



**US Army Corps
of Engineers**
Philadelphia District
Wanamaker Building
100 Penn Square East
Philadelphia, PA 19107-3390
ATTN: CENAP-OP-R

Public Notice

Public Notice No.
CENAP-OP-R-200300456

Date

FEB 22 2008

Application No.

File No.

In Reply Refer to:
REGULATORY BRANCH

This District has received an application for a Department of the Army permit pursuant to Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403) and Section 404 of the Clean Water Act (33 U.S.C. 1344).

The purpose of this notice is to solicit comments and recommendations from the public concerning issuance of a Department of the Army permit for the work described below.

APPLICANT: Pennsylvania Turnpike Commission
Engineering Department
P.O. Box 67676
Harrisburg, Pennsylvania 17106-7676

WATERWAY: Lehigh River, unnamed tributaries (UNT) to the Lehigh River, Lehigh Canal, and Pohopoco Creek

LOCATION: A segment of the Northeast Extension of the Pennsylvania Turnpike (I-476) beginning at Milepost (MP) A 73.52 and ending at Milepost A 75.29 and including replacement of Bridge NB-525 over the Lehigh River and Lehigh Canal (MP 74.27) and Bridge NB-526 over the Pohopoco Creek (MP 74.27). Work extending through portions of East Penn and Mahoning Townships and the Borough of Parryville, Carbon County, Pennsylvania.

ACTIVITY: The proposed work is the reconstruction of an approximately 2 mile section of the Northeast Extension of the Pennsylvania Turnpike (I-476) between Milepost 73.52 and Milepost 75.29 and includes the replacement of two bridges, one (NB-525) spans the Lehigh River and the Lehigh Canal while the other (NB-526) spans the Pohopoco Creek. Based upon the age and condition of the two structures, the Pennsylvania Turnpike Commission has determined that resolving the current structural deficiencies and obtaining sufficient capacity to meet future traffic projections will require replacement rather than repairs or rehabilitation of both bridges. The applicant has proposed to replace the existing single structures with paired structures, each carrying traffic in one direction. These structures will be constructed adjacent to but upstream of the existing bridges. The proposed paired structures will require changes in the alignment of the roadway for both the approaches and the exits of the new structures.

In order to maintain full-width traffic flow during construction, a temporary roadway will be constructed to the east of the existing northbound lanes and traffic in both directions will be diverted onto the temporary section of roadway for the duration of the construction sequence. Upon completion of the bridges and new roadway, the existing bridges and the temporary roadway paving will be removed. The proposed reconstruction work includes the following in

accordance with the attached drawings E-1 through E-18. In order to complete the project, the following work will require work and/or discharges into waters of the United States:

1. Site preparation including grading, embankment fills, retaining wall construction, slope cuts, and infrastructure for widening of the roadway segment between the southern start point (northbound (NB) station (STA 340+26.81, southbound (SB) STA 540+26.81) and the southern abutment for the new Lehigh River bridges (NB STA 368+40; SB STA 569+20). A temporary roadway will be constructed to the east of the current northbound lanes to allow for maintenance of full width traffic in both directions during construction. A new roadway that aligns with the two new bridges will be constructed to the west of the current centerline. Rock-fill embankment along the eastern side of the roadway will permanently impact 0.11 acre of wetlands abutting a small unnamed tributary of the Lehigh River. Embankment fills for the temporary roadway will require relocation of an existing hiking trail at the base of the embankment.
2. Extend an existing culvert at northbound (NB) Station (STA) 341+75 right (RT) including the replacement of a downstream culvert and the armoring of the channel with rip-rap. The culvert carries a small unnamed tributary to the Lehigh River that has been channelized within the Turnpike right-of-way and which also serves as part of the existing storm water management system. This work will permanently impact 0.06 acre of waters of the United States
3. Six sets of buoys will be anchored in the Lehigh River to mark the limits of a temporary navigation channel that will be in use during construction or demolition activities associated with the project.
4. Construct two, two-lane bridges, one northbound and one southbound across the Lehigh River and the Lehigh Canal. As the construction of bridges in or across navigable waters is subject to Section 9 of the Rivers and Harbors Act of 1899 (RHA), the construction of the bridges is subject to the jurisdiction of the United States Coast Guard (USCG). Corps of Engineers jurisdiction is limited to those activities involving a discharge of dredged or fill material subject to Section 404 of the Clean Water Act. The construction requires the temporary placement of two partial-width rock causeways extending out from the river banks. Prior to the installation of either causeway, abutments and pier foundations above the Ordinary High Water (OHW) line of the Lehigh River will be completed. The construction of the Pier 1 footers may require the temporary installation of sheet pile below the OHW line to isolate the foundation from the river. After completion of the foundation work, the north causeway will be constructed first and upon completion of the northern half of the bridges, the causeway will be removed with portions of the stone used for shoreline stabilization. Work using the north causeway includes the installation of two support piers, one for each bridge, in the bed of the river and the erection of the northern half of the both bridge superstructures. After removal of the north causeway, the south causeway will then be installed and the remainder of the bridge structures over the river will be completed. Upon completion of the girder installation on the south side of the bridges, the causeway will be removed with a portion of the stone used to stabilize the disturbed bank. Total temporary impacts from the construction of the causeways will not exceed 1.35 acres. Permanent impact for the bridge piers and shoreline stabilization will not exceed 0.023 acre.
5. Continue along the new roadway alignment with the construction of two, two-lane bridges, one northbound and one southbound across the Pohopoco Creek. The construction requires the temporary placement of a single, full-width, rock causeway with a 65-foot bridge section across the stream and the temporary relocation of the existing Lower Main Street onto a rock causeway in the stream paralleling the northern bank. Upon completing installation of two bridge piers in the stream and the bridge superstructures, the causeway and temporary roadway will be removed with a portion of the stone used to stabilize the disturbed bank. Total temporary

impacts from the construction of the causeway will not exceed 0.90 acre. Permanent impact for the bridge piers and shoreline stabilization will not exceed 0.023 acre.

6. Upon completion of the bridges and new roadway, a temporary rock causeway will be constructed on the southern bank of the Lehigh River and the southern portion of the superstructure and the south bridge pier will be removed. The south pier will be removed to an elevation of not less than one-foot below existing grade. When demolition of the southern half of the structure is complete, the causeway will be removed and rock from the causeway will be used to stabilize disturbed sections of the stream banks. After removal of the southern causeway, a second temporary rock causeway will be extended from the northern bank and the remaining superstructure and piers will be removed and upon completion of the demolition, the causeway will be removed with rock used to stabilize disturbed portions of the river bank. Total temporary impacts from the construction of the causeways will not exceed 1.30 acres. Permanent impact from the shoreline stabilization will not exceed 0.01 acre.

7. Similarly, the demolition of the Pohopoco bridge will require first the construction of a temporary full-width rock causeway with a 65-foot bridged section extending from the northern bank of the stream. The northern truss span and superstructure will be removed from the causeway including the removal of the two northern piers to an elevation of not less than one foot below the existing grade. The northern causeway will be removed and the disturbed portion of the stream banks stabilized with rock from the causeway. A half-width rock causeway will be constructed from the southern bank and the southern truss span, superstructure, and the southern two piers will be removed to not less than one foot below existing grade. The southern causeway will be removed and the disturbed portion of the stream banks stabilized with rock from the causeway. Total temporary impacts from the construction of the causeways will not exceed 0.83 acre. Permanent impact from the shoreline stabilization will not exceed 0.01 acre.

8. After removal of piers 1 and 2 of the Pohopoco bridge, the applicant shall construct a compensatory mitigation site on the southern side of the Pohopoco Creek in the location of the old bridge structure. The construction of the mitigation area will provide 0.22 acres of wetland to compensate for permanent losses due to the construction. Construction of the mitigation area will require the discharge of rock into 0.018 acre below the OHW line of the creek for the construction of deflector vanes and the temporary disturbance of approximately 400 linear feet of the southern bank of the creek.

The proposed work will require the temporary disturbance of not more than 2.59 acres of the Lehigh River and 1.73 acres of Pohopoco Creek. The work will also temporarily impact not more than 0.05 acre of wetlands directly abutting the Lehigh River, Pohopoco Creek or relatively permanent waters tributary to one of those waters. Permanent impacts from the project include the loss of 0.11 acre of wetlands and the discharge of fill below the plane of OHW into not more than 0.033 acre of the Lehigh River and 0.051 acre of Pohopoco Creek. The applicant has agreed to construct 0.22 acre of wetlands to compensate for permanent wetland losses due to the project.

PURPOSE: To reconstruct an approximately 2 mile section of the Northeast Extension of the Pennsylvania Turnpike (I-476) including the replacement of bridges over the Lehigh River, Lehigh Canal and Pohopoco Creek. The reconstruction is required to replace deteriorating structures, to maintain traffic capacity, and to provide increased safety on a public highway.

A preliminary review of this application indicates that the proposed work would not affect listed species or their critical habitat pursuant to Section 7 of the Endangered Species Act as

amended. As the evaluation of this application continues, additional information may become available which could modify this preliminary determination.

The decision whether to issue a permit will be based on an evaluation of the activity's probable impact including its cumulative impacts on the public interest. The decision will reflect the national concern for both protection and utilization of important resources. The benefits which reasonably may be expected to accrue from the work must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the work will be considered including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, flood plain values, land use, navigation, shore erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs and welfare of the people. A Department of the Army permit will be granted unless the District Engineer determines that it would be contrary to the public interest.

The Corps of Engineers is soliciting comments from the public; Federal, State, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

Comments on the proposed work should be submitted, in writing, within 15 days to the District Engineer, U.S. Army Corps of Engineers, Philadelphia District, Wanamaker Building, 100 Penn Square East, Philadelphia, Pennsylvania 19107-3390.

Review of the National Register of Historic Places indicates that the following registered properties or properties listed as eligible for inclusion therein are located within the permit area of the work.

- 1) Lehigh Navigation Canal, National Register (NR) listed on August 10, 1979
- 2) Parryville Historic District, determined to be NR eligible on July 21, 1992
- 3) Lehigh Valley Railroad, determined to be NR eligible on February 4, 1993
- 4) Lehigh and Susquehanna Railroad, determined to be NR eligible on May 15, 2003
- 5) Pohopoco Creek Bridge (NB-526), determined to be NR eligible on April 7, 2005.

