OS-2 (11-08)

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

2140 Herr Street
Harrisburg, PA 17103-5493

Final Construction Plan Submission to PUC
SR 83 Section 091

April 21, 2026

York County
Spring Garden Township
SR 83 (Veteran Memorial Bridge)
DOT # 501500 G
PUC No. A-2021-3027407
ECMS # 112550

Matthew L. Homsher, Secretary
Pennsylvania Public Utility
Commission PO Box 3265
Harrisburg, PA 17105-3265

Dear Secretary Homsher,

In accordance with ordering paragraph number Five (5) of the PUC Secretarial Letter at Docket No: A-2021-3027407 dated February 16, 2023, please find attached for your approval an electronic copy of the final signed Drawings for Construction of State Route 83, Section 091(Interstate 83) that crosses above grade, the tracks of Norfolk Southern Railroad, and Codorus Creek located in Spring Garden Township and North York Borough, York County, consisting of sheets 1 through 14 for a total of 14 sheets; Structure Plans consisting of sheets 1 through 236 for a total of 236 sheets.

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:

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

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

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

Julie Wheeler, President
York County Commissioners 28 East
Market Street
York, PA 17401
JLWheeler@YorkCountyPA.gov

Marcy Krum-Tinsley, Manager Spring
Garden Township
558 S. Ogontz Street
York, PA 17402
mkrumtinsley@sgtwp.org

Mark Hodgkinson
Springettsburry Township
1501 Mt Zion Road
York, PA 17402
Mark.Hodgkinson@springettsbury.com

David Bolton
North York Borough
350 East 6th Avenue
York, PA 17404
manager@northyork.us

David Newwister
Verizon North
31 S. Beaver Street
York, PA 17405
dave.newmister@verizon.com

John Ruszkaw
Sunoco Pipeline LP
525 Fritztown Road
Sinking Spring, PA 19608
johnruszkaw@energytransfer.com

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

Mr. Robert Januszko
Frontier Communicationof PA Inc 67
S. Main Street
Shickshinny, PA 18655
Robert.Januszko@ftr.com

Nathan Fought
Comcast Cable Communications, Inc.
1050 East King Street
York, PA 17402
nathan_fought@comcast.com

Louis Marello
AT&T Atlanta
360 Gees Mill
Business Parkway, NS
Conyers, GA 30013
LM5215@ATT.COM

Justin Henry
Columbia Gas of PA, Inc
1600 Colony Road
York, PA 17408
justinhenry@nisource.com

Brian Stoner
METEO
501 Parkway Boulevard
York, PA 17404
bstoner@irsenergy.com

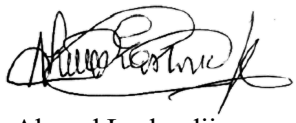
Anthony D. Lain
c/o CS Davidson Inc
38 North Duke Street
York PA 17401
ADL@csdavidson.com

Kent K. Croman
York Water Company
130 E. Market Street
P.O Box 15089
York PA 15086
kentc@yorkwater.com

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

We respectfully request the approval of these plans and the subsequent issuance of PUC Order. Should you have any questions, please feel free to contact Ahmed Lasloudji at (484) 426 - 9966

Sincerely



Ahmed Lasloudji
Engineering District 8-0
Department of Transporation

Attachments

cc: Parties of Record

Mark J. Chappell, P.E, Chief, Utilities and Right-of-Way Section, 7th Floor
Robert J. Lopacz, Office of Chief Counsel, 9th Floor,
William Sinick, P.E Manager, Rail Safety Division, PUC, 3rd Floor

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

SR 0083, PREVIOUSLY KNOWN AS LR 789. WPMS NO. 112550

COMMONWEALTH OF PENNSYLVANIA

DEPARTMENT OF TRANSPORTATION

DRAWINGS RE-ESTABLISHING LIMITED ACCESS HIGHWAY AND AUTHORIZING ACQUISITION OF RIGHT-OF-WAY

FOR

STATE ROUTE 0083 SECTION 091 R/W

IN YORK COUNTY

AUTHORIZATION FROM STA 273+95.20 TO STA 367+28.31 LENGTH 8,183.18 FT 1.549 MI

FROM SEG 0190 OFFSET 2300 TO SEG 0210 OFFSET 0949

FROM SEG 0191 OFFSET 2300 TO SEG 0211 OFFSET 0949

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

FROM SEG 0190 OFFSET 2300 TO SEG 0210 OFFSET 0949

FROM SEG 0191 OFFSET 2300 TO SEG 0211 OFFSET 0949

ALSO

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

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

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

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

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

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

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

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

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

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

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

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

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

NOT APPLICABLE FOR PIN NUMBER

Book 2799
Page 6843
Including Pages 6843 to 6992
Instrument # 7023

SCALE

HORIZONTAL 0 25 50 FEET

VERTICAL 0 5 10 FEET

DESIGN DESIGNATION

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

TRAFFIC DATA

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

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

IN _____ BOOK _____ PAGE _____

WITNESS MY HAND AND SEAL OF OFFICE

DATE

RECORDER

COMMONWEALTH OF PENNSYLVANIA
COUNTY OF DAUPHIN SS

BEFORE ME, A NOTARY PUBLIC, PERSONALLY CAME Mark Cheplic

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

WITNESS MY HAND AND NOTARIAL SEAL

Mark H. H... 9/27/2023

Commonwealth of Pennsylvania - Notary Seal
MARK H HAINES - Notary Public
Dauphin County
My Commission Expires January 5, 2027
Commission Number 1326297

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

COMMONWEALTH OF PENNSYLVANIA
PROFESSIONAL ENGINEER
STEPHEN T REISINGER
PENNSYLVANIA

REG PROF SURVEYOR
June 21, 2023
DATE

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

COMMONWEALTH OF PENNSYLVANIA
PROFESSIONAL ENGINEER
L. BRYAN HOOVER
PA-67579
PENNSYLVANIA

REG PROF ENGINEER
06-21-2023
DATE

RECOMMENDED DATE: September 22, 2023
PROJECT MANAGER

RECOMMENDED DATE: September 22, 2023
DISTRICT EXECUTIVE

RECOMMENDED DATE: 9/26/2023
DEPUTY SECRETARY

APPROVED DATE: 9/27/2023
SECRETARY OF TRANSPORTATION
(ON BEHALF OF THE GOVERNOR AS WELL AS THE SECRETARY)

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	YORK	0083	091 R/W	3 OF 149

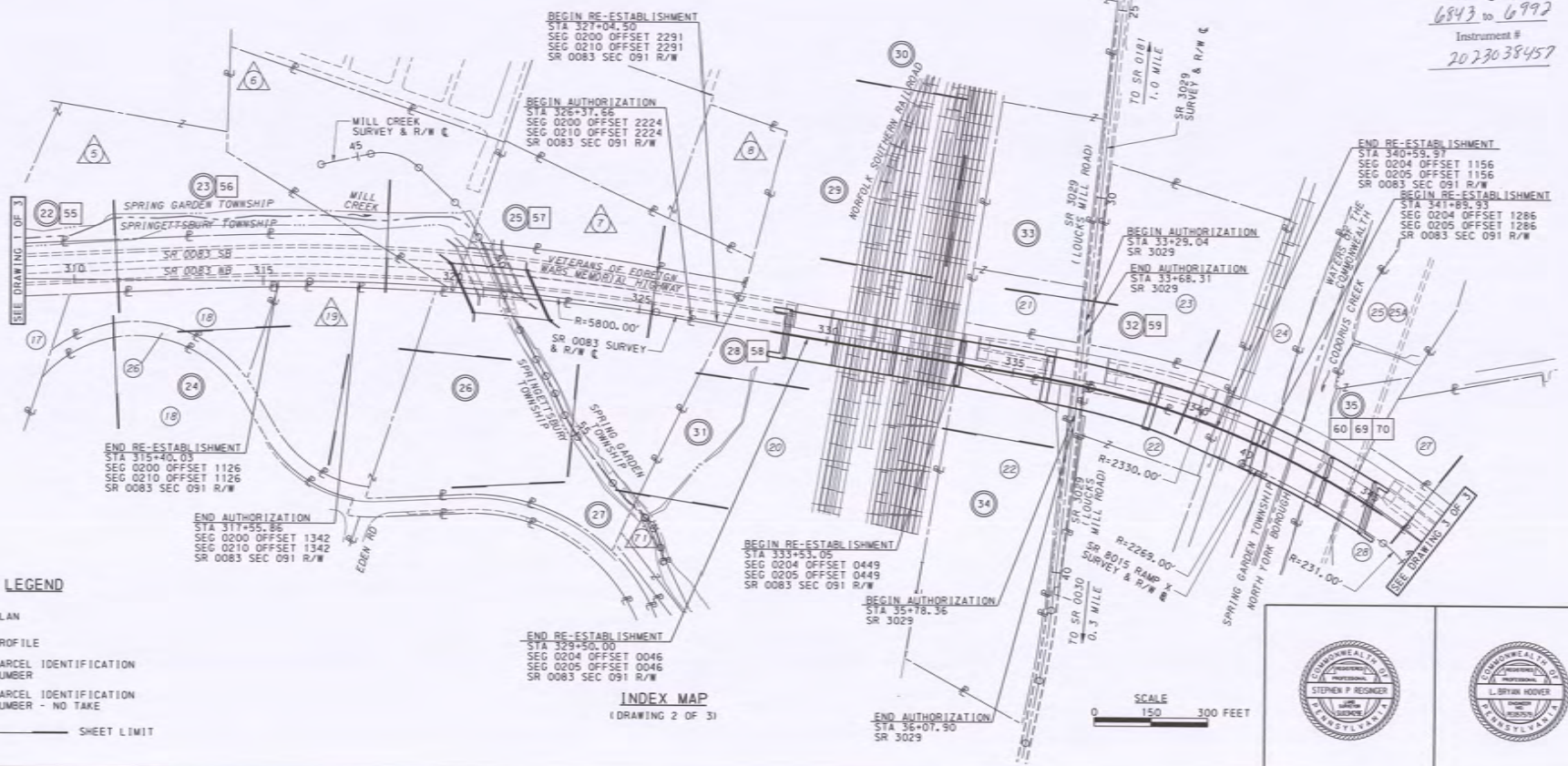
SPRINGETTSBURY TOWNSHIP, SPRING GARDEN TOWNSHIP, NORTH YORK BOROUGH AND MANCHESTER TOWNSHIP

REVISION NUMBER	REVISIONS	DATE	BY

LIST OF PROPERTY OWNERS

(5) STANDARD CONCRETE PRODUCTS CO.
(6) COMMERCIAL INDUSTRIES CORP.
(7) POWDER MILL CORP.
(8) HAY STREET PROPERTIES, L.P.
(17) NORTH SHERMAN PROPERTIES LLC
(18) K/G WHITEFORD LIMITED PARTNERSHIP
(19) ARSENAL ROAD YORK LLC
(20) PENNSYLVANIA LINES LLC
(21) IWM INTERNATIONAL, LLC
(22) YORK BUILDING PRODUCTS CO., INC.
(23) GROWMARK FS, LLC
(24) WESTERN MARYLAND RAILWAY COMPANY
(25) THE CITY OF YORK
(26) PENNSYLVANIA LINES LLC
(27) LEROY A. KING, JR., AN ADULT INDIVIDUAL
(28) PAUL M. LAND, KATHARINE A. LAND BERNHARDT, A.J. LAND, JR., THOMAS K. LAND, JENNIFER C. LAND (FORMERLY IANNONE) AND A.J. LAND JR., TRUSTEE, AS TENANTS IN COMMON
(71) JACK M. GIAMBALVO AND ANGELYN A. GIAMBALVO, HUSBAND AND WIFE

Book 7799
Page 6845
Including Pages 6843 to 6992
Instrument # 202038457



LEGEND

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

INDEX MAP

(DRAWING 2 OF 3)

SCALE 0 150 300 FEET

STEPHEN P REISNER — COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL
L. BRYAN HOOVER — COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL

Stantec 6/20/2023 — DOT 2015 — 1442 RW Bridge Color 249-284.tbl — D07_ANSI D.PDF.plt — 6/20/2023 4:01:20 PM (GMT-4) — USER:jeffrey.reisner — C:\DOT\1442\100 Design\CAD\13.1 Highway\0083-091\RW\1442rw1002.dgn

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	YORK	0083	091 R/W	5 OF 149

SPRINGETTSBURY TOWNSHIP, SPRING GARDEN TOWNSHIP, NORTH YORK BOROUGH AND MANCHESTER TOWNSHIP

REVISION NUMBER	REVISIONS	DATE	BY

TABULATION OF OVERALL LENGTH

STA 273+95.20 TO STA 280+30.32 BK	=	635.12 FT	= 0.120 MILES
STA 280+78.23 AHD TO STA 357+19.96 BK	=	7641.73 FT	= 1.447 MILES
STA 357+79.28 AHD TO STA 367+28.31	=	949.03 FT	= 0.180 MILES
TOTAL	=	9225.88 FT	= 1.747 MILES

TABULATION OF RE-ESTABLISHMENT AND AUTHORIZATION LENGTHS

SR 0083

RE-ESTABLISHMENT

STA 273+95.20 TO STA 280+30.32 BK	=	635.12 FT	= 0.120 MILES
STA 280+78.23 AHD TO STA 286+50.00	=	571.77 FT	= 0.108 MILES
STA 304+53.48 TO STA 315+40.03	=	1086.55 FT	= 0.206 MILES
STA 327+04.50 TO STA 329+50.00	=	245.50 FT	= 0.046 MILES
STA 333+53.06 TO STA 340+59.97	=	706.92 FT	= 0.134 MILES
STA 341+89.93 TO STA 357+19.96 BK	=	1530.03 FT	= 0.290 MILES
STA 357+79.28 AHD TO STA 367+28.31	=	949.03 FT	= 0.180 MILES
TOTAL	=	5724.92 FT	= 1.084 MILES

AUTHORIZATION

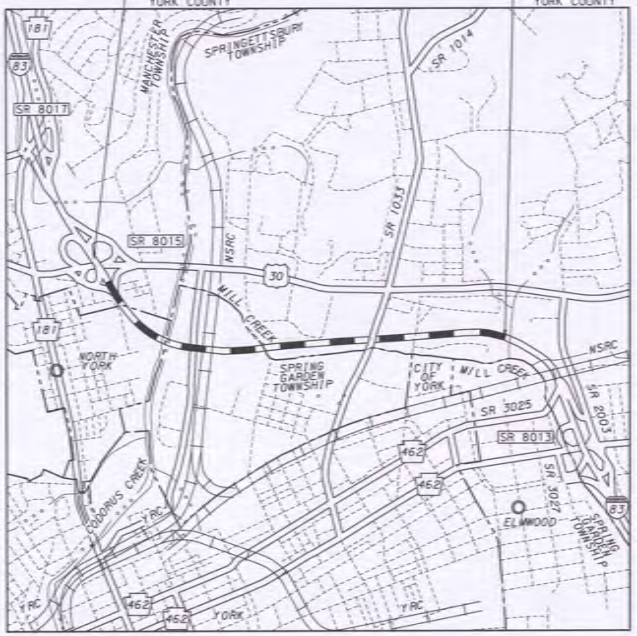
STA 273+95.20 TO STA 280+30.32 BK	=	635.12 FT	= 0.120 MILES
STA 280+78.23 AHD TO STA 289+20.14	=	841.91 FT	= 0.159 MILES
STA 289+37.37 TO STA 298+41.55	=	904.18 FT	= 0.171 MILES
STA 299+85.22 TO STA 317+55.86	=	1770.64 FT	= 0.335 MILES
STA 326+37.66 TO STA 357+19.96 BK	=	3082.30 FT	= 0.584 MILES
STA 357+79.28 AHD TO STA 367+28.31	=	949.03 FT	= 0.180 MILES
TOTAL	=	8183.18 FT	= 1.549 MILES

LIST OF EQUALITIES

SR 0083 STA 280+30.32 BK = STA 280+78.23 AHD
SR 0083 STA 357+19.96 BK = STA 357+79.28 AHD
SR 0083 STA 313+15.22 BK = STA 840+99.75 AHD
SR 0030 STA 458+56.68 BK = STA 458+80.06 AHD
SR 3029 STA 24+03.95 BK = STA 24+03.92 AHD
SR 3029 STA 42+89.86 BK = STA 42+89.86 AHD
SR 3029 STA 44+59.61 BK = STA 44+60.49 AHD
T-509 STA 2+53.63 BK = T-513 STA 1+53.63 AHD
CHANNEL 31 STA 12+54.49 BK = STA 12+60.00 AHD

LIMIT OF RE-ESTABLISHMENT AND AUTHORIZATION
STA 367+28.31
SEG 0210 OFFSET 0949
SEG 0211 OFFSET 0949
SR 0083 SEC 091 R/W
MANCHESTER TOWNSHIP
YORK COUNTY

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



LOCATION MAP

SCALE IN MILES
0 0.25 0.5

LEGEND
PROJECT
STATE HIGHWAY
TOWNSHIP ROAD

GENERAL NOTES

THE LEGAL RIGHT-OF-WAY ON SR 0083, FORMERLY LR 789, FROM STA 273+95.20 TO STA 367+28.31 IS VARIABLE IN WIDTH BASED ON PLAN OF LR 789 SECTION NO. 1 SIGNED BY THE GOVERNOR ON APRIL 8, 1957 AND RECORDED IN THE YORK COUNTY RECORDER OF DEEDS IN PLAN BOOK 1, PAGE 8.

THE LEGAL RIGHT-OF-WAY ON SR 0030, FORMERLY LR 1069, FROM STA 348+38.76 TO STA 451+25.00 IS VARIABLE IN WIDTH BASED ON PLAN OF SR 0030 SECTION NO. 001 R/W SIGNED BY THE GOVERNOR ON OCTOBER 27, 1997 AND RECORDED IN THE YORK COUNTY RECORDER OF DEEDS IN PLAN BOOK S, PAGE 299.

THE LEGAL RIGHT-OF-WAY ON SR 0030, FORMERLY LR 1069, FROM STA 451+25.00 TO STA 465+82.00 IS VARIABLE IN WIDTH BASED ON PLAN OF LR 789 SECTION NO. 1 SIGNED BY THE GOVERNOR ON APRIL 8, 1957 AND RECORDED IN THE YORK COUNTY RECORDER OF DEEDS IN PLAN BOOK 1, PAGE 8.

THE LEGAL RIGHT-OF-WAY ON SR 0030, FORMERLY LR 1069, FROM STA 465+82.00 TO STA 712+25.92 IS VARIABLE IN WIDTH BASED ON PLAN OF SR 0030 SECTION NO. 801 R/W SIGNED BY THE GOVERNOR ON APRIL 5, 2000 AND RECORDED IN THE YORK COUNTY RECORDER OF DEEDS IN PLAN BOOK S, PAGE 291.

THE LEGAL RIGHT-OF-WAY ON SR 3029, ALSO KNOWN AS LOUCKS MILL ROAD, FROM STA 0+00.00 TO STA 48+00.00 IS VARIABLE IN WIDTH BASED ON PLAN OF SR 3065, SECTION 002 AND SR 3029, SECTION 003 SIGNED ON NOVEMBER 15, 1999.

THE LEGAL RIGHT-OF-WAY ON T-509, FROM STA 0+08.97 TO STA 1+53.63 IS VARIABLE IN WIDTH BASED ON PLAN OF LR 789 SECTION NO. 1 SIGNED BY THE GOVERNOR ON APRIL 8, 1957 AND RECORDED IN THE YORK COUNTY RECORDER OF DEEDS IN PLAN BOOK 1, PAGE 8.

THE LEGAL RIGHT-OF-WAY ON T-513, FROM STA 1+53.63 TO STA 7+88.53 IS VARIABLE IN WIDTH BASED ON PLAN OF LR 789 SECTION NO. 1 SIGNED BY THE GOVERNOR ON APRIL 8, 1957 AND RECORDED IN THE YORK COUNTY RECORDER OF DEEDS IN PLAN BOOK 1, PAGE 8.

THE LEGAL RIGHT-OF-WAY ON T-514, FROM STA 12+75.00 TO STA 17+71.16 IS 50 FEET IN WIDTH BASED ON MANCHESTER TOWNSHIP RESOLUTION 76-6 DATED SEPTEMBER 28, 1976.

THE LEGAL RIGHT-OF-WAY ON T-840, FROM STA 0+00.00 TO STA 3+00.0 IS 50 FEET IN WIDTH BASED ON THE PLAN OF SR 0030 SEC 001 R/W SIGNED BY THE GOVERNOR ON OCTOBER 27, 1997 AND RECORDED IN THE YORK COUNTY RECORDER OF DEEDS IN PLAN BOOK S, PAGE 299.

THE LEGAL RIGHT-OF-WAY ON COLUMBIA AVENUE, FROM STA 7+88.53 TO STA 13+06.43 IS VARIABLE IN WIDTH BASED ON PLAN OF LR 789 SECTION NO. 1 SIGNED BY THE GOVERNOR ON APRIL 8, 1957 AND RECORDED IN THE YORK COUNTY RECORDER OF DEEDS IN PLAN BOOK 1, PAGE 8.

THE LEGAL RIGHT-OF-WAY ON WINDSOR STREET IS VARIABLE BASED ON THE ACTUAL WIDTH OCCUPIED BY THE PAVEMENT AND SHOULDERS MEASURED IN THE FIELD. THERE IS NO PUBLIC RECORD OF OTHER WIDTH.

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.

Book 2799
Page 6847
Including Pages 6843 to 6992
Instrument # 202038457

LIST OF PUBLIC UTILITIES

PA ONE CALL SYSTEM, INC
1-800-242-1776

— FOU — AT&T ATLANTA
360 GEES MILL
BUSINESS PARKWAY NORTH EAST
CONYERS, GA 30013
ATTN: LOUIS MARELLO
P: 914-671-5330
E: LM5215@ATT.COM

— G — COLUMBIA GAS OF PENNSYLVANIA, INC
1600 COLONY ROAD
YORK, PA 17408
ATTN: JUSTIN HENRY
P: 717-849-0105
E: JUSTINHENRY@NISOURCE.COM

— CTV — COMCAST CABLE COMMUNICATIONS INC
1050 EAST KING STREET
YORK, PA 17402
ATTN: GARRY BOGACZYK
P: 717-651-6746
E: GARRY.BOGACZYK@COMCAST.COM

— FO — FRONTIER COMMUNICATIONS OF PA INC
67 S MAIN ST
SHICKSHINNY, PA 18655
ATTN: ROBERT JANUSZKO
P: 570-542-7116
E: ROBERT.JANUSZKO@FTR.COM

— E — METED
501 PARKWAY BOULEVARD
YORK, PA 17404
ATTN: BRIAN STONER
P: 717-848-7181
E: BSTONER@FIRSTENERGYCORP.COM

— E — FIRST ENERGY CORPORATION
1307 MISSION ROAD
LATROBE, PA 15650
ATTN: MICHAEL MCKAY
P: 717-848-7181
E: MMCKAY@FIRSTENERGYCORP.COM

— S — SPRINGETTSBURY TOWNSHIP
1501 MT ZION RD
YORK, PA 17402
ATTN: DENNIS CRABILL
P: 717-757-5521
E: DENNY.CRABILL@SPRINGETTSBURY.COM

— G — SUNOCO PIPELINE LP
525 FRITZTOWN RD
SINKING SPRING, PA 19608
ATTN: JOHN RUSZKAY
P: 610-670-3286
E: JOHN.RUSZKAY@ENERGYTRANSFER.COM

— T — VERIZON NORTH
PO BOX 1928
31 S BEAVER STREET
YORK, PA 17405
ATTN: DAVID NEWMISTER
P: 717-771-5298
E: DAVE.NEWMISTER@VERIZON.COM

— W — YORK WATER COMPANY
130 E MARKET ST
PO BOX 15089
YORK, PA 17405
ATTN: KENT K CROMAN
P: 717-718-7541
E: KENTC@YORKWATER.COM

YORK COUNTY
NORTH YORK BOROUGH,
SERIAL NO. 20172852212

YORK COUNTY
MANCHESTER TOWNSHIP,
SERIAL NO. 20172851195
SERIAL NO. 20172852214

YORK COUNTY
SPRINGETTSBURY TOWNSHIP,
SERIAL NO. 20172843671
SERIAL NO. 20172852213

YORK COUNTY
SPRING GARDEN TOWNSHIP,
SERIAL NO. 20172843672
SERIAL NO. 20172852215

GENERAL NOTES (CONTINUED)

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

SR 0083, PREVIOUSLY KNOWN AS LR 789.

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.

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

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

INDICATES MONUMENTED DIMENSION. +85.04 / 50.00'

THE HORIZONTAL CONTROL IS BASED THE PENNSYLVANIA COORDINATE SYSTEM, SOUTH ZONE, NORTH AMERICAN DATUM OF 1983 (2011).

ALL HORIZONTAL CURVES IN ARC DEFINITION UNLESS OTHERWISE NOTED.

THE HORIZONTAL CONTROL COMBINED SCALE FACTOR IS 0.999976200.

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

SR 0083 IS A NHS ROUTE FROM STA 273+95.20 TO STA 367+28.31

SR 0030 IS A NHS ROUTE FROM STA 348+38.76 TO STA 712+25.92

THE FOLLOWING SYMBOL SHALL BE USED TO DEPICT THE SLOPE LIMITS:

-----C-----F-----
CUT | FILL

CODORUS CREEK IS A NAVIGABLE STREAM.

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

CHANNEL EASEMENT. AN EASEMENT FOR THE CONSTRUCTION, INSPECTION, MAINTENANCE, REPAIR, RECONSTRUCTION AND ALTERATION OF THE COURSE OF THE CHANNEL. THE EASEMENT SHALL NOT PREVENT THE PROPERTY OWNER FROM MAKING ANY LEGAL USE OF THE AREA WHICH IS NOT DETRIMENTAL TO THE NECESSARY FLOW OF WATER.

DRAINAGE EASEMENT. AN EASEMENT FOR THE CONSTRUCTION, INSPECTION, MAINTENANCE, REPAIR, RECONSTRUCTION AND ALTERATION OF HIGHWAY DRAINAGE FACILITIES. THE EASEMENT SHALL NOT PREVENT THE PROPERTY OWNER FROM MAKING ANY LEGAL USE OF THE AREA WHICH IS NOT DETRIMENTAL TO THE NECESSARY FLOW OF WATER. HOWEVER, NO STRUCTURE OF ANY KIND MAY BE ERECTED IN THE AREA, NOR MAY ANY PIPE OR DITCH BE CONNECTED TO THE DEPARTMENT'S PIPE OR DITCH WITHOUT ADVANCED WRITTEN APPROVAL BY THE DEPARTMENT OF TRANSPORTATION

VACATIONS AS SHOWN ON THIS PLAN ARE EFFECTIVE ONLY AFTER AN ORDER OF VACATION HAS BEEN EXECUTED BY THE DEPARTMENT AND FILED IN THE APPROPRIATE COUNTY COURTHOUSE.

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.

COMMONWEALTH OF PENNSYLVANIA — PROFESSIONAL — STEPHEN P RESINGER — PENNSYLVANIA

COMMONWEALTH OF PENNSYLVANIA — PROFESSIONAL — L BRYAN HOOVER — PENNSYLVANIA

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	YORK	0083	091 R/W	6 OF 149
SPRINGETTSBURY TOWNSHIP, SPRING GARDEN TOWNSHIP, NORTH YORK BOROUGH AND MANCHESTER TOWNSHIP				
REVISION NUMBER	REVISIONS		DATE	BY

GENERAL NOTES (CONTINUED)

REQUIRED RIGHT-OF-WAY FOR LOCAL ROADS OR STREETS IS ACQUIRED FOR THE BENEFIT OF THE APPLICABLE MUNICIPALITY IN THE SAME ESTATE OR INTEREST AS DESIGNATED HEREIN 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.

LAND REQUIRED FOR PRIVATE ACCESS IS ACQUIRED IN THE SAME ESTATE OR INTEREST DESIGNATED (EITHER FEE SIMPLE OR EASEMENT FOR DRIVEWAY PURPOSES) FOR THE BENEFIT AND USE OF THE PROPERTY OR PROPERTIES DESIGNATED, ALONG WITH A TEMPORARY CONSTRUCTION EASEMENT FOR THE BENEFIT AND USE OF THE COMMONWEALTH, IF NECESSARY. TITLE SHALL VEST IN THE OWNERS OF THE DESIGNATED PROPERTIES UPON ACQUISITION AND MAINTENANCE RESPONSIBILITY SHALL TRANSFER UPON THE COMPLETION OF CONSTRUCTION, IF ANY.

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

GENERAL NOTES (CONTINUED)

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

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

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

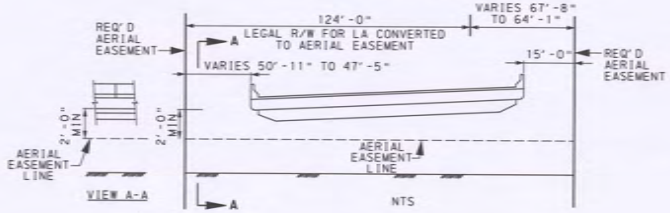
NO BUILDING OR OTHER FACILITY SHALL BE CONSTRUCTED ON PROPERTY WITHOUT PRIOR AUTHORITY OF THE DEPARTMENT OF TRANSPORTATION. IF AND WHEN SUCH AUTHORITY IS GRANTED, THE PLANS FOR THE BUILDING OR FACILITY AND CONSTRUCTION METHODS SHALL BE SUBJECT TO THE APPROVAL OF THE DEPARTMENT OF TRANSPORTATION.

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

ANY SUBSTANTIAL CHANGE IN PROPERTY USE TO BE MADE SUBSEQUENT TO THE ACQUISITION OF THE EASEMENT SHALL BE SUBJECT TO THE APPROVAL OF THE DEPARTMENT OF TRANSPORTATION.

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.

AERIAL EASEMENT SKETCH

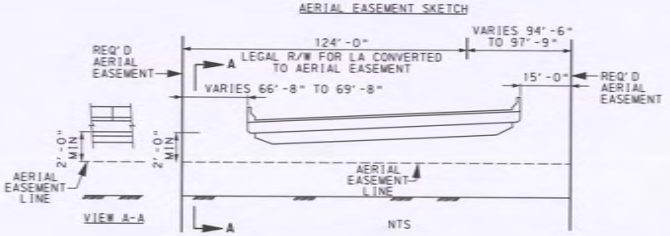


SKETCH SHOWING ESTATE TO BE ACQUIRED FOR A LIMITED AERIAL EASEMENT

FROM STA 329+50.00 TO STA 333+53.68

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 MOVING VEHICLES SUCH AS TRUCKS OR RAILROAD ROLLING STOCK.

AERIAL EASEMENT SKETCH



SKETCH SHOWING ESTATE TO BE ACQUIRED FOR A LIMITED AERIAL EASEMENT

FROM STA 340+54.90 TO STA 342+26.53

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 MOVING VEHICLES SUCH AS TRUCKS OR RAILROAD ROLLING STOCK.

Book 2799
Page 6848
Including Pages
6843 to 6992
Instrument #
202303845?

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL LAND SURVEYOR STEPHEN P ROSINGER

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL L. BRYAN HOOVER

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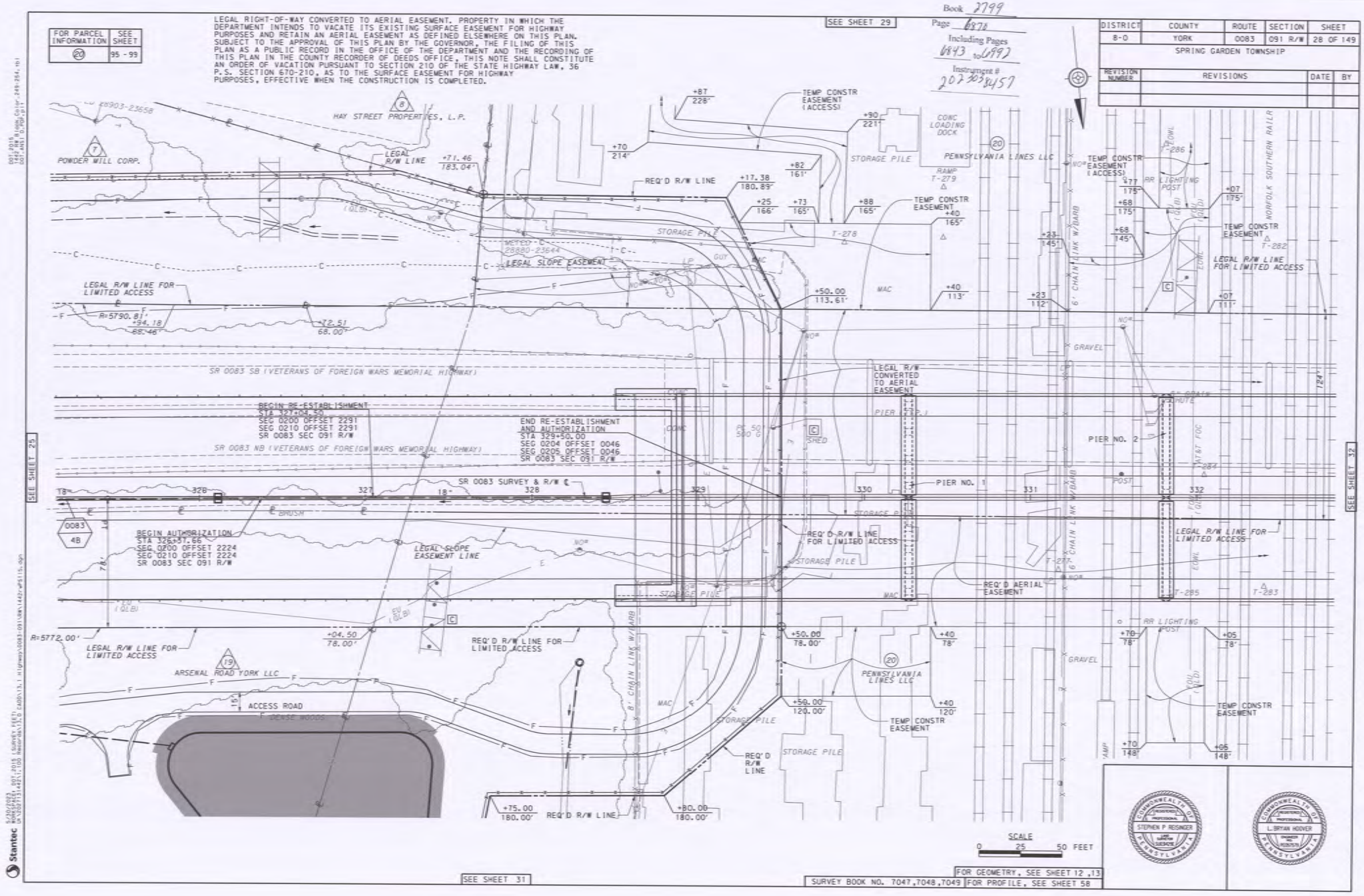

LEGAL RIGHT-OF-WAY CONVERTED TO AERIAL EASEMENT. PROPERTY IN WHICH THE DEPARTMENT INTENDS TO VACATE ITS EXISTING SURFACE EASEMENT FOR HIGHWAY PURPOSES AND RETAIN AN AERIAL EASEMENT AS DEFINED ELSEWHERE ON THIS PLAN. SUBJECT TO THE APPROVAL OF THIS PLAN BY THE GOVERNOR, THE FILING OF THIS PLAN AS A PUBLIC RECORD IN THE OFFICE OF THE DEPARTMENT AND THE RECORDING OF THIS PLAN IN THE COUNTY RECORDER OF DEEDS OFFICE, THIS NOTE SHALL CONSTITUTE AN ORDER OF VACATION PURSUANT TO SECTION 210 OF THE STATE HIGHWAY LAW, 36 P.S. SECTION 670-210, AS TO THE SURFACE EASEMENT FOR HIGHWAY PURPOSES, EFFECTIVE WHEN THE CONSTRUCTION IS COMPLETED.
FOR PARCEL INFORMATION
SEE SHEET
20
95 - 99
SEE SHEET 29
Book 2799
Page 6878
Including Pages 6843 to 6997
Instrument # 202303084457
DISTRICT 8-0
COUNTY YORK
ROUTE 0083
SECTION 091 R/W
SHEET 28 OF 149
SPRING GARDEN TOWNSHIP
REVISION NUMBER
REVISIONS
DATE
BY
HAY STREET PROPERTIES, L.P.
POWDER MILL CORP.
LEGAL R/W LINE
REQ'D R/W LINE
TEMP CONSTR EASEMENT (ACCESS)
CONC LOADING DOCK
STORAGE PILE
PENNSYLVANIA LINES LLC
RAMP T-279
T-278
LEGAL SLOPE EASEMENT
LEGAL R/W LINE FOR LIMITED ACCESS
SR 0083 SB (VETERANS OF FOREIGN WARS MEMORIAL HIGHWAY)
SR 0083 NB (VETERANS OF FOREIGN WARS MEMORIAL HIGHWAY)
BEGIN RE-ESTABLISHMENT STA 327+04.50 SEG 0200 OFFSET 2291 SEG 0210 OFFSET 2291 SR 0083 SEC 091 R/W
END RE-ESTABLISHMENT AND AUTHORIZATION STA 329+50.00 SEG 0204 OFFSET 0046 SEG 0205 OFFSET 0046 SR 0083 SEC 091 R/W
SR 0083 SURVEY & R/W ℄
BEGIN AUTHORIZATION STA 326+57.66 SEG 0200 OFFSET 2224 SEG 0210 OFFSET 2224 SR 0083 SEC 091 R/W
LEGAL SLOPE EASEMENT LINE
LEGAL R/W CONVERTED TO AERIAL EASEMENT
PIER NO. 1
PIER NO. 2
REQ'D R/W LINE FOR LIMITED ACCESS
REQ'D AERIAL EASEMENT
ARSENAL ROAD YORK LLC
ACCESS ROAD
DENSE WOODS
8' CHAIN LINK W/BARB
6' CHAIN LINK W/BARB
NORFOLK SOUTHERN RAILR
RR LIGHTING POST
GRAVEL
R=5790.81'
R=5772.00'
SCALE 0 25 50 FEET
SEE SHEET 25
SEE SHEET 31
SEE SHEET 32
FOR GEOMETRY, SEE SHEET 12 ,13
FOR PROFILE, SEE SHEET 58
SURVEY BOOK NO. 7047,7048,T049
STEPHEN P REISINGER
L. BRYAN HOOVER

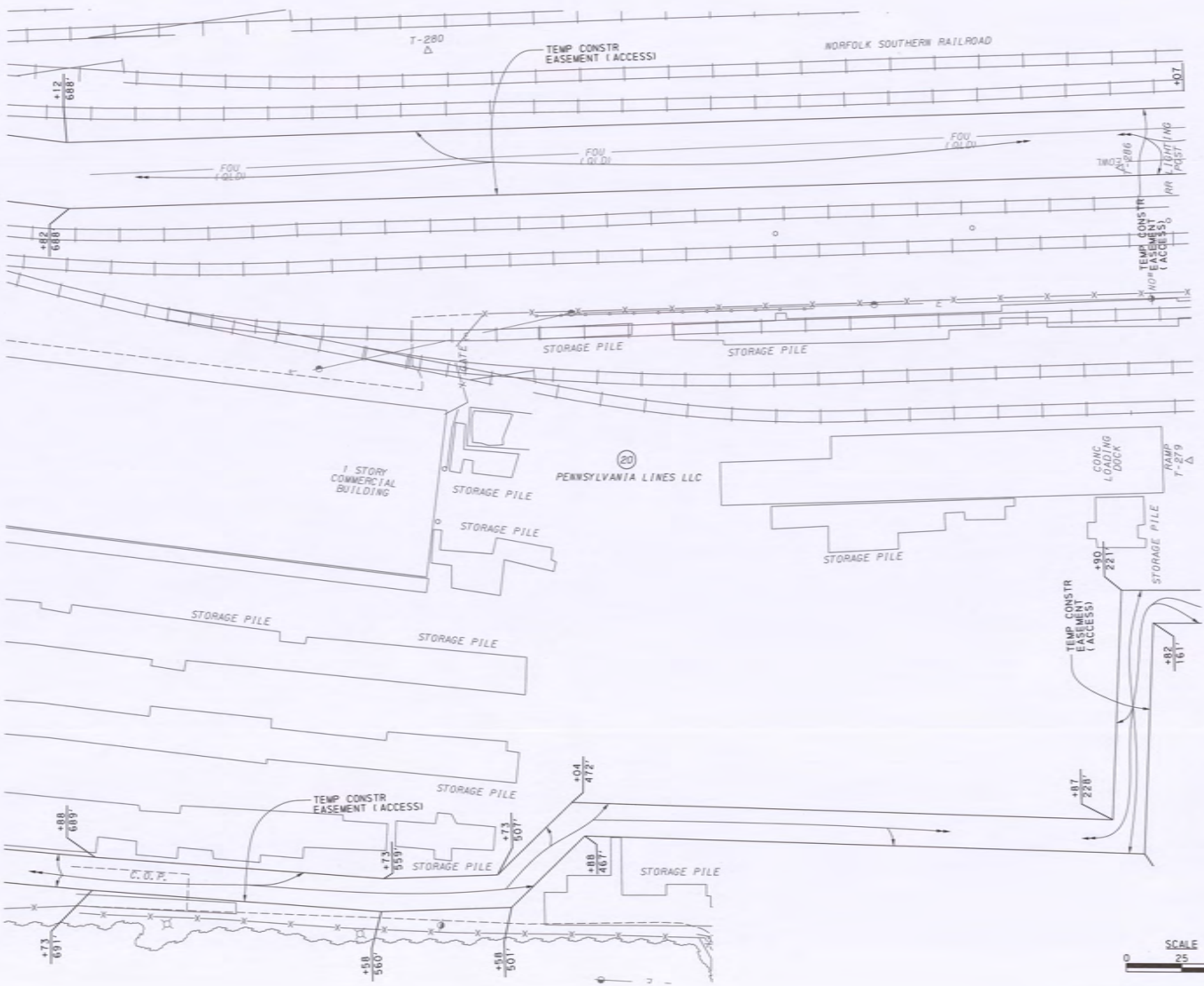
SEE SHEET 33

SEE SHEET 32

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	YORK	0083	091 R/W	29 OF 149
SPRING GARDEN TOWNSHIP				

REVISION NUMBER	REVISIONS	DATE	BY

FOR PARCEL INFORMATION	SEE SHEET
(20)	95 - 99



SCALE
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SURVEY BOOK NO. 7047,7048,7049

Book 2199
Page 6871
Including Pages
6843 to 6992
Instrument #
20230384S7

STEPHEN P REISINGER
PROFESSIONAL LAND SURVEYOR
COMMONWEALTH OF PENNSYLVANIA

L. BRYAN HOOVER
PROFESSIONAL ENGINEER
COMMONWEALTH OF PENNSYLVANIA

SEE SHEET 30

SEE SHEET 28

Stantec 8/20/2023
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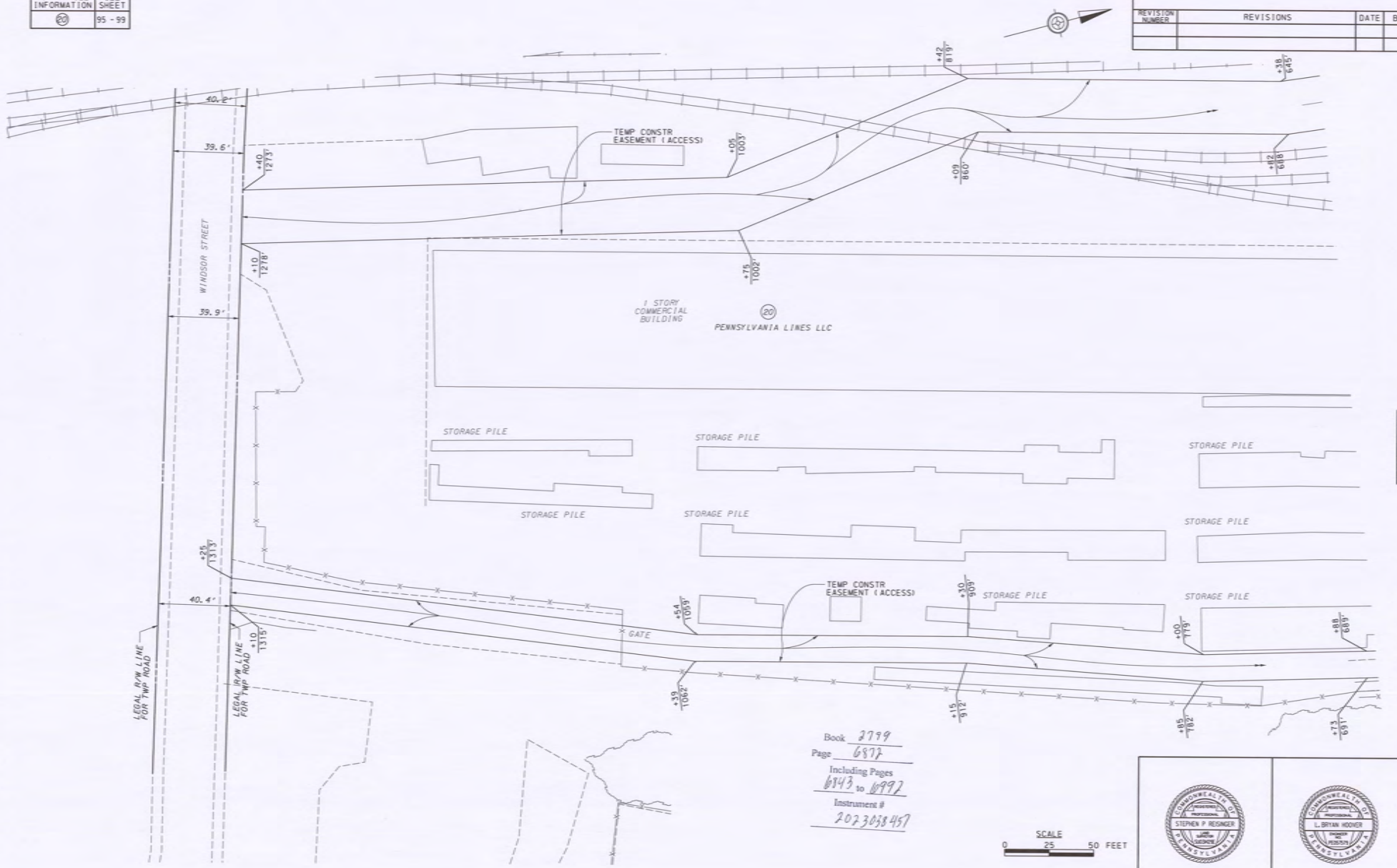
DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	YORK	0083	091 R/W	30 OF 149
SPRING GARDEN TOWNSHIP				

REVISION NUMBER	REVISIONS	DATE	BY

FOR PARCEL INFORMATION	SEE SHEET
(20)	95 - 99



Book 2799
Page 6877
Including Pages
6843 to 6992
Instrument #
202303845?

SCALE
0 25 50 FEET

SURVEY BOOK NO. 7047,7048,7049

STEPHEN P REISNER
LAND SURVEYOR
COMMONWEALTH OF PENNSYLVANIA

L BRYAN HOOVER
PROFESSIONAL ENGINEER
COMMONWEALTH OF PENNSYLVANIA

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5/20/2023
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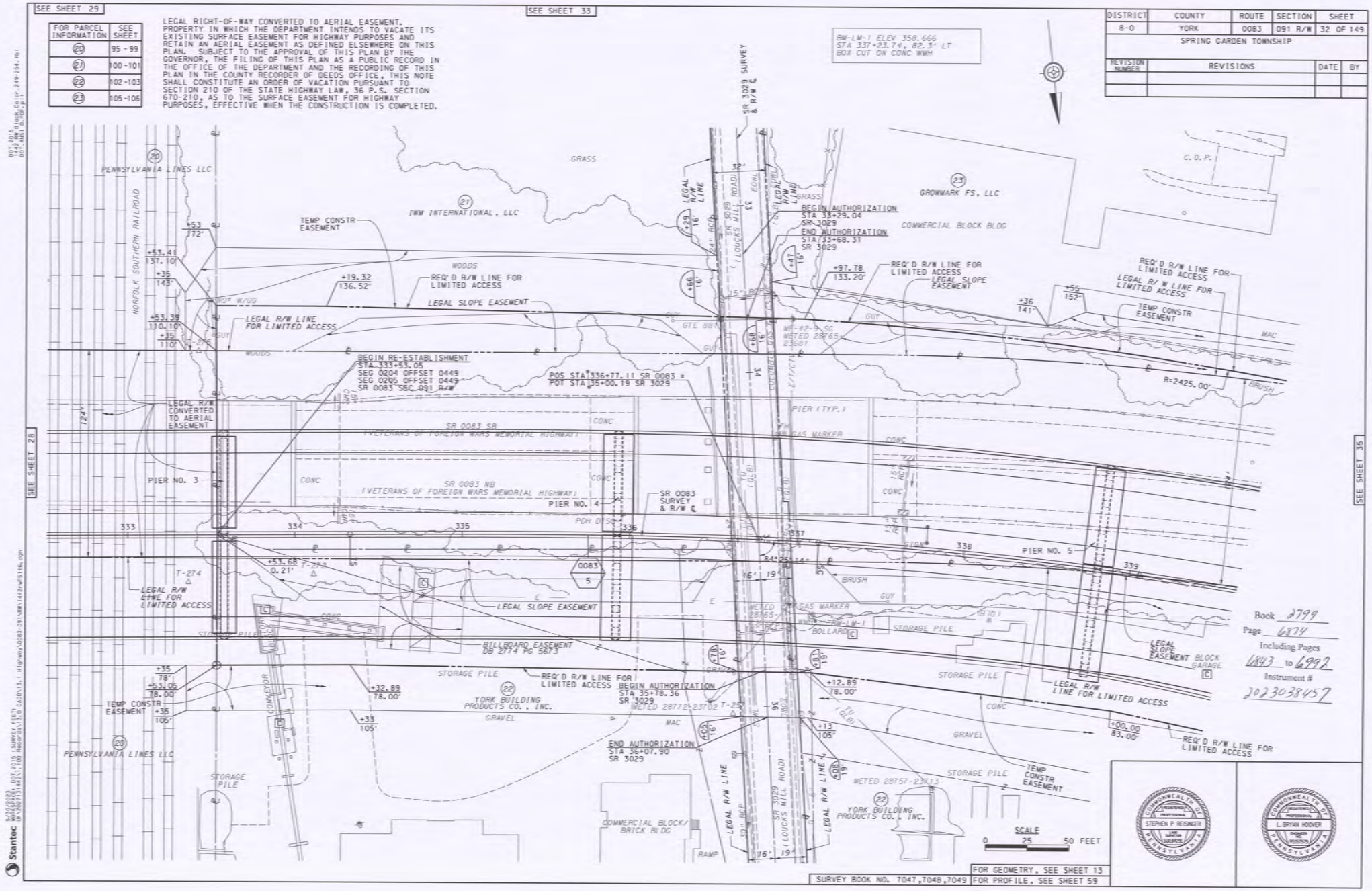
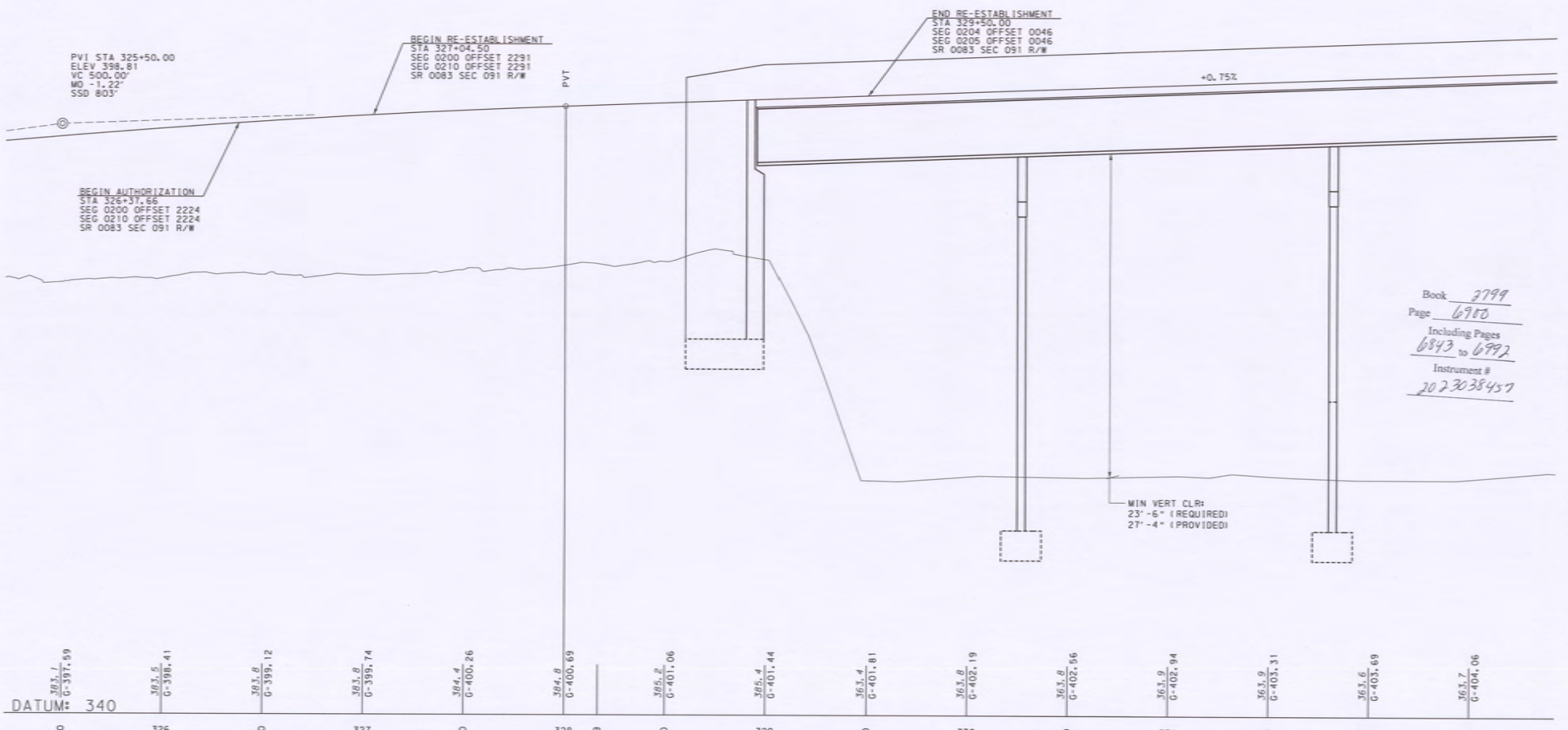

SEE SHEET 29
SEE SHEET 33
SEE SHEET 28
SEE SHEET 35
FOR PARCEL INFORMATION | SEE SHEET
20 | 95 - 99
21 | 100 - 101
22 | 102 - 103
23 | 105 - 106
LEGAL RIGHT-OF-WAY CONVERTED TO AERIAL EASEMENT. PROPERTY IN WHICH THE DEPARTMENT INTENDS TO VACATE ITS EXISTING SURFACE EASEMENT FOR HIGHWAY PURPOSES AND RETAIN AN AERIAL EASEMENT AS DEFINED ELSEWHERE ON THIS PLAN. SUBJECT TO THE APPROVAL OF THIS PLAN BY THE GOVERNOR, THE FILING OF THIS PLAN AS A PUBLIC RECORD IN THE OFFICE OF THE DEPARTMENT AND THE RECORDING OF THIS PLAN IN THE COUNTY RECORDER OF DEEDS OFFICE, THIS NOTE SHALL CONSTITUTE AN ORDER OF VACATION PURSUANT TO SECTION 210 OF THE STATE HIGHWAY LAW, 36 P.S. SECTION 670-210, AS TO THE SURFACE EASEMENT FOR HIGHWAY PURPOSES, EFFECTIVE WHEN THE CONSTRUCTION IS COMPLETED.
BW-LM-1 ELEV 358.666 STA 337+23.74, 82.3' LT BOX CUT ON CONC WWH
DISTRICT 8-0 | COUNTY YORK | ROUTE 0083 | SECTION 091 R/W | SHEET 32 OF 149
SPRING GARDEN TOWNSHIP
REVISION NUMBER | REVISIONS | DATE | BY
PENNSYLVANIA LINES LLC
NORFOLK SOUTHERN RAILROAD
IWW INTERNATIONAL, LLC
GROWMARK FS, LLC
COMMERCIAL BLOCK BLDG
C. O. P.
TEMP CONSTR EASEMENT
REQ'D R/W LINE FOR LIMITED ACCESS
LEGAL SLOPE EASEMENT
LEGAL R/W LINE FOR LIMITED ACCESS
BEGIN AUTHORIZATION STA 33+29.04 SR 3029
END AUTHORIZATION STA 33+68.31 SR 3029
BEGIN RE-ESTABLISHMENT STA 333+53.05 SEG 0204 OFFSET 0449 SEG 0205 OFFSET 0449 SR 0083 SEC 091 R/W
POS STA 336+77.11 SR 0083 = POT STA 35+00.19 SR 3029
LEGAL R/W CONVERTED TO AERIAL EASEMENT
SR 0083 SB (VETERANS OF FOREIGN WARS MEMORIAL HIGHWAY)
SR 0083 NB (VETERANS OF FOREIGN WARS MEMORIAL HIGHWAY)
SR 0083 SURVEY & R/W ℄
SR 3029 SURVEY & R/W ℄
PIER (TYP.)
PIER NO. 3
PIER NO. 4
PIER NO. 5
BILLBOARD EASEMENT DB 2774 PG 5673
YORK BUILDING PRODUCTS CO., INC.
END AUTHORIZATION STA 36+07.90 SR 3029
COMMERCIAL BLOCK/ BRICK BLDG
RAMP
STORAGE PILE
CONVEYOR
BLOCK GARAGE
BOLLARD
GAS MARKER
BRUSH
GRAVEL
CONC
MAC
WOODS
GRASS
GUY
R=2425.00'
SCALE 0 25 50 FEET
FOR GEOMETRY, SEE SHEET 13
FOR PROFILE, SEE SHEET 59
SURVEY BOOK NO. 7047,7048,7049
STEPHEN P RESNER
L. BRYAN HOOVER
Book 2799
Page 6874
Including Pages 6843 to 6992
Instrument # 202303845?
Stantec

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	YORK	0083	091 R/W	58 OF 149
SPRING GARDEN TOWNSHIP				

REVISION NUMBER	REVISIONS	DATE	BY



Book 3799
Page 6980
Including Pages
6843 to 6992
Instrument #
202303845?

SEE SHEET 57

SEE SHEET 59

SR 0083

SCALE
HORIZONTAL 0 25 50 FEET
VERTICAL 0 5 10 FEET

STEPHEN P REISNER
LICENSED PROFESSIONAL LAND SURVEYOR
COMMONWEALTH OF PENNSYLVANIA

L BRYAN HOOVER
REGISTERED PROFESSIONAL ENGINEER
COMMONWEALTH OF PENNSYLVANIA

SURVEY BOOK NO. 7047,7048,7049 | FOR PLAN, SEE SHEET 28

Stantec
8/30/2023
WORKSPACE: DOT 2015 (SURVEY FEET)
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DOT 2015
1442 RW Blank Color 249-284.rbl
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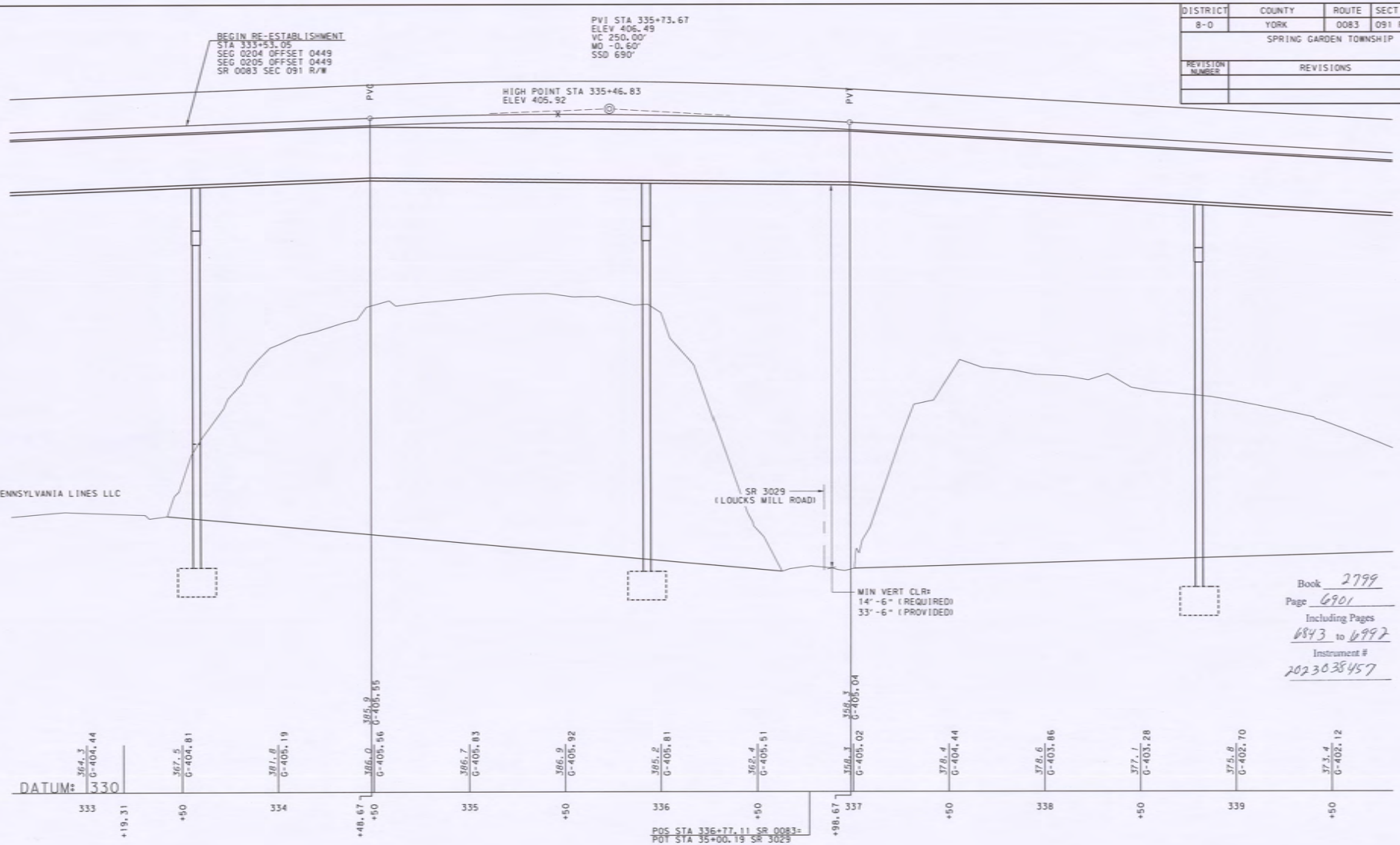
DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	YORK	0083	091 R/W	59 OF 149
SPRING GARDEN TOWNSHIP				

REVISION NUMBER	REVISIONS	DATE	BY



SR 0083

SCALE

HORIZONTAL 0 25 50 FEET

VERTICAL 0 5 10 FEET

SURVEY BOOK NO. 7047,7048,7049 | FOR PLAN, SEE SHEET 32

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL STEPHEN P REISINGER LAND SURVEYOR

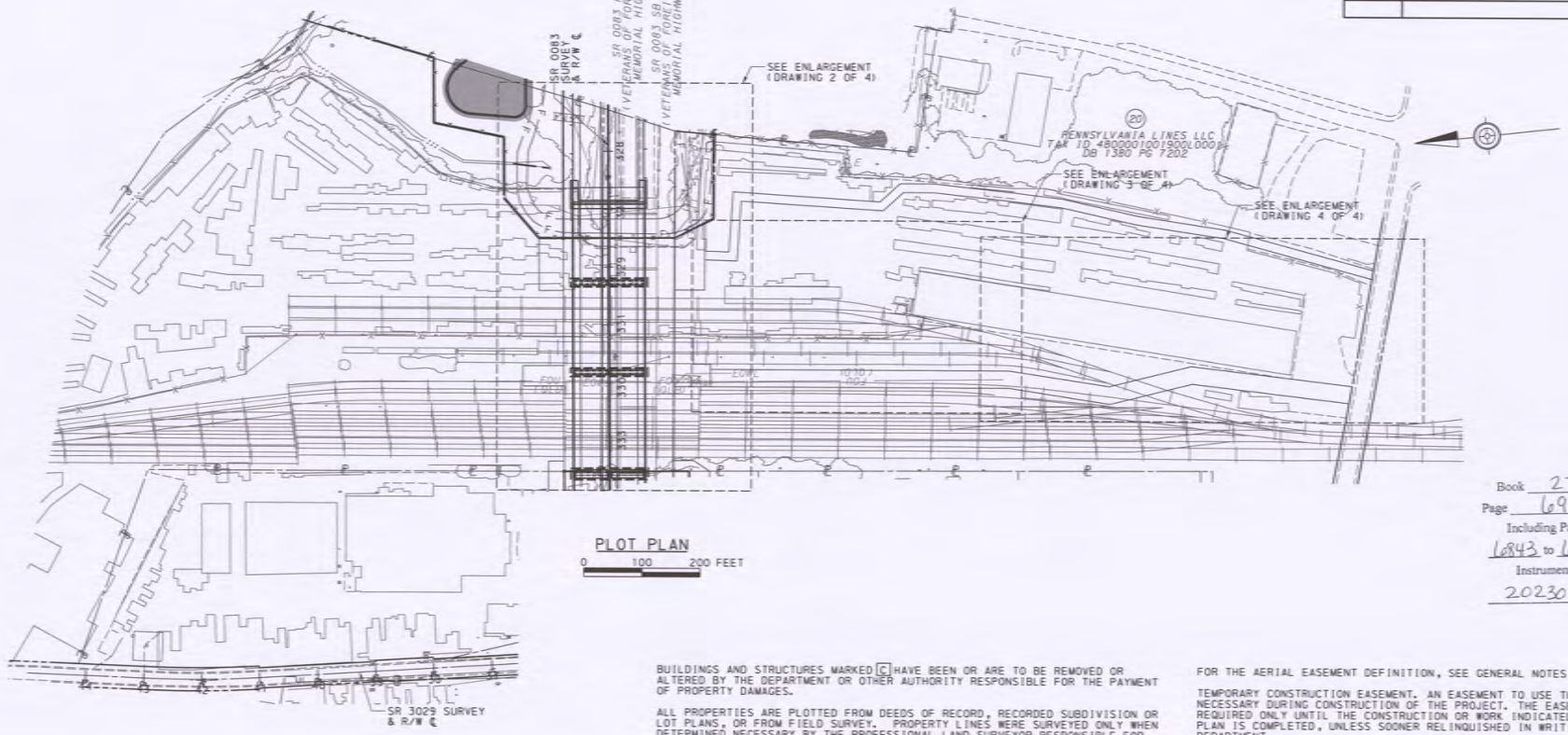
COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL L. BRYAN HOOVER ENGINEER POSITION

Book 2799
Page 6901
Including Pages
6843 to 6997
Instrument #
202303457

Stantec 8/30/2023 WORKSPACE: D07_2015 (SURVEY FEET) (\\STN2071\448\1\100 Records\15.0 CADD\15.1 Highway\0083-091\RW\1449rw0921.dgn D07_2015 1449_RW Blank Color-249-254.tbl 0015_0083 Cover.plt

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	YORK	0083	091 R/W	95 OF 149
SPRING GARDEN TOWNSHIP				

REVISION NUMBER	REVISIONS	DATE	BY



PLOT PLAN

0 100 200 FEET

Book 2799
Page 6937
Including Pages
6843 to 6992
Instrument #
202303457

△ TOO ENUMERABLE TO CALCULATE

* CONTAINS 0.059 AC OF LEGAL SLOPE EASEMENT

** CONTAINS 0.080 AC OF LEGAL SLOPE EASEMENT

*** CONTAINS 1.149 AC OF LEGAL R/W CONVERTED TO AERIAL EASEMENT

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

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

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

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

FOR THE AERIAL EASEMENT DEFINITION, SEE GENERAL NOTES, SHEET 6.

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.

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

DRAWING 1 OF 4

STEPHEN P. RESINGER — LAND SURVEYOR — PROFESSIONAL — COMMONWEALTH OF PENNSYLVANIA

L. BRYAN HOOVER — CHIEF SURVEYOR — PROFESSIONAL — COMMONWEALTH OF PENNSYLVANIA

RIGHT-OF-WAY CLAIM INFORMATION

COMMONWEALTH OF PENNSYLVANIA-DEPARTMENT OF TRANSPORTATION

STATE RTE 0083 SEC NO. 091 R/W SPRING GARDEN TOWNSHIP, YORK COUNTY

PARCEL NO. 20 SHEET NO. 28, 29, 30, 31, 32, 33 CLAIM NO.

PROPERTY OWNER(S) PENNSYLVANIA LINES LLC

GRANTOR(S) CONSOLIDATED RAIL CORPORATION

DEED BOOK	1380
PAGE	7202
DATE OF DEED	05/19/99
DATE OF RECORD	10/21/99
CONSIDERATION	-
TAX STAMPS	$16,325.50

AREAS	ACRE/~~SF~~
DEED	-
CALCULATED	△
ADVERSES	△
LEGAL R/W	1.731
EFFECTIVE	△
TOTAL REQ'D R/W	1.483
TOTAL RESIDUE	△
RESIDUE LT	-
RESIDUE RT	-

REQUIRED AREA ACRE/~~SF~~	
RIGHT OF WAY LA	0.370*
RIGHT OF WAY	1.113**
AERIAL ESMT	1.758***
TEMP CONSTR ESMT	1.590

VERIFICATION DATE 03/05/21

DRAWN BY STN

SCALE AS INDICATED

DOT 2015
1149 PW B (10pt, Color-249-234-161)
DOT ANSI D_PUP.ctb
Stantec 8/30/2021 9:05:59 AM 001_2015 (SURVEY FIELD)
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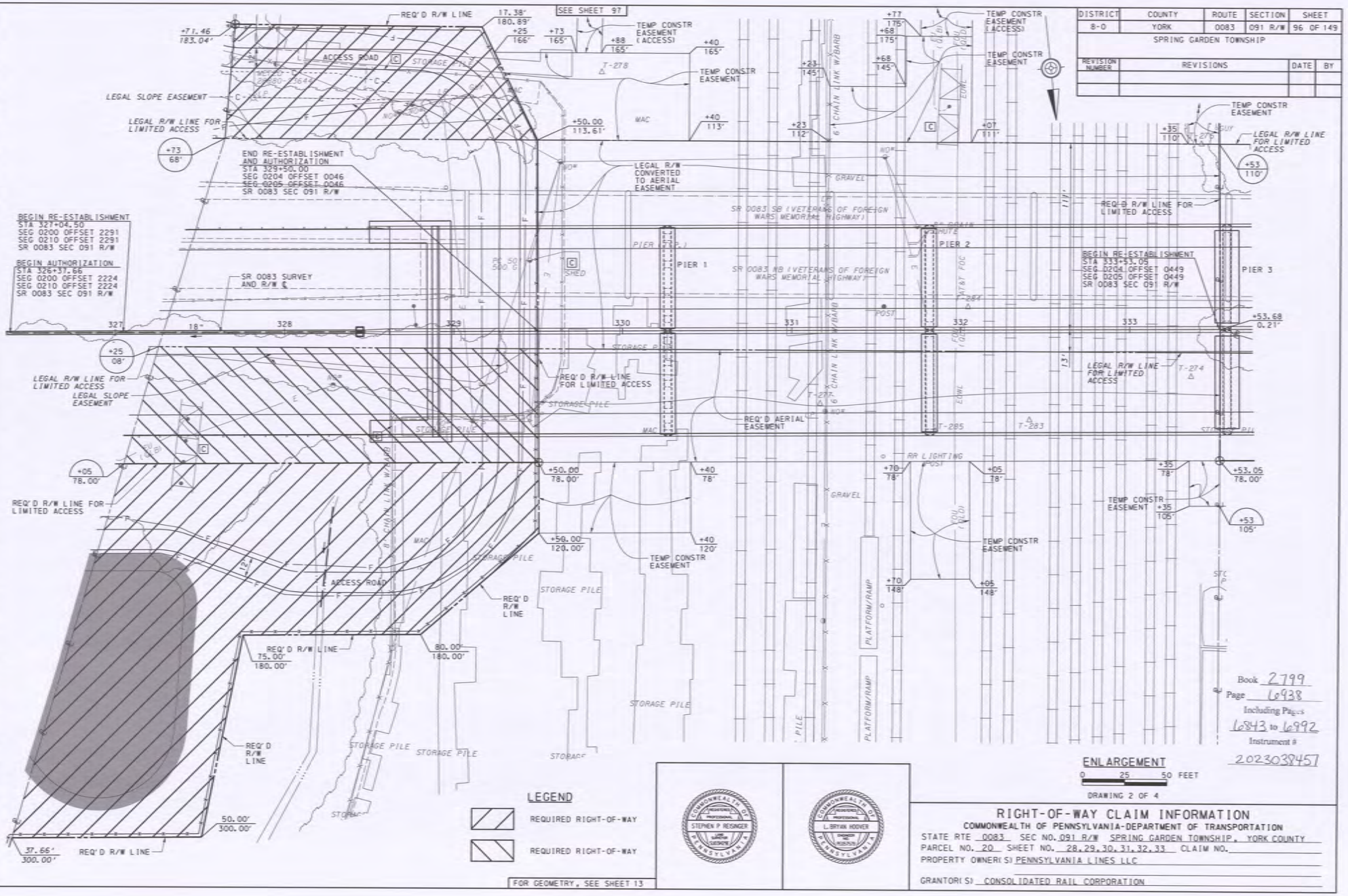


DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	YORK	0083	091 R/W	96 OF 149

SPRING GARDEN TOWNSHIP

REVISION NUMBER	REVISIONS	DATE	BY

LEGEND

REQUIRED RIGHT-OF-WAY

REQUIRED RIGHT-OF-WAY

ENLARGEMENT

0 25 50 FEET

DRAWING 2 OF 4

STEPHEN P RESNGER — PROFESSIONAL — COMMONWEALTH OF PENNSYLVANIA

L BRYAN HOOVER — PROFESSIONAL — COMMONWEALTH OF PENNSYLVANIA

RIGHT-OF-WAY CLAIM INFORMATION

COMMONWEALTH OF PENNSYLVANIA-DEPARTMENT OF TRANSPORTATION

STATE RTE 0083 SEC NO. 091 R/W SPRING GARDEN TOWNSHIP, YORK COUNTY

PARCEL NO. 20 SHEET NO. 28, 29, 30, 31, 32, 33 CLAIM NO.

PROPERTY OWNER(S) PENNSYLVANIA LINES LLC

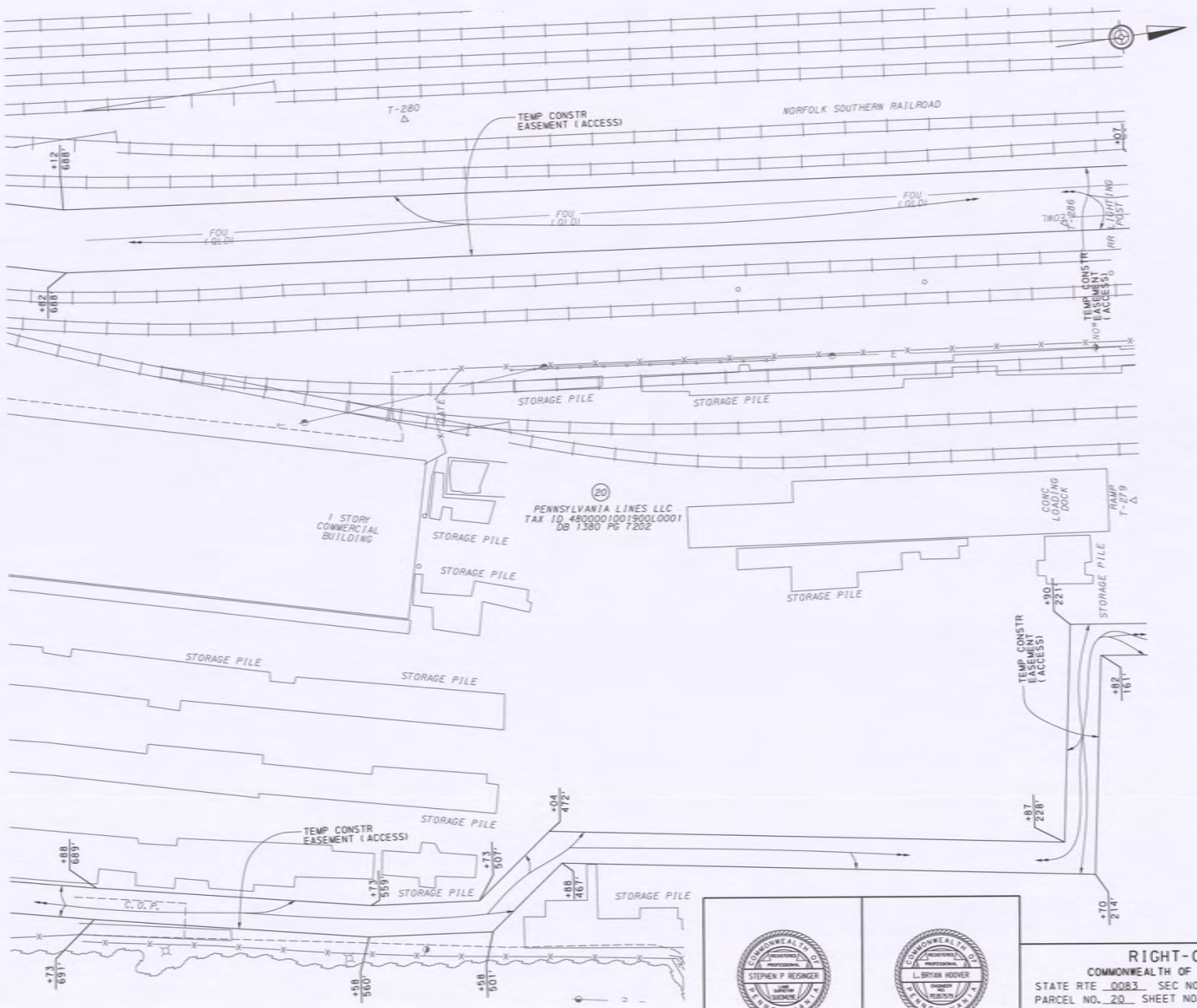
GRANTOR(S) CONSOLIDATED RAIL CORPORATION

Book 2799
Page 16938
Including Pages
16843 to 16992
Instrument #
202303457

Stantec
8/30/2023
WORKSPACE: 001_2018 SURVEY FIELD
DATASET: 1:\2021\1143\...\Highway\0083-091\RW\1443-PLOT-020.Enlargement-1.dgn
DGT 2015
1443 RW B (1024, Color-249-254-16)
DGT-ANSI D.PDF-PLT

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	YORK	0083	091 R/W	97 OF 149
SPRING GARDEN TOWNSHIP				

REVISION NUMBER	REVISIONS	DATE	BY



ENLARGEMENT

0 25 50 FEET

DRAWING 3 OF 4

SEE SHEET 98

SEE SHEET 96

Book 2799
Page 6939
Including Pages
6943 to 6992
Instrument #
202303845?

RIGHT-OF-WAY CLAIM INFORMATION

COMMONWEALTH OF PENNSYLVANIA-DEPARTMENT OF TRANSPORTATION

STATE RTE 0083 SEC NO. 091 R/W SPRING GARDEN TOWNSHIP, YORK COUNTY

PARCEL NO. 20 SHEET NO. 28,29,30,31,32,33 CLAIM NO.

PROPERTY OWNER(S) PENNSYLVANIA LINES LLC

GRANTOR(S) CONSOLIDATED RAIL CORPORATION

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL STEPHEN P REISINGER LAND SURVEYOR PENNSYLVANIA

COMMONWEALTH OF PENNSYLVANIA REGISTERED L. BRYAN HOOVER ENGINEER PENNSYLVANIA

Stantec
5/30/2023
DGN:E:\GIS\...\091_2018 (SURVEY FEET)
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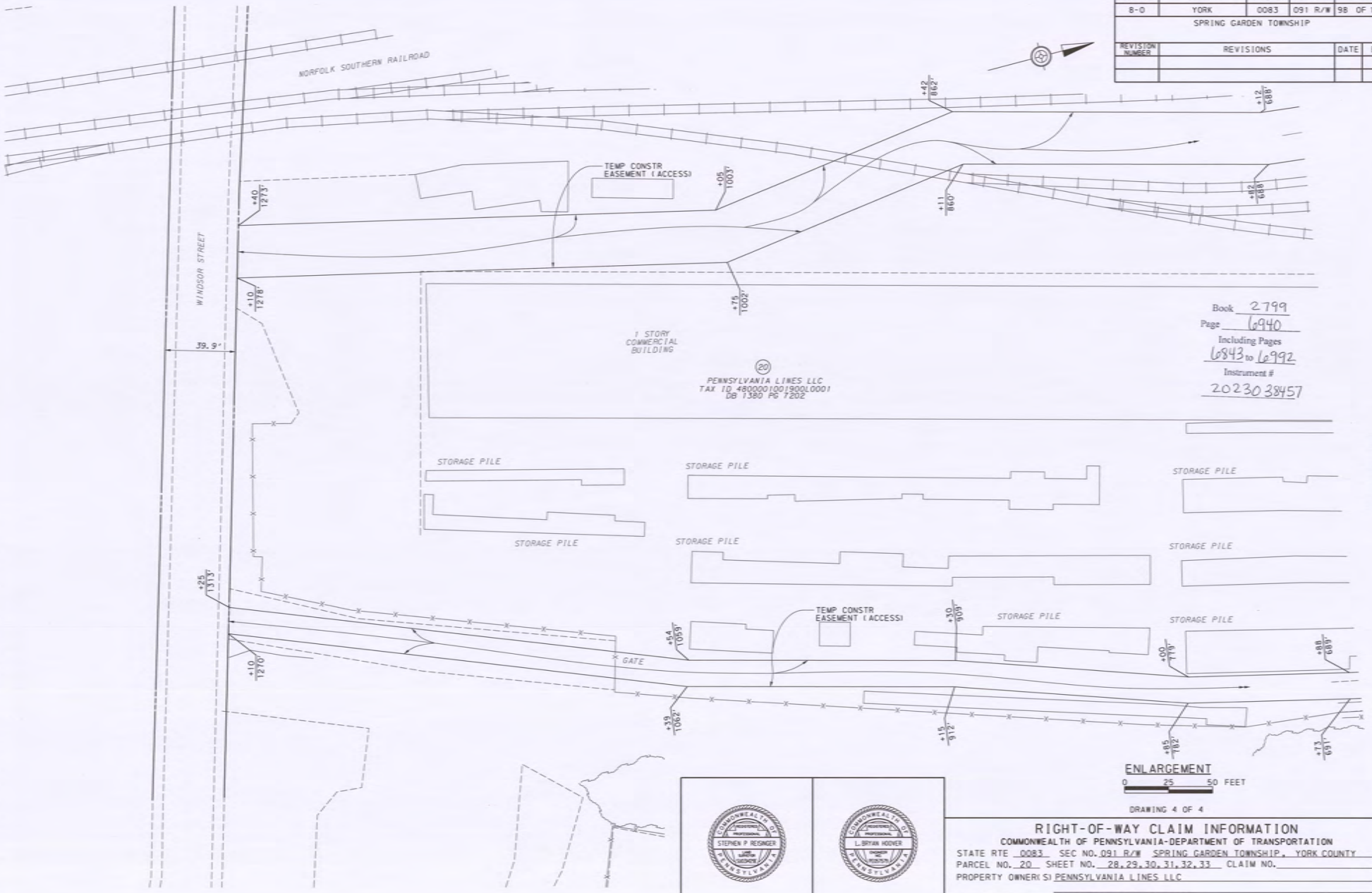
DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	YORK	0083	091 R/W	98 OF 149
SPRING GARDEN TOWNSHIP				

REVISION NUMBER	REVISIONS	DATE	BY



Book 2799
Page 6940
Including Pages
6843 to 6992
Instrument #
202303845 7

SEE SHEET 97

ENLARGEMENT
0 25 50 FEET

DRAWING 4 OF 4

STEPHEN P REISINGER
LAND SURVEYOR
PENNSYLVANIA

L BRYAN HOOVER
PROFESSIONAL
PENNSYLVANIA

RIGHT-OF-WAY CLAIM INFORMATION

COMMONWEALTH OF PENNSYLVANIA-DEPARTMENT OF TRANSPORTATION

STATE RTE 0083 SEC NO. 091 R/W SPRING GARDEN TOWNSHIP, YORK COUNTY
PARCEL NO. 20 SHEET NO. 28, 29, 30, 31, 32, 33 CLAIM NO.
PROPERTY OWNER(S) PENNSYLVANIA LINES LLC
GRANTOR(S) CONSOLIDATED RAIL CORPORATION

DOT 2015
(145-RR Plots Color-249-254.ctb)
(0813445 Plot.plt)

Stantec 6/30/2023
WORKSPACE: DOT 2015 (SURVEY FEET)
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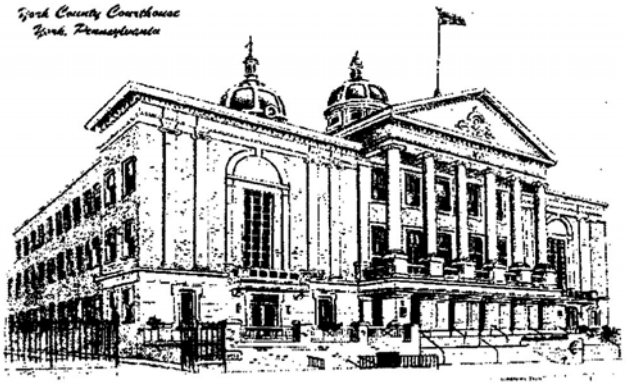


YORK COUNTY RECORDER OF DEEDS
28 EAST MARKET STREET
YORK, PA 17401

Laura Shue - Recorder
Tina M. Channell - Deputy

Instrument Number - 2023038457 **Book - 2799 Starting Page - 6843**
Recorded On 10/4/2023 At 10:52:29 AM *** Total Pages - 150**
*** Instrument Type - CONDEMNATION OF RIGHT OF WAY**
Invoice Number - 1555756
*** Grantor - PA COMM DEPARTMENT OF TRANSPORTATION**
*** Grantee - PA COMM DEPARTMENT OF TRANSPORTATION**
User - SMB *** Received By: COUNTER**
*** Customer - STANTEC**

*** FEES**

STATE WRIT TAX	$0.50
RECORDING FEES	$453.50
COUNTY ARCHIVES FEE	$2.00
ROD ARCHIVES FEE	$3.00
TOTAL PAID	$459.00

PARCEL IDENTIFICATION NUMBER
N/A-MANCHESTER TOWNSHIP
N/A-NORTH YORK BOROUGH
N/A-SPRING GARDEN TOWNSHIP
N/A-SPRINGETTSBURY TOWNSHIP
Total Parcels: 4

I Certify This Document To Be
Recorded In York County, Pa.

LAURA SHUE · RECORDER'S OFFICE · YORK COUNTY, PA

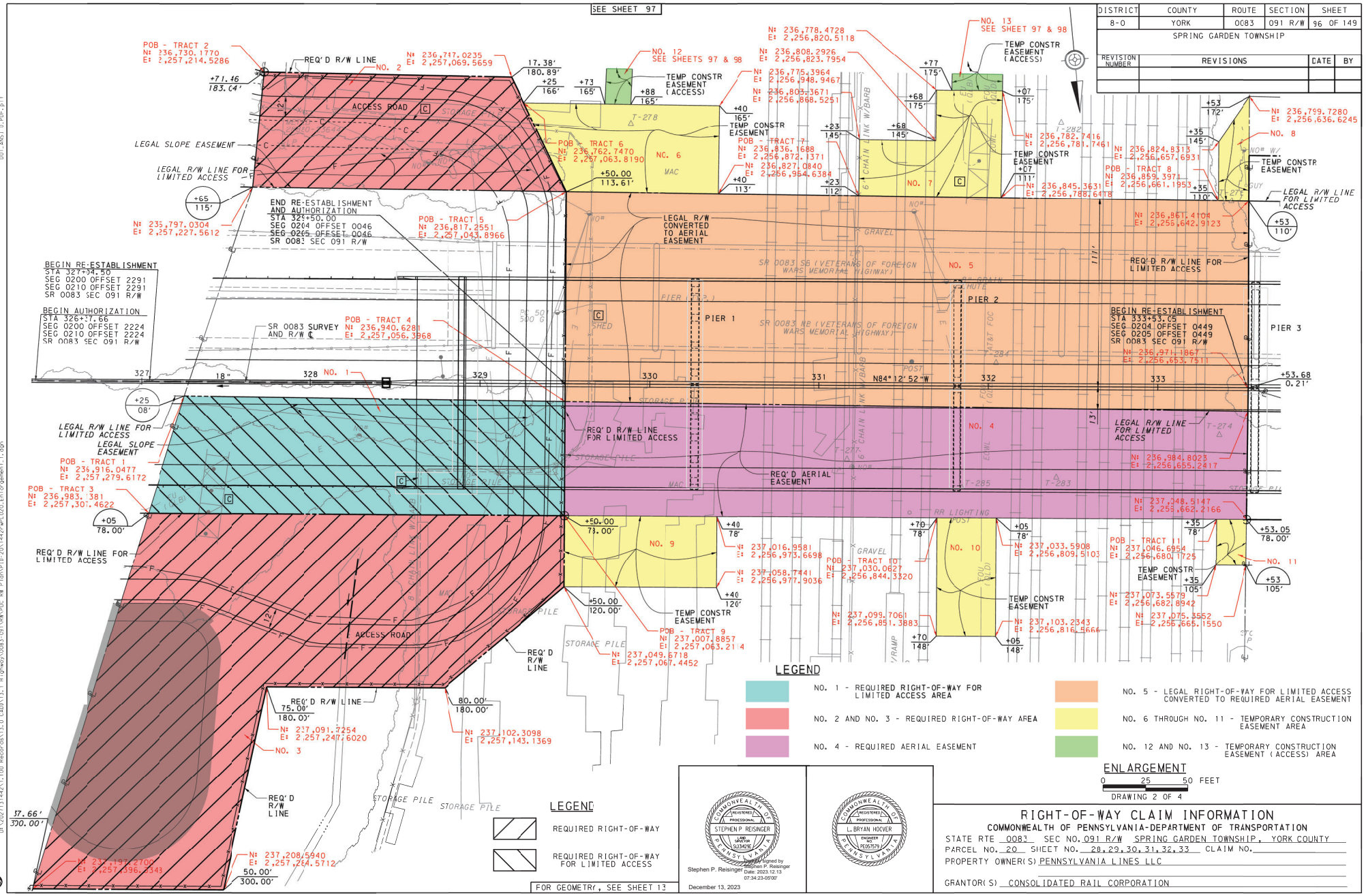
Laura Shue
Recorder of Deeds

THIS IS A CERTIFICATION PAGE

PLEASE DO NOT DETACH

THIS PAGE IS NOW PART OF THIS LEGAL DOCUMENT

*** - Information denoted by an asterisk may change during the verification process and may not be reflected on this page.**



DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	YORK	0083	091 R/W	96 OF 149

SPRING GARDEN TOWNSHIP

REVISION NUMBER	REVISIONS	DATE	BY

RIGHT-OF-WAY CLAIM INFORMATION

COMMONWEALTH OF PENNSYLVANIA-DEPARTMENT OF TRANSPORTATION

STATE RTE 0083 SEC NO. 091 R/W SPRING GARDEN TOWNSHIP, YORK COUNTY

PARCEL NO. 20 SHEET NO. 28,29,30,31,32,33 CLAIM NO.

PROPERTY OWNER(S) PENNSYLVANIA LINES LLC

GRANTOR(S) CONSOLIDATED RAIL CORPORATION

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL STEPHEN P. REISINGER LAND SURVEYOR SU3402E

Stephen P. Reisinger Digitally signed by Stephen P. Reisinger Date: 2023.12.13 07:34:23-05'00'

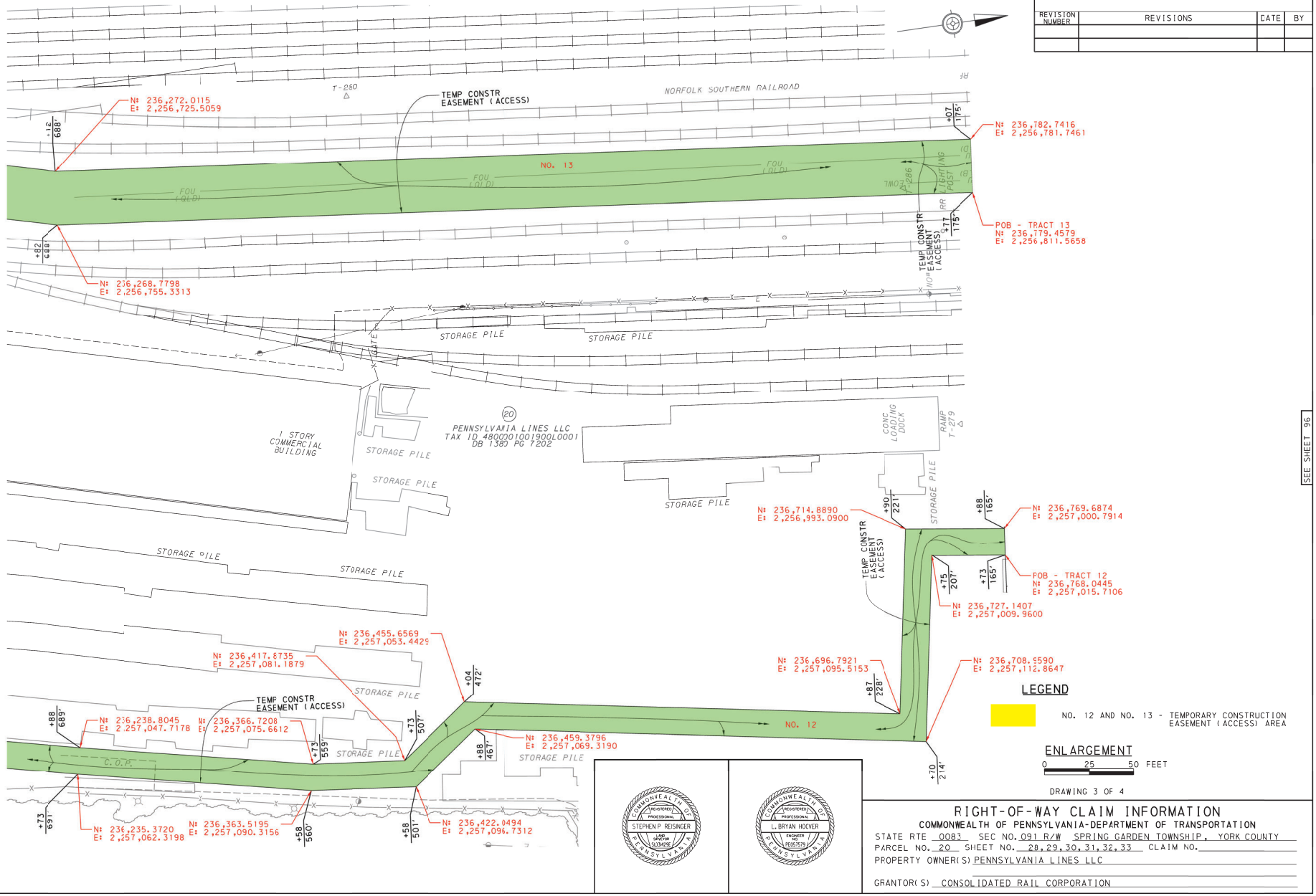
December 13, 2023

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL L. BRYAN HOOVER ENGINEER NO. PE055757

DOT 2015
1442.RW Color-0.ctb
DOT_ANSI_D_PDF.plt
12/5/2023
WORKSPACE: DOT-2015 (SURVEY FEET)
L:\2021\13442\1100 Records\13.0 CADD\13.1 Highways\0083-091\RW PLOT\PTB-20\1442rwPLOT0-Enlargement_1.dgn
Stantec

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	YORK	0083	091 R/W	97 OF 149
SPRING GARDEN TOWNSHIP				

REVISION NUMBER	REVISIONS	DATE	BY



SEE SHEET 98

SEE SHEET 96

DRAWING 3 OF 4

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL STEPHEN P. REISINGER LAND SURVEYOR PENNSYLVANIA

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL L. BRYAN HOOVER ENGINEER PENNSYLVANIA

RIGHT-OF-WAY CLAIM INFORMATION

COMMONWEALTH OF PENNSYLVANIA-DEPARTMENT OF TRANSPORTATION

STATE RTE 0083 SEC NO. 091 R/W SPRING GARDEN TOWNSHIP, YORK COUNTY

PARCEL NO. 20 SHEET NO. 28,29,30,31,32,33 CLAIM NO.

PROPERTY OWNER(S) PENNSYLVANIA LINES LLC

GRANTOR(S) CONSOLIDATED RAIL CORPORATION

DOT 2015
1442_RW (c)or-0.tblock.TBL
DOT_ANSI_D_PDF.plt

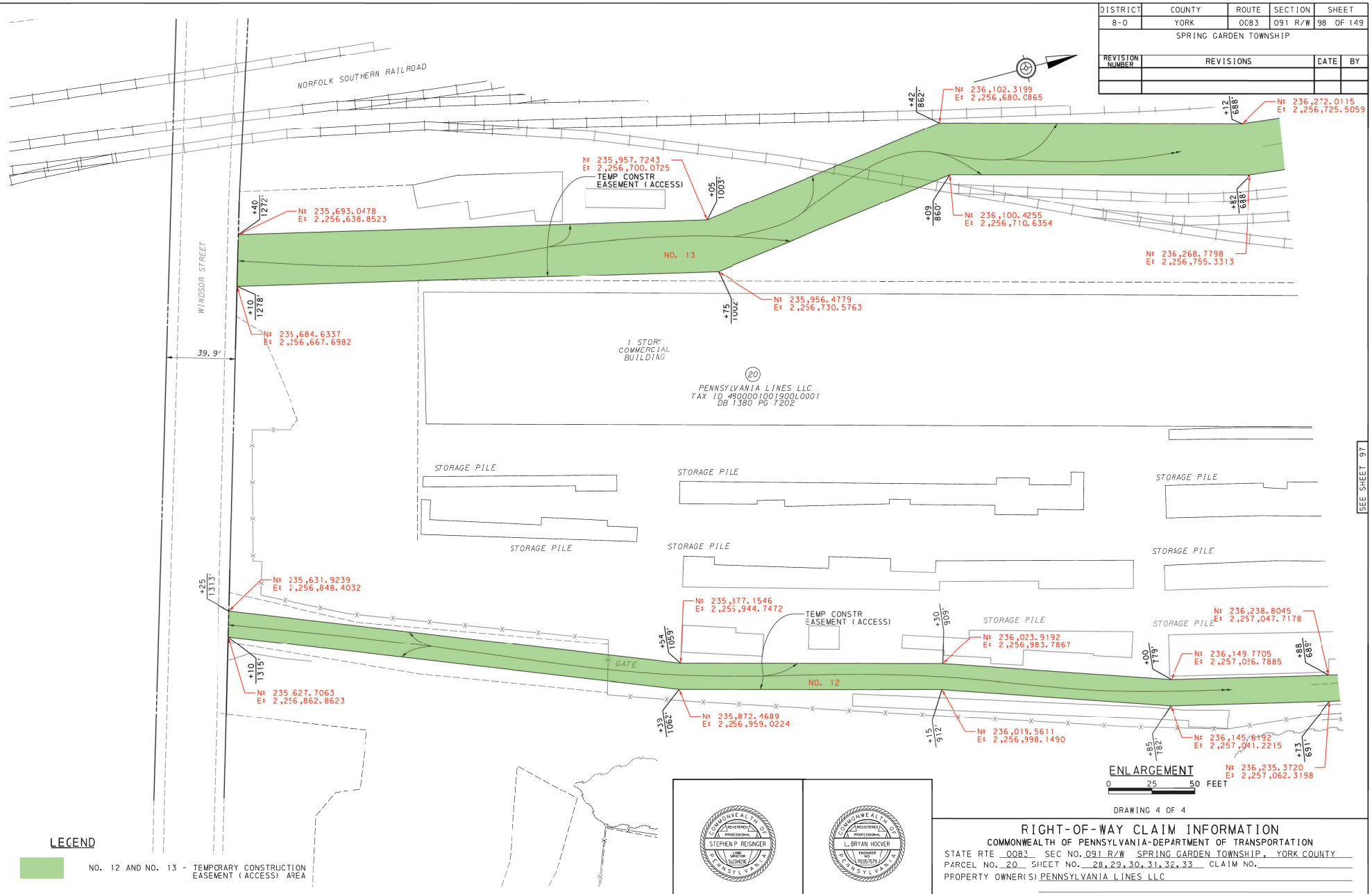
12/1/2023
WORKSPACE: DOT-2015 (SURVEY FEET)
LH:\2021\31442\1100 Records\13.0 CADD\13.1 Highways\0083-091\RW PLC RW Plans\PID 201442-wp.000_Enlargement_2.dgn

Stantec

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	YORK	0083	091 R/W	98 OF 149

SPRING GARDEN TOWNSHIP

REVISION NUMBER	REVISIONS	DATE	BY



ENLARGEMENT

0 25 50 FEET

SEE SHEET 97

DRAWING 4 OF 4

LEGEND

NO. 12 AND NO. 13 - TEMPORARY CONSTRUCTION EASEMENT (ACCESS) AREA

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL STEPHEN P. REISINGER LAND SURVEYOR PENNSYLVANIA

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL L. BRYAN HOOVER ENGINEER PENNSYLVANIA

RIGHT-OF-WAY CLAIM INFORMATION

COMMONWEALTH OF PENNSYLVANIA-DEPARTMENT OF TRANSPORTATION

STATE RTE 0083 SEC NO. 091 R/W SPRING GARDEN TOWNSHIP, YORK COUNTY

PARCEL NO. 20 SHEET NO. 28,29,30,31,32,33 CLAIM NO.

PROPERTY OWNER(S) PENNSYLVANIA LINES LLC

GRANTOR(S) CONSOLIDATED RAIL CORPORATION

DOT 2015
1442_RW Copy - Block.TBL
DOT_ANSI_D_PDF.plt

12/1/2023
WORKSPACE: DOT-2015 (SURVEY FEET)
U:\2021\31442\1100 Records\13.0 CADD\13.1 Highways\0083-091\RW Plan\P18-20\1442-wp-020-Enlargement_3.dgn

Stantec

SR 0083, SECTION 091 R/W
YORK COUNTY, SPRING GARDEN TOWNSHIP

Parcel No. 20
Plan No. SR 0083, Section 091 R/W
Owner and Grantor: Norfolk Southern Railway Company, successor through merger with Pennsylvania Lines, LLC, dated August 27, 2004

Areas currently owned by Pennsylvania Lines, LLC, A Delaware Limited Liability Company, Right-of-Way and Track Map 1332004, being the same premises conveyed by:

Consolidated Rail Corporation, A Pennsylvania Corporation recorded on October 21, 1999 in York County Deed Book Volume 1380, Page 7202.

Stephen P. Reisinger

Digitally signed by Stephen P. Reisinger
Date: 2023.12.13 07:30:08-05'00'

Pennsylvania Lines, LLC, Property Owner
c/o Norfolk Southern Railway Company
110 Franklin Road SE
Roanoke, Virginia 24042-0028

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

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

TRACT NUMBER 5

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

Beginning at a point, northing 236,817.2551 and easting 2,257,043.8966, on the southerly side of State Route 0083, said point being at the intersection of the southerly Legal Right-of-Way Line of State Route 0083 and the easterly Required Right-of-Way Line for Limited Access area distant One Hundred Thirteen and Sixty-one Hundredths (113.61) feet southerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 329+50.00 thereof;

Thence along the southerly Legal Right-of-Way Line of State Route 0083 North Eighty-Three degrees Forty-Two minutes Fifty-Eight seconds West (N 83°42'58" W) a distance of Four Hundred Three and Forty-One Hundredths (403.41) feet, to a point One-Hundred Ten and Ten Hundredths (110.10) feet southerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 333+53.39 thereof;

Thence along the western property line of Pennsylvania Lines LLC North Five degrees Thirty-Eight minutes Twenty seconds East (N 5°38'20" E) a distance of One Hundred Ten and Thirty-One Hundredths (110.31) feet, to a point Twenty-One Hundredths (0.21) feet northerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 333+53.68 thereof;

Thence along the western property line of Pennsylvania Lines LLC North Six degrees Fourteen minutes Fifty-One seconds East (N 6°14'51" E) a distance of Thirteen and Seventy Hundredths (13.70) feet, to a point Thirteen and Ninety-One Hundredths (13.91) northerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 333+53.56 thereof;

Thence along the northerly Legal Right-of-Way Line of State Route 0083 South Eighty-Three degrees Forty-Two minutes Fifty-Eight seconds East (S 83°42'58" E) a distance of Four Hundred Three and Fifty-eight Hundredths (403.58) feet, to a point Ten and Forty Hundredths (10.40) northerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 329+50.00 thereof;

Thence along the western Required Right-of-Way Line for Limited Access South Five degrees Forty-Seven minutes Eight seconds West (S 5°47'08" W) a distance of One Hundred Twenty-Four (124.00) feet to a point and place of beginning containing One and One-Hundred and Forty-Nine Thousandths (1.149) of an acre of land more or less.

The above tract of land shown on the Department's Drawings Authorizing Acquisition of Right-of-Way for State Route 0083, Section 091 R/W, as required right-of-way for limited access for Route 0083 and designated and delineated as part of Parcel No. 20 on sheets 28 through 33 and 95 through 98 of the said drawings, as recorded in the office for the recording of deeds, etc. in York County, Pennsylvania, in Book 2799 Page 6843, on October 4, 2023, are portions of real estate conveyed by Consolidated Rail Corporation to Pennsylvania Lines LLC by deed dated May 19, 1999, and recorded October 21, 1999, in Deed Book 1380, Page 7202, in the York County Courthouse.

Mile post YX 11 is approximately 4,752 feet north of the State Route 0083 rail crossing. Railroad mile posts increase in a southerly direction.

Railroad valuation stationing is based on valuation map 1332004, specifically the centerline of State Route 0083.

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

Stephen P. Reisinger

Digitally signed by Stephen P. Reisinger
Date: 2023.12.13 07:30:46-05'00'

Pennsylvania Lines, LLC, Property Owner
c/o Norfolk Southern Railway Company
110 Franklin Road SE
Roanoke, Virginia 24042-0028

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

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

TRACT NUMBER 4
(Required Aerial Easement)

Beginning at a point, northing 236,940.6281 and easting 2,257,056.3968, on the northerly side of State Route 0083, said point being at the intersection of the Required Right-of-Way for Limited Access area and the northerly Legal Right-of-Way Line distant Ten and Forty Hundredths (10.40) feet northerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 329+50.00 thereof;

Thence along the Legal Right-of-Way Line North Eighty-Three degrees Forty-Two minutes Fifty-Eight seconds West (N 83°42'58" W) a distance of Four Hundred Three and Fifty-Eight Hundredths (403.58) feet, to a point Thirteen and Ninety-One Hundredths (13.91) feet northerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 333+53.56 thereof;

Thence along the westerly property line of Pennsylvania Lines LLC North Six degrees Fourteen minutes Fifty-One seconds East (N 6°14'51" E) a distance of Sixty-Four and Nine Hundredths (64.09) feet, to a point Seventy-Eight (78.00) feet northerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 333+53.05 thereof;

Thence along the northerly boundary of the Required Aerial Easement area South Eighty-Four degrees Twelve minutes Fifty-Two seconds East (S 84°12'52" E) a distance of Four Hundred Three and Five Hundredths (403.05) feet, to a point Seventy-Eight (78.00) feet northerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 329+50.00 thereof;

Thence along the easterly boundary of the Required Right-of-Way for Limited Access area South Five degrees Forty-Seven minutes Eight seconds West (S 5°47'08" W) a distance of Sixty-Seven and Sixty Hundredths (67.60) feet to a point and place of beginning containing Six-Hundred Ten Thousandths (0.610) of an acre of land more or less.

The above tract of land shown on the Department's Drawings Authorizing Acquisition of Right-of-Way for State Route 0083, Section 091 R/W, as required right-of-way for limited access for Route 0083 and designated and delineated as part of Parcel No. 20 on sheets 28 through 33 and 95 through 98 of the said drawings, as recorded in the office for the recording of deeds, etc. in York County, Pennsylvania, in Book 2799 Page 6843, on October 4, 2023, are portions of real estate conveyed by Consolidated Rail Corporation to Pennsylvania Lines LLC by deed dated May 19, 1999, and recorded October 21, 1999, in Deed Book 1380, Page 7202, in the York County Courthouse.

Mile post YX 11 is approximately 4,752 feet north of the State Route 0083 rail crossing. Railroad mile posts increase in a southerly direction.

Railroad valuation stationing is based on valuation map 1332004, specifically the centerline of State Route 0083.

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

Stephen P. Reisinger

Digitally signed by Stephen P. Reisinger
Date: 2023.12.13 07:31:35-05'00'

Pennsylvania Lines, LLC, Property Owner
c/o Norfolk Southern Railway Company
110 Franklin Road SE
Roanoke, Virginia 24042-0028

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

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

TRACT NUMBER 1
(Required Right-of-Way for Limited Access)

Beginning at a point, northing 236,916.0477 and easting 2,257,279.6172, on the northerly side of State Road 0083, said point being at the intersection of the northerly legal right-of-way line of State Route 0083 and easterly property line of Pennsylvania Lines LLC distant Eight and Fourty-Four Hundredths (8.44) feet northerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 327+25.44 thereof;

Thence along the northerly legal right-of-way line of State Route 0083 North Eighty-Three degrees Forty-Two minutes Fifty-Eight seconds West (N 83°42'58" W) a distance of Two Hundred Twenty-Four and Fifty-Seven Hundredths (224.57) feet, to a point Ten and Forty Hundredths (10.40) feet northerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 329+50.00 thereof;

Thence along the easterly boundary of the Required Aerial Easement area North Five degrees Forty-Seven minutes Eight seconds East (N 5°47'08" E) a distance of Sixty-Seven and Sixty Hundredths (67.60) feet, to a point Seventy-Eight (78.00) feet northerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 329+50.00 thereof;

Thence along the southerly boundary of the Temporary Construction Easement area South Eighty-Four degrees Twelve minutes Fifty-Two seconds East (S 84°12'52" E) a distance of Two Hundred Forty-Five and Fifty Hundredths (245.50) feet, to a point Seventy-Eight Hundredths (78.00) feet northerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 327+04.50 thereof;

Thence along the easterly property line of Pennsylvania Lines LLC South Twenty-Two degrees Thirty-Two minutes Twenty-Five seconds West (S 22°32'25" W) a distance of Seventy-Two and Sixty-Four Hundredths (72.64) feet, to a point and place of beginning and containing Three-Hundred Seventy Thousandths (0.370) of an acre of land more or less.

The above tract of land shown on the Department's Drawings Authorizing Acquisition of Right-of-Way for State Route 0083, Section 091 R/W, as required right-of-way for limited access for Route 0083 and designated and delineated as part of Parcel No. 20 on sheets 28 through 33 and 95 through 98 of the said drawings, as recorded in the office for the recording of deeds, etc. in York County, Pennsylvania, in Book 2799 Page 6843, on October 4, 2023, are portions of real estate conveyed by Consolidated Rail Corporation to Pennsylvania Lines LLC by deed dated May 19, 1999, and recorded October 21, 1999, in Deed Book 1380, Page 7202, in the York County Courthouse.

Mile post YX 11 is approximately 4,752 feet north of the State Route 0083 rail crossing. Railroad mile posts increase in a southerly direction.

Railroad valuation stationing is based on valuation map 1332004, specifically the centerline of State Route 0083.

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

Stephen P. Reisinger

Digitally signed by Stephen P. Reisinger
Date: 2023.12.13 07:32:27-05'00'

Pennsylvania Lines, LLC, Property Owner
c/o Norfolk Southern Railway Company
110 Franklin Road SE
Roanoke, Virginia 24042-0028

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

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

TRACT NUMBER 2
(Required Right-of-Way)

Beginning at a point, northing 236,730.1770 and easting 2,257,214.5286, on the southerly side of State Route 0083, said point being at the intersection of the proposed Required Right-of-Way Line and the easterly property line of Pennsylvania Lines LLC distant One Hundred Eighty-Three and Four Hundredths (183.04) feet southerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 327+71.46 thereof;

Thence along the Required Right-of-Way Line North Eighty-Three degrees Twenty-Two minutes Seventeen seconds West (N 83°22'17" W) a distance of One Hundred Forty-Five and Ninety-Four Hundredths (145.94) feet, to a point One-Hundred Eighty and Eighty-Nine Hundredths (180.89) feet southerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 329+17.38 thereof;

Thence along the eastern boundary of the Temporary Construction Easement area North Twenty degrees Four minutes Thirty-Seven seconds West (N 20°04'37" W) a distance of Seventy-Four and Seventy-Eight Hundredths (74.78) feet, to a point One-Hundred Thirteen and Sixty-One Hundredths (113.61) feet southerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 329+50.00 thereof;

Thence along the southerly Legal Right-of-Way Line of State Route 0083 South Eighty-Three degrees Forty-Two minutes Fifty-Eight seconds East (S 83°42'58" E) a distance of One Hundred Eighty-Four and Seventy-Seven Hundredths (184.77) feet, to a point One-Hundred Fifteen and Twenty-One Hundredths (115.21) feet southerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 327+65.23 thereof;

Thence along the eastern property line of Pennsylvania Lines LLC South Eleven degrees One minute Fifty-Two seconds West (S 11°01'52" W) a distance of Sixty-Eight and Eleven Hundredths (68.11) feet, to a point and place of beginning and containing Two-Hundred Fifty-Six Thousandths (0.256) of an acre of land more or less.

TRACT NUMBER 3
(Required Right-of-Way)

Beginning at a point, northing 236,983.1381 and easting 2,257,307.4622, on the northerly side of State Route 0083, said point being at the intersection of the proposed Required Right-of-Way for Limited Access Line and the easterly property line of Pennsylvania Lines LLC distant Seventy-Eight (78.00) feet northerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 327+04.50 thereof;

Thence along the Required Right-of-Way Line for Limited Access North Eighty-Four degrees Twelve minutes Fifty-Two seconds West (N 84°12'52" W) a distance of Two Hundred Forty-Five and Fifty Hundredths (245.50) feet, to a point Seventy-Eight (78.00) feet northerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 329+50.00 thereof;

Thence along the easterly boundary of the Temporary Construction Easement area North Five degrees Forty-Seven minutes Eight seconds East (N 5°47'08" E) a distance of Forty-Two (42.00) feet, to a point One-Hundred Twenty (120.00) feet northerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 329+50.00 thereof;

Thence along the proposed Required Right-of-Way Line North Fifty-Five degrees Eleven minutes Three seconds East (N 55°11'03" E) a distance of Ninety-Two and Twenty Hundredths (92.20) feet, to a point One-Hundred Eighty (180.00) feet northerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 328+80.00 thereof;

Thence along the proposed Required Right-of-Way Line South Eighty-Four degrees Twelve minutes Fifty-Two seconds East (S 84°12'52" E) a distance of One Hundred Five (105.00) feet, to a point One-Hundred Eighty (180.00) feet northerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 327+75.00 thereof;

Thence along the proposed Required Right-of-Way Line North Seventeen degrees Thirty-Three minutes Fourteen seconds East (N 17°33'14" E) a distance of One Hundred Twenty-Two and Fifty-Eight Hundredths (122.58) feet, to a point Three Hundred (300.00) feet northerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 327+50.00 thereof;

Thence along the proposed Required Right-of-Way Line South Eighty-Four degrees Twelve minutes Fifty-Two seconds East (S 84°12'52" E) a distance of One Hundred Twelve and Thirty-Four Hundredths (112.34) feet, to a point Three Hundred (300.00) feet northerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 326+37.66 thereof;

Thence along the eastern property line of Pennsylvania Lines LLC South Twenty-Two degrees Thirty-Two minutes Twenty-Five seconds West (S 22°32'25" W) a distance of Two Hundred Thirty-One and Eighty-Four Hundredths (231.84) feet to a point and place of beginning containing Eight-Hundred Fifty-Seven Thousandths (0.857) of an acre of land more or less.

The above tract of land shown on the Department's Drawings Authorizing Acquisition of Right-of-Way for State Route 0083, Section 091 R/W, as required right-of-way for limited access for Route 0083 and designated and delineated as part of Parcel No. 20 on sheets 28 through 33 and 95 through 98 of the said drawings, as recorded in the office for the recording of deeds, etc. in York County, Pennsylvania, in Book 2799 Page 6843, on October 4, 2023, are portions of real estate conveyed by Consolidated Rail Corporation to Pennsylvania Lines LLC by deed dated May 19, 1999, and recorded October 21, 1999, in Deed Book 1380, Page 7202, in the York County Courthouse.

Mile post YX 11 is approximately 4,752 feet north of the State Route 0083 rail crossing. Railroad mile posts increase in a southerly direction.

Railroad valuation stationing is based on valuation map 1332004, specifically the centerline of State Route 0083.

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

Stephen P. Reisinger

Digitally signed by Stephen P. Reisinger
Date: 2023.12.13 07:33:16-05'00'

Pennsylvania Lines, LLC, Property Owner
c/o Norfolk Southern Railway Company
110 Franklin Road SE
Roanoke, Virginia 24042-0028

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

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

TRACT NUMBER 12
(Temporary Construction Easement [Access])

Beginning at a point, northing 236,768.0445 and easting 2,257,015.7106, on the southerly side of State Route 0083, said point being at the intersection of the southern boundary of the proposed Temporary Construction Easement area and the northern boundary of the Temporary Construction Easement (Access) Area, distant One-Hundred Sixty-Five and Forty-One Hundredths (165.41) feet southerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 329+73.08 thereof;

Thence along the Temporary Construction Easement (Access) Line South Eight degrees Zero minutes Ten seconds West (S 8°00'10" W) a distance of Forty-One and Thirty-One Hundredths (41.31) feet, to a point Two-Hundred Six and Sixty-Eight Hundredths (206.68) feet southerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 329+74.68 thereof;

Thence along the Temporary Construction Easement (Access) Line South Seventy-Nine degrees Fifty-Eight minutes Forty-Eight seconds East (S 79°58'48" E) a distance of One Hundred Four and Fifty Hundredths (104.50) feet, to a point Two-Hundred Fourteen and Forty Hundredths (214.40) feet southerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 328+70.47 thereof;

Thence along the Temporary Construction Easement (Access) Line South Nine degrees Fifty-Three minutes Fifty seconds West (S 9°53'50" W) a distance of Two Hundred Fifty-Three and Thirty-Five Hundredths (253.35) feet, to a point Four-Hundred Sixty-Seven and Ten Hundredths (467.10) feet southerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 328+88.63 thereof;

Thence along the Temporary Construction Easement (Access) Line South Thirty-Six degrees Seventeen minutes Twenty-Six seconds East (S 36°17'26" E) a distance of Forty-Six and Thirty-One Hundredths (46.31) feet, to a point Five-Hundred One and Forty-Seven Hundredths (501.47) feet southerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 328+57.60 thereof;

Thence along the Temporary Construction Easement (Access) Line South Six degrees Fifteen minutes Twenty seconds West (S 6°15'20" W) a distance of Fifty-Eight and Eighty-Eight Hundredths (58.88) feet, to a point Five-Hundred Sixty and Thirty-Five Hundredths (560.35) feet southerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 328+58.08 thereof;

Thence along the Temporary Construction Easement (Access) Line South Twelve degrees Nineteen minutes Twenty-Five seconds West (S 12°19'25" W) a distance of One Hundred Thirty-One and Seventeen Hundredths (131.17) feet, to a point Six-Hundred Ninety and Sixty-Seven Hundredths (690.67) feet southerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 328+73.01 thereof;

Thence along the Temporary Construction Easement (Access) Line South Thirteen degrees Thirteen minutes Forty-Two seconds West (S 13°13'42" W) a distance of Ninety-Two and Twenty Hundredths (92.20) feet, to a point Seven-Hundred Eighty-Two and Nine Hundredths (782.09) feet southerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 328+84.96 thereof;

Thence along the Temporary Construction Easement (Access) Line South Eighteen degrees Fifty-One minutes Fifty-Three seconds West (S 18°51'53" W) a distance of One Hundred Thirty-Three and Twenty-One Hundredths (133.21) feet, to a point Nine-Hundred Eleven and Eighty-Five Hundredths (911.85) feet southerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 329+15.10 thereof;

Thence along the Temporary Construction Easement (Access) Line South Fourteen degrees Fifty-Three minutes Forty-Five seconds West (S 14°53'45" W) a distance of One Hundred Fifty-Two and Twenty-One Hundredths (152.21) feet, to a point One-Thousand Sixty-Two and Fourteen Hundredths (1062.14) feet southerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 329+39.20 thereof;

Thence along the Temporary Construction Easement (Access) Line South Twenty-One degrees Twenty-Six minutes Fifty-Four and seconds West (S 21°26'54" W) a distance of Two Hundred Sixty-Two and Ninety-Seven Hundredths (262.97) feet, to a point One-Thousand Three-Hundred Fifteen and Thirty-Five Hundredths (1315.35) feet southerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 330+10.20 thereof;

Thence along the northern Legal Right-of-Way Line of Windsor Street North Seventy-Three degrees Forty-Four minutes Nineteen seconds West (N 73°44'19" W) a distance of Fifteen and Six Hundredths (15.06) feet, to a point One-Thousand Three-Hundred Twelve and Sixty-One Hundredths (1312.61) feet southerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 330+25.01 thereof;

Thence along the Temporary Construction Easement (Access) Line North Twenty-One degrees Twenty-Six minutes Fifty-Four seconds East (N 21°26'54" E) a distance of Two Hundred Sixty-Three and Forty-Eight Hundredths (263.48) feet, to a point One-Thousand Fifty-Eight and Ninety-One Hundredths (1058.91) feet southerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 329+53.88 thereof;

Thence along the Temporary Construction Easement (Access) Line North Fourteen degrees Fifty-Three minutes Forty-Five seconds East (N 14°53'45" E) a distance of One Hundred Fifty-One and Eighty-Seven Hundredths (151.87) feet, to a point Nine-Hundred Eight and Ninety-Six Hundredths (908.96) feet southerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 329+29.83 thereof;

Thence along the Temporary Construction Easement (Access) Line North Eighteen degrees Fifty-One minutes Fifty-Three seconds East (N 18°51'53" E) a distance of One Hundred Thirty-Three (133.00) feet, to a point Seven-Hundred Seventy-Nine and Forty-Two Hundredths (779.42) feet southerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 328+99.74 thereof;

Thence along the Temporary Construction Easement (Access) Line North Thirteen degrees Thirteen minutes Forty-Two seconds East (N 13°13'42" E) a distance of Ninety-One and Forty-Six Hundredths (91.46) feet, to a point Six-Hundred Eighty-Eight and Seventy-Three Hundredths (688.73) feet southerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 328+87.89 thereof;

Thence along the Temporary Construction Easement (Access) Line North Twelve degrees Nineteen minutes Twenty-Two seconds East (N 12°19'22" E) a distance of One Hundred Thirty and Ninety-Three Hundredths (130.93) feet, to a point Five-Hundred Fifty-Eight and Sixty-Four Hundredths (558.64) feet southerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 328+72.98 thereof;

Thence along the Temporary Construction Easement (Access) Line North Six degrees Ten minutes Zero seconds East (N 6°10'00" E) a distance of Fifty-One and Forty-Five Hundredths (51.45) feet, to a point Five-Hundred Seven and Nineteen Hundredths (507.19) feet southerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 328+72.64 thereof;

Thence along the Temporary Construction Easement (Access) Line North Thirty-Six degrees Seventeen minutes Twenty-Six seconds West (N 36°17'26" W) a distance of Forty-Six and Eighty-Eight Hundredths (46.88) feet, to a point Four-Hundred Seventy-Two and Forty Hundredths (472.40) feet southerly and

measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 329+04.05 thereof;

Thence along the Temporary Construction Easement (Access) Line North Nine degrees Fifty-Three minutes Fifty seconds East (N 9°53'50" E) a distance of Two Hundred Forty-Four and Seventy-Eight Hundredths (244.78) feet, to a point Two-Hundred Twenty-Eight and Twenty-Five Hundredths (228.25) southerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 328+86.50 thereof;

Thence along the Temporary Construction Easement (Access) Line North Seventy-Nine degrees Fifty-Eight minutes Forty-Eight seconds West (N 79°58'48" W) a distance of One Hundred Four and One Hundredth (104.01) feet, to a point Two-Hundred Twenty and Fifty-Seven Hundredths (220.57) feet southerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 329+90.23 thereof;

Thence along the Temporary Construction Easement (Access) Line North Eight degrees Zero minutes Zero seconds East (N 8°00'00" E) a distance of Fifty-Five and Thirty-Four Hundredths (55.34) feet, to a point One-Hundred Sixty-Five and Twenty-Eight Hundredths (165.28) feet southerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 329+88.09 thereof;

Thence along the Temporary Construction Easement (Access) Line South Eighty-Three degrees Forty-Two minutes Fifty-Eight seconds East (S 83°42'58" E) a distance of Fifteen and One Hundredth (15.01) feet to a point and place of beginning containing Four-Hundred Thirty-Nine Thousandths (0.439) of an acre of land more or less.

TRACT NUMBER 13

(Temporary Construction Easement [Access])

Beginning at a point, northing 236,779.4579 and easting 2,256,811.5658, on the southerly side of State Route 0083, said point being at the intersection of the southern boundary of the proposed Temporary Construction Easement area and the northern boundary of the Temporary Construction Easement (Access), distant One-Hundred Seventy-Four and Sixty-Three Hundredths (174.63) feet southerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 331+77.34 thereof;

Thence along the Temporary Construction Easement (Access) Line South Six degrees Seventeen minutes Two seconds West (S 6°17'02" W) a distance of Five Hundred Thirteen and Seventy-Six Hundredths (513.76) feet, to a point Six-Hundred Eighty-Eight and Thirty-Eight Hundredths (688.38) feet southerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 331+81.81 thereof;

Thence along the Temporary Construction Easement (Access) Line South Fourteen degrees Fifty-Two minutes Six seconds West (S 14°52'06" W) a distance of One Hundred Seventy-Four and Nineteen Hundredths (174.19) feet, to a point Eight-Hundred Sixty and Thirty-Eight Hundredths (860.38) feet southerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 332+09.30 thereof;

Thence along the Temporary Construction Easement (Access) Line South Seven degrees Fifty-Three minutes Thirteen seconds East (S 7°53'13" E) a distance of One Hundred Forty-Five and Thirty-Two Hundredths (145.32) feet, to a point One-Thousand One and Fifty-Eight Hundredths (1001.58) feet southerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 331+74.95 thereof;

Thence along the Temporary Construction Easement (Access) Line South Thirteen degrees One minutes Twenty-Five seconds West (S 13°01'25" W) a distance of Two Hundred Seventy-Nine and Two Hundredths (279.02) feet, to a point One-Thousand Two-Hundred Seventy-Eight and Thirty-Eight Hundredths (1278.38) feet southerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 332+10.11 thereof;

Thence along the northern Legal Right-of-Way Line of Windsor Street North Seventy-Three degrees Forty-Four minutes Nineteen seconds West (N 73°44'19" W) a distance of Thirty and Five Hundredths (30.05) feet, to a point One-Thousand Two-Hundred Seventy-Two and Ninety-Two Hundredths (1272.92) feet

southerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 332+39.66 thereof;

Thence along the Temporary Construction Easement (Access) Line North Thirteen degrees One minute Twenty-Five seconds East (N 13°01'25" E) a distance of Two Hundred Seventy-One and Sixty-Six Hundredths (271.66) feet, to a point One-Thousand Three and Forty-Two Hundredths (1003.42) feet southerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 332+05.43 thereof;

Thence along the Temporary Construction Easement (Access) Line North Seven degrees Fifty-Two minutes Ten seconds West (N 7°52'10" W) a distance of One Hundred Forty-Five and Ninety-Seven Hundredths (145.97) feet, to a point Eight-Hundred Sixty-One and Fifty-Seven Hundredths (861.57) southerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 332+39.89 thereof;

Thence along the Temporary Construction Easement (Access) Line North Fourteen degrees Fifty-Nine minutes Four seconds East (N 14°59'04" E) a distance of One Hundred Seventy-Five and Sixty-Six Hundredths (175.66) feet, to a point Six-Hundred Eighty-Eight and Seventeen Hundredths (688.17) feet southerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 332+11.81 thereof;

Thence along the Temporary Construction Easement (Access) Line North Six degrees Seventeen minutes Two seconds East (N 6°17'02" E) a distance of Five Hundred Thirteen and Eighty-Two Hundredths (513.82) feet, to a point One-Hundred Seventy-Four and Thirty-Seven Hundredths (174.37) feet southerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 332+07.34 thereof;

Thence along the Temporary Construction Easement (Access) Line South Eighty-Three degrees Forty-Two minutes Fifty-Eight seconds East (S 83°42'58" E) a distance of Thirty (30.00) feet to a point and place of beginning containing Seven-Hundred Sixty-Four Thousandths (0.764) of an acre of land more or less.

The above tract of land shown on the Department's Drawings Authorizing Acquisition of Right-of-Way for State Route 0083, Section 091 R/W, as required right-of-way for limited access for Route 0083 and designated and delineated as part of Parcel No. 20 on sheets 28 through 33 and 95 through 98 of the said drawings, as recorded in the office for the recording of deeds, etc. in York County, Pennsylvania, in Book 2799 Page 6843, on October 4, 2023, are portions of real estate conveyed by Consolidated Rail Corporation to Pennsylvania Lines LLC by deed dated May 19, 1999, and recorded October 21, 1999, in Deed Book 1380, Page 7202, in the York County Courthouse.

Mile post YX 11 is approximately 4,752 feet north of the State Route 0083 rail crossing. Railroad mile posts increase in a southerly direction.

Railroad valuation stationing is based on valuation map 1332004, specifically the centerline of State Route 0083.

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

Stephen P. Reisinger

Digitally signed by Stephen P. Reisinger
Date: 2023.12.13 07:27:54-05'00'

Pennsylvania Lines, LLC, Property Owner
c/o Norfolk Southern Railway Company
110 Franklin Road SE
Roanoke, Virginia 24042-0028

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

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

TRACT NUMBER 6
(Temporary Construction Easement)

Beginning at a point, northing 236,762.7470 and easting 2,257,063.8190, on the southerly side of State Route 0083, said point being at the intersection of the proposed Required Right-of-Way for Limited Access Line and the northern boundary of the Temporary Construction Easement area, distant One-Hundred Sixty-Five and Eighty-Three Hundredths (165.83) feet southerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 329+24.68 thereof;

Thence North Eighty-Three degrees Forty-Two minutes Fifty-Eight seconds West (N 83°42'58" W) a distance of One-Hundred Fifteen and Forty-Seven Hundredths (115.47) feet, to a point One-Hundred Sixty-Four and Eighty-Two Hundredths (164.82) feet southerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 330+40.25 thereof;

Thence along the western boundary of the Temporary Construction Easement area North Six degrees Seventeen minutes Two seconds East (N 6°17'02" E) a distance of Fifty-Two (52.00) feet, to a point One-Hundred Twelve and Eighty-Three Hundredths (112.83) feet southerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 330+39.79 thereof;

Thence along the southerly Legal Right-of-Way Line For Limited Access of State Route 0083 South Eighty-Three degrees Forty-Two minutes Fifty-Eight seconds East (S 83°42'58" E) a distance of Eighty-Nine and Eighty Hundredths (89.80) feet, to a point One-Hundred Thirteen and Sixty-One Hundredths (113.61) southerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 329+50.00 thereof;

Thence along the western boundary of the Required Right-of-Way Line For Limited Access area South Twenty degrees Four minutes Thirty-Seven seconds East (S 20°04'37" E) a distance of Fifty-Eight and Three Hundredths (58.03) feet to a point and place of beginning containing One-Hundred and Twenty-Three Thousandths (0.123) of an acre of land more or less.

TRACT NUMBER 7
(Temporary Construction Easement)

Beginning at a point, northing 236,836.1688 and easting 2,256,872.1371, on the southerly side of State Route 0083, said point being at the intersection of the southerly Legal Right-of-Way Line For Limited Access of State Route 0083 and the eastern boundary of the Temporary Construction Easement area, distant One-Hundred Twelve and Ten Hundredths (112.10) feet southerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 331+22.79 thereof;

Thence South Six degrees Seventeen minutes Two seconds West (S 6°17'02" W) a distance of Thirty-Three (33.00) feet, to a point One-Hundred Forty-Five and Ten Hundredths (145.10) feet southerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 331+23.08 thereof;

Thence along the southern boundary of the Temporary Construction Easement area North Eighty-Three degrees Forty-Two minutes Fifty-Eight seconds West (N 83°42'58" W) a distance of Forty-Five (45.00) feet, to a point One-Hundred Forty-Four and Seventy-One Hundredths (144.71) feet southerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 331+68.08 thereof;

Thence along the eastern boundary of the Temporary Construction Easement area South Six degrees Seventeen minutes Two seconds West (S 6°17'02" W) a distance of Thirty (30.00) feet, to a point One-Hundred Seventy-Four and Seventy-One Hundredths (174.71) feet southerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 331+68.34 thereof;

Thence along the southern boundary of the Temporary Construction Easement area North Eighty-Three degrees Forty-Two minutes Fifty-Eight seconds West (N 83°42'58" W) a distance of Thirty-Nine (39.00) feet, to a point One-Hundred Seventy-Four and Thirty-seven Hundredths (174.37) feet southerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 332+07.34 thereof;

Thence along the western boundary of the Temporary Construction Easement area North Six degrees Seventeen minutes Two seconds East (N 6°17'02" E) a distance of Sixty-Three (63.00) feet, to a point One-Hundred Eleven and Thirty-Seven Hundredths (111.37) feet southerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 332+06.79 thereof;

Thence along the southern Legal Right-of-Way Line For Limited Access of State Route 0083 South Eighty-Three degrees Forty-Two minutes Fifty-Eight seconds East (S 83°42'58" E) a distance of Eighty-Four (84.00) feet to a point and place of beginning containing Ninety Thousandths (0.090) of an acre of land more or less.

TRACT NUMBER 8
(Temporary Construction Easement)

Beginning at a point, northing 236,859.3971 and easting 2,256,661.1953, on the southerly side of State Route 0083, said point being at the intersection of the southern Legal Right-of-Way Line For Limited Access of State Route 0083 and the eastern boundary of the Temporary Construction Easement area, distant One-Hundred Ten and Twenty-Six Hundredths (110.26) feet southerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 333+35.00 thereof;

Thence along the eastern boundary of the Temporary Construction Easement area South Five degrees Forty-Seven minutes Eight seconds West (S 5°47'08" W) a distance of Thirty-Four and Seventy-Four Hundredths (34.74) feet, to a point One-Hundred Forty-Five (145.00) feet southerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 333+35.00 thereof;

Thence along the southern boundary of the Temporary Construction Easement area South Forty degrees Zero minutes Twenty-Two seconds West (S 40°00'22" W) a distance of Thirty-Two and Seventy-Seven Hundredths (32.77) feet, to a point One-Hundred Seventy-Two and Ten Hundredths (172.10) feet southerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 333+53.43 thereof;

Thence along the western property boundary of Pennsylvania Lines LCC North Five degrees Forty-Nine minutes Fourteen seconds East (N 5°49'14" E) a distance of Sixty-Two (62.00) feet, to a point One-Hundred Ten and Ten Hundredths (110.10) feet southerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 333+53.39 thereof;

Thence along the southern Legal Right-of-Way Line For Limited Access of State Route 0083 South Eighty-Three degrees Forty-Two minutes Fifty-Eight seconds East (S 83°42'58" E) a distance of Eighteen and Thirty-Nine Hundredths (18.39) feet to a point and place of beginning containing Twenty Thousandths (0.020) of an acre of land more or less.

TRACT NUMBER 9
(Temporary Construction Easement)

Beginning at a point, northing 237,007.8857 and easting 2,257,063.2114, on the northerly side of State Route 0083, said point being at the intersection of the northern boundary of the Required Aerial Easement area and the Required Right-of-Way for Limited Access Line, distant Seventy-Eight (78.00) feet northerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 329+50.00 thereof;

Thence along the northern boundary of the Required Aerial Easement area North Eighty-Four degrees Twelve minutes Fifty-Two seconds West (N 84°12'52" W) a distance of Ninety (90.00) feet, to a point Seventy-Eight (78.00) feet northerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 330+40.00 thereof;

Thence along the eastern boundary of the Temporary Construction Easement area North Five degrees Forty-Seven minutes Eight seconds East (N 5°47'08" E) a distance of Forty-Two (42.00) feet, to a point One-Hundred Twenty (120.00) feet northerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 330+40.00 thereof;

Thence along the northern boundary of the Temporary Construction Easement area South Eighty-Four degrees Twelve minutes Fifty-Two seconds East (S 84°12'52" E) a distance of Ninety (90.00) feet, to a point One-Hundred Twenty (120.00) feet northerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 329+50.00 thereof;

Thence along the Required Right-of-Way for Limited Access Line South Five degrees Forty-Seven minutes Eight seconds West (S 5°47'08" W) a distance of Forty-Two (42.00) feet to a point and place of beginning containing Eighty-Seven Thousandths (0.087) of an acre of land more or less.

TRACT NUMBER 10

(Temporary Construction Easement)

Beginning at a point, northing 237,030.0627 and easting 2,256,844.3320, on the northerly side of State Route 0083, said point being at the intersection of the northern boundary of the Required Aerial Easement area and eastern boundary of the Temporary Construction Easement area, distant Seventy-Eight (78.00) feet northerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 331+70.00 thereof;

Thence along the northern boundary of the Required Aerial Easement area North Eighty-Four degrees Twelve minutes Fifty-Two seconds West (N 84°12'52" W) a distance of Thirty-Five (35.00) feet, to a point Seventy-Eight (78.00) feet northerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 332+05.00 thereof;

Thence along the western boundary of the Temporary Construction Easement area North Five degrees Forty-Seven minutes Eight seconds East (N 5°47'08" E) a distance of Seventy (70.00) feet, to a point One-Hundred Forty-Eight (148.00) feet northerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 332+05.00 thereof;

Thence along the northern boundary of the Temporary Construction Easement area South Eighty-Four degrees Twelve minutes Fifty-Two seconds East (S 84°12'52" E) a distance of Thirty-Five (35.00) feet, to a point One-Hundred Forty-Eight (148.00) feet northerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 331+70.00 thereof;

Thence along the eastern boundary of the Temporary Construction Easement area South Five degrees Forty-Seven minutes Eight seconds West (S 5°47'08" W) a distance of Seventy (70.00) feet to a point and place of beginning containing Fifty-Six Thousandths (0.056) of an acre of land more or less.

TRACT NUMBER 11

(Temporary Construction Easement)

Beginning at a point, northing 237,046.6954 and easting 2,256,680.1725, on the northerly side of State Route 0083, said point being at the intersection of the northern boundary of the Required Aerial Easement area and the eastern boundary of the Temporary Construction Easement area, distant Seventy-Eight (78.00) feet northerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 333+35.00 thereof;

Thence along the northern boundary of the Required Aerial Easement area North Eighty-Four degrees Twelve minutes Fifty-Two seconds West (N 84°12'52" W) a distance of Eighteen and Five Hundredths (18.05) feet, to a point Seventy-Eight (78.00) feet northerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 333+53.05 thereof;

Thence along the western property boundary of Pennsylvania Lines LLC North Six degrees Fourteen minutes Fifty-One seconds East (N 6°14'51" E) a distance of Twenty-Seven (27.00) feet, to a point One-Hundred Five (105.00) feet northerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 333+52.83 thereof;

Thence along the northern boundary of the Temporary Construction Easement area South Eighty-Four degrees Twelve minutes Fifty-Two seconds East (S 84°12'52" E) a distance of Seventeen and Eighty-Three Hundredths (17.83) feet, to a point One-Hundred Five (105.00) feet northerly and measured perpendicular from the survey & right-of-way centerline of State Route 0083 at or about Station 333+35.00 thereof;

Thence along the eastern boundary of the Temporary Construction Easement area South Five degrees Forty-Seven minutes Eight seconds West (S 5°47'08" W) a distance of Twenty-Seven (27.00) feet to a point and place of beginning containing Eleven Thousandths (0.011) of an acre of land more or less.

The above tract of land shown on the Department's Drawings Authorizing Acquisition of Right-of-Way for State Route 0083, Section 091 R/W, as required right-of-way for limited access for Route 0083 and designated and delineated as part of Parcel No. 20 on sheets 28 through 33 and 95 through 98 of the said drawings, as recorded in the office for the recording of deeds, etc. in York County, Pennsylvania, in Book 2799 Page 6843, on October 4, 2023, are portions of real estate conveyed by Consolidated Rail Corporation to Pennsylvania Lines LLC by deed dated May 19, 1999, and recorded October 21, 1999, in Deed Book 1380, Page 7202, in the York County Courthouse.

Mile post YX 11 is approximately 4,752 feet north of the State Route 0083 rail crossing. Railroad mile posts increase in a southerly direction.

Railroad valuation stationing is based on valuation map 1332004, specifically the centerline of State Route 0083.

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

Stephen P. Reisinger

Digitally signed by Stephen P. Reisinger
Date: 2023.12.13 07:29:04-05'00'

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DISTRICT	COUNTY	TOWNSHIP	BOROUGH	ROUTE	SECTION	TOTAL SHEETS
8-0	YORK	MANCHESTER	NORTH YORK	0083	091	291
		SPRINGETTSBURY	CITY OF YORK		090	
		SPRING GARDEN				

SR 0083, PREVIOUSLY KNOWN AS LR 789.

ECMS NO. 112550
ECMS NO. 112540

COMMONWEALTH OF PENNSYLVANIA

DEPARTMENT OF TRANSPORTATION

DRAWINGS
FOR
CONSTRUCTION
OF

STATE ROUTE 0083 SECTION 091

IN YORK COUNTY

FROM STA 238+00.00 TO STA 364+50.00 LENGTH 12,386.26 FT 2.346 MI
FROM SEG 0184 OFFSET 1146 TO SEG 0210 OFFSET 0487
FROM SEG 0185 OFFSET 1146 TO SEG 0211 OFFSET 0487

AND

STATE ROUTE 0083 SECTION 090
FROM STA 12+00.00 TO STA 58+25.00 LENGTH 4,515.00 FT 0.855 MI
TOTAL 16,901.26 FT 3.201 MI

ALSO

STATE ROUTE 0030
FROM STA 445+10.00 TO STA 469+03.39

STATE ROUTE 4055
FROM STA 12+59.57 TO STA 19+54.83

TOWNSHIP ROAD T-511
FROM STA 0+00.00 TO STA 8+26.73

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

TOWNSHIP ROAD COLUMBIA AVENUE
FROM STA 7+88.53 TO STA 13+25.00

STATE ROUTE 8015

PUC APPLICATION DOCKET NUMBER A-2021-3027407
PUC APPLICATION DOCKET NUMBER A-2022-3035024

LIMITS OF ITS

STATE ROUTE 0083 SECTION 091
FROM SEG 0180 OFFSET 0690 TO SEG 0210 OFFSET 0487
FROM SEG 0181 OFFSET 0690 TO SEG 0211 OFFSET 0487

STATE ROUTE 0030
FROM SEG 0310 OFFSET 0000 TO SEG 0360 OFFSET 0211
FROM SEG 0311 OFFSET 0000 TO SEG 0361 OFFSET 0211

LIMITS OF SIGNING AND PAVEMENT MARKINGS

STATE ROUTE 0030
FROM SEG 0340 OFFSET 0183 TO SEG 0350 OFFSET 0753
FROM SEG 0341 OFFSET 0206 TO SEG 0351 OFFSET 0620

SCALE

HORIZONTAL 0 25 50 FEET

VERTICAL 0 5 10 FEET

DESIGN DESIGNATION

		TRAFFIC DATA	
HIGHWAY CLASSIFICATION	- URBAN INTERSTATE	CURRENT ADT	- 56,382 (2026)
DESIGN SPEED	- 60 MPH	DESIGN YEAR ADT	- 75,790 (2046)
PAVEMENT WIDTH	- 6 - 12' LANES	DHV	- 6,064
SHOULDER WIDTH	- 12' LT/RT	D	- 54%
MEDIAN WIDTH	- 26'	T	- 11%

ALSO INCLUDED:

TRAFFIC CONTROL PLAN	68 SHEETS
SIGNING AND PAVEMENT MARKING PLAN	38 SHEETS
UTILITY RELOCATION PLANS	
SANITARY SEWER REPLACEMENT (NORTH YORK BORO)	10 SHEETS
I-83 MILL CREEK INTERCEPTOR REPLACEMENT (SPRINGETTSBURY & SPRING GARDEN TWPS)	15 SHEETS
I-83 WIDENING SEWER RELOCATION (MANCHESTER TWP)	14 SHEETS
EROSION AND SEDIMENT POLLUTION CONTROL PLAN	153 SHEETS
POST CONSTRUCTION STORMWATER MANAGEMENT PLAN	67 SHEETS
HIGHWAY LIGHTING PLAN	12 SHEETS
TRAFFIC SIGNAL PLAN	6 SHEETS
ITS PLAN	28 SHEETS
STREAM MITIGATION PLAN - MILL CREEK	84 SHEETS
STREAM MITIGATION PLAN - CHANNEL 31	69 SHEETS
DARRAH FLOODPLAIN WETLAND BASIN PLAN	15 SHEETS
EDEN FLOODPLAIN WETLAND BASIN PLAN	17 SHEETS
STRUCTURE PLANS	
S-15014	4 SHEETS
S-15015	6 SHEETS
S-39012	25 SHEETS
S-39013	31 SHEETS
S-39605	291 SHEETS
S-39968	18 SHEETS
S-39982	121 SHEETS
S-40037	20 SHEETS
S-40038	14 SHEETS
S-42923	21 SHEETS
MONOPIPE SIGN STRUCTURE PLANS	
S-43172	4 SHEETS
S-43173	3 SHEETS
S-43174	3 SHEETS
S-43175	3 SHEETS
CROSS SECTIONS	311 SHEETS

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

SR 0083 ESTABLISHED AS A LIMITED ACCESS HIGHWAY FROM STA 275+92.06 TO STA 277+30.32 BY PLAN OF SR 0083, SECTION 090 R/W, APPROVED ON MARCH 15, 2022.

SR 0083 ESTABLISHED AS A LIMITED ACCESS HIGHWAY FROM STA 273+95.20 TO STA 367+28.31 BY PLAN OF SR 0083, SECTION 091 R/W, APPROVED ON SEPTEMBER 27, 2023.

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

SR 0030 ESTABLISHED AS A LIMITED ACCESS HIGHWAY FROM STA 449+59.65 TO STA 473+47.45 BY PLAN OF SR 0083, SECTION 091 R/W, APPROVED ON SEPTEMBER 27, 2023.

PREPARED BY:
Stantec
STANTEC CONSULTING SERVICES, INC.
1215 MANOR DRIVE, SUITE 200
MECHANICSBURG, PA 17055
717-691-3355

COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL — SHAWN O. IVANCHAN — ENGINEER NO. PE076980

REG PROF ENGINEER
4-15-2026
DATE

RECOMMENDED DATE: April 16, 2026
PROJECT MANAGER

RECOMMENDED DATE: April 16, 2026
Kevin M. Keefe, P.E.
2026.04.16 11:11:49 -04'00'
DISTRICT EXECUTIVE

RECOMMENDED DATE: 04/16/2026
DEPUTY SECRETARY

APPROVED DATE: 04/16/2026
SECRETARY OF TRANSPORTATION
(ON BEHALF OF THE GOVERNOR AS WELL AS THE SECRETARY)

Stantec
4/15/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	YORK	0083	091 090	3 OF 291
SPRINGETTSBURY TOWNSHIP, SPRING GARDEN TOWNSHIP, AND NORTH YORK BOROUGH				

REVISION NUMBER	REVISIONS	DATE	BY

LIST OF PROPERTY OWNERS

(5) STANDARD CONCRETE PRODUCTS CO.

(6) COMMERCIAL INDUSTRIES CORP.

(7) POWDER MILL CORP.

(8) HAY STREET PROPERTIES, L.P.

(10) INCH'S 700 SHERMAN, LLC

(17) NORTH SHERMAN PROPERTIES LLC

(18) K/G WHITEFORD LIMITED PARTNERSHIP

(20) PENNSYLVANIA LINES LLC

(21) IWM INTERNATIONAL, LLC

(22) YORK BUILDING PRODUCTS CO., INC.

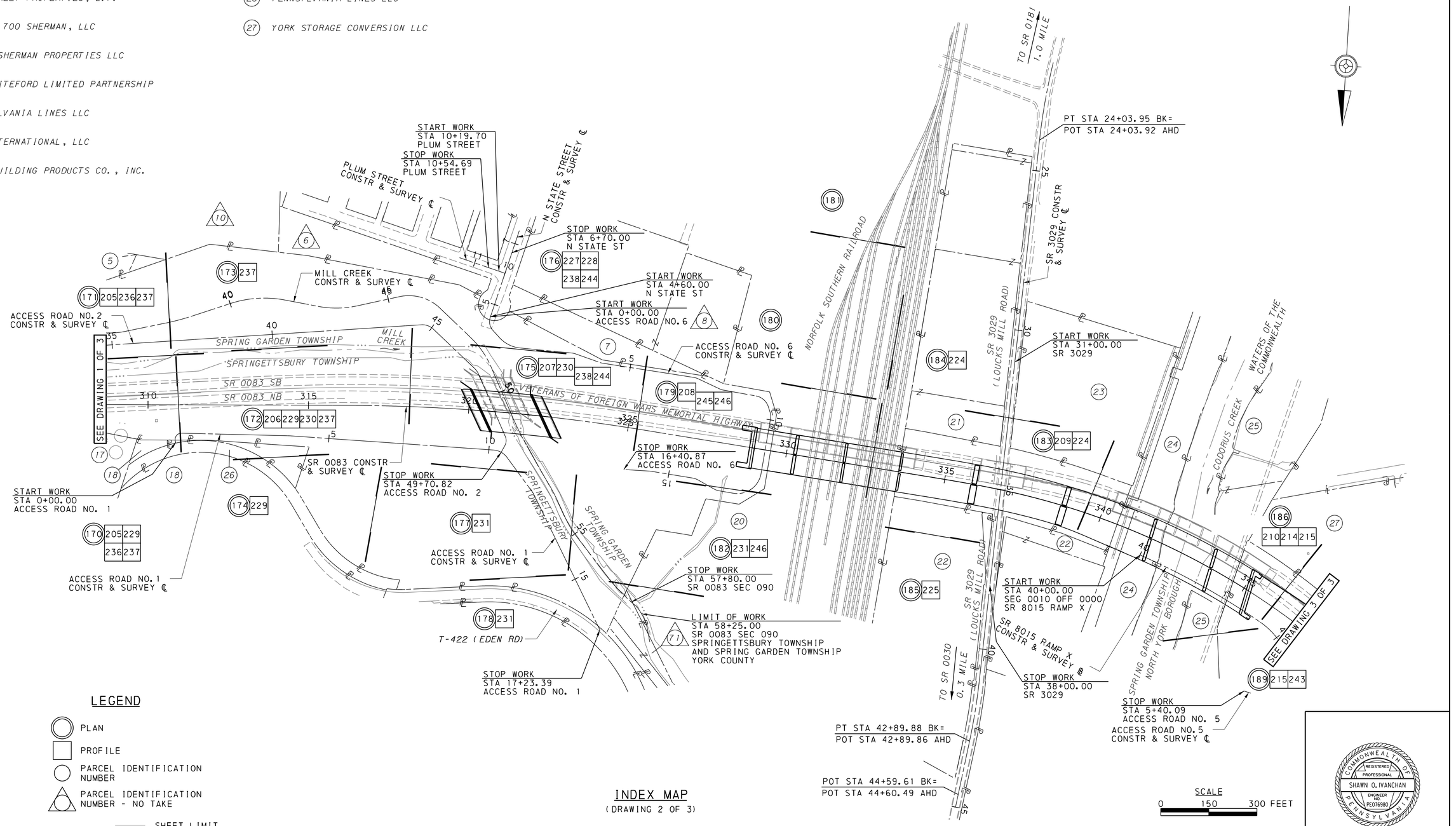
(23) GROWMARK FS, LLC

(24) WESTERN MARYLAND RAILWAY COMPANY

(25) THE CITY OF YORK

(26) PENNSYLVANIA LINES LLC

(27) YORK STORAGE CONVERSION LLC



LEGEND

PLAN

PROFILE

PARCEL IDENTIFICATION NUMBER

PARCEL IDENTIFICATION NUMBER - NO TAKE

SHEET LIMIT

INDEX MAP

(DRAWING 2 OF 3)

SCALE

0 150 300 FEET

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
SHAWN O. IVANCHAN
ENGINEER NO. PE076980

Stantec
4/6/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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TABULATION OF OVERALL LENGTH - SR 0083 SEC 091

STA 238+00.00 TO STA 238+74.92 BK	=	74.92 FT	= 0.014 MILES
STA 238+74.88 AHD TO STA 280+83.15 BK	=	4,208.27 FT	= 0.797 MILES
STA 281+48.36 AHD TO STA 357+19.96 BK	=	7,571.60 FT	= 1.434 MILES
STA 357+79.28 AHD TO STA 364+50.00	=	670.72 FT	= 0.127 MILES
TOTAL	=	12,525.51 FT	= 2.372 MILES

TABULATION OF CONSTRUCTION LENGTH - SR 0083 SEC 091

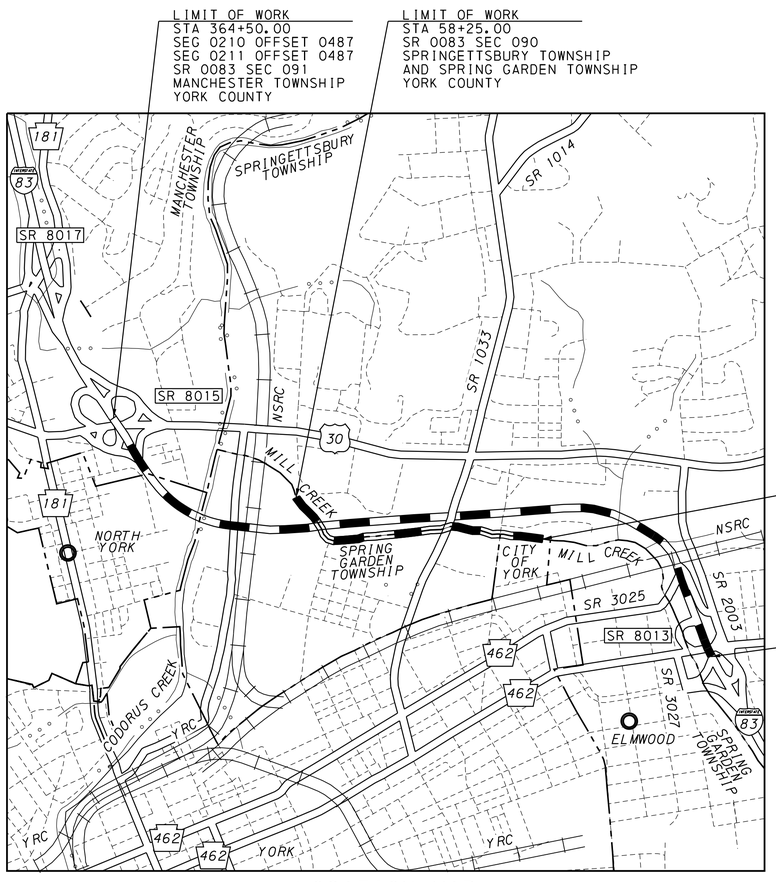
STA 238+50.00 TO STA 238+74.92 BK	=	24.92 FT	= 0.005 MILES
STA 238+74.88 AHD TO STA 280+83.15 BK	=	4,208.27 FT	= 0.797 MILES
STA 281+48.36 AHD TO STA 357+19.96 BK	=	7,571.60 FT	= 1.434 MILES
STA 357+79.28 AHD TO STA 363+60.75	=	581.47 FT	= 0.110 MILES
TOTAL	=	12,386.26 FT	= 2.346 MILES

TABULATION OF OVERALL LENGTH - MILL CREEK SEC 090

STA 12+00.00 TO STA 58+25.00 = 4,625.00 FT = 0.876 MILES

TABULATION OF CONSTRUCTION LENGTH - MILL CREEK SEC 090

STA 12+65.00 TO STA 57+80.00 = 4,515.00 FT = 0.855 MILES



LOCATION MAP

SCALE IN MILES
0 1/4 1/2

LEGEND

PROJECT
STATE HIGHWAY
TOWNSHIP ROAD
RAILROAD

LIST OF EQUALITIES

SR 0083 STA 238+74.92 BK = STA 238+74.88 AHD
SR 0083 STA 280+83.15 BK = STA 281+48.36 AHD
SR 0083 STA 357+19.96 BK = STA 357+79.28 AHD
SR 0083 STA 373+15.22 BK = STA 840+99.75 AHD
SR 3029 STA 24+03.95 BK = STA 24+03.92 AHD
SR 3029 STA 42+89.88 BK = STA 42+89.86 AHD
SR 3029 STA 44+59.61 BK = STA 44+60.49 AHD
SR 0030 STA 458+56.68 BK = STA 458+80.06 AHD
CHANNEL 31 STA 12+54.49 BK = STA 12+60.00 AHD

GENERAL NOTES

THE LEGAL RIGHT-OF-WAY ON SR 0083, FORMERLY LR 789, FROM STA 228+63.93 TO STA 268+69.43 IS VARIABLE IN WIDTH BASED ON PLAN OF SR 0083 SECTION NO. 092 GR/W SIGNED BY THE GOVERNOR ON MARCH 2, 2025 AND RE-RECORDED IN THE YORK COUNTY RECORDER OF DEEDS IN PLAN BOOK 2870, PAGE 3980 ON MARCH 20, 2025.

THE LEGAL RIGHT-OF-WAY ON SR 0083, FORMERLY LR 789, FROM STA 268+69.43 TO STA 273+95.20 IS VARIABLE IN WIDTH BASED ON PLAN OF LR 789 SECTION NO. 1 SIGNED BY THE GOVERNOR ON APRIL 8, 1957 AND RECORDED IN THE YORK COUNTY RECORDER OF DEEDS IN PLAN BOOK I, PAGE 8.

THE LEGAL RIGHT-OF-WAY ON SR 0083, FORMERLY LR 789, FROM STA 273+95.20 TO STA 367+28.31 IS VARIABLE IN WIDTH BASED ON PLAN OF SR 0083 SECTION NO. 091 R/W SIGNED BY THE GOVERNOR ON FEBRUARY 4, 2026 AND RE-RECORDED IN THE YORK COUNTY RECORDER OF DEEDS IN PLAN BOOK 2882, PAGE 3047 ON FEBRUARY, 12, 2026.

THE LEGAL RIGHT-OF-WAY ON SR 0083, FORMERLY LR 789, FROM STA 272+53.06 TO STA 327+79.20 IS VARIABLE IN WIDTH BASED ON PLAN OF SR 0083 SECTION NO. 090 R/W SIGNED BY THE GOVERNOR ON OCTOBER 3, 2024 AND RE-RECORDED IN THE YORK COUNTY RECORDER OF DEEDS IN PLAN BOOK 2852, PAGE 1771 ON OCTOBER 30, 2024.

THE LEGAL RIGHT-OF-WAY ON SR 0030, FORMERLY LR 1069, FROM STA 345+10.00 TO STA 451+25.00 IS VARIABLE IN WIDTH BASED ON PLAN OF SR 0030 SECTION NO. 001 R/W SIGNED BY THE GOVERNOR ON OCTOBER 27, 1997 AND RECORDED IN THE YORK COUNTY RECORDER OF DEEDS IN PLAN BOOK S, PAGE 299.

THE LEGAL RIGHT-OF-WAY ON SR 0030, FORMERLY LR 1069, FROM STA 451+25.00 TO STA 465+82.00 IS VARIABLE IN WIDTH BASED ON PLAN OF LR 789 SECTION NO. 1 SIGNED BY THE GOVERNOR ON APRIL 8, 1957 AND RECORDED IN THE YORK COUNTY RECORDER OF DEEDS IN PLAN BOOK I, PAGE 8.

THE LEGAL RIGHT-OF-WAY ON SR 0030, FORMERLY LR 1069, FROM STA 465+82.00 TO STA 712+25.92 IS VARIABLE IN WIDTH BASED ON PLAN OF SR 0030 SECTION NO. B01 R/W SIGNED BY THE GOVERNOR ON APRIL 5, 2000 AND RECORDED IN THE YORK COUNTY RECORDER OF DEEDS IN PLAN BOOK S, PAGE 291.

THE LEGAL RIGHT-OF-WAY ON SR 1033, FORMERLY LR 66021, FROM STA 55+75.00 TO STA 57+25.00 IS VARIABLE IN WIDTH BASED ON PLAN OF SR 1033 SECTION NO. 004 R/W SIGNED BY THE GOVERNOR ON DECEMBER 21, 2009 AND RECORDED IN THE YORK COUNTY RECORDER OF DEEDS IN PLAN BOOK 2058, PAGE 6644.

THE LEGAL RIGHT-OF-WAY ON SR 1033, FORMERLY LR 66021, FROM STA 57+25.00 TO STA 63+71.00 IS VARIABLE IN WIDTH BASED ON PLAN OF SR 0083 SECTION NO. 090 R/W SIGNED BY THE GOVERNOR ON OCTOBER 3, 2024 AND RE-RECORDED IN THE YORK COUNTY RECORDER OF DEEDS IN PLAN BOOK 2852, PAGE 1771 ON OCTOBER 30, 2024.

THE LEGAL RIGHT-OF-WAY ON SR 1033, FORMERLY LR 66021, FROM STA 63+71.00 TO STA 68+73.57 IS 70 FEET IN WIDTH BASED ON PLAN OF LR 789 SECTION NO. 1 SIGNED BY THE GOVERNOR ON APRIL 8, 1957 AND RECORDED IN THE YORK COUNTY RECORDER OF DEEDS IN PLAN BOOK I, PAGE 8.

GENERAL NOTES (CONTINUED)

THE LEGAL RIGHT-OF-WAY ON SR 3029, ALSO KNOWN AS LOUCKS MILL ROAD, FROM STA 0+00.00 TO STA 48+00.00 IS VARIABLE IN WIDTH BASED ON PLAN OF SR 3065, SECTION 002 AND SR 3029, SECTION 003 SIGNED ON NOVEMBER 15, 1999.

THE LEGAL RIGHT-OF-WAY ON SR 4055, FROM STA 12+75.00 TO STA 17+71.16 IS 50 FEET IN WIDTH BASED ON MANCHESTER TOWNSHIP RESOLUTION 76-6 DATED SEPTEMBER 28, 1976.

THE LEGAL RIGHT-OF-WAY ON T-422 IS 50 FEET IN WIDTH BASED ON THE ACTUAL WIDTH OCCUPIED BY THE PAVEMENT AND SHOULDERS MEASURED IN THE FIELD. THERE IS NO PUBLIC RECORD OF OTHER WIDTH.

THE LEGAL RIGHT-OF-WAY ON T-509, FROM STA 0+08.97 TO STA 1+53.63 IS VARIABLE IN WIDTH BASED ON PLAN OF LR 789 SECTION NO. 1 SIGNED BY THE GOVERNOR ON APRIL 8, 1957 AND RECORDED IN THE YORK COUNTY RECORDER OF DEEDS IN PLAN BOOK I, PAGE 8.

THE LEGAL RIGHT-OF-WAY ON T-511, FROM STA 2+58.92 TO STA 8+09.39 IS VARIABLE IN WIDTH BASED ON PLAN OF LR 789 SECTION NO. 1 SIGNED BY THE GOVERNOR ON APRIL 8, 1957 AND RECORDED IN THE YORK COUNTY RECORDER OF DEEDS IN PLAN BOOK I, PAGE 8.

THE LEGAL RIGHT-OF-WAY ON T-513, FROM STA 2+62.36 TO STA 10+87.86 IS VARIABLE IN WIDTH BASED ON PLAN OF LR 789 SECTION NO. 1 SIGNED BY THE GOVERNOR ON APRIL 8, 1957 AND RECORDED IN THE YORK COUNTY RECORDER OF DEEDS IN PLAN BOOK I, PAGE 8.

THE LEGAL RIGHT-OF-WAY ON T-840, FROM STA 0+00.00 TO STA 3+00.00 IS 50 FEET IN WIDTH BASED ON THE PLAN OF SR 0030 SEC 001 R/W SIGNED BY THE GOVERNOR ON OCTOBER 27, 1997 AND RECORDED IN THE YORK COUNTY RECORDER OF DEEDS IN PLAN BOOK S, PAGE 299.

THE LEGAL RIGHT-OF-WAY ON T-854, ALSO KNOWN AS EBERTS LANE, FROM STA 11+72.00 TO STA 14+15.00 IS 50 FEET IN WIDTH BASED ON PLAN OF SR 1033 SECTION NO. 004 R/W SIGNED BY THE GOVERNOR ON DECEMBER 21, 2009 AND RECORDED IN THE YORK COUNTY RECORDER OF DEEDS IN PLAN BOOK 2058, PAGE 6644.

THE LEGAL RIGHT-OF-WAY ON T-854, ALSO KNOWN AS EBERTS LANE, FROM STA 14+15.00 TO STA 16+75.00 IS 120 FEET IN WIDTH BASED ON PLAN OF SR 0083 SECTION NO. 090 R/W SIGNED BY THE GOVERNOR ON OCTOBER 3, 2024 AND RE-RECORDED IN THE YORK COUNTY RECORDER OF DEEDS IN PLAN BOOK 2852, PAGE 1771 ON OCTOBER 30, 2024.

THE LEGAL RIGHT-OF-WAY ON T-854, ALSO KNOWN AS EBERTS LANE, FROM STA 16+75.00 TO STA 22+00.00 IS VARIABLE IN WIDTH BASED ON PLAN OF SR 1033 SECTION NO. 004 R/W SIGNED BY THE GOVERNOR ON DECEMBER 21, 2009 AND RECORDED IN THE YORK COUNTY RECORDER OF DEEDS IN PLAN BOOK 2058, PAGE 6644.

THE LEGAL RIGHT-OF-WAY ON COLUMBIA AVENUE, FROM STA 7+88.53 TO STA 13+06.43 IS VARIABLE IN WIDTH BASED ON PLAN OF LR 789 SECTION NO. 1 SIGNED BY THE GOVERNOR ON APRIL 8, 1957 AND RECORDED IN THE YORK COUNTY RECORDER OF DEEDS IN PLAN BOOK I, PAGE 8.

THE LEGAL RIGHT-OF-WAY ON WINDSOR STREET IS VARIABLE BASED ON THE ACTUAL WIDTH OCCUPIED BY THE PAVEMENT AND SHOULDERS MEASURED IN THE FIELD. THERE IS NO PUBLIC RECORD OF OTHER WIDTH.

THE LEGAL RIGHT-OF-WAY ON THE FOLLOWING TOWNSHIP STREETS IS BASED ON DEEDS OF RECORD AND AS SHOWN ON THE FOLLOWING SUBDIVISION PLANS:

STREET	WIDTH	SOURCE
PLUM STREET	60 FEET	WINDSOR PARK SUBDIVISION, PB 21-U, PG 701
NORTH STATE STREET	70 FEET	WINDSOR PARK SUBDIVISION, PB 21-U, PG 701

SR 0083, PREVIOUSLY KNOWN AS LR 789.

DEMOLISH AND REMOVE BUILDINGS AND STRUCTURES MARKED [D] AS LUMP SUM ITEMS AT THE LOCATIONS INDICATED.

EARTHWORK SUMMARY ENTIRE PROJECT

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

CU YDS OF EXCAVATION						CUBIC YDS OF COMPLETED EMBANKMENT*	CUBIC YDS OF BORROW EXCAVATION	CUBIC YDS OF SELECTED BORROW	CUBIC YDS OF WASTE
CLASS 1	CLASS 1A	CLASS 1C	CLASS 2	CLASS 3	CLASS 4				
338,249	--	--	29,069	44,345 **	5	353,333	57,991	31,274	118,117

* INCLUDES ALL BORROW ITEMS
** 44,345 CY INCLUDED IN LUMP SUM STRUCTURE QUANTITIES

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	YORK	0083	091 090	5 OF 291

SPRINGETTSBURY TOWNSHIP, SPRING GARDEN TOWNSHIP, CITY OF YORK, NORTH YORK BOROUGH & MANCHESTER TOWNSHIP

REVISION NUMBER	REVISIONS	DATE	BY

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
SHAWN O. IVANCHAN
ENGINEER NO. PE076980

Stantec
4/6/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	YORK	0083	091 090	6 OF 291

SPRINGETTSBURY TOWNSHIP, SPRING GARDEN TOWNSHIP,
CITY OF YORK, NORTH YORK BOROUGH & MANCHESTER TOWNSHIP

REVISION NUMBER	REVISIONS	DATE	BY

GENERAL NOTES (CONTINUED)

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

RC-10M	JUN 1, 2010	RC-73M	FEB 8, 2019	BC-732M	NOV 23, 2022
RC-11M	JUN 1, 2010	RC-74M	FEB 8, 2019	BC-734M	FEB 19, 2021
RC-12M	NOV 1, 2022	RC-75M	JUN 1, 2010	BC-735M	SEP 30, 2016
RC-13M	JUN 1, 2010	RC-77M	DEC 17, 2019	BC-736M	NOV 23, 2022
RC-14M	NOV 1, 2022	RC-78M	FEB 8, 2019	BC-741M	AUG 4, 2017
RC-20M	DEC 18, 2024	RC-80M	DEC 18, 2024	BC-747M	JUL 10, 2025
RC-22M	FEB 8, 2019	RC-81M	JUN 1, 2010	BC-751M	JAN 31, 2019
RC-23M	DEC 18, 2024	RC-82M	JUN 1, 2010	BC-752M	NOV 23, 2022
RC-25M	FEB 27, 2023	RC-84M	JUN 1, 2010	BC-753M	JAN 31, 2019
RC-28M	SEP 1, 2023	RC-91M	DEC 17, 2019	BC-754M	NOV 23, 2022
RC-30M	DEC 18, 2024			BC-755M	JAN 31, 2019
RC-31M	DEC 18, 2024	TC-8600	JUN 13, 2013	BC-756M	NOV 23, 2022
RC-32M	JUN 1, 2010	TC-8604	AUG 17, 2021	BC-757M	SEP 30, 2016
RC-33M	JUN 1, 2010	TC-8700C	JUN 13, 2013	BC-766M	NOV 23, 2022
RC-36M	JUN 1, 2010	TC-8701A	JUN 13, 2013	BC-767M	NOV 23, 2022
RC-38M	SEP 16, 2016	TC-8701D	JUN 13, 2013	BC-775M	NOV 23, 2022
RC-39M	NOV 30, 2021	TC-8701E	JUN 13, 2013	BC-788M	NOV 23, 2022
RC-40M	FEB 8, 2019	TC-8701S	JUN 13, 2013	BC-798M	FEB 14, 2023
RC-43M	FEB 8, 2019	TC-8702A	JUN 13, 2013		
RC-45M	FEB 19, 2021	TC-8702B	JUN 13, 2013	ITS-10	FEB 20, 2024
RC-46M	FEB 19, 2021	TC-8702C	JUN 13, 2013	ITS-11	FEB 20, 2024
RC-50M	DEC 18, 2024	TC-8702D	JUN 13, 2013	ITS-12	FEB 20, 2024
RC-51M	DEC 18, 2024	TC-8710	JUN 13, 2013	ITS-20	FEB 20, 2024
RC-54M	DEC 18, 2024	TC-8716	FEB 21, 2024	ITS-21	FEB 20, 2024
RC-56M	SEP 1, 2023	TC-8717	JUN 13, 2013	ITS-23	FEB 20, 2024
RC-57M	SEP 1, 2023	TC-8801	JAN 27, 2025	ITS-30	FEB 20, 2024
RC-58M	DEC 18, 2024	TC-8802	JUN 20, 2023	ITS-31	FEB 20, 2024
RC-59M	DEC 18, 2024	TC-8803	JAN 27, 2025	ITS-32	FEB 20, 2024
RC-60M	JUN 1, 2010	TC-8804	JAN 27, 2025	ITS-40	FEB 20, 2024
RC-61M	JUN 1, 2010	TC-8805	JAN 27, 2025	ITS-41	FEB 20, 2024
RC-64M	FEB 19, 2021	TC-8806	JAN 27, 2025	ITS-43	FEB 20, 2024
RC-65M	DEC 17, 2019			ITS-44	FEB 20, 2024
RC-67M	FEB 19, 2021	BC-701M	NOV 23, 2022	ITS-45	FEB 20, 2024
RC-70M	FEB 8, 2019	BC-719M	MAR 27, 2024	ITS-60	FEB 20, 2024
RC-71M	AUG 4, 2017	BC-721M	FEB 19, 2021	ITS-62	FEB 20, 2024
RC-72M	FEB 8, 2019	BC-722M	FEB 19, 2021	ITS-90	FEB 20, 2024

DO NOT INTERFERE WITH THE OPERATION OF ANY FIRE HYDRANT, FIRE CALL BOX OR POLICE CALL BOX.

THIS IS A FEDERAL-AID PROJECT, AND AS SUCH, IS SUBJECT TO THE INSPECTION BY REPRESENTATIVES OF THE FEDERAL HIGHWAY ADMINISTRATION AND THE PENNSYLVANIA DEPARTMENT OF TRANSPORTATION.

VACATIONS AS SHOWN ON THIS PLAN ARE EFFECTIVE ONLY AFTER AN ORDER OF VACATION HAS BEEN EXECUTED BY THE DEPARTMENT AND FILED IN THE APPROPRIATE COUNTY COURTHOUSE.

THREE TO TEN WORKING DAYS PRIOR TO EXCAVATION BASED ON THE COMPLEXITY OF THE PROJECT, THE CONTRACTOR MUST CONTACT THE PA ONE CALL SYSTEM, INC., PHONE 1-800-242-1776,
SERIAL NO. ---------- FOR SPRINGETTSBURY TOWNSHIP,
SERIAL NO. ---------- FOR SPRING GARDEN TOWNSHIP,
SERIAL NO. ---------- FOR CITY OF YORK,
SERIAL NO. ---------- FOR NORTH YORK BOROUGH, AND
SERIAL NO. ---------- FOR MANCHESTER TOWNSHIP.
ADDITIONAL INFORMATION IS AVAILABLE AT
HTTPS://WWW.PA1CALL.ORG/PA811/PUBLIC/.

THE CONTRACTOR IS REQUIRED TO NOTIFY THE DEPARTMENT AND SUBMIT AN ALLEGED VIOLATION REPORT (AVR) TO THE PA PUBLIC UTILITY COMMISSION THROUGH THE PA ONE CALL SYSTEM, WWW.PA1CALL.ORG, WITHIN TEN (10) BUSINESS DAYS AFTER A UTILITY LINE IS STRUCK, DAMAGED, OR PREVIOUS DAMAGE IS DISCOVERED AS REQUIRED BY PENNSYLVANIA'S UNDERGROUND UTILITY LINE PROTECTION LAW ACT 50 (P.L.852, NO. 287 AMENDED OCT. 30, 2017).

THE HORIZONTAL CONTROL IS BASED THE PENNSYLVANIA COORDINATE SYSTEM, SOUTH ZONE, NORTH AMERICAN DATUM OF 1983 (2011).

ALL HORIZONTAL CURVES IN ARC DEFINITION UNLESS OTHERWISE NOTED.

THE HORIZONTAL CONTROL COMBINED SCALE FACTOR IS 0.999976200.

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

CODORUS CREEK IS A NAVIGABLE STREAM.

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

CHANNEL EASEMENT. AN EASEMENT FOR THE CONSTRUCTION, INSPECTION, MAINTENANCE, REPAIR, RECONSTRUCTION AND ALTERATION OF THE COURSE OF THE CHANNEL. THE EASEMENT SHALL NOT PREVENT THE PROPERTY OWNER FROM MAKING ANY LEGAL USE OF THE AREA WHICH IS NOT DETRIMENTAL TO THE NECESSARY FLOW OF WATER.

DRAINAGE EASEMENT. AN EASEMENT FOR THE CONSTRUCTION, INSPECTION, MAINTENANCE, REPAIR, RECONSTRUCTION AND ALTERATION OF HIGHWAY DRAINAGE FACILITIES. THE EASEMENT SHALL NOT PREVENT THE PROPERTY OWNER FROM MAKING ANY LEGAL USE OF THE AREA WHICH IS NOT DETRIMENTAL TO THE NECESSARY FLOW OF WATER. HOWEVER, NO STRUCTURE OF ANY KIND MAY BE ERECTED IN THE AREA, NOR MAY ANY PIPE OR DITCH BE CONNECTED TO THE DEPARTMENT'S PIPE OR DITCH WITHOUT ADVANCED WRITTEN APPROVAL BY THE DEPARTMENT OF TRANSPORTATION.

GENERAL NOTES (CONTINUED)

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

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

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

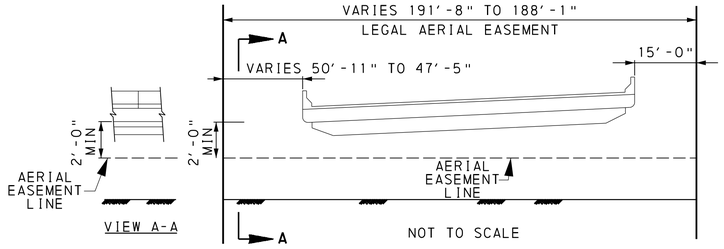
NO BUILDING OR OTHER FACILITY SHALL BE CONSTRUCTED ON PROPERTY WITHOUT PRIOR AUTHORITY OF THE DEPARTMENT OF TRANSPORTATION. IF AND WHEN SUCH AUTHORITY IS GRANTED, THE PLANS FOR THE BUILDING OR FACILITY AND CONSTRUCTION METHODS SHALL BE SUBJECT TO THE APPROVAL OF THE DEPARTMENT OF TRANSPORTATION.

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

ANY SUBSTANTIAL CHANGE IN PROPERTY USE TO BE MADE SUBSEQUENT TO THE ACQUISITION OF THE EASEMENT SHALL BE SUBJECT TO THE APPROVAL OF THE DEPARTMENT OF TRANSPORTATION.

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.

AERIAL EASEMENT SKETCH

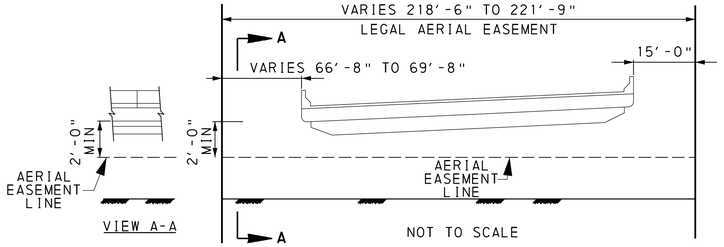


SKETCH SHOWING ESTATE ACQUIRED FOR A LIMITED AERIAL EASEMENT

FROM STA 329+50.00 TO STA 333+53.68

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 MOVING VEHICLES SUCH AS TRUCKS OR RAILROAD ROLLING STOCK.

AERIAL EASEMENT SKETCH



SKETCH SHOWING ESTATE ACQUIRED FOR A LIMITED AERIAL EASEMENT

FROM STA 340+54.90 TO STA 342+26.53

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 MOVING VEHICLES SUCH AS TRUCKS OR RAILROAD ROLLING STOCK.

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
SHAWN O. IVANCHAN
ENGINEER NO. PE076980

Stantec
4/6/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
U:\2027131442\1.100 Records\13.0 CADD\13.1 Highway\0083-091\CN\1442cn0N01.dgn

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DOT_ANSI D_PDF.plt

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	YORK	0083	091 090	16 OF 291

SPRINGETTSBURY TOWNSHIP, SPRING GARDEN TOWNSHIP,
CITY OF YORK, NORTH YORK BOROUGH & MANCHESTER TOWNSHIP

REVISION NUMBER	REVISIONS	DATE	BY

0083 / 3 — SR 0083
PI STA 268+53.42
Δ = 76°51'02" LT
Δc = 67°05'53" LT
Rc = 1910.08'
Lc = 2236.86'
θs = 4°10'56"LT (IN) , 5°34'13"LT (OUT)
Ls = 278.85'(IN) , 371.39'(OUT)
Ts = 1657.38'(IN) , 1701.96'(OUT)
Es = 531.06'
K = 139.40'(IN) , 185.64'(OUT)
p = 1.70'(IN) , 3.01'(OUT)
xc = 278.70'(IN) , 371.04'(OUT)
yc = 6.78'(IN) , 12.03'(OUT)
LT = 185.95'(IN) , 247.72'(OUT)
ST = 93.00'(IN) , 123.91'(OUT)
LC = 278.78'(IN) , 371.23'(OUT)
IN: N19°21'30"W
OUT: S83°47'28"W
TS STA 251+96.04
SC STA 254+74.89
CS STA 277+11.76
ST STA 280+83.15
SUPERELEVATE 5.6%

0083 / 4A — SR0083
PI STA 304+00.00
Δ = 2°53'30" RT
T = 281.41'
L = 562.70'
R = 11149.00'
E = 3.55'
IN: S83°47'28"W
OUT: S86°40'58"W
PC STA 301+18.59
PT STA 306+81.29
SUPERELEVATE NC

0083 / 4B — SR0083
PI STA 320+85.03
Δ = 9°06'09" RT
T = 461.70'
L = 921.45'
R = 5800.00'
E = 18.35'
IN: S86°40'58"W
OUT: N84°12'52"W
PC STA 316+23.34
PT STA 325+44.79
SUPERELEVATE 2.8%

1033 / 2 — SR1033
PI STA 58+48.86
Δ = 6°38'44" LT
T = 166.33'
L = 332.28'
R = 2864.79'
E = 4.82'
IN: N27°50'52"E
OUT: N21°12'08"E
PC STA 56+82.54
PT STA 60+14.82
SUPERELEVATE 2.2%

1033 / 3 — SR1033
PI STA 68+13.45
Δ = 5°36'46" LT
T = 140.43'
L = 280.64'
R = 2864.79'
E = 3.44'
IN: N21°12'08"E
OUT: N15°35'22"E
PC STA 66+73.02
PT STA 69+53.66
SUPERELEVATE 2.2%

T854 / 1 — T854
PI STA 15+84.00
Δ = 0°25'07" RT
T = 27.91'
L = 55.82'
R = 7639.44'
E = 0.05'
IN: N6°38'54"E
OUT: N7°04'02"E
PC STA 15+56.09
PT STA 16+11.91
SUPERELEVATE NC

MILL CREEK 1 — MILL CREEK
PI STA 8+61.55
Δ = 14°28'14" RT
T = 15.50'
L = 30.84'
R = 122.09'
E = 0.98'
IN: N80°03'57"W
OUT: N65°35'43"W
PC STA 8+46.05
PT STA 8+76.89

MILL CREEK 2 — MILL CREEK
PI STA 9+83.04
Δ = 25°24'36" LT
T = 19.93'
L = 39.21'
R = 88.41'
E = 2.22'
IN: N65°35'43"W
OUT: S88°59'41"W
PC STA 9+63.11
PT STA 10+02.32

MILL CREEK 3 — MILL CREEK
PI STA 13+17.54
Δ = 5°08'31" RT
T = 6.74'
L = 13.46'
R = 150.00'
E = 0.15'
IN: S88°59'41"W
OUT: N85°51'48"W
PC STA 13+10.81
PT STA 13+24.27

MILL CREEK 4 — MILL CREEK
PI STA 15+14.50
Δ = 0°12'20" RT
IN: N85°51'48"W
OUT: N85°39'27"W

MILL CREEK 5 — MILL CREEK
PI STA 16+00.00
Δ = 4°32'00" RT
IN: N85°39'27"W
OUT: N81°07'27"W

MILL CREEK 6 — MILL CREEK
PI STA 18+07.52
Δ = 11°36'14" RT
T = 43.91'
L = 87.53'
R = 432.18'
E = 2.23'
IN: N81°07'27"W
OUT: N69°31'13"W
PC STA 17+63.61
PT STA 18+51.14

MILL CREEK 7 — MILL CREEK
PI STA 20+06.92
Δ = 21°22'47" LT
T = 35.30'
L = 69.79'
R = 187.02'
E = 3.30'
IN: N69°31'13"W
OUT: S89°06'00"W
PC STA 19+71.61
PT STA 20+41.40

MILL CREEK 8 — MILL CREEK
PI STA 22+16.90
Δ = 13°08'47" LT
T = 59.10'
L = 117.67'
R = 512.85'
E = 3.39'
IN: S89°06'00"W
OUT: S75°57'13"W
PC STA 21+57.81
PT STA 22+75.48

MILL CREEK 9 — MILL CREEK
PI STA 25+10.39
Δ = 10°32'02" RT
T = 57.07'
L = 113.81'
R = 619.06'
E = 2.62'
IN: S75°57'13"W
OUT: N86°29'14"W
PC STA 24+53.32
PT STA 25+67.14

MILL CREEK 10 — MILL CREEK
PI STA 28+09.14
Δ = 35°08'51" LT
T = 78.75'
L = 152.53'
R = 248.65'
E = 12.17'
IN: S86°29'14"W
OUT: S51°20'23"W
PC STA 27+30.38
PT STA 28+82.92

MILL CREEK 11 — MILL CREEK
PI STA 30+64.11
Δ = 29°45'45" RT
T = 51.53'
L = 100.74'
R = 193.93'
E = 6.73'
IN: S51°20'23"W
OUT: S81°06'09"W
PC STA 30+12.57
PT STA 31+13.31

MILL CREEK 12 — MILL CREEK
PI STA 33+14.40
Δ = 33°56'09" RT
T = 66.37'
L = 128.84'
R = 217.53'
E = 9.90'
IN: S81°06'09"W
OUT: N64°57'43"W
PC STA 32+48.02
PT STA 33+76.87

MILL CREEK 13 — MILL CREEK
PI STA 35+85.40
Δ = 40°07'39" LT
T = 78.78'
L = 151.07'
R = 215.70'
E = 13.94'
IN: N64°57'43"W
OUT: S74°54'38"W
PC STA 35+06.62
PT STA 36+57.69

MILL CREEK 14 — MILL CREEK
PI STA 38+32.21
Δ = 6°33'42" LT
T = 43.38'
L = 86.66'
R = 756.72'
E = 1.24'
IN: S74°54'38"W
OUT: S68°20'56"W
PC STA 37+88.84
PT STA 38+75.50

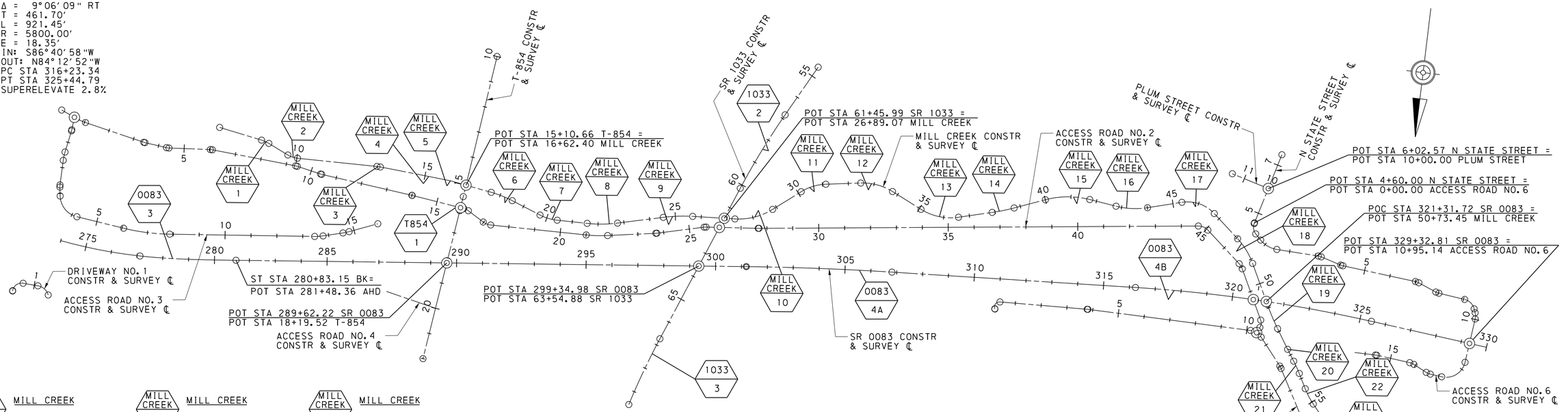
MILL CREEK 15 — MILL CREEK
PI STA 40+88.68
Δ = 28°56'51" RT
T = 88.45'
L = 173.13'
R = 342.67'
E = 11.23'
IN: S68°20'56"W
OUT: N82°42'13"W
PC STA 40+00.23
PT STA 41+73.36

MILL CREEK 16 — MILL CREEK
PI STA 43+40.18
Δ = 23°05'35" LT
T = 62.08'
L = 122.48'
R = 303.89'
E = 6.28'
IN: N82°42'13"W
OUT: S74°12'12"W
PC STA 42+78.10
PT STA 44+00.58

MILL CREEK 17 — MILL CREEK
PI STA 46+09.83
Δ = 56°03'19" RT
T = 74.89'
L = 137.63'
R = 140.68'
E = 18.69'
IN: S74°12'12"W
OUT: N49°44'29"W
PC STA 45+34.94
PT STA 46+72.58

MILL CREEK 18 — MILL CREEK
PI STA 48+61.99
Δ = 23°00'11" RT
T = 56.96'
L = 112.38'
R = 279.92'
E = 5.74'
IN: N49°44'29"W
OUT: N26°44'18"W
PC STA 48+05.03
PT STA 49+17.41

MILL CREEK 19 — MILL CREEK
PI STA 51+36.03
Δ = 6°05'43" LT
T = 50.82'
L = 101.55'
R = 954.56'
E = 1.35'
IN: N26°44'18"W
OUT: N32°50'01"W
PC STA 50+85.21
PT STA 51+86.75



MILL CREEK 20 — MILL CREEK
PI STA 52+75.66
Δ = 1°23'37" LT
IN: N32°50'01"W
OUT: N34°13'38"W

MILL CREEK 21 — MILL CREEK
PI STA 53+52.99
Δ = 5°56'34" RT
T = 25.95'
L = 51.86'
R = 500.00'
E = 0.67'
IN: N34°13'38"W
OUT: N28°17'04"W
PC STA 53+27.04
PT STA 53+78.90

MILL CREEK 22 — MILL CREEK
PI STA 54+75.97
Δ = 12°48'03" LT
T = 33.65'
L = 67.02'
R = 300.00'
E = 1.88'
IN: N28°17'04"W
OUT: N41°05'07"W
PC STA 54+42.32
PT STA 55+09.34

MILL CREEK 23 — MILL CREEK
PI STA 57+25.17
Δ = 11°49'08" LT
T = 62.10'
L = 123.77'
R = 600.00'
E = 3.21'
IN: N41°05'07"W
OUT: N52°54'15"W
PC STA 56+63.06
PT STA 57+86.83

MILL CREEK 24 — MILL CREEK
PI STA 58+02.89
Δ = 18°19'24" RT
T = 12.10'
L = 23.99'
R = 75.00'
E = 0.97'
IN: N52°54'15"W
OUT: N34°34'51"W
PC STA 57+90.80
PT STA 58+14.78

MILL CREEK 25 — MILL CREEK
PI STA 58+52.81
Δ = 20°53'58" RT
T = 27.66'
L = 54.71'
R = 150.00'
E = 2.53'
IN: N34°34'51"W
OUT: N13°40'53"W
PC STA 58+25.15
PT STA 58+79.86

GEOMETRY DATA
DRAWING 2 OF 5

SCALE
0 200 400 FEET

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
SHAWN O. IVANCHAN
ENGINEER NO. PE076980

4/6/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
U:\2027131\442\1.100 Records\13.0 CADD\13.1 Highway\0083-091\CN\1442cn1002.dgn
Stantec

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	YORK	0083	091 090	17 OF 291

SPRINGETTSBURY TOWNSHIP, SPRING GARDEN TOWNSHIP,
CITY OF YORK, NORTH YORK BOROUGH & MANCHESTER TOWNSHIP

REVISION NUMBER	REVISIONS	DATE	BY

0083 / 5 — SR 0083
PI STA 346+44.09
Δ = 48°51'23" RT
Δc = 41°58'16" RT
Rc = 2330.00'
Lc = 1727.07'
θs = 2°27'33" RT
Ls = 280.00'
Ts = 905.37'
Es = 169.72'
K = 139.98'
p = 1.40'
xc = 279.90'
yc = 5.61'
LT = 186.70'
ST = 93.37'
LC = 279.96'
IN: N84°12'52"W
OUT: N34°51'35"W
TS STA 334+32.89
SC STA 337+12.89
CS STA 354+39.96
ST STA 357+79.28
SUPERELEVATE 5.2%

X1 — SR 8015 RAMP X
PI STA 42+15.65
Δ = 10°51'29" RT
T = 215.65'
L = 430.00'
R = 2269.00'
E = 10.22'
IN: N69°46'02"W
OUT: N58°54'33"W
PC STA 40+00.00
PCC STA 44+30.00
SUPERELEVATE 5.2%

X2 — SR 8015 RAMP X
PI STA 45+99.61
Δ = 72°34'28" RT
T = 169.61'
L = 292.60'
R = 231.00'
E = 55.58'
IN: N58°54'33"W
OUT: N13°39'55"E
PCC STA 44+30.00
PT STA 47+22.60
SUPERELEVATE 6.0%

X3 — SR 8015 RAMP X
PI STA 49+90.81
Δ = 25°54'59" LT
T = 89.28'
L = 175.50'
R = 388.00'
E = 10.14'
IN: N13°39'55"E
OUT: N12°15'04"W
PC STA 49+01.53
PT STA 50+77.04
SUPERELEVATE 5.4%

Z1 — SR 8015 RAMP Z
PI STA 29+50.00
Δ = 1°01'11" RT
T = 50.00'
L = 100.00'
R = 5618.26'
E = 0.22'
IN: N78°59'51"E
OUT: N80°01'02"E
PC STA 29+00.00
PCC STA 30+00.00
SUPERELEVATE 2.0%

Z2 — SR 8015 RAMP Z
PI STA 30+63.38
Δ = 30°41'02" RT
T = 63.38'
L = 123.71'
R = 231.00'
E = 8.54'
IN: N80°01'02"E
OUT: S69°17'56"E
PCC STA 30+00.00
PCC STA 31+23.71
SUPERELEVATE 5.6%

Z3 — SR 8015 RAMP Z
PI STA 32+00.71
Δ = 56°16'16" RT
T = 77.00'
L = 141.42'
R = 144.00'
E = 19.30'
IN: S69°17'56"E
OUT: S13°01'40"E
PCC STA 31+23.71
PT STA 32+65.13
SUPERELEVATE 6.0%

Z4 — SR 8015 RAMP Z
PI STA 36+53.58
Δ = 69°16'50" LT
T = 170.65'
L = 298.67'
R = 247.00'
E = 53.22'
IN: S13°01'40"E
OUT: S82°18'29"E
PC STA 34+82.93
PT STA 37+81.60
SUPERELEVATE 5.6%

Z5 — SR 8015 RAMP Z
PI STA 41+83.60
Δ = 37°14'19" RT
T = 216.63'
L = 417.91'
R = 643.00'
E = 35.51'
IN: S82°18'29"E
OUT: S45°04'10"E
PC STA 39+66.97
PT STA 43+84.88
SUPERELEVATE 6.0%

Z6 — SR 8015 RAMP Z
PI STA 48+59.80
Δ = 7°29'40" LT
T = 156.60'
L = 312.74'
R = 2391.00'
E = 5.12'
IN: S45°04'10"E
OUT: S52°33'50"E
PC STA 47+03.20
PT STA 50+15.95
SUPERELEVATE 5.2%

0030 / 4 — SR 0030
PI STA 454+22.69
Δ = 8°47'53" RT
T = 435.70'
L = 869.69'
R = 5663.76'
E = 16.73'
IN: N78°42'01"E
OUT: N87°29'54"E
PC STA 449+86.99
PCC STA 458+56.68
SUPERELEVATE 2.0%

0030 / 5 — SR 0030
PI STA 459+44.59
Δ = 1°17'26" RT
T = 64.53'
L = 129.06'
R = 5730.22'
E = 0.36'
IN: N87°29'54"E
OUT: N88°47'19"E
PCC STA 458+56.68
PCC STA 460+09.12
SUPERELEVATE 2.0%

0030 / 6 — SR 0030
PI STA 462+71.40
Δ = 2°36'26" RT
T = 262.28'
L = 524.47'
R = 11525.97'
E = 2.98'
IN: N88°47'19"E
OUT: S88°36'15"E
PCC STA 460+09.12
PT STA 465+33.59
SUPERELEVATE NC

0030 / 7 — SR 0030
PI STA 472+19.42
Δ = 1°25'02" RT
T = 141.73'
L = 283.44'
R = 11459.16'
E = 0.88'
IN: S88°36'15"E
OUT: S87°11'13"E
PC STA 470+77.69
PT STA 473+61.14
SUPERELEVATE NC

T511 / 1 — T-511
PI STA 1+49.89
Δ = 92°17'44" RT
T = 149.89'
L = 231.96'
R = 144.00'
E = 63.85'
IN: N79°48'48"E
OUT: S7°53'28"E
PC STA 0+00.00
PRC STA 2+31.96

T511 / 2 — T-511
PI STA 4+93.49
Δ = 4°45'45" LT
T = 42.21'
L = 84.37'
R = 1015.00'
E = 0.88'
IN: S7°53'28"E
OUT: S12°39'13"E
PRC STA 4+51.28
PT STA 5+35.65

T513 / 1 — T-513
PI STA 4+94.29
Δ = 31°52'56" RT
T = 231.93'
L = 451.84'
R = 812.00'
E = 32.47'
IN: N77°20'47"E
OUT: S70°46'17"E
PC STA 2+62.35
PCC STA 7+14.19

T513 / 2 — T-513
PI STA 7+51.46
Δ = 10°20'20" RT
T = 37.27'
L = 74.34'
R = 412.00'
E = 1.68'
IN: S70°46'17"E
OUT: S60°25'57"E
PCC STA 7+14.19
PT STA 7+88.53

COLU / 1 — COLUMBIA AVE
PI STA 9+71.36
Δ = 47°51'31" RT
T = 182.83'
L = 344.14'
R = 412.00'
E = 38.74'
IN: S60°25'57"E
OUT: S12°34'25"E
PCC STA 7+88.53
PT STA 11+32.67

3029 / 3 — SR 3029
PI STA 22+81.32
Δ = 7°22'00" LT
T = 122.96'
L = 245.58'
R = 1910.08'
E = 3.95'
IN: N10°12'33"E
OUT: N2°50'33"E
PC STA 21+58.36
PT STA 24+03.95

3029 / 4 — SR 3029
PI STA 41+95.50
Δ = 5°40'00" RT
T = 94.53'
L = 188.91'
R = 1910.08'
E = 2.34'
IN: N2°50'33"E
OUT: N8°30'33"E
PC STA 41+00.97
PT STA 42+89.88

PT STA 24+03.95 BK=
POT STA 24+03.92 AHD

SR 3029 CONSTR & SURVEY ℄

POS STA 336+77.11 SR 0083 =
POT STA 35+00.19 SR 3029

SR 0083 CONSTR & SURVEY ℄

PT STA 42+89.88 BK=
POT STA 42+89.86 AHD

POT STA 44+59.61 BK=
POT STA 44+60.49 AHD

SR 8015 RAMP X CONSTR & SURVEY ℄

CHANNEL 31 CONSTR & SURVEY ℄

ACCESS ROAD NO.5 CONSTR & SURVEY ℄

POT STA 18+49.05 CHANNEL 31 =
POT STA 3+82.56 ACCESS ROAD NO.5

POC STA 341+60.40 SR 0083 61.00' RT =
POC STA 40+00.00 SR 8015 RAMP X

POT STA 12+59.57 SR 4055 15.00' RT =
POC STA 50+77.04 SR 8015 RAMP X =

POT STA 13+08.54 SR 4055 =
POT STA 0+00.00 ACCESS ROAD NO. 5 =

POC STA 7+88.53 T-513 =
POC STA 7+88.53 COLUMBIA AVENUE

COLUMBIA AVE CONSTR & SURVEY ℄

SR 8015 RAMP Z CONSTR & SURVEY ℄

POC STA 348+60.00 SR 0083 61.00' LT =
POC STA 50+15.95 SR 8015 RAMP Z

POT STA 47+81.18 SR 8015 RAMP X =
POT STA 18+21.05 CHANNEL 31

SEE DRAWING 4 OF 5 FOR ACCESS ROAD NO.5 GEOMETRY DATA

POT STA 12+54.49 BK=
POT STA 12+60.00 AHD

POS STA 354+82.74 SR 0083 =
POT STA 11+66.66 CHANNEL 31

PCC STA 458+56.68 BK=
POC STA 458+80.06 AHD

SEE DRAWING 4 OF 5 FOR CHANNEL 31 GEOMETRY DATA

SR 4055 CONSTR & SURVEY ℄

POT STA 466+82.57 SR 0030 =
POT STA 20+01.14 SR 4055

SR 0030 CONSTR & SURVEY ℄

ST STA 357+19.96 BK
POT STA 357+79.28 AHD

POC STA 43+09.80 SR 8015 RAMP Z=
POT STA 10+50.83 CHANNEL 31

POT STA 3+72.19 T-511 =
POT STA 9+39.05 T-840

T-509 CONSTR & SURVEY ℄

T-509 POT STA 2+53.63 BK=
T-513 POT STA 1+53.63 AHD

POT STA 2+53.63 T-509 =
POT STA 8+37.66 T-511 =
POT STA 1+53.63 T-513

T-513 CONSTR & SURVEY ℄

T-511 CONSTR & SURVEY ℄

POT STA 7+55.54 T-511 =
POT STA 3+20.87 CHANNEL 31

T-840 CONSTR & SURVEY ℄

POC STA 450+16.36 SR 0030 45.50' RT =
POC STA 29+00.00 SR 8015 RAMP Z

POC STA 29+80.00 SR 8015 RAMP Z =
POC STA 0+00.00 T-511

POT STA 364+92.09 SR 0083 =
POC STA 456+62.66 SR 0030

POT STA 373+15.22 BK=
PC STA 840+99.75 AHD

GEOMETRY DATA
DRAWING 3 OF 5

SCALE
0 200 400 FEET

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
SHAWN O. IVANCHAN
ENGINEER NO. PE076980

Stantec
4/6/2026
WORKSPACE: DOT 2015 (SURVEY FEET)
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DOT_ANSI D_PDF.plt

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1442-SR 0083-091_Pen Table Generator_CN_Black_Color_249-254.tbl
DOT_ANSI D_PDF.plt

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	YORK	0083	091 090	21 OF 291
SPRINGETTSBURY TOWNSHIP, SPRING GARDEN TOWNSHIP, CITY OF YORK, NORTH YORK BOROUGH & MANCHESTER TOWNSHIP				

REVISION NUMBER	REVISIONS	DATE	BY

◆ VARIES 12'-0" TO 8'-6" FROM STA 351+00.00 TO STA 355+00.00, RT.

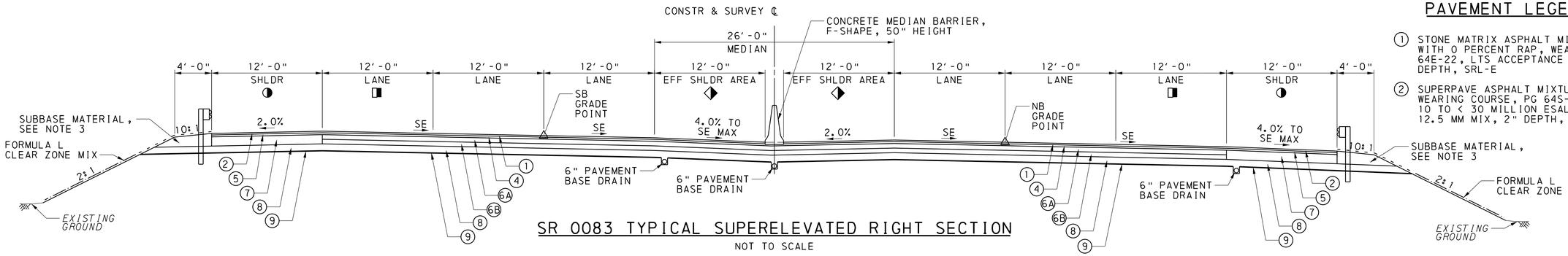
VARIES 12'-0" TO 5'-7" FROM STA 351+00.00 TO STA 355+00.00, LT.

◑ SEE RAMP X TYPICAL SECTION FROM STA 345+43.80 TO STA 347+14.30, RT.

SEE RAMP Z TYPICAL SECTION FROM STA 348+60.00 TO STA 352+29.81, LT.

◨ VARIES 24'-0" TO 12'-0" FROM STA 347+14.30 TO STA 351+00.00, RT. FROM STA 347+05.55 TO STA 347+45.02, RT, REFER TO GORE DETAILS

VARIES 12'-0" TO 24'-0" FROM STA 345+60.00 TO STA 348+60.00, LT. FROM STA 352+29.81 TO STA 353+44.59, LT, REFER TO GORE DETAILS (LANE ENDS AT STA 352+29.81, LT)

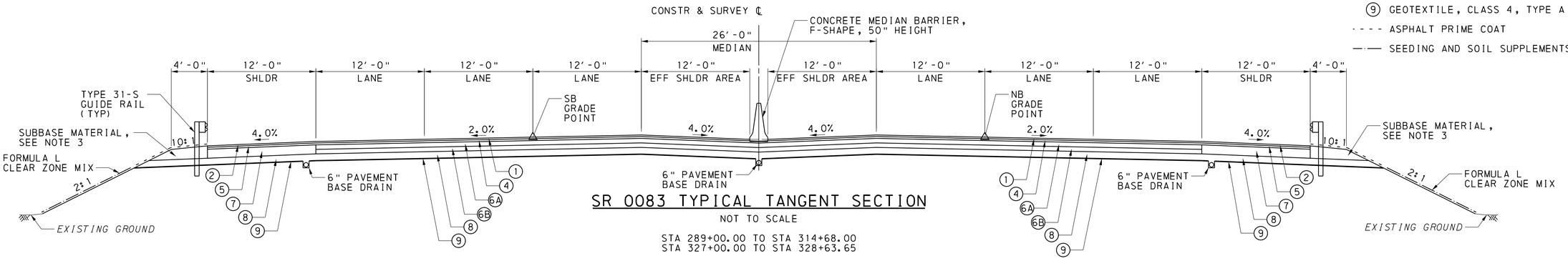


SR 0083 TYPICAL SUPERELEVATED RIGHT SECTION

NOT TO SCALE

STA 314+68.00 TO STA 320+07.05
STA 322+57.55 TO STA 327+00.00
STA 345+43.80 TO STA 355+00.00

SR 0083 STATION TRANSITION EVENTS								
STATION	SB OUTSIDE SHLDR	SB CENTER/ OUTSIDE LANES	SB INSIDE LANE	SB INSIDE SHLDR	NB INSIDE SHLDR	NB INSIDE LANE	NB CENTER/ OUTSIDE LANES	NB OUTSIDE SHLDR
314+68.00	-4.00%	-2.00%	2.00%	-4.00%	-4.00%	2.00%	-2.00%	-4.00%
316+60.00	-2.00%	2.80%	-2.80%	-4.00%	-2.00%	2.80%	-2.80%	-4.00%
325+08.00	-2.00%	2.80%	-2.80%	-4.00%	-2.00%	2.80%	-2.80%	-4.00%
327+00.00	-4.00%	-2.00%	2.00%	-4.00%	-4.00%	2.00%	-2.00%	-4.00%
328+00.00	-4.00%	-2.00%	2.00%	-4.00%	-4.00%	2.00%	-2.00%	-4.00%
328+62.50	-3.00%	-2.00%	2.00%	-3.00%	-3.00%	2.00%	-2.00%	-3.00%
333+24.89	-3.00%	-2.00%	2.00%	-3.00%	-3.00%	2.00%	-2.00%	-3.00%
337+12.89	-2.00%	5.20%	-5.20%	-5.20%	-2.00%	5.20%	-5.20%	-5.20%
354+39.96	-2.00%	5.20%	-5.20%	-5.20%	-2.00%	5.20%	-5.20%	-5.20%
358+87.28	-4.00%	-2.00%	2.00%	2.00%	2.00%	2.00%	-2.00%	-2.00%



SR 0083 TYPICAL TANGENT SECTION

NOT TO SCALE

STA 289+00.00 TO STA 314+68.00
STA 327+00.00 TO STA 328+63.65

PAVEMENT LEGEND

① STONE MATRIX ASPHALT MIXTURE DESIGN WITH 0 PERCENT RAP, WEARING COURSE, PG 64E-22, LTS ACCEPTANCE 12.5 MM MIX, 2" DEPTH, SRL-E

② SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE, PG 64S-22, 10 TO < 30 MILLION ESALS, 12.5 MM MIX, 2" DEPTH, SRL-L

④ SUPERPAVE ASPHALT MIXTURE DESIGN, BINDER COURSE, RPS, PG 64E-22, >/=30 MILLION ESALS, 19.0 MM MIX, 2 1/2" DEPTH

⑤ SUPERPAVE ASPHALT MIXTURE DESIGN, BINDER COURSE, PG 64S-22, 3 TO < 10 MILLION ESALS, 19.0 MM MIX, 2 1/2" DEPTH

⑥A SUPERPAVE ASPHALT MIXTURE DESIGN, BASE COURSE, PG 64S-22, >/=30 MILLION ESALS, 25.0 MM MIX, 6" DEPTH

⑥B SUPERPAVE ASPHALT MIXTURE DESIGN, ASPHALT RICH BASE COURSE, PG 64S-22, 25.0 MM MIX, 6" DEPTH

⑦ SUPERPAVE ASPHALT MIXTURE DESIGN, BASE COURSE, PG 64S-22, 3 TO < 10 MILLION ESALS, 25.0 MM MIX, 12" DEPTH

⑧ SUBBASE 9" DEPTH (NO. 2A)

⑨ GEOTEXTILE, CLASS 4, TYPE A

- - - - ASPHALT PRIME COAT

—·— SEEDING AND SOIL SUPPLEMENTS

NOTES:
1. APPLY ASPHALT TACK COAT BETWEEN ALL PAVEMENT LAYERS.
2. FOR LANE CONFIGURATIONS, SEE SIGNING AND PAVEMENT MARKING PLAN.
3. PAYMENT FOR THIS AREA OF SUBBASE MATERIAL INCIDENTAL TO THE SUBBASE 9" DEPTH (NO. 2A).

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
SHAWN O. IVANCHAN
ENGINEER No. PE076980

Stantec
4/6/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	YORK	0083	091 090	179 OF 291

SPRING GARDEN TOWNSHIP

REVISION NUMBER	REVISIONS	DATE	BY

SEE SHEET 184

METED 28903-23658

EXISTING R/W OF METROPOLITAN EDISON COMPANY 40'

(7) POWDER MILL CORP.

LEGAL R/W LINE

(8) HAY STREET PROPERTIES, L.P.

+79.06 135.88'

+28.41 149.77'

STORAGE PILE

+87 228'

+70 214'

TEMP CONSTR EASEMENT (ACCESS)

+90 221'

+82 207'

CONC LOADING DOCK

STORAGE PILE

RAMP

(20) PENNSYLVANIA LINES LLC

T-279

+17.38 180.89'

LEGAL R/W LINE

+25 166'

+73 165'

+88 165'

TEMP CONSTR EASEMENT

+40 165'

T-278

NO# TEMP CONSTR EASEMENT (ACCESS)

T-286

COMM (QLB)

RR LIGHTING POST

FOU (QLD)

+77 175'

+68 175'

+68 145'

+23 145'

6' CHAIN LINK W/BARB

NORFOLK SOUTHERN RAILROAD

TEMP CONSTR EASEMENT

T-282

TO BE ABANDONED

TO BE REMOVED

ACC RD 6 5

BRUSH

ACC RD 6 6

TO BE REMOVED (BY OTHERS)

METED 28880-23644

LP

TO BE REMOVED

ACC RD 6 7

TO BE REMOVED

STORAGE PILE

ASPH

GUY

T-278

LEGAL R/W LINE FOR LIMITED ACCESS

+94.18 68.46'

R=5790.80'

+50.00 113.61'

ASPH

+40 113'

+23 112'

+07 111'

BILLBOARD

LEGAL R/W LINE

TO BE REMOVED

ACC RD 6 8

END BR APPR SLAB BEGIN BRIDGE STA 328+88.65

LEGAL AERIAL EASEMENT 12'

TO REMAIN AND BE PROTECTED

8' GRAVEL

SR 0083 SB (VETERANS OF FOREIGN WARS MEMORIAL HIGHWAY)

END FULL DEPTH LT/RT BEGIN BR APPR SLAB STA 328+63.65

CONC

PIER (TYP.)

BRIDGE S-39605

EXIST PIER TO BE REMOVED

EXIST PIER TO BE REMOVED

TRANS, CONC MEDIAN BARRIER, TO SPLIT CONC MEDIAN BR BARRIER, CIP

SR 0083 NB (VETERANS OF FOREIGN WARS MEMORIAL HIGHWAY)

SR 0083 CONSTR & SURVEY ℄

TO BE REMOVED

SHED

EXIST PIER TO BE REMOVED

8" GRAIN CHUTE

PC 501 500 6

68'

72'

PIER NO. 1

PIER NO. 2

POST

326 327 328 329 330 331 332

+03.6

+63.6

STORAGE PILE

6' CHAIN LINK W/BARB

T-284

T-277

T-283

0083 4B

BRUSH

TO BE REMOVED

CONCRETE MEDIAN BARRIER, F-SHAPE, 50" HEIGHT

TO REMAIN AND BE PROTECTED

EOWL

LEGAL R/W LINE

D BILLBOARD

TO BE ABANDONED

+85.79 78.00'

LEGAL R/W LINE FOR LIMITED ACCESS

TO BE REMOVED

+50.00 78.00'

+40 78'

TO REMAIN AND BE PROTECTED

RR LIGHTING POST

+70 78'

+05 78'

GRAVEL

ACCESS ROAD NO.6 CONSTR & SURVEY ℄

ACC RD 6 9

ACC RD 6 10

ACC RD 6 11

ACC RD 6 12

DENSE WOODS

ASPH

STORAGE PILE

8' CHAIN LINK W/BARB

+40 120'

+50.00 120.00'

TEMP CONSTR EASEMENT

FOU (QLD)

TEMP CONSTR EASEMENT

PLATFORM/RAMP

+70 148'

+05 148'

SB-1

LEGAL R/W LINE

+80.00 180.00'

+75.00 180.00'

STORAGE PILE

(20) PENNSYLVANIA LINES LLC

LEGEND

- PAVEMENT REMOVAL
- PERMANENT STORMWATER FACILITY
- FULL DEPTH PAVEMENT RESTORATION
- RAILROAD BALLAST
- PROPOSED ROCK

SCALE 0 25 50 FEET

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL SHAWN O. IVANCHAN ENGINEER NO. PE076980

SEE SHEET 175

SEE SHEET 182

FOR STRUCTURE DATA, SEE SHEET 12

SURVEY BOOK NO. 7047,7048,7049

FOR GEOMETRY, SEE SHEET 16,17 ,19

FOR PROFILE, SEE SHEET 208,245,246

SEE SHEET 183

Stantec
4/6/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
U:\2027131442\1.100 Records\13.0 CADD\13.1 Highway\0083-091\CN\1442cnPS115.dgn
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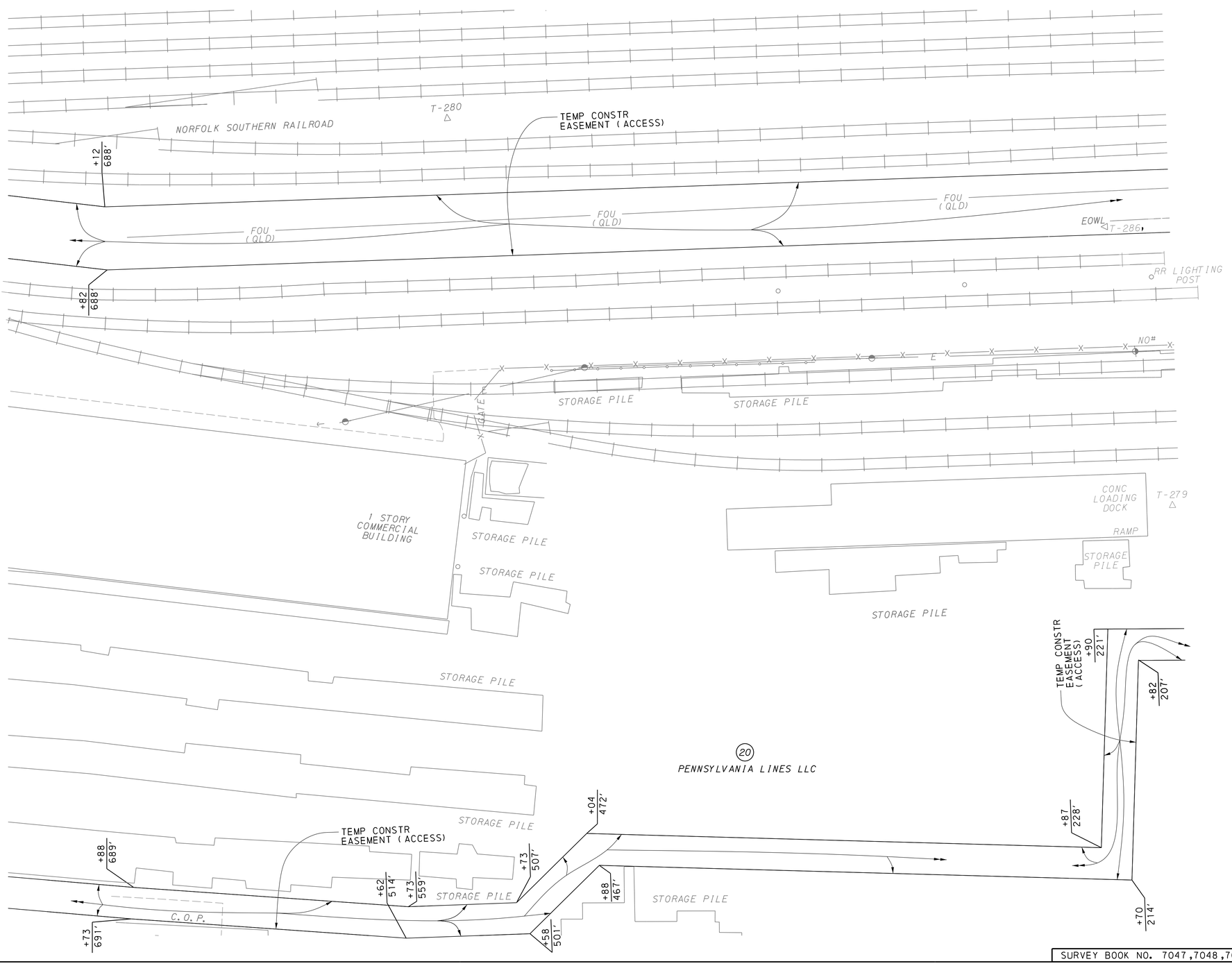
DOT_ANSI D_PDF.plt

SEE SHEET 184

SEE SHEET 183

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	YORK	0083	091 090	180 OF 291
SPRING GARDEN TOWNSHIP				

REVISION NUMBER	REVISIONS	DATE	BY



SEE SHEET 181

SEE SHEET 179

SCALE
0 25 50 FEET

SURVEY BOOK NO. 7047,7048,7049

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
SHAWN O. IVANCHAN
ENGINEER NO. PE076980

Stantec
4/6/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	YORK	0083	091	181 OF 291
			090	

SPRING GARDEN TOWNSHIP

REVISION NUMBER	REVISIONS	DATE	BY

LEGAL R/W LINE FOR TWP ROAD

NORFOLK SOUTHERN RAILROAD

40.2'

39.6'

+40 1273'

+10 1278'

39.9'

WINDSOR STREET

+25 1313'

40.4'

+10 1315'

LEGAL R/W LINE FOR TWP ROAD

1 STORY BUILDING

TEMP CONSTR EASEMENT (ACCESS)

1 STORY BUILDING

+05 1003'

+40 862'

+12 688'

+09 860'

+82 688'

+75 1002'

1 STORY COMMERCIAL BUILDING

(20)

PENNSYLVANIA LINES LLC

STORAGE PILE

STORAGE PILE

STORAGE PILE

STORAGE PILE

STORAGE PILE

STORAGE PILE

+54 1059'

TEMP CONSTR EASEMENT (ACCESS)

+30 909'

+00 779'

GATE

TO REMAIN

+39 1062'

+15 912'

+85 782'

SCALE

0 25 50 FEET

SEE SHEET 180

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
SHAWN O. IVANCHAN
ENGINEER NO. PE076980

SURVEY BOOK NO. 7047,7048,7049

Stantec 4/6/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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WORKSPACE:
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DOT_ANSI D_PDF.plt

SEE SHEET 179

SEE SHEET 175

SEE SHEET 177

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	YORK	0083	091	182 OF 291
			090	

SPRINGETTSBURY TOWNSHIP AND SPRING GARDEN TOWNSHIP

REVISION NUMBER	REVISIONS	DATE	BY

TO BE ABANDONED

LEGAL R/W LINE

LEGAL R/W LINE FOR LIMITED ACCESS

+50.00 78.00'

+50.00 95.00'

+85.79 78.00'

+75.00 180.00'

+80.00 180.00'

+50.00 300.00'

+50.00 120.00'

+40 78'

+40 120'

STOP WORK STA 16+40.87 ACCESS ROAD NO. 6

ACCESS ROAD NO. 6 CONSTR & SURVEY ℄

ACC RD 6 12

ACC RD 6 11

ACC RD 6 10

ACC RD 6 9

24"

16

15

14

13

12

PT

PC

6"

DENSE WOODS

SB-1

TO BE REMOVED

8' CHAIN LINK W/ARB

ASPH

STORAGE PILE

LEGAL AERIAL EASEMENT

TEMP CONSTR EASEMENT

20 PENNSYLVANIA LINES LLC

D BILLBOARD

MILL CREEK 22

MILL CREEK 23

54

55

56

57

PC

PT

RIPRAP

MILL CREEK

MILL CREEK CONSTR & SURVEY ℄

T-945

T-946

ACCESS ROAD NO. 1 CONSTR & SURVEY ℄

EXISTING R/W OF SPRINGETTSBURY TWP

BRUSH

24" PVC

PIPE 24" TCP

100' EXISTING R/W OF METROPOLITAN EDISON COMPANY

LEGAL R/W LINE

LEGAL R/W

LEGEND

- PAVEMENT REMOVAL
- PROPOSED ROCK
- PERMANENT STORMWATER FACILITY
- PIPE REMOVAL
- PIPE TO BE GROUTED (FLOWABLE BACKFILL)

SCALE

0 25 50 FEET

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
SHAWN O. IVANCHAN
ENGINEER
PE076980

SEE SHEET 178

FOR GEOMETRY, SEE SHEET 16 & 19

SURVEY BOOK NO. 7047,7048,7049

FOR PROFILE, SEE SHEET 231,246

Stantec

4/6/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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WORKSPACE
1442 SR 0083-091_Pen Table Generator_CN_Black_Color_249-254.tbl
DOT_ANSI D_PDF.plt

SEE SHEET 184

SEE SHEET 180

SEE SHEET 179

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	YORK	0083	091 090	183 OF 291
SPRING GARDEN TOWNSHIP				

REVISION NUMBER	REVISIONS	DATE	BY

BM-LM-1 ELEV 358.666
STA 337+23.74, 82.3' LT
BOX CUT ON CONC WMH

SR 3029 CONSTR & SURVEY ℄

PENNSYLVANIA LINES LLC (20)

NORFOLK SOUTHERN RAILROAD

IWM INTERNATIONAL, LLC (21)

GROWMARK FS, LLC (23)

COMMERCIAL BLOCK BLDG

C.O.P.

SR 3029 (LOUCKS MILL ROAD)

TEMP CONSTR EASEMENT

LEGAL R/W LINE FOR LIMITED ACCESS

LEGAL SLOPE EASEMENT LINE

TO BE REMOVED (BY OTHERS)

LEGAL R/W LINE

LEGAL AERIAL EASEMENT

EXIST PIER TO BE REMOVED

TO BE REMOVED

BRIDGE S-39605

SR 0083 SB (VETERANS OF FOREIGN WARS MEMORIAL HIGHWAY)

SR 0083 NB (VETERANS OF FOREIGN WARS MEMORIAL HIGHWAY)

SR 0083 CONSTR & SURVEY ℄

PIER NO. 3

PIER NO. 4

PIER NO. 5

PIER (TYP.)

YORK BUILDING PRODUCTS CO., INC.

COMMERCIAL BLOCK/ BRICK BLDG

BLOCK GARAGE [D]

STORAGE PILE

BILLBOARD

GATE

GUY

BRUSH

ASPH

CONC

GRAVEL

CONVEYOR

I STORY BLOCK

RAMP

TEMP CONSTR EASEMENT

LEGAL R/W LINE

TO BE ABANDONED (BY OTHERS)

METED 28765-23699

METED 28757-23713

METED 28772-23702

METED 2679-SG

ME-42-9 SG METED 28765-23681

COLUMBIA GAS

EOWL

TU (QLB)

W (QLB)

E/T/CATV

24" RCP

15" RCP

30" RCP

15" CMP

8" RCP

6" CMP

T-272

T-274

T-276

T-257

BM-LM-1

0083 5

+53 172'

+35 143'

+53.41 137.10'

+19.32 136.52'

+35 110'

+53.39 110.10'

+53.68 0.21'

+32.89 78.00'

+53.05 78.00'

+35 105'

+33 105'

+29 16'

+66 16'

+68 16'

+47 16'

+78 16'

+05 16'

+97.78 133.20'

+36 141'

+55 152'

+12.89 78.00'

+13 105'

+08 19'

+81 19'

+00.00 83.00'

R=2425.00'

84°25'14"

SCALE 0 25 50 FEET

LEGEND

MILL AND OVERLAY

RAILROAD BALLAST

PIPE REMOVAL

SEE SHEET 185

FOR STRUCTURE DATA, SEE SHEET 12 | FOR GEOMETRY, SEE SHEET 17

SURVEY BOOK NO. 7047,7048,7049 | FOR PROFILE, SEE SHEET 209,224

SEE SHEET 186

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL SHAWN O. IVANCHAN ENGINEER NO. PE076980

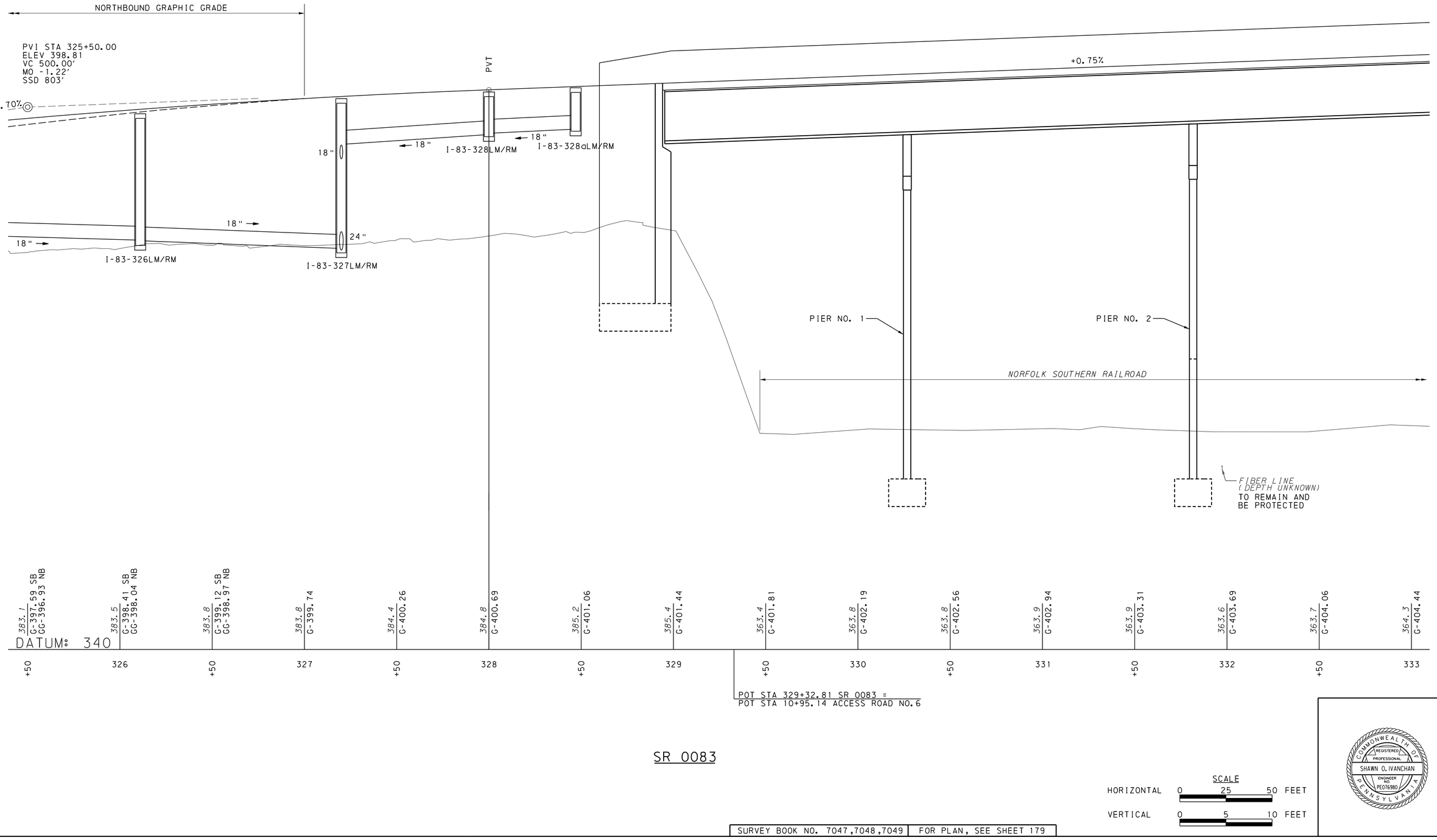
Stantec

4/6/2026
WORKSPACE: DOT.2015 (SURVEY FEET)
U:\2021\31442\1:100 Records\13.0 CADD\13.1 Highway\0083-091\CN\1442cnPS116.dgn

WORKSPACE
1442 SR 0083-091_Pen Table Generator_CN_Black_Color_249-254.tbl
DOT_ANSI D_PDF.plt

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	YORK	0083	091 090	208 OF 291
SPRING GARDEN TOWNSHIP				

REVISION NUMBER	REVISIONS	DATE	BY



SR 0083

SCALE

HORIZONTAL 0 25 50 FEET

VERTICAL 0 5 10 FEET

SURVEY BOOK NO. 7047,7048,7049 | FOR PLAN, SEE SHEET 179

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
SHAWN O. IVANCHAN
ENGINEER NO. PE076980

Stantec

4/6/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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#WORKSPACE#
1442-SR 0083-091_Pen Table Generator_CN_Black_Color_249-254.tbl
DOT_ANSI_D_PDF.plt

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	YORK	0083	091 090	209 OF 291
SPRING GARDEN TOWNSHIP				

REVISION NUMBER	REVISIONS	DATE	BY

HIGH POINT STA 335+46.83
ELEV 405.92

PVI STA 335+73.67
ELEV 406.49
VC 250.00'
MO -0.60'
SSD 690'

NORTHBOUND GRAPHIC GRADE

PVC

PVT

+0.75%

-1.16%

OVERHEAD ELECTRIC
ELEV UNKNOWN

OVERHEAD ELECTRIC
ELEV UNKNOWN

PIER NO. 3

PIER NO. 4

PIER NO. 5

34.44 FT

40.08 FT

NORFOLK SOUTHERN
RAILROAD

SR 3029
(LOUCKS MILL ROAD)

MIN VERT CLR:
23'-0" (REQUIRED)
23'-6" (PROVIDED)

PROPOSED 2-2" AND
4-5" ELECTRIC

MIN VERT CLR:
14'-6" (REQUIRED)
24'-0" (PROVIDED)

WATER LINE
DEPTH UNKNOWN

GAS LINE
DEPTH UNKNOWN

SEE SHEET 208

SEE SHEET 210

364.3 G-404.44	367.5 G-404.81 SB GG-404.75 NB	381.8 G-405.19 SB GG-405.02 NB	384.91 385.0 G-405.56 SB GG-405.28 NB G-405.55 NB	386.8 G-405.83 SB GG-405.44 NB	386.9 G-405.92 SB GG-405.39 NB	385.2 G-405.81 SB GG-405.01 NB	361.9 G-405.51 SB GG-404.34 NB	358.3 358.3 G-405.02 SB GG-403.49 NB G-405.04 NB	378.4 G-404.44 SB GG-402.81 NB	378.6 G-403.86 SB GG-402.23 NB	377.1 G-403.28 SB GG-401.65 NB	375.8 G-402.70 SB GG-401.07 NB	373.4 G-402.12 SB GG-400.49 NB

DATUM: 330

333 +50 334 +48.67 +50 335 +50 336 +50 337 +98.67 +50 338 +50 339 +50

POS STA 336+77.11 SR 0083 =
POT STA 35+00.19 SR 3029

SR 0083

SCALE

HORIZONTAL 0 25 50 FEET

VERTICAL 0 5 10 FEET

SURVEY BOOK NO. 7047,7048,7049 | FOR PLAN, SEE SHEET 183

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
SHAWN O. IVANCHAN
ENGINEER NO. PE076980

Stantec
4/6/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
U:\2027131442\1.100 Records\13.0 CADD\13.1 Highway\0083-091\CN\1442cnPR21.dgn

DOT_2015
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2/19/2026
WORKSPACE: DOT.2015 (SURVEY FEET)
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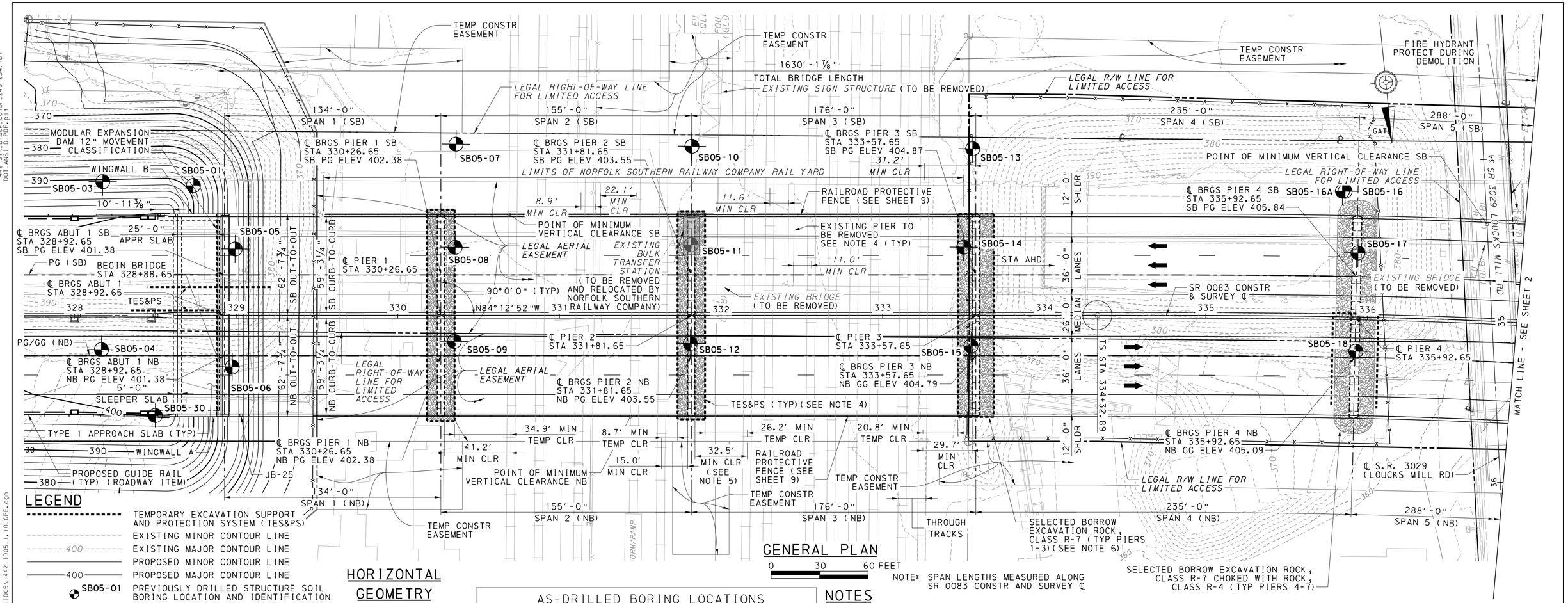


GENERAL PLAN

0 30 60 FEET

NOTE: SPAN LENGTHS MEASURED ALONG SR 0083 CONSTR AND SURVEY ℄

LEGEND

- TEMPORARY EXCAVATION SUPPORT AND PROTECTION SYSTEM (TES&PS)
- EXISTING MINOR CONTOUR LINE
- 400 EXISTING MAJOR CONTOUR LINE
- PROPOSED MINOR CONTOUR LINE
- 400 PROPOSED MAJOR CONTOUR LINE
- SB05-01 PREVIOUSLY DRILLED STRUCTURE SOIL BORING LOCATION AND IDENTIFICATION
- SB05-03 AS-DRILLED STRUCTURE SOIL BORING LOCATION AND IDENTIFICATION
- PROPOSED INLET (ROADWAY ITEM)
- EXISTING OVERHEAD UTILITY LINE
- TRAFFIC DIRECTION
- PROPOSED FENCE
- EXISTING FENCE
- E EXISTING ELECTRICAL
- JUNCTION BOX
- EXISTING LIGHT POLE

HORIZONTAL GEOMETRY

SR 0083

TANGENT
N 84°12'52"W
PT STA 325+44.79
TS STA 334+32.89
L = 888.10'

CLOTHOID
TS STA 334+32.89
SPI STA 336+19.59
SC STA 337+12.89
L = 280.00'

CURVE
SC STA 337+12.89
PI STA 346+18.26
CS STA 354+39.96
L= 1727.07'
R= 2330.00'

AS-DRILLED BORING LOCATIONS

BORING	STATION	OFFSET	BORING	STATION	OFFSET
SB05-01	328+74	80' LT	SB05-11	331+82	44' LT
SB05-03	328+18	83' LT	SB05-12	331+81	17' RT
SB05-04	328+17	21' RT	SB05-13	333+56	103' LT
SB05-05	328+99	41' LT	SB05-14	333+50	42' LT
SB05-06	328+98	32' RT	SB05-15	333+55	19' RT
SB05-07	330+36	106' LT	SB05-16	335+85	78' LT
SB05-08	330+36	42' LT	SB05-16A	335+83	78' LT
SB05-09	330+35	16' RT	SB05-17	335+93	40' LT
SB05-10	331+82	105' LT	SB05-18	335+93	21' RT
			SB05-30	328+50	62' RT

NOTES

1. FOR GENERAL NOTES, SEE SHEETS 6 - 8. FOR TYPICAL SECTIONS, SEE SHEET 9. FOR INDEX OF DRAWINGS, SEE SHEET 5. FOR LIST OF SUPPLEMENTAL DRAWINGS SEE SHEET 8.
2. MINIMUM PROVIDED HORIZONTAL CLEARANCE FROM FRONT FACE OF PIERS TO CENTERLINES OF ADJACENT RAILROAD TRACKS = 15.0'. PIERS WITHIN 22' OF THE CENTERLINE OF TRACK ARE DESIGNED AS HEAVY CONSTRUCTION.
3. MINIMUM REQUIRED AND PROVIDED HORIZONTAL CLEARANCE FROM FRONT FACE OF PIERS TO EDGE OF TRAVEL LANE FOR LOUCKS MILL RD = 19' (14' CLR + 5' FUTURE BICYCLE LANE).
4. TEMPORARY EXCAVATION SUPPORT AND PROTECTION SYSTEM LOCATED WITHIN 18' OF CENTERLINE OF TRACK SHALL BE LEFT IN PLACE AND CUT OFF AT 2' BELOW GRADE.
5. ADDITIONAL CLEARANCE PROVIDED FOR ADDITION OF FUTURE TRACK.
6. PLACE 12" OF COMPACTED SUB-BALLAST ON TOP OF R-7 SCOUR PROTECTION. SEE SCOUR/BACKFILL DETAILS ON SHEET 3. FOR PIERS 1, 2 AND 3.
7. FOR DETAILS OF WORK (INCLUDING TEMPORARY HORIZONTAL CLEARANCES) WITHIN THE NORFOLK SOUTHERN RAILWAY COMPANY RAIL YARD, SEE SHEET 23.

EXISTING STRUCTURE
SR 0083 OVER CODORUS CREEK
STA 358+88
TYPE: DUAL 8-SPAN P/S CONC I-BEAM BRIDGE
SPAN: 76'-3", 65'-0", 65'-0", 80'-0", 52'-0", 55'-9", 58'-2¾", 83'-2¾"
CLEARANCE: N/A
OUT-TO-OUT WIDTH: 63'-6"

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

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

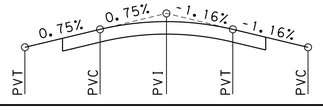
VERTICAL GEOMETRY

SR 0083

TANGENT
PVT STA 328+00.00 ELEV 400.69
PVC STA 334+48.67 ELEV 405.55
TANGENT LENGTH = 648.67'

CURVE
PVC STA 334+48.67 ELEV 405.55
PVI STA 335+73.67 ELEV 406.49
PVT STA 336+98.67 ELEV 405.04
L = 250.00'

TANGENT
PVT STA 336+98.67 ELEV 405.04
PVC STA 348+05.92 ELEV 392.19
TANGENT LENGTH = 1107.25'



MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

DESIGN REVIEWED BY:
LARSON DESIGN GROUP, INC.
201 EAST OREGON ROAD SUITE 110
LITITZ, PA 17543
02/23/2026
COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL CHRISTOPHER W. FORSCHT ENGINEER PE086899
THE DESIGN REVIEW IS FOR GENERAL CONFORMANCE WITH THE DEPARTMENT'S DESIGN AND CONSTRUCTION CRITERIA AND STANDARDS AND IS NOT INTENDED TO RELIEVE THE DESIGNER OF FULL RESPONSIBILITY FOR THE ACCURACY AND COMPLETENESS OF THE PLANS.

PREPARED BY:
Stantec
STANTEC CONSULTING SERVICES, INC.
1215 MANOR DRIVE, STE 200
MECHANICSBURG, PA 17055
COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE081878
SIGNATURE & DATE 02/19/2026

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
GENERAL PLAN 1

RECOMMENDED 2026.02.06
Derek Mitch
DISTRICT BRIDGE ENGINEER

SHEET 1 OF 291
S-39605

DES: ALS | DWG: KJR | CHK: SB

DOT_2015
1442_STR_B_Jack_Color_249-254.tbl
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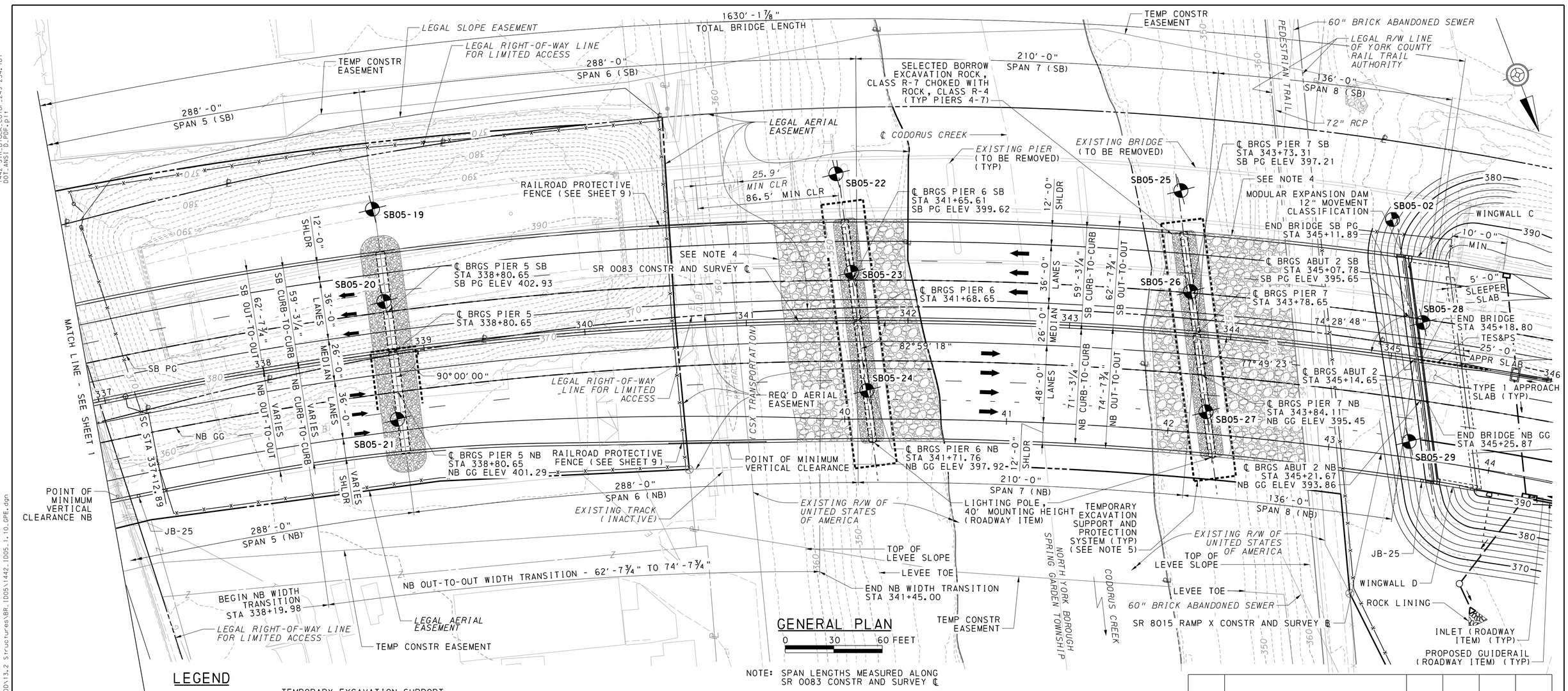


GENERAL PLAN

0 30 60 FEET

NOTE: SPAN LENGTHS MEASURED ALONG SR 0083 CONSTR AND SURVEY ℄

LEGEND

- TEMPORARY EXCAVATION SUPPORT AND PROTECTION SYSTEM (TES&PS)
- EXISTING MINOR CONTOUR LINE
- 400 EXISTING MAJOR CONTOUR LINE
- PROPOSED MINOR CONTOUR LINE
- 400 PROPOSED MAJOR CONTOUR LINE
- SB05-02 PREVIOUSLY DRILLED STRUCTURE SOIL BORING LOCATION AND IDENTIFICATION
- SB05-19 AS-DRILLED STRUCTURE SOIL BORING LOCATION AND IDENTIFICATION
- PROPOSED INLET (ROADWAY ITEM)
- EXISTING OVERHEAD UTILITY LINE
- TRAFFIC DIRECTION
- JUNCTION BOX

NOTES

1. FOR SR 0083 HORIZONTAL AND VERTICAL ROADWAY ALIGNMENT DATA, SEE SHEET 1.
2. FOR GENERAL NOTES, SEE SHEETS 6 - 8. FOR TYPICAL SECTIONS, SEE SHEET 9.
3. FOR SUPPLEMENTAL DRAWINGS, SEE SHEET 6.
4. REFER TO EROSION AND SEDIMENT POLLUTION CONTROL PLAN FOR LEVEE SLOPE PROTECTION.
5. FOR PIERS 6 AND 7: TEMPORARY EXCAVATION SUPPORT AND PROTECTION SYSTEM SHALL REMAIN IN PLACE AFTER USE. CUT OFF ONE FOOT BELOW GRADE AND BACKFILL.

AS-DRILLED BORING LOCATIONS

BORING	STATION	OFFSET	BORING	STATION	OFFSET
SB05-02	344+90	84' LT	SB05-24	341+75	43' RT
SB05-19	338+80	89' LT	SB05-25	343+62	98' LT
SB05-20	338+79	32' LT	SB05-26	343+73	26' LT
SB05-21	338+78	42' RT	SB05-27	343+89	48' RT
SB05-22	341+55	94' LT	SB05-28	345+16	23' LT
SB05-23	341+65	30' LT	SB05-29	345+19	51' RT

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
GENERAL PLAN 2

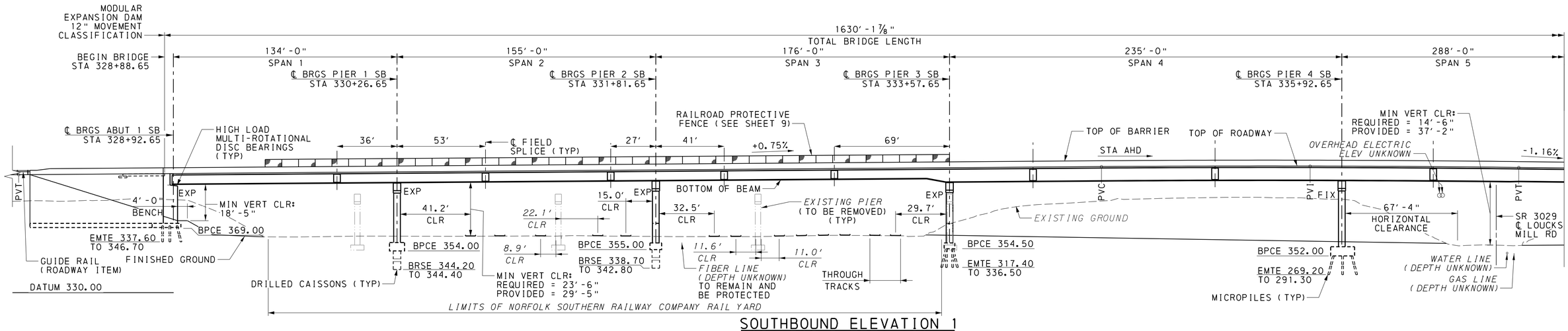
COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE086878

RECOMMENDED 2026.02.06
DISTRICT BRIDGE ENGINEER

SHEET 2 OF 291
S-39605

Stantec 2/19/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713144 2\1_100 Records\13_0 CADD\13_2 Structures\BR_1005\1442_1005_1_10_GPE.dgn

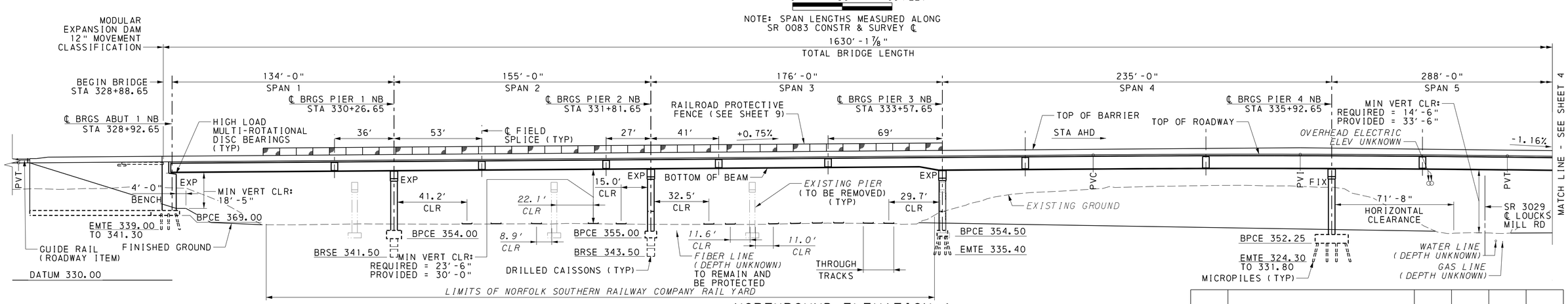
DES: ALS | DWG: KJR | CHK: SB



SOUTHBOUND ELEVATION 1

0 30 60 FEET

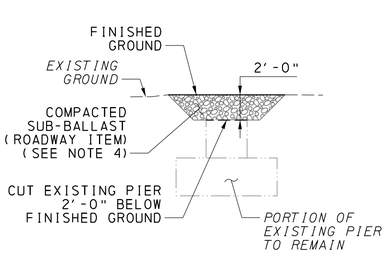
NOTE: SPAN LENGTHS MEASURED ALONG SR 0083 CONSTR & SURVEY ℄



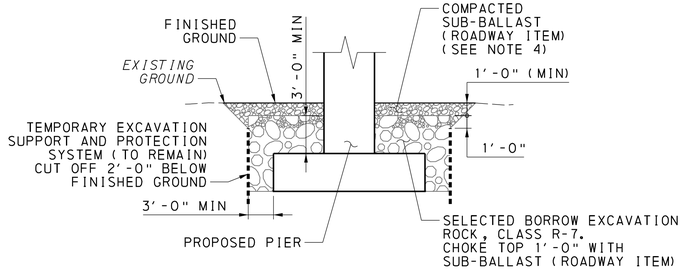
NORTHBOUND ELEVATION 1

0 30 60 FEET

NOTE: SPAN LENGTHS MEASURED ALONG SR 0083 CONSTR AND SURVEY ℄



BACKFILL AT EXISTING PIERS TO REMAIN



BACKFILL/SCOUR PROTECTION AT PROPOSED PIERS

TYPICAL SCOUR PROTECTION AND BACKFILL DETAILS AT PIERS WITHIN RAIL YARD

NOT TO SCALE

LEGEND

BPCE	BOTTOM OF PILE CAP ELEVATION
EMTE	ESTIMATED MICROPILE TIP ELEVATION
BRSE	BOTTOM OF ROCK SOCKET ELEVATION

NOTES

1. FOR SR 0083 HORIZONTAL AND VERTICAL ROADWAY ALIGNMENT DATA, SEE SHEET 1.
2. FOR GENERAL NOTES, SEE SHEETS 6 - 8. FOR TYPICAL SECTIONS, SEE SHEET 9.
3. FOR SUPPLEMENTAL DRAWINGS, SEE SHEET 6.
4. SEE CONTRACT SPECIAL PROVISIONS.
5. STATIONS ARE GIVEN ALONG SR 0083 CONSTR & SURVEY ℄.
6. SPLICE LOCATIONS IN SPANS 4-8 VARY BY GIRDER. SEE GIRDER ELEVATION SHEETS 139- 141.

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE081878

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789

BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091

SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK

8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE

NB & SB ELEVATION 1

RECOMMENDED 2026.02.06

DISTRICT BRIDGE ENGINEER

SHEET 3 OF 291

S-39605

DES: ALS | DWG: KJR | CHK: SB

Stantec 3/25/2026 WORKSPACE: DOT_2015 (SURVEY FEET) \\us0536-ppfss01\shared_projects\202713442\1.100 Records\13.0 CADD\13.2 Structures\BR_I005\1442_I005_1_10_GPE.dgn

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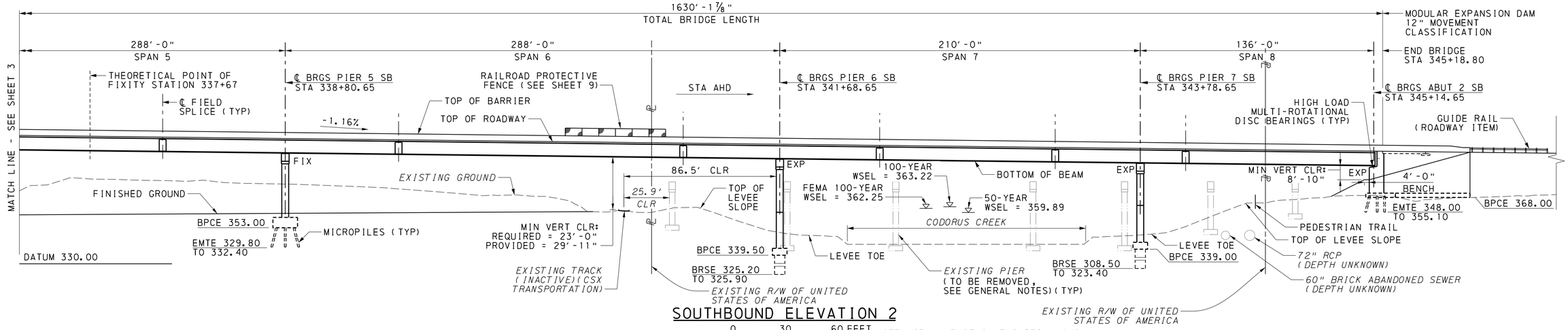
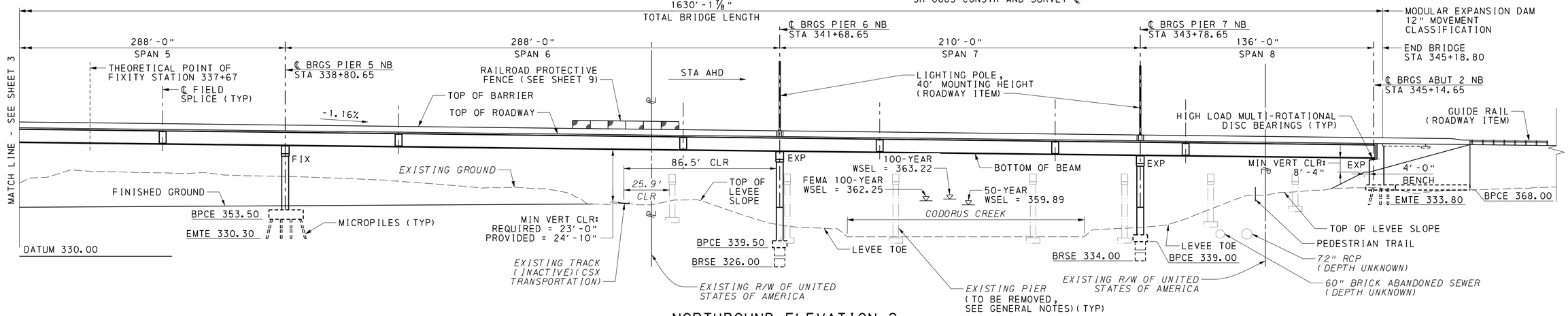


SOUTHBOUND ELEVATION 2

0 30 60 FEET

NOTE: SPAN LENGTHS MEASURED ALONG SR 0083 CONSTR AND SURVEY ℄



NORTHBOUND ELEVATION 2

0 30 60 FEET

NOTE: SPAN LENGTHS MEASURED ALONG SR 0083 CONSTR AND SURVEY ℄

LEGEND

BPCE	BOTTOM OF PILE CAP ELEVATION
EMTE	ESTIMATED MICROPILE TIP ELEVATION
BRSE	BOTTOM OF ROCK SOCKET ELEVATION
℄	EXISITNG R/W OF UNITED STATES OF AMERICA

NOTES

1. FOR SR 0083 HORIZONTAL AND VERTICAL ROADWAY ALIGNMENT DATA, SEE SHEET 1.
2. FOR GENERAL NOTES, SEE SHEETS 6 - 8. FOR TYPICAL SECTIONS, SEE SHEET 9.
3. FOR SUPPLEMENTAL DRAWINGS, SEE SHEET 6.
4. SEE CONTRACT SPECIAL PROVISIONS.
5. STATIONS ARE GIVEN ALONG SR 0083 CONSTR AND SURVEY ℄.
6. SPLICE LOCATIONS IN SPANS 4-8 VARY BY GIRDER. SEE GIRDER ELEVATION SHEETS 139- 141.

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
ALEXANDER LEE SCHMIDT
ENGINEER NO. PE081878
PENNSYLVANIA

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
NB & SB ELEVATION 2

RECOMMENDED 2026.02.06
DISTRICT BRIDGE ENGINEER

SHEET 4 OF 291
S-39605

DES: ALS | DWG: KJR | CHK: SB

Stantec
3/20/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713142\1.100 Records\13.0 CADD\13.2 Structures\BR_ID05\1442_ID05_1_10_GPE.dgn

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MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

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DEPARTMENT OF TRANSPORTATION

YORK COUNTY
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OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
INDEX OF SHEETS

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
ALEXANDER LEE SCHMIDT
ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 5 OF 291

S-39605

DES: KJR | DWG: KJR | CHK: ALS

Stantec

1/14/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713442\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_1_15_INX.dgn
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GENERAL NOTES:

1. DESIGN SPECIFICATIONS:
   AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 8TH EDITION, 2017, AND AS SUPPLEMENTED BY DESIGN MANUAL, PART 4, DECEMBER 2019 (INCLUDING LATEST REVISIONS).

   LIVE LOAD DISTRIBUTION TO GIRDERS IS BASED UPON THREE-DIMENSIONAL FINITE ELEMENT ANALYSIS METHOD.

   DESIGN IS IN ACCORDANCE WITH THE LRFD METHOD.

2. DESIGN LIVE LOADS: PHL-93, P-82, AND P2016-13

   FATIGUE DESIGN IS BASED ON THE FOLLOWING: ADTT: 4,136 NORTHBOUND (2046), 4,201 SOUTHBOUND (2046)

3. DEAD LOADS: INCLUDES SURFACE AREA DENSITY OF 0.030 KSF FOR FUTURE WEARING SURFACE ON THE DECK SLAB, AFTER THE 1" POLYESTER POLYMER CONCRETE OVERLAY IS REMOVED.

   INCLUDES SURFACE AREA DENSITY OF 0.0115 KSF FOR 1" POLYESTER POLYMER CONCRETE OVERLAY.

   INCLUDES A SURFACE AREA DENSITY OF 0.015 KSF FOR PERMANENT METAL DECK FORMS WHICH TAKES INTO ACCOUNT THE WEIGHT OF THE FORM, PLUS THE WEIGHT OF THE CONCRETE IN THE VALLEYS OF THE FORMS.

4. PROVIDE MATERIALS AND PERFORM WORK IN ACCORDANCE WITH SPECIFICATIONS, PUBLICATION 408/2020, AASHTO/AWS D1.5M/D1.5 2015 BRIDGE WELDING CODE, AND CONTRACT SPECIAL PROVISIONS.

5. PROVIDE STRUCTURAL STEEL CONFORMING TO AASHTO M270/M270M, GRADE 50W (ASTM A709/A709M GRADE 50W) DESIGNATION, EXCEPT WHEN NOTED OTHERWISE. PROVIDE STRUCTURAL STEEL CONFORMING TO AASHTO M270/M270M (ASTM A709/A709M) GRADE HPS-70W DESIGNATION, WHERE NOTED.

6. PROVIDE 2 IN. CONCRETE COVER ON REINFORCEMENT BARS, EXCEPT AS NOTED.

7. USE CLASS AAAP CEMENT CONCRETE IN DECK SLAB.

8. USE CLASS AA CEMENT CONCRETE IN BARRIERS, TYPE 1 APPROACH SLABS, ABUTMENT BACKWALLS, CHEEK WALLS, AND SLEEPER SLABS.

9. USE CLASS A CEMENT CONCRETE IN PIERS, ABUTMENTS BELOW BRIDGE SEAT, PEDESTALS, WINGWALLS, AND FOOTINGS.

10. USE CLASS A CEMENT CONCRETE MODIFIED WITH F'C=4KSI IN THE DRILLED CAISSONS.

11. USE CLASS C CEMENT CONCRETE BELOW THE BOTTOM OF FOOTINGS WHEN SPECIFIED.

12. A HIGHER CLASS CONCRETE MAY BE SUBSTITUTED FOR A LOWER CLASS CONCRETE AT NO ADDITIONAL COST TO THE DEPARTMENT, IF APPROVED BY THE DISTRICT BRIDGE ENGINEER.

13. PROVIDE GRADE 60 REINFORCING STEEL BARS THAT MEET THE REQUIREMENTS OF ASTM A 615/A 615M, A 996/A 996M OR A 706/A 706M. DO NOT WELD GRADE 60 REINFORCING STEEL BARS UNLESS SPECIFIED. GRADE 40 REINFORCING STEEL BARS MAY BE SUBSTITUTED WITH A PROPORTIONAL INCREASE IN CROSS-SECTIONAL AREA, IF APPROVED BY THE CHIEF BRIDGE ENGINEER. DO NOT USE RAIL STEEL A 996/A 996M REINFORCEMENT BARS IN BRIDGE PIERS, ABUTMENTS, SHEAR BLOCKS, BEAMS, FOOTINGS, PILES, BARRIERS OR WHERE BENDING OR WELDING OF THE REINFORCEMENT BARS IS INDICATED.

14. USE EPOXY-COATED REINFORCEMENT BARS.

15. GALVANIZED REINFORCING STEEL BARS MAY BE SUBSTITUTED FOR EPOXY-COATED REINFORCING STEEL BARS AT NO ADDITIONAL COST TO THE DEPARTMENT.

