

September 19, 2022

LNSDL19003

The Secretary of the Commission
Pennsylvania Public Utility Commission
P.O. Box 3265
Harrisburg, PA 17105-3265

**RE: East Main Streetscape (SEPTA Section)
West Main Street (SR 0063) – At-Grade Crossing Pedestrian Improvements
Lansdale Borough, Montgomery County, PA**

Dear Secretary of the Commission:

Attached for your review and consideration of approval is an application to construct improvements on West Main Street (State Route 0063) between Railroad Avenue and Walnut Street including the Main Street At-Grade Crossing (DOT # 592 788 P) in Lansdale Borough, Montgomery County. These improvements are in the vicinity of the Lansdale Train Station and proposes to improve the pedestrian accommodations through the project limits. SEPTA has also requested the installation of a “Dynamic Envelop” to better delineate the railroad zone to motor vehicles. The Borough has worked closely with SEPTA and PennDOT on the proposed improvements. In accordance with PUC submission requirements, enclosed please find the following:

1. Submission Letter
2. PUC Railroad Application Form G
3. Certificate of Service
4. Detailed Project Description
5. Final Construction Plans
6. PennDOT Highway Occupancy Permit (approved)

Please feel free to contact us should you have any questions.

Sincerely,

PENNONI ASSOCIATES INC.



Mark E. Bickerton, PE

Enclosures

cc: John J. Ernst, AIA, Borough Manager
Earl W. Armitage III, PE, Pennoni, Borough Traffic Engineer

**BEFORE
PENNSYLVANIA PUBLIC UTILITY COMMISSION**

In re: Application of Lansdale Borough, Montgomery County to construct improvements on West Main Street between Railroad Avenue and Walnut Street including the Main Street At-Grade Crossing (DOT # 592 788 P) in Lansdale Borough, Montgomery County.

Application
Docket No.

Electronically Filed

To the Pennsylvania Public Utility Commission:

1. The name and address of applicant is:

Lansdale Borough
One Vine Street
Lansdale PA 19446

2. The name and address of attorney for the applicant is:

Mr. Patrick M. Hitchens, Esquire
Kilkenny Law, LLC
519 Swede Street
Norristown, PA 19401

3. Lansdale Borough desires to construct the pedestrian improvements and a dynamic envelope on West Main Street (SR 0063) between Railroad Avenue and Walnut Street, including the area through the Main Street At-Grade Crossing (DOT # 592 788 P). These improvements are in the vicinity of the Lansdale Train Station and proposes to replicate the recently constructed improvements on the north side of West Main Street (SR 00663).

4. With PUC, SEPTA, and PennDOT approval, Lansdale Borough and its contractors shall improve the public at-grade crossing with pedestrian accommodations as shown on the attached Plan Set Sheets 3, 4, 5, 6, 8, and 9 of 14. In cooperation with SEPTA, Lansdale Borough and its contractors, shall cause to construct thermoplastic pavement markings, detectable warning surfaces, concrete curb and sidewalk, flexible surface-mount delineator posts, and bituminous walkways with minimal interruption to train traffic. Lansdale Borough and SEPTA will mutually agree upon the responsibility and amount for maintenance and inspection fees for the crossing improvements prior to the PUC final ruling.

5. With PUC, SEPTA, and PennDOT approval, Lansdale Borough and its contractors shall also improve the public at-grade crossing with a painted dynamic envelope as shown on the attached Plan Set Sheets 4 and 9 of 14. In cooperation with SEPTA, Lansdale Borough and its contractors, shall cause to construct thermoplastic pavement markings with minimal interruption to train traffic. Lansdale Borough and SEPTA will mutually agree upon the responsibility and amount for maintenance and inspection fees for the crossing improvements prior to the PUC final ruling.

6. The names of public utilities, municipalities, or corporations concerned with, or affected by, the proposed crossing, and alterations to existing utility crossing(s) related thereto, are listed immediately below (the contact information for each of these parties is shown in the Certificate of Service):

CSX Transportation, Inc.
Pennsylvania Northeastern Railroad, LLC.
Southeastern Pennsylvania Transportation Authority
Bucks County Railroad Preservation & Restoration Corp.
Pennsylvania Department of Transportation
NORTH PENN WATER AUTHORITY
PECO Energy Co.
PPL ELECTRIC UTILITIES CORPORATION
Comcast Cable Communications
CenturyLink
Verizon Pennsylvania, LLC
Crown Castle Fiber
Zayo Bandwidth

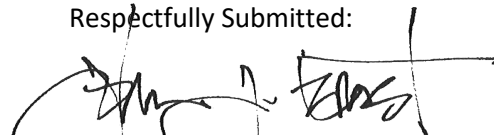
7. This section represents a critical pedestrian connection along West Main Street (SR 0063) which is classified as a Principal Urban Arterial.

8. The estimated cost for construction of the improvements is \$400,000.00. Construction funding for this project is supported by an Act 89 Transit Funding grant from PennDOT. Per agreement, PennDOT has approved SEPTA to administer the construction funding. 70% of the final construction cost will be covered by the Act 89 grant, and the remaining 30% of the final construction cost will be covered by the Lansdale Borough as the required the local match.

8. The improvements to this crossing are necessary and proper for the safety and convenience of the general public.

Wherefore, applicant prays your Honorable Commission to approve the application:

Respectfully Submitted:

A handwritten signature in black ink, appearing to read "John J. Ernst", is written over a circular stamp or seal.

John J. Ernst, A.I.A., Borough Manager
Lansdale Borough
One Vine Street
Lansdale PA 19446

**BEFORE
PENNSYLVANIA PUBLIC UTILITY COMMISSION**

In re: Application of Lansdale Borough, Montgomery County to construct improvements on West Main Street between Railroad Avenue and Walnut Street including the Main Street At-Grade Crossing (DOT # 592 788 P) in Lansdale Borough, Montgomery County.

Application
Docket No.

Electronically Filed

CERTIFICATE OF SERVICE

I hereby certify that I have this day served a true copy of the foregoing document upon the participants, listed below by electronic mail pursuant to the Emergency Order at Docket Number M-2020-3019262:

CSX Transportation, Inc.

Attn: Derek Mihaly
2000 West Cabot Boulevard
Suite 130
Langhorne, PA 19047
Derek_mihaly@csx.com

Pennsylvania Northeastern Railroad, LLC.

301B West Main Street
Lansdale PA 19446
Attn: Michael Donovan, General Manager
mdonovan@pnrailroad.com

Southeastern Pennsylvania Transportation Authority

1234 Market Street – 10th floor
Philadelphia, PA 19107
Attn: Robert L. Lund, Jr., Deputy General Manager
rlund@septa.org

Bucks County Railroad Preservation & Restoration Corp.

New Hope & Ivyland Railroad
32 West Bridge Street
New Hope, PA 18938-0834
Attn: Paul Nichini, President
p.nichini@newhoperailroad.com

Pennsylvania Department of Transportation

7000 Geerdes Boulevard
King of Prussia, PA 19406-1525
Attn: Mary Ann Lang
Malang@pa.gov

NORTH PENN WATER AUTHORITY

300 Forty Foot Road
Lansdale, PA 19446
Attn: Daniel C Preston, Director of Operation and Engineering
dpreston@northpennwater.org

PECO Energy Co.

1050 West Swedesford Road
Berwyn, PA 19312
Attn: Pete Dettling, Program Manager
Charles.Dettling@exeloncorp.com

PPL ELECTRIC UTILITIES CORPORATION

2 North 9th Street. - GENN-3
Allentown PA, 18101-1179
Attn: Ms. Charlotte Kurpa Agency Coordinator
cakrupa@pplweb.com

Comcast Cable Communications

190 Shoemaker Road
Pottstown, PA 19464
Attn: Mike Kimberly, Construction Coordinator
mike_kimberly@cable.comcast.com

CenturyLink

1025 Eldorado Boulevard
Interlocken 4000
Broomfield, CO 80021
Attn: Renoy Thomas, Business Analyst
relocations@lumen.com

Verizon Pennsylvania, LLC

1050 Virginia Drive
Fort Washington, PA 19034
Attn: Scott Beiter, Highway Engineer
scott.beiter@verizon.com

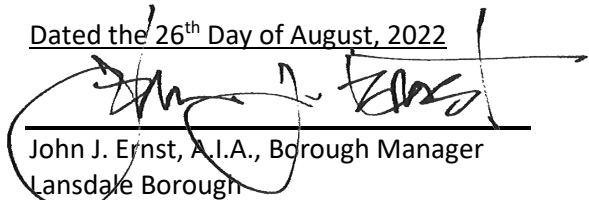
Crown Castle Fiber

3200 Horizon Drive
King of Prussia, PA 19406
Attn: Ellen McCourt, Network Supervisor
Ellen.McCourt@crowncastle.com

Zayo Bandwidth

170 Robbins Road
Downingtown, PA 19335
Attn: Chris Ricciuti, Engineer
Chris.Ricciuti@zayo.com

Dated the 26th Day of August, 2022



John J. Ernst, A.I.A., Borough Manager
Lansdale Borough
One Vine Street
Lansdale PA 19446
215-361-8335
jernst@lansdale.org

East Main Streetscape

At-Grade Crossing Improvements Project

Existing Conditions:

This section of Main Street (SR 0063) is a principal urban arterial oriented east-west between SR 463 and SR 309. The average daily traffic (ADT) of Main Street is ~15,000 vehicles per day. Through Lansdale, Main Street extends through the downtown business district and has a high number of pedestrians walking to the various shops, restaurants, residences, and other businesses within the downtown core. Additionally, two major pedestrian generators are SEPTA's Lansdale Station on the north side of Main Street and the SEPTA transit center on the south side of Main Street. This phase of the East Main Streetscape project is between Green Street/Madison Street and Walnut Street and includes the existing at-grade rail crossings on Main Street. The at-grade crossing is unique and complex; 4 railroad tracks cross Main Street at different angles over ~150'. This is difficult for motorists to navigate, especially when the gates are actuated for an approaching train given the width of the track crossings. Railroad Avenue is within the project limits and now hosts a recently constructed transit center for busses to layover. There is a missing pedestrian link between the Railroad Avenue Transit Center and the Lansdale Train Station. Proper pedestrian accommodations on the south side of Main Street are lacking in the vicinity of the track crossings. This results in pedestrians walking within or adjacent to the travel lanes on Main Street. On the north side of Main Street, some of the pedestrian accommodations have been upgraded, however there is a small section near Walnut Street is still sub-standard.

Proposed Solution:

Lansdale Borough has been working closely with SEPTA and PennDOT to develop the final scope of the proposed improvements. As shown in the plans, a "Dynamic Envelop" is proposed which will clearly identify the railroad "danger zone" or, the clearance required for the train and its cargo overhang due to any combination of loading, lateral motion, or suspension failure. Pedestrian accommodations on the south side of Main Street will be upgraded and will closely resemble the recently constructed improvements on the north side of Main Street including curb, concrete sidewalk, stamped asphalt, pavement markings, and detectable warning surfaces (DWS). The sub-standard sidewalk on the north side of Main Street will also be upgraded in the same manner. Finally, a new crosswalk will be constructed between the Transit Center and the Train Station that will also serve as an extension of the Liberty Bell Trail.

DISTRICT	COUNTY	BOROUGH	ROUTE	SECTION	TOTAL SHEETS
6-0	MONTGOMERY	LANSDALE	0063		14

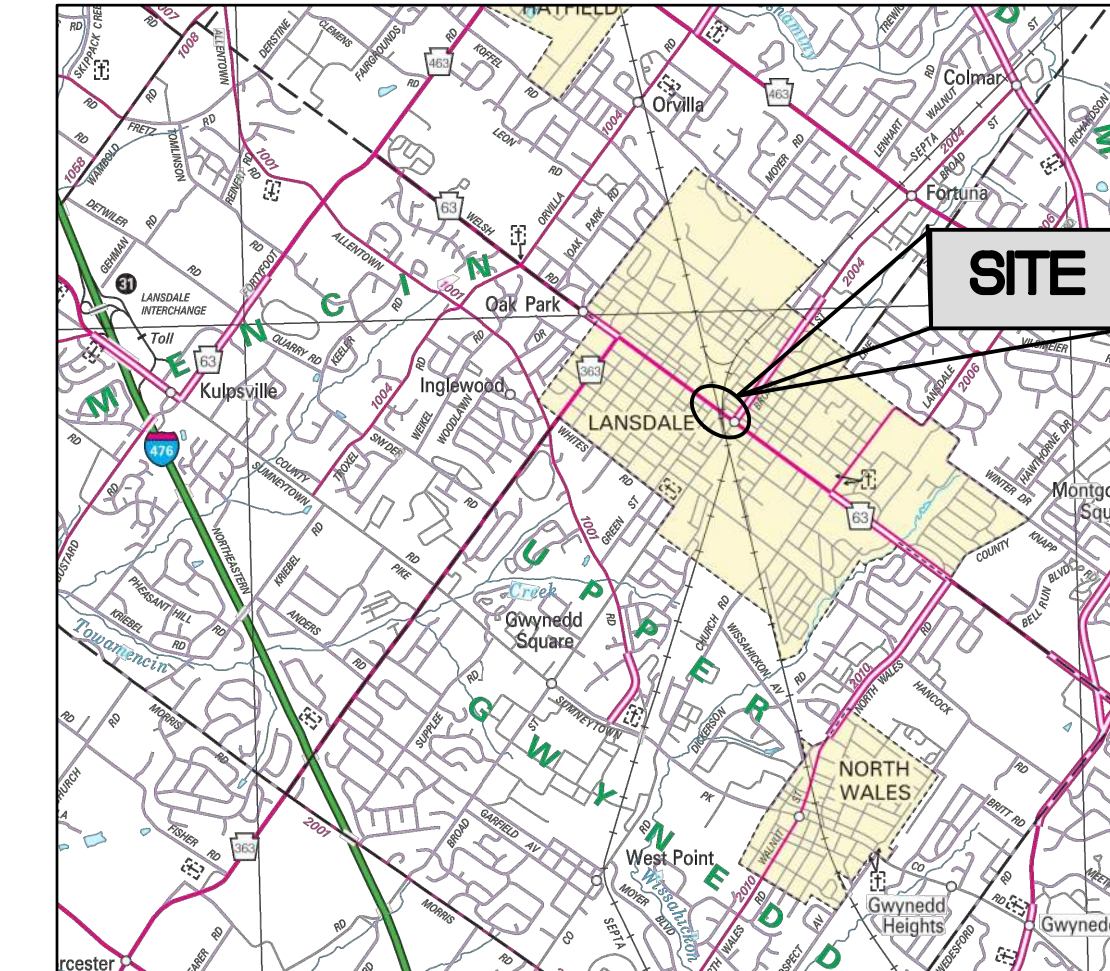
EPS NO 246171

HIGHWAY OCCUPANCY PERMIT PLANS 2014 ACT89 TRANSIT/MULTIMODAL PROGRAM

DRAWINGS FOR CONSTRUCTION OF EAST MAIN STREETScape/SEPTA AT-GRADE CROSSING ON STATE ROUTE 0063

IN MONTGOMERY COUNTY

FROM STA 2+76.00 TO STA 6+90.00 LENGTH 314.00 FT 0.059 MI
FROM SEG 0282 OFFSET 1327 TO SEG 0292 OFFSET 0190



LOCATION MAP

1"=1320' LOCATION MAP: PENNDOT TYPE 10 MAP
SITE LOCATED ON MAIN STREET (SR 0063)
FROM GREEN STREET TO WALNUT STREET.

UTILITY USER LIST

UTILITIES SHOWN ARE TAKEN FROM PUBLIC RECORD. THE CONTRACTOR MUST VERIFY THE EXACT LOCATION AND DEPTH.

PURSUANT TO THE REQUIREMENTS OF PENNSYLVANIA ACT 287 (1974), AND AS AMENDED, THE CONTRACTOR SHALL CONTACT THE PENNSYLVANIA ONE CALL SYSTEM AT 1-800-242-1776, AT LEAST 3 WORKING DAYS PRIOR TO EXCAVATION. PENNSYLVANIA ONE CALL SYSTEM SERIAL NUMBER AND 20191720455

COMPANY: COMCAST CABLEVISION
ADDRESS: 1 APOLLO RD
PLYMOUTH MEETING, PA. 15462
CONTACT: TOM DEMSEY

COMPANY: MORGAN PROPERTIES
ADDRESS: 160 CLUBHOUSE ROAD
KING OF PRUSSIA, PA. 15406
CONTACT: CORINNE DEVINCENTIS
EMAIL: CDEVINCENTIS@MORGANPROPERTIES.COM

COMPANY: PECO ENERGY C/O USIC
ADDRESS: 450 S HENDERSON RD SUITE B
KING OF PRUSSIA, PA. 15406
CONTACT: NIKKIA SIMPKINS
EMAIL: NIKKIASIMP@USICLLC.COM

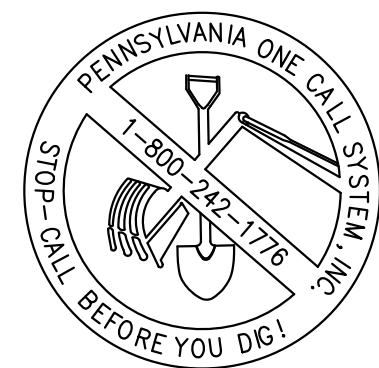
COMPANY: LANSDALE BOROUGH
ADDRESS: 645 W NINTH ST
LANSDALE, PA. 15446
CONTACT: ANDREW KRAUSS
EMAIL: AKRAUSS@LANSDALE.ORG

COMPANY: LEVEL 3 COMMUNICATIONS LLC.
ADDRESS: 1025 ELDORADO BLVD
BROOMFIELD, CO. 80021
CONTACT: LEVEL 3 OPERATOR PERSONNEL
EMAIL: CENTURYLINK@NATIONALOSPRELOCATIONSOCENTURYLINK.COM

COMPANY: NORTH PENN WATER AUTHORITY
ADDRESS: 300 FORTY FOOT ROAD
LANSDALE, PA. 15446
CONTACT: STEVE FRETZ
EMAIL: SFRETZ@NPWA.ORG

COMPANY: SOUTHEASTERN PA TRANSPORTATION AUTHORITY
ADDRESS: 1234 MARKET ST 12TH FL
PHILADELPHIA, PA. 15107
CONTACT: DAVID MONTVYDAS
EMAIL: DMONTVYDAS@SEPTA.ORG

COMPANY: VERIZON PENNSYLVANIA LLC
ADDRESS: 1050 VIRGINIA DR
FORT WASHINGTON, PA. 15034
CONTACT: LAURA LIPPINCOTT
EMAIL: LAURA.M.LIPPINCOTT@ONE.VERIZON.COM



ENGINEER:

PENNONI ASSOCIATES INC.
1501 Main Street, Suite 220
Warrington, PA 18976
T 215.345.4591 F 215.345.7853

APPLICANT:

LANSDALE BOROUGH
ONE VINE STREET
LANSDALE, PA 19446

OWNER:

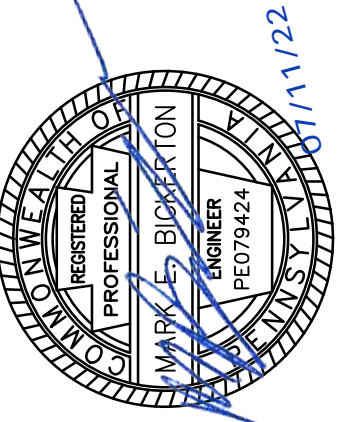
LANSDALE BOROUGH
ONE VINE STREET
LANSDALE, PA 19446

CALL BEFORE YOU DIG
BEFORE YOU DIG ANYWHERE IN PENNSYLVANIA
CALL 1-800-242-1776
PA. ACT 287 OF 1974 REQUIRES
THREE WORKING DAYS NOTICE TO
UTILITIES BEFORE YOU EXCAVATE,
DRILL OR BLAST PENNSYLVANIA
ONE-CALL SYSTEM, INC.
SERIAL
NUMBER(S): 20191333576-000



PENNONI ASSOCIATES INC.
1501 Main Street, Suite 220
Warrington, PA 18976
T 215.345.4591 F 215.345.7853

ALL DIMENSIONS MUST BE VERIFIED BY CONTRACTOR
AND OWNER MUST BE NOTIFIED OF ANY
DISCREPANCIES BEFORE PROCEEDING WITH WORK



EAST MAIN STREETScape
SEPTA SECTION
MAIN STREET AND RAILROAD TRACKS
LANSDALE, PA 19446

TITLE SHEET
LANSDALE BOROUGH
ONE VINE STREET
LANSDALE, PA 19446

NO.	DATE	REVISIONS	BY

ALL DOCUMENTS PREPARED BY PENNONI ASSOCIATES
ARE INSTRUMENTS OF SERVICE IN RESPECT OF THE
PROJECT. THEY ARE NOT INTENDED OR REPRESENTED
TO BE SUITABLE FOR REUSE BY OWNER OR OTHERS ON
THE EXTENSIONS OF THE PROJECT OR ON ANY OTHER
PROJECT. ANY REUSE WITHOUT WRITTEN VERIFICATION
OR ADAPTATION BY PENNONI ASSOCIATES FOR THE
SPECIFIC PURPOSE INTENDED WILL BE AT OWNERS
SOLE RISK AND WITHOUT LIABILITY OR LEGAL
EXPOSURE TO PENNONI ASSOCIATES AND OWNER
SHALL INDEMNIFY AND HOLD HARMLESS PENNONI
ASSOCIATES FROM ALL CLAIMS, DAMAGES, LOSSES AND
EXPENSES ARISING OUT OF OR RESULTING THEREFROM.

