Benjamin C. Dunlap Jr.
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April 27, 2026

VIA ELECTRONIC FILING

Matthew L. Homsher, Secretary
Pennsylvania Public Utility Commission
400 North Street
Harrisburg, PA 17120

Re: Application of Norfolk Southern Railway Company for approval of the alteration of two at-grade crossings of its tracks at Burley Road (517 989 E) and Railroad Street (506 570 N) in Penn Township, and one below grade crossing where its tracks cross over S. Main Street (DOT No. 517 986 J), in the Borough of Marysville, Perry County, Pennsylvania Docket No. A-2024-3051090

Dear Secretary Homsher:

I am enclosing a copy of the Final Plans of Norfolk Southern Railway Company for filing in the above-referenced matter. As evidenced by the attached Certificate of Service, a copy of the Final Plans has been served on all interested parties. Thank you.

Sincerely yours,

Benjamin C. Dunlap, Jr.

BCD:klg
Enclosures
cc: All Parties of Record

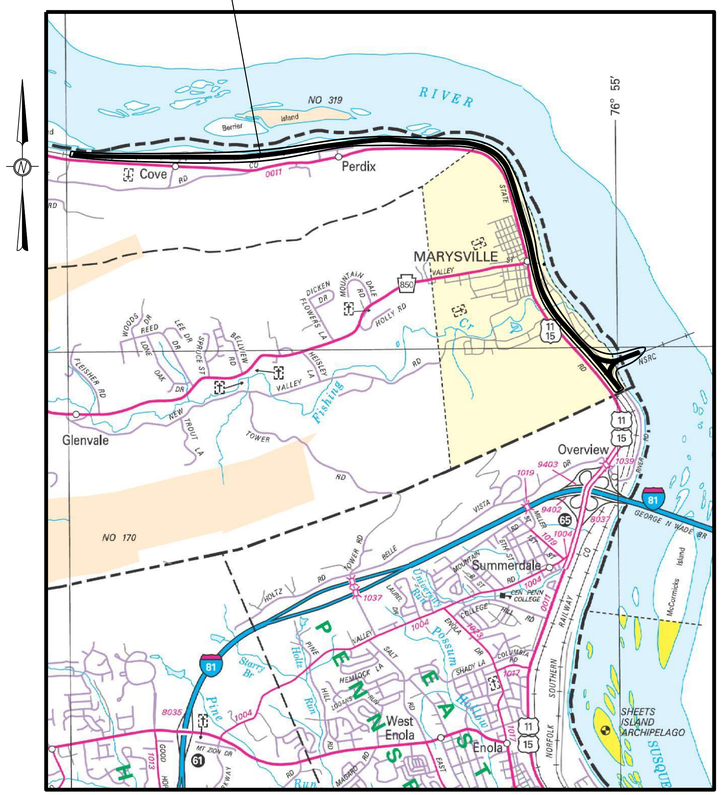
NORFOLK SOUTHERN

MARYSVILLE /PENN TWP, PENNSYLVANIA

PROPOSED 3RD MAINLINE MARY–CANNON
KEYSTONE WEST PROJECT P–1c

PROJECT LOCATION

Location Map

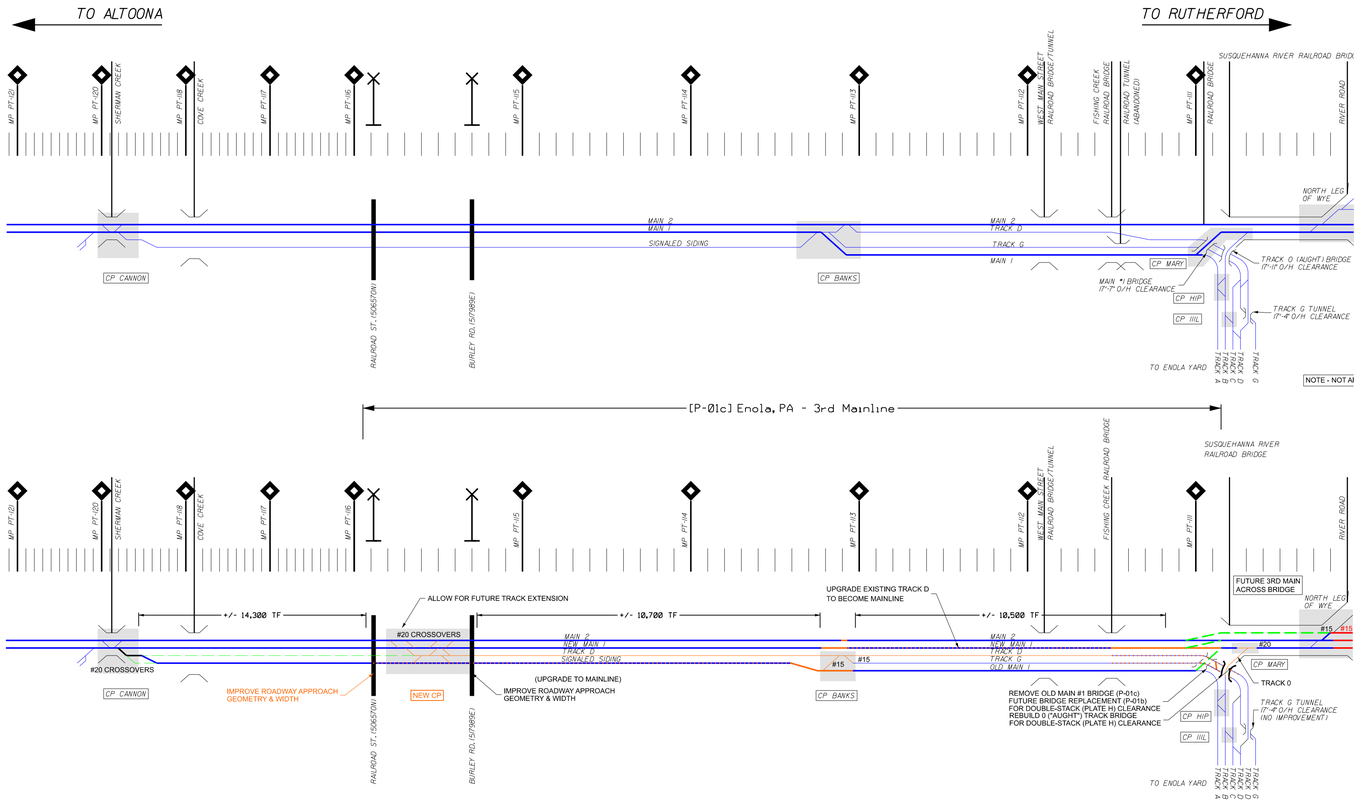


EMERGENCY ROOM:
PENN STATE HAMPDEN MEDICAL CENTER
2200 GOOD HOPE ROAD ENOLA, PA

ENOLA, PA

0.50 0 0.50 1

SCALE: 1" = 0.50 MILES



LEGEND

- EXISTING TRACK (MAINLINES IN BOLD)
- [P-01a] PROPOSED TRACK (Harrisburg 3rd Mainline)
- [P-01b] FUTURE TRACK (Rockville Bridge Study)
- [P-03c] PROPOSED TRACK (Enola 3rd Mainline)
- LIMITS OF CONTROL POINT

ISSUED FOR CONSTRUCTION

UNDERGROUND UTILITIES

THREE WORKING DAYS
BEFORE YOU DIG
CALL 1–800–242–1776 (TOLL FREE)

Michael Baker INTERNATIONAL
Airside Business Park
100 Airside Drive
Moon Township, PA 15108
Phone: (412) 269-6300
MBAKERINTL.COM

R	By	Date	Revision Description
R1	WVB	08/11/2025	UPDATED PLAN SET
R2	WVB	08/29/2025	UPDATED PLAN SET
R3	WVB	09/03/2025	UPDATED PLAN SET
R4	WVB	11/03/2025	UPDATED PLAN SET

Owning Company:	NORFOLK SOUTHERN RAILWAY COMPANY				
Drawing Date:	11/03/2025	Operating Division:	KEYSTONE	PID Number:	D3217
Designed By:	GL	Milepost:	PT 110.8 - PT 120	File Number:	TRK1114728
Drawn By:	WRB	Checked By:	WVB	County:	PERRY
				VRN:	F-08067

City / State: PENN TWP AND MARYSVILLE BOROUGH, PA
Project: PROPOSED 3RD MAINLINE MARY-CANNON COVER SHEET
Drawing Number: TD-2023-56 R3
Sheet Number: 1/498

SHEET NO.	REV	DESCRIPTION
GENERAL		
1	R4	COVER SHEET
2	R4	INDEX OF SHEETS (1 OF 2)
3	R2	INDEX OF SHEETS (2 OF 2)
4		INDEX MAP
5		GENERAL NOTES
6		LEGEND AND SYMBOLS
7		ABBREVIATIONS
8	R3	QUANTITIES (SHEET 1 OF 2)
9	R2	QUANTITIES (SHEET 2 OF 2)
EXISTING CONDITIONS AND REMOVAL		
10		EXISTING CONDITIONS & REMOVAL PLAN (SHEET 1 OF 24)
11		EXISTING CONDITIONS & REMOVAL PLAN (SHEET 2 OF 24)
12		EXISTING CONDITIONS & REMOVAL PLAN (SHEET 3 OF 24)
13		EXISTING CONDITIONS & REMOVAL PLAN (SHEET 4 OF 24)
14		EXISTING CONDITIONS & REMOVAL PLAN (SHEET 5 OF 24)
15		EXISTING CONDITIONS & REMOVAL PLAN (SHEET 6 OF 24)
16		EXISTING CONDITIONS & REMOVAL PLAN (SHEET 7 OF 24)
17		EXISTING CONDITIONS & REMOVAL PLAN (SHEET 8 OF 24)
18		EXISTING CONDITIONS & REMOVAL PLAN (SHEET 9 OF 24)
19		EXISTING CONDITIONS & REMOVAL PLAN (SHEET 10 OF 24)
20		EXISTING CONDITIONS & REMOVAL PLAN (SHEET 11 OF 24)
21		EXISTING CONDITIONS & REMOVAL PLAN (SHEET 12 OF 24)
22		EXISTING CONDITIONS & REMOVAL PLAN (SHEET 13 OF 24)
23		EXISTING CONDITIONS & REMOVAL PLAN (SHEET 14 OF 24)
24		EXISTING CONDITIONS & REMOVAL PLAN (SHEET 15 OF 24)
25		EXISTING CONDITIONS & REMOVAL PLAN (SHEET 16 OF 24)
26		EXISTING CONDITIONS & REMOVAL PLAN (SHEET 17 OF 24)
27		EXISTING CONDITIONS & REMOVAL PLAN (SHEET 18 OF 24)
28		EXISTING CONDITIONS & REMOVAL PLAN (SHEET 19 OF 24)
29		EXISTING CONDITIONS & REMOVAL PLAN (SHEET 20 OF 24)
30	R2	EXISTING CONDITIONS & REMOVAL PLAN (SHEET 21 OF 24)
31	R2	EXISTING CONDITIONS & REMOVAL PLAN (SHEET 22 OF 24)
32		EXISTING CONDITIONS & REMOVAL PLAN (SHEET 23 OF 24)
33		EXISTING CONDITIONS & REMOVAL PLAN (SHEET 24 OF 24)
EROSION AND SEDIMENT POLLUTION CONTROL		
34		EROSION AND SEDIMENT POLLUTION CONTROL MAINTENANCE GENERAL NOTES
35		EROSION AND SEDIMENT POLLUTION CONTROL MAINTENANCE PROGRAM FOR BMP'S
36		EROSION AND SEDIMENT POLLUTION CONTROL MAINTENANCE CONSTRUCTION SEQUENCE
37		EROSION AND SEDIMENT POLLUTION CONTROL PLAN (SHEET 1 OF 24)
38		EROSION AND SEDIMENT POLLUTION CONTROL PLAN (SHEET 2 OF 24)
39	R1	EROSION AND SEDIMENT POLLUTION CONTROL PLAN (SHEET 3 OF 24)
40		EROSION AND SEDIMENT POLLUTION CONTROL PLAN (SHEET 4 OF 24)
41		EROSION AND SEDIMENT POLLUTION CONTROL PLAN (SHEET 5 OF 24)
42	R1	EROSION AND SEDIMENT POLLUTION CONTROL PLAN (SHEET 6 OF 24)
43		EROSION AND SEDIMENT POLLUTION CONTROL PLAN (SHEET 7 OF 24)
44		EROSION AND SEDIMENT POLLUTION CONTROL PLAN (SHEET 8 OF 24)
45		EROSION AND SEDIMENT POLLUTION CONTROL PLAN (SHEET 9 OF 24)
46		EROSION AND SEDIMENT POLLUTION CONTROL PLAN (SHEET 10 OF 24)
47		EROSION AND SEDIMENT POLLUTION CONTROL PLAN (SHEET 11 OF 24)
48		EROSION AND SEDIMENT POLLUTION CONTROL PLAN (SHEET 12 OF 24)
49		EROSION AND SEDIMENT POLLUTION CONTROL PLAN (SHEET 13 OF 24)
50		EROSION AND SEDIMENT POLLUTION CONTROL PLAN (SHEET 14 OF 24)
51		EROSION AND SEDIMENT POLLUTION CONTROL PLAN (SHEET 15 OF 24)
52		EROSION AND SEDIMENT POLLUTION CONTROL PLAN (SHEET 16 OF 24)
53		EROSION AND SEDIMENT POLLUTION CONTROL PLAN (SHEET 17 OF 24)
54		EROSION AND SEDIMENT POLLUTION CONTROL PLAN (SHEET 18 OF 24)
55		EROSION AND SEDIMENT POLLUTION CONTROL PLAN (SHEET 19 OF 24)
56		EROSION AND SEDIMENT POLLUTION CONTROL PLAN (SHEET 20 OF 24)
57	R4	EROSION AND SEDIMENT POLLUTION CONTROL PLAN (SHEET 21 OF 24)
58	R2	EROSION AND SEDIMENT POLLUTION CONTROL PLAN (SHEET 22 OF 24)
59		EROSION AND SEDIMENT POLLUTION CONTROL PLAN (SHEET 23 OF 24)
60	R2	EROSION AND SEDIMENT POLLUTION CONTROL PLAN (SHEET 24 OF 24)
61		EROSION AND SEDIMENT POLLUTION CONTROL DETAILS - (SHEET 1 OF 5)
62		EROSION AND SEDIMENT POLLUTION CONTROL DETAILS - (SHEET 2 OF 5)
63		EROSION AND SEDIMENT POLLUTION CONTROL DETAILS - (SHEET 3 OF 5)
64		EROSION AND SEDIMENT POLLUTION CONTROL DETAILS - (SHEET 4 OF 5)
65	R2	EROSION AND SEDIMENT POLLUTION CONTROL DETAILS - (SHEET 5 OF 5)
CONTOUR, GRADING AND DRAINAGE		
66	R1	CONTOUR, GRADING, AND DRAINAGE PLAN (SHEET 1 OF 24)
67		CONTOUR, GRADING, AND DRAINAGE PLAN (SHEET 2 OF 24)
68		CONTOUR, GRADING, AND DRAINAGE PLAN (SHEET 3 OF 24)
69		CONTOUR, GRADING, AND DRAINAGE PLAN (SHEET 4 OF 24)
70	R1	CONTOUR, GRADING, AND DRAINAGE PLAN (SHEET 5 OF 24)
71		CONTOUR, GRADING, AND DRAINAGE PLAN (SHEET 6 OF 24)

SHEET NO.	REV	DESCRIPTION
CONTOUR, GRADING AND DRAINAGE CONT'D		
72		CONTOUR, GRADING, AND DRAINAGE PLAN (SHEET 7 OF 24)
73		CONTOUR, GRADING, AND DRAINAGE PLAN (SHEET 8 OF 24)
74		CONTOUR, GRADING, AND DRAINAGE PLAN (SHEET 9 OF 24)
75		CONTOUR, GRADING, AND DRAINAGE PLAN (SHEET 10 OF 24)
76		CONTOUR, GRADING, AND DRAINAGE PLAN (SHEET 11 OF 24)
77		CONTOUR, GRADING, AND DRAINAGE PLAN (SHEET 12 OF 24)
78		CONTOUR, GRADING, AND DRAINAGE PLAN (SHEET 13 OF 24)
79		CONTOUR, GRADING, AND DRAINAGE PLAN (SHEET 14 OF 24)
80		CONTOUR, GRADING, AND DRAINAGE PLAN (SHEET 15 OF 24)
81		CONTOUR, GRADING, AND DRAINAGE PLAN (SHEET 16 OF 24)
82		CONTOUR, GRADING, AND DRAINAGE PLAN (SHEET 17 OF 24)
83		CONTOUR, GRADING, AND DRAINAGE PLAN (SHEET 18 OF 24)
84		CONTOUR, GRADING, AND DRAINAGE PLAN (SHEET 19 OF 24)
85		CONTOUR, GRADING, AND DRAINAGE PLAN (SHEET 20 OF 24)
86	R4	CONTOUR, GRADING, AND DRAINAGE PLAN (SHEET 21 OF 24)
87	R2	CONTOUR, GRADING, AND DRAINAGE PLAN (SHEET 22 OF 24)
88	R2	CONTOUR, GRADING, AND DRAINAGE PLAN (SHEET 23 OF 24)
89		CONTOUR, GRADING, AND DRAINAGE PLAN (SHEET 24 OF 24)
90	R2	CONTOUR, GRADING, AND DRAINAGE PROFILES - (SHEET 1 OF 2)
91	R2	CONTOUR, GRADING, AND DRAINAGE PROFILES - (SHEET 2 OF 2)
92		CONTOUR, GRADING, AND DRAINAGE DETAILS - (SHEET 1 OF 4)
93	R2	CONTOUR, GRADING, AND DRAINAGE DETAILS - (SHEET 2 OF 4)
94		CONTOUR, GRADING, AND DRAINAGE DETAILS - (SHEET 3 OF 4)
95		CONTOUR, GRADING, AND DRAINAGE DETAILS - (SHEET 4 OF 4)
95A	R2	CONTOUR, GRADING, AND DRAINAGE DETAILS - (SHEET 4A OF 4)
TRACK		
96		TRACK PLAN AND PROFILE (SHEET 1 OF 24)
97		TRACK PLAN AND PROFILE (SHEET 2 OF 24)
98		TRACK PLAN AND PROFILE (SHEET 3 OF 24)
99		TRACK PLAN AND PROFILE (SHEET 4 OF 24)
100		TRACK PLAN AND PROFILE (SHEET 5 OF 24)
101		TRACK PLAN AND PROFILE (SHEET 6 OF 24)
102		TRACK PLAN AND PROFILE (SHEET 7 OF 24)
103		TRACK PLAN AND PROFILE (SHEET 8 OF 24)
104		TRACK PLAN AND PROFILE (SHEET 9 OF 24)
105		TRACK PLAN AND PROFILE (SHEET 10 OF 24)
106	R1	TRACK PLAN AND PROFILE (SHEET 11 OF 24)
107	R1	TRACK PLAN AND PROFILE (SHEET 12 OF 24)
108	R1	TRACK PLAN AND PROFILE (SHEET 13 OF 24)
109	R1	TRACK PLAN AND PROFILE (SHEET 14 OF 24)
110	R1	TRACK PLAN AND PROFILE (SHEET 15 OF 24)
111	R1	TRACK PLAN AND PROFILE (SHEET 16 OF 24)
112	R1	TRACK PLAN AND PROFILE (SHEET 17 OF 24)
113	R1	TRACK PLAN AND PROFILE (SHEET 18 OF 24)
114	R1	TRACK PLAN AND PROFILE (SHEET 19 OF 24)
115	R1	TRACK PLAN AND PROFILE (SHEET 20 OF 24)
116	R4	TRACK PLAN AND PROFILE (SHEET 21 OF 24)
117	R2	TRACK PLAN AND PROFILE (SHEET 22 OF 24)
118	R2	TRACK PLAN AND PROFILE (SHEET 23 OF 24)
119	R1	TRACK PLAN AND PROFILE (SHEET 24 OF 24)
120		TRACK PROFILES - MAIN 1 (SHEET 1 OF 3)
121		TRACK PROFILES - MAIN 1 (SHEET 2 OF 3)
122		TRACK PROFILES - MAIN 1 (SHEET 3 OF 3)
123		TRACK PROFILES - MAIN 2 (SHEET 1 OF 6)
124		TRACK PROFILES - MAIN 2 (SHEET 2 OF 6)
125		TRACK PROFILES - MAIN 2 (SHEET 3 OF 6)
126		TRACK PROFILES - MAIN 2 (SHEET 4 OF 6)
127		TRACK PROFILES - MAIN 2 (SHEET 5 OF 6)
128		TRACK PROFILES - MAIN 2 (SHEET 6 OF 6)
129		TRACK PROFILES - SIDING (SHEET 1 OF 1)
130		TRACK PROFILES - OLD MAIN (SHEET 1 OF 1)
131		TRACK PROFILES - TRACK D (SHEET 1 OF 10)
132		TRACK PROFILES - TRACK D (SHEET 2 OF 10)
133		TRACK PROFILES - TRACK D (SHEET 3 OF 10)
134		TRACK PROFILES - TRACK D (SHEET 4 OF 10)
135		TRACK PROFILES - TRACK D (SHEET 5 OF 10)
136		TRACK PROFILES - TRACK D (SHEET 6 OF 10)
137		TRACK PROFILES - TRACK D (SHEET 7 OF 10)
138		TRACK PROFILES - TRACK D (SHEET 8 OF 10)
139		TRACK PROFILES - TRACK D (SHEET 9 OF 10)
140		TRACK PROFILES - TRACK D (SHEET 10 OF 10)
141		TRACK PROFILES - TRACK 0 (SHEET 1 OF 1)
142		TRACK PROFILES - TRACK G (SHEET 1 OF 3)
143		TRACK PROFILES - TRACK G (SHEET 2 OF 3)

SHEET NO.	REV	DESCRIPTION
TRACK CONT'D		
144		TRACK PROFILES - TRACK G (SHEET 3 OF 3)
145		TRACK PROFILES - TRACK C AND SIGNAL ACCESS ROAD
146		TRACK PROFILES - XOVER (SHEET 1 OF 5)
147		TRACK PROFILES - XOVER (SHEET 2 OF 5)
148		TRACK PROFILES - XOVER (SHEET 3 OF 5)
149		TRACK PROFILES - XOVER (SHEET 4 OF 5)
150		TRACK PROFILES - XOVER (SHEET 5 OF 5)
151	R1	TRACK TYPICALS (SHEET 1 OF 5)
152	R1	TRACK TYPICALS (SHEET 2 OF 5)
153	R1	TRACK TYPICALS (SHEET 3 OF 5)
154	R1	TRACK TYPICALS (SHEET 4 OF 5)
155	R1	TRACK TYPICALS (SHEET 5 OF 5)
156	R1	TRACK DETAILS (SHEET 1 OF 7)
157		TRACK DETAILS (SHEET 2 OF 7)
158		TRACK DETAILS (SHEET 3 OF 7)
159		TRACK DETAILS (SHEET 4 OF 7)
160		TRACK DETAILS (SHEET 5 OF 7)
161		TRACK DETAILS (SHEET 6 OF 7)
162		TRACK DETAILS (SHEET 7 OF 7)
163		STAKING TABLE (SHEET 1 OF 7)
164		STAKING TABLE (SHEET 2 OF 7)
165		STAKING TABLE (SHEET 3 OF 7)
166		STAKING TABLE (SHEET 4 OF 7)
167		STAKING TABLE (SHEET 5 OF 7)
168		STAKING TABLE (SHEET 6 OF 7)
169		STAKING TABLE (SHEET 7 OF 7)
GRADE CROSSING		
170	R2	BURLEY RD STA 800+28.71 TO STA 803+25.77
171		RAILROAD ST STA 900+87.49 TO STA 903+36.19
172		BURLEY RD CROSS SECTION STA 800+28.71 TO STA 803+25.77
173		RAILROAD ST CROSS SECTION STA 900+87.49 TO STA 903+36.19
STRUCTURE		
174		STRUCTURES KEY PLAN
175	R2	SHEET INDEX
176		0-TRACK BRIDGE - GENERAL PLAN AND ELEVATION
177	R2	0-TRACK BRIDGE - GENERAL NOTES AND QUANTITIES
178	R1	0-TRACK BRIDGE - SUGGESTED CONSTRUCTION STAGING
179		0-TRACK BRIDGE - PROFILE VIEW
180		0-TRACK BRIDGE - EX. ABUTMENT MODIFICATIONS
181	R2	0-TRACK BRIDGE - FOUNDATION PLAN
182		0-TRACK BRIDGE - DRILLED SHAFT DETAILS
183		0-TRACK BRIDGE - EAST ABUTMENT PLAN AND ELEVATION
184		0-TRACK BRIDGE - WEST ABUTMENT PLAN AND ELEVATION
185		0-TRACK BRIDGE - ABUTMENT SECTIONS
186	R2	0-TRACK BRIDGE - EAST ABUTMENT EAST WINGWALL
187	R2	0-TRACK BRIDGE - EAST ABUTMENT ACCESS ROAD WINGWALL (WALL A)
188	R2	0-TRACK BRIDGE - EAST ABUTMENT ACCESS ROAD WINGWALL (WALL B)
189	R2	0-TRACK BRIDGE - EAST ABUT. ACCESS ROAD WALL DETAILS (1 OF 2)
190	R2	0-TRACK BRIDGE - EAST ABUT. ACCESS ROAD WALL DETAILS (2 OF 2)
191		0-TRACK BRIDGE - FRAMING PLAN
192	R2	0-TRACK BRIDGE - DECK DETAILS
193		0-TRACK BRIDGE - GIRDER ELEVATION AND DETAILS
194	R2	0-TRACK BRIDGE - STIFFENER & LATERAL BRACING DETAILS
195		0-TRACK BRIDGE - FLOORBEAM & DIAPHRAGM DETAILS (1 OF 2)
196	R2	0-TRACK BRIDGE - FLOORBEAM & DIAPHRAGM DETAILS (2 OF 2)
197		0-TRACK BRIDGE - FLOOR PLATE PLAN
198	R2	0-TRACK BRIDGE - UPPER FLOOR PLATE DETAILS
199	R2	0-TRACK BRIDGE - BALLAST STOP PLATE DETAILS
200		0-TRACK BRIDGE - TYPICAL DECK DETAILS
201		0-TRACK BRIDGE - GIRDER BEARINGS
202	R2	0-TRACK BRIDGE - ROCKVILLE BRIDGE CONCRETE RAISE PLAN AND ELEVATION
203		0-TRACK BRIDGE - ROCKVILLE BRIDGE CONCRETE RAISE DETAILS
204		0-TRACK BRIDGE - ROCKVILLE BRIDGE HANDRAIL DETAILS
205		0-TRACK BRIDGE - BORING LOGS (1 OF 2)
206		0-TRACK BRIDGE - BORING LOGS (2 OF 2)
207	R1	PT-110.84 - GENERAL PLAN AND ELEVATION
208		PT-110.84 - GENERAL NOTES AND QUANTITIES
209	R2	PT-110.84 - SUGGESTED CONSTRUCTION STAGING SEQUENCE
210	R1	PT-110.84 - BENT ELEVATION
211		PT-110.84 - CONCRETE PARAPET DETAILS - EAST ABUTMENT
212		PT-110.84 - CONCRETE PARAPET DETAILS - WEST ABUTMENT
213	R1	PT-110.83 - GENERAL PLAN AND ELEVATION
214		PT-110.83 - GENERAL NOTES AND QUANTITIES

SHEET NO.	REV	DESCRIPTION
STRUCTURE CONT'D		
215	R1	PT-110.83 - FOUNDATION LAYOUT
216		PT-110.83 - PIER PLAN AND ELEVATION
217	R2	PT-110.83 - PIER DETAILS
218		PT-110.83 - EXISTING EAST WALL MODIFICATIONS
219		PT-110.83 - EXISTING WEST WALL MODIFICATIONS
220	R2	PT-110.83 - TYPICAL SECTION
221		PT-110.83 - DECK FRAMING PLAN
222		PT-110.83 - CAST-IN-PLACE DECK PLAN
223		PT-110.83 - BALLAST RETAINER DETAILS
224		PT-110.83 - BRACE FRAMING DETAILS
225		PT-110.83 - HANDRAIL LAYOUT AND DETAILS
226		PT-110.83 - BORING LOGS (1 OF 3)
227		PT-110.83 - BORING LOGS (2 OF 3)
228		PT-110.83 - BORING LOGS (3 OF 3)
229	R2	WALL PT-111.00 - GENERAL SITE PLAN
230	R2	WALL PT-111.00 - GENERAL NOTES & QUANTITIES
231	R2	WALL PT-111.00 - GENERAL PLAN & ELEVATION (1 OF 5)
232	R2	WALL PT-111.00 - GENERAL PLAN & ELEVATION (2 OF 5)
233	R2	WALL PT-111.00 - GENERAL PLAN & ELEVATION (3 OF 5)
234	R2	WALL PT-111.00 - GENERAL PLAN & ELEVATION (4 OF 5)
235	R2	WALL PT-111.00 - GENERAL PLAN & ELEVATION (5 OF 5)
236	R2	WALL PT-111.00 - TYPICAL SECTIONS
237	R2	WALL PT-111.00 - SOLDIER PILE SCHEDULE
238	R2	WALL PT-111.00 - SOLDIER PILE WALL DETAILS
239		WALL PT-111.00 - HANDRAIL DETAILS
240		WALL PT-111.00 - BORING LOGS (1 OF 7)
241		WALL PT-111.00 - BORING LOGS (2 OF 7)
242		WALL PT-111.00 - BORING LOGS (3 OF 7)
243		WALL PT-111.00 - BORING LOGS (4 OF 7)
244		WALL PT-111.00 - BORING LOGS (5 OF 7)
245		WALL PT-111.00 - BORING LOGS (6 OF 7)
246		WALL PT-111.00 - BORING LOGS (7 OF 7)
247	R2	PT-115.27 - GENERAL PLAN
248	R2	PT-115.27 - GENERAL NOTES AND QUANTITIES
249	R2	PT-115.27 - PIPE PROFILE
250		PT-115.27 - HEADWALL ELEVATIONS
251		PT-115.27 - HANDRAIL DETAILS
252		PT-115.27 - BORING LOGS (1 OF 2)
253		PT-115.27 - BORING LOGS (2 OF 2)
254	R2	PT-115.49 - GENERAL PLAN
255	R2	PT-115.49 - GENERAL NOTES AND QUANTITIES
256	R2	PT-115.49 - PIPE PROFILE
257	R2	PT-115.49 - HEADWALL ELEVATIONS
258	R2	PT-115.49 - HEADWALL DETAILS
259	R2	PT-115.49 - HANDRAIL DETAILS
260		PT-115.49 - BORING LOGS (1 OF 2)
261		PT-115.49 - BORING LOGS (2 OF 2)
262	R2	PT-115.88 - GENERAL PLAN
263	R2	PT-115.88 - GENERAL NOTES AND QUANTITIES
264	R2	PT-115.88 - PIPE PROFILE
265	R2	PT-115.88 - HEADWALL ELEVATION
266	R1	PT-115.88 - HEADWALL DETAILS
267	R1	PT-115.88 - HANDRAIL DETAILS
268		PT-115.88 - BORING LOGS (1 OF 2)
269		PT-115.88 - BORING LOGS (2 OF 2)
270	R2	WALL PT-115.89 - GENERAL PLAN AND ELEVATION
271	R2	WALL PT-115.89 - GENERAL NOTES AND QUANTITIES
272	R2	WALL PT-115.89 - WALL DETAILS
273		WALL PT-115.89 - HANDRAIL DETAILS
274		WALL PT-115.89 - BORING LOGS
275		WALL PT-115.82 - GENERAL SITE PLAN
276	R2	WALL PT-115.82 - GENERAL NOTES AND QUANTITIES
277	R2	WALL PT-115.82 - GENERAL PLAN AND ELEVATION (1 OF 3)
278	R2	WALL PT-115.82 - GENERAL PLAN AND ELEVATION (2 OF 3)
279	R2	WALL PT-115.82 - GENERAL PLAN AND ELEVATION (3 OF 3)
280	R2	WALL PT-115.82 - WALL DETAILS
281		WALL PT-115.82 - HANDRAIL DETAILS
282		WALL PT-115.82 - BORING LOGS (1 OF 3)
283		WALL PT-115.82 - BORING LOGS (2 OF 3)
284		WALL PT-115.82 - BORING LOGS (3 OF 3)

R	By	Date	Revision Description
R1	WVB	08/11/2025	UPDATED PLAN SET
R2	WVB	08/29/2025	UPDATED PLAN SET
R3	GL	09/03/2025	UPDATED PLAN SET
R4	GL	11/03/2025	UPDATED PLAN SET

NORFOLK SOUTHERN

Owning Company: NORFOLK SOUTHERN RAILWAY COMPANY

NORFOLK SOUTHERN ENGINEERING DESIGN & CONSTRUCTION

Drawing Date: 11/03/2025 | Operating Division: KEYSTONE | PID Number: D3217

Designed By: GL | Milepost: PT 110.8 - PT 120 | File Number: TRK1114728

Drawn By: WRB | Checked By: WVB | County: PERRY | VRN: F-08067

City / State: PENN TWP AND MARYSVILLE BOROUGH, PA

Project: PROPOSED 3RD MAINLINE MARY-CANNON

INDEX OF SHEETS (1 OF 2)

Drawing Number: TD-2023-56

Sheet Number: 2/498

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285		TRACK CROSS SECTION TRACK 0 - STA 0+00.00 TO STA 2+00.00
286		TRACK CROSS SECTION TRACK 0 - STA 3+00.00 TO STA 4+00.00
287		TRACK CROSS SECTION TRACK 0 - STA 5+00.00 TO STA 6+00.00
288		TRACK CROSS SECTION TRACK 0 - STA 7+00.00 TO STA 8+00.00
289		TRACK CROSS SECTION TRACK 0 - STA 9+00.00 TO STA 10+00.00
290		TRACK CROSS SECTION TRACK 0 - STA 11+00.00 TO STA 12+00.00
291		TRACK CROSS SECTION TRACK 0 - STA 13+00.00
292		TRACK CROSS SECTION TRACK 0 - STA 14+00.00 TO STA 15+00.00
293		TRACK CROSS SECTION TRACK 0 - STA 15+29.05
294		TRACK CROSS SECTION MAIN 1 - STA 0+00.00 TO STA 3+00.00
295		TRACK CROSS SECTION MAIN 1 - STA 4+00.00 TO STA 6+00.00
296		TRACK CROSS SECTION MAIN 1 - STA 7+00.00 TO STA 8+00.00
297		TRACK CROSS SECTION MAIN 1 - STA 9+00.00 TO STA 10+00.00
298		TRACK CROSS SECTION MAIN 1 - STA 11+00.00 TO STA 12+00.00
299		TRACK CROSS SECTION MAIN 1 - STA 13+00.00 TO STA 14+00.00
300		TRACK CROSS SECTION MAIN 1 - STA 15+00.00
301		TRACK CROSS SECTION TRACK D - STA 10+00.00 TO STA 11+00.00
302		TRACK CROSS SECTION TRACK D - STA 12+00.00 TO STA 13+00.00
303		TRACK CROSS SECTION TRACK D - STA 14+00.00 TO STA 15+00.00
304	R1	TRACK CROSS SECTION TRACK D - STA 16+00.00 TO STA 17+00.00
305		TRACK CROSS SECTION TRACK D - STA 18+00.00 TO STA 19+00.00
306		TRACK CROSS SECTION TRACK D - STA 20+00.00 TO STA 21+00.00
307		TRACK CROSS SECTION TRACK D - STA 22+00.00 TO STA 23+00.00
308		TRACK CROSS SECTION TRACK D - STA 24+00.00 TO STA 25+00.00
309		TRACK CROSS SECTION TRACK D - STA 26+00.00 TO STA 27+00.00
310		TRACK CROSS SECTION TRACK D - STA 28+00.00
311		TRACK CROSS SECTION TRACK D - STA 29+00.00
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313		TRACK CROSS SECTION TRACK D - STA 31+00.00
314		TRACK CROSS SECTION TRACK D - STA 32+00.00
315		TRACK CROSS SECTION TRACK D - STA 33+00.00 TO STA 34+00.00
316		TRACK CROSS SECTION TRACK D - STA 35+00.00 TO STA 36+00.00
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320		TRACK CROSS SECTION TRACK D - STA 43+00.00 TO STA 44+00.00
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322		TRACK CROSS SECTION TRACK D - STA 47+00.00 TO STA 48+00.00
323		TRACK CROSS SECTION TRACK D - STA 49+00.00 TO STA 50+00.00
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327		TRACK CROSS SECTION TRACK D - STA 57+00.00 TO STA 59+00.00
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329		TRACK CROSS SECTION TRACK D - STA 63+00.00 TO STA 65+00.00
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335		TRACK CROSS SECTION TRACK D - STA 80+00.00 TO STA 82+00.00
336		TRACK CROSS SECTION TRACK D - STA 83+00.00 TO STA 84+00.00
337		TRACK CROSS SECTION TRACK D - STA 85+00.00 TO STA 86+00.00
338		TRACK CROSS SECTION TRACK D - STA 87+00.00 TO STA 89+00.00
339		TRACK CROSS SECTION TRACK D - STA 90+00.00 TO STA 92+00.00
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343		TRACK CROSS SECTION TRACK D - STA 102+00.00 TO STA 103+00.00
344		TRACK CROSS SECTION TRACK D - STA 104+00.00 TO STA 105+00.00
345		TRACK CROSS SECTION TRACK D - STA 106+00.00 TO STA 107+00.00
346		TRACK CROSS SECTION TRACK D - STA 108+00.00 TO STA 109+00.00
347		TRACK CROSS SECTION TRACK D - STA 110+00.00 TO STA 111+00.00
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353		TRACK CROSS SECTION TRACK D - STA 118+00.00
354		TRACK CROSS SECTION TRACK D - STA 119+00.00
355		TRACK CROSS SECTION TRACK D - STA 120+00.00
356		TRACK CROSS SECTION TRACK D - STA 121+00.00
357		TRACK CROSS SECTION TRACK D - STA 122+00.00
358		TRACK CROSS SECTION TRACK D - STA 123+00.00
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361	R1	TRACK CROSS SECTION TRACK D - STA 126+00.00
362	R1	TRACK CROSS SECTION TRACK D - STA 127+00.00
363	R1	TRACK CROSS SECTION TRACK D - STA 128+00.00
364	R1	TRACK CROSS SECTION TRACK D - STA 129+00.00
365	R1	TRACK CROSS SECTION TRACK D - STA 130+00.00
366	R1	TRACK CROSS SECTION TRACK D - STA 131+00.00
367	R1	TRACK CROSS SECTION TRACK D - STA 132+00.00
368	R1	TRACK CROSS SECTION TRACK D - STA 133+00.00
369	R1	TRACK CROSS SECTION TRACK D - STA 134+00.00
370	R1	TRACK CROSS SECTION TRACK D - STA 135+00.00
371	R1	TRACK CROSS SECTION TRACK D - STA 136+00.00
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374	R1	TRACK CROSS SECTION TRACK D - STA 139+00.00
375	R1	TRACK CROSS SECTION TRACK D - STA 140+00.00
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378	R1	TRACK CROSS SECTION TRACK D - STA 143+00.00
379	R1	TRACK CROSS SECTION TRACK D - STA 144+00.00
380	R1	TRACK CROSS SECTION TRACK D - STA 145+00.00
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391	R1	TRACK CROSS SECTION TRACK D - STA 157+00.00
392	R1	TRACK CROSS SECTION TRACK D - STA 158+00.00
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394	R1	TRACK CROSS SECTION TRACK D - STA 160+00.00
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396	R1	TRACK CROSS SECTION TRACK D - STA 162+00.00
397	R1	TRACK CROSS SECTION TRACK D - STA 163+00.00
398	R1	TRACK CROSS SECTION TRACK D - STA 164+00.00
399	R1	TRACK CROSS SECTION TRACK D - STA 165+00.00
400	R1	TRACK CROSS SECTION TRACK D - STA 166+00.00
401	R1	TRACK CROSS SECTION TRACK D - STA 167+00.00
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403	R1	TRACK CROSS SECTION TRACK D - STA 170+00.00 TO STA 171+00.00
404	R1	TRACK CROSS SECTION TRACK D - STA 172+00.00 TO STA 173+00.00
405	R1	TRACK CROSS SECTION TRACK D - STA 174+00.00 TO STA 175+00.00
406	R1	TRACK CROSS SECTION TRACK D - STA 176+00.00 TO STA 177+00.00
407	R1	TRACK CROSS SECTION TRACK D - STA 178+00.00 TO STA 179+00.00
408	R1	TRACK CROSS SECTION TRACK D - STA 180+00.00 TO STA 181+00.00
409	R1	TRACK CROSS SECTION TRACK D - STA 182+00.00 TO STA 183+00.00
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411	R1	TRACK CROSS SECTION TRACK D - STA 186+00.00 TO STA 187+00.00
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414	R1	TRACK CROSS SECTION TRACK D - STA 192+00.00 TO STA 193+00.00
415	R1	TRACK CROSS SECTION TRACK D - STA 194+00.00 TO STA 195+00.00
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418	R1	TRACK CROSS SECTION TRACK D - STA 200+00.00 TO STA 202+00.00
419	R1	TRACK CROSS SECTION TRACK D - STA 203+00.00 TO STA 205+00.00
420	R1	TRACK CROSS SECTION TRACK D - STA 206+00.00 TO STA 208+00.00
421	R1	TRACK CROSS SECTION TRACK D - STA 209+00.00 TO STA 211+00.00
422	R1	TRACK CROSS SECTION TRACK D - STA 212+00.00 TO STA 213+00.00
423	R1	TRACK CROSS SECTION TRACK D - STA 214+00.00 TO STA 215+00.00
424	R1	TRACK CROSS SECTION TRACK D - STA 216+00.00 TO STA 217+00.00
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426	R1	TRACK CROSS SECTION TRACK D - STA 220+00.00 TO STA 221+00.00
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431	R1	TRACK CROSS SECTION TRACK D - STA 230+00.00 TO STA 231+00.00
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443	R1	TRACK CROSS SECTION TRACK D - STA 260+00.00
444	R1	TRACK CROSS SECTION MAIN 2 - STA 256+00.00 TO STA 258+00.00
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452	R1	TRACK CROSS SECTION MAIN 2 - STA 281+00.00 TO STA 283+00.00
453	R1	TRACK CROSS SECTION MAIN 2 - STA 284+00.00 TO STA 286+00.00
454	R1	TRACK CROSS SECTION MAIN 2 - STA 287+00.00 TO STA 288+00.00
455	R1	TRACK CROSS SECTION MAIN 2 - STA 289+00.00 TO STA 291+00.00
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474		TRAFFIC CONTROL - SHORT TERM SB LANE CLOSURE MAIN ST WORK SOUTH OF ROCKVILLE BRIDGE
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476	R1	BORING LOCATION AND FILL DISTRIBUTION MAP (SHEET 2 OF 24)
477	R1	BORING LOCATION AND FILL DISTRIBUTION MAP (SHEET 3 OF 24)
478	R1	BORING LOCATION AND FILL DISTRIBUTION MAP (SHEET 4 OF 24)
479	R1	BORING LOCATION AND FILL DISTRIBUTION MAP (SHEET 5 OF 24)
480	R1	BORING LOCATION AND FILL DISTRIBUTION MAP (SHEET 6 OF 24)
481	R1	BORING LOCATION AND FILL DISTRIBUTION MAP (SHEET 7 OF 24)
482	R1	BORING LOCATION AND FILL DISTRIBUTION MAP (SHEET 8 OF 24)
483	R1	BORING LOCATION AND FILL DISTRIBUTION MAP (SHEET 9 OF 24)
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R	By	Date	Revision Description
R1	WVB	08/11/2025	UPDATED PLAN SET
R2	WVB	08/29/2025	UPDATED PLAN SET

