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January 28, 2025

VIA E-MAIL

Rosemary Chiavetta, Secretary
Pennsylvania Public Utility Commission
Commonwealth Keystone Building
400 North Street, 2nd Floor
Harrisburg, PA 17120

RE: Application of Aqua Pennsylvania, Inc. for approval to alter the public crossing (DOT 588 600 D) by the installation of an underground 16-inch ductile iron watermain within a 24-inch steel casing where State Route 0029 (Bridge Street) crosses, below grade, one (1) track of Norfolk Southern Railway Company located in Phoenixville Borough, Chester County; Docket No. A-2024-3052595

Dear Secretary Chiavetta:

Attached for filing with the Pennsylvania Public Utility Commission is the Protest of the Borough of Phoenixville, Pennsylvania, in the above-referenced proceeding.

As evidenced by the attached Certificate of Service, all parties to this proceeding are being duly served with a copy of this document. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read 'Adeolu A. Bakare', written over a white background.

Adeolu A. Bakare
MCNEES WALLACE & NURICK LLC

c: Dennis J. Moody, P.E.
Certificate of Service

CERTIFICATE OF SERVICE

I hereby certify that I have this day served a true copy of the foregoing document upon the participants, listed below, in accordance with the requirements of Section 1.54 (relating to service by a participant).

VIA EMAIL

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Phoenixville, PA 19460
info@vfsa.com



Adeolu A. Bakare

Counsel to Borough of Phoenixville

Dated this 28th day of January, 2025, in Harrisburg, Pennsylvania.

**BEFORE THE
PENNSYLVANIA PUBLIC UTILITY COMMISSION**

Application of Aqua Pennsylvania, Inc. for)	
Approval of the alteration of the crossing)	
(U.S.DOT – AAR 588600D) where Bridge)	
St crosses under railroad bridge owned by)	Docket No. A-2024-3052595
NORFOLK SOUTHERN at milepost HP)	
0027.710 located in Phoenixville Borough)	
in Chester County, Pennsylvania)	

**PROTEST OF
THE BOROUGH OF PHOENIXVILLE, PENNSYLVANIA**

The Borough of Phoenixville ("Phoenixville" or "Borough") by and through its counsel, Adeolu Bakare, files this Protest to the Application of Aqua Pennsylvania, Inc. ("Aqua"), pursuant to the provisions of 66 Pa.C.S. §2702 and 52 Pa. Code §5.51 regarding the proposed installation of a 16-inch DIP pipe in a 24-inch steel casing in the road at the crossing of Bridge Street located at milepost HP 0027.710 in Phoenixville Borough in Chester County, Pennsylvania, based as follows:

1. The name and address of the Protestant is the Borough of Phoenixville, 351 Bridge Street, 2nd Floor Phoenixville, PA 19460.

2. The names and address of the Borough's attorney is:

Adeolu A. Bakare (I.D. No. 208541)
Harrison Ryan Block (I.D. No. 334653)
McNEES WALLACE & NURICK LLC
100 Pine Street
P.O. Box 1166
Harrisburg, PA 17108-1166
Phone: (717) 232-8000
Fax: (717) 237-5300
abakare@mcneeslaw.com
rblock@mcneeslaw.com

3. The Borough is an incorporated municipality organized and existing under the laws of the Commonwealth of Pennsylvania that owns and maintains local roadways throughout its municipal boundaries, including the portion of Bridge Street immediately adjacent to the proposed crossing.

4. The subject crossing of Bridge Street is identified on the maps attached to Aqua's Application.

5. The Borough hereby protests the Application on the grounds that approval of the Application as filed may not be in the public interest. The Borough has commenced a Bridge Street highway expansion project on the portion of Bridge Street immediately adjacent to the crossing impacted by Aqua's Application. *See* Appendix A. The Borough is concerned that Aqua's proposed water main installation could result in adverse impacts and unnecessary service disruptions for Borough residents. At minimum, the Borough seeks to ensure Aqua's proposed water main installation is appropriately coordinated with its proximate highway expansion project to minimize adverse impacts on the residents.

WHEREFORE, the Borough of Phoenixville respectfully requests that the Commission assign the Application to the Office of Administrative Law Judge for investigation and potential hearings to address the public interest concerns raised herein.

Respectfully submitted,

McNEES WALLACE & NURICK LLC

By  _____

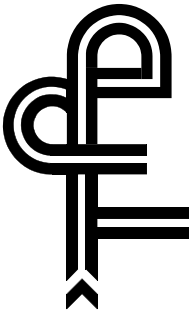
Adeolu A. Bakare (I.D. No. 208541)
Harrison Ryan Block (I.D. No. 334653)
100 Pine Street
P.O. Box 1166
Harrisburg, PA 17108-1166
Phone: (717) 232-8000
Fax: (717) 237-5300
abakare@mcneeslaw.com
rblock@mcneeslaw.com

Counsel to the Borough of Phoenixville

Dated: January 28, 2025

PLAN PREPARATION: AW, CS, BE
DESIGNER: EE, AW, BE

DISTRICT	COUNTY	TOWNSHIP	BOROUGH	ROUTE	SECTION	TOTAL SHEETS
6-0	CHESTER		PHOENIXVILLE	0029	N/A	28



DRAWINGS FOR CONSTRUCTION OF

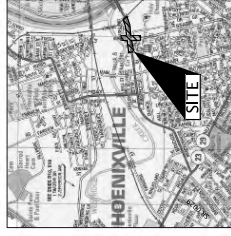
ROADWAY/ACCESS IMPROVEMENTS ASSOCIATED WITH STARR STREET EXTENSION
EPS # 336569 TPD JOB # PHBO.00034

STATE ROUTE 0029 SECTION N/A
IN CHESTER COUNTY

FROM STA 196+00.00 TO STA 56+50.00 LENGTH 1050.00 FT 0.1989 MI
FROM SEG 0180 OFFSET 0804 TO SEG 0190 OFFSET 0650

- TITLE SHEET
- EXISTING CONDITIONS PLAN
- PROPOSED CONDITIONS PLAN
- GENERAL NOTES
- CONSTRUCTION PLAN
- GEOMETRY PLAN
- ELEVATION AND DRAINAGE PLAN
- TYPICAL SECTIONS AND DETAILS
- PROFILES
- PAVEMENT MARKING AND SIGNING PLAN
- PAVEMENT MARKING STANDARDS
- TRAFFIC CONTROL STANDARDS

- ALSO INCLUDED:
- ADA DESIGN DETAILS
- TRUCK TURNING PLAN
- CROSS SECTIONS
- SIGHT DISTANCE EXHIBIT
- TRAFFIC SIGNAL PLANS
- FIBER LOCATION PLAN



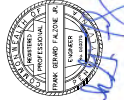
Copyright APC. This Map is a copy of a
Permitted Use No. 21002951

LOCATION MAP



PENNSYLVANIA ACT 007 (1974) AS AMENDED BY ACT 001 (2017) REQUIRE
NOTIFICATION BY ELECTRONIC MESSAGE TO THE PENNSYLVANIA DEPARTMENT OF
TRANSPORTATION BY E-MAIL TO: PENNDOT@PA.DEMO.NS.GOV OR BY MAIL TO:
DISTRICT ENGINEER, PENNSYLVANIA DEPARTMENT OF TRANSPORTATION, 300
SERIAL #2024-0049-07-31
REVISED FROM ACT 001 LIST UPDATED BY ENGINEER.

PREPARED BY:
TRAFFIC PLANNING AND
DESIGN, INC.
2600 HUNTING STREET
POTTSTOWN, PA 19464



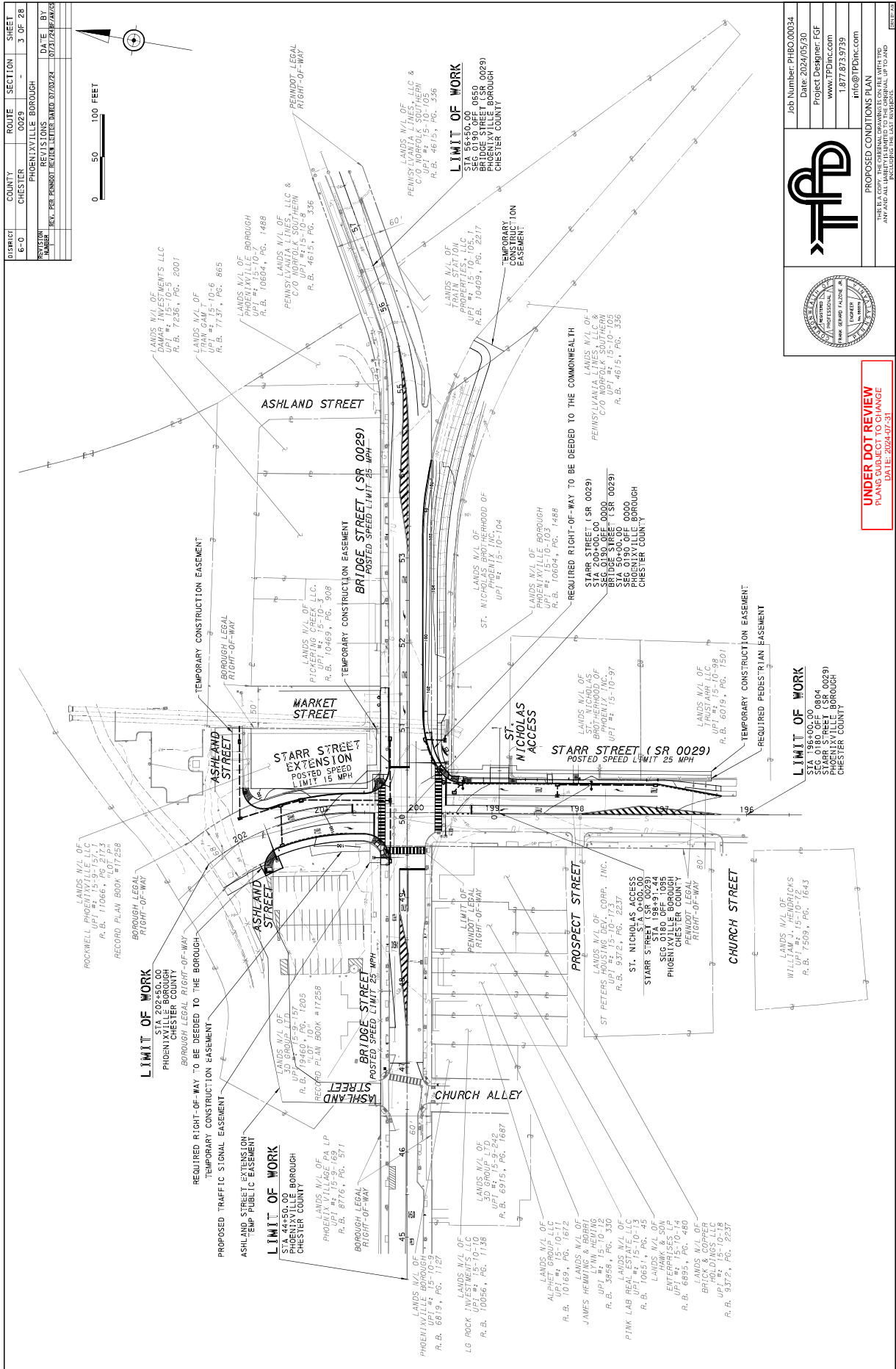
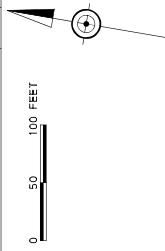
DATE: 07/31/2024

UNDER DOT REVIEW
PLANS SUBJECT TO CHANGE
DATE: 02/04/2024

APP / LOG #	APPLICANT	DESCRIPTION OF WORK
336569	PHOENIXVILLE BOROUGH	INSTALLATION OF ONE (1) MEDIUM-VOLUME LOCAL ROAD TO SERVE AS THE NORTHERN FOUR-TH LEG TO EXISTING SIGNALIZED INTERSECTION OF STARR STREET (SR 0029) INTERSECTION OF STARR STREET (SR 0029) AND BRIDGE STREET (SR 0030) RESTRICTION OF EAST BOUND AND WEST BOUND APPROACHES TO THE INTERSECTION TO INTERSECTION TO PROVIDE A THROUGH LANE WITH ASSOCIATED PAVEMENT MARKING MODIFICATIONS FOR IMPROVEMENTS AND STORMWATER IMPROVEMENTS. ADA COMPLIANCE FOR TRUCKS.

