOR ONE (1) LIMITED AERIAL EASEMENT AS FOLLOWS:
 - FROM 17TH STREET STA. 10+91 TO STA. 12+86

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

WHERE AN AERIAL EASEMENT IS ACQUIRED FOR CITY STREET, IT SHALL INCLUDE AN EASEMENT IN THE AIR FOR THE ACCOMMODATION OF THE ELEVATED HIGHWAY STRUCTURE UNLIMITED IN VERTICAL DIMENSION ABOVE THE STRUCTURE, A SURFACE EASEMENT UNLIMITED IN VERTICAL DIMENSION FOR THE ACCOMMODATION OF PIERS AND OTHER APPURTENANCES AND A TEMPORARY EASEMENT FOR CONSTRUCTION PURPOSES INCLUDING THE STORAGE OF MATERIALS DURING CONSTRUCTION FOR THE ENTIRE AREA. TITLE SHALL VEST IN THE APPLICABLE LOCAL MUNICIPALITY UPON ACQUISITION AND MAINTENANCE RESPONSIBILITY SHALL TRANSFER UPON THE COMPLETION OF CONSTRUCTION.

THE FOLLOWING LIMITATIONS SHALL BE IMPOSED ON THE PROPERTY BENEATH THE AREA AFFECTED BY THE AERIAL EASEMENT:

1. NO USE SHALL BE MADE OF THE PROPERTY WHICH SHALL ENDANGER THE STRUCTURE OR THE HEALTH, SAFETY OR WELFARE OF THE TRAVELING PUBLIC.
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THE NOTES ON THESE DRAWINGS SHALL NOT BE CONSTRUED AS LIMITING OR INTERFERING IN ANY WAY WITH THE PRESENT AND FUTURE OPERATION, USE, MAINTENANCE, REPAIR, RENEWAL, CHANGE, ADDITION, BETTERMENT OR ALTERATION OF THE RAILROAD AND ITS SUPPORTING FACILITIES.

PRIVATE PROPERTY LINES ARE PLOTTED FROM THE DEED OF RECORD, RECORDED SUBDIVISION OR LOT PLANS, EXISTING TOPOGRAPHICAL FEATURES AND LIMITED FIELD DATA. PRIVATE PROPERTY LINES WERE NOT SURVEYED BY THE PROFESSIONAL LAND SURVEYOR RESPONSIBLE FOR THE PROJECT.

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

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

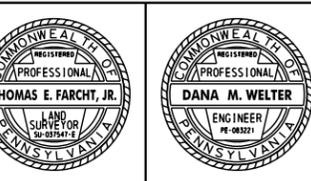
TEMPORARY CONSTRUCTION EASEMENT. AN EASEMENT TO USE THE LAND AS NECESSARY DURING CONSTRUCTION OF THE PROJECT. THE EASEMENT IS REQUIRED ONLY UNTIL THE CONSTRUCTION OR WORK INDICATED BY THE PLAN IS COMPLETED, UNLESS SOONER RELINQUISHED IN WRITING BY THE DEPARTMENT.

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• PENNSYLVANIA LINES LLC, A DELAWARE LIMITED LIABILITY COMPANY, AND WHOLLY OWNED SUBSIDIARY

RIGHT-OF-WAY CLAIM INFORMATION
 COMMONWEALTH OF PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

STATE RTE. 83 SEC. NO. B79 R/W CITY OF HARRISBURG DAUPHIN COUNTY
 PARCEL NO. 162 SHEET NO. _____ CLAIM NO. _____
 PROPERTY OWNER(S) _____
 GRANTOR(S) CONSOLIDATED RAIL CORPORATION, A PENNSYLVANIA CORPORATION



