Pennsylvania
Department of Transportation

May 5, 2026

Matthew L. Homsher, Secretary
Pennsylvania Public Utility Commission
400 North Street
Harrisburg, PA 17120-3265

Re: Application of the Department of Transportation of the Commonwealth of Pennsylvania for approval to replace the superstructure of the existing bridge where the Columbia Wrightsville Bridge (SR 0462) crosses above the tracks of Norfolk Southern Railroad, DOT Number 518 231 T in Columbia Borough, Lancaster County, and the allocation of costs incident thereto.

Dear Secretary Homsher:

Enclosed for filing, please find the Application of the Department of Transportation.

A copy of this Application and Exhibits has been served upon the parties in the Certificate of Service to the Application.

Sincerely,

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

Attachments

cc: Parties of Record
M. J. Chappell, P.E., Chief, Right-of-Way, Utilities and Grade Crossing Division
R. J. Kopacz, Assistant Chief Counsel, Office of Chief Counsel
W. M. Sinick, P.E., Rail Safety Engineering Section, PUC

BEFORE THE
PENNSYLVANIA PUBLIC UTILITY COMMISSION

Application of the Department of Transportation of the Commonwealth of Pennsylvania for approval to replace the superstructure of the existing bridge where the Columbia Wrightsville Bridge (SR 0462) crosses above the tracks of Norfolk Southern Railroad, DOT Number 518 231 T in Columbia Borough, Lancaster County, and the allocation of costs incident thereto.	Application Docket No._____ **Electronically Filed**

APPLICATION OF THE COMMONWEALTH OF PENNSYLVANIA, DEPARTMENT OF TRANSPORTATION

Applicant, Commonwealth of Pennsylvania, Department of Transportation, files this Application pursuant to the provisions of 66 Pa.C.S § 2702 and 52 Pa. Code § 5.13 for the alteration of the public above-grade crossing where State Route 0462 crosses the tracks of Norfolk Southern Railroad at DOT Number 518 231 T in the Columbia Borough, Lancaster County, as described below:

1. The name and address of Applicant are Commonwealth of Pennsylvania, Department of Transportation, Richard A. Reisinger, P.E., Assistant District Executive, Engineering District 8-0, 2140 Herr Street, Harrisburg, PA 17103-1699.

2. The name and address of attorney for the Applicant is Elizabeth K. Rall, Assistant Counsel, Commonwealth of Pennsylvania, Department of Transportation, Office of Chief Counsel, PO Box 8212, Harrisburg, PA 17105-8212.

3. The Applicant is an agency of the Commonwealth of Pennsylvania, organized and existing under the Administrative Code of 1929, 71 P.S. § 511, et seq. and generally 36 P.S. § 670 - 401 et seq.

4. The names and addresses of the persons, parties and entities concerned in, or affected by the proposed construction, to the best of the Applicant's knowledge, are shown in the certificate of service. In addition to those served, the Applicant requests that the following also receive service of all documents in this matter:

Mark J. Chappell, P.E., Chief
Right of Way, Utilities & Grade Crossing Division
Pennsylvania Department of Transportation
PO Box 3362
Harrisburg, PA 17105-3362
marchappel@pa.gov

Robert J. Kopacz
Counsel for Applicant
Office of the Chief Counsel
PO Box 8212
Harrisburg, PA 17105 -8212
rkopacz@pa.gov

5. The Applicant is seeking approval to replace the superstructure of the existing bridge carrying State Route 0462, at Segment 0010, Offset 6124, RR MP EP-38.29. The proposed work includes the rehabilitation of 48 spans over the Susquehanna River and the Norfolk Southern tracks. The work over the Norfolk Southern tracks is located beneath spans 37 to 40, and consists of the replacement of the existing multi-girder superstructure, including deck and parapets; protective fencing will be added. The existing deck will be reconfigured to provide a wider sidewalk for

pedestrians and striped shoulders that accommodates the bike route. The beam seats will be repaired, and new bearings will be installed. The horizontal clearance will remain unchanged at 47’- 10” (out to out). Minimum horizontal clearance to middle of rail is 20’-0 1/8” (Span 38), 10’-11” (Span 39), and 25’-5 7/8” (Span 40). The vertical clearance will remain unchanged and currently exceeds Norfolk Southern's minimum requirements of 23’- 6” for concrete beams and 24’- 0” for steel beams. Vertical clearance measurements are 26’- 5 5/8” (Span 38), 26’- 2 5/8” (Span 39), 24’- 4” (Span 40) from top of rail to bottom of beam. A Location Map is attached hereto and marked as Exhibit A. A copy of the Type, Size, and Location Plans is attached hereto and marked as Exhibit B.

6. The Applicant is aware of a prior Public Utility Commission order for this crossing at Docket Number: A-2023-3043462.

7. The average daily traffic for State Route 0462 at this crossing is 10,720 vehicles, with 3% trucks.

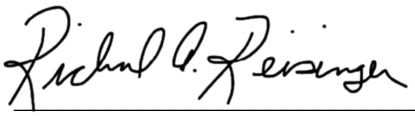
8. The estimated construction cost for the project, subject to the application and described above, is $235,954,755.00, while the overall project is anticipated to cost approximately $266,303,244.00. It is anticipated that the funding for the project will be 80% / 20% (Federal/State funds).

9. This project is necessary and proper for the safety and convenience of the public.

10. A conference of all parties of interest should be held to discuss the proposed alteration.

Wherefore, Applicant respectfully requests that the Public Utility Commission approve this application:

Respectfully Submitted:



Richard A. Reisinger, P.E.
Assistant District Executive - Design
Engineering District 8-0
Department of Transportation
2140 Herr Street
Harrisburg, PA 17103
Phone (717) 787-8188
Fax (717) 705-2262
Email: ricreising@pa.gov

Dated: 5/5/2026

BEFORE THE
PENNSYLVANIA PUBLIC UTILITY COMMISSION

Application of the Department of Transportation of the Commonwealth of Pennsylvania for approval to replace the superstructure of the existing bridge where the Columbia Wrightsville Bridge (SR 0462) crosses above the tracks of Norfolk Southern Railroad, DOT Number 518 231 T in Columbia Borough, Lancaster County, and the allocation of costs incident thereto.	Application Docket No._____ **Electronically Filed**

VERIFICATION

I, Ahmed Lasloudji, District Grade Crossing Administrator, hereby state that the facts above set forth are true and correct to the best of my knowledge, information, and belief and that I expect to be able to prove the same at a hearing held in this matter. I understand that the statements herein are made subject to the penalties of 18 Pa.C.S. §4904 (relating to unsworn falsification to authorities).

Date: 5/5/2026

Ahmed Lasloudji
District Grade Crossing Administrator
Department of Transportation
Engineering District 8-0
2140 Herr Street
Harrisburg, PA 17103-1699
alasloudji@pa.gov

BEFORE THE
PENNSYLVANIA PUBLIC UTILITY COMMISSION

Application of the Department of Transportation of the Commonwealth of Pennsylvania for approval to replace the superstructure of the existing bridge where the Columbia Wrightsville Bridge (SR 0462) crosses above the tracks of Norfolk Southern Railroad, DOT Number 518 231 T in Columbia Borough, Lancaster County, and the allocation of costs incident thereto.	Application Docket No._____ **Electronically Filed**

CERTIFICATE OF SERVICE

I hereby certify that I have this day served a true copy of the foregoing document upon the participants listed below, in accordance with the requirements of 52 Pa. Code § 1.54, by electronic mail and first class mail:

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

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

Candace Hager
Third Party Development Lead
Amtrak - 30th Street Station
2955 Market Street - Box 64
Philadelphia, PA 19104
Candace.Cervino@amtrak.com

Ray D'Agostino, Chairman
Lancaster County Commissioners
Lancaster County Government Center
150 North Queen Street
Lancaster, PA 17603
georgel@lancastercountypa.gove

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PO Box 509
Columbia, PA 17512
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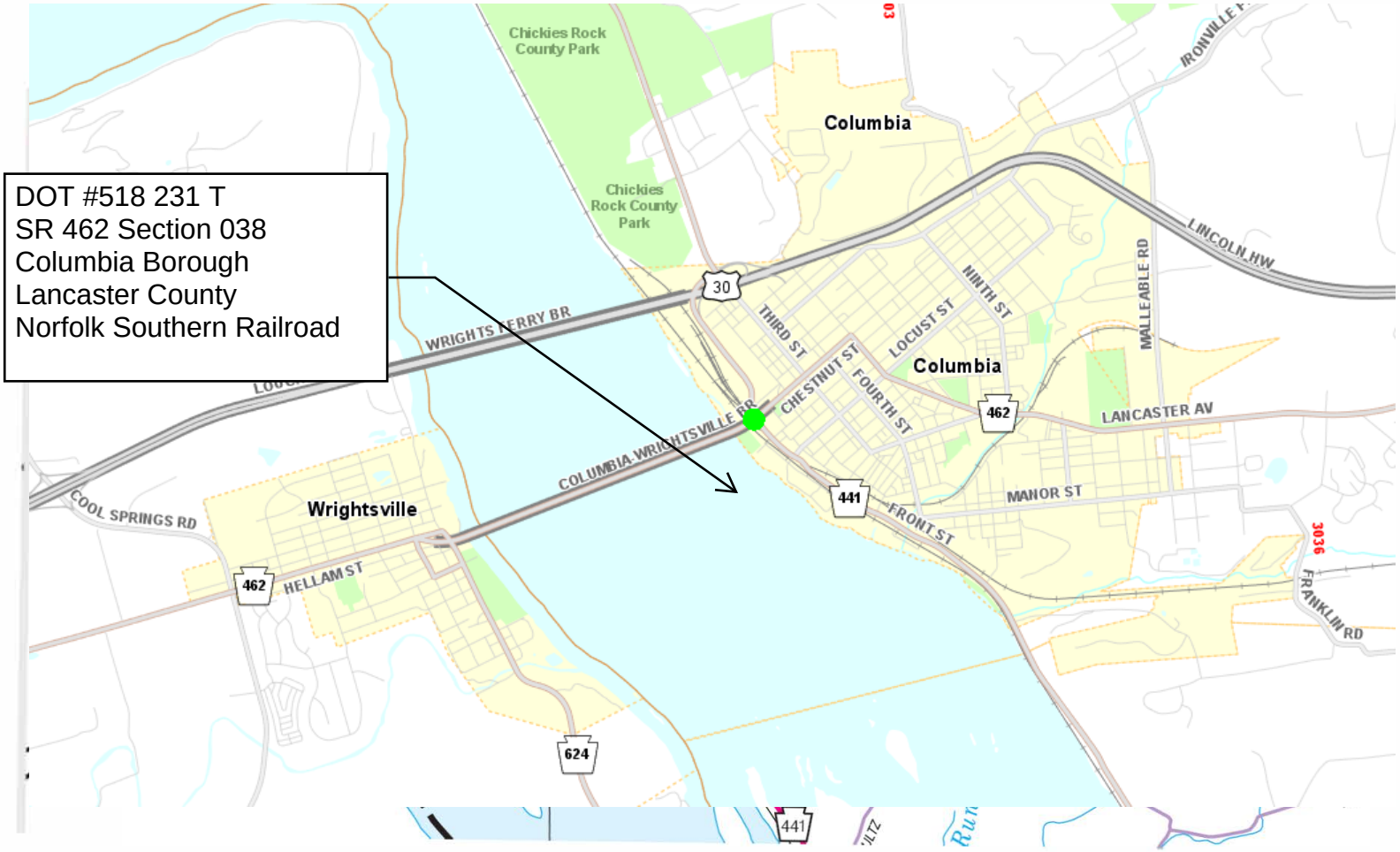
York, PA 17408
DHarbaugh@nisource.com

David McLuckie
First Light Fiber, Inc.
41 State Street
Albany, NY 12207
dmcluckie@firstlight.net

Matt Souders
DQE Communications LLC
424 South 27th Street, Suite 220
Pittsburgh, PA 15203
msouders@dqe.com

Dated this 5th Day of May of 2026

Ahmed Lasloudji
Grade Crossing Administrator
Engineering District 8-0
Department of Transportation
2140 Herr Street
Harrisburg, PA 17103
Phone (717) 787-4732



Location Map
Exhibit A

PLOTTED: 11/15/2024

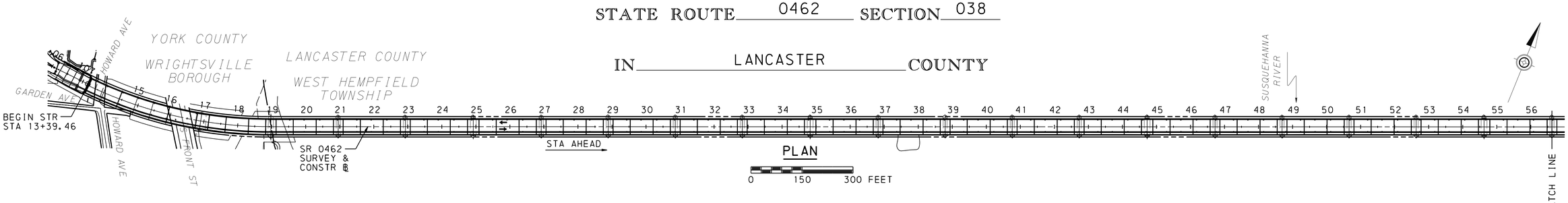
COMMONWEALTH OF PENNSYLVANIA

DEPARTMENT OF TRANSPORTATION

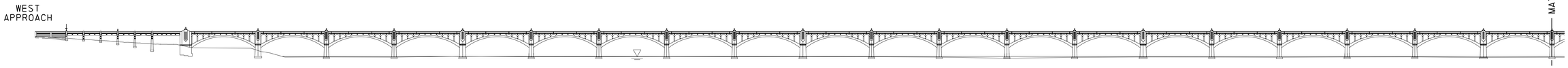
DRAWINGS
FOR
BRIDGE REHABILITATION
OF

STATE ROUTE 0462 SECTION 038

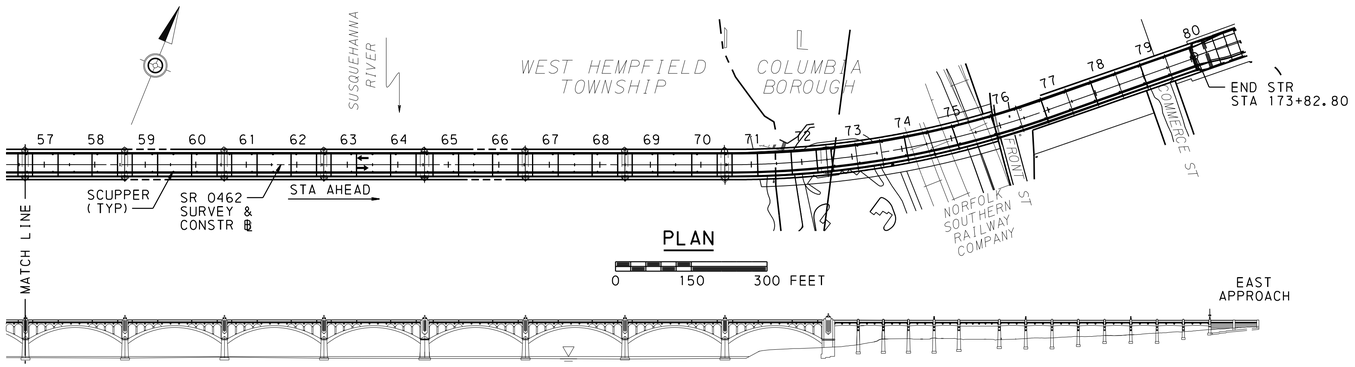
IN LANCASTER COUNTY



PLAN
0 150 300 FEET



ELEVATION
0 150 300 FEET



PLAN
0 150 300 FEET

ELEVATION
0 150 300 FEET

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

SR 0462 PREVIOUSLY KNOWN AS LR 128
BMS STR ID: 36-0462-0010-0000 MPMS/ECMS PROJ: 79020 BRKEY: 21270

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

LANCASTER AND YORK COUNTY
SR 0462 SECTION 038
SEG 0010 OFF 0000 TO SEG 0020 OFF 0400
SR 0462 STA 13+39.46 TO STA 173+82.80
OVER SR 0624, SUSQUEHANNA RIVER, SR 0441
& NORFOLK SOUTHERN
REHABILITATION OF 48-SPAN CIP CONCRETE ARCH BRIDGE