PROJECT	LNSDL19003
DATE	2020-01-22
DRAWING SCALE	AS NOTED
DRAWN BY	OTB
APPROVED BY	MEB

CT-101

U:\Account\LNSDL\19003 - East Main Streetscape\DESIGN\Phase 02\SEPTA_SHEET\CT-101.dwg PLOTTED: 7/11/2022 11:22 AM BY: Okana.Bhan PROJECT STATUS: PLOTTING: Pennoni\NCS\sb

GENERAL NOTES

- ALL CONTRACTORS WORKING ON THIS PROJECT SHALL COMPLY WITH REQUIREMENTS PROVIDED FOR IN PENNSYLVANIA'S UNDERGROUND UTILITY LINE PROTECTION ACT 287 (1974) AS AMENDED BY ACT 50 (2017).
- THE CONTRACTOR MUST COMPLY WITH ALL US DEPARTMENT OF LABOR, OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION REGULATIONS AS REVISED 1995, (OSHA 2226) ALL CONSTRUCTION METHODS AND MATERIALS SHALL BE IN ACCORDANCE WITH PENNDOT SPECIFICATION PUBLICATION 408/2016, LATEST REVISION, AND SHALL MEET OR EXCEED THE LOCAL MUNICIPALITY'S STANDARD SPECIFICATIONS FOR CONSTRUCTION.
- REPRESENTATIVE: THE AUTHORIZED INDIVIDUAL ACTING ON BEHALF OF THE OWNER.
- ALL CONSTRUCTION DETAILED ITEMS WILL REQUIRE SHOP DRAWINGS TO BE SUBMITTED TO THE REPRESENTATIVE. ALL SHOP DRAWINGS WILL BE REVIEWED FOR THOROUGHNESS, ACCURACY, AND COMPLIANCE. ALL CONSTRUCTION MATERIALS SHOULD BE SUPPLIED BY MANUFACTURERS LISTED IN PENNDOT PUBLICATION 35, BULLETIN 15.
- THE EXISTING UTILITIES ARE BASED ON INFORMATION PROVIDED BY THE UTILITY COMPANIES VIA PLANS AND SITE MARKOUT. VERTICAL INFORMATION IS PROVIDED VIA RESPONDING USER'S PLAN AND IS APPROXIMATE. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK AND AGREES TO BE RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE CAUSED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY UNDERGROUND UTILITIES.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONTACT THE PENNSYLVANIA ONE CALL SYSTEM (PHONE: 1-800-242-1776 BETWEEN THREE AND TEN WORKING DAYS IN ADVANCE OF ANY EXCAVATION FOR THE MARK-OUT OF THE LOCATION OF UTILITIES AND NOTIFICATION OF COMMENCEMENT OF WORK. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO MAINTAIN ALL UTILITY MARKINGS WITHIN THE PROJECT LIMITS FOR THE DURATION OF THE PROJECT. IF UTILITY MARKINGS ARE OBLITERATED, THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING PA ONE CALL FOR MARKOUT. THE ONE CALL SERIAL NUMBER FOR THIS PROJECT IS 20191333576-000.
- CONTRACTOR WILL MAKE EXPLORATION EXCAVATIONS AND LOCATE EXISTING UNDERGROUND FACILITIES SUFFICIENTLY AHEAD OF CONSTRUCTION TO PERMIT REVISIONS TO PLANS IF REVISIONS ARE NECESSARY. NOTIFY THE REPRESENTATIVE IF ANY DISCREPANCIES IN UTILITY LINE LOCATIONS ARE FOUND.
- CONTRACTOR IS REQUIRED TO TAKE PRECAUTIONARY MEASURES TO PROTECT THE UTILITY LINES SHOWN HEREON AND ANY OTHER EXISTING LINES NOT OF RECORD OR NOT SHOWN ON THESE PLANS.
- PENNONI ASSOCIATES INC MAKES NO CLAIM AS TO THE ACCURACY OF THE UNDERGROUND UTILITIES SHOWN ON THESE PLANS. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING AND VERIFYING THE DEPTH OF THE EXISTING UTILITIES; IN THE EVENT OF A UTILITY CONFLICT, THE ENGINEER OF WORK SHALL BE NOTIFIED.
- IF IT IS NECESSARY TO RELOCATE OR CONNECT INTO EXISTING UTILITIES WITHIN PENNDOT RIGHT-OF-WAY, IT WILL BE THE RESPONSIBILITY OF THE UTILITY OR THEIR APPOINTED CONTRACTOR TO OBTAIN THE NECESSARY PERMITS FROM PENNDOT.
- IT IS THE CONTRACTORS SOLE RESPONSIBILITY TO GRADE ADJUST/RELOCATE OR HAVE ADJUSTED OR RELOCATED BY THE APPROPRIATE UTILITY COMPANY, ALL MANHOLES, VALVE COVERS, ETC. WHICH FALL WITHIN THE PROJECT LIMITS.
- ALL UTILITY RELOCATION PERMITS TAKE PRECEDENCE OVER THE UTILITY RELOCATION POSITIONS SHOWN ON THE HOP PLANS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROPERLY BACKFILLING AND COMPACTING ALL TRENCHES. NO TRENCHES ARE TO BE LEFT OPEN AFTER COMPLETION OF WORK FOR THE DAY. ALL CONSTRUCTION AREAS ARE TO BE KEPT IN A CONDITION THAT ALLOWS FOR SAFE MOVEMENT OF BOTH VEHICULAR AND PEDESTRIAN TRAFFIC. ANY EXCESS MATERIAL FROM TRENCHING SHALL BE DELIVERED TO A LAWFUL SITE LOCATION BY THE CONTRACTOR AT THEIR OWN EXPENSE.
- A PRE-CONSTRUCTION MEETING SHALL BE HELD BETWEEN PENNDOT, SEPTA, MONTGOMERY COUNTY CONSERVATION DISTRICT, THE MUNICIPALITY, THE APPLICANT, THE CONTRACTOR, THE ENGINEER AND ALL UTILITY COMPANIES TO CLARIFY AND COORDINATE ALL CONSTRUCTION DETAILS.

GENERAL NOTES(CONT)

- THE EXISTING TOPOGRAPHIC INFORMATION AND BASE SURVEY INFORMATION WAS PROVIDED BY PENNONI ASSOCIATES, INC. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR VERIFYING THE ACCURACY OF THE EXISTING TOPOGRAPHIC AND BASE SURVEY INFORMATION PROVIDED IN THESE PLANS. THE CONTRACTOR SHOULD CONTACT THE REPRESENTATIVE BEFORE PROCEEDING WITH CONSTRUCTION IF THERE ARE ANY DIFFERENCES BETWEEN THE FIELD CONDITIONS AND BASE SURVEY SHOWN ON THE PLANS.
- IT IS THE RESPONSIBILITY OF THE APPLICANT TO NOTIFY THE AFFECTED PROPERTY OWNERS OF THE PROPOSED CONSTRUCTION AND THE MODIFICATIONS ALONG THEIR PROPERTY FRONTAGE. A COPY OF THE WRITTEN NOTIFICATION MUST BE FORWARDED TO THE PENNSYLVANIA DEPARTMENT OF TRANSPORTATION DISTRICT 6-0 PERMITS UNIT.
- ALL EXISTING SIGNS THAT ARE NO LONGER APPROPRIATE SHALL BE RETURNED TO THE OWNERS OF THE SIGN BY THE CONTRACTOR.
- SAWLINE LOCATIONS MAY BE ADJUSTED IN THE FIELD AS DEEMED NECESSARY BY A PENNDOT REPRESENTATIVE.
- FINAL APPROVAL OF THE PROPOSED SAWCUT LOCATION WILL BE AT THE DISCRETION OF THE INSPECTOR-IN-CHARGE AND WILL BE CONFIRMED AT THE PRE-CONSTRUCTION MEETING. IF THE SAWCUT MUST BE LOCATED WITHIN A TRAVEL LANE, IT WILL BE NECESSARY TO MILL AND OVERLAY THE TRAVEL LANE TO PREVENT A JOINT IN A WHEEL PATH.
- NO UNSUITABLE MATERIAL IS TO BE USED IN ANY PORTION OF THE ROADWAY CONSTRUCTION. REMOVE ANY SUBGRADE THAT CANNOT BE PROPERLY COMPACTED AND TREAT AS UNSUITABLE MATERIAL. UNDERCUTTING AND/OR STABILIZATION MAY BE REQUIRED. THE SUBGRADE MUST BE APPROVED BY A PENNDOT REPRESENTATIVE PRIOR TO PLACEMENT OF THE SUBBASE.
- ALL EXISTING PAVEMENT MARKINGS WHICH ARE NO LONGER APPROPRIATE SHALL BE ERADICATED BY THE PERMITTEE USING AN ERADICATION METHOD APPROVED BY A PENNDOT FIELD REPRESENTATIVE. THE PERMITTEE SHALL PLACE ALL REQUIRED NEW PAVEMENT MARKINGS.
- PEDESTRIANS MUST BE ACCOMMODATED AT ALL TIMES DURING CONSTRUCTION.
- ALL PROPOSED PEDESTRIAN FACILITIES REFLECTED ON THESE PLANS THAT ARE OUTSIDE OF PENNDOT LEGAL RIGHT-OF-WAY, SHALL BE CONSTRUCTED TO COMPLY WITH THE REQUIREMENTS OF THE US ACCESS BOARD, PUBLIC RIGHT-OF-WAY ACCESSIBILITY GUIDELINES (PROWAG) AND THE 2010 ADA STANDARDS. PENNDOT DESIGN MANUAL PART 2, CHAPTER 6, AND PENNDOT STANDARDS FOR ROADWAY CONSTRUCTION (PUBLICATION 72M, RC-67M) PROVIDE GUIDANCE ON ADA ACCESSIBLE DESIGN FOR PEDESTRIAN FACILITIES AND CAN BE UTILIZED FOR REFERENCE.
- ALL WORK AND MATERIALS FOR EROSION AND SEDIMENT POLLUTION CONTROL TO CONFORM TO FORM 408 WHEN NOT SPECIFICALLY REFERENCED IN THE SPECIFICATIONS FOR THIS PROJECT.
- THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ALL EROSION CONTROL FACILITIES FOR THIS PROJECT. INSPECT ALL EROSION CONTROL FACILITIES EMPLOYED ON THIS PROJECT AT LEAST ONCE A WEEK AND AFTER EACH STORM EVENT, AND REPAIR OR REPLACE ANY FACILITY DAMAGED OR NON-FUNCTIONAL TO THE SATISFACTION OF THE ENGINEER. REMOVE AND DISPOSE OF ANY SILT FROM ANY LOCATION WHEN IT HAS ACCUMULATED TO A DEPTH OF SIX INCHES AGAINST OR NEAR ANY CONTROL DEVICE OR AS DIRECTED BY THE ENGINEER.
- IN ALL AREAS THAT ARE TO RECEIVE PAVEMENT OR SIDEWALK, SUBBASE OR AGGREGATE BASE COURSE MUST BE PLACED AS SOON AS PRACTICAL AFTER SUBGRADE IS ACHIEVED. THIS REQUIRES THAT PAVING COURSES FOLLOW THE STONE PLACEMENT VERY CLOSELY OR CONTAMINATION OF THE SUBBASE OR STONE MAY OCCUR REQUIRING REMOVAL AND REPLACEMENT OF THE CONTAMINATED MATERIAL. THE COVERING OF BASE EARTH WITH STONE IS CONSIDERED STABILIZATION OF SAME.
- EMPLOY CONSTRUCTION METHODS AND MEANS THAT KEEP FLYING DUST TO A MINIMUM. PROVIDE FOR THE DISTRIBUTION OF WATER ON THE PROJECT FOR THE PURPOSE OF LIMITING DUST. THE MATERIALS AND METHODS USED FOR WATER LAYING ARE SUBJECT TO THE APPROVAL OF THE ENGINEER. PROVIDE FOR THE PROMPT REMOVAL FROM EXISTING PAVING OF ALL DIRT AND OTHER MATERIALS THAT HAVE SPILLED, WASHED UPON, OR OTHERWISE DEPOSITED THEREON BY HAULING AND OTHER OPERATIONS. PROVIDE A STREET SWEEPER TO PICK UP ANY TRACKING FROM CONSTRUCTION VEHICLES FOR THIS PROJECT.
- NO TRACKING OF MUD OR SEDIMENT SHALL BE PERMITTED ONTO PUBLIC ROADS AND OUTSIDE THE LIMITS OF CONSTRUCTION. REMOVE ANY SEDIMENT TRACKED ONTO PUBLIC ROADWAYS AND

GENERAL NOTES(CONT)

- RETURN TO THE CONSTRUCTION SITE.
- DETAILS OTHER THAN THOSE INDICATED ARE ON THE FOLLOWING STANDARD DETAILS FROM PENNDOT PUBLICATION 72M. THE PERMITTEE IS REQUIRED TO PROVIDE THE CONTRACTOR WITH COPIES OF THE MOST CURRENT APPLICABLE RC DRAWINGS FROM PENNDOT PUBLICATION 72M.

STANDARD DRAWING NO.	LATEST DATE
RC-10M	JUN. 1, 2010
RC-64M	JUN. 1, 2010
RC-67M	JUN. 10, 2013
RC-70M	FEB. 8, 2019
RC-72M	FEB. 8, 2019
 - ALL WORK IN PENNDOT RIGHT-OF-WAY IS TO BE BUILT IN ACCORDANCE WITH:
 - PENNDOT PUBLICATION 408
 - PENNDOT PUBLICATIONS 34, 35, 41, AND 42
 - PENNDOT PUBLICATION 72M
 - PENNDOT PUBLICATIONS 148 AND 149
 - PENNDOT PUBLICATION 282
 - PENNDOT PUBLICATION 213 (67 PA CODE, CHAPTER 212)
 - PENNDOT PUBLICATION 70M
 - PENNDOT PUBLICATION 111M
 - PENNDOT PUBLICATION 13M
 - PENNDOT PUBLICATION 236M
 - PENNSYLVANIA CODE TITLE 67, CHAPTERS 441 AND 459
 - MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) - LATEST ADOPTED VERSION
 - FOR PERMITS REQUIRING A STATE INSPECTOR, FOLLOWING THE PERMITTEE'S REQUEST, ALL WORK WITHIN THE RIGHT-OF-WAY SHALL BE COMPLETED WITHOUT TIME INTERRUPTIONS.
 - MATERIAL CERTIFICATIONS MUST BE PROVIDED BY AN APPROVED MANUFACTURER LISTED IN THE DEPARTMENT'S PUBLICATION 35, BULLETIN 15, FOR ALL MATERIALS AND STRUCTURES WITHIN THE PENNDOT RIGHT-OF-WAY.
 - THE LEGAL RIGHT-OF-WAY ON SR 0063 IS 52 FEET BASED ON BOROUGH ORDINANCE #17, DATED AUGUST 7, 1880.
 - THE SEPTA RIGHT-OF-WAY IS VARIABLE THROUGH THE INTERLOCKING AND IS BASED ON RAILROAD VALUATION MAP ENTITLED "NORTH PENNSYLVANIA RAILROAD, BOROUGH OF LANSDALE, SHEET 24-1, DATED DECEMBER 1974.
 - THE LEGAL RIGHT-OF-WAY ON RAILROAD AVE IS 33 FEET BASED ON A PLAN ENTITLED CONSOLIDATION PLAN LANSDALE MUNICIPAL COMPLEX, PLAN SHEET 4 OF 22 SIGNED BY JAMES S. CONLOW, DATED 09/03/2013 AND RECORDED AS FILE MAP NO. 40-312 ON 04/02/2014.
 - ANY AND ALL CONSTRUCTION/DEMOLITION OPERATIONS THAT MAY POTENTIALLY AFFECT THE MOVEMENT OF TRAINS IS TO BE APPROVED AND COORDINATED THROUGH SEPTA, IN WRITING, AT LEAST 4 WEEKS PRIOR TO COMMENCEMENT OF SAID REQUESTED ACTIVITIES. CONTACT DAVID J. MACKAY, SEPTA PROJECT ENGINEER, AT 1234 MARKET STREET, 13TH FLOOR, PHILADELPHIA, PA 19107-3721, (215) 580-3556.
 - SEPARATE CONSTRUCTION ACTIVITY UNDERTAKEN BY SEPTA OR THE BOROUGH MAY OCCUR SIMULTANEOUSLY IN AREAS ADJACENT TO THE PROJECT SITE. THE CONTRACTOR SHALL COOPERATE WITH THE CONTRACTORS FOR THESE PROJECTS AND COORDINATE THE WORK AS NECESSARY.
 - SEPTA SHALL HAVE UNRESTRICTED AND UNENCUMBERED ACCESS TO THE PROJECT SITE AT ALL TIMES, FOR THE PURPOSES OF MAINTENANCE, OPERATIONS, RENOVATIONS AND MONITORING OF CONSTRUCTION ACTIVITIES.
 - THE LANSDALE/DOYLESTOWN MAINLINE RAIL SERVICE AND STONY CREEK BRANCH RAIL SERVICE WILL REMAIN ACTIVE DURING THE DURATION OF CONSTRUCTION.

E&S NOTES:

- STABILIZE ALL EARTH DISTURBANCE AT THE END OF EACH WORKING DAY.
- IF DEWATERING IS REQUIRED, UTILIZE A PUMPED WATER FILTER BAG AS SHOWN IN THE DETAILS.
- CLEAN ANY SEDIMENT TRACKED ONTO THE ROADWAY AT THE END OF EACH WORKING DAY.