DEED BOOK	3536	AREAS	ACRE	REQUIRED AREA	ACRE
PAGE NUMBER	10	DEED	-	AERIAL EASEMENT FOR	-
DATE OF DEED	5-19-1999	CALCULATED	-	CITY STREET	0.172
DATE OF RECORD	10-22-1999	ADVERSES	-	SLOPE EASEMENT FOR	-
CONSIDERATION	-	LEGAL R/W	-	CITY STREET	0.152
TAX STAMPS	-	EFFECTIVE	-	TEMP. CONSTRUCTION	-
PIN	02-045-PRR 13-050-PRR	TOTAL REQ'D R/W	-	EASEMENT	0.416
		TOTAL RESIDUE	-	VERIFICATION DATE	3/18/2024
				DRAWN BY	JMT

City of Harrisburg, Dauphin County State Route 0083, Section B79 R/W State Route
3010, Section 015 R/W
City Road 17th Street
PUC No.

Norfolk Southern Railway Company
650 West Peachtree St NW
Atlanta, GA 30308

ALL THOSE CERTAIN tracts of land situated in City of Harrisburg, County of Dauphin,
Commonwealth of Pennsylvania, bounded and described as follows:

TRACT NO. 1

(Required Aerial Easement for City Street)

Beginning at a point, (Point of Beginning), on the northerly legal right-of-way line for limited access for Interstate 83 (State Route 83) and a corner common to the Required Slope Easement for City Street No. 1, said point being 95'± left and opposite of City Street 17th Street survey and right-of-way centerline station 10+91, (Coordinates Northing 337,634.1287, Easting 2,216,871.7595); Thence along the easterly line for Required Slope Easement for City Street No. 1 and crossing lands of now or formerly Norfolk Southern Railway Company, N 02°41'55" W 87.82' to a point, a corner common to the Temporary Construction Easement No. 1 and the Required Slope Easement for City Street No. 1, said point being 68' left and opposite of City Street 17th Street survey and right-of-way centerline station 11+75, (Coordinates Northing 337,721.8507, Easting 2,216,867.6249); Thence along the easterly line for Temporary Construction Easement No. 1 and crossing lands of now or formerly Norfolk Southern Railway Company, N 20°36'15" W 88.00' to a point, a corner common to the Required Slope Easement for City Street No. 2 and Temporary Construction Easement No. 1, said point being 68' left and opposite of City Street 17th Street survey and right-of-way centerline station 12+63, (Coordinates Northing 337,804.2215, Easting 2,216,836.6569); Thence along the easterly line for Required Slope Easement for City Street No. 2 and crossing lands of now or formerly Norfolk Southern Railway Company, N 66°24'02" W 33.48' to a point along the lands of now or formerly Norfolk Southern Railway Company, said point being 92'± left and opposite of City Street 17th Street survey and right-of-way centerline station 12+86, (Coordinates Northing 337,817.6246, Easting 2,216,805.9779); Thence along lands of now or formerly Norfolk Southern Railway Company, N 84°24'35" E 63.35' to a point on the westerly legal right-of-way line for City Street 17th Street, said point being 31'± left and opposite of City Street 17th Street survey and right-of-way centerline station 12+70, (Coordinates Northing 337,823.7953, Easting 2,216,869.0228); Thence along the westerly legal right-of-way line for City Street 17th Street, S 20°30'01" E 12.68' to a point, said point being 31'± left and opposite of City Street 17th Street survey and right-of-way centerline station 12+57, (Coordinates Northing

337,811.9146, Easting 2,216,873.4649); Thence continuing along the westerly legal right-of-way line for City Street 17th Street, S 20°37'23" E 86.26' to a point, along the lands of now or formerly Norfolk Southern Railway Company, and legal right-of-way line for limited access for Interstate 83 (State Route 83), said point being 31'± left and opposite of City Street 17th Street survey and right-of-way centerline station 11+71, (Coordinates Northing 337,731.1845, Easting 2,216,903.8466); Thence along the northerly legal right-of-way line for limited access for Interstate 83 (State Route 83), S 82°26'46" W 28.74' to a point, said point being 59'± left and opposite of City Street 17th Street survey and right-of-way centerline station 11+77, (Coordinates Northing 337,727.4058, Easting 2,216,875.3515); Thence continuing along the northerly legal right-of-way line for limited access for Interstate 83 (State Route 83), S 03°23'32" E 85.87' to a point, said point being 84'± left and opposite of City Street 17th Street survey and right-of-way centerline station 10+95, (Coordinates Northing 337,641.6900, Easting 2,216,880.4324); Thence continuing along the northerly legal right-of-way line for limited access for Interstate 83 (State Route 83), S 48°55'02" W 11.51' to a point, the Point of Beginning. Containing 0.1072 Acres (4,669 Square Feet)

