

PUBLIC NOTICE

REQUEST FOR PERMISSION TO ALTER A U.S. ARMY CORPS OF ENGINEERS PROJECT UNDER SECTION 408

TITLE: Pennsylvania Department of Transportation (PennDOT) – Hill to Hill (SR 0378) Bridge Rehabilitation Project at the Lehigh River Flood Control Federal Civil Works Project in the City of Bethlehem, Northampton and Lehigh Counties, Pennsylvania

PUBLIC NOTICE IDENTIFICATION NUMBER: 408-NAP-2024-0004

PUBLIC NOTICE COMMENT PERIOD:

Begins: **23 February 2026**

Expires: **25 March 2026**

Interested parties are hereby notified that an application has been received for a Department of the Army Section 408 permission for certain work at or near a federal project of the United States, as described below and shown on attached figures. Written comments are being solicited from anyone having an interest in the requested alteration. Comments will become part of the U.S. Army Corps of Engineers' (USACE's) administrative record and will be considered in determining whether to approve the request. Comments supporting, opposing, or identifying concerns that should be considered by the USACE in its decision process are all welcome.

This public notice is not a paid advertisement and is for public information only. Issuance of this notice does not imply USACE endorsement of the project as described.

1. REQUESTOR: In compliance with 33 USC 408 (Section 14 of the Rivers and Harbors Act of 1899; hereinafter Section 408), the Pennsylvania Department of Transportation (PennDOT) has requested permission to construct a new reinforced concrete bridge pier within the Bethlehem Levee (System ID 4805000003) footprint as part of PennDOT's proposed rehabilitation of the Hill to Hill (SR 0378) Bridge over the Lehigh River in the City of Bethlehem, Northampton and Lehigh Counties, Pennsylvania. The Bethlehem Levee is part of the Lehigh River Flood Control Federal Civil Works Project.

2. LOCATION: The proposed project is located at the Lehigh River in the City of Bethlehem, Northampton and Lehigh Counties, Pennsylvania; approximate center coordinates 40.614360, -75.384009.

3. LOCATION MAP(S)/DRAWING(S): Please see attached Project Plan Sheets 1 through 22.

4. REQUESTER'S PROPOSED ACTION: The proposed action entails construction of a new reinforced concrete bridge pier (Bridge Pier #3E) within the Bethlehem Levee footprint as part of PennDOT's proposed rehabilitation of the Hill to Hill Bridge over the Lehigh River. The Bethlehem Levee is part of the Lehigh River Flood Control Federal Civil Works Project.

The proposed Hill to Hill Bridge rehabilitation project entails rehabilitation of the existing thirteen-span concrete closed spandrel arch and steel through truss structure which currently carries SR 0378 over multiple infrastructure features including Norfolk Southern Railway lines, the Bethlehem Levee, the Lehigh River, Sand Island, the D&L Trail, the Lehigh Canal, and several City of Bethlehem streets. In addition to structural repairs, a new parallel bridge structure will be built to accommodate northbound traffic across Norfolk Southern Railway lines, the Bethlehem Levee, and the Lehigh River, reconnecting with the original structure just prior to the northern truss.

The Bethlehem Levee, constructed between 1957 and 1961 by USACE, is located along the southern bank of the Lehigh River and extends for approximately 1.55-miles starting at the Hill to Hill Bridge and ending just downstream of the Minsi Trail/Stefko Boulevard Bridge.

Given that Bridge Pier #3E for the new northbound bridge structure is proposed to be sited within the Bethlehem Levee footprint, the subject Section 408 review is being undertaken.

5. REGULATORY AUTHORITY: This request will be reviewed according to the provisions of Section 14 of the Rivers and Harbors Act of 1899 (33 U.S.C. 408). A requestor has the responsibility to acquire all other permissions or authorizations required by federal, state, and local laws or regulations, including any required permits from the USACE Regulatory Program under Section 10 of the Rivers and Harbors Act of 1899 (33 USC 403), Section 404 of the Clean Water Act (33 USC Section 1344) and/or Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (33 USC 1413). Any Section 10/404/103 permit decision associated with the proposed alteration is separate from and will not be included in the Section 408 permission decision. An approval under Section 408 does not grant any property rights or exclusive privileges nor does it authorize any injury to the property or rights of others.

6. ENVIRONMENTAL COMPLIANCE: A decision on a Section 408 request is a federal action, and therefore subject to the National Environmental Policy Act (NEPA) and other environmental compliance requirements. While ensuring compliance is the responsibility of USACE, the requester is providing all information that the Philadelphia District identifies as necessary to satisfy all applicable federal laws, executive orders, regulations, policies, and ordinances. Based on information provided by the applicant to date, current Corps regulations governing NEPA implementation, and/or the contents of existing NEPA documentation if available, it is likely that the proposed action will be determined to be categorically excluded from the need to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS). This determination will be finalized following completion of agency coordination and prior to issuance of the Section 408 Permission Decision.

7. EVALUATION: As part of its evaluation, USACE will first make a determination that the submittal from the requestor is complete. The Philadelphia District is working closely with the requestor to ensure that all required technical plans, maps, drawings, and specifications are provided and are complete. Once the package is complete, a District-led review will be conducted to determine, in accordance with Engineering Circular (EC) 1165-2-216, whether the proposed alteration will impair the usefulness of the USACE Project or be injurious to the public interest, as follows:

- A. *Impair the Usefulness of the Project Determination.* The Philadelphia District's Section 408 review team will determine if the proposed alteration will limit the ability of the federally authorized project to function as authorized, or will compromise or change any authorized project conditions, purposes or outputs.

- B. *Injurious to the Public Interest Determination.* Proposed alterations will be reviewed to determine the probable impacts, including cumulative impacts, on the public interest. Evaluation of the probable impacts that the proposed alteration to the USACE project may have on the public interest requires a careful weighing of all those factors that are relevant in each particular case. Factors that may be relevant to the public interest depend upon the type of USACE project being altered and may include, but are not limited to, such things as conservation, economic development, historic properties, cultural resources, environmental impacts, water supply, water quality, flood hazards, floodplains, residual risk, induced damages, navigation, shore erosion or accretion, and recreation. The decision whether to approve an alteration will be determined by the consideration of whether benefits are commensurate with risks. If the potential detriments are found to outweigh the potential benefits, then it may be determined that the proposed alteration is injurious to the public interest.

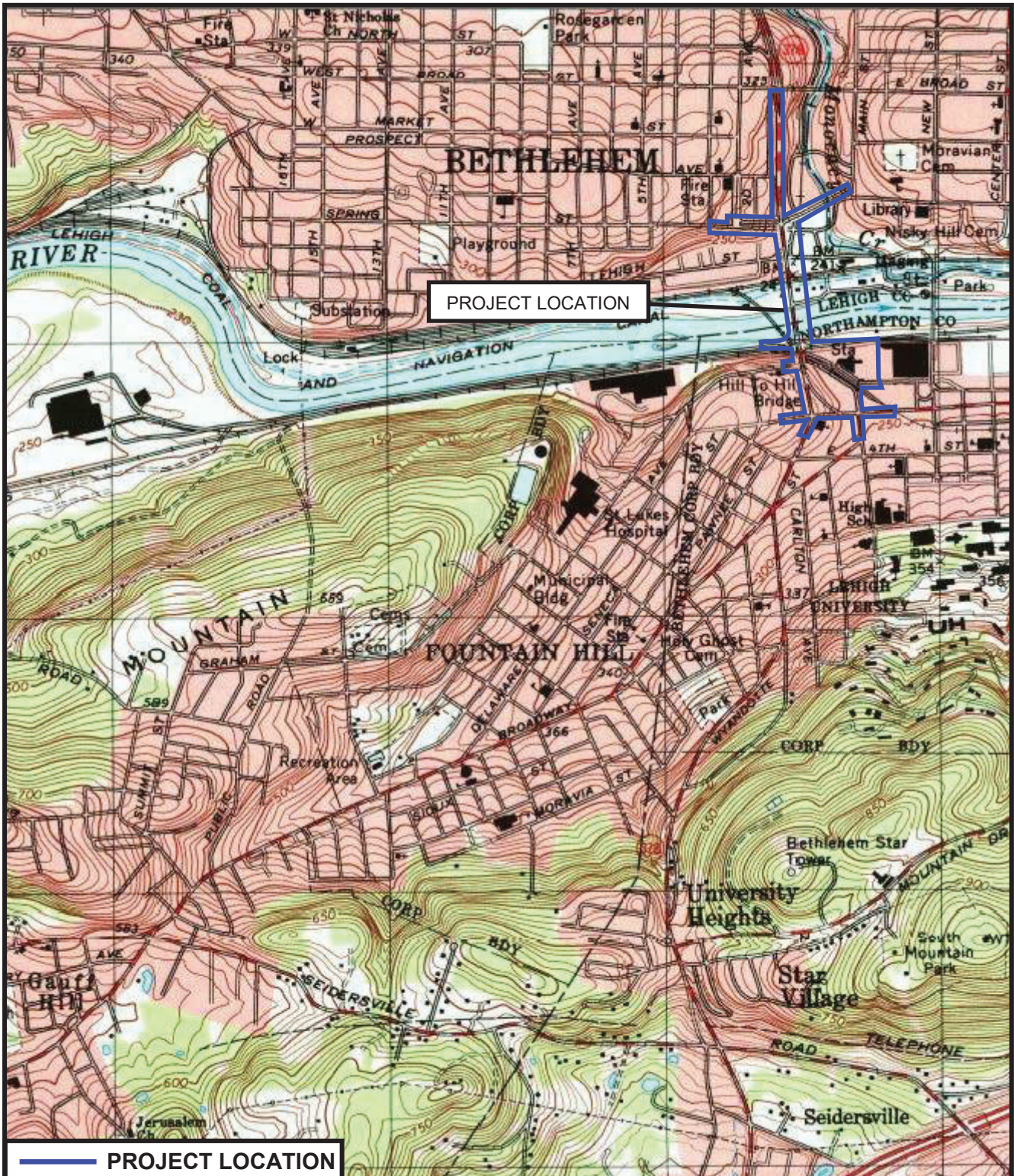
8. SOLICITATION OF COMMENTS: The USACE is soliciting comments from the public; federal, state, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of the proposed activity. Any comments received will be considered by USACE to determine whether to issue, modify, condition, or deny a permission for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and other public interest factors listed above. Comments are considered in making a final determination whether the proposed action will be categorically excluded from the need to prepare further NEPA documentation. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

- A. It should be noted that materials submitted as part of the Section 408 request become part of the public record and are thus available to the general public under the procedures of the Freedom of Information Act (FOIA). Individuals may submit a written request to the Philadelphia District Corps of Engineers, Office of Counsel to obtain copies of said materials under the FOIA.

B. It is presumed that all parties viewing this notice will wish to respond to this public notice; therefore, a lack of response will be interpreted as meaning that there is no objection to the project as described.

9. COMMENT SUBMISSION AND ADDITIONAL INFORMATION: Written comments on the described work should reference the USACE Public Notice Identification Number found on the first page of this notice. Comments must reach this office no later than the stated expiration date of the Public Notice to become part of the record and be considered in the decision. Comments or requests for additional information should be emailed or mailed to the following address:

Email: Bishel.Baby@usace.army.mil
U.S. Army Corps of Engineers
Philadelphia District
Attn: Bishel B. Baby
1650 Arch Street, 7th Floor
Philadelphia, PA 19103-2004



 PROJECT LOCATION

SCALE

SOURCE



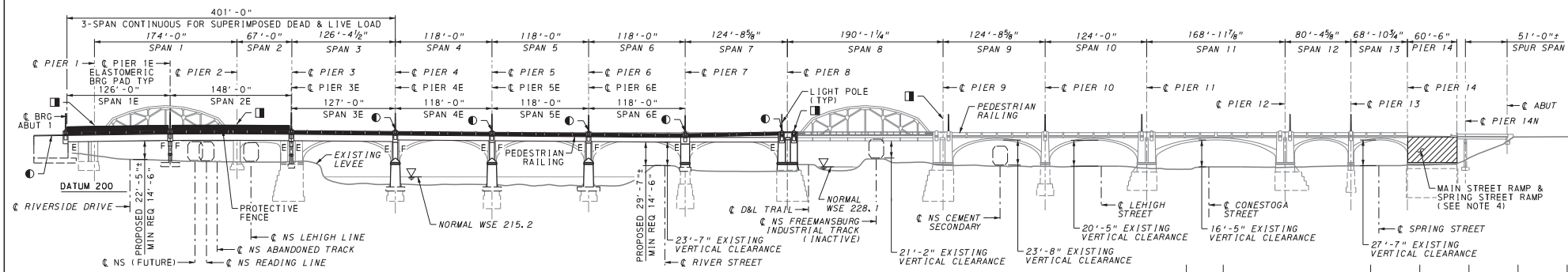
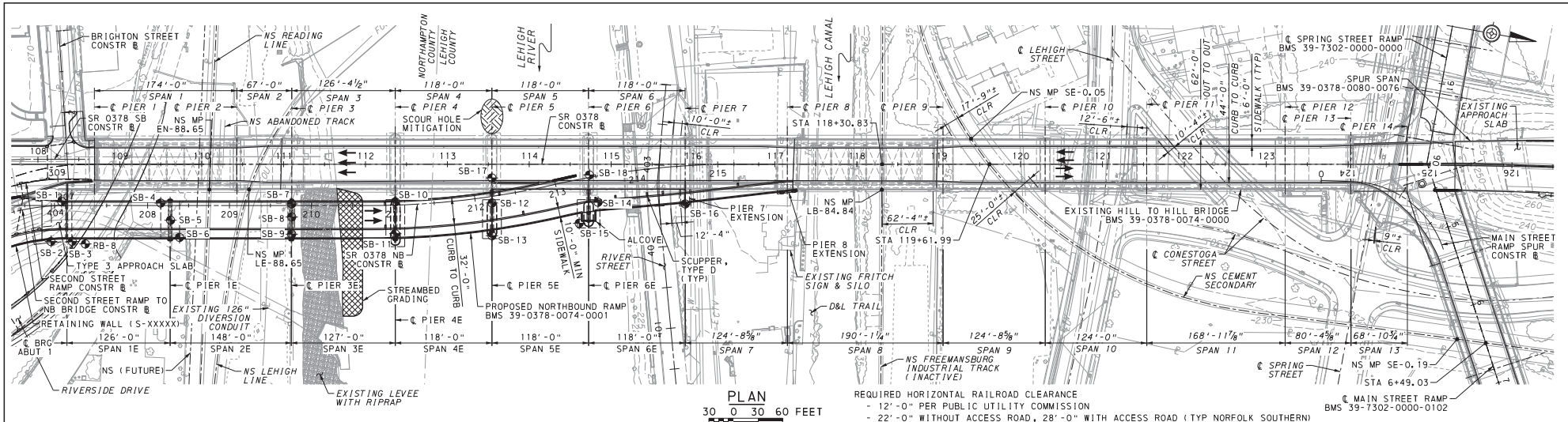
1" = 2,000'

Allentown East, PA
1999 USGS Quadrangle

Prepared by HNTB Corp.

SR 0378, SECTION 03B (MPMS# 93630)

PROJECT LOCATION MAP



- LEGEND**
- REPLACEMENT NEOPRENE STRIP SEAL DAM, 3" MOVEMENT CLASS
 - NEOPRENE STRIP SEAL DAM, 3" MOVEMENT CLASS
 - DIRECTION OF TRAFFIC
 - PROPOSED BORING
 - PROPOSED TEST PIT
 - 200 PROPOSED CONTOUR
 - E/T/CTV PROPOSED ELECTRIC, TELEPHONE, CABLE/TELEVISION
 - TEMPORARY EXCAVATION SUPPORT & PROTECTION SYSTEM (TESPS)
 - 200- EXISTING CONTOUR
 - FO LEGAL RIGHT-OF-WAY
 - FOU EXISTING FIBER OPTIC
 - E EXISTING FIBER OPTIC UNDERGROUND
 - W EXISTING ELECTRIC
 - T EXISTING WATER
 - G EXISTING TELEPHONE
 - CTV EXISTING GAS
 - X EXISTING CABLE/TELEVISION
 - S EXISTING FENCE
 - S EXISTING SANITARY SEWER

SUBSTRUCTURE LOCATIONS

LOCATION	STATION	SKW ANGLE
BRG ABUT	207+01.50	90°00'00"
PIER 1E	208+27.50	90°00'00"
PIER 3E	209+75.50	90°00'00"
PIER 4E	211+02.50	88°14'43"
PIER 5E	212+21.05	81°27'11"
PIER 6E	213+41.25	79°38'48"
PIER 7	214+60.20	86°27'42"

STATIONS AND SKW ANGLES MEASURED ALONG SR 0378 NB CONSTR

TEST BORING LOCATIONS

BORING NUMBER	STATION	OFFSET	BORING NUMBER	STATION	OFFSET
RB-8	207+24.00	47.00' RT	SB-10	211+03.00	4.00' LT
SB-1	206+95.00	5.00' LT	SB-11	211+01.00	35.00' RT
SB-2	206+82.00	44.00' RT	SB-12	212+20.00	8.00' RT
SB-3	207+08.00	44.00' RT	SB-13	212+14.00	48.00' RT
SB-4	208+16.00	3.00' LT	SB-14	213+47.00	32.00' RT
SB-5	208+28.00	18.00' RT	SB-15	213+19.00	53.00' RT
SB-6	208+39.00	39.00' RT	SB-16	214+57.00	46.00' RT
SB-7	209+76.00	2.00' LT	SB-17	212+24.00	22.00' LT
SB-8	209+76.00	14.00' RT	SB-18	213+42.00	3.00' LT
SB-9	209+76.00	35.00' RT			

- PROPOSED BORING LOCATION STATIONS MEASURED ALONG SR 0378 NB CONSTR
- FOR HORIZONTAL AND VERTICAL RAILROAD CLEARANCES AND HORIZONTAL ROADWAY CLEARANCES WITHIN SPANS 1 & 2, SEE "RAILROAD CLEARANCES" SHEET 6.
 - FOR PROPOSED REHABILITATION WORK ON THE EXISTING STRUCTURES, SEE "EXISTING STRUCTURE REHABILITATION" SHEETS 12 & 13.
 - THE PROPOSED SCOPE OF WORK IS SHOWN ON THE "GENERAL NOTES" SHEET 5.
 - FOR MAIN STREET RAMP GENERAL PLAN & ELEVATION, SEE SHEET 3. FOR SPRING STREET RAMP GENERAL PLAN & ELEVATION, SEE SHEET 4.
 - FOR HORIZONTAL AND VERTICAL ALIGNMENT DATA, SEE THE "GENERAL NOTES" SHEET 5.