REVISIONS	DATE	BY
REVISED FROM	07/31/2024	AW

PROJECT NUMBER	6-0	COUNTY	CHESTER	ROUTE	0029	SECTION	-	SHEET	3 OF 28
REVISION NUMBER	REV. PER PENNDOT REVIEW DATED 07/20/24	PHENIXVILLE BOROUGH						DATE	07/21/24
BY	DYLAIZ/BAJ/BAJ								



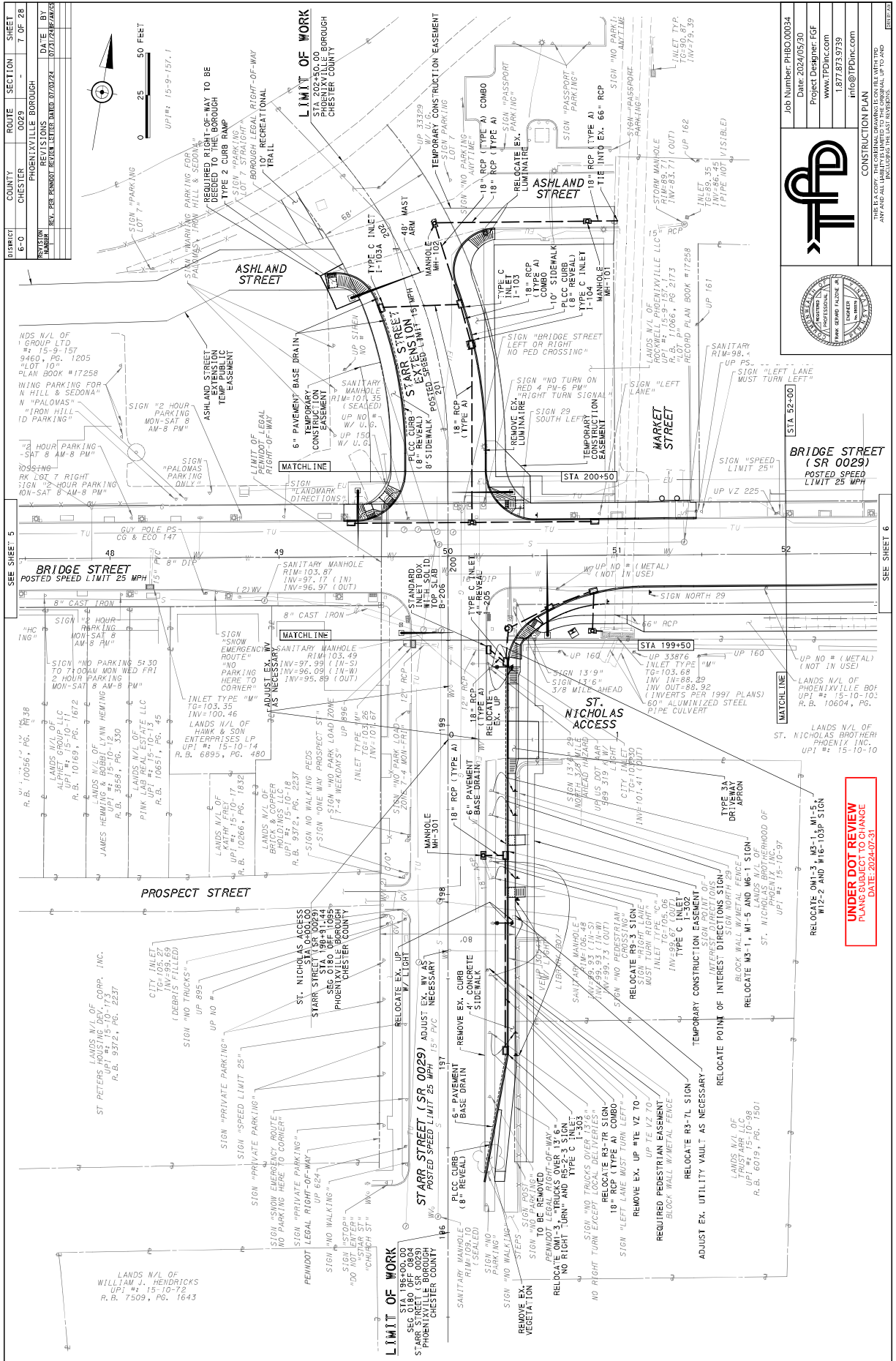
Job Number: PHBO.00034
Date: 2024/05/30
Project Designer: FGF
www.TFDinc.com
1.877.873.9739
info@TFDinc.com

UNDER DOT REVIEW
PLANS SUBJECT TO CHANGE
DATE: 2024-07-31

LIMIT OF WORK
STA. 0+00.00 TO STA. 0+180.00
SEG. 0190 OFF. 0804
STARR STREET (SR 0029)
PHENIXVILLE BOROUGH
CHESTER COUNTY

LIMIT OF WORK
STA. 0+180.00 TO STA. 0+200.00
SEG. 0190 OFF. 0000
STARR STREET (SR 0029)
PHENIXVILLE BOROUGH
CHESTER COUNTY

PHENIXVILLE BOROUGH, CHESTER COUNTY, PENNSYLVANIA
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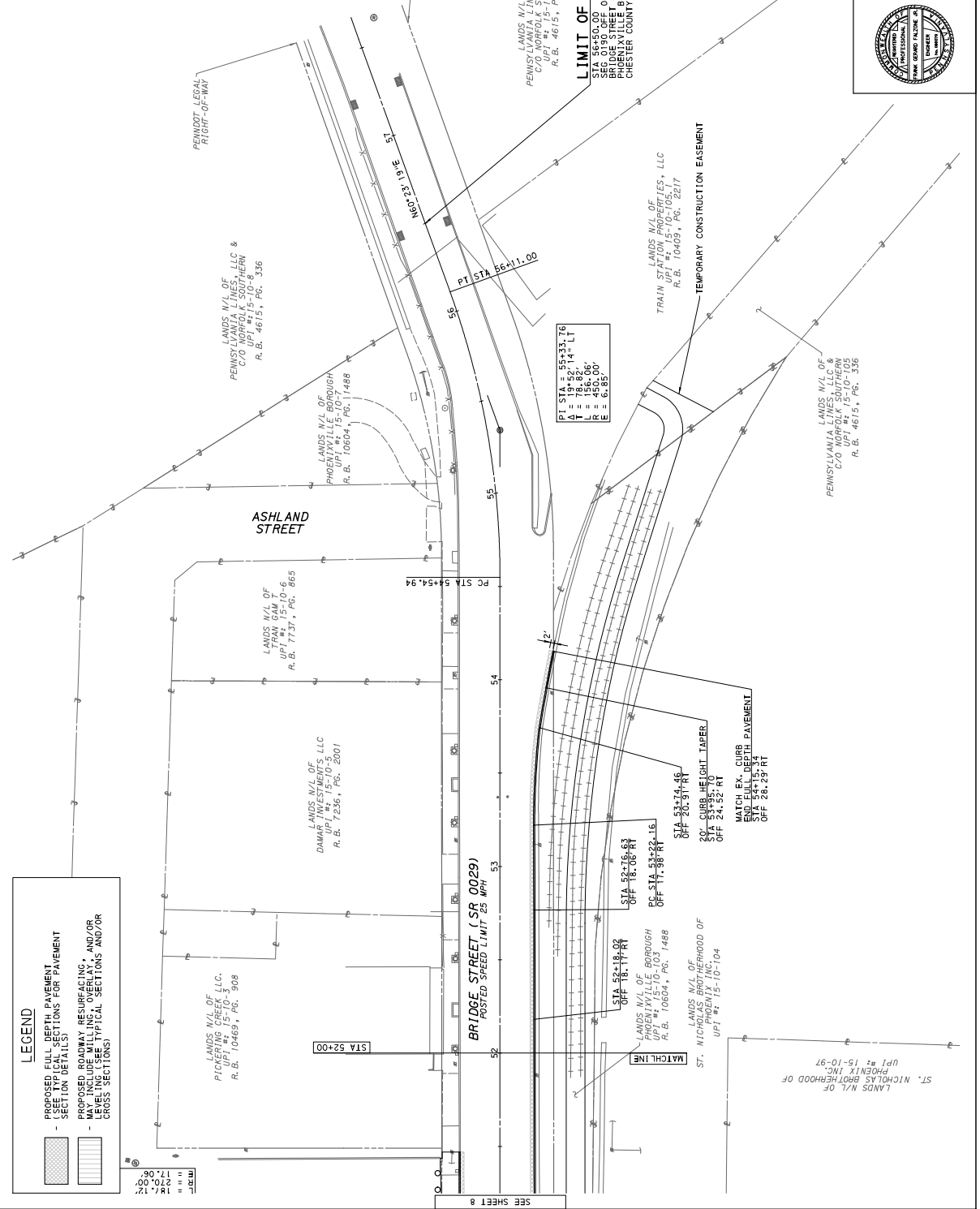
BRIDGE STREET (SR 0029)
 POSTED SPEED LIMIT 25 MPH

UNDER DOT REVIEW
 PLANS SUBJECT TO CHANGE
 DATE: 2024-07-31

RELOCATE OH1-3, M3-1, M1-5, M12-2 AND M16-103P SIGN

RELOCATE M3-1, M1-5 AND M6-5 SIGN

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-C	CHESTER	0029		9 OF 28
REVISION NUMBER	PHOENIXVILLE BOROUGH		DATE	BY
1	REVISE PER PENNDOT REVIEW LETTER DATED 02/24/24		07/21/24	FGF



LEGEND

- PROPOSED FULL DEPTH PAVEMENT SECTION DETAILS
- PROPOSED ROADWAY RESURFACING, AND/OR WAY INCLUDING MILLING OVERLAY, LEVELING (SEE TYPICAL SECTIONS AND/OR CROSS SECTIONS)

STA	52+18.09
A	= 195.27'
R	= 18.82'
T	= 18.82'
E	= 6.85'

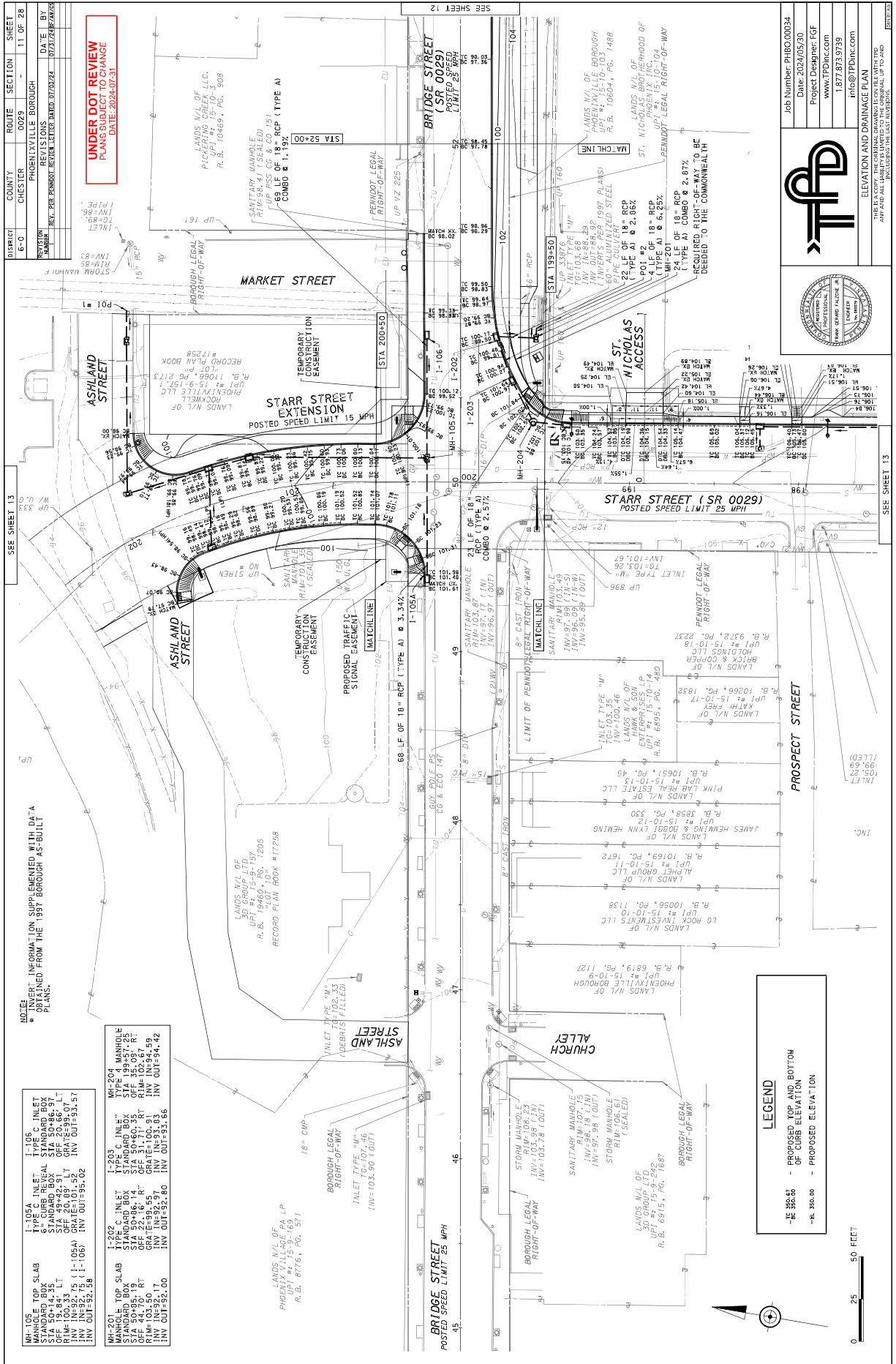
UNDER DOT REVIEW
PLANS SUBJECT TO CHANGE
DATE: 2024-07-31

Job Number: PHB00034
Date: 2024/05/30
Project Designer: FGF
www.TPDinc.com
1.877.873.9739
info@TPDinc.com

TPD

GEOMETRY PLAN

THIS IS A COPY. THE ORIGINAL DRAWINGS ARE ON FILE WITH TPD. ANY AND ALL LINKS AND REFERENCES ARE SUBJECT TO CHANGE WITHOUT NOTICE.