NORFOLK SOUTHERN

Owning Company: NORFOLK SOUTHERN RAILWAY COMPANY

NORFOLK SOUTHERN ENGINEERING DESIGN & CONSTRUCTION

Drawing Date: 08/29/2025	Operating Division: KEYSTONE	PID Number: D3217	
Designed By: GL	Milepost: PT 110.8 - PT 120	File Number: TRK1114728	
Drawn By: WRB	Checked By: WVB	County: PERRY	VRN: F-08067

City / State: PENN TWP AND MARYSVILLE BOROUGH, PA

Project: PROPOSED 3RD MAINLINE MARY-CANNON

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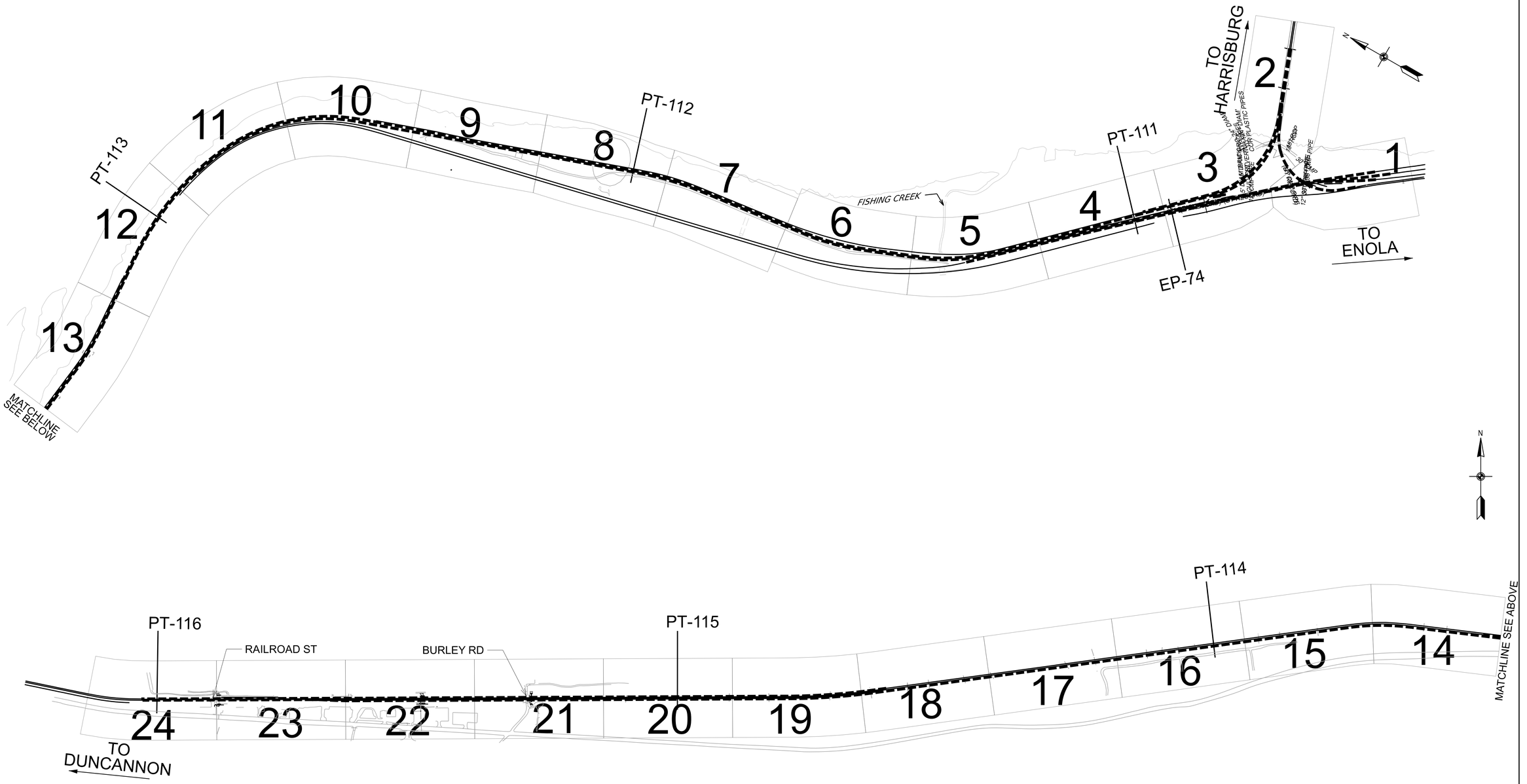
Drawing Number: TD-2023-56 R2

Sheet Number: 3/498



H-Scale: 1"=500' 250 0 500 1000

R	By	Date	Revision Description

NORFOLK SOUTHERN ENGINEERING DESIGN & CONSTRUCTION

Owning Company:	NORFOLK SOUTHERN RAILWAY COMPANY			City / State:	PENN TWP AND MARYSVILLE BOROUGH, PA
Drawing Date:	07/11/2025	Operating Division:	KEYSTONE	PID Number:	D3217
Designed By:	GL	Milepost:	PT 110.8 - PT 120	File Number:	TRK1114728
Drawn By: WRB	Checked By: WVB	County:	PERRY	VRN:	F-08067

Project: PROPOSED 3RD MAINLINE MARY-CANNON INDEX MAP

Drawing Number: TD-2023-56

Sheet Number: 4/498

GENERAL NOTES

1. IN PERFORMING THE WORK, UNDER THIS CONTRACT, THE CONTRACTOR SHALL BECOME THOROUGHLY FAMILIAR WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL STATUTES, ORDINANCES AND DIRECTIVES WITH RESPECT TO THE ELIMINATION OF EXCESSIVE NOISE AND POLLUTION OF AIR AND WATER DUE TO HIS CONSTRUCTION EQUIPMENT AND OTHER OPERATIONS. ATTENTION SHALL BE GIVEN TO REDUCE THE NOISE OF HEAVY CONSTRUCTION EQUIPMENT AND TO THE CONTROL OF DUST, SMOKE AND FUMES FROM CONSTRUCTION EQUIPMENT AND OTHER OPERATIONS ON THE WORK SITE, AND THE DIRT AND NOISE CREATED BY HEAVY TRUCK OPERATION AREAS AND ADJACENT EXISTING PAVED AREAS. THESE AREAS SHALL BE KEPT FREE FROM DEBRIS AT ALL TIMES. THE DISCHARGE OF OILY, GREASY OR CHEMICAL WASTES INTO WATERWAYS AND TOWNSHIP SEWERS WILL NOT BE PERMITTED.

2. NORFOLK SOUTHERN REQUIRES THAT ALL CONTRACTORS BE QUALIFIED FOR THE WORK THEY ARE PERFORMING. CONTRACTORS PERFORMING WORK MUST BE EXPERIENCED AND KNOWLEDGEABLE ABOUT THE WORK (INCLUDING GOVERNMENTAL REGULATIONS), THAT QUALITY PRODUCTS, APPROPRIATE FOR THE APPLICATION, WILL BE USED AND THAT ALL WORK WILL BE INSTALLED IN A PROFESSIONAL WORKMANLIKE MANNER. THE PLANS SHOW LOCATIONS, RELATIONSHIPS, MAGNITUDE AND GENERAL SPECIFICATIONS OF THE WORK REQUIRED. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASSURE THAT ALL COMPONENTS INSTALLED, FUNCTION PROPERLY AND THAT ALL HARDWARE, FITTINGS, CABLING, CONNECTIONS, SUPPLY LINES, ETC. ARE SUPPLIED AND PROPERLY FITTED, WHETHER DETAILED ON THE PLANS OR NOT. THE CONTRACTOR SHALL ASSURE THAT ALL COMPONENTS AND WORK ARE INSTALLED, COMPLETE IN PLACE, AND OPERATIONAL TO THE SATISFACTION OF THE NORFOLK SOUTHERN RAILWAY.

3. THE CONTRACTOR SHALL PROVIDE CONSTRUCTION MANAGEMENT SERVICES WITH EXPERIENCED PERSONNEL. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR THE MEANS, METHODS AND SAFETY OF THE CONSTRUCTION OPERATIONS.

4. A LIST OF UTILITY CONNECTION CHARGES AND FEES TO BE PAID BY NORFOLK SOUTHERN WILL BE PROVIDED TO THE CONTRACTOR.

5. THE CONTRACTOR SHALL FURNISH AND MAINTAIN SANITARY CONVENIENCE FACILITIES FOR THE WORKERS AND INSPECTORS FOR THE DURATION OF THE WORK. COST SHALL BE INCLUDED IN THE PRICE BID FOR THE PROJECT IMPROVEMENTS.

6. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.

7. THE CONTRACTOR SHALL INSPECT THE SITE OF THE PROJECT AND FAMILIARIZE HIMSELF WITH ALL EXISTING CONDITIONS, TRAFFIC AND OTHER ITEMS, THAT EFFECT THE CONTRACT AND THE DETAILED REQUIREMENTS OF CONSTRUCTION.

8. ALL CATCH BASINS, MANHOLES, INLETS AND SIMILAR STRUCTURES NEWLY CONSTRUCTED, ADJUSTED OR RECONSTRUCTED UNDER THE CONTRACT SHALL BE CLEANED OF ANY ACCUMULATION OF SILT, DEBRIS OR ANY FOREIGN MATTER OF ANY KIND AND SHALL BE FREE OF SUCH ACCUMULATION AT THE TIME OF FINAL INSPECTION. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THIS CONTRACT.

9. LOCATION OF CONSTRUCTION STAGING AREA IS TO BE COORDINATED WITH THE OWNER'S REPRESENTATIVE PRIOR TO BEGINNING CONSTRUCTION. POTENTIAL STAGING AREAS ARE SHOWN ON EROSION SEDIMENTATION CONTROL PLANS

10. ALL CONSTRUCTION TRAFFIC SHALL ENTER AND EXIT WORK AREAS FROM A LOCATION DESIGNATED BY THE OWNERS REPRESENTATIVE AS SHOWN ON EROSION AND SEDIMENTATION CONTROL PLANS.

11. DURING ALL STAGES OF CONSTRUCTION, THE OWNER OR CONTRACTOR SHALL ENSURE THAT STORMWATER RUNOFF IS EFFECTIVELY MANAGED PRIOR TO DISCHARGING FROM THE PROPERTY THROUGH COLLECTION AND CONVEYANCE THROUGH ON SITE STORMWATER AND EROSION AND SEDIMENT POLLUTION CONTROL FACILITIES AS SHOWN ON EROSION AND SEDIMENTATION CONTROL PLANS IN ACCORDANCE WITH NPDES PERMIT.

GENERAL UTILITIES

1. NORFOLK SOUTHERN IS ACQUIRING UTILITY PERMITS.

2. THE CONTRACTOR SHALL GIVE A 3-WORKING DAYS NOTICE TO THE PENNSYLVANIA ONE CALL SYSTEM BY CALLING (800) 242-1776. DESIGNER SERIAL NO. 20231223513 FOR ALL NORFOLK SOUTHERN UTILITIES, A SEPERATE DIRECT COORDINATION IS REQUIRED WITH NS FOR UTILITY/CABLE IDENTIFICATION AND PROTECTION.

3. ALL EXISTING UTILITIES SHALL REMAIN IN CONTINUOUS OPERATION DURING THE PROSECUTION OF THE WORK. THESE UTILITIES INCLUDE, BUT ARE NOT LIMITED TO WATER, SEWER, COMMUNICATIONS, POWER AND GAS LINES.

4. ALL UTILITIES TO BE ABANDONED SHALL BE APPROVED BY THE OWNER'S REPRESENTATIVE PRIOR TO ABANDONING. ALL OPENINGS ON ABANDONED PIPE OR CONDUIT ARE TO BE SEALED WITH A GROUT PLUG, MINIMUM 1 FOOT THICK, UNLESS UNDER EXISTING OR FUTURE TRACK. IF UNDER TRACKS, REMOVE OR GROUT FULL, THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT.

5. ALL EXCAVATION NEAR EXISTING CABLES OR OTHER EXISTING UTILITY LINES SHALL BE PERFORMED BY HAND. ANY CABLE OR OTHER EXISTING UTILITY LINE THAT IS DAMAGED DURING THE PERFORMANCE OF THIS CONTRACT SHALL BE REPAIRED IMMEDIATELY, UNDER THE UTILITY OWNER'S DIRECTION AND AT THE CONTRACTOR'S EXPENSE. DURING THE PERIOD OF TIME THAT THE ABOVE TYPES OF CABLES OR UTILITIES ARE OUT OF SERVICE, DUE TO THE CONTRACTOR'S OPERATIONS, ALL CONTRACT WORK SHALL BE SUSPENDED UNLESS OTHERWISE DIRECTED BY THE OWNER'S REPRESENTATIVE. THE CONTRACTOR WILL NOT BE ALLOWED TO MAKE CLAIMS FOR EXTRA COSTS OR TIME EXTENSIONS DUE TO SUCH STOPAGES OF WORK.

6. THE CONTRACTOR SHALL PREPARE AND SUBMIT SHOP AND CONSTRUCTION DRAWINGS, CERTIFIED BY A STRUCTURAL ENGINEER LICENSED BY THE COMMONWEALTH OF PENNSYLVANIA, TO THE OWNER'S REPRESENTATIVE WHICH CLEARLY AND ACCURATELY DEPICT THE METHODS AND MEANS BY WHICH THE CONTRACTOR INTENDS TO PROTECT, SHORE, SUPPORT, BRACE, ETC., EXISTING UTILITIES WHEN THE WORK AFFECTS A CABLE, SEWER OR OTHER UTILITY WITHIN THE CONTRACT LIMIT LINES. THIS PROCESS IS ALSO APPLICABLE FOR THE INSTALLATION OF NEW SEWERS AND UTILITIES WITHIN THE CONTRACT LIMIT LINES THAT REQUIRE SHORING AND BRACING.

7. EXISTING CONDITIONS WERE TAKEN FROM THE BEST MAPPING, INFORMATION SHOWN CONCERNING FEATURES AND UTILITIES IS NOT GUARANTEED, ALL INCLUSIVE OR CORRECT. THE CONTRACTOR SHALL VERIFY THE FEATURES PRIOR TO CONSTRUCTION. EXISTING UTILITIES SHALL BE MAINTAINED IN SERVICE AT ALL TIMES, UNLESS NOTED OTHERWISE ON THE PLANS. THE LOCATION, MATERIAL AND DIMENSIONS OF EXISTING FACILITIES AND OBSTRUCTIONS ARE BASED UPON AVAILABLE RECORDS AND ARE SHOWN ON THE PLANS STRICTLY AS AN AID TO THE CONTRACTOR, BUT MUST NOT BE CONSTRUED AS BEING ACCURATE, CORRECT OR COMPLETE. ALL STRUCTURES ABOVE OR BELOW GROUND THAT ARE ENCOUNTERED DURING CONSTRUCTION SHALL BE PROPERLY SUPPORTED AND MAINTAINED. THE CONTRACTOR SHALL MAKE ALL ARRANGEMENTS WITH THE OWNER'S REPRESENTATIVE FOR THE PROTECTION, RELOCATION, RECONSTRUCTION OR ADJUSTMENT OF SUCH STRUCTURES AS REQUIRED IN FIELD. IF DAMAGED DURING CONSTRUCTION, THE CONTRACTOR SHALL MAKE REPAIRS OR PAY FOR REPAIRS TO THE STRUCTURE TO THE SATISFACTION OF THE OWNER'S REPRESENTATIVE.

8. MOVING PUBLIC UTILITIES SHALL BE THE RESPONSIBILITY OF THE UTILITY OWNERS AS NOTED ON THE PLANS, IN THE GENERAL NOTES AND IN THE SPECIFICATIONS. THE CONTRACTOR IS TO NOTIFY THE UTILITY OWNER SUFFICIENTLY IN ADVANCE OF THE SCHEDULE FOR SUCH REMOVALS AND OF RELOCATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREMIUM COSTS WHICH BECOME NECESSARY AS A RESULT OF THE CONTRACTOR'S FAILURE TO NOTIFY THE UTILITY OWNER. ALL OTHER UTILITIES NOTED ON THE PLANS TO BE RELOCATED SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

9. ALL ITEMS PROPOSED FOR ABANDONMENT, RELOCATION OR DEMOLITION SHALL BE MARKED BY THE CONTRACTOR FOR REVIEW BY THE OWNER'S REPRESENTATIVE. NO ITEM SHALL BE ABANDONED, RELOCATED OR DEMOLISHED UNTIL APPROVED BY THE OWNER'S REPRESENTATIVE.

10. THE CONTRACTOR SHALL NOT START ANY WORK WHICH MAY AFFECT EXISTING WATER, STEAM, SEWER, COMPRESSED AIR, COMMUNICATIONS, POWER, GAS, OR OTHER UTILITY CABLES, PIPELINES OR SEWERS UNTIL THE OWNER'S REPRESENTATIVE HAS GIVEN THE AUTHORITY TO PROCEED.

11. REMOVAL AND REPLACEMENT OF ALL UTILITY STRUCTURES, PIPES, CONDUITS, POWER POLES, LIGHT POLES, FENCES, GATES, GUARDRAIL, VAULTS, JUNCTION BOXES, TREES, SHRUBS AND OR ANY OTHER OBSTRUCTION REQUIRED TO INSTALL THE PROPOSED SEWERS AND UTILITIES AS SHOWN ON THE PLANS SHALL BE INCIDENTAL TO THE CONTRACT UNLESS OTHERWISE STATED IN THE CONTRACT DOCUMENTS.

12. IN THE EVENT THE CONTRACTOR ENCOUNTERS EXISTING SUBSURFACE DRAINAGE SYSTEMS THAT WERE NOT SHOWN ON PLANS, THE CONTRACTOR SHALL MAINTAIN AND PRESERVE THE SUBSURFACE DRAINAGE SYSTEMS OR CONNECT THE SYSTEMS TO THE NEAREST DRAINAGE SYSTEMS AS DIRECTED BY THE ENGINEER.

SEWERS / WATER

1. WHEREVER ANY ABANDONED CONDUITS OR PIPES ARE CUT OR BROKEN BY SEWER CONSTRUCTION, SUITABLE BULKHEADS, AS DETERMINED BY THE OWNER'S REPRESENTATIVE, SHALL BE INSTALLED SO THAT NO LOSS OF BACKFILL MATERIAL SHALL OCCUR. ALL COSTS TO PERFORM SUCH WORK SHALL BE INCIDENTAL TO THE CONTRACT.

2. ALL KNOWN WATER PIPE SERVICES ARE SHOWN AND NOTED ON THE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING AND MAINTAINING ALL WATER SERVICES. THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT.

3. THE CONTRACTOR SHALL AT ALL TIMES DURING CONSTRUCTION PROVIDE AND MAINTAIN AMPLE MEANS AND DEVICES FOR THE TEMPORARY DIVERSION OF FLOW IN EXISTING SEWERS AND DRAINS AND THE PROMPT REMOVAL AND PROPER DISPOSAL OF ALL WATER OR SEWAGE ENTERING THE TRENCHES OR OTHER PARTS OF THE WORK, AND SHALL KEEP SAID EXCAVATIONS AS DRY AS PRACTICABLE UNTIL THE STRUCTURES TO BE BUILT THEREIN ARE COMPLETED. THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT.

4. THE LOCATIONS AND ELEVATIONS OF EXISTING SEWERS AND SEWER STRUCTURES SHOWN ON THE PLANS AND PROFILES HAVE BEEN OBTAINED FROM DRAWINGS INFORMATION IS NOT GUARANTEED. THE CONTRACTOR IS RESPONSIBLE FOR FIELD VERIFYING AND PROTECTING ALL SEWERS AND STRUCTURES.

5. IN LOCATIONS WHERE THE EXISTING DRAINAGE FACILITIES ARE TO REMAIN AND ARE DISTURBED OR DAMAGED DURING CONSTRUCTION BY THE CONTRACTOR, IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO RESTORE AND REPLACE THE DAMAGED FACILITIES AT HIS EXPENSE TO THE SATISFACTION OF THE OWNER'S REPRESENTATIVE. THE SEWER FLOW MUST BE MAINTAINED AT ALL TIMES.

STORMWATER MANAGEMENT

1. NORFOLK SOUTHERN IS ACQUIRING EROSION CONTROL PERMIT. THE CONTRACTOR WILL BE REQUIRED TO BECOME A CO-PERMITTEE FOR THIS PERMIT.

2. THE DRAINAGE FACILITIES WILL BE PRIVATELY OWNED AND OPERATED BY NORFOLK SOUTHERN.

GEOMETRIC CONTROL AND EXISTING CONDITIONS

1. EXISTING CONDITIONS WERE TAKEN FROM FIELD AND LIDAR SURVEY. INFORMATION SHOWN CONCERNING FEATURES AND UTILITIES IS NOT GUARANTEED ALL INCLUSIVE OR CORRECT. THE LOCATION, MATERIAL AND DIMENSIONS OF EXISTING FACILITIES AND OBSTRUCTIONS ARE BASED UPON AVAILABLE RECORDS AND ARE SHOWN ON THE PLANS STRICTLY AS AN AID TO THE CONTRACTOR, BUT MUST NOT BE CONSTRUED AS BEING ACCURATE, CORRECT OR COMPLETE.

2. SEE EXISTING CONDITION PLANS FOR CONTROL POINT LOCATIONS. CONTROL POINT DATA AND DESCRIPTIONS ARE PROVIDED ON THE EXISTING CONDITION & REMOVAL PLAN.

3. THE SURVEY DATA AND CONTROL NETWORK IS BASED ON THE PERRY COUNTY CONTROL NETWORK, WHOSE HORIZONTAL CONTROL HAS BEEN ESTABLISHED FROM NAD 1983 (1986) AND WHOSE VERTICAL CONTROL HAS BEEN ESTABLISHED FROM NAVD 1988.

RAILROAD OPERATIONS

1. THE CONTRACTOR SHALL NOT PERFORM ANY WORK ON ACTIVE NS TRACKS, UTILITIES OR FACILITIES, UNLESS DIRECTED IN WRITING BY THE NS REPRESENTATIVE.

2. THE CONTRACTOR'S WORK SHALL NOT INTERRUPT THE OPERATIONS OF THE RAILROAD WITHOUT PRIOR APPROVAL OF THE NS REPRESENTATIVE.

3. THE CONTRACTOR SHALL NOT FOUL LIVE TRACKS WITHOUT PERMISSION AND AN APPOINTED FLAGMEN ON DUTY.

4. CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT EVERY EMPLOYEE OR SUBCONTRACTOR IS TRAINED & KNOWLEDGEABLE OF ROADWAY WORKERS PROTECTION RULES AND CARRIES PROPER CREDENTIALS WHILE WORKING NEAR OR ON NS ROW.

LIST OF PUBLIC UTILITIES

LEGEND	UTILITY COMPANY	REPRESENTATIVE
—— F/O ——	PENCOR SERVICES/BLUE RIDGE COMMUNICATION	JEFF CRANDALL jcrandall@pencor.com
—— F/O ——	WINDSTREAM	BRADLEY HAHN jcrandall@pencor.com
—— OE ——	PPL ELECTRIC UTILITES CORPORATION	DOUG HAUPT jcrandall@pencor.com
—— G ——	BUCKEYE PARTNERS (IA)	DAVE JONES jcrandall@pencor.com
	PENN TOWNSHIP/PENN TOWNSHIP MUNICIPAL AUTHORITY (PTP)	HELEN KLINEPETER penntwp6@ptd.com
—— E ——	BRIGHTSPEED (BSD)	CASE WELLS case.wells@brightspeed.com
—— WL ——	VEOLIA WATER PENNSYLVANIA INC (DH)	BEATRIZ DUNDAS beatriz.dundas@veolia.com
—— F/O ——	CENTURYLINK FORMERLY LEVEL 3 (LKC)	NOLAN SNYDER nolan.snyder@centurylink.com
—— F/O ——	COMCAST CABLE COMMUNICATIONS INC (SB)	MICHAEL SWEIGARD mike_sweigard@cable.comcast.com

R	By	Date	Revision Description

Owning Company: NORFOLK SOUTHERN RAILWAY COMPANY

NORFOLK SOUTHERN ENGINEERING DESIGN & CONSTRUCTION

Drawing Date:	07/11/2025	Operating Division:	KEYSTONE	PID Number:	D3217	City / State:	PENN TWP AND MARYSVILLE BOROUGH, PA
Designed By:	GL	Milepost:	PT 110.8 - PT 120	File Number:	TRK1114728	Project:	PROPOSED 3RD MAINLINE MARY-CANNON
Drawn By:	WRB	Checked By:	WVB	County:	PERRY	VRN:	F-08067

GENERAL NOTES

Drawing Number: TD-2023-56

Sheet Number: 5/498

LEGEND

TRACK SYMBOLS

EXISTING	TO BE REMOVED	PROPOSED	
			POINT OF SWITCH
			POS - POWERED
			DERAIL
			EXISTING TRACK
		TBL	TRACK TO BE LINED
		TBR	TRACK TO BE REMOVED
			TRACK TO BE LINED BY NS FORCES
			TRACK CONSTRUCTION BY NS FORCES
			TRACK TO BE REMOVED
			TRACK TO BE LOWERED BY NS FORCES
			TRACK CONSTRUCTION BY CONTRACTOR
			SWITCH HEATER
			SIGNAL SHELTER
			BACKUP GENERATOR
			SIGNAL BRIDGE
			SIGNAL CANTILEVER
20 T-1	20 T-1	20 T-1	POINT OF SWITCH - TURNOUT SIZE - DESIGNATION
		PT-111	MILE POST MARKER (STATION & MILE)

MISCELLANEOUS SYMBOLS

EXISTING	PROPOSED	
		ELECTRICAL TRANSMISSION TOWER
WOODED		WOODS
		HIGHWAY GUARD RAIL
		CONCRETE BARRIER
		DIRECTIONAL SIGN
		FENCE - 8' CHAINLINK W/BARBED WIRE TOP (UNLESS OTHERWISE NOTED)
615	615	CONTOUR
615.0	N 1721296.22 E 1032542.13 EL 615.2	SPOT ELEVATION
DWLG	BLDG	STRUCTURE
		PROPOSED DOUBLE LEAF SECURITY GATE
		2'H x 2'W x 6'L CONCRETE BLOCKS
		BOLLARD
	CP #20	SURVEY CONTROL POINT
		NORFOLK SOUTHERN RIGHT-OF-WAY (NS ROW)
		PROPERTY LINE
MB		MAILBOX

EROSION CONTROL SYMBOLS

PROPOSED	
CFS	12" COMPOST FILTER SOCK
	NPDES PERMIT BOUNDARY
	LIMIT OF DISTURBANCE
	ROCK BARRIER
	ROCK APRON
RCE	ROCK CONSTRUCTION ENTRANCE
	EROSION CONTROL MULCH BLANKET (ECMB) (SLOPES STEEPER THAN 3:1)

PAVEMENT SYMBOLS

EXISTING	PROPOSED	
		ASPHALT PAVEMENT
		GRAVEL ROAD

STORMWATER MANAGEMENT SYMBOLS

EXISTING	PROPOSED	
	R R	PIPE TO BE REMOVED
		DRAINAGE PIPE
	P1-5	DRAINAGE PIPE I.D.
		CATCH BASIN
		DRAINAGE INLET (INL)
		FLOW DIRECTION
		SWALE
		ROCK APRON

UTILITY SYMBOLS

EXISTING	PROPOSED	
W		WATER LINE
		SANITARY SEWER LINE
		UTILITY POLE
		GENERATOR
		FUSIBLE DISCONNECT SWITCH
		LOAD BREAK ELBOW CONNECTOR
		CURRENT TRANSFORMER
		2-WIND TRANSFORMER
		FUSE
	XXA/XP	CIRCUIT BREAKER (AMPS TRIP/NO OF POLES)
		AUTOMATIC TRANSFER SWITCH
		PAD MOUNTED SWITCH
OE	OE	OVERHEAD ELECTRIC CONDUCTORS (MEDIUM VOLTAGE)
		STREET WOODEN POLE LIGHTING (SINGLE FIXTURE)
		TRACK WOODEN POLE LIGHTING (SINGLE FIXTURE)
		ELECTRICAL MANHOLE (15KV)
	T	TELECOMMUNICATIONS HANDHOLE
	E	ELECTRICAL HANDHOLE
		SANITARY SEWER MANHOLE
F/O		UNDERGROUND FIBER OPTIC LINE
		HIGHMAST LIGHT & TOWER FOUNDATION
G		BURIED GAS LINE

DETAIL IDENTIFICATION SYMBOLS

DETAIL CALLOUT

X
##

DETAIL NAME

SEE SHEET ## FOR DETAIL

TYPICAL SECTION CALLOUT

DIRECTION OF SECTION

X
##

TYPICAL SECTION NAME

SEE SHEET ##
FOR TYPICAL SECTION

H-Scale: 1"=50' 25 0 50 100

R	By	Date	Revision Description

NORFOLK SOUTHERN

Owning Company: NORFOLK SOUTHERN RAILWAY COMPANY

NORFOLK SOUTHERN ENGINEERING DESIGN & CONSTRUCTION

Drawing Date:	07/11/2025	Operating Division:	KEYSTONE	PID Number:	D3217
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City / State: PENN TWP AND MARYSVILLE BOROUGH, PA

Project: PROPOSED 3RD MAINLINE MARY-CANNON
LEGEND AND SYMBOLS

Drawing Number: TD-2023-56

Sheet Number: 6/498

ABBREVIATIONS

AASHTO	AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS
ABV	ABOVE
ABUT	ABUTMENT
AC	ACRE
ADJ	ADJUST
AGG	AGGREGATE
AGS	AUTOMATIC GATE SYSTEM
AH	AHEAD
APPROX	APPROXIMATE
AREMA	AMERICAN RAILWAY ENGINEERING AND MAINTENANCE-OF-WAY ASSOCIATION
AS	AERIAL SURVEY
ASPH	ASPHALT
ASTM	AMERICAN SOCIETY FOR TESTING AND MATERIALS
ATS	AUTOMATIC TRANSFER SWITCH
AVE	AVENUE
℄	BASE LINE
BARR	BARRICADE
B&B	BRIDGE & BUILDING
B-B	BACK TO BACK
BBOX	BUFFALO BOX
B/C	BACK OF CURB
BCCMP	BITUMINOUS COATED CORRUGATED METAL PIPE
BGN	BEGIN
BIND	BINDER
BIT	BITUMINOUS
BK	BACK
B.L.	BASE LINE
BLDG	BUILDING
BLVD	BOULEVARD
BM	BENCHMARK
BMP	BEST MANAGEMENT PRACTICES
BPH	BRIDGE PLATE HOLDER
BRK	BRICK
BTM	BOTTOM
BVC	BEGIN VERTICAL CURVE
BW	BACKWALL
B/W	BASE OF WALL
C	TRACK CURVE NUMBER (C-4)
CA	COARSE AGGREGATE
CALC	CALCULATION
CB	CATCH BASIN
C-C	CENTER-CENTER
CEM	CEMETERY
CERT	CERTIFIED
CFS	CUBIC FEET PER SECOND
C&G	CURB & GUTTER
CHSLD	CHISELED
CIP	CAST IRON PIPE
C.I.P.	CAST IN PLACE
C.J.	CONTROL JOINT OR CONSTRUCTION JOINT
℄	CENTERLINE
CL-E	CENTERLINE TO EDGE
CL-F	CENTERLINE TO FACE
CLID	CLOSED LID
CL PT	CLEARANCE POINT
CLR	CLEARANCE
CLSD	CLOSED
CMP	CORRUGATED METAL PIPE
CNTY	COUNTY
CO	CLEANOUT
COMB	COMBINATION
COMP	COMPRESSOR
CONC	CONCRETE
CONST	CONSTRUCT
CONT	CONTINUOUS
CONTD	CONTINUED
COR	CORNER
CORPS	CORPS OF ENGINEERS (ARMY)
CORR	CORRUGATED
CP	CONTROL POINT
CPT	CONTROL POWER TRANSFORMER
CRAA	COLUMBUS REGIONAL AIRPORT AUTHORITY
CS	CURVE TO SPIRAL
CSX	CSX CORPORATION
CTS	CENTERS
CULV	CULVERT
CU YD	CUBIC YARD
CWR	CONTINUOUS WELDED RAIL
C-(X)	CURVE DESIGNATION (C-4)

D	DEGREE OF CURVE
D/S	DOWNSTREAM
DBL	DOUBLE
DC	DEPRESSED CURB
DCCD	DAUPHIN COUNTY CONSERVATION DISTRICT
DEPT	DEPARTMENT
DET	DETECTOR
DG	DIESEL GENERATOR
DIA	DIAMETER
DIST	DISTRICT
DIVN	DIVISION
DOM	DOMESTIC
DR	DRAINAGE
DRV	DRIVEWAY
DSEL	DOWNSTREAM ELEVATION
DSFL	DOWNSTREAM FLOWLINE
DWG	DRAWING
E	EAST
EX	EXISTING
Ea	ACTUAL SUPERELEVATION
EE	EQUILIBRIUM SUPERELEVATION
EU	UNBALANCED SUPERELEVATION
EA	EACH
EB	EASTBOUND
E-CL	EDGE TO CENTERLINE
E-E	EDGE TO EDGE
EL	ELEVATION
ELEV.	ELEVATION
EMPA	EXCESS MATERIAL PLACEMENT AREA
ENTR	ENTRANCE
EOP	EDGE OF PAVEMENT
EQ	EQUAL
EQPT	EQUIPMENT
EST	ESTIMATE
EVC	END VERTICAL CURVE
EXIST	EXISTING
EXC	EXCAVATION
$F_{C'}$	COMPRESSIVE STRESS IN CONCRETE
F_Y	YIELD STRENGTH
F&G	FRAME & GRATE
F-F	FACE TO FACE
FDN	FOUNDATION
FH	FIRE HYDRANT
FHWA	FEDERAL HIGHWAY ADMINISTRATION
FED	FEDERAL
FES	FLARED END SECTION
FL	FLOW LINE
FP	FENCE POST
FR	FRAME
FT	FOOT OR FEET
FTG	FOOTING
GA	GAUGE
GAL	GALLON
GALV	GALVANIZED
GM	GAS METER
GND	GROUND
GPM	GALLONS PER MINUTE
GR	GROUND
GRAN	GRANULAR
GRVL	GRAVEL
GUT	GUTTER
GV	GAS VALVE
HA	HECTARE
HAB	HOT AIR BLOWER
HD	HEAD
HDUTY	HEAVY DUTY
HDW	HEADWALL
HF	HEEL OF FROG
HH	HANDHOLE
HML	HIGH MAST LIGHT
HORIZ	HORIZONTAL
HSE	HOUSE
HWE	HIGH WATER ELEVATION
HWL	HIGH WATER LEVEL
HPS	HIGH PRESSURE SODIUM
IMF	INTERMODAL FACILITY
IMP	IMPROVEMENT
IN	INCH
INL	INLET
INS JNT	INSULATED JOINT
INST	INSTALL
INV	INVERT
IP	IRON PIPE
IR	IRON ROD

