

**DATE:** May 19, 2014

**SUBJECT:** Plan Review Delegation  
Minor Plan Presentation Modification  
Design Manual 3, Chapters 1, 2, & 3

**TO:** District Executives

**FROM:** R. Scott Christie, P.E. /s/  
Deputy Secretary for Highway Administration

This Strike-off Letter (SOL) is being issued in conjunction with SOL 482-14-15. It is intended to save time and is cost neutral. The purpose of this SOL is to delegate Plan Reviews for PennDOT Oversight minor and moderate complexity projects and institute minor changes to plan presentation.

The following pages are being modified in Publication 14M, Design Manual 3, and will be incorporated into the next publication revision or change:

- Chapter 1, Page: 1-2
- Chapter 2, Pages: 2-2, 2-6, 2-8 to 2-12, 2-14 to 2-16, 2-56 to 2-58, 2-60, and 2-61
- Chapter 3, Pages: 3-5, 3-15, 3-22, 3-24, 3-42, 3-82, and 3-83

This policy is effective for all projects scoped after June 1, 2014, but may be used for projects scoped prior to this date.

Please contact Mr. David J. Azzato, P.E., Chief, Highway Design and Technology Section, at 717-787-5023 or by email at [dazzato@pa.gov](mailto:dazzato@pa.gov) if you require additional information.

Attachments

4822/DPP/NE/ses/sol4821419050814

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# CHAPTER 1

## GENERAL PROCEDURES

### 1.0 INTRODUCTION

The objective of this Manual is to promote uniformity in the preparation of plans by establishing the general format and presenting the detailed information which is required for each type of plan sheet required in the maintenance and construction of highway facilities. The drafting standards contained herein apply to all Department plans including Right-of-Way, Structure, Roadway, Geotechnical, Traffic Signal, Highway Lighting, Highway Occupancy, etc. This information, in conjunction with a high, professional standard of drafting techniques, shall ensure, to the greatest extent possible, the uniform appearance and reproduction quality of data presented on right-of-way plan sheets, contract plan sheets, etc. The guidance provided shall also assist the designer in avoiding errors and omissions which consequently would require excessive alterations and corrections.

The accuracy and completeness of all the drawings indicated herein are prerequisites for the fair and equitable compensation of right-of-way and for enabling the Contractor to submit a sound, equitable bid for a project. The final plans, as presented to the Department, shall be concise, complete and contain all the design data necessary to acquire right-of-way or for a Contractor to construct the project to Department standards.

### 1.1 PROCEDURES FOR MODIFICATIONS OR ADDITIONS TO THE DESIGN MANUAL

Whenever a District Executive or a Bureau Director determines that modifications or additions are required to improve the current guidelines in Design Manual, Part 3, the following procedures shall be followed:

1. The recommended modifications or additions shall be transmitted to the Director, Bureau of Project Delivery with the following information:
  - a. The title and page number of the existing practice, if applicable.
  - b. The recommended modifications or additions and the Chapter(s) and the appropriate page number(s) into which they should be incorporated.
  - c. The reasons for recommending the modifications or additions.
2. The Director, Bureau of Project Delivery shall review the recommended modifications or additions and transmit copies to the various Bureau Directors and District Executives involved for their comments. FHWA comments shall also be solicited, when required.
3. All comments shall be submitted to the Director, Bureau of Project Delivery and, upon review, appropriate action shall be taken.
4. If modifications or additions are required to the current criteria, they shall be made through standard procedures for incorporation into Publication 14M, Design Manual, Part 3, *Plans Presentation*.

**1.2 LETTER CODE SYSTEM FOR PLANS DESIGNATION**

To create a uniform system for plans designation, a letter code system has been developed. All plans submitted to the Department shall use the following letter codes when separate plans are submitted:

<u>TYPE OF PLANS</u>	<u>LETTER CODE</u>
Bridge Rehabilitation, Combination and/or Construction Plans	No Code SR _____ Section _____ Letter
Right-of-Way Plans	SR _____ Section _____ -R/W
Right-of-Way Plans (GAP)	SR _____ Section _____ -GR/W
Signing Plans	SR _____ Section _____ -S
Lighting Plans	SR _____ Section _____ -L
Safety Rest Area Plans	SR _____ Section _____ -Z
Safety Rest Area Buildings and Related Utilities Plans	SR _____ Section _____ -W
Right-of-Way Fence Plans	SR _____ Section _____ -F
Landscape Planting Design (Roadside Development) Plans	SR _____ Section _____ -B
Resurfacing and Widening Plans	SR _____ Section _____ -R
Paving Plans (Original Paving)	SR _____ Section _____ -P
Junkyard Control Plans	SR _____ Section _____ -J
Traffic Signal Plans	SR _____ Section _____ -T
Scenic Overlook Plans	SR _____ Section _____ -R/S

When a specialty plan is submitted, as a separate plan, the letter code shall be shown as a suffix to the section number in the Title Block on the Title Sheet and in the Identification Block located in the upper right-hand corner of the Title Sheet and on all plan sheets.

The letter code shall be used as a suffix, as previously described, in the Title Block and in the Identification Block of the Title Sheet and on all Plan Sheets. The exception to this policy shall be for Appropriation 187, Highway Maintenance funded projects. For the Appropriation 187 projects, the letter "M" shall be included in the Section Number.

When several Supplemental Plans are submitted with the prime plan, but are not an integral part of that plan, the Supplemental Plans shall be listed on the Title Sheet, as specified in [Chapter 2, Section 2.1.H](#).

The Section Number may or may not be the same as the Section Number in the Title Block and in all Identification Blocks. The Section Number in the Title Block and in all Identification Blocks shall be three characters.

## CHAPTER 2

### CONSTRUCTION PLANS

#### 2.0 INTRODUCTION

The purpose of this Chapter is to provide guidance for the orderly preparation of final Construction Plans. The methods, procedures and examples presented herein are to be followed to promote consistency in the preparation of Construction Plans.

Combination Plans, in which the Right-of-Way Plan and the Construction Plan are combined, shall contain data and information normally required to prepare individual plans for Construction and Right-of-Way. In this case, separate sheets shall be used to tabulate parcels, areas taken, residue, etc. Combination Plans shall be accepted only on small, Federal and 100% State-financed projects involving few properties with no relocation problems. Prior approval shall be received from the Field Liaison Engineer, Bureau of Project Delivery. No Combination Plans shall be accepted without required approval.

When a project is designed for stage construction (see Publication 13M, Design Manual, Part 2, *Highway Design*, Chapter 1, Section 1.8), one set of Construction Plans shall be provided to cover both stages. These plans shall show the future construction as dashed lines labeled "By Others" and shall show the presently proposed construction as solid lines. These plans shall not be destroyed after microfilming since they shall be utilized to the greatest extent possible for the second stage of construction at some future date. Two sets of forms shall be supplied with the Construction Plans. The first set shall show information quantities for the first stage of construction and the second set shall show information quantities for the second stage of construction. They shall be clearly identified as to which stage they apply.

Projects which are financed jointly with Appalachia funds (APD) and other types of Federal-aid funds do not require separate Construction Plans and proposals. However, it shall be necessary to differentiate on the plan, for information only, the construction items to be financed with Federal funds other than Appalachia funds. It shall also be necessary to provide separate programming documents and estimates.

If it is advantageous to combine two or more projects, the following shall be required:

1. One proposal containing all quantities, supplements and Special Provisions pertinent to both (or more) projects.
2. One complete set of original drawings including the signed Title Sheet for each project.
3. One new Title Sheet clearly indicating the contents of each project.
4. One new Summary of Quantities Sheet indicating all items and the total quantities for both (or more) projects.

If possible, avoid combining Federal and 100% State-financed projects.

When local governments prepare plans to be financed with Federal-aid funds, they should be encouraged to follow the presentation format provided herein; however, some flexibility is permissible. The main concern is that the Construction Plans be complete enough to allow a Contractor to accurately bid and construct the project. For example, the size of the plan sheets could be other than standard ANSI D size, 863.6 mm × 558.8 mm (34 in × 22 in), dependent on their own policies, and the type and size of lettering is flexible as long as a half-size print is legible. Since the projects are administered by the Department, the Title Sheet for all highway plans should provide a Signature Block for the "Recommended" signature by the District Executive (see [Chapter 1, Section 1.3](#)).

Final Plans shall be prepared on either linen, drafting film or vellum. The drafting film shall be a minimum of 0.0762 mm (3 mils) in thickness and the vellum for the plan sheets shall be between 60 g/m<sup>2</sup> and 75 g/m<sup>2</sup> (18 lb and 20lb).

## 2.1 TITLE SHEET

The information presented in this section shall be shown on the Title Sheet, in the appropriate location, for all Construction Plans. An example of a typical Title Sheet is shown in [Chapter 15, Section 15.2, Plate B-I](#).

**A. Title Block Identification Data.** The following data shall constitute the Title Block on the Title Sheet:

1. Headings and Title of Plan.
2. State Route.
3. Section Number.
4. County or Counties.
5. Township, Borough or City.
6. "Limit of Work" Stations.
7. Construction Length.

**B. Identification Block.** The following information shall be provided in the Identification Block in the upper right-hand corner. Refer to [Chapter 15, Section 15.2, Plate B-I](#) for an example of an Identification Block for Construction Plans.

1. State Route.
2. Section Number.
3. Engineering District.
4. County or Counties.
5. Township, Borough or City.
6. Total Number of Sheets.
7. ECMS Number.

Only major routes shall appear in the Title Block and in the Identification Block on the Title Sheet.

**C. "And" Routes.** When the project consists of two or more major routes, the route numbers and the Stationing Limits of each are to be shown, with their individual construction length, and combined in the total construction length. The "And" route requires a separate section number.