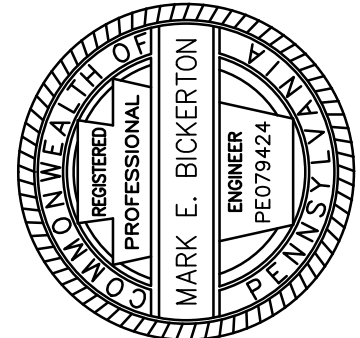
SHEET INDEX	
DESCRIPTION	SHEET
TITLE SHEET	1
GENERAL NOTES	2
TYPICAL SECTION AND DETAILS	3-4
ADA RAMP DETAILS	5-6
EXISTING CONDITIONS	7
PLAN SHEET	8
PAVEMENT MARKING PLAN	9
TRAFFIC CONTROL PLANS	10-14

TABULATION OF SEGMENT EQUALITIES

SEG 0282 OFFSET 1251 = STATION 2+00.00
SEG 0292 OFFSET 0380 = STATION 8+00.00



PENNONI ASSOCIATES INC.
1501 Main Street, Suite 220
Warrington, PA 18976
T 215.345.4591 F 215.345.7853



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EAST MAIN STREET/SCAPE SEPTA SECTION
MAIN STREET AND RAILROAD TRACKS
LANSDALE, PA 19448

GENERAL NOTES

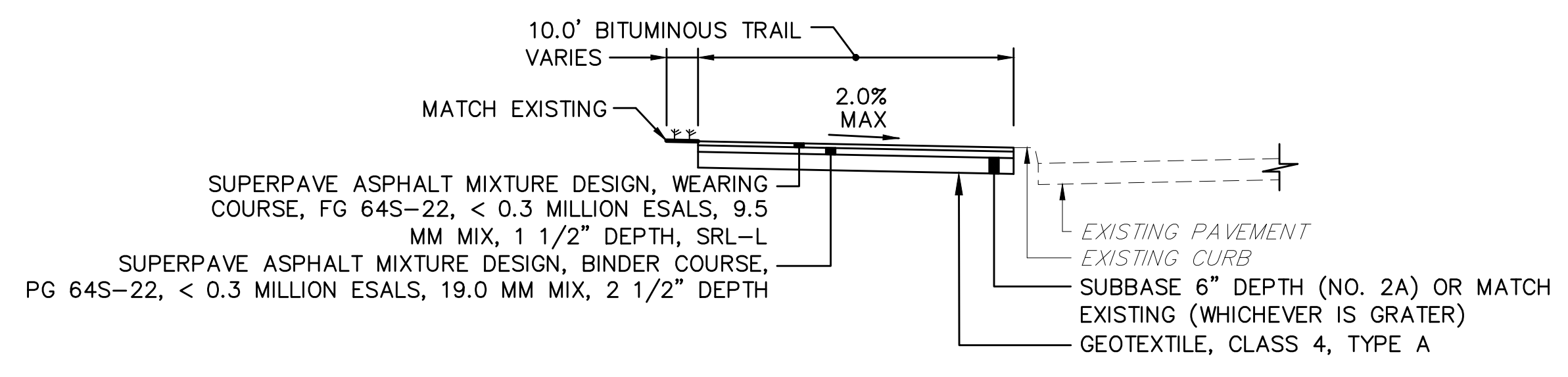
LANSDALE BOROUGH
ONE VINE STREET
LANSDALE, PA 19448

NO.	DATE	REVISIONS	BY

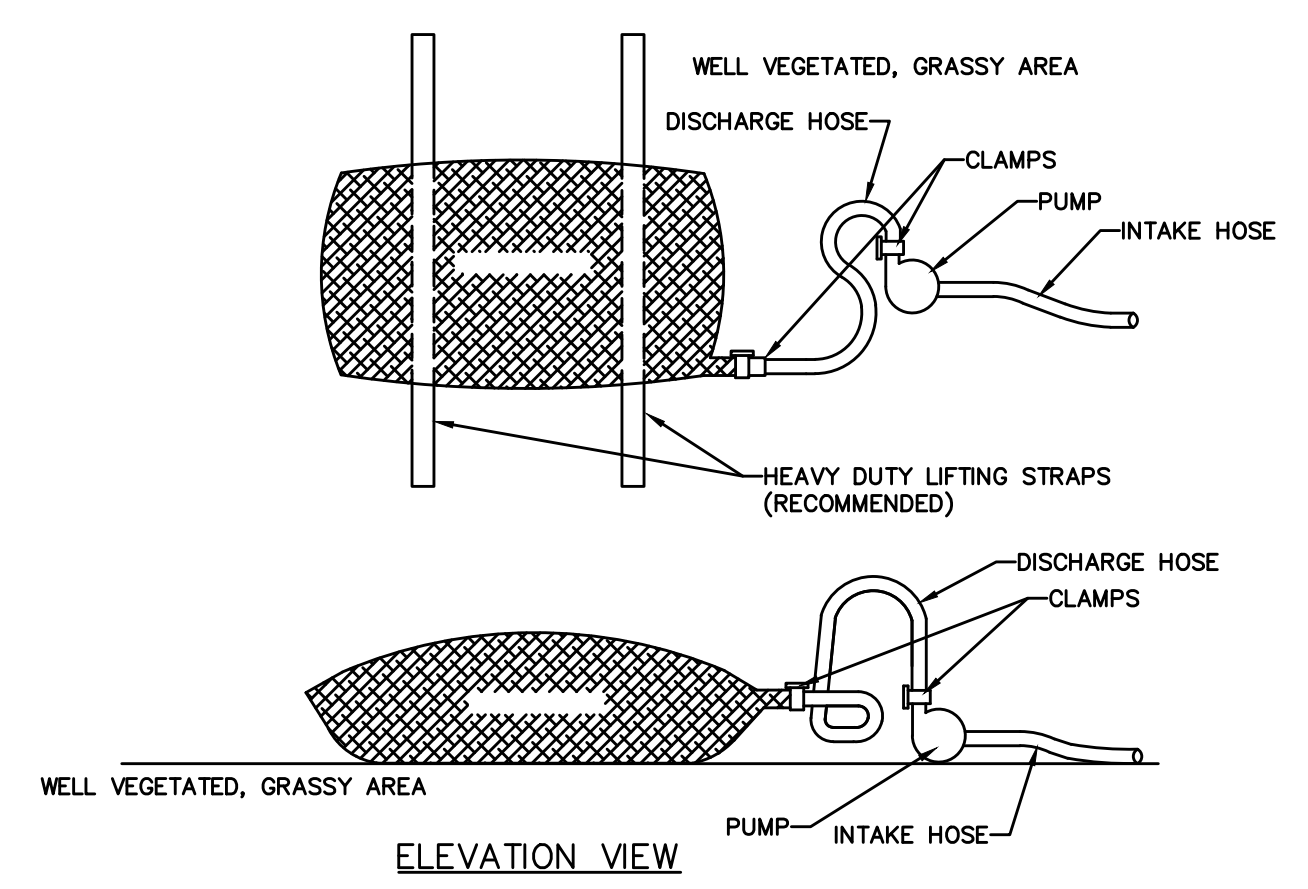
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PROJECT	LNNSD19003
DATE	2020-01-22
DRAWING SCALE	N.T.S
DRAWN BY	OTB
APPROVED BY	MEB

CT-201



TYPICAL SECTION
STA 3+26.00 TO STA 4+00.00 LT



ELEVATION VIEW

NOTES:
LOW VOLUME FILTER BAGS SHALL BE MADE FROM NON-WOVEN GEOTEXTILE MATERIAL SEWN WITH HIGH STRENGTH, DOUBLE STITCHED "J" TYPE SEAMS. THEY SHALL BE CAPABLE OF TRAPPING PARTICLES LARGER THAN 150 MICRONS. HIGH VOLUME FILTER BAGS SHALL BE MADE FROM WOVEN GEOTEXTILES THAT MEET THE FOLLOWING STANDARDS:

PROPERTY	TEST METHOD	MINIMUM STANDARD
AVG. WIDE WIDTH STRENGTH	ASTM D-4884	60 LB/IN
GRAB TENSILE	ASTM D-4832	205 LB
PUNCTURE	ASTM D-4833	110 LB
MULLEN BURST	ASTM D-3786	350 PSI
UV RESISTANCE	ASTM D-4355	70%
AOS % RETAINED	ASTM D-4751	80 SIEVE

A SUITABLE MEANS OF ACCESSING THE BAG WITH MACHINERY REQUIRED FOR DISPOSAL PURPOSES SHALL BE PROVIDED. FILTER BAGS SHALL BE REPLACED WHEN THEY BECOME 1/2 FULL OF SEDIMENT. SPARE BAGS SHALL BE KEPT AVAILABLE FOR REPLACEMENT OF THOSE THAT HAVE FAILED OR ARE FILLED. BAGS SHALL BE PLACED ON STRAPS TO FACILITATE REMOVAL UNLESS BAGS COME WITH LIFTING STRAPS ALREADY ATTACHED.

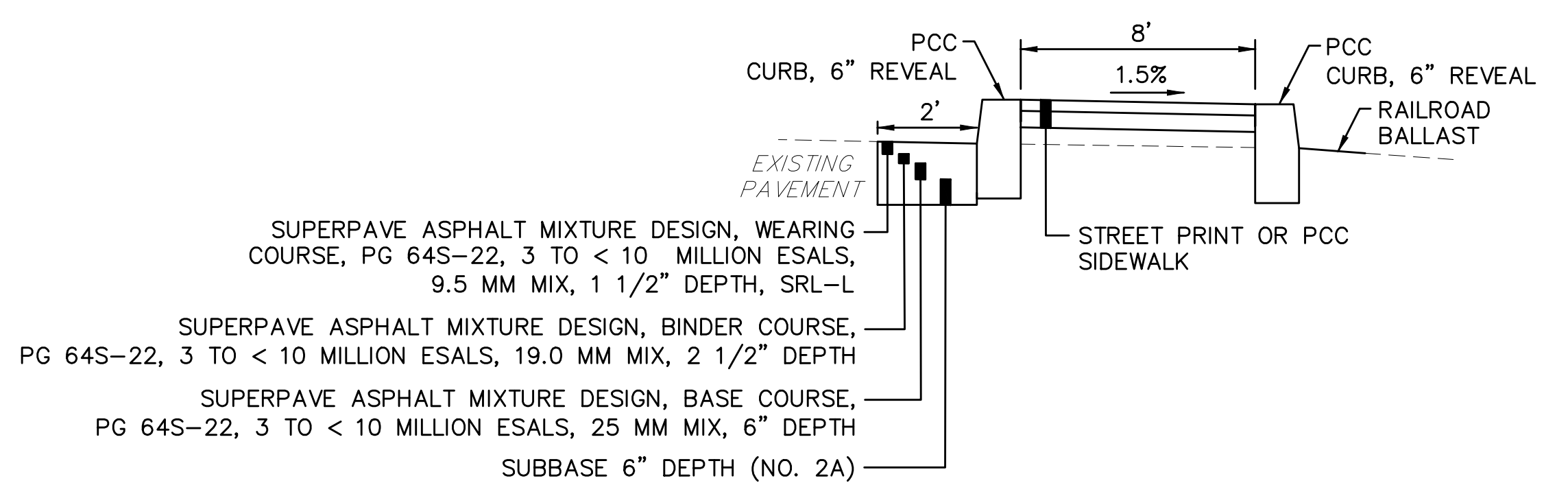
BAGS SHALL BE LOCATED IN WELL-VEGETATED (GRASSY) AREA, AND DISCHARGE ONTO STABLE, EROSION RESISTANT AREAS. WHERE THIS IS NOT POSSIBLE, A GEOTEXTILE UNDERLAYMENT AND FLOW PATH SHALL BE PROVIDED. BAGS MAY BE PLACED ON FILTER STONE TO INCREASE DISCHARGE CAPACITY. BAGS SHALL NOT BE PLACED ON SLOPES GREATER THAN 5%. FOR SLOPES EXCEEDING 5%, CLEAN ROCK OR OTHER NON-ERODIBLE AND NON-POLLUTING MATERIAL MAY BE PLACED UNDER THE BAG TO REDUCE SLOPE STEEPNESS.

NO DOWNSLOPE SEDIMENT BARRIER IS REQUIRED FOR MOST INSTALLATIONS. COMPOST BERM OR COMPOST FILTER SOCK SHALL BE INSTALLED BELOW BAGS LOCATED IN HQ OR EV WATERSHEDS, WITHIN 50 FEET OF ANY RECEIVING SURFACE WATER OR WHERE GRASSY AREA IS NOT AVAILABLE.

THE PUMP DISCHARGE HOSE SHALL BE INSERTED INTO THE BAGS IN THE MANNER SPECIFIED BY THE MANUFACTURER AND SECURELY CLAMPED. A PIECE OF PVC PIPE IS RECOMMENDED FOR THIS PURPOSE.

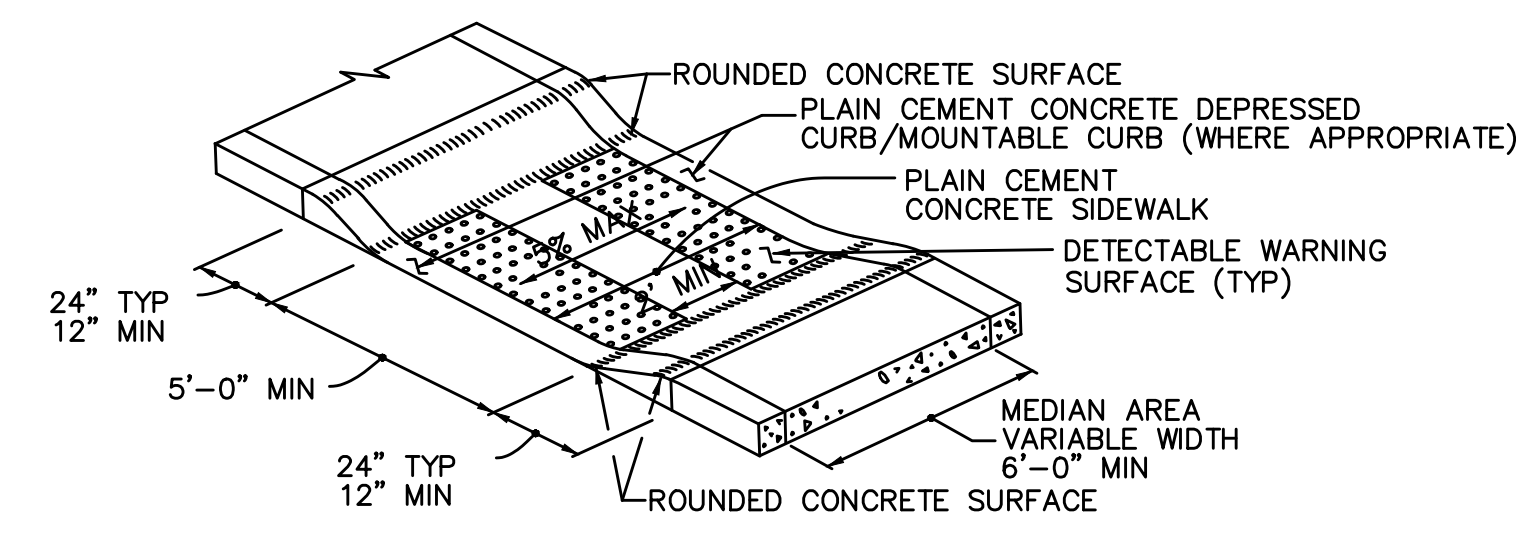
THE PUMPING RATE SHALL BE NO GREATER THAN 750 GPM OR 1/2 THE MAXIMUM SPECIFIED BY THE MANUFACTURER, WHICHEVER IS LESS. PUMP INTAKES SHALL BE FLOATING AND SCREENED.

FILTER BAGS SHALL BE INSPECTED DAILY. IF ANY PROBLEM IS DETECTED, PUMPING SHALL CEASE IMMEDIATELY AND NOT RESUME UNTIL THE PROBLEM IS CORRECTED.

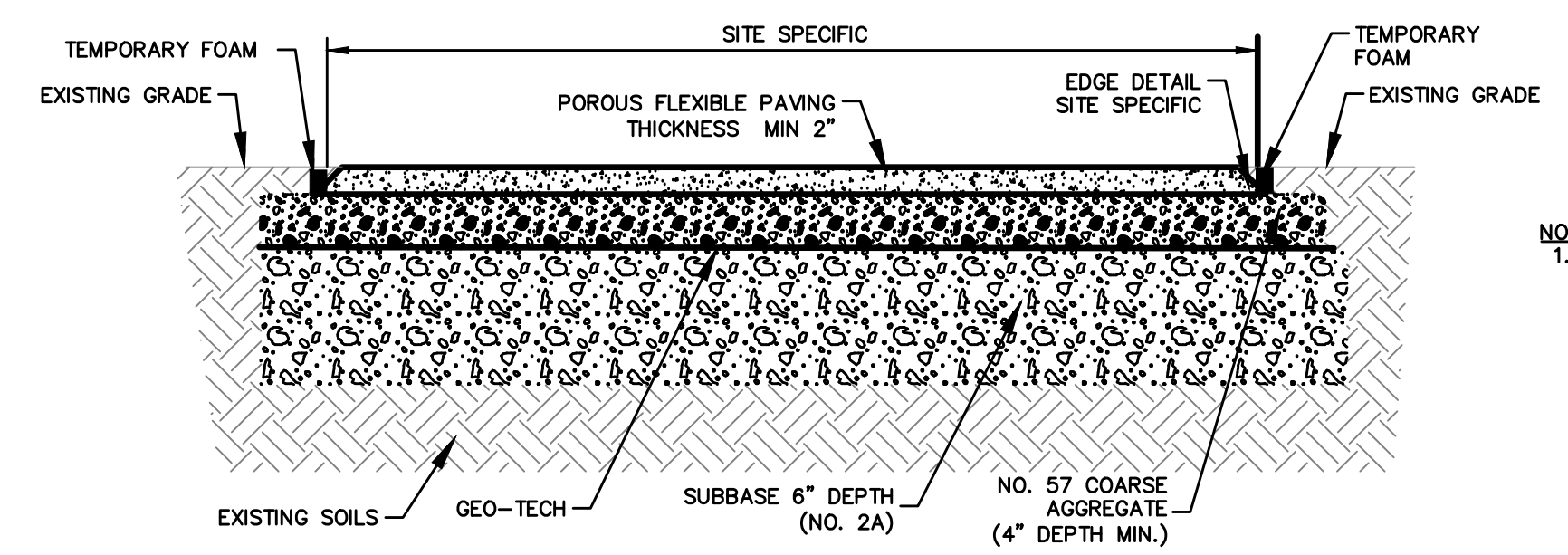


TYPICAL SECTION
STA 4+75.00 TO STA 6+31.00 RT

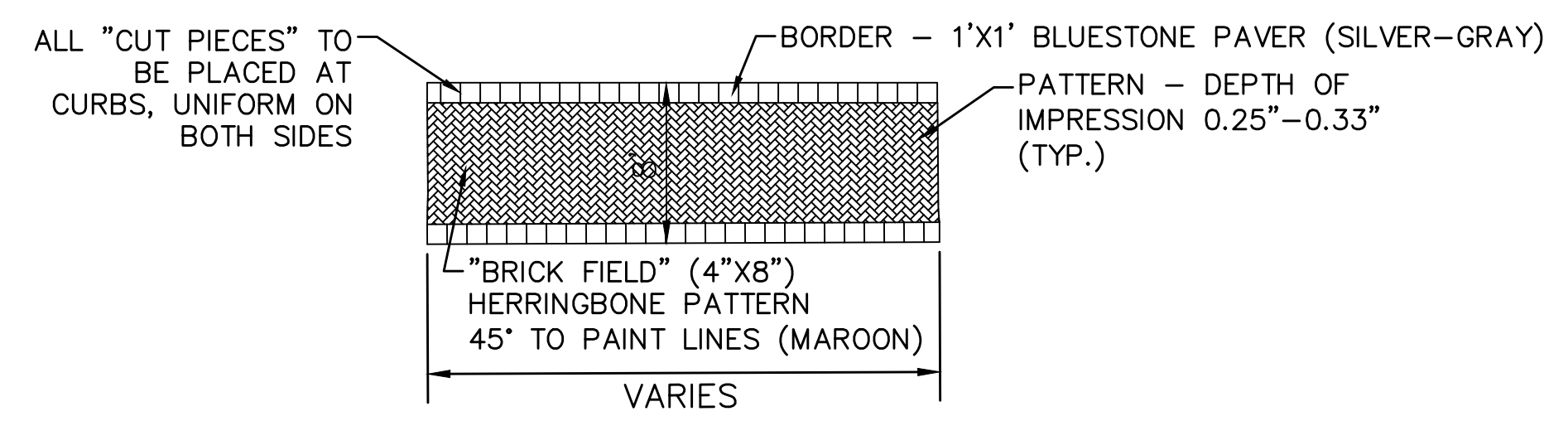
STANDARD CONSTRUCTION DETAIL #3-16
PUMPED WATER FILTER BAG
N.T.S.