TRACT NO. 2

(Required Aerial Easement for City Street)

Beginning at a point, (Point of Beginning), on the northerly legal right-of-way line for limited access for Interstate 83 (State Route 83) and a corner common to the Required Slope Easement for City Street No. 3, said point being 80'± right and opposite of City Street 17th Street survey and right-of-way centerline station 11+01, (Coordinates Northing 337,704.6208, Easting 2,217,032.1697); Thence along the northerly legal right-of-way line for limited access for Interstate 83 (State Route 83), S 68°59'57" W 9.53' to a point, said point being 70'± right and opposite of City Street 17th Street survey and right-of-way centerline station 11+01, (Coordinates Northing 337,701.2041, Easting 2,217,023.2693); Thence continuing along the northerly legal right-of-way line for limited access for Interstate 83 (State Route 83), by a curve to the right with a radius of 60.46' and arc length of 68.34' (Chord N 55°14'37" W 64.76') to a point, said point being 34'± right and opposite of City Street 17th Street survey and right-of-way centerline station 11+54, (Coordinates Northing 337,738.1247, Easting 2,216,970.0613); Thence continuing along the northerly legal right-of-way line for limited access for Interstate 83 (State Route 83), S 79°58'49" W 4.49' to a point, along the easterly legal right-of-way line of city street 17th Street, said point being 29'± right and opposite of City Street 17th Street survey and right-of-way centerline station 11+55, (Coordinates Northing 337,737.3430, Easting 2,216,965.6371); Thence along the easterly legal right-of-way line of city street 17th Street, N 20°37'23" W 98.84' to a point along the lands of now or formerly Norfolk Southern Railway Company, said point being 29'± right and opposite of City Street 17th Street survey and right-of-way centerline station 12+54, (Coordinates Northing 337,829.8445, Easting 2,216,930.8254); Thence along lands of now or

formerly Norfolk Southern Railway Company, N 84°24'35" E 52.64' to a point, a corner common to the Required Slope Easement for City Street No. 4, said point being 80'± right and opposite of City Street 17th Street survey and right-of-way centerline station 12+40, (Coordinates Northing 337,834.9718, Easting 2,216,983.2097); Thence along the Required Slope Easement for City Street No. 4 and crossing lands of now or formerly Norfolk Southern Railway Company, S 53°07'59" W 36.46' to a point, a corner common to the Required Slope Easement for City Street No. 4 and Temporary Construction Easement No. 2, said point being 45' right and opposite of City Street 17th Street survey and right-of-way centerline station 12+30, (Coordinates Northing 337,813.0981, Easting 2,216,954.0416); Thence along the Temporary Construction Easement No. 2 and crossing lands of now or formerly Norfolk Southern Railway Company, S 20°36'15" E 78.00' to a point, a corner common to the Required Slope Easement for City Street No. 3 and Temporary Construction Easement No. 2, said point being 45' right and opposite of City Street 17th Street survey and right-of-way centerline station 11+52, (Coordinates Northing 337,740.0876, Easting 2,216,981.4904); Thence along the easterly Required Slope Easement No. 3 and crossing lands of now or formerly Norfolk Southern Railway Company, S 55°00'53" E 61.86' to a point, the Point of Beginning. Containing 0.0647 Acres (2,817 Square Feet)

Total Required Aerial Easement for City Street area is 0.172 Acres (7,486 Square Feet).