Mark	Description	By	Chk'd	Rec'd	Date
REVISIONS					

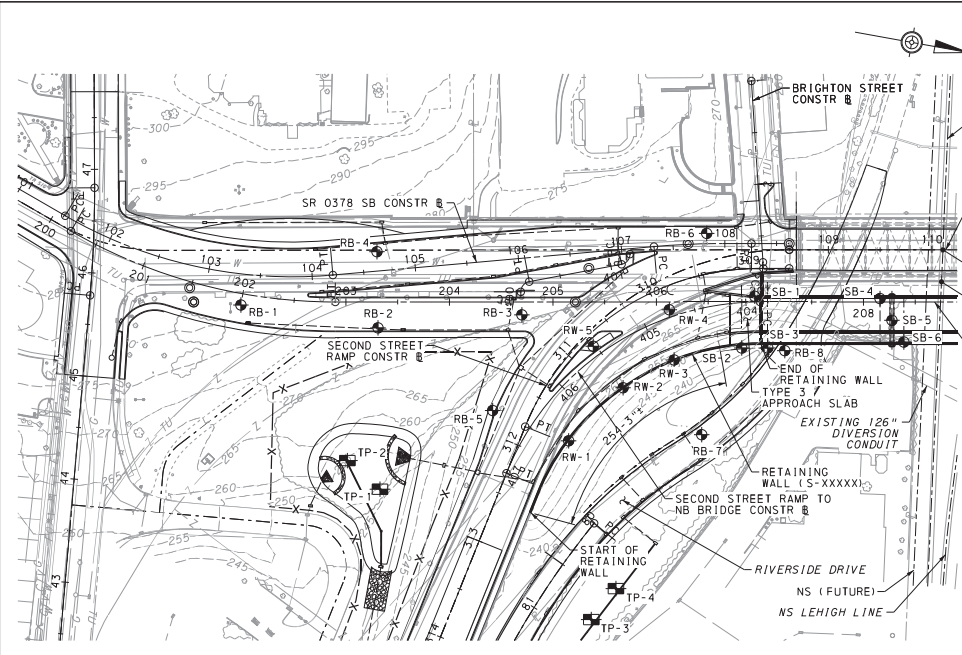
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HNTB
CONCEPTUAL

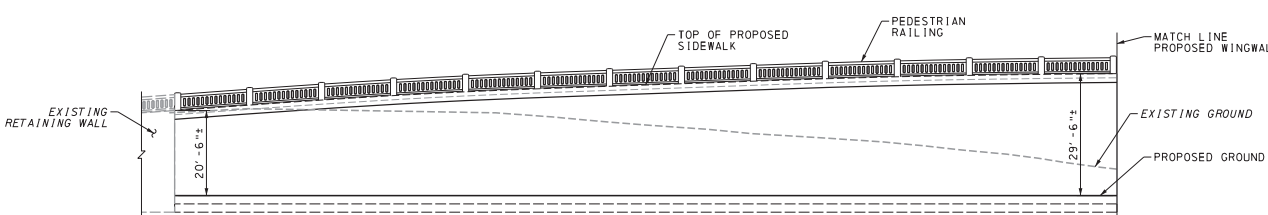
COMMONWEALTH OF PENNSYLVANIA
 DEPARTMENT OF TRANSPORTATION
LEHIGH AND NORTHAMPTON COUNTIES
 SR 0378 SECTION 03B
 NB SEG 0074 OFFSET 0001 SB SEG 0075 OFFSET 0000
 SR 0378 NB STA 111+02.50 & SR 0378 SB STA 117+15.11
 OVER LEHIGH RIVER & CANAL, CITY STREETS,
 AND NORFOLK SOUTHERN RAILWAY COMPANY
HILL TO HILL BRIDGE
GENERAL PLAN & ELEVATION

PREPARED BY:
 HNTB CORPORATION
 640 HAMILTON STREET
 SUITE 301
 ALLENTOWN, PA 18101

RECOMMENDED _____ SHEET 1 OF 21
 S-XXXX



RETAINING WALL PLAN
30 0 30 60 FEET



DEVELOPED ELEVATION
5 0 5 10 15 FEET

- NOTES:**
1. RETAINING WALL WILL BE SUBMITTED AS A SEPARATE TS&L SUBMISSION.
 2. SCHEMATIC OF PROPOSED RETAINING WALL SHOWN. DETAILED INFORMATION ON THE PROPOSED RETAINING WALL WILL BE PROVIDED IN THE RETAINING WALL TS&L SUBMISSION.
 3. FOR PROPOSED REHABILITATION WORK ON THE EXISTING STRUCTURES, SEE THE REHABILITATION SHEETS.

HORIZONTAL ALIGNMENT AND CURVE DATA

STATION	ALIGNMENT	STATION	ALIGNMENT
STA 308+62.22	S10°13'14"E	STA 308+90.95	
STA 311+80.85	S78°17'35"E	STA 314+28.98	

SECOND STREET RAMP TO NB BRIDGE

PC STA 403+86.34	PT STA 407+00.00
PI STA 405+64.65	Δ = 68°04'21" LT
T = 178.31'	D = 21°42'11"
L = 313.66'	R = 264.00'
E = 54.58'	
TANGENT DIRECTION AT PC = S10°13'14"E	
TANGENT DIRECTION AT PT = S78°17'35"E	

VERTICAL ALIGNMENT AND CURVE DATA

STATION	ELEVATION	GRADE	STATION	ELEVATION	GRADE	STATION	ELEVATION	GRADE
STA 308+62.22	ELEV 267.30	-0.24%	STA 308+80.00	ELEV 267.34	+0.24%	STA 309+30.00	PVI ELEV 267.46	+1.72%
STA 311+10.00	PVI ELEV 269.50	+0.71%	STA 311+90.00	ELEV 263.36	-7.68%	STA 312+00.00	ELEV 262.59	-7.68%
VC 160.00'	MO -1.68'		VC 100.00'	MO 0.18'		VC 50.00'	MO 0.06'	
STA 403+86.34	ELEV 270.00	-1.58%	STA 404+50.00	ELEV 268.99	-0.50%	STA 404+75.00	PVI ELEV 268.60	-0.50%
VC 50.00'	MO 0.07'		VC 150.00'	MO -1.26'		VC 150.00'	MO -1.26'	

TEST BORING LOCATIONS

BORING NUMBER	STATION	OFFSET
RB-1	202+00.00	11.00' RT
RB-2	203+31.00	25.00' RT
RB-3	204+70.00	12.00' RT

PROPOSED BORING LOCATION STATIONS MEASURED ALONG SR 0378 NB CONSTR

TEST BORING LOCATIONS

BORING NUMBER	STATION	OFFSET
RB-4	104+64.00	19.00' LT
RB-6	107+83.00	10.00' LT

PROPOSED BORING LOCATION STATIONS MEASURED ALONG SR 0378 SB CONSTR

TEST BORING LOCATIONS

BORING NUMBER	STATION	OFFSET
RB-5	406+55.00	39.00' RT
RB-7	404+90.00	117.00' LT
RW-1	406+39.00	38.00' LT
RW-2	405+53.00	40.00' LT
RW-3	404+87.00	40.00' LT
RW-4	404+73.00	7.00' RT
RW-5	405+53.00	10.00' RT

PROPOSED BORING LOCATION STATIONS MEASURED ALONG SECOND STREET RAMP TO NB BRIDGE CONSTR

TEST BORING LOCATIONS

BORING NUMBER	STATION	OFFSET
TP-1	312+89.00	108.00' RT
TP-2	312+75.00	147.00' RT
TP-3	313+30.00	129.00' LT
TP-4	312+93.00	140.00' LT

PROPOSED BORING LOCATION STATIONS MEASURED ALONG SECOND STREET RAMP

Mark	Description	By	Chk'd	Rec'd	Date
REVISIONS					

SR 0378 PREVIOUSLY KNOWN AS LR 297 MPMS/ECMS PROJ# 93630
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 BMS STR ID: 39-0378-0074-0000 BRKEY: 23182
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 BMS STR ID: 39-7302-0000-0000 BRKEY: 67426

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COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

LEHIGH AND NORTHAMPTON COUNTIES
SR 0378 SECTION 03B

NB SEG 0074 OFFSET 0001 SB SEG 0075 OFFSET 0000
 SR 0378 NB STA 111+02.50 & SR 0378 SB STA 117+15.11
 OVER LEHIGH RIVER & CANAL, CITY STREETS,
 AND NORFOLK SOUTHERN RAILWAY COMPANY

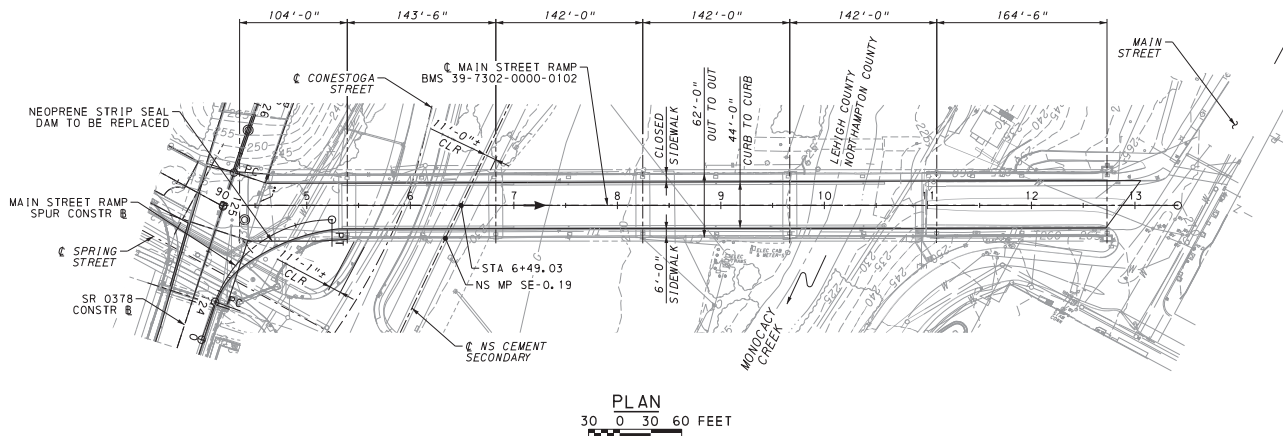
HILL TO HILL BRIDGE
RETAINING WALL PLAN

CONCEPTUAL

PREPARED BY:
HNTB CORPORATION
640 HAMILTON STREET
SUITE 301
ALLENTOWN, PA 18101

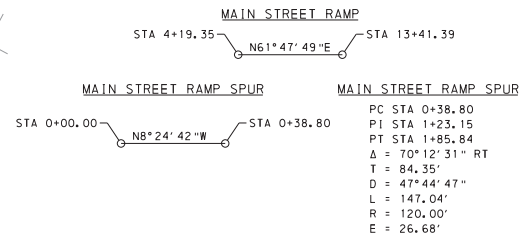
RECOMMENDED _____ SHEET 2 OF 21

S-XXXX

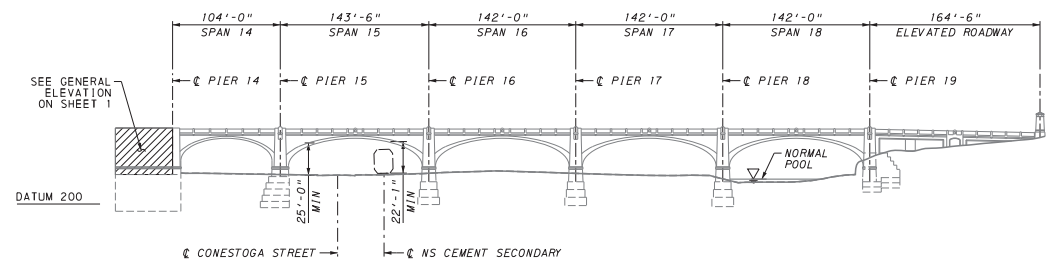
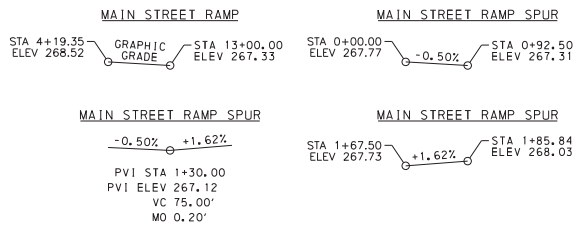


PLAN
30 0 30 60 FEET

HORIZONTAL ALIGNMENT AND CURVE DATA



VERTICAL ALIGNMENT AND CURVE DATA



ELEVATION
30 0 30 60 FEET

- NOTES:**
- FOR PROPOSED REHABILITATION WORK ON THE EXISTING STRUCTURES, SEE THE REHABILITATION SHEETS.
 - THE PROPOSED SCOPE OF WORK IS SHOWN ON THE "GENERAL NOTES" SHEET 5.

Mark	Description	By	Chk'd	Rec'd	Date
REVISIONS					

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COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

CONCEPTUAL

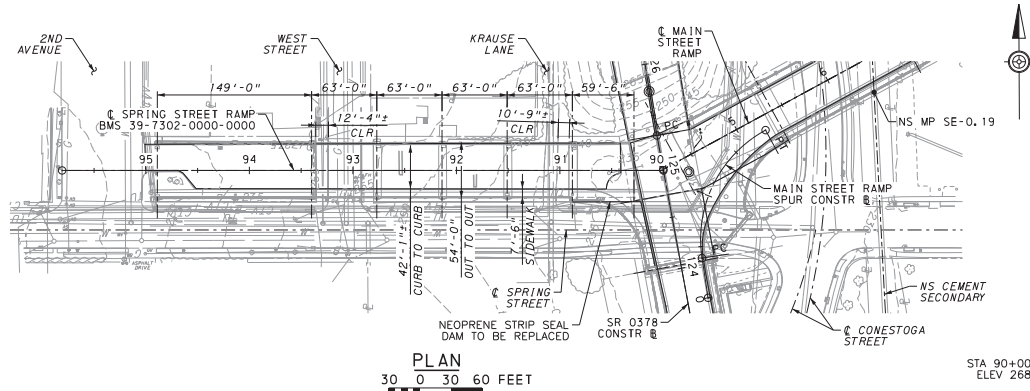
LEHIGH AND NORTHAMPTON COUNTIES
SR 0378 SECTION 03B
NB SEG 0074 OFFSET 0001 SB SEG 0075 OFFSET 0000
SR 0378 NB STA 111+02.50 & SR 0378 SB STA 117+15.11
OVER LEHIGH RIVER & CANAL, CITY STREETS,
AND NORFOLK SOUTHERN RAILWAY COMPANY
HILL TO HILL BRIDGE
MAIN STREET RAMP

PREPARED BY:
HNTB CORPORATION
640 HAMILTON STREET
SUITE 301
ALLENTOWN, PA 18101

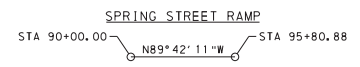
RECOMMENDED _____

SHEET 3 OF 21

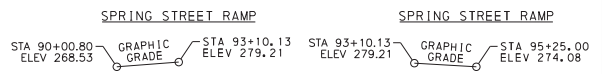
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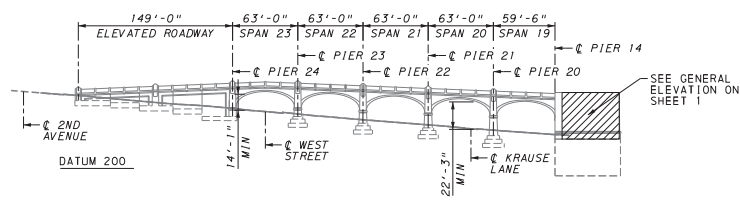
HORIZONTAL ALIGNMENT AND CURVE DATA



VERTICAL ALIGNMENT AND CURVE DATA



PLAN
30 0 30 60 FEET



ELEVATION
30 0 30 60 FEET

Mark	Description	By	Chk'd	Rec'd	Date
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 AND NORFOLK SOUTHERN RAILWAY COMPANY
HILL TO HILL BRIDGE
SPRING STREET RAMP

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640 HAMILTON STREET
SUITE 301
ALLENTOWN, PA 18101

RECOMMENDED _____ SHEET 4 OF 21
 S-XXXX

- NOTES:**
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 - THE PROPOSED SCOPE OF WORK IS SHOWN ON THE "GENERAL NOTES" SHEET 5.

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GENERAL NOTES

DESIGN SPECIFICATIONS:

- AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 8TH EDITION, 2017, AND AS SUPPLEMENTED BY DESIGN MANUAL, PART 4, DECEMBER 2019.
 - LIVE LOAD DISTRIBUTION TO GIRDERS IS BASED UPON DM-4 DISTRIBUTION FACTORS.
 - DESIGN LIVE LOADS:
 - PHL-93, P-82 AND P2016-13
- DEAD LOADS:
- INCLUDES A SURFACE AREA DENSITY OF 0.030 KSF FOR FUTURE WEARING SURFACE ON THE DECK SLAB.
 - INCLUDES A SURFACE AREA DENSITY OF 0.015 KSF FOR PERMANENT METAL DECK FORMS WHICH TAKES INTO ACCOUNT THE WEIGHT OF THE FORM, PLUS THE WEIGHT OF THE CONCRETE IN THE VALLEYS OF THE FORMS.