**D. "Also" Routes.** When work on an intersecting or adjacent State Route is undertaken in conjunction with the mainline construction, that route shall be identified on the Title Sheet by the word "Also". This route shall be shown after the main route(s) listing and shall show Stationing Limits of work FROM STA \_\_\_\_\_ TO STA \_\_\_\_\_ without construction lengths.

The "Also" routes shall not be totaled with the main routes nor shall they appear in the Identification Block in the upper right-hand corner of the Title Sheet.

The "Also" routes shall appear on the Title Sheet only if their construction length is at least 150 m (500 ft) in length and consists of full width construction, except for interchanges. If the work involved consists only of resurfacing and widening, it shall not be considered full width construction. The inclusion of an additional traffic lane shall be

Weather Monitoring System Plan	_____	Sheets
Emergency Detour Plan	_____	Sheets
Structure Plans		
S-	_____	Sheets
S-	_____	Sheets
Cross Sections	_____	Sheets
Existing Structure Plans		
S-	_____	Sheets
S-	_____	Sheets

Supplemental Plans do not have a separate Title Sheet when submitted with the Construction Plans. When submitted separately, a Title Sheet is required.

The Supplemental Plan sheets shall be numbered separately and shall not be included in the "Total Sheets" block shown in the Identification Block.

**I. Limited Access Highway Facility Note.** The following Note shall be shown below the list of supplemental sheets for Limited Access Highway Facilities:

ESTABLISHED (AND/OR RE-ESTABLISHED) AS A LIMITED ACCESS HIGHWAY FROM  
STATION \_\_\_\_\_ TO STATION \_\_\_\_\_  
STATE ROUTE \_\_\_\_\_ SECTION \_\_\_\_\_ R/W (Where Applicable)  
LEGISLATIVE ROUTE \_\_\_\_\_ SECTION \_\_\_\_\_ R/W (Where Applicable)  
APPROVED \_\_\_\_\_ (DATE) \_\_\_\_\_

Note: The stations should be the original Stationing Limits shown on referenced Right-of-Way Plans.

**J. Public Utility Commission (PUC) Application Docket Number.** Place, under the Title Block, one of the following Notes, when applicable:

1. PUC Application Docket Number \_\_\_\_\_
2. PUC Complaint Docket Number \_\_\_\_\_
3. PUC Investigation Docket Number \_\_\_\_\_

**K. Professional Engineer's Seal Block.** If the plans are prepared in the District Office, the Title Sheet shall be sealed and signed by the Professional Engineer who has direction and control of the engineering aspects of the plan. This is usually the appropriate Assistant District Executive, however the Plans Engineer, Squad Leader or Designer may seal and sign the work which he/she is responsible if they so desire. This should be shown in a small block at the bottom of the title sheet. In addition, the District Plans Engineer's signature shall be placed above the District Executive's signature (see [Chapter 15, Section 15.2, Plate B-I](#)).

Plans prepared by Consultants shall have a small block at the bottom of the Title Sheet indicating the name and address of the Consultant, the signature, title and seal of the person responsible for the preparation of the plans and the date.

If multiple registrants prepare or direct and control the preparation of documents, each registrant's Seal and Signature shall appear on the document as appropriate. The responsible registrants shall also place a black rubber

stamp Seal and Signature on the Title Sheet. The registrants shall also place either a black ink rubber stamp or facsimile seal on all subsequent sheets for which they are responsible. Impression seals are not permitted.

Examples of typical Signature (Seal) Blocks are indicated in [Figure 2.1](#).

**L. ECMS Number.** The ECMS number shall be placed on the title sheet in the area of the identification block.

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<p>PREPARED BY: (NAME AND ADDRESS) OF CONSULTANT)</p> <p>(SEAL)</p> <p>_____ (SIGNATURE) (TITLE)</p> <p>_____ (DATE)</p>
--

CONSULTANT'S SIGNATURE BLOCK

<p>(SEAL)</p> <p>_____ (SIGNATURE) (TITLE)</p> <p>_____ (DATE)</p>
--

DISTRICT UNIT'S SIGNATURE BLOCK

**FIGURE 2.1  
EXAMPLES OF TYPICAL SIGNATURE BLOCKS**

2.2 INDEX SHEET

The following general information shall be shown on the Index Sheet for all Construction Plans:

1. Index Map.
2. Record of Existing Road Types.
3. Straight Line Diagram Data.
4. Location of Project on State Map.
5. Sheet Index.
6. Tabulation of Equalities Between Segment Node Points and the Survey Stations (if available).

**A. Index Map.** The Index Map shall be placed on the Index Sheet, to best advantage, using a scale no smaller than 1:5000 (1" = 500') and shall show the following data, where applicable:

1. Construction centerline and stations identified at maximum 100 m (500 ft) intervals.
2. Edge of existing pavement.
3. State Routes and Township Roads (Show posted Traffic Route Numbers).
4. Local road names.
5. Railroads.
6. Edge of streams (Identify major streams).
7. Outline of proposed and existing bridges.
8. Political subdivisions.
9. "Limit of Work" stations on the mainline.

**Metric Example:**

LIMIT OF WORK  
STA 20+570.000  
SEG 20 OFFSET 23 m  
SR 1033 SEC A04  
GREENWOOD TOWNSHIP  
PERRY COUNTY

**English Example:**

LIMIT OF WORK  
STA 675+00.00  
SEG 20 OFFSET 75  
SR 1033 SEC A04  
GREENWOOD TOWNSHIP  
PERRY COUNTY

10. Channel changes.
11. Temporary roadways.
12. "Stop Work" and "Start Work" stations on all "Also" routes, crossroads, temporary roadways, temporary connections, service roads, railroad-highway grade crossings, channel changes, reconditioning of abandoned State highways and mainlines where the first work starts and the last work stops.

**Metric Example:**

STOP WORK  
STA 7+330.000  
SEG 15 OFFSET 15 m  
SR 1033 SEC A04  
(Section Number, if applicable,  
See [Section 2.1.B.](#))

**English Example:**

STOP WORK  
STA 240+50.00  
SEG 15 OFFSET 50  
SR 1033 SEC A04  
(Section Number, if applicable,  
See [Section 2.1.B.](#))

13. Equality stations.
14. Property lines and owner's names. Property owner's names shall be spelled out exactly as shown on the Deed. Parcel Identification Numbers, corresponding to those assigned on the Plan Sheet shall appear in their proper location. When the scale is small and/or properties are too numerous, code properties with the Parcel Identification Number and tabulate the property owner's names elsewhere on this sheet. Also see [Section 2.6.A.13](#).
15. Sections of roadway to be abandoned or vacated shall be shown and identified.
16. Limits of project covered within each Plan Sheet with the plan sheet number identified in the Legend using the following appropriate symbols:

## LEGEND



**PLAN**



**PROFILE**



**PLAN AND PROFILE**



**PARCEL IDENTIFICATION NUMBER**



**PARCEL IDENTIFICATION NUMBER-NO TAKE**

17. Distances to the nearest 0.1 km (0.1 mi) to the nearest community at each end of project. Also give similar distances from "Stop Work" or "Start Work" stations for the State Route crossroads to the nearest community in each direction. If no towns are nearby, indicate distance (in kilometers (miles)) to Traffic Routes or State Routes.
18. North Arrow and Bar Scale.
19. Abandonment Notes (Same as on the Right-of-Way Plan).

If the project only requires one plan sheet and the above information can be shown, then an index map is not required.

**B. Record of Existing Types of Roadway Pavement (OPTIONAL).** List, in tabular form, a record of the existing types of roadway pavement adjacent to the proposed construction and throughout the limits of construction. Do not list "Also" routes. Include the following disclaimer statement below the listing:

NOTE: THE DEPTHS OF MATERIAL SHOWN ARE FOR DESIGN PURPOSES ONLY. ANY RISK OF UNANTICIPATED COSTS ASSOCIATED WITH DIFFERENCES BETWEEN THE LISTED DEPTHS AND THE ACTUAL DEPTHS SHALL BE ACCEPTED BY THE CONTRACTOR.

**Metric**

<b>Example:</b>	Limit of Work Adjacent to Seg 30	7.2 m of 90 mm Bit Surf Crse ID-2 on 255 mm Cr Stone Base Crse
	Seg 30 to Seg 120	7.2 m of 90 mm Bit Surf Crse ID-2 on 255 mm Cr Stone Base Crse
	Limit of Work Adjacent to Seg 120	7.2 m of 90 mm Bit Surf Crse ID-2 on 300 mm Cr Stone Base Crse

**English**

<b>Example:</b>	Limit of Work Adjacent to Seg 30	24' of 3.5" Bit Surf Crse ID-2 on 10" Cr Stone Base Crse
	Seg 30 to Seg 120	24' of 3.5" Bit Surf Crse ID-2 on 10" Cr Stone Base Crse
	Limit of Work Adjacent to Seg 120	24' of 3.5" Bit Surf Crse ID-2 on 12" Cr Stone Base Crse

**C. Straight Line Diagram Data.** State Routes which are not shown on the Title Sheet shall be tabulated in accordance with increasing mainline stationing. A sample tabulation form is shown in [Figure 2.2](#).

**D. Sheet Index Block.** On projects involving many sheets, a Sheet Index Block is suggested. Small projects may also require a Sheet Index Block when there is more than one Supplemental Plan. A sample Sheet Index Block is shown in [Figure 2.3](#).