J-BOX	JUNCTION BOX
JT	JOINT
KG	KILOGRAM
K SI	1000 POUNDS PER SQUARE INCH
L	LENGTH OF CURVE
LC	LENGTH OF CURVE
LS	LENGTH OF SPIRAL
LBS	POUNDS
LC	LONG CHORD
LF	LINEAR FEET
LGT	LIGHTING
LGTH	LEFT HAND
LH	LANE
LN	LENGTH
LNG	LONGITUDINAL
LP	LIGHT POLE
L SUM	LUMP SUM
LT	LEFT
LLT	LIMIT OF LONG TIES
M	METER
M^2	SQUARE METER
M^3	CUBIC METER
MM	MILLIMETER
M	MID-ORDINATE
MACH	MACHINE
MATL	MATERIAL
MAX	MAXIMUM
MB	MAIL BOX
MBH	MOBILE HOME
METH	METHOD
MFT	MOTOR FUEL TAX
MH	MANHOLE
MIN	MINIMUM
MISC	MISCELLANEOUS
MIX	MIXTURE
MOD	MODIFIED
MOW	MAINTENANCE-OF-WAY
MPH	MILES PER HOUR
MSG	MAIN SWITCH GEAR
MTCE	MAINTENANCE
MW	MONITORING WELL
N	NORTH
N & BC	NAIL & BOTTLE CAP
N & C	NAIL & CAP
N & W	NAIL & WASHER
NAT	NATURAL
NB	NORTHBOUND
NC	NORMAL CROWN
NE	NORTHEAST
N.I.C.	NOT IN CONTRACT
NOAA	NATIONAL OCEANIC ATMOSPHERIC ADMINISTRATION
NO.	NUMBER
NOI	NOTICE OF INTENT
NOT	NOTICE OF TERMINATION
NPDES	NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM
NS	NORFOLK SOUTHERN RAILWAY COMPANY
NTS	NOT TO SCALE
NW	NORTHWEST
NWL	NORMAL WATER LEVEL
OD	OUTSIDE DIAMETER
OLID	OPEN LID
OSHA	OCCUPATIONAL SAFETY HAZARD ASSOCIATION
OWS	OIL WATER SEPARATOR
PA	PENNSYLVANIA
PADEP	PENNSYLVANIA DEPARTMENT OF ENVIRONMENTAL PROTECTION
PX	POINT LOCATION (P4)
PAT	PATTERN
PC	POINT OF CURVATURE
P.C.	PROPERTY CORNER
PCC	PORTLAND CEMENT CONCRETE
PCSM	POST CONSTRUCTION STORMWATER MANAGEMENT

PED	PEDESTAL/PEDESTRIAN
PENNDOT	PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
PERF.	PERFORATED
PF	POINT OF FROG
PGL	PROPOSED GRADE LINE
PI	POINT OF INTERSECTION OF HORIZONTAL CURVATURE
PITO	POINT OF INTERSECTION-TURNOUT
PJF	PREFORMED JOINT FILLER
PL	PROPERTY LINE
PM	PAVEMENT MARKING
PMS	PAD MOUNTED SWITCH
PNT	POINT
PP	POWER POLE
PROP	PROPOSED
PR	PROPOSED
PRC	PRECAST REINFORCED CONCRETE
PRC FES	PRECAST FLARED END SECTION
PROF	PROFILE
PROJ	PROJECT
PS	POINT OF SWITCH
PSF	POUND PER SQUARE FOOT
PSI	POUND PER SQUARE INCH
PT	POINT OF TANGENCY
PVC	POLYVINYL CHLORIDE PIPE
PVD	PAVED
PVI	POINT OF VERTICAL INTERSECTION
PVMT	PAVEMENT
PWR	POWER
QTY	QUANTITY
R	RATE OF CHANGE
R	RADIUS
RCC	ROLLER COMPACTED CONCRETE
RCCP	REINFORCED CONCRETE CULVERT PIPE
RD	ROAD
RDWY	ROADWAY
REINF	REINFORCED
REM	REMOVAL
REP	REPLACEMENT
RESURF	RESURFACING
RET	RETAINING
RH	RIGHT HAND
ROW	RIGHT-OF-WAY
RR	RAILROAD
RT	RIGHT
RTE	ROUTE
RW	RETAINING WALL
S	SOUTH
SAN	SANITARY
SANS	SANITARY SEWER
SB	SOUTHBOUND
S.C.	SPIRAL TO CURVE
SDR	STANDARD DIMENSION RATIO
SE	SOUTHEAST
S.E.	SUPERELEVATION ACTUAL
SEC	SECTION
SEED	SEEDING
SF	SQUARE FOOT
SH	SECOND HAND
SHT	SHEET
SHAP	SHAPING
SHLD	SHOULDER
SIG	SIGNAL
SM	SOLID MEDIAN
SOD	SODDING
SP	SPIRAL
SPBGR	STEEL PLATE BEAM GUARDRAIL
SPC	SEISMIC PERFORMANCE CATEGORY
SPL	SPECIAL
SQ	SQUARE
SQ FT	SQUARE FEET
SQ YD	SQUARE YARD
SR	STATE ROUTE
SS	STORM SEWER
ST	SPIRAL TO TANGENT
STA.	STATION
STB	STABILIZED
STD	STANDARD
STR	STRUCTURE
SURF	SURFACE
SW	SHOULDER WIDTH
SWM	STORMWATER MANAGEMENT

T	LENGTH OF TANGENT OR TANGENT DISTANCE
TΔ	TOTAL CENTRAL ANGLE
TS	CURVES-TOTAL TANGENT
T/	TOP OF
TB	TELEPHONE BOX
TBD	TO BE DETERMINED
TBR	TO BE REMOVED
TDPU	TIME DELAY PICK UP
TEL	TELEPHONE
TEMP	TEMPORARY
TF	TRACK FEET
TMR	TIME DELAY RELAY
T.O.	TURNOUT
TP	TELEPHONE POLE
T/P	TOP OF PIPE
T/R	TOP OF RAIL
TRF	TRANSFORMER
TRK	TRACK
TRVL	TRAVEL
TRVS	TRANSVERSE
T.S.	TANGENT TO SPIRAL
TVSS	TRANSIENT VOLTAGE SURGE SUPPRESSOR
T/W	TOP OF WALL
TY	TYPE
TYP	TYPICAL
U.N.T.	UNNAMED TRIBUTARY
UD	UNDERDRAIN
UNDGND	UNDERGROUND
UPS	UNINTERUPTED POWER SUPPLY
U/S	UPSTREAM
USGS	U.S. GEOLOGICAL SURVEY
UTIL	UTILITY
VF	VERTICAL FOOT
V:H	VERTICAL:HORIZONTAL
VAR	VARIANCE
VBOX	VALVE BOX
VC	VERTICAL CURVE
VCL	VERTICAL CURVE LENGTH
VEH	VEHICLE
VERT	VERTICAL
VLT	VAULT
VPC	VERTICAL POINT OF CURVATURE
VPI	VERTICAL POINT OF INTERSECTION
VP	VENT PIPE
VPT	VERTICAL POINT OF TANGENCY
W	WEST
W/	WITH
WB	WESTBOUND
WETL	WETLANDS
WM	WATER MAIN
W/O	WITHOUT
WV	WATER VALVE
WWF	WELDED WIRE FABRIC
X-ING	CROSSING
X-OVER	CROSSOVER

R	By	Date	Revision Description

NORFOLK SOUTHERN

NORFOLK SOUTHERN ENGINEERING DESIGN & CONSTRUCTION

Owning Company: NORFOLK SOUTHERN RAILWAY COMPANY

Drawing Date:	07/11/2025	Operating Division:	KEYSTONE	PID Number:	D3217
Designed By:	GL	Milepost:	PT 110.8 - PT 120	File Number:	TRK1114728
Drawn By:	WRB	Checked By:	WVB	County:	PERRY
				VRN:	F-08067

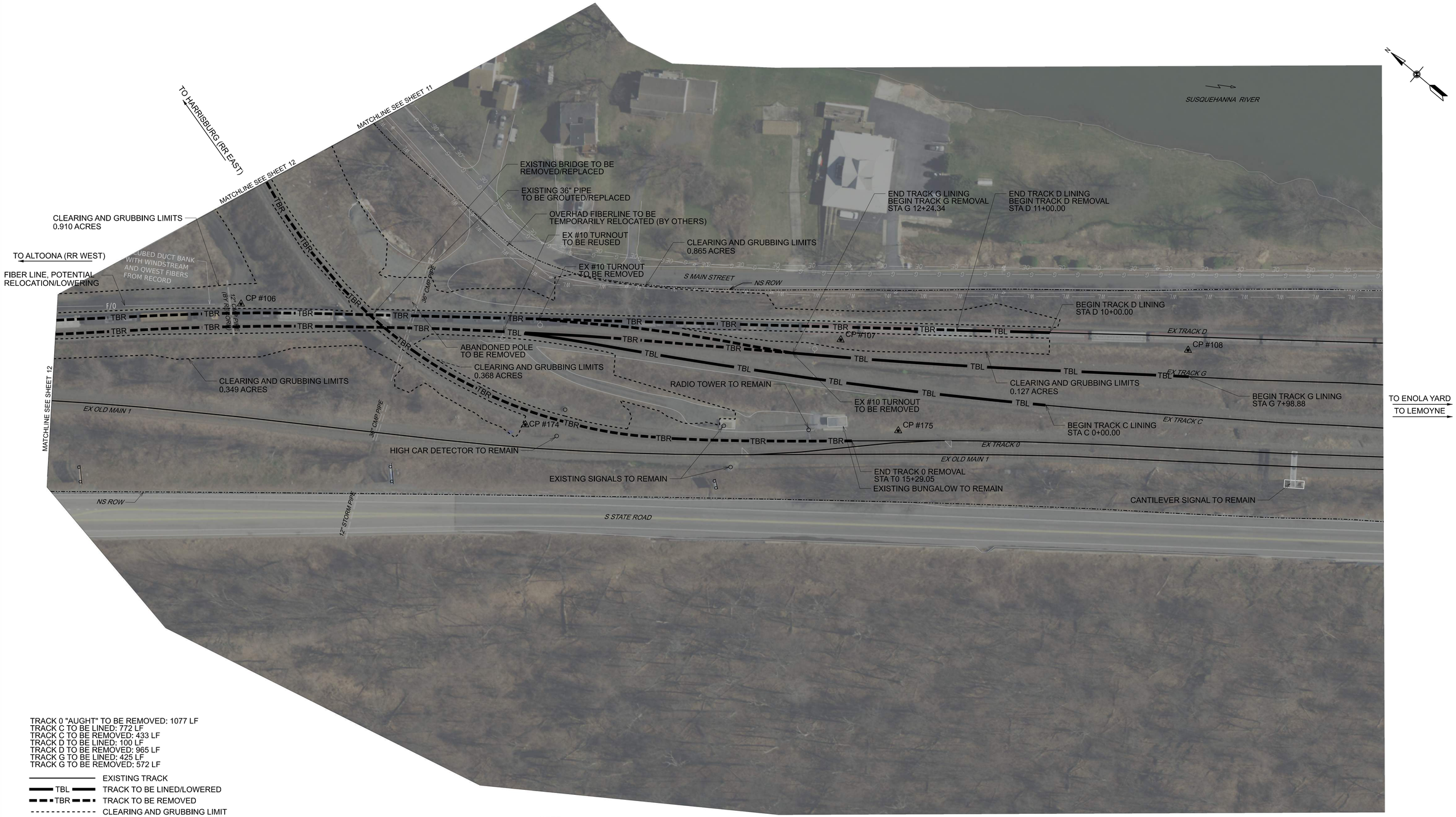
City / State: PENN TWP AND MARYSVILLE BOROUGH, PA

Project: PROPOSED 3RD MAINLINE MARY-CANNON

ABBREVIATIONS

Drawing Number: TD-2023-56

Sheet Number: 7/498



TRACK 0 "AUGHT" TO BE REMOVED: 1077 LF
TRACK C TO BE LINED: 772 LF
TRACK C TO BE REMOVED: 433 LF
TRACK D TO BE LINED: 100 LF
TRACK D TO BE REMOVED: 965 LF
TRACK G TO BE LINED: 425 LF
TRACK G TO BE REMOVED: 572 LF

- EXISTING TRACK
- TBL — TRACK TO BE LINED/LOWERED
- TBR — TRACK TO BE REMOVED
- CLEARING AND GRUBBING LIMIT

PROJECT CONTROL POINTS

CONTROL POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION	MATERIAL
CP #106	364395.0090	2200473.7780	331.33		IRON PIN & CAP
CP #107	363879.3450	2200859.2070	337.03		IRON PIN & CAP
CP #108	363587.8310	2201090.9360	341.69		IRON PIN & CAP
CP #174	364078.7660	2200571.6250	354.37		IRON PIN & CAP
CP #175	363769.4100	2200824.6420	356.82		IRON PIN & CAP

NOTE:
EXISTING SIGNALS AND DETECTORS IN CLEARING AND GRUBBING AREAS TO REMAIN IN PLACE AND KEPT IN SERVICE DURING WORK ACTIVITIES.

H-Scale: 1"=50' 25 0 50 100

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PID Number: D3217
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VRN: F-08067

City / State: PENN TWP AND MARYSVILLE BOROUGH, PA
Project: PROPOSED 3RD MAINLINE MARY-CANNON
EXISTING CONDITIONS AND REMOVAL PLAN
(SHEET 1 OF 24)
Drawing Number: TD-2023-56
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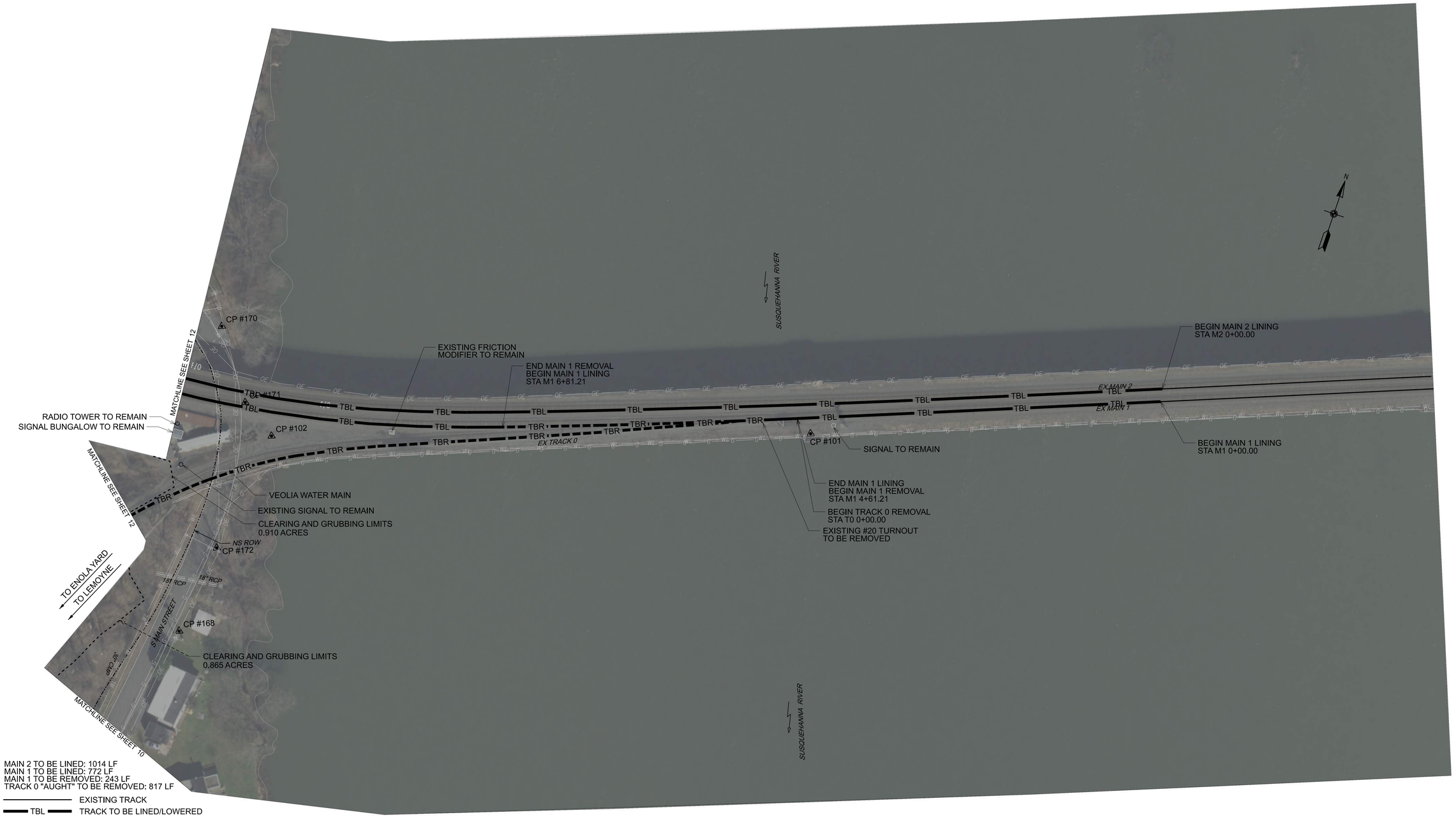
TO ALTOONA (RR WEST)

TO HARRISBURG (RR EAST)



MAIN 2 TO BE LINED: 1014 LF
MAIN 1 TO BE LINED: 772 LF
MAIN 1 TO BE REMOVED: 243 LF
TRACK 0 "AUGHT" TO BE REMOVED: 817 LF

- EXISTING TRACK
- TBL — TRACK TO BE LINED/LOWERED
- TBR — TRACK TO BE REMOVED
- CLEARING AND GRUBBING LIMIT

PROJECT CONTROL POINTS

CONTROL POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION	MATERIAL
CP #101	364918.4540	2201325.4230	351.83		IRON PIN & CAP
CP #102	364738.2220	2200797.0120	351.71		IRON PIN & CAP
CP #168	364516.3900	2200771.3710	318.52		IRON PIN & CAP
CP #170	364829.2030	2200711.7870	318.40		IRON PIN & CAP
CP #172	364610.3490	2200780.5400	317.86		IRON PIN & CAP

NOTE:
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H-Scale: 1"=50' 25 0 50 100

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NORFOLK SOUTHERN

Owning Company: NORFOLK SOUTHERN RAILWAY COMPANY

NORFOLK SOUTHERN ENGINEERING DESIGN & CONSTRUCTION

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City / State: PENN TWP AND MARYSVILLE BOROUGH, PA

Project: PROPOSED 3RD MAINLINE MARY-CANNON
EXISTING CONDITIONS AND REMOVAL PLAN
(SHEET 2 OF 24)

Drawing Number: TD-2023-56

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OLD MAIN TO BE REMOVED: 169 LF
MAIN 2 TO BE LINED: 1276 LF
MAIN 1 TO BE LINED: 329 LF
MAIN 1 TO BE REMOVED: 1070 LF
TRACK 0 "AUGHT" TO BE REMOVED: 183 LF
TRACK D TO BE LINED: 898 LF
TRACK D TO BE REMOVED: 199 LF
TRACK G TO BE LINED: 897 LF
TRACK G TO BE REMOVED: 198 LF

EXISTING TRACK
TBL TRACK TO BE LINED/LOWERED
TBR TRACK TO BE REMOVED
CLEARING AND GRUBBING LIMT

PROJECT CONTROL POINTS

CONTROL POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION	MATERIAL
CP #103	364813.3250	2200134.7110	354.09		IRON PIN & CAP
CP #104	364891.5160	2199966.3350	354.53		IRON PIN & CAP
CP #105	364650.4570	2200269.6380	331.05		IRON PIN & CAP
CP #109	365006.5310	2199973.8300	356.19		IRON PIN & CAP
CP #110	365346.1150	2199691.4300	355.66		IRON PIN & CAP
CP #169	364947.9900	2200522.6450	321.02		MAG SPIKE
CP #173	364479.1290	2200584.5690	351.90		IRON PIN & CAP
CP #176	365033.6520	2199781.7500	355.09		IRON PIN & CAP

NOTE:
EXISTING SIGNALS AND DETECTORS IN CLEARING AND GRUBBING AREAS TO REMAIN IN PLACE AND KEPT IN SERVICE DURING WORK ACTIVITIES.

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H-Scale: 1"=50' 25 0 50 100

NORFOLK SOUTHERN
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NORFOLK SOUTHERN ENGINEERING DESIGN & CONSTRUCTION

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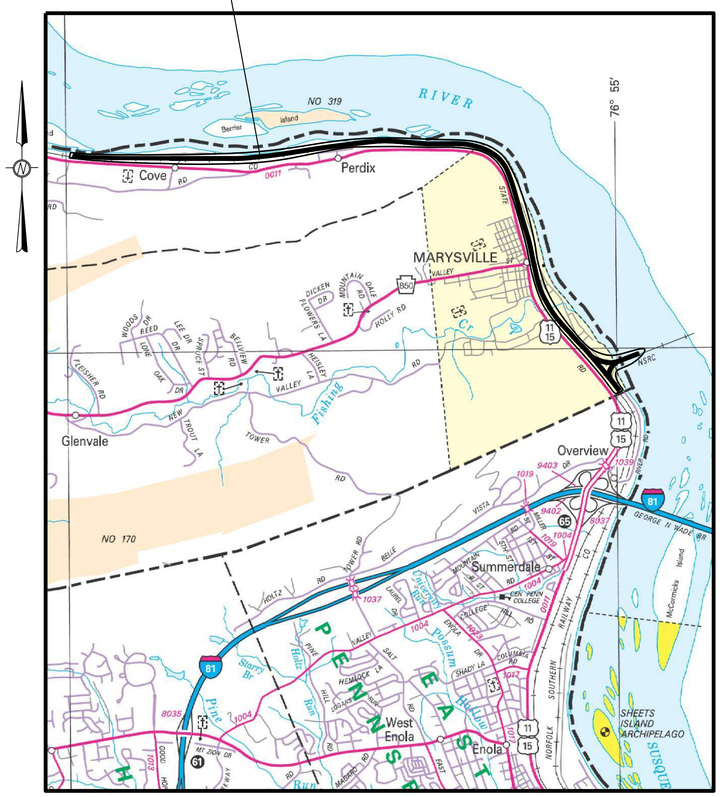
City / State: PENN TWP AND MARYSVILLE BOROUGH, PA
Project: PROPOSED 3RD MAINLINE MARY-CANNON EXISTING CONDITIONS AND REMOVAL PLAN (SHEET 3 OF 24)
Drawing Number: TD-2023-56
Sheet Number: 12/498

PROJECT LOCATION

Location Map



EMERGENCY ROOM:
PENN STATE HAMPDEN MEDICAL CENTER
2200 GOOD HOPE ROAD ENOLA, PA

ENOLA, PA

0.50 0 0.50 1

SCALE: 1" = 0.50 MILES

GENERAL NOTES (EROSION CONTROL)

1. A COPY OF THE APPROVED EROSION & SEDIMENT CONTROL PLAN MUST BE AVAILABLE AT THE PROJECT SITE AT ALL TIMES.

2. AT LEAST 7 DAYS BEFORE STARTING ANY EARTH DISTURBANCE ACTIVITIES, THE OWNER AND/OR CONTRACTOR SHALL INVITE ALL CONTRACTORS INVOLVED IN THOSE ACTIVITIES, THE LANDOWNER, ALL APPROPRIATE MUNICIPAL OFFICIALS, THE EROSION AND SEDIMENT CONTROL PLAN PREPARER, AND A REPRESENTATIVE OF THE PERRY COUNTY CONSERVATION DISTRICT TO AN ON-SITE PRE-CONSTRUCTION MEETING.

3. AT LEAST 3 DAYS BEFORE STARTING ANY EARTH DISTURBANCE ACTIVITIES, ALL CONTRACTORS INVOLVED IN THOSE ACTIVITIES SHALL NOTIFY THE PENNSYLVANIA ONE CALL SYSTEM INCORPORATED AT 1- 800-242-1776 FOR THE LOCATION OF EXISTING UNDERGROUND UTILITIES. UTILTIES OWNED BY NS WILL NOT BE IDENTIFIED THROUGH THE PA ONE CALL SYSTEM, AND SEPARATE DIRECT COORDINATION WITH NS IS REQUIRED FOR UTILITY/CABLE IDENTIFICATION AND PROTECTION

4. ALL EARTH DISTURBANCE ACTIVITIES SHALL PROCEED IN ACCORDANCE WITH THE BMP INSTALLATION SEQUENCE. EACH STAGE SHALL BE COMPLETED AND IMMEDIATELY STABILIZED BEFORE ANY FOLLOWING STAGE IS INITIATED (WHERE APPLICABLE). CLEARING, GRUBBING AND TOPSOIL STRIPPING SHALL BE LIMITED ONLY TO THOSE AREAS DESCRIBED IN EACH STAGE.

5. IMMEDIATELY UPON DISCOVERING UNFORESEEN CIRCUMSTANCES POSING THE POTENTIAL FOR ACCELERATED EROSION AND/OR SEDIMENT POLLUTION, THE CONTRACTOR SHALL IMPLEMENT APPROPRIATE BEST MANAGEMENT PRACTICES TO ELIMINATE THE POTENTIAL FOR ACCELERATED EROSION AND/OR SEDIMENT POLLUTION. ANY AND ALL PLAN CHANGES WILL REQUIRE APPROVAL BY PERRY COUNTY CONSERVATION DISTRICT.

6. AFTER FINAL SITE STABILIZATION HAS BEEN ACHIEVED, TEMPORARY EROSION AND SEDIMENTATION CONTROLS MUST BE REMOVED. AREA DISTURBED DURING REMOVAL OF THE CONTROLS MUST BE STABILIZED IMMEDIATELY. PERMANENT STABILIZATION SHOULD BE DEFINED AS "A MINIMUM UNIFORM 70% PERENNIAL VEGETATIVE COVER OR OTHER PERMANENT NON-VEGETATIVE COVER WITH A DENSITY SUFFICIENT TO RESIST ACCELERATED SURFACE EROSION AND SUBSURFACE CHARACTERISTICS SUFFICIENT TO RESIST SLIDING AND OTHER MOVEMENTS".

7. UPON COMPLETION OF ALL EARTH DISTURBANCE ACTIVITIES AND PERMANENT STABILIZATION OF ALL DISTURBED AREAS, THE OWNER AND/OR CONTRACTOR SHALL CONTACT THE PERRY COUNTY CONSERVATION DISTRICT FOR A FINAL INSPECTION PRIOR TO THE REMOVAL OF THE BMPS.

8. IMMEDIATELY AFTER EARTH DISTURBANCE ACTIVITIES CEASE, THE CONTRACTOR SHALL STABILIZE THE DISTURBED AREAS. DURING NON-GERMINATING PERIODS, MULCH MUST BE APPLIED AT THE SPECIFIED RATES. DISTURBED AREAS WHICH ARE NOT AT FINISHED GRADE AND WHICH WILL BE RE-DISTURBED WITHIN 1 YEAR MUST BE STABILIZED IN ACCORDANCE WITH THE TEMPORARY VEGETATIVE STABILIZATION SPECIFICATIONS. DISTURBED AREAS WHICH ARE AT FINAL GRADE OR WHICH WILL NOT BE RE-DISTURBED WITHIN 1 YEAR MUST BE STABILIZED IN ACCORDANCE WITH THE PERMANENT VEGETATIVE STABILIZATION SPECIFICATIONS.

9. UNTIL THE SITE IS STABILIZED, ALL EROSION AND SEDIMENT CONTROL BMPS MUST BE MAINTAINED PROPERLY BY THE CONTRACTOR. MAINTENANCE MUST INCLUDE INSPECTIONS OF ALL EROSION AND SEDIMENT CONTROL BMPS AFTER EACH RUNOFF EVENT AND ON A WEEKLY BASIS. ALL PREVENTATIVE AND REMEDIAL MAINTENANCE WORK, INCLUDING CLEAN OUT, REPAIR, REPLACEMENT, RE-GRADING, RESEEDING, RE-MULCHING AND RE-NETTING MUST BE PERFORMED IMMEDIATELY. IF EROSION AND SEDIMENT CONTROL BMPS FAIL TO PERFORM AS EXPECTED, REPLACEMENT BMPS, OR MODIFICATIONS OF THOSE INSTALLED WILL BE REQUIRED.

10. ANY SEDIMENT REMOVED FROM BMPS DURING CONSTRUCTION WILL BE REMOVED FROM THE SITE AND DISPOSED AT AN APPROVED LANDFILL.

11. ALL BUILDING MATERIALS AND WASTES MUST BE REMOVED FROM THE SITE AND RECYCLED OR DISPOSED OF IN ACCORDANCE WITH THE DEPARTMENT'S SOLID WASTE MANAGEMENT REGULATIONS AT 25 PA. CODE 260.1 ET SEQ., 271.1., AND 287.1 ET SEQ. NO BUILDING MATERIALS OR WASTES OR UNUSED BUILDING MATERIALS SHALL BE BURNED, BURIED, DUMPED, OR DISCHARGED AT THE SITE.

12. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE REMOVAL OF ANY EXCESS MATERIAL AND MAKE SURE THE SITE(S) RECEIVING THE EXCESS HAS AN APPROVED EROSION AND SEDIMENT CONTROL PLAN THAT MEETS THE CONDITIONS OF CHAPTER 102 AND/OR OTHER STATE AND FEDERAL REGULATIONS.

13. THE CONTRACTOR MUST ENSURE THAT VISUAL SITE INSPECTIONS ARE CONDUCTED WEEKLY, AND AFTER EACH MEASURABLE PRECIPITATION EVENT BY QUALIFIED PERSONNEL, TRAINED AND EXPERIENCED IN EROSION AND SEDIMENT CONTROL, TO ASCERTAIN THAT THE EROSION AND SEDIMENT CONTROL (E&S) BMPS ARE OPERATIONAL AND EFFECTIVE IN PREVENTING POLLUTION TO THE WATERS OF THE COMMONWEALTH. A WRITTEN REPORT OF EACH INSPECTION SHALL BE KEPT, AND INCLUDE

    A) A SUMMARY OF THE SITE CONDITIONS, E&S BMPS, AND COMPLIANCE; AND
    B) THE DATE, TIME, AND THE NAME OF THE PERSON CONDUCTING THE INSPECTION.

14. DUE TO THE PROXIMITY OF THIS PROJECT TO A BALD EAGLE NEST, IT IS POSSIBLE THAT THE PROJECT ACTIVITIES MAY DISTURB BALD EAGLES, WHICH IS A FORM OF "TAKE" UNDER THE BALD EAGLE PROTECTION ACT AND MAY REQUIRE A PERMIT.

15. ENVIRONMENTAL DUE DILIGENCE MUST BE PERFORMED TO DETERMINE IF THE FILL MATERIALS ASSOCIATED WITH THE PROJECT QUALIFY AS CLEAN FILL. ENVIRONMENTAL DUE DILIGENCE INCLUDES, BUT IS NOT LIMITED TO, VISUAL EVALUATION, ODOR, ANALYTICAL TESTING, ENVIRONMENTAL ASSESSMENTS OR AUDITS. ANALYTICAL TESTING IS NOT A REQUIRED PART OF DUE DILIGENCE UNLESS VISUAL INSPECTION AND/OR REVIEW OF THE PAST LAND USE OF THE PROPERTY INDICATES THAT THE FILL MAY HAVE BEEN SUBJECTED TO A SPILL OR RELEASE OF A REGULATED SUBSTANCE. IF VISUALLY SUSPECT OR ODOR IS QUESTIONABLE, STOP WORK IN THE AREA AND CONTACT THE PROJECT ENGINEER. THE PROJECT ENGINEER WILL CONTACT NORFOLK SOUTHERN ENVIRONMENTAL. IF THE FILL MAY HAVE BEEN AFFECTED BY A SPILL OR RELEASE OF A REGULATED SUBSTANCE, IT MUST BE TESTED TO DETERMINE IF IT QUALIFIES AS CLEAN FILL. TESTING SHOULD BE PERFORMED IN ACCORDANCE WITH APPENDIX A OF THE PADEP'S POLICY "MANAGEMENT OF CLEAN FILL." FILL MATERIALS AFFECTED BY A SPILL OR RELEASE OF A REGULATED SUBSTANCE STILL QUALIFIES AS CLEAN FILL PROVIDED THE TESTING REVEALS THAT THE FILL MATERIAL CONTAINS CONCENTRATION OF REGULATED SUBSTANCES THAT ARE BELOW THE RESIDENTIAL LIMITS IN TABLES FP-1A AND FP-1B FOUND IN THE PADEP POLICY "MANAGEMENT OF FILL".

16. UNTIL THE AREA IS DEEMED PERMANENTLY STABILIZED BY AN INSPECTION BY THE PERRY COUNTY CONSERVATION DISTRICT, THE CONTRACTOR IS RESPONSIBLE FOR ALL BEST MANAGEMENT PRACTICES (BMPS) BEING MAINTAINED PROPERLY AND WILL INCLUDE INSPECTIONS AFTER EACH RUNOFF EVENT AND ON A WEEKLY BASIS. ALL PREVENTATIVE AND REMEDIAL WORK INCLUDING CLEAN OUT, REPAIR, REPLACEMENT, RESEEDING, RE-MULCHING, AND RE-MATTING WILL BE PERFORMED IMMEDIATELY.

17. PROPER MECHANISMS WILL BE IMPLEMENTED TO ENSURE THAT ANY CONCRETE WASH WATER, SANITARY WASTES, OR EXCESS CONSTRUCTION MATERIAL WILL BE PROPERLY HANDLED AND DISPOSED OF ACCORDING TO THE MUNICIPAL AND COUNTY WASTE MANAGEMENT PLAN AND IN ACCORDANCE WITH THE SOLID WASTE MANAGEMENT ACT OF JUNE 22, 1985, AS AMENDED ON JULY 18, 1995.

18. ALL WORK AREA WATER WILL BE PUMPED THROUGH A SEDIMENT CONTROL DEVICE PRIOR TO DISCHARGE. NO WORK AREA WATER WILL BE PERMITTED TO BE PUMPED DIRECTLY TO ANY WATERCOURSE OR STORM SYSTEM AT ANY TIME.

19. ALL TRIBUTARIES WITHIN/ADJACENT TO THE PROJECT BOUNDARIES ARE TRIBUTARY TO SUSQUEHANNA RIVER WHICH IS LISTED AS A WARM WATER FISHES (WWF) IN ACCORDANCE WITH CHAPTER 93 OF THE PA CODE.

20. ALL CUT AND FILL SLOPES SHALL BE SEEDED AND MULCHED, AND IF REQUIRED MATTED WITH TEMPORARY SHORT-TERM ROLLED EROSION CONTROL PROJECT, TYPE 2D, AND TEMPORARY EXTENED-TERM, ROLLED EROSION CONTROL PRODUCT, TYPE 3B OR PERMANENT, ROLLED EROSION CONTROL PRODUCT TYPE 5.A, IN 15-FOOT REGULAR INTERVALS BEGINNING AT THE BOTTOM AND WORKING UPSLOPE.

21. REMOVAL AND PROPER DISPOSAL RECYCLING OF THE TEMPORARY BMPS IS REQUIRED WHEN DIRECTED BY THE PERRY COUNTY CONSERVATION DISTRICT. SALVAGEABLE EROSION AND SEDIMENT CONTROL MATERIALS WILL BE RECYCLED AS APPROPRIATE FOR FUTURE RE-USE UPON REMOVAL. UN-SALVAGEABLE EROSION AND SEDIMENT CONTROL MATERIALS WILL BE DISPOSED OF OFFSITE AT AN APPROVED PENNSYLVANIA DEPARTMENT OF ENVIRONMENTAL PROTECTION WASTE FACILITY.

22. SLOPES WILL BE TRACKED IN ACCORDANCE WITH THE TRACKING SLOPE PREPARATION DETAIL.

22. UTILITY LINE WORK SHALL BE IN ACCORDANCE WITH THE APPROVED BMP DETAILS, IMPLEMENTING EFFECTIVE EROSION CONTROL SUCH AS SILT FENCE, SEEDING AND MULCHING, ETC.

23. AT THE END OF EACH WORK DAY, ANY SEDIMENT TRACKED OR CONVEYED ONTO A PUBLIC ROADWAY WILL BE REMOVED FROM THE SITE AND DISPOSED AT AN APPROVED LANDFILL. REMOVAL CAN BE COMPLETED THROUGH THE USE OF MECHANICAL OR HAND TOOLS, BUT MUST NEVER BE WASHED OFF THE ROAD BY THE USE OF WATER.

24. THE TOTAL PROJECT AREA IS 78.20 ACRES. THE TOTAL EARTH DISTURBED AREA 12 ACRES. THIS ENTIRE DISTURBED AREA REMAINS WITHIN THE EXISTING RAILROAD TEMPLATE.

MAINTENANCE PROGRAM FOR TEMPORARY BMP'S

A. COMPOST FILTER SOCK

COMPOST FILTER SOCK SHALL BE BIODEGRADABLE AND PHOTODEGRADABLE.

COMPOST FILTER SOCK SHALL BE INSTALLED AT EXISTING LEVEL GRADE BEYOND THE TOE OF DISTURBANCE.

COMPOST FILTER SOCK SHALL NOT TO BE USED IN AREAS OF CONCENTRATED FLOWS.

ACCUMULATED SILT AND SEDIMENT SHALL BE REMOVED WHERE THE ACCUMULATIONS REACH ½ THE ABOVE GROUND HEIGHT OF THE SOCK.

ANY SECTION OF SOCK WHICH HAS BEEN UNDERMINED OR TOPPED SHALL BE IMMEDIATELY REPAIRED AND RE-POSITIONED AT NO ADDIONAL COST. WOODEN STAKES SHALL BE STAKED A MAXIMUM OF 10-FEET APART. COMPOST FILTER SOCK SHALL BE INSPECTED WEEKLY AND AFTER EVERY RUNOFF EVENT. ALL REQUIRED MAINTENANCE OR REPAIR SHOULD BE DONE IMMEDIATELY.

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NORFOLK SOUTHERN — NORFOLK SOUTHERN ENGINEERING, DESIGN & CONSTRUCTION

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				VRN:	F-08067

City / State: PENN TWP AND MARYSVILLE BOROUGH, PA

Project: PROPOSED 3RD MAINLINE MARY-CANNON EROSION AND SEDIMENT POLLUTION CONTROL GENERAL NOTES

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B. ROCK CONSTRUCTION ENTRANCE

ROCK CONSTRUCTION ENTRANCES SHALL BE INSTALLED TO THE DETAILS FOUND ON THE PLAN.

IF ADDITIONAL ACCESS IS NECESSARY, ADDITIONAL ONES CAN BE INSTALLED, BUT THEY MUST BE CONSTRUCTED PER THE DESIGN AND DETAILS SHOWN ON THE PLAN.

THE ENTRANCE SHALL BE INSPECTED AND MAINTAINED ON A DAILY BASIS; MUD AND SEDIMENTS WILL NOT BE PERMITTED TO BE TRACKED TO ROADWAYS.