TITLE SHEET

RECOMMENDED _____
DISTRICT BRIDGE ENGINEER

SHEET 1 OF 56
& SUPPLEMENTAL DRAWINGS
S-40145

RUMMEL, KLEPPER & KAHL, LLP
651 EAST PARK DRIVE
SUITE 105
HARRISBURG, PA 17111
717.216.5300

DATE: _____

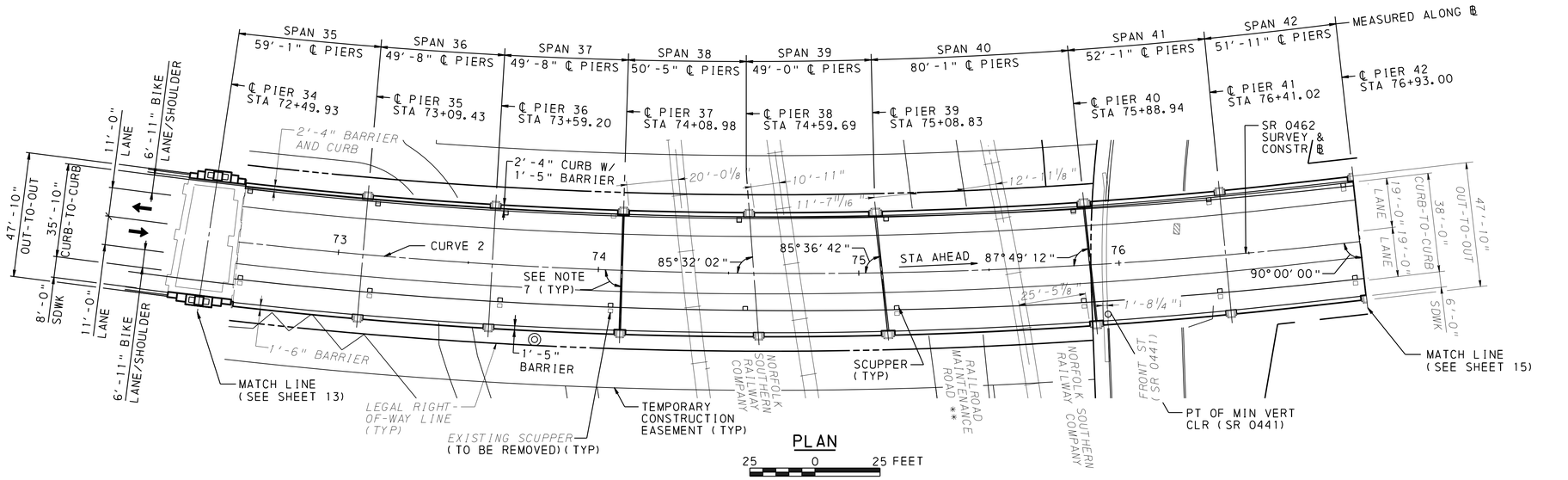
HDR, INC.
4900 RITTER ROAD
SUITE 101
MECHANICSBURG, PA 17055
717.516.3144

DATE: _____

DES: MRG | DWG: MRG | CKD: JMV

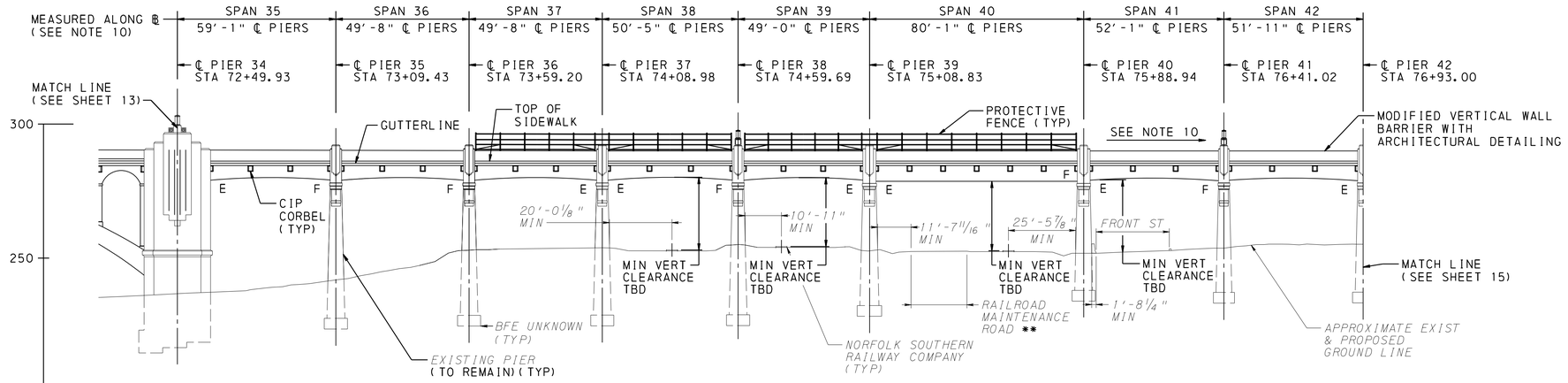
OPERATOR: mgehman -
FILE NAME: c:\pwworking\rkkpw01\matthew.gehman\dms35651\001_TTL_001.dgn

PLOTTED: 11/15/2024



PLAN

25 0 25 FEET



ELEVATION

25 0 25 FEET

NOTES:

1. NEOPRENE STRIP SEAL JOINT MOVEMENT CLASSIFICATIONS:
   PIERS 34, 37, 39, 40, & 42: 3½"
2. REQUIRED VERTICAL CLEARANCE:
   SPANS 38, 39, & 40: 23'-6"
   SPAN 41: 16'-6"
3. REQUIRED TEMPORARY VERTICAL CLEARANCE:
   SPANS 38, 39, & 40: 22'-0"
4. REQUIRED HORIZONTAL CLEARANCE:
   SPANS 38, 39, & 40: 25'-0" TO ℄ TRACK
   SPAN 41: 14'-0" TO EDGE OF ROADWAY
5. REQUIRED TEMPORARY HORIZONTAL CLEARANCE:
   SPANS 38, 39, & 40: 14'-0"
6. ANY SUBSTANDARD EXISTING CLEARANCES CANNOT BE FURTHER REDUCED IN ACCORDANCE WITH SECTION H.1.2.B.2 OF THE NS PUBLIC PROJECTS MANUAL.
7. PIERS 34 - 37 & 41 ARE RADIAL.
8. VERTICAL PROFILE GEOMETRY TO BE COORDINATED WITH SURVEY AND ESTABLISHED DURING FINAL DESIGN.
9. FOR HYDRAULIC DATA, SEE SHEET 4.
10. SPAN LENGTHS ROUNDED TO NEAREST INCH. ACTUAL VALUES TO BE SHOWN ON FRAMING PLANS.

LEGEND:

- EXISTING 1' CONTOURS
- 285 EXISTING 5' CONTOURS
- LEGAL RIGHT-OF-WAY LINE
- TRAFFIC FLOW

VERTICAL GEOMETRY
CONSTR ℄ SR 0462

TBD

HORIZONTAL GEOMETRY

CURVE 2:
PI STA = 73+80.21
Δ = 19°29'16" LT
D = 03°00'00"
T = 327.96'
L = 649.59'
R = 1909.86'
E = 27.95'

** NORFOLK SOUTHERN MAINTENANCE ROAD MUST BE MADE ACCESSIBLE AT ALL TIMES TO NORFOLK SOUTHERN.

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

SR 0462 PREVIOUSLY KNOWN AS LR 128
BMS STR ID: 36-0462-0010-0000 MPMS/ECMS PROJ: 79020 BRKEY: 21270

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

LANCASTER AND YORK COUNTY
SR 0462 SECTION 038

SEG 0010 OFF 0000 TO SEG 0020 OFF 0400
SR 0462 STA 13+39.46 TO STA 173+82.80
OVER SR 0624, SUSQUEHANNA RIVER, SR 0441 & NORFOLK SOUTHERN
REHABILITATION OF 48-SPAN CIP CONCRETE ARCH BRIDGE
GENERAL PLAN & ELEVATION SPANS 35 - 42

RECOMMENDED _____

SHEET 14 OF 56

S-40145

DES: MRG | DWG: MRG | CKD: JMV

OPERATOR: mgehman -
FILE NAME: c:\pwworking\vrkkpw01\matthew gehman\dms35651\014_GPE_012.dgn

PLOTTED: 11/15/2024

DESIGN NOTES:

1. DESIGN SPECIFICATIONS:

   AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 8TH EDITION 2017, AND AS SUPPLEMENTED BY THE COMMONWEALTH OF PENNSYLVANIA DEPARTMENT OF TRANSPORTATION DESIGN MANUAL, PART 4, STRUCTURES, DECEMBER 2019 EDITION.

   LIVE LOAD DISTRIBUTION TO GIRDERS IS BASED UPON DM-4 DISTRIBUTION FACTORS (SPANS 1-6 & 35-48).

   DESIGN IS IN ACCORDANCE WITH THE LRFD METHOD.

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

3. FATIGUE DESIGN IS BASED ON THE FOLLOWING:
   STEEL & PRESTRESSED CONCRETE: ADTT 445 (2045)
   (ONE DIRECTIONAL)

4. DEAD LOAD: INCLUDES SURFACE AREA DENSITY OF 0.011 KSF FOR PROPOSED POLYESTER POLYMER CONCRETE OVERLAY ON THE DECK SLAB. INCLUDES SURFACE AREA DENSITY OF 0.030 KSF FOR FUTURE WEARING SURFACE ON THE DECK SLAB.

GENERAL NOTES:

1. PROVIDE MATERIALS AND PERFORM WORK IN ACCORDANCE WITH THE CURRENT VERSION OF THE PENNSYLVANIA DEPARTMENT OF TRANSPORTATION PUBLICATION 408, AASHTO/AWS D1.5 BRIDGE WELDING CODE, AND CONTRACT SPECIAL PROVISIONS.

2. SITE CLASS IS NOT CLASS E.

3. NOTIFY THE REGIONAL HEADQUARTERS OF THE FISH COMMISSION PRIOR TO CONSTRUCTION AND COOPERATE WITH FISH COMMISSION DURING CONSTRUCTION. THE WATERWAY CONSERVATION OFFICER FOR THIS PROJECT IS:
   NAME: PFBC SOUTHEAST REGION OFFICE
   ADDRESS: 255 WEST BRUBAKER VALLEY ROAD
   LITITZ, PA 17543
   MAILING: PO BOX 9, ELM, PA 17521
   TELEPHONE: (717) 626-0486

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

5. STATIONS AND ELEVATIONS ARE GIVEN IN FEET UNLESS OTHERWISE NOTED. ALL OTHER DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED.

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

7. APPROACH SPANS ARE NOT WEIGHT RESTRICTED. NO PERMIT TRUCKS ALLOWED DURING CONSTRUCTION. SEE PUBLICATION 408, SECTION 105.17 FOR CONSTRUCTION LOADING LIMITS.

8. PROVIDE A MINIMUM WIDTH OF 2½" AT 68°F FOR STRIP SEAL INSTALLATIONS UNLESS OTHERWISE INDICATED.

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

10. AN ACI CERTIFIED ANCHOR INSTALLER IS REQUIRED FOR THE INSTALLATION OF ADHESIVE ANCHORS FOR TEMPORARY INSTALLATIONS, INCLUDING DURING CONSTRUCTION.

11. PROTECT ADJACENT STRUCTURES FROM DAMAGE DURING ALL DEMOLITION AND CONSTRUCTION OPERATIONS.

12. CONTRACTOR SHALL SUPPLY METHOD AND DESIGN OF TEMPORARY SHIELDING PER CONTRACT SPECIAL PROVISIONS FOR REVIEW AND APPROVAL.

BRIDGE REHABILITATION NOTES:

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

2. THE INFORMATION SHOWN ON THE PLANS FOR THE EXISTING BRIDGE IS NOT PART OF THE PLANS, PROPOSAL, OR CONTRACT AND IS NOT TO BE CONSIDERED A BASIS FOR COMPUTATION OF THE UNIT PRICES USED FOR BIDDING PURPOSES. THERE IS NO EXPRESSED OR IMPLIED AGREEMENT THAT INFORMATION IS CORRECTLY SHOWN. THE BIDDER IS NOT TO RELY ON THIS INFORMATION, BUT IS TO ASSUME THE POSSIBILITY THAT CONDITIONS AFFECTING THE COST AND/OR QUANTITIES OF WORK TO BE PERFORMED MAY DIFFER FROM THOSE INDICATED.

3. VERIFY ALL DIMENSIONS AND GEOMETRY OF THE EXISTING STRUCTURE IN THE FIELD AS NECESSARY FOR PROPER FIT OF THE PROPOSED CONSTRUCTION.

4. DETERMINE OR OTHERWISE DEVELOP NEW DIMENSIONS, GEOMETRY, AND/OR DETAILS AS REQUIRED BASED ON FIELD VERIFICATION OF EXISTING DIMENSIONS, GEOMETRY, AND/OR DETAILS.

5. POSITIVE SURFACE DRAINAGE SHOULD BE MAINTAINED DURING CONSTRUCTION SO THAT THE STORM WATER IS DRAINED AWAY FROM THE SITE.

6. ORIGINAL DESIGN PLANS:

   BRIDGE OVER SUSQUEHANNA RIVER BETWEEN COLUMBIA AND WRIGHTSVILLE
   EC-155 (20 SHEETS)
   APPROVAL DATE: 1928

BRIDGE REHABILITATION NOTES (CON'T):

7. REHABILITATION PLANS:

   BRIDGE REHABILITATION OVER SUSQUEHANNA RIVER BETWEEN COLUMBIA & WRIGHTSVILLE
   S-6373 (5 SHEETS)
   APPROVAL DATE: JUNE 13, 1963

   LR 128 OVER SUSQUEHANNA RIVER, CONRAIL, AND LR 714
   S-16827 (25 SHEETS)
   APPROVAL DATE: FEBRUARY 4, 1987

   SR 0462 OVER SUSQUEHANNA RIVER
   S-18720 (1 SHEET)
   APPROVAL DATE: JANUARY 28, 1991

   SR 0462 OVER SR 0624, SUSQUEHANNA RIVER, SR 0441, & NORFOLK SOUTHERN
   S-41977 (13 SHEETS)
   APPROVAL DATE: DECEMBER 6, 2023

8. CONCRETE T-BEAM AND STEEL GIRDER SPAN CORBELS ARE TO BE REPLACED IN KIND.

CONCRETE NOTES:

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

2. APPROACH SPAN CONCRETE:

   A. USE CLASS AAAP CEMENT CONCRETE IN CAST-IN-PLACE DECK SLAB.

   B. USE CLASS AA CEMENT CONCRETE IN SIDEWALKS, CAST-IN-PLACE BARRIERS, CURBS, ABUTMENT BACKWALL RECONSTRUCTION, APPROACH SLABS, CONCRETE DIAPHRAGMS, SLEEPER SLABS, MOMENT SLABS, CAST-IN-PLACE CORBELS, & ALL SUBSTRUCTURE REPAIRS.

   C. USE CLASS A CEMENT CONCRETE IN PIER CAP MODIFICATIONS & WINGWALL MODIFICATIONS.

3. ARCH SPAN CONCRETE:

   A. USE ACCELERATED STRUCTURAL CONCRETE (ASC) FOR THE CAST-IN-PLACE DECK (SPANS 7 AND 34 ONLY), CURBS, SIDEWALK, STRINGER HAUNCHES, AND STRINGER DIAPHRAGMS WITH A MINIMUM 28 DAY COMPRESSIVE STRENGTH (f'c) OF 5.0 KSI.

   B. USE CLASS AA CEMENT CONCRETE FOR ALL SUBSTRUCTURE REPAIRS.

   C. UNLESS NOTED OTHERWISE, PROPOSED ARCH SPAN CONCRETE MEMBERS SHALL BE NORMAL WEIGHT WITH A MINIMUM 28 DAY COMPRESSIVE STRENGTH (f'c) OF 5.0 KSI.

   D. REFER TO ARCH SPAN GENERAL NOTES ON SHEET 18 FOR ADDITIONAL NOTES.

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

5. TINT ALL PROPOSED CONCRETE TO MATCH COLOR OF EXISTING CONCRETE. SEE SPECIAL PROVISIONS.

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

7. CONSTRUCT DECK SLAB TRANSVERSE CONSTRUCTION JOINTS PERPENDICULAR TO THE SURVEY & CONSTRUCTION BASELINE.

8. AT CONSTRUCTION JOINT INTERFACE, HARDENED CONCRETE SURFACE SHALL BE INTENTIONALLY ROUGHENED TO ¼" MIN AMPLITUDE PRIOR TO PLACING NEW CONCRETE AGAINST HARDENED SURFACE. ARCH SPAN ASC STRINGER DIAPHRAGM CONSTRUCTION JOINTS ARE EXCLUDED FROM THIS REQUIREMENT.

9. PLACE BACKWALL CONCRETE AFTER BEAMS ARE SET IN POSITION.

10. CHAMFER EXPOSED CONCRETE EDGES ¾ IN. BY ¾ IN., EXCEPT AS NOTED. CHAMFER PRECAST DECK PANEL CONCRETE EDGES ½ IN. BY ½ IN.

11. CAST-IN-PLACE DECK SLAB THICKNESS INCLUDES A ½ IN. INTEGRAL WEARING SURFACE.

12. APPLY A MEMBRANE WATERPROOFING OVER ALL CONSTRUCTION AND EXPANSION JOINTS IN ABUTMENT AND WINGWALL STEMS.

CONCRETE REPAIR NOTES:

1. USE MATERIAL AND METHODS IN ACCORDANCE WITH THE SPECIAL PROVISIONS AND PUBLICATION 408.

2. PROVIDE ACCESS TO ALL AREAS OF THE STRUCTURE TO PERMIT THE REPRESENTATIVE TO DETERMINE AND DELINEATE THE LIMITS OF REPAIRS (INCIDENTAL TO CONCRETE REPAIRS).

3. PERFORM ALL REPAIRS THAT OCCUR ADJACENT TO NEW CONCRETE PRIOR TO PLACEMENT OF NEW CONCRETE.

4. BLAST CLEAN ALL HARDENED CONCRETE SURFACES THAT COME IN CONTACT WITH THE NEW CONCRETE. COAT THE CLEANED SURFACES WITH AN EPOXY BONDING COMPOUND (ASTM C881 TYPE II GRADE 2) JUST PRIOR TO PLACEMENT OF NEW CONCRETE (INCIDENTAL TO CONCRETE REPAIRS).