SCOPE OF WORK:

PROPOSED STRUCTURE

- CONSTRUCT PROPOSED SUBSTRUCTURE UNITS:
- CONSTRUCT SOUTH ABUTMENT (DEEP FOUNDATION SPANNING DIVERSION CONDUIT)
 - CONSTRUCT PIER 1E (ADJACENT TO NS TRACKS)
 - CONSTRUCT PIER 3E (WALL PIER ABOVE EXISTING LEHIGH RIVER LEVEE)
 - CONSTRUCT PIERS 4E, 5E, & 6E (WITHIN LEHIGH RIVER)
 - CONSTRUCT THE PIERS 7 & 8 EXTENSIONS

- CONSTRUCT PROPOSED SUPERSTRUCTURE ELEMENTS:
- CONSTRUCT SPANS 1E, 2E, & 3E (3-SPAN CONTINUOUS UNIT)
 - CONSTRUCT SPANS 4E, 5E, & 6E (SIMPLE SPAN STRUCTURES)
 - CONSTRUCT SPAN 7 WIDENING
 - CONSTRUCT TYPE 3 APPROACH SLAB

REHABILITATION OF EXISTING STRUCTURES

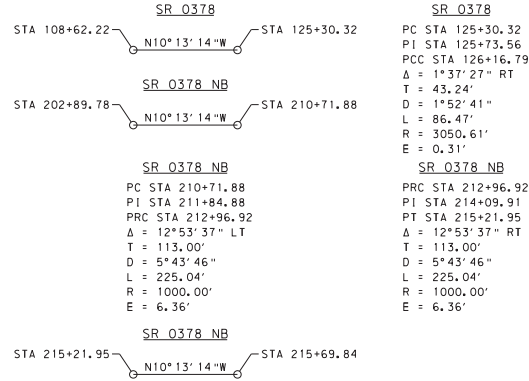
- HILL TO HILL BRIDGE:
- REPAIR TRUSSES AND SPOT PAINT (WHERE SECTION LOSS IS PRESENT)
 - INSTALL TRUSS COLLISION PROTECTION PLATES (TBD IN FINAL DESIGN)
 - REPAIR CONCRETE SPALLS IN SPAN 2 BEAMS
 - REMOVE AND REPLACE ROADWAY IN SPANS 5-7 WITH PRECAST CONCRETE PANELS
 - REPAIR CONCRETE ROADWAY (ACCELERATED) IN SPANS 2-4 & 9-13
 - MILL CONCRETE ROADWAY & INSTALL PPC OVERLAY IN SPANS 1-13
 - CLEAN AND WATERPROOF TRENCH DRAINS
 - CLEAN/REPLACE DOWNSPOUTS/WEEPHOLES
 - REPLACE STRUCTURE MOUNTED LIGHT POLES
 - REPLACE NEOPRENE STRIP SEALS (NEW ARMOR AND CONCRETE HEAD RECONSTRUCTION) AT BOTH ENDS OF THE TRUSSES, BETWEEN SPAN 13 AND MAIN STREET RAMP, AND BETWEEN SPAN 13 AND SPRING STREET RAMP
 - REPLACE PEDESTRIAN RAILING & ADJACENT SIDEWALK (SELECT LOCATIONS)
 - REPAIR SIDEWALKS (SELECT LOCATIONS)
 - REPAIR PIERS, ARCH UNDERSIDES, & SPANDREL WALLS (SELECT LOCATIONS)
 - SOUTH BANK CHANNEL RE-GRADING
 - SCOUR HOLE MITIGATION UPSTREAM OF PIER 5

- SPUR SPAN:
- MILL DECK & INSTALL PPC OVERLAY
 - REPLACE NEOPRENE STRIP SEALS
 - STABILIZE ABUTMENT EMBANKMENT

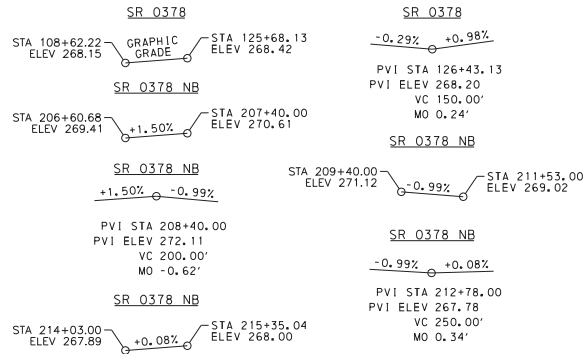
- MAIN STREET RAMP:
- REPAIR CONCRETE ROADWAY IN SPANS 14-18 & ELEVATED ROADWAY
 - MILL ROADWAY & INSTALL ASPHALT OVERLAY IN SPANS 15-18 & ELEVATED ROADWAY
 - MILL CONCRETE ROADWAY & INSTALL PPC OVERLAY IN SPAN 14
 - CLEAN AND WATERPROOF TRENCH DRAINS
 - CLEAN/REPLACE DOWNSPOUTS/WEEPHOLES
 - REPLACE NEOPRENE STRIP SEAL (NEW ARMOR AND CONCRETE HEAD RECONSTRUCTION) BETWEEN SPAN 13 & SPAN 14
 - REPLACE PEDESTRIAN RAILING & ADJACENT SIDEWALK (SELECT LOCATIONS)
 - REPAIR SIDEWALKS (SELECT LOCATIONS)
 - REPAIR PIERS, ARCH UNDERSIDES, & SPANDREL WALLS (SELECT LOCATIONS)

- SPRING STREET RAMP:
- REPAIR CONCRETE ROADWAY IN SPANS 19-23 & ELEVATED ROADWAY
 - MILL ROADWAY & INSTALL ASPHALT OVERLAY IN SPANS 19-23 & ELEVATED ROADWAY
 - CLEAN/REPLACE DOWNSPOUTS/WEEPHOLES
 - REPLACE NEOPRENE STRIP SEALS (NEW ARMOR AND CONCRETE HEAD RECONSTRUCTION) BETWEEN SPAN 13 & SPAN 19
 - REPLACE PEDESTRIAN RAILING & ADJACENT SIDEWALK (SELECT LOCATIONS)
 - REPAIR SIDEWALKS (SELECT LOCATIONS)
 - REPAIR PIERS, ARCH UNDERSIDES, & SPANDREL WALLS (SELECT LOCATIONS)

HORIZONTAL ALIGNMENT AND CURVE DATA



VERTICAL ALIGNMENT AND CURVE DATA



INDEX OF DRAWINGS	
SHEET NO.	TITLE
1	GENERAL PLAN & ELEVATION
2	RETAINING WALL PLAN
3	MAIN STREET RAMP
4	SPRING STREET RAMP
5	GENERAL NOTES
6	RAILROAD CLEARANCES
7	TYPICAL SECTIONS 1
8	TYPICAL SECTIONS 2
9	TYPICAL SECTIONS 3
10	TYPICAL SECTIONS 4
11	TYPICAL SECTIONS 5
12	EXIST STRUCTURE REHABILITATION 1
13	EXIST STRUCTURE REHABILITATION 2
14	CONSTRUCTION STAGING 1
15	CONSTRUCTION STAGING 2
16	CONSTRUCTION STAGING 3
17	CONSTRUCTION STAGING 4
18	CONSTRUCTION STAGING 5
19	CONSTRUCTION STAGING 6
20	PIER ELEVATIONS 1
21	PIER ELEVATIONS 2

HYDRAULIC DATA				
DRAINAGE AREA: 1.220 SQUARE MILES				
FREQUENCY	PROPOSED	MAGNITUDE	ELEVATION	VELOCITY
50 YEAR FLOOD-DESIGN	EXIST/ING	69,600 CFS	233.61	7.4 F/S
100 YEAR FLOOD	PROPOSED	79,730 CFS	235.19	7.6 F/S
100 YEAR FLOOD-FEMA	PROPOSED	68,000 CFS	234.16	6.9 F/S
100 YEAR FLOOD-FEMA	EXIST/ING	68,000 CFS	234.16	6.9 F/S

NOTE: THE VELOCITY REPRESENTS THE INTERNAL BRIDGE VELOCITY AT THE UPSTREAM BRIDGE FACE.

FLOOD OF RECORD: 91,300 CFS (1955)

Mark	Description	By	Chk'd	Rec'd	Date
REVISIONS					

SR 0378 PREVIOUSLY KNOWN AS LR 297 MPMS/ECMS PROJ# 93630
 BMS STR ID: 39-0378-0074-0001 BRKEY#: TBD
 BMS STR ID: 39-0378-0074-0000 BRKEY#: 23182
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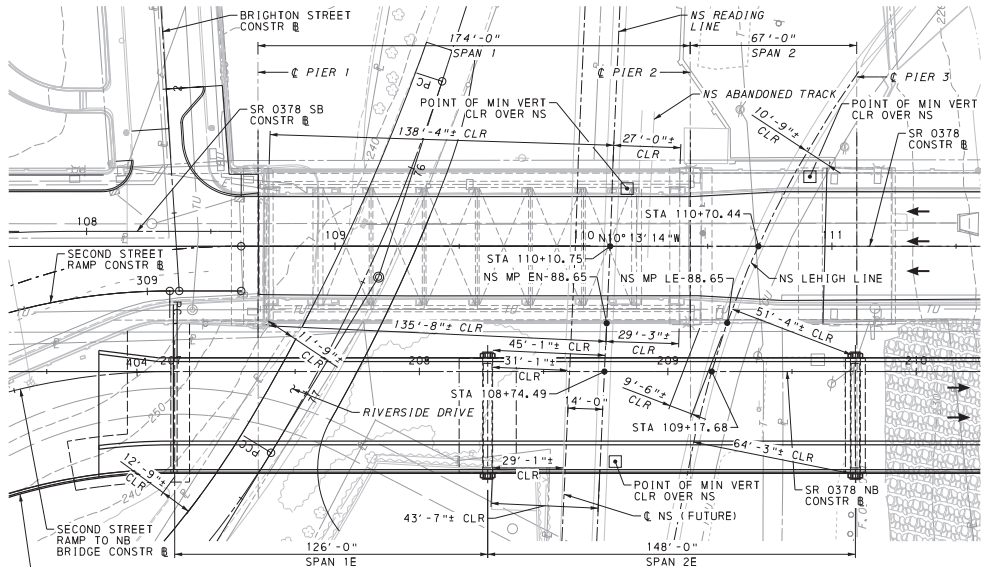
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COMMONWEALTH OF PENNSYLVANIA
 DEPARTMENT OF TRANSPORTATION
 LEHIGH AND NORTHAMPTON COUNTIES
 SR 0378 SECTION 03B
 NB SEG 0074 OFFSET 0001 SB SEG 0075 OFFSET 0000
 SR 0378 NB STA 111+02.50 & SR 0378 SB STA 117+15.11
 OVER LEHIGH RIVER & CANAL, CITY STREETS,
 AND NORFOLK SOUTHERN RAILWAY COMPANY
 HILL TO HILL BRIDGE
 GENERAL NOTES

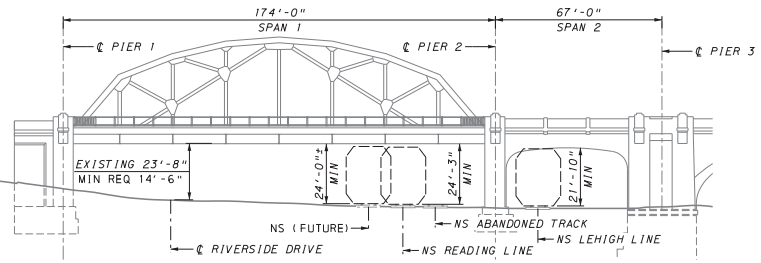
PREPARED BY: HNTB CORPORATION 640 HAMILTON STREET SUITE 301 ALLENTOWN, PA 18101	RECOMMENDED: _____	SHEET 5 OF 21 S-XXXX
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2/14/2023
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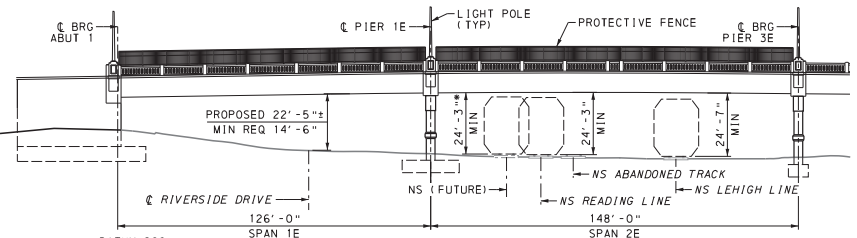
PLAN
25 0 25 FEET

REQUIRED HORIZONTAL RAILROAD CLEARANCE
 - 12'-0" PER PUBLIC UTILITY COMMISSION
 - 22'-0" WITHOUT ACCESS ROAD (TYP NORFOLK SOUTHERN)
 - 28'-0" WITH ACCESS ROAD (TYP NORFOLK SOUTHERN)



ELEVATION (SOUTHBOUND EXISTING)

DATUM 200
25 0 25 FEET



ELEVATION (NORTHBOUND PROPOSED)

DATUM 200
25 0 25 FEET

* VERTICAL CLEARANCE ASSUMES THE FUTURE TRACK ELEVATIONS ARE CONSISTENT WITH THE EXISTING ADJACENT TRACK TOP OF RAIL ELEVATIONS.

REQUIRED VERTICAL RAILROAD CLEARANCE
 - 22'-0" PER PUBLIC UTILITY COMMISSION
 - 23'-6" (TYP NORFOLK SOUTHERN)

RAILROAD NOTES:

- ALL WORK TO BE PERFORMED ON, OVER, UNDER, OR ADJACENT TO THE RAILROAD RIGHT-OF-WAY SHALL COMPLY WITH THE NORFOLK SOUTHERN RAILWAY COMPANY ("RAILROAD", "NSR" OR "NS") PUBLIC PROJECTS MANUAL (APPENDIX E, SPECIAL PROVISIONS FOR PROTECTION OF RAILWAY INTERESTS, AND APPENDIX H1, OVERHEAD GRADE SEPARATION DESIGN CRITERIA). WHEN IN CONFLICT WITH OTHER PROJECT SPECIFICATIONS, THE MOST STRINGENT ONE SHALL APPLY.
- "ONE CALL" SERVICES DO NOT LOCATE BURIED RAILROAD SIGNAL AND COMMUNICATIONS LINES. THE CONTRACTOR SHALL CONTACT THE RAILROAD'S REPRESENTATIVE 2 DAYS IN ADVANCE OF WORK AT THOSE PLACES WHERE EXCAVATION, PILE DRIVING, OR HEAVY LOADS MAY DAMAGE THE RAILROAD'S UNDERGROUND FACILITIES. UPON REQUEST FROM THE CONTRACTOR OR SPONSOR, RAILROAD FORCES WILL LOCATE AND PAINT MARK OR FLAG THE RAILROAD'S UNDERGROUND FACILITIES. THE CONTRACTOR SHALL AVOID EXCAVATION OR OTHER DISTURBANCE OF THESE FACILITIES. IF DISTURBANCE OR EXCAVATION IS REQUIRED NEAR A BURIED RAILROAD FACILITY, THE CONTRACTOR SHALL COORDINATE WITH THE RAILROAD TO HAVE THE FACILITY POTHOLED MANUALLY WITH CAREFUL HAND EXCAVATION. THE FACILITY SHALL BE PROTECTED BY THE CONTRACTOR DURING THE COURSE OF THE DISTURBANCE UNDER THE SUPERVISION AND DIRECTION OF THE RAILROAD'S REPRESENTATIVE. (SEE NS PUBLIC PROJECTS MANUAL, APPENDIX E, SECTION 3.D).
- ALL UTILITY INSTALLATIONS OR RELOCATIONS THAT ARE REQUIRED IN CONJUNCTION WITH THIS PROJECT CAN BE INSTALLED OR RELOCATED AS PART OF THE PROJECT PROVIDED THE CONSTRUCTION IS PERFORMED BY THE PROJECT CONTRACTOR OR PROJECT CONTRACTOR'S SUB-CONTRACTOR. HOWEVER, THE UTILITY MUST SUBMIT AN APPLICATION FOR THE INSTALLATION OR RELOCATION TO AECOM FOR APPROPRIATE HANDLING FOR LICENSE AGREEMENT AND APPLICABLE FEES. FOR UTILITY APPLICATIONS GO TO: WWW.NSCORP.COM > REAL ESTATE > NS SERVICES > WIRE, PIPELINE, & FIBER OPTIC PROJECTS > AECOM. NOTE: LICENSE AGREEMENT MUST BE EXECUTED PRIOR TO UTILITY BEING INSTALLED OR RELOCATED.
- THE CONTRACTOR SHALL NOT COMMENCE ANY WORK ON RAILROAD RIGHTS-OF-WAY UNTIL THEY HAVE COMPLIED WITH THE CONDITIONS PRESENTED IN NS PUBLIC PROJECTS MANUAL (SEE APPENDIX E, NORFOLK SOUTHERN - SPECIAL PROVISIONS FOR PROTECTION OF RAILWAY INTERESTS).
- THE CONTRACTOR SHALL SO ARRANGE AND CONDUCT THEIR WORK SUCH THAT THERE WILL BE NO INTERFERENCE WITH THE RAILROAD'S OPERATIONS. WHENEVER WORK IS LIABLE TO AFFECT THE OPERATIONS OR SAFETY OF TRAINS, THE METHODS OF DOING SUCH WORK SHALL FIRST BE SUBMITTED TO THE RAILROAD ENGINEER FOR APPROVAL, BUT SUCH APPROVAL SHALL NOT RELIEVE THE CONTRACTOR FROM ANY LIABILITY.
- MATERIALS AND EQUIPMENT SHALL NOT BE STORED WHERE THEY WILL INTERFERE WITH RAILROAD OPERATIONS, NOR ON THE RIGHTS-OF-WAY OF THE RAILROAD WITHOUT FIRST HAVING OBTAINED PERMISSION FROM THE RAILROAD ENGINEER, AND SUCH PERMISSION WILL BE WITH THE UNDERSTANDING THAT THE RAILROAD WILL NOT BE LIABLE FOR DAMAGE TO SUCH MATERIAL AND EQUIPMENT FROM ANY CAUSE AND THAT THE RAILROAD ENGINEER MAY MOVE OR REQUIRE THE CONTRACTOR TO MOVE, AT THE CONTRACTOR'S EXPENSE, SUCH MATERIAL AND EQUIPMENT. (SEE NS PUBLIC PROJECTS MANUAL, APPENDIX E, SECTION 6K).
- THE PROPOSED PROJECT WILL NOT CHANGE THE QUANTITY AND/OR CHARACTER OF FLOW IN THE RAILWAY'S DITCHES AND/OR DRAINAGE STRUCTURES.
- TEMPORARY CLEARANCES OF 22'-0" VERTICAL ABOVE TOP OF HIGHEST RAIL AND 14'-0" HORIZONTAL FROM CENTERLINE OF TRACK ARE TO BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION. EXISTING SUBSTANDARD CLEARANCES ARE NOT TO BE FURTHER REDUCED FOR THE TEMPORARY CONSTRUCTION CONDITION WITHOUT WRITTEN PERMISSION FROM NORFOLK SOUTHERN.
- CONTACT INFORMATION FOR THE RAILROAD IS AS FOLLOWS:
 MR. D. SHAWN STARLING, PE
 SENIOR ENGINEER PUBLIC IMPROVEMENTS
 ENGINEERING - DESIGN & CONSTRUCTION
 NORFOLK SOUTHERN RAILWAY COMPANY
 650 WEST PEACHTREE STREET NW - BOX 45
 ATLANTA, GA 30308
 TELEPHONE: (478) 463-6721
 EMAIL: DOUGLAS.STARLING@NSCORP.COM

NOTES:

- THE PURPOSE OF THIS SHEET IS TO PROVIDE A MORE DETAILED VIEW OF SPANS 1 & 2 OVER NORFOLK SOUTHERN RAILWAY PROPERTY.
- FOR GENERAL PLAN & ELEVATION, SEE SHEET 1.
- FOR SCOPE OF WORK, SEE "GENERAL NOTES" SHEET 5.
- THE ELEVATIONS OF THE EXISTING TOP OF RAIL SHALL BE VERIFIED BEFORE BEGINNING CONSTRUCTION. ALL DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF NORFOLK SOUTHERN PUBLIC IMPROVEMENTS ENGINEER.
- EXISTING TRACK PROFILES CAN BE FOUND IN APPENDIX K SECTION 4.0 OF THE HILL TO HILL BRIDGE REHABILITATION TS&L REPORT.