STOCKPILES OF CLEAN ROCK WILL BE MAINTAINED ON THE SITE TO ADD TO THE ROCK ENTRANCE WHEN THE EXISTING ROCK BECOMES CLOGGED OR IS NO LONGER FUNCTIONING.

WASHING OF THE ENTRANCE OR ROADWAYS WILL NOT BE PERMITTED.

ROADWAYS SHALL BE KEPT FREE AND CLEAR OF ALL SILT AND SEDIMENT.

THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING EACH ROCK CONSTRUCTION ENTRANCE.

C. INLET FILTER BAGS:

INLET FILTER BAGS ARE REQUIRED TO BE INSTALLED IN ALL STORMWATER INLETS THAT WILL RECEIVE SEDIMENT LADEN RUNOFF THAT WILL NOT DISCHARGE TO A SEDIMENT CONTROL FACILITY.

INLET FILTER BAGS THAT ARE REDUCED BY 50% SHALL BE REPLACED IMMEDIATELY.

EXTRA INLET FILTER BAGS ARE TO BE STOCKPILED ON SITE AND EASILY ACCESSIBLE.

USED INLET FILTER BAGS SHALL BE DISPOSED OF PROPERLY.

INLET FILTER BAGS SHALL BE REMOVED UPON CONTRIBUTING AREA ACHIEVING FINAL STABILIZATION.

INLET FILTER BAGS SHALL BE INSPECTED WEEKLY AND IN ADDITION AFTER EVERY RUNOFF EVENT.

D. ROCK BARRIERS:

ROCK BARRIERS SHALL BE CONSTRUCTED WITH CLEAN ROCK, IN ACCORDANCE WITH THE DETAILS FOUND ON THE PLANS.

ROCK BARRIERS SHALL BE MAINTAINED PROPERLY, SILT AND SEDIMENT REMOVED WHEN IT REACHES A 1/3 OF THE WAY UP THE STONE OF EACH BARRIER.

ROCK MAY NOT BE WASHED, BUT REPLACED AT EACH ROCK BARRIER AS NEEDED TO PROVIDE A SUITABLE CLEAN FILTER.

ROCK BARRIERS SHALL BE REMOVED WHEN NO LONGER NEEDED FOR TEMPORARY EROSION CONTROL.

E. PUMPED WATER FILTER BAG:

ACCUMULATED WORK AREA WATER IS REQUIRED TO BE PUMPED TO A PUMPED WATER FILTER BAG.

PUMPED WATER FILTER BAGS WILL BE MADE FROM NON-WOVEN GEOTEXTILE MATERIAL SEWN WITH HIGH STRENGTH, DOUBLE STITCHED “J” TYPE SEAMS. THEY SHALL BE CAPABLE OF TRAPPING PARTICLES LARGER THAN 150 MICRONS.

SUITABLE MEANS OF ACCESSING THE BAG WITH MACHINERY IS REQUIRED FOR PROPER DISPOSAL PURPOSES.

PUMPED WATER FILTER BAGS WILL BE REPLACED OF WHEN THEY BECOME ½ FULL.

SPARE BAGS WILL BE KEPT AVAILABLE FOR REPLACEMENT OF THOSE THAT ARE FILLED.

PUMPED WATER FILTER BAGS ARE REQUIRED TO BE INSTALLED ON A LEVEL, WELL VEGETATED (GRASSY OR GRAVEL) AREA WITH THE HOSE SECURELY CLAMPED TO THE CORNER OF THE BAG.

FILTER BAGS ARE NOT BE TO PLACED ON SLOPES THAT ARE GREATER THAN 5%.

PUMPED WATER FILTER BAGS ARE REQUIRED TO BE INSPECTED DAILY AND DURING ALL OPERATIONS TO ENSURE THEY ARE WORKING PROPERLY.

THE CONTRACTOR IS RESPONSIBLE FOR THE LOCATION, MAINTENANCE, AND REMOVAL OF THE PUMPED WATER FILTER BAGS.

PUMPING RATES SHALL BE NO GREATER THAN 700 GPM OR ⅓ THE MAXIMUM SPECIFIED BY THE MANUFACTURE, WHICHEVER IS LESS. PUMP INTAKES SHOULD BE FLOATED AND SCREENED.

IF ANY PROBLEMS ARE DETECTED, PUMPING SHALL CEASE IMMEDIATELY AND NOT RESUME UNTIL THE PROBLEM IS CORRECTED.

PROPER MEASURES FOR REMOVAL AND DISPOSAL METHODS SHALL BE IMPLEMENTED.

F. CONCRETE WASHOUT

CONCRETE WASHOUTS SHOULD BE INSPECTED DURING ALL PHASES OF WORK.

CONTRACTOR AND NS REPRESENTATIVE TO DETERMINE LOCATION IN THE FIELD.

INSTALL ON GRADE NOT EXCEEDING 2%.

A SUITABLE IMPERVIOUS LINER SHAL BE USED PER DETAIL.

CONCRETE WASHOUT SHALL NOT BE INSTALLED WITHIN 50-FEET OF AN EXISTING INLET, DITCH, SWALE, OR SURFACE WATER.

G. ROCK APRONS:
INSTALL ROCK APRON IN ACCORDANCE WITH THE DETAILS AS SHOWN IN RC-72M.

REFER TO PDT PUBLICATION 408/2020, SECTION 851 FOR ROCK APRON MATERIAL SPECIFICATIONS AND CONSTRUCTION

PROVIDE GEOTEXTILE, CLASS 4, TYPE A ALONG ALL INTERFACE AREAS WITH GROUND CONTACT. DO NOT PLACE GEOTEXTILE UNDER APRONS CONSTRUCTED IN STREAM BEDS.

SLOPE SHOULD BE LEVEL OR AS CLOSE TO LEVEL AS REASONABLY POSSIBLE BASED ON SITE CONDITIONS.

INSPECT WEEKLY AND AFTER EVERY RUNOFF EVENT. REMOVE ACCUMULATED SEDIMENT AS NEEDED. ADD LARGER ROCK IF AREAS OF SCOUR ARE DETECTED OR REPLACE DISPLACED ROCK IMMEDIATELY.

H. TEMPORARY SHORT-TERM, ROLLED EROSION CONTROL PRODUCT, TYPE 2D:
TEMPORARY SHORT-TERM, ROLLED EROSION CONTROL PRODUCT, TYPE 2D WILL BE INSTALLED ON AREAS AS SHOWN ON THE PLAN DRAWINGS.

TEMPORARY SHORT-TERM, ROLLED EROSION CONTROL PRODUCT, TYPE 2D WILL BE INSTALLED IMMEDIATELY UPON REACHING FINAL GRADES.

TEMPORARY SHORT-TERM, ROLLED EROSION CONTROL PRODUCT, TYPE 2D WILL BE IN ADDITION TO SEEDING AND MULCHING AND WILL ASSIST IN THE STABILIZATION OF SLOPES GREATER THAN 3:1.

INSPECTION OF THE TEMPORARY SHORT-TERM, ROLLED EROSION CONTROL PRODUCT, TYPE 2D WILL OCCUR WEEKLY AND IN ADDITION TO AFTER EVERY RAINFALL EVENT >/= 0.25 IN.

ANY FAILURE OF THE TEMPORARY SHORT-TERM, ROLLED EROSION CONTROL PRODUCT, TYPE 2D MUST BE REPAIRED AND THE AREA RE-STABILIZED UPON FINDING THE AREA OF FAILURE.

REPAIRS IN THE TEMPORARY SHORT-TERM, ROLLED EROSION CONTROL PRODUCT, TYPE 2D WILL BE PERFORMED IMMEDIATELY AFTER INSPECTION.

I. TEMPORARY EXTENDED-TERM, ROLLED EROSION CONTROL PRODUCT, TYPE 3B:
TEMPORARY EXTENDED-TERM, ROLLED EROSION CONTROL PRODUCT, TYPE 3B WILL BE INSTALLED IN THE CONSTRUCTED CHANNELS AS SHOWN ON THE PLAN DRAWINGS.

TEMPORARY EXTENDED-TERM, ROLLED EROSION CONTROL PRODUCT, TYPE 3B WILL BE INSTALLED IMMEDIATELY UPON REACHING FINAL GRADES.

TEMPORARY EXTENDED-TERM, ROLLED EROSION CONTROL PRODUCT, TYPE 3B WILL BE IN ADDITION TO GRASS LININGS OR ROCK AND WILL ASSIST IN THE STABILIZATION OF THE CHANNELS.

INSPECTION OF THE TEMPORARY EXTENDED-TERM, ROLLED EROSION CONTROL PRODUCT, TYPE 3B WILL OCCUR WEEKLY AND IN ADDITION TO AFTER EVERY RAINFALL EVENT >/= 0.25 IN.

ANY FAILURE OF THE TEMPORARY EXTENDED-TERM, ROLLED EROSION CONTROL PRODUCT, TYPE 3B MUST BE REPAIRED AND THE AREA RE-STABILIZED UPON FINDING THE AREA OF FAILURE.

REPAIRS IN THE TEMPORARY EXTENDED-TERM, ROLLED EROSION CONTROL PRODUCT, TYPE 3B WILL BE PERFORMED IMMEDIATELY AFTER INSPECTION.

BMP INSTALLATION SEQUENCE

1. ALL EARTH DISTURBANCE ACTIVITIES SHALL PROCEED IN ACCORDANCE WITH THE FOLLOWING SEQUENCES. THESE SEQUENCES ARE FOR MULTIPLE AREAS OF THE PROJECT. SEVERAL AREAS OF THE PROJECT WILL BE DISTURBED AT ONE TIME AS FILL MATERIAL IS NEEDED FROM ONE AREA FOR OTHERS. ALL AREAS OF THE PROJECT WILL BE PROPERLY STAKED OUT PRIOR TO WORK BEGINNING. CLEARING, GRUBBING, AND TOPSOIL STRIPING SHALL BE LIMITED TO ONLY THOSE AREAS THAT WILL BE REQUIRED TO BE DISTURBED FOR THE PROJECT’S EARTHMOVING PURPOSES AND SHALL BE LIMITED IN SIZE TO MINIMIZE THE AMOUNT OF EARTH DISTURBANCE AT ONE TIME.

2. SEEDING AND MULCHING WILL TAKE PLACE THROUGHOUT THE SEQUENCES OF THE PROJECT AND OCCUR IMMEDIATELY UPON ACHIEVING THE DESIRED GRADES, SLOPES, DRAINAGE WORK, DEMOLITION WORK, ETC. TEMPORARY SEEDING AND MULCHING WILL BE IMPLEMENTED, IF WORK CEASES FOR MORE THAN 30 DAYS AND IN AREAS WHERE WORK ISN’T EXPECTED TO BEGIN AGAIN FOR 30 DAYS. TOPSOIL STOCKPILES WILL ALWAYS BE TEMPORARILY SEEDED AND MULCHED WITHIN 10 DAYS OF BEING STOCKPILED.

3. ADVANCED CLEARING AND GRUBBING WILL BE LIMITED TO ONLY AREAS REQUIRED FOR CONSTRUCTION ACCESS AND FOR INSTALLATION OF INDIVIDUAL CONTROL ITEMS TO BE INSTALLED. EROSION AND SEDIMENT CONTROL SEQUENCING FOR THE PROJECT HAS BEEN DEVELOPED BASED ON COMMON WORK ELEMENTS, DRAINAGE PATTERNS, AND PROPOSED CONTROL MEASURES. IN GENERAL, THE SEQUENCE WILL INCLUDE:

   - INITIAL PERMITTING/APPROVALS NEEDED PRIOR TO CONSTRUCTION,
   - PRECONSTRUCTION MEETING,
   - STAKEOUT OF PROPOSED CONTROL MEASURES,
   - INSTALLATION OF CONSTRUCTION ENTRANCE,
   - INSTALLATION OF PERIMETER CONTROLS,
   - INSTALLATION OF SITE AREA CONTROL MEASURES,
   - GRADING AND CONSTRUCTION FOR THE PROPOSED SITE.

SEED AND MULCH GENERAL NOTES

1. SEED PER PERMANENT SEED MIXTURE.
2. STABILIZE NON-MOWED BANKS AND SLOPES WITH FORMULA L SEEDINGS AND SOIL SUPPLEMENTS AS SPECIFIED EXCEPT IN AREAS IDENTIFIED ON THE CONTOUR AND GRADING PLANS.
3. STRAW MULCH SHALL BE APPLIED AT THE RATE OF THREE TONS PER ACRE. CHEMICALLY TREATED OR SALTED STRAW IS NOT ACCEPTABLE AS MULCH.
4. IMMEDIATELY SEED AND MULCH ANY DISTURBED AREAS SURROUNDING THE PCSM BMPS IN ACCORDANCE WITH THE PERMANENT SEEDING SCHEDULE.
5. ANY REMAINING DISTURBED AREAS WILL BE SEEDED AND MULCHED AND RESTORED TO MEADOW IN GOOD CONDITION OR BETTER. RE-SEED AND RE-MULCH AS REQUIRED TO ACHIEVE FINAL STABILIZATION.
6. SEED AND MULCH ALL PERMANENT SLOPES AS DIRECTED.
7. INSTALL ROLLED EROSION CONTROL PRODUCTS (RECP) ON ALL SLOPES 3:1 AND STEEPER, AND DISTURBED AREAS WITHIN 50 FEET OF AQUATIC RESOURCES. RECP WILL BE COMPRISED OF 100% ORGANIC MATERIAL.
8. REMOVE TEMPORARY BMPS AFTER THERE IS A UNIFORM, 70% VEGETATIVE COVER OF EROSION RESISTANT PERENNIAL SPECIES OVER THE ENTIRE DISTURBED AREA. AREAS DISTURBED DURING REMOVAL OF THE BMPS SHALL BE STABILIZED IMMEDIATELY. REMOVAL OF THE BMPS TO BE COMPLETED DURING THE GERMINATING SEASON.
9. PERMANENT SEEDING ARES WILL HAVE 10-10-20 FERTILIZER APPLIED AT A RATE OF 210 POUNDS PER 1000 SQUARE YARDS . TEMPORARY SEEDING AREAS WILL HAVE 10-10-10 FERTILIZER APPLIED AT A RATE OF 100 POUNDS PER 1000 SQUARE YARDS.
10. THE SITE WILL BE CONSIDERED STABILIZED WHEN A UNIFORM 70% VEGETATIVE STATE HAS BEEN ACHIEVED FOR THE ENTIRE PROJECT SITE. ALL TEMPORARY EROSION CONTROLS CAN BE REMOVED ONCE THE SITE IS STABILIZED.

R	By	Date	Revision Description

NORFOLK SOUTHERN — NORFOLK SOUTHERN ENGINEERING DESIGN & CONSTRUCTION

Owning Company: NORFOLK SOUTHERN RAILWAY COMPANY

Drawing Date:	07/11/2025	Operating Division:	KEYSTONE	PID Number:	D3217
Designed By:	ERR	Milepost:	PT 110.8 - PT 120	File Number:	TRK1114728
Drawn By:	WRB	Checked By:	SJK	County:	PERRY
				VRN:	F-08067

City / State: PENN TWP AND MARYSVILLE BOROUGH, PA

Project: PROPOSED 3RD MAINLINE MARY-CANNON EROSION AND SEDIMENT POLLUTION CONTROL MAINTENANCE PROGRAM FOR BMP'S

Drawing Number: TD-2023-56

Sheet Number: 35 / 498

CONSTRUCTION SEQUENCE

WORK AREAS ARE DESIGNATED BASED ON GENERAL CONSTRUCTION AREAS. WORK MAY PROCEED IN ALL AREAS INDEPENDENTLY. ALL EARTH DISTURBANCE ACTIVITIES SHALL PROCEED IN ACCORDANCE WITH THE FOLLOWING SEQUENCE. CLEARING, GRUBBING, AND TOPSOIL STRIPPING SHALL BE LIMITED TO THOSE AREAS SHOWN ON THE PLANS.

TRACK AREAS

1. STAKE OUT THE WORK AREA LIMITS / EROSION AND SEDIMENT CONTROL FACILITIES.
2. INSTALL ROCK CONSTRUCTION ENTRANCE AT THE LOCATION ILLUSTRATED ON THE PLAN. ALL CONSTRUCTION ACCESS MUST BE VIA ROCK CONSTRUCTION ENTRANCE, EXISTING ACCESS ROADS, OR PUBLIC ROADS WITH USE OF STREET SWEEPING. ACCESS INDIVIDUAL WORK AREAS FROM EXISTING RAILROAD ACCESS ROADS.
3. INSTALL PROTECTIVE FENCE AROUND THE WETLAND.
4. INSTALL INLET FILTER BAGS AT ALL EXISTING INLETS WITHIN THE SITE.
5. INSTALL COMPOST FILTER SOCK AS ILLUSTRATED ON THE PLANS.
6. INSTALL COMPOST FILTER SOCK AS ILLUSTRATED ON THE PLANS AT EXCESS MATERIAL PLACEMENT AREAS.
7. CLEAR/GRUB ALL AREAS, DEMOLISH AND PROCEED WITH GRADING CONSTRUCTION.
8. DRAINAGE CONSTRUCTION: INSTALL INLET PROTECTION AS DRAINAGE WORK PROGRESSES.
   - INSTALL FLOOR STABILIZATION IN EXISTING ARCH (MUST BE PERFORMED DURING A FORECASTED DRY PERIOD).
   - PROCEED WITH DRAINAGE SYSTEM (WORKING FROM DOWNSTREAM TO UPSTREAM).
9. AFTER CHANNELS ARE CONSTRUCTED, INSTALL COMPOST FILTER SOCK ALONG CHANNEL BANK PRIOR TO CONSTRUCTING UPSLOPE RAILROAD EMBANKMENT.
10. CONSTRUCT ROCK CHANNEL CH1-2, BORED PIPE, AND INLET UPSTREAM BEFORE GRADING ON TRACK D IS PERFORMED. INSTALL INLET PROTECTION ONCE INSTALLED.
11. INSTALL/COMPLETE UTILITY MODIFICATIONS, LIGHT POLES, PAVING, AND FENCING.
12. COMPLETE TRACK WORK.
13. STABILIZE ALL SURFACES WITH VEGETATION/GRAVEL/BALLAST AS INDICATED ON THE PLANS AS FINAL GRADES ARE ESTABLISHED.
14. MAINTAIN ALL INLET FILTER BAGS, PROTECTIVE FENCE, ROCK FILTERS, AND COMPOST FILTER SOCK UNTIL ALL WORK AREAS TRIBUTARY TO THE FACILITIES ARE STABILIZED (MINIMUM 70-PERCENT VEGETATIVE COVER OR SURFACING OVER ALL AREAS). REMOVE SILT FENCE, ROCK FILTERS, RCES UPON RECEIVING APPROVAL FROM THE PERRY COUNTY CONSERVATION DISTRICT.

ADDITIONAL SEQUENCE REQUIREMENTS FOR SPECIFIC AREAS

TRACK BRIDGE

1. INSTALL TEMPORARY PIPES NEEDED PRIOIR TO PREPARING TEMPORARY BRIDGE LAYDOWN AND CRANE PAD AREAS.
2. INSTALL DRAINAGE SYSTEM AFTER D AND G TRACKS ARE REMOVED WORKING DOWNSTREAM TO UPSTREAM AND INSTALL INLET PROTECTION AS NEW INLETS ARE CONSTRUCTED.

CULVERT CROSSINGS PT 115.27, PT 115.49, AND PT 115.88

1. INSTALL PUMPED WATER FILTER BAG.
2. INSTALL TEMPORARY PIPES/DIKES AS NEEDED TO DIVERT NORMAL FLOW AROUND BORED PIPE WORK AREA.
3. INSTALL COMPOST FILTER SOCK AROUND WORK AREA.
4. BORE NEW PIPE OFF LINE.
5. INSTALL WALLS/END WALLS AND ROCK APRONS.
6. ACTIVATE STREAM WITH NEW PIPE SYSTEM (DURING FORECASTED LOW FLOW CONDITIONS) WORKING UPSTREAM TO DOWNSTREAM.
7. INSTALL CHANNELS (CH1-5 THROUGH CH1-9) AND DRAINAGE SYSTEMS AFTER RESPECTIVE BORE PIPES ARE COMPLETED.
   - PT-155.27:
     INSTALL PIPE UNDER BURLEY ROAD AND ES3-2.
     INSTALL CHANNEL SYSTEMS CH 1-5.1 THROUGH CH 1-5.4 CONSTRUCTING DOWNSTREAM TO UPSTREAM.
   - PT-115.49:
     INSTALL ROCK APRON RA 1-7.
     INSTALL CHANNEL SYSTEMS CH 1-6, AND CH 1-7.1 THROUGH CH 1-7.4 CONSTRUCTING DOWNSTREAM TO UPSTREAM.
   - PT-115.89:
     INSTALL PIPE UNDER RAILROAD STREET AND RA 1-9.
     INSTALL CHANNEL SYSTEMS CH 1-8.1 THROUGH CH 1-8.2, AND CH 1-9 CONSTRUCTING DOWNSTREAM TO UPSTREAM
8. INSTALL COMPOST FILTER SOCK ALONG CHANNELS.
9. BUILD ACCESS ROADS.

BURLEY ROAD AND RAILROAD STREET

1. CONSTRUCT EMBANKMENTS FOR BURLEY ROAD AND RAILROAD STREET AFTER PIPES PT 115.27 AND PT 115.88 ARE COMPLETED.
2. USE BURLEY ROAD AND RAILROAD STREET AS ACCESS TO WORK AREAS AND USE STREET SWEEPING.

SOIL INFORMATION

SOIL CLASSIFICATIONS

SYMBOL	DESCRIPTION	SLOPE	HYDROLOGIC GROUP	DRAINAGE	PERMEABILITY	WATER TABLE DEPTH	CHARACTERISTICS/LIMITATIONS	RESOLUTIONS
Bc	BASHER SOILS	-	C	MODERATELY WELL DRAINED	MODERATELY LOW TO HIGH	ABOUT 12 TO 36 INCHES	LOW STRENGTH/LANDSLIDE PRONE, CORROSIVE TO CONCRETE/STEEL HIGH FROST ACTION,	SEE RESOLUTIONS NOTES
BoA	BIRDSBORO SILT LOAM	0-5%	B	WELL DRAINED	MODERATELY LOW TO HIGH	ABOUT 48 TO 72 INCHES	LOW STRENGTH/LANDSLIDE PRONE, CORROSIVE TO CONCRETE/STEEL HIGH FROST ACTION,	
Ch	CHAVIES FINE SANDY LOAM	-	A	WELL DRAINED	MODERATELY LOW TO HIGH	MORE THAN 80 INCHES	LOW STRENGTH/LANDSLIDE PRONE, CORROSIVE TO CONCRETE/STEEL HIGH FROST ACTION,	
DxA	DUNCANNON VERY FINE SANDY LOAM	0-3%	B	WELL DRAINED	MODERATELY LOW TO HIGH	MORE THAN 80 INCHES	LOW STRENGTH/LANDSLIDE PRONE, CORROSIVE TO CONCRETE/STEEL HIGH FROST ACTION,	
HfF	HAZLETON CHANNERY SANDY LOAM	25-60%	A	WELL DRAINED	MODERATELY LOW TO HIGH	MORE THAN 80 INCHES	LOW STRENGTH/LANDSLIDE PRONE, CORROSIVE TO CONCRETE/STEEL HIGH FROST ACTION,	
Mf	MIDDLEBURY SOILS	-	B/D	MODERATELY WELL DRAINED	MODERATELY LOW TO HIGH	ABOUT 6 TO 24 INCHES	LOW STRENGTH/LANDSLIDE PRONE, CORROSIVE TO CONCRETE/STEEL HIGH FROST ACTION,	
MnA	MONONGAHELA SILT LOAM	0-3%	C/D	MODERATELY WELL DRAINED	MODERATELY LOW TO HIGH	ABOUT 18 TO 30 INCHES	LOW STRENGTH/LANDSLIDE PRONE, CORROSIVE TO CONCRETE/STEEL HIGH FROST ACTION,	
Ty	TYLER SILT LOAM	-	D	SOMEWHAT POORLY DRAINED	MODERATELY LOW TO HIGH	ABOUT 6 TO 18 INCHES	LOW STRENGTH/LANDSLIDE PRONE, CORROSIVE TO CONCRETE/STEEL HIGH FROST ACTION,	
Ub	URBAN LAND AND UDORTHENTS	-	A	WELL DRAINED	MODERATELY LOW TO HIGH	MORE THAN 80 INCHES	LOW STRENGTH/LANDSLIDE PRONE, CORROSIVE TO CONCRETE/STEEL HIGH FROST ACTION,	

VEGETATED SWALE INSTALLATION SEQUENCE

1. BEGIN VEGETATED SWALE CONSTRUCTION ONLY WHEN THE UPGRADIENT TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES ARE IN PLACE. VEGETATED SWALES SHOULD BE CONSTRUCTED AND STABILIZED EARLY IN THE CONSTRUCTION SCHEDULE, PREFERABLY BEFORE MASS EARTHWORK AND PAVING INCREASE THE RATE AND VOLUME OF RUNOFF. (EROSION AND SEDIMENT CONTROL METHODS SHALL ADHERE TO THE PENNSYLVANIA DEPARTMENT OF ENVIRONMENTAL PROTECTION'S EROSION AND SEDIMENT POLLUTION CONTROL PROGRAM MANUAL, MARCH 2000 OR LATEST EDITION.)
2. ROUGH GRADE THE VEGETATED SWALE. EQUIPMENT SHALL AVOID EXCESSIVE COMPACTION AND/OR LAND DISTURBANCE. EXCAVATING EQUIPMENT SHOULD OPERATE FROM THE SIDE OF THE SWALE AND NEVER ON THE BOTTOM. IF EXCAVATION LEADS TO SUBSTANTIAL COMPACTION OF THE SUBGRADE (WHERE AN INFILTRATION TRENCH IS NOT PROPOSED), 18 INCHES SHALL BE REMOVED AND REPLACED WITH A BLEND OF TOPSOIL AND SAND TO PROMOTE INFILTRATION AND BIOLOGICAL GROWTH. AT THE VERY LEAST, TOPSOIL SHALL BE THOROUGHLY DEEP PLOWED INTO THE SUBGRADE IN ORDER TO PENETRATE THE COMPACTED ZONE AND PROMOTE AERATION AND THE FORMATION OF MACROPORES. FOLLOWING THIS, THE AREA SHOULD BE DISKED PRIOR TO FINAL GRADING OF TOPSOIL.
3. CONSTRUCT CHECK DAMS, IF REQUIRED.
4. FINE GRADE THE VEGETATED SWALE. ACCURATE GRADING IS CRUCIAL FOR SWALES. EVEN THE SMALLEST NON-CONFORMITIES MAY COMPROMISE FLOW CONDITIONS.
5. SEED, VEGETATE AND INSTALL PROTECTIVE LINING AS PER APPROVED PLANS AND ACCORDING TO FINAL PLANTING LIST. PLANT THE SWALE AT A TIME OF THE YEAR WHEN SUCCESSFUL ESTABLISHMENT WITHOUT IRRIGATION IS MOST LIKELY. HOWEVER, TEMPORARY IRRIGATION MAY BE NEEDED IN PERIODS OF LITTLE RAIN OR DROUGHT. VEGETATION SHOULD BE ESTABLISHED AS SOON AS POSSIBLE TO PREVENT EROSION AND SCOUR.
6. ONCE ALL TRIBUTARY AREAS ARE SUFFICIENTLY STABILIZED, REMOVE TEMPORARY EROSION AND SEDIMENT CONTROLS. IT IS VERY IMPORTANT THAT THE SWALE BE STABILIZED BEFORE RECEIVING UPLAND STORMWATER FLOW.
7. NOTE: IF A VEGETATED SWALE IS USED FOR RUNOFF CONVEYANCE DURING CONSTRUCTION, IT SHOULD BE REGRADED AND RESEEDED IMMEDIATELY AFTER CONSTRUCTION AND STABILIZATION HAS OCCURRED. ANY DAMAGED AREAS SHOULD BE FULLY RESTORED TO ENSURE FUTURE FUNCTIONALITY OF THE SWALE.

H-Scale: 1"=50' 25 0 50 100

R	By	Date	Revision Description

NORFOLK SOUTHERN — NORFOLK SOUTHERN ENGINEERING DESIGN & CONSTRUCTION

Owning Company: NORFOLK SOUTHERN RAILWAY COMPANY

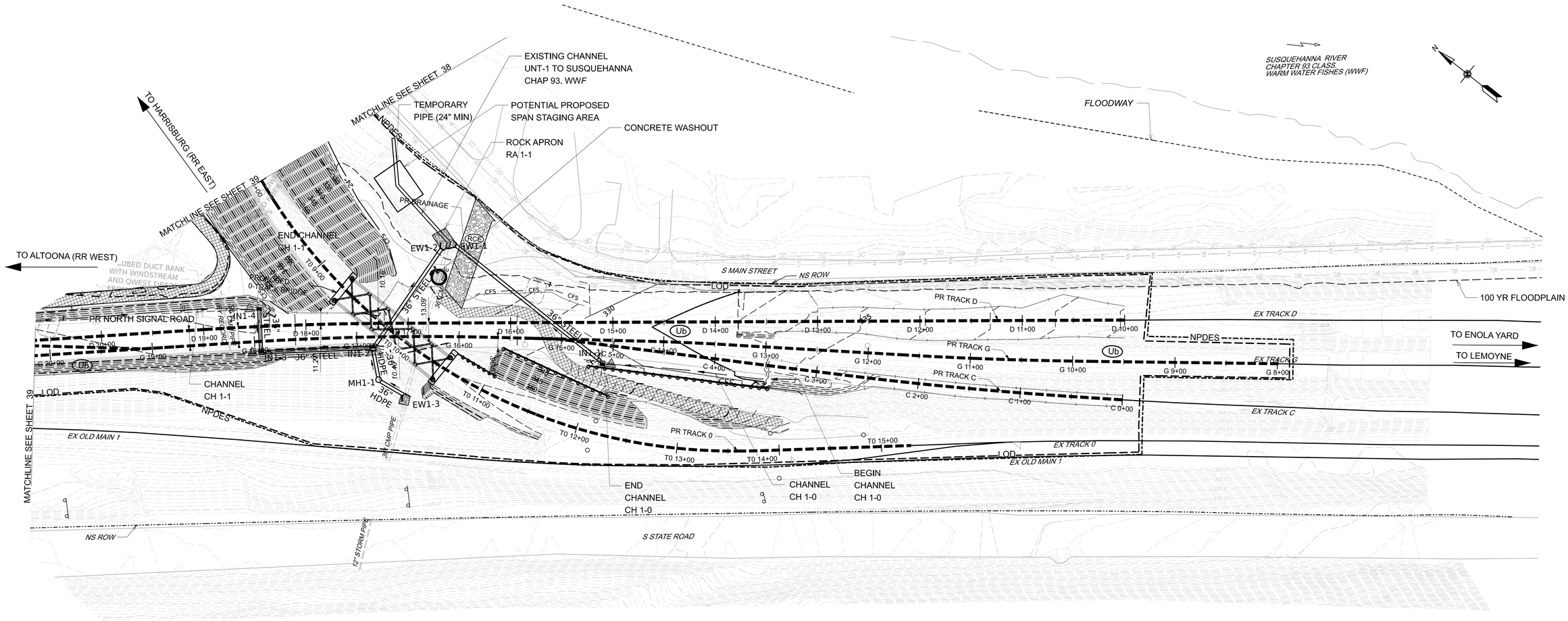
Drawing Date:	07/11/2025	Operating Division:	KEYSTONE	PID Number:	D3217
Designed By:	ERR	Milepost:	PT 110.8 - PT 120	File Number:	TRK1114728
Drawn By: WRB	Checked By: SJK	County:	PERRY	VRN:	F-08067

City / State: PENN TWP AND MARYSVILLE BOROUGH, PA

Project: PROPOSED 3RD MAINLINE MARY-CANNON EROSION AND SEDIMENT POLLUTION CONTROL CONSTRUCTION SEQUENCE

Drawing Number: TD-2023-56

Sheet Number: 36 / 498



EXISTING *PROPOSED*

- RIGHT-OF-WAY
- TRACK CONSTRUCTION
- DRAINAGE PIPE
- CATCH BASIN
- DRAINAGE INLET (INL)
- CONCRETE WASHOUT
- PF — TEMPORARY PROTECTIVE FENCE
- PUMPED WATER FILTER BAG
- ROCK APRON
- INLET FILTER PROTECTION
- NPDES — NPDES PERMIT BOUNDARY
- LOD — LIMIT OF DISTURBANCE
- ROCK BARRIER

PROPOSED

- 100 YR. FLOODPLAIN
- CFS — COMPOST FILTER SOCK (12" UNLESS NOTED)
- FLOODWAY
- PROPOSED SWALE
- PROPOSED RELOCATED ACCESS DRIVEWAY (GRAVEL)
- TEMPORARY SHORT-TERM, ROLLED EROSION CONTROL PRODUCT, TYPE 2D
- TEMPORARY EXTENDED-TERM, ROLLED EROSION CONTROL PRODUCT, TYPE 3B
- RCE — ROCK CONSTRUCTION ENTRANCE

NOTE:
CONTOURS ILLUSTRATED AT TRACK BED REPRESENT PROPOSED SUBGRADE.
ALL OTHER CONTOURS REPRESENT FINISHED GRADE.
CONTOURS AT EXCESS MATERIAL PLACEMENT AREAS (EMPA)
REPRESENT MAXIMUM FINISHED GRADE ELEVATION.