5. EXISTING REINFORCEMENT SHOWN ON PLANS TO REMAIN SHALL BE PRESERVED AND NOT TO BE DAMAGED DURING CONCRETE REMOVAL WORK.

6. CLEAN ALL EXISTING REINFORCEMENT BARS TO BE RETAINED WITH A BRUSH OR SANDBLAST, STRAIGHTEN AS NEEDED, AND THEN COAT WITH AN APPROVED EPOXY PAINT PRIOR TO SPLICING WITH NEW REINFORCEMENT AND CASTING INTO NEW CONCRETE (INCIDENTAL TO CONCRETE REPAIRS).

7. END OF EXISTING REINFORCEMENT PERMANENTLY EXPOSED ON FINISHED SURFACE AFTER CONCRETE REMOVAL SHALL BE CLEANED AND SURFACE ROUGHENED PRIOR TO TOUCH-UP PAINTING WITH AN APPROVED EPOXY PAINT.

REINFORCEMENT NOTES:

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

2. ALL REINFORCEMENT BARS ARE TO BE EPOXY COATED.

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

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

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

6. ALL DRILLING AND GROUT FOR PERMANENT REINFORCEMENT IS CONSIDERED INCIDENTAL TO THE REINFORCEMENT.

7. CORED HOLE DIAMETER SHALL BE ½" LARGER THAN DIAMETER OF DOWEL, UNLESS RECOMMENDED OTHERWISE BY PROPRIETARY BONDING SYSTEM MANUFACTURER.

8. BONDING SYSTEM COMPOUND SHALL BE MAGNESIUM PHOSPHATE CONCRETE EXCEPT FOR OVERHEAD AND HORIZONTAL BONDING APPLICATIONS. FOR OVERHEAD AND HORIZONTAL BONDING APPLICATIONS, APPROVED PROPRIETARY CHEMICAL ADHESIVE OR APPROVED CHEMICAL RESIN CAPSULE SYSTEM SHALL BE USED PER MANUFACTURER'S REQUIREMENTS AND RECOMMENDATIONS.

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

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

SR 0462 PREVIOUSLY KNOWN AS LR 128
BMS STR ID: 36-0462-0010-0000 MPMS/ECMS PROJ: 79020 BRKEY: 21270

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

LANCASTER AND YORK COUNTY
SR 0462 SECTION 038
SEG 0010 OFF 0000 TO SEG 0020 OFF 0400
SR 0462 STA 13+39.46 TO STA 173+82.80
OVER SR 0624, SUSQUEHANNA RIVER, SR 0441 & NORFOLK SOUTHERN
REHABILITATION OF 48-SPAN CIP CONCRETE ARCH BRIDGE
GENERAL NOTES - 1

RECOMMENDED _____

SHEET 16 OF 56

S-40145

DES: MRG | DWG: MRG | CKD: JMV

OPERATOR: mgehman -
FILE NAME: c:\pwworking\rkkpw01\matthew gehman\dms356511\016_GNS_001.dgn

PLOTTED: 11/15/2024

STRUCTURAL STEEL NOTES:

1. PROVIDE STRUCTURAL STEEL AS INDICATED, CONFORMING TO AASHTO M270 GRADE 50.
2. PROVIDE STEEL MEETING THE CHARPY V-NOTCH REQUIREMENTS FOR AASHTO ZONE 2 FOR ALL STRUCTURAL STEEL USED IN GIRDER FLANGES & WEBS.
3. ALL FASTENERS ARE 7/8" DIAMETER HS BOLTS, EXCEPT AS NOTED.
4. PROVIDE BOLT HOLE DIAMETERS 1/16" LARGER THAN NOMINAL DIAMETER OF HIGH STRENGTH FASTENERS UNLESS NOTED OTHERWISE.
5. DO NOT MAKE WELDS BY MANUAL SHIELDED METAL ARC PROCESS FOR PRIMARY GIRDER WELDS, SUCH AS FLANGE-TO-WEB WELDS.
6. REMOVE ALL LOOSE AND NON-ADHERENT RUST THAT MAY HAVE FORMED ON THE CONNECTION AREAS BY HAND OR POWER WIRE BRUSHING BEFORE ASSEMBLING THE HIGH STRENGTH CONNECTIONS.
7. BOLTED CONNECTIONS ARE DESIGNED SLIP-CRITICAL JOINTS WITH ALL FAYING SURFACES HAVING A CLASS B SLIP COEFFICIENT.
8. ALL ANCHOR BOLTS, NUTS AND WASHERS ARE TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232.
9. ALL FASTENERS ARE INCIDENTAL TO FABRICATED STEEL QUANTITY.
10. PROVIDE WELDED SHEAR STUD CONNECTORS MANUFACTURED FROM STEEL CONFORMING TO ASTM A108.
11. SET ANCHOR BOLTS TO TEMPLATE OR IN PREFORMED HOLES. DO NOT DRILL UNLESS SPECIFICALLY INDICATED ON PLANS. FILL THE PREFORMED HOLES WITH NON-SHRINK GROUT. FILL THE CLEARANCE BETWEEN ANCHOR BOLTS AND HOLES IN MASONRY PLATES WITH APPROVED NON-HARDENING CAULKING COMPOUND CONFORMING TO PUBLICATION 408, SECTION 705.8.
12. WELDS ARE TO CONFORM TO AASHTO/AWS D 1.5M/D1.5 BRIDGE WELDING CODE (2008) CONSISTENT WITH PUB 408 1105.03(m) AND THE CONTRACT SPECIAL PROVISIONS.
13. MAKE TACK WELDS WITH THE SAME TYPE OF ELECTRODES AND INCORPORATE IN THE FINAL WELD. NO OTHER TACK WELD WILL BE PERMITTED.
14. DO NOT WELD WHEN SURFACES TO BE WELDED ARE MOIST OR EXPOSED TO RAIN, SNOW, OR WIND, OR WHEN WELDERS ARE EXPOSED TO INCLEMENT CONDITIONS THAT WILL ADVERSELY AFFECT THE QUALITY OF WORK.
15. DO NOT WELD OR BURN WHEN THE TEMPERATURE IS BELOW 0°F. PREHEAT AND MAINTAIN THE TEMPERATURE OF THE METAL TO AT LEAST 70°F WHEN THE TEMPERATURE OF THE METAL IS BETWEEN 0°F AND 32°F DURING WELDING OR BURNING.
16. PREHEAT THE STEEL TO THE SPECIFIED MINIMUM TEMPERATURE FOR A DISTANCE EQUAL TO THE THICKNESS OF THE PART BEING WELDED, BUT NOT LESS THAN 3" IN ALL DIRECTIONS FROM THE POINT OF WELDING.
17. REMOVE BY APPLICATION OF HEAT ANY MOISTURE PRESENT AT POINT OF WELD. PROVIDE WINDBREAKS FOR PROTECITON FROM DIRECT WIND.
18. PRIOR TO PLACING THE WELD, THOROUGHLY CLEAN ALL PORTIONS OF SURFACES TO RECEIVE WELDS OF ALL FOREIGN MATTER, INCLUDING PAINT FILM, FOR A DISTANCE OF 2 INCHES FROM EACH SIDE OF THE OUTSIDE LINES OF THE WELD.
19. TEST COMPLETED WELDS USING VISUAL AND NONDESTRUCTIVE METHODS IN ACCORDANCE WITH AASHTO/AWS D1.5M/D1.5 BRIDGE WELDING CODE CHAPTER 6.
20. DO NOT USE FORM SUPPORT SYSTEMS THAT WILL CAUSE UNACCEPTABLE OVERSTRESS OR DEFORMATION TO PERMANENT BRIDGE MEMBERS.
21. STABILITY OF PARTIAL GIRDERS AND COMPLETE GIRDERS IS TO BE MAINTAINED BY THE CONTRACTOR DURING ERECTION, UNTIL ALL GIRDERS AND DIAPHRAGMS ARE IN-PLACE AND ALL BOLTS ARE PROPERLY INSTALLED. ERECTION LOADS INCLUDING SELF WEIGHT OF STEEL MEMBERS, WIND LOADING AND CONSTRUCTION LIVE LOAD EFFECTS ARE TO BE EVALUATED BY THE CONTRACTOR FOR STABILITY, STRESSES AND DEFLECTIONS ON THE STEEL MEMBERS DURING ANY STAGE OF ERECTION.

MOMENT SLAB NOTES:

1. CONTRACTOR IS PERMITTED TO PROVIDE A PRECAST BARRIER IN PLACE OF THE CAST-IN-PLACE BARRIER. CONTRACTOR MUST SUBMIT SHOP DRAWINGS FOR REVIEW AND ACCEPTANCE IN ACCORDANCE WITH PUBLICATION 408. THE SHOP DRAWINGS MUST COMPLETELY DETAIL THE ENTIRE MOMENT SLAB AND BARRIER ALONG THE REQUIRED LENGTH.
2. CONTRACTOR IS RESPONSIBLE FOR LIFTING, HANDLING, AND TRANSPORTATION STRESSES.
3. CONTRACTOR IS RESPONSIBLE FOR TEMPORARY BRACING DESIGN CALCULATIONS AND DETAILS.
4. PROVIDE GALVANIZED LIFTING INSERTS. PROVIDE LIFTING INSERTS WITH A MINIMUM CAPACITY OF AT LEAST TWO TIMES THE CALCULATED LOADS ON THE INSERT. PROVIDE A MINIMUM OF TWO LIFTING INSERTS PER BARRIER SECTION.

APPROACH SLAB NOTES:

1. CONSTRUCT BRIDGE APPROACH SLAB AFTER THE BRIDGE DECK IS CONSTRUCTED.
2. PLACE CONCRETE IN ONE CONTINUOUS OPERATION, UNLESS OTHERWISE INDICATED OR DIRECTED.
3. TRANSVERSE CONSTRUCTION JOINTS ARE NOT PERMITTED IN THE CONCRETE APPROACH SLAB OR SLEEPER SLAB, UNLESS OTHERWISE INDICATED.

UTILITY NOTES:

1. COORDINATE, LOCATE, AND CONDUCT ALL WORK RELATED TO PUBLIC AND PRIVATE UTILITIES IN ACCORDANCE WITH PUBLICATION 408, SECTIONS 105.06 AND 107.12.
2. PRIOR TO ANY EXCAVATION OR DEMOLITION WORK, CONTACT THE PA ONE CALL SYSTEM INC. AT 1-800-242-1776 AND COMPLY WITH THE PROVISIONS OF ACT 287 OF 1975 AS AMENDED BY ACT 50 OF 2017. IDENTIFY AND COMPLY WITH THE APPLICABLE UTILITIES COMPANY'S CLEARANCE REQUIREMENTS.
3. VERIFY AND LOCATE ALL EXISTING UTILITIES PRIOR TO STARTING WORK, AND CONDUCT OPERATIONS IN A MANNER WHICH ENSURES THE UTILITIES WILL NOT BE DISTURBED OR ENDANGERED AND ASSUME FULL RESPONSIBILITY FOR ANY DAMAGE TO UTILITIES DURING CONSTRUCTION. THE DEPARTMENT DOES NOT ASSUME RESPONSIBILITY FOR REIMBURSEMENT, PARTICIPATION IN DESIGN AND/OR REVISIONS OR LIABILITY FOR ACCURACY OF TYPE, SIZE, AND LOCATION OF ANY UTILITY.
4. LOCATION OF CRANES ARE SUBJECT TO REVIEW IN ORDER NOT TO IMPOSE EXCESSIVE SURCHARGE LOAD ON UNDERGROUND UTILITIES IN CONSTRUCTION AREAS.
5. COORDINATE THE REQUIREMENTS FOR PROTECTION AND/OR RELOCATION OF UTILITIES WITH THE UTILITY OWNER PRIOR TO STARTING WORK.
6. CONTRACTOR IS ALERTED TO THE PRESENCE OF OVERHEAD ELECTRICAL LINES ON SPANS 38 & 39. ALL CONSTRUCTION AND REMOVAL ACTIVITIES SHOULD BE DONE TAKING THE OVERHEAD LINES INTO CONSIDERATION.

LIGHTING NOTE:

SEE SEPARATE LIGHTING PLANS.

RAILROAD COORDINATION NOTES:

1. CONTRACTOR SHALL COORDINATE ALL WORK WITH THE RAILROAD IN ACCORDANCE WITH THE SPECIAL PROVISIONS.
2. REFER TO SPECIAL PROVISIONS FOR RESTRICTIONS AND REQUIREMENTS FOR WORKING AROUND THE ACTIVE RAILROAD.
3. IF MATERIALS OF ANY NATURE MUST BE HAULED ACROSS THE RAILROAD TRACK IN A LOCATION NOT ALREADY IDENTIFIED AS A TEMPORARY TRACK CROSSING, THE CONTRACTOR IS REQUIRED TO MAKE ALL NECESSARY ARRANGEMENTS WITH NORFOLK SOUTHERN RAILWAY COMPANY. ALL COSTS INCIDENTAL TO THE ADDITIONAL CROSSING ARE THE RESPONSIBILITY OF THE CONTRACTOR WHETHER SERVICES ARE PERFORMED BY CONTRACTOR FORCES OR RAILROAD PERSONNEL. THIS WORK IS INCIDENTAL TO THE COST OF MATERIALS BEING TRANSPORTED AND IS TO BE PERFORMED AT NO ADDITIONAL COST TO THE DEPARTMENT.
4. THE NORFOLK SOUTHERN MAINTENANCE ROAD MUST REMAIN ACCESSIBLE TO NORFOLK SOUTHERN AT ALL TIMES.
5. ANY FENCE TEMPORARILY REMOVED TO FACILITATE CONTRACTOR ACCESS MUST BE REPLACED IN KIND AT THE CONCLUSION OF THE WORK.

SCOPE OF WORK - APPROACH SPANS:

1. REPAIR DETERIORATED PORTIONS OF THE REMAINING PORTIONS OF THE EXISTING BRIDGE, AS INDICATED.
2. REMOVE PORTION OF EXISTING BRIDGE DECK AND SUPERSTRUCTURE AS SHOWN ON APPROACH SPAN TYPICAL SECTIONS PHASE I DEMOLITION.
3. REMOVE REMAINDER PORTION OF EXISTING BRIDGE DECK AND SUPERSTRUCTURE AS SHOWN ON APPROACH SPAN TYPICAL SECTIONS PHASE II DEMOLITION.
4. CONSTRUCT PROPOSED SUPERSTRUCTURE AND DECK AS INDICATED ON APPROACH SPAN TYPICAL SECTIONS. CONTRACTOR HAS THE OPTION TO CONSTRUCT SUPERSTRUCTURE IN PHASES IF REQUIRED FOR ACCESS MEANS, METHODS, AND/OR TO ACCOMMODATE SCHEDULE.
5. SPANS 38, 39, AND 40 CROSS ACTIVE NORFOLK SOUTHERN RAILWAY COMPANY TRACKS AND A RAILROAD MAINTENANCE ROAD. CONTRACTOR SHALL PROTECT EXISTING TRACK AND INFRASTRUCTURE USING TIMBER MATS AND/OR OTHER MEANS ACCEPTABLE TO THE NORFOLK SOUTHERN RAILWAY COMPANY. DEBRIS SHALL BE CLEARED AND TIMBER MATS REMOVED IN ACCORDANCE WITH CONDITIONS APPROVED BY THE NORFOLK SOUTHERN RAILWAY COMPANY AND CONTRACT SPECIFICATIONS.