16. RAKE-FINISH ALL HORIZONTAL CONSTRUCTION JOINTS, EXCEPT AS INDICATED.

17. SITE CLASS IS NOT CLASS E, OR CLASS F.

18. CONSTRUCT DECK SLAB TRANSVERSE CONSTRUCTION JOINTS PARALLEL TO BRIDGE CENTERLINE OF BEARINGS.

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

20. NOTIFY THE REGIONAL HEADQUARTERS OF THE FISH COMMISSION PRIOR TO CONSTRUCTION AND COOPERATE WITH FISH COMMISSION DURING CONSTRUCTION.

    SOUTHCENTRAL REGION OFFICE
    1704 PINE ROAD
    NEWVILLE, PA 17241
    (717) 486-7352

21. PLACE CHEEKWALL AND BACKWALL CONCRETE AFTER BEAMS ARE SET IN POSITION.

22. CHAMFER EXPOSED CONCRETE EDGES ¾ IN. BY ¾ IN., EXCEPT AS NOTED.

23. ALL DIMENSIONS SHOWN ARE HORIZONTAL, EXCEPT AS NOTED.

24. USE EITHER PERMANENT METAL FORMS OR REMOVABLE FORMS TO CONSTRUCT THE DECK SLAB.

25. SUPERSTRUCTURE DIMENSIONS SHOWN ARE FOR A NORMAL TEMPERATURE OF 68° F.

26. SPREAD FOOTINGS MAY BE ORDERED BY THE ENGINEER TO BE AT ANY ELEVATION OR OF ANY DIMENSIONS NECESSARY TO PROVIDE A PROPER FOUNDATION.

    - ANY FOOTING CHANGES WITHIN NORFOLK SOUTHERN'S RIGHT-OF-WAY SHALL MAINTAIN (OR REDUCE) THE FOOTPRINT AS SHOWN IN THE PLANS.

27. PROVIDE MINIMUM EMBEDMENT AND SPLICE LENGTHS IN ACCORDANCE WITH STANDARD DRAWING BC-736M, UNLESS OTHERWISE INDICATED.

28. PREPARE BEARING AREAS AS SPECIFIED IN PUBLICATION 408, SECTION 1001.3(K)9.

29. BRIDGES ARE NOT WEIGHT RESTRICTED. SEE PUBLICATION 408, SECTION 105.17 FOR CONSTRUCTION LOADING LIMITS.

30. EXISTING BRIDGE SUBSTRUCTURE REMOVAL:

    - FOR EXISTING BRIDGE PIERS WITHIN THE BOUNDARIES OF THE NORFOLK SOUTHERN RAILWAY COMPANY RAIL YARD, REMOVE PIERS TO A DEPTH OF 2 FEET BELOW THE ADJACENT PROPOSED FINISHED GROUND.

    - FOR EXISTING BRIDGE PIERS WITHIN THE BOUNDARIES OF THE CODORUS CREEK LEVEES, REMOVE PIERS FLUSH WITH ADJACENT GROUND. IF REMOVAL OF EXISTING PIERS RESULTS IN ANY CUT TO LEVEE GRADE, BACKFILL LEVEE WITH LEVEE BACKFILL IN ACCORDANCE WITH THE SPECIAL PROVISION "LEVEE BACKFILL" AT NO ADDITIONAL COST TO THE DEPARTMENT.

    - FOR ALL BRIDGE PIERS LOCATED WITHIN THE CODORUS CREEK LOW-FLOW CHANNEL, REMOVE STEMS/ FOOTINGS TO A DEPTH OF 3 FEET BELOW THE ADJACENT EXISTING STREAMBED. BACKFILL WITH EMBANKMENT MATERIAL AND TOP WITH 6" OF SALVAGED OR FURNISHED STREAMBED MATERIAL IN ACCORDANCE WITH ITEM 9000-0320.

    - FOR ALL OTHER EXISTING BRIDGE SUBSTRUCTURE UNITS, REMOVE STEMS/ FOOTINGS TO A DEPTH OF 3 FEET BELOW THE ADJACENT PROPOSED FINISHED GRADE.

31. DO NOT USE ADHESIVE ANCHORS IN A TENSION APPLICATION FOR PERMANENT INSTALLATIONS.

32. DO NOT USE ADHESIVE ANCHORS IN A SUSTAINED TENSION APPLICATION FOR TEMPORARY INSTALLATIONS, INCLUDING DURING CONSTRUCTION.

33. THE CONTRACTOR IS REQUIRED TO PROVIDE AN ORANGE CONSTRUCTION FENCE AT THE FOLLOWING LOCATIONS:

    - ALONG ALL PROPOSED ACCESS ROADS WITHIN THE NORFOLK SOUTHERN YARD LIMITS. THE ORANGE CONSTRUCTION FENCE SHALL BE INSTALLED ON BOTH SIDE OF EACH ACCESS ROAD TO DELINEATE THE ACCESS ROAD AREA WITHIN THE YARD LIMITS.

    - ALONG THE TRACKS AT EACH TEMPORARY CONSTRUCTION EASEMENT LOCATION.

34. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING (IN ADVANCE) WITH NORFOLK SOUTHERN FOR THE PURPOSE OF COORDINATING ACCESS TO THE BRIDGE AREA WITH CONSTRUCTION EQUIPMENT.

35. WITHIN THE NORFOLK SOUTHERN RAILWAY COMPANY RAIL YARD: A MINIMUM VERTICAL CLEARANCE OF 22'-0" ABOVE TOP OF HIGHEST RAIL AND MINIMUM HORIZONTAL CLEARANCE OF 13'-0" SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION EXCEPT AS NOTED.

STEEL GIRDERS:

1. IF GIRDERS CANNOT BE SHIPPED IN THE LENGTHS SHOWN ON THE PLANS, FIELD SPLICE(S) WILL BE PERMITTED AT THE REQUEST OF THE CONTRACTOR, BUT NO COMPENSATION WILL BE ALLOWED FOR THE SPLICES.

2. IF GIRDERS CAN BE FABRICATED IN LENGTHS LONGER THAN THE SECTIONS SHOWN ON THE PLANS BY ELIMINATING FIELD SPLICES, FIELD SPLICE(S) MAY BE OMITTED AT THE REQUEST OF THE CONTRACTOR. THE CONTRACTOR ASSUMES FULL RESPONSIBILITY FOR SECURING A HAULING PERMIT. APPROVAL FOR ELIMINATION OF A FIELD SPLICE AT THE SHOP DRAWING STAGE DOES NOT OBLIGATE THE DEPARTMENT TO ISSUE A HAULING PERMIT.

3. DO NOT USE FORM SUPPORT SYSTEMS THAT WILL CAUSE UNACCEPTABLE OVERSTRESS OR DEFORMATION TO PERMANENT BRIDGE MEMBERS.

4. ALL FASTENERS ARE ⅞ IN. DIAMETER ASTM F3125 GRADE A325 BOLTS HAVING AN UNTHREADED SHANK OF SUFFICIENT LENGTH TO NOT ALLOW ANY THREADS TO EXIST IN THE PLANE BETWEEN THE TWO CONNECTED PARTS (SHEAR PLANE).

5. REAM SUBDRILLED OR SUBPUNCHED HOLES FOR FIELD SPLICES IN THE FABRICATION SHOP.

6. DO NOT MAKE WELDS BY MANUAL SHIELDED METAL ARC PROCESS FOR PRIMARY GIRDER WELDS, SUCH AS FLANGE-TO-WEB WELDS OR FOR SHOP SPLICES OF WEBS AND FLANGES.

7. DO NOT WELD PERMANENT METAL DECK FORMS OR OTHER ATTACHMENTS TO GIRDER TOP FLANGES IN TENSION AREAS. (TENSION AREAS OF TOP FLANGES ARE DESIGNATED ON THE PLANS.) THREADED STUDS FOR THE SUPPORT OF THE OVERHANG DECK FORMING BRACKET IS PERMITTED PROVIDED THE THREADED STUD IS ATTACHED WITH THE SAME WELDING PROCESSING AS THE SHEAR STUDS.

8. WELDING OF REINFORCEMENT BARS DURING FABRICATION OR CONSTRUCTION IS NOT PERMITTED UNLESS SPECIFIED.

9. PROVIDE WELDED STUD SHEAR CONNECTORS MANUFACTURED FROM STEEL CONFORMING TO ASTM A108.

10. SET ANCHOR BOLTS TO TEMPLATE OR IN PREFORMED HOLES. DO NOT DRILL UNLESS SPECIFICALLY INDICATED ON PLANS. FILL THE PREFORMED HOLES WITH NON-SHRINK GROUT. FILL THE CLEARANCE BETWEEN ANCHOR BOLTS AND HOLES IN MASONRY PLATES WITH APPROVED NON-HARDENING CAULKING COMPOUND CONFORMING TO PUBLICATION 408, SECTION 705.8.

11. PAINT STRUCTURAL STEEL IN ACCORDANCE WITH PUBLICATION 408, SECTION 1060, WITH FINISH COAT PAINT COLOR MATCHING FEDERAL STANDARD COLOR 30166. SUBMIT FINISH COAT PAINT COLOR CHIPS FOR APPROVAL. PAINT ALL STRUCTURAL STEEL WITHIN 15 FEET OF BEARING CENTERLINE AT EACH ABUTMENT.

12. FURNISH PAINT THAT HAS BEEN QUALIFIED AS CLASS B IN ACCORDANCE WITH SECTION 6.13.2.8 OF AASHTO LRFD SPECIFICATIONS.

13. FABRICATE ALL MEMBERS OR MEMBER COMPONENTS DESIGNATED AS FRACTURE CRITICAL MEMBERS (FCM) TO CONFORM TO THE REQUIREMENTS OF DESIGN MANUAL, PART 4, SECTION 6, ARTICLE D6.6.2, AND AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, ARTICLE 6.6.2, AND PUBLICATION 408, SECTIONS 1105.02(A)5 AND 1105.03(M)9. MEET THE BASE METAL CHARPY V-NOTCH (CVN) REQUIREMENTS FOR ZONE 2.

14. STABILITY OF PARTIAL GIRDERS AND COMPLETE GIRDERS IS TO BE MAINTAINED BY THE CONTRACTOR DURING ERECTION, UNTIL ALL GIRDERS AND DIAPHRAGMS ARE IN-PLACE AND ALL BOLTS ARE PROPERLY INSTALLED. ERECTION LOADS INCLUDING SELF WEIGHT OF THE STEEL MEMBERS, WIND LOADING AND CONSTRUCTION LIVE LOAD EFFECTS ARE TO BE EVALUATED BY THE CONTRACTOR FOR STABILITY, STRESSES AND DEFLECTIONS ON THE STEEL MEMBERS DURING ANY STAGE OF ERECTION.

15. AN ALTERNATE SLAB PLACEMENT SEQUENCE MAY BE PERMITTED AT THE REQUEST OF THE CONTRACTOR. SUBMIT FOR REVIEW AND APPROVAL TO THE DEPARTMENT A REVISED SLAB PLACEMENT SEQUENCE WITH SUPPORT CALCULATIONS AND COMPUTER STRESS ANALYSIS. SATISFY THE REQUIREMENTS OF THE ORIGINAL SLAB PLACEMENT SEQUENCE. OBTAIN WRITTEN APPROVAL PRIOR TO THE USE OF THE REVISED SLAB PLACEMENT SEQUENCE AND/OR CAMBER VALUES. NO COMPENSATION WILL BE ALLOWED FOR THE DEVELOPMENT AND APPROVAL OF THE REVISED SLAB PLACEMENT SEQUENCE AND CAMBER VALUES. THE DEPARTMENT WILL BE THE SOLE JUDGE OF THE ACCEPTABILITY OF THE REVISED SLAB PLACEMENT SEQUENCE AND CAMBER VALUES.

16. HEAT-CURVED BEAMS (GIRDERS) ARE NOT PERMITTED.

17. SUPPORT DECK SLAB OVERHANG FORMS FROM THE BOTTOM FLANGE OF THE FASCIA GIRDER, UNLESS THE GIRDER WEB IS ADEQUATELY SUPPORTED TO PREVENT BUCKLING DUE TO LOADS FROM WEB-BEARING FORM SUPPORTS.

18. THE STEEL SUPERSTRUCTURE SHALL BE DETAILED AND FABRICATED FOR STEEL DEAD LOAD FIT (SDLF). GIRDER WEBS TO BE PLUMB UNDER THE DEAD LOAD OF THE GIRDERS BEFORE ANY OTHER LOADS ARE APPLIED.

19. BLAST CLEAN THE FAYING SURFACES OF SPLICES AND CONNECTIONS OF ALL STRUCTURAL ELEMENTS IN ACCORDANCE WITH PUBLICATION 408, SECTION 1060.3(B)3. REBLAST UNPAINTED ELEMENTS THAT REMAIN UNASSEMBLED FOR A PERIOD OF 12 MONTHS OR MORE FOLLOWING THE INITIAL CLEANING.

20. FABRICATE ALL MEMBERS OR MEMBER COMPONENTS DESIGNATED AS STRUCTURALLY REDUNDANT MEMBER (SRM) TO THE REQUIREMENTS OF A FRACTURE-CRITICAL MEMBERS (FCM).

21. THE COST FOR FALSEWORK, TEMPORARY TOWERS, WIND BRACING AND ALL OTHER TEMPORARY SUPPORT SYSTEMS REQUIRED DURING ANY STAGES OF CONSTRUCTION IS INCIDENTAL TO THE FABRICATED STRUCTURAL STEEL ITEMS.

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REVISIONS					

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DEPARTMENT OF TRANSPORTATION

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SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
GENERAL NOTES (1 OF 3)

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
ALEXANDER LEE SCHMIDT
ENGINEER NO. PE068878

RECOMMENDED 2026.02.06

SHEET 6 OF 291

S-39605

2/26/2026
\\ua0536-ppfss01\shared_projects\2021131442\1-100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_1_20_GNT.dgn
Stantec

DES: ALS | DWG: KJR | CHK: ALS/SB

DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI D.PDF.plt

WELDING NOTES:

1. DO NOT FIELD WELD ON ANY PART OF THE STRUCTURE WITHOUT PRIOR WRITTEN APPROVAL FROM THE ENGINEER, UNLESS SHOWN ON THE CONTRACT PLANS.
2. WELDING SPECIFICATIONS: AASHTO/AWS D1.5M/D1.5 BRIDGE WELDING CODE (2008) CONSISTENT WITH PUBLICATION 408, 1105.03(M). AND THE CONTRACT SPECIAL PROVISIONS.
3. WELDING OF EXISTING STRUCTURAL STEEL: USE THE SHIELDED METAL ARC PROCESS AND LOW HYDROGEN ELECTRODES THAT ARE COMPATIBLE WITH THE BASE METAL AS SPECIFIED, AND IN ACCORDANCE WITH AN APPROVED WELD PROCEDURE SPECIFICATION.
4. MAKE TACK WELDS WITH THE SAME TYPE OF ELECTRODE AND INCORPORATE IN THE FINAL WELD. NO OTHER TACK WELDING WILL BE PERMITTED.
5. DO NOT WELD WHEN SURFACES TO BE WELDED ARE MOIST OR EXPOSED TO RAIN, SNOW, OR WIND, OR WHEN WELDERS ARE EXPOSED TO INCLEMENT CONDITIONS THAT WILL ADVERSELY AFFECT THE QUALITY OF THE WORK.
6. DO NOT WELD OR BURN WHEN THE TEMPERATURE IS BELOW 0°F. PREHEAT AND MAINTAIN THE TEMPERATURE OF THE METAL TO AT LEAST 70°F WHEN THE TEMPERATURE OF THE METAL IS BETWEEN 0°F AND 32°F DURING WELDING OR BURNING.
7. PREHEAT THE STEEL TO THE SPECIFIED MINIMUM TEMPERATURE FOR A DISTANCE EQUAL TO THE THICKNESS OF THE PART BEING WELDED, BUT NOT LESS THAN 3 IN. IN ALL DIRECTIONS FROM THE POINT OF WELDING.
8. REMOVE BY APPLICATION OF HEAT ANY MOISTURE PRESENT AT POINT OF WELD. PROVIDE WINDBREAKS FOR PROTECTION FROM DIRECT WIND.
9. PRIOR TO PLACING THE WELD, THOROUGHLY CLEAN ALL PORTIONS OF NEW AND EXISTING SURFACES TO RECEIVE WELDS OF ALL FOREIGN MATTER, INCLUDING PAINT FILM, FOR A DISTANCE OF 2 IN. FROM EACH SIDE OF THE OUTSIDE LINES OF THE WELD.
10. TEST COMPLETED WELDS USING VISUAL AND NONDESTRUCTIVE METHODS IN ACCORDANCE WITH AASHTO/AWS D1.5M/D1.5 BRIDGE WELDING CODE CHAPTER 6.

UTILITY NOTES:

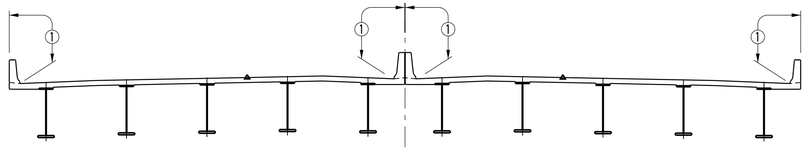
1. COORDINATE, LOCATE, AND CONDUCT ALL WORK RELATED TO PUBLIC AND PRIVATE UTILITIES IN ACCORDANCE WITH PUBLICATION 408, SECTIONS 105.06 AND 107.12.
2. WITHIN NORFOLK SOUTHERN RIGHT-OF-WAY LIMITS: ALL UTILITY INSTALLATIONS OR RELOCATIONS THAT ARE REQUIRED IN CONJUNCTION WITH THIS PROJECT CAN BE INSTALLED OR RELOCATED AS PART OF THE PROJECT PROVIDED THE CONSTRUCTION IS PERFORMED BY THE PROJECT CONTRACTOR OR PROJECT CONTRACTOR'S SUB-CONTRACTOR. HOWEVER, THE UTILITY MUST SUBMIT AN APPLICATION FOR-THE INSTALLATION-OR RELOCATION TO NS PIPE AND WIRE FOR APPROPRIATE HANDLING FOR LICENSE AGREEMENT AND APPLICABLE FEES. FOR UTILITY APPLICATIONS GO TO: HTTPS://WWW.NORFOLKSOUTHERN.COM/EN/RAIL-DEVELOPMENT-PROPERTY/NS-PROPERTY/PROJECTS-ON-NS-PROPERTY
NOTE: LICENSE AGREEMENT MUST BE EXECUTED PRIOR TO UTILITY BEING INSTALLED OR RELOCATED.

HYDRAULIC DATA FOR CODORUS CREEK		
	EXISTING CONDITION	PROPOSED CONDITION
DRAINAGE AREA	237 SQ MI	
WATERWAY OPENING	27,135 SF (13,915 SF CODORUS CREEK BRIDGE, 2,404 SF LOUCKS MILL ROAD BRIDGE, AND 10,816 SF NORFOLK SOUTHERN BRIDGE)	43,902 SF
DESIGN FLOOD FLOW (50 YR)	20,805 CFS	
DESIGN HIGH WATER ELEVATION (50 YR)	359.89 FT	359.82 FT
DESIGN FLOW VELOCITY (50 YR)	5.9 FPS	5.9 FPS
DESIGN FLOOD FLOW (100 YR)	27,063 CFS	
DESIGN HIGH WATER ELEVATION (100 YR)	363.22 FT	363.20 FT
DESIGN FLOW VELOCITY (100 YR)	6.2 FPS	6.2 FPS
DESIGN FLOOD FLOW (FEMA 100 YR)	19,900 CFS	
DESIGN HIGH WATER ELEVATION (FEMA 100 YR)	362.25 FT	362.21 FT
DESIGN FLOW VELOCITY (FEMA 100 YR)	4.9 FPS	4.9 FPS

SCOUR DATA FOR CODORUS CREEK			
FREQUENCY	CONTRACTION (FT)	LOCAL PIER (FT)*	TOTAL SCOUR DEPTH (FT)
ABUTMENTS			
50-YEAR	0.0	-	0.0
100-YEAR	0.0	-	0.0
500-YEAR	0.0	-	0.0
PIERS 6 & 7 **			
50-YEAR	0.0	4.2	4.2
100-YEAR	0.0	4.4	4.4
500-YEAR	0.0	5.0	5.0
PIER 4			
100-YEAR	0.0	2.7	2.7
500-YEAR	0.0	4.1	4.1
PIER 3			
500-YEAR	0.0	2.5	2.5
PIER 2			
500-YEAR	0.0	4.5	4.5
PIER 1			
500-YEAR	0.0	0.9	0.9

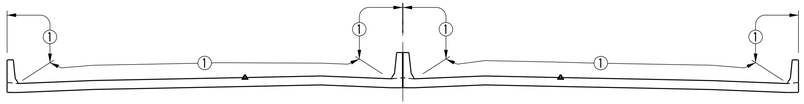
* PIER 5 IS LOCATED IN AN AREA WHERE EFFECTIVE FLOW IS BLOCKED BY AN UPSTREAM BUILDING AND HAS 0.0 FEET OF SCOUR. PIER 4 IS INUNDATED BY THE 100-YEAR AND 500-YEAR EVENTS, ONLY, AND PIERS 3, 2, AND 1 ARE INUNDATED BY THE 500-YEAR EVENT, ONLY.

** COMPUTED VALUE REDUCED BY 50% FOR PIERS WITH MULTILAYERED SCOUR PROTECTION PER DM-4 CHAP. 7. SCOUR DEPTHS FOR PIERS 6 AND 7 SHOULD BE COMPUTED BELOW THE THALWEG ELEVATION OF 337.72 FEET.



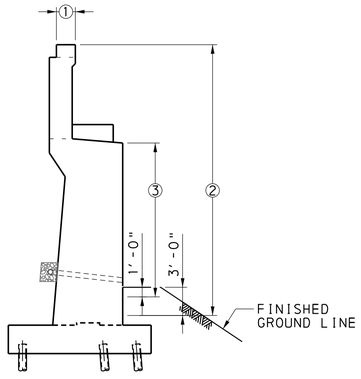
TYPICAL DECK COATING

0 12 24 FEET



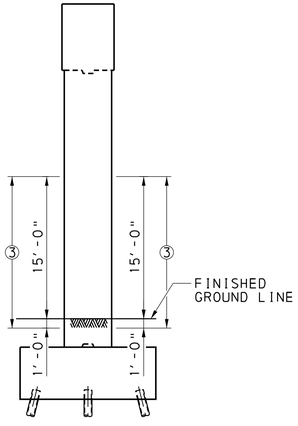
TYPICAL APPROACH SLAB COATING

0 12 24 FEET



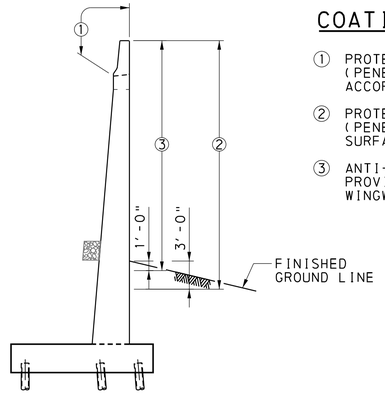
TYPICAL ABUTMENT COATING

0 8 16 FEET



PIERS 4-7 COATING

0 8 16 FEET



TYPICAL WINGWALL COATING

0 8 16 FEET

COATING LEGEND

① PROTECTIVE COATING FOR REINFORCED CONCRETE SURFACES (PENETRATING SEALERS, BRIDGE SUPERSTRUCTURE) IN ACCORDANCE WITH PUB 408, SECTION 1001.3(f).

② PROTECTIVE COATING FOR REINFORCED CONCRETE SURFACES (PENETRATING SEALERS, REINFORCED CONCRETE SUBSTRUCTURE SURFACES) IN ACCORDANCE WITH PUB 408, SECTION 1019.

③ ANTI-GRAFFITI COATING IN ACCORDANCE WITH SPECIAL PROVISION "ANTI-GRAFFITI COATING" (OMIT AT ABUTMENT 1, WINGWALL A, AND WINGWALL B).

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
GENERAL NOTES (2 OF 3)

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
ALEXANDER LEE SCHMIDT
ENGINEER NO. PE086878

RECOMMENDED 2026.02.06

SHEET 7 OF 291

S-39605

Stantec 1/14/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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DES: ALS | DWG: KJR | CHK: ALS/SB

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DOT_ANSI D_PDF.plt

FOUNDATION NOTES:

1. NOTIFY THE DISTRICT GEOTECHNICAL SPECIALIST IF ANY DEVIATIONS FROM THE NOTED SUBSURFACE CONDITIONS ARE ENCOUNTERED DURING CONSTRUCTION.
2. TOP AND BOTTOM OF THE DRILLED CAISSON MAY BE ORDERED BY THE REPRESENTATIVE TO BE AT ANY ELEVATION OR OF ANY DIMENSIONS NECESSARY TO PROVIDE A PROPER FOUNDATION.
3. CONSTRUCT DRILLED CAISSONS IN ACCORDANCE WITH PENNDOT PUBLICATION 408, SECTION 1006. PERFORM TEST HOLES AT EACH CAISSON LOCATION IN ACCORDANCE WITH PUBLICATION 408, SECTION 1006.3(C). USE CEMENT CONCRETE WITH A MINIMUM COMPRESSIVE STRENGTH OF 4 KSI.
4. FOR PIER 1, PIER 2, PIER 6 AND PIER 7, PERFORM LOAD TESTING ON A TECHNIQUE CAISSON IN ACCORDANCE WITH PUBLICATION 408, SECTION 1006.3 AND SPECIAL PROVISION FOR LOAD TEST.
5. CONSIDER THE SUBSURFACE SOIL ENVIRONMENT AS POTENTIALLY CORROSIVE, EPOXY COAT ALL REINFORCEMENT BARS WITHIN THE SUBSTRUCTURES. DESIGN PILES WITH A 1/16" REDUCTION OF STEEL ON EXPOSED SURFACES.
6. BLASTING IS NOT PERMITTED ON SITE. EXCAVATE ROCK MECHANICALLY.
7. THE CONTRACTOR IS RESPONSIBLE FOR THE CONTROL OF DRAINAGE DURING CONSTRUCTION. DIRECT RUNOFF AWAY FROM THE PROPOSED FOUNDATION FOOTPRINT. PROVIDE NORFOLK SOUTHERN WITH A DEWATERING/DRAINAGE CONTROL PLAN FOR REVIEW AND APPROVAL.
8. IF A SINKHOLE IS ENCOUNTERED DURING CONSTRUCTION, IMMEDIATELY CONTACT THE DISTRICT GEOTECHNICAL SPECIALIST AND NORFOLK SOUTHERN YARD PERSONNEL AND THE RAILROAD ENGINEER. REPAIR SINKHOLE IN ACCORDANCE WITH ITEM 9000-0001 SOLUTION CAVITY EXCAVATION AND AS DIRECTED.
9. THE PROPOSED FOUNDATIONS MAY BE BELOW THE NORMAL WATER LEVEL. THEREFORE, DEWATERING OF THE EXCAVATIONS WILL BE NECESSARY DURING CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE TO PROVIDE NECESSARY DEWATERING SO THAT ALL EXCAVATIONS ARE DRY ENOUGH FOR CONSTRUCTION AND INSPECTION. ALL CONCRETE MUST BE PLACED ON A BEARING SURFACE FREE OF DEBRIS, LOOSE MATERIAL, AND SURFACE WATER.
10. PROVIDE TEMPORARY EXCAVATION AND SUPPORT SYSTEMS PER ITEM 9203-0101.
11. EXCAVATE ACCORDING TO CURRENT OSHA OR OTHER APPLICABLE LOCAL, STATE, AND FEDERAL REGULATIONS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE STABILITY OF THE EXCAVATIONS.
12. SITE CLASS IS NOT CLASS E OR F.
13. ALL PROPOSED PRE-DRILLED SHAFTS ON NORFOLK SOUTHERN PROPERTY SHALL BE CONTINUOUSLY CASED UNTIL THE PERMANENT CASING HAS REACHED ITS INTENDED INSTALLATION DEPTH. VOIDS WILL NOT BE PERMITTED AT ANY TIME DURING THE INSTALLATION OF THE PROPOSED CAISSONS.

MICROPILE LOAD TESTING NOTES:

1. CONSTRUCT MICROPILES IN ACCORDANCE WITH PUBLICATION 408, SECTION 1007. BOND ZONES MUST HAVE A MINIMUM LENGTH OF 11 FEET WITHIN COMPETENT BEDROCK OR AS DETERMINED FROM LOAD TEST DATA.
2. SOIL AND VOIDS DO NOT COUNT TOWARD THE BOND ZONE LENGTH.
3. NO SOIL SEAM, IN EXCESS OF 5 FEET, WILL BE ACCEPTABLE WITHIN THE BOND ZONE.
4. NO ROCK SEAM, LESS THAN 5 FEET, WILL BE ACCEPTABLE WITHIN THE BOND ZONE.
5. NO BOND ZONE WILL TERMINATE WITHOUT A MINIMUM OF 5 FEET OF COMPETENT ROCK AT THE BOTTOM OF THE BOND ZONE.
6. PERFORM LOAD TESTING IN ACCORDANCE WITH PUBLICATION 408, SECTION 1007.3(J)2. INSTALL ONE (1) VERIFICATION LOAD TEST PILE FOR EACH NORTHBOUND AND SOUTHBOUND STRUCTURE AT ABUTMENT 1, ABUTMENT 2, PIER 3, PIER 4, AND PIER 5. PERFORM VERIFICATION LOAD TESTS ON PRE-PRODUCTION MICROPILES INSTALLED OUTSIDE THE FOUNDATION FOOTPRINTS. PERFORM TWO (2) PROOF LOAD TESTS ON PRODUCTION PILES FOR EACH NORTHBOUND AND SOUTHBOUND STRUCTURE AT ABUTMENT 1, ABUTMENT 2, PIER 3, PIER 4, AND PIER 5. UTILIZE LOAD TEST DATA TO VERIFY DESIGN BOND ZONE. AS A RESULT OF LOAD TESTS AND INSTALLATION RECORDS, MICROPILE BOND ZONES SHALL BE SHORTENED OR LENGTHENED. SUBMIT THE REVISIONS TO THE DISTRICT GEOTECHNICAL SPECIALIST OR REPRESENTATIVE FOR APPROVAL.

FOUNDATION ELEVATION TABLE

LOCATION	FOUNDATION TYPE	BFE	SOCKET/BOND ZONE LENGTH (FT)	LOWEST TOP OF ROCK	HIGHEST TOP OF ROCK	LOWEST ESTIMATED BOTTOM OF BONDING ZONE/ BOTTOM OF	HIGHEST ESTIMATED BOTTOM OF BONDING ZONE/ BOTTOM OF
ABUTMENT 1 NB	MICROPILES	369.00	11.00	351.00	353.30	340.20	341.30
ABUTMENT 1 SB	MICROPILES	369.00	11.00	349.60	357.70	337.60	345.70
PIER 1 NB	DRILLED CAISSONS	354.00	9.00	350.50	350.50	336.00	336.00
PIER 1 SB	DRILLED CAISSONS	354.00	9.00	353.20	353.40	344.20	344.40
PIER 2 NB	DRILLED CAISSONS	355.00	9.00	352.50	352.50	343.50	343.50
PIER 2 SB	DRILLED CAISSONS	355.00	9.00	347.70	351.80	338.70	342.80
PIER 3 NB	MICROPILES	354.50	11.00	347.40	347.40	335.40	335.40
PIER 3 SB	MICROPILES	354.50	11.00	343.40	348.50	317.40	336.50
PIER 4 NB	MICROPILES	352.25	11.00	343.80	343.80	290.30	290.30
PIER 4 SB	MICROPILES	352.00	11.00	324.60	336.20	268.20	291.30
PIER 5 NB	MICROPILES	353.50	11.00	342.30	342.30	330.30	330.30
PIER 5 SB	MICROPILES	353.00	11.00	341.80	344.40	329.80	332.40
PIER 6 NB	DRILLED CAISSONS	339.50	11.00	337.00	337.00	326.00	326.00
PIER 6 SB	DRILLED CAISSONS	339.50	11.00	336.20	336.90	325.20	325.90
PIER 7 NB	DRILLED CAISSONS	339.00	11.00	345.00	345.00	328.00	328.00
PIER 7 SB	DRILLED CAISSONS	339.00	11.00	319.50	334.40	308.50	323.40
ABUTMENT 2 NB	MICROPILES	368.00	11.00	345.80	345.80	333.80	333.80
ABUTMENT 2 SB	MICROPILES	368.00	11.00	360.00	367.10	348.00	355.10

MICROPILE AXIAL CAPACITY

ELEMENT	LIMIT STATE	LOAD CASE	STAGE	AXIAL (KIPS)		
				FACTORED LOAD	RESISTANCE	PILE RATIO
ABUTMENT 1 NB AND SB	STR-I	MAX	FINAL	256.73	439.00	1.71
WING A & B	STR-I	MAX	FINAL	226.42	439.00	1.94
PIER 3 NB AND SB	STR-I	MAX	FINAL	434.97	439.00	1.01
PIER 4 NB	STR-I	MAX	FINAL	395.03	439.00	1.11
PIER 4 SB	STR-I	MAX	FINAL	416.54	439.00	1.05
PIER 5 NB	STR-I	MAX	FINAL	413.41	439.00	1.06
PIER 5 SB	STR-I	MAX	FINAL	425.20	439.00	1.03
ABUTMENT 2 NB	STR-I	MAX VERT MIN HORIZ	FINAL	311.60	439.00	1.41
ABUTMENT 2 SB	STR-I	MAX VERT MIN HORIZ	FINAL	308.30	439.00	1.42
WING C	STR-I	MAX	FINAL	263.72	439.00	1.67
WING D	STR-I	MAX	FINAL	184.76	439.00	2.38

MICROPILE LATERAL CAPACITY

ELEMENT	LIMIT STATE	LOAD CASE	STAGE	LATERAL (KIPS/FT)**		
				FACTORED LOAD	RESISTANCE	PILE RATIO
ABUTMENT 1 NB AND SB	STR-I	MAX	FINAL	35.00	40.84	1.17
WING A & B	STR-I	MAX	FINAL	31.90	37.27	1.17
ABUTMENT 2 NB	STR-I	MAX	FINAL	24.36	32.40	1.33
ABUTMENT 2 SB	STR-I	MAX	FINAL	28.22	32.40	1.15
WING C	STR-I	MAX	FINAL	26.83	31.05	1.16
WING D	STR-I	MAX	FINAL	18.30	23.82	1.30

MICROPILE LATERAL CAPACITY

ELEMENT	LIMIT STATE	LOAD CASE	STAGE	LATERAL (KIPS)**		
				FACTORED LOAD	RESISTANCE	PILE RATIO
PIER 3 NB AND SB	STR-III	MAX	FINAL	178.17	212.95	1.20
PIER 4 NB	STR-III	MAX	FINAL	451.98	532.37	1.18
PIER 4 SB	STR-III	MAX	FINAL	430.09	638.84	1.49
PIER 5 NB	STR-V	MAX	FINAL	459.84	532.37	1.16
PIER 5 SB	STR-III	MAX	FINAL	243.82	328.11	1.35

** MICROPILE LATERAL FACTORED LOADS AND LATERAL RESISTANCES ARE GROUP LOADS/RESISTANCES.

DRILLED CAISSON DESIGN LOADS AND CAPACITIES (PER CAISSON)

SUBSTRUCTURE	LIMIT STATE	AXIAL (KIPS)		LATERAL (KIPS)	
		FACTORED LOAD	RESISTANCE	FACTORED LOAD	RESISTANCE
PIER 1 NB/SB	STRENGTH	1,291	1,449	32	-
	SERVICE	980	-	23	
PIER 2 NB/SB	STRENGTH	1,293	1,449	80	-
	SERVICE	983	-	58	
PIER 6 NB	STRENGTH	2,273	2,456	114	-
	SERVICE	1,727	-	81	
PIER 6 SB	STRENGTH	2,367	2,456	125	-
	SERVICE	1,832	-	86	
PIER 7 NB	STRENGTH	1,749	2,456	95	-
	SERVICE	1,307	-	67	
PIER 7 SB	STRENGTH	1,822	2,456	102	-
	SERVICE	1,383	-	70	

NOTE: REPORTED AXIAL AND LATERAL LOADS ARE AT THE TOP OF DRILLED CAISSON. FOR PIERS 1 AND 2: ADDITIONAL LATERAL LOADS DUE TO LATERAL PRESSURE FROM TRAIN SURCHARGE APPLIED DIRECTLY TO THE DRILLED CAISSONS ARE NOT PROVIDED.

DESCRIPTION	DWG. NO.	RECC. DATE
SUPPLEMENTAL DRAWINGS		
PROTECTIVE FENCE	BC-701M	11/23/2022
TEMPORARY CONCRETE BARRIER, STRUCTURE MOUNTED	BC-719M	03/27/2024
ELECTRICAL DETAILS	BC-721M	02/19/2021
LIGHTING POLE ANCHORAGE	BC-722M	02/19/2021
PERMANENT METAL DECK FORMS	BC-732M	11/23/2022
WALL CONSTRUCTION AND EXPANSION JOINT DETAILS	BC-735M	09/30/2016
REINFORCEMENT BAR FABRICATION DETAILS	BC-736M	11/23/2022
BRIDGE DRAINAGE	BC-751M	01/31/2019
CONCRETE DECK SLAB DETAILS	BC-752M	11/23/2022
STEEL GIRDER DETAILS	BC-753M	01/31/2019
STEEL DIAPHRAGMS FOR STEEL BEAM/GIRDER STRUCTURES (STRAIGHT GIRDERS ONLY)	BC-754M	11/23/2022
PREFORMED NEOPRENE COMPRESSION SEAL JOINT FOR APPROACH SLABS	BC-766M	11/23/2022
TYPICAL WATERPROOFING AND EXPANSION DETAILS *	BC-788M	11/23/2022
CLASSIFICATION OF EARTHWORK FOR STRUCTURES	RC-11M	06/01/2010
BACKFILL AT STRUCTURES	RC-12M	11/01/2022
GUIDE RAIL TO BRIDGE BARRIER TRANSITIONS	RC-50M	12/18/2024

* AS SUPPLEMENTED BY ATTACHMENT BC-788 MODIFIED "SPRAY-ON WATERPROOFING DETAILS"

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
GENERAL NOTES (3 OF 3)

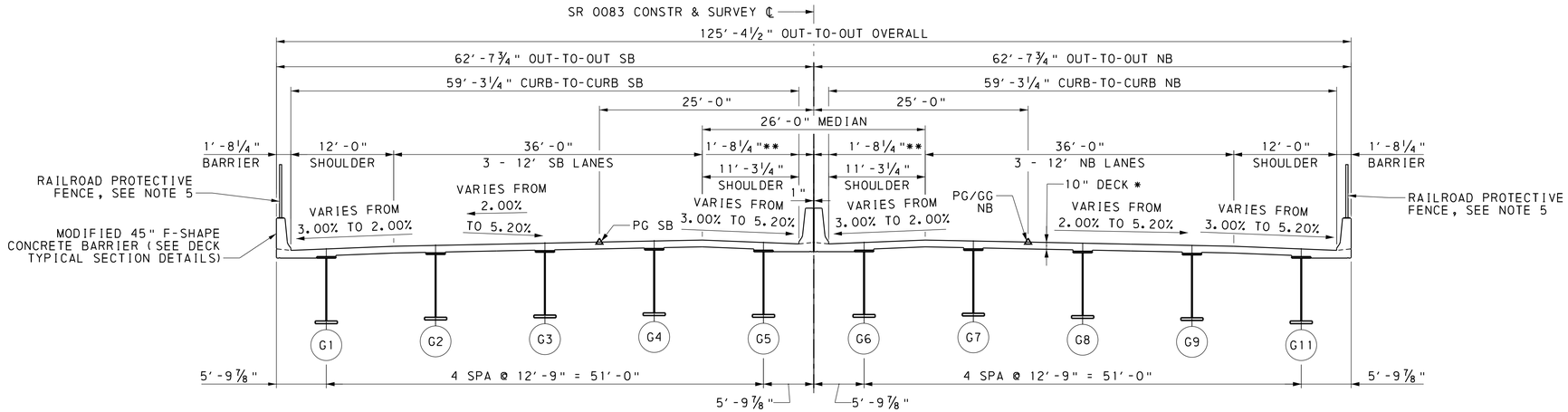
COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 8 OF 291
& SUPPLEMENTAL DRAWINGS
S-39605

Stantec 1/29/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-pps01\shared_projects\202713144211.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_1.20_GNT.dgn

DES: ALS | DWG: KJR | CHK: ALS/SB



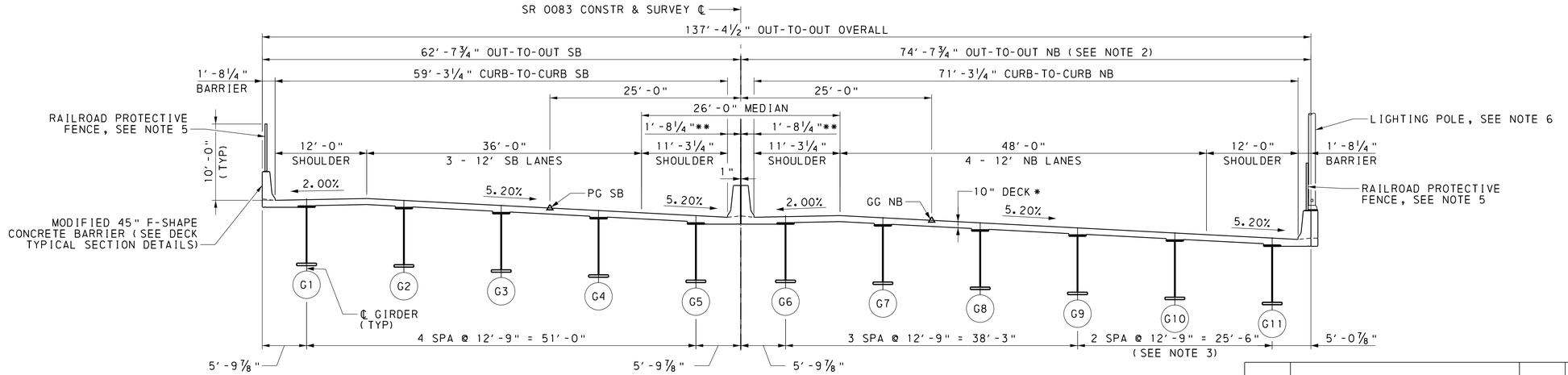
TYPICAL SECTION 1

LOOKING STATIONS AHEAD
STA 328+88.65 TO STA 338+11.50

0 8 16 FEET

* INCLUDES 1" POLYESTER POLYMER CONCRETE OVERLAY (PPC)

** MODIFIED SPLIT CONCRETE MEDIAN BARRIER, 50" (SEE DECK TYPICAL SECTION DETAILS)



TYPICAL SECTION 2

LOOKING STATIONS AHEAD
STA 338+11.50 TO STA 345+18.80

0 8 16 FEET

TYPICAL SECTION NOTES

1. SEE ROADWAY CONSTRUCTION PLANS FOR SUPERELEVATION CROSS SLOPES AND TRANSITION LOCATIONS.
2. NORTHBOUND OUT-TO-OUT WIDTH VARIES FROM 62′-7¾" TO 74′-7¾" BETWEEN STATIONS 338+19.98 AND 341+45.00.
3. GIRDER G10 IS INTRODUCED AT A HEADER DIAPHRAGM AT STATION 338+11.50 AT MID-SPAN SPAN 5. SPACING FOR GIRDERS G9 THROUGH G11 VARIES FROM TWO SPACES OF 6′-3½" AND 6′-5½" TO TWO SPACES AT 12′-9" BETWEEN STATIONS 338+11.50 AND 341+45.00.
4. GIRDER WEB DEPTHS ARE 80" IN SPANS 1-3 AND 104" IN SPANS 4-8. A WEB DEPTH TRANSITION OCCURS BEFORE PIER 3.
5. RAILROAD PROTECTIVE FENCE PROVIDED ON OUTSIDE BARRIERS.

   NB STA 329+47.65 TO STA 333+57.65 AND STA 340+48.00 TO STA 341+09.92
   SB STA 329+47.65 TO STA 333+57.65 AND STA 340+43.75 TO STA 341+02.19
6. LIGHTING POLES LOCATED AT NB PIERS 6 AND 7.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
TYPICAL SECTIONS

COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL — ALEXANDER LEE SCHMIDT — ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 9 OF 291

S-39605

DES: ALS | DWG: KJR | CHK: ALS/SB

Stantec 1/14/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
U:\2027131\1442\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_1.20_GNT.dgn

DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI_D_PDF.plt

BRIDGE LOAD RATINGS (WITH FUTURE WEARING SURFACE)

SOUTHBOUND BRIDGE

CURRENT ADTT (2026) = 3,125; DESIGN YEAR ADTT (2046) = 4,201

		CONTINUOUS, COMPOSITE PLATE GIRDER						
		H20	HS20	ML-80	TK527	PHL-93	P-82	P2016-13
INVENTORY RATING (IR)	LOCATION (FT)	0.00 FT	0.00 FT	0.00 FT	0.00 FT	0.00 FT	-	-
	LIMIT STATE	STR-I	STR-I	STR-I	STR-I	STR-I	-	-
	RATING FACTOR	1.57 M	1.57 M	2.93 V	2.78 V	1.20 M	-	-
	RESISTANCE	68.3 KSI BOT FLANGE	68.3 KSI BOT FLANGE	696 KIPS	696 KIPS	68.3 KSI BOT FLANGE	-	-
	SPAN #/ BEAM #	SPAN 5 / GIRDER 1	SPAN 5 / GIRDER 1	SPAN 1 / GIRDER 5	SPAN 1 / GIRDER 5	SPAN 5 / GIRDER 1	-	-
OPERATING RATING (OR)	LOCATION (FT)	0.00 FT	0.00 FT	0.00 FT	0.00 FT	0.00 FT	0.00 FT	0.00 FT
	LIMIT STATE	STR-II	STR-II	STR-II	STR-II	STR-IA	STR-II	STR-II
	RATING FACTOR	2.04 M	2.04 M	3.79 V	3.60 V	1.64 M	1.95 V	1.24 M
	RESISTANCE	68.3 KSI BOT FLANGE	68.3 KSI BOT FLANGE	696 KIPS	696 KIPS	68.3 KSI BOT FLANGE	696 KIPS	65.3 KSI BOT FLANGE
	SPAN #/ BEAM #	SPAN 5 / GIRDER 1	SPAN 5 / GIRDER 1	SPAN 1 / GIRDER 5	SPAN 1 / GIRDER 5	SPAN 5 / GIRDER 1	SPAN 1 / GIRDER 5	SPAN 8 / GIRDER 1

MAXIMUM FACTORED FLEXURAL RESISTANCE: -76,362 KIP-FT
LOCATION: 24.5 FT INTO SPAN 6, GIRDER 5

MAXIMUM FACTORED SHEAR RESISTANCE: 1,807 KIP
LOCATION: 0.0FT (SPAN 5)

BRIDGE LOAD RATINGS (WITHOUT FUTURE WEARING SURFACE)

SOUTHBOUND BRIDGE

CURRENT ADTT (2026) = 3,125; DESIGN YEAR ADTT (2046) = 4,201

		CONTINUOUS, COMPOSITE PLATE GIRDER						
		H20	HS20	ML-80	TK527	PHL-93	P-82	P2016-13
INVENTORY RATING (IR)	LOCATION (FT)	0.00 FT	0.00 FT	0.00 FT	0.00 FT	0.00 FT	-	-
	LIMIT STATE	STR-I	STR-I	STR-I	STR-I	STR-I	-	-
	RATING FACTOR	1.72 M	1.72 M	3.02 V	2.86 V	1.32 M	-	-
	RESISTANCE	68.3 KSI BOT FLANGE	68.3 KSI BOT FLANGE	696 KIPS	696 KIPS	68.3 KSI BOT FLANGE	-	-
	SPAN #/ BEAM #	SPAN 5 / GIRDER 1	SPAN 5 / GIRDER 1	SPAN 1 / GIRDER 5	SPAN 1 / GIRDER 5	SPAN 5 / GIRDER 1	-	-
OPERATING RATING (OR)	LOCATION (FT)	0.00 FT	0.00 FT	0.00 FT	0.00 FT	0.00 FT	0.00 FT	0.00 FT
	LIMIT STATE	STR-II	STR-II	STR-II	STR-II	STR-IA	STR-II	STR-II
	RATING FACTOR	2.23 M	2.23 M	3.91 V	3.71 V	1.79 M	2.02 V	1.30 M
	RESISTANCE	68.3 KSI BOT FLANGE	68.3 KSI BOT FLANGE	696 KIPS	696 KIPS	68.3 KSI BOT FLANGE	696 KIPS	65.3 KSI BOT FLANGE
	SPAN #/ BEAM #	SPAN 5 / GIRDER 1	SPAN 5 / GIRDER 1	SPAN 1 / GIRDER 5	SPAN 1 / GIRDER 5	SPAN 5 / GIRDER 1	SPAN 1 / GIRDER 5	SPAN 8 / GIRDER 1

MAXIMUM FACTORED FLEXURAL RESISTANCE: -76,362 KIP-FT
LOCATION: 24.5 FT INTO SPAN 6, GIRDER 5

MAXIMUM FACTORED SHEAR RESISTANCE: 1,807.0 KIP
LOCATION: 0.0FT (SPAN 5)

BRIDGE LOAD RATINGS (WITH FUTURE WEARING SURFACE)

NORTHBOUND BRIDGE

CURRENT ADTT (2026) = 3,077; DESIGN YEAR ADTT (2046) = 4,136

		CONTINUOUS, COMPOSITE PLATE GIRDER						
		H20	HS20	ML-80	TK527	PHL-93	P-82	P2016-13
INVENTORY RATING (IR)	LOCATION (FT)	0.00 FT	0.00 FT	0.00 FT	0.00 FT	0.00 FT	-	-
	LIMIT STATE	STR-I	STR-I	STR-I	STR-I	STR-I	-	-
	RATING FACTOR	1.63 M	1.63 M	2.96 V	2.81 V	1.24 M	-	-
	RESISTANCE	68.3 KSI BOT FLANGE	68.3 KSI BOT FLANGE	696 KIPS	696 KIPS	67.4 KSI BOT FLANGE	-	-
	SPAN #/ BEAM #	SPAN 5 / GIRDER 6	SPAN 5 / GIRDER 6	SPAN 1 / GIRDER 6	SPAN 1 / GIRDER 6	SPAN 7 / GIRDER 7	-	-
OPERATING RATING (OR)	LOCATION (FT)	0.00 FT	0.00 FT	0.00 FT	0.00 FT	0.00 FT	0.00 FT	0.00 FT
	LIMIT STATE	STR-II	STR-II	STR-II	STR-II	STR-IA	STR-II	STR-II
	RATING FACTOR	2.11 M	2.11 M	3.84 V	3.64 V	1.61 M	1.96 M	1.21 M
	RESISTANCE	68.3 KSI BOT FLANGE	68.3 KSI BOT FLANGE	696 KIPS	696 KIPS	67.4 KSI BOT FLANGE	65.3 KSI BOT FLANGE	65.3 KSI BOT FLANGE
	SPAN #/ BEAM #	SPAN 5 / GIRDER 6	SPAN 5 / GIRDER 6	SPAN 1 / GIRDER 6	SPAN 1 / GIRDER 6	SPAN 7 / GIRDER 7	SPAN 8 / GIRDER 6	SPAN 8 / GIRDER 6

MAXIMUM FACTORED FLEXURAL RESISTANCE: -76,269 KIP-FT
LOCATION: 19.30 FT INTO SPAN 6, GIRDER 6

MAXIMUM FACTORED SHEAR RESISTANCE: 1,807 KIP
LOCATION: 0.0FT (SPAN 5)

BRIDGE LOAD RATINGS (WITHOUT FUTURE WEARING SURFACE)

NORTHBOUND BRIDGE

CURRENT ADTT (2026) = 3,077; DESIGN YEAR ADTT (2046) = 4,136

		CONTINUOUS, COMPOSITE PLATE GIRDER						
		H20	HS20	ML-80	TK527	PHL-93	P-82	P2016-13
INVENTORY RATING (IR)	LOCATION (FT)	0.00 FT	0.00 FT	0.00 FT	57.18 FT	0.00 FT	-	-
	LIMIT STATE	STR-I	STR-I	STR-I	STR-I	STR-I	-	-
	RATING FACTOR	2.12 M	2.12 M	3.34 V	3.35 M	1.65 M	-	-
	RESISTANCE	68.3 KSI BOT FLANGE	68.3 KSI BOT FLANGE	696 KIPS	70 KSI BOT FLANGE	67.4 KSI BOT FLANGE	-	-
	SPAN #/ BEAM #	SPAN 5 / GIRDER 6	SPAN 5 / GIRDER 6	SPAN 1 / GIRDER 6	SPAN 1 / GIRDER 6	SPAN 7 / GIRDER 7	-	-
OPERATING RATING (OR)	LOCATION (FT)	0.00 FT	0.00 FT	0.00 FT	0.00 FT	0.00 FT	0.00 FT	0.00 FT
	LIMIT STATE	STR-II	STR-II	STR-II	STR-II	STR-IA	STR-II	STR-II
	RATING FACTOR	2.75 M	2.75 M	4.33 V	4.10 V	2.13 M	2.22 V	1.49 M
	RESISTANCE	68.3 KSI BOT FLANGE	68.3 KSI BOT FLANGE	696 KIPS	696 KIPS	67.4 KSI BOT FLANGE	696 KIPS	65.3 KSI BOT FLANGE
	SPAN #/ BEAM #	SPAN 5 / GIRDER 6	SPAN 5 / GIRDER 6	SPAN 1 / GIRDER 6	SPAN 1 / GIRDER 6	SPAN 7 / GIRDER 7	SPAN 1 / GIRDER 6	SPAN 8 / GIRDER 6

MAXIMUM FACTORED FLEXURAL RESISTANCE: -76,269 KIP-FT
LOCATION: 19.30 FT INTO SPAN 6, GIRDER 6

MAXIMUM FACTORED SHEAR RESISTANCE: 1,807.0 KIP
LOCATION: 0.0FT (SPAN 5)

NOTES

1. RATINGS ARE BASED ON THE LOAD AND RESISTANCE FACTOR DESIGN (LRFD) METHOD.
2. BRIDGE LOAD RATINGS WERE DETERMINED FROM 3D FINITE ELEMENT ANALYSIS USING CSiBRIDGE SOFTWARE.
3. "M" AND "V" DENOTE THAT MOMENT OR SHEAR CONTROL THE RATING FACTOR, RESPECTIVELY.
4. IR = INVENTORY RATING
   OR = OPERATING RATING
   ML-80 = PENNSYLVANIA MAXIMUM LEGAL LOAD
   TK527 = PA LEGAL LOAD CONFIGURATION
   P-82 AND P2016-13 = PENNSYLVANIA PERMIT LOADS
   PHL-93 = INDICATES AASHTO LRFD DESIGN LIVE LOAD, AS MODIFIED BY THE 2019 PENNDOT DESIGN MANUAL, PART 4.
5. FOR RATINGS AND PROCEDURE NOTES, SEE SHEETS 225 THROUGH 226.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE

REVISIONS

DES: ALS | DWG: KJR | CHK: ALS

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE086878 PENNSYLVANIA

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
RATINGS

RECOMMENDED 2026.02.06

SHEET 10 OF 291

S-39605

DOT_2015
1442_STR_Black_Color-249-254.tbl
DOT_ANSI D.PDF.plt

Stantec
1/14/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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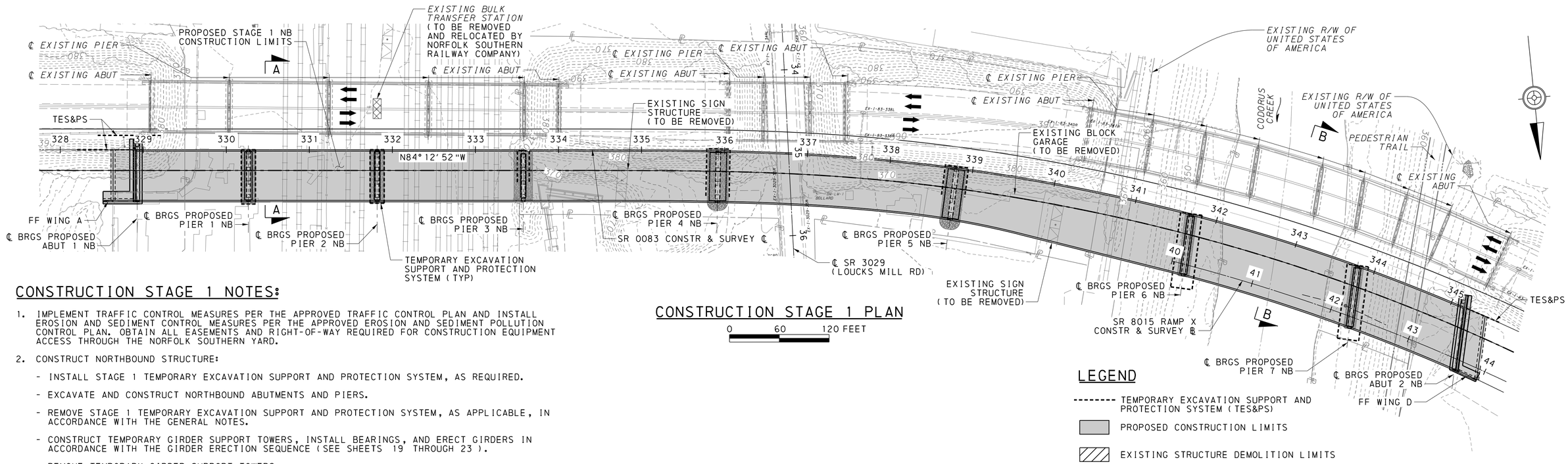
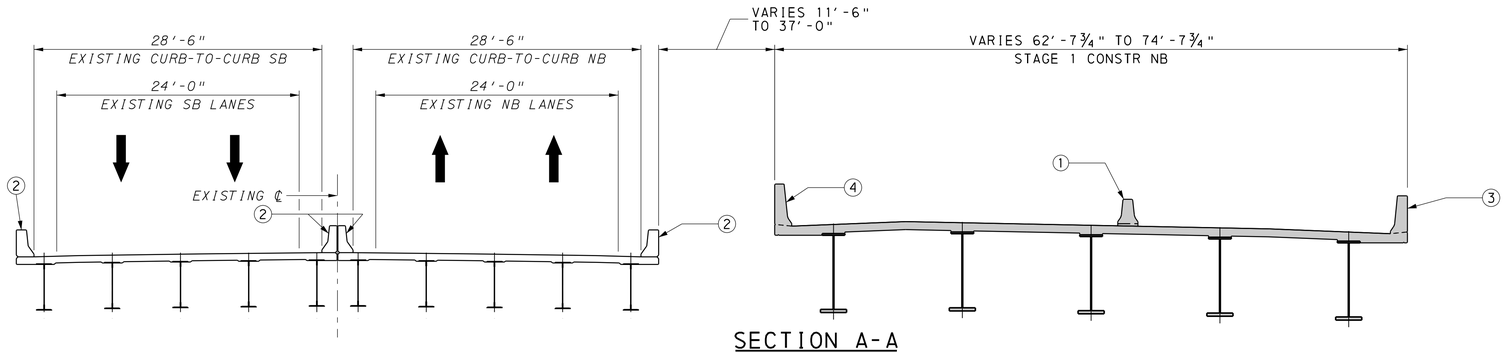


CONSTRUCTION STAGE 1 PLAN

0 60 120 FEET

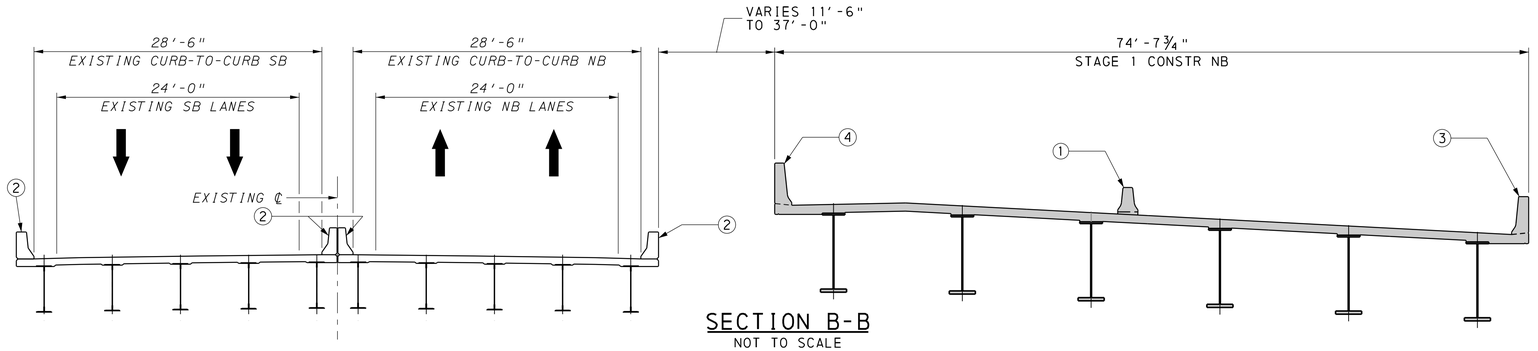
CONSTRUCTION STAGE 1 NOTES:

1. IMPLEMENT TRAFFIC CONTROL MEASURES PER THE APPROVED TRAFFIC CONTROL PLAN AND INSTALL EROSION AND SEDIMENT CONTROL MEASURES PER THE APPROVED EROSION AND SEDIMENT POLLUTION CONTROL PLAN. OBTAIN ALL EASEMENTS AND RIGHT-OF-WAY REQUIRED FOR CONSTRUCTION EQUIPMENT ACCESS THROUGH THE NORFOLK SOUTHERN YARD.
2. CONSTRUCT NORTHBOUND STRUCTURE:
   - INSTALL STAGE 1 TEMPORARY EXCAVATION SUPPORT AND PROTECTION SYSTEM, AS REQUIRED.
   - EXCAVATE AND CONSTRUCT NORTHBOUND ABUTMENTS AND PIERS.
   - REMOVE STAGE 1 TEMPORARY EXCAVATION SUPPORT AND PROTECTION SYSTEM, AS APPLICABLE, IN ACCORDANCE WITH THE GENERAL NOTES.
   - CONSTRUCT TEMPORARY GIRDER SUPPORT TOWERS, INSTALL BEARINGS, AND ERECT GIRDERS IN ACCORDANCE WITH THE GIRDER ERECTION SEQUENCE (SEE SHEETS 19 THROUGH 23).
   - REMOVE TEMPORARY GIRDER SUPPORT TOWERS.
   - CONSTRUCT NORTHBOUND DECK SLAB ACCORDING TO THE DECK POUR SEQUENCE PLAN (SEE SHEET 169).
   - CONSTRUCT NORTHBOUND APPROACH SLABS AND SLEEPER SLABS.
   - INSTALL TEMPORARY CONCRETE BARRIER, STRUCTURE MOUNTED, ON PROPOSED NORTHBOUND STRUCTURE, AS INDICATED.



SECTION A-A

NOT TO SCALE



SECTION B-B

NOT TO SCALE

LEGEND

- TEMPORARY EXCAVATION SUPPORT AND PROTECTION SYSTEM (TES&PS)
- PROPOSED CONSTRUCTION LIMITS
- EXISTING STRUCTURE DEMOLITION LIMITS
- ① TEMPORARY CONCRETE BARRIER, STRUCTURE MOUNTED
- ② EXISTING BRIDGE BARRIER
- ③ MODIFIED 45" F-SHAPE CONCRETE BARRIER
- ④ MODIFIED 50" SPLIT CONCRETE MEDIAN BARRIER

STAGED CONSTRUCTION NOTES:

1. THE NUMERIC STAGING DESIGNATION CORRESPONDS TO THE SEQUENCE OF CONSTRUCTION SHOWN IN THE TRAFFIC CONTROL PLAN (TCP).
2. COORDINATE ALL WORK WITH THE APPROVED TRAFFIC CONTROL PLAN AND THE APPROVED EROSION & SEDIMENT POLLUTION CONTROL PLAN (E&S PLAN).
3. COORDINATE ALL WORK WITH RAILROAD RESTRICTIONS, SEE THE GENERAL NOTES AND THE CONTRACT SPECIAL PROVISIONS.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
CONSTRUCTION STAGING (1 OF 3)

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 11 OF 291

S-39605

DES: ALS | DWG: KJR | CHK: SB

DOT 2015
1442 STR_Black Color 249-254.tbl
DOT_ANSI D.PDF.plt

Stantec 1/9/2026
WORKSPACE: DOT_2015_(SURVEY FEET)
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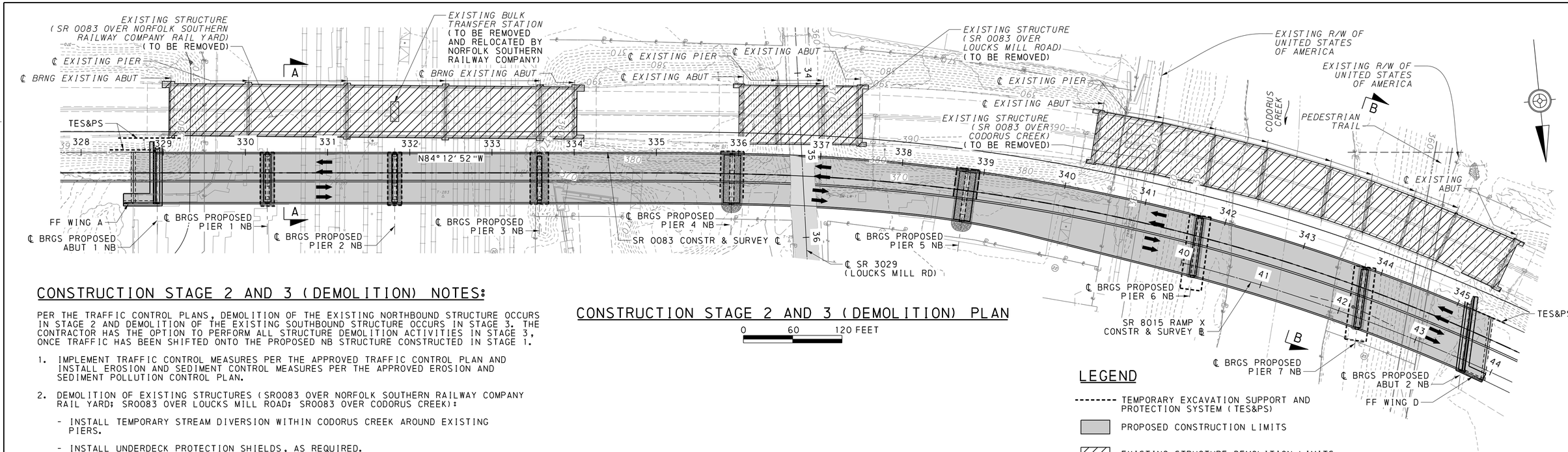


CONSTRUCTION STAGE 2 AND 3 (DEMOLITION) PLAN

0 60 120 FEET

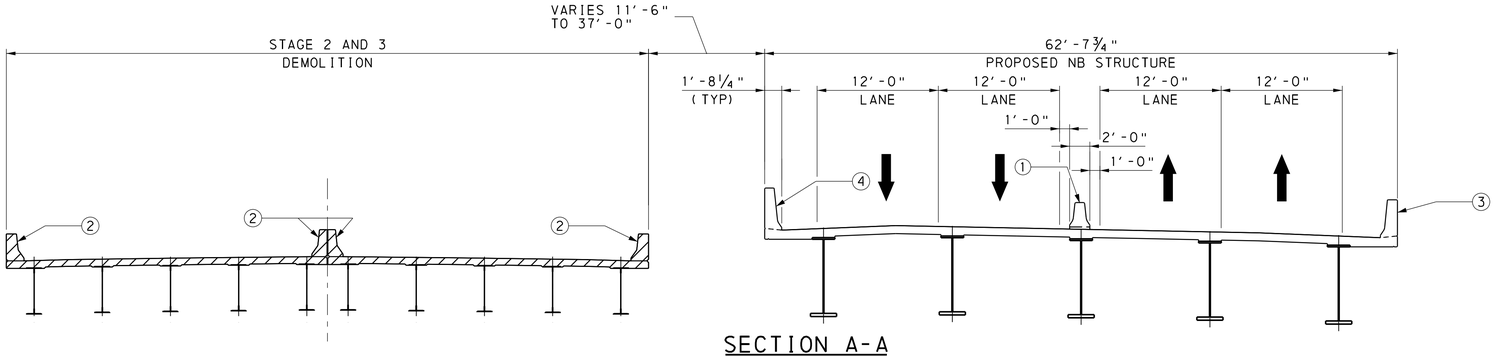
CONSTRUCTION STAGE 2 AND 3 (DEMOLITION) NOTES:

PER THE TRAFFIC CONTROL PLANS, DEMOLITION OF THE EXISTING NORTHBOUND STRUCTURE OCCURS IN STAGE 2 AND DEMOLITION OF THE EXISTING SOUTHBOUND STRUCTURE OCCURS IN STAGE 3. THE CONTRACTOR HAS THE OPTION TO PERFORM ALL STRUCTURE DEMOLITION ACTIVITIES IN STAGE 3, ONCE TRAFFIC HAS BEEN SHIFTED ONTO THE PROPOSED NB STRUCTURE CONSTRUCTED IN STAGE 1.

1. IMPLEMENT TRAFFIC CONTROL MEASURES PER THE APPROVED TRAFFIC CONTROL PLAN AND INSTALL EROSION AND SEDIMENT CONTROL MEASURES PER THE APPROVED EROSION AND SEDIMENT POLLUTION CONTROL PLAN.
2. DEMOLITION OF EXISTING STRUCTURES (SR0083 OVER NORFOLK SOUTHERN RAILWAY COMPANY RAIL YARD; SR0083 OVER LOUCKS MILL ROAD; SR0083 OVER CODORUS CREEK):
   - INSTALL TEMPORARY STREAM DIVERSION WITHIN CODORUS CREEK AROUND EXISTING PIERS.
   - INSTALL UNDERDECK PROTECTION SHIELDS, AS REQUIRED.
   - REMOVE EXISTING SUPERSTRUCTURE (BRIDGE DECK AND GIRDERS).
   - DEMOLISH EXISTING SUBSTRUCTURE UNITS. REMOVE STEMS AND FOUNDATIONS TO THE LIMITS DEFINED IN THE GENERAL NOTES.
   - REMOVE EXISTING EMBANKMENTS, AS REQUIRED.

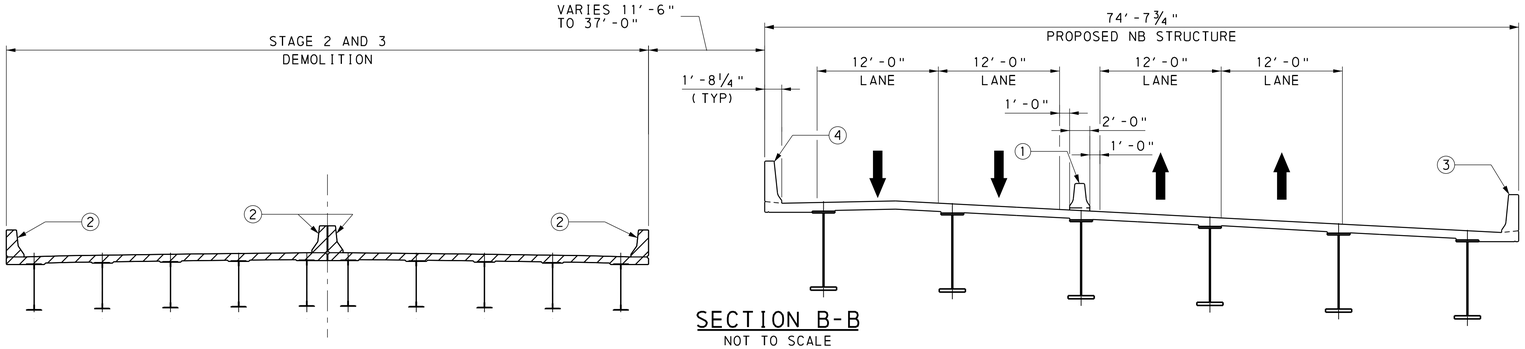
LEGEND

- TEMPORARY EXCAVATION SUPPORT AND PROTECTION SYSTEM (TES&PS)
- PROPOSED CONSTRUCTION LIMITS
- EXISTING STRUCTURE DEMOLITION LIMITS
- ① TEMPORARY CONCRETE BARRIER, STRUCTURE MOUNTED
- ② EXISTING BRIDGE BARRIER
- ③ MODIFIED 45" F-SHAPE CONCRETE BARRIER
- ④ MODIFIED 50" SPLIT CONCRETE MEDIAN BARRIER



SECTION A-A

NOT TO SCALE



SECTION B-B

NOT TO SCALE

STAGED CONSTRUCTION NOTES:

1. THE NUMERIC STAGING DESIGNATION CORRESPONDS TO THE SEQUENCE OF CONSTRUCTION SHOWN IN THE TRAFFIC CONTROL PLAN (TCP).
2. COORDINATE ALL WORK WITH THE APPROVED TRAFFIC CONTROL PLAN AND THE APPROVED EROSION & SEDIMENT POLLUTION CONTROL PLAN (E&S PLAN).
3. COORDINATE ALL WORK WITH RAILROAD RESTRICTIONS, SEE THE GENERAL NOTES AND THE CONTRACT SPECIAL PROVISIONS.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
ALEXANDER LEE SCHMIDT
ENGINEER NO. PE081878
COMMONWEALTH OF PENNSYLVANIA

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
CONSTRUCTION STAGING (2 OF 3)

RECOMMENDED 2026.02.06

SHEET 12 OF 291

S-39605

DES: ALS | DWG: KJR | CHK: ALS

Stantec

1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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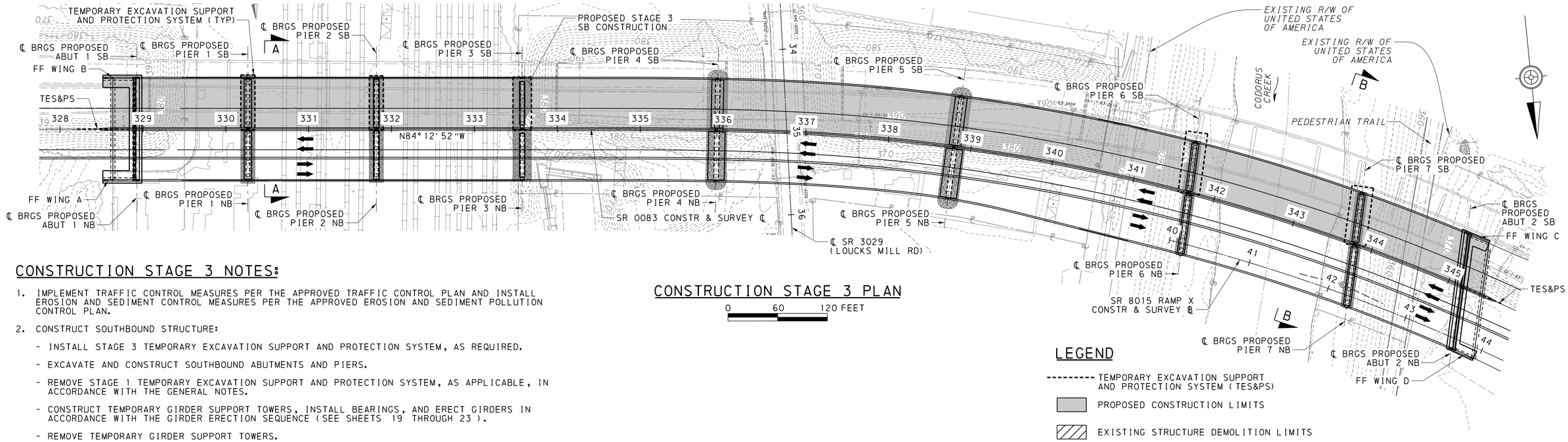
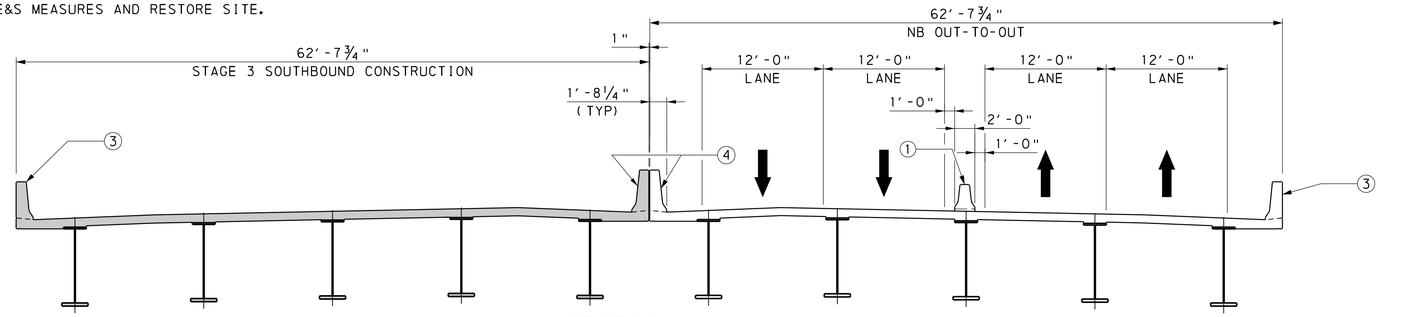


CONSTRUCTION STAGE 3 PLAN

0 60 120 FEET

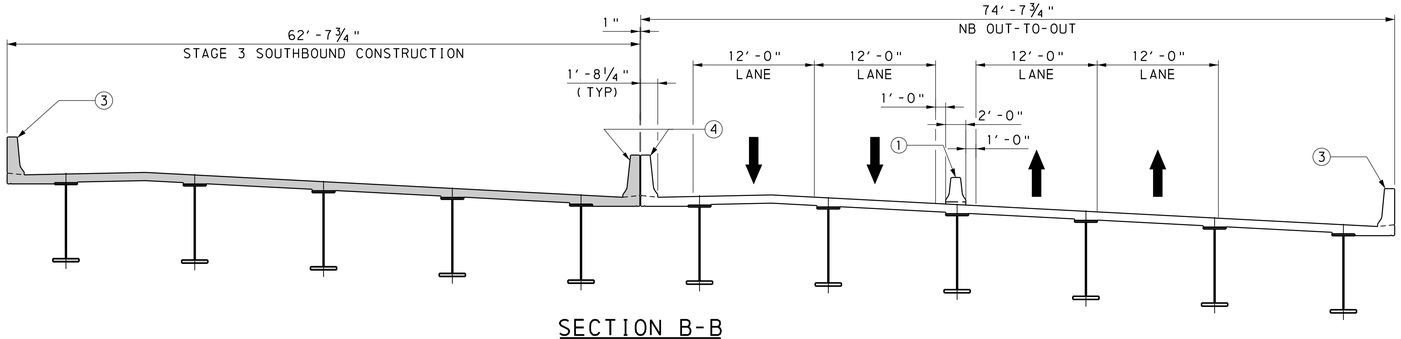
CONSTRUCTION STAGE 3 NOTES:

1. IMPLEMENT TRAFFIC CONTROL MEASURES PER THE APPROVED TRAFFIC CONTROL PLAN AND INSTALL EROSION AND SEDIMENT CONTROL MEASURES PER THE APPROVED EROSION AND SEDIMENT POLLUTION CONTROL PLAN.
2. CONSTRUCT SOUTHBOUND STRUCTURE:
   - INSTALL STAGE 3 TEMPORARY EXCAVATION SUPPORT AND PROTECTION SYSTEM, AS REQUIRED.
   - EXCAVATE AND CONSTRUCT SOUTHBOUND ABUTMENTS AND PIERS.
   - REMOVE STAGE 1 TEMPORARY EXCAVATION SUPPORT AND PROTECTION SYSTEM, AS APPLICABLE, IN ACCORDANCE WITH THE GENERAL NOTES.
   - CONSTRUCT TEMPORARY GIRDER SUPPORT TOWERS, INSTALL BEARINGS, AND ERECT GIRDERS IN ACCORDANCE WITH THE GIRDER ERECTION SEQUENCE (SEE SHEETS 19 THROUGH 23).
   - REMOVE TEMPORARY GIRDER SUPPORT TOWERS.
   - CONSTRUCT SOUTHBOUND DECK SLAB ACCORDING TO THE DECK POUR SEQUENCE PLAN (SEE SHEET 169).
   - CONSTRUCT SOUTHBOUND APPROACH SLABS AND SLEEPER SLABS
3. SHIFT SOUTHBOUND TRAFFIC ONTO PROPOSED SOUTHBOUND STRUCTURE IN ACCORDANCE WITH THE APPROVED TRAFFIC CONTROL PLAN.
4. REMOVE TEMPORARY CONCRETE BARRIER ON THE NORTHBOUND STRUCTURE.
5. REMOVE E&S MEASURES AND RESTORE SITE.



SECTION A-A

NOT TO SCALE



SECTION B-B

NOT TO SCALE

LEGEND

- TEMPORARY EXCAVATION SUPPORT AND PROTECTION SYSTEM (TES&PS)
- PROPOSED CONSTRUCTION LIMITS
- EXISTING STRUCTURE DEMOLITION LIMITS
- ① TEMPORARY CONCRETE BARRIER, STRUCTURE MOUNTED
- ② EXISTING BRIDGE BARRIER
- ③ MODIFIED 45" F-SHAPE CONCRETE BARRIER
- ④ MODIFIED 50" SPLIT CONCRETE MEDIAN BARRIER

STAGED CONSTRUCTION NOTES:

1. THE NUMERIC STAGING DESIGNATION CORRESPONDS TO THE SEQUENCE OF CONSTRUCTION SHOWN IN THE TRAFFIC CONTROL PLAN (TCP).
2. COORDINATE ALL WORK WITH THE APPROVED TRAFFIC CONTROL PLAN AND THE APPROVED EROSION & SEDIMENT POLLUTION CONTROL PLAN (E&S PLAN).
3. COORDINATE ALL WORK WITH RAILROAD RESTRICTIONS, SEE THE GENERAL NOTES AND THE CONTRACT SPECIAL PROVISIONS.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
CONSTRUCTION STAGING (3 OF 3)

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 13 OF 291

S-39605

DES: ALS | DWG: KJR | CHK: SB

Stantec

DOT_2015 1442_STR_Black_Color_249-254.tbl
DOT_ANSI D.PDF.plt
1/20/2026 WORKSPACE: DOT_2015.1(SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713144 2\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_1_37_STG3.dgn

DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI_D_PDF.plt

APPROXIMATE QUANTITIES - BRIDGE STRUCTURE, AS DESIGNED

NORTHBOUND

ITEM NUMBER	DESCRIPTION		UNIT	APPROACH SLAB 1	ABUTMENT 1	PIER 1	PIER 2	PIER 3	PIER 4	PIER 5	PIER 6	PIER 7	ABUTMENT 2	APPROACH SLAB 2	SUPER-STRUCTURE	TOTAL
8120-0001	BRIDGE STRUCTURE, AS DESIGNED, S-39605	(2)	LS	-	-	-	-	-	-	-	-	-	-	-	-	-
(1)	CLASS 3 EXCAVATION		CY	-	834	412	365	493	1,005	959	554	725	15	-	-	5,362
(1)	SELECTED BORROW EXCAVATION, COARSE AGGREGATE, NO. 57	(4)	CY	-	16	-	-	-	-	-	-	-	16	-	-	32
(1)	STRUCTURE BACKFILL		CY	-	2,575	-	-	-	-	-	-	-	1,487	-	-	4,062
(1)	SPRAY APPLIED WATERPROOFING SYSTEMS ON CONCRETE SURFACES	(2)(5)	SY	-	98	-	-	-	-	-	33	34	131	-	-	296
(1)	6" STRUCTURE FOUNDATION DRAIN		LF	-	106	-	-	-	-	-	-	-	107	-	-	213
(1)	LIGHTING POLE, ANCHORAGE		EACH	-	-	-	-	-	-	-	-	-	-	-	2	2
(1)	CLASS AAAP CEMENT CONCRETE	(3)	CY	-	-	-	-	-	-	-	-	-	-	-	3,737	3,737
(1)	CLASS AA CEMENT CONCRETE		CY	98	58	-	-	-	-	-	-	-	80	115	558	909
(1)	CLASS A CEMENT CONCRETE	(7)	CY	-	580	226	280	271	412	420	431	426	402	-	-	3,448
(1)	RAILROAD PROTECTIVE FENCE, STEEL		LF	-	-	-	-	-	-	-	-	-	-	-	472	472
(1)	PROTECTIVE COATING FOR REINFORCED CONCRETE SURFACES (PENETRATING SEALERS, REINFORCED CONCRETE SUBSTRUCTURE SURFACES)		SY	-	292	-	-	-	-	-	-	-	243	-	-	535
(1)	PROTECTIVE COATING FOR REINFORCED CONCRETE SURFACES (PENETRATING SEALERS, BRIDGE SUPERSTRUCTURE)		SY	193	23	-	-	-	-	-	-	-	17	235	1,820	2,288
(1)	POLYESTER POLYMER CONCRETE OVERLAY, 1"		SY	-	-	-	-	-	-	-	-	-	-	-	11,312	11,312
(1)	FABRICATED STRUCTURAL STEEL, GRADE 50W	(2)	LB	-	-	-	-	-	-	-	-	-	-	-	4,420,113	4,420,113
(1)	FABRICATED STRUCTURAL STEEL, GRADE HPS 70W	(2)	LB	-	-	-	-	-	-	-	-	-	-	-	1,677,343	1,677,343
(1)	HIGH LOAD MULTI-ROTATIONAL BEARINGS - FIXED		EACH	-	-	-	-	-	5	6	-	-	-	-	-	11
(1)	HIGH LOAD MULTI-ROTATIONAL BEARINGS - GUIDED EXPANSION		EACH	-	3	3	3	3	-	-	4	4	4	-	-	24
(1)	HIGH LOAD MULTI-ROTATIONAL BEARINGS - NON-GUIDED EXPANSION		EACH	-	2	2	2	2	-	-	2	2	2	-	-	14
(1)	MODULAR EXPANSION DAM, 12" MOVEMENT CLASSIFICATION	(2)	LF	-	-	-	-	-	-	-	-	-	-	-	141	141
(1)	SHEAR CONNECTORS		EACH	-	-	-	-	-	-	-	-	-	-	-	23,232	23,232
(1)	MECHANICAL TEXTURING WITH LONGITUDINAL SAWED GROOVES		SY	165	-	-	-	-	-	-	-	-	-	207	11,392	11,764
(1)	2" CONDUIT IN STRUCTURE		LF	-	-	-	-	-	-	-	-	-	-	-	375	375
(1)	4" RIGID GALVANIZED STEEL (RGS) CONDUIT IN STRUCTURE	(2)	LF	-	-	-	-	-	-	-	-	-	-	-	1,683	1,683
(1)	6" PVC PIPE (SCHEDULE 40)	(2)	LF	-	10	-	-	-	-	-	-	-	10	-	-	20
(1)	ANTI-GRAFFITI COATING	(2)	SY	-	-	-	-	-	143	143	258	261	84	-	-	889
(1)	JUNCTION BOXES J.B.-25		EACH	-	-	-	-	-	-	-	-	-	-	-	3	3
(1)	VIBRATION MONITORING	(2)	LS	-	-	-	-	-	-	-	-	-	-	-	-	LS
AND				-	-	-	-	-	-	-	-	-	-	-	-	-
1002-0052	REINFORCEMENT BARS, EPOXY COATED	(6)	LB	19,934	55,421	35,835	44,984	43,200	84,149	83,519	64,417	68,079	40,102	24,102	1,320,055	1,883,797
AND				-	-	-	-	-	-	-	-	-	-	-	-	-
5006-1020	54" DIAMETER DRILLED CAISSON, SHAFT SECTION IN SOIL, 4,000 PSI	(2)	LF	-	-	45	25	-	-	-	-	-	-	-	-	70
AND				-	-	-	-	-	-	-	-	-	-	-	-	-
5006-1035	72" DIAMETER DRILLED CAISSON, SHAFT SECTION IN SOIL, 4,000 PSI	(2)	LF	-	-	-	-	-	-	-	25	50	-	-	-	75
AND				-	-	-	-	-	-	-	-	-	-	-	-	-
5006-1060	48" DIAMETER DRILLED CAISSON, SHAFT SECTION IN ROCK, 4,000 PSI	(2)	LF	-	-	45	45	-	-	-	-	-	-	-	-	90
AND				-	-	-	-	-	-	-	-	-	-	-	-	-
5006-1075	66" DIAMETER DRILLED CAISSON, SHAFT SECTION IN ROCK, 4,000 PSI	(2)	LF	-	-	-	-	-	-	-	55	55	-	-	-	110
AND				-	-	-	-	-	-	-	-	-	-	-	-	-
5006-1200	54" PERMANENT CASING FOR DRILLED CAISSONS, NSRR REQUIREMENT	(2)	LF	-	-	45	25	-	-	-	-	-	-	-	-	70
AND				-	-	-	-	-	-	-	-	-	-	-	-	-
1007-0200	MICROPILES VERIFICATION LOAD TEST		EACH	-	1	-	-	1	1	1	-	-	1	-	-	5
AND				-	-	-	-	-	-	-	-	-	-	-	-	
1007-0210	MICROPILES PROOF LOAD TEST		EACH	-	2	-	-	2	2	2	-	-	2	-	-	10
AND				-	-	-	-	-	-	-	-	-	-	-	-	
1007-0220	MICROPILES MOBILIZATION		LS	-	-	-	-	-	-	-	-	-	-	-	-	LS
AND				-	-	-	-	-	-	-	-	-	-	-	-	-
1007-0230	MICROPILES GROUT		CF	-	1,374	-	-	531	2,313	938	-	-	1,003	-	-	6,160
AND				-	-	-	-	-	-	-	-	-	-	-	-	-
5007-0350	MICROPILES 9 5/8" DIAMETER, PLAIN STEEL, NSRR REQUIREMENT	(2)	LF	-	1,359	-	-	526	2,289	928	-	-	992	-	-	6,095
AND				-	-	-	-	-	-	-	-	-	-	-	-	-
9000-0002	DRILLED CAISSON LOAD TEST, S-39605	(2)	EACH	-	-	1	-	-	-	-	1	-	-	-	-	2
0205-0267	SELECTED BORROW EXCAVATION ROCK, CLASS R-7		CY	-	-	304	266	403	-	-	-	-	-	-	-	973
4205-0267	SELECTED BORROW EXCAVATION ROCK, CLASS R-7, CHOKED WITH ROCK, CLASS R-4	(2)	CY	-	-	-	-	-	569	392	294	279	-	-	-	1,534
9203-0101	TEMPORARY EXCAVATION SUPPORT AND PROTECTION SYSTEM, S-39605	(2)(8)	LS	-	-	-	-	-	-	-	-	-	-	-	-	LS

ALTERNATE STRUCTURE ITEMS

ITEM NO.	DESCRIPTION		UNIT	TOTAL
8120-0001	BRIDGE STRUCTURE, AS DESIGNED, S-39605	(2)	LS	LUMP SUM
8000-0001	PRESTRESSED CONCRETE BRIDGE STRUCTURE	(2)	LS	LUMP SUM
8100-0001	STEEL BRIDGE STRUCTURE	(2)	LS	LUMP SUM

(1) ITEMS INCLUDED IN BRIDGE STRUCTURE LUMP SUM ITEM 8120-0001 ARE GIVEN FOR INFORMATION ONLY

(2) SEE CONTRACT SPECIAL PROVISIONS

(3) INCLUDES APPROXIMATELY 347 CY FOR CONCRETE IN THE VALLEYS OF THE STAY-IN-PLACE FORMS.

(4) CLASS 1 GEOTEXTILE IS INCIDENTAL TO NO 57 COARSE AGGREGATE

(5) SEE ATTACHMENT BC-788 MODIFIED - SPRAY-ON WATERPROOFING DETAILS.

(6) FOR AS DESIGNED STRUCTURE, INCLUDED IN BRIDGE BID ITEMS. FOR ALTERNATIVE DESIGNS, INCLUDED IN BRIDGE STRUCTURE LUMP SUM BID ITEM.

(7) SEE CONTRACT SPECIAL PROVISIONS FOR CONTROL OF HEAT HYDRATION FOR STRUCTURAL MASS CONCRETE.

(8) INCLUDES THE FOLLOWING APPROXIMATE QUANTITIES:
- 2060 SF AT ABUTMENT 1
- 1627 SF AT PIER 1
- 1465 SF AT PIER 2
- 1617 SF AT PIER 3
- 2969 SF AT PIER 4
- 1530 SF AT PIER 5
- 2785 SF AT PIER 6
- 2902 SF AT PIER 7
- 620 SF AT ABUTMENT 2

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
QUANTITIES (1 OF 2)

COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL — ALEXANDER LEE SCHMIDT — ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 14 OF 291

S-39605

4/6/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713144 2\1\100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_1.60_QTY.dgn
Stantec

DES: SAB | DWG: KJR | CHK: ALS/SB

DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI_D_PDF.plt

APPROXIMATE QUANTITIES - BRIDGE STRUCTURE, AS DESIGNED

SOUTHBOUND

ITEM NUMBER	DESCRIPTION		UNIT	APPROACH SLAB 1	ABUTMENT 1	PIER 1	PIER 2	PIER 3	PIER 4	PIER 5	PIER 6	PIER 7	ABUTMENT 2	APPROACH SLAB 2	SUPER-STRUCTURE	TOTAL
8120-0001	BRIDGE STRUCTURE, AS DESIGNED, S-39605	(2)	LS	-	-	-	-	-	-	-	-	-	-	-	-	-
(1)	CLASS 3 EXCAVATION		CY	-	4,611	412	365	493	1,047	901	463	555	845	-	-	9,692
(1)	SELECTED BORROW EXCAVATION, COARSE AGGREGATE, NO. 57	(4)	CY	-	16	-	-	-	-	-	-	-	14	-	-	30
(1)	STRUCTURE BACKFILL		CY	-	2,575	-	-	-	-	-	-	-	1,713	-	-	4,288
(1)	SPRAY APPLIED WATERPROOFING SYSTEMS ON CONCRETE SURFACES	(2)(5)	SY	-	98	-	-	-	-	-	28	28	106	-	-	260
(1)	6" STRUCTURE FOUNDATION DRAIN		LF	-	106	-	-	-	-	-	-	-	93	-	-	199
(1)	CLASS AAAP CEMENT CONCRETE	(3)	CY	-	-	-	-	-	-	-	-	-	-	-	3,529	3,529
(1)	CLASS AA CEMENT CONCRETE		CY	98	58	-	-	-	-	-	-	-	69	98	561	884
(1)	CLASS A CEMENT CONCRETE	(7)	CY	-	580	226	280	271	371	371	362	357	425	-	-	3,243
(1)	RAILROAD PROTECTIVE FENCE, STEEL		LF	-	-	-	-	-	-	-	-	-	-	-	469	469
(1)	PROTECTIVE COATING FOR REINFORCED CONCRETE SURFACES (PENETRATING SEALERS, REINFORCED CONCRETE SUBSTRUCTURE SURFACES)		SY	-	292	-	-	-	-	-	-	-	232	-	-	524
(1)	PROTECTIVE COATING FOR REINFORCED CONCRETE SURFACES (PENETRATING SEALERS, BRIDGE SUPERSTRUCTURE)		SY	193	23	-	-	-	-	-	-	-	14	200	885	1,315
(1)	POLYESTER POLYMER CONCRETE OVERLAY, 1"		SY	-	-	-	-	-	-	-	-	-	-	-	10,652	10,652
(1)	FABRICATED STRUCTURAL STEEL, GRADE 50W	(2)	LB	-	-	-	-	-	-	-	-	-	-	-	4,061,919	4,061,919
(1)	FABRICATED STRUCTURAL STEEL, GRADE HPS 70W	(2)	LB	-	-	-	-	-	-	-	-	-	-	-	1,526,935	1,526,935
(1)	HIGH LOAD MULTI-ROTATIONAL BEARINGS - FIXED		EACH	-	-	-	-	-	5	5	-	-	-	-	-	10
(1)	HIGH LOAD MULTI-ROTATIONAL BEARINGS - GUIDED EXPANSION		EACH	-	3	3	3	3	-	-	3	3	3	-	-	21
(1)	HIGH LOAD MULTI-ROTATIONAL BEARINGS - NON-GUIDED EXPANSION		EACH	-	2	2	2	2	-	-	2	2	2	-	-	14
(1)	MODULAR EXPANSION DAM, 12" MOVEMENT CLASSIFICATION	(2)	LF	-	-	-	-	-	-	-	-	-	-	-	128	128
(1)	SHEAR CONNECTORS		EACH	-	-	-	-	-	-	-	-	-	-	-	21,476	21,476
(1)	MECHANICAL TEXTURING WITH LONGITUDINAL SAWED GROOVES		SY	165	-	-	-	-	-	-	-	-	-	172	10,722	11,059
(1)	6" PVC PIPE (SCHEDULE 40)	(2)	LF	-	10	-	-	-	-	-	-	-	10	-	-	20
(1)	ANTI-GRAFFITI COATING	(2)	SY	-	-	-	-	-	143	143	215	215	99	-	-	815
(1)	VIBRATION MONITORING	(2)	LS	-	-	-	-	-	-	-	-	-	-	-	-	LS
AND				-	-	-	-	-	-	-	-	-	-	-	-	-
1002-0052	REINFORCEMENT BARS, EPOXY COATED	(6)	LB	19,934	55,455	36,267	45,417	44,532	72,718	67,254	58,371	55,988	40,540	20,348	1,245,904	1,762,728
AND				-	-	-	-	-	-	-	-	-	-	-	-	-
5006-1020	54" DIAMETER DRILLED CAISSON, SHAFT SECTION IN SOIL, 4,000 PSI	(2)	LF	-	-	25	37	-	-	-	-	-	-	-	-	62
AND				-	-	-	-	-	-	-	-	-	-	-	-	-
5006-1035	72" DIAMETER DRILLED CAISSON, SHAFT SECTION IN SOIL, 4,000 PSI	(2)	LF	-	-	-	-	-	-	-	20	78	-	-	-	98
AND				-	-	-	-	-	-	-	-	-	-	-	-	-
5006-1060	48" DIAMETER DRILLED CAISSON, SHAFT SECTION IN ROCK, 4,000 PSI	(2)	LF	-	-	45	45	-	-	-	-	-	-	-	-	90
AND				-	-	-	-	-	-	-	-	-	-	-	-	-
5006-1075	66" DIAMETER DRILLED CAISSON, SHAFT SECTION IN ROCK, 4,000 PSI	(2)	LF	-	-	-	-	-	-	-	44	44	-	-	-	88
AND				-	-	-	-	-	-	-	-	-	-	-	-	-
5006-1200	54" PERMANENT CASING FOR DRILLED CAISSONS, NSRR REQUIREMENT	(2)	LF	-	-	25	37	-	-	-	-	-	-	-	-	62
AND				-	-	-	-	-	-	-	-	-	-	-	-	-
1007-0200	MICROPILES VERIFICATION LOAD TEST		EACH	-	1	-	-	1	1	1	-	-	1	-	-	5
AND				-	-	-	-	-	-	-	-	-	-	-	-	
1007-0210	MICROPILES PROOF LOAD TEST		EACH	-	2	-	-	2	2	2	-	-	2	-	-	10
AND				-	-	-	-	-	-	-	-	-	-	-	-	
1007-0220	MICROPILES MOBILIZATION		LS	-	-	-	-	-	-	-	-	-	-	-	-	LS
AND				-	-	-	-	-	-	-	-	-	-	-	-	-
1007-0230	MICROPILES GROUT		CF	-	1,353	-	-	755	2,695	843	-	-	579	-	-	6,226
AND				-	-	-	-	-	-	-	-	-	-	-	-	-
5007-0350	MICROPILES 9 5/8" DIAMETER, PLAIN STEEL, NSRR REQUIREMENT	(2)	LF	-	1,339	-	-	747	2,667	834	-	-	573	-	-	6,161
AND				-	-	-	-	-	-	-	-	-	-	-	-	-
0205-0267	SELECTED BORROW EXCAVATION ROCK, CLASS R-7		CY	-	-	304	266	403	-	-	-	-	-	-	-	973
4205-0267	SELECTED BORROW EXCAVATION ROCK, CLASS R-7, CHOKED WITH ROCK, CLASS R-4	(2)	CY	-	-	-	-	-	380	322	249	238	-	-	-	1,189
9203-0101	TEMPORARY EXCAVATION SUPPORT AND PROTECTION SYSTEM, S-39605	(2)(8)	LS	-	-	-	-	-	-	-	-	-	-	-	-	LS

ALTERNATE STRUCTURE ITEMS

ITEM NO.	DESCRIPTION		UNIT	TOTAL
8120-0001	BRIDGE STRUCTURE, AS DESIGNED, S-39605	(2)	LS	LUMP SUM
8000-0001	PRESTRESSED CONCRETE BRIDGE STRUCTURE	(2)	LS	LUMP SUM
8100-0001	STEEL BRIDGE STRUCTURE	(2)	LS	LUMP SUM

(1) ITEMS INCLUDED IN BRIDGE STRUCTURE LUMP SUM ITEM 8120-0001 ARE GIVEN FOR INFORMATION ONLY

(2) SEE CONTRACT SPECIAL PROVISIONS

(3) INCLUDES APPROXIMATELY 347 CY FOR CONCRETE IN THE VALLEYS OF THE STAY-IN-PLACE FORMS.

(4) CLASS 1 GEOTEXTILE IS INCIDENTAL TO NO 57 COARSE AGGREGATE

(5) SEE ATTACHMENT BC-788 MODIFIED - SPRAY-ON WATERPROOFING DETAILS.

(6) FOR AS DESIGNED STRUCTURE, INCLUDED IN BRIDGE BID ITEMS. FOR ALTERNATIVE DESIGNS, INCLUDED IN BRIDGE STRUCTURE LUMP SUM BID ITEM.

(7) SEE CONTRACT SPECIAL PROVISIONS FOR CONTROL OF HEAT HYDRATION FOR STRUCTURAL MASS CONCRETE.

(8) INCLUDES THE FOLLOWING APPROXIMATE QUANTITIES:
- 1627 SF AT PIER 1
- 1465 SF AT PIER 2
- 1615 SF AT PIER 3
- 2380 SF AT PIER 6
- 2393 SF AT PIER 7

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

ALEXANDER LEE SCHMIDT
ENGINEER NO. PE081878
COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
QUANTITIES (2 OF 2)

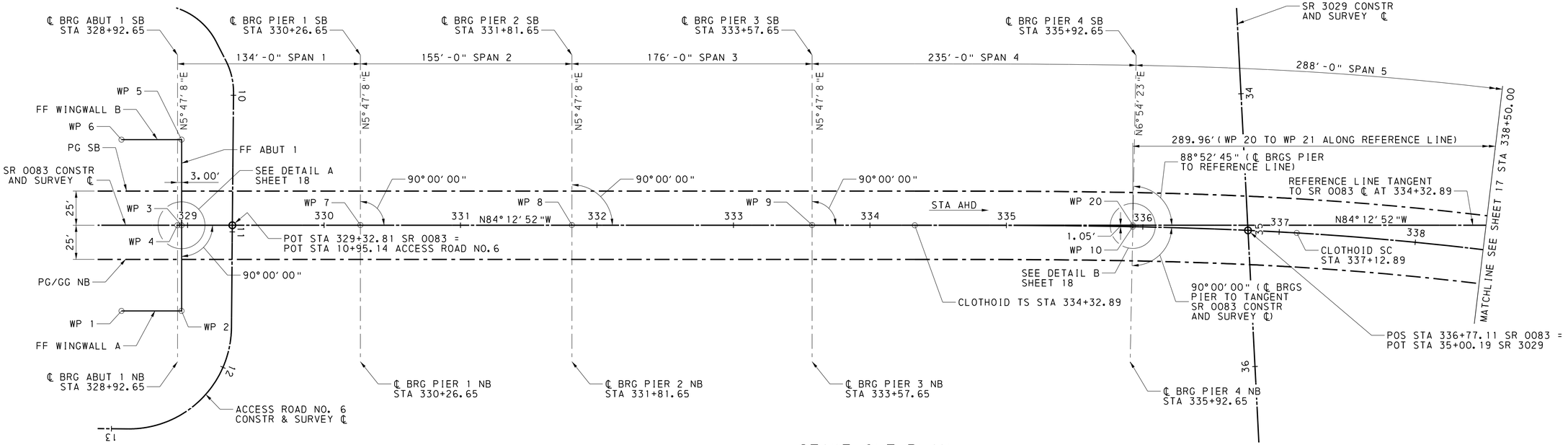
RECOMMENDED 2026.02.06

SHEET 15 OF 291

S-39605

DES: SAB | DWG: KJR | CHK: ALS/SB

Stantec
4/6/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713144 2\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_1.60_QTY.dgn



STAKE-OUT PLAN
SPANS 1-5

0 40 80 FEET

NOTE: SPAN LENGTHS MEASURED ALONG SR 0083 CONSTR AND SURVEY ℄

WORK POINT COORDINATES

WORK POINT	NORTHING	EASTING	SR 0083 CONSTR & SURVEY ℄	
			STATION	OFFSET
1	236,982.7287	2,257,159.5998	328+51.57	62.69′ RT
2	236,987.1725	2,257,115.7410	328+95.65	62.69′ RT
3	236,924.8043	2,257,109.4218	328+95.65	0.00′
4	236,924.5019	2,257,112.4065	328+92.65	0.00′
5	236,862.4361	2,257,103.1026	328+95.65	62.69′ LT
6	236,857.9923	2,257,146.9614	328+51.57	62.69′ LT
7	236,938.0097	2,256,979.0891	330+26.65	0.00′
8	236,953.6343	2,256,824.8786	331+81.65	0.00′
9	236,971.3759	2,256,649.7751	333+57.65	0.00′
10	236,996.1065	2,256,416.0839	335+92.65	0.00′
11	237,045.5919	2,256,132.5325	338+80.65	0.00′
12	237,129.2343	2,255,857.1376	341+68.65	0.00′
13	237,211.3191	2,255,663.9220	343+78.65	0.00′
14	237,224.5028	2,255,501.9440	345+26.53	62.92′ LT
15	237,208.9383	2,255,530.7013	344+94.69	62.68′ LT
16	237,272.1221	2,255,545.7816	345+11.54	0.00′
17	237,273.6268	2,255,543.0564	345+14.65	0.00′
18	237,347.4945	2,255,563.7709	345+32.85	74.60′ RT
19	237,363.6698	2,255,536.2270	345+65.85	74.95′ RT
20	236,995.0664	2,256,415.9580	335+92.65	1.05′ LT
21	237,024.2954	2,256,127.4773	338+80.65	21.89′ LT
22	237,053.5174	2,255,839.0659	341+59.45	77.28′ LT
23	237,074.5700	2,255,631.2836	343+50.65	137.61′ LT
24	237,087.9982	2,255,498.7518	344+67.33	184.40′ LT

NOTES

1. FOUR PLACE COORDINATES ARE FOR COMPUTATIONAL PURPOSES ONLY AND DO NOT IMPLY A PRECISION BEYOND TWO DECIMAL PLACES.
2. COORDINATES SHOWN ARE BASED ON PENNSYLVANIA STATE PLANE COORDINATE SYSTEM, SOUTH ZONE, AND ARE GIVEN IN U.S. SURVEY FEET.
3. OFFSETS ARE MEASURED PERPENDICULAR TO SR 0083 CONSTR & SURVEY ℄, LOOKING AHEAD STATIONS.

HORIZONTAL GEOMETRY
SR 0083

TANGENT	CLOTHOID	CURVE
N 84°12′52"W	TS STA 334+32.89	SC STA 337+12.89
PT STA 325+44.79	SPI STA 336+19.59	PI STA 346+18.26
TS STA 334+32.89	SC STA 337+12.89	CS STA 354+39.96
L = 888.10′	L = 280.00′	L = 1727.07′
		R = 2330.00′

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
STAKE-OUT PLAN (1 OF 2)

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL
ALEXANDER LEE SCHMIDT
ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 16 OF 291

S-39605

DES: KRA | DWG: KJR | CHK: ALS

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1/9/2026
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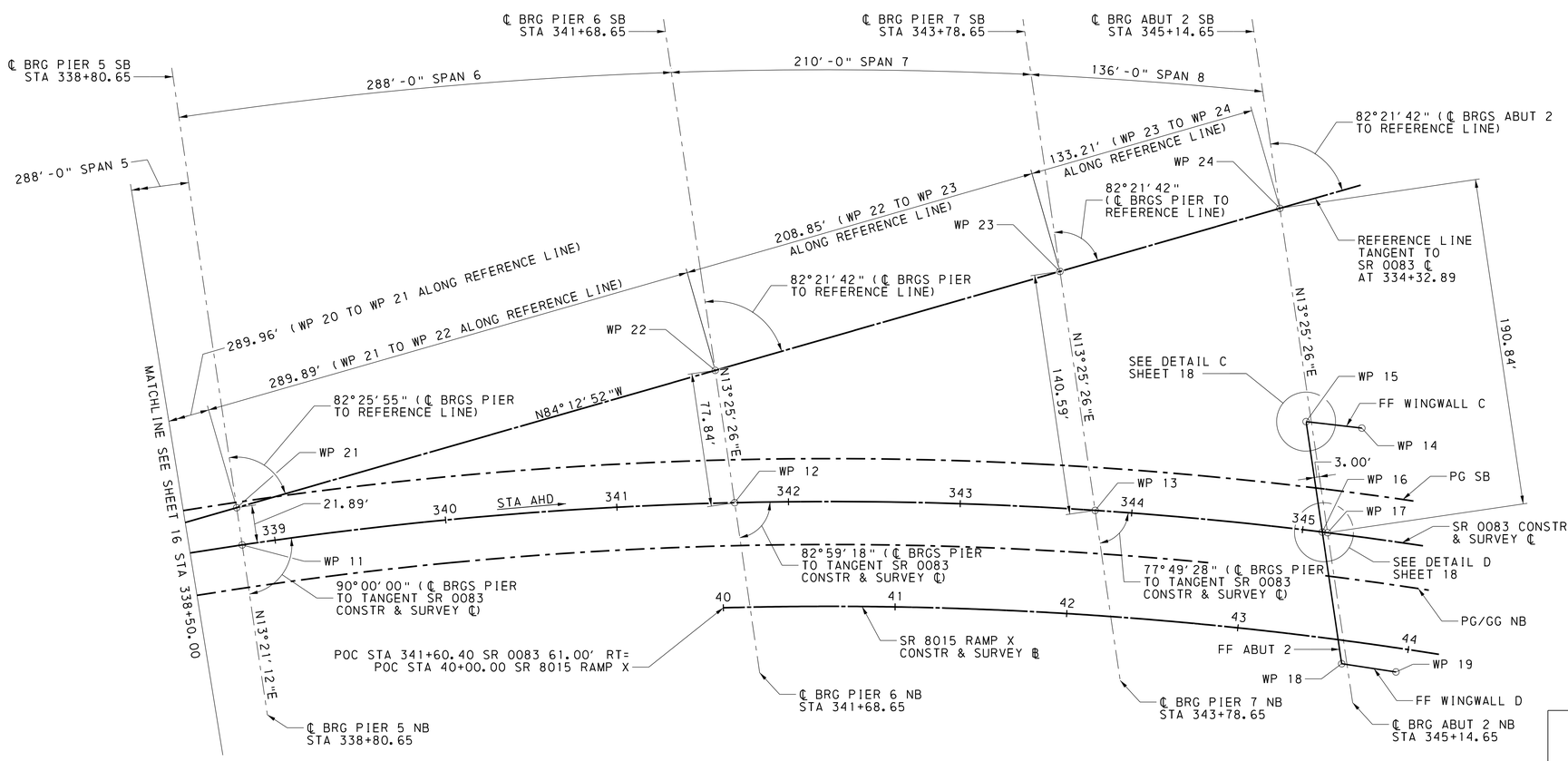
Stantec



STAKE-OUT PLAN
SPANS 6-8

NOTE: SPAN LENGTHS MEASURED ALONG SR 0083 CONSTR & SURVEY ℄

0 40 80 FEET

HORIZONTAL GEOMETRY

SR 0083

TANGENT	CLOTHOID	CURVE
N 84°12'52"W	TS STA 334+32.89	SC STA 337+12.89
PT STA 325+44.79	SPI STA 336+19.59	PI STA 346+18.26
TS STA 334+32.89	SC STA 337+12.89	CS STA 354+39.96
L = 888.10'	L = 280.00'	L = 1727.07'
		R = 2330.00'

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
STAKE-OUT PLAN (2 OF 2)

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 17 OF 291

S-39605

DES: KRA | DWG: KJR | CHK: ALS

Stantec 1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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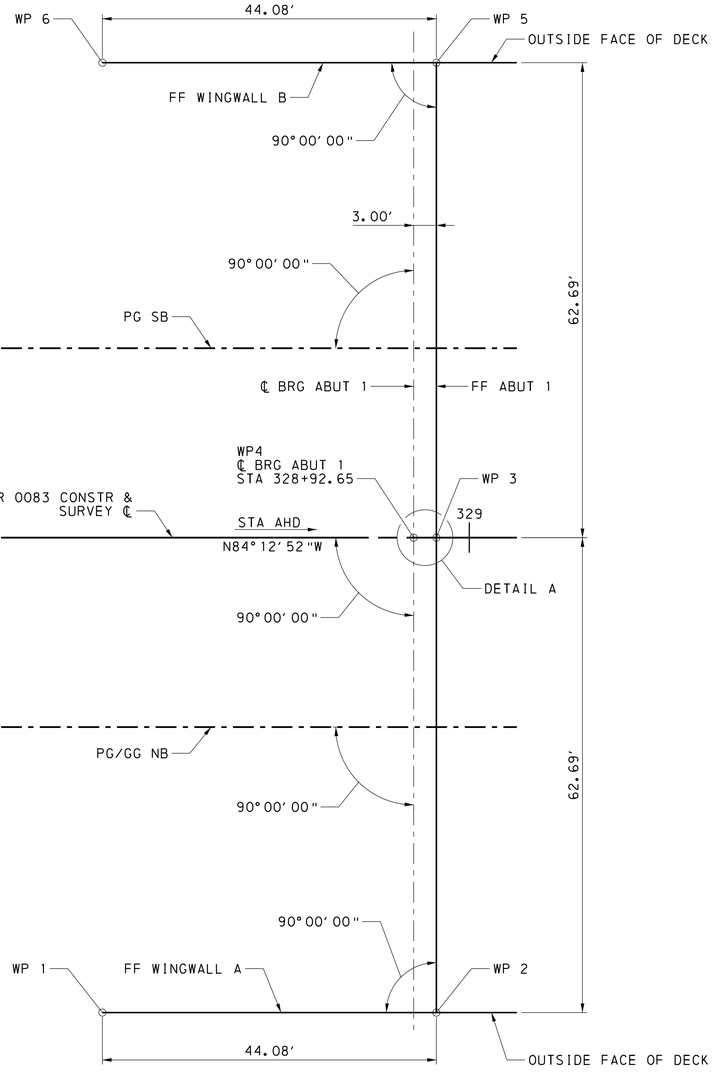
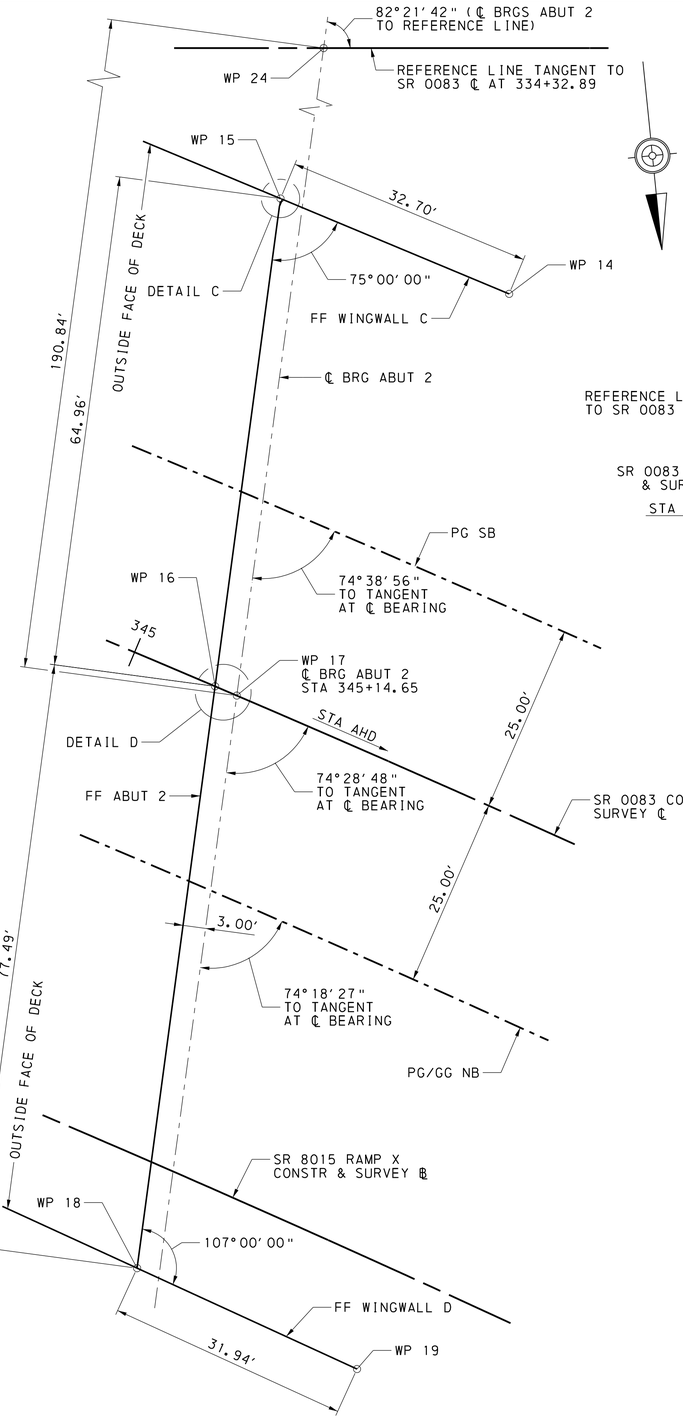


STAKE-OUT PLAN
DETAIL ABUTMENT 1

0 10 20 FEET



STAKE-OUT PLAN
DETAIL ABUTMENT 2

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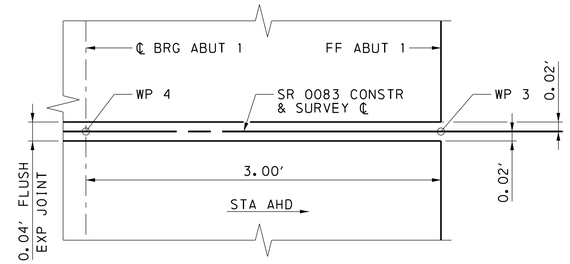
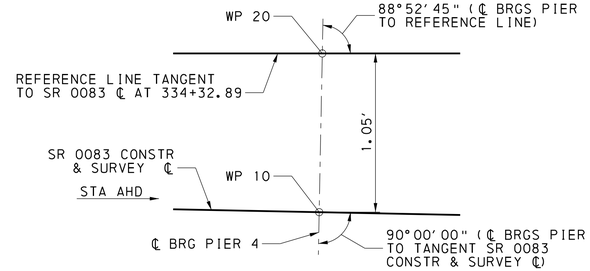


DETAIL A
NOT TO SCALE



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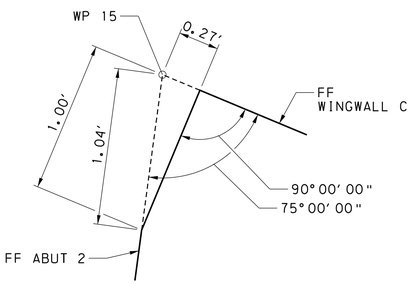

DETAIL C
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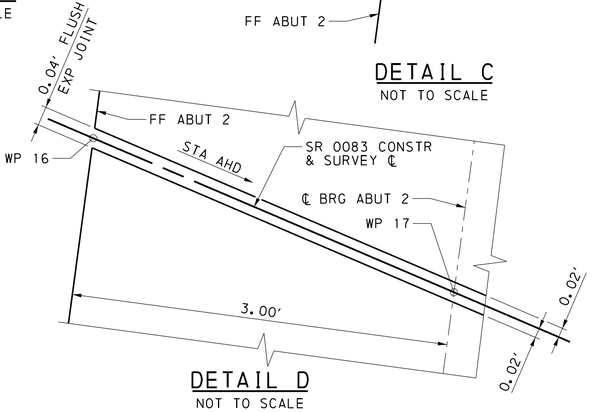

DETAIL D
NOT TO SCALE

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
STAKE-OUT PLAN DETAILS

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
ALEXANDER LEE SCHMIDT
ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 18 OF 291

S-39605

DES: KRA | DWG: KJR | CHK: ALS

Stantec
1/9/2026
WORKSPACE= DOT_2015 (SURVEY FEET)
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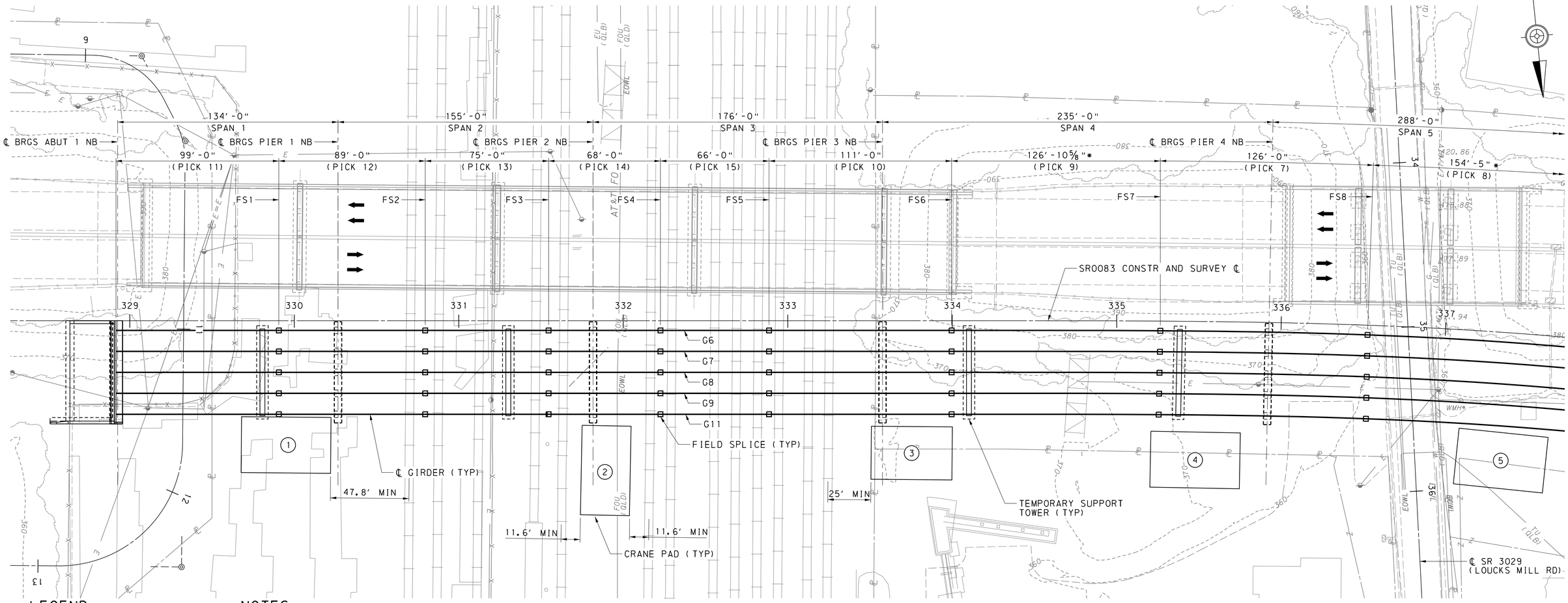
DOT 2015
1442 STR_Black_Color-249-254.tbl
DOT_ANSI D_PDF.plt



LEGEND

(#) CRANE PAD

FS# FIELD SPLICE

* MEASURED ALONG SR 0083 CONSTR AND SURVEY ℄ (LENGTH VARIES PER GIRDER)

NOTES

1. SEE SHEETS 123 - 130 FOR FRAMING PLANS.
2. SEE SHEETS 139 - 141 FOR GIRDER ELEVATIONS.
3. SEE SHEETS 153 - 156 FOR GIRDER DETAILS & CROSS FRAMES.
4. REFER TO EROSION AND SEDIMENT POLLUTION CONTROL PLANS FOR TEMPORARY ROAD AND CRANE PAD GRADING.

NORTHBOUND ERECTION PLAN CONSTRUCTION STAGE 1

0 30 60 FEET

NOTE: SPAN LENGTHS MEASURED ALONG SR 0083 CONSTR AND SURVEY ℄

GENERAL NOTES FOR ERECTION SEQUENCE:

1. THIS IS A CONCEPTUAL ERECTION SEQUENCE OF HOW THE BRIDGE COULD BE ERECTED. THE SEQUENCE DOES NOT INCLUDE ALL INTERMEDIATE STAGES OF CONSTRUCTION, TEMPORARY STABILITY BRACING, CRANE LOCATIONS, ETC. THE CONTRACTOR SHALL SUBMIT ALL DESIGN CALCULATIONS AND DRAWINGS DETAILING THE PROPOSED ERECTION SEQUENCE FOR APPROVAL IN ACCORDANCE WITH THE SPECIAL PROVISIONS.
2. THE STABILITY OF PARTIAL AND COMPLETED GIRDERS IN THE VARIOUS STAGES OF ERECTION PRIOR TO INSTALLATION OF ALL GIRDERS AND DIAPHRAGMS IS THE RESPONSIBILITY OF THE CONTRACTOR AS SPECIFIED IN PUBLICATION 408, SECTION 1050.3(C).
3. STABILIZE GIRDER 10 UNTIL THE HEADER DIAPHRAGM HAS BEEN ERECTED AND THEREAFTER AS NEEDED.
4. FOR ADDITIONAL DETAILS FOR WORK WITHIN THE NORFOLK SOUTHERN RAILWAY COMPANY RAIL YARD, INCLUDING REQUIRED CLEARANCES TO TRACKS, SEE SHEET 23. COORDINATE GIRDER ERECTION WITH RAILROAD RESTRICTIONS. SEE SPECIAL PROVISIONS.
5. ERECTION PLANS ARE REQUIRED FOR ALL SPANS OVER THE TRACK(S), FOR ALL SPANS ADJACENT TO THE TRACK(S), IF LOCATED ON (OR PARTIALLY ON) RAILROAD RIGHT-OF-WAY; AND IN ALL SITUATIONS WHERE CRANES WILL BE SITUATED ON, OVER, OR ADJACENT TO RAILROAD RIGHT-OF-WAY AND WITHIN A DISTANCE OF THE BOOM LENGTH PLUS 15′-0" FROM THE CENTERLINE OF TRACK PER SECTION 6.C.1.A OF THE ATTACHED NORFOLK SOUTHERN SPECIAL PROVISIONS FOR THE PROTECTION OF RAILWAY INTERESTS (DATED 11/2022).

CONSTRUCTION STAGE 1 CONCEPTUAL ERECTION SEQUENCE:

SINGLE GIRDER PICKS ARE ASSUMED FOR EACH FIELD SECTION PICK GROUP. ONCE A FIELD SECTION PICK GROUP HAS BEEN COMPLETED, THE NEXT FIELD SECTION PICK GROUP IS ERECTED. THE ASSUMED ORDER OF PICKS IS 1 THROUGH 15 SEQUENTIALLY.

1. CONSTRUCT TEMPORARY SUPPORT TOWERS AND MOBILIZE CRANES AT LOCATIONS AS NEEDED OUTSIDE THE RAIL YARD.
2. ERECT FIELD SECTION PICK GROUPS 1 THROUGH 3, INCLUDING ASSOCIATED DIAPHRAGMS EXCEPT THE HEADER DIAPHRAGM. GIRDERS G6 THROUGH G9 ARE ASSUMED TO BE PLACED FIRST, FOLLOWED BY GIRDER G10, AND THEN GIRDER G11.
3. ERECT FIELD SECTION PICK GROUPS 4 THROUGH 6 OVER CODORUS CREEK, INCLUDING ASSOCIATED DIAPHRAGMS. TEMPORARY SUPPORT TOWERS ARE NOT PERMITTED ON THE CODORUS CREEK LEVY BANKS.
4. ERECT FIELD SECTION PICK GROUPS 7 THROUGH 10, INCLUDING ASSOCIATED DIAPHRAGMS. THESE PICKS CAN OCCUR SIMULTANEOUSLY WITH PREVIOUS PICK GROUPS.
5. DELINEATE WORK ZONE, CONSTRUCT TEMPORARY SUPPORT TOWERS, AND CRANE PADS WITHIN THE RAIL YARD.
6. MOBILIZE CRANE AT CRANE PAD 1 AND ERECT FIELD SECTION PICK GROUPS 11 AND 12, INCLUDING ASSOCIATED DIAPHRAGMS. REMOVE CRANE AFTER ERECTION OPERATIONS ARE COMPLETE.
7. MOBILIZE CRANE AT CRANE PAD 2 AND ERECT FIELD SECTION PICK GROUPS 13 THROUGH 15, INCLUDING ASSOCIATED DIAPHRAGMS. REMOVE CRANE AFTER ERECTION OPERATIONS ARE COMPLETE.
8. REMOVE TEMPORARY SUPPORT TOWERS.
9. ERECT THE HEADER DIAPHRAGM AT GIRDER G10.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
NB ERECTION PLAN (1 OF 2)

COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL — ALEXANDER LEE SCHMIDT — ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 19 OF 291

S-39605

DES: JDW | DWG: KJR | CHK: ALS

Stantec
3/20/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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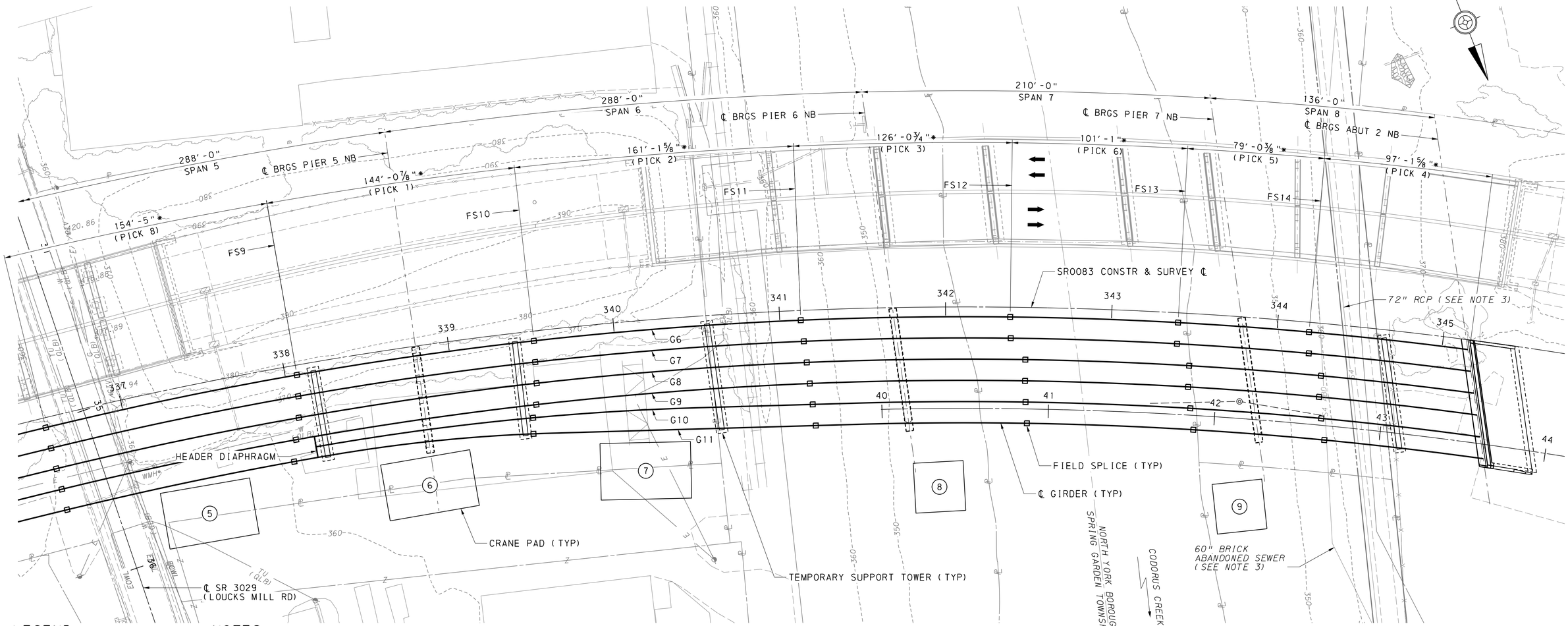

LEGEND

(#) CRANE PAD

FS# FIELD SPLICE

* MEASURED ALONG SR 0083 CONSTR & SURVEY ℄ (LENGTH VARIES PER GIRDER)

NOTES

1. FOR ERECTION PLAN GENERAL NOTES, SEE SHEET 19.
2. FOR NORTHBOUND, CONSTRUCTION STAGE 1, CONCEPTUAL ERECTION SEQUENCE NOTES, SEE SHEET 19.
3. TEMPORARY SUPPORT TOWERS CANNOT BE PLACED OVER THE EXISTING 60" BRICK ABANDONED SEWER OR 72" RCP LOCATED UNDER SPAN 8.

NORTHBOUND ERECTION PLAN CONSTRUCTION STAGE 1

0 30 60 FEET

NOTE: SPAN LENGTHS MEASURED ALONG SR 0083 CONSTR AND SURVEY ℄

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
NB ERECTION PLAN (2 OF 2)

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 20 OF 291

S-39605

DES: KJR | DWG: KJR | CHK: ALS

Stantec
3/20/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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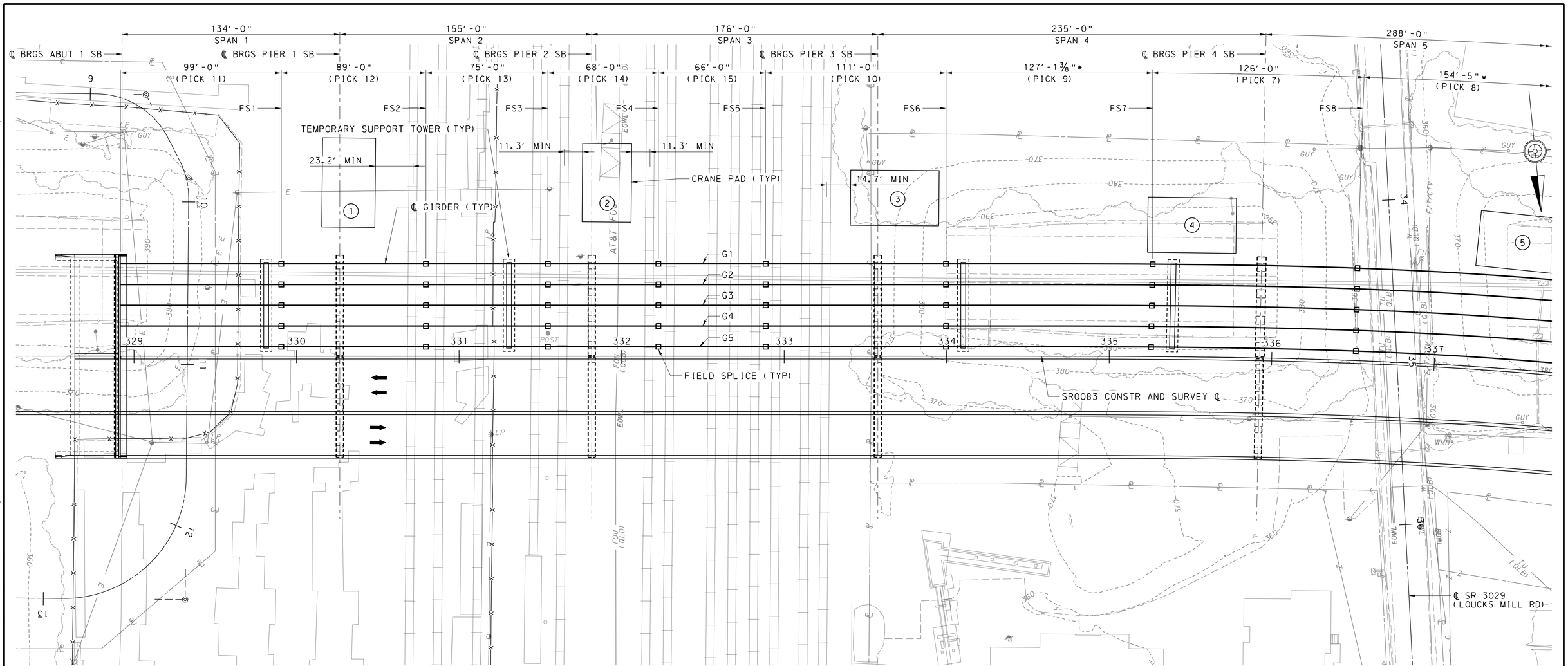

LEGEND

- (#) CRANE PAD
- FS# FIELD SPLICE
- * MEASURED ALONG SR 0083 CONSTR AND SURVEY ℄ (LENGTH VARIES PER GIRDER)

NOTES

1. SEE SHEETS 131 - 138 FOR FRAMING PLANS.
2. SEE SHEETS 139 - 141 FOR GIRDER ELEVATIONS.
3. SEE SHEETS 153 - 156 FOR GIRDER DETAILS & CROSS FRAMES.
4. REFER TO EROSION AND SEDIMENT POLLUTION CONTROL PLANS FOR TEMPORARY ROAD AND CRANE PAD GRADING.
5. FOR ERECTION PLAN GENERAL NOTES, SEE SHEET 19.

CONSTRUCTION STAGE 3 CONCEPTUAL ERECTION SEQUENCE:

SINGLE GIRDER PICKS ARE ASSUMED FOR EACH FIELD SECTION PICK GROUP. ONCE A FIELD SECTION PICK GROUP HAS BEEN COMPLETED, THE NEXT FIELD SECTION PICK GROUP IS ERECTED. THE ASSUMED ORDER OF PICKS IS 1 THROUGH 15 SEQUENTIALLY.

1. CONSTRUCT TEMPORARY SUPPORT TOWERS AND MOBILIZE CRANES AT LOCATIONS AS NEEDED OUTSIDE THE RAIL YARD.
2. ERECT FIELD SECTION PICK GROUPS 1 THROUGH 3, INCLUDING ASSOCIATED DIAPHRAGMS.
3. ERECT FIELD SECTION PICK GROUPS 4 THROUGH 6 OVER CODORUS CREEK, INCLUDING ASSOCIATED DIAPHRAGMS. TEMPORARY SUPPORT TOWERS ARE NOT PERMITTED ON THE CODORUS CREEK LEVY BANKS.
4. ERECT FIELD SECTION PICK GROUPS 7 THROUGH 10, INCLUDING ASSOCIATED DIAPHRAGMS. THESE PICKS CAN OCCUR SIMULTANEOUSLY WITH PREVIOUS PICK GROUPS.
5. DELINEATE WORK ZONE, CONSTRUCT TEMPORARY SUPPORT TOWERS, AND CRANE PADS WITHIN THE RAIL YARD.
6. MOBILIZE CRANE AT CRANE PAD 1 AND ERECT FIELD SECTION PICK GROUPS 11 AND 12, INCLUDING ASSOCIATED DIAPHRAGMS. REMOVE CRANE AFTER ERECTION OPERATIONS ARE COMPLETE.
7. MOBILIZE CRANE AT CRANE PAD 2 AND ERECT FIELD SECTION PICK GROUPS 13 THROUGH 15, INCLUDING ASSOCIATED DIAPHRAGMS. REMOVE CRANE AFTER ERECTION OPERATIONS ARE COMPLETE.
8. REMOVE TEMPORARY TOWERS.

SOUTHBOUND ERECTION PLAN CONSTRUCTION STAGE 3

0 30 60 FEET

NOTE: SPAN LENGTHS MEASURED ALONG SR 0083 CONSTR AND SURVEY ℄

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SB ERECTION PLAN (1 OF 2)

COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL — ALEXANDER LEE SCHMIDT — ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 21 OF 291

S-39605

DES: JDW | DWG: KJR | CHK: ALS

Stantec
3/20/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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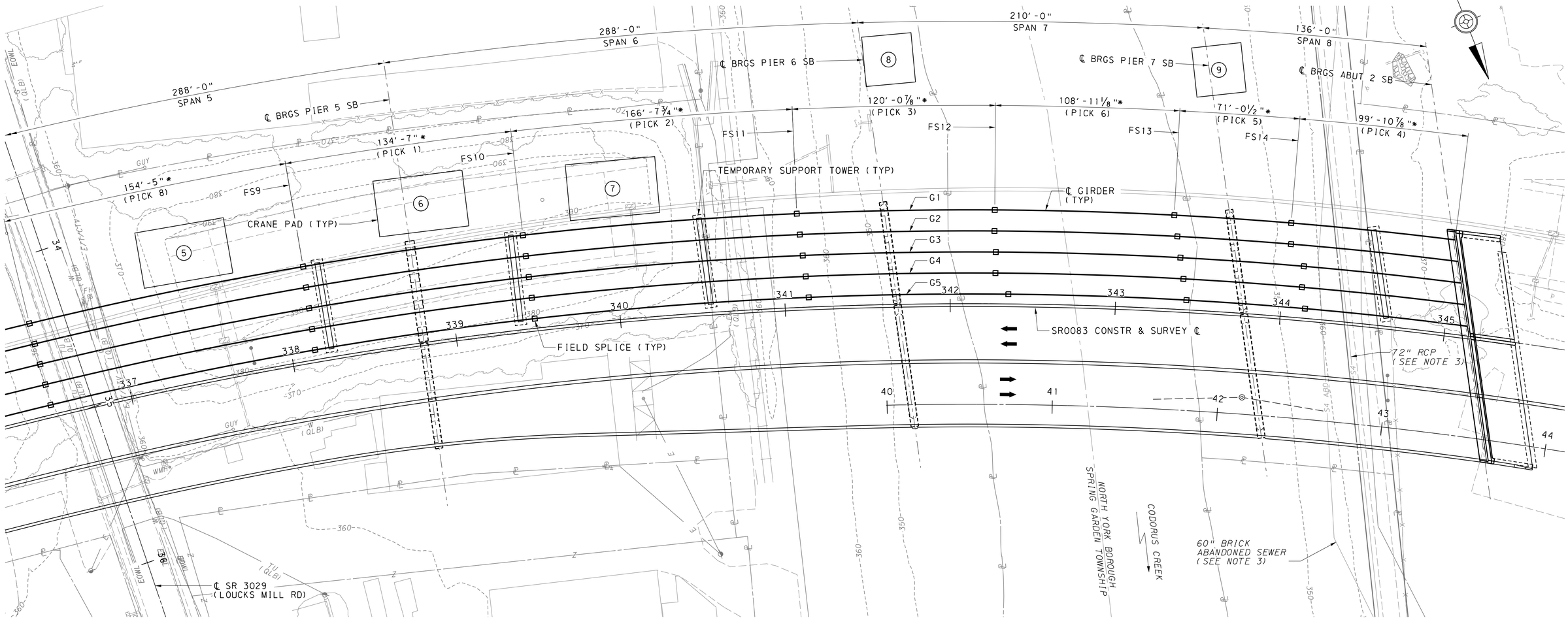

LEGEND

- (#) CRANE PAD
- FS# FIELD SPLICE
- * MEASURED ALONG SR 0083 CONSTR & SURVEY ℄ (LENGTH VARIES PER GIRDER)

NOTES

1. FOR ERECTION PLAN GENERAL NOTES, SEE SHEET 19.
2. FOR SOUTHBOUND, CONSTRUCTION STAGE 3, CONCEPTUAL ERECTION SEQUENCE NOTES, SEE SHEET 19.
3. TEMPORARY SUPPORT TOWERS CANNOT BE PLACED OVER THE EXISTING 60" BRICK ABANDONED SEWER OR 72" RCP LOCATED UNDER SPAN 8.

SOUTHBOUND ERECTION PLAN CONSTRUCTION STAGE 3

0 30 60 FEET

NOTE: SPAN LENGTHS MEASURED ALONG SR 0083 CONSTR AND SURVEY ℄

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SB ERECTION PLAN (2 OF 2)

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE086878

RECOMMENDED 2026.02.06

SHEET 22 OF 291

S-39605

Stantec
3/20/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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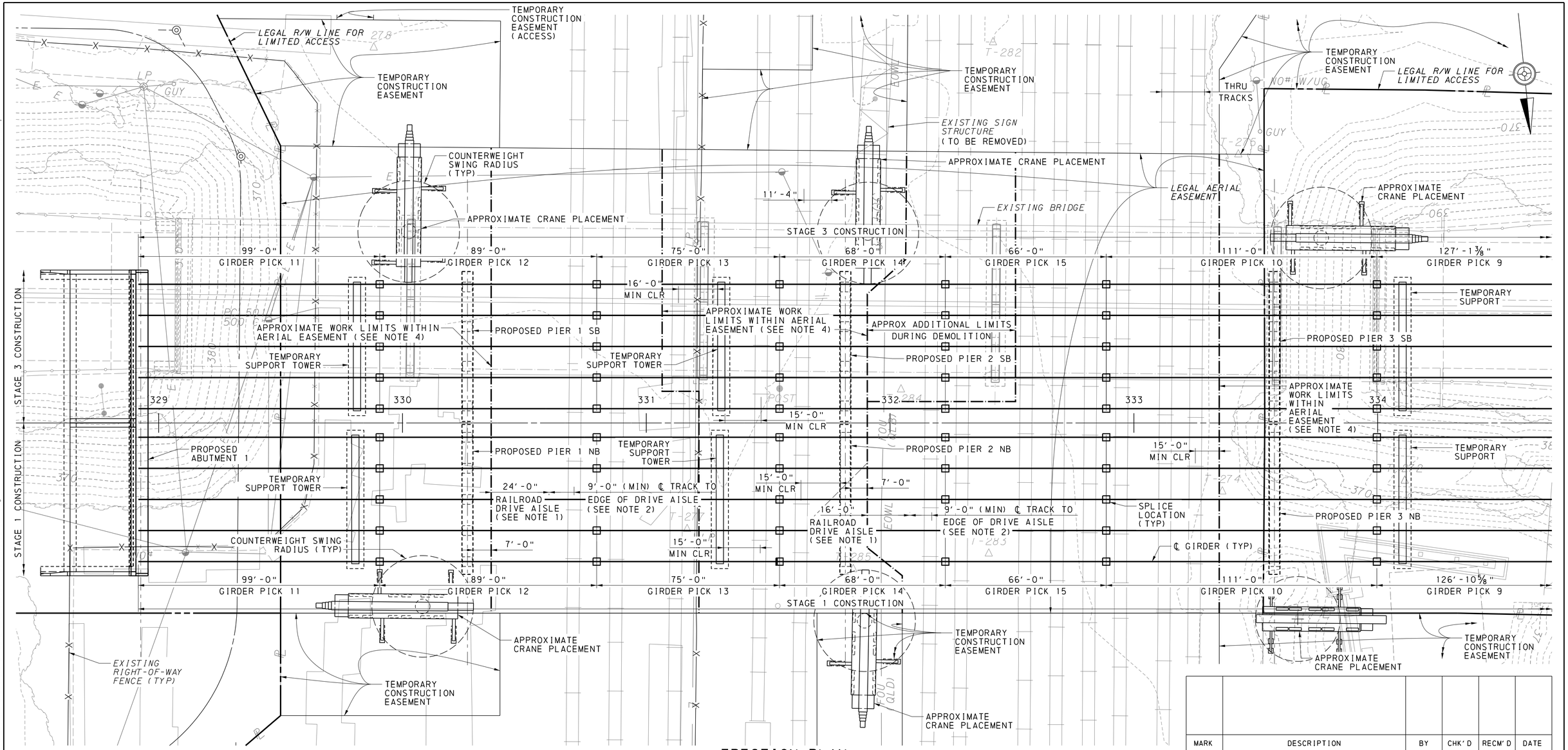

ERECTION PLAN

0 20 40 FEET

NOTES

1. THE RAILROAD DRIVE AISLES ARE DELINEATED AREAS TO PROVIDE PASSAGE THROUGH WORK ZONES FOR RAIL YARD OPERATIONS. PROVIDE A 24'-0" MINIMUM DRIVE AISLE WIDTH DURING CONSTRUCTION. FOR AREAS WHERE THE MINIMUM WIDTH IS NOT AVAILABLE OR WHEN CONSTRUCTION OPERATIONS REQUIRE A REDUCTION IN DRIVE AISLE WIDTH, COORDINATE WORK WITH NORFOLK SOUTHERN RAIL COMPANY AND RAIL YARD OPERATIONS FOR TIME OF DAY AND DURATIONS OF PLANNED REDUCTIONS. RELINQUISH SPACE TO ALLOW NORFOLK SOUTHERN OR RAIL OPERATIONS REQUIRED ACCESS THROUGH WORK ZONE DURING CONSTRUCTION.
2. PROVIDE 9'-0" MINIMUM BETWEEN CENTERLINE OF TRACK AND EDGE OF RAILROAD DRIVE AISLE. PROVIDE HIGH VISIBILITY, TEMPORARY PROTECTIVE FENCE BETWEEN THE DRIVE AISLE AND ADJACENT TRACKS WHERE DISTANCE BETWEEN THE EDGE OF DRIVE AISLE AND CL TRACKS IS LESS THAN 14'-0".
3. PLACEMENT OF FILL (COARSE AGGREGATE OR SIMILAR) TO CONSTRUCT A LEVEL WORKING SURFACE WITHIN THE WORK ZONE IS PERMITTED. DO NOT EXCEED THE TOP OF ADJACENT TRACK ELEVATION WITH FILL OR LEVELING MATERIAL PLACED. PLACE GEOTEXTILE FABRIC BETWEEN EXISTING GROUND AND REQUIRED LEVELING FILL. RETURN AREAS RECEIVING LEVELING FILL TO THEIR PRE-CONSTRUCTION CONDITION FOLLOWING CONSTRUCTION OPERATIONS. COORDINATE ANY PROPOSED WORK WITH THE NORFOLK SOUTHERN RAILWAY COMPANY.
4. THE DETAILS ON THIS SHEET ARE A CONCEPTUAL DEPICTION OF WORK WITHIN THE NORFOLK SOUTHERN RAIL COMPANY RAIL YARD. WORK ZONE LIMITS WITHIN AERIAL EASEMENT, CRANE TYPE AND LOCATIONS, AND TEMPORARY TOWER LOCATIONS SHOWN ARE APPROXIMATE AND FOR INFORMATION ONLY. ACTUAL DETAILS, WORK ZONE LIMITS, AND CONSTRUCTION ACTIVITIES WILL VARY BASED ON CONTRACTOR'S MEANS AND METHODS. COORDINATE WORK WITH NORFOLK SOUTHERN RAILWAY COMPANY.
5. THE DETAILS ON THIS SHEET DEPICT CONSTRUCTION STAGE 1 THROUGH STAGE 3 SIMULTANEOUSLY. ACTUAL DETAILS WILL VARY BASED ON THE CONSTRUCTION STAGING.
6. A MINIMUM OF 50% OF THE HOLES FOR EACH CONNECTION SHALL BE FILLED WITH BOLTS OR PINS PRIOR TO RELEASING THE CRANE. A MINIMUM OF 50% OF THE HOLES FILLED SHALL BE FILLED WITH BOLTS.
7. FOR ADDITIONAL ERECTION SEQUENCE DETAILS, SEE SHEETS 19 THROUGH 22.
8. FOR ADDITIONAL RAILROAD REQUIREMENTS, SEE THE GENERAL NOTES ON SHEETS 6 TO 7 AND THE CONTRACT SPECIAL PROVISIONS.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
ERECTION PLAN - RAILROAD DETAILS

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ENGINEER ALEXANDER LEE SCHMIDT NO. PE088878

RECOMMENDED 2026.02.06

SHEET 23 OF 291

S-39605

DES: JDW | DWG: KJR | CHK: ALS

Stantec 2/19/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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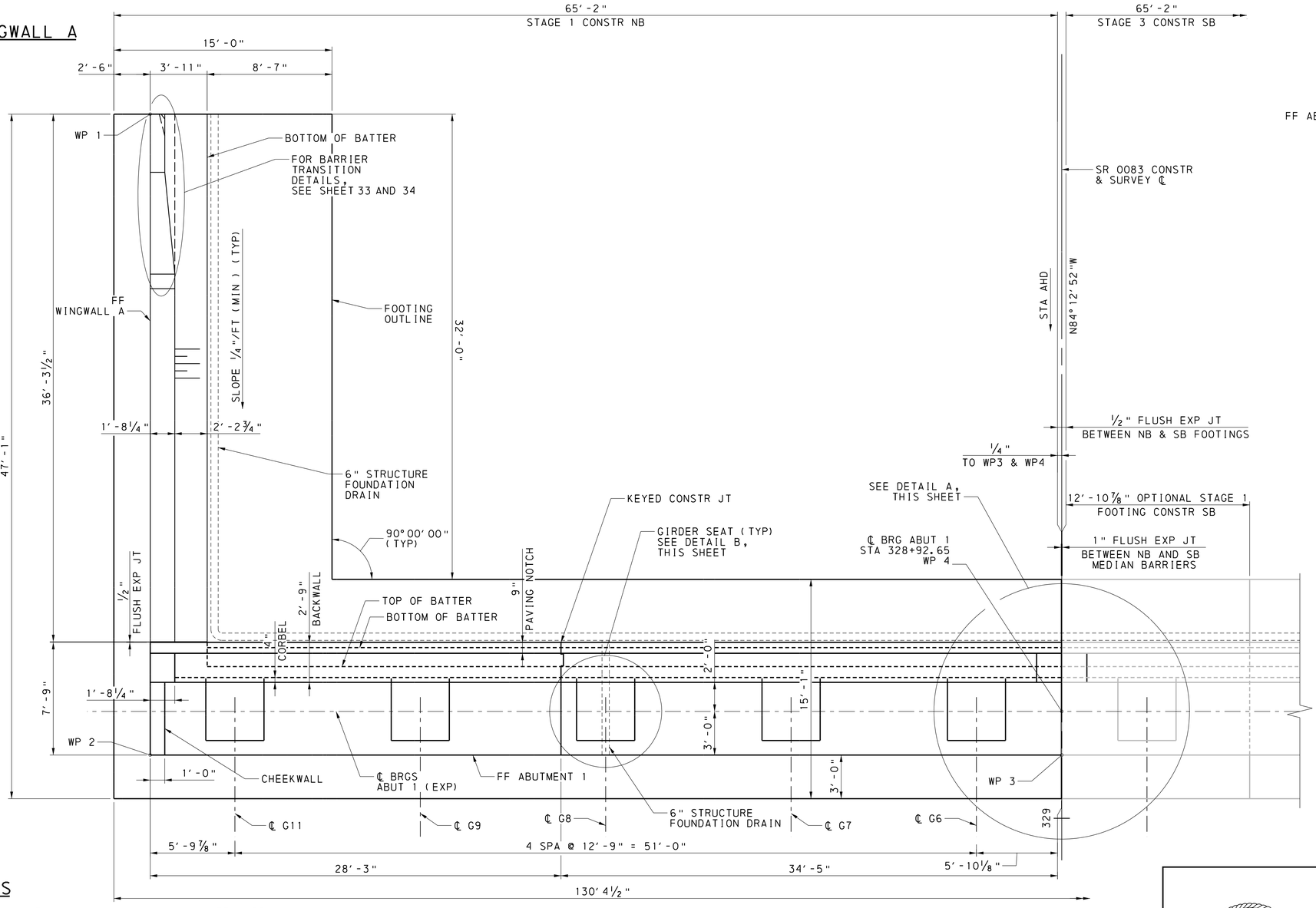
DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI_D_PDF.plt

WINGWALL A



NOTES

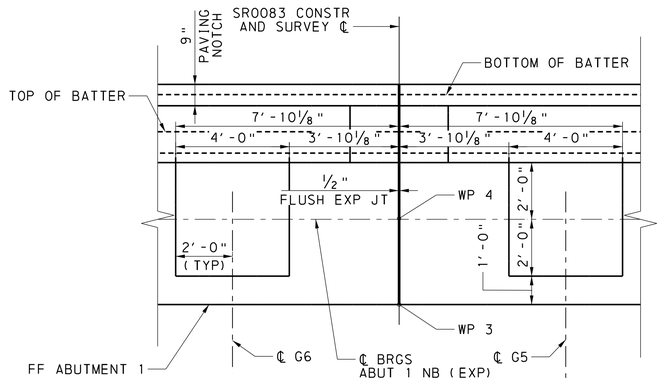
1. FOR ABUTMENT 1 PLAN - SOUTHBOUND, SEE SHEET 25.
2. FOR BARRIER TRANSITION DIMENSIONS AND DETAILS, SEE SHEETS 33 AND 34.
3. FOR KEYED CONSTR JT DETAIL, SEE BC-735M.
4. FOR FOUNDATION DRAIN DETAILS, SEE BC-751M.
5. FOR STAKE-OUT PLANS, SEE SHEETS 16 - 18.

ABUTMENT 1 PLAN - NORTHBOUND

0 4 8 FEET

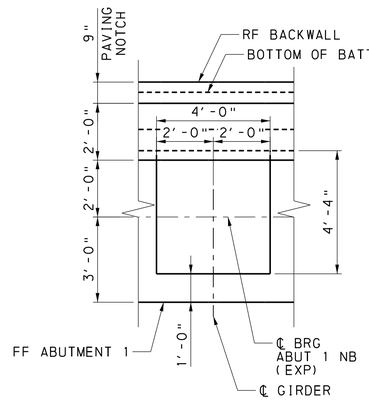
LEGEND

RF - REAR FACE
FF - FRONT FACE



DETAIL A
ABUTMENT STEM FLUSH EXP JT DETAIL

NOT TO SCALE



DETAIL B
TYPICAL GIRDER SEAT

NOT TO SCALE

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091

SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK

8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE

ABUTMENT 1 PLAN - NB

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 24 OF 291

S-39605

DES: SAB | DWG: SAB | CHK: KRA

Stantec 3/20/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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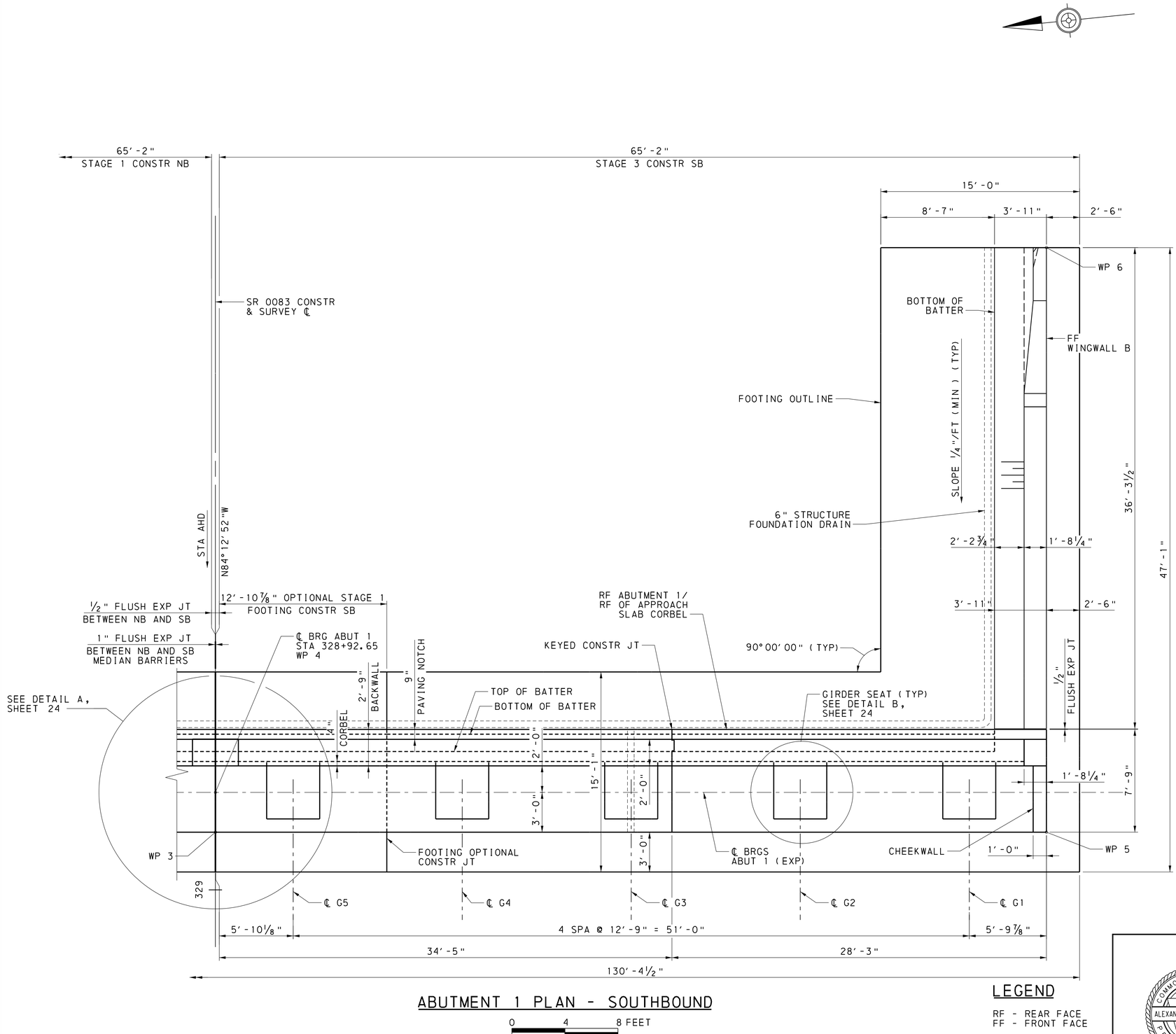

ABUTMENT 1 PLAN - SOUTHBOUND

0 4 8 FEET

WINGWALL B

LEGEND

RF - REAR FACE
FF - FRONT FACE

NOTES

1. FOR ABUTMENT 1 PLAN - NORTHBOUND, SEE SHEET **24**.
2. FOR BARRIER TRANSITION DIMENSIONS AND DETAILS, SEE SHEETS **33** AND **34**.
3. FOR KEYED CONSTR JT DETAIL, SEE BC-735M.
4. FOR FOUNDATION DRAIN DETAILS, SEE BC-751M.
5. FOR STAKE-OUT PLANS, SEE SHEETS 16 - 18.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
ALEXANDER LEE SCHMIDT
ENGINEER NO. PE081878
COMMONWEALTH OF PENNSYLVANIA

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
ABUTMENT 1 PLAN - SB

RECOMMENDED 2026.02.06

SHEET 25 OF 291

S-39605

Stantec

DES: SAB | DWG: SAB | CHK: KRA

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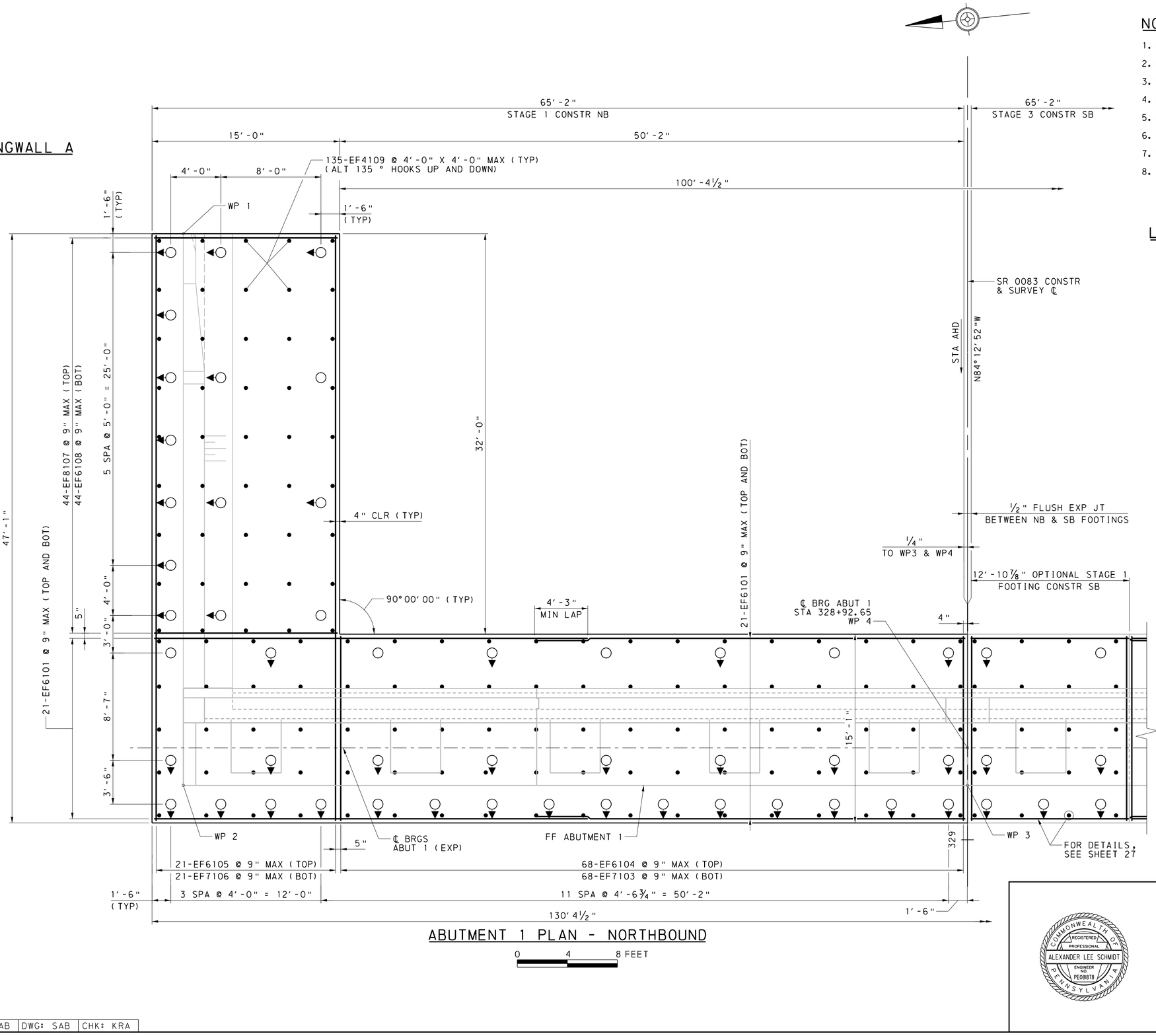
WINGWALL A



ABUTMENT 1 PLAN - NORTHBOUND

0 4 8 FEET

NOTES

1. FOR FOUNDATION NOTES, SEE SHEET 8.
2. FOR ABUTMENT 1 PLAN - NB, SEE SHEET 24.
3. FOR STAKE-OUT PLANS, SEE SHEETS 16 - 18.
4. FOR ABUTMENT 1 ELEVATION AND SECTION, SEE SHEETS 28 & 30.
5. FOR ABUTMENT 1 REINFORCEMENT BAR SCHEDULE, SEE SHEETS 35 AND 36.
6. DIMESIONS ARE GIVEN ALONG OUTSIDE EDGE OF FOOTING.
7. FOR MICROPILE DETAILS, SEE SHEET 121.
8. ADJUST REINFORCEMENT BAR SPACINGS AT MICROPILES.

LEGEND

○ DENOTES VERTICAL PILE

○▼ DENOTES BATTERED PILE (WITH ARROW IN DIRECTION OF BATTER) ALL PILES ARE BATTERED 1:4

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
ABUTMENT 1 FOOTING PLAN - NB

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
ALEXANDER LEE SCHMIDT
ENGINEER NO. PE086878

RECOMMENDED 2026.02.06

SHEET 26 OF 291

S-39605

Stantec
3/20/2026
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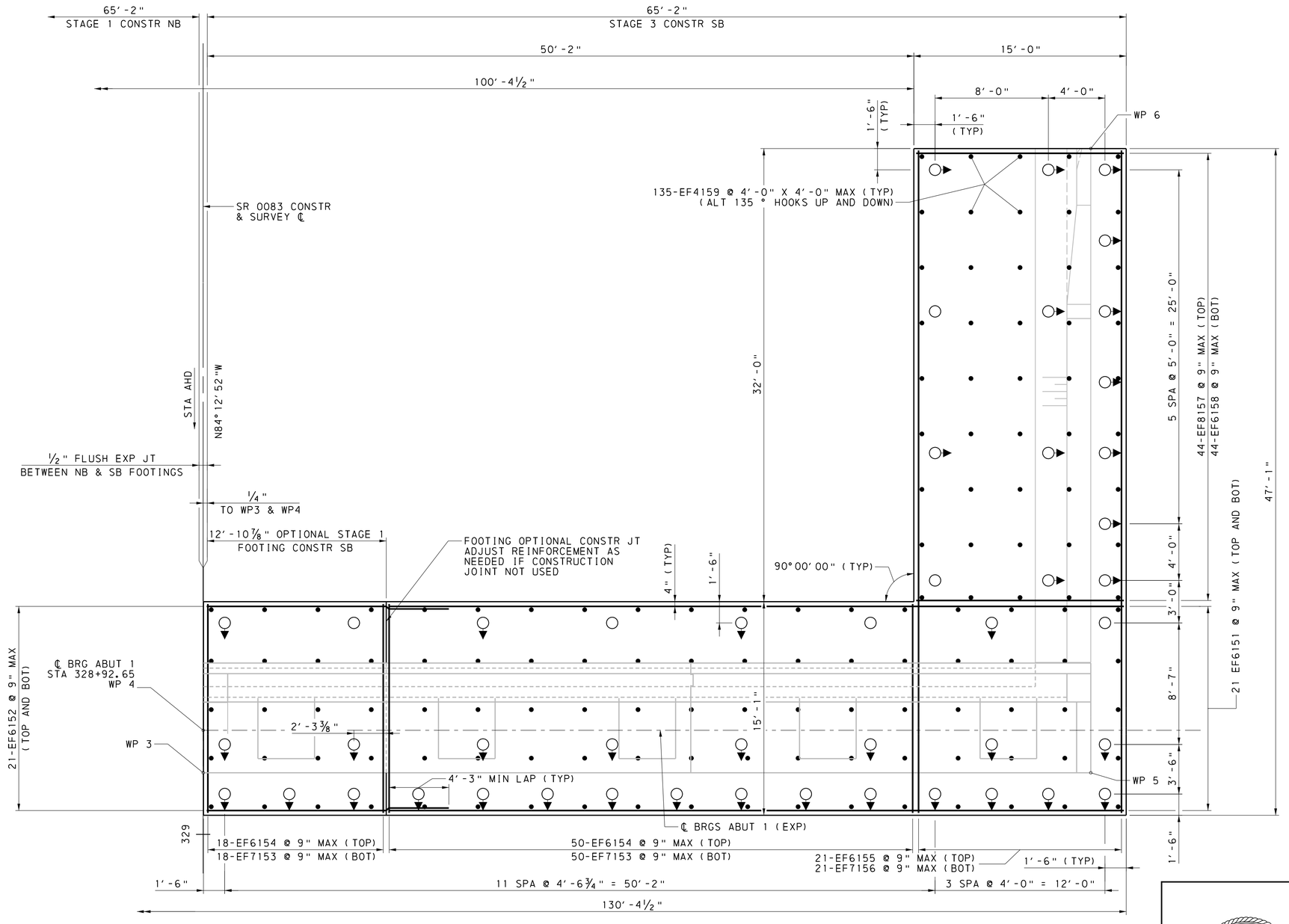
WINGWALL B



ABUTMENT 1 FOOTING PLAN - SOUTHBOUND

0 4 8 FEET

NOTES

1. FOR FOUNDATION NOTES, SEE SHEET 8.
2. FOR ABUTMENT 1 PLAN - SB, SEE SHEET 25.
3. FOR STAKE-OUT PLANS, SEE SHEETS 16 - 18.
4. FOR ABUTMENT 1 ELEVATION AND SECTION, SEE SHEETS 29 & 30.
5. FOR ABUTMENT 1 REINFORCEMENT BAR SCHEDULE, SEE SHEETS 35 AND 36.
6. DIMESIONS ARE GIVEN ALONG OUTSIDE EDGE OF FOOTING.
7. FOR MICROPILE DETAILS, SEE SHEET 121.
8. ADJUST REINFORCEMENT BAR SPACINGS AT MICROPILES.

LEGEND

○ DENOTES VERTICAL PILE

○▼ DENOTES BATTERED PILE (WITH ARROW IN DIRECTION OF BATTER)
ALL PILES ARE BATTERED 1:4

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
ABUTMENT 1 FOOTING PLAN - SB

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
ALEXANDER LEE SCHMIDT
ENGINEER
NO. PE081878

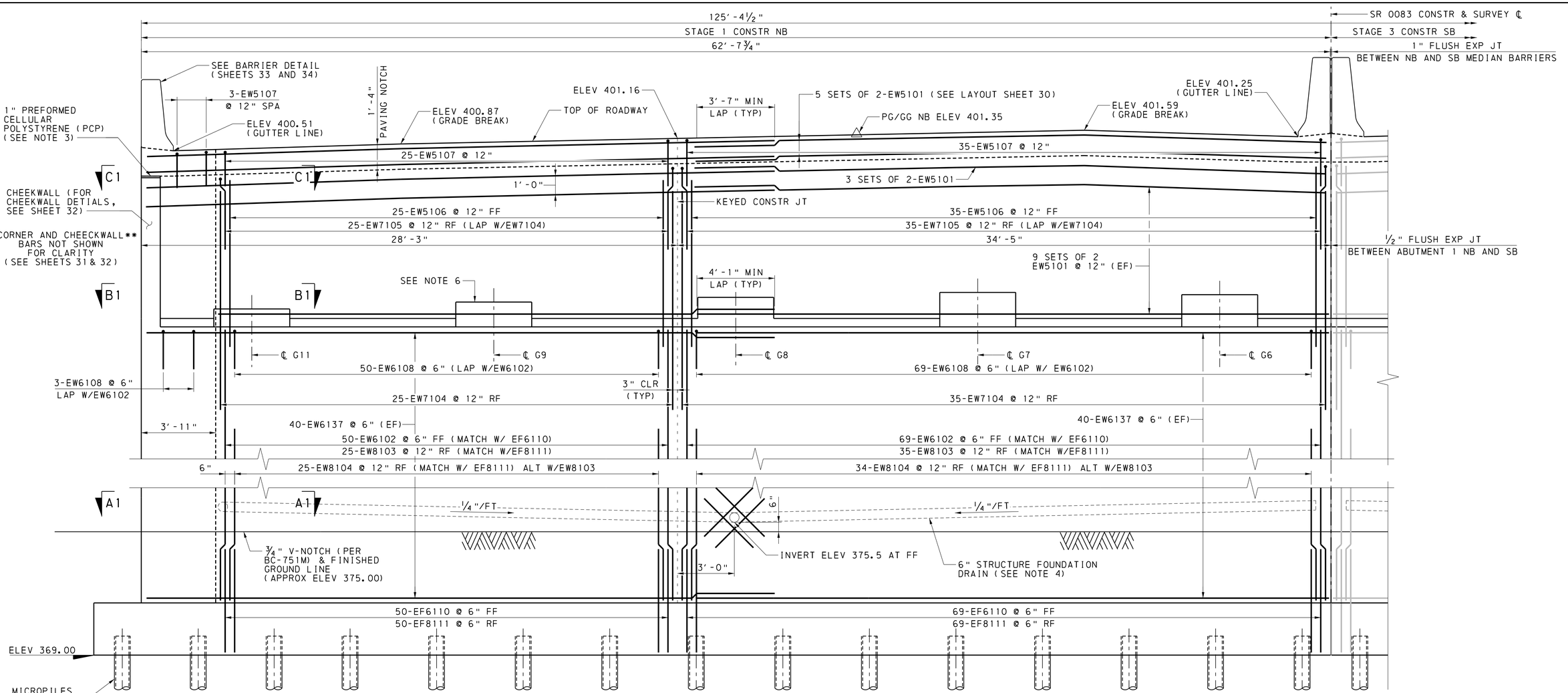
RECOMMENDED 2026.02.06

SHEET 27 OF 291

S-39605

Stantec

DES: SAB | DWG: SAB | CHK: KRA



ABUTMENT 1 ELEVATION - NORTHBOUND

0 4 8 FEET

ABUTMENT 1 - PEDESTAL ELEVATIONS (NORTHBOUND)					
LOCATION	G6	G7	G8	G9	G11
ELEVATION	392.87	392.97	392.71	392.46	392.12

NOTE:

PEDESTAL ELEVATIONS ARE BASED ON AN ASSUMED BEARING ASSEMBLY HEIGHT. SEE BEARING DETAIL SHEETS FOR ASSUMED HEIGHTS. CONTRACTOR SHALL REVISE PEDESTAL ELEVATIONS AND ADJUST REINFORCEMENT AS NEEDED BASED ON DESIGNED BEARING ASSEMBLY HEIGHTS AFTER SHOP DRAWING APPROVAL.

NOTES

1. FOR KEYED CONSTR JT DETAIL, SEE BC-735M.
2. FOR ABUTMENT 2 ELEVATION - NORTHBOUND, SEE SHEET 41.
3. FOR WATERPROOFING DETAILS, SEE BC-788M, AND BC-788 MODIFIED.
4. FOR FOUNDATION DRAIN DETAILS, SEE SHEET 30 AND BC-751M.
5. FOR PEDESTAL DETAILS, SEE SHEET 30.
6. FOR PEDESTAL ELEVATIONS, SEE TABLE, THIS SHEET.

LEGEND

RF - REAR FACE
FF - FRONT FACE
EF - EACH FACE

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL
ALEXANDER LEE SCHMIDT
ENGINEER NO. PE081878
PENNSYLVANIA

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
ABUTMENT 1 ELEVATION - NB

RECOMMENDED 2026.02.06

SHEET 28 OF 291

S-39605

DES: SAB | DWG: SAB | CHK: KRA

Stantec 3/20/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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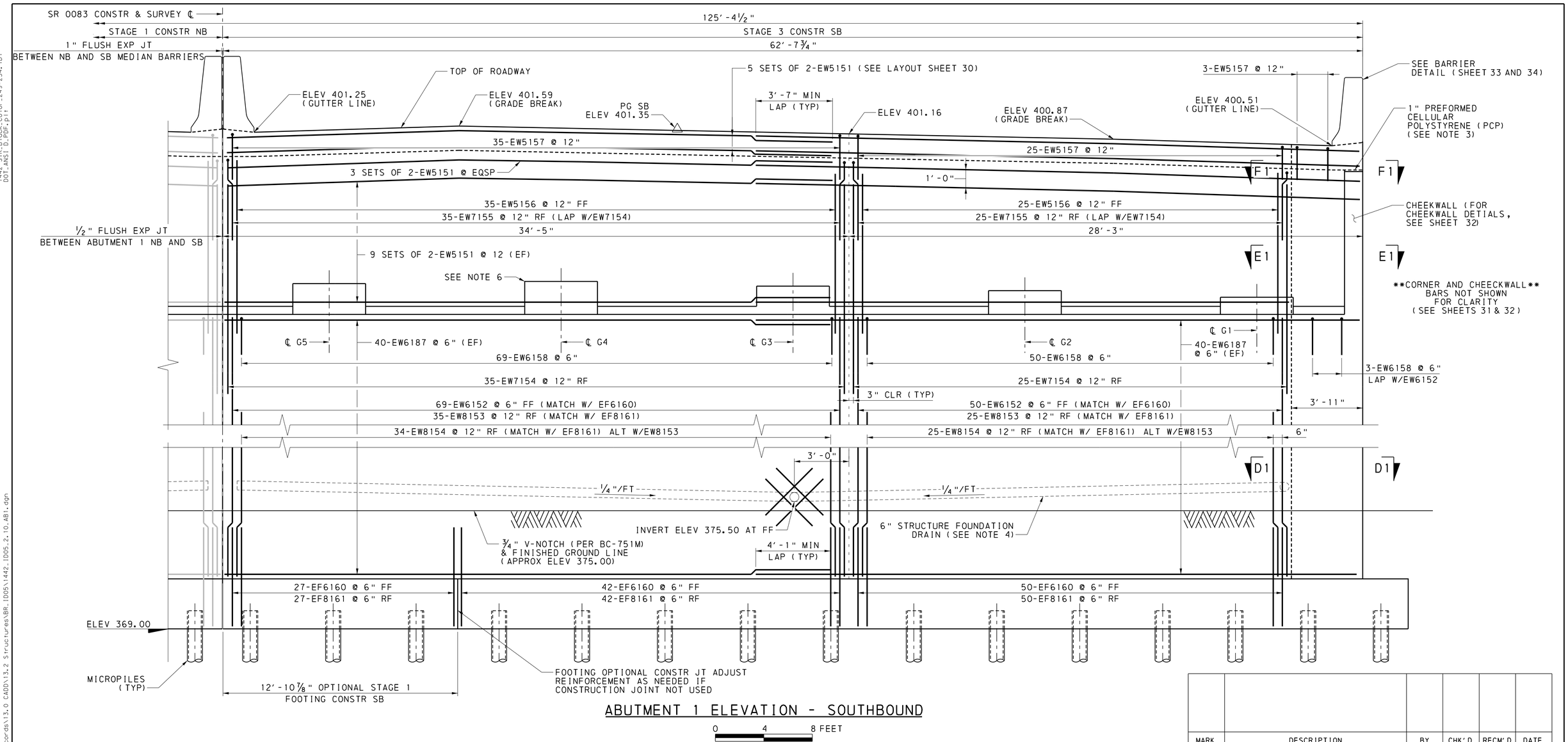

ABUTMENT 1 ELEVATION - SOUTHBOUND

0 4 8 FEET

ABUTMENT 1 - PEDESTAL ELEVATIONS (SOUTHBOUND)					
LOCATION	G1	G2	G3	G4	G5
ELEVATION	392.12	392.46	392.71	392.97	392.87

NOTE:

PEDESTAL ELEVATIONS ARE BASED ON AN ASSUMED BEARING ASSEMBLY HEIGHT. SEE BEARING DETAIL SHEETS FOR ASSUMED HEIGHTS. CONTRACTOR SHALL REVISE PEDESTAL ELEVATIONS AND ADJUST REINFORCEMENT AS NEEDED BASED ON DESIGNED BEARING ASSEMBLY HEIGHTS AFTER SHOP DRAWING APPROVAL.

NOTES

1. FOR KEYED CONSTR JT DETAIL, SEE BC-735M.
2. FOR ABUTMENT 2 ELEVATION - NORTHBOUND, SEE SHEET 42.
3. FOR WATERPROOFING DETAILS, SEE BC-788M, AND BC-788 MODIFIED.
4. FOR FOUNDATION DRAIN DETAILS, SEE SHEET 30 AND BC-751M.
5. FOR PEDESTAL DETAILS, SEE SHEET 30.
6. FOR PEDESTAL ELEVATIONS, SEE TABLE, THIS SHEET.

LEGEND

RF - REAR FACE
FF - FRONT FACE
EF - EACH FACE

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
ABUTMENT 1 ELEVATION - SB

COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL — ALEXANDER LEE SCHMIDT — ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 29 OF 291

S-39605

DES: SAB | DWG: SAB | CHK: KRA

Stantec 3/20/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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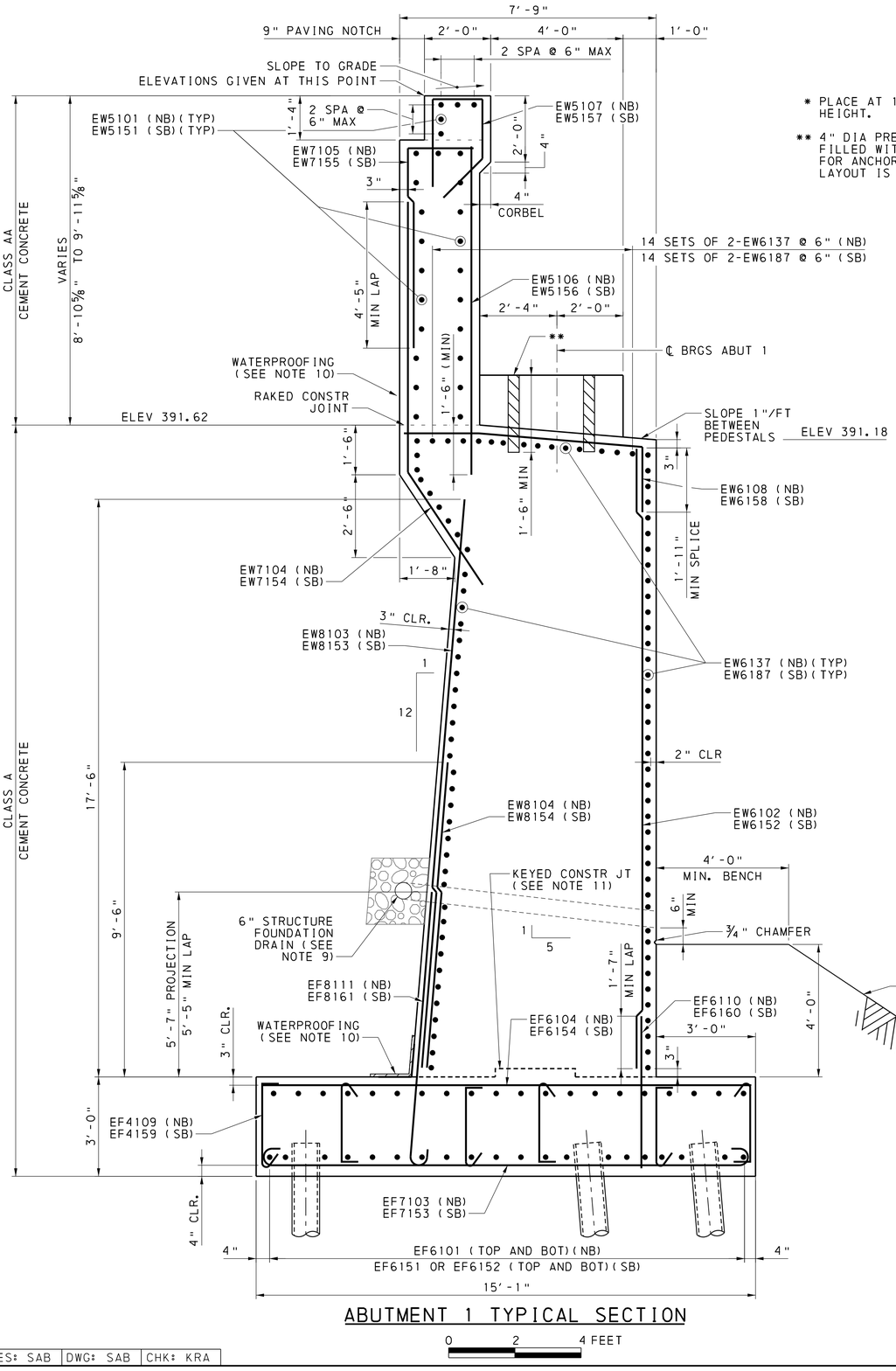
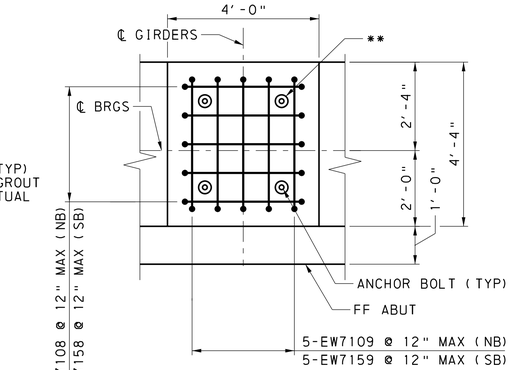


ABUTMENT 1 TYPICAL SECTION

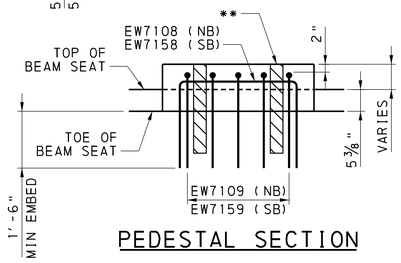
0 2 4 FEET

* PLACE AT 1/2 PEDESTAL HEIGHT.

** 4" DIA PREFORMED HOLE (TYP) FILLED WITH NON-SHRINK GROUT FOR ANCHOR BOLT. CONCEPTUAL LAYOUT IS SHOWN.



PEDESTAL PLAN

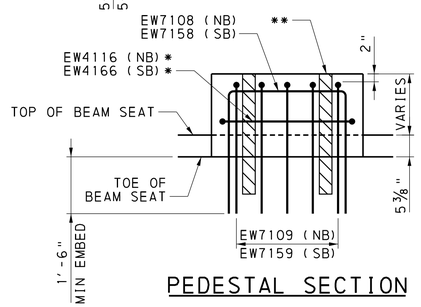


PEDESTAL SECTION

PEDESTAL 1 DETAILS

(ABUT 1 G1 & G11)
NOT TO SCALE

PEDESTAL PLAN



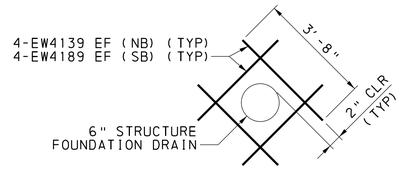
PEDESTAL SECTION

PEDESTAL 2 DETAILS

(ABUT 1 G2-G9)
NOT TO SCALE

NOTES

1. FOR GENERAL NOTES, SEE SHEET 6.
2. FOR ABUTMENT 1 PLAN - NORTHBOUND, SEE SHEET **24.**
3. FOR ABUTMENT 1 PLAN - SOUTHBOUND, SEE SHEET **25.**
4. FOR ABUTMENT 1 FOOTING PLAN - NORTHBOUND, SEE SHEET **26.**
5. FOR ABUTMENT 1 FOOTING PLAN - SOUTHBOUND, SEE SHEET **27.**
6. FOR WINGWALL A DETAILS, SEE SHEET **31.**
7. FOR WINGWALL B DETAILS, SEE SHEET **31.**
8. FOR ABUTMENT 1 REINFORCEMENT BAR SCHEDULE, SEE SHEET **35 & 36.**
9. 6" STRUCTURE FOUNDATION DRAIN AND 2'X2' NO.57 COARSE AGGREGATE ENCASED IN GEOTEXTILE, CLASS 1. SLOPE OF FOUNDATION DRAIN SHALL BE ¼"/FT OR GREATER. COST OF GEOTEXTILE IS INCIDENTAL TO THE COST OF NO. 57 COARSE AGGREGATE. SEE BC-751M FOR ADDITIONAL DETAILS.
10. PROVIDE WATERPROOFING ON RF OF ABUTMENT STEM IN ACCORDANCE WITH ATTACHMENT BC-788 MODIFIED - SPRAY-ON WATERPROOFING DETAILS.
11. SEE BC-735M RAISED KEY SHOWN.
12. FOR BEARING DETAILS AND NOTES, SEE SHEETS 163-168.



FOUNDATION DRAIN REINFORCING DETAIL

NOT TO SCALE

LEGEND

RF - REAR FACE
FF - FRONT FACE
EF - EACH FACE

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091

SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK

8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE

ABUTMENT 1 TYPICAL SECTION NB & SB

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 30 OF 291

S-39605

DES: SAB | DWG: SAB | CHK: KRA

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3/20/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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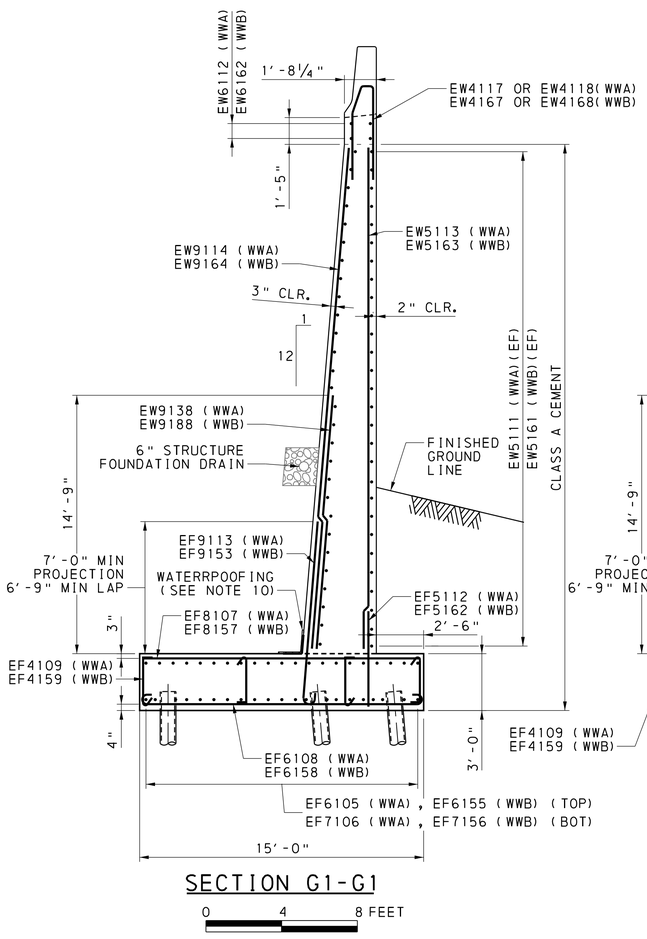
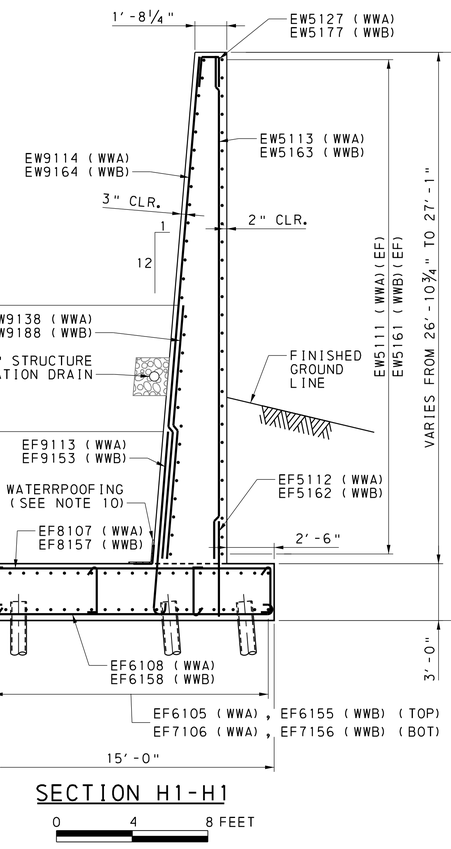
LEGEND

(A) - EW4118 (WWA), EW4168 (WWB)
(B) - EW4117 (WWA), EW4167 (WWB)
(C) - EW4123 (WWA), EW4173 (WWB)
(D) - EW4124 & EW4125 (WWA), EW4174 & EW4175 (WWB)
(E) - EW4126 (WWA), EW4176 (WWB)
RF - REAR FACE
FF - FRONT FACE
EF - EACH FACE



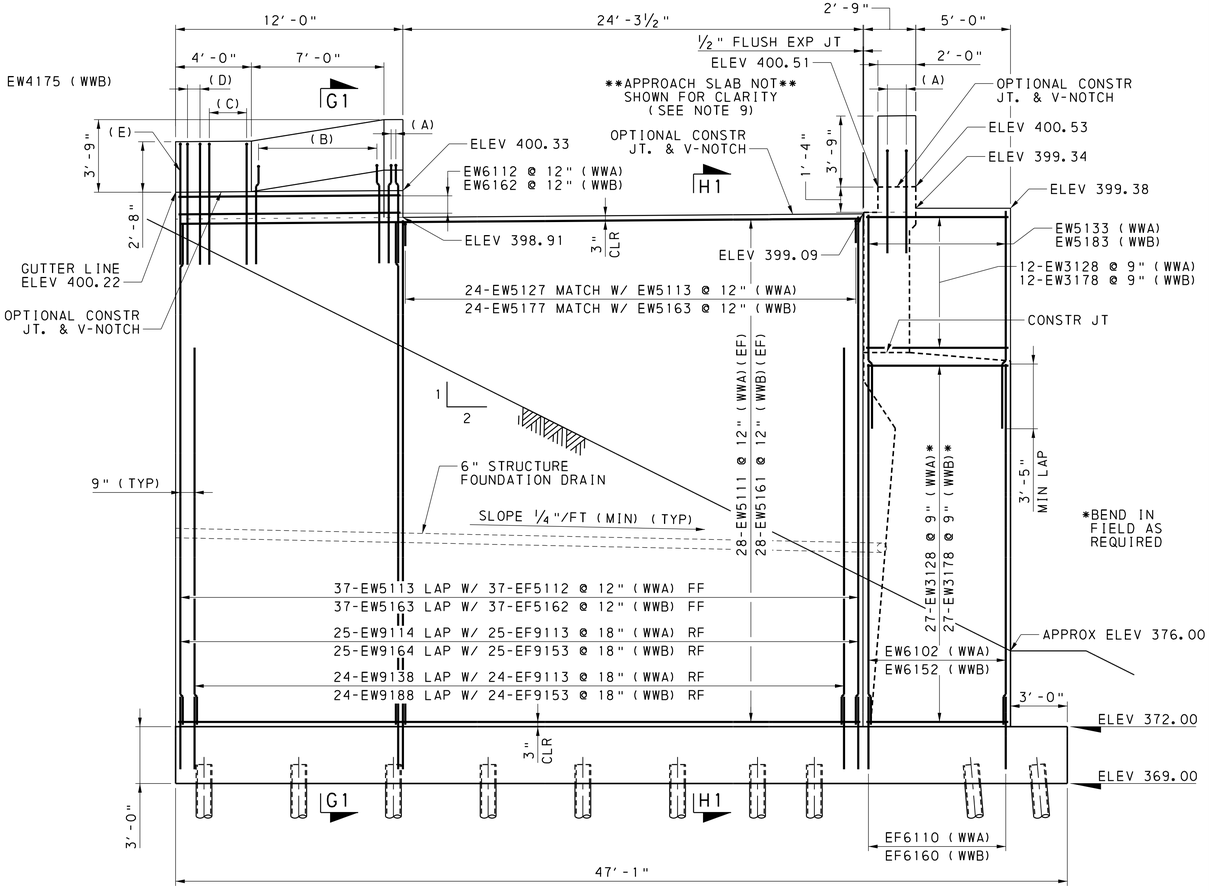
SECTION G1-G1

0 4 8 FEET



SECTION H1-H1

0 4 8 FEET



WINGWALL A & B ELEVATION

0 4 8 FEET

NOTES

1. FOR GENERAL NOTES, SEE SHEET 6.
2. FOR ABUTMENT 1 PLAN, SEE SHEETS 24 & 25.
3. FOR ABUTMENT 1 FOOTING PLAN, SEE SHEETS 26 & 27.
4. FOR ABUTMENT 1 ELEVATION, SEE SHEETS 28& 29.
5. FOR WINGWALLS A AND B, SEE SHEET 31.
6. FOR ABUTMENT 1 REINFORCEMENT BAR SCHEDULE, SEE SHEETS 35 & 36.
7. FOR APPROACH SLAB & BARRIER OVER WINGWALL DETAIL, SEE SHEET 45.
8. FOR FOUNDATION DRAIN DETAILS, SEE BC-751M, & SHEET 30.
9. FOR APPROACH SLAB DETAILS, SEE SHEETS 204 -216.
10. PROVIDE WATERPROOFING ON RF OF WINGWALL STEM IN ACCORDANCE WITH ATTACHMENT BC-788 MODIFIED - SPRAY-ON WATERPROOFING DETAILS.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
WINGWALL A & B

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
ALEXANDER LEE SCHMIDT
ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 31 OF 291

S-39605

DES: SAB | DWG: SAB | CHK: KRA

Stantec
3/20/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\ua0536-ppfss01\shared_projects\202713142\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_2_10_AB1.dgn

DOT_2015
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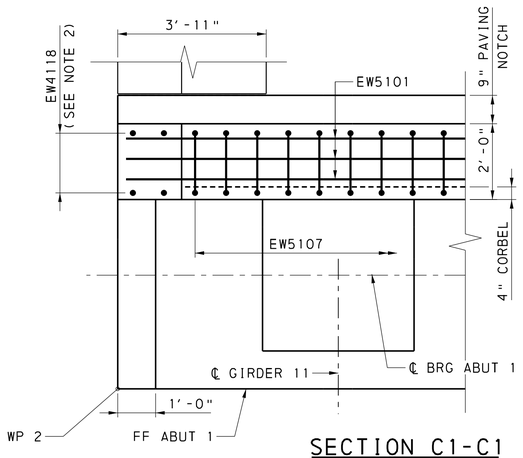
DOT_ANSI D_PDF.plt

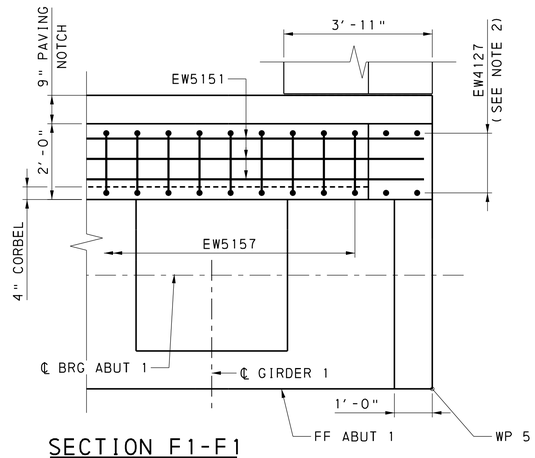
WINGWALL A



SECTION C1-C1

0 2 4 FEET

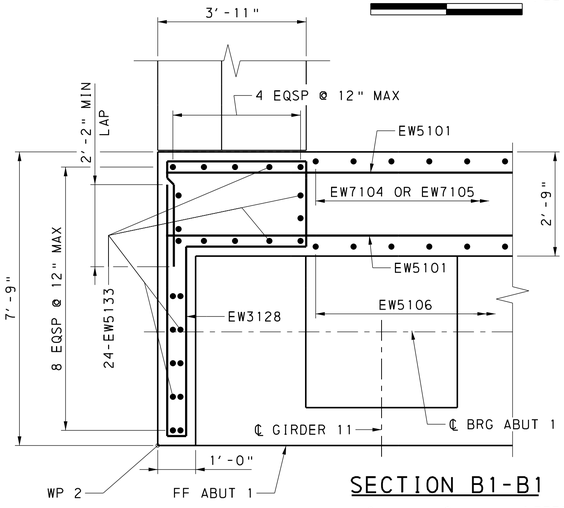
WINGWALL B



SECTION F1-F1

0 2 4 FEET

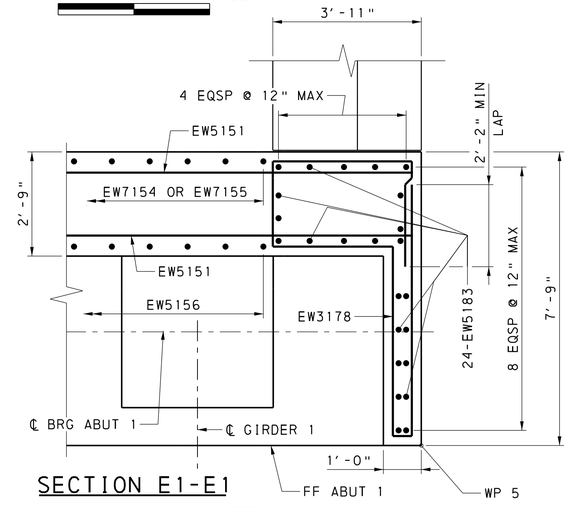
WINGWALL A



SECTION B1-B1

0 2 4 FEET

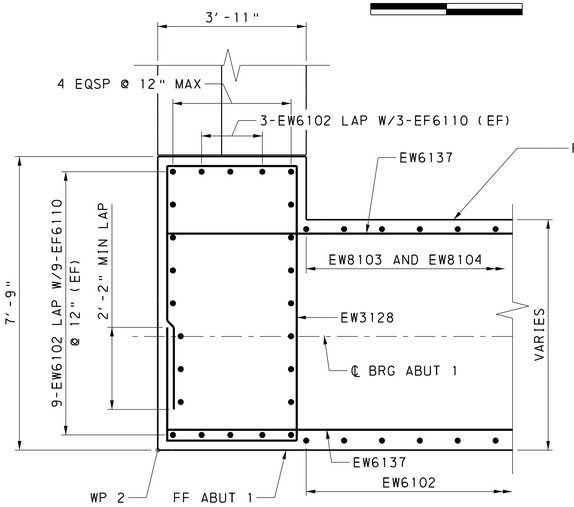
WINGWALL B



SECTION E1-E1

0 2 4 FEET

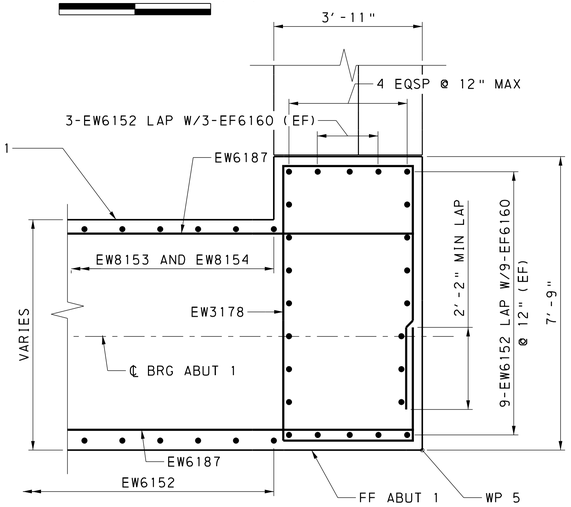
WINGWALL A



SECTION A1-A1

0 2 4 FEET

WINGWALL B



SECTION D1-D1

0 2 4 FEET

LEGEND

RF - REAR FACE
FF - FRONT FACE
EF - EACH FACE

NOTES

1. FOR STAKE-OUT PLANS, SEE SHEETS 16 - 18.
2. FOR ABUTMENT 1 PLAN, ELEVATION AND SECTION, SEE SHEETS 24, 25, 28- 30.
3. FOR WINGWALL DETIALS, SEE SHEET 31.
4. FOR BARRIER DETAILS AND REINFORCEMENT BARS, SEE SHEETS 35- 36.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
ABUTMENT 1 CORNER DETAILS

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
ALEXANDER LEE SCHMIDT
ENGINEER NO. PE088878

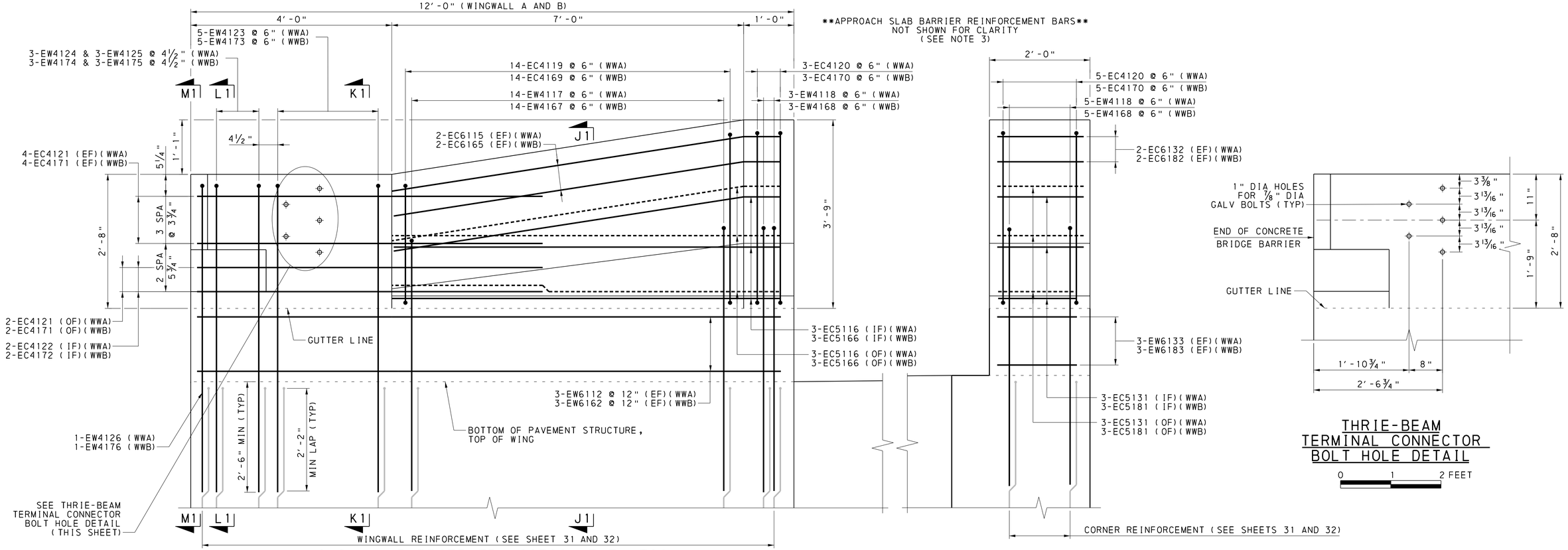
RECOMMENDED 2026.02.06

SHEET 32 OF 291

S-39605

3/20/2026
WORKSPACE: DOT_2015 \SURVEY FEET\
\\us0536-ppfss01\shared_projects\202713142\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_2_10_AB1.dgn
Stantec

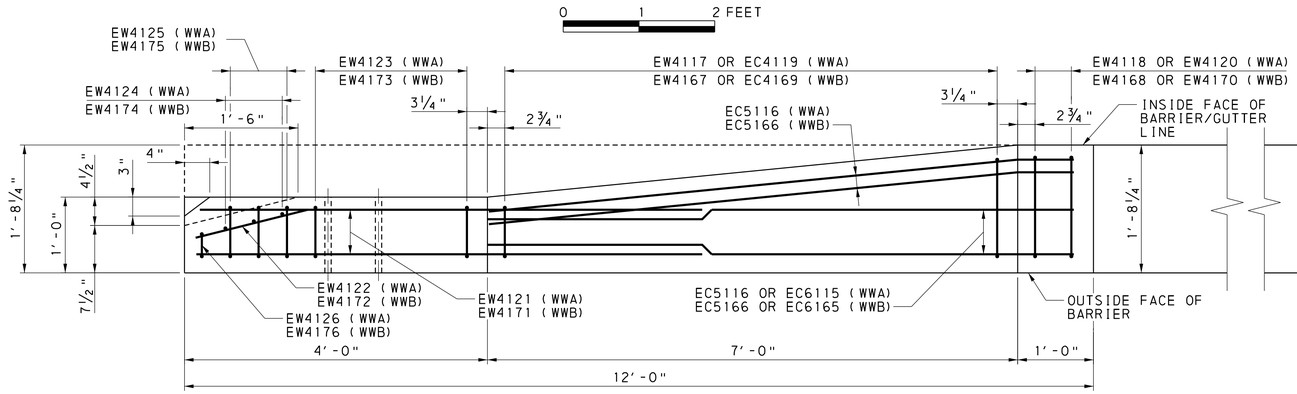
DES: SAB | DWG: SAB | CHK: KRA



WINGWALL BARRIER TRANSITION ELEVATION

THRIE-BEAM TERMINAL CONNECTOR BOLT HOLE DETAIL

0 1 2 FEET



WINGWALL BARRIER TRANSITION PLAN

0 1 2 FEET

APPROACH SLAB BARRIER REINFORCEMENT BARS
NOT SHOWN FOR CLARITY
(SEE NOTE 3)

NOTES

1. FOR SECTION VIEWS, SEE SHEET 34.
2. FOR WINGWALL AND ABUTMENT DETAILS, SEE SHEET 28 - 32.
3. FOR APPROACH SLAB DETAILS, SEE SHEETS 204 - 216 .

LEGEND

IF - INSIDE FACE
OF - OUTSIDE FACE
EF - EACH FACE

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
ABUT 1 BARRIER DETAILS (1 OF 2)

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 33 OF 291

S-39605

DES: SAB | DWG: SAB | CHK: KRA

DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI D_PDF.plt
3/20/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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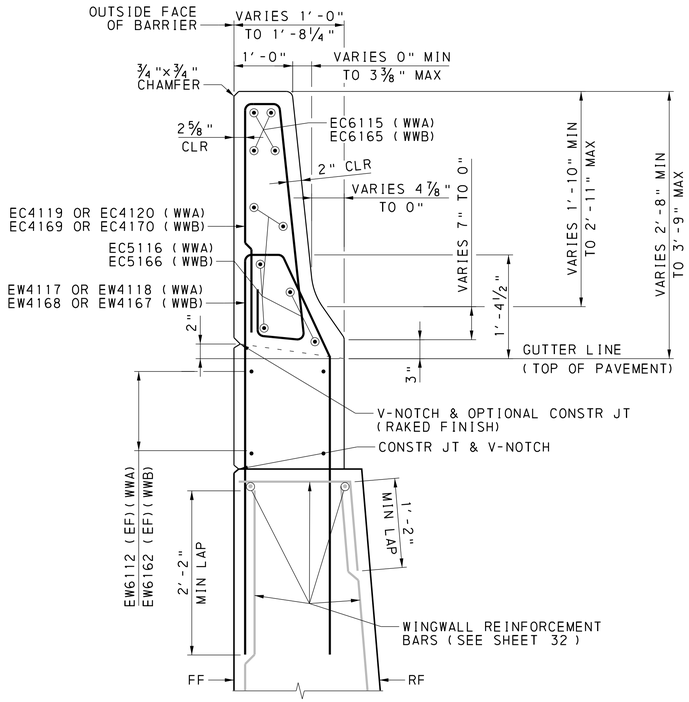
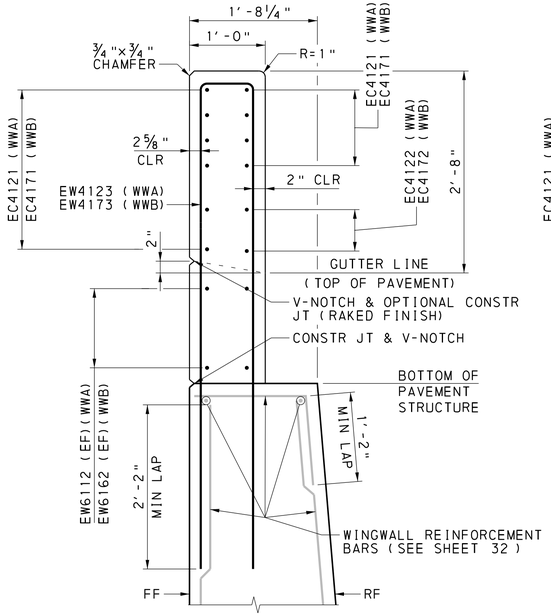


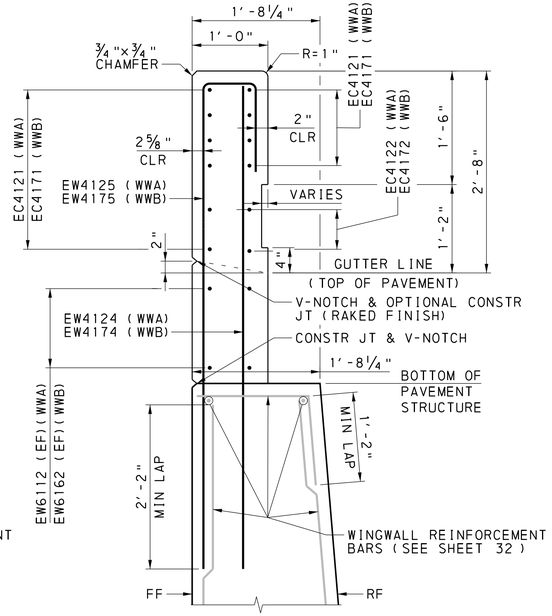
SECTION J1-J1

0 1 2 FEET



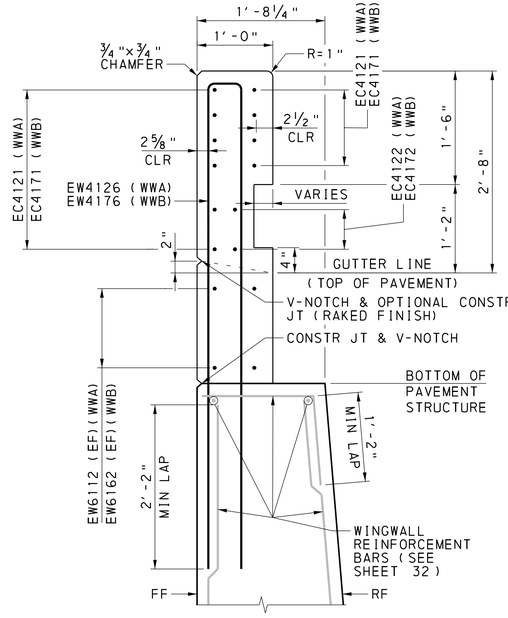
SECTION K1-K1

0 1 2 FEET



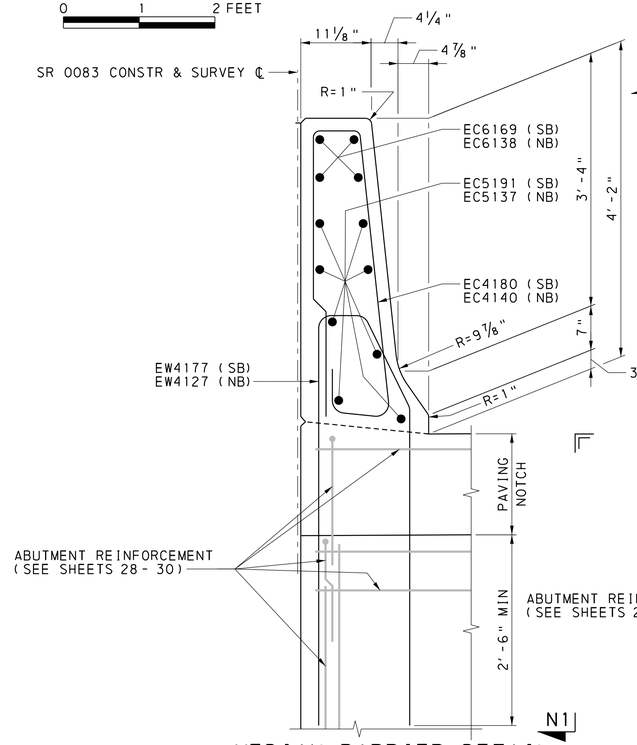
SECTION L1-L1

0 1 2 FEET



SECTION M1-M1

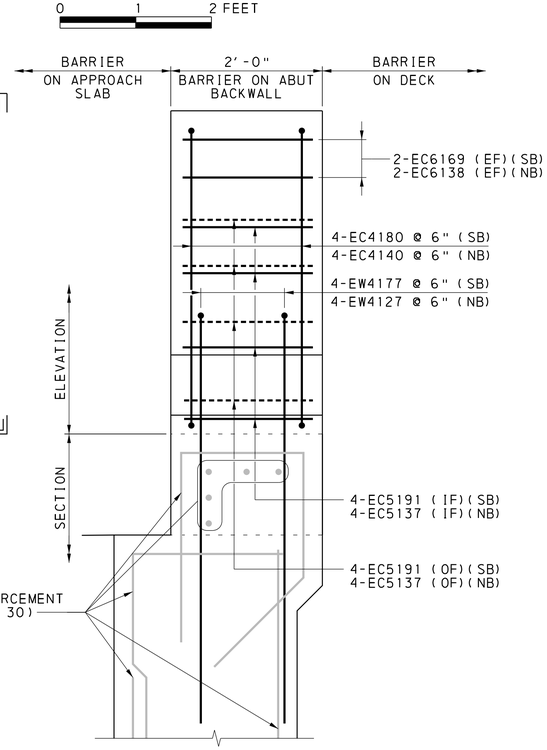
0 1 2 FEET



MEDIAN BARRIER DETAIL

(SB SHOWN, NB IS SIMILAR EXCEPT AS NOTED)

0 1 2 FEET



PARTIAL ELEVATION & SECTION N1-N1

0 1 2 FEET

LEGEND

IF - INSIDE FACE
OF - OUTSIDE FACE
EF - EACH FACE

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091

SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK

8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE

ABUT 1 BARRIER DETAILS (2 OF 2)

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 34 OF 291

S-39605

DES: SAB | DWG: SAB | CHK: KRA

Stantec

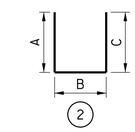
3/20/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713144 2\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_2_10_AB1.dgn

DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI D_PDF.plt

1442_STR_1005_2_10_AB1.dgn

REINFORCEMENT BAR SCHEDULE - SUBSTRUCTURE

MARK	SIZE	NO	LENGTH	TYPE	A	B	C	D	E	F	G	H	J	K	R	REMARKS
NB ABUTMENT 1 FOOTING																
EF4109	4	135	3′-2"	21	4½"	2′-3½"	1½"	4½"				3"			1"	
EF5112	5	37	6′-4"	STR												
EF6101	6	84	35′-2"	17	34′-6"	8"						6"				
EF6104	6	68	14′-5"	STR												
EF6105	6	21	46′-5"	STR												
EF6108	6	44	16′-0"	18	14′-8"	8"						6"				
EF6110	6	143	6′-3"	STR												
EF7103	7	68	16′-5"	18	14′-9"	10"						7"				
EF7106	7	21	48′-5"	18	46′-9"	10"						7"				
EF8107	8	44	14′-4"	STR												
EF8111	8	119	10′-7"	17	9′-8"	11"						8"				
EF9113	9	49	10′-9"	17	9′-6"	1′-3"						11¾"				
NB ABUTMENT 1 STEM																
EW3128	3	39	23′-7"	STR												BEND IN FIELD
EW4116	4	4	16′-8"	3	3′-8"	4′-0"	3′-8"	4′-0"	8"	8"						
EW4117	4	14	VARIES 11′-3¼" TO 11′-4¾"	70	5′-3"	4"	2⅜"	VARY 2½" TO 4"	1′-4⅜"	3′-11"		VARY 0¼" TO 8⅝"	1′-4½"		2"	VARY 14 BARS BY: VARY D BY ⅛", VARY H BY ⅝"
EW4118	4	8	11′-4¾"	70	5′-3"	4"	2⅜"	4"	1′-4⅜"	3′-11"		8⅝"	1′-4½"		2"	
EW4123	4	5	13′-9⅛"	59	6′-6"	2⅜"	4⅜"	2⅜"	6′-6"						1"	
EW4124	4	3	6′-6"	STR												
EW4125	4	3	8′-3⅝"	59	6′-6"	2⅜"	4⅜"	2⅜"	1′-0½"						1"	
EW4126	4	1	13′-5⅝"	84	6′-6"	5⅝"	6′-6"								1½"	
EW4127	4	4	11′-5⅛"	70	5′-3"	4"	4"	2¾"	1′-4⅜"	3′-11"		7¼"	1′-4½"		2"	
EW4139	4	8	3′-8"	STR												
EW5101	5	52	33′-0"	STR												
EW5106	5	60	9′-10"	STR												
EW5107	5	63	7′-7"	10	2′-7"	1′-8"	1′-8"	1′-8"				1′-2"				
EW5111	5	56	35′-9½"	STR												
EW5113	5	37	26′-3"	STR												
EW5127	5	24	4′-5¼"	28	1′-7"	1′-3¼"	1′-7"					1½"				
EW5133	5	24	9′-8"	STR												
EW6102	6	143	18′-8⅛"	STR												
EW6108	6	122	9′-7"	12	2′-3"	7′-4"										
EW6112	6	6	11′-6"	STR												BEND IN FIELD
EW6133	6	6	1′-6"	STR												
EW6137	6	188	33′-6"	STR												
EW7104	7	60	12′-4"	23	8′-3"	4′-1"						2′-3"				
EW7105	7	60	8′-10"	12	2′-0"	6′-10"										
EW7108	7	25	11′-6"	2	4′-0"	3′-6"	4′-0"									
EW7109	7	25	11′-10"	2	4′-0"	3′-10"	4′-0"									
EW8103	8	60	17′-6"	STR												
EW8104	8	59	9′-6"	STR												
EW9114	9	25	26′-3"	STR												
EW9138	9	24	14′-9"	STR												
NB ABUTMENT 1 CURB																
EC4119	4	14	VARIES 5′-11½" TO 8′-4⅞"	62	VARY 1′-11½" TO 3′-0½"	4"	2¾"	3⅝"	VARY 1′-9¾" TO 2′-10¾"	4⅛"	VARY 2¾" TO 6⅛"	4"	5"	VARY 0" TO 3⅜"	2"	VARY 14 BARS BY: VARY A BY 1", VARY G BY 1", VARY E BY ⅛", VARY K BY ¼"
EC4120	4	8	8′-4⅞"	62	3′-0½"	4"	2¾"	3⅝"	2′-10¾"	4⅛"	6⅛"	4"	5"	3⅜"	2"	
EC4121	4	10	6′-10"	STR												
EC4122	4	2	6′-10⅝"	23	5′-5⅝"	1′-5"						4⅛"				
EC4140	4	4	9′-3¼"	62	3′-5½"	4"	2½"	3⅝"	3′-3¾"	4⅛"	6¾"	4"	5"	4⅛"	2"	
EC5116	5	6	7′-9"	STR												BEND IN FIELD
EC5131	5	12	1′-6"	STR												
EC5137	5	8	1′-6"	STR												
EC6115	6	4	7′-11½"	23	10"	7′-1½"						1′-1"				
EC6132	6	4	1′-6"	STR												
EC6138	6	4	1′-6"	STR												



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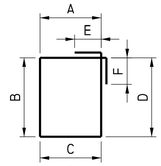

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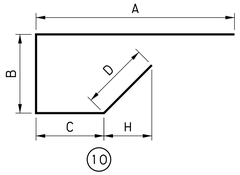

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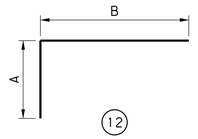

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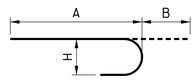

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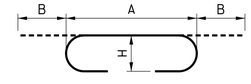

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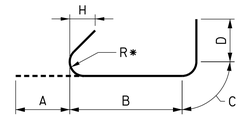
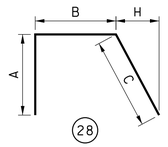


21 *INSIDE RADIUS

23



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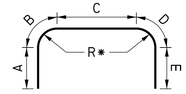
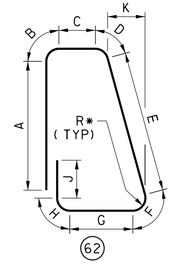
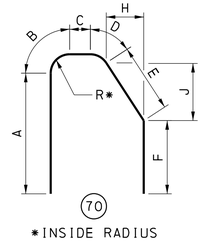


59
*INSIDE RADIUS



62
*INSIDE RADIUS



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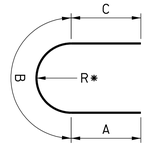

84
*INSIDE RADIUS

REINFORCEMENT BAR NOTES:

1. "E" IN BAR MARK INDICATES EPOXY COATED BARS.
2. ALL DIMENSIONS ARE OUT-TO-OUT OF BAR EXCEPT "A" AND "C" ON STANDARD 135° AND 180° HOOKS, AND "R" WHICH IS SHOWN TO THE INSIDE OF THE BAR.
3. FOR REINFORCEMENT BAR FABRICATION DETAILS, REFER TO STANDARD DRAWING BC-736M.
4. FIGURES IN CIRCLES SHOW BAR TYPES.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
ABUT 1 REINFORCEMENT SCHEDULE 1

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
ALEXANDER LEE SCHMIDT
ENGINEER NO. PE086878

RECOMMENDED 2026.02.06

SHEET 35 OF 291

S-39605

DES: SAB | DWG: SAB | CHK: KRA

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3/20/2026
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Stantec

DOT_2015
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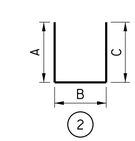
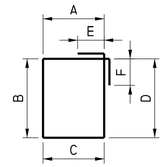
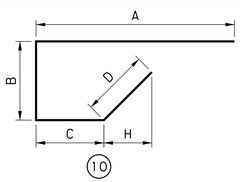
REINFORCEMENT BAR SCHEDULE - SUBSTRUCTURE

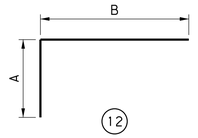
MARK	SIZE	NO	LENGTH	TYPE	A	B	C	D	E	F	G	H	J	K	R	REMARKS
SB ABUTMENT 1 FOOTING																
EF4159	4	135	3′-2"	21	4½"	2′-3½"	1½"	4½"				3"			1"	
EF5162	5	37	6′-4"	STR												
EF6151	6	42	52′-5"	17	51′-9"	8"						6"				
EF6152	6	42	17′-11"	17	17′-3"	8"						6"				
EF6154	6	68	14′-9"	STR												
EF6155	6	21	46′-5"	STR												
EF6158	6	44	16′-0"	18	14′-8"	8"						6"				
EF6160	6	143	6′-3"	STR												
EF7153	7	68	16′-5"	18	14′-9"	10"						7"				
EF7156	7	21	48′-5"	18	46′-9"	10"						7"				
EF8157	8	44	14′-4"	STR												
EF8161	8	119	10′-7"	17	9′-8"	11"						8"				
EF9153	9	49	10′-9"	17	9′-6"	1′-3"						11¾"				
SB ABUTMENT 1 STEM																
EW3178	3	39	23′-7"	STR												BEND IN FIELD
EW4166	4	4	16′-8"	3	3′-8"	4′-0"	3′-8"	4′-0"	8"	8"						
EW4167	4	14	VARIES 11′-3¼" TO 11′-4¾"	70	5′-3"	4"	2⅜"	VARY 2½" TO 4"	1′-4⅜"	3′-11"		VARY 0¼" TO 8⅝"	1′-4½"		2"	VARY 14 BARS BY: VARY A BY 1", VARY D BY ⅛", VARY H BY ⅞"
EW4168	4	8	11′-4¾"	70	5′-3"	4"	2⅜"	4"	1′-4⅜"	3′-11"		8⅝"	1′-4½"		2"	
EW4173	4	5	13′-9⅛"	59	6′-6"	2⅜"	4⅜"	2⅜"	6′-6"						1"	
EW4174	4	3	6′-6"	STR												
EW4175	4	3	8′-3⅝"	59	6′-6"	2⅜"	4⅜"	2⅜"	1′-0½"						1"	
EW4176	4	1	13′-5⅝"	84	6′-6"	5⅝"	6′-6"								1½"	
EW4177	4	4	11′-5⅛"	70	5′-3"	4"	4"	2¾"	1′-4⅜"	3′-11"		7¼"	1′-4½"			
EW4189	4	8	3′-8"	STR												
EW5151	5	52	33′-0"	STR												
EW5156	5	60	9′-10"	STR												
EW5157	5	63	7′-7"	10	2′-7"	1′-8"	1′-8"	1′-8"				1′-2"				
EW5161	5	56	35′-9½"	STR												
EW5163	5	37	26′-3"	STR												
EW5177	5	24	4′-5¼"	28	1′-7"	1′-3¼"	1′-7"					1½"				
EW5183	5	24	9′-8"	STR												
EW6152	6	143	18′-8⅛"	STR												
EW6158	6	122	9′-7"	12	2′-3"	7′-4"										
EW6162	6	6	11′-6"	STR												BEND IN FIELD
EW6183	6	6	1′-6"	STR												
EW6187	6	188	33′-6"	STR												
EW7154	7	60	12′-4"	23	8′-3"	4′-1"						2′-3¼"				
EW7155	7	60	8′-10"	12	2′-0"	6′-10"										
EW7158	7	25	11′-6"	2	4′-0"	3′-6"	4′-0"									
EW7159	7	25	11′-10"	2	4′-0"	3′-10"	4′-0"									
EW8153	8	60	17′-6"	STR												
EW8154	8	59	9′-6"	STR												
EW9164	9	25	26′-3"	STR												
EW9188	9	24	14′-9"	STR												
SB ABUTMENT 1 CURB																
EC4169	4	14	VARIES 5′-11½" TO 8′-4⅞"	62	VARY 1′-11½" TO 3′-0½"	4"	2¾"	3⅝"	VARY 1′-9¾" TO 2′-10¾"	4⅛"	VARY 2¾" TO 6⅛"	4"	5"	VARY 0" TO 3⅜"	2"	VARY 14 BARS BY: VARY A BY 1", VARY G BY 1", VARY E BY ⅛", VARY K BY ¼"
EC4170	4	8	8′-4⅞"	62	3′-0½"	4"	2¾"	3⅝"	2′-10¾"	4⅛"	6⅛"	4"	5"	3⅜"	2"	
EC4171	4	10	6′-10"	STR												
EC4172	4	2	6′-10⅝"	23	5′-5⅝"	1′-5"						4⅛"				
EC4180	4	4	9′-3¼"	62	3′-5½"	4"	2½"	3⅝"	3′-3¾"	4⅛"	6¾"	4"	5"	4⅛"	2"	
EC5166	5	6	7′-9"	STR												BEND IN FIELD
EC5181	5	12	1′-6"	STR												
EC5191	5	8	1′-6"	STR												
EC6165	6	4	7′-11½"	23	10"	7′-1½"						1′-1"				
EC6169	6	4	1′-6"	STR												
EC6182	6	4	1′-6"	STR												

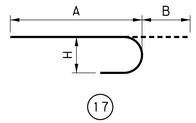
DES: SAB | DWG: SAB | CHK: KRA

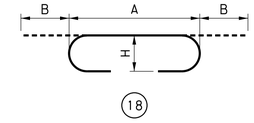


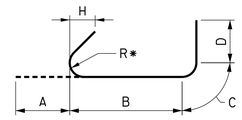


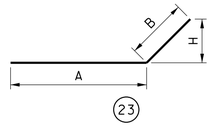


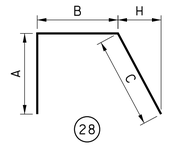


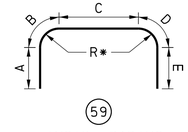


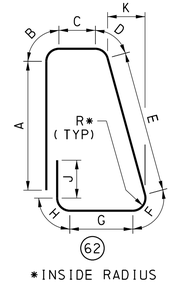


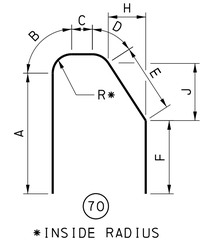


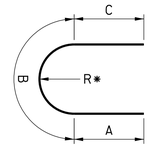












REINFORCEMENT BAR NOTES:

1. "E" IN BAR MARK INDICATES EPOXY COATED BARS.
2. ALL DIMENSIONS ARE OUT-TO-OUT OF BAR EXCEPT "A" AND "C" ON STANDARD 135° AND 180° HOOKS, AND "R" WHICH IS SHOWN TO THE INSIDE OF THE BAR.
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4. FIGURES IN CIRCLES SHOW BAR TYPES.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091

SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK

8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE

ABUT 1 REINFORCEMENT SCHEDULE 2

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
ALEXANDER LEE SCHMIDT
ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 36 OF 291

S-39605

3/20/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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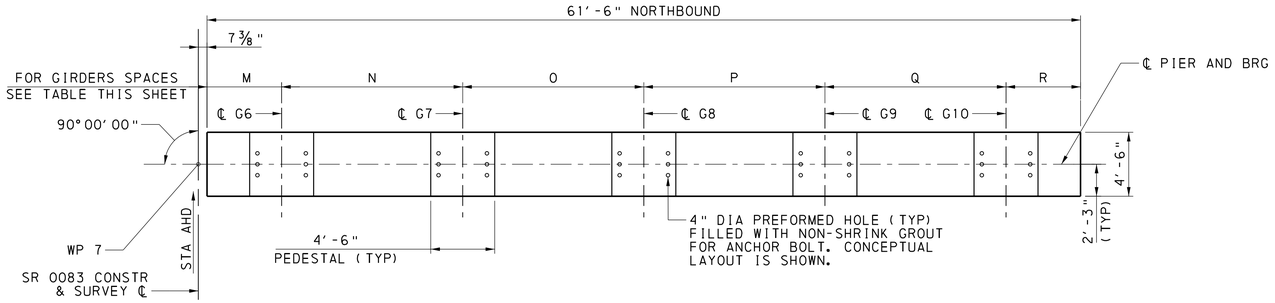
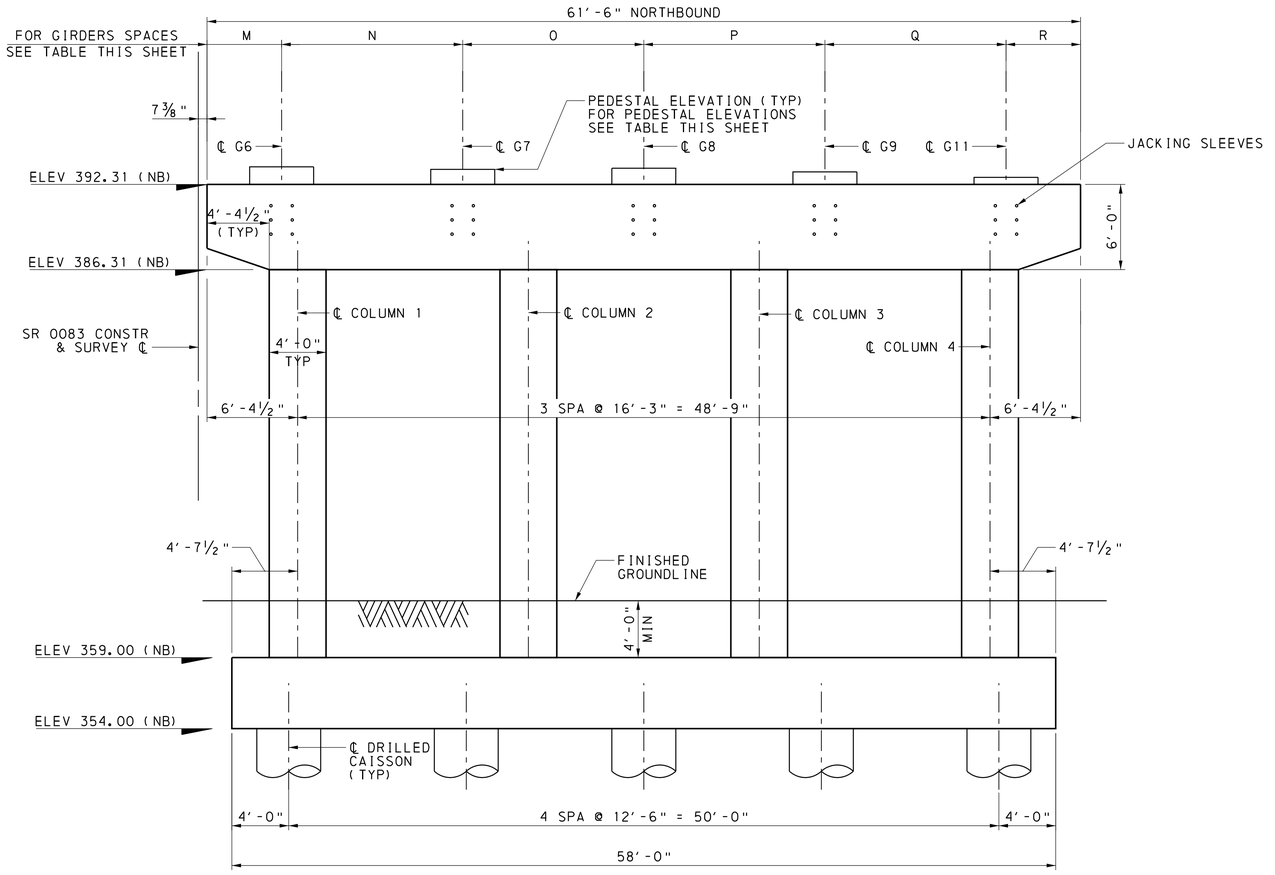
Stantec



PLAN (PIER 1) (NORTHBOUND)

(COLUMNS NOT SHOWN FOR CLARITY)

0 4 8 FEET



ELEVATION (PIER 1) NORTHBOUND

0 4 8 FEET

PEDESTAL ELEVATIONS

LOCATION	NORTHBOUND					
GIRDER	G6	G7	G8	G9	G10	G11
PIER 1	393.55	393.70	393.45	393.19	-	392.81

NOTE:

PEDESTAL ELEVATIONS ARE BASED ON AN ASSUMED BEARING ASSEMBLY HEIGHT. SEE BEARING DETAIL SHEETS FOR ASSUMED HEIGHTS. CONTRACTOR SHALL REVISE PEDESTAL ELEVATIONS AND ADJUST REINFORCEMENT AS NEEDED BASED ON DESIGNED BEARING ASSEMBLY HEIGHTS AFTER SHOP DRAWING APPROVAL.

GIRDER SPACES

NORTHBOUND						
SPA	M	N	O	P	Q	R
PIER 1	5′-3"	12′-9"	12′-9"	12′-9"	12′-9"	5′-3"

NOTES

1. FOR NB PIER 1 DETAILS AND REINFORCEMENT BAR SCHEDULE, SEE SHEETS 51 TO 54.
2. FOR STAKE-OUT PLAN, SEE SHEETS 16 TO 18.
3. FOR FRAMING PLAN, SEE SHEETS 123 TO 138.
4. FOR ADDITIONAL FOUNDATION ELEVATIONS SEE FOUNDATION NOTES ON SHEET 8.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789

BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091

SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK

8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE

NB PIER 1 GEOMETRY

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 50 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

Stantec

DOT_2015
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1/9/2026
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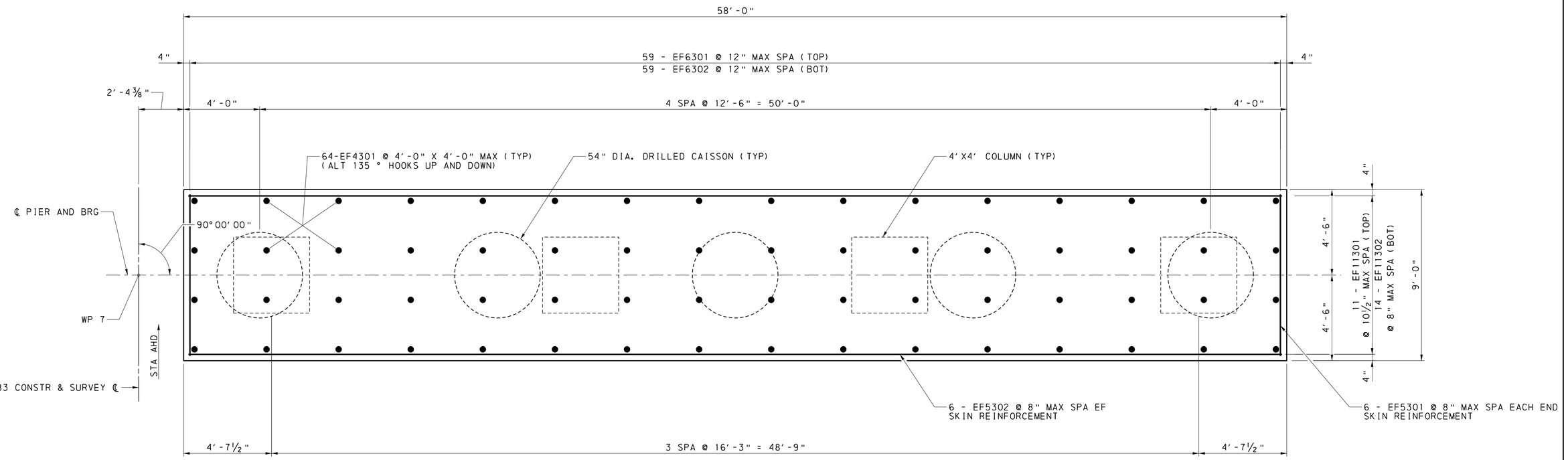

PIER 1 (NORTHBOUND) FOOTING PLAN

0 2 4 FEET

NOTES

1. FOR WORK POINT COORDINATES AND LOCATIONS, SEE STAKE-OUT PLAN SHEETS 16 - 18 .
2. FOR FOUNDATION NOTES, SEE GENERAL NOTES SHEETS 6 - 8.
3. FOR CONSTRUCTION STAGING, SEE SHEETS 11 - 13 .
4. DIMENSIONS ARE GIVEN ALONG OUTSIDE EDGE OF FOOTING.
5. FOR REINFORCEMENT BAR SCHEDULE, SEE SHEET 54 .
6. FOR DRILLED CAISSON DETAILS, SEE SHEET 120.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
NB PIER 1 FOOTING PLAN

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER PE081878

RECOMMENDED 2026.02.06

SHEET 51 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

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1/9/2026
WORKSPACE: DOT_2015_ISURVEY FEET)
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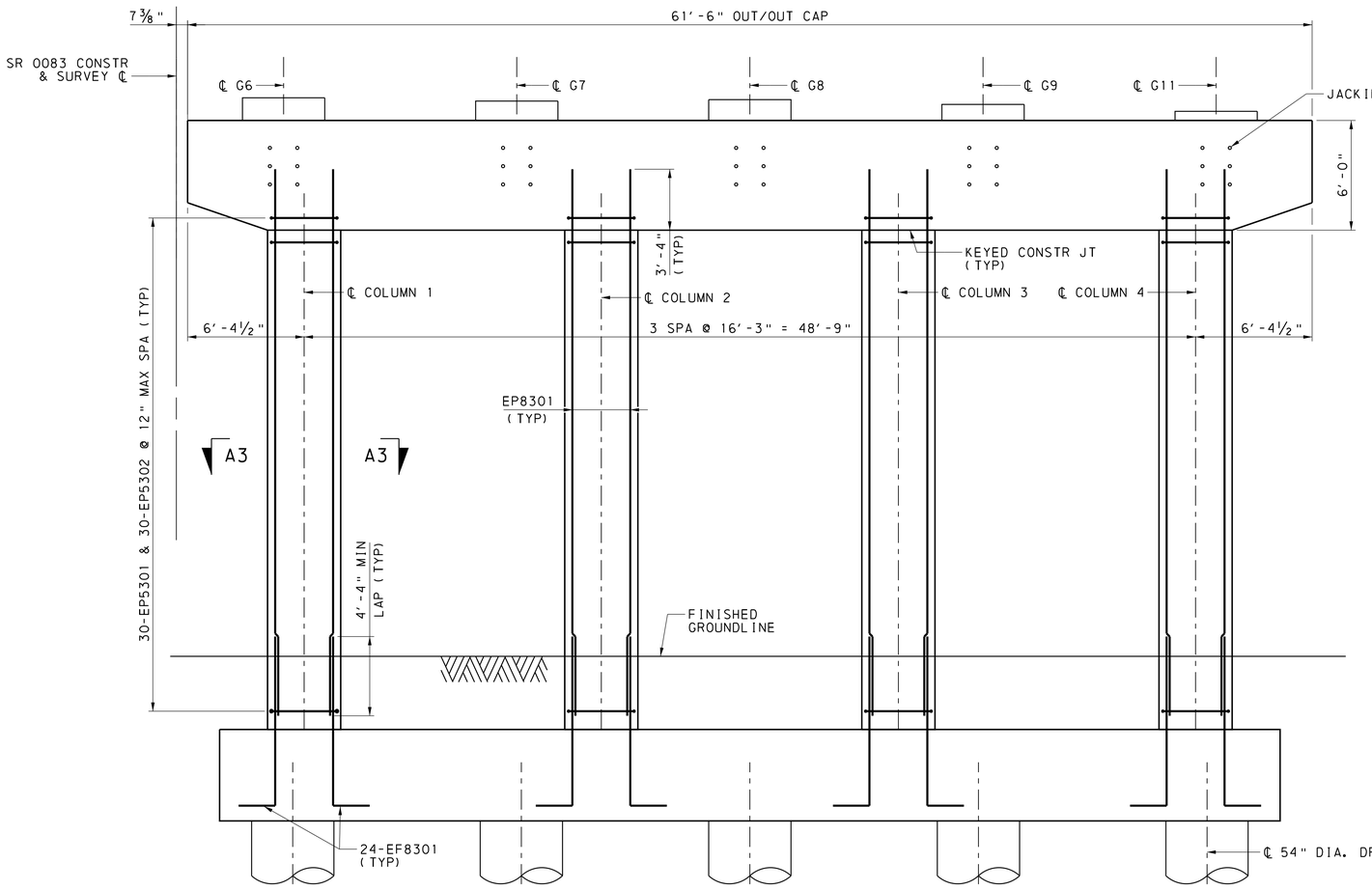
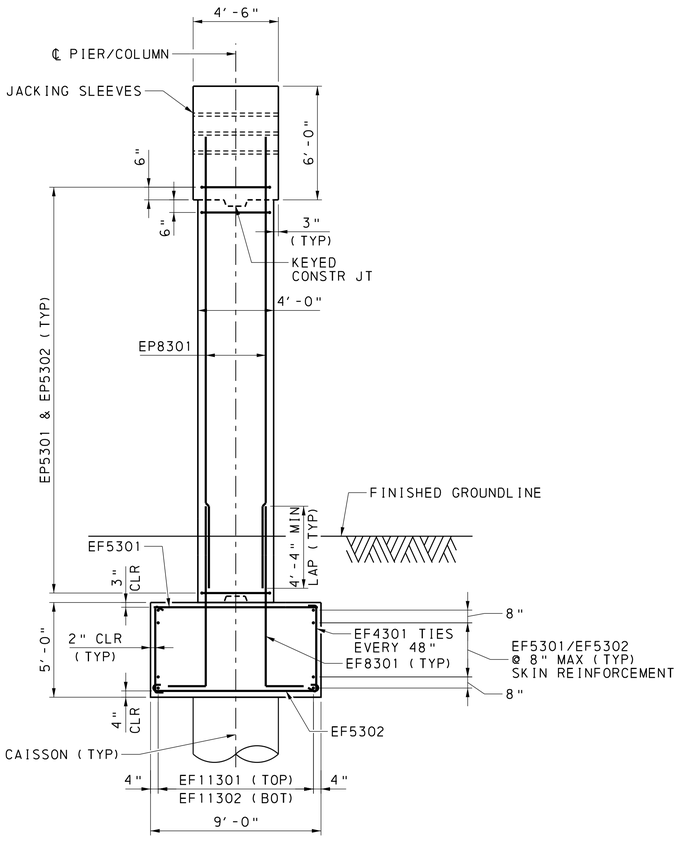


ELEVATION (PIER 1) (NORTHBOUND)

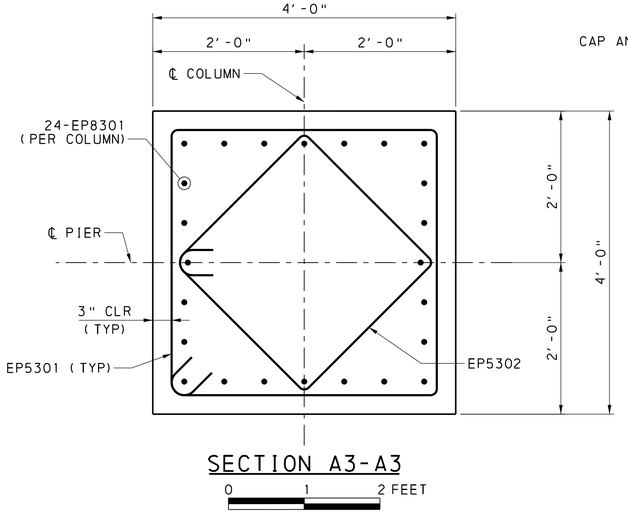
0 4 8 FEET

CAP AND FOOTING BARS NOT SHOWN FOR CLARITY



SECTION VIEW

0 4 8 FEET



SECTION A3-A3

0 1 2 FEET

NOTE

1. FOR DETAILS OF KEYED CONSTRUCTION JOINT, SEE BC-735M.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789

BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091

SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
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OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK

8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE

NB PIER 1 COLUMN DETAILS

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 52 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

DOT_2015
1442_STR_Black_Color-249-254.tbl
DOT_ANSI D_PDF.plt

1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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Stantec

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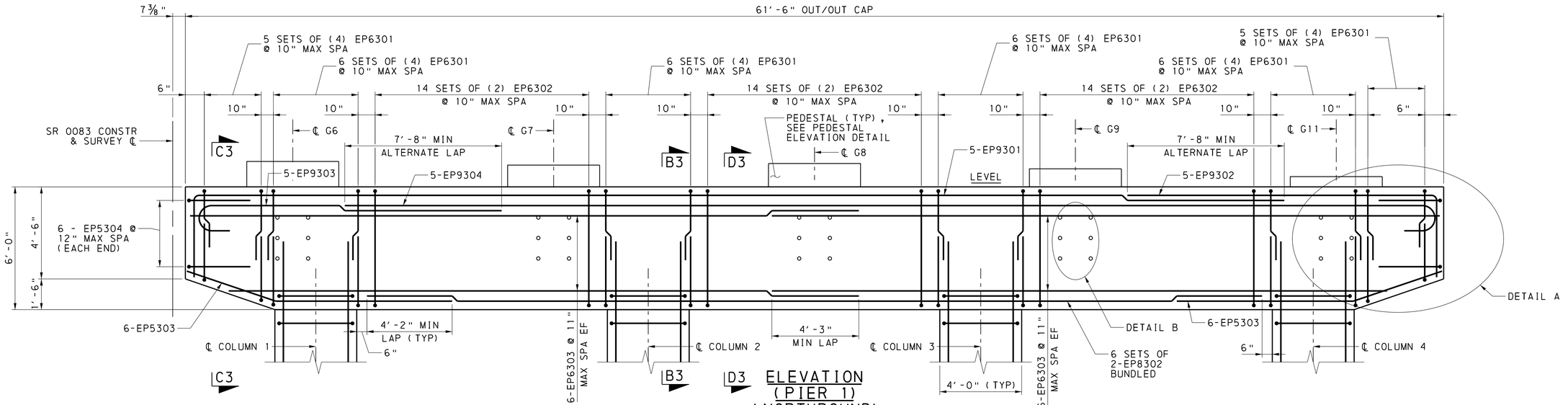
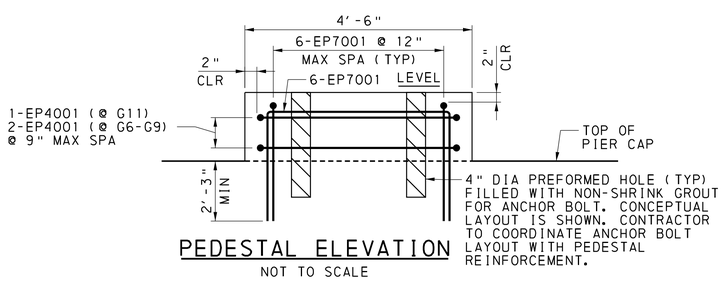
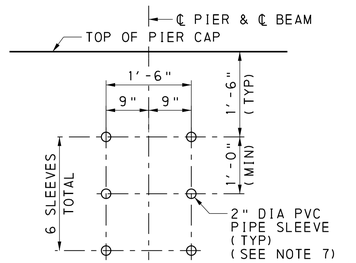


ELEVATION (PIER 1) (NORTHBOUND)

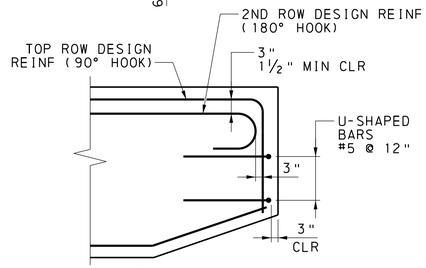
0 2 4 FEET



PEDESTAL ELEVATION
NOT TO SCALE



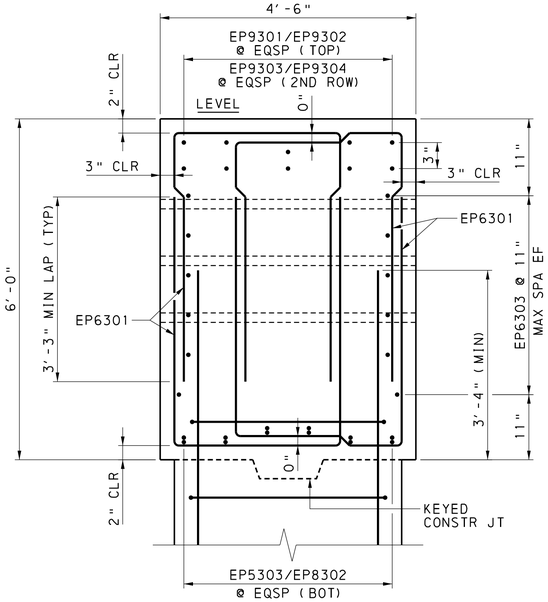
DETAIL B
NOT TO SCALE



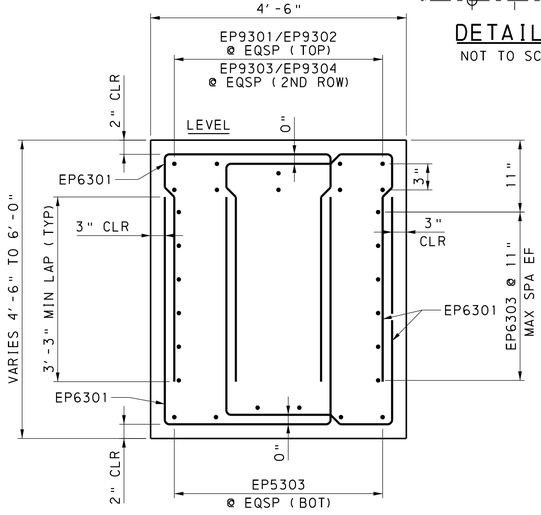
DETAIL A
NOT TO SCALE

NOTES

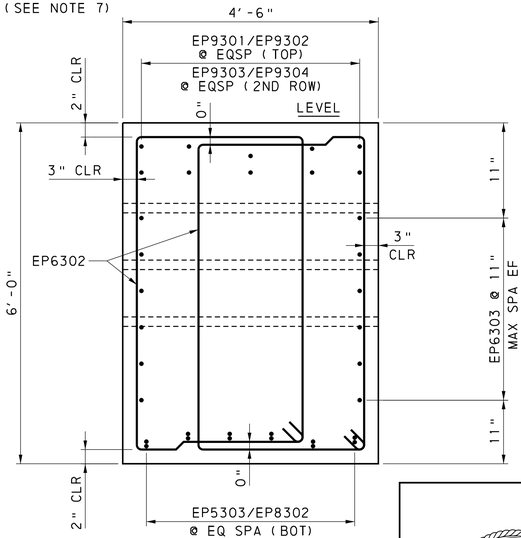
1. FOR GENERAL NOTES, SEE SHEETS 6 TO 8.
2. FOR NORTHBOUND PIER 1 GEOMETRY, SEE SHEET 50.
3. FOR NORTHBOUND PIER 1 FOOTING PLAN DETAILS, SEE SHEET 51.
4. FOR NORTHBOUND PIER 1 COLUMNS DETAILS, SEE SHEET 52.
5. FOR REINFORCEMENT BAR SCHEDULE, SEE SHEET 54.
6. FOR DETAILS OF KEYED CONSTRUCTION JOINT, SEE BC-735M.
7. SLEEVES TO BE 2" I.D. PVC SLEEVES. PLACE SLEEVES LEVEL. PLACE SLEEVES TO CLEAR REINFORCEMENT. DO NOT CUT REINFORCEMENT BARS. INSTALL THREADED PLUG AT EACH END OF SLEEVE. SLEEVES ARE INCIDENTAL TO CLASS A CEMENT CONCRETE.



SECTION B3-B3
0 1 2 FEET



SECTION C3-C3
0 1 2 FEET



SECTION D3-D3
0 1 2 FEET

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
NB PIER 1 CAP DETAILS

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 53 OF 291

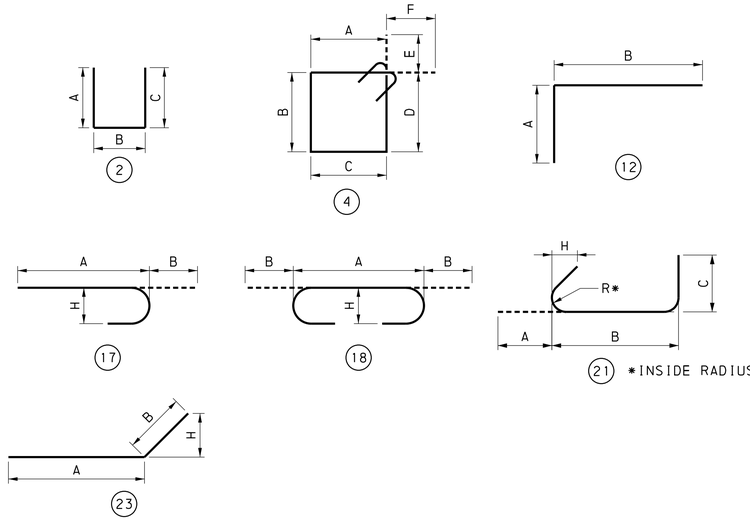
S-39605

Stantec 1/9/2026
WORKSPACE: DOT_2015.1SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713142\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_3.10_PR.dgn

DES: MPR | DWG: KJR | CHK: ALS

REINFORCEMENT BAR SCHEDULE - SUBSTRUCTURE

MARK	SIZE	NO	LENGTH	TYPE	A	B	C	D	E	F	G	H	J	K	R	REMARKS
NB PIER 1 FOOTING																
EF4301	4	64	5'-2½"	21	4½"	4'-5"	5"					3"			1"	
EF5301	5	12	8'-6"	STR												
EF5302	5	12	57'-6"	STR												
EF6301	6	59	8'-6"	STR												
EF6302	6	59	9'-10"	18	8'-6"	8"						6"				
EF8301	8	96	10'-5"	12	1'-4"	9'-1"										
EF11301	11	11	57'-6"	STR												
EF11302	11	14	60'-8"	18	57'-6"	1'-7"						1'-2¾"				
NB PIER 1 STEM AND CAP																
EP4001	4	9	17'-5"	4	4'-2"	4'-2"	4'-2"	4'-2"	4½"	4½"						
EP5301	5	120	14'-11"	4	3'-6"	3'-6"	3'-6"	3'-6"	5½"	5½"						
EP5302	5	120	10'-10"	4	2'-5¾"	2'-5¾"	2'-5¾"	2'-5¾"	5½"	5½"						
EP5303	5	12	13'-0½"	23	8'-8"	4'-4½"						1'-4"				
EP5304	5	12	5'-6"	2	10"	3'-10"	10"									
EP6301	6	136	12'-0"	2	4'-6"	3'-0"	4'-6"									
EP6302	6	84	18'-1"	4	3'-0"	5'-8"	3'-0"	5'-8"	4½"	4½"						
EP6303	6	24	32'-8"	STR												
EP7001	7	60	11'-1"	2	3'-6"	4'-1"	3'-6"									
EP8301	8	96	30'-8"	STR												
EP8302	8	12	43'-9"	STR												
EP9301	9	5	57'-9½"	12	4'-3"	53'-6½"										
EP9302	9	5	19'-6½"	12	4'-3"	15'-3½"										
EP9303	9	5	16'-6½"	17	15'-3½"	1'-3"						11¾"				
EP9304	9	5	54'-9½"	17	53'-6½"	1'-3"						11¾"				



REINFORCEMENT BAR NOTES:

1. "E" IN BAR MARK INDICATES EPOXY COATED BARS.
2. ALL DIMENSIONS ARE OUT-TO-OUT OF BAR EXCEPT "A" AND "C" ON STANDARD 135° AND 180° HOOKS, AND "R" WHICH IS SHOWN TO THE INSIDE OF THE BAR.
3. FOR REINFORCEMENT BAR FABRICATION DETAILS, REFER TO STANDARD DRAWING BC-736M.
4. FIGURES IN CIRCLES SHOW BAR TYPES.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
NB PIER 1 REINFORCEMENT SCHEDULE

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088178

RECOMMENDED 2026.02.06

SHEET 54 OF 291

S-39605

DES: KJR | DWG: KJR | CHK: ALS

Stantec

1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\ua0536-ppfss01\shared_projects\202713142\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_3.10_PR.dgn

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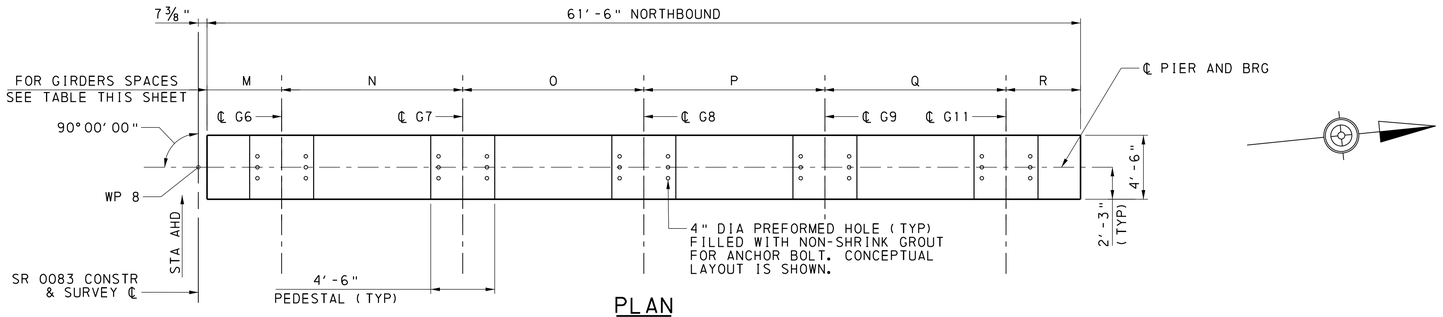
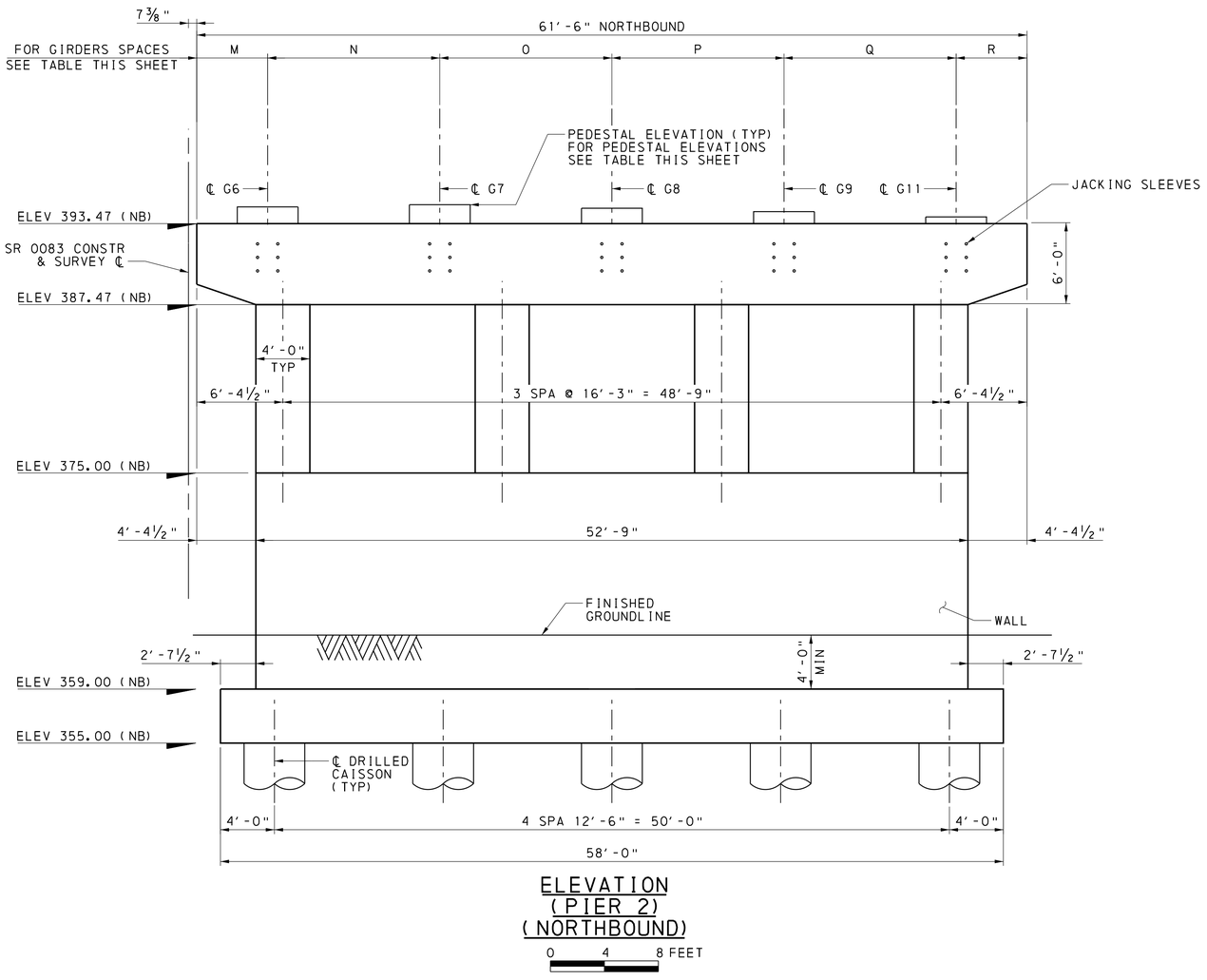


PLAN (PIER 2) (NORTHBOUND)

(COLUMNS NOT SHOWN FOR CLARITY)

0 4 8 FEET



ELEVATION (PIER 2) (NORTHBOUND)

0 4 8 FEET

PEDESTAL ELEVATIONS						
LOCATION	NORTHBOUND					
GIRDER	G6	G7	G8	G9	G10	G11
PIER 2	394.71	394.87	394.61	394.36	-	393.97

NOTE:

PEDESTAL ELEVATIONS ARE BASED ON AN ASSUMED BEARING ASSEMBLY HEIGHT. SEE BEARING DETAIL SHEETS FOR ASSUMED HEIGHTS. CONTRACTOR SHALL REVISE PEDESTAL ELEVATIONS AND ADJUST REINFORCEMENT AS NEEDED BASED ON DESIGNED BEARING ASSEMBLY HEIGHTS AFTER SHOP DRAWING APPROVAL.