TRACT NO. 3

(Required Slope Easement for City Street)

Beginning at a point, (Point of Beginning), on the northerly legal right-of-way line for limited access for Interstate 83 (State Route 83) and a corner common to the Temporary Construction Easement No. 1, said point being 112'± left and opposite of City Street 17th Street survey and right-of-way centerline station 10+85, (Coordinates Northing 337,622.0431, Easting 2,216,857.8971); Thence along the easterly line for Temporary Construction Easement No. 1 and crossing lands of now or formerly Norfolk Southern Railway Company, N 23°12'09" W 17.02' to a point, said point being 113' left and opposite of City Street 17th Street survey and right-of-way centerline station 11+02, (Coordinates Northing 337,637.6842, Easting 2,216,851.1926); Thence continuing along the easterly line for Temporary Construction Easement No. 1 and crossing lands of now or formerly Norfolk Southern Railway Company, N 05°20'56" W 68.41' to a point, said point being 95' left and opposite of City Street 17th Street survey and right-of-way centerline station 11+68, (Coordinates Northing 337,705.7968, Easting 2,216,844.8152); Thence continuing along the easterly line for Temporary Construction Easement No. 1 and crossing lands of now or formerly Norfolk Southern Railway Company, N 54°51'41" E 27.89' to a point, a corner common to the Required Aerial Easement for City Street No. 1 and Temporary Construction Easement No. 1, said point being 68' left and opposite of City Street 17th Street survey and right-of-way centerline station 11+75, (Coordinates Northing 337,721.8507, Easting 2,216,867.6249); Thence along the westerly line for Required Aerial Easement for City Street No. 1, S 02°41'55" E 87.82' to a point on the westerly legal right-of-way line for limited access for Interstate 83 (State Route 83), said point being 95'± left and opposite of City Street 17th Street survey and right-of-way centerline station 10+91, (Coordinates Northing 337,634.1287, Easting 2,216,871.7595); Thence along the northerly legal right-of-way line for limited access for Interstate 83 (State Route 83), S 48°55'02" W 18.39' to a point, the Point of Beginning. Containing 0.0430 Acres (1,872 Square Feet)

TRACT NO. 4

(Required Slope Easement for City Street)

Beginning at a point, (Point of Beginning), a corner common to the Required Aerial Easement for City Street No. 1 and Temporary Construction Easement No. 1, said point being 68' left and opposite of City Street 17th Street survey and right-of-way centerline station 12+63, (Coordinates Northing 337,804.2215, Easting 2,216,836.6569); Thence along the easterly line for Temporary Construction Easement No. 1 and crossing lands of now or formerly Norfolk Southern Railway Company, S 80°42'22" W 35.69' to a point, a corner common to Temporary Construction Easement No. 1, said point being 103' left and opposite of City Street 17th Street survey and right-of-way centerline station 12+70, (Coordinates Northing 337,798.4570, Easting 2,216,801.4322); Thence

continuing along the easterly line for Temporary Construction Easement No. 1 and crossing lands of now or formerly Norfolk Southern Railway Company, N 63°50'12" W 90.51' to a point along the lands of now or formerly Norfolk Southern Railway Company, said point being 165'± left and opposite of City Street 17th Street survey and right-of-way centerline station 13+36, (Coordinates Northing 337,838.3667, Easting 2,216,720.1942); Thence along lands of now or formerly Norfolk Southern Railway Company, N 84°24'35" E 70.96' to a point, said point being 96'± left and opposite of City Street 17th Street survey and right-of-way centerline station 13+18, (Coordinates Northing 337,845.2793, Easting 2,216,790.8177); Thence continuing along lands of now or formerly Norfolk Southern Railway Company, S 01°59'37" E 29.06' to a point, said point being 106'± left and opposite of City Street 17th Street survey and right-of-way centerline station 12+90, (Coordinates Northing 337,816.2396, Easting 2,216,791.8285); Thence continuing along lands of now or formerly Norfolk Southern Railway Company, N 84°24'35" E 14.22' to a point, a corner common to the Required Aerial Easement for City Street No. 1, said point being 92'± left and opposite of City Street 17th Street survey and right-of-way centerline station 12+86, (Coordinates Northing 337,817.6246, Easting 2,216,805.9779); Thence along the westerly line of Required Aerial Easement for City Street No. 1, S 66°24'02" E 33.48' to a point, the Point of Beginning. Containing 0.0463 Acres (2,017 Square Feet)