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

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& NORFOLK SOUTHERN
REHABILITATION OF 48-SPAN CIP CONCRETE ARCH BRIDGE

GENERAL NOTES - 2

RECOMMENDED _____

SHEET 17 OF 56

S-40145

OPERATOR: mgehman -
FILE NAME: c:\pwworking\rkkpw01\matthew gehman\dms356511\017_GNS_002.dgn

DES: MRG | DWG: MRG | CKD: JMV

ARCH SPAN NOTES:

1. THE FOLLOWING NOTES APPLY TO THE ARCH SPANS ONLY. FOR ADDITIONAL NOTES, SEE GENERAL NOTES SHEETS 1 AND 2.

PRECAST DECK PANEL NOTES:

1. TRANSVERSE DESIGN OF DECK PANELS PER AASHTO STRIP METHOD USING PHL-93 LIVE LOADS AND DYNAMIC ALLOWANCE (IM) = 50%
2. TENSION AND COMPRESSION STRESS LIMITS EVALUATED PER AASHTO LRFD AND DESIGN MANUAL, PART 4, WITH COMPOSITE BEAMS AND DYNAMIC ALLOWANCE (IM) = 33%
3. INTERFACE SHEAR DESIGN BETWEEN DECK PANEL AND BEAMS AT BLOCKOUTS AND LONGITUDINAL JOINTS ASSUMES CONCRETE IS PLACED AGAINST A CLEAN CONCRETE SURFACE, FREE OF LAITANCE, AND WITH SURFACE INTENTIONALLY ROUGHENED TO AN AMPLITUDE OF 0.25 INCHES.
4. MATERIALS:

   PRECAST PANEL f'c = 5.0 KSI
   USE ACCELERATED STRUCTURAL CONCRETE (ASC) WITH A MINIMUM 28 DAY COMPRESSIVE STRENGTH (f'c) OF 5.0 KSI FOR ALL PRECAST PANEL JOINTS, CLOSURE POURS AND BLOCKOUTS.
   REFER TO CONCRETE NOTES (ARCH SPAN CONCRETE) FOR ADDITIONAL NOTES.
5. CONCRETE COVER UNLESS OTHERWISE SHOWN:

   DECK PANEL TOP COVER = 2"
   DECK PANEL BOTTOM COVER = 1"
   DECK PANEL SIDE COVER IN OVERHANG = 2"
   ALL OTHER DECK PANEL SIDE COVER = 1 1/2"
   SHEAR BLOCKOUT COVER = AS SHOWN IN DETAILS
   LONGITUDINAL BLOCKOUT COVER = AS SHOWN IN DETAILS
6. DEAD LOADS:

   CONCRETE UNIT WEIGHT = 150 PCF
   PPC WEARING SURFACE = 11 PSF
   FUTURE WEARING SURFACE = 30 PSF
7. FABRICATOR IS RESPONSIBLE FOR NUMBER AND LOCATION OF LIFTING DEVICES, AND DETERMINATION OF FINAL LIFTING WEIGHTS FOR DECK PANELS. INFORMATION SHALL BE PROVIDED IN SHOP DRAWINGS.
8. FABRICATOR IS RESPONSIBLE FOR LAYOUT AND DESIGN OF VERTICAL ADJUSTMENT DEVICES.
9. ALTERNATIVE REINFORCEMENT DETAILING MAY BE PERMITTED PROVIDED THAT THE DEVELOPED REINFORCEMENT AREA IS NOT LESS THAN THAT SHOWN AND THE REINFORCEMENT SPACING IS NOT GREATER THAN THAT SHOWN IN THESE SHEETS. REVISIONS TO REINFORCEMENT DETAILING MUST BE APPROVED BY THE ENGINEER.
10. ADJUSTMENTS TO LONGITUDINAL POSITIONS OF SHEAR BLOCKOUT MAY BE PERMITTED IF NECESSARY TO ACCOMMODATE REINFORCEMENT DETAILING IN THE DECK PANELS. CENTER-TO-CENTER LONGITUDINAL SPACING OF SHEAR BLOCKOUTS MAY BE ADJUSTED PROVIDED THAT THE CENTER-TO-CENTER LONGITUDINAL SPACING DOES NOT EXCEED 4'-0". ALL REVISIONS TO LONGITUDINAL SPACING OF SHEAR BLOCKOUTS (INCLUDING CLEAR DISTANCE TO EDGE OF PANEL) MUST BE APPROVED BY THE ENGINEER. REVISIONS TO THE TRANSVERSE SPACING OF BLOCKOUTS ARE NOT PERMITTED WITHOUT APPROVAL OF THE ENGINEER.
11. FUTURE MILLING OF PPC OVERLAY SHALL NOT EXCEED 1/2" DEPTH.

PRECAST DECK PANEL CONSTRUCTION SEQUENCE:

1. ERECT PRECAST STRINGERS AND POUR CAST-IN-PLACE DIAPHRAGMS.
2. PREPARE PANELS BY PRE-SETTING THE VERTICAL ADJUSTMENT DEVICES TO THE REQUIRED ANTICIPATED DEPTH.
3. SET PRECAST DECK PANELS STARTING AT PIER AND PROGRESS ALONG BEAM LINE TO OPPOSITE PIER.
4. ADJUST EACH PANEL TO PROPER ELEVATION USING VERTICAL ADJUSTMENT DEVICES.
5. PLACE FORMWORK AND BACKER ROD FOR TRANSVERSE JOINTS.
6. FILL TRANSVERSE JOINTS, SHEAR BLOCKOUTS, AND STRINGER HAUNCHES, AND LONGITUDINAL CLOSURE POURS WITH ASC.
7. REMOVE ANY REMAINING FORMWORK THAT IS NOT STAY-IN-PLACE.
8. PREPARE DECK SURFACE AND PLACE PPC OVERLAY.

ARCH SPAN SCOPE OF WORK

1. REPLACE SPANDREL COLUMNS, FLOORBEAMS, STRINGERS, DECK, SIDEWALK AND BARRIERS.
2. REPAIR ARCH RIBS, ARCH RIB STRUTS AND RIVER PIERS.
3. CLEAN EXISTING CONCRETE TO SPRING LINE ELEVATION. (PIERS, ARCH RIBS AND ARCH RIB STRUTS).
4. INSTALL NEW LED LIGHTING IN EXISTING LANTERNS AT EACH PIER PER SEPARATE LIGHTING PLANS.
5. INSTALL NEW SCUPPERS, DOWNSPOUTS, AND SUPPORTS.
6. INSTALL NEW NEOPRENE STRIP SEAL JOINTS.
7. OVERLAY DECK W/ 1" POLYESTER POLYMER CONCRETE (PPC).

ARCH SPAN SEQUENCE OF WORK:

1. CONDUCT ARCH SPAN WORK UTILIZING A GANTRY CRANE SYSTEM CONSISTING OF STEEL BEAMS SET ON SUPPORTS ANCHORED TO THE RIVER PIERS AND CONVENTIONAL CRANES OPERATING ON CAUSEWAYS EXTENDING FROM BOTH SHORES PARTIALLY INTO THE RIVER.
2. CONSTRUCT ACCESS ROADS AND CAUSEWAYS EXTENDING INTO THE RIVER. MAXIMUM LIMITS OF CAUSEWAY ARE TO BE PER ENVIRONMENTAL DOCUMENTS. 1.5 RIVER SPANS (SHORT CAUSEWAY) AT ONE APPROACH AND 9 RIVER SPANS (LONG CAUSEWAY) AT THE OPPOSITE APPROACH HAVE BEEN ASSUMED FOR THE TS&L PLANS, SCHEDULE AND COST ESTIMATE.
3. CONSTRUCT THE GANTRY CRANE SUPPORT SYSTEM FROM THE BRIDGE DECK STARTING AT THE FINAL LONG CAUSEWAY SPAN (FURTHEST FROM THE SHORE OF ORIGIN) AND PROCEED ACROSS THE RIVER UNTIL THE OPPOSITE CAUSEWAY IS REACHED. THE FINAL LONG CAUSEWAY SPAN (FURTHEST FROM THE SHORE OF ORIGIN) SHALL OVERLAP THE END-MOST GANTRY SPAN AND SHALL ACT AS A MATERIAL TRANSFER SPAN.
4. GANTRY BEAMS SPANNING THE SUPPORTS SHALL BE DELIVERED IN SEPARATE PIECES, SPLICED TO FULL LENGTH, AND THEN SET ON THE SUPPORTS USING CRANES SET UP ON THE RIVER PIERS AT EACH END.
5. BRIDGE REMOVAL AND RECONSTRUCTION SHALL FOLLOW A SIMILAR SEQUENCE AS DESCRIBED ABOVE FOR THE GANTRY SUPPORT INSTALLATION.
6. REMOVE EXISTING BARRIERS, DECK, DECK FRAMING SYSTEM (FLOORBEAMS AND STRINGERS), SPANDREL COLUMNS, AND UPPER PORTION OF THE RIVER PIERS AS SHOWN IN THE PLANS.
7. REPAIR DETERIORATED ARCH RIBS, ARCH RIB STRUTS AND RIVER PIER CONCRETE PER THE CONTRACT DOCUMENTS.
8. INSTALL DOWEL REINFORCEMENT INTO THE EXISTING ARCH RIBS PER THE PLANS AT THE PROPOSED SPANDREL COLUMN CONNECTIONS. CONSTRUCT NEW UPPER PORTIONS OF RIVER PIERS, PRECAST SPANDREL COLUMNS, PRECAST FLOORBEAMS, PRECAST STRINGERS, DIAPHRAGMS, PRE-CAST ARCH FASCIAS, PRE-CAST OVERHANG CORBELS, PRECAST DECK, EXPANSION JOINTS, SIDEWALK, CURB AND PRE-CAST BARRIERS PER THE CONTRACT DOCUMENTS.
9. UPON COMPLETION OF WORK, DISMANTLE THE GANTRY SYSTEM IN THE ORDER OPPOSITE OF THAT DESCRIBED FOR INSTALLATION ABOVE. REMOVE CAUSEWAYS AND RESTORE SITE PER THE CONTRACT DOCUMENTS.

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REHABILITATION OF 48-SPAN CIP CONCRETE ARCH BRIDGE
ARCH SPAN GENERAL NOTES

RECOMMENDED _____

SHEET 18 OF 56

S-40145

DES: SAW | DWG: ACE | CKD: JAF

USER: AELDER | PLOT DRIVER: PennDOT.PDF_Mono.pltcfg | PLOT DATE: 11-15-2024 11:55:08 AM
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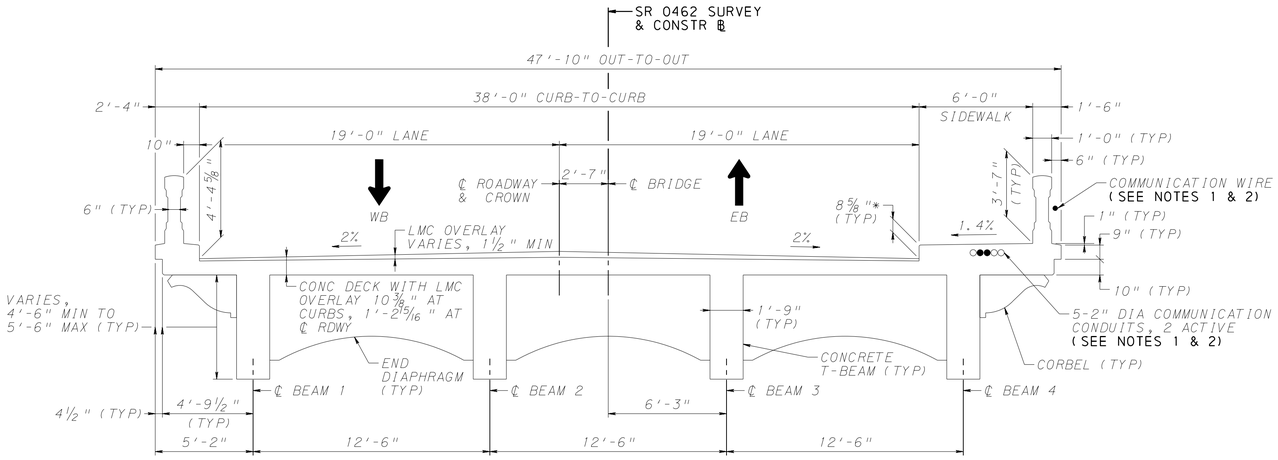
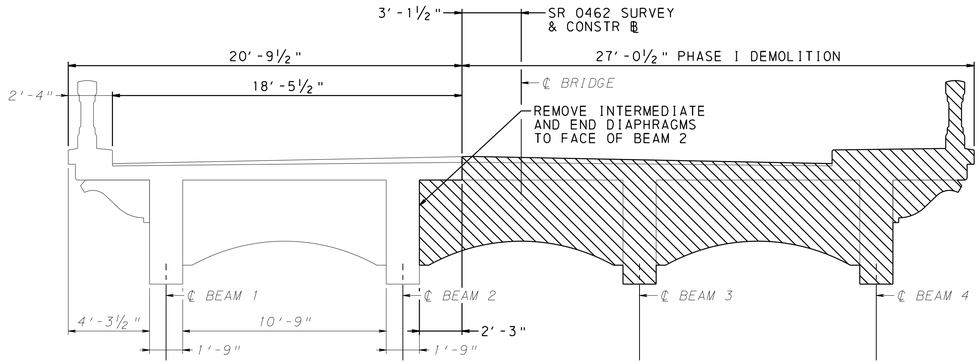


EXISTING TYPICAL SECTION - REINFORCED CONCRETE T-BEAM SPANS 1-5, 35-39, & 41-48

2 0 2 4 FEET

* TOP OF CURB TO TOP OF CONCRETE SLAB



ALTERNATIVE 1 PHASE I DEMOLITION SPANS 1-5, 35-39, & 41-48

2 0 2 4 FEET

NOTES:

1. EXISTING COMMUNICATION CONDUITS AND WIRE TO REMAIN IN SERVICE DURING CONSTRUCTION. CONTRACTOR TO PROTECT EXISTING COMMUNICATION CONDUITS AND WIRES DURING CONSTRUCTION.
2. FOR ARCH SPAN TEMPORARY UTILITY ATTACHMENT DETAILS, SEE SHEET 56.
3. CONSTRUCTION MAY BE PHASED SHOULD THE CONTRACTOR ELECT TO SET BEAMS IN SERIES OF SPANS. SEE ALTERNATIVE 2 FOR DETAILS.

Mark	Description	By	Chk'd.	Recm'd.	Date
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& NORFOLK SOUTHERN
REHABILITATION OF 48-SPAN CIP CONCRETE ARCH BRIDGE

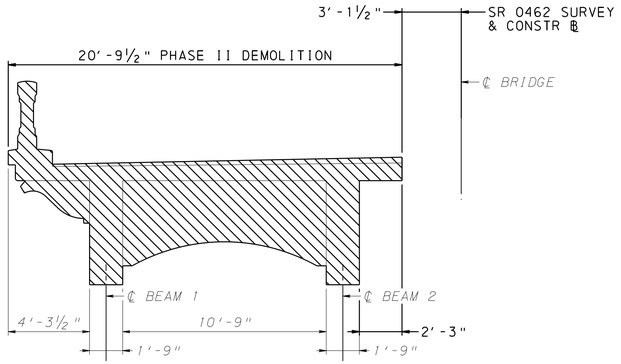
APPROACH SPAN TYP SEC ALT 1 - 1

RECOMMENDED _____

SHEET 21 OF 56

S-40145

DES: MRG | DWG: MRG | CKD: JMV



ALTERNATIVE 1 PHASE II DEMOLITION
SPANS 1-5, 35-39, & 41-48

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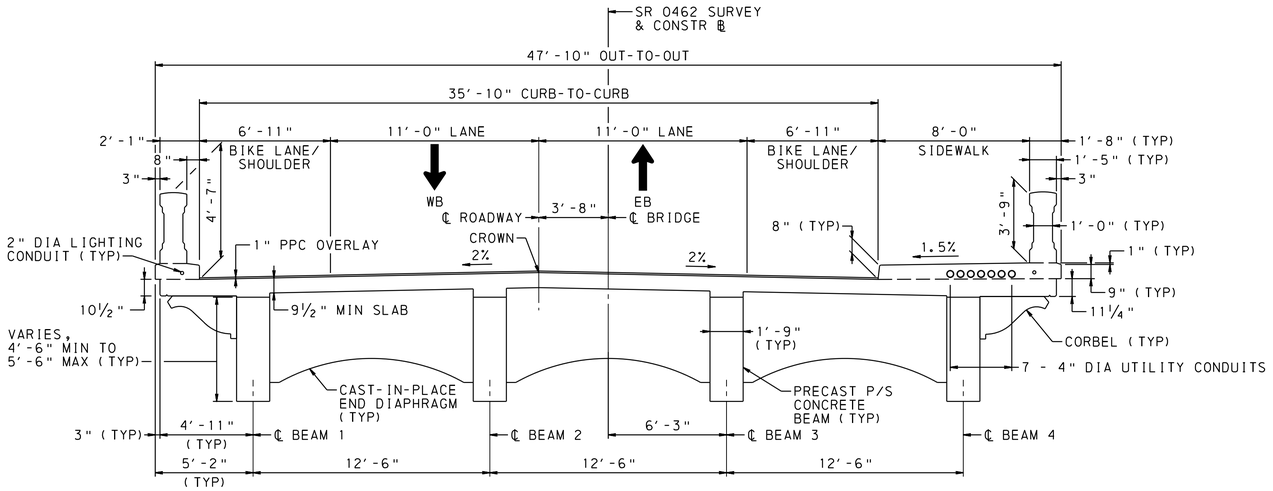

ALTERNATIVE 1 PROPOSED TYPICAL SECTION
SPANS 1-5, 35-39, & 41-48

2 0 2 4 FEET

NOTES:

1. EXISTING COMMUNICATION CONDUITS AND WIRE TO REMAIN IN SERVICE DURING CONSTRUCTION. CONTRACTOR TO PROTECT EXISTING COMMUNICATION CONDUITS AND WIRES DURING CONSTRUCTION.
2. FOR ARCH SPAN TEMPORARY UTILITY ATTACHMENT DETAILS, SEE SHEET 56.
3. CONSTRUCTION MAY BE PHASED SHOULD THE CONTRACTOR ELECT TO SET BEAMS IN SERIES OF SPANS. SEE ALTERNATIVE 2 FOR DETAILS.
4. FOR CAST-IN-PLACE CORBEL DETAIL - P/S CONCRETE BEAM SPANS, SEE SHEET 28.