PROJECT	6-C	COUNTY	CHESTER	ROUTE	0029	SECTION		SHEET	11 OF 28
REVISION NUMBER	REV. FOR PENNDOT REVIEW UNDER PROJECT # 20240731	DATE		BY					

UNDER DOT REVIEW
PLANS SUBJECT TO CHANGE
DATE: 2024-07-31

NOTE:
* ALL INVERT INFORMATION SUPPLEMENTED WITH DATA OBTAINED FROM THE 1997 BOROUGH AS-BUILT PLANS.

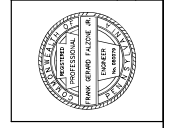
MH-105	TOP SLAB	1'-106"	INLET	
	STANDARD BOX	STA 50+14.35	STANDARD BOX	STA 50+86.97
	GRATE	OFF 20.83'	GRATE	OFF 20.83'
	INVERT	INV IN=93.17	INVERT	INV IN=93.17
	OUTLET	INV OUT=92.58		

MH-201	TOP SLAB	1'-202"	INLET	
	STANDARD BOX	STA 50+86.14	STANDARD BOX	STA 50+86.14
	GRATE	OFF 20.83'	GRATE	OFF 20.83'
	INVERT	INV IN=92.97	INVERT	INV IN=92.97
	OUTLET	INV OUT=92.00		

MH-202	TOP SLAB	1'-203"	INLET	
	STANDARD BOX	STA 50+96.14	STANDARD BOX	STA 50+96.14
	GRATE	OFF 20.83'	GRATE	OFF 20.83'
	INVERT	INV IN=92.97	INVERT	INV IN=92.97
	OUTLET	INV OUT=94.42		

MH-204	TOP SLAB	1'-204"	INLET	
	STANDARD BOX	STA 50+96.14	STANDARD BOX	STA 50+96.14
	GRATE	OFF 20.83'	GRATE	OFF 20.83'
	INVERT	INV IN=92.97	INVERT	INV IN=92.97
	OUTLET	INV OUT=95.66		

Job Number: PHBO.00034
Date: 2024/05/30
Project Designer: FGF
www.TFDinc.com
1.877.873.9739
info@TFDinc.com



ELEVATION AND DRAINAGE PLAN
THE ENGINEER'S LIABILITY IS LIMITED TO THE ORIGINAL UP TO AND INCLUDING THE DATE OF THIS DRAWING.

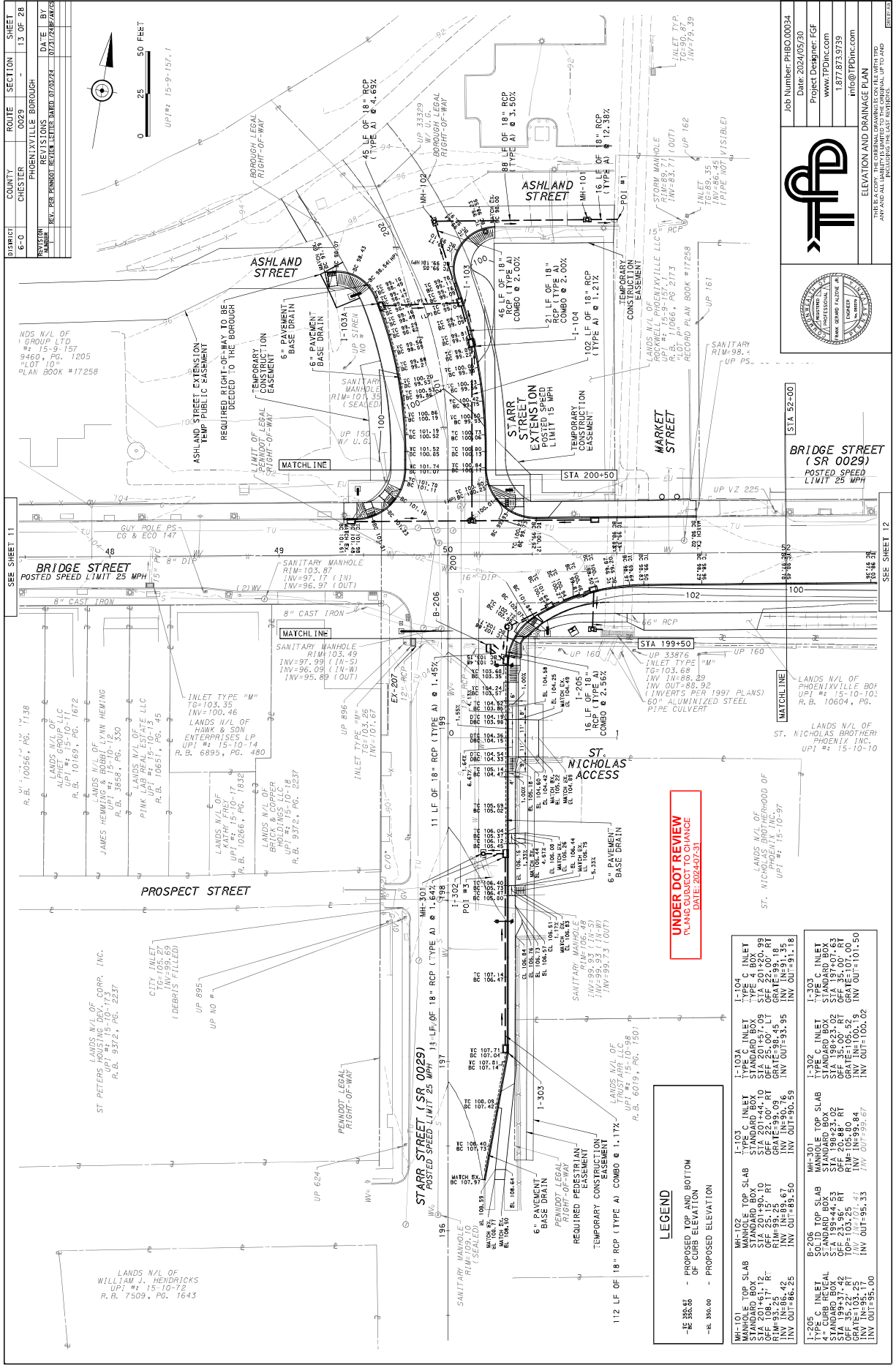
SEE SHEET 13

SEE SHEET 12

SEE SHEET 13

LEGEND
- - - PROPOSED TOP AND BOTTOM OF CURB ELEVATION
- - - PROPOSED ELEVATION

0 25 50 FEET



UNDER DOT REVIEW
PLAN SUBJECT TO CHANGE
DATE: 2024-07-31

LEGEND

- E 38.56 - PROPOSED TOP AND BOTTOM OF CURB ELEVATION
 - B 390.00 - PROPOSED ELEVATION
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| MH-292 | MANHOLE TOP SLAB |
| MH-293 | MANHOLE TOP SLAB |
| MH-294 | MANHOLE TOP SLAB |
| MH-295 | MANHOLE TOP SLAB |
| MH-296 | MANHOLE TOP SLAB |
| MH-297 | MANHOLE TOP SLAB |
| MH-298 | MANHOLE TOP SLAB |
| MH-299 | MANHOLE TOP SLAB |
| MH-300 | MANHOLE TOP SLAB |

Project: PHOENIXVILLE BOROUGH
Date: 2024/05/20
Project Designer: FGF
Project Engineer: JTG
1.877.873.9739
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Job Number: PHB0.00034
Date: 2024/05/20
Project Designer: FGF
Project Engineer: JTG
1.877.873.9739
info@FGFDinc.com

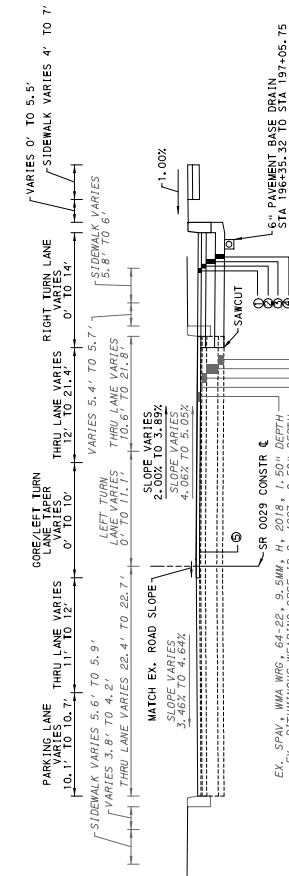
ELEVATION AND DRAINAGE PLAN

THE PRACTICE OF ENGINEERING IS LIMITED TO THE ORIGINAL UP-DRAWN BY ANY AND ALL LIABILITY IS LIMITED TO THE ORIGINAL UP-DRAWN BY

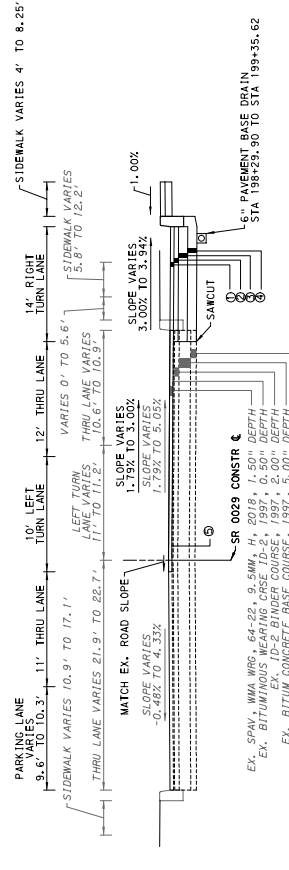
Project	County	Route	Section	Sheet
6-0	CHESTER	0029		13 OF 28

Revision Number	Revisions	Date	By
REV. 1	REVISED PER PERMITS	07/20/24	JTG
REV. 2	REVISED PER PERMITS	07/20/24	JTG

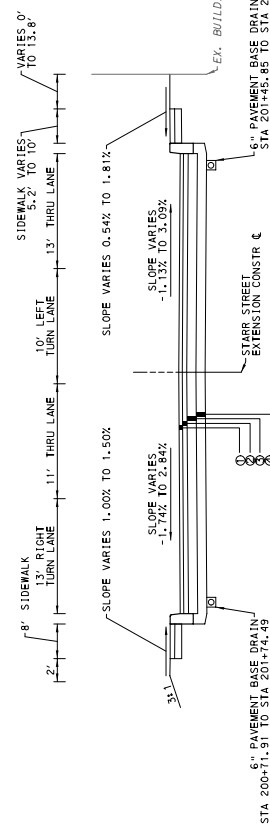
DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	CHESTER	0029		14 OF 28
REVISION NUMBER	PHOENIXVILLE BOROUGH	REVISIONS	DATE	BY
1		REV. PER PENNDOT REVIEW LETTER DATED 02/24/22	10/21/22	FG



STARR STREET (SR 0029)
STA 196+30.25 TO STA 198+00.25
TYPICAL SECTION



STARR STREET (SR 0029)
STA 198+00.25 TO STA 199+83.59
TYPICAL SECTION

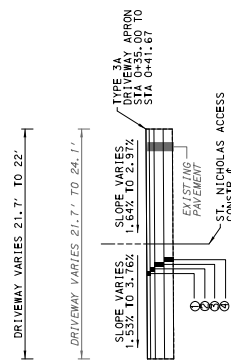


STARR STREET EXTENSION
STA 200+16.87 TO STA 201+85.58
TYPICAL SECTION

1. ASPHALT TACK COAT TO BE PLACED BETWEEN ALL PAVEMENT LAYERS.
2. AFTER ACCEPTANCE OF THE SUBGRADE BY PENNDOT INSPECTOR, PLACE GEOTEXTILE TYPE "A" GRADE A OVER COMPLETED SUBGRADE FOR THE ENTIRE LENGTH OF THE SUBGRADE. THE GEOTEXTILE SHALL BE PLACED PER PUB 408, SECTION 21.0.
3. IF EXISTING MATERIAL DEPTHS ARE GREATER IN FIELD.