GIRDER SPACES						
	NORTHBOUND					
SPA	M	N	O	P	Q	R
PIER 2	5'-3"	12'-9"	12'-9"	12'-9"	12'-9"	5'-3"

NOTES

1. FOR NB PIER 2 DETAILS AND REINFORCEMENT BAR SCHEDULE, SEE SHEETS 56 - 59.
2. FOR STAKE-OUT PLAN SEE SHEETS 16 - 18.
3. FOR FRAMING PLANS, SEE SHEETS 123 - 138.
4. FOR ADDITIONAL FOUNDATION ELEVATIONS SEE FOUNDATION NOTES ON SHEET 8.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
NB PIER 2 GEOMETRY

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 55 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

Stantec

1/9/2026
WORKSPACE: DOT_2015_(SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713144 2\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_3.10_PR.dgn
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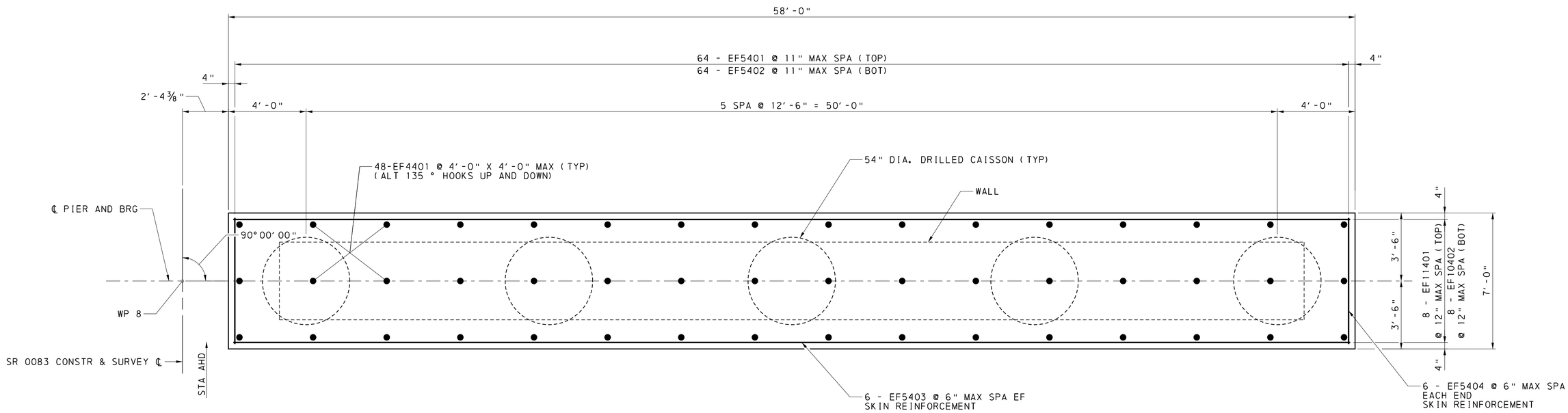

PIER 2 (NORTHBOUND)
FOOTING PLAN

0 2 4 FEET

NOTES

1. FOR WORK POINT COORDINATES AND LOCATIONS, SEE STAKE-OUT PLAN SHEETS 16 - 18 .
2. FOR FOUNDATION NOTES, SEE GENERAL NOTES SHEETS 6 - 8.
3. FOR CONSTRUCTION STAGING, SEE SHEETS 11 - 13.
4. DIMENSIONS ARE GIVEN ALONG OUTSIDE EDGE OF FOOTING.
5. FOR REINFORCEMENT BAR SCHEDULE, SEE SHEET 59.
6. FOR DRILLED CAISSON DETAILS, SEE SHEET 120.

DES: MPR | DWG: KJR | CHK: ALS

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
NB PIER 2 FOOTING PLAN

COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL — ALEXANDER LEE SCHMIDT — ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 56 OF 291

S-39605

DOT_2015
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DOT_ANSI D_PDF.plt

1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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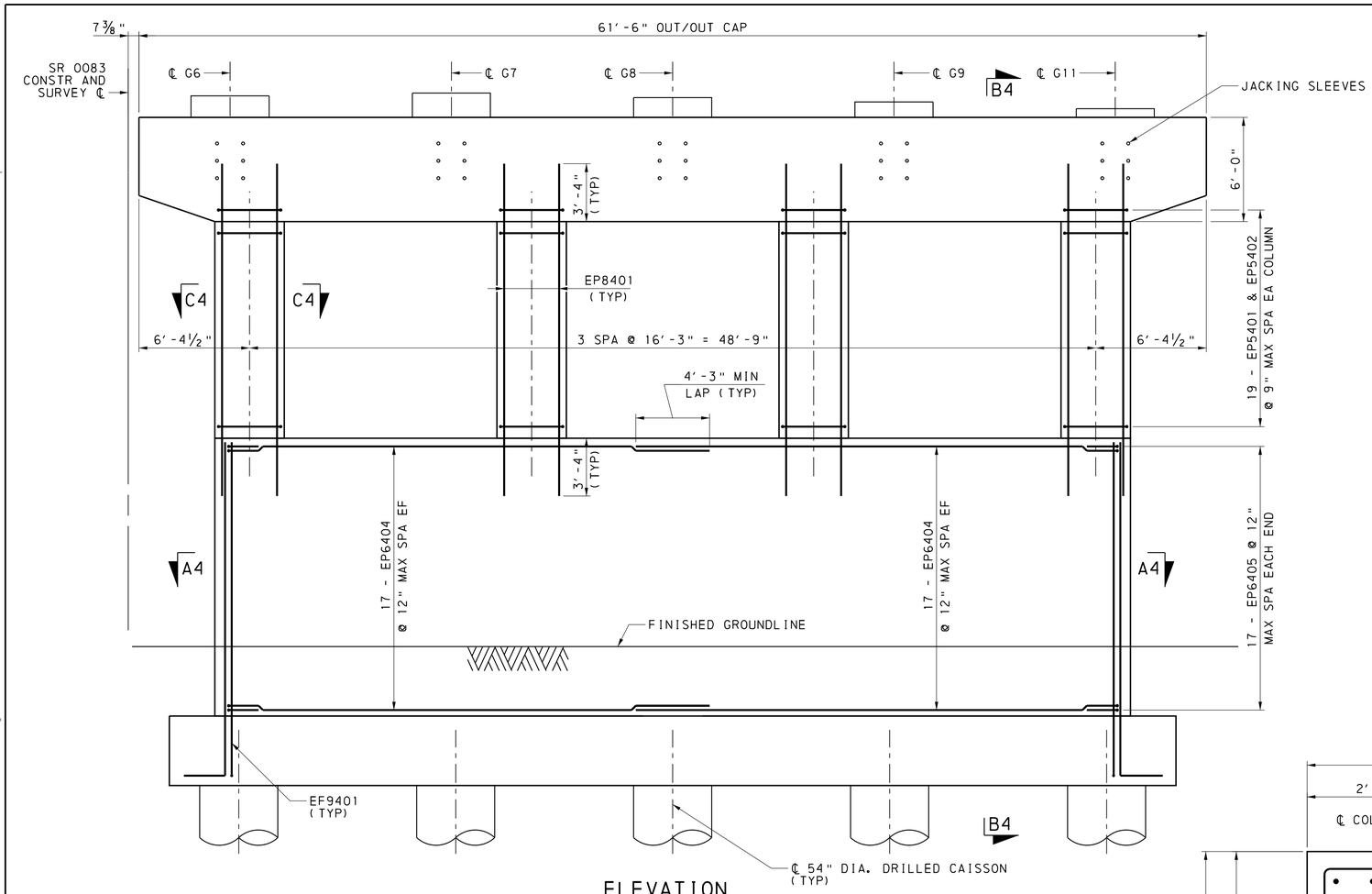
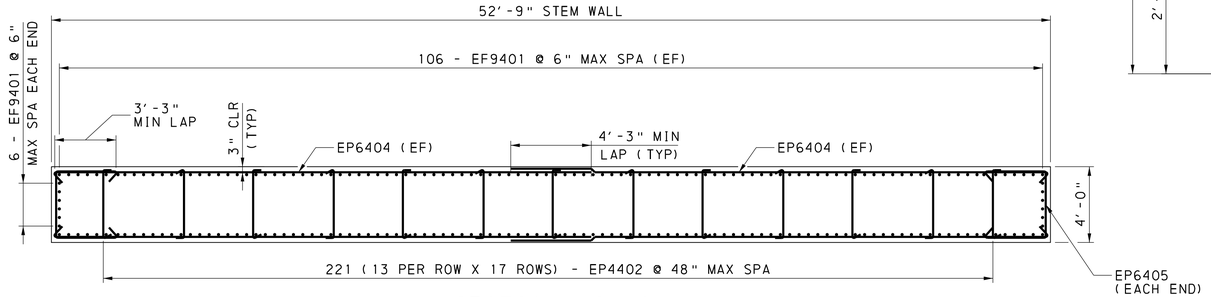
Stantec



ELEVATION (PIER 2) (NORTHBOUND)

0 4 8 FEET

NOTE: CAP AND FOOTING BARS ARE NOT SHOWN FOR CLARITY

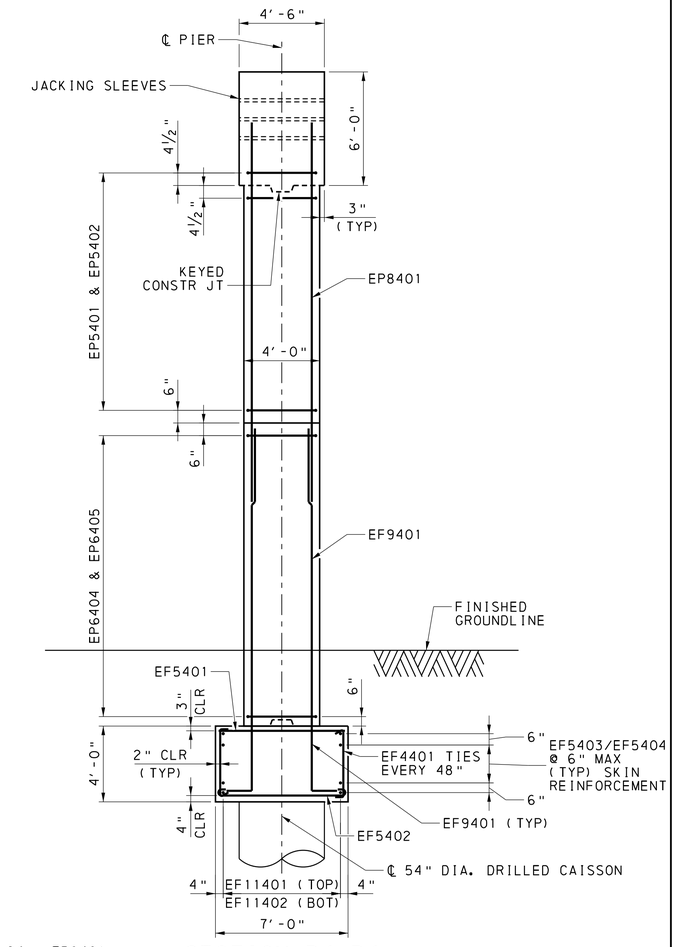


SECTION A4-A4

0 4 8 FEET

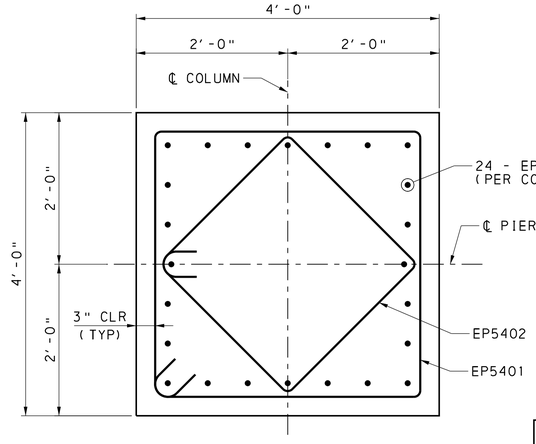
NOTE

1. FOR DETAILS OF KEYED CONSTRUCTION JOINT, SEE BC-735M.



SECTION B4-B4

0 4 8 FEET



SECTION C4-C4

0 1 2 FEET

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091

SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK

8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
NB PIER 2 COLUMN DETAILS

COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL — ALEXANDER LEE SCHMIDT — ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 57 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

Stantec

1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713142\1-100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_3.10_PR.dgn

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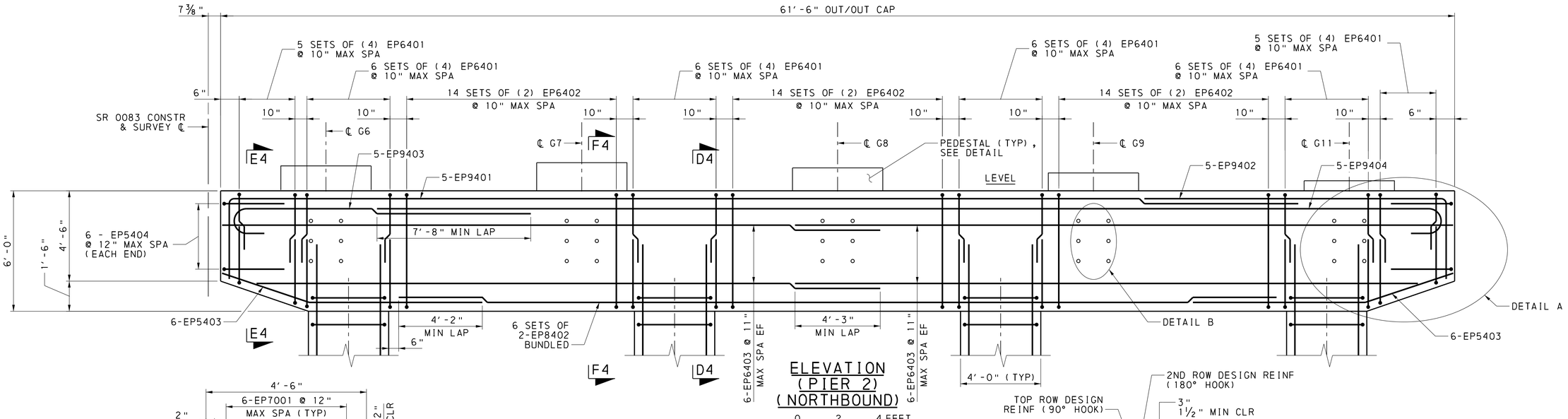
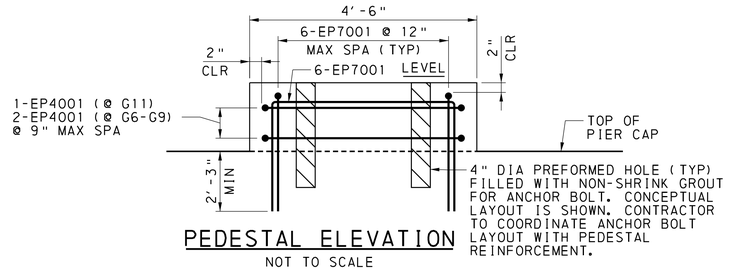
DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI D_PDF.plt



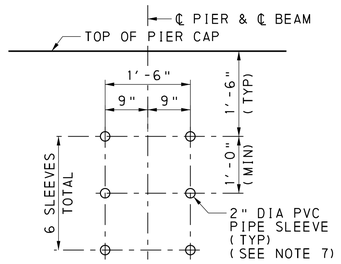
ELEVATION (PIER 2) (NORTHBOUND)

0 2 4 FEET



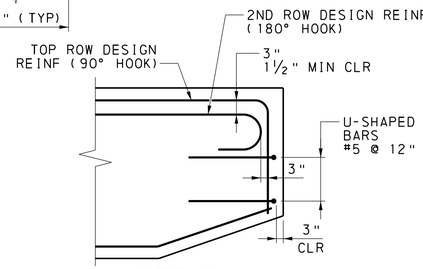
PEDESTAL ELEVATION

NOT TO SCALE



DETAIL B

NOT TO SCALE

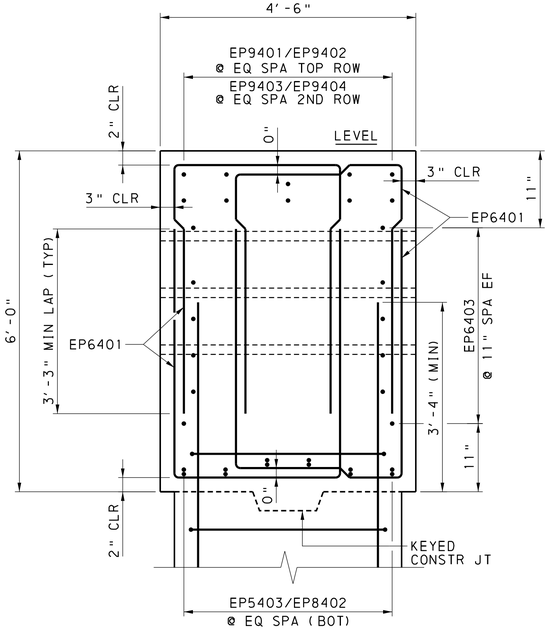


DETAIL A

NOT TO SCALE

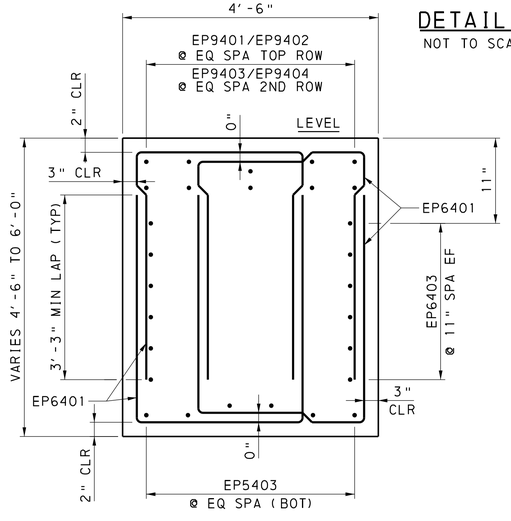
NOTES

1. FOR GENERAL NOTES, SEE SHEETS 6 TO 8.
2. FOR NORTHBOUND PIER 2 GEOMETRY, SEE SHEET 55.
3. FOR NORTHBOUND PIER 2 FOOTING PLAN DETAILS, SEE SHEET 56.
4. FOR NORTHBOUND PIER 2 COLUMNS DETAILS, SEE SHEET 57.
5. FOR REINFORCEMENT BAR SCHEDULE, SEE SHEET 59.
6. FOR DETAILS OF KEYED CONSTRUCTION JOINT, SEE BC-735M.
7. SLEEVES TO BE 2" I.D. PVC SLEEVES. PLACE SLEEVES LEVEL. PLACE SLEEVES TO CLEAR REINFORCEMENT. DO NOT CUT REINFORCEMENT BARS. INSTALL THREADED PLUG AT EACH END OF SLEEVE. SLEEVES ARE INCIDENTAL TO CLASS A CEMENT CONCRETE.



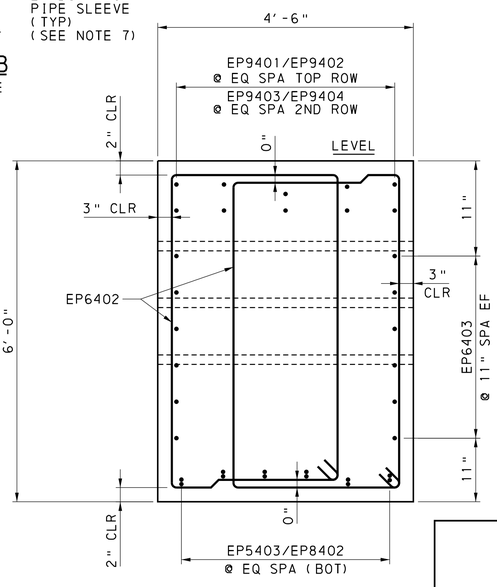
SECTION D4-D4

0 1 2 FEET



SECTION E4-E4

0 1 2 FEET



SECTION F4-F4

0 1 2 FEET

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
NB PIER 2 CAP DETAILS

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 58 OF 291

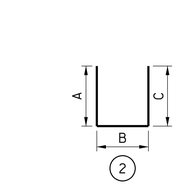
S-39605

DES: MPR | DWG: KJR | CHK: ALS

Stantec
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713442\1\100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_3_10_PR.dgn

REINFORCEMENT BAR SCHEDULE - SUBSTRUCTURE

MARK	SIZE	NO	LENGTH	TYPE	A	B	C	D	E	F	G	H	J	K	R	REMARKS
NB PIER 2 FOOTING																
EF4401	4	48	4′-2½″	21	4½″	3′-5″	5″					3″			1″	
EF5401	5	64	6′-8″	STR												
EF5402	5	64	7′-10″	18	6′-8″	7″						5″				
EF5403	5	12	57′-6″	STR												
EF5404	5	12	6′-8″	STR												
EF9401	9	224	20′-10″	12	1′-7″	19′-3″										
EF10402	10	8	60′-4″	18	57′-6″	1′-5″						1′-1¼″				
EF11401	11	8	57′-6″	STR												
NB PIER 2 STEM AND CAP																
EP4001	4	9	17′-5″	4	4′-2″	4′-2″	4′-2″	4′-2″	4½″	4½″						
EP4402	4	221	4′-3½″	21	4½″	3′-6″	5″					3″			1″	
EP5401	5	76	14′-11″	4	3′-6″	3′-6″	3′-6″	3′-6″	5½″	5½″						
EP5402	5	76	10′-10″	4	2′-5¾″	2′-5¾″	2′-5¾″	2′-5¾″	5½″	5½″						
EP5403	5	12	13′-0½″	23	8′-8″	4′-4½″						1′-4″				
EP5404	5	12	5′-6″	2	10″	3′-10″	10″									
EP6401	6	136	12′-0″	2	4′-6″	3′-0″	4′-6″									
EP6402	6	84	18′-8″	4	3′-0″	5′-8″	3′-0″	5′-8″	8″	8″						
EP6403	6	24	32′-8″	STR												
EP6404	6	68	28′-7½″	45	4½″	28′-3″						4½″				
EP6405	6	34	10′-9″	36	3′-3″	3′-6″	3′-3″	4½″	4½″			4½″				
EP7001	7	60	11′-1″	2	3′-6″	4′-1″	3′-6″									
EP8401	8	96	19′-3″	STR												
EP8402	8	12	43′-9″	STR												
EP9401	9	5	57′-9½″	12	4′-3″	53′-6½″										
EP9402	9	5	19′-6½″	12	4′-3″	15′-3½″										
EP9403	9	5	16′-6½″	17	15′-3½″	1′-3″						11¾″				
EP9404	9	5	54′-9½″	17	53′-6½″	1′-3″						11¾″				



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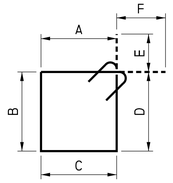

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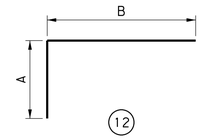

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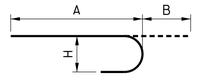

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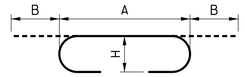

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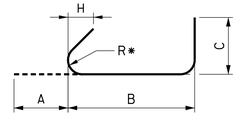
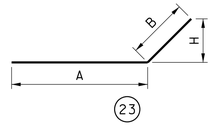


(21) *INSIDE RADIUS



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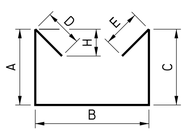

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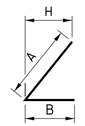


(45)

REINFORCEMENT BAR NOTES:

1. "E" IN BAR MARK INDICATES EPOXY COATED BARS.
2. ALL DIMENSIONS ARE OUT-TO-OUT OF BAR EXCEPT "A" AND "C" ON STANDARD 135° AND 180° HOOKS, AND "R" WHICH IS SHOWN TO THE INSIDE OF THE BAR.
3. FOR REINFORCEMENT BAR FABRICATION DETAILS, REFER TO STANDARD DRAWING BC-736M.
4. FIGURES IN CIRCLES SHOW BAR TYPES.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
NB PIER 2 REINFORCEMENT SCHEDULE

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER No. PE088878

RECOMMENDED 2026.02.06

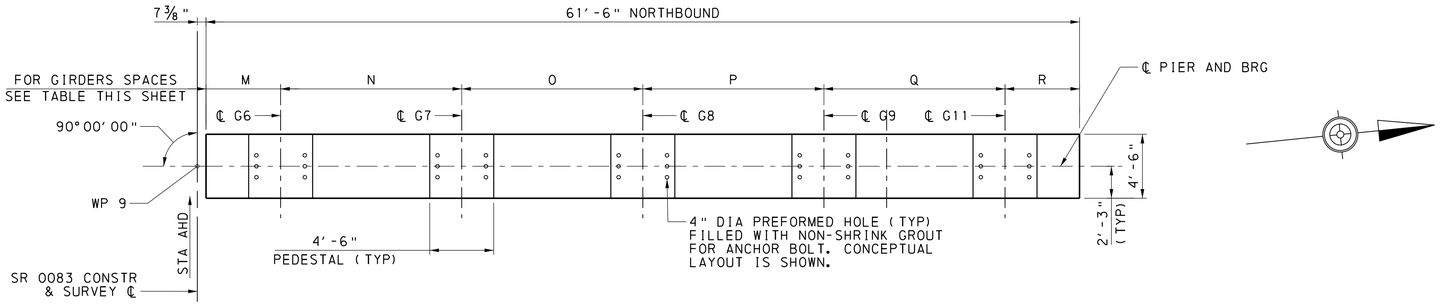
SHEET 59 OF 291

S-39605

DES: KJR | DWG: KJR | CHK: ALS

DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI D_PDF.plt

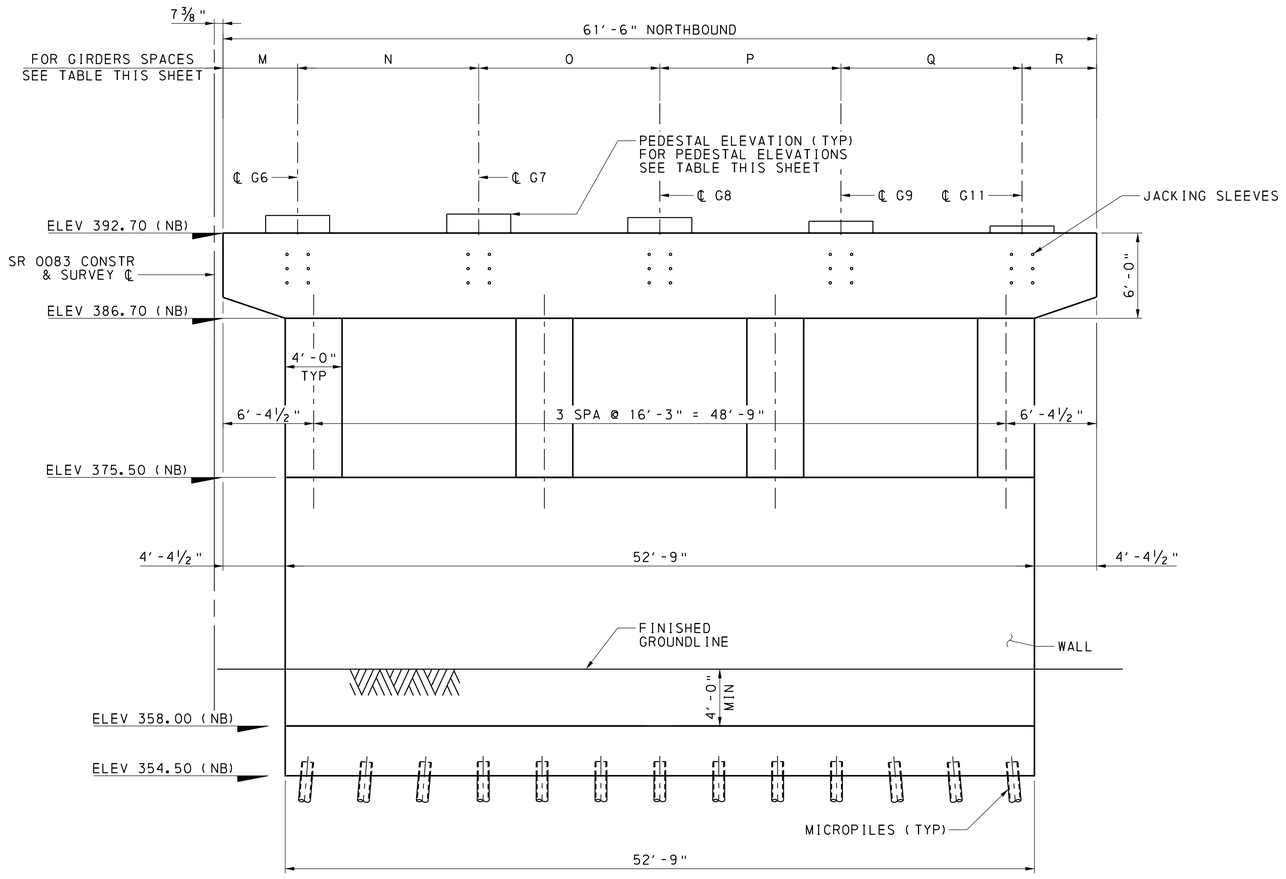
Stantec
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713142\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_3.10_PR.dgn



PLAN (PIER 3) (NORTHBOUND)

(COLUMNS NOT SHOWN FOR CLARITY)

0 4 8 FEET



ELEVATION (PIER 3) (NORTHBOUND)

0 4 8 FEET

PEDESTAL ELEVATIONS						
LOCATION	NORTHBOUND					
GIRDER	G6	G7	G8	G9	G10	G11
PIER 3	393.94	394.04	393.79	393.53	-	393.20

NOTE:

PEDESTAL ELEVATIONS ARE BASED ON AN ASSUMED BEARING ASSEMBLY HEIGHT. SEE BEARING DETAIL SHEETS FOR ASSUMED HEIGHTS. CONTRACTOR SHALL REVISE PEDESTAL ELEVATIONS AND ADJUST REINFORCEMENT AS NEEDED BASED ON DESIGNED BEARING ASSEMBLY HEIGHTS AFTER SHOP DRAWING APPROVAL.

GIRDER SPACES						
NORTHBOUND						
SPA	M	N	O	P	Q	R
PIER 3	5'-3"	12'-9"	12'-9"	12'-9"	12'-9"	5'-3"

NOTES

1. FOR NB PIER 3 DETAILS AND REINFORCEMENT BAR SCHEDULE, SEE SHEETS 61 - 64.
2. FOR STAKE-OUT PLAN SEE SHEETS, 16 - 18.
3. FOR FRAMING PLANS, SEE SHEETS, 123 - 138.
4. FOR ADDITIONAL FOUNDATION ELEVATIONS SEE FOUNDATION NOTES ON SHEET 8.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789

BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091

SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK

8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE

NB PIER 3 GEOMETRY

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088178

RECOMMENDED 2026.02.06

SHEET 60 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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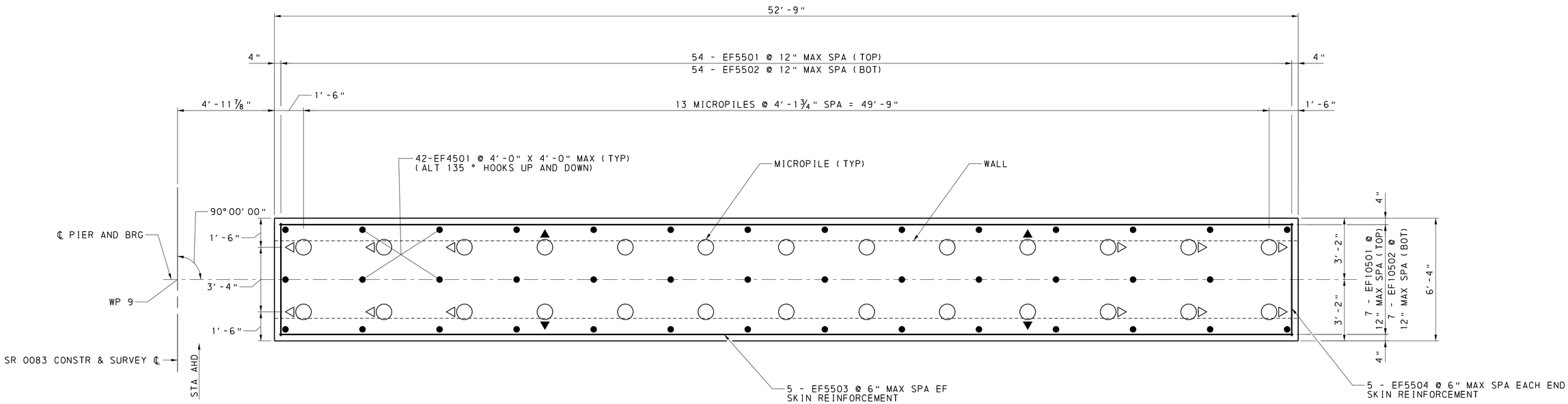

PIER 3 (NORTHBOUND)
FOOTING AND PILE LAYOUT PLAN

0 2 4 FEET

LEGEND

- ◯ DENOTES VERTICAL PILE
- ◯▽ DENOTES BATTERED PILE (WITH ARROW IN DIRECTION OF BATTER) PILES ARE BATTERED 1:12
- ◯▼ DENOTES BATTERED PILE (WITH ARROW IN DIRECTION OF BATTER) PILES ARE BATTERED 3:12

NOTES

1. FOR WORK POINT COORDINATES AND LOCATIONS, SEE STAKE-OUT PLAN SHEETS 16 - 18.
2. FOR FOUNDATION NOTES, SEE GENERAL NOTES SHEETS 6 - 8.
3. FOR CONSTRUCTION STAGING, SEE SHEETS 11 - 13.
4. DIMENSIONS ARE GIVEN ALONG OUTSIDE EDGE OF FOOTING.
5. FOR REINFORCEMENT BAR SCHEDULE, SEE SHEET 64.
6. FOR MICROPILE DETAILS, SEE SHEET 121.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
NB PIER 3 FOOTING PLAN

COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL — ALEXANDER LEE SCHMIDT — ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 61 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

DOT_2015
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1/13/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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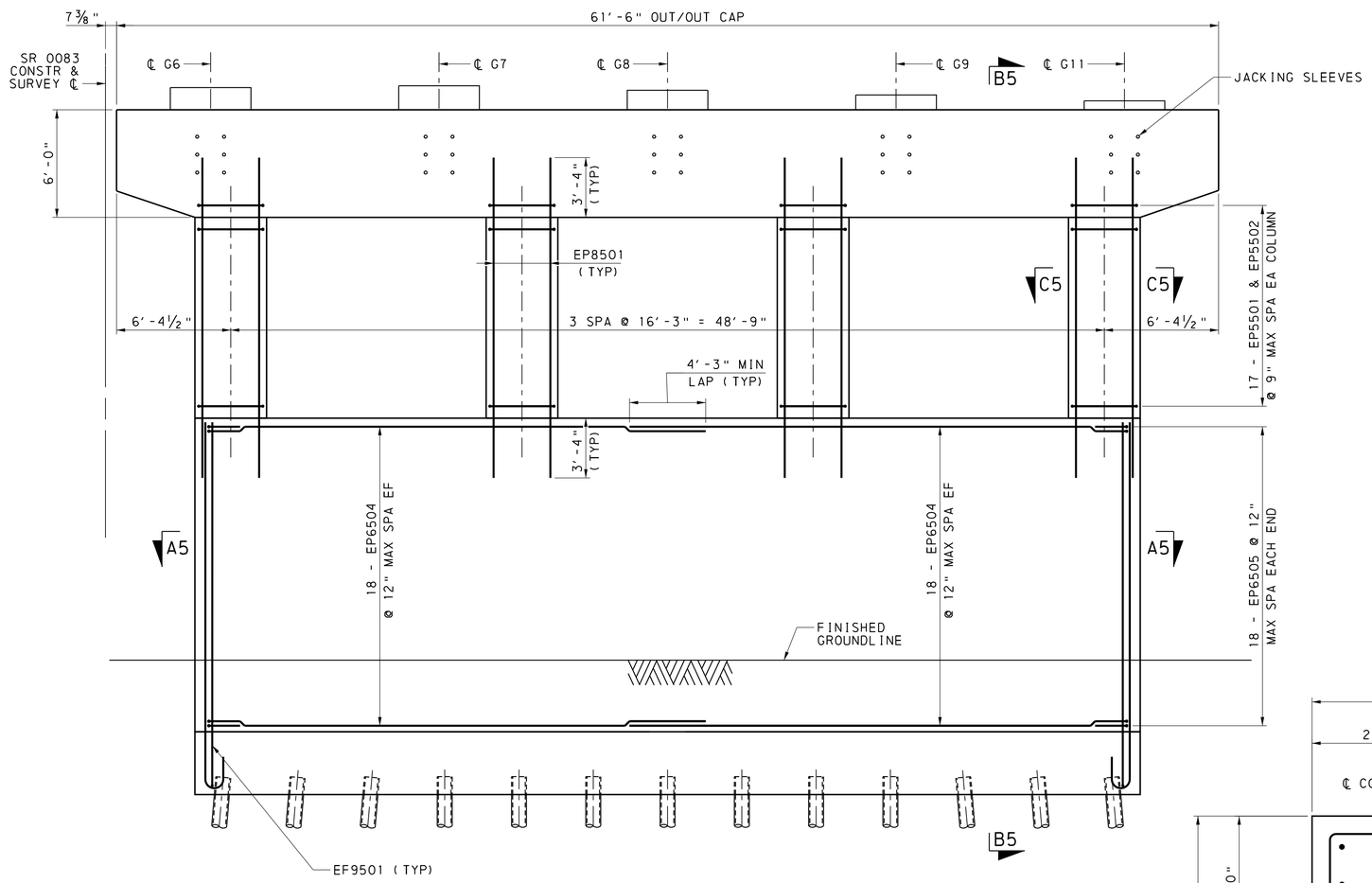
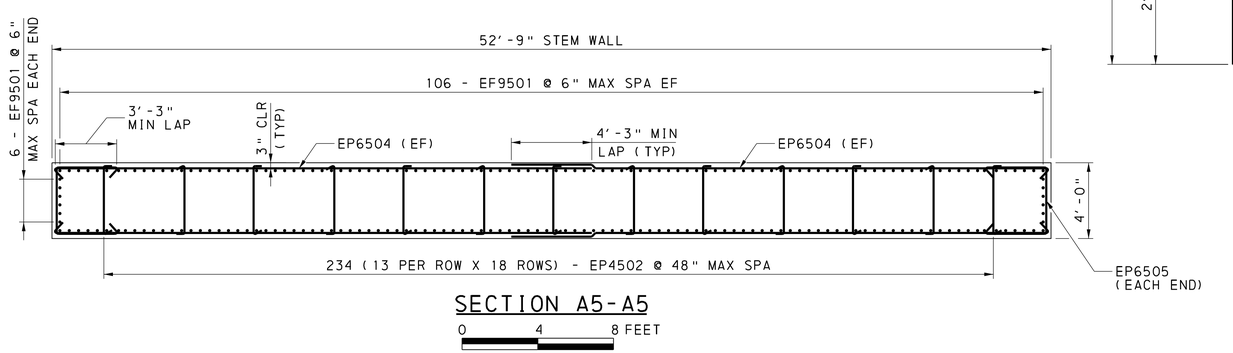
Stantec



ELEVATION (PIER 3) (NORTHBOUND)

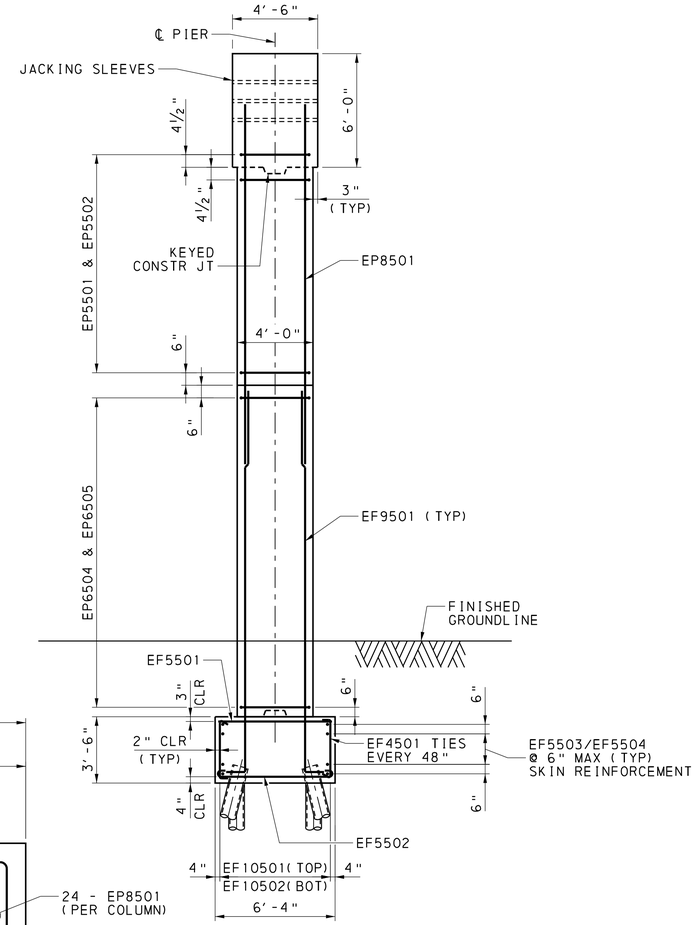
0 4 8 FEET

NOTE: CAP AND FOOTING BARS ARE NOT SHOWN FOR CLARITY



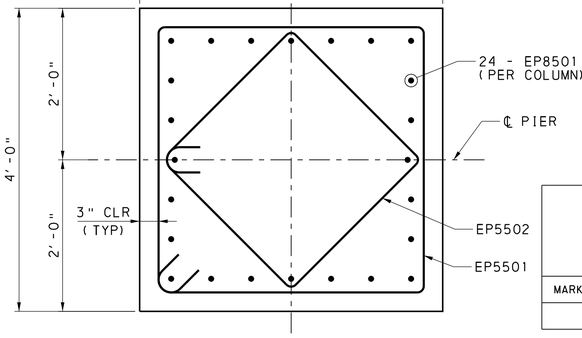
SECTION A5-A5

0 4 8 FEET



SECTION B5-B5

0 4 8 FEET



SECTION C5-C5

0 1 2 FEET

NOTE

1. FOR DETAILS OF KEYED CONSTRUCTION JOINT, SEE BC-735M.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091

SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK

8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE

NB PIER 3 COLUMN DETAILS

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 62 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

Stantec

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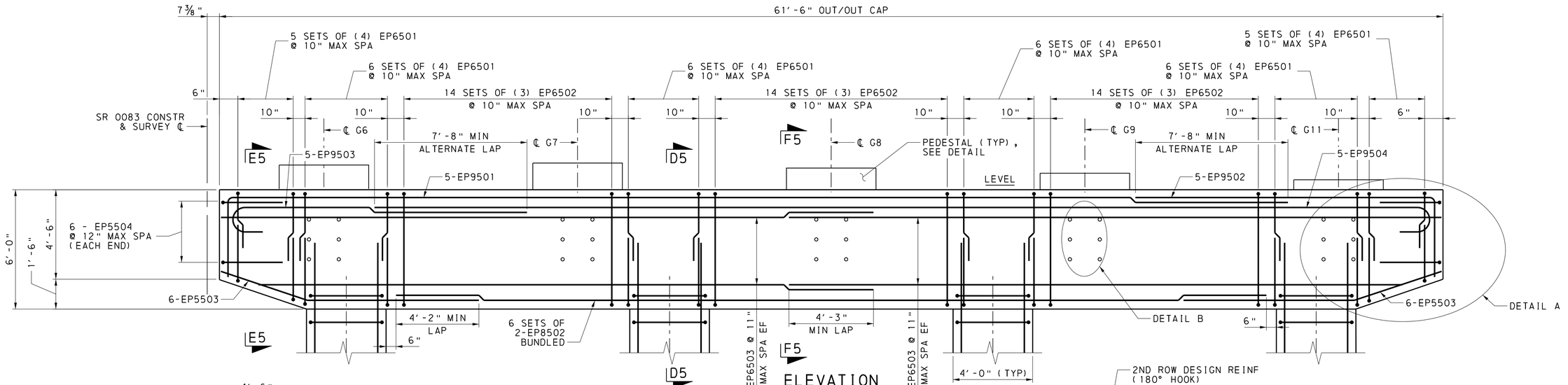
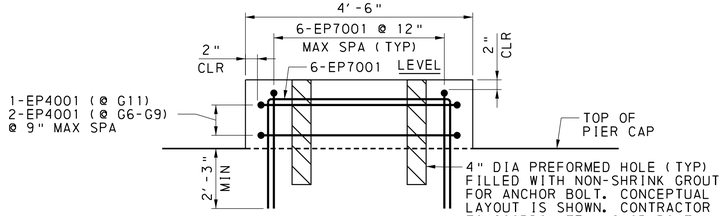
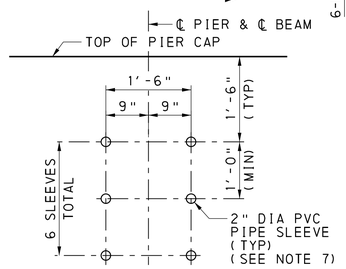


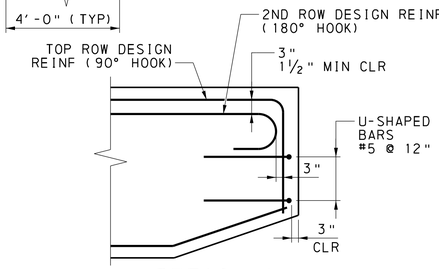


PEDESTAL ELEVATION
NOT TO SCALE

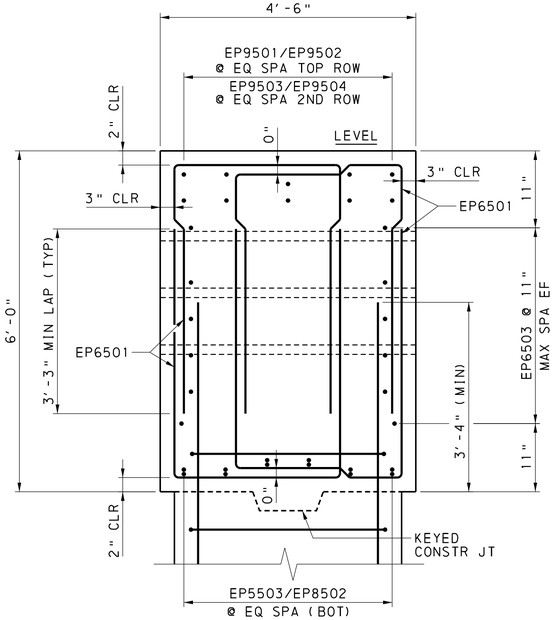


DETAIL B
NOT TO SCALE

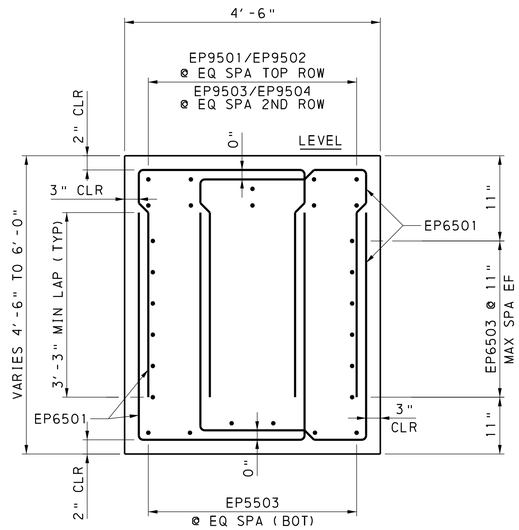
ELEVATION (PIER 3) (NORTHBOUND)
0 2 4 FEET



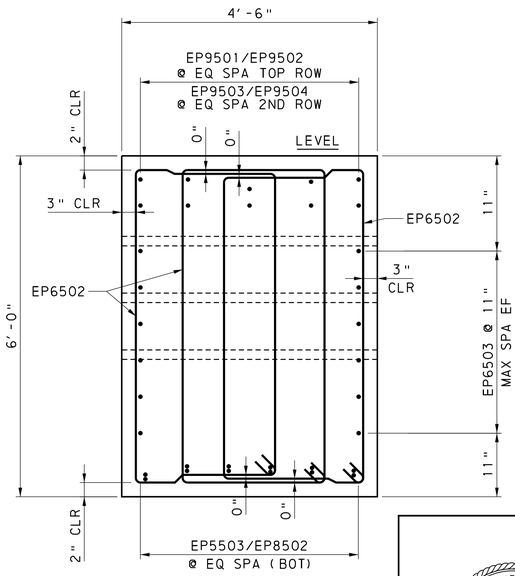
DETAIL A
NOT TO SCALE



SECTION D5-D5
0 1 2 FEET



SECTION E5-E5
0 1 2 FEET



SECTION F5-F5
0 1 2 FEET

NOTES

1. FOR GENERAL NOTES, SEE SHEETS 6 TO 8.
2. FOR NORTHBOUND PIER 3 GEOMETRY, SEE SHEET 60.
3. FOR NORTHBOUND PIER 3 FOOTING PLAN DETAILS, SEE SHEET 61.
4. FOR NORTHBOUND PIER 3 COLUMNS DETAILS, SEE SHEET 62.
5. FOR REINFORCEMENT BAR SCHEDULE, SEE SHEET 64.
6. FOR DETAILS OF KEYED CONSTRUCTION JOINT, SEE BC-735M.
7. SLEEVES TO BE 2" I.D. PVC SLEEVES. PLACE SLEEVES LEVEL. PLACE SLEEVES TO CLEAR REINFORCEMENT. DO NOT CUT REINFORCEMENT BARS. INSTALL THREADED PLUG AT EACH END OF SLEEVE. SLEEVES ARE INCIDENTAL TO CLASS A CEMENT CONCRETE.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
NB PIER 3 CAP DETAILS

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088178

RECOMMENDED 2026.02.06

SHEET 63 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

Stantec

DOT_2015
1442_STR_Black_Color_249-254.tbl
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1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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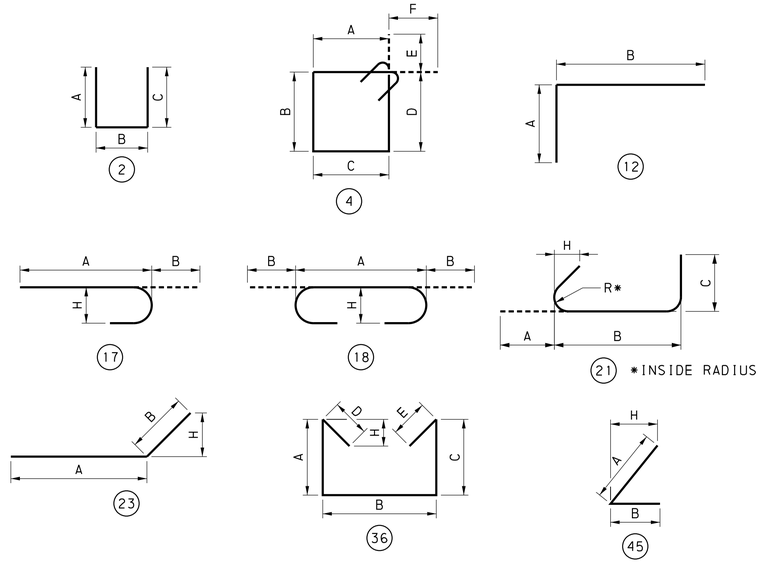
REINFORCEMENT BAR SCHEDULE - SUBSTRUCTURE

MARK	SIZE	NO	LENGTH	TYPE	A	B	C	D	E	F	G	H	J	K	R	REMARKS
NB PIER 3 FOOTING																
EF4501	4	42	3'-8½"	21	4½"	2'-11"	5"					3"			1"	
EF5501	5	54	5'-8"	STR												
EF5502	5	54	6'-10"	18	5'-8"	7"						5"				
EF5503	5	10	52'-3"	STR												
EF5504	5	10	6'-0"	STR												
EF9501	9	224	21'-6"	17	20'-3"	1'-3"						11¾"				
EF10501	10	7	52'-3"	STR												
EF10502	10	7	55'-1"	18	52'-3"	1'-5"						1'-1¼"				
NB PIER 3 STEM AND CAP																
EP4001	4	9	17'-5"	4	4'-2"	4'-2"	4'-2"	4'-2"	4½"	4½"						
EP4502	4	234	4'-3½"	21	4½"	3'-6"	5"					3"			1"	
EP5501	5	68	14'-11"	4	3'-6"	3'-6"	3'-6"	3'-6"	5½"	5½"						
EP5502	5	68	10'-10"	4	2'-5¾"	2'-5¾"	2'-5¾"	2'-5¾"	5½"	5½"						
EP5503	5	12	13'-0½"	23	8'-8"	4'-4½"						1'-4"				
EP5504	5	12	5'-5⅞"	2	10"	3'-10"	10"									
EP6501	6	136	12'-0"	2	4'-6"	3'-0"	4'-6"									
EP6502	6	84	17'-5"	4	2'-8"	5'-8"	2'-8"	5'-8"	4½"	4½"						
EP6503	6	24	32'-8"	STR												
EP6504	6	72	28'-7½"	45	4½"	28'-3"						4½"				
EP6505	6	36	10'-9"	36	3'-3"	3'-6"	3'-3"	4½"	4½"			4½"				
EP7001	7	60	11'-1"	2	3'-6"	4'-1"	3'-6"									
EP8501	8	96	18'-0"	STR												
EP8502	8	12	43'-9"	STR												
EP9501	9	5	57'-9½"	12	4'-3"	53'-6½"										
EP9502	9	5	19'-6½"	12	4'-3"	15'-3½"										
EP9503	9	5	16'-6½"	17	15'-3½"	1'-3"						11¾"				
EP9504	9	5	54'-9½"	17	53'-6½"	1'-3"						11¾"				



REINFORCEMENT BAR NOTES:

1. "E" IN BAR MARK INDICATES EPOXY COATED BARS.
2. ALL DIMENSIONS ARE OUT-TO-OUT OF BAR EXCEPT "A" AND "C" ON STANDARD 135° AND 180° HOOKS, AND "R" WHICH IS SHOWN TO THE INSIDE OF THE BAR.
3. FOR REINFORCEMENT BAR FABRICATION DETAILS, REFER TO STANDARD DRAWING BC-736M.
4. FIGURES IN CIRCLES SHOW BAR TYPES.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
NB PIER 3 REINFORCEMENT SCHEDULE

COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL — ALEXANDER LEE SCHMIDT — ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 64 OF 291

S-39605

DES: KJR | DWG: KJR | CHK: ALS

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1/9/2026
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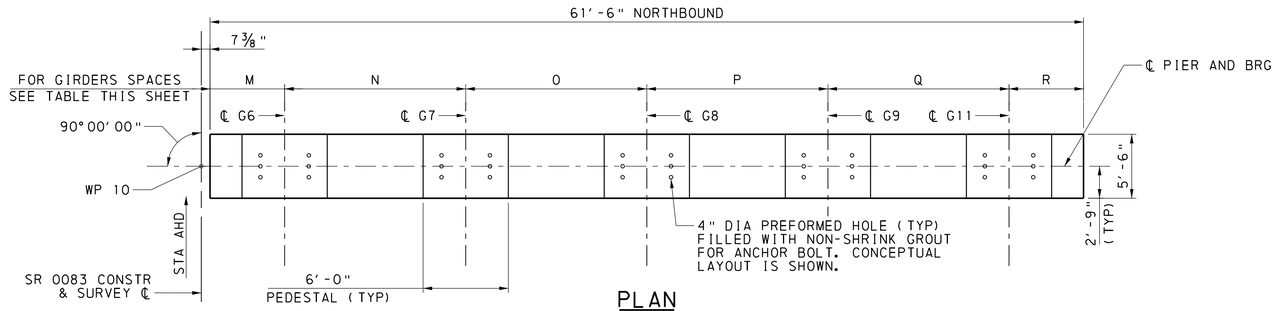
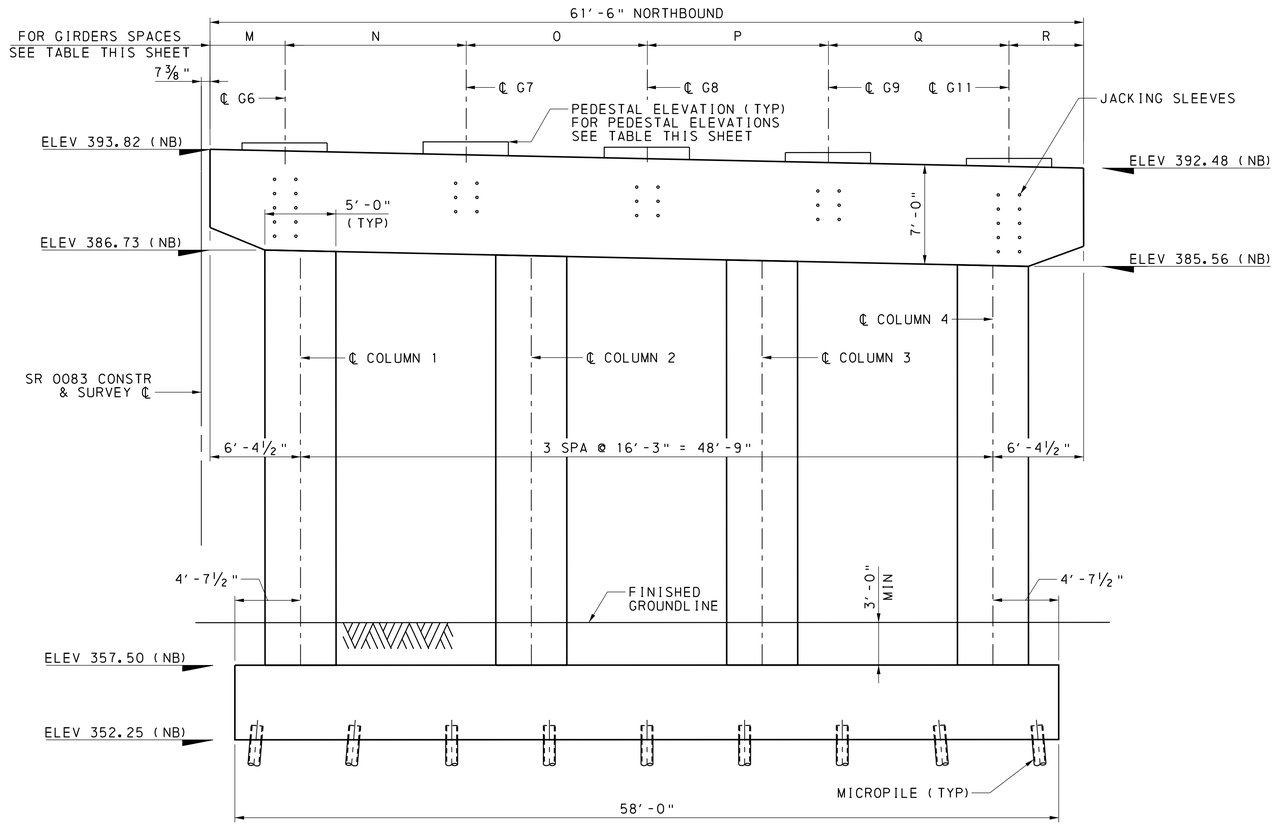
Stantec



PLAN (PIER 4) (NORTHBOUND)

(COLUMNS NOT SHOWN FOR CLARITY)

0 4 8 FEET



ELEVATION (PIER 4) NORTHBOUND

0 4 8 FEET

PEDESTAL ELEVATIONS

LOCATION	NORTHBOUND					
GIRDER	G6	G7	G8	G9	G10	G11
PIER 4	394.27	394.34	393.96	393.58	-	393.16

NOTE:

PEDESTAL ELEVATIONS ARE BASED ON AN ASSUMED BEARING ASSEMBLY HEIGHT. SEE BEARING DETAIL SHEETS FOR ASSUMED HEIGHTS. CONTRACTOR SHALL REVISE PEDESTAL ELEVATIONS AND ADJUST REINFORCEMENT AS NEEDED BASED ON DESIGNED BEARING ASSEMBLY HEIGHTS AFTER SHOP DRAWING APPROVAL.

GIRDER SPACES

NORTHBOUND						
SPA	M	N	O	P	Q	R
PIER 4	5'-3"	12'-9"	12'-9"	12'-9"	12'-9"	5'-3"

NOTES

1. FOR NB PIER 4 DETAILS AND REINFORCEMENT BAR SCHEDULE, SEE SHEETS 66 - 69.
2. FOR STAKE-OUT PLAN, SEE SHEETS 16 - 18.
3. FOR FRAMING PLANS, SEE SHEETS 123 - 138.
4. FOR ADDITIONAL FOUNDATION ELEVATIONS SEE FOUNDATION NOTES ON SHEET 8.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789

BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091

SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK

8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE

NB PIER 4 GEOMETRY

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 65 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

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1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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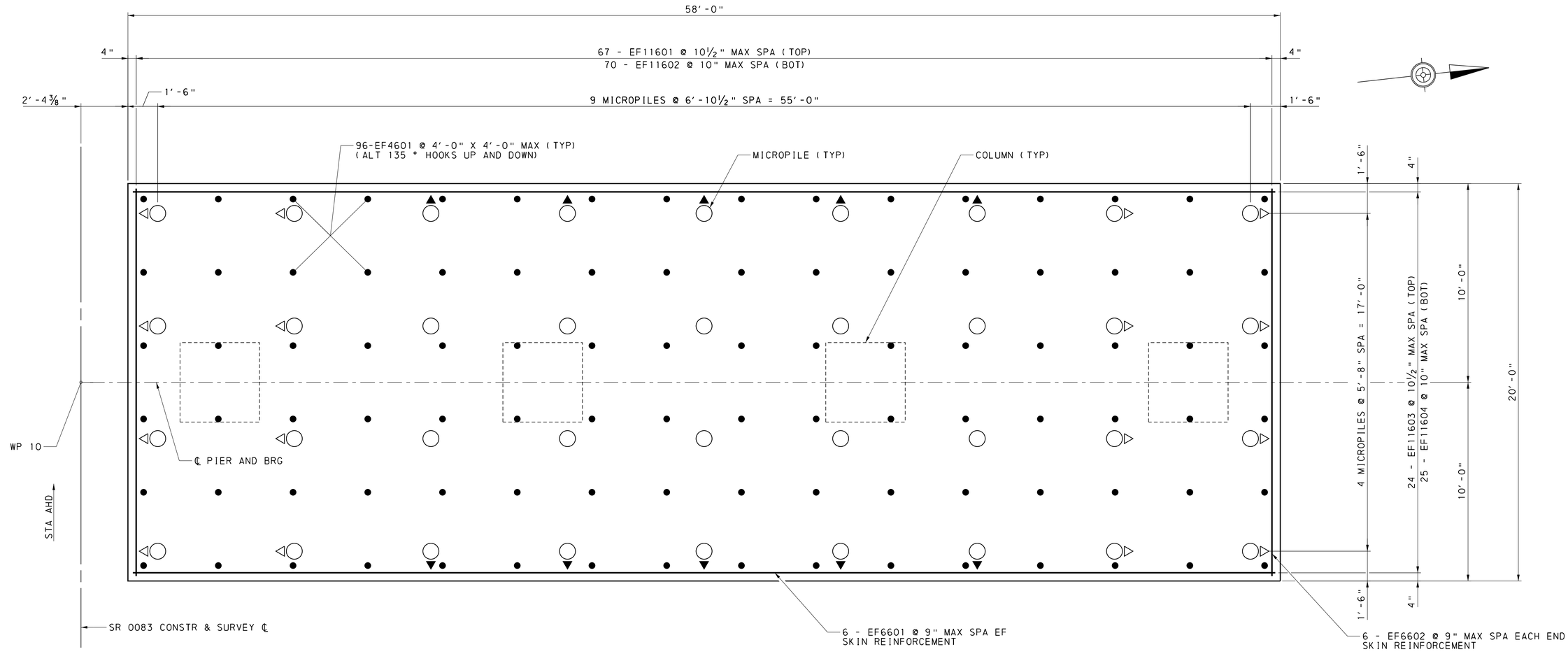

PIER 4 (NORTHBOUND)
FOOTING PLAN

0 2 4 FEET

LEGEND

◯ DENOTES VERTICAL PILE

◯▽ DENOTES BATTERED PILE (WITH ARROW IN DIRECTION OF BATTER)
ALL PILES ARE BATTERED 1:12

◯▼ DENOTES BATTERED PILE (WITH ARROW IN DIRECTION OF BATTER)
ALL PILES ARE BATTERED 3:12

NOTES

1. FOR WORK POINT COORDINATES AND LOCATIONS, SEE STAKE-OUT PLAN SHEETS 16 - 18 .
2. FOR FOUNDATION NOTES, SEE GENERAL NOTES SHEETS 6 - 8.
3. FOR CONSTRUCTION STAGING, SEE SHEETS 11 - 13 .
4. DIMENSIONS ARE GIVEN ALONG OUTSIDE EDGE OF FOOTING.
5. FOR REINFORCEMENT BAR SCHEDULE, SEE SHEET 69 .
6. FOR MICROPILE DETAILS, SEE SHEET 121.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
NB PIER 4 FOOTING PLAN

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
ALEXANDER LEE SCHMIDT
ENGINEER NO. PE088178

RECOMMENDED 2026.02.06

SHEET 66 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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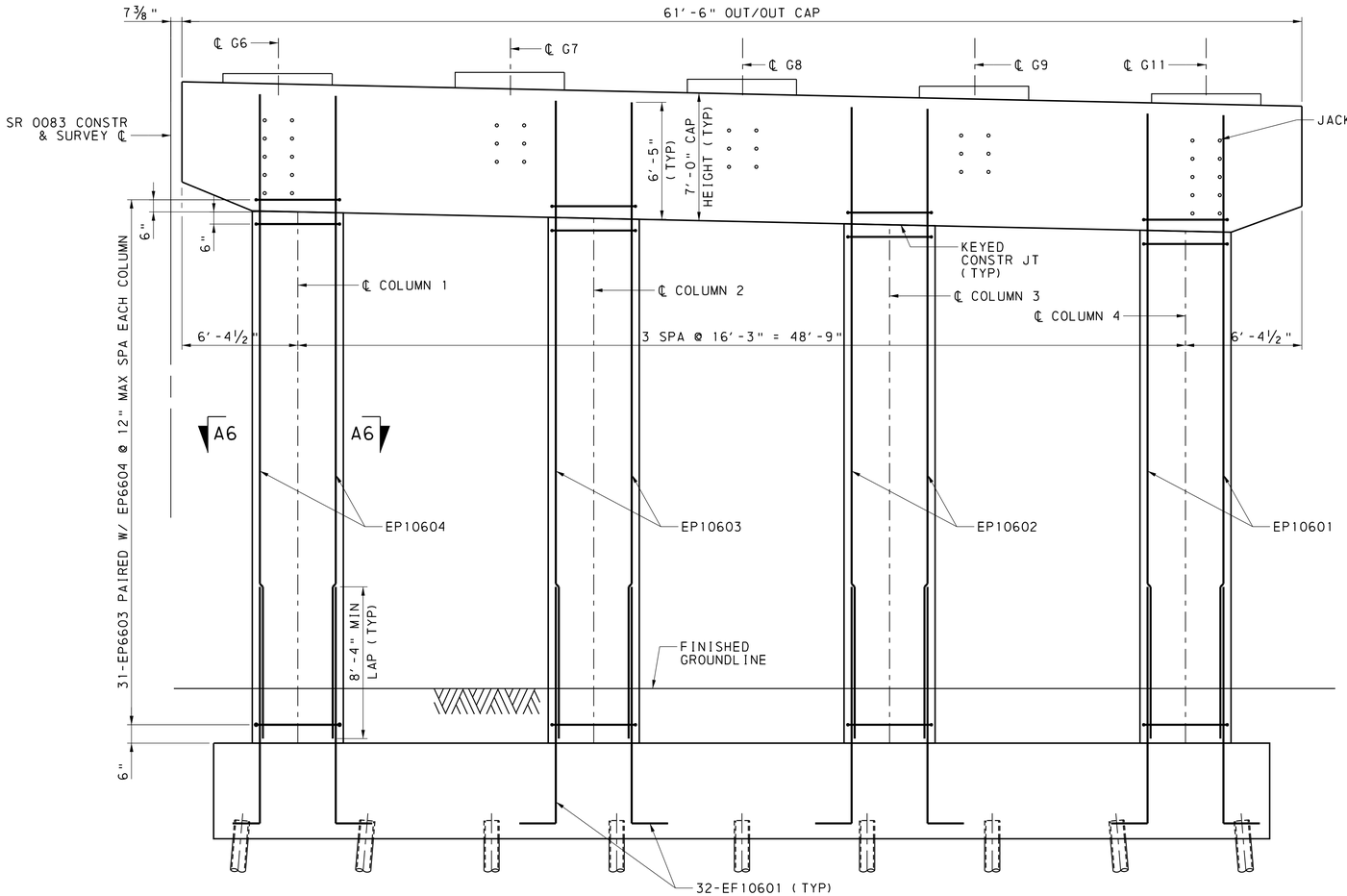
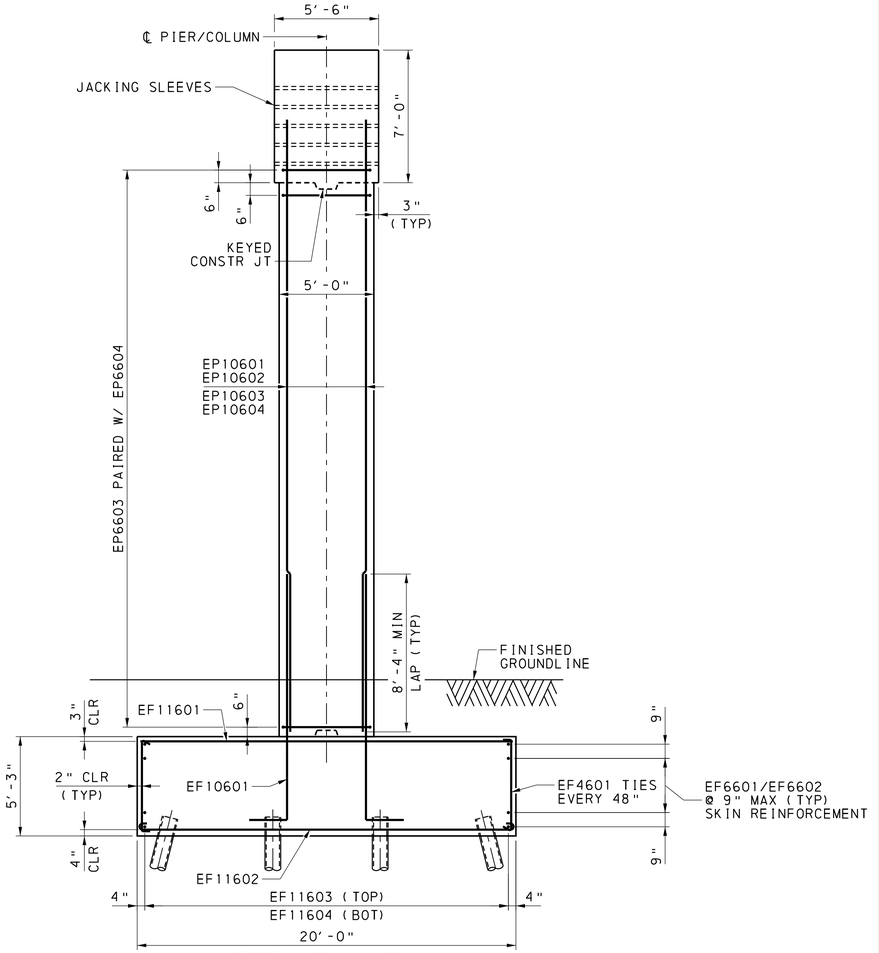
Stantec



ELEVATION (PIER 4) (NORTHBOUND)

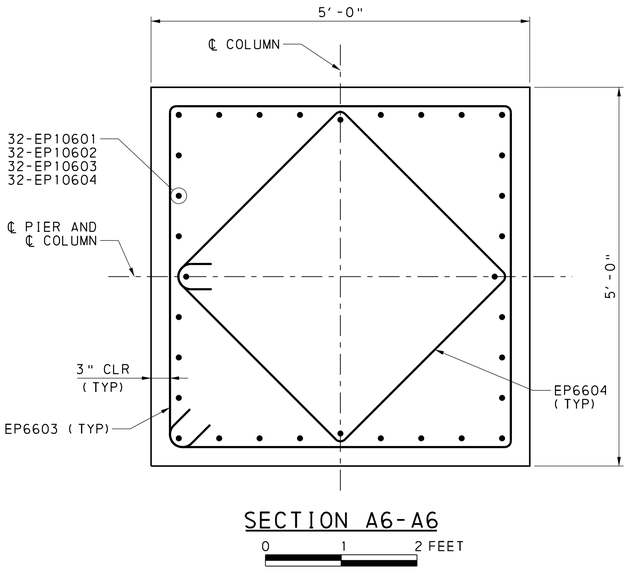
0 4 8 FEET

NOTE: CAP AND FOOTING BARS ARE NOT SHOWN FOR CLARITY



SECTION VIEW

0 4 8 FEET



SECTION A6-A6

0 1 2 FEET

NOTE

1. FOR DETAILS OF KEYED CONSTRUCTION JOINT, SEE BC-735M.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789

BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091

SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK

8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE

NB PIER 4 COLUMN DETAILS

COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL — ALEXANDER LEE SCHMIDT — ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 67 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

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1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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Stantec

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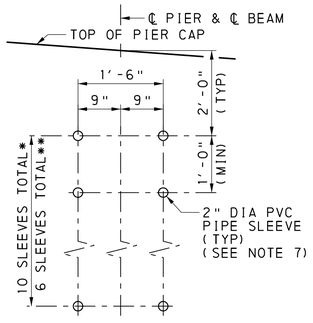
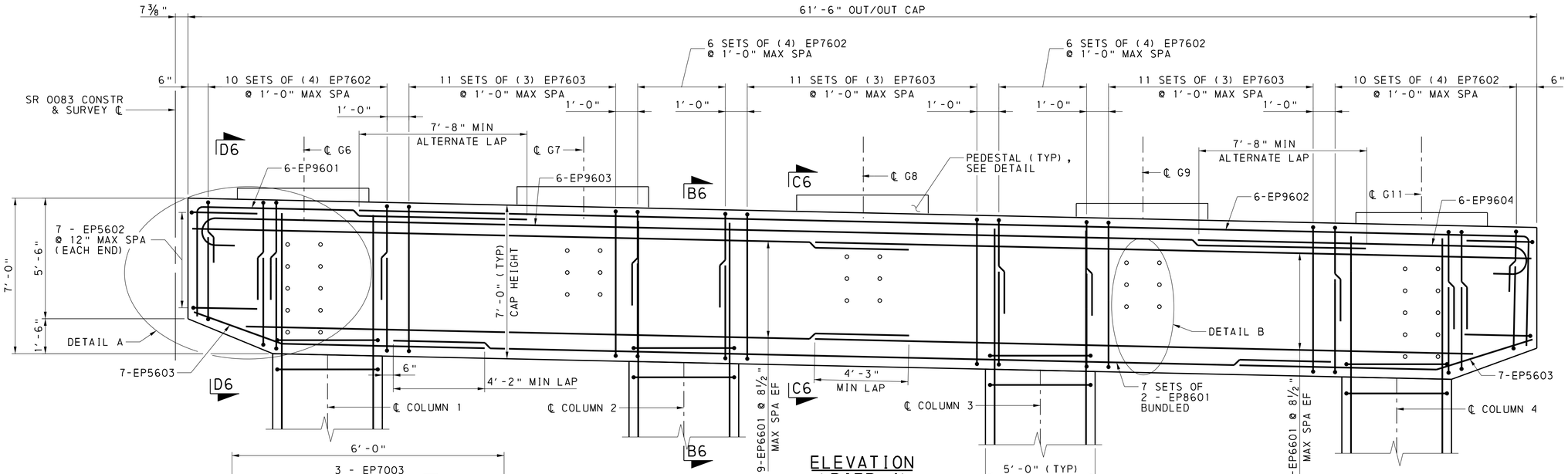


DETAIL B

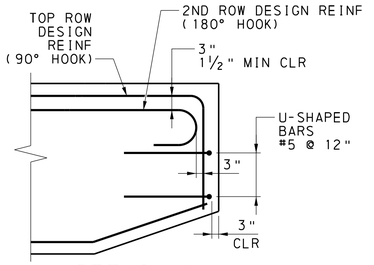
NOT TO SCALE

* GIRDERS G6 AND G11
** GIRDERS G7 THRU G9



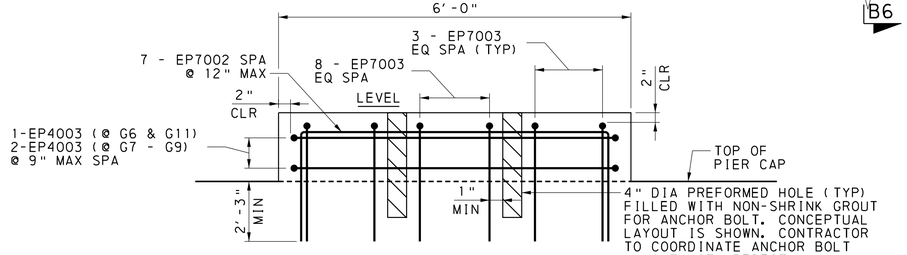
ELEVATION (PIER 4) (NORTHBOUND)

0 2 4 FEET



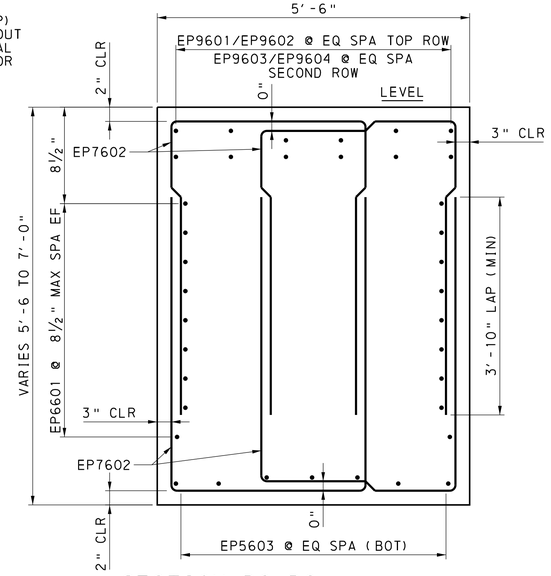
DETAIL A

NOT TO SCALE



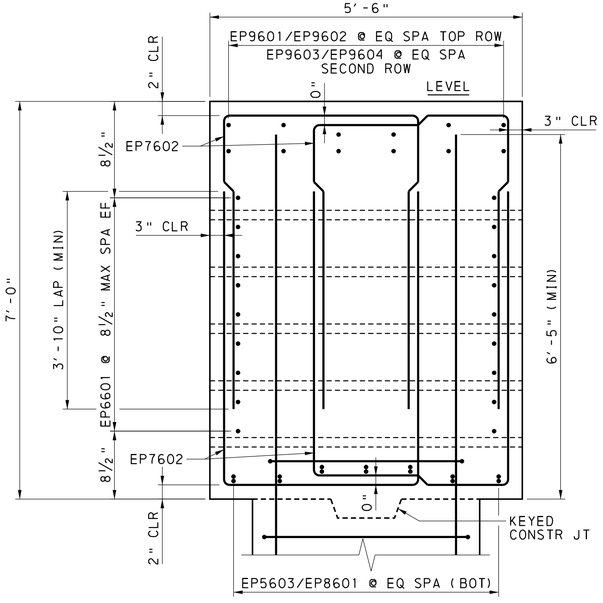
PEDESTAL ELEVATION

NOT TO SCALE



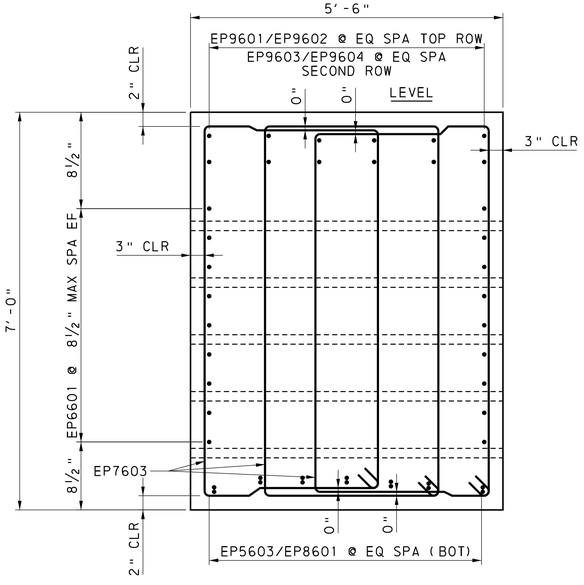
SECTION D6-D6

0 1 2 FEET



SECTION B6-B6

0 1 2 FEET



SECTION C6-C6

0 1 2 FEET

NOTES

1. FOR GENERAL NOTES, SEE SHEETS 6 TO 8.
2. FOR NORTHBOUND PIER 4 GEOMETRY, SEE SHEET 65.
3. FOR NORTHBOUND PIER 4 FOOTING PLAN DETAILS, SEE SHEET 66.
4. FOR NORTHBOUND PIER 4 COLUMNS DETAILS, SEE SHEET 67.
5. FOR REINFORCEMENT BAR SCHEDULE, SEE SHEET 69.
6. FOR DETAILS OF KEYED CONSTRUCTION JOINT, SEE BC-735M.
7. SLEEVES TO BE 2" I.D. PVC SLEEVES. PLACE SLEEVES LEVEL. PLACE SLEEVES TO CLEAR REINFORCEMENT. DO NOT CUT REINFORCEMENT BARS. INSTALL THREADED PLUG AT EACH END OF SLEEVE. SLEEVES ARE INCIDENTAL TO CLASS A CEMENT CONCRETE.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
NB PIER 4 CAP DETIALS

COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL — ALEXANDER LEE SCHMIDT — ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 68 OF 291

S-39605

Stantec 1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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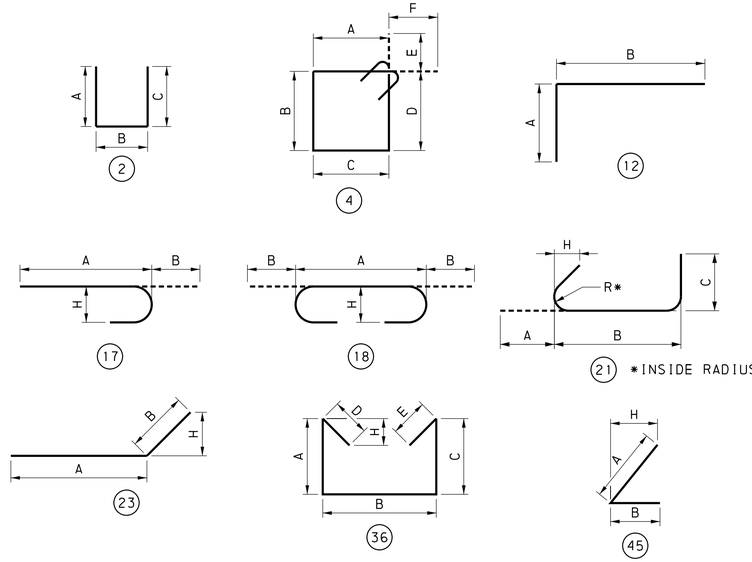
DES: MPR | DWG: KJR | CHK: ALS

REINFORCEMENT BAR SCHEDULE - SUBSTRUCTURE

MARK	SIZE	NO	LENGTH	TYPE	A	B	C	D	E	F	G	H	J	K	R	REMARKS
NB PIER 4 FOOTING																
EF4601	4	96	5′-5½"	21	4½"	4′-8"	5"					3"			1"	
EF6601	6	12	57′-8"	STR												
EF6602	6	12	19′-8"	STR												
EF10601	10	128	15′-2"	12	1′-10"	13′-4"										
EF11601	11	67	19′-8"	STR												
EF11602	11	70	22′-10"	18	19′-8"	1′-7"						1′-2¾"				
EF11603	11	24	57′-8"	STR												
EF11604	11	25	60′-10"	18	57′-8"	1′-7"						1′-2¾"				
NB PIER 4 STEM AND CAP																
EP4003	4	10	22′-2"	4	5′-2"	5′-8"	5′-2"	5′-8"	3"	3"						
EP5602	5	14	6′-5⅞"	2	10"	4′-10"	10"									
EP5603	5	14	13′-8"	23	9′-8"	4′-0"						1′-5⅜"				
EP6601	6	36	32′-8"	STR												
EP6603	6	124	19′-4"	4	4′-6"	4′-6"	4′-6"	4′-6"	8"	8"						
EP6604	6	124	14′-0½"	4	3′-2⅛"	3′-2⅛"	3′-2⅛"	3′-2⅛"	8"	8"						
EP7003	7	70	12′-1"	2	3′-6"	5′-1"	3′-6"									
EP7002	7	35	12′-7"	2	3′-6"	5′-7"	3′-6"									
EP7602	7	128	13′-11"	2	5′-3"	3′-5"	5′-3"									
EP7603	7	99	21′-8"	4	3′-0"	6′-8"	3′-0"	6′-8"	1′-2"	1′-2"						
EP8601	8	14	43′-9"	STR												
EP9601	9	6	20′-7"	12	5′-3"	15′-4"										
EP9602	9	6	58′-10"	12	5′-3"	53′-7"										
EP9603	9	6	54′-10"	17	53′-7"	1′-3"						11¾"				
EP9604	9	6	16′-7"	17	15′-4"	1′-3"						11¾"				
EP10601	10	32	34′-6"	STR												
EP10602	10	32	34′-11"	STR												
EP10603	10	32	35′-4"	STR												
EP10604	10	32	35′-8"	STR												



REINFORCEMENT BAR NOTES:

1. "E" IN BAR MARK INDICATES EPOXY COATED BARS.
2. ALL DIMENSIONS ARE OUT-TO-OUT OF BAR EXCEPT "A" AND "C" ON STANDARD 135° AND 180° HOOKS, AND "R" WHICH IS SHOWN TO THE INSIDE OF THE BAR.
3. FOR REINFORCEMENT BAR FABRICATION DETAILS, REFER TO STANDARD DRAWING BC-736M.
4. FIGURES IN CIRCLES SHOW BAR TYPES.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
NB PIER 4 REINFORCEMENT SCHEDULE

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER PE088878

RECOMMENDED 2026.02.06

SHEET 69 OF 291

S-39605

DES: KJR | DWG: KJR | CHK: ALS

DOT_2015
1442_STR_Black-Color-249-254.tbl
DOT_ANSI D_PDF.plt
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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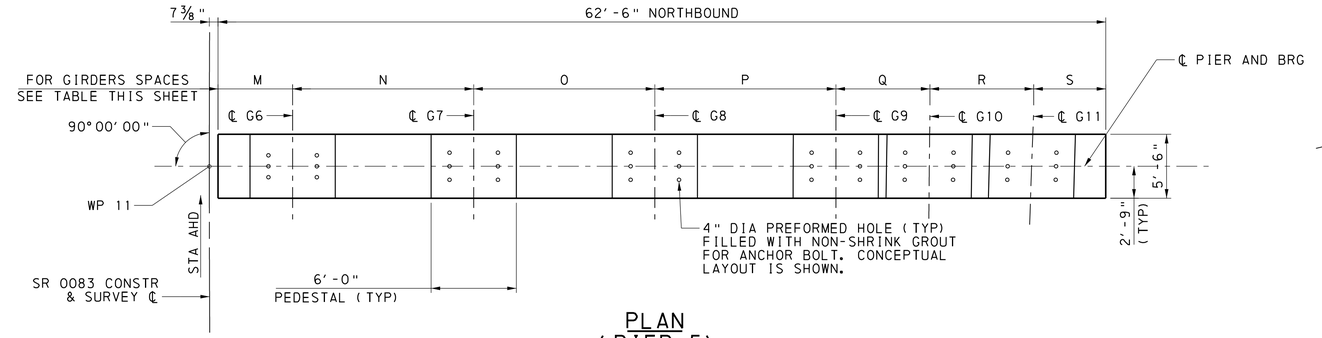
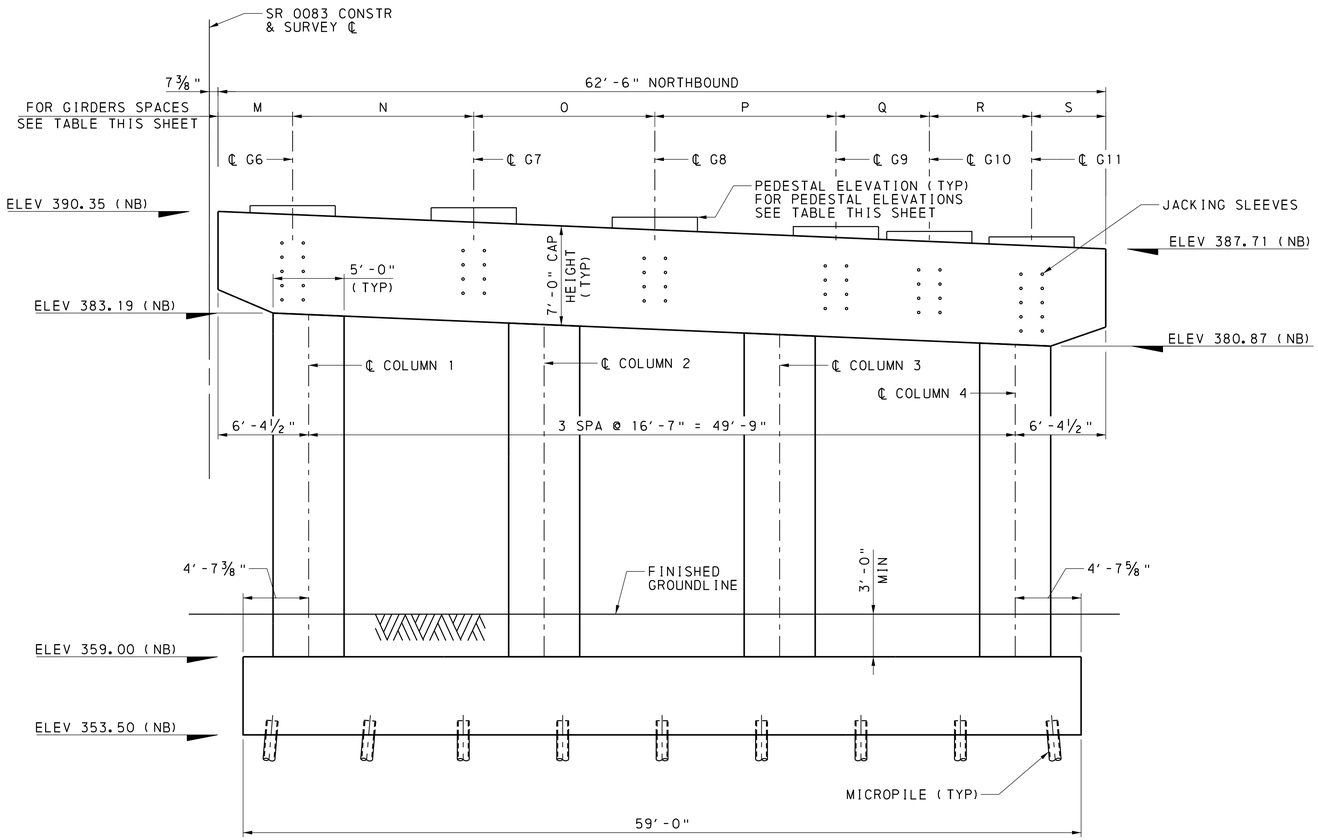
Stantec



PLAN (PIER 5) (NORTHBOUND)

(COLUMNS NOT SHOWN FOR CLARITY)

0 4 8 FEET



ELEVATION (PIER 5) NORTHBOUND

0 4 8 FEET

PEDESTAL ELEVATIONS

LOCATION	NORTHBOUND					
GIRDER	G6	G7	G8	G9	G10	G11
PIER 5	390.76	390.61	389.94	389.28	388.94	388.56

NOTE:

PEDESTAL ELEVATIONS ARE BASED ON AN ASSUMED BEARING ASSEMBLY HEIGHT. SEE BEARING DETAIL SHEETS FOR ASSUMED HEIGHTS. CONTRACTOR SHALL REVISE PEDESTAL ELEVATIONS AND ADJUST REINFORCEMENT AS NEEDED BASED ON DESIGNED BEARING ASSEMBLY HEIGHTS AFTER SHOP DRAWING APPROVAL.

GIRDER SPACES

NORTHBOUND							
SPA	M	N	O	P	Q	R	S
PIER 5	5'-3"	12'-9"	12'-9"	12'-9"	6'-6⅞"	7'-2⅜"	5'-2¾"

NOTES

1. FOR NB PIER 5 DETAILS AND REINFORCEMENT BAR SCHEDULE, SEE SHEETS 71 - 74.
2. FOR STAKE-OUT PLAN, SEE SHEETS 16 - 18.
3. FOR FRAMING PLANS, SEE SHEETS 122 - 138.
4. FOR ADDITIONAL FOUNDATION ELEVATIONS SEE FOUNDATION NOTES ON SHEET 8.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789

BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091

SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK

8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE

NB PIER 5 GEOMETRY

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 70 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

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1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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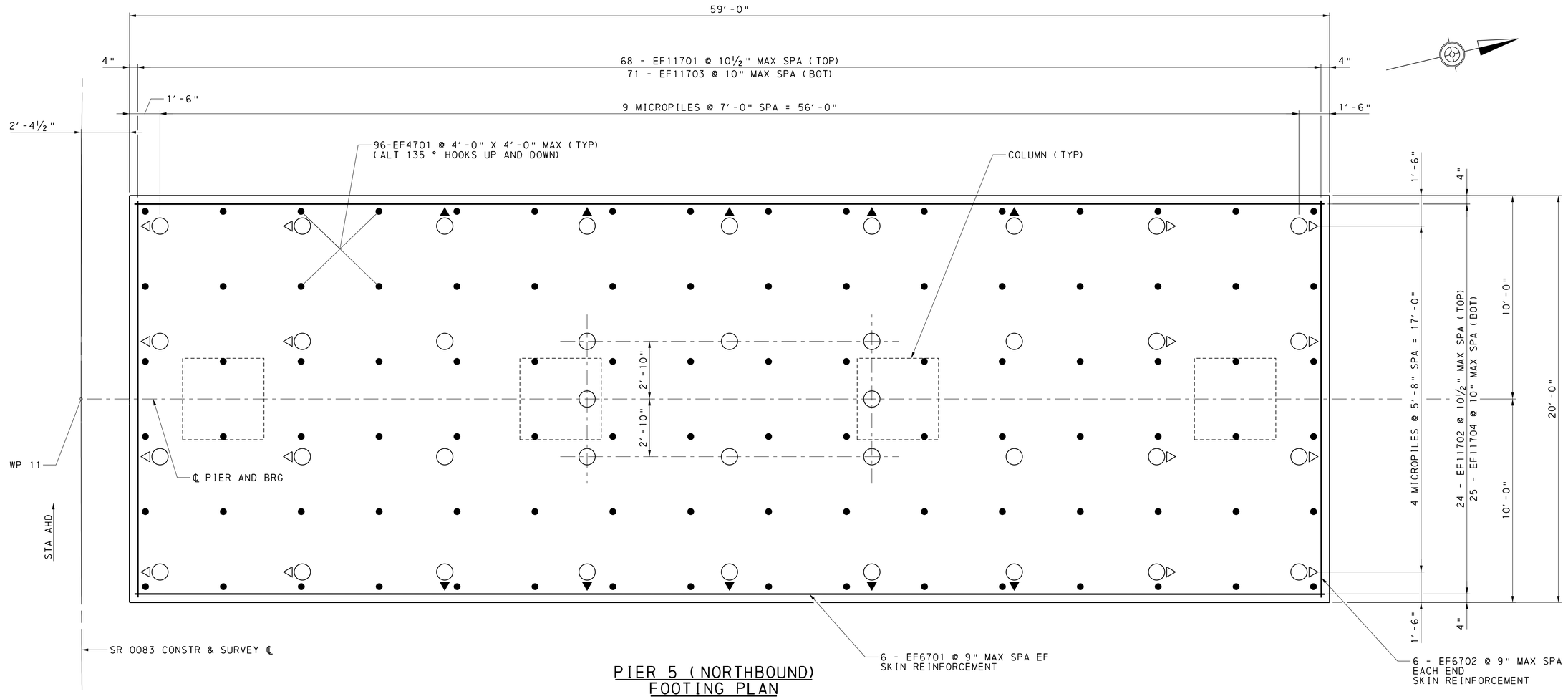

PIER 5 (NORTHBOUND) FOOTING PLAN

0 2 4 FEET

LEGEND

- ◯ DENOTES VERTICAL PILE
- ◯▽ DENOTES BATTERED PILE (WITH ARROW IN DIRECTION OF BATTER) ALL PILES ARE BATTERED 1:12
- ◯▼ DENOTES BATTERED PILE (WITH ARROW IN DIRECTION OF BATTER) ALL PILES ARE BATTERED 3:12

NOTES

1. FOR WORK POINT COORDINATES AND LOCATIONS, SEE STAKE-OUT PLAN SHEETS 16 - 18.
2. FOR FOUNDATION NOTES, SEE GENERAL NOTES SHEETS 6 - 8.
3. FOR CONSTRUCTION STAGING, SEE SHEETS 11 - 13.
4. DIMENSIONS ARE GIVEN ALONG OUTSIDE EDGE OF FOOTING.
5. FOR REINFORCEMENT BAR SCHEDULE, SEE SHEET 74.
6. FOR MICROPILE DETAILS, SEE SHEET 121.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
NB PIER 5 FOOTING PLAN

COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL — ALEXANDER LEE SCHMIDT — ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 71 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

Stantec
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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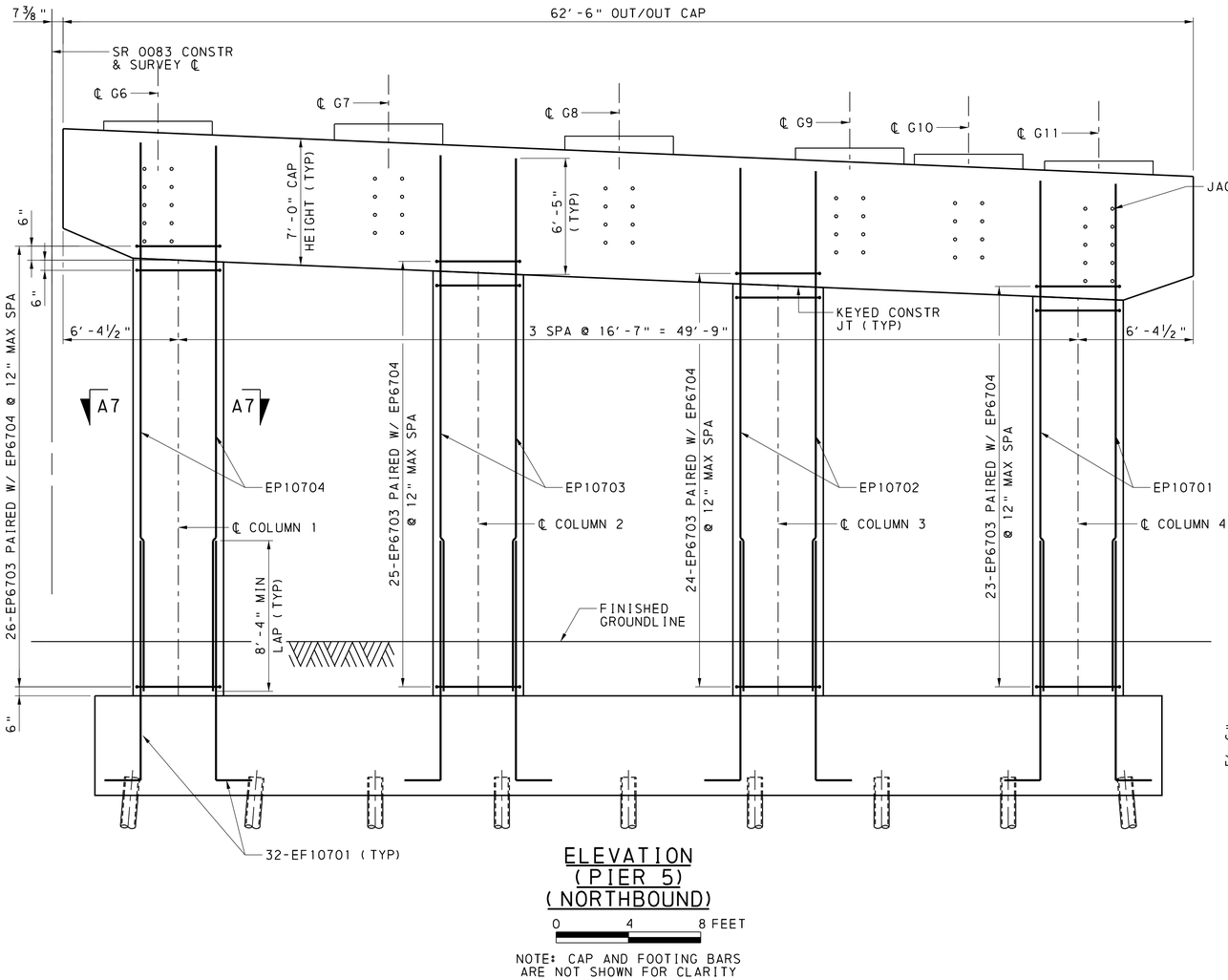
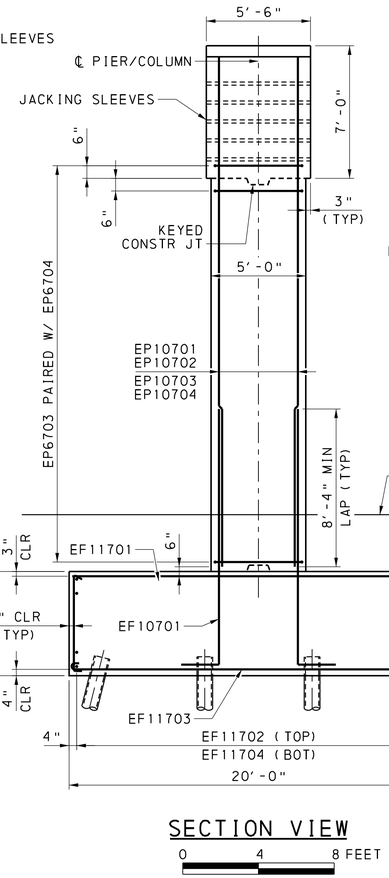


ELEVATION (PIER 5) (NORTHBOUND)

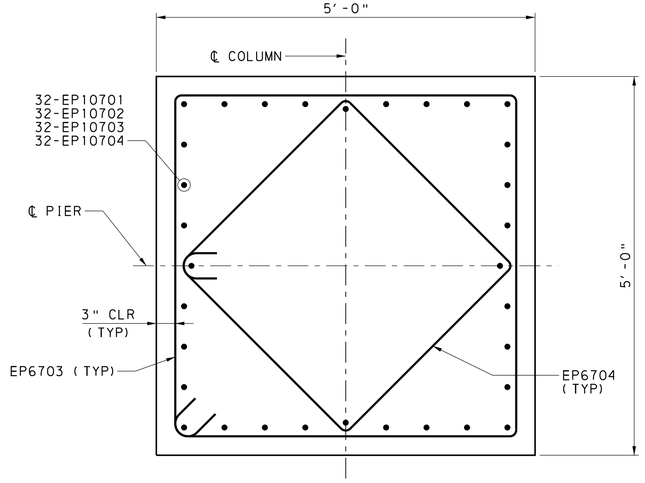
0 4 8 FEET

NOTE: CAP AND FOOTING BARS ARE NOT SHOWN FOR CLARITY



SECTION VIEW

0 4 8 FEET



SECTION A7-A7

0 1 2 FEET

NOTE

1. FOR DETAILS OF KEYED CONSTRUCTION JOINT, SEE BC-735M.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
NB PIER 5 COLUMN DETAILS

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 72 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

Stantec
1/9/2026
WORKSPACE: DOT 2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713\1442\1.100 Records\13.0 CADD\13.2 Structures\BR_ID05\1442_ID05_3.10_PR.dgn
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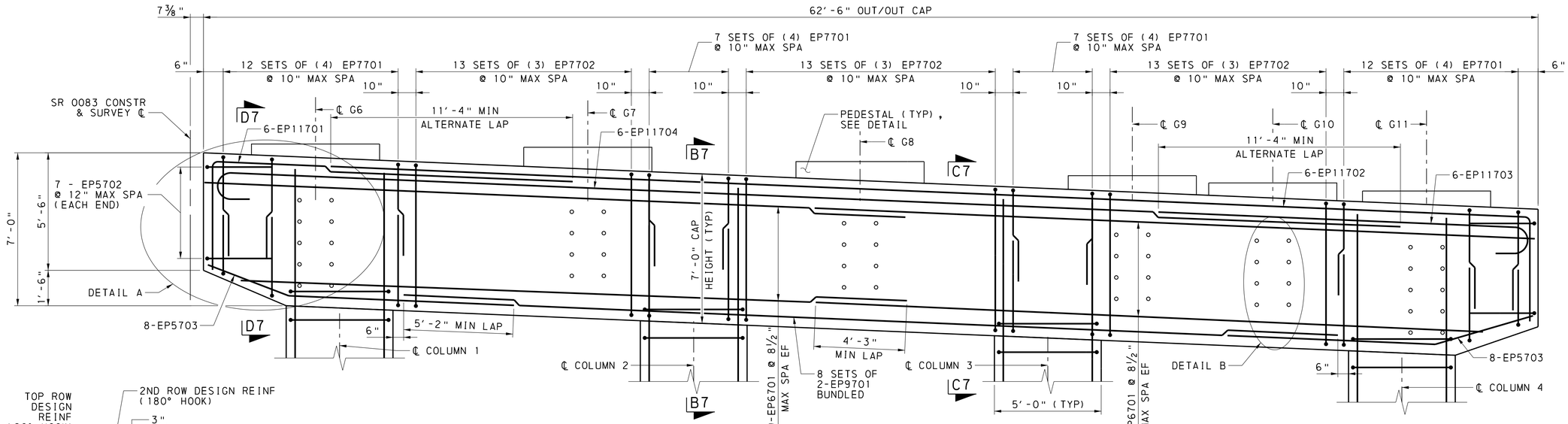
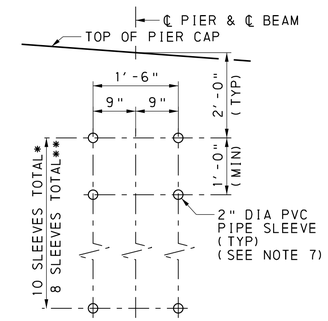
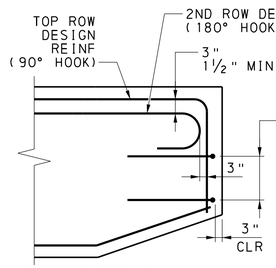




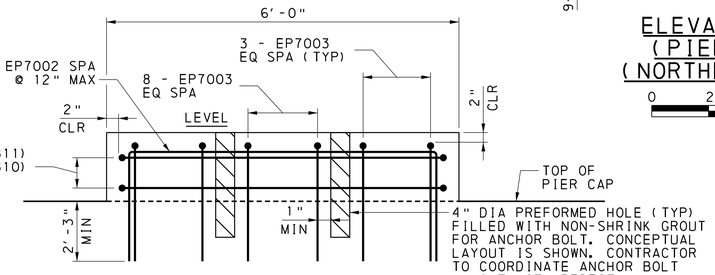
DETAIL B
NOT TO SCALE

* GIRDERS G6 AND G11
** GIRDERS G7 THRU G10

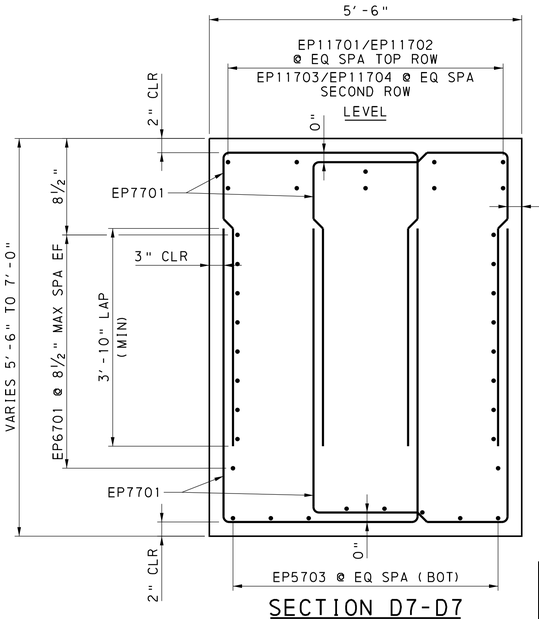


DETAIL A
NOT TO SCALE

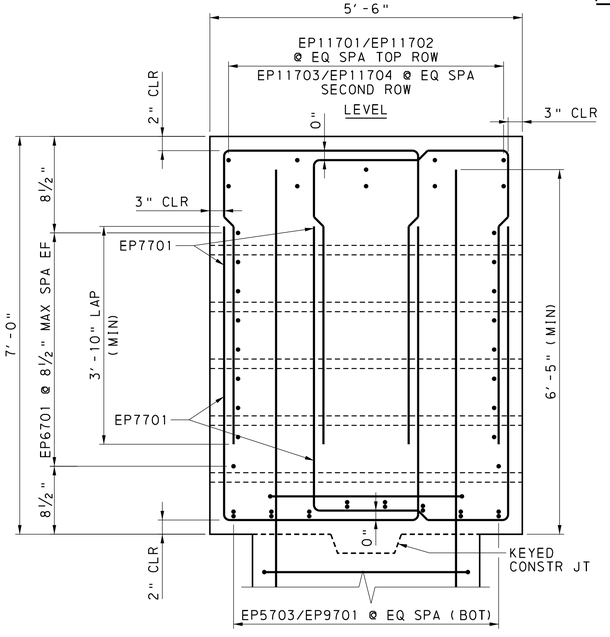
ELEVATION (PIER 5) (NORTHBOUND)
0 2 4 FEET



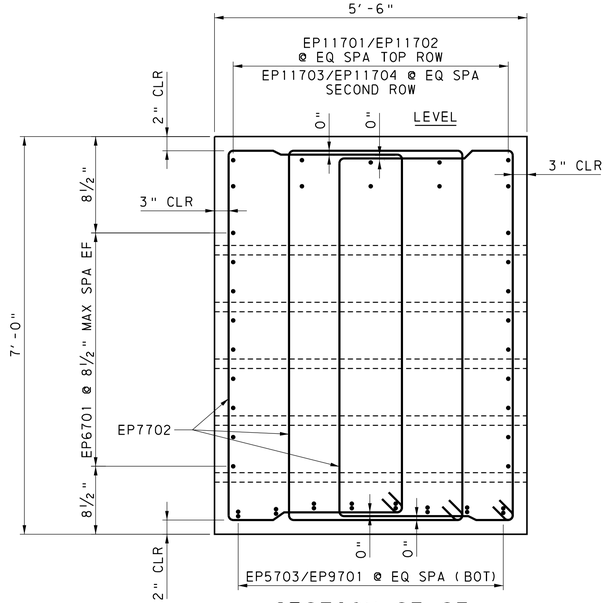
PEDESTAL ELEVATION
NOT TO SCALE



SECTION D7-D7
0 1 2 FEET



SECTION B7-B7
0 1 2 FEET



SECTION C7-C7
0 1 2 FEET

NOTES

1. FOR GENERAL NOTES, SEE SHEETS 6 TO 8.
2. FOR NORTHBOUND PIER 5 GEOMETRY, SEE SHEET 70.
3. FOR NORTHBOUND PIER 5 FOOTING PLAN DETAILS, SEE SHEET 71.
4. FOR NORTHBOUND PIER 5 COLUMNS DETAILS, SEE SHEET 72.
5. FOR REINFORCEMENT BAR SCHEDULE, SEE SHEET 74.
6. FOR DETAILS OF KEYED CONSTRUCTION JOINT, SEE BC-735M.
7. SLEEVES TO BE 2" I.D. PVC SLEEVES. PLACE SLEEVES LEVEL. PLACE SLEEVES TO CLEAR REINFORCEMENT. DO NOT CUT REINFORCEMENT BARS. INSTALL THREADED PLUG AT EACH END OF SLEEVE. SLEEVES ARE INCIDENTAL TO CLASS A CEMENT CONCRETE.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
NB PIER 5 CAP DETAILS

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 73 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

Stantec
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713142\1_100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_3.10_PR.dgn
DOT_2015
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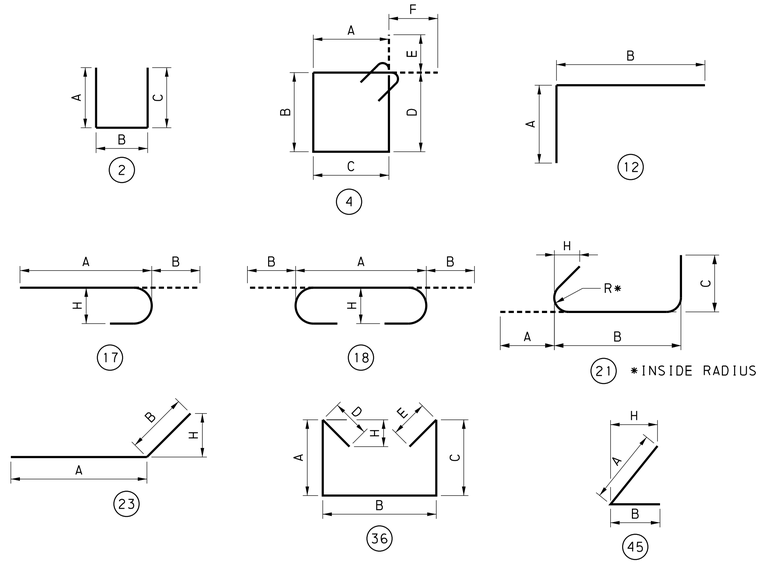
REINFORCEMENT BAR SCHEDULE - SUBSTRUCTURE

MARK	SIZE	NO	LENGTH	TYPE	A	B	C	D	E	F	G	H	J	K	R	REMARKS
NB PIER 5 FOOTING																
EF4701	4	96	5′-8½"	21	4½"	4′-11"	5"					3"			1"	
EF6701	6	12	58′-8"	STR												
EF6702	6	12	19′-8"	STR												
EF10701	10	128	15′-2"	12	1′-10"	13′-4"										
EF11701	11	68	19′-8"	STR												
EF11702	11	24	58′-8"	STR												
EF11703	11	71	22′-6"	18	19′-4"	1′-7"						1′-2¾"				
EF11704	11	25	61′-6"	18	58′-4"	1′-7"						1′-2¾"				
NB PIER 5 STEM AND CAP																
EP4003	4	10	22′-2"	4	5′-2"	5′-8"	5′-2"	5′-8"	3"	3"						
EP5702	5	14	6′-5⅞"	2	10"	4′-10"	10"									
EP5703	5	14	13′-8"	23	9′-8"	4′-0"						1′-5⅜"				
EP6701	6	36	33′-2"	STR												
EP6703	6	98	19′-4"	4	4′-6"	4′-6"	4′-6"	4′-6"	8"	8"						
EP6704	6	98	14′-0½"	4	3′-2⅛"	3′-2⅛"	3′-2⅛"	3′-2⅛"	8"	8"						
EP7003	7	84	12′-1"	2	3′-6"	5′-1"	3′-6"									
EP7002	7	72	12′-7"	2	3′-6"	5′-7"	3′-6"									
EP7701	7	152	13′-11"	2	5′-3"	3′-5"	5′-3"									
EP7702	7	117	21′-8"	4	3′-0"	6′-8"	3′-0"	6′-8"	1′-2"	1′-2"						
EP9701	9	16	43′-9"	STR												
EP10701	10	32	28′-3"	STR												
EP10702	10	32	29′-1"	STR												
EP10703	10	32	29′-11"	STR												
EP10704	10	32	30′-7"	STR												
EP11701	11	6	22′-5"	12	5′-3"	17′-2"										
EP11702	11	6	55′-10"	12	5′-3"	50′-7"										
EP11703	11	6	18′-9"	17	17′-2"	1′-7"						1′-2¾"				
EP11704	11	6	52′-2"	17	50′-7"	1′-7"						1′-2¾"				



REINFORCEMENT BAR NOTES:

1. "E" IN BAR MARK INDICATES EPOXY COATED BARS.
2. ALL DIMENSIONS ARE OUT-TO-OUT OF BAR EXCEPT "A" AND "C" ON STANDARD 135° AND 180° HOOKS, AND "R" WHICH IS SHOWN TO THE INSIDE OF THE BAR.
3. FOR REINFORCEMENT BAR FABRICATION DETAILS, REFER TO STANDARD DRAWING BC-736M.
4. FIGURES IN CIRCLES SHOW BAR TYPES.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
NB PIER 5 REINFORCEMENT SCHEDULE

COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL — ALEXANDER LEE SCHMIDT — ENGINEER — PE088878

RECOMMENDED 2026.02.06

SHEET 74 OF 291

S-39605

DES: KJR | DWG: KJR | CHK: ALS

DOT_2015
1442_STR_B_Black_Color_249-254.tbl
DOT_ANSI_D_PDF.plt

Stantec
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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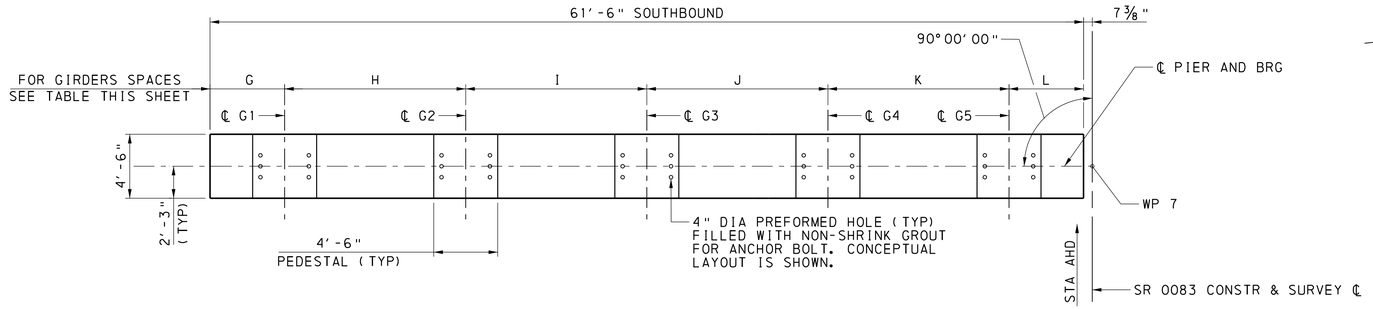
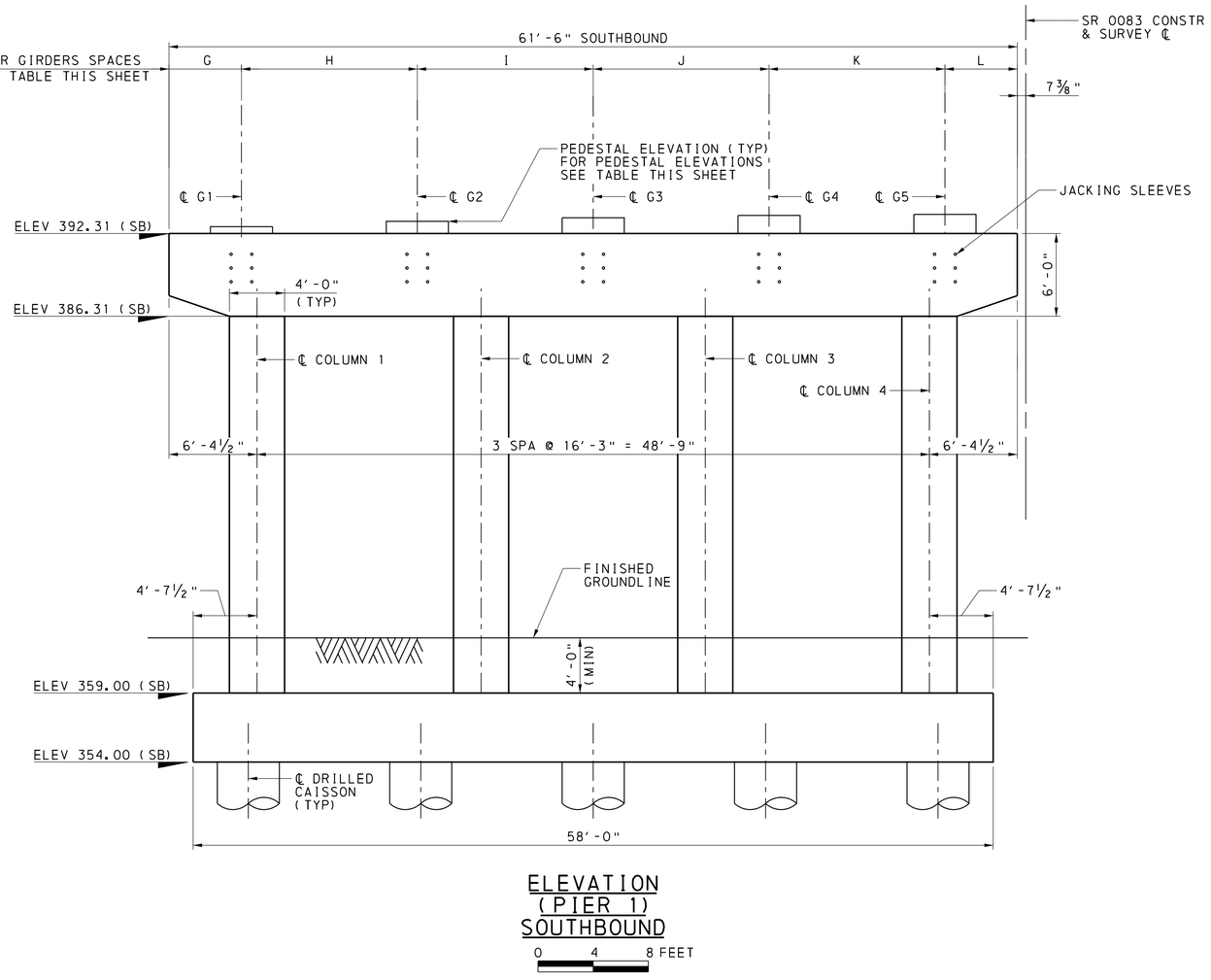


PLAN (PIER 1) (SOUTHBOUND)

(COLUMNS NOT SHOWN FOR CLARITY)

0 4 8 FEET



ELEVATION (PIER 1) SOUTHBOUND

0 4 8 FEET

PEDESTAL ELEVATIONS					
LOCATION	SOUTHBOUND				
GIRDER	G1	G2	G3	G4	G5
PIER 1	392.81	393.19	393.45	393.70	393.55

NOTE:

PEDESTAL ELEVATIONS ARE BASED ON AN ASSUMED BEARING ASSEMBLY HEIGHT. SEE BEARING DETAIL SHEETS FOR ASSUMED HEIGHTS. CONTRACTOR SHALL REVISE PEDESTAL ELEVATIONS AND ADJUST REINFORCEMENT AS NEEDED BASED ON DESIGNED BEARING ASSEMBLY HEIGHTS AFTER SHOP DRAWING APPROVAL.

GIRDER SPACES						
SOUTHBOUND						
SPA	G	H	I	J	K	L
PIER 1	5′-3"	12′-9"	12′-9"	12′-9"	12′-9"	5′-3"

NOTES

1. FOR SB PIER 1 DETAILS AND REINFORCEMENT BAR SCHEDULE, SEE SHEETS 86 TO 89.
2. FOR STAKE-OUT PLAN, SEE SHEETS 16 TO 18.
3. FOR FRAMING PLAN, SEE SHEETS 122 TO 138.
4. FOR ADDITIONAL FOUNDATION ELEVATIONS SEE FOUNDATION NOTES ON SHEET 8.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SB PIER 1 GEOMETRY

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 85 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI D_PDF.plt

Stantec
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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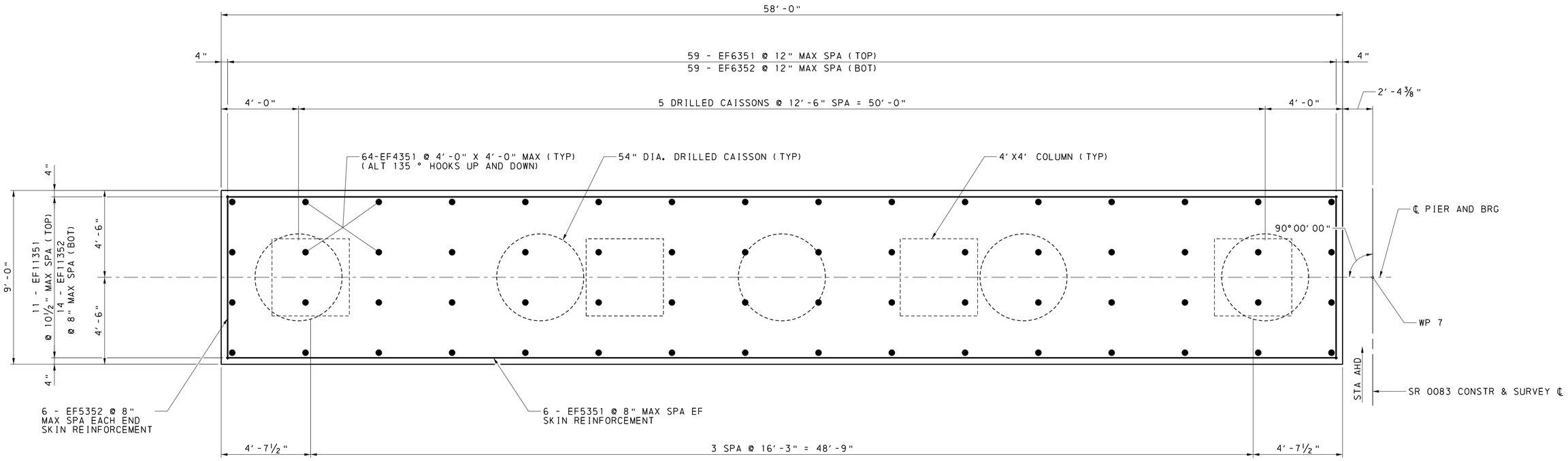

PIER 1 (SOUTHBOUND)
FOOTING PLAN

0 2 4 FEET

NOTES

1. FOR WORK POINT COORDINATES AND LOCATIONS, SEE STAKE-OUT PLAN SHEETS 16 - 18.
2. FOR FOUNDATION NOTES, SEE GENERAL NOTES SHEETS 6 - 8.
3. FOR CONSTRUCTION STAGING, SEE SHEETS 11 - 13.
4. DIMENSIONS ARE GIVEN ALONG OUTSIDE EDGE OF FOOTING.
5. FOR REINFORCEMENT BAR SCHEDULE, SEE SHEET 89.
6. FOR DRILLED CAISSON DETAILS, SEE SHEET 120.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SB PIER 1 FOOTING PLAN

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER PE081878

RECOMMENDED 2026.02.06

SHEET 86 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

Stantec
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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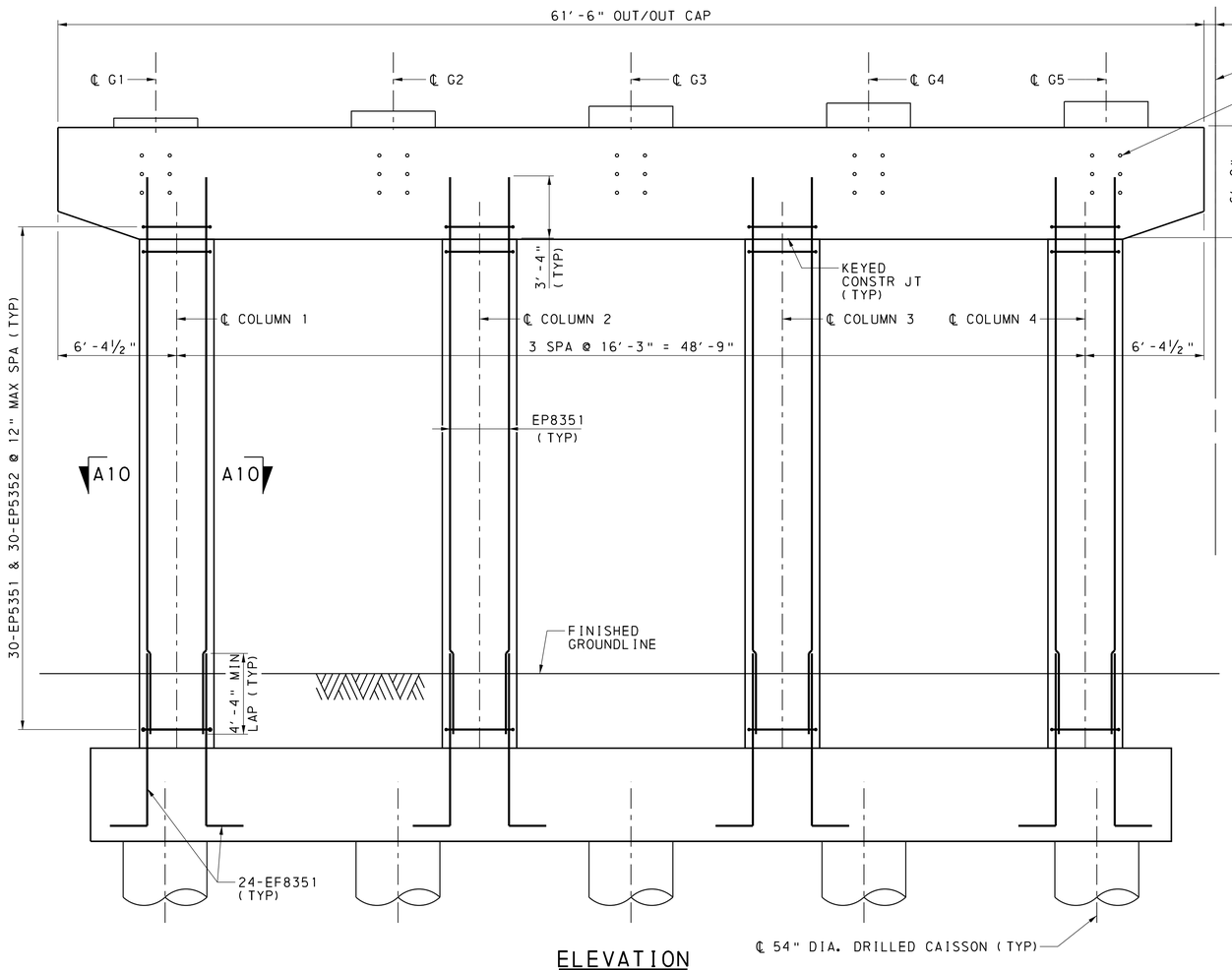
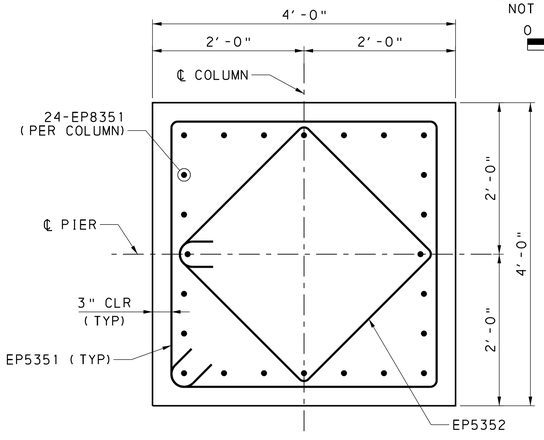


ELEVATION (PIER 1) (SOUTHBOUND)

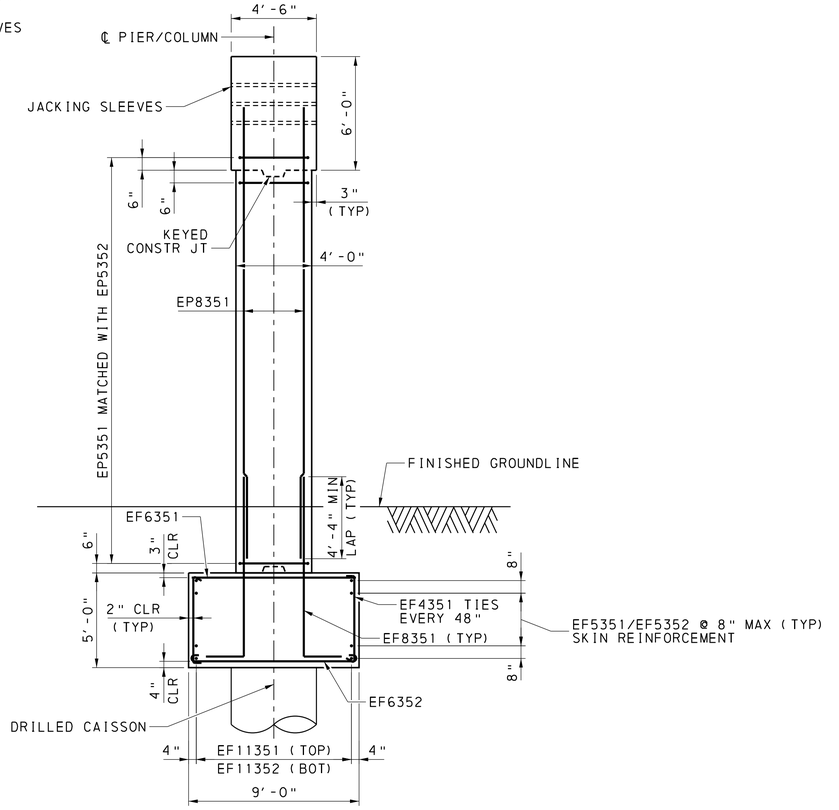
CAP AND FOOTING BARS ARE NOT SHOWN FOR CLARITY

0 4 8 FEET



SECTION A10-A10

0 1 2 FEET



SECTION VIEW

0 4 8 FEET

NOTE

1. FOR DETAILS OF KEYED CONSTRUCTION JOINT, SEE BC-735M.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789

BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SB PIER 1 COLUMN DETAILS

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 87 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI_D_PDF.plt

1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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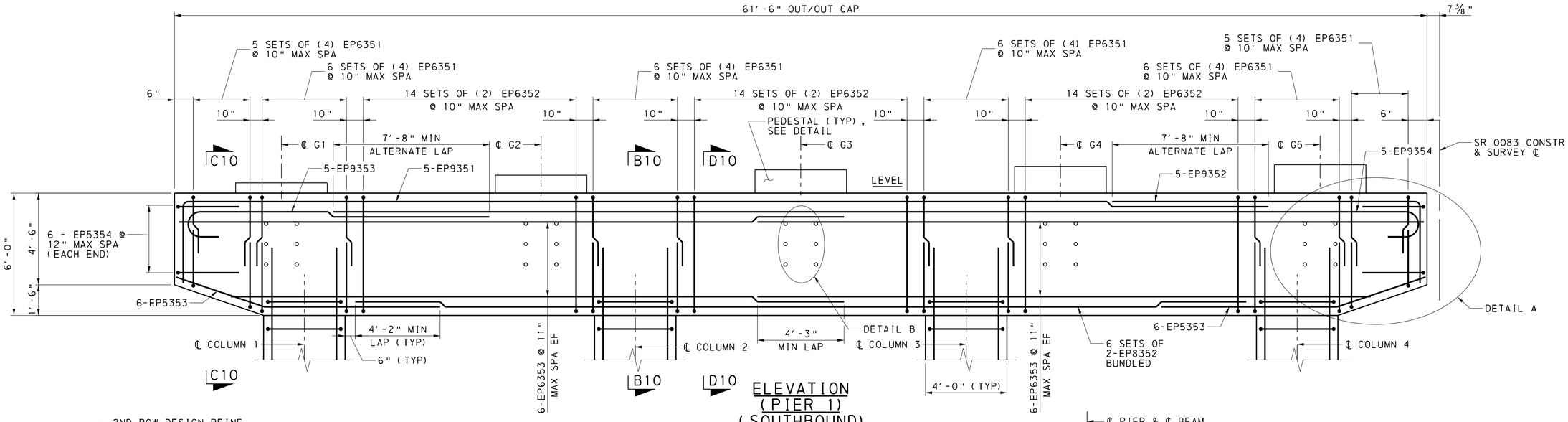
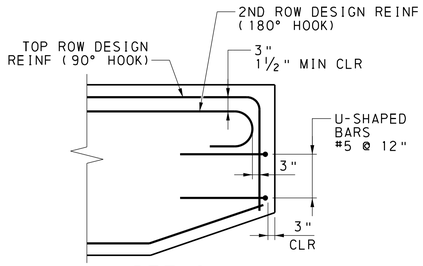
Stantec



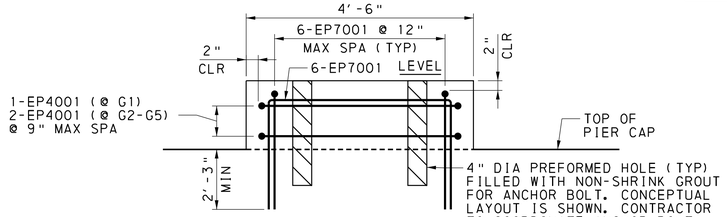
ELEVATION (PIER 1) (SOUTHBOUND)

0 2 4 FEET



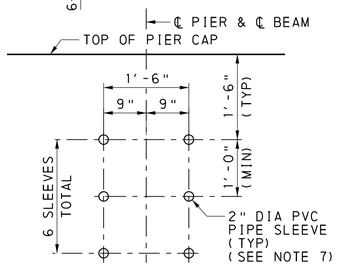
DETAIL A

NOT TO SCALE



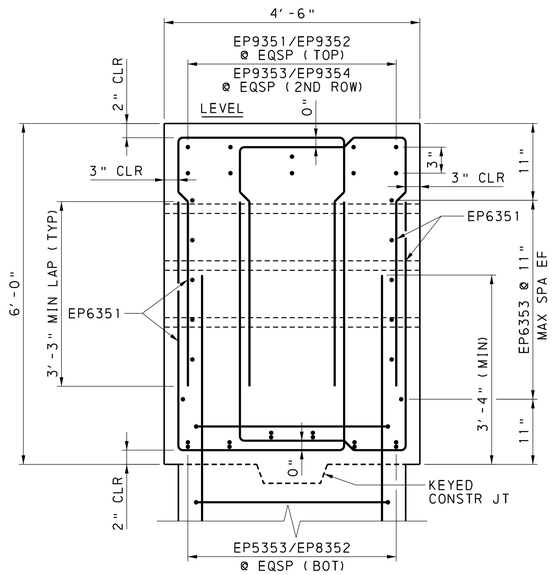
PEDESTAL ELEVATION

NOT TO SCALE



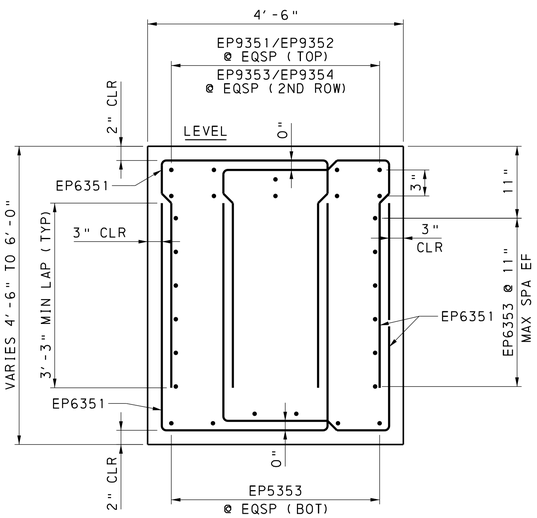
DETAIL B

NOT TO SCALE



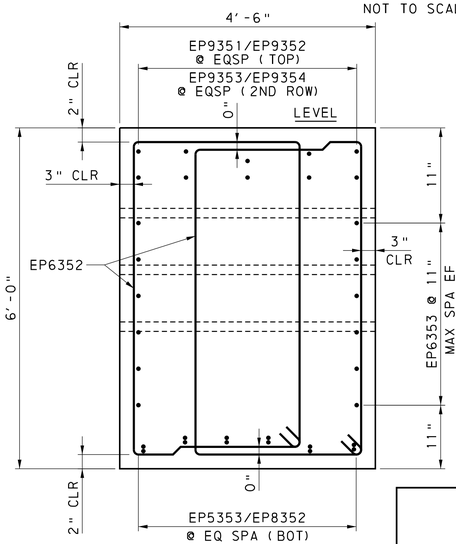
SECTION B10-B10

0 1 2 FEET



SECTION C10-C10

0 1 2 FEET



SECTION D10-D10

0 1 2 FEET

NOTES

1. FOR GENERAL NOTES, SEE SHEETS 6 TO 8.
2. FOR SOUTHBOUND PIER 1 GEOMETRY, SEE SHEET 85.
3. FOR SOUTHBOUND PIER 1 FOOTING PLAN DETAILS, SEE SHEET 86.
4. FOR SOUTHBOUND PIER 1 COLUMNS DETAILS, SEE SHEET 87.
5. FOR REINFORCEMENT BAR SCHEDULE, SEE SHEET 89.
6. FOR DETAILS OF KEYED CONSTRUCTION JOINT, SEE BC-735M.
7. SLEEVES TO BE 2" I.D. PVC SLEEVES. PLACE SLEEVES LEVEL. PLACE SLEEVES TO CLEAR REINFORCEMENT. DO NOT CUT REINFORCEMENT BARS. INSTALL THREADED PLUG AT EACH END OF SLEEVE. SLEEVES ARE INCIDENTAL TO CLASS A CEMENT CONCRETE.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SB PIER 1 CAP DETAILS

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 88 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

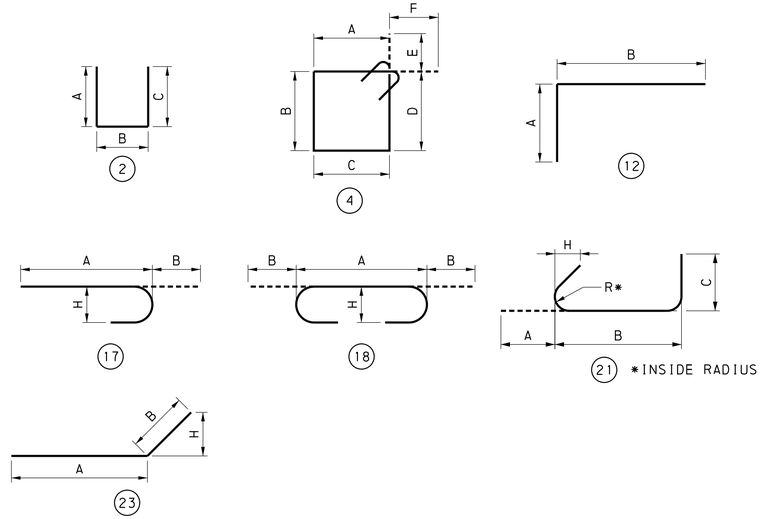
Stantec

1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713442\1.100 Records\13.0 CADD\13.2 Structures\BR_ID05\1442_ID05_3_10_PR.dgn

DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI_D_PDF.plt

REINFORCEMENT BAR SCHEDULE - SUBSTRUCTURE

MARK	SIZE	NO	LENGTH	TYPE	A	B	C	D	E	F	G	H	J	K	R	REMARKS
SB PIER 1 FOOTING																
EF4351	4	64	5'-2½"	21	4½"	4'-5"	5"					3"			1"	
EF5351	5	12	57'-6"	STR												
EF5352	5	12	8'-6"	STR												
EF6351	6	59	8'-6"	STR												
EF6352	6	59	9'-10"	18	8'-6"	8"						6"				
EF8351	8	96	10'-5"	12	1'-4"	9'-1"										
EF11351	11	11	57'-6"	STR												
EF11352	11	14	60'-8"	18	57'-6"	1'-7"						1'-2¾"				
SB PIER 1 STEM AND CAP																
EP4001	4	9	17'-5"	4	4'-2"	4'-2"	4'-2"	4'-2"	4½"	4½"						
EP5351	5	120	14'-11"	4	3'-6"	3'-6"	3'-6"	3'-6"	5½"	5½"						
EP5352	5	120	10'-10"	4	2'-5¾"	2'-5¾"	2'-5¾"	2'-5¾"	5½"	5½"						
EP5353	5	12	13'-0½"	23	8'-8"	4'-4½"						1'-4"				
EP5354	5	12	5'-5⅞"	2	10"	3'-10"	10"									
EP6351	6	160	12'-0"	2	4'-6"	3'-0"	4'-6"									
EP6352	6	84	18'-1"	4	3'-0"	5'-8"	3'-0"	5'-8"	4½"	4½"						
EP6353	6	24	32'-8"	STR												
EP7001	7	60	11'-1"	2	3'-6"	4'-1"	3'-6"									
EP8351	8	96	30'-8"	STR												
EP8352	8	12	43'-9"	STR												
EP9351	9	5	57'-9½"	12	4'-3"	53'-6½"										
EP9352	9	5	19'-6½"	12	4'-3"	15'-3½"										
EP9353	9	5	16'-6½"	17	15'-3½"	1'-3"						11¾"				
EP9354	9	5	54'-9½"	17	53'-6½"	1'-3"						11¾"				



REINFORCEMENT BAR NOTES:

1. "E" IN BAR MARK INDICATES EPOXY COATED BARS.
2. ALL DIMENSIONS ARE OUT-TO-OUT OF BAR EXCEPT "A" AND "C" ON STANDARD 135° AND 180° HOOKS, AND "R" WHICH IS SHOWN TO THE INSIDE OF THE BAR.
3. FOR REINFORCEMENT BAR FABRICATION DETAILS, REFER TO STANDARD DRAWING BC-736M.
4. FIGURES IN CIRCLES SHOW BAR TYPES.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SB PIER 1 REINFORCEMENT SCHEDULE

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088178

RECOMMENDED 2026.02.06

SHEET 89 OF 291

S-39605

DES: KJR | DWG: KJR | CHK: ALS

Stantec
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\ua0536-ppfss01\shared_projects\202713142\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_3.10_PR.dgn

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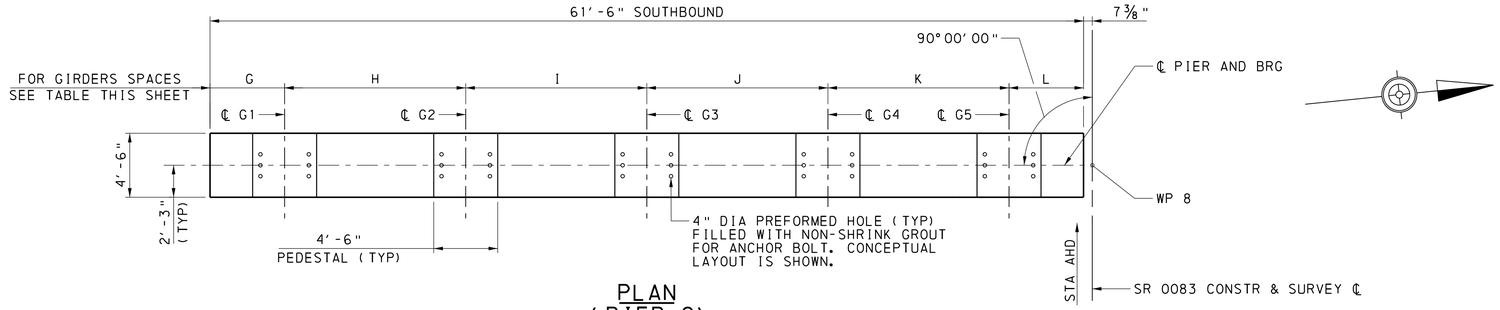
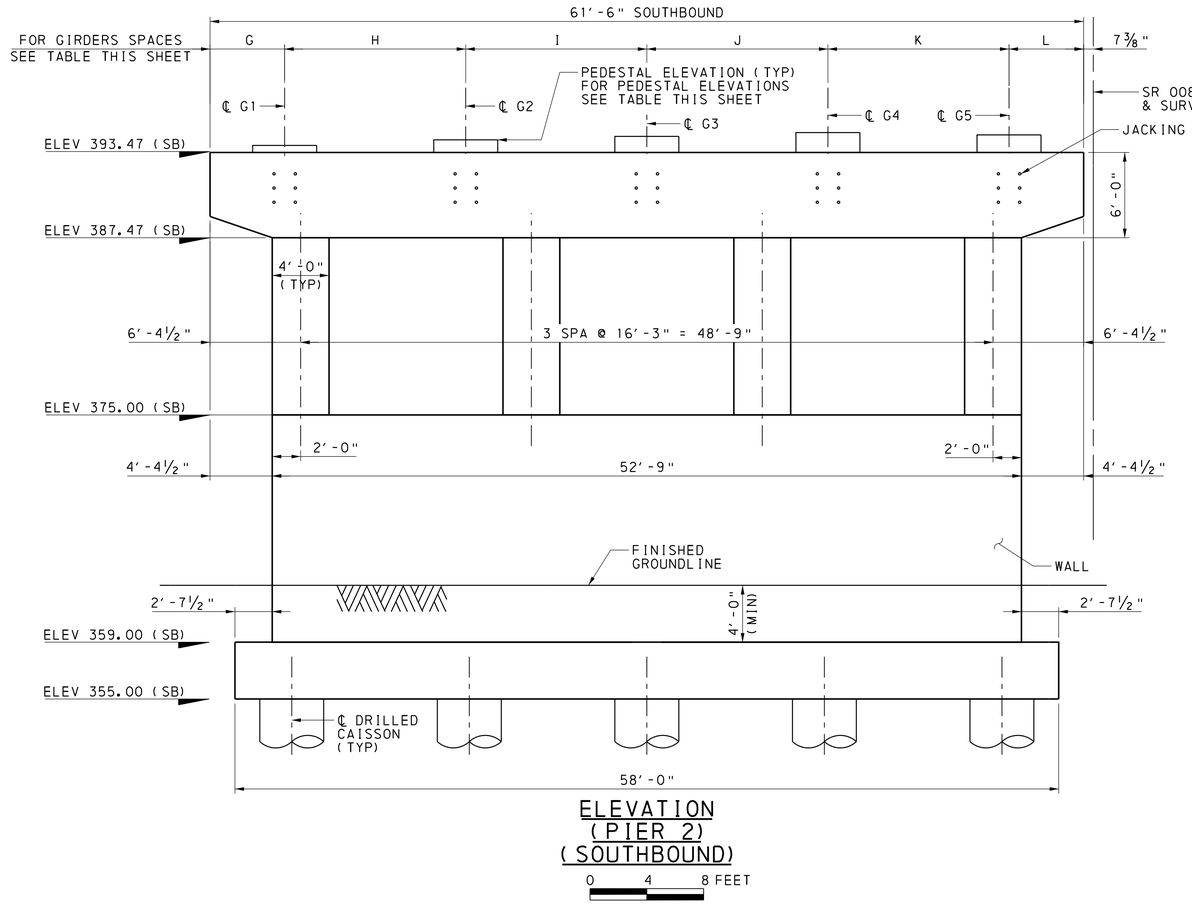


PLAN (PIER 2) (SOUTHBOUND)

(COLUMNS NOT SHOWN FOR CLARITY)

0 4 8 FEET



ELEVATION (PIER 2) (SOUTHBOUND)

0 4 8 FEET

PEDESTAL ELEVATIONS

LOCATION	SOUTHBOUND				
GIRDER	G1	G2	G3	G4	G5
PIER 2	393.97	394.36	394.61	394.87	394.71

NOTE:

PEDESTAL ELEVATIONS ARE BASED ON AN ASSUMED BEARING ASSEMBLY HEIGHT. SEE BEARING DETAIL SHEETS FOR ASSUMED HEIGHTS. CONTRACTOR SHALL REVISE PEDESTAL ELEVATIONS AND ADJUST REINFORCEMENT AS NEEDED BASED ON DESIGNED BEARING ASSEMBLY HEIGHTS AFTER SHOP DRAWING APPROVAL.

GIRDER SPACES

	SOUTHBOUND					
SPA	G	H	I	J	K	L
PIER 2	5′-3"	12′-9"	12′-9"	12′-9"	12′-9"	5′-3"

NOTES

1. FOR SB PIER 2 DETAILS AND REINFORCEMENT BAR SCHEDULE, SEE SHEETS 91 TO 94.
2. FOR STAKE-OUT PLAN, SEE SHEETS 16 TO 18.
3. FOR FRAMING PLAN, SEE SHEETS 122 TO 138.
4. FOR ADDITIONAL FOUNDATION ELEVATIONS SEE FOUNDATION NOTES ON SHEET 8.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SB PIER 2 GEOMETRY

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 90 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

Stantec

DOT_2015
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1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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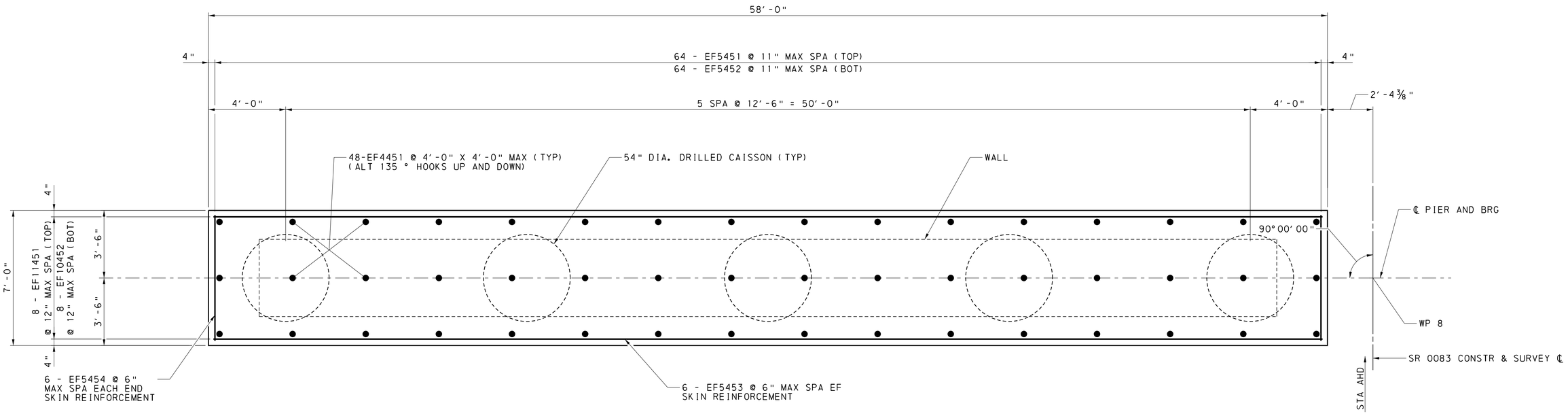

PIER 2 (SOUTHBOUND)
FOOTING AND PILE LAYOUT PLAN

0 2 4 FEET

NOTES

1. FOR WORK POINT COORDINATES AND LOCATIONS, SEE STAKE-OUT PLAN SHEETS 16 - 18.
2. FOR FOUNDATION NOTES, SEE GENERAL NOTES SHEETS 6 - 8.
3. FOR CONSTRUCTION STAGING, SEE SHEETS 11 - 13.
4. DIMENSIONS ARE GIVEN ALONG OUTSIDE EDGE OF FOOTING.
5. FOR REINFORCEMENT BAR SCHEDULE, SEE SHEET 94.
6. FOR DRILLED CAISSON DETAILS, SEE SHEET 120.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SB PIER 2 FOOTING PLAN

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
ALEXANDER LEE SCHMIDT
ENGINEER NO. PE086878

RECOMMENDED 2026.02.06

SHEET 91 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

Stantec
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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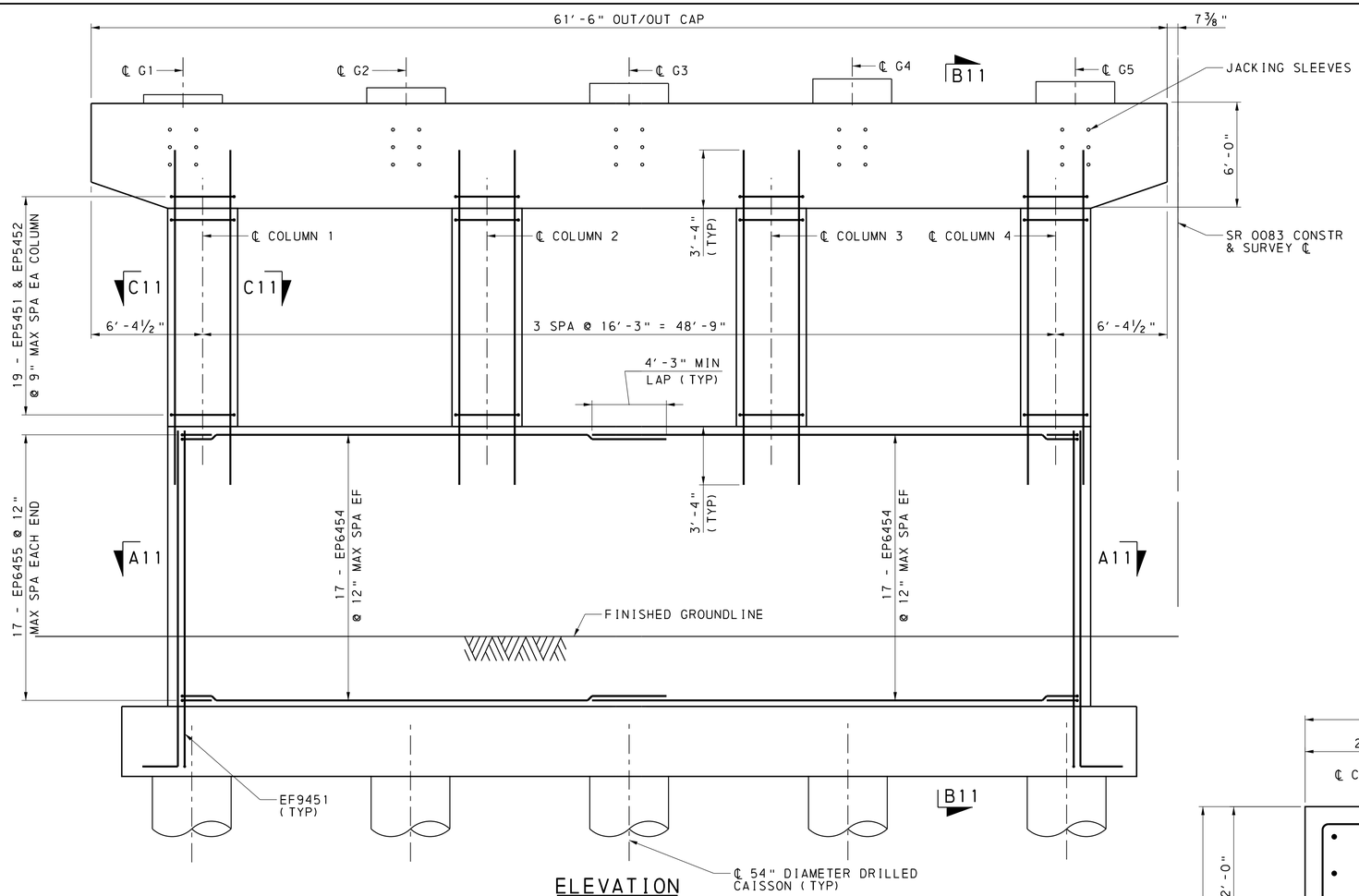
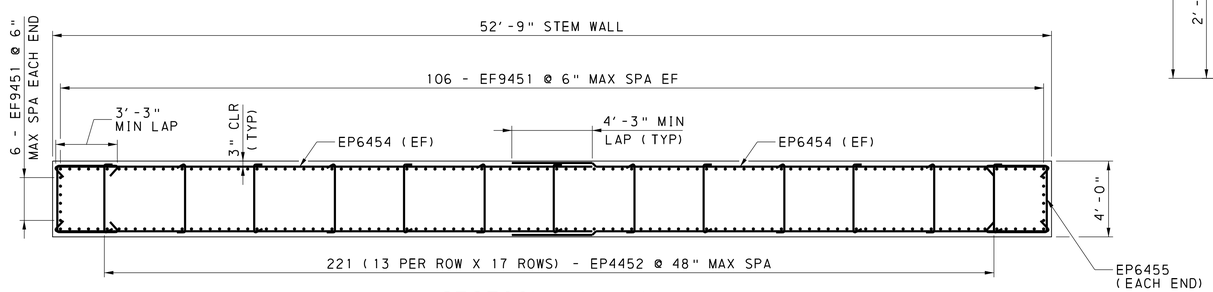


ELEVATION (PIER 2) (SOUTHBOUND)

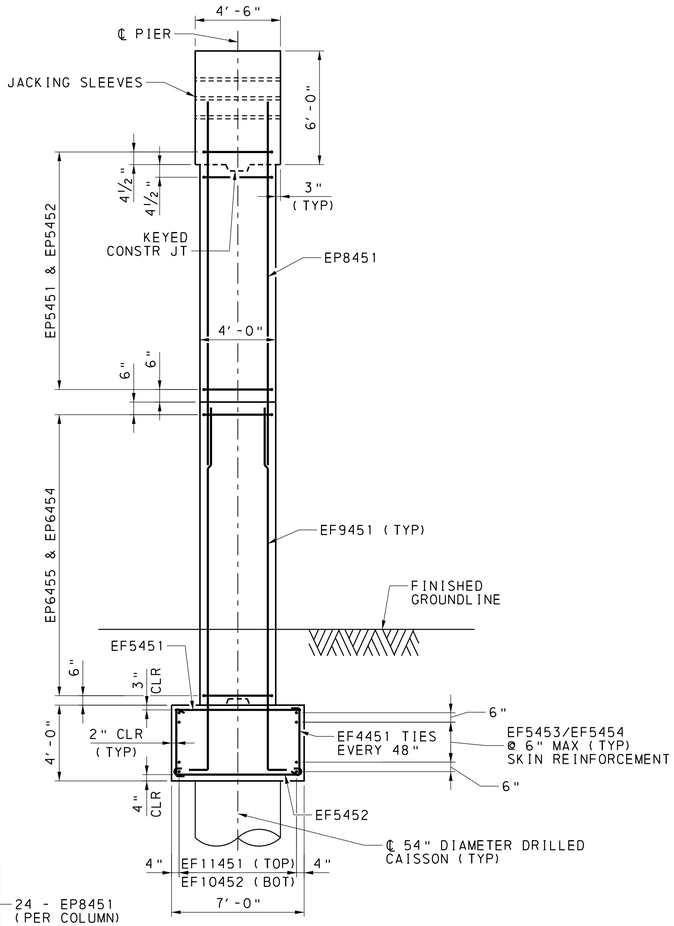
0 4 8 FEET

CAP AND FOOTING BARS ARE NOT SHOWN FOR CLARITY



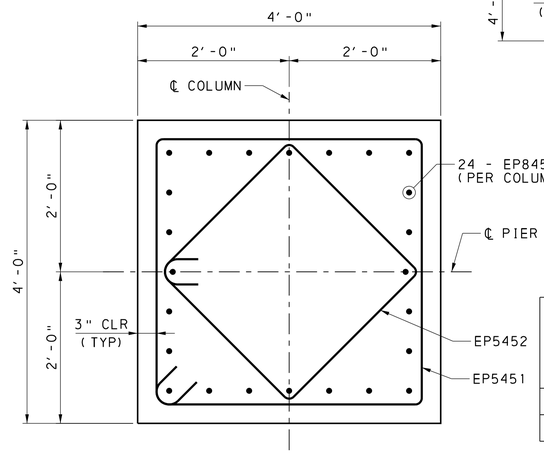
SECTION A11-A11

0 4 8 FEET



SECTION B11-B11

0 4 8 FEET



SECTION C11-C11

0 1 2 FEET

NOTE

1. FOR DETAILS OF KEYED CONSTRUCTION JOINT, SEE BC-735M.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SB PIER 2 COLUMN DETAILS

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 92 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

Stantec 1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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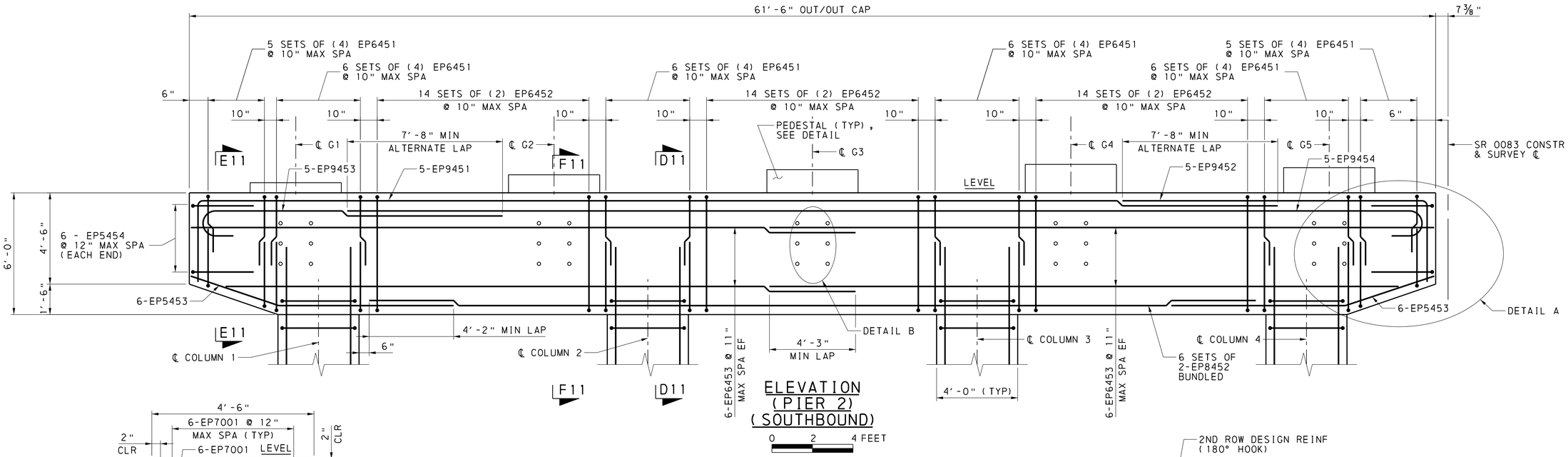
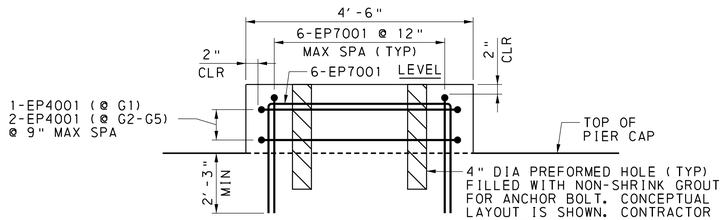


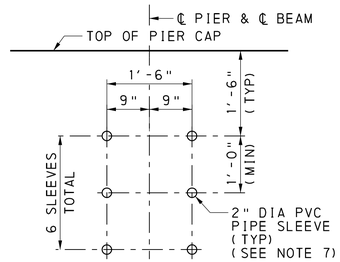
ELEVATION (PIER 2) (SOUTHBOUND)

0 2 4 FEET



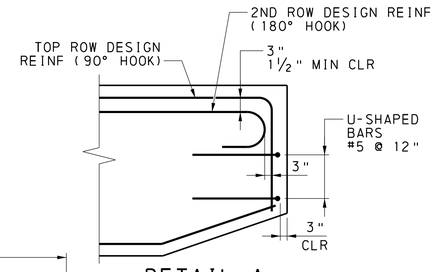
PEDESTAL ELEVATION

NOT TO SCALE



DETAIL B

NOT TO SCALE

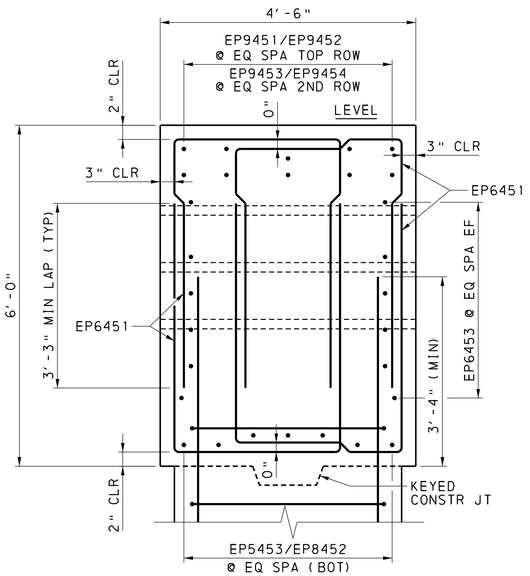


DETAIL A

NOT TO SCALE

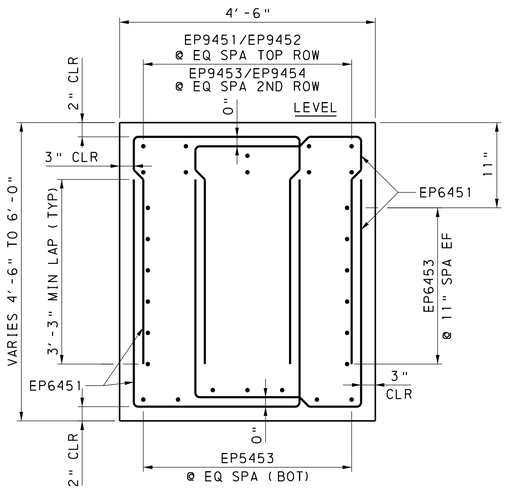
NOTES

1. FOR GENERAL NOTES, SEE SHEETS 6 TO 89.
2. FOR SOUTHBOUND PIER 2 GEOMETRY, SEE SHEET 90.
3. FOR SOUTHBOUND PIER 2 FOOTING PLAN DETAILS, SEE SHEET 91.
4. FOR SOUTHBOUND PIER 2 COLUMNS DETAILS, SEE SHEET 92.
5. FOR REINFORCEMENT BAR SCHEDULE, SEE SHEET 94.
6. FOR DETAILS OF KEYED CONSTRUCTION JOINT, SEE BC-735M.
7. SLEEVES TO BE 2" I.D. PVC SLEEVES. PLACE SLEEVES LEVEL. PLACE SLEEVES TO CLEAR REINFORCEMENT. DO NOT CUT REINFORCEMENT BARS. INSTALL THREADED PLUG AT EACH END OF SLEEVE. SLEEVES ARE INCIDENTAL TO CLASS A CEMENT CONCRETE.



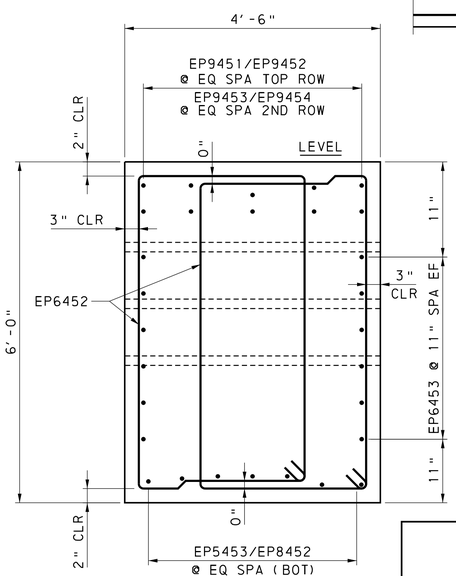
SECTION D11-D11

0 1 2 FEET



SECTION E11-E11

0 1 2 FEET



SECTION F11-F11

0 1 2 FEET

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE

SB PIER 2 CAP DETAILS

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 93 OF 291

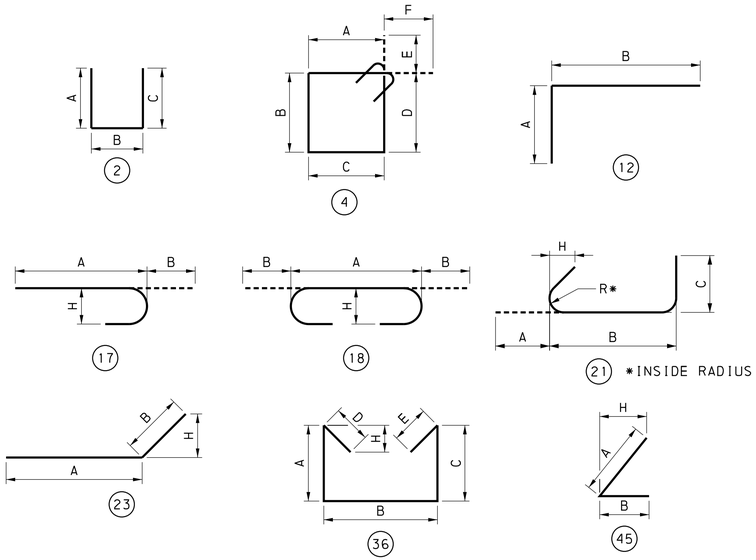
S-39605

DES: MPR | DWG: KJR | CHK: ALS

Stantec
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713442\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_3_10_PR.dgn

REINFORCEMENT BAR SCHEDULE - SUBSTRUCTURE

MARK	SIZE	NO	LENGTH	TYPE	A	B	C	D	E	F	G	H	J	K	R	REMARKS
SB PIER 2 FOOTING																
EF4451	4	48	4′-2½"	21	4½"	3′-5"	5"					3"			1"	
EF5451	5	64	6′-8"	STR												
EF5452	5	64	7′-10"	18	6′-8"	7"						5"				
EF5453	5	12	57′-6"	STR												
EF5454	5	12	6′-8"	STR												
EF9451	9	224	20′-10"	12	1′-7"	19′-3"										
EF10452	10	8	60′-4"	18	57′-6"	1′-5"						1′-2¾"				
EF11451	11	8	57′-6"	STR												
SB PIER 2 STEM AND CAP																
EP4001	4	9	17′-5"	4	4′-2"	4′-2"	4′-2"	4′-2"	4½"	4½"						
EP4452	4	221	4′-3½"	21	4½"	3′-6"	5"					3"			1"	
EP5451	5	76	14′-11"	4	3′-6"	3′-6"	3′-6"	3′-6"	5½"	5½"						
EP5452	5	76	10′-10"	4	2′-5¾"	2′-5¾"	2′-5¾"	2′-5¾"	5½"	5½"						
EP5453	5	12	13′-0½"	23	8′-8"	4′-4½"						1′-4"				
EP5454	5	12	5′-5⅞"	2	10"	3′-10"	10"									
EP6451	6	160	12′-0"	2	4′-6"	3′-0"	4′-6"									
EP6452	6	84	18′-8"	4	3′-0"	5′-8"	3′-0"	5′-8"	8"	8"						
EP6453	6	24	32′-8"	STR												
EP6454	6	68	28′-7½"	45	4½"	28′-3"						4½"				
EP6455	6	34	10′-9"	36	3′-3"	3′-6"	3′-3"	4½"	4½"			4½"				
EP7001	7	60	11′-1"	2	3′-6"	4′-1"	3′-6"									
EP8451	8	96	19′-3"	STR												
EP8452	8	12	43′-9"	STR												
EP9451	9	5	57′-9½"	12	4′-3"	53′-6½"										
EP9452	9	5	19′-6½"	12	4′-3"	15′-3½"										
EP9453	9	5	16′-6½"	17	15′-3½"	1′-3"						11¾"				
EP9454	9	5	54′-9½"	17	53′-6½"	1′-3"						11¾"				



REINFORCEMENT BAR NOTES:

1. "E" IN BAR MARK INDICATES EPOXY COATED BARS.
2. ALL DIMENSIONS ARE OUT-TO-OUT OF BAR EXCEPT "A" AND "C" ON STANDARD 135° AND 180° HOOKS, AND "R" WHICH IS SHOWN TO THE INSIDE OF THE BAR.
3. FOR REINFORCEMENT BAR FABRICATION DETAILS, REFER TO STANDARD DRAWING BC-736M.
4. FIGURES IN CIRCLES SHOW BAR TYPES.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SB PIER 2 REINFORCEMENT SCHEDULE

COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL — ALEXANDER LEE SCHMIDT — ENGINEER — PE088878

RECOMMENDED 2026.02.06

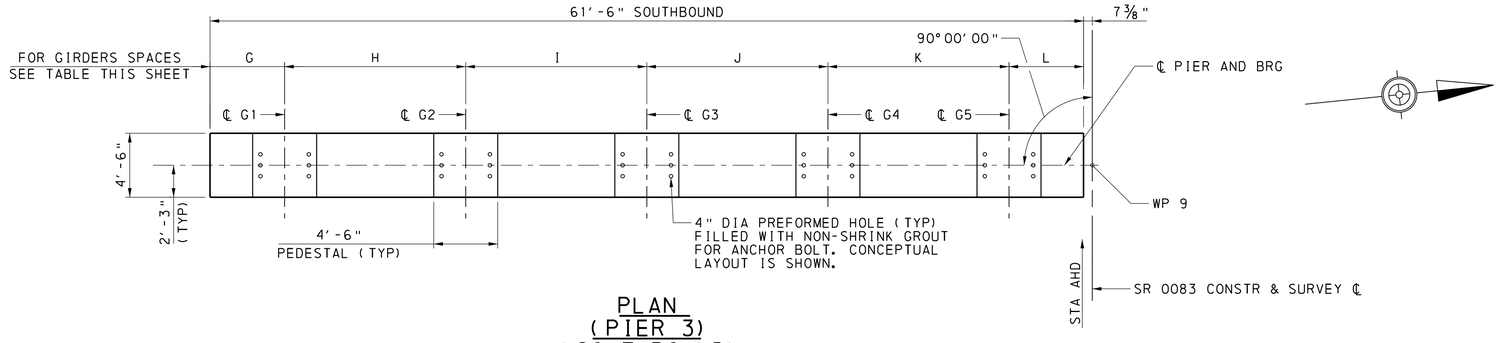
SHEET 94 OF 291

S-39605

DES: KJR | DWG: KJR | CHK: ALS

DOT_2015 1442_STR_B_Jack_Color_249-254.tbl DOT_ANSI_D_PDF.plt

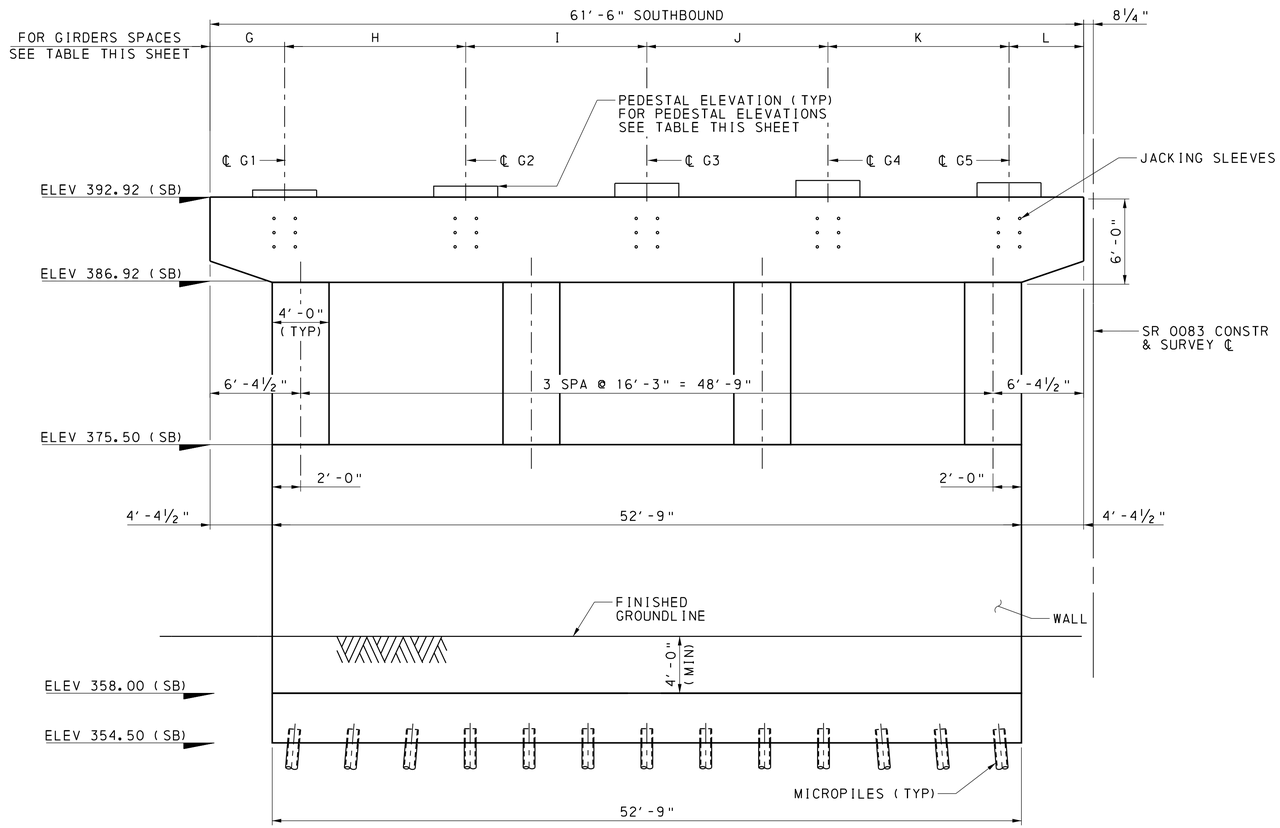
Stantec 1/9/2026 WORKSPACE: DOT_2015 (SURVEY FEET) \\us0536-ppfss01\shared_projects\202713142\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_3.10_PR.dgn



PLAN (PIER 3) (SOUTHBOUND)

(COLUMNS NOT SHOWN FOR CLARITY)

0 4 8 FEET



ELEVATION (PIER 3) (SOUTHBOUND)

0 4 8 FEET

PEDESTAL ELEVATIONS					
LOCATION	SOUTHBOUND				
GIRDER	G1	G2	G3	G4	G5
PIER 3	393.42	393.69	393.89	394.09	393.94

NOTE:

PEDESTAL ELEVATIONS ARE BASED ON AN ASSUMED BEARING ASSEMBLY HEIGHT. SEE BEARING DETAIL SHEETS FOR ASSUMED HEIGHTS. CONTRACTOR SHALL REVISE PEDESTAL ELEVATIONS AND ADJUST REINFORCEMENT AS NEEDED BASED ON DESIGNED BEARING ASSEMBLY HEIGHTS AFTER SHOP DRAWING APPROVAL.

GIRDER SPACES						
SOUTHBOUND						
SPA	G	H	I	J	K	L
PIER 3	5′-3"	12′-9"	12′-9"	12′-9"	12′-9"	5′-3"

NOTES

1. FOR SB PIER 3 DETAILS AND REINFORCEMENT BAR SCHEDULE, SEE SHEETS 96 - 99.
2. FOR STAKE-OUT PLAN SEE SHEETS 16 - 18.
3. FOR FRAMING PLANS, SEE SHEETS 123 - 138.
4. FOR ADDITIONAL FOUNDATION ELEVATIONS SEE FOUNDATION NOTES ON SHEET 8.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789

BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091

SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK

8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE

SB PIER 3 GEOMETRY

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
ALEXANDER LEE SCHMIDT
ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 95 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

Stantec

1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713144 2\1-100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_3.10_PR.dgn

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DOT_2015
1442_STR_Black_Color_249-254.tbl
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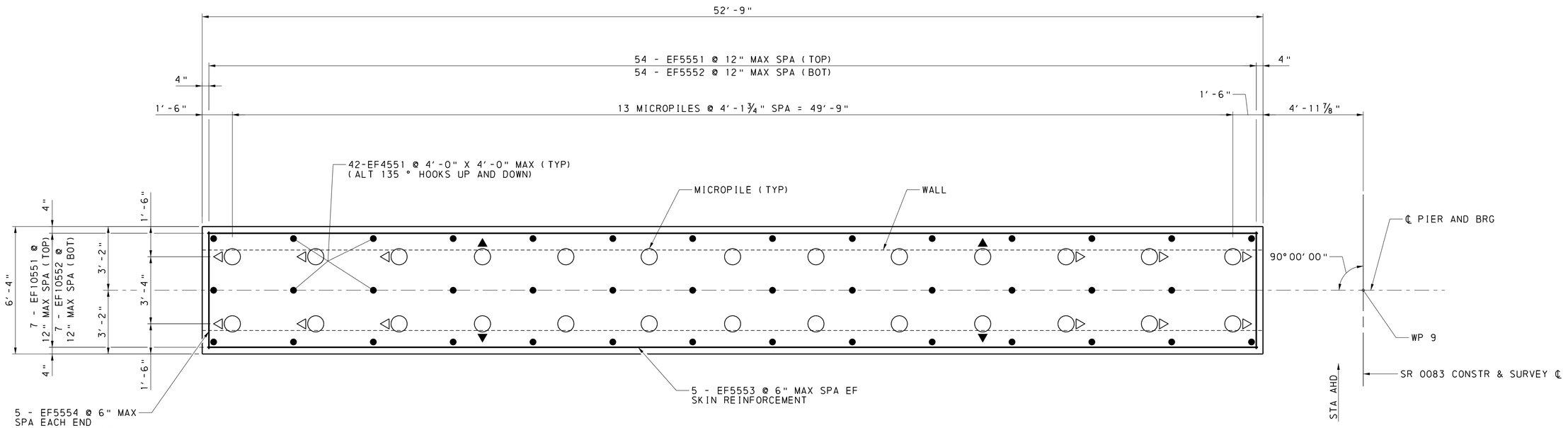


PIER 3 (SOUTHBOUND)
FOOTING AND PILE LAYOUT PLAN

0 2 4 FEET

LEGEND

- ○ DENOTES VERTICAL PILE
- ○▽ DENOTES BATTERED PILE (WITH ARROW IN DIRECTION OF BATTER) PILES ARE BATTERED 1:12
- ○▼ DENOTES BATTERED PILE (WITH ARROW IN DIRECTION OF BATTER) PILES ARE BATTERED 3:12

NOTES

1. FOR WORK POINT COORDINATES AND LOCATIONS, SEE STAKE-OUT PLAN SHEETS 16 - 18 .
2. FOR FOUNDATION NOTES, SEE GENERAL NOTES SHEETS 6 - 8.
3. FOR CONSTRUCTION STAGING, SEE SHEETS 11 - 13.
4. DIMENSIONS ARE GIVEN ALONG OUTSIDE EDGE OF FOOTING.
5. FOR REINFORCEMENT BAR SCHEDULE, SEE SHEET 99 .
6. FOR MICROPILE DETAILS, SEE SHEET 121.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SB PIER 3 FOOTING PLAN

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE086878

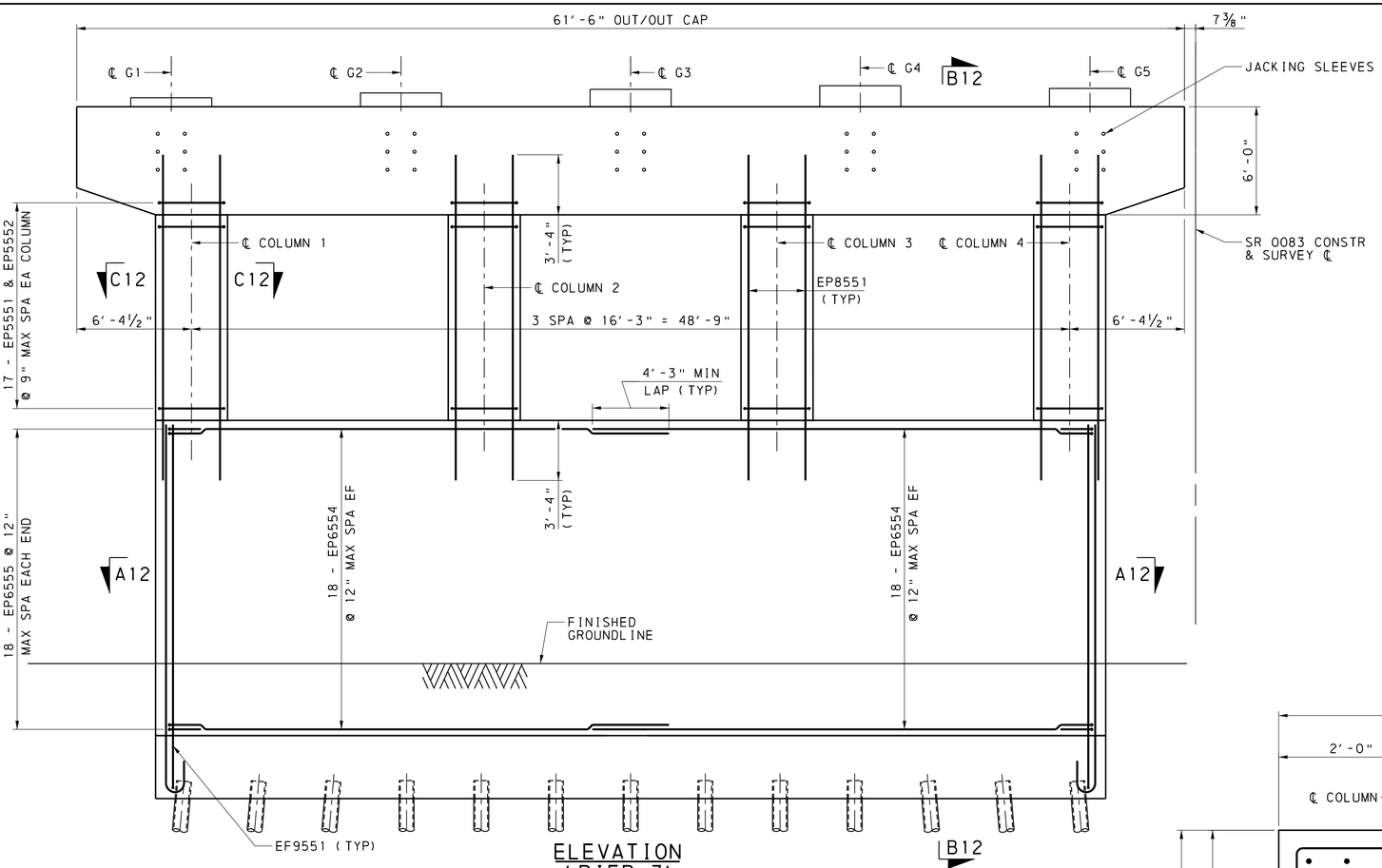
RECOMMENDED 2026.02.06

SHEET 96 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

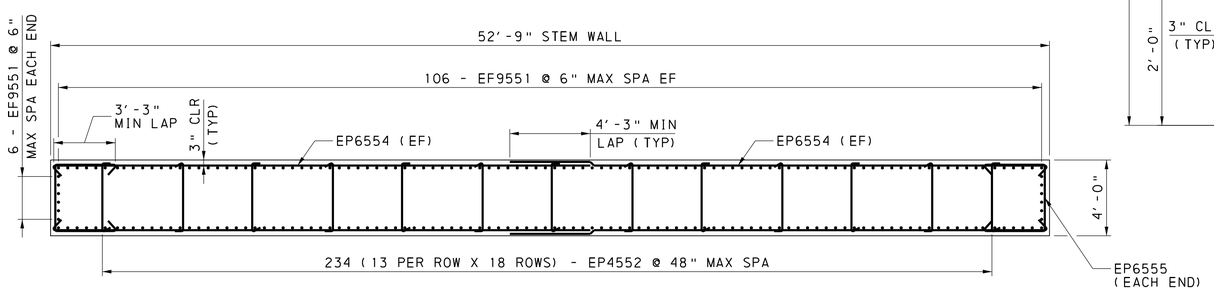
Stantec
1/13/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713144 2\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_3_10_PR.dgn



ELEVATION (PIER 3) (SOUTHBOUND)

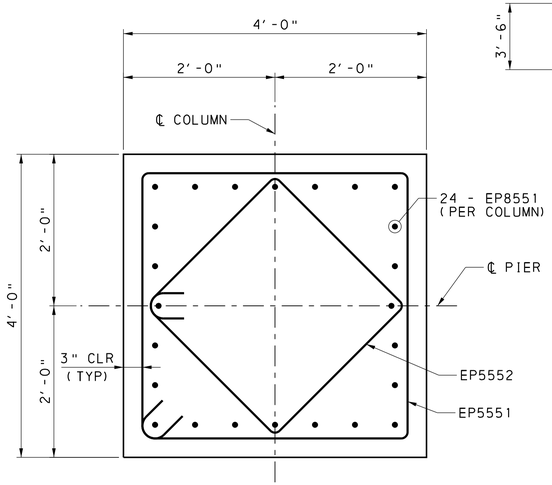
0 4 8 FEET

NOTE: CAP AND FOOTING BARS ARE NOT SHOWN FOR CLARITY



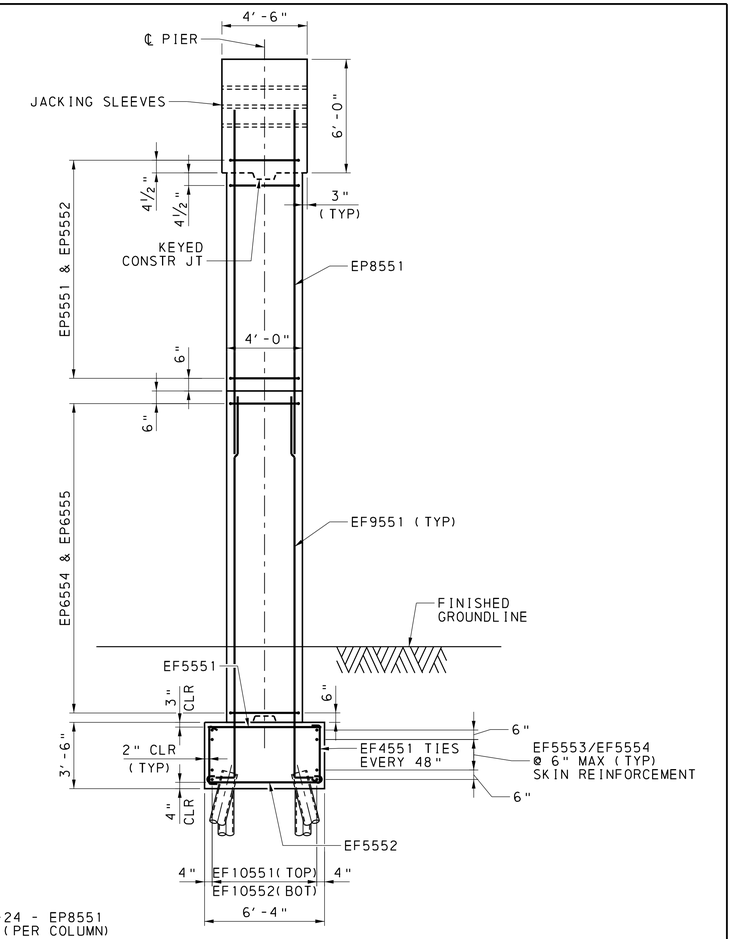
SECTION A12-A12

0 4 8 FEET



SECTION C12-C12

0 1 2 FEET



SECTION B12-B12

0 4 8 FEET

NOTE

1. FOR DETAILS OF KEYED CONSTRUCTION JOINT, SEE BC-735M.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091

SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK

8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE

SB PIER 3 COLUMN DETAILS

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER PE081878

RECOMMENDED 2026.02.06

SHEET 97 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

Stantec
1/9/2026
WORKSPACE: DOT.2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713144 2\1.100 Records\13.0 CADD\13.2 Structures\BR_ID05\1442_ID05_3.10_PR.dgn
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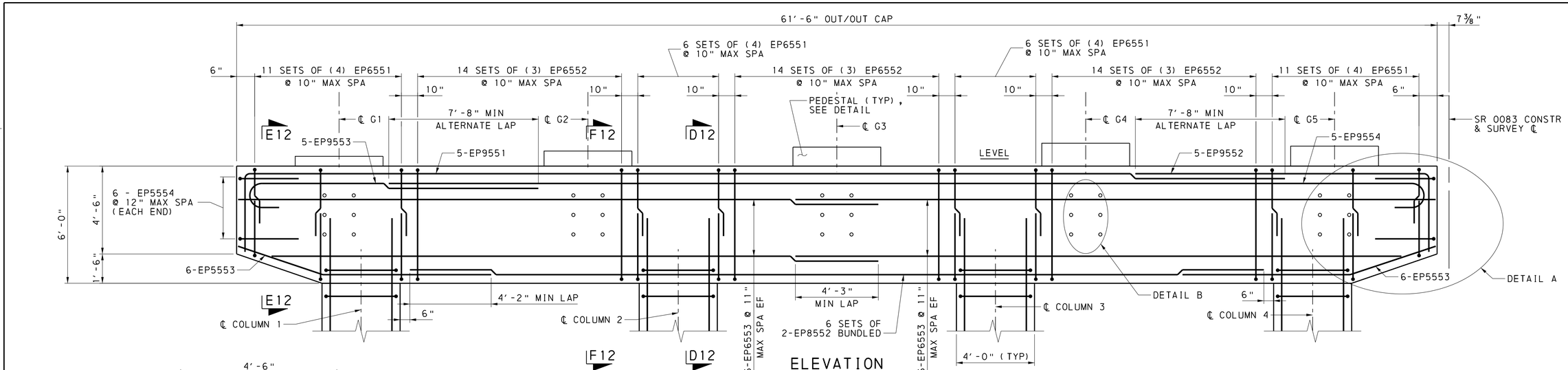
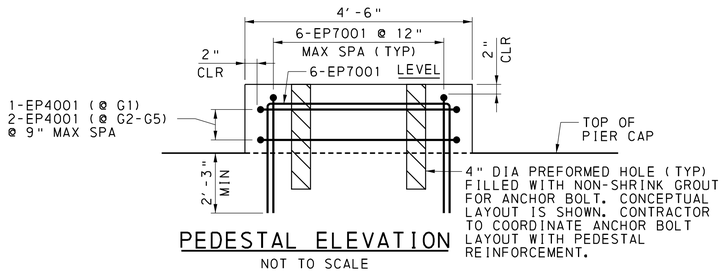


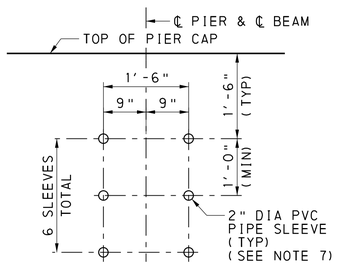
ELEVATION (PIER 3) (SOUTHBOUND)

0 2 4 FEET



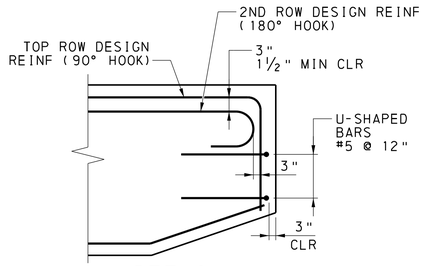
PEDESTAL ELEVATION

NOT TO SCALE



DETAIL B

NOT TO SCALE

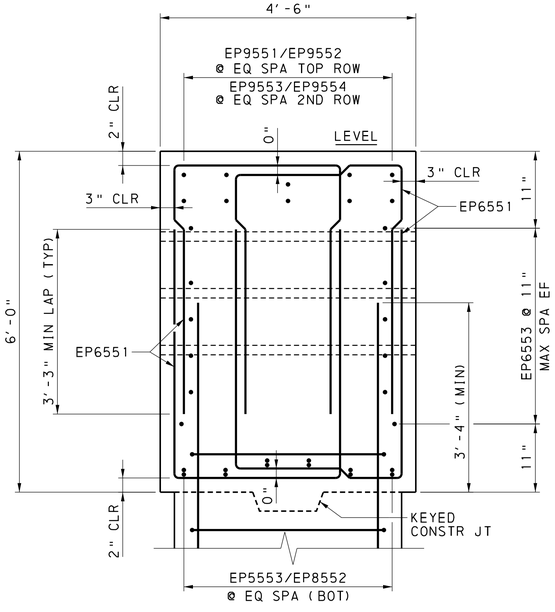


DETAIL A

NOT TO SCALE

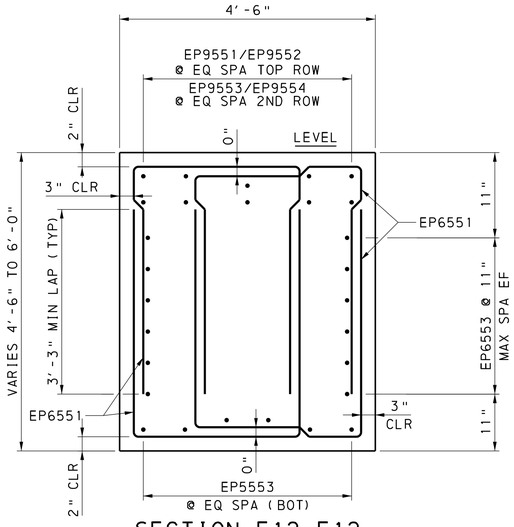
NOTES

1. FOR GENERAL NOTES, SEE SHEETS 6 TO 8.
2. FOR NORTHBOUND PIER 3 GEOMETRY, SEE SHEET 95.
3. FOR NORTHBOUND PIER 3 FOOTING PLAN DETAILS, SEE SHEET 96.
4. FOR NORTHBOUND PIER 3 COLUMNS DETAILS, SEE SHEET 97.
5. FOR REINFORCEMENT BAR SCHEDULE, SEE SHEET 99.
6. FOR DETAILS OF KEYED CONSTRUCTION JOINT, SEE BC-735M.
7. SLEEVES TO BE 2" I.D. PVC SLEEVES. PLACE SLEEVES LEVEL. PLACE SLEEVES TO CLEAR REINFORCEMENT. DO NOT CUT REINFORCEMENT BARS. INSTALL THREADED PLUG AT EACH END OF SLEEVE. SLEEVES ARE INCIDENTAL TO CLASS A CEMENT CONCRETE.



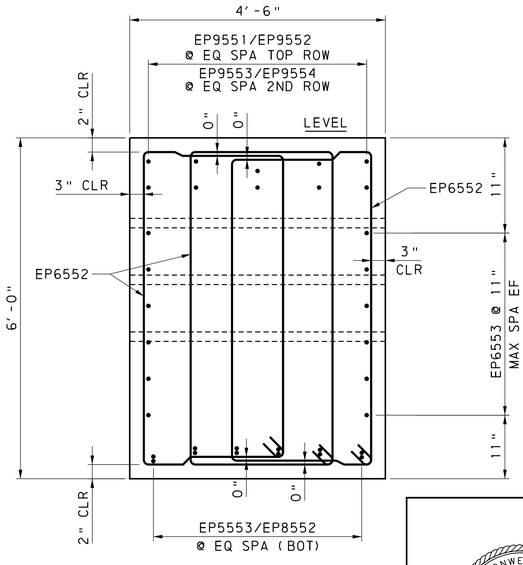
SECTION D12-D12

0 1 2 FEET



SECTION E12-E12

0 1 2 FEET



SECTION F12-F12

0 1 2 FEET

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE

SB PIER 3 CAP DETAILS

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 98 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

Stantec
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713442\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_3_10_PR.dgn
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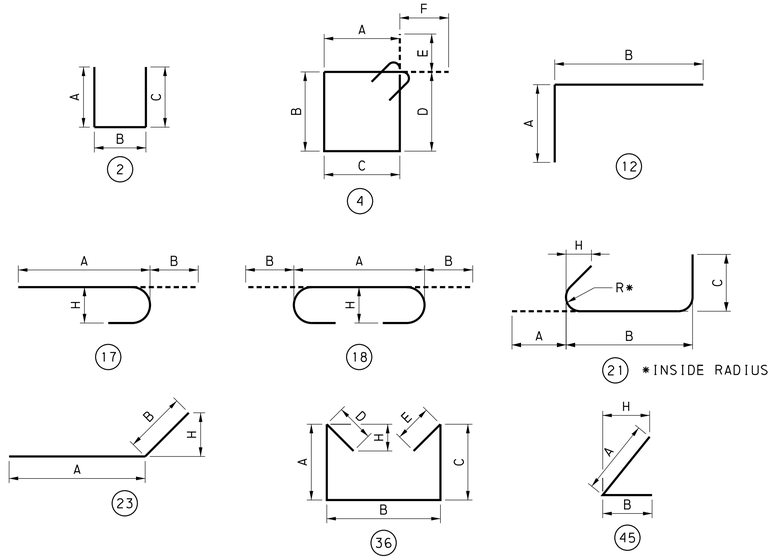
REINFORCEMENT BAR SCHEDULE - SUBSTRUCTURE

MARK	SIZE	NO	LENGTH	TYPE	A	B	C	D	E	F	G	H	J	K	R	REMARKS
SB PIER 3 FOOTING																
EF4551	4	42	3′-8½″	21	4½″	2′-11″	5″					3″			1″	
EF5551	5	54	5′-8″	STR												
EF5552	5	54	6′-10″	18	5′-8″	7″						5″				
EF5553	5	10	52′-3″	STR												
EF5554	5	10	5′-8″	STR												
EF9551	9	224	21′-6″	17	20′-3″	1′-3″						11¾″				
EF10551	10	7	52′-3″	STR												
EF10552	10	7	55′-1″	18	52′-3″	1′-5″						1′-1¼″				
SB PIER 3 STEM AND CAP																
EP4001	4	9	17′-5″	4	4′-2″	4′-2″	4′-2″	4′-2″	4½″	4½″						
EP4552	4	234	4′-3½″	21	4½″	3′-6″	5″					3″			1″	
EP5551	5	68	14′-11″	4	3′-6″	3′-6″	3′-6″	3′-6″	5½″	5½″						
EP5552	5	68	10′-10″	4	2′-5¾″	2′-5¾″	2′-5¾″	2′-5¾″	5½″	5½″						
EP5553	5	12	13′-0½″	23	8′-8″	4′-4½″						1′-4″				
EP5554	5	12	5′-5⅞″	2	10″	3′-10″	10″									
EP6551	6	136	12′-0″	2	4′-6″	3′-0″	4′-6″									
EP6552	6	126	18′-0″	4	2′-8″	5′-8″	2′-8″	5′-8″	8″	8″						
EP6553	6	24	32′-8″	STR												
EP6554	6	72	28′-7½″	45	4½″	28′-3″						4½″				
EP6555	6	36	10′-9″	36	3′-3″	3′-6″	3′-3″	4½″	4½″			4½″				
EP7001	7	60	11′-1″	2	3′-6″	4′-1″	3′-6″									
EP8551	8	96	18′-3″	STR												
EP8552	8	12	43′-9″	STR												
EP9551	9	5	57′-9½″	12	4′-3″	53′-6½″										
EP9552	9	5	19′-6½″	12	4′-3″	15′-3½″										
EP9553	9	5	16′-6½″	17	15′-3½″	1′-3″						11¾″				
EP9554	9	5	54′-9½″	17	53′-6½″	1′-3″						11¾″				



REINFORCEMENT BAR NOTES:

1. "E" IN BAR MARK INDICATES EPOXY COATED BARS.
2. ALL DIMENSIONS ARE OUT-TO-OUT OF BAR EXCEPT "A" AND "C" ON STANDARD 135° AND 180° HOOKS, AND "R" WHICH IS SHOWN TO THE INSIDE OF THE BAR.
3. FOR REINFORCEMENT BAR FABRICATION DETAILS, REFER TO STANDARD DRAWING BC-736M.
4. FIGURES IN CIRCLES SHOW BAR TYPES.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SB PIER 3 REINFORCEMENT SCHEDULE

COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL — ALEXANDER LEE SCHMIDT — ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 99 OF 291

S-39605

DES: KJR | DWG: KJR | CHK: ALS

Stantec

1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713442\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_3_10_PR.dgn
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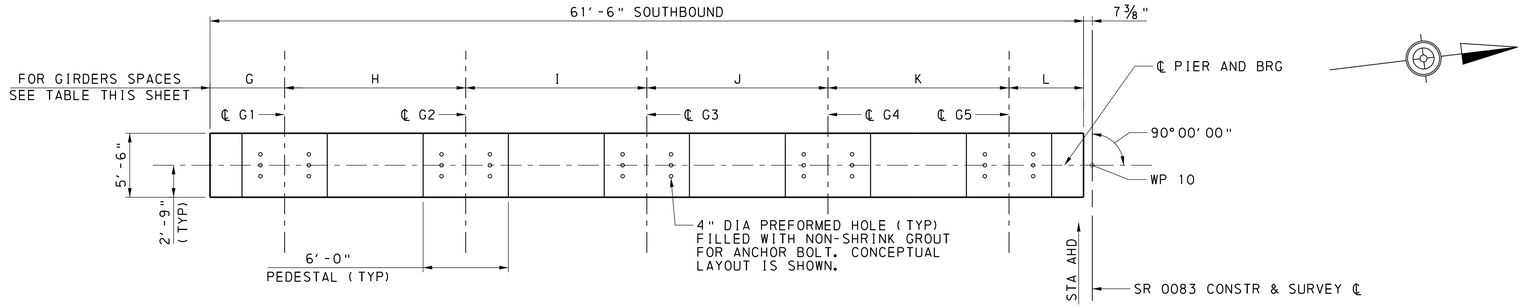
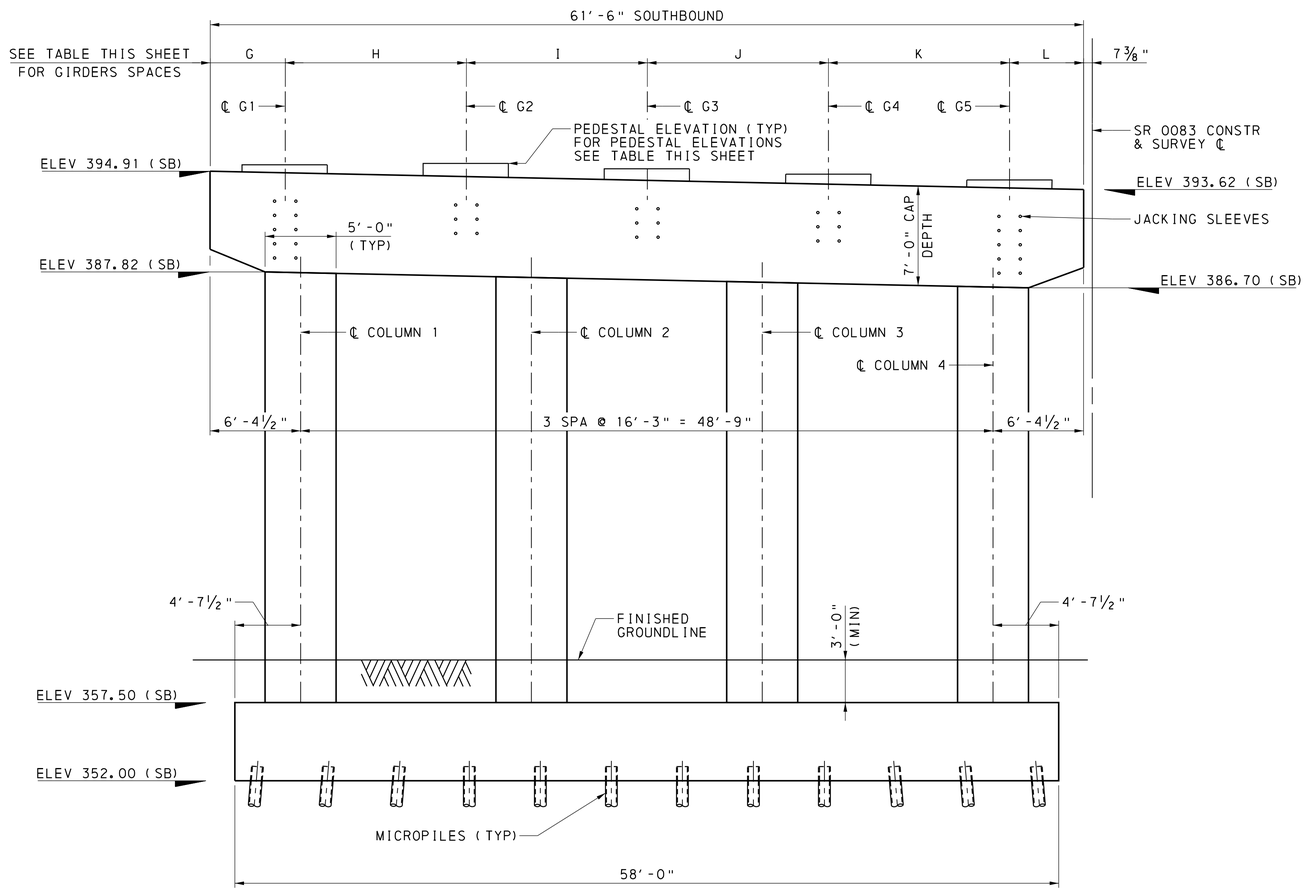


PLAN (PIER 4) (SOUTHBOUND)

(COLUMNS NOT SHOWN FOR CLARITY)

0 4 8 FEET



ELEVATION (PIER 4) SOUTHBOUND

0 4 8 FEET

PEDESTAL ELEVATIONS

LOCATION	SOUTHBOUND				
GIRDER	G1	G2	G3	G4	G5
PIER 4	395.36	395.46	395.08	394.70	394.29

NOTE:

PEDESTAL ELEVATIONS ARE BASED ON AN ASSUMED BEARING ASSEMBLY HEIGHT. SEE BEARING DETAIL SHEETS FOR ASSUMED HEIGHTS. CONTRACTOR SHALL REVISE PEDESTAL ELEVATIONS AND ADJUST REINFORCEMENT AS NEEDED BASED ON DESIGNED BEARING ASSEMBLY HEIGHTS AFTER SHOP DRAWING APPROVAL.

GIRDER SPACES

SOUTHBOUND						
SPA	G	H	I	J	K	L
PIER 4	5'-3"	12'-9"	12'-9"	12'-9"	12'-9"	5'-3"

NOTES

1. FOR SB PIER 4 DETAILS AND REINFORCEMENT BAR SCHEDULE, SEE SHEETS 101-104.
2. FOR STAKE-OUT PLAN SEE SHEETS, 16 - 18.
3. FOR FRAMING PLANS, SEE SHEETS, 122 - 138.
4. FOR ADDITIONAL FOUNDATION ELEVATIONS SEE FOUNDATION NOTES ON SHEET 8.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SB PIER 4 GEOMETRY

COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL — ALEXANDER LEE SCHMIDT — ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 100 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

Stantec 1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713144 2\1_100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_3.10_PR.dgn

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DOT_2015
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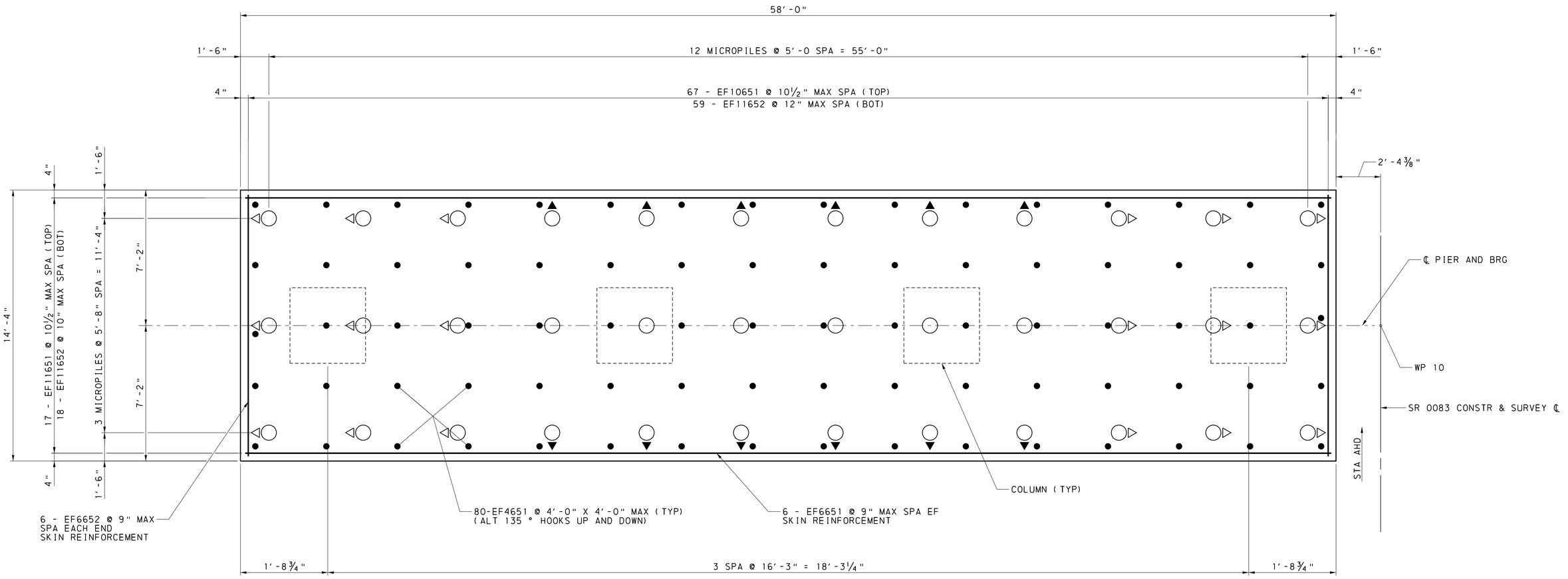

PIER 4 (SOUTHBOUND)
FOOTING AND PILE LAYOUT PLAN

0 2 4 FEET

LEGEND

- ◯ DENOTES VERTICAL PILE
- ◯▽ DENOTES BATTERED PILE (WITH ARROW IN DIRECTION OF BATTER) ALL PILES ARE BATTERED 1:12
- ◯▼ DENOTES BATTERED PILE (WITH ARROW IN DIRECTION OF BATTER) ALL PILES ARE BATTERED 1:4

NOTES

1. FOR WORK POINT COORDINATES AND LOCATIONS, SEE STAKE-OUT PLAN SHEETS 16 - 18 .
2. FOR FOUNDATION NOTES, SEE GENERAL NOTES SHEETS 6 - 8.
3. FOR CONSTRUCTION STAGING, SEE SHEETS 11 - 13.
4. DIMENSIONS ARE GIVEN ALONG OUTSIDE EDGE OF FOOTING.
5. FOR REINFORCEMENT BAR SCHEDULE, SEE SHEET104.
6. FOR MICROPILE DETAILS, SEE SHEET 121.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SB PIER 4 FOOTING PLAN

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
ALEXANDER LEE SCHMIDT
ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 101 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

Stantec 1/9/2026
WORKSPACE: DOT_2015 \SURVEY FEET)
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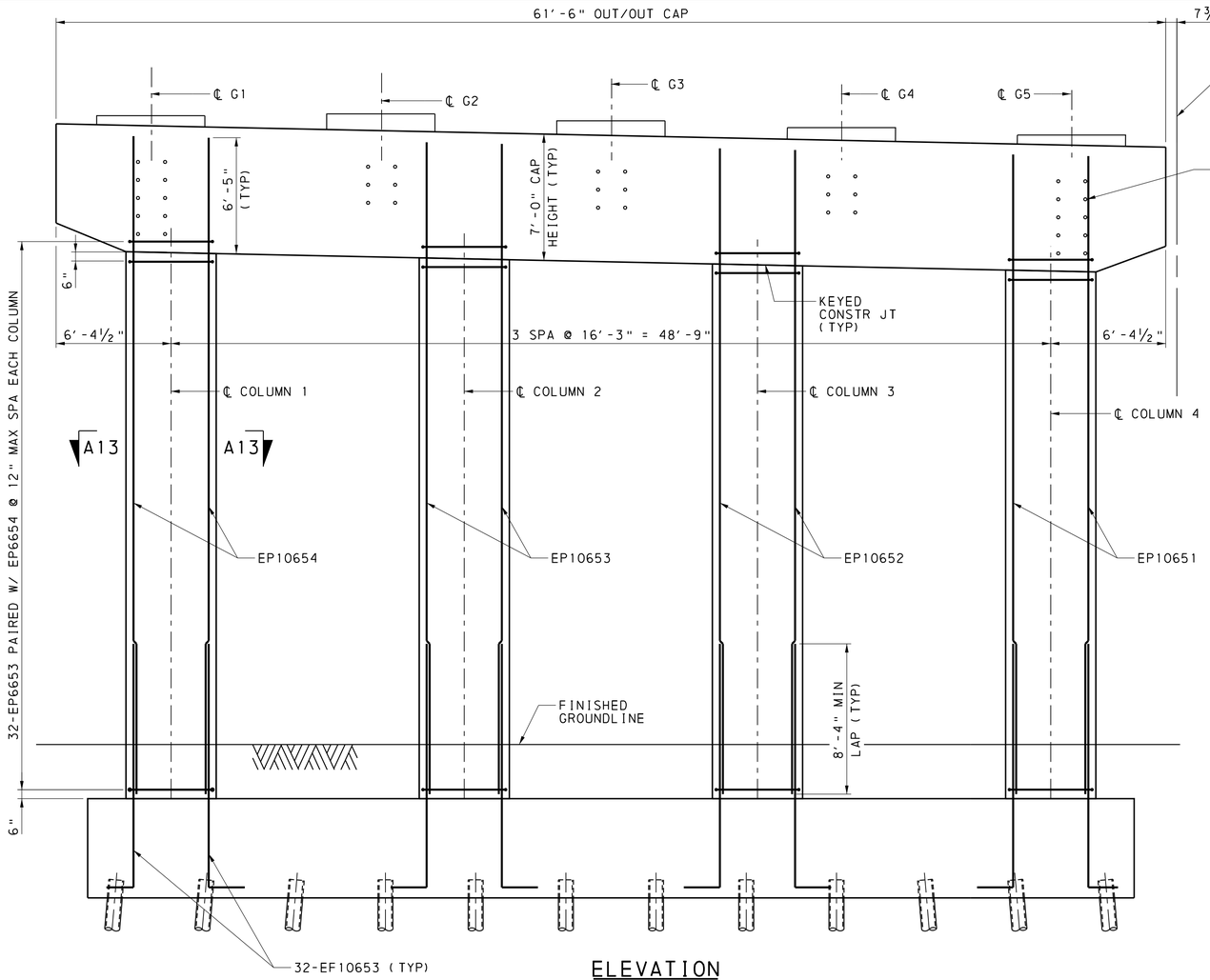
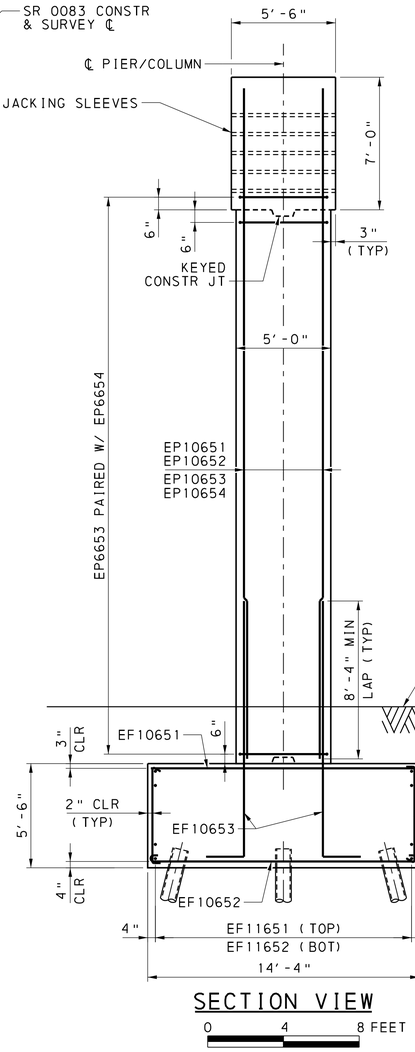


ELEVATION
(PIER 4)
(SOUTHBOUND)

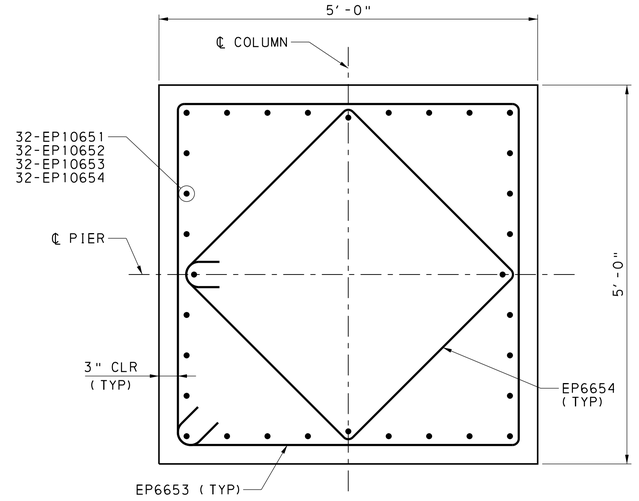
0 4 8 FEET

NOTE: CAP AND FOOTING BARS ARE NOT SHOWN FOR CLARITY



SECTION VIEW

0 4 8 FEET



SECTION A13-A13

0 1 2 FEET

NOTE

1. FOR DETAILS OF KEYED CONSTRUCTION JOINT, SEE BC-735M.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SB PIER 4 COLUMN DETAILS

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER No. PE081878

RECOMMENDED 2026.02.06

SHEET 102 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

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WORKSPACE: DOT_2015 (SURVEY FEET)
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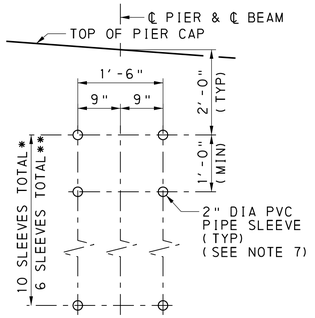
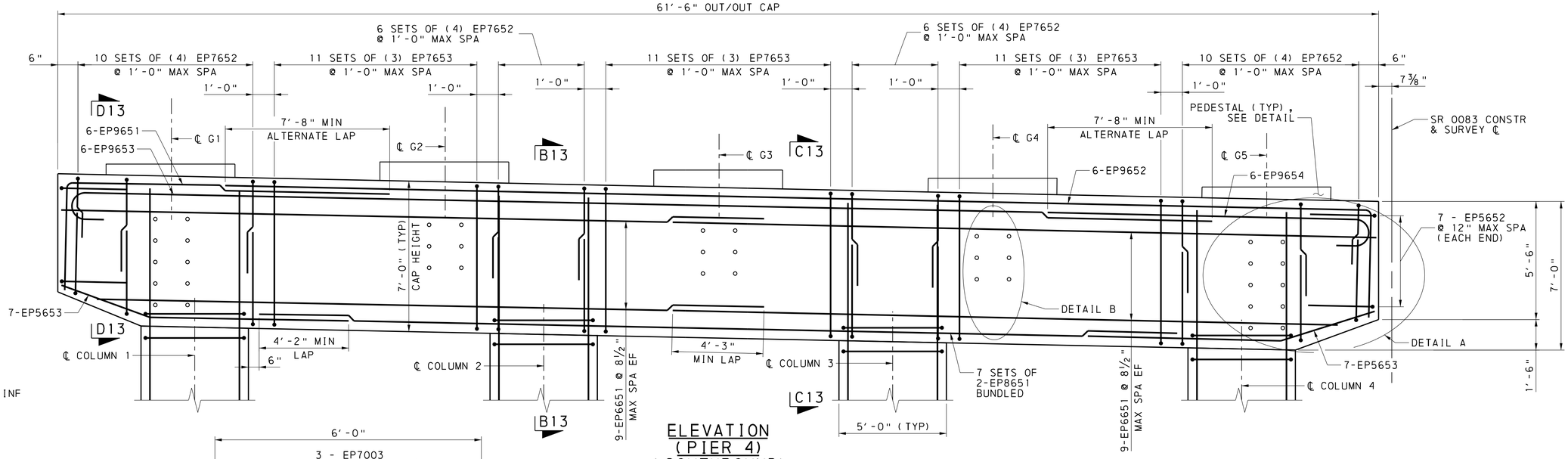


DETAIL B

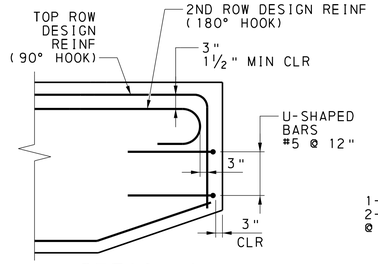
NOT TO SCALE

* GIRDERS G1 AND G5
** GIRDERS G2 THRU G4



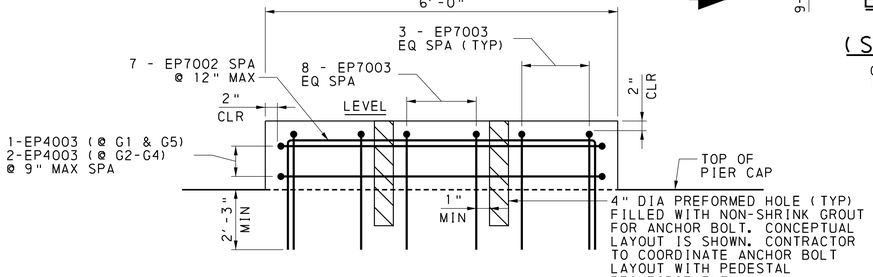
ELEVATION (PIER 4) (SOUTHBOUND)

0 2 4 FEET



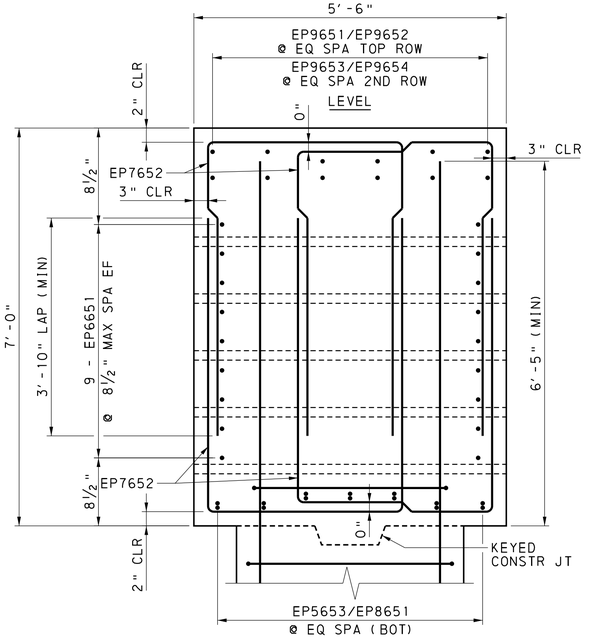
DETAIL A

NOT TO SCALE



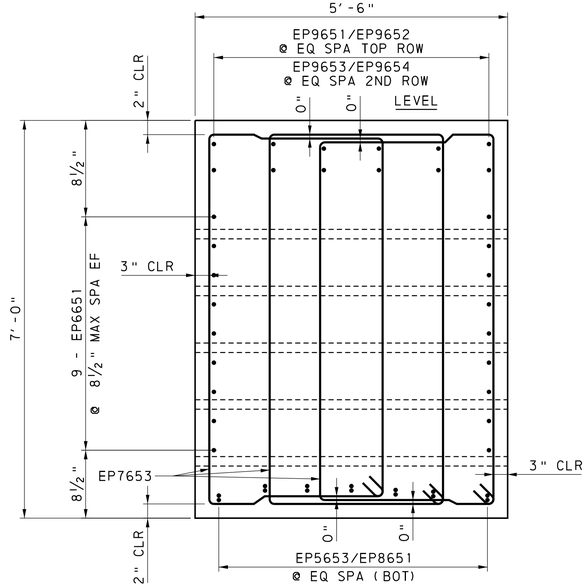
PEDESTAL ELEVATION

NOT TO SCALE



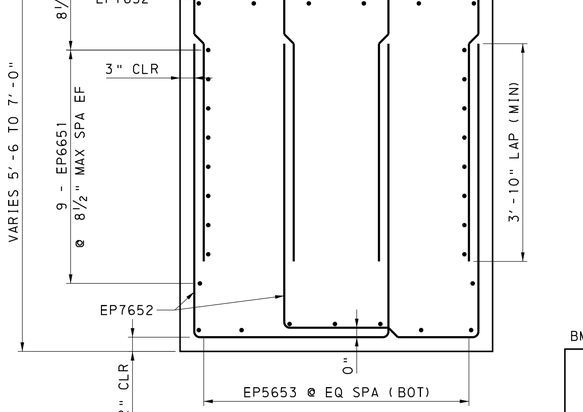
SECTION B13-B13

0 1 2 FEET



SECTION C13-C13

0 1 2 FEET



SECTION D13-D13

0 1 2 FEET

NOTES

1. FOR GENERAL NOTES, SEE SHEETS 6 TO 8.
2. FOR SOUTHBOUND PIER 4 GEOMETRY, SEE SHEET 100.
3. FOR SOUTHBOUND PIER 4 FOOTING PLAN DETAILS, SEE SHEET 101.
4. FOR SOUTHBOUND PIER 4 COLUMNS DETAILS, SEE SHEET 102.
5. FOR REINFORCEMENT BAR SCHEDULE, SEE SHEET 104.
6. FOR DETAILS OF KEYED CONSTRUCTION JOINT, SEE BC-735M.
7. SLEEVES TO BE 2" I.D. PVC SLEEVES. PLACE SLEEVES LEVEL. PLACE SLEEVES TO CLEAR REINFORCEMENT. DO NOT CUT REINFORCEMENT BARS. INSTALL THREADED PLUG AT EACH END OF SLEEVE. SLEEVES ARE INCIDENTAL TO CLASS A CEMENT CONCRETE.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091

SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK

8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE

SB PIER 4 CAP DETAILS

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 103 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

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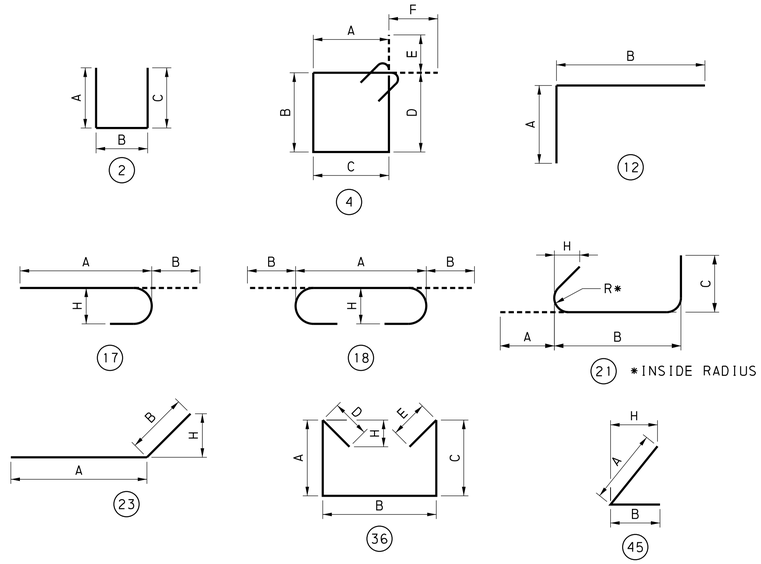
REINFORCEMENT BAR SCHEDULE - SUBSTRUCTURE

MARK	SIZE	NO	LENGTH	TYPE	A	B	C	D	E	F	G	H	J	K	R	REMARKS
SB PIER 4 FOOTING																
EF4651	4	80	5′-8½"	21	4½"	4′-11"	5"					3"			1"	
EF6651	6	12	57′-6"	STR												
EF6652	6	12	13′-8"	STR												
EF10651	10	67	13′-8"	STR												
EF10652	10	59	16′-6"	18	13′-8"	1′-5"						1′-1¼"				
EF10653	10	128	15′-4"	12	1′-10"	13′-6"										
EF11651	11	17	57′-6"	STR												
EF11652	11	18	60′-8"	18	57′-6"	1′-7"						1′-2¾"				
SB PIER 4 STEM																
EP4003	4	8	22′-2"	4	5′-2"	5′-8"	5′-2"	5′-8"	3"	3"						
EP5652	5	14	6′-5⅞"	2	10"	4′-10"	10"									
EP5653	5	14	13′-8"	23	9′-8"	4′-0"						1′-3⅝"				
EP6651	6	36	32′-8"	STR												
EP6653	6	128	19′-4"	4	4′-6"	4′-6"	4′-6"	4′-6"	8"	8"						
EP6654	6	128	14′-0½"	4	3′-2⅛"	3′-2⅛"	3′-2⅛"	3′-2⅛"	8"	8"						
EP7003	7	70	12′-1"	2	3′-6"	5′-1"	3′-6"									
EP7002	7	35	12′-7"	2	3′-6"	5′-7"	3′-6"									
EP7652	7	128	13′-11"	2	5′-3"	3′-5"	5′-3"									
EP7653	7	99	20′-1"	4	3′-0"	6′-8"	3′-0"	6′-8"	4½"	4½"						
EP8651	8	14	43′-9"	STR												
EP9651	9	6	20′-7"	12	5′-3"	15′-4"										
EP9652	9	6	58′-10"	12	5′-3"	53′-7"										
EP9653	9	6	54′-10"	17	53′-7"	1′-3"						11¾"				
EP9654	9	6	16′-7"	17	15′-4"	1′-3"						11¾"				
EP10651	10	32	36′-8"	STR												
EP10652	10	32	36′-4"	STR												
EP10653	10	32	36′-0"	STR												
EP10654	10	32	35′-8"	STR												



REINFORCEMENT BAR NOTES:

1. "E" IN BAR MARK INDICATES EPOXY COATED BARS.
2. ALL DIMENSIONS ARE OUT-TO-OUT OF BAR EXCEPT "A" AND "C" ON STANDARD 135° AND 180° HOOKS, AND "R" WHICH IS SHOWN TO THE INSIDE OF THE BAR.
3. FOR REINFORCEMENT BAR FABRICATION DETAILS, REFER TO STANDARD DRAWING BC-736M.
4. FIGURES IN CIRCLES SHOW BAR TYPES.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

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BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SB PIER 4 REINFORCEMENT SCHEDULE

COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL — ALEXANDER LEE SCHMIDT — ENGINEER — PE088878

RECOMMENDED 2026.02.06

SHEET 104 OF 291

S-39605

DES: KJR | DWG: KJR | CHK: ALS

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1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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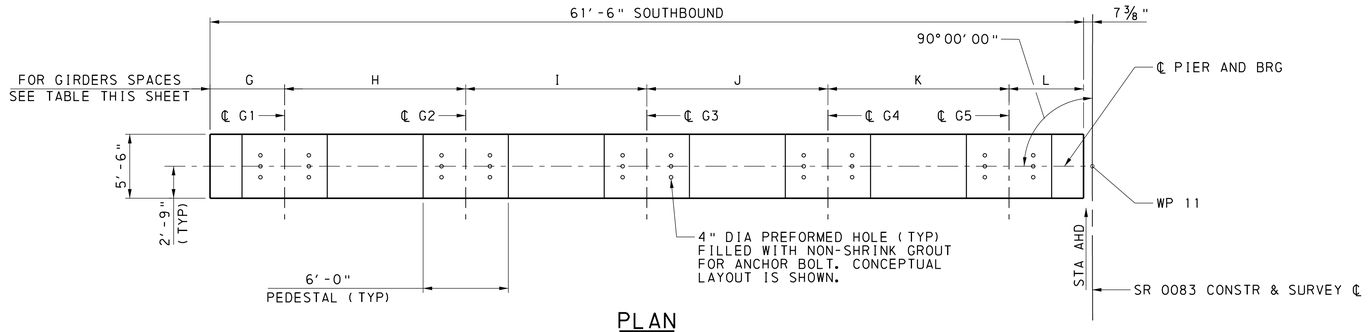
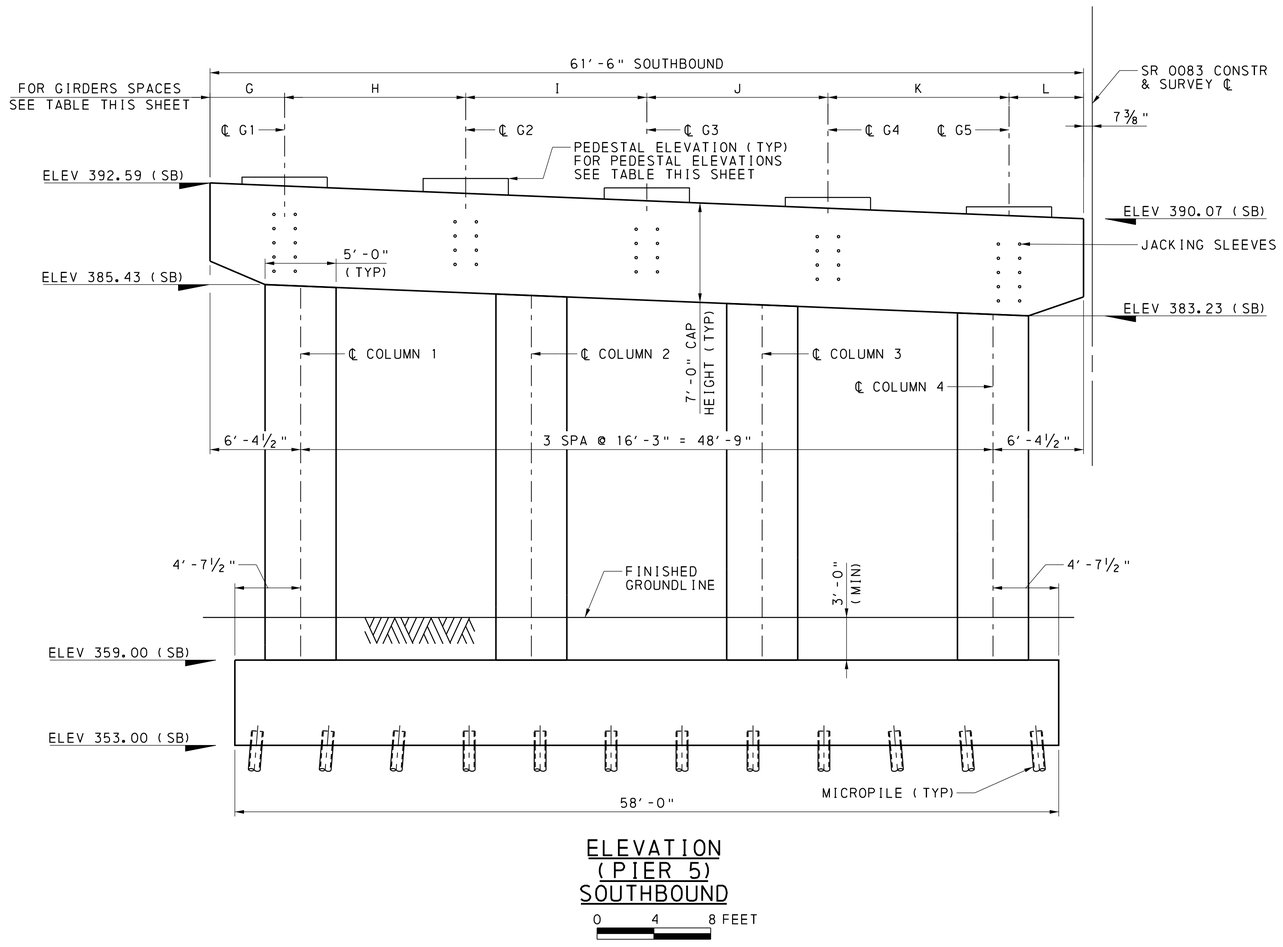


PLAN (PIER 5) (SOUTHBOUND)

(COLUMNS NOT SHOWN FOR CLARITY)

0 4 8 FEET



ELEVATION (PIER 5) SOUTHBOUND

0 4 8 FEET

PEDESTAL ELEVATIONS

LOCATION	SOUTHBOUND				
GIRDER	G1	G2	G3	G4	G5
PIER 5	393.00	392.90	392.24	391.57	390.91

NOTE:

PEDESTAL ELEVATIONS ARE BASED ON AN ASSUMED BEARING ASSEMBLY HEIGHT. SEE BEARING DETAIL SHEETS FOR ASSUMED HEIGHTS. CONTRACTOR SHALL REVISE PEDESTAL ELEVATIONS AND ADJUST REINFORCEMENT AS NEEDED BASED ON DESIGNED BEARING ASSEMBLY HEIGHTS AFTER SHOP DRAWING APPROVAL.