By letter dated April 20, 2005, the Pennsylvania Historical and Museum Commission (PHMC) found that the proposed work would have no effect upon the Lehigh Navigation Canal, the Parryville Historic District or the Lehigh and Susquehanna Railroad within the permit area. Upon review of the information submitted by the applicant, this office concurs with a finding of no effect for these resources.

The proposed project will relocate a portion of the Lehigh Valley Railroad right-of-way now used as a hiking trail and will temporarily disturb 0.01 acre of another portion of the right-of-way for placement of a bridge pier. Within the permit area, this resource consists only of the

embankment as all rails, ties and other structures have been removed. The amount of disturbance is minor in relation to the size of the resource and the types of impact upon completion of the work will be minimal. Therefore, this office finds that neither of these impacts will have an adverse effect upon the integrity of setting, location, setting, association or materials of this linear resource.

The Pohopoco bridge (NB-526) has been found too be NR eligible under Criterion C for its engineering as the structure is a departure from the standard designs used on the Pennsylvania Turnpike. By letter dated October 28, 2005, the PHMC found that the proposed work, as it requires the removal of the NR eligible structure, would have an adverse effect on the resource. We concur with this finding and have begun to prepare a Memorandum of Agreement to mitigate for the adverse effect upon this resource.

Last, after review of preliminary archaeological surveys, by letter dated April 20, 2005, the PHMC found that the proposed project would have no effect upon NR listed or eligible archaeological resources within the permit area. This office concurs with that finding.

The Magnuson-Stevens Fishery Conservation and Management Act, as amended by the Sustainable Fisheries Act 1996 (Public Law 104-267), requires all Federal agencies to consult with the National Marine Fisheries Service on all actions, or proposed actions, permitted, funded, or undertaken by the agency that may adversely effect Essential Fish Habitat (EFH). There are no species subject to the jurisdiction of the above act present in any of the affected waterways. The project will have no effect upon the EFH of any listed species.

In accordance with Section 307(c) of the Coastal Zone Management Act of 1972, applicants for Federal Licenses or Permits to conduct an activity affecting land or water uses in a State's coastal zone must provide certification that the activity complies with the State's Coastal Zone Management Program. The proposed work is not within the Coastal Zone Management areas of the Commonwealth of Pennsylvania therefore, Coastal Zone Management Consistency is not required.

In accordance with Section 401 of the Clean Water Act, a Water Quality Certificate is necessary from the State government in which the work is located. Any comments concerning the work described above which relate to Water Quality considerations should be sent to this office with a copy to the State. The Commonwealth of Pennsylvania authorized the proposed work by issuance of permit E13-146 dated October 11, 2007; this permit included Section 401 Water Quality Certification for the proposed project.

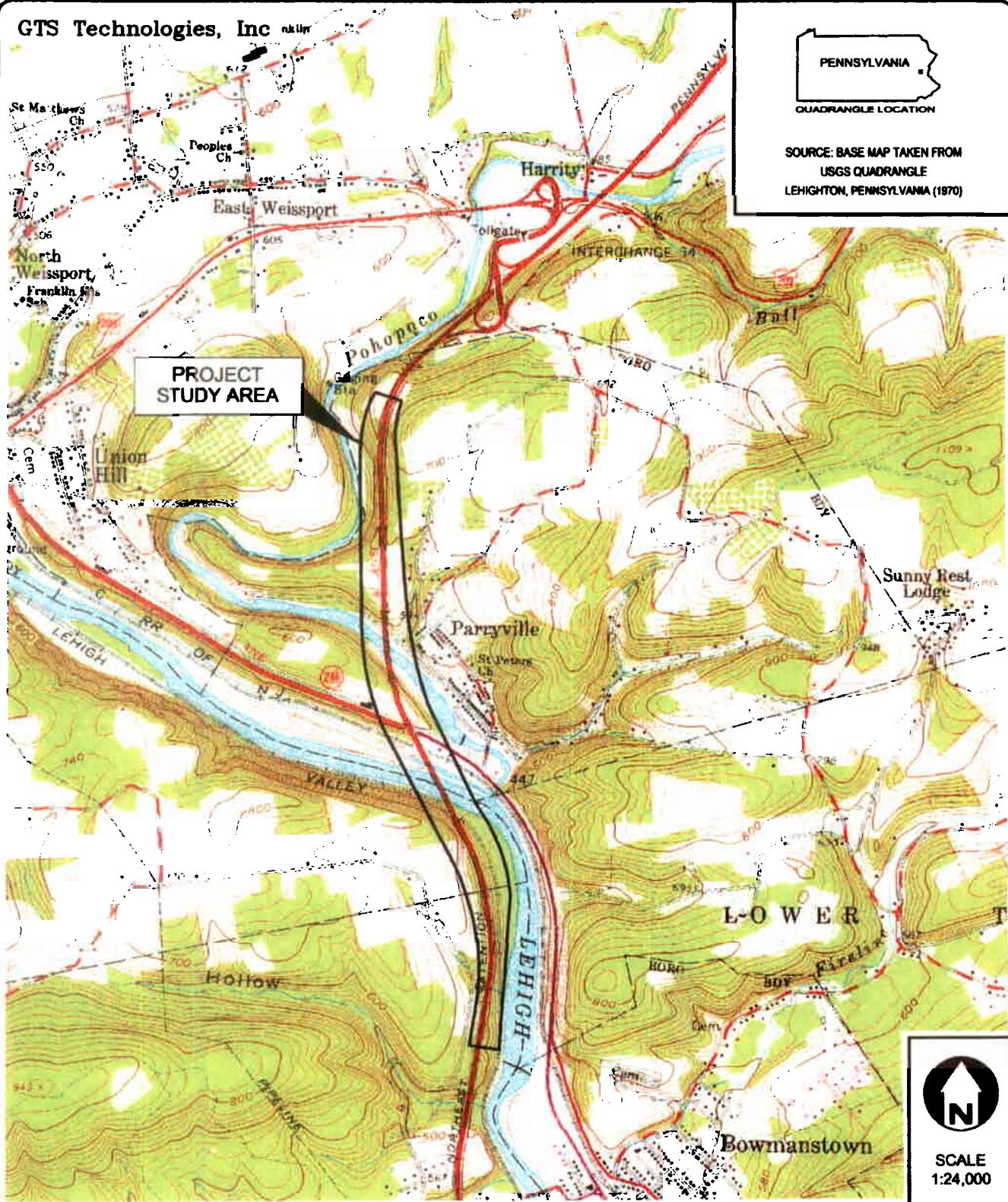
The evaluation of the impact of the work described above on the public interest will include application of the guidelines promulgated by the Administrator, U.S. Environmental Protection Agency, under authority of Section 404(b) of the Clean Water Act.

Any person may request, in writing, to the District Engineer, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for a public hearing shall state in writing, with particularity, the reasons for holding a public hearing.

Additional information concerning this permit application may be obtained by calling Kevin W. Dougherty at (215) 656-5733 or writing this office at the above address.