UTILITY CONTACTS FOR COORDINATION

- WINDSTREAM ENTERPRISES/WHOLESALE
4005 N GOMEY PARKWAY
LITTLE ROCK, AR 72212
ATTN: JEFFREY W. HARRIS
EMAIL: JEFFREY.W.HARRIS@WINDSTREAM.COM
PHONE: 800-941-3430
- PHOENIXVILLE BOROUGH WATER
351 BRIDGE STREET PA, 19460
ATTN: BRIAN WALSON
PHONE: 610-496-7031 EXT. 350
- PHOENIXVILLE BOROUGH SEWER
351 BRIDGE STREET PA, 19460
ATTN: BRIAN WALSON
PHONE: 610-496-7031 EXT. 320
- COMCAST
C2500 MADISON FIELD-BERLIN RD
2200 WYATT PARRISH SQ
ATLANTA, GA 30328
PHONE: 404-368-6869
- VERIZON BUSINESS FORMERLY NCI
400 INTERNATIONAL PARKWAY
ATLANTA, GA 30328
PHONE: 877-386-8344 EXT. 3
- VERIZON BUSINESS FORMERLY NCI
400 INTERNATIONAL PARKWAY
ATLANTA, GA 30328
PHONE: 877-386-8344 EXT. 3
- VERIZON BUSINESS FORMERLY NCI
400 INTERNATIONAL PARKWAY
ATLANTA, GA 30328
PHONE: 877-386-8344 EXT. 3
- VERIZON BUSINESS FORMERLY NCI
400 INTERNATIONAL PARKWAY
ATLANTA, GA 30328
PHONE: 877-386-8344 EXT. 3



ST. NICHOLAS ACCESS
STA 0+35.00 TO STA 0+53.67
TYPICAL SECTION

Job Number: PHB00034
Date: 2024/05/30
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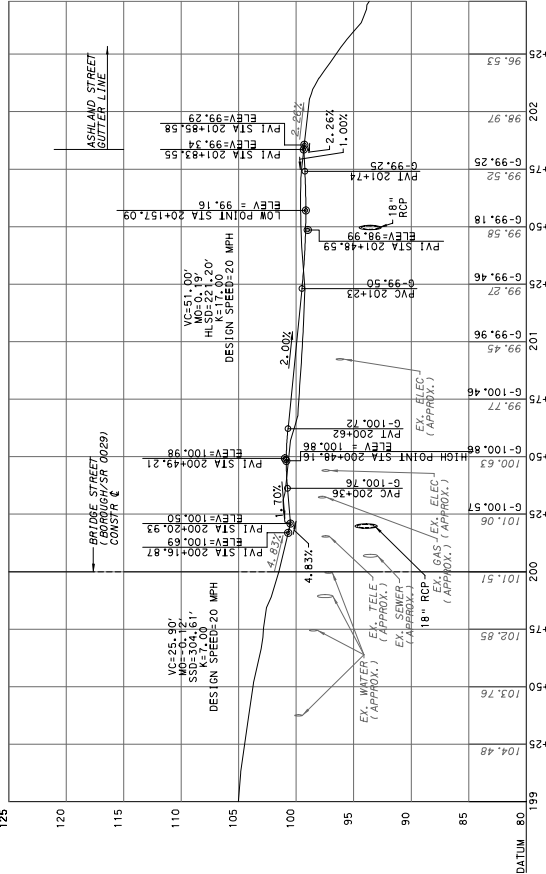
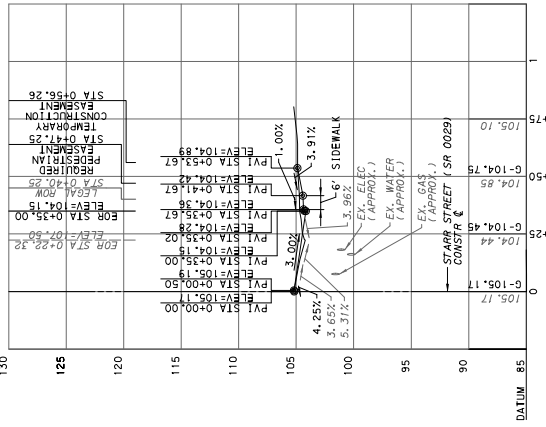
TYPICAL SECTIONS AND DETAILS
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AND ALL ALLIANCE PARTS INCLUDING THE LAST REVISIONS.

UNDER DOT REVIEW
PLANS SUBJECT TO CHANGE
DATE: 2024-07-31

STARR STREET EXTENSION
STA 200+16.87 TO STA 201+85.58
TYPICAL SECTION

STARR STREET (SR 0029)
STA 196+30.25 TO STA 198+00.25
TYPICAL SECTION

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-C	CHESTER	0029		16 OF 28
REVISION NUMBER	PHILADELPHIA BOROUGH		DATE	BY
	REV. PER. REVISION DATE		07/21/2024	JK

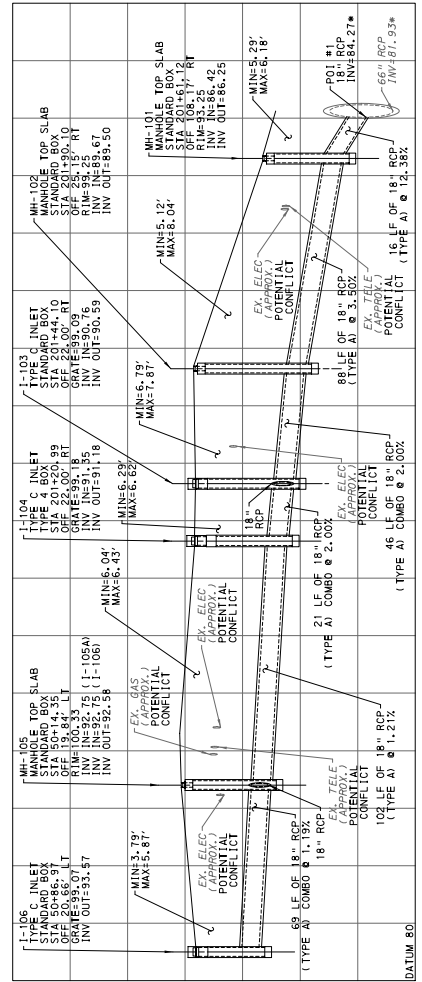
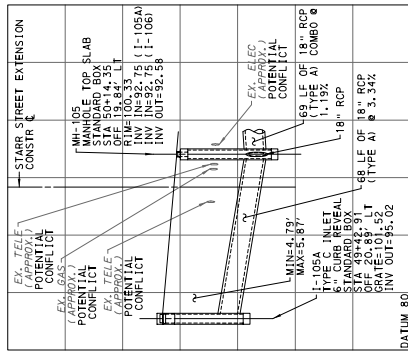


I-105A TO MH-105

ST. NICHOLAS ACCESS
STARR STREET (SR 0029)
STA 198+91.44 RT

STARR STREET EXTENSION
BRIDGE STREET (BOROUGH/SR 0029)
STA 50+00.00

I-106 TO POI #1



Job Number: PHB0.0034
Date: 2024/05/30
Project Designer: FGF
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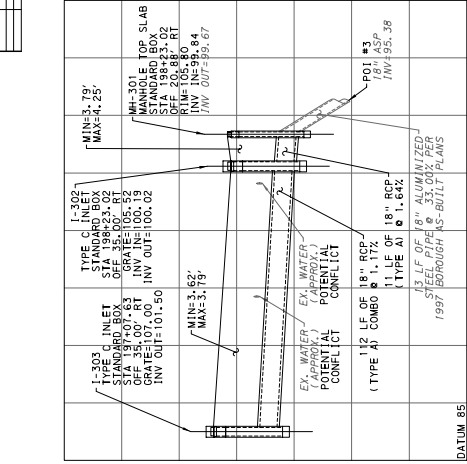
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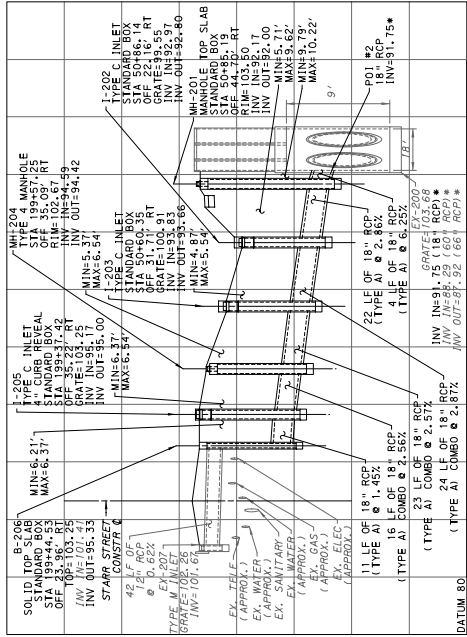
UNDER DOT REVIEW
PLANS SUBJECT TO CHANGE
DATE: 2024-07-31

*APPROXIMATE INVERT, CONTRACTOR TO VERIFY PRIOR TO CONSTRUCTION.

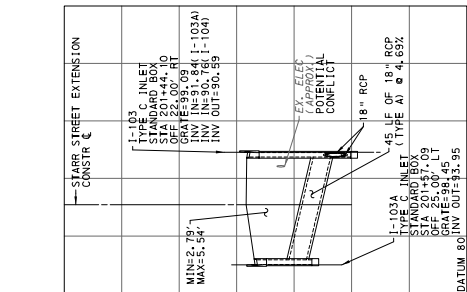
DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-C	CHESTER	0029		17 OF 28
REVISION NUMBER	PHILADELPHIA BOROUGH		DATE	BY
	REV. PER REVISION		DATE	BY
	REV. PER REVISION		DATE	BY



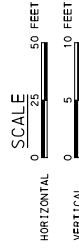
I-303 TO P01 #3



EX-207 TO EX-200



I-103A TO I-103



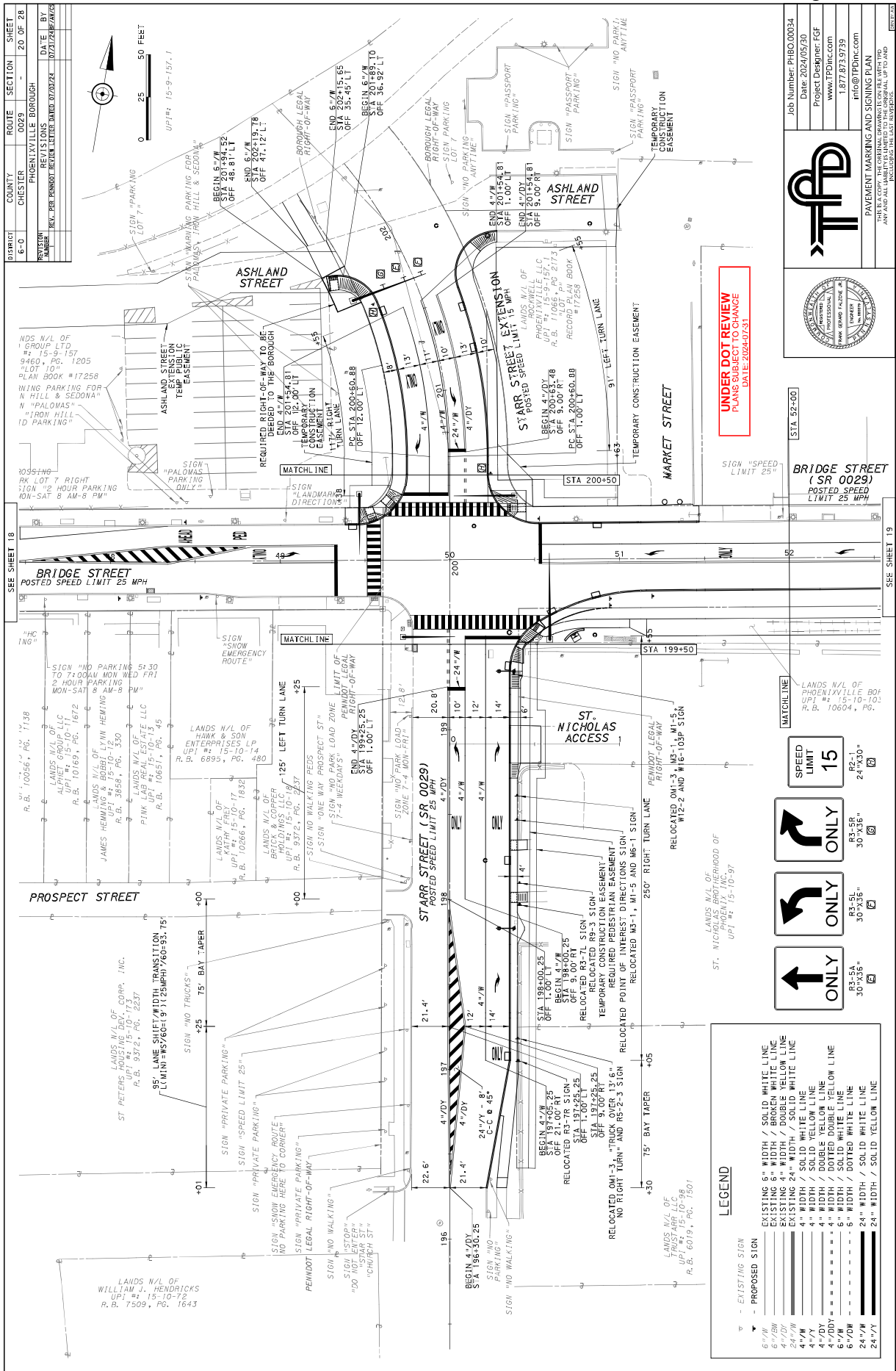
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Date: 2024/05/20
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info@TPDinc.com

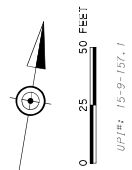
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UNDER DOT REVIEW
PLANS SUBJECT TO CHANGE
DATE: 2024-07-31

*APPROXIMATE INVERT, CONTRACTOR TO VERIFY PRIOR TO CONSTRUCTION.



DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-C	CHESTER	0029		20 OF 28
REVISION NUMBER	REVISIONS	DATE	BY	
001	REV. PER PERMIT REVIEWER DATE 07/20/22	07/20/22	DAVID ZEPF/FGF	



LEGEND

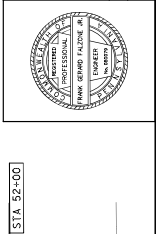
	EXISTING SIGN
	PROPOSED SIGN
	EXISTING 6" WIDTH / SOLID WHITE LINE
	EXISTING 6" WIDTH / BROKEN WHITE LINE
	EXISTING 6" WIDTH / BROKEN YELLOW LINE
	EXISTING 6" WIDTH / DOUBLE YELLOW LINE
	EXISTING 4" WIDTH / SOLID WHITE LINE
	EXISTING 4" WIDTH / SOLID WHITE LINE
	EXISTING 4" WIDTH / SOLID YELLOW LINE
	EXISTING 4" WIDTH / SOLID YELLOW LINE
	EXISTING 4" WIDTH / DOTTED DOUBLE YELLOW LINE
	EXISTING 4" WIDTH / DOTTED DOUBLE YELLOW LINE
	EXISTING 6" WIDTH / SOLID WHITE LINE
	EXISTING 6" WIDTH / SOLID WHITE LINE
	EXISTING 24" WIDTH / SOLID WHITE LINE
	EXISTING 24" WIDTH / SOLID YELLOW LINE

UNDER DOT REVIEW
PLANS SUBJECT TO CHANGE
DATE: 2/24/2024

Job Number: PH00.00034
Date: 2/24/2024
Project Designer: FGF
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PAVEMENT MARKING AND SIGNING PLAN

THE ENGINEER'S LIABILITY IS LIMITED TO THE ORIGINAL, UP TO AND INCLUDING, THE DATE OF THE ORIGINAL PLAN.



BRIDGE STREET (SR 0029)
POSTED SPEED LIMIT 25 MPH

STARR STREET (SR 0029)
POSTED SPEED LIMIT 25 MPH

SPEED LIMIT 15

ONLY (Left Turn Arrow)

ONLY (Right Turn Arrow)

R2-5A 30"X36"

R3-5R 30"X36"

R2-1 24"X36"

SEE SHEET 18

SEE SHEET 19

DISTRICT 6-C	COUNTY CHESTER	ROUTE PHOENIXVILLE BOROUGH	SECTION 0029	SHEET 21 OF 28
REVISION NUMBER	REVISION DATE	REVISION BY		

SIGN TABULATION												
SERIES	SIZE	DESCRIPTION	STATION/RT	STATE RT ROUTE	SEC OFF	ACTION	MAINT*					
CM1-3	18 x 18	OBJECT MARKER (arrow reflectorized)	189+33	RT 0029	0180	RELOCATE	S					
M3-1	24 x 12	NORTH	189+43	RT 0029	0180	RELOCATE	S					
M1-5	24 x 24	PEINISYLVANIA ROUTE	189+33	RT 0029	0180	RELOCATE	S					
W12-2	36 x 36	LOW CLEARANCE	195+33	RT 0029	0180	RELOCATE	S					
W16-10SP	24 x 18	JUSTANCE AHEAD	195+33	RT 0029	0180	RELOCATE	S					
R2-1	24 x 30	SPEED LIMIT 15	204+57	RT -	-	NEW	M					
R2-4	24 x 30	SPEED LIMIT 15	201+63	LT -	-	NEW	M					
R3-2L	30 x 36	LEFT TURN	201+69	LT -	-	NEW	M					
R3-3A	30 x 36	STRAIGHT THROUGH	201+69	RT -	-	NEW	M					
R3-4R	30 x 36	RIGHT TURN	201+70	RT -	-	NEW	M					

SIGN TABULATION												
SERIES	SIZE	DESCRIPTION	STATION/RT	STATE RT ROUTE	SEC OFF	ACTION	MAINT*					
W11-2	30 x 30	PEDESTRIAN	45+26	RT -	-	NEW	M					
W16SP	24 x 12	AHEAD PLAQUE	45+26	RT -	-	NEW	M					
R10-5R	30 x 30	TURNING TRAFFIC MUST YIELD TO PEDESTRIANS (RIGHT)	46+79	RT -	-	NEW	M					
R7-8	12 x 18	RESERVED PARKING	47+27	LT -	-	NEW	M					
R7-8P	12 x 18	RESERVED PARKING PENALTIES	47+27	LT -	-	NEW	M					
R7-11	12 x 18	NO PARKING HERE TO CORNER	48+02	RT -	-	REMOVE	M					
R7-10B	12 x 18	TWO HOUR PARKING	48+07	RT -	-	REMOVE	M					
R7-10B	12 x 18	TWO HOUR PARKING	48+13	LT -	-	REMOVE	M					
W11-2	30 x 30	PEDESTRIAN	48+44	LT -	-	NEW	M					
W16SP	24 x 12	AHEAD PLAQUE	48+44	LT -	-	NEW	M					
R3-7L	30 x 30	LEFT LANE MUST TURN LEFT	48+24	RT -	-	NEW	M					
R7-11	12 x 18	NO PARKING HERE TO CORNER	48+53	RT -	-	REMOVE	M					
R7-10B	12 x 18	TWO HOUR PARKING	48+77	LT -	-	REMOVE	M					
D3-1	- x -	STREET NAME	50+10	LT 0026	0160	RELOCATE	S					
W1-7	48 x 24	LARGE DOUBLE ARROW	50+10	LT 0026	0160	RELOCATE	S					
OM1-3	18 x 18	OBJECT MARKER (arrow reflectorized)	50+10	LT 0026	0160	RELOCATE	S					
OM1-3	18 x 18	OBJECT MARKER (arrow reflectorized)	50+10	LT 0026	0160	RELOCATE	S					
R4-3	18 x 18	NO PEDESTRIAN CROSSING	50+10	LT 0026	0160	RELOCATE	S					
R10-101	24 x 30	NO TURN ON RED WITH ONE LANE RESTRICTION	50+21	LT 0026	0160	RELOCATE	S					
R10-DR	30 x 36	RIGHT TURN SIGNAL	50+21	LT 0026	0160	RELOCATE	S					
M3-3	24 x 12	500' M	50+52	LT 0026	0160	RELOCATE	S					
M1-5	24 x 24	PEINISYLVANIA ROUTE	50+52	LT 0026	0160	RELOCATE	S					
M6-1	21 x 15	90° TURN	50+52	LT 0026	0160	RELOCATE	S					
M3-4P	24 x 18	LEFT LANE	50+59	LT 0026	0160	RELOCATE	S					
W12-2	36 x 36	LOW CLEARANCE 13' 9"	50+45	RT 0029	0160	RELOCATE	S					
OM1-3	18 x 18	OBJECT MARKER (arrow reflectorized)	50+45	RT 0029	0160	RELOCATE	S					
W12-2	36 x 36	LOW CLEARANCE 13' 9"	50+45	RT 0029	0160	RELOCATE	S					
W16-10SP	24 x 18	DISTANCE AHEAD	50+45	RT 0029	0160	RELOCATE	S					
TYPE 1	10 x 10	SR 0029 SECOND MARKER 100'	50+45	RT 0029	0160	RELOCATE	S					
M3-1	24 x 12	NORTH	51+20	RT 0029	0160	RESET	S					
R3-7L	30 x 30	LEFT LANE MUST TURN LEFT	53+27	LT 0029	0160	RELOCATE	M					
R3-3A	12 x 18	NO PARKING	108+80	RT 0026	0160	RELOCATE	S					
R3-7R	30 x 30	RIGHT LANE MUST TURN RIGHT	117+05	RT 0029	0160	RELOCATE	M					
OM1-3	18 x 18	OBJECT MARKER (arrow reflectorized)	117+18	RT 0029	0160	RELOCATE	S					
SPECIAL	- x -	TRUCKS OVER 100' TWO RIGHT TURN	117+18	RT 0029	0160	RELOCATE	S					
RS-23	- x -	EXCEPT LOCAL DELIVERIES	117+18	RT 0029	0160	RELOCATE	S					
R3-7L	30 x 30	LEFT LANE MUST TURN LEFT	117+05	RT 0029	0160	RELOCATE	M					
R4-3	18 x 18	NO PEDESTRIAN CROSSING	198+10	RT 0029	0160	RELOCATE	S					
SPECIAL	- x -	POINT OF INTEREST DIRECTION	198+10	RT 0029	0160	RELOCATE	M					
M3-1	24 x 12	NORTH	198+40	RT 0029	0160	RELOCATE	S					
M1-5	24 x 24	PEINISYLVANIA ROUTE	198+41	RT 0029	0160	RELOCATE	S					
M6-1	21 x 15	90° TURN	198+41	RT 0029	0160	RELOCATE	S					

* S - STATE W - MUNICIPALITY P - PERMITTEE U - UNKNOWN

* S - STATE W - MUNICIPALITY P - PERMITTEE U - UNKNOWN

Job Number: PHBO 00034
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Project Designer: FGF
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PAVEMENT MARKING AND SIGNING PLAN

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UNDER DOT REVIEW
PLANS SUBJECT TO CHANGE
DATE: 2024-07-31

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	CHESTER	0029		22 OF 28
REVISION NUMBER	PHILADELPHIA BOROUGH		DATE	BY
			10/12/2024	
REVISIONS				
REV: THE PENN DOT REVIEW LETTER DATED 02/24/2024				

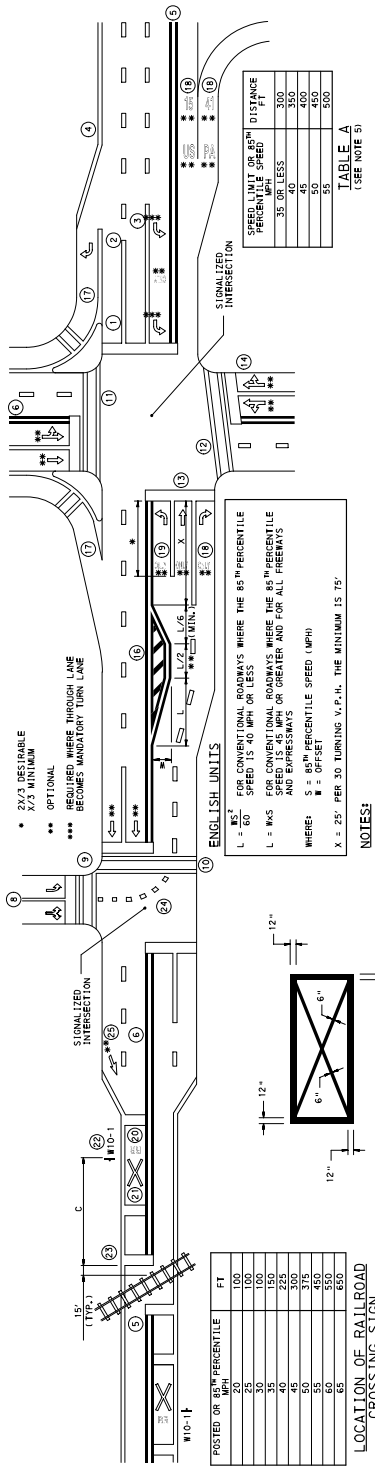


TABLE A
(SEE NOTE 5)

SPEED LIMIT OR 85 TH PERCENTILE SPEED - MPH	DISTANCE - FT
35 OR LESS	300
40	350
45	400
50	450
55	500

TABLE B
(SEE NOTE 5)

POSTED OR 85 TH PERCENTILE MPH	FT
25	100
30	150
35	200
40	250
45	300
50	350
55	400
60	450
65	500

TABLE C
(SEE NOTE 5)

POSTED OR 85 TH PERCENTILE MPH	FT
25	100
30	150
35	200
40	250
45	300
50	350
55	400
60	450
65	500

TABLE D
(SEE NOTE 5)

POSTED OR 85 TH PERCENTILE MPH	FT
25	100
30	150
35	200
40	250
45	300
50	350
55	400
60	450
65	500

TABLE E
(SEE NOTE 5)

POSTED OR 85 TH PERCENTILE MPH	FT
25	100
30	150
35	200
40	250
45	300
50	350
55	400
60	450
65	500

TABLE F
(SEE NOTE 5)

POSTED OR 85 TH PERCENTILE MPH	FT
25	100
30	150
35	200
40	250
45	300
50	350
55	400
60	450
65	500

TABLE G
(SEE NOTE 5)

POSTED OR 85 TH PERCENTILE MPH	FT
25	100
30	150
35	200
40	250
45	300
50	350
55	400
60	450
65	500

TABLE H
(SEE NOTE 5)

POSTED OR 85 TH PERCENTILE MPH	FT
25	100
30	150
35	200
40	250
45	300
50	350
55	400
60	450
65	500

TABLE I
(SEE NOTE 5)