SOIL TYPES

Bc	BASHER SOILS	Mf	MIDDLEBURY SOILS
BoA	BIRDSBORO SILT LOAM	MnA	MONONGAHELA SILT LOAM
Ch	CHAIVES FINE SANDY LOAM	Ty	TYLER SILT LOAM
DxA	DUCANNON VERY FINE SANDY LOAM	Ub	URBAN LAND AND UDORTHENTS
HfF	HAZLETION CHANNERY SANDY LOAM	W	WATER

H-Scale: 1"=50' 25 0 50 100

R	By	Date	Revision Description

NORFOLK SOUTHERN — ENGINEERING — DESIGN & CONSTRUCTION

Owning Company: NORFOLK SOUTHERN RAILWAY COMPANY

Drawing Date:	07/11/2025	*Operating Division:*	KEYSTONE	*PID Number:*	D3217
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Drawn By:	WRB	*Checked By:*	SJK	*County:*	PERRY
				VRN:	F-08067

City / State: PENN TWP AND MARYSVILLE BOROUGH, PA

Project: PROPOSED 3RD MAINLINE MARY-CANNON
EROSION AND SEDIMENT POLLUTION CONTROL PLAN
(SHEET 1 OF 24)

Drawing Number: TD-2023-56

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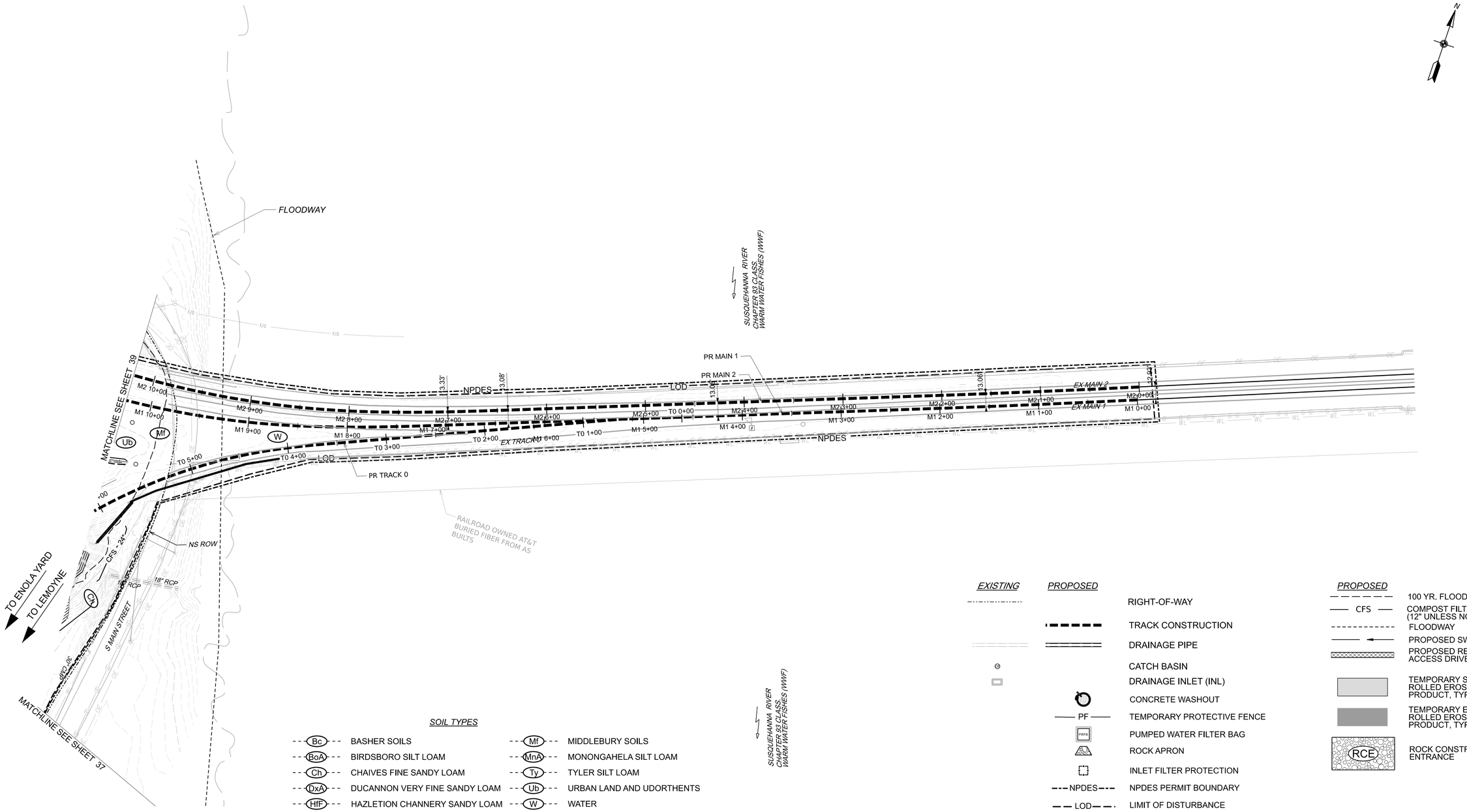
TO ALTOONA (RR WEST)

TO HARRISBURG (RR EAST)



SOIL TYPES

Bc	BASHER SOILS	Mf	MIDDLEBURY SOILS
BoA	BIRDSBORO SILT LOAM	MnA	MONONGAHELA SILT LOAM
Ch	CHAIVES FINE SANDY LOAM	Ty	TYLER SILT LOAM
DxA	DUCANNON VERY FINE SANDY LOAM	Ub	URBAN LAND AND UDORTHENTS
HfF	HAZLETION CHANNERY SANDY LOAM	W	WATER

EXISTING	*PROPOSED*	
		RIGHT-OF-WAY
		TRACK CONSTRUCTION
		DRAINAGE PIPE
		CATCH BASIN
		DRAINAGE INLET (INL)
		CONCRETE WASHOUT
	PF	TEMPORARY PROTECTIVE FENCE
	PWFB	PUMPED WATER FILTER BAG
		ROCK APRON
		INLET FILTER PROTECTION
	NPDES	NPDES PERMIT BOUNDARY
	LOD	LIMIT OF DISTURBANCE
		ROCK BARRIER

PROPOSED	
	100 YR. FLOODPLAIN
CFS	COMPOST FILTER SOCK (12" UNLESS NOTED)
	FLOODWAY
	PROPOSED SWALE
	PROPOSED RELOCATED ACCESS DRIVEWAY (GRAVEL)
	TEMPORARY SHORT-TERM, ROLLED EROSION CONTROL PRODUCT, TYPE 2D
	TEMPORARY EXTENDED-TERM, ROLLED EROSION CONTROL PRODUCT, TYPE 3B
RCE	ROCK CONSTRUCTION ENTRANCE

H-Scale: 1"=50' 25 0 50 100

R	By	Date	Revision Description

NORFOLK SOUTHERN

NORFOLK SOUTHERN ENGINEERING DESIGN & CONSTRUCTION

Owning Company: NORFOLK SOUTHERN RAILWAY COMPANY

City / State: PENN TWP AND MARYSVILLE BOROUGH, PA

Project: PROPOSED 3RD MAINLINE MARY-CANNON

EROSION AND SEDIMENT POLLUTION CONTROL PLAN

(SHEET 2 OF 24)

Drawing Date:	07/11/2025	*Operating Division:*	KEYSTONE	*PID Number:*	D3217
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				VRN:	F-08067

Drawing Number: TD-2023-56

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EXISTING	PROPOSED	
		RIGHT-OF-WAY
		TRACK CONSTRUCTION
		DRAINAGE PIPE
		CATCH BASIN
		DRAINAGE INLET (INL)
		CONCRETE WASHOUT
	— PF —	TEMPORARY PROTECTIVE FENCE
	PWFB	PUMPED WATER FILTER BAG
		ROCK APRON
		INLET FILTER PROTECTION
	---NPDES---	NPDES PERMIT BOUNDARY
	— LOD —	LIMIT OF DISTURBANCE
		ROCK BARRIER

PROPOSED	
	100 YR. FLOODPLAIN
— CFS —	COMPOST FILTER SOCK (12" UNLESS NOTED)
	FLOODWAY
	PROPOSED SWALE
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	TEMPORARY SHORT-TERM, ROLLED EROSION CONTROL PRODUCT, TYPE 2D
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RCE	ROCK CONSTRUCTION ENTRANCE

— PF — TEMPORARY PROTECTIVE FENCE

SOIL TYPES

Bc	BASHER SOILS	Mf	MIDDLEBURY SOILS
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Ch	CHAIVES FINE SANDY LOAM	Ty	TYLER SILT LOAM
DxA	DUCANNON VERY FINE SANDY LOAM	Ub	URBAN LAND AND UDORTHENTS
HfF	HAZLETION CHANNERY SANDY LOAM	W	WATER

H-Scale: 1"=50' 25 0 50 100

R	By	Date	Revision Description
R1	WVB	08/11/2025	RCE ADDED

NORFOLK SOUTHERN
Owning Company: NORFOLK SOUTHERN RAILWAY COMPANY
NORFOLK SOUTHERN ENGINEERING DESIGN & CONSTRUCTION

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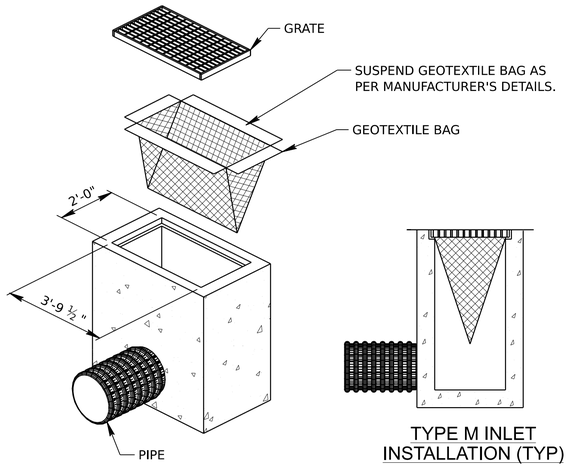
Drawn By: WRB / Checked By: SJK	County: PERRY	VRN: F-08067	

City / State: PENN TWP AND MARYSVILLE BOROUGH, PA
Project: PROPOSED 3RD MAINLINE MARY-CANNON
EROSION AND SEDIMENT POLLUTION CONTROL PLAN
(SHEET 3 OF 24)
Drawing Number: TD-2023-56 R1
Sheet Number: 39 / 498



ISOMETRIC VIEW

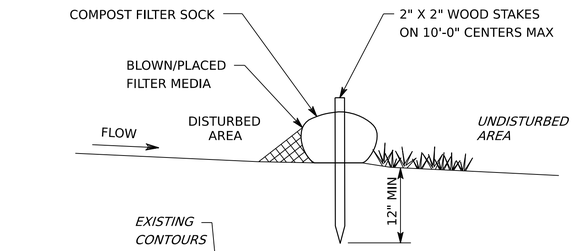
TYPE M INLET INSTALLATION (TYP)

SIDE VIEW

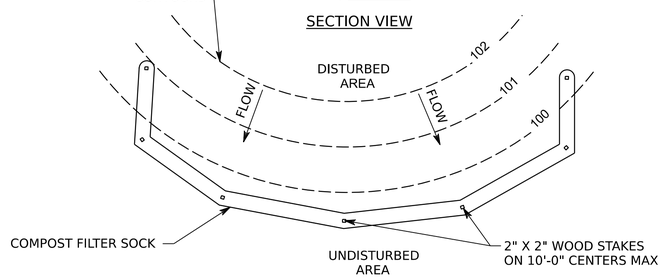
INLET FILTER BAG FOR TYPE M INLET

NOT TO SCALE

1. INSPECT AND MAINTAIN INLET FILTER BAG DAILY TO PREVENT TRAFFIC HAZARDS DUE TO PONDING. MAINTAIN AS REQUIRED TO ENSURE PROPER FUNCTIONING OF THE BAG.
2. IF NOT MONITORED PROPERLY, INLET PROTECTION CAN CAUSE FLOODING PROBLEMS.
3. REMOVE ACCUMULATED SEDIMENT/DEBRIS WHEN THE INLET FILTER REACHES ONE HALF MAXIMUM CAPACITY.
4. REPLACE FILTER BAG IF RIPPED OR TORN.
5. PROVIDE DOWN GRADIENT BERM AS INDICATED. DO NOT USE IN SAG/SUMP CONDITIONS.
6. USE SANDBAGS AT TYPE C INLET CURB OPENINGS TO PREVENT BYPASS FLOW.
7. REMOVE AND PROPERLY DISPOSE OF INLET FILTER BAG WHEN NO LONGER NEEDED.
8. DO NOT USE INLET PROTECTION ON ROADWAYS WHERE PONDING WATER OR INLET PROTECTION MAY BE HAZARDOUS TO VEHICULAR TRAFFIC.



SECTION VIEW



PLAN VIEW

COMPOST FILTER SOCK

NOT TO SCALE

ORGANIC MATTER CONTENT	80% - 100% (DRY WEIGHT BASIS)
ORGANIC PORTION	FIBROUS AND ELONGATED
pH	5.5 - 8.0
MOISTURE CONTENT	35% - 55%
PARTICLE SIZE	98% PASS THROUGH 1" SCREEN
SOLUBLE SALT CONCENTRATION	5.0 DS MAXIMUM

COMPOST FILTER SOCK SHALL BE PLACED AT EXISTING GRADE. BOTH ENDS OF THE SOCK SHALL BE EXTENDED AT LEAST 8 FEET UP SLOPE AT 45 DEGREES TO THE MAIN SOCK ALIGNMENT. MAXIMUM SLOPE HEIGHT ABOVE ANY SOCK SHALL NOT EXCEED THE ALLOWABLE LIMITS.

TRAFFIC SHALL NOT BE PERMITTED TO CROSS FILTER SOCKS.

ACCUMULATED SEDIMENT SHALL BE REMOVED WHEN IT REACHES ½ THE ABOVE GROUND HEIGHT OF THE SOCK AND DISPOSED IN THE MANNER DESCRIBED ESLEWHERE IN THE PLAN.

SOCKS SHALL BE INSPECTED WEEKLY AND AFTER EACH RUNOFF EVENT. DAMAGED SOCKS SHALL BE REPAIRED ACCORDING TO MANUFACTURER'S SPECIFICATIONS OR REPLACED WITHIN 24 HOURS OF INSPECTION.

BIODEGRADABLE FILTER SOCK SHALL BE REPLACED AFTER 6 MONTHS; PHOTODEGRADABLE SOCKS AFTER ONE YEAR. POLYPROPYLENE SOCKS SHALL BE REPLACED ACCORDING TO MANUFACTURURER'S RECOMMENDATIONS.

UPON STABILIZATION OF THE AREA TRIBUTARY TO THE SOCK, STAKES SHALL BE REMOVED. THE SOCK MAY BE LEFT IN PLACE AND VEGETATED OR REMOVED. IN THE LATTER CASE, THE MESH SHALL BE CUT OPEN AND THE MULCH SPREAD AS A SOIL SUPPLEMENT.

TABLE 4.1

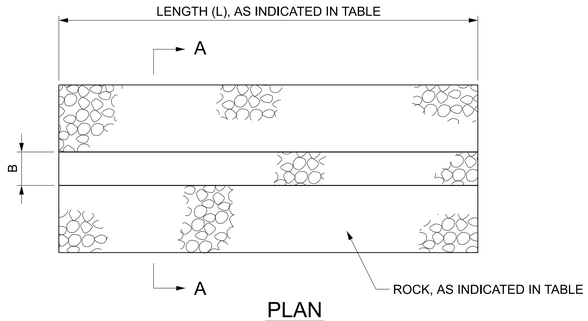
COMPOST SOCK FABRIC MINIMUM SPECIFICATIONS

MATERIAL TYPE	3 mil HDPE	5 mil HDPE	5 mil HDPE	MULTI FILAMENT POLYPROPYLENE (MFPP)	HEAVY DUTY MULTI FILAMENT POLYPROPYLENE (HDMFPP)
MATERIAL CHARACTERISTICS	PHOTO-DEGRADABLE	PHOTO-DEGRADABLE	BIO-DEGRADABLE	PHOTO-DEGRADABLE	PHOTO-DEGRADABLE
SOCK DIAMETERS	12" 18"	12" 12" 24" 32"	12" 12" 24" 32"	12" 12" 24" 32"	12" 12" 24" 32"
MESH OPENINGS	3/8"	3/8"	3/8"	3/8"	1/8"
TENSILE STRENGTH		26 PSI	26 PSI	44 PSI	202 PSI
ULTRAVIOLET STABILITY % ORIGINAL STRENGTH (ASTM G-155)	23% AT 1000 HR.	23% AT 1000 HR.		100% AT 1000 HR.	100% AT 1000 HR.
MINIMUM FUNCTIONAL LONGEVITY	6 MONTHS	9 MONTHS	6 MONTHS	1 YEAR	2 YEAR
TWO-PLY SYSTEMS					
INNER CONTAINMENT NETTING	HDPE BIAXEL NET CONTINUOUSLY WOUND FUSION-WELDED JUNCTURES 3/4" X 3/4" MAX. APERTURE SIZE				
OUTER FILTRATION MESH OUTER FILTRATION MESH	COMPOSITE POLYPROPYLENE FABRIC (WOVEN LAYER AND NON WOVEN FLEECE MECHANICALLY FUSED VIA NEEDLE PUNCH) 3/16" MAX. APERTURE SIZE				
SOCK FABRICS COMPOSED OF BURLAP MAY BE USED ON PROJECTS LASTING 6 MONTHS OR LESS.					

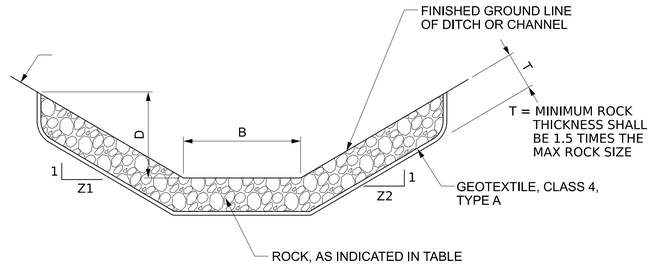
ROCK LINED CHANNEL NOTES:

1. CHANNEL DIMENSIONS ARE FOR THE COMPLETED CHANNEL AFTER ROCK PLACEMENT. CHANNEL MUST BE OVER-EXCAVATED A SUFFICIENT AMOUNT TO ALLOW FOR THE VOLUME OF ROCK PLACED WITHIN THE CHANNEL WHILE PROVIDING THE SPECIFIED FINISHED DIMENSIONS AS INDICATED IN THE DETAIL.
2. PROVIDE GEOTEXTILE, CLASS 4, TYPE A ALONG ALL INTERFACE AREAS WITH GROUND CONTACT.

ROCK LINED CHANNELS



PLAN



SECTION A-A

TABLE 4.2

COMPOST STANDARDS	
ORGANIC MATTER CONTENT	25% - 100% (DRY WEIGHT BASIS)
ORGANIC PORTION	FIBROUS AND ELONGATED
pH	5.5 - 8.5
MOISTURE CONTENT	30% - 60%
PARTICLE SIZE	30% - 50% PASS THROUGH 3/8" SIEVE
SOLUBLE SALT CONCENTRATION	5.0 DS/M (MMHOS/CM) MAXIMUM

R	By	Date	Revision Description

NORFOLK SOUTHERN

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NORFOLK SOUTHERN ENGINEERING DESIGN & CONSTRUCTION

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Project: PROPOSED 3RD MAINLINE MARY-CANNON EROSION AND SEDIMENT POLLUTION CONTROL DETAILS - (SHEET 1 OF 5)

Drawing Number: TD-2023-56

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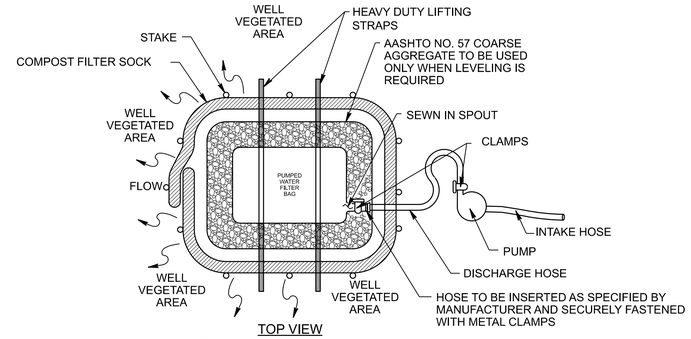
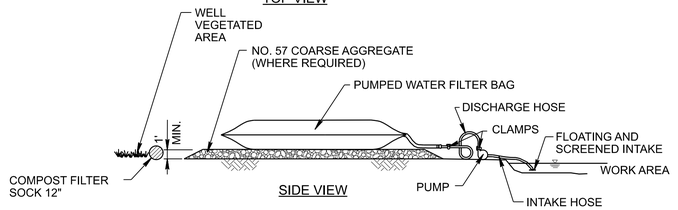


TOP VIEW

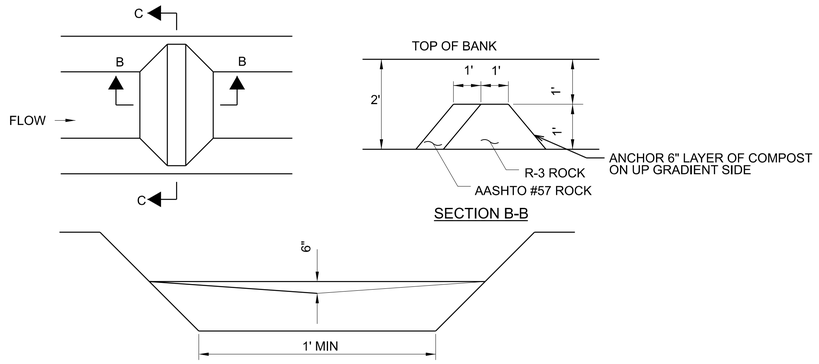


SIDE VIEW

PUMPED WATER FILTER BAG WITH COMPOST FILTER SOCK 12"

NOT TO SCALE

1. FILTER BAGS WILL BE REPLACED WHEN THEY BECOME ½ FULL OF SEDIMENT. SPARE BAGS WILL BE KEPT AVAILABLE FOR REPLACEMENT OF THOSE THAT HAVE FAILED OR ARE FILLED. BAGS WILL BE PLACED ON STRAPS TO FACILITATE REMOVAL UNLESS BAGS COME WITH LIFTING STRAPS ALREADY ATTACHED. A SUITABLE MEANS OF ACCESSING THE BAG WITH MACHINERY REQUIRED FOR DISPOSAL PURPOSES SHALL BE PROVIDED.
2. BAGS WILL BE LOCATED IN WELL-VEGETATED (GRASSY) AREA, AND DISCHARGE ONTO STABLE, EROSION RESISTANT AREAS. WHERE THIS IS NOT POSSIBLE, A GEOTEXTILE UNDERLAYMENT AND FLOW PATH WILL BE PROVIDED. BAGS MAY BE PLACED ON FILTER STONE TO INCREASE DISCHARGE CAPACITY. BAGS WILL NOT BE PLACED ON SLOPES GREATER THAN 5%. FOR SLOPES EXCEEDING 5%, CLEAN ROCK OR OTHER NON-ERODIBLE AND NON-POLLUTING MATERIAL WILL BE PLACED UNDER THE BAG TO REDUCE SLOPE STEEPNESS.
3. THE PUMP DISCHARGE HOSE WILL BE INSERTED INTO THE BAGS IN THE MANNER SPECIFIED BY THE MANUFACTURER AND SECURELY CLAMPED. A PIECE OF PVC PIPE IS RECOMMENDED FOR THIS PURPOSE.
4. THE PUMPING RATE WILL BE NO GREATER THAN 750 GPM OR ½ THE MAXIMUM SPECIFIED BY THE MANUFACTURER, WHICHEVER IS LESS. PUMP INTAKES WILL BE FLOATING AND SCREENED.
5. FILTER BAGS WILL BE INSPECTED DAILY. IF ANY PROBLEM IS DETECTED, PUMPING SHALL CEASE IMMEDIATELY AND NOT RESUME UNTIL THE PROBLEM IS CORRECTED.

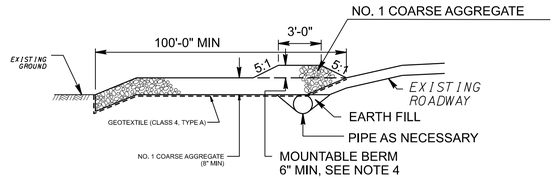


SEDIMENT MUST BE REMOVED WHEN ACCUMULATIONS REACH 1/2 THE HEIGHT OF THE FILTER.

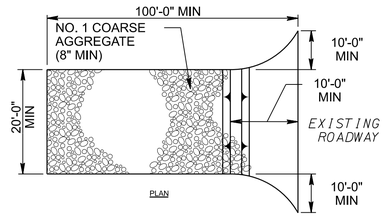
IMMEDIATELY UPON STABILIZATION OF EACH CHANNEL, REMOVE ACCUMULATED SEDIMENT, REMOVE ROCK FILTER, AND STABILIZE DISTURBED AREAS.

ROCK BARRIER

NOT TO SCALE



PROFILE



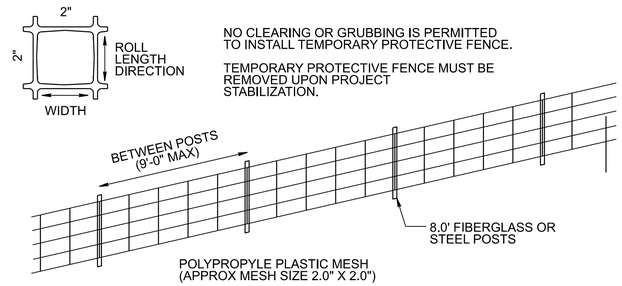
ROCK CONSTRUCTION ENTRANCE

NOT TO SCALE

1. INSPECT THE ENTRANCE DAILY. REMOVE ALL SEDIMENT DEPOSITED ON THE PUBLIC ROADWAYS AND RETURN TO THE CONSTRUCTION SITE. WASHING OF THE ROADWAY WILL NOT BE PERMITTED.
2. MAINTAIN THE SPECIFIED ROCK CONSTRUCTION ENTRANCE THICKNESS. PLACE ADDITIONAL ROCK WHENEVER ROCK BECOMES CLOGGED WITH SEDIMENT.

   MAINTAIN STOCKPILE OF AASHTO NO.1 COARSE AGGREGATE.
3. CONSTRUCT A MOUNTABLE BERM ONLY WHEN 6" MIN COVER CANNOT BE PROVIDED OVER THE PIPE.
4. PROVIDE GEOTEXTILE MATERIAL MEETING THE REQUIREMENTS OF PUBLICATION 408, SECTION 735. FURNISH AND INSTALL
5. IN ACCORDANCE WITH SECTION 212. PROVIDE GEOTEXTILE ALONG ALL INTERFACE AREAS WITH GROUND CONTACT.

   CONSTRUCT ROCK CONSTRUCTION ENTRANCE WITHIN THE RIGHT-OF-WAY OR EASEMENT AREAS. ENTRANCE MAY BE CONSTRUCTED ON A
6. SKEW IF ADEQUATE PULL OUT SIGHT DISTANCE IS AVAILABLE.



TEMPORARY PROTECTIVE FENCE

NOT TO SCALE

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NORFOLK SOUTHERN

NORFOLK SOUTHERN ENGINEERING DESIGN & CONSTRUCTION

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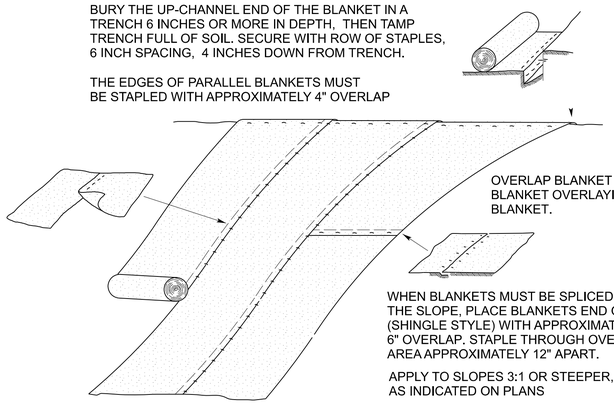
BURY THE UP-CHANNEL END OF THE BLANKET IN A TRENCH 6 INCHES OR MORE IN DEPTH, THEN TAMP TRENCH FULL OF SOIL. SECURE WITH ROW OF STAPLES, 6 INCH SPACING, 4 INCHES DOWN FROM TRENCH.

THE EDGES OF PARALLEL BLANKETS MUST BE STAPLED WITH APPROXIMATELY 4" OVERLAP



OVERLAP BLANKET ENDS 6" WITH UPSLOPE BLANKET OVERLAYING THE DOWNSLOPE BLANKET.

WHEN BLANKETS MUST BE SPLICED DOWN THE SLOPE, PLACE BLANKETS END OVER END (SHINGLE STYLE) WITH APPROXIMATELY 6" OVERLAP. STAPLE THROUGH OVERLAPPED AREA APPROXIMATELY 12" APART.

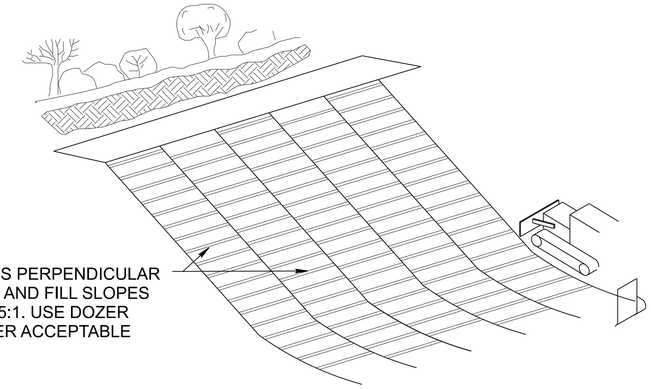
APPLY TO SLOPES 3:1 OR STEEPER, AS INDICATED ON PLANS

REFER TO MANUFACTURE'S RECOMMENDED STAPLE PATTERN FOR STEEPNESS AND LENGTH IF SLOPE BEING BLANKETED.

ISOMETRIC VIEW

EROSION CONTROL MULCH BLANKET

NOT TO SCALE



CREATE GROOVES PERPENDICULAR TO PROJECT CUT AND FILL SLOPES FLATTER THAN 1.5:1. USE DOZER TREADS OR OTHER ACCEPTABLE METHOD.

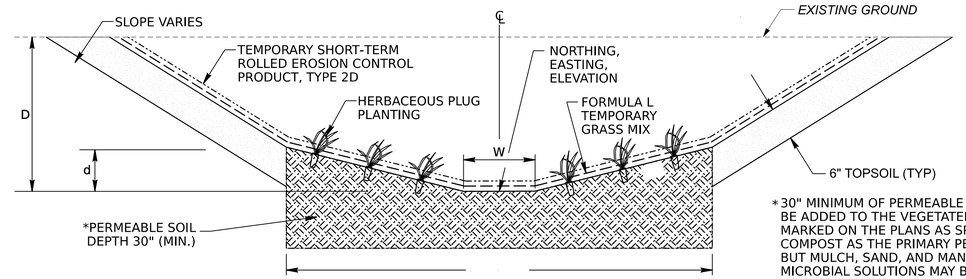
TRACKING SLOPE PREPARATION

NOT TO SCALE

BMP INSPECTION, MAINTENANCE, AND REPAIR SCHEDULE

BMP	INSPECTION	MAINTENANCE	REPAIR
COMPOST FILTER SOCK	WEEKLY AND AFTER EVERY RUNOFF EVENT	REMOVE SEDIMENT AT ½ OF EXPOSED HEIGHT OF SOCK	REPLACE DAMAGED SECTION WITH ADDITIONAL FILTER SOCK
CONCRETE WASHOUT	DAILY AND PRIOR TO START OF WASHING EQUIPMENT	REMOVE ACCUMULATED MATERIALS AT 75% OF CAPACITY	REPAIR OR REPLACE WASHOUT FACILITY THAT IS NOT FUNCTIONING PROPERLY
INLET PROTECTION	DAILY AND AFTER EVERY RUNOFF EVENT TO PREVENT POLLUTION AND TRAFFIC HAZARDS	MAINTAIN INLET PROTECTION, REMOVE ACCUMULATED SEDIMENT / DEBRIS WHEN IT REACHES ONE HALF MAXIMUM CAPACITY	CLEAN AND REPLACE INLET PROTECTION WHEN IT DOES NOT FUNCTION PROPERLY. REMOVE AND PROPERLY DISPOSE OF ALL MATERIAL WHEN NO LONGER NEEDED
ROLLED EROSION CONTROL PRODUCTS (RECP)	WEEKLY AND AFTER EVERY RUNOFF EVENT	MAINTAIN GOOD CONTINUOUS CONTACT WITH UNDERLYING SOIL	REPAIR WASHOUTS AND RESEED AND STABILIZE WITH APPROPRIATE RECP
ROCK CONSTRUCTION ENTRANCE (RCE)	DAILY	REMOVE SEDIMENT FROM RCE AND ROADWAY	ADD ROCK TO MAINTAIN DESIGNATED THICKNESS AND DIMENSIONS
PUMPED WATER FILTER BAG	DAILY AND PRIOR TO START OF PUMPING	UPON DETECTION OF ANY PROBLEM WITH A PUMPED WATER FILTER BAG OF HOSE BETWEEN THE PUMP AND THE BAG. CEASE PUMPING IMMEDIATELY AND DO NOT RESUME UNTIL THE PROBLEM IS CORRECTED OR ANOTHER BAG OR HOSE IS PLACED INTO OPERATION.	REPLACE BAG WHEN IT IS½ FULL OF SEDIMENT FOR VEGETATED AREAS. IF THE BAG IS PLACED ON #57 STONE (PER RC-75M DETAIL), REPLACE WHEN THE BAG IS FULL. IF LESS THAN½FULL AND DESIGN FLOW RATE IS REDUCED DUE TO SEDIMENT ACCUMULATION OR BAG IS DAMAGED, REPLACE BAG.
ROCK FILTER OUTLET	WEEKLY AND AFTER EVERY RUNOFF EVENT	ANY SEDIMENT OR DEBRIS ACCUMULATED WITHIN THE ROCK SHALL BE MOVED.	DISPLACED ROCK WITHIN THE OUTLET PROTECTION SHALL BE REPLACED IMMEDIATELY.

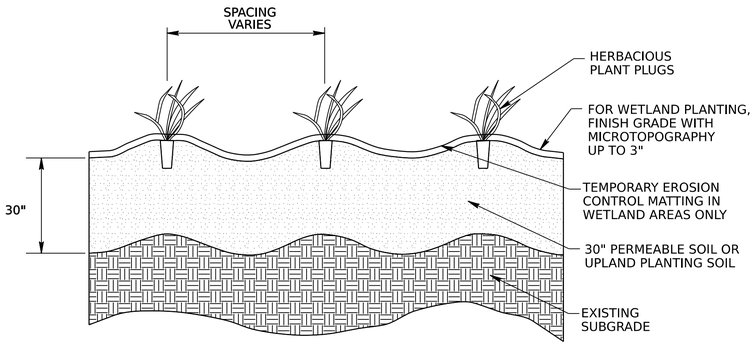
NOTE: A MEASURABLE STORM EVENT IS AT LEAST 0.25 INCH/24HR PERIOD.



VEGETATED SWALE

NOT TO SCALE

*30" MINIMUM OF PERMEABLE SOIL SHOULD BE ADDED TO THE VEGETATED SWALE AREAS MARKED ON THE PLANS AS SPECIFIED. USE COMPOST AS THE PRIMARY PERMEABLE SOIL; BUT MULCH, SAND, AND MANUFACTURED MICROBIAL SOLUTIONS MAY BE INCLUDED. PERMEABLE SOILS SHOULD NOT BE USED ON SLOPES GREATER THAN 30%.



HERBACEOUS PLANT PLUGS

NOT TO SCALE

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NORFOLK SOUTHERN ENGINEERING DESIGN & CONSTRUCTION

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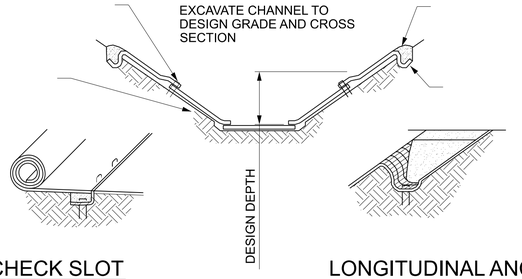
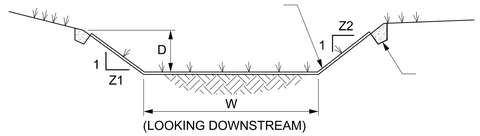


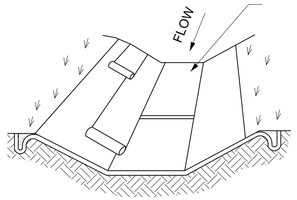
INTERMITTENT CHECK SLOT



TRAPEZOIDAL-CHANNEL
CROSS-SECTION

LONGITUDINAL ANCHOR TRENCH

PREPARE SOIL AND APPLY SEED BEFORE INSTALLING BLANKETS, MATS, OR OTHER TEMPORARY CHANNEL LINER SYSTEM.



ISOMETRIC VIEW

NOTES:
TEMPORARY CONDITION: ROLLED EROSION CONTROL PRODUCT (RECP), TYPE 3B (EROSION CONTROL BLANKET AND OPEN WEAVE TEXTILE)
PERMANENT CONDITION: GRASS LINING FORMULA L

VEGETATED CHANNELS

NOT TO SCALE

NOTES:

1. KEEP ALL CHANNELS FREE OF OBSTRUCTIONS SUCH AS FILL, FALLEN LEAVES & WOODY DEBRIS, ACCUMULATED SEDIMENT, AND CONSTRUCTION MATERIALS/WASTES. CHANNELS SHOULD BE KEPT MOWED AND/OR FREE OF ALL WEEDY, BRUSHY, OR WOODY GROWTH. ANY UNDERGROUND UTILITIES RUNNING ACROSS/THROUGH A CHANNEL SHALL BE IMMEDIATELY BACKFILLED AND THE CHANNEL REPAIRED AND STABILIZED PER THE CHANNEL CROSS-SECTION CONSTRUCTION DETAIL.
2. CONSTRUCT VEGETATED CHANNELS FREE OF ROCKS, TREE ROOTS, STUMPS, OR OTHER PROJECTIONS THAT WILL IMPEDE NORMAL CHANNEL FLOW AND/OR PREVENT GOOD LINING TO SOIL CONTACT.
3. SEE MANUFACTURER'S LINING INSTALLATION DETAIL FOR STAPLE PATTERNS, AND VEGETATION STABILIZATION SPECIFICATIONS FOR SOIL AMENDMENTS, SEED MIXTURES, AND MULCHING INFORMATION.
4. CHANNEL DIMENSIONS SHALL BE CONSTANTLY MAINTAINED. CHANNEL SHALL BE CLEANED WHENEVER TOTAL CHANNEL DEPTH IS REDUCED BY 25% AT ANY LOCATION. SEDIMENT DEPOSITS SHALL BE REMOVED WITHIN 24 HRS OF DISCOVERY OR AS SOON AS SOIL CONDITIONS PERMIT ACCESS TO CHANNEL WITHOUT FURTHER DAMAGE. DAMAGED LININGS SHALL BE REPAIRED OR REPLACED WITHIN 48 HRS OF DISCOVERY.
5. ANCHOR TRENCHES SHALL BE INSTALLED AT BEGINNING AND END OF CHANNEL IN THE SAME MANNER AS LONGITUDINAL ANCHOR TRENCHES.
6. NO MORE THAN ONE THIRD OF THE SHOOT (GRASS LEAF) SHALL BE REMOVED IN ANY MOWING. GRASS HEIGHT SHALL BE MAINTAINED BETWEEN 2 AND 3 INCHES UNLESS OTHERWISE SPECIFIED. EXCESS VEGETATION SHALL BE REMOVED FROM PERMANENT CHANNELS TO ENSURE SUFFICIENT CHANNEL CAPACITY.
7. AFTER SEEDING, SPREAD AND LIGHTLY RAKE 1#2" TO 3#4" MINIMUM OF TOPSOIL INTO THE MAT AND COMPETENTLY FILL THE VOIDS USING BACKSIDE OF RAKE OR OTHER FLAT TOOL.
8. SMOOTH SOIL-FILL IN ORDER TO JUST EXPOSE THE TOP NETTING OF THE MATRIX. DO NOT PLACE EXCESSIVE SOIL ABOVE THE MAT.
9. IF EQUIPMENT MUST OPERATE ON THE MAT, MAKE SURE IT IS OF THE RUBBER-TIRED TYPE. NO TRACKED EQUIPMENT OR SHARP TURNS ALLOWED ON THE MAT.
10. AVOID ANY TRAFFIC OVER THE MAT IF LOOSE OR WET SOIL CONDITIONS EXIST.
11. BROADCAST ADDITIONAL SEED AND INSTALL ECB ABOVE THE SOIL-FILLED MAT (IF DESIRED).
12. HYDRAULICALLY-APPLIED MULCH OR SEED MAY BE USED AS AN ALTERNATE TO SOIL FILL ON SELECT APPLICATIONS. CONSULT MANUFACTURER'S TECHNICAL REPRESENTATIVE FOR MORE INFORMATION.
13. SWALE LININGS MUST BE EXTENDED UP SIDE SLOPES OF THE SWALE TO A MINIMUM HEIGHT OF "D". CUT SLOPES ABOVE "D" MUST BE STABILIZED IMMEDIATELY WITH SEED AND MULCH.