Frank J. Cianfrani
Frank J. Cianfrani
Chief, Regulatory Branch

GTS Technologies, Inc



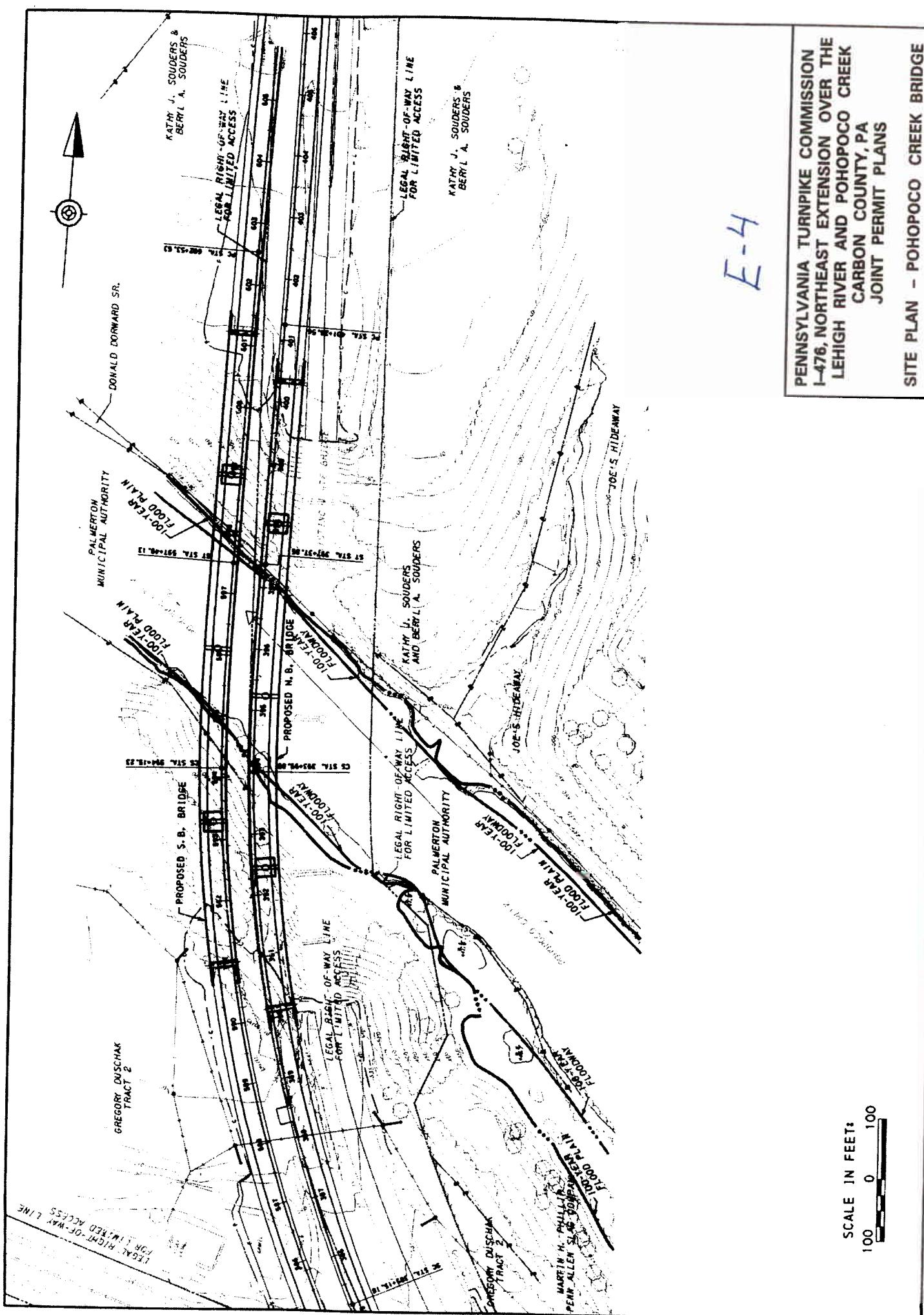
PROJECT LOCATION MAP

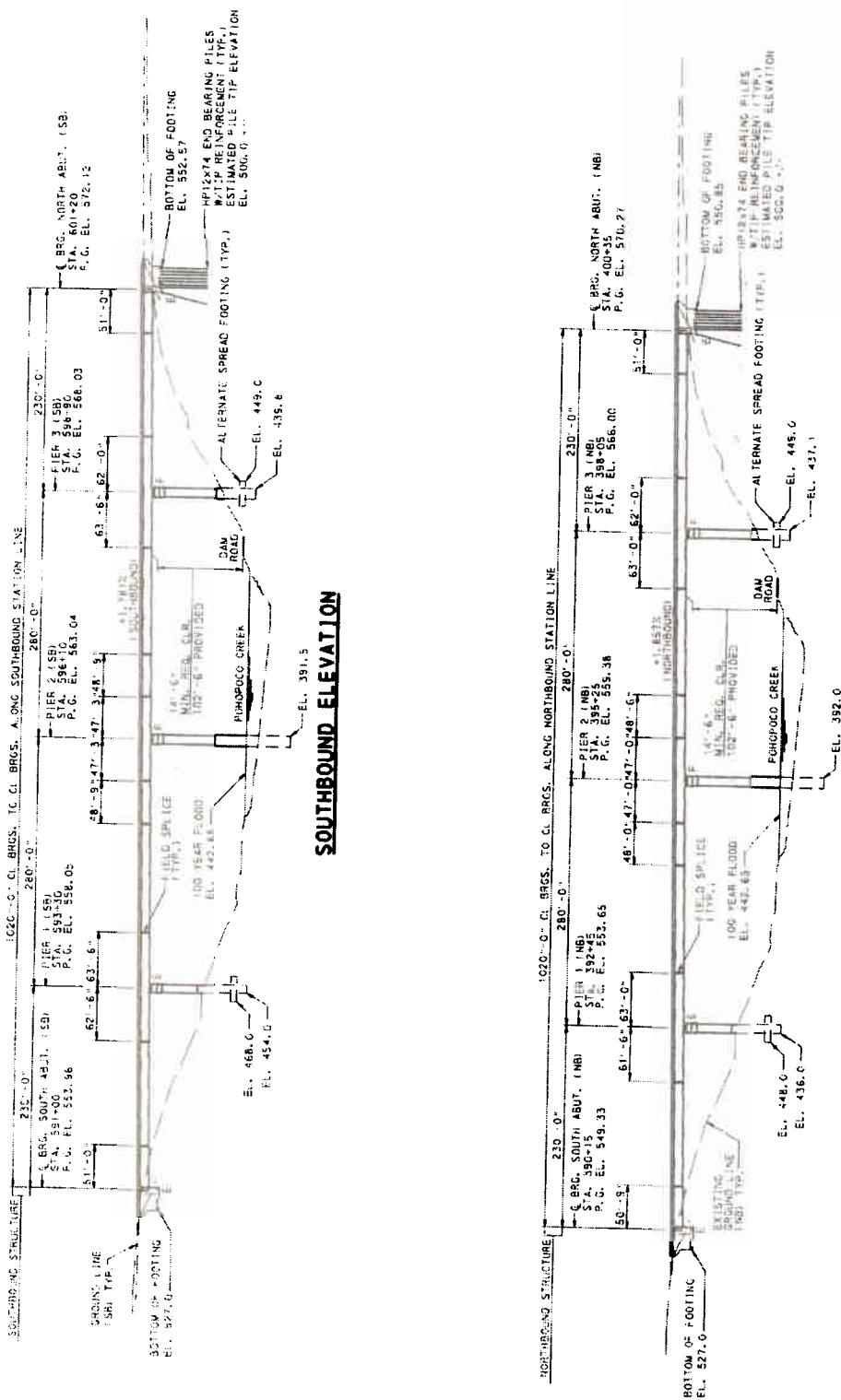
I-476, PENNSYLVANIA TURNPIKE NORTHEAST EXTENSION
OVER THE LEHIGH RIVER AND POHOPOCO CREEK
CARBON COUNTY, PENNSYLVANIA

E-1

OCT. 2002

FIGURE
2





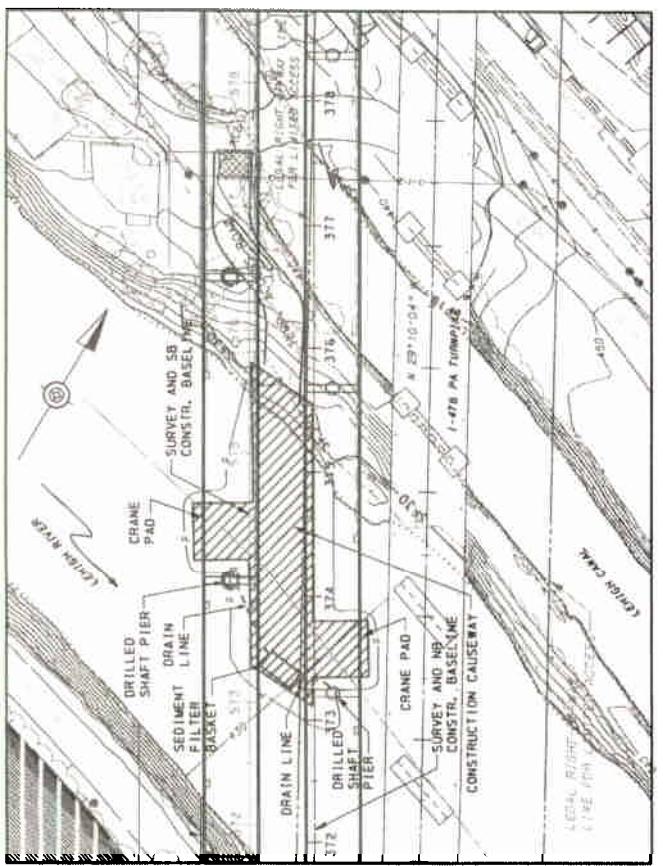
SOUTHBOUND ELEVATION

NORTHBOUND ELEVATION

SCALE IN FEET: 100 0 100

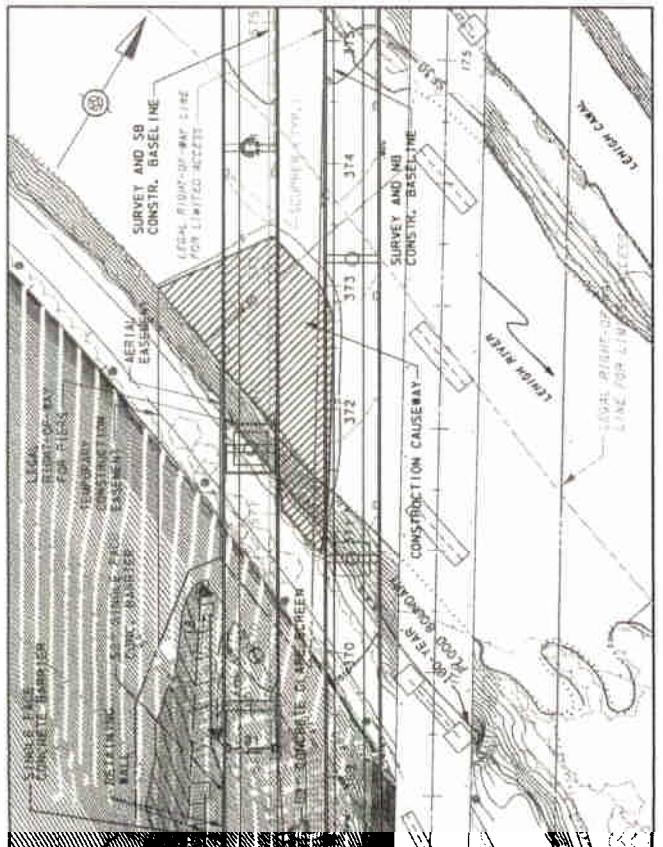
**PENNSYLVANIA TURNPIKE COMMISSION
I-476, NORTHEAST EXTENSION OVER THE
LEHIGH RIVER AND PO**

COUNTY	DISTRICT
CARBON	5
WAHONING TIP AND PARRYVILLE BORO	



CONSTRUCTION CAUSEWAY
LEHIGH RIVER NORTH BANK

ROCK ON BANK FOR STABILIZATION.



CONSTRUCTION CAUSEWAY
LEHIGH RIVER SOUTH BANK

LEHIGH RIVER CONSTRUCTION CAUSEWAY ITEMS *
FOR INFORMATION ONLY - INCLUDED IN 9000-00401

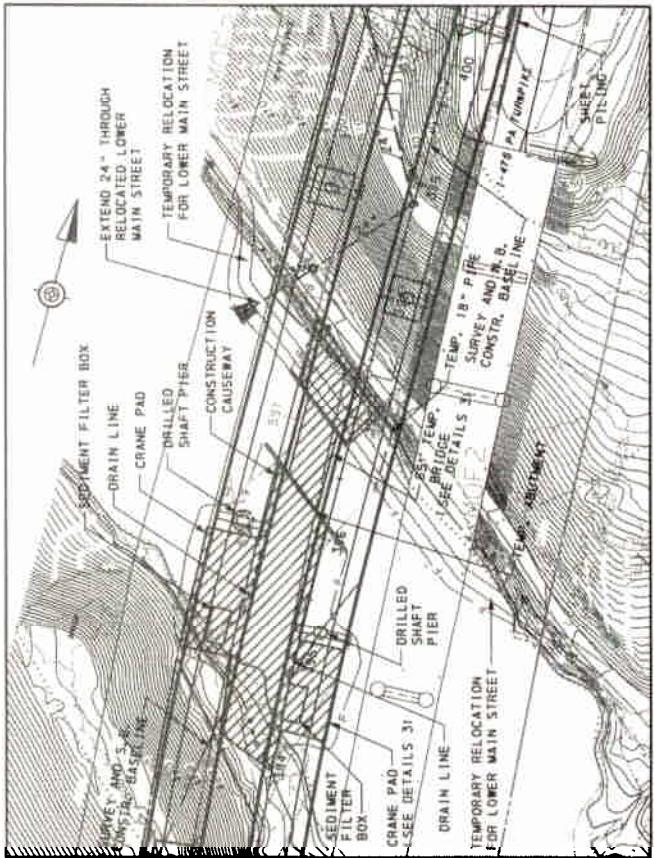
INCLUDES CRANE PADS. DOES NOT INCLUDE TEMPORARY

PENNSYLVANIA TURNPIKE COMMISSION		ROADWAY & BRIDGE RECONSTRUCTION		M.P. A-74.27 and M.P. A-74.63	
EROSION & SEDIMENTATION CONTROL DETAILS 18					
ENG. NO.	CONTRACTOR/LEHMAN	STRUCTURE NO.			SHEET NO.
SCE. FA AS NOTED		CONTRACT	DNG. NO.		