GIRDER SPACES

SOUTHBOUND						
SPA	G	H	I	J	K	L
PIER 5	5'-3"	12'-9"	12'-9"	12'-9"	12'-9"	5'-3"

NOTES

1. FOR SB PIER 5 DETAILS AND REINFORCEMENT BAR SCHEDULE, SEE SHEETS 106-109.
2. FOR STAKE-OUT PLAN, SEE SHEETS 16 - 18.
3. FOR FRAMING PLANS, SEE SHEETS 123-138.
4. FOR ADDITIONAL FOUNDATION ELEVATIONS SEE FOUNDATION NOTES ON SHEET 8.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
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SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SB PIER 5 GEOMETRY

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 105 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

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1/9/2026
WORKSPACE: DOT_2015 \SURVEY FEET)
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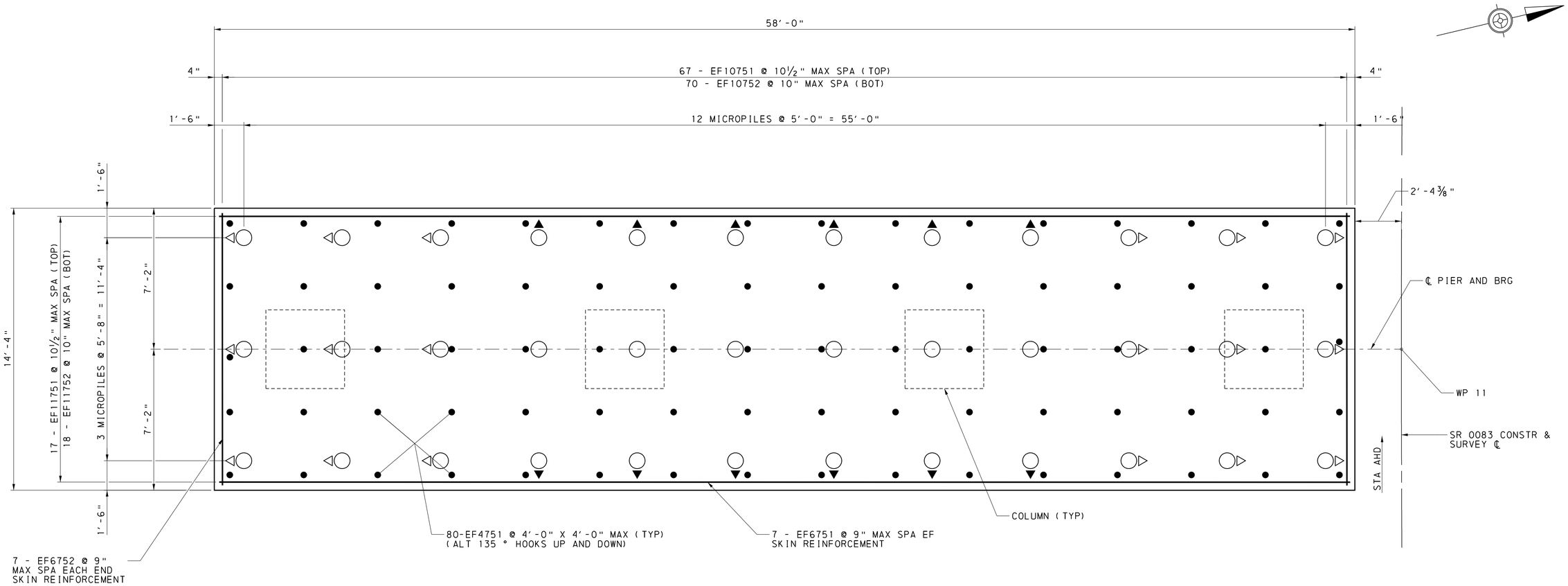

PIER 5 (SOUTHBOUND) FOOTING PLAN

0 2 4 FEET

LEGEND

- ◯ DENOTES VERTICAL PILE
- ◯ ▽ DENOTES BATTERED PILE (WITH ARROW IN DIRECTION OF BATTER) ALL PILES ARE BATTERED 1:12
- ◯ ▼ DENOTES BATTERED PILE (WITH ARROW IN DIRECTION OF BATTER) ALL PILES ARE BATTERED 1:4

NOTES

1. FOR WORK POINT COORDINATES AND LOCATIONS, SEE STAKE-OUT PLAN SHEETS 16 - 18 .
2. FOR FOUNDATION NOTES, SEE GENERAL NOTES SHEETS 6 - 8.
3. FOR CONSTRUCTION STAGING, SEE SHEETS 11 - 13 .
4. DIMENSIONS ARE GIVEN ALONG OUTSIDE EDGE OF FOOTING.
5. FOR REINFORCEMENT BAR SCHEDULE, SEE SHEET109.
6. FOR MICROPILE DETAILS, SEE SHEET 121.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

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COMMONWEALTH OF PENNSYLVANIA
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YORK COUNTY
S.R. 0083 SEC 091
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SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SB PIER 5 FOOTING PLAN

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 106 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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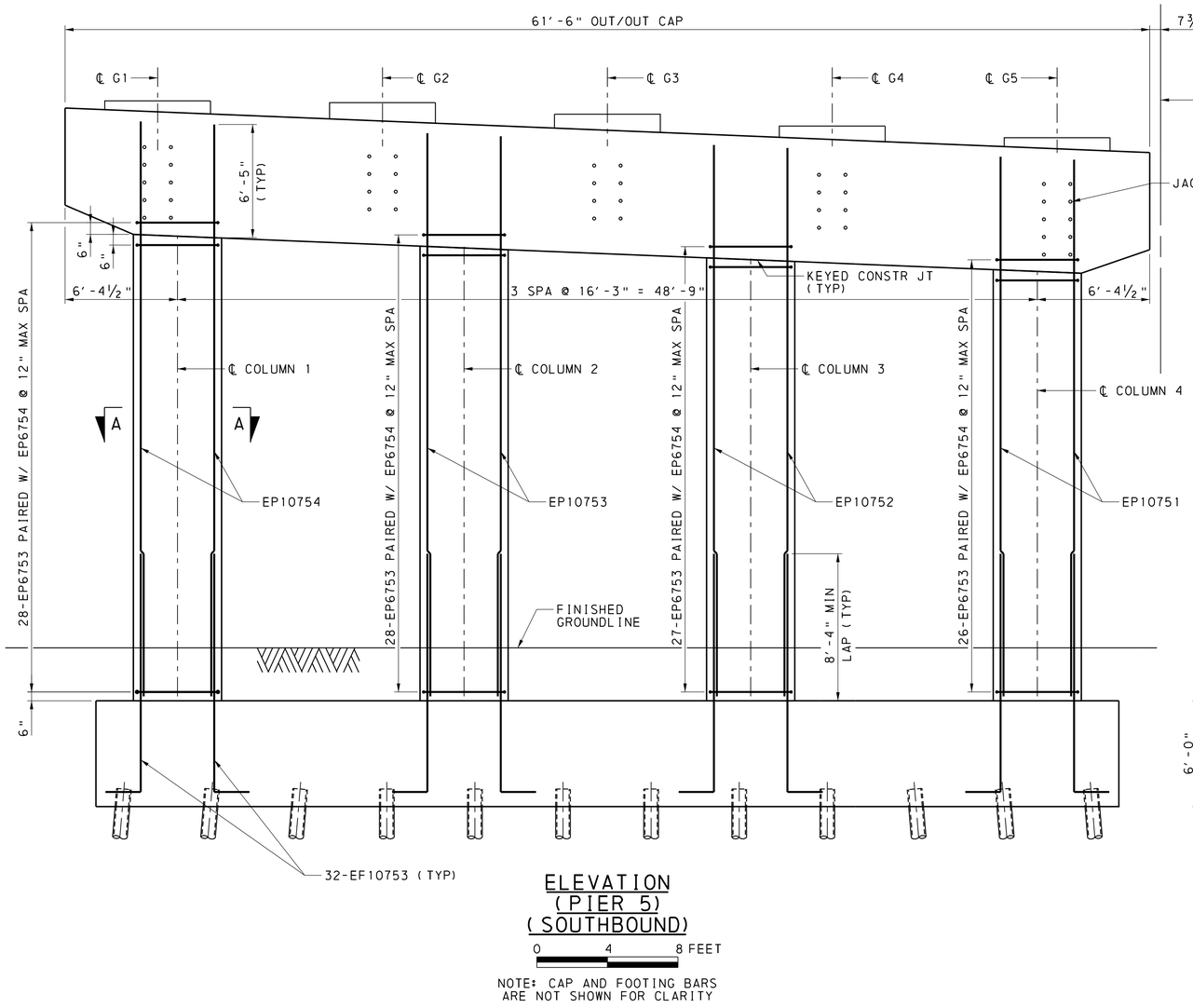
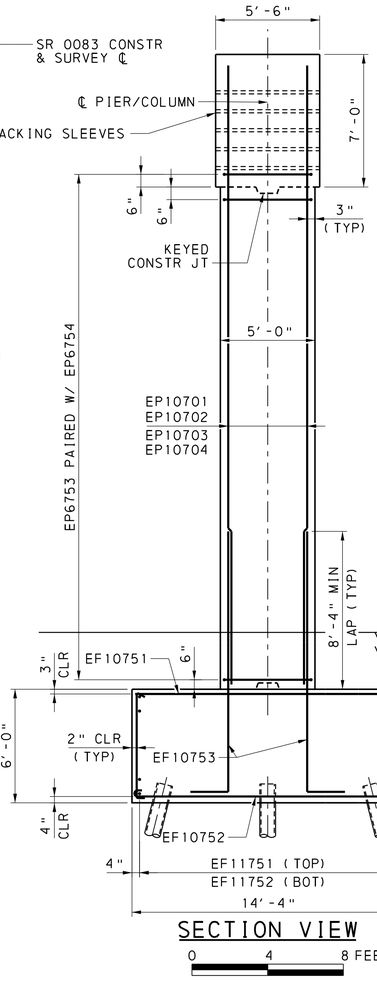


ELEVATION (PIER 5) (SOUTHBOUND)

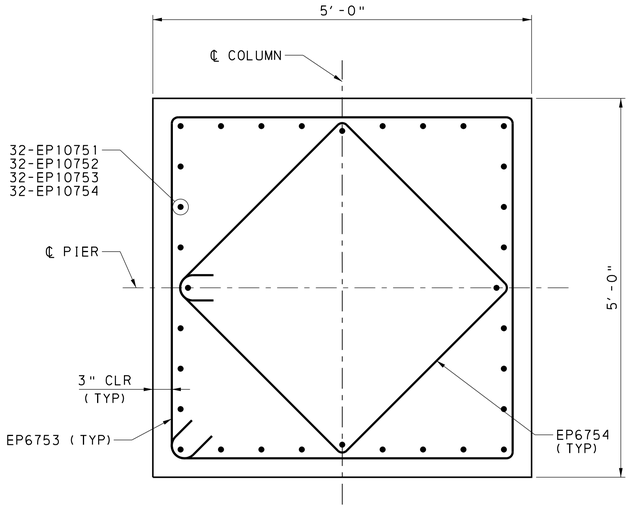
0 4 8 FEET

NOTE: CAP AND FOOTING BARS ARE NOT SHOWN FOR CLARITY



SECTION VIEW

0 4 8 FEET



SECTION A14-A14

0 1 2 FEET

NOTE

1. FOR DETAILS OF KEYED CONSTRUCTION JOINT, SEE BC-735M.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

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BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SB PIER 5 COLUMN DETAILS

COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL — ALEXANDER LEE SCHMIDT — ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 107 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

Stantec

1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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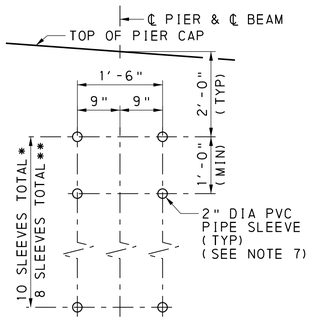
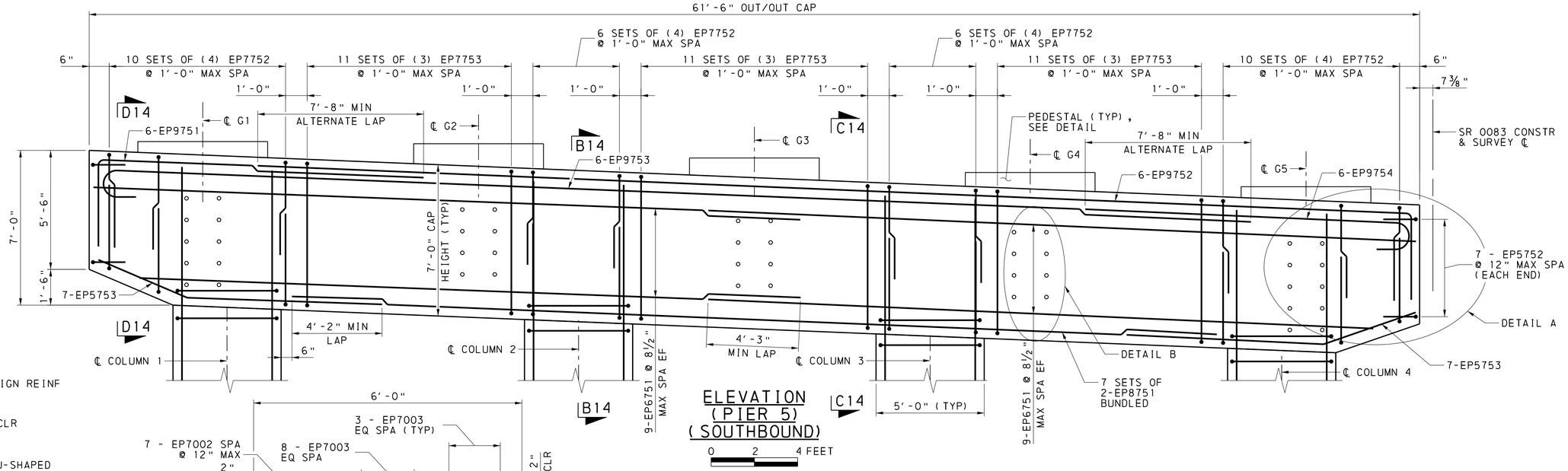


DETAIL B

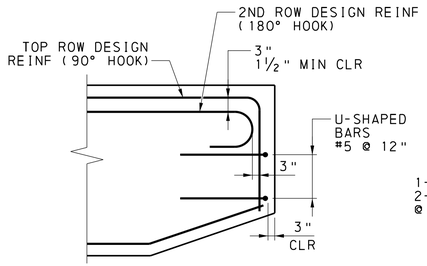
NOT TO SCALE

* GIRDERS G1 AND G5
** GIRDERS G2 THRU G4



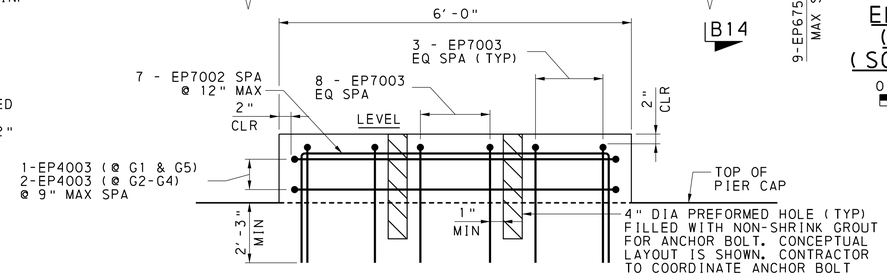
ELEVATION (PIER 5) (SOUTHBOUND)

0 2 4 FEET



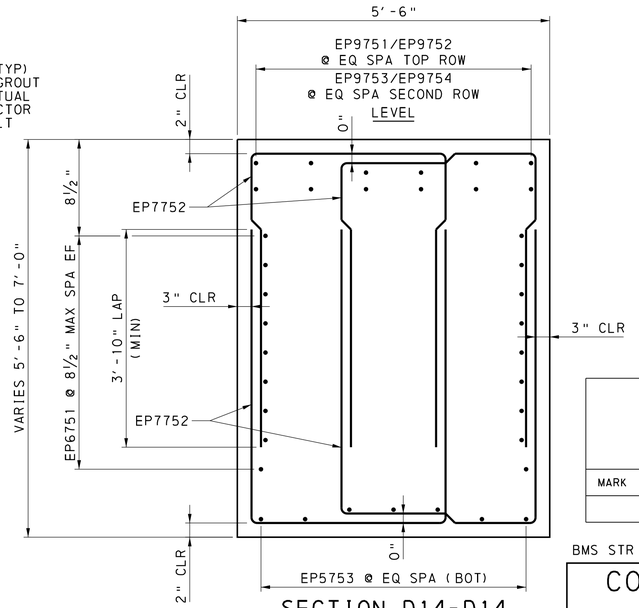
DETAIL A

NOT TO SCALE



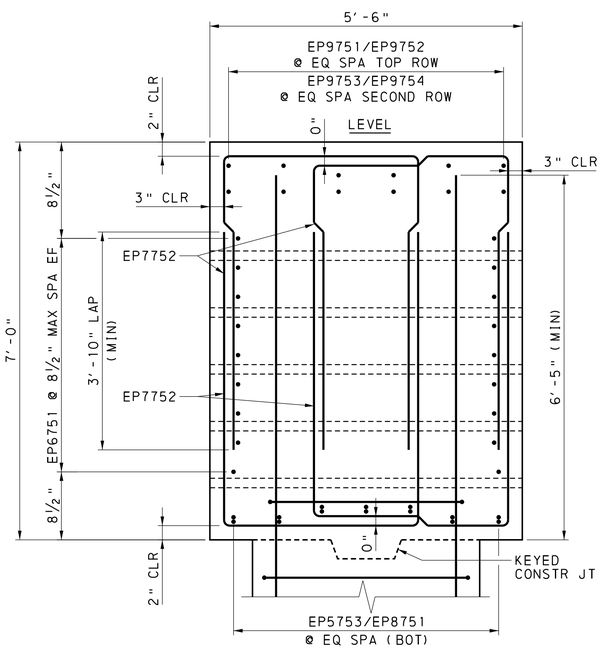
PEDESTAL ELEVATION

NOT TO SCALE



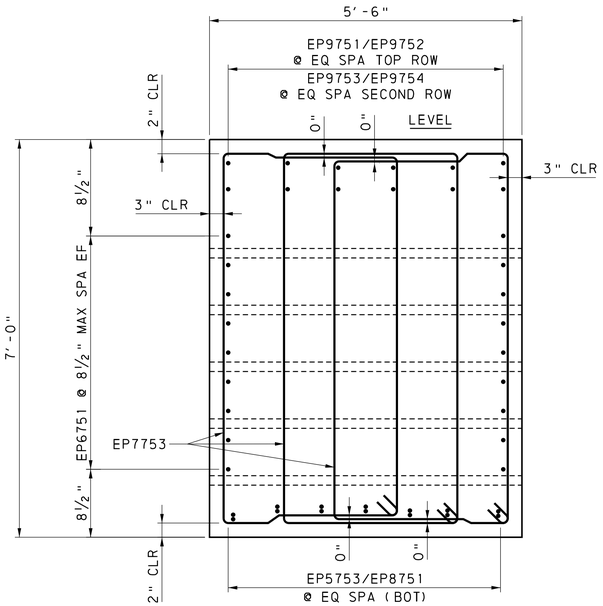
SECTION D14-D14

0 1 2 FEET



SECTION B14-B14

0 1 2 FEET



SECTION C14-C14

0 1 2 FEET

NOTES

1. FOR GENERAL NOTES, SEE SHEETS 6 TO 8.
2. FOR SOUTHBOUND PIER 5 GEOMETRY, SEE SHEET 105.
3. FOR SOUTHBOUND PIER 5 FOOTING PLAN DETAILS, SEE SHEET 106.
4. FOR SOUTHBOUND PIER 5 COLUMNS DETAILS, SEE SHEET 107.
5. FOR REINFORCEMENT BAR SCHEDULE, SEE SHEET 109.
6. FOR DETAILS OF KEYED CONSTRUCTION JOINT, SEE BC-735M.
7. SLEEVES TO BE 2" I.D. PVC SLEEVES. PLACE SLEEVES LEVEL. PLACE SLEEVES TO CLEAR REINFORCEMENT. DO NOT CUT REINFORCEMENT BARS. INSTALL THREADED PLUG AT EACH END OF SLEEVE. SLEEVES ARE INCIDENTAL TO CLASS A CEMENT CONCRETE.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SB PIER 5 CAP DETAILS

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 108 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

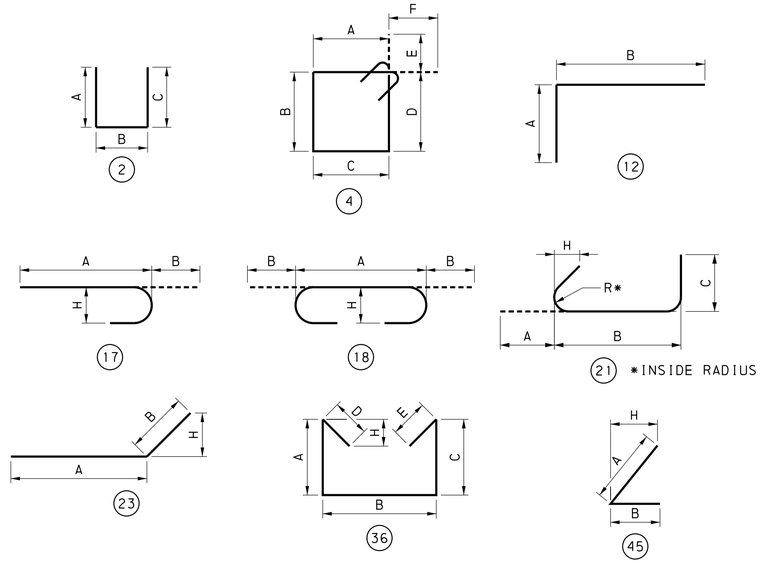
Stantec

1/9/2026
\\WORKSPACE\ DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713\1442\1\100 Records\13.0 CADD\13.2 Structures\BR_I005\1442_I005_3_10_PR.dgn

DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI_D_PDF.plt

REINFORCEMENT BAR SCHEDULE - SUBSTRUCTURE

MARK	SIZE	NO	LENGTH	TYPE	A	B	C	D	E	F	G	H	J	K	R	REMARKS
SB PIER 5 FOOTING																
EF4751	4	80	6′-2½"	21	4½"	5′-5"	5"					3"			1"	
EF6751	6	14	57′-8"	STR												
EF6752	6	14	14′-0"	STR												
EF10751	10	67	14′-0"	STR												
EF10752	10	70	16′-10"	18	14′-0"	1′-5"						1′-2¾"				
EF10753	10	112	15′-8"	12	1′-10"	13′-10"										
EF11751	11	17	57′-8"	STR												
EF11752	11	18	60′-10"	18	57′-8"	1′-7"						1′-2¾"				
SB PIER 5 STEM AND CAP																
EP4003	4	8	22′-2"	4	5′-2"	5′-8"	5′-2"	5′-8"	3"	3"						
EP5752	5	14	6′-6"	2	10"	4′-10"	10"									
EP5753	5	14	13′-8"	23	9′-8"	4′-0"						1′-3⅝"				
EP6751	6	36	32′-8"	STR												
EP6753	6	109	18′-7½"	4	4′-6"	4′-6"	4′-6"	4′-6"	3¾"	3¾"						
EP6754	6	109	13′-4"	4	3′-2⅛"	3′-2⅛"	3′-2⅛"	3′-2⅛"	3¾"	3¾"						
EP7003	7	70	12′-1"	2	3′-6"	5′-1"	3′-6"									
EP7002	7	35	12′-7"	2	3′-6"	5′-7"	3′-6"									
EP7752	7	128	13′-11"	2	5′-3"	3′-5"	5′-3"									
EP7753	7	99	20′-1"	4	3′-0"	6′-8"	3′-0"	6′-8"	4½"	4½"						
EP8751	8	14	42′-9"	STR												
EP9751	9	6	20′-7"	12	5′-3"	15′-4"										
EP9752	9	6	58′-10"	12	5′-3"	53′-7"										
EP9753	9	6	54′-10"	17	53′-7"	1′-3"						11¾"				
EP9754	9	6	16′-7"	17	15′-4"	1′-3"						11¾"				
EP10751	10	28	30′-8"	STR												
EP10752	10	28	31′-5"	STR												
EP10753	10	28	32′-2"	STR												
EP10754	10	28	32′-10"	STR												



REINFORCEMENT BAR NOTES:

1. "E" IN BAR MARK INDICATES EPOXY COATED BARS.
2. ALL DIMENSIONS ARE OUT-TO-OUT OF BAR EXCEPT "A" AND "C" ON STANDARD 135° AND 180° HOOKS, AND "R" WHICH IS SHOWN TO THE INSIDE OF THE BAR.
3. FOR REINFORCEMENT BAR FABRICATION DETAILS, REFER TO STANDARD DRAWING BC-736M.
4. FIGURES IN CIRCLES SHOW BAR TYPES.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SB PIER 5 REINFORCEMENT SCHEDULE

COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL — ALEXANDER LEE SCHMIDT — ENGINEER — PE088878

RECOMMENDED 2026.02.06

SHEET 109 OF 291

S-39605

DES: KJR | DWG: KJR | CHK: ALS

DOT_2015
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DOT_ANSI_D_PDF.plt

Stantec
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713142\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_3.10_PR.dgn

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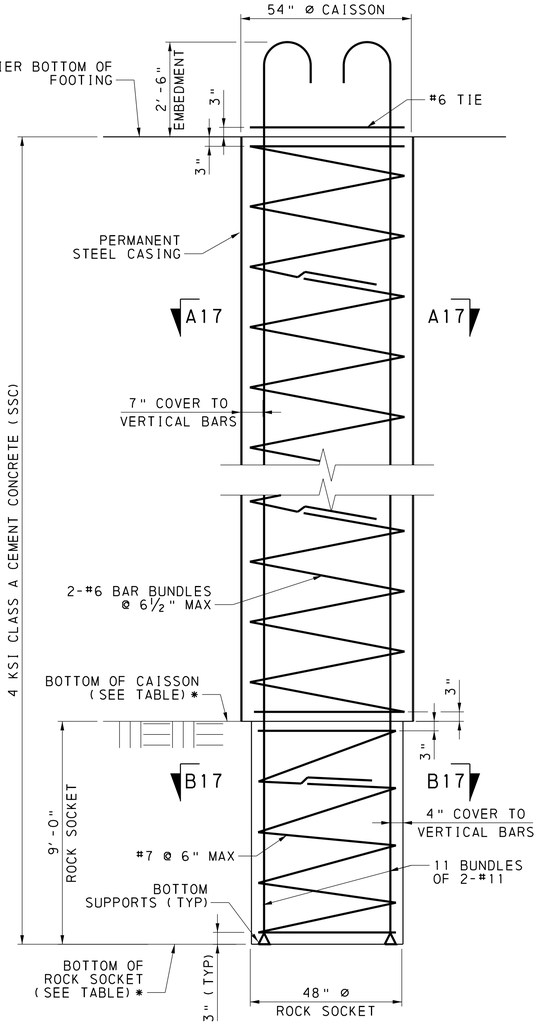
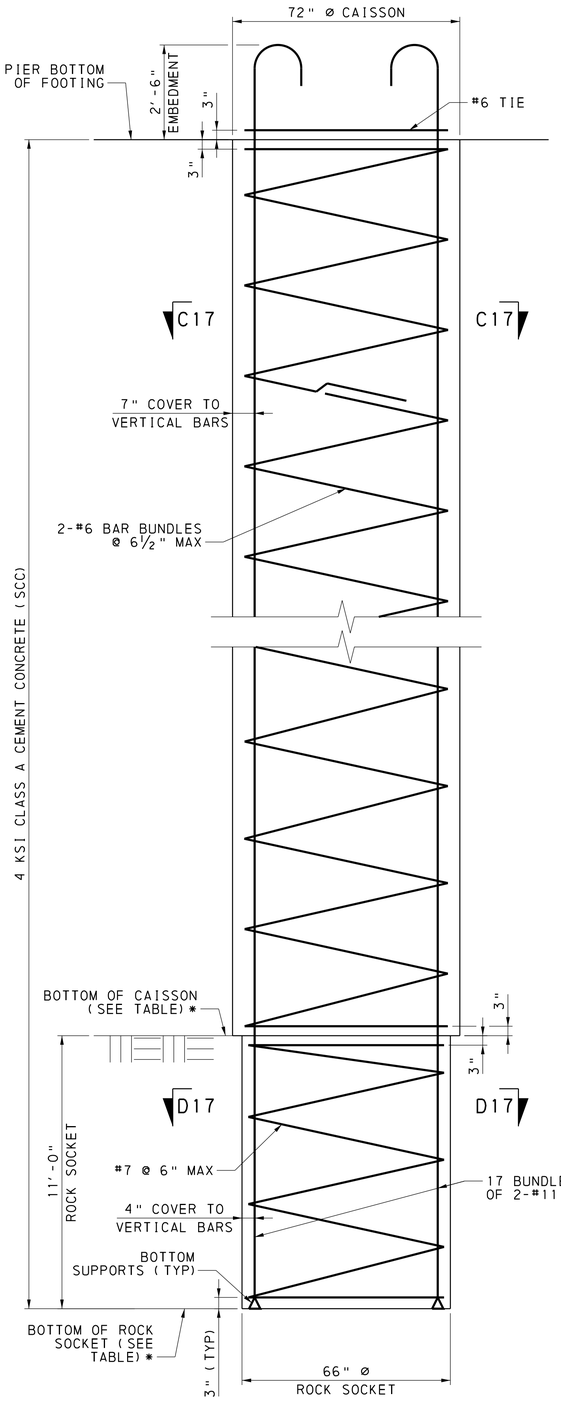


DRILLED CAISSON ELEVATION PIERS 1 & 2

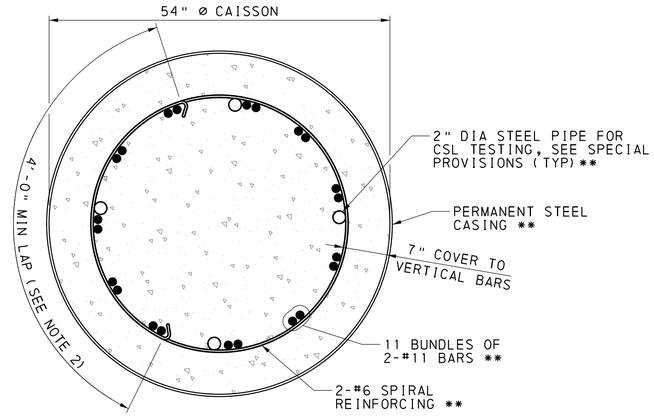
0 2 4 FEET

* FOR DRILLED CAISSON ELEVATION TABLES; SEE GENERAL NOTES SHEET 8



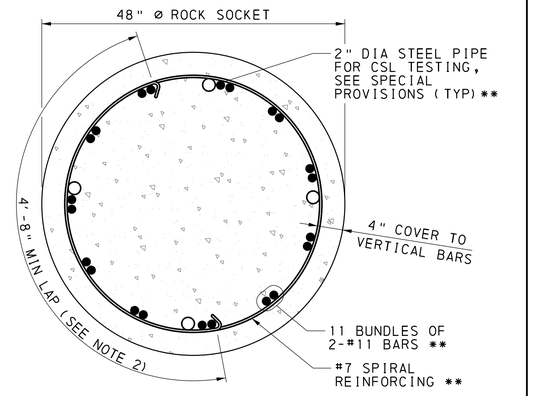
DRILLED CAISSON ELEVATION PIERS 6 & 7

0 2 4 FEET



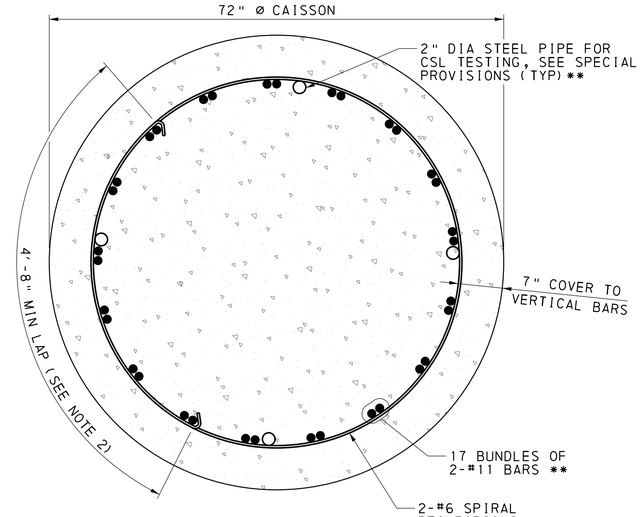
SECTION A17-A17

0 1 2 FEET



SECTION B17-B17

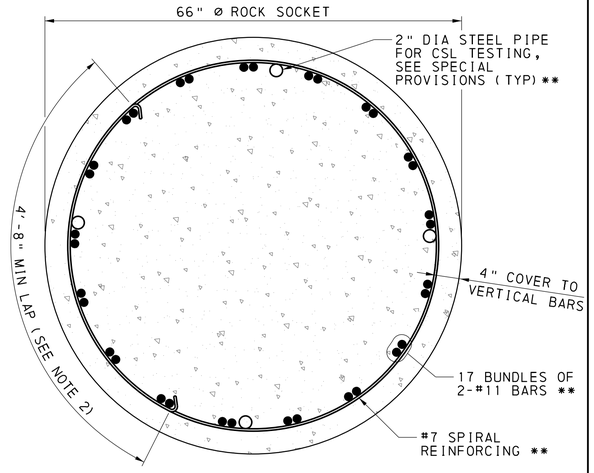
0 1 2 FEET



SECTION C17-C17

0 1 2 FEET

** INCIDENTAL TO ASSOCIATED DRILLED CAISSON ITEMS



SECTION D17-D17

0 1 2 FEET

NOTES

1. ALL REINFORCEMENT SHALL BE EPOXY COATED. USE CORROSION RESISTANT TYPE II CEMENT CONCRETE. REFER TO THE SPECIAL PROVISIONS.
2. STAGGER LAP SPLICES AND PROVIDE 135° HOOK AT EACH END OF SPIRAL REINFORCEMENT.
3. PROVIDE MINIMUM 5" CLEAR SPACING BETWEEN ALL REINFORCEMENT BARS.
4. CENTERING DEVICES ARE REQUIRED. PROVIDE AT MAXIMUM VERTICAL SPACING OF 10 FEET.
5. FOR DRILLED CAISSON FOUNDATION NOTES, SEE SHEET 8.

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE086878 PENNSYLVANIA

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
DRILLED CAISSON DETAILS

RECOMMENDED 2026.02.06

SHEET 120 OF 291

S-39605

Stantec
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713144 2\1_100 Records\13_0 CADD\13_2 Structures\BR_1005\1442_1005_3_90_MP.dgn

DES: ALS | DWG: KJR | CHK: ALS

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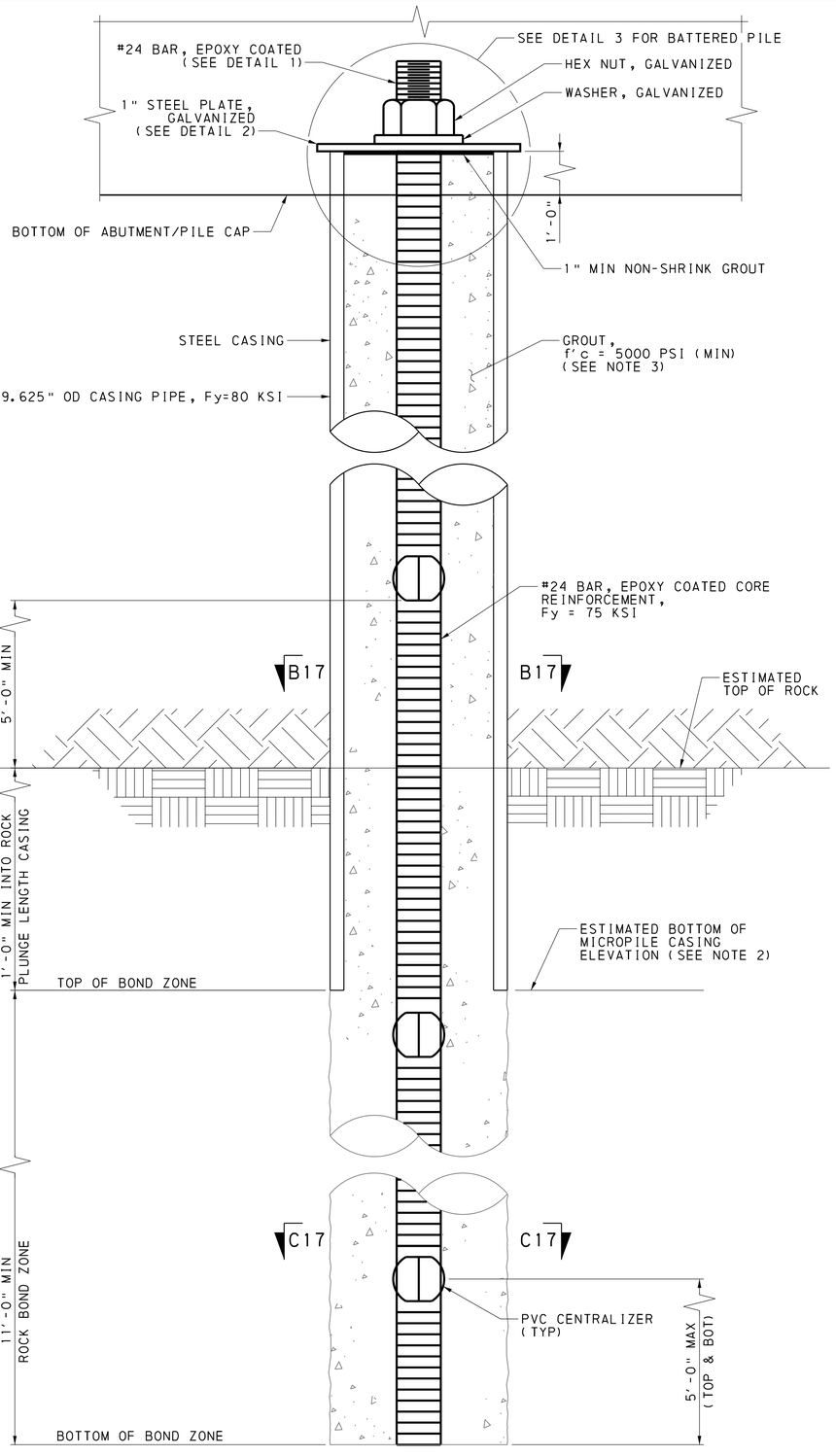
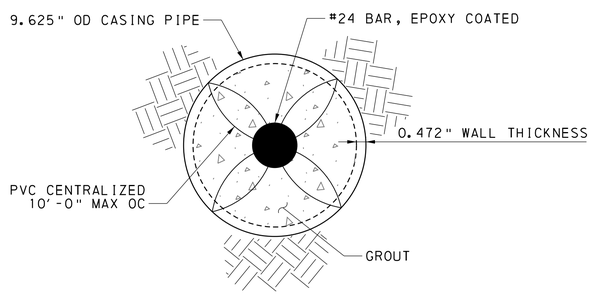
DOT_ANSI_D_PDF.plt



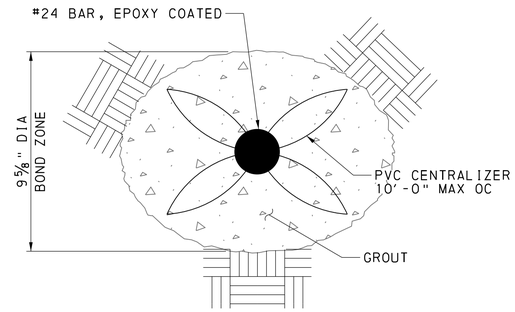
TYPICAL MICROPILE SECTION

0 ½ 1 FEET



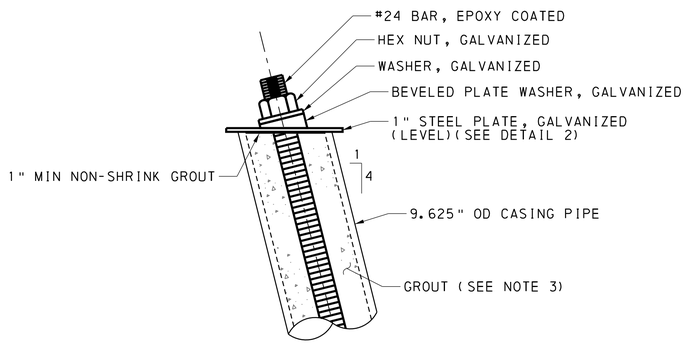
SECTION B17-B17

0 ½ 1 FEET



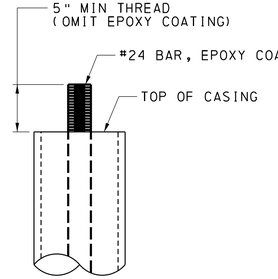
SECTION C17-C17

0 ½ 1 FEET



DETAIL 3
BATTERED PILE DETAIL

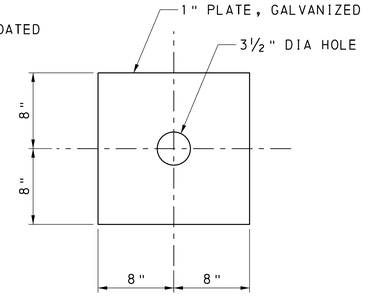
0 1 2 FEET



DETAIL 1

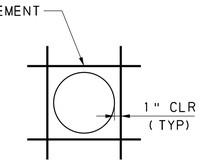
(TYPICAL MICROPILE SHOWN,
BATTERED MICROPILE SIMILAR)

0 1 2 FEET



DETAIL 2

0 1 2 FEET



PILE REINFORCEMENT
CLEARANCE PLAN

0 1 2 FEET

NOTES

1. DRILLING, STEEL CASING, GROUT CORE REINFORCEMENT, AND HARDWARE ARE INDICENTAL TO MICROPILES.
2. FOR ADDITIONAL DETAILS, SEE FOUNDATION NOTES ON SHEET 8.
3. USE TYPE II CEMENT FOR GROUT.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
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COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
MICROPILE DETAILS

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
ALEXANDER LEE SCHMIDT
ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 121 OF 291

S-39605

DES: SAB | DWG: KJR | CHK: KRA

1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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Stantec

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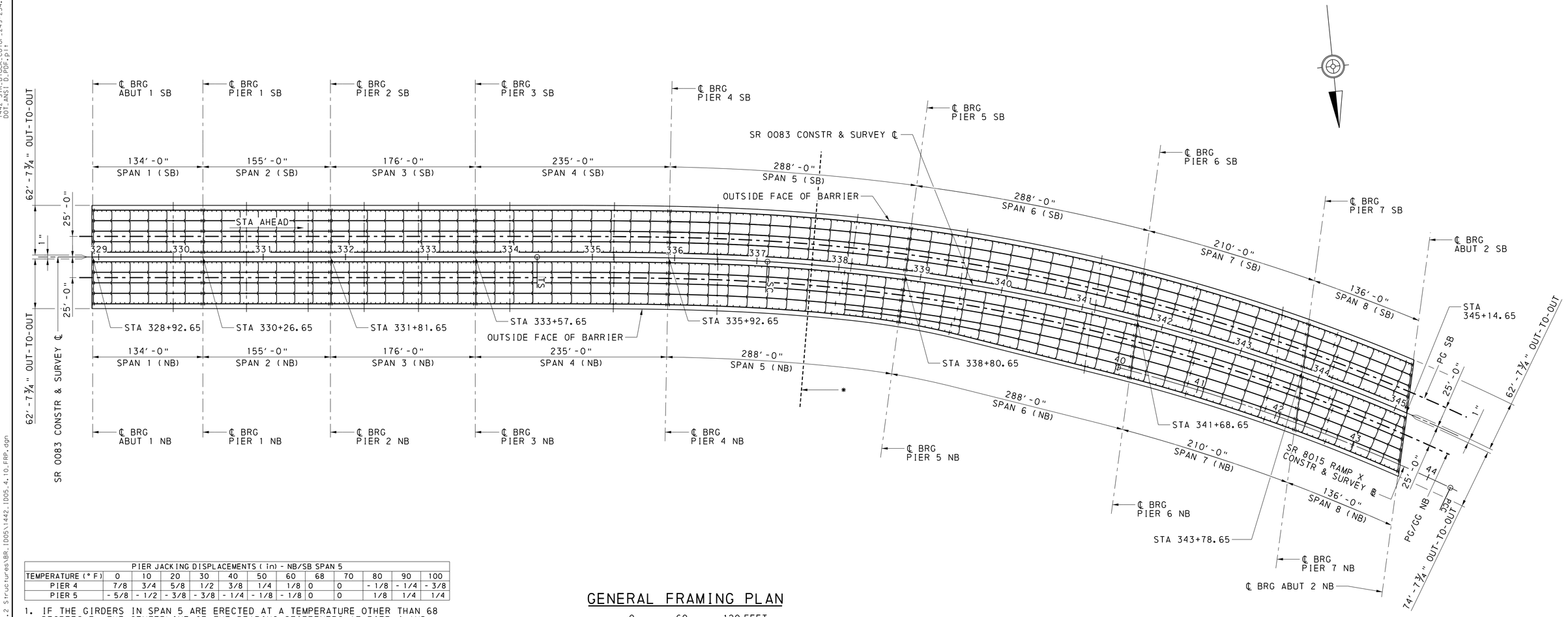

PIER JACKING DISPLACEMENTS (in) - NB/SB SPAN 5												
TEMPERATURE (° F)	0	10	20	30	40	50	60	68	70	80	90	100
PIER 4	7/8	3/4	5/8	1/2	3/8	1/4	1/8	0	0	- 1/8	- 1/4	- 3/8
PIER 5	- 5/8	- 1/2	- 3/8	- 3/8	- 1/4	- 1/8	- 1/8	0	0	1/8	1/4	1/4

1. IF THE GIRDERS IN SPAN 5 ARE ERECTED AT A TEMPERATURE OTHER THAN 68 DEGREES F, THE CENTERLINE OF THE BEARING STIFFENERS AT PIER 4 AND PIER 5 ARE EXPECTED TO BE OFFSET FROM THE CENTERLINE OF BEARING BY THE AMOUNTS IN THE FOLLOWING TABLE. THE CONTRACTOR SHALL JACK THE PIERS TO ACCOUNT FOR THESE OFFSETS BEFORE MAKING THE CONNECTION BETWEEN THE GIRDERS AND BEARING ASSEMBLIES. REFER TO THE BEARING SHEETS FOR ALIGNMENT DETAILS.
2. POSITIVE VALUES INDICATE OFFSET IS AHEAD STATION. NEGATIVE VALUES INDICATE OFFSET IS BACK STATION.

GENERAL FRAMING PLAN

0 60 120 FEET

* THEORETICAL POINT OF FIXITY (NB AND SB BRIDGES) APPROXIMATELY AT STATION 337+67

NOTES

1. FOR DETAILED FRAMING PLAN SEGMENTS AND GIRDER ELEVATIONS, SEE SHEETS 123 - 141.
2. FOR DIAPHRAGM DETAILS, SEE SHEETS 154 - 156.
3. FOR FIELD SPLICE DETAILS, SEE SHEET 153.
4. ALL SPAN LENGTHS ARE MEASURED ALONG SR 0083 CONSTR & SURVEY ℄ FROM INTERSECTION WITH ℄ BEARINGS.

DES: KJR | DWG: KJR | CHK: ALS

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
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COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
GENERAL FRAMING PLAN

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 122 OF 291

S-39605

Stantec
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WORKSPACE: DOT_2015 (SURVEY FEET)
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1/9/2026
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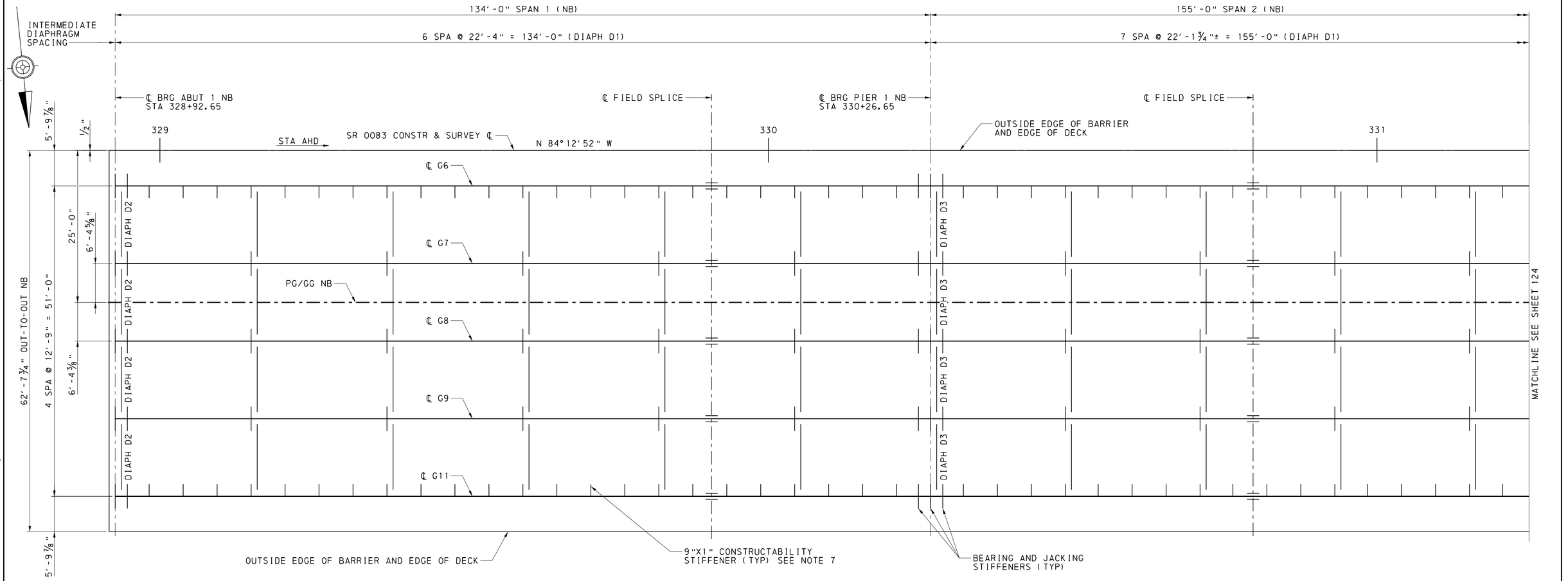
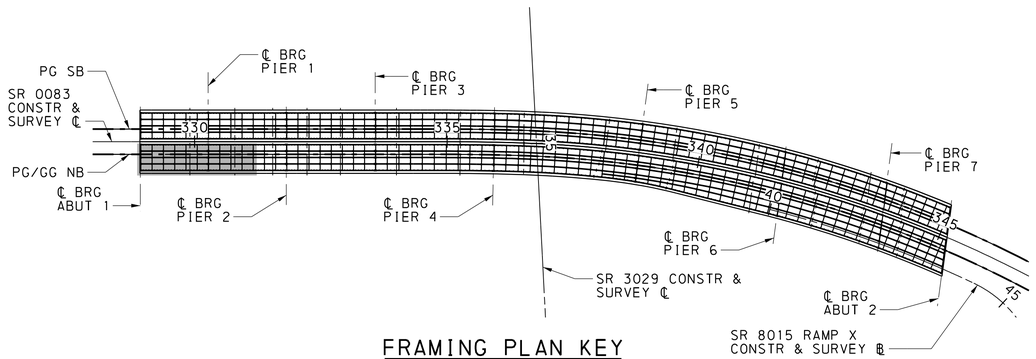


NORTHBOUND FRAMING PLAN (1 OF 8)

0 8 16 FEET



FRAMING PLAN KEY

NOT TO SCALE

FUTURE JACKING LOAD TABLE	
LOCATION	MAX LOAD (KIPS)
ABUT 1	160
PIER 1	265

NOTE: THE MAXIMUM UNFACTORED DEAD LOAD INCLUDING FWS GIVEN AT EACH SUBSTRUCTURE LOCATION. AT THE PIERS, LOAD IS ASSUMED EQUALLY DISTRIBUTED TO BOTH JACKING STIFFENERS ON EACH SIDE OF THE PIER.

NOTES

1. INTERMEDIATE DIAPHRAGM SPACING MEASURED ALONG AND RADIAL TO G6 ℄. SPAN LENGTHS MEASURED ALONG SR 0083 CONSTR & SURVEY ℄ FROM INTERSECTION WITH ℄ BEARINGS.
2. FOR GIRDER ELEVATION, SEE SHEETS 139- 141.
3. FOR FIELD SPLICE DETAILS, SEE SHEET 153.
4. FOR DIAPHRAGM DETAILS, SEE SHEETS 154 - 156.
5. FOR STIFFENER DETAILS, SEE SHEETS 139 - 141.
6. FOR SUGGESTED ERECTION SEQUENCE AND NOTES, SEE SHEETS 19 THROUGH 21.
7. CONSTRUCTABILITY STIFFENER SPACING NOT TO EXCEED 80" IN SPANS 1-3 AND 104" IN SPANS 4-8. SPACE EVENLY BETWEEN DIAPHRAGM CONNECTION PLATES.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

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COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
NORTHBOUND FRAMING PLAN (1 OF 8)

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ENGINEER ALEXANDER LEE SCHMIDT PE081878

RECOMMENDED 2026.02.06

SHEET 123 OF 291

S-39605

Stantec

DES: KJR | DWG: KJR | CHK: ALS

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1442_STR_Black_Color-249-254.tbl
DOT_ANSI_D_PDF.plt

155'-0" SPAN 2 (NB) | 176'-0" SPAN 3 (NB)

INTERMEDIATE DIAPHRAGM SPACING

7 SPA @ 22'-1¾"± = 155'-0" (DIAPH D1) | 8 SPA @ 22'-0" = 176'-0" (DIAPH D1)

℄ FIELD SPLICE | ℄ BRG PIER 2 NB STA 331+81.65 | ℄ FIELD SPLICE | ℄ FIELD SPLICE | ℄ BRG PIER 3 NB STA 333+57.65

5'-9⅞" | ½"

STA AHD

N 84°12'52" W

332 | 333

SR 0083 CONSTR & SURVEY ℄

OUTSIDE EDGE OF BARRIER AND EDGE OF DECK

℄ G6

℄ G7

PG/GG NB

℄ G8

℄ G9

℄ G11

DIAPH D3

DIAPH D4

62'-7¾" OUT-TO-OUT NB

4 SPA @ 12'-9" = 51'-0"

MATCHLINE SEE SHEET 123

MATCHLINE SEE SHEET 125

5'-9⅞"

9"X1" CONSTRUCTABILITY STIFFENER (TYP) SEE NOTE 7, SHEET 123

BEARING AND JACKING STIFFENERS (TYP)

OUTSIDE EDGE OF BARRIER AND EDGE OF DECK

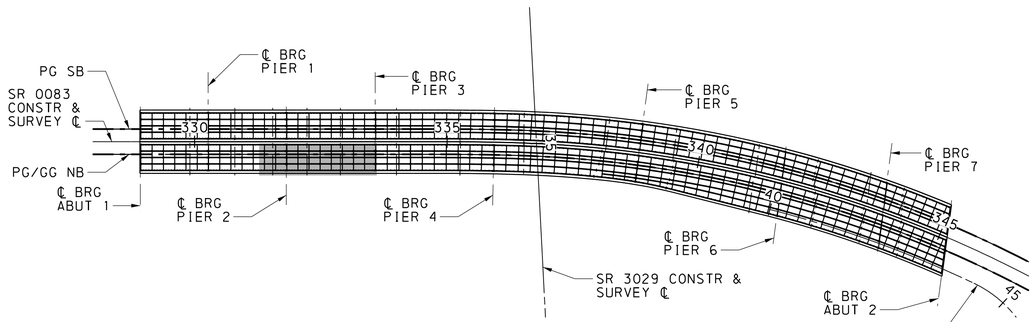
BEARING AND JACKING STIFFENERS (TYP)

NORTHBOUND FRAMING PLAN (2 OF 8)

0 8 16 FEET

FUTURE JACKING LOAD TABLE	
LOCATION	MAX LOAD (KIPS)
PIER 2	256
PIER 3	336

NOTE: THE MAXIMUM UNFACTORED DEAD LOAD INCLUDING FWS GIVEN AT EACH SUBSTRUCTURE LOCATION. AT THE PIERS, LOAD IS ASSUMED EQUALLY DISTRIBUTED TO BOTH JACKING STIFFENERS ON EACH SIDE OF THE PIER.



FRAMING PLAN KEY

NOT TO SCALE

NOTE

1. FOR NB FRAMING PLAN NOTES, SEE SHEET 123.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789

BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091

SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK

8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE

NORTHBOUND FRAMING PLAN (2 OF 8)

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 124 OF 291

S-39605

DES: KJR | DWG: KJR | CHK: ALS

1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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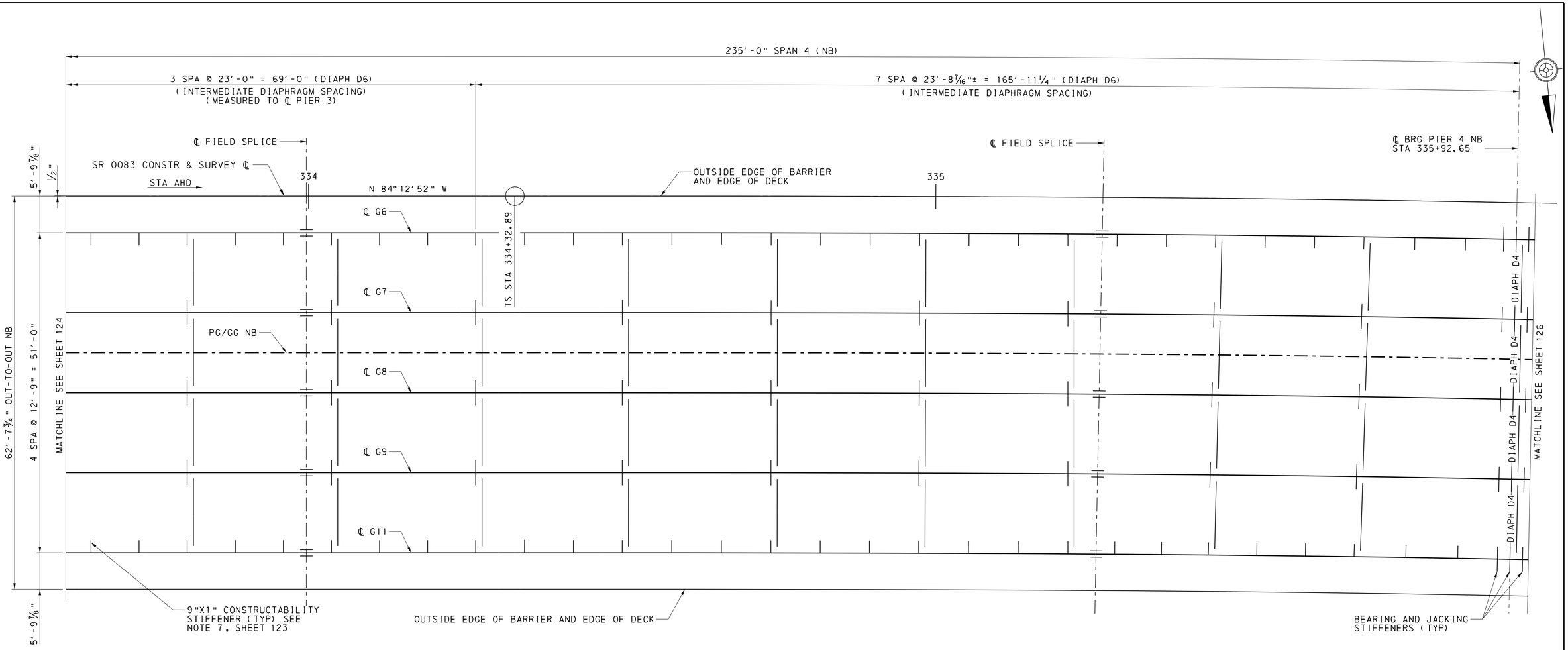
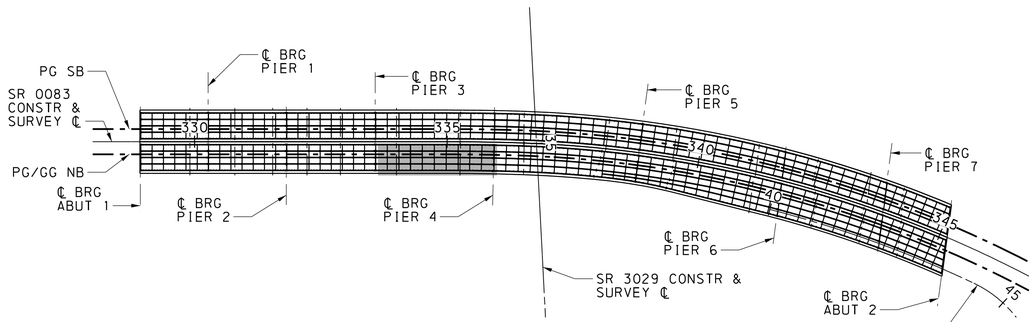


NORTHBOUND FRAMING PLAN (3 OF 8)

0 8 16 FEET

FUTURE JACKING LOAD TABLE	
LOCATION	MAX LOAD (KIPS)
PIER 4	496

NOTE: THE MAXIMUM UNFACTORED DEAD LOAD INCLUDING FWS GIVEN AT EACH SUBSTRUCTURE LOCATION. AT THE PIERS, LOAD IS ASSUMED EQUALLY DISTRIBUTED TO BOTH JACKING STIFFENERS ON EACH SIDE OF THE PIER.



FRAMING PLAN KEY

NOT TO SCALE

NOTES

1. FOR NB FRAMING PLAN NOTES, SEE SHEET 123.
2. IF THE GIRDERS IN SPAN 5 ARE ERECTED AT A TEMPERATURE OTHER THAN 68 DEGREES F, REFER TO PIER JACKING DISPLACEMENT TABLE ON THE GENERAL FRAMING PLAN, SHEET 122.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
NORTHBOUND FRAMING PLAN (3 OF 8)

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ENGINEER NO. PE081878 ALEXANDER LEE SCHMIDT

RECOMMENDED 2026.02.06

SHEET 125 OF 291

S-39605

DES: KJR | DWG: KJR | CHK: ALS

Stantec
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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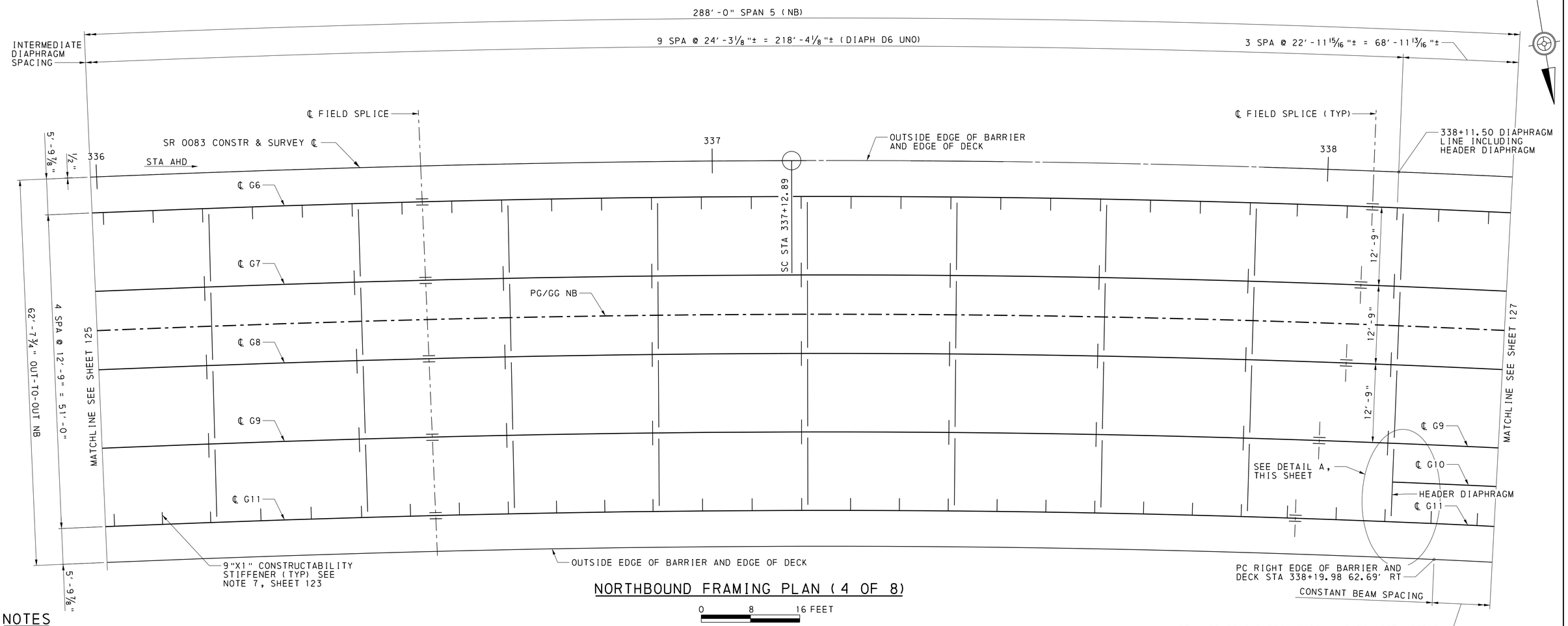
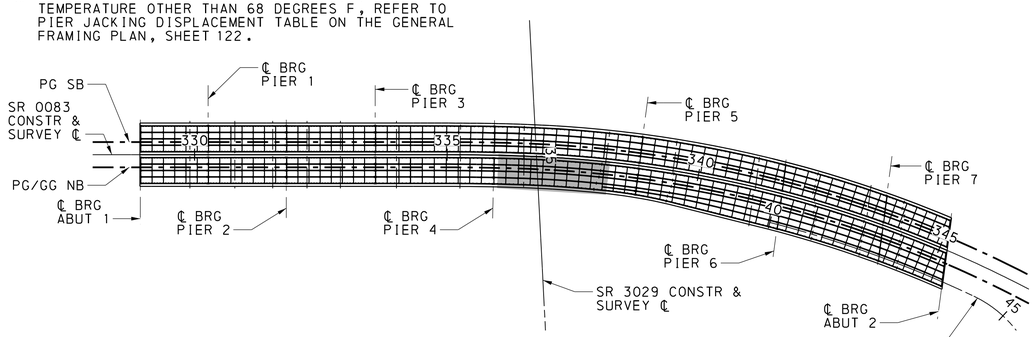


NORTHBOUND FRAMING PLAN (4 OF 8)

0 8 16 FEET

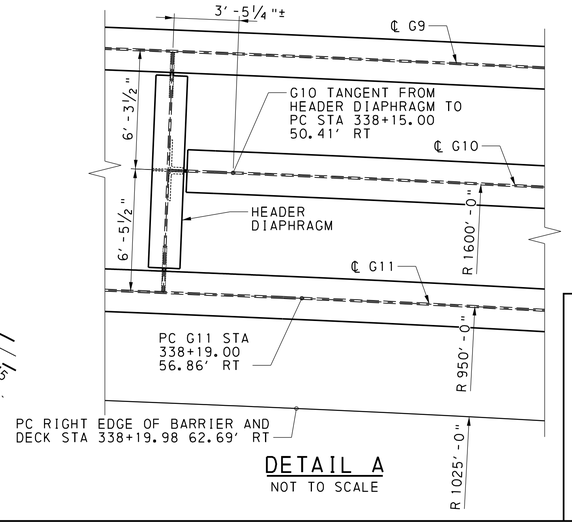
NOTES

1. FOR NB FRAMING PLAN NOTES, SEE SHEET 123.
2. BEAM SPACING AND DECK WIDTH VARIES FROM STA 338+11.50 TO STA 341+45.00.
3. FOR HEADER DIAPHRAGM DETAILS, SEE SHEET 156.
4. IF THE GIRDERS IN SPAN 5 ARE ERECTED AT A TEMPERATURE OTHER THAN 68 DEGREES F, REFER TO PIER JACKING DISPLACEMENT TABLE ON THE GENERAL FRAMING PLAN, SHEET 122.



FRAMING PLAN KEY

NOT TO SCALE



DETAIL A

NOT TO SCALE

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
NORTHBOUND FRAMING PLAN (4 OF 8)

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 126 OF 291

S-39605

DES: KJR | DWG: KJR | CHK: ALS

Stantec 1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713144 2\1.100 Records\13.0 CADD\13.2 Structures\BR_ID05\1442_ID05_4_10_FRP.dgn

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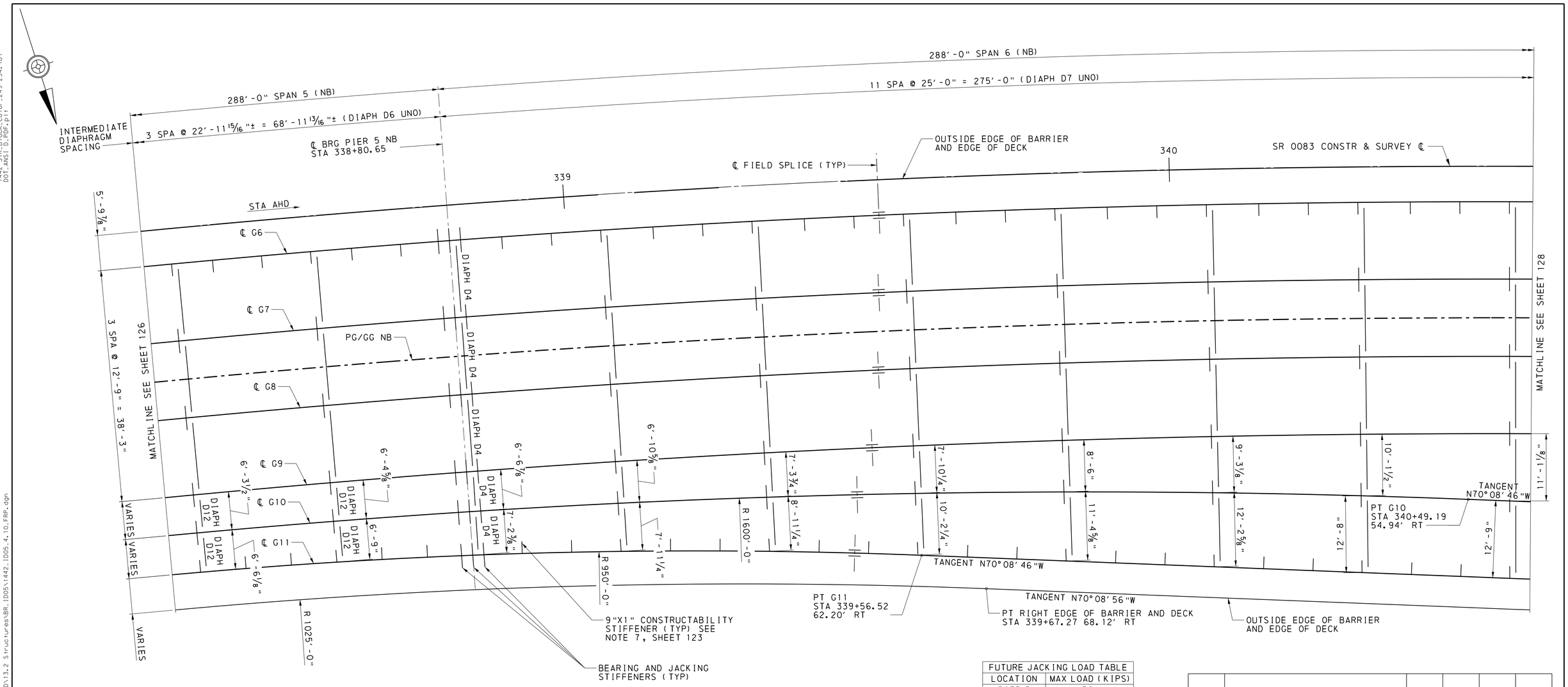
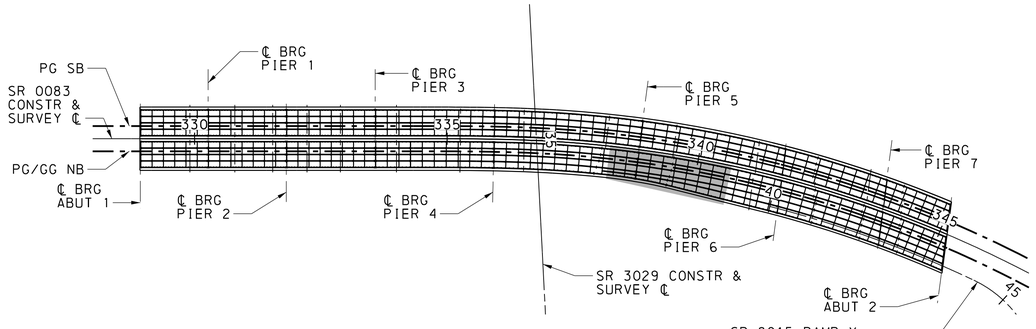


NORTHBOUND FRAMING PLAN (5 OF 8)

0 8 16 FEET

FUTURE JACKING LOAD TABLE	
LOCATION	MAX LOAD (KIPS)
PIER 5	561

NOTE: THE MAXIMUM UNFACTORED DEAD LOAD INCLUDING FWS GIVEN AT EACH SUBSTRUCTURE LOCATION. AT THE PIERS, LOAD IS ASSUMED EQUALLY DISTRIBUTED TO BOTH JACKING STIFFENERS ON EACH SIDE OF THE PIER.



FRAMING PLAN KEY

NOT TO SCALE

NOTES

1. FOR NB FRAMING PLAN NOTES, SEE SHEET 123.
2. BEAM SPACING AND DECK WIDTH VARIES FROM STA 338+11.50 TO STA 341+45.00.
3. IF THE GIRDERS IN SPAN 5 ARE ERECTED AT A TEMPERATURE OTHER THAN 68 DEGREES F, REFER TO PIER JACKING DISPLACEMENT TABLE ON THE GENERAL FRAMING PLAN, SHEET 122.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
NORTHBOUND FRAMING PLAN (5 OF 8)

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 127 OF 291

S-39605

Stantec
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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DES: KJR | DWG: KJR | CHK: ALS

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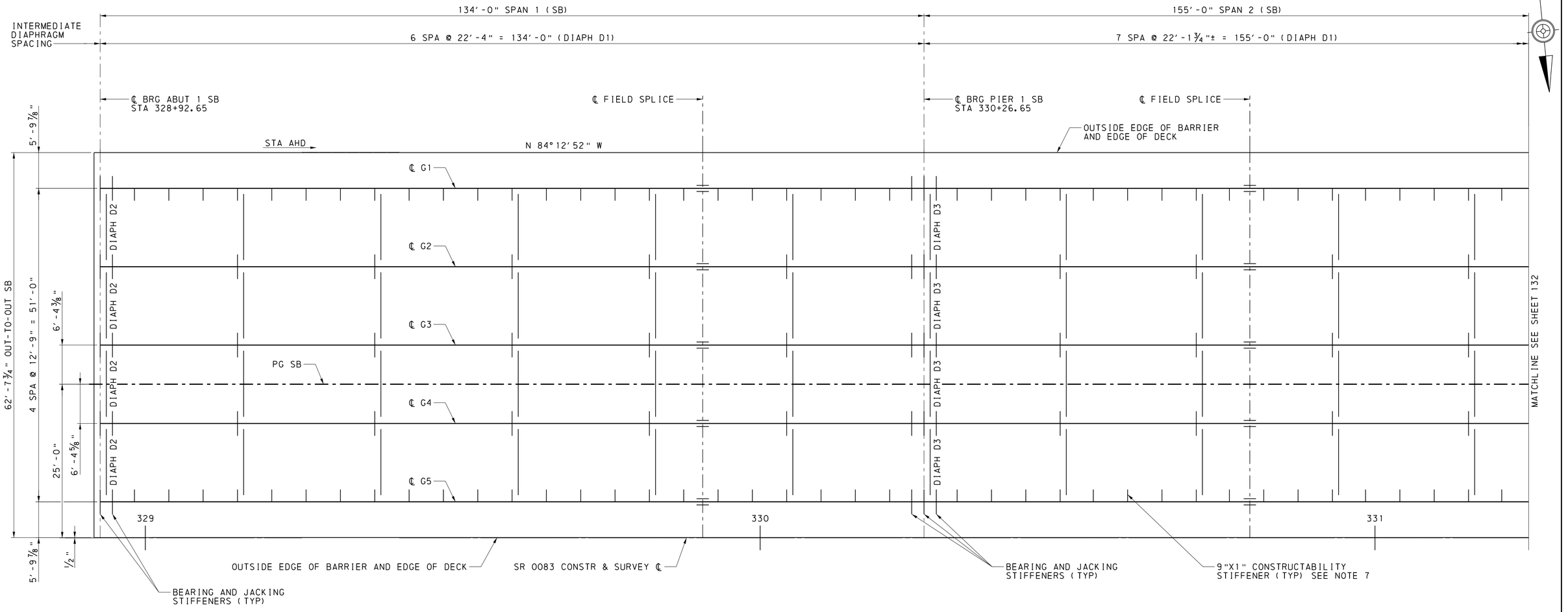
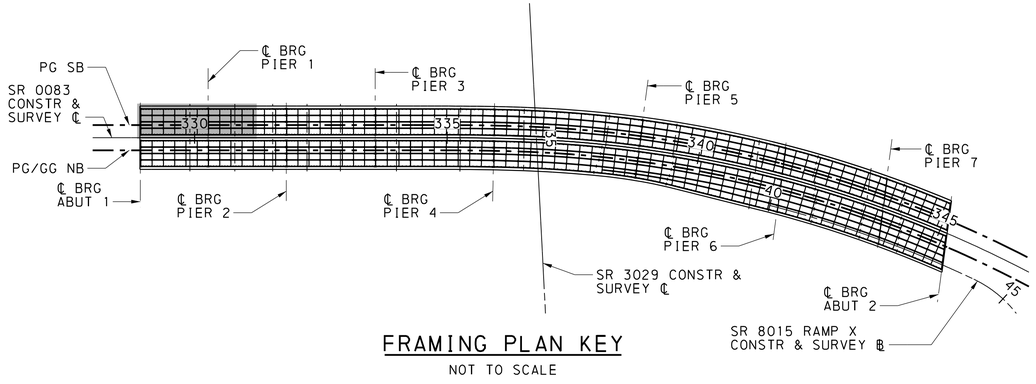


SOUTHBOUND FRAMING PLAN (1 OF 8)

0 8 16 FEET



FRAMING PLAN KEY

NOT TO SCALE

FUTURE JACKING LOAD TABLE	
LOCATION	MAX LOAD (KIPS)
ABUT 1	160
PIER 1	266

NOTE: THE MAXIMUM UNFACTORED DEAD LOAD INCLUDING FWS GIVEN AT EACH SUBSTRUCTURE LOCATION. AT THE PIERS, LOAD IS ASSUMED EQUALLY DISTRIBUTED TO BOTH JACKING STIFFENERS ON EACH SIDE OF THE PIER.

NOTES

1. INTERMEDIATE DIAPHRAGM SPACING MEASURED ALONG AND RADIAL TO G1 ℄. SPAN LENGTHS MEASURED ALONG SR 0083 CONSTR & SURVEY ℄ FROM INTERSECTION WITH ℄ BEARINGS.
2. FOR GIRDER ELEVATION, SEE SHEETS 139 - 141.
3. FOR FIELD SPLICE DETAILS, SEE SHEET 153.
4. FOR DIAPHRAGM DETAILS, SEE SHEETS 154 - 156.
5. FOR STIFFENER DETAILS, SEE SHEETS 139 - 141.
6. FOR SUGGESTED ERECTION SEQUENCE AND NOTES, SEE SHEETS 19 THROUGH 21.
7. CONSTRUCTABILITY STIFFENER SPACING NOT TO EXCEED 80" IN SPANS 1-3 AND 104" IN SPANS 4-8. SPACE EVENLY BETWEEN DIAPHRAGM CONNECTION PLATES.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SOUTHBOUND FRAMING PLAN (1 OF 8)

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
ALEXANDER LEE SCHMIDT
ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 131 OF 291

S-39605

DES: KJR | DWG: KJR | CHK: ALS

Stantec
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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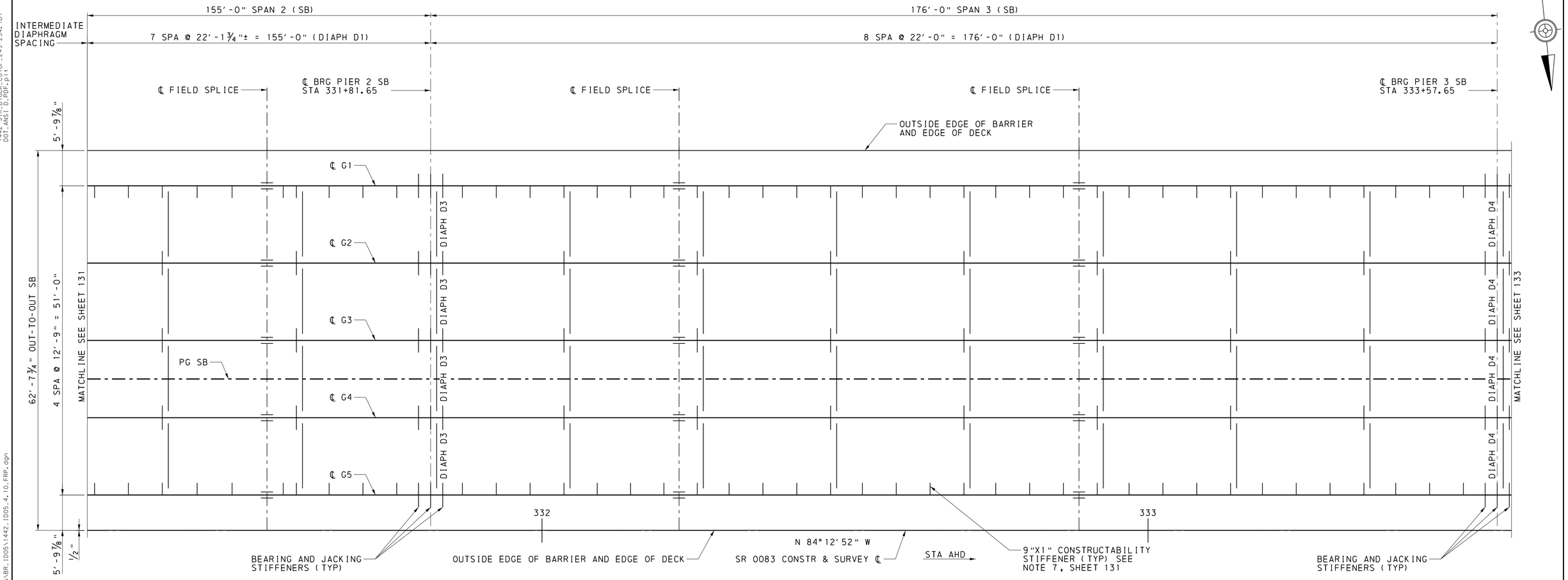
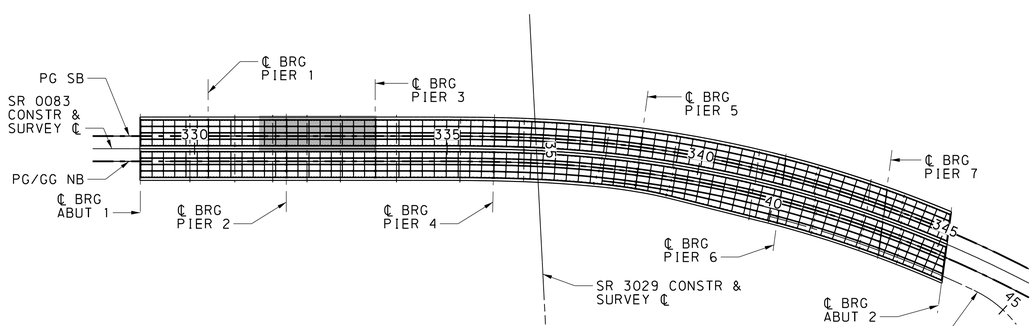


SOUTHBOUND FRAMING PLAN (2 OF 8)

0 8 16 FEET

FUTURE JACKING LOAD TABLE	
LOCATION	MAX LOAD (KIPS)
PIER 2	256
PIER 3	339

NOTE: THE MAXIMUM UNFACTORED DEAD LOAD INCLUDING FWS GIVEN AT EACH SUBSTRUCTURE LOCATION. AT THE PIERS, LOAD IS ASSUMED EQUALLY DISTRIBUTED TO BOTH JACKING STIFFENERS ON EACH SIDE OF THE PIER.



FRAMING PLAN KEY

NOT TO SCALE

NOTE

1. FOR SB FRAMING PLAN NOTES, SEE SHEET 131.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SOUTHBOUND FRAMING PLAN (2 OF 8)

COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL — ALEXANDER LEE SCHMIDT — ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 132 OF 291

S-39605

DES: KJR | DWG: KJR | CHK: ALS

Stantec
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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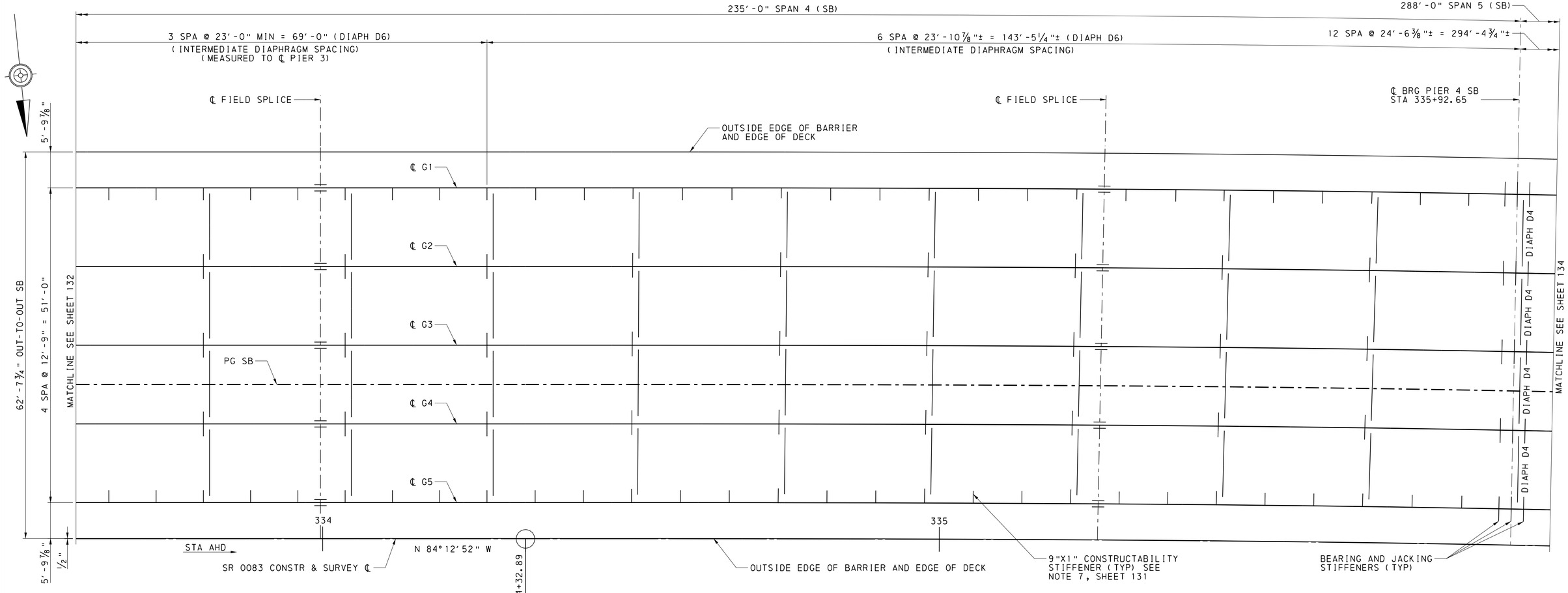
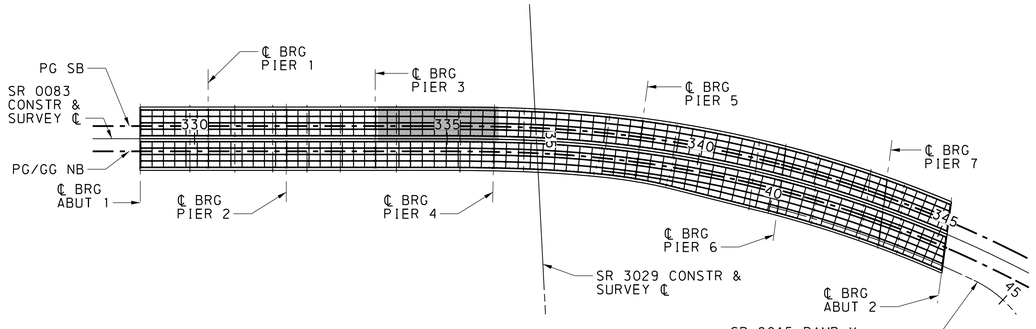


SOUTHBOUND FRAMING PLAN (3 OF 8)

0 8 16 FEET

FUTURE JACKING LOAD TABLE	
LOCATION	MAX LOAD (KIPS)
PIER 4	502

NOTE: THE MAXIMUM UNFACTORED DEAD LOAD INCLUDING FWS GIVEN AT EACH SUBSTRUCTURE LOCATION. AT THE PIERS, LOAD IS ASSUMED EQUALLY DISTRIBUTED TO BOTH JACKING STIFFENERS ON EACH SIDE OF THE PIER.



FRAMING PLAN KEY

NOT TO SCALE

NOTES

1. FOR SB FRAMING PLAN NOTES, SEE SHEET 131.
2. IF THE GIRDERS IN SPAN 5 ARE ERECTED AT A TEMPERATURE OTHER THAN 68 DEGREES F, REFER TO PIER JACKING DISPLACEMENT TABLE ON THE GENERAL FRAMING PLAN, SHEET 122.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SOUTHBOUND FRAMING PLAN (3 OF 8)

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
ALEXANDER LEE SCHMIDT
ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 133 OF 291

S-39605

DES: KJR | DWG: KJR | CHK: ALS

Stantec
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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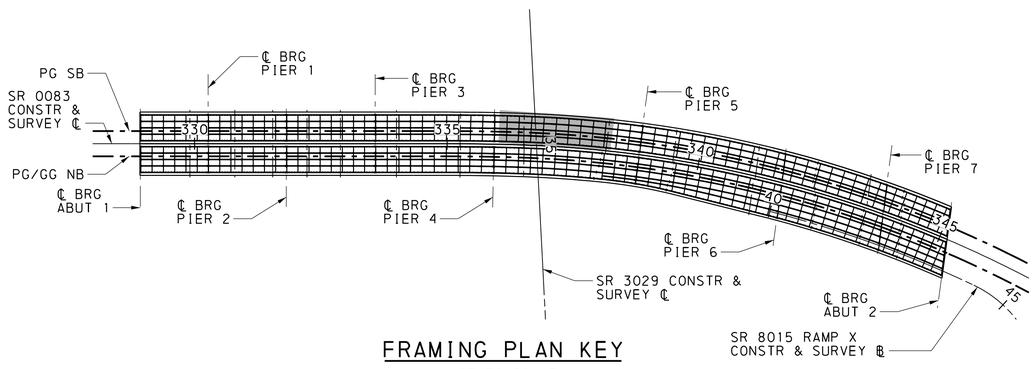
SOUTHBOUND FRAMING PLAN (4 OF 8)

0 8 16 FEET



FRAMING PLAN KEY

NOT TO SCALE

NOTES

1. FOR SB FRAMING PLAN NOTES, SEE SHEET 131.
2. IF THE GIRDERS IN SPAN 5 ARE ERECTED AT A TEMPERATURE OTHER THAN 68 DEGREES F, REFER TO PIER JACKING DISPLACEMENT TABLE ON THE GENERAL FRAMING PLAN, SHEET 122.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SOUTHBOUND FRAMING PLAN (4 OF 8)

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER PE081878

RECOMMENDED 2026.02.06

SHEET 134 OF 291

S-39605

DES: KJR | DWG: KJR | CHK: ALS

Stantec 1/9/2026
WORKSPACE: DOT_2015_(SURVEY FEET)
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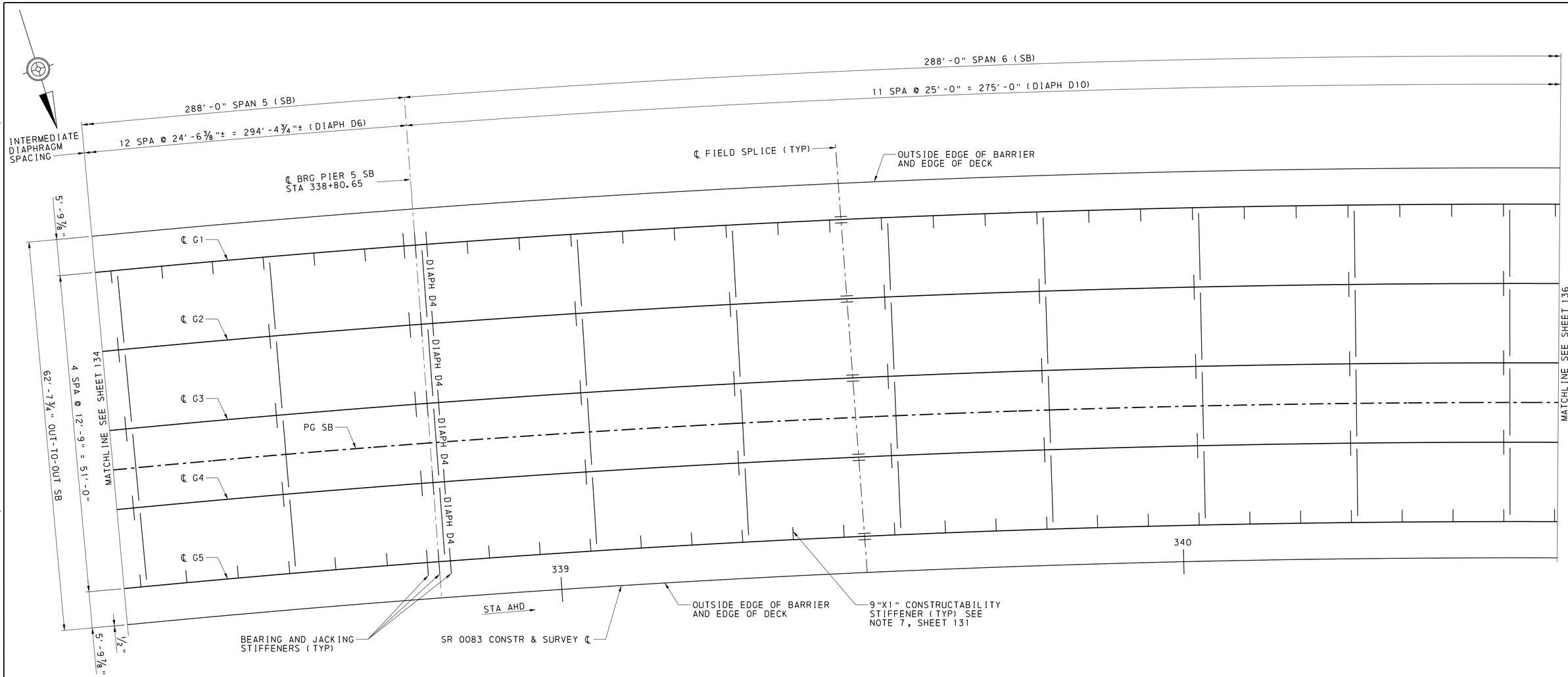
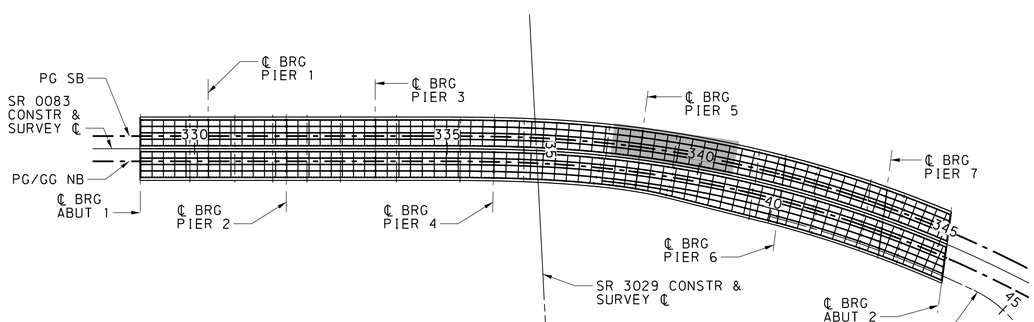


SOUTHBOUND FRAMING PLAN (5 OF 8)

0 8 16 FEET

FUTURE JACKING LOAD TABLE	
LOCATION	MAX LOAD (KIPS)
PIER 5	584

NOTE: THE MAXIMUM UNFACTORED DEAD LOAD INCLUDING FWS GIVEN AT EACH SUBSTRUCTURE LOCATION. AT THE PIERS, LOAD IS ASSUMED EQUALLY DISTRIBUTED TO BOTH JACKING STIFFENERS ON EACH SIDE OF THE PIER.



FRAMING PLAN KEY

NOT TO SCALE

NOTES

1. FOR SB FRAMING PLAN NOTES, SEE SHEET 131.
2. IF THE GIRDERS IN SPAN 5 ARE ERECTED AT A TEMPERATURE OTHER THAN 68 DEGREES F, REFER TO PIER JACKING DISPLACEMENT TABLE ON THE GENERAL FRAMING PLAN, SHEET 122.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SOUTHBOUND FRAMING PLAN (5 OF 8)

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 135 OF 291

S-39605

DES: KJR | DWG: KJR | CHK: ALS

Stantec
1/20/2026
WORKSPACE: DOT_2015 | SURVEY FEET)
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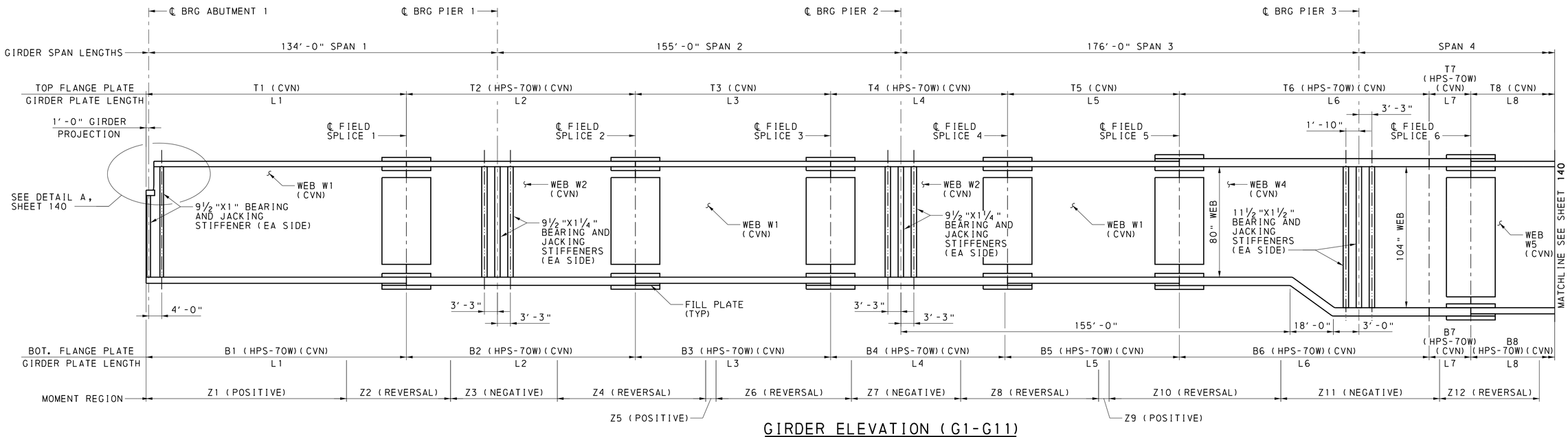


GIRDER ELEVATION (G1-G11)

NOT TO SCALE
(ALL DIMS MEASURED HORIZONTALLY ALONG ℄ BEAM)
DIAPHRAGM CONNECTION PLATES NOT SHOWN FOR CLARITY, SEE STEEL DIAPHRAGM DETAIL SHEETS 154 - 155

SHEAR CONNECTOR SCHEDULE

GIRDER	SPAN 1	SPAN 2	SPAN 3		SPAN 4	SPAN 5	SPAN 6	SPAN 7	SPAN 8
G1	108 SPA @ 15" MAX	124 SPA @ 15" MAX	85 SPA @ 15" MAX	47 SPA @ 18" MAX	158 SPA @ 18" MAX	197 SPA @ 18" MAX	193 SPA @ 18" MAX	140 SPA @ 18" MAX	109 SPA @ 15" MAX
G2	108 SPA @ 15" MAX	124 SPA @ 15" MAX	118 SPA @ 18" MAX		118 SPA @ 24" MAX	147 SPA @ 24" MAX	145 SPA @ 24" MAX	140 SPA @ 18" MAX	136 SPA @ 12" MAX
G3	108 SPA @ 15" MAX	124 SPA @ 15" MAX	118 SPA @ 18" MAX		118 SPA @ 24" MAX	117 SPA @ 30" MAX	145 SPA @ 24" MAX	140 SPA @ 18" MAX	136 SPA @ 12" MAX
G4	108 SPA @ 15" MAX	124 SPA @ 15" MAX	118 SPA @ 18" MAX		118 SPA @ 24" MAX	117 SPA @ 30" MAX	145 SPA @ 24" MAX	140 SPA @ 18" MAX	136 SPA @ 12" MAX
G5	108 SPA @ 15" MAX	124 SPA @ 15" MAX	85 SPA @ 15" MAX	47 SPA @ 18" MAX	157 SPA @ 18" MAX	193 SPA @ 18" MAX	192 SPA @ 18" MAX	140 SPA @ 18" MAX	109 SPA @ 15" MAX
G6	108 SPA @ 15" MAX	124 SPA @ 15" MAX	85 SPA @ 15" MAX	47 SPA @ 18" MAX	157 SPA @ 18" MAX	192 SPA @ 18" MAX	192 SPA @ 18" MAX	141 SPA @ 18" MAX	109 SPA @ 15" MAX
G7	108 SPA @ 15" MAX	124 SPA @ 15" MAX	118 SPA @ 18" MAX		118 SPA @ 24" MAX	143 SPA @ 24" MAX	144 SPA @ 24" MAX	141 SPA @ 18" MAX	137 SPA @ 12" MAX
G8	108 SPA @ 15" MAX	124 SPA @ 15" MAX	118 SPA @ 18" MAX		118 SPA @ 24" MAX	143 SPA @ 24" MAX	144 SPA @ 24" MAX	141 SPA @ 18" MAX	137 SPA @ 12" MAX
G9	108 SPA @ 15" MAX	124 SPA @ 15" MAX	118 SPA @ 18" MAX		118 SPA @ 24" MAX	143 SPA @ 24" MAX	144 SPA @ 24" MAX	141 SPA @ 18" MAX	137 SPA @ 12" MAX
G10	-	-	-	-	-	21 SPA @ 40" MAX	145 SPA @ 24" MAX	141 SPA @ 18" MAX	137 SPA @ 12" MAX
G11	108 SPA @ 15" MAX	124 SPA @ 15" MAX	85 SPA @ 15" MAX	47 SPA @ 18" MAX	156 SPA @ 18" MAX	188 SPA @ 18" MAX	145 SPA @ 24" MAX	141 SPA @ 18" MAX	110 SPA @ 15" MAX

GIRDER SPAN LENGTHS

GIRDER	SPAN 1	SPAN 2	SPAN 3
G1	134'-0"	155'-0"	176'-0"
G2	134'-0"	155'-0"	176'-0"
G3	134'-0"	155'-0"	176'-0"
G4	134'-0"	155'-0"	176'-0"
G5	134'-0"	155'-0"	176'-0"
G6	134'-0"	155'-0"	176'-0"
G7	134'-0"	155'-0"	176'-0"
G8	134'-0"	155'-0"	176'-0"
G9	134'-0"	155'-0"	176'-0"
G10	-	-	-
G11	134'-0"	155'-0"	176'-0"

GIRDER PLATE LENGTHS

GIRDER	L1	L2	L3	L4	L5	L6	L7	L8
G1	99'-0"	89'-0"	75'-0"	68'-0"	66'-0"	95'-0"	16'-0"	127'-1½"
G2	99'-0"	89'-0"	75'-0"	68'-0"	66'-0"	95'-0"	16'-0"	126'-10½"
G3	99'-0"	89'-0"	75'-0"	68'-0"	66'-0"	95'-0"	16'-0"	126'-7½"
G4	99'-0"	89'-0"	75'-0"	68'-0"	66'-0"	95'-0"	16'-0"	126'-4⅜"
G5	99'-0"	89'-0"	75'-0"	68'-0"	66'-0"	95'-0"	16'-0"	126'-1¼"
G6	99'-0"	89'-0"	75'-0"	68'-0"	66'-0"	95'-0"	16'-0"	126'-10⅜"
G7	99'-0"	89'-0"	75'-0"	68'-0"	66'-0"	95'-0"	16'-0"	126'-7⅜"
G8	99'-0"	89'-0"	75'-0"	68'-0"	66'-0"	95'-0"	16'-0"	126'-4⅛"
G9	99'-0"	89'-0"	75'-0"	68'-0"	66'-0"	95'-0"	16'-0"	126'-0⅞"
G10	-	-	-	-	-	-	-	-
G11	99'-0"	89'-0"	75'-0"	68'-0"	66'-0"	95'-0"	16'-0"	125'-9¾"

MOMENT REGION LENGTHS

GIRDER	Z1	Z2	Z3	Z4	Z5	Z6	Z7	Z8	Z9	Z10	Z11	Z12
G1	76'	40'	41'	57'	4'	52'	42'	53'	4'	66'	61'	48'
G2	82'	32'	43'	37'	33'	41'	43'	35'	40'	46'	63'	37'
G3	88'	26'	44'	31'	47'	33'	44'	28'	53'	37'	65'	30'
G4	82'	32'	43'	37'	34'	41'	43'	35'	40'	45'	64'	37'
G5	76'	39'	41'	54'	3'	55'	42'	51'	7'	63'	62'	45'
G6	76'	39'	41'	51'	6'	54'	43'	50'	10'	63'	61'	47'
G7	82'	32'	43'	38'	33'	41'	43'	35'	39'	46'	63'	37'
G8	87'	27'	43'	31'	47'	33'	44'	29'	52'	37'	65'	30'
G9	82'	32'	43'	38'	33'	41'	43'	35'	39'	45'	64'	36'
G10	-	-	-	-	-	-	-	-	-	-	-	-
G11	76'	40'	41'	52'	8'	53'	42'	57'	1'	64'	62'	44'

NOTE: LENGTHS HAVE BEEN ROUNDED TO THE NEAREST FOOT.

GIRDER PLATE SCHEDULE

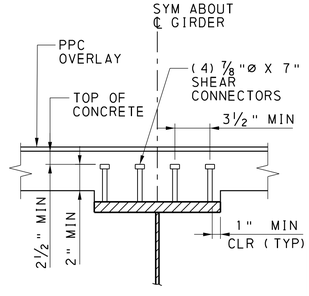
GIRDER	TOP FLANGE							
	T1	T2	T3	T4	T5	T6	T7	T8
G1/G5/G6/G11	24" x 1"	24" x 1"	24" x 1"	24" x 1"	24" x 1"	24" x 1¼"	24" x 1¼"	24" x 1¼"
G2/G3/G4/G7/G8/G9	24" x 1"	24" x 1"	24" x 1"	24" x 1"	24" x 1"	24" x 1¼"	24" x 1¼"	24" x 1¼"
G10	-	-	-	-	-	-	-	-

GIRDER	WEB					
	W1	W2	W3	W4	W5	W6
G1/G5/G6/G11	80" X ¾"	80" X ⅞"	80" X 1"	VARIES 80" TO 104" X 1"	104" X 1"	104" X 1⅛"
G2/G3/G4/G7/G8/G9	80" X ¾"	80" X ⅞"	80" X 1"	VARIES 80" TO 104" X 1"	104" X 1"	104" X 1⅛"
G10	-	-	-	-	104" X 1"	104" X 1⅛"

GIRDER	BOTTOM FLANGE							
	B1	B2	B3	B4	B5	B6	B7	B8
G1/G5/G6/G11	20" x 1"	20" x 1¾"	20" x 1"	20" x 1¾"	20" x 1¼"	20" x 2"	20" x 1¼"	20" x 1½"
G2/G3/G4/G7/G8/G9	20" x 1"	20" x 1¼"	20" x 1"	20" x 1¼"	20" x 1"	20" x 2"	20" x 1½"	20" x 1¼"
G10	-	-	-	-	-	-	-	-

NOTES

1. FOR ADDITIONAL DETAILS SEE BC-753M, INCLUDING HANDRAIL AND DRIP BAR DETAILS. PROVIDE HANDRAILS FULL LENGTH ALONG INSIDE OF FASCIA GIRDERS AND ALONG BOTH SIDES OF INTERIOR GIRDERS.
2. PLACE 9"X1" CONSTRUCTABILITY STIFFENERS AS SHOWN ON FRAMING PLANS.
3. PROVIDE STRUCTURAL STEEL CONFORMING TO AASHTO M 270/M 270M (ASTM A 709/A 709M) GRADE 50W DESIGNATION, EXCEPT THE BOTTOM FLANGES SHALL BE GRADE HPS-70W DESIGNATION AND THE TOP FLANGES OVER THE PIERS SHALL BE HPS-70W DESIGNATION.
4. PAINT ALL STRUCTURAL STEEL A MINIMUM OF 10' FROM ABUTMENT 1 ℄ BRG, AND 13' FROM ABUTMENT 2 ℄ BRG. SEE GENERAL NOTES FOR ADDITIONAL NOTES.
5. CVN INDICATES CHARPY V-NOTCH TESTING SHALL BE PERFORMED FOR THE PLATE AS PER PUBLICATION 408, SECTION 1105.02(a)5.
6. FOR SPACING OF INTERMEDIATE DIAPHRAGM CONNECTION PLATES SEE FRAMING PLAN SHEETS 123- 138.
7. FOR FIELD SPLICE DETAILS, SEE SHEET 153.
8. FOR DIAPHRAGM DETAILS, SEE SHEETS 154 - 155.
9. FOR STIFFENER DETAILS, SEE BC-753M.
10. FOR SUGGESTED ERECTION SEQUENCE AND NOTES, SEE SHEETS 19 THROUGH 21.
11. POSITIVE MOMENT REGION INDICATES A TOP FLANGE IN COMPRESSION AND BOTTOM FLANGE IN TENSION, NEGATIVE MOMENT REGION INDICATES A TOP FLANGE IN TENSION AND BOTTOM FLANGE IN COMPRESSION, REVERSAL MOMENT REGION INDICATES BOTH FLANGES CAN BE IN TENSION OR COMPRESSION.



SHEAR CONNECTOR DETAIL

NOT TO SCALE

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
GIRDER ELEVATION (1 OF 3)

COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL — ALEXANDER LEE SCHMIDT — ENGINEER NO. PE081878

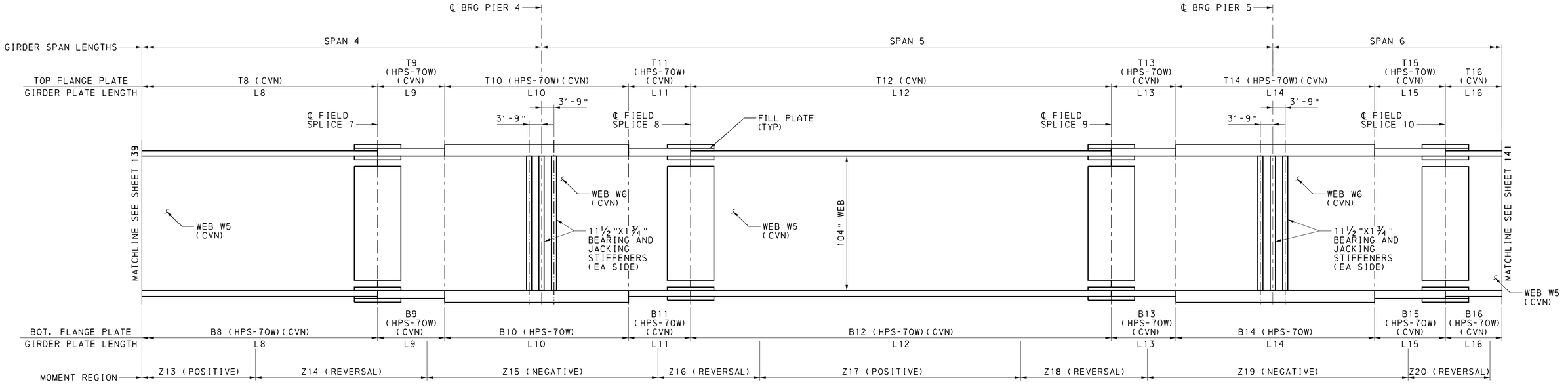
RECOMMENDED 2026.02.06

SHEET 139 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

Stantec
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713442\1.100 Records\13.0 CADD\13.2 Structures\BR_I005\1442_I005_4_40_GRD.dgn
DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI D_PDF.plt



GIRDER ELEVATION (G1-G11)

NOT TO SCALE
(ALL DIMS MEASURED HORIZONTALLY ALONG ℄ BEAM)
DIAPHRAGM CONNECTION PLATES NOT SHOWN FOR CLARITY, SEE STEEL DIAPHRAGM DETAIL SHEETS 154 - 155

	GIRDER SPAN LENGTHS	
GIRDER	SPAN 4	SPAN 5
G1	236'-1½"	294'-4½"
G2	235'-10½"	292'-11⅜"
G3	235'-7½"	291'-6⅛"
G4	235'-4⅜"	290'-1"
G5	235'-1¼"	288'-7¾"
G6	234'-10⅜"	287'-4⅛"
G7	234'-7¼"	285'-10⅞"
G8	234'-4⅛"	284'-5¾"
G9	234'-0⅞"	283'-0½"
G10	-	67'-7¾"
G11	233'-9¾"	281'-7½"

	GIRDER PLATE LENGTHS					
GIRDER	L9	L10	L11	L12	L13	L14
G1	27'-0"	74'-0"	25'-0"	169'-4½"	26'-0"	80'-0"
G2	27'-0"	74'-0"	25'-0"	167'-11⅜"	26'-0"	80'-0"
G3	27'-0"	74'-0"	25'-0"	166'-6⅛"	26'-0"	80'-0"
G4	27'-0"	74'-0"	25'-0"	165'-1"	26'-0"	80'-0"
G5	27'-0"	74'-0"	25'-0"	163'-7¾"	26'-0"	80'-0"
G6	26'-0"	74'-0"	26'-0"	154'-4 1/16"	33'-0"	80'-0"
G7	26'-0"	74'-0"	26'-0"	151'-10 15/16"	34'-0"	80'-0"
G8	26'-0"	74'-0"	26'-0"	148'-11¾"	35'-6"	80'-0"
G9	26'-0"	74'-0"	26'-0"	144'-0½"	39'-0"	80'-0"
G10	-	-	-	-	27'-7 13/16"	80'-0"
G11	26'-0"	74'-0"	26'-0"	139'-7 7/16"	42'-0"	80'-0"

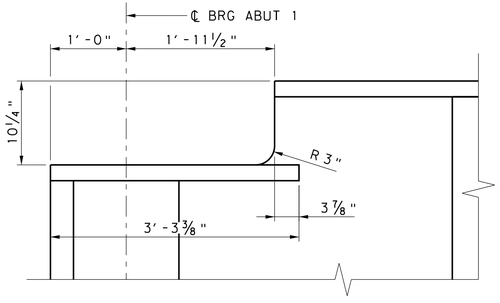
	MOMENT REGION LENGTHS						
GIRDER	Z13	Z14	Z15	Z16	Z17	Z18	Z19
G1	42'	69'	93'	41'	105'	51'	105'
G2	67'	53'	94'	35'	117'	42'	107'
G3	85'	40'	96'	29'	128'	34'	109'
G4	76'	47'	91'	37'	116'	41'	104'
G5	57'	59'	87'	50'	92'	55'	98'
G6	49'	63'	91'	43'	98'	52'	103'
G7	72'	49'	91'	37'	107'	45'	106'
G8	89'	38'	92'	32'	116'	37'	109'
G9	81'	43'	87'	40'	101'	43'	106'
G10	-	-	-	-	-	-	114'
G11	65'	53'	82'	57'	67'	65'	100'

NOTE:
1. LENGTHS HAVE BEEN ROUNDED TO THE NEAREST FOOT.
2. GIRDER 10 DOES NOT HAVE A REVERSAL MOMENT REGION IN SPAN 5.

	GIRDER PLATE SCHEDULE						
GIRDER	TOP FLANGE						
	T9	T10	T11	T12	T13	T14	T15
G1/G5/G6/G11	24" x 1½"	24" x 3"	24" x 1½"	24" x 1¼"	30" x 1½"	30" x 3"	30" x 1½"
G2/G3/G4/G7/G8/G9	24" x 1¾"	24" x 1¾"	24" x 1¾"	24" x 1¼"	24" x 1½"	24" x 2½"	24" x 1½"
G10	-	-	-	-	24" x 1½"	24" x 2½"	24" x 1½"

GIRDER	WEB					
	W1	W2	W3	W4	W5	W6
G1/G5/G6/G11	80" X ¾"	80" X ⅞"	80" X 1"	VARIES 80" TO 104" X 1"	104" X 1"	104" X 1⅛"
G2/G3/G4/G7/G8/G9	80" X ¾"	80" X ⅞"	80" X 1"	VARIES 80" TO 104" X 1"	104" X 1"	104" X 1⅛"
G10	-	-	-	-	104" X 1"	104" X 1⅛"

GIRDER	BOTTOM FLANGE						
	B9	B10	B11	B12	B13	B14	B15
G1/G5/G6/G11	30" x 1¾"	30" x 2½"	30" x 2"	30" x 2"	36" x 2"	36" x 3"	36" x 2"
G2/G3/G4/G7/G8/G9	24" x 1½"	24" x 2"	24" x 1½"	24" x 1½"	24" x 1½"	24" x 3"	24" x 1¾"
G10	-	-	-	-	24" x 1½"	24" x 3"	24" x 1¾"



DETAIL A
NOT TO SCALE
ABUT 1 SIDE SHOWN, ABUT 2 SIDE OPPOSITE

NOTES

1. FOR GIRDER ELEVATION NOTES, SEE SHEET 139.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
GIRDER ELEVATION (2 OF 3)

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 140 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI_D_PDF.plt
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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Stantec

DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI D_PDF.plt

SECTION PROPERTIES - GIRDER 1

SPAN	10th PT	NON-COMPOSITE				COMPOSITE (n) POS FLEX			COMPOSITE (3n) POS FLEX			COMPOSITE NEG FLEX		
		MOMENT OF INERTIA (IN4)	BEAM AREA (IN2)	SECTION MODULUS		MOMENT OF INERTIA (IN4)	SECTION MODULUS		MOMENT OF INERTIA (IN4)	SECTION MODULUS		MOMENT OF INERTIA (IN4)	SECTION MODULUS	
				BOT OF BEAM (IN3)	TOP OF BEAM (IN3)		BOT OF BEAM (IN3)	TOP OF BEAM (IN3)		BOT OF BEAM (IN3)	TOP OF BEAM (IN3)		BOT OF BEAM (IN3)	TOP OF BEAM (IN3)
S-01	0	103922	104.0	2441.9	2634.8	252502	3449.4	28700.0	192531	3158.7	9147.2	137447	2771.7	4240.8
	1	103922	104.0	2441.9	2634.8	252502	3449.4	28700.0	192531	3158.7	9147.2	137447	2771.7	4240.8
	2	103922	104.0	2441.9	2634.8	252502	3449.4	28700.0	192531	3158.7	9147.2	137447	2771.7	4240.8
	3	103922	104.0	2441.9	2634.8	252502	3449.4	28700.0	192531	3158.7	9147.2	137447	2771.7	4240.8
	4	103922	104.0	2441.9	2634.8	252502	3449.4	28700.0	192531	3158.7	9147.2	137447	2771.7	4240.8
	5	103922	104.0	2441.9	2634.8	252502	3449.4	28700.0	192531	3158.7	9147.2	137447	2771.7	4240.8
	6	103922	104.0	2441.9	2634.8	252502	3449.4	28700.0	192531	3158.7	9147.2	137447	2771.7	4240.8
	7	103922	104.0	2441.9	2634.8	252502	3449.4	28700.0	192531	3158.7	9147.2	137447	2771.7	4240.8
	8	133557	129.0	3496.7	2997.6	343384	4924.8	26364.8	251946	4494.1	9440.1	176246	3943.7	4630.8
	9	133557	129.0	3496.7	2997.6	343384	4924.8	26364.8	251946	4494.1	9440.1	176246	3943.7	4630.8
	10	133557	129.0	3496.7	2997.6	343384	4924.8	26364.8	251946	4494.1	9440.1	176246	3943.7	4630.8
S-02	1	133557	129.0	3496.7	2997.6	343384	4924.8	26364.7	251946	4494.1	9440.1	176246	3943.7	4630.8
	2	133557	129.0	3496.7	2997.6	343384	4924.8	26364.7	251946	4494.1	9440.1	176246	3943.7	4630.8
	3	133557	129.0	3496.7	2997.6	343384	4924.8	26364.7	251946	4494.1	9440.1	176246	3943.7	4630.8
	4	103922	104.0	2441.9	2634.8	252502	3449.4	28699.9	192531	3158.7	9147.2	137447	2771.7	4240.8
	5	103922	104.0	2441.9	2634.8	252502	3449.4	28699.9	192531	3158.7	9147.2	137447	2771.7	4240.8
	6	103922	104.0	2441.9	2634.8	252502	3449.4	28699.9	192531	3158.7	9147.2	137447	2771.7	4240.8
	7	103922	104.0	2441.9	2634.8	252502	3449.4	28699.9	192531	3158.7	9147.2	137447	2771.7	4240.8
	8	103922	104.0	2441.9	2634.8	252502	3449.4	28699.9	192531	3158.7	9147.2	137447	2771.7	4240.8
	9	133557	129.0	3496.7	2997.6	343384	4924.8	26364.7	251946	4494.1	9440.1	176246	3943.7	4630.8
	10	133557	129.0	3496.7	2997.6	343384	4924.8	26364.7	251946	4494.1	9440.1	176246	3943.7	4630.8
S-03	1	133557	129.0	3496.7	2997.6	343384	4924.8	26364.7	251946	4494.1	9440.1	176246	3943.7	4630.8
	2	133557	129.0	3496.7	2997.6	343384	4924.8	26364.7	251946	4494.1	9440.1	176246	3943.7	4630.8
	3	112614	109.0	2756.8	2720.1	278963	3858.6	28026.9	210660	3541.1	9256.0	149321	3117.7	4346.5
	4	112614	109.0	2756.8	2720.1	278963	3858.6	28026.9	210660	3541.1	9256.0	149321	3117.7	4346.5
	5	112614	109.0	2756.8	2720.1	278963	3858.6	28026.9	210660	3541.1	9256.0	149321	3117.7	4346.5
	6	112614	109.0	2756.8	2720.1	278963	3858.6	28026.9	210660	3541.1	9256.0	149321	3117.7	4346.5
	7	158253	150.0	4037.9	3591.9	381132	5568.8	25735.5	279110	5064.4	9919.3	200453	4474.8	5212.8
	8	158253	150.0	4037.9	3591.9	381132	5568.8	25735.5	279110	5064.4	9919.3	200453	4474.8	5212.8
	9	224249	163.3	4909.6	4405.7	525426	6761.3	27852.1	384112	6123.7	11347.5	279238	5413.8	6205.8
	10	287514	174.0	5649.8	5101.3	661345	7780.0	29730.7	482804	7022.7	12540.1	353960	6209.8	7044.1
S-04	1	287514	174.0	5649.8	5101.3	661345	7780.0	29730.7	482804	7022.7	12540.1	353960	6209.8	7044.1
	2	260307	164.0	4867.6	4886.3	587581	6770.8	29425.9	433873	6095.1	12198.9	319992	5368.7	6787.2
	3	260307	164.0	4867.6	4886.3	587581	6770.8	29425.9	433873	6095.1	12198.9	319992	5368.7	6787.2
	4	260307	164.0	4867.6	4886.3	587581	6770.8	29425.9	433873	6095.1	12198.9	319992	5368.7	6787.2
	5	260307	164.0	4867.6	4886.3	587581	6770.8	29425.9	433873	6095.1	12198.9	319992	5368.7	6787.2
	6	260307	164.0	4867.6	4886.3	587581	6770.8	29425.9	433873	6095.1	12198.9	319992	5368.7	6787.2
	7	260307	164.0	4867.6	4886.3	587581	6770.8	29425.9	433873	6095.1	12198.9	319992	5368.7	6787.2
	8	348684	205.5	7046.6	6036.0	771510	9456.6	30059.9	560458	8545.1	13452.7	418662	7635.2	7987.2
	9	524222	264.0	9714.5	9439.2	946090	11760.9	32560.2	723117	10879.4	16803.5	587414	10135.1	11396.8
	10	524222	264.0	9714.5	9439.2	946090	11760.9	32560.2	723117	10879.4	16803.5	587414	10135.1	11396.8
S-05	1	524222	264.0	9714.5	9439.2	944454	11755.3	32391.8	722038	10874.2	16752.3	587414	10135.1	11396.8
	2	366491	213.0	7637.5	6158.1	819097	10204.5	30079.0	590821	9230.0	13585.6	440582	8265.2	8129.7
	3	332168	194.0	7261.1	5400.8	793921	9836.2	29919.3	566454	8918.2	12952.5	410795	7939.7	7400.3
	4	332168	194.0	7261.1	5400.8	793921	9836.2	29919.3	566454	8918.2	12952.5	410795	7939.7	7400.3
	5	332168	194.0	7261.1	5400.8	793921	9836.2	29919.3	566454	8918.2	12952.5	410795	7939.7	7400.3
	6	332168	194.0	7261.1	5400.8	793921	9836.2	29919.3	566454	8918.2	12952.5	410795	7939.7	7400.3
	7	332168	194.0	7261.1	5400.8	793921	9836.2	29919.3	566454	8918.2	12952.5	410795	7939.7	7400.3
	8	424063	234.0	8864.8	7107.6	899663	11438.6	31186.0	654456	10423.8	14636.2	499040	9464.8	9110.8
	9	669386	315.0	12887.0	11529.8	1160225	15118.1	34887.7	891524	14110.9	19041.5	738755	13318.1	13547.7
	10	669386	315.0	12887.0	11529.8	1160225	15118.1	34887.7	891524	14110.9	19041.5	738755	13318.1	13547.7
S-06	1	669386	315.0	12887.0	11529.8	1160225	15118.1	34887.7	891524	14110.9	19041.5	738755	13318.1	13547.7
	2	424063	234.0	8864.8	7107.6	899663	11438.6	31186.0	654456	10423.8	14636.2	499040	9464.8	9110.8
	3	336714	192.5	6844.6	5799.9	748012	9080.2	30074.9	545770	8257.8	13260.2	406928	7412.2	7773.2
	4	336714	192.5	6844.6	5799.9	748012	9080.2	30074.9	545770	8257.8	13260.2	406928	7412.2	7773.2
	5	336714	192.5	6844.6	5799.9	748012	9080.2	30074.9	545770	8257.8	13260.2	406928	7412.2	7773.2
	6	336714	192.5	6844.6	5799.9	748012	9080.2	30074.9	545770	8257.8	13260.2	406928	7412.2	7773.2
	7	336714	192.5	6844.6	5799.9	748012	9080.2	30074.9	545770	8257.8	13260.2	406928	7412.2	7773.2
	8	336714	192.5	6844.6	5799.9	748012	9080.2	30074.9	545770	8257.8	13260.2	406928	7412.2	7773.2
	9	485796	252.0	9464.1	8423.8	934164	11737.7	31760.2	699180	10790.3	15817.6	554445	9956.7	10399.6
	10	485796	252.0	9464.1	8423.8	934164	11737.7	31760.2	699180	10790.3	15817.6	554445	9956.7	10399.6
S-07	1	485796	252.0	9464.1	8423.8	935872	11743.6	31932.8	700331	10796.1	15869.4	554445	9956.7	10399.6
	2	329720	198.0	6452.2	5898.6	720825	8701.6	29832.8	527416	7851.5	13243.1	395438	7002.0	7826.6
	3	329720	198.0	6452.2	5898.6	720825	8701.6	29832.8	527416	7851.5	13243.1	395438	7002.0	7826.6
	4	245627	159.0	4473.7	4760.7	549522	6265.1	29247.7	408074	5629.5	11998.2	301807	4945.6	6636.8
	5	245627	159.0	4473.7	4760.7	549522	6265.1	29247.7	408074	5629.5	11998.2	301807	4945.6	6636.8
	6	245627	159.0	4473.7	4760.7	549522	6265.1	29247.7	408074	5629.5	11998.2	301807	4945.6	6636.8
	7	245627	159.0	4473.7	4760.7	549522	6265.1	29247.7	408074	5629.5	11998.2	301807	4945.6	6636.8
	8	245627	159.0	4473.7	4760.7	549522	6265.1	29247.7	408074	5629.5	11998.2	301807	4945.6	6636.8
	9	245627	159.0	4473.7	4760.7	549522	6265.1	29247.7	408074	5629.5	11998.2	301807	4945.6	6636.8
	10	245627	159.0	4473.7	4760.7	549522	6265.1	29247.7	408074	5629.5	11998.2	301807	4945.6	6636.8
S-08	1	245627	159.0	4473.7	4760.7	549522	6265.1	29247.7	408074	5629.5	11998.2	301807	4945.6	6636.8
	2	245627	159.0	4473.7	4760.7	549522	6265.1	29247.7	408074	5629.5	11998.2	301807	4945.6	6636.8
	3	245627	159.0	4473.7	4760.7	549522	6265.1	29247.7	408074	5629.5	11998.2	301807	4945.6	6636.8
	4	245627	159.0	4473.7	4760.7	549522	6265.1	29247.7	408074	5629.5	11998.2	301807	4945.6	6636.8
	5	245627	159.0	4473.7	4760.7	549522	6265.1	29247.7	408074	5629.5	11998.2	301807	4945.6	6636.8
	6	245627	159.0	4473.7	4760.7	549522	6265.1	29247.7	408074	5629.5	11998.2	301807	4945.6	6636.8
	7	245627	159.0	4473.7	4760.7	549522	6265.1	29247.7	408074	5629.5	11998.2	301807	4945.6	6636.8
	8	245627	159.0	4473.7	4760.7	549522	6265.1	29247.7	408074	5629.5	11998.2	301807	4945.6	6636.8
	9	245627	159.0	4473.7	4760.7	549522	6265.1	29247.7	408074	5629.5	11998.2	301807	4945.6	6636.8
	10	245627	159.0	4473.7	4760.7	549522	6265.1	29247.7	408074	5629.5	11998.2	301807	4945.6	6636.8

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE

REVISIONS

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SECTION PROPERTIES G1

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 142 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713\1442\1. 100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_4_40_GRD.dgn
Stantec

DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI D_PDF.plt

SECTION PROPERTIES - GIRDER 2

SPAN	10th PT	NON-COMPOSITE				COMPOSITE (n) POS FLEX			COMPOSITE (3n) POS FLEX			COMPOSITE NEG FLEX		
		MOMENT OF INERTIA (IN4)	BEAM AREA (IN2)	SECTION MODULUS		MOMENT OF INERTIA (IN4)	SECTION MODULUS		MOMENT OF INERTIA (IN4)	SECTION MODULUS		MOMENT OF INERTIA (IN4)	SECTION MODULUS	
				BOT OF BEAM (IN3)	TOP OF BEAM (IN3)		BOT OF BEAM (IN3)	TOP OF BEAM (IN3)		BOT OF BEAM (IN3)	TOP OF BEAM (IN3)		BOT OF BEAM (IN3)	TOP OF BEAM (IN3)
S-01	0	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	1	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	2	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	3	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	4	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	5	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	6	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	7	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	8	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
	9	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
	10	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
S-02	1	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
	2	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
	3	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
	4	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	5	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	6	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	7	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	8	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	9	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
	10	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
S-03	1	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
	2	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
	3	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	4	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	5	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	6	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	7	158253	150.0	4037.9	3591.9	371343	5521.0	23223.8	271097	5012.1	9296.6	200453	4474.8	5212.8
	8	158253	150.0	4037.9	3591.9	371343	5521.0	23223.8	271097	5012.1	9296.6	200453	4474.8	5212.8
	9	224259	163.3	4909.7	4405.8	511923	6704.3	25318.1	373356	6060.6	10675.4	279249	5413.9	6205.9
	10	287514	174.0	5649.8	5101.3	644215	7713.8	27141.1	469477	6949.8	11826.5	353960	6209.8	7044.1
S-04	1	287514	174.0	5649.8	5101.3	644215	7713.8	27141.1	469477	6949.8	11826.5	353960	6209.8	7044.1
	2	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	3	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	4	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	5	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	6	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	7	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	8	322537	195.0	5848.4	6190.7	645283	7714.4	27339.1	482517	6963.3	12712.5	379848	6305.5	8080.3
	9	357232	207.0	6812.4	6458.5	727190	8910.9	27815.6	537975	8065.1	13106.7	421425	7325.7	8391.1
	10	357232	207.0	6812.4	6458.5	727190	8910.9	27815.6	537975	8065.1	13106.7	421425	7325.7	8391.1
S-05	1	357232	207.0	6812.4	6458.5	727190	8910.9	27815.6	537975	8065.1	13106.7	421425	7325.7	8391.1
	2	322537	195.0	5848.4	6190.7	645283	7714.4	27339.1	482517	6963.3	12712.5	379848	6305.5	8080.3
	3	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	4	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	5	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	6	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	7	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	8	305814	189.0	5716.2	5716.2	641923	7708.5	27056.4	473725	6926.5	12270.6	366279	6220.0	7613.0
	9	480023	249.0	9167.5	8401.0	896560	11320.2	29589.4	674843	10394.2	15139.6	547456	9650.5	10374.1
	10	480023	249.0	9167.5	8401.0	896560	11320.2	29589.4	674843	10394.2	15139.6	547456	9650.5	10374.1
S-06	1	480023	249.0	9167.5	8401.0	896560	11320.2	29589.4	674843	10394.2	15139.6	547456	9650.5	10374.1
	2	322537	195.0	6190.7	5848.4	683004	8306.8	27290.3	501239	7475.5	12468.9	386587	6725.3	7767.8
	3	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	4	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	5	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	6	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	7	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	8	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	9	340322	201.0	6331.6	6331.6	686742	8313.1	27590.3	510774	7515.0	12920.1	401116	6816.6	8243.9
	10	340322	201.0	6331.6	6331.6	686742	8313.1	27590.3	510774	7515.0	12920.1	401116	6816.6	8243.9
S-07	1	340322	201.0	6331.6	6331.6	686742	8313.1	27590.3	510774	7515.0	12920.1	401116	6816.6	8243.9
	2	340322	201.0	6331.6	6331.6	686742	8313.1	27590.3	510774	7515.0	12920.1	401116	6816.6	8243.9
	3	340322	201.0	6331.6	6331.6	686742	8313.1	27590.3	510774	7515.0	12920.1	401116	6816.6	8243.9
	4	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	5	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	6	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	7	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	8	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	9	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	10	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
S-08	1	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	2	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	3	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	4	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	5	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	6	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	7	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	8	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	9	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	10	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SECTION PROPERTIES G2

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ENGINEER ALEXANDER LEE SCHMIDT NO. PE088878

RECOMMENDED 2026.02.06

SHEET 143 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

Stantec 1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713\1442\1. 100 Records\13. 0 CADD\13. 2 Structures\BR_1005\1442_1005_4. 40_GRD. dgn

DOT_2015
1442_STR_Black_Color-249-254.tbl
DOT_ANSI D_PDF.plt

SECTION PROPERTIES - GIRDER 3

SPAN	10th PT	NON-COMPOSITE				COMPOSITE (n) POS FLEX			COMPOSITE (3n) POS FLEX			COMPOSITE NEG FLEX		
		MOMENT OF INERTIA (IN4)	BEAM AREA (IN2)	SECTION MODULUS		MOMENT OF INERTIA (IN4)	SECTION MODULUS		MOMENT OF INERTIA (IN4)	SECTION MODULUS		MOMENT OF INERTIA (IN4)	SECTION MODULUS	
				BOT OF BEAM (IN3)	TOP OF BEAM (IN3)		BOT OF BEAM (IN3)	TOP OF BEAM (IN3)		BOT OF BEAM (IN3)	TOP OF BEAM (IN3)		BOT OF BEAM (IN3)	TOP OF BEAM (IN3)
S-01	0	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	1	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	2	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	3	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	4	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	5	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	6	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	7	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	8	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
	9	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
	10	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
S-02	1	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
	2	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
	3	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
	4	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	5	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	6	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	7	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	8	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	9	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
	10	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
S-03	1	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
	2	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
	3	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	4	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	5	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	6	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	7	158253	150.0	4037.9	3591.9	371343	5521.0	23223.8	271097	5012.1	9296.6	200453	4474.8	5212.8
	8	158253	150.0	4037.9	3591.9	371343	5521.0	23223.8	271097	5012.1	9296.6	200453	4474.8	5212.8
	9	224268	163.3	4909.8	4405.9	511943	6704.5	25318.4	373370	6060.7	10675.6	279261	5414.1	6206.0
	10	287514	174.0	5649.8	5101.3	644215	7713.8	27141.1	469477	6949.8	11826.5	353960	6209.8	7044.1
S-04	1	287514	174.0	5649.8	5101.3	644215	7713.8	27141.1	469477	6949.8	11826.5	353960	6209.8	7044.1
	2	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	3	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	4	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	5	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	6	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	7	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	8	322537	195.0	5848.4	6190.7	645283	7714.4	27339.1	482517	6963.3	12712.5	379848	6305.5	8080.3
	9	357232	207.0	6812.4	6458.5	727190	8910.9	27815.6	537975	8065.1	13106.7	421425	7325.7	8391.1
	10	357232	207.0	6812.4	6458.5	727190	8910.9	27815.6	537975	8065.1	13106.7	421425	7325.7	8391.1
S-05	1	357232	207.0	6812.4	6458.5	727190	8910.9	27815.6	537975	8065.1	13106.7	421425	7325.7	8391.1
	2	322537	195.0	5848.4	6190.7	645283	7714.4	27339.1	482517	6963.3	12712.5	379848	6305.5	8080.3
	3	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	4	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	5	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	6	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	7	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	8	305814	189.0	5716.2	5716.2	641923	7708.5	27056.4	473725	6926.5	12270.6	366279	6220.0	7613.0
	9	480023	249.0	9167.5	8401.0	896560	11320.2	29589.4	674843	10394.2	15139.6	547456	9650.5	10374.1
	10	480023	249.0	9167.5	8401.0	896560	11320.2	29589.4	674843	10394.2	15139.6	547456	9650.5	10374.1
S-06	1	480023	249.0	9167.5	8401.0	896560	11320.2	29589.4	674843	10394.2	15139.6	547456	9650.5	10374.1
	2	322537	195.0	6190.7	5848.4	683004	8306.8	27290.3	501239	7475.5	12468.9	386587	6725.3	7767.8
	3	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	4	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	5	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	6	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	7	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	8	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	9	340322	201.0	6331.6	6331.6	686742	8313.1	27590.3	510774	7515.0	12920.1	401116	6816.6	8243.9
	10	340322	201.0	6331.6	6331.6	686742	8313.1	27590.3	510774	7515.0	12920.1	401116	6816.6	8243.9
S-07	1	340322	201.0	6331.6	6331.6	686742	8313.1	27590.3	510774	7515.0	12920.1	401116	6816.6	8243.9
	2	340322	201.0	6331.6	6331.6	686742	8313.1	27590.3	510774	7515.0	12920.1	401116	6816.6	8243.9
	3	340322	201.0	6331.6	6331.6	686742	8313.1	27590.3	510774	7515.0	12920.1	401116	6816.6	8243.9
	4	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	5	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	6	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	7	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	8	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	9	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	10	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
S-08	1	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	2	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	3	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	4	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	5	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	6	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	7	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	8	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	9	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	10	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SECTION PROPERTIES G3

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ENGINEER ALEXANDER LEE SCHMIDT NO. PE088878

RECOMMENDED 2026.02.06

SHEET 144 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

Stantec 1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713\1442\1. 100 Records\13. 0 CADD\13. 2 Structures\BR_1005\1442_1005_4. 40_GRD. dgn

DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI D_PDF.plt

SECTION PROPERTIES - GIRDER 4

SPAN	10th PT	NON-COMPOSITE				COMPOSITE (n) POS FLEX			COMPOSITE (3n) POS FLEX			COMPOSITE NEG FLEX		
		MOMENT OF INERTIA (IN4)	BEAM AREA (IN2)	SECTION MODULUS		MOMENT OF INERTIA (IN4)	SECTION MODULUS		MOMENT OF INERTIA (IN4)	SECTION MODULUS		MOMENT OF INERTIA (IN4)	SECTION MODULUS	
				BOT OF BEAM (IN3)	TOP OF BEAM (IN3)		BOT OF BEAM (IN3)	TOP OF BEAM (IN3)		BOT OF BEAM (IN3)	TOP OF BEAM (IN3)		BOT OF BEAM (IN3)	TOP OF BEAM (IN3)
S-01	0	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	1	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	2	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	3	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	4	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	5	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	6	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	7	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	8	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
	9	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
	10	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
S-02	1	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
	2	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
	3	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
	4	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	5	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	6	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	7	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	8	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	9	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
	10	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
S-03	1	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
	2	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
	3	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	4	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	5	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	6	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	7	158253	150.0	4037.9	3591.9	371343	5521.0	23223.8	271097	5012.1	9296.6	200453	4474.8	5212.8
	8	158253	150.0	4037.9	3591.9	371343	5521.0	23223.8	271097	5012.1	9296.6	200453	4474.8	5212.8
	9	224278	163.3	4910.0	4406.0	511964	6704.6	25318.7	373385	6060.9	10675.8	279273	5414.2	6206.2
	10	287514	174.0	5649.8	5101.3	644215	7713.8	27141.1	469477	6949.8	11826.5	353960	6209.8	7044.1
S-04	1	287514	174.0	5649.8	5101.3	644215	7713.8	27141.1	469477	6949.8	11826.5	353960	6209.8	7044.1
	2	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	3	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	4	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	5	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	6	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	7	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	8	322537	195.0	5848.4	6190.7	645283	7714.4	27339.1	482517	6963.3	12712.5	379848	6305.5	8080.3
	9	357232	207.0	6812.4	6458.5	727190	8910.9	27815.6	537975	8065.1	13106.7	421425	7325.7	8391.1
	10	357232	207.0	6812.4	6458.5	727190	8910.9	27815.6	537975	8065.1	13106.7	421425	7325.7	8391.1
S-05	1	357232	207.0	6812.4	6458.5	727190	8910.9	27815.6	537975	8065.1	13106.7	421425	7325.7	8391.1
	2	322537	195.0	5848.4	6190.7	645283	7714.4	27339.1	482517	6963.3	12712.5	379848	6305.5	8080.3
	3	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	4	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	5	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	6	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	7	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	8	305814	189.0	5716.2	5716.2	641923	7708.5	27056.4	473725	6926.5	12270.6	366279	6220.0	7613.0
	9	480023	249.0	9167.5	8401.0	896560	11320.2	29589.4	674843	10394.2	15139.6	547456	9650.5	10374.1
	10	480023	249.0	9167.5	8401.0	896560	11320.2	29589.4	674843	10394.2	15139.6	547456	9650.5	10374.1
S-06	1	480023	249.0	9167.5	8401.0	896560	11320.2	29589.4	674843	10394.2	15139.6	547456	9650.5	10374.1
	2	322537	195.0	6190.7	5848.4	683004	8306.8	27290.3	501239	7475.5	12468.9	386587	6725.3	7767.8
	3	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	4	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	5	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	6	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	7	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	8	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	9	340322	201.0	6331.6	6331.6	686742	8313.1	27590.3	510774	7515.0	12920.1	401116	6816.6	8243.9
	10	340322	201.0	6331.6	6331.6	686742	8313.1	27590.3	510774	7515.0	12920.1	401116	6816.6	8243.9
S-07	1	340322	201.0	6331.6	6331.6	686742	8313.1	27590.3	510774	7515.0	12920.1	401116	6816.6	8243.9
	2	340322	201.0	6331.6	6331.6	686742	8313.1	27590.3	510774	7515.0	12920.1	401116	6816.6	8243.9
	3	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	4	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	5	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	6	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	7	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	8	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	9	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	10	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
S-08	1	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	2	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	3	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	4	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	5	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	6	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	7	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	8	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	9	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	10	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SECTION PROPERTIES G4

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ENGINEER ALEXANDER LEE SCHMIDT NO. PE088878

RECOMMENDED 2026.02.06

SHEET 145 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713\1442\1\100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_4_40_GRD.dgn
Stantec

DOT_2015
1442_STR_Black_Color-249-254.tbl
DOT_ANSI_D_PDF.plt

SECTION PROPERTIES - GIRDER 5

SPAN	10th PT	NON-COMPOSITE				COMPOSITE (n) POS FLEX			COMPOSITE (3n) POS FLEX			COMPOSITE NEG FLEX		
		MOMENT OF INERTIA (IN4)	BEAM AREA (IN2)	SECTION MODULUS		MOMENT OF INERTIA (IN4)	SECTION MODULUS		MOMENT OF INERTIA (IN4)	SECTION MODULUS		MOMENT OF INERTIA (IN4)	SECTION MODULUS	
				BOT OF BEAM (IN3)	TOP OF BEAM (IN3)		BOT OF BEAM (IN3)	TOP OF BEAM (IN3)		BOT OF BEAM (IN3)	TOP OF BEAM (IN3)		BOT OF BEAM (IN3)	TOP OF BEAM (IN3)
S-01	0	103922	104.0	2441.9	2634.8	251845	3445.8	28259.6	191907	3154.8	9064.8	137447	2771.7	4240.8
	1	103922	104.0	2441.9	2634.8	251845	3445.8	28259.6	191907	3154.8	9064.8	137447	2771.7	4240.8
	2	103922	104.0	2441.9	2634.8	251845	3445.8	28259.6	191907	3154.8	9064.8	137447	2771.7	4240.8
	3	103922	104.0	2441.9	2634.8	251845	3445.8	28259.6	191907	3154.8	9064.8	137447	2771.7	4240.8
	4	103922	104.0	2441.9	2634.8	251845	3445.8	28259.6	191907	3154.8	9064.8	137447	2771.7	4240.8
	5	103922	104.0	2441.9	2634.8	251845	3445.8	28259.6	191907	3154.8	9064.8	137447	2771.7	4240.8
	6	103922	104.0	2441.9	2634.8	251845	3445.8	28259.6	191907	3154.8	9064.8	137447	2771.7	4240.8
	7	103922	104.0	2441.9	2634.8	251845	3445.8	28259.6	191907	3154.8	9064.8	137447	2771.7	4240.8
	8	133557	129.0	3496.7	2997.6	342385	4920.0	26019.4	251058	4488.6	9361.5	176246	3943.7	4630.8
	9	133557	129.0	3496.7	2997.6	342385	4920.0	26019.4	251058	4488.6	9361.5	176246	3943.7	4630.8
	10	133557	129.0	3496.7	2997.6	342385	4920.0	26019.4	251058	4488.6	9361.5	176246	3943.7	4630.8
S-02	1	133557	129.0	3496.7	2997.6	342385	4920.0	26019.4	251058	4488.6	9361.5	176246	3943.7	4630.8
	2	133557	129.0	3496.7	2997.6	342385	4920.0	26019.4	251058	4488.6	9361.5	176246	3943.7	4630.8
	3	133557	129.0	3496.7	2997.6	342385	4920.0	26019.4	251058	4488.6	9361.5	176246	3943.7	4630.8
	4	103922	104.0	2441.9	2634.8	251845	3445.8	28259.5	191907	3154.8	9064.7	137447	2771.7	4240.8
	5	103922	104.0	2441.9	2634.8	251845	3445.8	28259.5	191907	3154.8	9064.7	137447	2771.7	4240.8
	6	103922	104.0	2441.9	2634.8	251845	3445.8	28259.5	191907	3154.8	9064.7	137447	2771.7	4240.8
	7	103922	104.0	2441.9	2634.8	251845	3445.8	28259.5	191907	3154.8	9064.7	137447	2771.7	4240.8
	8	103922	104.0	2441.9	2634.8	251845	3445.8	28259.5	191907	3154.8	9064.7	137447	2771.7	4240.8
	9	133557	129.0	3496.7	2997.6	342385	4920.0	26019.4	251058	4488.6	9361.5	176246	3943.7	4630.8
	10	133557	129.0	3496.7	2997.6	342385	4920.0	26019.4	251058	4488.6	9361.5	176246	3943.7	4630.8
S-03	1	133557	129.0	3496.7	2997.6	342385	4920.0	26019.4	251058	4488.6	9361.5	176246	3943.7	4630.8
	2	133557	129.0	3496.7	2997.6	342385	4920.0	26019.4	251058	4488.6	9361.5	176246	3943.7	4630.8
	3	112614	109.0	2756.8	2720.1	278220	3854.8	27617.9	209961	3536.9	9174.2	149321	3117.7	4346.5
	4	112614	109.0	2756.8	2720.1	278220	3854.8	27617.9	209961	3536.9	9174.2	149321	3117.7	4346.5
	5	112614	109.0	2756.8	2720.1	278220	3854.8	27617.9	209961	3536.9	9174.2	149321	3117.7	4346.5
	6	112614	109.0	2756.8	2720.1	278220	3854.8	27617.9	209961	3536.9	9174.2	149321	3117.7	4346.5
	7	158253	150.0	4037.9	3591.9	379989	5563.2	25424.0	278160	5058.3	9843.2	200453	4474.8	5212.8
	8	158253	150.0	4037.9	3591.9	379989	5563.2	25424.0	278160	5058.3	9843.2	200453	4474.8	5212.8
	9	224288	163.3	4910.1	4406.1	523932	6755.3	27540.6	382895	6116.9	11266.2	279284	5414.3	6206.3
	10	287514	174.0	5649.8	5101.3	659347	7772.3	29412.2	481221	7014.1	12453.1	353960	6209.8	7044.1
S-04	1	287514	174.0	5649.8	5101.3	659347	7772.3	29412.2	481221	7014.1	12453.1	353960	6209.8	7044.1
	2	260307	164.0	4867.6	4886.3	585871	6763.8	29102.1	432486	6087.5	12112.9	319992	5368.7	6787.2
	3	260307	164.0	4867.6	4886.3	585871	6763.8	29102.1	432486	6087.5	12112.9	319992	5368.7	6787.2
	4	260307	164.0	4867.6	4886.3	585871	6763.8	29102.1	432486	6087.5	12112.9	319992	5368.7	6787.2
	5	260307	164.0	4867.6	4886.3	585871	6763.8	29102.1	432486	6087.5	12112.9	319992	5368.7	6787.2
	6	260307	164.0	4867.6	4886.3	585871	6763.8	29102.1	432486	6087.5	12112.9	319992	5368.7	6787.2
	7	260307	164.0	4867.6	4886.3	585871	6763.8	29102.1	432486	6087.5	12112.9	319992	5368.7	6787.2
	8	348684	205.5	7046.6	6036.0	769071	9447.3	29759.0	558668	8535.2	13366.8	418662	7635.2	7987.2
	9	524222	264.0	9714.5	9439.2	943365	11751.1	32283.4	721337	10870.6	16719.5	587414	10135.1	11396.8
	10	524222	264.0	9714.5	9439.2	943365	11751.1	32283.4	721337	10870.6	16719.5	587414	10135.1	11396.8
S-05	1	524222	264.0	9714.5	9439.2	941855	11745.9	32129.6	720346	10865.8	16672.7	587414	10135.1	11396.8
	2	366491	213.0	7637.5	6158.1	816560	10195.0	29795.4	588994	9219.9	13503.7	440582	8265.2	8129.7
	3	332168	194.0	7261.1	5400.8	791448	9827.4	29625.3	564591	8908.4	12869.0	410795	7939.7	7400.3
	4	332168	194.0	7261.1	5400.8	791448	9827.4	29625.3	564591	8908.4	12869.0	410795	7939.7	7400.3
	5	332168	194.0	7261.1	5400.8	791448	9827.4	29625.3	564591	8908.4	12869.0	410795	7939.7	7400.3
	6	332168	194.0	7261.1	5400.8	791448	9827.4	29625.3	564591	8908.4	12869.0	410795	7939.7	7400.3
	7	332168	194.0	7261.1	5400.8	791448	9827.4	29625.3	564591	8908.4	12869.0	410795	7939.7	7400.3
	8	424063	234.0	8864.8	7107.6	896885	11428.5	30903.5	652539	10413.5	14553.5	499040	9464.8	9110.8
	9	669386	315.0	12887.0	11529.8	1156984	15107.2	34624.8	889564	14101.6	18960.1	738755	13318.1	13547.7
	10	669386	315.0	12887.0	11529.8	1156984	15107.2	34624.8	889564	14101.6	18960.1	738755	13318.1	13547.7
S-06	1	669386	315.0	12887.0	11529.8	1156984	15107.2	34624.8	889564	14101.6	18960.1	738755	13318.1	13547.7
	2	424063	234.0	8864.8	7107.6	896885	11428.5	30903.5	652539	10413.5	14553.5	499040	9464.8	9110.8
	3	336714	192.5	6844.6	5799.9	745807	9072.2	29782.6	544108	8249.1	13177.6	406928	7412.2	7773.2
	4	336714	192.5	6844.6	5799.9	745807	9072.2	29782.6	544108	8249.1	13177.6	406928	7412.2	7773.2
	5	336714	192.5	6844.6	5799.9	745807	9072.2	29782.6	544108	8249.1	13177.6	406928	7412.2	7773.2
	6	336714	192.5	6844.6	5799.9	745807	9072.2	29782.6	544108	8249.1	13177.6	406928	7412.2	7773.2
	7	336714	192.5	6844.6	5799.9	745807	9072.2	29782.6	544108	8249.1	13177.6	406928	7412.2	7773.2
	8	336714	192.5	6844.6	5799.9	745807	9072.2	29782.6	544108	8249.1	13177.6	406928	7412.2	7773.2
	9	485796	252.0	9464.1	8423.8	931452	11727.9	31491.5	697374	10781.1	15736.8	554445	9956.7	10399.6
	10	485796	252.0	9464.1	8423.8	931452	11727.9	31491.5	697374	10781.1	15736.8	554445	9956.7	10399.6
S-07	1	485796	252.0	9464.1	8423.8	933029	11733.3	31649.1	698432	10786.4	15784.3	554445	9956.7	10399.6
	2	329720	198.0	6452.2	5898.6	718600	8692.9	29530.2	525758	7842.2	13157.8	395438	7002.0	7826.6
	3	329720	198.0	6452.2	5898.6	718600	8692.9	29530.2	525758	7842.2	13157.8	395438	7002.0	7826.6
	4	245627	159.0	4473.7	4760.7	547954	6258.5	28920.6	406785	5622.2	11912.7	301807	4945.6	6636.8
	5	245627	159.0	4473.7	4760.7	547954	6258.5	28920.6	406785	5622.2	11912.7	301807	4945.6	6636.8
	6	245627	159.0	4473.7	4760.7	547954	6258.5	28920.6	406785	5622.2	11912.7	301807	4945.6	6636.8
	7	245627	159.0	4473.7	4760.7	547954	6258.5	28920.6	406785	5622.2	11912.7	301807	4945.6	6636.8
	8	245627	159.0	4473.7	4760.7	547954	6258.5	28920.6	406785	5622.2	11912.7	301807	4945.6	6636.8
	9	245627	159.0	4473.7	4760.7	547954	6258.5	28920.6	406785	5622.2	11912.7	301807	4945.6	6636.8
	10	245627	159.0	4473.7	4760.7	547954	6258.5	28920.6	406785	5622.2	11912.7	301807	4945.6	6636.8
S-08	1	245627	159.0	4473.7	4760.7	547954	6258.5	28920.6	406785	5622.2	11912.7	301807	4945.6	6636.8
	2	245627	159.0	4473.7	4760.7	547954	6258.5	28920.6	406785	5622.2	11912.7	301807	4945.6	6636.8
	3	245627	159.0	4473.7	4760.7	547954	6258.5	28920.6	406785	5622.2	11912.7	301807	4945.6	6636.8
	4	245627	159.0	4473.7	4760.7	547954	6258.5	28920.6	406785	5622.2	11912.7	301807	4945.6	6636.8
	5	245627	159.0	4473.7	4760.7	547954	6258.5	28920.6	406785	5622.2	11912.7	301807	4945.6	6636.8
	6	245627	159.0	4473.7	4760.7	547954	6258.5	28920.6	406785	5622.2	11912.7	301807	4945.6	6636.8
	7	245627	159.0	4473.7	4760.7	547954	6258.5	28920.6	406785	5622.2	11912.7	301807	4945.6	6636.8
	8	245627	159.0	4473.7	4760.7	547954	6258.5	28920.6	406785	5622.2	11912.7	301807	4945.6	6636.8
	9	245627	159.0	4473.7	4760.7	547954	6258.5	28920.6	406785	5622.2	11912.7	301807	4945.6	6636.8
	10	245627	159.0	4473.7	4760.7	547954	6258.5	28920.6	406785	5622.2	11912.7	301807	4945.6	6636.8

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SECTION PROPERTIES G5

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ENGINEER ALEXANDER LEE SCHMIDT NO. PE088878

RECOMMENDED 2026.02.06

SHEET 146 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

Stantec 1/9/2026
WORKSPACE: DOT_2015_(SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713\1442\1_100 Records\13_0 CADD\13_2 Structures\BR_1005\1442_1005_4_40_GRD.dgn

DOT_2015
1442_STR_Black_Color-249-254.tbl
DOT_ANSI D_PDF.plt

SECTION PROPERTIES - GIRDER 6

SPAN	10th PT	NON-COMPOSITE				COMPOSITE (n) POS FLEX			COMPOSITE (3n) POS FLEX			COMPOSITE NEG FLEX		
		MOMENT OF INERTIA (IN4)	BEAM AREA (IN2)	SECTION MODULUS		MOMENT OF INERTIA (IN4)	SECTION MODULUS		MOMENT OF INERTIA (IN4)	SECTION MODULUS		MOMENT OF INERTIA (IN4)	SECTION MODULUS	
				BOT OF BEAM (IN3)	TOP OF BEAM (IN3)		BOT OF BEAM (IN3)	TOP OF BEAM (IN3)		BOT OF BEAM (IN3)	TOP OF BEAM (IN3)		BOT OF BEAM (IN3)	TOP OF BEAM (IN3)
S-01	0	103922	104.0	2441.9	2634.8	251936	3446.3	28319.9	191993	3155.4	9076.1	137447	2771.7	4240.8
	1	103922	104.0	2441.9	2634.8	251936	3446.3	28319.9	191993	3155.4	9076.1	137447	2771.7	4240.8
	2	103922	104.0	2441.9	2634.8	251936	3446.3	28319.9	191993	3155.4	9076.1	137447	2771.7	4240.8
	3	103922	104.0	2441.9	2634.8	251936	3446.3	28319.9	191993	3155.4	9076.1	137447	2771.7	4240.8
	4	103922	104.0	2441.9	2634.8	251936	3446.3	28319.9	191993	3155.4	9076.1	137447	2771.7	4240.8
	5	103922	104.0	2441.9	2634.8	251936	3446.3	28319.9	191993	3155.4	9076.1	137447	2771.7	4240.8
	6	103922	104.0	2441.9	2634.8	251936	3446.3	28319.9	191993	3155.4	9076.1	137447	2771.7	4240.8
	7	103922	104.0	2441.9	2634.8	251936	3446.3	28319.9	191993	3155.4	9076.1	137447	2771.7	4240.8
	8	133557	129.0	3496.7	2997.6	342523	4920.6	26066.8	251181	4489.4	9372.3	176246	3943.7	4630.8
	9	133557	129.0	3496.7	2997.6	342523	4920.6	26066.8	251181	4489.4	9372.3	176246	3943.7	4630.8
	10	133557	129.0	3496.7	2997.6	342523	4920.6	26066.8	251181	4489.4	9372.3	176246	3943.7	4630.8
S-02	1	133557	129.0	3496.7	2997.6	342523	4920.6	26066.8	251181	4489.4	9372.3	176246	3943.7	4630.8
	2	133557	129.0	3496.7	2997.6	342523	4920.6	26066.8	251181	4489.4	9372.3	176246	3943.7	4630.8
	3	133557	129.0	3496.7	2997.6	342523	4920.6	26066.8	251181	4489.4	9372.3	176246	3943.7	4630.8
	4	103922	104.0	2441.9	2634.8	251936	3446.3	28319.9	191993	3155.4	9076.1	137447	2771.7	4240.8
	5	103922	104.0	2441.9	2634.8	251936	3446.3	28319.9	191993	3155.4	9076.1	137447	2771.7	4240.8
	6	103922	104.0	2441.9	2634.8	251936	3446.3	28319.9	191993	3155.4	9076.1	137447	2771.7	4240.8
	7	103922	104.0	2441.9	2634.8	251936	3446.3	28319.9	191993	3155.4	9076.1	137447	2771.7	4240.8
	8	103922	104.0	2441.9	2634.8	251936	3446.3	28319.9	191993	3155.4	9076.1	137447	2771.7	4240.8
	9	133557	129.0	3496.7	2997.6	342523	4920.6	26066.8	251181	4489.4	9372.3	176246	3943.7	4630.8
	10	133557	129.0	3496.7	2997.6	342523	4920.6	26066.8	251181	4489.4	9372.3	176246	3943.7	4630.8
S-03	1	133557	129.0	3496.7	2997.6	342523	4920.6	26066.8	251181	4489.4	9372.3	176246	3943.7	4630.8
	2	133557	129.0	3496.7	2997.6	342523	4920.6	26066.8	251181	4489.4	9372.3	176246	3943.7	4630.8
	3	112614	109.0	2756.8	2720.1	278323	3855.3	27674.1	210058	3537.4	9185.5	149321	3117.7	4346.5
	4	112614	109.0	2756.8	2720.1	278323	3855.3	27674.1	210058	3537.4	9185.5	149321	3117.7	4346.5
	5	112614	109.0	2756.8	2720.1	278323	3855.3	27674.1	210058	3537.4	9185.5	149321	3117.7	4346.5
	6	112614	109.0	2756.8	2720.1	278323	3855.3	27674.1	210058	3537.4	9185.5	149321	3117.7	4346.5
	7	158253	150.0	4037.9	3591.9	380147	5564.0	25466.8	278291	5059.1	9853.6	200453	4474.8	5212.8
	8	158253	150.0	4037.9	3591.9	380147	5564.0	25466.8	278291	5059.1	9853.6	200453	4474.8	5212.8
	9	240531	166.2	5107.5	4591.3	559154	7027.3	28079.7	408502	6357.5	11596.2	298533	5626.7	6430.3
	10	287514	174.0	5649.8	5101.3	659624	7773.4	29456.0	481440	7015.3	12465.1	353960	6209.8	7044.1
S-04	1	287514	174.0	5649.8	5101.3	659624	7773.4	29456.0	481440	7015.3	12465.1	353960	6209.8	7044.1
	2	260307	164.0	4867.6	4886.3	586108	6764.8	29146.6	432677	6088.5	12124.7	319992	5368.7	6787.2
	3	260307	164.0	4867.6	4886.3	586108	6764.8	29146.6	432677	6088.5	12124.7	319992	5368.7	6787.2
	4	260307	164.0	4867.6	4886.3	586108	6764.8	29146.6	432677	6088.5	12124.7	319992	5368.7	6787.2
	5	260307	164.0	4867.6	4886.3	586108	6764.8	29146.6	432677	6088.5	12124.7	319992	5368.7	6787.2
	6	260307	164.0	4867.6	4886.3	586108	6764.8	29146.6	432677	6088.5	12124.7	319992	5368.7	6787.2
	7	260307	164.0	4867.6	4886.3	586108	6764.8	29146.6	432677	6088.5	12124.7	319992	5368.7	6787.2
	8	348684	205.5	7046.6	6036.0	769408	9448.6	29800.4	558916	8536.6	13378.6	418662	7635.2	7987.2
	9	524222	264.0	9714.5	9439.2	943742	11752.5	32321.5	721583	10871.9	16731.1	587414	10135.1	11396.8
	10	524222	264.0	9714.5	9439.2	943742	11752.5	32321.5	721583	10871.9	16731.1	587414	10135.1	11396.8
S-05	1	524222	264.0	9714.5	9439.2	943742	11752.5	32321.5	721583	10871.9	16731.1	587414	10135.1	11396.8
	2	366491	213.0	7637.5	6158.1	818402	10201.6	30003.0	590330	9227.2	13563.7	440582	8265.2	8129.7
	3	332168	194.0	7261.1	5400.8	793243	9833.5	29840.5	565954	8915.5	12930.2	410795	7939.7	7400.3
	4	332168	194.0	7261.1	5400.8	793243	9833.5	29840.5	565954	8915.5	12930.2	410795	7939.7	7400.3
	5	332168	194.0	7261.1	5400.8	793243	9833.5	29840.5	565954	8915.5	12930.2	410795	7939.7	7400.3
	6	332168	194.0	7261.1	5400.8	793243	9833.5	29840.5	565954	8915.5	12930.2	410795	7939.7	7400.3
	7	332168	194.0	7261.1	5400.8	793243	9833.5	29840.5	565954	8915.5	12930.2	410795	7939.7	7400.3
	8	424063	234.0	8864.8	7107.6	897269	11429.9	30942.3	652804	10414.9	14564.9	499040	9464.8	9110.8
	9	669386	315.0	12887.0	11529.8	1157432	15108.7	34661.0	889834	14102.9	18971.3	738755	13318.1	13547.7
	10	669386	315.0	12887.0	11529.8	1157432	15108.7	34661.0	889834	14102.9	18971.3	738755	13318.1	13547.7
S-06	1	669386	315.0	12887.0	11529.8	1157432	15108.7	34661.0	889834	14102.9	18971.3	738755	13318.1	13547.7
	2	424063	234.0	8864.8	7107.6	897269	11429.9	30942.4	652804	10414.9	14564.9	499040	9464.8	9110.8
	3	336714	192.5	6844.6	5799.9	746112	9073.3	29822.9	544338	8250.3	13188.9	406928	7412.2	7773.2
	4	336714	192.5	6844.6	5799.9	746112	9073.3	29822.9	544338	8250.3	13188.9	406928	7412.2	7773.2
	5	336714	192.5	6844.6	5799.9	746112	9073.3	29822.9	544338	8250.3	13188.9	406928	7412.2	7773.2
	6	336714	192.5	6844.6	5799.9	746112	9073.3	29822.9	544338	8250.3	13188.9	406928	7412.2	7773.2
	7	336714	192.5	6844.6	5799.9	746112	9073.3	29822.9	544338	8250.3	13188.9	406928	7412.2	7773.2
	8	336714	192.5	6844.6	5799.9	746112	9073.3	29822.9	544338	8250.3	13188.9	406928	7412.2	7773.2
	9	485796	252.0	9464.1	8423.8	931827	11729.2	31528.5	697624	10782.3	15747.9	554445	9956.7	10399.6
	10	485796	252.0	9464.1	8423.8	931827	11729.2	31528.5	697624	10782.3	15747.9	554445	9956.7	10399.6
S-07	1	485796	252.0	9464.1	8423.8	933422	11734.7	31688.2	698695	10787.7	15796.0	554445	9956.7	10399.6
	2	329720	198.0	6452.2	5898.6	718908	8694.1	29571.8	525987	7843.5	13169.6	395438	7002.0	7826.6
	3	329720	198.0	6452.2	5898.6	718908	8694.1	29571.8	525987	7843.5	13169.6	395438	7002.0	7826.6
	4	245627	159.0	4473.7	4760.7	548171	6259.4	28965.6	406963	5623.2	11924.5	301807	4945.6	6636.8
	5	245627	159.0	4473.7	4760.7	548171	6259.4	28965.6	406963	5623.2	11924.5	301807	4945.6	6636.8
	6	245627	159.0	4473.7	4760.7	548171	6259.4	28965.6	406963	5623.2	11924.5	301807	4945.6	6636.8
	7	245627	159.0	4473.7	4760.7	548171	6259.4	28965.6	406963	5623.2	11924.5	301807	4945.6	6636.8
	8	245627	159.0	4473.7	4760.7	548171	6259.4	28965.6	406963	5623.2	11924.5	301807	4945.6	6636.8
	9	245627	159.0	4473.7	4760.7	548171	6259.4	28965.6	406963	5623.2	11924.5	301807	4945.6	6636.8
	10	245627	159.0	4473.7	4760.7	548171	6259.4	28965.6	406963	5623.2	11924.5	301807	4945.6	6636.8
S-08	1	245627	159.0	4473.7	4760.7	548171	6259.4	28965.6	406963	5623.2	11924.5	301807	4945.6	6636.8
	2	245627	159.0	4473.7	4760.7	548171	6259.4	28965.6	406963	5623.2	11924.5	301807	4945.6	6636.8
	3	245627	159.0	4473.7	4760.7	548171	6259.4	28965.6	406963	5623.2	11924.5	301807	4945.6	6636.8
	4	245627	159.0	4473.7	4760.7	548171	6259.4	28965.6	406963	5623.2	11924.5	301807	4945.6	6636.8
	5	245627	159.0	4473.7	4760.7	548171	6259.4	28965.6	406963	5623.2	11924.5	301807	4945.6	6636.8
	6	245627	159.0	4473.7	4760.7	548171	6259.4	28965.6	406963	5623.2	11924.5	301807	4945.6	6636.8
	7	245627	159.0	4473.7	4760.7	548171	6259.4	28965.6	406963	5623.2	11924.5	301807	4945.6	6636.8
	8	245627	159.0	4473.7	4760.7	548171	6259.4	28965.6	406963	5623.2	11924.5	301807	4945.6	6636.8
	9	245627	159.0	4473.7	4760.7	548171	6259.4	28965.6	406963	5623.2	11924.5	301807	4945.6	6636.8
	10	245627	159.0	4473.7	4760.7	548171	6259.4	28965.6	406963	5623.2	11924.5	301807	4945.6	6636.8

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SECTION PROPERTIES G6

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 147 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

1/20/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713\1442\1. 100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_4_40_GRD.dgn
Stantec

DOT_2015
1442_STR_Black_Color-249-254.tbl
DOT_ANSI D_PDF.plt

SECTION PROPERTIES - GIRDER7

SPAN	10th PT	NON-COMPOSITE				COMPOSITE (n) POS FLEX			COMPOSITE (3n) POS FLEX			COMPOSITE NEG FLEX		
		MOMENT OF INERTIA (IN4)	BEAM AREA (IN2)	SECTION MODULUS		MOMENT OF INERTIA (IN4)	SECTION MODULUS		MOMENT OF INERTIA (IN4)	SECTION MODULUS		MOMENT OF INERTIA (IN4)	SECTION MODULUS	
				BOT OF BEAM (IN3)	TOP OF BEAM (IN3)		BOT OF BEAM (IN3)	TOP OF BEAM (IN3)		BOT OF BEAM (IN3)	TOP OF BEAM (IN3)		BOT OF BEAM (IN3)	TOP OF BEAM (IN3)
S-01	0	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	1	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	2	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	3	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	4	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	5	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	6	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	7	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	8	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
	9	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
	10	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
S-02	1	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
	2	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
	3	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
	4	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	5	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	6	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	7	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	8	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	9	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
	10	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
S-03	1	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
	2	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
	3	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	4	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	5	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	6	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	7	158253	150.0	4037.9	3591.9	371343	5521.0	23223.8	271097	5012.1	9296.6	200453	4474.8	5212.8
	8	158253	150.0	4037.9	3591.9	371343	5521.0	23223.8	271097	5012.1	9296.6	200453	4474.8	5212.8
	9	240520	166.2	5107.4	4591.2	546133	6973.5	25803.2	398219	6298.2	10984.5	298521	5626.6	6430.1
	10	287514	174.0	5649.8	5101.3	644215	7713.8	27141.1	469477	6949.8	11826.5	353960	6209.8	7044.1
S-04	1	287514	174.0	5649.8	5101.3	644215	7713.8	27141.1	469477	6949.8	11826.5	353960	6209.8	7044.1
	2	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	3	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	4	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	5	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	6	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	7	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	8	322537	195.0	5848.4	6190.7	645283	7714.4	27339.1	482517	6963.3	12712.5	379848	6305.5	8080.3
	9	357232	207.0	6812.4	6458.5	727190	8910.9	27815.6	537975	8065.1	13106.7	421425	7325.7	8391.1
	10	357232	207.0	6812.4	6458.5	727190	8910.9	27815.6	537975	8065.1	13106.7	421425	7325.7	8391.1
S-05	1	357232	207.0	6812.4	6458.5	727190	8910.9	27815.6	537975	8065.1	13106.7	421425	7325.7	8391.1
	2	322537	195.0	5848.4	6190.7	645283	7714.4	27339.1	482517	6963.3	12712.5	379848	6305.5	8080.3
	3	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	4	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	5	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	6	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	7	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	8	305814	189.0	5716.2	5716.2	641956	7708.6	27061.1	473749	6926.6	12271.9	366279	6220.0	7613.0
	9	480023	249.0	9167.5	8401.0	896560	11320.2	29589.4	674843	10394.2	15139.6	547456	9650.5	10374.1
	10	480023	249.0	9167.5	8401.0	896560	11320.2	29589.4	674843	10394.2	15139.6	547456	9650.5	10374.1
S-06	1	480023	249.0	9167.5	8401.0	896560	11320.2	29589.4	674843	10394.2	15139.6	547456	9650.5	10374.1
	2	322537	195.0	6190.7	5848.4	683004	8306.8	27290.3	501239	7475.5	12468.9	386587	6725.3	7767.8
	3	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	4	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	5	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	6	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	7	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	8	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	9	340322	201.0	6331.6	6331.6	686742	8313.1	27590.3	510774	7515.0	12920.1	401116	6816.6	8243.9
	10	340322	201.0	6331.6	6331.6	686742	8313.1	27590.3	510774	7515.0	12920.1	401116	6816.6	8243.9
S-07	1	340322	201.0	6331.6	6331.6	686742	8313.1	27590.3	510774	7515.0	12920.1	401116	6816.6	8243.9
	2	340322	201.0	6331.6	6331.6	686742	8313.1	27590.3	510774	7515.0	12920.1	401116	6816.6	8243.9
	3	340322	201.0	6331.6	6331.6	686742	8313.1	27590.3	510774	7515.0	12920.1	401116	6816.6	8243.9
	4	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	5	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	6	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	7	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	8	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	9	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	10	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
S-08	1	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	2	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	3	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	4	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	5	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	6	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	7	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	8	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	9	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	10	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SECTION PROPERTIES G7

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ENGINEER NO. PE088878 ALEXANDER LEE SCHMIDT

RECOMMENDED 2026.02.06

SHEET 148 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

Stantec 1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713\1442\1. 100 Records\13. 0 CADD\13. 2 Structures\BR_1005\1442_1005_4. 40_GRD. dgn

DOT_2015
1442_STR_Black_Color-249-254.tbl
DOT_ANSI D_PDF.plt

SECTION PROPERTIES - GIRDER 8

SPAN	10th PT	NON-COMPOSITE				COMPOSITE (n) POS FLEX			COMPOSITE (3n) POS FLEX			COMPOSITE NEG FLEX		
		MOMENT OF INERTIA (IN4)	BEAM AREA (IN2)	SECTION MODULUS		MOMENT OF INERTIA (IN4)	SECTION MODULUS		MOMENT OF INERTIA (IN4)	SECTION MODULUS		MOMENT OF INERTIA (IN4)	SECTION MODULUS	
				BOT OF BEAM (IN3)	TOP OF BEAM (IN3)		BOT OF BEAM (IN3)	TOP OF BEAM (IN3)		BOT OF BEAM (IN3)	TOP OF BEAM (IN3)		BOT OF BEAM (IN3)	TOP OF BEAM (IN3)
S-01	0	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	1	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	2	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	3	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	4	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	5	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	6	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	7	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	8	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
	9	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
	10	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
S-02	1	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
	2	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
	3	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
	4	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	5	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	6	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	7	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	8	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	9	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
	10	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
S-03	1	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
	2	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
	3	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	4	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	5	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	6	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	7	158253	150.0	4037.9	3591.9	371343	5521.0	23223.8	271097	5012.1	9296.6	200453	4474.8	5212.8
	8	158253	150.0	4037.9	3591.9	371343	5521.0	23223.8	271097	5012.1	9296.6	200453	4474.8	5212.8
	9	240510	166.2	5107.2	4591.1	546111	6973.4	25802.9	398203	6298.0	10984.3	298508	5626.5	6430.0
	10	287514	174.0	5649.8	5101.3	644215	7713.8	27141.1	469477	6949.8	11826.5	353960	6209.8	7044.1
S-04	1	287514	174.0	5649.8	5101.3	644215	7713.8	27141.1	469477	6949.8	11826.5	353960	6209.8	7044.1
	2	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	3	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	4	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	5	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	6	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	7	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	8	322537	195.0	5848.4	6190.7	645283	7714.4	27339.1	482517	6963.3	12712.5	379848	6305.5	8080.3
	9	357232	207.0	6812.4	6458.5	727190	8910.9	27815.6	537975	8065.1	13106.7	421425	7325.7	8391.1
	10	357232	207.0	6812.4	6458.5	727190	8910.9	27815.6	537975	8065.1	13106.7	421425	7325.7	8391.1
S-05	1	357232	207.0	6812.4	6458.5	727190	8910.9	27815.6	537975	8065.1	13106.7	421425	7325.7	8391.1
	2	322537	195.0	5848.4	6190.7	645283	7714.4	27339.1	482517	6963.3	12712.5	379848	6305.5	8080.3
	3	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	4	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	5	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	6	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	7	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	8	305814	189.0	5716.2	5716.2	641956	7708.6	27061.1	473749	6926.6	12271.9	366279	6220.0	7613.0
	9	480023	249.0	9167.5	8401.0	896560	11320.2	29589.4	674843	10394.2	15139.6	547456	9650.5	10374.1
	10	480023	249.0	9167.5	8401.0	896560	11320.2	29589.4	674843	10394.2	15139.6	547456	9650.5	10374.1
S-06	1	480023	249.0	9167.5	8401.0	896560	11320.2	29589.4	674843	10394.2	15139.6	547456	9650.5	10374.1
	2	322537	195.0	6190.7	5848.4	683004	8306.8	27290.3	501239	7475.5	12468.9	386587	6725.3	7767.8
	3	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	4	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	5	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	6	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	7	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	8	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	9	340322	201.0	6331.6	6331.6	686742	8313.1	27590.3	510774	7515.0	12920.1	401116	6816.6	8243.9
	10	340322	201.0	6331.6	6331.6	686742	8313.1	27590.3	510774	7515.0	12920.1	401116	6816.6	8243.9
S-07	1	340322	201.0	6331.6	6331.6	686742	8313.1	27590.3	510774	7515.0	12920.1	401116	6816.6	8243.9
	2	340322	201.0	6331.6	6331.6	686742	8313.1	27590.3	510774	7515.0	12920.1	401116	6816.6	8243.9
	3	340322	201.0	6331.6	6331.6	686742	8313.1	27590.3	510774	7515.0	12920.1	401116	6816.6	8243.9
	4	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	5	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	6	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	7	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	8	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	9	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	10	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
S-08	1	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	2	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	3	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	4	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	5	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	6	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	7	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	8	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	9	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	10	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SECTION PROPERTIES G8

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ENGINEER NO. PE088878 ALEXANDER LEE SCHMIDT

RECOMMENDED 2026.02.06

SHEET 149 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713\1442\1\100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_4_40_GRD.dgn
Stantec

DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI D_PDF.plt

SECTION PROPERTIES - GIRDER 9

SPAN	10th PT	NON-COMPOSITE				COMPOSITE (n) POS FLEX			COMPOSITE (3n) POS FLEX			COMPOSITE NEG FLEX		
		MOMENT OF INERTIA (IN4)	BEAM AREA (IN2)	SECTION MODULUS		MOMENT OF INERTIA (IN4)	SECTION MODULUS		MOMENT OF INERTIA (IN4)	SECTION MODULUS		MOMENT OF INERTIA (IN4)	SECTION MODULUS	
				BOT OF BEAM (IN3)	TOP OF BEAM (IN3)		BOT OF BEAM (IN3)	TOP OF BEAM (IN3)		BOT OF BEAM (IN3)	TOP OF BEAM (IN3)		BOT OF BEAM (IN3)	TOP OF BEAM (IN3)
S-01	0	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	1	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	2	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	3	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	4	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	5	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	6	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	7	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	8	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
	9	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
	10	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
S-02	1	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
	2	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
	3	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
	4	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	5	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	6	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	7	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	8	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	9	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
	10	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
S-03	1	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
	2	117948	119.0	2885.0	2851.3	286644	4078.9	23936.7	212857	3703.8	8590.1	155064	3270.5	4451.2
	3	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	4	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	5	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	6	103922	104.0	2441.9	2634.8	246880	3418.9	25218.3	187244	3125.6	8475.3	137447	2771.7	4240.8
	7	158253	150.0	4037.9	3591.9	371343	5521.0	23223.8	271097	5012.1	9296.6	200453	4474.8	5212.8
	8	158253	150.0	4037.9	3591.9	371343	5521.0	23223.8	271097	5012.1	9296.6	200453	4474.8	5212.8
	9	240499	166.2	5107.1	4590.9	546089	6973.2	25802.6	398187	6297.9	10984.1	298495	5626.3	6429.9
	10	287514	174.0	5649.8	5101.3	644215	7713.8	27141.1	469477	6949.8	11826.5	353960	6209.8	7044.1
S-04	1	287514	174.0	5649.8	5101.3	644215	7713.8	27141.1	469477	6949.8	11826.5	353960	6209.8	7044.1
	2	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	3	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	4	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	5	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	6	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	7	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	8	357232	207.0	6812.4	6458.5	727190	8910.9	27815.6	537975	8065.1	13106.7	421425	7325.7	8391.1
	9	357232	207.0	6812.4	6458.5	727190	8910.9	27815.6	537975	8065.1	13106.7	421425	7325.7	8391.1
	10	357232	207.0	6812.4	6458.5	727190	8910.9	27815.6	537975	8065.1	13106.7	421425	7325.7	8391.1
S-05	1	357232	207.0	6812.4	6458.5	727190	8910.9	27815.6	537975	8065.1	13106.7	421425	7325.7	8391.1
	2	322537	195.0	5848.4	6190.7	645283	7714.4	27339.1	482517	6963.3	12712.5	379848	6305.5	8080.3
	3	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	4	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	5	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	6	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	7	276400	170.0	5354.9	5013.3	615171	7327.1	26990.5	450233	6598.4	11689.4	340116	5891.1	6938.9
	8	480023	249.0	9167.5	8401.0	829241	11075.8	23945.7	633388	10174.4	13405.9	510013	9390.6	9241.2
	9	480023	249.0	9167.5	8401.0	831523	11084.5	24113.8	634710	10181.7	13458.2	510013	9390.6	9241.2
	10	480023	249.0	9167.5	8401.0	832510	11088.3	24187.1	635284	10184.9	13480.9	510013	9390.6	9241.2
S-06	1	480023	249.0	9167.5	8401.0	838816	11112.2	24661.0	638974	10205.1	13628.0	510013	9390.6	9241.2
	2	322537	195.0	6190.7	5848.4	641025	8142.7	22471.7	471978	7305.7	11067.4	351323	6443.0	6663.7
	3	276400	170.0	5354.9	5013.3	583647	7209.2	22629.5	426555	6465.7	10460.4	305238	5611.4	5830.3
	4	276400	170.0	5354.9	5013.3	590137	7234.2	23442.7	431245	6492.7	10692.9	305238	5611.4	5830.3
	5	276400	170.0	5354.9	5013.3	597771	7263.1	24451.6	436881	6524.7	10979.2	330963	5819.8	6635.1
	6	276400	170.0	5354.9	5013.3	605179	7290.6	25489.5	442478	6555.9	11271.3	340116	5891.1	6938.9
	7	276400	170.0	5354.9	5013.3	611402	7313.5	26409.8	447279	6582.3	11528.2	340116	5891.1	6938.9
	8	276400	170.0	5354.9	5013.3	614067	7323.2	26818.4	449364	6593.7	11641.7	340116	5891.1	6938.9
	9	340322	201.0	6331.6	6331.6	686742	8313.1	27590.3	510774	7515.0	12920.1	401116	6816.6	8243.9
	10	340322	201.0	6331.6	6331.6	686742	8313.1	27590.3	510774	7515.0	12920.1	401116	6816.6	8243.9
S-07	1	340322	201.0	6331.6	6331.6	686742	8313.1	27590.3	510774	7515.0	12920.1	401116	6816.6	8243.9
	2	340322	201.0	6331.6	6331.6	686742	8313.1	27590.3	510774	7515.0	12920.1	401116	6816.6	8243.9
	3	340322	201.0	6331.6	6331.6	686742	8313.1	27590.3	510774	7515.0	12920.1	401116	6816.6	8243.9
	4	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	5	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	6	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	7	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	8	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	9	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	10	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
S-08	1	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	2	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	3	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	4	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	5	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	6	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	7	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	8	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	9	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	10	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SECTION PROPERTIES G9

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ENGINEER ALEXANDER LEE SCHMIDT NO. PE088878

RECOMMENDED 2026.02.06

SHEET 150 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

Stantec 1/20/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713\1442\1. 100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_4_40_GRD.dgn

SECTION PROPERTIES - GIRDER 10														
SPAN	10th PT	NON-COMPOSITE				COMPOSITE (n) POS FLEX			COMPOSITE (3n) POS FLEX			COMPOSITE NEG FLEX		
		MOMENT OF INERTIA (IN4)	BEAM AREA (IN2)	SECTION MODULUS		MOMENT OF INERTIA (IN4)	SECTION MODULUS		MOMENT OF INERTIA (IN4)	SECTION MODULUS		MOMENT OF INERTIA (IN4)	SECTION MODULUS	
				BOT OF BEAM (IN3)	TOP OF BEAM (IN3)		BOT OF BEAM (IN3)	TOP OF BEAM (IN3)		BOT OF BEAM (IN3)	TOP OF BEAM (IN3)		BOT OF BEAM (IN3)	TOP OF BEAM (IN3)
S-05	0	-	-	-	-	-	-	-	-	-	-	-	-	-
	1	-	-	-	-	-	-	-	-	-	-	-	-	-
	2	-	-	-	-	-	-	-	-	-	-	-	-	-
	3	-	-	-	-	-	-	-	-	-	-	-	-	-
	4	-	-	-	-	-	-	-	-	-	-	-	-	-
	5	-	-	-	-	-	-	-	-	-	-	-	-	-
	6	-	-	-	-	-	-	-	-	-	-	-	-	-
	7	-	-	-	-	-	-	-	-	-	-	-	-	-
	8	305814	189.0	5716.2	5716.2	530741	7226.4	15816.7	402304	6482.4	8952.3	333024	5953.9	6521.5
	9	480023	249.0	9167.5	8401.0	751321	10755.7	18950.3	591297	9931.3	11835.1	510013	9390.6	9241.2
	10	480023	249.0	9167.5	8401.0	760799	10797.1	19489.4	596117	9960.2	12006.3	510013	9390.6	9241.2
S-06	1	480023	249.0	9167.5	8401.0	786398	10905.2	21033.5	609537	10039.3	12494.4	510013	9390.6	9241.2
	2	322537	195.0	6190.7	5848.4	608558	8005.7	19483.6	451403	7178.4	10174.4	351323	6443.0	6663.7
	3	276400	170.0	5354.9	5013.3	568234	7148.4	20845.7	415776	6402.3	9944.9	305238	5611.4	5830.3
	4	276400	170.0	5354.9	5013.3	584316	7211.8	22711.6	427035	6468.5	10483.9	305238	5611.4	5830.3
	5	276400	170.0	5354.9	5013.3	596744	7259.2	24312.4	436115	6520.4	10939.8	321134	5742.5	6318.2
	6	276400	170.0	5354.9	5013.3	605136	7290.5	25483.2	442444	6555.7	11269.5	340116	5891.1	6938.9
	7	276400	170.0	5354.9	5013.3	611402	7313.5	26409.8	447279	6582.3	11528.2	340116	5891.1	6938.9
	8	322537	195.0	5848.4	6190.7	644313	7710.6	27199.7	481804	6959.4	12672.7	379848	6305.5	8080.3
	9	340322	201.0	6331.6	6331.6	686742	8313.1	27590.3	510774	7515.0	12920.1	401116	6816.6	8243.9
	10	340322	201.0	6331.6	6331.6	686742	8313.1	27590.3	510774	7515.0	12920.1	401116	6816.6	8243.9
S-07	1	340322	201.0	6331.6	6331.6	686742	8313.1	27590.3	510774	7515.0	12920.1	401116	6816.6	8243.9
	2	340322	201.0	6331.6	6331.6	686742	8313.1	27590.3	510774	7515.0	12920.1	401116	6816.6	8243.9
	3	340322	201.0	6331.6	6331.6	686742	8313.1	27590.3	510774	7515.0	12920.1	401116	6816.6	8243.9
	4	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	5	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	6	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	7	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	8	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	9	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	10	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
S-08	1	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	2	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	3	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	4	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	5	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	6	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	7	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	8	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	9	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8
	10	245627	159.0	4473.7	4760.7	536067	6208.5	26596.7	397212	5567.9	11297.2	301807	4945.6	6636.8

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE

REVISIONS

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SECTION PROPERTIES G10

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 151 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

Stantec

1/9/2026
WORKSPACE: DOT 2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713144 2\1.100 Records\13.0 CADD\13.2 Structures\BR_ID05\1442_1005_4_40_GRD.dgn

DOT 2015
1442 STR B lack Color 249-254.tbl
DOT_ANSI D_PDF.plt

DOT_2015
1442_STR_Black_Color-249-254.tbl
DOT_ANSI D_PDF.plt

SECTION PROPERTIES - GIRDER 11

SPAN	10th PT	NON-COMPOSITE				COMPOSITE (n) POS FLEX			COMPOSITE (3n) POS FLEX			COMPOSITE NEG FLEX		
		MOMENT OF INERTIA (IN4)	BEAM AREA (IN2)	SECTION MODULUS		MOMENT OF INERTIA (IN4)	SECTION MODULUS		MOMENT OF INERTIA (IN4)	SECTION MODULUS		MOMENT OF INERTIA (IN4)	SECTION MODULUS	
				BOT OF BEAM (IN3)	TOP OF BEAM (IN3)		BOT OF BEAM (IN3)	TOP OF BEAM (IN3)		BOT OF BEAM (IN3)	TOP OF BEAM (IN3)		BOT OF BEAM (IN3)	TOP OF BEAM (IN3)
S-01	0	103922	104.0	2441.9	2634.8	251595	3444.4	28094.0	191669	3153.4	9033.5	137447	2771.7	4240.8
	1	103922	104.0	2441.9	2634.8	251595	3444.4	28094.0	191669	3153.4	9033.5	137447	2771.7	4240.8
	2	103922	104.0	2441.9	2634.8	251595	3444.4	28094.0	191669	3153.4	9033.5	137447	2771.7	4240.8
	3	103922	104.0	2441.9	2634.8	251595	3444.4	28094.0	191669	3153.4	9033.5	137447	2771.7	4240.8
	4	103922	104.0	2441.9	2634.8	251595	3444.4	28094.0	191669	3153.4	9033.5	137447	2771.7	4240.8
	5	103922	104.0	2441.9	2634.8	251595	3444.4	28094.0	191669	3153.4	9033.5	137447	2771.7	4240.8
	6	103922	104.0	2441.9	2634.8	251595	3444.4	28094.0	191669	3153.4	9033.5	137447	2771.7	4240.8
	7	103922	104.0	2441.9	2634.8	251595	3444.4	28094.0	191669	3153.4	9033.5	137447	2771.7	4240.8
	8	133557	129.0	3496.7	2997.6	342005	4918.1	25889.2	250720	4486.5	9331.7	176246	3943.7	4630.8
	9	133557	129.0	3496.7	2997.6	342005	4918.1	25889.2	250720	4486.5	9331.7	176246	3943.7	4630.8
	10	133557	129.0	3496.7	2997.6	342005	4918.1	25889.2	250720	4486.5	9331.7	176246	3943.7	4630.8
S-02	1	133557	129.0	3496.7	2997.6	342005	4918.1	25889.2	250720	4486.5	9331.7	176246	3943.7	4630.8
	2	133557	129.0	3496.7	2997.6	342005	4918.1	25889.2	250720	4486.5	9331.7	176246	3943.7	4630.8
	3	133557	129.0	3496.7	2997.6	342005	4918.1	25889.2	250720	4486.5	9331.7	176246	3943.7	4630.8
	4	103922	104.0	2441.9	2634.8	251595	3444.4	28094.0	191669	3153.4	9033.5	137447	2771.7	4240.8
	5	103922	104.0	2441.9	2634.8	251595	3444.4	28094.0	191669	3153.4	9033.5	137447	2771.7	4240.8
	6	103922	104.0	2441.9	2634.8	251595	3444.4	28094.0	191669	3153.4	9033.5	137447	2771.7	4240.8
	7	103922	104.0	2441.9	2634.8	251595	3444.4	28094.0	191669	3153.4	9033.5	137447	2771.7	4240.8
	8	103922	104.0	2441.9	2634.8	251595	3444.4	28094.0	191669	3153.4	9033.5	137447	2771.7	4240.8
	9	133557	129.0	3496.7	2997.6	342005	4918.1	25889.2	250720	4486.5	9331.7	176246	3943.7	4630.8
	10	133557	129.0	3496.7	2997.6	342005	4918.1	25889.2	250720	4486.5	9331.7	176246	3943.7	4630.8
S-03	1	133557	129.0	3496.7	2997.6	342005	4918.1	25889.2	250720	4486.5	9331.7	176246	3943.7	4630.8
	2	133557	129.0	3496.7	2997.6	342005	4918.1	25889.2	250720	4486.5	9331.7	176246	3943.7	4630.8
	3	112614	109.0	2756.8	2720.1	277938	3853.3	27464.0	209695	3535.2	9143.3	149321	3117.7	4346.5
	4	112614	109.0	2756.8	2720.1	277938	3853.3	27464.0	209695	3535.2	9143.3	149321	3117.7	4346.5
	5	112614	109.0	2756.8	2720.1	277938	3853.3	27464.0	209695	3535.2	9143.3	149321	3117.7	4346.5
	6	112614	109.0	2756.8	2720.1	277938	3853.3	27464.0	209695	3535.2	9143.3	149321	3117.7	4346.5
	7	158253	150.0	4037.9	3591.9	379554	5561.1	25306.4	277798	5056.0	9814.4	200453	4474.8	5212.8
	8	158253	150.0	4037.9	3591.9	379554	5561.1	25306.4	277798	5056.0	9814.4	200453	4474.8	5212.8
	9	240488	166.2	5107.0	4590.8	558186	7023.0	27916.5	407731	6352.9	11552.4	298483	5626.2	6429.7
	10	287514	174.0	5649.8	5101.3	658585	7769.4	29291.7	480619	7010.9	12420.2	353960	6209.8	7044.1
S-04	1	287514	174.0	5649.8	5101.3	658585	7769.4	29291.7	480619	7010.9	12420.2	353960	6209.8	7044.1
	2	260307	164.0	4867.6	4886.3	585220	6761.2	28979.6	431958	6084.5	12080.2	319992	5368.7	6787.2
	3	260307	164.0	4867.6	4886.3	585220	6761.2	28979.6	431958	6084.5	12080.2	319992	5368.7	6787.2
	4	260307	164.0	4867.6	4886.3	585220	6761.2	28979.6	431958	6084.5	12080.2	319992	5368.7	6787.2
	5	260307	164.0	4867.6	4886.3	585220	6761.2	28979.6	431958	6084.5	12080.2	319992	5368.7	6787.2
	6	260307	164.0	4867.6	4886.3	585220	6761.2	28979.6	431958	6084.5	12080.2	319992	5368.7	6787.2
	7	260307	164.0	4867.6	4886.3	585220	6761.2	28979.6	431958	6084.5	12080.2	319992	5368.7	6787.2
	8	348684	205.5	7046.6	6036.0	768140	9443.7	29645.1	557987	8531.4	13334.3	418662	7635.2	7987.2
	9	524222	264.0	9714.5	9439.2	942327	11747.4	32178.6	720660	10867.3	16687.6	587414	10135.1	11396.8
	10	524222	264.0	9714.5	9439.2	942327	11747.4	32178.6	720660	10867.3	16687.6	587414	10135.1	11396.8
S-05	1	524222	264.0	9714.5	9439.2	942327	11747.4	32178.6	720660	10867.3	16687.6	587414	10135.1	11396.8
	2	366491	213.0	7637.5	6158.1	817020	10196.5	29848.4	589334	9221.7	13519.1	440582	8265.2	8129.7
	3	332168	194.0	7261.1	5400.8	791896	9828.8	29680.2	564938	8910.1	12884.6	410795	7939.7	7400.3
	4	332168	194.0	7261.1	5400.8	791896	9828.8	29680.2	564938	8910.1	12884.6	410795	7939.7	7400.3
	5	332168	194.0	7261.1	5400.8	791896	9828.8	29680.2	564938	8910.1	12884.6	410795	7939.7	7400.3
	6	332168	194.0	7261.1	5400.8	791896	9828.8	29680.2	564938	8910.1	12884.6	410795	7939.7	7400.3
	7	332168	194.0	7261.1	5400.8	791896	9828.8	29680.2	564938	8910.1	12884.6	410795	7939.7	7400.3
	8	424063	234.0	8864.8	7107.6	831801	11200.2	25029.3	609623	10181.1	12801.2	457504	9145.5	7960.0
	9	669386	315.0	12887.0	11529.8	1083670	14868.5	29196.7	846996	13901.5	17260.4	699985	13082.7	12390.1
	10	669386	315.0	12887.0	11529.8	1086450	14877.9	29383.1	848533	13908.9	17319.3	699985	13082.7	12390.1
S-06	1	669386	315.0	12887.0	11529.8	1094917	14906.2	29959.7	853253	13931.6	17501.1	699985	13082.7	12390.1
	2	424063	234.0	8864.8	7107.6	847922	11258.5	26344.7	619801	10237.9	13198.4	457504	9145.5	7960.0
	3	336714	192.5	6844.6	5799.9	714823	8966.5	25967.0	521180	8129.6	12080.8	368300	7114.1	6638.5
	4	336714	192.5	6844.6	5799.9	723823	8997.5	27005.5	527675	8164.0	12382.1	368300	7114.1	6638.5
	5	336714	192.5	6844.6	5799.9	728786	9014.4	27602.4	531318	8183.1	12554.3	375692	7173.8	6845.7
	6	336714	192.5	6844.6	5799.9	729843	9018.0	27731.9	532100	8187.2	12591.6	406928	7412.2	7773.2
	7	336714	192.5	6844.6	5799.9	729868	9018.0	27735.0	532118	8187.3	12592.5	406928	7412.2	7773.2
	8	336714	192.5	6844.6	5799.9	729847	9018.0	27732.4	532103	8187.2	12591.8	406928	7412.2	7773.2
	9	485796	252.0	9464.1	8423.8	911779	11660.9	29594.6	684357	10715.6	15162.7	554445	9956.7	10399.6
	10	485796	252.0	9464.1	8423.8	911779	11660.9	29594.6	684357	10715.6	15162.7	554445	9956.7	10399.6
S-07	1	485796	252.0	9464.1	8423.8	913409	11666.7	29744.8	685411	10721.0	15208.3	554445	9956.7	10399.6
	2	329720	198.0	6452.2	5898.6	703291	8636.2	27510.1	514371	7779.4	12582.3	395438	7002.0	7826.6
	3	329720	198.0	6452.2	5898.6	703291	8636.2	27510.1	514371	7779.4	12582.3	395438	7002.0	7826.6
	4	245627	159.0	4473.7	4760.7	537274	6217.2	26752.8	397939	5573.4	11337.1	301807	4945.6	6636.8
	5	245627	159.0	4473.7	4760.7	537274	6217.2	26752.8	397939	5573.4	11337.1	301807	4945.6	6636.8
	6	245627	159.0	4473.7	4760.7	537274	6217.2	26752.8	397939	5573.4	11337.1	301807	4945.6	6636.8
	7	245627	159.0	4473.7	4760.7	537274	6217.2	26752.8	397939	5573.4	11337.1	301807	4945.6	6636.8
	8	245627	159.0	4473.7	4760.7	537274	6217.2	26752.8	397939	5573.4	11337.1	301807	4945.6	6636.8
	9	245627	159.0	4473.7	4760.7	537274	6217.2	26752.8	397939	5573.4	11337.1	301807	4945.6	6636.8
	10	245627	159.0	4473.7	4760.7	537274	6217.2	26752.8	397939	5573.4	11337.1	301807	4945.6	6636.8
S-08	1	245627	159.0	4473.7	4760.7	537274	6217.2	26752.8	397939	5573.4	11337.1	301807	4945.6	6636.8
	2	245627	159.0	4473.7	4760.7	537274	6217.2	26752.8	397939	5573.4	11337.1	301807	4945.6	6636.8
	3	245627	159.0	4473.7	4760.7	537274	6217.2	26752.8	397939	5573.4	11337.1	301807	4945.6	6636.8
	4	245627	159.0	4473.7	4760.7	537274	6217.2	26752.8	397939	5573.4	11337.1	301807	4945.6	6636.8
	5	245627	159.0	4473.7	4760.7	537274	6217.2	26752.8	397939	5573.4	11337.1	301807	4945.6	6636.8
	6	245627	159.0	4473.7	4760.7	537274	6217.2	26752.8	397939	5573.4	11337.1	301807	4945.6	6636.8
	7	245627	159.0	4473.7	4760.7	537274	6217.2	26752.8	397939	5573.4	11337.1	301807	4945.6	6636.8
	8	245627	159.0	4473.7	4760.7	537274	6217.2	26752.8	397939	5573.4	11337.1	301807	4945.6	6636.8
	9	245627	159.0	4473.7	4760.7	537274	6217.2	26752.8	397939	5573.4	11337.1	301807	4945.6	6636.8
	10	245627	159.0	4473.7	4760.7	537274	6217.2	26752.8	397939	5573.4	11337.1	301807	4945.6	6636.8

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SECTION PROPERTIES G11

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 152 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

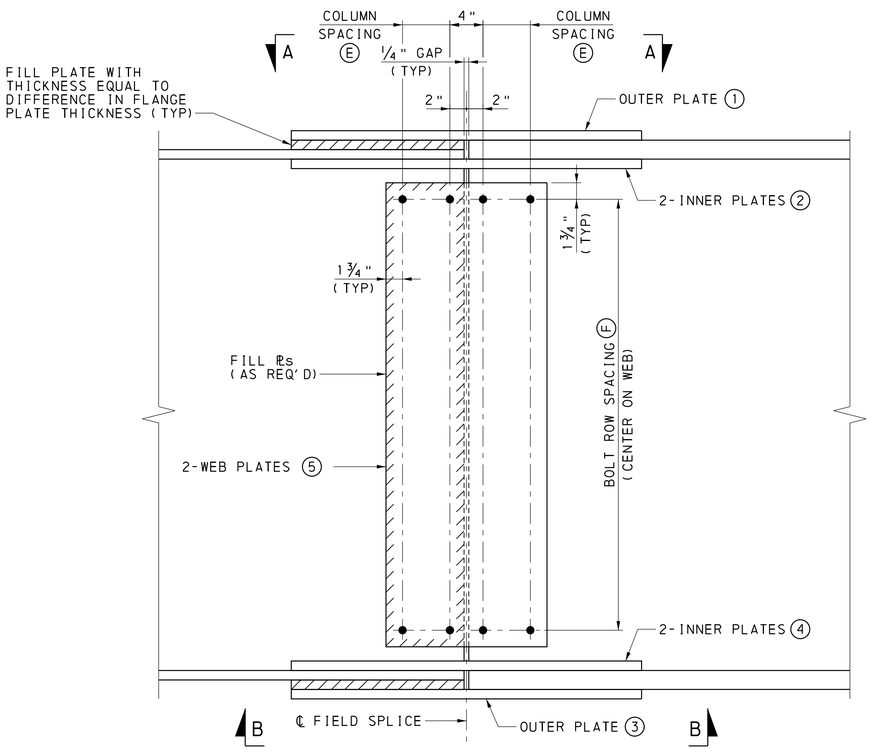
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713\1442\1. 100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_4_40_GRD.dgn
Stantec

DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI_D_PDF.plt

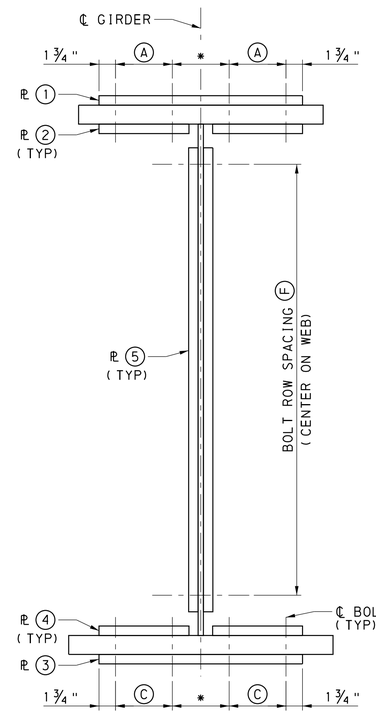
FIELD SPLICE SCHEDULE

FIELD SPLICE NUMBER (GROUP)	TOP FLANGE SPLICE				BOTTOM FLANGE SPLICE				WEB SPLICE		
	OUTER PLATE ①	INNER PLATE ②	Ⓐ	Ⓑ	OUTER PLATE ③	INNER PLATE ④	Ⓒ	Ⓓ	WEB PLATE ⑤	Ⓔ	Ⓕ
ALL GIRDERS FS1-FS5	5/8" X 24" X 2'-1 1/2"	5/8" X 10 7/8" X 2'-1 1/2"	2 SPA @ 3 11/16"	3 SPA @ 3" = 9"	7/8" X 20" X 4'-1 1/2"	1" X 8 7/8" X 4'-1 1/2"	1 SPA @ 5 3/8"	7 SPA @ 3" = 21"	3/8" X 13 1/2" X 6'-3 1/4"	1 SPA @ 3" = 3"	14 SPA @ 5 1/8" = 71 3/4"
ALL GIRDERS FS6-FS7 FS12-FS14	3/4" X 24" X 2'-7 1/2"	3/4" X 10 7/8" X 2'-7 1/2"	2 SPA @ 3 11/16"	4 SPA @ 3" = 12"	1" X 20" X 4'-1 1/2"	1 1/8" X 8 7/8" X 4'-1 1/2"	1 SPA @ 5 3/8"	7 SPA @ 3" = 21"	1/2" X 13 1/2" X 8'-3 1/8"	1 SPA @ 3" = 3"	17 SPA @ 5 5/8" = 95 5/8"
FASCIA GIRDERS FS8-FS11	7/8" X 24" X 3'-1 1/2"	7/8" X 10 5/8" X 3'-1 1/2"	2 SPA @ 3 3/16"	5 SPA @ 3" = 15"	1 3/8" X 30" X 3'-7 1/2"	1 1/2" X 13 5/8" X 3'-7 1/2"	3 SPA @ 3 3/8"	6 SPA @ 3" = 18"	1/2" X 13 1/2" X 8'-2 1/2"	1 SPA @ 3" = 3"	20 SPA @ 4 3/4" = 95"
INTERIOR GIRDERS FS8-FS11	3/4" X 24" X 2'-7 1/2"	3/4" X 10 7/8" X 2'-7 1/2"	2 SPA @ 3 11/16"	4 SPA @ 3" = 12"	1" X 24" X 3'-1 1/2"	1 1/8" X 10 7/8" X 3'-1 1/2"	2 SPA @ 3 11/16"	5 SPA @ 3" = 15"	1/2" X 13 1/2" X 8'-1 1/2"	1 SPA @ 3" = 3"	16 SPA @ 5 7/8" = 94"

NOTE: "FS" IS SHORT FOR "FIELD SPLICE"

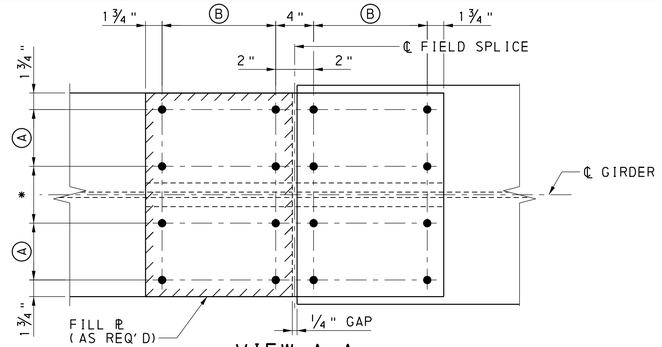


TYPICAL ELEVATION
NOT TO SCALE

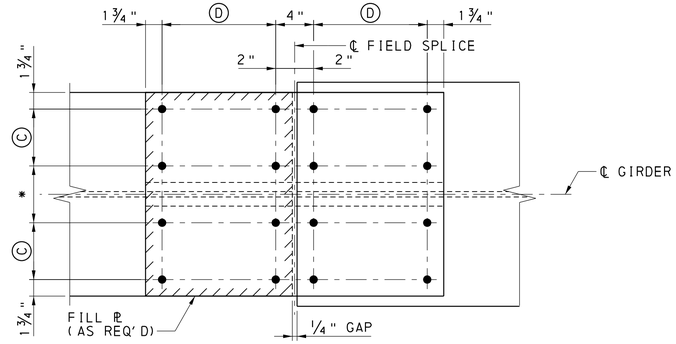


TYPICAL SECTION
NOT TO SCALE

* VARIES, FASCIA GIRDERS FS8-FS11: 6 1/4"
ALL OTHER GIRDERS: 5 3/4"



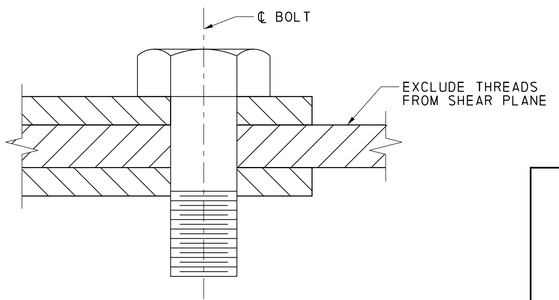
VIEW A-A
TOP FLANGE SPLICE
NOT TO SCALE



VIEW B-B
BOTTOM FLANGE SPLICE
NOT TO SCALE

NOTES

1. FOR GENERAL NOTES, SEE SHEETS 7 - 9.
2. FOR FRAMING PLAN, SEE SHEETS 122 - 138.
3. FOR GIRDER DETAILS, SEE SHEETS 139 - 152.
4. ALL SPLICE MATERIAL TO BE AASHTO M270 GRADE 50W (ASTM-A709 GRADE 50W).
5. ALL BOLTS SHALL BE 7/8"Ø ASTM F3125 GRADE A325 IN 15/16"Ø HOLES. EXCLUDE THREADS FROM SHEAR PLANE, SEE SPLICE BOLT THREAD DETAIL, THIS SHEET.
6. ALL SPLICE PLATES SHALL BE CVN (CHARPY V-NOTCH) IMPACT TESTED.
7. INSTALL SHEAR CONNECTORS ON THE TOP FLANGE SPLICE PLATE. ADJUST SPACING OF SHEAR CONNECTORS AS REQUIRED TO CLEAR FASTENERS OF FIELD SPLICES. THE NUMBER OF SHEAR CONNECTORS MAY BE REDUCED BY UP TO 20% WITHIN THE SPLICE ZONE. REDUCE THE SPACING TO 6" ON BOTH SIDES OF THE FIELD SPLICE TO PROVIDE THE SAME NUMBER OF SHEAR CONNECTORS DISPLACED BY THE FIELD SPLICE.
8. SPLICE DETAILS DEPICT GENERAL CONFIGURATION OF BOLTS. FULL BOLT PATTERNS ARE NOT SHOWN.
9. ALL FILL PLATES SHALL BE A SINGLE PLATE.
10. BOLTED FIELD SPLICE CONNECTIONS ARE DESIGNED WITH A CLASS B SURFACE.
11. BLAST CLEAN THE FAYING SURFACES OF SPLICES AND CONNECTIONS OF ALL STRUCTURAL ELEMENTS IN ACCORDANCE WITH SECTION 1070.3(C). REBLAST UNPAINTED ELEMENTS THAT REMAIN UNASSEMBLED FOR A PERIOD OF 12 MONTHS OR MORE FOLLOWING THE INITIAL CLEANING.
12. PLACE NUTS ON INSIDE FACE OF WEB SPLICE AT FASCIA GIRDERS. PLACE NUTS ON INSIDE FACE OF TOP AND BOTTOM FLANGES AT ALL GIRDERS.



SPLICE BOLT THREAD DETAIL
NOT TO SCALE

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
ALEXANDER LEE SCHMIDT
ENGINEER NO. PE081878
COMMONWEALTH OF PENNSYLVANIA

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
GIRDER SPLICE DETAILS

RECOMMENDED 2026.02.06

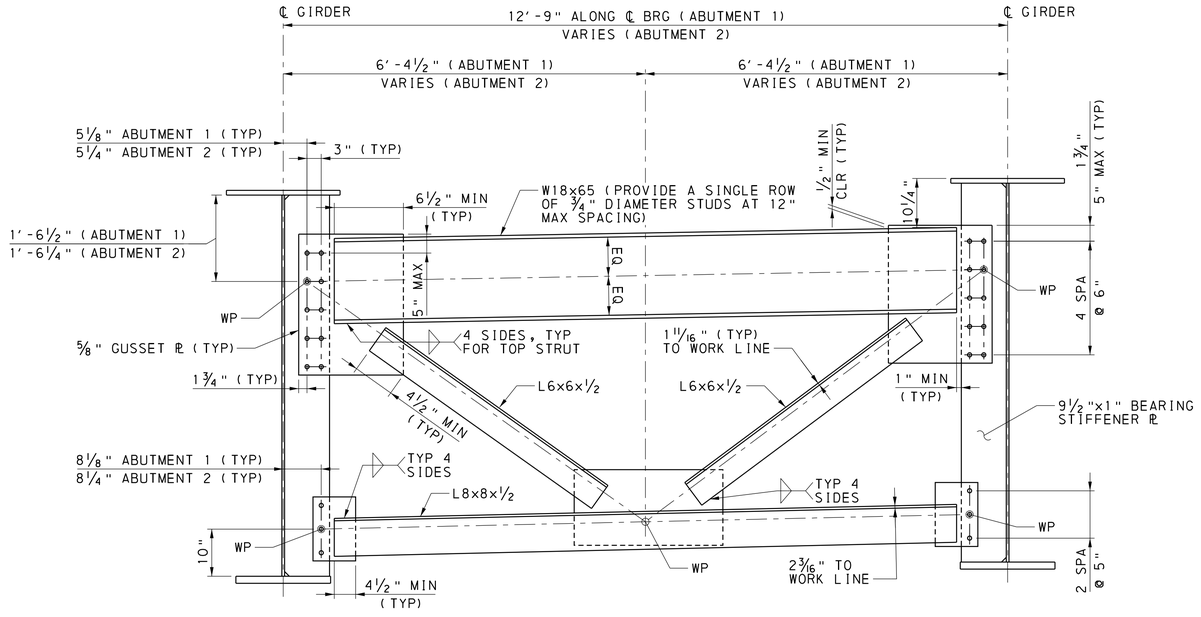
SHEET 153 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

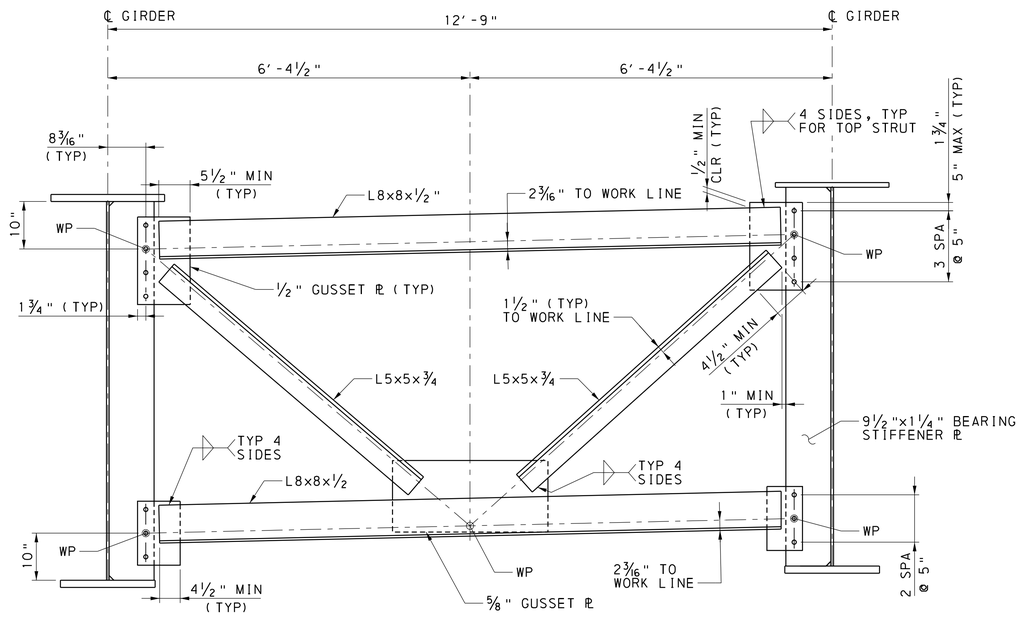
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713142\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_4.40_GRD.dgn
Stantec

DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI D_PDF.plt



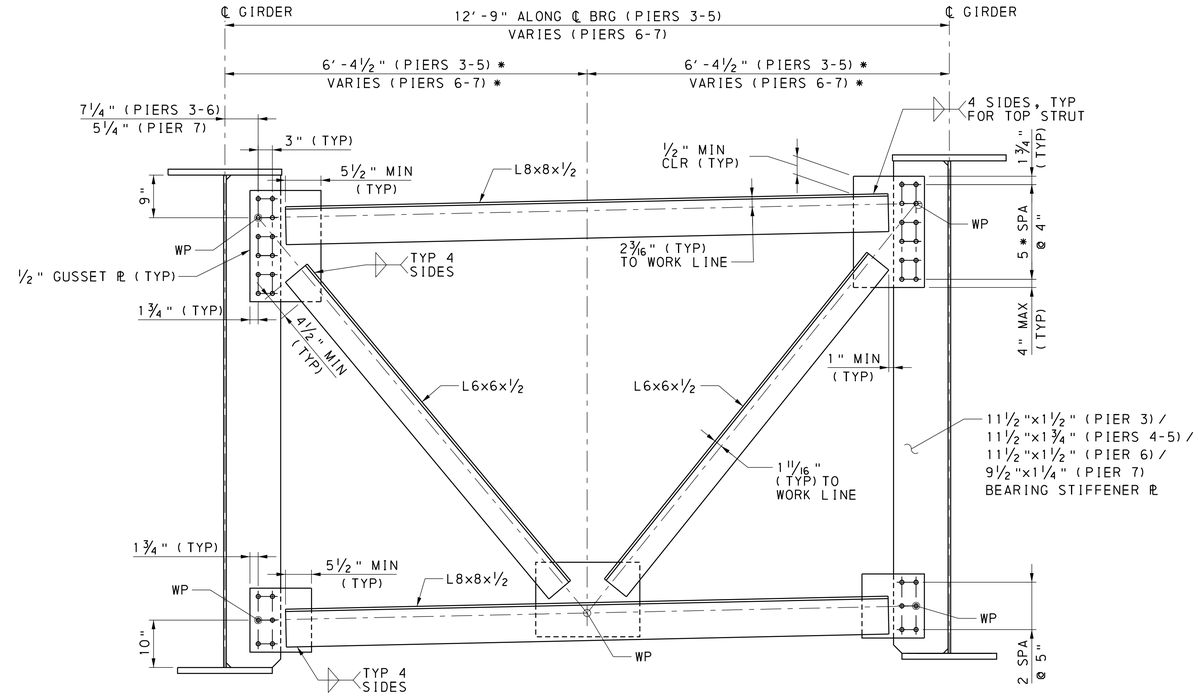
END DIAPHRAGM D2/D5

0 1 2 FEET



PIERS 1-2 DIAPHRAGM D3

0 1 2 FEET



PIERS 3-7 DIAPHRAGM D4

0 1 2 FEET

* AT NB PIER 5, ADD BOLTS AND/OR MODIFY GUSSET PLATE AS NECESSARY TO NOT EXCEED 4" MAXIMUM EDGE DISTANCE

NOTES

1. FOR GENERAL NOTES, SEE SHEETS 6 - 8 .
2. FOR FRAMING PLAN, SEE SHEETS 122- 138.
3. FOR DETAILS OF STIFFENERS AND CONNECTION PLATES, SEE BC-753M.
4. FOR ADDITIONAL STEEL DIAPHRAGM DETAILS, SEE SHEET 155 AND BC-754M.
5. ALL MATERIAL TO BE AASHTO M270, GRADE 50W (ASTM A709, GRADE 50W), UNLESS NOTED OTHERWISE.
6. ALL BOLTS TO HAVE THREADS EXCLUDED FROM SHEAR PLANE.
7. FILLET WELD SIZES ARE GOVERNED BY MATERIAL THICKNESS IN ACCORDANCE WITH AASHTO/AWS.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
STEEL DIAPHRAGM DETAILS (1 OF 2)

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088178

RECOMMENDED 2026.02.06

SHEET 154 OF 291

S-39605

Stantec
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\ua0536-ppfss01\shared_projects\202713142\1-100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_4.40.GRD.dgn

DES: ALS | DWG: KJR | CHK: MPR

DOT_2015
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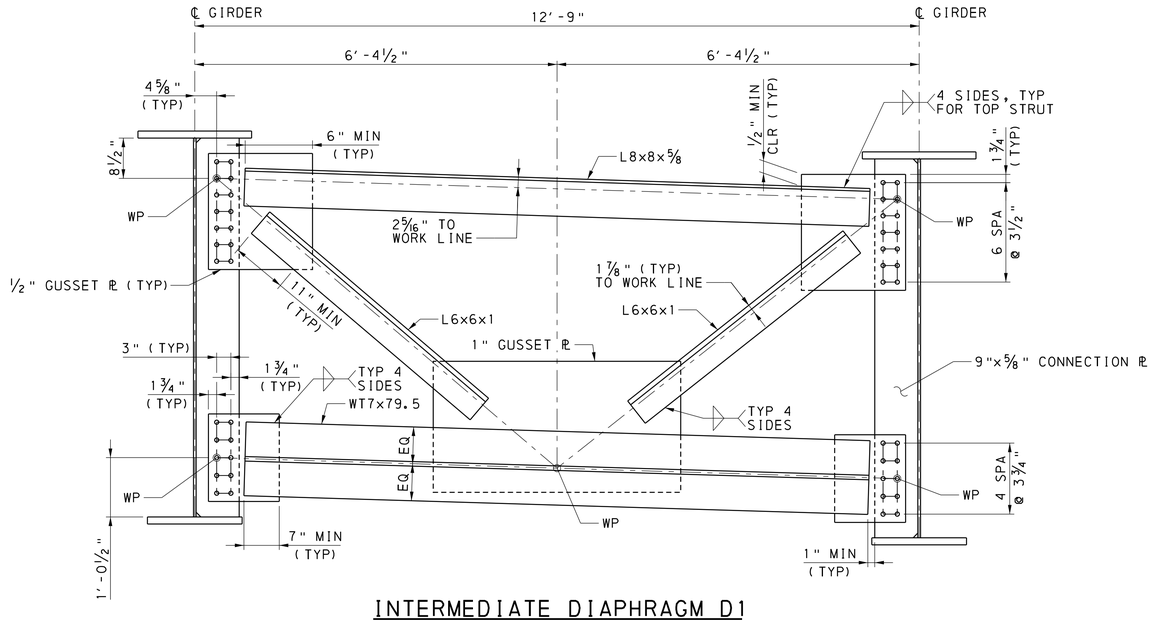
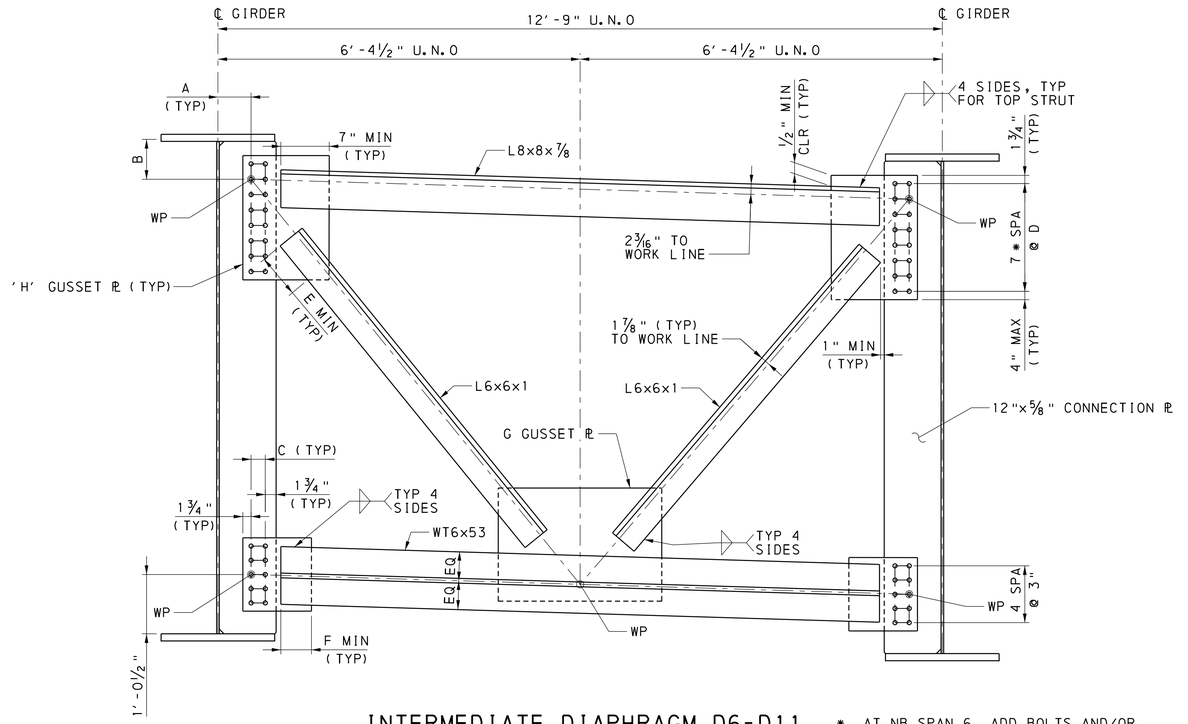
DOT_ANSI D_PDF.plt



INTERMEDIATE DIAPHRAGM D1

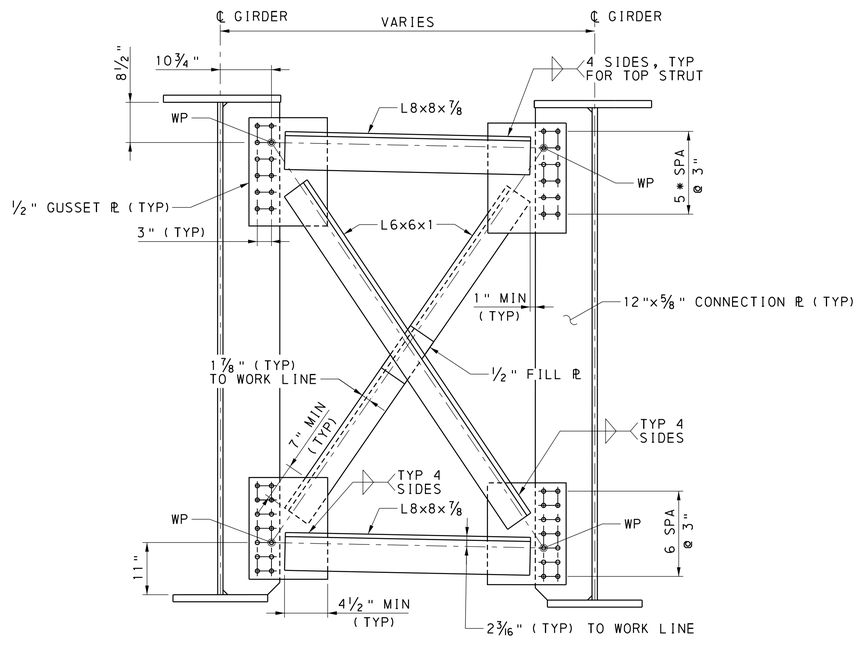
0 1 2 FEET



INTERMEDIATE DIAPHRAGM D6-D11

0 1 2 FEET

* AT NB SPAN 6, ADD BOLTS AND/OR MODIFY GUSSET PLATE AS NECESSARY TO NOT EXCEED 4" MAXIMUM EDGE DISTANCE



INTERMEDIATE DIAPHRAGM D12

0 1 2 FEET

* ADD BOLTS AND/OR MODIFY GUSSET PLATE AS NECESSARY TO NOT EXCEED 4" MAXIMUM EDGE DISTANCE

DIMENSION	DIAPHRAGM					
	D6	D7	D8	D9	D10	D11
A	6¾"	7¼"	7¾"	6¾"	7¾"	7¼"
B	8"	8¼"	8¾"	8¼"	8¼"	8¼"
C	4"	3½"	3"	3½"	3"	3½"
D	3"	3¼"	3¾"	3¼"	3¼"	3¼"
E	7"	9"	12½"	9"	9½"	9"
F	7½"	11"	11½"	9"	7"	7"
G	½"	⅝"	⅝"	⅝"	⅝"	⅝"
H	½"	⅝"	½"	½"	½"	½"

NOTES

1. FOR GENERAL NOTES, SEE SHEETS 6 - 8 .
2. FOR FRAMING PLAN, SEE SHEETS 122- 138.
3. FOR DETAILS OF STIFFENERS AND CONNECTION PLATES, SEE BC-753M.
4. FOR ADDITIONAL STEEL DIAPHRAGM DETAILS, SEE SHEET 154 AND BC-754M.
5. ALL MATERIAL TO BE AASHTO M270, GRADE 50W (ASTM A709, GRADE 50W), UNLESS NOTED OTHERWISE.
6. ALL BOLTS TO HAVE THREADS EXCLUDED FROM SHEAR PLANE.
7. FILLET WELD SIZES ARE GOVERNED BY MATERIAL THICKNESS IN ACCORDANCE WITH AASHTO/AWS.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
STEEL DIAPHRAGM DETAILS (2 OF 2)

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL
ALEXANDER LEE SCHMIDT
ENGINEER NO. PE088178

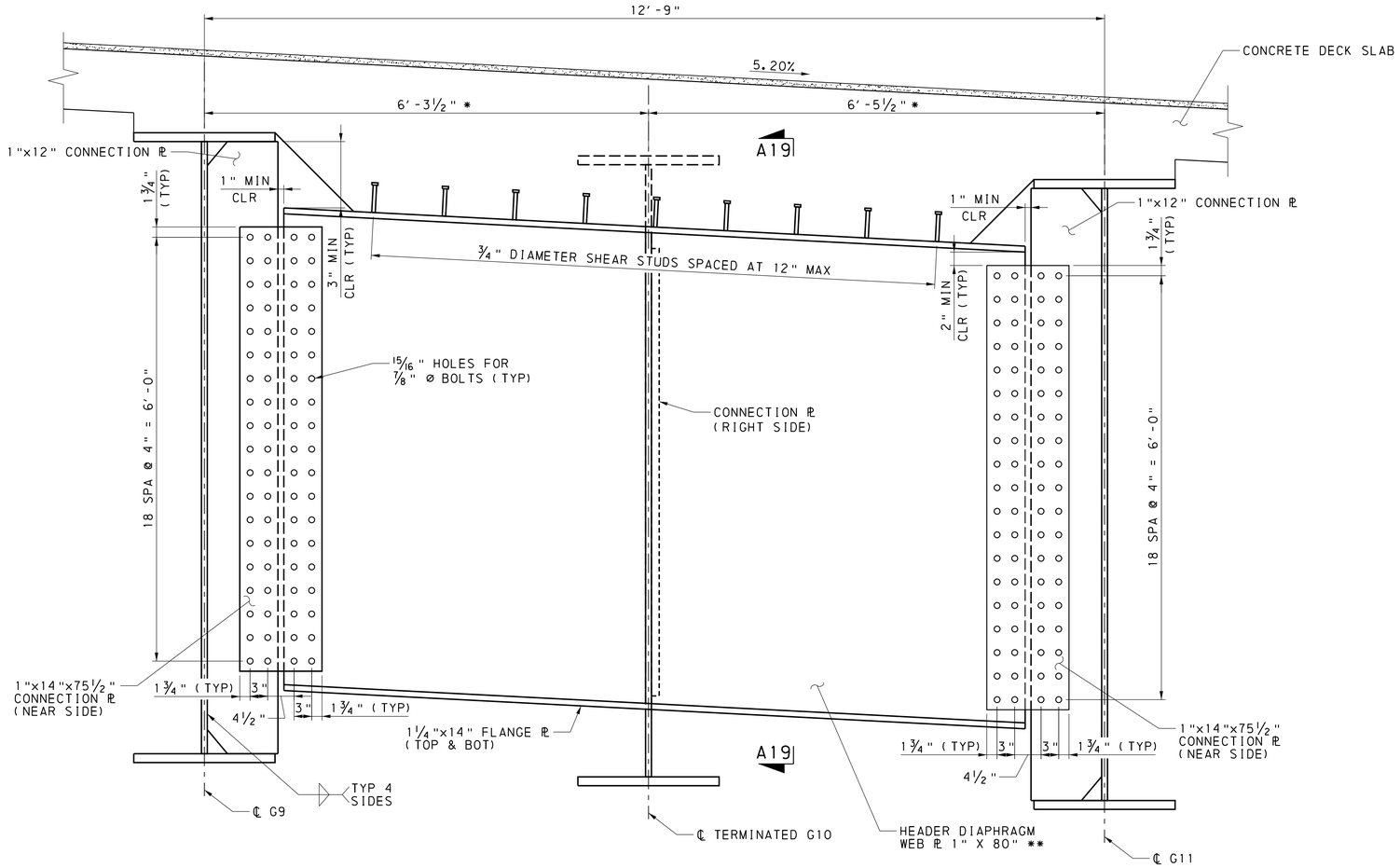
RECOMMENDED 2026.02.06

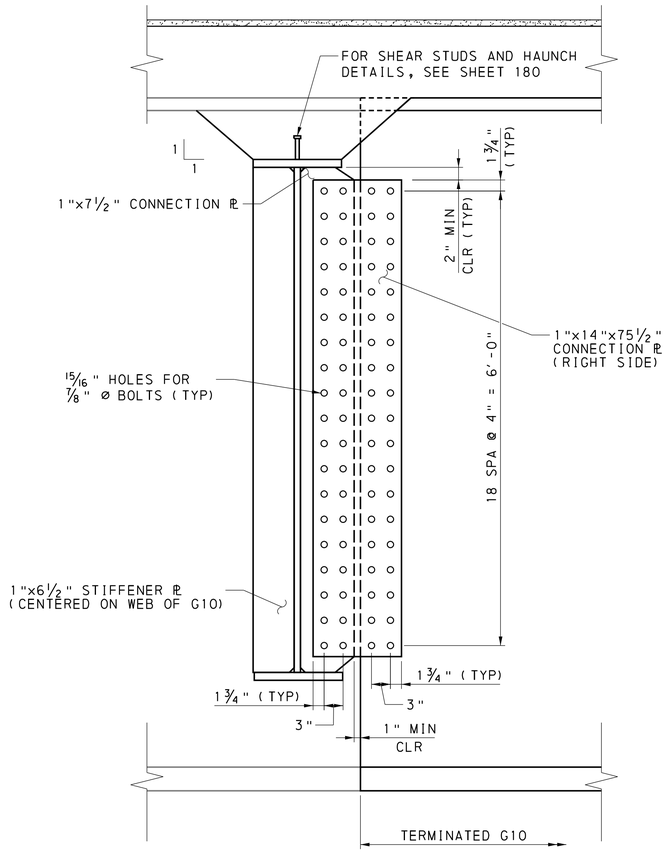
SHEET 155 OF 291

S-39605

Stantec
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\ua0536-ppfss01\shared_projects\202713\1442\1-100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_4.40.GRD.dgn

DES: ALS | DWG: KJR | CHK: MPR





HEADER DIAPHRAGM ELEVATION

0 1 2 FEET

(LOOKING STA AHEAD)

* MEASURED AT STA 338+11.50, SEE SHEET 126

** SLOPE TO MATCH DECK CROSS-SLOPE

NOTE: ADJACENT DIAPHRAGMS AND CONNECTION PLATES NOT SHOWN FOR CLARITY

SECTION A19-A19

0 1 2 FEET

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789

BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

NOTES

1. FOR GENERAL NOTES, SEE SHEETS 6 - 8 .
2. FOR FRAMING PLAN, SEE SHEETS 122- 138.
3. FOR DETAILS OF STIFFENERS AND CONNECTION PLATES, SEE BC-753M.
4. FOR ADDITIONAL STEEL DIAPHRAGM DETAILS, SEE SHEETS 154 ,155 AND BC-754M.
5. ALL MATERIAL TO BE AASHTO M270, GRADE 50W (ASTM A709, GRADE 50W) , UNLESS NOTED OTHERWISE.
6. ALL BOLTS TO HAVE THREADS EXCLUDED FROM SHEAR PLANE.
7. FILLET WELD SIZES ARE GOVERNED BY MATERIAL THICKNESS IN ACCORDANCE WITH AASHTO/AWS.

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878 PENNSYLVANIA

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
HEADER DIAPHRAGM DETAILS

RECOMMENDED 2026.02.06

SHEET 156 OF 291

S-39605

DES: JDW | DWG: KJR | CHK: ALS

Stantec
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713142\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_4_40_GRD.dgn
DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI D_PDF.plt

CAMBER ORDINATES - "Y" IN INCHES

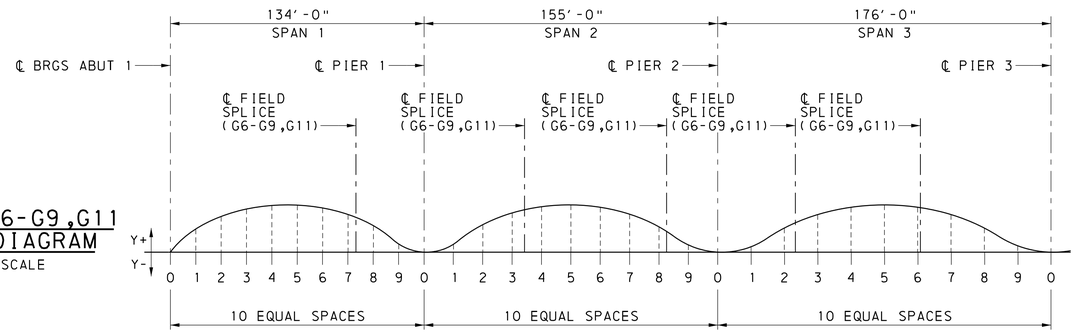
GIRDER	CAMBER	℄ ABUT 1	SPAN 1										℄ PIER 1	SPAN 2											℄ PIER 2	SPAN 3											℄ PIER 3
		0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	SPLICE	0.8	0.9	0	0.1	0.2	0.3	SPLICE	0.4	0.5	0.6	0.7	0.8	SPLICE	0.9	0	0.1	0.2	SPLICE	0.3	0.4	0.5	0.6	SPLICE	0.7	0.8	0.9	0
G6	A	0.00	0.18	0.33	0.43	0.48	0.47	0.40	0.30	0.26	0.18	0.08	0.00	0.05	0.14	0.24	0.27	0.31	0.34	0.31	0.24	0.14	0.12	0.08	0.00	0.09	0.22	0.26	0.34	0.41	0.41	0.32	0.31	0.19	0.05	-0.02	0.00
	B	0.00	0.76	1.43	1.88	2.10	2.09	1.81	1.37	1.21	0.85	0.37	0.00	0.09	0.33	0.63	0.72	0.86	0.96	0.88	0.65	0.36	0.36	0.37	0.00	0.42	1.00	1.18	1.55	1.89	1.93	1.61	1.57	1.07	0.50	0.10	0.00
	C	0.00	0.10	0.19	0.25	0.28	0.27	0.24	0.18	0.16	0.12	0.06	0.00	0.05	0.10	0.15	0.17	0.19	0.20	0.19	0.15	0.10	0.08	0.05	0.00	0.07	0.14	0.17	0.21	0.26	0.26	0.22	0.22	0.16	0.09	0.03	0.00
	D	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.18	0.24	0.26	0.30	0.36	0.42	0.60	0.60	0.66	0.72	0.42	0.00
	E	0.00	1.04	1.95	2.56	2.86	2.83	2.45	1.85	1.63	1.14	0.50	0.00	0.18	0.56	1.01	1.16	1.36	1.50	1.39	1.04	0.59	0.57	0.49	0.00	0.76	1.61	1.87	2.41	2.92	3.02	2.75	2.70	2.07	1.36	0.52	0.00
G7	A	0.00	0.18	0.34	0.44	0.49	0.48	0.41	0.31	0.27	0.19	0.08	0.00	0.05	0.15	0.25	0.28	0.33	0.36	0.34	0.26	0.15	0.13	0.06	0.00	0.09	0.22	0.26	0.34	0.41	0.40	0.31	0.30	0.18	0.04	-0.03	0.00
	B	0.00	0.74	1.39	1.83	2.04	2.04	1.77	1.35	1.19	0.83	0.36	0.00	0.08	0.32	0.61	0.70	0.83	0.92	0.85	0.63	0.35	0.29	0.11	0.00	0.41	0.98	1.15	1.51	1.84	1.87	1.54	1.50	1.01	0.46	0.08	0.00
	C	0.00	0.07	0.14	0.18	0.20	0.20	0.17	0.13	0.11	0.08	0.04	0.00	0.02	0.06	0.10	0.11	0.13	0.14	0.13	0.10	0.06	0.05	0.02	0.00	0.04	0.10	0.12	0.15	0.18	0.19	0.15	0.15	0.10	0.04	0.01	0.00
	D	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.07	0.14	0.17	0.22	0.29	0.48	0.55	0.56	0.62	0.70	0.41	0.00
	E	0.00	0.99	1.86	2.45	2.74	2.72	2.35	1.78	1.57	1.10	0.47	0.00	0.15	0.52	0.95	1.09	1.28	1.42	1.31	0.99	0.56	0.47	0.19	0.00	0.61	1.44	1.70	2.22	2.72	2.94	2.56	2.51	1.90	1.24	0.46	0.00

GIRDER	CAMBER	℄ ABUT 1	SPAN 1										℄ PIER 1	SPAN 2											℄ PIER 2	SPAN 3											℄ PIER 3
		0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	SPLICE	0.8	0.9	0	0.1	0.2	0.3	SPLICE	0.4	0.5	0.6	0.7	0.8	SPLICE	0.9	0	0.1	0.2	SPLICE	0.3	0.4	0.5	0.6	SPLICE	0.7	0.8	0.9	0
G8	A	0.00	0.18	0.34	0.44	0.49	0.49	0.42	0.31	0.27	0.19	0.08	0.00	0.05	0.15	0.26	0.29	0.34	0.37	0.35	0.27	0.16	0.13	0.06	0.00	0.09	0.22	0.26	0.34	0.40	0.39	0.30	0.28	0.16	0.03	-0.04	0.00
	B	0.00	0.73	1.37	1.81	2.02	2.02	1.76	1.34	1.18	0.83	0.36	0.00	0.08	0.32	0.60	0.69	0.82	0.92	0.85	0.63	0.36	0.29	0.12	0.00	0.40	0.97	1.14	1.49	1.81	1.83	1.50	1.46	0.97	0.43	0.06	0.00
	C	0.00	0.06	0.12	0.16	0.18	0.18	0.15	0.11	0.10	0.07	0.03	0.00	0.02	0.05	0.08	0.09	0.11	0.12	0.11	0.08	0.05	0.04	0.02	0.00	0.04	0.08	0.10	0.13	0.16	0.16	0.13	0.12	0.08	0.03	0.00	0.00
	D	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.12	0.18	0.30	0.36	0.42	0.48	0.48	0.54	0.72	0.30	0.00
	E	0.00	0.97	1.83	2.41	2.70	2.68	2.32	1.76	1.55	1.09	0.47	0.00	0.15	0.52	0.94	1.08	1.27	1.41	1.30	0.98	0.56	0.47	0.20	0.00	0.59	1.39	1.67	2.25	2.72	2.80	2.41	2.35	1.75	1.21	0.33	0.00

GIRDER	CAMBER	℄ ABUT 1	SPAN 1										℄ PIER 1	SPAN 2											℄ PIER 2	SPAN 3											℄ PIER 3
		0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	SPLICE	0.8	0.9	0	0.1	0.2	0.3	SPLICE	0.4	0.5	0.6	0.7	0.8	SPLICE	0.9	0	0.1	0.2	SPLICE	0.3	0.4	0.5	0.6	SPLICE	0.7	0.8	0.9	0.0
G9	A	0.00	0.18	0.34	0.44	0.49	0.48	0.41	0.31	0.27	0.19	0.08	0.00	0.05	0.15	0.26	0.29	0.34	0.37	0.35	0.27	0.16	0.14	0.06	0.00	0.08	0.21	0.24	0.32	0.38	0.36	0.27	0.26	0.14	0.01	-0.05	0.00
	B	0.00	0.73	1.38	1.82	2.04	2.03	1.76	1.34	1.18	0.83	0.36	0.00	0.08	0.32	0.61	0.70	0.83	0.93	0.86	0.64	0.36	0.30	0.12	0.00	0.40	0.96	1.13	1.47	1.79	1.81	1.49	1.45	0.95	0.41	0.05	0.00
	C	0.00	0.07	0.13	0.17	0.19	0.19	0.16	0.12	0.11	0.08	0.03	0.00	0.02	0.06	0.09	0.11	0.12	0.13	0.12	0.09	0.06	0.05	0.02	0.00	0.04	0.09	0.11	0.14	0.17	0.17	0.14	0.13	0.09	0.04	0.00	0.00
	D	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.07	0.14	0.17	0.22	0.29	0.48	0.55	0.56	0.62	0.70	0.41	0.00
	E	0.00	0.98	1.85	2.43	2.71	2.70	2.34	1.77	1.56	1.09	0.47	0.00	0.16	0.53	0.96	1.10	1.29	1.43	1.33	1.00	0.58	0.48	0.20	0.00	0.59	1.40	1.64	2.15	2.63	2.83	2.45	2.39	1.80	1.16	0.41	0.00
G10	A	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	B	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	D	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
G11	A	0.00	0.17	0.33	0.43	0.47	0.46	0.39	0.29	0.26	0.18	0.07	0.00	0.05	0.14	0.25	0.28	0.33	0.36	0.34	0.26	0.16	0.13	0.06	0.00	0.07	0.19	0.22	0.29	0.34	0.33	0.24	0.23	0.11	-0.01	-0.06	0.00
	B	0.00	0.76	1.42	1.87	2.09	2.07	1.80	1.36	1.20	0.84	0.36	0.00	0.09	0.33	0.63	0.73	0.86	0.97	0.89	0.66	0.37	0.31	0.12	0.00	0.40	0.96	1.13	1.48	1.80	1.83	1.50	1.46	0.96	0.42	0.05	0.00
	C	0.00	0.10	0.18	0.23	0.25	0.25	0.22	0.17	0.15	0.11	0.05	0.00	0.04	0.09	0.14	0.16	0.18	0.19	0.18	0.14	0.09	0.08	0.04	0.00	0.06	0.13	0.15	0.19	0.22	0.22	0.19	0.18	0.13	0.07	0.02	0.00
	D	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.24	0.26	0.30	0.36	0.42	0.48	0.49	0.66	0.72	0.42	0.00
	E	0.00	1.03	1.92	2.52	2.81	2.79	2.41	1.82	1.60	1.12	0.49	0.00	0.18	0.57	1.02	1.17	1.37	1.52	1.41	1.06	0.62	0.52	0.23	0.00	0.60	1.51	1.76	2.26	2.73	2.80	2.41	2.36	1.86	1.20	0.43	0.00

GIRDERS G6-G9,G11 CAMBER DIAGRAM

NOT TO SCALE



NOTE: 10TH POINTS ARE MEASURED ALONG GIRDER CENTERLINES

LEGEND

A = CAMBER DUE TO DEAD LOAD OF STEEL

B = CAMBER DUE TO DEAD LOAD OF DECK CONCRETE AND FORMS, BASED ON AN ANALYSIS WITH THE PLACEMENT SEQUENCE SHOWN ON THE GENERAL DECK PLAN SHEET 169.

C = CAMBER DUE TO SUPERIMPOSED DEAD LOAD OF CONCRETE BARRIER AND PPC OVERLAY

D = GEOMETRIC CAMBER

E = TOTAL CAMBER (A + B + C + D)

DES: KRA	DWG: KJR	CHK: SB

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
NB CAMBER DIAGRAM (1 OF 3)

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 157 OF 291

S-39605

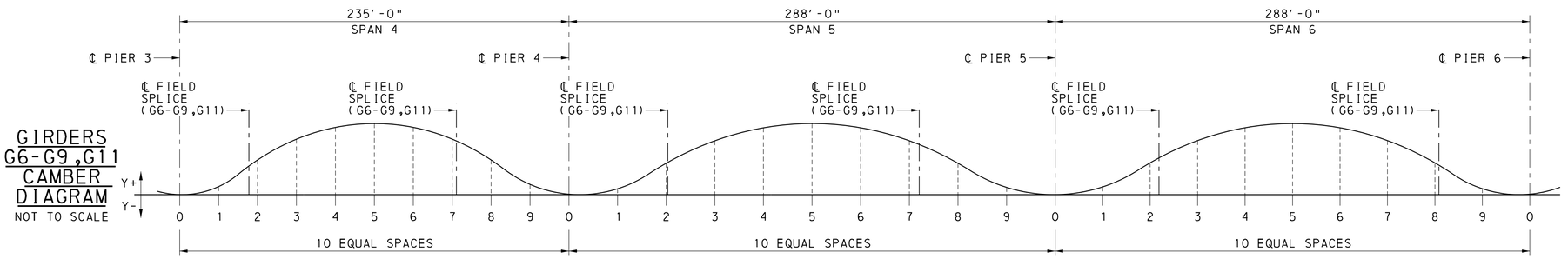
DOT_2015 1442_STR_Black_Color-249-254.tbl DOT_ANSI D_PDF.plt
1/9/2026 WORKSPACE: DOT_2015 (SURVEY FEET) \\us0536-ppfss01\shared_projects\202713142\1\100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_4-50_CMB.dgn
Stantec

CAMBER ORDINATES - "Y" IN INCHES

GIRDER	CAMBER	℄ PIER 3	SPAN 4											℄ PIER 4	SPAN 5											℄ PIER 5	SPAN 6											℄ PIER 6
		0	0.1	SPLICE	0.2	0.3	0.4	0.5	0.6	0.7	SPLICE	0.8	0.9	0	0.1	0.2	SPLICE	0.3	0.4	0.5	0.6	0.7	SPLICE	0.8	0.9	0	0.1	0.2	SPLICE	0.3	0.4	0.5	0.6	0.7	0.8	SPLICE	0.9	0
G6	A	0.00	0.27	0.53	0.60	0.89	1.04	1.02	0.83	0.53	0.48	0.23	0.03	0.00	0.48	1.16	1.23	1.85	2.31	2.42	2.13	1.54	1.22	0.84	0.28	0.00	0.35	0.98	1.34	1.75	2.39	2.72	2.64	2.15	1.40	1.36	0.61	0.00
	B	0.00	0.60	1.27	1.46	2.29	2.82	2.89	2.49	1.68	1.52	0.81	0.21	0.00	0.96	2.42	2.56	3.93	4.93	5.17	4.54	3.25	2.56	1.75	0.56	0.00	0.82	2.26	3.06	3.99	5.43	6.14	5.91	4.77	3.04	2.94	1.27	0.00
	C	0.00	0.11	0.20	0.22	0.33	0.39	0.39	0.34	0.24	0.22	0.13	0.04	0.00	0.19	0.44	0.46	0.67	0.82	0.86	0.78	0.59	0.48	0.35	0.14	0.00	0.13	0.33	0.44	0.57	0.76	0.85	0.83	0.68	0.45	0.44	0.20	0.00
	D	0.00	0.92	1.75	1.97	2.89	3.94	4.50	4.70	4.31	4.14	3.43	1.96	0.00	1.04	1.25	1.18	0.49	-0.62	-0.78	-0.70	-0.49	-0.45	-0.41	-0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	E	0.00	1.90	3.75	4.25	6.40	8.18	8.80	8.36	6.76	6.35	4.60	2.24	0.00	2.67	5.27	5.43	6.94	7.44	7.68	6.76	4.89	3.80	2.54	0.78	0.00	1.30	3.57	4.85	6.31	8.59	9.72	9.37	7.61	4.89	4.74	2.08	0.00
G7	A	0.00	0.29	0.56	0.64	0.94	1.11	1.11	0.94	0.64	0.58	0.32	0.08	0.00	0.43	1.05	1.12	1.67	2.06	2.15	1.88	1.34	1.08	0.71	0.21	0.00	0.40	1.07	1.41	1.85	2.47	2.78	2.68	2.18	1.43	1.38	0.62	0.00
	B	0.00	0.61	1.29	1.47	2.32	2.86	2.97	2.59	1.83	1.67	0.95	0.27	0.00	0.85	2.19	2.33	3.54	4.43	4.62	4.03	2.86	2.30	1.50	0.44	0.00	0.86	2.31	3.03	3.98	5.34	5.99	5.75	4.64	2.98	2.88	1.25	0.00
	C	0.00	0.08	0.16	0.18	0.28	0.34	0.34	0.29	0.20	0.18	0.10	0.03	0.00	0.14	0.34	0.36	0.54	0.68	0.71	0.63	0.47	0.39	0.27	0.10	0.00	0.10	0.29	0.38	0.50	0.67	0.75	0.72	0.59	0.38	0.37	0.17	0.00
	D	0.00	1.13	1.92	2.14	3.14	4.27	4.92	5.21	4.90	4.73	3.98	2.23	0.00	0.66	0.60	0.50	-0.42	-1.92	-1.86	-1.56	-1.14	-0.97	-0.72	-0.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	E	0.00	2.11	3.95	4.43	6.68	8.59	9.34	9.03	7.57	7.16	5.36	2.61	0.00	2.08	4.19	4.31	5.33	5.25	5.62	4.98	3.52	2.79	1.76	0.33	0.00	1.37	3.66	4.81	6.32	8.48	9.52	9.15	7.41	4.79	4.64	2.03	0.00

GIRDER	CAMBER	℄ PIER 3	SPAN 4											℄ PIER 4	SPAN 5											℄ PIER 5	SPAN 6											℄ PIER 6
		0	0.1	SPLICE	0.2	0.3	0.4	0.5	0.6	0.7	SPLICE	0.8	0.9	0	0.1	0.2	SPLICE	0.3	0.4	0.5	0.6	0.7	SPLICE	0.8	0.9	0	0.1	0.2	SPLICE	0.3	0.4	0.5	0.6	0.7	0.8	SPLICE	0.9	0
G8	A	0.00	0.30	0.59	0.67	0.99	1.18	1.20	1.03	0.73	0.67	0.39	0.12	0.00	0.37	0.92	0.99	1.47	1.82	1.87	1.61	1.12	0.92	0.56	0.14	0.00	0.45	1.15	1.46	1.93	2.55	2.83	2.72	2.21	1.44	1.40	0.63	0.00
	B	0.00	0.63	1.33	1.51	2.37	2.93	3.06	2.71	1.96	1.79	1.07	0.34	0.00	0.74	1.94	2.08	3.15	3.93	4.08	3.52	2.44	2.01	1.23	0.32	0.00	0.90	2.33	2.97	3.95	5.25	5.85	5.60	4.52	2.90	2.81	1.22	0.00
	C	0.00	0.08	0.16	0.18	0.27	0.32	0.33	0.29	0.20	0.19	0.11	0.03	0.00	0.12	0.29	0.31	0.46	0.57	0.60	0.53	0.38	0.33	0.21	0.07	0.00	0.10	0.27	0.35	0.46	0.62	0.69	0.66	0.54	0.35	0.34	0.15	0.00
	D	0.00	1.16	2.09	2.33	3.61	4.78	5.70	6.02	5.99	5.83	5.11	2.80	0.00	0.17	-0.26	-0.44	-1.90	-3.77	-3.48	-2.83	-2.06	-1.84	-1.42	-0.65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	E	0.00	2.18	4.16	4.69	7.24	9.22	10.29	10.05	8.88	8.48	6.68	3.29	0.00	1.39	2.89	2.94	3.19	2.55	3.07	2.83	1.88	1.42	0.58	-0.11	0.00	1.45	3.75	4.77	6.34	8.41	9.37	8.98	7.26	4.70	4.55	1.99	0.00

GIRDER	CAMBER	℄ PIER 3	SPAN 4											℄ PIER 4	SPAN 5											℄ PIER 5	SPAN 6											℄ PIER 6
		0	0.1	SPLICE	0.2	0.3	0.4	0.5	0.6	0.7	SPLICE	0.8	0.9	0	0.1	0.2	SPLICE	0.3	0.4	0.5	0.6	0.7	SPLICE / FREE END OF G10	0.8	0.9	0	0.1	0.2	SPLICE	0.3	0.4	0.5	0.6	0.7	0.8	SPLICE	0.9	0.0
G9	A	0.00	0.32	0.62	0.70	1.04	1.24	1.27	1.10	0.80	0.74	0.45	0.15	0.00	0.30	0.78	0.85	1.26	1.56	1.59	1.34	0.88	0.77	0.39	0.07	0.00	0.49	1.21	1.47	1.99	2.60	2.87	2.74	2.22	1.45	1.40	0.63	0.00
	B	0.00	0.65	1.37	1.56	2.43	3.02	3.15	2.81	2.06	1.90	1.16	0.40	0.00	0.61	1.67	1.80	2.74	3.42	3.52	2.98	1.98	1.75	0.91	0.19	0.00	0.91	2.32	2.83	3.88	5.13	5.70	5.44	4.38	2.81	2.72	1.17	0.00
	C	0.00	0.09	0.17	0.19	0.29	0.35	0.36	0.31	0.23	0.21	0.13	0.05	0.00	0.10	0.25	0.27	0.40	0.50	0.52	0.46	0.33	0.30	0.17	0.06	0.00	0.11	0.27	0.33	0.46	0.61	0.67	0.64	0.52	0.34	0.33	0.15	0.00
	D	0.00	1.43	2.47	2.74	4.04	5.47	6.42	7.01	7.00	6.87	6.26	3.13	0.00	-0.22	-1.27	-1.50	-3.17	-5.67	-5.28	-4.18	-3.19	-2.97	-2.09	-0.99	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	E	0.00	2.49	4.63	5.18	7.81	10.08	11.20	11.23	10.08	9.71	8.00	3.73	0.00	0.80	1.43	1.42	1.24	-0.18	0.36	0.60	-0.01	-0.15	-0.61	-0.67	0.00	1.51	3.80	4.63	6.34	8.34	9.24	8.82	7.12	4.60	4.45	1.95	0.00
G10	A	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.50	0.14	0.00	0.00	0.51	1.24	1.42	2.03	2.63	2.89	2.75	2.22	1.45	1.40	0.63	0.00
	B	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.17	0.36	0.02	0.00	0.92	2.30	2.64	3.84	5.04	5.57	5.29	4.24	2.71	2.61	1.13	0.00
	C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.23	0.09	0.02	0.00	0.12	0.29	0.33	0.48	0.62	0.68	0.65	0.53	0.35	0.34	0.15	0.00
	D	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-2.84	-2.33	-1.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-0.94	-1.74	-1.12	0.00	1.55	3.84	4.39	6.34	8.29	9.14	8.69	6.99	4.51	4.34	1.91	0.00
G11	A	0.00	0.33	0.65	0.73	1.09	1.30	1.33	1.16	0.85	0.78	0.48	0.18	0.00	0.23	0.63	0.68	1.04	1.28	1.29	1.05	0.64	0.61	0.25	0.02	0.00	0.55	1.28	1.42	2.06	2.66	2.91	2.75	2.22	1.44	1.39	0.63	0.00
	B	0.00	0.68	1.43	1.62	2.52	3.12	3.26	2.91	2.14	1.98	1.22	0.46	0.00	0.49	1.37	1.50	2.32	2.90	2.96	2.44	1.54	1.46	0.65	0.10	0.00	0.95	2.30	2.56	3.77	4.91	5.40	5.12	4.09	2.59	2.50	1.08	0.00
	C	0.00	0.11	0.21	0.23	0.34	0.41	0.43	0.38	0.29	0.27	0.18	0.08	0.00	0.11	0.25	0.27	0.39	0.47	0.48	0.42	0.30	0.29	0.16	0.06	0.00	0.14	0.33	0.36	0.52	0.67	0.73	0.70	0.58	0.39	0.37	0.18	0.00
	D	0.00	1.37	2.55	2.86	4.22	5.59	6.72	7.25	7.42	7.28	6.62	3.55	0.00	1.03	-2.02	-2.32	-4.34	-7.27	-6.60	-5.09	-3.70	-3.56	-2.18	-0.91	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	E	0.00	2.49	4.83	5.44	8.17	10.42	11.73	11.70	10.69	10.31	8.51	4.27	0.00	1.86	0.23	0.14	-0.61	-2.62	-1.87	-1.18	-1.21	-1.21	-1.12	-0.74	0.00	1.64	3.90	4.35	6.35	8.24	9.04	8.57	6.88	4.42	4.26	1.89	0.00



GIRDERS G6-G9,G11 CAMBER DIAGRAM

NOT TO SCALE

NOTE: 10TH POINTS ARE MEASURED ALONG GIRDER CENTERLINES

LEGEND

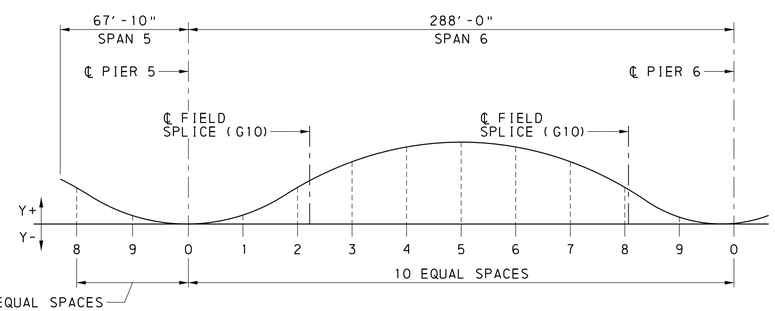
A = CAMBER DUE TO DEAD LOAD OF STEEL

B = CAMBER DUE TO DEAD LOAD OF DECK CONCRETE AND FORMS, BASED ON AN ANALYSIS WITH THE PLACEMENT SEQUENCE SHOWN ON THE GENERAL DECK PLAN SHEET 169.

C = CAMBER DUE TO SUPERIMPOSED DEAD LOAD OF CONCRETE BARRIER AND PPC OVERLAY

D = GEOMETRIC CAMBER

E = TOTAL CAMBER (A + B + C + D)



GIRDER G10 CAMBER DIAGRAM

NOT TO SCALE

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789

BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091

SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK

8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE

NB CAMBER DIAGRAM (2 OF 3)

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 158 OF 291

S-39605

DES: KRA | DWG: KJR | CHK: SB

DOT_2015 1442_STR_Black_Color_249-254.tbl DOT_ANSI D_PDF.plt

Stantec 1/9/2026 WORKSPACE: DOT_2015 (SURVEY FEET) \\us0536-pps1ss01\shared_projects\202713142\1\100 Records\13.0 CADD\13.2 Structures\BR_I005\1442_I005_4.50_CMB.dgn

DOT_2015
1442_STR_Black_Color-249-254.tbl
DOT_ANSI_D_PDF.plt

CAMBER ORDINATES - "Y" IN INCHES

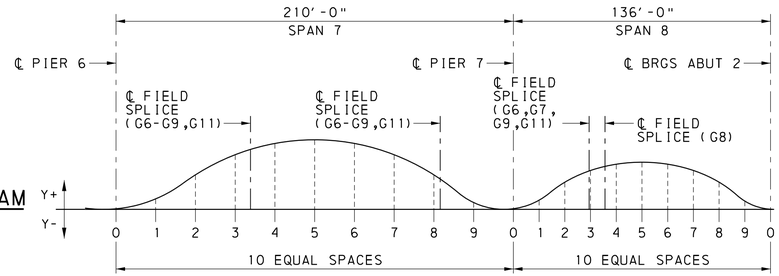
GIRDER	CAMBER	℄ PIER 6	SPAN 7											℄ PIER 7	SPAN 8									℄ ABUT 2
		0	0.1	0.2	0.3	SPLICE	0.4	0.5	0.6	0.7	0.8	SPLICE	0.9	0	0.1	0.2	SPLICE	0.3	0.4	0.5	0.6	0.7	0.8	0.9	0
G6	A	0.00	-0.09	-0.05	0.10	0.16	0.28	0.41	0.46	0.40	0.27	0.25	0.12	0.00	0.04	0.10	0.17	0.17	0.24	0.28	0.30	0.27	0.21	0.12	0.00
	B	0.00	-0.06	0.20	0.74	0.92	1.29	1.61	1.62	1.33	0.84	0.77	0.34	0.00	0.12	0.32	0.55	0.57	0.78	0.91	0.94	0.84	0.65	0.36	0.00
	C	0.00	0.02	0.06	0.13	0.15	0.19	0.24	0.24	0.21	0.15	0.14	0.07	0.00	0.03	0.06	0.09	0.09	0.12	0.14	0.15	0.13	0.10	0.06	0.00
	D	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	E	0.00	-0.13	0.20	0.96	1.23	1.76	2.26	2.33	1.94	1.26	1.16	0.52	0.00	0.19	0.48	0.82	0.84	1.14	1.34	1.38	1.24	0.96	0.53	0.00
G7	A	0.00	-0.08	-0.01	0.14	0.18	0.31	0.43	0.47	0.41	0.28	0.27	0.12	0.00	0.04	0.10	0.16	0.18	0.24	0.29	0.30	0.27	0.21	0.12	0.00
	B	0.00	-0.04	0.27	0.79	0.92	1.30	1.57	1.56	1.27	0.80	0.79	0.32	0.00	0.12	0.32	0.51	0.55	0.75	0.87	0.89	0.80	0.61	0.33	0.00
	C	0.00	-0.01	0.02	0.07	0.08	0.12	0.16	0.16	0.14	0.09	0.09	0.04	0.00	0.01	0.03	0.05	0.05	0.07	0.08	0.08	0.07	0.06	0.03	0.00
	D	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	E	0.00	-0.13	0.27	1.00	1.19	1.73	2.16	2.20	1.82	1.17	1.15	0.48	0.00	0.18	0.45	0.71	0.78	1.06	1.23	1.27	1.15	0.87	0.48	0.00

GIRDER	CAMBER	℄ PIER 6	SPAN 7											℄ PIER 7	SPAN 8									℄ ABUT 2
		0	0.1	0.2	0.3	SPLICE	0.4	0.5	0.6	0.7	0.8	SPLICE	0.9	0	0.1	0.2	0.3	SPLICE	0.4	0.5	0.6	0.7	0.8	0.9	0
G8	A	0.00	-0.08	0.00	0.16	0.26	0.33	0.44	0.48	0.41	0.28	0.23	0.12	0.00	0.04	0.10	0.18	0.19	0.25	0.29	0.30	0.27	0.21	0.12	0.00
	B	0.00	-0.02	0.31	0.83	1.11	1.31	1.56	1.53	1.23	0.78	0.65	0.32	0.00	0.12	0.32	0.55	0.59	0.74	0.85	0.87	0.78	0.59	0.32	0.00
	C	0.00	-0.01	0.00	0.04	0.07	0.09	0.12	0.12	0.11	0.07	0.06	0.03	0.00	0.01	0.02	0.03	0.03	0.04	0.05	0.05	0.05	0.04	0.02	0.00
	D	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	E	0.00	-0.12	0.31	1.03	1.44	1.72	2.12	2.13	1.75	1.13	0.94	0.47	0.00	0.17	0.44	0.76	0.82	1.04	1.19	1.23	1.11	0.84	0.46	0.00

GIRDER	CAMBER	℄ PIER 6	SPAN 7											℄ PIER 7	SPAN 8									℄ ABUT 2
		0	0.1	0.2	0.3	SPLICE	0.4	0.5	0.6	0.7	0.8	SPLICE	0.9	0	0.1	0.2	SPLICE	0.3	0.4	0.5	0.6	0.7	0.8	0.9	0.00
G9	A	0.00	-0.08	0.00	0.16	0.24	0.32	0.44	0.47	0.41	0.27	0.25	0.12	0.00	0.04	0.11	0.18	0.18	0.25	0.29	0.30	0.27	0.21	0.11	0.00
	B	0.00	-0.01	0.33	0.83	1.07	1.30	1.54	1.50	1.21	0.76	0.69	0.31	0.00	0.13	0.33	0.55	0.56	0.74	0.85	0.86	0.77	0.59	0.32	0.00
	C	0.00	-0.02	0.00	0.04	0.06	0.08	0.11	0.12	0.11	0.07	0.07	0.03	0.00	0.01	0.02	0.03	0.03	0.04	0.05	0.05	0.05	0.04	0.02	0.00
	D	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	E	0.00	-0.10	0.33	1.03	1.37	1.71	2.09	2.09	1.72	1.11	1.00	0.46	0.00	0.17	0.45	0.76	0.77	1.03	1.19	1.22	1.09	0.84	0.45	0.00
G10	A	0.00	-0.08	-0.02	0.13	0.20	0.30	0.41	0.45	0.39	0.27	0.24	0.11	0.00	0.04	0.10	0.17	0.18	0.25	0.29	0.30	0.27	0.21	0.11	0.00
	B	0.00	0.00	0.32	0.82	1.02	1.28	1.51	1.47	1.19	0.75	0.68	0.29	0.00	0.14	0.34	0.55	0.56	0.75	0.86	0.86	0.78	0.58	0.31	0.00
	C	0.00	-0.01	0.02	0.06	0.08	0.11	0.14	0.15	0.13	0.09	0.09	0.05	0.00	0.01	0.02	0.04	0.04	0.06	0.07	0.07	0.07	0.05	0.03	0.00
	D	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	E	0.00	-0.10	0.32	1.02	1.30	1.68	2.06	2.08	1.71	1.10	1.01	0.45	0.00	0.19	0.47	0.76	0.78	1.05	1.22	1.23	1.11	0.84	0.45	0.00
G11	A	0.00	-0.09	-0.05	0.09	0.15	0.26	0.38	0.43	0.38	0.26	0.24	0.11	0.00	0.04	0.10	0.17	0.17	0.24	0.28	0.29	0.26	0.20	0.11	0.00
	B	0.00	0.00	0.30	0.79	0.96	1.24	1.48	1.45	1.17	0.74	0.67	0.31	0.00	0.15	0.35	0.56	0.58	0.75	0.86	0.87	0.78	0.59	0.31	0.00
	C	0.00	0.02	0.05	0.11	0.13	0.17	0.21	0.22	0.19	0.14	0.13	0.07	0.00	0.03	0.05	0.08	0.08	0.10	0.12	0.12	0.11	0.09	0.05	0.00
	D	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	E	0.00	-0.07	0.30	0.99	1.25	1.67	2.06	2.09	1.74	1.13	1.04	0.50	0.00	0.22	0.51	0.81	0.83	1.09	1.26	1.29	1.16	0.88	0.46	0.00

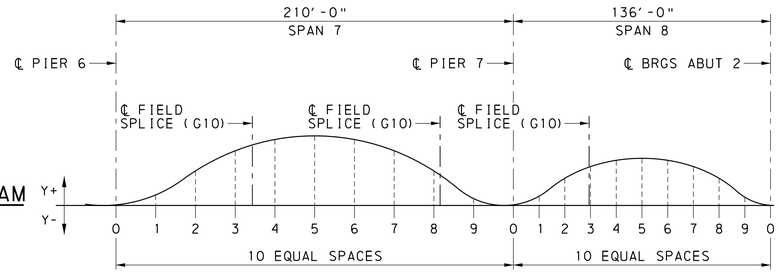
GIRDERS G6-G9, G11 CAMBER DIAGRAM

NOT TO SCALE



GIRDER G10 CAMBER DIAGRAM

NOT TO SCALE



NOTE: 10TH POINTS ARE MEASURED ALONG GIRDER CENTERLINES

LEGEND

A = CAMBER DUE TO DEAD LOAD OF STEEL

B = CAMBER DUE TO DEAD LOAD OF DECK CONCRETE AND FORMS, BASED ON AN ANALYSIS WITH THE PLACEMENT SEQUENCE SHOWN ON THE GENERAL DECK PLAN SHEET 169.

C = CAMBER DUE TO SUPERIMPOSED DEAD LOAD OF CONCRETE BARRIER AND PPC OVERLAY

D = GEOMETRIC CAMBER

E = TOTAL CAMBER (A + B + C + D)

DES: KRA | DWG: KJR | CHK: SB

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789

BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091

SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK

8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE

NB CAMBER DIAGRAM (3 OF 3)

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 159 OF 291

S-39605

1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713142\1_100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_4_50_CMB.dgn
Stantec

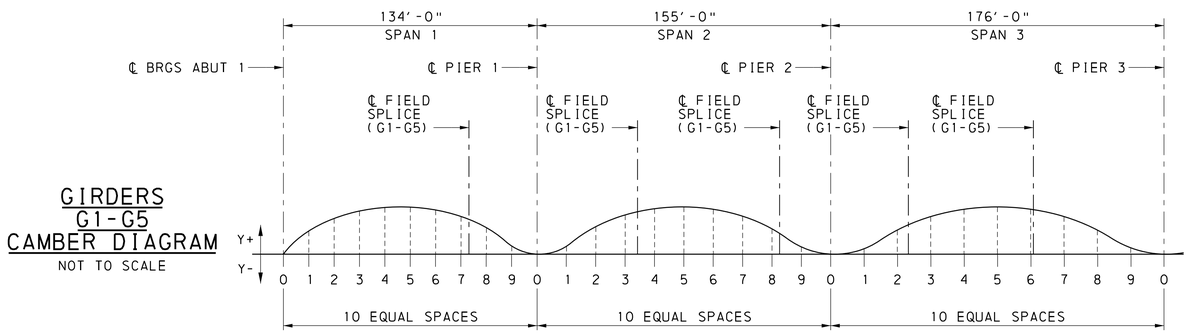
CAMBER ORDINATES - "Y" IN INCHES

GIRDER	CAMBER	℄ ABUT 1	SPAN 1										℄ PIER 1	SPAN 2											℄ PIER 2	SPAN 3											℄ PIER 3
		0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	SPLICE	0.8	0.9	0	0.1	0.2	0.3	SPLICE	0.4	0.5	0.6	0.7	0.8	SPLICE	0.9	0	0.1	0.2	SPLICE	0.3	0.4	0.5	0.6	SPLICE	0.7	0.8	0.9	0
G1	A	0.00	0.18	0.33	0.43	0.48	0.47	0.40	0.30	0.26	0.18	0.08	0.00	0.05	0.14	0.24	0.27	0.31	0.34	0.31	0.24	0.14	0.11	0.05	0.00	0.09	0.23	0.27	0.35	0.42	0.42	0.33	0.32	0.20	0.06	-0.01	0.00
	B	0.00	0.78	1.43	1.89	2.12	2.11	1.83	1.38	1.22	0.86	0.38	0.00	0.09	0.33	0.62	0.72	0.86	0.96	0.87	0.64	0.35	0.29	0.11	0.00	0.44	1.03	1.22	1.60	1.95	1.99	1.66	1.62	1.11	0.52	0.12	0.00
	C	0.00	0.10	0.18	0.23	0.26	0.25	0.22	0.17	0.15	0.11	0.06	0.00	0.04	0.09	0.14	0.15	0.17	0.19	0.17	0.13	0.09	0.07	0.04	0.00	0.07	0.14	0.16	0.20	0.24	0.24	0.21	0.20	0.15	0.08	0.03	0.00
	D	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-0.20	-0.29	-0.36	-0.49	-0.70	-0.90	-1.10	-1.11	-1.19	-1.39	-0.76	0.00
	E	0.00	1.06	1.94	2.55	2.86	2.83	2.46	1.86	1.64	1.15	0.51	0.00	0.18	0.55	1.00	1.14	1.34	1.49	1.35	1.02	0.58	0.48	0.20	0.00	0.40	1.11	1.29	1.67	1.91	1.75	1.10	1.03	0.27	-0.72	-0.62	0.00
G2	A	0.00	0.18	0.33	0.44	0.49	0.48	0.41	0.31	0.27	0.19	0.08	0.00	0.05	0.15	0.25	0.28	0.33	0.36	0.33	0.25	0.15	0.12	0.06	0.00	0.10	0.23	0.27	0.36	0.43	0.42	0.33	0.32	0.19	0.06	-0.02	0.00
	B	0.00	0.75	1.39	1.84	2.07	2.06	1.79	1.36	1.20	0.85	0.37	0.00	0.09	0.32	0.60	0.70	0.83	0.92	0.84	0.62	0.35	0.28	0.11	0.00	0.43	1.01	1.19	1.57	1.90	1.94	1.61	1.56	1.06	0.49	0.11	0.00
	C	0.00	0.07	0.14	0.18	0.20	0.20	0.17	0.13	0.11	0.08	0.04	0.00	0.02	0.05	0.09	0.10	0.12	0.13	0.12	0.09	0.05	0.04	0.02	0.00	0.04	0.10	0.12	0.15	0.18	0.19	0.15	0.15	0.10	0.05	0.01	0.00
	D	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-0.12	-0.24	-0.28	-0.36	-0.48	-0.48	-0.60	-0.61	-0.72	-0.84	-0.12	0.00
	E	0.00	1.01	1.86	2.46	2.76	2.74	2.38	1.80	1.59	1.12	0.48	0.00	0.16	0.51	0.94	1.08	1.28	1.41	1.28	0.97	0.55	0.45	0.18	0.00	0.45	1.10	1.30	1.72	2.03	2.06	1.49	1.42	0.63	-0.25	-0.02	0.00

GIRDER	CAMBER	℄ ABUT 1	SPAN 1										℄ PIER 1	SPAN 2											℄ PIER 2	SPAN 3											℄ PIER 3
		0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	SPLICE	0.8	0.9	0	0.1	0.2	0.3	SPLICE	0.4	0.5	0.6	0.7	0.8	SPLICE	0.9	0	0.1	0.2	SPLICE	0.3	0.4	0.5	0.6	SPLICE	0.7	0.8	0.9	0
G3	A	0.00	0.18	0.34	0.44	0.50	0.49	0.42	0.31	0.27	0.19	0.08	0.00	0.06	0.15	0.25	0.29	0.33	0.37	0.34	0.26	0.15	0.13	0.06	0.00	0.09	0.23	0.27	0.36	0.42	0.42	0.32	0.31	0.19	0.05	-0.02	0.00
	B	0.00	0.75	1.37	1.82	2.05	2.04	1.78	1.35	1.19	0.84	0.37	0.00	0.09	0.31	0.60	0.69	0.82	0.92	0.83	0.62	0.35	0.29	0.11	0.00	0.43	1.00	1.18	1.55	1.88	1.91	1.58	1.54	1.04	0.47	0.10	0.00
	C	0.00	0.07	0.13	0.17	0.19	0.19	0.16	0.12	0.11	0.08	0.03	0.00	0.02	0.05	0.08	0.09	0.11	0.12	0.11	0.08	0.05	0.04	0.02	0.00	0.04	0.09	0.11	0.14	0.17	0.17	0.14	0.13	0.09	0.04	0.01	0.00
	D	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	E	0.00	1.00	1.84	2.43	2.73	2.71	2.36	1.79	1.57	1.11	0.48	0.00	0.16	0.51	0.94	1.07	1.27	1.40	1.27	0.96	0.55	0.46	0.19	0.00	0.56	1.32	1.56	2.05	2.47	2.50	2.04	1.99	1.31	0.56	0.09	0.00

GIRDER	CAMBER	℄ ABUT 1	SPAN 1										℄ PIER 1	SPAN 2											℄ PIER 2	SPAN 3											℄ PIER 3
		0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	SPLICE	0.8	0.9	0	0.1	0.2	0.3	SPLICE	0.4	0.5	0.6	0.7	0.8	SPLICE	0.9	0	0.1	0.2	SPLICE	0.3	0.4	0.5	0.6	SPLICE	0.7	0.8	0.9	0.0
G4	A	0.00	0.18	0.33	0.44	0.49	0.48	0.41	0.31	0.27	0.19	0.08	0.00	0.05	0.15	0.25	0.29	0.33	0.36	0.33	0.26	0.15	0.13	0.06	0.00	0.09	0.22	0.26	0.35	0.41	0.40	0.31	0.30	0.17	0.04	-0.03	0.00
	B	0.00	0.75	1.38	1.83	2.06	2.04	1.78	1.35	1.19	0.84	0.37	0.00	0.09	0.32	0.60	0.70	0.83	0.93	0.84	0.63	0.35	0.29	0.11	0.00	0.42	1.00	1.18	1.55	1.87	1.90	1.58	1.53	1.03	0.47	0.09	0.00
	C	0.00	0.08	0.14	0.19	0.21	0.21	0.18	0.14	0.12	0.09	0.04	0.00	0.02	0.06	0.10	0.11	0.13	0.14	0.13	0.10	0.06	0.05	0.02	0.00	0.04	0.10	0.12	0.16	0.19	0.19	0.16	0.15	0.10	0.04	0.01	0.00
	D	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.02	0.03	0.04	0.05	0.18	0.19	0.19	0.20	0.22	-0.13	0.00
	E	0.00	1.01	1.86	2.46	2.76	2.74	2.38	1.80	1.58	1.11	0.48	0.00	0.16	0.52	0.95	1.09	1.29	1.43	1.30	0.98	0.56	0.46	0.19	0.00	0.57	1.34	1.59	2.08	2.52	2.67	2.23	2.18	1.51	0.77	-0.06	0.00

GIRDER	CAMBER	℄ ABUT 1	SPAN 1										℄ PIER 1	SPAN 2											℄ PIER 2	SPAN 3											℄ PIER 3
		0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	SPLICE	0.8	0.9	0	0.1	0.2	0.3	SPLICE	0.4	0.5	0.6	0.7	0.8	SPLICE	0.9	0	0.1	0.2	SPLICE	0.3	0.4	0.5	0.6	SPLICE	0.7	0.8	0.9	0
G5	A	0.00	0.18	0.33	0.43	0.48	0.47	0.40	0.30	0.26	0.18	0.08	0.00	0.05	0.14	0.24	0.27	0.32	0.35	0.32	0.25	0.15	0.12	0.06	0.00	0.09	0.21	0.25	0.33	0.39	0.38	0.29	0.28	0.16	0.03	-0.03	0.00
	B	0.00	0.77	1.42	1.87	2.10	2.08	1.81	1.37	1.21	0.85	0.37	0.00	0.09	0.33	0.62	0.72	0.86	0.96	0.87	0.65	0.36	0.30	0.12	0.00	0.43	1.00	1.18	1.56	1.89	1.92	1.60	1.55	1.05	0.48	0.10	0.00
	C	0.00	0.11	0.19	0.25	0.28	0.28	0.24	0.19	0.17	0.12	0.06	0.00	0.05	0.10	0.15	0.17	0.19	0.21	0.19	0.15	0.10	0.08	0.05	0.00	0.07	0.14	0.17	0.21	0.25	0.25	0.22	0.21	0.15	0.08	0.03	0.00
	D	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.18	0.24	0.26	0.30	0.36	0.42	0.60	0.60	0.66	0.72	0.42	0.00
	E	0.00	1.06	1.94	2.55	2.86	2.83	2.45	1.85	1.63	1.15	0.51	0.00	0.19	0.57	1.02	1.16	1.37	1.52	1.38	1.04	0.60	0.50	0.22	0.00	0.76	1.60	1.86	2.40	2.89	2.97	2.70	2.65	2.02	1.31	0.51	0.00



GIRDERS G1-G5 CAMBER DIAGRAM

NOT TO SCALE

NOTE: 10TH POINTS ARE MEASURED ALONG GIRDER CENTERLINES

LEGEND

A = CAMBER DUE TO DEAD LOAD OF STEEL

B = CAMBER DUE TO DEAD LOAD OF DECK CONCRETE AND FORMS, BASED ON AN ANALYSIS WITH THE PLACEMENT SEQUENCE SHOWN ON THE GENERAL DECK PLAN SHEET 169.