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**Metric Example:**

<b>STRAIGHT LINE DIAGRAM DATA</b>			
<b>STATE ROUTE</b>	<b>LIMITS OF CONSTRUCTION</b>		<b>PROPOSED CONSTRUCTION</b>
	<b>CONSTR STA</b>	<b>SEGMENT/OFFSET</b>	
SR 1033	10+530 TO 10+580	10/0 m TO 10/49 m	5.4 m OF 40 mm BIT WEAR CRSE ID-2 ON 130 mm BITUMINOUS CONCRETE BASE COURSE

**English Example:**

<b>STRAIGHT LINE DIAGRAM DATA</b>			
<b>STATE ROUTE</b>	<b>LIMITS OF CONSTRUCTION</b>		<b>PROPOSED CONSTRUCTION</b>
	<b>CONSTR STA</b>	<b>SEGMENT/OFFSET</b>	
SR 1033	345+50 TO 347+10	10/0 TO 10/160	18' OF 1.5" BIT WEAR CRSE ID-2 ON 5" BITUMINOUS CONCRETE BASE COURSE

**FIGURE 2.2  
SAMPLE FORM FOR TABULATION  
OF STATE ROUTES**

<b>SHEET INDEX BLOCK</b>	
<b>DESCRIPTION</b>	<b>SHEET</b>
TITLE SHEET	1
INDEX MAP	2
LOCATION MAP	3
TYPICAL SECTIONS	3 TO 6
SUMMARY SHEETS	7 TO 9
TABULATION SHEETS	10 TO 14
PLAN SHEETS	15 TO 37

**FIGURE 2.3  
SAMPLE OF SHEET INDEX BLOCK**

**E. Identification Block.** Complete the Identification Block in the upper right-hand corner. A sample Identification Block is shown below.

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
				OF
(CITY, BOROUGH OR TOWNSHIP)				
REVISION NUMBER	REVISIONS		DATE	BY

**FIGURE 2.4  
SAMPLE OF IDENTIFICATION BLOCK**

**F. Tabulation of Segment Equalities.** A sample format for listing the equalities between segment node points and the survey stationing is shown below:

Metric Example:	English Example:
<u>SR 0010</u>  Segment 10, Offset 43 m = Station 4+678.4 Segment 20 = Station 5+650.1 Segment 30 = Station 6+429.2	<u>SR 0010</u>  Segment 10, Offset 141 = Station 153+49 Segment 20 = Station 185+37 Segment 30 = Station 210+93

If desired, the straight line diagram station equivalent may be included with this equality.

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**2.3 TYPICAL SECTION SHEET**

The following general information shall be shown on the Typical Section Sheet for all Construction Plans:

1. General Notes.\*
2. Identification Block.\*
3. Location Map.\*
4. Tabulation of Overall and Construction Lengths.\*
5. List of all Equalities.\*
6. Earthwork Summary Entire Project.\*
7. Listing of Public Utilities.\*
8. Tabulation of Project Coordinates.\*
9. Special Details.\*\*
10. Typical Sections.\*\*

\* To be shown on the first Typical Section Sheet.

\*\* Use additional sheets, as required.

**A. General Notes.** The following is a listing of sample and standard Notes which shall be used, where applicable:

1. Legal Right-of-Way record (width, date published and date recorded). Legal Right-of-Way for all routes referenced to in the plan should be clearly defined as follows:
  - a. Route Number or street name.
  - b. Segment and offset or identifying stations.
  - c. Legal width.
  - d. Basis of legal width, including dates of plans, ordinances, etc., and places and dates of record.

**Metric Examples:**

(1) THE LEGAL RIGHT-OF-WAY ON SR 1524 FROM THE WEST CHESTER BOROUGH LINE (STATION 0+000.0) TO THE INTERSECTION OF SR 1509 (STATION 0+285.0) IS 18.29 m, BASED ON PLAN OF LR 21524, SECTION 1, SIGNED ON JULY 2, 1949, AND RECORDED ON AUGUST 5, 1949, IN THE CHESTER COUNTY RECORDER'S OFFICE IN PLAN BOOK 3, PAGE 17.

(2) THE LEGAL RIGHT-OF-WAY ON SR 1524, FORMERLY LR 17, FROM THE WEST CHESTER BOROUGH LINE TO THE INTERSECTION OF SR 1509, FROM STATION 0+000.0 TO STATION 0+285.0 IS 15.24 m BASED ON REPORT OF VIEWERS, CONFIRMED ON APRIL 26, 1846, FILED IN CHESTER COUNTY COURT OF QUARTER SESSIONS.

(3) THE LEGAL RIGHT-OF-WAY ON SR 6046, FORMERLY LR 359, FROM STATION 6+127.1 TO STATION 6+598.9 IS 15.24 m, BASED ON POTTSTOWN BOROUGH ORDINANCE DATED MAY 1, 1929, RECORDED IN THE MONTGOMERY COUNTY RECORDER OF DEEDS OFFICE ON JUNE 15, 1929, IN DEED BOOK 21, PAGE 171.

(4) THE LEGAL RIGHT-OF-WAY ON SR 3021, FORMERLY LR 15039, IS 10.0 m, BASED ON THE ACT OF MAY 1, 1933, P.L. 103, SECTION 1105, AS AMENDED. PRIOR TO THE ADOPTION OF LR 15039 AS A STATE HIGHWAY IN 1942, IT HAS BEEN OPENED AND MAINTAINED FOR TWENTY-ONE (21) YEARS OR MORE BY GREEN TOWNSHIP, A SECOND-CLASS TOWNSHIP. THERE IS NO PUBLIC RECORD OF ANY OTHER WIDTH.

(5) THE LEGAL RIGHT-OF-WAY ON SR 6114, FORMERLY LR 19054, FROM STATION 0+000.0 TO STATION 0+279.5 IS 15.24 m BASED ON DEED OF DEDICATION DATED MAY 29, 1856, AND RECORDED IN DEED BOOK 311, PAGE 47, IN THE MONTGOMERY COUNTY RECORDER OF DEEDS OFFICE.

(6) THE LEGAL RIGHT-OF-WAY ON SR 3021 IS \_\_\_\_ m BASED ON THE EXISTING EDGES OF PAVEMENT AND SHOULDER WIDTH. THERE IS NO OTHER PUBLIC RECORD.

**English Examples:**

(1) THE LEGAL RIGHT-OF-WAY ON SR 1524 FROM THE WEST CHESTER BOROUGH LINE (STATION 0+00) TO THE INTERSECTION OF SR 1509 (STATION 9+35) IS 60 FEET, BASED ON PLAN OF LR 21524, SECTION 1, SIGNED ON JULY 2, 1949, AND RECORDED ON AUGUST 5, 1949, IN THE CHESTER COUNTY RECORDER'S OFFICE IN PLAN BOOK 3, PAGE 17.

(2) THE LEGAL RIGHT-OF-WAY ON SR 1524, FORMERLY LR 17, FROM THE WEST CHESTER BOROUGH LINE TO THE INTERSECTION OF SR 1509, FROM STATION 0+00 TO STATION 9+35 IS 50 FEET BASED ON REPORT OF VIEWERS, CONFIRMED ON APRIL 26, 1846, FILED IN CHESTER COUNTY COURT OF QUARTER SESSIONS.


(3) THE LEGAL RIGHT-OF-WAY ON SR 6046, FORMERLY LR 359, FROM STATION 201+02 TO STATION 216+50 IS 50 FEET, BASED ON POTTSTOWN BOROUGH ORDINANCE DATED MAY 1, 1929, RECORDED IN THE MONTGOMERY COUNTY RECORDER OF DEEDS OFFICE ON JUNE 15, 1929, IN DEED BOOK 21, PAGE 171.


(4) THE LEGAL RIGHT-OF-WAY ON SR 3021, FORMERLY LR 15039, IS 33 FEET, BASED ON THE ACT OF MAY 1, 1933, P.L. 103, SECTION 1105, AS AMENDED. PRIOR TO THE ADOPTION OF LR 15039 AS A STATE HIGHWAY IN 1942, IT HAS BEEN OPENED AND MAINTAINED FOR TWENTY-ONE (21) YEARS OR MORE BY GREEN TOWNSHIP, A SECOND-CLASS TOWNSHIP. THERE IS NO PUBLIC RECORD OF ANY OTHER WIDTH.

(5) THE LEGAL RIGHT-OF-WAY ON SR 6114, FORMERLY LR 19054, FROM STATION 0+00 TO STATION 9+17 IS 50 FEET BASED ON DEED OF DEDICATION DATED MAY 29, 1856, AND RECORDED IN DEED BOOK 311, PAGE 47, IN THE MONTGOMERY COUNTY RECORDER OF DEEDS OFFICE.

(6) THE LEGAL RIGHT-OF-WAY ON SR 3021 IS \_\_\_\_\_ FEET BASED ON THE EXISTING EDGES OF PAVEMENT AND SHOULDER WIDTH. THERE IS NO OTHER PUBLIC RECORD.

Note: When two or more Right-of-Way Plans are developed, it shall be necessary to reference all plans on the Construction Plans under the General Notes.

2.  THE DEPARTMENT RESERVES THE RIGHT TO ELIMINATE ANY OR ALL OF THIS WORK. DO NOT PERFORM WORK EXCEPT THAT WHICH IS WITHIN THE HIGHWAY RIGHT-OF-WAY UNTIL SO ORDERED IN WRITING BY THE ENGINEER. (This Note applies to driveway adjustments and other similar work extending beyond the Right-of-Way. This symbol shall appear in the remarks section of the tabulations.)

3. BUILDINGS AND STRUCTURES MARKED  HAVE BEEN OR ARE TO BE REMOVED OR ALTERED BY THE DEPARTMENT OR OTHER AUTHORITY RESPONSIBLE FOR THE PAYMENT OF PROPERTY DAMAGES AND SUCH WORK IS NOT PART OF THIS CONTRACT. (This Note applies to structures removed or altered under a separate contract and is applicable to Construction Plans and Combination Plans.)