卷之三

COUNTY	DISTRICT
CARBON	5
PARRYVILLE BOROUGH	

NOTE: WHEN REMOVING CAUSEWAY, LEAVE
ROCK ON BANK FOR STABILIZATION.



POHOPOCO CREEK CONSTRUCTION CAUSEWAY ITEMS *
(FOR INFORMATION ONLY - INCLUDED IN \$9000-0042)

REMARKS		ITEM NUMBER	ITEM UNIT	CONSTRUCTION CAUSE AND	
ITEM NUMBER	ITEM UNIT			ITEM NUMBER	ITEM UNIT
CLASS 1 EXCAVATION	CL-1	-	-	-	-
TRAILER BODY BRIDGE	TR-1	-	-	-	-
ROCK, CLASS R-6	RC-6	-	-	-	-
ROCK, CLASS R-3	RC-3	-	-	-	-
GEOTECHNICAL, TYPE A	GT-A	2,410	772	3,283	1
CLASSES 1, TYPE A	CL-1	-	-	-	-

- DOES NOT INCLUDE TEMPORARY RELOCATION OF
LOWER MAIN STREET. (SEE IMPT TAB.)

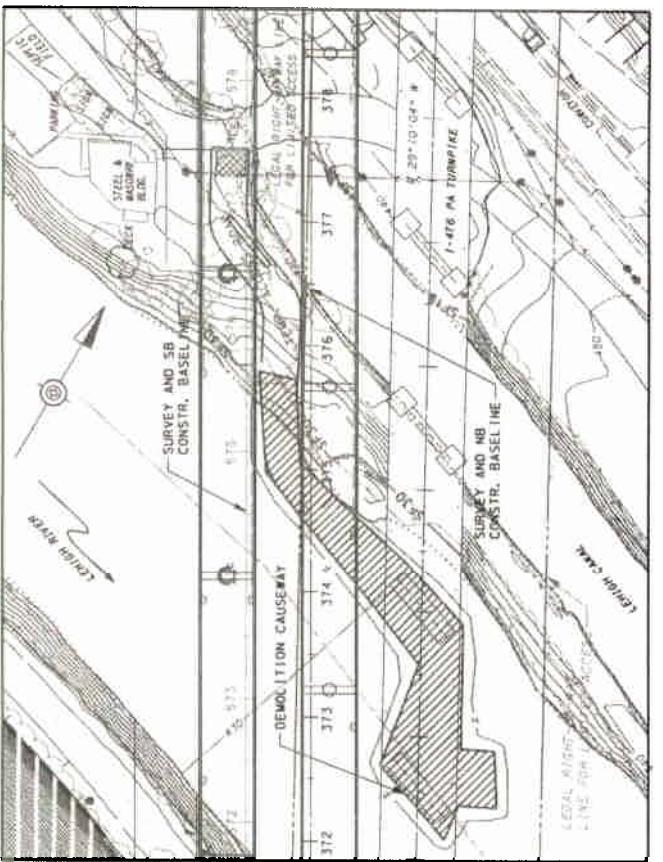
CONSTRUCTION CAUSEWAY
POHOPOCO CREEK - FULL WIDTH

PENNSYLVANIA TURNPIKE COMMISSION
ROADWAY AND BRIDGE RECONSTRUCTION
M. P. A-74,27 and M. P. A-74,63

EROSION & SEDIMENTATION CONTROL DETAILS 20

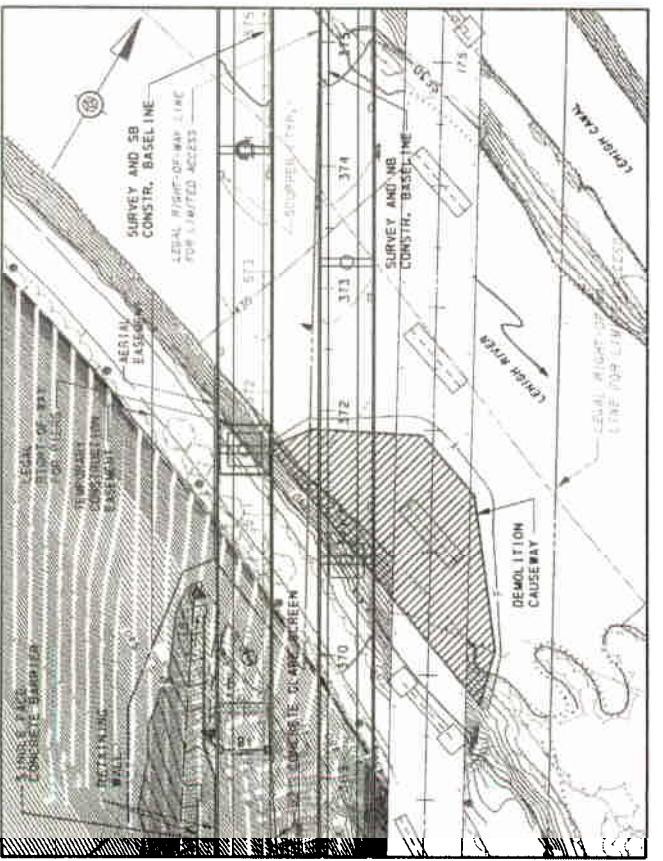
DOC. NUMBER	DISK ORGANIZATION	STRUCTURE AG.	DOC. NO.	SHEET NO.
SCULPTURE NOTED	99-213 ACU-C	48 OF 56	- DF -	-

COUNTY	DISTRICT
CARBON	5
MAHONING TWP AND PARRYVILLE BORO	



DEMOLITION CAUSEWAY
LEHIGH RIVER NORTH BANK

ROCK ON BANK FOR STABILIZATION.



DEMOLITION CAUSEWAY
LEHIGH RIVER SOUTH BANK

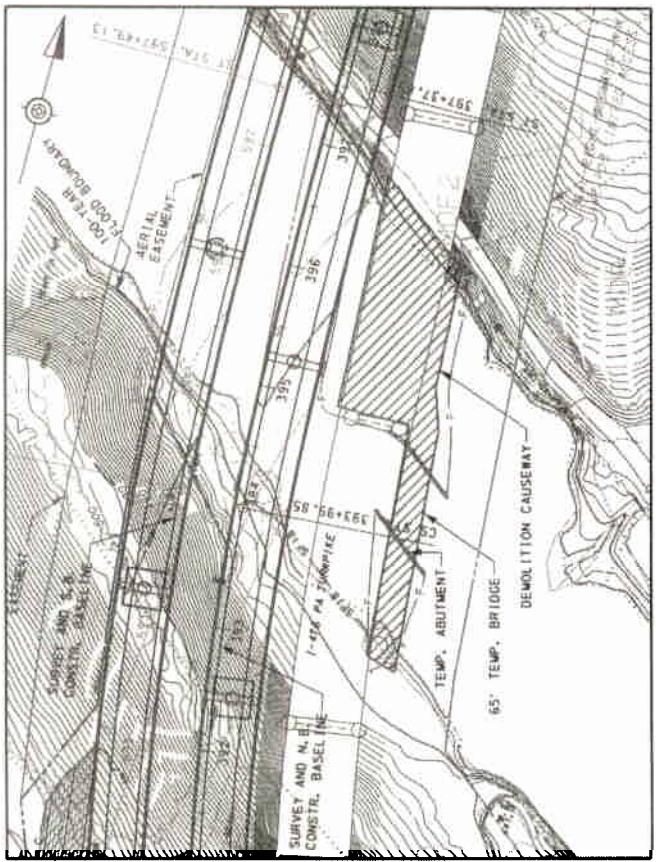
VER 1.0 RELEASED ON 04-01-2011
FOR INFORMATION ONLY - INCLUDED IN 9000-00-0041

• DOES NOT INCLUDE TEMPORARY ACCESSES ROAD AND RACE (SEE E/SC TAB).

PENNSYLVANIA TURNPIKE COMMISSION
ROADWAY AND BRIDGE RECONSTRUCTION
M.P. A-74.27 and M.P. A-74.63

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COUNTY
CARBON
MARSHNG TWP AND FAIRVILLE Boro
DISTRICT 5

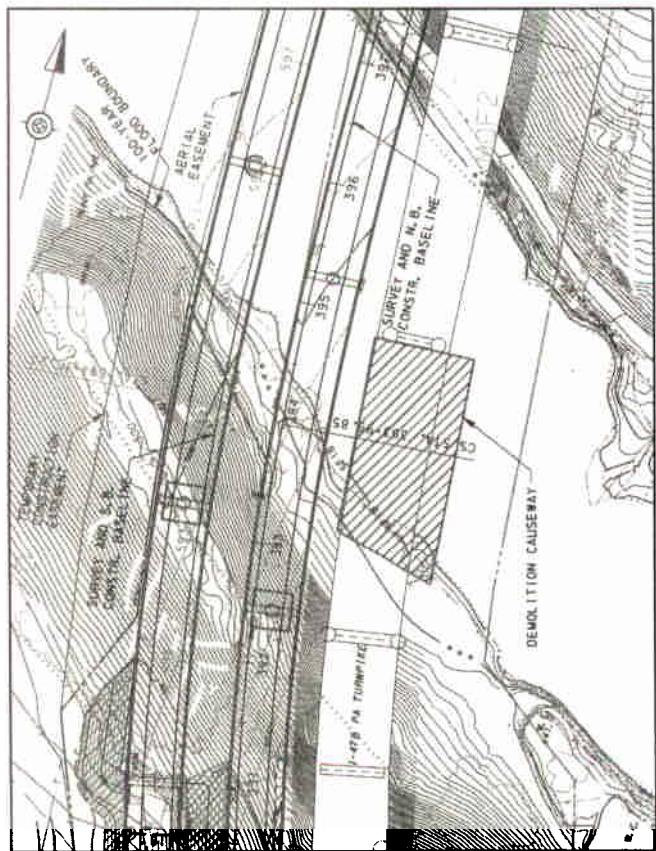


DEMOLITION CAUSEWAY
POHOPOCO CREEK - FULL WIDTH

E - 9
PENNSYLVANIA TURNPIKE COMMISSION
ROADWAY AND BRIDGE RECONSTRUCTION
M. P. A-74, 27 and M. P. A-74, 63

EROSION & SEDIMENTATION CONTROL DETAILS 23

(Ref. Name: DRAG. DATE: 04/10/2000) (Title: 04/10/2000)
SCH. E. & G. NOTED (Ref. Name: DRAG. DATE: 04/10/2000) (Title: 04/10/2000)