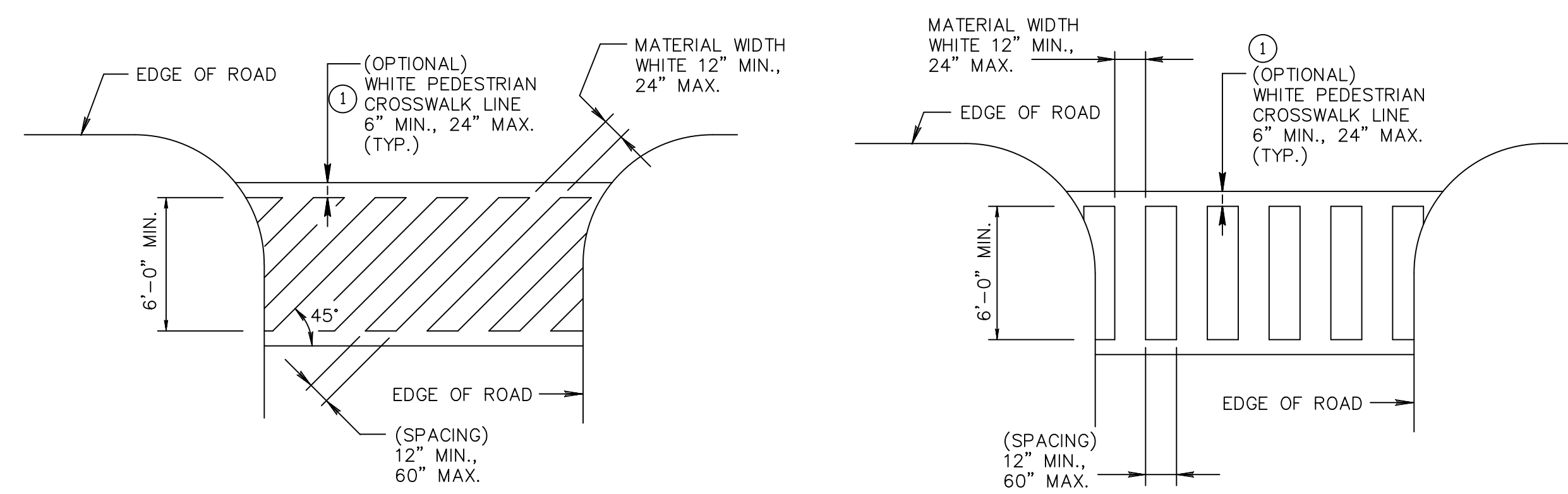
TYPE B TYPICAL MEDIAN
N.T.S.



POROUS FLEXIBLE PAVING
N.T.S.



STREET PRINT
N.T.S.



TYPE B - DIAGONAL

TYPE C - PERPENDICULAR

STANDARD CROSSWALK MARKINGS

- NOTES:
1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
 2. CONTRACTOR TO CONFIRM PATTERN AND COLOR WITH REPRESENTATIVE PRIOR TO INSTALLATION.
 3. ALL COLORS TO BE NON-REFLECTIVE.

TYPICAL SECTIONS AND DETAILS

Pennoni
PENNONI ASSOCIATES INC.
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EAST MAIN STREETSCAPE
SEPTA SECTION
MAIN STREET AND RAILROAD TRACKS
LANSDALE, PA 19446

TYPICAL SECTIONS AND DETAILS

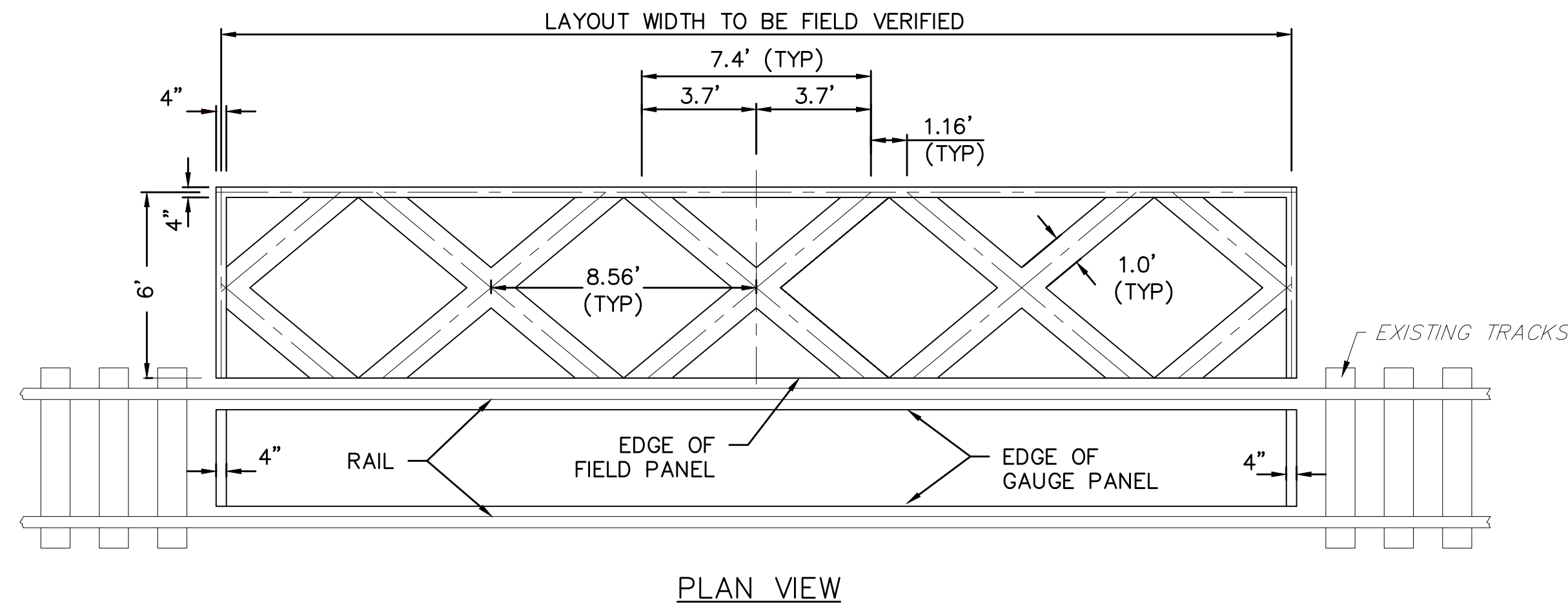
LANSDALE BOROUGH
ONE VINE STREET
LANSDALE, PA 19446

NO.	DATE	BY	REVISIONS

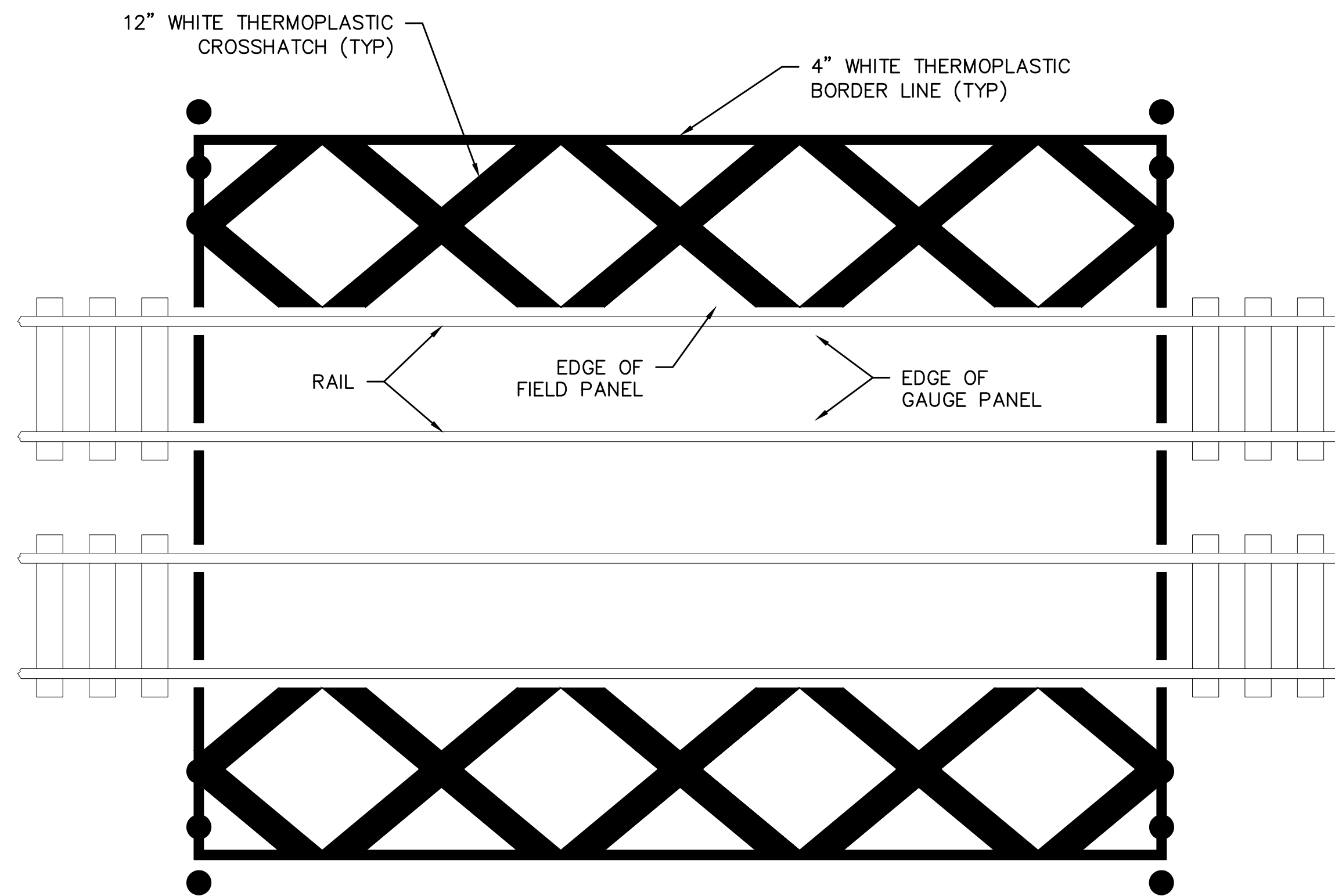
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PROJECT	LNSDL19003
DATE	2020-01-22
DRAWING SCALE	N.T.S.
DRAWN BY	OTB
APPROVED BY	MEB

U:\Account\LNSDL19003 - East Main Streetscape\DESIGN\Phase 02\SEPTA_SHEETS\CT-301.dwg PLOTTED: 7/1/2022 11:22 AM BY: Oshana Bhuin PROJECT STATUS: - PLOT STYLE: Pennoni INC.s.ctb



PLAN VIEW

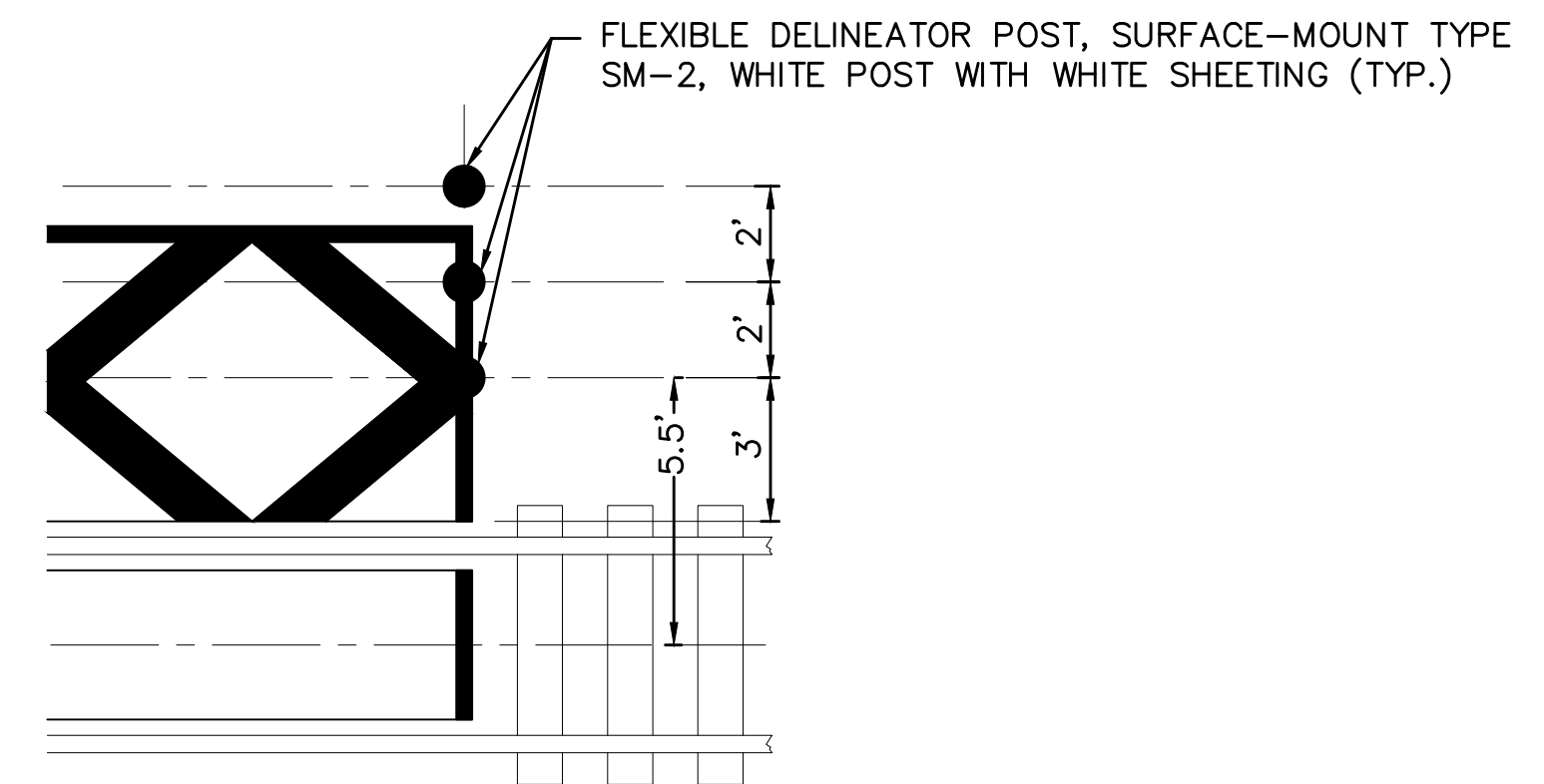


DYNAMIC ENVELOPE STRIPING LAYOUT DETAIL

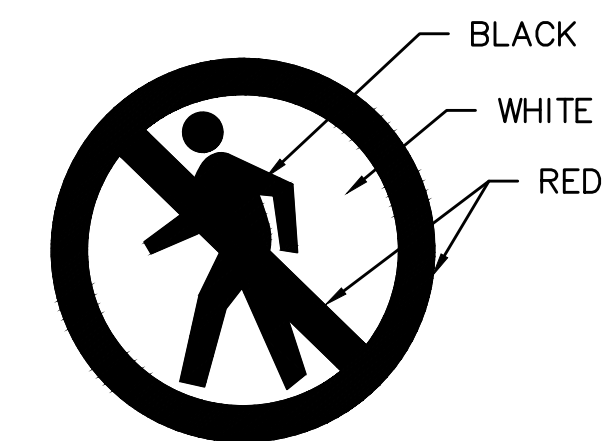
DYNAMIC ENVELOPE
N.T.S.

DYNAMIC ENVELOPE STRIPING AND DELINEATOR NOTES

1. ALL WORK SHALL BE PERFORMED, BOTH AS TO MATERIALS AND METHODS, IN CONFORMANCE WITH APPLICABLE PORTIONS OF THE PENNDOT SPECIFICATIONS, PUBLICATION 408, LATEST EDITION, AS AMENDED AND DEFINED IN THE ORDINANCE
2. ROADWAY EDGE STRIPING SHALL BE INSTALLED IN LINE WITH EXISTING EDGE STRIPING, OR EXISTING CURB. IF NO EDGE STRIPING OR CURB IS PRESENT, THE EDGE STRIPING LOCATION WILL BE APPROVED IN THE FIELD BY SEPTA ENGINEERING
3. DELINEATOR PLACEMENT AND QUANTITY SHALL BE ADJUSTED TO ACCOMMODATE EXISTING CONDITIONS AT EACH CROSSING
4. PAVEMENT MARKING STRIPING SHALL BE THERMOPLASTIC WITH GLASS BEADS
5. DELINEATORS SHALL BE WHITE 36" FLEXI-GUIDE CLOVER LEAF DESIGN WITH WHITE REFLECTORS AND BLACK BASE
6. SEPTA ENGINEERING TO APPROVE ALL PAVEMENT MARKING STRIPING AND DELINEATOR LOCATION PRIOR TO INSTALLATION



TYPICAL DELINEATOR PLACEMENT DETAIL

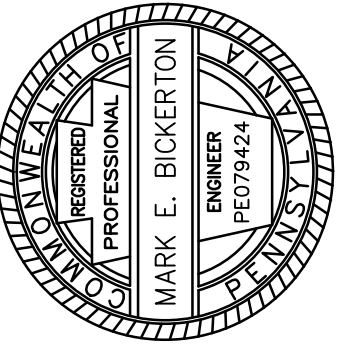


"NO PEDS" LEGEND
N.T.S.



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**EAST MAIN STREETSCAPE
SEPTA SECTION**
MAIN STREET AND RAILROAD TRACKS
LANSDALE, PA 19446

DETAILS
LANSDALE BOROUGH
ONE VINE STREET
LANSDALE, PA 19446

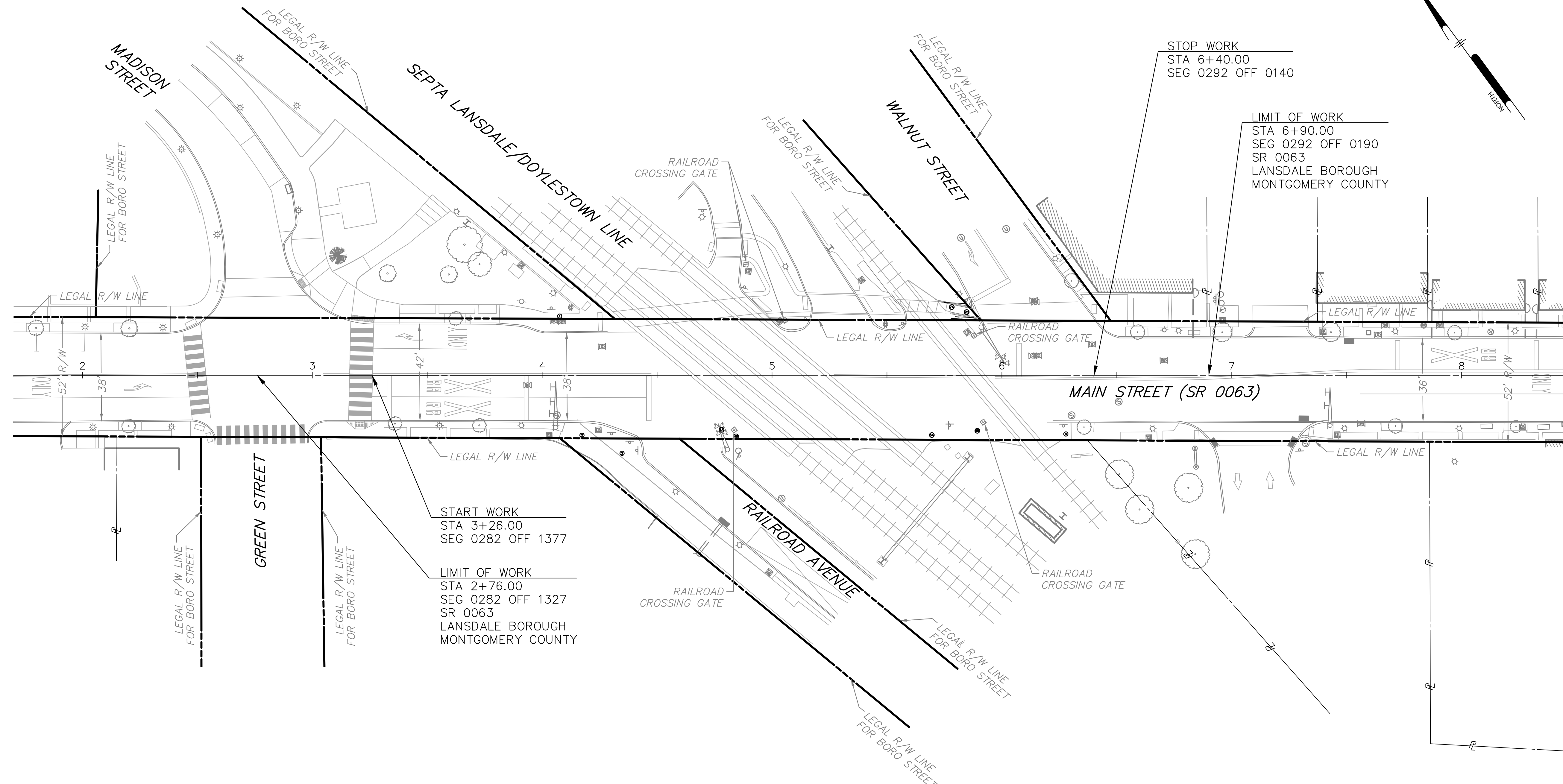
NO.	DATE	REVISIONS	BY

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PROJECT	LNSDL19003
DATE	2020-01-22
DRAWING SCALE	N.T.S.
DRAWN BY	OTB
APPROVED BY	MEB

CT-302

U:\Account\LNSDL19003 - East Main Streetscape\DESIGN\Phase 02\SEPTA_SHEET\CT-302.dwg PLOTTED: 7/1/2022 11:23 AM BY: Osiana Bhuin PROJECT STATUS: --- PLOT STYLE: Pennoni INC.s.ctb



START WORK
STA 3+26.00
SEG 0282 OFF 1377

LIMIT OF WORK
STA 2+76.00
SEG 0282 OFF 1327
SR 0063
LANSDALE BOROUGH
MONTGOMERY COUNTY

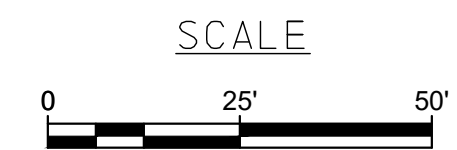
STOP WORK
STA 6+40.00
SEG 0292 OFF 0140

LIMIT OF WORK
STA 6+90.00
SEG 0292 OFF 0190
SR 0063
LANSDALE BOROUGH
MONTGOMERY COUNTY

RECORD OF EXISTING ROAD TYPES

ROUTE	TYPE OF CONSTRUCTION	
SR0063	LIMIT OF WORK ADJACENT TO SEG 0282 OFFSET 1327 TO SEG 0292 OFFSET 0000	1.5" DEPTH SPAV WC ON 1.5" DEPTH BIT. WC ID-2 ON 1.25" DEPTH BIT. WC FJ-1 ON 9" DEPTH RCCP ON 4" DEPTH BRICK
	SEG 0292 OFFSET 0000 TO LIMIT OF WORK ADJACENT TO SEG 0292 OFF 0185	1.5" DEPTH SPAV WC ON 0.5" DEPTH BIT. WC ON 9" DEPTH RCCP

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.