TRACT NO. 5

(Required Slope Easement for City Street)

Beginning at a point, (Point of Beginning), on the northern legal right-of-way line for limited access for Interstate 83 (State Route 83) and a corner common to the Required Aerial Easement for City Street No. 2, said point being 80'± right and opposite of City Street 17th Street survey and right-of-way centerline station 11+01, (Coordinates Northing 337,704.6208, Easting 2,217,032.1697); Thence along the easterly line of Required Aerial Easement for City Street No. 2 and crossing lands of now or formerly Norfolk Southern Railway Company, N 55°00'53" W 61.86' to a point, a corner common to the Required Aerial Easement for City Street No. 2 and Temporary Construction Easement No. 2, said point being 45' right and opposite of City Street 17th Street survey and right-of-way centerline station 11+52, (Coordinates Northing 337,740.0876, Easting 2,216,981.4904); Thence along the southerly line for Temporary Construction Easement No. 2 and crossing lands of now or formerly Norfolk Southern Railway Company, N 80°06'33" E 37.66' to a point, said point being 82' right and opposite of City Street 17th Street survey and right-of-way centerline station 11+45, (Coordinates Northing 337,746.5559, Easting 2,217,018.5872); Thence continuing along the westerly line for Temporary Construction Easement No. 2 and crossing lands of now or formerly Norfolk Southern Railway Company, S 73°11'56" E 64.20' to a point, said point being 133' right and opposite of City Street 17th Street survey and right-of-way centerline station 11+06, (Coordinates

Northing 337,727.9979, Easting 2,217,080.0494); Thence continuing along the westerly line for Temporary Construction Easement No. 2 and crossing lands of now or formerly Norfolk Southern Railway Company, S 20°36'15" E 10.87' to a point along the lands of now or formerly Norfolk Southern Railway Company and legal right-of-way line for limited access Interstate 83 (State Route 83), said point being 133'± right and opposite of City Street 17th Street survey and right-of-way centerline station 10+95, (Coordinates Northing 337,717.8276, Easting 2,217,083.8730); Thence along the northerly legal right-of-way line for limited access for Interstate 83 (State Route 83), N 87°44'24" W 15.70' to a point, said point being 119'± right and opposite of City Street 17th Street survey and right-of-way centerline station 11+01, (Coordinates Northing 337,718.4467, Easting 2,217,068.1858); Thence continuing along the northerly legal right-of-way line for limited access for Interstate 83 (State Route 83), S 68°59'57" W 38.58' to a point, the Point of Beginning. Containing 0.0494 Acres (2,153 Square Feet)

TRACT NO. 6

(Required Slope Easement for City Street)