DEMOLITION CAUSEWAY
POHOPOCO CREEK SOUTH BANK

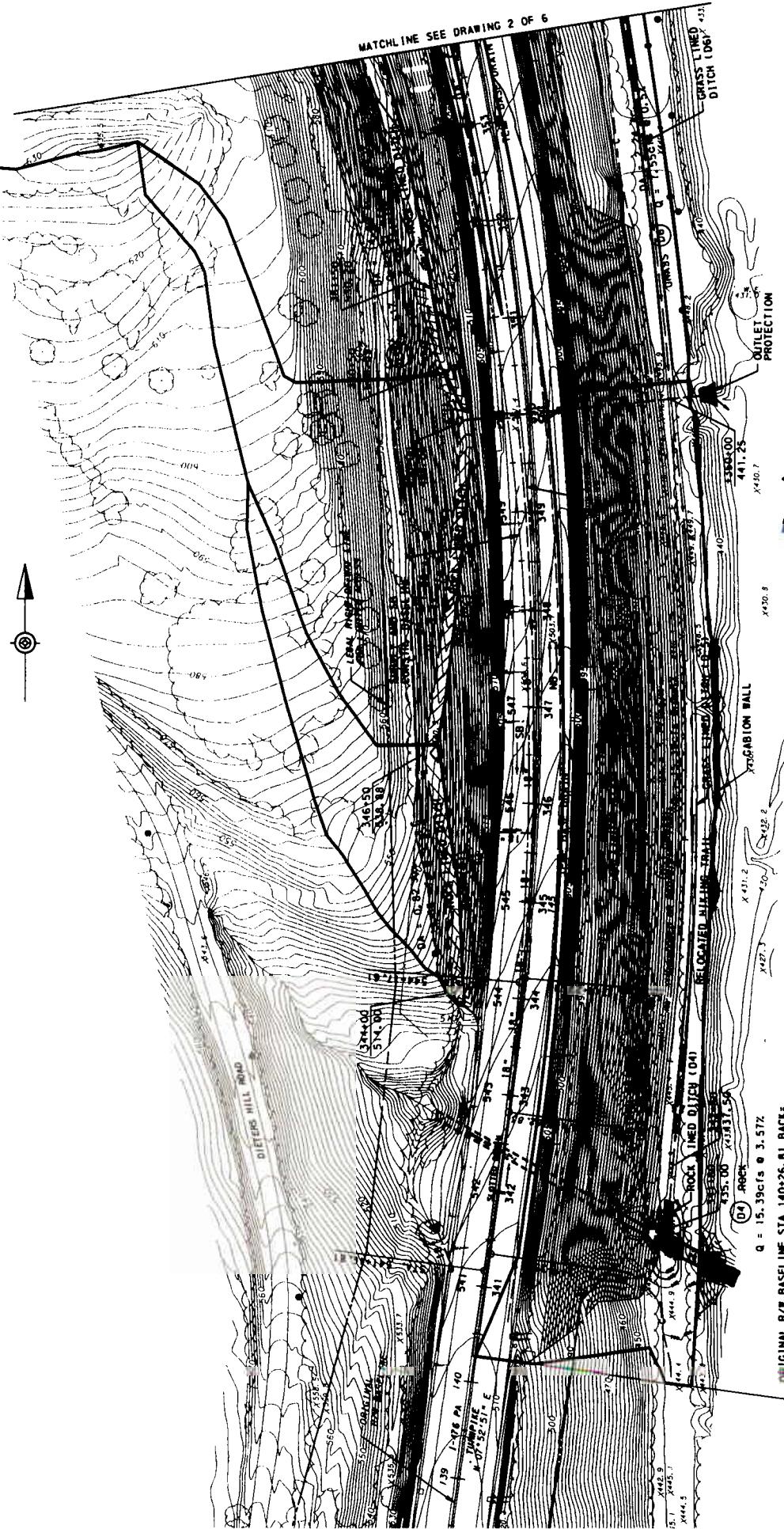
NOTE: WHEN REMOVING CAUSEWAY, LEAVE
ROCK ON BANK FOR STABILIZATION.

POHOPOCO CREEK DEMOLITION CAUSEWAY ITEMS
(See Information Only - Included in 9000-0043)

GEOTEXTILE, CLASS A, TYPE A	ROCK, CLASS R-3	CLASS R-6	REMARKS			
			G.V. -	C.V. -	G.V. -	C.V. -
1.886 562	2.851	0				
1.400 531	1.140	11				

COUNTY	DISTRICT
CARBON	5
EAST PENN AND MAHONING TOWNSHIP	

~~WATCHLINE SEE DRAWING 2 OF 6~~



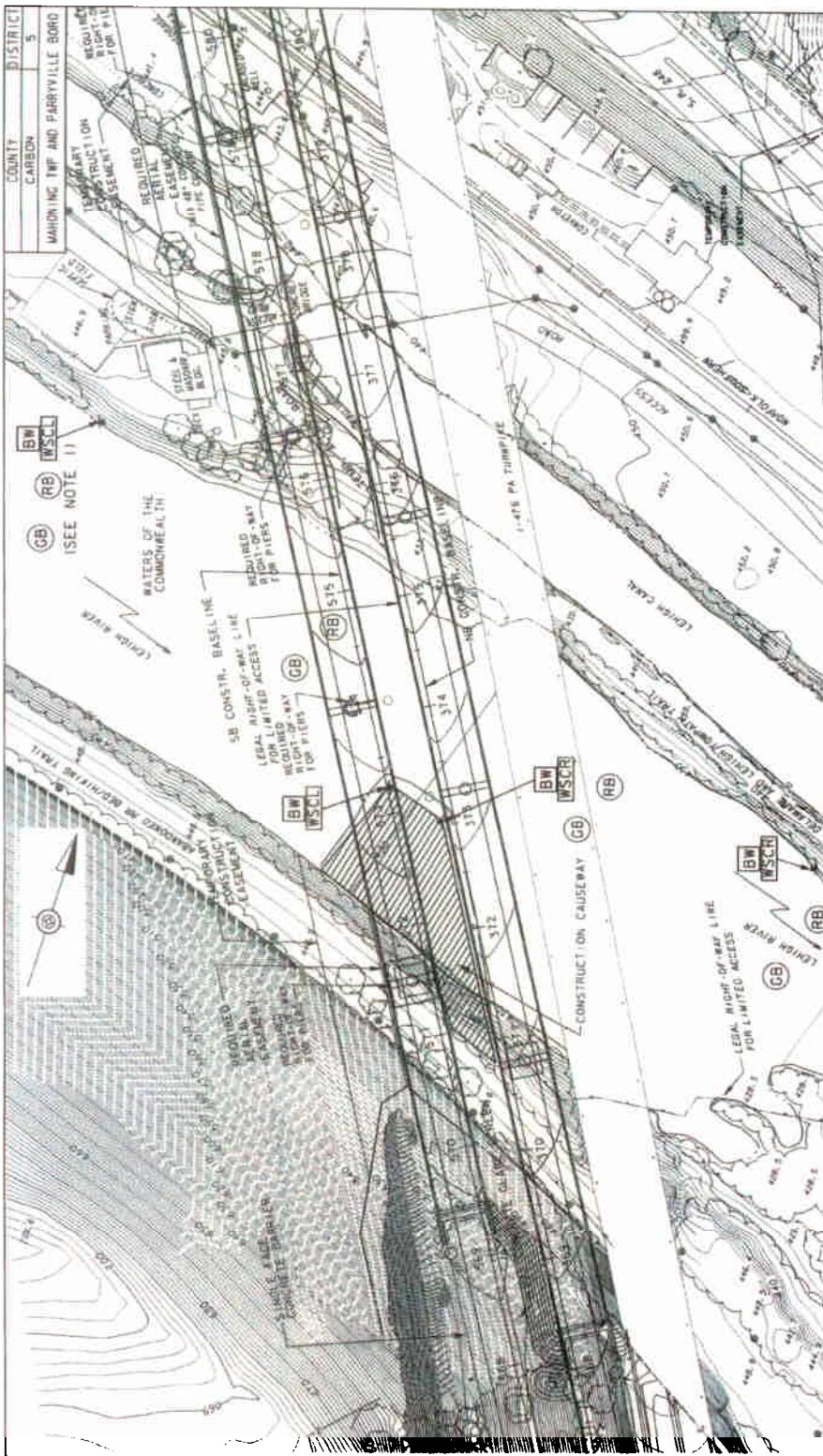
NB BASELINE STA 340+26.81 AHEAD, 2.00 FT RIGHT
SB BASELINE STA 540+26.81 AHEAD, 2.00 FT LEFT

EROSION & SEDIMENTATION CONTROL
DITCH DRAINAGE AREA

ENG. NAME: PLANO_01TO_DRAFT AREA
STRUCTURE NO.:
SCALE AS NOTED
CONTRACT NO.: 012-PREF-1C
DNG. NO.: 1 OF 6
SET NO.: -- OF --

50 0 50 100 FEET

DRAINAGE DIVIDE
DITCH IDENTIFICATION

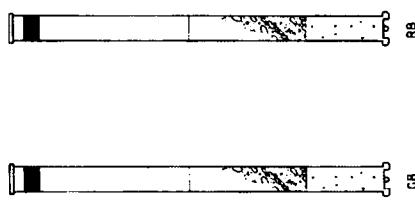


SEE SHEET 5 OF 6 FOR BUOY PLACEMENT OUTSIDE OF PROJECT AREA

—END—

- NOTES:**

 1. **[B17c]** - BOAT WARNING AND SAFE CHANNEL SIGNS TO BE LOCATED APPROXIMATELY 200 FEET UPSTREAM OF CONSTRUCTION AREA. INSTALL SIGN ALONG RIVER EDGE AT OR BELOW DEEMED BED AND BANK. ACCESS SITE AND CONSTRUCT FROM WITHIN THE CHANNEL, I.E., BOAT.
 2. ALL SIGNS ARE TO BE ORIENTED TO PROVIDE MAXIMUM VISIBILITY TO BOATING TRAFFIC.
 3. PROVIDE MINIMUM SPACING OF 50 FEET BETWEEN RED AND GREEN BUOYS.
 4. REFER TO SHEET 5 OF 6 FOR BUOY PLACEMENT OUTSIDE OF PROJECT AREA.
 5. REFER TO SHEET 6 OF 6 FOR SIGN DETAILS AND SPECIFICATIONS.