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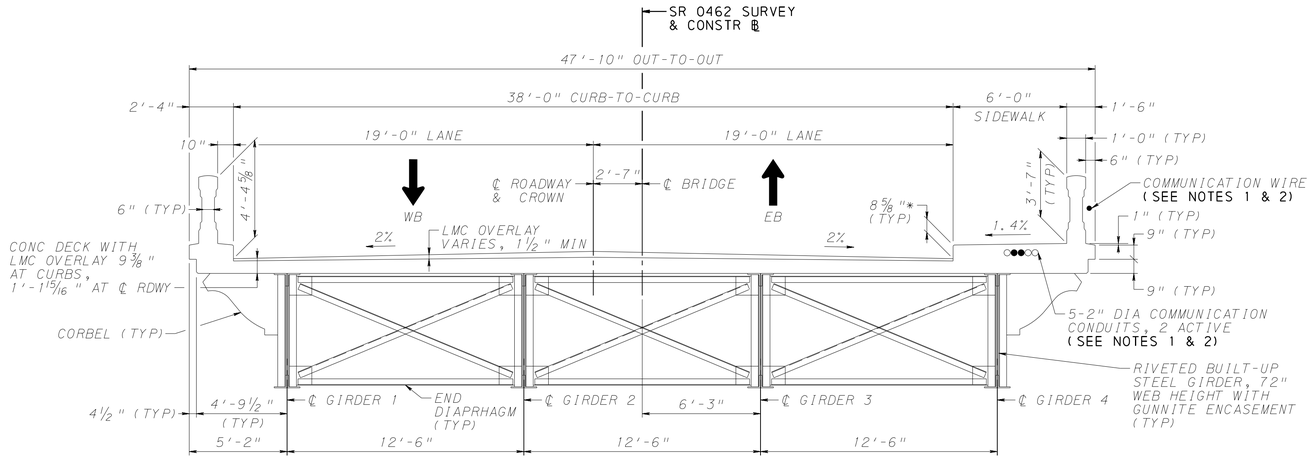
APPROACH SPAN TYP SEC ALT 1 - 2

RECOMMENDED _____

SHEET 22 OF 56

S-40145

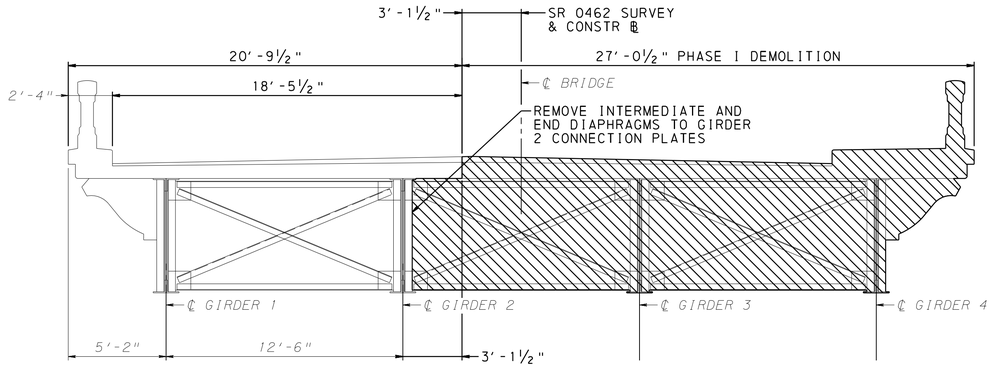
DES: MRG | DWG: MRG | CKD: JMV



EXISTING TYPICAL SECTION - REINFORCED CONCRETE T-BEAM SPANS 1-5, 35-39, & 41-48

2 0 2 4 FEET

* TOP OF CURB TO TOP OF CONCRETE SLAB



ALTERNATIVE 1 PHASE I DEMOLITION SPANS 6 & 40

2 0 2 4 FEET

NOTES:

1. EXISTING COMMUNICATION CONDUITS AND WIRE TO REMAIN IN SERVICE DURING CONSTRUCTION. CONTRACTOR TO PROTECT EXISTING COMMUNICATION CONDUITS AND WIRES DURING CONSTRUCTION.
2. FOR ARCH SPAN TEMPORARY UTILITY ATTACHMENT DETAILS, SEE SHEET 56.
3. CONSTRUCTION MAY BE PHASED SHOULD THE CONTRACTOR ELECT TO SET BEAMS IN SERIES OF SPANS. SEE ALTERNATIVE 2 FOR DETAILS.

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

SR 0462 PREVIOUSLY KNOWN AS LR 128
BMS STR ID: 36-0462-0010-0000 MPMS/ECMS PROJ: 79020 BRKEY: 21270

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

LANCASTER AND YORK COUNTY
SR 0462 SECTION 038
SEG 0010 OFF 0000 TO SEG 0020 OFF 0400
SR 0462 STA 13+39.46 TO STA 173+82.80
OVER SR 0624, SUSQUEHANNA RIVER, SR 0441 & NORFOLK SOUTHERN
REHABILITATION OF 48-SPAN CIP CONCRETE ARCH BRIDGE

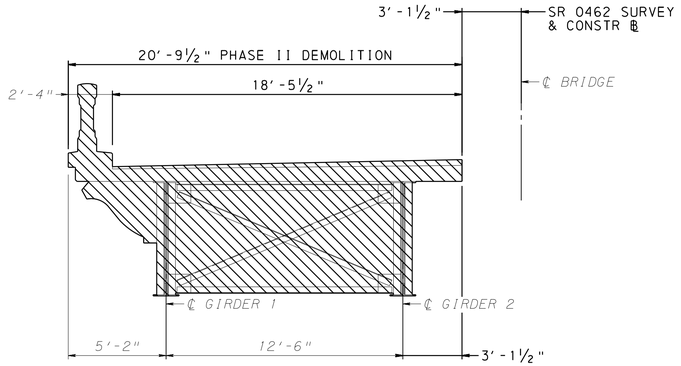
APPROACH SPAN TYP SEC ALT 1 - 3

RECOMMENDED _____

SHEET 23 OF 56

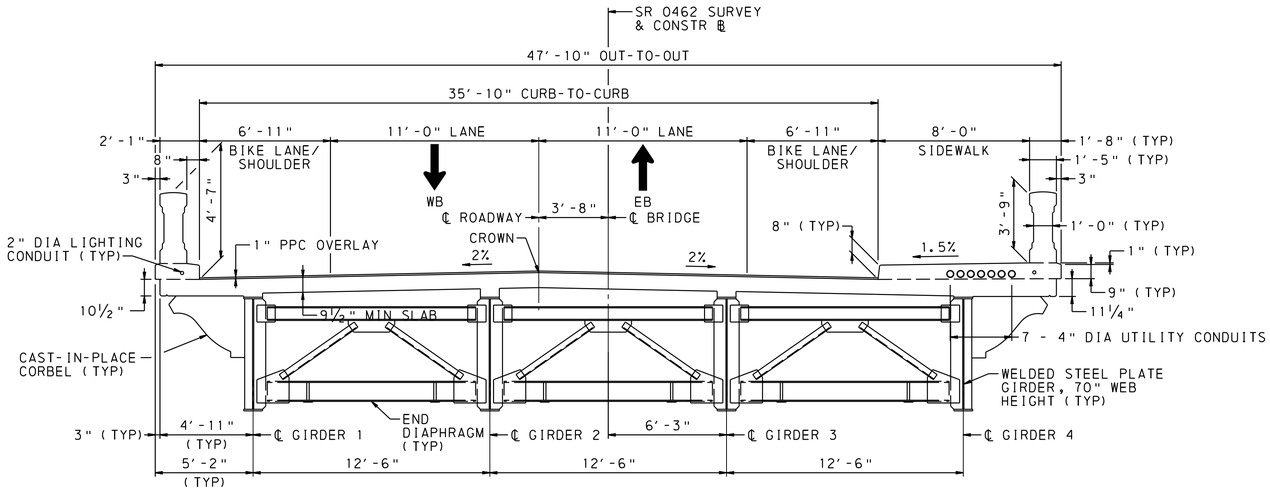
S-40145

DES: MRG | DWG: MRG | CKD: JMV



ALTERNATIVE 1 PHASE II DEMOLITION
SPANS 6 & 40

2 0 2 4 FEET



ALTERNATIVE 1 PROPOSED TYPICAL SECTION
SPANS 6 & 40

2 0 2 4 FEET

NOTES:

1. EXISTING COMMUNICATION CONDUITS AND WIRE TO REMAIN IN SERVICE DURING CONSTRUCTION. CONTRACTOR TO PROTECT EXISTING COMMUNICATION CONDUITS AND WIRES DURING CONSTRUCTION.
2. FOR ARCH SPAN TEMPORARY UTILITY ATTACHMENT DETAILS, SEE SHEET 56.
3. CONSTRUCTION MAY BE PHASED SHOULD THE CONTRACTOR ELECT TO SET BEAMS IN SERIES OF SPANS. SEE ALTERNATIVE 2 FOR DETAILS.
4. FOR CAST-IN-PLACE CORBEL DETAIL - STEEL GIRDER SPANS, SEE SHEET 31.

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

SR 0462 PREVIOUSLY KNOWN AS LR 128
BMS STR ID: 36-0462-0010-0000 MPMS/ECMS PROJ: 79020 BRKEY: 21270

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

LANCASTER AND YORK COUNTY
SR 0462 SECTION 038
SEG 0010 OFF 0000 TO SEG 0020 OFF 0400
SR 0462 STA 13+39.46 TO STA 173+82.80
OVER SR 0624, SUSQUEHANNA RIVER, SR 0441 & NORFOLK SOUTHERN
REHABILITATION OF 48-SPAN CIP CONCRETE ARCH BRIDGE

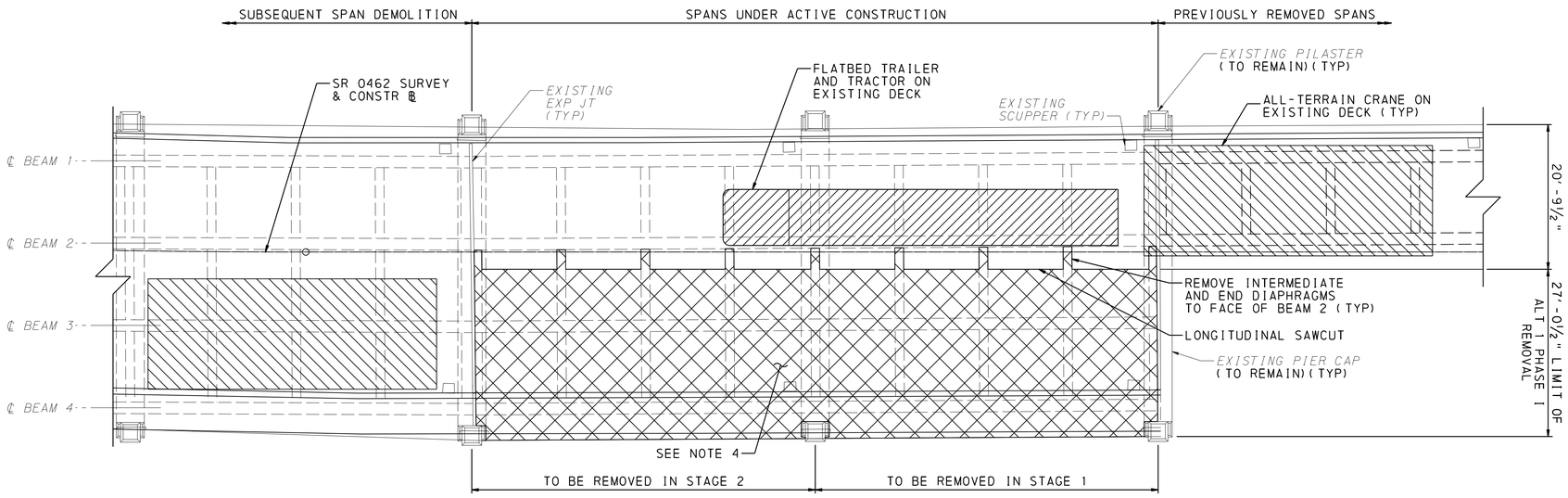
APPROACH SPAN TYP SEC ALT 1 - 4

RECOMMENDED _____

SHEET 24 OF 56

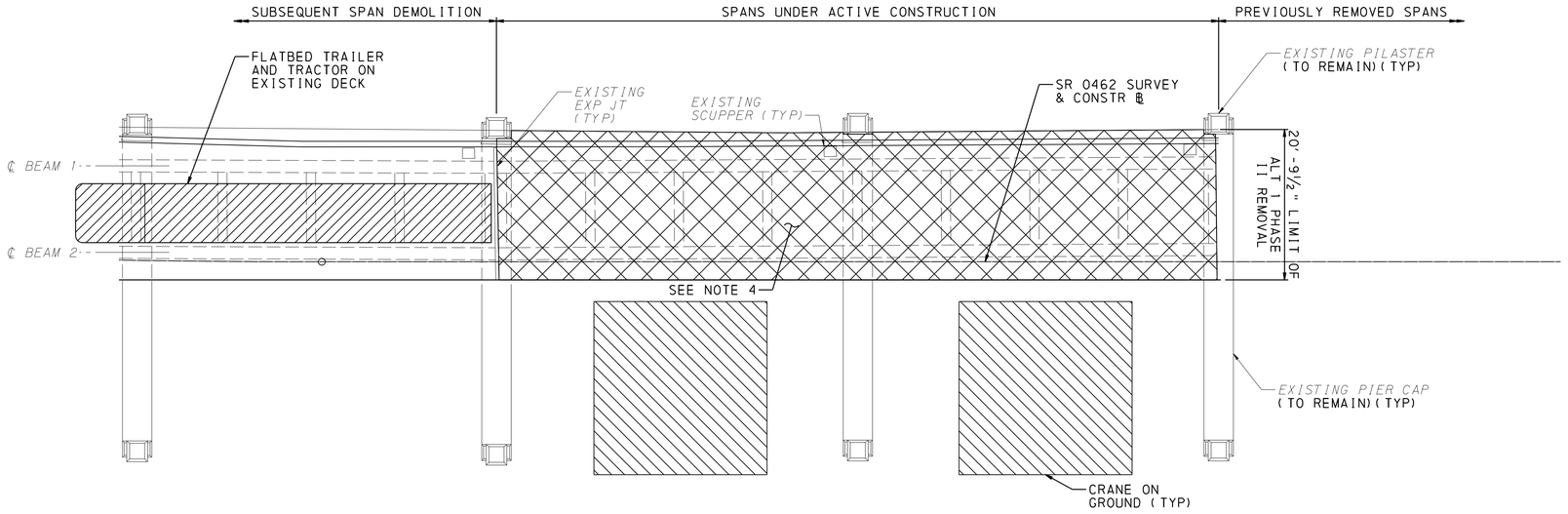
S-40145

DES: MRG | DWG: MRG | CKD: JMV



ALTERNATIVE 1 - PHASE I DEMOLITION PLAN

2 0 4 8 12 FEET



ALTERNATIVE 1 - PHASE II DEMOLITION PLAN

2 0 4 8 12 FEET

NOTES:

1. DEMOLITION OPERATIONS ARE LINEAR PROCESSES BEGINNING AT THE FIRST ARCH SPAN AND PROGRESSING TO THE END OF THE BRIDGE.
2. EQUIPMENT LOCATIONS AND LOCATIONS OF TRANSVERSE SAWCUT LINES SHOWN ARE CONCEPTUAL ONLY.
3. TWO-SPAN CONTINUOUS CONFIGURATION SHOWN. THREE-SPAN CONTINUOUS CONFIGURATION SIMILAR.
4. EXISTING CONCRETE BEAMS ARE DESIGNED AS CONTINUOUS ACROSS FIXED PIERS. CONTRACTOR SHALL DESIGN AND INSTALL TEMPORARY SHORING AS REQUIRED FOR BEAM STABILITY TO ACCOMMODATE DEMOLITION OPERATIONS.

SUGGESTED SEQUENCE OF CONSTRUCTION:

1. SAWCUT THE DECK SLAB LONGITUDINALLY AT THE LOCATION SHOWN.
2. SAWCUT THE DECK TO BE REMOVED INTO MULTIPLE PANELS AND REMOVE.
3. UTILIZING CRANES AND TEMPORARY SUPPORT AS REQUIRED, SAWCUT THE BEAMS AND REMOVE BEAMS AND FLOORBEAMS USING AN ARTICULATED PICK.
4. MOVE THE EQUIPMENT TO THE ADJACENT SPAN, INSTALL ADDITIONAL TEMPORARY SUPPORT AS REQUIRED, AND REPEAT STEPS 2 THROUGH 3 UNTIL PHASE I REMOVAL IS COMPLETE FOR THE APPROACH SPANS.
5. RELOCATE CRANES TO LAST APPROACH SPAN ADJACENT TO FIRST ARCH SPAN AT GROUND LEVEL AND REPEAT STEPS 2 THROUGH 4 TO FACILILITATE PHASE II REMOVAL OF APPROACH SPANS.
6. MODIFY PIER CAPS AND CONSTRUCT NEW SUPERSTRUCTURE.