4. BUILDINGS AND STRUCTURES MARKED **O** ARE ENCROACHMENTS WHICH ARE THE RESPONSIBILITY OF THE PROPERTY OWNER TO REMOVE. IN CASE ANY ENCROACHMENTS SO MARKED ARE NOT REMOVED BY THE PROPERTY OWNER, DO NOT INTERFERE WITH OR REMOVE SAME UNTIL AUTHORIZED IN WRITING BY THE ENGINEER.

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

6. REMOVE BUILDINGS AND STRUCTURES MARKED **R** UNDER THE ITEM FOR CLEARING AND GRUBBING.

7. List all Roadway Construction Standard Drawings, Bridge Standards and any other standards with dates of drawing approval which are required for the project. This list is to be preceded by the following Note:

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

8. Other Notes, where applicable:

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

b. THE DEPARTMENT RESERVES THE RIGHT TO ELIMINATE ANY OR ALL OF THE WORK WHICH IS LISTED IN THE TABULATION AS BOROUGH PORTION OR CITY PORTION OR TOWNSHIP PORTION. DO NOT PERFORM ANY SUCH WORK UNTIL SO ORDERED IN WRITING BY THE ENGINEER.

c. THIS IS A FEDERAL-AID PROJECT AND AS SUCH IS SUBJECT TO INSPECTION BY REPRESENTATIVES OF THE FEDERAL HIGHWAY ADMINISTRATION AND THE PENNSYLVANIA DEPARTMENT OF TRANSPORTATION. (Additional Municipalities if their funding is involved.)

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

e. THREE WORKING DAYS PRIOR TO EXCAVATION, THE CONTRACTOR MUST CONTACT THE PA ONE CALL SYSTEM, INC., PHONE 1-800-242-1776, SERIAL NO. \_\_\_\_\_ FOR (list municipality).

9. All existing easements shall be indicated in the general notes. Use the description of the easement from the existing Right-of-Way Plan or see [Chapter 3, Section 3.4.H](#) for the appropriate wording.

10. When a Temporary Construction Easement is required, an expiration statement shall be indicated in the General Notes as follows:

TEMPORARY CONSTRUCTION EASEMENT. AN EASEMENT TO USE THE LAND AS NECESSARY DURING CONSTRUCTION OF THE PROJECT. THE EASEMENT IS REQUIRED ONLY UNTIL THE CONSTRUCTION OR WORK INDICATED BY THE PLAN IS COMPLETED, UNLESS SOONER RELINQUISHED IN WRITING BY THE DEPARTMENT.

The expiration date shall be at the discretion of the District Executive.

The Notes shown on the Property Plots (see [Chapter 3, Section 3.4.H.5](#)), which clarify the status of the land utilized for slope easements, underground anchor easements and temporary construction easements, are also to be shown in the General Notes. This also includes existing easements not acquired for this project.

- 11. The General Notes shall contain a Note stating whether the survey is based on the National Geodetic Reference System (formerly USC & GS) or other datum (i.e. wheel survey, flat chain, existing as-built plans).
- 12. A Note shall indicate whether the horizontal control is tied to the Pennsylvania State Plane Coordinate System (SPCS 83) or True North, etc.
- 13. A note shall indicate the vertical control is based upon the USGS National Geodetic vertical datum of 1929 (NGVD 29), North American Vertical Datum of 1988 (NAVD 88), or other datum.
- 14. Applicable Notes for City of Philadelphia projects shall be shown (see [Chapter 3, Section 3.10](#)).
- 15. The Department has obtained permission for the Contractor to perform work outside the legal Right-of-Way. Right (or left) of Station \_\_\_\_\_.
- 16. A Note stating that State Route \_\_\_\_\_, previously known as Legislative Route \_\_\_\_\_, may be placed with the General Notes if desired.

**B. Identification Block.** Complete the Identification Block in the upper right-hand corner.

**C. Location Map.** The Location Map shall be placed in the lower left-hand corner on the first Typical Section Sheet and may be reproduced from County or City maps. For an example of a typical Location Map, refer to [Figure 2.5](#). This map shall be oriented so that the North Arrow is vertical toward the top of the sheet with a Bar Scale provided below the map. Indicate the following data on the Location Map:

- 1. Label and place a Legend below the Location Map as shown on [Chapter 15, Section 15.2, Plate B-XIII](#).
- 2. All adjacent and intersecting State Routes, Traffic Routes and Township Roads by number.
- 3. If a city map is used, streets should be shown and named.
- 4. Cities, towns and physical features such as lakes, streams, canals, railroads, etc.
- 5. City limits and urban limits, where applicable.
- 6. Show "Limits of Work" stations (Do not show for "Also" routes).

**Metric Example:**

LIMIT OF WORK  
STATION 20+570.000  
SEG 50 OFFSET 23 m  
SR 1033 SEC A04  
GREENWOOD TOWNSHIP  
PERRY COUNTY

**English Example:**

LIMIT OF WORK  
STATION 675+00.00  
SEG 50 OFFSET 75  
SR 1033 SEC A04  
GREENWOOD TOWNSHIP  
PERRY COUNTY

- 7. Bar scale.

26. "LEGAL SOUND BARRIER EASEMENT"
27. "LEGAL RIGHT OF WAY CONVERTED TO AERIAL EASEMENT"
28. "LEGAL SIGHT DISTANCE EASEMENT"
29. "LEGAL ITS CONDUIT EASEMENT"
30. "LEGAL TRAFFIC SIGNAL EASEMENT"

All "Easement" or "Area" Notes shown on the Right-of-Way Plan shall be shown on the Construction Plan.

For Utility Terminology, see [Chapter 3, Section 3.7.B](#).

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**2.9 ABBREVIATED PLANS**

The use of an abbreviated format Construction Plan is encouraged for rehabilitation-type projects. These plans may be 11 in × 8.5 in or full-sized standard ANSI D size, 863.6 mm × 558.8 mm (34 in × 22 in). The originals shall be of high-quality so that reproductions are legible. The 11 in × 8.5 in plans shall be included directly in the proposal.

Permanent records shall be maintained in the Central Office of all plans whether they are full-size or 11 in × 8.5 in plans. Normally, 11 in × 8.5 in plans can be used for projects such as resurfacing, widening, shoulder reconstruction, guide rail replacement, minor bridge repairs, etc. The maximum number of sheets for an abbreviated plan shall be 50 sheets.

When utility relocation or adjustments are required, a minimum plan for use with the utility company shall be provided in accordance with Publication 10C, Design Manual, Part 1C, *Transportation Engineering Procedures*, Chapter 4, Section 4.6 and Publication 16M, Design Manual, Part 5, *Utility Relocation*, Section 3.8.

The following format is to be utilized when abbreviated plans are used:

1. **Title Sheet.** The Title Sheet shall contain the following information (Refer to [Figure 2.15](#) for a sample of an 11 in × 8.5 in Construction Plan Title Sheet.):
  - a. State Route and Section.
  - b. County.
  - c. Township, Borough or City.
  - d. Stationing Limits.
  - e. ECMS Number.
  - f. Total Number of Sheets.
  - g. Design Designation.
  - h. Traffic Data.
  - i. Prepared by \_\_\_\_\_ (Assistant District Executive or Consultant)
  - j. Recommended by \_\_\_\_\_ (District Executive)
  - k. Recommended by \_\_\_\_\_ (Deputy Secretary)
  - l. Approved by \_\_\_\_\_ (Secretary of Transportation)
2. **Location Map.** The Location Map shall contain all standard information (Refer to [Section 2.3.C](#)).
3. **General Project Data.**
  - a. General Notes (Refer to [Section 2.3.A](#)).
  - b. List of Equalities.
  - c. List of Public Utilities.
  - d. List of Existing Types of Roadway Pavement.
  - e. Earthwork Summary.
4. **Required Typical Sections.**
5. **Special Details (Drawings).**
6. **Summary of Quantities Sheet.**
7. **Tabulation of Quantities Sheet.**





**8. Plan Sheets.** Plan sheets shall be of the straight-line format showing all items of construction included in the project. Plan sheets may be omitted for simple projects which include limited items such as resurfacing with shoulder reconstruction and are uniform throughout the project. For projects with multiple items such as drainage, pavement patching, guide rail, pavement widening and similar construction, plan sheets should be provided so that the Contractor can fully comprehend the scope of work and submit an accurate bid to the Department.

The 11 in × 8.5 in plans shall be of a high-quality to allow legible reproductions and shall contain all the data necessary for a Contractor to construct the facility to Department Standards. Readability is important and the minimum lettering size shall conform to that required on standard plans. To ensure that data is not lost in reproduction, all sheets shall have border lines approximately 15 mm (0.5 in) in from the top, bottom and sides of the page. Each sheet shall have the page number and contract number located within the border lines. The originals or acceptable first-generation prints should be submitted to the Central Office to assure that satisfactory reproductions can be made for the proposal. All line work within a plan should be of approximately the same density to facilitate microfilming. The mixing of 11 in × 8.5 in plans and full-size plans for one project is not permitted.

**10. Control of Work Location.** Normally, the work shall be controlled using the standard stationing method. However, some types of work, such as resurfacing, can be controlled using segments and offsets to identify work areas.

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**2.10 CONSTRUCTION PLAN REVISIONS**

A revision is defined as a change in the original Construction Plan. Construction Plan revisions are applicable to plans that have been advertised to the public through ECMS or a legal newspaper advertisement.