Beginning at a point, (Point of Beginning), on a corner common to the Required Aerial Easement for City Street No. 2 and Temporary Construction Easement No. 2, said point being 45' right and opposite of City Street 17th Street survey and right-of-way centerline station 12+30, (Coordinates Northing 337,813.0981, Easting 2,216,954.0416); Thence continuing along the easterly line of Required Aerial Easement for City Street No. 2 and crossing lands of now or formerly Norfolk Southern Railway Company, N 53°07'59" E 36.46' to a point along the lands of now or formerly Norfolk Southern Railway Company, said point being 80'± right and opposite of City Street 17th Street survey and right-of-way centerline station 12+40, (Coordinates Northing 337,834.9718, Easting 2,216,983.2097); Thence along the lands of now or formerly Norfolk Southern Railway Company, N 84°24'35" E 10.35' to a point, a corner common to the Temporary Construction Easement No. 2, said point being 90' right and opposite of City Street 17th Street survey and right-of-way centerline station 12+38, (Coordinates Northing 337,835.9804, Easting 2,216,993.5139); Thence along the westerly line of Temporary Construction Easement No. 2 and crossing lands of now or formerly Norfolk Southern Railway Company, S 31°37'51" E 20.91' to a point, said point being 94' right and opposite of City Street 17th Street survey and right-of-way centerline station 12+17, (Coordinates Northing 337,818.1733, Easting 2,217,004.4821); Thence along the northerly line of Temporary Construction Easement No. 2 and crossing lands of now or formerly Norfolk Southern Railway Company, S 84°15'16" W 50.70' to a point, the Point of Beginning. Containing 0.0132 Acres (575 Square Feet)

Total Required Slope Easement for City Street area is 0.152 Acres (6,617 Square Feet).

TRACT NO. 7
(Temporary Construction Easement)

Beginning at a point, (Point of Beginning), on the northerly legal right-of-way line for limited access for Interstate 83 (State Route 83), said point being 122' left and opposite of City Street 17th Street survey and right-of-way centerline station 10+81, (Coordinates Northing 337,614.9225, Easting 2,216,849.7297); Thence along lands of now or formerly Norfolk Southern Railway Company, S 84°24'35" W 80.36' to a point, said point being 200' left of and opposite of City Street 17th Street survey and right-of-way centerline station 11+02, (Coordinates Northing 337,607.0940, Easting 2,216,769.7483); Thence crossing lands of now or formerly Norfolk Southern Railway Company, N 01°58'17" E 91.98' to a point, said point being 165' left of and opposite of City Street 17th Street survey and right-of-way centerline station 11+87, (Coordinates Northing 337,699.0183, Easting 2,216,772.9122); Thence crossing lands of now or formerly Norfolk Southern Railway Company, N 77°02'08" E 82.73' to a point, said point being 83' left of and opposite of City Street 17th Street survey and right-of-way centerline station 11+76, (Coordinates Northing 337,717.5789, Easting 2,216,853.5345); Thence crossing lands of now or formerly Norfolk Southern Railway Company, N 20°49'08" W 82.04' to a point, said point being 83' left of and opposite of City Street 17th Street survey and right-of-way centerline station 12+58, (Coordinates Northing 337,794.2647, Easting 2,216,824.3753); Thence crossing lands of now or formerly Norfolk Southern Railway Company, S 83°50'14" W 131.14' to a point, said point being 210' left of and opposite of City Street 17th Street survey and right-of-way centerline station 12+91, (Coordinates Northing 337,780.1861, Easting 2,216,693.9892); Thence crossing lands of now or formerly Norfolk Southern Railway Company, N 20°36'15" W 57.31' to a point along the lands of now or formerly Norfolk Southern Railway Company, said point being 210' left of and opposite of City Street 17th Street survey and right-of-way centerline station 13+48, (Coordinates Northing 337,833.8279, Easting 2,216,673.8222); Thence along lands of now or formerly Norfolk Southern Railway Company, N 84°24'35" E 46.59' to a point, a corner common to the Required Slope Easement for City Street No. 2, said point being 165'± left of and opposite of City Street 17th Street survey and right-of-way centerline station 13+36, (Coordinates Northing 337,838.3667, Easting 2,216,720.1942); Thence along the westerly line for Required Slope Easement for City Street No. 2 and crossing lands of now or formerly Norfolk Southern Railway Company, S 63°50'12" E 90.51' to a point, said point being 103' left and opposite of City Street 17th Street survey and right-of-way centerline station 12+70, (Coordinates Northing 337,798.4570, Easting 2,216,801.4322); Thence continuing along the westerly line for Required Slope Easement for City Street No. 2 and crossing lands of now or formerly Norfolk Southern Railway Company, N 80°42'22" E 35.69' to a point, a corner common to the Required Aerial Easement for City Street No. 1 and the Required Slope Easement for City Street No. 2, said point being 68' left and opposite of City Street 17th Street survey and right-of-way centerline