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

SR 0462 PREVIOUSLY KNOWN AS LR 128

BMS STR ID: 36-0462-0010-0000 MPMS/ECMS PROJ: 79020 BRKEY: 21270

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

LANCASTER AND YORK COUNTY
SR 0462 SECTION 038

SEG 0010 OFF 0000 TO SEG 0020 OFF 0400
SR 0462 STA 13+39.46 TO STA 173+82.80
OVER SR 0624, SUSQUEHANNA RIVER, SR 0441 & NORFOLK SOUTHERN
REHABILITATION OF 48-SPAN CIP CONCRETE ARCH BRIDGE

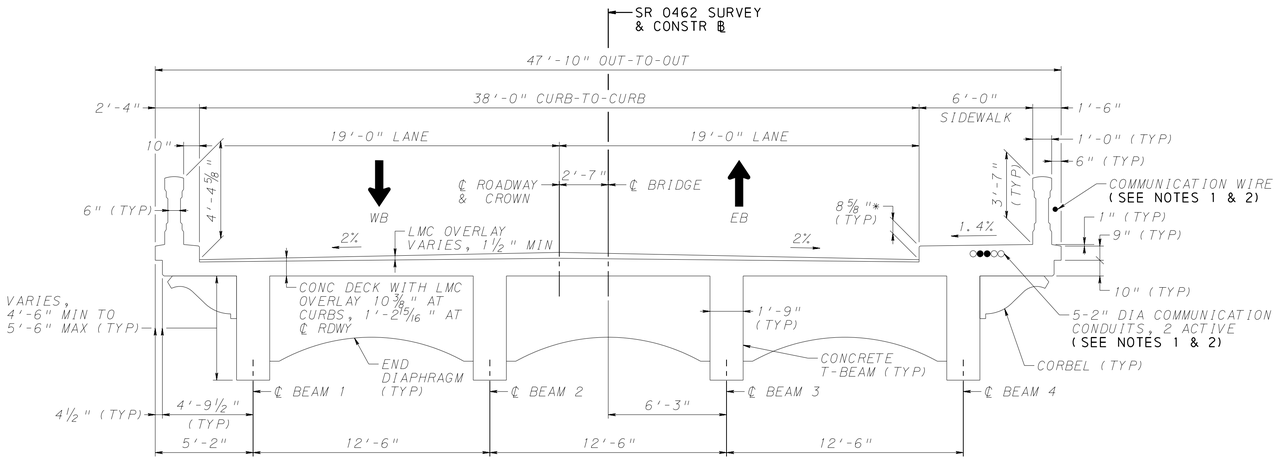
APPROACH SPAN DEMO SEQUENCE - ALT 1

RECOMMENDED _____

SHEET 25 OF 56

S-40145

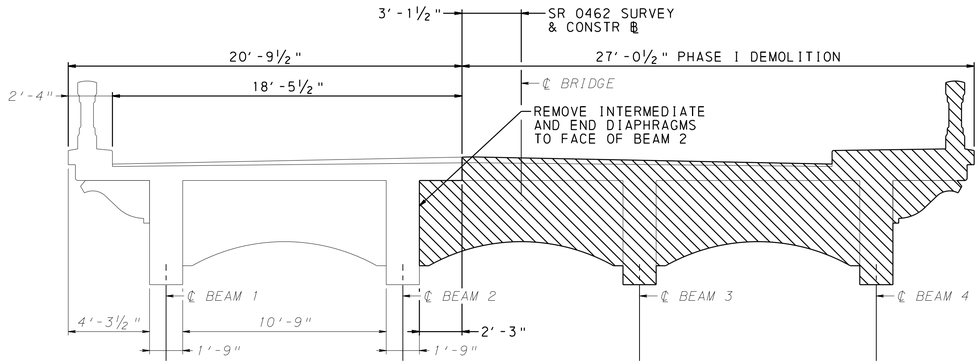
DES: MRG | DWG: MRG | CKD: JMV



EXISTING TYPICAL SECTION - REINFORCED CONCRETE T-BEAM SPANS 1-5, 35-39, & 41-48

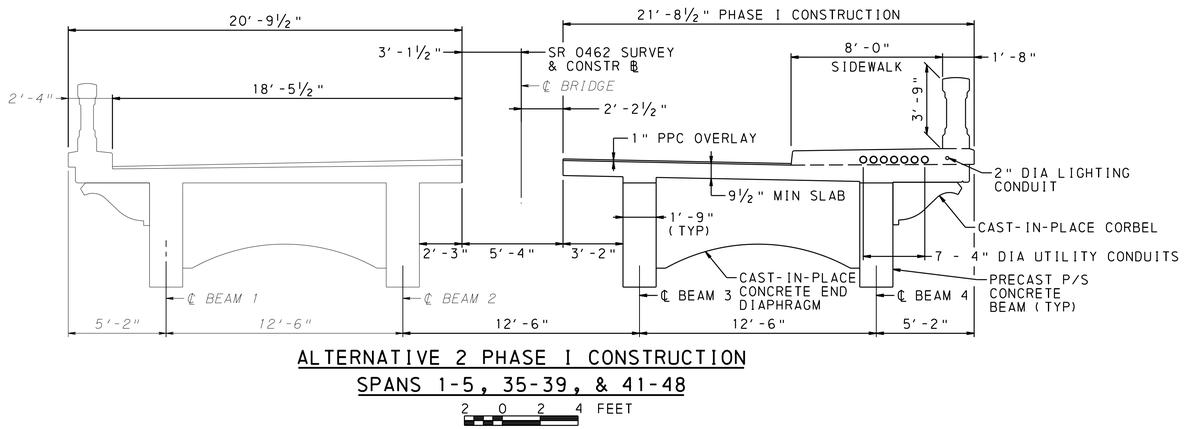
2 0 2 4 FEET

* TOP OF CURB TO TOP OF CONCRETE SLAB



ALTERNATIVE 2 PHASE I DEMOLITION SPANS 1-5, 35-39, & 41-48

2 0 2 4 FEET



ALTERNATIVE 2 PHASE I CONSTRUCTION SPANS 1-5, 35-39, & 41-48

2 0 2 4 FEET

NOTES:

1. EXISTING COMMUNICATION CONDUITS AND WIRE TO REMAIN IN SERVICE DURING CONSTRUCTION. CONTRACTOR TO PROTECT EXISTING COMMUNICATION CONDUITS AND WIRES DURING CONSTRUCTION.
2. FOR ARCH SPAN TEMPORARY UTILITY ATTACHMENT DETAILS, SEE SHEET 56.
3. FOR CAST-IN-PLACE CORBEL DETAIL - P/S CONCRETE BEAM SPANS, SEE SHEET 28.

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

SR 0462 PREVIOUSLY KNOWN AS LR 128
BMS STR ID: 36-0462-0010-0000 MPMS/ECMS PROJ: 79020 BRKEY: 21270

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

LANCASTER AND YORK COUNTY
SR 0462 SECTION 038
SEG 0010 OFF 0000 TO SEG 0020 OFF 0400
SR 0462 STA 13+39.46 TO STA 173+82.80
OVER SR 0624, SUSQUEHANNA RIVER, SR 0441 & NORFOLK SOUTHERN
REHABILITATION OF 48-SPAN CIP CONCRETE ARCH BRIDGE

APPROACH SPAN TYP SEC ALT 2 - 1

RECOMMENDED _____

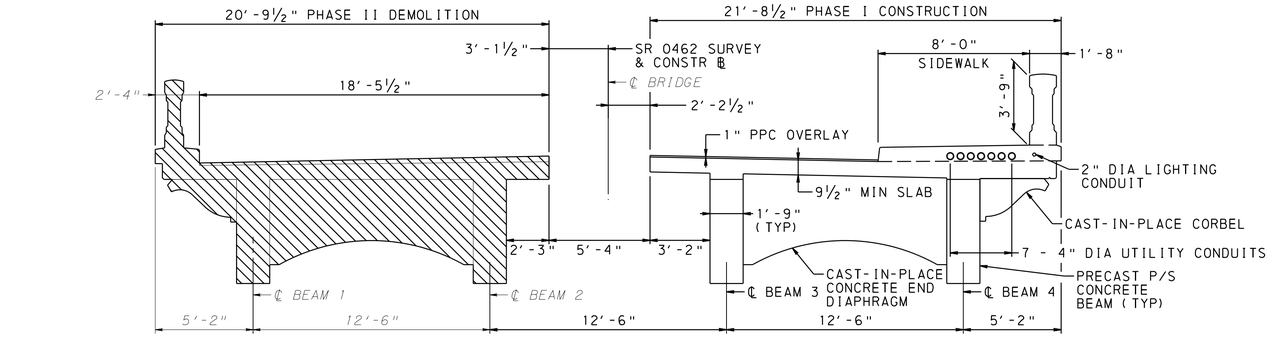
SHEET 26 OF 56

S-40145

DES: MRG | DWG: MRG | CKD: JMV

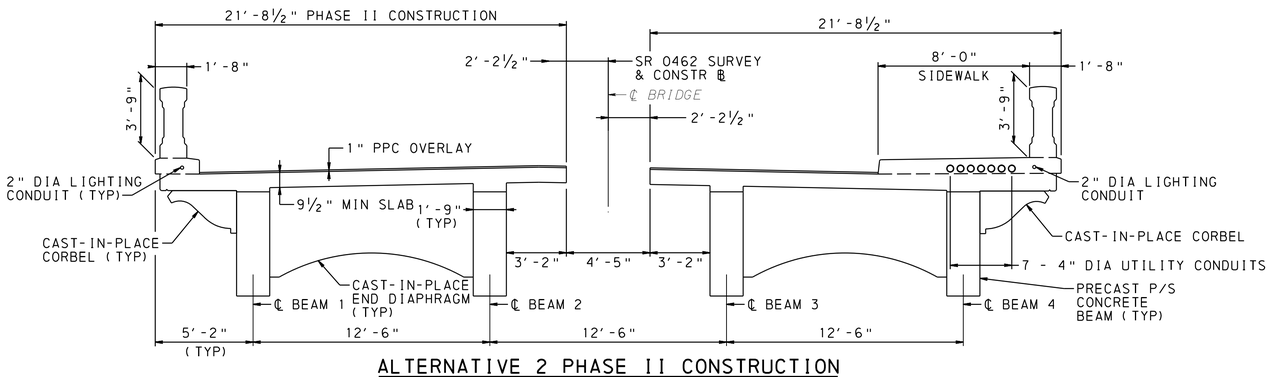
PLOTTED: 11/15/2024

OPERATOR: mgehman -
FILE NAME: c:\pwworking\r-rkkpw01\matthew gehman\dms35651\026_TYP_005.dgn



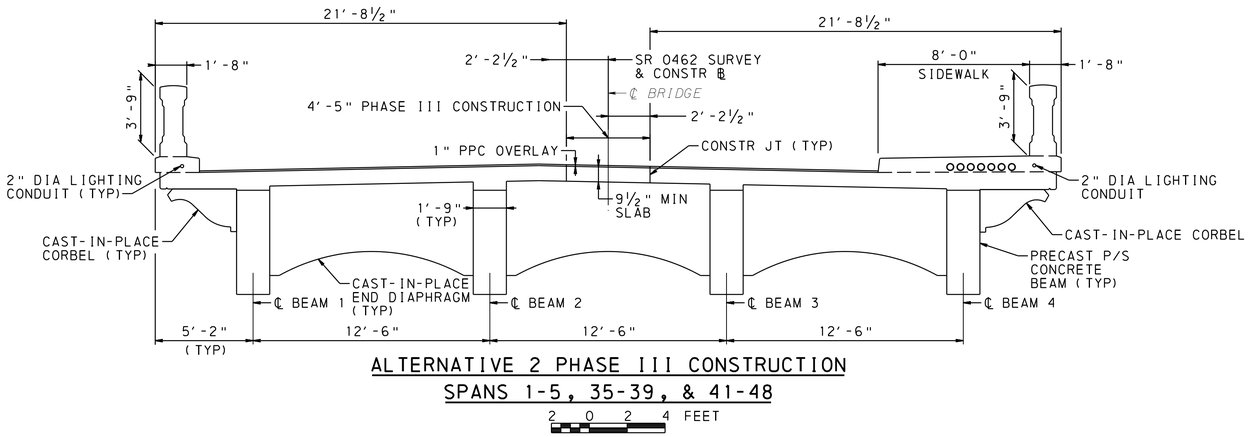
ALTERNATIVE 2 PHASE II DEMOLITION
SPANS 1-5, 35-39, & 41-48

2 0 2 4 FEET



ALTERNATIVE 2 PHASE II CONSTRUCTION
SPANS 1-5, 35-39, & 41-48

2 0 2 4 FEET



ALTERNATIVE 2 PHASE III CONSTRUCTION
SPANS 1-5, 35-39, & 41-48

2 0 2 4 FEET

NOTES:

1. EXISTING COMMUNICATION CONDUITS AND WIRE TO REMAIN IN SERVICE DURING CONSTRUCTION. CONTRACTOR TO PROTECT EXISTING COMMUNICATION CONDUITS AND WIRES DURING CONSTRUCTION.
2. FOR ARCH SPAN TEMPORARY UTILITY ATTACHMENT DETAILS, SEE SHEET 56.
3. FOR CAST-IN-PLACE CORBEL DETAIL - P/S CONCRETE BEAM SPANS, SEE SHEET 28.

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

SR 0462 PREVIOUSLY KNOWN AS LR 128
BMS STR ID: 36-0462-0010-0000 MPMS/ECMS PROJ: 79020 BRKEY: 21270

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

LANCASTER AND YORK COUNTY
SR 0462 SECTION 038
SEG 0010 OFF 0000 TO SEG 0020 OFF 0400
SR 0462 STA 13+39.46 TO STA 173+82.80
OVER SR 0624, SUSQUEHANNA RIVER, SR 0441 & NORFOLK SOUTHERN
REHABILITATION OF 48-SPAN CIP CONCRETE ARCH BRIDGE

APPROACH SPAN TYP SEC ALT 2 - 2

RECOMMENDED _____

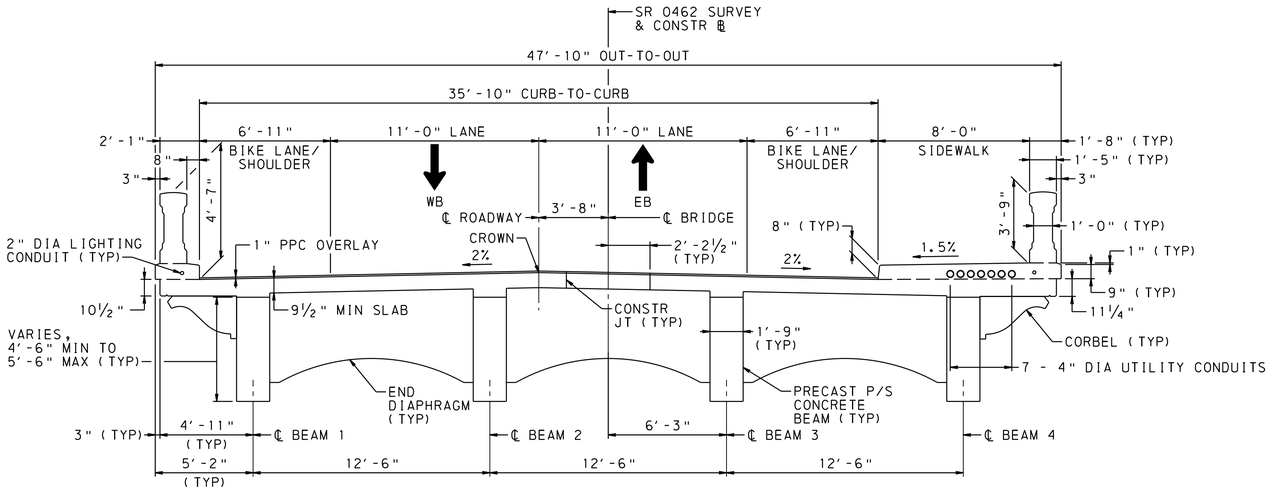
SHEET 27 OF 56

S-40145

DES: MRG | DWG: MRG | CKD: JMV

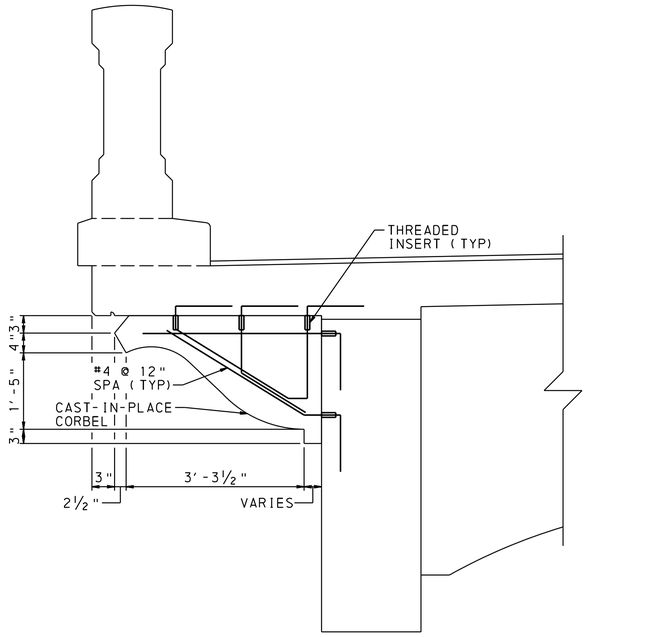
PLOTTED: 11/15/2024

OPERATOR: mgehman -
FILE NAME: c:\pwworking\rkkpw01\mathew gehman\dms35651\027_TYP_006.dgn



ALTERNATIVE 2 PROPOSED TYPICAL SECTION
SPANS 1-5, 35-39, & 41-48

2 0 2 4 FEET



CAST-IN-PLACE CORBEL DETAIL - P/S CONCRETE BEAM SPANS

12 0 12 INCHES

NOTE: BEAM, DECK, AND BARRIER REINFORCEMENT NOT SHOWN FOR CLARITY.