Mark	Description	By	Chk'd	Rec'd	Date
REVISIONS					

SR 0378 PREVIOUSLY KNOWN AS LR 297 MPMS/ECMS PROJ# 93630
 BMS STR ID: 39-0378-0074-0001 BRKEY: TBD
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 BMS STR ID: 39-0378-0080-0076 BRKEY: 23184
 BMS STR ID: 39-7302-0000-0102 BRKEY: 23518
 BMS STR ID: 39-7302-0000-0000 BRKEY: 67426

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COMMONWEALTH OF PENNSYLVANIA
 DEPARTMENT OF TRANSPORTATION

CONCEPTUAL

LEHIGH AND NORTHAMPTON COUNTIES
SR 0378 SECTION 03B

NB SEG 0074 OFFSET 0001 SB SEG 0075 OFFSET 0000
 SR 0378 NB STA 111+02.50 & SR 0378 SB STA 117+15.11
 OVER LEHIGH RIVER & CANAL, CITY STREETS,
 AND NORFOLK SOUTHERN RAILWAY COMPANY

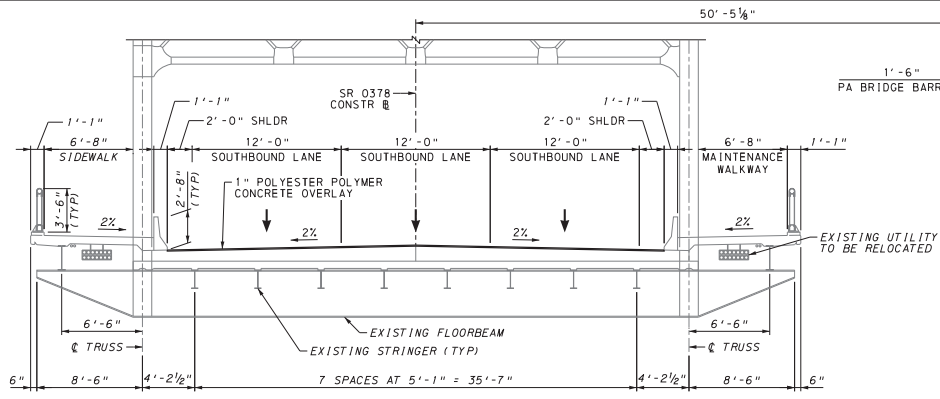
HILL TO HILL BRIDGE
RAILROAD CLEARANCES

PREPARED BY:
 HNTB CORPORATION
 640 HAMILTON STREET
 SUITE 301
 ALLENTOWN, PA 18101

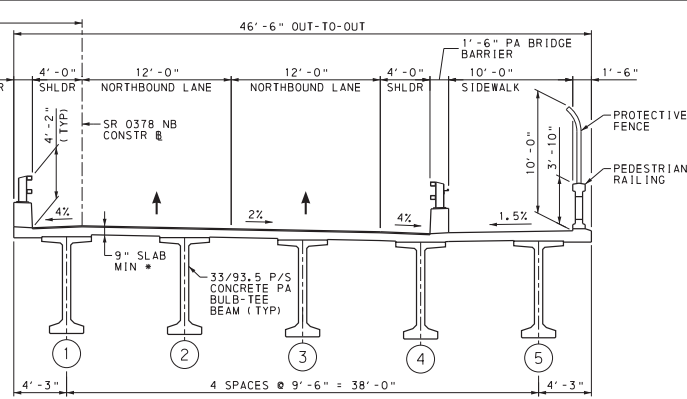
RECOMMENDED _____ SHEET 6 OF 21

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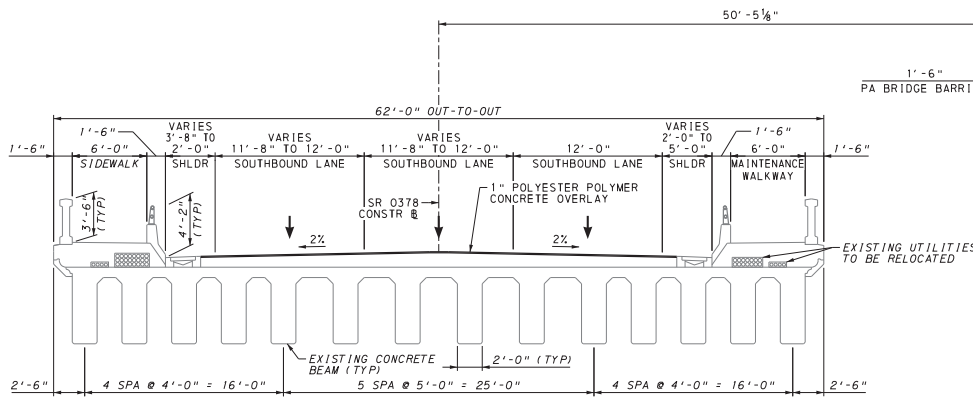
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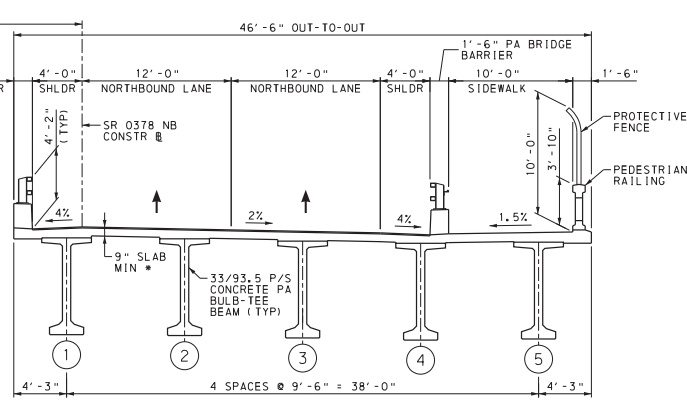
TYPICAL SECTION - SPAN 1
2 0 2 5 FEET



* - INCLUDES 1" POLYESTER POLYMER CONCRETE OVERLAY



TYPICAL SECTION - SPAN 2
2 0 2 5 FEET



* - INCLUDES 1" POLYESTER POLYMER CONCRETE OVERLAY

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LEHIGH AND NORTHAMPTON COUNTIES
SR 0378 SECTION 03B
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SR 0378 NB STA 111+02.50 & SR 0378 SB STA 117+15.11
OVER LEHIGH RIVER & CANAL, CITY STREETS,
AND NORFOLK SOUTHERN RAILWAY COMPANY

HILL TO HILL BRIDGE
TYPICAL SECTIONS 1

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640 HAMILTON STREET
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ALLENTOWN, PA 18101

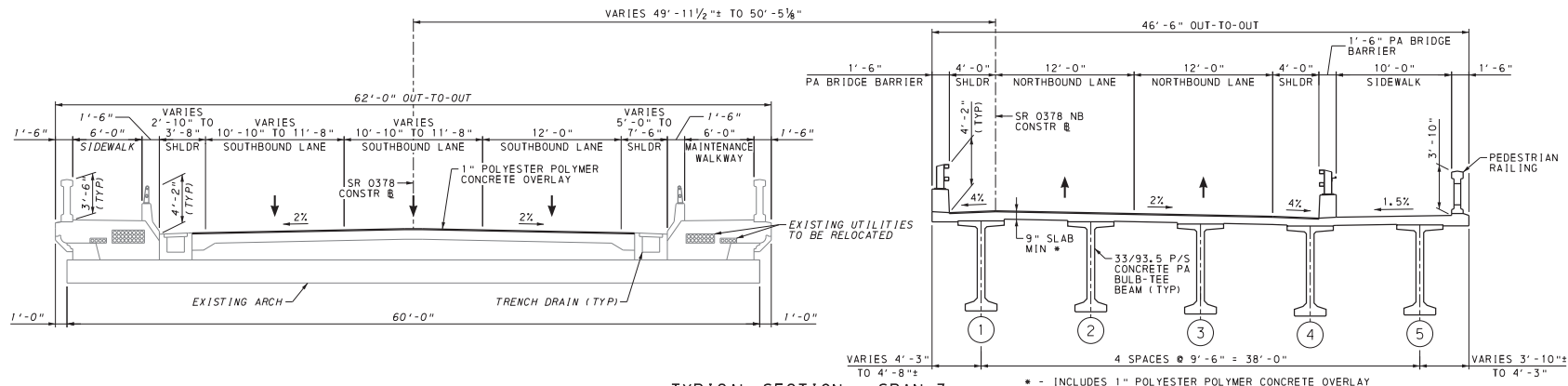
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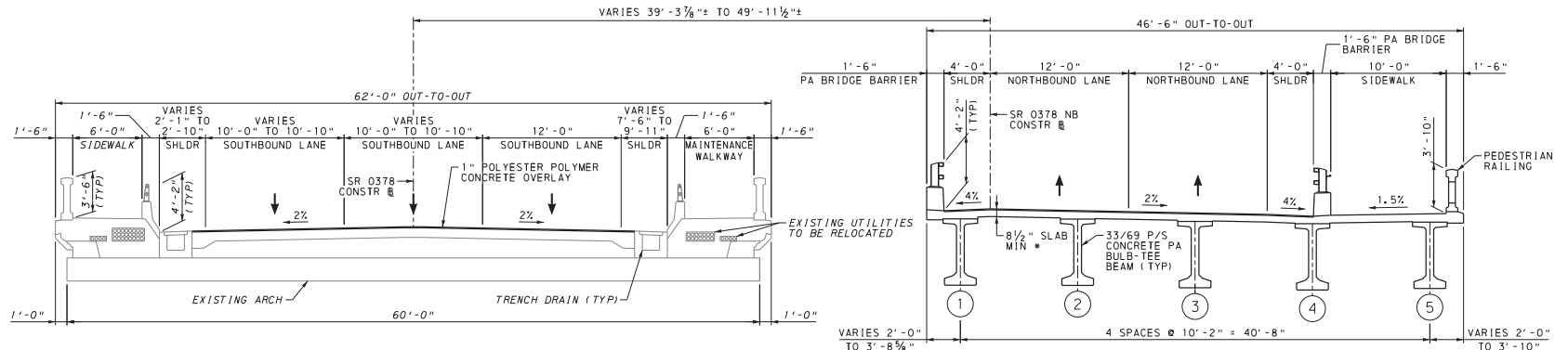
NOTES:

- FOR THE SCOPE OF WORK REGARDING THE EXISTING CONCRETE DECKS, ROADWAY, AND BEAMS, REFER TO THE "GENERAL NOTES" SHEET 5.

2/14/2023
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TYPICAL SECTION - SPAN 3
2 0 2 5 FEET



TYPICAL SECTION - SPAN 4
2 0 2 5 FEET

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COMMONWEALTH OF PENNSYLVANIA
 DEPARTMENT OF TRANSPORTATION

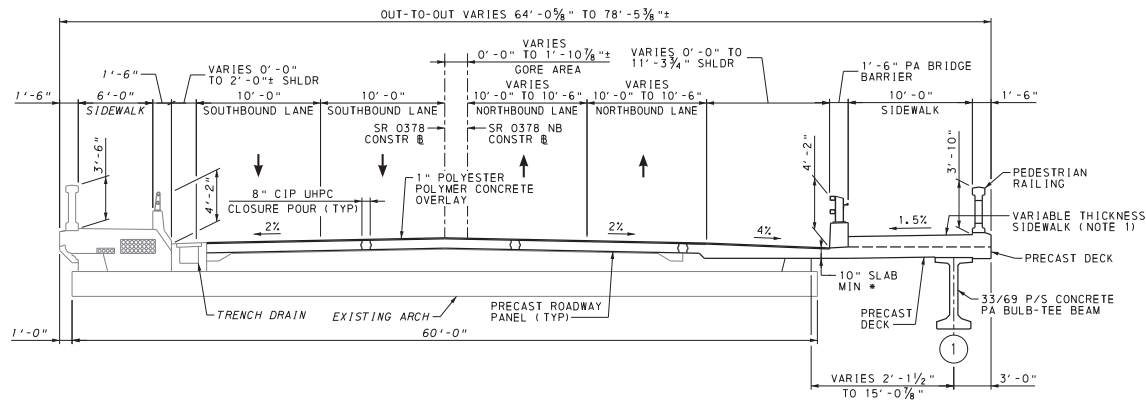
CONCEPTUAL

LEHIGH AND NORTHAMPTON COUNTIES
 SR 0378 SECTION 03B
 NB SEG 0074 OFFSET 0001 SB SEG 0075 OFFSET 0000
 SR 0378 NB STA 111+02.50 & SR 0378 SB STA 117+15.11
 OVER LEHIGH RIVER & CANAL, CITY STREETS,
 AND NORFOLK SOUTHERN RAILWAY COMPANY
 HILL TO HILL BRIDGE
 TYPICAL SECTIONS 2

NOTES:
 1. FOR THE SCOPE OF WORK REGARDING THE EXISTING CONCRETE ROADWAY, ARCHES, SPANREL WALLS, SIDEWALKS AND RAILINGS, REFER TO THE "GENERAL NOTES" SHEET 5.

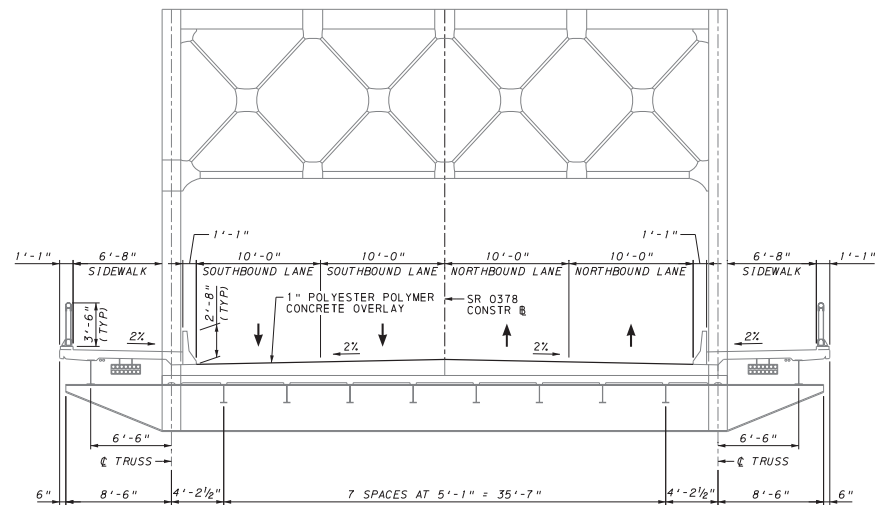
PREPARED BY: HNTB CORPORATION 640 HAMILTON STREET SUITE 301 ALLENTOWN, PA 18101	RECOMMENDED _____	SHEET 8 OF 21
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2/14/2023
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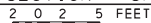


TYPICAL SECTION - SPAN 7

* - INCLUDES 1" POLYESTER POLYMER CONCRETE OVERLAY



TYPICAL SECTION - SPAN 8



NOTES:

1. SIDEWALK THICKNESS VARIES TO ALLOW THE PROPOSED SIDEWALK TO MATCH THE EXISTING SIDEWALK.
2. SIDEWALK, ROADWAY BARRIER, AND PEDESTRIAN RAILING TO BE CONSTRUCTED AFTER PRECAST DECK ELEMENTS ARE INSTALLED.
3. FOR THE SCOPE OF WORK REGARDING THE EXISTING CONCRETE ROADWAY, DECK, ARCHES, SPANDREL WALLS, SIDEWALKS AND RAILINGS, REFER TO THE "GENERAL NOTES" SHEET 5.