PENNSYLVANIA TURNPIKE COMMISSION ROADWAY AND BRIDGE RECONSTRUCTION N.P. A-74, 27 TO M.P. A-74, 6.3		BOATING SIGN AND CHANNEL MARKER PLACEMENT SOUTH BANK CONSTRUCTION CAUSEWAY LEHIGH RIVER	
		STRUCTURE NO.:	SHEET
		CONTRACT	NO.
		AS SHOWN	
(Dwg. Name: #DGEN)		SCALE:	

DESCRIPTION		FROM		REVISIONS		DATE APPROVED	
NO.	DESCRIPTION	NO.	DESCRIPTION	NO.	DESCRIPTION	NO.	DESCRIPTION
1	48x48 BOAT WARNING SIGN						
WSCR	- 48x24 SAFE CHANNEL LEFT SIGN	WSCL	- 48x24 SAFE CHANNEL LEFT SIGN				
WSCR	- 48x24 SAFE CHANNEL RIGHT SIGN						
(CB)	- GREEN BUOY						
(RB)	- RED BUOY						

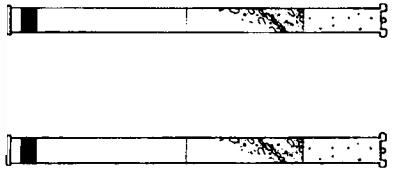
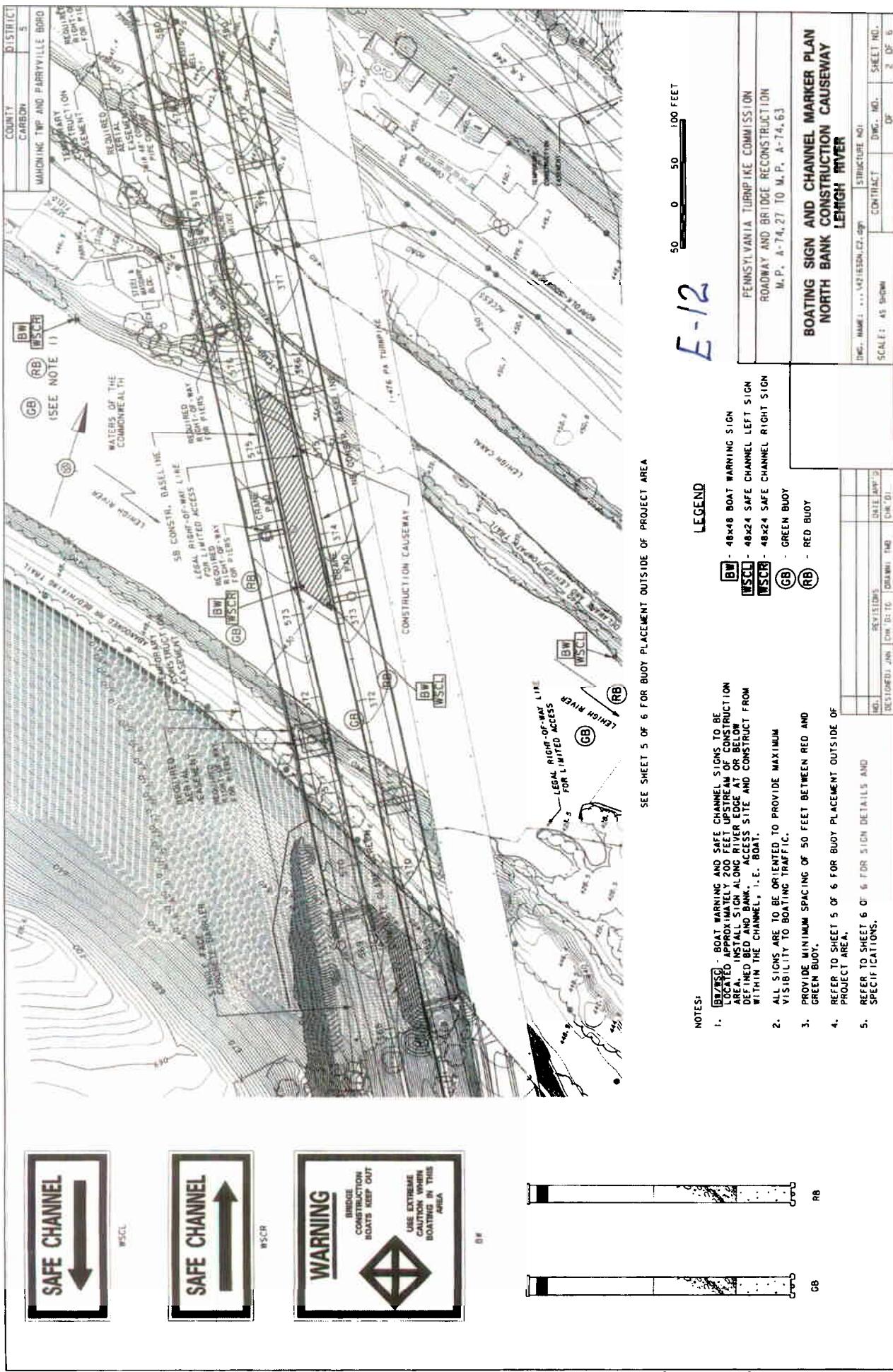
1. BWZNSC - BOAT WARNING AND SAFE CHANNEL SIGNS TO BE LOCATED APPROXIMATELY 200 FEET UPSTREAM OF CONSTRUCTION AREA. INSTALL SIGN ALONG RIVER EDGE AT OR BELOW DEFINED BED AND BANK, ACCESS SITE AND CONSTRUCT WITHIN THE CHANNEL, I. E., BOAT.

2. ALL SIGNS ARE TO BE ORIENTED TO PROVIDE MAXIMUM VISIBILITY TO BOATING TRAFFIC.

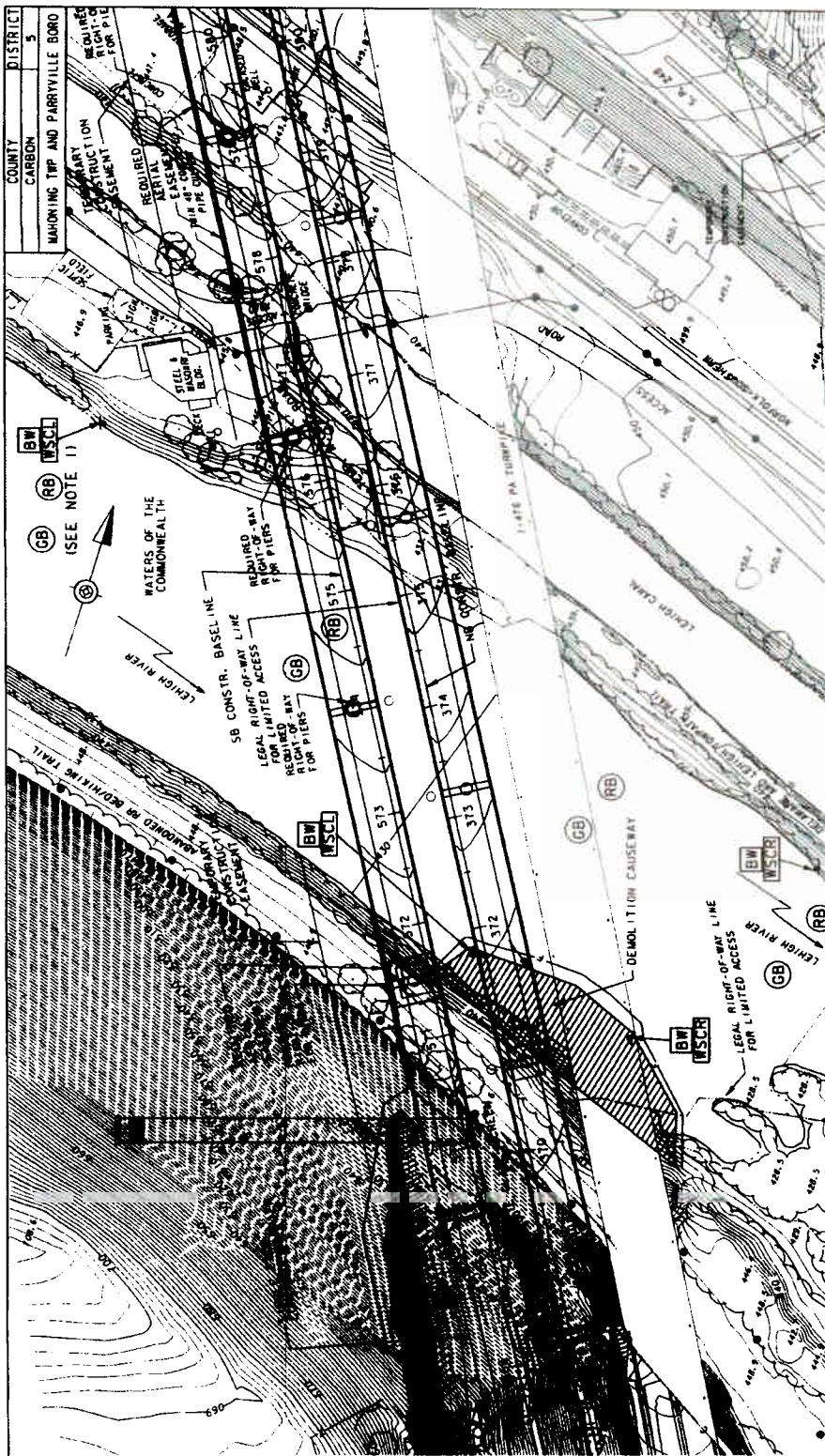
3. PROVIDE MINIMUM SPACING OF 50 FEET BETWEEN RED AND GREEN BUOYS.