C = CAMBER DUE TO SUPERIMPOSED DEAD LOAD OF CONCRETE BARRIER AND PPC OVERLAY

D = GEOMETRIC CAMBER

E = TOTAL CAMBER (A + B + C + D)

DES: KRA | DWG: KJR | CHK: SB

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091

SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK

8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE

SB CAMBER DIAGRAM (1 OF 3)

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
ALEXANDER LEE SCHMIDT
ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 160 OF 291

S-39605

DOT_2015
1442_STR_Black_Color-249-254.tbl
DOT_ANSI D_PDF.plt

Stantec
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713144 2\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_4.50_CMB.dgn

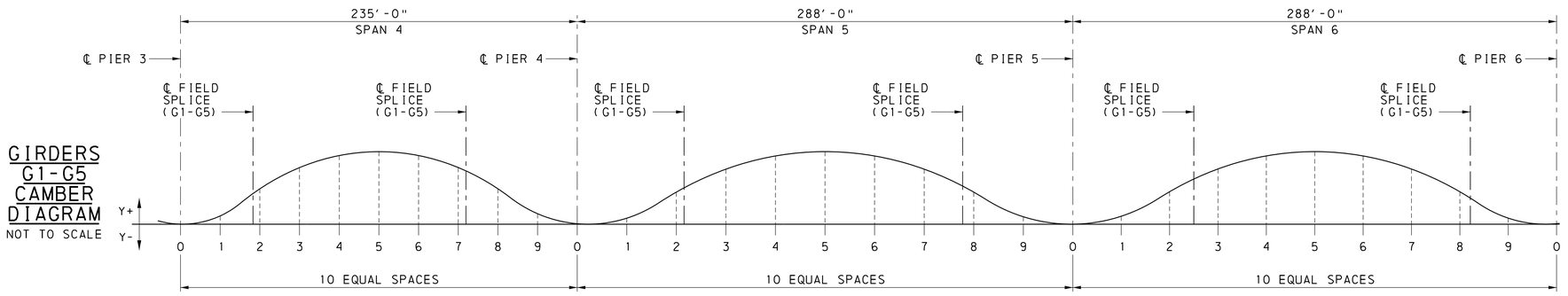
CAMBER ORDINATES - "Y" IN INCHES

GIRDER	CAMBER	℄ PIER 3	SPAN 4											℄ PIER 4	SPAN 5											℄ PIER 5	SPAN 6											℄ PIER 6
		0	0.1	SPLICE	0.2	0.3	0.4	0.5	0.6	0.7	SPLICE	0.8	0.9	0	0.1	0.2	SPLICE	0.3	0.4	0.5	0.6	0.7	SPLICE	0.8	0.9	0	0.1	0.2	SPLICE	0.3	0.4	0.5	0.6	0.7	0.8	SPLICE	0.9	0
G1	A	0.00	0.27	0.52	0.59	0.87	1.01	0.98	0.78	0.48	0.43	0.18	0.01	0.00	0.56	1.35	1.35	2.13	2.65	2.77	2.44	1.78	1.18	0.99	0.35	0.00	0.32	0.93	1.21	1.68	2.32	2.66	2.59	2.12	1.38	1.26	0.60	0.00
	B	0.00	0.60	1.27	1.46	2.29	2.82	2.88	2.45	1.62	1.48	0.74	0.16	0.00	1.14	2.84	2.85	4.58	5.75	6.05	5.34	3.89	2.57	2.15	0.75	0.00	0.71	2.05	2.68	3.72	5.15	5.88	5.71	4.64	2.98	2.70	1.25	0.00
	C	0.00	0.10	0.18	0.20	0.30	0.35	0.35	0.30	0.21	0.19	0.11	0.04	0.00	0.20	0.45	0.45	0.68	0.83	0.88	0.78	0.59	0.41	0.35	0.14	0.00	0.13	0.33	0.42	0.56	0.75	0.84	0.81	0.67	0.44	0.40	0.20	0.00
	D	0.00	0.91	1.62	1.82	2.74	3.77	4.32	4.39	3.98	3.84	3.10	1.73	0.00	2.78	4.97	4.97	6.31	6.94	6.00	4.82	3.65	2.67	2.35	1.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	E	0.00	1.87	3.59	4.08	6.19	7.94	8.53	7.92	6.29	5.94	4.13	1.93	0.00	4.69	9.60	9.62	13.70	16.16	15.70	13.38	9.91	6.83	5.85	2.41	0.00	1.16	3.31	4.31	5.96	8.22	9.37	9.11	7.43	4.80	4.36	2.04	0.00
G2	A	0.00	0.27	0.54	0.61	0.90	1.05	1.03	0.85	0.56	0.51	0.25	0.03	0.00	0.53	1.29	1.30	2.02	2.51	2.63	2.32	1.70	1.14	0.95	0.33	0.00	0.33	0.94	1.22	1.68	2.29	2.61	2.53	2.08	1.36	1.24	0.59	0.00
	B	0.00	0.60	1.27	1.46	2.29	2.82	2.91	2.51	1.72	1.58	0.84	0.20	0.00	1.08	2.70	2.72	4.32	5.42	5.71	5.05	3.70	2.48	2.06	0.71	0.00	0.72	2.06	2.67	3.67	5.03	5.71	5.53	4.49	2.90	2.63	1.22	0.00
	C	0.00	0.08	0.15	0.17	0.26	0.31	0.32	0.26	0.18	0.16	0.09	0.02	0.00	0.16	0.38	0.38	0.60	0.74	0.78	0.70	0.52	0.35	0.30	0.11	0.00	0.11	0.29	0.37	0.51	0.69	0.77	0.75	0.61	0.40	0.36	0.17	0.00
	D	0.00	1.16	1.89	2.09	3.13	4.06	4.62	4.70	4.43	4.27	3.43	1.96	0.00	2.62	4.51	4.53	5.45	6.02	5.16	4.18	3.07	2.34	2.09	0.98	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	E	0.00	2.12	3.84	4.33	6.58	8.24	8.88	8.33	6.88	6.52	4.61	2.20	0.00	4.39	8.88	8.93	12.39	14.69	14.28	12.25	8.99	6.31	5.40	2.13	0.00	1.15	3.29	4.26	5.86	8.00	9.09	8.81	7.18	4.65	4.23	1.98	0.00

GIRDER	CAMBER	℄ PIER 3	SPAN 4											℄ PIER 4	SPAN 5											℄ PIER 5	SPAN 6											℄ PIER 6
		0	0.1	SPLICE	0.2	0.3	0.4	0.5	0.6	0.7	SPLICE	0.8	0.9	0	0.1	0.2	SPLICE	0.3	0.4	0.5	0.6	0.7	SPLICE	0.8	0.9	0	0.1	0.2	SPLICE	0.3	0.4	0.5	0.6	0.7	0.8	SPLICE	0.9	0
G3	A	0.00	0.28	0.55	0.63	0.93	1.09	1.08	0.91	0.61	0.56	0.29	0.06	0.00	0.50	1.21	1.23	1.91	2.37	2.48	2.20	1.62	1.09	0.90	0.31	0.00	0.33	0.94	1.21	1.66	2.25	2.55	2.48	2.03	1.33	1.21	0.57	0.00
	B	0.00	0.61	1.28	1.47	2.30	2.85	2.95	2.57	1.79	1.66	0.91	0.24	0.00	1.00	2.53	2.57	4.07	5.10	5.38	4.77	3.50	2.36	1.95	0.67	0.00	0.72	2.04	2.63	3.61	4.91	5.55	5.37	4.35	2.80	2.55	1.17	0.00
	C	0.00	0.08	0.15	0.17	0.26	0.32	0.32	0.27	0.18	0.17	0.09	0.02	0.00	0.15	0.35	0.36	0.55	0.69	0.73	0.65	0.48	0.33	0.27	0.10	0.00	0.10	0.28	0.36	0.50	0.67	0.75	0.73	0.59	0.38	0.35	0.17	0.00
	D	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.11	3.50	3.51	3.94	4.13	3.48	2.71	2.06	1.50	1.30	0.65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	E	0.00	0.97	1.99	2.27	3.49	4.25	4.35	3.74	2.59	2.39	1.30	0.32	0.00	3.76	7.60	7.67	10.46	12.29	12.07	10.33	7.67	5.28	4.43	1.73	0.00	1.16	3.26	4.21	5.77	7.83	8.86	8.57	6.97	4.52	4.11	1.92	0.00

GIRDER	CAMBER	℄ PIER 3	SPAN 4											℄ PIER 4	SPAN 5											℄ PIER 5	SPAN 6											℄ PIER 6
		0	0.1	SPLICE	0.2	0.3	0.4	0.5	0.6	0.7	SPLICE	0.8	0.9	0	0.1	0.2	SPLICE	0.3	0.4	0.5	0.6	0.7	SPLICE	0.8	0.9	0	0.1	0.2	SPLICE	0.3	0.4	0.5	0.6	0.7	0.8	SPLICE	0.9	0.0
G4	A	0.00	0.29	0.57	0.64	0.95	1.12	1.12	0.94	0.65	0.60	0.32	0.07	0.00	0.46	1.12	1.14	1.78	2.22	2.33	2.06	1.52	1.03	0.85	0.29	0.00	0.33	0.92	1.19	1.63	2.20	2.48	2.40	1.96	1.28	1.17	0.55	0.00
	B	0.00	0.62	1.30	1.49	2.33	2.88	2.99	2.61	1.84	1.71	0.96	0.27	0.00	0.92	2.34	2.39	3.79	4.77	5.04	4.47	3.28	2.23	1.83	0.62	0.00	0.71	2.00	2.58	3.52	4.77	5.38	5.19	4.19	2.69	2.44	1.13	0.00
	C	0.00	0.09	0.17	0.19	0.29	0.35	0.36	0.31	0.22	0.20	0.11	0.03	0.00	0.14	0.34	0.35	0.54	0.67	0.71	0.63	0.47	0.32	0.27	0.10	0.00	0.11	0.30	0.38	0.51	0.69	0.77	0.74	0.60	0.39	0.36	0.17	0.00
	D	0.00	1.00	1.68	1.87	2.87	3.74	4.26	4.54	4.21	4.07	3.29	1.88	0.00	1.74	2.64	2.64	2.58	2.16	1.74	1.44	1.14	0.84	0.72	0.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	E	0.00	1.99	3.72	4.20	6.44	8.10	8.73	8.40	6.91	6.57	4.68	2.26	0.00	3.25	6.44	6.52	8.69	9.82	9.82	8.62	6.41	4.42	3.66	1.43	0.00	1.16	3.23	4.15	5.66	7.65	8.63	8.33	6.76	4.37	3.97	1.85	0.00

GIRDER	CAMBER	℄ PIER 3	SPAN 4											℄ PIER 4	SPAN 5											℄ PIER 5	SPAN 6											℄ PIER 6
		0	0.1	SPLICE	0.2	0.3	0.4	0.5	0.6	0.7	SPLICE	0.8	0.9	0	0.1	0.2	SPLICE	0.3	0.4	0.5	0.6	0.7	SPLICE	0.8	0.9	0	0.1	0.2	SPLICE	0.3	0.4	0.5	0.6	0.7	0.8	SPLICE	0.9	0
G5	A	0.00	0.30	0.58	0.66	0.97	1.15	1.15	0.97	0.66	0.61	0.33	0.09	0.00	0.41	1.02	1.04	1.63	2.05	2.16	1.92	1.40	0.96	0.78	0.28	0.00	0.34	0.90	1.16	1.58	2.13	2.40	2.32	1.88	1.22	1.11	0.53	0.00
	B	0.00	0.63	1.33	1.52	2.38	2.94	3.04	2.66	1.87	1.74	0.98	0.31	0.00	0.83	2.13	2.19	3.50	4.43	4.70	4.17	3.05	2.09	1.70	0.59	0.00	0.72	1.95	2.51	3.42	4.62	5.20	5.00	4.03	2.57	2.33	1.08	0.00
	C	0.00	0.12	0.22	0.24	0.36	0.43	0.44	0.38	0.28	0.26	0.16	0.07	0.00	0.16	0.36	0.37	0.56	0.69	0.73	0.66	0.50	0.36	0.30	0.12	0.00	0.15	0.35	0.43	0.57	0.74	0.83	0.79	0.65	0.44	0.40	0.20	0.00
	D	0.00	0.90	1.70	1.92	2.82	3.84	4.38	4.56	4.14	4.01	3.24	1.86	0.00	1.13	1.66	1.63	1.10	0.31	0.00	0.05	-0.02	0.01	0.02	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	E	0.00	1.95	3.83	4.35	6.53	8.36	9.01	8.57	6.95	6.62	4.71	2.33	0.00	2.53	5.17	5.24	6.80	7.49	7.59	6.79	4.93	3.41	2.80	1.06	0.00	1.20	3.20	4.09	5.56	7.49	8.43	8.11	6.56	4.23	3.84	1.81	0.00



GIRDERS G1-G5 CAMBER DIAGRAM

NOT TO SCALE

NOTE: 10TH POINTS ARE MEASURED ALONG GIRDER CENTERLINES

LEGEND

A = CAMBER DUE TO DEAD LOAD OF STEEL

B = CAMBER DUE TO DEAD LOAD OF DECK CONCRETE AND FORMS, BASED ON AN ANALYSIS WITH THE PLACEMENT SEQUENCE SHOWN ON THE GENERAL DECK PLAN SHEET 169.

C = CAMBER DUE TO SUPERIMPOSED DEAD LOAD OF CONCRETE BARRIER AND PPC OVERLAY

D = GEOMETRIC CAMBER

E = TOTAL CAMBER (A + B + C + D)

DES: KRA	DWG: KJR	CHK: SB

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789

BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091

SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK

8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE

SB CAMBER DIAGRAM (2 OF 3)

COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL — ALEXANDER LEE SCHMIDT — ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 161 OF 291

S-39605

DOT_2015
1442_STR_Black_Color-249-254.tbl
DOT_ANSI D_PDF.plt

1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\2027131442\1. 100 Records\13.0 CADD\13.2 Structures\BR_ID05\1442_ID05_4.50_CMB.dgn

Stantec

DOT_2015
1442_STR_Black_Color-249-254.tbl
DOT_ANSI_D_PDF.plt

CAMBER ORDINATES - "Y" IN INCHES

GIRDER	CAMBER	℄ PIER 6	SPAN 7											℄ PIER 7	SPAN 8									℄ ABUT 2
		0	0.1	0.2	0.3	SPLICE	0.4	0.5	0.6	0.7	0.8	SPLICE	0.9	0	0.1	0.2	SPLICE	0.3	0.4	0.5	0.6	0.7	0.8	0.9	0
G1	A	0.00	-0.09	-0.05	0.09	0.13	0.27	0.40	0.44	0.40	0.26	0.21	0.11	0.00	0.05	0.10	0.16	0.18	0.24	0.29	0.30	0.27	0.21	0.12	0.00
	B	0.00	-0.08	0.17	0.68	0.79	1.24	1.59	1.64	1.39	0.91	0.71	0.39	0.00	0.12	0.24	0.38	0.43	0.62	0.75	0.79	0.73	0.56	0.31	0.00
	C	0.00	0.01	0.04	0.11	0.12	0.17	0.21	0.22	0.19	0.13	0.11	0.06	0.00	0.03	0.06	0.08	0.09	0.11	0.13	0.13	0.12	0.09	0.05	0.00
	D	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	E	0.00	-0.16	0.17	0.88	1.03	1.68	2.20	2.30	1.98	1.30	1.02	0.57	0.00	0.20	0.40	0.61	0.70	0.98	1.16	1.21	1.12	0.85	0.47	0.00
G2	A	0.00	-0.07	0.00	0.15	0.16	0.31	0.43	0.47	0.41	0.27	0.22	0.12	0.00	0.05	0.10	0.14	0.18	0.24	0.29	0.30	0.27	0.21	0.11	0.00
	B	0.00	-0.05	0.25	0.75	0.80	1.27	1.58	1.60	1.34	0.88	0.69	0.38	0.00	0.10	0.23	0.34	0.42	0.60	0.72	0.76	0.69	0.53	0.29	0.00
	C	0.00	-0.01	0.02	0.07	0.08	0.12	0.16	0.17	0.14	0.10	0.08	0.04	0.00	0.02	0.03	0.04	0.05	0.07	0.08	0.08	0.07	0.06	0.03	0.00
	D	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	E	0.00	-0.13	0.27	0.97	1.04	1.71	2.18	2.23	1.89	1.25	0.98	0.54	0.00	0.17	0.36	0.53	0.65	0.91	1.08	1.14	1.03	0.79	0.44	0.00

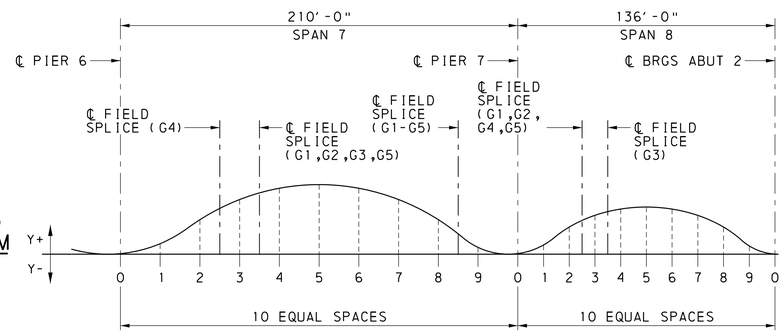
GIRDER	CAMBER	℄ PIER 6	SPAN 7											℄ PIER 7	SPAN 8									℄ ABUT 2
		0	0.1	0.2	0.3	SPLICE	0.4	0.5	0.6	0.7	0.8	SPLICE	0.9	0	0.1	0.2	0.3	SPLICE	0.4	0.5	0.6	0.7	0.8	0.9	0
G3	A	0.00	-0.06	0.02	0.18	0.19	0.34	0.46	0.48	0.42	0.28	0.22	0.12	0.00	0.04	0.10	0.17	0.17	0.24	0.28	0.29	0.27	0.20	0.11	0.00
	B	0.00	-0.01	0.30	0.80	0.83	1.30	1.60	1.59	1.32	0.87	0.68	0.37	0.00	0.09	0.23	0.42	0.42	0.60	0.72	0.75	0.68	0.53	0.29	0.00
	C	0.00	-0.01	0.02	0.06	0.07	0.12	0.15	0.16	0.14	0.09	0.07	0.04	0.00	0.01	0.02	0.04	0.04	0.06	0.07	0.07	0.06	0.05	0.03	0.00
	D	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	E	0.00	-0.08	0.34	1.05	1.08	1.75	2.21	2.23	1.88	1.24	0.97	0.53	0.00	0.14	0.35	0.63	0.64	0.89	1.07	1.11	1.01	0.78	0.43	0.00

GIRDER	CAMBER	℄ PIER 6	SPAN 7											℄ PIER 7	SPAN 8									℄ ABUT 2
		0	0.1	0.2	SPLICE	0.3	0.4	0.5	0.6	0.7	0.8	SPLICE	0.9	0	0.1	0.2	SPLICE	0.3	0.4	0.5	0.6	0.7	0.8	0.9	0
G4	A	0.00	-0.05	0.03	0.18	0.19	0.35	0.47	0.49	0.42	0.28	0.22	0.12	0.00	0.04	0.10	0.15	0.17	0.23	0.27	0.28	0.26	0.20	0.11	0.00
	B	0.00	0.01	0.32	0.81	0.83	1.31	1.60	1.60	1.32	0.86	0.67	0.36	0.00	0.08	0.23	0.39	0.43	0.61	0.73	0.76	0.69	0.53	0.29	0.00
	C	0.00	0.00	0.03	0.08	0.08	0.14	0.18	0.18	0.16	0.11	0.09	0.05	0.00	0.01	0.03	0.04	0.05	0.07	0.08	0.08	0.08	0.06	0.03	0.00
	D	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	E	0.00	-0.04	0.38	1.07	1.10	1.81	2.24	2.28	1.90	1.25	0.98	0.53	0.00	0.13	0.36	0.58	0.64	0.91	1.08	1.12	1.03	0.79	0.43	0.00

GIRDER	CAMBER	℄ PIER 6	SPAN 7											℄ PIER 7	SPAN 8									℄ ABUT 2
		0	0.1	0.2	0.3	SPLICE	0.4	0.5	0.6	0.7	0.8	SPLICE	0.9	0	0.1	0.2	SPLICE	0.3	0.4	0.5	0.6	0.7	0.8	0.9	0
G5	A	0.00	-0.04	0.03	0.18	0.22	0.35	0.47	0.50	0.43	0.29	0.22	0.12	0.00	0.04	0.09	0.14	0.16	0.22	0.26	0.28	0.25	0.19	0.11	0.00
	B	0.00	0.04	0.33	0.84	0.96	1.33	1.62	1.63	1.34	0.87	0.68	0.37	0.00	0.09	0.25	0.41	0.45	0.64	0.76	0.79	0.72	0.55	0.30	0.00
	C	0.00	0.02	0.07	0.13	0.15	0.20	0.24	0.25	0.22	0.15	0.12	0.08	0.00	0.03	0.05	0.08	0.08	0.11	0.13	0.13	0.12	0.09	0.05	0.00
	D	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	E	0.00	0.02	0.43	1.16	1.33	1.88	2.33	2.37	1.98	1.31	1.03	0.57	0.00	0.16	0.39	0.63	0.69	0.96	1.14	1.20	1.09	0.83	0.46	0.00

GIRDERS G1-G5 CAMBER DIAGRAM

NOT TO SCALE



NOTE: 10TH POINTS ARE MEASURED ALONG GIRDER CENTERLINES

LEGEND

A = CAMBER DUE TO DEAD LOAD OF STEEL

B = CAMBER DUE TO DEAD LOAD OF DECK CONCRETE AND FORMS, BASED ON AN ANALYSIS WITH THE PLACEMENT SEQUENCE SHOWN ON THE GENERAL DECK PLAN SHEET 169.

C = CAMBER DUE TO SUPERIMPOSED DEAD LOAD OF CONCRETE BARRIER AND PPC OVERLAY

D = GEOMETRIC CAMBER

E = TOTAL CAMBER (A + B + C + D)

DES: KRA | DWG: KJR | CHK: SB

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091

SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK

8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE

SB CAMBER DIAGRAM (3 OF 3)

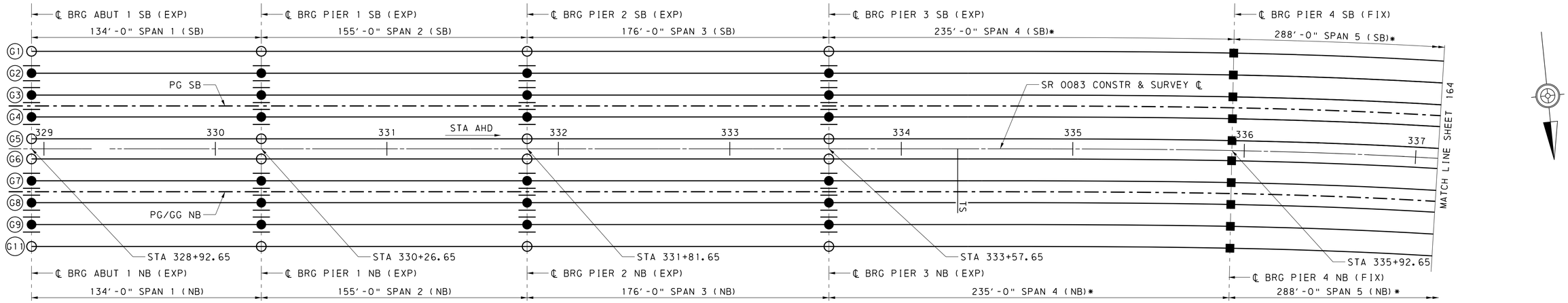
COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
ALEXANDER LEE SCHMIDT
ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 162 OF 291

S-39605

Stantec
1/9/2026
#WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713442\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_4.50_CMB.dgn



BEARING KEY PLAN

0 30 60 FEET

GENERAL NOTES

1. PROVIDE MATERIALS AND WORKMANSHIP IN ACCORDANCE WITH PENNSYLVANIA DEPARTMENT OF TRANSPORTATION SPECIFICATIONS, PUBLICATION 408, ANSI/AASHTO/AWS/D1.5 BRIDGE WELDING CODE AND CONTRACT SPECIAL PROVISIONS.
2. MARK CENTERLINE OF GUIDED AND NON-GUIDED DISC BEARINGS ON THE SIDES OF THE MASONRY PLATE AND SOLE PLATE. THE CENTERLINE IDENTIFICATION MARKS WILL BE USEFUL TO LOCATE OFFSET DISTANCES IN THE FIELD. USE INDELIBLE INK TO PLACE ALL MARKS.
3. MARK EACH BEARING WITH THE NAME OF THE MANUFACTURER, TYPE OR MODEL NUMBER, INSTALLATION LOCATION, AND DATE OF MANUFACTURE. PLACE THE NAME OF THE MANUFACTURER AND TYPE OR MODEL NUMBER IN A PERMANENT MANNER AND LOCATION SO THAT IT IS VISIBLE AFTER ERECTION.
4. ENSURE ALL BEARING SURFACES, INCLUDING THE BEARING SEAT, ARE LEVEL PRIOR TO INSTALLATION OF DISC BEARINGS IN ACCORDANCE WITH PENNDOT PUBLICATION 408.
5. FABRICATION TOLERANCES SHALL BE IN ACCORDANCE WITH PENNDOT PUBLICATION 408 SECTION 1111.03.

MATERIALS

1. ALL STEEL SHALL CONFORM TO AASHTO M270/M270M (ASTM A709/A709M), GRADE 50.
2. ALL STAINLESS STEEL SHALL BE 12 GAUGE, ASTM A240 TYPE 304, AND HAVE A NO.8 BRIGHT MIRROR FINISH.
3. DISC SHALL MEET THE APPLICABLE MATERIAL REQUIREMENTS OF THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, DIVISION II, SECTION 18.
4. MAIN SLIDING SURFACE PTFE SHEET SHALL BE UNFILLED, DIMPLED, LUBRICATED, AND SHALL MEET THE APPLICABLE MATERIAL REQUIREMENTS OF PENNDOT PUBLICATION 408. THE GUIDE BAR SURFACE PTFE SHALL BE PIGMENTED AND SHALL MEET THE APPLICABLE MATERIAL REQUIREMENT OF PENNDOT PUBLICATION 408.
5. ANCHOR BOLTS, NUTS AND WASHERS SHALL BE ASTM F1554, GRADE 55, ASTM A563/ A563M GRADE DH, AND ASTM F436/ F436M, TYPE 1, RESPECTIVELY.
6. BEDDING MATERIAL SHALL BE SUPPLIED IN ACCORDANCE WITH PENNDOT PUBLICATION 408 SECTION 1113.03(h),TYPE II.

COATINGS

1. SANDBLAST IN ACCORDANCE WITH SSPC-SP10 TO REMOVE MILL SCALE FROM BEARINGS.
2. PAINT ALL EXPOSED STEEL SURFACES IN ACCORDANCE WITH PENNDOT PUBLICATION 408, SECTION 1060. THE FOLLOWING AREAS ARE NOT TO BE PAINTED:
   - AREAS DIRECTLY ABOVE AND BELOW THE DISC
   - ALL STAINLESS STEEL AND PTFE SURFACES
   - SHEAR PIN AND SHEAR PIN HOLE

   THE FOLLOWING AREAS ARE TO RECEIVE PRIME COAT ONLY:
   - TOP OF SOLE PLATE
   - BOTTOM OF MASONRY PLATE
3. FULLY THREADED ANCHOR BOLTS, HEAVY HEX NUTS, AND HARDENED WASHERS SHALL BE GALVANIZED ACCORDING TO PUBLICATION 408, SECTION 1105.02(S).

WELDING

1. ALL WELDING SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST ANSI/AASHTO/AWS D1.5: BRIDGE WELDING CODE.
2. ENSURE THE STEEL TEMPERATURE DIRECTLY ADJACENT TO THE POLY-ETHER URETHANE ROTATIONAL ELEMENT DOES NOT EXCEED 225°F. THE POLYETHER URETHANE DISK MUST NOT BE EXPOSED TO DIRECT FLAME OR SPARKS.

SHIPPING AND HANDLING

1. PTFE AND STAINLESS STEEL SHALL BE PROTECTED FROM DAMAGE, AIRBORNE DEBRIS AND CONTAMINANTS AT ALL TIMES. THESE SURFACES SHALL BE INSPECTED FOR SUCH DAMAGE AND DEBRIS PRIOR TO FINAL ASSEMBLY AND INSTALLATION.
2. COMPLETED BEARINGS SHALL BE INDIVIDUALLY STEEL BANDED IN THE UPRIGHT POSITION. STEEL BANDS SHALL PREVENT SEPARATION OF UPPER AND LOWER BEARING COMPONENTS AND SHALL NOT BE REMOVED PRIOR TO INSTALLATION.
3. BEARINGS ASSEMBLIES SHALL BE HANDLED BY THEIR BOTTOM SURFACES ONLY, UNLESS SPECIALLY DESIGNED LIFTING BRACKETS ARE USED. DO NOT LIFT BEARINGS BY THEIR TOPS, SIDES AND/OR SHIPPING BANDS. LIFTING BRACKETS SHALL BE APPROVED BY THE BEARING SUPPLIER PRIOR TO USE.
4. BEARINGS SHALL BE STORED IN A CLEAN, DRY AND UPRIGHT POSITION.
5. AT NO TIME PRIOR TO COMPLETION OF THE PROJECT MAY ANY BEARING BE DISASSEMBLED WITHOUT AUTHORIZATION FROM THE BEARING MANUFACTURER.
6. AFTER HANDLING AND INSTALLATION IS COMPLETE, ANY EXPOSED STEEL SHALL BE TOUCHED UP IN ACCORDANCE WITH THE SPECIFIED PAINT SYSTEM.

TESTING

1. BEARINGS SHALL BE TESTED IN ACCORDANCE WITH PUBLICATION 408, SECTION 1111.03(e).
2. TESTING SHALL BE CONDUCTED AT A TESTING FACILITY WITH PRIOR EXPERIENCE TESTING BEARINGS OF THIS TYPE.

LEGEND

■	FIXED DISC BEARING
●	GUIDED EXPANSION DISC BEARING
○	NON-GUIDED EXPANSION DISC BEARING
*	MEASURED ALONG SR 0083 CONSTR AND SURVEY ℄
(G1)	GIRDER NUMBER

NOTES

1. SEE SHEET 164 FOR DISC BEARING LAYOUT PLAN 2 OF 2.
2. SEE SHEET 165 FOR DISC BEARING DESIGN LOADS.
3. SEE SHEET 166 FOR FIXED DISC BEARING DETAILS.
4. SEE SHEET 167 FOR MULTIDIRECTIONAL EXPANSION DISC BEARING DETAILS.
5. SEE SHEET 168 FOR UNIDIRECTIONAL EXPANSION DISC BEARINGS.

DESIGN PARAMETERS

1. ALLOWABLE PRESSURE IN POLYURETHANE DISC: 3700 psi FOR POLYETHER URETHANE COMPOUND A AND 5000 psi FOR POLYETHER URETHANE COMPOUND B
2. ALLOWABLE PRESSURE IN PTFE: 4500 psi
3. COEFFICIENT OF FRICTION BETWEEN PTFE AND STAINLESS STEEL: 0.04
4. CONCRETE BEARING STRENGTH: $f'c_{min}$ = 3000 psi
5. TOTAL DESIGN ROTATION CAPACITY: 0.03 RADIANS (INCLUDING 0.02 RADIANS OF FABRICATION/INSTALLATION/CONSTRUCTION TOLERANCE)
6. A SRM SHALL BE CAPABLE OF RESISTING A HORIZONTAL FORCE IN ANY DIRECTION EQUAL TO THE LARGER OF THE DESIGN SHEAR FORCE AT SERV-I OR EXT-1 LIMIT STATES OR 10% OF THE MAX VERTICAL LOAD AT THE SERV-I LIMIT STATE.
7. THE SECTION THICKNESS OF THE PLATE BENEATH THE DISC WHERE NOT LIMITED BY BENDING STRESSES SHALL NOT BE LESS THAN:
   - DISC OD X 0.06 FOR BEARING DIRECTLY ON CONCRETE, BUT NOT LESS THAN ¾IN.
   - DISC OD X 0.045 FOR BEARING DIRECTLY ON STEEL MASONRY PLATES, BUT NOT LESS THAN ½IN.
8. FULL CLEARANCE SHALL BE MAINTAINED BETWEEN THE BEARING PARTS FOR THE FOLLOWING CONDITION: DESIGN ROTATION (RADIANS) + VERTICAL DEFLECTION

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091

SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK

8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE

DISC BEARING LAYOUT PLAN (1 OF 2)

COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL — ALEXANDER LEE SCHMIDT — ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 163 OF 291

S-39605

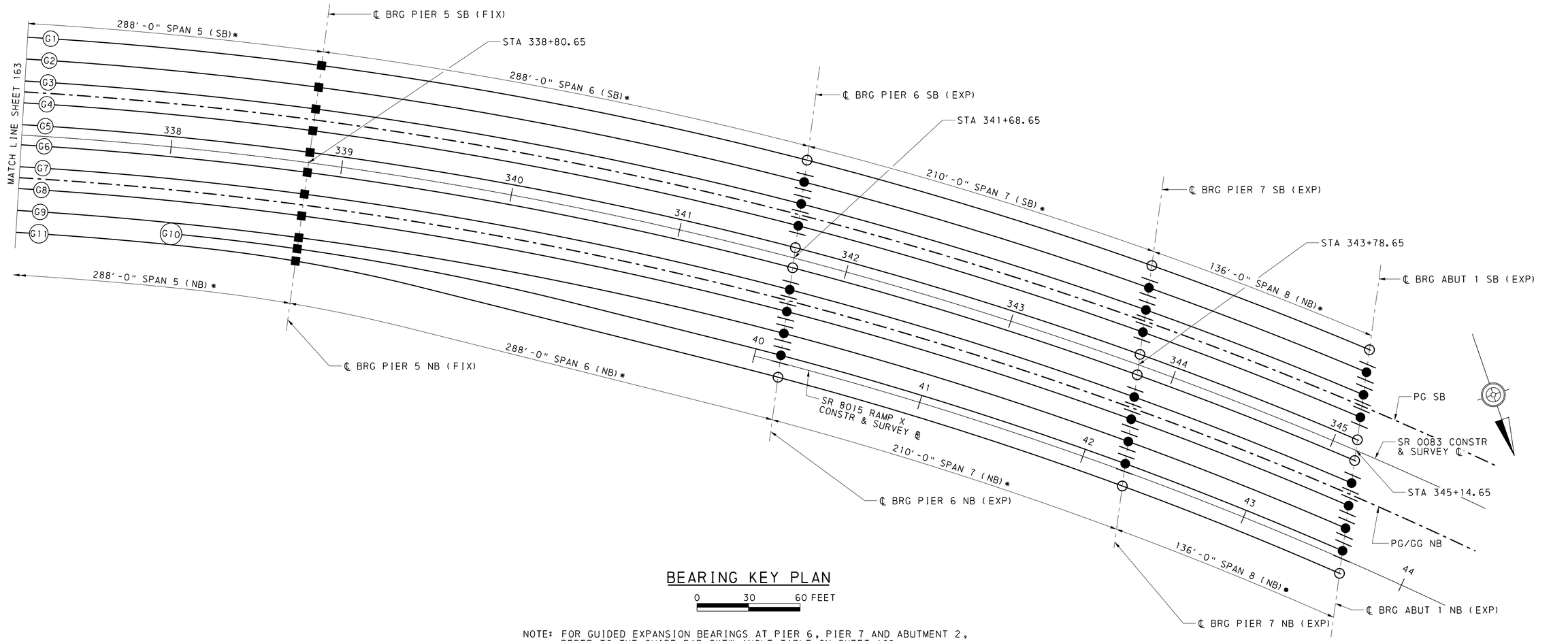
DES: KRA | DWG: KJR | CHK: ALS

Stantec

1/9/2026
WORKSPACE: DOT 2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713144 2\1.100 Records\13.0 CADD\13.2 Structures\BR_ID05\1442_1005_4_90_BRG.dgn

DOT 2015
1442 STR_Black_Color_249-254.tbl
DOT_ANSI D_PDF.plt

DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI_D_PDF.plt



BEARING KEY PLAN

0 30 60 FEET

NOTE: FOR GUIDED EXPANSION BEARINGS AT PIER 6, PIER 7 AND ABUTMENT 2, REFER TO THE GUIDE BAR SKEW ANGLE TABLE ON SHEET 168.

LEGEND

- ■ FIXED DISC BEARING
- ● GUIDED EXPANSION DISC BEARING
- ○ NON-GUIDED EXPANSION DISC BEARING
- * MEASURED ALONG ℄ SR 0083
- (G1) GIRDER NUMBER

NOTES

1. SEE SHEET 163 FOR DISC BEARING NOTES.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
DISC BEARING LAYOUT PLAN (2 OF 2)

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 164 OF 291

S-39605

DES: KRA | DWG: KJR | CHK: ALS

Stantec
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713144 2\1.100 Records\13.0 CADD\13.2 Structures\BR_ID05\1442_ID05_4_90_BRG.dgn

LOCATION	BEARING TYPE	LIMIT STATE	FACTORED LOADS (KIPS)					ROTATION (RADIANS)		MOVEMENT (IN) (ONE-WAY)	
			VERTICAL		HORIZONTAL						
			MIN	MAX	TRANSV	LONG	VECTOR SUM	LONG	TRANSV	LONGITUDINAL	TRANSVERSE
SB ABUT 1	GUIDED	SERV-I	106	267	45	0	-	0.031	0.022	5.19	0.00
		EXT-I	123	137	41	0	-	-	-		
	NON-GUIDED	SERV-I	111	296	0	0	-	0.032	0.021	5.19	0.14
		EXT-I	147	159	0	0	-	-	-		
SB PIER 1	GUIDED	SERV-I	350	667	67	0	-	0.023	0.021	4.77	0.00
		EXT-I	389	430	130	0	-	-	-		
	NON-GUIDED	SERV-I	431	806	0	0	-	0.024	0.021	4.82	0.03
		EXT-I	488	530	0	0	-	-	-		
SB PIER 2	GUIDED	SERV-I	326	653	96	0	-	0.024	0.022	3.83	0.00
		EXT-I	371	411	125	0	-	-	-		
	NON-GUIDED	SERV-I	384	817	0	0	-	0.025	0.021	3.90	0.04
		EXT-I	472	510	0	0	-	-	-		
SB PIER 3	GUIDED	SERV-I	462	865	134	0	-	0.025	0.022	2.79	0.00
		EXT-I	530	582	171	0	-	-	-		
	NON-GUIDED	SERV-I	520	1018	0	0	-	0.026	0.021	2.87	0.05
		EXT-I	619	678	0	0	-	-	-		
SB PIER 4	FIXED	SERV-I	639	1408	174	204	268	0.028	0.022	0.00	0.00
		EXT-I	679	1005	141	421	444	-	-		
SB PIER 5	FIXED	SERV-I	755	1597	203	245	318	0.026	0.023	0.00	0.00
		EXT-I	796	1169	164	413	444	-	-		
SB PIER 6	GUIDED	SERV-I	602	1000	140	0	-	0.027	0.023	2.51	0.00
		EXT-I	653	709	224	0	-	-	-		
	NON-GUIDED	SERV-I	754	1343	0	0	-	0.027	0.022	2.62	0.13
		EXT-I	875	968	0	0	-	-	-		
SB PIER 7	GUIDED	SERV-I	405	780	99	0	-	0.024	0.022	3.82	0.00
		EXT-I	465	513	151	0	-	-	-		
	NON-GUIDED	SERV-I	421	915	0	0	-	0.024	0.022	3.87	0.08
		EXT-I	541	597	0	0	-	-	-		
SB ABUT 2	GUIDED	SERV-I	103	281	60	0	-	0.026	0.023	4.49	0.00
		EXT-I	127	141	42	0	-	-	-		
	NON-GUIDED	SERV-I	97	336	0	0	-	0.026	0.022	4.50	0.21
		EXT-I	153	164	0	0	-	-	-		
NB ABUT 1	GUIDED	SERV-I	107	281	43	0	-	0.030	0.025	5.13	0.00
		EXT-I	122	135	40	0	-	-	-		
	NON-GUIDED	SERV-I	111	302	0	0	-	0.031	0.021	5.13	0.17
		EXT-I	145	160	0	0	-	-	-		
NB PIER 1	GUIDED	SERV-I	357	662	66	0	-	0.023	0.023	4.71	0.00
		EXT-I	389	427	129	0	-	-	-		
	NON-GUIDED	SERV-I	426	801	0	0	-	0.023	0.021	4.76	0.05
		EXT-I	484	528	0	0	-	-	-		
NB PIER 2	GUIDED	SERV-I	332	650	89	0	-	0.024	0.025	3.78	0.00
		EXT-I	369	407	124	0	-	-	-		
	NON-GUIDED	SERV-I	386	806	0	0	-	0.024	0.021	3.85	0.10
		EXT-I	463	511	0	0	-	-	-		
NB PIER 3	GUIDED	SERV-I	482	858	112	0	-	0.025	0.027	2.73	0.00
		EXT-I	533	583	171	0	-	-	-		
	NON-GUIDED	SERV-I	537	996	0	0	-	0.026	0.022	2.81	0.15
		EXT-I	627	672	0	0	-	-	-		
NB PIER 4	FIXED	SERV-I	615	1370	162	216	270	0.028	0.026	0.00	0.00
		EXT-I	652	990	136	415	437	-	-		
NB PIER 5	FIXED	SERV-I	600	1512	316	222	386	0.027	0.027	0.00	0.00
		EXT-I	642	1121	143	386	412	-	-		
NB PIER 6	GUIDED	SERV-I	611	1014	161	0	-	0.027	0.027	2.50	0.00
		EXT-I	652	734	196	0	-	-	-		
	NON-GUIDED	SERV-I	771	1290	0	0	-	0.028	0.023	2.57	0.17
		EXT-I	851	924	0	0	-	-	-		
NB PIER 7	GUIDED	SERV-I	413	767	105	0	-	0.023	0.025	3.82	0.00
		EXT-I	455	515	133	0	-	-	-		
	NON-GUIDED	SERV-I	454	898	0	0	-	0.024	0.022	3.83	0.10
		EXT-I	527	591	0	0	-	-	-		
NB ABUT 2	GUIDED	SERV-I	94	282	77	0	-	0.026	0.024	4.56	0.00
		EXT-I	123	140	37	0	-	-	-		
	NON-GUIDED	SERV-I	93	339	0	0	-	0.027	0.023	4.55	0.18
		EXT-I	140	167	0	0	-	-	-		

NOTES

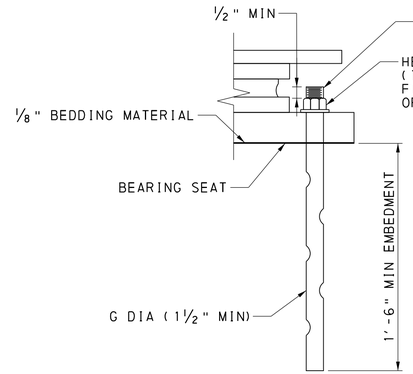
1. BOTTOM OF GIRDER LONGITUDINAL SLOPES SHOWN ARE BASED ON PROFILE GRADE AND SUPERELEVATION TRANSITION.
2. HORIZONTAL LOADS FOR THE EXTREME EVENT (EXT-I) LIMIT STATE HAVE BEEN DIVIDED BY 1.50.
3. FRICTIONAL RESISTANCE OF BEARING SLIDE SURFACES IS NOT INCLUDED WITH HORIZONTAL LOADS SHOWN.
4. TOTAL LONGITUDINAL AND TRANSVERSE ROTATIONS INCLUDE A FABRICATION/INSTALLATION/CONSTRUCTION TOLERANCE OF 0.020 RADIANS.
5. DESIGN GUIDED AND NON-GUIDED BEARINGS FOR THE SPECIFIED MOVEMENTS, PLUS THE FOLLOWING CONSTRUCTION TOLERANCES:
   LONGITUDINAL - 1" EACH DIRECTION (GE & NGE)
   TRANSVERSE - ¾" EACH DIRECTION (NGE ONLY)

NOTES

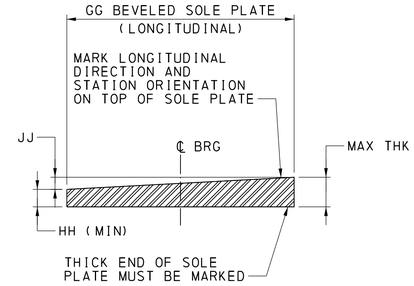
1. SEE SHEET 163 FOR DISC BEARING NOTES.

SOUTHBOUND LONGITUDINAL SLOPES (%)					
LOCATION	G1	G2	G3	G4	G5
ABUTMENT 1	0.75%	0.75%	0.75%	0.75%	0.75%
PIER 1	0.75%	0.75%	0.75%	0.75%	0.75%
PIER 2	0.75%	0.75%	0.75%	0.75%	0.51%
PIER 3	1.19%	1.04%	0.75%	0.70%	0.51%
PIER 4	0.11%	-0.02%	-0.25%	-0.48%	-0.67%
PIER 5	-1.16%	-1.16%	-1.16%	-1.16%	-1.16%
PIER 6	-1.16%	-1.16%	-1.16%	-1.16%	-1.16%
PIER 7	-1.16%	-1.16%	-1.16%	-1.16%	-1.16%
ABUTMENT 2	-1.16%	-1.16%	-1.16%	-1.16%	-1.16%

NORTHBOUND LONGITUDINAL SLOPES (%)						
LOCATION	G6	G7	G8	G9	G10	G11
ABUTMENT 1	0.75%	0.75%	0.75%	0.75%	-	0.75%
PIER 1	0.75%	0.75%	0.75%	0.75%	-	0.75%
PIER 2	0.75%	0.75%	0.75%	0.75%	-	0.75%
PIER 3	0.51%	0.54%	0.54%	0.54%	-	0.51%
PIER 4	-0.73%	-0.88%	-1.14%	-1.33%	-	-1.28%
PIER 5	-1.16%	-1.16%	-1.16%	-1.16%	-1.23%	-1.38%
PIER 6	-1.16%	-1.16%	-1.16%	-1.16%	-1.16%	-1.16%
PIER 7	-1.16%	-1.16%	-1.16%	-1.16%	-1.16%	-1.16%
ABUTMENT 2	-1.16%	-1.16%	-1.16%	-1.16%	-1.16%	-1.16%



ANCHOR BOLT DETAIL
NOT TO SCALE



BEVELED SOLE PLATE
NOT TO SCALE

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
BEARING DESIGN LOADS

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
ALEXANDER LEE SCHMIDT
ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 165 OF 291

S-39605

DES: KRA | DWG: KJR | CHK: ALS

Stantec
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713144 2\1.100 Records\13.0 CADD\13.2 Structures\BR_ID05\1442_ID05_4.90_BRG.dgn
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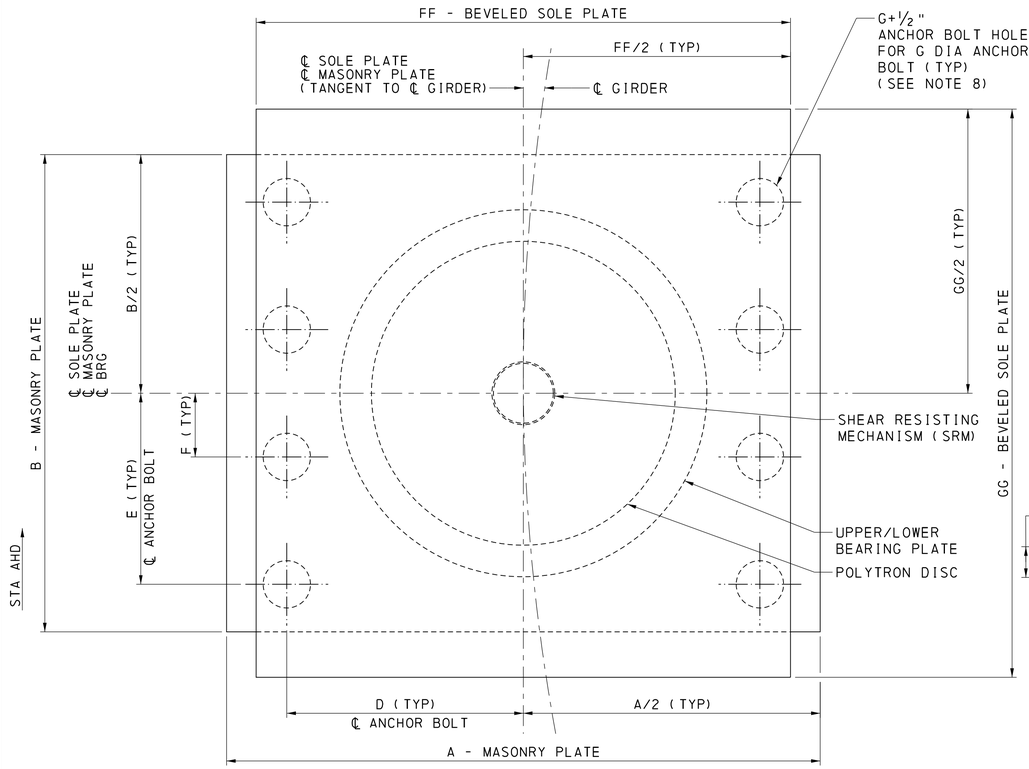
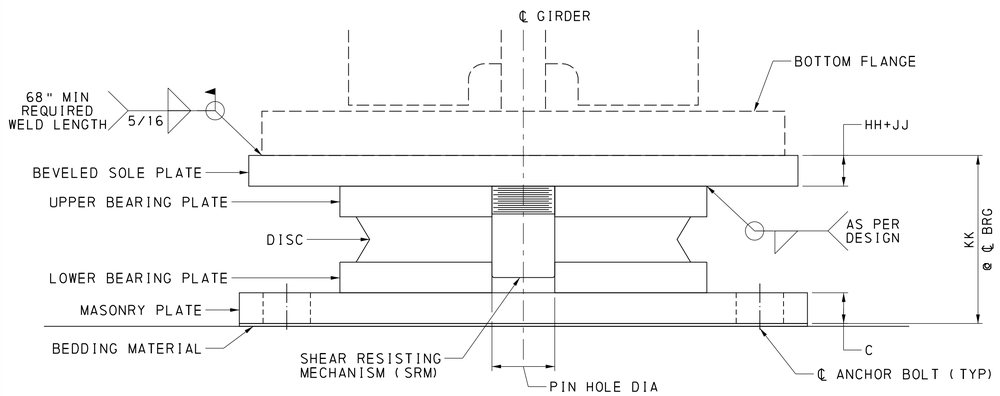


FIXED DISC BEARING PLAN

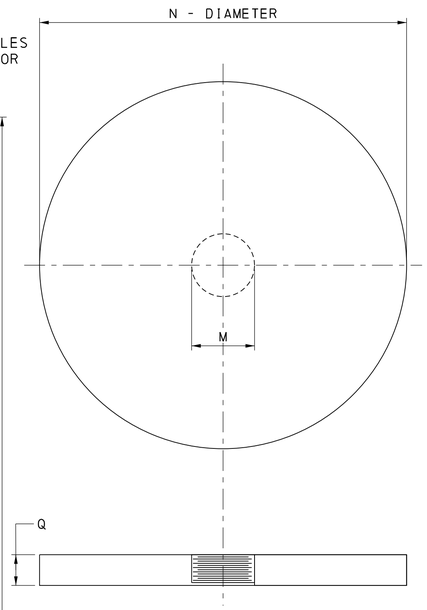
NOT TO SCALE
NOTE: ℄ GIRDER SHOWN EXAGGERATED



SECTION

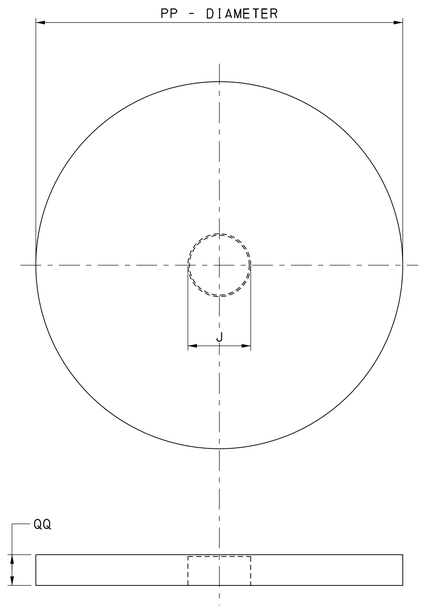
NOT TO SCALE

MASONRY PLATE						ANCHOR BOLT		NEOPRENE DISC			SRM	
A	B	C	D	E	F	G	QTY/BRG	H	J	K	L	M



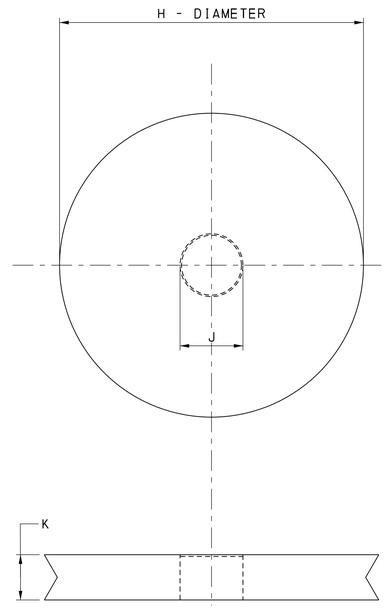
UPPER BEARING PLATE

NOT TO SCALE



LOWER BEARING PLATE

NOT TO SCALE



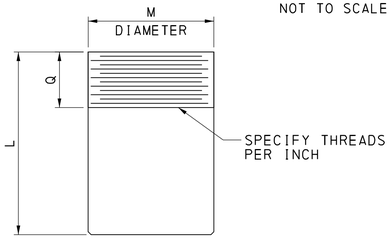
DISC

NOT TO SCALE

UPPER BEARING PLATE		LOWER BEARING PLATE		SOLE PLATE				BEARING HEIGHT
N	Q	PP	QQ	FF	GG	HH	JJ	KK

NOTES

1. SEE SHEET 163 FOR DISC BEARING LAYOUT AND NOTES.
2. SEE SHEET 165 FOR DISC BEARING DESIGN LOADS.
3. SEE SHEET 163 FOR SOLE PLATE & ANCHOR BOLT DETAILS.
4. DISC BEARINGS, INCLUDING DESIGN, ARE INCIDENTAL TO ITEM 8120-0001.
5. "LETTERED" DIMENSIONS SHALL BE DESIGNED BY OTHERS.
6. BEARING SEAT ELEVATIONS ARE BASED ON AN ASSUMED BEARING HEIGHT (KK)(INCLUDING BEDDING MATERIAL) OF:
   6.75" AT ABUTMENTS
   9.75" AT PIERS 1, 2, 3 AND 7
   10.50" AT PIERS 4 AND 5
   11.00" AT PIER 6
7. SOLE PLATE WIDTH MAY BE REDUCED LESS THAN GIRDER BOTTOM FLANGE WIDTH, IF FIELD WELDING CAN BE PROPERLY PERFORMED.
8. ANCHOR BOLT LAYOUT BASED ON ASSUMED DISC BEARING DETAILS. COORDINATE CONTRACTOR DESIGNED DETAILS WITH SUBSTRUCTURE DETAILS. PROVIDE A MINIMUM OF 4 ANCHOR BOLTS WITH EACH ANCHOR BOLT HAVING A DIAMETER NOT LESS THAN 1½".



SHEAR RESISTING MECHANISM (SRM)

NOT TO SCALE

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE

FIXED BEARING DETAILS

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 166 OF 291

S-39605

DES: KRA | DWG: SAB | CHK: ALS

DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI D_PDF.plt
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\ua0536-ppfss01\shared_projects\202713142\1-100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_4.90_BRG.dgn
Stantec

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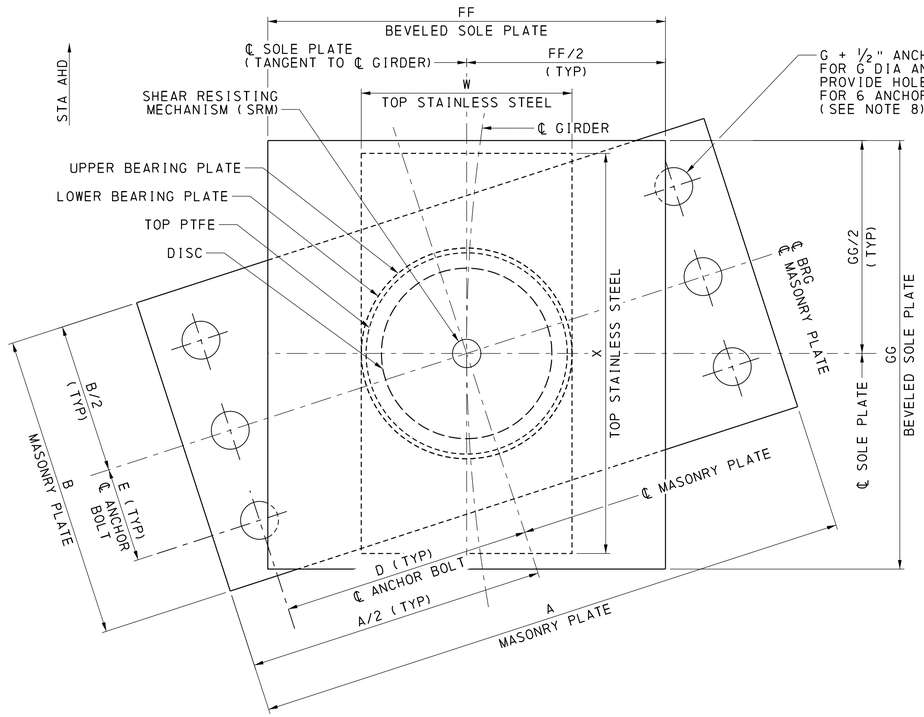
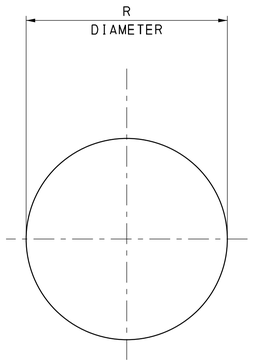
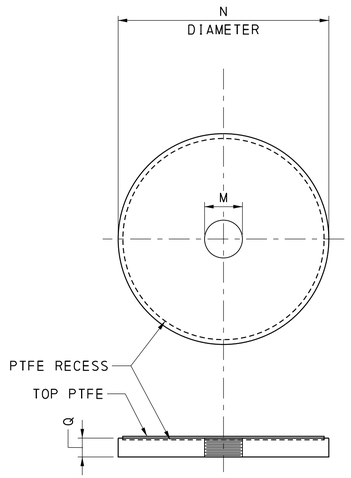


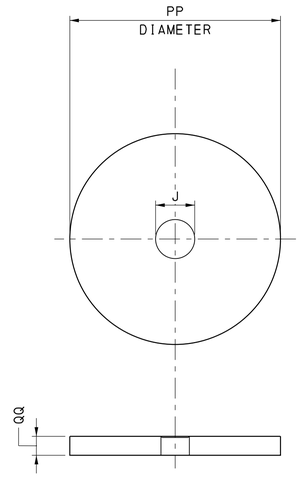
NON-GUIDED DISC BEARING PLAN
NOT TO SCALE



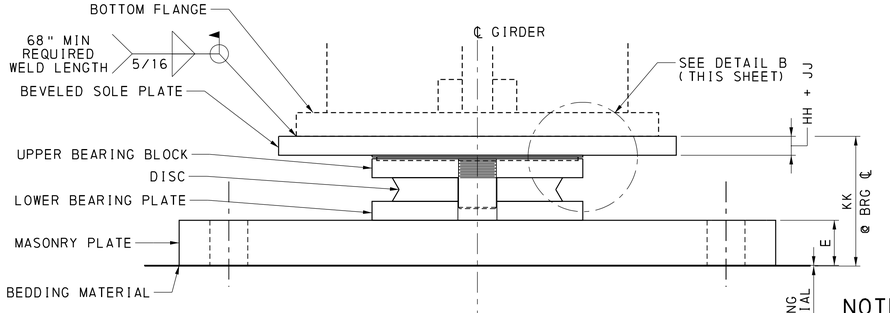
TOP PTFE
NOT TO SCALE



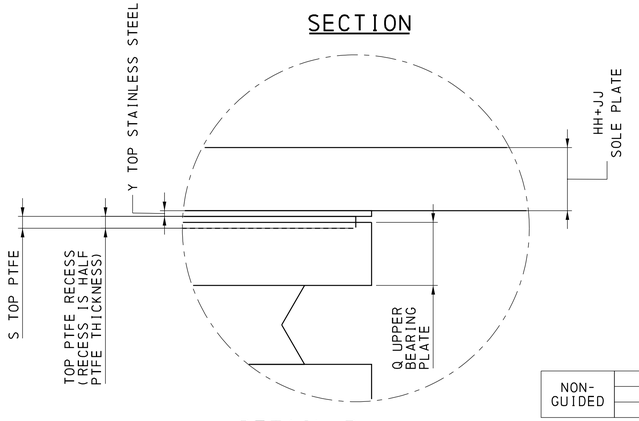
UPPER BEARING BLOCK
NOT TO SCALE



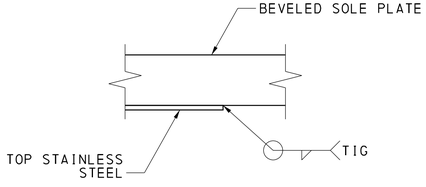
LOWER BEARING PLATE
NOT TO SCALE



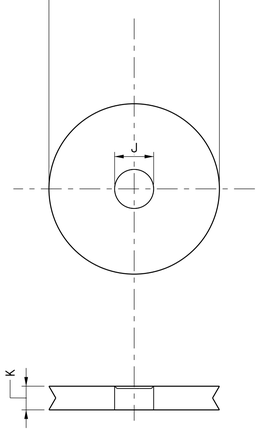
SECTION



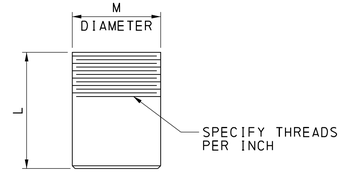
DETAIL B
NOT TO SCALE



STAINLESS STEEL WELD DETAIL
NOT TO SCALE



DISC
NOT TO SCALE



SHEAR RESISTING MECHANISM (SRM)
NOT TO SCALE

NOTES

1. SEE SHEET 163 FOR DISC BEARING LAYOUT AND NOTES.
2. SEE SHEET 165 FOR DISC BEARING DESIGN LOADS.
3. SEE SHEET 163 FOR SOLE PLATE & ANCHOR BOLT DETAILS.
4. DISC BEARINGS, INCLUDING DESIGN, ARE INCIDENTAL TO ITEM 8120-0001.
5. "LETTERED" DIMENSIONS SHALL BE DESIGNED BY OTHERS.
6. BEARING SEAT ELEVATIONS ARE BASED ON AN ASSUMED BEARING HEIGHT (KK)(INCLUDING BEDDING MATERIAL) OF: 6.75" AT ABUTMENTS; 9.75" AT PIERS 1, 2, 3 AND 7; 10.50" AT PIERS 4 AND 5; 11.00" AT PIER 6
7. SOLE PLATE WIDTH MAY BE REDUCED LESS THAN GIRDER BOTTOM FLANGE WIDTH, IF FIELD WELDING CAN BE PROPERLY PERFORMED.
8. ANCHOR BOLT LAYOUT BASED ON ASSUMED DISC BEARING DETAILS. COORDINATE CONTRACTOR DESIGNED DETAILS WITH SUBSTRUCTURE DETAILS. PROVIDE A MINIMUM OF 4 ANCHOR BOLTS WITH EACH ANCHOR BOLT HAVING A DIAMETER NOT LESS THAN 1½".

NON-GUIDED	MASONRY PLATE					ANCHOR BOLT		NEOPRENE DISC			SRM	
	A	B	C	D	E	G	QTY/BRG	H	J	K	L	M

UPPER BEARING		LOWER BEARING		TOP PTFE		TOP STAINLESS STEEL			SOLE PLATE				BEARING HEIGHT
N	Q	PP	QQ	R	S	W	X	Y	FF	GG	HH	JJ	KK

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
NON-GUIDED BEARING DETAILS

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
ALEXANDER LEE SCHMIDT
ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 167 OF 291

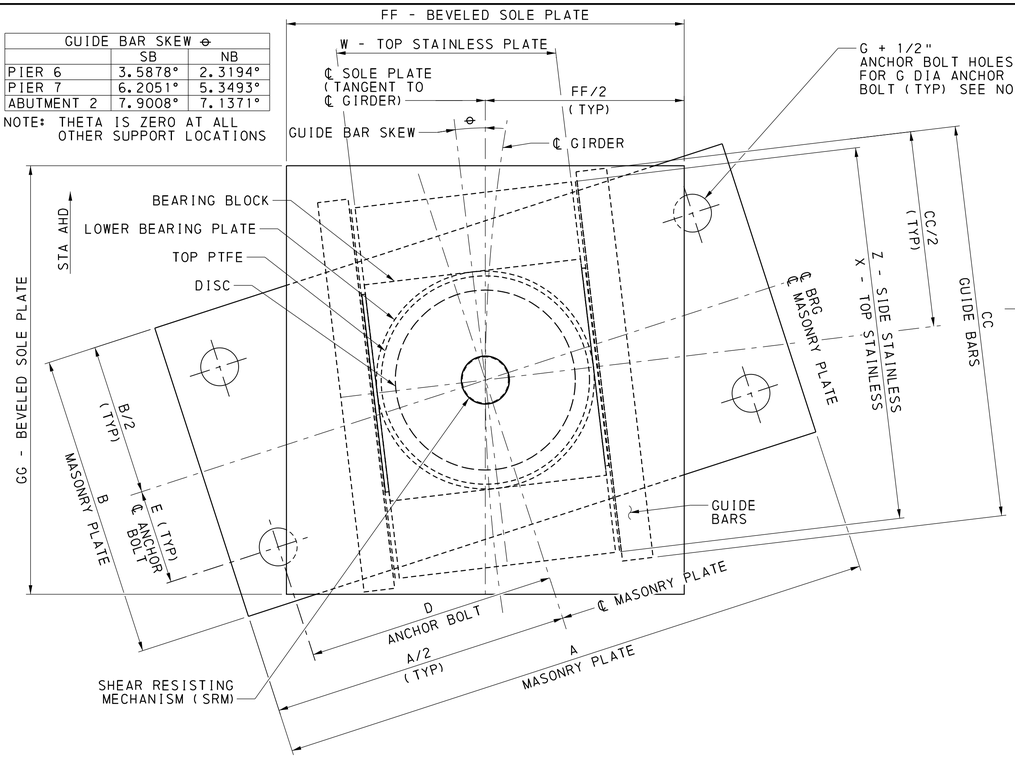
S-39605

DES: KRA | DWG: SAB | CHK: ALS

Stantec
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713142\1-100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_4_90_BRG.dgn

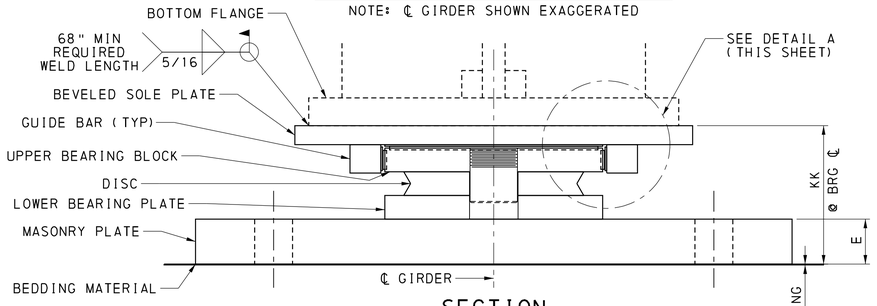
GUIDE BAR SKEW ⊖		
	SB	NB
PIER 6	3.5878°	2.3194°
PIER 7	6.2051°	5.3493°
ABUTMENT 2	7.9008°	7.1371°

NOTE: THETA IS ZERO AT ALL OTHER SUPPORT LOCATIONS



GUIDED DISC BEARING PLAN

NOTE: ℄ GIRDER SHOWN EXAGGERATED



SECTION

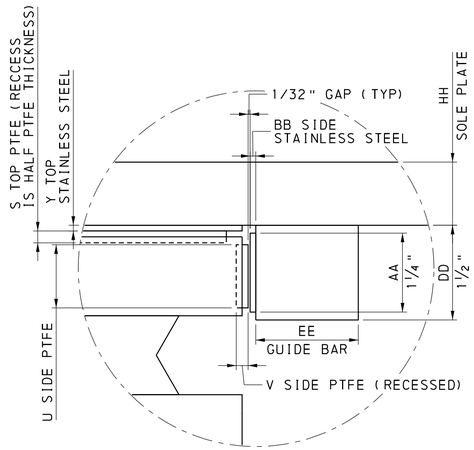
NOTES

1. SEE SHEET 163 FOR DISC BEARING LAYOUT AND NOTES.
2. SEE SHEET 165 FOR DISC BEARING DESIGN LOADS.
3. SEE SHEET 163 FOR SOLE PLATE & ANCHOR BOLT DETAILS.
4. DISC BEARINGS, INCLUDING DESIGN, ARE INCIDENTAL TO ITEM 8120-0001.
5. "LETTERED" DIMENSIONS SHALL BE DESIGNED BY OTHERS.
6. BEARING SEAT ELEVATIONS ARE BASED ON AN ASSUMED BEARING HEIGHT (KK)(INCLUDING BEDDING MATERIAL) OF: 6.75" AT ABUTMENTS; 9.75" AT PIERS 1, 2, 3 AND 7; 10.50" AT PIERS 4 AND 5; 11.00" AT PIER 6
7. SOLE PLATE WIDTH MAY BE REDUCED LESS THAN GIRDER BOTTOM FLANGE WIDTH, IF FIELD WELDING CAN BE PROPERLY PERFORMED.
8. ANCHOR BOLT LAYOUT BASED ON ASSUMED DISC BEARING DETAILS. COORDINATE CONTRACTOR DESIGNED DETAILS WITH SUBSTRUCTURE DETAILS. PROVIDE A MINIMUM OF 4 ANCHOR BOLTS WITH EACH ANCHOR BOLT HAVING A DIAMETER NOT LESS THAN 1½".
9. ORIENT GUIDE BARS PARALLEL TO ℄ GIRDER AT ABUTMENT 1 AND PIERS 1-3.

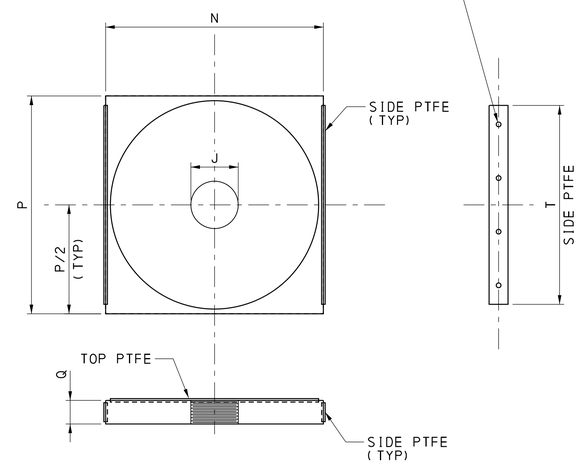
TOP PTFE

SHEAR RESISTING MECHANISM (SRM)

NOT TO SCALE

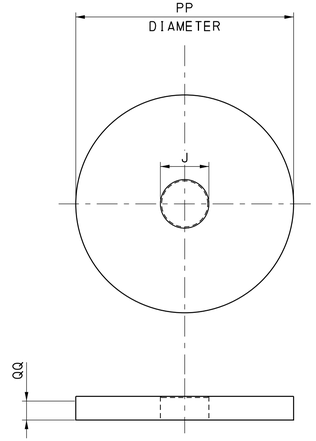


DETAIL A

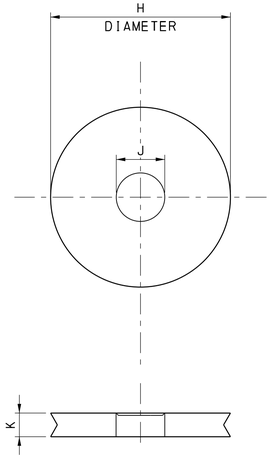


UPPER BEARING BLOCK

SIDE PTFE



LOWER BEARING PLATE



DISC

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

GUIDED	MASONRY PLATE					ANCHOR BOLT		NEOPRENE DISC			SRM		UPPER BEARING		LOWER BEARING		TOP PTFE	
	A	B	C	D	E	G	QTY/BRG	H	J	K	L	M	N	Q	PP	QQ	R	S

SIDE PTFE			TOP STAINLESS STEEL			SIDE STAINLESS STEEL			GUIDE BARS						SOLE PLATE				BEARING HEIGHT
T	U	V	W	X	Y	Z	AA	BB	CC	DD	EE	LL	MM	NN	FF	GG	HH	JJ	KK

DES: KRA | DWG: SAB | CHK: ALS

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
ALEXANDER LEE SCHMIDT
ENGINEER NO. PE081878

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE

GUIDED BEARING DETAILS

RECOMMENDED 2026.02.06

SHEET 168 OF 291

S-39605

DOT_2015 1442_STR_Black_Color_249-254.tbl DOT_ANSI_D_PDF.plt
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Stantec

DOT_2015
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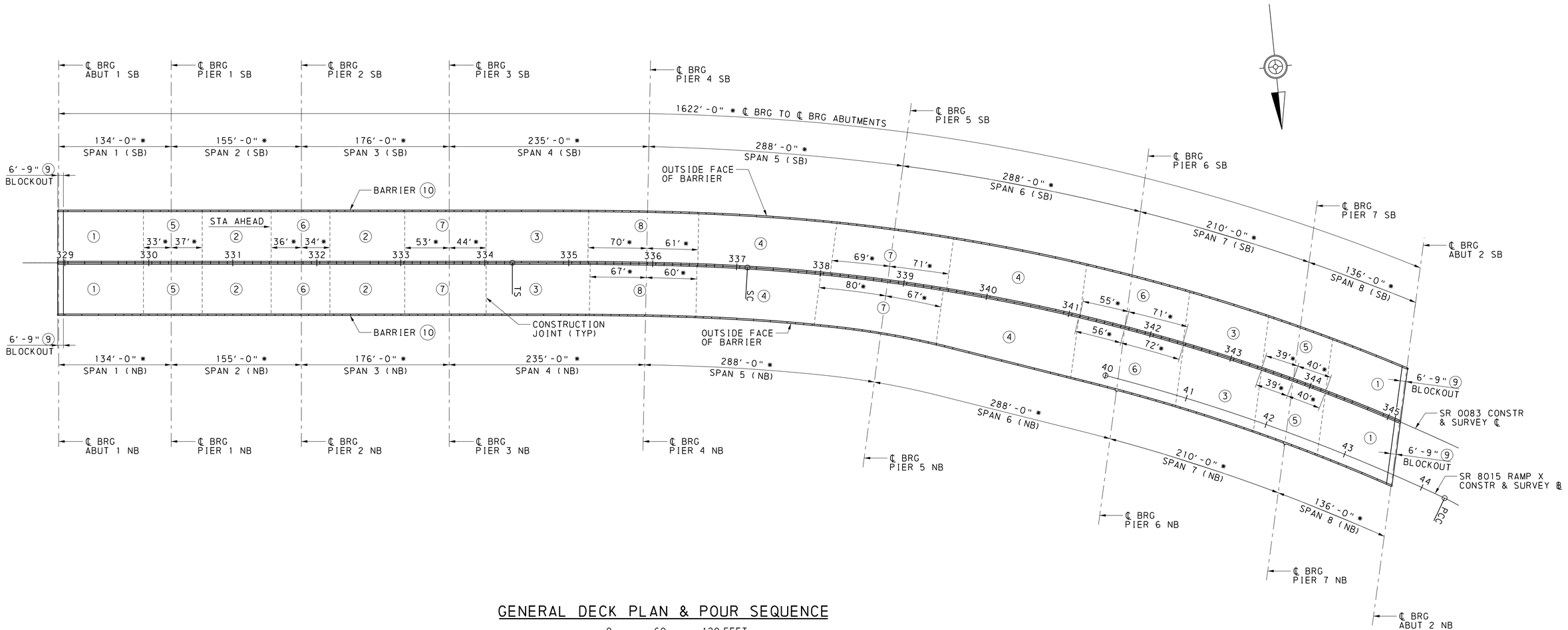

GENERAL DECK PLAN & POUR SEQUENCE

0 60 120 FEET

* MEASURED ALONG SR 0083 CONSTR & SURVEY ℄
FROM INTERSECTION WITH ℄ BEARINGS

PLACE CONSTRUCTION JOINTS PARALLEL TO BEARING CENTERLINES

DECK POUR SEQUENCE:

1. CAST PLACEMENTS (1) (POSITIVE MOMENT REGIONS).
2. CAST PLACEMENTS (2) (POSITIVE MOMENT REGIONS).
3. CAST PLACEMENTS (3) (POSITIVE MOMENT REGIONS).
4. CAST PLACEMENTS (4) (POSITIVE MOMENT REGIONS).
5. CAST PLACEMENTS (5) (NEGATIVE MOMENT REGIONS).
6. CAST PLACEMENTS (6) (NEGATIVE MOMENT REGIONS).
7. CAST PLACEMENTS (7) (NEGATIVE MOMENT REGIONS).
8. CAST PLACEMENTS (8) (NEGATIVE MOMENT REGIONS).
9. CAST PLACEMENTS (9) (BLOCKOUT REGIONS).
10. CAST PLACEMENTS (10) FOR THE BARRIERS
11. APPLY PPC OVERLAY

NOTES:

1. THE CONTRACTOR MAY SUBMIT AN ALTERNATE DECK SLAB PLACEMENT SEQUENCE.
2. REFER TO THE GENERAL NOTES, ON SHEETS 6 - 7 .

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
GENERAL DECK PLAN

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 169 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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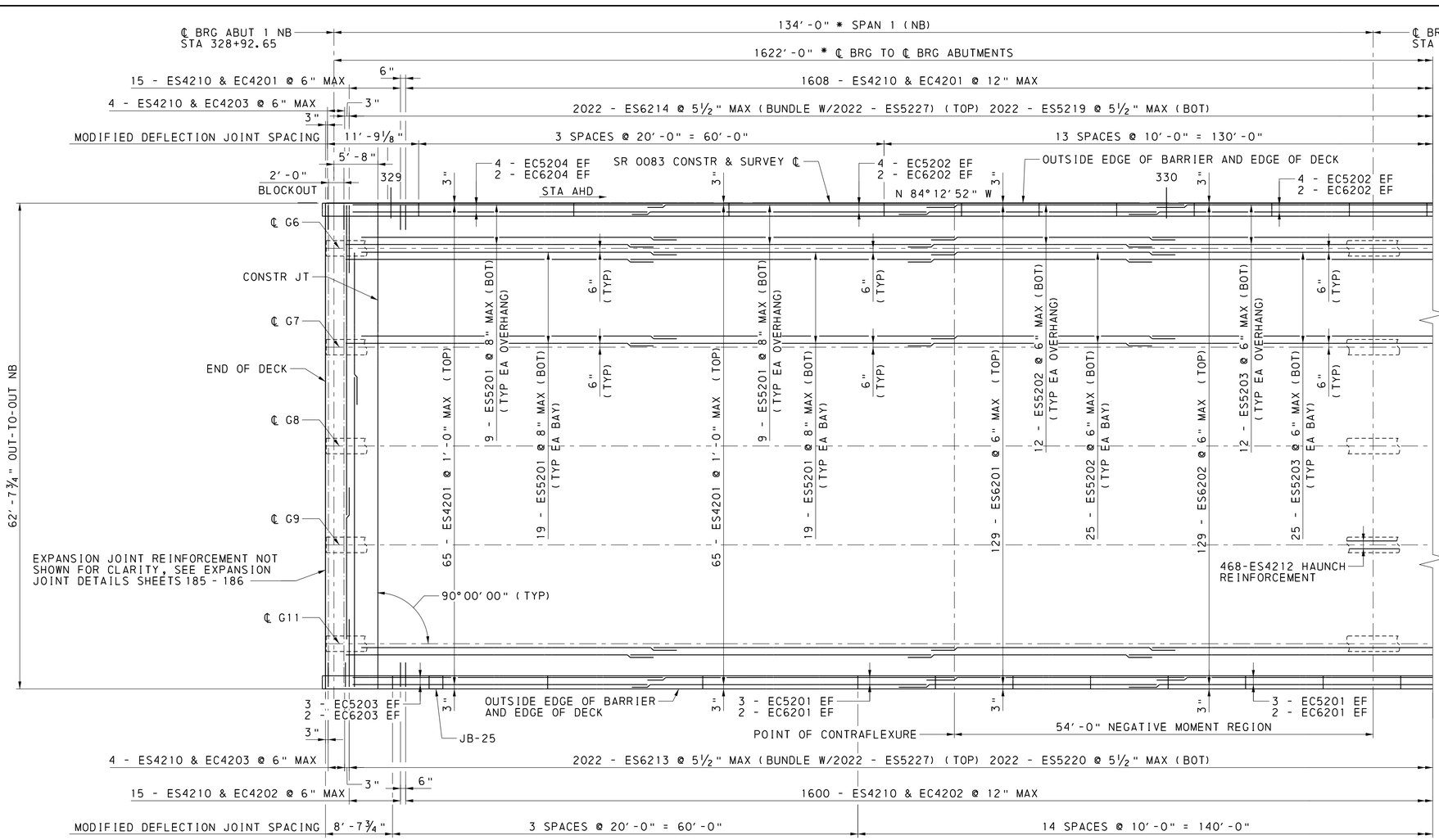

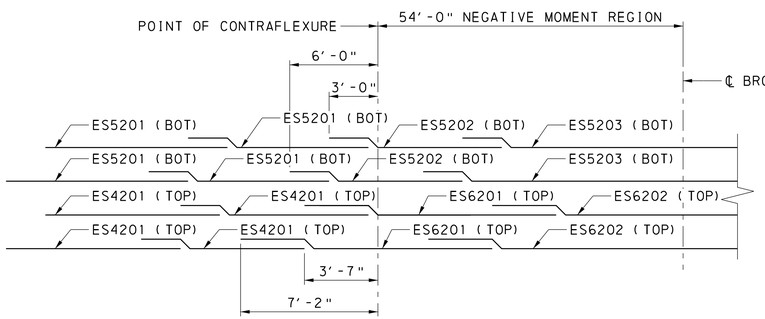

LONGITUDINAL REINFORCEMENT STAGGER DETAIL

NOT TO SCALE

MINIMUM LAP SPLICE LENGTH †	
DECK BARS (ES)	BARRIER BARS (EC)
#4 = 2'-0"	
#5 = 3'-0"	#5 = 3'-7"
#6 = 3'-7"	#6 = 4'-4"

† REQUIRED SPLICE LENGTH IS BASED ON THE LARGER OF THE BARS BEING SPLICED

NORTHBOUND DECK PLAN (1 OF 10)

0 8 16 FEET

* MEASURED ALONG SR 0083 CONSTR & SURVEY ℄ FROM INTERSECTION WITH ℄ BEARINGS

NOTES

1. PLACE TRANSVERSE BARS PERPENDICULAR TO THE CONSTRUCTION AND SURVEY ℄.
2. SPACE #6 & #4 TOP BARS EVENLY BETWEEN GIRDER CENTERLINES.
3. SPLICES CAN BE MADE BY CONTACT OR NONCONTACT LAPS.
4. FOR MODULAR EXPANSION JOINT DETAILS, SEE SHEETS 185 - 186.
5. FOR BARRIER DETAILS, SEE SHEETS 181 - 182.
6. FOR NB DECK REINFORCEMENT SCHEDULE, SEE SHEETS 183 - 184.
7. FOR GIRDER ELEVATIONS, SEE SHEETS 139 - 141.
8. FOR HAUNCH REINFORCEMENT DETAILS, SEE SHEET 180.
9. FOR CONSTRUCTION JOINT LOCATIONS, AND DECK POUR SEQUENCE, SEE SHEET 169.
10. FOR LIGHTING POLE DETAILS, SEE SHEET 203.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091

SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK

8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE

NORTHBOUND DECK PLAN (1 OF 10)

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
ALEXANDER LEE SCHMIDT
ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 170 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

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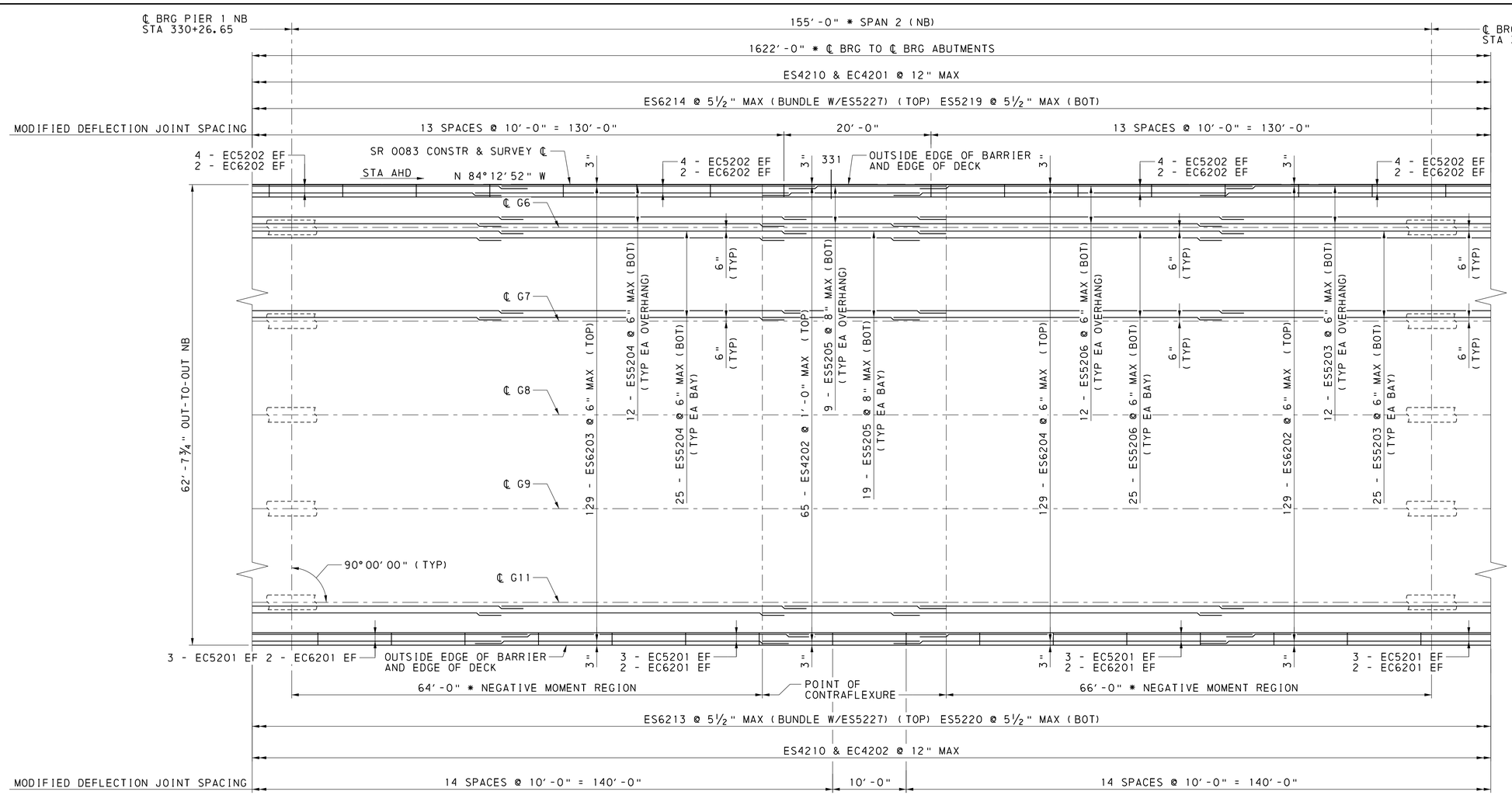
Stantec
WORKSPACE: DOT_2015 (SURVEY FEET)



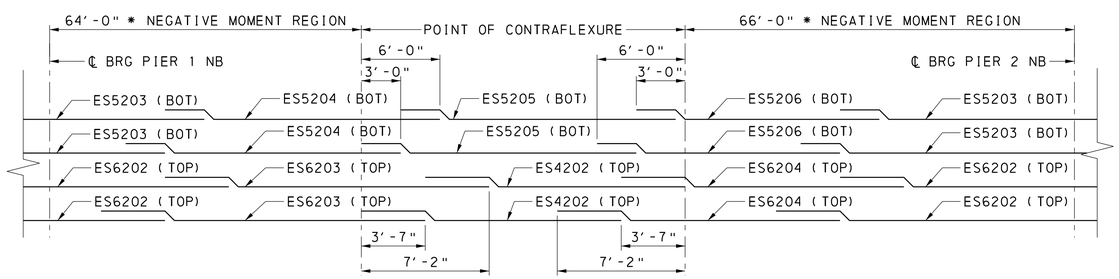
NORTHBOUND DECK PLAN (2 OF 10)

0 8 16 FEET

* MEASURED ALONG SR 0083 CONSTR & SURVEY ℄
FROM INTERSECTION WITH ℄ BEARINGS

NOTE

1. FOR NB DECK PLAN NOTES, SEE SHEET 170.



LONGITUDINAL REINFORCEMENT STAGGER DETAIL

NOT TO SCALE

MINIMUM LAP SPLICE LENGTH †	
DECK BARS (ES)	BARRIER BARS (EC)
#4 = 2′-0"	
#5 = 3′-0"	#5 = 3′-7"
#6 = 3′-7"	#6 = 4′-4"

† REQUIRED SPLICE LENGTH IS BASED ON THE LARGER OF THE BARS BEING SPLICED

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091

SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK

8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE

NORTHBOUND DECK PLAN (2 OF 10)

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 171 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

Stantec 1/30/2026
WORKSPACE: DOT_2015_(SURVEY FEET)
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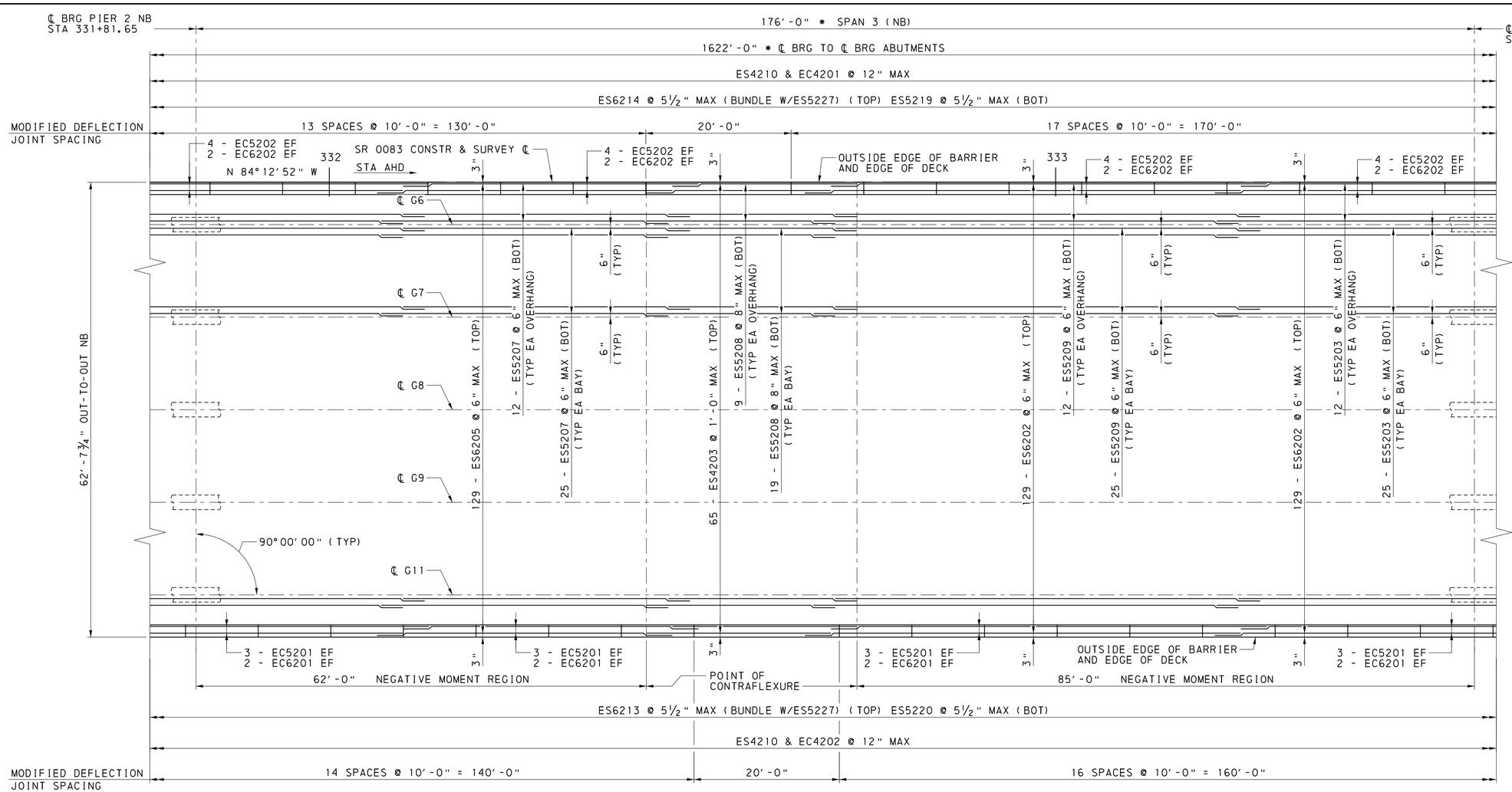


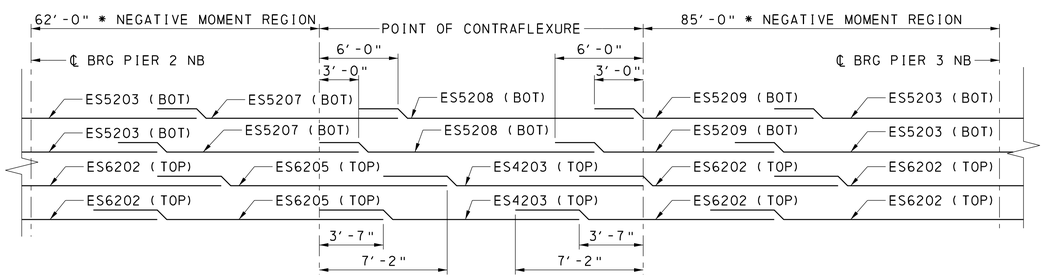
NORTHBOUND DECK PLAN (3 OF 10)

0 8 16 FEET

* MEASURED ALONG SR 0083 CONSTR & SURVEY ℄ FROM INTERSECTION WITH ℄ BEARINGS

NOTE

1. FOR NB DECK PLAN NOTES, SEE SHEET 170.



LONGITUDINAL REINFORCEMENT STAGGER DETAIL

NOT TO SCALE

MINIMUM LAP SPLICE LENGTH †	
DECK BARS (ES)	BARRIER BARS (EC)
#4 = 2'-0"	
#5 = 3'-0"	#5 = 3'-7"
#6 = 3'-7"	#6 = 4'-4"

† REQUIRED SPLICE LENGTH IS BASED ON THE LARGER OF THE BARS BEING SPLICED

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091

SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK

8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE

NORTHBOUND DECK PLAN (3 OF 10)

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 172 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

Stantec 1/30/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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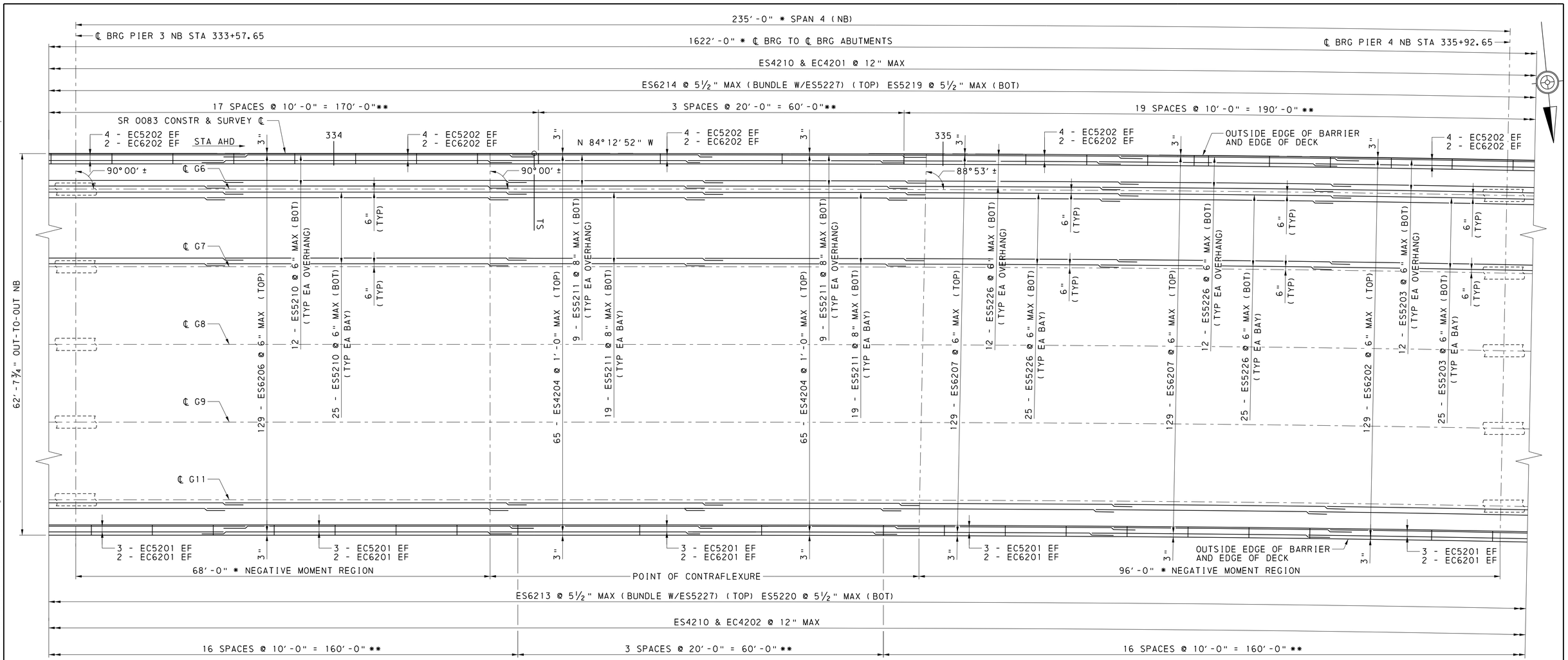
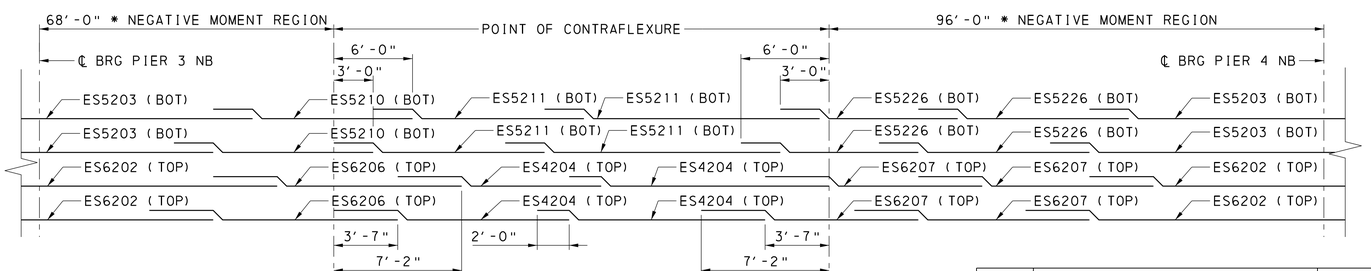


* MEASURED ALONG SR 0083 CONSTR & SURVEY ℄ FROM INTERSECTION WITH ℄ BEARINGS

** MODIFIED DEFLECTION JOINT SPACING

NORTHBOUND DECK PLAN (4 OF 10)

0 8 16 FEET



LONGITUDINAL REINFORCEMENT STAGGER DETAIL

NOT TO SCALE

MINIMUM LAP SPLICE LENGTH †	
DECK BARS (ES)	BARRIER BARS (EC)
#4 = 2'-0"	
#5 = 3'-0"	#5 = 3'-7"
#6 = 3'-7"	#6 = 4'-4"

† REQUIRED SPLICE LENGTH IS BASED ON THE LARGER OF THE BARS BEING SPLICED

NOTE

1. FOR NB DECK PLAN NOTES, SEE SHEET 170.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

ALEXANDER LEE SCHMIDT — ENGINEER NO. PE081878 — COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL

SR 0083 PREVIOUSLY KNOWN AS LR 789

BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091

SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK

8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE

NORTHBOUND DECK PLAN (4 OF 10)

RECOMMENDED 2026.02.06

SHEET 173 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

Stantec

1/9/2026
WORKSPACE: DOT.2015 (SURVEY FEET)
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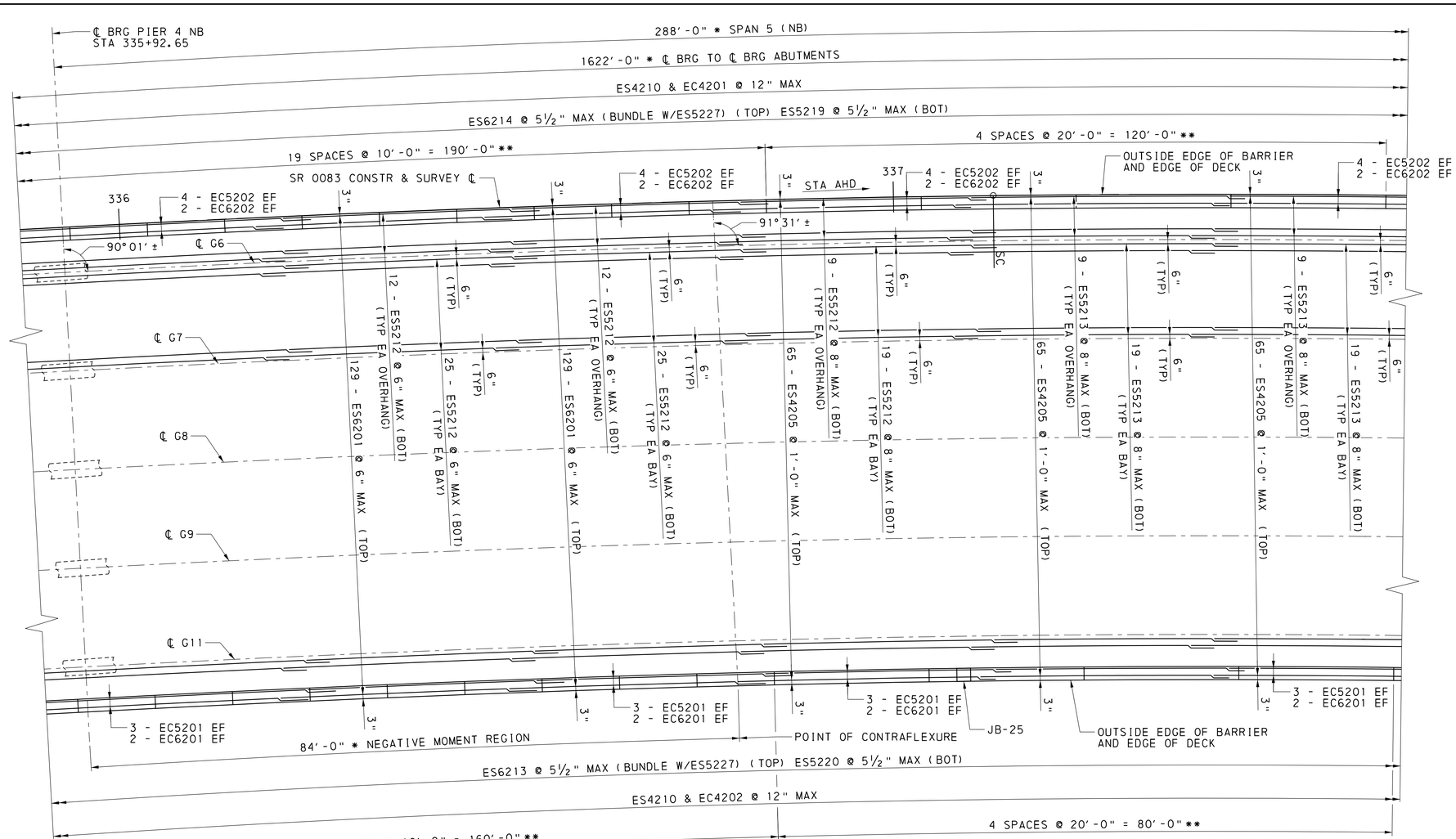
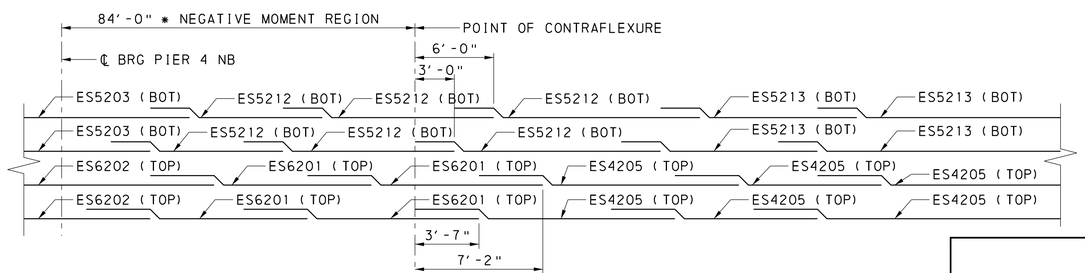


* MEASURED ALONG SR 0083 CONSTR & SURVEY ℄ FROM INTERSECTION WITH ℄ BEARINGS

** MODIFIED DEFLECTION JOINT SPACING

NORTHBOUND DECK PLAN (5 OF 10)

0 8 16 FEET



LONGITUDINAL REINFORCEMENT STAGGER DETAIL

NOT TO SCALE

MINIMUM LAP SPLICE LENGTH †	
DECK BARS (ES)	BARRIER BARS (EC)
#4 = 2'-0"	
#5 = 3'-0"	#5 = 3'-7"
#6 = 3'-7"	#6 = 4'-4"

† REQUIRED SPLICE LENGTH IS BASED ON THE LARGER OF THE BARS BEING SPLICED

NOTE

1. FOR NB DECK PLAN NOTES, SEE SHEET 170.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091

SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK

8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE

NORTHBOUND DECK PLAN (5 OF 10)

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

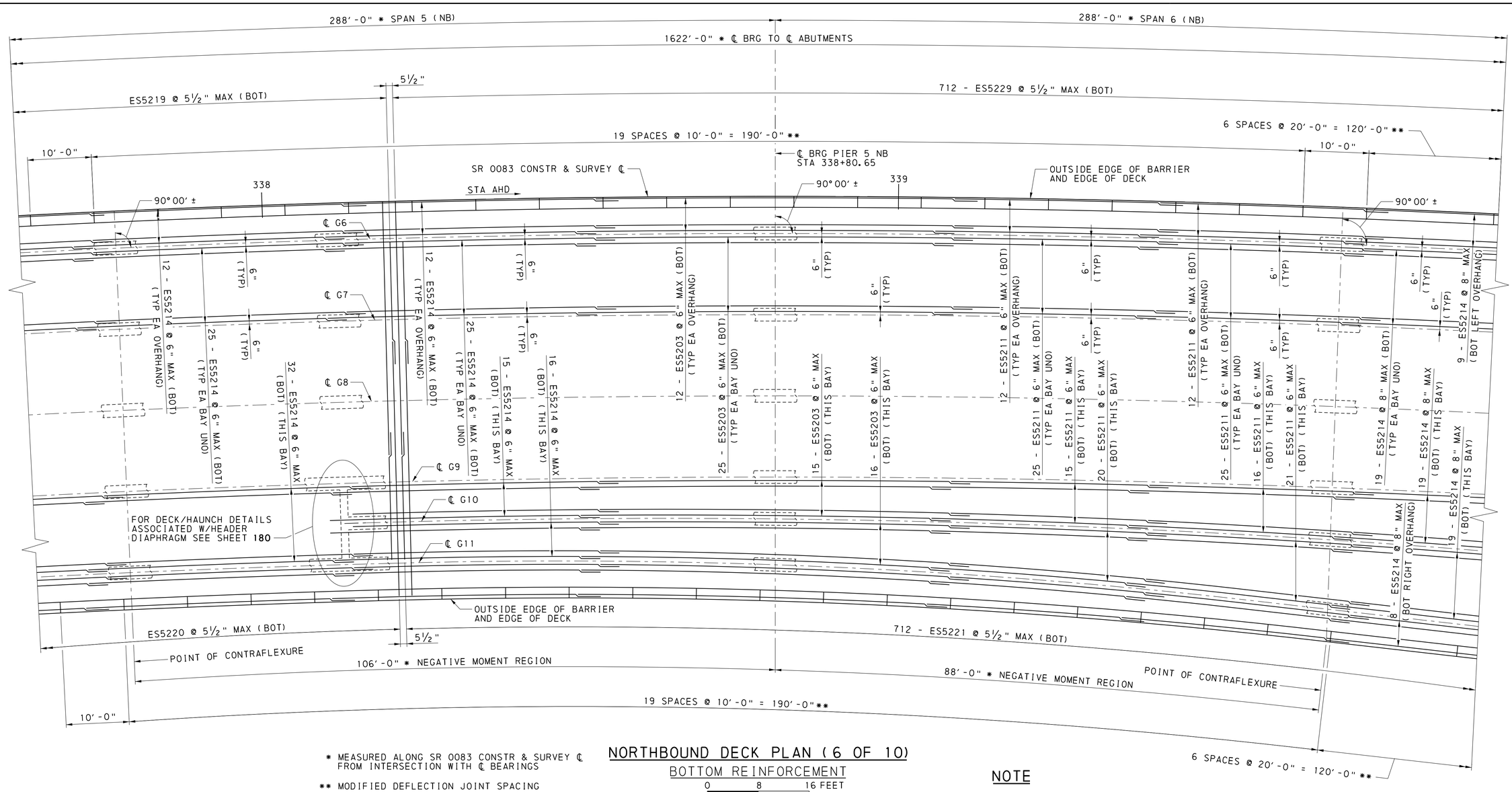
SHEET 174 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

DOT_2015
1442_STR_Black_Color-249-254.tbl
DOT_ANSI D_PDF.plt
Stantec 1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-pp1fs01\shared_projects\202713142\1\100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_5_10_DKP.dgn

DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI D_PDF.plt



* MEASURED ALONG SR 0083 CONSTR & SURVEY ℄ FROM INTERSECTION WITH ℄ BEARINGS

** MODIFIED DEFLECTION JOINT SPACING

NORTHBOUND DECK PLAN (6 OF 10)

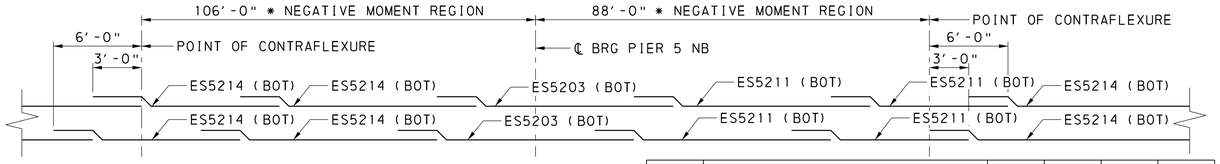
BOTTOM REINFORCEMENT

0 8 16 FEET

TOP REINFORCEMENT NOT SHOWN FOR CLARITY (SEE PAGE 7 OF 10 FOR TOP DECK REINFORCEMENT)

NOTE

1. FOR NB DECK PLAN NOTES, SEE SHEET 170.



LONGITUDINAL REINFORCEMENT STAGGER DETAIL

NOT TO SCALE

MINIMUM LAP SPLICE LENGTH †	
DECK BARS (ES)	BARRIER BARS (EC)
#4 = 2′-0"	
#5 = 3′-0"	#5 = 3′-7"
#6 = 3′-7"	#6 = 4′-4"

† REQUIRED SPLICE LENGTH IS BASED ON THE LARGER OF THE BARS BEING SPLICED

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

DES: MPR | DWG: KJR | CHK: ALS

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
NORTHBOUND DECK PLAN (6 OF 10)

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE081878

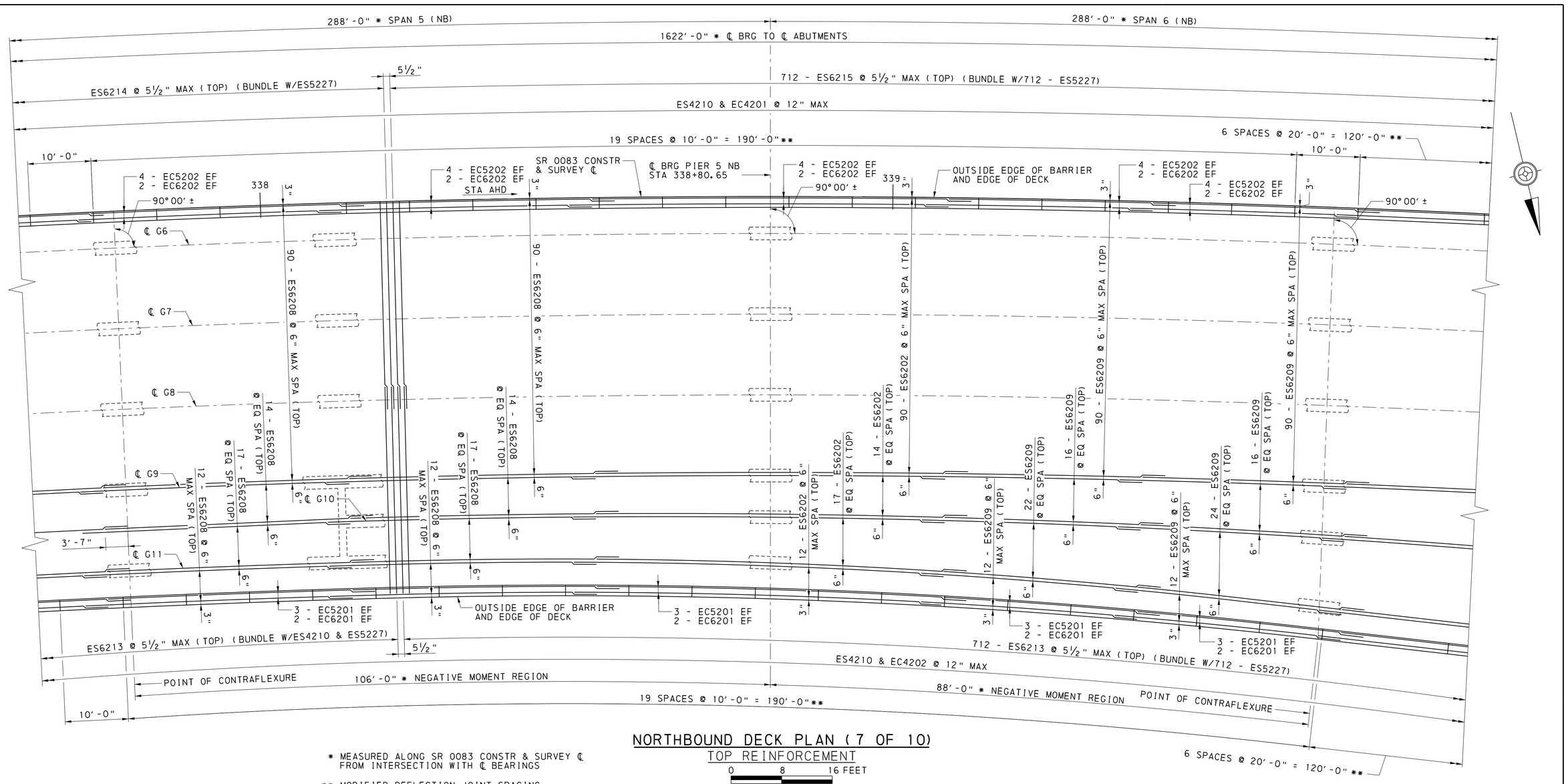
RECOMMENDED 2026.02.06

SHEET 175 OF 291

S-39605

Stantec
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713144 2\1.100 Records\13.0 CADD\13.2 Structures\BR_ID05\1442_ID05_5_10_DKP.dgn

DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI D_PDF.plt



* MEASURED ALONG SR 0083 CONSTR & SURVEY ℄ FROM INTERSECTION WITH ℄ BEARINGS

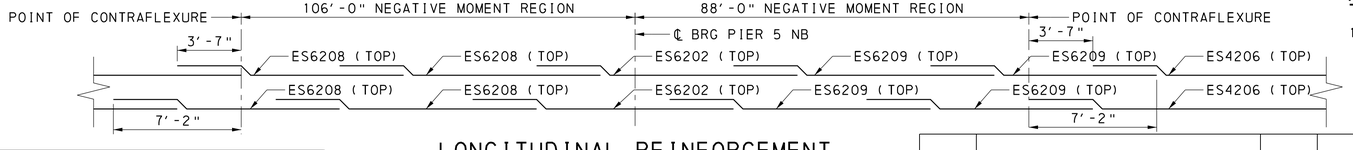
** MODIFIED DEFLECTION JOINT SPACING

NORTHBOUND DECK PLAN (7 OF 10)

TOP REINFORCEMENT

0 8 16 FEET

BOT REINFORCEMENT NOT SHOWN FOR CLARITY (SEE PAGE 6 OF 10 FOR BOT DECK REINFORCEMENT)



LONGITUDINAL REINFORCEMENT STAGGER DETAIL

NOT TO SCALE

MINIMUM LAP SPLICE LENGTH †	
DECK BARS (ES)	BARRIER BARS (EC)
#4 = 2'-0"	
#5 = 3'-0"	#5 = 3'-7"
#6 = 3'-7"	#6 = 4'-4"

† REQUIRED SPLICE LENGTH IS BASED ON THE LARGER OF THE BARS BEING SPLICED

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

NOTE

1. FOR NB DECK PLAN NOTES, SEE SHEET 170.

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
NORTHBOUND DECK PLAN (7 OF 10)

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

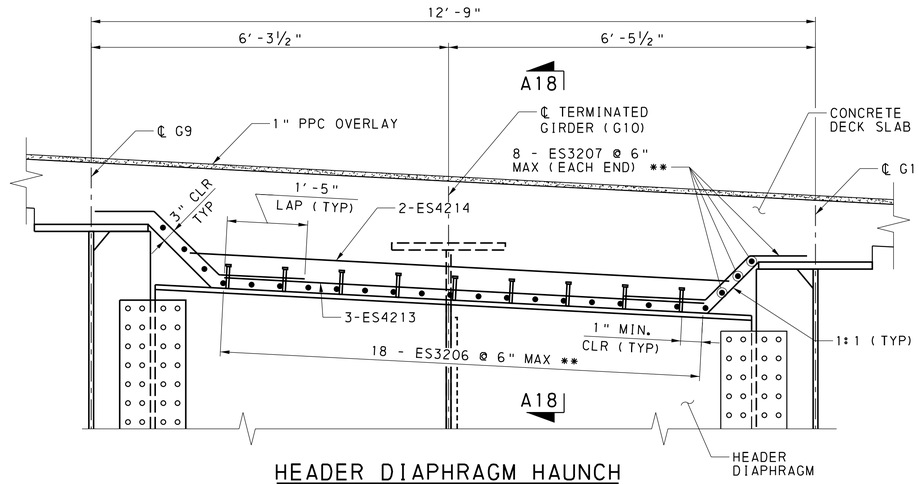
SHEET 176 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

Stantec 1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713144 2\1_100 Records\13_0 CADD\13_2 Structures\BR_1005\1442_1005_5_10_DKP.dgn

HAUNCH REINFORCEMENT TYPE AND LOCATION									HAUNCH REINFORCEMENT TYPE AND LOCATION								
LOCATION		STATION	GIRDER 6	GIRDER 7	GIRDER 8	GIRDER 9	GIRDER 10	GIRDER 11	LOCATION		STATION	GIRDER 6	GIRDER 7	GIRDER 8	GIRDER 9	GIRDER 10	GIRDER 11
SPAN 1	0.00	328+93	ES3201	ES3201	ES3201	ES3201	-	ES3201	SPAN 5	0.00	335+93	ES3203	ES3202	ES3202	ES3202	-	ES3203
	0.10	329+06	ES3201	ES3201	ES3201	ES3201	-	ES3201		0.10	336+21	ES3203	ES3202	ES3202	ES3202	-	ES3203
	0.20	329+19	ES3201	ES3201	ES3201	ES3201	-	ES3201		0.20	336+50	ES3201	ES3202	ES3202	ES3202	-	ES3201
	0.30	329+33	ES3201	ES3201	ES3201	ES3201	-	ES3201		0.30	336+79	ES3201	ES3211	ES3211	ES3211	-	ES3211
	0.40	329+46	ES3201	ES3201	ES3201	ES3201	-	ES3201		0.40	337+08	ES3201	ES3211	ES3211	ES3211	-	ES3211
	0.50	329+60	ES3201	ES3201	ES3201	ES3201	-	ES3201		0.50	337+36	ES3201	ES3211	ES3211	ES3211	-	ES3211
	0.60	329+73	ES3201	ES3201	ES3201	ES3201	-	ES3201		0.60	337+65	ES3201	ES3211	ES3211	ES3211	-	ES3211
	0.70	329+86	ES3201	ES3201	ES3201	ES3201	-	ES3201		0.70	337+94	ES3201	ES3211	ES3211	ES3211	ES3211	ES3211
	0.80	330+00	ES3201	ES3201	ES3201	ES3201	-	ES3201		0.80	338+23	ES3205	ES3212	ES3212	ES3212	ES3212	ES3215
	0.90	330+13	ES3201	ES3201	ES3201	ES3201	-	ES3201		0.90	338+52	ES3204	ES3213	ES3213	ES3213	ES3213	ES3214
SPAN 2	0.00	330+27	ES3201	ES3201	ES3201	ES3201	-	ES3201	SPAN 6	0.00	338+81	ES3204	ES3213	ES3213	ES3213	ES3213	ES3214
	0.10	330+42	ES3201	ES3201	ES3201	ES3201	-	ES3201		0.10	339+10	ES3204	ES3213	ES3213	ES3213	ES3213	ES3214
	0.20	330+58	ES3201	ES3201	ES3201	ES3201	-	ES3201		0.20	339+39	ES3205	ES3211	ES3211	ES3211	ES3211	ES3215
	0.30	330+73	ES3201	ES3201	ES3201	ES3201	-	ES3201		0.30	339+68	ES3201	ES3211	ES3211	ES3211	ES3211	ES3211
	0.40	330+89	ES3201	ES3201	ES3201	ES3201	-	ES3201		0.40	339+98	ES3201	ES3211	ES3211	ES3211	ES3211	ES3211
	0.50	331+04	ES3201	ES3201	ES3201	ES3201	-	ES3201		0.50	340+27	ES3201	ES3211	ES3211	ES3211	ES3211	ES3211
	0.60	331+20	ES3201	ES3201	ES3201	ES3201	-	ES3201		0.60	340+56	ES3201	ES3211	ES3211	ES3211	ES3211	ES3211
	0.70	331+35	ES3201	ES3201	ES3201	ES3201	-	ES3201		0.70	340+86	ES3201	ES3211	ES3211	ES3211	ES3211	ES3211
	0.80	331+51	ES3201	ES3201	ES3201	ES3201	-	ES3201		0.80	341+15	ES3201	ES3211	ES3211	ES3211	ES3211	ES3211
	0.90	331+66	ES3201	ES3201	ES3201	ES3201	-	ES3201		0.90	341+44	ES3203	ES3212	ES3212	ES3212	ES3212	ES3212
SPAN 3	0.00	331+82	ES3201	ES3201	ES3201	ES3201	-	ES3201	SPAN 7	0.00	341+73	ES3203	ES3212	ES3212	ES3212	ES3212	ES3212
	0.10	331+99	ES3201	ES3201	ES3201	ES3201	-	ES3201		0.10	341+95	ES3203	ES3212	ES3212	ES3212	ES3212	ES3212
	0.20	332+17	ES3201	ES3201	ES3201	ES3201	-	ES3201		0.20	342+16	ES3203	ES3212	ES3212	ES3212	ES3212	ES3212
	0.30	332+34	ES3201	ES3201	ES3201	ES3201	-	ES3201		0.30	342+37	ES3203	ES3212	ES3212	ES3212	ES3212	ES3212
	0.40	332+52	ES3201	ES3201	ES3201	ES3201	-	ES3201		0.40	342+59	ES3201	ES3211	ES3211	ES3211	ES3211	ES3211
	0.50	332+70	ES3201	ES3201	ES3201	ES3201	-	ES3201		0.50	342+80	ES3201	ES3211	ES3211	ES3211	ES3211	ES3211
	0.60	332+87	ES3201	ES3201	ES3201	ES3201	-	ES3201		0.60	343+02	ES3201	ES3211	ES3211	ES3211	ES3211	ES3211
	0.70	333+05	ES3201	ES3201	ES3201	ES3201	-	ES3201		0.70	343+23	ES3201	ES3211	ES3211	ES3211	ES3211	ES3211
	0.80	333+22	ES3201	ES3201	ES3201	ES3201	-	ES3201		0.80	343+44	ES3201	ES3211	ES3211	ES3211	ES3211	ES3211
	0.90	333+40	ES3201	ES3201	ES3201	ES3201	-	ES3201		0.90	343+66	ES3201	ES3211	ES3211	ES3211	ES3211	ES3211
SPAN 4	0.00	333+58	ES3201	ES3201	ES3201	ES3201	-	ES3201	SPAN 8	0.00	343+87	ES3201	ES3211	ES3211	ES3211	ES3211	ES3211
	0.10	333+81	ES3201	ES3201	ES3201	ES3201	-	ES3201		0.10	344+01	ES3201	ES3211	ES3211	ES3211	ES3211	ES3211
	0.20	334+05	ES3201	ES3201	ES3201	ES3201	-	ES3201		0.20	344+15	ES3201	ES3211	ES3211	ES3211	ES3211	ES3211
	0.30	334+28	ES3201	ES3201	ES3201	ES3201	-	ES3201		0.30	344+28	ES3201	ES3211	ES3211	ES3211	ES3211	ES3211
	0.40	334+51	ES3201	ES3201	ES3201	ES3201	-	ES3201		0.40	344+42	ES3201	ES3211	ES3211	ES3211	ES3211	ES3211
	0.50	334+75	ES3201	ES3201	ES3201	ES3201	-	ES3201		0.50	344+56	ES3201	ES3211	ES3211	ES3211	ES3211	ES3211
	0.60	334+98	ES3201	ES3201	ES3201	ES3201	-	ES3201		0.60	344+70	ES3201	ES3211	ES3211	ES3211	ES3211	ES3211
	0.70	335+22	ES3201	ES3201	ES3201	ES3201	-	ES3201		0.70	344+84	ES3201	ES3211	ES3211	ES3211	ES3211	ES3211
	0.80	335+45	ES3202	ES3202	ES3202	ES3202	-	ES3202		0.80	344+98	ES3201	ES3211	ES3211	ES3211	ES3211	ES3211
	0.90	335+69	ES3203	ES3202	ES3202	ES3202	-	ES3203		0.90	345+12	ES3201	ES3211	ES3211	ES3211	ES3211	ES3211
										1.00	345+25	ES3201	ES3211	ES3211	ES3211	ES3211	ES3211

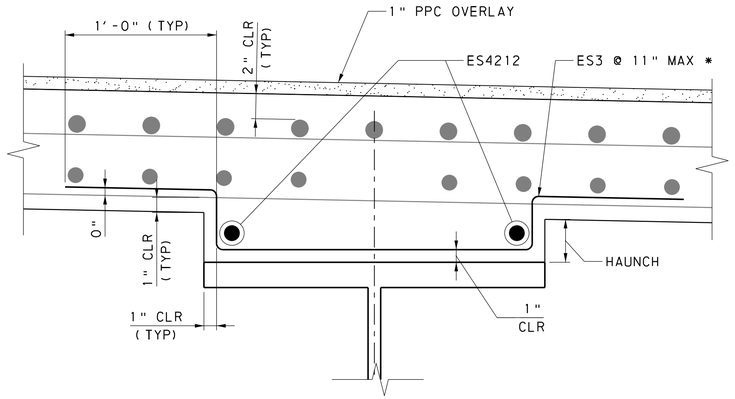


HEADER DIAPHRAGM HAUNCH REINFORCEMENT DETAIL

NOT TO SCALE
(DECK REINFORCING NOT SHOWN FOR CLARITY)
** BEND IN FIELD

SECTION A18-A18

NOT TO SCALE
(DECK REINFORCING NOT SHOWN FOR CLARITY)
** BEND IN FIELD



HAUNCH REINFORCEMENT DETAIL

NOT TO SCALE
* SEE TABLE FOR LOCATIONS OF HAUNCH REINFORCEMENT

NOTES

1. FOR GENERAL NOTES, SEE SHEETS 6- 8
2. FOR REINFORCEMENT BAR SCHEDULE AND TOTAL HAUNCH BAR QUANTITIES, SEE SHEETS 183- 184.
3. FOR DECK SLAB PLANS, SEE SHEETS 170 THRU 179.
4. FOR EXPANSION JOINT DETAILS, SEE SHEETS 185 THRU 186.
5. THE HAUNCH REINFORCEMENT QUANTITY SHOWN ON THE DECK REINFORCEMENT BAR SCHEDULE PROVIDES THE AMOUNT NECESSARY TO COVER THE LIMITS SHOWN ON THIS SHEET. PROVIDE HAUNCH REINFORCEMENT IN ALL REGIONS ALONG THE LENGTH OF THE GIRDERS WHERE ACTUAL HAUNCH EXCEEDS THE THICKNESS SPECIFIED IN BC-752M.
6. ADJUST HAUNCH REINFORCEMENT BARS TO CLEAR SHEAR STUDS AS NECESSARY.
7. TABLE 10TH POINT STATIONS ARE APPROXIMATE AND ARE AN AVERAGE ACROSS ALL GIRDERS. THESE STATIONS ARE PROVIDED TO HELP THE CONTRACTOR LOCATE PLACEMENT OF THE DIFFERENT ES3 REBARS. PLACE HAUNCH REINFORCEMENT PER THE DETAIL ON THIS SHEET.
8. FOR HEADER DIAPHRAGM DETAILS, SEE SHEET 156.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
NB HAUNCH DETAILS

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 180 OF 291

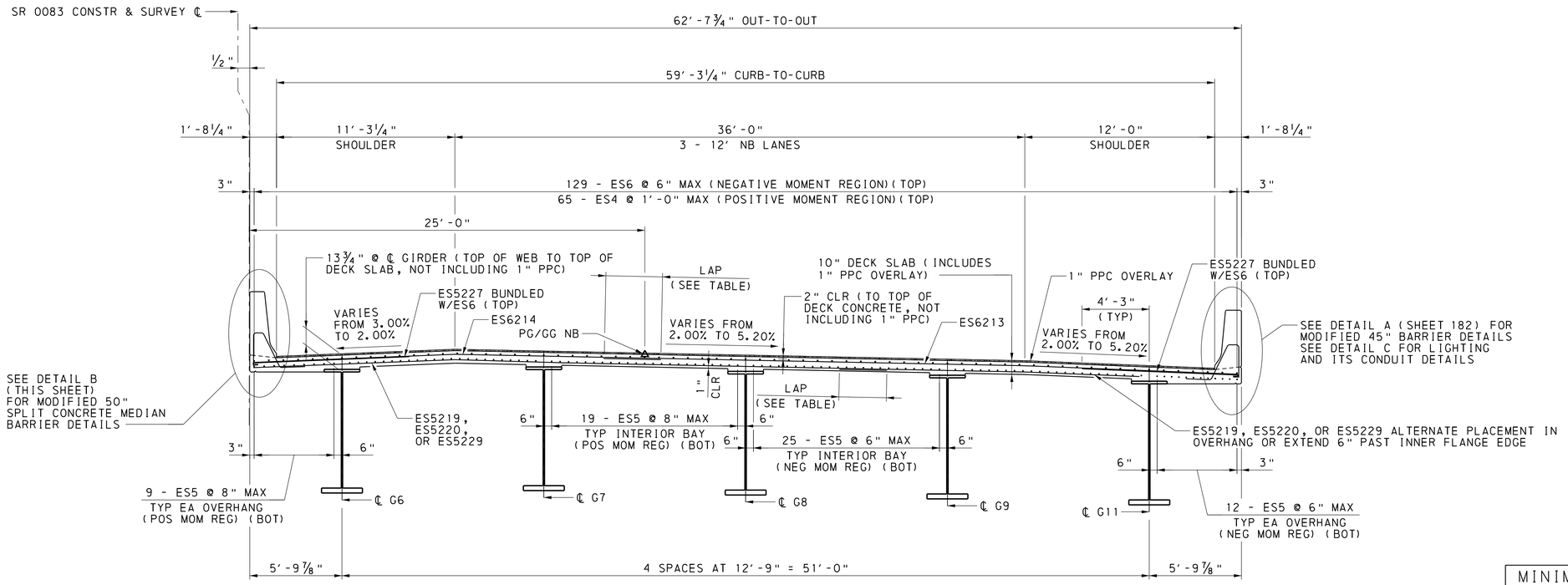
S-39605

DES: MPR | DWG: KJR | CHK: ALS

Stantec

1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713144241\1-100 Records\13.0 CADD\13.2 Structures\BR_1005\1442-1005_5_30_DKS.dgn
DOT_2015
1442_STR_Black_Color-249-254.tbl
DOT_ANSI D_PDF.plt

DOT_2015
1442_STR_Black_Color-249-254.tbl
DOT_ANSI_D_PDF.plt



TYPICAL DECK SECTION - NORTHBOUND

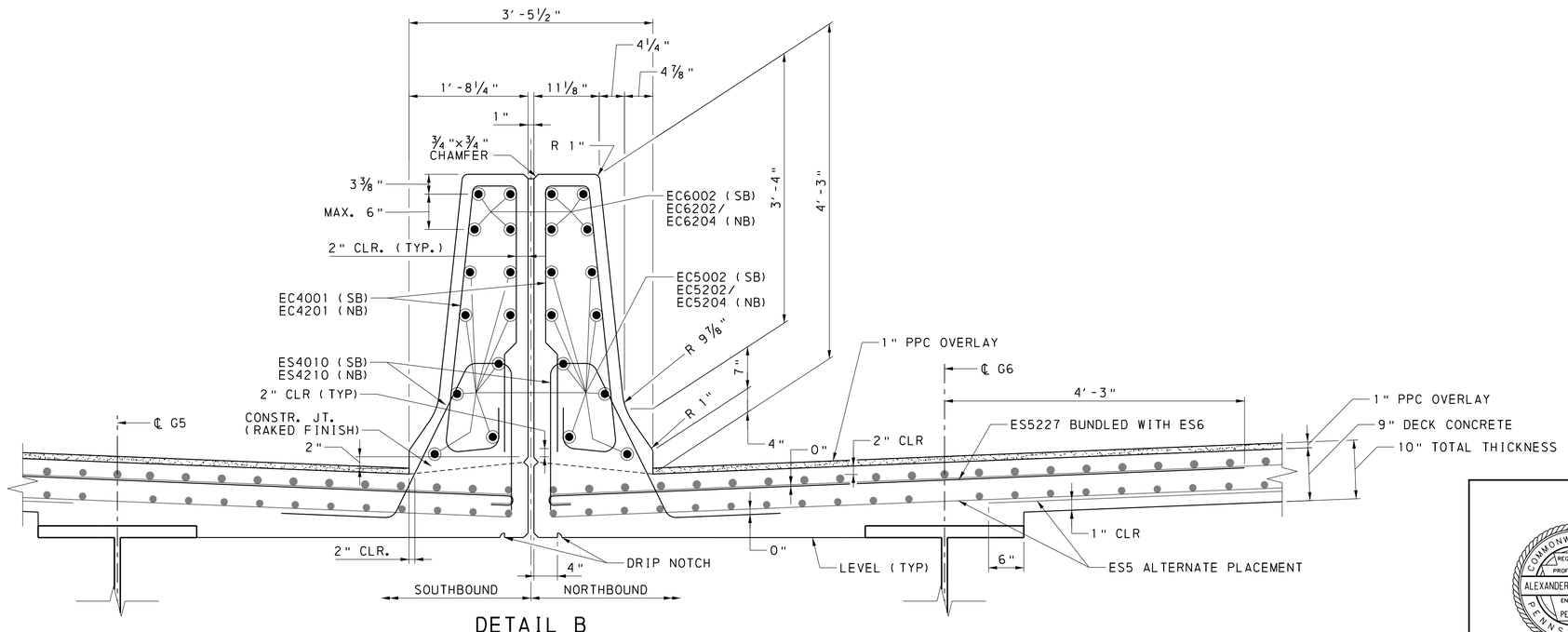
0 4 8 FEET

DECK SECTION FROM STA 328+87.90 TO 338+19.98

NOTE: LONGITUDINAL BARS LABELED AS ES4, ES5 AND ES6 ARE GIVEN FOR COUNT, SIZE AND SPACING INFORMATION. SEE DECK SLAB PLANS FOR BAR MARKS.

MINIMUM LAP SPLICE LENGTH †
DECK BARS (ES)
#4 = 2′-0"
#5 = 3′-0"
#6 = 3′-7"

† REQUIRED SPLICE LENGTH IS BASED ON THE LARGER OF THE BARS BEING SPLICED



DETAIL B

NOT TO SCALE

NOTES

1. FOR GENERAL NOTES, SEE SHEETS 6 - 8.
2. FOR REINFORCEMENT BAR SCHEDULES, SEE SHEETS 183 - 184.
3. FOR DECK SLAB PLANS, SEE SHEETS 170- 179.
4. FOR EXPANSION JOINT DETAILS, SEE SHEETS 185 - 186.
5. ALL REINFORCEMENT SPACINGS ARE MAXIMUM SPACING.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091

SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK

8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE

NB TYPICAL DECK SECTION (1 OF 2)

COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL — ALEXANDER LEE SCHMIDT — ENGINEER NO. PE081878

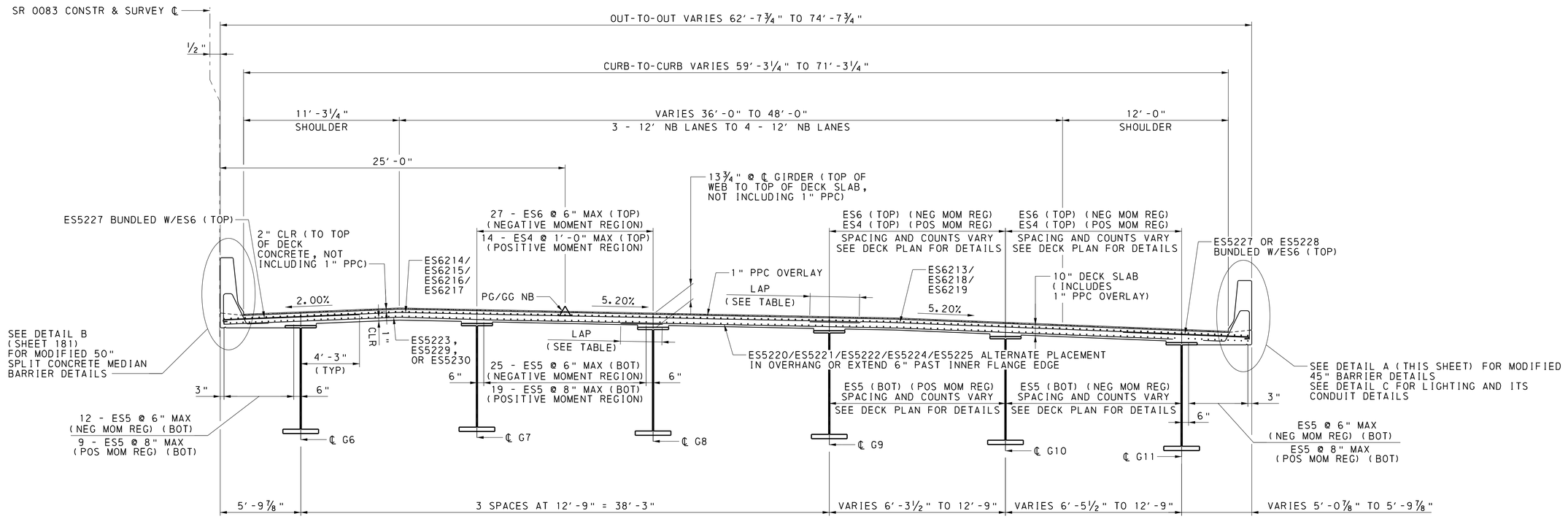
RECOMMENDED 2026.02.06

SHEET 181 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

Stantec
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713442\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_5_30_DKS.dgn



TYPICAL DECK SECTION - NORTHBOUND

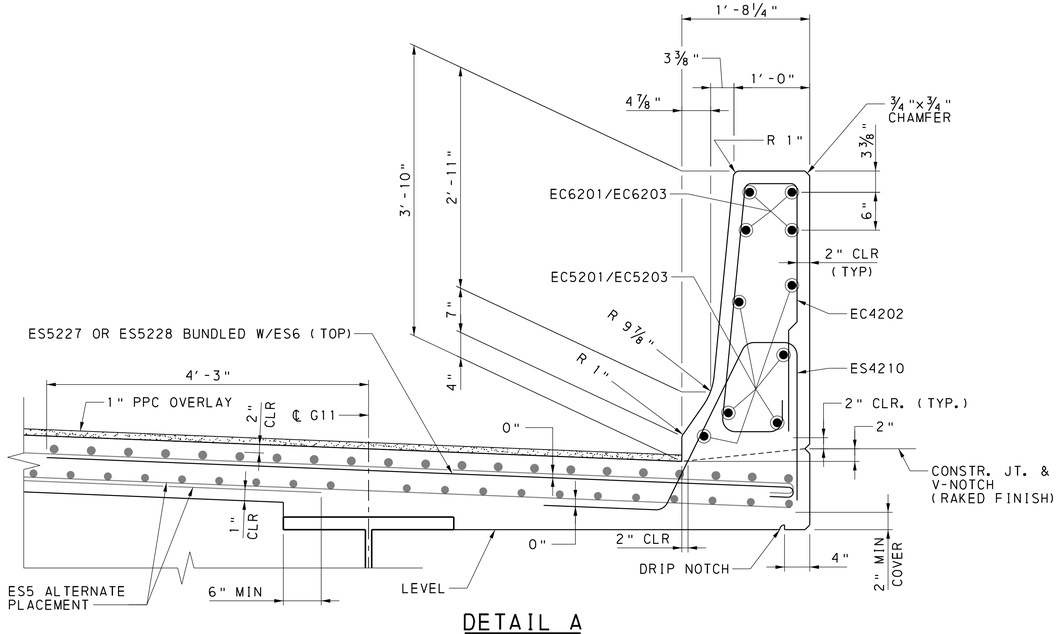
0 4 8 FEET

DECK SECTION FROM STA 338+19.98 TO 345+14.65

NOTE: LONGITUDINAL BARS LABELED AS ES4, ES5 AND ES6 ARE GIVEN FOR COUNT, SIZE AND SPACING INFORMATION. SEE DECK SLAB PLANS FOR BAR MARKS.

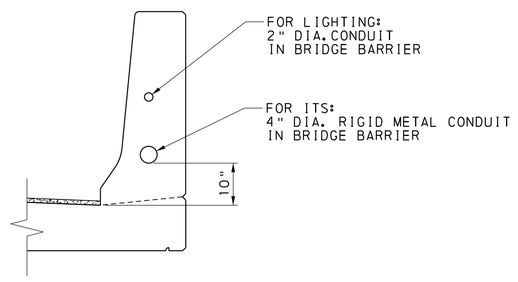
MINIMUM LAP SPLICE LENGTH †
DECK BARS (ES)
#4 = 2′-0"
#5 = 3′-0"
#6 = 3′-7"

† REQUIRED SPLICE LENGTH IS BASED ON THE LARGER OF THE BARS BEING SPLICED



DETAIL A

MODIFIED 45" F-SHAPE CONCRETE BARRIER
NOT TO SCALE



DETAIL C

NORTHBOUND MODIFIED 45" F-SHAPE CONCRETE BARRIER
LIMITS OF CONDUIT FOR LIGHTING
FROM STA 341+78.14 TO END OF BRIDGE
LIMITS OF CONDUIT FOR ITS INCLUDE THE ENTIRE LENGTH OF BRIDGE
REFER TO ITS AND HIGHWAY LIGHTING PLANS FOR ADDITIONAL INFORMATION
NOT TO SCALE

NOTES

1. FOR GENERAL NOTES, SEE SHEETS 6 - 8.
2. FOR REINFORCEMENT BAR SCHEDULES, SEE SHEETS 183 - 184.
3. FOR DECK SLAB PLANS, SEE SHEETS 170- 179.
4. FOR EXPANSION JOINT DETAILS, SEE SHEETS 185 - 186.
5. ALL REINFORCEMENT SPACINGS ARE MAXIMUM SPACING.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
NB TYPICAL DECK SECTION (2 OF 2)

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 182 OF 291

S-39605

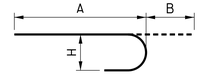
DES: MPR | DWG: KJR | CHK: ALS

Stantec 1/9/2026 WORKSPACE: DOT_2015 (SURVEY FEET) \\us0536-ppfss01\shared_projects\202713144 2\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_5_30_DKS.dgn

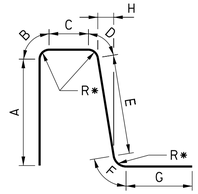
DOT_2015 1442_STR_Black_Color-249-254.tbl DOT_ANSI D_PDF.plt

REINFORCEMENT BAR SCHEDULE - NB DECK

MARK	SIZE	NO	LENGTH	TYPE	A	B	C	D	E	F	G	H	J	K	R	REMARKS
NB DECK REINFORCEMENT																
ES4201	4	130	39′-0"	STR												
ES4202	4	65	22′-6"	STR												
ES4203	4	65	26′-7"	STR												
ES4204	4	130	35′-6"	STR												
ES4205	4	195	34′-8"	STR												
ES4206	4	308	40′-0"	STR												
ES4207	4	154	22′-8"	STR												
ES4208	4	154	34′-0"	STR												
ES4210	4	3286	6′-5½"	72	1′-10"	4"	4"	2¾"	2′-0"	2¾"	1′-6"	10½"			2"	
ES5201	5	188	39′-0"	STR												
ES5202	5	124	31′-8"	STR												
ES5203	5	914	60′-0"	STR												
ES5204	5	124	41′-6"	STR												
ES5205	5	94	21′-5"	STR												
ES5206	5	418	44′-10"	STR												
ES5207	5	124	39′-8"	STR												
ES5208	5	94	26′-0"	STR												
ES5209	5	124	58′-8"	STR												
ES5210	5	271	50′-0"	STR												
ES5211	5	458	35′-4"	STR												
ES5212	5	342	32′-10"	STR												
ES5213	5	188	36′-0"	STR												
ES5214	5	598	44′-8"	STR												
ES5215	5	112	42′-0"	STR												
ES5216	5	147	35′-8"	STR												
ES5217	5	147	48′-8"	STR												
ES5218	5	224	35′-0"	STR												
ES5219	5	2022	40′-0"	STR												
ES5220	5	2022	19′-3"	STR												
ES5221	5	712	VARIES 22′-9" TO 34′-9"	STR												4 SETS OF 178 BARS, VARY EA SET BY 4′-0"
ES5222	5	805	22′-0"	STR												
ES5223	5	10	VARIES 53′-4" TO 38′-5"	STR												VARY 10 BARS BY EQUAL SPCING
ES5224	5	10	24′-0"	STR												
ES5225	5	35	VARIES 60′-0" TO 2′-3"	STR												VARY 35 BARS BY EQUAL SPCING
ES5226	5	248	38′-0"	STR												
ES5227	5	6273	10′-5"	17	9′-10"	7"						5"				
ES5228	5	878	9′-8"	17	9′-1"	7"						5"				
ES5229	5	712	40′-0"	STR												
ES5230	5	805	50′-0"	STR												
ES6201	6	387	33′-4"	STR												
ES6202	6	1084	60′-0"	STR												
ES6203	6	129	42′-10"	STR												
ES6204	6	435	45′-6"	STR												
ES6205	6	129	40′-10"	STR												
ES6206	6	129	51′-0"	STR												
ES6207	6	258	41′-0"	STR												
ES6208	6	266	43′-4"	STR												
ES6209	6	282	36′-0"	STR												
ES6210	6	153	50′-0"	STR												
ES6211	6	153	36′-4"	STR												
ES6212	6	153	49′-4"	STR												
ES6213	6	3539	40′-8"	17	40′-0"	8"						6"				
ES6214	6	2022	26′-5"	17	25′-9"	8"						6"				
ES6215	6	712	VARIES 29′-8" TO 40′-0"	17	VARY 29′-0" TO 40′-0"	8"						6"				4 SETS OF 178 BARS, VARY "A" IN EA SET BY 3′-8"
ES6216	6	805	38′-5"	17	37′-9"	8"						6"				
ES6217	6	10	VARIES 53′-4" TO 38′-5"	STR												VARY 10 BARS BY EQUAL SPCING
ES6218	6	10	24′-8"	17	24′-0"	8"						6"				
ES6219	6	35	VARIES 60′-8" TO 1′-11"	17	VARY 60′-0" TO 1′-3"	8"						6"				VARY 35 BARS: VARY "A" BY EQUAL SPCING



(17)



(72)

*INSIDE RADIUS

REINFORCEMENT BAR NOTES:

1. "E" IN BAR MARK INDICATES EPOXY COATED BARS.
2. ALL DIMENSIONS ARE OUT-TO-OUT OF BAR EXCEPT "A" AND "C" ON STANDARD 135° AND 180° HOOKS, AND "R" WHICH IS SHOWN TO THE INSIDE OF THE BAR.
3. FOR REINFORCEMENT BAR FABRICATION DETAILS, REFER TO STANDARD DRAWING BC-736M.
4. FIGURES IN CIRCLES SHOW BAR TYPES.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
NB DECK REINFORCEMENT (1 OF 2)

COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL — ALEXANDER LEE SCHMIDT — ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 183 OF 291

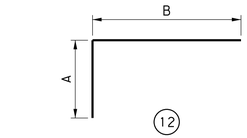
S-39605

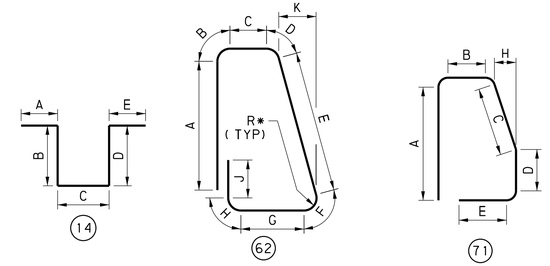
DES: KJR | DWG: KJR | CHK: ALS

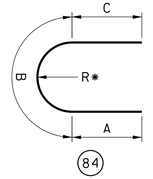
Stantec
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713144 2\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_5_10_DKP.dgn
DOT_2015
1442_STR_B lack_Color_249-254.tbl
DOT_ANSI D_PDF.plt

REINFORCEMENT BAR SCHEDULE - NB DECK

MARK	SIZE	NO	LENGTH	TYPE	A	B	C	D	E	F	G	H	J	K	R	REMARKS
NB BARRIER REINFORCEMENT																
EC4201	4	1639	9′-3¼″	62	3′-5½″	4″	2½″	3⅝″	3′-3¾″	4⅛″	6¾″	4″	5″	4⅛″		
EC4202	4	1631	8′-6″	62	3′-0½″	4″	3⅜″	3⅝″	2′-10¾″	4⅛″	6¾″	4″	5″	3⅜″		
EC4203	4	16	5′-9½″	71	1′-8″	4″	1′-11½″	10″	1′-0″			3⅜″				
EC5201	5	168	60′-0″	STR												
EC5202	5	224	60′-0″	STR												
EC5203	5	12	22′-0″	STR												
EC5204	5	16	25′-0″	STR												
EC6201	6	112	60′-0″	STR												
EC6202	6	112	60′-0″	STR												
EC6203	6	8	32′-0″	STR												
EC6204	6	8	36′-0″	STR												
NB HAUNCH REINFORCEMENT																
ES3201	3	4355	4′-7″	14	1′-0″	4½″	1′-10″	4½″	1′-0″							
ES3202	3	513	4′-6″	14	1′-0″	4″	1′-10″	4″	1′-0″							
ES3203	3	315	4′-5″	14	1′-0″	3½″	1′-10″	3½″	1′-0″							
ES3204	3	99	4′-10″	14	1′-0″	4″	2′-2″	4″	1′-0″							
ES3205	3	66	4′-11″	14	1′-0″	4½″	2′-2″	4½″	1′-0″							
ES3206	3	18	6′-6″	STR												BEND IN FIELD
ES3207	3	16	3′-6″	STR												BEND IN FIELD
ES3211	3	3318	4′-7″	14	1′-0″	5″	1′-10″	4″	1′-0″							
ES3212	3	812	4′-6″	14	1′-0″	4½″	1′-10″	3½″	1′-0″							
ES3213	3	462	4′-5″	14	1′-0″	4″	1′-10″	3″	1′-0″							
ES3214	3	99	4′-10″	14	1′-0″	4½″	2′-2″	3½″	1′-0″							
ES3215	3	66	4′-11″	14	1′-0″	5″	2′-2″	4″	1′-0″							
ES4212	4	468	40′-0″	STR												
ES4213	4	3	8′-9″	STR												
ES4214	4	2	9′-3″	STR												
NB EXPANSION JOINT REINFORCEMENT																
ES4217	4	185	7′-4″	12	1′-6″	5′-10″										
ES4218	4	276	5′-7″	84	2′-7″	5″	2′-7″								4″	
ES4219	4	276	2′-6″	12	1′-3″	1′-3″										
ES4220	4	165	5′-4″	12	1′-6″	3′-10″										
ES5231	5	184	6′-7″	24	2′-6″	1′-7″	2′-6″					1′-2″				
ES5233	5	24	32′-6″	STR												
ES5234	5	24	38′-6″	STR												
ES6221	6	14	32′-9″	STR												
ES6223	6	14	38′-9″	STR												







REINFORCEMENT BAR NOTES:

1. "E" IN BAR MARK INDICATES EPOXY COATED BARS.
2. ALL DIMENSIONS ARE OUT-TO-OUT OF BAR EXCEPT "A" AND "C" ON STANDARD 135° AND 180° HOOKS, AND "R" WHICH IS SHOWN TO THE INSIDE OF THE BAR.
3. FOR REINFORCEMENT BAR FABRICATION DETAILS, REFER TO STANDARD DRAWING BC-736M.
4. FIGURES IN CIRCLES SHOW BAR TYPES.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
NB DECK REINFORCEMENT (2 OF 2)

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
ALEXANDER LEE SCHMIDT
ENGINEER NO. PE088178

RECOMMENDED 2026.02.06

SHEET 184 OF 291

S-39605

DES: KJR | DWG: KJR | CHK: ALS

Stantec
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\ua0536-ppfss01\shared_projects\202713142\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_5_10_DKP.dgn
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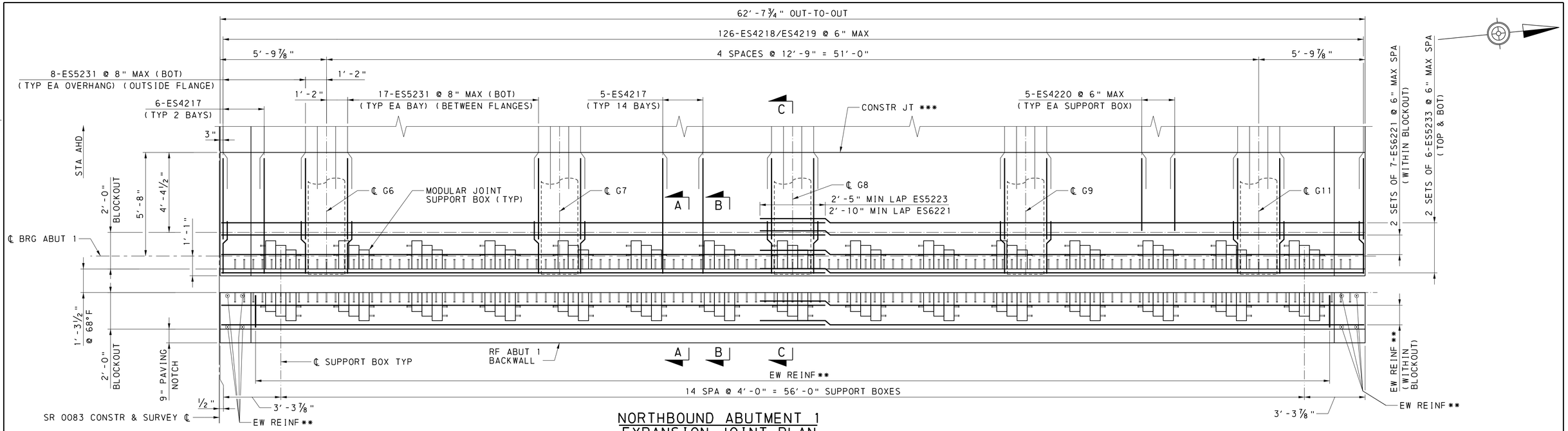
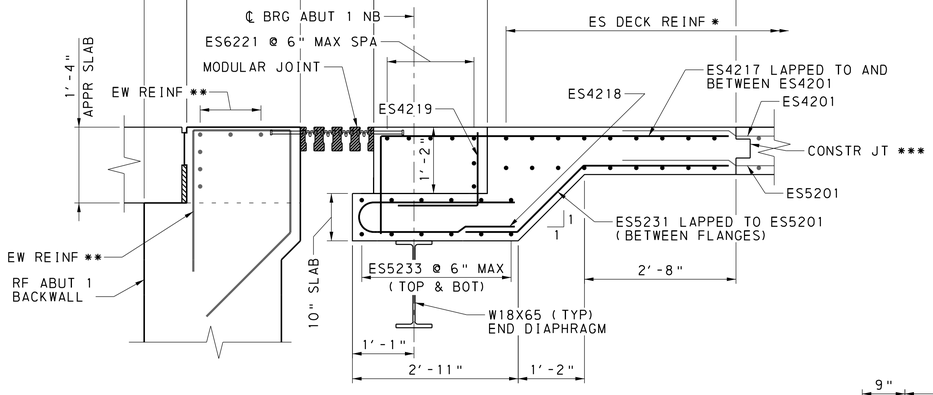
DOT_ANSI_D_PDF.plt

DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI D_PDF.plt



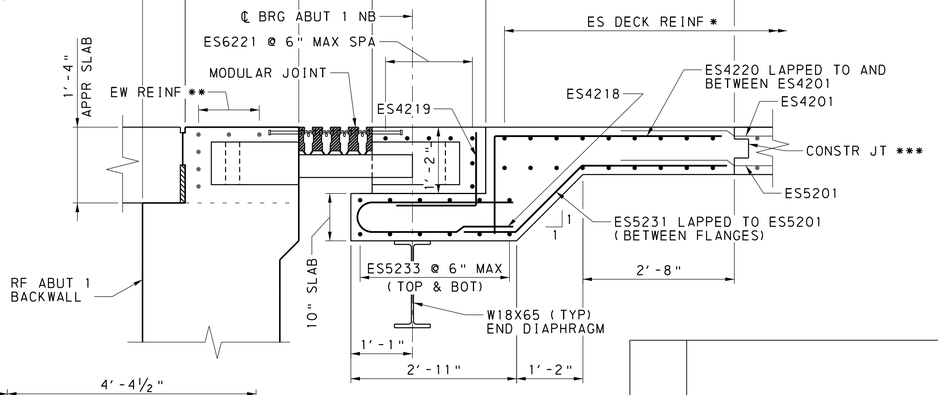
NORTHBOUND ABUTMENT 1 EXPANSION JOINT PLAN

0 2 4 FEET



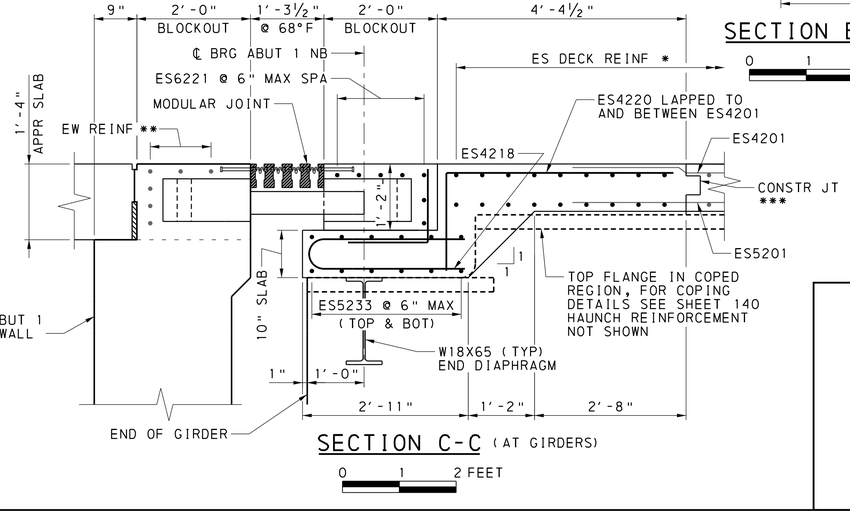
SECTION A-A (BETWEEN SUPPORT BOX)

0 1 2 FEET



SECTION B-B (AT SUPPORT BOX)

0 1 2 FEET



SECTION C-C (AT GIRDERS)

0 1 2 FEET

MODULAR JOINT INSTALLATION OPENING TABLE														
TEMPERATURE (°F)	-10	0	10	20	30	40	50	60	68	70	80	90	100	110
GAP OPENING (IN)	20.57	19.92	19.27	18.62	17.97	17.32	16.67	16.02	15.50	15.37	14.72	14.07	13.42	12.77

NOTE:

DETAILS SHOWN FOR DS BROWN STEELFLEX D-320 MODULAR JOINT ASSEMBLY. OTHER MODULAR JOINT ASSEMBLIES ARE PERMITTED. CONTRACTOR SHALL MODIFY DETAILS AS NEEDED FOR OTHER ASSEMBLIES AT NO COST TO THE DEPARTMENT.

* DECK REINFORCEMENT, SEE SHEET 170 FOR DETAILS

** ABUTMENT STEM REINFORCEMENT, SEE SHEETS 30 AND 34 FOR DETAILS.

*** PPC OVERLAY STARTS AT CONSTRUCTION JUNCTION, SEE DECK ELEVATIONS SHEET

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
NB EXPANSION JOINT DETAILS (1 OF 2)

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

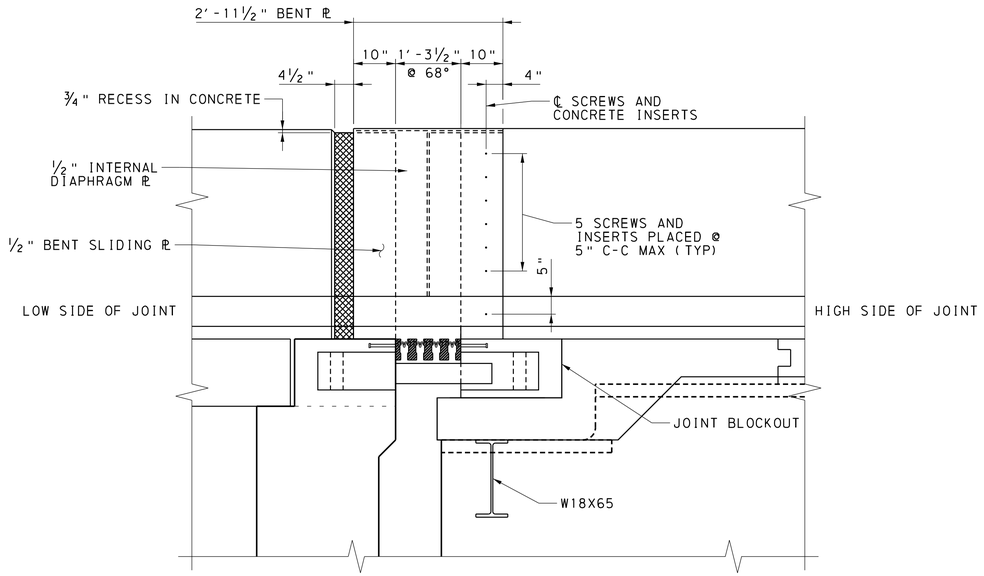
RECOMMENDED 2026.02.06

SHEET 185 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

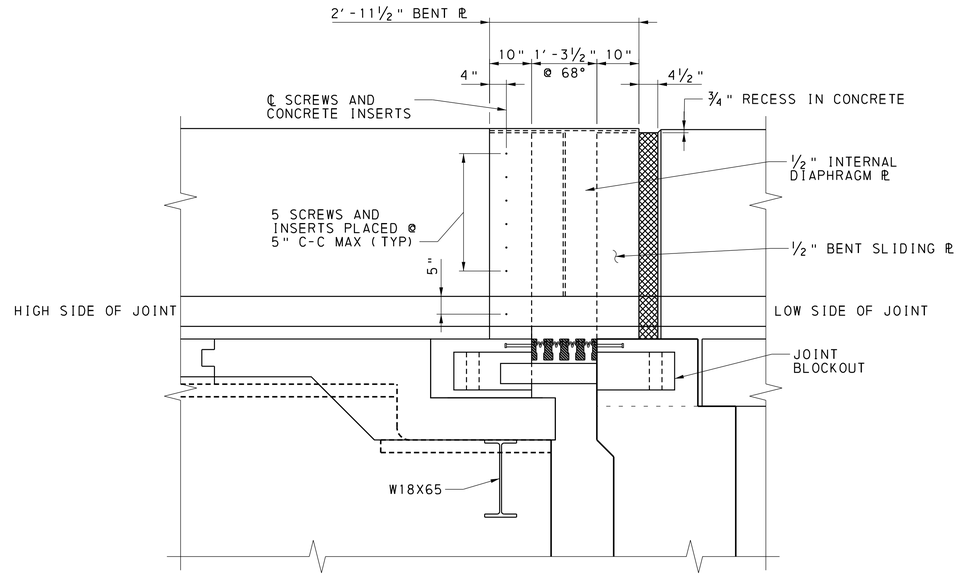
Stantec
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713142\1_100 Records\13_0 CADD\13_2 Structures\BR_1005\1442_1005_5_20_JNT.dgn



EXPANSION JOINT @ ABUTMENT 1

0 1 2 FEET

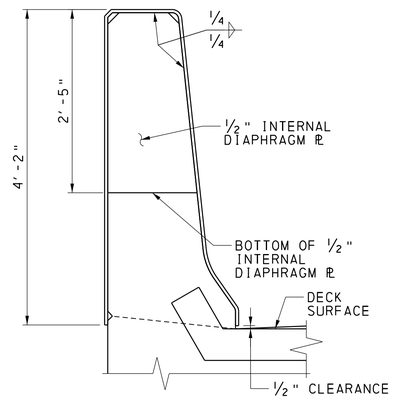
50" MEDIAN BARRIER SHOWN, 45" F-SHAPE BRIDGE BARRIER SIMILAR



EXPANSION JOINT @ ABUTMENT 2

0 1 2 FEET

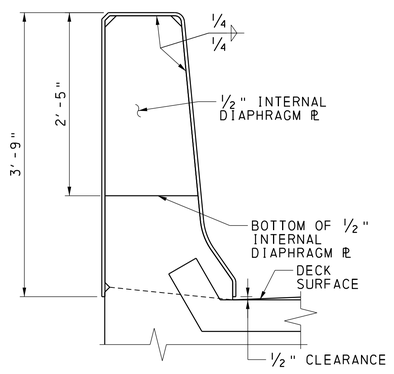
50" MEDIAN BARRIER SHOWN, 45" F-SHAPE BRIDGE BARRIER SIMILAR



SLIDING PLATE SECTION

0 1 2 FEET

(50" MEDIAN BARRIER)



SLIDING PLATE SECTION

0 1 2 FEET

(45" F-SHAPE BRIDGE BARRIER)

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
EXPANSION JOINT DETAILS

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088178

RECOMMENDED 2026.02.06

SHEET 187 OF 291

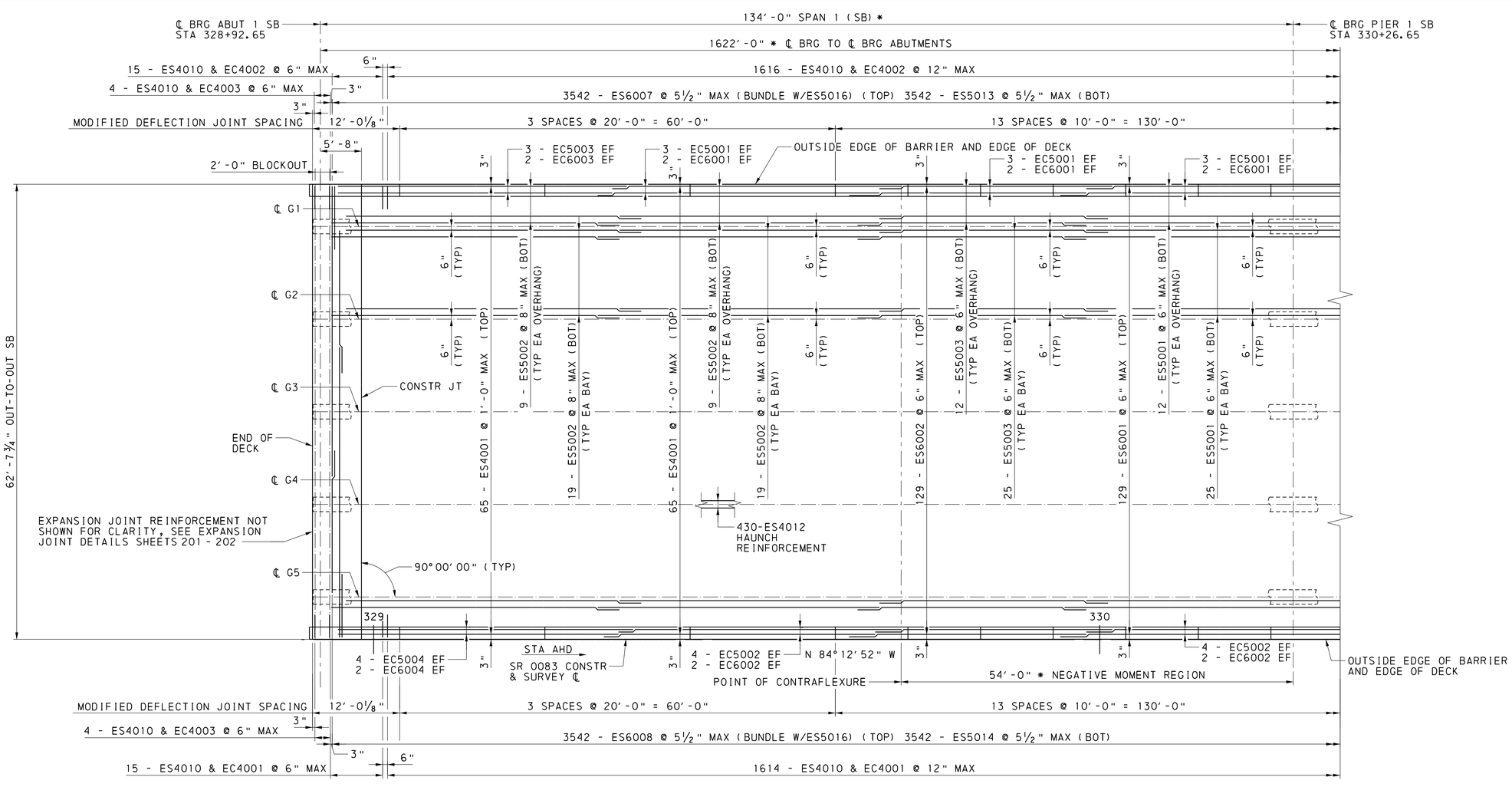
S-39605

DES: MPR | DWG: KJR | CHK: ALS

Stantec

1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\ua0536-ppfss01\shared_projects\202713144211-100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_5.20_JNT.dgn

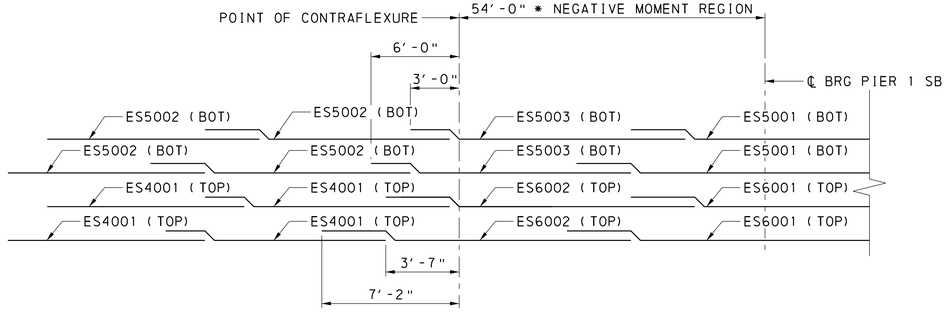
DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI D_PDF.plt



SOUTHBOUND DECK PLAN (1 OF 9)

0 8 16 FEET

* MEASURED ALONG SR 0083 CONSTR & SURVEY ℄ FROM INTERSECTION WITH ℄ BEARINGS



LONGITUDINAL REINFORCEMENT STAGGER DETAIL

NOT TO SCALE

NOTES:

1. FOR GIRDER ELEVATIONS, SEE SHEETS 139- 141.
2. FOR BARRIER DETAILS, SEE SHEETS 198 .
3. FOR DECK REINFORCEMENT, SEE SHEETS 199- 200.
4. FOR END OF DECK JOINT DETAILS, SEE SHEETS 201- 202.
5. SPACE #6 & #4 TOP BARS EVENLY BETWEEN GIRDER CENTERLINES
6. SPLICES CAN BE MADE BY CONTACT OR NONCONTACT LAPS.
7. FOR HAUNCH REINFORCEMENT DETAILS, SEE SHEET 180.
8. FOR CONSTRUCTION JOINT LOCATIONS, SEE SHEET 169.
9. PLACE TRANSVERSE BARS PERPENDICULAR TO THE CONSTRUCTION AND SURVEY ℄.

MINIMUM LAP SPLICE LENGTH †	
DECK BARS (ES)	BARRIER BARS (EC)
#4 = 2'-0"	
#5 = 3'-0"	#5 = 3'-7"
#6 = 3'-7"	#6 = 4'-4"

† REQUIRED SPLICE LENGTH IS BASED ON THE LARGER OF THE BARS BEING SPLICED

DES: MPR | DWG: KJR | CHK: ALS

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789

BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091

SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK

8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE

SOUTHBOUND DECK PLAN (1 OF 9)

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 188 OF 291

S-39605

DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI D_PDF.plt

1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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Stantec

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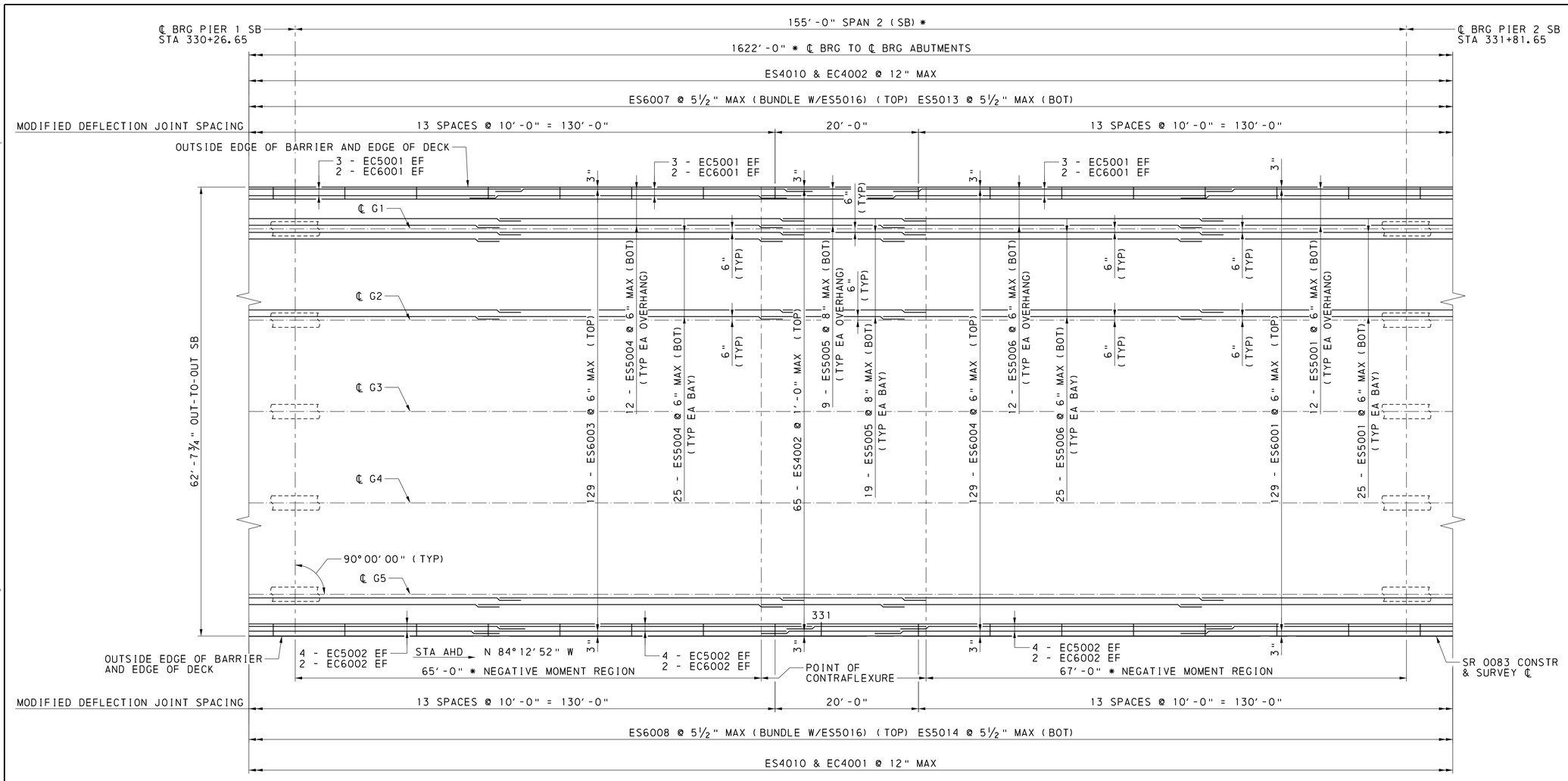
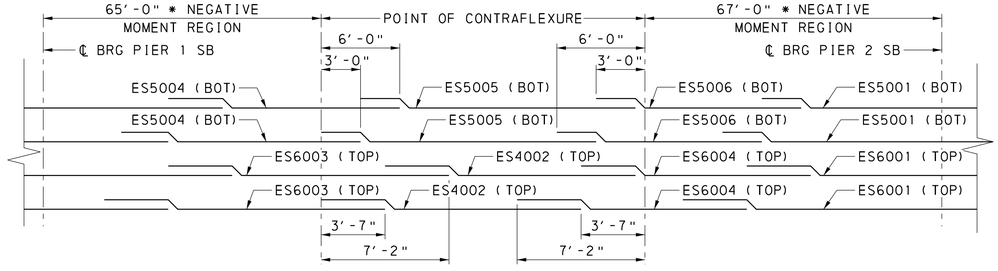


SOUTHBOUND DECK PLAN (2 OF 9)

0 8 16 FEET

* MEASURED ALONG SR 0083 CONSTR & SURVEY ℄
FROM INTERSECTION WITH ℄ BEARINGS



LONGITUDINAL REINFORCEMENT STAGGER DETAIL

NOT TO SCALE

NOTE

1. FOR SB DECK PLAN NOTES, SEE SHEET 188.

MINIMUM LAP SPLICE LENGTH †	
DECK BARS (ES)	BARRIER BARS (EC)
#4 = 2'-0"	
#5 = 3'-0"	#5 = 3'-7"
#6 = 3'-7"	#6 = 4'-4"

† REQUIRED SPLICE LENGTH IS BASED ON THE LARGER OF THE BARS BEING SPLICED

DES: MPR | DWG: KJR | CHK: ALS

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SOUTHBOUND DECK PLAN (2 OF 9)

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 189 OF 291

S-39605

Stantec
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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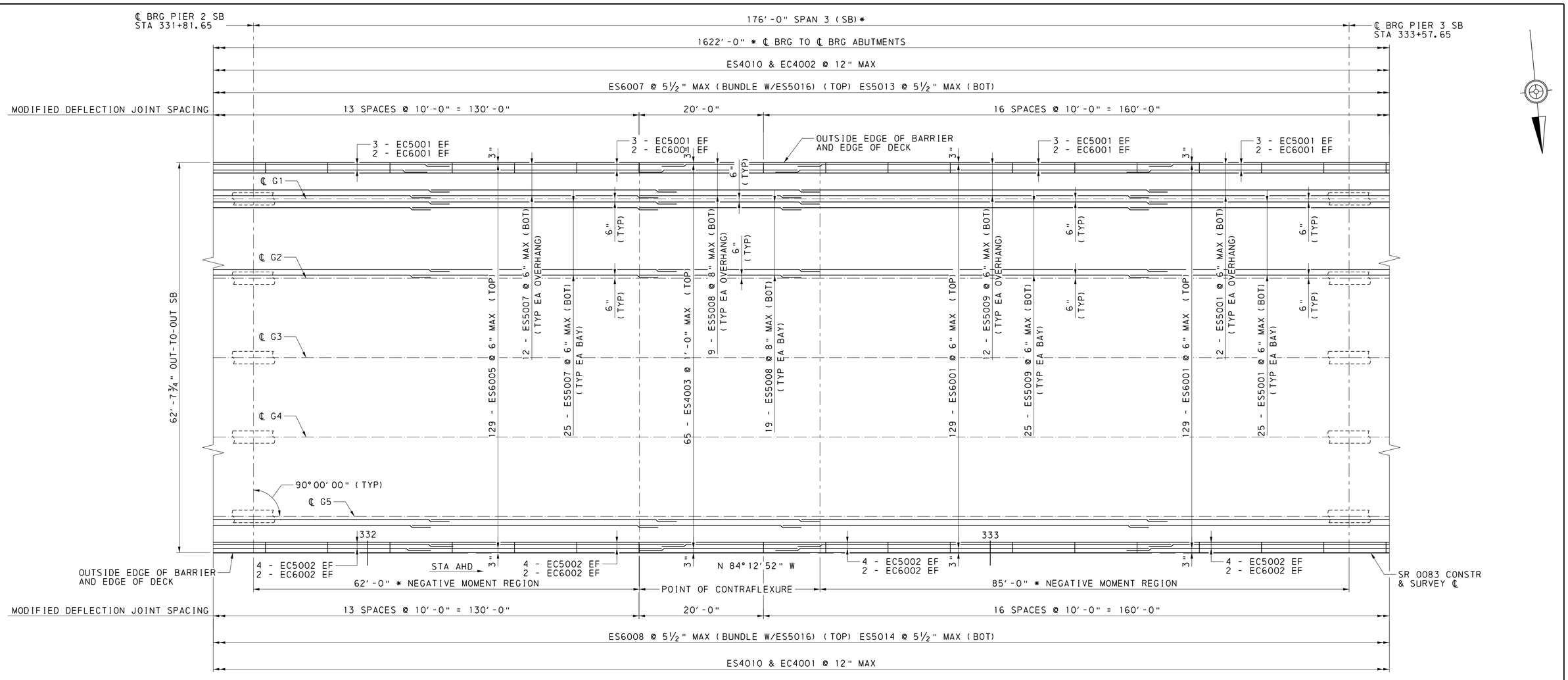
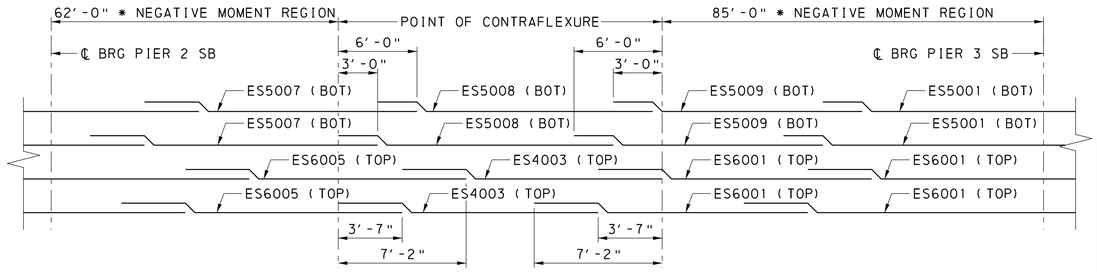


SOUTHBOUND DECK PLAN (3 OF 9)

0 8 16 FEET

* MEASURED ALONG SR 0083 CONSTR & SURVEY ℄ FROM INTERSECTION WITH ℄ BEARINGS



LONGITUDINAL REINFORCEMENT STAGGER DETAIL

NOT TO SCALE

NOTE

1. FOR SB DECK PLAN NOTES, SEE SHEET 188.

MINIMUM LAP SPLICE LENGTH †	
DECK BARS (ES)	BARRIER BARS (EC)
#4 = 2′-0"	
#5 = 3′-0"	#5 = 3′-7"
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† REQUIRED SPLICE LENGTH IS BASED ON THE LARGER OF THE BARS BEING SPLICED

DES: MPR | DWG: KJR | CHK: ALS

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SOUTHBOUND DECK PLAN (3 OF 9)

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 190 OF 291

S-39605

Stantec
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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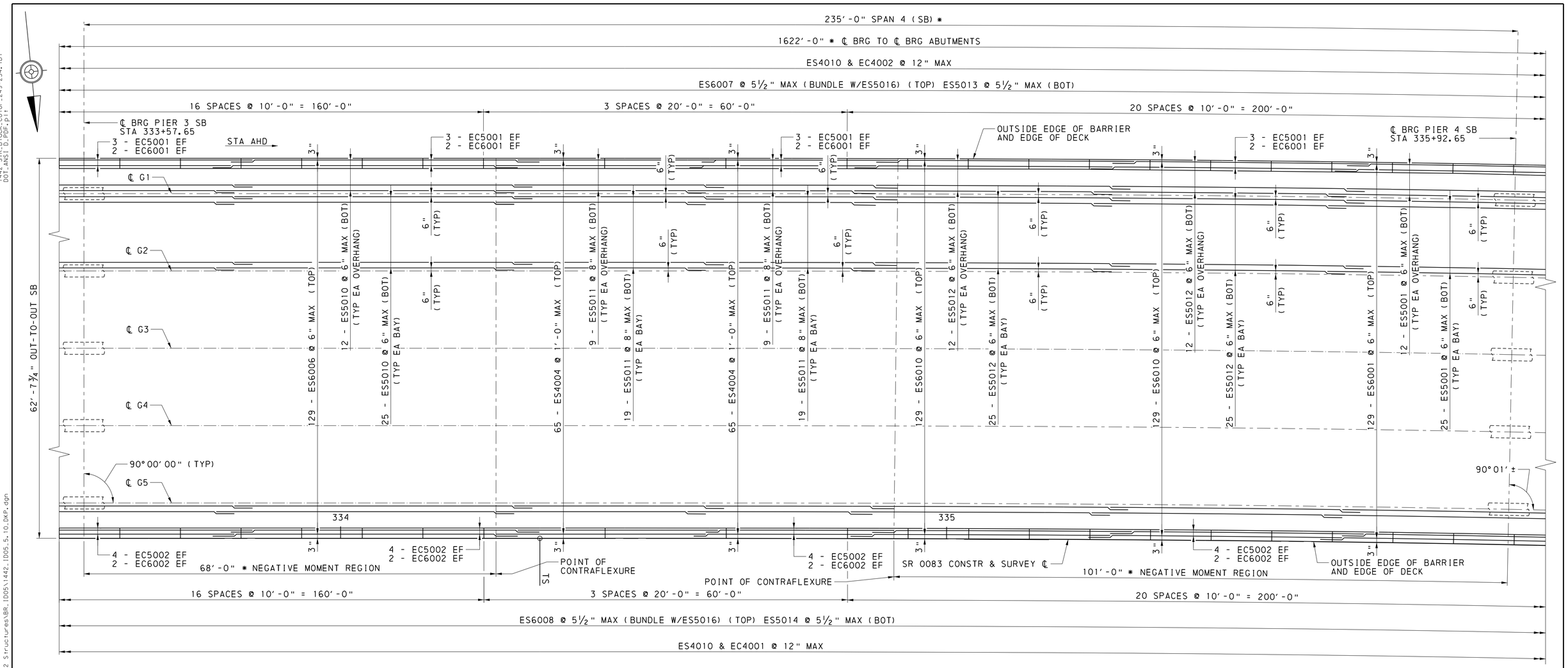
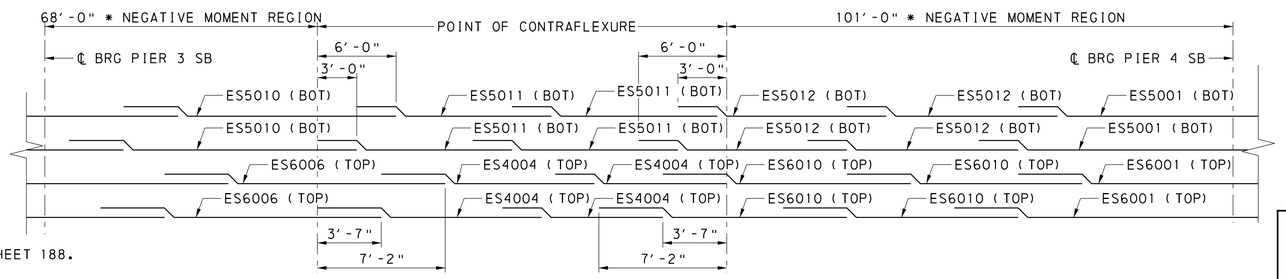


SOUTHBOUND DECK PLAN (4 OF 9)

0 8 16 FEET

* MEASURED ALONG SR 0083 CONSTR & SURVEY ℄
FROM INTERSECTION WITH ℄ BEARINGS



LONGITUDINAL REINFORCEMENT STAGGER DETAIL

NOT TO SCALE

NOTE

1. FOR SB DECK PLAN NOTES, SEE SHEET 188.

MINIMUM LAP SPLICE LENGTH †	
DECK BARS (ES)	BARRIER BARS (EC)
#4 = 2'-0"	
#5 = 3'-0"	#5 = 3'-7"
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† REQUIRED SPLICE LENGTH IS BASED ON
THE LARGER OF THE BARS BEING SPLICED

DES: MPR | DWG: KJR | CHK: ALS

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SOUTHBOUND DECK PLAN (4 OF 9)

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
ALEXANDER LEE SCHMIDT
ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 191 OF 291

S-39605

DOT_2015
1442_STR_Black_Color-249-254.tbl
DOT_ANSI D_PDF.plt
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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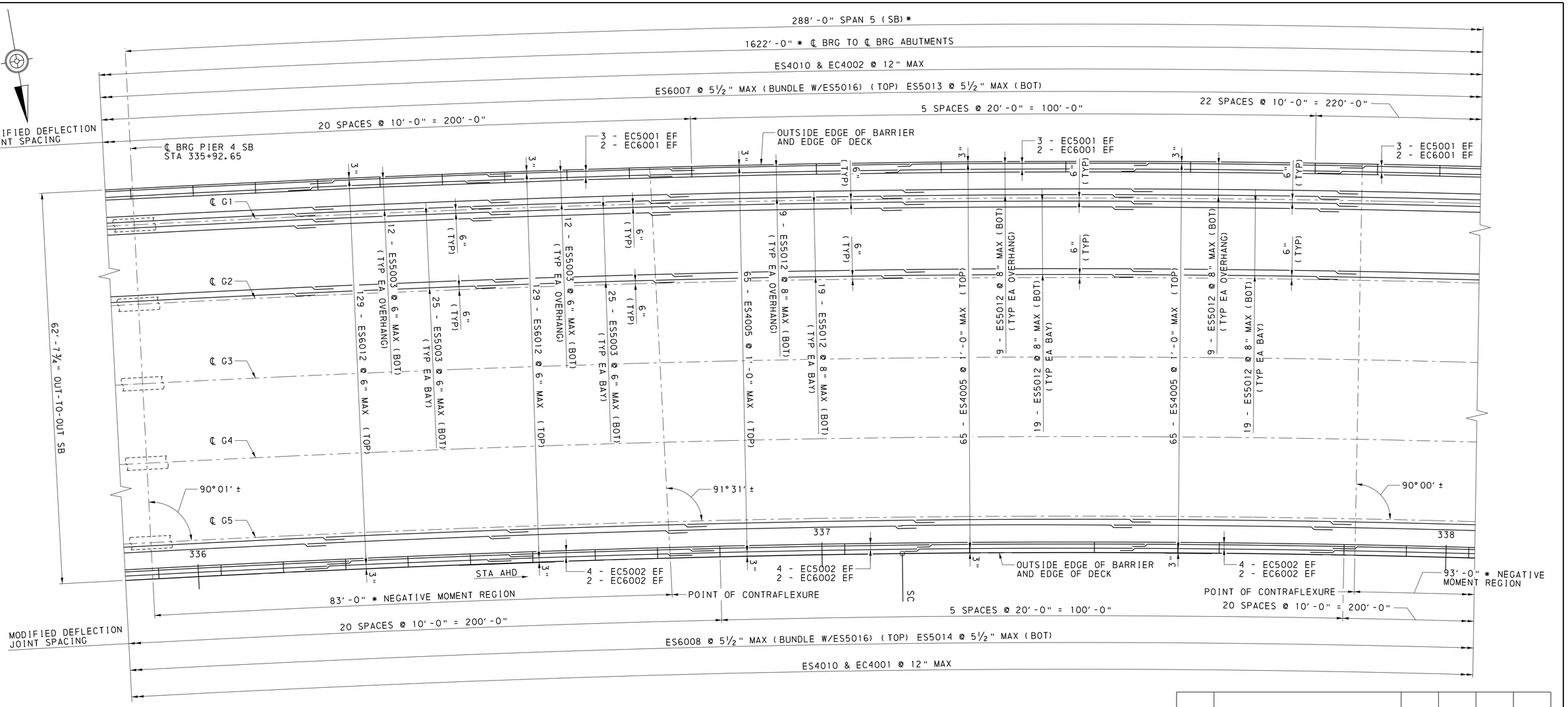
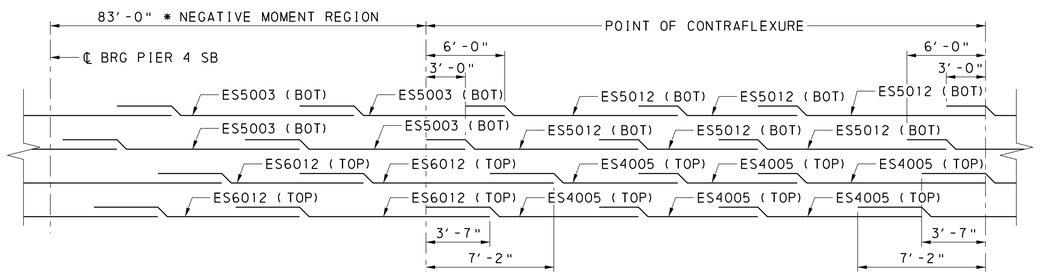
Stantec



SOUTHBOUND DECK PLAN (5 OF 9)

0 8 16 FEET

* MEASURED ALONG SR 0083 CONSTR & SURVEY ℄ FROM INTERSECTION WITH ℄ BEARINGS



LONGITUDINAL REINFORCEMENT STAGGER DETAIL

NOT TO SCALE

NOTE

1. FOR SB DECK PLAN NOTES, SEE SHEET 188.

MINIMUM LAP SPLICE LENGTH †	
DECK BARS (ES)	BARRIER BARS (EC)
#4 = 2'-0"	
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† REQUIRED SPLICE LENGTH IS BASED ON THE LARGER OF THE BARS BEING SPLICED

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789

BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091

SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK

8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE

SOUTHBOUND DECK PLAN (5 OF 9)

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 192 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

Stantec 1/9/2026 WORKSPACE: DOT_2015 (SURVEY FEET) \\us0536-ppfss01\shared_projects\202713442\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_5_10_DKP.dgn

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DOT_2015
1442_STR_Black_Color_249-254.tbl
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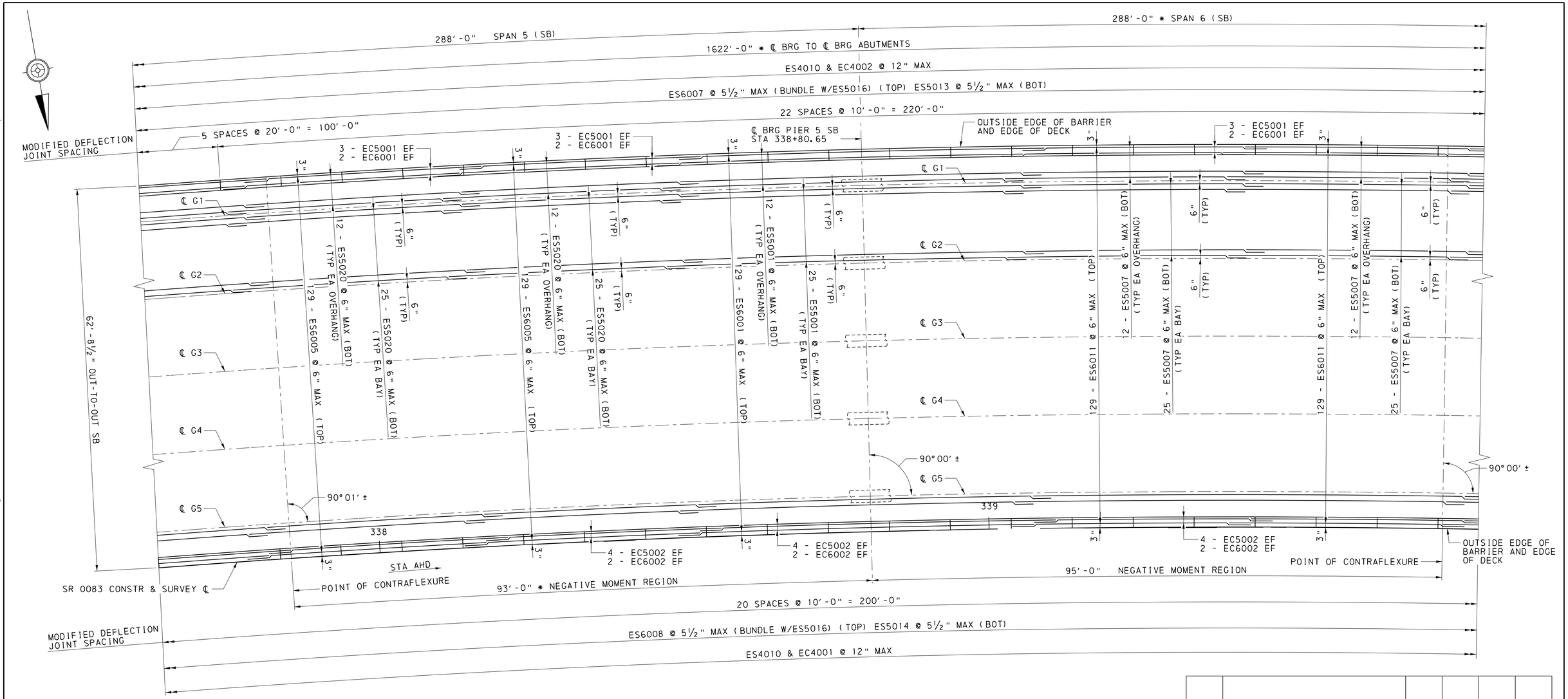


SOUTHBOUND DECK PLAN (6 OF 9)

0 8 16 FEET

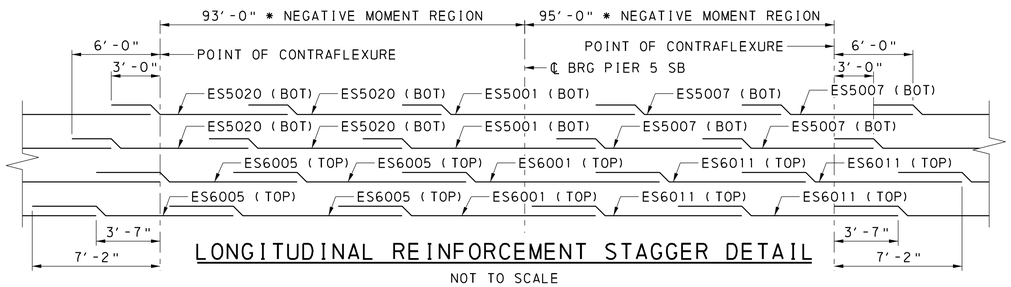
* MEASURED ALONG SR 0083 CONSTR & SURVEY ℄ FROM INTERSECTION WITH ℄ BEARINGS

NOTE

1. FOR SB DECK PLAN NOTES, SEE SHEET 188.

MINIMUM LAP SPLICE LENGTH †	
DECK BARS (ES)	BARRIER BARS (EC)
#4 = 2'-0"	
#5 = 3'-0"	#5 = 3'-7"
#6 = 3'-7"	#6 = 4'-4"

† REQUIRED SPLICE LENGTH IS BASED ON THE LARGER OF THE BARS BEING SPLICED



LONGITUDINAL REINFORCEMENT STAGGER DETAIL

NOT TO SCALE

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SOUTHBOUND DECK PLAN (6 OF 9)

COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL — ALEXANDER LEE SCHMIDT — ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 193 OF 291

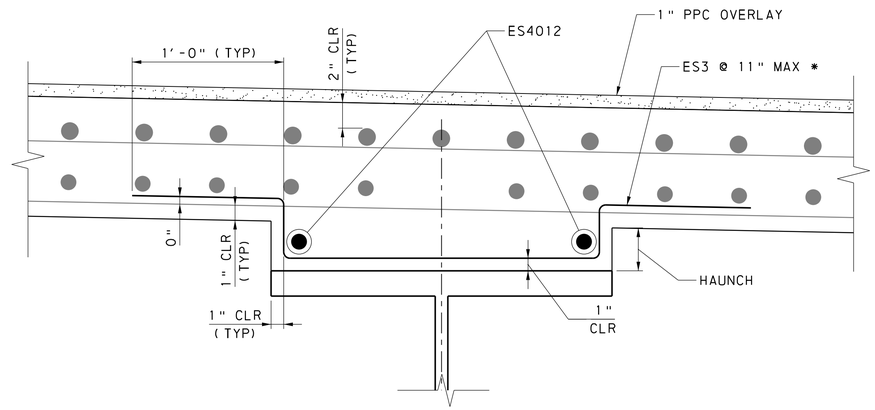
S-39605

Stantec 1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713442\1.100 Records\13.0 CADD\13.2 Structures\BR_I005\1442_I005_5_10_DKP.dgn

DES: MPR | DWG: KJR | CHK: ALS

HAUNCH REINFORCEMENT TYPE AND LOCATION							
LOCATION		STATION	GIRDER 1	GIRDER 2	GIRDER 3	GIRDER 4	GIRDER 5
SPAN 1	0.00	328+93	ES3001	ES3001	ES3001	ES3001	ES3001
	0.10	329+06	ES3001	ES3001	ES3001	ES3001	ES3001
	0.20	329+19	ES3001	ES3001	ES3001	ES3001	ES3001
	0.30	329+33	ES3001	ES3001	ES3001	ES3001	ES3001
	0.40	329+46	ES3001	ES3001	ES3001	ES3001	ES3001
	0.50	329+60	ES3001	ES3001	ES3001	ES3001	ES3001
	0.60	329+73	ES3001	ES3001	ES3001	ES3001	ES3001
	0.70	329+86	ES3001	ES3001	ES3001	ES3001	ES3001
	0.80	330+00	ES3001	ES3001	ES3001	ES3001	ES3001
	0.90	330+13	ES3001	ES3001	ES3001	ES3001	ES3001
SPAN 2	0.00	330+27	ES3001	ES3001	ES3001	ES3001	ES3001
	0.10	330+42	ES3001	ES3001	ES3001	ES3001	ES3001
	0.20	330+58	ES3001	ES3001	ES3001	ES3001	ES3001
	0.30	330+73	ES3001	ES3001	ES3001	ES3001	ES3001
	0.40	330+89	ES3001	ES3001	ES3001	ES3001	ES3001
	0.50	331+04	ES3001	ES3001	ES3001	ES3001	ES3001
	0.60	331+20	ES3001	ES3001	ES3001	ES3001	ES3001
	0.70	331+35	ES3001	ES3001	ES3001	ES3001	ES3001
	0.80	331+51	ES3001	ES3001	ES3001	ES3001	ES3001
	0.90	331+66	ES3001	ES3001	ES3001	ES3001	ES3001
SPAN 3	0.00	331+82	ES3001	ES3001	ES3001	ES3001	ES3001
	0.10	331+99	ES3001	ES3001	ES3001	ES3001	ES3001
	0.20	332+17	ES3001	ES3001	ES3001	ES3001	ES3001
	0.30	332+34	ES3001	ES3001	ES3001	ES3001	ES3001
	0.40	332+52	ES3001	ES3001	ES3001	ES3001	ES3001
	0.50	332+70	ES3001	ES3001	ES3001	ES3001	ES3001
	0.60	332+87	ES3001	ES3001	ES3001	ES3001	ES3001
	0.70	333+05	ES3001	ES3001	ES3001	ES3001	ES3001
	0.80	333+22	ES3001	ES3001	ES3001	ES3001	ES3001
	0.90	333+40	ES3001	ES3001	ES3001	ES3001	ES3001
SPAN 4	0.00	333+58	ES3001	ES3001	ES3001	ES3001	ES3001
	0.10	333+81	ES3001	ES3001	ES3001	ES3001	ES3001
	0.20	334+05	ES3001	ES3001	ES3001	ES3001	ES3001
	0.30	334+28	ES3001	ES3001	ES3001	ES3001	ES3001
	0.40	334+52	ES3001	ES3001	ES3001	ES3001	ES3001
	0.50	334+75	ES3001	ES3001	ES3001	ES3001	ES3001
	0.60	334+99	ES3001	ES3001	ES3001	ES3001	ES3001
	0.70	335+22	ES3001	ES3001	ES3001	ES3001	ES3001
	0.80	335+45	ES3002	ES3002	ES3002	ES3002	ES3002
	0.90	335+69	ES3003	ES3002	ES3002	ES3002	ES3003

HAUNCH REINFORCEMENT TYPE AND LOCATION							
LOCATION		STATION	GIRDER 1	GIRDER 2	GIRDER 3	GIRDER 4	GIRDER 5
SPAN 5	0.00	335+92	ES3003	ES3002	ES3002	ES3002	ES3003
	0.10	336+21	ES3003	ES3002	ES3002	ES3002	ES3003
	0.20	336+50	ES3001	ES3002	ES3002	ES3002	ES3002
	0.30	336+79	ES3001	ES3011	ES3011	ES3011	ES3011
	0.40	337+08	ES3001	ES3011	ES3011	ES3011	ES3011
	0.50	337+37	ES3001	ES3011	ES3011	ES3011	ES3011
	0.60	337+66	ES3001	ES3011	ES3011	ES3011	ES3011
	0.70	337+94	ES3001	ES3011	ES3011	ES3011	ES3011
	0.80	338+23	ES3005	ES3012	ES3012	ES3012	ES3015
	0.90	338+52	ES3004	ES3013	ES3013	ES3013	ES3014
SPAN 6	0.00	338+81	ES3004	ES3013	ES3013	ES3013	ES3014
	0.10	339+09	ES3004	ES3013	ES3013	ES3013	ES3014
	0.20	339+37	ES3005	ES3011	ES3011	ES3011	ES3015
	0.30	339+66	ES3001	ES3011	ES3011	ES3011	ES3011
	0.40	339+94	ES3001	ES3011	ES3011	ES3011	ES3011
	0.50	340+23	ES3001	ES3011	ES3011	ES3011	ES3011
	0.60	340+51	ES3001	ES3011	ES3011	ES3011	ES3011
	0.70	340+80	ES3001	ES3011	ES3011	ES3011	ES3011
	0.80	341+08	ES3001	ES3011	ES3011	ES3011	ES3011
	0.90	341+36	ES3003	ES3012	ES3012	ES3012	ES3013
SPAN 7	0.00	341+65	ES3003	ES3012	ES3012	ES3012	ES3013
	0.10	341+86	ES3003	ES3012	ES3012	ES3012	ES3013
	0.20	342+06	ES3003	ES3012	ES3012	ES3012	ES3013
	0.30	342+27	ES3003	ES3012	ES3012	ES3012	ES3013
	0.40	342+48	ES3001	ES3011	ES3011	ES3011	ES3011
	0.50	342+68	ES3001	ES3011	ES3011	ES3011	ES3011
	0.60	342+89	ES3001	ES3011	ES3011	ES3011	ES3011
	0.70	343+10	ES3001	ES3011	ES3011	ES3011	ES3011
	0.80	343+31	ES3001	ES3011	ES3011	ES3011	ES3011
	0.90	343+51	ES3001	ES3011	ES3011	ES3011	ES3011
SPAN 8	0.00	343+72	ES3001	ES3011	ES3011	ES3011	ES3011
	0.10	343+85	ES3001	ES3011	ES3011	ES3011	ES3011
	0.20	344+19	ES3001	ES3011	ES3011	ES3011	ES3011
	0.30	344+12	ES3001	ES3011	ES3011	ES3011	ES3011
	0.40	344+26	ES3001	ES3011	ES3011	ES3011	ES3011
	0.50	344+39	ES3001	ES3011	ES3011	ES3011	ES3011
	0.60	344+52	ES3001	ES3011	ES3011	ES3011	ES3011
	0.70	344+66	ES3001	ES3011	ES3011	ES3011	ES3011
	0.80	344+79	ES3001	ES3011	ES3011	ES3011	ES3011
	0.90	344+93	ES3001	ES3011	ES3011	ES3011	ES3011
	1.00	345+06	ES3001	ES3011	ES3011	ES3011	ES3011



HAUNCH REINFORCEMENT DETAIL

NOT TO SCALE
* SEE TABLE FOR LOCATIONS OF HAUNCH REINFORCEMENT

NOTES:

1. FOR GENERAL NOTES, SEE SHEETS 6 - 8.
2. FOR REINFORCEMENT BAR SCHEDULE AND TOTAL HAUNCH BAR QUANTITIES, SEE SHEETS **199 - 200.**
3. FOR DECK SLAB PLANS, SEE SHEETS **188** THRU **196.**
4. FOR EXPANSION JOINT DETAILS, SEE SHEETS **201** THRU **202.**
5. THE HAUNCH REINFORCEMENT QUANTITY SHOWN ON THE DECK REINFORCEMENT BAR SCHEDULE PROVIDES THE AMOUNT NECESSARY TO COVER THE LIMITS SHOWN ON THIS SHEET. PROVIDE HAUNCH REINFORCEMENT IN ALL REGIONS ALONG THE LENGTH OF THE GIRDERS WHERE ACTUAL HAUNCH EXCEEDS THE THICKNESS SPECIFIED IN BC-752M.
6. ADJUST HAUNCH REINFORCEMENT BARS TO CLEAR SHEAR STUDS AS NECESSARY.
7. TABLE 10TH POINT STATIONS ARE APPROXIMATE AND ACTUALLY ARE AN AVERAGE ACROSS ALL GIRDERS. THESE STATIONS ARE PROVIDED TO HELP THE CONTRACTOR LOCATE PLACEMENT OF THE DIFFERENT ES3 REBARS. PLACE HAUNCH REINFORCEMENT PER THE DETAIL ON THIS SHEET.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SB HAUNCH DETAILS

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
ALEXANDER LEE SCHMIDT
ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 197 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

Stantec

DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI D_PDF.plt

1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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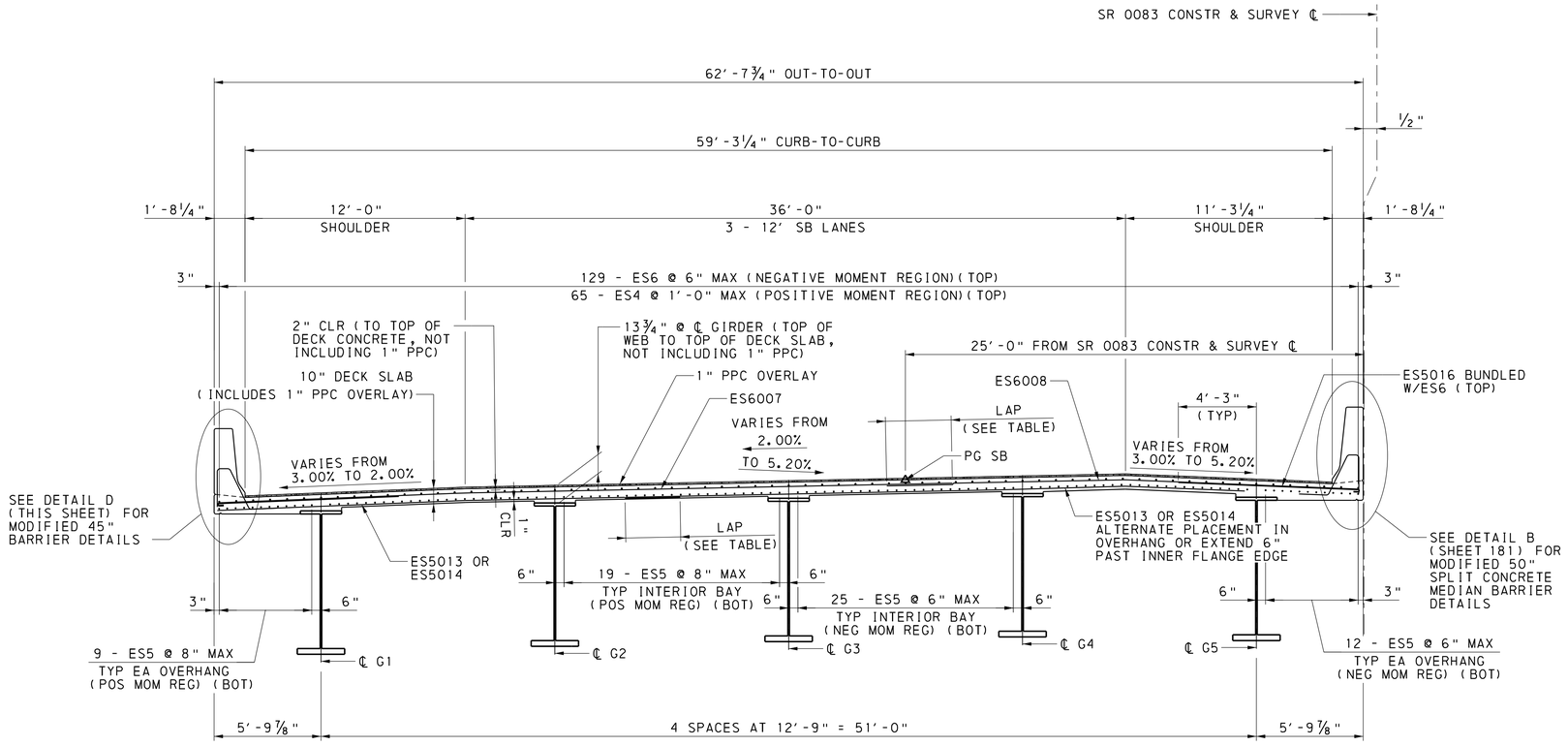
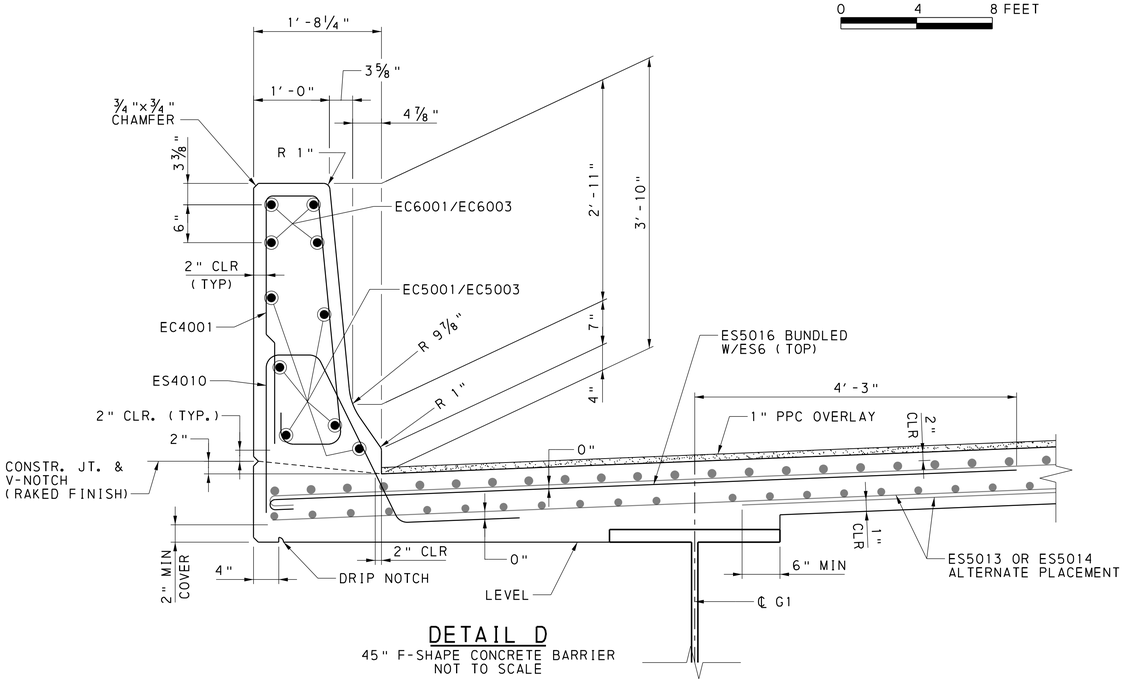


TYPICAL DECK SECTION - SOUTHBOUND

0 4 8 FEET

NOTE: LONGITUDINAL BARS LABELED AS ES4, ES5 AND ES6 ARE GIVEN FOR COUNT, SIZE AND SPACING INFORMATION. SEE DECK SLAB PLANS FOR BAR MARKS.



DETAIL D

45" F-SHAPE CONCRETE BARRIER
NOT TO SCALE

MINIMUM LAP SPLICE LENGTH †
DECK BARS (ES)
#4 = 2′-0"
#5 = 3′-0"
#6 = 3′-7"

† REQUIRED SPLICE LENGTH IS BASED ON THE LARGER OF THE BARS BEING SPLICED

NOTES

1. FOR GENERAL NOTES, SEE SHEETS 6 - 8.
2. FOR REINFORCEMENT BAR SCHEDULE, SEE SHEETS 199 - 200.
3. FOR DECK SLAB PLANS, SEE SHEETS 188 - 196.
4. FOR EXPANSION JOINT DETAILS, SEE SHEETS 201 - 202.
5. ALL REINFORCEMENT SPACINGS ARE MAXIMUM SPACING.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091

SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK

8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE

SOUTHBOUND TYPICAL DECK SECTION

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER PE081878

RECOMMENDED 2026.02.06

SHEET 198 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

Stantec

DOT_2015_1442_STR_Black_Color_249-254.tbl
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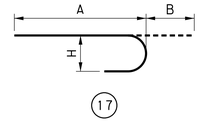
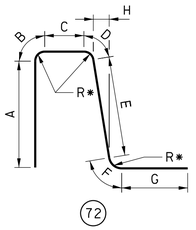
REINFORCEMENT BAR SCHEDULE - SB DECK

MARK	SIZE	NO	LENGTH	TYPE	A	B	C	D	E	F	G	H	J	K	R	REMARKS
SB DECK REINFORCEMENT																
ES4001	4	195	40'-0"	STR												
ES4002	4	65	19'-6"	STR												
ES4003	4	65	26'-0"	STR												
ES4004	4	260	33'-0"	STR												
ES4005	4	195	38'-0"	STR												
ES4006	4	260	32'-0"	STR												
ES4010	4	3308	6'-5½"	72	1'-10"	4"	4"	2¾"	2'-0"	2¾"	1'-6"	10½"			2"	
ES5001	5	868	60'-0"	STR												
ES5002	5	188	40'-6"	STR												
ES5003	5	560	32'-0"	STR												
ES5004	5	406	43'-0"	STR												
ES5005	5	94	20'-6"	STR												
ES5006	5	372	45'-0"	STR												
ES5007	5	466	40'-0"	STR												
ES5008	5	94	26'-6"	STR												
ES5009	5	124	59'-0"	STR												
ES5010	5	124	49'-6"	STR												
ES5011	5	188	33'-6"	STR												
ES5012	5	530	42'-0"	STR												
ES5013	5	3542	40'-0"	STR												
ES5014	5	3542	19'-1"	STR												
ES5015	5	37	VARIES 2'-3" TO 60'-0"	STR												VARY 37 BARS BY EQUAL SPACING
ES5016	5	7121	10'-5"	17	9'-10"	7"						5"				
ES5017	5	124	52'-0"	STR												
ES5018	5	124	35'-0"	STR												
ES5019	5	124	50'-6"	STR												
ES5020	5	248	36'-6"	STR												
ES6001	6	1161	60'-0"	STR												
ES6002	6	129	32'-6"	STR												
ES6003	6	387	44'-6"	STR												
ES6004	6	129	48'-0"	STR												
ES6005	6	387	40'-0"	STR												
ES6006	6	258	52'-0"	STR												
ES6007	6	3542	40'-8"	17	40'-0"	8"						6"				
ES6008	6	3542	26'-5"	17	25'-9"	8"						6"				
ES6009	6	37	VARIES 60'-8" TO 1'-11"	17	VARY 60'-0" TO 1'-3"	8"						6"				VARY 37 BARS: VARY "A" BY EQUAL SPACING
ES6010	6	258	42'-6"	STR												
ES6011	6	258	41'-0"	STR												
ES6012	6	258	33'-0"	STR												
ES6013	6	129	35'-0"	STR												





*INSIDE RADIUS

REINFORCEMENT BAR NOTES:

1. "E" IN BAR MARK INDICATES EPOXY COATED BARS.
2. ALL DIMENSIONS ARE OUT-TO-OUT OF BAR EXCEPT "A" AND "C" ON STANDARD 135° AND 180° HOOKS, AND "R" WHICH IS SHOWN TO THE INSIDE OF THE BAR.
3. FOR REINFORCEMENT BAR FABRICATION DETAILS, REFER TO STANDARD DRAWING BC-736M.
4. FIGURES IN CIRCLES SHOW BAR TYPES.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SB DECK REINFORCEMENT (1 OF 2)

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
ALEXANDER LEE SCHMIDT
ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 199 OF 291

S-39605

DES: KJR | DWG: KJR | CHK: ALS

Stantec
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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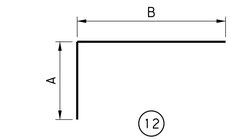
REINFORCEMENT BAR SCHEDULE - SB DECK

MARK	SIZE	NO	LENGTH	TYPE	A	B	C	D	E	F	G	H	J	K	R	REMARKS
SB BARRIER REINFORCEMENT																
EC4001	4	1647	9′-3¼"	62	3′-5½"	4"	2½"	3⅝"	3′-3¾"	4⅛"	6¾"	4"	5"	4⅛"		
EC4002	4	1645	8′-6⅛"	62	3′-0½"	4"	3⅜"	3⅝"	2′-10¾"	4⅛"	6¾"	4"	5"	3⅜"		
EC4003	4	16	5′-9½"	71	1′-8"	4"	1′-11½"	10"	1′-0"			3⅜"				
EC5001	5	168	60′-0"	STR												
EC5002	5	224	60′-0"	STR												
EC5003	5	12	30′-0"	STR												
EC5004	5	16	25′-0"	STR												
EC6001	6	112	60′-0"	STR												
EC6002	6	112	60′-0"	STR												
EC6003	6	8	40′-0"	STR												
EC6004	6	8	35′-0"	STR												
SB HAUNCH REINFORCEMENT																
ES3001	3	4355	4′-7"	14	1′-0"	4½"	1′-10"	4½"	1′-0"							
ES3002	3	513	4′-6"	14	1′-0"	4"	1′-10"	4"	1′-0"							
ES3003	3	315	4′-5"	14	1′-0"	3½"	1′-10"	3½"	1′-0"							
ES3004	3	99	4′-10"	14	1′-0"	4"	2′-2"	4"	1′-0"							
ES3005	3	66	4′-11"	14	1′-0"	4½"	2′-2"	4½"	1′-0"							
ES3011	3	2753	4′-7"	14	1′-0"	5"	1′-10"	4"	1′-0"							
ES3012	3	487	4′-6"	14	1′-0"	4½"	1′-10"	3½"	1′-0"							
ES3013	3	426	4′-5"	14	1′-0"	4"	1′-10"	3"	1′-0"							
ES3014	3	99	4′-10"	14	1′-0"	4½"	2′-2"	3½"	1′-0"							
ES3015	3	66	4′-11"	14	1′-0"	5"	2′-2"	4"	1′-0"							
ES4012	4	430	40′-0"	STR												
SB EXPANSION JOINT REINFORCEMENT																
ES4013	4	142	7′-4"	12	1′-6"	5′-10"										
ES4014	4	142	5′-7"	84	2′-7"	5"	2′-7"								4"	
ES4015	4	142	2′-6"	12	1′-3"	1′-3"										
ES4020	4	150	5′-4"	12	1′-6"	3′-10"										
ES5021	5	196	6′-7"	24	2′-6"	1′-7"	2′-6"					1′-2"				
ES5023	5	48	32′-6"	STR												
ES6015	6	28	32′-9"	STR												



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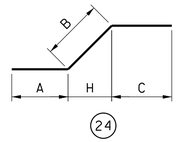

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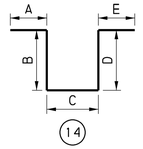

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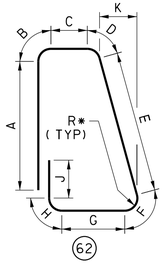

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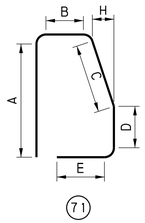

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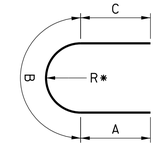

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*INSIDE RADIUS

REINFORCEMENT BAR NOTES:

1. "E" IN BAR MARK INDICATES EPOXY COATED BARS.
2. ALL DIMENSIONS ARE OUT-TO-OUT OF BAR EXCEPT "A" AND "C" ON STANDARD 135° AND 180° HOOKS, AND "R" WHICH IS SHOWN TO THE INSIDE OF THE BAR.
3. FOR REINFORCEMENT BAR FABRICATION DETAILS, REFER TO STANDARD DRAWING BC-736M.
4. FIGURES IN CIRCLES SHOW BAR TYPES.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SB DECK REINFORCEMENT (2 OF 2)

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
ALEXANDER LEE SCHMIDT
ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 200 OF 291

S-39605

DES: KJR | DWG: KJR | CHK: ALS

Stantec

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1/9/2026
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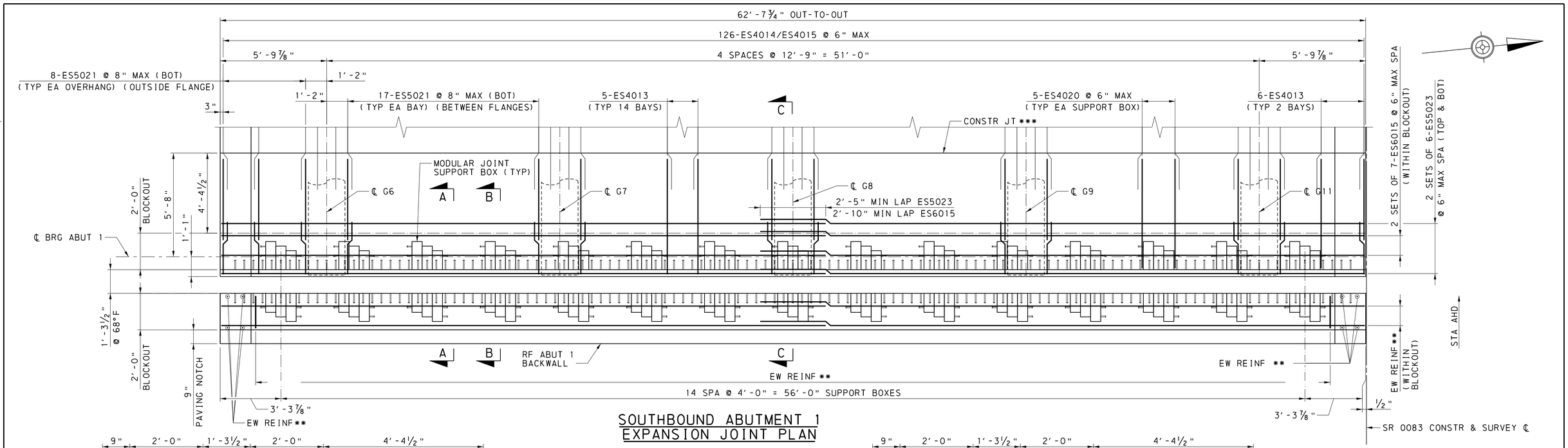
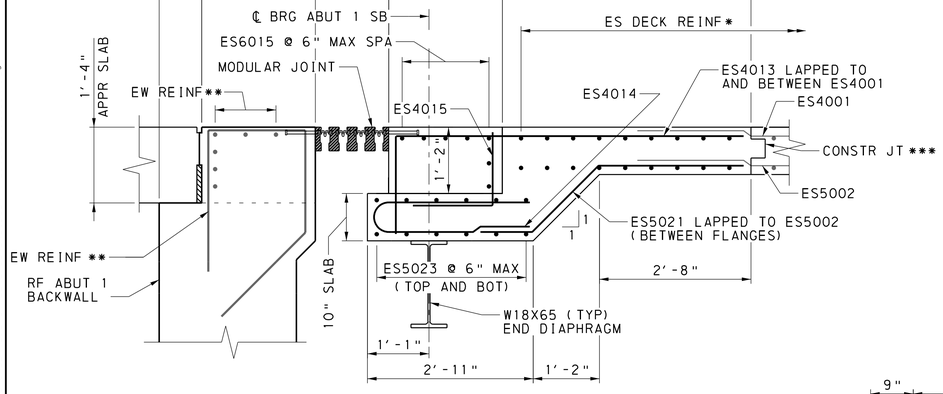


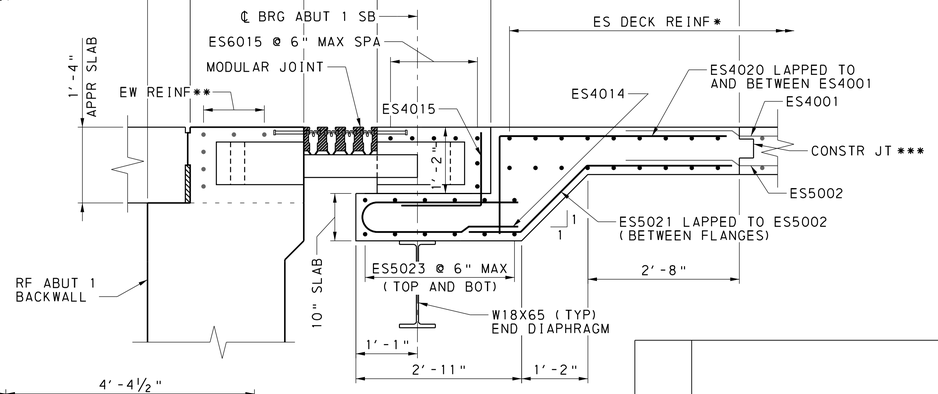
SOUTHBOUND ABUTMENT 1 EXPANSION JOINT PLAN

0 2 4 FEET



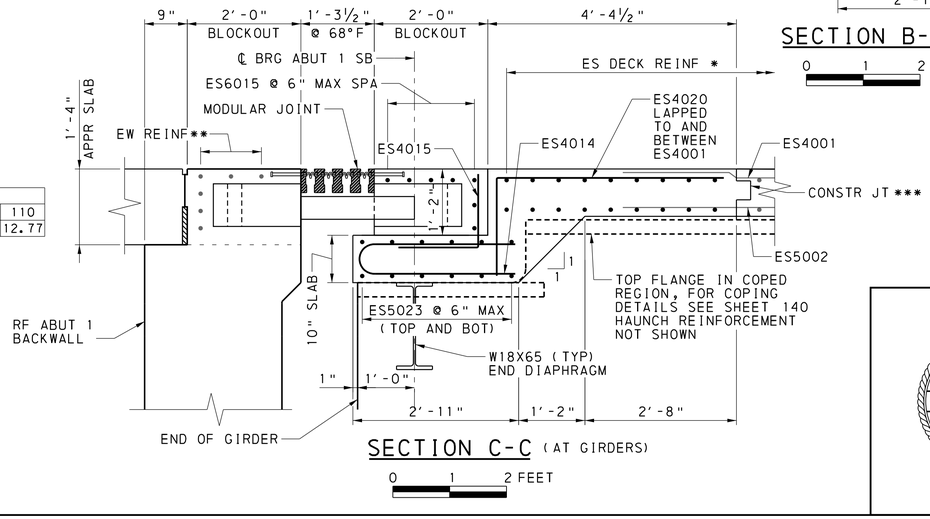
SECTION A-A (BETWEEN SUPPORT BOX)

0 1 2 FEET



SECTION B-B (AT SUPPORT BOX)

0 1 2 FEET



SECTION C-C (AT GIRDERS)

0 1 2 FEET

MODULAR JOINT INSTALLATION OPENING TABLE														
TEMPERATURE (° F)	-10	0	10	20	30	40	50	60	68	70	80	90	100	110
GAP OPENING (IN)	20.57	19.92	19.27	18.62	17.97	17.32	16.67	16.02	15.50	15.37	14.72	14.07	13.42	12.77

NOTE:

DETAILS SHOWN FOR DS BROWN STEELFLEX D-320 MODULAR JOINT ASSEMBLY. OTHER MODULAR JOINT ASSEMBLIES ARE PERMITTED. CONTRACTOR SHALL MODIFY DETAILS AS NEEDED FOR OTHER ASSEMBLIES AT NO COST TO THE DEPARTMENT.

* DECK REINFORCEMENT, SEE SHEET 170 FOR DETAILS

** ABUTMENT STEM REINFORCEMENT, SEE SHEETS 30 AND 34 FOR DETAILS.

*** PPC OVERLAY STARTS AT CONSTRUCTION JOINT, SEE DECK ELEVATIONS SHEET

DES: MPR	DWG: KJR	CHK: ALS

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
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SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SB EXPANSION JOINT DETAILS (1 OF 2)

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
ALEXANDER LEE SCHMIDT
ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 201 OF 291

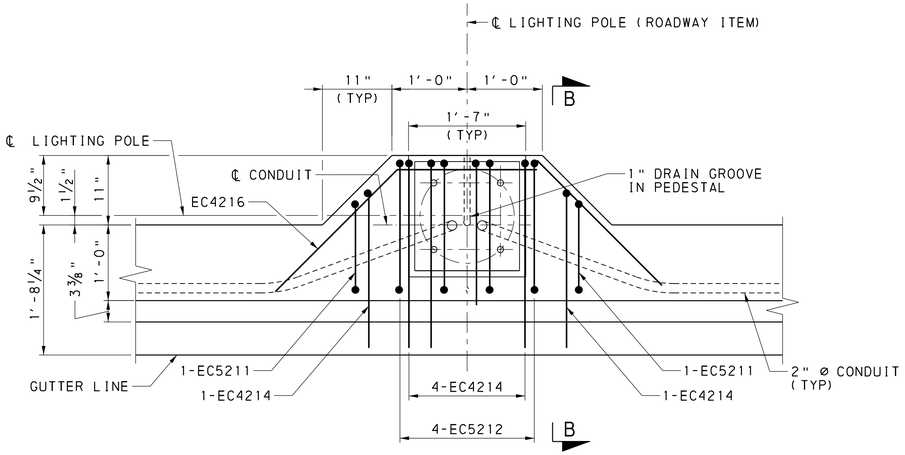
S-39605

Stantec
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713142\1_100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_5.20_JNT.dgn

PROVISIONS FOR FUTURE LIGHTING		
MOUNTING HEIGHT	ANCHOR BOLT CIRCLE DIA.	ANCHOR BOLT DIAMETER
50'-0" MAX.	15"	1"

REINFORCEMENT BAR SCHEDULE

MARK	SIZE	NO	LENGTH	TYPE	A	B	C	D	E	F	G	H	J	K	R	REMARKS
LIGHTING POLE BLISTER REINFORCEMENT																
EC4214	4	12	8'-5"	12	4'-3"	4'-2"										
EC4216	4	14	5'-11"	33	2'-0"	2"	1'-7"	2"	2'-0"			1'-8"	1'-8"		2"	
EC5211	5	4	5'-5½"	28	3'-1"	8½"	1'-8"					2"				
EC5212	5	8	6'-0½"	28	3'-1"	1'-3½"	1'-8"					2"				

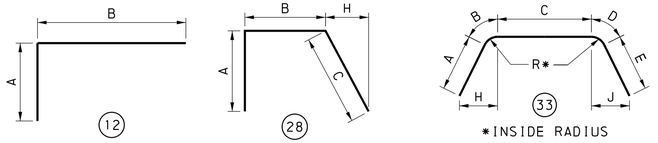


BARRIER BLISTER PLAN

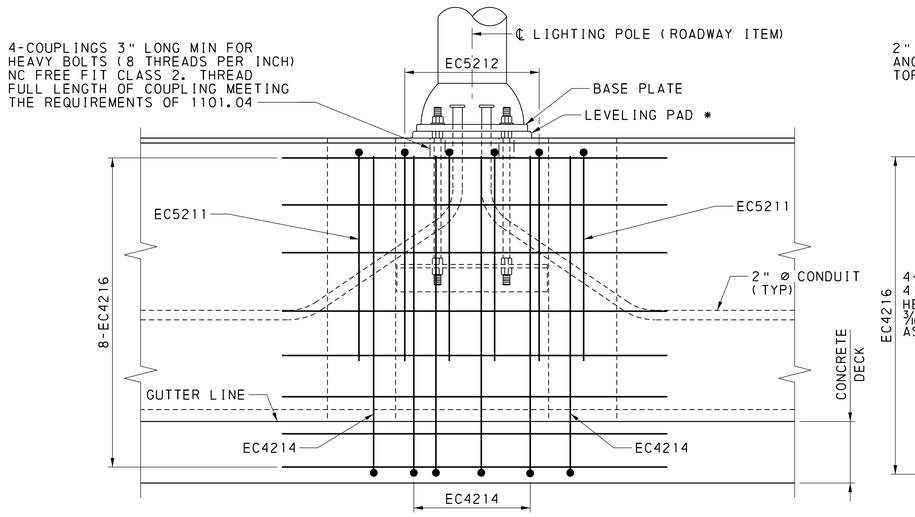
(BARRIER REINFORCEMENT NOT SHOWN FOR CLARITY)

REINFORCEMENT BAR NOTES

1. DIMENSIONS ALONG CURVED PORTIONS OF BAR ARE MEASURED ALONG THE OUTSIDE EDGE.
2. EPOXY COAT ALL REINFORCEMENT STEEL IN ACCORDANCE WITH PUBLICATION 408, SECTION 709.1(c).
3. RADIUS, R=2", FOR #4 BARS AND R=3" FOR #5 BARS, IS MEASURED TO THE INSIDE EDGE OF THE REINFORCEMENT BAR.



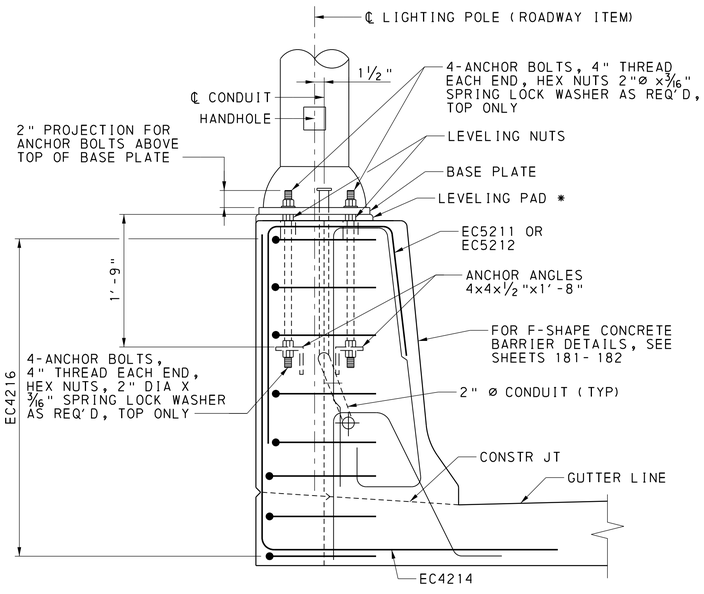
REINFORCEMENT DETAILS



* FILL SPACE BETWEEN POLE BASE PLATE AND CONCRETE WITH GROUT AFTER SETTING POLE TRULY VERTICAL USING LEVELING NUTS. TOOL EDGES OF PAD. MINIMUM HEIGHT OF LEVELING PAD IS 1".

BARRIER BLISTER ELEVATION

(BARRIER AND DECK REINFORCEMENT NOT SHOWN FOR CLARITY)



SECTION B-B

(BARRIER AND DECK REINFORCEMENT NOT SHOWN FOR CLARITY)

NOTES

1. PROVIDE MATERIALS AND PERFORM WORK IN ACCORDANCE WITH PUBLICATION 408.
2. SET ANCHOR BOLTS ACCURATELY BY THE TEMPLATE FURNISHED BY THE MANUFACTURER, TO THE CORRECT ELEVATION AND ALIGNMENT AND SECURELY BRACE AGAINST DISPLACEMENT BEFORE THE SURROUNDING CONCRETE IS PLACED. ANCHOR BOLT DIAMETER AS REQUIRED BY LIGHTING POLE MANUFACTURER.
3. SEAL CONDUIT AND PROTECT THREADS FOR LIGHTING INSTALLATIONS.
4. CONFORM ANCHOR MATERIALS TO PUBLICATION 408, SECTION 1101.04. ANCHOR ANGLES ARE TO BE GALVANIZED.
5. SET LIGHTING POLES TRULY VERTICAL WITH BASES LEVEL USING LEVELING NUTS.
6. PROVIDE 2" CLEAR ON ALL REINFORCEMENT EXCEPT AS NOTED.
7. PROVIDE A MINIMUM OF 2½" CONCRETE COVER FOR CONDUIT.
8. CONTINUE NORMAL BARRIER REINFORCEMENT THROUGH THICKENED PORTION OF BARRIER.
9. FOR GEOMETRIC AND REINFORCEMENT DETAILS OF THE BARRIER NOT SHOWN, SEE SHEET 182.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789

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COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091

SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK

8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE

LIGHTING POLE ANCHORAGE DETAILS

COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL — ALEXANDER LEE SCHMIDT — ENGINEER — PE081878

RECOMMENDED 2026.02.06

SHEET 203 OF 291

S-39605

DES: MPR | DWG: KJR | CHK: ALS

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Stantec

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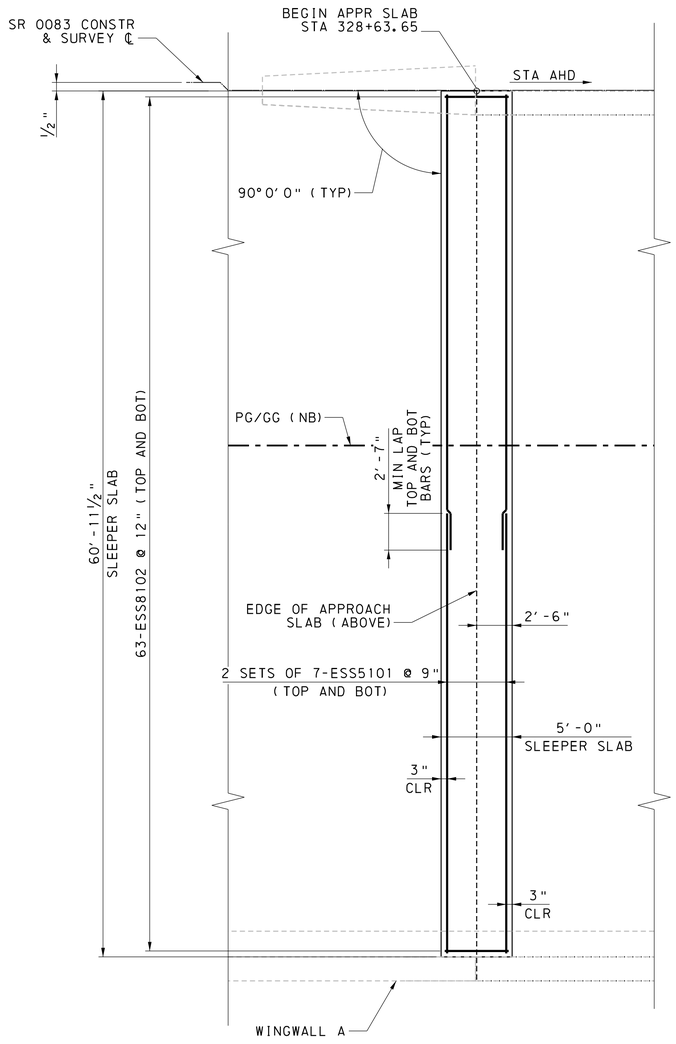
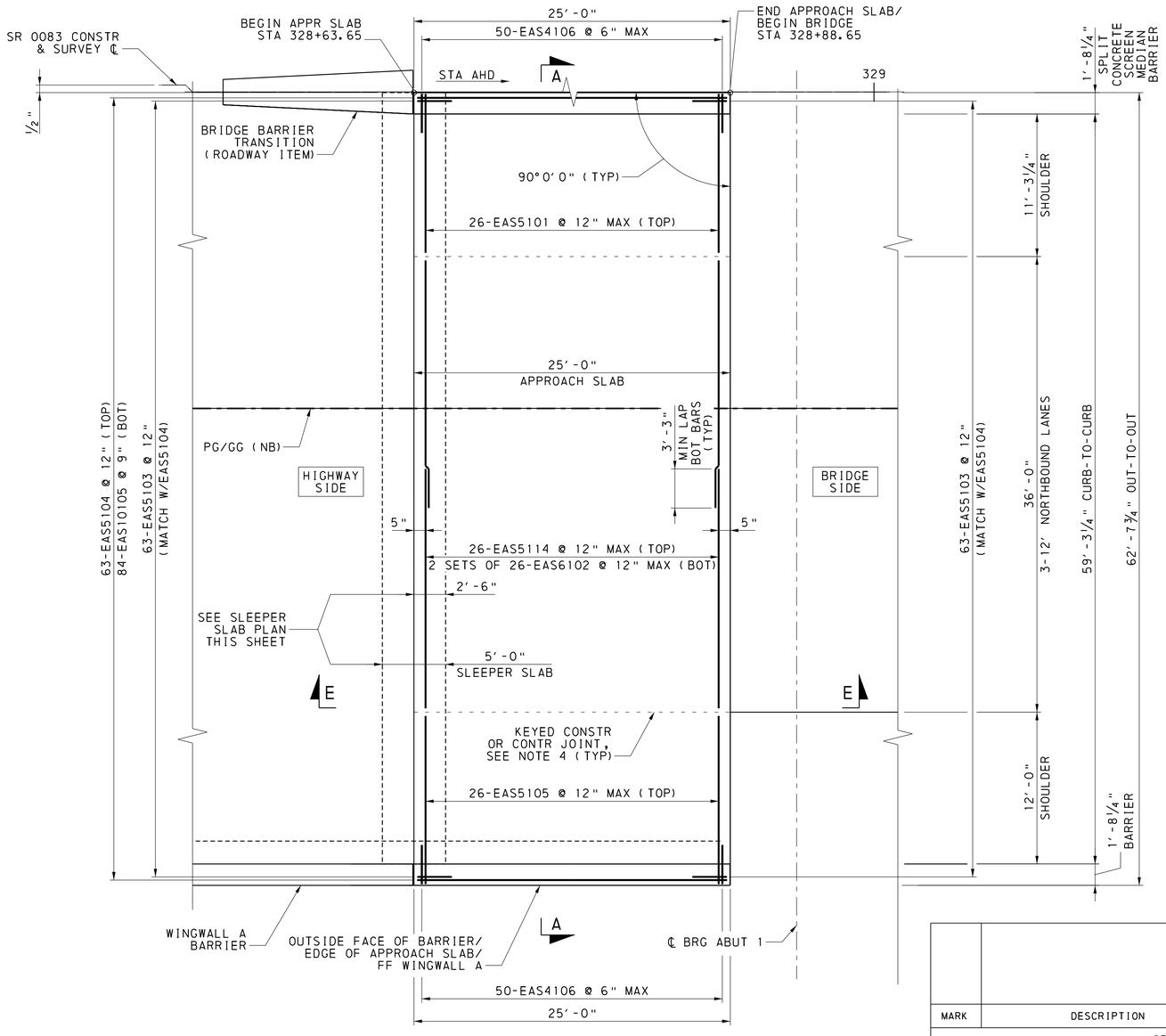


SLEEPER SLAB 1 (NB) PLAN

0 4 8 FEET



APPROACH SLAB 1 (NB) PLAN

0 4 8 FEET

NOTES

1. CONSTRUCT BRIDGE APPROACH SLAB AFTER THE BRIDGE DECK SLAB IS CONSTRUCTED.
2. PLACE CONCRETE IN ONE CONTINUOUS OPERATION UNLESS OTHERWISE DIRECTED.
3. TRANSVERSE CONSTRUCTION JOINTS ARE NOT PERMITTED IN THE CONCRETE APPROACH SLAB OR SLEEPER SLAB, UNLESS OTHERWISE INDICATED.
4. PLACE A CONTRACTION JOINT WHEN THE ENTIRE APPROACH SLAB WIDTH IS CONSTRUCTED IN ONE POUR. IF CONSTRUCTED IN SEPARATE POURS, PLACE A CONSTRUCTION JOINT. SEE DETAIL 1 ON SHEET 210.
5. FOR BARRIER REINFORCEMENT, SEE SHEET 211.
6. FOR APPROACH SLAB REINFORCEMENT BAR SCHEDULE, SEE SHEET 215.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
APPROACH SLAB 1 (NB) PLAN

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
ALEXANDER LEE SCHMIDT
ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 204 OF 291

S-39605

DES: SAB | DWG: SAB | CHK: ALS

1/14/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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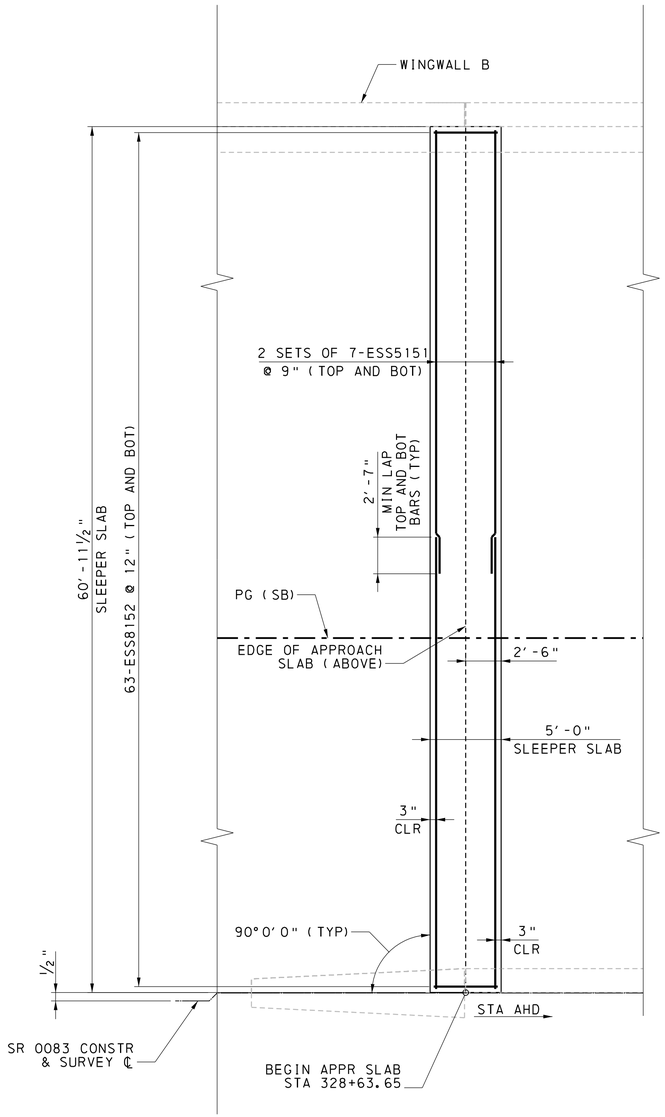
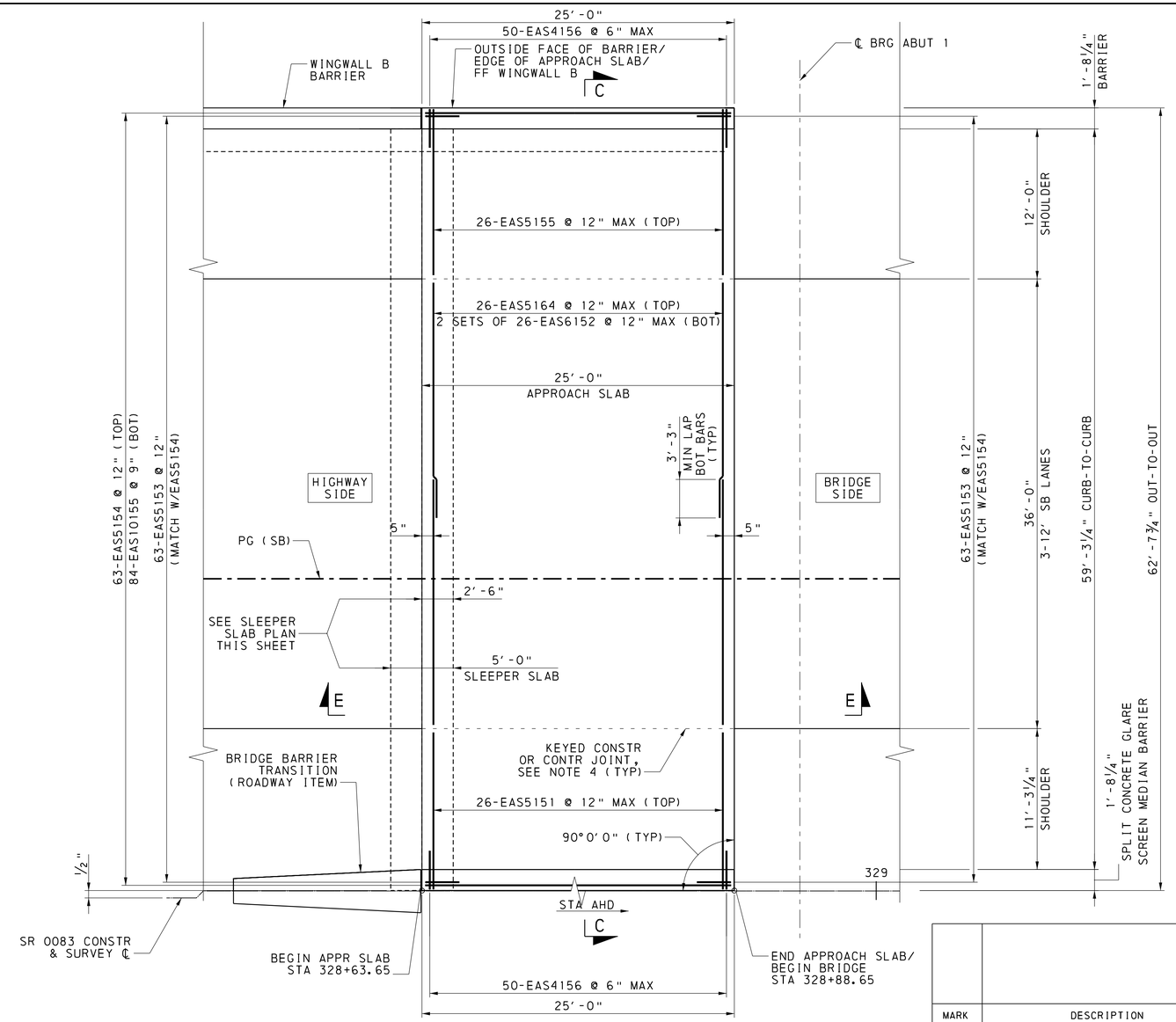
Stantec



SLEEPER SLAB 1 (SB) PLAN

0 4 8 FEET



APPROACH SLAB 1 (SB) PLAN

0 4 8 FEET

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789

BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

NOTES

1. CONSTRUCT BRIDGE APPROACH SLAB AFTER THE BRIDGE DECK SLAB IS CONSTRUCTED.
2. PLACE CONCRETE IN ONE CONTINUOUS OPERATION UNLESS OTHERWISE DIRECTED.
3. TRANSVERSE CONSTRUCTION JOINTS ARE NOT PERMITTED IN THE CONCRETE APPROACH SLAB OR SLEEPER SLAB, UNLESS OTHERWISE INDICATED.
4. PLACE A CONTRACTION JOINT WHEN THE ENTIRE APPROACH SLAB WIDTH IS CONSTRUCTED IN ONE POUR. IF CONSTRUCTED IN SEPARATE POURS, PLACE A CONSTRUCTION JOINT. SEE DETAIL 1 ON SHEET 210.
5. FOR BARRIER REINFORCEMENT, SEE SHEET 211.
6. FOR APPROACH SLAB REINFORCEMENT BAR SCHEDULE, SEE SHEET 215.