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COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

LEHIGH AND NORTHAMPTON COUNTIES
SR 0378 SECTION 03B

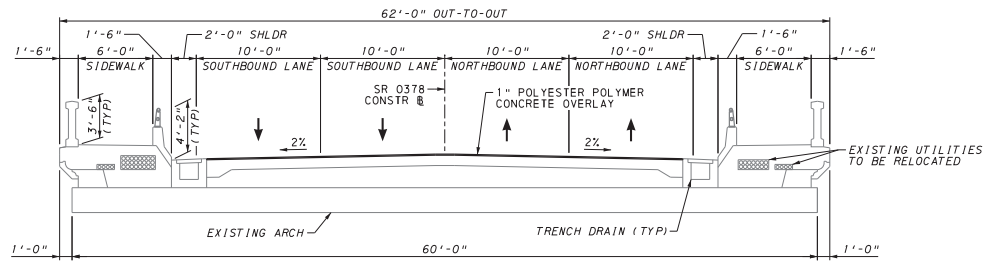
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OVER LEHIGH RIVER & CANAL, CITY STREETS,
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HILL TO HILL BRIDGE
TYPICAL SECTIONS 4

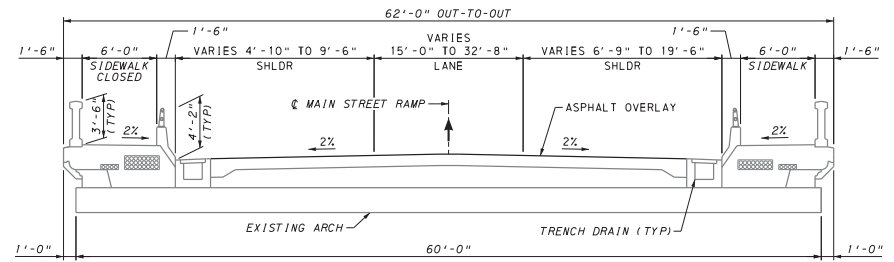
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640 HAMILTON STREET
SUITE 301
ALLENTOWN, PA 18101

RECOMMENDED _____ SHEET 10 OF 21

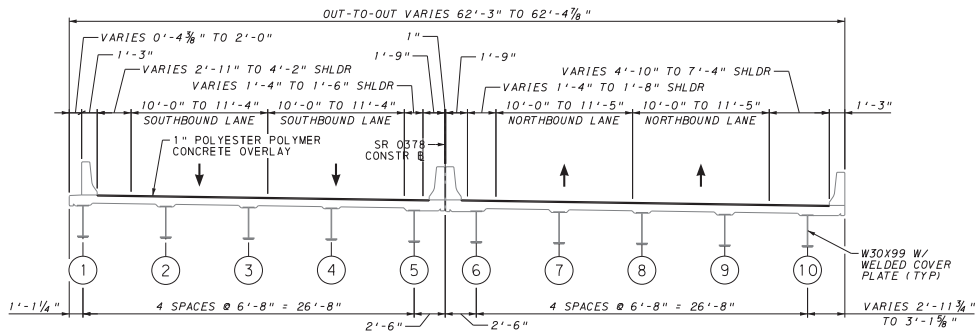
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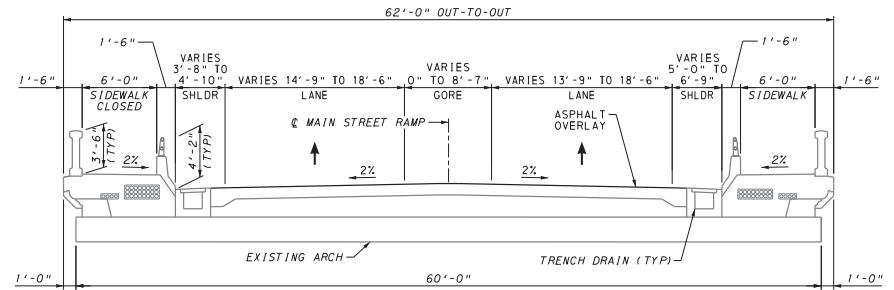
TYPICAL SECTION - SPANS 9-13
2 0 2 5 FEET



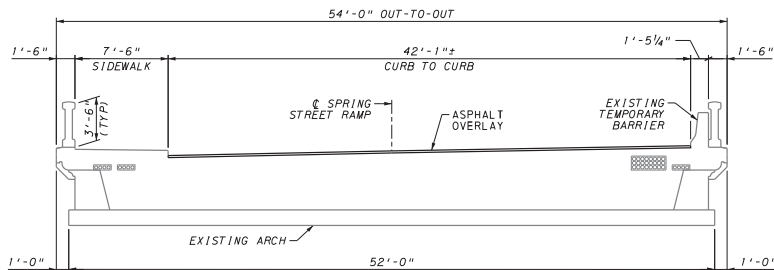
TYPICAL SECTION - MAIN STREET RAMP - SPANS 14-15
2 0 2 5 FEET



TYPICAL SECTION - SPUR SPAN
2 0 2 5 FEET



TYPICAL SECTION - MAIN STREET RAMP - SPANS 16-18
2 0 2 5 FEET



TYPICAL SECTION - SPRING STREET RAMP
2 0 2 5 FEET

NOTES:

- FOR THE SCOPE OF WORK REGARDING THE EXISTING CONCRETE ROADWAY, DECK, ARCHES, SPANDREL WALLS, SIDEWALKS AND RAILINGS, REFER TO THE "GENERAL NOTES", SHEET 5.

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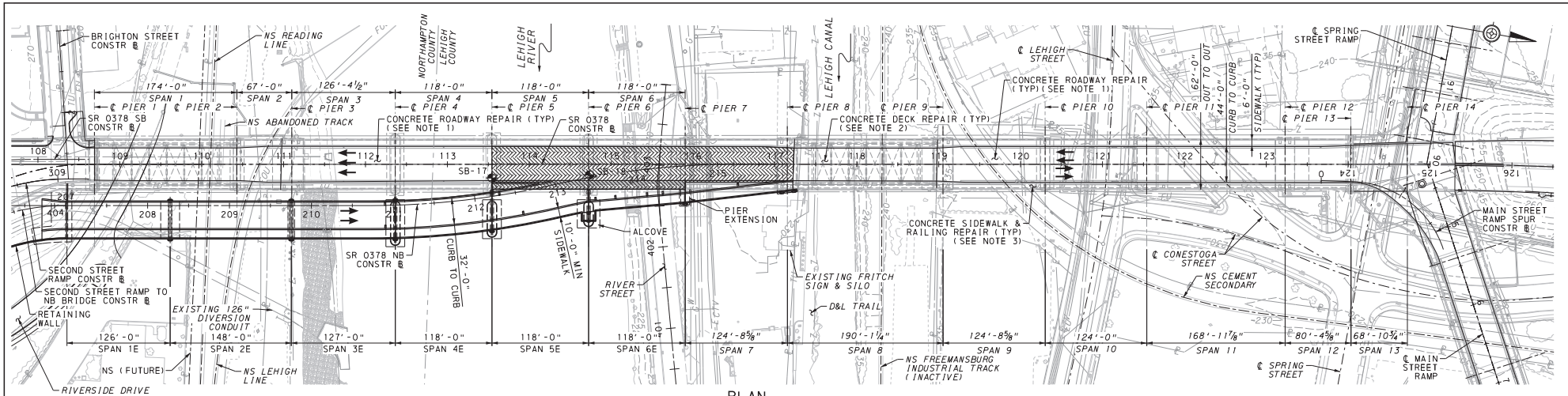
COMMONWEALTH OF PENNSYLVANIA
 DEPARTMENT OF TRANSPORTATION

LEHIGH AND NORTHAMPTON COUNTIES
 SR 0378 SECTION 03B
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 HILL TO HILL BRIDGE
 TYPICAL SECTIONS 5

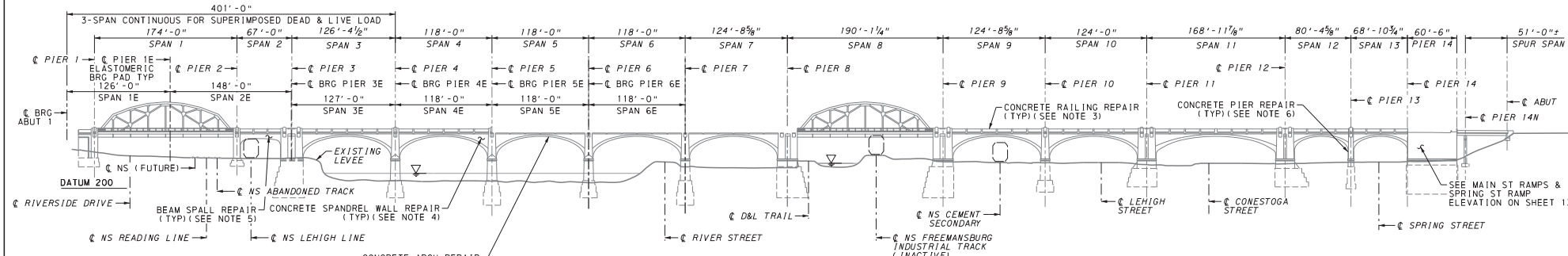
PREPARED BY:
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 ALLENTOWN, PA 18101

RECOMMENDED _____ SHEET 11 OF 21
 S-XXXX

2/14/2021
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PLAN
30 0 30 60 FEET



ELEVATION
30 0 30 60 FEET

LEGEND

CONCRETE ROADWAY REPLACEMENT

NOTES:

1. THE CONCRETE ROADWAY ON THE ARCH SPANS IS TO BE REPAIRED AS REQUIRED BASED ON DETERIORATION AND MILLED AND OVERLAYED WITH PPC.
2. THE CONCRETE DECK ON THE TRUSS SPANS IS TO BE REPAIRED AS REQUIRED BASED ON DETERIORATION.
3. THE CONCRETE SIDEWALKS AND RAILINGS ON THE EXISTING HILL TO HILL BRIDGE ARE TO BE REPAIRED OR REPLACED AS REQUIRED BASED ON DETERIORATION.
4. THE CONCRETE ARCHES AND SPANDREL WALLS ARE TO BE REPAIRED AS REQUIRED BASED ON DETERIORATION.
5. THE CONCRETE BEAMS ARE TO BE REPAIRED AS REQUIRED BASED ON DETERIORATION.
6. THE CONCRETE PIERS ARE TO BE REPAIRED AS REQUIRED BASED ON DETERIORATION.
7. MORE DETAILED INFORMATION REGARDING REPAIR LOCATIONS WILL BE PROVIDED IN THE FINAL DESIGN CONTRACT DRAWINGS.
8. PROPOSED NORTHBOUND RAMP NOT SHOWN FOR CLARITY.
9. VERTICAL AND HORIZONTAL CLEARANCES ARE SHOWN ON THE GENERAL PLAN SHEETS AND THE RAILROAD CLEARANCE SHEET.
10. PROPOSED SCOPE OF WORK IS SHOWN ON THE GENERAL NOTES SHEET.

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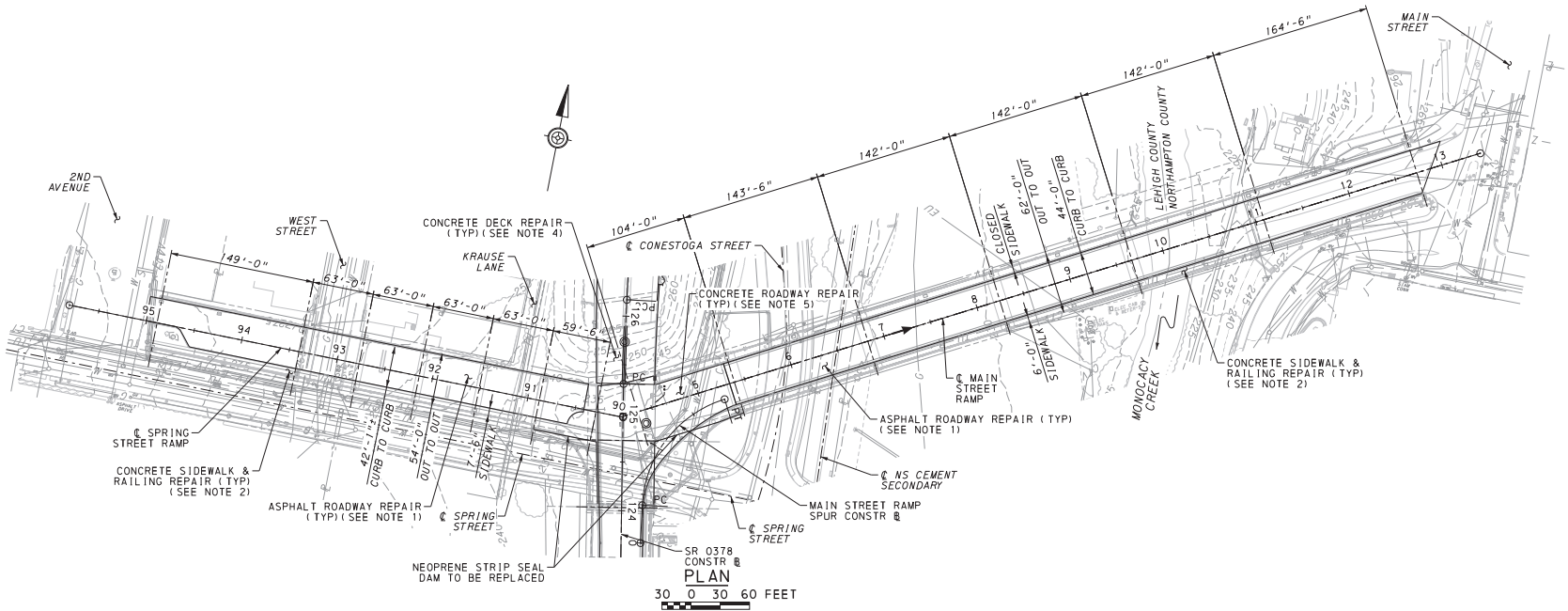
HILL TO HILL BRIDGE
 EXIST STRUCTURE REHABILITATION 1

CONCEPTUAL

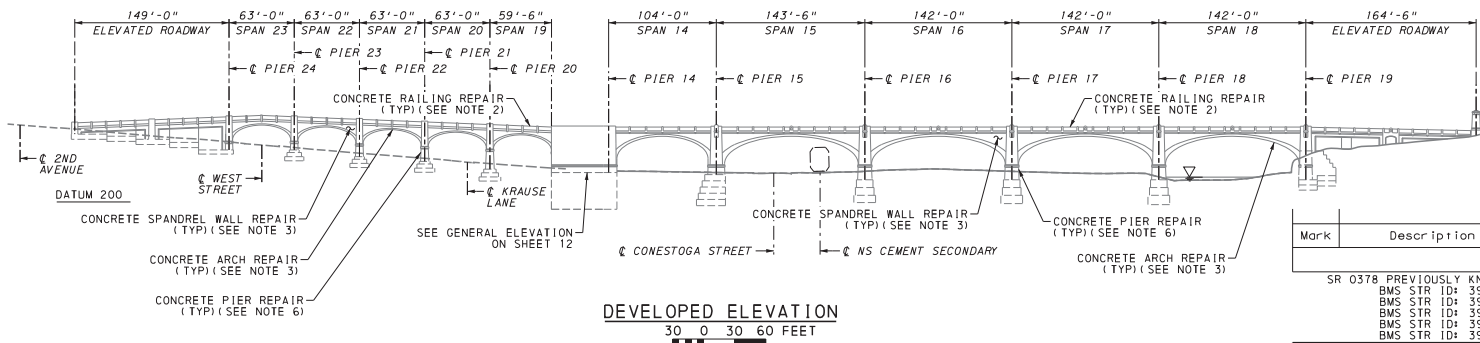
PREPARED BY:
 HNTB CORPORATION
 640 HAMILTON STREET
 SUITE 301
 ALLENTOWN, PA 18101

RECOMMENDED _____ SHEET 12 OF 21

S-XXXX



SR 0378
CONSTR B
PLAN
30 0 30 60 FEET



DEVELOPED ELEVATION
30 0 30 60 FEET

Mark	Description	By	Chk'd	Recm'd	Date
REVISIONS					

SR 0378 PREVIOUSLY KNOWN AS LR 297 MPWS/ECMS PROJ# 93630
 BMS STR ID: 39-0378-0074-0001 BRKEY#: TBD
 BMS STR ID: 39-0378-0074-0000 BRKEY#: 23182
 BMS STR ID: 39-0378-0080-0076 BRKEY#: 23184
 BMS STR ID: 39-7302-0000-0102 BRKEY#: 23518
 BMS STR ID: 39-7302-0000-0000 BRKEY#: 67426

NOTES:

1. THE ASPHALT ROADWAY ON THE MAIN STREET RAMP AND SPRING STREET RAMP IS TO BE MILLED AND OVERLAYED AS REQUIRED BASED ON DETERIORATION.
2. THE CONCRETE SIDEWALK AND RAILING ON THE MAIN STREET RAMP AND SPRING STREET RAMP ARE TO BE REPAIRED OR REPLACED AS REQUIRED BASED ON DETERIORATION.
3. THE CONCRETE ARCHES AND SPANDREL WALLS ARE TO BE REPAIRED AS REQUIRED BASED ON DETERIORATION.
4. THE CONCRETE DECK ON THE SPUR SPAN IS TO BE REPAIRED AS REQUIRED BASED ON DETERIORATION.
5. THE CONCRETE ROADWAY ON THE ARCH SPANS IS TO BE REPAIRED AS REQUIRED BASED ON DETERIORATION AND MILLED AND OVERLAYED WITH PPC.
6. THE CONCRETE PIERS ARE TO BE REPAIRED AS REQUIRED BASED ON DETERIORATION.
7. MORE DETAILED INFORMATION REGARDING REPAIR LOCATIONS WILL BE PROVIDED IN THE FINAL DESIGN CONTRACT DRAWINGS.
8. VERTICAL AND HORIZONTAL CLEARANCES ARE SHOWN ON THE GENERAL PLAN SHEETS AND THE RAILROAD CLEARANCE SHEET.
9. PROPOSED SCOPE OF WORK IS SHOWN ON THE GENERAL NOTES SHEET.