4. REFER TO SHEET 5 OF 6 FOR BUOY PLACEMENT OUTSIDE OF PROJECT AREA.

5. REFER TO SHEET 6 OF 6 FOR SIGN DETAILS AND SPECIFICATIONS.



TAB 10/14/2005 Brian C. O'Donnell



SEE SHEET 5 OF 6 FOR BUOY PLACEMENT OUTSIDE OF PROJECT AREA

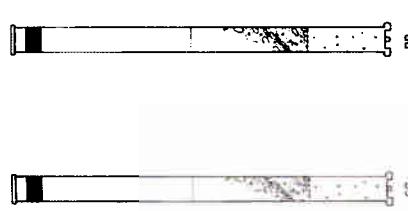
100 FEET

E-13

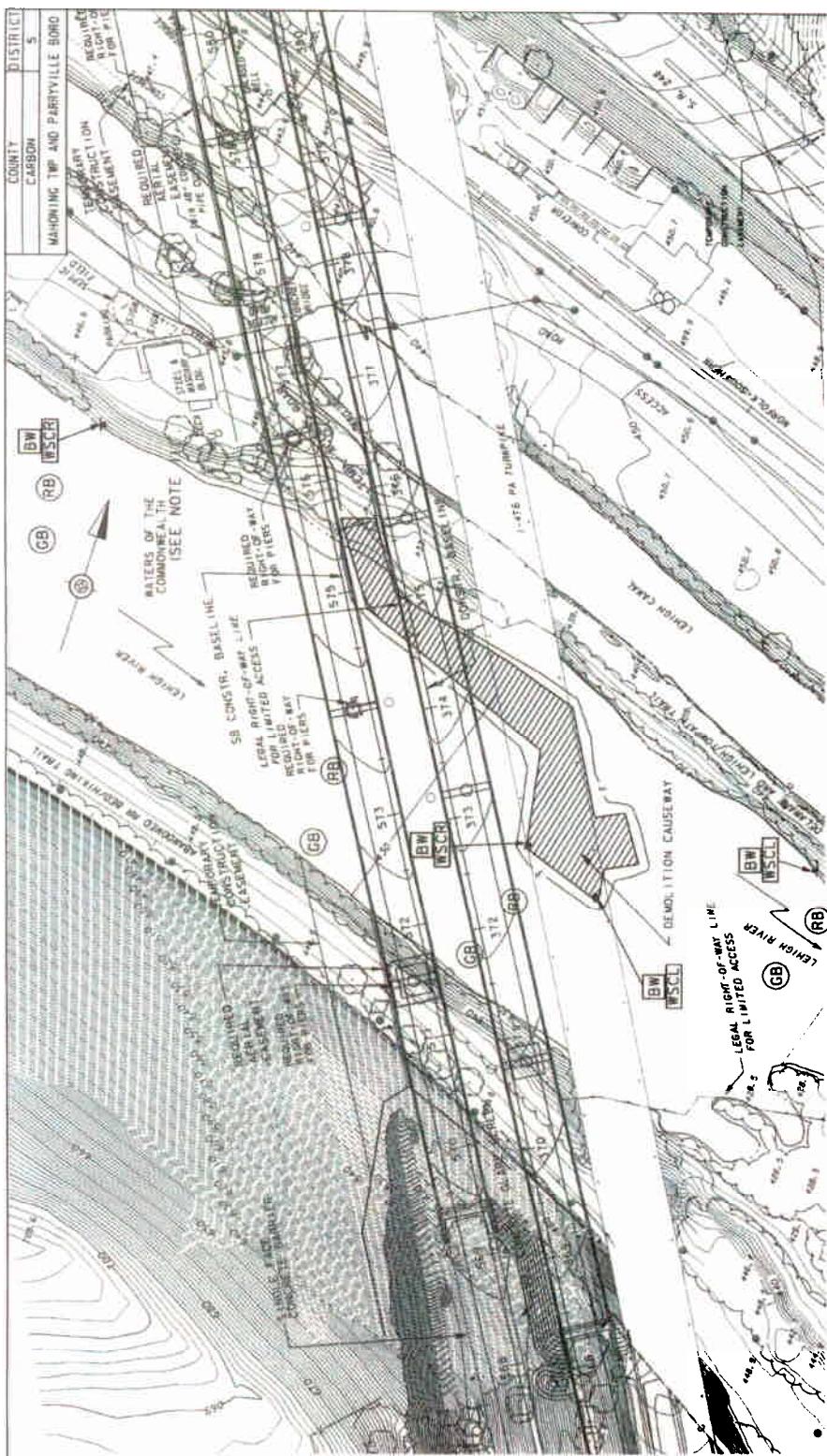
ECCLESIA

- NOTES:**

 1. **BUSSES** - BOAT WARNING AND SAFE CHANNEL SIGNS TO BE LOCATED APPROXIMATELY 200 FEET UPSTREAM OF CONSTRUCTION AREA. INSTALL SIGN ALONG RIVER EDGE AT OR BELOW DEFINED BED AND BANK. ACCESES SITE AND CONSTRUCT FROM WITHIN THE CHANNEL; i.e., BOAT.
 2. ALL SIGNS ARE TO BE ORIENTED TO PROVIDE MAXIMUM VISIBILITY TO BOATING TRAFFIC.
 3. PROVIDE MINIMUM SPACING OF 50 FEET BETWEEN RED AND GREEN BUOY.
 4. REFER TO SHEET 5 OF 6 FOR BUOY PLACEMENT OUTSIDE OF PROJECT AREA.
 5. REFER TO SHEET 6 OF 6 FOR SIGN DETAILS AND SPECIFICATIONS.



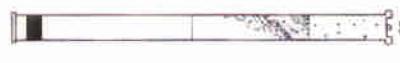
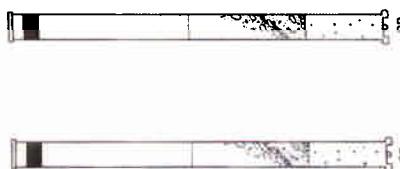
TM8
10/14/2005



SEE SHEET 5 OR 6 FOR BUOY PLACEMENT OUTSIDE OF PROJECT AREA

- NOTES:**

 1. **[WWSCE]** - BOAT WARNING AND SAFE CHANNEL SIGNS TO BE LOCATED APPROXIMATELY 200 FEET UPSTREAM OF CONSTRUCTION AREA. INSTALL SIGN ALONG RIVER EDGE AT OR BELOW DEFINED BED AND BANK. ACCESS SITE AND CONSTRUCT FROM WITHIN THE CHANNEL, I.E., BOAT.
 2. ALL SIGNS ARE TO BE ORIENTED TO PROVIDE MAXIMUM VISIBILITY TO BOATING TRAFFIC.
 3. PROVIDE MINIMUM SPACING OF 50 FEET BETWEEN RED AND GREEN BUOY.
 4. REFER TO SHEET 5 OF 6 FOR BUOY PLACEMENT OUTSIDE OF PROJECT AREA.
 5. REFER TO SHEET 6 OF 6 FOR SIGN DETAILS AND SPECIFICATIONS.



LEGEND

BW	- 48x8 BOAT WARNING SIGN
WSCL	- 48x4 SAFE CHANNEL LEFT
WSCR	- 48x4 SAFE CHANNEL RIGHT
GB	- GREEN BUOY

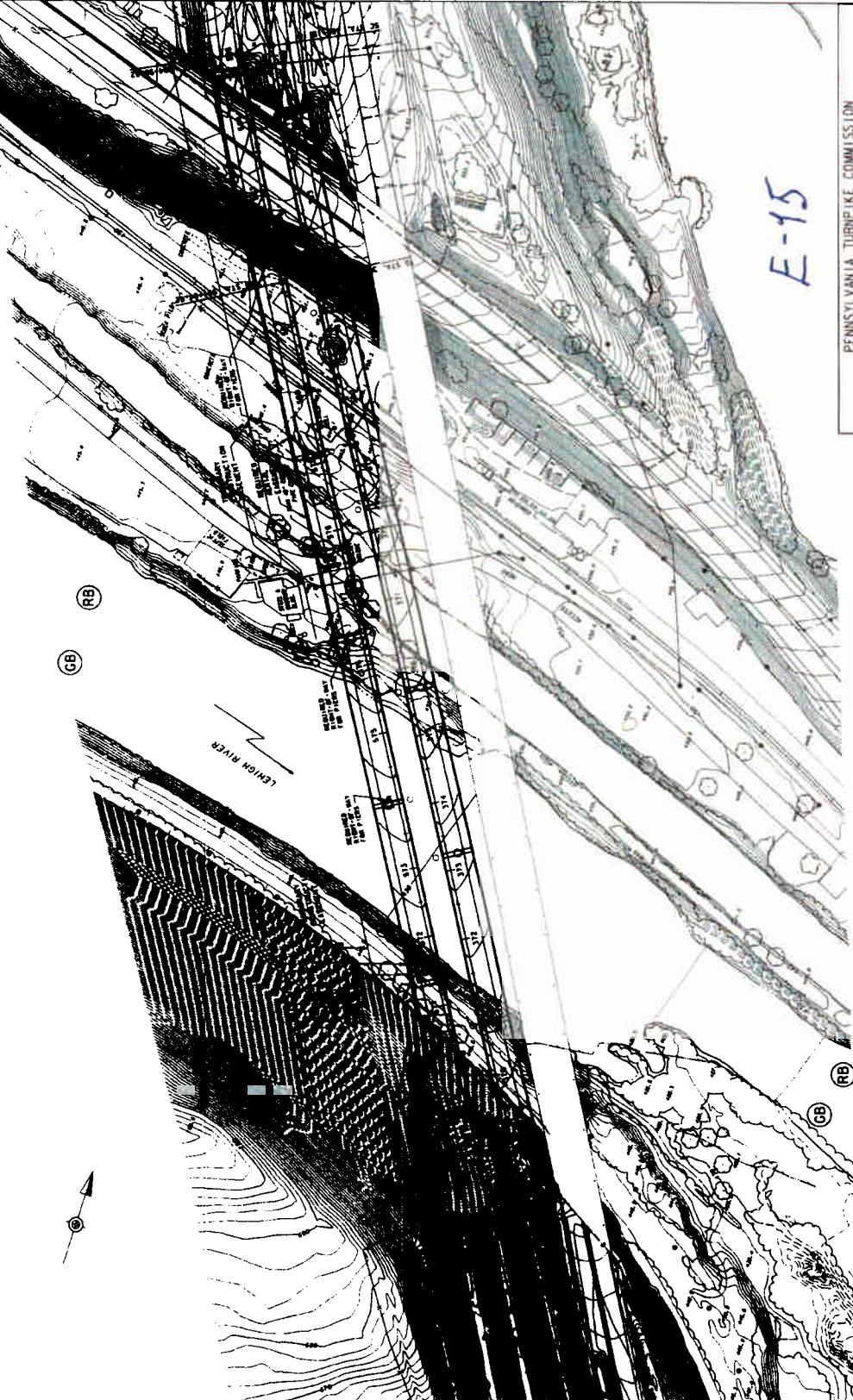
S10

PENNSYLVANIA TURNPIKE COMMISSION
ROADWAY AND BRIDGE RECONSTRUCTION
W.B. A-74-37 TO W.B. A-74-63

DOCKING SIGN AND CHANNEL MARKER PLAN
NORTH BANK DEMOLITION CAUSEWAY
LEHIGH RIVER

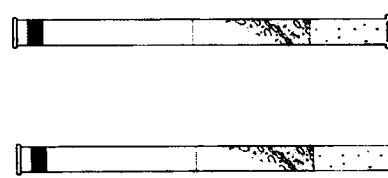
NAME		STRUCTURE NO.	
CONTRACT	DOM. NO.	SHEET NO.	
SCALE:		AS SHOWN	A-FE-6
DW#, NAME: ***-***-1423	OPEN		