Procedures and projects for which to apply these revision requirements are presented in Publication 10C, Design Manual, Part 1C, *Transportation Engineering Procedures*, Chapter 4, Section 4.13.J.

The proposed plan revisions shall be highlighted on prints of the appropriate plan sheets. Do not make the changes to the original plan sheets at this time. Changes are made to the originals only after the prints have been approved.

Since no erasure of original information is permitted, the changes for minor revisions should be made on the prints by adding the new information with a cloud circling the changes and crossing out the data being revised. For extensive revisions, the original sheet shall be marked with a large "X" and a supplemental sheet added to the plan.

When making plan revisions on the prints, the plan revision block must be added and completed for each affected plan sheet as shown in Figure 2.16. The Engineer stamping the original plan must initial the plan revision block approving the revisions prior to the plan revisions being published in an addenda, if applicable.

After the prints are approved, changes are made to the original plans. In addition, an approval block to be included on the original Title Sheet shall contain the general description of all the proposed changes and a list of the sheets and parcel numbers affected by the revisions. Lines for the signatures of the District Executive, ADE- Design/ADE-Construction and the District Plans Engineer or the Assistant Construction Engineer shall be included in the block as shown in Figure 2.17. The new total number of sheets shall be shown by crossing out the original and showing the new. The revised original Title Sheet along with the other revised original sheets must be included with the final plan set provided to the contractor prior to Notice to Proceed.

Construction Plan revisions that also require changes to the Right-of-Way Plan shall also follow the requirements presented in [Chapter 3, Section 3.11](#).

REVISION NUMBER	REVISIONS	DATE	BY	APPROVED

**FIGURE 2.16**  
**EXAMPLE OF PLAN REVISION BLOCK**



REVISED TO DELETE TEMPORARY CONNECTION AND SERVICE ROAD, AND UNKNOWN OWNERS, REVISE RAMP B CURVE DATA, ADD AND REVISE PROPERTY OWNERS, ADD TEMPORARY AREAS FOR CONSTRUCTION, REVISE PROPERTY LINES AND OFFSET DIMENSIONS, REVISE RIGHT-OF-WAY LINES, ADD FLOWAGE EASEMENTS, REVISE OWNER'S NAME, REVISE AREA OF CHANNEL NOTE AND REVISE RIGHT-OF-WAY LINE FOR LIMITED ACCESS.

PARCELS INVOLVED: 7, 12, 13, 14, 15, 16, 17, 18, 21, 22, 23, 27, 28, 29, 30, 31, 32, 33, 34, 35, 37 AND 38.

REVISIONS ON SHEETS: 2, 4, 5, 16, 26, 27, 28, 31, 32, 34, 35, 36, 37, 38, 39, 40, 41, 45, 49, 51, 57, 58, 61, 64, 68, 69, 71, 72, 73, 75, 76, 77, 80, 81, 82, 83 AND 85.

RECOMMENDED \_\_\_\_\_ 20 \_\_\_\_\_

\_\_\_\_\_  
DISTRICT PLANS ENGINEER/ASSISTANT CONSTRUCTION ENGINEER

RECOMMENDED \_\_\_\_\_ 20 \_\_\_\_\_

\_\_\_\_\_  
ADE DESIGN/ADE CONSTRUCTION

APPROVED \_\_\_\_\_ 20 \_\_\_\_\_

\_\_\_\_\_  
DISTRICT EXECUTIVE

**FIGURE 2.17**  
**EXAMPLE OF APPROVAL BLOCK WITH SIGNATURES**

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**E. Policies for Expediting Plans Preparations.** Adherence to the following policies can expedite the preparation of the Right-of-Way Plans:

1. Profile grades should be refined to the point where it is unlikely that any additional land shall be required and that the grade near buildings shall be substantially unchanged.
2. All drainage that affects property damage or underground utilities shall be shown. Pipe and ditch sizes may be determined from preliminary drainage computations.
3. Approval of Service Roads is required prior to including them in the Right-of-Way Plan.
4. Property line surveying of individual properties shall be performed only when deemed necessary by the Professional Land Surveyor in order to adequately define the property boundaries affected by the area of take.

The horizontal geometry and the right-of-way lines shall be the same on all Construction and Right-of-Way Plans.

**F. Demolition Contract.** If it is necessary to prepare a Demolition Contract for the demolition of buildings, refer to Publication 378, *Right-of-Way Manual* for procedures to be used for Demolition.

**G. Simplified Right-of-Way Plans.** On small projects, primarily within the existing right-of-way, where only a few properties are involved and the area to be taken is minor, a simplified Right-of-Way Plan should be used.

A simple, one or two sheet Right-of-Way Plan is available and shall require the following items, as applicable:

1. Title Sheet information.
2. General Notes.
3. Location Map.
4. Utility Notes.
5. Drawing which provides the standard Property Plot Plan and Deed information.
6. Overall and Authorization Length.
7. References.
8. Equalities.
9. Beginning and ending segments.
10. Structure data.
11. Hydraulic data.
12. Curve data.
13. Coordinates.

**H. Highway Occupancy Permit Plans.** There are three types of plans related to the highway occupancy permit process: drawings depicting right-of-way to be deeded to the Department; drawings authorizing acquisition by local governments; and drawings accepting dedications. These plans must conform to the requirements of this Chapter and be reviewed by a Plan Reviewer .

1. Drawings Depicting Right-of-Way to Be Deeded to the Department. The most common HOP-related plan is that developed to document right-of-way deeded to the Department as part of the HOP process. See [Section 3.2.I.6](#) on the appropriate title page and [Section 3.1.EE](#) on the interest to be acquired. These deed plans do not transfer title. The permittee must transfer title to the Department by deed. The deed plan only documents the State highway right-of-way for future reference.

Deed plans must be filed with the District plans unit and forwarded to the Bureau of Project Delivery, Office Management and Procurement Section, Plans, Records, and Reproduction, for appropriate filing. Deed plans must also be recorded at the appropriate county courthouse to document the highway right-of-way.

2. Plans Authorizing a Local Government to Acquire Land for a State Highway. This type of plan is also sometimes required in the HOP process. See [Section 3.2.I.7](#) on the appropriate title page. Local authorization plans also do not transfer title. They only authorize the local government to acquire interests in land for a State highway and document the State highway right-of-way for future reference.

Local authorization plans must be filed with the District plans unit and forwarded to the Bureau of Project Delivery, Office Management and Procurement Section, Plans, Records, and Reproduction, for appropriate filing. Local authorization plans must also be recorded at the appropriate county courthouse to document the highway right-of-way.

**3. Plans Accepting the Dedication of Right-of-Way.** This type of plan is available in the HOP process, but is typically not appropriate. See [Section 3.2.I.8](#) on the appropriate title page. The best practice is to have the land deeded to the Department and documented with a plan depicting right-of-way to be deeded to the Department.

A deed and deed plan should always be used for land owned by the permittee. For land owned by a neighboring owner, but previously dedicated to public use for a State highway, the best practice is to have the local government accept the dedication and then deed it to the Department. Whether the land is being deeded by a private permittee or a local government, the normal permit deed (either fee simple or easement for highway purposes) should be used, not a deed of dedication.

The acceptance of dedication plan may only be used if the offer of dedication is general or to the Commonwealth. It may not be used if the dedication is to the local municipality or, even if general, the local municipality has already accepted the dedication. Use of this plan is not encouraged. The deed process should be used if at all possible.

If the acceptance of dedication plan is used, it must be filed with the District plans unit and forwarded to the Bureau of Project Delivery, Office Management and Procurement Section, Plans, Records, and Reproduction, for appropriate execution by the Secretary and then filing. The acceptance of dedication plan must also be recorded at the appropriate county courthouse because it is evidence of an actual title transfer. Designation of the dedication on the subdivision or land development plan is the offer of dedication and execution of the plan by the Department is acceptance of the dedication; there is no need for a separate deed of dedication.

**4. General Guidance.** These special highway occupancy permit plans may not be used for other functions. For example, the Department may not designate areas to be vacated or abandoned on them or attempt to authorize acquisition by the Department through them. Separate procedures must be used for these purposes. By the same token, a regular title sheet authorizing the Department to acquire property may not be used for plans reflecting land to be deeded to the Department during the HOP process or authorizing another government entity to condemn for a State highway.

**I. Vacation and Confirmation of Disposition Plans.** This is a plan created following the disposition of rights of ways owned in easement and fee simple. Such a plan for a highway section is the preferred method to affect formal vacations of highway easements and confirm the sale of fee-owned parcels that have been the subject of quit claim deeds in the disposition process. See Publication 378, *Right-of-Way Manual*, Chapter 7, "Excess Land." The less preferred method to document dispositions is to merely revise the right-of-way lines on the existing right-of-way acquisition plan. See [Sections 3.2.I.5](#) and [3.4.H.5](#) for further guidance on vacation and confirmation plans.

This type of plan is only appropriate after disposition of right-of-way under the Publication 378, *Right-of-Way Manual* procedures. It may not be used to vacate right-of-way that has not been disposed of as part of a right-of-way disposition. See [Section 3.9](#) for procedures relating to the presentation of vacations as part of a highway project. The current procedure for vacating road segments outside the right-of-way disposition process, by execution and filing of a plan designating the segment as "to be vacated," followed by execution and filing of an order of vacation, is not altered by the availability of this type of plan. A separate plan for vacating right-of-way (and confirming dispositions of fee title) is applicable only where the right-of-way disposition process has been used.

Vacation and confirmation of disposition plans must be filed with the District plans unit and forwarded to the Bureau of Project Delivery, Office Management and Procurement Section, Plans, Records, and Reproduction, for appropriate filing. They must also be filed in the county courthouse to document the highway right-of-way. The plan should be indexed to the persons to whom the Department quit claimed the parcels.