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CONCEPTUAL

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

LEHIGH AND NORTHAMPTON COUNTIES
SR 0378 SECTION 03B

NB SEG 0074 OFFSET 0001 SB SEG 0075 OFFSET 0000
SR 0378 NB STA 111+02.50 & SR 0378 SB STA 117+15.11
OVER LEHIGH RIVER & CANAL, CITY STREETS,
AND NORFOLK SOUTHERN RAILWAY COMPANY

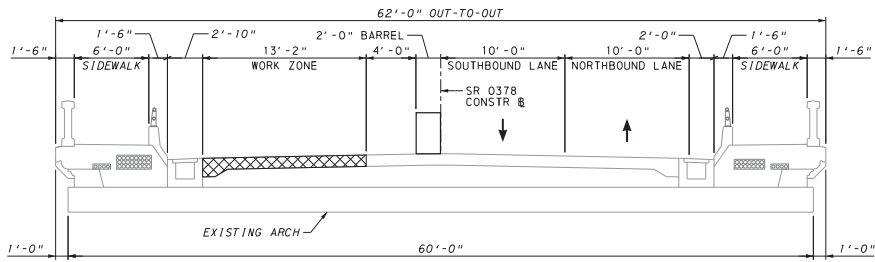
HILL TO HILL BRIDGE
EXIST STRUCTURE REHABILITATION 2

PREPARED BY:
HNTB CORPORATION
640 HAMILTON STREET
SUITE 301
ALLENTOWN, PA 18101

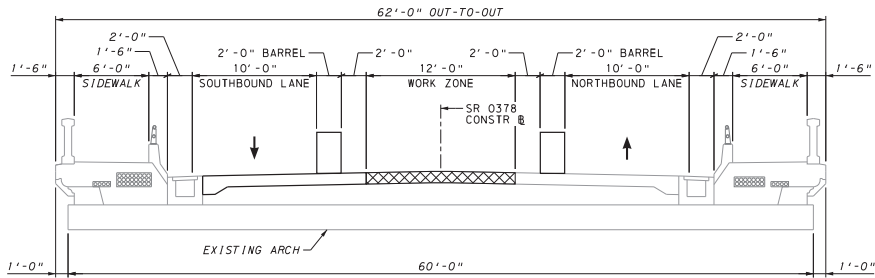
RECOMMENDED _____ SHEET 13 OF 21

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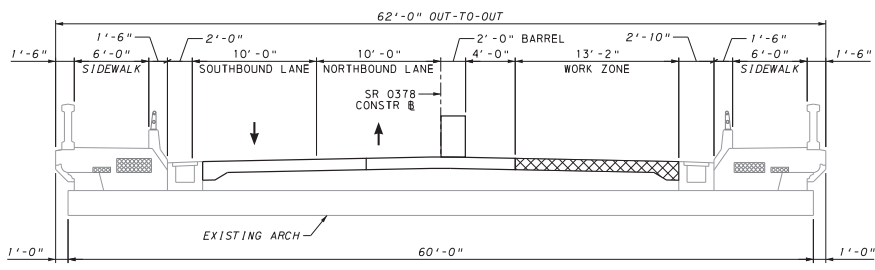
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STAGES 2A & 2B (SPANS 5, 6, & 7)
2 0 2 5 FEET



STAGES 2C & 2D (SPANS 5, 6, & 7)
2 0 2 5 FEET



STAGE 2E (SPANS 5, & 6)
2 0 2 5 FEET

SUGGESTED CONSTRUCTION STAGING SEQUENCE:

- STAGE 1A: CONSTRUCT NORTHERN CAUSEWAY.
- STAGE 1B: CONSTRUCT PIERS 5E TO 6E AND WIDEN PIERS 7 & 8. BEGIN CONCRETE REPAIRS TO THE EXISTING STRUCTURE IN SPANS 5 THROUGH 7.
- STAGE 2A: RECONSTRUCT WESTERN PORTION OF EXISTING ROADWAY IN SPANS 5 AND 6.
- STAGE 2B: RECONSTRUCT WESTERN PORTION OF EXISTING ROADWAY IN SPAN 7.
- STAGE 2C: RECONSTRUCT MIDDLE PORTION OF EXISTING ROADWAY IN SPAN 7.
- STAGE 2D: RECONSTRUCT MIDDLE PORTION OF EXISTING ROADWAY IN SPANS 5 AND 6.
- STAGE 2E: RECONSTRUCT EASTERN PORTION OF EXISTING ROADWAY IN SPANS 5 AND 6.
- STAGE 2F: RECONSTRUCT EASTERN PORTION OF EXISTING ROADWAY IN SPAN 7 AND INSTALL SPAN 7 BEAM.
- STAGE 3A: ERECT SPAN 7 DECK.
- STAGE 3B: REMOVE AND REPLACE EXISTING EASTERN SIDEWALK AND RAILINGS ON PIER 8.
- STAGE 3C: REMOVE EXISTING EASTERN SIDEWALK AND RAILINGS IN SPANS 5 AND 6 AND CONSTRUCT ROADWAY.
- STAGE 4: CONSTRUCT SPANS 5E AND 6E. COMPLETE CONCRETE REPAIRS TO THE EXISTING STRUCTURE IN SPANS 5 & 6.
- STAGE 5A: REMOVE NORTHERN CAUSEWAY AND INSTALL SOUTHERN CAUSEWAY.
- STAGE 5B: CONSTRUCT ABUTMENT AND 2ND STREET RAMP RETAINING WALL. BEGIN CONCRETE REPAIRS TO THE EXISTING STRUCTURE IN SPANS 1 THROUGH 4.
- STAGE 5C: CONSTRUCT PIERS 1E, 3E, AND 4E.
- STAGE 6A: CONSTRUCT SPANS 1E TO 4E. COMPLETE CONCRETE REPAIRS TO THE EXISTING STRUCTURE IN SPANS 3 AND 4.
- STAGE 6B: REMOVE SOUTHERN CAUSEWAY.
- STAGE 7A: REPAIR AND OVERLAY EASTERN PORTION OF EXISTING ROADWAY IN SPANS 1 TO 4.
- STAGE 7B: REPAIR AND OVERLAY WESTERN PORTION OF EXISTING ROADWAY IN SPANS 1 TO 4.
- STAGE 8A: REPAIR AND OVERLAY EASTERN PORTION OF EXISTING ROADWAY IN SPANS 8 TO SPUR SPAN. CONSTRUCT REMAINING PORTIONS OF PA BRIDGE BARRIER. BEGIN CONCRETE REPAIRS TO THE EXISTING STRUCTURE IN SPANS 8 THROUGH SPUR SPAN.
- STAGE 8B: REPAIR AND OVERLAY MIDDLE PORTION OF EXISTING ROADWAY IN SPANS 8 TO SPUR SPAN.
- STAGE 8C: REPAIR AND OVERLAY WESTERN PORTION OF EXISTING ROADWAY IN SPANS 8 TO SPUR SPAN.
- STAGE 9A: FINISH REPAIRING THE EXISTING EASTERN SIDEWALK/RAILINGS IN SPANS 8 TO 13.
- STAGE 9B: REPAIR THE EXISTING WESTERN SIDEWALK/RAILINGS IN SPANS 1 TO 13.
- STAGE 10: REPAIR AND OVERLAY EXISTING MAIN STREET RAMP ROADWAY. COMPLETE CONCRETE REPAIRS TO THE EXISTING STRUCTURE IN SPANS 1, 2, 7, THROUGH SPUR SPAN.

MAINTAIN AND PROTECT TRAFFIC IN ACCORDANCE WITH PUBLICATION 213 DURING ALL CONSTRUCTION STAGES.

NOTES:

1. TYPICAL SECTIONS ARE NOT SHOWN FOR ALL STAGES. STAGES THAT CONTAIN ACTIVITIES THAT DO NOT AFFECT TRAFFIC PATTERNS HAVE BEEN OMITTED. ADDITIONAL TYPICAL SECTIONS ARE NOT SHOWN FOR PERIODS IN BETWEEN INDIVIDUAL STAGES AS IT IS ASSUMED DURING THESE PERIODS TRAFFIC PATTERNS WOULD RETURN TO THE EXISTING CONFIGURATIONS.
2. IT IS ASSUMED THAT TRAFFIC LANES WIDER THAN AS SHOWN ARE NOT REQUIRED FOR WINTER MAINTENANCE EQUIPMENT AS THE CONTRACT DOCUMENT WILL NOT PERMIT THE LANE RESTRICTION DURING INCLEMENT WEATHER.
3. RECONSTRUCT THE CONCRETE ROADWAYS WITHIN SPANS 5 THROUGH 7 USING PRECAST CONCRETE PANELS AND UHPC CLOSURE POURS.
4. BETWEEN THE WEEKEND CONSTRUCTION STAGES, 2 LANES OF NORTHBOUND AND 2 LANES OF SOUTHBOUND TRAFFIC ARE TO BE MAINTAINED.
5. STAGES 2A & 2B AND 2C & 2D MAY BE COMBINED IF ADDITIONAL EQUIPMENT IS UTILIZED AND CLOSURE POURS CAN BE CURED WITHIN THE ALLOTTED WORK PERIOD.
6. CONSTRUCTION STAGING NOT SHOWN FOR CONCRETE REPAIRS OF THE MAIN STREET RAMP AND SPRING STREET RAMP AND THE OVERLAY OF THE SPRING STREET RAMP. THESE ACTIVITIES ARE EXPECTED TO BE COMPLETED USING STANDARD PATA DRAWINGS.
7. SPAN 7 DECK IS ANTICIPATED TO BE PRECAST, EITHER ON-SITE OR OFFSITE. THE BEAM TO SUPPORT THE DECK IS ASSUMED TO BE INSTALLED IN STAGE 2F.

STAGE 2A:

SPANS 5 & 6: DURING WEEKENDS, MAINTAIN 1 NORTHBOUND LANE AND 1 SOUTHBOUND LANE ON THE EAST SIDE OF THE EXISTING STRUCTURE. RECONSTRUCT WESTERN PORTION OF EXISTING ROADWAY. CONTINUE CONCRETE REPAIRS TO THE EXISTING STRUCTURE IN SPANS 5 THROUGH 7.

STAGE 2B:

SPAN 7: DURING WEEKENDS, MAINTAIN 1 NORTHBOUND LANE AND 1 SOUTHBOUND LANE ON THE EAST SIDE OF THE EXISTING STRUCTURE. RECONSTRUCT WESTERN PORTION OF EXISTING ROADWAY. CONTINUE CONCRETE REPAIRS TO THE EXISTING STRUCTURE IN SPANS 5 THROUGH 7.

STAGE 2C:

SPAN 7: DURING WEEKENDS, MAINTAIN 1 NORTHBOUND LANE ON THE EAST SIDE OF THE EXISTING STRUCTURE AND 1 SOUTHBOUND LANE ON THE WEST SIDE OF THE EXISTING STRUCTURE. RECONSTRUCT MIDDLE PORTION OF EXISTING ROADWAY. CONTINUE CONCRETE REPAIRS TO THE EXISTING STRUCTURE IN SPANS 5 THROUGH 7.

STAGE 2D:

SPANS 5 & 6: DURING WEEKENDS, MAINTAIN 1 NORTHBOUND LANE ON THE EAST SIDE OF THE EXISTING STRUCTURE AND 1 SOUTHBOUND LANE ON THE WEST SIDE OF THE EXISTING STRUCTURE. RECONSTRUCT MIDDLE PORTION OF EXISTING ROADWAY. BEGIN CONSTRUCTING SPAN 7 DECK OFF OF THE STRUCTURE. CONTINUE CONCRETE REPAIRS TO THE EXISTING STRUCTURE IN SPANS 5 THROUGH 7.

STAGE 2E:

SPANS 5 & 6: DURING WEEKENDS, MAINTAIN 1 NORTHBOUND LANE AND 1 SOUTHBOUND LANE ON THE WEST SIDE OF THE EXISTING STRUCTURE. RECONSTRUCT EASTERN PORTION OF EXISTING ROADWAY. CONTINUE CONSTRUCTING SPAN 7 DECK OFF OF THE STRUCTURE. CONTINUE CONCRETE REPAIRS TO THE EXISTING STRUCTURE IN SPANS 5 THROUGH 7.

Mark	Description	By	Chk'd	Rec'd	Date
REVISIONS					

SR 0378 PREVIOUSLY KNOWN AS LR 297 MPMS/ECMS PROJ# 93630					
BMS STR ID:	39-0378-0074-0001	BRKEY#:	TBD		
BMS STR ID:	39-0378-0074-0000	BRKEY#:	23182		
BMS STR ID:	39-0378-0080-0076	BRKEY#:	23184		
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BMS STR ID:	39-7302-0000-0000	BRKEY#:	67426		

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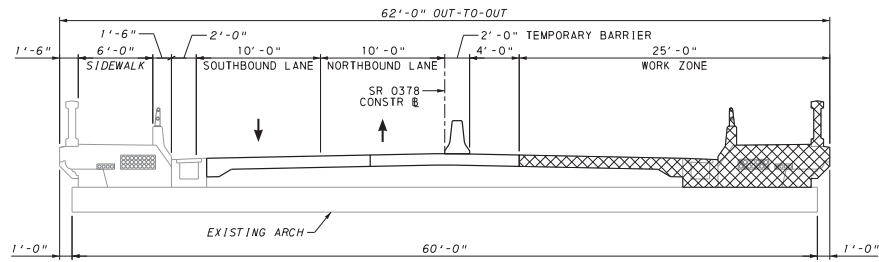
CONCEPTUAL

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
LEHIGH AND NORTHAMPTON COUNTIES
SR 0378 SECTION 03B
NB SEG 0074 OFFSET 0001 SB SEG 0075 OFFSET 0000
SR 0378 NB STA 111+02.50 & SR 0378 SB STA 117+15.11
OVER LEHIGH RIVER & CANAL, CITY STREETS,
AND NORFOLK SOUTHERN RAILWAY COMPANY
HILL TO HILL BRIDGE
CONSTRUCTION STAGING 1

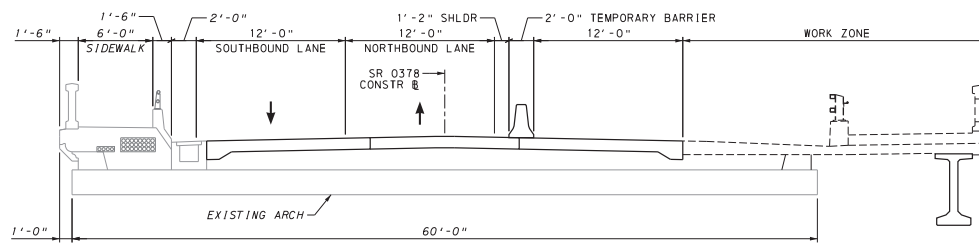
PREPARED BY: HNTB CORPORATION 640 HAMILTON STREET SUITE 301 ALLENTOWN, PA 18101	RECOMMENDED _____	SHEET 14 OF 21 S-XXXX
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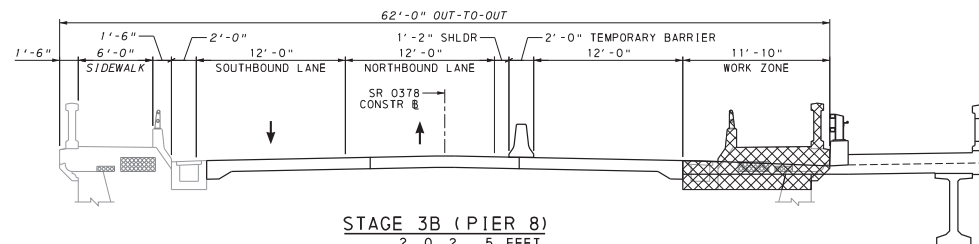
AREA OF REMOVAL CONCRETE ROADWAY REPLACEMENT



STAGE 2F (SPAN 7)
2 0 2 5 FEET



STAGE 3A (SPAN 7)
2 0 2 5 FEET



STAGE 3B (PIER 8)
2 0 2 5 FEET

STAGE 2F:

SPAN 7: DURING WEEKENDS, MAINTAIN 1 NORTHBOUND LANE AND 1 SOUTHBOUND LANE ON THE WEST SIDE OF THE EXISTING STRUCTURE. CLOSE THE EXISTING EASTERN SIDEWALK. REMOVE EXISTING EASTERN SIDEWALK AND RAILINGS. ERECT SPAN 7 BEAM. RECONSTRUCT EASTERN PORTION OF EXISTING ROADWAY. CONTINUE CONSTRUCTING SPAN 7 DECK OFF OF THE STRUCTURE. CONTINUE CONCRETE REPAIRS TO THE EXISTING STRUCTURE IN SPANS 5 THROUGH 7.

STAGE 3A:

SPAN 7: DURING WEEKENDS, MAINTAIN 1 NORTHBOUND LANE AND 1 SOUTHBOUND LANE ON THE WEST SIDE OF THE EXISTING STRUCTURE. ERECT SPAN 7 DECK. CONTINUE CONCRETE REPAIRS TO THE EXISTING STRUCTURE IN SPANS 5 THROUGH 7.

STAGE 3B:

SPAN 7: DURING WEEKENDS, MAINTAIN 1 NORTHBOUND LANE AND 1 SOUTHBOUND LANE ON THE WEST SIDE OF THE EXISTING STRUCTURE. REMOVE AND REPLACE EXISTING EASTERN SIDEWALK AND RAILINGS ON PIER 8. CONTINUE CONCRETE REPAIRS TO THE EXISTING STRUCTURE IN SPANS 5 THROUGH 7.