PENNONI ASSOCIATES INC.
1900 Market Street, Suite 300
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REGISTERED PROFESSIONAL ENGINEER
MARK E. BICKERTON
ED79424

**EAST MAIN STREETSCAPE
SEPTA SECTION**
MAIN STREET AND RAILROAD TRACKS
LANSDALE, PA 19448

EXISTING CONDITION PLAN
LANSDALE BOROUGH
ONE VINE STREET
LANSDALE, PA 19448

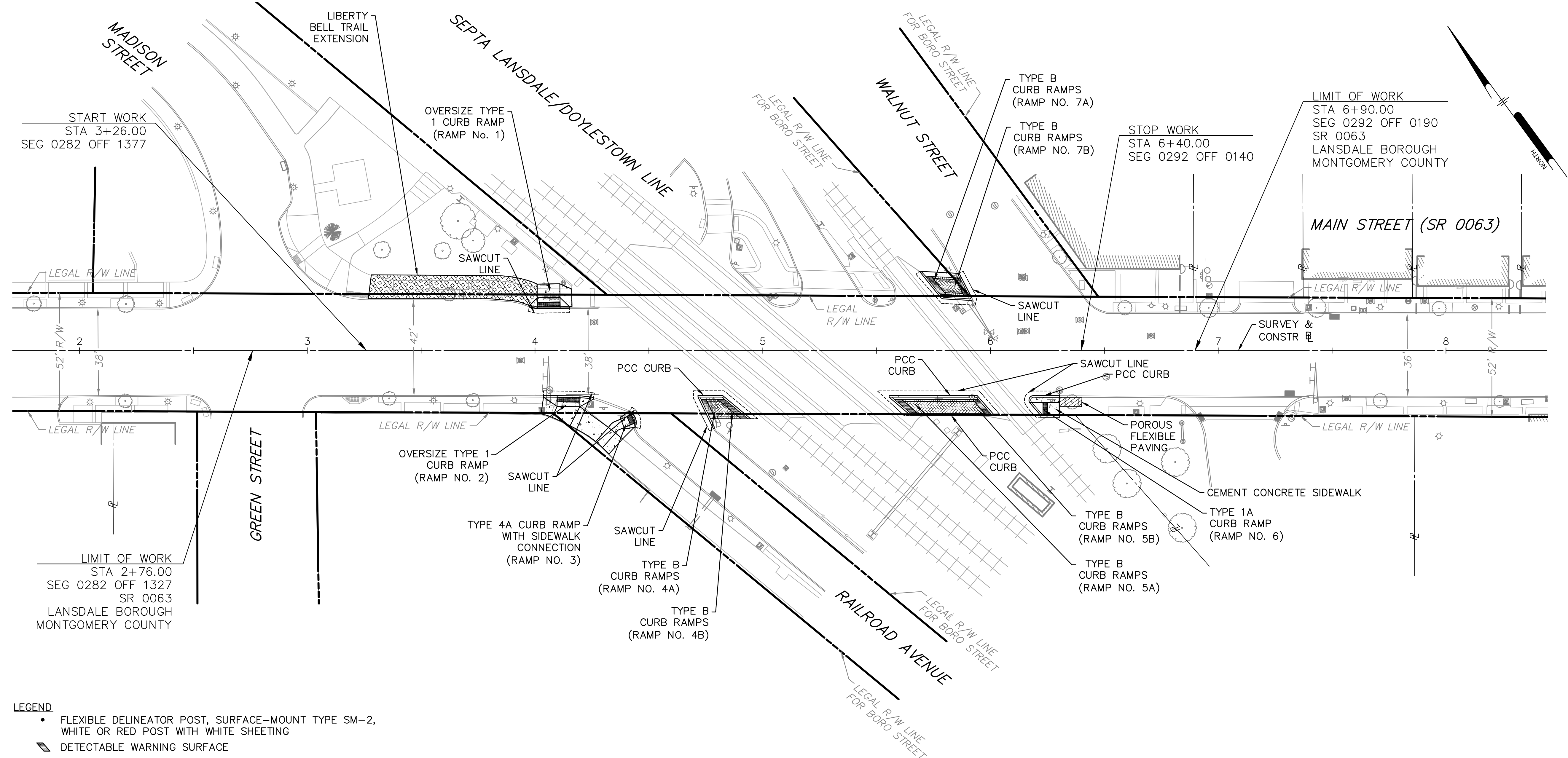
NO.	DATE	REVISIONS	BY

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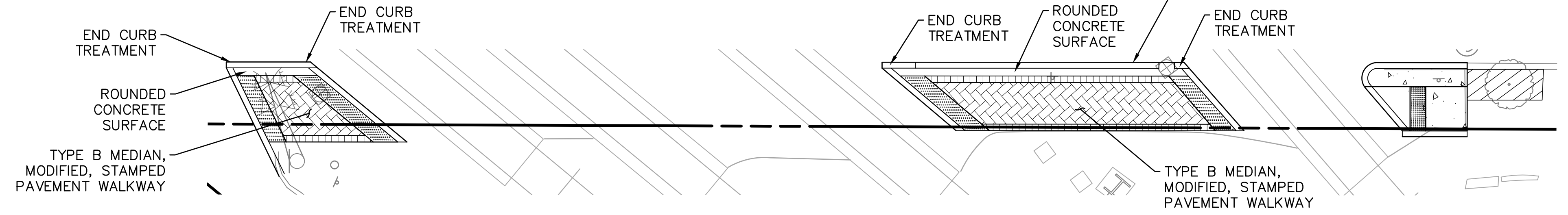
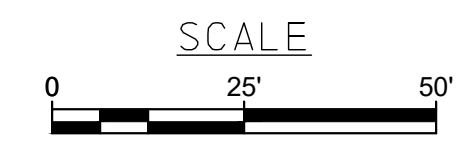
PROJECT	LNSDL19003
DATE	2020-01-22
DRAWING SCALE	1"=25'
DRAWN BY	OTB
APPROVED BY	MEB

EXISTING CONDITIONS

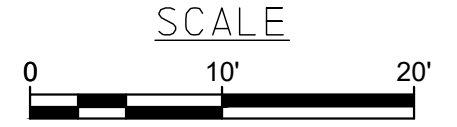
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- LEGEND**
- FLEXIBLE DELINEATOR POST, SURFACE-MOUNT TYPE SM-2, WHITE OR RED POST WITH WHITE SHEETING
 - ▨ DETECTABLE WARNING SURFACE
 - ▨ BITUMINOUS TRAIL
 - ▨ CEMENT CONCRETE SIDEWALK
 - ▨ TRAFFIC PATTERNS XD STREET PRINT (1'x1' BLUESTONE BORDER W/BRICK HERRING BONE INFIELD)



PEDESTRIAN RAILROAD CROSSING IMPROVEMENTS DETAIL



Pennoni

PENNONI ASSOCIATES INC.
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EAST MAIN STREETSCAPE SEPTA SECTION
 MAIN STREET AND RAILROAD TRACKS
 LANSDALE, PA 19448

CONSTRUCTION PLAN
 LANSDALE BOROUGH
 ONE VINE STREET
 LANSDALE, PA 19448

NO.	DATE	REVISIONS	BY

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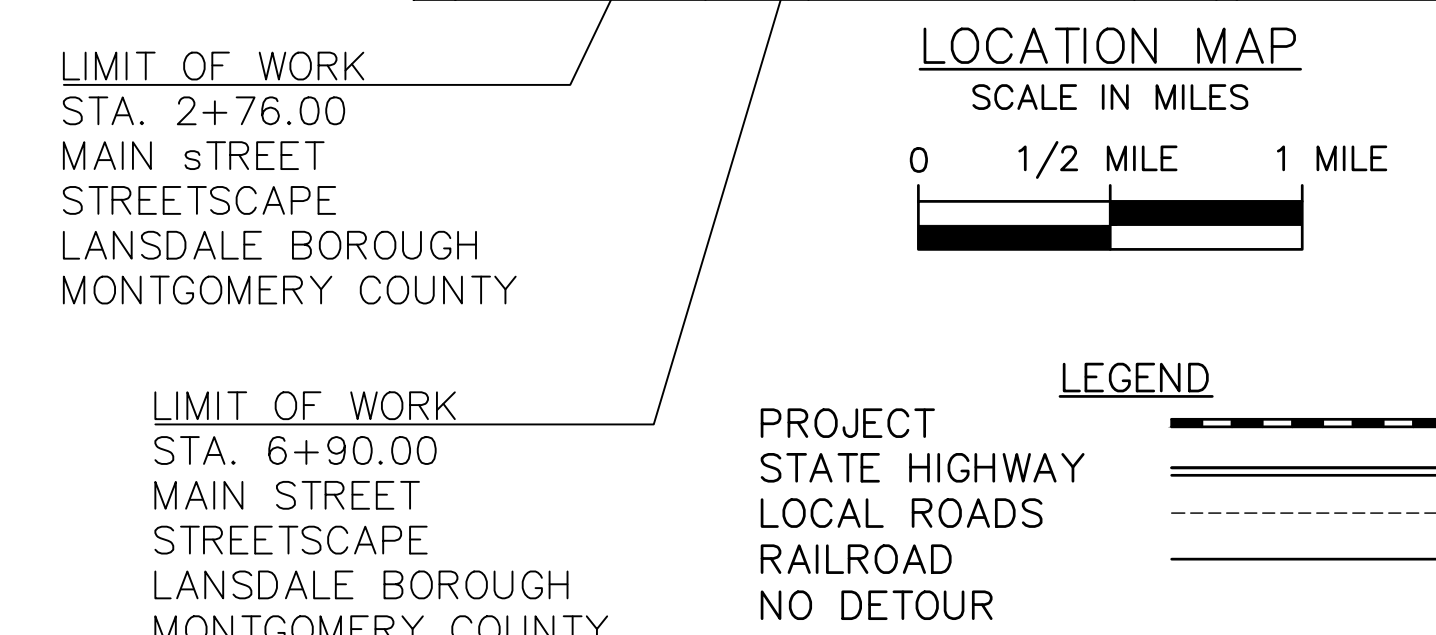
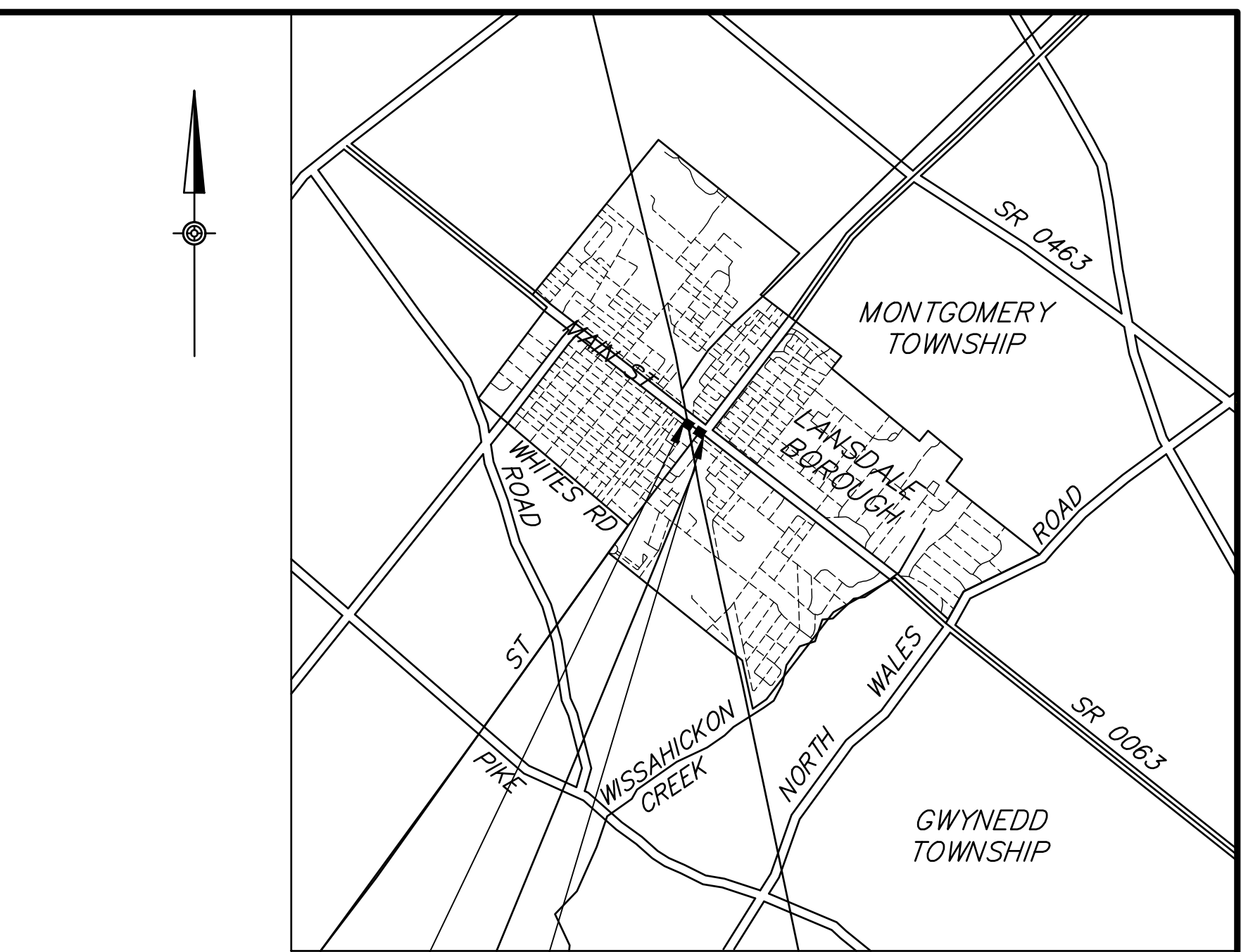
PROJECT	LNSDL19003
DATE	2020-01-22
DRAWING SCALE	1"=25'
DRAWN BY	OTB
APPROVED BY	MEB

U:\Account\LNSDL19003 - East Main Streetscape\DESIGN\Phase 02\SEPTA_SHEET\CT-501.dwg PLOTTED: 4/30/2014 1:22 PM BY: Okana Iburu PLOTSTYLE: Pennoni.ctb PROJECT STATUS: —