NOTES:

1. EXISTING COMMUNICATION CONDUITS AND WIRE TO REMAIN IN SERVICE DURING CONSTRUCTION. CONTRACTOR TO PROTECT EXISTING COMMUNICATION CONDUITS AND WIRES DURING CONSTRUCTION.
2. FOR ARCH SPAN TEMPORARY UTILITY ATTACHMENT DETAILS, SEE SHEET 56.

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

SR 0462 PREVIOUSLY KNOWN AS LR 128
BMS STR ID: 36-0462-0010-0000 MPMS/ECMS PROJ: 79020 BRKEY: 21270

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

LANCASTER AND YORK COUNTY
SR 0462 SECTION 038
SEG 0010 OFF 0000 TO SEG 0020 OFF 0400
SR 0462 STA 13+39.46 TO STA 173+82.80
OVER SR 0624, SUSQUEHANNA RIVER, SR 0441 & NORFOLK SOUTHERN
REHABILITATION OF 48-SPAN CIP CONCRETE ARCH BRIDGE

APPROACH SPAN TYP SEC ALT 2 - 3

RECOMMENDED _____

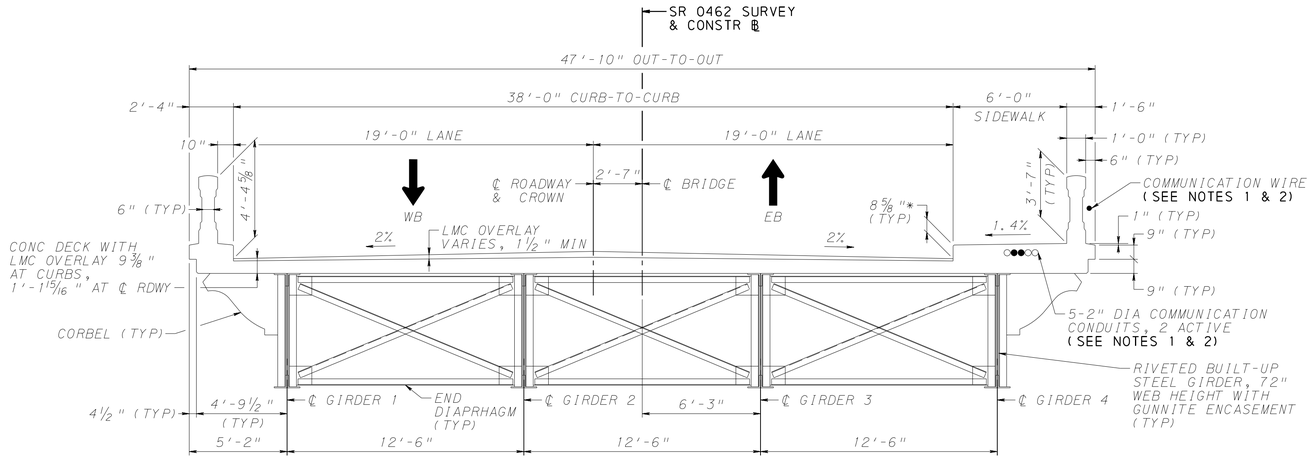
SHEET 28 OF 56

S-40145

DES: MRG | DWG: MRG | CKD: JMV

PLOTTED: 11/15/2024

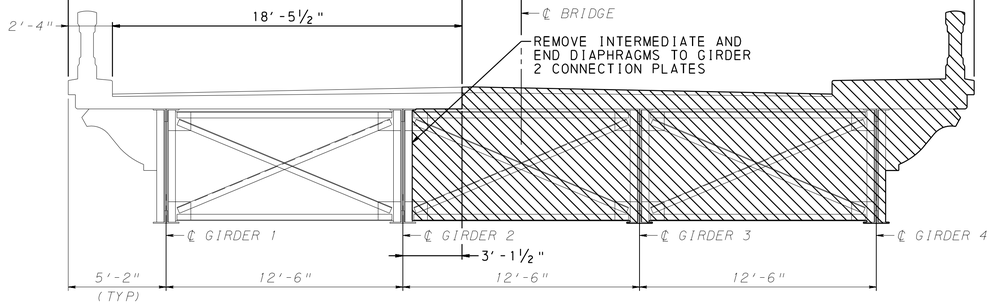
OPERATOR: mgehman -
FILE NAME: c:\pwworking\rkkpw01\matthew gehman\dms35651\028_TYP_007.dgn



EXISTING TYPICAL SECTION - REINFORCED CONCRETE T-BEAM SPANS 1-5, 35-39, & 41-48

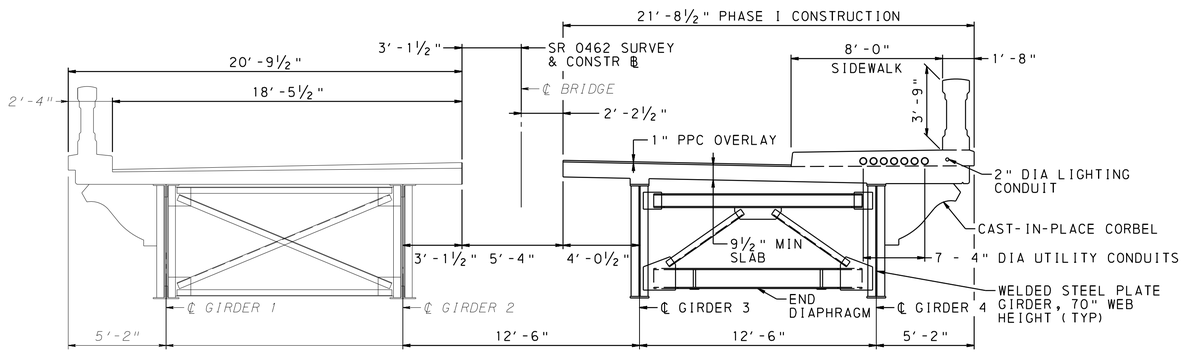
2 0 2 4 FEET

* TOP OF CURB TO TOP OF CONCRETE SLAB



ALTERNATIVE 2 PHASE I DEMOLITION SPANS 6 & 40

2 0 2 4 FEET



ALTERNATIVE 2 PHASE I CONSTRUCTION SPANS 6 & 40

2 0 2 4 FEET

NOTES:

1. EXISTING COMMUNICATION CONDUITS AND WIRE TO REMAIN IN SERVICE DURING CONSTRUCTION. CONTRACTOR TO PROTECT EXISTING COMMUNICATION CONDUITS AND WIRES DURING CONSTRUCTION.
2. FOR ARCH SPAN TEMPORARY UTILITY ATTACHMENT DETAILS, SEE SHEET 56.
3. FOR CAST-IN-PLACE CORBEL DETAIL - STEEL GIRDER SPANS, SEE SHEET 31.

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

SR 0462 PREVIOUSLY KNOWN AS LR 128
BMS STR ID: 36-0462-0010-0000 MPMS/ECMS PROJ: 79020 BRKEY: 21270

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

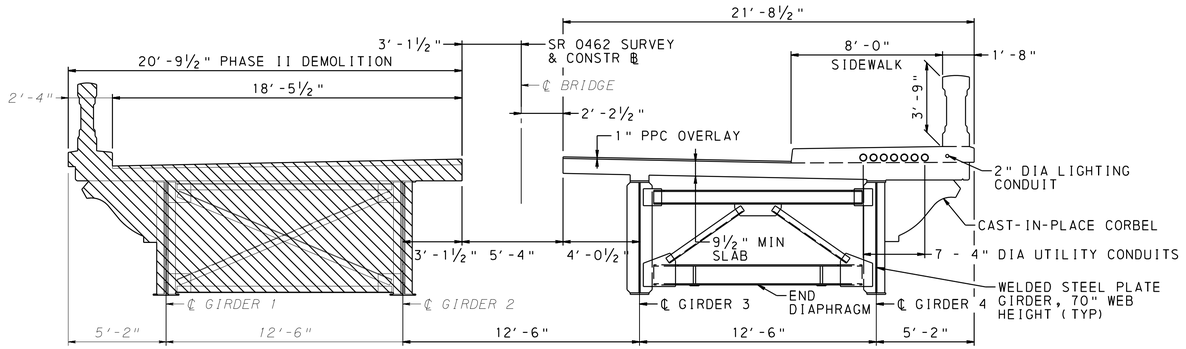
LANCASTER AND YORK COUNTY
SR 0462 SECTION 038
SEG 0010 OFF 0000 TO SEG 0020 OFF 0400
SR 0462 STA 13+39.46 TO STA 173+82.80
OVER SR 0624, SUSQUEHANNA RIVER, SR 0441 & NORFOLK SOUTHERN
REHABILITATION OF 48-SPAN CIP CONCRETE ARCH BRIDGE
APPROACH SPAN TYP SEC ALT 2 - 4

RECOMMENDED _____

SHEET 29 OF 56

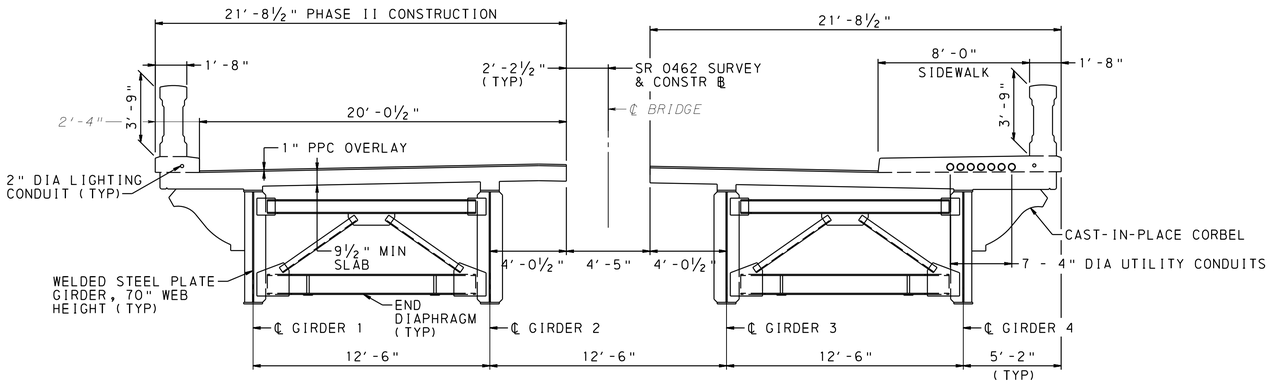
S-40145

DES: MRG | DWG: MRG | CKD: JMV



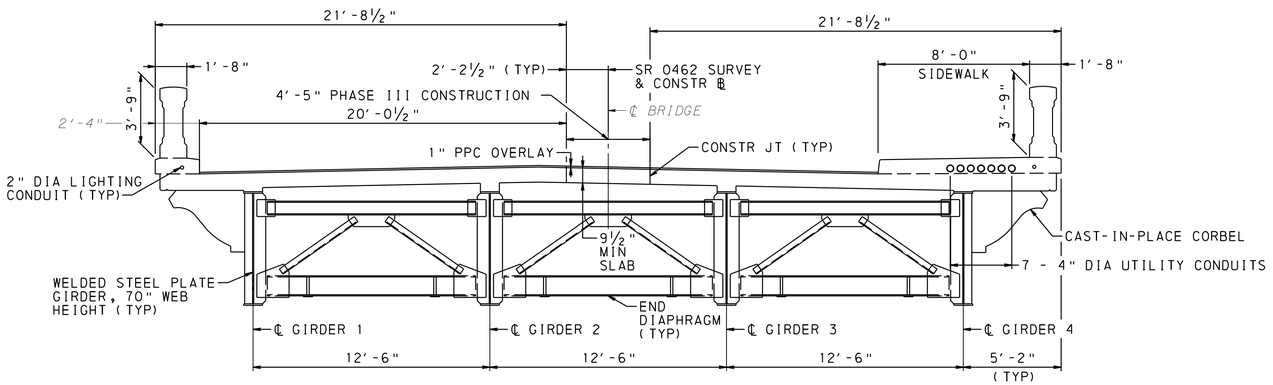
ALTERNATIVE 2 PHASE II DEMOLITION
SPANS 6 & 40

2 0 2 4 FEET



ALTERNATIVE 2 PHASE II CONSTRUCTION
SPANS 6 & 40

2 0 2 4 FEET



ALTERNATIVE 2 PHASE III CONSTRUCTION
SPANS 6 & 40

2 0 2 4 FEET

NOTES:

1. EXISTING COMMUNICATION CONDUITS AND WIRE TO REMAIN IN SERVICE DURING CONSTRUCTION. CONTRACTOR TO PROTECT EXISTING COMMUNICATION CONDUITS AND WIRES DURING CONSTRUCTION.
2. FOR ARCH SPAN TEMPORARY UTILITY ATTACHMENT DETAILS, SEE SHEET 56.
3. FOR CAST-IN-PLACE CORBEL DETAIL -STEEL GIRDER SPANS, SEE SHEET 31.

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

SR 0462 PREVIOUSLY KNOWN AS LR 128
BMS STR ID: 36-0462-0010-0000 MPMS/ECMS PROJ: 79020 BRKEY: 21270

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

LANCASTER AND YORK COUNTY
SR 0462 SECTION 038
SEG 0010 OFF 0000 TO SEG 0020 OFF 0400
SR 0462 STA 13+39.46 TO STA 173+82.80
OVER SR 0624, SUSQUEHANNA RIVER, SR 0441 & NORFOLK SOUTHERN
REHABILITATION OF 48-SPAN CIP CONCRETE ARCH BRIDGE

APPROACH SPAN TYP SEC ALT 2 - 5

RECOMMENDED _____

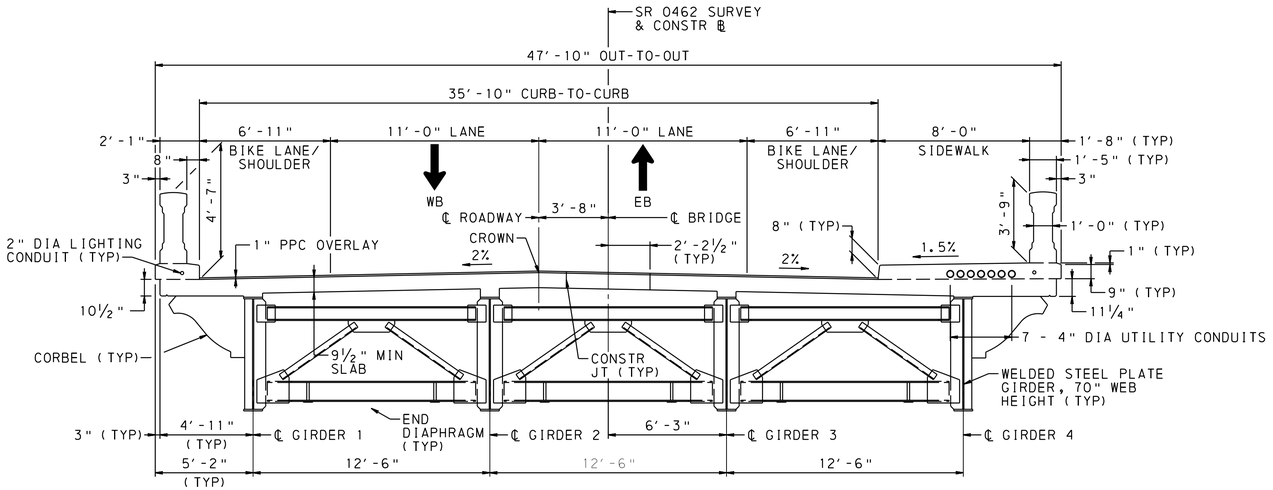
SHEET 30 OF 56

S-40145

DES: MRG | DWG: MRG | CKD: JMV

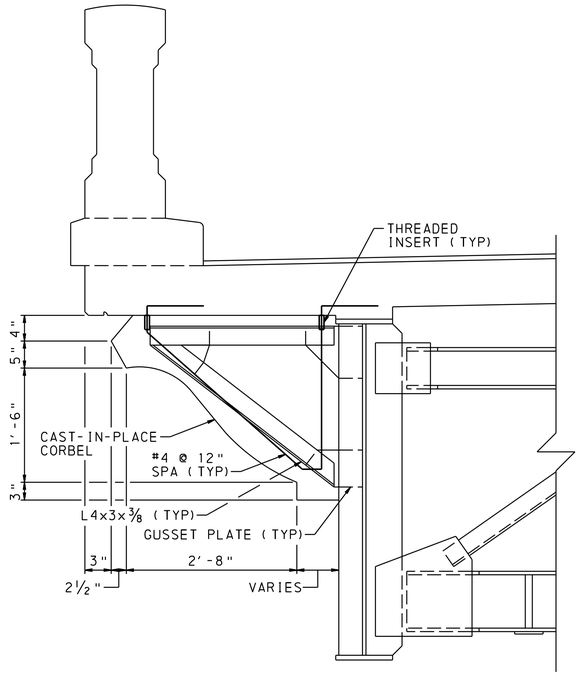
PLOTTED: 11/15/2024

OPERATOR: mgehman -
FILE NAME: c:\pwworking\rkkpw01\matthew gehman\dms356510\030_TYP_009.dgn



ALTERNATIVE 2 PROPOSED TYPICAL SECTION
SPANS 6 & 40

2 0 2 4 FEET



CAST-IN-PLACE CORBEL DETAIL - STEEL GIRDER SPANS

12 0 12 INCHES

NOTE: BEAM, DECK, AND BARRIER REINFORCEMENT NOT SHOWN FOR CLARITY.