NOTES:

1. TYPICAL SECTIONS ARE NOT SHOWN FOR ALL STAGES. STAGES THAT CONTAIN ACTIVITIES THAT DO NOT AFFECT TRAFFIC PATTERNS HAVE BEEN OMITTED. ADDITIONAL TYPICAL SECTIONS ARE NOT SHOWN FOR PERIODS IN BETWEEN INDIVIDUAL STAGES AS IT IS ASSUMED DURING THESE PERIODS TRAFFIC PATTERNS WOULD RETURN TO THE EXISTING CONFIGURATIONS.
2. IT IS ASSUMED THAT TRAFFIC LANES WIDER THAN AS SHOWN ARE NOT REQUIRED FOR WINTER MAINTENANCE EQUIPMENT AS THE CONTRACT DOCUMENT WILL NOT PERMIT THE LANE RESTRICTION DURING INCLEMENT WEATHER.
3. RECONSTRUCT THE CONCRETE ROADWAYS WITHIN SPANS 5 THROUGH 7 USING PRECAST CONCRETE PANELS AND UHPC CLOSURE POURS.
4. BETWEEN THE WEEKEND CONSTRUCTION STAGES, 2 LANES OF NORTHBOUND AND 2 LANES OF SOUTHBOUND TRAFFIC ARE TO BE MAINTAINED.
5. STAGES 3A & 3B MAY BE COMBINED IF ADDITIONAL EQUIPMENT IS UTILIZED AND CLOSURE POURS CAN BE CURED WITHIN THE ALLOTTED WORK PERIOD.
6. SPAN 7 DECK IS ANTICIPATED TO BE PRECAST, EITHER ON-SITE OR OFFSITE. THE BEAM TO SUPPORT THE DECK IS ASSUMED TO BE INSTALLED IN STAGE 2F.

Mark	Description	By	Chk'd	Rec'd	Date
REVISIONS					

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 BMS STR ID: 39-0378-0074-0001 BRKEY#: TBD
 BMS STR ID: 39-0378-0074-0000 BRKEY#: 23182
 BMS STR ID: 39-0378-0080-0076 BRKEY#: 23184
 BMS STR ID: 39-7302-0000-0102 BRKEY#: 23518
 BMS STR ID: 39-7302-0000-0000 BRKEY#: 67426

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COMMONWEALTH OF PENNSYLVANIA
 DEPARTMENT OF TRANSPORTATION

CONCEPTUAL

LEHIGH AND NORTHAMPTON COUNTIES
 SR 0378 SECTION 03B

NB SEG 0074 OFFSET 0001 SB SEG 0075 OFFSET 0000
 SR 0378 NB STA 111+02.50 & SR 0378 SB STA 117+15.11
 OVER LEHIGH RIVER & CANAL, CITY STREETS,
 AND NORFOLK SOUTHERN RAILWAY COMPANY

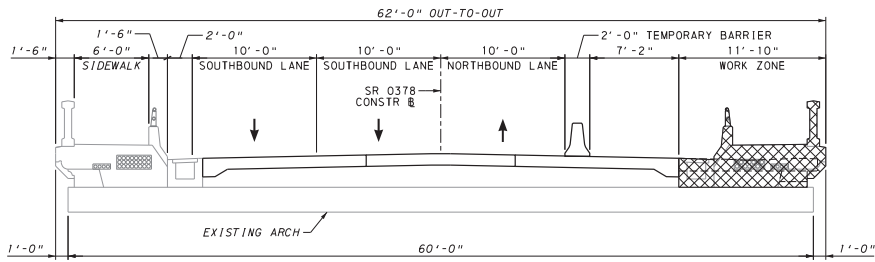
HILL TO HILL BRIDGE
 CONSTRUCTION STAGING 2

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 HNTB CORPORATION
 640 HAMILTON STREET
 SUITE 301
 ALLENTOWN, PA 18101

RECOMMENDED _____ SHEET 15 OF 21
 S-XXXX

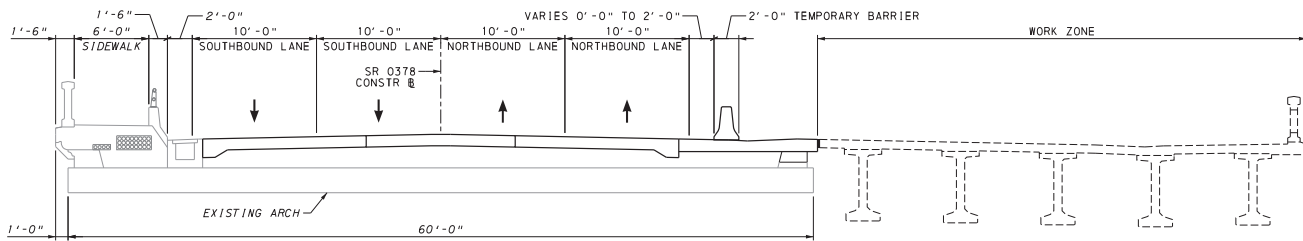
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AREA OF REMOVAL AND RECONSTRUCTION



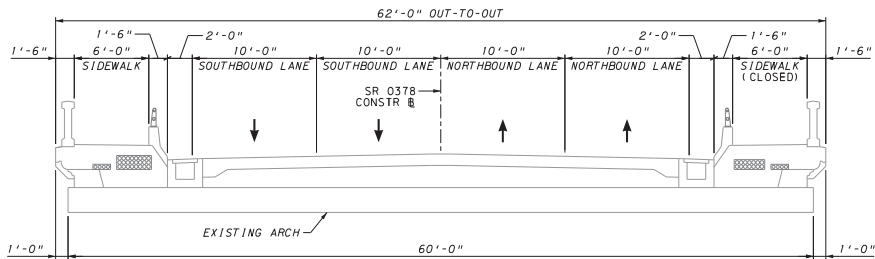
STAGE 3C (SPANS 5 & 6)

2 0 2 5 FEET



STAGE 4 (SPANS 5E & 6E)

2 0 2 5 FEET



STAGES 5A THROUGH 6B (SPANS 1-4 & 8-14)

2 0 2 5 FEET

LEGEND:

AREA OF REMOVAL AND RECONSTRUCTION

STAGE 3C:

SPANS 5 & 6: DURING A FULL WEEK, MAINTAIN 1 NORTHBOUND LANE AND 2 SOUTHBOUND LANES ON THE WEST SIDE OF THE EXISTING STRUCTURE. REMOVE EXISTING EASTERN SIDEWALK AND RAILINGS IN SPANS 5 AND 6 AND CONSTRUCT NEW ROADWAY. CONTINUE CONCRETE REPAIRS TO THE EXISTING STRUCTURE IN SPANS 5 THROUGH 7.

STAGE 4:

SPANS 5 & 6: DURING A LONG TERM CONSTRUCTION PERIOD MAINTAIN 2 NORTHBOUND LANES AND 2 SOUTHBOUND LANES ON THE EXISTING STRUCTURE. CONSTRUCT SPANS 5E AND 6E. COMPLETE ARCH AND PIER REPAIRS IN SPANS 5 AND 6. COMPLETE CONCRETE REPAIRS TO THE EXISTING STRUCTURE IN SPANS 5 AND 6.

STAGE 5A:

ALL SPANS: DURING A LONG TERM CONSTRUCTION PERIOD MAINTAIN 2 NORTHBOUND LANES AND 2 SOUTHBOUND LANES ON THE EXISTING STRUCTURE. REMOVE NORTH CAUSEWAY AND INSTALL SOUTH CAUSEWAY.

STAGE 5B:

ALL SPANS: DURING A LONG TERM CONSTRUCTION PERIOD MAINTAIN 2 NORTHBOUND LANES AND 2 SOUTHBOUND LANES ON THE EXISTING STRUCTURE. CONSTRUCT ABUTMENT AND 2ND STREET RAMP RETAINING WALL. BEGIN CONCRETE REPAIRS TO THE EXISTING STRUCTURE IN SPANS 1 THROUGH 4.

STAGE 5C:

ALL SPANS: DURING A LONG TERM CONSTRUCTION PERIOD MAINTAIN 2 NORTHBOUND LANES AND 2 SOUTHBOUND LANES ON THE EXISTING STRUCTURE. CONSTRUCT PIERS 1E, 3E, AND 4E. CONTINUE CONCRETE REPAIRS TO THE EXISTING STRUCTURE IN SPANS 1 THROUGH 4.

STAGE 6A:

ALL SPANS: DURING A LONG TERM CONSTRUCTION PERIOD MAINTAIN 2 NORTHBOUND LANES AND 2 SOUTHBOUND LANES ON THE EXISTING STRUCTURE. CONSTRUCT SPANS 1E TO 4E. COMPLETE ARCH AND PIER REPAIRS IN SPANS 3 AND 4. COMPLETE CONCRETE REPAIRS TO THE EXISTING STRUCTURE IN SPANS 3 AND 4.

STAGE 6B:

ALL SPANS: DURING A LONG TERM CONSTRUCTION PERIOD MAINTAIN 2 NORTHBOUND LANES AND 2 SOUTHBOUND LANES ON THE EXISTING STRUCTURE. REMOVE SOUTH CAUSEWAY.

NOTES:

1. TYPICAL SECTIONS ARE NOT SHOWN FOR ALL STAGES. STAGES THAT CONTAIN ACTIVITIES THAT DO NOT AFFECT TRAFFIC PATTERNS HAVE BEEN OMITTED. ADDITIONAL TYPICAL SECTIONS ARE NOT SHOWN FOR PERIODS IN BETWEEN INDIVIDUAL STAGES AS IT IS ASSUMED DURING THESE PERIODS TRAFFIC PATTERNS WOULD RETURN TO THE EXISTING CONFIGURATIONS.
2. IT IS ASSUMED THAT TRAFFIC LANES WIDER THAN AS SHOWN ARE NOT REQUIRED FOR WINTER MAINTENANCE EQUIPMENT AS THE CONTRACT DOCUMENT WILL NOT PERMIT THE LANE RESTRICTION DURING INCLEMENT WEATHER.
3. RECONSTRUCT THE CONCRETE ROADWAYS WITHIN SPANS 5 THROUGH 7 USING PRECAST CONCRETE PANELS AND UHPG CLOSURE POURS.

Mark	Description	By	Chk'd	Rec'd	Date
REVISIONS					

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CONCEPTUAL

COMMONWEALTH OF PENNSYLVANIA
 DEPARTMENT OF TRANSPORTATION

LEHIGH AND NORTHAMPTON COUNTIES
 SR 0378 SECTION 03B

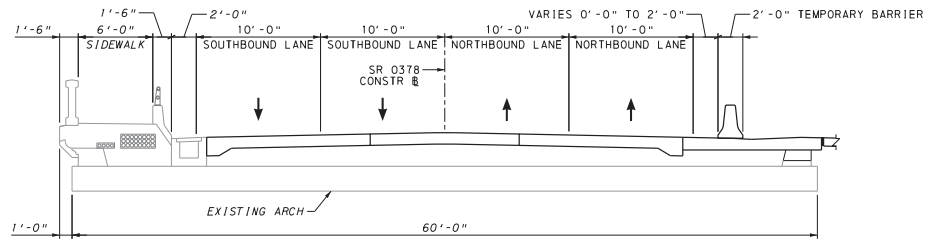
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 OVER LEHIGH RIVER & CANAL, CITY STREETS,
 AND NORFOLK SOUTHERN RAILWAY COMPANY

HILL TO HILL BRIDGE
 CONSTRUCTION STAGING 3

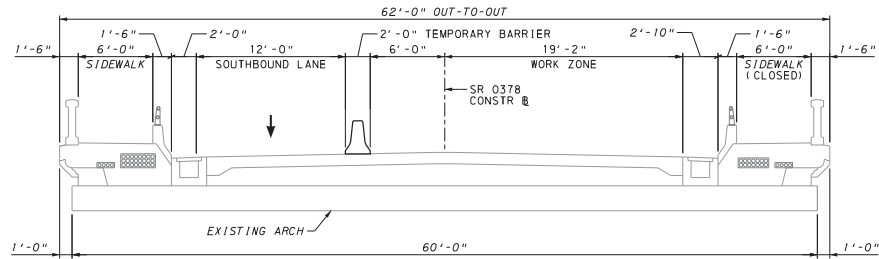
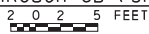
PREPARED BY:
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 ALLENTOWN, PA 18101

RECOMMENDED SHEET 16 OF 21

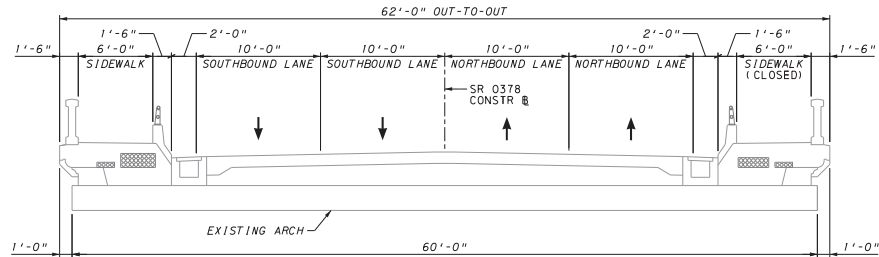
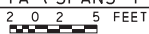
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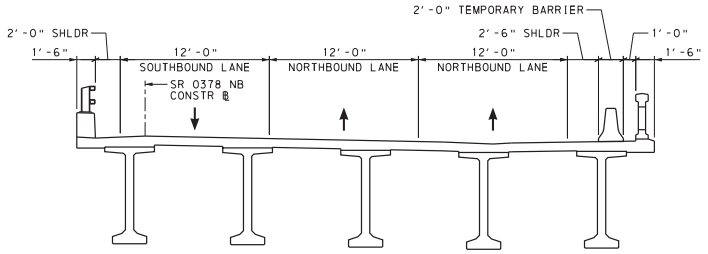
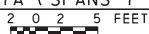
STAGES 5A THROUGH 6B (SPANS 5-7)



STAGE 7A (SPANS 1-6)



STAGE 7A (SPANS 7-14)



STAGE 7A:

SPANS 1 TO 4: DURING A LONG TERM CONSTRUCTION PERIOD MAINTAIN 1 SOUTHBOUND LANE ON THE WEST SIDE OF THE EXISTING STRUCTURE. PLACE 1 SOUTHBOUND LANE AND 2 NORTHBOUND LANES ON THE NEW STRUCTURE. REPAIR AND OVERLAY EASTERN PORTION OF EXISTING ROADWAY.

NOTES:

1. TYPICAL SECTIONS ARE NOT SHOWN FOR ALL STAGES. STAGES THAT CONTAIN ACTIVITIES THAT DO NOT AFFECT TRAFFIC PATTERNS HAVE BEEN OMITTED. ADDITIONAL TYPICAL SECTIONS ARE NOT SHOWN FOR PERIODS IN BETWEEN INDIVIDUAL STAGES AS IT IS ASSUMED DURING THESE PERIODS TRAFFIC PATTERNS WOULD RETURN TO THE EXISTING CONFIGURATIONS.
2. IT IS ASSUMED THAT TRAFFIC LANES WIDER THAN AS SHOWN ARE NOT REQUIRED FOR WINTER MAINTENANCE EQUIPMENT AS THE CONTRACT DOCUMENT WILL NOT PERMIT THE LANE RESTRICTION DURING INCLEMENT WEATHER.