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091

SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK

8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE

APPROACH SLAB 1 (SB) PLAN

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 205 OF 291

S-39605

DES: SAB | DWG: SAB | CHK: ALS

Stantec 1/14/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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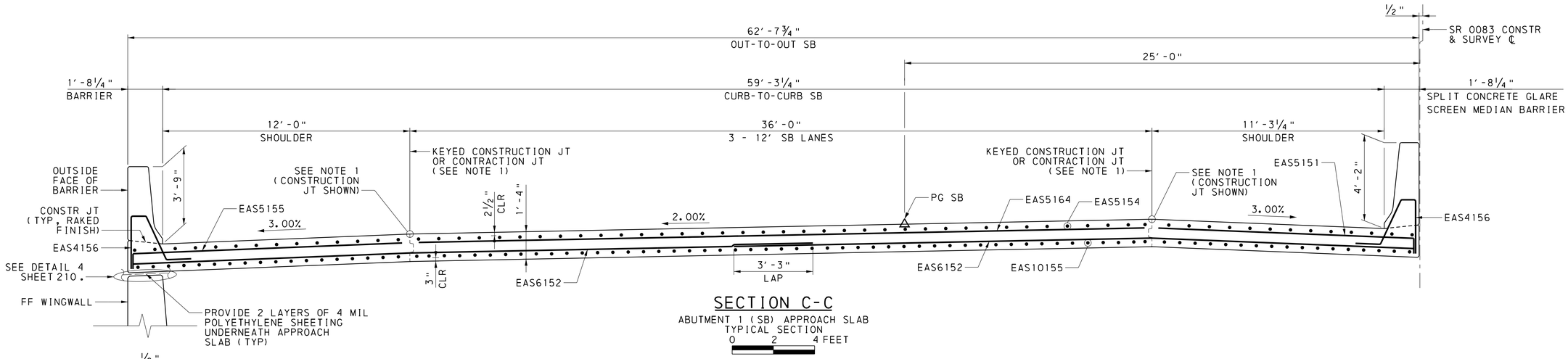
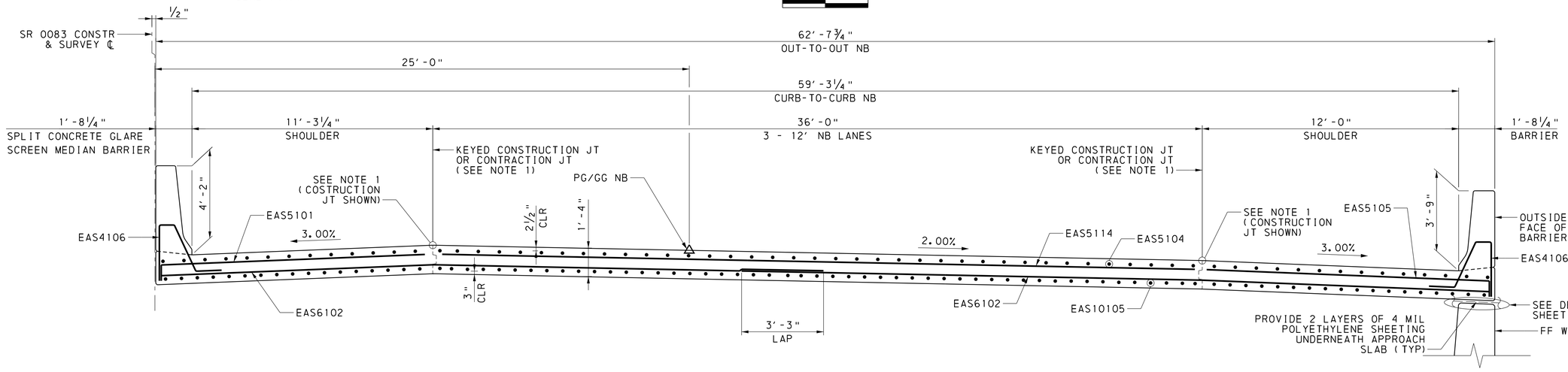


SECTION C-C

ABUTMENT 1 (SB) APPROACH SLAB
TYPICAL SECTION
0 2 4 FEET



SECTION A-A

ABUTMENT 1 (NB) APPROACH SLAB
TYPICAL SECTION
0 2 4 FEET

NOTES

1. PLACE A CONTRACTION JOINT WHEN THE ENTIRE APPROACH SLAB WIDTH IS CONSTRUCTED IN ONE POUR. IF CONSTRUCTED IN SEPARATE POURS, PLACE A CONSTRUCTION JOINT. SEE DETAIL 1 ON SHEET 210.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
APPROACH SLAB SECTIONS 1

COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL — ALEXANDER LEE SCHMIDT — ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 208 OF 291

S-39605

DES: SAB | DWG: SAB | CHK: ALS

Stantec
1/14/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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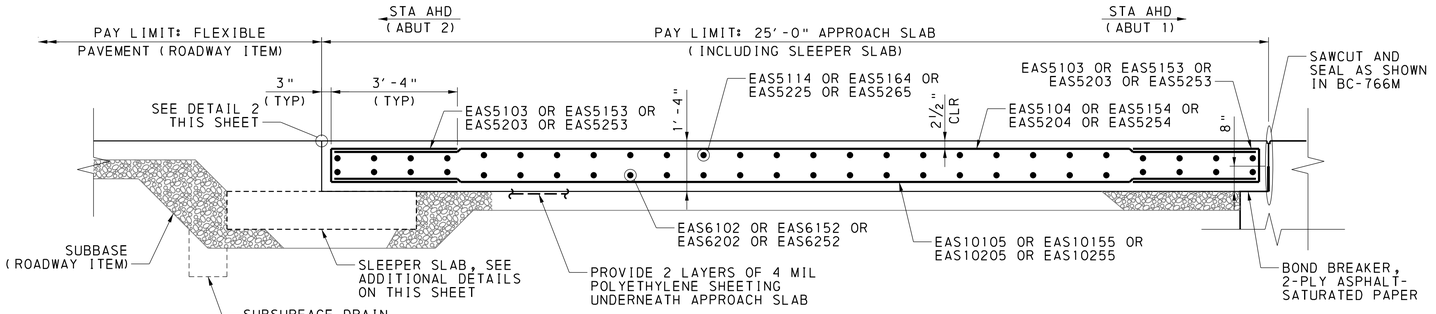
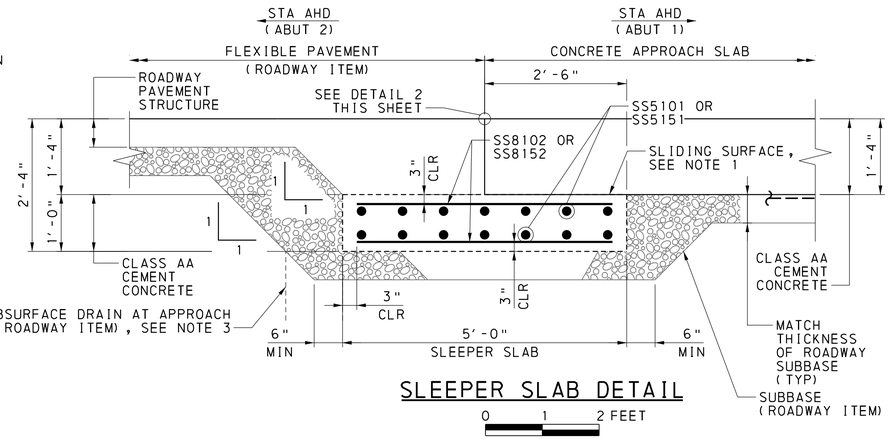


SECTION E-E

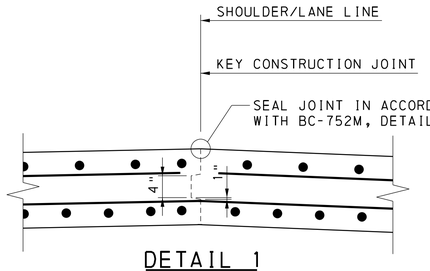
(SHEETS 204 - 207)
APPROACH SLAB TYPICAL LONGITUDINAL SECTION

0 2 4 FEET



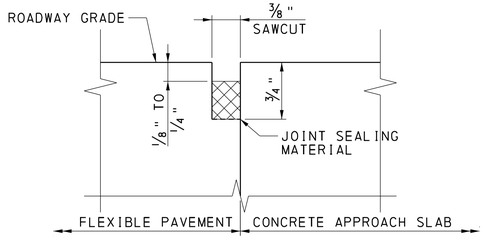
SLEEPER SLAB DETAIL

0 1 2 FEET



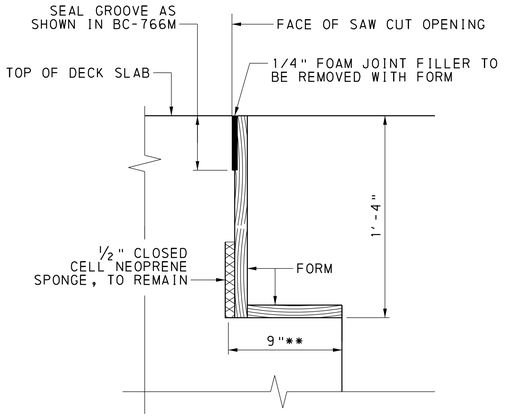
DETAIL 1
CONSTRUCTION JOINT

NOT TO SCALE



DETAIL 2

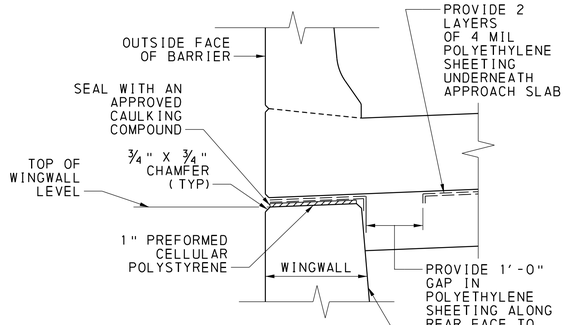
NOT TO SCALE



PAVING NOTCH FORMING DETAILS

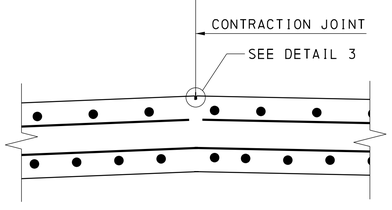
NOT TO SCALE

NOTE: FOR THE BACKWALL SUPPORTED APPROACH SLAB, THE WATERSTOP HAS BEEN OMITTED



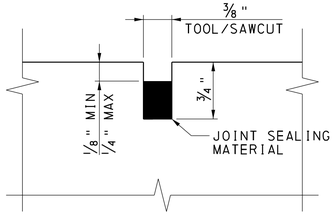
DETAIL 4

NOT TO SCALE



DETAIL 1
CONTRACTION JOINT

NOT TO SCALE



DETAIL 3

NOT TO SCALE

NOTES

1. TROWEL SMOOTH AND PLACE 2 LAYERS OF 4 MIL POLYETHYLENE SHEETING AS BOND BREAKER.
2. FOR APPROACH SLAB REINFORCEMENT BAR SCHEDULE, SEE SHEETS 215-216.
3. PROVIDE SUBSURFACE DRAIN (ROADWAY ITEM) ON LOW SIDE OF SLEEPER SLAB. SEE RC-30M FOR DETAILS.
4. ITEMS INCLUDED WITHIN THE APPROACH SLAB PAY LIMITS ARE INCIDENTAL TO CLASS AA CEMENT CONCRETE. INCLUDE APPROACH SLAB AND SLEEPER SLAB REINFORCEMENT BARS IN ITEM 1002-0052 REINFORCEMENT BARS. EPOXY COATED.

** MEASURED NORMAL TO ABUTMENT

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
APPROACH SLAB DETAILS

COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL — ALEXANDER LEE SCHMIDT — ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 210 OF 291

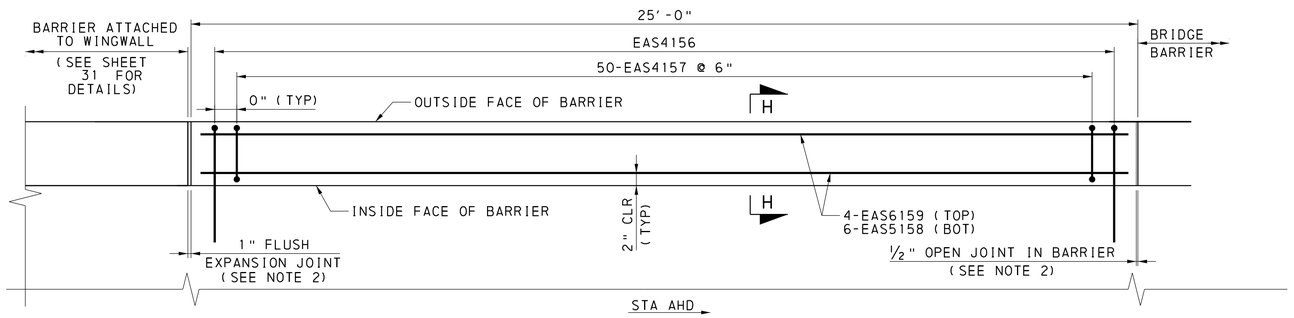
S-39605

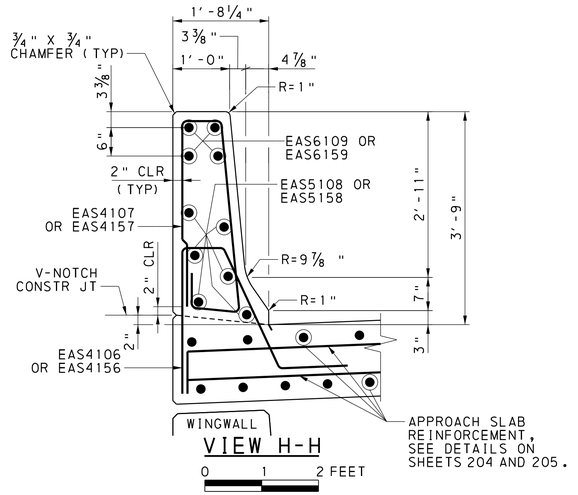
DES: SAB | DWG: SAB | CHK: ALS

DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI_D_PDF.plt
1/14/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713142\1-100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_7_10_AS.dgn
Stantec

DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI_D_PDF.plt

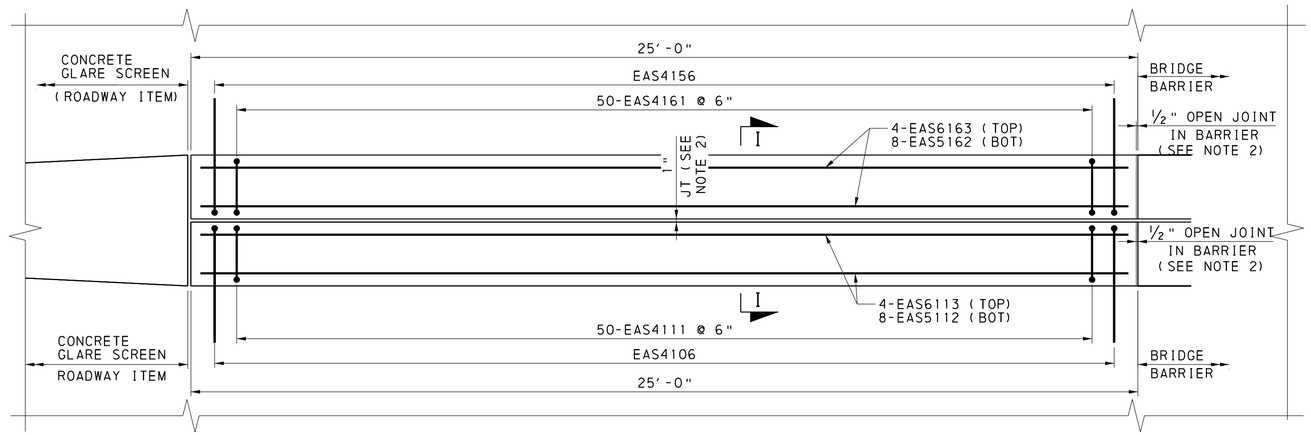
WINGWALL B

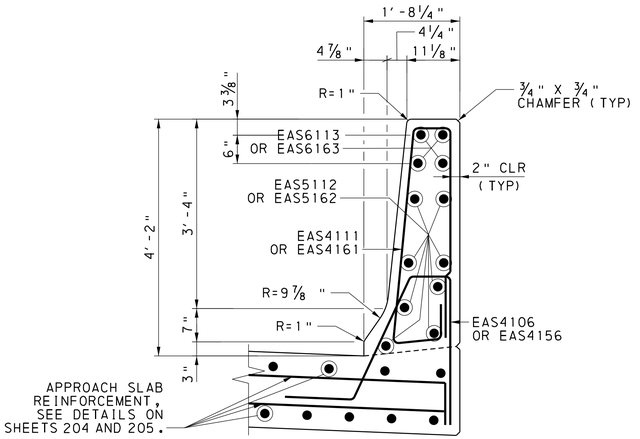




VIEW H-H

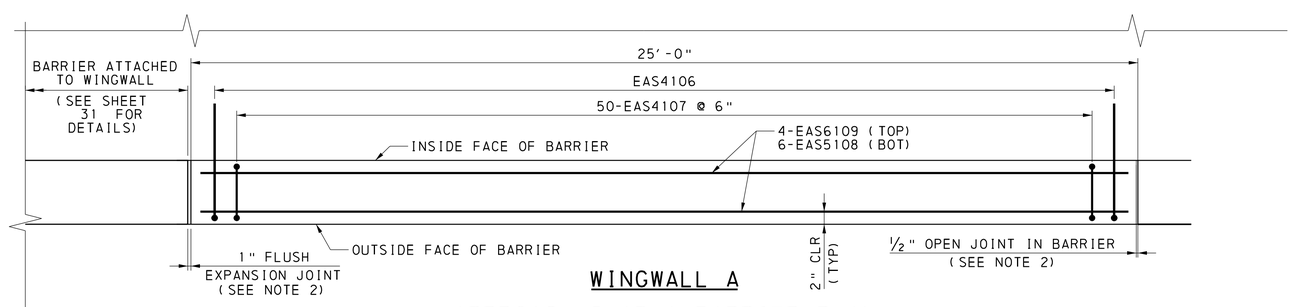
0 1 2 FEET





VIEW I-I

0 1 2 FEET



WINGWALL A

APPROACH SLAB 1 BARRIER PLAN

0 2 4 FEET

NOTES

1. FOR APPROACH SLAB REINFORCEMENT BAR SCHEDULE, SEE SHEET 215.
2. FOR OPEN JOINT IN BARRIER DETAILS, SEE BC-752M AND BC-788M.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
APPROACH SLAB 1 BARRIER DETAILS

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 211 OF 291

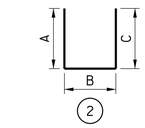
S-39605

DES: SAB | DWG: SAB | CHK: ALS

Stantec
1/14/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713144 2\1.100 Records\13.0 CADD\13.2 Structures\BR_ID05\1442_ID05_7.10_AS.dgn

REINFORCEMENT BAR SCHEDULE - APPROACH SLAB 1

MARK	SIZE	NO	LENGTH	TYPE	A	B	C	D	E	F	G	H	J	K	R	REMARKS
EAS4106	4	100	7'-7 3/4"	72	2'-5"	4"	4"	2 3/4"	2'-7 1/4"	2 3/4"	1'-6"	1'-1 3/4"			2"	
EAS4107	4	50	8'-6 1/8"	62	3'-0 1/2"	4"	3 3/8"	3 5/8"	2'-10 3/4"	4 1/8"	6 3/4"	4"	5"	3 3/8"	2"	
EAS4111	4	50	9'-3 1/4"	62	3'-5 1/2"	4"	2 1/2"	3 5/8"	3'-3 3/4"	4 1/8"	6 3/4"	4"	5"	4 1/8"	2"	
EAS5101	5	26	13'-3"	12	10"	12'-5"										
EAS5103	5	126	7'-6 1/2"	2	3'-4"	10 1/2"	3'-4"									
EAS5104	5	63	24'-6"	STR												
EAS5105	5	26	14'-0"	12	10"	13'-2"										
EAS5108	5	6	24'-8"	STR												
EAS5112	5	8	24'-8"	STR												
EAS5114	5	26	35'-8"	STR												
EAS6102	6	52	32'-11"	STR												
EAS6109	6	4	24'-8"	STR												
EAS6113	6	4	24'-8"	STR												
EAS10105	10	84	24'-6"	STR												
ESS5101	5	28	31'-8"	STR												
ESS8102	8	126	4'-6"	STR												
EAS4156	4	100	7'-7 3/4"	72	2'-5"	4"	4"	2 3/4"	2'-7 1/4"	2 3/4"	1'-6"	1'-1 3/4"			2"	
EAS4157	4	50	8'-6 1/8"	62	3'-0 1/2"	4"	3 3/8"	3 5/8"	2'-10 3/4"	4 1/8"	6 3/4"	4"	5"	3 3/8"	2"	
EAS4161	4	50	9'-3 1/4"	62	3'-5 1/2"	4"	2 1/2"	3 5/8"	3'-3 3/4"	4 1/8"	6 3/4"	4"	5"	4 1/8"	2"	
EAS5151	5	26	13'-3"	12	10"	12'-5"										
EAS5153	5	126	7'-6 1/2"	2	3'-4"	10 1/2"	3'-4"									
EAS5154	5	63	24'-6"	STR												
EAS5155	5	26	14'-0"	12	10"	13'-2"										
EAS5158	5	6	24'-8"	STR												
EAS5162	5	8	24'-8"	STR												
EAS5164	5	26	35'-8"	STR												
EAS6152	6	52	32'-11"	STR												
EAS6159	6	4	24'-8"	STR												
EAS6163	6	4	24'-8"	STR												
EAS10155	10	84	24'-6"	STR												
ESS5151	5	28	31'-8"	STR												
ESS8152	8	126	4'-6"	STR												



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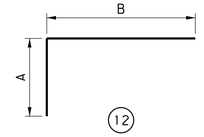

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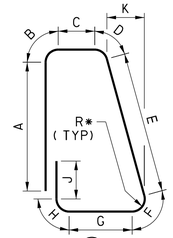
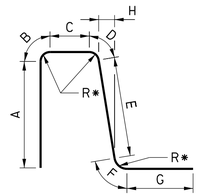


(62)

*INSIDE RADIUS



(72)

*INSIDE RADIUS

REINFORCEMENT BAR NOTES:

1. "E" IN BAR MARK INDICATES EPOXY COATED BARS.
2. ALL DIMENSIONS ARE OUT-TO-OUT OF BAR EXCEPT "A" AND "C" ON STANDARD 135° AND 180° HOOKS, AND "R" WHICH IS SHOWN TO THE INSIDE OF THE BAR.
3. FOR REINFORCEMENT BAR FABRICATION DETAILS, REFER TO STANDARD DRAWING BC-736M.
4. FIGURES IN CIRCLES SHOW BAR TYPES.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
APPR SLAB 1 REINFORCEMENT SCHEDULE

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088178

RECOMMENDED 2026.02.06

SHEET 215 OF 291

S-39605

DES: SAB | DWG: SAB | CHK: ALS

DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI_D_PDF.plt
1/14/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713\1442\1_100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_7.10.AS.dgn
Stantec

DOT_2015
1442_STR_Black_Color-249-254.tbl
DOT_ANSI D_PDF.plt

FINISHED GRADE ELEVATIONS AT GRADE BREAK POINTS

LOCATION	STATION	F	G	H	I	J	NOTE
		LT GUTTER	LT BREAK	PG/GG	RT BREAK	RT GUTTER	
APPROACH SLAB 1	328+63.65	401.06	401.40	401.16	400.68	400.32	(1)
	328+70.00	401.12	401.46	401.22	400.74	400.38	(1)
	328+80.00	401.19	401.53	401.29	400.81	400.45	(1)
BEGIN BRIDGE	328+88.65	401.25	401.59	401.35	400.87	400.51	(1)
	328+90.00	401.26	401.60	401.36	400.88	400.52	(1)
℄ BRG ABUT 1	328+92.65	401.28	401.62	401.38	400.90	400.54	(1)
	329+00.00	401.34	401.67	401.43	400.95	400.59	(2)
	329+10.00	401.41	401.75	401.51	401.03	400.67	(2)
	329+20.00	401.49	401.82	401.59	401.10	400.75	(2)
	329+30.00	401.56	401.90	401.66	401.18	400.82	(2)
	329+40.00	401.64	401.97	401.74	401.25	400.90	(2)
	329+50.00	401.71	402.05	401.81	401.33	400.97	(2)
	329+60.00	401.79	402.13	401.88	401.41	401.05	(2)
	329+70.00	401.86	402.20	401.96	401.48	401.12	(2)
	329+80.00	401.94	402.28	402.03	401.56	401.19	(2)
	329+90.00	402.01	402.35	402.11	401.63	401.27	(2)
	330+00.00	402.09	402.43	402.18	401.71	401.34	(2)
	330+10.00	402.16	402.50	402.26	401.78	401.42	(2)
	330+20.00	402.24	402.57	402.33	401.86	401.49	(2)
℄ PIER 1	330+26.65	402.29	402.62	402.38	401.90	401.54	(2)
	330+30.00	402.31	402.65	402.41	401.93	401.57	(2)
	330+40.00	402.39	402.72	402.48	402.01	401.64	(2)
	330+50.00	402.46	402.80	402.56	402.08	401.72	(2)
	330+60.00	402.54	402.87	402.63	402.15	401.79	(2)
	330+70.00	402.61	402.95	402.71	402.23	401.87	(2)
	330+80.00	402.69	403.02	402.79	402.30	401.95	(2)
	330+90.00	402.76	403.10	402.86	402.38	402.02	(2)
	331+00.00	402.84	403.17	402.94	402.45	402.10	(2)
	331+10.00	402.91	403.25	403.01	402.53	402.17	(2)
	331+20.00	402.99	403.32	403.09	402.61	402.24	(2)
	331+30.00	403.06	403.40	403.16	402.68	402.32	(2)
	331+40.00	403.14	403.48	403.24	402.76	402.39	(2)
	331+50.00	403.21	403.55	403.31	402.83	402.47	(2)
	331+60.00	403.29	403.63	403.39	402.91	402.54	(2)
	331+70.00	403.36	403.70	403.46	402.98	402.62	(2)
	331+80.00	403.44	403.78	403.54	403.06	402.69	(2)
℄ PIER 2	331+81.65	403.45	403.79	403.55	403.07	402.71	(2)
	331+90.00	403.51	403.85	403.61	403.13	402.77	(2)
	332+00.00	403.59	403.93	403.68	403.21	402.84	(2)
	332+10.00	403.66	404.00	403.76	403.28	402.92	(2)
	332+20.00	403.74	404.08	403.83	403.36	402.99	(2)
	332+30.00	403.81	404.15	403.91	403.43	403.07	(2)
	332+40.00	403.89	404.22	403.99	403.50	403.15	(2)
	332+50.00	403.96	404.30	404.06	403.58	403.22	(2)
	332+60.00	404.04	404.37	404.14	403.65	403.30	(2)
	332+70.00	404.11	404.45	404.21	403.73	403.37	(2)
	332+80.00	404.19	404.52	404.29	403.80	403.45	(2)
	332+90.00	404.26	404.60	404.36	403.88	403.52	(2)
	333+00.00	404.34	404.68	404.44	403.96	403.60	(2)
	333+10.00	404.41	404.75	404.51	404.03	403.67	(2)
	333+20.00	404.49	404.83	404.59	404.11	403.75	(2)
	333+30.00	404.55	404.89	404.65	404.17	403.81	(2)
	333+40.00	404.60	404.94	404.70	404.22	403.86	(2)
	333+50.00	404.66	404.99	404.75	404.27	403.91	(2)
℄ PIER 3	333+57.65	404.70	405.03	404.79	404.31	403.95	(2)
	333+60.00	404.71	405.05	404.81	404.33	403.97	(2)
	333+70.00	404.76	405.10	404.86	404.38	404.02	(2)
	333+80.00	404.81	405.15	404.91	404.43	404.07	(2)
	333+90.00	404.87	405.21	404.97	404.49	404.13	(2)
	334+00.00	404.92	405.26	405.02	404.54	404.18	(2)
	334+10.00	404.97	405.31	405.07	404.59	404.23	(2)
	334+20.00	405.03	405.36	405.12	404.64	404.28	(2)
	334+30.00	405.08	405.42	405.18	404.70	404.34	(2)
	334+40.00	405.13	405.47	405.23	404.75	404.39	(2)
	334+50.00	405.18	405.52	405.28	404.80	404.44	(2)
	334+60.00	405.23	405.57	405.33	404.85	404.49	(2)
	334+70.00	405.27	405.60	405.36	404.88	404.52	(2)
	334+80.00	405.30	405.64	405.40	404.92	404.56	(2)
	334+90.00	405.33	405.66	405.42	404.94	404.58	(2)
	335+00.00	405.35	405.68	405.44	404.96	404.60	(2)
	335+10.00	405.36	405.69	405.45	404.97	404.61	(2)
	335+20.00	405.36	405.69	405.45	404.97	404.61	(2)
	335+30.00	405.35	405.69	405.45	404.97	404.61	(2)
	335+40.00	405.34	405.68	405.44	404.96	404.60	(2)
	335+50.00	405.32	405.65	405.39	404.87	404.51	(2)
	335+60.00	405.28	405.61	405.33	404.76	404.40	(2)
	335+70.00	405.25	405.57	405.26	404.65	404.29	(2)
	335+80.00	405.20	405.52	405.19	404.54	404.18	(2)
	335+90.00	405.15	405.46	405.11	404.41	404.05	(2)
℄ PIER 4	335+92.65	405.14	405.44	405.09	404.38	404.02	(2)

FINISHED GRADE ELEVATIONS AT GRADE BREAK POINTS

LOCATION	STATION	F	G	H	I	J	NOTE
		LT GUTTER	LT BREAK	PG/GG	RT BREAK	RT GUTTER	
	336+00.00	405.09	405.38	405.01	404.27	403.90	(2)
	336+10.00	404.99	405.29	404.89	404.10	403.71	(2)
	336+20.00	404.90	405.18	404.77	403.93	403.52	(2)
	336+30.00	404.79	405.07	404.63	403.75	403.32	(2)
	336+40.00	404.68	404.95	404.49	403.57	403.11	(2)
	336+50.00	404.56	404.83	404.34	403.38	402.89	(2)
	336+60.00	404.43	404.69	404.18	403.17	402.67	(2)
	336+70.00	404.30	404.55	404.02	402.97	402.44	(2)
	336+80.00	404.15	404.40	403.85	402.75	402.20	(2)
	336+90.00	404.00	404.24	403.67	402.53	401.95	(2)
	337+00.00	403.85	404.08	403.48	402.29	401.70	(2)
	337+10.00	403.69	403.91	403.30	402.06	401.44	(2)
	337+20.00	403.56	403.78	403.16	401.91	401.29	(2)
	337+30.00	403.44	403.67	403.04	401.79	401.17	(2)
	337+40.00	403.33	403.55	402.93	401.68	401.05	(2)
	337+50.00	403.21	403.43	402.81	401.56	400.94	(2)
	337+60.00	403.09	403.32	402.69	401.45	400.82	(2)
	337+70.00	402.98	403.20	402.58	401.33	400.71	(2)
	337+80.00	402.86	403.09	402.46	401.21	400.59	(2)
	337+90.00	402.74	402.97	402.35	401.10	400.47	(2)
	338+00.00	402.63	402.85	402.23	400.98	400.36	(2)
	338+10.00	402.51	402.74	402.11	400.87	400.24	(2)
	338+20.00	402.40	402.62	402.00	400.75	400.13	(2)
	338+30.00	402.28	402.51	401.88	400.63	400.01	(2)
	338+40.00	402.16	402.39	401.77	400.51	399.89	(2)
	338+50.00	402.05	402.27	401.65	400.39	399.77	(2)
	338+60.00	401.93	402.16	401.53	400.27	399.64	(2)
	338+70.00	401.82	402.04	401.42	400.14	399.51	(2)
	338+80.00	401.70	401.93	401.30	400.01	399.38	(2)
℄ PIER 5	338+80.65	401.69	401.92	401.29	400.00	399.38	(2)
	338+90.00	401.58	401.81	401.19	399.87	399.25	(2)
	339+00.00	401.47	401.69	401.07	399.74	399.11	(2)
	339+10.00	401.35	401.58	400.95	399.60	398.98	(2)
	339+20.00	401.24	401.46	400.84	399.46	398.84	(2)
	339+30.00	401.12	401.35	400.72	399.32	398.69	(2)
	339+40.00	401.00	401.23	400.61	399.17	398.55	(2)
	339+50.00	400.89	401.11	400.49	399.02	398.40	(2)
	339+60.00	400.77	401.00	400.37	398.87	398.25	(2)
	339+70.00	400.66	400.88	400.26	398.72	398.09	(2)
	339+80.00	400.54	400.77	400.14	398.57	397.94	(2)
	339+90.00	400.42	400.65	400.03	398.42	397.79	(2)
	340+00.00	400.31	400.53	399.91	398.27	397.64	(2)
	340+10.00	400.19	400.42	399.79	398.12	397.50	(2)
	340+20.00	400.08	400.30	399.68	397.98	397.35	(2)
	340+30.00	399.96	400.19	399.56	397.83	397.21	(2)
	340+40.00	399.84	400.07	399.45	397.69	397.07	(2)
	340+50.00	399.73	399.95	399.33	397.56	396.93	(2)
	340+60.00	399.61	399.84	399.21	397.42	396.80	(2)
	340+70.00	399.50	399.72	399.10	397.29	396.66	(2)
	340+80.00	399.38	399.61	398.98	397.16	396.53	(2)
	340+90.00	399.26	399.49	398.87	397.03	396.40	(2)
	341+00.00	399.15	399.37	398.75	396.90	396.28	(2)
	341+10.00	399.03	399.26	398.63	396.78	396.15	(2)
	341+20.00	398.92	399.14	398.52	396.65	396.03	(2)
	341+30.00	398.80	399.03	398.40	396.53	395.91	(2)
	341+40.00	398.68	398.91	398.29	396.41	395.79	(2)
	341+50.00	398.57	398.79	398.17	396.30	395.67	(2)
	341+60.00	398.45	398.68	398.05	396.18	395.56	(2)
℄ PIER 6	341+68.86	398.35	-	-	-	-	(2)
	341+70.00	398.34	398.56	397.94	396.07	395.44	(2)
℄ PIER 6	341+70.26	-	398.56	-	-	-	(2)
℄ PIER 6	341+71.76	-	-	397.92	-	-	(2)
℄ PIER 6	341+76.36	-	-	-	395.99	-	(2)
℄ PIER 6	341+77.92	-	-	-	-	395.35	(2)
	341+80.00	398.22	398.45	397.82	395.95	395.33	(2)
	341+90.00	398.10	398.33	397.71	395.83	395.21	(2)
	342+00.00	397.99	398.21	397.59	395.72	395.09	(2)
	342+10.00	397.87	398.10	397.47	395.60	394.98	(2)
	342+20.00	397.76	397.98	397.36	395.49	394.86	(2)
	342+30.00	397.64	397.87	397.24	395.37	394.75	(2)
	342+40.00	397.52	397.75	397.13	395.25	394.63	(2)
	342+50.00	397.41	397.63	397.01	395.14	394.51	(2)
	342+60.00	397.29	397.52	396.89	395.02	394.40	(2)
	342+70.00	397.18	397.40	396.78	394.91	394.28	(2)
	342+80.00	397.06	397.29	396.66	394.79	394.17	(2)
	342+90.00	396.94	397.17	396.55	394.67	394.05	(2)
	343+00.00	396.83	397.05	396.43	394.56	393.93	(2)
	343+10.00	396.71	396.94	396.31	394.44	393.82	(2)
	343+20.00	396.60	396.82	396.20	394.33	393.70	(2)
	343+30.00	396.48	396.71	396.08	394.21	393.59	(2)

FINISHED GRADE ELEVATIONS AT GRADE BREAK POINTS

LOCATION	STATION	F	G	H	I	J	NOTE
		LT GUTTER	LT BREAK	PG/GG	RT BREAK	RT GUTTER	
	343+40.00	396.36	396.59	395.97	394.09	393.47	(2)
	343+50.00	396.25	396.47	395.85	393.98	393.35	(2)
	343+60.00	396.13	396.36	395.73	393.86	393.24	(2)
	343+70.00	396.02	396.24	395.62	393.75	393.12	(2)
℄ PIER 7	343+79.02	395.91	-	-	-	-	(2)
	343+80.00	395.90	396.13	395.50	393.63	393.01	(2)
℄ PIER 7	343+81.46	-	396.11	-	-	-	(2)
℄ PIER 7	343+84.11	-	-	395.45	-	-	(2)
	343+90.00	395.78	396.01	395.39	393.51	392.89	(2)
℄ PIER 7	343+92.17	-	-	-	393.49	-	(2)
℄ PIER 7	343+94.92	-	-	-	-	392.83	(2)
	344+00.00	395.67	395.89	395.27	393.40	392.77	(2)
	344+10.00	395.55	395.78	395.15	393.28	392.66	(2)
	344+20.00	395.44	395.66	395.04	393.17	392.54	(2)
	344+30.00	395.32	395.55	394.92	393.05	392.43	(2)
	344+40.00	395.20	395.43	394.81	392.93	392.31	(2)
	344+50.00	395.09	395.31	394.69	392.82	392.19	(2)
	344+60.00	394.97	395.20	394.57	392.70	392.08	(2)
	344+70.00	394.86	395.08	394.46	392.59	391.96	(2)
	344+80.00	394.74	394.97	394.34	392.47	391.85	(2)
	344+90.00	394.62	394.85	394.23	392.35	391.73	(2)
	345+00.00	394.51	394.73	394.11	392.24	391.61	(2)
	345+10.00	394.39	394.62	393.99	392.12	391.50	(2)
℄ BRG ABUT 2	345+15.13	394.33	-	-	-	-	(2)
℄ BRG ABUT 2	345+18.28	-	394.52	-	-	-	(2)
	345+20.00	394.28	394.50	393.88	392.01	391.38	(2)
END BRIDGE	345+19.29	394.29	-	-	-	-	(2)
℄ BRG ABUT 2	345+21.67	-	-	393.86	-	-	(2)
END BRIDGE	345+22.46	-	394.47	-	-	-	(2)
END BRIDGE	345+25.87	-	-	393.81	-	-	(2)
	345+30.00	394.16	394.39	393.76	391.89	391.27	(1)
℄ BRG ABUT 2	345+32.06	-	-	-	391.87	-	(1)
℄ BRG ABUT 2	345+35.61	-	-	-	-	391.31	(1)
END BRIDGE	345+36.34	-	-	-	391.82	-	(1)
	345+40.00	394.05	394.27	393.65	391.77	391.15	(1)
APPROACH SLAB 2	345+44.31	393.99	-	-	-	-	(1)
END BRIDGE	345+39.90	-	-	-	-	391.35	(1)
APPROACH SLAB 2	345+47.61	-	394.18	-	-	-	(1)
APPROACH SLAB 2	345+51.17	-	-	393.52	-	-	(1)
	345+50.00	-	-	393.53	391.66	391.03	(1)
APPROACH SLAB 2	345+62.07	-	-	-	391.52	-	(1)
	345+60.00	-	-	-	-	390.92	(1)
APPROACH SLAB 2	345+65.86	-	-	-	-	390.85	(1)

TABLE NOTES

(1) TABLE VALUES INDICATE FINISHED GRADE ELEVATIONS. NO PPC OVERLAY WILL BE UTILIZED AT THIS LOCATION. FINAL FINISHED GRADE ELEVATION VALUES REPORTED IN TABLE ARE EQUAL TO FINAL TOP OF POURED DECK ELEVATIONS.

(2) TABLE VALUES INDICATE FINISHED GRADE ELEVATIONS. A 1 INCH PPC OVERLAY IS UTILIZED AT THIS LOCATION. SEE SHEET 219 FOR TOP OF POURED DECK ELEVATIONS IN AREAS TO RECEIVE PPC OVERLAY.

NOTES

1. ALL VALUES IN THIS TABLE ARE FINISHED GRADE ELEVATIONS.
2. FOR TYPICAL SECTIONS, SEE SHEET 218.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091

SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK

8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE

NB FINISHED GRADE ELEVATIONS

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
ALEXANDER LEE SCHMIDT
ENGINEER
PE081878

RECOMMENDED 2026.02.06

SHEET 217 OF 291

S-39605

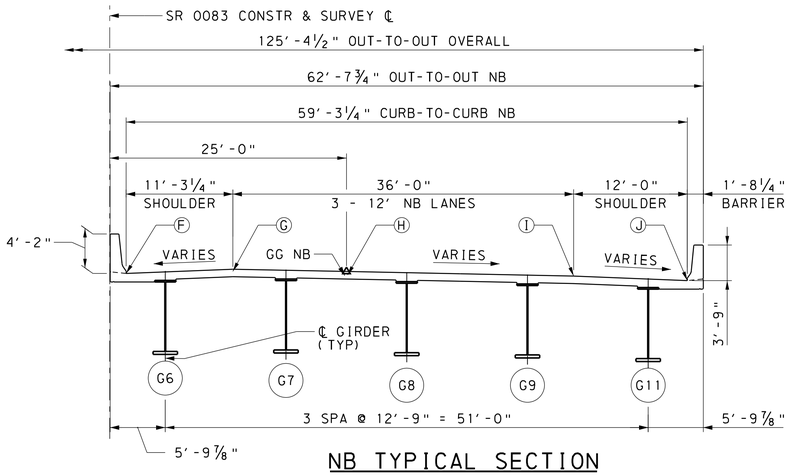
Stantec 1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
U:\2021\1442\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_7.30_EL.dgn

DES: KRA | DWG: KJR | CHK: SB

DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI_D_PDF.plt

TOP OF POURED DECK ELEVATIONS AT ℄ GIRDER AT TENTH POINTS

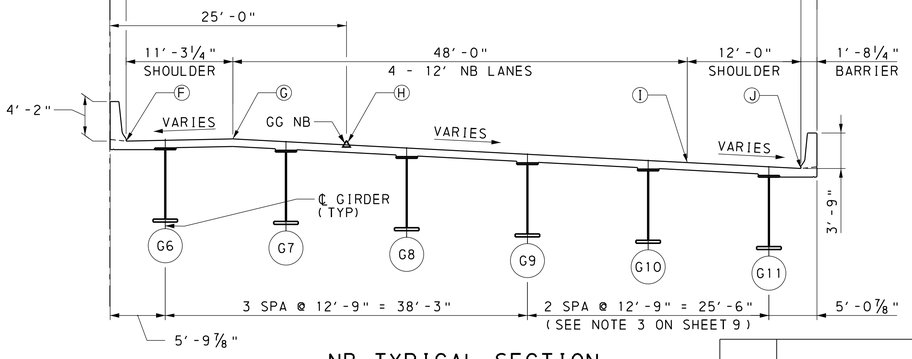
LOCATION		G6	G7	G8	G9	G10	G11	NOTE
	℄ BRG ABUT 1	401.41	401.51	401.25	401.00	-	400.66	(1)
SPAN 1	0.1 L	401.43	401.53	401.27	401.02	-	400.68	(2)
	0.2 L	401.53	401.63	401.37	401.12	-	400.78	(2)
	0.3 L	401.63	401.73	401.47	401.22	-	400.89	(2)
	0.4 L	401.73	401.83	401.57	401.32	-	400.99	(2)
	0.5 L	401.83	401.93	401.68	401.42	-	401.09	(2)
	0.6 L	401.93	402.03	401.78	401.52	-	401.19	(2)
	0.7 L	402.03	402.13	401.88	401.62	-	401.29	(2)
	0.8 L	402.13	402.23	401.98	401.72	-	401.39	(2)
	0.9 L	402.23	402.33	402.08	401.82	-	401.49	(2)
	℄ BRG PIER 1	402.33	402.43	402.18	401.92	-	401.59	(2)
SPAN 2	0.1 L	402.45	402.55	402.29	402.04	-	401.71	(2)
	0.2 L	402.56	402.67	402.41	402.16	-	401.82	(2)
	0.3 L	402.68	402.78	402.53	402.27	-	401.94	(2)
	0.4 L	402.80	402.90	402.64	402.39	-	402.05	(2)
	0.5 L	402.91	403.01	402.76	402.50	-	402.17	(2)
	0.6 L	403.03	403.13	402.88	402.62	-	402.29	(2)
	0.7 L	403.14	403.25	402.99	402.74	-	402.40	(2)
	0.8 L	403.26	403.36	403.11	402.85	-	402.52	(2)
	0.9 L	403.38	403.48	403.22	402.97	-	402.64	(2)
	℄ BRG PIER 2	403.49	403.60	403.34	403.09	-	402.75	(2)
SPAN 3	0.1 L	403.63	403.73	403.47	403.22	-	402.88	(2)
	0.2 L	403.76	403.86	403.60	403.35	-	403.02	(2)
	0.3 L	403.89	403.99	403.74	403.48	-	403.15	(2)
	0.4 L	404.02	404.12	403.87	403.61	-	403.28	(2)
	0.5 L	404.15	404.26	404.00	403.75	-	403.41	(2)
	0.6 L	404.29	404.39	404.13	403.88	-	403.54	(2)
	0.7 L	404.42	404.52	404.26	404.01	-	403.68	(2)
	0.8 L	404.55	404.65	404.40	404.14	-	403.81	(2)
	0.9 L	404.65	404.75	404.49	404.24	-	403.91	(2)
	℄ BRG PIER 3	404.74	404.84	404.59	404.33	-	404.00	(2)
SPAN 4	0.1 L	404.86	404.97	404.71	404.46	-	404.12	(2)
	0.2 L	404.99	405.09	404.83	404.58	-	404.25	(2)
	0.3 L	405.11	405.21	404.96	404.70	-	404.37	(2)
	0.4 L	405.24	405.34	405.08	404.83	-	404.49	(2)
	0.5 L	405.33	405.43	405.18	404.92	-	404.59	(2)
	0.6 L	405.39	405.49	405.23	404.98	-	404.64	(2)
	0.7 L	405.40	405.50	405.25	404.99	-	404.66	(2)
	0.8 L	405.37	405.46	405.20	404.94	-	404.60	(2)
	0.9 L	405.29	405.35	405.03	404.69	-	404.35	(2)
	℄ BRG PIER 4	405.17	405.20	404.82	404.44	-	404.06	(2)
SPAN 5	0.1 L	404.91	404.89	404.44	404.00	-	403.69	(2)
	0.2 L	404.58	404.52	404.01	403.49	-	402.98	(2)
	0.3 L	404.17	404.07	403.48	402.91	-	402.33	(2)
	0.4 L	403.73	403.58	402.93	402.28	-	401.63	(2)
	0.5 L	403.37	403.22	402.56	401.89	-	401.23	(2)
	0.6 L	403.03	402.88	402.22	401.56	-	400.90	(2)
	0.7 L	402.70	402.55	401.89	401.22	-	400.56	(2)
	0.8 L	402.36	402.22	401.55	400.89	400.56	400.23	(2)
	0.9 L	402.03	401.88	401.22	400.56	400.22	399.88	(2)
	℄ BRG PIER 5	401.70	401.55	400.88	400.22	399.88	399.50	(2)
SPAN 6	0.1 L	401.36	401.21	400.54	399.88	399.52	399.09	(2)
	0.2 L	401.03	400.87	400.21	399.54	399.15	398.66	(2)
	0.3 L	400.69	400.54	399.87	399.20	398.77	398.20	(2)
	0.4 L	400.36	400.20	399.53	398.86	398.38	397.75	(2)
	0.5 L	400.02	399.86	399.19	398.52	397.99	397.32	(2)
	0.6 L	399.69	399.53	398.85	398.18	397.59	396.91	(2)
	0.7 L	399.35	399.19	398.51	397.84	397.20	396.52	(2)
	0.8 L	399.02	398.85	398.17	397.50	396.83	396.15	(2)
	0.9 L	398.68	398.52	397.84	397.16	396.48	395.80	(2)
	℄ BRG PIER 6	398.35	398.18	397.50	396.82	396.13	395.45	(2)
SPAN 7	0.1 L	398.10	397.93	397.25	396.57	395.88	395.20	(2)
	0.2 L	397.86	397.69	397.00	396.32	395.63	394.95	(2)
	0.3 L	397.61	397.44	396.76	396.07	395.38	394.70	(2)
	0.4 L	397.37	397.20	396.51	395.82	395.13	394.45	(2)
	0.5 L	397.13	396.95	396.26	395.57	394.88	394.19	(2)
	0.6 L	396.88	396.70	396.01	395.32	394.63	393.94	(2)
	0.7 L	396.64	396.46	395.77	395.08	394.38	393.69	(2)
	0.8 L	396.39	396.21	395.52	394.83	394.13	393.44	(2)
	0.9 L	396.15	395.97	395.27	394.58	393.88	393.19	(2)
	℄ BRG PIER 7	395.90	395.72	395.03	394.33	393.63	392.94	(2)
SPAN 8	0.1 L	395.75	395.56	394.87	394.17	393.47	392.77	(2)
	0.2 L	395.59	395.40	394.71	394.01	393.31	392.61	(2)
	0.3 L	395.43	395.25	394.55	393.85	393.15	392.45	(2)
	0.4 L	395.27	395.09	394.39	393.69	392.99	392.47	(2)
	0.5 L	395.11	394.93	394.23	393.53	392.82	392.12	(2)
	0.6 L	395.11	394.77	394.07	393.37	392.66	391.96	(2)
	0.7 L	394.80	394.61	393.91	393.20	392.50	391.80	(2)
	0.8 L	394.64	394.45	393.75	393.04	392.34	391.63	(2)
	0.9 L	394.48	394.29	393.59	392.88	392.18	391.47	(2)
	℄ BRG ABUT 2	394.40	394.21	393.51	392.80	392.09	391.44	(1)



NB TYPICAL SECTION

0 8 16 FEET

(STA 328+88.65 TO STA 338+11.50)



NB TYPICAL SECTION

0 8 16 FEET

(STA 338+11.50 TO STA 345+18.80)

TABLE NOTES

(1) NO PPC OVERLAY WILL BE PLACED IN THIS LOCATION.

(2) 1 INCH PPC OVERLAY TO BE PLACED IN THIS LOCATION.

NOTES

1. VALUES IN TABLE ARE GIVEN AT TOP OF POURED DECK ELEVATIONS (PRIOR TO PLACEMENT OF PPC OVERLAY).

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091

SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
NB DECK ELEVS PRIOR TO OVERLAY (1 OF 2)

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
ALEXANDER LEE SCHMIDT
ENGINEER NO. PE086878

RECOMMENDED 2026.02.06

SHEET 218 OF 291

S-39605

Stantec
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
U:\Y2027\31442\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_7.30_EL.dgn

DES: KRA | DWG: KJR | CHK: SB

DOT_2015
1442_STR_Black_Color-249-254.tbl
DOT_ANSI D_PDF.plt

TOP OF POURED DECK ELEVS AT GRADE BREAK POINTS (PRIOR TO PPC OVERLAY PLACEMENT)

LOCATION	STATION	F	G	H	I	J
		LT GUTTER	LT BREAK	PG/GG	RT BREAK	RT GUTTER
		-	-	-	-	-
		-	-	-	-	-
		-	-	-	-	-
		-	-	-	-	-
		-	-	-	-	-
BEGIN PPC OVERLAY	328+98.32	401.36	401.58	401.34	400.86	400.50
	329+00.00	401.26	401.59	401.35	400.87	400.51
	329+10.00	401.33	401.67	401.43	400.95	400.59
	329+20.00	401.41	401.74	401.51	401.02	400.67
	329+30.00	401.48	401.82	401.58	401.10	400.74
	329+40.00	401.56	401.89	401.66	401.17	400.82
	329+50.00	401.63	401.97	401.73	401.25	400.89
	329+60.00	401.71	402.05	401.80	401.33	400.97
	329+70.00	401.78	402.12	401.88	401.40	401.04
	329+80.00	401.86	402.20	401.95	401.48	401.11
	329+90.00	401.93	402.27	402.03	401.55	401.19
	330+00.00	402.01	402.35	402.10	401.63	401.26
	330+10.00	402.08	402.42	402.18	401.70	401.34
	330+20.00	402.16	402.49	402.25	401.78	401.41
℄ PIER 1	330+26.65	402.21	402.54	402.30	401.82	401.46
	330+30.00	402.23	402.57	402.33	401.85	401.49
	330+40.00	402.31	402.64	402.40	401.93	401.56
	330+50.00	402.38	402.72	402.48	402.00	401.64
	330+60.00	402.46	402.79	402.55	402.07	401.71
	330+70.00	402.53	402.87	402.63	402.15	401.79
	330+80.00	402.61	402.94	402.71	402.22	401.87
	330+90.00	402.68	403.02	402.78	402.30	401.94
	331+00.00	402.76	403.09	402.86	402.37	402.02
	331+10.00	402.83	403.17	402.93	402.45	402.09
	331+20.00	402.91	403.24	403.01	402.53	402.16
	331+30.00	402.98	403.32	403.08	402.60	402.24
	331+40.00	403.06	403.40	403.16	402.68	402.31
	331+50.00	403.13	403.47	403.23	402.75	402.39
	331+60.00	403.21	403.55	403.31	402.83	402.46
	331+70.00	403.28	403.62	403.38	402.90	402.54
	331+80.00	403.36	403.70	403.46	402.98	402.61
℄ PIER 2	331+81.65	403.37	403.71	403.47	402.99	402.63
	331+90.00	403.43	403.77	403.53	403.05	402.69
	332+00.00	403.51	403.85	403.60	403.13	402.76
	332+10.00	403.58	403.92	403.68	403.20	402.84
	332+20.00	403.66	404.00	403.75	403.28	402.91
	332+30.00	403.73	404.07	403.83	403.35	402.99
	332+40.00	403.81	404.14	403.91	403.42	403.07
	332+50.00	403.88	404.22	403.98	403.50	403.14
	332+60.00	403.96	404.29	404.06	403.57	403.22
	332+70.00	404.03	404.37	404.13	403.65	403.29
	332+80.00	404.11	404.44	404.21	403.72	403.37
	332+90.00	404.18	404.52	404.28	403.80	403.44
	333+00.00	404.26	404.60	404.36	403.88	403.52
	333+10.00	404.33	404.67	404.43	403.95	403.59
	333+20.00	404.41	404.75	404.51	404.03	403.67
	333+30.00	404.47	404.81	404.57	404.09	403.73
	333+40.00	404.52	404.86	404.62	404.14	403.78
	333+50.00	404.58	404.91	404.67	404.19	403.83
℄ PIER 3	333+57.65	404.62	404.95	404.71	404.23	403.87
	333+60.00	404.63	404.97	404.73	404.25	403.89
	333+70.00	404.68	405.02	404.78	404.30	403.94
	333+80.00	404.73	405.07	404.83	404.35	403.99
	333+90.00	404.79	405.13	404.89	404.41	404.05
	334+00.00	404.84	405.18	404.94	404.46	404.10
	334+10.00	404.89	405.23	404.99	404.51	404.15
	334+20.00	404.95	405.28	405.04	404.56	404.20
	334+30.00	405.00	405.34	405.10	404.62	404.26
	334+40.00	405.05	405.39	405.15	404.67	404.31
	334+50.00	405.10	405.44	405.20	404.72	404.36
	334+60.00	405.15	405.49	405.25	404.77	404.41
	334+70.00	405.19	405.52	405.28	404.80	404.44
	334+80.00	405.22	405.56	405.32	404.84	404.48
	334+90.00	405.25	405.58	405.34	404.86	404.50
	335+00.00	405.27	405.60	405.36	404.88	404.52
	335+10.00	405.28	405.61	405.37	404.89	404.53
	335+20.00	405.28	405.61	405.37	404.89	404.53
	335+30.00	405.27	405.61	405.37	404.89	404.53
	335+40.00	405.26	405.60	405.36	404.88	404.52
	335+50.00	405.24	405.57	405.31	404.79	404.43
	335+60.00	405.20	405.53	405.25	404.68	404.32
	335+70.00	405.17	405.49	405.18	404.57	404.21
	335+80.00	405.12	405.44	405.11	404.46	404.10
	335+90.00	405.07	405.38	405.03	404.33	403.97
℄ PIER 4	335+92.65	405.06	405.36	405.01	404.30	403.94

TOP OF POURED DECK ELEVS AT GRADE BREAK POINTS (PRIOR TO PPC OVERLAY PLACEMENT)

LOCATION	STATION	F	G	H	I	J
		LT GUTTER	LT BREAK	PG/GG	RT BREAK	RT GUTTER
	336+00.00	405.01	405.30	404.93	404.19	403.82
	336+10.00	404.91	405.21	404.81	404.02	403.63
	336+20.00	404.82	405.10	404.69	403.85	403.44
	336+30.00	404.71	404.99	404.55	403.67	403.24
	336+40.00	404.60	404.87	404.41	403.49	403.03
	336+50.00	404.48	404.75	404.26	403.30	402.81
	336+60.00	404.35	404.61	404.10	403.09	402.59
	336+70.00	404.22	404.47	403.94	402.89	402.36
	336+80.00	404.07	404.32	403.77	402.67	402.12
	336+90.00	403.92	404.16	403.59	402.45	401.87
	337+00.00	403.77	404.00	403.40	402.21	401.62
	337+10.00	403.61	403.83	403.22	401.98	401.36
	337+20.00	403.48	403.70	403.08	401.83	401.21
	337+30.00	403.36	403.59	402.96	401.71	401.09
	337+40.00	403.25	403.47	402.85	401.60	400.97
	337+50.00	403.13	403.35	402.73	401.48	400.86
	337+60.00	403.01	403.24	402.61	401.37	400.74
	337+70.00	402.90	403.12	402.50	401.25	400.63
	337+80.00	402.78	403.01	402.38	401.13	400.51
	337+90.00	402.66	402.89	402.27	401.02	400.39
	338+00.00	402.55	402.77	402.15	400.90	400.28
	338+10.00	402.43	402.66	402.03	400.79	400.16
	338+20.00	402.32	402.54	401.92	400.67	400.05
	338+30.00	402.20	402.43	401.80	400.55	399.93
	338+40.00	402.08	402.31	401.69	400.43	399.81
	338+50.00	401.97	402.19	401.57	400.31	399.69
	338+60.00	401.85	402.08	401.45	400.19	399.56
	338+70.00	401.74	401.96	401.34	400.06	399.43
	338+80.00	401.62	401.85	401.22	399.93	399.30
℄ PIER 5	338+80.65	401.61	401.84	401.21	399.92	399.30
	338+90.00	401.50	401.73	401.11	399.79	399.17
	339+00.00	401.39	401.61	400.99	399.66	399.03
	339+10.00	401.27	401.50	400.87	399.52	398.90
	339+20.00	401.16	401.38	400.76	399.38	398.76
	339+30.00	401.04	401.27	400.64	399.24	398.61
	339+40.00	400.92	401.15	400.53	399.09	398.47
	339+50.00	400.81	401.03	400.41	398.94	398.32
	339+60.00	400.69	400.92	400.29	398.79	398.17
	339+70.00	400.58	400.80	400.18	398.64	398.01
	339+80.00	400.46	400.69	400.06	398.49	397.86
	339+90.00	400.34	400.57	399.95	398.34	397.71
	340+00.00	400.23	400.45	399.83	398.19	397.56
	340+10.00	400.11	400.34	399.71	398.04	397.42
	340+20.00	400.00	400.22	399.60	397.90	397.27
	340+30.00	399.88	400.11	399.48	397.75	397.13
	340+40.00	399.76	399.99	399.37	397.61	396.99
	340+50.00	399.65	399.87	399.25	397.48	396.85
	340+60.00	399.53	399.76	399.13	397.34	396.72
	340+70.00	399.42	399.64	399.02	397.21	396.58
	340+80.00	399.30	399.53	398.90	397.08	396.45
	340+90.00	399.18	399.41	398.79	396.95	396.32
	341+00.00	399.07	399.29	398.67	396.82	396.20
	341+10.00	398.95	399.18	398.55	396.70	396.07
	341+20.00	398.84	399.06	398.44	396.57	395.95
	341+30.00	398.72	398.95	398.32	396.45	395.83
	341+40.00	398.60	398.83	398.21	396.33	395.71
	341+50.00	398.49	398.71	398.09	396.22	395.59
	341+60.00	398.37	398.60	397.97	396.10	395.48
℄ PIER 6	341+68.86	398.27	-	-	-	-
	341+70.00	398.26	398.48	397.86	395.99	395.36
℄ PIER 6	341+70.26	-	398.48	-	-	-
℄ PIER 6	341+71.76	-	-	397.84	-	-
℄ PIER 6	341+76.36	-	-	-	395.91	-
℄ PIER 6	341+77.92	-	-	-	-	395.27
	341+80.00	398.14	398.37	397.74	395.87	395.25
	341+90.00	398.02	398.25	397.63	395.75	395.13
	342+00.00	397.91	398.13	397.51	395.64	395.01
	342+10.00	397.79	398.02	397.39	395.52	394.90
	342+20.00	397.68	397.90	397.28	395.41	394.78
	342+30.00	397.56	397.79	397.16	395.29	394.67
	342+40.00	397.44	397.67	397.05	395.17	394.55
	342+50.00	397.33	397.55	396.93	395.06	394.43
	342+60.00	397.21	397.44	396.81	394.94	394.32
	342+70.00	397.10	397.32	396.70	394.83	394.20
	342+80.00	396.98	397.21	396.58	394.71	394.09
	342+90.00	396.86	397.09	396.47	394.59	393.97
	343+00.00	396.75	396.97	396.35	394.48	393.85
	343+10.00	396.63	396.86	396.23	394.36	393.74
	343+20.00	396.52	396.74	396.12	394.25	393.62
	343+30.00	396.40	396.63	396.00	394.13	393.51

TOP OF POURED DECK ELEVS AT GRADE BREAK POINTS (PRIOR TO PPC OVERLAY PLACEMENT)

LOCATION	STATION	F	G	H	I	J
		LT GUTTER	LT BREAK	PG/GG	RT BREAK	RT GUTTER
	343+40.00	396.28	396.51	395.89	394.01	393.39
	343+50.00	396.17	396.39	395.77	393.90	393.27
	343+60.00	396.05	396.28	395.65	393.78	393.16
	343+70.00	395.94	396.16	395.54	393.67	393.04
℄ PIER 7	343+79.02	395.83	-	-	-	-
	343+80.00	395.82	396.05	395.42	393.55	392.93
℄ PIER 7	343+81.46	-	396.03	-	-	-
℄ PIER 7	343+84.11	-	-	395.37	-	-
	343+90.00	395.70	395.93	395.31	393.43	392.81
℄ PIER 7	343+92.17	-	-	-	393.41	-
℄ PIER 7	343+94.92	-	-	-	-	392.75
	344+00.00	395.59	395.81	395.19	393.32	392.69
	344+10.00	395.47	395.70	395.07	393.20	392.58
	344+20.00	395.36	395.58	394.96	393.09	392.46
	344+30.00	395.24	395.47	394.84	392.97	392.35
	344+40.00	395.12	395.35	394.73	392.85	392.23
	344+50.00	395.01	395.23	394.61	392.74	392.11
	344+60.00	394.89	395.12	394.49	392.62	392.00
	344+70.00	394.78	395.00	394.38	392.51	391.88
	344+80.00	394.66	394.89	394.26	392.39	391.77
	344+90.00	394.54	394.77	394.15	392.27	391.65
	345+00.00	394.43	394.65	394.03	392.16	391.53
END PPC OVERLAY	345+09.25	394.32	-	-	-	-
	345+10.00	-	394.54	393.91	392.04	391.42
END PPC OVERLAY	345+12.37	-	394.51	-	-	-
END PPC OVERLAY	345+15.72	-	-	393.85	-	-
	345+20.00	-	-	-	391.93	391.30
END PPC OVERLAY	345+26.01	-	-	-	391.86	-
END PPC OVERLAY	345+29.52	-	-	-	-	391.22

NOTES

1. ALL VALUES REPORTED IN THIS TABLE ARE GIVEN AT THE TOP OF POURED DECK PRIOR TO PLACEMENT OF PPC OVERLAY.
2. FOR ADDITIONAL PPC OVERLAY DETAILS, SEE SHEET 220.
3. FOR NB FINISHED GRADE ELEVATIONS, SEE SHEET 217.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091

SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK

8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE

NB DECK ELEVS PRIOR TO OVERLAY (2 OF 2)

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
ALEXANDER LEE SCHMIDT
ENGINEER
PE081878

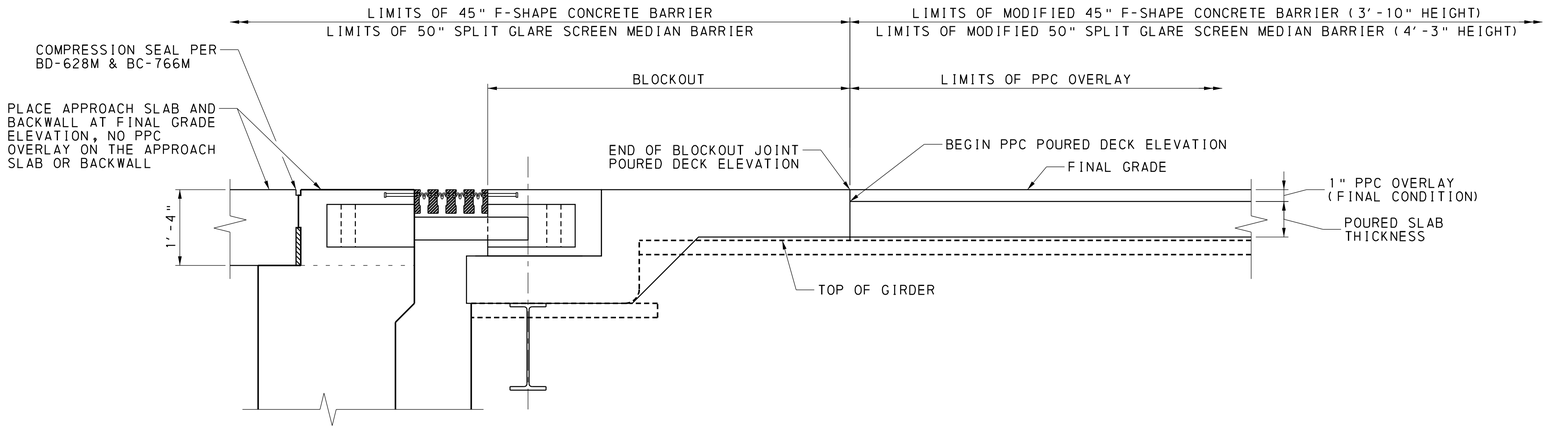
RECOMMENDED 2026.02.06

SHEET 219 OF 291

S-39605

1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
U:\2027113442\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_7.30_EL.dgn
Stantec

DES: KRA | DWG: KJR | CHK: SB

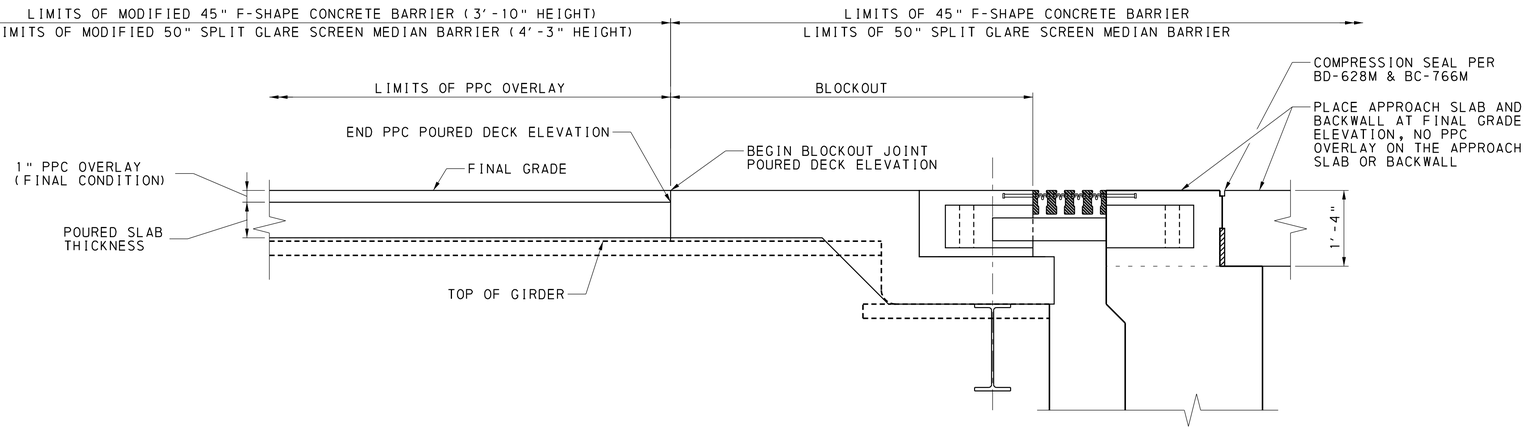


TYPE 1 APPROACH SLAB - INTERIM CONDITION

NOT TO SCALE

NOTE: SECTION SHOWN PERPENDICULAR TO ABUTMENT 1

POURED DECK ELEVATIONS AT BLOCKOUT JOINTS GRADE BREAK POINTS				
	LOCATION	STATION	TOP OF POURED CONCRETE ELEVATION
LEFT GUTTER (F)	END BLOCKOUT JOINT	328+98.32	401.44
	BEGIN PPC OVERLAY	328+98.32	401.36
	END PPC OVERLAY	345+09.25	394.32
	BEGIN BLOCKOUT JOINT	345+09.25	394.40
GRADE BREAK (G)	END BLOCKOUT JOINT	328+98.32	401.66
	BEGIN PPC OVERLAY	328+98.32	401.58
	END PPC OVERLAY	345+12.37	394.51
	BEGIN BLOCKOUT JOINT	345+12.37	394.59
PG/GG (H)	END BLOCKOUT JOINT	328+98.32	401.42
	BEGIN PPC OVERLAY	328+98.32	401.34
	END PPC OVERLAY	345+15.72	393.85
	BEGIN BLOCKOUT JOINT	345+15.72	393.93
GRADE BREAK (I)	END BLOCKOUT JOINT	328+98.32	400.94
	BEGIN PPC OVERLAY	328+98.32	400.86
	END PPC OVERLAY	345+26.01	391.86
	BEGIN BLOCKOUT JOINT	345+26.01	391.94
RIGHT GUTTER (J)	END BLOCKOUT JOINT	328+98.32	400.58
	BEGIN PPC OVERLAY	328+98.32	400.50
	END PPC OVERLAY	345+29.52	391.22
	BEGIN BLOCKOUT JOINT	345+29.52	391.30



TYPE 1 APPROACH SLAB - INTERIM CONDITION

NOT TO SCALE

NOTE: SECTION SHOWN PERPENDICULAR TO ABUTMENT 2

NORTHBOUND LONGITUDINAL SLOPES (%)						
LOCATION	G6	G7	G8	G9	G10	G11
ABUTMENT 1	#N/A	0.75%	0.75%	0.75%	-	0.75%
PIER 1	0.76%	0.76%	0.76%	0.76%	-	0.76%
PIER 2	0.76%	0.76%	0.76%	0.76%	-	0.76%
PIER 3	0.54%	0.54%	0.54%	0.54%	-	0.54%
PIER 4	-1.33%	-1.33%	-1.33%	-1.33%	-	-1.33%
PIER 5	-1.38%	-1.38%	-1.38%	-1.38%	-1.38%	-1.38%
PIER 6	-1.20%	-1.20%	-1.20%	-1.20%	-1.20%	-1.20%
PIER 7	-1.21%	-1.21%	-1.21%	-1.21%	-1.21%	-1.21%
ABUTMENT 2	-1.25%	-1.25%	-1.25%	-1.25%	-1.25%	-1.25%

NOTES

1. FOR TYPICAL SECTION, SEE SHEET 218.
2. PLACE APPROACH SLAB AND BACKWALL AT FINAL GRADE ELEVATION.
3. FROM THE BEGINNING OF THE DECK AT ABUTMENT 1 TO THE BLOCKOUT JOINT, PLACE CONCRETE DECK CONCRETE AT FINAL GRADE ELEVATION.
4. FROM THE BLOCKOUT JOINT AT ABUTMENT 1 TO THE BLOCKOUT JOINT AT ABUTMENT 2, PLACE TOP OF POURED CONCRETE ONE INCH BELOW FINISHED GRADE ELEVATION. TO ACCOMMODATE PPC OVERLAY. SEE DECK ELEVATION TABLES.
5. RIGHT SIDE BARRIER SHALL BE A STANDARD 45" F-SHAPE BARRIER ON APPROACH SLABS, ABUTMENT BACKWALLS, AND DECK IN THE BLOCKOUT AREAS. RIGHT SIDE BARRIER SHALL BE A MODIFIED 45" F-SHAPE BARRIER (3'-10" HEIGHT) ON THE DECK BETWEEN THE BLOCKOUT AREAS.
6. MEDIAN BARRIER SHALL BE A STANDARD 50" SPLIT GLARE SCREEN BARRIER ON APPROACH SLABS, ABUTMENT BACKWALLS, AND DECK IN THE BLOCKOUT AREAS. MEDIAN BARRIER SHALL BE A MODIFIED 50" SPLIT GLARE SCREEN BARRIER (4'-3" HEIGHT) ON THE DECK BETWEEN THE BLOCKOUT AREAS.

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE081878

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789

BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091

SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK

8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE

NB PPC OVERLAY ELEVATIONS & DETAILS

RECOMMENDED 2026.02.06

SHEET 220 OF 291

S-39605

DES: KRA | DWG: KJR | CHK: SB

Stantec

DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI D_PDF.plt
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
U:\2027131\1442\1\100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_7.30_EL.dgn

DOT_2015
1442_STR_Black_Color-249-254.tbl
DOT_ANSI D_PDF.plt

FINISHED GRADE ELEVATIONS AT GRADE BREAK POINTS

LOCATION	STATION	A LT GUTTER	B LT BREAK	C PG	D RT BREAK	E RT GUTTER	NOTE
APPROACH SLAB 1	328+63.65	400.32	400.68	401.16	401.40	401.06	(1)
	328+70.00	400.37	400.73	401.22	401.46	401.12	(1)
	328+80.00	400.45	400.81	401.29	401.53	401.19	(1)
BEGIN BRIDGE	328+88.65	400.51	400.87	401.35	401.59	401.25	(1)
	328+90.00	400.52	400.88	401.36	401.60	401.26	(1)
℄ BRG ABUT 1	328+92.65	400.54	400.90	401.38	401.62	401.28	(1)
	329+00.00	400.60	400.96	401.44	401.68	401.34	(2)
	329+10.00	400.67	401.03	401.51	401.75	401.41	(2)
	329+20.00	400.75	401.11	401.59	401.82	401.49	(2)
	329+30.00	400.82	401.18	401.66	401.90	401.56	(2)
	329+40.00	400.90	401.25	401.74	401.97	401.64	(2)
	329+50.00	400.97	401.33	401.81	402.05	401.71	(2)
	329+60.00	401.05	401.40	401.89	402.12	401.79	(2)
	329+70.00	401.12	401.48	401.96	402.20	401.86	(2)
	329+80.00	401.19	401.55	402.04	402.28	401.94	(2)
	329+90.00	401.27	401.63	402.11	402.35	402.01	(2)
	330+00.00	401.34	401.71	402.18	402.43	402.09	(2)
	330+10.00	401.42	401.78	402.26	402.50	402.16	(2)
	330+20.00	401.49	401.86	402.33	402.58	402.24	(2)
℄ PIER 1	330+26.65	401.54	401.90	402.38	402.62	402.29	(2)
	330+30.00	401.57	401.93	402.41	402.65	402.31	(2)
	330+40.00	401.64	402.01	402.48	402.73	402.39	(2)
	330+50.00	401.72	402.08	402.56	402.80	402.46	(2)
	330+60.00	401.80	402.16	402.64	402.88	402.54	(2)
	330+70.00	401.87	402.23	402.71	402.95	402.61	(2)
	330+80.00	401.95	402.30	402.79	403.02	402.69	(2)
	330+90.00	402.02	402.38	402.86	403.10	402.76	(2)
	331+00.00	402.10	402.45	402.94	403.17	402.84	(2)
	331+10.00	402.17	402.53	403.01	403.25	402.91	(2)
	331+20.00	402.25	402.60	403.09	403.32	402.99	(2)
	331+30.00	402.32	402.68	403.16	403.40	403.06	(2)
	331+40.00	402.39	402.75	403.23	403.47	403.14	(2)
	331+50.00	402.47	402.83	403.31	403.55	403.21	(2)
	331+60.00	402.54	402.91	403.38	403.63	403.29	(2)
	331+70.00	402.62	402.98	403.46	403.70	403.36	(2)
	331+80.00	402.69	403.06	403.53	403.78	403.44	(2)
℄ PIER 2	331+81.65	402.71	403.07	403.55	403.79	403.45	(2)
	331+90.00	402.77	403.13	403.61	403.85	403.51	(2)
	332+00.00	402.84	403.21	403.69	403.93	403.59	(2)
	332+10.00	402.92	403.28	403.76	404.00	403.66	(2)
	332+20.00	403.00	403.36	403.84	404.08	403.74	(2)
	332+30.00	403.07	403.43	403.91	404.15	403.81	(2)
	332+40.00	403.15	403.50	403.99	404.22	403.89	(2)
	332+50.00	403.22	403.58	404.06	404.30	403.96	(2)
	332+60.00	403.30	403.65	404.14	404.37	404.04	(2)
	332+70.00	403.37	403.73	404.21	404.45	404.11	(2)
	332+80.00	403.44	403.80	404.28	404.52	404.19	(2)
	332+90.00	403.52	403.88	404.36	404.60	404.26	(2)
	333+00.00	403.59	403.95	404.43	404.67	404.34	(2)
	333+10.00	403.67	404.03	404.51	404.75	404.41	(2)
	333+20.00	403.75	404.11	404.59	404.83	404.49	(2)
	333+30.00	403.84	404.20	404.66	404.89	404.55	(2)
	333+40.00	403.96	404.32	404.74	404.94	404.60	(2)
	333+50.00	404.08	404.44	404.81	404.99	404.66	(2)
℄ PIER 3	333+57.65	404.17	404.53	404.87	405.03	404.70	(2)
	333+60.00	404.20	404.56	404.89	405.05	404.71	(2)
	333+70.00	404.32	404.68	404.96	405.10	404.76	(2)
	333+80.00	404.44	404.80	405.04	405.15	404.81	(2)
	333+90.00	404.56	404.92	405.11	405.21	404.87	(2)
	334+00.00	404.68	405.04	405.19	405.26	404.92	(2)
	334+10.00	404.80	405.16	405.26	405.31	404.97	(2)
	334+20.00	404.92	405.28	405.34	405.36	405.03	(2)
	334+30.00	405.04	405.40	405.41	405.42	405.08	(2)
	334+40.00	405.16	405.52	405.49	405.47	405.13	(2)
	334+50.00	405.28	405.64	405.56	405.52	405.18	(2)
	334+60.00	405.39	405.75	405.63	405.57	405.23	(2)
	334+70.00	405.49	405.85	405.69	405.60	405.27	(2)
	334+80.00	405.60	405.96	405.75	405.64	405.30	(2)
	334+90.00	405.69	406.05	405.79	405.66	405.33	(2)
	335+00.00	405.77	406.13	405.83	405.68	405.35	(2)
	335+10.00	405.85	406.21	405.87	405.69	405.36	(2)
	335+20.00	405.92	406.28	405.89	405.69	405.36	(2)
	335+30.00	405.98	406.34	405.91	405.69	405.35	(2)
	335+40.00	406.03	406.39	405.92	405.68	405.34	(2)
	335+50.00	406.09	406.44	405.92	405.66	405.32	(2)
	335+60.00	406.13	406.47	405.91	405.62	405.28	(2)
	335+70.00	406.17	406.51	405.90	405.59	405.25	(2)
	335+80.00	406.20	406.53	405.87	405.54	405.21	(2)
	335+90.00	406.22	406.54	405.84	405.49	405.16	(2)
℄ PIER 4	335+92.65	406.23	406.55	405.84	405.48	405.14	(2)

FINISHED GRADE ELEVATIONS AT GRADE BREAK POINTS

LOCATION	STATION	A LT GUTTER	B LT BREAK	C PG	D RT BREAK	E RT GUTTER	NOTE
	336+00.00	406.24	406.56	405.81	405.44	405.09	(2)
	336+10.00	406.24	406.55	405.76	405.37	405.00	(2)
	336+20.00	406.24	406.55	405.71	405.30	404.91	(2)
	336+30.00	406.23	406.53	405.65	405.21	404.80	(2)
	336+40.00	406.22	406.51	405.59	405.12	404.69	(2)
	336+50.00	406.20	406.48	405.51	405.03	404.57	(2)
	336+60.00	406.16	406.44	405.43	404.92	404.44	(2)
	336+70.00	406.12	406.39	405.34	404.81	404.31	(2)
	336+80.00	406.07	406.34	405.24	404.69	404.17	(2)
	336+90.00	406.03	406.28	405.13	404.56	404.02	(2)
	337+00.00	405.96	406.21	405.02	404.43	403.87	(2)
	337+10.00	405.90	406.14	404.91	404.29	403.71	(2)
	337+20.00	405.80	406.04	404.79	404.17	403.58	(2)
	337+30.00	405.68	405.92	404.67	404.05	403.46	(2)
	337+40.00	405.57	405.81	404.56	403.93	403.35	(2)
	337+50.00	405.45	405.69	404.44	403.82	403.23	(2)
	337+60.00	405.33	405.57	404.33	403.70	403.12	(2)
	337+70.00	405.22	405.46	404.21	403.59	403.00	(2)
	337+80.00	405.10	405.34	404.09	403.47	402.88	(2)
	337+90.00	404.99	405.23	403.98	403.35	402.77	(2)
	338+00.00	404.87	405.11	403.86	403.24	402.65	(2)
	338+10.00	404.75	404.99	403.75	403.12	402.54	(2)
	338+20.00	404.64	404.88	403.63	403.01	402.42	(2)
	338+30.00	404.52	404.76	403.51	402.89	402.30	(2)
	338+40.00	404.41	404.65	403.40	402.77	402.19	(2)
	338+50.00	404.29	404.53	403.28	402.66	402.07	(2)
	338+60.00	404.17	404.41	403.17	402.54	401.96	(2)
	338+70.00	404.06	404.30	403.05	402.43	401.84	(2)
	338+80.00	403.94	404.18	402.93	402.31	401.72	(2)
℄ PIER 5	338+80.65	403.93	404.17	402.93	402.30	401.72	(2)
	338+90.00	403.83	404.07	402.82	402.19	401.61	(2)
	339+00.00	403.71	403.95	402.70	402.08	401.49	(2)
	339+10.00	403.59	403.83	402.59	401.96	401.38	(2)
	339+20.00	403.48	403.72	402.47	401.85	401.26	(2)
	339+30.00	403.36	403.60	402.35	401.73	401.14	(2)
	339+40.00	403.25	403.49	402.24	401.61	401.03	(2)
	339+50.00	403.13	403.37	402.12	401.50	400.91	(2)
	339+60.00	403.01	403.25	402.01	401.38	400.80	(2)
	339+70.00	402.90	403.14	401.89	401.27	400.68	(2)
	339+80.00	402.78	403.02	401.77	401.15	400.56	(2)
	339+90.00	402.67	402.91	401.66	401.03	400.45	(2)
	340+00.00	402.55	402.79	401.54	400.92	400.33	(2)
	340+10.00	402.43	402.67	401.43	400.80	400.22	(2)
	340+20.00	402.32	402.56	401.31	400.69	400.10	(2)
	340+30.00	402.20	402.44	401.19	400.57	399.98	(2)
	340+40.00	402.09	402.33	401.08	400.45	399.87	(2)
	340+50.00	401.97	402.21	400.96	400.34	399.75	(2)
	340+60.00	401.85	402.09	400.85	400.22	399.64	(2)
	340+70.00	401.74	401.98	400.73	400.11	399.52	(2)
	340+80.00	401.62	401.86	400.61	399.99	399.40	(2)
	340+90.00	401.51	401.75	400.50	399.87	399.29	(2)
	341+00.00	401.39	401.63	400.38	399.76	399.17	(2)
	341+10.00	401.27	401.51	400.27	399.64	399.06	(2)
	341+20.00	401.16	401.40	400.15	399.53	398.94	(2)
	341+30.00	401.04	401.28	400.03	399.41	398.82	(2)
	341+40.00	400.93	401.17	399.92	399.29	398.71	(2)
	341+50.00	400.81	401.05	399.80	399.18	398.59	(2)
	341+60.00	400.69	400.93	399.69	399.06	398.48	(2)
℄ PIER 6	341+61.34	400.83	-	-	-	-	(2)
℄ PIER 6	341+62.75	-	400.90	-	-	-	(2)
℄ PIER 6	341+65.61	-	-	399.62	-	-	(2)
℄ PIER 6	341+67.06	-	-	-	398.98	-	(2)
℄ PIER 6	341+68.44	-	-	-	-	398.38	(2)
	341+70.00	400.58	400.82	399.57	398.95	398.36	(2)
	341+80.00	400.46	400.70	399.45	398.83	398.24	(2)
	341+90.00	400.35	400.59	399.34	398.71	398.13	(2)
	342+00.00	400.23	400.47	399.22	398.60	398.01	(2)
	342+10.00	400.11	400.35	399.11	398.48	397.90	(2)
	342+20.00	400.00	400.24	398.99	398.37	397.78	(2)
	342+30.00	399.88	400.12	398.87	398.25	397.66	(2)
	342+40.00	399.77	400.01	398.76	398.13	397.55	(2)
	342+50.00	399.65	399.89	398.64	398.02	397.43	(2)
	342+60.00	399.53	399.77	398.53	397.90	397.32	(2)
	342+70.00	399.42	399.66	398.41	397.79	397.20	(2)
	342+80.00	399.30	399.54	398.29	397.67	397.08	(2)
	342+90.00	399.19	399.43	398.18	397.55	396.97	(2)
	343+00.00	399.07	399.31	398.06	397.44	396.85	(2)
	343+10.00	398.95	399.19	397.95	397.32	396.74	(2)
	343+20.00	398.84	399.08	397.83	397.21	396.62	(2)
	343+30.00	398.72	398.96	397.71	397.09	396.50	(2)

FINISHED GRADE ELEVATIONS AT GRADE BREAK POINTS

LOCATION	STATION	A LT GUTTER	B LT BREAK	C PG	D RT BREAK	E RT GUTTER	NOTE
	343+40.00	398.61	398.85	397.60	396.97	396.39	(2)
	343+50.00	398.49	398.73	397.48	396.86	396.27	(2)
	343+60.00	398.37	398.61	397.37	396.74	396.16	(2)
℄ PIER 7	343+65.83	398.31	-	-	-	-	(2)
℄ PIER 7	343+68.30	-	398.52	-	-	-	(2)
	343+70.00	398.26	398.50	397.25	396.63	396.04	(2)
℄ PIER 7	343+73.31	-	-	397.21	-	-	(2)
℄ PIER 7	343+75.86	-	-	-	396.56	-	(2)
℄ PIER 7	343+78.28	-	-	-	-	395.94	(2)
	343+80.00	398.14	398.38	397.13	396.51	395.92	(2)
	343+90.00	398.03	398.27	397.02	396.39	395.81	(2)
	344+00.00	397.91	398.15	396.90	396.28	395.69	(2)
	344+10.00	397.79	398.03	396.79	396.16	395.58	(2)
	344+20.00	397.68	397.92	396.67	396.05	395.46	(2)
	344+30.00	397.56	397.80	396.55	395.93	395.34	(2)
	344+40.00	397.45	397.69	396.44	395.81	395.23	(2)
	344+50.00	397.33	397.57	396.32	395.70	395.11	(2)
	344+60.00	397.21	397.45	396.21	395.58	395.00	(2)
	344+70.00	397.10	397.34	396.09	395.47	394.88	(2)
	344+80.00	396.98	397.22	395.97	395.35	394.76	(2)
	344+90.00	396.87	397.11	395.86	395.23	394.65	(2)
℄ BRG ABUT 2	344+98.16	396.77	-	-	-	-	(2)
	345+00.00	396.75	396.99	395.74	395.12	394.53	(2)
℄ BRG ABUT 2	345+01.33	-	396.97	-	-	-	(2)
END BRIDGE	345+02.20	396.73	-	-	-	-	(2)
END BRIDGE	345+05.39	-	396.93	-	-	-	(2)
℄ BRG ABUT 2	345+07.78	-	-	395.65	-	-	(1)
	345+10.00	396.63	396.87	395.63	395.00	394.42	(1)
℄ BRG ABUT 2	345+11.06	-	-	-	394.99	-	(1)
END BRIDGE	345+11.89	-	-	395.60	-	-	(1)
℄ BRG ABUT 2	345+14.17	-	-	-	-	394.37	(1)
END BRIDGE	345+15.19	-	-	-	394.94	-	(1)
END BRIDGE	345+18.32	-	-	-	-	394.32	(1)
	345+20.00	396.52	396.76	395.51	394.89	394.30	(1)
APPROACH SLAB 2	345+26.51	396.44	-	-	-	-	(1)
APPROACH SLAB 2	345+29.84	-	396.64	-	-	-	(1)
	345+30.00	-	-	395.39	394.77	394.18	(1)
APPROACH SLAB 2	345+36.60	-	-	395.32	-	-	(1)
	345+40.00	-	-	-	394.65	394.07	(1)
APPROACH SLAB 2	345+40.04	-	-	-	394.65	-	(1)
APPROACH SLAB 2	345+43.30	-	-	-	-	394.03	(1)

TABLE NOTES

(1) TABLE VALUES INDICATE FINISHED GRADE ELEVATIONS. NO PPC OVERLAY WILL BE UTILIZED AT THIS LOCATION. FINAL FINISHED GRADE ELEVATION VALUES REPORTED IN TABLE ARE EQUAL TO FINAL TOP OF POURED DECK ELEVATIONS.

(2) TABLE VALUES INDICATE FINISHED GRADE ELEVATIONS. A 1 INCH PPC OVERLAY IS UTILIZED AT THIS LOCATION. SEE SHEET 223 FOR TOP OF POURED DECK ELEVATIONS IN AREAS TO RECEIVE PPC OVERLAY.

NOTES

1. ALL VALUES IN THIS TABLE ARE FINISHED GRADE ELEVATIONS.
2. FOR TYPICAL SECTIONS, SEE SHEET 222 .

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SB FINISHED GRADE ELEVATIONS

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
ALEXANDER LEE SCHMIDT
ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

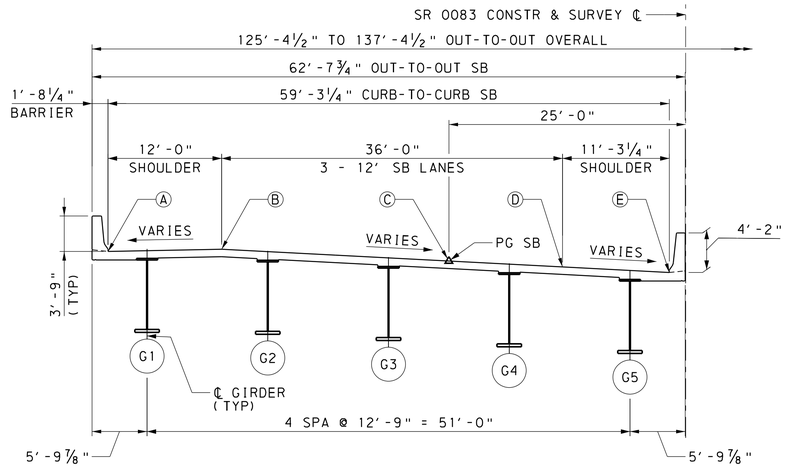
SHEET 221 OF 291

S-39605

Stantec
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
U:\2027113\1442\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_7.30_EL.dgn

DES: KRA | DWG: KJR | CHK: SB

TOP OF POURED DECK ELEVATIONS AT ℄ GIRDER AT TENTH POINTS							
	LOCATION	G1	G2	G3	G4	G5	NOTE
	℄ BRG ABUT 1	400.66	401.00	401.25	401.51	401.41	(1)
SPAN 1	0.1 L	400.68	401.02	401.27	401.53	401.43	(2)
	0.2 L	400.78	401.12	401.37	401.63	401.53	(2)
	0.3 L	400.89	401.22	401.47	401.73	401.63	(2)
	0.4 L	400.99	401.32	401.57	401.83	401.73	(2)
	0.5 L	401.09	401.42	401.68	401.93	401.83	(2)
	0.6 L	401.19	401.52	401.78	402.03	401.93	(2)
	0.7 L	401.29	401.62	401.88	402.13	402.03	(2)
	0.8 L	401.39	401.72	401.98	402.23	402.13	(2)
	0.9 L	401.49	401.82	402.08	402.33	402.23	(2)
	℄ BRG PIER 1	401.59	401.92	402.18	402.43	402.33	(2)
SPAN 2	0.1 L	401.71	402.04	402.29	402.55	402.45	(2)
	0.2 L	401.82	402.16	402.41	402.67	402.56	(2)
	0.3 L	401.94	402.27	402.53	402.78	402.68	(2)
	0.4 L	402.05	402.39	402.64	402.90	402.80	(2)
	0.5 L	402.17	402.50	402.76	403.01	402.91	(2)
	0.6 L	402.29	402.62	402.88	403.13	403.03	(2)
	0.7 L	402.40	402.74	402.99	403.25	403.14	(2)
	0.8 L	402.52	402.85	403.11	403.36	403.26	(2)
	0.9 L	402.64	402.97	403.22	403.48	403.38	(2)
	℄ BRG PIER 2	402.75	403.09	403.34	403.60	403.49	(2)
SPAN 3	0.1 L	402.88	403.22	403.47	403.73	403.63	(2)
	0.2 L	403.02	403.35	403.60	403.86	403.76	(2)
	0.3 L	403.15	403.48	403.74	403.99	403.89	(2)
	0.4 L	403.28	403.61	403.87	404.12	404.02	(2)
	0.5 L	403.41	403.75	404.00	404.26	404.15	(2)
	0.6 L	403.54	403.88	404.13	404.39	404.29	(2)
	0.7 L	403.68	404.01	404.26	404.52	404.42	(2)
	0.8 L	403.81	404.14	404.40	404.65	404.55	(2)
	0.9 L	404.01	404.34	404.56	404.75	404.65	(2)
	℄ BRG PIER 3	404.22	404.49	404.69	404.89	404.74	(2)
SPAN 4	0.1 L	404.50	404.77	404.87	405.04	404.86	(2)
	0.2 L	404.78	405.03	405.10	405.18	404.99	(2)
	0.3 L	405.06	405.30	405.30	405.33	405.11	(2)
	0.4 L	405.35	405.56	405.51	405.47	405.24	(2)
	0.5 L	405.60	405.79	405.68	405.58	405.33	(2)
	0.6 L	405.81	405.98	405.82	405.67	405.39	(2)
	0.7 L	405.98	406.14	405.92	405.71	405.40	(2)
	0.8 L	406.11	406.24	405.97	405.70	405.37	(2)
	0.9 L	406.20	406.30	405.97	405.65	405.30	(2)
	℄ BRG PIER 4	406.26	406.32	405.94	405.56	405.19	(2)
SPAN 5	0.1 L	406.26	406.29	405.84	405.40	404.95	(2)
	0.2 L	406.21	406.20	405.68	405.17	404.66	(2)
	0.3 L	406.09	406.03	405.44	404.86	404.28	(2)
	0.4 L	405.91	405.83	405.18	404.52	403.88	(2)
	0.5 L	405.60	405.51	404.85	404.18	403.52	(2)
	0.6 L	405.27	405.18	404.51	403.85	403.19	(2)
	0.7 L	404.94	404.84	404.18	403.52	402.85	(2)
	0.8 L	404.60	404.51	403.84	403.18	402.52	(2)
	0.9 L	404.27	404.17	403.51	402.85	402.19	(2)
	℄ BRG PIER 5	403.94	403.84	403.18	402.51	401.85	(2)
SPAN 6	0.1 L	403.61	403.51	402.85	402.18	401.52	(2)
	0.2 L	403.29	403.18	402.52	401.85	401.19	(2)
	0.3 L	402.96	402.86	402.19	401.52	400.85	(2)
	0.4 L	402.63	402.53	401.86	401.19	400.52	(2)
	0.5 L	402.31	402.20	401.53	400.86	400.19	(2)
	0.6 L	401.98	401.87	401.20	400.53	399.85	(2)
	0.7 L	401.65	401.54	400.87	400.19	399.52	(2)
	0.8 L	401.33	401.22	400.54	399.86	399.19	(2)
	0.9 L	401.00	400.89	400.21	399.53	398.85	(2)
	℄ BRG PIER 6	400.68	400.56	399.88	399.20	398.52	(2)
SPAN 7	0.1 L	400.44	400.32	399.64	398.96	398.28	(2)
	0.2 L	400.20	400.08	399.40	398.72	398.03	(2)
	0.3 L	399.96	399.84	399.16	398.47	397.79	(2)
	0.4 L	399.72	399.61	398.92	398.23	397.55	(2)
	0.5 L	399.49	399.37	398.68	397.99	397.30	(2)
	0.6 L	399.25	399.13	398.44	397.75	397.06	(2)
	0.7 L	399.01	398.89	398.20	397.51	396.82	(2)
	0.8 L	398.77	398.65	397.96	397.27	396.58	(2)
	0.9 L	398.54	398.41	397.72	397.03	396.33	(2)
	℄ BRG PIER 7	398.30	398.17	397.48	396.78	396.09	(2)
SPAN 8	0.1 L	398.15	398.02	397.32	396.63	395.93	(2)
	0.2 L	397.99	397.86	397.17	396.47	395.77	(2)
	0.3 L	397.84	397.71	397.01	396.31	395.62	(2)
	0.4 L	397.68	397.55	396.86	396.16	395.46	(2)
	0.5 L	397.53	397.40	396.70	396.00	395.30	(2)
	0.6 L	397.38	397.24	396.54	395.84	395.14	(2)
	0.7 L	397.22	397.09	396.39	395.69	394.99	(2)
	0.8 L	397.07	396.94	396.23	395.53	394.83	(2)
	0.9 L	396.92	396.78	396.08	395.38	394.67	(2)
	℄ BRG ABUT 2	396.84	396.71	396.00	395.30	394.60	(1)



SB TYPICAL SECTION

0 8 16 FEET

TABLE NOTES

(1) NO PPC OVERLAY WILL BE PLACED IN THIS LOCATION.

(2) 1 INCH PPC OVERLAY TO BE PLACED IN THIS LOCATION.

NOTES

1. VALUES IN TABLE ARE GIVEN AT TOP OF POURED DECK ELEVATIONS (PRIOR TO PLACEMENT OF PPC OVERLAY).

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789

BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091

SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK

8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE

SB DECK ELEVS PRIOR TO OVERLAY (1 OF 2)

COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL — ALEXANDER LEE SCHMIDT — ENGINEER NO. PE088178

RECOMMENDED 2026.02.06

SHEET 222 OF 291

S-39605

DES: KRA | DWG: KJR | CHK: SB

Stantec

1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
UT:\2027131442\1.100 Records\13.0 CADD\13.2 Structures\BR_ID05\1442_ID05_7.30_EL.dgn

DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI D_PDF.plt

DOT_2015
1442_STR_Black_Color-249-254.tbl
DOT_ANSI D_PDF.plt

TOP OF DECK ELEVS CONCRETE AT GRADE BREAK POINTS (PRIOR TO PPC OVERLAY PLACEMENT)						
LOCATION	STATION	A	B	C	D	E
		LT GUTTER	LT BREAK	PG	RT BREAK	RT GUTTER
		-	-	-	-	-
		-	-	-	-	-
		-	-	-	-	-
		-	-	-	-	-
		-	-	-	-	-
BEGIN PPC OVERLAY	328+98.32	400.50	400.86	401.34	401.58	401.24
	329+00.00	400.52	400.88	401.36	401.60	401.26
	329+10.00	400.59	400.95	401.43	401.67	401.33
	329+20.00	400.67	401.03	401.51	401.74	401.41
	329+30.00	400.74	401.10	401.58	401.82	401.48
	329+40.00	400.82	401.17	401.66	401.89	401.56
	329+50.00	400.89	401.25	401.73	401.97	401.63
	329+60.00	400.97	401.32	401.81	402.04	401.71
	329+70.00	401.04	401.40	401.88	402.12	401.78
	329+80.00	401.11	401.47	401.96	402.20	401.86
	329+90.00	401.19	401.55	402.03	402.27	401.93
	330+00.00	401.26	401.63	402.10	402.35	402.01
	330+10.00	401.34	401.70	402.18	402.42	402.08
	330+20.00	401.41	401.78	402.25	402.50	402.16
℄ PIER 1	330+26.65	401.46	401.82	402.30	402.54	402.21
	330+30.00	401.49	401.85	402.33	402.57	402.23
	330+40.00	401.56	401.93	402.40	402.65	402.31
	330+50.00	401.64	402.00	402.48	402.72	402.38
	330+60.00	401.72	402.08	402.56	402.80	402.46
	330+70.00	401.79	402.15	402.63	402.87	402.53
	330+80.00	401.87	402.22	402.71	402.94	402.61
	330+90.00	401.94	402.30	402.78	403.02	402.68
	331+00.00	402.02	402.37	402.86	403.09	402.76
	331+10.00	402.09	402.45	402.93	403.17	402.83
	331+20.00	402.17	402.52	403.01	403.24	402.91
	331+30.00	402.24	402.60	403.08	403.32	402.98
	331+40.00	402.31	402.67	403.15	403.39	403.06
	331+50.00	402.39	402.75	403.23	403.47	403.13
	331+60.00	402.46	402.83	403.30	403.55	403.21
	331+70.00	402.54	402.90	403.38	403.62	403.28
	331+80.00	402.61	402.98	403.45	403.70	403.36
℄ PIER 2	331+81.65	402.63	402.99	403.47	403.71	403.37
	331+90.00	402.69	403.05	403.53	403.77	403.43
	332+00.00	402.76	403.13	403.61	403.85	403.51
	332+10.00	402.84	403.20	403.68	403.92	403.58
	332+20.00	402.92	403.28	403.76	404.00	403.66
	332+30.00	402.99	403.35	403.83	404.07	403.73
	332+40.00	403.07	403.42	403.91	404.14	403.81
	332+50.00	403.14	403.50	403.98	404.22	403.88
	332+60.00	403.22	403.57	404.06	404.29	403.96
	332+70.00	403.29	403.65	404.13	404.37	404.03
	332+80.00	403.36	403.72	404.20	404.44	404.11
	332+90.00	403.44	403.80	404.28	404.52	404.18
	333+00.00	403.51	403.87	404.35	404.59	404.26
	333+10.00	403.59	403.95	404.43	404.67	404.33
	333+20.00	403.67	404.03	404.51	404.75	404.41
	333+30.00	403.76	404.12	404.58	404.81	404.47
	333+40.00	403.88	404.24	404.66	404.86	404.52
	333+50.00	404.00	404.36	404.73	404.91	404.58
℄ PIER 3	333+57.65	404.09	404.45	404.79	404.95	404.62
	333+60.00	404.12	404.48	404.81	404.97	404.63
	333+70.00	404.24	404.60	404.88	405.02	404.68
	333+80.00	404.36	404.72	404.96	405.07	404.73
	333+90.00	404.48	404.84	405.03	405.13	404.79
	334+00.00	404.60	404.96	405.11	405.18	404.84
	334+10.00	404.72	405.08	405.18	405.23	404.89
	334+20.00	404.84	405.20	405.26	405.28	404.95
	334+30.00	404.96	405.32	405.33	405.34	405.00
	334+40.00	405.08	405.44	405.41	405.39	405.05
	334+50.00	405.20	405.56	405.48	405.44	405.10
	334+60.00	405.31	405.67	405.55	405.49	405.15
	334+70.00	405.41	405.77	405.61	405.52	405.19
	334+80.00	405.52	405.88	405.67	405.56	405.22
	334+90.00	405.61	405.97	405.71	405.58	405.25
	335+00.00	405.69	406.05	405.75	405.60	405.27
	335+10.00	405.77	406.13	405.79	405.61	405.28
	335+20.00	405.84	406.20	405.81	405.61	405.28
	335+30.00	405.90	406.26	405.83	405.61	405.27
	335+40.00	405.95	406.31	405.84	405.60	405.26
	335+50.00	406.01	406.36	405.84	405.58	405.24
	335+60.00	406.05	406.39	405.83	405.54	405.20
	335+70.00	406.09	406.43	405.82	405.51	405.17
	335+80.00	406.12	406.45	405.79	405.46	405.13
	335+90.00	406.14	406.46	405.76	405.41	405.08
℄ PIER 4	335+92.65	406.15	406.47	405.76	405.40	405.06

TOP OF DECK ELEVS CONCRETE AT GRADE BREAK POINTS (PRIOR TO PPC OVERLAY PLACEMENT)						
LOCATION	STATION	A	B	C	D	E
		LT GUTTER	LT BREAK	PG	RT BREAK	RT GUTTER
	336+00.00	406.16	406.48	405.73	405.36	405.01
	336+10.00	406.16	406.47	405.68	405.29	404.92
	336+20.00	406.16	406.47	405.63	405.22	404.83
	336+30.00	406.15	406.45	405.57	405.13	404.72
	336+40.00	406.14	406.43	405.51	405.04	404.61
	336+50.00	406.12	406.40	405.43	404.95	404.49
	336+60.00	406.08	406.36	405.35	404.84	404.36
	336+70.00	406.04	406.31	405.26	404.73	404.23
	336+80.00	405.99	406.26	405.16	404.61	404.09
	336+90.00	405.95	406.20	405.05	404.48	403.94
	337+00.00	405.88	406.13	404.94	404.35	403.79
	337+10.00	405.82	406.06	404.83	404.21	403.63
	337+20.00	405.72	405.96	404.71	404.09	403.50
	337+30.00	405.60	405.84	404.59	403.97	403.38
	337+40.00	405.49	405.73	404.48	403.85	403.27
	337+50.00	405.37	405.61	404.36	403.74	403.15
	337+60.00	405.25	405.49	404.25	403.62	403.04
	337+70.00	405.14	405.38	404.13	403.51	402.92
	337+80.00	405.02	405.26	404.01	403.39	402.80
	337+90.00	404.91	405.15	403.90	403.27	402.69
	338+00.00	404.79	405.03	403.78	403.16	402.57
	338+10.00	404.67	404.91	403.67	403.04	402.46
	338+20.00	404.56	404.80	403.55	402.93	402.34
	338+30.00	404.44	404.68	403.43	402.81	402.22
	338+40.00	404.33	404.57	403.32	402.69	402.11
	338+50.00	404.21	404.45	403.20	402.58	401.99
	338+60.00	404.09	404.33	403.09	402.46	401.88
	338+70.00	403.98	404.22	402.97	402.35	401.76
	338+80.00	403.86	404.10	402.85	402.23	401.64
℄ PIER 5	338+80.65	403.85	404.09	402.85	402.22	401.64
	338+90.00	403.75	403.99	402.74	402.11	401.53
	339+00.00	403.63	403.87	402.62	402.00	401.41
	339+10.00	403.51	403.75	402.51	401.88	401.30
	339+20.00	403.40	403.64	402.39	401.77	401.18
	339+30.00	403.28	403.52	402.27	401.65	401.06
	339+40.00	403.17	403.41	402.16	401.53	400.95
	339+50.00	403.05	403.29	402.04	401.42	400.83
	339+60.00	402.93	403.17	401.93	401.30	400.72
	339+70.00	402.82	403.06	401.81	401.19	400.60
	339+80.00	402.70	402.94	401.69	401.07	400.48
	339+90.00	402.59	402.83	401.58	400.95	400.37
	340+00.00	402.47	402.71	401.46	400.84	400.25
	340+10.00	402.35	402.59	401.35	400.72	400.14
	340+20.00	402.24	402.48	401.23	400.61	400.02
	340+30.00	402.12	402.36	401.11	400.49	399.90
	340+40.00	402.01	402.25	401.00	400.37	399.79
	340+50.00	401.89	402.13	400.88	400.26	399.67
	340+60.00	401.77	402.01	400.77	400.14	399.56
	340+70.00	401.66	401.90	400.65	400.03	399.44
	340+80.00	401.54	401.78	400.53	399.91	399.32
	340+90.00	401.43	401.67	400.42	399.79	399.21
	341+00.00	401.31	401.55	400.30	399.68	399.09
	341+10.00	401.19	401.43	400.19	399.56	398.98
	341+20.00	401.08	401.32	400.07	399.45	398.86
	341+30.00	400.96	401.20	399.95	399.33	398.74
	341+40.00	400.85	401.09	399.84	399.21	398.63
	341+50.00	400.73	400.97	399.72	399.10	398.51
	341+60.00	400.61	400.85	399.61	398.98	398.40
℄ PIER 6	341+61.34	400.75	-	-	-	-
℄ PIER 6	341+62.75	-	400.82	-	-	-
℄ PIER 6	341+65.61	-	-	399.54	-	-
℄ PIER 6	341+67.06	-	-	-	398.90	-
℄ PIER 6	341+68.44	-	-	-	-	398.30
	341+70.00	400.50	400.74	399.49	398.87	398.28
	341+80.00	400.38	400.62	399.37	398.75	398.16
	341+90.00	400.27	400.51	399.26	398.63	398.05
	342+00.00	400.15	400.39	399.14	398.52	397.93
	342+10.00	400.03	400.27	399.03	398.40	397.82
	342+20.00	399.92	400.16	398.91	398.29	397.70
	342+30.00	399.80	400.04	398.79	398.17	397.58
	342+40.00	399.69	399.93	398.68	398.05	397.47
	342+50.00	399.57	399.81	398.56	397.94	397.35
	342+60.00	399.45	399.69	398.45	397.82	397.24
	342+70.00	399.34	399.58	398.33	397.71	397.12
	342+80.00	399.22	399.46	398.21	397.59	397.00
	342+90.00	399.11	399.35	398.10	397.47	396.89
	343+00.00	398.99	399.23	397.98	397.36	396.77
	343+10.00	398.87	399.11	397.87	397.24	396.66
	343+20.00	398.76	399.00	397.75	397.13	396.54
	343+30.00	398.64	398.88	397.63	397.01	396.42

TOP OF DECK ELEVS CONCRETE AT GRADE BREAK POINTS (PRIOR TO PPC OVERLAY PLACEMENT)						
LOCATION	STATION	A	B	C	D	E
		LT GUTTER	LT BREAK	PG	RT BREAK	RT GUTTER
	343+40.00	398.53	398.77	397.52	396.89	396.31
	343+50.00	398.41	398.65	397.40	396.78	396.19
	343+60.00	398.29	398.53	397.29	396.66	396.08
℄ PIER 7	343+65.83	398.23	-	-	-	-
℄ PIER 7	343+68.30	-	398.44	-	-	-
	343+70.00	398.18	398.42	397.17	396.55	395.96
℄ PIER 7	343+73.31	-	-	397.13	-	-
℄ PIER 7	343+75.86	-	-	-	396.48	-
℄ PIER 7	343+78.28	-	-	-	-	395.86
	343+80.00	398.06	398.30	397.05	396.43	395.84
	343+90.00	397.95	398.19	396.94	396.31	395.73
	344+00.00	397.83	398.07	396.82	396.20	395.61
	344+10.00	397.71	397.95	396.71	396.08	395.50
	344+20.00	397.60	397.84	396.59	395.97	395.38
	344+30.00	397.48	397.72	396.47	395.85	395.26
	344+40.00	397.37	397.61	396.36	395.73	395.15
	344+50.00	397.25	397.49	396.24	395.62	395.03
	344+60.00	397.13	397.37	396.13	395.50	394.92
	344+70.00	397.02	397.26	396.01	395.39	394.80
	344+80.00	396.90	397.14	395.89	395.27	394.68
	344+90.00	396.79	397.03	395.78	395.15	394.57
END PPC OVERLAY	344+92.44	396.83	-	-	-	-
END PPC OVERLAY	344+95.58	-	396.96	-	-	-
	345+00.00	-	-	395.66	395.04	394.45
END PPC OVERLAY	345+01.97	-	-	395.64	-	-
END PPC OVERLAY	345+05.22	-	-	-	394.98	-
END PPC OVERLAY	345+08.30	-	-	-	-	394.37

NOTES

1. ALL VALUES REPORTED IN THIS TABLE ARE GIVEN AT THE TOP OF POURED DECK PRIOR TO PLACEMENT OF PPC OVERLAY.
2. FOR ADDITIONAL PPC OVERLAY DETAILS, SEE SHEET 224.
3. FOR SB FINISHED GRADE ELEVATIONS, SEE SHEET 221.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SB DECK ELEVS PRIOR TO OVERLAY (2 OF 2)

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
ALEXANDER LEE SCHMIDT
ENGINEER
PE088878

RECOMMENDED 2026.02.06

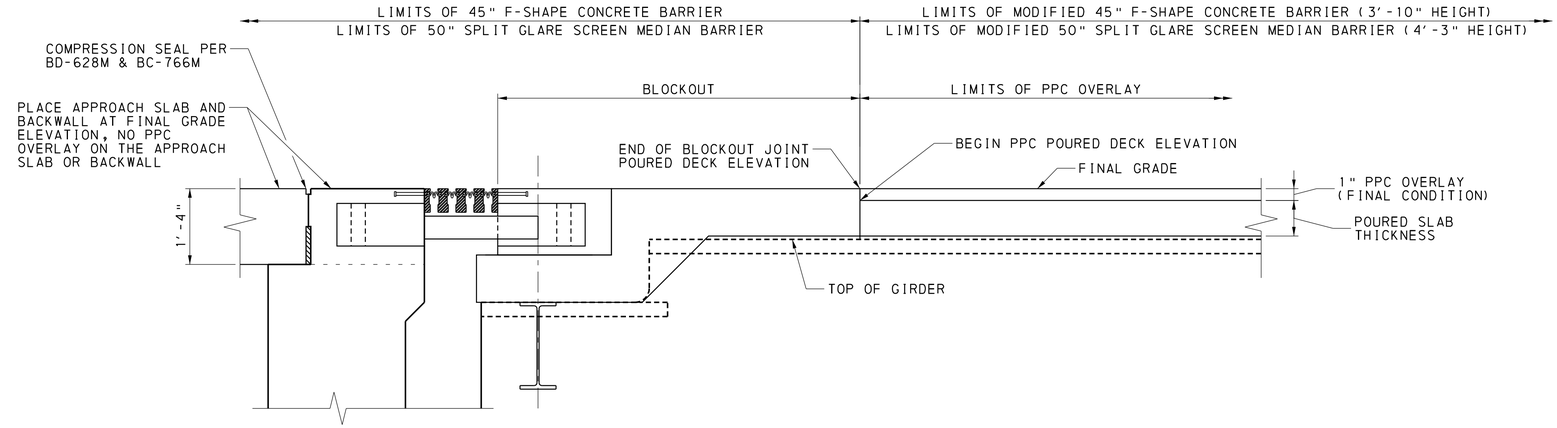
SHEET 223 OF 291

S-39605

Stantec
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
U:\2027131442\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_7.30_EL.dgn

DES: KRA | DWG: KJR | CHK: SB

DOT_2015
1442_STR_Black_Color-249-254.tbl
DOT_ANSI_D_PDF.plt

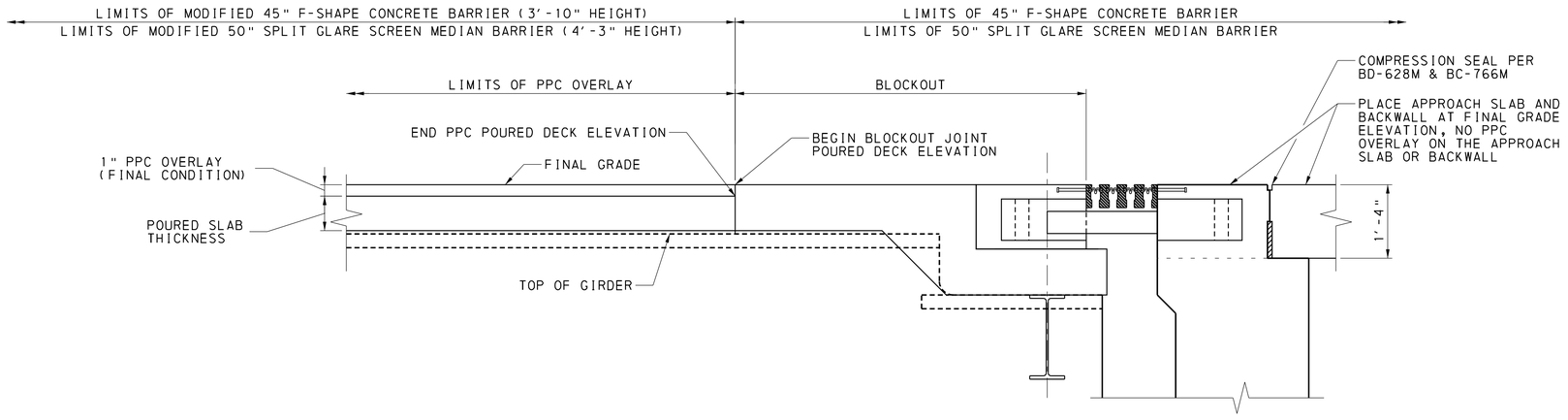


TYPE 1 APPROACH SLAB - INTERIM CONDITION

NOT TO SCALE

NOTE: SECTION SHOWN PERPENDICULAR TO ABUTMENT 1

POURED DECK ELEVATIONS AT BLOCKOUT JOINTS GRADE BREAK POINTS				
	LOCATION	STATION	TOP OF POURED CONCRETE ELEVATION
LEFT GUTTER (A)	END BLOCKOUT JOINT	328+98.32	400.58
	BEGIN PPC OVERLAY	328+98.32	400.50
	END PPC OVERLAY	344+92.44	396.83
	BEGIN BLOCKOUT JOINT	344+92.44	396.91
GRADE BREAK (B)	END BLOCKOUT JOINT	328+98.32	400.94
	BEGIN PPC OVERLAY	328+98.32	400.86
	END PPC OVERLAY	344+95.58	396.96
	BEGIN BLOCKOUT JOINT	344+95.58	397.04
PG (C)	END BLOCKOUT JOINT	328+98.32	401.42
	BEGIN PPC OVERLAY	328+98.32	401.34
	END PPC OVERLAY	345+01.97	395.64
	BEGIN BLOCKOUT JOINT	345+01.97	395.72
GRADE BREAK (D)	END BLOCKOUT JOINT	328+98.32	401.66
	BEGIN PPC OVERLAY	328+98.32	401.58
	END PPC OVERLAY	345+05.22	394.98
	BEGIN BLOCKOUT JOINT	345+05.22	395.06
RIGHT GUTTER (E)	END BLOCKOUT JOINT	328+98.32	401.32
	BEGIN PPC OVERLAY	328+98.32	401.24
	END PPC OVERLAY	345+08.30	394.37
	BEGIN BLOCKOUT JOINT	345+08.30	394.45



TYPE 1 APPROACH SLAB - INTERIM CONDITION

NOT TO SCALE

NOTE: SECTION SHOWN PERPENDICULAR TO ABUTMENT 2

SOUTHBOUND LONGITUDINAL SLOPES (%)					
LOCATION	G1	G2	G3	G4	G5
ABUTMENT 1	0.75%	0.75%	0.75%	0.75%	0.75%
PIER 1	0.76%	0.76%	0.76%	0.76%	0.76%
PIER 2	0.76%	0.76%	0.76%	0.76%	0.76%
PIER 3	1.19%	1.19%	1.19%	1.19%	1.19%
PIER 4	-0.67%	-0.67%	-0.67%	-0.67%	-0.67%
PIER 5	-1.16%	-1.16%	-1.16%	-1.16%	-1.16%
PIER 6	-1.14%	-1.14%	-1.14%	-1.14%	-1.14%
PIER 7	-1.16%	-1.16%	-1.16%	-1.16%	-1.16%
ABUTMENT 2	-1.18%	-1.18%	-1.18%	-1.18%	-1.18%

NOTES

1. FOR TYPICAL SECTION, SEE SHEET 222.
2. PLACE APPROACH SLAB AND BACKWALL AT FINAL GRADE ELEVATION.
3. FROM THE BEGINNING OF THE DECK AT ABUTMENT 1 TO THE BLOCKOUT JOINT, PLACE CONCRETE DECK CONCRETE AT FINAL GRADE ELEVATION.
4. FROM THE BLOCKOUT JOINT AT ABUTMENT 1 TO THE BLOCKOUT JOINT AT ABUTMENT 2, PLACE TOP OF POURED CONCRETE ONE INCH BELOW FINISHED GRADE ELEVATION. TO ACCOMMODATE PPC OVERLAY. SEE DECK ELEVATION TABLES.
5. RIGHT SIDE BARRIER SHALL BE A STANDARD 45" F-SHAPE BARRIER ON APPROACH SLABS, ABUTMENT BACKWALLS, AND DECK IN THE BLOCKOUT AREAS. RIGHT SIDE BARRIER SHALL BE A MODIFIED 45" F-SHAPE BARRIER (3'-10" HEIGHT) ON THE DECK BETWEEN THE BLOCKOUT AREAS.
6. MEDIAN BARRIER SHALL BE A STANDARD 50" SPLIT GLARE SCREEN BARRIER ON APPROACH SLABS, ABUTMENT BACKWALLS, AND DECK IN THE BLOCKOUT AREAS. MEDIAN BARRIER SHALL BE A MODIFIED 50" SPLIT GLARE SCREEN BARRIER (4'-3" HEIGHT) ON THE DECK BETWEEN THE BLOCKOUT AREAS.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SB PPC OVERLAY ELEVATIONS & DETAILS

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 224 OF 291

S-39605

DES: KRA | DWG: KJR | CHK: SB

Stantec
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
U:\2027131442\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_7.30_EL.dgn

DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI_D_PDF.plt

DESIGN AND RATING PARAMETER TABLE NOTES

DISTRIBUTION FACTORS PROVIDED ON THE FOLLOWING SHEETS ARE DETERMINED BASED ON THE PHL-93 DESIGN TRUCK. USE OF THESE DISTRIBUTION FACTORS IS AN APPROXIMATION AND PROVIDED TO AID IN FUTURE RATINGS OF THE BRIDGE.

APPROXIMATE RATING PROCEDURE USING LINE GIRDER ANALYSIS

1. PERFORM AN APPROPRIATE LINE-GIRDER ANALYSIS WITH AXLE DISTRIBUTION FACTOR = 1.0 TO OBTAIN LL+I MOMENTS AND SHEARS FOR THE INVESTIGATED UNUSUAL VEHICLE(S).

2. USE THE LARGEST DISTRIBUTION FACTOR AT THE POINT OF INTEREST CORRESPONDING TO ALL APPLICABLE LANES FROM THE SUMMARY TABLE OF DESIGN AND RATING PARAMETERS. (SEE THIS SHEET AND SHEETS 226 THRU 246).

3. CALCULATE THE INVESTIGATED LL+I BENDING MOMENT (M_{LL+I}) AT THE POINT OF INTEREST BY MULTIPLYING STEP 1 (M_{LL+I}) AND STEP 2 (DF).

4. CALCULATE THE LATERAL FLANGE BENDING MOMENTS DUE TO NORMAL DL1, DL2, FWS AND THE INVESTIGATED LL+I. M_{FW} MAY BE APPROXIMATED BY $[(M_B)(L^2)]/[10R(D)]$.

$$M_{FW,DL1} = [(M_{DL1})(L^2)] / [10R(D)]$$
$$M_{FW,DL2} = [(M_{DL2})(L^2)] / [10R(D)]$$
$$M_{FW,FWS} = [(M_{FWS})(L^2)] / [10R(D)]$$
$$M_{FW,LL+I} = [(M_{LL+I})(L^2)] / [10R(D)]$$

WHERE:
- $M_{FW,DL1}$ = LATERAL FLANGE BENDING MOMENT DUE TO NORMAL DL1
- $M_{FW,DL2}$ = LATERAL FLANGE BENDING MOMENT DUE TO NORMAL DL2
- $M_{FW,FWS}$ = LATERAL FLANGE BENDING MOMENT DUE TO NORMAL FWS
- $M_{FW,LL+I}$ = LATERAL FLANGE BENDING MOMENT DUE TO INVESTIGATED LL+I.
- L = DIAPHRAGM OR CROSS GIRDER SPACING AT THE POINT OF INTEREST.
- R = RADIUS OF THE GIRDER.
- D = WEB DEPTH
- M_{DL1} = BENDING MOMENT DUE TO NORMAL DL1 *
- M_{DL2} = BENDING MOMENT DUE TO NORMAL DL2 *
- M_{FWS} = BENDING MOMENT DUE TO NORMAL FWS *
- M_{LL+I} = BENDING MOMENT DUE TO NORMAL LL+I AS COMPUTED IN STEPS 1 AND 2

* AS INDICATED IN THE SUMMARY TABLE OF DESIGN AND RATING PARAMETERS FOR FLEXURE (REF. DM4 FIG. DC4.6.3.3.1P-1)

5. CALCULATE THE LATERAL BENDING STRESS IN THE BOTTOM FLANGE DUE TO THE LATERAL BENDING MOMENT:

$$F_{W,DL1} = M_{FW,DL1} / S_{YBF}$$
$$F_{W,DL2} = M_{FW,DL2} / S_{YBF}$$
$$F_{W,FWS} = M_{FW,FWS} / S_{YBF}$$
$$F_{W,LL+I} = M_{FW,LL+I} / S_{YBF}$$

WHERE:
- $F_{W,DL1}$ = LATERAL BENDING STRESS IN BOTTOM FLANGE DUE TO THE LATERAL BENDING MOMENT OF DL1
- $F_{W,DL2}$ = LATERAL BENDING STRESS IN BOTTOM FLANGE DUE TO THE LATERAL BENDING MOMENT OF DL2
- $F_{W,FWS}$ = LATERAL BENDING STRESS IN BOTTOM FLANGE DUE TO THE LATERAL BENDING MOMENT OF FWS
- $F_{W,LL+I}$ = LATERAL BENDING STRESS IN BOTTOM FLANGE DUE TO THE LATERAL BENDING MOMENT OF LL+I
- S_{YBF} = SECTION MODULUS OF BOTTOM FLANGE AT THE POINT OF INTEREST

6. CALCULATE THE BENDING STRESS IN BOTTOM FLANGE AT THE POINT OF INTEREST DUE TO NORMAL DL1, DL2, FWS AND THE INVESTIGATED LL+I

$$F_{B,DL1} = M_{DL1} / S_{BF,DL1}$$
$$F_{B,DL2} = M_{DL2} / S_{BF,DL2}$$
$$F_{B,FWS} = M_{FWS} / S_{BF,DL2}$$
$$F_{B,LL+I} = M_{LL+I} / S_{BF,LL+I}$$

WHERE:
- $F_{B,DL1}$ = BENDING STRESS IN BOTTOM FLANGE AT THE POINT OF INTEREST DUE TO NORMAL DL1
- $F_{B,DL2}$ = BENDING STRESS IN BOTTOM FLANGE AT THE POINT OF INTEREST DUE TO NORMAL DL2
- $F_{B,FWS}$ = BENDING STRESS IN BOTTOM FLANGE AT THE POINT OF INTEREST DUE TO NORMAL FWS
- $F_{B,LL+I}$ = BENDING STRESS IN BOTTOM FLANGE AT THE POINT OF INTEREST DUE TO LL+I
- $S_{BF,DL1}$ = GIRDER SECTION MODULUS FOR NORMAL DL1 AT THE POINT OF INTEREST *
- $S_{BF,DL2}$ = GIRDER SECTION MODULUS FOR NORMAL DL2 AT THE POINT OF INTEREST *
- $S_{BF,LL+I}$ = GIRDER SECTION MODULUS FOR LL AT THE POINT OF INTEREST *

* AS INDICATED IN THE SUMMARY TABLE OF DESIGN AND RATING PARAMETERS FOR FLEXURE (REF. DM4 FIG. DC4.6.3.3.1P-1)

7. CALCULATE THE OPERATING RATING (OR) FACTOR AND, IF APPLICABLE, THE INVENTORY RATING (IR) FACTOR, USING THE FOLLOWING EQUATION.

$$OR = [F_R - Y_{DL1}(F_{B,DL1}+F_{W,DL1}/3) - Y_{DL2}(F_{B,DL2}+F_{W,DL2}/3) - Y_{FWS}(F_{B,FWS}+F_{W,FWS}/3)] / [Y_{LL+I}(F_{B,LL+I}+F_{W,LL+I}/3)]$$

WHERE:
- Y_{DL1} = LOAD FACTOR FOR DL1
- Y_{DL2} = LOAD FACTOR FOR DL2
- Y_{LL} = LOAD FACTOR FOR LL
- F_R = FACTORED FLEXURAL STRESS PER A6.10.7 AND A6.10.8

FOR FLANGE IN TENSION: F_R <= F_Y = 50.0 KSI OR 70.0 KSI (WHILE CONSIDERING ANY REDUCTION FACTORS)
FOR FLANGE IN COMPRESSION: F_R <= F_Y = 50.0 KSI OR 70.0 KSI (WHILE CONSIDERING ANY REDUCTION FACTORS)

8. IF SATISFACTORY RATING FACTORS ARE PRODUCED BY THE ABOVE METHOD, NO FURTHER MODIFICATIONS NEED TO BE MADE. HOWEVER, IF AN UNSATISFACTORY RATING FACTOR IS OBTAINED, USE THE DISTRIBUTION FACTORS AT THE POINT OF INTEREST WITH THE NUMBER OF LOADED LANES THE DEPARTMENT DEEMS APPROPRIATE AND THE IMPACT FACTOR THE DEPARTMENT DEEMS APPROPRIATE FOR THE UNUSUAL VEHICLE, TO OBTAIN A REVISED RATING FACTOR.

9. REPEAT THE ABOVE PROCEDURE TO CALCULATE THE LOAD RATING(S) FOR TOP FLANGE.

10. CHECK THE SHEAR RATING(S) TO COMPLETE THE RATING ANALYSIS.

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
RATINGS AND PROCEDURE NOTES

COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL — ALEXANDER LEE SCHMIDT — ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 225 OF 291

S-39605

DES: ALS | DWG: KJR | CHK: ALS

Stantec 1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713144 2\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_4.60_RTP.dgn

DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI D_PDF.plt

SUMMARY OF DESIGN AND RATING PARAMETERS FOR FLEXURE - GIRDER 1

SPAN	10th PT	DEAD LOADS									POSITIVE LL+I						NEGATIVE LL+I					
		DL1					DL2, FWS				SECTION MODULUS (in³)		MOMENT DISTRIBUTION FACTORS				SECTION MODULUS (in³)		MOMENT DISTRIBUTION FACTORS			
		SECTION MODULUS (in³)				MOMENT (k-ft)	SECTION MODULUS (in³)		MOMENT (k-ft)													
		S_{BF}	S_{TF}	S_{YBF}	S_{YTF}	M_{DL1}	S_{BF}	S_{TF}	M_{DL2}	M_{FWS}	S_{BF}	S_{TF}	1 LANE	2 LANES	3 LANES	4 LANES	S_{BF}	S_{TF}	1 LANE	2 LANES	3 LANES	4 LANES
S-01	0	2442	2635	67	96	2	3159	9147	-0.1	0.3	3449	28700	---	---	---	---	2442	2635	---	---	---	---
	1	2442	2635	67	96	1287	3159	9147	320.7	125.7	3449	28700	0.555	0.689	0.671	0.526	2772	4241	0.543	0.746	0.820	0.710
	2	2442	2635	67	96	2180	3159	9147	502.5	215.0	3449	28700	0.506	0.664	0.657	0.517	2772	4241	0.501	0.710	0.789	0.686
	3	2442	2635	67	96	2679	3159	9147	588.3	266.5	3449	28700	0.484	0.651	0.652	0.514	2772	4241	0.445	0.664	0.750	0.656
	4	2442	2635	67	96	2794	3159	9147	615.6	278.1	3449	28700	0.475	0.639	0.640	0.505	2772	4241	0.369	0.596	0.693	0.613
	5	2442	2635	67	96	2518	3159	9147	520.5	252.3	3449	28700	0.461	0.632	0.639	0.507	2772	4241	0.359	0.547	0.653	0.582
	6	2442	2635	67	96	1797	3159	9147	403.2	177.8	3449	28700	0.468	0.625	0.623	0.501	2772	4241	0.367	0.529	0.592	0.534
	7	2442	2635	67	96	680	3159	9147	158.4	66.9	3449	28700	0.472	0.620	0.613	0.504	2772	4241	0.377	0.539	0.566	0.500
	8	3497	2998	117	96	-887	4494	9440	-186.6	-87.1	4925	26365	0.473	0.598	0.597	0.498	3944	4631	0.320	0.454	0.471	0.385
	9	3497	2998	117	96	-2837	4494	9440	-633.6	-275.0	4925	26365	0.387	0.532	0.595	0.518	3944	4631	0.294	0.411	0.422	0.336
	10	3497	2998	117	96	-5214	4494	9440	-1252.3	-499.8	4925	26365	0.333	0.511	0.608	0.542	3944	4631	0.226	0.310	0.314	0.250
S-02	1	3497	2998	117	96	-2665	4494	9440	-595.4	-261.5	4925	26365	0.489	0.646	0.676	0.569	3944	4631	0.314	0.439	0.450	0.357
	2	3497	2998	117	96	-648	4494	9440	-121.4	-69.3	4925	26365	0.592	0.745	0.723	0.607	3944	4631	0.371	0.527	0.546	0.454
	3	3497	2998	117	96	783	4494	9440	166.8	72.7	4925	26365	0.526	0.701	0.697	0.566	3944	4631	0.411	0.590	0.626	0.568
	4	2442	2635	67	96	1612	3159	9147	339.8	155.9	3449	28700	0.485	0.654	0.656	0.523	2772	4241	0.345	0.506	0.591	0.530
	5	2442	2635	67	96	1923	3159	9147	420.1	186.3	3449	28700	0.473	0.635	0.636	0.502	2772	4241	0.277	0.447	0.526	0.468
	6	2442	2635	67	96	1632	3159	9147	340.9	157.5	3449	28700	0.460	0.621	0.623	0.497	2772	4241	0.315	0.459	0.533	0.480
	7	2442	2635	67	96	839	3159	9147	172.3	76.8	3449	28700	0.458	0.612	0.609	0.497	2772	4241	0.346	0.499	0.529	0.477
	8	2442	2635	67	96	-515	3159	9147	-105.8	-61.0	3449	28700	0.465	0.587	0.575	0.484	2772	4241	0.296	0.423	0.442	0.365
	9	3497	2998	117	96	-2458	4494	9440	-574.5	-250.4	4925	26365	0.340	0.458	0.510	0.442	3944	4631	0.281	0.396	0.411	0.328
	10	3497	2998	117	96	-4927	4494	9440	-1233.1	-486.7	4925	26365	0.256	0.383	0.460	0.413	3944	4631	0.219	0.305	0.313	0.248
S-03	1	3497	2998	117	96	-2068	4494	9440	-482.8	-209.8	4925	26365	0.390	0.503	0.532	0.447	3944	4631	0.292	0.410	0.421	0.335
	2	3497	2998	117	96	91	4494	9440	34.9	6.5	4925	26365	0.525	0.674	0.655	0.547	3944	4631	0.420	0.599	0.624	0.531
	3	2757	2720	83	96	1493	3541	9256	345.1	153.7	3859	28027	0.475	0.632	0.630	0.507	3118	4346	0.356	0.513	0.563	0.510
	4	2757	2720	83	96	2165	3541	9256	478.8	229.6	3859	28027	0.447	0.608	0.614	0.487	3118	4346	0.278	0.428	0.510	0.454
	5	2757	2720	83	96	2171	3541	9256	479.0	236.7	3859	28027	0.434	0.597	0.606	0.481	3118	4346	0.265	0.408	0.487	0.437
	6	2757	2720	83	96	1443	3541	9256	370.6	165.7	3859	28027	0.435	0.587	0.589	0.473	3118	4346	0.292	0.425	0.476	0.434
	7	4038	3592	133	120	-21	5064	9919	100.8	24.4	5569	25735	0.442	0.581	0.574	0.473	4475	5213	0.311	0.451	0.478	0.421
	8	4038	3592	133	120	-2207	5064	9919	-334.7	-181.5	5569	25735	0.413	0.521	0.520	0.438	4475	5213	0.233	0.336	0.354	0.289
	9	4910	4406	133	120	-5148	6124	11347	-973.8	-451.0	6761	27852	0.298	0.396	0.460	0.411	5414	6206	0.216	0.308	0.323	0.259
	10	5650	5101	133	120	-8831	7023	12540	-1870.4	-783.6	7780	29731	0.238	0.349	0.424	0.384	6210	7044	0.182	0.256	0.266	0.213
S-04	1	5650	5101	133	120	-3477	7023	12540	-639.2	-296.8	7780	29731	0.405	0.495	0.526	0.435	6210	7044	0.259	0.367	0.381	0.304
	2	4868	4886	100	120	474	6095	12199	154.0	76.7	6771	29426	0.485	0.642	0.637	0.528	5369	6787	0.377	0.542	0.570	0.501
	3	4868	4886	100	120	3101	6095	12199	651.8	330.4	6771	29426	0.430	0.586	0.593	0.475	5369	6787	0.310	0.450	0.515	0.466
	4	4868	4886	100	120	4353	6095	12199	878.3	455.8	6771	29426	0.411	0.567	0.578	0.461	5369	6787	0.247	0.391	0.464	0.415
	5	4868	4886	100	120	4249	6095	12199	862.5	450.4	6771	29426	0.405	0.559	0.571	0.456	5369	6787	0.255	0.380	0.458	0.416
	6	4868	4886	100	120	2762	6095	12199	583.0	306.5	6771	29426	0.406	0.559	0.572	0.457	5369	6787	0.284	0.417	0.460	0.423
	7	4868	4886	100	120	-223	6095	12199	69.9	29.7	6771	29426	0.418	0.570	0.579	0.470	5369	6787	0.229	0.335	0.361	0.315
	8	7047	6036	263	144	-4808	8545	13453	-753.3	-388.2	9457	30060	0.439	0.583	0.580	0.491	7635	7987	0.236	0.344	0.370	0.305
	9	9714	9439	375	288	-10985	10879	16804	-1919.9	-937.7	11761	32560	0.342	0.432	0.482	0.430	10135	11397	0.217	0.317	0.339	0.279
	10	9714	9439	375	288	-18545	10879	16804	-3510.6	-1578.3	11761	32560	0.275	0.406	0.494	0.450	10135	11397	0.189	0.274	0.292	0.240
S-05	1	9714	9439	375	288	-8434	10874	16752	-1389.4	-698.8	11755	32392	0.387	0.479	0.505	0.428	10135	11397	0.204	0.293	0.310	0.251
	2	7637	6158	300	144	-487	9230	13586	141.3	37.2	10204	30079	0.464	0.619	0.621	0.508	8265	8130	0.240	0.349	0.372	0.314
	3	7261	5401	300	120	5000	8918	12952	1141.5	563.7	9836	29919	0.423	0.584	0.602	0.491	7940	7400	0.298	0.435	0.469	0.427
	4	7261	5401	300	120	8049	8918	12952	1679.3	863.6	9836	29919	0.408	0.573	0.597	0.489	7940	7400	0.251	0.368	0.428	0.393
	5	7261	5401	300	120	8761	8918	12952	1786.7	934.0	9836	29919	0.405	0.572	0.599	0.492	7940	7400	0.253	0.374	0.443	0.409
	6	7261	5401	300	120	6895	8918	12952	1452.5	746.1	9836	29919	0.407	0.572	0.597	0.490	7940	7400	0.301	0.445	0.486	0.448
	7	7261	5401	300	120	2642	8918	12952	679.9	326.6	9836	29919	0.430	0.596	0.615	0.504	7940	7400	0.340	0.501	0.544	0.471
	8	8865	7108	432	225	-4043	10424	14636	-564.2	-316.7	11439	31186	0.479	0.647	0.655	0.537	9465	9111	0.262	0.385	0.416	0.346
	9	12887	11530	648	450	-13056	14111	19042	-2305.7	-1153.3	15118	34888	0.433	0.546	0.581	0.497	13318	13548	0.227	0.330	0.354	0.292
	10	12887	11530	648	450	-24079	14111	19042	-4603.7	-2123.4	15118	34888	0.296	0.467	0.538	0.478	13318	13548	0.186	0.268	0.284	0.231

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
RATINGS AND PROCEDURE

COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL — ALEXANDER LEE SCHMIDT — ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 226 OF 291

S-39605

1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713144241\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_4_60_RTP.dgn
Stantec

DES: ALS | DWG: KJR | CHK: ALS

SUMMARY OF DESIGN AND RATING PARAMETERS FOR SHEAR - GIRDER 1

SPAN	10th PT	DL1	DL2	FWS	POSITIVE SHEAR DISTRIBUTION FACTORS				NEGATIVE SHEAR DISTRIBUTION FACTORS			
		VDL1 (kips)	VDL2 (kips)	VFWS (kips)	1 LANE	2 LANES	3 LANES	4 LANES	1 LANE	2 LANES	3 LANES	4 LANES
S-01	0	-112	-30	-10	0.592	0.686	0.656	0.512	0.544	0.754	0.830	0.718
	1	-82	-17	-8	0.541	0.677	0.660	0.518	0.528	0.792	0.854	0.733
	2	-52	-13	-5	0.593	0.692	0.656	0.513	0.568	0.644	0.661	0.555
	3	-22	0	-3	0.566	0.705	0.680	0.534	0.711	0.712	0.686	0.559
	4	7	0	0	0.684	0.747	0.678	0.535	0.598	0.665	0.599	0.481
	5	37	12	3	0.652	0.761	0.696	0.556	0.639	0.676	0.601	0.478
	6	68	17	7	0.693	0.731	0.727	0.580	0.604	0.708	0.666	0.517
	7	99	19	10	0.968	1.167	1.062	0.854	0.540	0.685	0.670	0.525
	8	130	32	13	0.779	1.186	1.119	0.923	0.547	0.664	0.643	0.503
	9	163	39	15	1.629	1.984	1.952	1.619	0.533	0.665	0.651	0.511
	10	194	53	18	1.910	1.964	1.935	1.627	0.560	0.666	0.644	0.504
S-02	1	-148	-35	-14	0.515	0.641	0.627	0.493	0.472	0.694	0.771	0.671
	2	-111	-28	-11	0.540	0.655	0.634	0.497	0.488	0.702	0.765	0.660
	3	-72	-19	-7	0.557	0.638	0.601	0.471	0.568	0.610	0.631	0.534
	4	-36	-4	-4	0.524	0.642	0.613	0.484	0.700	0.686	0.667	0.548
	5	-2	-2	-1	0.608	0.671	0.609	0.488	0.548	0.622	0.567	0.455
	6	34	4	4	0.642	0.635	0.623	0.510	0.532	0.654	0.626	0.493
	7	69	18	7	0.557	0.597	0.614	0.516	0.558	0.644	0.607	0.476
	8	106	26	11	0.569	0.766	0.802	0.680	0.534	0.649	0.629	0.493
	9	143	36	14	0.494	0.711	0.778	0.672	0.518	0.643	0.628	0.493
	10	179	50	16	0.513	0.710	0.781	0.675	0.545	0.643	0.619	0.485
S-03	1	-144	-36	-14	0.497	0.624	0.615	0.485	0.381	0.563	0.635	0.557
	2	-100	-23	-11	0.503	0.629	0.618	0.487	0.521	0.683	0.728	0.625
	3	-59	-16	-7	0.536	0.640	0.615	0.482	0.497	0.542	0.568	0.484
	4	-18	-8	-2	0.560	0.629	0.584	0.461	0.512	0.578	0.539	0.448
	5	22	-1	3	0.530	0.639	0.600	0.479	0.559	0.590	0.539	0.440
	6	61	14	5	0.572	0.614	0.588	0.482	0.530	0.605	0.567	0.445
	7	104	23	10	0.535	0.618	0.622	0.519	0.516	0.617	0.595	0.466
	8	145	29	13	0.601	0.823	0.832	0.695	0.471	0.588	0.577	0.454
	9	189	44	17	0.489	0.657	0.703	0.601	0.488	0.599	0.585	0.459
	10	232	62	21	0.513	0.664	0.713	0.611	0.522	0.608	0.584	0.457
S-04	1	-196	-48	-18	0.479	0.579	0.568	0.448	0.333	0.512	0.585	0.518
	2	-139	-31	-13	0.479	0.578	0.565	0.445	0.442	0.574	0.631	0.550
	3	-82	-20	-8	0.514	0.601	0.579	0.455	0.464	0.515	0.535	0.460
	4	-24	-8	-2	0.541	0.612	0.580	0.461	0.470	0.536	0.507	0.425
	5	36	2	4	0.582	0.628	0.586	0.480	0.463	0.557	0.532	0.422
	6	97	11	10	0.655	0.659	0.649	0.526	0.451	0.561	0.547	0.429
	7	166	26	16	0.696	0.781	0.757	0.620	0.423	0.546	0.543	0.429
	8	232	39	22	0.561	0.752	0.771	0.649	0.445	0.540	0.527	0.415
	9	290	56	26	0.483	0.652	0.712	0.615	0.444	0.544	0.537	0.425
	10	351	80	28	0.560	0.721	0.774	0.663	0.454	0.548	0.539	0.425
S-05	1	-309	-66	-28	0.456	0.580	0.589	0.477	0.396	0.609	0.702	0.629
	2	-228	-46	-22	0.480	0.612	0.621	0.504	0.452	0.613	0.684	0.605
	3	-146	-26	-15	0.470	0.613	0.622	0.504	0.621	0.654	0.671	0.571
	4	-66	-8	-7	0.509	0.652	0.654	0.527	0.583	0.612	0.588	0.492
	5	24	-2	3	0.536	0.678	0.670	0.536	0.569	0.630	0.590	0.482
	6	105	16	11	0.648	0.687	0.659	0.538	0.482	0.618	0.619	0.498
	7	187	34	19	0.692	0.727	0.710	0.587	0.467	0.601	0.607	0.491
	8	267	54	26	0.566	0.738	0.761	0.646	0.477	0.603	0.609	0.493
	9	345	73	32	0.461	0.680	0.739	0.642	0.457	0.578	0.584	0.472
	10	416	94	35	0.532	0.692	0.748	0.648	0.462	0.569	0.570	0.460
S-06	1	-349	-74	-32	0.460	0.580	0.585	0.471	0.553	0.814	0.863	0.742
	2	-270	-54	-26	0.483	0.607	0.609	0.491	0.625	0.801	0.804	0.673
	3	-191	-37	-19	0.509	0.632	0.628	0.505	0.604	0.656	0.659	0.543
	4	-110	-18	-11	0.485	0.612	0.607	0.486	0.648	0.697	0.668	0.546
	5	-30	-2	-3	0.514	0.632	0.615	0.492	0.596	0.674	0.639	0.522
	6	50	15	5	0.537	0.637	0.603	0.500	0.548	0.642	0.623	0.497
	7	140	20	14	0.655	0.687	0.701	0.595	0.481	0.633	0.643	0.522
	8	219	41	22	0.643	0.805	0.859	0.744	0.467	0.624	0.638	0.518
	9	296	62	29	0.458	0.681	0.768	0.679	0.457	0.597	0.608	0.490
	10	365	80	32	0.584	0.795	0.874	0.761	0.471	0.597	0.600	0.480
S-07	1	-402	-95	-39	0.638	0.804	0.801	0.644	0.654	1.011	1.150	1.010
	2	-213	-45	-22	0.511	0.658	0.653	0.522	0.729	0.899	0.866	0.709
	3	-153	-28	-15	0.488	0.609	0.596	0.472	0.732	0.779	0.753	0.606
	4	-92	-19	-10	0.530	0.629	0.597	0.469	0.587	0.646	0.627	0.500
	5	-38	-10	-4	0.572	0.632	0.588	0.467	0.544	0.655	0.618	0.501
	6	12	-2	1	0.589	0.614	0.587	0.494	0.527	0.668	0.652	0.519
	7	61	7	6	0.496	0.574	0.573	0.495	0.555	0.649	0.622	0.492
	8	109	28	11	0.342	0.478	0.552	0.500	0.536	0.652	0.638	0.507
	9	156	41	15	0.339	0.561	0.656	0.585	0.532	0.660	0.651	0.515
	10	202	52	19	0.469	0.706	0.797	0.696	0.531	0.658	0.647	0.509
S-08	1	-171	-44	-15	0.523	0.642	0.621	0.493	0.461	0.732	0.823	0.753
	2	-141	-36	-13	0.562	0.676	0.648	0.509	0.617	0.835	0.834	0.691
	3	-110	-23	-11	0.513	0.666	0.648	0.511	0.891	0.966	0.906	0.729
	4	-78	-16	-8	0.559	0.686	0.647	0.504	0.766	0.777	0.772	0.617
	5	-47	-13	-4	0.656	0.727	0.657	0.513	0.622	0.709	0.654	0.523
	6	-16	1	-2	0.587	0.698	0.642	0.504	0.677	0.724	0.655	0.521
	7	16	3	2	0.704	0.723	0.680	0.556	0.552	0.674	0.637	0.502
	8	49	9	5	0.557	0.655	0.714	0.619	0.580	0.749	0.729	0.575
	9	80	23	8	0.357	0.533	0.644	0.581	0.620	0.746	0.714	0.561
	10	113	29	10	0.494	0.771	0.880	0.771	0.641	0.771	0.740	0.583

SUMMARY OF DESIGN AND RATING PARAMETERS FOR FLEXURE - GIRDER 1

SPAN	10th PT	DEAD LOADS								POSITIVE LL+I						NEGATIVE LL+I					
		DL1					DL2, FWS			SECTION MODULUS (in³)		MOMENT DISTRIBUTION FACTORS				SECTION MODULUS (in³)		MOMENT DISTRIBUTION FACTORS			
		SECTION MODULUS (in3)				MOMENT (k-ft)	SECTION MODULUS (in³)		MOMENT (k-ft)												
		S_{BF}	S_{TF}	S_{YBF}	S_{YTF}	M_{DL1}	S_{BF}	S_{TF}	M_{DL2}	M_{FWS}	S_{BF}	S_{TF}	1 LANE	2 LANES	3 LANES	4 LANES	S_{BF}	S_{TF}	1 LANE	2 LANES	3 LANES	4 LANES
S-06	0	12887	11530	648	450	-24066	14111	19042	-4584.1	-2115.9	15118	34888	0.296	0.467	0.538	0.478	13318	13548	0.186	0.268	0.284	0.231
	1	12887	11530	648	450	-13186	14111	19042	-2344.4	-1169.1	15118	34888	0.407	0.508	0.541	0.464	13318	13548	0.219	0.318	0.341	0.282
	2	8865	7108	432	225	-4282	10424	14636	-646.1	-350.7	11439	31186	0.450	0.605	0.610	0.501	9465	9111	0.246	0.361	0.390	0.325
	3	6845	5800	263	144	2399	8258	13260	586.9	279.4	9080	30075	0.414	0.570	0.586	0.479	7412	7773	0.323	0.476	0.517	0.446
	4	6845	5800	263	144	6712	8258	13260	1359.5	694.5	9080	30075	0.400	0.559	0.580	0.475	7412	7773	0.299	0.442	0.484	0.443
	5	6845	5800	263	144	8676	8258	13260	1698.8	886.0	9080	30075	0.402	0.564	0.587	0.481	7412	7773	0.265	0.394	0.463	0.429
	6	6845	5800	263	144	8331	8258	13260	1620.7	853.6	9080	30075	0.411	0.578	0.601	0.491	7412	7773	0.266	0.393	0.475	0.433
	7	6845	5800	263	144	5611	8258	13260	1126.2	589.8	9080	30075	0.438	0.609	0.628	0.511	7412	7773	0.341	0.499	0.548	0.503
	8	6845	5800	263	144	513	8258	13260	201.8	100.6	9080	30075	0.498	0.668	0.670	0.544	7412	7773	0.377	0.546	0.581	0.498
	9	9464	8424	375	240	-6845	10790	15818	-1224.2	-594.3	11738	31760	0.418	0.508	0.521	0.445	9957	10400	0.220	0.314	0.329	0.266
	10	9464	8424	375	240	-16352	10790	15818	-3256.3	-1452.0	11738	31760	0.324	0.497	0.597	0.540	9957	10400	0.227	0.328	0.347	0.282
S-07	1	9464	8424	375	240	-9490	10796	15869	-1709.1	-853.5	11744	31933	0.462	0.574	0.622	0.546	9957	10400	0.233	0.339	0.362	0.297
	2	6452	5899	225	144	-5272	7851	13243	-844.1	-454.7	8702	29833	0.446	0.587	0.587	0.497	7002	7827	0.247	0.361	0.386	0.319
	3	6452	5899	225	144	-1456	7851	13243	-99.0	-93.8	8702	29833	0.436	0.588	0.594	0.485	7002	7827	0.241	0.352	0.378	0.317
	4	4474	4761	83	120	1131	5629	11998	392.3	159.3	6265	29248	0.441	0.602	0.611	0.493	4946	6637	0.311	0.456	0.492	0.436
	5	4474	4761	83	120	2466	5629	11998	627.8	299.3	6265	29248	0.445	0.611	0.623	0.502	4946	6637	0.296	0.435	0.485	0.447
	6	4474	4761	83	120	2751	5629	11998	663.9	333.6	6265	29248	0.459	0.632	0.644	0.517	4946	6637	0.279	0.425	0.511	0.461
	7	4474	4761	83	120	2027	5629	11998	507.1	264.3	6265	29248	0.502	0.686	0.693	0.553	4946	6637	0.336	0.487	0.588	0.527
	8	4474	4761	83	120	205	5629	11998	141.4	82.5	6265	29248	0.587	0.772	0.754	0.607	4946	6637	0.437	0.621	0.653	0.581
	9	4474	4761	83	120	-2579	5629	11998	-478.1	-192.1	6265	29248	0.464	0.584	0.577	0.494	4946	6637	0.252	0.352	0.362	0.291
	10	4474	4761	83	120	-6291	5629	11998	-1426.9	-547.9	6265	29248	0.332	0.483	0.575	0.520	4946	6637	0.265	0.373	0.386	0.310
S-08	1	4474	4761	83	120	-3873	5629	11998	-809.0	-335.1	6265	29248	0.415	0.545	0.602	0.535	4946	6637	0.276	0.393	0.410	0.331
	2	4474	4761	83	120	-1673	5629	11998	-250.4	-136.8	6265	29248	0.414	0.524	0.524	0.455	4946	6637	0.276	0.396	0.417	0.338
	3	4474	4761	83	120	51	5629	11998	130.5	28.2	6265	29248	0.436	0.578	0.573	0.475	4946	6637	0.356	0.515	0.547	0.453
	4	4474	4761	83	120	1321	5629	11998	401.4	148.0	6265	29248	0.454	0.607	0.604	0.489	4946	6637	0.355	0.517	0.551	0.480
	5	4474	4761	83	120	2160	5629	11998	557.0	228.9	6265	29248	0.468	0.634	0.634	0.507	4946	6637	0.356	0.519	0.562	0.513
	6	4474	4761	83	120	2592	5629	11998	631.5	269.1	6265	29248	0.485	0.659	0.660	0.523	4946	6637	0.360	0.527	0.608	0.554
	7	4474	4761	83	120	2615	5629	11998	654.0	266.3	6265	29248	0.522	0.694	0.688	0.543	4946	6637	0.369	0.544	0.659	0.595
	8	4474	4761	83	120	2156	5629	11998	528.1	217.7	6265	29248	0.543	0.717	0.708	0.557	4946	6637	0.382	0.621	0.731	0.651
	9	4474	4761	83	120	1281	5629	11998	326.2	126.9	6265	29248	0.588	0.745	0.726	0.571	4946	6637	0.435	0.698	0.805	0.711
	10	4474	4761	83	120	-1	5629	11998	3.0	1.7	6265	29248	---	---	---	---	4474	4761	---	---	---	---

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
RATINGS AND PROCEDURE

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 227 OF 291

S-39605

DES: ALS | DWG: KJR | CHK: ALS

Stantec 1/20/2026
WORKSPACE: DOT_2015_(SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713\1442\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_4.60_RTP.dgn
DOT_2015
1442_STR_Black_Color-249-254.tbl
DOT_ANSI D_PDF.plt

DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI_D_PDF.plt

SUMMARY OF DESIGN AND RATING PARAMETERS FOR FLEXURE - GIRDER 2

SPAN	10th PT	DEAD LOADS									POSITIVE LL+I						NEGATIVE LL+I					
		DL1					DL2, FWS				SECTION MODULUS (in³)		MOMENT DISTRIBUTION FACTORS				SECTION MODULUS (in³)		MOMENT DISTRIBUTION FACTORS			
		SECTION MODULUS (in³)				MOMENT (k-ft)	SECTION MODULUS (in³)		MOMENT (k-ft)													
		S_{BF}	S_{TF}	S_{YBF}	S_{YTF}	M_{DL1}	S_{BF}	S_{TF}	M_{DL2}	M_{FWS}	S_{BF}	S_{TF}	1 LANE	2 LANES	3 LANES	4 LANES	S_{BF}	S_{TF}	1 LANE	2 LANES	3 LANES	4 LANES
S-01	0	2442	2635	67	96	1	3126	8475	0	0	3419	25218	---	---	---	---	2442	2635	---	---	---	---
	1	2442	2635	67	96	1240	3126	8475	203	130	3419	25218	0.377	0.568	0.626	0.524	2772	4241	0.247	0.371	0.415	0.365
	2	2442	2635	67	96	2120	3126	8475	379	220	3419	25218	0.311	0.501	0.562	0.477	2772	4241	0.249	0.374	0.418	0.367
	3	2442	2635	67	96	2623	3126	8475	488	271	3419	25218	0.294	0.481	0.540	0.462	2772	4241	0.250	0.374	0.418	0.367
	4	2442	2635	67	96	2739	3126	8475	505	283	3419	25218	0.290	0.477	0.534	0.456	2772	4241	0.249	0.373	0.418	0.366
	5	2442	2635	67	96	2496	3126	8475	485	257	3419	25218	0.280	0.459	0.518	0.446	2772	4241	0.248	0.372	0.417	0.366
	6	2442	2635	67	96	1799	3126	8475	327	188	3419	25218	0.291	0.475	0.532	0.452	2772	4241	0.244	0.369	0.414	0.363
	7	2442	2635	67	96	768	3126	8475	136	82	3419	25218	0.297	0.476	0.534	0.453	2772	4241	0.239	0.365	0.411	0.360
	8	2885	2851	83	96	-685	3704	8590	-127	-66	4079	23937	0.312	0.478	0.535	0.448	3270	4451	0.192	0.297	0.336	0.294
	9	2885	2851	83	96	-2484	3704	8590	-443	-249	4079	23937	0.317	0.441	0.470	0.396	3270	4451	0.166	0.263	0.299	0.261
	10	2885	2851	83	96	-4654	3704	8590	-767	-474	4079	23937	0.204	0.308	0.346	0.304	3270	4451	0.120	0.197	0.225	0.195
S-02	1	2885	2851	83	96	-2343	3704	8590	-425	-236	4079	23937	0.356	0.503	0.544	0.451	3270	4451	0.174	0.275	0.313	0.273
	2	2885	2851	83	96	-505	3704	8590	-120	-50	4079	23937	0.372	0.567	0.632	0.526	3270	4451	0.209	0.322	0.364	0.319
	3	2885	2851	83	96	812	3704	8590	135	82	4079	23937	0.302	0.492	0.554	0.473	3270	4451	0.239	0.363	0.408	0.358
	4	2442	2635	67	96	1590	3126	8475	281	161	3419	25218	0.285	0.467	0.525	0.449	2772	4241	0.212	0.319	0.358	0.314
	5	2442	2635	67	96	1877	3126	8475	322	190	3419	25218	0.283	0.463	0.518	0.441	2772	4241	0.181	0.272	0.306	0.268
	6	2442	2635	67	96	1620	3126	8475	285	162	3419	25218	0.272	0.446	0.502	0.429	2772	4241	0.203	0.305	0.343	0.301
	7	2442	2635	67	96	887	3126	8475	146	86	3419	25218	0.269	0.441	0.497	0.425	2772	4241	0.216	0.327	0.368	0.323
	8	2442	2635	67	96	-374	3126	8475	-104	-42	3419	25218	0.302	0.464	0.516	0.429	2772	4241	0.176	0.269	0.304	0.267
	9	2885	2851	83	96	-2159	3704	8590	-404	-226	4079	23937	0.246	0.364	0.398	0.336	3270	4451	0.160	0.249	0.283	0.247
	10	2885	2851	83	96	-4402	3704	8590	-735	-461	4079	23937	0.154	0.233	0.262	0.232	3270	4451	0.120	0.193	0.220	0.192
S-03	1	2885	2851	83	96	-1819	3704	8590	-334	-189	4079	23937	0.272	0.392	0.430	0.358	3270	4451	0.161	0.253	0.287	0.251
	2	2885	2851	83	96	133	3704	8590	6	16	4079	23937	0.326	0.507	0.567	0.475	3270	4451	0.248	0.381	0.431	0.377
	3	2442	2635	67	96	1402	3126	8475	255	149	3419	25218	0.282	0.455	0.511	0.434	2772	4241	0.222	0.336	0.378	0.332
	4	2442	2635	67	96	2017	3126	8475	396	215	3419	25218	0.256	0.423	0.476	0.408	2772	4241	0.178	0.268	0.301	0.265
	5	2442	2635	67	96	2016	3126	8475	419	219	3419	25218	0.248	0.408	0.461	0.398	2772	4241	0.176	0.266	0.300	0.266
	6	2442	2635	67	96	1305	3126	8475	273	155	3419	25218	0.255	0.419	0.470	0.402	2772	4241	0.196	0.296	0.334	0.294
	7	4038	3592	133	120	-114	5012	9297	11	20	5521	23224	0.274	0.437	0.489	0.413	4475	5213	0.210	0.317	0.357	0.314
	8	4038	3592	133	120	-2264	5012	9297	-363	-183	5521	23224	0.276	0.422	0.469	0.389	4475	5213	0.156	0.237	0.267	0.234
	9	4910	4406	133	120	-5126	6061	10675	-830	-459	6704	25318	0.218	0.318	0.351	0.301	5414	6206	0.142	0.218	0.246	0.215
	10	5650	5101	133	120	-8666	6950	11827	-1350	-806	7714	27141	0.169	0.255	0.287	0.252	6210	7044	0.115	0.180	0.204	0.178
S-04	1	5650	5101	133	120	-3476	6950	11827	-557	-303	7714	27141	0.274	0.405	0.449	0.370	6210	7044	0.165	0.254	0.287	0.251
	2	4474	4761	83	120	404	5568	11297	111	65	6208	26597	0.277	0.447	0.503	0.429	4946	6637	0.242	0.368	0.414	0.363
	3	4474	4761	83	120	2952	5568	11297	574	307	6208	26597	0.239	0.395	0.445	0.383	4946	6637	0.199	0.300	0.338	0.297
	4	4474	4761	83	120	4180	5568	11297	811	426	6208	26597	0.230	0.378	0.427	0.368	4946	6637	0.158	0.239	0.270	0.238
	5	4474	4761	83	120	4107	5568	11297	812	424	6208	26597	0.227	0.372	0.420	0.363	4946	6637	0.162	0.246	0.277	0.245
	6	4474	4761	83	120	2746	5568	11297	575	303	6208	26597	0.226	0.372	0.420	0.363	4946	6637	0.178	0.269	0.304	0.269
	7	4474	4761	83	120	271	5568	11297	109	69	6208	26597	0.228	0.377	0.427	0.368	4946	6637	0.186	0.282	0.318	0.281
	8	5848	6191	144	168	-3259	6963	12712	-558	-269	7714	27339	0.245	0.393	0.446	0.382	6305	8080	0.137	0.207	0.234	0.207
	9	6812	6459	192	168	-7821	8065	13107	-1396	-719	8911	27816	0.221	0.327	0.365	0.306	7326	8391	0.123	0.187	0.211	0.187
	10	6812	6459	192	168	-13677	8065	13107	-2359	-1317	8911	27816	0.156	0.236	0.266	0.234	7326	8391	0.109	0.165	0.187	0.165
S-05	1	6812	6459	192	168	-6058	8065	13107	-1072	-548	8911	27816	0.250	0.363	0.411	0.340	7326	8391	0.113	0.174	0.197	0.175
	2	5848	6191	144	168	-230	6963	12712	16	33	7714	27339	0.253	0.399	0.456	0.391	6305	8080	0.135	0.206	0.234	0.208
	3	5355	5013	144	120	3908	6598	11689	816	434	7327	26990	0.215	0.352	0.404	0.352	5891	6939	0.166	0.252	0.287	0.256
	4	5355	5013	144	120	6283	6598	11689	1280	658	7327	26990	0.201	0.332	0.384	0.337	5891	6939	0.138	0.209	0.238	0.213
	5	5355	5013	144	120	6860	6598	11689	1402	711	7327	26990	0.199	0.329	0.380	0.335	5891	6939	0.133	0.203	0.233	0.210
	6	5355	5013	144	120	5438	6598	11689	1116	575	7327	26990	0.202	0.333	0.384	0.338	5891	6939	0.158	0.241	0.275	0.247
	7	5355	5013	144	120	2239	6598	11689	486	267	7327	26990	0.216	0.354	0.408	0.356	5891	6939	0.175	0.267	0.304	0.272
	8	5716	5716	144	144	-2681	6926	12271	-466	-216	7709	27056	0.249	0.396	0.458	0.395	6220	7613	0.133	0.203	0.231	0.206
	9	9168	8401	288	240	-9379	10394	15140	-1709	-884	11320	29589	0.269	0.394	0.451	0.376	9650	10374	0.118	0.180	0.204	0.181
	10	9168	8401	288	240	-18155	10394	15140	-3166	-1748	11320	29589	0.155	0.235	0.265	0.234	9650	10374	0.098	0.150	0.170	0.149

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
RATINGS AND PROCEDURE

COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL — ALEXANDER LEE SCHMIDT — ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 228 OF 291

S-39605

1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713144 2\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_4_60_RTP.dgn
Stantec

DES: ALS | DWG: KJR | CHK: ALS

SUMMARY OF DESIGN AND RATING PARAMETERS FOR SHEAR - GIRDER 2

SPAN	10th PT	DL1	DL2	FWS	POSITIVE SHEAR DISTRIBUTION FACTORS				NEGATIVE SHEAR DISTRIBUTION FACTORS			
		VDL1 (kips)	VDL2 (kips)	VFWS (kips)	1 LANE	2 LANES	3 LANES	4 LANES	1 LANE	2 LANES	3 LANES	4 LANES
S-01	0	-107	-14	-11	0.452	0.637	0.680	0.558	0.243	0.365	0.410	0.361
	1	-81	-16	-8	0.361	0.546	0.601	0.503	0.643	0.958	0.912	0.742
	2	-50	-8	-5	0.465	0.661	0.698	0.568	0.525	0.805	0.765	0.612
	3	-25	-8	-2	0.397	0.589	0.638	0.530	0.670	1.028	0.971	0.761
	4	6	2	0	0.581	0.803	0.830	0.664	0.465	0.634	0.674	0.538
	5	32	2	3	0.485	0.674	0.727	0.595	0.553	0.743	0.765	0.605
	6	63	11	7	0.637	0.794	0.827	0.646	0.461	0.654	0.693	0.564
	7	93	19	9	1.128	1.810	1.559	1.208	0.356	0.534	0.582	0.488
	8	120	19	12	0.835	1.338	1.176	0.926	0.390	0.569	0.614	0.508
	9	150	25	15	1.482	2.087	1.871	1.485	0.349	0.516	0.569	0.477
	10	176	23	18	0.237	0.366	0.428	0.392	0.426	0.595	0.635	0.524
S-02	1	-135	-22	-13	0.332	0.492	0.543	0.456	0.493	0.723	0.702	0.578
	2	-101	-16	-10	0.384	0.556	0.596	0.493	0.557	0.893	0.841	0.682
	3	-66	-9	-7	0.453	0.633	0.662	0.537	0.466	0.578	0.605	0.490
	4	-36	-10	-3	0.376	0.543	0.585	0.484	0.628	0.988	0.956	0.751
	5	-2	0	-1	0.504	0.682	0.713	0.573	0.426	0.583	0.616	0.497
	6	33	9	3	0.580	0.901	0.884	0.693	0.368	0.538	0.583	0.482
	7	63	9	6	0.475	0.601	0.631	0.506	0.445	0.621	0.652	0.530
	8	98	16	10	0.638	1.019	0.938	0.751	0.388	0.559	0.598	0.494
	9	131	22	13	0.513	0.740	0.711	0.582	0.338	0.501	0.553	0.463
	10	162	21	17	0.207	0.311	0.348	0.305	0.416	0.580	0.618	0.509
S-03	1	-131	-23	-14	0.314	0.469	0.519	0.437	0.461	0.638	0.619	0.511
	2	-91	-18	-9	0.336	0.494	0.535	0.447	0.640	1.020	0.939	0.753
	3	-54	-10	-6	0.398	0.566	0.601	0.494	0.469	0.582	0.604	0.488
	4	-15	-1	-2	0.460	0.630	0.656	0.530	0.396	0.534	0.570	0.461
	5	18	-1	1	0.365	0.522	0.569	0.469	0.480	0.734	0.735	0.583
	6	57	8	5	0.482	0.638	0.667	0.534	0.436	0.594	0.619	0.502
	7	101	17	10	0.508	0.770	0.758	0.601	0.388	0.553	0.588	0.483
	8	143	25	13	0.738	1.156	1.051	0.834	0.322	0.480	0.522	0.437
	9	184	29	18	0.511	0.748	0.714	0.581	0.337	0.492	0.539	0.450
	10	222	28	22	0.200	0.299	0.333	0.291	0.423	0.581	0.611	0.502
S-04	1	-191	-27	-18	0.367	0.518	0.548	0.454	0.321	0.471	0.479	0.405
	2	-133	-20	-12	0.363	0.516	0.546	0.452	0.471	0.611	0.620	0.510
	3	-77	-10	-7	0.408	0.566	0.594	0.487	0.404	0.517	0.545	0.443
	4	-22	-1	-2	0.432	0.639	0.657	0.533	0.367	0.501	0.539	0.438
	5	34	10	3	0.487	0.740	0.744	0.596	0.335	0.477	0.516	0.426
	6	84	19	7	0.602	0.914	0.893	0.701	0.312	0.456	0.496	0.413
	7	126	28	12	0.733	1.200	1.112	0.870	0.275	0.412	0.457	0.385
	8	169	35	18	0.524	0.825	0.809	0.647	0.347	0.494	0.521	0.430
	9	223	40	25	0.422	0.649	0.622	0.510	0.326	0.470	0.500	0.415
	10	273	40	25	0.170	0.258	0.292	0.259	0.345	0.487	0.519	0.429
S-05	1	-228	-37	-22	0.310	0.444	0.483	0.406	0.466	0.638	0.617	0.511
	2	-171	-30	-16	0.319	0.459	0.500	0.421	0.589	0.767	0.796	0.644
	3	-114	-22	-10	0.290	0.424	0.476	0.404	0.607	0.938	0.940	0.744
	4	-51	-12	-4	0.309	0.448	0.508	0.430	0.513	0.666	0.719	0.575
	5	13	-2	2	0.341	0.481	0.545	0.459	0.458	0.682	0.712	0.573
	6	80	18	7	0.570	0.812	0.851	0.680	0.301	0.434	0.489	0.413
	7	140	27	13	0.689	0.942	0.994	0.784	0.286	0.419	0.470	0.398
	8	197	35	19	0.692	0.909	0.960	0.763	0.308	0.443	0.491	0.412
	9	261	43	26	0.606	0.862	0.804	0.651	0.294	0.423	0.470	0.396
	10	336	49	33	0.171	0.260	0.295	0.263	0.323	0.452	0.501	0.418
S-06	1	-262	-43	-26	0.301	0.432	0.482	0.405	0.730	1.074	0.988	0.793
	2	-200	-35	-20	0.319	0.459	0.507	0.425	0.731	0.969	1.022	0.808
	3	-142	-26	-14	0.344	0.489	0.540	0.451	0.560	0.698	0.766	0.609
	4	-84	-18	-8	0.315	0.452	0.509	0.428	0.559	0.833	0.867	0.693
	5	-22	-7	-2	0.344	0.481	0.541	0.452	0.480	0.687	0.730	0.592
	6	42	4	4	0.377	0.508	0.572	0.473	0.426	0.590	0.639	0.523
	7	106	24	10	0.675	1.030	1.044	0.825	0.287	0.428	0.485	0.413
	8	162	36	18	0.760	1.167	1.178	0.944	0.284	0.430	0.504	0.432
	9	220	38	22	0.648	0.923	0.870	0.705	0.263	0.391	0.452	0.386
	10	291	38	27	0.145	0.235	0.269	0.254	0.290	0.412	0.462	0.391
S-07	1	-201	-30	-20	0.345	0.495	0.548	0.454	0.562	0.815	0.758	0.613
	2	-155	-32	-16	0.297	0.449	0.513	0.433	0.823	1.318	1.164	0.912
	3	-119	-25	-12	0.323	0.471	0.525	0.439	0.702	1.031	1.034	0.805
	4	-82	-16	-8	0.331	0.473	0.529	0.438	0.578	0.767	0.830	0.657
	5	-36	-5	-3	0.429	0.628	0.668	0.539	0.402	0.564	0.629	0.515
	6	12	6	1	0.498	0.745	0.762	0.609	0.359	0.526	0.592	0.493
	7	60	16	6	0.601	0.852	0.845	0.681	0.323	0.489	0.554	0.468
	8	103	15	11	0.359	0.477	0.507	0.427	0.382	0.548	0.606	0.501
	9	151	22	16	0.244	0.370	0.398	0.348	0.352	0.510	0.570	0.479
	10	196	26	20	0.170	0.262	0.304	0.279	0.387	0.535	0.592	0.499
S-08	1	-167	-27	-16	0.359	0.538	0.601	0.498	0.409	0.614	0.615	0.524
	2	-136	-21	-13	0.393	0.572	0.634	0.524	0.729	1.067	0.961	0.769
	3	-104	-14	-9	0.378	0.545	0.604	0.495	0.638	0.856	0.909	0.713
	4	-77	-14	-7	0.369	0.533	0.598	0.496	0.751	1.122	1.116	0.866
	5	-44	-5	-4	0.474	0.661	0.708	0.569	0.526	0.707	0.770	0.611
	6	-12	4	-1	0.396	0.535	0.614	0.509	0.608	0.807	0.865	0.678
	7	15	3	2	0.486	0.693	0.724	0.580	0.489	0.686	0.748	0.602
	8	48	11	5	0.645	0.998	0.927	0.748	0.369	0.547	0.618	0.518
	9	75	10	8	0.278	0.425	0.455	0.394	0.426	0.617	0.673	0.554
	10	105	13	11	0.175	0.272	0.321	0.300	0.380	0.555	0.631	0.533

SUMMARY OF DESIGN AND RATING PARAMETERS FOR FLEXURE - GIRDER 2

SPAN	10th PT	DEAD LOADS								POSITIVE LL+I						NEGATIVE LL+I					
		DL1					DL2, FWS			SECTION MODULUS (in³)		MOMENT DISTRIBUTION FACTORS				SECTION MODULUS (in³)		MOMENT DISTRIBUTION FACTORS			
		SECTION MODULUS (in3)				MOMENT (k-ft)	SECTION MODULUS (in³)		MOMENT (k-ft)												
		S_{BF}	S_{TF}	S_{YBF}	S_{YTF}	M_{DL1}	S_{BF}	S_{TF}	M_{DL2}	M_{FWS}	S_{BF}	S_{TF}	1 LANE	2 LANES	3 LANES	4 LANES	S_{BF}	S_{TF}	1 LANE	2 LANES	3 LANES	4 LANES
S-06	0	9168	8401	288	240	-18029	10394	15140	-3163	-1745	11320	29589	0.155	0.235	0.265	0.234	9650	10374	0.098	0.150	0.170	0.149
	1	9168	8401	288	240	-9416	10394	15140	-1727	-894	11320	29589	0.265	0.386	0.441	0.367	9650	10374	0.120	0.182	0.207	0.183
	2	6191	5848	168	144	-2793	7476	12469	-498	-235	8307	27290	0.253	0.401	0.463	0.399	6725	7768	0.137	0.208	0.236	0.210
	3	5355	5013	144	120	2164	6598	11689	458	258	7327	26990	0.225	0.367	0.423	0.368	5891	6939	0.186	0.283	0.322	0.288
	4	5355	5013	144	120	5399	6598	11689	1095	574	7327	26990	0.212	0.350	0.404	0.354	5891	6939	0.176	0.268	0.305	0.274
	5	5355	5013	144	120	6889	6598	11689	1393	718	7327	26990	0.211	0.348	0.402	0.353	5891	6939	0.157	0.241	0.276	0.249
	6	5355	5013	144	120	6587	6598	11689	1341	689	7327	26990	0.214	0.353	0.408	0.359	5891	6939	0.165	0.250	0.283	0.253
	7	5355	5013	144	120	4416	6598	11689	908	479	7327	26990	0.229	0.377	0.437	0.383	5891	6939	0.212	0.319	0.361	0.321
	8	5355	5013	144	120	516	6598	11689	149	104	7327	26990	0.277	0.438	0.508	0.439	5891	6939	0.219	0.332	0.376	0.333
	9	6332	6332	168	168	-4974	7515	12920	-893	-445	8313	27590	0.287	0.408	0.470	0.384	6817	8244	0.115	0.177	0.201	0.177
	10	6332	6332	168	168	-12447	7515	12920	-2094	-1197	8313	27590	0.163	0.247	0.281	0.250	6817	8244	0.109	0.168	0.191	0.170
S-07	1	6332	6332	168	168	-7589	7515	12920	-1323	-713	8313	27590	0.223	0.328	0.373	0.316	6817	8244	0.127	0.193	0.219	0.194
	2	6332	6332	168	168	-3872	7515	12920	-646	-332	8313	27590	0.256	0.407	0.467	0.397	6817	8244	0.142	0.215	0.242	0.214
	3	6332	6332	168	168	-907	7515	12920	-98	-35	8313	27590	0.247	0.405	0.463	0.397	6817	8244	0.147	0.221	0.249	0.220
	4	4474	4761	83	120	1187	5568	11297	308	177	6208	26597	0.248	0.407	0.466	0.401	4946	6637	0.196	0.296	0.334	0.295
	5	4474	4761	83	120	2418	5568	11297	538	298	6208	26597	0.253	0.416	0.476	0.410	4946	6637	0.188	0.285	0.322	0.286
	6	4474	4761	83	120	2672	5568	11297	586	321	6208	26597	0.257	0.422	0.485	0.420	4946	6637	0.174	0.262	0.297	0.265
	7	4474	4761	83	120	1963	5568	11297	446	250	6208	26597	0.275	0.447	0.517	0.449	4946	6637	0.214	0.323	0.364	0.322
	8	4474	4761	83	120	255	5568	11297	111	79	6208	26597	0.324	0.505	0.590	0.509	4946	6637	0.263	0.405	0.459	0.404
	9	4474	4761	83	120	-2468	5568	11297	-384	-195	6208	26597	0.286	0.428	0.480	0.401	4946	6637	0.149	0.233	0.264	0.229
	10	4474	4761	83	120	-6083	5568	11297	-920	-567	6208	26597	0.193	0.292	0.329	0.290	4946	6637	0.144	0.225	0.259	0.228
S-08	1	4474	4761	83	120	-3699	5568	11297	-552	-334	6208	26597	0.237	0.358	0.400	0.342	4946	6637	0.162	0.250	0.284	0.249
	2	4474	4761	83	120	-1605	5568	11297	-231	-126	6208	26597	0.272	0.418	0.469	0.389	4946	6637	0.170	0.259	0.293	0.257
	3	4474	4761	83	120	51	5568	11297	70	35	6208	26597	0.257	0.417	0.474	0.402	4946	6637	0.226	0.343	0.387	0.340
	4	4474	4761	83	120	1266	5568	11297	269	150	6208	26597	0.264	0.431	0.492	0.419	4946	6637	0.226	0.342	0.386	0.340
	5	4474	4761	83	120	2087	5568	11297	397	228	6208	26597	0.270	0.440	0.503	0.431	4946	6637	0.224	0.339	0.383	0.339
	6	4474	4761	83	120	2524	5568	11297	475	267	6208	26597	0.265	0.437	0.504	0.436	4946	6637	0.220	0.333	0.377	0.335
	7	4474	4761	83	120	2474	5568	11297	424	260	6208	26597	0.285	0.454	0.525	0.451	4946	6637	0.214	0.326	0.371	0.332
	8	4474	4761	83	120	2043	5568	11297	328	214	6208	26597	0.305	0.472	0.549	0.472	4946	6637	0.203	0.311	0.357	0.324
	9	4474	4761	83	120	1228	5568	11297	179	129	6208	26597	0.350	0.509	0.599	0.513	4946	6637	0.180	0.280	0.329	0.306
	10	4474	4761	83	120	5	5568	11297	0	0	6208	26597	---	---	---	---	4474	4761	---	---	---	---

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
RATINGS AND PROCEDURE

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 229 OF 291

S-39605

DES: ALS | DWG: KJR | CHK: ALS

Stantec 1/20/2026
WORKSPACE: DOT_2015_(SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713\1442\1_100 Records\13_0 CADD\13_2 Structures\BR_1005\1442_1005_4_60_RTP.dgn
DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI D_PDF.plt

DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI D_PDF.plt

SUMMARY OF DESIGN AND RATING PARAMETERS FOR FLEXURE - GIRDER 3

SPAN	10th PT	DEAD LOADS									POSITIVE LL+I						NEGATIVE LL+I					
		DL1					DL2, FWS				SECTION MODULUS (in³)		MOMENT DISTRIBUTION FACTORS				SECTION MODULUS (in³)		MOMENT DISTRIBUTION FACTORS			
		SECTION MODULUS (in³)				MOMENT (k-ft)	SECTION MODULUS (in³)		MOMENT (k-ft)													
		S_{BF}	S_{TF}	S_{YBF}	S_{YTF}	M_{DL1}	S_{BF}	S_{TF}	M_{DL2}	M_{FWS}	S_{BF}	S_{TF}	1 LANE	2 LANES	3 LANES	4 LANES	S_{BF}	S_{TF}	1 LANE	2 LANES	3 LANES	4 LANES
S-01	0	2442	2635	67	96	1	3126	8475	1	0	3419	25218	---	---	---	---	2442	2635	---	---	---	---
	1	2442	2635	67	96	1237	3126	8475	197	132	3419	25218	0.347	0.565	0.582	0.521	2772	4241	0.138	0.230	0.290	0.293
	2	2442	2635	67	96	2103	3126	8475	349	222	3419	25218	0.269	0.442	0.483	0.448	2772	4241	0.138	0.229	0.288	0.292
	3	2442	2635	67	96	2597	3126	8475	450	273	3419	25218	0.239	0.394	0.442	0.419	2772	4241	0.137	0.227	0.287	0.291
	4	2442	2635	67	96	2719	3126	8475	476	286	3419	25218	0.235	0.386	0.434	0.410	2772	4241	0.134	0.223	0.283	0.287
	5	2442	2635	67	96	2471	3126	8475	445	259	3419	25218	0.215	0.354	0.409	0.394	2772	4241	0.132	0.220	0.280	0.285
	6	2442	2635	67	96	1800	3126	8475	307	191	3419	25218	0.241	0.396	0.440	0.412	2772	4241	0.133	0.222	0.281	0.286
	7	2442	2635	67	96	775	3126	8475	124	84	3419	25218	0.255	0.420	0.458	0.425	2772	4241	0.139	0.231	0.288	0.291
	8	2885	2851	83	96	-673	3704	8590	-126	-66	4079	23937	0.287	0.471	0.495	0.448	3270	4451	0.121	0.200	0.246	0.246
	9	2885	2851	83	96	-2472	3704	8590	-404	-253	4079	23937	0.317	0.440	0.465	0.415	3270	4451	0.118	0.195	0.233	0.228
	10	2885	2851	83	96	-4663	3704	8590	-712	-483	4079	23937	0.111	0.185	0.236	0.240	3270	4451	0.098	0.162	0.187	0.179
S-02	1	2885	2851	83	96	-2337	3704	8590	-398	-240	4079	23937	0.351	0.516	0.539	0.472	3270	4451	0.123	0.204	0.243	0.238
	2	2885	2851	83	96	-494	3704	8590	-120	-49	4079	23937	0.342	0.560	0.583	0.524	3270	4451	0.130	0.216	0.266	0.266
	3	2885	2851	83	96	814	3704	8590	111	85	4079	23937	0.258	0.424	0.470	0.441	3270	4451	0.135	0.224	0.283	0.286
	4	2442	2635	67	96	1580	3126	8475	253	163	3419	25218	0.231	0.381	0.428	0.405	2772	4241	0.114	0.190	0.241	0.245
	5	2442	2635	67	96	1870	3126	8475	301	193	3419	25218	0.232	0.381	0.425	0.400	2772	4241	0.099	0.164	0.208	0.212
	6	2442	2635	67	96	1612	3126	8475	256	164	3419	25218	0.220	0.362	0.408	0.387	2772	4241	0.110	0.183	0.232	0.236
	7	2442	2635	67	96	892	3126	8475	121	89	3419	25218	0.227	0.373	0.416	0.392	2772	4241	0.119	0.199	0.251	0.255
	8	2442	2635	67	96	-352	3126	8475	-97	-40	3419	25218	0.274	0.450	0.469	0.422	2772	4241	0.106	0.176	0.218	0.219
	9	2885	2851	83	96	-2138	3704	8590	-372	-229	4079	23937	0.239	0.359	0.378	0.342	3270	4451	0.107	0.177	0.214	0.212
	10	2885	2851	83	96	-4401	3704	8590	-676	-468	4079	23937	0.085	0.141	0.179	0.182	3270	4451	0.093	0.153	0.179	0.174
S-03	1	2885	2851	83	96	-1812	3704	8590	-313	-192	4079	23937	0.264	0.413	0.428	0.379	3270	4451	0.112	0.185	0.222	0.218
	2	2885	2851	83	96	140	3704	8590	7	17	4079	23937	0.293	0.482	0.509	0.462	3270	4451	0.150	0.249	0.309	0.310
	3	2442	2635	67	96	1399	3126	8475	241	152	3419	25218	0.238	0.391	0.431	0.403	2772	4241	0.123	0.205	0.259	0.263
	4	2442	2635	67	96	1995	3126	8475	372	217	3419	25218	0.206	0.339	0.385	0.367	2772	4241	0.097	0.161	0.205	0.209
	5	2442	2635	67	96	1975	3126	8475	384	220	3419	25218	0.193	0.318	0.368	0.355	2772	4241	0.098	0.162	0.206	0.209
	6	2442	2635	67	96	1253	3126	8475	243	154	3419	25218	0.211	0.346	0.388	0.366	2772	4241	0.106	0.177	0.225	0.229
	7	4038	3592	133	120	-170	5012	9297	-16	18	5521	23224	0.234	0.385	0.418	0.387	4475	5213	0.114	0.190	0.242	0.246
	8	4038	3592	133	120	-2310	5012	9297	-371	-187	5521	23224	0.248	0.411	0.426	0.384	4475	5213	0.087	0.146	0.183	0.185
	9	4910	4406	133	120	-5160	6061	10676	-805	-467	6704	25318	0.201	0.319	0.336	0.300	5414	6206	0.084	0.140	0.173	0.174
	10	5650	5101	133	120	-8695	6950	11827	-1286	-818	7714	27141	0.094	0.154	0.191	0.190	6210	7044	0.085	0.140	0.164	0.159
S-04	1	5650	5101	133	120	-3485	6950	11827	-553	-308	7714	27141	0.260	0.420	0.430	0.378	6210	7044	0.102	0.170	0.209	0.208
	2	4474	4761	83	120	394	5568	11297	88	64	6208	26597	0.235	0.386	0.426	0.398	4946	6637	0.137	0.229	0.287	0.291
	3	4474	4761	83	120	2961	5568	11297	553	308	6208	26597	0.190	0.313	0.357	0.340	4946	6637	0.109	0.182	0.231	0.236
	4	4474	4761	83	120	4218	5568	11297	800	428	6208	26597	0.173	0.287	0.332	0.321	4946	6637	0.089	0.147	0.185	0.188
	5	4474	4761	83	120	4203	5568	11297	809	431	6208	26597	0.168	0.280	0.325	0.315	4946	6637	0.091	0.149	0.185	0.185
	6	4474	4761	83	120	2962	5568	11297	579	316	6208	26597	0.170	0.281	0.326	0.315	4946	6637	0.100	0.163	0.203	0.202
	7	4474	4761	83	120	607	5568	11297	119	93	6208	26597	0.180	0.298	0.342	0.328	4946	6637	0.104	0.170	0.213	0.213
	8	5848	6191	144	168	-2901	6963	12712	-542	-249	7714	27339	0.212	0.349	0.386	0.361	6305	8080	0.077	0.127	0.159	0.159
	9	6812	6459	192	168	-7663	8065	13107	-1360	-720	8911	27816	0.207	0.340	0.350	0.311	7326	8391	0.069	0.115	0.146	0.146
	10	6812	6459	192	168	-13634	8065	13107	-2253	-1316	8911	27816	0.092	0.148	0.181	0.176	7326	8391	0.062	0.102	0.129	0.129
S-05	1	6812	6459	192	168	-6003	8065	13107	-1054	-547	8911	27816	0.247	0.382	0.408	0.354	7326	8391	0.069	0.114	0.143	0.144
	2	5848	6191	144	168	-203	6963	12712	-9	24	7714	27339	0.223	0.349	0.398	0.366	6305	8080	0.077	0.128	0.163	0.166
	3	5355	5013	144	120	3765	6598	11689	768	415	7327	26990	0.176	0.279	0.329	0.311	5891	6939	0.095	0.157	0.198	0.201
	4	5355	5013	144	120	5999	6598	11689	1216	632	7327	26990	0.156	0.253	0.300	0.289	5891	6939	0.079	0.130	0.163	0.165
	5	5355	5013	144	120	6557	6598	11689	1335	683	7327	26990	0.150	0.247	0.293	0.285	5891	6939	0.071	0.118	0.150	0.152
	6	5355	5013	144	120	5265	6598	11689	1069	555	7327	26990	0.156	0.254	0.300	0.289	5891	6939	0.086	0.142	0.179	0.181
	7	5355	5013	144	120	2267	6598	11689	467	262	7327	26990	0.175	0.285	0.330	0.314	5891	6939	0.097	0.159	0.201	0.203
	8	5716	5716	144	144	-2516	6926	12271	-463	-205	7709	27056	0.217	0.358	0.397	0.370	6220	7613	0.074	0.123	0.156	0.157
	9	9168	8401	288	240	-9177	10394	15140	-1659	-862	11320	29589	0.262	0.432	0.445	0.394	9650	10374	0.066	0.110	0.140	0.142
	10	9168	8401	288	240	-17771	10394	15140	-3010	-1712	11320	29589	0.096	0.156	0.194	0.192	9650	10374	0.060	0.098	0.122	0.122

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
RATINGS AND PROCEDURE

COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL — ALEXANDER LEE SCHMIDT — ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 230 OF 291

S-39605

1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713144241.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_4_60_RTP.dgn
Stantec

DES: ALS | DWG: KJR | CHK: ALS

SUMMARY OF DESIGN AND RATING PARAMETERS FOR SHEAR - GIRDER 3

SPAN	10th PT	DL1 (kips) VDL1	DL2 (kips) VDL2	FWS (kips) VFWS	POSITIVE SHEAR DISTRIBUTION FACTORS 1 LANE	2 LANES	3 LANES	4 LANES	NEGATIVE SHEAR DISTRIBUTION FACTORS 1 LANE	2 LANES	3 LANES	4 LANES
S-01	0	-107	-16	-11	0.429	0.618	0.652	0.565	0.138	0.225	0.285	0.288
	1	-79	-13	-8	0.334	0.546	0.563	0.504	0.760	0.860	0.864	0.733
	2	-51	-9	-5	0.432	0.616	0.657	0.568	0.622	0.750	0.779	0.638
	3	-23	-6	-2	0.363	0.591	0.600	0.530	0.770	0.939	0.982	0.780
	4	5	1	0	0.576	0.837	0.851	0.738	0.474	0.768	0.726	0.605
	5	33	4	3	0.488	0.791	0.770	0.657	0.549	0.749	0.769	0.638
	6	63	11	7	0.701	0.880	0.930	0.739	0.430	0.637	0.667	0.577
	7	91	16	9	1.374	1.610	1.647	1.276	0.321	0.524	0.542	0.485
	8	121	19	12	1.042	1.218	1.242	0.976	0.357	0.544	0.572	0.504
	9	150	21	15	1.710	2.101	2.063	1.727	0.332	0.543	0.557	0.496
	10	179	24	18	0.306	0.365	0.395	0.360	0.409	0.641	0.671	0.603
S-02	1	-135	-18	-14	0.317	0.518	0.531	0.472	0.566	0.659	0.665	0.572
	2	-102	-16	-11	0.358	0.574	0.581	0.513	0.681	0.793	0.809	0.679
	3	-66	-10	-7	0.430	0.575	0.632	0.539	0.521	0.671	0.704	0.580
	4	-33	-7	-3	0.351	0.569	0.570	0.498	0.731	0.892	0.930	0.742
	5	-2	0	-1	0.495	0.738	0.746	0.629	0.429	0.696	0.663	0.556
	6	31	7	3	0.659	0.822	0.863	0.688	0.343	0.559	0.562	0.493
	7	63	10	6	0.516	0.698	0.716	0.584	0.419	0.589	0.623	0.535
	8	97	15	10	0.756	1.058	1.024	0.836	0.362	0.538	0.566	0.496
	9	131	18	14	0.601	0.729	0.724	0.615	0.321	0.526	0.538	0.478
	10	164	21	17	0.115	0.191	0.242	0.245	0.400	0.627	0.655	0.587
S-03	1	-130	-18	-14	0.298	0.487	0.503	0.450	0.507	0.579	0.585	0.502
	2	-90	-15	-10	0.311	0.507	0.516	0.457	0.777	0.905	0.922	0.757
	3	-54	-10	-6	0.372	0.549	0.586	0.512	0.516	0.643	0.678	0.556
	4	-15	-2	-2	0.452	0.609	0.653	0.551	0.405	0.630	0.619	0.523
	5	21	2	2	0.356	0.575	0.573	0.496	0.515	0.693	0.713	0.590
	6	59	10	5	0.478	0.754	0.717	0.600	0.421	0.586	0.603	0.515
	7	102	17	10	0.597	0.727	0.759	0.616	0.362	0.514	0.546	0.478
	8	141	21	13	0.898	1.096	1.105	0.896	0.290	0.479	0.490	0.437
	9	182	24	18	0.592	0.765	0.748	0.639	0.318	0.523	0.530	0.469
	10	223	28	22	0.109	0.179	0.224	0.227	0.411	0.654	0.669	0.592
S-04	1	-192	-28	-18	0.348	0.470	0.518	0.452	0.400	0.458	0.464	0.407
	2	-135	-22	-13	0.340	0.460	0.511	0.445	0.539	0.666	0.691	0.584
	3	-80	-13	-8	0.390	0.514	0.571	0.490	0.437	0.567	0.599	0.496
	4	-25	-3	-2	0.442	0.578	0.632	0.533	0.360	0.582	0.566	0.481
	5	27	7	3	0.525	0.676	0.728	0.602	0.311	0.509	0.509	0.442
	6	75	16	7	0.692	0.843	0.887	0.715	0.279	0.458	0.467	0.413
	7	123	24	12	0.529	0.718	0.738	0.608	0.377	0.506	0.549	0.469
	8	175	30	17	0.652	0.825	0.857	0.699	0.325	0.455	0.494	0.429
	9	227	35	23	0.527	0.611	0.619	0.526	0.307	0.447	0.470	0.413
	10	280	40	27	0.110	0.174	0.216	0.217	0.333	0.491	0.509	0.442
S-05	1	-232	-37	-22	0.302	0.436	0.470	0.414	0.543	0.649	0.653	0.553
	2	-167	-30	-16	0.299	0.426	0.463	0.409	0.717	0.853	0.915	0.747
	3	-107	-21	-10	0.273	0.448	0.455	0.405	0.696	0.866	0.936	0.750
	4	-47	-11	-5	0.291	0.482	0.488	0.431	0.552	0.709	0.777	0.638
	5	13	0	1	0.340	0.562	0.557	0.485	0.444	0.719	0.730	0.648
	6	73	16	7	0.630	0.840	0.892	0.731	0.297	0.478	0.483	0.423
	7	133	26	13	0.766	1.155	1.198	0.969	0.272	0.440	0.448	0.396
	8	196	35	19	0.836	0.991	1.086	0.871	0.294	0.419	0.457	0.402
	9	262	42	25	0.714	0.912	0.929	0.762	0.290	0.419	0.455	0.400
	10	331	48	31	0.137	0.201	0.242	0.236	0.329	0.476	0.505	0.437
S-06	1	-264	-43	-25	0.297	0.458	0.487	0.438	0.873	0.990	1.054	0.864
	2	-198	-36	-19	0.298	0.434	0.472	0.416	0.864	1.064	1.156	0.923
	3	-136	-27	-13	0.322	0.468	0.501	0.440	0.655	0.812	0.899	0.725
	4	-77	-16	-8	0.302	0.496	0.496	0.436	0.625	0.802	0.869	0.714
	5	-18	-5	-2	0.339	0.550	0.546	0.473	0.514	0.687	0.742	0.618
	6	42	6	3	0.387	0.628	0.615	0.524	0.440	0.581	0.645	0.544
	7	100	21	10	0.773	0.991	1.068	0.882	0.269	0.425	0.446	0.397
	8	160	27	14	1.024	1.238	1.329	1.058	0.232	0.348	0.381	0.341
	9	225	34	21	0.801	0.934	1.007	0.817	0.279	0.450	0.456	0.402
	10	288	41	28	0.111	0.179	0.225	0.216	0.347	0.481	0.516	0.448
S-07	1	-210	-32	-20	0.335	0.457	0.522	0.451	0.685	0.801	0.832	0.694
	2	-162	-27	-17	0.271	0.415	0.452	0.403	1.312	1.752	1.805	1.425
	3	-116	-22	-12	0.296	0.482	0.490	0.433	0.923	1.077	1.174	0.920
	4	-74	-15	-7	0.310	0.463	0.494	0.428	0.646	0.810	0.894	0.722
	5	-33	-6	-3	0.451	0.597	0.650	0.541	0.416	0.557	0.624	0.525
	6	12	3	1	0.560	0.707	0.767	0.628	0.346	0.484	0.543	0.471
	7	59	11	6	0.695	0.901	0.973	0.794	0.300	0.487	0.505	0.449
	8	104	18	11	0.789	0.946	1.020	0.834	0.265	0.414	0.464	0.421
	9	150	22	15	0.281	0.383	0.401	0.358	0.345	0.477	0.538	0.469
	10	195	25	19	0.126	0.200	0.240	0.231	0.392	0.532	0.584	0.508
S-08	1	-164	-21	-17	0.350	0.518	0.573	0.503	0.687	0.772	0.801	0.691
	2	-135	-18	-13	0.331	0.479	0.529	0.464	1.154	1.360	1.433	1.129
	3	-105	-15	-11	0.405	0.573	0.625	0.535	0.680	0.800	0.874	0.699
	4	-76	-12	-8	0.339	0.548	0.564	0.494	0.836	1.092	1.167	0.953
	5	-44	-6	-4	0.487	0.646	0.713	0.589	0.573	0.723	0.800	0.646
	6	-13	-1	-1	0.547	0.788	0.819	0.699	0.433	0.594	0.664	0.562
	7	15	2	1	0.527	0.730	0.754	0.621	0.505	0.649	0.731	0.604
	8	46	7	5	0.743	0.894	0.954	0.780	0.350	0.522	0.565	0.494
	9	76	11	9	0.427	0.509	0.539	0.463	0.374	0.548	0.605	0.533
	10	104	13	10	0.155	0.242	0.286	0.270	0.488	0.655	0.715	0.609

SUMMARY OF DESIGN AND RATING PARAMETERS FOR FLEXURE - GIRDER 3

SPAN	10th PT	DEAD LOADS: DL1 SECTION MODULUS (in3) S_{BF}	S_{TF}	S_{YBF}	S_{YTF}	DL1 MOMENT (k-ft) M_{DL1}	DL2, FWS SECTION MODULUS (in3) S_{BF}	S_{TF}	DL2, FWS MOMENT (k-ft) M_{DL2}	M_{FWS}	POSITIVE LL+I SECTION MODULUS (in3) S_{BF}	S_{TF}	POSITIVE LL+I MOMENT DISTRIBUTION FACTORS 1 LANE	2 LANES	3 LANES	4 LANES	NEGATIVE LL+I SECTION MODULUS (in3) S_{BF}	S_{TF}	NEGATIVE LL+I MOMENT DISTRIBUTION FACTORS 1 LANE	2 LANES	3 LANES	4 LANES
S-06	0	9168	8401	288	240	-17716	10394	15140	-3005	-1710	11320	29589	0.096	0.156	0.194	0.192	9650	10374	0.060	0.098	0.122	0.122
	1	9168	8401	288	240	-9180	10394	15140	-1665	-866	11320	29589	0.259	0.428	0.437	0.387	9650	10374	0.068	0.113	0.143	0.144
	2	6191	5848	168	144	-2548	7476	12469	-473	-210	8307	27290	0.221	0.364	0.401	0.373	6725	7768	0.077	0.127	0.161	0.162
	3	5355	5013	144	120	2291	6598	11689	464	263	7327	26990	0.183	0.297	0.341	0.323	5891	6939	0.103	0.170	0.214	0.215
	4	5355	5013	144	120	5340	6598	11689	1082	564	7327	26990	0.165	0.266	0.315	0.302	5891	6939	0.096	0.158	0.200	0.202
	5	5355	5013	144	120	6718	6598	11689	1362	699	7327	26990	0.161	0.258	0.310	0.299	5891	6939	0.085	0.140	0.178	0.181
	6	5355	5013	144	120	6406	6598	11689	1298	669	7327	26990	0.164	0.263	0.316	0.306	5891	6939	0.087	0.144	0.182	0.184
	7	5355	5013	144	120	4318	6598	11689	867	465	7327	26990	0.189	0.297	0.355	0.338	5891	6939	0.111	0.183	0.232	0.235
	8	5355	5013	144	120	564	6598	11689	130	96	7327	26990	0.251	0.382	0.450	0.412	5891	6939	0.117	0.195	0.247	0.250
	9	6332	6332	168	168	-4937	7515	12920	-851	-450	8313	27590	0.300	0.430	0.479	0.405	6817	8244	0.070	0.114	0.142	0.142
	10	6332	6332	168	168	-12311	7515	12920	-1992	-1184	8313	27590	0.093	0.151	0.188	0.187	6817	8244	0.065	0.108	0.134	0.134
S-07	1	6332	6332	168	168	-7488	7515	12920	-1291	-697	8313	27590	0.225	0.344	0.369	0.330	6817	8244	0.070	0.116	0.147	0.148
	2	6332	6332	168	168	-3565	7515	12920	-643	-308	8313	27590	0.228	0.355	0.403	0.370	6817	8244	0.077	0.127	0.159	0.160
	3	6332	6332	168	168	-636	7515	12920	-92	-12	8313	27590	0.207	0.323	0.378	0.352	6817	8244	0.078	0.129	0.161	0.161
	4	4474	4761	83	120	1339	5568	11297	300	191	6208	26597	0.197	0.316	0.366	0.346	4946	6637	0.103	0.170	0.213	0.213
	5	4474	4761	83	120	2494	5568	11297	522	303	6208	26597	0.202	0.327	0.377	0.357	4946	6637	0.097	0.160	0.201	0.204
	6	4474	4761	83	120	2682	5568	11297	559	320	6208	26597	0.211	0.327	0.390	0.366	4946	6637	0.092	0.151	0.190	0.191
	7	4474	4761	83	120	1952	5568	11297	417	246	6208	26597	0.237	0.365	0.433	0.405	4946	6637	0.115	0.192	0.242	0.245
	8	4474	4761	83	120	296	5568	11297	101	74	6208	26597	0.301	0.458	0.529	0.483	4946	6637	0.158	0.262	0.323	0.324
	9	4474	4761	83	120	-2409	5568	11297	-326	-195	6208	26597	0.284	0.431	0.458	0.393	4946	6637	0.096	0.156	0.186	0.183
	10	4474	4761	83	120	-6020	5568	11297	-829	-570	6208	26597	0.098	0.163	0.205	0.208	4946	6637	0.099	0.160	0.194	0.191
S-08	1	4474	4761	83	120	-3630	5568	11297	-530	-329	6208	26597	0.191	0.281	0.310	0.290	4946	6637	0.097	0.161	0.198	0.197
	2	4474	4761	83	120	-1591	5568	11297	-228	-122	6208	26597	0.246	0.352	0.411	0.362	4946	6637	0.095	0.157	0.196	0.197
	3	4474	4761	83	120	50	5568	11297	14	36	6208	26597	0.233	0.349	0.411	0.372	4946	6637	0.120	0.199	0.251	0.255
	4	4474	4761	83	120	1249	5568	11297	210	153	6208	26597	0.218	0.342	0.397	0.370	4946	6637	0.117	0.195	0.247	0.251
	5	4474	4761	83	120	2072	5568	11297	341	228	6208	26597	0.230	0.381	0.420	0.393	4946	6637	0.114	0.190	0.243	0.247
	6	4474	4761	83	120	2452	5568	11297	400	263	6208	26597	0.223	0.355	0.413	0.387	4946	6637	0.119	0.196	0.247	0.249
	7	4474	4761	83	120	2439	5568	11297	385	258	6208	26597	0.244	0.375	0.442	0.409	4946	6637	0.128	0.207	0.256	0.253
	8	4474	4761	83	120	2036	5568	11297	307	212	6208	26597	0.292	0.432	0.503	0.454	4946	6637	0.138	0.220	0.266	0.258
	9	4474	4761	83	120	1214	5568	11297	170	125	6208	26597	0.343	0.495	0.561	0.500	4946	6637	0.155	0.242	0.284	0.268
	10	4474	4761	83	120	-5	5568	11297	3	2	6208	26597	---	---	---	---	4474	4761	---	---	---	---

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
RATINGS AND PROCEDURE

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 231 OF 291

S-39605

DES: ALS | DWG: KJR | CHK: ALS

Stantec 1/20/2026
WORKSPACE: DOT_2015_(SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713144 2\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_4.60_RTP.dgn
DOT_2015
1442_STR_Black_Color-249-254.tbl
DOT_ANSI D_PDF.plt

DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI_D_PDF.plt

SUMMARY OF DESIGN AND RATING PARAMETERS FOR FLEXURE - GIRDER 4

SPAN	10th PT	DEAD LOADS									POSITIVE LL+I							NEGATIVE LL+I					
		DL1					DL2, FWS				SECTION MODULUS (in³)		MOMENT DISTRIBUTION FACTORS					SECTION MODULUS (in³)		MOMENT DISTRIBUTION FACTORS			
		SECTION MODULUS (in³)				MOMENT (k-ft)	SECTION MODULUS (in³)		MOMENT (k-ft)														
		S_{BF}	S_{TF}	S_{YBF}	S_{YTF}	M_{DL1}	S_{BF}	S_{TF}	M_{DL2}	M_{FWS}	S_{BF}	S_{TF}	1 LANE	2 LANES	3 LANES	4 LANES		S_{BF}	S_{TF}	1 LANE	2 LANES	3 LANES	4 LANES
S-01	0	2442	2635	67	96	1	3126	8475	0	0	3419	25218	---	---	---	---		2442	2635	---	---	---	---
	1	2442	2635	67	96	1235	3126	8475	213	130	3419	25218	0.372	0.555	0.626	0.526		2772	4241	0.251	0.377	0.423	0.373
	2	2442	2635	67	96	2110	3126	8475	399	220	3419	25218	0.310	0.497	0.566	0.483		2772	4241	0.254	0.381	0.426	0.375
	3	2442	2635	67	96	2610	3126	8475	513	271	3419	25218	0.293	0.480	0.546	0.469		2772	4241	0.254	0.381	0.427	0.375
	4	2442	2635	67	96	2725	3126	8475	532	284	3419	25218	0.291	0.476	0.540	0.462		2772	4241	0.253	0.380	0.426	0.374
	5	2442	2635	67	96	2481	3126	8475	511	257	3419	25218	0.280	0.460	0.524	0.453		2772	4241	0.252	0.379	0.425	0.374
	6	2442	2635	67	96	1788	3126	8475	343	188	3419	25218	0.291	0.473	0.536	0.458		2772	4241	0.248	0.375	0.422	0.371
	7	2442	2635	67	96	760	3126	8475	143	81	3419	25218	0.296	0.472	0.538	0.459		2772	4241	0.243	0.371	0.419	0.368
	8	2885	2851	83	96	-687	3704	8590	-134	-67	4079	23937	0.309	0.469	0.536	0.451		3270	4451	0.195	0.301	0.342	0.300
	9	2885	2851	83	96	-2481	3704	8590	-469	-250	4079	23937	0.309	0.443	0.475	0.402		3270	4451	0.168	0.266	0.303	0.266
	10	2885	2851	83	96	-4646	3704	8590	-809	-476	4079	23937	0.207	0.313	0.352	0.310		3270	4451	0.121	0.198	0.228	0.198
S-02	1	2885	2851	83	96	-2338	3704	8590	-448	-237	4079	23937	0.347	0.500	0.542	0.452		3270	4451	0.176	0.279	0.318	0.278
	2	2885	2851	83	96	-503	3704	8590	-127	-50	4079	23937	0.369	0.556	0.633	0.529		3270	4451	0.212	0.327	0.371	0.325
	3	2885	2851	83	96	811	3704	8590	143	82	4079	23937	0.302	0.489	0.559	0.479		3270	4451	0.243	0.369	0.416	0.366
	4	2442	2635	67	96	1589	3126	8475	298	162	3419	25218	0.285	0.466	0.530	0.455		2772	4241	0.216	0.325	0.365	0.321
	5	2442	2635	67	96	1879	3126	8475	341	191	3419	25218	0.284	0.461	0.523	0.446		2772	4241	0.184	0.277	0.311	0.274
	6	2442	2635	67	96	1626	3126	8475	304	163	3419	25218	0.272	0.446	0.507	0.435		2772	4241	0.206	0.310	0.349	0.307
	7	2442	2635	67	96	899	3126	8475	158	87	3419	25218	0.270	0.439	0.502	0.430		2772	4241	0.219	0.332	0.375	0.330
	8	2442	2635	67	96	-354	3126	8475	-106	-40	3419	25218	0.300	0.455	0.517	0.432		2772	4241	0.178	0.273	0.310	0.272
	9	2885	2851	83	96	-2130	3704	8590	-421	-225	4079	23937	0.241	0.354	0.394	0.334		3270	4451	0.161	0.252	0.287	0.252
	10	2885	2851	83	96	-4365	3704	8590	-767	-460	4079	23937	0.151	0.229	0.259	0.229		3270	4451	0.121	0.194	0.223	0.195
S-03	1	2885	2851	83	96	-1802	3704	8590	-350	-188	4079	23937	0.266	0.387	0.432	0.361		3270	4451	0.163	0.256	0.292	0.256
	2	2885	2851	83	96	131	3704	8590	6	16	4079	23937	0.324	0.499	0.569	0.479		3270	4451	0.252	0.387	0.438	0.385
	3	2442	2635	67	96	1381	3126	8475	267	149	3419	25218	0.282	0.452	0.515	0.439		2772	4241	0.225	0.341	0.385	0.339
	4	2442	2635	67	96	1979	3126	8475	413	214	3419	25218	0.256	0.422	0.480	0.414		2772	4241	0.181	0.272	0.306	0.269
	5	2442	2635	67	96	1963	3126	8475	435	217	3419	25218	0.247	0.409	0.466	0.404		2772	4241	0.174	0.263	0.297	0.263
	6	2442	2635	67	96	1236	3126	8475	278	152	3419	25218	0.256	0.418	0.475	0.407		2772	4241	0.194	0.293	0.331	0.293
	7	4038	3592	133	120	-192	5012	9297	-4	15	5521	23224	0.274	0.434	0.493	0.418		4475	5213	0.208	0.315	0.356	0.314
	8	4038	3592	133	120	-2354	5012	9297	-403	-190	5521	23224	0.275	0.416	0.471	0.393		4475	5213	0.154	0.235	0.266	0.234
	9	4910	4406	133	120	-5224	6061	10676	-897	-467	6705	25319	0.204	0.299	0.337	0.288		5414	6206	0.140	0.215	0.243	0.214
	10	5650	5101	133	120	-8766	6950	11827	-1445	-815	7714	27141	0.137	0.209	0.238	0.213		6210	7044	0.114	0.181	0.207	0.181
S-04	1	5650	5101	133	120	-3510	6950	11827	-597	-310	7714	27141	0.272	0.400	0.453	0.374		6210	7044	0.168	0.259	0.294	0.257
	2	4474	4761	83	120	429	5568	11297	116	62	6208	26597	0.276	0.444	0.507	0.433		4946	6637	0.245	0.372	0.421	0.370
	3	4474	4761	83	120	3042	5568	11297	614	309	6208	26597	0.237	0.393	0.447	0.385		4946	6637	0.200	0.303	0.342	0.302
	4	4474	4761	83	120	4350	5568	11297	875	433	6208	26597	0.227	0.374	0.426	0.368		4946	6637	0.157	0.238	0.269	0.239
	5	4474	4761	83	120	4378	5568	11297	892	439	6208	26597	0.222	0.366	0.417	0.362		4946	6637	0.135	0.206	0.234	0.209
	6	4474	4761	83	120	3145	5568	11297	661	327	6208	26597	0.219	0.363	0.414	0.359		4946	6637	0.149	0.226	0.257	0.230
	7	4474	4761	83	120	756	5568	11297	191	100	6208	26597	0.219	0.363	0.417	0.362		4946	6637	0.156	0.238	0.271	0.243
	8	5848	6191	144	168	-2680	6963	12712	-484	-235	7714	27339	0.238	0.375	0.435	0.374		6305	8080	0.116	0.177	0.202	0.181
	9	6812	6459	192	168	-7391	8065	13107	-1360	-693	8911	27816	0.213	0.303	0.352	0.294		7326	8391	0.104	0.160	0.183	0.164
	10	6812	6459	192	168	-13316	8065	13107	-2349	-1282	8911	27816	0.109	0.167	0.194	0.177		7326	8391	0.090	0.140	0.161	0.145
S-05	1	6812	6459	192	168	-5913	8065	13107	-1078	-537	8911	27816	0.260	0.379	0.428	0.351		7326	8391	0.117	0.179	0.203	0.179
	2	5848	6191	144	168	-338	6963	12712	-12	17	7714	27339	0.260	0.412	0.467	0.395		6305	8080	0.138	0.209	0.235	0.207
	3	5355	5013	144	120	3550	6598	11689	757	389	7327	26990	0.218	0.358	0.405	0.346		5891	6939	0.167	0.251	0.282	0.248
	4	5355	5013	144	120	5749	6598	11689	1203	600	7327	26990	0.203	0.333	0.377	0.324		5891	6939	0.136	0.204	0.229	0.200
	5	5355	5013	144	120	6307	6598	11689	1322	650	7327	26990	0.200	0.326	0.370	0.320		5891	6939	0.114	0.173	0.194	0.171
	6	5355	5013	144	120	5070	6598	11689	1061	527	7327	26990	0.201	0.330	0.374	0.322		5891	6939	0.134	0.203	0.230	0.203
	7	5355	5013	144	120	2176	6598	11689	474	246	7327	26990	0.216	0.354	0.400	0.343		5891	6939	0.150	0.227	0.258	0.229
	8	5716	5716	144	144	-2418	6926	12271	-438	-197	7709	27056	0.250	0.399	0.453	0.385		6220	7613	0.116	0.176	0.201	0.179
	9	9168	8401	288	240	-8856	10394	15140	-1651	-827	11320	29589	0.275	0.405	0.455	0.375		9650	10374	0.104	0.160	0.183	0.163
	10	9168	8401	288	240	-17333	10394	15140	-3092	-1659	11320	29589	0.137	0.210	0.242	0.220		9650	10374	0.087	0.135	0.155	0.139

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
RATINGS AND PROCEDURE

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
ALEXANDER LEE SCHMIDT
ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 232 OF 291

S-39605

1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713144241\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_4_60_RTP.dgn
Stantec

DES: ALS | DWG: KJR | CHK: ALS

DOT_2015
1442_STR_Black_Color-249-254.tbl
DOT_ANSI D_PDF.plt

SUMMARY OF DESIGN AND RATING PARAMETERS FOR SHEAR - GIRDER 4

SPAN	10th PT	DL1	DL2	FWS	POSITIVE SHEAR DISTRIBUTION FACTORS				NEGATIVE SHEAR DISTRIBUTION FACTORS			
		VDL1 (kips)	VDL2 (kips)	VFWS (kips)	1 LANE	2 LANES	3 LANES	4 LANES	1 LANE	2 LANES	3 LANES	4 LANES
S-01	0	-106	-15	-11	0.440	0.635	0.675	0.557	0.247	0.371	0.417	0.369
	1	-80	-16	-8	0.355	0.531	0.600	0.505	0.672	0.994	0.944	0.769
	2	-50	-8	-5	0.455	0.637	0.693	0.567	0.541	0.874	0.803	0.642
	3	-25	-9	-2	0.389	0.571	0.637	0.532	0.681	1.116	0.990	0.777
	4	6	2	0	0.566	0.796	0.830	0.667	0.451	0.601	0.665	0.534
	5	32	1	3	0.469	0.640	0.718	0.590	0.530	0.779	0.780	0.618
	6	63	11	7	0.617	0.893	0.876	0.685	0.444	0.642	0.698	0.570
	7	92	20	9	1.188	1.850	1.594	1.234	0.349	0.519	0.580	0.489
	8	120	20	12	0.855	1.344	1.178	0.925	0.384	0.551	0.612	0.508
	9	149	26	15	1.533	2.166	1.926	1.528	0.343	0.501	0.567	0.478
	10	176	24	18	0.237	0.368	0.411	0.380	0.415	0.587	0.634	0.526
S-02	1	-135	-23	-13	0.326	0.476	0.541	0.456	0.524	0.753	0.729	0.600
	2	-101	-17	-10	0.377	0.535	0.593	0.493	0.577	0.914	0.861	0.698
	3	-66	-9	-7	0.435	0.658	0.692	0.562	0.459	0.559	0.602	0.489
	4	-36	-10	-3	0.366	0.522	0.579	0.483	0.644	1.047	0.965	0.759
	5	-2	0	-1	0.488	0.676	0.719	0.580	0.414	0.554	0.609	0.494
	6	33	10	3	0.591	0.934	0.878	0.689	0.360	0.520	0.581	0.483
	7	62	9	6	0.464	0.588	0.634	0.509	0.433	0.610	0.648	0.529
	8	97	17	10	0.667	1.040	0.958	0.768	0.380	0.538	0.593	0.492
	9	131	23	13	0.538	0.769	0.738	0.604	0.332	0.486	0.551	0.464
	10	161	21	17	0.210	0.316	0.354	0.311	0.405	0.572	0.618	0.511
S-03	1	-130	-24	-14	0.309	0.454	0.517	0.438	0.459	0.659	0.636	0.524
	2	-90	-18	-9	0.329	0.477	0.532	0.447	0.673	1.050	0.963	0.771
	3	-53	-10	-6	0.389	0.545	0.596	0.492	0.455	0.669	0.647	0.520
	4	-14	-1	-2	0.445	0.631	0.660	0.535	0.383	0.506	0.563	0.459
	5	19	-1	1	0.356	0.501	0.565	0.469	0.486	0.733	0.722	0.576
	6	58	8	5	0.466	0.601	0.657	0.528	0.421	0.591	0.622	0.506
	7	102	17	10	0.522	0.811	0.757	0.602	0.380	0.532	0.583	0.482
	8	143	26	13	0.782	1.202	1.092	0.868	0.317	0.465	0.521	0.438
	9	184	31	18	0.556	0.772	0.736	0.600	0.329	0.474	0.536	0.451
	10	222	29	22	0.201	0.303	0.339	0.298	0.410	0.575	0.613	0.506
S-04	1	-194	-29	-18	0.359	0.502	0.544	0.452	0.329	0.482	0.477	0.399
	2	-136	-22	-13	0.356	0.496	0.541	0.449	0.445	0.730	0.683	0.554
	3	-81	-11	-8	0.393	0.572	0.602	0.493	0.394	0.494	0.543	0.438
	4	-26	-1	-2	0.431	0.624	0.642	0.521	0.359	0.483	0.536	0.440
	5	28	9	3	0.494	0.750	0.739	0.592	0.328	0.462	0.515	0.428
	6	78	20	7	0.614	1.017	0.943	0.741	0.306	0.442	0.493	0.413
	7	124	29	12	0.451	0.576	0.614	0.493	0.390	0.549	0.577	0.472
	8	174	38	17	0.527	0.865	0.797	0.639	0.344	0.476	0.523	0.433
	9	226	42	22	0.450	0.669	0.641	0.526	0.325	0.453	0.501	0.417
	10	278	41	28	0.174	0.264	0.299	0.266	0.341	0.483	0.522	0.433
S-05	1	-222	-37	-22	0.319	0.450	0.489	0.408	0.451	0.643	0.607	0.496
	2	-163	-30	-16	0.311	0.444	0.487	0.406	0.632	1.013	0.914	0.727
	3	-106	-22	-10	0.295	0.429	0.474	0.396	0.620	1.027	0.958	0.754
	4	-48	-12	-5	0.309	0.451	0.498	0.416	0.497	0.790	0.770	0.616
	5	12	-3	0	0.350	0.497	0.546	0.452	0.458	0.721	0.713	0.574
	6	71	17	7	0.560	0.911	0.876	0.698	0.308	0.446	0.491	0.409
	7	129	27	12	0.691	1.124	1.040	0.817	0.284	0.416	0.459	0.384
	8	188	34	18	0.743	1.171	1.048	0.828	0.309	0.446	0.486	0.404
	9	255	43	24	0.644	0.939	0.867	0.697	0.301	0.435	0.474	0.395
	10	328	49	31	0.166	0.254	0.289	0.259	0.322	0.470	0.501	0.416
S-06	1	-256	-43	-24	0.309	0.445	0.486	0.405	0.765	1.106	1.009	0.806
	2	-192	-35	-18	0.322	0.464	0.504	0.418	0.783	1.232	1.094	0.859
	3	-133	-27	-13	0.298	0.437	0.481	0.400	0.714	1.167	1.083	0.851
	4	-75	-17	-8	0.321	0.465	0.510	0.423	0.554	0.893	0.868	0.693
	5	-17	-7	-2	0.355	0.504	0.550	0.454	0.477	0.742	0.741	0.598
	6	41	13	5	0.561	0.925	0.881	0.697	0.314	0.461	0.508	0.425
	7	100	23	10	0.703	1.135	1.041	0.817	0.285	0.423	0.468	0.394
	8	158	32	15	0.892	1.371	1.222	0.964	0.273	0.408	0.452	0.380
	9	217	38	21	0.493	0.696	0.653	0.529	0.304	0.445	0.487	0.406
	10	283	44	28	0.162	0.242	0.269	0.248	0.343	0.496	0.528	0.434
S-07	1	-203	-33	-20	0.342	0.496	0.539	0.447	0.624	0.900	0.826	0.664
	2	-161	-26	-15	0.348	0.537	0.571	0.466	0.637	1.013	0.902	0.713
	3	-115	-28	-12	0.293	0.436	0.481	0.402	0.864	1.346	1.180	0.917
	4	-77	-18	-8	0.333	0.486	0.532	0.436	0.567	0.936	0.884	0.697
	5	-34	-8	-3	0.375	0.527	0.570	0.460	0.478	0.715	0.730	0.589
	6	13	4	2	0.481	0.766	0.744	0.591	0.360	0.520	0.570	0.470
	7	61	14	7	0.614	0.973	0.885	0.705	0.331	0.495	0.545	0.453
	8	107	26	12	0.555	0.776	0.733	0.594	0.327	0.510	0.568	0.476
	9	150	22	14	0.265	0.372	0.384	0.325	0.360	0.522	0.569	0.469
	10	197	28	19	0.188	0.280	0.309	0.275	0.367	0.580	0.613	0.501
S-08	1	-163	-23	-15	0.403	0.587	0.632	0.521	0.555	0.740	0.698	0.565
	2	-136	-24	-14	0.348	0.517	0.575	0.481	1.081	1.568	1.383	1.079
	3	-105	-17	-10	0.406	0.589	0.638	0.519	0.866	1.223	1.072	0.841
	4	-72	-10	-6	0.365	0.546	0.601	0.497	0.794	1.320	1.150	0.895
	5	-45	-10	-4	0.424	0.604	0.650	0.522	0.613	0.978	0.928	0.730
	6	-13	0	-1	0.538	0.829	0.807	0.637	0.451	0.627	0.678	0.551
	7	14	-1	1	0.481	0.645	0.683	0.548	0.480	0.749	0.756	0.606
	8	45	8	5	0.527	0.817	0.762	0.614	0.444	0.639	0.692	0.564
	9	77	16	8	0.334	0.464	0.474	0.395	0.383	0.582	0.630	0.516
	10	103	14	9	0.222	0.330	0.362	0.312	0.439	0.658	0.690	0.557

SUMMARY OF DESIGN AND RATING PARAMETERS FOR FLEXURE - GIRDER 4

SPAN	10th PT	DEAD LOADS								POSITIVE LL+I						NEGATIVE LL+I					
		DL1					DL2, FWS			SECTION MODULUS (in³)		MOMENT DISTRIBUTION FACTORS				SECTION MODULUS (in³)		MOMENT DISTRIBUTION FACTORS			
		SECTION MODULUS (in3)				MOMENT (k-ft)	SECTION MODULUS (in³)		MOMENT (k-ft)												
		S_{BF}	S_{TF}	S_{YBF}	S_{YTF}	M_{DL1}	S_{BF}	S_{TF}	M_{DL2}	M_{FWS}	S_{BF}	S_{TF}	1 LANE	2 LANES	3 LANES	4 LANES	S_{BF}	S_{TF}	1 LANE	2 LANES	3 LANES	4 LANES
S-06	0	9168	8401	288	240	-17268	10394	15140	-3092	-1659	11320	29589	0.137	0.210	0.242	0.220	9650	10374	0.087	0.135	0.155	0.139
	1	9168	8401	288	240	-8830	10394	15140	-1650	-827	11320	29589	0.273	0.400	0.448	0.369	9650	10374	0.106	0.162	0.186	0.166
	2	6191	5848	168	144	-2373	7476	12469	-428	-195	8307	27290	0.255	0.406	0.459	0.390	6725	7768	0.119	0.182	0.207	0.185
	3	5355	5013	144	120	2321	6598	11689	499	258	7327	26990	0.222	0.365	0.412	0.352	5891	6939	0.159	0.242	0.274	0.243
	4	5355	5013	144	120	5279	6598	11689	1105	548	7327	26990	0.210	0.347	0.391	0.336	5891	6939	0.149	0.226	0.255	0.226
	5	5355	5013	144	120	6604	6598	11689	1382	678	7327	26990	0.211	0.345	0.389	0.335	5891	6939	0.135	0.204	0.229	0.202
	6	5355	5013	144	120	6274	6598	11689	1322	648	7327	26990	0.216	0.354	0.399	0.343	5891	6939	0.145	0.217	0.242	0.211
	7	5355	5013	144	120	4209	6598	11689	896	447	7327	26990	0.237	0.390	0.439	0.375	5891	6939	0.189	0.284	0.317	0.276
	8	5355	5013	144	120	500	6598	11689	149	87	7327	26990	0.292	0.468	0.525	0.441	5891	6939	0.203	0.307	0.344	0.301
	9	6332	6332	168	168	-4894	7515	12920	-891	-449	8313	27590	0.309	0.453	0.498	0.401	6817	8244	0.109	0.168	0.191	0.169
	10	6332	6332	168	168	-12099	7515	12920	-2124	-1161	8313	27590	0.127	0.195	0.224	0.202	6817	8244	0.103	0.158	0.180	0.159
S-07	1	6332	6332	168	168	-7292	7515	12920	-1335	-674	8313	27590	0.238	0.343	0.384	0.324	6817	8244	0.111	0.170	0.194	0.172
	2	6332	6332	168	168	-3455	7515	12920	-620	-288	8313	27590	0.247	0.388	0.444	0.379	6817	8244	0.118	0.180	0.205	0.182
	3	4474	4761	83	120	-553	5568	11297	-52	-8	6208	26597	0.236	0.386	0.439	0.377	4946	6637	0.120	0.183	0.207	0.183
	4	4474	4761	83	120	1430	5568	11297	354	194	6208	26597	0.241	0.397	0.448	0.383	4946	6637	0.163	0.246	0.278	0.245
	5	4474	4761	83	120	2601	5568	11297	577	301	6208	26597	0.251	0.413	0.465	0.396	4946	6637	0.161	0.243	0.272	0.239
	6	4474	4761	83	120	2820	5568	11297	617	318	6208	26597	0.266	0.439	0.492	0.417	4946	6637	0.154	0.231	0.257	0.224
	7	4474	4761	83	120	2054	5568	11297	475	241	6208	26597	0.293	0.479	0.537	0.453	4946	6637	0.202	0.306	0.345	0.302
	8	4474	4761	83	120	339	5568	11297	154	76	6208	26597	0.351	0.560	0.625	0.520	4946	6637	0.251	0.387	0.439	0.383
	9	4474	4761	83	120	-2347	5568	11297	-347	-193	6208	26597	0.285	0.419	0.459	0.377	4946	6637	0.128	0.206	0.236	0.206
	10	4474	4761	83	120	-6043	5568	11297	-966	-566	6208	26597	0.160	0.242	0.273	0.241	4946	6637	0.143	0.223	0.252	0.219
S-08	1	4474	4761	83	120	-3609	5568	11297	-605	-321	6208	26597	0.184	0.283	0.310	0.269	4946	6637	0.149	0.231	0.262	0.230
	2	4474	4761	83	120	-1591	5568	11297	-275	-127	6208	26597	0.257	0.388	0.440	0.370	4946	6637	0.152	0.233	0.264	0.233
	3	4474	4761	83	120	64	5568	11297	10	34	6208	26597	0.265	0.417	0.473	0.400	4946	6637	0.199	0.304	0.343	0.302
	4	4474	4761	83	120	1297	5568	11297	267	156	6208	26597	0.255	0.418	0.475	0.407	4946	6637	0.199	0.302	0.340	0.300
	5	4474	4761	83	120	2075	5568	11297	400	224	6208	26597	0.266	0.436	0.492	0.419	4946	6637	0.201	0.304	0.341	0.300
	6	4474	4761	83	120	2473	5568	11297	475	258	6208	26597	0.276	0.454	0.510	0.432	4946	6637	0.203	0.306	0.342	0.300
	7	4474	4761	83	120	2490	5568	11297	488	257	6208	26597	0.286	0.472	0.530	0.448	4946	6637	0.207	0.310	0.345	0.301
	8	4474	4761	83	120	2041	5568	11297	374	205	6208	26597	0.322	0.514	0.571	0.475	4946	6637	0.212	0.316	0.350	0.302
	9	4474	4761	83	120	1207	5568	11297	215	119	6208	26597	0.359	0.556	0.611	0.502	4946	6637	0.218	0.323	0.356	0.310
	10	4474	4761	83	120	0	5568	11297	2	1	6208	26597	---	---	---	---	4474	4761	---	---	---	---

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
RATINGS AND PROCEDURE

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 233 OF 291

S-39605

DES: ALS | DWG: KJR | CHK: ALS

1/20/2026
WORKSPACE: DOT_2015_(SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713\1442\1_100 Records\13_0 CADD\13_2 Structures\BR_1005\1442_1005_4_60_RTP.dgn
Stantec

DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI D_PDF.plt

SUMMARY OF DESIGN AND RATING PARAMETERS FOR FLEXURE - GIRDER 5

SPAN	10th PT	DEAD LOADS								POSITIVE LL+I						NEGATIVE LL+I					
		DL1					DL2, FWS			SECTION MODULUS (in³)		MOMENT DISTRIBUTION FACTORS				SECTION MODULUS (in³)		MOMENT DISTRIBUTION FACTORS			
		SECTION MODULUS (in³)				MOMENT (k-ft)	SECTION MODULUS (in³)		MOMENT (k-ft)												
		S_{BF}	S_{TF}	S_{YBF}	S_{YTF}	M_{DL1}	S_{BF}	S_{TF}	M_{DL2}	M_{FWS}	S_{BF}	S_{TF}	1 LANE	2 LANES	3 LANES	4 LANES	S_{BF}	S_{TF}	1 LANE	2 LANES	3 LANES	4 LANES
S-01	0	2442	2635	67	96	2	3155	9065	0	0	3446	28260	---	---	---	---	2442	2635	---	---	---	---
	1	2442	2635	67	96	1275	3155	9065	349	126	3446	28260	0.576	0.719	0.701	0.552	2772	4241	0.518	0.734	0.816	0.712
	2	2442	2635	67	96	2159	3155	9065	548	215	3446	28260	0.521	0.689	0.684	0.541	2772	4241	0.479	0.700	0.787	0.689
	3	2442	2635	67	96	2653	3155	9065	643	267	3446	28260	0.497	0.673	0.676	0.536	2772	4241	0.425	0.656	0.750	0.661
	4	2442	2635	67	96	2764	3155	9065	673	279	3446	28260	0.489	0.661	0.665	0.527	2772	4241	0.375	0.592	0.696	0.620
	5	2442	2635	67	96	2489	3155	9065	569	253	3446	28260	0.473	0.653	0.662	0.526	2772	4241	0.371	0.545	0.658	0.590
	6	2442	2635	67	96	1771	3155	9065	439	178	3446	28260	0.483	0.649	0.648	0.519	2772	4241	0.379	0.548	0.602	0.546
	7	2442	2635	67	96	662	3155	9065	171	66	3446	28260	0.488	0.646	0.640	0.523	2772	4241	0.389	0.558	0.586	0.514
	8	3497	2998	117	96	-893	4489	9361	-207	-88	4920	26019	0.492	0.628	0.623	0.518	3944	4631	0.331	0.471	0.491	0.401
	9	3497	2998	117	96	-2831	4489	9361	-695	-277	4920	26019	0.408	0.548	0.612	0.534	3944	4631	0.303	0.425	0.438	0.350
	10	3497	2998	117	96	-5193	4489	9361	-1367	-502	4920	26019	0.348	0.517	0.623	0.558	3944	4631	0.234	0.321	0.327	0.259
S-02	1	3497	2998	117	96	-2658	4489	9361	-653	-263	4920	26019	0.510	0.667	0.692	0.585	3944	4631	0.323	0.453	0.466	0.372
	2	3497	2998	117	96	-649	4489	9361	-135	-70	4920	26019	0.612	0.778	0.754	0.629	3944	4631	0.380	0.540	0.563	0.465
	3	3497	2998	117	96	779	4489	9361	183	73	4920	26019	0.542	0.728	0.725	0.586	3944	4631	0.421	0.606	0.639	0.577
	4	2442	2635	67	96	1608	3155	9065	374	157	3446	28260	0.501	0.680	0.684	0.544	2772	4241	0.355	0.514	0.597	0.538
	5	2442	2635	67	96	1922	3155	9065	463	188	3446	28260	0.491	0.663	0.665	0.528	2772	4241	0.287	0.448	0.533	0.477
	6	2442	2635	67	96	1640	3155	9065	378	160	3446	28260	0.479	0.651	0.655	0.522	2772	4241	0.328	0.477	0.546	0.495
	7	2442	2635	67	96	860	3155	9065	195	79	3446	28260	0.480	0.647	0.646	0.524	2772	4241	0.362	0.523	0.555	0.495
	8	2442	2635	67	96	-475	3155	9065	-108	-58	3446	28260	0.492	0.627	0.610	0.512	2772	4241	0.308	0.441	0.462	0.380
	9	3497	2998	117	96	-2396	4489	9361	-617	-248	4920	26019	0.349	0.469	0.516	0.448	3944	4631	0.290	0.411	0.427	0.343
	10	3497	2998	117	96	-4838	4489	9361	-1329	-484	4920	26019	0.252	0.370	0.448	0.403	3944	4631	0.222	0.311	0.320	0.255
S-03	1	3497	2998	117	96	-2032	4489	9361	-521	-208	4920	26019	0.398	0.514	0.534	0.451	3944	4631	0.296	0.417	0.430	0.344
	2	3497	2998	117	96	81	4489	9361	38	7	4920	26019	0.531	0.687	0.669	0.555	3944	4631	0.413	0.590	0.617	0.520
	3	2757	2720	83	96	1444	3537	9174	373	153	3855	27618	0.498	0.667	0.666	0.534	3118	4346	0.380	0.549	0.595	0.539
	4	2757	2720	83	96	2084	3537	9174	515	227	3855	27618	0.451	0.617	0.624	0.497	3118	4346	0.272	0.408	0.488	0.437
	5	2757	2720	83	96	2064	3537	9174	508	233	3855	27618	0.438	0.605	0.616	0.491	3118	4346	0.254	0.384	0.462	0.415
	6	2757	2720	83	96	1315	3537	9174	383	159	3855	27618	0.450	0.611	0.615	0.492	3118	4346	0.296	0.430	0.477	0.436
	7	4038	3592	133	120	-165	5058	9843	78	14	5563	25424	0.448	0.593	0.587	0.481	4475	5213	0.302	0.438	0.465	0.407
	8	4038	3592	133	120	-2362	5058	9843	-406	-194	5563	25424	0.425	0.540	0.534	0.448	4475	5213	0.228	0.329	0.347	0.283
	9	4910	4406	133	120	-5311	6117	11266	-1112	-468	6755	27541	0.291	0.384	0.432	0.376	5414	6206	0.213	0.304	0.318	0.256
	10	5650	5101	133	120	-8994	7014	12453	-2079	-803	7772	29412	0.197	0.312	0.369	0.328	6210	7044	0.188	0.262	0.271	0.217
S-04	1	5650	5101	133	120	-3516	7014	12453	-726	-310	7772	29412	0.419	0.518	0.540	0.448	6210	7044	0.266	0.378	0.395	0.317
	2	4868	4886	100	120	578	6087	12113	167	71	6764	29102	0.498	0.664	0.660	0.544	5369	6787	0.389	0.562	0.593	0.515
	3	4868	4886	100	120	3334	6087	12113	735	334	6764	29102	0.439	0.600	0.608	0.486	5369	6787	0.321	0.468	0.527	0.480
	4	4868	4886	100	120	4757	6087	12113	1010	471	6764	29102	0.416	0.574	0.586	0.467	5369	6787	0.253	0.398	0.473	0.424
	5	4868	4886	100	120	4863	6087	12113	1024	481	6764	29102	0.408	0.564	0.576	0.460	5369	6787	0.217	0.350	0.412	0.367
	6	4868	4886	100	120	3590	6087	12113	776	358	6764	29102	0.402	0.557	0.569	0.455	5369	6787	0.241	0.351	0.409	0.370
	7	4868	4886	100	120	797	6087	12113	251	100	6764	29102	0.411	0.564	0.571	0.467	5369	6787	0.262	0.382	0.406	0.369
	8	7047	6036	263	144	-3652	8535	13367	-585	-295	9447	29759	0.437	0.581	0.574	0.491	7635	7987	0.202	0.294	0.312	0.260
	9	9714	9439	375	288	-9826	10871	16719	-1815	-831	11751	32283	0.348	0.432	0.485	0.412	10135	11397	0.191	0.276	0.293	0.238
	10	9714	9439	375	288	-17684	10871	16719	-3519	-1477	11751	32283	0.205	0.338	0.395	0.351	10135	11397	0.169	0.243	0.256	0.208
S-05	1	9714	9439	375	288	-7926	10866	16673	-1387	-648	11746	32130	0.418	0.515	0.545	0.456	10135	11397	0.216	0.312	0.329	0.266
	2	7637	6158	300	144	-681	9220	13504	69	-1	10195	29795	0.483	0.639	0.633	0.526	8265	8130	0.248	0.359	0.380	0.335
	3	7261	5401	300	120	4129	8908	12869	993	447	9827	29625	0.427	0.582	0.587	0.472	7940	7400	0.300	0.440	0.518	0.466
	4	7261	5401	300	120	6725	8908	12869	1469	697	9827	29625	0.401	0.554	0.563	0.446	7940	7400	0.283	0.439	0.502	0.440
	5	7261	5401	300	120	7370	8908	12869	1569	759	9827	29625	0.394	0.547	0.559	0.442	7940	7400	0.308	0.432	0.476	0.411
	6	7261	5401	300	120	5945	8908	12869	1302	615	9827	29625	0.397	0.548	0.557	0.446	7940	7400	0.259	0.412	0.480	0.424
	7	7261	5401	300	120	2489	8908	12869	645	279	9827	29625	0.420	0.572	0.577	0.470	7940	7400	0.284	0.412	0.471	0.426
	8	8865	7108	432	225	-3228	10414	14553	-465	-258	11429	30903	0.471	0.627	0.621	0.526	9465	9111	0.224	0.325	0.345	0.299
	9	12887	11530	648	450	-11426	14102	18960	-2119	-996	15107	34625	0.432	0.551	0.592	0.494	13318	13548	0.202	0.293	0.310	0.252
	10	12887	11530	648	450	-22289	14102	18960	-4454	-1923	15107	34625	0.306	0.458	0.521	0.460	13318	13548	0.170	0.244	0.257	0.209

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
RATINGS AND PROCEDURE

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
ALEXANDER LEE SCHMIDT
ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 234 OF 291

S-39605

1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713144241.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_4_60_RTP.dgn
Stantec

DES: ALS | DWG: KJR | CHK: ALS

DOT_2015
1442_STR_Black_Color-249-254.tbl
DOT_ANSI D_PDF.plt

SUMMARY OF DESIGN AND RATING PARAMETERS FOR SHEAR - GIRDER 5

SPAN	10th PT	DL1	DL2	FWS	POSITIVE SHEAR DISTRIBUTION FACTORS				NEGATIVE SHEAR DISTRIBUTION FACTORS			
		VDL1 (kips)	VDL2 (kips)	VFWS (kips)	1 LANE	2 LANES	3 LANES	4 LANES	1 LANE	2 LANES	3 LANES	4 LANES
S-01	0	-111	-33	-10	0.619	0.721	0.689	0.540	0.521	0.743	0.828	0.721
	1	-81	-18	-8	0.556	0.705	0.689	0.543	0.525	0.809	0.875	0.754
	2	-52	-14	-5	0.617	0.728	0.691	0.540	0.592	0.656	0.674	0.568
	3	-22	-1	-3	0.580	0.736	0.711	0.558	0.758	0.749	0.730	0.595
	4	7	0	0	0.717	0.795	0.722	0.568	0.618	0.706	0.636	0.508
	5	37	13	3	0.668	0.803	0.737	0.587	0.673	0.722	0.641	0.509
	6	68	19	7	0.723	0.756	0.767	0.606	0.628	0.744	0.700	0.545
	7	98	21	10	1.049	1.221	1.101	0.885	0.553	0.711	0.697	0.549
	8	130	35	13	0.778	1.193	1.106	0.914	0.568	0.694	0.673	0.528
	9	162	42	15	1.569	2.002	1.918	1.597	0.550	0.691	0.678	0.535
	10	193	57	18	1.858	1.874	1.852	1.571	0.586	0.697	0.675	0.530
S-02	1	-147	-38	-14	0.533	0.669	0.656	0.517	0.459	0.708	0.793	0.693
	2	-111	-30	-11	0.562	0.687	0.667	0.524	0.513	0.709	0.776	0.672
	3	-72	-21	-7	0.585	0.674	0.636	0.497	0.584	0.629	0.641	0.544
	4	-37	-4	-4	0.541	0.674	0.646	0.508	0.740	0.740	0.709	0.582
	5	-2	-3	-1	0.641	0.718	0.654	0.521	0.564	0.651	0.595	0.476
	6	34	5	4	0.687	0.693	0.671	0.550	0.544	0.679	0.652	0.512
	7	68	20	7	0.581	0.625	0.641	0.539	0.580	0.674	0.636	0.497
	8	104	28	11	0.609	0.787	0.827	0.703	0.551	0.675	0.655	0.515
	9	142	38	14	0.467	0.704	0.775	0.672	0.533	0.667	0.654	0.516
	10	177	54	16	0.482	0.688	0.766	0.666	0.569	0.672	0.649	0.509
S-03	1	-141	-38	-14	0.511	0.647	0.640	0.506	0.362	0.555	0.625	0.548
	2	-98	-25	-11	0.517	0.653	0.643	0.508	0.556	0.699	0.739	0.631
	3	-57	-17	-7	0.556	0.669	0.644	0.506	0.526	0.564	0.585	0.496
	4	-17	-8	-2	0.582	0.659	0.612	0.482	0.529	0.611	0.565	0.467
	5	22	8	1	0.538	0.663	0.625	0.497	0.592	0.631	0.572	0.465
	6	61	15	5	0.589	0.648	0.616	0.506	0.561	0.646	0.607	0.475
	7	104	25	10	0.547	0.624	0.631	0.528	0.540	0.651	0.629	0.494
	8	145	32	13	0.636	0.845	0.856	0.717	0.488	0.615	0.606	0.478
	9	190	48	18	0.469	0.653	0.704	0.604	0.507	0.627	0.613	0.483
	10	232	66	21	0.488	0.649	0.704	0.605	0.547	0.639	0.615	0.483
S-04	1	-203	-52	-18	0.494	0.595	0.582	0.459	0.330	0.478	0.529	0.459
	2	-145	-34	-13	0.489	0.587	0.571	0.451	0.497	0.614	0.637	0.539
	3	-89	-22	-8	0.517	0.602	0.578	0.454	0.520	0.566	0.572	0.476
	4	-33	-10	-2	0.544	0.612	0.576	0.460	0.520	0.608	0.564	0.467
	5	26	1	3	0.586	0.624	0.585	0.477	0.503	0.616	0.591	0.466
	6	89	13	9	0.540	0.623	0.600	0.495	0.536	0.608	0.573	0.449
	7	159	26	15	0.543	0.610	0.633	0.529	0.512	0.600	0.577	0.453
	8	232	44	21	0.542	0.740	0.767	0.651	0.484	0.584	0.571	0.451
	9	302	64	26	0.502	0.681	0.744	0.645	0.477	0.582	0.573	0.453
	10	366	84	29	0.572	0.746	0.806	0.695	0.484	0.581	0.571	0.452
S-05	1	-292	-66	-26	0.460	0.570	0.565	0.447	0.501	0.650	0.685	0.588
	2	-207	-45	-20	0.463	0.577	0.571	0.452	0.570	0.798	0.796	0.661
	3	-127	-22	-12	0.454	0.570	0.564	0.445	0.654	0.729	0.713	0.582
	4	-55	-8	-6	0.472	0.589	0.577	0.455	0.600	0.640	0.632	0.513
	5	15	7	1	0.510	0.622	0.601	0.488	0.574	0.634	0.593	0.491
	6	83	13	9	0.633	0.665	0.671	0.542	0.476	0.592	0.580	0.457
	7	157	29	15	0.677	0.783	0.757	0.617	0.442	0.560	0.554	0.438
	8	239	52	23	0.624	0.906	0.893	0.746	0.456	0.567	0.562	0.444
	9	326	72	29	0.649	0.842	0.868	0.751	0.447	0.554	0.550	0.435
	10	422	96	35	0.740	0.866	0.894	0.787	0.443	0.541	0.535	0.423
S-06	1	-332	-72	-29	0.449	0.557	0.551	0.435	0.786	0.999	0.996	0.870
	2	-243	-52	-23	0.462	0.571	0.563	0.444	0.675	0.969	0.927	0.778
	3	-161	-29	-15	0.448	0.562	0.553	0.436	0.736	0.833	0.808	0.657
	4	-88	-14	-9	0.470	0.582	0.568	0.446	0.636	0.676	0.676	0.547
	5	-18	1	-2	0.502	0.607	0.584	0.475	0.594	0.655	0.611	0.507
	6	49	5	5	0.618	0.637	0.644	0.520	0.490	0.612	0.598	0.471
	7	121	21	12	0.659	0.758	0.730	0.595	0.450	0.574	0.568	0.448
	8	197	38	18	0.712	0.928	0.909	0.749	0.434	0.553	0.552	0.438
	9	282	65	26	0.436	0.621	0.657	0.563	0.446	0.555	0.553	0.441
	10	368	88	31	0.409	0.532	0.579	0.506	0.450	0.541	0.535	0.429
S-07	1	-270	-63	-24	0.492	0.597	0.581	0.455	0.824	0.971	1.005	0.874
	2	-200	-46	-18	0.481	0.576	0.555	0.434	0.634	0.858	0.817	0.684
	3	-148	-27	-14	0.462	0.590	0.574	0.449	0.718	0.820	0.762	0.623
	4	-85	-15	-9	0.453	0.558	0.535	0.418	0.701	0.716	0.692	0.549
	5	-32	-4	-3	0.470	0.545	0.506	0.416	0.637	0.702	0.639	0.517
	6	15	5	2	0.472	0.510	0.518	0.432	0.585	0.680	0.640	0.512
	7	59	10	6	0.598	0.671	0.676	0.562	0.491	0.609	0.590	0.468
	8	108	22	10	0.528	0.655	0.666	0.558	0.435	0.552	0.540	0.425
	9	161	42	15	0.229	0.368	0.426	0.381	0.464	0.574	0.564	0.449
	10	210	61	19	0.233	0.369	0.428	0.382	0.500	0.581	0.560	0.444
S-08	1	-172	-48	-16	0.565	0.675	0.645	0.502	0.954	1.077	1.095	0.932
	2	-139	-34	-13	0.536	0.673	0.651	0.508	0.714	1.091	1.073	0.887
	3	-107	-29	-11	0.552	0.678	0.644	0.502	0.702	0.812	0.795	0.647
	4	-76	-21	-7	0.554	0.629	0.571	0.445	0.710	0.760	0.707	0.560
	5	-44	-8	-4	0.538	0.638	0.584	0.458	0.755	0.780	0.709	0.557
	6	-16	-7	-1	0.620	0.657	0.617	0.504	0.623	0.716	0.651	0.527
	7	14	1	2	0.661	0.675	0.668	0.551	0.572	0.710	0.674	0.535
	8	47	14	5	0.506	0.589	0.628	0.535	0.590	0.692	0.650	0.512
	9	78	20	7	0.278	0.399	0.476	0.429	0.514	0.626	0.601	0.475
	10	110	35	9	0.254	0.388	0.468	0.424	0.577	0.648	0.610	0.480

SUMMARY OF DESIGN AND RATING PARAMETERS FOR FLEXURE - GIRDER 5

SPAN	10th PT	DEAD LOADS									POSITIVE LL+I						NEGATIVE LL+I					
		DL1					DL2, FWS				SECTION MODULUS (in³)		MOMENT DISTRIBUTION FACTORS				SECTION MODULUS (in³)		MOMENT DISTRIBUTION FACTORS			
		SECTION MODULUS (in³)				MOMENT (k-ft)	SECTION MODULUS (in³)		MOMENT (k-ft)													
		S_{BF}	S_{TF}	S_{YBF}	S_{YTF}	M_{DL1}	S_{BF}	S_{TF}	M_{DL2}	M_{FWS}	S_{BF}	S_{TF}	1 LANE	2 LANES	3 LANES	4 LANES	S_{BF}	S_{TF}	1 LANE	2 LANES	3 LANES	4 LANES
S-06	0	12887	11530	648	450	-22413	14102	18960	-4449	-1921	15107	34625	0.306	0.458	0.521	0.460	13318	13548	0.170	0.244	0.257	0.209
	1	12887	11530	648	450	-11385	14102	18960	-2103	-989	15107	34625	0.411	0.519	0.557	0.468	13318	13548	0.198	0.287	0.304	0.247
	2	8865	7108	432	225	-3069	10414	14553	-443	-249	11429	30903	0.445	0.588	0.580	0.492	9465	9111	0.216	0.313	0.331	0.287
	3	6845	5800	263	144	2794	8249	13178	687	289	9072	29783	0.400	0.543	0.546	0.445	7412	7773	0.275	0.399	0.456	0.412
	4	6845	5800	263	144	6354	8249	13178	1349	625	9072	29783	0.385	0.530	0.537	0.429	7412	7773	0.260	0.412	0.480	0.424
	5	6845	5800	263	144	7899	8249	13178	1629	772	9072	29783	0.385	0.532	0.541	0.428	7412	7773	0.322	0.450	0.495	0.427
	6	6845	5800	263	144	7469	8249	13178	1551	730	9072	29783	0.392	0.542	0.552	0.436	7412	7773	0.335	0.473	0.523	0.451
	7	6845	5800	263	144	5008	8249	13178	1101	494	9072	29783	0.422	0.576	0.580	0.466	7412	7773	0.303	0.467	0.554	0.490
	8	6845	5800	263	144	473	8249	13178	231	68	9072	29783	0.488	0.643	0.632	0.523	7412	7773	0.343	0.492	0.521	0.465
	9	9464	8424	375	240	-6429	10781	15737	-1177	-559	11728	31492	0.433	0.525	0.547	0.451	9957	10400	0.209	0.297	0.310	0.249
	10	9464	8424	375	240	-15803	10781	15737	-3311	-1374	11728	31492	0.222	0.352	0.420	0.378	9957	10400	0.186	0.268	0.285	0.233
S-07	1	9464	8424	375	240	-9491	10786	15784	-1861	-828	11733	31649	0.354	0.474	0.526	0.449	9957	10400	0.206	0.297	0.314	0.254
	2	6452	5899	225	144	-4439	7842	13158	-797	-374	8693	29530	0.439	0.573	0.575	0.493	7002	7827	0.211	0.305	0.322	0.272
	3	6452	5899	225	144	-783	7842	13158	-59	-37	8693	29530	0.426	0.574	0.573	0.479	7002	7827	0.202	0.292	0.313	0.284
	4	4474	4761	83	120	1531	5622	11913	420	181	6259	28921	0.415	0.565	0.567	0.462	4946	6637	0.256	0.370	0.434	0.389
	5	4474	4761	83	120	2743	5622	11913	693	300	6259	28921	0.417	0.567	0.570	0.456	4946	6637	0.241	0.376	0.442	0.391
	6	4474	4761	83	120	2975	5622	11913	770	321	6259	28921	0.431	0.580	0.580	0.458	4946	6637	0.261	0.392	0.442	0.386
	7	4474	4761	83	120	2174	5622	11913	605	241	6259	28921	0.463	0.614	0.608	0.483	4946	6637	0.295	0.434	0.516	0.459
	8	4474	4761	83	120	401	5622	11913	212	68	6259	28921	0.538	0.690	0.664	0.541	4946	6637	0.390	0.555	0.583	0.506
	9	4474	4761	83	120	-2377	5622	11913	-462	-197	6259	28921	0.418	0.509	0.513	0.431	4946	6637	0.233	0.325	0.334	0.269
	10	4474	4761	83	120	-6244	5622	11913	-1517	-551	6259	28921	0.232	0.339	0.403	0.365	4946	6637	0.223	0.314	0.326	0.262
S-08	1	4474	4761	83	120	-3710	5622	11913	-837	-321	6259	28921	0.313	0.420	0.479	0.420	4946	6637	0.244	0.346	0.360	0.289
	2	4474	4761	83	120	-1596	5622	11913	-309	-127	6259	28921	0.419	0.539	0.541	0.463	4946	6637	0.248	0.355	0.370	0.310
	3	4474	4761	83	120	96	5622	11913	112	28	6259	28921	0.451	0.587	0.575	0.481	4946	6637	0.321	0.461	0.483	0.430
	4	4474	4761	83	120	1305	5622	11913	367	141	6259	28921	0.445	0.596	0.592	0.483	4946	6637	0.313	0.451	0.497	0.450
	5	4474	4761	83	120	2115	5622	11913	556	215	6259	28921	0.449	0.604	0.602	0.483	4946	6637	0.304	0.440	0.514	0.463
	6	4474	4761	83	120	2545	5622	11913	679	251	6259	28921	0.463	0.616	0.610	0.484	4946	6637	0.294	0.428	0.519	0.467
	7	4474	4761	83	120	2520	5622	11913	668	243	6259	28921	0.465	0.615	0.609	0.482	4946	6637	0.280	0.426	0.512	0.460
	8	4474	4761	83	120	2096	5622	11913	585	197	6259	28921	0.489	0.626	0.611	0.484	4946	6637	0.265	0.400	0.484	0.438
	9	4474	4761	83	120	1259	5622	11913	377	113	6259	28921	0.543	0.652	0.625	0.493	4946	6637	0.256	0.383	0.465	0.423
	10	4474	4761	83	120	4	5622	11913	2	0	6259	28921	---	---	---	---	4474	4761	---	---	---	---

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
RATINGS AND PROCEDURE

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 235 OF 291

S-39605

1/20/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713\1442\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_4.60_RTP.dgn

Stantec

DES: ALS | DWG: KJR | CHK: ALS

SUMMARY OF DESIGN AND RATING PARAMETERS FOR FLEXURE - GIRDER 6

SPAN	10th PT	DEAD LOADS										POSITIVE LL+I							NEGATIVE LL+I						
		DL1					DL2, FWS					SECTION MODULUS (in')		MOMENT DISTRIBUTION FACTORS					SECTION MODULUS (in')		MOMENT DISTRIBUTION FACTORS				
		SECTION MODULUS (in3)				MOMENT (k-ft)	SECTION MODULUS (in')		MOMENT (k-ft)																
		S_{BF}	S_{TF}	S_{YBF}	S_{YTF}	M_{DL1}	S_{BF}	S_{TF}	M_{DL2}	M_{FWS}	S_{BF}	S_{TF}	1 LANE	2 LANES	3 LANES	4 LANES	5 LANES	S_{BF}	S_{TF}	1 LANE	2 LANES	3 LANES	4 LANES	5 LANES
S-01	0	2442	2635	67	96	1	3155	9076	-2	0	3446	28320	---	---	---	---	---	2442	2635	---	---	---	---	---
	1	2442	2635	67	96	1240	3155	9076	335	121	3446	28320	0.536	0.674	0.657	0.515	0.515	2772	4241	0.536	0.744	0.821	0.712	0.712
	2	2442	2635	67	96	2193	3155	9076	573	216	3446	28320	0.522	0.681	0.671	0.527	0.527	2772	4241	0.499	0.712	0.794	0.692	0.692
	3	2442	2635	67	96	2672	3155	9076	662	265	3446	28320	0.493	0.662	0.660	0.520	0.520	2772	4241	0.445	0.668	0.756	0.663	0.663
	4	2442	2635	67	96	2768	3155	9076	685	275	3446	28320	0.481	0.647	0.647	0.510	0.510	2772	4241	0.377	0.602	0.701	0.620	0.620
	5	2442	2635	67	96	2495	3155	9076	583	250	3446	28320	0.468	0.640	0.645	0.512	0.512	2772	4241	0.365	0.553	0.660	0.589	0.589
	6	2442	2635	67	96	1767	3155	9076	445	176	3446	28320	0.474	0.633	0.630	0.506	0.506	2772	4241	0.373	0.538	0.600	0.542	0.542
	7	2442	2635	67	96	665	3155	9076	177	67	3446	28320	0.480	0.631	0.622	0.511	0.511	2772	4241	0.383	0.547	0.574	0.506	0.507
	8	3497	2998	117	96	-844	4489	9372	-183	-82	4921	26067	0.493	0.616	0.602	0.507	0.508	3944	4631	0.325	0.461	0.478	0.390	0.390
	9	3497	2998	117	96	-2807	4489	9372	-688	-269	4921	26067	0.419	0.537	0.599	0.521	0.521	3944	4631	0.297	0.415	0.426	0.338	0.338
	10	3497	2998	117	96	-5178	4489	9372	-1383	-493	4921	26067	0.347	0.525	0.628	0.560	0.560	3944	4631	0.230	0.314	0.318	0.252	0.252
S-02	1	3497	2998	117	96	-2632	4489	9372	-650	-256	4921	26067	0.501	0.638	0.655	0.548	0.548	3944	4631	0.319	0.444	0.453	0.359	0.359
	2	3497	2998	117	96	-648	4489	9372	-138	-69	4921	26067	0.600	0.757	0.733	0.614	0.614	3944	4631	0.375	0.530	0.548	0.456	0.456
	3	3497	2998	117	96	774	4489	9372	184	71	4921	26067	0.535	0.712	0.705	0.573	0.573	3944	4631	0.416	0.595	0.629	0.570	0.570
	4	2442	2635	67	96	1576	3155	9076	364	152	3446	28320	0.490	0.662	0.664	0.529	0.529	2772	4241	0.351	0.516	0.599	0.537	0.537
	5	2442	2635	67	96	1892	3155	9076	457	182	3446	28320	0.481	0.647	0.647	0.511	0.512	2772	4241	0.303	0.474	0.562	0.500	0.500
	6	2442	2635	67	96	1652	3155	9076	393	158	3446	28320	0.474	0.638	0.638	0.510	0.510	2772	4241	0.325	0.471	0.547	0.493	0.493
	7	2442	2635	67	96	837	3155	9076	195	77	3446	28320	0.475	0.634	0.629	0.513	0.513	2772	4241	0.358	0.516	0.546	0.491	0.492
	8	2442	2635	67	96	-513	3155	9076	-118	-59	3446	28320	0.484	0.612	0.597	0.502	0.502	2772	4241	0.305	0.435	0.454	0.375	0.375
	9	3497	2998	117	96	-2435	4489	9372	-632	-245	4921	26067	0.339	0.459	0.511	0.444	0.445	3944	4631	0.287	0.405	0.419	0.334	0.334
	10	3497	2998	117	96	-4885	4489	9372	-1357	-478	4921	26067	0.255	0.382	0.459	0.412	0.413	3944	4631	0.220	0.306	0.313	0.248	0.248
S-03	1	3497	2998	117	96	-2024	4489	9372	-517	-203	4921	26067	0.399	0.477	0.515	0.431	0.432	3944	4631	0.291	0.407	0.418	0.332	0.332
	2	3497	2998	117	96	87	4489	9372	37	6	4921	26067	0.517	0.665	0.647	0.539	0.539	3944	4631	0.407	0.580	0.603	0.512	0.512
	3	2757	2720	83	96	1445	3537	9185	365	148	3855	27674	0.466	0.624	0.622	0.500	0.500	3118	4346	0.342	0.493	0.542	0.489	0.489
	4	2757	2720	83	96	2140	3537	9185	528	225	3855	27674	0.444	0.604	0.609	0.483	0.483	3118	4346	0.269	0.412	0.492	0.439	0.440
	5	2757	2720	83	96	2153	3537	9185	530	232	3855	27674	0.433	0.595	0.603	0.478	0.478	3118	4346	0.257	0.396	0.473	0.424	0.425
	6	2757	2720	83	96	1428	3537	9185	409	161	3855	27674	0.433	0.585	0.587	0.470	0.470	3118	4346	0.284	0.413	0.463	0.422	0.423
	7	4038	3592	133	120	-58	5059	9854	95	18	5564	25467	0.438	0.579	0.572	0.470	0.471	4475	5213	0.304	0.441	0.468	0.412	0.413
	8	4038	3592	133	120	-2196	5059	9854	-369	-182	5564	25467	0.424	0.534	0.525	0.446	0.446	4475	5213	0.230	0.331	0.349	0.285	0.286
	9	5107	4591	133	120	-5099	6357	11596	-1068	-447	7027	28080	0.258	0.359	0.427	0.384	0.385	5627	6430	0.213	0.305	0.319	0.257	0.257
	10	5650	5101	133	120	-8788	7015	12465	-2058	-776	7773	29456	0.234	0.344	0.418	0.379	0.380	6210	7044	0.186	0.259	0.268	0.215	0.215
S-04	1	5650	5101	133	120	-3474	7015	12465	-710	-298	7773	29456	0.407	0.500	0.531	0.439	0.439	6210	7044	0.263	0.373	0.387	0.309	0.309
	2	4868	4886	100	120	465	6089	12125	171	71	6765	29147	0.490	0.650	0.643	0.533	0.533	5369	6787	0.385	0.553	0.581	0.508	0.508
	3	4868	4886	100	120	3107	6089	12125	719	325	6765	29147	0.434	0.591	0.598	0.479	0.479	5369	6787	0.319	0.464	0.526	0.477	0.477
	4	4868	4886	100	120	4410	6089	12125	978	454	6765	29147	0.415	0.571	0.582	0.465	0.465	5369	6787	0.252	0.396	0.471	0.422	0.423
	5	4868	4886	100	120	4391	6089	12125	968	456	6765	29147	0.408	0.564	0.577	0.462	0.463	5369	6787	0.253	0.379	0.456	0.414	0.415
	6	4868	4886	100	120	2983	6089	12125	692	326	6765	29147	0.408	0.564	0.577	0.462	0.464	5369	6787	0.282	0.414	0.456	0.421	0.422
	7	4868	4886	100	120	22	6089	12125	126	62	6765	29147	0.421	0.576	0.585	0.472	0.473	5369	6787	0.307	0.450	0.484	0.422	0.423
	8	7047	6036	263	144	-4572	8537	13379	-759	105	9449	29800	0.448	0.594	0.588	0.494	0.497	7635	7987	0.236	0.345	0.370	0.306	0.307
	9	9714	9439	375	288	-10822	10872	16731	-2018	-310	11752	32322	0.354	0.438	0.483	0.433	0.440	10135	11397	0.220	0.319	0.341	0.280	0.281
	10	9714	9439	375	288	-10457	10872	16731	-1851	-843	11752	32322	0.263	0.400	0.485	0.445	0.453	10135	11397	0.189	0.274	0.291	0.238	0.239
S-05	1	9714	9439	375	288	-8374	10872	16731	-1511	-666	11752	32322	0.404	0.498	0.524	0.445	0.452	10135	11397	0.211	0.304	0.321	0.261	0.262
	2	7637	6158	300	144	-372	9227	13564	100	18	10202	30003	0.486	0.649	0.647	0.529	0.531	8265	8130	0.248	0.361	0.386	0.324	0.325
	3	7261	5401	300	120	5152	8915	12930	1164	507	9834	29840	0.439	0.605	0.620	0.504	0.505	7940	7400	0.305	0.446	0.480	0.435	0.436
	4	7261	5401	300	120	8192	8915	12930	1720	783	9834	29840	0.413	0.580	0.604	0.494	0.495	7940	7400	0.252	0.370	0.428	0.393	0.396
	5	7261	5401	300	120	8872	8915	12930	1856	844	9834	29840	0.411	0.580	0.605	0.496	0.497	7940	7400	0.246	0.367	0.430	0.401	0.407
	6	7261	5401	300	120	7010	8915	12930	1528	670	9834	29840	0.413	0.582	0.607	0.498	0.500	7940	7400	0.292	0.435	0.481	0.439	0.447
	7	7261	5401	300	120	2585	8915	12930	705	268	9834	29840	0.429	0.598	0.619	0.508	0.510	7940	7400	0.326	0.484	0.534	0.461	0.470
	8	8865	7108	432	225	-4302	10415	14564	-586	-341	11430	30939	0.477	0.647	0.657	0.546	0.551	9465	9111	0.250	0.370	0.407	0.347	0.355
	9	12887	11530	648	450	-13627	14103	18971	-2384	-1137	15109	34661	0.427	0.543	0.582	0.494	0.505	13318	13548	0.216	0.318	0.346	0.294	0.301
	10	12887	11530	648	450	-25026	14103	18971	-4809	-2065	15109	34661	0.296	0.472	0.545	0.484	0.501	13318	13548	0.184	0.265	0.281	0.235	0.241

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
RATINGS AND PROCEDURE

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 236 OF 291

S-39605

DES: ALS | DWG: KJR | CHK: ALS

Stantec
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713142\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_4_60_RTP.dgn
DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI D_PDF.plt