GENERAL NOTES

1. THIS WORK CONSISTS OF THE MAINTENANCE OF TRAFFIC AND THE PROTECTION OF THE TRAVELING PUBLIC APPROACHING THE CONSTRUCTION AREA AND WITHIN THE LIMITS OF CONSTRUCTION.
2. FURNISH, ERECT, PLACE AND MAINTAIN TRAFFIC CONTROL SIGNS AND DEVICES AND MAINTAIN TRAFFIC DURING HOURS OF CONSTRUCTION AND AT ALL OTHER TIMES IN ACCORDANCE WITH THE METHODS INDICATED ON THESE DRAWINGS AND,
 - A. THE SPECIAL PROVISIONS OF THE CONTRACT.
 - B. PENNDOT PUBLICATION 212, OFFICIAL TRAFFIC CONTROL DEVICES.
 - C. PDT PUBLICATION 213, TEMPORARY TRAFFIC CONTROL GUIDELINES.
 - D. PDT PUBLICATION 35, APPROVED CONSTRUCTION MATERIALS (BULLETIN 15).
 - E. PDT PUBLICATION 408, SPECIFICATIONS.
 - F. MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
3. IMMEDIATELY UPON COMPLETION OF THE WORK, REMOVE THE DEVICES.
4. COVER OR REMOVE ALL SIGNS NOT IN USE.
5. DISTANCES MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITIONS.
6. ADJUST SIGN LOCATIONS AND CHANNELIZING DEVICES FROM TRAFFIC CONTROL PLANS TO FIT FINAL DESIGN, FIELD CONDITIONS AND APPLICABLE PUBLICATION 213 FIGURES, AS DIRECTED.
4. ALL WORK IS TO BE PERFORMED WITHIN THE LEGAL RIGHT-OF-WAY, BIKEWAY EASEMENT OR TEMPORARY CONSTRUCTION EASEMENTS.
5. CONTRACTOR AND REPRESENTATIVE WILL CONTACT THE LOCAL RESIDENTS A MINIMUM OF SEVEN CALENDAR DAYS PRIOR TO CHANGING ANY PEDESTRIAN OR VEHICULAR TRAFFIC PATTERNS. ENSURE SAFE INGRESS AND EGRESS OF DRIVEWAYS AND WALKWAYS AT ALL TIMES DURING CONSTRUCTION.
6. REVIEW SEQUENCE OF OPERATIONS FOR NOTES REGARDING MAINTENANCE OF PEDESTRIAN TRAFFIC.
7. MAINTAIN ALL TRAFFIC CONTROL DEVICES AND CORRECT ANY MISSING, DAMAGED, INEFFECTIVE OR MISALIGNED DEVICES TO THE SATISFACTION OF THE REPRESENTATIVE WITHIN FOUR (4) HOURS OF NOTIFICATION.
8. HAVE ANY DEVIATION FROM THE TRAFFIC CONTROL PLAN APPROVED BY THE ENGINEER BEFORE PUTTING THE CHANGE INTO OPERATION.
9. THE CATEGORIES FOR WORK DURATION OF TEMPORARY TRAFFIC CONTROL ARE:
 - A. SHORT-TERM STATIONARY OPERATION - WORK THAT OCCUPIES A LOCATION UP TO 24 HOURS.
 - B. LONG-TERM STATIONARY OPERATION - WORK THAT OCCUPIES A LOCATION MORE THAN 24 HOURS.
10. THIS TRAFFIC CONTROL PLAN DOES NOT RELIEVE THE CONTRACTOR OF HIS RESPONSIBILITY AS SPECIFIED IN SECTION 901.3(A) OF PENNDOT PUBLICATION 408
11. ALL SIGNS TO BE REFLECTORIZED OR ILLUMINATED.
12. MODIFY EXISTING TRAFFIC CONTROL DEVICES AS REQUIRED FOR THE DURATION OF THE WORK.
13. ANY CONFLICTING SIGNS OR CHANNELIZING DEVICES MUST BE PROPERLY COVERED OR REMOVED WHEN NOT IN USE.
14. NOTIFY ALL GOVERNMENTAL, POLICE, FIRE AND EMERGENCY SERVICES WITHIN THE IMMEDIATE AREA. NOTICE MUST BE GIVEN AT LEAST 48 HOURS PRIOR TO START OF WORK.
15. ACCESS TO BUSINESSES, RESIDENCES, SIDE ROADS AND DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.
16. MAINTAIN TRAFFIC OPERATION THROUGH WORK ZONE AT ALL TIMES.
17. THE CONTRACTOR IS TO ENSURE THAT PROPER SIGNALIZATION OF THE INTERSECTION IS MAINTAINED AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
18. THE POSTED SPEED LIMITS ARE AS FOLLOWS:
 - MAIN STREET (SR 0063) IS 25 M.P.H.
 - RAILROAD AVENUE IS 25 M.P.H.
19. MAINTENANCE AND PROTECTION OF TRAFFIC DURING CONSTRUCTION SHALL BE IN ACCORDANCE WITH APPLICABLE FIGURES PATA 101-A, 102, 103, 105, 109-A, AND 128 IN PENNDOT PUBLICATION 213, "TEMPORARY TRAFFIC CONTROL GUIDELINES" AND TITLE 67 PA CODE, CHAPTER 212, "OFFICIAL TRAFFIC CONTROL DEVICES".
20. NO TRAFFIC RESTRICTION OR LANE CLOSURES ARE PERMITTED ON STATE ROUTES (MAIN STREET (SR 0063)) OR BROAD STREET BETWEEN THE HOURS OF 6:00 A.M. TO 9:00 A.M. AND 3:00 P.M. TO 7:00 P.M., MONDAY THROUGH FRIDAY AND LEGAL HOLIDAYS.
21. BOROUGH ORDINANCE DICTATES THAT WORK MAY BE PERFORMED ONLY BETWEEN THE HOURS OF 7:00 A.M. TO 10:00 P.M.
22. THE RAILROAD RIGHT OF WAY SHALL BE KEPT CLEAR AT ALL TIMES.
23. NOTIFY THE BOROUGH 14 CALENDAR DAYS BEFORE STARTING ANY WORK.
24. NOTIFY ALL GOVERNMENTAL, POLICE, FIRE AND EMERGENCY SERVICES WITHIN THE IMMEDIATE AREA. NOTICE MUST BE GIVEN AT LEAST 48 HOURS PRIOR TO THE START OF WORK.
25. ANY AND ALL CONSTRUCTION/DEMOLITION OPERATIONS THAT MAY POTENTIALLY AFFECT THE MOVEMENT OF TRAINS IS TO BE APPROVED AND COORDINATED THROUGH SEPTA, IN WRITING, AT LEAST 4 WEEKS PRIOR TO COMMENCEMENT OF SAID REQUESTED ACTIVITIES. CONTACT DAVID MONTVYDAS, CHIEF ENGINEER, AT 1234 MARKET STREET, 12TH FLOOR, PHILADELPHIA, PA 19107-3721, (215) 580-7490.
26. SEPTA REQUIRES TWO WEEKS' NOTICE TO ANY CHANGE IN PEDESTRIAN MOVEMENTS.
27. WORK AROUND SEPTA FACILITIES IS ONLY PERMITTED 9AM TO 3PM.
28. SEPARATE CONSTRUCTION ACTIVITY UNDERTAKEN BY SEPTA OR THE BOROUGH MAY OCCUR SIMULTANEOUSLY IN AREAS ADJACENT TO THE PROJECT SITE. COORDINATE AND COOPERATE WITH THE CONTRACTORS FOR THESE PROJECTS AS NECESSARY.
29. SEPTA, NORTH PENN RAILROAD AND CSX SHALL HAVE UNRESTRICTED AND UN ENCOMBERED ACCESS TO THE PROJECT SITE AT ALL TIMES, FOR THE PURPOSES OF MAINTENANCE, OPERATIONS, RENOVATIONS AND MONITORING OF CONSTRUCTION ACTIVITIES.
30. ALL RAILROADS WILL REMAIN ACTIVE DURING THE DURATION OF CONSTRUCTION.
31. PROTECT DROP-OFFS ADJACENT TO A TRAVEL LANE IN ACCORDANCE WITH PUBLICATION 408, SECTION 901.3(J).
32. NOTIFY THE DISTRICT 6-0 REGIONAL TRAFFIC MANAGEMENT CENTER (RTMC) AT (610) 205-6934 FIFTEEN (15) MINUTES IN ADVANCE OF ANY PROPOSED LANE OR SHOULDER RESTORATION, ROAD CLOSURE, OR ANY OPERATION IMPEDING THE FLOW OF TRAFFIC ON PENNDOT MAINTAINED ROADS. NOTIFY THE RTMC WHEN THE ROAD IS RESTORED TO NORMAL OPERATION.
33. MAKE THE SAFETY AND OPERATION CONTINUITY OF THE RAILROAD COMPANY TRAFFIC OF THE FIRST IMPORTANCE. AT ALL TIMES PROTECT AND SAFEGUARD SUCH TRAFFIC AND ARRANGE PROJECT WORK ACCORDINGLY. WHENEVER THE WORK MAY AFFECT THE SAFETY AND MOVEMENT OF TRAINS, SUBMIT THE METHOD OF DOING SUCH WORK TO THE CHIEF ENGINEER OF THE RAILROAD COMPANY OR DULY AUTHORIZED REPRESENTATIVE FOR APPROVAL. DO NOT BEGIN OR PROSECUTE WORK WITHOUT SUCH APPROVAL. HOWEVER, THE APPROVAL OF THE RAILROAD COMPANY'S CHIEF ENGINEER OR DULY AUTHORIZED REPRESENTATIVE WILL NOT BE CONSIDERED AS A RELEASE FROM RESPONSIBILITY FOR ANY DAMAGE TO THE RAILROAD COMPANY BY THE ACTS OF THE CONTRACTOR OR THOSE OF HIS/HER EMPLOYEES. PREPARE AND SUBMIT PLANS FOR APPROVAL TO THE RAILROAD COMPANY'S CHIEF ENGINEER FOR ALL WORK, INCLUDING, BUT NOT LIMITED TO, TUNNELING UNDER TRACKS, SHEETING, SHORING, AND ERECTION IN THE VICINITY OF AND OVER TRACKS.

34. CHIEF ENGINEER OF THE RAILROAD COMPANY OR DULY AUTHORIZED REPRESENTATIVE FOR APPROVAL. DO NOT BEGIN OR PROSECUTE WORK WITHOUT SUCH APPROVAL. HOWEVER, THE APPROVAL OF THE RAILROAD COMPANY'S CHIEF ENGINEER OR DULY AUTHORIZED REPRESENTATIVE WILL NOT BE CONSIDERED AS A RELEASE FROM RESPONSIBILITY FOR ANY DAMAGE TO THE RAILROAD COMPANY BY THE ACTS OF THE CONTRACTOR OR THOSE OF HIS/HER EMPLOYEES. PREPARE AND SUBMIT PLANS FOR APPROVAL TO THE RAILROAD COMPANY'S CHIEF ENGINEER FOR ALL WORK, INCLUDING, BUT NOT LIMITED TO, TUNNELING UNDER TRACKS, SHEETING, SHORING, AND ERECTION IN THE VICINITY OF AND OVER TRACKS. DURING THE CONSTRUCTION PERIOD, THE RAILROAD COMPANY AND THE DEPARTMENT WILL CO-OPERATE WITH EACH OTHER IN THE PROTECTION OF THEIR RESPECTIVE TRAFFIC AND IN THE CONSTRUCTION AS INDICATED. GIVE THE CHIEF ENGINEER OF ANY INVOLVED RAILROAD FOURTEEN (14) DAYS WRITTEN NOTICE BEFORE ANY WORK IS STARTED ON RAILROAD PROPERTY, IN ORDER FOR THE NECESSARY ARRANGEMENTS MAY BE MADE TO PROPERLY PROTECT RAILROAD TRAFFIC.
35. THE RAILROAD COMPANY WILL PROVIDE ALL WATCHMEN, OPERATORS, FLAGMEN, CLEARANCE MEN, AND SIMILAR PROTECTIVE SERVICES, CONSIDERED BY THE RAILROAD COMPANY'S CHIEF ENGINEER OR HIS DULY AUTHORIZED REPRESENTATIVE AS NECESSARY TO ENSURE THE SAFETY OF TRAINS CONTINGENT UPON THE PROJECT'S OPERATIONS, AT THE SOLE EXPENSE OF THE DEPARTMENT. IT IS AGREED, HOWEVER, THAT PROVIDING OF SUCH WATCHMEN, AND OTHER PRECAUTIONS, WILL NOT RELIEVE LIABILITY OF PAYMENT FOR DAMAGE CAUSED BY PROJECT OPERATIONS. THE DEPARTMENT WILL NOT BE RESPONSIBLE FOR SUCH DAMAGE.
36. IT IS EXPRESSLY UNDERSTOOD THAT THIS CONTRACT INCLUDES NO WORK FOR WHICH THE RAILROAD COMPANY IS TO BE BILLED. THEREFORE, DO NOT BILL THE RAILROAD COMPANY FOR ANY WORK WHICH MAY BE PERFORMED UNLESS THE RAILROAD COMPANY GIVES A WRITTEN REQUEST THAT SUCH WORK BE PERFORMED AT ITS EXPENSE.
37. THE RAISING OR SURFACING OF TRACKS DUE TO ANY SETTLEMENT, CAUSED BY THE PROJECT OPERATIONS WILL BE PERFORMED BY THE RAILROAD, BUT THE COST WILL BE BORNE ENTIRELY BY CONTRACTOR.
38. DURING CONSTRUCTION, A MINIMUM OVERHEAD CLEARANCE OF 6.7M (7M FOR ELECTRICAL TRACKS) (22 FEET (23 FEET FOR ELECTRICAL TRACKS)) ABOVE THE TOP OF RAIL AND A MINIMUM HORIZONTAL CLEARANCE OF 12 FEET FROM CENTERLINE OF TANGENT TRACK WILL BE PERMITTED. IF THE CLEARANCES INDICATED ARE LESS THAN THOSE STATED ABOVE, THEN THE LESSER CLEARANCE WILL BE PERMITTED. IN ANY CASE, THIS MINIMUM SIDE CLEARANCE APPLIES TO TANGENT TRACK ONLY. FOR CURVED TRACK, PROVIDE ADDITIONAL MINIMUM SIDE CLEARANCE TO COMPENSATE FOR CURVATURE. CONTACT THE RAILROAD COMPANY'S CHIEF ENGINEER TO ASCERTAIN THE AMOUNT OF ADDITIONAL MINIMUM SIDE CLEARANCE REQUIRED. IF AT ANY TIME DURING CONSTRUCTION IT IS DECIDED THAT PROJECT OPERATIONS REQUIRE OVERHEAD



AND/OR SIDE CLEARANCES LESS THAN THE MINIMUM STATED OR INDICATED SUBMIT A REQUEST TO THE RAILROAD COMPANY'S CHIEF ENGINEER AS OUTLINED ABOVE FOR SAFETY AND CONTINUITY OF RAILROAD OPERATIONS. DEVIATE FROM THOSE MINIMUMS STATED ABOVE OR INDICATED, ONLY UPON RECEIPT OF APPROVAL OF SUCH A REQUEST.

39. DO NOT WORK OVER ANY HIGH-TENSION WIRES OR WITHIN 10 FEET ON EACH SIDE AND BELOW SUCH WIRES. WHEN IT IS NECESSARY TO WORK OR PLACE EQUIPMENT WITHIN THESE LIMITS, MAKE ARRANGEMENTS WITH THE RAILROAD TO FURNISH ELECTRICAL CLEARANCE MEN AND DE-ENERGIZE THE WIRES CONTINGENT UPON RAILROAD OPERATION. WHERE VOLTAGE EXCEEDS 50,000 VOLTS, INCREASE THIS WORKING CLEARANCE.

TABULATION OF TRAFFIC CONTROL DEVICES

SIGNS AND DEVICES

ITEM NO. 0901-0001 (FOR INFORMATION ONLY)

DESIGNATION	DESCRIPTION	UNITS	SIZE	TOTAL	PHASE					SHEETING	MOUNTING
					1	2	3	4	5		
-	CHANNELIZATION DEVICES (DRUMS)	EA	-	31	31	31	31	31	31	TYPE III	
-	TYPE "B" FLASHER	EA	-	31	31	31	31	31	31		
R3-2	NO LEFT TURN	EA	36"x36"	8	8	8	8	8	8		
R4-7	KEEP RIGHT	EA	24"x30"	4	4	4	4	4	4		
R9-9	SIDEWALK CLOSED SIGN	EA	24"x12"	2	2	2	2	2	2		
R9-11A	SIDEWALK CLOSED CROSS HERE SIGN	EA	24"x12"	2	2	2	2	2	2		
W5-5	PAVEMENT WITH TRANSITION - RIGHT LANE ENDS	EA	36"x36"	4	4	4	4	4	4		
W20-1	ROAD WORK AHEAD SIGN	EA	36"x36"	4	2	2	2	2	2		TYPE B OR TYPE III BARRICADE

PENNONI ASSOCIATES INC.
1501 Main Street, Suite 220
Warrington, PA 18976
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ALL DIMENSIONS MUST BE VERIFIED BY CONTRACTOR AND OWNER MUST BE NOTIFIED OF ANY DISCREPANCIES BEFORE PROCEEDING WITH WORK

EAST MAIN STREETSCAPE SEPTA SECTION
MAIN STREET AND RAILROAD TRACKS
LANSDALE, PA 19448

TRAFFIC CONTROL PLAN
LANSDALE BOROUGH
ONE VINE STREET
LANSDALE, PA 19448

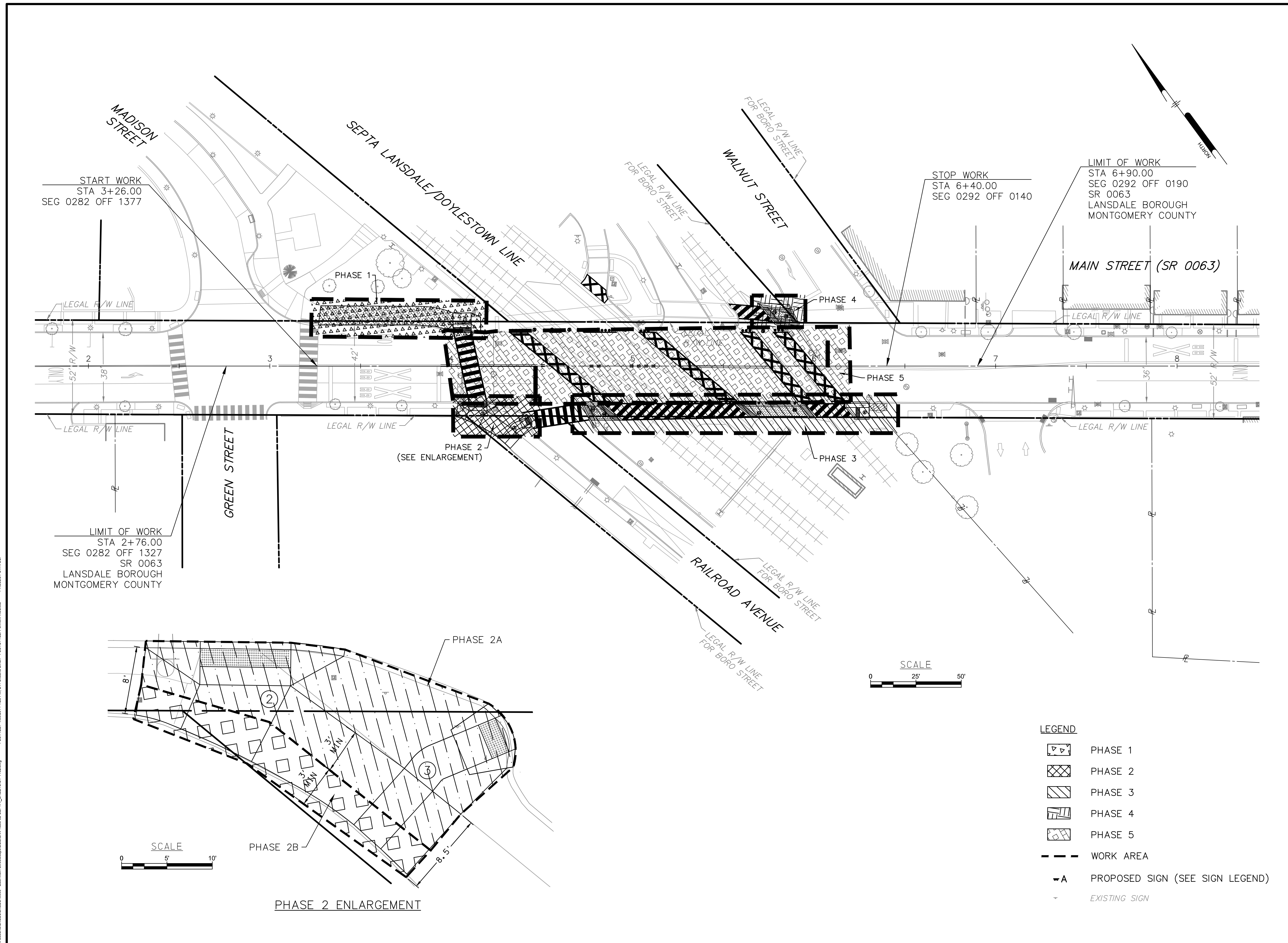
NO.	DATE	REVISIONS	BY

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PROJECT	LNSDL19003
DATE	2020-01-22
DRAWING SCALE	N.T.S
DRAWN BY	OTB
APPROVED BY	MEB

CT-1101

SHEET 10 OF 14



Pennoni

PENNONI ASSOCIATES INC.
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ALL DIMENSIONS MUST BE VERIFIED BY CONTRACTOR AND OWNER MUST BE NOTIFIED OF ANY DISCREPANCIES BEFORE PROCEEDING WITH WORK

REGISTERED PROFESSIONAL ENGINEER
 MARK E. BICKERTON
 ED9424

EAST MAIN STREETScape
SEPTA SECTION
 MAIN STREET AND RAILROAD TRACKS
 LANSDALE, PA 19448

TRAFFIC CONTROL PLAN
 LANSDALE BOROUGH
 ONE VINE STREET
 LANSDALE, PA 19448

NO.	DATE	BY	REVISIONS

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PROJECT	LNSDL19003
DATE	2020-01-22
DRAWING SCALE	1"=25'
DRAWN BY	OTB
APPROVED BY	MEB


CT-1102

SHEET 11 OF 14

U:\Account\LNSDL\19003 - East Main Streetscape\DESIGN\Phase 02\SEPTA_SHEET\CT-1102.dwg
 PLOTTED: 4/30/2014 1:22 PM BY: Okana Bhan PLOTSTYLE: Pennoni NCS.ctb PROJECT STATUS: —

PATA 101-A


- The shadow vehicle and TTC devices are not required if the work space is outside the highway right-of-way, behind barrier, more than 7' behind curb, or 15' or more from the edge of the roadway.
- For operations of 45 minutes or less, all TTC devices may be eliminated if a shadow vehicle is present and the operation does not proceed against normal traffic flow.
- When a shadow vehicle is not used, distance A is measured from the ROAD WORK sign.



Speed (MPH)	Channelizing Device Spacing (Feet)	Sign Spacing (Feet)	Urban (Feet)	Rural (Feet)	Roll Ahead Space (Feet)
25	50	100-200	100-200	150	150
30	60	100-200	100-200	150	150
35	70	100-200	100-200	150	150
40	80	100-200	100-200	150	150
45	90	100-200	100-200	150	150
50	100	100-200	100-200	150	150
55	110	100-200	100-200	150	150

PATA 102

- For operations of 15 minutes or less:
 - The ROAD WORK sign is not required.
 - All channelizing devices may be eliminated if a shadow vehicle is present and the operation does not proceed against normal traffic flow.
- When a shadow vehicle is not used, distance E is measured from the end of the taper to the beginning of the work space.




Speed (MPH)	Channelizing Device Spacing (Feet)	Sign Spacing (Feet)	Urban (Feet)	Rural (Feet)	Buffer Space (Feet)	Roll Ahead Space (Feet)
25	50	100-200	100-200	150	150	150
30	60	100-200	100-200	150	200	150
35	70	100-200	100-200	150	250	150
40	80	100-200	100-200	150	305	150
45	90	100-200	100-200	150	360	150
50	100	100-200	100-200	150	425	250
55	110	100-200	100-200	150	495	250

Speed (MPH)	Shoulder Taper: 1/2L Length (Feet)	Minimum Number Of Devices
25	45	6
30	60	6
35	75	6
40	90	6
45	105	6
50	120	6
55	135	6

PATA 103

- The RIGHT REVERSE CURVE sign shall only be used when lane shifts onto shoulder.
- When a shadow vehicle is not used, distance E is measured from the end of the taper to the beginning of the work space.