COUNTY	DISTRICT
CARBON	5
MAHONING TIP AND PARRYVILLE BORO	

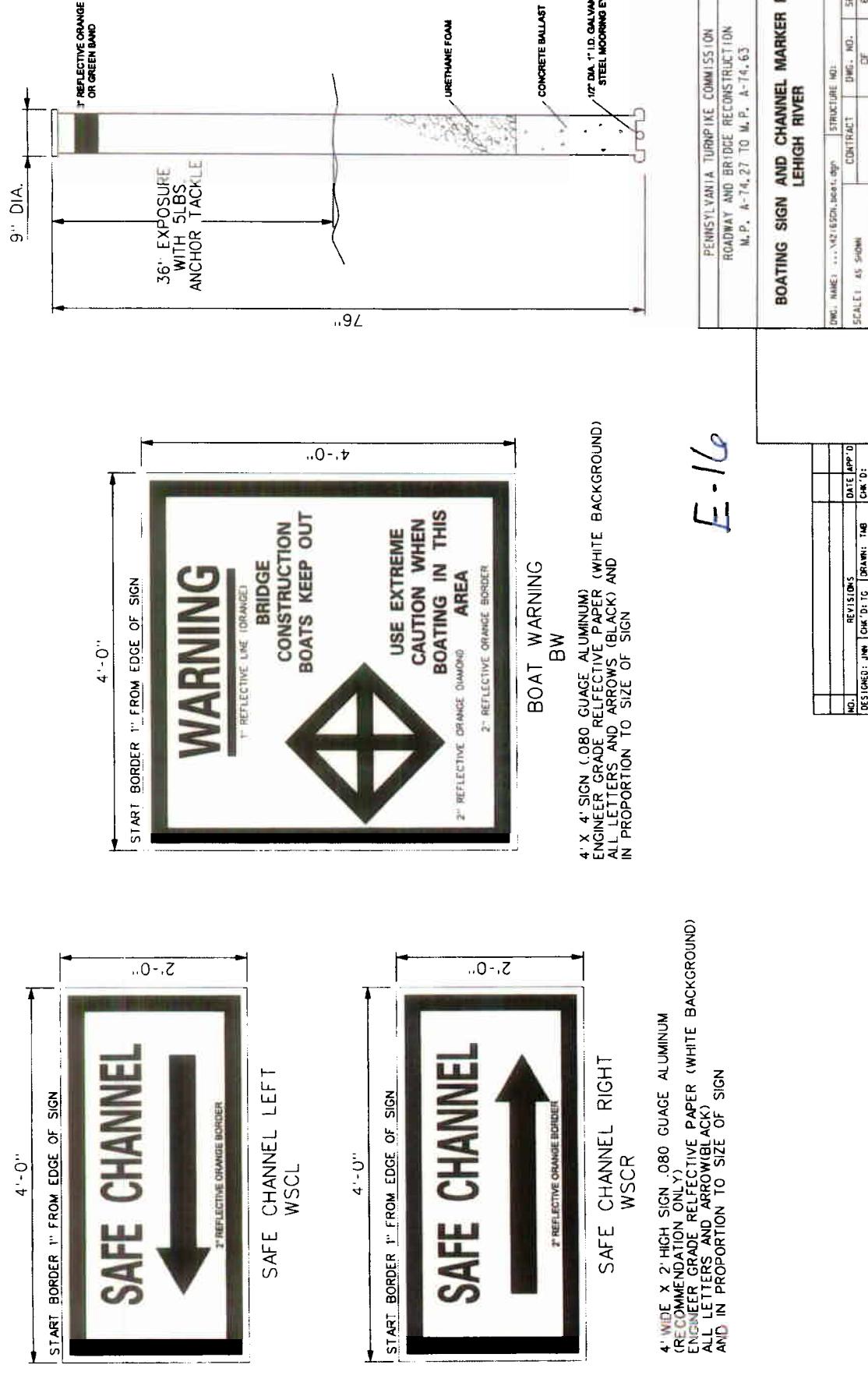


PENNSYLVANIA TURNPIKE COMMISSION		
ROADWAY AND BRIDGE RECONSTRUCTION		
M.P. A-74.27 TO M.P. A-74.63		
BOATING SIGN AND CHANNEL MARKER PLAN		
NORTH BANK DEMOLITION CAUSEWAY		
LEHIGH RIVER		
DRW. NAME: : : : 14016505.SHP, SHP	STRUCTURE NO.:	LINE, MD.
DESIGNED: JUN 2001	REVISED: JUN 2001	DATE APP'D: 10/1/2001
CHM: TG	DRAWTN: TM	CHK: 01
SCALE: AS SHOWN	SHEET NO.:	OF 5 OF 6

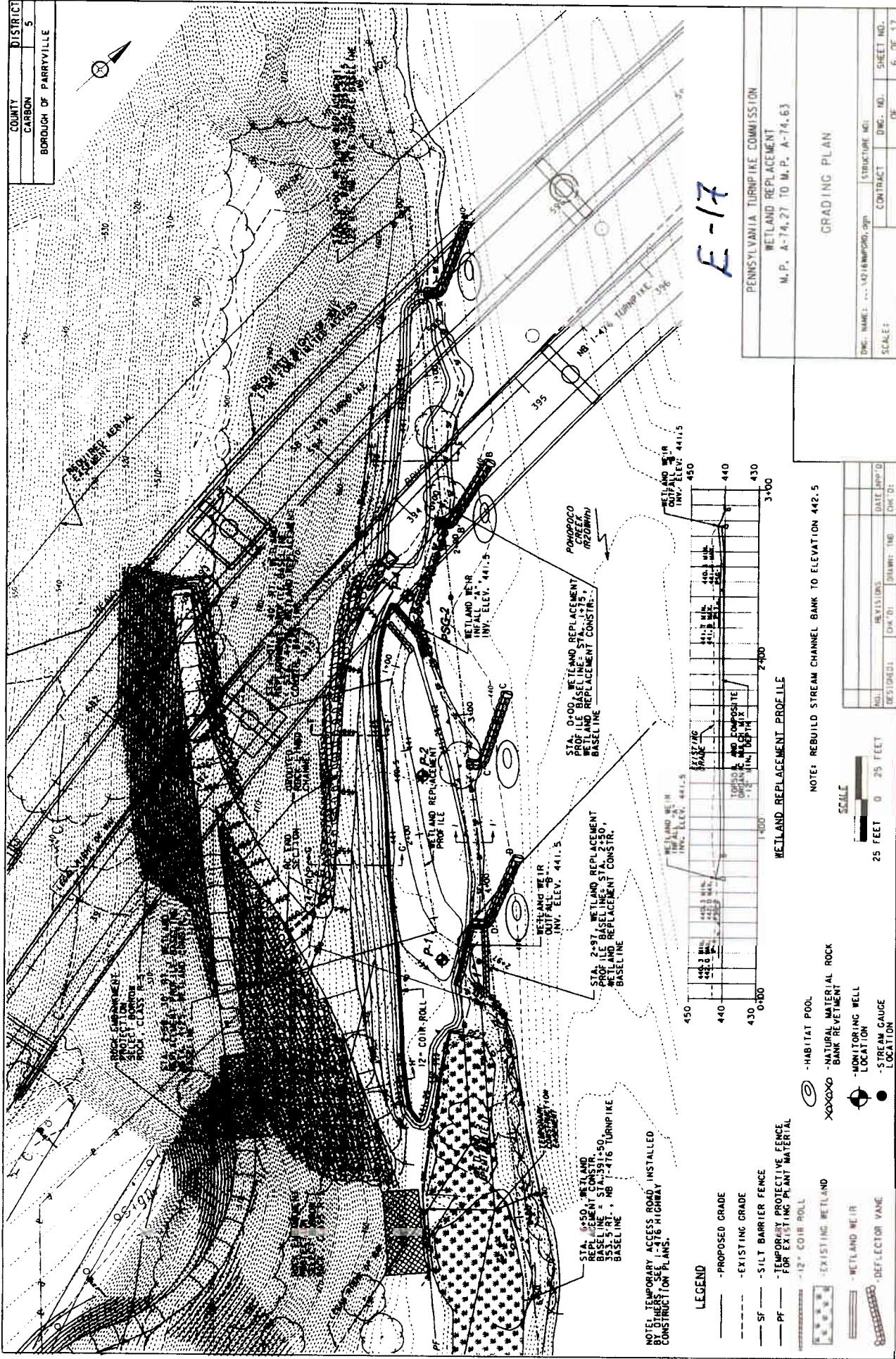
ND:	REVISIONS	DATE APP'D
DESIGNED: JUN 2001	CHM: TG	10/1/2001
CHM: TM	DRAWTN: TM	CHK: 01



COUNTY	DISTRICT
CARBON	5
MARSHING TWP AND PARRYVILLE Boro	



COUNTY	DISTRICT
CARBON	5
BOROUGH OF PARRYVILLE	



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4/22/2005
m:\4200\4216\CAADE-5\4216MPGRD.agn

**NOTE: STATION AND OFFSETS TAKEN FROM
WETLAND REPLACEMENT CONSTRUCTION BASELINE
REFER TO GRADING PLAN**

WETLAND REPLACEMENT
M.P. A-74, 27 TO M.P. A-74, 63

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22/200