**A. Title Block Identification Data.** The following data shall constitute the Title Block on the Title Sheet:

1. Headings and Title of Plan.
2. State Route.
3. Section Number with Suffix "R/W".
4. County or Counties.
5. Township, Borough or City.
6. Stationing Limits.

**B. Identification Block.** The following information shall be provided in the Identification Block in the upper right-hand corner. Refer to [Chapter 15, Section 15.2, Plate B-VIII](#) for an example of an Identification Block for Right-of-Way Plans:

1. State Route.
2. Section Number with Suffix "R/W".
3. Engineering District.
4. County or Counties.
5. Township, Borough or City.
6. Total Number of Sheets.
7. MPMS Number.

**C. "Also" Routes.** Interchange, rest area and escape ramp route numbers shall be included as an "Also" route if they are part of the route appearing in the Title Block (show State Route Numbers only, do not show stations).

**D. Stationing Limits.** When the project consists of two or more routes, the Stationing Limits of each shall be shown with their individual lengths and the total overall length of acquisition.

If a project is located in two counties, a break in the station should begin at the county line and should be stationed ahead starting with Station 0+000.000 (Station 0+00.00). Stationing should be from South to North and from West to East. If recorded, the project should be recorded in the Courthouse of each county, with two recording blocks provided accordingly.

Stationing Limits shall be extended to include a full take on a property to prevent the need for a second claim on an adjacent project. When the length of the right-of-way acquisition is different on left and right, the longer length shall govern. See [Chapter 15, Section 15.1, Plates A-V and A-VII](#) for examples.

**E. Limited Access Highway Facility Note.** If limited access has been established for any portion of the project, a Note to that affect and a reference to the establishment plan shall be required and placed below the Identification Block as indicated below:

ESTABLISHED AS A LIMITED ACCESS HIGHWAY FROM  
 STATION \_\_\_\_\_ TO STATION \_\_\_\_\_ BY PLAN OF STATE ROUTE  
 \_\_\_\_\_ SECTION \_\_\_\_\_ RIGHT-OF-WAY  
 (Where Applicable)

APPROVED \_\_\_\_\_ (Date) \_\_\_\_\_

Note: The stations should be the Stationing Limits shown on the referenced Right-of-Way Plan.

**F. Bar Scales.** Normally, a horizontal scale of 1:250 (1" = 25') shall be used on all projects, particularly in built-up areas, where considerable topographic detail is necessary. Horizontal scales of 1:500 (1" = 50') or 1:200 (1" = 20') may be used if conditions dictate, at the discretion of the District Executive.

The vertical scale of the profile shall be one-fifth of the horizontal scale. Circumstances may dictate other scales in which case special permission should be secured from the District Executive before commencing plan preparations.

A Bar Scale shall be used to represent the horizontal and vertical dimensional values as indicated below. A script representation, i.e., 1:250 (1" = 25'), etc., shall not be used to indicate these values:

**Metric:**



**English:**



**G. Design Designation Block.** Complete the Design Designation Block, in the lower left-hand corner, under the heading DESIGN DESIGNATION. The following items shall be included: Highway Functional Classification including designation of "Urban", "Rural", etc., Design Speed, Pavement Width, Shoulder Width, Median Width (Maximum and Minimum), Traffic Data Including letting year ADT, design year ADT and DHV, D (%) and T (%). Refer to [Chapter 15, Section 15.2, Plate B-VIII](#) for an example of a Design Designation Block for Right-of-Way Plans.

**H. Professional Seal Block.** If the plans are prepared in the District Office the signature, title and seal of the appropriate Assistant District Executive responsible for the preparation of the plan shall be provided in a small block at the bottom of the sheet. In addition, the Plans Engineer's signature shall be placed above the District Executive's signature, see [Chapter 15, Section 15.2, Plate B-VIII](#).

Plans prepared by Consultants shall have a small block at the bottom of the Title Sheet indicating the name and address of the Consultant, the signature, title and seal of the person responsible for the preparation of the plans and the date.

For all Right-of-Way Plans, the title sheet shall be sealed and signed by a Professional Land Surveyor, PLS, who has direction and control of the land surveying aspects of the plan. The layout of the seal and signature block shall be as shown in [Figure 3.4, Typical Signature Blocks](#). For projects designed in house, the Chief-of-Surveys shall be the PLS.

**7. Drawings Authorizing Acquisition by Local Governments on State Highways:**

**Metric Example:**

DRAWINGS AUTHORIZING ACQUISITION  
OF  
RIGHT-OF-WAY  
FOR  
STATE ROUTE \_\_\_\_\_, SECTION\_\_\_\_(IF APPLICABLE) \_\_\_\_\_  
IN \_\_\_\_\_ COUNTY  
BY \_\_\_\_\_ TOWNSHIP  
ON BEHALF OF  
COMMONWEALTH OF PENNSYLVANIA  
DEPARTMENT OF TRANSPORTATION  
FROM STA \_\_\_\_\_ TO STA \_\_\_\_\_ LENGTH \_\_\_\_\_  
FROM SEG \_\_\_\_\_ OFFSET \_\_\_\_\_ m TO SEG \_\_\_\_\_ OFFSET \_\_\_\_\_ m

**English Example:**

DRAWINGS AUTHORIZING ACQUISITION  
OF  
RIGHT-OF-WAY  
FOR  
STATE ROUTE \_\_\_\_\_, SECTION\_\_\_\_(IF APPLICABLE) \_\_\_\_\_  
IN \_\_\_\_\_ COUNTY  
BY \_\_\_\_\_ TOWNSHIP  
ON BEHALF OF  
COMMONWEALTH OF PENNSYLVANIA  
DEPARTMENT OF TRANSPORTATION  
FROM STA \_\_\_\_\_ TO STA \_\_\_\_\_ LENGTH \_\_\_\_\_  
FROM SEG \_\_\_\_\_ OFFSET \_\_\_\_\_ TO SEG \_\_\_\_\_ OFFSET \_\_\_\_\_

THIS PLAN PREPARED PURSUANT TO SECTIONS 2003(e) AND 2002(a)(6) AND (7) OF THE ADMINISTRATIVE CODE, AS AMENDED, 71 P.S. SECTIONS 513(e) AND 512(a)(6) AND (7), SECTION 302(b)(3) OF THE EMINENT DOMAIN CODE, 26 Pa. C.S., SECTION 302(b)(3), AND APPROPRIATE MUNICIPAL AUTHORITY FOR THE PURPOSE OF AUTHORIZING AND APPROVING THE LOCAL MUNICIPALITY TO ACQUIRE RIGHT-OF-WAY FOR STATE HIGHWAY PURPOSES ON BEHALF OF THE COMMONWEALTH OF PENNSYLVANIA, DEPARTMENT OF TRANSPORTATION.

The plan must contain an approval block for the Secretary of Transportation to approve the plan for himself and the Governor, as well as a District Executive approval and recording block. Appropriate personnel, such as the District Plans Engineer, District Chief of Surveys, District Permit Manager and/or District Right-of-Way Administrator, should review the plan prior to signature.

A signature block should be added to show the approval of the appropriate local government. It should contain a line to indicate the municipal resolution number.

See [Sections 3.0.H](#), [3.4.H.5.m](#), and [3.5.Y](#) discussing acquisitions of State highway right-of-way by local governments as part of the HOP process. See [Chapter 15, Section 15.2, Plate B-XIV](#) for a sample title sheet.

**8. Right-of-Way Dedicated in Highway Occupancy Permit Process:**

DRAWINGS ACCEPTING DEDICATION OF RIGHT-OF-WAY FOR SR 1033, SECTION A04 IN ADAMS COUNTY.

THIS PLAN PREPARED PURSUANT TO SECTION 2003(e) OF THE ADMINISTRATIVE CODE, 71 P.S. SECTION 513(e), AND 67 PA CODE CHAPTER 441. HIGHWAY OCCUPANCY PERMIT NO. \_\_\_\_\_.

See [Section 3.0.H.3](#) discussing the limited use of this type of plan.

**J. Metric Conversion Factor.** Beneath the Identification Block provide the conversion factor which was used to convert feet to meters. The recommended factor is 1 ft = 0.30480061 m.

**K. MPMS Number.** Beneath the title block, add the MPMS number.

### 3.3 INDEX SHEET

The following general information shall be shown on the Index Sheet for all Right-of-Way Plans.

1. Index Map.
2. Location of Project on State Map.
3. Sheet Index Block.
4. Tabulation of Equalities between Segment End Points and the right-of-way Baseline (if available).
5. The Appropriate Professional Seals.

**A. Index Map.** The Index Map shall be placed on the sheet to best advantage, using a scale no smaller than 1:5000 (1" = 500') and shall show the following data, where applicable.

1. Survey and right-of-way Baseline or Survey and right-of-way Centerline and stations identified at maximum 100 m (500 ft) intervals and radius (PC, PT, TS, SC, CS and ST circles only).
2. Edge of existing roadways.
3. State Routes and Township Roads (Show posted Traffic Route numbers).
4. Local road names.
5. Railroads.
6. Edge of streams (Identify major streams).
7. Outline of proposed and existing bridges.
8. Political subdivisions.
9. Begin and End Authorization Stations on all crossroads, temporary connections and service roads.
10. Equality stations.



11. North Arrow and Bar Scale.
12. Temporary roadways.
13. Distances to the nearest 0.1 km (0.1 mi) to the nearest community at each end of project. Also give similar distances from project limits at crossroads to nearest community in each direction. If no towns are nearby, indicate kilometers (mileages) to intersecting Traffic Routes or State Routes.
14. Limits of project covered within each sheet with the sheets identified using the following appropriate symbols on the sheet and identified in the Legend:

## LEGEND



**PLAN**



**PROFILE**



**PLAN AND PROFILE**



**PARCEL IDENTIFICATION NUMBER**



**PARCEL IDENTIFICATION NUMBER-NO TAKE**

For HOP plans, the designation should be "Parcel Identification Number – No Acquisition".