Speed (MPH)	Channelizing Device Spacing (Feet)	Sign Spacing (Feet)	Urban (Feet)	Rural (Feet)	Buffer Space (Feet)	Roll Ahead Space (Feet)
25	50	100-200	100-200	150	155	150
30	60	100-200	100-200	150	200	150
35	70	100-200	100-200	150	250	150
40	80	100-200	100-200	150	305	150
45	90	100-200	100-200	150	360	150
50	100	100-200	100-200	150	425	250
55	110	100-200	100-200	150	495	250

Speed (MPH)	Shifting Taper: 1/2L Length (Feet)	Shoulder Taper: 1/2L Length (Feet)	Minimum Number Of Devices
25	65	45	6
30	80	60	6
35	95	75	6
40	110	90	6
45	125	105	6
50	140	120	6
55	155	135	6

PATA 105

- Left turns may be prohibited as required by geometric conditions.
 - On undivided streets, one NO LEFT TURN sign should be placed at the near right-hand corner and one at the far left-hand corner.
 - On divided streets, one NO LEFT TURN sign should be placed on the near side of the median and one at the far side of the median.
- The RIGHT REVERSE CURVE sign shall only be used when lane shifts onto shoulder.




Speed (MPH)	Channelizing Device Spacing (Feet)	Sign Spacing (Feet)	Urban (Feet)	Rural (Feet)	Buffer Space (Feet)
25	50	100-200	100-200	150	155
30	60	100-200	100-200	150	200
35	70	100-200	100-200	150	250
40	80	100-200	100-200	150	305
45	90	100-200	100-200	150	360
50	100	100-200	100-200	150	425
55	110	100-200	100-200	150	495

Speed (MPH)	Shifting Taper: 1/2L Length (Feet)	Minimum Number Of Devices
25	90	6
30	105	6
35	120	6
40	135	6
45	150	6
50	165	6
55	180	6

PATA 109 (A Through L)

- PATA 109 drawings show work spaces on roads that approach and depart T-intersections with through-roads. Single-flagger or multi-flagger intersection control is illustrated for intersections with three types of permanent control:
 - One-Way Stop
 - 30-Min Stop
 - Traffic Signal
- Flaggers shall be clearly visible to traffic for a minimum distance of E.
- For operations of 15 minutes or less:
 - The ROAD WORK, ONE LANE ROAD, and FLAGGER SYMBOL signs are not required.
 - All channelizing devices may be eliminated if a shadow vehicle is present and the operation does not proceed against normal traffic flow.
- When a shadow vehicle is not used, distance E is measured from the end of the taper to the beginning of the work space.




Speed (MPH)	Channelizing Device Spacing (Feet)	Sign Spacing (Feet)	Urban (Feet)	Rural (Feet)	Buffer Space (Feet)	Roll Ahead Space (Feet)
25	50	100-200	100-200	150	155	150
30	60	100-200	100-200	150	200	150
35	70	100-200	100-200	150	250	150
40	80	100-200	100-200	150	305	150
45	90	100-200	100-200	150	360	150
50	100	100-200	100-200	150	425	250
55	110	100-200	100-200	150	495	250

Speed (MPH)	Channelizing Device Spacing (Feet)	Sign Spacing (Feet)	Urban (Feet)	Rural (Feet)	Buffer Space (Feet)
25	50	100-200	100-200	150	155
30	60	100-200	100-200	150	200
35	70	100-200	100-200	150	250
40	80	100-200	100-200	150	305
45	90	100-200	100-200	150	360
50	100	100-200	100-200	150	425
55	110	100-200	100-200	150	495

Speed (MPH)	Channelizing Device Spacing (Feet)	Sign Spacing (Feet)	Urban (Feet)	Rural (Feet)	Buffer Space (Feet)
25	50	100-200	100-200	150	155
30	60	100-200	100-200	150	200
35	70	100-200	100-200	150	250
40	80	100-200	100-200	150	305
45	90	100-200	100-200	150	360
50	100	100-200	100-200	150	425
55	110	100-200	100-200	150	495

PATA 128

- When crosswalks or other pedestrian facilities are closed or relocated, temporary facilities shall include accessibility features consistent with the features present in the existing pedestrian facility.
- Approved pedestrian barricades or channelizing devices must be placed at each closure to protect pedestrians from construction activities, drop-offs, and vehicular traffic. The pedestrian barriers or channelizing devices must be continuous, stable and non-flexible and consist of a wall, skirt, or minimum weight in the W20-1, W20-2, W20-3, W20-4, W20-5, W20-6, and W20-7 with detectable, continuous bottom edge 6 inches maximum height above the roadway surface. Support members may not protrude into the usable sidewalk. Sidewalk barriers shall be detectable by hand preference or those who have low vision. Plastic tape, movable cones, and print signs at a sidewalk excavation will not generally provide adequate notice or protection.



SEQUENCE OF OPERATIONS

IMPROVEMENT OF PEDESTRIAN SAFETY AND STREETSCAPE, WHICH INCLUDE BUT NOT LIMITED TO THE INSTALLATION OF THE CURB, SIDEWALK, AND ADA RAMPS. THE WORK WILL BE DONE IN FOUR PHASES.

PHASE 1: WORK ALONG NORTH SIDE OF MAIN STREET BETWEEN THE INTERSECTIONS OF MADISON STREET AND RAILROAD AVENUE.

- INSTALL PEDESTRIAN DETOUR IN ACCORDANCE WITH PATA 128.
- DURING WORKING HOURS, MAIN STREET BE RESTRICTED AS REQUIRED IN ACCORDANCE WITH PATA 101-A, 102, 103, AND 105.
- ENSURE ALL SIDE ROADS REMAIN ACCESSIBLE DURING THE DURATION OF CONSTRUCTION. DO NOT BLOCK SIGHT DISTANCE WITH SIGNAGE OR EQUIPMENT.
- MAINTAIN PEDESTRIAN RESTRICTION ON THE NORTHEASTERN SIDE OF THE INTERSECTION OF MADISON STREET AND MAIN STREET.
- MAINTAIN PEDESTRIAN CROSSING ACROSS MAIN STREET FROM THE WEST SIDE OF THE INTERSECTION OF MADISON STREET TO THE WEST SIDE OF THE INTERSECTION OF GREEN STREET.
- EXCAVATE EXISTING SIDEWALK AND CURB ON THE NORTHEASTERN SIDE OF THE INTERSECTION OF MADISON STREET AND MAIN STREET.
- SAWCUT, REPLACE THE CURB AND SIDEWALK.
- INSTALL CONCRETE CURB, SIDEWALK, AND ADA RAMP AND THE FULL DEPTH PAVEMENT FINAL RESTORATION.
- AT THE END OF CONSTRUCTION PHASE 1, CLEAN THE WORK AREA AND REMOVE ALL ROADWAY AND PEDESTRIAN RESTRICTIONS.

PHASE 2: WORK AT THE SOUTHWESTERN CORNER OF THE INTERSECTION OF MAIN STREET AND RAILROAD AVENUE. THIS PHASE IS TO BE CONSTRUCTED IN TWO SECTIONS (PHASE 2A AND PHASE 2B) AS SHOWN IN ORDER TO MAINTAIN PEDESTRIAN ACCESS TO THE SIDEWALK ON RAILROAD AVENUE. CONSTRUCT PHASE 2A FIRST, FOLLOWED BY PHASE 2B, UTILIZING THE SEQUENCE BELOW FOR EACH. MAINTAIN A MINIMUM 36" WIDE PEDESTRIAN ACCESS ROUTE (PAR) IN EACH PHASE (2A AND 2B) THROUGH THE WORK AREA FOR THE DURATION OF CONSTRUCTION.

- INSTALL PEDESTRIAN DETOUR IN ACCORDANCE WITH PATA 128. UTILIZE THE CROSSWALK AT MAIN STREET & GREEN STREET/MADISON STREET AND MAIN STREET AND BROAD STREET.
- MAINTAIN PEDESTRIAN RESTRICTION ON THE SOUTH SIDE OF MAIN STREET.
- MAINTAIN ACTIVE PEDESTRIAN ROAD ALONG THE NORTH SIDE OF MAIN STREET.
- DURING WORKING HOURS, MAIN STREET BE RESTRICTED AS REQUIRED IN ACCORDANCE WITH PATA 101-A, 102, 103, AND 105.
- EXCAVATE EXISTING SIDEWALK AND CURB. INSTALL CONCRETE CURB, SIDEWALK, AND ADA RAMP AND TIE-IN TO THE EXISTING CURB AND SIDEWALK.
- PERFORM THE 2 FEET SAWCUT, REPLACE THE CURB AND SIDEWALK, AND COMPLETE THE FULL DEPTH PAVEMENT FINAL RESTORATION PRIOR TO MOVING TO THE NEXT PHASE.
- AT THE END OF CONSTRUCTION PHASE 2, CLEAN THE WORK AREA AND REMOVE ALL ROADWAY AND PEDESTRIAN RESTRICTION.

PHASE 3: WORK ALONG THE SOUTH SIDE OF MAIN STREET ACROSS THE RAILROAD TRACKS.

- INSTALL PEDESTRIAN DETOUR IN ACCORDANCE WITH PATA 128.
- MAINTAIN PEDESTRIAN RESTRICTION ON THE SOUTH SIDE OF MAIN STREET.
- MAINTAIN ACTIVE PEDESTRIAN ROAD ALONG THE NORTH SIDE OF MAIN STREET.
- DURING WORKING HOURS, MAIN STREET BE RESTRICTED IN

ACCORDANCE WITH PATA 101-A, 102, 103, AND 105.

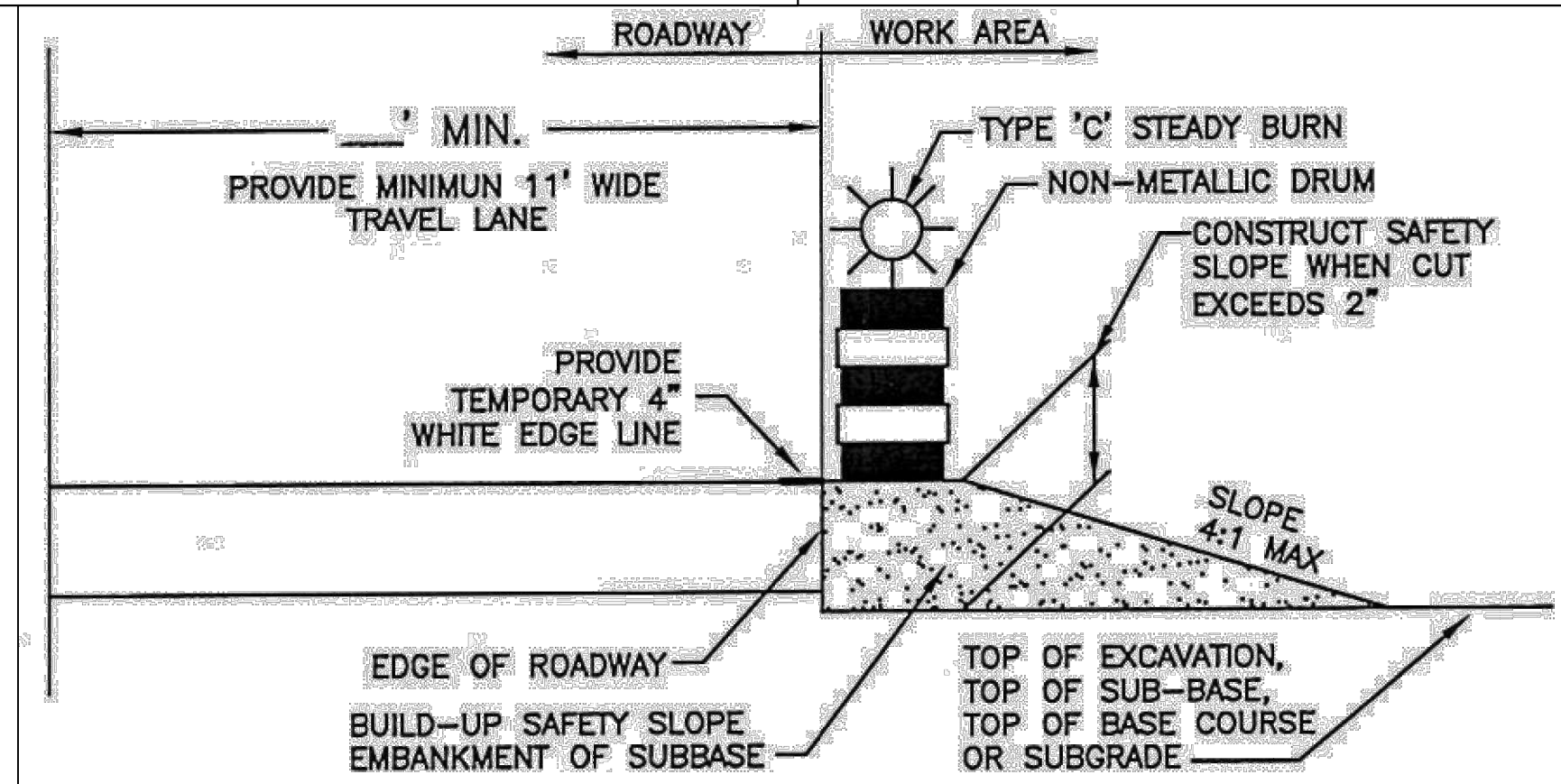
- EXCAVATE EXISTING PAVEMENT AND INSTALL ADA RAMP.
- AT THE END OF CONSTRUCTION PHASE 3, CLEAN THE WORK AREA AND REMOVE ALL ROADWAY AND PEDESTRIAN RESTRICTION.

PHASE 4: WORK AT THE NORTHWESTERN CORNER OF THE INTERSECTION OF MAIN STREET AND WALNUT STREET.

- INSTALL PEDESTRIAN DETOUR IN ACCORDANCE WITH PATA 128.
- DURING WORKING HOURS, MAIN STREET BE RESTRICTED IN ACCORDANCE WITH PATA 101-A, 102, 103, AND 105.
- ENSURE ALL SIDE ROADS REMAIN ACCESSIBLE DURING THE DURATION OF CONSTRUCTION. DO NOT BLOCK SIGHT DISTANCE WITH SIGNAGE OR EQUIPMENT.
- MAINTAIN PEDESTRIAN RESTRICTION ON THE NORTH SIDE MAIN STREET.
- MAINTAIN ACTIVE PEDESTRIAN ROAD ALONG SOUTH SIDE OF MAIN STREET.
- DO NOT INTERFACE WITH TRAFFIC SIGNAL OPERATION.
- EXCAVATE EXISTING CURB RAMP AND HANDRAILS AND PERFORM THE 2 FEET SAWCUT, PLACE THE CURB AND CURB RAMP, AND COMPLETE THE FULL DEPTH PAVEMENT FINAL RESTORATION.
- AT THE END OF CONSTRUCTION PHASE 4, CLEAN THE WORK AREA AND REMOVE ALL ROADWAY AND PEDESTRIAN RESTRICTION.

PHASE 5: PAINTING THE DYNAMIC ENVELOPE AND PEDESTRIAN CROSSING ON MAIN STREET.

- DURING WORKING HOURS, MAIN STREET BE RESTRICTED IN ACCORDANCE WITH PATA 101-A, 102, 103, AND 105.
- ENSURE ALL SIDE ROADS REMAIN ACCESSIBLE DURING THE DURATION OF CONSTRUCTION. DO NOT BLOCK SIGHT DISTANCE WITH SIGNAGE OR EQUIPMENT.
- RESTRICT PEDESTRIAN CROSSING ACROSS MAIN STREET AT RAILROAD AVENUE CROSSING
- AT THE END OF CONSTRUCTION PHASE 5, CLEAN THE WORK AREA AND REMOVE ALL ROADWAY AND PEDESTRIAN RESTRICTION.



NOTES:

SAFETY BUILD-UP MUST BE USED ANY PLACE WHERE OPEN EXCAVATION ALONG ACTIVE ROADWAYS RESULTS IN A DROPOFF GREATER THAN 2".

A TEMPORARY 4" WHITE EDGE LINE SHALL BE PROVIDED IF THE EXISTING EDGE LINE IS TO BE REMOVED. MINIMUM EFFECTIVE LANE WIDTHS OF SHALL BE PROVIDED. PROVIDE TEMPORARY PAVING AS REQUIRED TO MAINTAIN EFFECTIVE LANE WIDTH.

TEMPORARY SAFETY SLOPE FOR DROP-OFFS

(NOT TO SCALE)

Pennoni

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REGISTERED PROFESSIONAL ENGINEER
MARK E. BICKERTON
ED 09424

ALL DIMENSIONS MUST BE VERIFIED BY CONTRACTOR AND OWNER MUST BE NOTIFIED OF ANY DISCREPANCIES BEFORE PROCEEDING WITH WORK.