POSTED OR 85 TH PERCENTILE MPH	FT
25	100
30	150
35	200
40	250
45	300
50	350
55	400
60	450
65	500

TABLE J
(SEE NOTE 5)

POSTED OR 85 TH PERCENTILE MPH	FT
25	100
30	150
35	200
40	250
45	300
50	350
55	400
60	450
65	500

TABLE K
(SEE NOTE 5)

POSTED OR 85 TH PERCENTILE MPH	FT
25	100
30	150
35	200
40	250
45	300
50	350
55	400
60	450
65	500

TABLE L
(SEE NOTE 5)

POSTED OR 85 TH PERCENTILE MPH	FT
25	100
30	150
35	200
40	250
45	300
50	350
55	400
60	450
65	500

TABLE M
(SEE NOTE 5)

POSTED OR 85 TH PERCENTILE MPH	FT
25	100
30	150
35	200
40	250
45	300
50	350
55	400
60	450
65	500

TABLE N
(SEE NOTE 5)

POSTED OR 85 TH PERCENTILE MPH	FT
25	100
30	150
35	200
40	250
45	300
50	350
55	400
60	450
65	500

TABLE O
(SEE NOTE 5)

POSTED OR 85 TH PERCENTILE MPH	FT
25	100
30	150
35	200
40	250
45	300
50	350
55	400
60	450
65	500

TABLE P
(SEE NOTE 5)

POSTED OR 85 TH PERCENTILE MPH	FT
25	100
30	150
35	200
40	250
45	300
50	350
55	400
60	450
65	500

TABLE Q
(SEE NOTE 5)

POSTED OR 85 TH PERCENTILE MPH	FT
25	100
30	150
35	200
40	250
45	300
50	350
55	400
60	450
65	500

TABLE R
(SEE NOTE 5)

POSTED OR 85 TH PERCENTILE MPH	FT
25	100
30	150
35	200
40	250
45	300
50	350
55	400
60	450
65	500

TABLE S
(SEE NOTE 5)

POSTED OR 85 TH PERCENTILE MPH	FT
25	100
30	150
35	200
40	250
45	300
50	350
55	400
60	450
65	500

TABLE T
(SEE NOTE 5)

POSTED OR 85 TH PERCENTILE MPH	FT
25	100
30	150
35	200
40	250
45	300
50	350
55	400
60	450
65	500

TABLE U
(SEE NOTE 5)

POSTED OR 85 TH PERCENTILE MPH	FT
25	100
30	150
35	200
40	250
45	300
50	350
55	400
60	450
65	500

TABLE V
(SEE NOTE 5)

POSTED OR 85 TH PERCENTILE MPH	FT
25	100
30	150
35	200
40	250
45	300
50	350
55	400
60	450
65	500

TABLE W
(SEE NOTE 5)

POSTED OR 85 TH PERCENTILE MPH	FT
25	100
30	150
35	200
40	250
45	300
50	350
55	400
60	450
65	500

TABLE X
(SEE NOTE 5)

POSTED OR 85 TH PERCENTILE MPH	FT
25	100
30	150
35	200
40	250
45	300
50	350
55	400
60	450
65	500

TABLE Y
(SEE NOTE 5)

POSTED OR 85 TH PERCENTILE MPH	FT
25	100
30	150
35	200
40	250
45	300
50	350
55	400
60	450
65	500

TABLE Z
(SEE NOTE 5)

POSTED OR 85 TH PERCENTILE MPH	FT
25	100
30	150
35	200
40	250
45	300
50	350
55	400
60	450
65	500

GENERAL NOTES

- MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE DEPARTMENT'S SPECIFICATIONS, FORM 408.
- THESE PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH THE DEPARTMENT'S SPECIFICATIONS, FORM 408. THE LOCATION, LOCATION, AND OPERATION OF ALL MARKINGS SHALL BE IN ACCORDANCE WITH THE DEPARTMENT'S SPECIFICATIONS, FORM 408.
- ALL PAVEMENT MARKINGS SHALL BE REFLECTORIZED.
- THE CONTRACTOR SHALL PREPARE THE PAVEMENT SURFACE TO RECEIVE THE MARKINGS. ALL MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH THE DEPARTMENT'S SPECIFICATIONS, FORM 408. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF THE MARKINGS THROUGHOUT THE LIFE OF THE PAVEMENT.
- THE CONTRACTOR SHALL REMOVE ALL PREVIOUS PAVEMENT MARKINGS WHICH INTERFERE WITH THE INSTALLATION OF THE NEW MARKINGS. ALL PREVIOUS MARKINGS SHALL BE REMOVED IN ACCORDANCE WITH THE DEPARTMENT'S SPECIFICATIONS, FORM 408.
- THE CONTRACTOR SHALL NOTE ALL SPECIAL REQUIREMENTS AND CONDITIONS OF THE PROJECT. ALL MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH THE DEPARTMENT'S SPECIFICATIONS, FORM 408.
- UNLESS SPECIFIED OTHERWISE, THE BASIS OF THE MARKINGS SHALL BE THE DEPARTMENT'S SPECIFICATIONS, FORM 408.
- BEFORE APPLICATION, THE CONTRACTOR SHALL VERIFY THE DIMENSIONS OF THE MARKINGS TO THE SATISFACTION OF THE PENNDOT INSPECTOR.
- ALL MARKINGS IMPROPERLY APPLIED OR LOCATED SHALL BE COMPLETELY REMOVED AND CORRECTED BY THE CONTRACTOR AT THE SOLE EXPENSE OF THE CONTRACTOR.
- WHERE BITUMINOUS SEALANTS PREVIOUSLY APPLIED TO THE FACE OF THE CURB, THE CONTRACTOR SHALL REMOVE THE SEALANT AND REFINISH THE CURB TO A MINIMUM FINISH OF 1/8" LESS THAN THE ORIGINAL CURB FINISH.
- ALL PROPOSED PAVEMENT MARKINGS MUST BE FOOT CURED FOR A MINIMUM OF 72 HOURS BEFORE THE APPLICATION OF ANY PAVEMENT MARKINGS. ALL PROPOSED PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH THE DEPARTMENT'S SPECIFICATIONS, FORM 408.
- ALL PROPOSED PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH THE DEPARTMENT'S SPECIFICATIONS, FORM 408.

UNDER DOT REVIEW

PLANS SUBJECT TO CHANGE
DATE: 2024-07-31

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DATE: 2024-07-31

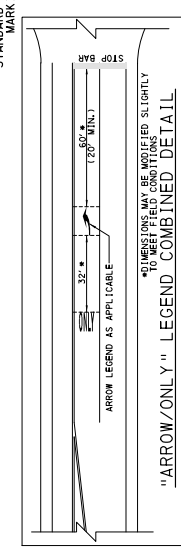
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DATE: 2024-07-31

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DATE: 2024-07-31

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DATE: 2024-07-31

PLANS SUBJECT TO CHANGE
DATE: 2024-07-31

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
ENGINEERING DISTRICT 6-0
STANDARD PAVEMENT MARKINGS

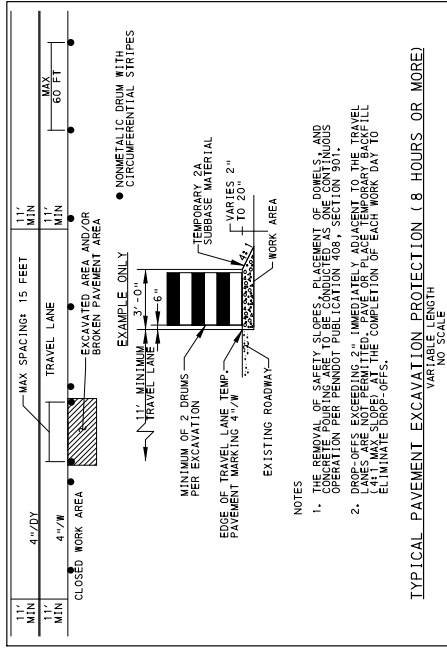


Job Number: PH80.0034
Date: 2024/05/30
Project Designer: FGF
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PAVEMENT MARKING STANDARDS
THIS IS A COPY OF THE ORIGINAL DRAWINGS ON FILE WITH THE DISTRICT ENGINEER AND SHALL BE MAINTAINED IN THE DISTRICT ARCHIVE.

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-C	CHESTER	0029		24 OF 28
REVISION NUMBER	PHOENIXVILLE BOROUGH	REVISIONS	DATE	BY
	REV. PER NOT REVEALED DATE 07/20/22		10/21/22	FGF



TYPICAL PAVEMENT EXCAVATION PROTECTION (8 HOURS OR MORE)
NO STAIR

- NOTES
1. REMOVAL OF SAFETY OR OTHER PLACEMENT OF CURBS AND CONCRETE POURING ARE TO BE CONDUCTED AS ONE CONTINUOUS OPERATION PER PENNDOT PUBLICATION 406, SECTION 901.
 2. DROP-OFFS EXCEEDING 2' IMMEDIATELY ADJACENT TO THE TRAVEL LANE MAY SLOPE AT THE COMPLETION OF EACH WORK DAY TO ELIMINATE DROP-OFFS.

- MAINTENANCE AND PROTECTION OF TRAFFIC (MPT) NOTES**
1. THIS WORK CONSISTS OF THE MAINTENANCE AND PROTECTION OF TRAFFIC AND THE PROTECTION LIMITS OF CONSTRUCTION.
 2. FURNISH, ERECT, PLACE, AND MAINTAIN TRAFFIC CONTROL SIGNS AND DEVICES. MAINTAIN TRAFFIC DURING HOURS OF CONSTRUCTION AND AT ALL OTHER TIMES CONSISTENT WITH THE METROPOLITAN AREA WEST DRAMA DISTRICT TRAFFIC CONTROL SIGNAGE - CURRENT EDITION.
 3. REMOVE THESE DEVICES IMMEDIATELY UPON COMPLETION OF THE WORK. THE DEPARTMENT WILL REMOVE ANY TRAFFIC CONTROL DEVICES ERECTED BY DEPARTMENT FORCES:
 4. PERMITS MUST ARRANGE FOR INSPECTION OF ALL TRAFFIC CONTROL DEVICES PRIOR TO START OF WORK.
 5. COVER OR REMOVE ALL CONFLICTING SIGNS AND ERADICATE ALL CONFLICTING PAVEMENT MARKINGS.
 6. MOUNT ALL LONG-TERM ADVANCE WARNING SIGNS ON TYPE 111 BARRICADES UNLESS OTHERWISE NOTED OR INSTRUCTED BY DISTRICT OFFICE.
 7. ALL SIGNS AND DEVICES ARE TO BE IN NEW OR LIKE NEW CONDITION.
 8. DISTANCES WILL BE KEPT ACCESSIBLE AT ALL TIMES. LOCATE ALL SIGNS SO THAT SIGHT DISTANCES WILL NOT BE OBSTRUCTED AT DRIVEWAYS AND LOCAL ROADS.
 9. ALL CHANNELIZING DEVICES, BARRICADES, AND SIGNS SHALL HAVE TYPE 111 OR BETTER PRISMATIC RETROREFLECTIVE SHEETING AND SIGNS SHALL BE APPROVED AND LISTED IN PENNDOT PUBLICATION 35 (BULLETIN 15).
 10. NO TRAFFIC RESTRICTIONS OR LANE CLOSURES ARE PERMITTED BETWEEN 6:00 AM AND 9:00 AM AND BETWEEN 3:00 PM AND 7:00 PM MONDAYS THROUGH FRIDAYS OR ON LEGAL HOLIDAYS. ALL LANE CLOSURES SHALL BE REMOVED BY NOON ON THE DAY PRIOR TO THE LEGAL HOLIDAY.
 11. PERMITTEE SHALL NOTIFY LOCAL EMERGENCY AUTHORITIES (E.G., POLICE, FIRE, MEDICAL), AFFECTED BUSINESSES, SCHOOL DISTRICTS, THE GENERAL PUBLIC, THE DISTRICT PERMIT, STATION, AND TRAFFIC IMPACTS (E.G., LATERAL AND/OR RESTRICTIONS LESS THAN 16 FEET, DETOURS).
 12. MAINTENANCE AND PROTECTION OF TRAFFIC DURING CONSTRUCTION SHALL BE IN ACCORDANCE WITH APPLICABLE FIGURES 101-A, 102, 109-F, 109-F, 110-R, 110-R, 110-R, 110-R, 216, AND 218 (PENNDOT PUBLICATION 216) AND TITLE 67 PA CODE CHAPTER 212, "OFFICIAL TRAFFIC CONTROL DEVICES".
 13. DROP-OFFS CREATED BY CONSTRUCTION OPERATIONS SHALL BE TREATED CONSISTENT WITH 408, SECTION 901.31.J.
 14. REMOVE ALL SHORT-TERM WORK ZONE TRAFFIC CONTROL SIGNING UPON COMPLETION OF THAT DAY'S WORK PERIOD.
 15. RESTRICTING TRAFFIC FLOW WITHIN THE WORK AREA SHALL BE MINIMIZED TO PREVENT TRAFFIC CONGESTION AND UNSAFE TRAFFIC CONDITIONS.
 16. NOTIFY THE LOCAL MUNICIPALITY WHERE SIGNALIZED INTERSECTIONS FALL WITHIN THE WORK ZONE TO PLACE A SIGNALIZED INTERSECTION WITHOUT THE MUNICIPALITY PLACING THE SIGNAL ON FLASH.
 17. THE CONTRACTOR MUST NOTIFY THE DISTRICT 6-9 REGIONAL TRAFFIC MANAGEMENT CENTER (RTMC) AT (610) 205-6934 FIFTEEN (15) MINUTES IN ADVANCE OF ANY PROPOSED LANE OR SHOULDER RESTRICTIONS OR ROAD CLOSURES. THE CONTRACTOR MUST NOTIFY THE RTMC WHEN THE ROAD IS RESTORED TO NORMAL OPERATION.
 18. THE CONTRACTOR IS REQUIRED TO SUBMIT A ROAD RESTRICTION FORM TO THE DISTRICT 6-9 PRESS RELEASE UNIT AND TO OBTAIN A ROAD RESTRICTION PERMIT. THE FORM IS AVAILABLE ONLINE AT PENNDOT.GOV/DISTRICT6/ROADRESTRICTIONFORM OR BY CALLING (610) 205-6797.
 19. CONTRACTOR TO ENSURE THAT TRUCK MOVEMENTS WILL BE ACCOMMODATED WHILE CONSTRUCTION OCCURS ON THE SOUTHEAST CORNER.