DOT_2015
1442_STR_Black_Color-249-254.tbl
DOT_ANSI D_PDF.plt

SUMMARY OF DESIGN AND RATING PARAMETERS FOR SHEAR - GIRDER 6

SPAN	10th PT	DL1	DL2	FWS	POSITIVE SHEAR DISTRIBUTION FACTORS					NEGATIVE SHEAR DISTRIBUTION FACTORS				
		VDL1 (kips)	VDL2 (kips)	VFWS (kips)	1 LANE	2 LANES	3 LANES	4 LANES	5 LANES	1 LANE	2 LANES	3 LANES	4 LANES	5 LANES
S-01	0	-111	-32	-10	0.574	0.674	0.644	0.503	0.503	0.532	0.744	0.822	0.714	0.714
	1	-82	-20	-8	0.543	0.686	0.667	0.523	0.523	0.541	0.790	0.854	0.735	0.735
	2	-52	-17	-6	0.630	0.730	0.687	0.536	0.536	0.509	0.592	0.617	0.522	0.522
	3	-22	0	-2	0.577	0.719	0.691	0.543	0.543	0.756	0.748	0.716	0.583	0.583
	4	7	1	1	0.682	0.751	0.679	0.536	0.536	0.634	0.705	0.633	0.506	0.506
	5	37	14	3	0.665	0.783	0.712	0.569	0.569	0.659	0.698	0.620	0.492	0.492
	6	68	19	7	0.704	0.738	0.736	0.586	0.586	0.605	0.714	0.669	0.519	0.519
	7	98	21	10	0.992	1.185	1.076	0.865	0.865	0.545	0.693	0.676	0.529	0.529
	8	129	34	12	0.876	1.299	1.213	0.996	0.996	0.556	0.674	0.650	0.508	0.508
	9	162	46	16	1.629	1.901	1.877	1.565	1.566	0.569	0.695	0.675	0.529	0.529
	10	192	57	17	1.917	1.968	1.951	1.645	1.645	0.561	0.667	0.643	0.503	0.503
S-02	1	-147	-38	-14	0.524	0.652	0.635	0.499	0.499	0.480	0.718	0.798	0.694	0.694
	2	-110	-30	-11	0.546	0.665	0.643	0.504	0.504	0.500	0.714	0.777	0.670	0.671
	3	-71	-21	-7	0.563	0.651	0.611	0.480	0.480	0.580	0.621	0.639	0.541	0.541
	4	-37	-6	-4	0.530	0.657	0.627	0.495	0.495	0.653	0.651	0.636	0.525	0.525
	5	-1	0	0	0.605	0.673	0.610	0.488	0.488	0.606	0.678	0.615	0.491	0.491
	6	34	3	3	0.716	0.700	0.680	0.555	0.555	0.516	0.644	0.615	0.485	0.485
	7	69	20	7	0.580	0.618	0.633	0.531	0.532	0.577	0.663	0.623	0.488	0.488
	8	105	28	10	0.591	0.785	0.820	0.695	0.695	0.539	0.656	0.634	0.496	0.497
	9	142	39	14	0.487	0.708	0.775	0.669	0.669	0.523	0.649	0.632	0.496	0.496
	10	177	55	16	0.500	0.698	0.770	0.666	0.666	0.548	0.647	0.621	0.486	0.486
S-03	1	-143	-40	-14	0.515	0.642	0.630	0.497	0.497	0.378	0.558	0.629	0.552	0.553
	2	-100	-25	-10	0.490	0.623	0.613	0.484	0.484	0.529	0.688	0.731	0.626	0.627
	3	-59	-17	-6	0.525	0.636	0.611	0.479	0.480	0.497	0.541	0.566	0.481	0.481
	4	-18	-8	-2	0.556	0.631	0.584	0.462	0.462	0.519	0.594	0.551	0.456	0.457
	5	21	8	1	0.536	0.652	0.611	0.487	0.488	0.579	0.612	0.557	0.453	0.454
	6	60	15	5	0.580	0.629	0.601	0.492	0.493	0.548	0.626	0.585	0.458	0.459
	7	103	25	10	0.534	0.618	0.623	0.520	0.520	0.514	0.621	0.598	0.468	0.469
	8	145	34	14	0.580	0.808	0.821	0.687	0.688	0.499	0.617	0.603	0.473	0.473
	9	189	50	17	0.482	0.689	0.731	0.622	0.623	0.490	0.602	0.587	0.460	0.461
	10	231	67	20	0.498	0.651	0.702	0.601	0.601	0.531	0.617	0.591	0.462	0.463
S-04	1	-196	-51	-18	0.481	0.580	0.569	0.450	0.450	0.327	0.498	0.569	0.505	0.507
	2	-140	-35	-13	0.493	0.589	0.575	0.455	0.455	0.478	0.597	0.646	0.561	0.562
	3	-84	-22	-8	0.511	0.600	0.578	0.457	0.458	0.499	0.538	0.546	0.468	0.469
	4	-27	-10	-2	0.555	0.627	0.593	0.473	0.473	0.501	0.577	0.541	0.446	0.447
	5	32	2	4	0.596	0.642	0.601	0.493	0.494	0.485	0.590	0.562	0.444	0.445
	6	95	13	9	0.709	0.710	0.701	0.567	0.568	0.476	0.595	0.578	0.454	0.454
	7	166	28	15	0.682	0.774	0.752	0.618	0.620	0.456	0.586	0.580	0.458	0.458
	8	235	44	19	0.786	0.995	0.982	0.813	0.816	0.454	0.587	0.586	0.465	0.466
	9	297	64	22	0.489	0.679	0.740	0.639	0.644	0.484	0.588	0.577	0.456	0.456
	10	298	70	26	0.561	0.732	0.789	0.677	0.682	0.485	0.583	0.571	0.451	0.452
S-05	1	-319	-71	-27	0.481	0.607	0.612	0.495	0.496	0.358	0.569	0.664	0.603	0.612
	2	-236	-51	-21	0.505	0.638	0.642	0.520	0.521	0.534	0.661	0.726	0.642	0.650
	3	-152	-33	-14	0.521	0.659	0.660	0.534	0.535	0.535	0.583	0.599	0.520	0.526
	4	-67	-10	-7	0.510	0.654	0.653	0.527	0.528	0.594	0.630	0.596	0.501	0.506
	5	16	8	1	0.549	0.688	0.675	0.541	0.543	0.591	0.654	0.612	0.495	0.499
	6	113	17	11	0.684	0.713	0.681	0.553	0.556	0.499	0.637	0.634	0.509	0.512
	7	199	36	18	0.685	0.722	0.709	0.588	0.592	0.482	0.621	0.624	0.504	0.506
	8	286	57	26	0.670	0.829	0.844	0.713	0.718	0.481	0.615	0.620	0.502	0.504
	9	365	79	31	0.458	0.696	0.757	0.659	0.665	0.468	0.593	0.599	0.485	0.487
	10	437	99	35	0.510	0.679	0.740	0.643	0.649	0.468	0.578	0.579	0.467	0.469
S-06	1	-371	-76	-31	0.461	0.580	0.588	0.484	0.488	0.562	0.847	0.891	0.770	0.787
	2	-289	-58	-26	0.481	0.603	0.609	0.501	0.506	0.652	0.822	0.819	0.688	0.700
	3	-202	-38	-19	0.493	0.613	0.615	0.505	0.511	0.658	0.690	0.701	0.577	0.585
	4	-116	-20	-11	0.504	0.620	0.616	0.502	0.510	0.590	0.660	0.624	0.513	0.519
	5	-29	-1	-3	0.510	0.619	0.603	0.486	0.496	0.587	0.672	0.640	0.515	0.519
	6	56	15	5	0.539	0.630	0.594	0.491	0.505	0.566	0.660	0.640	0.515	0.519
	7	153	23	15	0.733	0.752	0.746	0.627	0.643	0.467	0.614	0.629	0.520	0.522
	8	236	40	22	0.718	0.864	0.890	0.761	0.778	0.435	0.582	0.602	0.501	0.503
	9	314	67	28	0.498	0.792	0.841	0.735	0.759	0.437	0.560	0.573	0.473	0.474
	10	383	89	32	0.561	0.748	0.820	0.750	0.822	0.470	0.589	0.597	0.490	0.492
S-07	1	-276	-62	-24	0.464	0.577	0.573	0.468	0.476	0.388	0.609	0.742	0.672	0.772
	2	-226	-44	-20	0.445	0.567	0.567	0.464	0.470	0.909	0.969	0.943	0.791	0.838
	3	-163	-31	-15	0.481	0.600	0.591	0.479	0.483	0.730	0.732	0.725	0.596	0.626
	4	-99	-20	-10	0.519	0.607	0.576	0.458	0.464	0.665	0.728	0.677	0.544	0.566
	5	-41	-12	-4	0.582	0.634	0.592	0.475	0.488	0.551	0.668	0.632	0.501	0.518
	6	14	-2	2	0.633	0.644	0.615	0.509	0.537	0.508	0.653	0.644	0.522	0.530
	7	64	19	6	0.496	0.566	0.570	0.486	0.524	0.564	0.660	0.636	0.511	0.517
	8	118	29	11	0.401	0.518	0.576	0.522	0.567	0.496	0.619	0.616	0.502	0.508
	9	167	43	15	0.310	0.510	0.605	0.551	0.619	0.519	0.647	0.646	0.526	0.531
	10	216	61	19	0.404	0.624	0.718	0.655	0.749	0.521	0.646	0.642	0.520	0.524
S-08	1	-180	-49	-15	0.530	0.641	0.618	0.496	0.500	0.469	0.681	0.772	0.711	0.800
	2	-150	-41	-13	0.570	0.676	0.646	0.514	0.516	0.652	0.776	0.779	0.657	0.716
	3	-118	-23	-10	0.490	0.618	0.600	0.480	0.481	1.044	1.053	1.023	0.826	0.865
	4	-85	-21	-8	0.576	0.692	0.649	0.509	0.511	0.643	0.677	0.657	0.534	0.562
	5	-50	-14	-4	0.640	0.703	0.638	0.505	0.508	0.627	0.737	0.663	0.528	0.544
	6	-17	0	-1	0.618	0.704	0.650	0.517	0.523	0.693	0.757	0.674	0.532	0.544
	7	17	2	2	0.690	0.700	0.666	0.542	0.572	0.558	0.694	0.663	0.530	0.543
	8	50	16	5	0.538	0.613	0.617	0.517	0.558	0.605	0.701	0.657	0.522	0.533
	9	85	25	8	0.335	0.502	0.606	0.563	0.624	0.623	0.756	0.729	0.583	0.596
	10	117	28	9	0.344	0.557	0.655	0.598	0.691	0.516	0.635	0.614	0.488	0.502

SUMMARY OF DESIGN AND RATING PARAMETERS FOR FLEXURE - GIRDER 6

SPAN	10th PT	DEAD LOADS								POSITIVE LL+I							NEGATIVE LL+I						
		DL1					DL2, FWS			SECTION MODULUS (in³)		MOMENT DISTRIBUTION FACTORS					SECTION MODULUS (in³)		MOMENT DISTRIBUTION FACTORS				
		SECTION MODULUS (in3)				MOMENT (k-ft)	SECTION MODULUS (in³)		MOMENT (k-ft)														
		S_{BF}	S_{TF}	S_{YBF}	S_{YTF}	M_{DL1}	S_{BF}	S_{TF}	M_{DL2}	M_{FWS}	S_{BF}	S_{TF}	1 LANE	2 LANES	3 LANES	4 LANES	5 LANES	S_{BF}	S_{TF}	1 LANE	2 LANES	3 LANES	4 LANES	5 LANES
S-06	0	12887	11530	648	450	-25072	14103	18971	-4806	-2063	15109	34661	0.296	0.472	0.545	0.484	0.501	13318	13548	0.184	0.265	0.281	0.235	0.241
	1	12887	11530	648	450	-13490	14103	18971	-2433	-1115	15109	34661	0.416	0.522	0.551	0.472	0.479	13318	13548	0.223	0.325	0.348	0.287	0.292
	2	8865	7108	432	225	-3966	10415	14565	-640	-295	11430	30942	0.454	0.611	0.618	0.507	0.509	9465	9111	0.249	0.365	0.395	0.330	0.333
	3	6845	5800	263	144	3085	8250	13189	608	324	9073	29823	0.404	0.561	0.583	0.485	0.487	7412	7773	0.321	0.474	0.516	0.450	0.455
	4	6845	5800	263	144	7616	8250	13189	1390	730	9073	29823	0.387	0.544	0.572	0.479	0.483	7412	7773	0.290	0.430	0.479	0.445	0.452
	5	6845	5800	263	144	9648	8250	13189	1740	911	9073	29823	0.384	0.542	0.573	0.481	0.487	7412	7773	0.251	0.384	0.463	0.427	0.437
	6	6845	5800	263	144	9179	8250	13189	1656	865	9073	29823	0.391	0.553	0.583	0.490	0.499	7412	7773	0.247	0.390	0.471	0.435	0.448
	7	6845	5800	263	144	6168	8250	13189	1153	589	9073	29823	0.417	0.584	0.610	0.510	0.525	7412	7773	0.315	0.468	0.528	0.493	0.508
	8	6845	5800	263	144	687	8250	13189	228	98	9073	29823	0.484	0.652	0.660	0.541	0.572	7412	7773	0.346	0.510	0.556	0.477	0.489
	9	8842	8298	338	240	-7189	10085	15569	-1255	-599	10977	31307	0.443	0.528	0.528	0.463	0.509	9306	10257	0.203	0.293	0.314	0.264	0.269
	10	8842	8298	338	240	-17235	10085	15569	-3441	-1453	10977	31307	0.307	0.492	0.585	0.529	0.587	9306	10257	0.211	0.308	0.333	0.280	0.283
S-07	1	8842	8298	338	240	-10923	10090	15617	-1959	-924	10982	31467	0.393	0.516	0.586	0.517	0.546	9306	10257	0.225	0.330	0.360	0.305	0.308
	2	6452	5899	225	144	-5584	7843	13170	-843	-463	8694	29572	0.434	0.565	0.564	0.487	0.498	7002	7827	0.228	0.337	0.370	0.316	0.327
	3	6452	5899	225	144	-1519	7843	13170	-62	-98	8694	29572	0.393	0.532	0.542	0.449	0.457	7002	7827	0.229	0.340	0.375	0.321	0.347
	4	4474	4761	83	120	1277	5623	11924	441	156	6259	28966	0.407	0.560	0.578	0.481	0.489	4946	6637	0.281	0.418	0.462	0.409	0.453
	5	4474	4761	83	120	2757	5623	11924	681	300	6259	28966	0.410	0.569	0.592	0.492	0.500	4946	6637	0.264	0.395	0.445	0.417	0.460
	6	4474	4761	83	120	3106	5623	11924	714	340	6259	28966	0.423	0.590	0.613	0.509	0.518	4946	6637	0.241	0.378	0.457	0.421	0.461
	7	4474	4761	83	120	2259	5623	11924	551	262	6259	28966	0.467	0.639	0.653	0.538	0.551	4946	6637	0.300	0.443	0.525	0.480	0.521
	8	4474	4761	83	120	314	5623	11924	161	82	6259	28966	0.558	0.729	0.717	0.578	0.604	4946	6637	0.407	0.583	0.617	0.544	0.587
	9	4474	4761	83	120	-2668	5623	11924	-520	-189	6259	28966	0.441	0.515	0.509	0.434	0.462	4946	6637	0.231	0.319	0.328	0.269	0.275
	10	4474	4761	83	120	-6695	5623	11924	-1611	-547	6259	28966	0.306	0.454	0.534	0.494	0.541	4946	6637	0.251	0.357	0.378	0.314	0.317
S-08	1	4474	4761	83	120	-4055	5623	11924	-847	-325	6259	28966	0.337	0.466	0.527	0.483	0.525	4946	6637	0.262	0.378	0.404	0.339	0.343
	2	4474	4761	83	120	-1810	5623	11924	-275	-133	6259	28966	0.406	0.514	0.514	0.446	0.473	4946	6637	0.260	0.379	0.410	0.347	0.355
	3	4474	4761	83	120	32	5623	11924	152	28	6259	28966	0.424	0.559	0.557	0.463	0.491	4946	6637	0.335	0.493	0.537	0.458	0.486
	4	4474	4761	83	120	1354	5623	11924	436	144	6259	28966	0.433	0.582	0.586	0.479	0.505	4946	6637	0.330	0.490	0.538	0.466	0.510
	5	4474	4761	83	120	2318	5623	11924	616	229	6259	28966	0.442	0.606	0.616	0.503	0.525	4946	6637	0.329	0.491	0.542	0.491	0.543
	6	4474	4761	83	120	2781	5623	11924	727	267	6259	28966	0.468	0.633	0.639	0.521	0.539	4946	6637	0.332	0.497	0.557	0.523	0.577
	7	4474	4761	83	120	2759	5623	11924	710	261	6259	28966	0.493	0.662	0.665	0.541	0.558	4946	6637	0.339	0.507	0.604	0.563	0.620
	8	4474	4761	83	120	2324	5623	11924	590	218	6259	28966	0.526	0.701	0.700	0.567	0.583	4946	6637	0.353	0.560	0.674	0.620	0.696
	9	4474	4761	83	120	1384	5623	11924	375	127	6259	28966	0.583	0.738	0.725	0.582	0.598	4946	6637	0.378	0.612	0.727	0.665	0.758
	10	4474	4761	83	120	-48	5623	11924	-7	-1	6259	28966	---	---	---	---	---	4474	4761	---	---	---	---	---

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
RATINGS AND PROCEDURE

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
ALEXANDER LEE SCHMIDT
ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 237 OF 291

S-39605

Stantec
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713142\1_100 Records\13_0 CADD\13_2 Structures\BR_1005\1442_1005_4_60_RTP.dgn

DES: ALS | DWG: KJR | CHK: ALS

SUMMARY OF DESIGN AND RATING PARAMETERS FOR FLEXURE - GIRDER 7

SPAN	10th PT	DEAD LOADS										POSITIVE LL+I							NEGATIVE LL+I						
		DL1					DL2, FWS					SECTION MODULUS (in³)		MOMENT DISTRIBUTION FACTORS					SECTION MODULUS (in³)		MOMENT DISTRIBUTION FACTORS				
		SECTION MODULUS (in3)				MOMENT (k-ft)	SECTION MODULUS (in³)		MOMENT (k-ft)																
		S_{BF}	S_{TF}	S_{YBF}	S_{YTF}	M_{DL1}	S_{BF}	S_{TF}	M_{DL2}	M_{FWS}	S_{BF}	S_{TF}	1 LANE	2 LANES	3 LANES	4 LANES	5 LANES	S_{BF}	S_{TF}	1 LANE	2 LANES	3 LANES	4 LANES	5 LANES
S-01	0	2442	2635	67	96	1	3126	8475	2	0	3419	25218	---	---	---	---	---	2442	2635	---	---	---	---	---
	1	2442	2635	67	96	1196	3126	8475	212	125	3419	25218	0.348	0.541	0.595	0.499	0.499	2772	4241	0.249	0.373	0.417	0.367	0.367
	2	2442	2635	67	96	2129	3126	8475	393	220	3419	25218	0.318	0.510	0.572	0.483	0.483	2772	4241	0.250	0.375	0.419	0.367	0.367
	3	2442	2635	67	96	2610	3126	8475	506	269	3419	25218	0.295	0.483	0.543	0.464	0.464	2772	4241	0.251	0.375	0.419	0.367	0.367
	4	2442	2635	67	96	2712	3126	8475	526	280	3419	25218	0.286	0.475	0.533	0.455	0.455	2772	4241	0.250	0.374	0.419	0.367	0.367
	5	2442	2635	67	96	2472	3126	8475	505	254	3419	25218	0.280	0.458	0.518	0.446	0.446	2772	4241	0.248	0.373	0.418	0.366	0.366
	6	2442	2635	67	96	1773	3126	8475	340	185	3419	25218	0.287	0.471	0.528	0.450	0.450	2772	4241	0.245	0.369	0.415	0.364	0.364
	7	2442	2635	67	96	755	3126	8475	141	81	3419	25218	0.295	0.475	0.534	0.453	0.453	2772	4241	0.240	0.365	0.412	0.361	0.361
	8	2885	2851	83	96	-648	3704	8590	-136	-60	4079	23937	0.327	0.496	0.551	0.458	0.458	3270	4451	0.192	0.297	0.337	0.295	0.295
	9	2885	2851	83	96	-2461	3704	8590	-467	-245	4079	23937	0.331	0.471	0.496	0.411	0.412	3270	4451	0.167	0.263	0.300	0.261	0.261
	10	2885	2851	83	96	-4625	3704	8590	-794	-468	4079	23937	0.207	0.312	0.351	0.308	0.309	3270	4451	0.120	0.197	0.225	0.195	0.195
S-02	1	2885	2851	83	96	-2314	3704	8590	-444	-232	4079	23937	0.364	0.523	0.554	0.452	0.452	3270	4451	0.174	0.276	0.314	0.273	0.273
	2	2885	2851	83	96	-503	3704	8590	-125	-49	4079	23937	0.369	0.565	0.631	0.525	0.526	3270	4451	0.209	0.322	0.365	0.319	0.319
	3	2885	2851	83	96	807	3704	8590	142	81	4079	23937	0.303	0.493	0.556	0.474	0.474	3270	4451	0.239	0.363	0.409	0.359	0.359
	4	2442	2635	67	96	1558	3126	8475	296	156	3419	25218	0.281	0.460	0.519	0.444	0.444	2772	4241	0.212	0.320	0.358	0.314	0.314
	5	2442	2635	67	96	1851	3126	8475	338	187	3419	25218	0.278	0.458	0.515	0.439	0.439	2772	4241	0.191	0.286	0.321	0.282	0.282
	6	2442	2635	67	96	1636	3126	8475	300	164	3419	25218	0.271	0.449	0.505	0.431	0.431	2772	4241	0.204	0.307	0.345	0.303	0.303
	7	2442	2635	67	96	890	3126	8475	153	87	3419	25218	0.271	0.443	0.501	0.427	0.427	2772	4241	0.218	0.330	0.371	0.325	0.326
	8	2442	2635	67	96	-364	3126	8475	-107	-39	3419	25218	0.301	0.464	0.517	0.431	0.431	2772	4241	0.177	0.271	0.307	0.269	0.269
	9	2885	2851	83	96	-2134	3704	8590	-420	-221	4079	23937	0.247	0.361	0.394	0.333	0.333	3270	4451	0.161	0.251	0.285	0.249	0.250
	10	2885	2851	83	96	-4365	3704	8590	-761	-452	4079	23937	0.155	0.234	0.264	0.233	0.233	3270	4451	0.121	0.194	0.221	0.193	0.193
S-03	1	2885	2851	83	96	-1782	3704	8590	-353	-183	4079	23937	0.285	0.408	0.445	0.360	0.360	3270	4451	0.162	0.254	0.289	0.252	0.252
	2	2885	2851	83	96	131	3704	8590	5	15	4079	23937	0.321	0.501	0.562	0.471	0.471	3270	4451	0.250	0.383	0.433	0.379	0.379
	3	2442	2635	67	96	1360	3126	8475	266	143	3419	25218	0.273	0.446	0.503	0.430	0.430	2772	4241	0.223	0.338	0.380	0.333	0.334
	4	2442	2635	67	96	1988	3126	8475	411	210	3419	25218	0.255	0.421	0.476	0.409	0.409	2772	4241	0.182	0.273	0.307	0.271	0.271
	5	2442	2635	67	96	1990	3126	8475	434	213	3419	25218	0.249	0.409	0.463	0.400	0.400	2772	4241	0.177	0.267	0.301	0.266	0.266
	6	2442	2635	67	96	1281	3126	8475	279	148	3419	25218	0.255	0.420	0.473	0.404	0.404	2772	4241	0.197	0.298	0.336	0.296	0.296
	7	4038	3592	133	120	-162	5012	9297	2	12	5521	23224	0.268	0.432	0.486	0.412	0.412	4475	5213	0.211	0.320	0.360	0.316	0.317
	8	4038	3592	133	120	-2269	5012	9297	-395	-186	5521	23224	0.283	0.434	0.482	0.399	0.400	4475	5213	0.157	0.239	0.269	0.236	0.236
	9	5107	4591	133	120	-5098	6298	10985	-884	-458	6974	25803	0.213	0.313	0.334	0.287	0.289	5627	6430	0.142	0.218	0.246	0.216	0.216
	10	5650	5101	133	120	-8634	6950	11827	-1414	-802	7714	27141	0.168	0.253	0.285	0.251	0.253	6210	7044	0.114	0.180	0.205	0.179	0.179
S-04	1	5650	5101	133	120	-3482	6950	11827	-590	-306	7714	27141	0.270	0.403	0.448	0.369	0.370	6210	7044	0.165	0.256	0.290	0.253	0.254
	2	4474	4761	83	120	394	5568	11297	112	59	6208	26597	0.275	0.445	0.502	0.428	0.428	4946	6637	0.242	0.369	0.416	0.365	0.365
	3	4474	4761	83	120	2970	5568	11297	604	303	6208	26597	0.238	0.393	0.444	0.382	0.382	4946	6637	0.201	0.303	0.342	0.301	0.302
	4	4474	4761	83	120	4253	5568	11297	858	426	6208	26597	0.229	0.376	0.426	0.368	0.368	4946	6637	0.160	0.241	0.272	0.240	0.242
	5	4474	4761	83	120	4266	5568	11297	869	435	6208	26597	0.226	0.370	0.420	0.364	0.364	4946	6637	0.161	0.244	0.275	0.243	0.245
	6	4474	4761	83	120	3010	5568	11297	632	325	6208	26597	0.224	0.369	0.420	0.364	0.364	4946	6637	0.178	0.269	0.303	0.267	0.269
	7	4474	4761	83	120	604	5568	11297	159	103	6208	26597	0.226	0.374	0.427	0.370	0.371	4946	6637	0.187	0.283	0.319	0.282	0.284
	8	5848	6191	144	168	-2908	6963	12712	-528	-229	7714	27339	0.247	0.392	0.450	0.385	0.386	6305	8080	0.138	0.209	0.236	0.208	0.209
	9	6812	6459	192	168	-7529	8065	13107	-1390	-670	8911	27816	0.221	0.323	0.368	0.309	0.311	7326	8391	0.124	0.188	0.212	0.187	0.188
	10	6812	6459	192	168	-13504	8065	13107	-2363	-1246	8911	27816	0.151	0.229	0.260	0.232	0.234	7326	8391	0.108	0.164	0.186	0.163	0.164
S-05	1	6812	6459	192	168	-5875	8065	13107	-1103	-516	8911	27816	0.252	0.363	0.415	0.344	0.346	7326	8391	0.115	0.176	0.201	0.178	0.179
	2	5848	6191	144	168	-97	6963	12712	-26	20	7714	27339	0.255	0.401	0.464	0.398	0.399	6305	8080	0.136	0.207	0.236	0.210	0.211
	3	5355	5013	144	120	3941	6598	11689	764	386	7327	26990	0.218	0.356	0.411	0.357	0.358	5891	6939	0.166	0.253	0.288	0.257	0.258
	4	5355	5013	144	120	6172	6598	11689	1229	583	7327	26990	0.201	0.332	0.384	0.337	0.338	5891	6939	0.137	0.208	0.237	0.213	0.214
	5	5355	5013	144	120	6600	6598	11689	1336	621	7327	26990	0.200	0.330	0.382	0.336	0.338	5891	6939	0.130	0.199	0.230	0.209	0.211
	6	5355	5013	144	120	5097	6598	11689	1064	489	7327	26990	0.201	0.332	0.384	0.337	0.340	5891	6939	0.154	0.235	0.270	0.245	0.247
	7	5355	5013	144	120	1819	6598	11689	445	194	7327	26990	0.211	0.348	0.403	0.352	0.355	5891	6939	0.171	0.261	0.300	0.271	0.273
	8	5716	5716	144	144	-3071	6926	12269	-489	-257	7708	27049	0.246	0.390	0.451	0.390	0.396	6220	7613	0.130	0.198	0.227	0.204	0.206
	9	9168	8401	288	240	-9670	10394	15140	-1699	-872	11320	29589	0.266	0.384	0.440	0.365	0.378	9650	10374	0.116	0.177	0.202	0.181	0.182
	10	9168	8401	288	240	-18324	10394	15140	-3089	-1667	11320	29589	0.160	0.242	0.272	0.240	0.256	9650	10374	0.098	0.150	0.169	0.150	0.151

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
RATINGS AND PROCEDURE

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 238 OF 291

S-39605

DES: ALS | DWG: KJR | CHK: ALS

Stantec
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713142\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_4_60_RTP.dgn
DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI D_PDF.plt

SUMMARY OF DESIGN AND RATING PARAMETERS FOR SHEAR - GIRDER 7

SPAN	10th PT	DL1	DL2	FWS	POSITIVE SHEAR DISTRIBUTION FACTORS					NEGATIVE SHEAR DISTRIBUTION FACTORS				
		VDL1 (kips)	VDL2 (kips)	VFWS (kips)	1 LANE	2 LANES	3 LANES	4 LANES	5 LANES	1 LANE	2 LANES	3 LANES	4 LANES	5 LANES
S-01	0	-106	-15	-10	0.424	0.632	0.667	0.548	0.548	0.247	0.369	0.414	0.364	0.364
	1	-80	-16	-8	0.350	0.535	0.598	0.501	0.501	0.540	0.844	0.815	0.668	0.668
	2	-50	-8	-6	0.494	0.710	0.740	0.601	0.601	0.503	0.591	0.597	0.484	0.484
	3	-24	-8	-2	0.408	0.598	0.647	0.537	0.537	0.683	1.079	1.006	0.789	0.789
	4	6	2	0	0.567	0.807	0.831	0.665	0.665	0.499	0.673	0.709	0.565	0.565
	5	32	2	3	0.500	0.685	0.742	0.605	0.605	0.537	0.833	0.838	0.660	0.660
	6	63	11	7	0.586	0.870	0.883	0.689	0.689	0.447	0.639	0.680	0.555	0.555
	7	92	20	9	1.110	1.784	1.603	1.245	1.245	0.355	0.533	0.584	0.489	0.489
	8	119	19	12	0.976	1.544	1.357	1.064	1.065	0.399	0.577	0.617	0.510	0.510
	9	149	24	15	1.435	1.913	1.740	1.385	1.385	0.390	0.561	0.611	0.510	0.510
	10	175	24	18	0.240	0.369	0.441	0.402	0.402	0.419	0.615	0.646	0.533	0.533
S-02	1	-134	-23	-13	0.339	0.496	0.547	0.459	0.459	0.564	0.794	0.762	0.625	0.625
	2	-101	-17	-10	0.377	0.549	0.591	0.490	0.490	0.552	0.882	0.833	0.676	0.676
	3	-65	-9	-7	0.440	0.620	0.650	0.528	0.528	0.484	0.594	0.626	0.506	0.506
	4	-36	-10	-4	0.360	0.531	0.581	0.482	0.482	0.536	0.843	0.830	0.655	0.655
	5	-1	0	0	0.492	0.660	0.691	0.556	0.556	0.490	0.657	0.687	0.553	0.553
	6	33	10	3	0.630	0.969	0.942	0.738	0.738	0.348	0.510	0.558	0.463	0.463
	7	62	9	6	0.491	0.651	0.674	0.539	0.539	0.459	0.638	0.665	0.539	0.539
	8	97	17	10	0.640	1.010	0.931	0.746	0.746	0.383	0.554	0.595	0.493	0.493
	9	130	22	13	0.540	0.769	0.736	0.601	0.601	0.340	0.502	0.555	0.466	0.466
	10	161	21	16	0.208	0.312	0.350	0.307	0.307	0.407	0.596	0.628	0.517	0.517
S-03	1	-130	-23	-14	0.331	0.485	0.537	0.452	0.452	0.443	0.633	0.615	0.507	0.507
	2	-90	-18	-9	0.309	0.465	0.512	0.430	0.430	0.629	1.007	0.927	0.743	0.744
	3	-53	-10	-6	0.368	0.534	0.576	0.475	0.476	0.452	0.567	0.596	0.481	0.481
	4	-15	-1	-2	0.438	0.642	0.665	0.537	0.537	0.395	0.535	0.578	0.469	0.469
	5	18	-1	1	0.374	0.529	0.580	0.478	0.478	0.475	0.747	0.745	0.591	0.592
	6	57	8	5	0.494	0.645	0.678	0.543	0.543	0.444	0.603	0.629	0.510	0.510
	7	101	17	10	0.480	0.731	0.728	0.579	0.580	0.367	0.532	0.571	0.472	0.472
	8	142	25	14	0.756	1.162	1.056	0.839	0.840	0.343	0.504	0.548	0.457	0.457
	9	183	30	18	0.688	0.988	0.919	0.738	0.739	0.330	0.481	0.531	0.445	0.445
	10	220	28	21	0.202	0.302	0.338	0.295	0.296	0.423	0.584	0.614	0.505	0.505
S-04	1	-191	-28	-18	0.362	0.518	0.547	0.454	0.454	0.322	0.472	0.480	0.406	0.408
	2	-135	-21	-13	0.381	0.544	0.568	0.469	0.469	0.437	0.662	0.664	0.543	0.545
	3	-79	-11	-8	0.401	0.561	0.589	0.484	0.484	0.417	0.533	0.565	0.457	0.459
	4	-25	-1	-3	0.448	0.681	0.698	0.565	0.566	0.377	0.511	0.549	0.448	0.449
	5	30	10	3	0.486	0.757	0.765	0.613	0.613	0.334	0.476	0.521	0.430	0.431
	6	80	20	7	0.622	1.013	0.982	0.772	0.773	0.315	0.458	0.504	0.420	0.420
	7	125	28	12	0.709	1.124	1.071	0.839	0.840	0.286	0.428	0.477	0.401	0.402
	8	170	36	16	1.035	1.592	1.412	1.108	1.109	0.271	0.405	0.454	0.385	0.385
	9	228	41	22	0.453	0.667	0.637	0.520	0.521	0.347	0.497	0.529	0.438	0.438
	10	282	40	27	0.170	0.258	0.290	0.257	0.257	0.344	0.501	0.535	0.443	0.443
S-05	1	-234	-38	-23	0.310	0.446	0.492	0.414	0.415	0.458	0.634	0.615	0.511	0.513
	2	-172	-30	-16	0.328	0.466	0.514	0.431	0.433	0.655	0.764	0.813	0.659	0.661
	3	-111	-21	-10	0.333	0.476	0.531	0.445	0.447	0.496	0.622	0.681	0.547	0.549
	4	-47	-12	-4	0.299	0.435	0.497	0.420	0.422	0.517	0.663	0.722	0.578	0.580
	5	19	-2	2	0.359	0.493	0.556	0.465	0.467	0.484	0.714	0.740	0.595	0.596
	6	84	19	7	0.620	0.915	0.946	0.751	0.753	0.311	0.442	0.498	0.420	0.420
	7	141	28	12	0.708	0.898	0.965	0.759	0.762	0.285	0.417	0.470	0.398	0.399
	8	201	35	18	0.779	1.123	1.144	0.904	0.907	0.300	0.430	0.479	0.403	0.404
	9	264	42	24	0.641	0.943	0.874	0.716	0.722	0.305	0.433	0.480	0.403	0.404
	10	340	48	31	0.182	0.275	0.312	0.298	0.305	0.337	0.476	0.522	0.434	0.435
S-06	1	-274	-42	-25	0.301	0.432	0.485	0.408	0.409	0.681	1.089	1.004	0.809	0.831
	2	-209	-34	-19	0.329	0.468	0.521	0.437	0.438	0.613	0.974	0.937	0.744	0.760
	3	-147	-25	-13	0.346	0.487	0.544	0.456	0.457	0.539	0.838	0.878	0.695	0.705
	4	-85	-16	-7	0.355	0.495	0.557	0.467	0.468	0.502	0.733	0.777	0.625	0.632
	5	-20	-6	-1	0.370	0.504	0.568	0.474	0.477	0.497	0.726	0.764	0.619	0.624
	6	46	3	5	0.411	0.535	0.602	0.498	0.502	0.455	0.690	0.732	0.596	0.600
	7	115	23	10	0.745	1.171	1.115	0.878	0.884	0.285	0.420	0.481	0.412	0.414
	8	175	31	16	1.133	1.604	1.434	1.133	1.145	0.252	0.382	0.451	0.389	0.391
	9	240	36	22	0.597	0.919	0.853	0.691	0.710	0.282	0.403	0.465	0.397	0.400
	10	314	41	30	0.164	0.253	0.292	0.266	0.302	0.293	0.414	0.474	0.404	0.409
S-07	1	-220	-35	-21	0.299	0.439	0.502	0.425	0.442	0.627	0.846	0.826	0.701	0.734
	2	-169	-30	-16	0.296	0.435	0.493	0.420	0.439	0.972	1.555	1.377	1.087	1.110
	3	-130	-23	-12	0.315	0.456	0.514	0.433	0.450	0.722	1.109	1.041	0.817	0.834
	4	-87	-14	-8	0.392	0.534	0.587	0.484	0.497	0.551	0.761	0.810	0.644	0.655
	5	-37	-3	-4	0.452	0.665	0.700	0.563	0.571	0.410	0.569	0.635	0.524	0.538
	6	15	7	1	0.562	0.890	0.842	0.672	0.687	0.343	0.500	0.569	0.481	0.499
	7	60	6	6	0.397	0.502	0.552	0.459	0.477	0.445	0.616	0.671	0.551	0.566
	8	111	16	11	0.329	0.542	0.546	0.461	0.484	0.333	0.492	0.580	0.488	0.508
	9	161	21	15	0.264	0.374	0.402	0.352	0.376	0.360	0.514	0.578	0.489	0.511
	10	211	25	21	0.174	0.267	0.308	0.280	0.301	0.343	0.480	0.561	0.477	0.501
S-08	1	-177	-26	-16	0.372	0.542	0.606	0.505	0.520	0.687	0.927	0.921	0.759	0.798
	2	-144	-20	-13	0.409	0.582	0.644	0.534	0.550	0.755	1.171	1.070	0.861	0.889
	3	-116	-21	-10	0.338	0.502	0.570	0.483	0.502	0.981	1.544	1.372	1.086	1.105
	4	-82	-12	-8	0.393	0.559	0.642	0.530	0.545	0.491	0.755	0.751	0.593	0.608
	5	-47	-3	-4	0.461	0.670	0.715	0.570	0.578	0.493	0.672	0.746	0.597	0.605
	6	-18	-4	-1	0.435	0.573	0.643	0.521	0.531	0.588	0.866	0.879	0.693	0.700
	7	18	5	2	0.583	0.928	0.850	0.682	0.698	0.414	0.594	0.659	0.541	0.554
	8	51	11	5	0.646	0.984	0.917	0.744	0.772	0.367	0.539	0.618	0.524	0.547
	9	80	10	8	0.314	0.466	0.491	0.426	0.456	0.427	0.612	0.677	0.561	0.581
	10	113	12	11	0.171	0.265	0.311	0.289	0.325	0.407	0.568	0.640	0.540	0.564

SUMMARY OF DESIGN AND RATING PARAMETERS FOR FLEXURE - GIRDER 7

SPAN	10th PT	DEAD LOADS								POSITIVE LL+I							NEGATIVE LL+I						
		DL1					DL2, FWS			SECTION MODULUS (in³)		MOMENT DISTRIBUTION FACTORS					SECTION MODULUS (in³)		MOMENT DISTRIBUTION FACTORS				
		SECTION MODULUS (in3)				MOMENT (k-ft)	SECTION MODULUS (in³)		MOMENT (k-ft)														
		S_{BF}	S_{TF}	S_{YBF}	S_{YTF}	M_{DL1}	S_{BF}	S_{TF}	M_{DL2}	M_{FWS}	S_{BF}	S_{TF}	1 LANE	2 LANES	3 LANES	4 LANES	5 LANES	S_{BF}	S_{TF}	1 LANE	2 LANES	3 LANES	4 LANES	5 LANES
S-06	0	9168	8401	288	240	-18239	10394	15140	-3085	-1667	11320	29589	0.160	0.242	0.272	0.240	0.256	9650	10374	0.098	0.150	0.169	0.150	0.151
	1	9168	8401	288	240	-9226	10394	15140	-1674	-830	11320	29589	0.267	0.386	0.442	0.367	0.372	9650	10374	0.121	0.184	0.208	0.184	0.186
	2	6191	5848	168	144	-2281	7476	12469	-472	-178	8307	27290	0.255	0.402	0.466	0.401	0.402	6725	7768	0.139	0.211	0.239	0.213	0.215
	3	5355	5013	144	120	2816	6598	11689	460	301	7327	26990	0.221	0.362	0.419	0.366	0.367	5891	6939	0.188	0.286	0.325	0.289	0.294
	4	5355	5013	144	120	6157	6598	11689	1069	606	7327	26990	0.209	0.346	0.402	0.353	0.355	5891	6939	0.177	0.270	0.307	0.274	0.284
	5	5355	5013	144	120	7663	6598	11689	1344	741	7327	26990	0.208	0.344	0.399	0.353	0.354	5891	6939	0.158	0.241	0.275	0.247	0.263
	6	5355	5013	144	120	7267	6598	11689	1284	701	7327	26990	0.211	0.350	0.407	0.360	0.362	5891	6939	0.162	0.246	0.280	0.253	0.275
	7	5355	5013	144	120	4904	6598	11689	862	484	7327	26990	0.228	0.374	0.435	0.384	0.387	5891	6939	0.206	0.312	0.355	0.319	0.345
	8	5355	5013	144	120	722	6598	11689	121	98	7327	26990	0.280	0.438	0.510	0.442	0.447	5891	6939	0.212	0.324	0.369	0.330	0.356
	9	6332	6332	168	168	-5273	7515	12920	-889	-464	8313	27590	0.296	0.421	0.481	0.393	0.403	6817	8244	0.111	0.173	0.198	0.177	0.190
	10	6332	6332	168	168	-13234	7515	12920	-2042	-1217	8313	27590	0.167	0.253	0.286	0.253	0.272	6817	8244	0.108	0.167	0.191	0.172	0.178
S-07	1	6332	6332	168	168	-8161	7515	12920	-1286	-730	8313	27590	0.242	0.358	0.408	0.342	0.353	6817	8244	0.125	0.191	0.218	0.195	0.197
	2	6332	6332	168	168	-4101	7515	12920	-625	-341	8313	27590	0.265	0.415	0.477	0.407	0.425	6817	8244	0.138	0.210	0.239	0.214	0.217
	3	6332	6332	168	168	-949	7515	12920	-93	-40	8313	27590	0.251	0.404	0.466	0.403	0.425	6817	8244	0.142	0.216	0.245	0.219	0.224
	4	4474	4761	83	120	1337	5568	11297	297	178	6208	26597	0.248	0.405	0.467	0.406	0.430	4946	6637	0.190	0.289	0.328	0.294	0.304
	5	4474	4761	83	120	2650	5568	11297	522	300	6208	26597	0.248	0.407	0.470	0.411	0.436	4946	6637	0.183	0.278	0.317	0.284	0.297
	6	4474	4761	83	120	2950	5568	11297	570	328	6208	26597	0.254	0.417	0.483	0.423	0.449	4946	6637	0.167	0.254	0.290	0.261	0.278
	7	4474	4761	83	120	2167	5568	11297	428	254	6208	26597	0.272	0.442	0.515	0.451	0.479	4946	6637	0.210	0.318	0.362	0.323	0.347
	8	4474	4761	83	120	317	5568	11297	90	84	6208	26597	0.336	0.518	0.606	0.521	0.547	4946	6637	0.256	0.398	0.456	0.406	0.434
	9	4474	4761	83	120	-2586	5568	11297	-396	-195	6208	26597	0.312	0.441	0.498	0.409	0.427	4946	6637	0.136	0.218	0.251	0.221	0.234
	10	4474	4761	83	120	-6487	5568	11297	-909	-575	6208	26597	0.191	0.289	0.328	0.293	0.310	4946	6637	0.141	0.224	0.259	0.232	0.248
S-08	1	4474	4761	83	120	-3920	5568	11297	-555	-331	6208	26597	0.218	0.327	0.366	0.319	0.336	4946	6637	0.156	0.244	0.281	0.250	0.267
	2	4474	4761	83	120	-1727	5568	11297	-219	-127	6208	26597	0.269	0.411	0.463	0.385	0.398	4946	6637	0.164	0.252	0.289	0.258	0.276
	3	4474	4761	83	120	37	5568	11297	81	35	6208	26597	0.256	0.412	0.471	0.403	0.420	4946	6637	0.218	0.334	0.381	0.341	0.365
	4	4474	4761	83	120	1331	5568	11297	264	154	6208	26597	0.265	0.426	0.489	0.420	0.440	4946	6637	0.217	0.332	0.379	0.339	0.365
	5	4474	4761	83	120	2208	5568	11297	401	228	6208	26597	0.258	0.421	0.487	0.422	0.445	4946	6637	0.216	0.330	0.377	0.339	0.366
	6	4474	4761	83	120	2668	5568	11297	452	267	6208	26597	0.267	0.432	0.500	0.435	0.458	4946	6637	0.214	0.326	0.373	0.336	0.364
	7	4474	4761	83	120	2655	5568	11297	408	264	6208	26597	0.286	0.452	0.525	0.453	0.477	4946	6637	0.208	0.318	0.365	0.331	0.360
	8	4474	4761	83	120	2205	5568	11297	323	218	6208	26597	0.294	0.456	0.535	0.465	0.490	4946	6637	0.200	0.307	0.354	0.323	0.354
	9	4474	4761	83	120	1310	5568	11297	163	129	6208	26597	0.347	0.502	0.590	0.508	0.533	4946	6637	0.182	0.282	0.329	0.304	0.339
	10	4474	4761	83	120	10	5568	11297	-2	-3	6208	26597	---	---	---	---	---	4474	4761	---	---	---	---	---

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
RATINGS AND PROCEDURE

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 239 OF 291

S-39605

DES: ALS | DWG: KJR | CHK: ALS

Stantec
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713142\1_100 Records\13_0 CADD\13_2 Structures\BR_1005\1442_1005_4_60_RTP.dgn

DOT_2015
1442_STR_B_pack_Color_249-254.tbl
DOT_ANSI D_PDF.plt

SUMMARY OF DESIGN AND RATING PARAMETERS FOR FLEXURE - GIRDER 8

SPAN	10th PT	DEAD LOADS										POSITIVE LL+I							NEGATIVE LL+I						
		DL1					DL2, FWS					SECTION MODULUS (in')		MOMENT DISTRIBUTION FACTORS					SECTION MODULUS (in')		MOMENT DISTRIBUTION FACTORS				
		SECTION MODULUS (in3)				MOMENT (k-ft)	SECTION MODULUS (in')		MOMENT (k-ft)																
		S_{BF}	S_{TF}	S_{YBF}	S_{YTF}	M_{DL1}	S_{BF}	S_{TF}	M_{DL2}	M_{FWS}	S_{BF}	S_{TF}	1 LANE	2 LANES	3 LANES	4 LANES	5 LANES	S_{BF}	S_{TF}	1 LANE	2 LANES	3 LANES	4 LANES	5 LANES
S-01	0	2442	2635	67	96	1	3126	8475	2	0	3419	25218	---	---	---	---	---	2442	2635	---	---	---	---	---
	1	2442	2635	67	96	1191	3126	8475	187	126	3419	25218	0.321	0.499	0.541	0.491	0.491	2772	4241	0.139	0.226	0.285	0.287	0.287
	2	2442	2635	67	96	2114	3126	8475	342	222	3419	25218	0.281	0.463	0.501	0.463	0.463	2772	4241	0.138	0.225	0.284	0.286	0.286
	3	2442	2635	67	96	2586	3126	8475	441	271	3419	25218	0.244	0.404	0.451	0.426	0.427	2772	4241	0.137	0.224	0.283	0.285	0.286
	4	2442	2635	67	96	2692	3126	8475	464	282	3419	25218	0.235	0.390	0.437	0.414	0.414	2772	4241	0.134	0.221	0.281	0.284	0.284
	5	2442	2635	67	96	2447	3126	8475	433	255	3419	25218	0.218	0.361	0.415	0.399	0.399	2772	4241	0.132	0.219	0.279	0.283	0.283
	6	2442	2635	67	96	1773	3126	8475	298	188	3419	25218	0.240	0.398	0.442	0.415	0.415	2772	4241	0.133	0.222	0.281	0.285	0.285
	7	2442	2635	67	96	761	3126	8475	120	83	3419	25218	0.258	0.426	0.464	0.432	0.432	2772	4241	0.139	0.231	0.289	0.291	0.291
	8	2885	2851	83	96	-634	3704	8590	-118	-60	4079	23937	0.307	0.504	0.522	0.468	0.468	3270	4451	0.121	0.202	0.248	0.247	0.247
	9	2885	2851	83	96	-2450	3704	8590	-397	-249	4079	23937	0.333	0.470	0.502	0.433	0.434	3270	4451	0.119	0.198	0.235	0.230	0.230
	10	2885	2851	83	96	-4643	3704	8590	-698	-477	4079	23937	0.113	0.187	0.238	0.243	0.243	3270	4451	0.102	0.168	0.192	0.183	0.183
S-02	1	2885	2851	83	96	-2311	3704	8590	-388	-235	4079	23937	0.364	0.534	0.573	0.487	0.487	3270	4451	0.125	0.208	0.247	0.242	0.242
	2	2885	2851	83	96	-494	3704	8590	-117	-49	4079	23937	0.343	0.565	0.589	0.531	0.531	3270	4451	0.132	0.220	0.269	0.268	0.268
	3	2885	2851	83	96	809	3704	8590	111	84	4079	23937	0.261	0.431	0.477	0.447	0.447	3270	4451	0.136	0.227	0.285	0.288	0.288
	4	2442	2635	67	96	1548	3126	8475	248	159	3419	25218	0.228	0.378	0.426	0.405	0.405	2772	4241	0.115	0.191	0.242	0.245	0.246
	5	2442	2635	67	96	1847	3126	8475	297	190	3419	25218	0.229	0.379	0.423	0.400	0.400	2772	4241	0.102	0.169	0.215	0.219	0.219
	6	2442	2635	67	96	1636	3126	8475	258	167	3419	25218	0.225	0.373	0.417	0.395	0.395	2772	4241	0.109	0.182	0.232	0.236	0.236
	7	2442	2635	67	96	899	3126	8475	121	90	3419	25218	0.231	0.383	0.425	0.400	0.400	2772	4241	0.121	0.201	0.253	0.257	0.257
	8	2442	2635	67	96	-340	3126	8475	-93	-37	3419	25218	0.277	0.456	0.476	0.430	0.430	2772	4241	0.107	0.178	0.220	0.221	0.221
	9	2885	2851	83	96	-2111	3704	8590	-361	-223	4079	23937	0.244	0.355	0.379	0.342	0.342	3270	4451	0.108	0.180	0.217	0.215	0.215
	10	2885	2851	83	96	-4366	3704	8590	-659	-459	4079	23937	0.086	0.143	0.182	0.184	0.185	3270	4451	0.095	0.157	0.182	0.177	0.177
S-03	1	2885	2851	83	96	-1772	3704	8590	-304	-185	4079	23937	0.284	0.460	0.453	0.391	0.391	3270	4451	0.113	0.187	0.224	0.220	0.220
	2	2885	2851	83	96	137	3704	8590	7	16	4079	23937	0.292	0.483	0.511	0.466	0.466	3270	4451	0.152	0.253	0.312	0.313	0.313
	3	2442	2635	67	96	1352	3126	8475	232	145	3419	25218	0.232	0.384	0.426	0.401	0.401	2772	4241	0.124	0.206	0.261	0.264	0.265
	4	2442	2635	67	96	1961	3126	8475	360	211	3419	25218	0.206	0.342	0.388	0.370	0.371	2772	4241	0.099	0.165	0.209	0.212	0.212
	5	2442	2635	67	96	1941	3126	8475	370	212	3419	25218	0.195	0.324	0.372	0.359	0.359	2772	4241	0.099	0.164	0.207	0.210	0.211
	6	2442	2635	67	96	1218	3126	8475	230	146	3419	25218	0.212	0.353	0.393	0.372	0.373	2772	4241	0.108	0.180	0.228	0.232	0.232
	7	4038	3592	133	120	-233	5012	9297	-31	8	5521	23224	0.230	0.382	0.417	0.389	0.389	4475	5213	0.116	0.192	0.244	0.248	0.248
	8	4038	3592	133	120	-2330	5012	9297	-381	-192	5521	23224	0.258	0.429	0.444	0.399	0.400	4475	5213	0.088	0.147	0.185	0.187	0.187
	9	5107	4591	133	120	-5149	6298	10984	-807	-467	6973	25803	0.209	0.330	0.345	0.305	0.308	5626	6430	0.085	0.141	0.175	0.175	0.175
	10	5650	5101	133	120	-8699	6950	11827	-1285	-817	7714	27141	0.095	0.154	0.190	0.188	0.190	6210	7044	0.089	0.146	0.169	0.163	0.164
S-04	1	5650	5101	133	120	-3504	6950	11827	-556	-314	7714	27141	0.260	0.426	0.436	0.385	0.386	6210	7044	0.105	0.174	0.213	0.212	0.212
	2	4474	4761	83	120	386	5568	11297	84	57	6208	26597	0.238	0.392	0.432	0.404	0.404	4946	6637	0.139	0.231	0.289	0.292	0.292
	3	4474	4761	83	120	2999	5568	11297	553	309	6208	26597	0.190	0.315	0.359	0.343	0.344	4946	6637	0.110	0.184	0.234	0.238	0.239
	4	4474	4761	83	120	4326	5568	11297	807	431	6208	26597	0.175	0.291	0.336	0.324	0.324	4946	6637	0.089	0.148	0.187	0.190	0.192
	5	4474	4761	83	120	4415	5568	11297	830	447	6208	26597	0.171	0.283	0.329	0.318	0.318	4946	6637	0.091	0.148	0.184	0.182	0.184
	6	4474	4761	83	120	3293	5568	11297	616	344	6208	26597	0.174	0.286	0.332	0.319	0.320	4946	6637	0.100	0.162	0.202	0.200	0.203
	7	4474	4761	83	120	1046	5568	11297	174	132	6208	26597	0.186	0.305	0.349	0.332	0.333	4946	6637	0.104	0.171	0.213	0.212	0.214
	8	5848	6191	144	168	-2416	6963	12712	-467	-198	7714	27339	0.219	0.361	0.398	0.371	0.373	6305	8080	0.077	0.126	0.158	0.158	0.160
	9	6812	6459	192	168	-7183	8065	13107	-1260	-647	8911	27816	0.219	0.358	0.366	0.324	0.327	7326	8391	0.068	0.114	0.144	0.145	0.146
	10	6812	6459	192	168	-13230	8065	13107	-2123	-1219	8911	27816	0.089	0.142	0.173	0.169	0.172	7326	8391	0.062	0.101	0.127	0.127	0.129
S-05	1	6812	6459	192	168	-5677	8065	13107	-1016	-507	8911	27816	0.251	0.384	0.415	0.358	0.361	7326	8391	0.070	0.116	0.146	0.147	0.149
	2	5848	6191	144	168	-31	6963	12712	-49	15	7714	27339	0.230	0.358	0.411	0.374	0.375	6305	8080	0.078	0.129	0.165	0.167	0.168
	3	5355	5013	144	120	3726	6598	11689	670	364	7327	26990	0.183	0.289	0.340	0.318	0.320	5891	6939	0.095	0.157	0.198	0.201	0.202
	4	5355	5013	144	120	5712	6598	11689	1091	545	7327	26990	0.156	0.255	0.301	0.290	0.291	5891	6939	0.078	0.128	0.162	0.164	0.166
	5	5355	5013	144	120	6027	6598	11689	1178	575	7327	26990	0.153	0.254	0.296	0.287	0.290	5891	6939	0.071	0.117	0.147	0.149	0.151
	6	5355	5013	144	120	4543	6598	11689	916	443	7327	26990	0.158	0.259	0.301	0.290	0.293	5891	6939	0.086	0.140	0.175	0.176	0.179
	7	5355	5013	144	120	1377	6598	11689	336	154	7327	26990	0.172	0.275	0.321	0.304	0.309	5891	6939	0.097	0.159	0.199	0.198	0.292
	8	5716	5716	144	144	-3216	6926	12269	-508	-272	7708	27049	0.215	0.340	0.382	0.351	0.361	6220	7613	0.076	0.124	0.154	0.153	0.173
	9	9168	8401	288	240	-9316	10394	15140	-1561	-852	11320	29589	0.262	0.403	0.424	0.366	0.385	9650	10374	0.070	0.114	0.141	0.138	0.140
	10	9168	8401	288	240	-8639	10394	15140	-1556	-797	11320	29589	0.091	0.149	0.184	0.182	0.208	9650	10374	0.059	0.097	0.122	0.120	0.122

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
RATINGS AND PROCEDURE

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 240 OF 291

S-39605

DES: ALS | DWG: KJR | CHK: ALS

Stantec

1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713142\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442-1005_4.60_RTP.dgn

DOT_2015
1442_STR_Black_Color-249-254.tbl
DOT_ANSI D_PDF.plt

SUMMARY OF DESIGN AND RATING PARAMETERS FOR SHEAR - GIRDER 8

SPAN	10th PT	DL1	DL2	FWS	POSITIVE SHEAR DISTRIBUTION FACTORS					NEGATIVE SHEAR DISTRIBUTION FACTORS				
		VDL1 (kips)	VDL2 (kips)	VFWS (kips)	1 LANE	2 LANES	3 LANES	4 LANES	5 LANES	1 LANE	2 LANES	3 LANES	4 LANES	5 LANES
S-01	0	-106	-15	-11	0.413	0.587	0.638	0.553	0.553	0.139	0.231	0.290	0.293	0.293
	1	-79	-12	-8	0.326	0.537	0.557	0.502	0.502	0.606	0.756	0.761	0.658	0.658
	2	-51	-9	-6	0.449	0.646	0.696	0.622	0.622	0.557	0.673	0.706	0.582	0.582
	3	-23	-5	-2	0.379	0.621	0.626	0.552	0.552	0.811	1.027	1.063	0.860	0.860
	4	6	1	0	0.571	0.797	0.825	0.708	0.708	0.508	0.775	0.770	0.646	0.646
	5	33	4	3	0.498	0.818	0.792	0.677	0.677	0.576	0.777	0.812	0.668	0.668
	6	63	11	7	0.703	0.894	0.961	0.758	0.758	0.429	0.630	0.680	0.601	0.601
	7	91	15	9	1.241	1.736	1.730	1.416	1.417	0.326	0.535	0.550	0.493	0.493
	8	119	18	12	1.244	1.535	1.545	1.211	1.211	0.380	0.583	0.624	0.567	0.567
	9	150	21	16	1.500	1.709	1.675	1.358	1.358	0.380	0.613	0.620	0.545	0.545
	10	178	23	18	0.263	0.402	0.438	0.393	0.393	0.409	0.597	0.626	0.545	0.545
S-02	1	-134	-18	-13	0.328	0.538	0.548	0.486	0.486	0.569	0.702	0.695	0.597	0.597
	2	-101	-15	-11	0.357	0.532	0.570	0.504	0.504	0.683	0.846	0.855	0.715	0.715
	3	-66	-10	-7	0.408	0.582	0.623	0.560	0.560	0.537	0.686	0.739	0.607	0.607
	4	-34	-7	-3	0.333	0.549	0.554	0.489	0.489	0.642	0.819	0.874	0.699	0.700
	5	-2	0	0	0.498	0.782	0.767	0.660	0.660	0.500	0.775	0.768	0.664	0.664
	6	30	6	3	0.628	1.024	1.047	0.909	0.909	0.324	0.535	0.539	0.476	0.476
	7	63	10	6	0.545	0.740	0.773	0.627	0.627	0.448	0.601	0.660	0.562	0.562
	8	97	15	10	0.790	0.974	0.986	0.807	0.807	0.362	0.546	0.569	0.501	0.501
	9	130	17	13	0.548	0.701	0.695	0.602	0.603	0.327	0.537	0.548	0.487	0.487
	10	163	20	17	0.115	0.190	0.240	0.243	0.243	0.403	0.623	0.657	0.590	0.590
S-03	1	-129	-18	-14	0.320	0.526	0.535	0.476	0.476	0.466	0.616	0.607	0.522	0.522
	2	-90	-15	-9	0.284	0.451	0.476	0.429	0.430	0.774	0.905	0.926	0.760	0.760
	3	-53	-10	-6	0.347	0.519	0.558	0.489	0.489	0.496	0.636	0.690	0.566	0.566
	4	-15	-2	-2	0.425	0.634	0.664	0.584	0.584	0.407	0.639	0.628	0.532	0.533
	5	21	2	2	0.360	0.596	0.590	0.513	0.514	0.539	0.703	0.753	0.620	0.620
	6	59	10	5	0.499	0.772	0.756	0.625	0.626	0.444	0.602	0.634	0.538	0.538
	7	101	17	10	0.580	0.727	0.778	0.630	0.631	0.351	0.500	0.548	0.479	0.479
	8	141	21	14	0.893	1.085	1.085	0.880	0.881	0.327	0.512	0.528	0.468	0.468
	9	182	24	18	0.630	0.946	0.916	0.777	0.778	0.318	0.523	0.529	0.468	0.468
	10	222	28	22	0.110	0.181	0.229	0.231	0.233	0.417	0.621	0.646	0.576	0.576
S-04	1	-193	-28	-19	0.349	0.486	0.533	0.465	0.465	0.397	0.449	0.459	0.408	0.410
	2	-138	-22	-13	0.365	0.506	0.546	0.474	0.474	0.568	0.689	0.729	0.612	0.615
	3	-82	-13	-7	0.388	0.544	0.584	0.502	0.502	0.451	0.589	0.635	0.525	0.526
	4	-30	-4	-3	0.458	0.628	0.667	0.562	0.563	0.383	0.621	0.596	0.506	0.507
	5	23	6	3	0.490	0.745	0.759	0.667	0.668	0.325	0.536	0.530	0.462	0.463
	6	70	15	7	0.748	0.987	1.037	0.834	0.835	0.295	0.487	0.492	0.432	0.433
	7	121	23	12	0.879	1.082	1.155	0.915	0.916	0.263	0.430	0.447	0.399	0.399
	8	175	29	16	0.702	1.015	1.069	0.908	0.909	0.338	0.471	0.523	0.453	0.453
	9	230	34	22	0.551	0.618	0.648	0.548	0.549	0.340	0.470	0.523	0.453	0.454
	10	287	38	27	0.111	0.176	0.218	0.218	0.219	0.324	0.526	0.551	0.500	0.500
S-05	1	-233	-35	-23	0.304	0.436	0.481	0.421	0.423	0.525	0.606	0.632	0.538	0.541
	2	-164	-28	-15	0.320	0.451	0.495	0.432	0.434	0.757	1.117	1.140	0.920	0.923
	3	-102	-20	-9	0.326	0.464	0.509	0.445	0.447	0.559	0.708	0.791	0.645	0.648
	4	-40	-9	-3	0.290	0.479	0.479	0.421	0.423	0.558	0.721	0.796	0.655	0.657
	5	23	1	2	0.370	0.590	0.586	0.501	0.505	0.525	0.711	0.758	0.633	0.634
	6	80	15	7	0.705	0.865	0.946	0.766	0.769	0.298	0.490	0.496	0.436	0.437
	7	134	25	12	0.800	0.979	1.084	0.855	0.860	0.265	0.424	0.440	0.391	0.391
	8	188	31	17	0.959	1.208	1.281	1.018	1.058	0.278	0.442	0.456	0.402	0.403
	9	246	36	23	0.776	0.908	0.940	0.768	0.773	0.294	0.460	0.478	0.420	0.421
	10	241	35	22	0.132	0.210	0.247	0.239	0.244	0.322	0.481	0.507	0.440	0.441
S-06	1	-268	-37	-25	0.279	0.384	0.445	0.388	0.389	0.848	0.989	1.061	0.871	0.908
	2	-201	-31	-18	0.299	0.404	0.462	0.402	0.404	0.814	0.994	1.095	0.880	0.905
	3	-138	-23	-12	0.315	0.423	0.484	0.420	0.422	0.682	0.892	0.966	0.791	0.807
	4	-77	-14	-7	0.331	0.446	0.513	0.443	0.445	0.467	0.699	0.733	0.651	0.661
	5	-15	-4	-1	0.363	0.518	0.557	0.476	0.479	0.491	0.701	0.760	0.628	0.636
	6	48	6	5	0.412	0.667	0.644	0.545	0.549	0.452	0.660	0.697	0.585	0.591
	7	107	19	10	0.858	1.022	1.128	0.904	0.914	0.270	0.380	0.435	0.385	0.391
	8	174	27	16	1.513	2.030	2.328	1.841	1.856	0.266	0.404	0.444	0.394	0.398
	9	245	31	23	0.644	0.894	1.047	0.886	0.918	0.302	0.480	0.483	0.422	0.431
	10	316	35	30	0.118	0.185	0.227	0.221	0.267	0.297	0.493	0.497	0.440	0.449
S-07	1	-228	-26	-21	0.299	0.414	0.486	0.429	0.468	0.869	1.157	1.188	1.007	1.034
	2	-176	-23	-17	0.278	0.381	0.447	0.396	0.436	0.997	1.553	1.588	1.338	1.357
	3	-122	-18	-12	0.393	0.558	0.604	0.509	0.547	0.868	1.074	1.164	0.917	0.932
	4	-80	-12	-8	0.388	0.503	0.566	0.470	0.506	0.635	0.771	0.859	0.687	0.710
	5	-34	-5	-3	0.468	0.652	0.672	0.567	0.592	0.430	0.554	0.633	0.527	0.561
	6	13	3	1	0.546	0.880	0.943	0.795	0.815	0.322	0.434	0.506	0.441	0.481
	7	62	9	6	0.771	0.914	0.998	0.819	0.824	0.296	0.404	0.476	0.422	0.468
	8	108	12	10	0.466	0.600	0.655	0.562	0.569	0.332	0.444	0.512	0.439	0.478
	9	160	17	16	0.320	0.366	0.390	0.352	0.369	0.330	0.499	0.556	0.486	0.532
	10	209	20	21	0.099	0.162	0.201	0.200	0.228	0.360	0.563	0.580	0.490	0.536
S-08	1	-192	-17	-17	0.365	0.503	0.578	0.502	0.543	0.523	0.738	0.745	0.623	0.642
	2	-143	-14	-14	0.369	0.492	0.568	0.488	0.530	1.046	1.519	1.542	1.321	1.326
	3	-111	-11	-11	0.451	0.591	0.674	0.553	0.591	0.720	0.897	0.968	0.801	0.804
	4	-78	-9	-6	0.330	0.446	0.522	0.441	0.483	0.906	1.093	1.203	0.946	0.950
	5	-47	-4	-4	0.470	0.675	0.702	0.594	0.614	0.532	0.680	0.772	0.619	0.641
	6	-17	-2	-1	0.443	0.706	0.689	0.576	0.601	0.659	0.807	0.895	0.710	0.728
	7	16	2	2	0.556	0.693	0.764	0.634	0.660	0.487	0.628	0.713	0.590	0.622
	8	48	5	5	0.751	0.864	0.935	0.771	0.809	0.365	0.515	0.578	0.493	0.541
	9	80	9	9	0.370	0.413	0.438	0.402	0.447	0.360	0.574	0.633	0.572	0.613
	10	116	11	13	0.128	0.208	0.259	0.259	0.318	0.372	0.593	0.625	0.537	0.590

SUMMARY OF DESIGN AND RATING PARAMETERS FOR FLEXURE - GIRDER 8

SPAN	10th PT	DEAD LOADS									POSITIVE LL+I							NEGATIVE LL+I						
		DL1					DL2, FWS				SECTION MODULUS (in')		MOMENT DISTRIBUTION FACTORS					SECTION MODULUS (in')		MOMENT DISTRIBUTION FACTORS				
		SECTION MODULUS (in3)				MOMENT (k-ft)	SECTION MODULUS (in')		MOMENT (k-ft)															
		S_{BF}	S_{TF}	S_{YBF}	S_{YTF}	M_{DL1}	S_{BF}	S_{TF}	M_{DL2}	M_{FWS}	S_{BF}	S_{TF}	1 LANE	2 LANES	3 LANES	4 LANES	5 LANES	S_{BF}	S_{TF}	1 LANE	2 LANES	3 LANES	4 LANES	5 LANES
S-06	0	9168	8401	288	240	-17243	10394	15140	-2686	-1590	11320	29589	0.091	0.149	0.184	0.182	0.208	9650	10374	0.059	0.097	0.122	0.120	0.122
	1	9168	8401	288	240	-8590	10394	15140	-1481	-781	11320	29589	0.256	0.419	0.435	0.380	0.390	9650	10374	0.066	0.109	0.139	0.140	0.141
	2	6191	5848	168	144	-1859	7476	12469	-396	-146	8307	27290	0.216	0.351	0.387	0.356	0.357	6725	7768	0.078	0.128	0.160	0.160	0.162
	3	5355	5013	144	120	2991	6598	11689	455	311	7327	26990	0.177	0.270	0.328	0.305	0.307	5891	6939	0.109	0.177	0.219	0.216	0.224
	4	5355	5013	144	120	6085	6598	11689	1007	598	7327	26990	0.161	0.248	0.303	0.288	0.291	5891	6939	0.107	0.172	0.210	0.206	0.219
	5	5355	5013	144	120	7438	6598	11689	1246	722	7327	26990	0.156	0.244	0.297	0.286	0.289	5891	6939	0.099	0.159	0.193	0.188	0.211
	6	5355	5013	144	120	7035	6598	11689	1169	683	7327	26990	0.159	0.249	0.304	0.293	0.297	5891	6939	0.101	0.159	0.190	0.183	0.217
	7	5355	5013	144	120	4790	6598	11689	765	473	7327	26990	0.185	0.283	0.344	0.324	0.329	5891	6939	0.126	0.201	0.242	0.234	0.276
	8	5355	5013	144	120	771	6598	11689	103	99	7327	26990	0.255	0.410	0.450	0.411	0.422	5891	6939	0.127	0.206	0.254	0.247	0.291
	9	6332	6332	168	168	-5250	7515	12920	-776	-467	8313	27590	0.293	0.464	0.481	0.417	0.428	6817	8244	0.069	0.114	0.143	0.142	0.165
S-07	10	6332	6332	168	168	-13329	7515	12920	-1765	-1229	8313	27590	0.108	0.171	0.206	0.198	0.209	6817	8244	0.066	0.108	0.136	0.136	0.149
	1	6332	6332	168	168	-8059	7515	12920	-1159	-726	8313	27590	0.234	0.328	0.384	0.344	0.368	6817	8244	0.077	0.124	0.154	0.150	0.157
	2	6332	6332	168	168	-3841	7515	12920	-586	-323	8313	27590	0.234	0.344	0.411	0.371	0.412	6817	8244	0.085	0.136	0.165	0.160	0.165
	3	6332	6332	168	168	-671	7515	12920	-116	-18	8313	27590	0.208	0.312	0.376	0.350	0.394	6817	8244	0.087	0.138	0.167	0.160	0.165
	4	4474	4761	83	120	1443	5568	11297	226	192	6208	26597	0.198	0.302	0.363	0.342	0.387	4946	6637	0.116	0.184	0.222	0.213	0.220
	5	4474	4761	83	120	2643	5568	11297	421	306	6208	26597	0.198	0.302	0.365	0.344	0.392	4946	6637	0.112	0.177	0.213	0.205	0.218
	6	4474	4761	83	120	2877	5568	11297	458	327	6208	26597	0.206	0.313	0.379	0.354	0.406	4946	6637	0.099	0.158	0.191	0.186	0.213
	7	4474	4761	83	120	2088	5568	11297	338	250	6208	26597	0.229	0.342	0.417	0.382	0.439	4946	6637	0.123	0.199	0.247	0.241	0.285
	8	4474	4761	83	120	287	5568	11297	79	75	6208	26597	0.301	0.458	0.531	0.470	0.528	4946	6637	0.155	0.255	0.316	0.315	0.370
	9	4474	4761	83	120	-2573	5568	11297	-273	-202	6208	26597	0.302	0.482	0.487	0.426	0.442	4946	6637	0.097	0.155	0.190	0.186	0.214
S-08	10	4474	4761	83	120	-6434	5568	11297	-663	-580	6208	26597	0.115	0.182	0.219	0.210	0.217	4946	6637	0.097	0.152	0.188	0.185	0.217
	1	4474	4761	83	120	-3806	5568	11297	-415	-332	6208	26597	0.194	0.272	0.313	0.296	0.307	4946	6637	0.095	0.155	0.194	0.194	0.227
	2	4474	4761	83	120	-1703	5568	11297	-183	-127	6208	26597	0.246	0.350	0.409	0.359	0.388	4946	6637	0.094	0.156	0.198	0.195	0.229
	3	4474	4761	83	120	23	5568	11297	20	40	6208	26597	0.224	0.334	0.397	0.364	0.405	4946	6637	0.129	0.209	0.260	0.254	0.298
	4	4474	4761	83	120	1320	5568	11297	173	163	6208	26597	0.219	0.329	0.395	0.364	0.410	4946	6637	0.130	0.210	0.258	0.252	0.296
	5	4474	4761	83	120	2137	5568	11297	267	233	6208	26597	0.218	0.328	0.397	0.367	0.416	4946	6637	0.130	0.209	0.255	0.248	0.292
	6	4474	4761	83	120	2615	5568	11297	320	274	6208	26597	0.219	0.331	0.403	0.372	0.426	4946	6637	0.128	0.205	0.249	0.242	0.287
	7	4474	4761	83	120	2594	5568	11297	298	269	6208	26597	0.250	0.368	0.445	0.398	0.451	4946	6637	0.122	0.197	0.241	0.236	0.283
	8	4474	4761	83	120	2156	5568	11297	235	221	6208	26597	0.278	0.425	0.486	0.428	0.483	4946	6637	0.115	0.186	0.229	0.227	0.275
	9	4474	4761	83	120	1432	5568	11297	141	147	6208	26597	0.348	0.562	0.596	0.516	0.570	4946	6637	0.102	0.167	0.210	0.213	0.265
	10	4474	4761	83	120	-100	5568	11297	-7	-10	6208	26597	---	---	---	---	---	4474	4761	---	---	---	---	---

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE

REVISIONS

SR 0083 PREVIOUSLY KNOWN AS LR 789

BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091

SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK

8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE

RATINGS AND PROCEDURE

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 241 OF 291

S-39605

DES: ALS | DWG: KJR | CHK: ALS

Stantec

1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713142\1_100 Records\13_0 CADD\13_2 Structures\BR_1005\1442_1005_4_60_RTP.dgn

DOT_2015
1442_STR_B ack_Color-249-254.tbl
DOT_ANSI D_PDF.plt

SUMMARY OF DESIGN AND RATING PARAMETERS FOR FLEXURE - GIRDER 9

SPAN	10th PT	DEAD LOADS										POSITIVE LL+I							NEGATIVE LL+I						
		DL1					DL2, FWS					SECTION MODULUS (in³)		MOMENT DISTRIBUTION FACTORS					SECTION MODULUS (in³)		MOMENT DISTRIBUTION FACTORS				
		SECTION MODULUS (in3)				MOMENT (k-ft)	SECTION MODULUS (in³)		MOMENT (k-ft)																
		S_{BF}	S_{TF}	S_{YBF}	S_{YTF}	M_{DL1}	S_{BF}	S_{TF}	M_{DL2}	M_{FWS}	S_{BF}	S_{TF}	1 LANE	2 LANES	3 LANES	4 LANES	5 LANES	S_{BF}	S_{TF}	1 LANE	2 LANES	3 LANES	4 LANES	5 LANES
S-01	0	2442	2635	67	96	1	3126	8475	1	0	3419	25218	---	---	---	---	---	2442	2635	---	---	---	---	---
	1	2442	2635	67	96	1192	3126	8475	202	124	3419	25218	0.350	0.533	0.596	0.502	0.502	2772	4241	0.251	0.377	0.423	0.373	0.373
	2	2442	2635	67	96	2122	3126	8475	373	220	3419	25218	0.319	0.505	0.575	0.489	0.489	2772	4241	0.253	0.379	0.424	0.373	0.373
	3	2442	2635	67	96	2600	3126	8475	480	268	3419	25218	0.294	0.481	0.548	0.470	0.470	2772	4241	0.253	0.379	0.425	0.373	0.374
	4	2442	2635	67	96	2701	3126	8475	498	279	3419	25218	0.288	0.473	0.537	0.461	0.461	2772	4241	0.252	0.378	0.424	0.373	0.373
	5	2442	2635	67	96	2460	3126	8475	478	253	3419	25218	0.279	0.458	0.523	0.452	0.452	2772	4241	0.251	0.377	0.423	0.372	0.372
	6	2442	2635	67	96	1763	3126	8475	322	184	3419	25218	0.288	0.468	0.533	0.455	0.455	2772	4241	0.247	0.373	0.420	0.369	0.369
	7	2442	2635	67	96	746	3126	8475	133	80	3419	25218	0.297	0.472	0.538	0.459	0.459	2772	4241	0.242	0.369	0.417	0.367	0.367
	8	2885	2851	83	96	-655	3704	8590	-131	-61	4079	23937	0.328	0.487	0.554	0.462	0.462	3270	4451	0.193	0.299	0.340	0.299	0.299
	9	2885	2851	83	96	-2466	3704	8590	-444	-245	4079	23937	0.333	0.459	0.497	0.413	0.414	3270	4451	0.167	0.264	0.303	0.265	0.265
	10	2885	2851	83	96	-4628	3704	8590	-758	-469	4079	23937	0.209	0.316	0.355	0.313	0.314	3270	4451	0.120	0.197	0.227	0.198	0.198
S-02	1	2885	2851	83	96	-2317	3704	8590	-422	-232	4079	23937	0.366	0.511	0.556	0.455	0.456	3270	4451	0.174	0.277	0.317	0.277	0.277
	2	2885	2851	83	96	-504	3704	8590	-118	-49	4079	23937	0.370	0.556	0.633	0.530	0.530	3270	4451	0.210	0.325	0.369	0.324	0.324
	3	2885	2851	83	96	807	3704	8590	135	82	4079	23937	0.304	0.490	0.560	0.480	0.480	3270	4451	0.241	0.367	0.414	0.364	0.365
	4	2442	2635	67	96	1561	3126	8475	283	157	3419	25218	0.280	0.459	0.523	0.450	0.450	2772	4241	0.214	0.323	0.363	0.319	0.320
	5	2442	2635	67	96	1859	3126	8475	324	188	3419	25218	0.279	0.456	0.519	0.444	0.444	2772	4241	0.192	0.290	0.325	0.286	0.287
	6	2442	2635	67	96	1649	3126	8475	287	165	3419	25218	0.272	0.447	0.509	0.436	0.436	2772	4241	0.206	0.310	0.349	0.307	0.308
	7	2442	2635	67	96	909	3126	8475	149	89	3419	25218	0.272	0.441	0.504	0.432	0.432	2772	4241	0.219	0.332	0.375	0.330	0.331
	8	2442	2635	67	96	-339	3126	8475	-96	-37	3419	25218	0.302	0.458	0.520	0.435	0.435	2772	4241	0.178	0.273	0.310	0.273	0.273
	9	2885	2851	83	96	-2101	3704	8590	-392	-218	4079	23937	0.249	0.358	0.394	0.334	0.334	3270	4451	0.161	0.252	0.288	0.253	0.253
	10	2885	2851	83	96	-4326	3704	8590	-717	-449	4079	23937	0.151	0.229	0.260	0.230	0.231	3270	4451	0.121	0.194	0.223	0.196	0.196
S-03	1	2885	2851	83	96	-1765	3704	8590	-331	-181	4079	23937	0.287	0.399	0.447	0.362	0.362	3270	4451	0.162	0.255	0.292	0.256	0.256
	2	2885	2851	83	96	126	3704	8590	5	15	4079	23937	0.322	0.495	0.564	0.476	0.476	3270	4451	0.251	0.386	0.438	0.385	0.385
	3	2442	2635	67	96	1334	3126	8475	250	141	3419	25218	0.274	0.444	0.506	0.434	0.434	2772	4241	0.225	0.341	0.384	0.339	0.339
	4	2442	2635	67	96	1941	3126	8475	384	206	3419	25218	0.255	0.420	0.479	0.413	0.414	2772	4241	0.181	0.274	0.308	0.272	0.273
	5	2442	2635	67	96	1921	3126	8475	401	208	3419	25218	0.247	0.408	0.466	0.405	0.405	2772	4241	0.173	0.262	0.297	0.263	0.264
	6	2442	2635	67	96	1190	3126	8475	251	142	3419	25218	0.256	0.418	0.476	0.408	0.409	2772	4241	0.193	0.292	0.331	0.293	0.293
	7	4038	3592	133	120	-271	5012	9297	-16	3	5521	23224	0.269	0.429	0.489	0.416	0.417	4475	5213	0.207	0.314	0.355	0.314	0.314
	8	4038	3592	133	120	-2399	5012	9297	-398	-196	5521	23224	0.284	0.427	0.484	0.403	0.405	4475	5213	0.153	0.234	0.265	0.234	0.234
	9	5107	4591	133	120	-5247	6298	10984	-867	-469	6973	25803	0.215	0.291	0.317	0.272	0.275	5626	6430	0.139	0.214	0.243	0.214	0.214
	10	5650	5101	133	120	-8801	6950	11827	-1378	-818	7714	27141	0.132	0.201	0.230	0.206	0.210	6210	7044	0.114	0.182	0.209	0.182	0.183
S-04	1	5650	5101	133	120	-3543	6950	11827	-581	-316	7714	27141	0.274	0.402	0.455	0.377	0.378	6210	7044	0.168	0.260	0.295	0.259	0.259
	2	4474	4761	83	120	429	5568	11297	101	56	6208	26597	0.276	0.443	0.506	0.432	0.432	4946	6637	0.245	0.373	0.421	0.370	0.370
	3	4474	4761	83	120	3106	5568	11297	585	309	6208	26597	0.236	0.391	0.446	0.384	0.385	4946	6637	0.203	0.307	0.346	0.305	0.307
	4	4474	4761	83	120	4498	5568	11297	845	438	6208	26597	0.226	0.372	0.424	0.367	0.367	4946	6637	0.161	0.243	0.274	0.242	0.245
	5	4474	4761	83	120	4643	5568	11297	878	458	6208	26597	0.221	0.364	0.414	0.360	0.361	4946	6637	0.129	0.197	0.224	0.201	0.204
	6	4474	4761	83	120	3537	5568	11297	674	356	6208	26597	0.218	0.360	0.410	0.356	0.357	4946	6637	0.143	0.217	0.248	0.222	0.226
	7	4474	4761	83	120	1273	5568	11297	250	147	6208	26597	0.217	0.362	0.415	0.360	0.362	4946	6637	0.151	0.230	0.263	0.235	0.239
	8	6812	6459	192	168	-2145	8065	13107	-387	-178	8911	27816	0.234	0.374	0.431	0.370	0.373	7326	8391	0.113	0.172	0.197	0.176	0.179
	9	6812	6459	192	168	-6723	8065	13107	-1182	-609	8911	27816	0.213	0.310	0.352	0.295	0.299	7326	8391	0.101	0.156	0.178	0.160	0.163
	10	6812	6459	192	168	-12626	8065	13107	-2086	-1171	8911	27816	0.102	0.158	0.186	0.174	0.178	7326	8391	0.087	0.136	0.156	0.140	0.142
S-05	1	6812	6459	192	168	-5443	8065	13107	-976	-488	8911	27816	0.260	0.387	0.432	0.355	0.359	7326	8391	0.120	0.183	0.207	0.183	0.185
	2	5848	6191	144	168	-152	6963	12712	-43	5	7714	27339	0.262	0.421	0.476	0.401	0.402	6305	8080	0.139	0.211	0.238	0.209	0.210
	3	5355	5013	144	120	3410	6598	11689	623	335	7327	26990	0.219	0.362	0.409	0.349	0.351	5891	6939	0.165	0.249	0.280	0.247	0.249
	4	5355	5013	144	120	5272	6598	11689	1002	502	7327	26990	0.201	0.329	0.373	0.321	0.324	5891	6939	0.132	0.200	0.224	0.198	0.201
	5	5355	5013	144	120	5527	6598	11689	1067	526	7327	26990	0.197	0.321	0.364	0.314	0.318	5891	6939	0.109	0.167	0.193	0.175	0.179
	6	5355	5013	144	120	4067	6598	11689	810	397	7327	26990	0.194	0.318	0.361	0.311	0.317	5891	6939	0.126	0.194	0.225	0.205	0.210
	7	5355	5013	144	120	739	6598	11689	261	106	7327	26990	0.199	0.329	0.373	0.321	0.330	5891	6939	0.142	0.219	0.254	0.233	0.238
	8	5716	5716	144	144	-3593	6725	10560	-460	-281	7511	21145	0.191	0.296	0.344	0.296	0.310	5954	6521	0.087	0.137	0.161	0.149	0.153
	9	9168	8401	288	240	-8643	10178	13430	-1344	-745	11080	24024	0.200	0.278	0.316	0.267	0.289	9391	9241	0.067	0.106	0.128	0.121	0.124
	10	9168	8401	288	240	-15655	10185	13481	-2344	-1359	11088	24187	0.118	0.180	0.206	0.193	0.221	9391	9241	0.073	0.112	0.128	0.118	0.121

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
RATINGS AND PROCEDURE

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 242 OF 291

S-39605

DES: ALS | DWG: KJR | CHK: ALS

Stantec
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713142\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_4_60_RTP.dgn
DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI D_PDF.plt

SUMMARY OF DESIGN AND RATING PARAMETERS FOR SHEAR - GIRDER 9

SPAN	10th PT	DL1	DL2	FWS	POSITIVE SHEAR DISTRIBUTION FACTORS					NEGATIVE SHEAR DISTRIBUTION FACTORS				
		VDL1 (kips)	VDL2 (kips)	VFWS (kips)	1 LANE	2 LANES	3 LANES	4 LANES	5 LANES	1 LANE	2 LANES	3 LANES	4 LANES	5 LANES
S-01	0	-105	-15	-10	0.426	0.615	0.662	0.546	0.546	0.250	0.375	0.421	0.371	0.371
	1	-80	-15	-8	0.352	0.531	0.601	0.505	0.505	0.554	0.827	0.802	0.660	0.660
	2	-50	-7	-6	0.496	0.720	0.769	0.625	0.625	0.438	0.721	0.673	0.543	0.543
	3	-24	-8	-2	0.410	0.591	0.649	0.539	0.539	0.671	1.110	0.985	0.773	0.773
	4	7	2	0	0.572	0.793	0.826	0.663	0.663	0.502	0.653	0.710	0.566	0.566
	5	32	2	3	0.502	0.674	0.742	0.605	0.605	0.548	0.824	0.817	0.645	0.645
	6	63	11	7	0.601	0.902	0.872	0.680	0.680	0.449	0.627	0.684	0.560	0.560
	7	92	19	9	1.148	1.768	1.525	1.178	1.178	0.357	0.528	0.586	0.492	0.492
	8	119	19	12	1.036	1.555	1.358	1.061	1.061	0.401	0.565	0.619	0.513	0.513
	9	149	24	15	1.458	1.895	1.684	1.343	1.344	0.391	0.549	0.612	0.512	0.512
	10	175	23	18	0.247	0.377	0.408	0.379	0.379	0.420	0.598	0.640	0.530	0.530
S-02	1	-134	-22	-13	0.341	0.490	0.549	0.462	0.462	0.573	0.806	0.775	0.636	0.637
	2	-101	-16	-10	0.379	0.539	0.594	0.493	0.493	0.566	0.881	0.833	0.678	0.678
	3	-65	-9	-7	0.442	0.642	0.677	0.551	0.551	0.488	0.605	0.633	0.512	0.513
	4	-36	-9	-4	0.361	0.525	0.584	0.484	0.484	0.544	0.875	0.819	0.648	0.648
	5	-2	0	0	0.490	0.679	0.716	0.576	0.576	0.488	0.683	0.715	0.575	0.575
	6	32	9	3	0.622	1.015	0.945	0.741	0.741	0.350	0.505	0.560	0.465	0.465
	7	62	9	6	0.493	0.651	0.673	0.539	0.539	0.461	0.652	0.683	0.555	0.555
	8	96	16	10	0.658	1.005	0.929	0.745	0.745	0.385	0.544	0.597	0.495	0.495
	9	130	21	13	0.545	0.769	0.738	0.604	0.605	0.342	0.496	0.558	0.469	0.469
	10	160	20	16	0.212	0.319	0.357	0.314	0.314	0.408	0.580	0.622	0.514	0.514
S-03	1	-129	-22	-14	0.333	0.480	0.540	0.455	0.455	0.441	0.613	0.598	0.495	0.496
	2	-89	-17	-9	0.310	0.460	0.514	0.433	0.433	0.652	1.000	0.921	0.739	0.740
	3	-52	-10	-6	0.369	0.525	0.579	0.479	0.479	0.421	0.659	0.625	0.504	0.504
	4	-14	-1	-2	0.442	0.629	0.659	0.533	0.534	0.398	0.525	0.579	0.469	0.470
	5	20	-1	2	0.375	0.523	0.580	0.478	0.479	0.488	0.762	0.749	0.596	0.596
	6	58	8	5	0.495	0.633	0.680	0.544	0.545	0.447	0.641	0.667	0.540	0.540
	7	102	17	10	0.474	0.771	0.707	0.564	0.565	0.369	0.521	0.574	0.475	0.475
	8	143	25	14	0.776	1.147	1.046	0.833	0.835	0.345	0.497	0.550	0.460	0.460
	9	184	29	18	0.685	0.956	0.895	0.722	0.723	0.332	0.476	0.533	0.447	0.447
	10	221	27	22	0.207	0.311	0.348	0.304	0.306	0.393	0.614	0.645	0.529	0.529
S-04	1	-196	-28	-19	0.362	0.502	0.543	0.452	0.452	0.341	0.487	0.479	0.401	0.405
	2	-140	-21	-13	0.358	0.558	0.589	0.485	0.486	0.448	0.729	0.680	0.552	0.556
	3	-84	-12	-8	0.400	0.604	0.628	0.514	0.515	0.427	0.538	0.579	0.466	0.469
	4	-31	-2	-3	0.447	0.674	0.683	0.553	0.554	0.383	0.512	0.559	0.457	0.459
	5	23	8	3	0.485	0.775	0.756	0.605	0.606	0.339	0.481	0.529	0.438	0.439
	6	73	18	7	0.634	1.029	0.950	0.746	0.747	0.318	0.461	0.508	0.424	0.425
	7	121	26	12	0.489	0.682	0.701	0.558	0.559	0.360	0.595	0.615	0.501	0.502
	8	168	32	15	0.539	0.874	0.805	0.645	0.647	0.354	0.530	0.563	0.463	0.464
	9	225	38	21	0.469	0.666	0.638	0.523	0.525	0.347	0.510	0.541	0.448	0.448
	10	280	37	27	0.174	0.264	0.298	0.264	0.267	0.343	0.503	0.536	0.444	0.444
S-05	1	-219	-34	-22	0.304	0.447	0.484	0.404	0.406	0.441	0.634	0.601	0.495	0.500
	2	-156	-26	-14	0.320	0.465	0.501	0.416	0.419	0.614	0.960	0.872	0.700	0.704
	3	-96	-17	-9	0.324	0.474	0.514	0.427	0.430	0.471	0.757	0.727	0.579	0.582
	4	-37	-10	-3	0.289	0.430	0.476	0.397	0.401	0.485	0.785	0.770	0.616	0.618
	5	23	-1	2	0.352	0.498	0.541	0.446	0.451	0.472	0.764	0.754	0.605	0.606
	6	83	17	7	0.586	0.951	0.895	0.709	0.716	0.314	0.461	0.504	0.420	0.421
	7	156	25	13	0.594	0.953	0.875	0.690	0.701	0.291	0.432	0.481	0.402	0.404
	8	132	26	13	0.524	0.622	0.569	0.452	0.459	0.285	0.416	0.460	0.382	0.385
	9	221	34	19	0.542	0.654	0.609	0.491	0.499	0.257	0.333	0.381	0.318	0.319
	10	279	36	24	0.132	0.199	0.226	0.202	0.211	0.271	0.354	0.391	0.325	0.325
S-06	1	-249	-35	-22	0.241	0.357	0.380	0.329	0.331	0.719	0.949	0.895	0.721	0.753
	2	-191	-29	-17	0.275	0.414	0.485	0.414	0.417	0.704	1.068	0.965	0.766	0.789
	3	-132	-21	-12	0.265	0.385	0.448	0.390	0.393	0.597	0.906	0.913	0.724	0.745
	4	-74	-13	-7	0.281	0.414	0.458	0.397	0.401	0.441	0.731	0.704	0.573	0.589
	5	-15	-4	-1	0.407	0.584	0.636	0.546	0.553	0.354	0.543	0.523	0.442	0.451
	6	45	10	4	0.601	0.997	0.977	0.785	0.791	0.278	0.425	0.446	0.402	0.409
	7	105	18	9	0.734	1.195	1.256	0.994	1.006	0.262	0.390	0.419	0.377	0.383
	8	172	28	17	0.947	1.437	1.377	1.097	1.138	0.278	0.424	0.471	0.423	0.431
	9	241	29	22	0.853	1.092	1.037	0.836	0.874	0.268	0.386	0.430	0.380	0.392
	10	312	34	29	0.115	0.180	0.217	0.211	0.247	0.291	0.420	0.484	0.433	0.451
S-07	1	-225	-26	-20	0.330	0.502	0.538	0.456	0.493	0.692	0.806	0.824	0.667	0.704
	2	-176	-22	-16	0.264	0.393	0.435	0.383	0.423	1.170	1.391	1.459	1.140	1.164
	3	-126	-18	-12	0.268	0.390	0.443	0.390	0.424	0.778	0.981	1.089	0.878	0.893
	4	-76	-12	-7	0.370	0.512	0.548	0.466	0.495	0.649	0.793	0.885	0.723	0.739
	5	-32	-5	-3	0.368	0.514	0.557	0.463	0.485	0.472	0.649	0.704	0.606	0.639
	6	13	2	1	0.566	0.704	0.777	0.631	0.659	0.366	0.513	0.559	0.478	0.517
	7	60	9	6	0.738	0.904	0.968	0.780	0.814	0.299	0.433	0.479	0.426	0.465
	8	112	14	11	0.436	0.547	0.582	0.491	0.530	0.345	0.492	0.538	0.464	0.498
	9	158	17	15	0.305	0.355	0.378	0.338	0.378	0.361	0.515	0.557	0.486	0.521
	10	208	20	20	0.136	0.211	0.247	0.228	0.258	0.341	0.497	0.538	0.474	0.507
S-08	1	-174	-15	-17	0.342	0.548	0.575	0.493	0.539	1.137	1.335	1.302	1.048	1.065
	2	-142	-14	-14	0.348	0.510	0.558	0.480	0.522	1.117	1.303	1.346	1.064	1.092
	3	-109	-12	-10	0.395	0.563	0.610	0.517	0.548	1.278	1.831	1.755	1.365	1.385
	4	-78	-9	-6	0.332	0.479	0.530	0.461	0.496	0.874	1.076	1.151	0.897	0.912
	5	-47	-6	-4	0.458	0.660	0.701	0.577	0.597	0.543	0.698	0.779	0.636	0.649
	6	-15	-1	-1	0.613	0.768	0.847	0.673	0.695	0.409	0.603	0.640	0.537	0.572
	7	16	1	2	0.521	0.683	0.734	0.594	0.621	0.500	0.679	0.727	0.593	0.624
	8	48	6	5	0.723	0.872	0.922	0.745	0.777	0.371	0.526	0.575	0.496	0.533
	9	70	8	7	0.365	0.446	0.474	0.407	0.443	0.371	0.534	0.580	0.502	0.486
	10	108	10	11	0.147	0.228	0.266	0.247	0.280	0.372	0.542	0.586	0.508	0.539

SUMMARY OF DESIGN AND RATING PARAMETERS FOR FLEXURE - GIRDER 9

SPAN	10th PT	DEAD LOADS								POSITIVE LL+I							NEGATIVE LL+I						
		DL1					DL2, FWS			SECTION MODULUS (in³)		MOMENT DISTRIBUTION FACTORS					SECTION MODULUS (in³)		MOMENT DISTRIBUTION FACTORS				
		SECTION MODULUS (in3)				MOMENT (k-ft)	SECTION MODULUS (in³)		MOMENT (k-ft)														
		S_{BF}	S_{TF}	S_{YBF}	S_{YTF}	M_{DL1}	S_{BF}	S_{TF}	M_{DL2}	M_{FWS}	S_{BF}	S_{TF}	1 LANE	2 LANES	3 LANES	4 LANES	5 LANES	S_{BF}	S_{TF}	1 LANE	2 LANES	3 LANES	4 LANES	5 LANES
S-06	0	9168	8401	288	240	-15721	10185	13481	-2347	-1368	11088	24187	0.118	0.180	0.206	0.193	0.221	9391	9241	0.073	0.112	0.128	0.118	0.121
	1	9168	8401	288	240	-7898	10205	13628	-1250	-670	11112	24661	0.233	0.333	0.382	0.318	0.331	9391	9241	0.093	0.143	0.162	0.144	0.146
	2	6191	5848	168	144	-1579	7306	11067	-282	-113	8143	22472	0.219	0.334	0.395	0.343	0.345	6443	6664	0.103	0.158	0.181	0.162	0.164
	3	5355	5013	144	120	3035	6466	10460	463	295	7209	22630	0.177	0.280	0.339	0.305	0.307	5611	5830	0.131	0.201	0.231	0.210	0.222
	4	5355	5013	144	120	5983	6493	10693	948	560	7234	23443	0.158	0.257	0.312	0.289	0.292	5611	5830	0.114	0.177	0.207	0.191	0.214
	5	5355	5013	144	120	7264	6525	10979	1165	681	7263	24452	0.161	0.268	0.325	0.307	0.312	5820	6635	0.110	0.173	0.207	0.200	0.236
	6	5355	5013	144	120	6857	6556	11271	1097	653	7291	25489	0.156	0.256	0.307	0.294	0.301	5891	6939	0.102	0.160	0.189	0.179	0.207
	7	5355	5013	144	120	4661	6582	11528	727	455	7313	26410	0.185	0.294	0.343	0.329	0.340	5891	6939	0.123	0.195	0.234	0.225	0.262
	8	5355	5013	144	120	734	6594	11642	106	93	7323	26818	0.250	0.385	0.442	0.407	0.424	5891	6939	0.122	0.199	0.245	0.239	0.279
	9	6332	6332	168	168	-5184	7515	12920	-736	-461	8313	27590	0.288	0.445	0.473	0.426	0.444	6817	8244	0.067	0.110	0.137	0.136	0.160
S-07	10	6332	6332	168	168	-13151	7515	12920	-1701	-1208	8313	27590	0.100	0.158	0.189	0.180	0.196	6817	8244	0.068	0.113	0.143	0.139	0.156
	1	6332	6332	168	168	-7907	7515	12920	-1116	-705	8313	27590	0.228	0.336	0.374	0.318	0.347	6817	8244	0.075	0.122	0.152	0.148	0.156
	2	6332	6332	168	168	-3703	7515	12920	-570	-307	8313	27590	0.235	0.355	0.413	0.371	0.413	6817	8244	0.080	0.129	0.158	0.153	0.161
	3	6332	6332	168	168	-596	7515	12920	-118	-13	8313	27590	0.204	0.316	0.371	0.346	0.391	6817	8244	0.081	0.130	0.158	0.153	0.162
	4	4474	4761	83	120	1534	5568	11297	218	196	6208	26597	0.200	0.312	0.365	0.344	0.388	4946	6637	0.110	0.175	0.211	0.203	0.215
	5	4474	4761	83	120	2653	5568	11297	409	303	6208	26597	0.198	0.310	0.361	0.346	0.388	4946	6637	0.110	0.173	0.207	0.197	0.220
	6	4474	4761	83	120	2842	5568	11297	451	320	6208	26597	0.208	0.327	0.380	0.363	0.405	4946	6637	0.108	0.170	0.203	0.196	0.231
	7	4474	4761	83	120	2064	5568	11297	346	243	6208	26597	0.237	0.369	0.427	0.404	0.448	4946	6637	0.121	0.199	0.246	0.239	0.279
	8	4474	4761	83	120	322	5568	11297	105	74	6208	26597	0.297	0.458	0.527	0.488	0.534	4946	6637	0.155	0.257	0.322	0.318	0.368
	9	4474	4761	83	120	-2530	5568	11297	-242	-203	6208	26597	0.299	0.430	0.468	0.396	0.420	4946	6637	0.097	0.155	0.187	0.181	0.208
S-08	10	4474	4761	83	120	-6363	5568	11297	-646	-576	6208	26597	0.111	0.175	0.211	0.201	0.214	4946	6637	0.099	0.160	0.195	0.190	0.218
	1	4474	4761	83	120	-3812	5568	11297	-416	-328	6208	26597	0.176	0.285	0.299	0.267	0.298	4946	6637	0.095	0.157	0.197	0.193	0.223
	2	4474	4761	83	120	-1692	5568	11297	-199	-125	6208	26597	0.242	0.358	0.406	0.351	0.384	4946	6637	0.093	0.154	0.195	0.191	0.223
	3	4474	4761	83	120	23	5568	11297	-4	43	6208	26597	0.231	0.346	0.403	0.361	0.402	4946	6637	0.122	0.201	0.250	0.244	0.285
	4	4474	4761	83	120	1299	5568	11297	153	159	6208	26597	0.215	0.332	0.389	0.360	0.406	4946	6637	0.125	0.203	0.249	0.241	0.282
	5	4474	4761	83	120	2131	5568	11297	255	232	6208	26597	0.224	0.346	0.403	0.375	0.419	4946	6637	0.129	0.207	0.251	0.241	0.281
	6	4474	4761	83	120	2555	5568	11297	312	266	6208	26597	0.223	0.348	0.406	0.382	0.426	4946	6637	0.134	0.212	0.254	0.242	0.280
	7	4474	4761	83	120	2547	5568	11297	307	260	6208	26597	0.243	0.377	0.436	0.407	0.449	4946	6637	0.140	0.219	0.259	0.244	0.281
	8	4474	4761	83	120	2134	5568	11297	251	215	6208	26597	0.282	0.429	0.487	0.446	0.486	4946	6637	0.145	0.226	0.265	0.247	0.282
	9	4474	4761	83	120	1594	5568	11297	184	159	6208	26597	0.391	0.592	0.663	0.603	0.845	4946	6637	0.202	0.310	0.360	0.333	0.376
	10	4474	4761	83	120	10	5568	11297	0	-3	6208	26597	---	---	---	---	---	4474	4761	---	---	---	---	---

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
RATINGS AND PROCEDURE

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 243 OF 291

S-39605

DES: ALS | DWG: KJR | CHK: ALS

Stantec
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713142\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_4.60_RTP.dgn

DOT_2015
1442_STR_B.pck_Color-249-254.tbl
DOT_ANSI D_PDF.plt

DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI_D_PDF.plt

SUMMARY OF DESIGN AND RATING PARAMETERS FOR SHEAR - GIRDER 10

SPAN	10th PT	DL1	DL2	FWS	POSITIVE SHEAR DISTRIBUTION FACTORS					NEGATIVE SHEAR DISTRIBUTION FACTORS				
		VDL1 (kips)	VDL2 (kips)	VFWS (kips)	1 LANE	2 LANES	3 LANES	4 LANES	5 LANES	1 LANE	2 LANES	3 LANES	4 LANES	5 LANES
S-05	8	207	30	16	1.125	1.636	1.533	1.243	1.276	0.137	0.208	0.235	0.207	0.213
	9	214	33	19	0.515	0.625	0.630	0.533	0.580	0.190	0.277	0.271	0.221	0.223
	10	264	37	22	0.203	0.311	0.360	0.324	0.355	0.217	0.329	0.325	0.263	0.264
S-06	1	-236	-35	-20	0.218	0.353	0.364	0.304	0.307	0.543	0.598	0.622	0.543	0.578
	2	-182	-27	-16	0.251	0.406	0.417	0.349	0.352	0.483	0.650	0.621	0.509	0.532
	3	-127	-20	-11	0.260	0.417	0.434	0.365	0.369	0.463	0.699	0.638	0.520	0.534
	4	-71	-12	-6	0.301	0.460	0.480	0.402	0.407	0.387	0.635	0.600	0.482	0.497
	5	-13	-5	-1	0.325	0.489	0.517	0.430	0.438	0.423	0.695	0.664	0.529	0.548
	6	45	10	4	0.607	0.990	0.937	0.739	0.752	0.292	0.439	0.469	0.391	0.407
	7	105	18	9	0.713	1.145	1.051	0.828	0.844	0.284	0.432	0.464	0.388	0.401
	8	163	25	13	0.959	1.536	1.378	1.099	1.136	0.243	0.380	0.407	0.341	0.351
	9	229	28	19	0.478	0.737	0.755	0.623	0.663	0.297	0.444	0.470	0.391	0.405
	10	299	39	28	0.191	0.309	0.361	0.324	0.346	0.302	0.441	0.522	0.471	0.503
S-07	1	-213	-28	-20	0.360	0.530	0.561	0.464	0.479	0.570	0.822	0.804	0.664	0.699
	2	-164	-29	-15	0.279	0.426	0.472	0.400	0.417	1.148	1.727	1.535	1.207	1.229
	3	-121	-22	-12	0.295	0.454	0.494	0.413	0.426	0.672	1.085	0.966	0.768	0.784
	4	-79	-15	-7	0.345	0.510	0.540	0.444	0.458	0.577	0.939	0.897	0.705	0.723
	5	-34	-7	-3	0.360	0.527	0.559	0.454	0.472	0.463	0.696	0.716	0.577	0.586
	6	13	3	1	0.462	0.727	0.705	0.574	0.596	0.394	0.581	0.615	0.505	0.519
	7	61	11	6	0.586	0.950	0.888	0.724	0.752	0.335	0.510	0.549	0.458	0.473
	8	112	20	10	0.635	0.910	0.866	0.713	0.754	0.305	0.478	0.526	0.443	0.459
	9	158	20	15	0.242	0.341	0.385	0.346	0.391	0.384	0.572	0.598	0.493	0.507
	10	206	28	19	0.178	0.267	0.309	0.291	0.315	0.314	0.484	0.521	0.432	0.444
S-08	1	-171	-21	-16	0.420	0.621	0.656	0.540	0.555	0.541	0.718	0.738	0.640	0.694
	2	-140	-21	-13	0.365	0.550	0.599	0.500	0.517	1.029	1.476	1.347	1.084	1.124
	3	-108	-16	-10	0.362	0.555	0.613	0.502	0.514	0.931	1.207	1.080	0.861	0.887
	4	-76	-10	-7	0.365	0.561	0.607	0.503	0.517	0.735	1.165	1.026	0.810	0.828
	5	-46	-9	-4	0.432	0.632	0.660	0.527	0.535	0.590	0.949	0.901	0.705	0.715
	6	-15	-1	-1	0.543	0.827	0.810	0.639	0.649	0.438	0.634	0.672	0.544	0.556
	7	15	-1	2	0.485	0.687	0.706	0.565	0.577	0.486	0.744	0.745	0.596	0.605
	8	16	7	1	0.607	0.797	0.897	0.602	1.031	0.437	0.587	0.681	0.510	0.567
	9	58	12	8	0.355	0.558	0.567	0.485	0.526	0.406	0.624	0.662	0.543	0.556
	10	115	20	12	0.278	0.417	0.467	0.427	0.482	0.373	0.598	0.648	0.538	0.552

SUMMARY OF DESIGN AND RATING PARAMETERS FOR FLEXURE - GIRDER 10

SPAN	10th PT	DEAD LOADS									POSITIVE LL+I							NEGATIVE LL+I						
		DL1					DL2, FWS				SECTION MODULUS (in')		MOMENT DISTRIBUTION FACTORS					SECTION MODULUS (in')		MOMENT DISTRIBUTION FACTORS				
		SECTION MODULUS (in3)				MOMENT (k-ft)	SECTION MODULUS (in')		MOMENT (k-ft)															
		S_{BF}	S_{TF}	S_{YBF}	S_{YTF}	M_{DL1}	S_{BF}	S_{TF}	M_{DL2}	M_{FWS}	S_{BF}	S_{TF}	1 LANE	2 LANES	3 LANES	4 LANES	5 LANES	S_{BF}	S_{TF}	1 LANE	2 LANES	3 LANES	4 LANES	5 LANES
S-05	8	5716	5716	144	144	-1677	6479	8930	-275	-146	7222	15745	0.103	0.153	0.149	0.121	0.128	5954	6521	0.052	0.079	0.090	0.080	0.082
	9	9168	8401	288	240	-7602	9923	11788	-1085	-584	10744	18802	0.192	0.294	0.287	0.242	0.256	9391	9241	0.087	0.132	0.150	0.133	0.136
	10	9168	8401	288	240	-14867	9960	12006	-2176	-1180	10797	19489	0.153	0.228	0.265	0.256	0.301	9391	9241	0.095	0.140	0.154	0.135	0.138
S-06	1	9168	8401	288	240	-7453	10039	12494	-1099	-587	10905	21033	0.215	0.339	0.338	0.285	0.305	9391	9241	0.122	0.181	0.197	0.166	0.169
	2	6191	5848	168	144	-1381	7178	10174	-204	-89	8006	19484	0.215	0.343	0.358	0.297	0.299	6443	6664	0.184	0.273	0.299	0.252	0.254
	3	5355	5013	144	120	3072	6402	9945	478	289	7148	20846	0.198	0.317	0.343	0.291	0.293	5611	5830	0.176	0.260	0.285	0.244	0.255
	4	5355	5013	144	120	5925	6468	10484	935	542	7212	22712	0.194	0.314	0.347	0.298	0.301	5611	5830	0.162	0.241	0.263	0.234	0.262
	5	5355	5013	144	120	7137	6520	10940	1146	654	7259	24312	0.197	0.320	0.359	0.310	0.316	5742	6318	0.146	0.216	0.253	0.237	0.276
	6	5355	5013	144	120	6694	6556	11270	1091	621	7290	25483	0.208	0.339	0.382	0.330	0.339	5891	6939	0.145	0.219	0.249	0.237	0.268
	7	5355	5013	144	120	4496	6582	11528	746	429	7313	26410	0.231	0.382	0.429	0.369	0.383	5891	6939	0.185	0.280	0.317	0.284	0.322
	8	5848	6191	144	168	590	6959	12673	127	77	7711	27200	0.290	0.468	0.522	0.441	0.469	6305	8080	0.146	0.223	0.254	0.226	0.242
	9	6332	6332	168	168	-5097	7515	12920	-751	-444	8313	27590	0.306	0.469	0.507	0.449	0.467	6817	8244	0.101	0.158	0.184	0.168	0.185
	10	6332	6332	168	168	-12723	7515	12920	-1843	-1157	8313	27590	0.150	0.224	0.247	0.219	0.248	6817	8244	0.101	0.156	0.178	0.167	0.189
S-07	1	6332	6332	168	168	-7672	7515	12920	-1170	-676	8313	27590	0.258	0.384	0.421	0.356	0.377	6817	8244	0.112	0.171	0.195	0.173	0.188
	2	6332	6332	168	168	-3702	7515	12920	-569	-309	8313	27590	0.260	0.413	0.466	0.397	0.413	6817	8244	0.121	0.183	0.208	0.185	0.199
	3	6332	6332	168	168	-712	7515	12920	-72	-20	8313	27590	0.243	0.400	0.452	0.389	0.407	6817	8244	0.123	0.186	0.210	0.186	0.201
	4	4474	4761	83	120	1449	5568	11297	278	183	6208	26597	0.244	0.404	0.455	0.391	0.409	4946	6637	0.164	0.248	0.280	0.247	0.267
	5	4474	4761	83	120	2624	5568	11297	479	290	6208	26597	0.248	0.410	0.461	0.397	0.414	4946	6637	0.160	0.241	0.272	0.242	0.273
	6	4474	4761	83	120	2869	5568	11297	525	311	6208	26597	0.261	0.433	0.485	0.415	0.433	4946	6637	0.150	0.234	0.276	0.258	0.299
	7	4474	4761	83	120	2109	5568	11297	415	237	6208	26597	0.290	0.476	0.532	0.452	0.468	4946	6637	0.190	0.291	0.333	0.299	0.339
	8	4474	4761	83	120	358	5568	11297	153	73	6208	26597	0.349	0.565	0.624	0.521	0.534	4946	6637	0.242	0.378	0.434	0.385	0.413
	9	4474	4761	83	120	-2461	5568	11297	-279	-195	6208	26597	0.291	0.440	0.469	0.395	0.419	4946	6637	0.126	0.204	0.235	0.207	0.218
	10	4474	4761	83	120	-6318	5568	11297	-846	-562	6208	26597	0.159	0.241	0.273	0.241	0.260	4946	6637	0.139	0.219	0.249	0.219	0.231
S-08	1	4474	4761	83	120	-3795	5568	11297	-537	-319	6208	26597	0.183	0.271	0.315	0.289	0.320	4946	6637	0.146	0.228	0.260	0.230	0.244
	2	4474	4761	83	120	-1676	5568	11297	-242	-119	6208	26597	0.261	0.401	0.446	0.375	0.396	4946	6637	0.149	0.230	0.262	0.233	0.248
	3	4474	4761	83	120	15	5568	11297	15	41	6208	26597	0.255	0.409	0.461	0.392	0.408	4946	6637	0.196	0.300	0.341	0.304	0.324
	4	4474	4761	83	120	1295	5568	11297	233	151	6208	26597	0.251	0.413	0.467	0.403	0.421	4946	6637	0.196	0.298	0.339	0.302	0.322
	5	4474	4761	83	120	2129	5568	11297	356	226	6208	26597	0.263	0.434	0.487	0.417	0.435	4946	6637	0.197	0.298	0.338	0.301	0.328
	6	4474	4761	83	120	2526	5568	11297	428	258	6208	26597	0.271	0.448	0.502	0.428	0.446	4946	6637	0.198	0.300	0.339	0.301	0.335
	7	4474	4761	83	120	2553	5568	11297	444	255	6208	26597	0.283	0.470	0.525	0.446	0.463	4946	6637	0.201	0.303	0.342	0.304	0.345
	8	4474	4761	83	120	2581	5568	11297	381	257	6208	26597	0.315	0.546	0.565	0.505	0.488	4946	6637	0.225	0.309	0.382	0.314	0.517
	9	4474	4761	83	120	1922	5568	11297	343	192	6208	26597	0.504	0.820	0.896	0.747	0.768	4946	6637	0.344	0.517	0.580	0.532	0.599
	10	4474	4761	83	120	-163	5568	11297	-26	-14	6208	26597	---	---	---	---	---	4474	4761	---	---	---	---	---

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
RATINGS AND PROCEDURE

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088178

RECOMMENDED 2026.02.06

SHEET 244 OF 291

S-39605

DES: ALS | DWG: KJR | CHK: ALS

Stantec
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\ua0536-ppfss01\shared_projects\202713142\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_4.60_RTP.dgn

SUMMARY OF DESIGN AND RATING PARAMETERS FOR FLEXURE - GIRDER 11

SPAN	10th PT	DEAD LOADS										POSITIVE LL+I							NEGATIVE LL+I						
		DL1					DL2, FWS					SECTION MODULUS (in')		MOMENT DISTRIBUTION FACTORS					SECTION MODULUS (in')		MOMENT DISTRIBUTION FACTORS				
		SECTION MODULUS (in3)				MOMENT (k-ft)	SECTION MODULUS (in')		MOMENT (k-ft)																
		S_{BF}	S_{TF}	S_{YBF}	S_{YTF}	M_{DL1}	S_{BF}	S_{TF}	M_{DL2}	M_{FWS}	S_{BF}	S_{TF}	1 LANE	2 LANES	3 LANES	4 LANES	5 LANES	S_{BF}	S_{TF}	1 LANE	2 LANES	3 LANES	4 LANES	5 LANES
S-01	0	2442	2635	67	96	1	3153	9034	-2	0	3444	28094	---	---	---	---	---	2442	2635	---	---	---	---	---
	1	2442	2635	67	96	1232	3153	9034	308	121	3444	28094	0.551	0.698	0.682	0.537	0.537	2772	4241	0.502	0.719	0.804	0.702	0.702
	2	2442	2635	67	96	2178	3153	9034	525	215	3444	28094	0.535	0.704	0.694	0.548	0.548	2772	4241	0.466	0.689	0.778	0.682	0.683
	3	2442	2635	67	96	2652	3153	9034	605	264	3444	28094	0.505	0.681	0.681	0.539	0.539	2772	4241	0.415	0.648	0.743	0.655	0.655
	4	2442	2635	67	96	2746	3153	9034	625	274	3444	28094	0.492	0.666	0.667	0.529	0.529	2772	4241	0.371	0.586	0.691	0.616	0.616
	5	2442	2635	67	96	2470	3153	9034	531	248	3444	28094	0.477	0.657	0.664	0.527	0.527	2772	4241	0.370	0.540	0.654	0.587	0.587
	6	2442	2635	67	96	1743	3153	9034	405	174	3444	28094	0.485	0.652	0.650	0.520	0.520	2772	4241	0.379	0.547	0.600	0.544	0.544
	7	2442	2635	67	96	644	3153	9034	160	65	3444	28094	0.492	0.651	0.643	0.525	0.525	2772	4241	0.389	0.558	0.585	0.512	0.512
	8	3497	2998	117	96	-859	4487	9332	-170	-83	4918	25889	0.507	0.640	0.618	0.522	0.523	3944	4631	0.331	0.470	0.489	0.396	0.397
	9	3497	2998	117	96	-2818	4487	9332	-635	-270	4918	25889	0.434	0.539	0.603	0.526	0.527	3944	4631	0.302	0.424	0.437	0.349	0.349
	10	3497	2998	117	96	-5184	4487	9332	-1276	-494	4918	25889	0.352	0.516	0.624	0.559	0.560	3944	4631	0.236	0.323	0.327	0.260	0.260
S-02	1	3497	2998	117	96	-2640	4487	9332	-598	-257	4918	25889	0.518	0.648	0.669	0.561	0.561	3944	4631	0.325	0.454	0.465	0.371	0.371
	2	3497	2998	117	96	-656	4487	9332	-125	-69	4918	25889	0.616	0.785	0.759	0.631	0.631	3944	4631	0.381	0.541	0.562	0.464	0.464
	3	3497	2998	117	96	773	4487	9332	170	72	4918	25889	0.547	0.732	0.727	0.587	0.587	3944	4631	0.423	0.607	0.639	0.575	0.575
	4	2442	2635	67	96	1580	3153	9034	337	153	3444	28094	0.500	0.679	0.683	0.543	0.543	2772	4241	0.357	0.516	0.597	0.538	0.538
	5	2442	2635	67	96	1905	3153	9034	423	184	3444	28094	0.492	0.665	0.667	0.529	0.529	2772	4241	0.308	0.464	0.557	0.499	0.499
	6	2442	2635	67	96	1675	3153	9034	366	161	3444	28094	0.484	0.655	0.657	0.523	0.523	2772	4241	0.330	0.479	0.545	0.494	0.495
	7	2442	2635	67	96	874	3153	9034	189	81	3444	28094	0.486	0.652	0.648	0.526	0.526	2772	4241	0.364	0.526	0.556	0.496	0.497
	8	2442	2635	67	96	-460	3153	9034	-96	-54	3444	28094	0.497	0.635	0.615	0.516	0.516	2772	4241	0.310	0.444	0.464	0.381	0.382
	9	3497	2998	117	96	-2363	4487	9332	-566	-238	4918	25889	0.351	0.467	0.515	0.447	0.447	3944	4631	0.292	0.413	0.429	0.344	0.344
	10	3497	2998	117	96	-4794	4487	9332	-1232	-469	4918	25889	0.252	0.370	0.448	0.404	0.404	3944	4631	0.224	0.312	0.321	0.256	0.256
S-03	1	3497	2998	117	96	-1989	4487	9332	-464	-199	4918	25889	0.411	0.497	0.526	0.441	0.441	3944	4631	0.297	0.417	0.430	0.344	0.344
	2	3497	2998	117	96	72	4487	9332	35	7	4918	25889	0.529	0.686	0.667	0.552	0.552	3944	4631	0.414	0.591	0.617	0.519	0.519
	3	2757	2720	83	96	1386	3535	9143	327	145	3853	27464	0.475	0.640	0.640	0.512	0.513	3118	4346	0.348	0.502	0.546	0.492	0.492
	4	2757	2720	83	96	2038	3535	9143	468	217	3853	27464	0.452	0.619	0.626	0.498	0.499	3118	4346	0.273	0.408	0.487	0.437	0.438
	5	2757	2720	83	96	2011	3535	9143	462	221	3853	27464	0.441	0.608	0.619	0.493	0.494	3118	4346	0.254	0.382	0.460	0.415	0.415
	6	2757	2720	83	96	1251	3535	9143	345	147	3853	27464	0.443	0.601	0.604	0.482	0.483	3118	4346	0.281	0.410	0.454	0.415	0.415
	7	4038	3592	133	120	-265	5056	9814	52	1	5561	25306	0.449	0.597	0.590	0.483	0.485	4475	5213	0.302	0.438	0.465	0.407	0.408
	8	4038	3592	133	120	-2433	5056	9814	-379	-203	5561	25306	0.437	0.555	0.541	0.457	0.460	4475	5213	0.228	0.328	0.346	0.283	0.283
	9	5107	4591	133	120	-5366	6353	11552	-1026	-471	7023	27916	0.269	0.365	0.406	0.354	0.359	5626	6430	0.212	0.303	0.317	0.255	0.255
	10	5650	5101	133	120	-9082	7011	12420	-1961	-806	7769	29292	0.188	0.305	0.359	0.318	0.323	6210	7044	0.192	0.267	0.274	0.219	0.220
S-04	1	5650	5101	133	120	-3566	7011	12420	-693	-317	7769	29292	0.424	0.527	0.549	0.455	0.457	6210	7044	0.269	0.382	0.398	0.320	0.320
	2	4868	4886	100	120	590	6085	12080	142	65	6761	28980	0.501	0.668	0.662	0.546	0.546	5369	6787	0.391	0.564	0.593	0.515	0.515
	3	4868	4886	100	120	3430	6085	12080	683	336	6761	28980	0.440	0.602	0.609	0.487	0.487	5369	6787	0.325	0.473	0.530	0.483	0.485
	4	4868	4886	100	120	4954	6085	12080	943	478	6761	28980	0.416	0.574	0.585	0.467	0.468	5369	6787	0.257	0.400	0.477	0.428	0.432
	5	4868	4886	100	120	5186	6085	12080	989	504	6761	28980	0.406	0.562	0.574	0.459	0.460	5369	6787	0.211	0.346	0.404	0.359	0.365
	6	4868	4886	100	120	4051	6085	12080	779	395	6761	28980	0.403	0.555	0.566	0.453	0.454	5369	6787	0.233	0.339	0.401	0.363	0.369
	7	4868	4886	100	120	1432	6085	12080	326	158	6761	28980	0.410	0.561	0.568	0.462	0.464	5369	6787	0.255	0.370	0.393	0.360	0.366
	8	7047	6036	263	144	-2785	8531	13334	-401	-208	9444	29645	0.432	0.573	0.564	0.480	0.484	7635	7987	0.198	0.287	0.304	0.254	0.259
	9	9714	9439	375	288	-8682	10867	16688	-1492	-711	11747	32179	0.340	0.415	0.469	0.406	0.413	10135	11397	0.187	0.270	0.285	0.231	0.236
	10	9714	9439	375	288	-16224	10867	16688	-3031	-1323	11747	32179	0.207	0.334	0.392	0.357	0.365	10135	11397	0.172	0.244	0.255	0.206	0.210
S-05	1	9714	9439	375	288	-7139	10867	16688	-1176	-579	11747	32179	0.417	0.513	0.543	0.454	0.460	10135	11397	0.220	0.316	0.333	0.270	0.274
	2	7637	6158	300	144	-506	9222	13519	35	-14	10196	29848	0.488	0.645	0.635	0.529	0.530	8265	8130	0.249	0.360	0.381	0.335	0.337
	3	7261	5401	300	120	3772	8910	12885	782	368	9829	29680	0.430	0.583	0.586	0.472	0.475	7940	7400	0.296	0.429	0.507	0.456	0.459
	4	7261	5401	300	120	5852	8910	12885	1122	566	9829	29680	0.397	0.547	0.555	0.440	0.445	7940	7400	0.269	0.422	0.483	0.424	0.430
	5	7261	5401	300	120	5970	8910	12885	1165	583	9829	29680	0.388	0.535	0.544	0.429	0.437	7940	7400	0.289	0.413	0.464	0.412	0.419
	6	7261	5401	300	120	4028	8910	12885	882	413	9829	29680	0.385	0.530	0.536	0.428	0.439	7940	7400	0.246	0.398	0.474	0.431	0.440
	7	7261	5401	300	120	40	8910	12885	244	59	9829	29680	0.400	0.544	0.545	0.444	0.462	7940	7400	0.280	0.415	0.470	0.438	0.448
	8	8865	7108	432	225	-4964	10180	12792	-615	-383	11199	24999	0.398	0.518	0.512	0.436	0.465	9146	7960	0.194	0.286	0.312	0.274	0.281
	9	12887	11530	648	450	-10751	13901	17260	-1649	-879	14868	29197	0.345	0.444	0.470	0.414	0.445	13083	12390	0.164	0.241	0.260	0.219	0.225
	10	12887	11530	648	450	-19413	13909	17319	-3245	-1513	14878	29383	0.292	0.409	0.460	0.435	0.493	13083	12390	0.140	0.203	0.217	0.181	0.186

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
RATINGS AND PROCEDURE

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE081878

RECOMMENDED 2026.02.06

SHEET 245 OF 291

S-39605

DES: ALS | DWG: KJR | CHK: ALS

Stantec

1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713142\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_4_60_RTP.dgn

DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI D_PDF.plt

SUMMARY OF DESIGN AND RATING PARAMETERS FOR SHEAR - GIRDER 11

SPAN	10th PT	DL1	DL2	FWS	POSITIVE SHEAR DISTRIBUTION FACTORS					NEGATIVE SHEAR DISTRIBUTION FACTORS				
		VDL1 (kips)	VDL2 (kips)	VFWS (kips)	1 LANE	2 LANES	3 LANES	4 LANES	5 LANES	1 LANE	2 LANES	3 LANES	4 LANES	5 LANES
S-01	0	-110	-30	-10	0.599	0.708	0.676	0.530	0.530	0.499	0.722	0.809	0.707	0.707
	1	-81	-18	-8	0.562	0.713	0.693	0.545	0.545	0.534	0.772	0.841	0.728	0.728
	2	-52	-15	-6	0.656	0.770	0.726	0.567	0.567	0.532	0.601	0.627	0.532	0.532
	3	-22	0	-2	0.596	0.747	0.716	0.561	0.561	0.795	0.781	0.754	0.613	0.613
	4	7	1	1	0.677	0.766	0.693	0.546	0.546	0.661	0.748	0.670	0.533	0.533
	5	37	12	3	0.691	0.819	0.743	0.591	0.591	0.687	0.743	0.659	0.519	0.519
	6	68	17	7	0.741	0.770	0.772	0.609	0.609	0.626	0.747	0.700	0.544	0.544
	7	98	20	10	1.052	1.204	1.089	0.874	0.874	0.562	0.718	0.700	0.550	0.550
	8	129	32	12	0.921	1.295	1.193	0.977	0.977	0.575	0.701	0.676	0.530	0.530
	9	162	43	16	1.520	1.832	1.767	1.485	1.486	0.589	0.721	0.701	0.552	0.552
	10	192	53	17	1.806	1.837	1.814	1.544	1.545	0.584	0.695	0.670	0.526	0.526
S-02	1	-147	-36	-14	0.543	0.676	0.660	0.520	0.520	0.460	0.702	0.789	0.690	0.691
	2	-111	-28	-11	0.564	0.692	0.669	0.526	0.526	0.532	0.720	0.786	0.680	0.681
	3	-72	-19	-7	0.585	0.682	0.641	0.502	0.502	0.608	0.648	0.655	0.555	0.556
	4	-37	-6	-4	0.548	0.682	0.650	0.512	0.512	0.685	0.701	0.671	0.552	0.553
	5	-2	-1	0	0.628	0.708	0.640	0.509	0.509	0.630	0.714	0.648	0.514	0.514
	6	33	2	3	0.749	0.752	0.716	0.583	0.584	0.534	0.670	0.639	0.502	0.502
	7	68	19	7	0.608	0.641	0.651	0.547	0.547	0.597	0.693	0.652	0.509	0.509
	8	104	26	10	0.621	0.789	0.828	0.704	0.704	0.556	0.682	0.659	0.517	0.518
	9	141	36	14	0.453	0.692	0.765	0.664	0.665	0.540	0.673	0.656	0.517	0.517
	10	176	50	16	0.472	0.679	0.758	0.660	0.661	0.569	0.673	0.646	0.507	0.508
S-03	1	-140	-37	-14	0.532	0.664	0.652	0.515	0.516	0.354	0.537	0.611	0.538	0.539
	2	-97	-23	-10	0.505	0.644	0.634	0.501	0.502	0.561	0.697	0.737	0.630	0.631
	3	-56	-15	-6	0.543	0.661	0.635	0.499	0.499	0.524	0.560	0.576	0.489	0.489
	4	-16	-7	-2	0.577	0.660	0.611	0.481	0.482	0.541	0.624	0.577	0.474	0.474
	5	23	8	1	0.554	0.677	0.632	0.502	0.503	0.603	0.647	0.585	0.472	0.473
	6	62	14	6	0.602	0.660	0.624	0.511	0.513	0.568	0.655	0.612	0.479	0.479
	7	105	23	10	0.563	0.632	0.639	0.534	0.536	0.530	0.645	0.621	0.488	0.488
	8	146	32	14	0.614	0.818	0.835	0.701	0.704	0.514	0.638	0.623	0.491	0.491
	9	190	46	18	0.458	0.684	0.732	0.627	0.630	0.507	0.625	0.609	0.479	0.480
	10	232	63	21	0.478	0.643	0.700	0.604	0.606	0.551	0.641	0.615	0.483	0.483
S-04	1	-206	-50	-19	0.496	0.597	0.584	0.461	0.462	0.330	0.489	0.531	0.458	0.464
	2	-150	-34	-14	0.505	0.603	0.584	0.461	0.462	0.522	0.639	0.652	0.548	0.553
	3	-93	-19	-8	0.519	0.606	0.580	0.456	0.457	0.542	0.584	0.590	0.488	0.492
	4	-38	-12	-3	0.560	0.629	0.589	0.469	0.470	0.533	0.622	0.575	0.474	0.477
	5	21	2	3	0.592	0.631	0.590	0.480	0.481	0.511	0.626	0.598	0.472	0.474
	6	83	10	8	0.693	0.698	0.680	0.554	0.555	0.498	0.625	0.607	0.477	0.479
	7	151	21	14	0.577	0.646	0.656	0.547	0.550	0.525	0.614	0.588	0.461	0.463
	8	221	37	19	0.586	0.793	0.815	0.688	0.692	0.487	0.589	0.574	0.453	0.454
	9	291	56	24	0.524	0.703	0.766	0.663	0.667	0.486	0.590	0.580	0.458	0.460
	10	355	79	29	0.603	0.778	0.836	0.719	0.723	0.480	0.579	0.568	0.449	0.450
S-05	1	-276	-60	-24	0.459	0.568	0.561	0.442	0.446	0.495	0.658	0.700	0.606	0.616
	2	-192	-38	-17	0.476	0.586	0.575	0.453	0.458	0.568	0.791	0.798	0.674	0.683
	3	-114	-21	-11	0.487	0.595	0.581	0.456	0.462	0.557	0.645	0.639	0.534	0.541
	4	-39	-5	-4	0.463	0.572	0.556	0.436	0.444	0.604	0.648	0.636	0.520	0.525
	5	33	10	3	0.508	0.608	0.579	0.471	0.481	0.591	0.656	0.613	0.505	0.508
	6	106	13	10	0.647	0.667	0.664	0.538	0.553	0.491	0.610	0.597	0.472	0.475
	7	178	31	17	0.608	0.702	0.689	0.569	0.591	0.464	0.584	0.577	0.458	0.460
	8	156	30	15	0.410	0.619	0.616	0.523	0.525	0.436	0.553	0.547	0.433	0.433
	9	252	49	19	0.502	0.646	0.657	0.568	0.599	0.386	0.474	0.467	0.369	0.371
	10	351	72	25	0.561	0.656	0.677	0.601	0.651	0.381	0.449	0.439	0.346	0.348
S-06	1	-303	-55	-24	0.377	0.462	0.464	0.378	0.383	0.720	0.969	1.033	0.913	0.980
	2	-221	-38	-19	0.423	0.515	0.513	0.415	0.421	0.524	0.866	0.905	0.783	0.832
	3	-151	-24	-13	0.450	0.552	0.546	0.440	0.447	0.535	0.703	0.708	0.606	0.639
	4	-83	-11	-8	0.469	0.575	0.564	0.452	0.461	0.513	0.567	0.559	0.476	0.523
	5	-15	2	-2	0.493	0.592	0.571	0.454	0.465	0.536	0.571	0.541	0.449	0.478
	6	57	4	5	0.604	0.619	0.614	0.498	0.515	0.453	0.557	0.545	0.446	0.464
	7	131	18	12	0.626	0.711	0.680	0.572	0.605	0.436	0.546	0.544	0.442	0.465
	8	206	34	18	0.686	0.889	0.864	0.743	0.823	0.408	0.520	0.525	0.428	0.454
	9	285	61	26	0.481	0.644	0.743	0.666	0.763	0.454	0.570	0.575	0.470	0.499
	10	367	80	29	0.405	0.513	0.549	0.495	0.522	0.359	0.595	0.638	0.545	0.572
S-07	1	-269	-57	-22	0.478	0.569	0.557	0.447	0.458	0.718	0.901	0.951	0.829	0.900
	2	-202	-43	-17	0.458	0.539	0.523	0.421	0.431	0.603	0.780	0.776	0.657	0.702
	3	-152	-26	-14	0.426	0.533	0.526	0.427	0.439	0.691	0.759	0.720	0.596	0.627
	4	-90	-12	-8	0.434	0.520	0.503	0.413	0.425	0.697	0.696	0.652	0.520	0.540
	5	-37	-5	-4	0.444	0.504	0.498	0.414	0.436	0.595	0.651	0.593	0.483	0.496
	6	13	2	1	0.527	0.569	0.567	0.488	0.528	0.521	0.609	0.579	0.467	0.481
	7	60	10	6	0.604	0.662	0.687	0.605	0.656	0.463	0.568	0.556	0.446	0.464
	8	110	19	10	0.606	0.687	0.730	0.645	0.702	0.406	0.520	0.517	0.419	0.432
	9	111	22	10	0.221	0.361	0.449	0.431	0.594	0.447	0.538	0.528	0.385	0.395
	10	207	55	18	0.194	0.322	0.383	0.350	0.374	0.444	0.526	0.511	0.414	0.420
S-08	1	-170	-44	-14	0.542	0.638	0.611	0.484	0.488	0.726	0.925	0.992	0.859	0.920
	2	-140	-32	-12	0.494	0.617	0.600	0.477	0.481	0.689	0.980	1.014	0.853	0.915
	3	-108	-25	-9	0.502	0.605	0.575	0.455	0.460	0.851	0.867	0.815	0.671	0.717
	4	-77	-19	-6	0.528	0.588	0.531	0.415	0.422	0.686	0.716	0.661	0.540	0.561
	5	-46	-7	-4	0.506	0.587	0.534	0.418	0.427	0.748	0.752	0.680	0.546	0.563
	6	-16	-3	-1	0.599	0.619	0.570	0.470	0.491	0.588	0.667	0.608	0.491	0.504
	7	16	1	2	0.638	0.635	0.618	0.516	0.547	0.543	0.659	0.627	0.498	0.514
	8	45	14	4	0.513	0.568	0.590	0.510	0.552	0.563	0.647	0.609	0.481	0.495
	9	51	13	5	0.474	0.556	0.594	0.524	0.569	0.458	0.543	0.518	0.412	0.422
	10	106	32	9	0.226	0.338	0.406	0.378	0.416	0.489	0.566	0.536	0.427	0.433

SUMMARY OF DESIGN AND RATING PARAMETERS FOR FLEXURE - GIRDER 11

SPAN	10th PT	DEAD LOADS									POSITIVE LL+I							NEGATIVE LL+I						
		DL1					DL2, FWS				SECTION MODULUS (in³)		MOMENT DISTRIBUTION FACTORS					SECTION MODULUS (in³)		MOMENT DISTRIBUTION FACTORS				
		SECTION MODULUS (in3)				MOMENT (k-ft)	SECTION MODULUS (in³)		MOMENT (k-ft)															
		S_{BF}	S_{TF}	S_{YBF}	S_{YTF}	M_{DL1}	S_{BF}	S_{TF}	M_{DL2}	M_{FWS}	S_{BF}	S_{TF}	1 LANE	2 LANES	3 LANES	4 LANES	5 LANES	S_{BF}	S_{TF}	1 LANE	2 LANES	3 LANES	4 LANES	5 LANES
S-06	0	12887	11530	648	450	-19577	13909	17319	-3269	-1516	14878	29383	0.292	0.409	0.460	0.435	0.493	13083	12390	0.140	0.203	0.217	0.181	0.186
	1	12887	11530	648	450	-9223	13932	17501	-1452	-732	14906	29960	0.339	0.419	0.441	0.385	0.425	13083	12390	0.163	0.236	0.251	0.205	0.211
	2	8865	7108	432	225	-1614	10238	13198	-184	-103	11258	26345	0.372	0.478	0.478	0.404	0.413	9146	7960	0.181	0.263	0.278	0.235	0.238
	3	6845	5800	263	144	3722	8130	12081	653	352	8966	25967	0.343	0.463	0.474	0.389	0.391	7114	6638	0.238	0.344	0.388	0.349	0.359
	4	6845	5800	263	144	7078	8164	12382	1163	644	8997	27006	0.342	0.471	0.487	0.401	0.405	7114	6638	0.225	0.370	0.429	0.375	0.410
	5	6845	5800	263	144	8486	8183	12554	1367	765	9014	27602	0.346	0.483	0.502	0.414	0.421	7174	6846	0.304	0.417	0.456	0.420	0.483
	6	6845	5800	263	144	7950	8187	12592	1310	712	9018	27732	0.357	0.496	0.516	0.425	0.437	7412	7773	0.311	0.433	0.484	0.436	0.496
	7	6845	5800	263	144	5266	8187	12593	935	472	9018	27735	0.384	0.526	0.541	0.444	0.463	7412	7773	0.269	0.415	0.500	0.457	0.506
	8	6845	5800	263	144	446	8187	12592	201	54	9018	27732	0.448	0.588	0.584	0.491	0.527	7412	7773	0.302	0.442	0.479	0.422	0.459
	9	8842	8298	338	240	-6694	10022	14987	-1030	-554	10913	29373	0.382	0.496	0.541	0.484	0.514	9306	10257	0.185	0.278	0.312	0.274	0.289
S-07	10	8842	8298	338	240	-16146	10022	14987	-2904	-1315	10913	29373	0.243	0.383	0.439	0.386	0.435	9306	10257	0.176	0.256	0.306	0.279	0.301
	1	8842	8298	338	240	-9836	10027	15033	-1596	-801	10918	29523	0.356	0.492	0.546	0.489	0.534	9306	10257	0.193	0.283	0.306	0.265	0.288
	2	6452	5899	225	144	-4780	7779	12582	-692	-375	8636	27510	0.415	0.541	0.555	0.482	0.510	7002	7827	0.197	0.289	0.313	0.266	0.289
	3	6452	5899	225	144	-1059	7779	12582	-54	-53	8636	27510	0.395	0.533	0.541	0.459	0.484	7002	7827	0.188	0.276	0.299	0.273	0.297
	4	4474	4761	83	120	1368	5573	11337	359	160	6217	26753	0.383	0.523	0.535	0.440	0.468	4946	6637	0.237	0.349	0.407	0.375	0.404
	5	4474	4761	83	120	2631	5573	11337	580	274	6217	26753	0.380	0.520	0.534	0.437	0.459	4946	6637	0.222	0.346	0.413	0.375	0.420
	6	4474	4761	83	120	2907	5573	11337	654	297	6217	26753	0.395	0.533	0.542	0.444	0.458	4946	6637	0.233	0.352	0.419	0.396	0.450
	7	4474	4761	83	120	2147	5573	11337	530	225	6217	26753	0.427	0.564	0.565	0.460	0.477	4946	6637	0.259	0.384	0.459	0.419	0.462
	8	4474	4761	83	120	363	5573	11337	198	64	6217	26753	0.515	0.648	0.625	0.509	0.531	4946	6637	0.348	0.500	0.531	0.452	0.487
	9	4474	4761	83	120	563	5573	11337	296	79	6217	26753	0.451	0.524	0.524	0.772	0.780	4946	6637	0.204	0.284	0.295	0.241	0.233
S-08	10	4474	4761	83	120	-6313	5573	11337	-1357	-505	6217	26753	0.216	0.321	0.378	0.350	0.376	4946	6637	0.201	0.284	0.300	0.251	0.262
	1	4474	4761	83	120	-3795	5573	11337	-727	-295	6217	26753	0.295	0.403	0.458	0.433	0.491	4946	6637	0.219	0.313	0.334	0.279	0.293
	2	4474	4761	83	120	-1660	5573	11337	-249	-115	6217	26753	0.391	0.498	0.501	0.438	0.474	4946	6637	0.221	0.321	0.344	0.289	0.311
	3	4474	4761	83	120	28	5573	11337	121	26	6217	26753	0.410	0.533	0.528	0.444	0.467	4946	6637	0.285	0.416	0.449	0.394	0.428
	4	4474	4761	83	120	1248	5573	11337	343	131	6217	26753	0.405	0.541	0.544	0.445	0.469	4946	6637	0.277	0.407	0.445	0.411	0.446
	5	4474	4761	83	120	2097	5573	11337	517	202	6217	26753	0.410	0.549	0.553	0.448	0.470	4946	6637	0.267	0.395	0.451	0.418	0.457
	6	4474	4761	83	120	2516	5573	11337	616	234	6217	26753	0.419	0.556	0.556	0.451	0.467	4946	6637	0.257	0.382	0.451	0.418	0.458
	7	4474	4761	83	120	2515	5573	11337	606	230	6217	26753	0.423	0.559	0.557	0.451	0.463	4946	6637	0.243	0.363	0.437	0.406	0.445
	8	4474	4761	83	120	2089	5573	11337	524	187	6217	26753	0.449	0.571	0.561	0.453	0.462	4946	6637	0.229	0.344	0.411	0.384	0.423
	9	4474	4761	83	120	1993	5573	11337	500	178	6217	26753	0.742	0.939	0.920	0.742	0.755	4946	6637	0.413	0.622	0.741	0.693	0.765
	10	4474	4761	83	120	9	5573	11337	3	-1	6217	26753	---	---	---	---	---	4474	4761	---	---	---	---	---

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
RATINGS AND PROCEDURE

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ENGINEER ALEXANDER LEE SCHMIDT NO. PE088878

RECOMMENDED 2026.02.06

SHEET 246 OF 291

S-39605

DES: ALS | DWG: KJR | CHK: ALS

Stantec
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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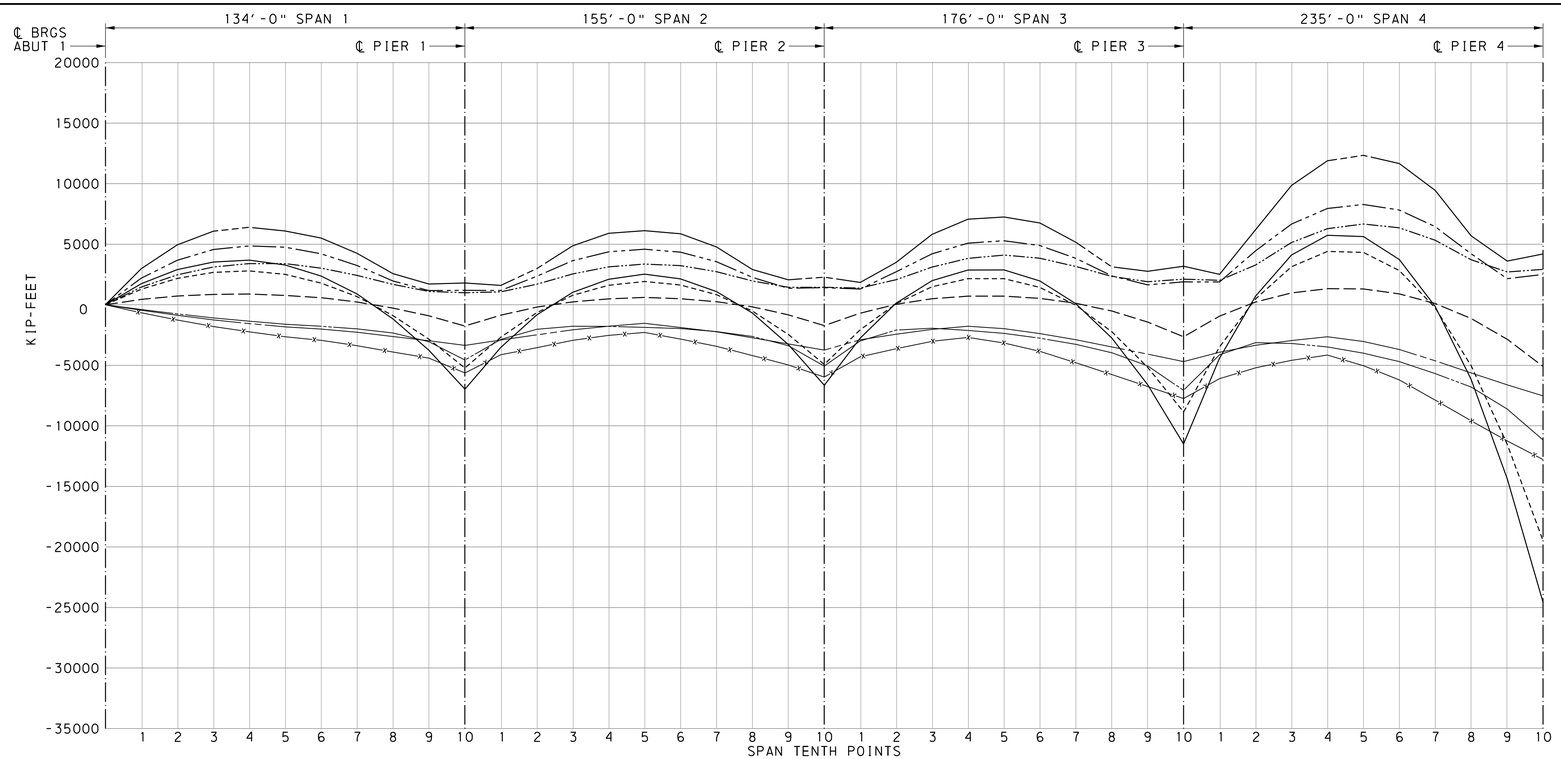
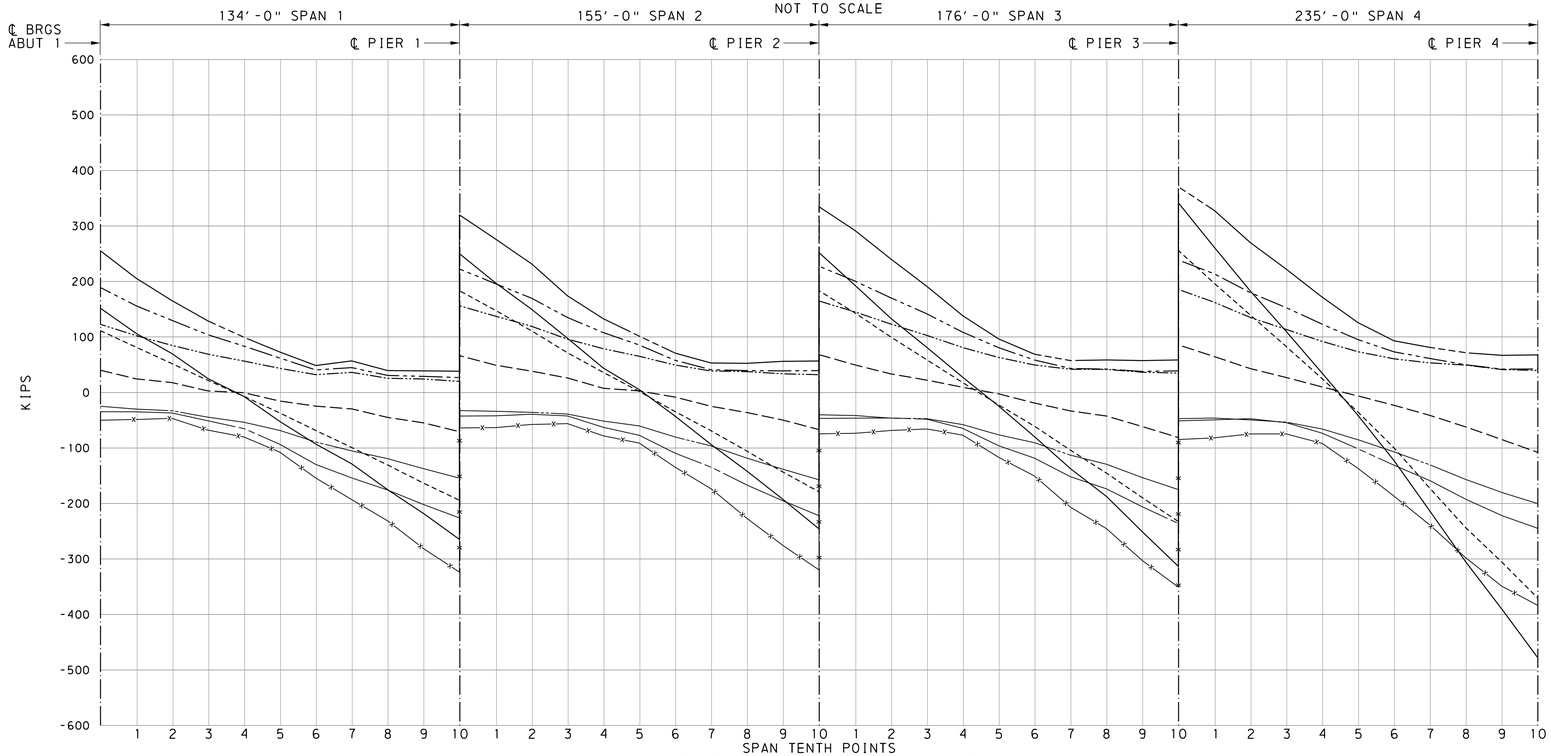


MOMENT DIAGRAM - GIRDER 1

NOT TO SCALE



SHEAR DIAGRAM - GIRDER 1

NOT TO SCALE

GIRDER REACTIONS UNFACTORED (KIPS)							
		GIRDER 1					
LOAD		ABUT 1	PIER 1	PIER 2	PIER 3	PIER 4	PIER 5
TOTAL DL		158	524	506	663	1005	1123
PHL-93 LL+I	MAX	27	52	68	81	84	70
	MIN	-125	-267	-280	-316	-365	-374
P-82 LL+I	MAX	37	53	58	65	65	51
	MIN	-193	-266	-269	-278	-292	-284
P-2016 LL+I	MAX	53	82	95	109	109	85
	MIN	-261	-440	-445	-460	-491	-477

LEGEND

- DC1
- DC2+FWS
- TOTAL DL
- PHL-93 LL+
- PHL-93 LL-
- P-82 LL+
- P-82 LL-
- P-2016-13 LL+
- P-2016-13 LL-

NOTES

1. FOR GENERAL NOTES, SEE SHEETS 6-9 .
2. FOR BRIDGE LOAD RATINGS, SEE SHEETS 225-246 .
3. COMPOSITE DEAD LOAD VALUES INCLUDE 30 PSF FUTURE WEARING SURFACE.
4. LIVE LOAD VALUES INCLUDE IMPACT AND CENTRIFUGAL FORCE.
5. MOMENT AND SHEAR VALUES ARE UNFACTORED.
6. FOR STEEL GIRDER SECTION PROPERTIES, SEE SHEETS 142-152 .

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SHEAR AND MOMENT DIAGRAM

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 247 OF 291

S-39605

DES: ALS | DWG: KJR | CHK: ALS

DOT_2015
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1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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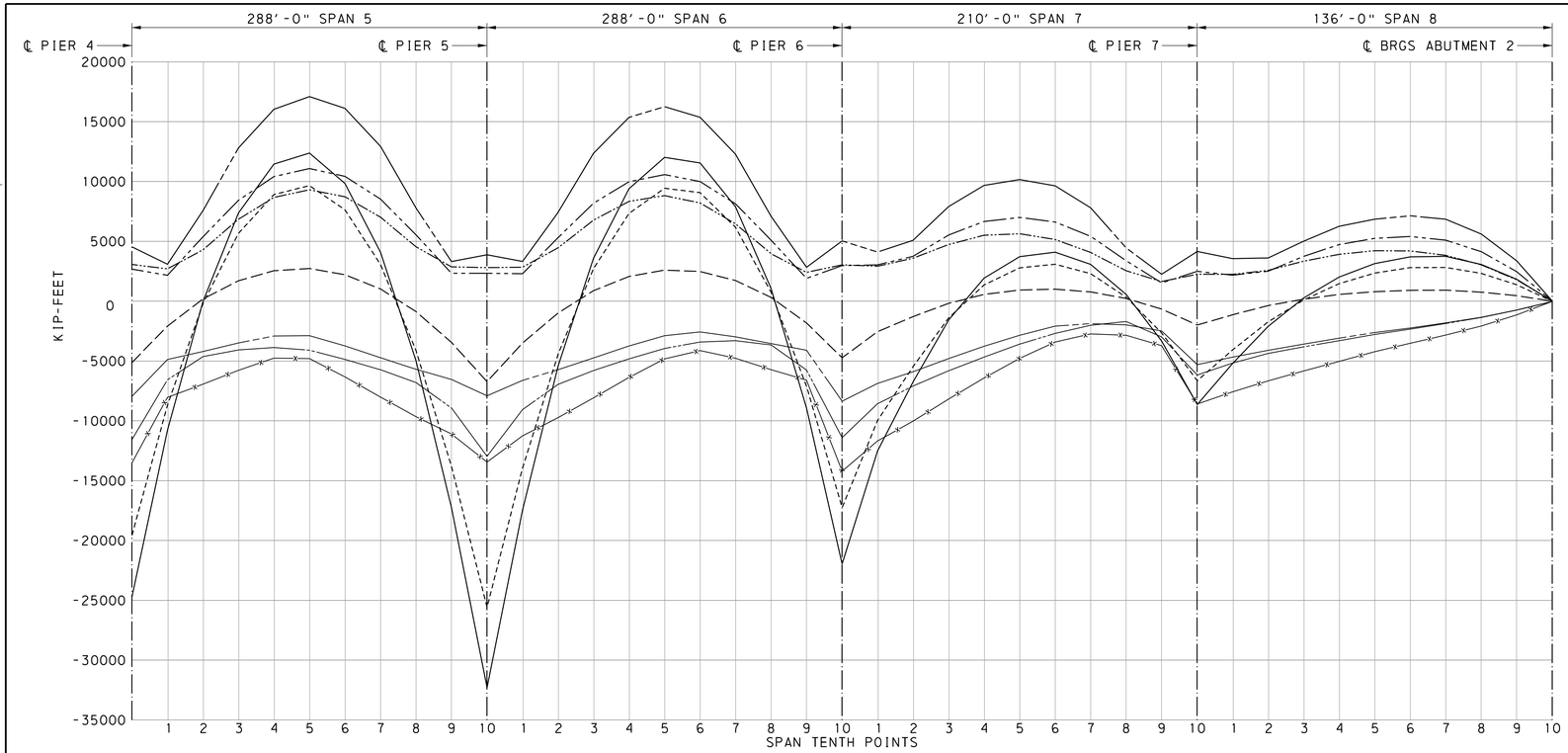
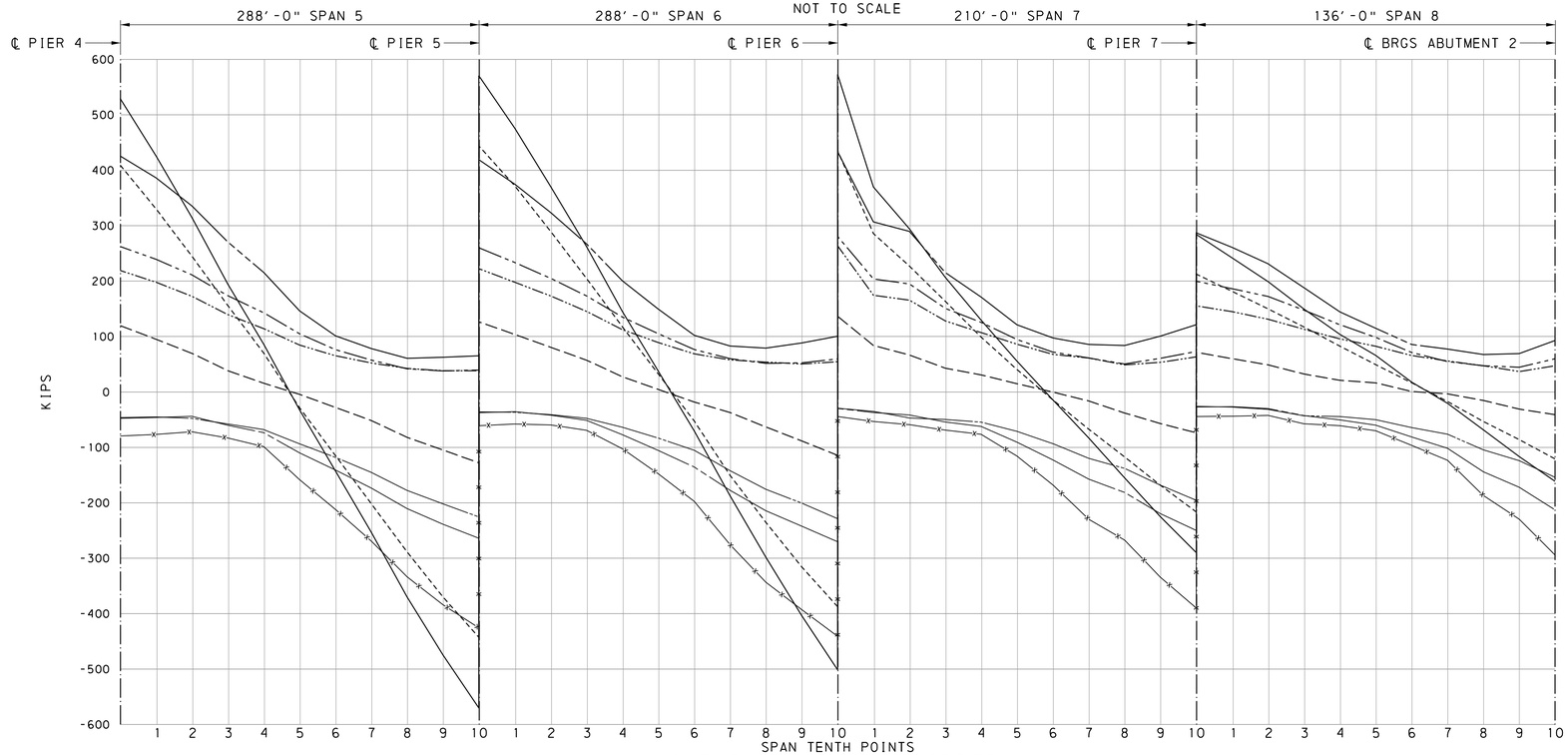
Stantec



MOMENT DIAGRAM - GIRDER 1

NOT TO SCALE



SHEAR DIAGRAM - GIRDER 1

NOT TO SCALE

GIRDER REACTIONS UNFACTORED (KIPS)				
GIRDER 1				
LOAD		PIER 6	PIER 7	ABUT 2
TOTAL DL		934	579	164
PHL-93 LL+I	MAX	96	101	49
	MIN	-372	-308	-162
P-82 LL+I	MAX	85	98	62
	MIN	-312	-292	-216
P-2016 LL+I	MAX	144	163	97
	MIN	-528	-477	-305

LEGEND

- DC1
- DC2+FWS
- TOTAL DL
- PHL-93 LL+
- PHL-93 LL-
- P-82 LL+
- P-82 LL-
- P-2016-13 LL+
- P-2016-13 LL-

NOTES

1. FOR GENERAL NOTES, SEE SHEETS 6 - 9 .
2. FOR BRIDGE LOAD RATINGS, SEE SHEETS 225 - 246 .
3. COMPOSITE DEAD LOAD VALUES INCLUDE 30 PSF FUTURE WEARING SURFACE.
4. LIVE LOAD VALUES INCLUDE IMPACT AND CENTRIFUGAL FORCE.
5. MOMENT AND SHEAR VALUES ARE UNFACTORED.
6. FOR STEEL GIRDER SECTION PROPERTIES, SEE SHEETS 142 - 152 .

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789

BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091

SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK

8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE

SHEAR AND MOMENT DIAGRAM

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 248 OF 291

S-39605

DES: ALS | DWG: KJR | CHK: ALS

DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI D_PDF.plt

1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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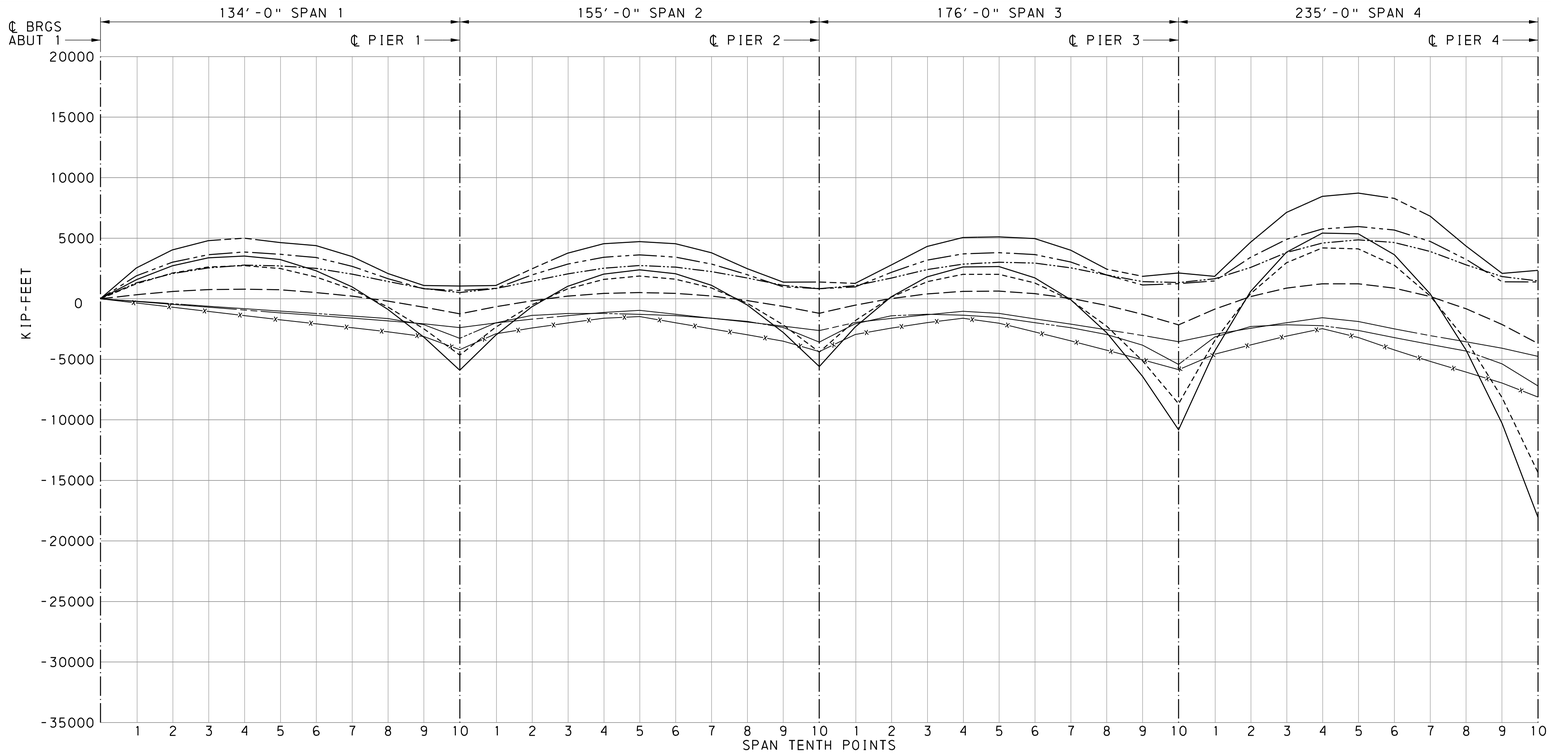
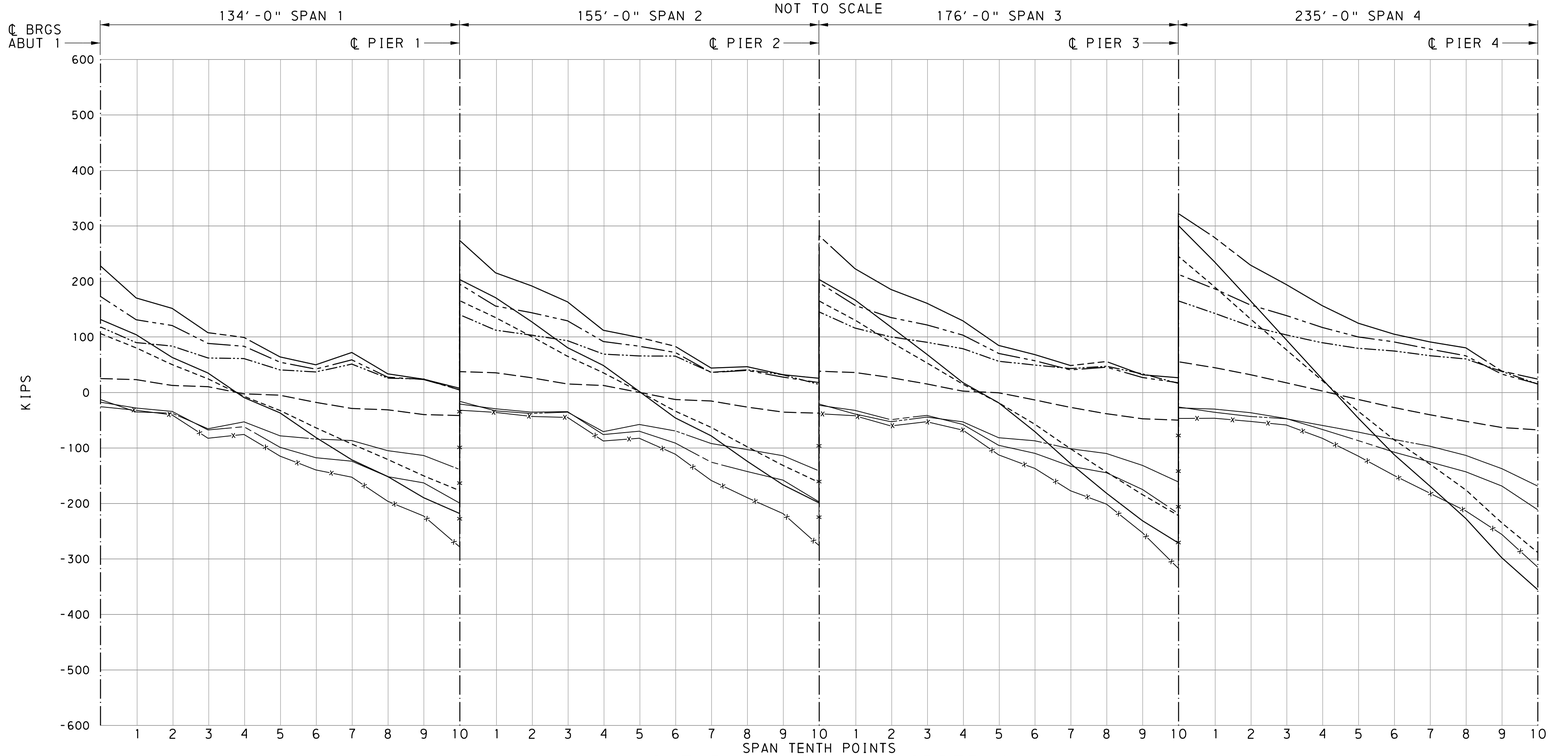
Stantec



MOMENT DIAGRAM - GIRDER 2

NOT TO SCALE



SHEAR DIAGRAM - GIRDER 2

NOT TO SCALE

GIRDER REACTIONS UNFACTORED (KIPS)							
GIRDER 2							
LOAD		ABUT 1	PIER 1	PIER 2	PIER 3	PIER 4	PIER 5
TOTAL DL		135	424	406	576	752	888
PHL-93 LL+I	MAX	12	23	35	44	35	26
	MIN	-118	-232	-240	-273	-290	-304
P-82 LL+I	MAX	17	26	30	37	29	21
	MIN	-174	-247	-248	-255	-248	-250
P-2016 LL+I	MAX	25	39	49	63	49	35
	MIN	-230	-382	-385	-412	-404	-407

LEGEND

- DC1
- DC2+FWS
- TOTAL DL
- PHL-93 LL+
- PHL-93 LL-
- P-82 LL+
- P-82 LL-
- P-2016-13 LL+
- P-2016-13 LL-

NOTES

1. FOR GENERAL NOTES, SEE SHEETS 6 - 9 .
2. FOR BRIDGE LOAD RATINGS, SEE SHEETS 225 - 246 .
3. COMPOSITE DEAD LOAD VALUES INCLUDE 30 PSF FUTURE WEARING SURFACE.
4. LIVE LOAD VALUES INCLUDE IMPACT AND CENTRIFUGAL FORCE.
5. MOMENT AND SHEAR VALUES ARE UNFACTORED.
6. FOR STEEL GIRDER SECTION PROPERTIES, SEE SHEETS 142 - 152 .

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SHEAR AND MOMENT DIAGRAM

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

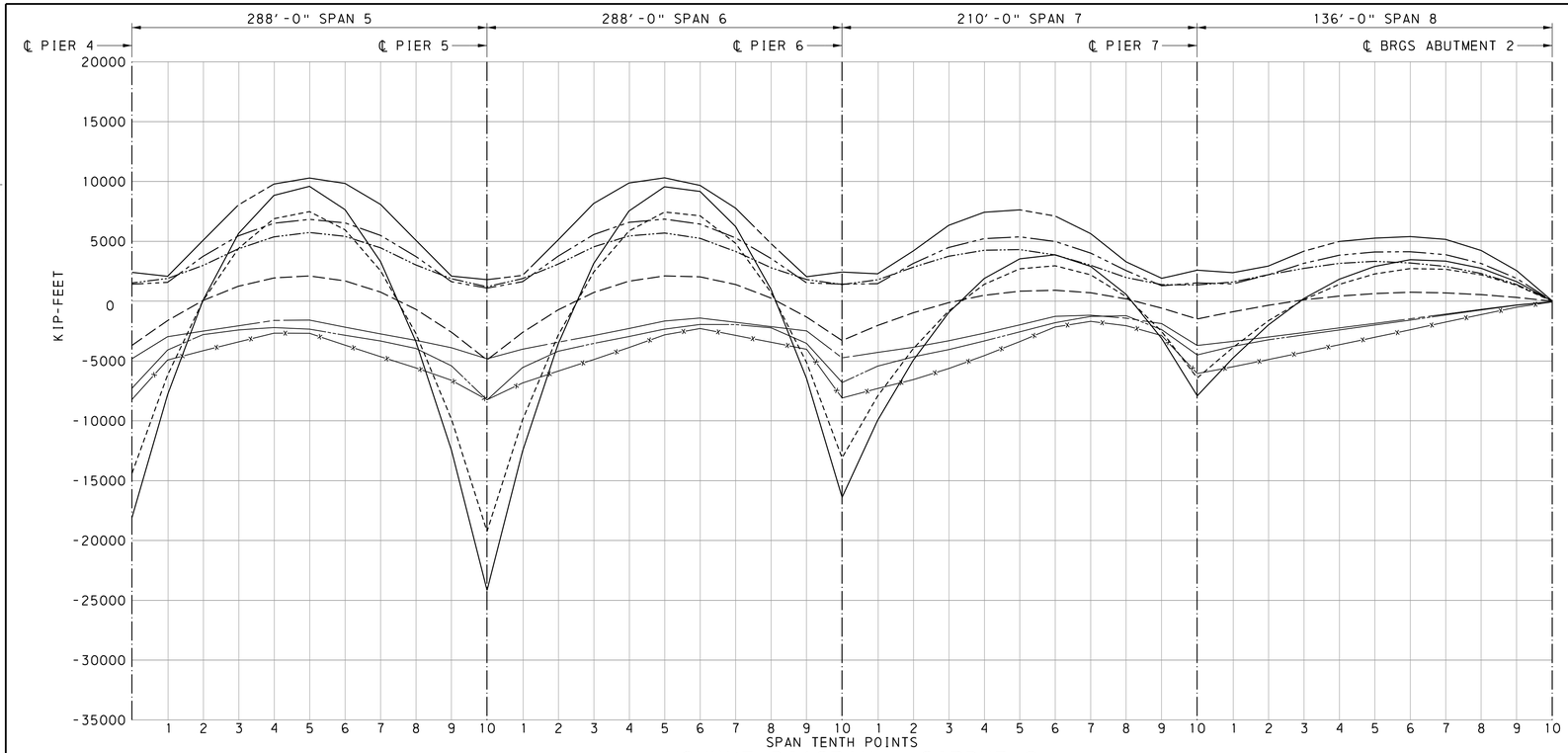
SHEET 249 OF 291

S-39605

DES: ALS | DWG: KJR | CHK: ALS

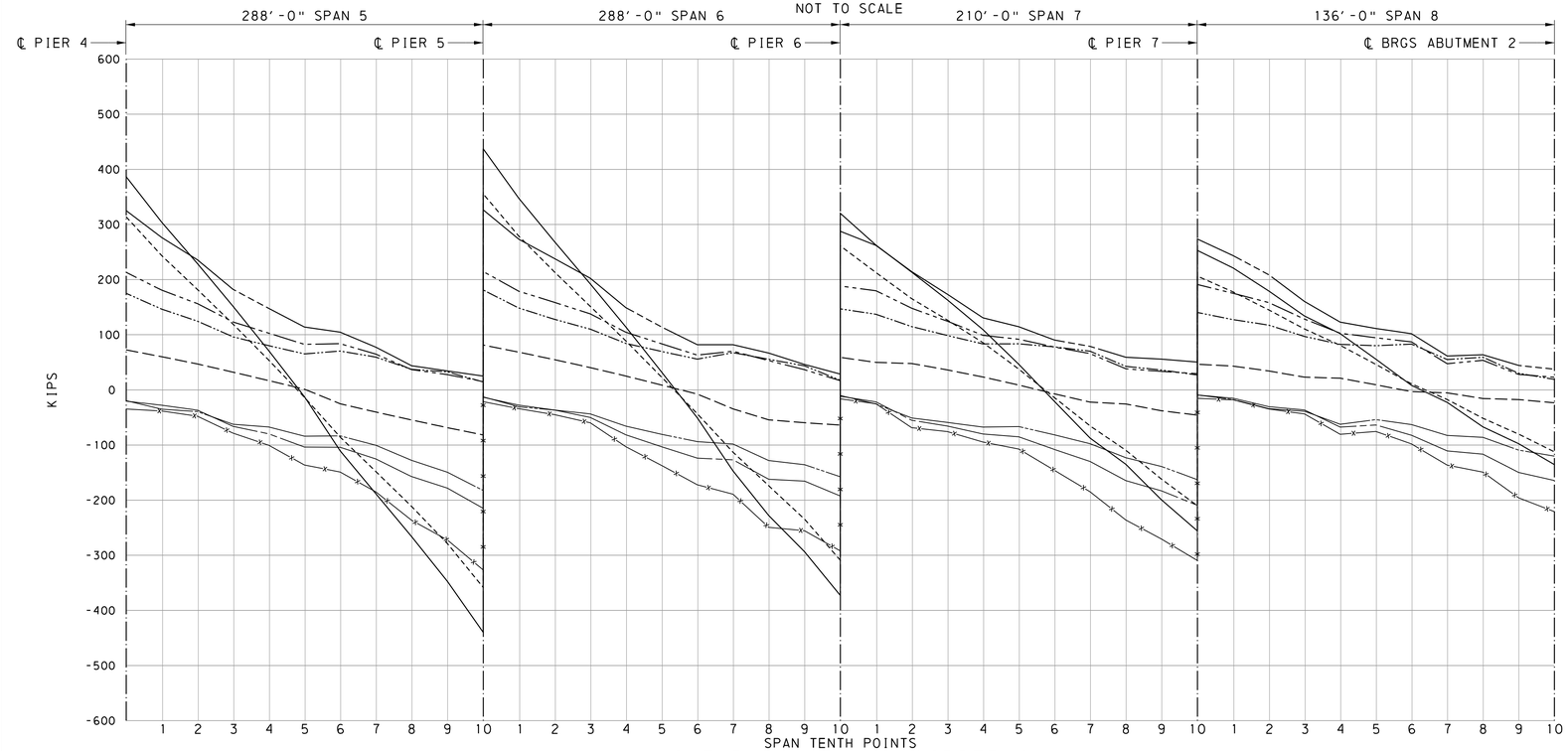
DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI_D_PDF.plt

Stantec 1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713144 2\1.100 Records\13.0 CADD\13.2 Structures\BR_I005\1442_I005_4.50.CMB.dgn



MOMENT DIAGRAM - GIRDER 2

NOT TO SCALE



SHEAR DIAGRAM - GIRDER 2

NOT TO SCALE

GIRDER REACTIONS UNFACTORED (KIPS)				
GIRDER 2				
LOAD		PIER 6	PIER 7	ABUT 2
TOTAL DL		709	513	141
PHL-93 LL+I	MAX	29	40	19
	MIN	-272	-247	-137
P-82 LL+I	MAX	24	39	24
	MIN	-245	-245	-187
P-2016 LL+I	MAX	41	66	38
	MIN	-390	-383	-248

LEGEND

- DC1
- DC2+FWS
- TOTAL DL
- PHL-93 LL+
- PHL-93 LL-
- P-82 LL+
- P-82 LL-
- P-2016-13 LL+
- P-2016-13 LL-

NOTES

1. FOR GENERAL NOTES, SEE SHEETS 6 - 9 .
2. FOR BRIDGE LOAD RATINGS, SEE SHEETS 225 - 246 .
3. COMPOSITE DEAD LOAD VALUES INCLUDE 30 PSF FUTURE WEARING SURFACE.
4. LIVE LOAD VALUES INCLUDE IMPACT AND CENTRIFUGAL FORCE.
5. MOMENT AND SHEAR VALUES ARE UNFACTORED.
6. FOR STEEL GIRDER SECTION PROPERTIES, SEE SHEETS 142 - 152 .

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SHEAR AND MOMENT DIAGRAM

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 250 OF 291

S-39605

DES: ALS | DWG: KJR | CHK: ALS

Stantec 1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713144 2\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_4.50.CMB.dgn

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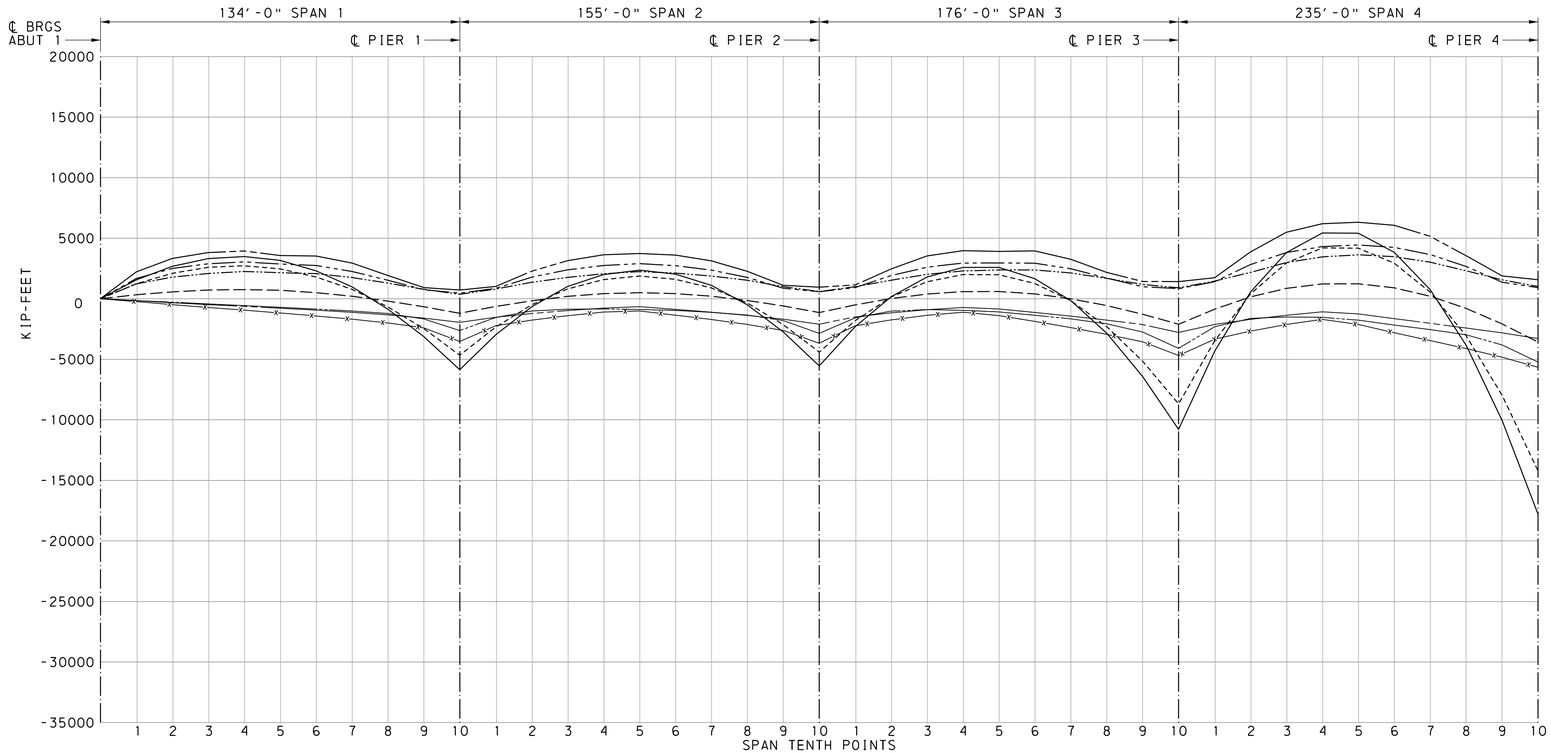
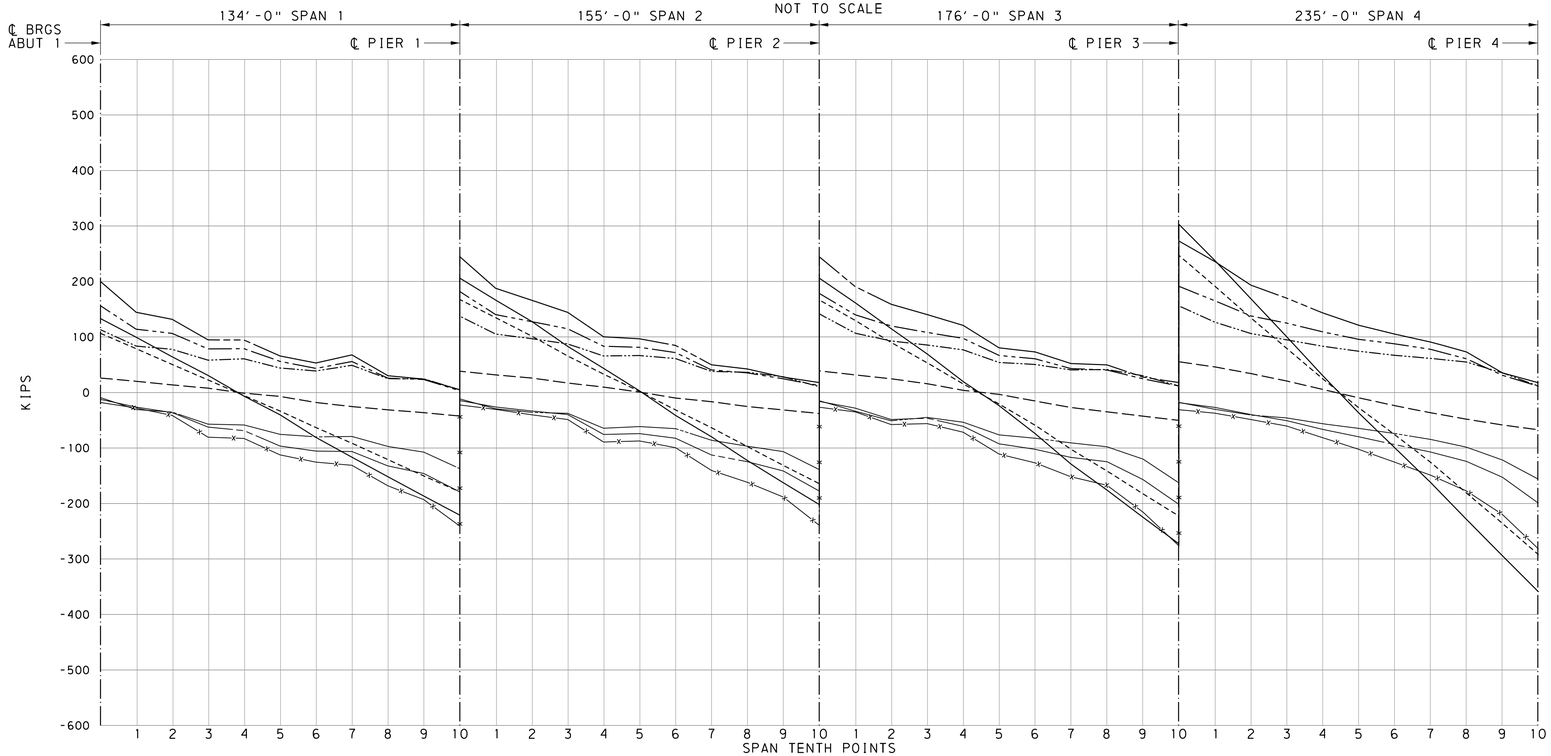
1442_STR_Black_Color_249-254.tbl
DOT_ANSI D_PDF.plt

1442_1005_4.50_CMB.dgn



MOMENT DIAGRAM - GIRDER 3

NOT TO SCALE



SHEAR DIAGRAM - GIRDER 3

NOT TO SCALE

GIRDER REACTIONS UNFACTORED (KIPS)							
GIRDER 3							
LOAD		ABUT 1	PIER 1	PIER 2	PIER 3	PIER 4	PIER 5
TOTAL DL		137	430	411	579	747	868
PHL-93 LL+I	MAX	9	16	24	29	23	18
	MIN	-114	-216	-223	-247	-260	-271
P-82 LL+I	MAX	12	18	20	24	18	14
	MIN	-158	-244	-247	-254	-249	-251
P-2016 LL+I	MAX	18	27	34	41	31	24
	MIN	-202	-352	-357	-379	-376	-382

LEGEND

- DC1
- DC2+FWS
- TOTAL DL
- PHL-93 LL+
- PHL-93 LL-
- P-82 LL+
- P-82 LL-
- P-2016-13 LL+
- P-2016-13 LL-

NOTES

1. FOR GENERAL NOTES, SEE SHEETS 6 - 9 .
2. FOR BRIDGE LOAD RATINGS, SEE SHEETS 225 - 246 .
3. COMPOSITE DEAD LOAD VALUES INCLUDE 30 PSF FUTURE WEARING SURFACE.
4. LIVE LOAD VALUES INCLUDE IMPACT AND CENTRIFUGAL FORCE.
5. MOMENT AND SHEAR VALUES ARE UNFACTORED.
6. FOR STEEL GIRDER SECTION PROPERTIES, SEE SHEETS 142 - 152 .

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SHEAR AND MOMENT DIAGRAM

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 251 OF 291

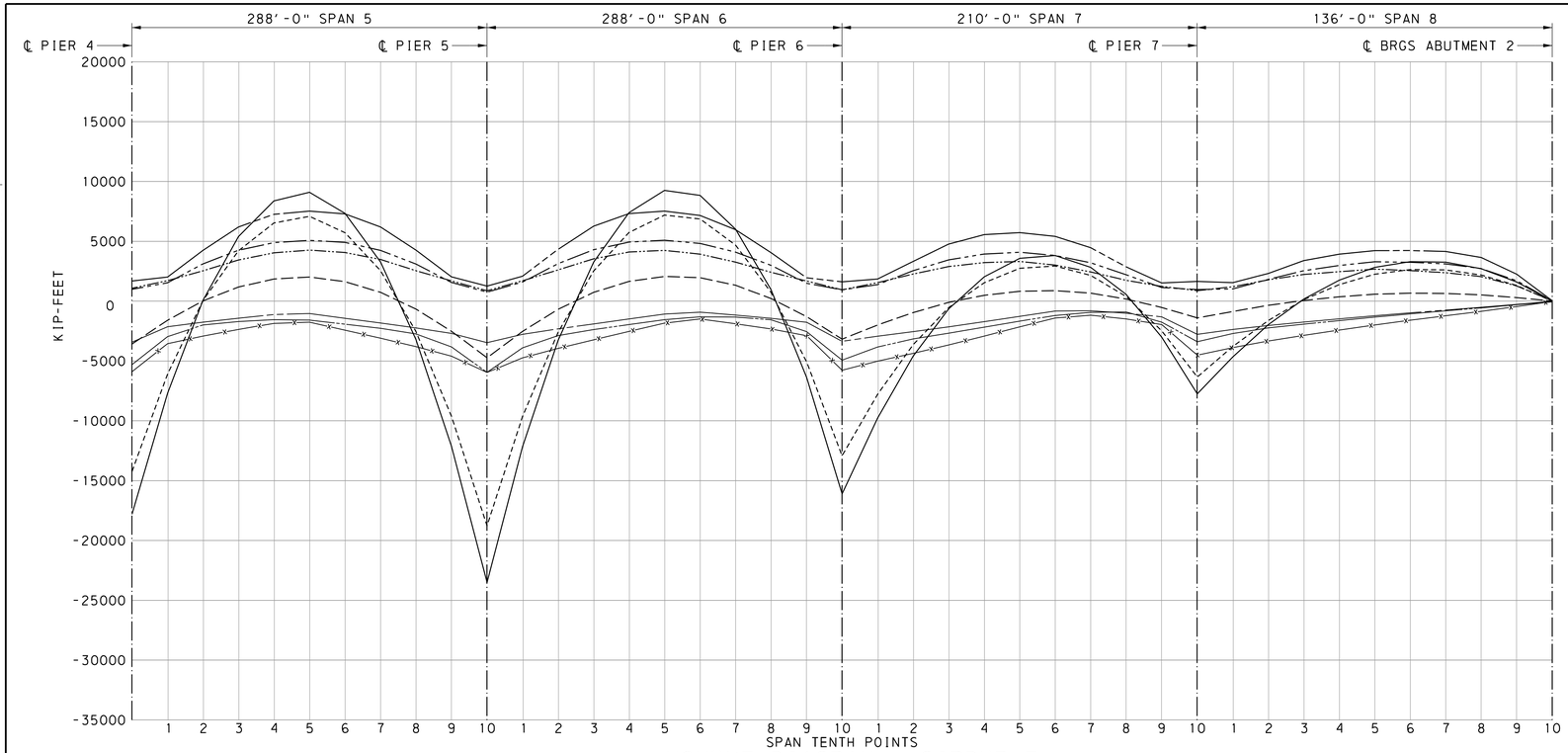
S-39605

DES: ALS | DWG: KJR | CHK: ALS

DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI D_PDF.plt

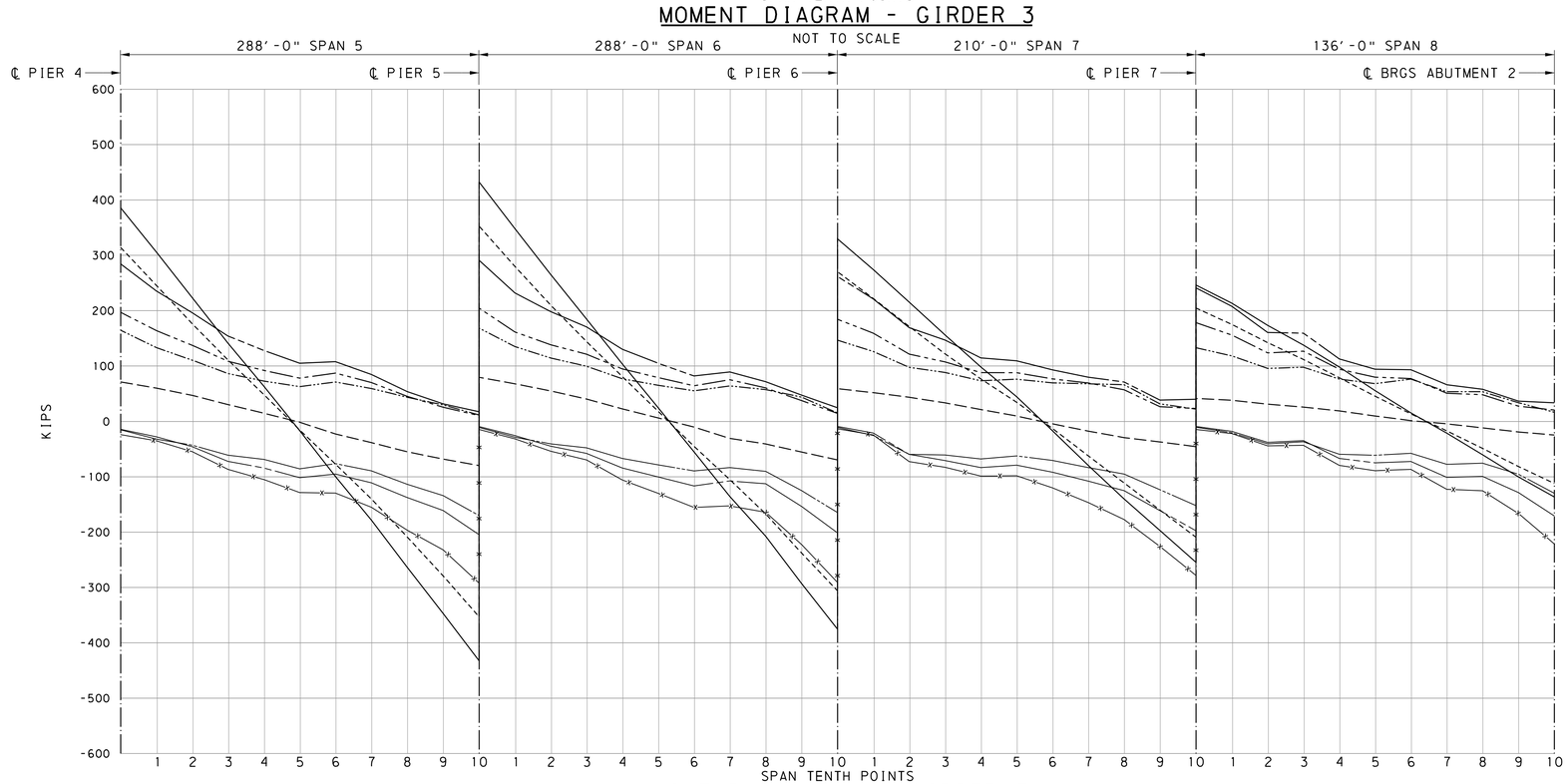
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713144 2\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_4.50_CMB.dgn

Stantec



MOMENT DIAGRAM - GIRDER 3

NOT TO SCALE



SHEAR DIAGRAM - GIRDER 3

NOT TO SCALE

GIRDER REACTIONS UNFACTORED (KIPS)				
GIRDER 3				
LOAD		PIER 6	PIER 7	ABUT 2
TOTAL DL		708	505	138
PHL-93 LL+I	MAX	23	34	17
	MIN	-255	-233	-131
P-82 LL+I	MAX	20	32	21
	MIN	-244	-243	-180
P-2016 LL+I	MAX	34	55	34
	MIN	-365	-364	-232

LEGEND

- DC1
- DC2+FWS
- TOTAL DL
- PHL-93 LL+
- PHL-93 LL-
- P-82 LL+
- P-82 LL-
- P-2016-13 LL+
- P-2016-13 LL-

NOTES

1. FOR GENERAL NOTES, SEE SHEETS 6 - 9 .
2. FOR BRIDGE LOAD RATINGS, SEE SHEETS 225 - 246 .
3. COMPOSITE DEAD LOAD VALUES INCLUDE 30 PSF FUTURE WEARING SURFACE.
4. LIVE LOAD VALUES INCLUDE IMPACT AND CENTRIFUGAL FORCE.
5. MOMENT AND SHEAR VALUES ARE UNFACTORED.
6. FOR STEEL GIRDER SECTION PROPERTIES, SEE SHEETS 142 - 152 .

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SHEAR AND MOMENT DIAGRAM

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 252 OF 291

S-39605

DES: ALS | DWG: KJR | CHK: ALS

Stantec 1/9/2026
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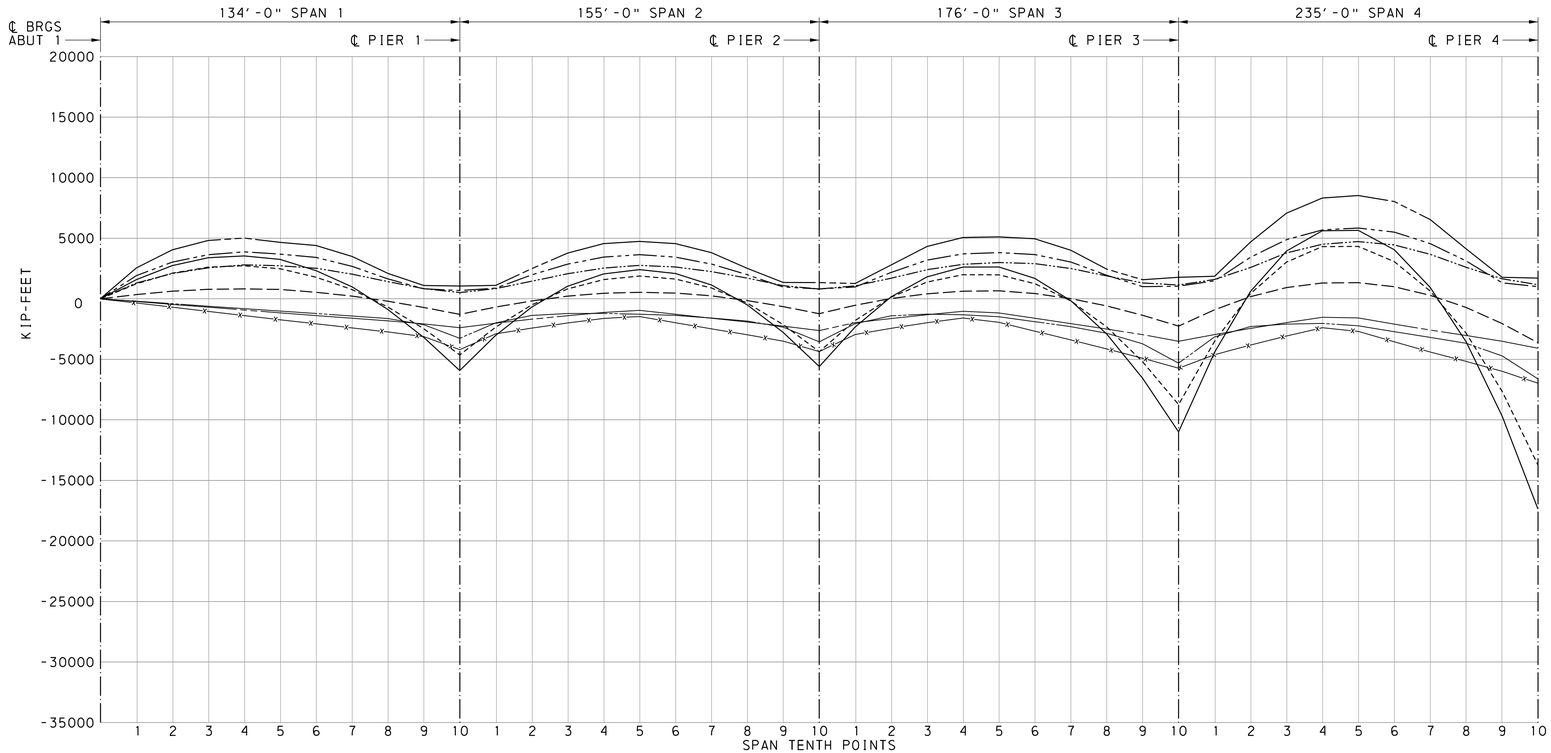
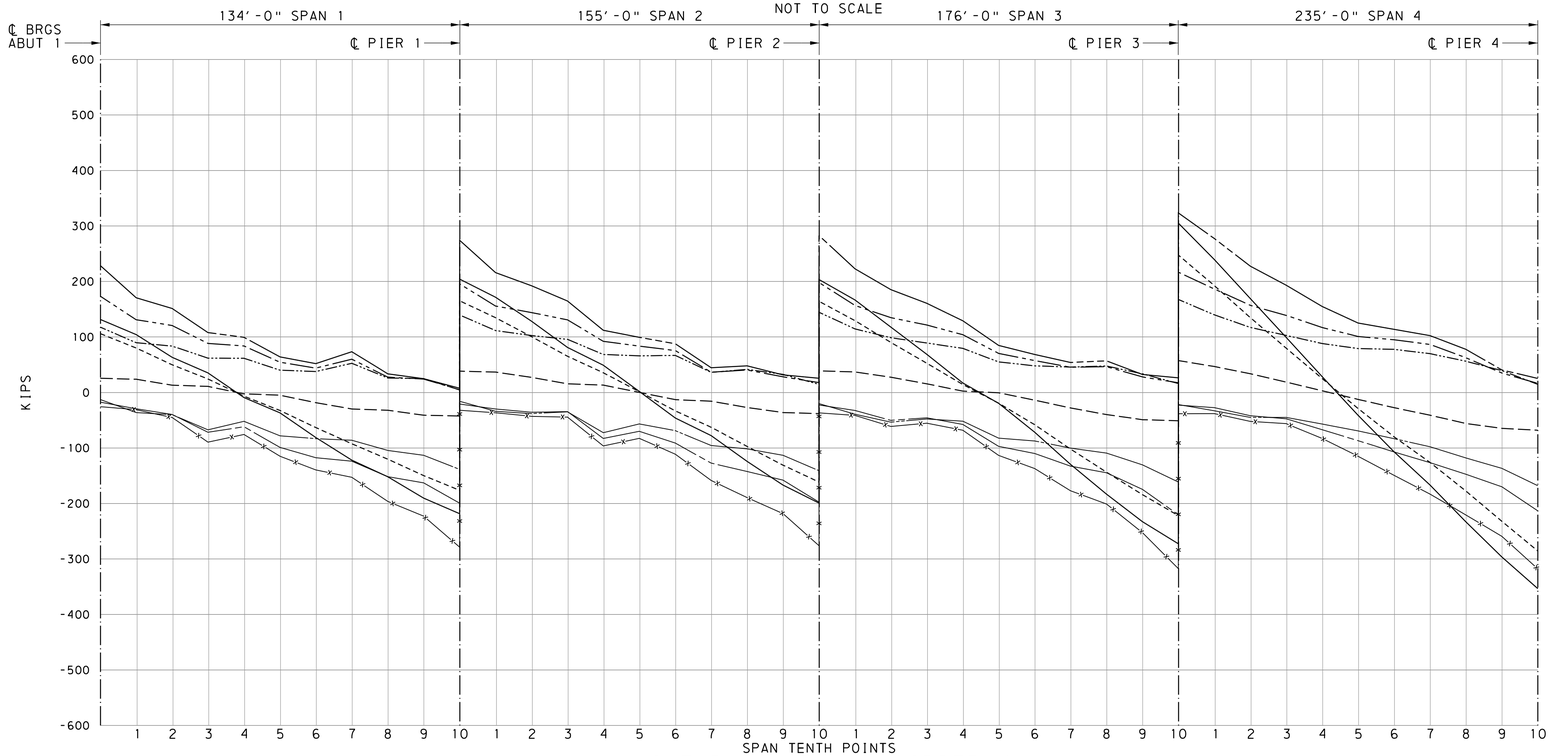
DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI D_PDF.plt



MOMENT DIAGRAM - GIRDER 4

NOT TO SCALE



SHEAR DIAGRAM - GIRDER 4

NOT TO SCALE

GIRDER REACTIONS UNFACTORED (KIPS)							
GIRDER 4							
LOAD		ABUT 1	PIER 1	PIER 2	PIER 3	PIER 4	PIER 5
TOTAL DL		135	426	406	582	736	861
PHL-93 LL+I	MAX	12	23	33	37	29	24
	MIN	-118	-232	-240	-270	-287	-300
P-82 LL+I	MAX	17	26	29	30	22	20
	MIN	-174	-247	-248	-255	-250	-250
P-2016 LL+I	MAX	26	40	47	51	37	32
	MIN	-230	-383	-386	-411	-404	-405

LEGEND

- DC1
- DC2+FWS
- TOTAL DL
- PHL-93 LL+
- PHL-93 LL-
- P-82 LL+
- P-82 LL-
- P-2016-13 LL+
- P-2016-13 LL-

NOTES

1. FOR GENERAL NOTES, SEE SHEETS 6 - 9 .
2. FOR BRIDGE LOAD RATINGS, SEE SHEETS 225 - 246 .
3. COMPOSITE DEAD LOAD VALUES INCLUDE 30 PSF FUTURE WEARING SURFACE.
4. LIVE LOAD VALUES INCLUDE IMPACT AND CENTRIFUGAL FORCE.
5. MOMENT AND SHEAR VALUES ARE UNFACTORED.
6. FOR STEEL GIRDER SECTION PROPERTIES, SEE SHEETS 142 - 152 .

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SHEAR AND MOMENT DIAGRAM

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
ALEXANDER LEE SCHMIDT
ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 253 OF 291

S-39605

DES: ALS | DWG: KJR | CHK: ALS

DOT_2015
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1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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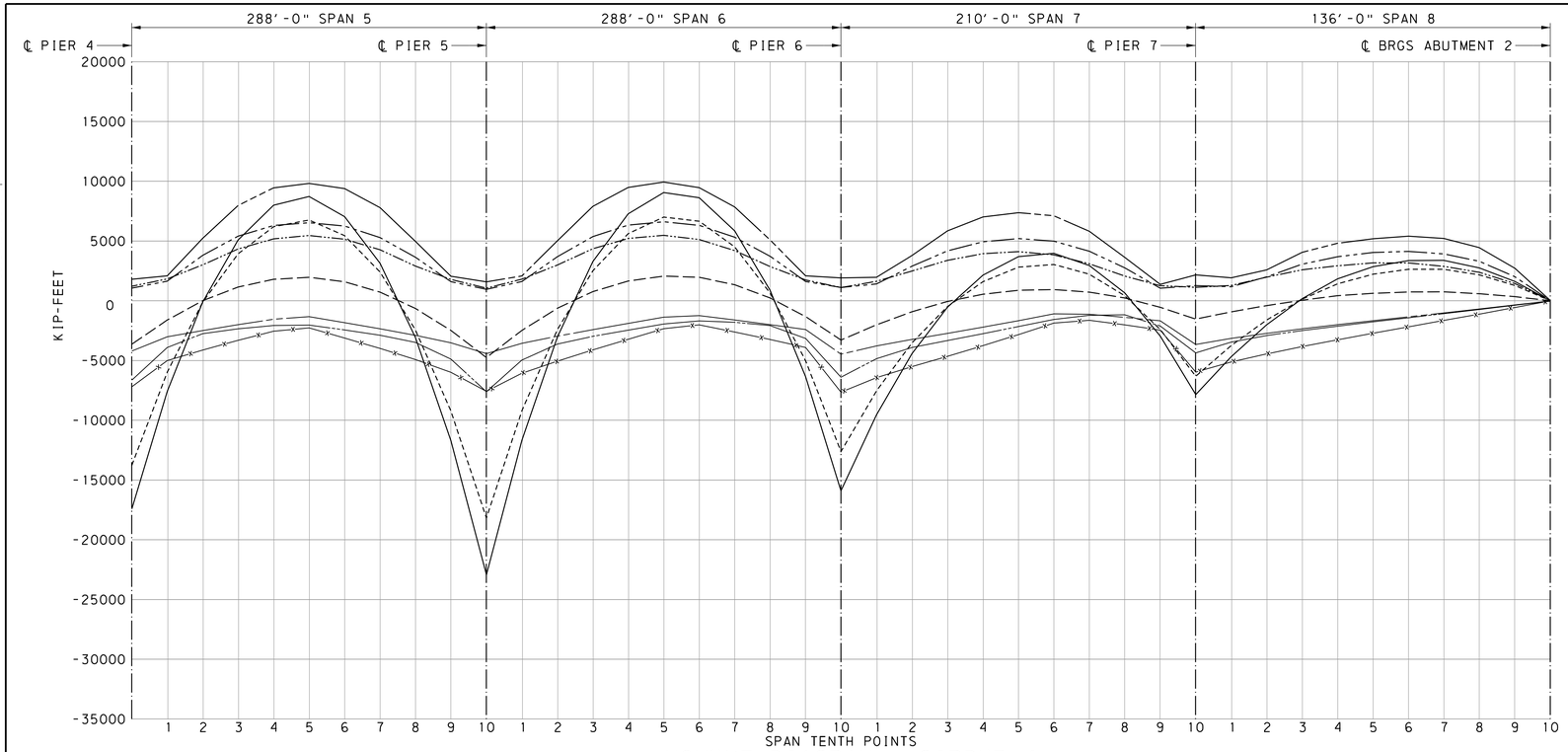
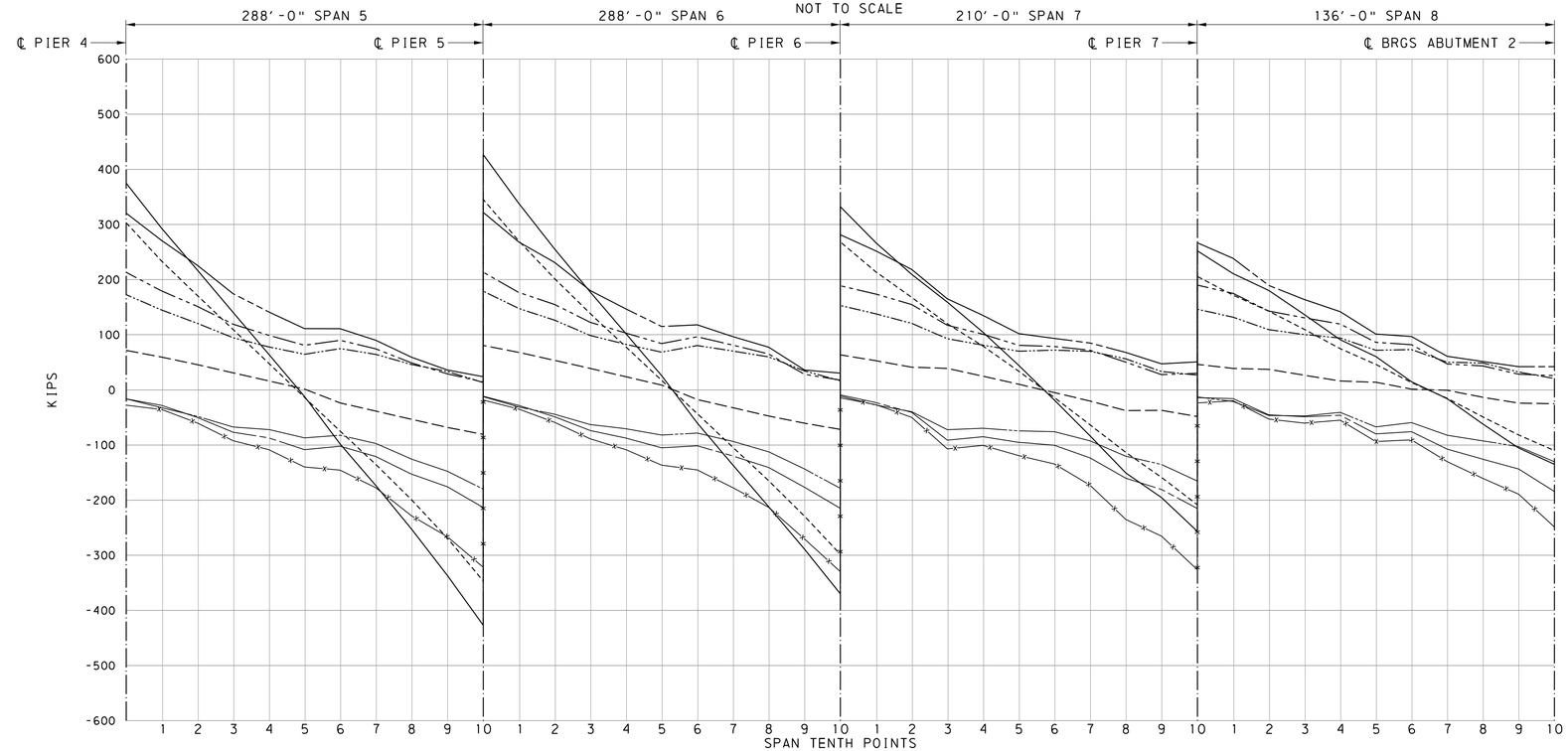
Stantec



MOMENT DIAGRAM - GIRDER 4

NOT TO SCALE



SHEAR DIAGRAM - GIRDER 4

NOT TO SCALE

GIRDER REACTIONS UNFACTORED (KIPS)				
GIRDER 4				
LOAD		PIER 6	PIER 7	ABUT 2
TOTAL DL		707	512	138
PHL-93 LL+I	MAX	29	42	21
	MIN	-279	-254	-133
P-82 LL+I	MAX	25	41	26
	MIN	-249	-253	-190
P-2016 LL+I	MAX	43	70	42
	MIN	-403	-409	-255

LEGEND

- DC1
- DC2+FWS
- TOTAL DL
- PHL-93 LL+
- PHL-93 LL-
- P-82 LL+
- P-82 LL-
- P-2016-13 LL+
- P-2016-13 LL-

NOTES

1. FOR GENERAL NOTES, SEE SHEETS 6 - 9 .
2. FOR BRIDGE LOAD RATINGS, SEE SHEETS 225 - 246 .
3. COMPOSITE DEAD LOAD VALUES INCLUDE 30 PSF FUTURE WEARING SURFACE.
4. LIVE LOAD VALUES INCLUDE IMPACT AND CENTRIFUGAL FORCE.
5. MOMENT AND SHEAR VALUES ARE UNFACTORED.
6. FOR STEEL GIRDER SECTION PROPERTIES, SEE SHEETS 142 - 152 .

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SHEAR AND MOMENT DIAGRAM

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 254 OF 291

S-39605

DES: ALS | DWG: KJR | CHK: ALS

Stantec

1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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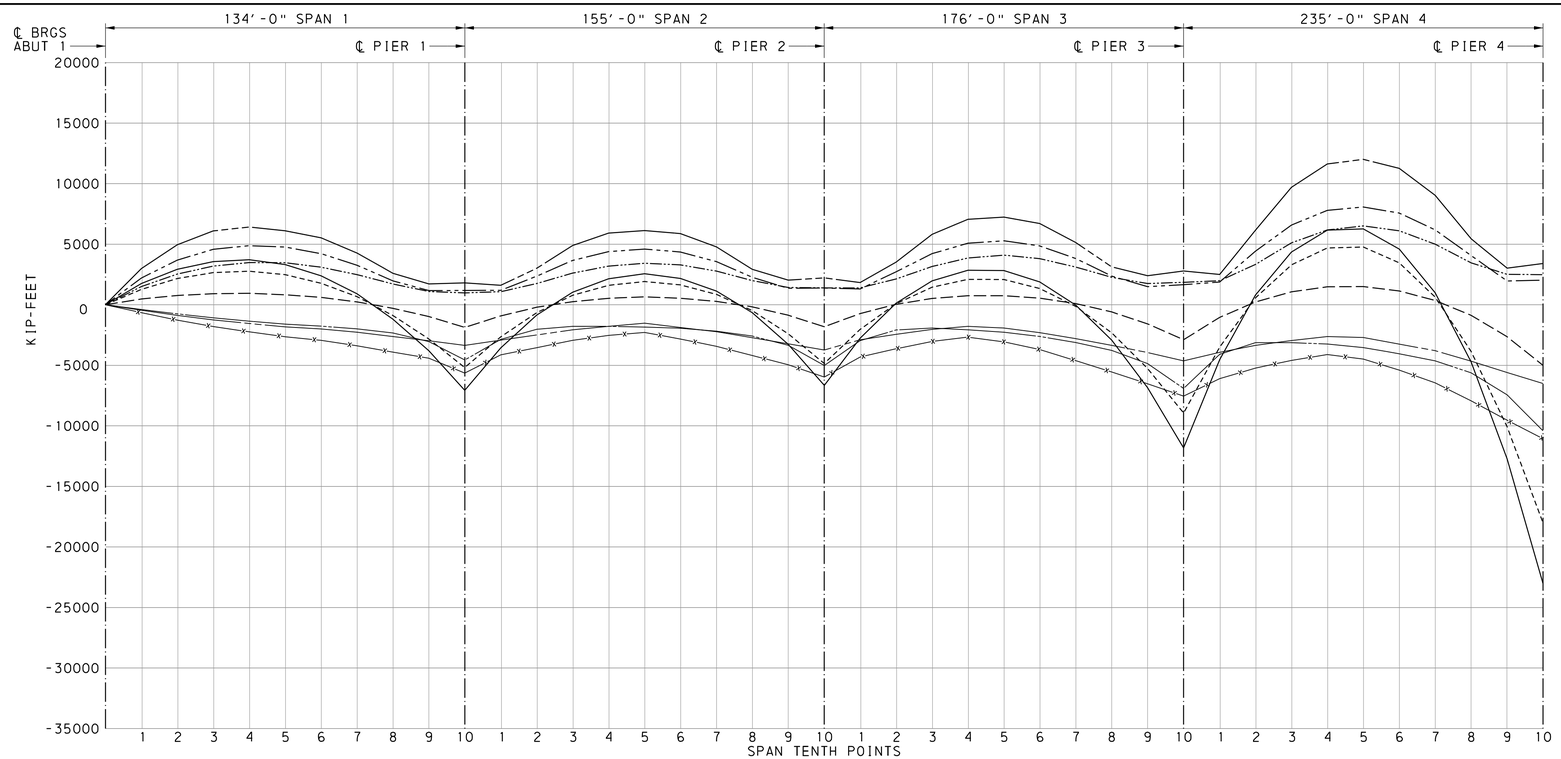
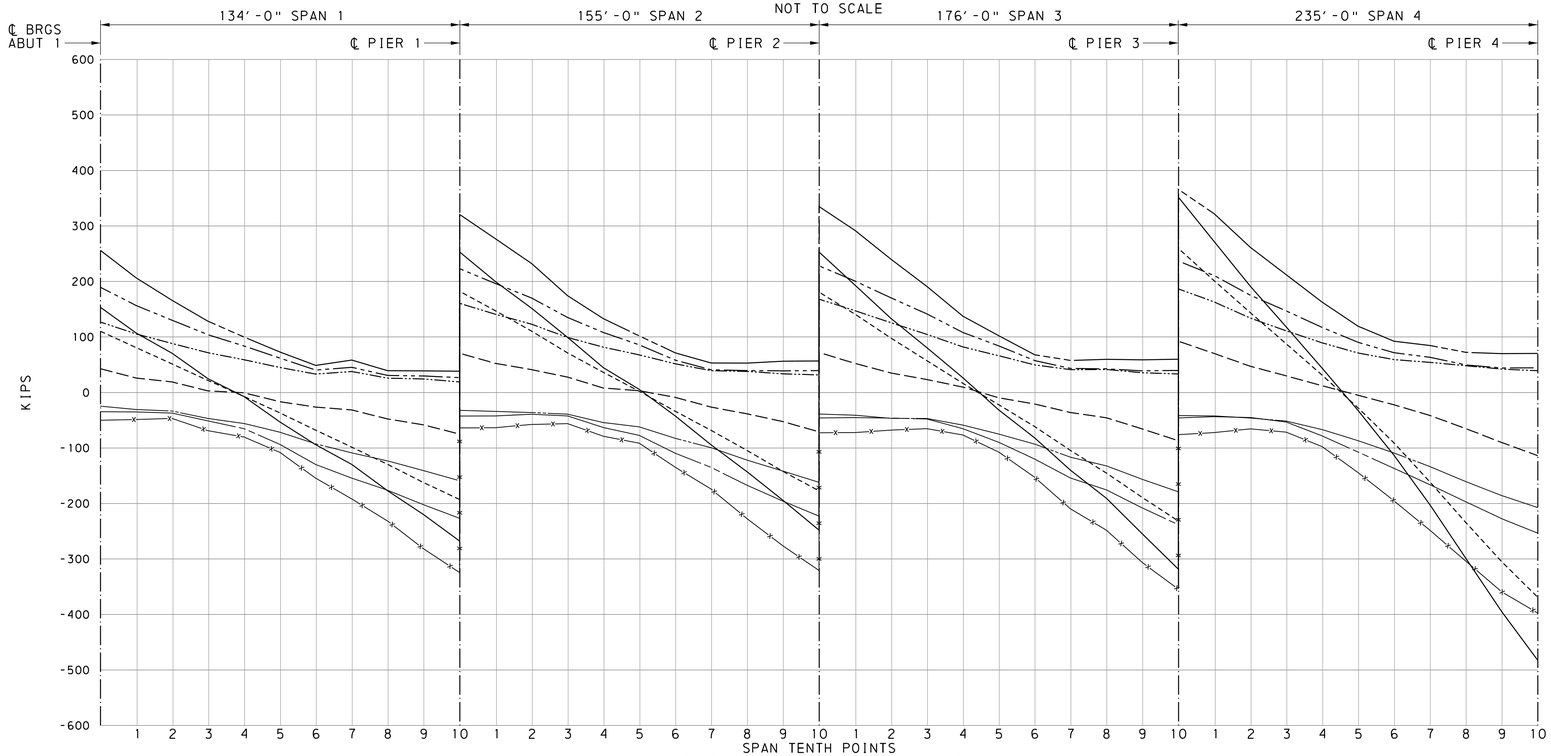


MOMENT DIAGRAM - GIRDER 5

NOT TO SCALE



SHEAR DIAGRAM - GIRDER 5

NOT TO SCALE

GIRDER REACTIONS UNFACTORED (KIPS)							
GIRDER 5							
LOAD		ABUT 1	PIER 1	PIER 2	PIER 3	PIER 4	PIER 5
TOTAL DL		159	530	510	678	1004	1169
PHL-93 LL+I	MAX	27	52	66	70	78	74
	MIN	-130	-267	-279	-308	-367	-388
P-82 LL+I	MAX	37	53	57	56	59	55
	MIN	-193	-267	-270	-274	-287	-288
P-2016 LL+I	MAX	53	82	92	93	95	91
	MIN	-262	-441	-446	-457	-484	-485

LEGEND

- DC1
- DC2+FWS
- TOTAL DL
- PHL-93 LL+
- PHL-93 LL-
- P-82 LL+
- P-82 LL-
- P-2016-13 LL+
- P-2016-13 LL-

NOTES

1. FOR GENERAL NOTES, SEE SHEETS 6 - 9 .
2. FOR BRIDGE LOAD RATINGS, SEE SHEETS 225 - 246 .
3. COMPOSITE DEAD LOAD VALUES INCLUDE 30 PSF FUTURE WEARING SURFACE.
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MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

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BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SHEAR AND MOMENT DIAGRAM

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 255 OF 291

S-39605

DES: ALS | DWG: KJR | CHK: ALS

Stantec 1/9/2026 WORKSPACE: DOT_2015 (SURVEY FEET)
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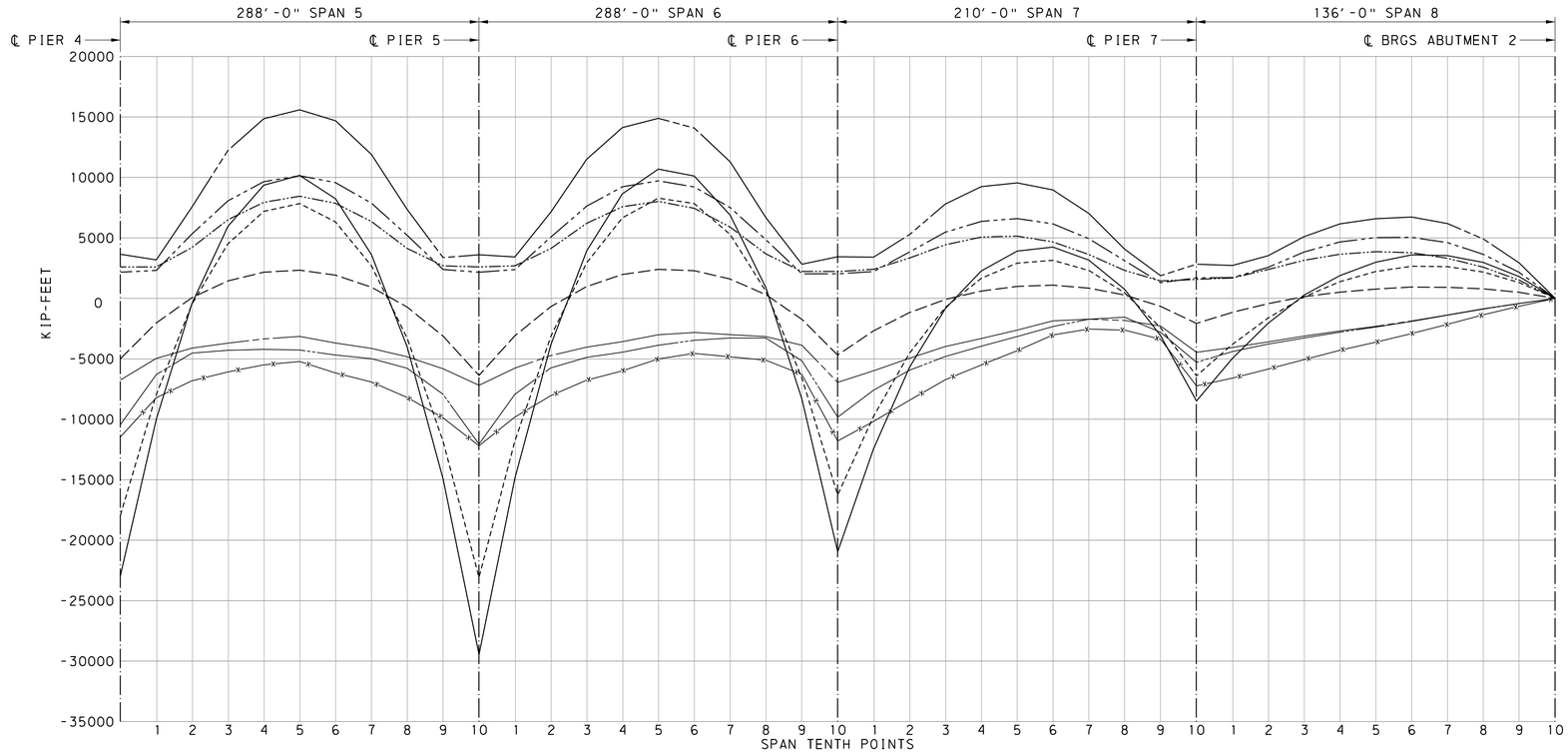
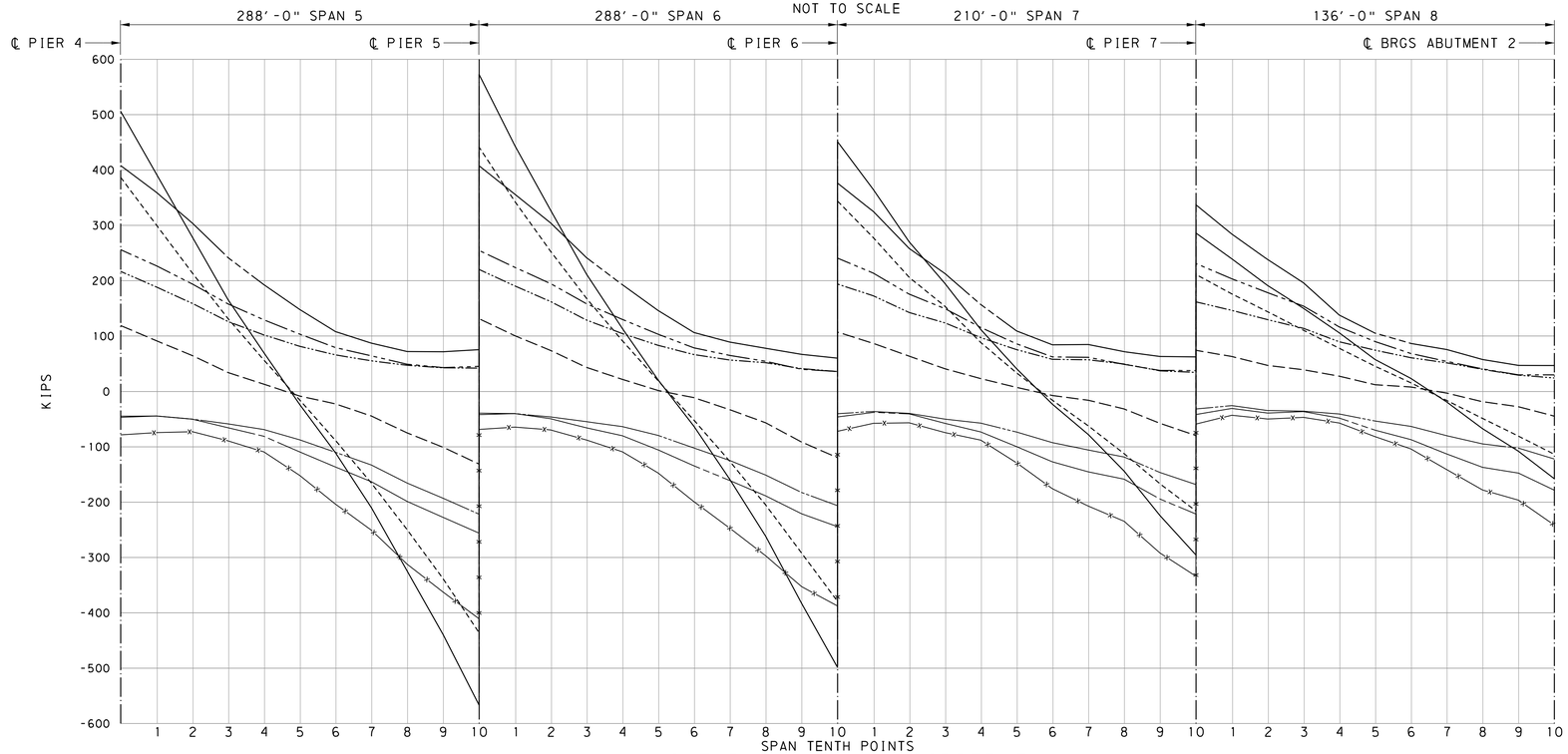


MOMENT DIAGRAM - GIRDER 5

NOT TO SCALE



SHEAR DIAGRAM - GIRDER 5

NOT TO SCALE

GIRDER REACTIONS UNFACTORED (KIPS)				
GIRDER 5				
LOAD		PIER 6	PIER 7	ABUT 2
TOTAL DL		968	597	164
PHL-93 LL+I	MAX	71	60	27
	MIN	-349	-283	-123
P-82 LL+I	MAX	62	59	30
	MIN	-283	-270	-179
P-2016 LL+I	MAX	101	93	47
	MIN	-477	-444	-243

LEGEND

- DC1
- DC2+FWS
- TOTAL DL
- PHL-93 LL+
- PHL-93 LL-
- P-82 LL+
- P-82 LL-
- P-2016-13 LL+
- P-2016-13 LL-

NOTES

1. FOR GENERAL NOTES, SEE SHEETS 6 - 9 .
2. FOR BRIDGE LOAD RATINGS, SEE SHEETS 225 - 246 .
3. COMPOSITE DEAD LOAD VALUES INCLUDE 30 PSF FUTURE WEARING SURFACE.
4. LIVE LOAD VALUES INCLUDE IMPACT AND CENTRIFUGAL FORCE.
5. MOMENT AND SHEAR VALUES ARE UNFACTORED.
6. FOR STEEL GIRDER SECTION PROPERTIES, SEE SHEETS 142 - 152 .

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SHEAR AND MOMENT DIAGRAM

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 256 OF 291

S-39605

DES: ALS | DWG: KJR | CHK: ALS

Stantec

1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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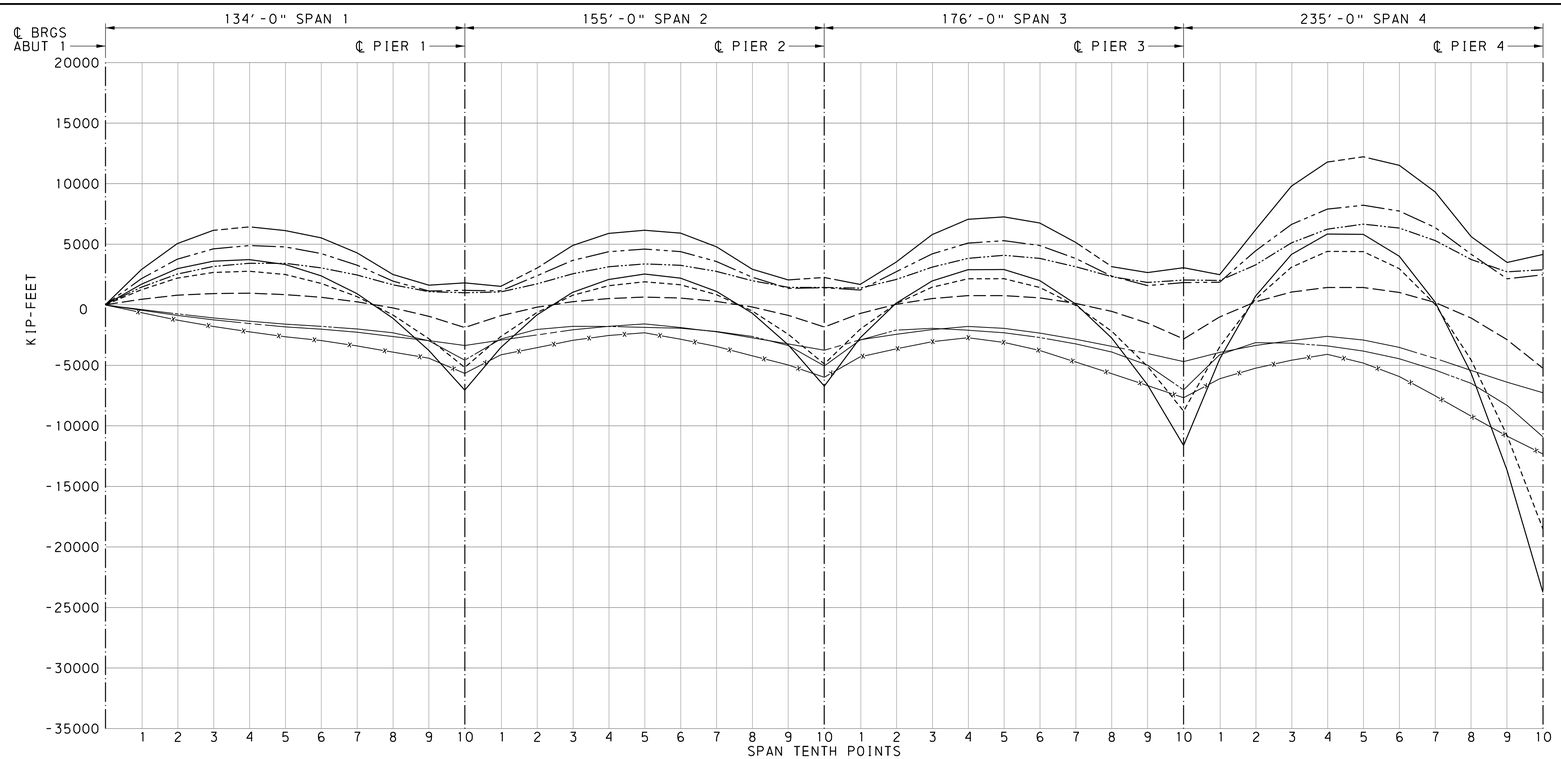
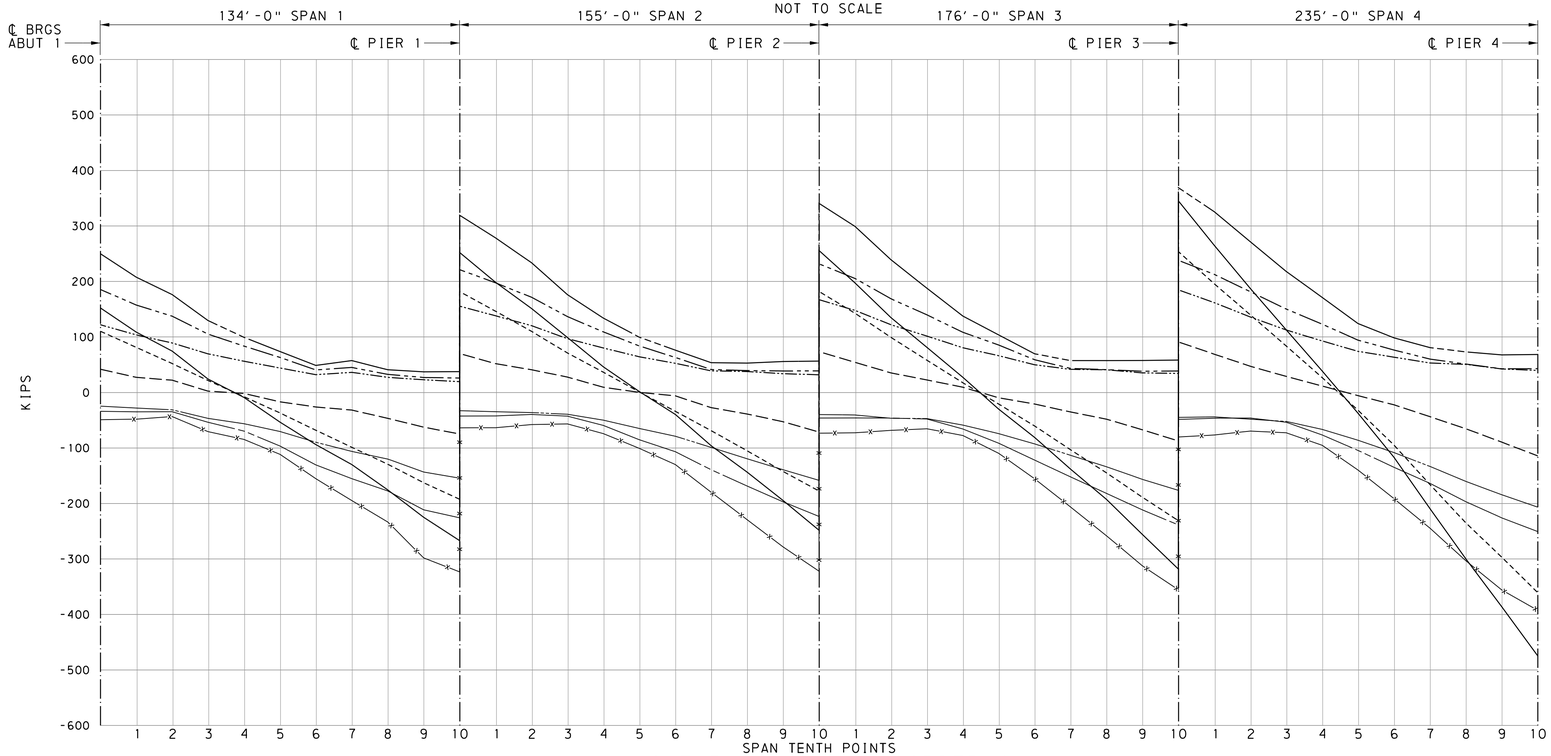


MOMENT DIAGRAM - GIRDER 6

NOT TO SCALE



SHEAR DIAGRAM - GIRDER 6

NOT TO SCALE

GIRDER REACTIONS UNFACTORED (KIPS)							
GIRDER 6							
LOAD		ABUT 1	PIER 1	PIER 2	PIER 3	PIER 4	PIER 5
TOTAL DL		160	528	511	670	990	1121
PHL-93 LL+I	MAX	26	51	68	74	84	70
	MIN	-136	-267	-281	-312	-364	-369
P-82 LL+I	MAX	36	52	58	59	65	52
	MIN	-209	-266	-270	-276	-291	-283
P-2016 LL+I	MAX	53	81	93	96	109	86
	MIN	-286	-442	-447	-460	-487	-477

LEGEND

- DC1
- DC2+FWS
- TOTAL DL
- PHL-93 LL+
- PHL-93 LL-
- P-82 LL+
- P-82 LL-
- P-2016-13 LL+
- P-2016-13 LL-

NOTES

1. FOR GENERAL NOTES, SEE SHEETS 6 - 9 .
2. FOR BRIDGE LOAD RATINGS, SEE SHEETS 225 - 246 .
3. COMPOSITE DEAD LOAD VALUES INCLUDE 30 PSF FUTURE WEARING SURFACE.
4. LIVE LOAD VALUES INCLUDE IMPACT AND CENTRIFUGAL FORCE.
5. MOMENT AND SHEAR VALUES ARE UNFACTORED.
6. FOR STEEL GIRDER SECTION PROPERTIES, SEE SHEETS 142 - 152 .

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789

BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091

SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK

8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE

SHEAR AND MOMENT DIAGRAM

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 257 OF 291

S-39605

DES: ALS | DWG: KJR | CHK: ALS

Stantec

1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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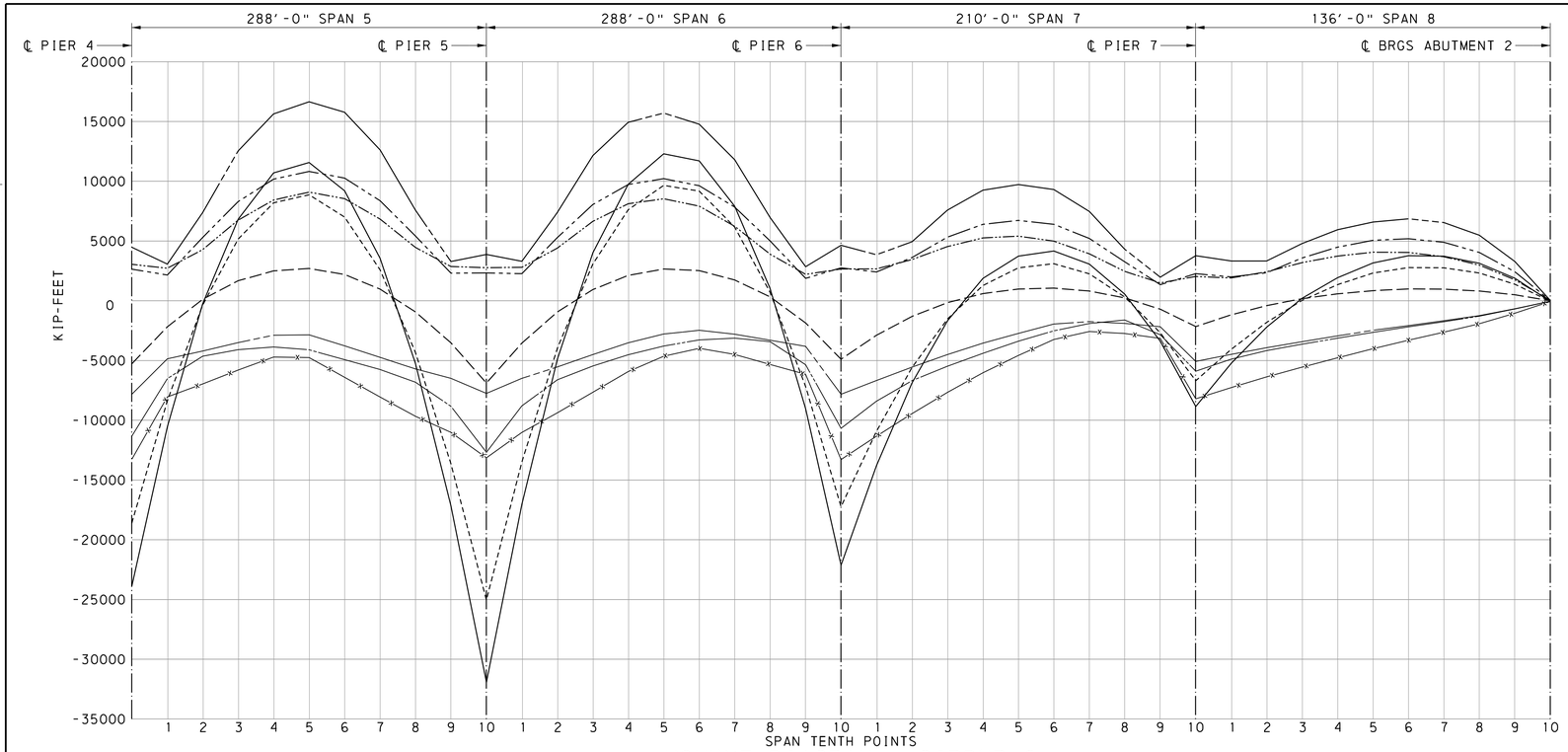
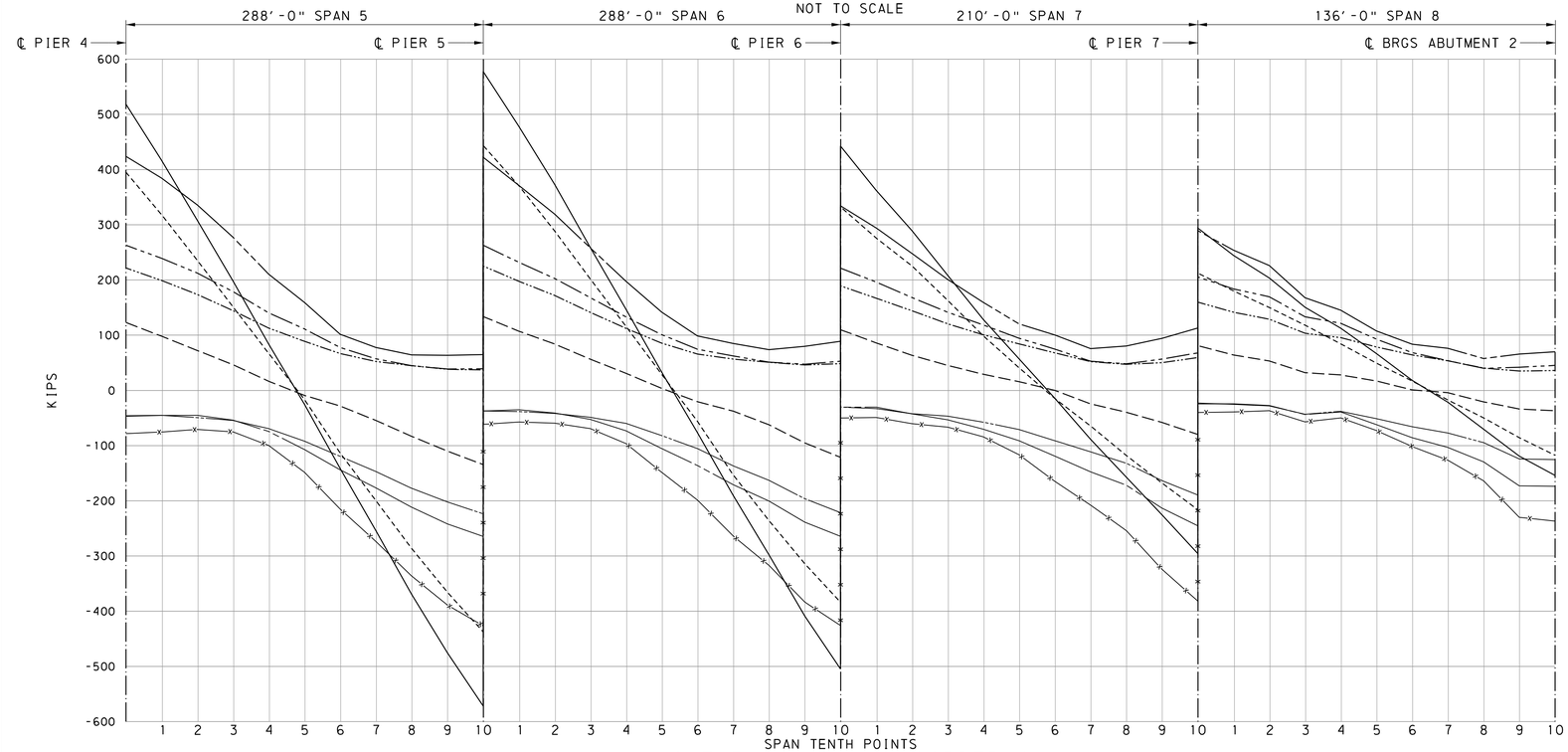


MOMENT DIAGRAM - GIRDER 6

NOT TO SCALE



SHEAR DIAGRAM - GIRDER 6

NOT TO SCALE

GIRDER REACTIONS UNFACTORED (KIPS)				
GIRDER 6				
LOAD		PIER 6	PIER 7	ABUT 2
TOTAL DL		924	591	167
PHL-93 LL+I	MAX	80	92	46
	MIN	-358	-299	-162
P-82 LL+I	MAX	74	91	58
	MIN	-307	-286	-218
P-2016 LL+I	MAX	123	151	90
	MIN	-516	-466	-304

LEGEND

- DC1
- DC2+FWS
- TOTAL DL
- PHL-93 LL+
- PHL-93 LL-
- P-82 LL+
- P-82 LL-
- P-2016-13 LL+
- P-2016-13 LL-

NOTES

1. FOR GENERAL NOTES, SEE SHEETS 6 - 9 .
2. FOR BRIDGE LOAD RATINGS, SEE SHEETS 225 - 246 .
3. COMPOSITE DEAD LOAD VALUES INCLUDE 30 PSF FUTURE WEARING SURFACE.
4. LIVE LOAD VALUES INCLUDE IMPACT AND CENTRIFUGAL FORCE.
5. MOMENT AND SHEAR VALUES ARE UNFACTORED.
6. FOR STEEL GIRDER SECTION PROPERTIES, SEE SHEETS 142 - 152 .

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SHEAR AND MOMENT DIAGRAM

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 258 OF 291

S-39605

DES: ALS | DWG: KJR | CHK: ALS

Stantec 1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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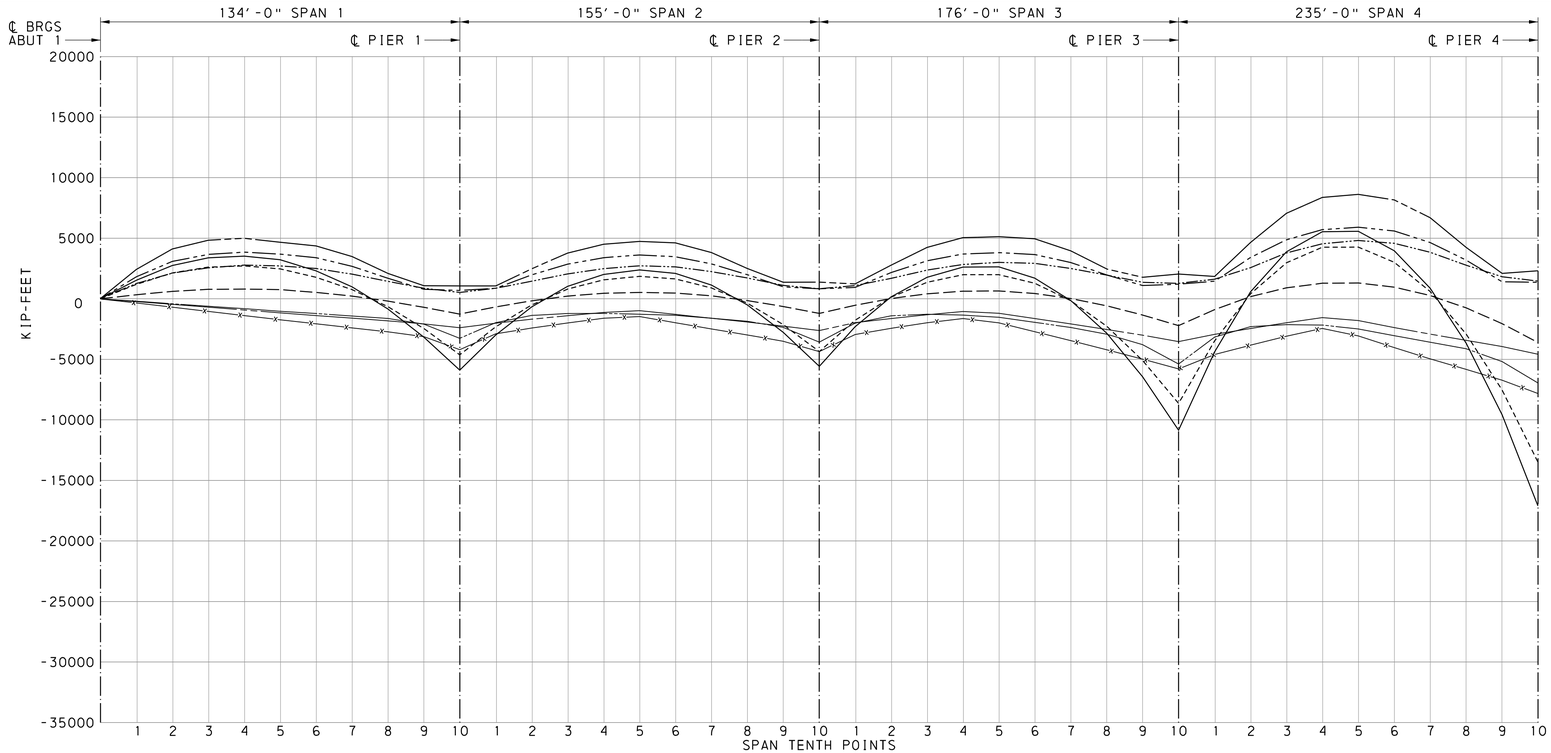
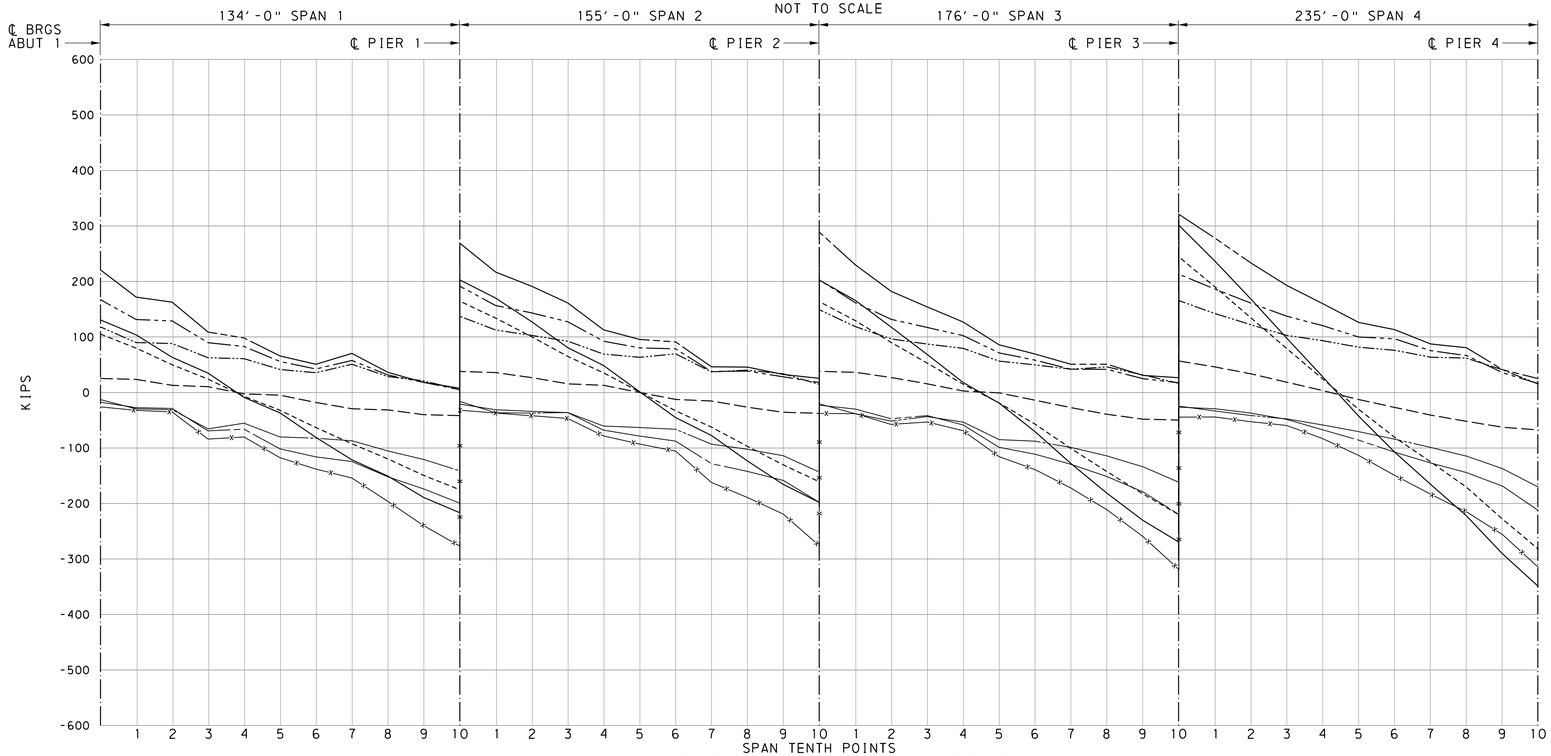


MOMENT DIAGRAM - GIRDER 7

NOT TO SCALE



SHEAR DIAGRAM - GIRDER 7

NOT TO SCALE

GIRDER REACTIONS UNFACTORED (KIPS)							
GIRDER 7							
LOAD		ABUT 1	PIER 1	PIER 2	PIER 3	PIER 4	PIER 5
TOTAL DL		135	426	407	580	737	863
PHL-93 LL+I	MAX	12	23	34	41	36	28
	MIN	-136	-232	-239	-270	-289	-300
P-82 LL+I	MAX	17	26	29	35	29	21
	MIN	-197	-247	-248	-252	-248	-247
P-2016 LL+I	MAX	26	40	49	59	50	35
	MIN	-260	-381	-385	-407	-403	-403

LEGEND

- DC1
- DC2+FWS
- TOTAL DL
- PHL-93 LL+
- PHL-93 LL-
- P-82 LL+
- P-82 LL-
- P-2016-13 LL+
- P-2016-13 LL-

NOTES

1. FOR GENERAL NOTES, SEE SHEETS 6 - 9 .
2. FOR BRIDGE LOAD RATINGS, SEE SHEETS 225 - 246 .
3. COMPOSITE DEAD LOAD VALUES INCLUDE 30 PSF FUTURE WEARING SURFACE.
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MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
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COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
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OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
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COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 259 OF 291

S-39605

DES: ALS | DWG: KJR | CHK: ALS

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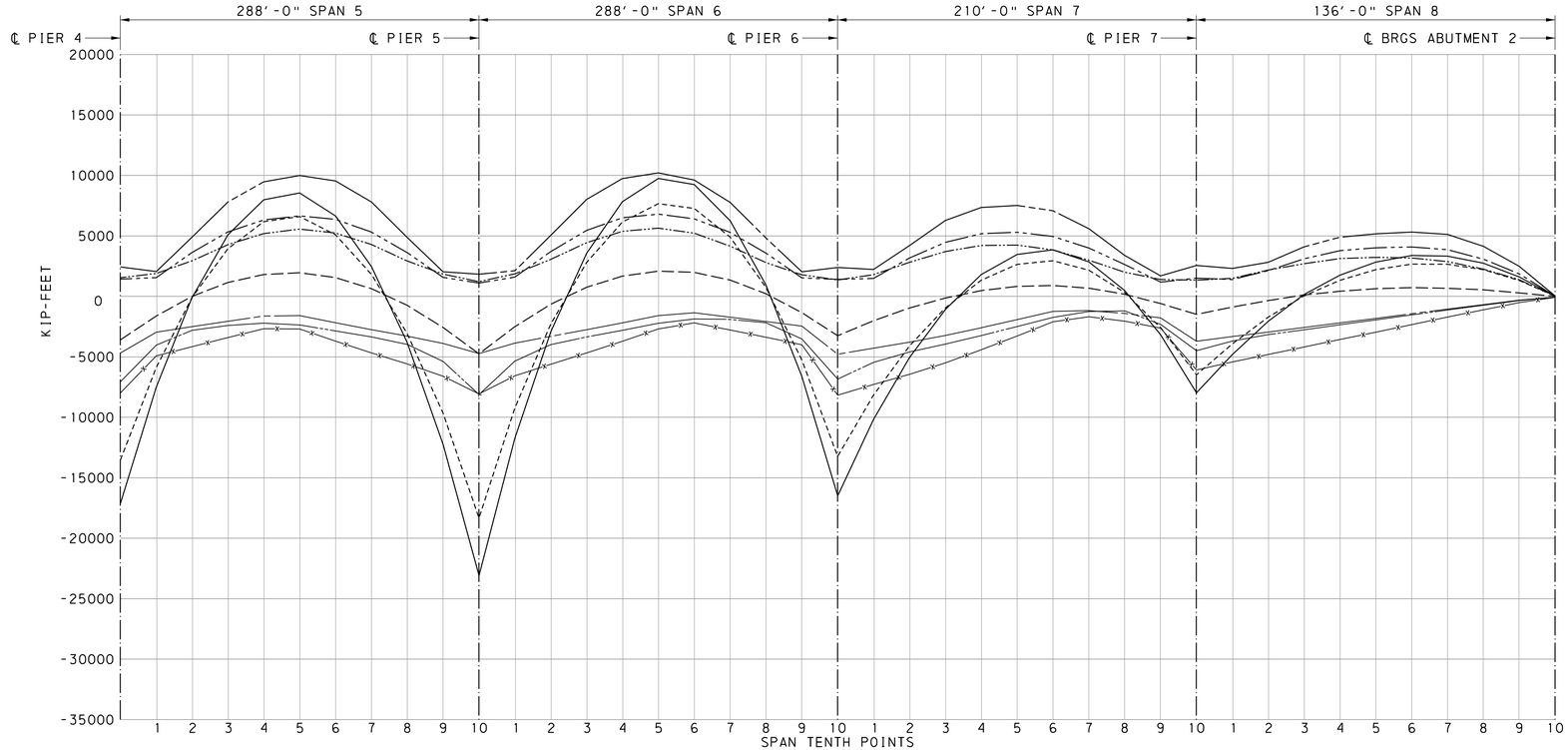
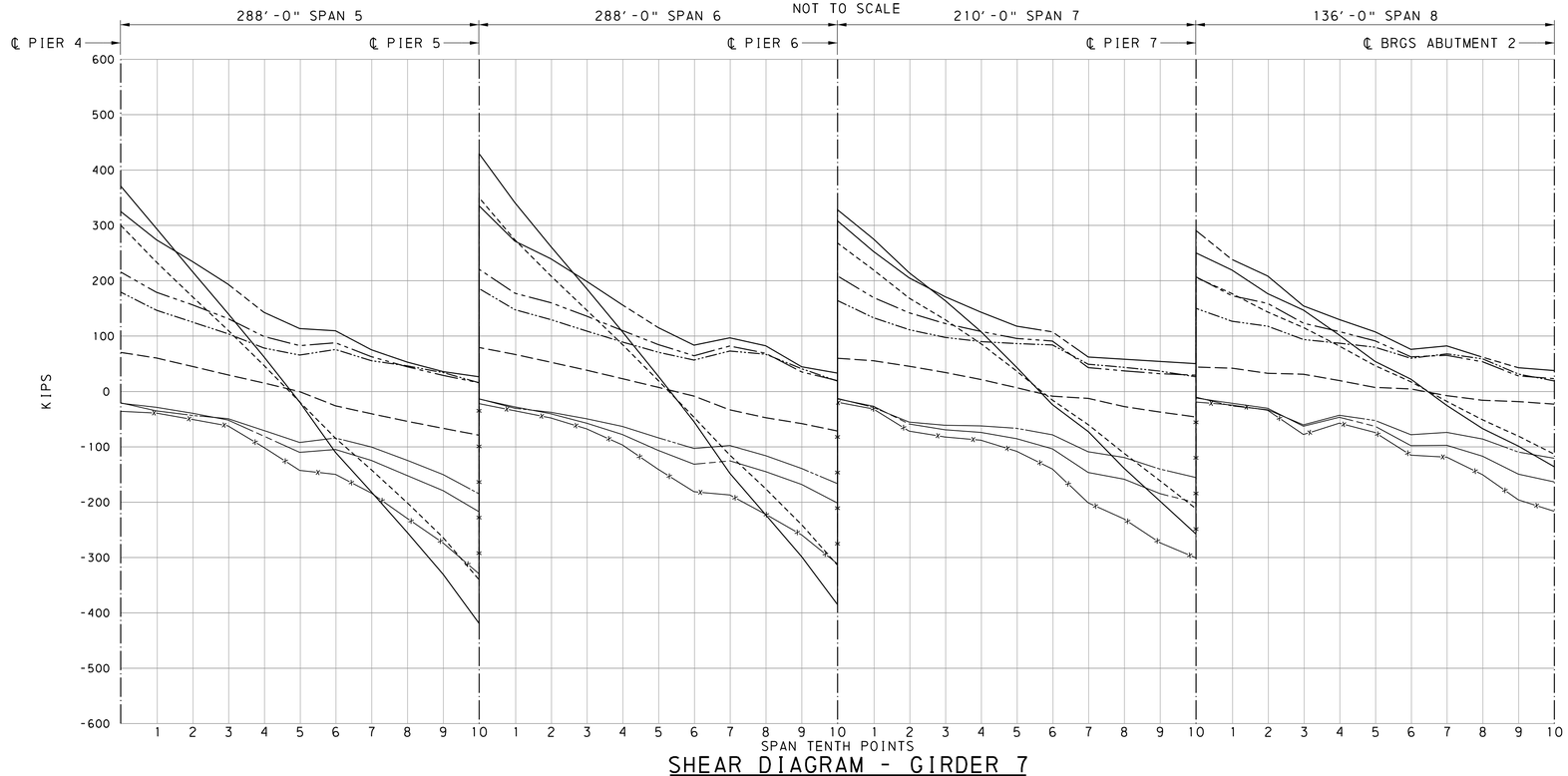
DOT_ANSI_D_PDF.plt
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713144 2\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_4.50.CMB.dgn
Stantec



MOMENT DIAGRAM - GIRDER 7

NOT TO SCALE



SHEAR DIAGRAM - GIRDER 7

NOT TO SCALE

GIRDER REACTIONS UNFACTORED (KIPS)				
GIRDER 7				
LOAD		PIER 6	PIER 7	ABUT 2
TOTAL DL		734	515	140
PHL-93 LL+I	MAX	32	42	20
	MIN	-273	-248	-130
P-82 LL+I	MAX	29	42	24
	MIN	-243	-245	-177
P-2016 LL+I	MAX	48	69	39
	MIN	-391	-387	-236

LEGEND

- DC1
- DC2+FWS
- TOTAL DL
- PHL-93 LL+
- PHL-93 LL-
- P-82 LL+
- P-82 LL-
- P-2016-13 LL+
- P-2016-13 LL-

NOTES

1. FOR GENERAL NOTES, SEE SHEETS 6 - 9 .
2. FOR BRIDGE LOAD RATINGS, SEE SHEETS 225 - 246 .
3. COMPOSITE DEAD LOAD VALUES INCLUDE 30 PSF FUTURE WEARING SURFACE.
4. LIVE LOAD VALUES INCLUDE IMPACT AND CENTRIFUGAL FORCE.
5. MOMENT AND SHEAR VALUES ARE UNFACTORED.
6. FOR STEEL GIRDER SECTION PROPERTIES, SEE SHEETS 142 - 152 .