15. Property lines. Property owner's names shall be spelled out and appear exactly as shown on Deeds and the Plan Sheets. Where space permits, property owner's names and parcel numbers shall be shown parallel and equidistant to the right or left of the centerline. A parcel number shall be used for every piece of property for which there is a separate owner. Where one owner owns contiguous property, only one parcel number shall be shown. Parcels separated by a road or railroad are not contiguous; however, when two or more non-contiguous parcels in the same ownership are being used together, e.g., as a single farming or manufacturing operation (but not as a real estate development), they shall be treated as a single property. When the scale is small and/or the properties are too numerous, code the properties with a small, circled number and tabulate the property owners elsewhere on the sheet. Property owners which are numbered but have no right-of-way take shall be indicated as NO TAKE. Questions of unity of use shall be considered with the Bureau of Project Delivery, Highway Delivery Division, Utilities and Right-of-Way Section and the Office of Chief Counsel.

16. Project Limits:

- a. On limited access highway facility projects, at the beginning and the ending of the project, the terminology shall read: LIMIT OF ESTABLISHMENT AND AUTHORIZATION. (Note: The Limit of Authorization is not always coincidental to the Limit of Establishment. In such a case, a separate notation shall be made.)
- b. On free access highway facility projects, the terminology for the designation of termini shall read: LIMIT OF AUTHORIZATION.
- c. On intersecting roads and "Also" routes incidental to the main project, the terminology shall read: BEGIN AUTHORIZATION and END AUTHORIZATION.

- d. On plans common to both right-of-way and Construction, the terminology shall read: LIMIT OF WORK AND AUTHORIZATION or any combination of the above that may be applicable.

**Metric Example:**

LIMIT OF ESTABLISHMENT AND/OR AUTHORIZATION  
STA 20+570.000  
SEGMENT \_\_\_\_\_ OFFSET \_\_\_\_\_ m (if applicable)  
SR 1033 SEC C04 R/W  
GREENWOOD TOWNSHIP  
PERRY COUNTY

**English Example:**

LIMIT OF ESTABLISHMENT AND/OR AUTHORIZATION  
STA 675+00.00  
SEGMENT \_\_\_\_\_ OFFSET \_\_\_\_\_ (if applicable)  
SR 1033 SEC C04 R/W  
GREENWOOD TOWNSHIP  
PERRY COUNTY

- e. Project limits shall be indicated at county lines and breaks in the State Route designations, except when a structure spans the county line. When a structure is present, the Limiting Stations shall shift to the beginning or end of the structure in accordance with segment breaks as shown in [Figure 3.5](#).

17. Channel Changes. When a baseline has been established, channel changes shall be shown with BEGIN CHANNEL CHANGE and END CHANNEL CHANGE Notes, as applicable.

18. Abandonment Notes (See [Section 3.9](#)).

19. Allow space for an appropriate Note regarding the type of acquisition (See [Section 3.4.H.2](#)).

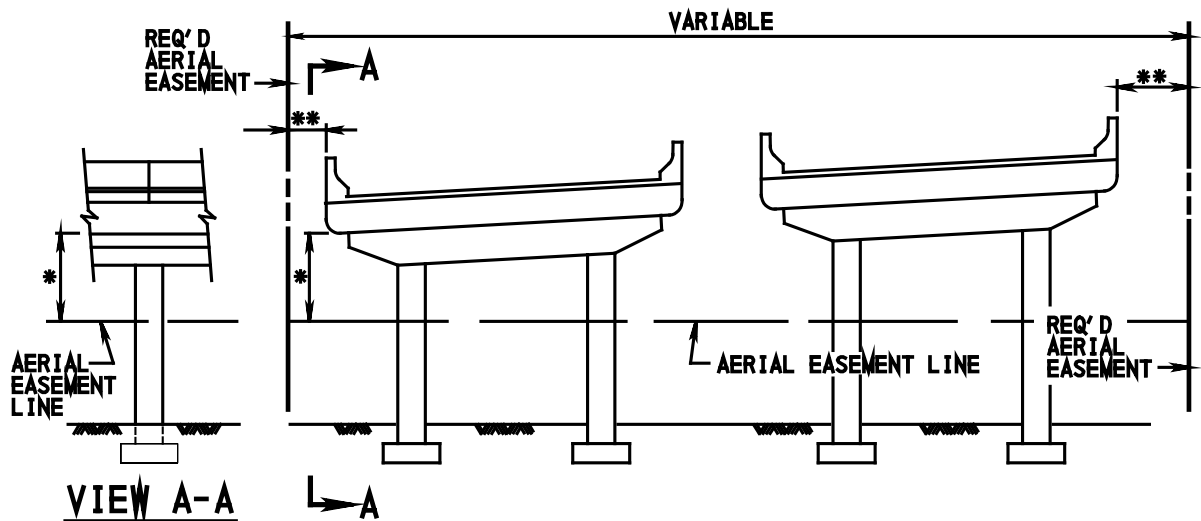
| **B. Sheet Index Block.** On projects involving many sheets, a Sheet Index Block is suggested. Small projects may also require a Sheet Index Block when there is more than one Supplemental Plan. A sample Sheet Index Block is shown in [Figure 3.6](#).

| **C. Tabulation of Segment Equalities.** See [Chapter 2, Section 2.2.G](#).

**INTENTIONALLY BLANK**

See Section 3.1.L for general discussion of aerial easement acquisitions. A separate sketch shall be included for each aerial easement condition. See Figure 3.11, Aerial Easement Sketch.

**FIGURE 3.11**  
**AERIAL EASEMENT SKETCH**



SKETCH SHOWING ESTATE TO BE ACQUIRED FOR A LIMITED AERIAL EASEMENT

FROM STA \_\_\_\_\_ TO STA \_\_\_\_\_

(The above sketch, modified to fit the project, with applicable dimensions, is added to the General Notes.)

\* ACTUAL DIMENSION (0.65 m (2 ft) MINIMUM)

\*\* ACTUAL DIMENSION (4.60 m (15 ft) DESIRABLE).

USE OF AIRSPACE BENEATH THE ESTABLISHED GRADELINE OF THE HIGHWAY SHALL PROVIDE SUFFICIENT VERTICAL AND HORIZONTAL CLEARANCES FOR THE CONSTRUCTION, OPERATION, MAINTENANCE, VENTILATION AND SAFETY OF THE HIGHWAY FACILITY. THE ESTATE ACQUIRED ABOVE THE AERIAL EASEMENT LINE MAY BE ENTERED ON BY MOVING VEHICLES SUCH AS TRUCKS OR RAILROAD ROLLING STOCK.

- s. Mining Reservations.** Add the following Note to each Plan Sheet on which the estate to be acquired (whether fee simple or easement) should be limited in vertical dimension to avoid interference with deep mining, including removal of gas and oil by means of wells located off the right-of-way:

THE ESTATE TO BE ACQUIRED IS LIMITED IN VERTICAL DIMENSION SO AS NOT TO INTERFERE WITH DEEP MINING OF MATERIALS, INCLUDING REMOVAL OF GAS AND OIL BY MEANS OF WELLS LOCATED OFF THE RIGHT-OF-WAY. THE OWNER OF THE MINERALS MAY REMOVE ANY OR ALL OF SAME LOCATED BENEATH THE MINIMUM DEPTH INDICATED.

Note: The depth of permissible mining operations is to be based on the type of rock, possible voids, etc., and shall be indicated on the appropriate Plan Sheet.

- t.** All existing easements shall be indicated in the general notes. Use the description of the easement from the existing Right-of-Way Plan or see the previous listed notes for the appropriate wording.

- u. Metric Plans.** Add the note: **SEGMENT OFFSETS ARE MEASURED IN METERS.**

- v. Typical Sections.** One Typical Section shall be shown for each roadway listed on the Title Sheet. Typical Sections are also desirable for ramps, unlisted side roads, etc. The Typical Sections may be shown on as many additional sheets as necessary.

The minimum data required on each Typical Section shall include the following:

1. Profile grade point.
2. Pavement width.
3. Shoulder width.
4. Median width.
5. Embankment and cut slopes.
6. Applicable station limits.

The type and depth of pavement, subbase and shoulders, etc., are not required.

### 3.5 PLAN SHEETS

- A. List of Items for Plan Sheets.** The Plan Sheets shall show the following items:

1. Required and Legal Right-of-Way Lines.
2. Survey and Right-of-Way Baselines or Survey and Right-of-Way Centerlines.
3. Railroads and Utilities.
4. Easements (For permanent utility easement, see Publication 16M, Design Manual, Part 5, *Utility Relocation*) and associated Easement Notes (See [Section 3.6.A.2.e](#)).
5. Topography.
6. Property Lines and Ownership (Use parcel numbers enclosed with one heavy circle). See [Section 3.6.A.2.e\(3\)](#) for the data required.
7. Limit of Slope Lines.
8. Edge of existing and proposed pavement, curb and new depressed curb, for free access facilities.
9. Tabulation of areas (if no separate property plot is prepared).
10. Survey references and survey book numbers.

2. ALL PROJECT MEASUREMENTS ARE US STANDARD MEASUREMENTS. TO CONVERT TO CITY OF PHILADELPHIA DISTRICT STANDARD, A FACTOR OF \_\_\_\_\_ IS TO BE USED. THAT IS \_\_\_\_\_ m (\_\_\_\_\_ FEET) US STANDARD EQUALS 100.000 m (100.00 FEET) PHILADELPHIA DISTRICT STANDARD MEASUREMENT.