station 12+63, (Coordinates Northing 337,804.2215, Easting 2,216,836.6569); Thence along the westerly line for Required Aerial Easement for City Street No. 1 and crossing lands of now or formerly Norfolk Southern Railway Company, S 20°36'15" E 88.00' to a point, a corner common to the Required Aerial Easement for City Street No. 1 and the Required Slope Easement for City Street No. 1, said point being 68' left and opposite of City Street 17th Street survey and right-of-way centerline station 11+75, (Coordinates Northing 337,721.8507, Easting 2,216,867.6249); Thence along the westerly line for Required Slope Easement for City Street No. 1 and crossing lands of now or formerly Norfolk Southern Railway Company, S 54°51'41" W 27.89' to a point, said point being 95' left and opposite of City Street 17th Street survey and right-of-way centerline station 11+68, (Coordinates Northing 337,705.7968, Easting 2,216,844.8152); Thence continuing along the westerly line for Required Slope Easement for City Street No. 1 and crossing lands of now or formerly Norfolk Southern Railway Company, S 05°20'56" E 68.41' to a point, said point being 113' left and opposite of City Street 17th Street survey and right-of-way centerline station 11+02, (Coordinates Northing 337,637.6842, Easting 2,216,851.1926); Thence continuing along the westerly line for Required Slope Easement for City Street No. 1 and crossing lands of now or formerly Norfolk Southern Railway Company, S 23°12'09" E 17.02' to a point along the lands of now or formerly Norfolk Southern Railway Company, said point being 112'± left and opposite of City Street 17th Street survey and right-of-way centerline station 10+85, (Coordinates Northing 337,622.0431, Easting 2,216,857.8971); Thence along lands of now or formerly Norfolk Southern Railway Company, S 48°55'02" W 10.84' to a point, the Point of Beginning. Containing 0.3129 Acres (13,629 Square Feet)

TRACT NO. 8

(Temporary Construction Easement)

Beginning at a point, (Point of Beginning), on the northerly legal right-of-way line for limited access for Interstate 83 (State Route 83), said point being 155' right and opposite of City Street 17th Street survey and right-of-way centerline station 10+86, (Coordinates Northing 337,716.8860, Easting 2,217,107.7300); Thence along the northerly legal right-of-way line for limited access for Interstate 83 (State Route 83) and the lands of now or formerly Norfolk Southern Railway Company, N 87°44'24" W 23.88' to a point, a corner common to the Required Slope Easement for City Street No. 3, said point being 133' right of and opposite of City Street 17th Street survey and right-of-way centerline station 10+95, (Coordinates Northing 337,717.8276, Easting 2,217,083.8730); Thence along the easterly line of Required Slope Easement for City Street No. 3 and crossing lands of now or formerly Norfolk Southern Railway Company, N 20°36'15" W 10.87' to a point, said point being 133' right of and opposite of City Street 17th Street survey and right-of-way centerline station 11+06, (Coordinates Northing 337,727.9979, Easting 2,217,080.0494); Thence continuing along the easterly line of Required Slope Easement for