CHANNEL TABLE

CHANNEL NO.	BEGIN			END			LENGTH (FT)	d, MIN DEPTH (FT)	MAX SIDE SLOPE FOR DEPTH d (H:V)		D, MIN DEPTH (FT)	MAX SIDE SLOPE FOR DEPTH D (H:V)		W, BOTTOM WIDTH (FT)	LINING TYPE	
	COORDINATES		ELEVATION	COORDINATES		ELEVATION										
	NORTHING	EASTING		NORTHING	EASTING				LT	RT		LT	RT		TEMPORARY	PERMANENT
CH1-0	363970.1671	2200734.9668	331.01	364103.6304	2200651.6275	328.40	157	N/A	N/A	N/A	1.00	2:1	2:1	2	1	2
CH1-1	364677.3894	2200229.4461	328.10	364382.8256	2200493.2008	325.50	413	N/A	N/A	N/A	1.00	2:1	2:1	2	1	2
CH1-2	367140.3398	2198102.1651	340.00	367140.3398	2198102.1651	321.74	85	N/A	N/A	N/A	2.00	2:1	2:1	2	3	3
CH1-3	367928.9065	2197671.6028	347.55	364677.3894	2200229.4461	328.10	894	N/A	N/A	N/A	1.00	2:1	2:1	6	1	2
CH1-4	372975.6274	2196261.1356	353.68	367986.9794	2197652.6238	347.62	5171	N/A	N/A	N/A	2.00	2:1	2:1	6**	1	2
CH1-5.1*	373439.2560	2181561.1208	345.00	373439.8954	2181747.0742	343.43	185	1.25	3:1	3:1	1.75	2:1	2:1	2	1	2
CH1-5.2	373439.8954	2181747.0742	343.43	373440.6460	2181892.0621	342.72	144	N/A	N/A	N/A	1.80	2:1	2:1	2	1	2
CH1-5.3*	373440.6460	2181892.0621	342.72	373442.4857	2182262.0543	341.46	371	1.25	3:1	3:1	1.75	2:1	2:1	2	1	2
CH1-5.4	373442.4857	2182262.0543	341.46	373443.1631	2182396.7313	341.00	135	N/A	N/A	N/A	1.90	1.5:1	1.5:1	2	1	2
CH2-5	373550.1312	2182471.8883	338.91	373635.6466	2182453.5811	336.88	90	N/A	N/A	N/A	3.00	2:1	2:1	6**	N/A	4
CH1-6	373439.2560	2181561.1208	345.00	373433.6088	2181382.4879	339.75	181	N/A	N/A	N/A	1.00	2:1	2:1	2	1	2
CH1-7.1*	373430.5890	2179848.7405	348.05	373434.1787	2180784.4036	346.82	936	1.25	3:1	3:1	1.75	2:1	2:1	2	1	2
CH1-7.2	373434.1787	2180784.4036	346.82	373434.7158	2180924.4125	346.63	141	N/A	N/A	N/A	2.25	2:1	2:1	2	1	2
CH1-7.3*	373434.7158	2180924.4125	346.63	373435.0685	2181016.3219	346.51	91	1.55	3:1	3:1	2.05	2:1	2:1	2	1	2
CH1-7.4*	373435.0685	2181016.3219	346.51	373436.3666	2181354.6894	343.31	338	1.00	3:1	3:1	1.50	2:1	2:1	2	1	2
CH1-8.1*	373428.6194	2179335.3542	348.53	373428.6844	2179352.3041	346.96	174	0.50	3:1	3:1	1.00	2:1	2:1	2	1	2
CH1-8.2*	373428.6844	2179352.3041	346.96	373429.8943	2179667.6718	346.28	315	1.05	3:1	3:1	1.55	2:1	2:1	2	1	2
CH1-9	373437.4238	2179030.2548	348.37	373429.9819	2179237.6495	346.50	210	N/A	N/A	N/A	1.50	2:1	2:1	2	1	2

1. TEMPORARY EXTENDED - TERM, ROLLED EROSION CONTROL PRODUCT, TYPE 3B
2. GRASS LINING FORMULA L
3. ROCK R-5
4. ROCK R-6

*Vegetated Swale BMP with amended soil depth 30" (min)
**Varies

R	By	Date	Revision Description

NORFOLK SOUTHERN

Owning Company: NORFOLK SOUTHERN RAILWAY COMPANY

NORFOLK SOUTHERN ENGINEERING DESIGN & CONSTRUCTION

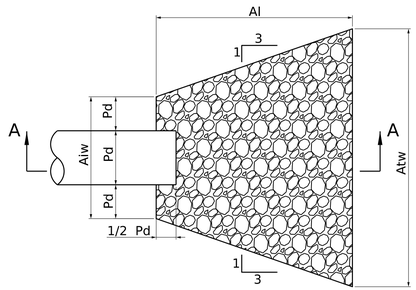
Drawing Date:	07/11/2025	Operating Division:	KEYSTONE	PID Number:	D3217
Designed By:	ERR	Milepost:	PT 110.8 - PT 120	File Number:	TRK1114728
Drawn By: WRB	Checked By: SJK	County:	PERRY	VRN:	F-08067

City / State: PENN TWP AND MARYSVILLE BOROUGH, PA

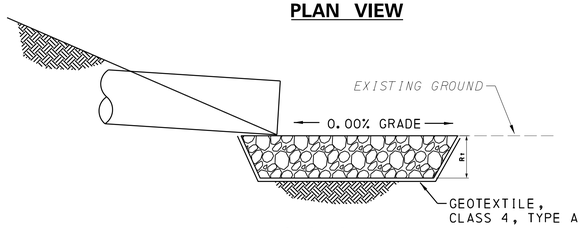
Project: PROPOSED 3RD MAINLINE MARY-CANNON EROSION AND SEDIMENT POLLUTION CONTROL DETAILS - (SHEET 4 OF 5)

Drawing Number: TD-2023-56

Sheet Number: 64 / 498



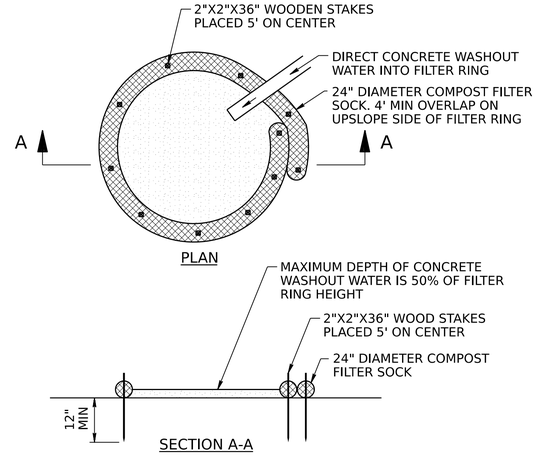
PLAN VIEW



SECTION A–A

SEEDING, SOIL SUPPLEMENTS, AND MULCHING

FORMULA AND SPECIES	% BY WEIGHT	MINIMUM % PURITY	MINIMUM % GERMINATION	MAX % WEED SEED	SEEDING RATE LB/1000 SY
SEEDING - FORMULA L, CLEAR ZONE MIX					48.0 TOTAL
HARD FESCUE MIXTURE (FESTUCA LONGIFOLIA) A COMBINATION OF IMPROVED CERTIFIED VARIETIES WITH NO ONE VARIETY EXCEEDING 50% OF THE TOTAL HARD FESCUE COMPONENT.	55	97	85	0.10	26.4
CREEPING RED FESCUE (FESTUCA RUBRA) IMPROVED AND CERTIFIED	35	97	85	0.10	16.8
ANNUAL RYEGRASS (LOLIUM MULTIFLORAM)	10	95	90	0.10	4.8
SEEDING - FORMULA T, TEMPORARY GRASS MIX, INCLUDING MULCH					6.0 TOTAL
OATS (AVENA SATIVE) (SPRING)	100	97	85	0.10	6.0
CEREAL RYE (SECALE CEREALE) (FALL)	100	97	85	0.10	6.0



CONCRETE WASHOUT

NOT TO SCALE

18" DIAMETER FILTER SOCK MAY BE STACKED ONTO DOUBLE 24" DIAMETER SOCKS IN PYRAMIDAL CONFIGURATION FOR ADDED HEIGHT.

A SUITABLE IMPERVIOUS GEOMEMBRANE SHALL BE PLACED AT THE LOCATION OF THE WASHOUT PRIOR TO INSTALLING THE SOCKS.

FOR ANY PROJECT ON WHICH CONCRETE WILL BE POURED OR OTHERWISE FORMED ON SITE, A SUITABLE WASHOUT FACILITY MUST BE PROVIDED FOR THE CLEANING OF CHUTES, MIXERS, AND HOPPERS OF THE DELIVERY VEHICLES UNLESS SUCH A FACILITY WILL BE USED AT THE SOURCE OF THE CONCRETE. UNDER NO CIRCUMSTANCES MAY WASH WATER FROM THESE VEHICLES BE ALLOWED TO ENTER ANY SURFACE WATERS.

MAKE SURE THAT PROPER SIGNAGE IS PROVIDED TO DRIVERS SO THAT THEY ARE AWARE OF THE PRESENCE OF WASHOUT FACILITIES.

WASHOUT FACILITIES SHOULD NOT BE PLACED WITHIN 50 FEET OF STORM DRAINS, OPEN DITCHES OR SURFACE WATERS. THEY SHOULD BE IN A CONVENIENT LOCATION FOR THE TRUCKS, PREFERABLY NEAR THE PLACE WHERE THE CONCRETE IS BEING POURED, BUT FAR ENOUGH FROM OTHER VEHICULAR TRAFFIC TO MINIMIZE THE POTENTIAL FOR ACCIDENTAL DAMAGE OR SPILLS. WHEREVER POSSIBLE, THEY SHOULD BE LOCATED ON SLOPES NOT EXCEEDING A 2% GRADE.

A CONCRETE WASHOUT WILL BE USED FOR THE PROJECT AS APPLICABLE FOR WASHING OUT TRUCKS, SHUTES, MIXERS, ETC.

WASHOUT FACILITIES WILL NOT BE PLACED WITHIN 50 FEET OF STORM DRAINS, DITCHES, OR SURFACE WATERS. WASH WATER WILL NOT BE ALLOWED TO ENTER SURFACE WATERS.

WASHOUT FACILITIES WILL BE LOCATED ON LEVEL AREAS, NOT EXCEEDING 2%

WASHOUT FACILITIES WILL BE CONSTRUCTED PER THE DETAILS AND SPECIFICATIONS OF THIS PLAN.

WASHOUT FACILITIES WILL BE INSPECTED DURING USE, REPAIRS MAD IMMEDIATELY, AN ALL ITEMS AND ACCUMULATED MATERIALS PROPERLY DISPOSED OF WHEN NO LONGER NEEDED.

CONCRETE WASHOUTS ARE INCIDENTAL TO CONTRACT ITEMS AS PER PUB 408/2020 SECTION 107.28.

R2

ROCK APRON OUTLET PROTECTION

NOT TO SCALE

ROCK APRON AT PIPE OUTLET TO AN EXISTING CHANNEL TABLE

APRON NO.	PIPE DIA PD (IN)	RIPRAP SIZE R-_	RIPRAP THICK.Rt (IN)	APRON LENGTH LC (FT)	APRON INITIAL BOTTOM WIDTH (FT)	APRON END BOTTOM WIDTH (FT)	APRON INITIAL TOP WIDTH (FT)	APRON END TOP WIDTH (FT)	APRON SIDE SLOPES H:V
RA1-1	36	5	24	20	3	8	10	14	2:1
RA1-2	36	5	24	20	2	2	10	10	2:1
RA1-3	24	4	30	12	6	6	11	11	2:1
RA1-5*	60	6	30	27	5	6	15	19	2:1
RA1-7*	N/A	7	36	40	2	6	10	24	2:1
RA1-9*	24	6	30	32	2	7	6	9	2:1
RA3-1	2-48"	6	30	39	5	5	14	14	1:5:1
RA7-1	72	7	36	39	6	6	20	20	2:1

***ROCK APRON LOCATED BEFORE 72–INCH CULVERTS**

ROCK APRON OUTLET PROTECTION TABLE

APRON NO.	BEGIN COORDINATES NORTHING	BEGIN COORDINATES EASTING	END COORDINATES NORTHING	END COORDINATES EASTING	PIPE DIAMETER (IN)	RIPRAP SIZE R-_	RIPRAP THICK.Rt (IN)	APRON LENGTH Al (FT)	APRON INITIAL WIDTH Aiw (FT)	APRON TERMINAL WIDTH Atw (FT)
RA1-4	2182471.7094	373550.6303	2182451.8296	373631.7579	72	6	30	39	5**	.
RA1-8	2179313.6479	373538.4661	2179319.8301	373566.1624	72	6	30	30	18	.

Adjust rock apron terminal widths to match existing channel cross-sections at the end of the rock aprons.
Width varies to accommodate the pipes at the endwall

R	By	Date	Revision Description
R2	WVB	08/29/2025	REVISED TABLES

NORFOLK SOUTHERN ENGINEERING DESIGN & CONSTRUCTION

Owning Company: NORFOLK SOUTHERN RAILWAY COMPANY

Drawing Date:	08/29/2025	Operating Division:	KEYSTONE	PID Number:	D3217
Designed By:	ERR	Milepost:	PT 110.8 - PT 120	File Number:	TRK1114728
Drawn By: WRB	Checked By: SJK	County:	PERRY	VRN:	F-08067

City / State: PENN TWP AND MARYSVILLE BOROUGH, PA

Project: PROPOSED 3RD MAINLINE MARY-CANNON EROSION AND SEDIMENT POLLUTION CONTROL DETAILS - (SHEET 5 OF 5)

Drawing Number: TD-2023-56 R2

Sheet Number: 65 / 498

IN1-3
N = 364354.9874
E = 200461.3954
PENNDOT TYPE M CONCRETE TOP UNIT
WITH BICYCLE SAFE GRATE WITH
PENNDOT TYPE 4 INLET BOX, HEIGHT < /= 10'
TG = 328.40
INV IN = 320.81
INV OUT = 320.64

EW1-3
N= 364219.1754
E = 2200514.7714
PENNDOT TYPE D-W
ENDWALL FOR 36" PIPE
INV OUT = 335.00

IN1-2
N = 364272.0808
E = 2200532.8312
PENNDOT TYPE M CONCRETE TOP UNIT
WITH BICYCLE SAFE GRATE WITH
PENNDOT TYPE 4 INLET BOX,
HEIGHT > 10' AND < /= 20'
TG = 329.63
INV IN = 320.25 (FROM IN 1-3)
INV IN = 321.00 (FROM MH 1-1)
INV OUT =320.00

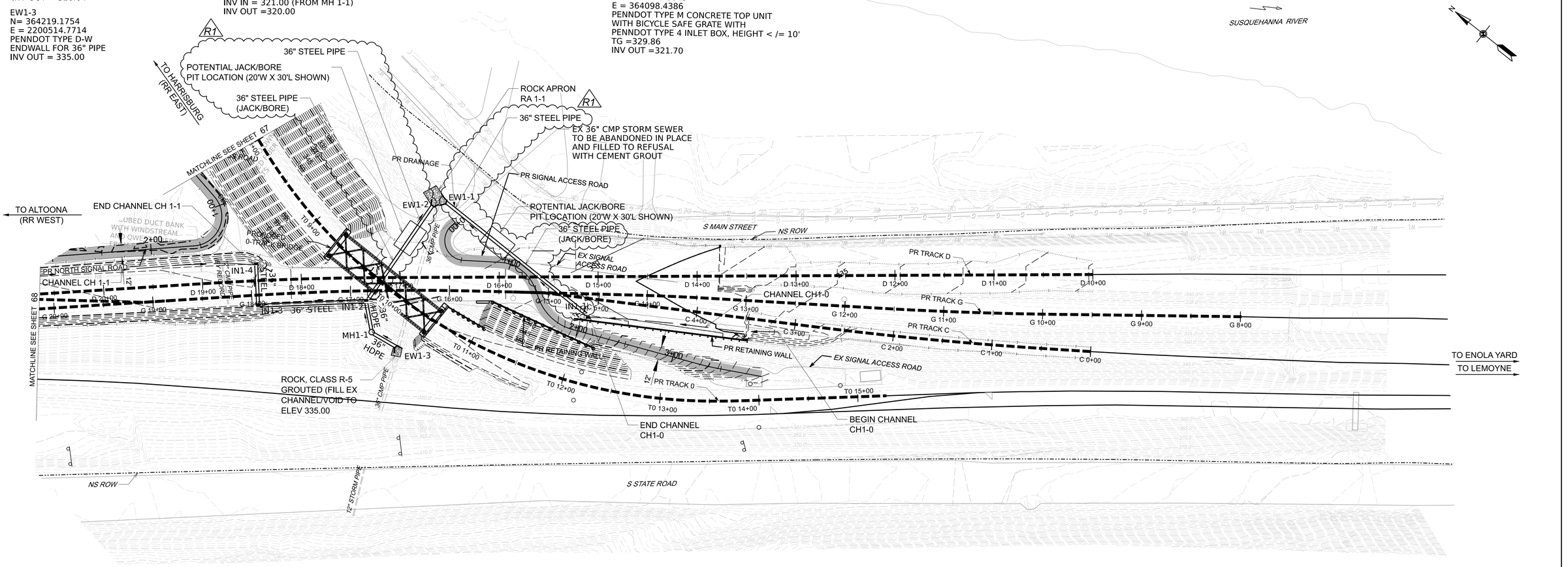
MH1-1
N = 364247.8520
E = 2200511.2497
PENNDOT TYPE 5 MANHOLE,
STORM WATER, HEIGHT >5' AND < /= 10'
RIM = 341.00
INV IN = 331.00
INV OUT = 329.00

EW1-1
N = 364270.6195
E = 2200660.6371
PENNDOT TYPE D-W
ENDWALL FOR 36" PIPE
INV OUT =318.00

IN1-1
N =2200649.8045
E = 364098.4386
PENNDOT TYPE M CONCRETE TOP UNIT
WITH BICYCLE SAFE GRATE WITH
PENNDOT TYPE 4 INLET BOX, HEIGHT < /= 10'
TG =329.86
INV OUT =321.70

EW1-2
N = 364279.1153
E = 2200649.6117
PENNDOT TYPE D-W
ENDWALL FOR 36" PIPE
INV OUT =318.00

IN1-4
N = 364382.2941
E = 2200492.6347
PENNDOT TYPE M CONCRETE TOP UNIT
WITH BICYCLE SAFE GRATE WITH
PENNDOT STANDARD INLET BOX, HEIGHT < /= 10'
TG =325.83
INV OUT = 321.00



NOTE:
CONTOURS ILLUSTRATED AT TRACK BED REPRESENT PROPOSED SUBGRADE.
ALL OTHER CONTOURS REPRESENT FINISHED GRADE.
CONTOURS AT EXCESS MATERIAL PLACEMENT AREAS (EMPA) REPRESENT
MAXIMUM FINISHED GRADE ELEVATION.

H-Scale: 1"=50' 25 0 50 100

R	By	Date	Revision Description
R1	WVB	08/11/2025	ADDED JACK/BORE, PIT LOCATION

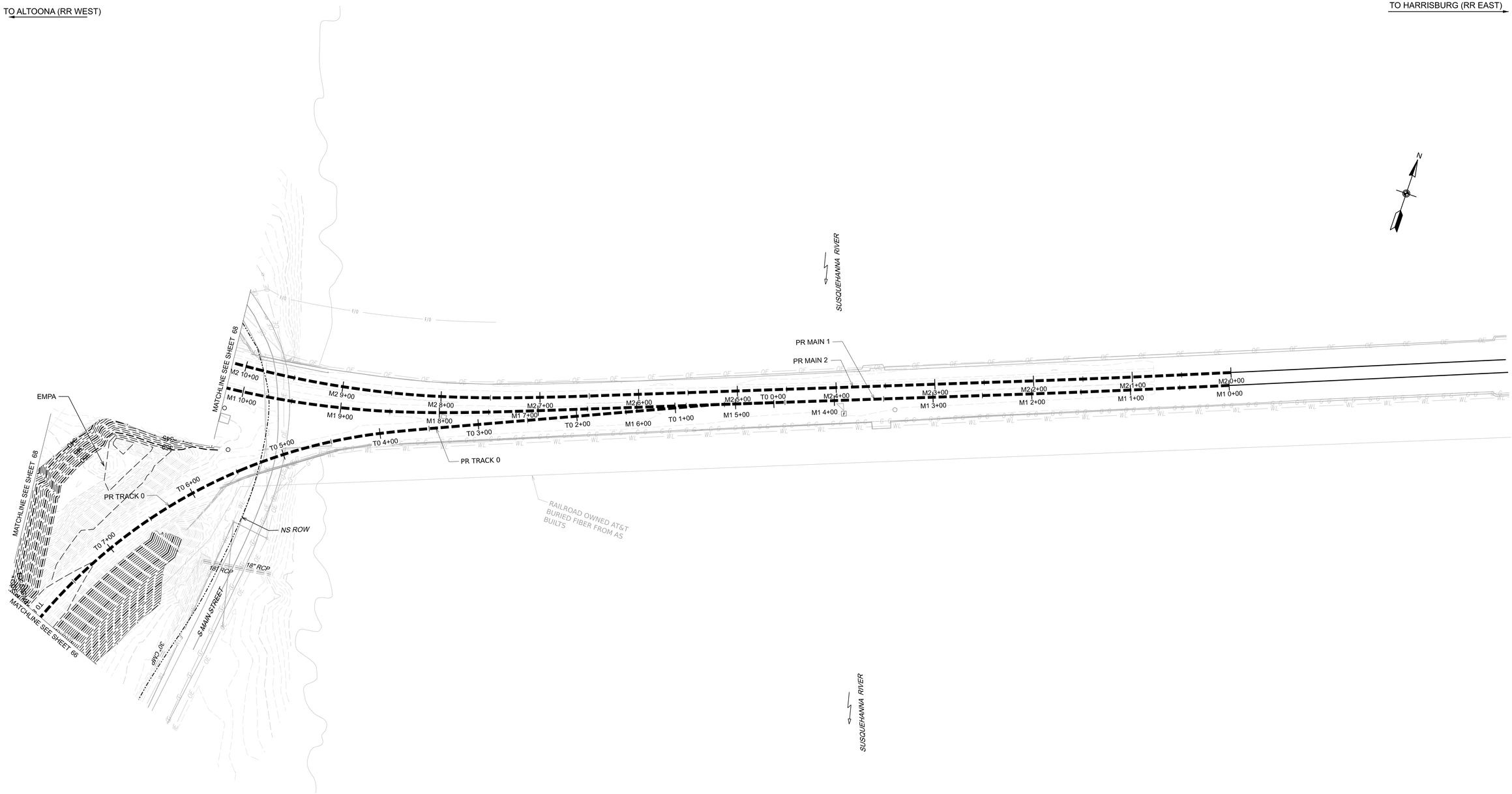
NORFOLK SOUTHERN
Owning Company: NORFOLK SOUTHERN RAILWAY COMPANY
NORFOLK SOUTHERN ENGINEERING DESIGN & CONSTRUCTION

Drawing Date:	08/11/2025	Operating Division:	KEYSTONE	PID Number:	D3217
Designed By:	CTB	Milepost:	PT 110.8 - PT 120	File Number:	TRK1114728
Drawn By: WRB	Checked By: SJK	County:	PERRY	VRN:	F-08067

City / State: PENN TWP AND MARYSVILLE BOROUGH, PA
Project: PROPOSED 3RD MAINLINE MARY-CANNON
CONTOUR, GRADING, AND DRAINAGE PLAN
(SHEET 1 OF 24)
Drawing Number: TD-2023-56 R1
Sheet Number: 66/498

TO ALTOONA (RR WEST)

TO HARRISBURG (RR EAST)



H-Scale: 1"=50' 25 0 50 100

NOTE:
CONTOURS ILLUSTRATED AT TRACK BED REPRESENT PROPOSED SUBGRADE.
ALL OTHER CONTOURS REPRESENT FINISHED GRADE.
CONTOURS AT EXCESS MATERIAL PLACEMENT AREAS (EMPA) REPRESENT MAXIMUM FINISHED GRADE ELEVATION.

R	By	Date	Revision Description

NORFOLK SOUTHERN

NORFOLK SOUTHERN ENGINEERING DESIGN & CONSTRUCTION

Owning Company:	NORFOLK SOUTHERN RAILWAY COMPANY			City / State:	PENN TWP AND MARYSVILLE BOROUGH, PA
Drawing Date:	07/11/2025	Operating Division:	KEYSTONE	PID Number:	D3217
Designed By:	CTB	Milepost:	PT 110.8 - PT 120	File Number:	TRK1114728
Drawn By: WRB	Checked By: SJK	County:	PERRY	VRN:	F-08067

Project: PROPOSED 3RD MAINLINE MARY-CANNON CONTOUR, GRADING, AND DRAINAGE PLAN (SHEET 2 OF 24)

Drawing Number: TD-2023-56

Sheet Number: 67 / 498

TO ALTOONA
(RR WEST)

N

NS ROW

PROPOSED RETAINING WALL

S MAIN STREET

RAILROAD OWNED AT&T BURIED FIBER FROM AS BUILTS AND TEST PITS

MATCHLINE SEE SHEET 69

M1 23+00

M2 22+00

M1 22+00

M2 21+00

M1 21+00

M2 20+00

M1 20+00

M2 19+00

M1 19+00

M2 18+00

M1 18+00

PROPOSED TUNNEL CAP

M2 17+00

M1 17+00

M2 16+00

M1 16+00

M2 15+00

M1 15+00

M2 14+00

M1 14+00

5' DIAM BRICK CULVERT

M2 13+00

M1 13+00

M2 12+00

M1 12+00

M2 11+00

M1 11+00

TWO-24" DIAM' TC PIPES

TWO 24" DIAM' CORR PLASTIC PIPES

NS ROW

MATCHLINE SEE SHEET 67

TO HARRISBURG
(RR EAST)

QWEST BURIED FIBER FROM AS BUILTS (START OF DIRECTIONAL BORE UNDER SUSQUEHANNA RIVER)

T-CUBED DUCT BANK WITH WINDSTREAM AND QWEST FIBERS FROM RECORD

S 31+00

D 31+00

G 30+00

D 30+00

G 29+00

D 29+00

G 28+00

D 28+00

36" BRICK STORM PIPE (BY RECORD)

D 27+00

G 26+00

D 26+00

D 25+00

G 25+00

G 24+00

D 24+00

G 23+00

D 23+00

G 22+00

D 22+00

G 21+00

D 21+00

12" CMP PIPE

OM 1+00

OM 0+00

EP-1

NS ROW

S STATE ROAD

PR SIGNAL ACCESS ROAD (2)

EX SIGNAL ACCESS ROAD

6+00

5+00

4+00

3+00

CHANNEL

5' DIAM BRICK CULVERT

WETLANDS

EX SIGNAL ACCESS ROAD

PROPOSED SIGNAL ACCESS ROAD

TO ENOLA YARD

MATCHLINE SEE SHEET 66

H-Scale: 1"=50' 25 0 50 100

NOTE:
CONTOURS ILLUSTRATED AT TRACK BED REPRESENT PROPOSED SUBGRADE.
ALL OTHER CONTOURS REPRESENT FINISHED GRADE.
CONTOURS AT EXCESS MATERIAL PLACEMENT AREAS (EMPA) REPRESENT MAXIMUM FINISHED GRADE ELEVATION.

R	By	Date	Revision Description

NORFOLK SOUTHERN

NORFOLK SOUTHERN ENGINEERING DESIGN & CONSTRUCTION

Owning Company:	NORFOLK SOUTHERN RAILWAY COMPANY				
Drawing Date:	07/11/2025	Operating Division:	KEYSTONE	PID Number:	D3217
Designed By:	CTB	Milepost:	PT 110.8 - PT 120	File Number:	TRK1114728
Drawn By:	WRB	Checked By:	SJK	County:	PERRY
				VRN:	F-08067

City / State: PENN TWP AND MARYSVILLE BOROUGH, PA

Project: PROPOSED 3RD MAINLINE MARY-CANNON
CONTOUR, GRADING, AND DRAINAGE PLAN
(SHEET 3 OF 24)

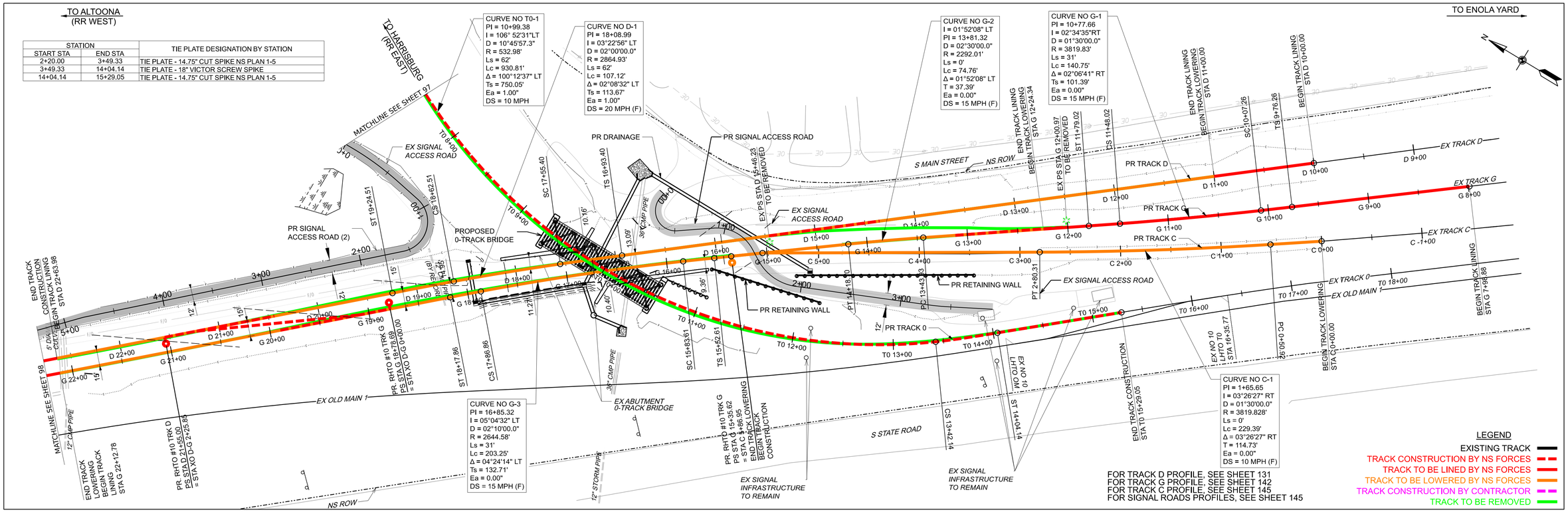
Drawing Number: TD-2023-56

Sheet Number: 68 / 498

Plan

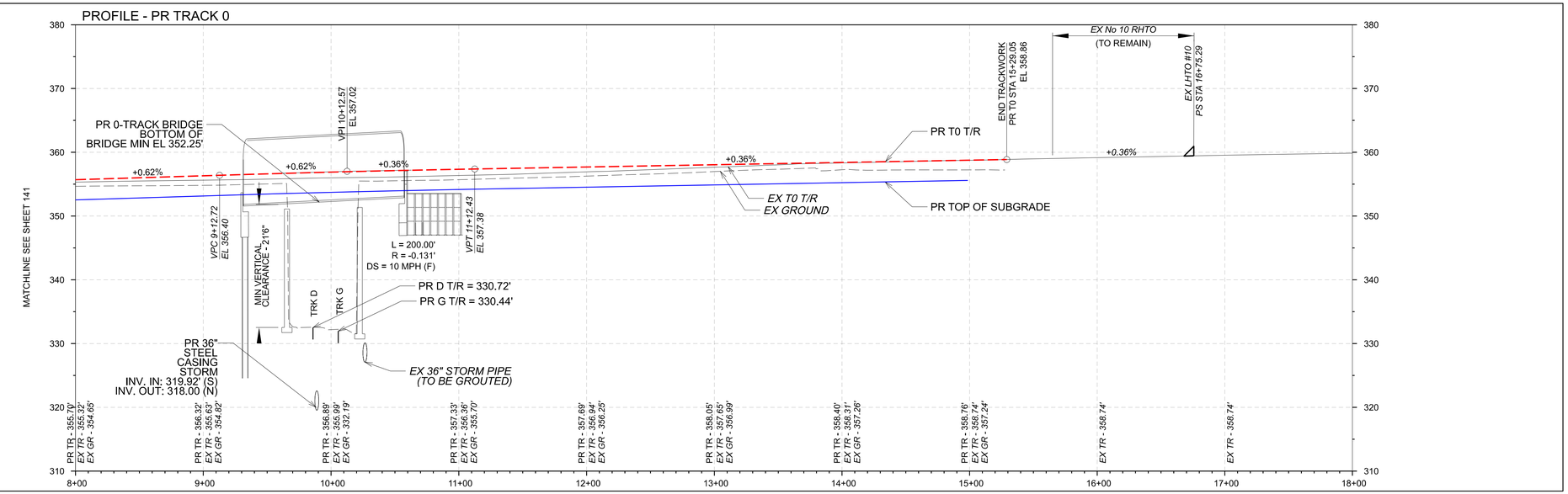
TO ALTOONA
(RR WEST)

STATION		TIE PLATE DESIGNATION BY STATION
START STA	END STA	
2+20.00	3+49.33	TIE PLATE - 14.75" CUT SPIKE NS PLAN 1-5
3+49.33	14+04.14	TIE PLATE - 18" VICTOR SCREW SPIKE
14+04.14	15+29.05	TIE PLATE - 14.75" CUT SPIKE NS PLAN 1-5



FOR TRACK D PROFILE, SEE SHEET 131
FOR TRACK G PROFILE, SEE SHEET 142
FOR TRACK C PROFILE, SEE SHEET 145
FOR SIGNAL ROADS PROFILES, SEE SHEET 145

Profile



V-Scale: 1"=10' H-Scale: 1"=50'

NOTE: PROFILE GRADE LINE IS TOP OF LOW RAIL IN SUPERELEVATED SECTIONS.

R	By	Date	Revision Description

NORFOLK SOUTHERN
NORFOLK SOUTHERN ENGINEERING DESIGN & CONSTRUCTION

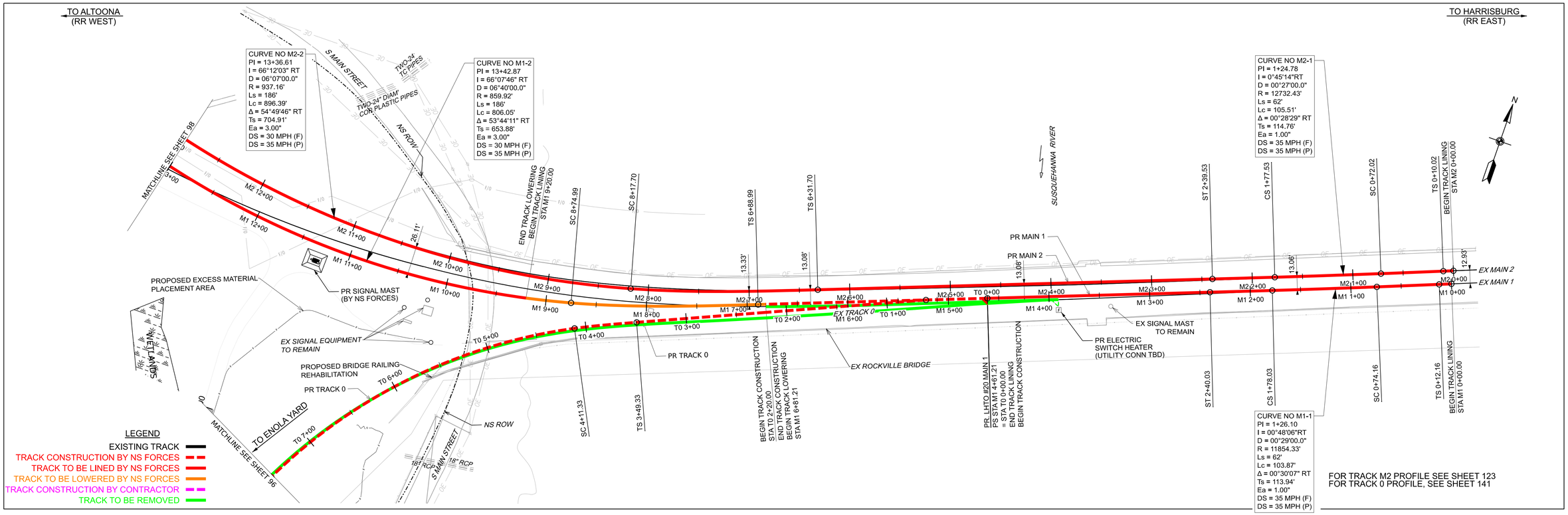
Owning Company:	NORFOLK SOUTHERN RAILWAY COMPANY			City / State:	PENN TWP AND MARYSVILLE BOROUGH, PA
Drawing Date:	07/11/2025	Operating Division:	KEYSTONE	PID Number:	D3217
Designed By:	GL	Milepost:	PT 110.8 - PT 120	File Number:	TRK1114728
Drawn By:	WRB	Checked By:	WVB	County:	PERRY
VRN:	F-08067				

Project: PROPOSED 3RD MAINLINE MARY-CANNON TRACK PLAN AND PROFILE (SHEET 1 OF 24)

Drawing Number: TD-2023-56

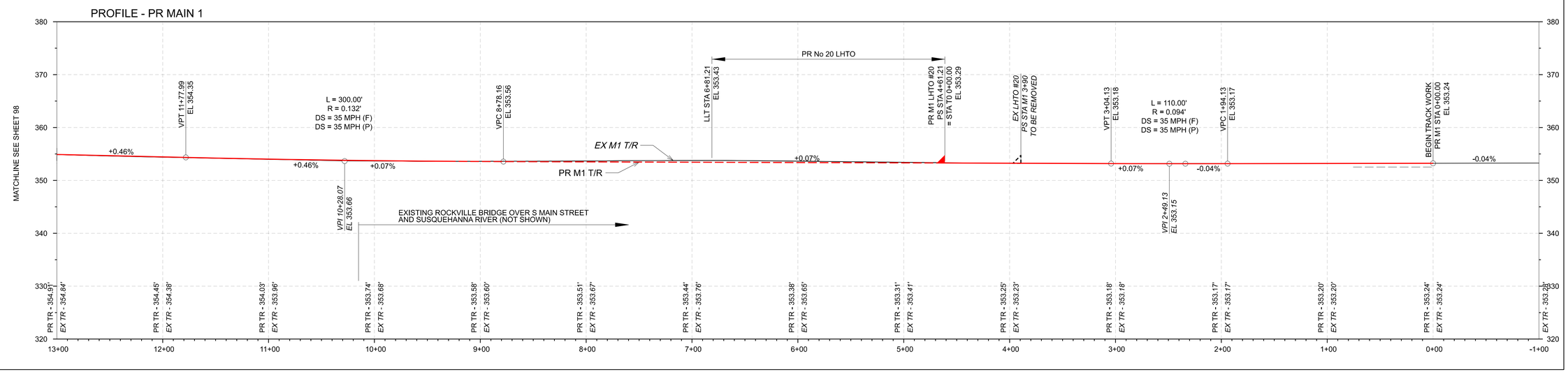
Sheet Number: 96 / 498

Plan



FOR TRACK M2 PROFILE SEE SHEET 123
FOR TRACK 0 PROFILE, SEE SHEET 141

Profile



V-Scale: 1"=10' 5 0 10 20 H-Scale: 1"=50' 25 0 50 100

NOTE: PROFILE GRADE LINE IS TOP OF LOW RAIL IN SUPERELEVATED SECTIONS.

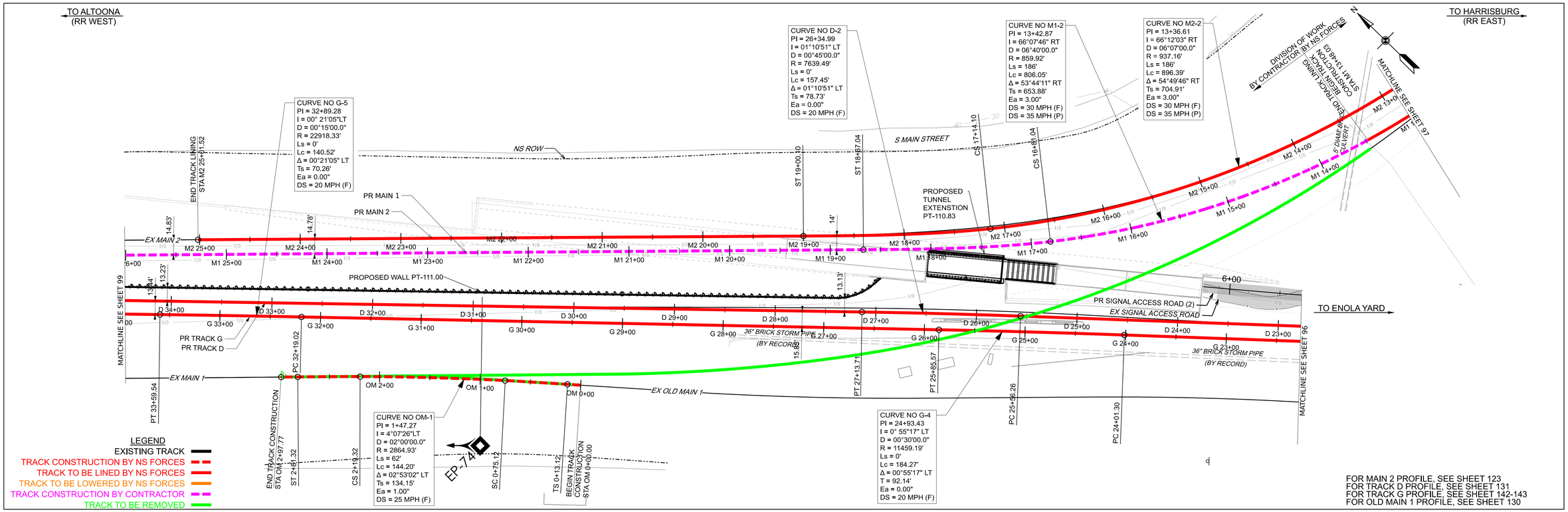
R	By	Date	Revision Description

NORFOLK SOUTHERN
Owning Company: NORFOLK SOUTHERN RAILWAY COMPANY
NORFOLK SOUTHERN ENGINEERING DESIGN & CONSTRUCTION

Drawing Date:	07/11/2025	Operating Division:	KEYSTONE	PID Number:	D3217
Designed By:	GL	Milepost:	PT 110.8 - PT 120	File Number:	TRK1114728
Drawn By:	WRB	Checked By:	WVB	County:	PERRY
				VRN:	F-08067

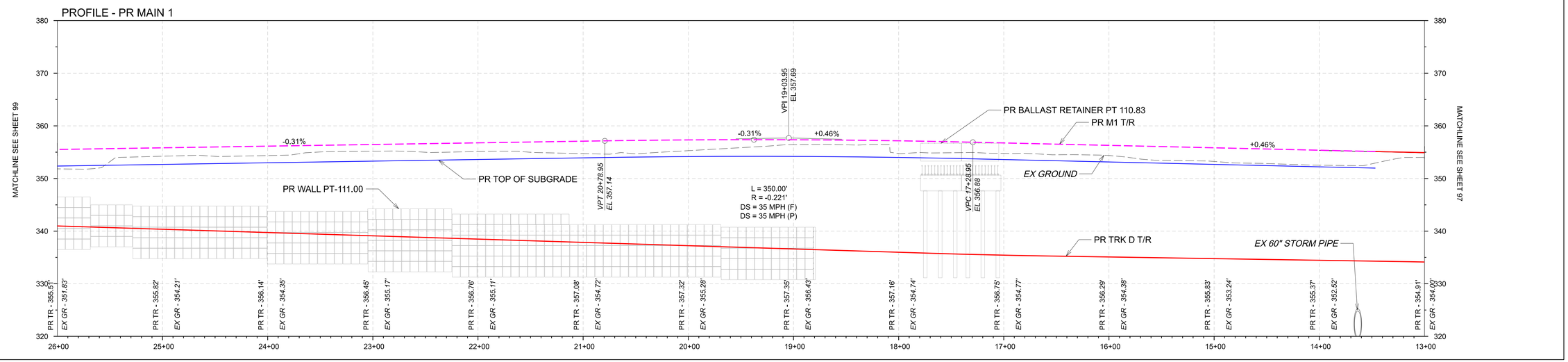
City / State: PENN TWP AND MARYSVILLE BOROUGH, PA
Project: PROPOSED 3RD MAINLINE MARY-CANNON
TRACK PLAN AND PROFILE
(SHEET 2 OF 24)
Drawing Number: TD-2023-56
Sheet Number: 97/498

Plan



FOR MAIN 2 PROFILE, SEE SHEET 123
FOR TRACK D PROFILE, SEE SHEET 131
FOR TRACK G PROFILE, SEE SHEET 142-143
FOR OLD MAIN 1 PROFILE, SEE SHEET 130

Profile



V-Scale: 1"=10' 5 0 10 20 H-Scale: 1"=50' 25 0 50 100

NOTE: PROFILE GRADE LINE IS TOP OF LOW RAIL IN SUPERELEVATED SECTIONS.