NOTE: Contact the Survey District in which the project is located for the conversion factor(s) to be used for that particular District. In cases where each line may have its own factor, the factor should be indicated for each line and reference should be made in the General Notes accordingly.

3. THE DATUM FOR THIS PLAN IS BASED ON US COAST & NORTH AMERICAN VERTICAL DATUM OF 1988. THERE IS A DIFFERENCE OF \_\_\_\_\_ m (\_\_\_\_\_ FEET) BETWEEN THE US COAST & GEODETIC DATUM USED FOR ELEVATIONS SHOWN ON THESE DRAWINGS AND THE DATUM USED BY THE CITY OF PHILADELPHIA SURVEY DISTRICT.

**Metric Example:**

ELEV 3.048 m US Coast & Geodetic Survey = ELEV 1.292 m City of Philadelphia

**English Example:**

ELEV 10.00' US Coast & Geodetic Survey = ELEV 4.238' City of Philadelphia

NOTE: Contact the Survey District in which each project is located for the difference between the US Coast and Geodetic Datum and the City of Philadelphia Datum to be used.

4. MONUMENTS OR PROPERTY LINE MARKERS LOCATED WITHIN THE LIMITS OF THIS PROJECT SHALL NOT BE DISTURBED UNTIL THEY HAVE BEEN REFERENCED BY THE CITY OF PHILADELPHIA.

5.  INDICATES AREAS OF BUILDINGS OR PORTIONS OF BUILDINGS USED TO OBTAIN THE TAKING VOLUMES SHOWN IN THE TABULATION.

**C. Plan Sheet.** The Right-of-Way Plan Sheet shall contain the following additional details:

1. Properties taken and portions of properties remaining shall be dimensioned in accordance with City of Philadelphia District Standard.
2. The cubical contents of the buildings taken. Where there is a partial taking, the plan should show the cubical contents taken and remaining. State whether the volume includes the basement. The plan should also indicate the construction of the building (frame, brick, etc.).
3. The location and width of all streets. Streets not on the City plan should be so indicated. Indicate clearly whether each street shown on the plan is opened or unopened and show the manner and date of the opening.
4. Where the grade of a street is changed in front of improved property, show elevations of the door sills and cellar window sills on the profiles. Also indicate tops and bottom of all retaining walls and the curb elevation on all streets.
5. Show existing profiles for boundary streets and the proposed profiles for new streets or highways.
6. Where spot elevations on each parcel and elevations along each house line cannot be shown or depicted by contours, a profile should be produced to show this information.

### 3.11 RIGHT-OF-WAY PLAN REVISIONS

A revision is defined as a change in the original Right-of-Way Plan. Right-of-Way Plan revisions are applicable for plans that have been signed by the Secretary of Transportation.

On a project that requires the Department to acquire an additional estate or easement from a parcel which has been the subject of an acquisition, additional acquisition can not be made until the Right-of-Way Plan has been officially revised.

Procedures and projects for which these revision requirements apply can be found in Publication 10C, Design Manual, Part 1C, *Transportation Engineering Procedures*, Chapter 4, Section 4.13.J.

The proposed plan revisions shall be highlighted on prints of the appropriate plan sheets.

The print of the Title Sheet shall include an approval block containing a general description of all the proposed changes and a list of the sheets and parcel numbers affected by the revisions as shown in [Figure 3.17](#). It is not necessary to provide detailed information, such as stationing, in the description. Lines for the signatures of the District Executive, the District Right-of-Way Administrator, the District Chief-of-Surveys, and the District Plans Engineer shall be included in the block.

After approval of the prints by the District Executive, the District Office shall request the Title Sheet and affected original sheets or reproducibles from the Bureau of Project Delivery, Office Management and Procurement Section, Plans, Records, and Reproduction. The District should then make changes to the original plan sheets or reproducibles as per the previously approved prints. When making plan revisions, the plan revision block shall be added and completed for each affected plan sheet as shown in [Figure 3.20](#).

Since no erasure of original information is permitted, changes for minor revisions should be made by adding the new information and crossing out the incorrect data. For major revisions, the original sheet shall be marked with a large "X" and a supplemental sheet added to the plan.

An approval block to be included on the original Title Sheet shall contain the general description of all the proposed changes and a list of the sheets and parcel numbers affected by the revisions as previously approved on the print of the Title Sheet. Lines for the signatures of the Deputy Secretary and the Secretary of Transportation along with the statement ON BEHALF OF THE GOVERNOR AS WELL AS HIMSELF are to be included in the block, as shown in [Figure 3.21](#), when the Governor has delegated signature authority. The total number of sheets shall be revised by crossing out the original number and adding the new number.

The revised sheets shall be signed and sealed by the appropriate professional land surveyor and as necessary by the professional engineer. See [Figure 3.22](#) for sample block.

The District shall also include the notary seal block and the recorder of deeds block to have the revised plan re-recorded in the office for the recording of deeds. See [Figures 3.23](#) and [3.24](#) for sample blocks. The District shall include the Note for reauthorization in the revision block for all projects. For reauthorizations without revisions, the District shall make a request for the reauthorization to the Bureau of Project Delivery, Office Management and Procurement Section, Plans, Records, and Reproduction. The Plans, Records, and Reproduction shall proceed accordingly.

After the changes have been completed, the District shall submit the Title Sheet and the revised original to the Bureau of Project Delivery, Office Management and Procurement Section, Plans, Records, and Reproduction. These shall be processed similar to the original plans. The District shall be responsible for making copies of the original plans before they are submitted to the Central Office as only the original Title Sheet shall be returned to the District upon receipt of the necessary approvals.

Additionally, when a Right-of-Way Plan was authorized under the previous eminent domain code and a revision and/or reauthorization is made after September 1, 2006 under the new law, the following note must be added to the title sheet:

ALL REVISIONS TO THIS PLAN AFTER SEPTEMBER 1, 2006, ARE FURTHER AUTHORIZED BY SECTION 302(b)(3) OF THE EMINENT DOMAIN CODE, 26 Pa.C.S., SECTION 302(b)(3).

THE PLAN IS REAUTHORIZED AND REVISED AS/AND FOR CHANGING AUTHORIZATION LENGTH, ADDING TOPOGRAPHY, REMOVING LEGAL RIGHT-OF-WAY LINES FROM UNOPENED STREETS. CHANGING PLOT AREAS AND ADDING PARCELS 121, 122 AND 123. SHEET NO 20A IS A NEW SHEET.

PARCELS INVOLVED ARE: 22, 23, 24, 31, 32, 34, 34A, 35, 36, 40, 51, 59, 64, 82, 119, 121, 122 AND 123.

REVISIONS ON SHEETS: 1, 2, 3, 4, 5, 6, 9, 10, 11, 12, 13, 14, 15, 16, 19, 20, 21, 22, 25, 26, 27, 28, 29, 30, 31, 32 AND 34.

RECOMMENDED \_\_\_\_\_ 20 \_\_\_\_

\_\_\_\_\_ DISTRICT PLANS ENGINEER

RECOMMENDED \_\_\_\_\_ 20 \_\_\_\_

\_\_\_\_\_ DISTRICT CHIEF-OF-SURVEYS

APPROVED \_\_\_\_\_ 20 \_\_\_\_

\_\_\_\_\_ DISTRICT RIGHT-OF-WAY ADMINISTRATOR

APPROVED \_\_\_\_\_ 20 \_\_\_\_

\_\_\_\_\_ DISTRICT EXECUTIVE

**FIGURE 3.19  
EXAMPLE OF APPROVAL BLOCK WITH SIGNATURES  
FOR PRINT OF TITLE SHEET**

REVISION NUMBER	REVISIONS	DATE	BY

**FIGURE 3.20  
EXAMPLE OF PLAN REVISION BLOCK**

THE PLAN IS REAUTHORIZED AND  
REVISED AS/AND FOR CHANGING AUTHORIZATION  
LENGTH, ADDING TOPOGRAPHY, REMOVING LEGAL  
RIGHT-OF-WAY LINES FROM UNOPENED STREETS.  
CHANGING PLOT AREAS AND ADDING PARCELS 121,  
122 AND 123. SHEET NO 20A IS A NEW SHEET.

PARCELS INVOLVED ARE: 22, 23, 24, 31, 32, 34, 34A,  
35, 36, 40, 51, 59, 64, 82, 119, 121, 122 AND 123.

REVISIONS ON SHEETS: 1, 2, 3, 4, 5, 6, 9, 10, 11, 12,  
13, 14, 15, 16, 19, 20, 21, 22, 25, 26, 27, 28, 29,  
30, 31, 32 AND 34.

RECOMMENDED \_\_\_\_\_ 20 \_\_\_\_

\_\_\_\_\_  
DEPUTY SECRETARY

APPROVED \_\_\_\_\_ 20 \_\_\_\_

\_\_\_\_\_  
SECRETARY OF TRANSPORTATION  
(ON BEHALF OF THE GOVERNOR  
AS WELL AS HIMSELF)

**FIGURE 3.21  
EXAMPLE OF APPROVAL BLOCK WITH SIGNATURES  
FOR ORIGINAL OF TITLE SHEET**

REVISION \_ PREPARED BY  
DISTRICT \_\_-0 DESIGN UNIT

(SEAL)

\_\_\_\_\_  
(SIGNATURE)  
(TITLE)

\_\_\_\_\_  
(DATE)

**FIGURE 3.22  
EXAMPLE OF TYPICAL SIGNATURE BLOCK FOR A  
PLAN REVISION**