City Street No. 3 and crossing lands of now or formerly Norfolk Southern Railway Company, N 73°11'56" W 64.20' to a point, said point being 82' right of and opposite of City Street 17th Street survey and right-of-way centerline station 11+45, (Coordinates Northing 337,746.5559, Easting 2,217,018.5872); Thence continuing along the northerly line of Required Slope Easement for City Street No. 3 and crossing lands of now or formerly Norfolk Southern Railway Company, S 80°06'33" W 37.66' to a point, a corner common to the Required Slope Easement for City Street No. 3 and the Required Aerial Easement for City Street No. 2, said point being 45' right of and opposite of City Street 17th Street survey and right-of-way centerline station 11+52, (Coordinates Northing 337,740.0876, Easting 2,216,981.4904); Thence along the easterly line of Required Aerial Easement for City Street No. 2 and crossing lands of now or formerly Norfolk Southern Railway Company, N 20°36'15" W 78.00' to a point, a corner common to the Required Aerial Easement for City Street No. 2 and the Required Slope Easement for City Street No. 4, said point being 45' right of and opposite of City Street 17th Street survey and right-of-way centerline station 12+30, (Coordinates Northing 337,813.0981, Easting 2,216,954.0416); Thence along the southerly line of Required Slope Easement for City Street No. 4 and crossing lands of now or formerly Norfolk Southern Railway Company, N 84°15'16" E 50.70' to a point, said point being 94' right of and opposite of City Street 17th Street survey and right-of-way centerline station 12+17, (Coordinates Northing 337,818.1733, Easting 2,217,004.4821); Thence along the easterly line of Required Slope Easement for City Street No. 4 and crossing lands of now or formerly Norfolk Southern Railway Company, N 31°37'51" W 20.91' to a point along the lands of now or formerly Norfolk Southern Railway Company, said point being 90' right of and opposite of City Street 17th Street survey and right-of-way centerline station 12+38, (Coordinates Northing 337,835.9804, Easting 2,216,993.5139); Thence along lands of now or formerly Norfolk Southern Railway Company, N 84°24'35" E 46.59' to a point, said point being 135' right of and opposite of City Street 17th Street survey and right-of-way centerline station 12+25, (Coordinates Northing 337,840.5189, Easting 2,217,039.8826); Thence crossing lands of now or formerly Norfolk Southern Railway Company, S 20°36'15" E 25.46' to a point, said point being 135' right of and opposite of City Street 17th Street survey and right-of-way centerline station 12+00, (Coordinates Northing 337,816.6889, Easting 2,217,048.8417); Thence crossing lands of now or formerly Norfolk Southern Railway Company, S 82°10'03" W 76.90' to a point, said point being 60' right of and opposite of City Street 17th Street survey and right-of-way centerline station 12+17, (Coordinates Northing 337,806.2090, Easting 2,216,972.6574); Thence crossing lands of now or formerly Norfolk Southern Railway Company, S 20°36'12" E 57.00' to a point, said point being 60' right of and opposite of City Street 17th Street survey and right-of-way centerline station 11+60, (Coordinates Northing 337,752.8544, Easting 2,216,992.7156); Thence crossing lands of now or formerly Norfolk Southern Railway Company, N 89°37'15" E 101.24' to a point, said point being 155' right of and opposite of City Street 17th Street survey and right-of-way centerline station 11+25, (Coordinates

Northing 337,753.5245, Easting 2,217,093.9555); Thence crossing lands of now or formerly Norfolk Southern Railway Company, S 20°36'15" E 39.14' to a point, the Point of Beginning. Containing 0.1027 Acres (4,474 Square Feet)

Total Temporary Construction Easement area is 0.416 Acres (18,103 Square Feet).

The above eight (8) tracts of land shown on the Department's Drawings Authorizing Acquisition of Right-of-Way for State Route 0083, Section B79 R/W, as required aerial easement for city street, required slope easement for city street, and temporary construction easement and designated and delineated as parts of Parcel No. 162 on Sheet No. 74 of the said drawings, being portions of real estate now owned by Norfolk Southern Railway Company*, LLC, vested by the following deed recorded in the Dauphin County Courthouse:

- Deed Book 3536, Page 10, recorded October 22, 1999

* Norfolk Southern Railway Company, successor to Pennsylvania Lines, LLC by Statement of Merger filed with the Pennsylvania Department of State – Corporation Bureau on October 29, 2004. Entity No. 287