R	By	Date	Revision Description

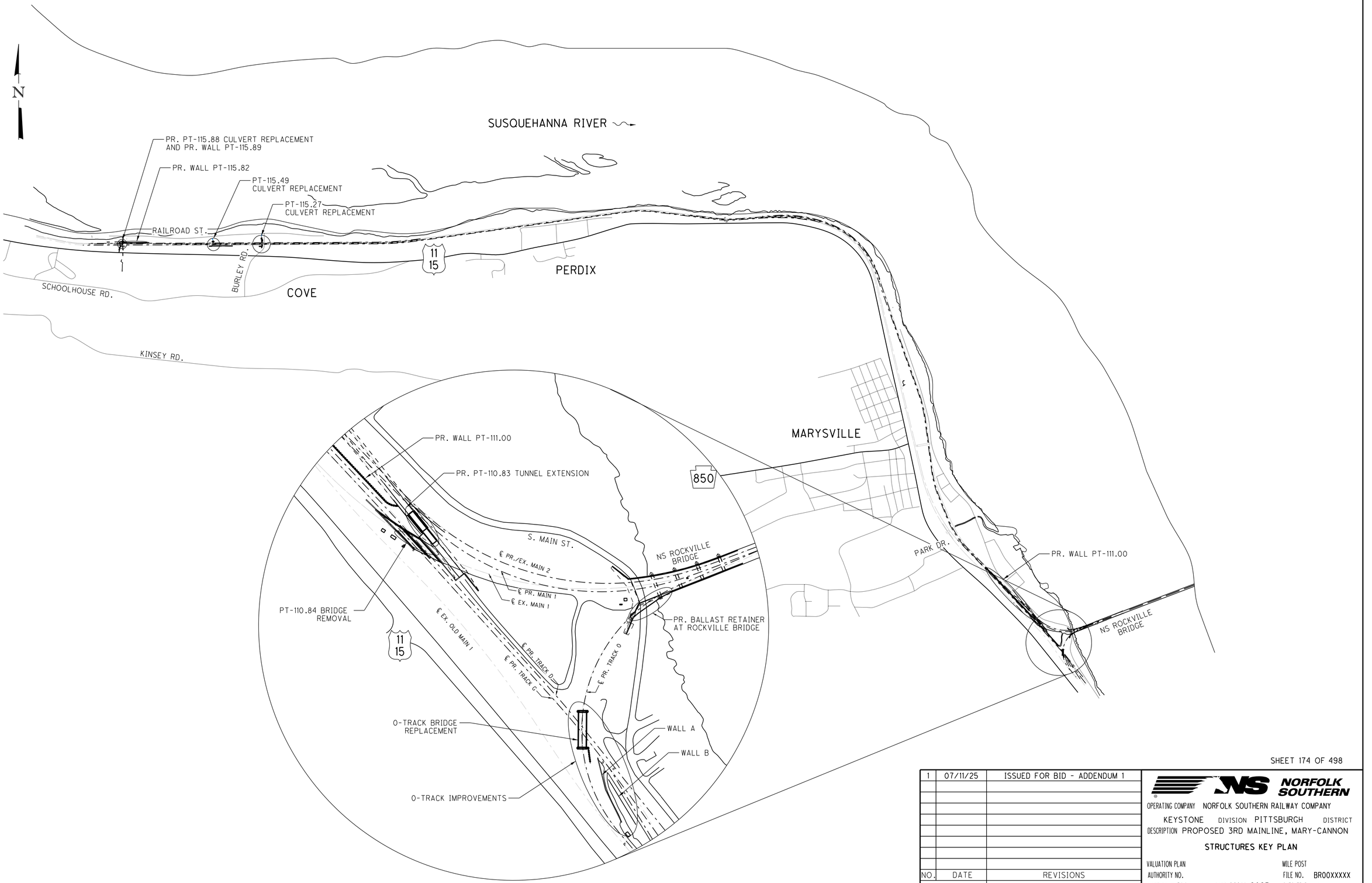
NORFOLK SOUTHERN — NORFOLK SOUTHERN ENGINEERING DESIGN & CONSTRUCTION

Owning Company:	NORFOLK SOUTHERN RAILWAY COMPANY			City / State:	PENN TWP AND MARYSVILLE BOROUGH, PA
Drawing Date:	07/11/2025	Operating Division:	KEYSTONE	PID Number:	D3217
Designed By:	GL	Milepost:	PT 110.8 - PT 120	File Number:	TRK1114728
Drawn By:	WRB	Checked By:	WVB	County:	PERRY
				VRN:	F-08067

Project: PROPOSED 3RD MAINLINE MARY-CANNON TRACK PLAN AND PROFILE (SHEET 3 OF 24)

Drawing Number: TD-2023-56

Sheet Number: 98 / 498



SHEET 174 OF 498

NO.	DATE	REVISIONS
1	07/11/25	ISSUED FOR BID - ADDENDUM 1

S-01

Michael Baker INTERNATIONAL
1111 Superior Ave. East. Suite 2300 Cleveland, Ohio 44114 (216) 664-6493

NORFOLK SOUTHERN

OPERATING COMPANY NORFOLK SOUTHERN RAILWAY COMPANY

KEYSTONE DIVISION PITTSBURGH DISTRICT

DESCRIPTION PROPOSED 3RD MAINLINE, MARY-CANNON

STRUCTURES KEY PLAN

VALUATION PLAN — MILE POST

AUTHORITY NO. — FILE NO. BROOXXXXX

MADE BY KCM DATE MAY 2025 CHECKED BY LJH

OFFICE OF CHIEF ENGINEER
BRIDGES & STRUCTURES

ATLANTA, GEORGIA

SCALE: DO NOT SCALE DRAWING NO. XXX-XXX

...\Sheets\NS_ENOLA_KEY PLAN.dgn 8/29/2025 10:11:31 AM Krishna.Patel

SPAN REPLACEMENT PICK SCHEDULE

COMPONENT	ASSEMBLED WT (LB)
EXISTING SUPERSTRUCTURE (W/O EX. BALLAST)	498,000
EXISTING SUPERSTRUCTURE (W/ EX. BALLAST)	696,000
EX. SUPERSTRUCTURE (W/ EX. BALLAST + 1 FT BALLAST TRACK RAISE)	797,000
PROPOSED SUPERSTRUCTURE (W/O BALLAST)	654,000
PRECAST ABUTMENT CAP	150,000

NOTES:

1. THIS IS A CONCEPTUAL ERECTION PLAN. THE CRANE LOCATION AND BRIDGE COMPONENT LOCATIONS ARE SHOWN SCHEMATICALLY.
2. THE CONTRACTOR SHALL DEVELOP A GRADING AND ERECTION PLAN FOR REVIEW AND APPROVAL BASED ON AVAILABLE EQUIPMENT NEEDED TO COMPLETE THE WORK. THE ASSEMBLED WEIGHT PROVIDED DOES NOT INCLUDE RIGGING WEIGHT. THE CRANE SHALL BE SIZED TO PICK 125% OF THE ASSEMBLED WEIGHT PLUS RIGGING WEIGHT. THE SUBMITTED ERECTION PLAN AND CALCULATIONS SHALL BE STAMPED BY A PROFESSIONAL ENGINEER REGISTERED IN THE COMMONWEALTH OF PENNSYLVANIA.
3. THE CONTRACTOR IS RESPONSIBLE FOR DESIGNING AND INSTALLING GROUND PROTECTION FOR UNDERGROUND UTILITIES.
4. THE CONTRACTOR IS RESPONSIBLE FOR DESIGNING AND INSTALLING TEMPORARY CULVERT EXTENSION AS NEEDED.

N

SUSQUEHANNA RIVER

TO 4+00

TO 5+00

S. MAIN ST.

S MAIN ST

EX. 18" DUAL RCP CULVERT

OVERHEAD ELECTRIC TO BE RELOCATED (BY OTHERS)

EX. 30" CMP CULVERT

TEMP. CULVERT EXTENSION

EX. SUPERSTRUCTURE (REMOVED)

ACCESS ROAD

PRIVATE

EX. ROW

℄ PR./EX. TRACK O

℄ EX. TRACK G

℄ PR. TRACK G

℄ PR. TRACK C

℄ EX. TRACK C

℄ PR. TRACK O

℄ EX. TRACK O

WETLANDS

EX. 36" CMP CULVERT

EX. 12" CMP CULVERT

US ROUTE 15

℄ EX./PR. TRACK M2

℄ PR. TRACK M1

℄ EX. TRACK M1

LEGEND

- POTENTIAL CRANE STAGING AREA
- POTENTIAL PROPOSED SPAN STAGING AREA
- POTENTIAL CONSTRUCTION ENTRANCE

SHEET 178 OF 498

NO.	DATE	REVISIONS
1	07/11/25	ISSUED FOR BID - ADDENDUM 1
2	08/11/25	REVISION 1

S0-03

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NORFOLK SOUTHERN

OPERATING COMPANY NORFOLK SOUTHERN RAILWAY COMPANY

KEYSTONE DIVISION PITTSBURGH DISTRICT

DESCRIPTION PROPOSED 3RD MAINLINE, MARY-CANNON

O-TRACK BRIDGE
SUGGESTED CONSTRUCTION STAGING

VALUATION PLAN — MILE POST

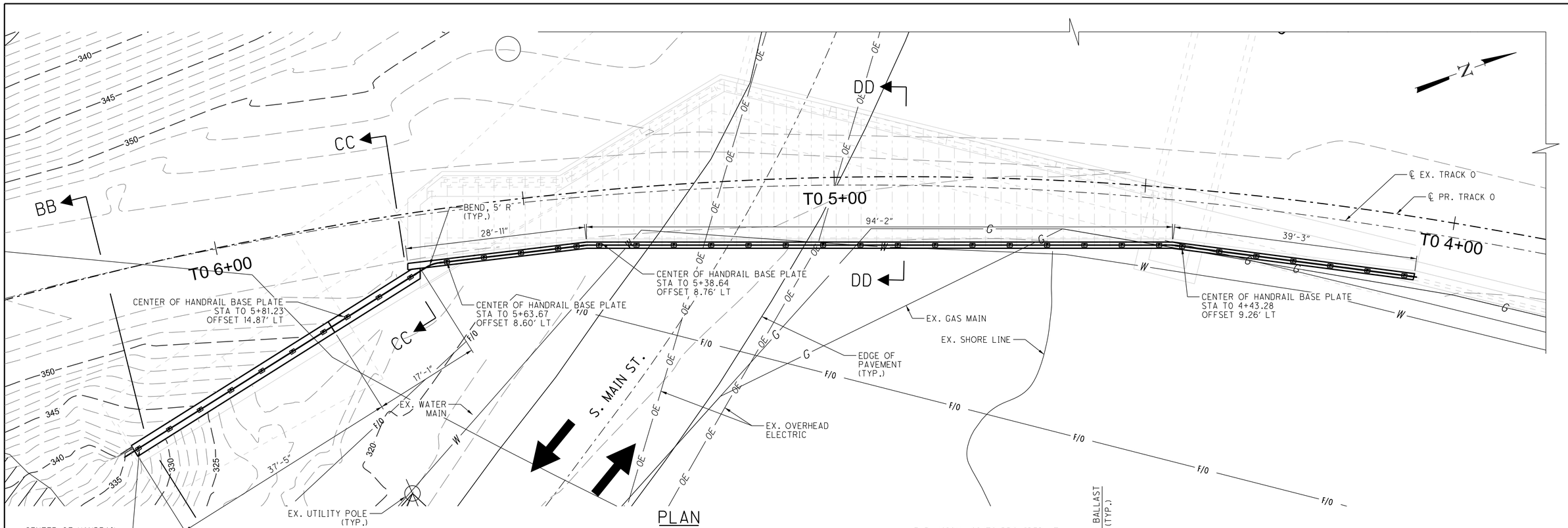
AUTHORITY NO. — FILE NO. BR0026728

MADE BY KCM DATE MAY 2025 CHECKED BY JBT

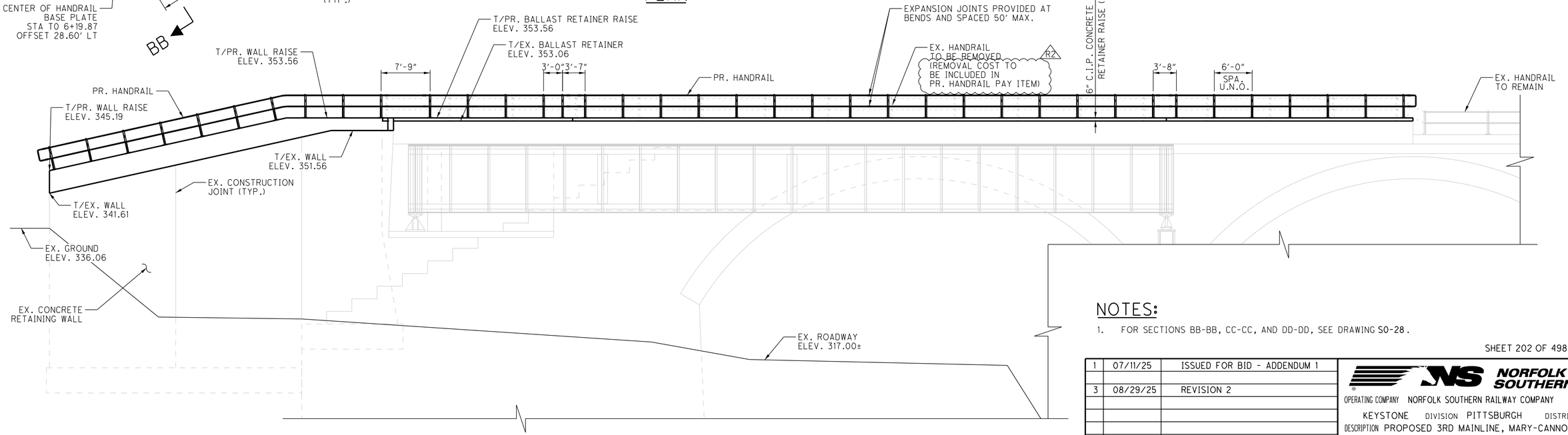
OFFICE OF CHIEF ENGINEER
BRIDGES & STRUCTURES
ATLANTA, GEORGIA

SCALE: DO NOT SCALE DRAWING NO. O-TRACK-2401

...\NS_ENOLA_O-TRACK_003_STAGING.dgn 8/29/2025 10:12:20 AM Krishna.Patel



PLAN



ELEVATION

UNFOLDED FOR CLARITY

NOTES:

1. FOR SECTIONS BB-BB, CC-CC, AND DD-DD, SEE DRAWING S0-28.

SHEET 202 OF 498

NO.	DATE	REVISIONS
1	07/11/25	ISSUED FOR BID - ADDENDUM 1
3	08/29/25	REVISION 2

S0-27

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NORFOLK SOUTHERN

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KEYSTONE DIVISION PITTSBURGH DISTRICT

DESCRIPTION PROPOSED 3RD MAINLINE, MARY-CANNON

O-TRACK BRIDGE - ROCKVILLE BRIDGE CONCRETE RAISE PLAN AND ELEVATION

VALUATION PLAN — MILE POST

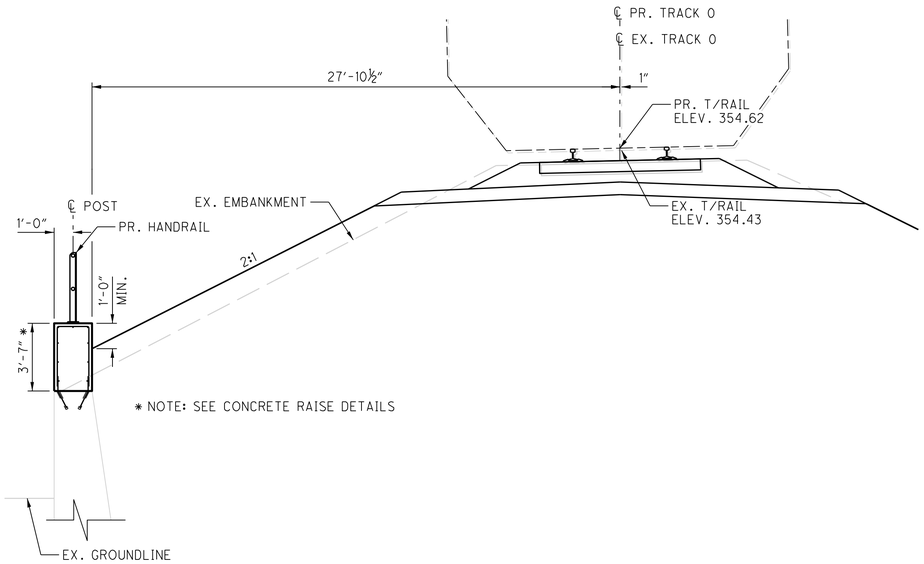
AUTHORITY NO. — FILE NO. BR0026728

MADE BY LJK — DATE MAY 2025 — CHECKED BY RDS

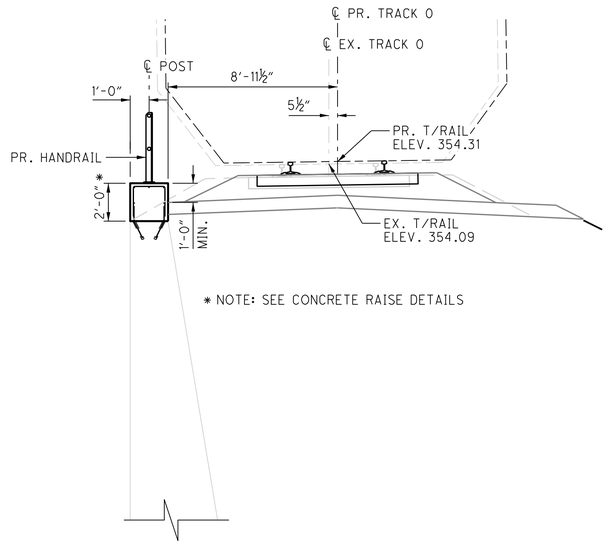
OFFICE OF CHIEF ENGINEER BRIDGES & STRUCTURES — ATLANTA, GEORGIA

SCALE: DO NOT SCALE — DRAWING NO. PT-110.36-2401

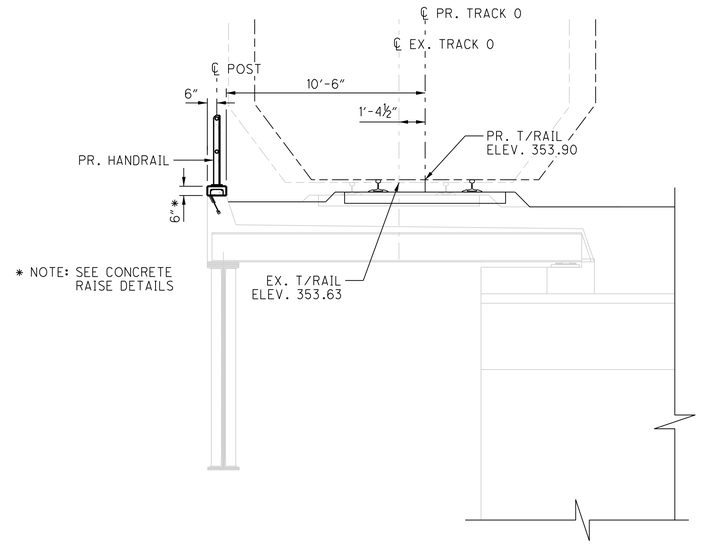
...\NS_ENOLA_PT-110.36_028_BALLAST RETAINER.dgn 8/29/2025 10:16:42 AM Krishna.Patel



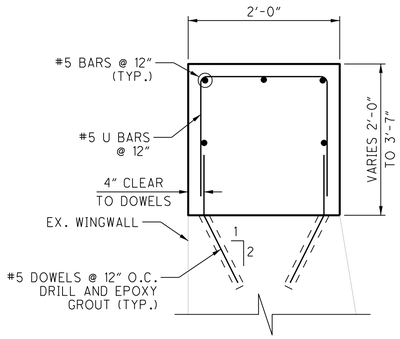
SECTION BB-BB



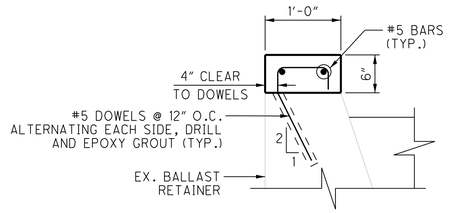
SECTION CC-CC



SECTION DD-DD



WINGWALL



BALLAST RETAINER

CONCRETE RAISE DETAILS

NO.	DATE	REVISIONS
1	07/11/25	ISSUED FOR BID - ADDENDUM 1

S0-28

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NORFOLK SOUTHERN

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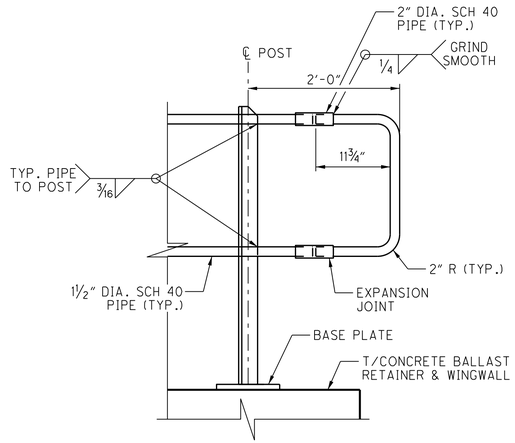
KEYSTONE DIVISION PITTSBURGH DISTRICT
DESCRIPTION PROPOSED 3RD MAINLINE, MARY-CANNON
O-TRACK BRIDGE - ROCKVILLE BRIDGE
CONCRETE RAISE DETAILS
VALUATION PLAN MILE POST
AUTHORITY NO. FILE NO. BR0026728
MADE BY LJK DATE MAY 2025 CHECKED BY RDS
OFFICE OF CHIEF ENGINEER
BRIDGES & STRUCTURES ATLANTA, GEORGIA
SCALE: DO NOT SCALE DRAWING NO. PT-110.36-2401



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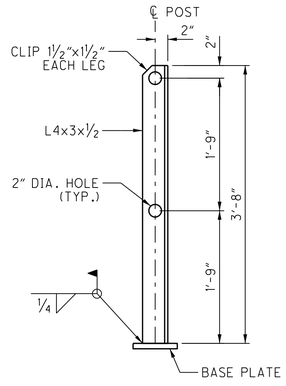
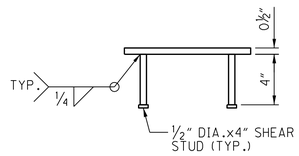
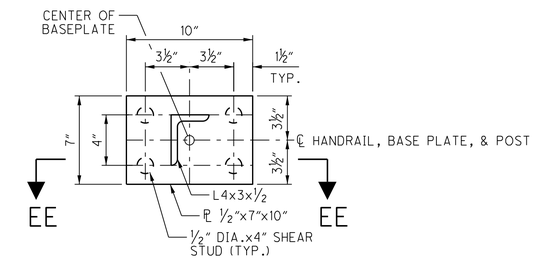


POST DETAIL



SECTION EE-EE



BASE PLATE DETAIL

NO.	DATE	REVISIONS
1	07/11/25	ISSUED FOR BID - ADDENDUM 1

S0-29

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NORFOLK SOUTHERN

OPERATING COMPANY NORFOLK SOUTHERN RAILWAY COMPANY

KEYSTONE DIVISION PITTSBURGH DISTRICT

DESCRIPTION PROPOSED 3RD MAINLINE, MARY-CANNON

O-TRACK BRIDGE - ROCKVILLE BRIDGE HANDRAIL DETAILS

VALUATION PLAN MILE POST

AUTHORITY NO. FILE NO. BR0026728

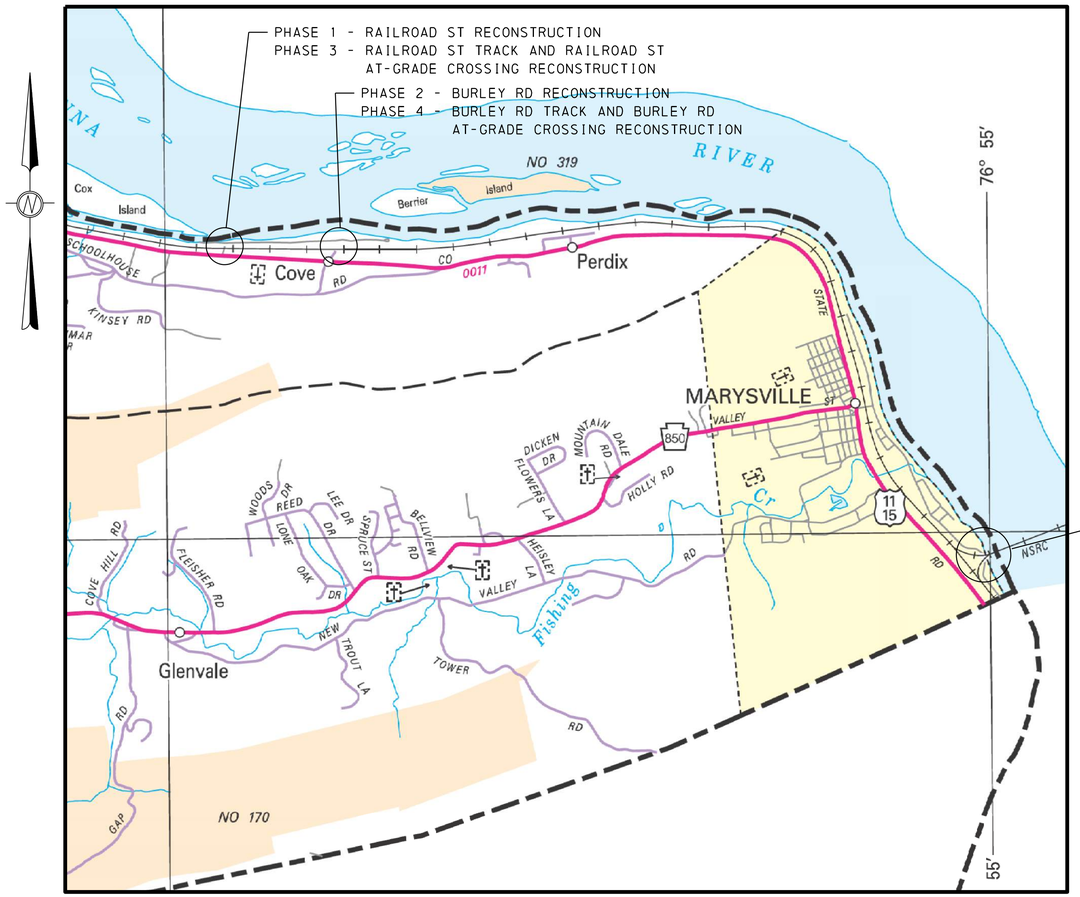
MADE BY LJK DATE MAY 2025 CHECKED BY RDS

OFFICE OF CHIEF ENGINEER ATLANTA, GEORGIA

BRIDGES & STRUCTURES

SCALE: DO NOT SCALE DRAWING NO. PT-110.36-2401

Location Map



PROJECT LOCATION

SCALE
0 0.5 1.0 MI

GENERAL NOTES

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

FURNISH, ERECT, PLACE AND MAINTAIN TRAFFIC CONTROL SIGNS AND DEVICES. MAINTAIN TRAFFIC DURING HOURS OF CONSTRUCTION AND AT ALL OTHER TIMES IN ACCORDANCE WITH THE METHODS INDICATED ON THESE DRAWINGS AND THE FOLLOWING;

1. SPECIFICATIONS OF THE CONTRACT
2. FHWA - MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD)
3. PENNDOT PUB. 35 - APPROVED CONSTRUCTION MATERIALS (BULLETIN 15)
4. PENNDOT PUB. 46 - TRAFFIC ENGINEERING MANUAL
5. PENNDOT PUB. 111 - TRAFFIC CONTROL PAVEMENT MARKINGS AND SIGNING STANDARDS, TC-8600 AND TC-8700 SERIES
6. PENNDOT PUB 148 - TRAFFIC STANDARDS - SIGNALS TC-8800 SERIES
7. PENNDOT PUB 149 - TRAFFIC SIGNAL DESIGN HANDBOOK
8. PENNDOT PUB. 212 - OFFICIAL TRAFFIC CONTROL DEVICES, SUB-CHAPTER E
9. PENNDOT PUB. 213 - TEMPORARY TRAFFIC CONTROL GUIDELINES
10. PENNDOT PUB. 236 - HANDBOOK OF APPROVED SIGNS
11. PENNDOT PUB. 408 - SPECIFICATIONS (CURRENT LET DATE VERSION)

UPON COMPLETION OF THE WORK, REMOVE TRAFFIC CONTROL DEVICES AS DIRECTED.

COVER OR REMOVE ALL SIGNS NOT IN USE.

REMOVE ANY CONFLICTING PAVEMENT MARKINGS AS SPECIFIED IN SECTION 963.3 OF PENNDOT PUB. 408 (CURRENT LET DATE) (90% MATERIAL REMOVAL). REMOVE PAVEMENT MARKINGS IN AN ACCEPTABLE MANNER THAT IS LEAST DAMAGING TO THE EXISTING PAVEMENT.

DETAILS, OTHER THAN THOSE INDICATED, ARE ON THE FOLLOWING PENNDOT PUB. 111 STANDARD DRAWINGS:

TC-8700C	JUN 13, 2013
TC-8702B	JUN 13, 2013
TC-8716	FEB 21, 2024
TC-8717	JUN 13, 2013

SHEET INDEX

NO.	DATE	REVISIONS
0	07/11/25	100% SUBMITTAL
R2	08/29/25	REVISION 2

TCP-01

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NORFOLK SOUTHERN

OPERATING COMPANY NORFOLK SOUTHERN RAILWAY COMPANY
KEYSTONE DIVISION PITTSBURGH DISTRICT
DESCRIPTION ENOLA THIRD MAINLINE, ENOLA, PA

INDEX MAP AND GENERAL NOTES

VALUATION PLAN MILE POST
AUTHORITY NO. FILE NO. TRK1114728
MADE BY GSA DATE JULY 2025 CHECKED BY RSC
OFFICE OF CHIEF ENGINEER ATLANTA, GEORGIA
BRIDGES & STRUCTURES
SCALE: DO NOT SCALE DRAWING NO. TCP

MAINTENANCE AND PROTECTION OF TRAFFIC DURING CONSTRUCTION
TABULATION OF TRAFFIC CONTROL DEVICES

(FOR INFORMATION ONLY)

NOMENCLATURE	DESCRIPTION	SIZE	PROJECT TOTAL
G20-2	END ROAD WORK	36"x18"	1
M4-8A	END DETOUR	24"x18"	2
M4-10L	DETOUR ARROW, LEFT	48"x18"	1
M4-10R	DETOUR ARROW, RIGHT	48"x18"	2
M4-9L	DETOUR, LEFT	30"x24"	1
M4-9R	DETOUR, RIGHT	30"x24"	1
M4-9S	DETOUR, STRAIGHT	30"x24"	3
M4-9SL	LEFT ADVANCE DETOUR	30"x24"	1
M4-9SR	RIGHT ADVANCE DETOUR	30"x24"	1
R1-1	STOP	30"x30"	1
R11-2	ROAD CLOSED	48"x30"	10
R11-3A	ROAD CLOSED - LOCAL TRAFFIC ONLY	60"x30"	4
R11-4	ROAD CLOSED TO THRU TRAFFIC	60"x30"	1
W8-1	BUMP	30"x30"	4
W10-15P	ROUGH CROSSING	30"x24"	4
W16-8P	STREETNAME PLAQUE - BURLEY RD	30"x12"	6
W16-8P	STREETNAME PLAQUE - RAILROAD ST	30"x12"	4
W20-1	ROAD WORK	36"x36"	2
W20-3	ROAD CLOSED	36"x36"	1
W20-4	ONE LANE ROAD	36"x36"	2
W20-7	FLAGGER SYMBOL	36"x36"	2
W21-2-1	TRAVEL AT YOUR OWN RISK	30"x30"	1
W21-5	SHOULDER WORK	36"x36"	1
W21-5BR	RIGHT SHOULDER CLOSED	36"x36"	1
W30-1-1	DISTANCE PANEL (500 FT)	30"x10"	2
W30-1-2	DISTANCE PANEL (1000 FT)	30"x1"	2
W30-1-6	DISTANCE PANEL (AHEAD)	20"x6"	4
	TYPE B WARNING LIGHTS (AMBER)	EACH	SUFFICIENT
	CHANNELIZING DEVICES	EACH	SUFFICIENT
	TYPE III BARRICADES	EACH	SUFFICIENT
	SIGN LOCATIONS	EACH	SUFFICIENT

TABULATION OF TRAFFIC CONTROL PAY ITEMS

LOCATION	CLEARING AND GRUBBING WITHIN LIMITS OF MAINTENANCE OF TRAFFIC INCLUDES REMOVAL AND DISPOSAL OF MATERIAL OFF-SITE	F&I SUBBASE - 6" DEPTH AS SHOWN IN PLANS PER PENNDOT SPECIFICATIONS PUBLICATION 408	MAINTENANCE AND PROTECTION OF TRAFFIC DURING CONSTRUCTION PER PENNDOT SPECIFICATIONS PUBLICATION SECTION 0901 - FOR MAIN STREET	MAINTENANCE AND PROTECTION OF TRAFFIC DURING CONSTRUCTION PER PENNDOT SPECIFICATIONS PUBLICATION SECTION 0901 - FOR BURLEY ROAD	MAINTENANCE AND PROTECTION OF TRAFFIC DURING CONSTRUCTION PER PENNDOT SPECIFICATIONS PUBLICATION SECTION 0901 - FOR RAILROAD STREET	F&I NS TYPE B DENSE GRADED AGGREGATE FOR SUB-BALLAST	F&I ASPHALT WEARING COURSE - 12.5 MM SUPERPAVE AS SHOWN IN PLANS PER PENNDOT SPECIFICATIONS PUBLICATION 408	REMOVE ASPHALT PAVEMENT FULLY AND PROPERLY DISPOSE OFF-SITE; INCLUDES FULL-DEPTH SAW CUT ALONG EDGES OF PAVEMENT TO REMAIN	RELOCATE SIGN; INCLUDES POST, FOOTING REMOVAL & BACKFILL AND RELOCATED POST INSTALLATION (CROSSBUCK SIGN ASSEMBLY)	UNCLASSIFIED EXCAVATION
UNIT	SY	TON	LS	LS	LS	TON	TON	SY	EA	CY
PHASE 1	256	77				58	11		2	43
PHASE 2							28		2	
PHASE 3								60	2	
PHASE 4								92	2	
O-TRACK										
ENTIRE PROJECT										
TOTAL	256	77	-	-	-	58	39	152	8	43

SHEET 459 OF 498

NO.	DATE	REVISIONS
0	07/11/25	100% SUBMITTAL
1	08/11/25	REVISION 1

TCP-02

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NORFOLK SOUTHERN

OPERATING COMPANY NORFOLK SOUTHERN RAILWAY COMPANY
KEYSTONE DIVISION PITTSBURGH DISTRICT
DESCRIPTION ENOLA THIRD MAINLINE, ENOLA, PA

TABULATION OF QUANTITIES

VALUATION PLAN MILE POST
AUTHORITY NO. FILE NO. TRK1114728
MADE BY GSA DATE JULY 2025 CHECKED BY RSC
OFFICE OF CHIEF ENGINEER
BRIDGES & STRUCTURES ATLANTA, GEORGIA
SCALE: DO NOT SCALE DRAWING NO. TCP

LEGEND

- WORK AREA
- WORK COMPLETED IN A PRIOR STAGE
- TEMPORARY SIGN LOCATION
- FLAGGER
- VEHICLE FLOW
- CHANNELIZING DEVICES
- TYPE B LIGHT (AMBER)

NOTES:

1. ALL TRAFFIC CONTROL DEVICES, INSTALLATION, MAINTENANCE AND PROTECTION OF TRAFFIC, AND REMOVAL OF DEVICES MUST BE IN COMPLIANCE WITH PENNDOT PUBLICATIONS 213 AND 408 SECTION 901
2. MAINTAIN PEDESTRIAN AND VEHICLE ACCESS TO ALL BUSINESSES AND RESIDENCES

SCALE
0 25 50 FEET

NO.	DATE	REVISIONS
0	07/11/25	100% SUBMITTAL

TCP-09

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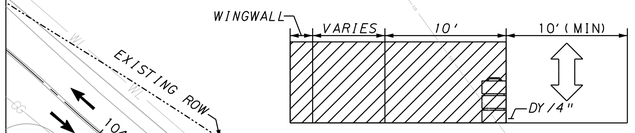
NORFOLK SOUTHERN

OPERATING COMPANY NORFOLK SOUTHERN RAILWAY COMPANY
KEYSTONE DIVISION PITTSBURGH DISTRICT
DESCRIPTION ENOLA THIRD MAINLINE, ENOLA, PA
SHORT-TERM SB LANE CLOSURE MAIN ST OVERHEAD TRACK-O
VALUATION PLAN MILE POST
AUTHORITY NO. FILE NO. TRK1114728
MADE BY GSA DATE JULY 2025 CHECKED BY RSC
OFFICE OF CHIEF ENGINEER
BRIDGES & STRUCTURES ATLANTA, GEORGIA
SCALE: DO NOT SCALE DRAWING NO. TCP

SEE SHEET TCP-09

SEE SHEET TCP-11



TYPICAL SECTION

NOT TO SCALE
STA 107+36 TO STA 107+61

EXISTING ROW

104

10'

10'

DY/4"

105 MAIN ST

NORFOLK SOUTHERN ACCESS POINT

50' 6 CHANNELIZING DEVICES

106

25' (TYP)

107

10'

10'

O-TRACK CONCRETE RAISE AND HANDRAIL REPLACEMENT WORK AREA

108

O-TRACK BRIDGE

109

110

10'

10'

111

50' 6 CHANNELIZING DEVICES

DY/4"

MAIN ST 112

EXISTING ROW

113

NOTES:

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2. MAINTAIN PEDESTRIAN AND VEHICLE ACCESS TO ALL BUSINESSES AND RESIDENCES
3. BEFORE TERMINATING WORK EACH DAY AND PRIOR TO REOPENING THE ROADWAY TO VEHICULAR TRAFFIC, CLEAN THE ROADWAY SURFACE BY MECHANICAL SWEEPING OR OTHER MEANS NECESSARY TO REMOVE ALL LOOSE PARTICLES AND DEBRIS FROM THE ROADWAY SURFACE.
4. TO ALLOW LARGER VEHICLES (TRUCKS) UNDERPASS CLEARANCE ACCESS, FLAGGERS SHALL STOP TRAFFIC AND REMOVE/RELOCATE TRAFFIC CONTROL DEVICES UNDER THE BRIDGE SO AS TO ALLOW THE LARGER VEHICLES TO PASS UNDER THE CENTER OF THE ARCHWAY BRIDGE. CONSTRUCTION SHALL CEASE OPERATIONS AND ARE PERMITTED TO RESUME AFTER LARGE VEHICLE HAS CLEARED AND TRAFFIC CONTROL DEVICES HAVE BEEN RETURNED TO THEIR PREVIOUS LOCATIONS.