NOTES:

1. EXISTING COMMUNICATION CONDUITS AND WIRE TO REMAIN IN SERVICE DURING CONSTRUCTION. CONTRACTOR TO PROTECT EXISTING COMMUNICATION CONDUITS AND WIRES DURING CONSTRUCTION.
2. FOR ARCH SPAN TEMPORARY UTILITY ATTACHMENT DETAILS, SEE SHEET 56.

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

SR 0462 PREVIOUSLY KNOWN AS LR 128
BMS STR ID: 36-0462-0010-0000 MPMS/ECMS PROJ: 79020 BRKEY: 21270

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

LANCASTER AND YORK COUNTY
SR 0462 SECTION 038
SEG 0010 OFF 0000 TO SEG 0020 OFF 0400
SR 0462 STA 13+39.46 TO STA 173+82.80
OVER SR 0624, SUSQUEHANNA RIVER, SR 0441 & NORFOLK SOUTHERN
REHABILITATION OF 48-SPAN CIP CONCRETE ARCH BRIDGE
APPROACH SPAN TYP SEC ALT 2 - 6

RECOMMENDED _____

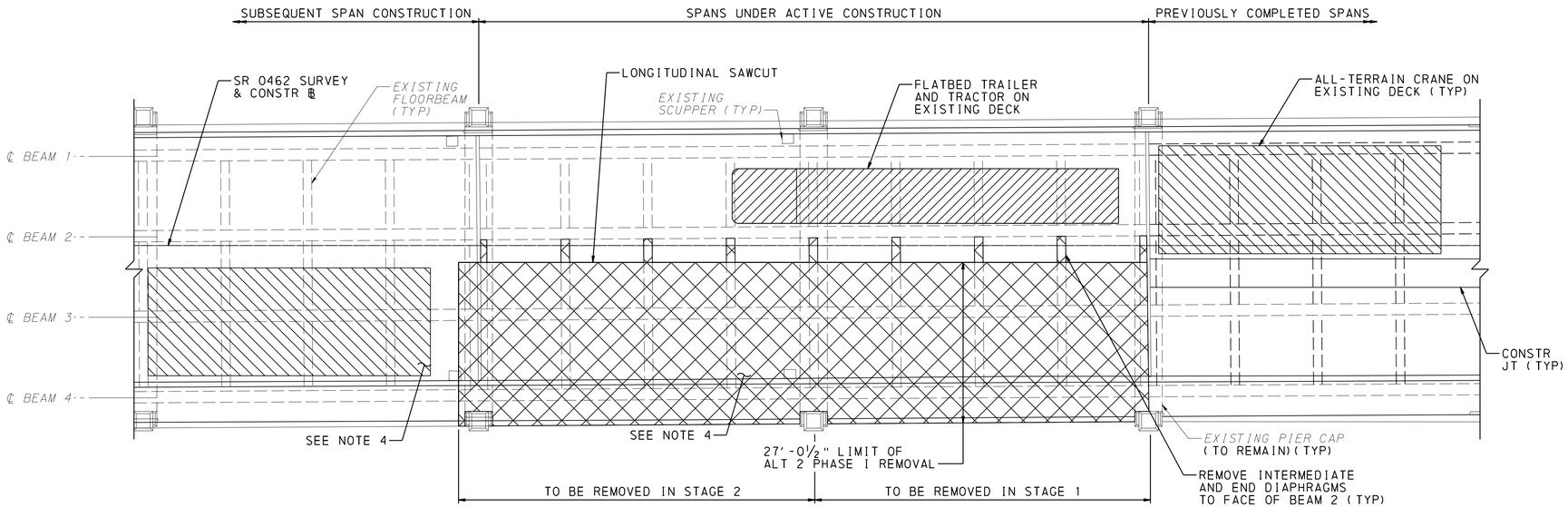
SHEET 31 OF 56

S-40145

DES: MRG | DWG: MRG | CKD: JMV

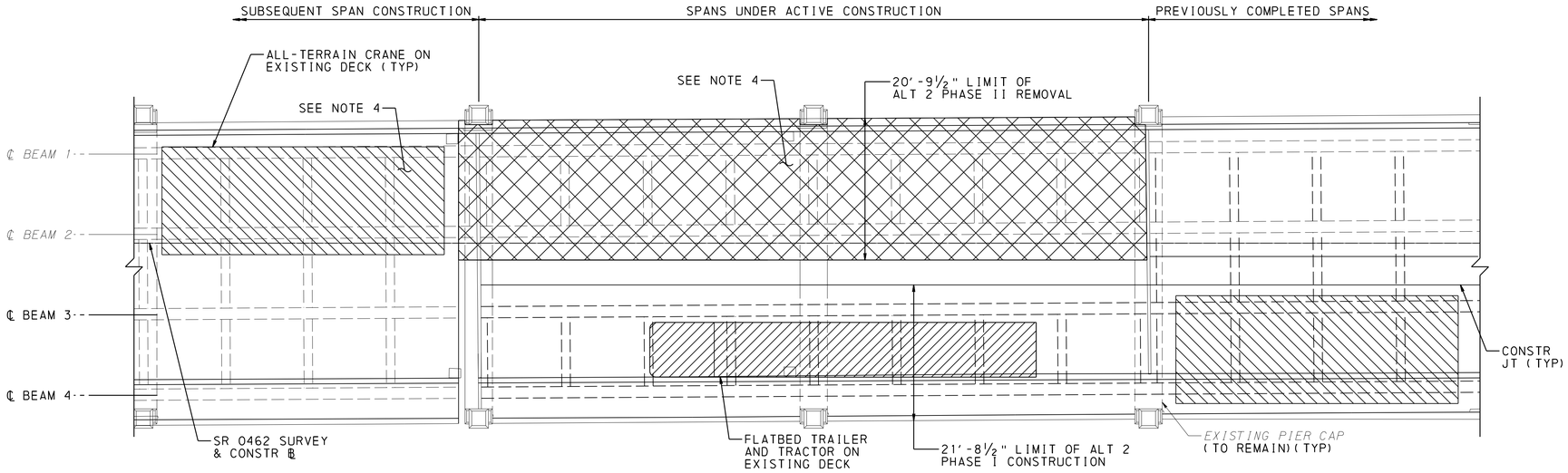
PLOTTED: 11/15/2024

OPERATOR: mgehman -
FILE NAME: c:\pwworking\rkkpw01\matthew gehman\dms356511\031_TYP_010.dgn



ALTERNATIVE 2 - PHASE I DEMOLITION PLAN

2 0 4 8 12 FEET



ALTERNATIVE 2 - PHASE II DEMOLITION PLAN

2 0 4 8 12 FEET

NOTES:

1. DEMOLITION OPERATIONS ARE LINEAR PROCESSES BEGINNING AT THE FIRST ARCH SPAN AND PROGRESSING TO THE END OF THE BRIDGE.
2. EQUIPMENT LOCATIONS AND LOCATION OF TRANSVERSE CUT LINE SHOWN ARE CONCEPTUAL ONLY.
3. TWO-SPAN CONTINUOUS CONFIGURATION SHOWN. THREE-SPAN CONTINUOUS CONFIGURATION SIMILAR.
4. EXISTING CONCRETE BEAMS ARE DESIGNED AS CONTINUOUS ACROSS FIXED PIERS. CONTRACTOR SHALL DESIGN AND INSTALL TEMPORARY SHORING AS REQUIRED FOR BEAM STABILITY TO ACCOMMODATE DEMOLITION OPERATIONS.

SUGGESTED SEQUENCE OF CONSTRUCTION:

1. SAWCUT THE DECK LONGITUDINALLY AT THE LOCATION SHOWN.
2. SAWCUT THE DECK TO BE REMOVED INTO MULTIPLE PANELS AND REMOVE.
3. UTILIZING CRANES AND TEMPORARY SUPPORT AS REQUIRED, SAWCUT THE BEAMS AND REMOVE BEAMS AND FLOORBEAMS USING AN ARTICULATED PICK.
4. MODIFY PIER CAP AND CONSTRUCT NEW SUPERSTRUCTURE AS SHOWN IN PHASE I CONSTRUCTION.
5. MOVE EQUIPMENT TO OPPOSITE SIDE OF DECK AND REPEAT STEPS 2 THROUGH 4 TO FACILITATE PHASE II REMOVAL. NOTE: CONTRACTOR HAS OPTION TO COMPLETE ALL PHASE I REMOVAL AND RECONSTRUCTION PRIOR TO PROCEEDING TO PHASE II REMOVAL.
6. CONSTRUCT NEW SUPERSTRUCTURE AS SHOWN IN PHASE II AND PHASE III.
7. SHIFT ALL EQUIPMENT AND TEMPORARY SUPPORT TO ADJACENT APPROACH SPAN UNIT AND REPEAT STEPS 1 THROUGH 6.

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

SR 0462 PREVIOUSLY KNOWN AS LR 128

BMS STR ID: 36-0462-0010-0000 MPMS/ECMS PROJ: 79020 BRKEY: 21270

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

LANCASTER AND YORK COUNTY
SR 0462 SECTION 038

SEG 0010 OFF 0000 TO SEG 0020 OFF 0400
SR 0462 STA 13+39.46 TO STA 173+82.80
OVER SR 0624, SUSQUEHANNA RIVER, SR 0441 & NORFOLK SOUTHERN
REHABILITATION OF 48-SPAN CIP CONCRETE ARCH BRIDGE

APPROACH SPAN DEMO SEQUENCE - ALT 2

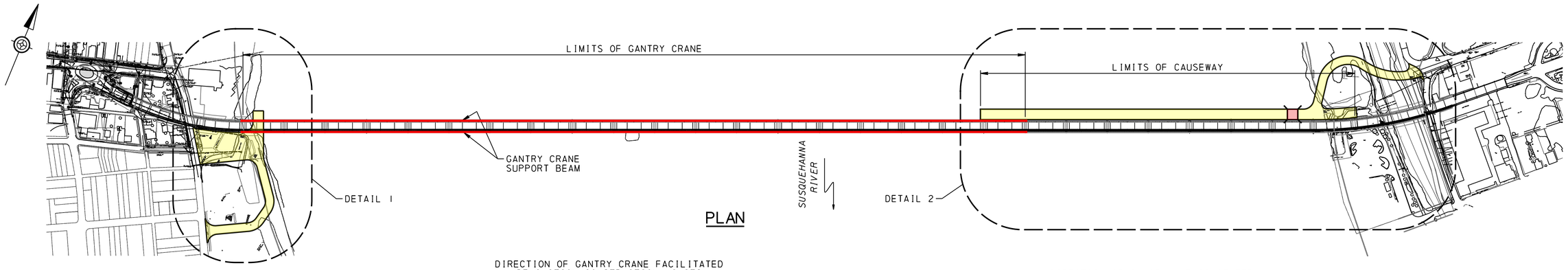
RECOMMENDED _____

SHEET 32 OF 56

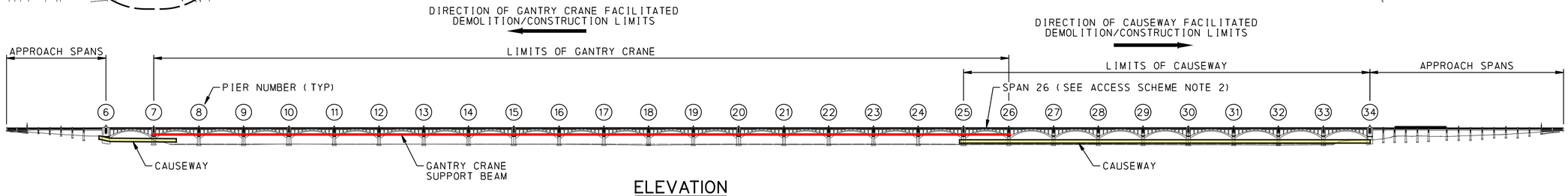
S-40145

DES: MRG | DWG: MRG | CKD: JMV

D-9002 CADD (02-90) REVISED (05-97)



PLAN



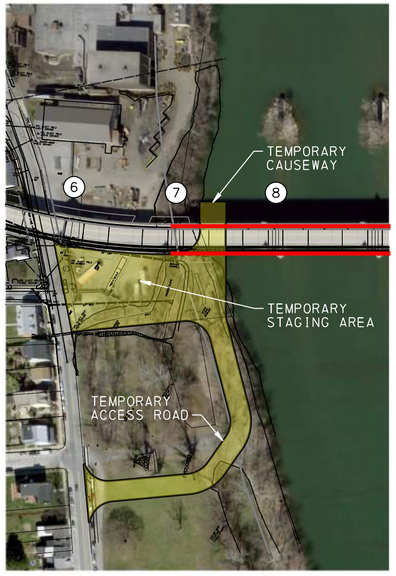
ELEVATION

ARCH SPAN ACCESS SCHEME

250 0 250 FEET

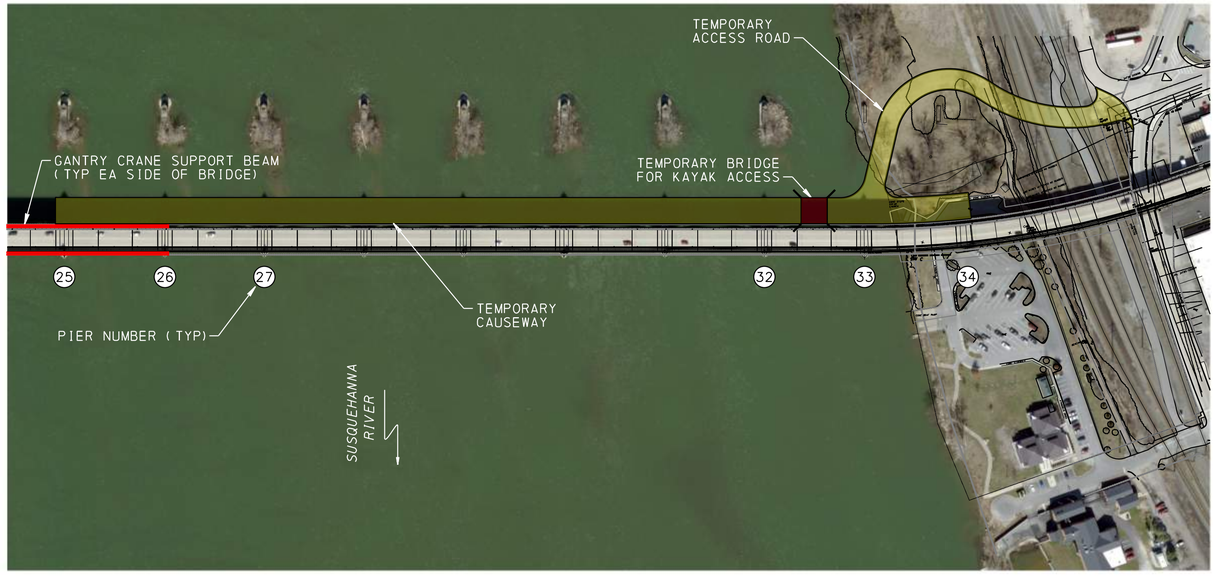
ACCESS SCHEME NOTES:

1. SCHEME SHOWN IS ONE POSSIBLE CONCEPT. CAUSEWAY AND GANTRY CRANE LIMITS SHOWN ARE COORDINATED WITH TS&L SCHEDULE AND COST ESTIMATE PROVIDED. ENVIRONMENTAL DOCUMENTS WILL MAXIMIZE THE LENGTH OF CAUSEWAY PERMITTED. THIS WILL PROVIDE THE CONTRACTOR FLEXIBILITY WHEN ESTABLISHING THE MOST EFFECTIVE CAUSEWAY LAYOUT THAT MEETS PROJECT SPECIFICATIONS AND CONFORMS TO THEIR PREFERRED CONSTRUCTION MEANS AND METHODS.
2. FOR THE SCHEME SHOWN, INSTALL GANTRY SUPPORTS FROM THE DECK STARTING AT PIER 26 WITH SUBSEQUENT GANTRY SUPPORTS INSTALLED TOWARDS THE WEST SHORE. DEMO AND RECONSTRUCTION FOLLOWS A SIMILAR SEQUENCE FOR THE GANTRY SPANS. DEMO AND RECONSTRUCTION WORK FROM THE CAUSEWAY AT PIER 25 AND ADVANCES TO THE EAST SHORE. SPAN 26 ACTS AS THE MATERIAL TRANSFER SPAN WITH THE LIMITS OF THE CAUSEWAY AND GANTRY OVERLAPPING.



DETAIL 1

75 0 75 150 FEET



DETAIL 2

75 0 75 150 FEET

NOTES:

1. FOR GENERAL NOTES, SEE SHEET 18

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

SR 0462 PREVIOUSLY KNOWN AS LR 128

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REHABILITATION OF 48-SPAN CIP CONCRETE ARCH BRIDGE

ARCH SPAN ACCESS SCHEME

RECOMMENDED _____

SHEET 37 OF 56

S-40145

DES: JAF | DWG: ACE | CKD: NJB

USER: MELDER | PLOT DRIVER: PennDOT.PDF.Mono.pltcfg | PLOT DATE: 11-15-2024 11:55:23 AM
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