EAST MAIN STREETSCAPE SEPTA SECTION
MAIN STREET AND RAILROAD TRACKS
LANSDALE, PA 19448

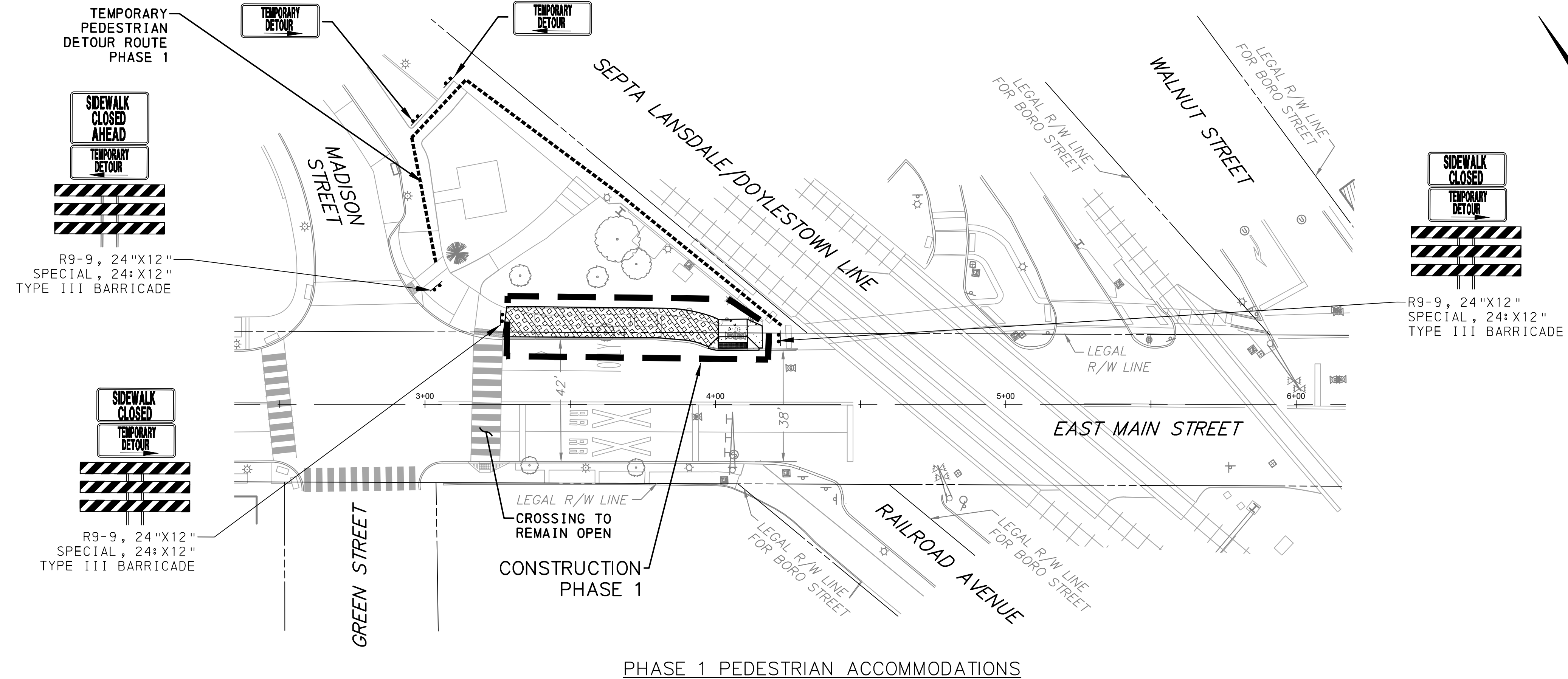
TRAFFIC CONTROL PLAN
LANSDALE BOROUGH
ONE VINE STREET
LANSDALE, PA 19448

NO.	DATE	REVISIONS	BY

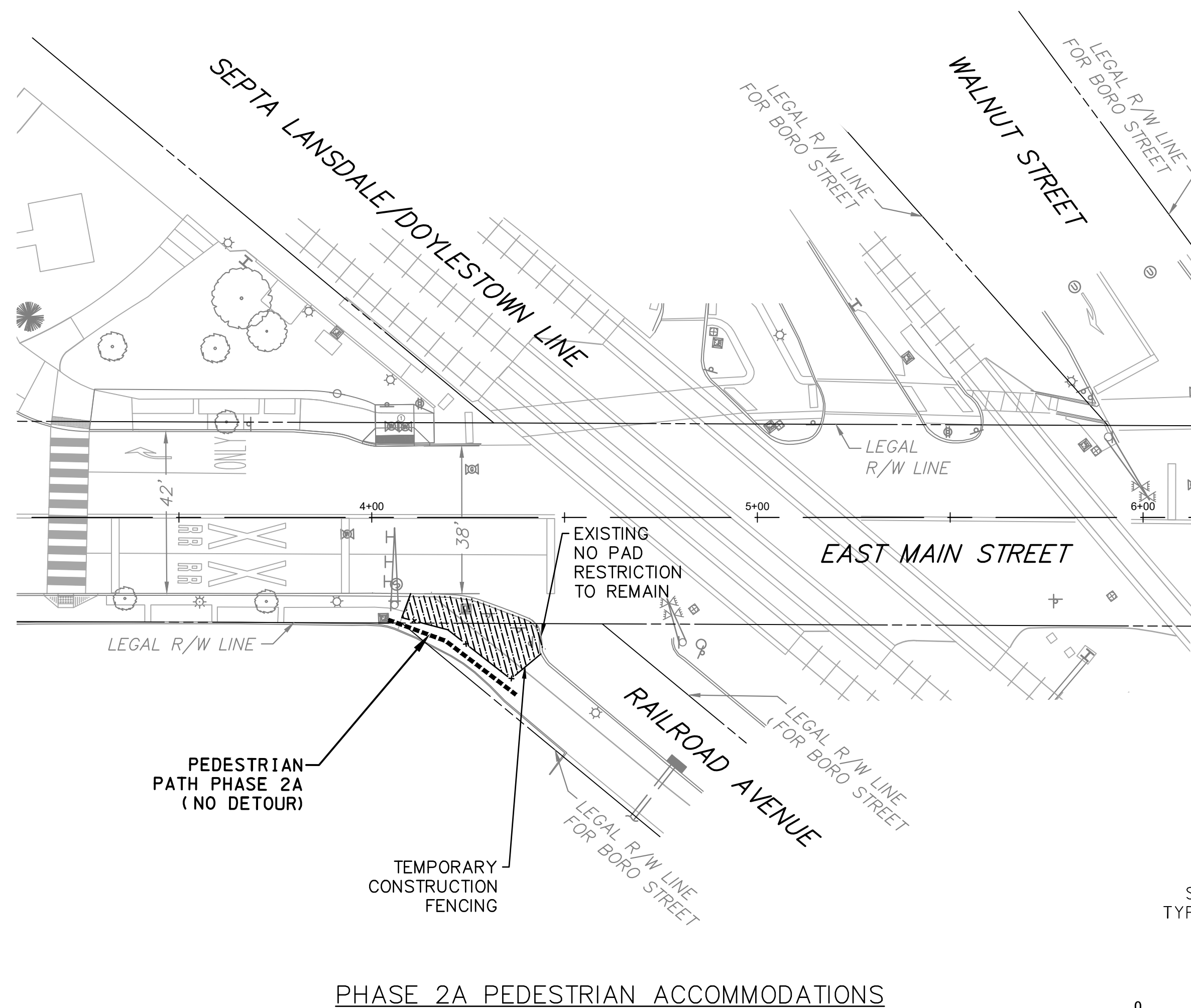
PROJECT: LNSDL19003
DATE: 2020-01-22
DRAWING SCALE: N.T.S.
DRAWN BY: OTB
APPROVED BY: MEB

CT-1103
SHEET 12 OF 14

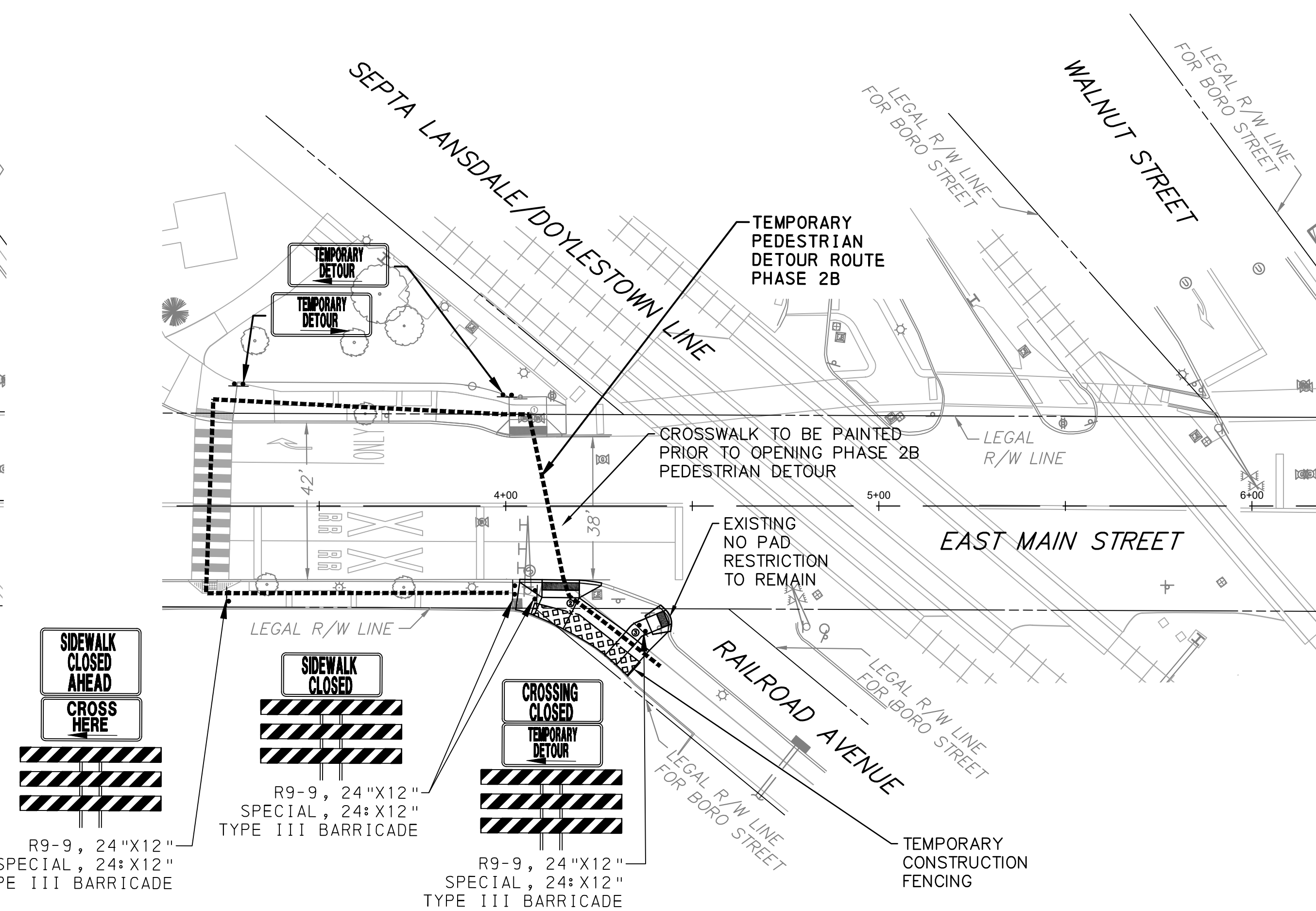
U:\Account\LNSDL19003 - East Main Streetscape\DESIGN\Phase 05\SEPTA_SHEET\CT-1103.dwg PLOTTED: 7/11/2022 11:25 AM BY: Oshana Bhan PROJECT STATUS: PROJECT STYLE: Pennoni\NCES.dwg



PHASE 1 PEDESTRIAN ACCOMMODATIONS



PHASE 2A PEDESTRIAN ACCOMMODATIONS



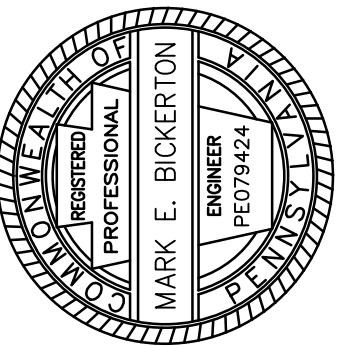
PHASE 2B PEDESTRIAN ACCOMMODATIONS

PEDESTRIAN DETOUR PLAN



PENNONI ASSOCIATES INC.
1900 Market Street, Suite 300
Philadelphia, PA 19103
T 215.222.3000 F 215.222.3588

ALL DIMENSIONS MUST BE VERIFIED BY CONTRACTOR AND OWNER MUST BE NOTIFIED OF ANY DISCREPANCIES BEFORE PROCEEDING WITH WORK



EAST MAIN STREETSCAPE
SEPTA SECTION
MAIN STREET AND RAILROAD TRACKS
LANSDALE, PA 19448

TRAFFIC CONTROL PLAN

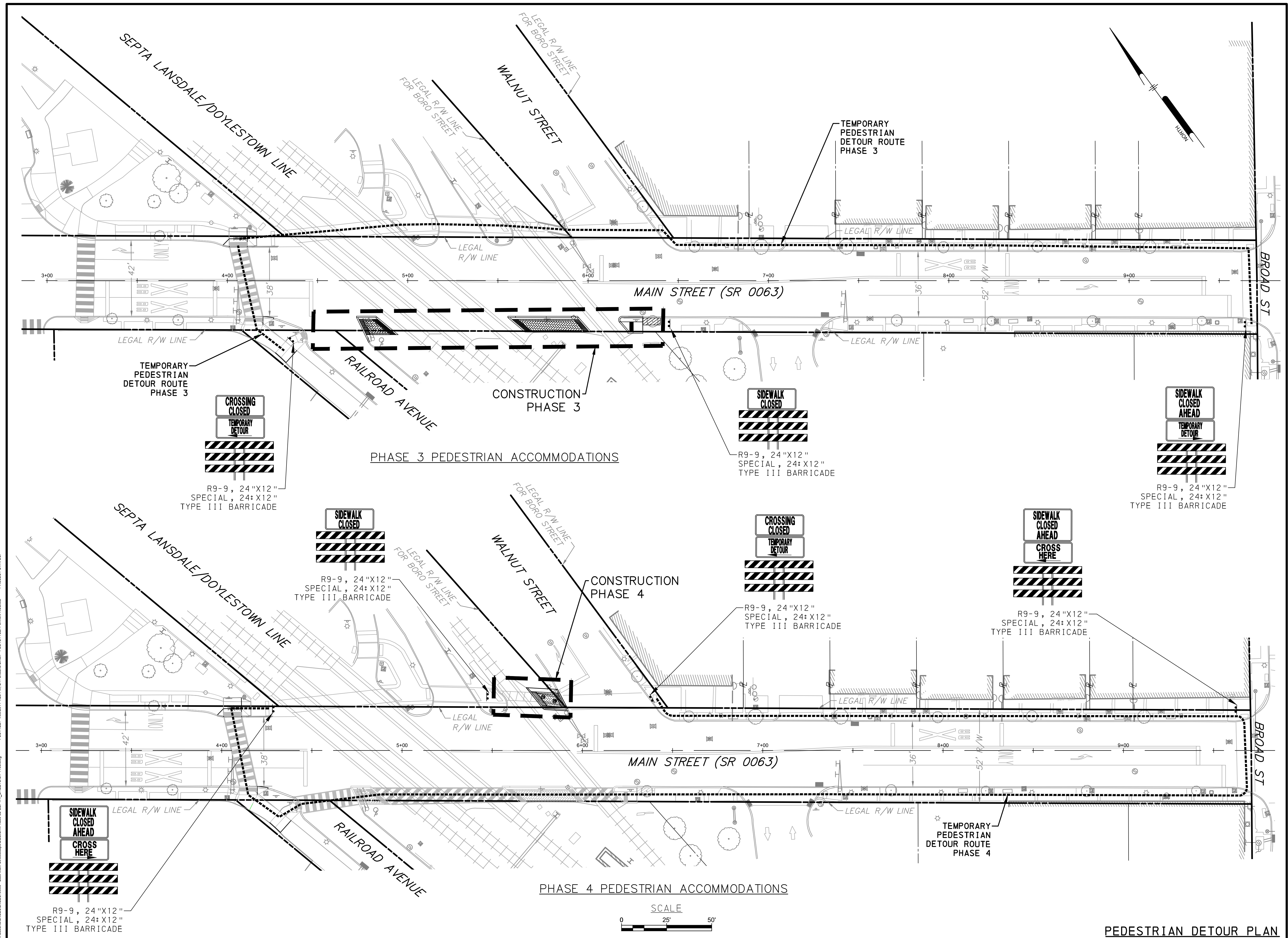
LANSDALE BOROUGH
ONE VINE STREET
LANSDALE, PA 19448

NO.	DATE	REVISIONS	BY

ALL DOCUMENTS PREPARED BY PENNONI ASSOCIATES ARE INSTRUMENTS OF SERVICE IN RESPECT OF THE PROJECT. THEY ARE NOT INTENDED OR REPRESENTED TO BE SUITABLE FOR REUSE BY OWNER OR OTHERS ON THE EXTENSIONS OF THE PROJECT OR ON ANY OTHER PROJECT. ANY REUSE WITHOUT WRITTEN VERIFICATION OR ADAPTATION BY PENNONI ASSOCIATES FOR THE SPECIFIC PURPOSE INTENDED WILL BE AT OWNERS SOLE RISK AND WITHOUT LIABILITY OR LEGAL EXPOSURE TO PENNONI ASSOCIATES AND OWNER SHALL INDEMNIFY AND HOLD HARMLESS PENNONI ASSOCIATES FROM ALL CLAIMS, DAMAGES, LOSSES AND EXPENSES ARISING OUT OF OR RESULTING THEREFROM.

PROJECT	LNSDL19003
DATE	2020-01-22
DRAWING SCALE	1"=25'
DRAWN BY	OTB
APPROVED BY	MEB

CT-1104
SHEET 13 OF 14



Pennoni

PENNONI ASSOCIATES INC.
 1900 Market Street, Suite 300
 Philadelphia, PA 19103
 T 215.222.3000 F 215.222.3588

ALL DIMENSIONS MUST BE VERIFIED BY CONTRACTOR AND OWNER MUST BE NOTIFIED OF ANY DISCREPANCIES BEFORE PROCEEDING WITH WORK

REGISTERED PROFESSIONAL ENGINEER
 MARK E. BICKERTON
 ED99424

EAST MAIN STREETSCAPE SEPTA SECTION
 MAIN STREET AND RAILROAD TRACKS
 LANSDALE, PA 19448

TRAFFIC CONTROL PLAN
 LANSDALE BOROUGH
 ONE VINE STREET
 LANSDALE, PA 19448

NO.	DATE	REVISIONS	BY

ALL DOCUMENTS PREPARED BY PENNONI ASSOCIATES ARE INSTRUMENTS OF SERVICE IN RESPECT OF THE PROJECT. THEY ARE NOT INTENDED OR REPRESENTED TO BE SUITABLE FOR REUSE BY OWNER OR OTHERS ON THE EXTENSIONS OF THE PROJECT OR ON ANY OTHER PROJECT. ANY REUSE WITHOUT WRITTEN VERIFICATION OR ADAPTATION BY PENNONI ASSOCIATES FOR ANY OTHER SPECIFIC PURPOSE INTENDED WILL BE AT OWNERS SOLE RISK AND WITHOUT LIABILITY OR LEGAL EXPOSURE TO PENNONI ASSOCIATES AND OWNER SHALL INDEMNIFY AND HOLD HARMLESS PENNONI ASSOCIATES FROM ALL CLAIMS, DAMAGES, LOSSES AND EXPENSES ARISING OUT OF OR RESULTING THEREFROM.

PROJECT	LNSDL19003
DATE	2020-01-22
DRAWING SCALE	1"=25'
DRAWN BY	OTB
APPROVED BY	MEB

CT-1105
 SHEET 14 OF 14

U:\Account\LNSDL19003 - East Main Streetscape\DESIGN\Phase 03\SEPTA_SHEET\CT-1105.dwg
 PLOTTED: 4/30/2014 1:22 PM BY: Okana Ebur PLOTSTYLE: Pennoni.ctb PROJECT STATUS:



Highway Occupancy Permit

Permit No.: **06112281**

Name and Address of Permittee: Borough of Lansdale One Vine Street Lansdale, PA 19446	County: Montgomery	Issue Date: 8/17/2022
	County Contact No.: (610) 275-1409	Expiration Date: 8/17/2023
	Issuing District Office: 6-0	Application No.: 246171
	District Contact No.: (610) 205-6790	Account No.:
	Municipalities: Lansdale Borough	Permit Fee: \$ 0.00

Immediately upon completion of the work Permittee shall notify the permit office where application was made. Subject to all the conditions, agreements, restrictions, and regulations prescribed by the Pennsylvania Department of Transportation, (see in particular 67 Pa. Code, Chapter 212, 441 and 459 and State Highway Law, 36 P.S. Section 670 - 411, 420 and 421) and subject to the plans, special conditions, or restrictions herein set forth or attached hereto. This permit shall be located at the work site and shall be available for inspection by any police officer or Department representative.

Location and Description of Work		Permit No.: 06112281
1 of 1	State Route #: 0063 Segment(s): From 0282 To 0292 Offset(s): From 1377 To 0131	171: Perform Roadway Improvement

Permit Conditions		Permit No.: 06112281
1 of 9	CONTRACTOR MUST CONTACT PENNDOT'S DISTRICT PRESS OFFICE VIA EMAIL: RA-PDD6PRESS@PA.GOV AT LEAST 5 WORK DAYS PRIOR TO ANY LANE CLOSURE AND 10 WORKING DAYS PRIOR TO ANY FULL LANE CLOSURE(S).	
2 of 9	DEPARTMENT MUST BE NOTIFIED IN WRITING TWO WEEKS IN ADVANCE OF PRE-CONSTRUCTION MEETING, FOR COORDINATION CONTACT GUS FIOCCA ASSISTANT DISTRICT PERMITS MANAGER AT 610-205-6796 OR GFIOCCA@PA.GOV. - 7000 GEERDES BOULEVARD KING OF PRUSSIA, PA 19406-1525	
3 of 9	NOTIFY THE TRAFFIC MANAGEMENT CENTER AT 610-205-6934 PRIOR TO SETTING UP ANY LANE CLOSURES OR RESTRICTIONS, AND WHEN THE CLOSURE/RESTRICTION IS REMOVED.	
4 of 9	CONTACT COUNTY PERMIT INSPECTOR AT LEAST 3 WORK DAYS PRIOR TO START OF WORK AT 610-275-1409.	
5 of 9	RESTORATION SECURITY SHALL BE SUBMITTED TO THE DEPARTMENT AT LEAST 30 DAYS PRIOR TO START OF WORK. NO WORK MAY BE PERFORMED UNTIL SECURITY IS APPROVED.	
6 of 9	AN INSPECTOR, WHEN AVAILABLE, WILL BE ASSIGNED ON MORE THAN A SPOT INSPECTION BASIS. PERMITTEE WILL BE CHARGED ALL INSPECTION COSTS INCURRED BY THE DEPARTMENT.	
7 of 9	NO LANES MAY BE RESTRICTED BETWEEN THE HOURS OF 6:00 AM TO 9:00 AM OR BETWEEN THE HOURS OF 3:00 PM TO 6:00 PM.	
8 of 9	ALL WORK MUST COMPLY WITH THE GUIDANCE FOR BUSINESSES IN THE CONSTRUCTION INDUSTRY PERMITTED TO OPERATE DURING THE COVID-19 DISASTER EMERGENCY.	
9 of 9	PRIOR TO THE START OF WORK, THE CONTRACTOR IS REQUIRED TO PROVIDE THE DEPARTMENT WITH THE NAME OF THE PANDEMIC SAFETY OFFICER.	

Highway Occupancy Permit

Permit No.: **06112281**

Acknowledgement of Completion

Permit work has been completed:

Date:

By:

Yassmin Gramian, P.E.

Secretary of Transportation

Louis Belmonte, P.E.

District Executive