LEGEND

- WORK AREA
- WORK COMPLETED IN A PRIOR STAGE
- TEMPORARY SIGN LOCATION
- FLAGGER
- VEHICLE FLOW
- CHANNELIZING DEVICES
- TYPE B LIGHT (AMBER)

SCALE
0 25 50 FEET

SHEET 467 OF 498

NO.	DATE	REVISIONS
0	07/11/25	100% SUBMITTAL

TCP-10

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NORFOLK SOUTHERN

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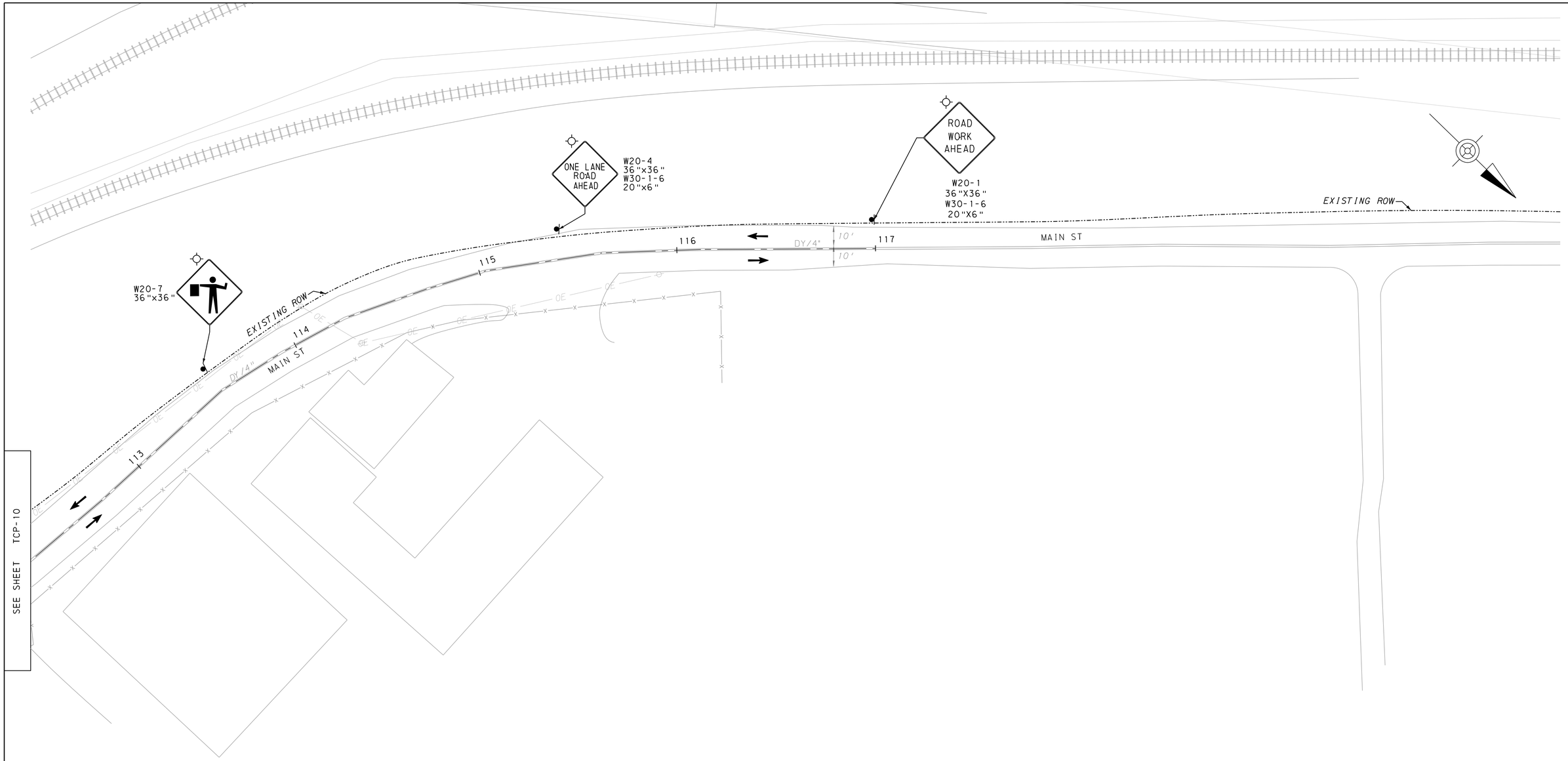
KEYSTONE DIVISION PITTSBURGH DISTRICT
DESCRIPTION ENOLA THIRD MAINLINE, ENOLA, PA
SHORT-TERM SB LANE CLOSURE MAIN ST OVERHEAD TRACK-O
VALUATION PLAN
AUTHORITY NO.
MILE POST
FILE NO. TRK1114728
MADE BY GSA DATE JULY 2025 CHECKED BY RSC
OFFICE OF CHIEF ENGINEER
BRIDGES & STRUCTURES
ATLANTA, GEORGIA
SCALE: DO NOT SCALE DRAWING NO. TCP



LEGEND

- WORK AREA
- WORK COMPLETED IN A PRIOR STAGE
- TEMPORARY SIGN LOCATION
- FLAGGER
- VEHICLE FLOW
- CHANNELIZING DEVICES
- TYPE B LIGHT (AMBER)

NOTES:

1. ALL TRAFFIC CONTROL DEVICES, INSTALLATION, MAINTENANCE AND PROTECTION OF TRAFFIC, AND REMOVAL OF DEVICES MUST BE IN COMPLIANCE WITH PENNDOT PUBLICATIONS 213 AND 408 SECTION 901
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SCALE
0 25 50 FEET

NO.	DATE	REVISIONS
0	07/11/25	100% SUBMITTAL

TCP-11

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NORFOLK SOUTHERN

OPERATING COMPANY NORFOLK SOUTHERN RAILWAY COMPANY
KEYSTONE DIVISION PITTSBURGH DISTRICT
DESCRIPTION ENOLA THIRD MAINLINE, ENOLA, PA

SHORT-TERM SB LANE CLOSURE MAIN ST
OVERHEAD TRACK-O

VALUATION PLAN MILE POST
AUTHORITY NO. FILE NO. TRK1114728
MADE BY GSA DATE JULY 2025 CHECKED BY RSC
OFFICE OF CHIEF ENGINEER ATLANTA, GEORGIA
BRIDGES & STRUCTURES
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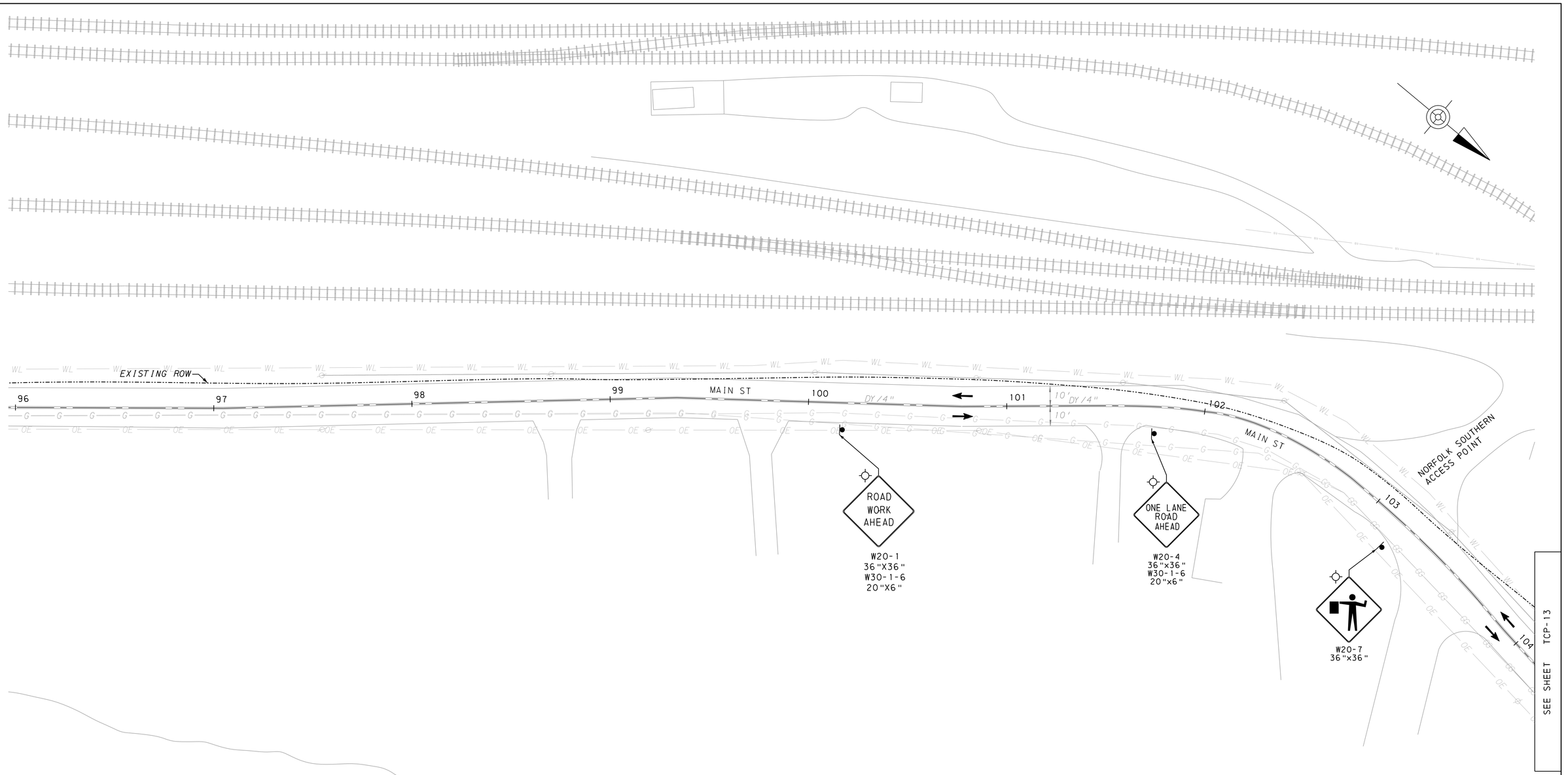

LEGEND

- WORK AREA
- WORK COMPLETED IN A PRIOR STAGE
- TEMPORARY SIGN LOCATION
- FLAGGER
- VEHICLE FLOW
- CHANNELIZING DEVICES
- TYPE B LIGHT (AMBER)

NOTES:

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SCALE
0 25 50 FEET

NO.	DATE	REVISIONS
0	07/11/25	100% SUBMITTAL

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NORFOLK SOUTHERN

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KEYSTONE DIVISION PITTSBURGH DISTRICT
DESCRIPTION ENOLA THIRD MAINLINE, ENOLA, PA
SHORT-TERM NB LANE CLOSURE MAIN ST OVERHEAD TRACK-O
VALUATION PLAN
AUTHORITY NO.
MILE POST
FILE NO. TRK1114728
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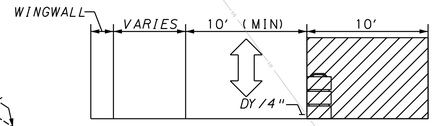
OFFICE OF CHIEF ENGINEER
BRIDGES & STRUCTURES
ATLANTA, GEORGIA
SCALE: DO NOT SCALE DRAWING NO. TCP

SEE SHEET TCP-12

SEE SHEET TCP-14



TYPICAL SECTION

NOT TO SCALE
STA 107+37 TO STA 107+62

EXISTING ROW

104

10'

10'

DY/4"

105 MAIN ST

NORFOLK SOUTHERN ACCESS POINT

6 CHANNELIZING DEVICES

50'

106

25' (TYP)

107

10'

10'

108

109

110

10'

10'

50'

6 CHANNELIZING DEVICES

EXISTING ROW

DY/4"

111

MAIN ST 112

113

O-TRACK CONCRETE RAISE AND HANDRAIL REPLACEMENT WORK AREA

O-TRACK BRIDGE

NOTES:

1. ALL TRAFFIC CONTROL DEVICES, INSTALLATION, MAINTENANCE AND PROTECTION OF TRAFFIC, AND REMOVAL OF DEVICES MUST BE IN COMPLIANCE WITH PENNDOT PUBLICATIONS 213 AND 408 SECTION 901
2. MAINTAIN PEDESTRIAN AND VEHICLE ACCESS TO ALL BUSINESSES AND RESIDENCES
3. BEFORE TERMINATING WORK EACH DAY AND PRIOR TO REOPENING THE ROADWAY TO VEHICULAR TRAFFIC, CLEAN THE ROADWAY SURFACE BY MECHANICAL SWEEPING OR OTHER MEANS NECESSARY TO REMOVE ALL LOOSE PARTICLES AND DEBRIS FROM THE ROADWAY SURFACE.
4. TO ALLOW LARGER VEHICLES (TRUCKS) UNDERPASS CLEARANCE ACCESS, FLAGGERS SHALL STOP TRAFFIC AND REMOVE/RELOCATE TRAFFIC CONTROL DEVICES UNDER THE BRIDGE SO AS TO ALLOW THE LARGER VEHICLES TO PASS UNDER THE CENTER OF THE ARCHWAY BRIDGE. CONSTRUCTION SHALL CEASE OPERATIONS AND ARE PERMITTED TO RESUME AFTER LARGE VEHICLE HAS CLEARED AND TRAFFIC CONTROL DEVICES HAVE BEEN RETURNED TO THEIR PREVIOUS LOCATIONS.

LEGEND

- WORK AREA
- WORK COMPLETED IN A PRIOR STAGE
- TEMPORARY SIGN LOCATION
- FLAGGER
- VEHICLE FLOW
- CHANNELIZING DEVICES
- TYPE B LIGHT (AMBER)

SCALE
0 25 50 FEET

SHEET 470 OF 498

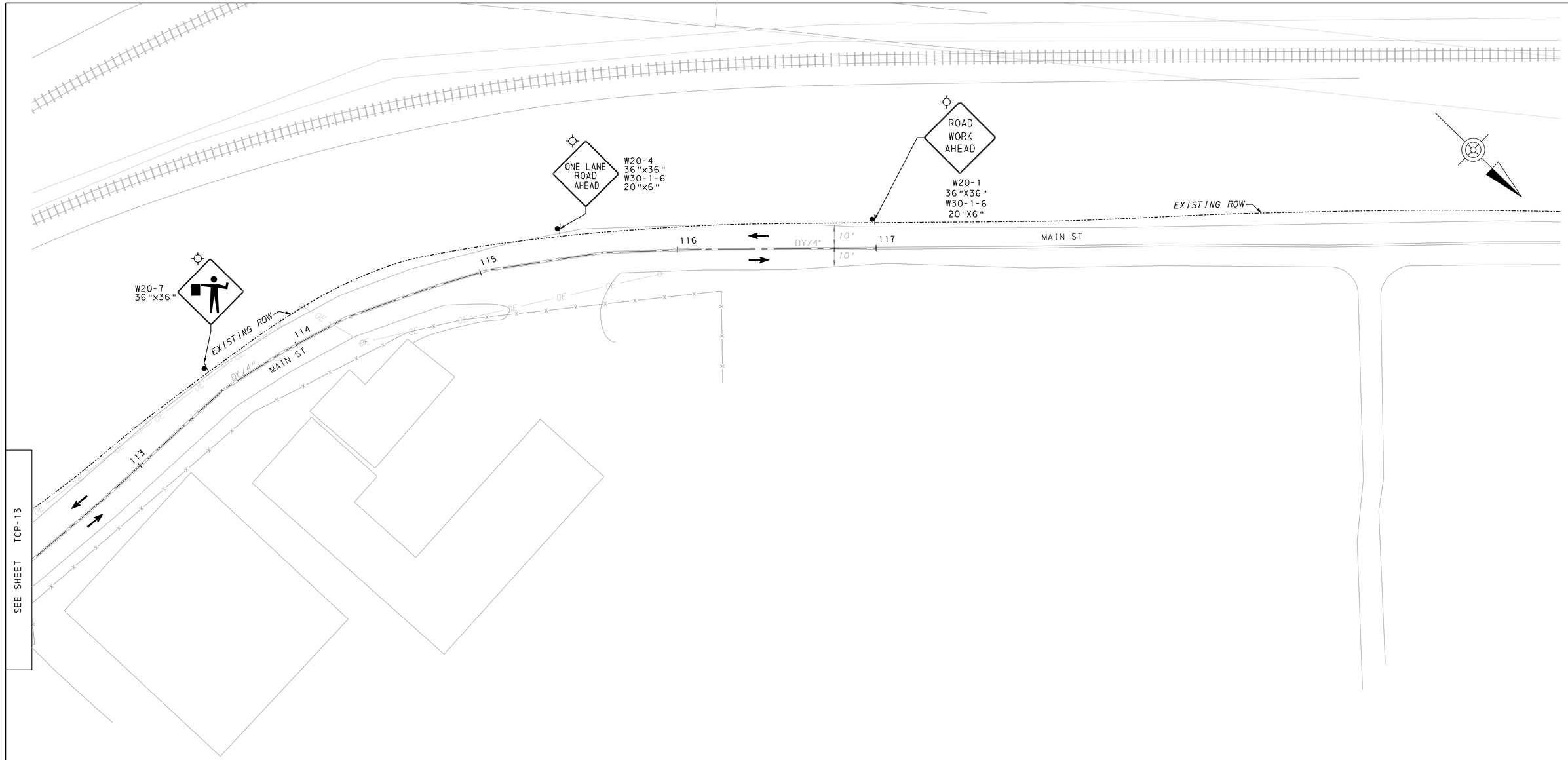
NO.	DATE	REVISIONS
0	07/11/25	100% SUBMITTAL

TCP-13

Michael Baker INTERNATIONAL
1111 Superior Ave. East, Suite 2300
Cleveland, Ohio 44114
(216) 664-6493

NORFOLK SOUTHERN

OPERATING COMPANY NORFOLK SOUTHERN RAILWAY COMPANY
KEYSTONE DIVISION PITTSBURGH DISTRICT
DESCRIPTION ENOLA THIRD MAINLINE, ENOLA, PA
SHORT-TERM NB LANE CLOSURE MAIN ST OVERHEAD TRACK-O
VALUATION PLAN
AUTHORITY NO.
MILE POST
FILE NO. TRK1114728
MADE BY GSA DATE JULY 2025 CHECKED BY RSC
OFFICE OF CHIEF ENGINEER
BRIDGES & STRUCTURES
ATLANTA, GEORGIA
SCALE: DO NOT SCALE DRAWING NO. TCP



LEGEND

- WORK AREA
- WORK COMPLETED IN A PRIOR STAGE
- TEMPORARY SIGN LOCATION
- FLAGGER
- VEHICLE FLOW
- CHANNELIZING DEVICES
- TYPE B LIGHT (AMBER)

NOTES:

1. ALL TRAFFIC CONTROL DEVICES, INSTALLATION, MAINTENANCE AND PROTECTION OF TRAFFIC, AND REMOVAL OF DEVICES MUST BE IN COMPLIANCE WITH PENNDOT PUBLICATIONS 213 AND 408 SECTION 901
2. MAINTAIN PEDESTRIAN AND VEHICLE ACCESS TO ALL BUSINESSES AND RESIDENCES

SCALE
0 25 50 FEET

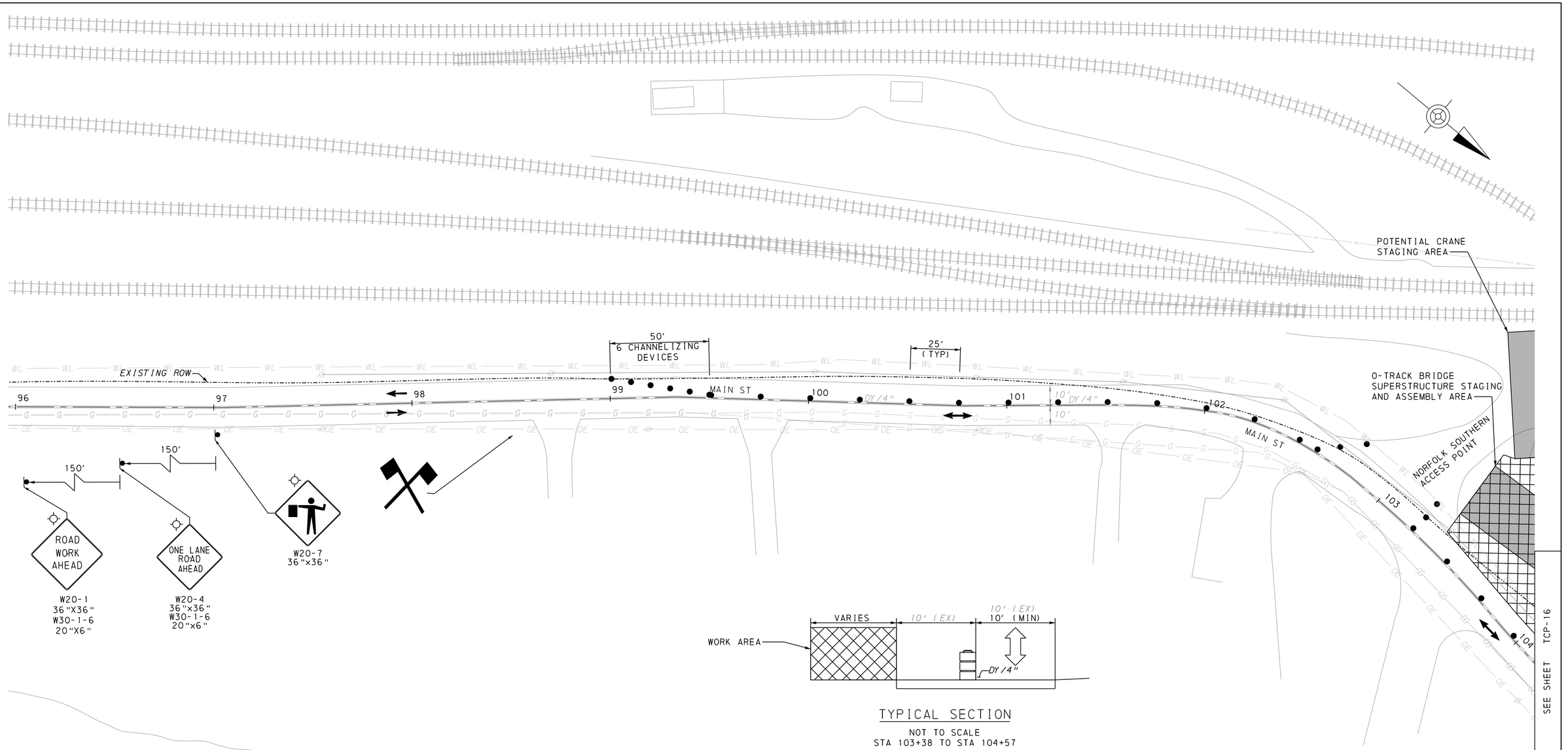
NO.	DATE	REVISIONS
0	07/11/25	100% SUBMITTAL

TCP-14

Michael Baker INTERNATIONAL
1111 Superior Ave. East, Suite 2300
Cleveland, Ohio 44114
(216) 664-6493

NORFOLK SOUTHERN

OPERATING COMPANY NORFOLK SOUTHERN RAILWAY COMPANY
KEYSTONE DIVISION PITTSBURGH DISTRICT
DESCRIPTION ENOLA THIRD MAINLINE, ENOLA, PA
SHORT-TERM NB LANE CLOSURE MAIN ST OVERHEAD TRACK-O
VALUATION PLAN MILE POST
AUTHORITY NO. FILE NO. TRK1114728
MADE BY GSA DATE JULY 2025 CHECKED BY RSC
OFFICE OF CHIEF ENGINEER
BRIDGES & STRUCTURES ATLANTA, GEORGIA
SCALE: DO NOT SCALE DRAWING NO. TCP



TYPICAL SECTION

NOT TO SCALE
STA 103+38 TO STA 104+57

LEGEND

- SUPERSTRUCTURE STAGING AND ASSEMBLY AREA
- WORK AREA
- TEMPORARY SIGN LOCATION
- FLAGGER
- VEHICLE FLOW
- CHANNELIZING DEVICES
- TYPE B LIGHT (AMBER)

NOTES:

1. ALL TRAFFIC CONTROL DEVICES, INSTALLATION, MAINTENANCE AND PROTECTION OF TRAFFIC, AND REMOVAL OF DEVICES MUST BE IN COMPLIANCE WITH PENNDOT PUBLICATIONS 213 AND 408 SECTION 901.
2. MAINTAIN PEDESTRIAN AND VEHICLE ACCESS TO ALL BUSINESSES AND RESIDENCES.
3. MAINTAIN VEHICULAR ACCESS TO NORFOLK SOUTHERN DRIVEWAYS (ACCESS POINTS) AT ALL TIMES.
4. BEFORE TERMINATING WORK EACH DAY AND PRIOR TO REOPENING THE ROADWAY TO VEHICULAR TRAFFIC, CLEAN THE ROADWAY SURFACE BY MECHANICAL SWEEPING OR OTHER MEANS NECESSARY TO REMOVE ALL LOOSE PARTICLES AND DEBRIS FROM THE ROADWAY SURFACE.
5. IMPLEMENT PENNDOT PUBLICATION 213 PATA 201-A OR 202-A FOR BRIDGE ASSEMBLY OR CRANE PICK WORK AREAS WITHIN 10 FEET OF MAIN ST NOT UNDER ACTIVE CONSTRUCTION.

SCALE
0 25 50 FEET

NO.	DATE	REVISIONS
0	07/11/25	100% SUBMITTAL

TCP-15

Michael Baker INTERNATIONAL
1111 Superior Ave. East, Suite 2300
Cleveland, Ohio 44114
(216) 664-6493

NORFOLK SOUTHERN

OPERATING COMPANY NORFOLK SOUTHERN RAILWAY COMPANY
KEYSTONE DIVISION PITTSBURGH DISTRICT
DESCRIPTION ENOLA THIRD MAINLINE, ENOLA, PA
SHORT-TERM SB LANE CLOSURE MAIN ST
WORK SOUTH OF ROCKVILLE BRIDGE
VALUATION PLAN MILE POST
AUTHORITY NO. FILE NO. TRK1114728
MADE BY GSA DATE JULY 2025 CHECKED BY RSC
OFFICE OF CHIEF ENGINEER ATLANTA, GEORGIA
BRIDGES & STRUCTURES
SCALE: DO NOT SCALE DRAWING NO. TCP

SEE SHEET TCP-15

SEE SHEET TCP-17

O-TRACK BRIDGE SUPERSTRUCTURE STAGING AND ASSEMBLY AREA

TEMPORARY CULVERT EXTENSION

EXISTING ROW

NORFOLK SOUTHERN ACCESS POINT

MAIN ST

104

105

106

107

108

109

110

111

112

113

10'

DY/4"

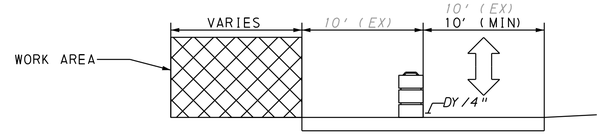
25' (TYP)

55' SHIFTING TAPER

50' 6 CHANNELIZING DEVICES

O-TRACK BRIDGE

SHIFTING TAPER DATA
POSTED SPEED LIMIT = 25 MPH
LATERAL DISTANCE (MAX) = 5 FT
(1/2)L = (WS/60)/2
(1/2)L = 5*25/60)/2
(1/2)L = 52 FT
USE 55 FT



TYPICAL SECTION

NOT TO SCALE
STA 103+38 TO STA 104+57

SCALE
0 25 50 FEET

LEGEND

- SUPERSTRUCTURE STAGING AND ASSEMBLY AREA
- WORK AREA
- TEMPORARY SIGN LOCATION
- FLAGGER
- VEHICLE FLOW
- CHANNELIZING DEVICES
- TYPE B LIGHT (AMBER)

NOTES:

1. ALL TRAFFIC CONTROL DEVICES, INSTALLATION, MAINTENANCE AND PROTECTION OF TRAFFIC, AND REMOVAL OF DEVICES MUST BE IN COMPLIANCE WITH PENNDOT PUBLICATIONS 213 AND 408 SECTION 901.
2. MAINTAIN PEDESTRIAN AND VEHICLE ACCESS TO ALL BUSINESSES AND RESIDENCES.
3. MAINTAIN VEHICULAR ACCESS TO NORFOLK SOUTHERN DRIVEWAYS (ACCESS POINTS) AT ALL TIMES.
4. BEFORE TERMINATING WORK EACH DAY AND PRIOR TO REOPENING THE ROADWAY TO VEHICULAR TRAFFIC, CLEAN THE ROADWAY SURFACE BY MECHANICAL SWEEPING OR OTHER MEANS NECESSARY TO REMOVE ALL LOOSE PARTICLES AND DEBRIS FROM THE ROADWAY SURFACE.
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6. IMPLEMENT PENNDOT PUBLICATION 213 PATA 201-A OR 202-A FOR BRIDGE ASSEMBLY OR CRANE PICK WORK AREAS WITHIN 10 FEET OF MAIN ST NOT UNDER ACTIVE CONSTRUCTION.

NO.	DATE	REVISIONS
0	07/11/25	100% SUBMITTAL

TCP-16

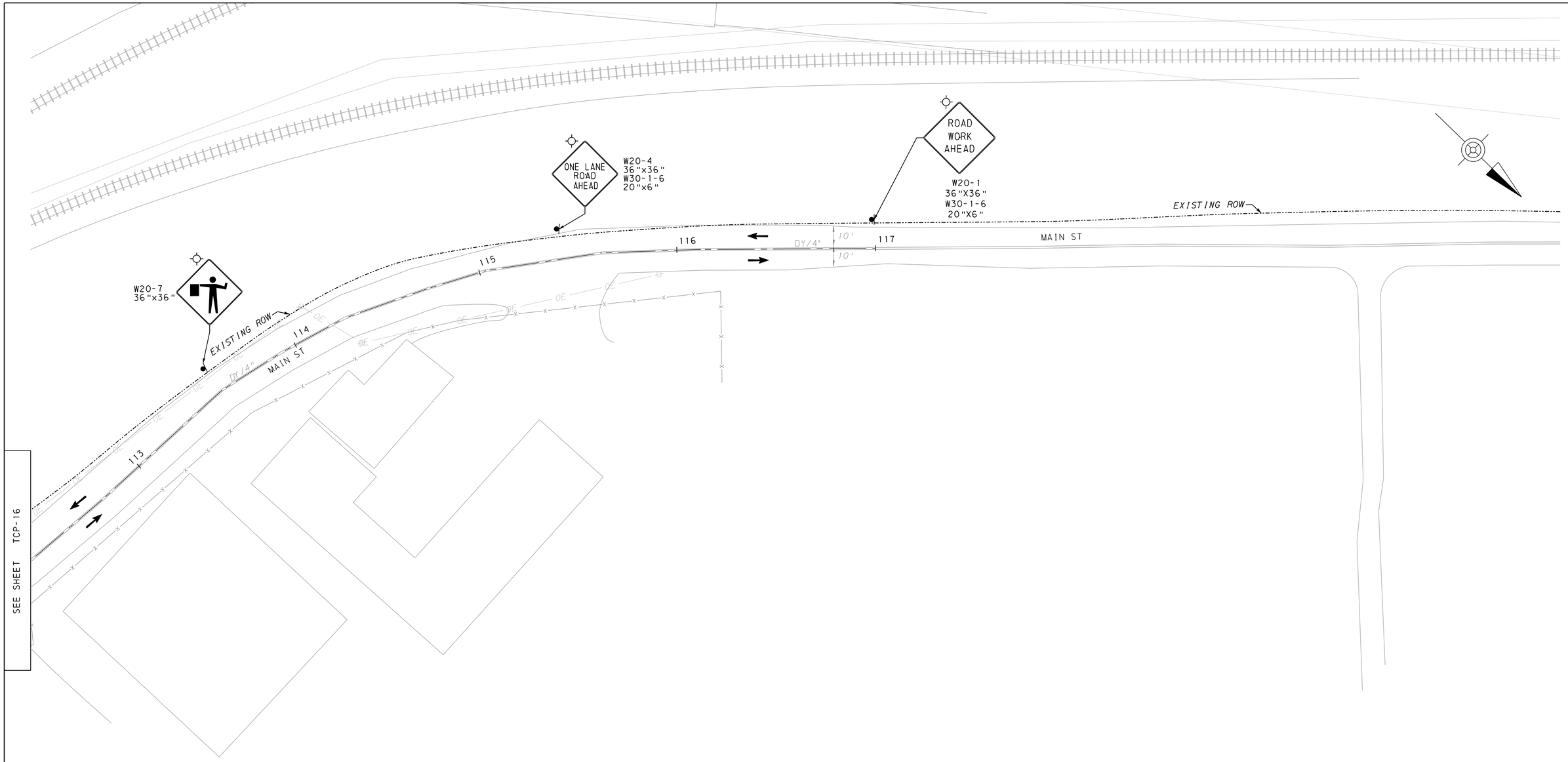
Michael Baker INTERNATIONAL
1111 Superior Ave. East. Suite 2300 Cleveland, Ohio 44114 (216) 664-6493

NORFOLK SOUTHERN

OPERATING COMPANY NORFOLK SOUTHERN RAILWAY COMPANY
KEYSTONE DIVISION PITTSBURGH DISTRICT
DESCRIPTION ENOLA THIRD MAINLINE, ENOLA, PA

SHORT-TERM SB LANE CLOSURE MAIN ST
WORK SOUTH OF ROCKVILLE BRIDGE

VALUATION PLAN — MILE POST
AUTHORITY NO. — FILE NO. TRK1114728
MADE BY GSA DATE JULY 2025 CHECKED BY RSC
OFFICE OF CHIEF ENGINEER
BRIDGES & STRUCTURES
ATLANTA, GEORGIA
SCALE: DO NOT SCALE DRAWING NO. TCP



LEGEND

- SUPERSTRUCTURE STAGING AND ASSEMBLY AREA
- WORK AREA
- TEMPORARY SIGN LOCATION
- FLAGGER
- VEHICLE FLOW
- CHANNELIZING DEVICES
- TYPE B LIGHT (AMBER)

NOTES:

1. ALL TRAFFIC CONTROL DEVICES, INSTALLATION, MAINTENANCE AND PROTECTION OF TRAFFIC, AND REMOVAL OF DEVICES MUST BE IN COMPLIANCE WITH PENNDOT PUBLICATIONS 213 AND 408 SECTION 901.
2. MAINTAIN PEDESTRIAN AND VEHICLE ACCESS TO ALL BUSINESSES AND RESIDENCES.
3. MAINTAIN VEHICULAR ACCESS TO NORFOLK SOUTHERN DRIVEWAYS (ACCESS POINTS) AT ALL TIMES.
4. IMPLEMENT PENNDOT PUBLICATION 213 PATA 201-A OR 202-A FOR BRIDGE ASSEMBLY OR CRANE PICK WORK AREAS WITHIN 10 FEET OF MAIN ST NOT UNDER ACTIVE CONSTRUCTION.

SCALE
0 25 50 FEET

NO.	DATE	REVISIONS
0	07/11/25	100% SUBMITTAL

TCP-17

Michael Baker INTERNATIONAL
1111 Superior Ave. East. Suite 2300 Cleveland, Ohio 44114 (216) 664-6493

NORFOLK SOUTHERN

OPERATING COMPANY NORFOLK SOUTHERN RAILWAY COMPANY
KEYSTONE DIVISION PITTSBURGH DISTRICT
DESCRIPTION ENOLA THIRD MAINLINE, ENOLA, PA

SHORT-TERM SB LANE CLOSURE MAIN ST
WORK SOUTH OF ROCKVILLE BRIDGE

VALUATION PLAN MILE POST
AUTHORITY NO. FILE NO. TRK1114728
MADE BY GSA DATE JULY 2025 CHECKED BY RSC
OFFICE OF CHIEF ENGINEER
BRIDGES & STRUCTURES ATLANTA, GEORGIA
SCALE: DO NOT SCALE DRAWING NO. TCP

BEFORE THE
PENNSYLVANIA PUBLIC UTILITY COMMISSION

Application of Norfolk Southern Railway Company for approval of the alteration of two at-grade crossings of its tracks at Burley Road (517 989 E) and Railroad Street (506 570 N) in Penn Township, and one below grade crossing where its tracks cross over S. Main Street (DOT No. 517 986 J), in the Borough of Marysville, Perry County, Pennsylvania	:	A-2024-3051090 Electronically Filed

CERTIFICATE OF SERVICE

I hereby certify that I served a copy of the foregoing Final Plans in the above-captioned action this day via Electronic Mail and/or First-Class Mail to the following:

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kcummings@pa.gov

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Bureau of Investigation & Enforcement
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WCI.CLEC.LOCATE@WINDSTREAM.COM

/s/ Karen L. Gagne
Karen L. Gagne, Administrative Assistant
to Benjamin C. Dunlap, Jr., Esquire

Date: April 27, 2026