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789

BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091

SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK

8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE

SHEAR AND MOMENT DIAGRAM

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 260 OF 291

S-39605

DES: ALS | DWG: KJR | CHK: ALS

Stantec

1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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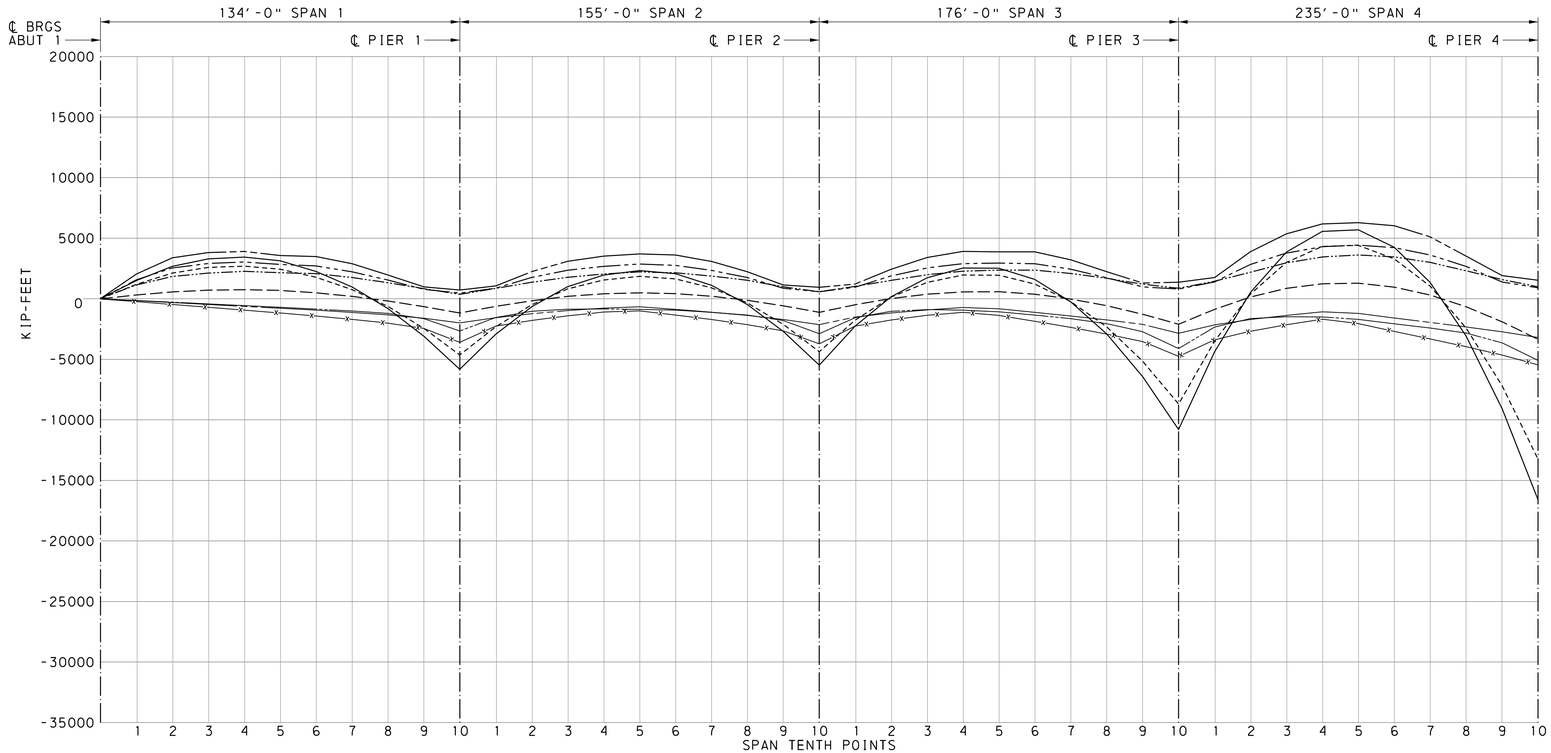
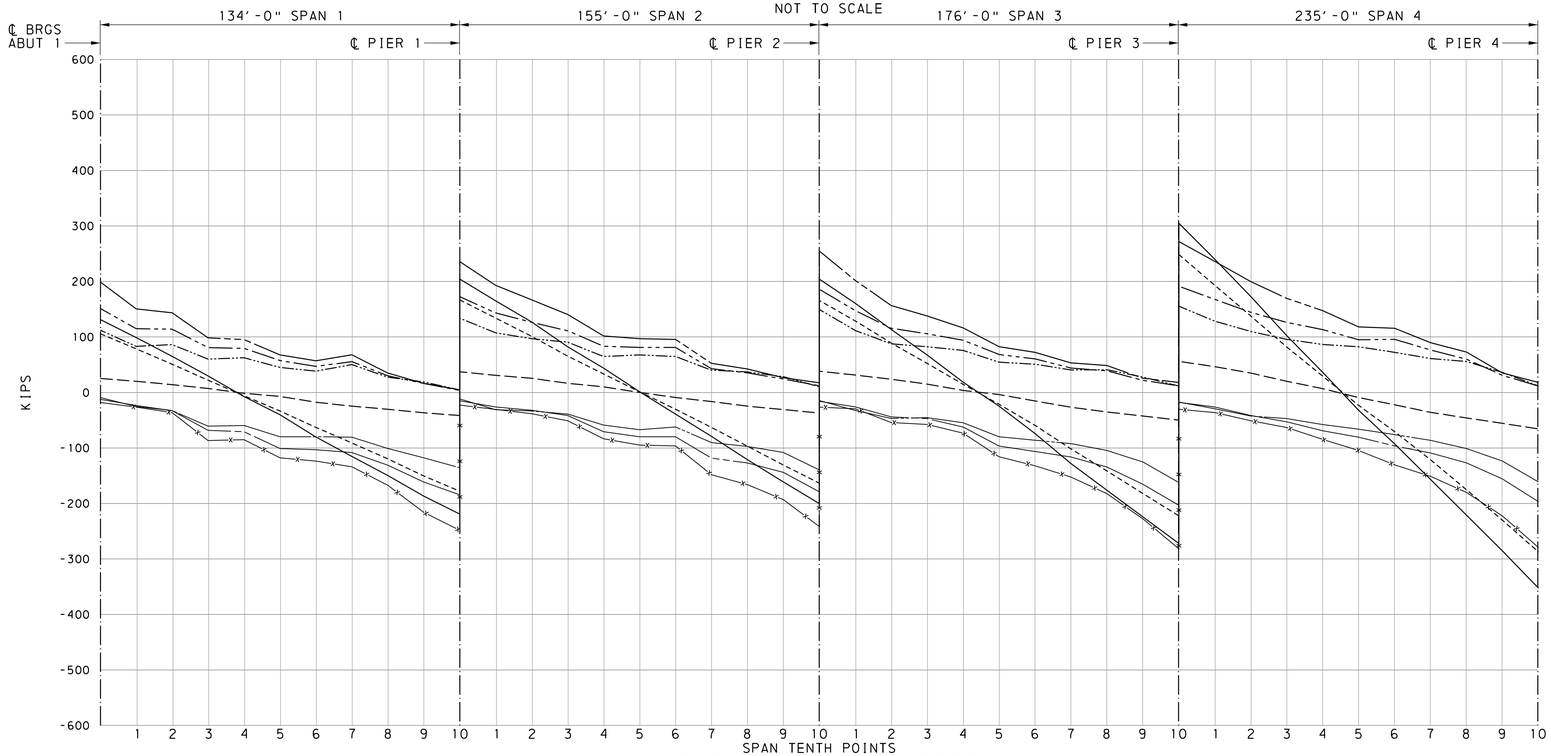


MOMENT DIAGRAM - GIRDER 8

NOT TO SCALE



SHEAR DIAGRAM - GIRDER 8

NOT TO SCALE

GIRDER REACTIONS UNFACTORED (KIPS)							
GIRDER 8							
LOAD		ABUT 1	PIER 1	PIER 2	PIER 3	PIER 4	PIER 5
TOTAL DL		135	427	407	579	721	794
PHL-93 LL+I	MAX	9	16	24	41	24	18
	MIN	-130	-224	-229	-270	-261	-255
P-82 LL+I	MAX	12	18	20	35	19	15
	MIN	-175	-250	-250	-252	-250	-241
P-2016 LL+I	MAX	18	27	34	59	32	24
	MIN	-231	-361	-363	-407	-378	-367

LEGEND

- DC1
- DC2+FWS
- TOTAL DL
- PHL-93 LL+
- PHL-93 LL-
- P-82 LL+
- P-82 LL-
- P-2016-13 LL+
- P-2016-13 LL-

NOTES

1. FOR GENERAL NOTES, SEE SHEETS 6-9 .
2. FOR BRIDGE LOAD RATINGS, SEE SHEETS 225-246 .
3. COMPOSITE DEAD LOAD VALUES INCLUDE 30 PSF FUTURE WEARING SURFACE.
4. LIVE LOAD VALUES INCLUDE IMPACT AND CENTRIFUGAL FORCE.
5. MOMENT AND SHEAR VALUES ARE UNFACTORED.
6. FOR STEEL GIRDER SECTION PROPERTIES, SEE SHEETS 142-152 .

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SHEAR AND MOMENT DIAGRAM

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 261 OF 291

S-39605

DES: ALS | DWG: KJR | CHK: ALS

DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI_D_PDF.plt

1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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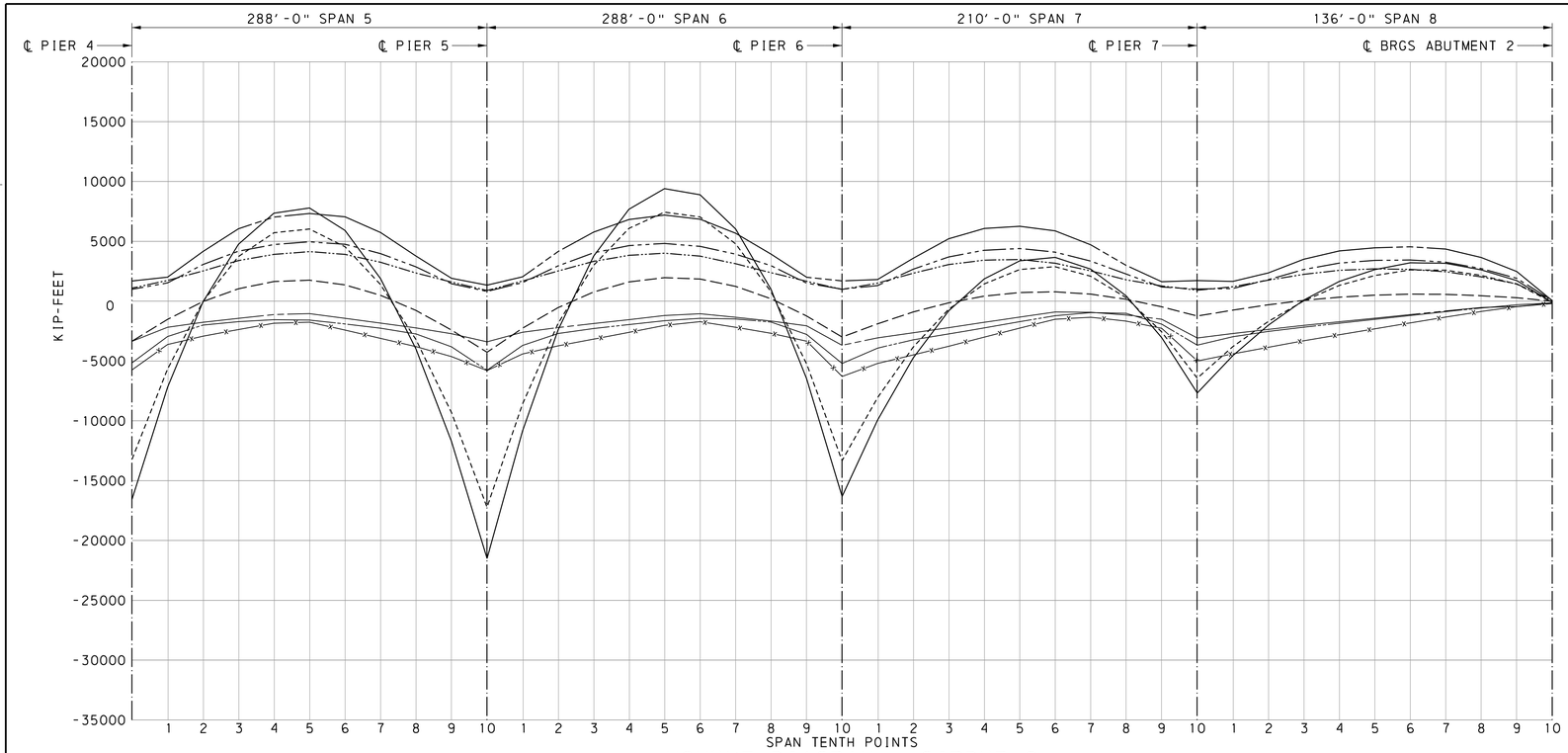
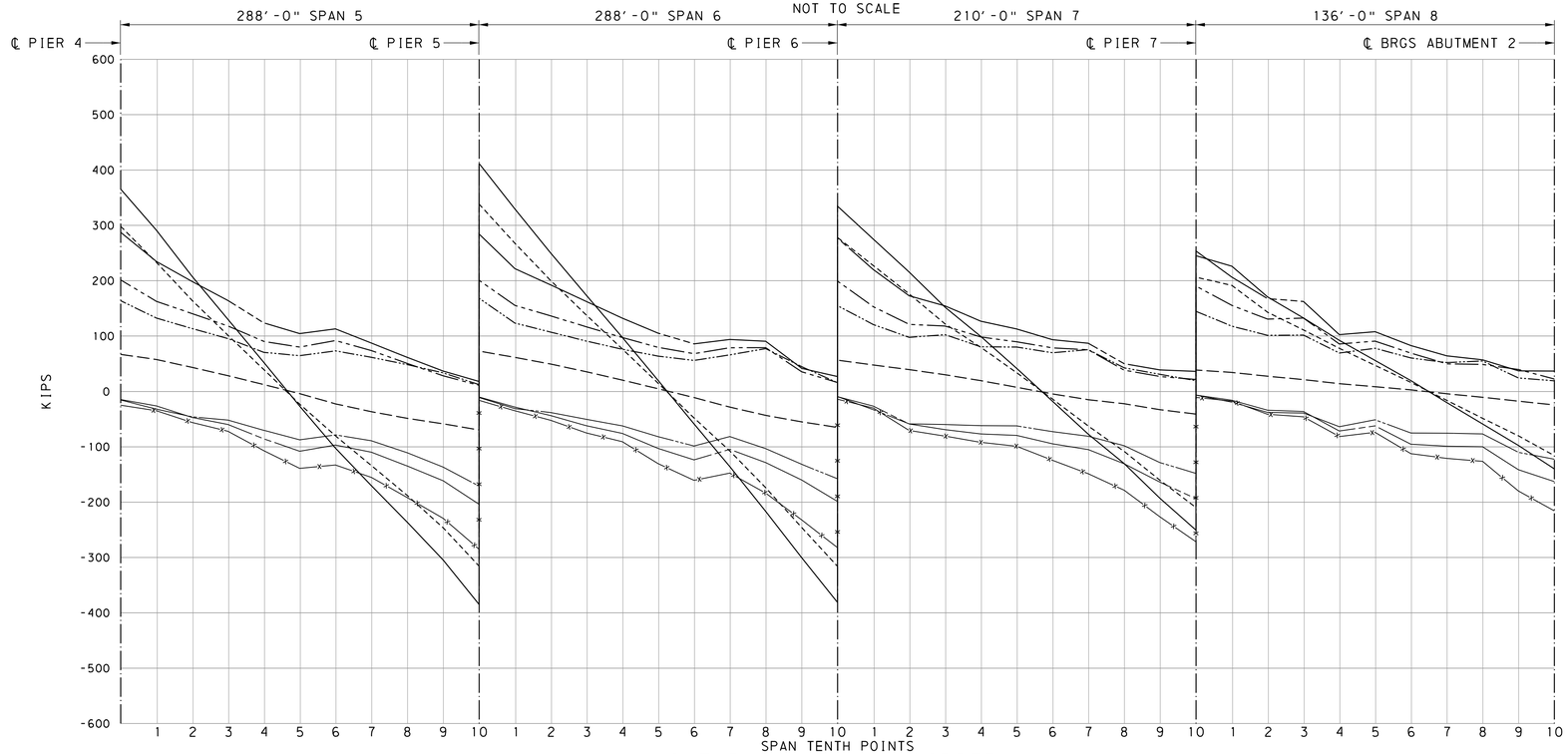
Stantec



MOMENT DIAGRAM - GIRDER 8

NOT TO SCALE



SHEAR DIAGRAM - GIRDER 8

NOT TO SCALE

GIRDER REACTIONS UNFACTORED (KIPS)				
GIRDER 8				
LOAD		PIER 6	PIER 7	ABUT 2
TOTAL DL		721	498	136
PHL-93 LL+I	MAX	22	27	15
	MIN	-250	-226	-122
P-82 LL+I	MAX	19	26	19
	MIN	-245	-238	-165
P-2016 LL+I	MAX	31	44	31
	MIN	-370	-367	-217

LEGEND

- DC1
- DC2+FWS
- TOTAL DL
- PHL-93 LL+
- PHL-93 LL-
- P-82 LL+
- P-82 LL-
- P-2016-13 LL+
- P-2016-13 LL-

NOTES

1. FOR GENERAL NOTES, SEE SHEETS 6 - 9 .
2. FOR BRIDGE LOAD RATINGS, SEE SHEETS 225 - 246 .
3. COMPOSITE DEAD LOAD VALUES INCLUDE 30 PSF FUTURE WEARING SURFACE.
4. LIVE LOAD VALUES INCLUDE IMPACT AND CENTRIFUGAL FORCE.
5. MOMENT AND SHEAR VALUES ARE UNFACTORED.
6. FOR STEEL GIRDER SECTION PROPERTIES, SEE SHEETS 142 - 152 .

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

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COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SHEAR AND MOMENT DIAGRAM

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 262 OF 291

S-39605

DES: ALS | DWG: KJR | CHK: ALS

Stantec 1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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DOT_2015
1442_STR_Black_Color_249-254.tbl
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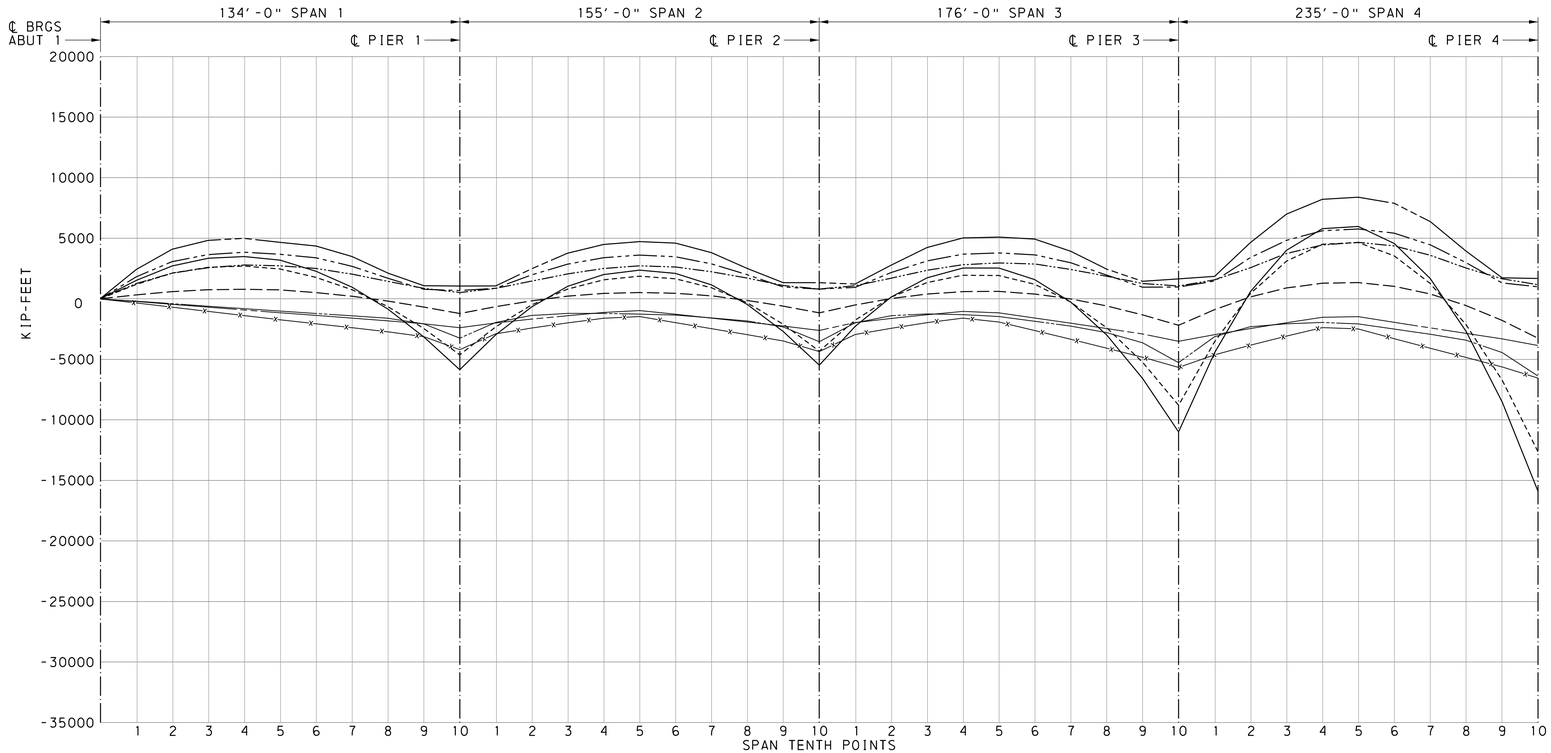
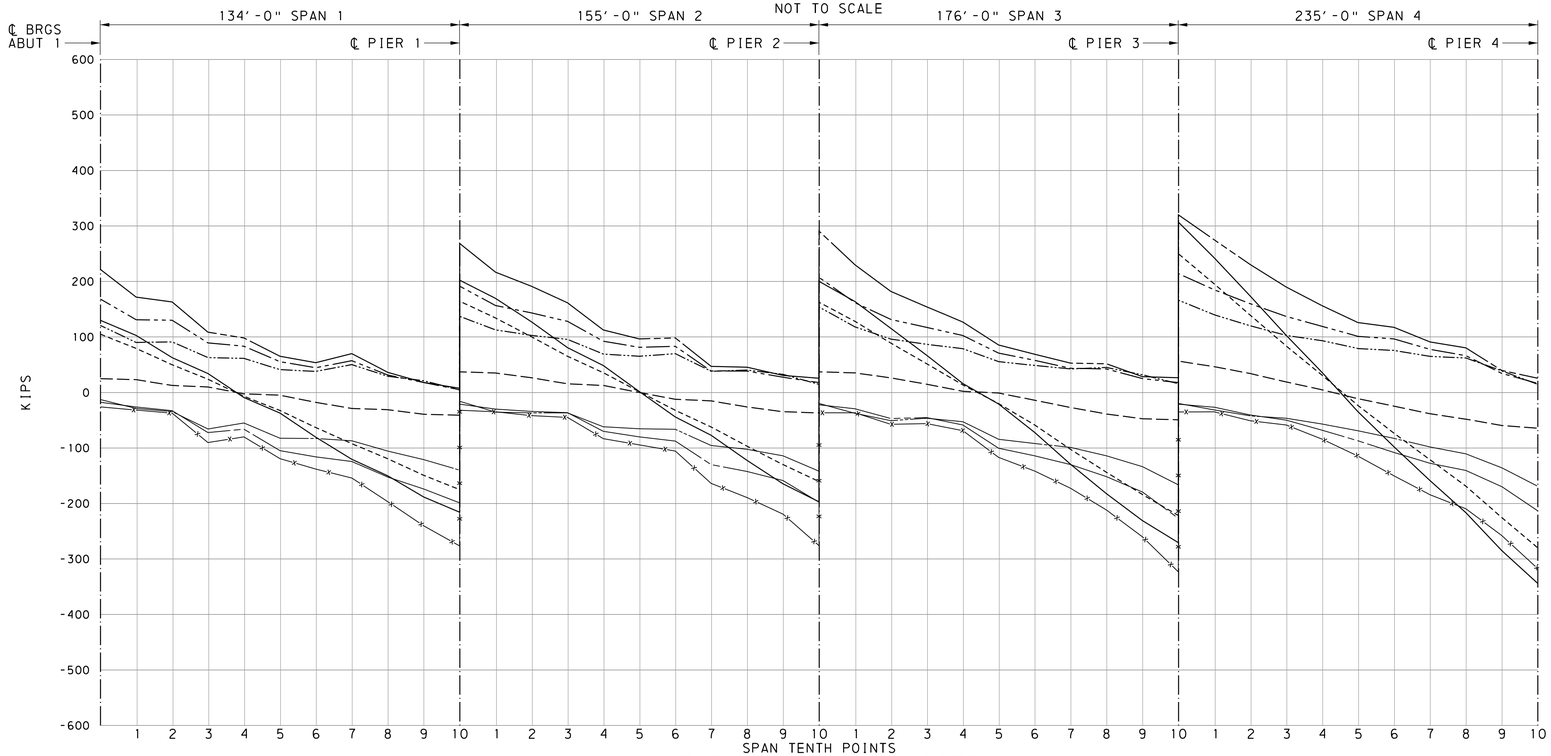


MOMENT DIAGRAM - GIRDER 9

NOT TO SCALE



SHEAR DIAGRAM - GIRDER 9

NOT TO SCALE

GIRDER REACTIONS UNFACTORED (KIPS)							
GIRDER 9							
LOAD		ABUT 1	PIER 1	PIER 2	PIER 3	PIER 4	PIER 5
TOTAL DL		134	424	403	583	706	697
PHL-93 LL+I	MAX	13	23	33	34	30	19
	MIN	-135	-232	-239	-267	-283	-222
P-82 LL+I	MAX	17	26	29	27	23	16
	MIN	-198	-247	-248	-252	-249	-191
P-2016 LL+I	MAX	26	40	47	46	38	27
	MIN	-260	-381	-385	-405	-399	-303

LEGEND

- DC1
- DC2+FWS
- TOTAL DL
- PHL-93 LL+
- PHL-93 LL-
- P-82 LL+
- P-82 LL-
- P-2016-13 LL+
- P-2016-13 LL-

NOTES

1. FOR GENERAL NOTES, SEE SHEETS 6 - 9 .
2. FOR BRIDGE LOAD RATINGS, SEE SHEETS 225 - 246 .
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REVISIONS					

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COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
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SHEAR AND MOMENT DIAGRAM

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 263 OF 291

S-39605

DES: ALS | DWG: KJR | CHK: ALS

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1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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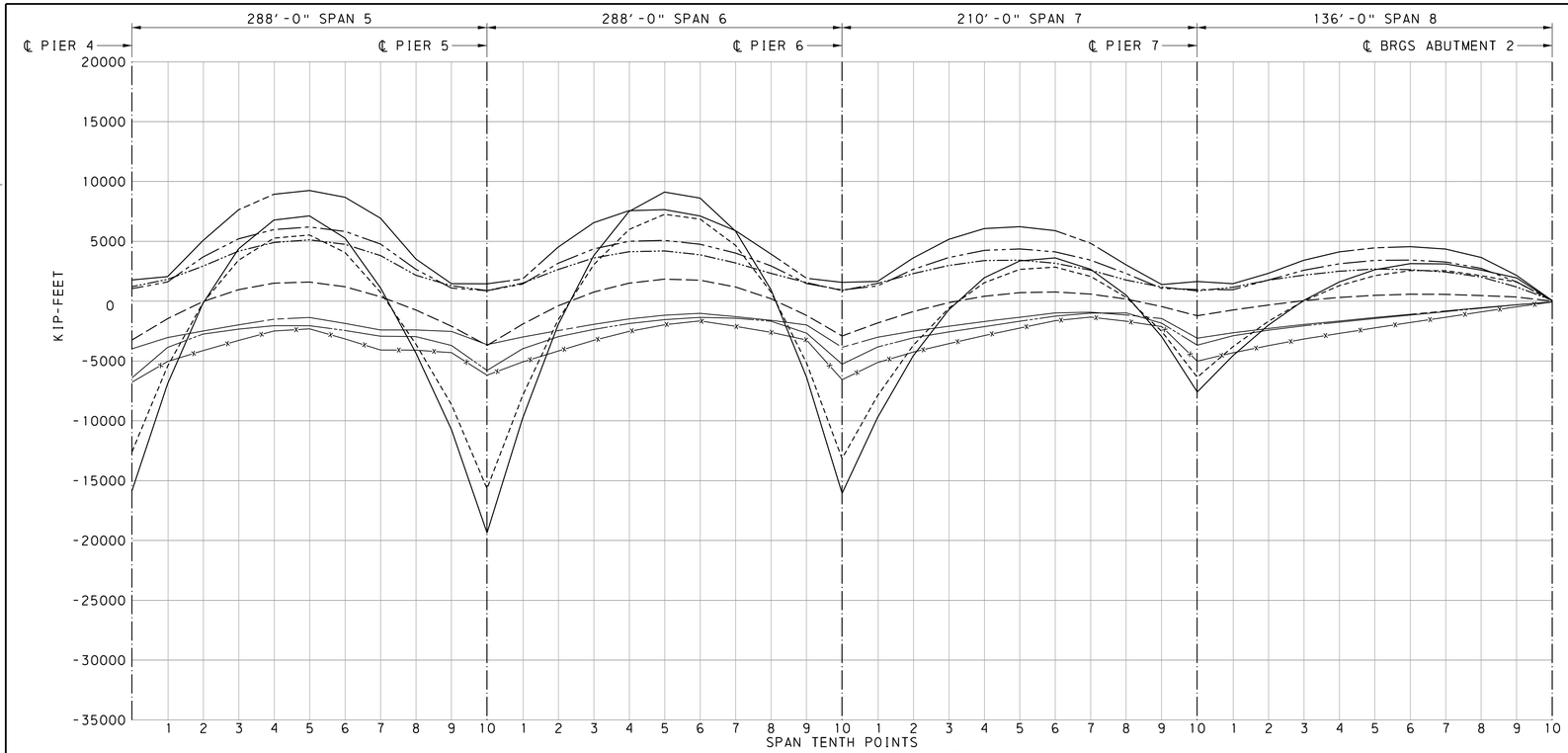
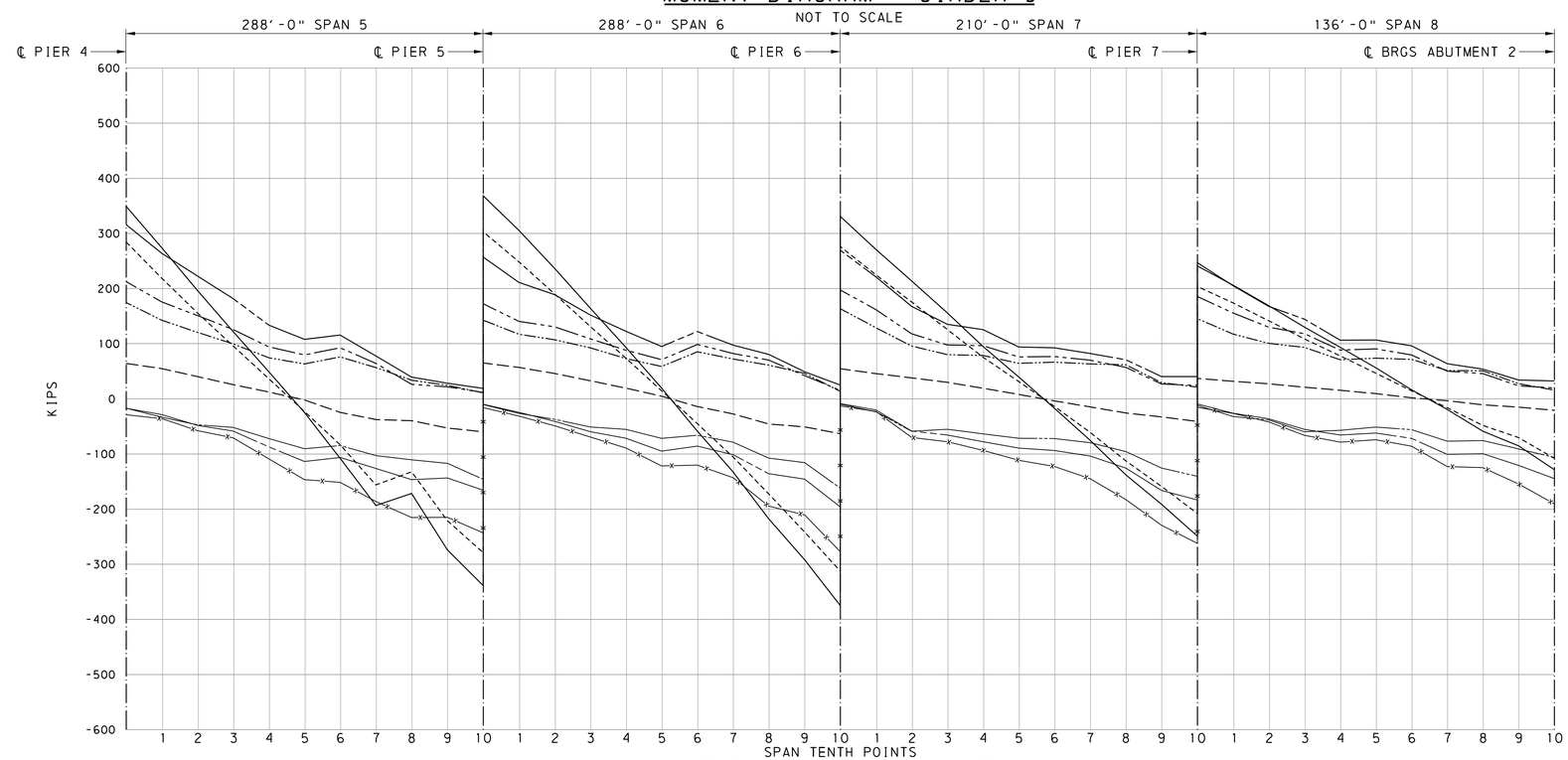
Stantec



MOMENT DIAGRAM - GIRDER 9

NOT TO SCALE



SHEAR DIAGRAM - GIRDER 9

NOT TO SCALE

GIRDER REACTIONS UNFACTORED (KIPS)				
GIRDER 9				
LOAD		PIER 6	PIER 7	ABUT 2
TOTAL DL		711	495	134
PHL-93 LL+I	MAX	22	34	16
	MIN	-262	-228	-125
P-82 LL+I	MAX	19	33	20
	MIN	-257	-241	-169
P-2016 LL+I	MAX	32	56	33
	MIN	-376	-370	-221

LEGEND

- DC1
- DC2+FWS
- TOTAL DL
- PHL-93 LL+
- PHL-93 LL-
- P-82 LL+
- P-82 LL-
- P-2016-13 LL+
- P-2016-13 LL-

NOTES

1. FOR GENERAL NOTES, SEE SHEETS 6 - 9 .
2. FOR BRIDGE LOAD RATINGS, SEE SHEETS 225 - 246 .
3. COMPOSITE DEAD LOAD VALUES INCLUDE 30 PSF FUTURE WEARING SURFACE.
4. LIVE LOAD VALUES INCLUDE IMPACT AND CENTRIFUGAL FORCE.
5. MOMENT AND SHEAR VALUES ARE UNFACTORED.
6. FOR STEEL GIRDER SECTION PROPERTIES, SEE SHEETS 142 - 152 .

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789

BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091

SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK

8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE

SHEAR AND MOMENT DIAGRAM

COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL — ALEXANDER LEE SCHMIDT — ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 264 OF 291

S-39605

DES: ALS | DWG: KJR | CHK: ALS

Stantec

1/9/2026
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1442_STR_Black_Color_249-254.tbl
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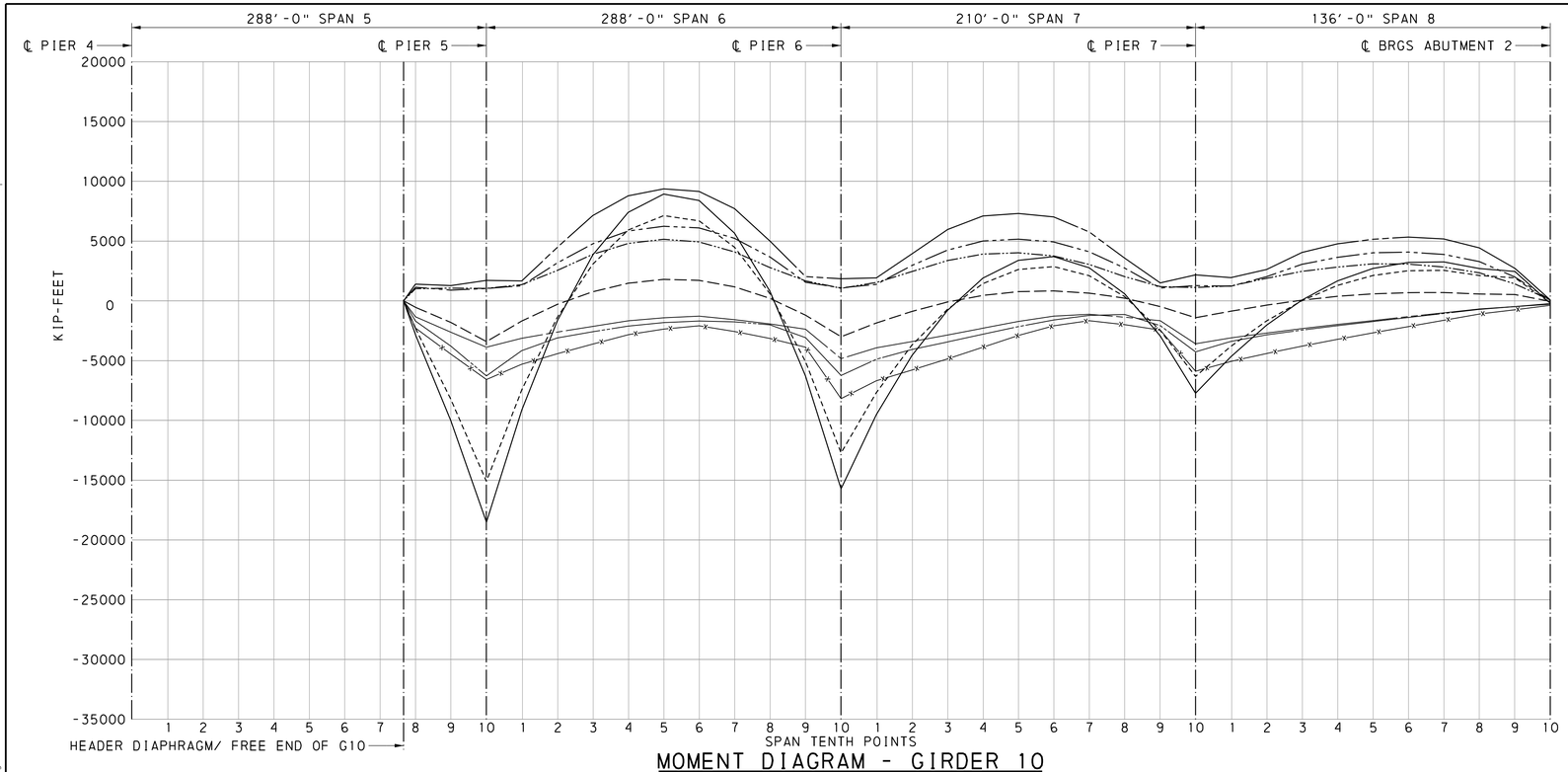
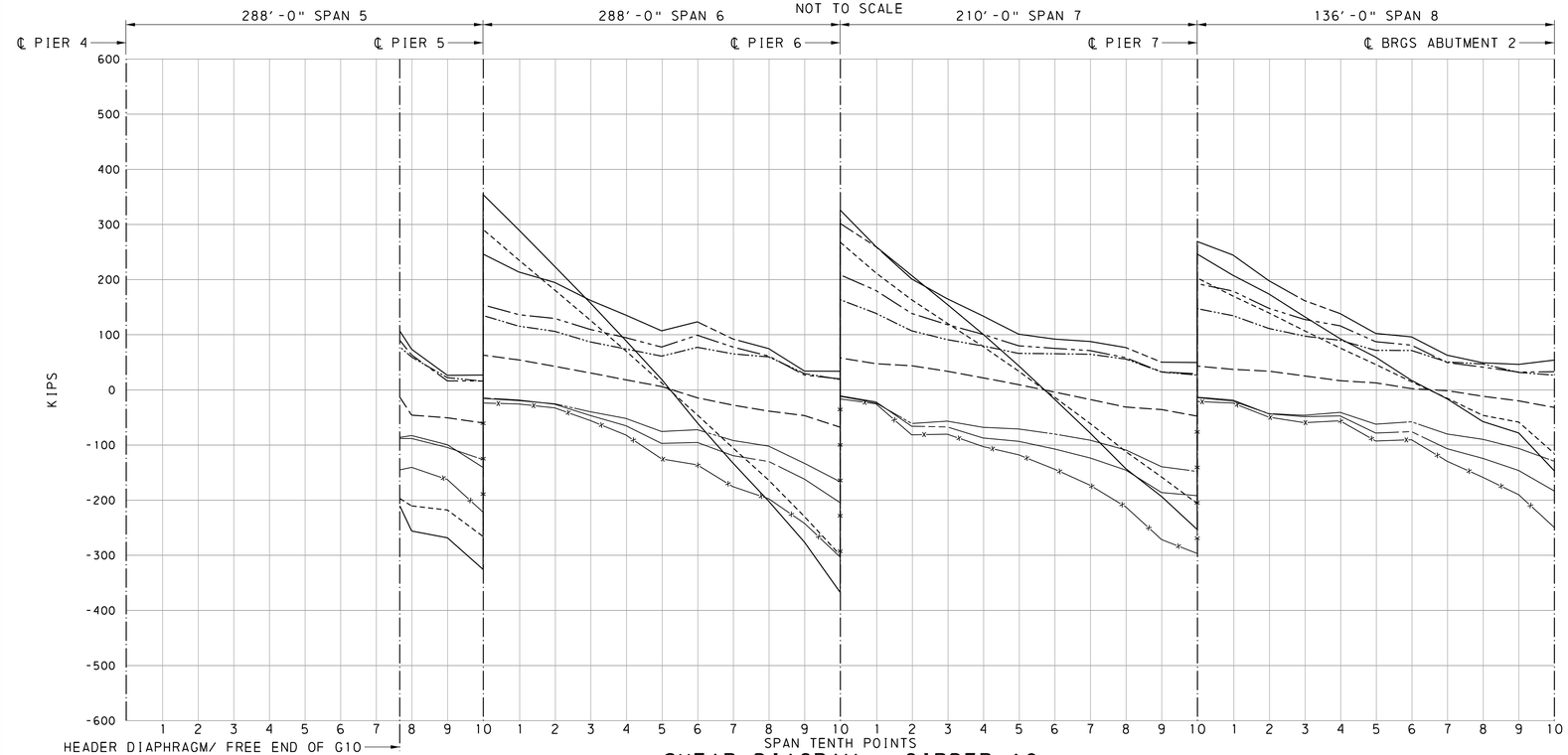


MOMENT DIAGRAM - GIRDER 10

NOT TO SCALE



SHEAR DIAGRAM - GIRDER 10

NOT TO SCALE

GIRDER REACTIONS UNFACTORED (KIPS)					
GIRDER 10					
LOAD		PIER 5	PIER 6	PIER 7	ABUT 2
TOTAL DL		689	706	508	140
PHL-93 LL+I	MAX	30	30	44	21
	MIN	-227	-270	-248	-126
P-82 LL+I	MAX	25	27	41	25
	MIN	-174	-263	-246	-178
P-2016 LL+I	MAX	41	44	69	40
	MIN	-290	-413	-396	-241

LEGEND

- DC1
- DC2+FWS
- TOTAL DL
- PHL-93 LL+
- PHL-93 LL-
- P-82 LL+
- P-82 LL-
- P-2016-13 LL+
- P-2016-13 LL-

NOTES

1. FOR GENERAL NOTES, SEE SHEETS 6-9 .
2. FOR BRIDGE LOAD RATINGS, SEE SHEETS 225-246 .
3. COMPOSITE DEAD LOAD VALUES INCLUDE 30 PSF FUTURE WEARING SURFACE.
4. LIVE LOAD VALUES INCLUDE IMPACT AND CENTRIFUGAL FORCE.
5. MOMENT AND SHEAR VALUES ARE UNFACTORED.
6. FOR STEEL GIRDER SECTION PROPERTIES, SEE SHEETS 142-152 .

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789

BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091

SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK

8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE

SHEAR AND MOMENT DIAGRAM

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL ALEXANDER LEE SCHMIDT ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 265 OF 291

S-39605

DES: ALS | DWG: KJR | CHK: ALS

Stantec

1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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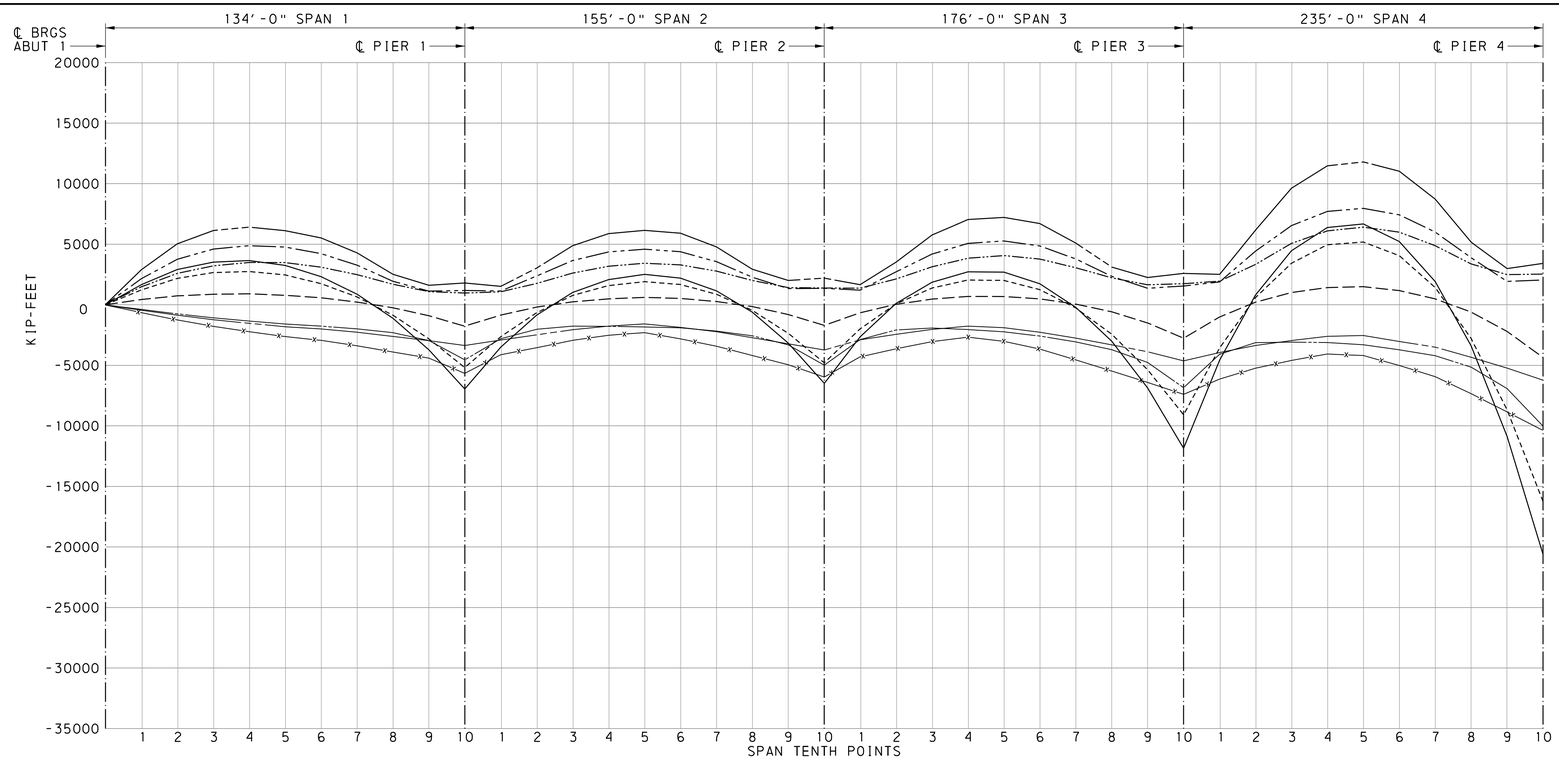
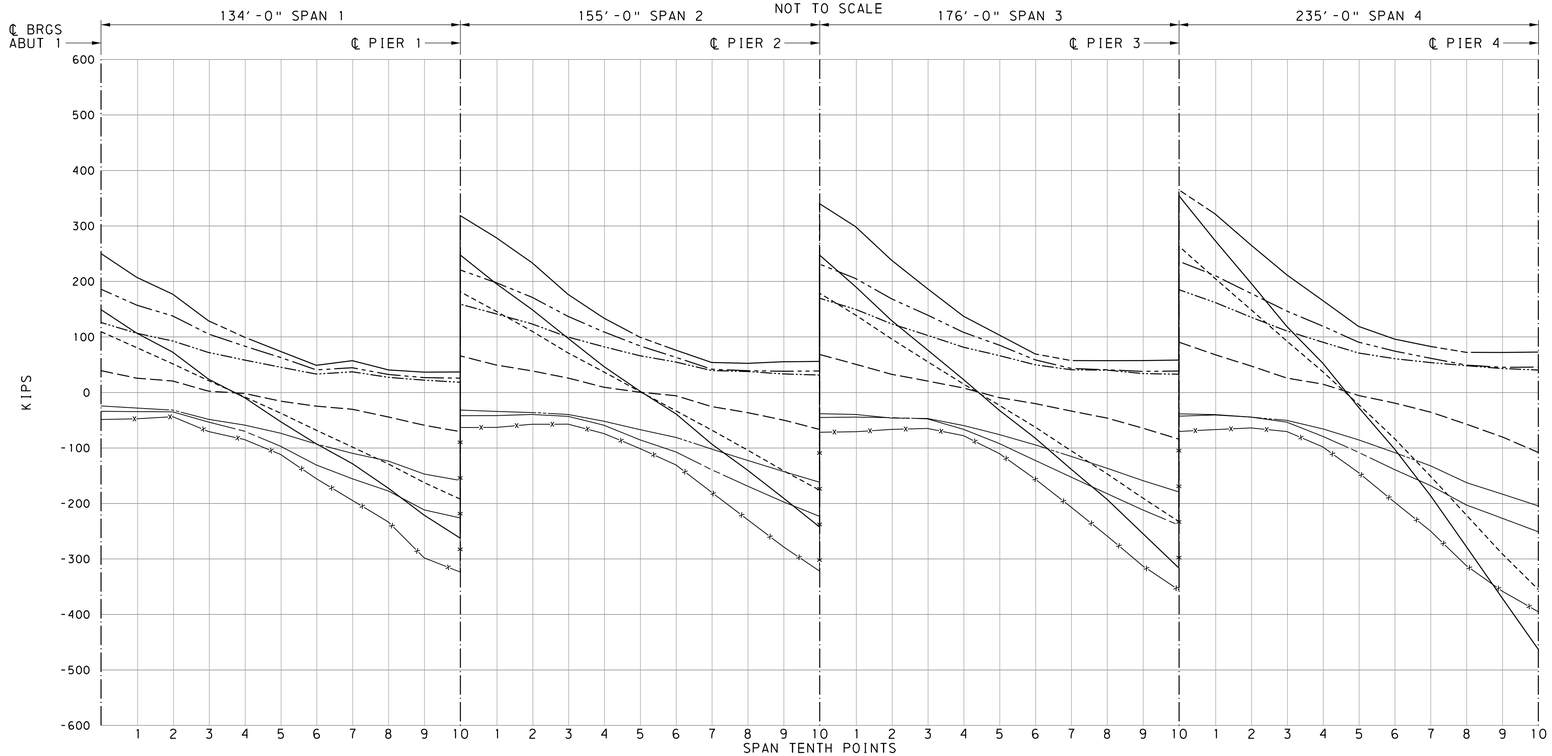


MOMENT DIAGRAM - GIRDER 11

NOT TO SCALE



SHEAR DIAGRAM - GIRDER 11

NOT TO SCALE

GIRDER REACTIONS UNFACTORED (KIPS)							
GIRDER 11							
LOAD		ABUT 1	PIER 1	PIER 2	PIER 3	PIER 4	PIER 5
TOTAL DL		156	519	497	672	938	995
PHL-93 LL+I	MAX	26	51	66	64	79	68
	MIN	-140	-267	-279	-307	-357	-317
P-82 LL+I	MAX	36	52	57	50	58	58
	MIN	-209	-266	-270	-274	-284	-241
P-2016 LL+I	MAX	53	81	92	83	92	96
	MIN	-286	-442	-447	-459	-478	-403

LEGEND

- DC1
- DC2+FWS
- TOTAL DL
- PHL-93 LL+
- PHL-93 LL-
- P-82 LL+
- P-82 LL-
- P-2016-13 LL+
- P-2016-13 LL-

NOTES

1. FOR GENERAL NOTES, SEE SHEETS 6 - 9 .
2. FOR BRIDGE LOAD RATINGS, SEE SHEETS 225 - 246 .
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REVISIONS					

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COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL — ALEXANDER LEE SCHMIDT — ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 266 OF 291

S-39605

DES: ALS | DWG: KJR | CHK: ALS

Stantec 1/9/2026 WORKSPACE: DOT_2015 (SURVEY FEET)
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DOT_2015
1442_STR_Black_Color_249-254.tbl
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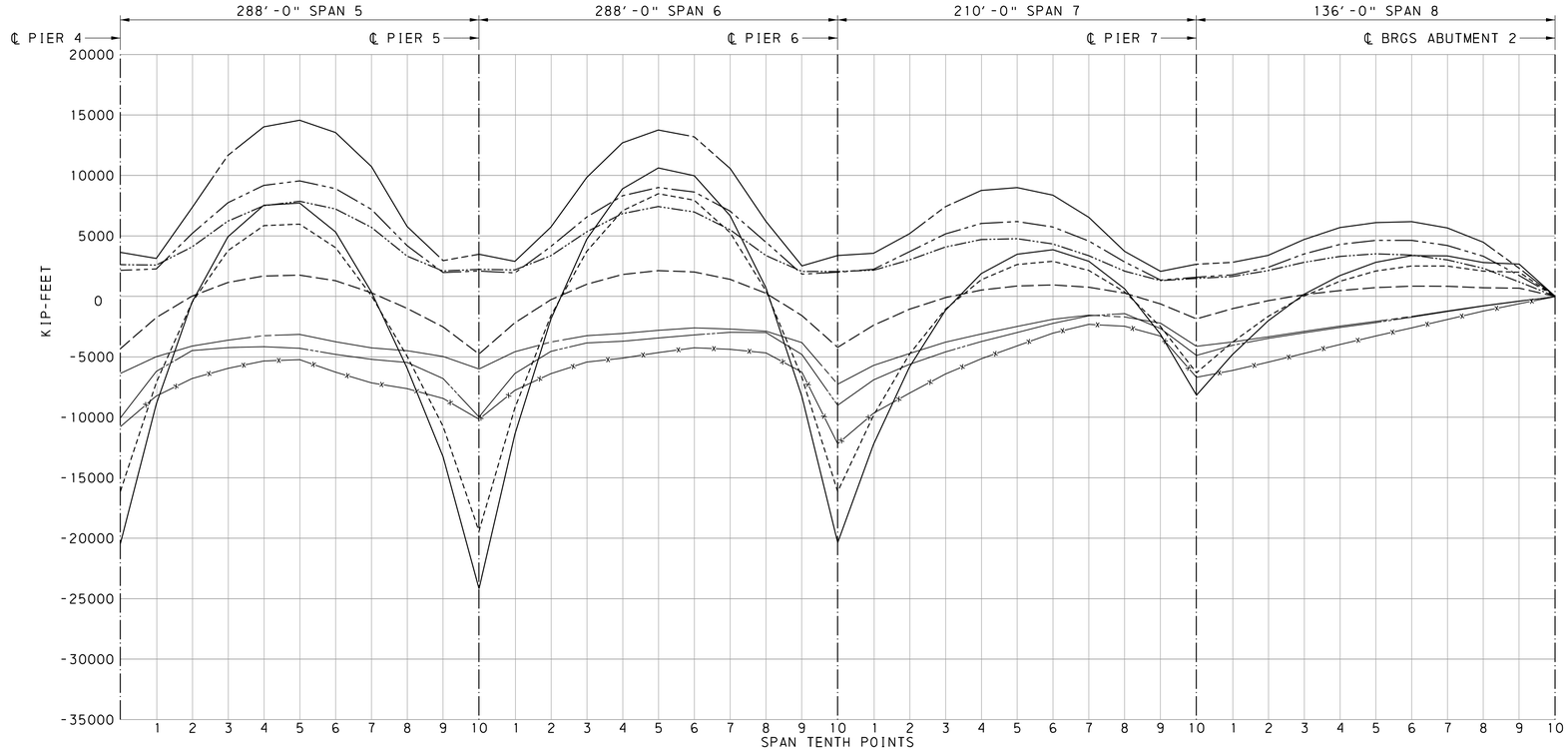
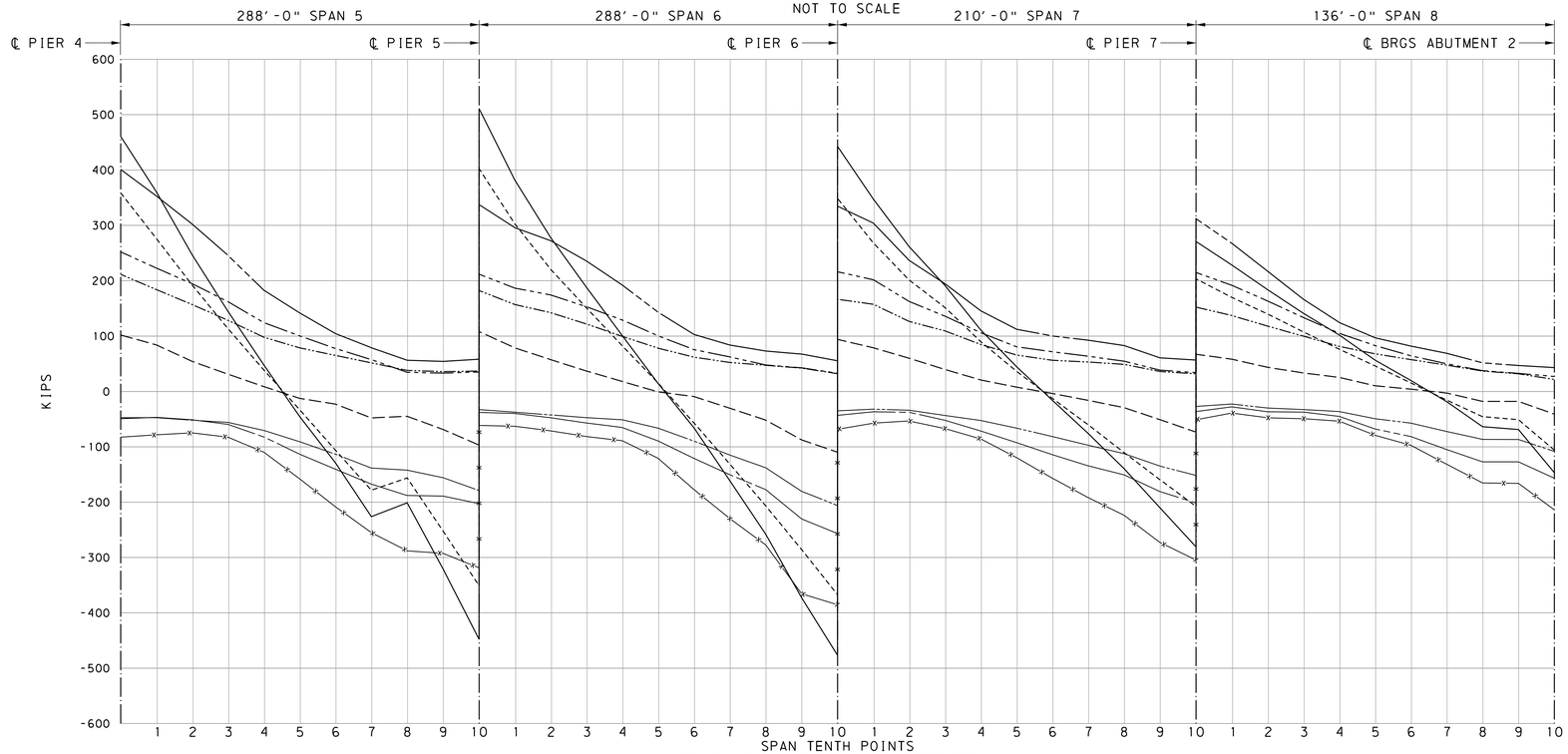


MOMENT DIAGRAM - GIRDER 11

NOT TO SCALE



SHEAR DIAGRAM - GIRDER 11

NOT TO SCALE

GIRDER REACTIONS UNFACTORED (KIPS)				
GIRDER 11				
LOAD		PIER 6	PIER 7	ABUT 2
TOTAL DL		907	562	149
PHL-93 LL+I	MAX	65	52	23
	MIN	-356	-255	-108
P-82 LL+I	MAX	59	49	25
	MIN	-350	-245	-158
P-2016 LL+I	MAX	95	77	40
	MIN	-569	-405	-217

LEGEND

- DC1
- DC2+FWS
- TOTAL DL
- PHL-93 LL+
- PHL-93 LL-
- P-82 LL+
- P-82 LL-
- P-2016-13 LL+
- P-2016-13 LL-

NOTES

1. FOR GENERAL NOTES, SEE SHEETS 6 - 9 .
2. FOR BRIDGE LOAD RATINGS, SEE SHEETS 225 - 246 .
3. COMPOSITE DEAD LOAD VALUES INCLUDE 30 PSF FUTURE WEARING SURFACE.
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5. MOMENT AND SHEAR VALUES ARE UNFACTORED.
6. FOR STEEL GIRDER SECTION PROPERTIES, SEE SHEETS 142 - 152 .

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

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COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
SHEAR AND MOMENT DIAGRAM

COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL — ALEXANDER LEE SCHMIDT — ENGINEER NO. PE088878

RECOMMENDED 2026.02.06

SHEET 267 OF 291

S-39605

DES: ALS | DWG: KJR | CHK: ALS

DOT_2015
1442_STR_Black_Color-249-254.tbl
DOT_ANSI D_PDF.plt

1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
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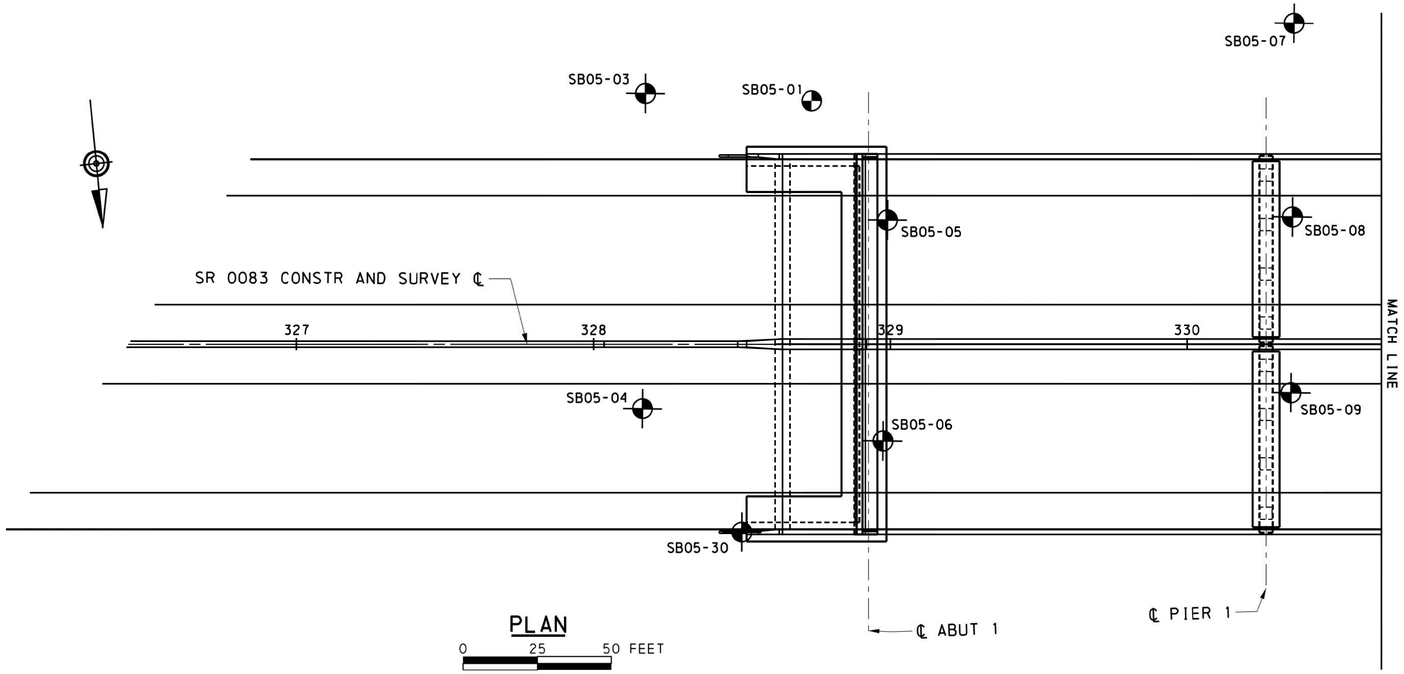
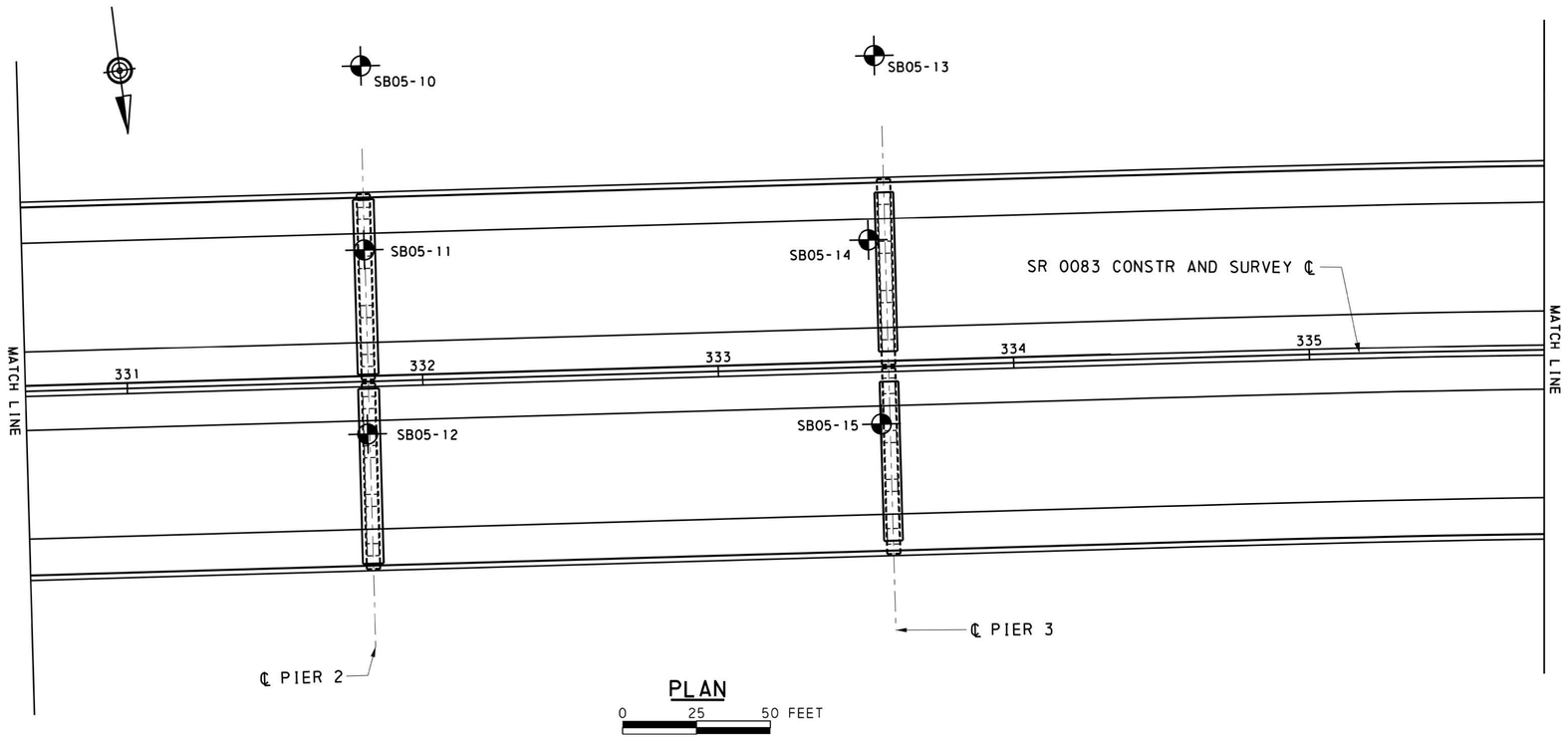
Stantec





GENERAL NOTES

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

FOR ADDITIONAL SOIL AND ROCK DESCRIPTIONS SEE PUBLICATION 222.

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

LEGEND

PP	POCKET PENETROMETER
T	TORVANE
NTS	NOT TO SCALE
BFE	BOTTOM OF FOOTING ELEVATION
BOCC	BOTTOM OF CLASS C CONCRETE
BORS	BOTTOM OF ROCK SOCKET ELEVATION
BPCE	BOTTOM OF PILE CAP ELEVATION
EBBZ	ESTIMATED BOTTOM OF BONDING ZONE
ETBZ	ESTIMATED TOP OF BONDING ZONE
FGE	FINISHED GRADE ELEVATION
TODS	TOP OF DRILLED SHAFT ELEVATION
TOR	ESTIMATED TOP OF ROCK ELEVATION
TORS	TOP OF ROCK SOCKET ELEVATION

THE DESCRIPTIONS OF THE MATERIALS ENCOUNTERED HAVE BEEN VERIFIED.

ME

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

GEOTECHNICAL ENGINEER/ENGINEERING GEOLOGIST — DATE: 12/12/2024

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
STRUCTURE BORINGS

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

RECOMMENDED 2026.02.06

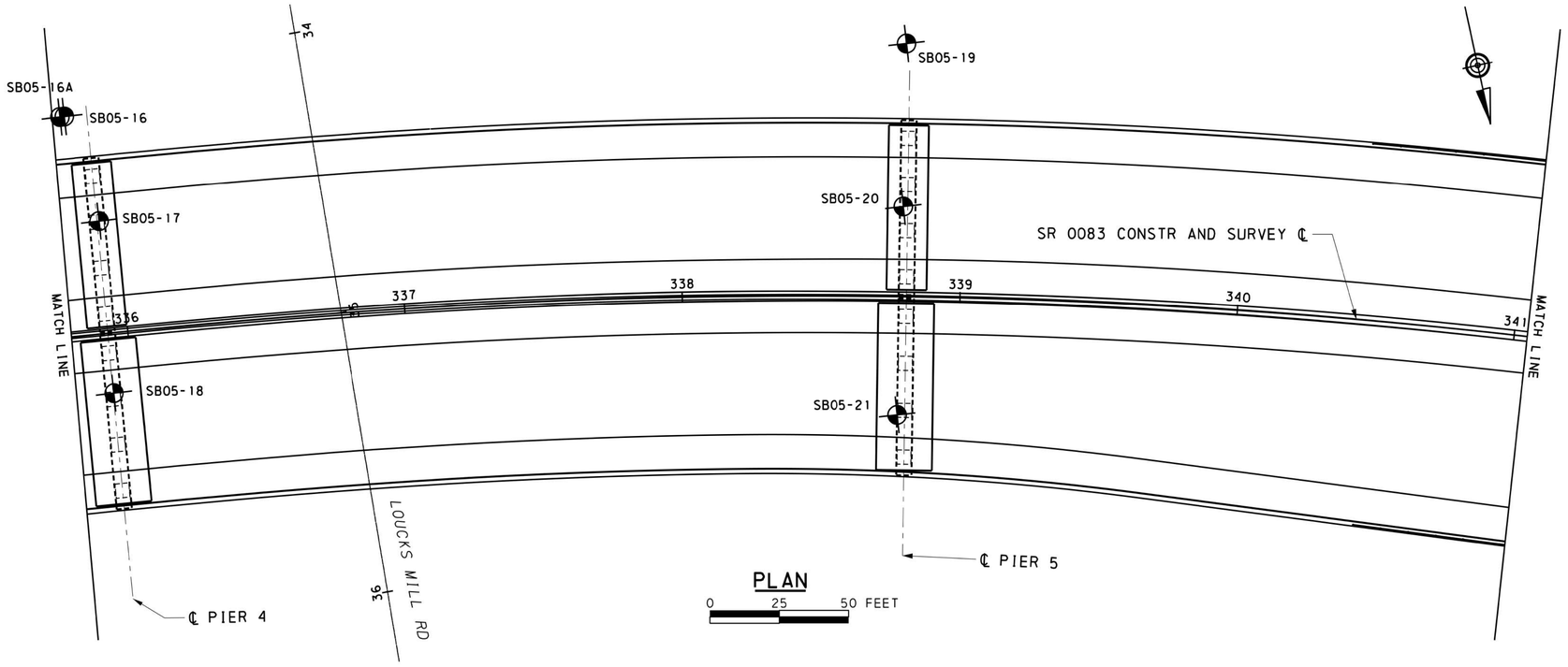
SHEET 268 OF 291

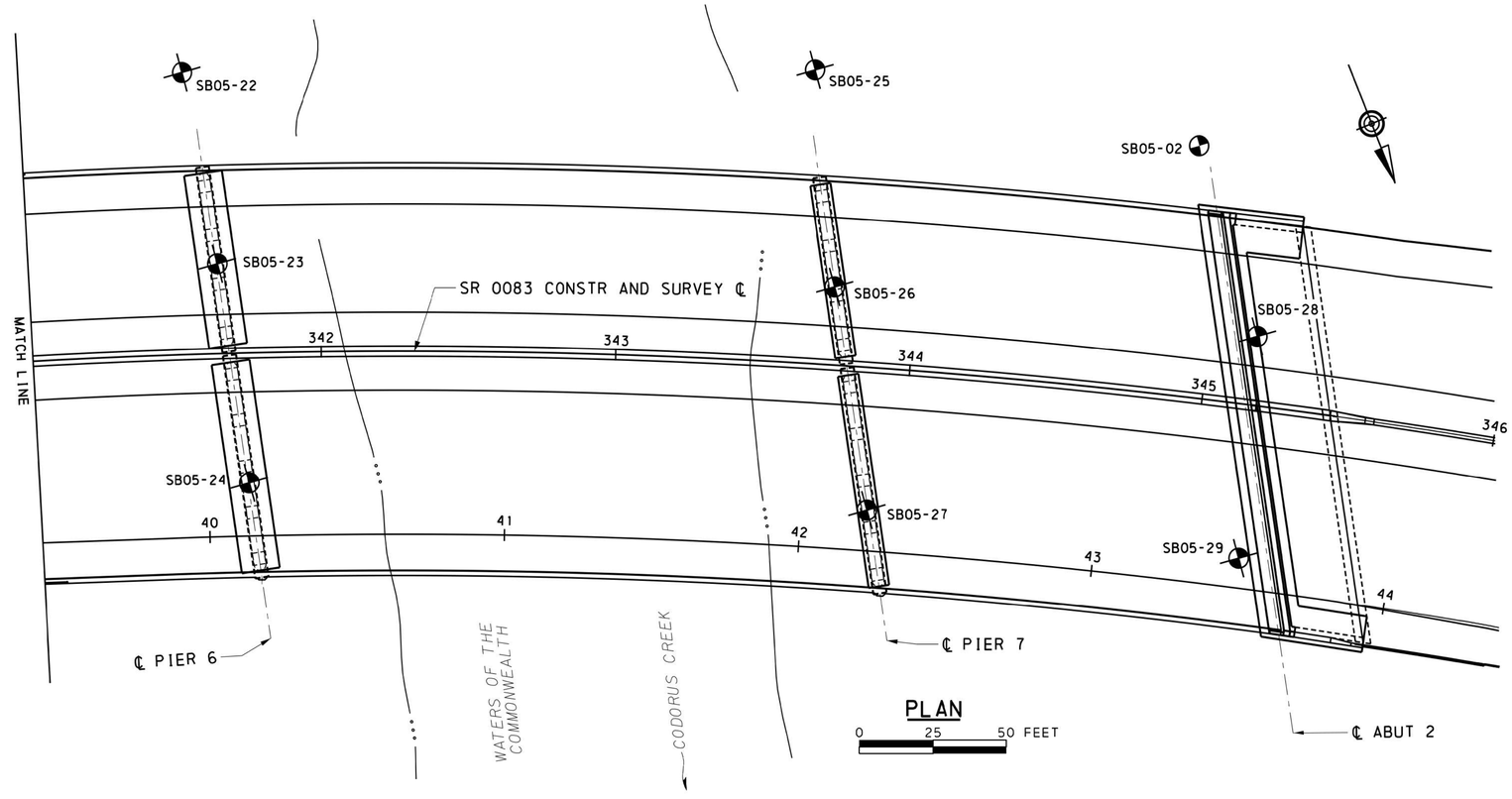
S-39605

DGT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI_D_PDF.plt

1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713\1442\1.100 Records\13.0 CADD\13.2 Structures\BR_IDOS\1442_IDOS_9_10_BOR.dgn

Stantec





GENERAL NOTES

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

FOR ADDITIONAL SOIL AND ROCK DESCRIPTIONS SEE PUBLICATION 222.

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

LEGEND

PP	POCKET PENETROMETER
T	TORVANE
NTS	NOT TO SCALE
BFE	BOTTOM OF FOOTING ELEVATION
BOCC	BOTTOM OF CLASS C CONCRETE
BORS	BOTTOM OF ROCK SOCKET ELEVATION
BPCE	BOTTOM OF PILE CAP ELEVATION
EBBZ	ESTIMATED BOTTOM OF BONDING ZONE
ETBZ	ESTIMATED TOP OF BONDING ZONE
FGE	FINISHED GRADE ELEVATION
TODS	TOP OF DRILLED SHAFT ELEVATION
TOR	ESTIMATED TOP OF ROCK ELEVATION
TORS	TOP OF ROCK SOCKET ELEVATION

THE DESCRIPTIONS OF THE MATERIALS ENCOUNTERED HAVE BEEN VERIFIED.
ME

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
STRUCTURE BORINGS

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL MARK T. EVANS GEOLOGIST PG005251

RECOMMENDED 2026.02.06

SHEET 269 OF 291

S-39605

DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI_D_PDF.plt

Stantec 1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713144 2\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_9_10_BOR.dgn

SUBSTRUCTURE UNIT: LOG 1 OF 2

ABUTMENT 1 (NB & SB) AND ASSOCIATED WINGWALLS

BORING NUMBER:	BORING LOCATION	START: 06/30/2019 10:45 AM	HAMMER: AUTOMATIC
SB05-01	STATION: 328+74.0 OFFSET: 80.0 FT. LT.	FINISH: 07/01/2019 5:00 AM	EFFICIENCY: 0.8 ERa

DRILLING METHOD AND EQUIPMENT:	SIZE OF CORE:	VERTICAL SCALE:	TOP OF BORING ELEVATION:
DOUBLE TUBE WIRE LINE-NQ, AUTOMATIC, DIEDRICH D50 TURBO TRACK RIG	2.000 IN.	0 FT. [redacted] 5 FT.	395.3 FT.

DRILLING INSPECTOR: NEIL BODLEY
DRILLER & DRILLING COMPANY: MARK STAWAS
HILLIS-CARNES ENGR. ASSOC., INC.

▽ 0 HR. READING - ELAPSED TIME: El. 345.2 ft. - 0.0 hr.
▼ 24 HR. READING - ELAPSED TIME: El. 346.4 ft. - 22.8 hr.

ELEV.	GRAPHIC	MATERIAL DESCRIPTION	AASHTO/ USCS	SAMPLE DEPTH	SAMPLE NO.**	BLOW COUNT / PP/T TSF	N 60 / %RQD	REC (ft.)	REC (%)	◇ RQD % ◇ ⊙ Soil/Rock Rec. % ⊙ (20 40 60 80) ▲ SPT (N_{60}) ▲ (10 20 30 40)
		BITUMINOUS CONCRETE. UNS 0.9'/El. 394.4		2.0						
		UNSAMPLED, *Gravel Subbase.* 2.0'/El. 393.3		3.0	S-1	4-5	7	0.5	50	
		SILT, some Gravel, some Sand, trace Clay, loose to dense, dry, light brown, fill.	A-4 / SM	4.5	S-2	6-9-26	47	1.5	100	
				6.0	S-3	14-12-12	32	1.4	93	
				7.5	S-4	8-6-6	16	1.5	100	
				9.0	S-5	5-5-8	17	1.5	100	
				10.5	S-6	12-15-10	33	1.5	100	
				12.0	S-7	7-6-5	15	1.5	100	
		13.5'/El. 381.8		13.5	S-8	7-9-7	21	0.2	13	
		SILT, some Gravel, little fine to coarse Sand, medium dense, dry, fissured, brown, fill, *Residual shaley appearance.*	a-4 / ml	15.0	S-9	4-8-8	21	1.5	100	
				16.5	S-10	4-5-7	16	1.5	100	
				18.0	S-11	4-4-5	12	1.5	100	
				19.5	S-12	6-6-5	15	1.5	100	
				21.0	S-13	7-7-8	20	1.5	100	
				22.5	S-14	6-5-4	12	1.5	100	
				24.0	S-15	5-5-5	13	1.5	100	
		24.0'/El. 371.3		25.5	S-16	4-5-5 / **1.50**	13	1.5	100	
		SILT, some Clay, trace fine to coarse Sand, stiff to very stiff, dry, dark brown to brown, fill, *Very dry.*	A-4 / ML	27.0	S-17	5-7-6 / **1.75**	17	1.5	100	
				28.5	S-18	4-6-7 / **2.00**	17	1.5	100	
				30.0	S-19	5-5-6 / **1.75**	15	1.5	100	
				31.5	S-20	3-4-6 / **2.00**	13	1.5	100	
				33.0	S-21	4-6-10 / **2.50**	21	1.5	100	
		34.5'/El. 360.8		34.5	S-22	3-5-10 / **2.50**	20	1.5	100	
		Fine to coarse **SAND** and fine to coarse **GRAVEL**, little Silt, dense, dry, well graded, sub-angular to sub-rounded, white to brown, fill.	a-1-b / gw-gm	36.0	S-23	7-11-13	32	1.5	100	
		38.0'/El. 357.3		37.5	S-24	11-14-16	40	1.5	100	
		CLAY and **SILT**, little fine and medium Sand, medium to stiff, dry to damp, dark brown to brown, fill, *Very dry.*	a-6 / cl	39.0	S-25	9-5-5	13	1.5	100	
				40.5	S-26	7-6-7 / **1.75**	17	1.5	100	
				42.0	S-27	8-4-6 / **1.50**	13	1.5	100	
				43.5	S-28	4-5-5 / **1.25**	13	1.5	100	
				45.0	S-29	2-2-2 / **1.50**	5	1.5	100	
		45.7'/El. 349.6		45.7	S-30	2-50/.2' / **0.75**	>67	0.7	100	
		Auger Refusal 45.7'.		47.7	R-1		66%	1.4	70	
		LIMESTONE, gray blue, medium hard to hard, moderately weathered to slightly weathered, moderate bedding with flat to moderate dip, bedding joints, moderate to wide spacing, flat to moderate dip, narrow joint opening, *Infilled with silt 45.7'-47.7'.*		50.7	R-2		78%	2.7	90	
				55.7	R-3		98%	5.0	100	
				60.7	R-4		100%	5.0	100	
					R-5		93%	5.0	100	

ELEV. 390 / 385 / 380 / FGE 376.00 / 375 / BPCE 369.25 / 370 / 365 / 360 / 355 / 350 / TOR 349.60 / ETBZ 348.60 / 345 / 340 / EBBZ 337.60 / 335

SUBSTRUCTURE UNIT: LOG 2 OF 2

ABUTMENT 1 (NB & SB) AND ASSOCIATED WINGWALLS

BORING NUMBER:	BORING LOCATION	VERTICAL SCALE:	
SB05-01	STATION: 328+74.0 OFFSET: 80.0 FT. LT.	0 FT. [redacted] 5 FT.	▽ 0 HR.: El. 345.2 ft. - 0.0 hr. ▼ 24 HR.: El. 346.4 ft. - 22.8 hr.

ELEV.	GRAPHIC	MATERIAL DESCRIPTION	AASHTO/ USCS	SAMPLE DEPTH	SAMPLE NO.**	BLOW COUNT / PP/T TSF	N 60 / %RQD	REC (ft.)	REC (%)	◇ RQD % ◇ ⊙ Soil/Rock Rec. % ⊙ (20 40 60 80) ▲ SPT (N_{60}) ▲ (10 20 30 40)
330		65.7'/El. 329.6								

**SAMPLE NO. shading indicates lab testing performed.

GENERAL NOTES

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FOR ADDITIONAL SOIL AND ROCK DESCRIPTIONS SEE PUBLICATION 222.

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

LEGEND

PP	POCKET PENETROMETER
T	TORVANE
NTS	NOT TO SCALE
BFE	BOTTOM OF FOOTING ELEVATION
BOCC	BOTTOM OF CLASS C CONCRETE
BORS	BOTTOM OF ROCK SOCKET ELEVATION
BPCE	BOTTOM OF PILE CAP ELEVATION
EBBZ	ESTIMATED BOTTOM OF BONDING ZONE
ETBZ	ESTIMATED TOP OF BONDING ZONE
FGE	FINISHED GRADE ELEVATION
TODS	TOP OF DRILLED SHAFT ELEVATION
TOR	ESTIMATED TOP OF ROCK ELEVATION
TORS	TOP OF ROCK SOCKET ELEVATION

THE DESCRIPTIONS OF THE MATERIALS ENCOUNTERED HAVE BEEN VERIFIED.
ME

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
STRUCTURE BORINGS

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

RECOMMENDED 2026.02.06

SHEET 270 OF 291

S-39605

DOT_2015 1442_STR_BJack_Color_249-254.tbl DOT_ANSI_D_PDF.plt
BENDOT_STRUCTURE_BORING.LOG BENDOT.GINT VERSION 1.23.4.24 BENDOT.TMP\1.0 \\ua0536-ppfss01\shared_projects\202713\1442\1-100 Records\13.0 CADD\13.2 Structures\BR_ID05\1442_ID05_9_10_BOR.dgn 1/9/2026 WORKSPACE: DOT_2015 (SURVEY FEET) Stantec

SUBSTRUCTURE UNIT:

LOG 1 OF 1

ABUTMENT 1 (NB & SB) AND ASSOCIATED WINGWALLS

BORING NUMBER:	BORING LOCATION	START: 08/18/2020 1:35 AM	HAMMER: AUTOMATIC
SB05-03	STATION: 328+18.0 OFFSET: 83.0 FT. LT	FINISH: 08/18/2020 11:20 PM	EFFICIENCY: 0.8 ERa

DRILLING METHOD AND EQUIPMENT:	SIZE OF CORE:	VERTICAL SCALE:	TOP OF BORING ELEVATION:
DOUBLE TUBE WIRE LINE-NQ, AUTOMATIC, ACKER XLS TRACK MOUNTED RIG	2.000 IN.	0 FT. 5 FT.	395.2 FT.

DRILLING INSPECTOR: HUNTER FENK
DRILLER & DRILLING COMPANY: JUSTIN MANHART
TRC ENGINEERS, INC.

▽ 0 HR. READING - ELAPSED TIME: El. 347.3 ft. - 0.0 hr.
▼ 24 HR. READING - ELAPSED TIME: El. 348.0 ft. - 374.8 hr.

ELEV.	GRAPHIC	MATERIAL DESCRIPTION	AASHTO/ USCS	SAMPLE DEPTH	SAMPLE NO.**	BLOW COUNT / PP/T TSF	N 60 / %RQD	REC (ft.)	REC (%)	◇ RQD % ◇ ⊙ Soil/Rock Rec. % ⊙ ▲ SPT (N_{60}) ▲
		BITUMINOUS CONCRETE. 0.4'/El. 394.9	a-1-a / gw-gm	1.5	PC-1			0.5	33	
		GRAVEL and **SAND**, little Silt, medium dense, dry to damp, heterogeneous, angular to sub-angular, light brown with gray, fill. 2.0'/El. 393.2		3.0	S-1	4-7-10	23	1.5	100	
390				4.5	S-2	8-12-8	27	1.5	100	
				6.0	S-3	8-6-5	15	0.5	33	
		SAND, some Silt, little Gravel, very dense, damp to moist, heterogeneous, angular to sub-angular, gray brown, fill.		7.5	S-4	3-6-6	16	1.5	100	
				9.0	S-5	6-7-6	17	1.5	100	
385			a-2-4 / sm	10.5	S-6	5-5-5	13	1.5	100	
		S-7: More gravel in sample.		12.0	S-7	19-13-8	28	1.5	100	
				13.5	S-8	4-5-4	12	0.7	47	
		13.5' - 16.5': More silt.		15.0	S-9	5-9-9	24	1.5	100	
380		16.5'/El. 378.7		16.5	S-10	8-7-10	23	1.5	100	
		SAND, some Silt, some Gravel, medium dense, damp to moist, homogeneous, flat and elongated, light brown with gray, fill.		18.0	S-11	8-10-6	21	1.5	100	
				19.5	S-12	8-8-9	23	1.5	100	
FGE 376.00			a-1-b / sm	21.0	S-13	8-6-6	16	1.5	100	
375				22.5	S-14	3-4-5	12	1.5	100	
		24.0'/El. 371.2		24.0	S-15	3-6-7	17	1.5	100	
		SILT, some Clay, little Sand, stiff to very stiff, moist, homogeneous, medium plastic fines, light gray, alluvium.		25.5	S-16	7-6-8 / 2.00	19	1.5	100	
BPCE 369.25			a-4 / ml	27.0	S-17	7-7-8 / 2.50	20	1.5	100	
370				28.5	S-18	6-6-5 / 1.50	15	1.5	100	
		28.5'/El. 366.7		30.0	S-19	5-6-6 / 2.25	16	1.5	100	
		SILT, some Clay, little Sand, trace Gravel, medium to very stiff, moist, heterogeneous, high plastic fines, orange brown, residuum.		31.5	S-20	2-3-3 / 1.00	8	1.5	100	
365				33.0	S-21	WOH-3-3 / 1.00	8	1.5	100	
		33.5'-34.5': More sand.	A-7-6 / CL	34.5	S-22	5-9-11 / 3.00	27	1.5	100	
		37.5'/El. 357.7		35.4	S-23	28-50/.4'	>67	0.9	100	
TOR 357.70				36.0	S-24	3-3-3/.5' / 1.50	8	1.5	102	
ETBZ 356.70		**LIMESTONE**, light gray, soft to medium hard, fresh to slightly weathered, indistinct bedding, jointed, close to wide spacing, shallow to moderate dip, tight joints, *with calcite infilling.*		37.5	S-25	50/.0'	>67	0.5	1667	
355				39.5	R-1		90%	2.0	100	
		40.2': Mechanical break.								
		40.7': Mechanical break.		42.0	R-2		84%	2.5	100	
					R-3		92%	5.0	100	
350				47.0						
					R-4		68%	5.0	100	
EBBZ 345.70		*51.8': Mechanical break.*		52.0						
345					R-5		96%	5.0	100	
		55.3': Clay on joint surface.								
340		57.0'/El. 338.2								

**SAMPLE NO. shading indicates lab testing performed.

SUBSTRUCTURE UNIT:

LOG 1 OF 1

ABUTMENT 1 (NB & SB) AND ASSOCIATED WINGWALLS

BORING NUMBER:	BORING LOCATION	START: 08/25/2020 10:00 PM	HAMMER: AUTOMATIC
SB05-05	STATION: 328+99.0 OFFSET: 41.0 FT. LT.	FINISH: 08/26/2020 1:30 AM	EFFICIENCY: 0.8 ERa

DRILLING METHOD AND EQUIPMENT:	SIZE OF CORE:	VERTICAL SCALE:	TOP OF BORING ELEVATION:
DOUBLE TUBE WIRE LINE-NQ, AUTOMATIC, ACKER XLS TRACK MOUNTED RIG	2.000 IN.	0 FT. 5 FT.	395.4 FT.

DRILLING INSPECTOR: JACOB PERCEY
DRILLER & DRILLING COMPANY: JUSTIN MANHART
TRC ENGINEERS, INC.

▽ 0 HR. READING - ELAPSED TIME: El. 357.1 ft. - 0.0 hr.
▼ 24 HR. READING - ELAPSED TIME: El. 355.7 ft. - 22.0 hr.

ELEV.	GRAPHIC	MATERIAL DESCRIPTION	AASHTO/ USCS	SAMPLE DEPTH	SAMPLE NO.**	BLOW COUNT / PP/T TSF	N 60 / %RQD	REC (ft.)	REC (%)	◇ RQD % ◇ ⊙ Soil/Rock Rec. % ⊙ ▲ SPT (N_{60}) ▲
395		**BITUMINOUS CONCRETE.** 0.3'/El. 395.1		1.5	PC-1					
		CEMENT CONCRETE. 1.5'/El. 393.9	a-4 / ml	3.0	S-1	3-26-14	53	0.5	33	
		SAND and **SILT**, some Gravel, very dense, dry, heterogeneous, poorly graded, brown, fill. 3.0'/El. 392.4	a-4 / ml	4.5	S-2	7-10-7	23	1.2	80	
390				6.0	S-3	8-9-10	25	1.5	100	
		SILT, some Sand, little Gravel, medium dense, dry, heterogeneous, orange brown, fill. 6.0'/El. 389.4		7.5	S-4	8-7-6	17	0.1	7	
				9.0	S-5	9-7-19	35	0.3	20	
385		**SAND**, some Gravel, some Silt, little Clay, medium dense to dense, dry to damp, heterogeneous, gap graded, flat, orange brown, fill. 14.0'/El. 381.4	a-2-4 / sm	10.5	S-6	12-10-8	24	1.3	87	
				12.0	S-7	17-17-10	36	0.9	60	
				13.5	S-8	6-4-5	12	0.7	47	
				15.0	S-9	8-9-11	27	1.0	67	
		GRAVEL, some Sand, little Silt, trace Clay, loose to dense, damp to moist, homogeneous, gap graded, orange brown and gray, fill, *highly weathered phyllite throughout samples.*		16.5	S-10	15-17-7	32	0.8	53	
				18.0	S-11	2-4-3	9	1.5	100	
FGE 376.00				19.5	S-12	6-3-5	11	1.5	100	
375			A-2-4 / GM	21.0	S-13	5-4-6	13	1.0	67	
				22.5	S-14	4-4-2	8	1.2	80	
		25.5'/El. 369.9		24.0	S-15	3-6-4	13	1.5	100	
		SILT, some Clay, trace Sand, stiff to very stiff, damp, homogeneous, low plastic fines, brown to dark brown, alluvium.		25.5	S-16	8-7-5	16	1.3	87	
BPCE 369.25			a-4 / cl-ml	27.0	S-17	3-5-7 / 3.00	16	1.5	100	
370				28.5	S-18	3-5-7 / 2.00	16	1.5	100	
		30.0'/El. 365.4		30.0	S-19	5-7-6 / 2.50	17	1.5	100	
		CLAY, some Silt, stiff, damp to moist, homogeneous, medium plastic fines, orange brown, alluvium.	a-6 / cl	31.5	S-20	3-5-5 / 2.00	13	1.5	100	
365		33.0'/El. 362.4		33.0	S-21	3-4-5 / 1.75	12	1.5	100	
		SAND, some Gravel, some Clay, medium dense, moist, heterogeneous, sub-angular to rounded, orange brown, alluvium.	a-2-6 / sc	34.5	S-22	9-9-8	23	1.0	67	
		37.5'/El. 357.9		36.0	S-23	8-9-12	28	1.5	100	
		CLAY, some Sand, trace Gravel, very stiff, moist, homogeneous, orange brown, residuum.	a-6 / cl	37.5	S-24	7-10-7	23	0.5	33	
		40.5'/El. 354.9		39.0	S-25	4-4-2 / 2.50	8	0.6	40	
TOR 354.90		*Casing refusal at 40.5'.*		40.5	S-26	1-1-WOH	1	0.4	27	
ETBZ 353.90		**LIMESTONE**, light gray to gray, hard, slightly weathered to fresh, indistinct bedding, jointed.		42.5	R-1		75%	2.0	100	
355										
				46.5	R-2		85%	3.9	98	
350										
					R-3		75%	4.0	100	
345		50.5'/El. 344.9								
EBBZ 342.90 NTS										

**SAMPLE NO. shading indicates lab testing performed.

GENERAL NOTES

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FOR ADDITIONAL SOIL AND ROCK DESCRIPTIONS SEE PUBLICATION 222.

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LEGEND

PP	POCKET PENETROMETER
T	TORVANE
NTS	NOT TO SCALE
BFE	BOTTOM OF FOOTING ELEVATION
BOCC	BOTTOM OF CLASS C CONCRETE
BORS	BOTTOM OF ROCK SOCKET ELEVATION
BPCE	BOTTOM OF PILE CAP ELEVATION
EBBZ	ESTIMATED BOTTOM OF BONDING ZONE
ETBZ	ESTIMATED TOP OF BONDING ZONE
FGE	FINISHED GRADE ELEVATION
TODS	TOP OF DRILLED SHAFT ELEVATION
TOR	ESTIMATED TOP OF ROCK ELEVATION
TORS	TOP OF ROCK SOCKET ELEVATION

THE DESCRIPTIONS OF THE MATERIALS ENCOUNTERED HAVE BEEN VERIFIED.
ME

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
STRUCTURE BORINGS

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL MARK T. EVANS GEOLOGIST PG005251

RECOMMENDED 2026.02.06

SHEET 271 OF 291

S-39605

DOT_2015
1442_STR_B(ack_Color-249-254.tbl
DOT_ANSI_D_PDF.plt

PENNDOT STRUCTURE BORING LOG - PENNDOT.GINT - VERSION: V23.3.0.2 (3/26/2021) DOT - 12/3/2021 4:10:14 PM \\PROJECTS\328\99\ - SR0083_YORK_FRANTZ\GEOTECH\CAD\SB05_9_10_BOR.dgn

Stantec 1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713\1442\1.100 Records\13.0 CADD\13.2 Structures\BR_ID05\1442_ID05_9_10_BOR.dgn

SUBSTRUCTURE UNIT: LOG 1 OF 1

ABUTMENT 1 (NB & SB) AND ASSOCIATED WINGWALLS

BORING NUMBER:	BORING LOCATION	START: 07/17/2020 8:30 AM	HAMMER: AUTOMATIC
SB05-04	STATION: 328+17.0 OFFSET: 21.0 FT. RT	FINISH: 07/17/2020 12:00 PM	EFFICIENCY: 0.8 ERa

DRILLING METHOD AND EQUIPMENT:	SIZE OF CORE:	VERTICAL SCALE:	TOP OF BORING ELEVATION:
DOUBLE TUBE WIRE LINE-NQ, AUTOMATIC, ACKER XLS TRACK MOUNTED RIG	2.000 IN.	0 FT. 5 FT.	371.5 FT.

DRILLING INSPECTOR: HUNTER FENK
DRILLER & DRILLING COMPANY: PAT FLAHERTY
TRC ENGINEERS, INC.

▽ 0 HR. READING - ELAPSED TIME: El. 346.0 ft. - 0.1 hr.
▼ 24 HR. READING - ELAPSED TIME: El. 347.5 ft. - 500.8 hr.

ELEV.	GRAPHIC	MATERIAL DESCRIPTION	AASHTO/ USCS	SAMPLE DEPTH	SAMPLE NO.**	BLOW COUNT / PP/T TSF	N 60 / %RQD	REC (ft.)	REC (%)
FGE 376.00 NTS									
370		**GRAVEL**, some Sand, trace Silt, loose, dry to dry, heterogeneous, poorly graded, angular, gray brown, fill. 1.5'/El. 370.0	a-1-b / gp	1.5	S-1	3-3-3	8	1.0	67
BPCE 369.25		**SILT**, some Clay, little Sand, trace Gravel, medium to stiff, dry to moist, heterogeneous, high plastic fines, dark orange gray, fill. 9.0'/El. 362.5	A-6 / CL	3.0	S-2	4-4-4 / 2.00	11	1.5	100
				4.5	S-3	5-5-5 / 1.50	13	1.5	100
365				6.0	S-4	5-5-6 / 1.25	15	1.5	100
				7.5	S-5	2-2-2 / 1.00	5	1.5	100
				9.0	S-6	3-2-4 / 1.00	8	1.5	100
		SAND and **GRAVEL**, some Clay, very loose to medium dense, moist to wet, heterogeneous, sub-angular to angular, light brown with white, alluvium.	a-2-6 / sc	10.5	S-7	4-5-4	12	1.5	100
360				12.0	S-8	3-7-9	21	1.5	100
				13.5	S-9	10-6-5	15	1.5	100
				15.0	S-10	6-7-4	15	1.0	67
				16.5	S-11	3-4-4	11	1.0	67
				18.0	S-12	3-2-2	5	0.8	53
				19.5	S-13	1-WOH-WOH	0	0.4	27
		Below 15.0', more sand, less gravel.							
		16.5': Lost water return.							
		Due to pinnacle bedrock, SPT was performed to 21.0', casing refusal at 20.5'							
		S-14: 19.5'-21.0' Recovery = 0.4' Blows = 1-1-8, spoon bent. 20.5'/El. 351.0							
TOR 351.00				20.5	R-1		55%	2.0	100
ETBZ 350.00		**LIMESTONE**, dark gray, soft to medium hard, slightly weathered to weathered, moderate to medium bedding with moderate to very steep dip, bedding joints, moderate to medium spacing, moderate to very steep dip, tight joints.		22.5	R-2		69%	3.5	100
345				26.0	R-3		62%	5.0	100
		29.0'-30.2': Fracture zone.							
EBBZ 339.00				31.0	R-4		84%	5.0	100
335				36.0	R-5		64%	5.0	100
		41.0'/El. 330.5							

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

**SAMPLE NO. shading indicates lab testing performed.

SUBSTRUCTURE UNIT: LOG 1 OF 1

ABUTMENT 1 (NB & SB) AND ASSOCIATED WINGWALLS

BORING NUMBER:	BORING LOCATION	START: 07/20/2020 12:20 PM	HAMMER: AUTOMATIC
SB05-06	STATION: 328+98.0 OFFSET: 32.0 FT. RT	FINISH: 07/20/2020 2:50 PM	EFFICIENCY: 0.8 ERa

DRILLING METHOD AND EQUIPMENT:	SIZE OF CORE:	VERTICAL SCALE:	TOP OF BORING ELEVATION:
DOUBLE TUBE WIRE LINE-NQ, AUTOMATIC, ACKER XLS TRACK MOUNTED RIG	2.000 IN.	0 FT. 5 FT.	364.0 FT.

DRILLING INSPECTOR: HUNTER FENK
DRILLER & DRILLING COMPANY: PAT FLAHERTY
TRC ENGINEERS, INC.

▽ 0 HR. READING - ELAPSED TIME: El. 346.8 ft. - 0.0 hr.
▼ 24 HR. READING - ELAPSED TIME: El. 347.7 ft. - 426.1 hr.

ELEV.	GRAPHIC	MATERIAL DESCRIPTION	AASHTO/ USCS	SAMPLE DEPTH	SAMPLE NO.	BLOW COUNT / PP/T TSF	N 60 / %RQD	REC (ft.)	REC (%)
FGE 376.00 NTS									
BPCE 369.25 NTS		**GRAVEL**, some Sand, little Clay, dense to very dense, dry to damp, heterogeneous, well graded, angular to sub-angular, light gray brown, fill.	a-1-a / gw-gc	1.5	S-1	11-10-17	36	1.5	100
360		*S-3: More sand, less gravel.* 6.0'/El. 358.0		3.0	S-2	18-19-17	48	1.5	100
		S-4: Sample is clean gravel.		4.5	S-3	25-21-23	59	1.5	100
		CLAY, some Silt, little Sand, trace Gravel, medium, damp to moist, heterogeneous, medium plastic fines, orange brown, residuum. 10.7'/El. 353.3	a-6 / cl	6.0	S-4	27-20-8	37	1.0	67
355				7.5	S-5	2-1-1	3	1.5	100
				9.0	S-6	2-2-2 / 0.75	5	1.5	100
				10.5	S-7	1-1-6 / 0.75	9	1.5	100
				10.7	S-8	50/.2"	>67	0.0	0
TOR 353.30		*10.5': Casing refusal.*			R-1		94%	1.8	100
ETBZ 352.30		**LIMESTONE**, light gray, soft to medium hard, slightly weathered to weathered, narrow to medium bedding with shallow to steep dip, bedding joints, close to medium spacing, shallow to steep dip, tight joints. *R-1: Slow drill rate.*		12.5	R-2		77%	3.5	100
350		*16.9': Mechanical break.* *17.3': Mechanical break.*		16.0	R-3		90%	5.0	100
345				21.0	R-4		78%	4.8	96
EBBZ 341.30				26.0	R-5		86%	5.0	100
340									
335		31.0'/El. 333.0							

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

GENERAL NOTES

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

FOR ADDITIONAL SOIL AND ROCK DESCRIPTIONS SEE PUBLICATION 222.

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

LEGEND

PP	POCKET PENETROMETER
T	TORVANE
NTS	NOT TO SCALE
BFE	BOTTOM OF FOOTING ELEVATION
BOCC	BOTTOM OF CLASS C CONCRETE
BORS	BOTTOM OF ROCK SOCKET ELEVATION
BPCE	BOTTOM OF PILE CAP ELEVATION
EBBZ	ESTIMATED BOTTOM OF BONDING ZONE
ETBZ	ESTIMATED TOP OF BONDING ZONE
FGE	FINISHED GRADE ELEVATION
TODS	TOP OF DRILLED SHAFT ELEVATION
TOR	ESTIMATED TOP OF ROCK ELEVATION
TORS	TOP OF ROCK SOCKET ELEVATION

THE DESCRIPTIONS OF THE MATERIALS ENCOUNTERED HAVE BEEN VERIFIED.
ME

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
STRUCTURE BORINGS

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

RECOMMENDED 2026.02.06

SHEET 272 OF 291

S-39605

DOT_2015_1442_STR_Bjack_Color_249-254.tbl
DOT_ANSI_D_PDF.plt
PENNDOT STRUCTURE BORING LOG_PENNDOT_GINT_VERSION_V23.1.0.21.2016.GDT - 01/29/26 15:09 - N:\PROJECTS\2020\2027131442\1_100 Records\13_0 CADD\13_2 Structures\BR_1D05\1442_1D05_9_10_BOR.dgn
Stantec 1/9/2026 WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\2027131442\1_100 Records\13_0 CADD\13_2 Structures\BR_1D05\1442_1D05_9_10_BOR.dgn

SUBSTRUCTURE UNIT: LOG 1 OF 1

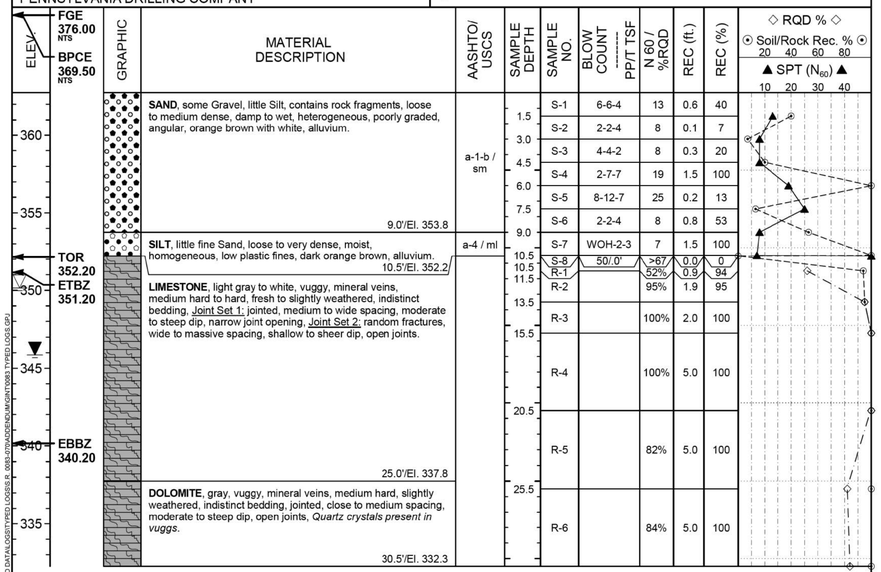
ABUTMENT 1 (NB & SB) AND ASSOCIATED WINGWALLS

BORING NUMBER:	BORING LOCATION	START: 01/04/2024 8:00 AM	HAMMER: AUTOMATIC
SB05-30	STATION: 328+50.0 OFFSET: 62.0 FT. RT.	FINISH: 01/04/2024 1:30 PM	EFFICIENCY: 0.8 ERa

DRILLING METHOD AND EQUIPMENT:	SIZE OF CORE:	VERTICAL SCALE:	TOP OF BORING ELEVATION:
DOUBLE TUBE WIRE LINE-NQ, AUTOMATIC, ACKER XLS TRACK MOUNTED RIG	1.874 IN.	0 FT. 5 FT.	362.8 FT.

DRILLING INSPECTOR: ROBERT NAGY
DRILLER & DRILLING COMPANY: MIKE SHONTS
PENNSYLVANIA DRILLING COMPANY

▽ 0 HR. READING - ELAPSED TIME: El. 350.2 ft. - 0.0 hr.
▼ 24 HR. READING - ELAPSED TIME: El. 345.9 ft.- - 8741.5 hr.



GENERAL NOTES

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

FOR ADDITIONAL SOIL AND ROCK DESCRIPTIONS SEE PUBLICATION 222.

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

LEGEND

PP	POCKET PENETROMETER
T	TORVANE
NTS	NOT TO SCALE
BFE	BOTTOM OF FOOTING ELEVATION
BOCC	BOTTOM OF CLASS C CONCRETE
BORS	BOTTOM OF ROCK SOCKET ELEVATION
BPCE	BOTTOM OF PILE CAP ELEVATION
EBBZ	ESTIMATED BOTTOM OF BONDING ZONE
ETBZ	ESTIMATED TOP OF BONDING ZONE
FGE	FINISHED GRADE ELEVATION
TODS	TOP OF DRILLED SHAFT ELEVATION
TOR	ESTIMATED TOP OF ROCK ELEVATION
TORS	TOP OF ROCK SOCKET ELEVATION

THE DESCRIPTIONS OF THE MATERIALS ENCOUNTERED HAVE BEEN VERIFIED.
ME

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
STRUCTURE BORINGS

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

RECOMMENDED 2026.02.06

SHEET 273 OF 291

S-39605

DOT_2015
1442_STR_Bjack_Color-249-254.tbl
DOT_ANSI_D_PDF.plt
PENNDOT STRUCTURE BORING LOG_PENNDOT_GINT_VERSION_V23.3.2\2016\GDT_GINT\GM_V23_NJPROJECTS\0000_SRXXXX_STATEWIDE\GEOTECHNICAL\FIELD DATA\LOGS\TYPICLOGS\LOGS_B_WBA_2016_PENNDOT_GINT_V23.GPJ
Stantec 1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713144211.100 Records\13.0 CADD\13.2 Structures\BR_ID05\1442_ID05_9_10_BOR.dgn

SUBSTRUCTURE UNIT:

PIER 1 (NORTHBOUND AND SOUTHBOUND)

LOG 1 OF 1

BORING NUMBER:	BORING LOCATION	START: 08/06/2020 8:20 AM	HAMMER: AUTOMATIC
SB05-07	STATION: 330+36.0 OFFSET: 106.0 FT. LT	FINISH: 08/06/2020 11:00 AM	EFFICIENCY: 0.8 ERa

DRILLING METHOD AND EQUIPMENT:	SIZE OF CORE:	VERTICAL SCALE:	TOP OF BORING ELEVATION:
DOUBLE TUBE WIRE LINE-NQ, AUTOMATIC, ACKER XLS TRACK MOUNTED RIG	2.000 IN.	0 FT. [redacted] 5 FT.	364.4 FT.

DRILLING INSPECTOR: HUNTER FENK
DRILLER & DRILLING COMPANY: JUSTIN MANHART
TRC ENGINEERS, INC.

▽ 0 HR. READING - ELAPSED TIME: El. 348.5 ft. - 0.2 hr.
▼ 24 HR. READING - ELAPSED TIME: El. 347.5 ft. - 22.0 hr.

ELEV.	GRAPHIC	MATERIAL DESCRIPTION	AASHTO/ USCS	SAMPLE DEPTH	SAMPLE NO.	BLOW COUNT / PP/T TSF	N 60 / %RQD	REC (ft.)	REC (%)	◇ RQD % ◇ ⊙ Soil/Rock Rec. % ⊙ (20 40 60 80) ▲ SPT (N_{60}) ▲ (10 20 30 40)
FGE 363.00		**BITUMINOUS CONCRETE.** 0.5'/El. 363.9		1.5						
	UNS	**UNSAMPLED.** 1.5'/El. 362.9	a-6 / cl	3.0	S-1	2-4-3 / **1.50**	9	1.5	100	
				4.5	S-2	3-2-2 / **1.00**	5	1.5	100	
360		**CLAY**, some Silt, little Gravel, medium to stiff, damp, homogeneous, high plastic fines, light brown, fill. 4.5'/El. 359.9		6.0	S-3	3-9-7	21	1.5	100	
		SAND, some Silt, some Gravel, loose to very dense, moist, heterogeneous, sub-angular to angular, gray brown with white, residuum. *S-6: Low recovery, gravel stuck in shoe tip.* 11.0'/El. 353.4	a-1-b / sm	7.5	S-4	8-8-6	19	1.0	67	
				9.0	S-5	5-7-4	15	1.5	100	
				10.5	S-6	5-3-1	5	0.5	33	
355				11.0	S-7	18-50/.0'	>67	0.5	100	
BPCE/ TODS 354.00 TOR/ TORS 353.40		**LIMESTONE**, light gray, soft to medium hard, weathered to moderately weathered, thin to narrow bedding with very steep to sheer dip, Joint Set 1; bedding joints, narrow to moderate spacing, steep to sheer dip, tight joints, Joint Set 2; jointed, shallow to medium spacing, shallow to steep dip, tight joints. *11.0' - 21.0': Indistinct bedding.*		13.0	R-1		20%	1.1	55	
350					R-2		45%	4.0	100	
				17.0	R-3		62%	5.0	100	
		20.0' - 20.9': Fracture zone. *21.0' - 31.0': Apparent bedding with weathered calcite infilling on bedding planes.*		22.0	R-4		30%	5.0	100	
345				27.0	R-5		58%	4.0	100	
BORS 344.40		31.0'/El. 333.4								
340										
335										

SUBSTRUCTURE UNIT:

PIER 1 (NORTHBOUND AND SOUTHBOUND)

LOG 1 OF 1

BORING NUMBER:	BORING LOCATION	START: 08/05/2020 1:40 PM	HAMMER: AUTOMATIC
SB05-08	STATION: 330+36.0 OFFSET: 42.0 FT. LT.	FINISH: 08/05/2020 3:00 PM	EFFICIENCY: 0.8 ERa

DRILLING METHOD AND EQUIPMENT:	SIZE OF CORE:	VERTICAL SCALE:	TOP OF BORING ELEVATION:
DOUBLE TUBE WIRE LINE-NQ, AUTOMATIC, ACKER XLS TRACK MOUNTED RIG	2.000 IN.	0 FT. [redacted] 5 FT.	364.2 FT.

DRILLING INSPECTOR: JACOB PERCEY
DRILLER & DRILLING COMPANY: JUSTIN MANHART
TRC ENGINEERS, INC.

▽ 0 HR. READING - ELAPSED TIME: El. 349.2 ft. - 0.0 hr.
▼ 24 HR. READING - ELAPSED TIME: El. 346.8 ft. - 42.0 hr.

ELEV.	GRAPHIC	MATERIAL DESCRIPTION	AASHTO/ USCS	SAMPLE DEPTH	SAMPLE NO.**	BLOW COUNT / PP/T TSF	N 60 / %RQD	REC (ft.)	REC (%)	◇ RQD % ◇ ⊙ Soil/Rock Rec. % ⊙ (20 40 60 80) ▲ SPT (N_{60}) ▲ (10 20 30 40)
FGE 363.00		**BITUMINOUS CONCRETE.** 0.7'/El. 363.5		1.5	PC-1					
		CLAY, some Sand, trace Gravel, stiff, damp to moist, homogeneous, medium plastic fines, brown, fill. 4.5'/El. 359.7	a-6 / cl	3.0	S-1	2-3-4 / **2.00**	9	0.7	47	
				4.5	S-2	3-4-3	9	0.0	0	
360		**GRAVEL**, some Sand, little Silt, little Clay, very loose to medium dense, moist to wet, heterogeneous, well graded, sub-angular, brown and orange brown, residuum. 11.0'/El. 353.2	A-2-6 / GC	6.0	S-3	6-9-8	23	1.0	67	
				7.5	S-4	3-7-8	20	1.5	100	
				9.0	S-5	9-6-7	17	0.8	53	
				10.5	S-6	3-2-1	4	0.0	0	
355				11.0	R-1		0%	0.6	60	
BPCE/ TODS 354.00 TOR/ TORS 353.20		*Spooned along pinnacle from 11.0' to 11.3'. S-7: Depth = 10.5'-11.3', Rec = 0.3', Blows = 1-50/.3.*		12.0	R-2		20%	2.0	100	
		LIMESTONE, mottled gray, dull luster, medium hard, highly weathered to fresh, indistinct bedding, jointed, moderate to medium spacing, flat to shallow dip, narrow joint opening, *Calcite infilled fractures.*		14.0	R-3		70%	1.8	90	
350				16.0	R-4		46%	4.9	98	
345										
BORS 344.20		21.0'/El. 343.2								

**SAMPLE NO. shading indicates lab testing performed.

GENERAL NOTES

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

FOR ADDITIONAL SOIL AND ROCK DESCRIPTIONS SEE PUBLICATION 222.

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

LEGEND

PP	POCKET PENETROMETER
T	TORVANE
NTS	NOT TO SCALE
BFE	BOTTOM OF FOOTING ELEVATION
BOCC	BOTTOM OF CLASS C CONCRETE
BORS	BOTTOM OF ROCK SOCKET ELEVATION
BPCE	BOTTOM OF PILE CAP ELEVATION
EBBZ	ESTIMATED BOTTOM OF BONDING ZONE
ETBZ	ESTIMATED TOP OF BONDING ZONE
FGE	FINISHED GRADE ELEVATION
TODS	TOP OF DRILLED SHAFT ELEVATION
TOR	ESTIMATED TOP OF ROCK ELEVATION
TORS	TOP OF ROCK SOCKET ELEVATION

THE DESCRIPTIONS OF THE MATERIALS ENCOUNTERED HAVE BEEN VERIFIED.

ME

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
STRUCTURE BORINGS

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

RECOMMENDED 2026.02.06

SHEET 274 OF 291

S-39605

Stantec 1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713144 2\1. 100 Records\13. 0 CADD\13.2 Structures\BR_ID05\1442_ID05_9_10_BOR. dgn
PENNDOT STRUCTURE BORING LOG PENNDOT_ADMT_VERSION_1.2.1.9 2-12-2018.DGT, 2019.04.19 10:19, \\VPROJECTS\0536_SHARED_ANY_STANTECGEOTECHNICAL\FIELD DATA\LOGS\TYPICAL LOGS\B_PIER 1\PENNDOT_ADMT_CONTRACT_2_TYPE01_LOGS.GPJ
DOT_2015
1442_STR_B lock_Color_249-254. tbl
DOT_ANSI D_PDF. plt

SUBSTRUCTURE UNIT:
PIER 1 (NORTHBOUND AND SOUTHBOUND)

LOG 1 OF 1

BORING NUMBER:	BORING LOCATION	START: 08/03/2020 10:20 AM	HAMMER: AUTOMATIC
SB05-09	STATION: 330+35.0 OFFSET: 16.0 FT. RT	FINISH: 08/05/2020 1:30 PM	EFFICIENCY: 0.8 ERa

DRILLING METHOD AND EQUIPMENT:	SIZE OF CORE:	VERTICAL SCALE:	TOP OF BORING ELEVATION:
DOUBLE TUBE WIRE LINE-NQ, AUTOMATIC, ACKER XLS TRACK MOUNTED RIG	2.000 IN.	0 FT. 5 FT.	364.0 FT.

DRILLING INSPECTOR: JACOB PERCEY
DRILLER & DRILLING COMPANY: JUSTIN MANHART
TRC ENGINEERS, INC.

▽ 0 HR. READING - ELAPSED TIME: El. 347.3 ft. - 0.0 hr.
▼ 24 HR. READING - ELAPSED TIME: El. 346.7 ft. - 43.5 hr.

ELEV.	GRAPHIC	MATERIAL DESCRIPTION	AASHTO/ USCS	SAMPLE DEPTH	SAMPLE NO.	BLOW COUNT / PP/T TSF	N 60 / %RQD	REC (ft.)	REC (%)	◇ RQD % ◇ ⊙ Soil/Rock Rec. % ⊙ 20 40 60 80 ▲ SPT (N_{60}) ▲ 10 20 30 40
FGE 363.00		**BITUMINOUS CONCRETE.** 0.7'/El. 363.3		1.5	PC-1					
		SAND, some Gravel, loose, damp, heterogeneous, well graded, sub-angular to sub-rounded, dark brown gray, fill. 3.5'/El. 360.5	a-1-b / sw	3.0	S-1	6-4-2	8	1.5	100	
		CLAY, some Sand, trace Gravel, medium, moist, homogeneous, medium plastic fines, brown, residuum. 7.0'/El. 357.0	a-6 / cl	4.5	S-2	3-2-2	5	1.0	67	
		SAND, some Clay, little Gravel, very loose to very dense, moist to wet, homogeneous, gap graded, angular to sub-angular, orange brown, residuum. 13.5'/El. 350.5	a-2-6 / sc	6.0	S-3	3-3-3	8	1.2	80	
				7.5	S-4	2-7-7 / 0.75	19	1.5	100	
				9.0	S-5	5-5-5	13	1.5	100	
				10.5	S-6	7-8-4	16	1.5	100	
				12.0	S-7	1-1-1	3	0.1	7	
				12.5	S-8	1-50/.0'	>67	0.5	100	
BPCE/ TODS 354.00										
TOR 350.50		**LIMESTONE**, light gray, dull luster, soft, weathered to slightly weathered, indistinct bedding, fracture zone, *Calcite filled fractures.* 15.5'/El. 348.5		13.5	R-1		65%	1.5	75	
TORS 347.00	VOID	**VOID.** 17.0'/El. 347.0		15.5	R-2		0%	0.3	15	
		Void encountered from 15.5' to 17.0'. **LIMESTONE**, gray, dull luster, medium hard, weathered to fresh, indistinct bedding, Joint Set 1: fracture zone, Joint Set 2: jointed, close to medium spacing, flat to shallow dip, narrow joint opening, *Calcite filled fractures.*		17.5	R-3		55%	1.9	95	
				19.5	R-5		63%	3.2	91	
				23.0	R-6		70%	5.0	100	
BORS 336.00				28.0	R-7		54%	5.0	100	
		35.0'/El. 329.0		33.0	R-4		45%	2.0	100	

SUBSTRUCTURE UNIT:
PIER 2 (NORTHBOUND AND SOUTHBOUND)

LOG 1 OF 1

BORING NUMBER:	BORING LOCATION	START: 07/27/2020 1:15 PM	HAMMER: AUTOMATIC
SB05-10	STATION: 331+82.0 OFFSET: 105.0 FT. LT	FINISH: 07/28/2020 9:45 AM	EFFICIENCY: 0.8 ERa

DRILLING METHOD AND EQUIPMENT:	SIZE OF CORE:	VERTICAL SCALE:	TOP OF BORING ELEVATION:
DOUBLE TUBE WIRE LINE-NQ, AUTOMATIC, ACKER XLS TRACK MOUNTED RIG	2.000 IN.	0 FT. 5 FT.	363.8 FT.

DRILLING INSPECTOR: JACOB PERCEY
DRILLER & DRILLING COMPANY: JUSTIN MANHART
TRC ENGINEERS, INC.

▽ 0 HR. READING - ELAPSED TIME: El. 349.0 ft. - 0.0 hr.
▼ 24 HR. READING - ELAPSED TIME: El. 347.4 ft. - 53.1 hr.

ELEV.	GRAPHIC	MATERIAL DESCRIPTION	AASHTO/ USCS	SAMPLE DEPTH	SAMPLE NO.	BLOW COUNT / PP/T TSF	N 60 / %RQD	REC (ft.)	REC (%)	◇ RQD % ◇ ⊙ Soil/Rock Rec. % ⊙ 20 40 60 80 ▲ SPT (N_{60}) ▲ 10 20 30 40
FGE 363.00		**SAND**, some Gravel, little Clay, medium dense, dry to damp, heterogeneous, gap graded, angular, dark brown and gray brown, fill. 1.0'/El. 362.8	a-1-b / sp-sc	1.5	S-1	11-7-4	15	0.4	27	
		CLAY, some Sand, very stiff, damp, homogeneous, low plastic fines, orange brown to brown, residuum. 4.5'/El. 359.3	a-6 / cl	3.0	S-2	3-3-4 / 2.50	9	1.2	80	
		SAND, some Clay, loose to medium dense, damp, homogeneous, poorly graded, sub-angular, low plastic fines, orange brown to brown, residuum. 9.0'/El. 354.8	a-2-6 / sc	4.5	S-3	5-4-5 / 2.50	12	1.0	67	
				6.0	S-4	5-4-5 / 2.00	12	1.5	100	
				7.5	S-5	3-3-3	8	0.0	0	
BPCE/ TODS 355.00				9.0	S-6	3-4-4	11	0.5	33	
TOR/ TORS 351.80		**SAND**, some Gravel, little Silt, little Clay, very loose, damp, homogeneous, well graded, sub-angular, brown to orange brown, residuum. 12.0'/El. 351.8	a-2-4 / sw-sm	10.5	S-7	2-1-1	3	0.4	27	
		Spooned along pinnacle from 12.0' to 13.0', S-9: Depth = 12.0'-13.0', REC = 0.5, Blows = 1-2-50/.0.		12.0	S-8	WOH-1-1	3	0.0	0	
		DOLOMITE, light gray to gray, medium hard, highly weathered to slightly weathered, indistinct bedding, fracture zone.		15.0	R-1		0%	2.6	87	
				18.0	R-2		50%	3.0	100	
BORS 342.80				23.0	R-3		24%	5.0	100	
		32.0'/El. 331.8		28.0	R-4		56%	5.0	100	
					R-5		10%	4.0	100	

GENERAL NOTES

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

FOR ADDITIONAL SOIL AND ROCK DESCRIPTIONS SEE PUBLICATION 222.

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

LEGEND

PP	POCKET PENETROMETER
T	TORVANE
NTS	NOT TO SCALE
BFE	BOTTOM OF FOOTING ELEVATION
BOCC	BOTTOM OF CLASS C CONCRETE
BORS	BOTTOM OF ROCK SOCKET ELEVATION
BPCE	BOTTOM OF PILE CAP ELEVATION
EBBZ	ESTIMATED BOTTOM OF BONDING ZONE
ETBZ	ESTIMATED TOP OF BONDING ZONE
FGE	FINISHED GRADE ELEVATION
TODS	TOP OF DRILLED SHAFT ELEVATION
TOR	ESTIMATED TOP OF ROCK ELEVATION
TORS	TOP OF ROCK SOCKET ELEVATION

THE DESCRIPTIONS OF THE MATERIALS ENCOUNTERED HAVE BEEN VERIFIED.
ME

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
STRUCTURE BORINGS

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL MARK T. EVANS GEOLOGIST PG005251

RECOMMENDED 2026.02.06

SHEET 275 OF 291

S-39605

Stantec
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713144 2\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_9_10_BOR.dgn
PENNDOT STRUCTURE BORING LOG - PENNDOT.GINT - VERSION 123.24.2016.0201 - 1/29/2026 09:16 - N:\WP\PROJECTS\33000_ERRORS_NEW_GINT\BOG\SOIL\BOG\SOIL\BOG\SOIL

SUBSTRUCTURE UNIT:

PIER 2 (NORTHBOUND AND SOUTHBOUND)

LOG 1 OF 1

BORING NUMBER:	BORING LOCATION	START:	HAMMER:
SB05-11	STATION: 331+82.0 OFFSET: 44.0 FT. LT.	07/28/2020 10:25 AM	AUTOMATIC
		FINISH: 07/28/2020 12:00 PM	EFFICIENCY: 0.8 ERa

DRILLING METHOD AND EQUIPMENT:	SIZE OF CORE:	VERTICAL SCALE:	TOP OF BORING ELEVATION:
DOUBLE TUBE WIRE LINE-NQ, AUTOMATIC, ACKER XLS TRACK MOUNTED RIG	2.000 IN.	0 FT. [redacted] 5 FT.	363.7 FT.

DRILLING INSPECTOR: JACOB PERCEY
DRILLER & DRILLING COMPANY: JUSTIN MANHART
TRC ENGINEERS, INC.

0 HR. READING - ELAPSED TIME: El. 342.4 ft. - 0.0 hr.
24 HR. READING - ELAPSED TIME: El. 344.0 ft. - 50.8 hr.

ELEV.	GRAPHIC	MATERIAL DESCRIPTION	AASHTO/ USCS	SAMPLE DEPTH	SAMPLE NO.**	BLOW COUNT / PP/T TSF	N 60 / %RQD	REC (ft.)	REC (%)
FGE 363.00									
		SAND, some Gravel, little Clay, loose, dry to damp, heterogeneous, gap graded, angular, brown black, fill. 3.0'/El. 360.7	a-1-b / sp-sc	1.5	S-1	1-3-3	8	1.5	100
				3.0	S-2	3-3-4	9	0.0	0
		SILT, some Clay, little Sand, trace Gravel, medium to stiff, damp, homogeneous, medium plastic fines, orange brown and gray brown, residuum. 9.0'/El. 354.7	A-6 / ML	4.5	S-3	6-6-5	15	0.6	40
				6.0	S-4	8-6-5	15	1.5	100
				7.5	S-5	2-3-3	8	0.2	13
BPCE/ TODS 355.00				9.0	S-6	3-3-4	9	1.0	67
		SAND, some Clay, very loose to loose, damp, homogeneous, poorly graded, sub-angular, orange brown, residuum. 12.0'/El. 351.7	a-2-6 / sc	10.5	S-7	2-1-1	3	0.8	53
				12.0	S-8	2-2-2	5	1.0	67
		SAND, some Gravel, little Clay, very loose to very dense, damp, homogeneous, well graded, sub-angular, orange brown, residuum. 16.0'/El. 347.7	a-2-4 / sw-sc	13.5	S-9	2-2-1	4	0.1	7
				15.0	S-10	3-2-2	5	0.4	27
TOR/ TORS 347.70				16.0	S-11	1-1-50/.0'	68	0.3	30
		DOLOMITE, banded gray, dull luster, medium hard, slightly weathered to fresh, indistinct bedding, jointed, close to medium spacing, flat dip, narrow joint opening. 26.0'/El. 337.7		18.0	R-1		100%	2.0	100
					R-2		64%	4.5	100
BORS 338.70				22.5	R-3		60%	3.1	89

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

**SAMPLE NO. shading indicates lab testing performed.

SUBSTRUCTURE UNIT:

PIER 2 (NORTHBOUND AND SOUTHBOUND)

LOG 1 OF 1

BORING NUMBER:	BORING LOCATION	START:	HAMMER:
SB05-12	STATION: 331+81.0 OFFSET: 17.0 FT. RT	07/28/2020 12:45 PM	AUTOMATIC
		FINISH: 07/28/2020 2:15 PM	EFFICIENCY: 0.8 ERa

DRILLING METHOD AND EQUIPMENT:	SIZE OF CORE:	VERTICAL SCALE:	TOP OF BORING ELEVATION:
DOUBLE TUBE WIRE LINE-NQ, AUTOMATIC, ACKER XLS TRACK MOUNTED RIG	2.000 IN.	0 FT. [redacted] 5 FT.	363.6 FT.

DRILLING INSPECTOR: JACOB PERCEY
DRILLER & DRILLING COMPANY: JUSTIN MANHART
TRC ENGINEERS, INC.

0 HR. READING - ELAPSED TIME: El. 347.2 ft. - 0.0 hr.
24 HR. READING - ELAPSED TIME: El. 346.4 ft. - 48.6 hr.

ELEV.	GRAPHIC	MATERIAL DESCRIPTION	AASHTO/ USCS	SAMPLE DEPTH	SAMPLE NO.**	BLOW COUNT / PP/T TSF	N 60 / %RQD	REC (ft.)	REC (%)
FGE 363.00									
		SAND, some Gravel, little Clay, medium dense, dry to damp, heterogeneous, gap graded, angular, brown, fill. 1.5'/El. 362.1	a-1-b / sp-sc	1.5	S-1	6-6-6	16	0.7	47
		CLAY, little Sand, very stiff, damp, homogeneous, medium plastic fines, orange brown, residuum. 4.5'/El. 359.1	a-6 / cl	3.0	S-2	4-5-4	12	1.5	100
				4.5	S-3	4-5-4 **3.75**	12	1.5	100
		SAND, some Clay, medium dense, damp, homogeneous, poorly graded, sub-angular, orange brown, residuum. 6.0'/El. 357.6	a-2-6 / sc	6.0	S-4	4-5-5 **3.50**	13	1.5	100
			A-1-b / SM	7.5	S-5	5-6-5	15	1.5	100
BPCE/ TODS 355.00				9.0	S-6	6-7-6	17	1.5	100
TOR/ TORS 352.50		**GRAVEL**, some Sand, little Silt, trace Clay, medium dense to very dense, damp, homogeneous, well graded, sub-angular, orange brown with white, residuum. 11.1'/El. 352.5		10.5	S-7	14-11-7	24	1.5	100
				11.1	S-8	7-50/.1'	>67	0.6	100
		DOLOMITE, banded gray to orange white, dull luster, medium hard, weathered to fresh, indistinct bedding, jointed, close to medium spacing, shallow to moderate dip. *Void encountered from 14.1' to 14.5'.*		13.1	R-1		35%	2.0	100
					R-2		48%	3.6	90
BORS 343.50				17.1	R-3		68%	5.0	100
				22.1	R-4		100%	5.0	100
				27.1	R-5		78%	4.0	100
		31.1'/El. 332.5							

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

**SAMPLE NO. shading indicates lab testing performed.

GENERAL NOTES

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

FOR ADDITIONAL SOIL AND ROCK DESCRIPTIONS SEE PUBLICATION 222.

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

LEGEND

PP	POCKET PENETROMETER
T	TORVANE
NTS	NOT TO SCALE
BFE	BOTTOM OF FOOTING ELEVATION
BOCC	BOTTOM OF CLASS C CONCRETE
BORS	BOTTOM OF ROCK SOCKET ELEVATION
BPCE	BOTTOM OF PILE CAP ELEVATION
EBBZ	ESTIMATED BOTTOM OF BONDING ZONE
ETBZ	ESTIMATED TOP OF BONDING ZONE
FGE	FINISHED GRADE ELEVATION
TODS	TOP OF DRILLED SHAFT ELEVATION
TOR	ESTIMATED TOP OF ROCK ELEVATION
TORS	TOP OF ROCK SOCKET ELEVATION

THE DESCRIPTIONS OF THE MATERIALS ENCOUNTERED HAVE BEEN VERIFIED.

ME

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
STRUCTURE BORINGS

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

RECOMMENDED 2026.02.06

SHEET 276 OF 291

S-39605

DOT_2015
1442_STR_B(ack_Color_249-254).tbl
DOT_ANSI_D_PDF.plt

PENNDOT STRUCTURE BORING LOG_PENNDOT_ADMT_VERSION_V23.3.9-2016.GDT - 2/9/2026 9:21:11 - \\VPPROJECTS\0083_SR0083_NYW_STANTEC\GEOTECHNICAL\FIELD DATA\LOGS\TYPICAL\LOGS\B-099_BRIDGE\CONTRACT POINTS\B-099 MANUAL CONTRACT 2.7TPF\BH_LOGS.GPJ

1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713144211.100 Records\13.0 CADD\13.2 Structures\BR_ID05\1442_ID05_9_10_BOR.dgn

Stantec

SUBSTRUCTURE UNIT:
PIER 3 (NORTHBOUND AND SOUTHBOUND)

LOG 1 OF 1

BORING NUMBER:	BORING LOCATION	START: 07/29/2020 11:00 AM	HAMMER: AUTOMATIC
SB05-13	STATION: 333+56.0 OFFSET: 103.0 FT. LT	FINISH: 07/29/2020 1:45 PM	EFFICIENCY: 0.8 ERa

DRILLING METHOD AND EQUIPMENT:	SIZE OF CORE:	VERTICAL SCALE:	TOP OF BORING ELEVATION:
DOUBLE TUBE WIRE LINE-NQ, AUTOMATIC, ACKER XLS TRACK MOUNTED RIG	2.000 IN.	0 FT. [redacted] 5 FT.	363.9 FT.

DRILLING INSPECTOR: JACOB PERCEY
DRILLER & DRILLING COMPANY: JUSTIN MANHART
TRC ENGINEERS, INC.

▽ 0 HR. READING - ELAPSED TIME: El. 345.9 ft. - 0.0 hr.
▼ 24 HR. READING - ELAPSED TIME: El. 345.8 ft. - 24.9 hr.

ELEV.	GRAPHIC	MATERIAL DESCRIPTION	AASHTO/ USCS	SAMPLE DEPTH	SAMPLE NO.	BLOW COUNT / PP/T TSF	N 60 / %RQD	REC (ft.)	REC (%)
FGE 362.00		**SAND** and **GRAVEL**, little Clay, loose, dry, heterogeneous, gap graded, sub-angular to rounded, dark brown and brown, fill.	a-2-6 / sc	1.5	S-1	2-3-2	7	1.0	67
		1.5'/El. 362.4		3.0	S-2	5-5-5 / **4.50**	13	1.2	80
		CLAY, some Sand, hard, damp, homogeneous, orange brown, fill.	a-6 / cl	4.5	S-3	4-5-6	15	1.2	80
		4.5'/El. 359.4		6.0	S-4	7-5-6	15	0.7	47
		SAND and **GRAVEL**, some Clay, medium dense to very dense, damp to moist, heterogeneous, gap graded, sub-angular to sub-rounded, red brown, residuum.	a-2-6 / sc	7.5	S-5	9-8-7	20	1.1	73
BPCE 354.50				9.0	S-6	9-11-10	28	1.5	100
				9.5	S-7	32-50/.0'	>67	0.1	20
		13.0'/El. 350.9		10.5	S-8	10-17-14	41	1.5	100
		CLAY, little Sand, medium, moist, homogeneous, orange brown and yellow brown, residuum.	a-6 / cl	12.0	S-9	15-8-4	16	1.0	67
		15.0'/El. 348.9		13.5	S-10	4-3-2 / **0.75**	7	1.5	100
TOR 348.50			a-2-6 / sc	15.0	S-11	50/.4"	>67	0.2	50
ETBZ 347.50		**SAND** and **GRAVEL**, little Clay, very dense, moist, homogeneous, well graded, sub-rounded, orange brown, residuum.		15.4	R-1		43%	1.7	81
		15.4'/El. 348.5		17.5	R-2		70%	3.5	88
		DOLOMITE, light gray tan to gray, crystalline, glassy luster, hard to very hard, slightly weathered to fresh, indistinct bedding, jointed, moderate to medium spacing, sheer dip, narrow joint opening. *Void encountered from 17.5' to 18.0'.*		21.5	R-3		80%	5.0	100
EBBZ 336.50				26.5	R-4		54%	4.9	98
				31.5	R-5		60%	3.8	95
		35.5'/El. 328.4							

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

SUBSTRUCTURE UNIT:
PIER 3 (NORTHBOUND AND SOUTHBOUND)

LOG 1 OF 1

BORING NUMBER:	BORING LOCATION	START: 07/30/2020 1:00 PM	HAMMER: AUTOMATIC
SB05-14	STATION: 330+50.0 OFFSET: 42.0 FT. LT.	FINISH: 07/31/2020 10:30 AM	EFFICIENCY: 0.8 ERa

DRILLING METHOD AND EQUIPMENT:	SIZE OF CORE:	VERTICAL SCALE:	TOP OF BORING ELEVATION:
DOUBLE TUBE WIRE LINE-NQ, AUTOMATIC, ACKER XLS TRACK MOUNTED RIG	2.000 IN.	0 FT. [redacted] 5 FT.	363.4 FT.

DRILLING INSPECTOR: JACOB PERCEY
DRILLER & DRILLING COMPANY: JUSTIN MANHART
TRC ENGINEERS, INC.

▽ 0 HR. READING - ELAPSED TIME: El. 345.2 ft. - 0.0 hr.
▼ 24 HR. READING - ELAPSED TIME: El. 346.4 ft. - 167.8 hr.

ELEV.	GRAPHIC	MATERIAL DESCRIPTION	AASHTO/ USCS	SAMPLE DEPTH	SAMPLE NO. **	BLOW COUNT / PP/T TSF	N 60 / %RQD	REC (ft.)	REC (%)
FGE 362.00		**SAND**, some Gravel, little Clay, little Silt, loose to medium dense, dry to damp, heterogeneous, well graded, sub-angular, dark gray and brown, fill.	a-2-4 / sw	1.5	S-1	2-3-2	7	1.5	100
		3.0'/El. 360.4		3.0	S-2	2-1-12	17	1.5	100
		CLAY, little Sand, soft to very stiff, damp, homogeneous, brown, residuum.	a-6 / cl	4.5	S-3	5-5-3 / **2.50**	11	1.5	100
		8.0'/El. 355.4		6.0	S-4	3-3-4 / **0.25**	9	1.5	100
		GRAVEL, some Sand, little Silt, trace Clay, very loose to dense, moist, heterogeneous, well graded, sub-angular to rounded, mottled brown, residuum.		7.5	S-5	3-2-3 / **2.25**	7	1.5	100
BPCE 354.50				9.0	S-6	4-8-9 / **2.50**	23	1.5	100
				10.5	S-7	12-13-12	33	1.5	100
				12.0	S-8	12-12-12	32	1.5	100
			A-1-a / GM	13.5	S-9	9-14-23	49	1.5	100
				15.0	S-10	18-20-12	43	1.0	67
				16.5	S-11	3-4-3	9	0.5	33
				18.0	S-12	1-1-WOH	1	0.4	27
				19.5	S-13	WOH-WOH-WOH	0	0.0	0
		20.0'/El. 343.4							
TOR 343.40		*Spooned along pinnacle from 20.0'-20.8'. S-14: Depth = 19.5'-20.8', Rec = 0.1', Blows = WOH-4-50/.3.*		20.0	R-1		40%	1.7	85
		DOLOMITE, light gray to tan, dull luster, medium hard, highly weathered to slightly weathered, indistinct bedding, jointed, close to moderate spacing, shallow dip, narrow joint opening.		22.0	R-2		30%	3.4	85
		25.4'/El. 338.0		26.0	R-3		28%	2.8	70
		VOID, *Clay filled.*							
		27.0'/El. 336.4							
		DOLOMITE, light gray to tan, dull luster, medium hard, highly weathered to slightly weathered, indistinct bedding.							
		30.0'/El. 333.4		30.0	R-4		0%	0.1	2
		VOID, *Clay filled. Rec = 2.6', PPT = 1.25, Brown, a-6, ml.*							
		34.0'/El. 329.4		34.0	R-5		0%	1.4	70
ETBZ 328.40		**LIMESTONE**, gray, dull luster, medium hard, highly weathered to fresh, indistinct bedding, jointed, close to moderate spacing, flat dip, open joints, *Calcite infill in veins.*		36.0	R-6		35%	1.3	65
		40.0'/El. 323.4		38.0	R-7		60%	2.0	100
EBBZ 317.40 NTS									

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

**SAMPLE NO. shading indicates lab testing performed.

GENERAL NOTES

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

FOR ADDITIONAL SOIL AND ROCK DESCRIPTIONS SEE PUBLICATION 222.

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LEGEND

PP	POCKET PENETROMETER
T	TORVANE
NTS	NOT TO SCALE
BFE	BOTTOM OF FOOTING ELEVATION
BOCC	BOTTOM OF CLASS C CONCRETE
BORS	BOTTOM OF ROCK SOCKET ELEVATION
BPCE	BOTTOM OF PILE CAP ELEVATION
EBBZ	ESTIMATED BOTTOM OF BONDING ZONE
ETBZ	ESTIMATED TOP OF BONDING ZONE
FGE	FINISHED GRADE ELEVATION
TODS	TOP OF DRILLED SHAFT ELEVATION
TOR	ESTIMATED TOP OF ROCK ELEVATION
TORS	TOP OF ROCK SOCKET ELEVATION

THE DESCRIPTIONS OF THE MATERIALS ENCOUNTERED HAVE BEEN VERIFIED.

ME

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
STRUCTURE BORINGS

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

RECOMMENDED 2026.02.06

SHEET 277 OF 291

S-39605

DOT_2015 1442_STR_B(ack_Color_249-254.tbl DOT_ANSI_D_PDF.plt
Stantec 1/9/2026 WORKSPACE: DOT_2015 (SURVEY FEET) \\us0536-ppfss01\shared_projects\202713144211.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_9_10_BOR.dgn
DEPENDOT_STRUCTURE_BORING_LOG_PENNDOT_CONT_VERSION_1223.9.2-2016.DGT, OPTION 0212, N:\PROJECTS\39000_SR0083_NTW_STANTEC\GEOTECH\CAD\SB05-13.DGN, SB05-14.DGN

SUBSTRUCTURE UNIT: LOG 1 OF 1

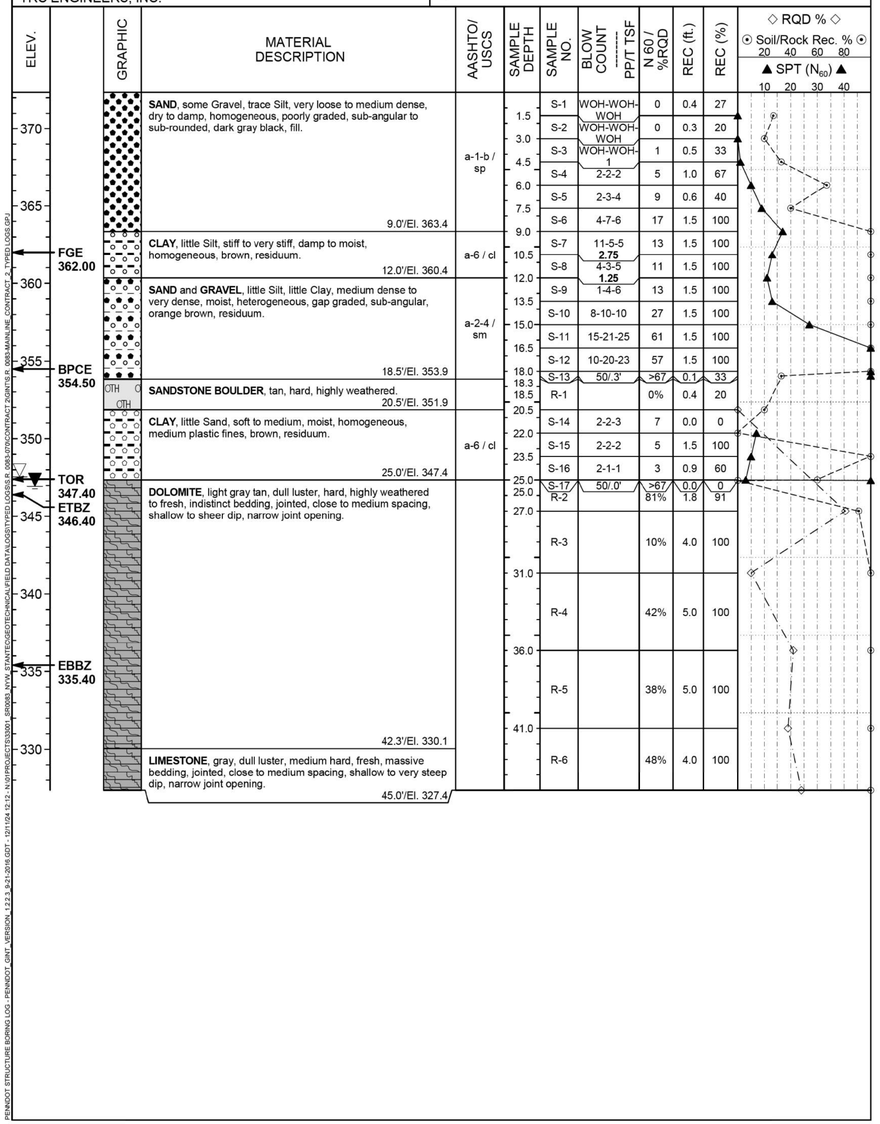
PIER 3 (NORTHBOUND AND SOUTHBOUND)

BORING NUMBER:	BORING LOCATION	START: 07/30/2020 9:15 AM	HAMMER: AUTOMATIC
SB05-15	STATION: 333+55.0 OFFSET: 19.0 FT. RT	FINISH: 07/30/2020 12:30 PM	EFFICIENCY: 0.8 ERa

DRILLING METHOD AND EQUIPMENT:	SIZE OF CORE:	VERTICAL SCALE:	TOP OF BORING ELEVATION:
DOUBLE TUBE WIRE LINE-NQ, AUTOMATIC, ACKER XLS TRACK MOUNTED RIG	2.000 IN.	0 FT. 5 FT.	372.4 FT.

DRILLING INSPECTOR: JACOB PERCEY
DRILLER & DRILLING COMPANY: JUSTIN MANHART
TRC ENGINEERS, INC.

▽ 0 HR. READING - ELAPSED TIME: El. 347.6 ft. - 0.0 hr.
▼ 24 HR. READING - ELAPSED TIME: El. 347.0 ft. - 23.3 hr.



GENERAL NOTES

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LEGEND

PP	POCKET PENETROMETER
T	TORVANE
NTS	NOT TO SCALE
BFE	BOTTOM OF FOOTING ELEVATION
BOCC	BOTTOM OF CLASS C CONCRETE
BORS	BOTTOM OF ROCK SOCKET ELEVATION
BPCE	BOTTOM OF PILE CAP ELEVATION
EBBZ	ESTIMATED BOTTOM OF BONDING ZONE
ETBZ	ESTIMATED TOP OF BONDING ZONE
FGE	FINISHED GRADE ELEVATION
TODS	TOP OF DRILLED SHAFT ELEVATION
TOR	ESTIMATED TOP OF ROCK ELEVATION
TORS	TOP OF ROCK SOCKET ELEVATION

THE DESCRIPTIONS OF THE MATERIALS ENCOUNTERED HAVE BEEN VERIFIED.
ME

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
STRUCTURE BORINGS

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL MARK T. EVANS GEOLOGIST PG005251

RECOMMENDED 2026.02.06

SHEET 278 OF 291

S-39605

Stantec 1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713144 2\1.100 Records\13.0 CADD\13.2 Structures\BR_ID05\1442_ID05_9_10_BOR.dgn
DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI_D_PDF.plt
PENNDOT STRUCTURE BORING LOG PENNDOT.GINT VERSION 4.2.3 8/4/2016 GDT 12/1/2021 3:41:09 PM PROJECTFILES\BORE PENNDOT GINT PROJECT FILE\BORE PENNDOT.GPJ

SUBSTRUCTURE UNIT:
PIER 4 SOUTHBOUND

LOG 1 OF 2

BORING NUMBER:	BORING LOCATION	START: 08/12/2020 1:10 AM	HAMMER: AUTOMATIC
SB05-16	STATION: 335+85.0 OFFSET: 78.0 FT. LT	FINISH: 08/13/2020 10:30 PM	EFFICIENCY: 0.8 ERa

DRILLING METHOD AND EQUIPMENT:	SIZE OF CORE:	VERTICAL SCALE:	TOP OF BORING ELEVATION:
DOUBLE TUBE WIRE LINE-NQ, AUTOMATIC, ACKER XLS TRACK MOUNTED RIG	2.000 IN.	0 FT. 5 FT.	392.2 FT.

DRILLING INSPECTOR: HUNTER FENK
DRILLER & DRILLING COMPANY: JUSTIN MANHART
TRC ENGINEERS, INC.

▽ 0 HR. READING - ELAPSED TIME: El. 347.3 ft. - 0.0 hr.
▼ 24 HR. READING - ELAPSED TIME: El. 348.5 ft. - 97.8 hr.

ELEV.	GRAPHIC	MATERIAL DESCRIPTION	AASHTO/ USCS	SAMPLE DEPTH	SAMPLE NO.	BLOW COUNT / PP/T TSF	N 60 / %RQD	REC (ft.)	REC (%)	◇ RQD % ◇ ⊙ Soil/Rock Rec. % ⊙ 20 40 60 80 ▲ SPT (N_{60}) ▲ 10 20 30 40
		CEMENT CONCRETE. 0.6'/El. 391.6		1.5	PC-1					
390		**GRAVEL** and **SAND**, little Silt, medium dense, dry to damp, heterogeneous, angular to sub-angular, light brown with gray, fill. 7.5'/El. 384.7	a-1-a / gp-gm	3.0	S-1	10-10-11	28	1.5	100	
				4.5	S-2	6-7-7	19	1.0	67	
				6.0	S-3	6-4-4	11	1.0	67	
				7.5	S-4	5-5-3	11	0.8	53	
385		**SAND**, some Silt, some Gravel, loose to medium dense, damp to moist, heterogeneous, flat and elongated to angular, light brown with gray, fill.		9.0	S-5	5-8-8	21	1.5	100	
				10.5	S-6	7-6-4	13	1.5	100	
				12.0	S-7	5-5-5	13	1.5	100	
				13.5	S-8	4-5-6	15	1.5	100	
				15.0	S-9	3-7-3	13	1.5	100	
				16.5	S-10	4-6-5	15	1.5	100	
				18.0	S-11	6-5-2	9	1.5	100	
				19.5	S-12	5-7-5	16	1.5	100	
380				21.0	S-13	4-8-8	21	1.5	100	
				22.5	S-14	5-5-5	13	1.5	100	
				24.0	S-15	6-11-8	25	1.5	100	
				25.5	S-16	9-8-7	20	1.5	100	
				27.0	S-17	5-8-5	17	1.5	100	
				28.5	S-18	4-5-5	13	1.5	100	
375			a-1-b / sm	30.0	S-19	6-6-4	13	1.5	100	
				31.5	S-20	4-7-6	17	1.5	100	
				33.0	S-21	5-8-6	19	1.5	100	
				34.5	S-22	5-3-3	8	1.5	100	
				36.0	S-23	4-5-6 (1.25)	15	1.5	100	
				37.5	S-24	6-11-13	32	0.5	33	
				39.0	S-25	10-18-16	45	1.5	100	
				40.5	S-26	17-22-14	48	1.5	100	
				42.0	S-27	26-22-20	56	1.5	100	
				43.5	S-28	10-21-48	92	1.5	100	
				43.7	S-29	50/.2'	>67	0.2	100	
370				45.0	S-30	9-4-1	7	0.0	0	
				46.5	S-31	1-1-1	3	0.0	0	
				48.0	S-32	1-2-4	8	0.1	7	
				49.5	S-33	1-4-2	8	0.1	7	
			a-6 / cl	51.0	R-1		0%	0.0	0	
				53.0	S-34	WOR	0	0.2	8	
				55.5	S-35	4-50/.0'	>67	0.2	40	
365				56.0	R-2		25%	1.5	75	
				58.0	R-3		0%	0.4	18	
				60.0	R-4		0%	0.3	15	
				62.0	R-5		85%	2.0	100	
		32.5'/El. 359.7								
FGE 360.50		**CLAY**, some Silt, little Sand, stiff, moist, homogeneous, high plastic fines, orange brown, alluvium. 36.0'/El. 356.2	a-6 / cl							
360										
		SAND, some Gravel, little Silt, dense to very dense, moist, heterogeneous, poorly graded, sub-rounded to angular, gray brown, alluvium. 45.0'/El. 347.2	a-1-a / sp-sm							
BPCE 352.00										
355										
		SAND and **CLAY**, very loose to loose, moist to wet, homogeneous, sub-rounded to sub-angular, orange brown, alluvium.								
		R-1: Drillers believed tooling was running along pinnacle, core run attempted with no recovery, return to SPT.	a-6 / cl							
350		56.0'/El. 336.2								
TOR 336.20		**LIMESTONE**, light gray, soft to medium hard, weathered to highly weathered, indistinct bedding, random fractures, close to moderate spacing, moderate to very steep dip, narrow joint opening.								
345										
340										
335										
330										

SUBSTRUCTURE UNIT:
PIER 4 SOUTHBOUND

LOG 2 OF 2

BORING NUMBER:	BORING LOCATION	VERTICAL SCALE:	
SB05-16	STATION: 335+85.0 OFFSET: 78.0 FT. LT	0 FT. 5 FT.	▽ 0 HR.: El. 347.3 ft. - 0.0 hr. ▼ 24 HR.: El. 348.5 ft. - 97.8 hr.

ELEV.	GRAPHIC	MATERIAL DESCRIPTION	AASHTO/ USCS	SAMPLE DEPTH	SAMPLE NO.	BLOW COUNT / PP/T TSF	N 60 / %RQD	REC (ft.)	REC (%)	◇ RQD % ◇ ⊙ Soil/Rock Rec. % ⊙ 20 40 60 80 ▲ SPT (N_{60}) ▲ 10 20 30 40
	VOID	64.2'/El. 328.0		64.0	R-6		0%	0.2	6	
325	VOID	**VOID.** 67.5'/El. 324.7		67.5	R-7		60%	2.0	100	
		LIMESTONE, light gray, soft to medium hard, weathered to highly weathered, indistinct bedding, random fractures, close to moderate spacing, moderate to very steep dip, narrow joint opening. 70.3'/El. 321.9		69.5	R-8		0%	0.8	27	
	VOID	**VOID.** 72.5'/El. 319.7		72.5	R-9		0%	0.3	10	
320	VOID	**LIMESTONE**, light gray, soft to medium hard, weathered to highly weathered, indistinct bedding, random fractures, close to moderate spacing, moderate to very steep dip, narrow joint opening. 72.8'/El. 319.4		75.5	R-10		0%	0.1	10	
	VOID	**VOID.** 75.5'/El. 316.7		76.5	S-36	3-2-3	7	0.8	53	
		LIMESTONE, light gray, soft to medium hard, weathered to highly weathered, indistinct bedding, random fractures, close to moderate spacing, moderate to very steep dip, narrow joint opening. 75.6'/El. 316.6	a-2-6 / sc	78.0	S-37	3-2-3	7	0.8	53	
315				79.5	S-38	5-6-3	12	1.5	100	
		SAND, some Clay, loose to medium dense, moist to wet, heterogeneous, sub-rounded, dark brown with orange, alluvium. *75.6'-76.5': soil was recovered, switch to SPT. Tooling running on angle, drillers elect to abondon hole, offset 1.5' ahead station and continue hole as SB05-16A.* 82.5'/El. 309.7		81.0	S-39	4-2-3 **0.50**	7	1.5	100	
310										

ETBZ 280.20 NTS

EBBZ 269.20 NTS

GENERAL NOTES

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LEGEND

PP	POCKET PENETROMETER
T	TORVANE
NTS	NOT TO SCALE
BFE	BOTTOM OF FOOTING ELEVATION
BOCC	BOTTOM OF CLASS C CONCRETE
BORS	BOTTOM OF ROCK SOCKET ELEVATION
BPCE	BOTTOM OF PILE CAP ELEVATION
EBBZ	ESTIMATED BOTTOM OF BONDING ZONE
ETBZ	ESTIMATED TOP OF BONDING ZONE
FGE	FINISHED GRADE ELEVATION
TODS	TOP OF DRILLED SHAFT ELEVATION
TOR	ESTIMATED TOP OF ROCK ELEVATION
TORS	TOP OF ROCK SOCKET ELEVATION

THE DESCRIPTIONS OF THE MATERIALS ENCOUNTERED HAVE BEEN VERIFIED.

MTE

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
STRUCTURE BORINGS

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL MARK T. EVANS GEOLOGIST PG005251

RECOMMENDED 2026.02.06

SHEET 279 OF 291

S-39605

DOT_2015
1442_STR_B(ack_Color-249-254).tbl
DOT_ANSI_D_PDF.plt
PENNDOT STRUCTURE BORING LOG PENNDOT.ORG VERSION 1.2.3 9-21-2016.EDT ADVISORY.NYP/PROJECTS/0083 ORDER MPMS NTS/ENGINEERING/GEOTECHNICAL/FIELD DATA/LOGS/PDF/LOGS.EDT
Stantec 1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713142\11 100 Records\13 0 CADD\13 2 Structures\BR_1D05\1442_1D05_9_10_BOR.dgn

SUBSTRUCTURE UNIT:
PIER 4 SOUTHBOUND

LOG 1 OF 2

BORING NUMBER:	BORING LOCATION	START: 08/13/2020 11:00 AM	HAMMER: AUTOMATIC
SB05-16A	STATION: 335+83.0 OFFSET: 78.0 FT. LT	FINISH: 08/18/2020 12:25 AM	EFFICIENCY: 0.8 ERa

DRILLING METHOD AND EQUIPMENT:	SIZE OF CORE:	VERTICAL SCALE:	TOP OF BORING ELEVATION:
DOUBLE TUBE WIRE LINE-NQ, AUTOMATIC, ACKER XLS TRACK MOUNTED RIG	2.000 IN.	0 FT. [redacted] 5 FT.	392.2 FT.

DRILLING INSPECTOR: HUNTER FENK
DRILLER & DRILLING COMPANY:JUSTIN MANHART
TRC ENGINEERS, INC.

▽ 0 HR. READING - ELAPSED TIME:El. 347.4 ft. - 0.2 hr.
▼ 24 HR. READING - ELAPSED TIME:El. 345.4 ft. - 384.8 hr.

ELEV.	GRAPHIC	MATERIAL DESCRIPTION	AASHTO/ USCS	SAMPLE DEPTH	SAMPLE NO.	BLOW COUNT ------- PP/T TSF	N 60 / %RQD	REC (ft.)	REC (%)	◇ RQD % ◇ ⊙ Soil/Rock Rec. % ⊙ 20 40 60 80 ▲ SPT (N_{60}) ▲ 10 20 30 40
390	UNS	**UNSAMPLED**, *See SB05-16.*								
385	UNS									
380	UNS									
375	UNS									
370	UNS									
365	UNS									
FGE 360.50	UNS									
355	UNS									
BPCE 352.00	UNS									
350	UNS									
▽	UNS									
▼ 345	UNS									
340	UNS									
TOR 336.20	UNS									
335	UNS									
330	UNS									

SUBSTRUCTURE UNIT:
PIER 4 SOUTHBOUND

LOG 2 OF 2

BORING NUMBER:	BORING LOCATION	VERTICAL SCALE:	
SB05-16A	STATION: 335+83.0 OFFSET: 78.0 FT. LT	0 FT. [redacted] 5 FT.	▽ 0 HR.: El. 347.4 ft. - 0.2 hr. ▼ 24 HR.: El. 345.4 ft. - 384.8 hr.

ELEV.	GRAPHIC	MATERIAL DESCRIPTION	AASHTO/ USCS	SAMPLE DEPTH	SAMPLE NO.	BLOW COUNT ------- PP/T TSF	N 60 / %RQD	REC (ft.)	REC (%)	◇ RQD % ◇ ⊙ Soil/Rock Rec. % ⊙ 20 40 60 80 ▲ SPT (N_{60}) ▲ 10 20 30 40
325	UNS	**UNSAMPLED**, *See SB05-16.(Layer continued from the previous log page)*								
320	UNS									
315	UNS									
310	UNS	82.5'/El. 309.7		82.5						
		LIMESTONE, light gray, soft, slightly weathered to weathered, indistinct bedding, jointed, laminated to medium spacing, shallow to moderate dip, tight joints, *contains trace pyrite.*		84.5	R-1		90%	1.8	90	
		83.5' - 86.1': Vertical fracture infilled with calcite.		87.5	R-2		70%	3.0	100	
305		91.0'/El. 301.2			R-3		66%	3.5	70	
300	VOID	**VOID**, *91.0' - 95.0: Tool drop.*		92.5						
	VOID	95.0'/El. 297.2		95.0	R-4		68%	1.9	76	
		DOLOMITE, light gray, soft to medium hard, moderately weathered to highly weathered, indistinct bedding, Joint Set 1: jointed, close to moderate spacing, shallow to steep dip, narrow joint opening, Joint Set 2: random fractures, narrow to moderate spacing, steep to very steep dip, narrow joint opening.		97.5	R-5		0%	0.0	0	
295	VOID	97.5'/El. 294.7								
	VOID	**VOID**, *97.5' - 107.5': Soil filled void, sand and clay, light brown homogeneous, moist to wet, alluvium, ppt where applicable = 0.5 tsf, jars representing soil in stratum in corebox.*		102.5						
290	VOID	107.5'/El. 284.7		107.5	R-6		0%	1.0	22	
		DOLOMITE, light gray, soft to medium hard, moderately weathered to highly weathered, indistinct bedding, Joint Set 1: jointed, close to moderate spacing, shallow to steep dip, narrow joint opening, Joint Set 2: random fractures, narrow to moderate spacing, steep to very steep dip, narrow joint opening.		112.0	R-7		60%	2.3	92	
285		108.5'/El. 283.7		114.5	R-8		16%	2.5	100	
	VOID	**VOID**, *108.5' - 112.0': Soil filled void, sand and clay, light brown homogeneous, moist to wet, alluvium, ppt where applicable = 0.5 tsf.*								
280	VOID	112.0'/El. 280.2								
ETBZ 279.20		**DOLOMITE**, light gray, soft to medium hard, moderately weathered to highly weathered, indistinct bedding, Joint Set 1: jointed, close to moderate spacing, shallow to steep dip, narrow joint opening, Joint Set 2: random fractures, narrow to moderate spacing, steep to very steep dip, narrow joint opening.								
EBBZ 268.20 NTS		117.0'/El. 275.2								

GENERAL NOTES

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LEGEND

PP	POCKET PENETROMETER
T	TORVANE
NTS	NOT TO SCALE
BFE	BOTTOM OF FOOTING ELEVATION
BOCC	BOTTOM OF CLASS C CONCRETE
BORS	BOTTOM OF ROCK SOCKET ELEVATION
BPCE	BOTTOM OF PILE CAP ELEVATION
EBBZ	ESTIMATED BOTTOM OF BONDING ZONE
ETBZ	ESTIMATED TOP OF BONDING ZONE
FGE	FINISHED GRADE ELEVATION
TODS	TOP OF DRILLED SHAFT ELEVATION
TOR	ESTIMATED TOP OF ROCK ELEVATION
TORS	TOP OF ROCK SOCKET ELEVATION

THE DESCRIPTIONS OF THE MATERIALS ENCOUNTERED HAVE BEEN VERIFIED.

ME

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
STRUCTURE BORINGS

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

RECOMMENDED 2026.02.06

SHEET 280 OF 291

S-39605

DOT_2015
1442_STR_Bjack_Color_249-254.tbl
DOT_ANSI_D_PDF.plt
PENNDOT STRUCTURE BORING LOG - DENNDOT.GMT - VERSION 12.3.3 2016.007 - 03/11/2021 - M:\PROJECTS\31000_GROUP_WORK_FILES\GINT\DOT\DOT_2015_9_10_BOR.GPJ
FIELD DATA LOGGED BY: BMS DRILLING CONTRACT JOINTER: 6901 MANNING CONTRACT # 17-FED-LOCK-GP-1
1:9:2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713144 2\1.100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_9_10_BOR.dgn
Stantec

SUBSTRUCTURE UNIT:
PIER 4 SOUTHBOUND

LOG 1 OF 2

BORING NUMBER:	BORING LOCATION	START: 08/25/2020 9:30 PM	HAMMER: AUTOMATIC
SB05-17	STATION: 335+93.0 OFFSET: 40.0 FT. LT.	FINISH: 08/26/2020 11:20 PM	EFFICIENCY: 0.8 ERa

DRILLING METHOD AND EQUIPMENT:	SIZE OF CORE:	VERTICAL SCALE:	TOP OF BORING ELEVATION:
DOUBLE TUBE WIRE LINE-NQ, AUTOMATIC, ACKER XLS TRACK MOUNTED RIG	2.000 IN.	0 FT. [redacted] 5 FT.	392.1 FT.

DRILLING INSPECTOR: HUNTER FENK
DRILLER & DRILLING COMPANY: PAT FLAHERTY
TRC ENGINEERS, INC.

▽ 0 HR. READING - ELAPSED TIME: El. 351.9 ft. - 0.1 hr.
▼ 24 HR. READING - ELAPSED TIME: NR - NR [1]

ELEV.	GRAPHIC	MATERIAL DESCRIPTION	AASHTO/ USCS	SAMPLE DEPTH	SAMPLE NO.**	BLOW COUNT ------- PP/T TSF	N 60 / %RQD	REC (ft.)	REC (%)	◇ RQD % ◇ ⊙ Soil/Rock Rec. % ⊙ ▲ SPT (N_{60}) ▲ 20 40 60 80 / 10 20 30 40
		CEMENT CONCRETE. 1.4'/El. 390.7		1.5	PC-1					
390		**GRAVEL** and **SAND**, little Silt, medium dense, dry to damp, heterogeneous, angular to sub-angular, light brown with gray, fill. 6.0'/El. 386.1	a-1-a / gp-gm	3.0	S-1	7-7-9	21	1.5	100	
				4.5	S-2	10-10-9	25	1.5	100	
				6.0	S-3	14-7-5	16	1.5	100	
				7.5	S-4	3-4-5	12	1.5	100	
385				9.0	S-5	8-9-10	25	1.5	100	
				10.5	S-6	7-6-5	15	1.5	100	
				12.0	S-7	6-7-7	19	1.5	100	
				13.5	S-8	5-10-7	23	1.5	100	
				15.0	S-9	8-7-6	17	1.5	100	
380				16.5	S-10	4-5-4	12	1.5	100	
				18.0	S-11	3-3-4	9	1.5	100	
				19.5	S-12	14-9-8	23	1.5	100	
		16.5'-19.6': More gravel.	a-1-b / sm	21.0	S-13	9-7-6	17	1.5	100	
				22.5	S-14	2-4-3	9	1.5	100	
375				24.0	S-15	7-8-6	19	1.5	100	
				25.5	S-16	12-8-7	20	1.5	100	
				27.0	S-17	5-5-3	11	1.5	100	
				28.5	S-18	6-10-7	23	1.5	100	
370				30.0	S-19	6-6-10	21	1.5	100	
				31.5	S-20	8-10-9	25	1.5	100	
				33.0	S-21	5-10-10	27	1.5	100	
				34.5	S-22	10-10-10	27	0.3	20	
365				36.0	S-23	9-9-11	27	0.0	0	
FGE 360.50		*S-20: More gravel.*		37.5	S-24	3-5-8 / 1.75	17	0.3	20	
		S-23: No recovery, traps replaced. 36.0'/El. 356.1		39.0	S-25	5-7-13 / 1.75	27	1.5	100	
360		**CLAY**, some Silt, little Sand, stiff, moist, homogeneous, high plastic fines, orange brown, alluvium. 39.5'/El. 352.6	a-6 / cl							
BPCE 352.00		**GRAVEL**, some Sand, little Silt, dense to very dense, moist, heterogeneous, poorly graded, sub-rounded to angular, gray brown, alluvium. 48.0'/El. 344.1	a-1-a / gp-gm	40.5	S-26	8-22-29	68	1.5	100	
355				42.0	S-27	15-18-25	57	1.5	100	
				43.5	S-28	30-38-34	96	1.5	100	
				45.0	S-29	42-39-30	92	1.5	100	
				46.5	S-30	17-21-19	53	1.5	100	
350				48.0	S-31	25-14-13	36	1.5	100	
		SAND, some Gravel, some Silt, trace Clay, very loose to dense, moist, homogeneous, sub-rounded, dark gray with brown, alluvium.		49.5	S-32	5-2-1	4	0.0	0	
				51.0	S-33	2-1-2	4	0.0	0	
345				52.5	S-34	3-4-5	12	1.5	100	
				54.0	S-35	7-6-6	16	1.5	100	
				55.5	S-36	5-6-9	20	1.5	100	
			A-4 / SM	57.0	S-37	9-10-14	32	1.5	100	
340				58.5	S-38	9-11-9	27	1.5	100	
				60.0	S-39	5-7-6	17	1.5	100	
				61.5	S-40	3-4-3	9	0.5	33	
335				63.0	S-41	3-4-6	13	1.5	100	
330										

SUBSTRUCTURE UNIT:
PIER 4 SOUTHBOUND

LOG 2 OF 2

BORING NUMBER:	BORING LOCATION	VERTICAL SCALE:	
SB05-17	STATION: 335+93.0 OFFSET: 40.0 FT. LT.	0 FT. [redacted] 5 FT.	▽ 0 HR.: El. 351.9 ft. - 0.1 hr. ▼ 24 HR.: NR - NR [1]

ELEV.	GRAPHIC	MATERIAL DESCRIPTION	AASHTO/ USCS	SAMPLE DEPTH	SAMPLE NO.**	BLOW COUNT ------- PP/T TSF	N 60 / %RQD	REC (ft.)	REC (%)	◇ RQD % ◇ ⊙ Soil/Rock Rec. % ⊙ ▲ SPT (N_{60}) ▲ 10 20 30 40
325		*S-42: More gravel in sample, no recovery in S-43 due to pushing gravel.* **SAND**, some Gravel, some Silt, trace Clay, very loose to dense, moist, homogeneous, sub-rounded, dark gray with brown, alluvium. *(Layer continued from the previous log page)* 67.5'/El. 324.6	A-4 / SM	64.5	S-42	9-4-3	9	0.7	47	
TOR 324.60				66.0	S-43	1-2-3	7	0.0	0	
				67.5	S-44	2-2-1	4	0.0	0	
				67.5	S-45	50/.0'	>67	0.0	0	
				67.5	R-1		86%	2.0	100	
		LIMESTONE, light gray, soft to medium hard, fresh to slightly weathered, indistinct bedding, jointed, moderate to wide spacing, shallow dip, tight joints. *68.9': Mechanical break.* 72.7'/El. 319.4		69.5	R-2		75%	2.0	100	
320				71.5	R-3		22%	1.2	24	
		VOID. 79.0'/El. 313.1		76.5	R-4		16%	1.0	20	
315		**LIMESTONE**, light gray, soft to medium hard, fresh to slightly weathered, indistinct bedding, jointed, moderate spacing, shallow dip, tight joints. 81.5'/El. 310.6		81.5						
310		**VOID**, *tool drop.* 84.0'/El. 308.1		84.0	S-46	1-4-2 / **0.75**	8	1.5	100	
		CLAY, some Silt, little Sand, soft to medium, moist to wet, heterogeneous, dark brown with orange, alluvium. 88.8'/El. 303.3	a-6 / cl	85.5	S-47	1-4-2 / **0.50**	8	1.0	67	
305				87.0	S-48	1-1-3 / **0.50**	5	1.0	67	
				88.5	S-49	50/.3'	>67	0.0	0	
ETBZ 302.30		**LIMESTONE interbedded with DOLOMITE**, light gray, soft to medium hard, weathered, indistinct bedding, Joint Set 1: jointed, close to moderate spacing, shallow dip, tight joints, Joint Set 2: random fractures, close to moderate spacing, shallow to steep dip, narrow joint opening. 94.0'/El. 298.1		88.8	R-5		59%	2.2	100	
300				91.0	R-6		20%	3.0	100	
EBBZ 291.30 NTS										

[1] 24-hr. Water: Due to MPT concerns boring was grouted upon completion.

**SAMPLE NO. shading indicates lab testing performed.

GENERAL NOTES

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

FOR ADDITIONAL SOIL AND ROCK DESCRIPTIONS SEE PUBLICATION 222.

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

LEGEND

PP	POCKET PENETROMETER
T	TORVANE
NTS	NOT TO SCALE
BFE	BOTTOM OF FOOTING ELEVATION
BOCC	BOTTOM OF CLASS C CONCRETE
BORS	BOTTOM OF ROCK SOCKET ELEVATION
BPCE	BOTTOM OF PILE CAP ELEVATION
EBBZ	ESTIMATED BOTTOM OF BONDING ZONE
ETBZ	ESTIMATED TOP OF BONDING ZONE
FGE	FINISHED GRADE ELEVATION
TODS	TOP OF DRILLED SHAFT ELEVATION
TOR	ESTIMATED TOP OF ROCK ELEVATION
TORS	TOP OF ROCK SOCKET ELEVATION

THE DESCRIPTIONS OF THE MATERIALS ENCOUNTERED HAVE BEEN VERIFIED.

ME

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
STRUCTURE BORINGS

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL MARK T. EVANS GEOLOGIST PG005251

RECOMMENDED 2026.02.06

SHEET 281 OF 291

S-39605

DOT_2015
1442_STR_Bjack_Color_249-254.tbl
DOT_ANSI_D_PDF.plt
PENNDOT STRUCTURE BORING LOG .PENNDOT_GINT_VERSION_4.22.9.30 (2016).GDT - 2/9/2026 11:21:10 - N:\WP\PROJECTS\2020\...\FIELD DATA\GEOTECH\LOGS\BR_0083_BRIDGE\CONTRACT\PAPER\BR_0083_MAIN_STRUCTURES\BR_1005_9_10_BOR.dgn
Stantec 2/9/2026 WORKSPACE: DOT_2015.ISURVEY FEET)
\\us0536-ppfss01\shared_projects\202713\1442\1_100 Records\13_0 CADD\13_2 Structures\BR_1005\1442_1005_9_10_BOR.dgn

SUBSTRUCTURE UNIT:
PIER 4 NORTHBOUND

LOG 1 OF 2

BORING NUMBER:	BORING LOCATION	START: 07/29/2020 8:15 AM	HAMMER: AUTOMATIC
SB05-18	STATION: 335+93.0 OFFSET: 21.0 FT. RT	FINISH: 07/29/2020 2:45 PM	EFFICIENCY: 0.8 ERa

DRILLING METHOD AND EQUIPMENT:	SIZE OF CORE:	VERTICAL SCALE:	TOP OF BORING ELEVATION:
DOUBLE TUBE WIRE LINE-NQ, AUTOMATIC, ACKER XLS TRACK MOUNTED RIG	2.000 IN.	0 FT. [redacted] 5 FT.	372.3 FT.

DRILLING INSPECTOR: HUNTER FENK
DRILLER & DRILLING COMPANY: PAT FLAHERTY
TRC ENGINEERS, INC.

▽ 0 HR. READING - ELAPSED TIME: El. 346.7 ft. - 0.3 hr.
▼ 24 HR. READING - ELAPSED TIME: El. 345.9 ft. - 47.6 hr.

ELEV.	GRAPHIC	MATERIAL DESCRIPTION	AASHTO/ USCS	SAMPLE DEPTH	SAMPLE NO.	BLOW COUNT / PP/T TSF	N 60 / %ROD	REC (ft.)	REC (%)	◇ RQD % ◇ ⊙ Soil/Rock Rec. % ⊙ 20 40 60 80 ▲ SPT (N_{60}) ▲ 10 20 30 40
370		**GRAVEL**, some Sand, some Silt, very loose to medium dense, dry to moist, heterogeneous, flat and elongated to angular, brown gray, fill.	a-1-b / sm	1.5	S-1	1-2-1	4	1.5	100	
				3.0	S-2	2-1-1	3	1.5	100	
				4.5	S-3	4-7-6	17	1.5	100	
365				6.0	S-4	6-6-5	15	1.5	100	
				7.5	S-5	3-5-4	12	1.5	100	
				9.0	S-6	4-5-4	12	1.5	100	
				10.5	S-7	10-5-5	13	1.5	100	
FGE 360.50				12.0	S-8	5-16-1	23	0.8	53	
360		*S-8: Recovery is red brick fragments.* 12.0'/El. 360.3		13.5	S-9	WOH-WOH-WOH 0.50	0	0.5	33	
		SILT, some Clay, some Sand, little Gravel, medium to stiff, moist, heterogeneous, orange brown, alluvium. 15.0'/El. 357.3	a-4 / ml	15.0	S-10	WOH-1-WOH 1.25	1	0.5	33	
		GRAVEL, some Sand, little Silt, very loose to very dense, moist, heterogeneous, poorly graded, sub-angular to sub-rounded, orange brown with gray, alluvium.	a-1-b / gp-gm	16.5	S-11	WOH-1-WOH	1	1.0	67	
				18.0	S-12	WOH-1-WOH	3	1.5	100	
355				19.5	S-13	1-1-1 3-4-5	12	1.5	100	
BPCE 352.25				21.0	S-14	4-6-10	21	1.5	100	
		22.5'/El. 349.8		22.5	S-15	6-7-5	16	0.3	20	
350		**SAND** and **CLAY**, very loose to loose, moist to wet, homogeneous, sub-rounded to sub-angular, orange brown, residuum.	a-2-6 / sc	24.0	S-16	6-3-1	5	1.5	100	
				25.5	S-17	1-1		0.0	0	
				27.0	S-18	WOR	0	1.0	67	
				28.5	S-19	1-1-1	3	1.0	67	
TOR 343.80		28.5'/El. 343.8		28.5	S-20	50/.0'	>67	0.0	0	
345		**LIMESTONE**, light gray, soft to medium hard, weathered, indistinct bedding, Joint Set 1: jointed, close to medium spacing, shallow to steep dip, tight joints, Joint Set 2: random fractures, close to medium spacing, shallow to very steep dip, narrow joint opening. 33.6'/El. 338.7		30.5	R-1		56%	2.0	100	
		VOID, *33.6'-35.3': Tool drop.* 35.3'/El. 337.0		33.6	R-2		77%	3.1	100	
340		**LIMESTONE**, light gray, soft to medium hard, weathered, indistinct bedding, Joint Set 1: jointed, close to medium spacing, shallow to steep dip, tight joints, Joint Set 2: random fractures, close to medium spacing, shallow to very steep dip, narrow joint opening. *37.8': Slickenslides.* 40.5'/El. 331.8		35.3	R-3		24%	1.7	100	
		VOID, *40.5' - 42.0': Tool drop.* 42.0'/El. 330.3		37.0	R-4		54%	3.5	70	
335		**LIMESTONE**, light gray, soft to medium hard, weathered, indistinct bedding, Joint Set 1: jointed, close to medium spacing, shallow to steep dip, tight joints, Joint Set 2: random fractures, close to medium spacing, shallow to very steep dip, narrow joint opening. 52.0'/El. 320.3		42.0	R-5		10%	1.9	38	
		VOID, *52.0' - 55.0': tool drop.* 55.0'/El. 317.3		47.0	R-6		13%	1.5	50	
330				50.0	R-7		20%	1.5	75	
				52.0						
325				55.0	R-8		0%	1.5	75	
		LIMESTONE, light gray, soft to medium hard, weathered, indistinct bedding, Joint Set 1: jointed, close to medium spacing, shallow to steep dip, tight joints, Joint Set 2: random fractures, close to medium spacing, shallow to very steep dip, narrow joint opening. 59.0'/El. 313.3		57.0	R-9		38%	1.9	38	
320		**VOID**, *59.0' - 60.0': Tool drop.* 60.0'/El. 312.3		62.0	R-10		0%	0.0	0	
		LIMESTONE, light gray, soft to medium hard, weathered,	a-6 / cl	63.0						
315										
310										

SUBSTRUCTURE UNIT:
PIER 4 NORTHBOUND

LOG 2 OF 2

BORING NUMBER:	BORING LOCATION	VERTICAL SCALE:	
SB05-18	STATION: 335+93.0 OFFSET: 21.0 FT. RT	0 FT. [redacted] 5 FT.	▽ 0 HR.: El. 346.7 ft. - 0.3 hr. ▼ 24 HR.: El. 345.9 ft. - 47.6 hr.

ELEV.	GRAPHIC	MATERIAL DESCRIPTION	AASHTO/ USCS	SAMPLE DEPTH	SAMPLE NO.	BLOW COUNT / PP/T TSF	N 60 / %ROD	REC (ft.)	REC (%)	◇ RQD % ◇ ⊙ Soil/Rock Rec. % ⊙ 20 40 60 80 ▲ SPT (N_{60}) ▲ 10 20 30 40
305		indistinct bedding, Joint Set 1: jointed, close to medium spacing, shallow to steep dip, tight joints, Joint Set 2: random fractures, close to medium spacing, shallow to very steep dip, narrow joint opening. 62.0'/El. 310.3	a-6 / cl	64.5	S-21	WOR-1-1	3	0.5	33	
		NO RECOVERY, *63.0': Switch to SPT.* 63.0'/El. 309.3		68.5	S-22	WOR	0	0.0	0	
ETBZ 301.30		**SAND** and **CLAY**, very loose, moist to wet, homogeneous, sub-rounded to sub-angular, orange brown, residuum. *(Layer continued from the previous log page)* 70.0'/El. 302.3		70.0	S-23	1-1-2	4	1.0	67	
300		**LIMESTONE**, light gray, soft to medium hard, weathered, indistinct bedding, Joint Set 1: jointed, close to medium spacing, shallow to steep dip, tight joints, Joint Set 2: random fractures, close to medium spacing, shallow to very steep dip, narrow joint opening. 71.5'/El. 300.8		72.0	R-11		50%	1.3	65	
EBBZ 290.30 NTS		**DOLOMITE**, light gray, soft to medium hard, moderately weathered to highly weathered, indistinct bedding, jointed, close to moderate spacing, shallow to moderate dip, tight joints. 77.0'/El. 295.3			R-12		36%	4.3	86	

GENERAL NOTES

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

FOR ADDITIONAL SOIL AND ROCK DESCRIPTIONS SEE PUBLICATION 222.

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

LEGEND

PP	POCKET PENETROMETER
T	TORVANE
NTS	NOT TO SCALE
BFE	BOTTOM OF FOOTING ELEVATION
BOCC	BOTTOM OF CLASS C CONCRETE
BORS	BOTTOM OF ROCK SOCKET ELEVATION
BPCE	BOTTOM OF PILE CAP ELEVATION
EBBZ	ESTIMATED BOTTOM OF BONDING ZONE
ETBZ	ESTIMATED TOP OF BONDING ZONE
FGE	FINISHED GRADE ELEVATION
TODS	TOP OF DRILLED SHAFT ELEVATION
TOR	ESTIMATED TOP OF ROCK ELEVATION
TORS	TOP OF ROCK SOCKET ELEVATION

THE DESCRIPTIONS OF THE MATERIALS ENCOUNTERED HAVE BEEN VERIFIED.

ME

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
STRUCTURE BORINGS

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

RECOMMENDED 2026.02.06

SHEET 282 OF 291

S-39605

DOT_2015
1442_STR_Bridge_Color_249-254.tbl
DOT_ANSI_D_PDF.plt
PENNDOT STRUCTURE BORING LOG (PENNDOT_ORX_VERSION_4.23.8-24-2016.DGN) (\\us0536-ppfss01\shared_projects\2027131442\1_100 Records\13_0 CADD\13_2 Structures\BR_ID05\1442_ID05_9_10_BOR.dgn)
Stantec 1/9/2026 WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\2027131442\1_100 Records\13_0 CADD\13_2 Structures\BR_ID05\1442_ID05_9_10_BOR.dgn

SUBSTRUCTURE UNIT:
PIER 5 SOUTHBOUND

LOG 1 OF 2

BORING NUMBER:	BORING LOCATION	START: 08/10/2020 9:40 AM	HAMMER: AUTOMATIC
SB05-19	STATION: 338+79.0 OFFSET: 89.0 FT. LT	FINISH: 08/12/2020 12:20 AM	EFFICIENCY: 0.8 ERa

DRILLING METHOD AND EQUIPMENT:	SIZE OF CORE:	VERTICAL SCALE:	TOP OF BORING ELEVATION:
DOUBLE TUBE WIRE LINE-NQ, AUTOMATIC, ACKER XLS TRACK MOUNTED RIG	2.000 IN.	0 FT. [redacted] 5 FT.	391.8 FT.

DRILLING INSPECTOR: HUNTER FENK
DRILLER & DRILLING COMPANY: JUSTIN MANHART
TRC ENGINEERS, INC.

▽ 0 HR. READING - ELAPSED TIME: El. 344.3 ft. - 0.4 hr.
▼ 24 HR. READING - ELAPSED TIME: El. 343.6 ft. - 528.3 hr.

ELEV.	GRAPHIC	MATERIAL DESCRIPTION	AASHTO/ USCS	SAMPLE DEPTH	SAMPLE NO.	BLOW COUNT ------- PP/T TSF	N 60 / %RQD	REC (ft.)	REC (%)	◇ RQD % ◇ ⊙ Soil/Rock Rec. % ⊙ 20 40 60 80 ▲ SPT (N_{60}) ▲ 10 20 30 40
390		**BITUMINOUS CONCRETE**, *0.0'-0.3' Asphalt recovered, 0.3'-0.5' asphalt fell apart unable to recover.* 0.5'/El. 391.3		1.5	PC-1			0.5	33	
		GRAVEL, some Sand, little Silt, medium dense to dense, dry, heterogeneous, flat and elongated to angular, light brown with gray, fill.	a-1-a / gp-gm	3.0	S-1	6-11-11	29	1.5	100	
				4.5	S-2	10-7-11	24	1.5	100	
				6.0	S-3	10-12-6	24	1.0	67	
		S-4 and S-5: Sand, some silt, little gravel.		7.5	S-4	10-15-8	31	1.5	100	
385				9.0	S-5	8-15-12	36	0.8	53	
		10.5'/El. 381.3		10.5	S-6	10-11-8	25	1.0	67	
		SAND, some Silt, some Gravel, medium dense to dense, damp to moist, heterogeneous, flat and elongated to angular, light brown with gray, fill.		12.0	S-7	6-5-4	12	1.5	100	
				13.5	S-8	5-4-8	16	1.5	100	
				15.0	S-9	8-6-8	19	1.5	100	
380				16.5	S-10	8-9-6	20	1.5	100	
				18.0	S-11	6-6-8	19	1.5	100	
		S-12: More gravel in sample.		19.5	S-12	12-11-7	24	1.5	100	
				21.0	S-13	5-6-9	20	1.5	100	
375				22.5	S-14	4-5-6	15	1.5	100	
				24.0	S-15	7-7-2	12	1.5	100	
		S-16: More sand and gravel, less silt.	a-1-b / sm	25.5	S-16	4-8-7	20	1.5	100	
				27.0	S-17	6-6-5	15	1.5	100	
370				28.5	S-18	4-6-4	13	1.5	100	
				30.0	S-19	7-10-8	24	1.5	100	
				31.5	S-20	9-12-13	33	1.5	100	
FGE 362.00		*30.0' -36.0': More sand and gravel, less silt.*		33.0	S-21	11-20-11	41	1.5	100	
365				34.5	S-22	8-5-4	12	1.5	100	
		36.0'/El. 355.8		36.0	S-23	10-12-5	23	1.5	100	
		SAND, some Silt, loose to medium dense, moist, homogeneous, sub-angular to sub-angular, orange brown, alluvium.	a-2-4 / sm	37.5	S-24	7-4-3 / 1.25	9	1.5	100	
				39.0	S-25	4-3-3	8	0.1	7	
BPCE 353.00		40.5'/El. 351.3		40.5	S-26	3-4-10	19	1.5	100	
360		**SAND**, some Gravel, trace Silt, medium dense to very dense, moist, heterogeneous, poorly graded, sub-rounded to angular, gray brown, alluvium.		42.0	S-27	14-16-13	39	1.5	100	
				43.5	S-28	19-26-23	65	1.5	100	
				45.0	S-29	32-36-30	88	1.5	100	
			a-1-b / sp	46.5	S-30	33-26-10	48	1.5	100	
355				48.0	S-31	2-6-6	16	0.3	20	
		50.0'/El. 341.8		49.5	S-32	17-14-6	27	1.5	100	
TOR 341.80		*50.0': Casing refusal.*		50.0	S-33	3-50/.0'	>67	0.5	100	
ETBZ 340.80		**LIMESTONE**, light gray, soft to medium hard, moderately weathered, thin to medium bedding with moderate to steep dip, bedding joints, narrow to medium spacing, moderate to steep dip, tight joints.		51.0	R-1		0%	0.6	60	
350				53.0	R-2		20%	1.6	80	
				55.0	R-3		0%	1.3	65	
				57.5	R-4		52%	2.5	100	
					R-5		51%	3.5	100	
345		61.5'/El. 330.3		61.0						
EBBZ 329.80		*(Layer description on next log page)*			R-6		72%	5.0	100	

SUBSTRUCTURE UNIT:
PIER 5 SOUTHBOUND

LOG 2 OF 2

BORING NUMBER:	BORING LOCATION	VERTICAL SCALE:	
SB05-19	STATION: 338+79.0 OFFSET: 89.0 FT. LT	0 FT. [redacted] 5 FT.	▽ 0 HR.: El. 344.3 ft. - 0.4 hr. ▼ 24 HR.: El. 343.6 ft. - 528.3 hr.

ELEV.	GRAPHIC	MATERIAL DESCRIPTION	AASHTO/ USCS	SAMPLE DEPTH	SAMPLE NO.	BLOW COUNT ------- PP/T TSF	N 60 / %RQD	REC (ft.)	REC (%)	◇ RQD % ◇ ⊙ Soil/Rock Rec. % ⊙ 20 40 60 80 ▲ SPT (N_{60}) ▲ 10 20 30 40
325		64.8'/El. 327.0 **DOLOMITE**, gray, medium hard, fresh to slightly weathered, indistinct bedding, jointed, medium spacing, shallow dip, tight joints, *slow drilling rate.(Layer continued from the previous log page)*		66.0	R-7		12%	3.5	88	
		DOLOMITE, light, soft, moderately weathered to highly weathered, indistinct bedding, Joint Set 1: jointed, moderate spacing, shallow to moderate dip, tight joints, Joint Set 2: fracture zone, narrow to moderate spacing, shallow to steep dip, narrow joint opening. 70.0'/El. 321.8								

GENERAL NOTES

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

FOR ADDITIONAL SOIL AND ROCK DESCRIPTIONS SEE PUBLICATION 222.

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

LEGEND

PP	POCKET PENETROMETER
T	TORVANE
NTS	NOT TO SCALE
BFE	BOTTOM OF FOOTING ELEVATION
BOCC	BOTTOM OF CLASS C CONCRETE
BORS	BOTTOM OF ROCK SOCKET ELEVATION
BPCE	BOTTOM OF PILE CAP ELEVATION
EBBZ	ESTIMATED BOTTOM OF BONDING ZONE
ETBZ	ESTIMATED TOP OF BONDING ZONE
FGE	FINISHED GRADE ELEVATION
TODS	TOP OF DRILLED SHAFT ELEVATION
TOR	ESTIMATED TOP OF ROCK ELEVATION
TORS	TOP OF ROCK SOCKET ELEVATION

THE DESCRIPTIONS OF THE MATERIALS ENCOUNTERED HAVE BEEN VERIFIED.
ME

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
STRUCTURE BORINGS

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL MARK T. EVANS GEOLOGIST PG005251

RECOMMENDED 2026.02.06

SHEET 283 OF 291

S-39605

DOT_2015 1442_STR_B(ack_Color_249-254).tbl DOT_ANSI_D_PDF.plt
Stantec 1/9/2026 WORKSPACE: DOT_2015 (SURVEY FEET) \\ua0536-ppfss01\shared_projects\202713142\1.100 Records\13.0 CADD\13.2 Structures\BR_ID05\1442_ID05_9_10_BOR.dgn
BENNOIT STRUCTURE BORING.LOG PENNDOT.GINT VERSION 4.2.3.2 2/4/2021 C:\USERS\MVANSTAVERN\DOCUMENTS\GINT\PROJECTS\000 MANUAL CONTRACT 2_TYPE1.GPJ

SUBSTRUCTURE UNIT:
PIER 5 SOUTHBOUND

LOG 1 OF 2

BORING NUMBER:	BORING LOCATION	START: 08/27/2020 10:30 PM	HAMMER: AUTOMATIC
SB05-20	STATION: 338+79.0 OFFSET: 32.0 FT. LT.	FINISH: 08/28/2020 2:50 AM	EFFICIENCY: 0.8 ERa

DRILLING METHOD AND EQUIPMENT:	SIZE OF CORE:	VERTICAL SCALE:	TOP OF BORING ELEVATION:
DOUBLE TUBE WIRE LINE-NQ, AUTOMATIC, ACKER XLS TRACK MOUNTED RIG	2.000 IN.	0 FT. 5 FT.	389.5 FT.

DRILLING INSPECTOR: JACOB PERCEY
DRILLER & DRILLING COMPANY: JUSTIN MANHART
TRC ENGINEERS, INC.

▽ 0 HR. READING - ELAPSED TIME: El. 344.3 ft. - 0.0 hr.
▼ 24 HR. READING - ELAPSED TIME: El. 343.7 ft. - 163.8 hr.

ELEV.	GRAPHIC	MATERIAL DESCRIPTION	AASHTO/ USCS	SAMPLE DEPTH	SAMPLE NO.**	BLOW COUNT ------- PP/T TSF	N 60 / %RQD	REC (ft.)	REC (%)	◇ RQD % ◇ ⊙ Soil/Rock Rec. % ⊙ 20 40 60 80 ▲ SPT (N_{60}) ▲ 10 20 30 40
389.5		**BITUMINOUS CONCRETE.** 0.5'/El. 389.0		1.5						
		SAND and **GRAVEL**, trace Silt, loose to medium dense, dry, heterogeneous, well graded, sub-angular to rounded, light brown and tan, fill. 6.0'/El. 383.5	a-1-a / sw	3.0	S-1	10-10-8	24	1.5	100	
385				4.5	S-2	4-5-2	9	0.4	27	
				6.0	S-3	5-4-3	9	0.5	33	
		SILT and **SAND**, little Gravel, loose to medium dense, dry to damp, heterogeneous, gray brown and orange brown, fill.		7.5	S-4	3-6-3	12	0.8	53	
				9.0	S-5	11-7-5	16	1.2	80	
380				10.5	S-6	3-4-5	12	1.1	73	
				12.0	S-7	7-6-5	15	1.5	100	
				13.5	S-8	4-3-5	11	1.5	100	
				15.0	S-9	6-4-7	15	1.5	100	
375				16.5	S-10	9-5-4	12	1.5	100	
			a-4 / ml	18.0	S-11	3-7-5	16	1.5	100	
				19.5	S-12	4-9-5	19	1.5	100	
				21.0	S-13	3-4-6	13	1.5	100	
370				22.5	S-14	6-8-4	16	1.5	100	
				24.0	S-15	7-6-5	15	0.8	53	
				25.5	S-16	7-12-9	28	1.5	100	
				27.0	S-17	4-4-8	16	1.5	100	
FGE 362.00		28.5'/El. 361.0		28.5	S-18	4-6-5	15	1.5	100	
360		**SILT** and **CLAY**, little Sand, trace Gravel, very stiff, damp, homogeneous, low plastic fines, dark gray brown, alluvium. 30.0'/El. 359.5	a-4 / cl-ml	30.0	S-19	8-8-12	27	1.5	100	
		SAND, some Silt, little Gravel, dense, dry to damp, homogeneous, gray and tan, alluvium. 31.5'/El. 358.0	a-2-4 / sm	31.5	S-20	12-14-12	35	1.5	100	
			a-1-b / sw-sc	33.0	S-21	5-4-4	11	0.1	7	
355		**SAND** and **GRAVEL**, little Clay, loose to medium dense, damp to wet, heterogeneous, well graded, sub-angular to sub-rounded, gray, alluvium. 36.0'/El. 353.5		34.5	S-22	2-3-2	7	0.2	13	
				36.0	S-23	3-3-4	9	0.5	33	
BPCE 353.00			a-4 / ml	37.5	S-24	2-2-3 / 0.75	7	1.5	100	
		SILT, little fine Sand, medium, damp, homogeneous, brown, residuum. 37.5'/El. 352.0		39.0	S-25	10-15-18	44	0.6	40	
350				40.5	S-26	17-18-20	51	1.5	100	
		GRAVEL, some Sand, little Silt, trace Clay, loose to very dense, damp, heterogeneous, gap graded, sub-angular to sub-rounded, orange brown, residuum. 45.1'/El. 344.4	A-1-b / SM	42.0	S-27	25-19-17	48	1.5	100	
				43.5	S-28	10-14-11	33	0.8	53	
345				45.0	S-29	5-3-2	7	1.5	100	
TOR 344.40				45.1	S-30	50/.1'	>67	0.1	100	
ETBZ 343.40		**LIMESTONE**, gray to light gray, dull luster, medium hard, weathered to fresh, indistinct bedding, Joint Set 1: jointed, close to medium spacing, flat to shallow dip, narrow joint opening, Joint Set 2: fracture zone, *Pyrite present throughout samples.*		47.1	R-1		45%	1.5	75	
340		*Void from 49.5' to 50.0'.*			R-2		20%	2.1	52	
				51.1	R-3		66%	4.7	94	
335				56.1	R-4		68%	5.0	100	
EBBZ 332.40				61.1	R-5		45%	4.0	100	
330										

SUBSTRUCTURE UNIT:
PIER 5 SOUTHBOUND

LOG 2 OF 2

BORING NUMBER:	BORING LOCATION	VERTICAL SCALE:	▽ 0 HR.: El. 344.3 ft. - 0.0 hr.
SB05-20	STATION: 338+79.0 OFFSET: 32.0 FT. LT.	0 FT. 5 FT.	▼ 24 HR.: El. 343.7 ft. - 163.8 hr.

ELEV.	GRAPHIC	MATERIAL DESCRIPTION	AASHTO/ USCS	SAMPLE DEPTH	SAMPLE NO.**	BLOW COUNT ------- PP/T TSF	N 60 / %RQD	REC (ft.)	REC (%)	◇ RQD % ◇ ⊙ Soil/Rock Rec. % ⊙ 20 40 60 80 ▲ SPT (N_{60}) ▲ 10 20 30 40
325		65.1'/El. 324.4								

**SAMPLE NO. shading indicates lab testing performed.

GENERAL NOTES

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LEGEND

PP	POCKET PENETROMETER
T	TORVANE
NTS	NOT TO SCALE
BFE	BOTTOM OF FOOTING ELEVATION
BOCC	BOTTOM OF CLASS C CONCRETE
BORS	BOTTOM OF ROCK SOCKET ELEVATION
BPCE	BOTTOM OF PILE CAP ELEVATION
EBBZ	ESTIMATED BOTTOM OF BONDING ZONE
ETBZ	ESTIMATED TOP OF BONDING ZONE
FGE	FINISHED GRADE ELEVATION
TODS	TOP OF DRILLED SHAFT ELEVATION
TOR	ESTIMATED TOP OF ROCK ELEVATION
TORS	TOP OF ROCK SOCKET ELEVATION

THE DESCRIPTIONS OF THE MATERIALS ENCOUNTERED HAVE BEEN VERIFIED.

ME

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
STRUCTURE BORINGS

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL MARK T. EVANS GEOLOGIST PG005251

RECOMMENDED 2026.02.06

SHEET 284 OF 291

S-39605

DOT_2015
1442_STR_B(ock_Color-249-254).tbl
DOT_ANSI_D.PDF.plt
PENNDOT STRUCTURE BORING LOG_PENNDOT_ONT_VERSION_V23.0-24JUN2015.DGN N:\PW\PROJECTS\0536_SPECIAL\FIELD DATA\DGN\TYPE1\LOGS.DGN
Stantec 1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713144211_100 Records\13.0 CADD\13.2 Structures\BR_ID05\1442_ID05_9_10_BOR.dgn

SUBSTRUCTURE UNIT:
PIER 5 NORTHBOUND

LOG 1 OF 1

BORING NUMBER:	BORING LOCATION	START: 07/21/2020 10:30 AM	HAMMER: AUTOMATIC
SB05-21	STATION: 338+78.0 OFFSET: 42.0 FT. RT	FINISH: 07/21/2020 2:35 PM	EFFICIENCY: 0.8 ERa

DRILLING METHOD AND EQUIPMENT:	SIZE OF CORE:	VERTICAL SCALE:	TOP OF BORING ELEVATION:
DOUBLE TUBE WIRE LINE-NQ, AUTOMATIC, ACKER XLS TRACK MOUNTED RIG	2.000 IN.	0 FT. [redacted] 5 FT.	364.6 FT.

DRILLING INSPECTOR: HUNTER FENK
DRILLER & DRILLING COMPANY: PAT FLAHERTY
TRC ENGINEERS, INC.

▽ 0 HR. READING - ELAPSED TIME: El. 343.2 ft. - 0.0 hr.
▼ 24 HR. READING - ELAPSED TIME: El. 343.4 ft. - 164.7 hr.

ELEV.	GRAPHIC	MATERIAL DESCRIPTION	AASHTO/ USCS	SAMPLE DEPTH	SAMPLE NO.**	BLOW COUNT / PP/T TSF	N 60 / %RQD	REC (ft.)	REC (%)	◇ RQD % ◇ ⊙ Soil/Rock Rec. % ⊙ 20 40 60 80 ▲ SPT (N_{60}) ▲ 10 20 30 40
FGE 362.00		Coarse **SAND**, some Gravel, little Silt, very loose to dense, dry to damp, heterogeneous, poorly graded, sub-angular to angular, light gray with black, fill.	a-1-b / sp-sm	1.5	S-1	8-9-3	16	1.0	67	
				3.0	S-2	1-1-1	3	1.0	67	
				4.5	S-3	5-3-3	8	1.5	100	
				6.0	S-4	3-2-2	5	1.5	100	
				7.5	S-5	8-19-8	36	1.5	100	
		7.5'/El. 357.1		9.0	S-6	5-4-4 / **1.50**	11	1.5	100	
		Fine **SAND**, some Silt, loose to medium dense, moist, homogeneous, rounded to sub-rounded, light brown, alluvium. *S-6: More silt.*	a-2-4 / sm	10.5	S-7	3-3-4	9	1.5	100	
BPCE 353.50		12.0'/El. 352.6		12.0	S-8	1-1-3	5	1.5	100	
		GRAVEL, some Sand, little Silt, trace Clay, medium dense to very dense, moist, heterogeneous, well graded, angular to sub-angular, light brown, fill.	A-1-b / SM	13.5	S-9	10-11-13	32	1.5	100	
				15.0	S-10	17-19-15	45	1.5	100	
				16.5	S-11	12-21-25	61	1.5	100	
		Due to sliding down pinnacle, SPT was performed to 23.5'		18.0	S-12	29-33-44	103	1.5	100	
		S-15: 21.0'-22.5' Recovery = 1.5', Blows = 4-4-8, ppt = 0.5 tsf, sample is silt, some gravel		19.5	S-13	49-37-44	108	1.5	100	
		S-16: 22.5'-23.5' Recovery = 0.2, Blows = WOR-8-50/0.0'.		21.0	S-14	16-10-4	19	0.7	47	
		22.3'/El. 342.3		22.3						
TOR 342.30										
ETBZ 341.30		**LIMESTONE**, light gray, soft to medium hard, weathered to moderately weathered, indistinct bedding, Joint Set 1: jointed, moderate to medium spacing, shallow to moderate dip, tight joints, Joint Set 2: random fractures, narrow to moderate spacing, shallow to sheer dip, narrow joint opening. *24.0'-24.4': 80° fracture.*		24.5	R-1		36%	2.2	100	
		27.5'-29.0': 90° vertical fracture.		27.5	R-2		43%	2.8	93	
				30.0	R-3		0%	2.5	100	
				32.5	R-4		16%	2.5	100	
EBBZ 330.30				37.5	R-5		20%	4.3	86	
					R-6		34%	5.0	100	
		42.5'/El. 322.1								

**SAMPLE NO. shading indicates lab testing performed.

SUBSTRUCTURE UNIT:
PIER 6 (NORTHBOUND AND SOUTHBOUND)

LOG 1 OF 1

BORING NUMBER:	BORING LOCATION	START: 07/22/2020 9:50 AM	HAMMER: AUTOMATIC
SB05-22	STATION: 341+55.0 OFFSET: 94.0 FT. LT	FINISH: 07/22/2020 12:45 PM	EFFICIENCY: 0.8 ERa

DRILLING METHOD AND EQUIPMENT:	SIZE OF CORE:	VERTICAL SCALE:	TOP OF BORING ELEVATION:
DOUBLE TUBE WIRE LINE-NQ, AUTOMATIC, ACKER XLS TRACK MOUNTED RIG	2.000 IN.	0 FT. [redacted] 5 FT.	348.8 FT.

DRILLING INSPECTOR: HUNTER FENK
DRILLER & DRILLING COMPANY: PAT FLAHERTY
TRC ENGINEERS, INC.

▽ 0 HR. READING - ELAPSED TIME: El. 341.2 ft. - 0.0 hr.
▼ 24 HR. READING - ELAPSED TIME: El. 341.1 ft. - 142.5 hr.

ELEV.	GRAPHIC	MATERIAL DESCRIPTION	AASHTO/ USCS	SAMPLE DEPTH	SAMPLE NO.	BLOW COUNT / PP/T TSF	N 60 / %RQD	REC (ft.)	REC (%)	◇ RQD % ◇ ⊙ Soil/Rock Rec. % ⊙ 20 40 60 80 ▲ SPT (N_{60}) ▲ 10 20 30 40
FGE 346.50		**GRAVEL**, some Silt, some Sand, very loose to medium dense, moist, heterogeneous, sub-rounded to angular, dark brown, fill. *S-2: Gravel stuck in tip.*	a-1-b / gm	1.5	S-1	WOH-1-2	4	0.5	33	
		4.5'/El. 344.3		3.0	S-2	2-1-1	3	0.1	7	
		SAND, some Silt, little Gravel, very loose to very dense, moist to wet, heterogeneous, sub-angular to sub-rounded, light gray brown, alluvium. *S-4 and S-5: Low recoveries, pushing gravel.*	a-4 / sm	4.5	S-3	1-3-7	13	1.0	67	
				6.0	S-4	10-22-10	43	0.2	13	
				7.5	S-5	3-4-4	11	0.5	33	
				9.0	S-6	3-2-1	4	1.0	67	
				10.5	S-7	2-2-2	5	1.0	67	
		11.9'/El. 336.9		11.9	S-8	2-10-50/.4'	80	1.4	100	
		11.9': Casing refusal.								
BPCE/ TODS 339.50 TOR/ TORS 336.90				14.0	R-1		57%	1.8	86	
		LIMESTONE, light gray, soft to medium hard, weathered, narrow to thick bedding with moderate to sheer dip, Joint Set 1: bedding joints, narrow to wide spacing, moderate to sheer dip, tight joints, Joint Set 2: jointed, narrow to wide spacing, shallow to steep dip, tight joints, *contains pyrite.* *15.8' Mechanical break.* *17.5'-17.7': 85° fracture.*		17.0	R-2		73%	3.0	100	
		19.5': Mechanical break.		22.0	R-3		54%	4.5	90	
BORS 325.90		*21.5'-22.2': Very soft, faster drill rate.* *22.2'-23.5': Tool drop.*		27.0	R-4		38%	3.7	74	
		32.0'/El. 316.8			R-5		42%	5.0	100	

GENERAL NOTES

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LEGEND

PP	POCKET PENETROMETER
T	TORVANE
NTS	NOT TO SCALE
BFE	BOTTOM OF FOOTING ELEVATION
BOCC	BOTTOM OF CLASS C CONCRETE
BORS	BOTTOM OF ROCK SOCKET ELEVATION
BPCE	BOTTOM OF PILE CAP ELEVATION
EBBZ	ESTIMATED BOTTOM OF BONDING ZONE
ETBZ	ESTIMATED TOP OF BONDING ZONE
FGE	FINISHED GRADE ELEVATION
TODS	TOP OF DRILLED SHAFT ELEVATION
TOR	ESTIMATED TOP OF ROCK ELEVATION
TORS	TOP OF ROCK SOCKET ELEVATION

THE DESCRIPTIONS OF THE MATERIALS ENCOUNTERED HAVE BEEN VERIFIED.

ME

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
STRUCTURE BORINGS

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
MARK T. EVANS
GEOLOGIST PG005251

RECOMMENDED 2026.02.06

SHEET 285 OF 291

S-39605

DOT_2015_1442_STR_B_Lock_Color_249-254.tbl
DOT_ANSI_D_PDF.plt
PENNDOT STRUCTURE BORING LOG - PENNDOT.GINT - VERSION 4.23.3 - 8/26/2021 - 12:19:04 PM - N:\PROJECTS\BMS - ERROR: KEYIN, STANTEC\GEOTECH\PCA\VERSION_4.23.3\PENNDOT.GPJ
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713\1442\1.100 Records\13.0 CADD\13.2 Structures\BR_ID05\1442_ID05_9_10_BOR.dgn
Stantec

SUBSTRUCTURE UNIT: LOG 1 OF 1

PIER 6 (NORTHBOUND AND SOUTHBOUND)

BORING NUMBER:	BORING LOCATION	START: 07/23/2020 9:15 AM	HAMMER: AUTOMATIC
SB05-23	STATION: 341+65.0 OFFSET: 30.0 FT. LT.	FINISH: 07/23/2020 12:35 PM	EFFICIENCY: 0.8 ERa

DRILLING METHOD AND EQUIPMENT:	SIZE OF CORE:	VERTICAL SCALE:	TOP OF BORING ELEVATION:
DOUBLE TUBE WIRE LINE-NQ, AUTOMATIC, ACKER XLS TRACK MOUNTED RIG	2.000 IN.	0 FT. 5 FT.	348.5 FT.

DRILLING INSPECTOR: HUNTER FENK
DRILLER & DRILLING COMPANY: PAT FLAHERTY
TRC ENGINEERS, INC.

▽ 0 HR. READING - ELAPSED TIME: El. 342.6 ft. - 0.0 hr.
▼ 24 HR. READING - ELAPSED TIME: El. 341.9 ft. - 118.7 hr.

ELEV.	GRAPHIC	MATERIAL DESCRIPTION	AASHTO/ USCS	SAMPLE DEPTH	SAMPLE NO.**	BLOW COUNT / PP/T TSF	N 60 / %RQD	REC (ft.)	REC (%)	◇ RQD % ◇ ⊙ Soil/Rock Rec. % ⊙ (20 40 60 80) ▲ SPT (N_{60}) ▲ (10 20 30 40)
FGE 346.50										
345		**SILT**, some Sand, loose, damp, homogeneous, dark brown, fill, *with roots, and organics.*	a-4 / ml	1.5	S-1	2-2-2	5	1.5	100	
		1.5'/El. 347.0								
		GRAVEL, some Silt, little Sand, very loose to medium dense, damp to moist, heterogeneous, angular, light gray with brown, fill.	a-1-b / gm	3.0	S-2	1-8-12	27	1.0	67	
		5.0'/El. 343.5		4.5	S-3	5-1-2	4	0.4	27	
		GRAVEL, some Sand, little Silt, trace Clay, medium dense to dense, moist to wet, heterogeneous, angular to sub-angular, dark orange brown, alluvium.	A-1-b / GM	6.0	S-4	7-8-8	21	1.5	100	
				7.5	S-5	8-8-10	24	1.0	67	
				9.0	S-6	15-16-19	47	1.5	100	
				10.5	S-7	11-10-9	25	1.5	100	
				12.0	S-8	5-4-7	15	0.8	53	
BPCE/ TODS 339.50		*Due to sliding down pinnacle SPT was performed to 13.1' S-9: 12.0' - 13.1', Recovery = 1.1 Blows = 17-25-50/0.1.*								
		12.3'/El. 336.2		12.3	R-1		32%	2.2	100	
TOR/ TORS 336.20		**LIMESTONE**, light gray, soft, weathered to highly weathered, indistinct bedding, random fractures, close to medium spacing, flat to sheer dip, narrow joint opening, *with iron staining and pyrite.*		14.5	R-2		44%	2.5	100	
		13.3'-14.1': Highly weathered.								
		16.4'/El. 332.1		17.0	R-3		14%	5.0	100	
		DOLOMITE, dark gray, soft, fresh to moderately weathered, indistinct bedding, Joint Set 1: random fractures, close to wide spacing, flat to sheer dip, tight joints, Joint Set 2: fracture zone, narrow to moderate spacing, moderate to sheer dip, narrow joint opening.								
		17.0'-19.4': 85° - 90° fracture, infilled from 18.9' - 19.4'.		22.0	R-4		68%	5.0	100	
		19.8'-22.0': Fracture zone.								
BORS 325.20										
		28.0': Pyrite on joint surface.		27.0	R-5		100%	5.0	100	
		32.0'/El. 316.5								
		31.0': Mechanical break.								

**SAMPLE NO. shading indicates lab testing performed.

SUBSTRUCTURE UNIT: LOG 1 OF 1

PIER 6 (NORTHBOUND AND SOUTHBOUND)

BORING NUMBER:	BORING LOCATION	START: 07/23/2020 1:15 PM	HAMMER: AUTOMATIC
SB05-24	STATION: 341+75.0 OFFSET: 43.0 FT. RT	FINISH: 07/24/2020 10:50 AM	EFFICIENCY: 0.8 ERa

DRILLING METHOD AND EQUIPMENT:	SIZE OF CORE:	VERTICAL SCALE:	TOP OF BORING ELEVATION:
DOUBLE TUBE WIRE LINE-NQ, AUTOMATIC, ACKER XLS TRACK MOUNTED RIG	2.000 IN.	0 FT. 5 FT.	348.0 FT.

DRILLING INSPECTOR: HUNTER FENK
DRILLER & DRILLING COMPANY: PAT FLAHERTY
TRC ENGINEERS, INC.

▽ 0 HR. READING - ELAPSED TIME: El. 342.2 ft. - 0.1 hr.
▼ 24 HR. READING - ELAPSED TIME: El. 341.3 ft. - 96.5 hr.

ELEV.	GRAPHIC	MATERIAL DESCRIPTION	AASHTO/ USCS	SAMPLE DEPTH	SAMPLE NO.	BLOW COUNT / PP/T TSF	N 60 / %RQD	REC (ft.)	REC (%)	◇ RQD % ◇ ⊙ Soil/Rock Rec. % ⊙ (20 40 60 80) ▲ SPT (N_{60}) ▲ (10 20 30 40)
FGE 346.50										
345		**SILT**, some Sand, very loose to loose, damp, homogeneous, non-plastic, dark brown, fill, *with roots, and organics.*	a-4 / ml	1.5	S-1	1-1-2	4	1.5	100	
		3.0'/El. 345.0		3.0	S-2	2-2-5	9	1.5	100	
		GRAVEL, little Sand, little Silt, medium dense to very dense, damp to moist, homogeneous, gap graded, angular to sub-angular, gray and brown, alluvium.	a-1-a / gp-gm	4.5	S-3	8-22-26	64	0.5	33	
		S-3 and S-4: Low recovery, coarse gravel.		6.0	S-4	24-4-8	16	0.5	33	
		7.5'/El. 340.5		7.5	S-5	4-7-12	25	1.5	100	
		GRAVEL, some Sand, little Silt, very dense, moist, homogeneous, flat and elongated to angular, light brown gray, residuum, *Very difficult to advance casing through stratum.*	a-1-b / gm	9.0	S-6	30-48-50	131	1.5	100	
		11.0'/El. 337.0		9.1	S-7	50/.1'	>67	0.1	100	
BPCE 339.50		*11.0': Casing refusal.*		10.5	S-8	50/.2'	>67	0.0	0	
TOR/ TORS 337.00		**LIMESTONE**, dark gray, shaley, soft, weathered, narrow to medium bedding with moderate to steep dip, bedding joints, close to medium spacing, moderate to steep dip, tight joints, *contains pyrite infilling and pyrite on bedding planes.*		10.7						
				11.0	R-1		0%	2.0	100	
				13.0	R-2		35%	4.0	100	
		19.6'-20.2': Highly weathered.		17.0	R-3		54%	4.4	88	
BORS 326.00				22.0	R-4		66%	4.8	96	
				27.0	R-5		28%	4.6	92	
		32.0'/El. 316.0								

GENERAL NOTES

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

FOR ADDITIONAL SOIL AND ROCK DESCRIPTIONS SEE PUBLICATION 222.

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

LEGEND

PP	POCKET PENETROMETER
T	TORVANE
NTS	NOT TO SCALE
BFE	BOTTOM OF FOOTING ELEVATION
BOCC	BOTTOM OF CLASS C CONCRETE
BORS	BOTTOM OF ROCK SOCKET ELEVATION
BPCE	BOTTOM OF PILE CAP ELEVATION
EBBZ	ESTIMATED BOTTOM OF BONDING ZONE
ETBZ	ESTIMATED TOP OF BONDING ZONE
FGE	FINISHED GRADE ELEVATION
TODS	TOP OF DRILLED SHAFT ELEVATION
TOR	ESTIMATED TOP OF ROCK ELEVATION
TORS	TOP OF ROCK SOCKET ELEVATION

THE DESCRIPTIONS OF THE MATERIALS ENCOUNTERED HAVE BEEN VERIFIED.

MTE

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
STRUCTURE BORINGS

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

RECOMMENDED 2026.02.06

SHEET 286 OF 291

S-39605

DOT_2015
1442_STR_B|ock_Co|or-249-254.tbl
DOT_ANSI_D_PDF.plt

PENNDOT STRUCTURE BORING LOG_PENNDOT_ADMT_VERSION_1223.9.2-2016.DGT - 09/04/2014 - N:\PROJECTS\2020_GROUP\GEOTECHNICAL\FIELD DATA\LOGS\TYPICS\LOGS B 4984_BRIDGE CONTRACT 2_TYPE\LOGS.GPJ

Stantec 1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713144 2\1. 100 Records\13. 0 CADD\13.2 Structures\BR_ID05\1442_ID05_9_10_BOR.dgn

SUBSTRUCTURE UNIT:

PIER 7 (NORTHBOUND AND SOUTHBOUND)

LOG 1 OF 1

BORING NUMBER:	BORING LOCATION	START: 09/08/2020 9:50 AM	HAMMER: AUTOMATIC
SB05-25	STATION: 343+62.0 OFFSET: 98.0 FT. LT	FINISH: 09/08/2020 12:07 PM	EFFICIENCY: 0.8 ERa

DRILLING METHOD AND EQUIPMENT:	SIZE OF CORE:	VERTICAL SCALE:	TOP OF BORING ELEVATION:
DOUBLE TUBE WIRE LINE-NQ, AUTOMATIC, ACKER XLS TRACK MOUNTED RIG	2.000 IN.	0 FT. [redacted] 5 FT.	347.0 FT.

DRILLING INSPECTOR: RICK RICHARDS
DRILLER & DRILLING COMPANY: PAT FLAHARTY
TRC ENGINEERS, INC.

▽ 0 HR. READING - ELAPSED TIME: El. 341.0 ft. - 0.1 hr.
▼ 24 HR. READING - ELAPSED TIME: El. 341.5 ft. - 25.9 hr.

ELEV.	GRAPHIC	MATERIAL DESCRIPTION	AASHTO/ USCS	SAMPLE DEPTH	SAMPLE NO.**	BLOW COUNT / PP/T TSF	N 60 / %RQD	REC (ft.)	REC (%)
FGE 346.00		**SILT**, little Sand, little Clay, trace Gravel, medium to stiff, damp to moist, heterogeneous, low plastic fines, brown, fill.	a-4 / cl-ml	1.5	S-1	4-5-6	15	0.2	13
				3.0	S-2	5-4-5	12	1.3	87
				4.5	S-3	3-3-3	8	0.3	20
				6.0	S-4	3-2-2	5	0.4	27
		6.0'/El. 341.0		7.5	S-5	WOH-1-1 / **0.25**	3	0.7	47
		GRAVEL, some Sand, little Silt, trace Clay, soft to hard, wet, heterogeneous, non-plastic, dark brown and brown, alluvium.	A-1-b / SM	9.0	S-6	17-3-4	9	0.4	27
				10.5	S-7	4-3-4	9	0.6	40
				12.0	S-8	3-2-4	8	0.4	27
		12.6'/El. 334.4		12.6	S-9	3-50/.1'	>67	0.3	50
BPCE/ TODS 339.00									
TOR/ TORS 334.40		**LIMESTONE**, gray to dark gray, dull luster, medium hard, slightly weathered, indistinct bedding, jointed, close to wide spacing, moderate to sheer dip, narrow joint opening.		14.5	R-1		95%	1.9	100
				17.5	R-2		100%	3.0	100
				22.5	R-3		86%	5.0	100
BORS 323.40		*Broken from 24.9' to 25.1'.*		27.5	R-4		80%	4.9	98
		Calcite appearing in stratum below 25.2'.							
		32.5'/El. 314.5		32.5	R-5		92%	5.0	100

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

**SAMPLE NO. shading indicates lab testing performed.

SUBSTRUCTURE UNIT:

PIER 7 (NORTHBOUND AND SOUTHBOUND)

LOG 1 OF 1

BORING NUMBER:	BORING LOCATION	START: 09/08/2020 12:32 PM	HAMMER: AUTOMATIC
SB05-26	STATION: 343+73.0 OFFSET: 26.0 FT. LT.	FINISH: 09/08/2020 2:53 PM	EFFICIENCY: 0.8 ERa

DRILLING METHOD AND EQUIPMENT:	SIZE OF CORE:	VERTICAL SCALE:	TOP OF BORING ELEVATION:
DOUBLE TUBE WIRE LINE-NQ, AUTOMATIC, ACKER XLS TRACK MOUNTED RIG	2.000 IN.	0 FT. [redacted] 5 FT.	346.4 FT.

DRILLING INSPECTOR: RICK RICHARDS
DRILLER & DRILLING COMPANY: PAT FLAHARTY
TRC ENGINEERS, INC.

▽ 0 HR. READING - ELAPSED TIME: El. 341.2 ft. - 0.1 hr.
▼ 24 HR. READING - ELAPSED TIME: El. 341.3 ft. - 23.2 hr.

ELEV.	GRAPHIC	MATERIAL DESCRIPTION	AASHTO/ USCS	SAMPLE DEPTH	SAMPLE NO.	BLOW COUNT / PP/T TSF	N 60 / %RQD	REC (ft.)	REC (%)
FGE 346.00		**SILT**, little Clay, trace Sand, trace Organics, medium to stiff, damp, homogeneous, low plastic fines, brown, fill, *Roots in stratum.*	a-4 / cl-ml	1.5	S-1	1-4-6 / **1.25**	13	1.2	80
		3.0'/El. 343.4		3.0	S-2	3-3-3 / **1.00**	8	0.9	60
		Medium and coarse **GRAVEL**, trace Sand, trace Silt, medium dense to very dense, dry, heterogeneous, gap graded, angular, gray, fill.	a-1-a / gp	4.5	S-3	23-20-21	55	0.5	33
		6.0'/El. 340.4		6.0	S-4	7-14-8	29	0.3	20
		UNSAMPLED.		6.0	S-5	50/.0'	>67	0.0	0
		6.5'/El. 339.9		6.5	R-1		100%	2.0	100
BPCE/ TODS 339.00		**LIMESTONE BOULDER.**		8.5	R-2		23%	0.7	23
		11.5'/El. 334.9		11.5	S-6	WOR-WOR-WOR	0	0.5	33
		SILT, little Clay, little Sand, very soft to medium, moist, heterogeneous, low plastic fines, brown and orange brown, alluvium. *Use 1.0" spoon below 11.5'. Sand content higher below 14.0'.*	a-4 / cl-ml	13.0	S-7	WOH-WOH-WOH	0	1.5	100
		16.0'/El. 330.4		14.5	S-8	3-2-3	7	0.8	53
		SILT, little Sand, little Clay, trace Gravel, soft to medium, wet, homogeneous, low plastic fines, brown to dark gray brown, alluvium.	a-4 / cl-ml	16.0	S-9	1-1-2	4	0.5	33
		19.0'/El. 327.4		17.5	S-10	3-3-1	5	0.3	20
		SILT, little Clay, very soft to hard, wet, homogeneous, low plastic fines, black to dark gray brown, alluvium. *S-11: Blow counts were WOH for 3.0'. S-12: Blow counts were WOH for 3.0'. S-13: Blow count was weight of hammer from 22.0' to 26.5', 1.2' recovery.*	a-4 / cl-ml	19.0	S-11	WOH-WOH-WOH	0	0.6	40
				20.5	S-12	WOH-WOH-WOH / **0.25**	0	0.7	47
				22.0	S-13	WOH-WOH-WOH / **0.25** WOH-WOH-WOH / **0.00**	0	1.2	27
		26.9'/El. 319.5		26.5	S-14	50/.4'	>67	0.4	100
TOR/ TORS 319.50		*S-14: With rock fragments in sample recovery. S-14: May have slid past rock 0.1'.*		26.9	R-3		100%	0.6	100
		LIMESTONE, gray to dark gray, dull luster, medium hard to hard, slightly weathered to moderately weathered, indistinct bedding, jointed, close to medium spacing, moderate to sheer dip, narrow joint opening, *Calcite appearing in stratum.*		27.5	R-4		96%	5.0	100
				32.5	R-5		82%	5.0	100
BORS 308.50				37.5	R-6		100%	5.0	100
		Mechanical breaks created when attempting to fit into core box at 42.8', 43.1', 43.3', 43.5'.		42.5	R-7		94%	5.0	100
		47.5'/El. 298.9							

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

GENERAL NOTES

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FOR ADDITIONAL SOIL AND ROCK DESCRIPTIONS SEE PUBLICATION 222.

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

LEGEND

PP	POCKET PENETROMETER
T	TORVANE
NTS	NOT TO SCALE
BFE	BOTTOM OF FOOTING ELEVATION
BOCC	BOTTOM OF CLASS C CONCRETE
BORS	BOTTOM OF ROCK SOCKET ELEVATION
BPCE	BOTTOM OF PILE CAP ELEVATION
EBBZ	ESTIMATED BOTTOM OF BONDING ZONE
ETBZ	ESTIMATED TOP OF BONDING ZONE
FGE	FINISHED GRADE ELEVATION
TODS	TOP OF DRILLED SHAFT ELEVATION
TOR	ESTIMATED TOP OF ROCK ELEVATION
TORS	TOP OF ROCK SOCKET ELEVATION

THE DESCRIPTIONS OF THE MATERIALS ENCOUNTERED HAVE BEEN VERIFIED.

ME

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
STRUCTURE BORINGS

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

RECOMMENDED 2026.02.06

SHEET 287 OF 291

S-39605

DOT_2015
1442_STR_B|ock_Co|or-249-254.tb|
DOT_ANSI_D.PDF.p|t

PENNDOT STRUCTURE BORING LOG - PENNDOT.GINT, VERSION: V23.2.2-21.08.GDT - 12/17/24 9:14 - N:\PROJECTS\2020\...
\\us0536-ppfss01\shared_projects\202131442\1.100 Records\13.0 CADD\13.2 Structures\BR_ID05\1442_ID05_9_10_BOR.dgn
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
Stantec

SUBSTRUCTURE UNIT: LOG 1 OF 1

ABUTMENT 2 (NB & SB) AND ASSOCIATED WINGWALLS

BORING NUMBER:	BORING LOCATION	START: 06/11/2019 10:49 AM	HAMMER: AUTOMATIC
SB05-02	STATION: 344+90.0 OFFSET: 84.0 FT. LT.	FINISH: 06/11/2019 4:49 AM	EFFICIENCY: 0.8 ERa

DRILLING METHOD AND EQUIPMENT:	SIZE OF CORE:	VERTICAL SCALE:	TOP OF BORING ELEVATION:
DOUBLE TUBE-NQ, AUTOMATIC, ACKER SOIL SCOUT TRACK RIG	2.000 IN.	0 FT. [redacted] 5 FT.	372.1 FT.

DRILLING INSPECTOR: MARK EVANS
DRILLER & DRILLING COMPANY: MIKE WILLIAMS
HILLIS-CARNES ENGR. ASSOC., INC.

▽ 0 HR. READING - ELAPSED TIME: El. 355.6 ft. - 0.0 hr.
▼ 24 HR. READING - ELAPSED TIME: El. 355.1 ft. - 26.4 hr.

ELEV.	GRAPHIC	MATERIAL DESCRIPTION	AASHTO/ USCS	SAMPLE DEPTH	SAMPLE NO.	BLOW COUNT / PP/T TSF	N 60 / %RQD	REC (ft.)	REC (%)	◇ RQD % ◇ ⊙ Soil/Rock Rec. % ⊙ 20 40 60 80 ▲ SPT (N_{60}) ▲ 10 20 30 40
FGE 374.00 NTS										
370		**GRAVEL**, some Silt, little Sand, medium dense to dense, dry, homogeneous, light brown, fill.	a-2-4 / gm	1.5	S-1	6-10-5	20	1.2	80	
		4.5'/El. 367.6		3.0	S-2	8-9-6	20	1.3	87	
BPCE 368.00					S-3	8-10-13	31	1.1	73	
TOR 367.10		**GRAVEL**, some Sand, little Silt, very dense, damp, homogeneous, light gray to white, fill, *Auger refusal at 5.0'.*	a-1-b / gm	4.5 4.8	S-4	50/.3'	>67	0.3	100	
365 ETBZ 366.10		5.0'/El. 367.1		5.0	R-1		20%	1.6	80	
		LIMESTONE, light gray, medium hard, moderately weathered to slightly weathered, massive bedding, jointed, narrow to narrow spacing, very steep dip, narrow joint opening, *Lost water return at 11'. Minor solution cavities throughout.*		7.0	R-2		0%	2.3	77	
				10.0	R-3		16%	2.5	100	
				12.5	R-4		0%	2.5	100	
EBBZ 355.10				15.0	R-5		0%	2.0	100	
				17.0	R-6		72%	2.5	100	
				19.5	R-7		100%	2.5	100	
350		25.0'/El. 347.1		22.0	R-8		60%	3.0	100	

SUBSTRUCTURE UNIT: LOG 1 OF 1

PIER 7 (NORTHBOUND AND SOUTHBOUND)

BORING NUMBER:	BORING LOCATION	START: 09/09/2020 9:25 AM	HAMMER: AUTOMATIC
SB05-27	STATION: 343+89.0 OFFSET: 48.0 FT. RT	FINISH: 09/09/2020 10:51 AM	EFFICIENCY: 0.8 ERa

DRILLING METHOD AND EQUIPMENT:	SIZE OF CORE:	VERTICAL SCALE:	TOP OF BORING ELEVATION:
DOUBLE TUBE WIRE LINE-NQ, AUTOMATIC, ACKER XLS TRACK MOUNTED RIG	2.000 IN.	0 FT. [redacted] 5 FT.	346.9 FT.

DRILLING INSPECTOR: RICK RICHARDS
DRILLER & DRILLING COMPANY: PAT FLAHARTY
TRC ENGINEERS, INC.

▽ 0 HR. READING - ELAPSED TIME: El. 341.1 ft. - 0.1 hr.
▼ 24 HR. READING - ELAPSED TIME: El. 342.6 ft. - 48.0 hr.

ELEV.	GRAPHIC	MATERIAL DESCRIPTION	AASHTO/ USCS	SAMPLE DEPTH	SAMPLE NO.	BLOW COUNT / PP/T TSF	N 60 / %RQD	REC (ft.)	REC (%)	◇ RQD % ◇ ⊙ Soil/Rock Rec. % ⊙ 20 40 60 80 ▲ SPT (N_{60}) ▲ 10 20 30 40
FGE 346.00		**SILT**, little Clay, little Sand, trace Gravel, medium to hard, damp, non-plastic, brown, fill, *Roots in stratum.*	a-4 / cl-ml	1.5	S-1	1-2-3	7	1.3	87	
345 TOR 345.00		1.9'/El. 345.0		1.9	S-2	50/.4'	>67	0.3	75	
		LIMESTONE, gray to dark gray, dull luster, medium hard to hard, slightly weathered to moderately weathered, indistinct bedding, jointed, close to medium spacing, moderate dip, narrow joint opening.			R-1		46%	3.4	83	
340				6.0	R-2		100%	5.0	100	
BPCE/ TORS 339.00				11.0	R-3		72%	4.6	92	
335				16.0	R-4		68%	5.0	100	
BORS 328.00				21.0	R-5		80%	1.9	95	
325		23.0'/El. 323.9								

GENERAL NOTES

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LEGEND

PP	POCKET PENETROMETER
T	TORVANE
NTS	NOT TO SCALE
BFE	BOTTOM OF FOOTING ELEVATION
BOCC	BOTTOM OF CLASS C CONCRETE
BORS	BOTTOM OF ROCK SOCKET ELEVATION
BPCE	BOTTOM OF PILE CAP ELEVATION
EBBZ	ESTIMATED BOTTOM OF BONDING ZONE
ETBZ	ESTIMATED TOP OF BONDING ZONE
FGE	FINISHED GRADE ELEVATION
TODS	TOP OF DRILLED SHAFT ELEVATION
TOR	ESTIMATED TOP OF ROCK ELEVATION
TORS	TOP OF ROCK SOCKET ELEVATION

THE DESCRIPTIONS OF THE MATERIALS ENCOUNTERED HAVE BEEN VERIFIED.
ME

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
STRUCTURE BORINGS

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

RECOMMENDED 2026.02.06

SHEET 288 OF 291

S-39605

PENNDOT STRUCTURE BORING LOG_PENNDOT_ADMT_VERSION_V23.3.9.20190.DGT - DP1104.0217 - N:\PROJECTS\DGN_SRDGN_ENV_STRATEGRDOTSHOMOLA\PENNDOT STRUCTURE BORING LOGS\

SUBSTRUCTURE UNIT: LOG 1 OF 1

ABUTMENT 2 (NB & SB) AND ASSOCIATED WINGWALLS

BORING NUMBER:	BORING LOCATION	START: 09/09/2020 11:30 AM	HAMMER: AUTOMATIC
SB05-28	STATION: 345+16.0 OFFSET: 23.0 FT. LT.	FINISH: 09/09/2020 1:41 PM	EFFICIENCY: 0.8 ERa

DRILLING METHOD AND EQUIPMENT:	SIZE OF CORE:	VERTICAL SCALE:	TOP OF BORING ELEVATION:
DOUBLE TUBE WIRE LINE-NQ, AUTOMATIC, ACKER XLS TRACK MOUNTED RIG	2.000 IN.	0 FT. [redacted] 5 FT.	374.3 FT.

DRILLING INSPECTOR: RICK RICHARDS
DRILLER & DRILLING COMPANY: PAT FLAHARTY
TRC ENGINEERS, INC.

▽ 0 HR. READING - ELAPSED TIME: El. 341.7 ft. - 0.1 hr.
▼ 24 HR. READING - ELAPSED TIME: El. 343.1 ft. - 45.2 hr.

ELEV.	GRAPHIC	MATERIAL DESCRIPTION	AASHTO/ USCS	SAMPLE DEPTH	SAMPLE NO.**	BLOW COUNT ------- PP/T TSF	N 60 / %RQD	REC (ft.)	REC (%)	◇ RQD % ◇ ⊙ Soil/Rock Rec. % ⊙ ▲ SPT (N_{60}) ▲
FGE 374.00		**SILT**, some Clay, little Sand, little Gravel, medium to very stiff, damp to moist, heterogeneous, low plastic fines, brown and orange brown, fill, *embankment fill.*	A-6 / CL	1.5	S-1	1-2-4	8	1.1	73	
				3.0	S-2	3-3-3	8	1.2	80	
				4.5	S-3	4-10-6	21	1.2	80	
				6.0	S-4	3-4-6	13	1.1	73	
				7.5	S-5	3-8-4	16	1.3	87	
		8.0'/El. 366.3		9.0	S-6	2-3-3	8	1.0	67	
		Fine **SAND**, some Silt, trace Gravel, very loose to very dense, moist to wet, heterogeneous, poorly graded, non-plastic, brown.	a-2-4 / sm	10.5	S-7	2-1-3	5	1.0	67	
				12.0	S-8	2-1-2	4	0.2	13	
				13.5	S-9	3-2-4	8	0.4	27	
		14.3'/El. 360.0		14.3	S-10	6-50/.3'	>67	0.7	87	
TOR 360.00		*S-10: Slid past TOR, 0.3'. Start coring rock at 14.0'.*								
ETBZ 359.00		**LIMESTONE**, gray to dark gray, dull luster, medium hard, slightly weathered to moderately weathered, indistinct bedding, jointed, close to medium spacing, moderate to sheer dip, open joints, *With calcite appearing in stratum.* *R-2: Soft area from 17.5' to 19.0', and 21.0' to 21.5'.*		16.5	R-1		100%	2.2	100	
				21.5	R-2		52%	3.0	60	
				26.5	R-3		50%	4.9	98	
				31.5	R-4		40%	4.0	80	
		70° Calcite filled fractures below 30.0'.								
					R-5		67%	3.0	100	
		Soil filled fracture from 33.5'-33.7'.								
		34.5'/El. 339.8								

EBBZ 348.00

**SAMPLE NO. shading indicates lab testing performed.

SUBSTRUCTURE UNIT: LOG 1 OF 1

ABUTMENT 2 (NB & SB) AND ASSOCIATED WINGWALLS

BORING NUMBER:	BORING LOCATION	START: 09/10/2020 8:18 AM	HAMMER: AUTOMATIC
SB05-29	STATION: 345+19.0 OFFSET: 51.0 FT. RT.	FINISH: 09/10/2020 10:57 AM	EFFICIENCY: 0.8 ERa

DRILLING METHOD AND EQUIPMENT:	SIZE OF CORE:	VERTICAL SCALE:	TOP OF BORING ELEVATION:
DOUBLE TUBE WIRE LINE-NQ, AUTOMATIC, ACKER XLS TRACK MOUNTED RIG	2.000 IN.	0 FT. [redacted] 5 FT.	365.2 FT.

DRILLING INSPECTOR: RICK RICHARDS
DRILLER & DRILLING COMPANY: PAT FLAHARTY
TRC ENGINEERS, INC.

▽ 0 HR. READING - ELAPSED TIME: El. 343.1 ft. - 0.0 hr.
▼ 24 HR. READING - ELAPSED TIME: El. 342.1 ft. - 144.3 hr.

ELEV.	GRAPHIC	MATERIAL DESCRIPTION	AASHTO/ USCS	SAMPLE DEPTH	SAMPLE NO.**	BLOW COUNT ------- PP/T TSF	N 60 / %RQD	REC (ft.)	REC (%)	◇ RQD % ◇ ⊙ Soil/Rock Rec. % ⊙ ▲ SPT (N_{60}) ▲
FGE 374.00 NTS		**BITUMINOUS CONCRETE.**		1.5	S-1	1-4-3	9	1.3	87	
BPCE 368.00 NTS		0.8'/El. 364.4		3.0	S-2	4-4-5	12	0.4	27	
		UNSAMPLED.		4.5	S-3	4-4-6	13	1.1	73	
		1.5'/El. 363.7		6.0	S-4	2-5-6	15	1.2	80	
		SILT, some Gravel, some Sand, little Clay, stiff, damp to moist, heterogeneous, low plastic fines, brown and orange brown.	A-4 / ML	7.5	S-5	2-2-8	13	1.5	100	
				9.0	S-6	4-5-4	12	0.8	53	
		10.5'/El. 354.7		10.5	S-7	1-1-1 **0.50**	3	1.3	87	
		SILT, little Clay, trace fine Sand, very soft, moist to wet, homogeneous, low plastic fines, brown, alluvium. *S-8: Blow counts were 1- WOH for 1'.* *Lost water return around 13.5'.* *S-9: Blow counts were WOH for 3'.*	a-4 / cl-ml	12.0	S-8	1-WOH-WOH **0.25**	0	0.8	53	
				13.5	S-9	WOH-WOH-WOH **0.25**	0	0.1	7	
				15.0	S-10	WOH-WOH-WOH **0.25**	0	1.5	100	
				16.5	S-11	WOH-WOH-WOH **0.25**	3	0.0	0	
		S-12 slid past TOR 0.2'. Blow counts were WOH for 1', 50/0.4.		18.0	S-12	1-1-1 **0.25**	67	1.3	93	
		19.4'/El. 345.8		19.4	R-1	WOH-WOH-50/.4' **0.25**	88%	1.6	100	
TOR 345.80										
ETBZ 344.80		**LIMESTONE**, gray to dark gray, dull luster, medium hard to hard, slightly weathered to weathered, indistinct bedding, jointed, close to medium spacing, moderate to sheer dip, open joints. *Calcite throughout stratum.*		21.0	R-2		100%	5.0	100	
				26.0	R-3		52%	3.9	78	
				31.0	R-4		78%	5.0	100	
				36.0	R-5		78%	4.0	100	
EBBZ 333.80										
		40.0'/El. 325.2								

**SAMPLE NO. shading indicates lab testing performed.

GENERAL NOTES

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

FOR ADDITIONAL SOIL AND ROCK DESCRIPTIONS SEE PUBLICATION 222.

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

LEGEND

PP	POCKET PENETROMETER
T	TORVANE
NTS	NOT TO SCALE
BFE	BOTTOM OF FOOTING ELEVATION
BOCC	BOTTOM OF CLASS C CONCRETE
BORS	BOTTOM OF ROCK SOCKET ELEVATION
BPCE	BOTTOM OF PILE CAP ELEVATION
EBBZ	ESTIMATED BOTTOM OF BONDING ZONE
ETBZ	ESTIMATED TOP OF BONDING ZONE
FGE	FINISHED GRADE ELEVATION
TODS	TOP OF DRILLED SHAFT ELEVATION
TOR	ESTIMATED TOP OF ROCK ELEVATION
TORS	TOP OF ROCK SOCKET ELEVATION

THE DESCRIPTIONS OF THE MATERIALS ENCOUNTERED HAVE BEEN VERIFIED.

ME

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
STRUCTURE BORINGS

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL MARK T. EVANS GEOLOGIST PG005251

RECOMMENDED 2026.02.06

SHEET 289 OF 291

S-39605

DOT_2015_1442_STR_B|ock_Co|or-249-254.tbl
DOT_ANSI_D_PDF.plt
PENNDOT STRUCTURE BORING LOG .PENNDOT_GINT_ADDISON_1223-2-31-2016.GDT - 2/11/24 13:15 - N:\PROJECTS\33000\...\SB0083_NEW_GINTPENNDOTSTRUCTURE.GPJ
Stantec 1/9/2026
WORKSPACE: DOT_2015.ISURVEY FEET)
\\us0536-ppfss01\shared_projects\202713\1442\1.100 Records\13.0 CADD\13.2 Structures\BR_1D05\1442_1D05_9_10_BOR.dgn

LABORATORY TEST SUMMARY - SOILS

BORING NUMBER	STATION & OFFSET	SAMPLE #	TEST DEPTH (FT.)	NATURAL MOISTURE %	% GRAIN SIZE DISTRIBUTION (AASHTO) GRAVEL %	SAND %	COARSE SAND %	FINE SAND %	FINES %	SILT %	CLAY %	CLASSIFICATION AASHTO	USCS	S.G.	PLASTICITY PARAMETERS LIQUID LIMIT	PLASTIC LIMIT	P. I.	SHEAR STRENGTH C (TSF)	ϕ (DEG.)	C' (TSF)	ϕ' (DEG)	TEST METHOD
SB05-01	328+74.0 80.0 ft. LT.	S-4 to 6	6.0 to 10.5	10.1	30.2	27.1	6.7	20.4	42.6	38.7	3.9	A-4	SM		NP	NP	NP					
SB05-01	328+74.0 80.0 ft. LT.	S-17 to 20	25.5 to 31.5	22.5	0.0	9.4	2.7	6.7	90.6	69.6	21.0	A-4	ML		35	27	8	0.134	30.4			DIR. SHR.-CD
SB05-03	328+18.0 83.0 ft. LT	S-19 to 22	28.5 to 34.5	18.9	2.2	11.3	2.7	8.6	86.6	54.9	31.7	A-7-6	CL		43	25	18					
SB05-04	328+17.0 21.0 ft. RT	S-3 to 6	3.0 to 9.0	18.4	5.9	19.9	4.1	15.8	74.1	45.8	28.3	A-6	CL		38	22	16	0.264	27.5			DIR. SHR.-CD
SB05-05	328+99.0 41.0 ft. LT.	S-13 to 16	19.5 to 25.5	12.8	57.2	23.2	15.4	7.8	19.7	16.9	2.8	A-2-4	GM		37	28	9	0.000	32.6			DIR. SHR.-CD
SB05-08	330+36.0 42.0 ft. LT.	S-3 to 5	4.5 to 9.0	11.3	54.9	21.3	13.6	7.7	23.8	13.3	10.5	A-2-6	GC		37	23	14					
SB05-11	331+82.0 44.0 ft. LT.	S-3 to 6	3.0 to 9.0	25.1	1.2	14.9	1.9	13.0	84.0	53.6	30.4	A-6	ML		40	27	13					
SB05-12	331+81.0 17.0 ft. RT	S-5 to 7	6.0 to 10.5	2.4	51.3	32.1	17.7	14.4	16.6	11.8	4.8	A-1-b	SM		NP	NP	NP					
SB05-14	330+50.0 42.0 ft. LT.	S-7 to 11	9.0 to 16.5	5.5	57.9	28.5	15.8	12.8	13.5	10.7	2.8	A-1-a	GM		NP	NP	NP	0.172	34.2			DIR. SHR.-CD
SB05-17	335+93.0 40.0 ft. LT.	S-34 to 39	51.0 to 60.0	13.1	27.8	35.7	12.9	22.9	36.4	27.5	8.9	A-4	SM		26	22	4	0.000	30.2			DIR. SHR.-CD
SB05-20	338+79.0 32.0 ft. LT.	S-25 to 29	37.5 to 45.0	6.7	53.6	29.8	17.1	12.7	16.6	15.1	1.5	A-1-b	SM		NP	NP	NP	0.187	32.7			DIR. SHR.-CD
SB05-21	338+78.0 42.0 ft. RT	S-11 to 14	15.0 to 21.0	4.1	49.6	32.0	18.2	13.8	18.3	16.2	2.1	A-1-b	SM		NP	NP	NP					
SB05-23	341+65.0 30.0 ft. LT.	S-5 to 6	6.0 to 9.0	12.0	58.7	24.9	16.2	8.7	16.5	13.9	2.6	A-1-b	GM		NP	NP	NP	0.208	30.4			DIR. SHR.-CD
SB05-25	343+62.0 98.0 ft. LT	S-5 to 8	6.0 to 12.0	18.6	50.0	27.1	16.2	10.8	22.9	18.1	4.8	A-1-b	SM		34	29	5					
SB05-28	345+16.0 23.0 ft. LT.	S-2 to 5	1.5 to 7.5	24.0	15.6	17.6	6.2	11.4	66.8	42.6	24.2	A-6	CL		35	23	12					
SB05-29	345+19.0 51.0 ft. RT.	S-2 to 6	3.0 to 10.5	22.9	24.9	21.3	9.3	12.0	53.7	35.9	17.8	A-4	ML		31	23	8	0.000	29.6			DIR. SHR.-CD

LABORATORY TEST SUMMARY - ELECTROCHEMICAL

BORING NUMBER	STATION & OFFSET	SAMPLE #	TEST DEPTH (FT.)	SAMPLE SOURCE	pH	MINIMUM RESISTIVITY (ohm-cm)	CHLORIDE CONTENT (ppm)	SULFATE CONTENT (ppm)	HIGH ORGANIC CONTENT?	CORROSIVE FOR CONCRETE?	CORROSIVE FOR STEEL?
SB05-03	328+18.0 83.0 ft. LT	S-19 to 22	28.5 to 34.5	GROUNDWATER SOIL	5.4	2,001	190	0	No	No No	No pH,Resist.w/Chlor.
SB05-08	330+36.0 42.0 ft. LT.	S-3 to 5	4.5 to 9.0	GROUNDWATER SOIL	6.3	2,470	560	5	No	No No	No Resist.w/Chlor.
SB05-11	331+82.0 44.0 ft. LT.	S-3 to 6	3.0 to 9.0	GROUNDWATER SOIL	5.4	3,979	20	4	No	No No	No pH
SB05-17	335+93.0 40.0 ft. LT.	S-34 to 39	51.0 to 60.0	GROUNDWATER SOIL	6.2	1,820	260	0	No	No No	No Resistivity
SB05-21	338+78.0 42.0 ft. RT	S-11 to 14	15.0 to 21.0	GROUNDWATER SOIL	6.7	13,110	40	0	No	No No	No No
SB05-25	343+62.0 98.0 ft. LT	S-5 to 8	6.0 to 12.0	GROUNDWATER SOIL	7.2	1,008	560	28	No	No No	No Resistivity
SB05-28	345+16.0 23.0 ft. LT.	S-2 to 5	1.5 to 7.5	GROUNDWATER SOIL	7.0	920	410	2	No	No No	No Resistivity

GENERAL NOTES

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FOR ADDITIONAL SOIL AND ROCK DESCRIPTIONS SEE PUBLICATION 222.

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LEGEND

PP	POCKET PENETROMETER
T	TORVANE
NTS	NOT TO SCALE
BFE	BOTTOM OF FOOTING ELEVATION
BOCC	BOTTOM OF CLASS C CONCRETE
BORS	BOTTOM OF ROCK SOCKET ELEVATION
BPCE	BOTTOM OF PILE CAP ELEVATION
EBBZ	ESTIMATED BOTTOM OF BONDING ZONE
ETBZ	ESTIMATED TOP OF BONDING ZONE
FGE	FINISHED GRADE ELEVATION
TODS	TOP OF DRILLED SHAFT ELEVATION
TOR	ESTIMATED TOP OF ROCK ELEVATION
TORS	TOP OF ROCK SOCKET ELEVATION

THE DESCRIPTIONS OF THE MATERIALS ENCOUNTERED HAVE BEEN VERIFIED.

MARK E

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
REVISIONS					

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
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STRUCTURE BORINGS

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL MARK T. EVANS GEOLOGIST PG005251

RECOMMENDED 2026.02.06

SHEET 290 OF 291

S-39605

DOT_2015
1442_STR_Black_Color-249-254.tbl
DOT_ANSI_D_PDF.plt

Stantec 1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713142\1-100 Records\13.0 CADD\13.2 Structures\BR_1005\1442_1005_9_10_BOR.dgn

DOT_2015
1442_STR_Black_Color_249-254.tbl
DOT_ANSI_D_PDF.plt

LABORATORY TEST SUMMARY - ROCK CORE

BORING NUMBER	STATION & OFFSET	SAMPLE #	TEST DEPTH (FT.)	TEST	STRENGTH	JAR SLAKE TEST PERFORMED?	SLAKE DURABILITY INDEX & TYPE	ROCK RECOVERY %	RQD %	BEDROCK LITHOLOGY	STRATIGRAPHIC UNIT
SB05-01	328+74.0 80.0 ft. LT.	R-1	45.7 to 46.6	UNCONFINED COMPRESSIVE TEST	13452.8 PSI / 968.6 TSF	NO		70	66	LIMESTONE	
SB05-02	344+90.0 84.0 ft. LT.	R-1	5.7 to 6.2	UNCONFINED COMPRESSIVE TEST	9379.2 PSI / 675.3 TSF	NO		80	20	LIMESTONE	
SB05-02	344+90.0 84.0 ft. LT.	R-6	18.1 to 19.0	UNCONFINED COMPRESSIVE TEST	24100.0 PSI / 1,735.2 TSF	NO		100	72	LIMESTONE	
SB05-03	328+18.0 83.0 ft. LT	R-1	39.2 to 39.5	UNCONFINED COMPRESSIVE TEST	9218.1 PSI / 663.7 TSF	NO		100	90	LIMESTONE	
SB05-03	328+18.0 83.0 ft. LT	R-2	41.2 to 42.0	UNCONFINED COMPRESSIVE TEST	12513.9 PSI / 901.0 TSF	NO		100	84	LIMESTONE	
SB05-04	328+17.0 21.0 ft. RT	R-1	20.5 to 21.2	UNCONFINED COMPRESSIVE TEST	8276.4 PSI / 595.9 TSF	NO		100	55	LIMESTONE	
SB05-04	328+17.0 21.0 ft. RT	R-2	22.5 to 23.1	UNCONFINED COMPRESSIVE TEST	17140.3 PSI / 1,234.1 TSF	NO		100	69	LIMESTONE	
SB05-05	328+99.4 41.0 ft. LT.	R-1	41.0 to 41.6	UNCONFINED COMPRESSIVE TEST	13620.8 PSI / 980.7 TSF	NO		100	75	LIMESTONE	
SB05-05	328+99.0 41.0 ft. LT.	R-2	43.3 to 44.2	UNCONFINED COMPRESSIVE TEST	13140.3 PSI / 946.1 TSF	NO		98	85	LIMESTONE	
SB05-06	328+98.0 32 ft. RT	R-1	10.7 to 11.2	UNCONFINED COMPRESSIVE TEST	11912.5 PSI / 857.7 TSF	NO		122	94	LIMESTONE	
SB05-06	328+98.0 32 ft. RT	R-2	13.4 to 13.8	UNCONFINED COMPRESSIVE TEST	10054.2 PSI / 723.9 TSF	NO		100	77	LIMESTONE	
SB05-07	330+36.0 106.0 ft. LT	R-1	11.3 to 11.9	UNCONFINED COMPRESSIVE TEST	3048.6 PSI / 219.5 TSF	NO		55	20	LIMESTONE	
SB05-07	330+36.0 106.0 ft. LT	R-2	14.4 to 15.2	UNCONFINED COMPRESSIVE TEST	6955.6 PSI / 500.8 TSF	NO		100	45	LIMESTONE	
SB05-08	330+36.0 42.0 ft. LT.	R-2	12.0 to 12.8	UNCONFINED COMPRESSIVE TEST	11237.5 PSI / 809.1 TSF	NO		100	20	LIMESTONE	
SB05-08	330+36.0 42.0 ft. LT.	R-3	15.1 to 15.8	UNCONFINED COMPRESSIVE TEST	8309.7 PSI / 598.3 TSF	NO		90	70	LIMESTONE	
SB05-09	330+35.0 16 ft. RT	R-3	18.1 to 18.7	UNCONFINED COMPRESSIVE TEST	8073.6 PSI / 581.3 TSF	NO		95	55	LIMESTONE	
SB05-09	330+35.0 16 ft. RT	R-5	20.0 to 20.8	UNCONFINED COMPRESSIVE TEST	9055.6 PSI / 652.0 TSF	NO		91	63	LIMESTONE	
SB05-10	331+82.0 105.0 ft. LT	R-2	15.3 to 15.9	UNCONFINED COMPRESSIVE TEST	11348.6 PSI / 817.1 TSF	NO		100	50	DOLOMITE	
SB05-10	331+82.0 105.0 ft. LT	R-3	18.9 to 19.6	UNCONFINED COMPRESSIVE TEST	5483.3 PSI / 394.8 TSF	NO		100	24	DOLOMITE	
SB05-11	331+82.0 44.0 ft. LT.	R-1	16.0 to 16.5	UNCONFINED COMPRESSIVE TEST	8373.6 PSI / 602.9 TSF	NO		100	100	DOLOMITE	
SB05-11	331+82.0 44.0 ft. LT.	R-2	19.7 to 20.2	UNCONFINED COMPRESSIVE TEST	18418.1 PSI / 1,326.1 TSF	NO		100	64	DOLOMITE	
SB05-12	331+81.0 17.0 ft. RT	R-1	11.8 to 12.5	UNCONFINED COMPRESSIVE TEST	12648.6 PSI / 910.7 TSF	NO		100	35	DOLOMITE	
SB05-12	331+81.0 17.0 ft. RT	R-2	14.3 to 14.9	UNCONFINED COMPRESSIVE TEST	19155.6 PSI / 1,379.2 TSF	NO		90	48	DOLOMITE	
SB05-13	333+56.0 103.0 ft. LT	R-1	15.9 to 16.5	UNCONFINED COMPRESSIVE TEST	17879.2 PSI / 1,287.3 TSF	NO		81	43	DOLOMITE	
SB05-13	333+56.0 103.0 ft. LT	R-2	20.9 to 21.5	UNCONFINED COMPRESSIVE TEST	20884.7 PSI / 1,503.7 TSF	NO		88	70	DOLOMITE	
SB05-14	330+50.0 42.0 ft. LT.	R-1	20.2 to 21.1	UNCONFINED COMPRESSIVE TEST	11108.3 PSI / 799.8 TSF	NO		85	40	DOLOMITE	
SB05-14	330+50.0 42.0 ft. LT.	R-2	25.3 to 25.7	UNCONFINED COMPRESSIVE TEST	6170.8 PSI / 444.3 TSF	NO		85	30	DOLOMITE	
SB05-15	333+55.0 19 ft. RT	R-2	25.1 to 25.6	UNCONFINED COMPRESSIVE TEST	2366.7 PSI / 170.4 TSF	NO		91	81	DOLOMITE	
SB05-15	333+55.0 19 ft. RT	R-3	29.7 to 30.2	UNCONFINED COMPRESSIVE TEST	4016.7 PSI / 289.2 TSF	NO		100	10	DOLOMITE	

GENERAL NOTES

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

FOR ADDITIONAL SOIL AND ROCK DESCRIPTIONS SEE PUBLICATION 222.

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

LEGEND

PP	POCKET PENETROMETER
T	TORVANE
NTS	NOT TO SCALE
BFE	BOTTOM OF FOOTING ELEVATION
BOCC	BOTTOM OF CLASS C CONCRETE
BORS	BOTTOM OF ROCK SOCKET ELEVATION
BPCE	BOTTOM OF PILE CAP ELEVATION
EBBZ	ESTIMATED BOTTOM OF BONDING ZONE
ETBZ	ESTIMATED TOP OF BONDING ZONE
FGE	FINISHED GRADE ELEVATION
TODS	TOP OF DRILLED SHAFT ELEVATION
TOR	ESTIMATED TOP OF ROCK ELEVATION
TORS	TOP OF ROCK SOCKET ELEVATION

THE DESCRIPTIONS OF THE MATERIALS ENCOUNTERED HAVE BEEN VERIFIED.

MTE

MARK	DESCRIPTION	BY	CHK'D	RECM'D	DATE
	REVISIONS				

SR 0083 PREVIOUSLY KNOWN AS LR 789
BMS STR ID: 66-0083-0204-0000 MPMS/ECMS PROJ: 112550 BRKEY: 70222

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

YORK COUNTY
S.R. 0083 SEC 091
SEG 0204 OFFSET 0000 NB; SEG 0205 OFFSET 0000 SB
SR 0083 STA 337+03.65
OVER N/S RAIL YARD, LOUCKS MILL, CODORUS CREEK
8-SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE
STRUCTURE BORINGS

COMMONWEALTH OF PENNSYLVANIA REGISTERED PROFESSIONAL MARK T. EVANS GEOLOGIST PG005251

RECOMMENDED 2026.02.06

SHEET 291 OF 291

S-39605

Stantec
1/9/2026
WORKSPACE: DOT_2015 (SURVEY FEET)
\\us0536-ppfss01\shared_projects\202713144 2\1.100 Records\13.0 CADD\13.2 Structures\BR_ID05\1442_ID05_9_10_BOR.dgn