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LEHIGH AND NORTHAMPTON COUNTIES
 SR 0378 SECTION 03B

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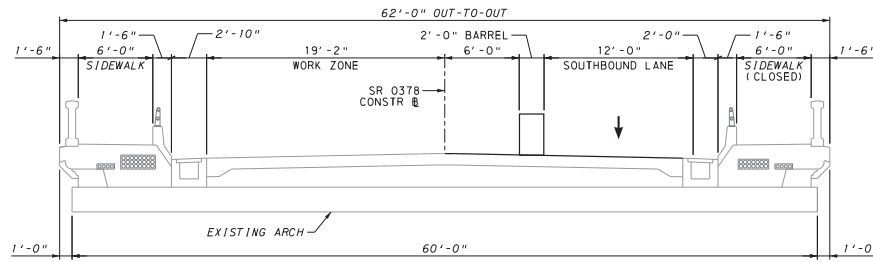
HILL TO HILL BRIDGE
 CONSTRUCTION STAGING 4

PREPARED BY:
 HNTB CORPORATION
 640 HAMILTON STREET
 SUITE 301
 ALLENTOWN, PA 18101

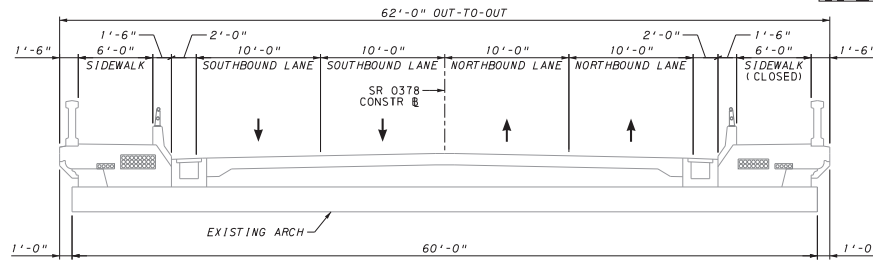
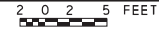
RECOMMENDED _____ SHEET 17 OF 21

LEGEND:
 AREA OF REMOVAL AND RECONSTRUCTION

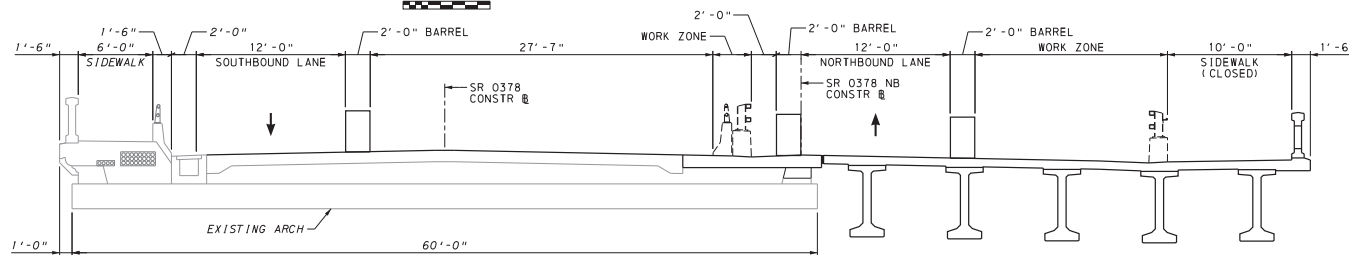
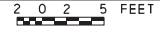
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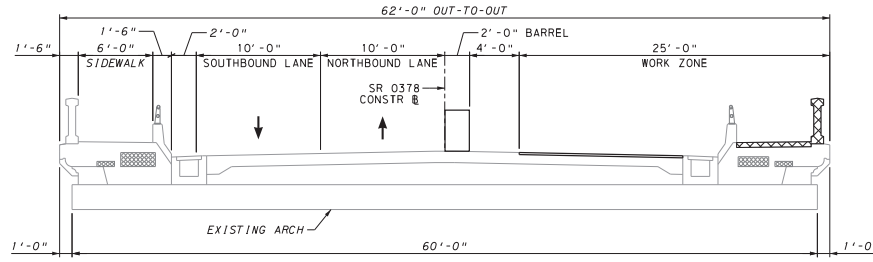
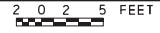
STAGE 7B (SPANS 1-6)



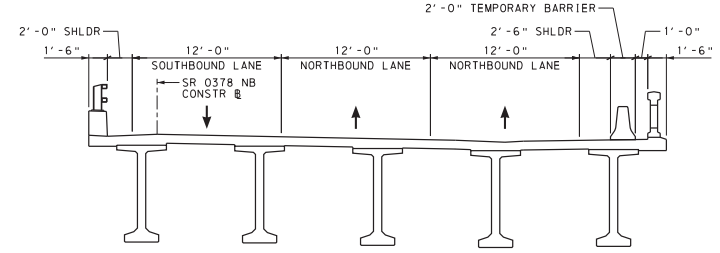
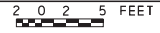
STAGE 7B (SPANS 7-14)



STAGE 8A (SPANS 5-7)



STAGE 8A (SPANS 8-14)



STAGE 7B:

SPANS 1 TO 4: DURING A LONG TERM CONSTRUCTION PERIOD MAINTAIN 1 SOUTHBOUND LANE ON THE EAST SIDE OF THE EXISTING STRUCTURE. PLACE 1 SOUTHBOUND LANE AND 2 NORTHBOUND LANES ON THE NEW STRUCTURE. REPAIR AND OVERLAY WESTERN PORTION OF EXISTING ROADWAY.

STAGE 8A:

SPANS 1E TO 6E: DURING NIGHTS AND WEEKENDS, MAINTAIN 1 SOUTHBOUND LANE ON THE WEST SIDE OF THE EXISTING STRUCTURE. REPAIR AND OVERLAY EASTERN PORTION OF EXISTING ROADWAY. BEGIN REPAIRING THE EXISTING EASTERN SIDEWALK/RAILINGS IN SPANS 8-13. BEGIN CONCRETE REPAIRS TO THE EXISTING STRUCTURE IN SPANS 8 THROUGH 13.

SPANS 8 TO SPUR SPAN: DURING NIGHTS AND WEEKENDS, MAINTAIN 1 SOUTHBOUND LANE AND 1 NORTHBOUND LANE ON THE WEST SIDE OF THE EXISTING STRUCTURE. REPAIR AND OVERLAY EASTERN PORTION OF EXISTING ROADWAY. BEGIN REPAIRING THE EXISTING EASTERN SIDEWALK/RAILINGS IN SPANS 8-13. BEGIN CONCRETE REPAIRS TO THE EXISTING STRUCTURE IN SPANS 8 THROUGH 13.

NOTES:

- TYPICAL SECTIONS ARE NOT SHOWN FOR ALL STAGES. STAGES THAT CONTAIN ACTIVITIES THAT DO NOT AFFECT TRAFFIC PATTERNS HAVE BEEN OMITTED. ADDITIONAL TYPICAL SECTIONS ARE NOT SHOWN FOR PERIODS IN BETWEEN INDIVIDUAL STAGES AS IT IS ASSUMED DURING THESE PERIODS TRAFFIC PATTERNS WOULD RETURN TO THE EXISTING CONFIGURATIONS.
- IT IS ASSUMED THAT TRAFFIC LANES WIDER THAN AS SHOWN ARE NOT REQUIRED FOR WINTER MAINTENANCE EQUIPMENT AS THE CONTRACT DOCUMENT WILL NOT PERMIT THE LANE RESTRICTION DURING INCLEMENT WEATHER.

Mark	Description	By	Chk'd	Rec'd	Date
REVISIONS					

SR 0378 PREVIOUSLY KNOWN AS LR 297 MPMS/ECMS PROJ# 93630
 BMS STR ID: 39-0378-0074-0001 BRKEY: TBD
 BMS STR ID: 39-0378-0074-0000 BRKEY: 23182
 BMS STR ID: 39-0378-0080-0076 BRKEY: 23184
 BMS STR ID: 39-7302-0000-0102 BRKEY: 23518
 BMS STR ID: 39-7302-0000-0000 BRKEY: 67426

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COMMONWEALTH OF PENNSYLVANIA
 DEPARTMENT OF TRANSPORTATION

CONCEPTUAL

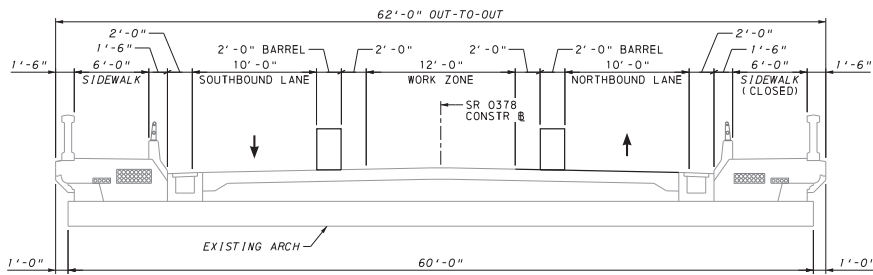
LEHIGH AND NORTHAMPTON COUNTIES
 SR 0378 SECTION 03B
 NB SEG 0074 OFFSET 0001 SB SEG 0075 OFFSET 0000
 SR 0378 NB STA 111+02.50 & SR 0378 SB STA 117+15.11
 OVER LEHIGH RIVER & CANAL, CITY STREETS,
 AND NORFOLK SOUTHERN RAILWAY COMPANY
 HILL TO HILL BRIDGE
 CONSTRUCTION STAGING 5

PREPARED BY:
 HNTB CORPORATION
 640 HAMILTON STREET
 SUITE 301
 ALLENTOWN, PA 18101

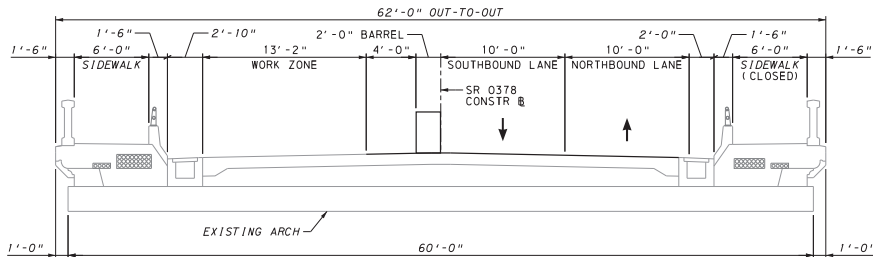
RECOMMENDED: _____ SHEET 18 OF 21
 S-XXXX

LEGEND:
 AREA OF REMOVAL AND RECONSTRUCTION

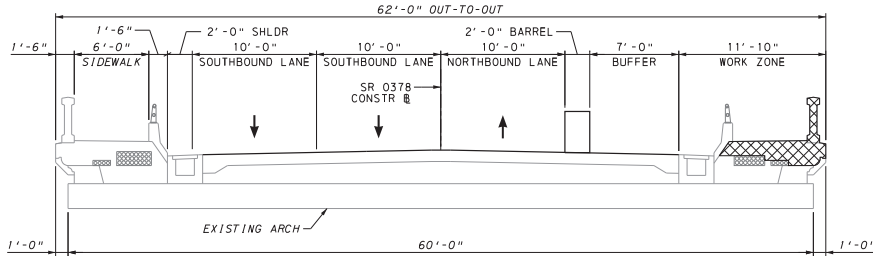
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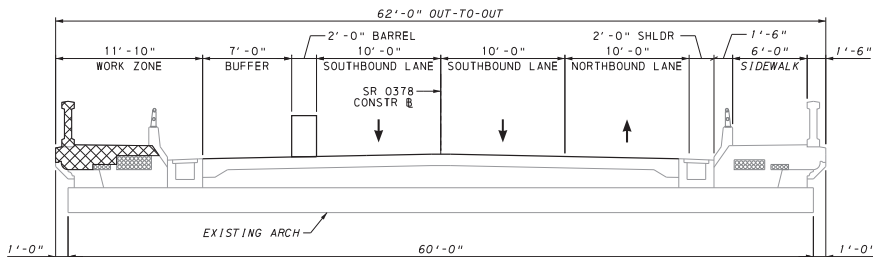
STAGE 8B
20 2 5 FEET



STAGE 8C
20 2 5 FEET



STAGE 9A
20 2 5 FEET



STAGE 9B
20 2 5 FEET

LEGEND:
 AREA OF REMOVAL AND RECONSTRUCTION

STAGE 8B:
 SPANS 8 TO SPUR SPAN: DURING NIGHTS AND WEEKENDS, MAINTAIN 1 SOUTHBOUND LANE ON THE EAST SIDE OF THE EXISTING STRUCTURE AND 1 NORTHBOUND LANE ON THE WEST SIDE OF THE EXISTING STRUCTURE. REPAIR AND OVERLAY MIDDLE PORTION OF EXISTING ROADWAY. CONTINUE CONCRETE REPAIRS TO THE EXISTING STRUCTURE IN SPANS 8 THROUGH 13.

STAGE 8C:
 SPANS 8 TO SPUR SPAN: DURING NIGHTS AND WEEKENDS, MAINTAIN 2 SOUTHBOUND LANES AND 1 NORTHBOUND LANE ON THE EAST SIDE OF THE EXISTING STRUCTURE. REPAIR AND OVERLAY WESTERN PORTION OF EXISTING ROADWAY. CONTINUE CONCRETE REPAIRS TO THE EXISTING STRUCTURE IN SPANS 8 THROUGH 13.

STAGE 9A:
 SPANS 8 TO SPUR SPAN: DURING NIGHTS AND WEEKENDS, MAINTAIN 2 SOUTHBOUND LANES AND 1 NORTHBOUND LANE ON THE WEST SIDE OF THE EXISTING STRUCTURE. REPAIR OR REPLACE THE EASTERN SIDEWALK. CONTINUE CONCRETE REPAIRS TO THE EXISTING STRUCTURE IN SPANS 8 THROUGH 13.

STAGE 9B:
 SPANS 8 TO SPUR SPAN: DURING NIGHTS AND WEEKENDS, MAINTAIN 1 SOUTHBOUND LANE AND 2 NORTHBOUND LANES ON THE EAST SIDE OF THE EXISTING STRUCTURE. REPAIR OR REPLACE THE WESTERN SIDEWALK. CONTINUE CONCRETE REPAIRS TO THE EXISTING STRUCTURE IN SPANS 8 THROUGH 13.

- NOTES:**
- TYPICAL SECTIONS ARE NOT SHOWN FOR ALL STAGES. STAGES THAT CONTAIN ACTIVITIES THAT DO NOT AFFECT TRAFFIC PATTERNS HAVE BEEN OMITTED. ADDITIONAL TYPICAL SECTIONS ARE NOT SHOWN FOR PERIODS IN BETWEEN INDIVIDUAL STAGES AS IT IS ASSUMED DURING THESE PERIODS TRAFFIC PATTERNS WOULD RETURN TO THE EXISTING CONFIGURATIONS.
 - IT IS ASSUMED THAT TRAFFIC LANES WIDER THAN AS SHOWN ARE NOT REQUIRED FOR WINTER MAINTENANCE EQUIPMENT AS THE CONTRACT DOCUMENT WILL NOT PERMIT THE LANE RESTRICTION DURING INCLEMENT WEATHER.

Mark	Description	By	Chk'd	Rec'd	Date
REVISIONS					

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 BMS STR ID: 39-7302-0000-0102 BRKEY# 23518
 BMS STR ID: 39-7302-0000-0000 BRKEY# 67426

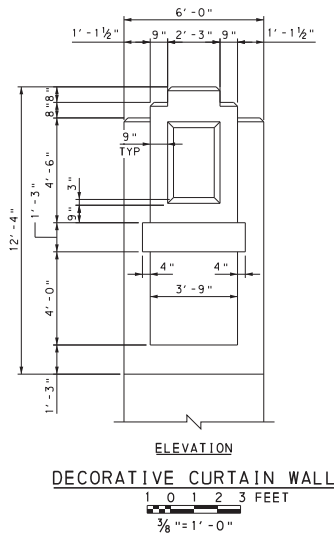
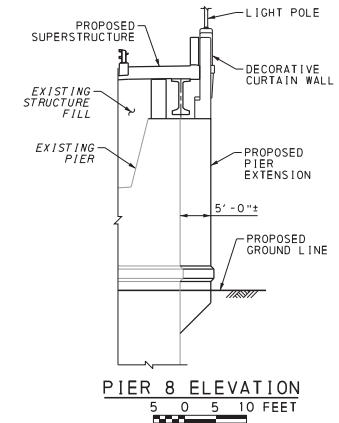
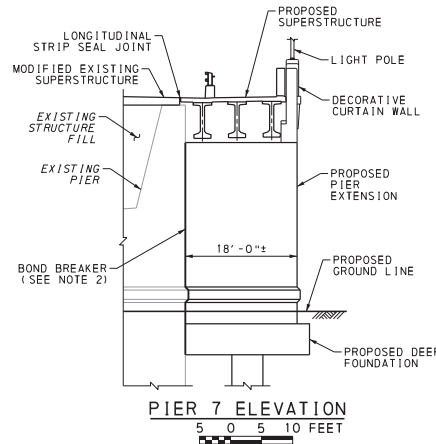
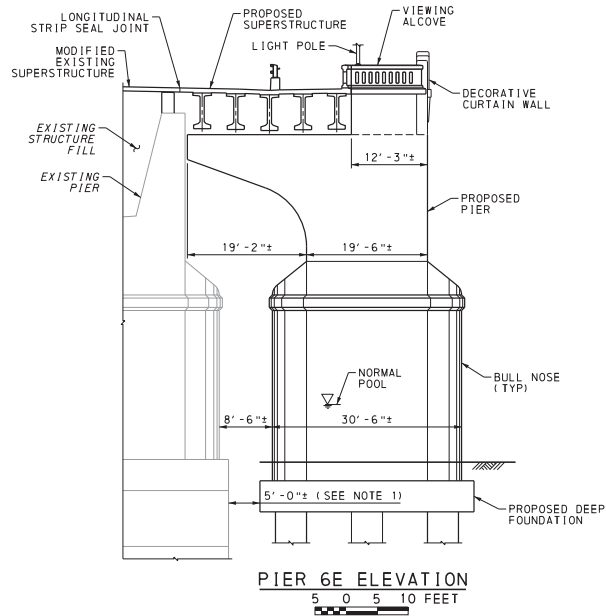
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CONCEPTUAL

COMMONWEALTH OF PENNSYLVANIA
 DEPARTMENT OF TRANSPORTATION
LEHIGH AND NORTHAMPTON COUNTIES
 SR 0378 SECTION 03B
 NB SEG 0074 OFFSET 0001 SB SEG 0075 OFFSET 0000
 SR 0378 NB STA 111+02.50 & SR 0378 SB STA 117+15.11
 OVER LEHIGH RIVER & CANAL, CITY STREETS,
 AND NORFOLK SOUTHERN RAILWAY COMPANY
HILL TO HILL BRIDGE
CONSTRUCTION STAGING 6

PREPARED BY:
 HNTB CORPORATION
 640 HAMILTON STREET
 SUITE 301
 ALLENTOWN, PA 18101

RECOMMENDED _____ SHEET 19 OF 21
 S-XXXX



NOTES:

1. THE PROXIMITY OF THE PROPOSED FOUNDATION TO THE EXISTING FOUNDATION WILL BE FURTHER INVESTIGATED IN FINAL DESIGN WHEN THE STRUCTURE FOUNDATION REPORT IS AVAILABLE.
2. THE CONNECTION BETWEEN THE EXISTING PIER 7 AND THE EXTENSION WILL BE FURTHER INVESTIGATED IN FINAL DESIGN WHEN THE STRUCTURE FOUNDATION REPORT IS AVAILABLE.

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REVISIONS					

SR 0378 PREVIOUSLY KNOWN AS LR 297 MPMS/ECMS PROJ# 93630
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CONCEPTUAL

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

LEHIGH AND NORTHAMPTON COUNTIES
SR 0378 SECTION 03B

NB SEG 0074 OFFSET 0001 SB SEG 0075 OFFSET 0000
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 OVER LEHIGH RIVER & CANAL, CITY STREETS,
 AND NORFOLK SOUTHERN RAILWAY COMPANY

HILL TO HILL BRIDGE
PIER ELEVATIONS 2

PREPARED BY:
HNTB CORPORATION
640 HAMILTON STREET
SUITE 301
ALLENTOWN, PA 18101

RECOMMENDED _____ SHEET 21 OF 21

S-XXXX

2/14/2023
FILENAME: S3336.sr-pr-002.dgn