SEQUENCE OF CONSTRUCTION

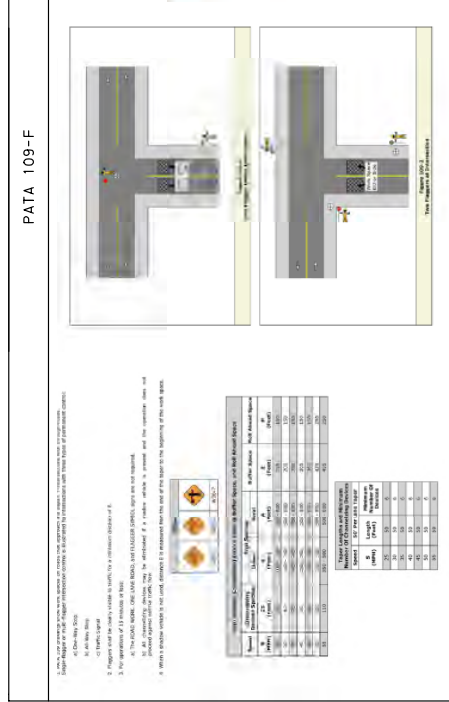
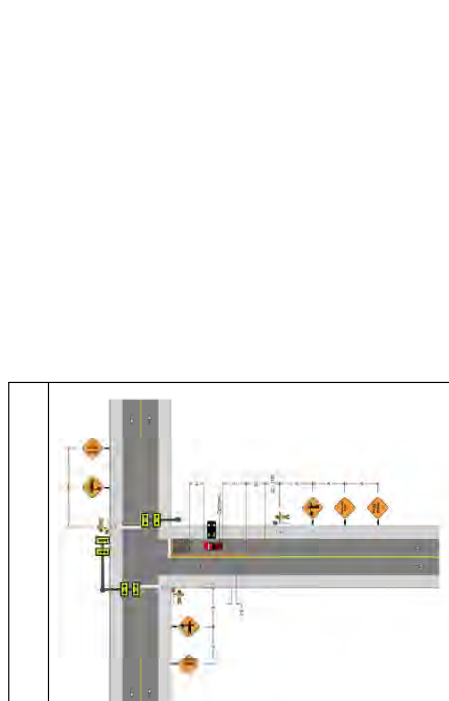
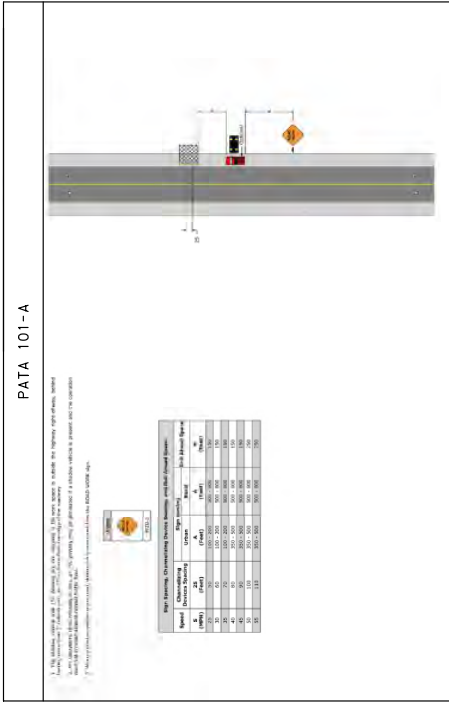
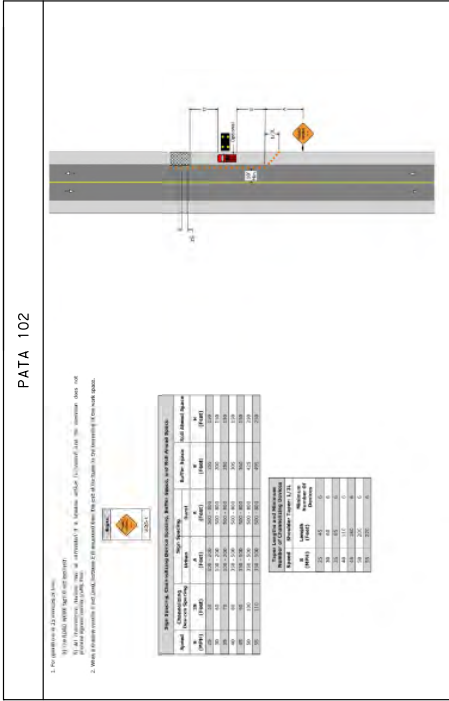
- PHASE 1- CONSTRUCT STARR STREET EXTENSION
1. INSTALL A PEDESTRIAN DETOUR IN ACCORDANCE WITH PATA FIGURE 216 AND THE PEDESTRIAN DETOUR 1 ON SHEET 27 OF 28.
 2. INSTALL TEMPORARY TRAFFIC SIGNAL EQUIPMENT AND REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT (REFER TO STAGE 1 TEMPORARY TRAFFIC SIGNAL PLAN).
 3. TURN MOVEMENTS TO CONSTRUCT STARR STREET EXTENSION AND ALL ASSOCIATED IMPROVEMENTS INCLUDING, BUT NOT LIMITING TO CURB, SIDEWALK, ADA FACILITIES, AND DRAINAGE FACILITIES.
 4. CLOSE STARR STREET EXTENSION TO TRAFFIC AND MAINTAIN THE TEMPORARY SIGNAL EQUIPMENT FOR WESTBOUND AND NORTHBOUND SR 0029 FOR THE REMAINDER OF CONSTRUCTION. REMOVE ALL OTHER MPT AND THE PEDESTRIAN DETOUR.
- PHASE 2- CONSTRUCT SR 0029 WIDENING
1. INSTALL A PEDESTRIAN DETOUR IN ACCORDANCE WITH PATA FIGURE 218 AND THE PEDESTRIAN DETOUR 2 ON SHEET 28 OF 28.
 2. INSTALL TEMPORARY TRAFFIC SIGNAL EQUIPMENT AND REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT (REFER TO STAGE 1 TEMPORARY TRAFFIC SIGNAL PLAN).
 3. UTILIZE PATA FIGURES 101-A, 102, 109-F, AND 109-L TO CHANNEL NORTHBOUND SR 0029 TRAFFIC INTO THE EXISTING NORTHBOUND LEFT TURN LANE FOR LEFT TURN MOVEMENTS. CONSTRUCT STARR STREET EXTENSION AND ALL ASSOCIATED IMPROVEMENTS INCLUDING, BUT NOT LIMITING TO CURB, SIDEWALK, ADA FACILITIES, AND DRAINAGE FACILITIES.
 4. MAINTAIN THE STARR STREET EXTENSION CLOSURE AND MAINTAIN ALL TEMPORARY TRAFFIC SIGNAL EQUIPMENT. REMOVE ALL OTHER MPT AND THE PEDESTRIAN DETOUR.
- PHASE 3- PERFORM MILL & OVERLAY OPERATIONS/PROVIDE FINAL STORAGE AND PAVEMENT MARKINGS/INSTALL FINAL SIGNAL EQUIPMENT
1. PERFORM MILL & OVERLAY OPERATIONS AND INSTALL FINAL PAVEMENT MARKINGS AND SIGNAGE USING PATA FIGURES 101-A, 102, AND 109-F.
 2. INSTALL FINAL TRAFFIC SIGNAL EQUIPMENT AND REMOVE ALL TEMPORARY TRAFFIC SIGNAL EQUIPMENT.
 3. REMOVE ALL MPT AND OPEN STARR STREET EXTENSION TO TRAFFIC.

Job Number: PHBO.00034
Date: 2024/05/30
Project Designer: FGF
www.TPDinc.com
1.877.873.9739
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TRAFFIC CONTROL STANDARDS
THIS IS A COPY. THE ORIGINAL DRAWINGS ARE ON FILE WITH TPD AND ALL INCLUDING THE LAST REVISIONS.

UNDER DOT REVIEW
PLANS SUBJECT TO CHANGE
DATE: 2024-07-31

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-C	CHESTER	0029		25 OF 28
PHOENIXVILLE BOROUGH				
REVISIONS				
NO.	DATE	BY		
1	07/21/24	FGF		



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UNDER DOT REVIEW
PLANS SUBJECT TO CHANGE
DATE: 2024-07-31

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	CHESTER	0029	-	27 OF 28
PHOENIXVILLE BOROUGH				
PROJECT NUMBER	REVISED DATE			
REV. 28 12/20/20	02/21/2024			
REV. 28 12/20/20	02/21/2024			

NOTE: CONTRACTOR TO PROVIDE NIGHT ILLUMINATION AS DIRECTED
 FINAL PEDESTRIAN DETOUR LOCATION AND ROUTING TO BE CONFIRMED
 AND COORDINATED WITH PENNDOT IF ALTERNATIVE IS REQUIRED.

LEGEND

- PROPOSED SIGN LOCATION - SINGLE POST
- TYPE III BARRICADE WITH SIGNING
- PEDESTRIAN DETOUR PATH
- AREA UNDER CONSTRUCTION



UNDER DOT REVIEW
 PLANS SUBJECT TO CHANGE
 DATE: 2/24/2024

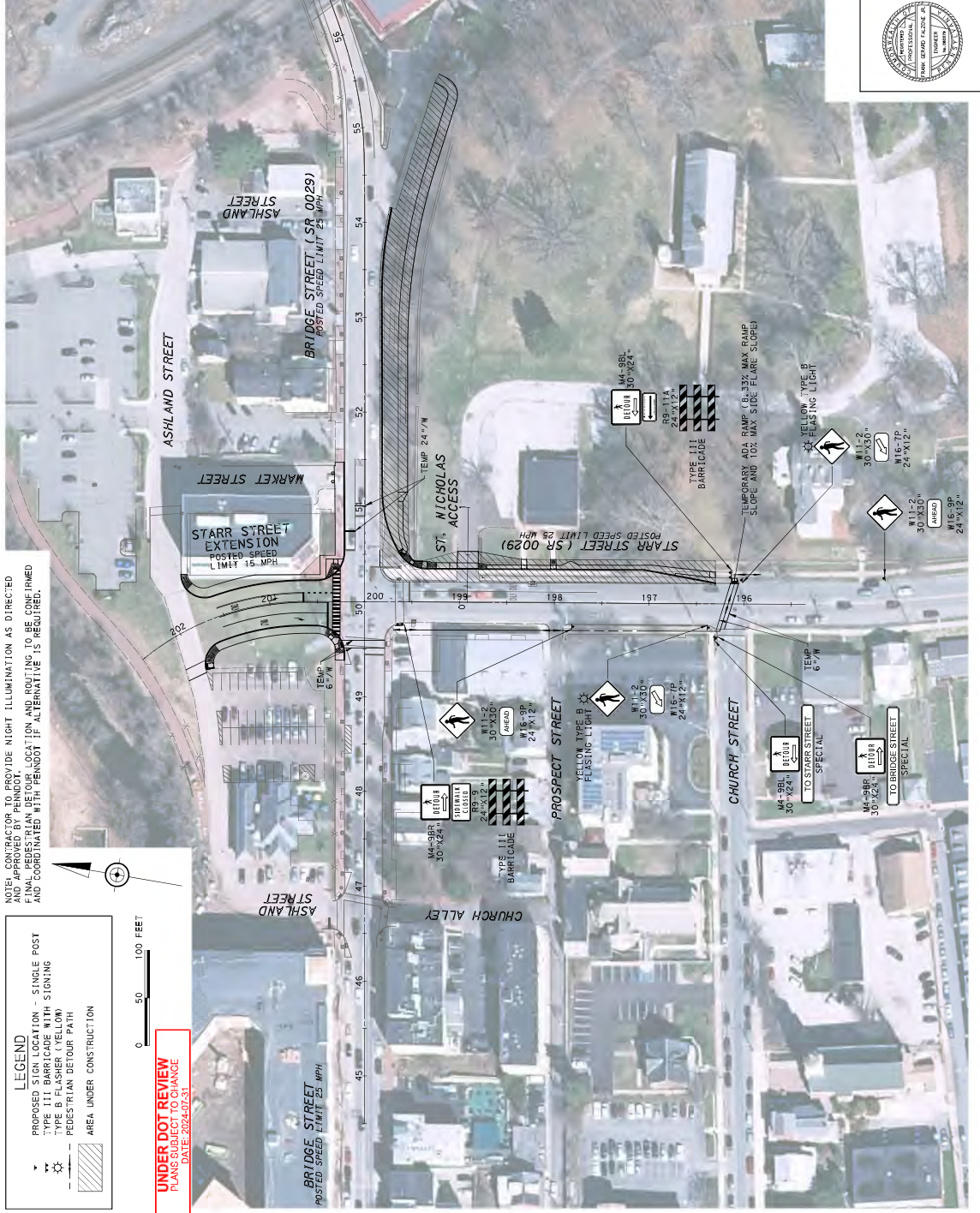


TRAFFIC CONTROL STANDARDS - PEDESTRIAN DETOUR 1

Job Number: PHRD00034
 Date: 2/24/2024
 Project Designer: TGF
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 info@TPInc.com

TRAFFIC CONTROL STANDARDS - PEDESTRIAN DETOUR 1
 THIS IS A CONTROL DRAWING. DO NOT SCALE. ALL DIMENSIONS AND LOCATIONS ARE TO BE CONFIRMED WITH THE CLIENT AND PENNDOT. ANY CHANGES TO THIS DRAWING MUST BE APPROVED BY THE CLIENT AND PENNDOT. INCLUDING THE LAST RESPONSE.

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	CHESTER	0029	-	28 OF 28
PROJECT INFORMATION				
PROJECT NAME	PHOENIXVILLE BOROUGH	DATE		
PROJECT NUMBER	REV. 01/20/20	DATE		
PROJECT NUMBER	REV. 02/28/2000	DATE		
PROJECT NUMBER	REV. 02/28/2000	DATE		



NOTE: CONTRACTOR TO PROVIDE NIGHT ILLUMINATION AS DIRECTED
 IN THE ORIGINAL DRAWING FOR THE LIGHTING
 PLAN. PEDESTRIAN DETOUR LOCATION AND ROUTING TO BE CONFIRMED
 AND COORDINATED WITH PENNDOT IF ALTERNATIVE IS REQUIRED.

LEGEND

- PROPOSED SIGN LOCATION - SINGLE POST
- TYPE III BARRICADE WITH SIGNING
- PEDESTRIAN DETOUR PATH
- PEDESTRIAN DETOUR PATH
- AREA UNDER CONSTRUCTION

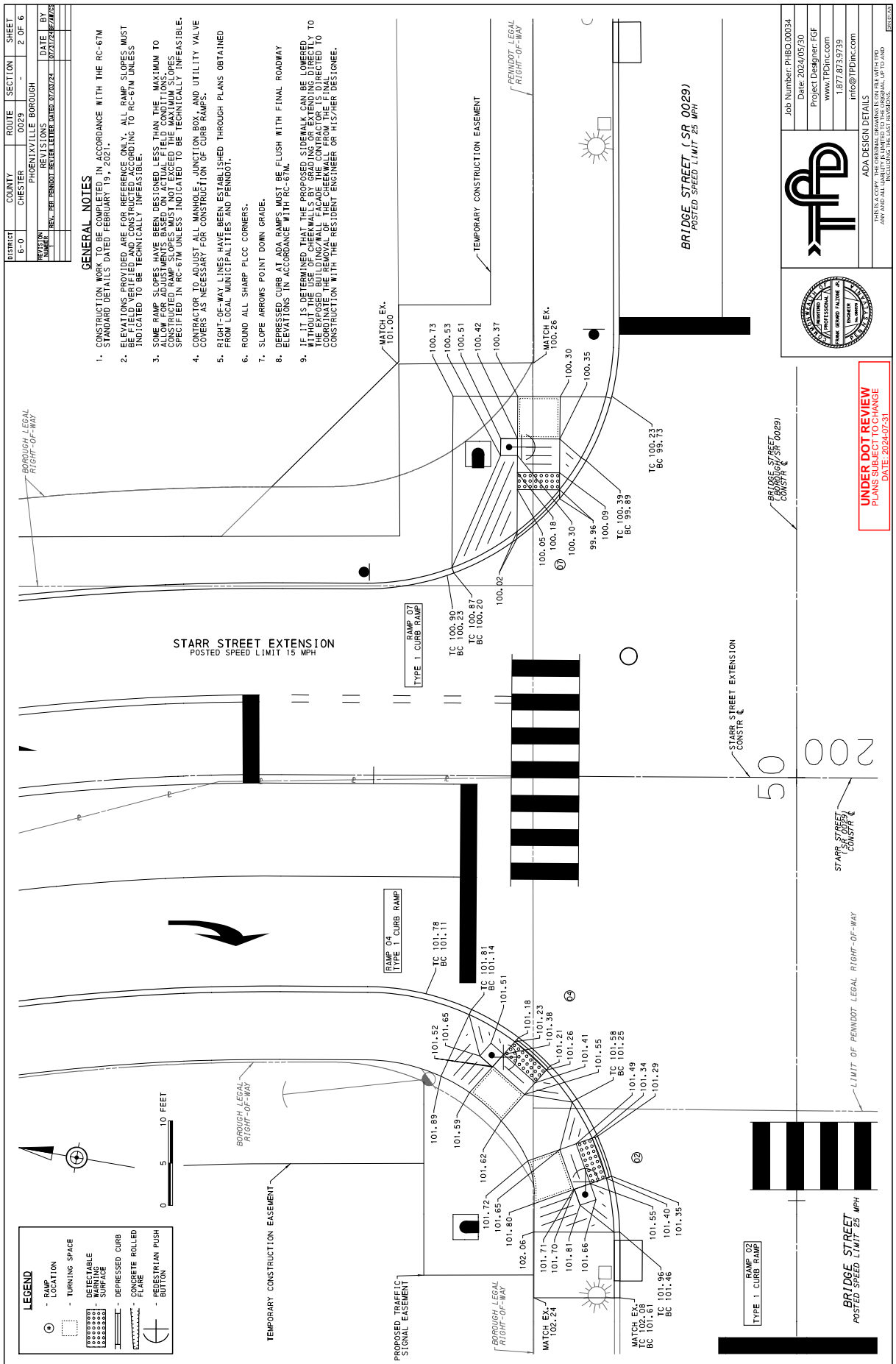


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 PLANS SUBJECT TO CHANGE
 DATE: 2/25/2021

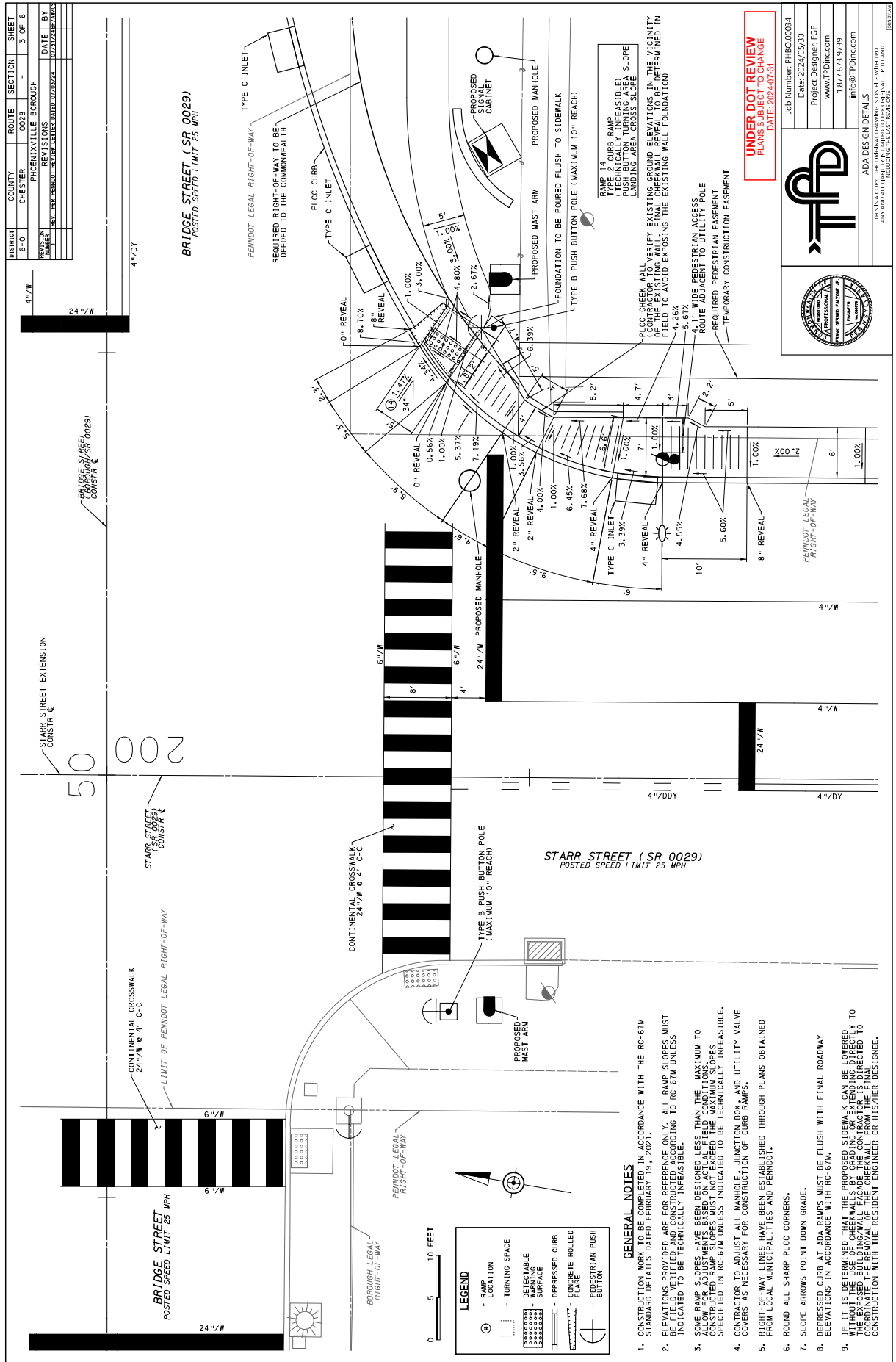
Job Number: PHRD00034
 Date: 2/25/2021
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TRAFFIC CONTROL STANDARDS - PEDESTRIAN DETOUR 2

THIS IS A COPY OF THE ORIGINAL DRAWING FOR THE LIGHTING PLAN.
 ANY CHANGES TO THE ORIGINAL DRAWING SHALL BE MADE TO THE ORIGINAL DRAWING.
 INCLUDING THE LAST RESPONSES.



17/2/2024 3:44:43 PM 115



- GENERAL NOTES**
- CONSTRUCTION WORK TO BE COMPLETED IN ACCORDANCE WITH THE RC-67M STANDARD DETAILS DATED FEBRUARY 19, 2021.
 - ELEVATIONS PROVIDED ARE FOR REFERENCE ONLY. ALL RAMP SLOPES MUST BE FIELD VERIFIED AND CONSTRUCTED ACCORDING TO RC-67M UNLESS INDICATED TO BE TECHNICALLY INFEASIBLE.
 - SOME RAMP SLOPES HAVE BEEN DESIGNED LESS THAN THE MAXIMUM TO BE FIELD VERIFIED AND CONSTRUCTED ACCORDING TO RC-67M UNLESS INDICATED TO BE TECHNICALLY INFEASIBLE.
 - CONTRACTOR TO ADJUST ALL MANHOLE, JUNCTION BOX, AND UTILITY VALVE COVERS AS NECESSARY FOR CONSTRUCTION OF CURB RAMPS.
 - RIGHT-OF-WAY LINES HAVE BEEN ESTABLISHED THROUGH PLANS OBTAINED FROM LOCAL MUNICIPALITIES AND PEWIDDOT.
 - ROUND ALL SHARP PLCC CORNERS.
 - SLOPE ARROWS POINT DOWN GRADE.
 - DEPRESSED CURB AT ADA RAMPS MUST BE FLUSH WITH FINAL ROADWAY ELEVATIONS IN ACCORDANCE WITH RC-67M.
 - IF IT IS DETERMINED THAT THE PROPOSED SIDEWALK CAN BE OBTAINED WITHOUT THE USE OF CHEEK WALLS BY GRADING OR EXTENDING DIRECTLY TO THE EXISTING SIDEWALK, THE CONTRACTOR SHALL BE DIRECTED TO CONSTRUCTION WITH THE RESIDENT ENGINEER OR HIS/HER DESIGNEE.

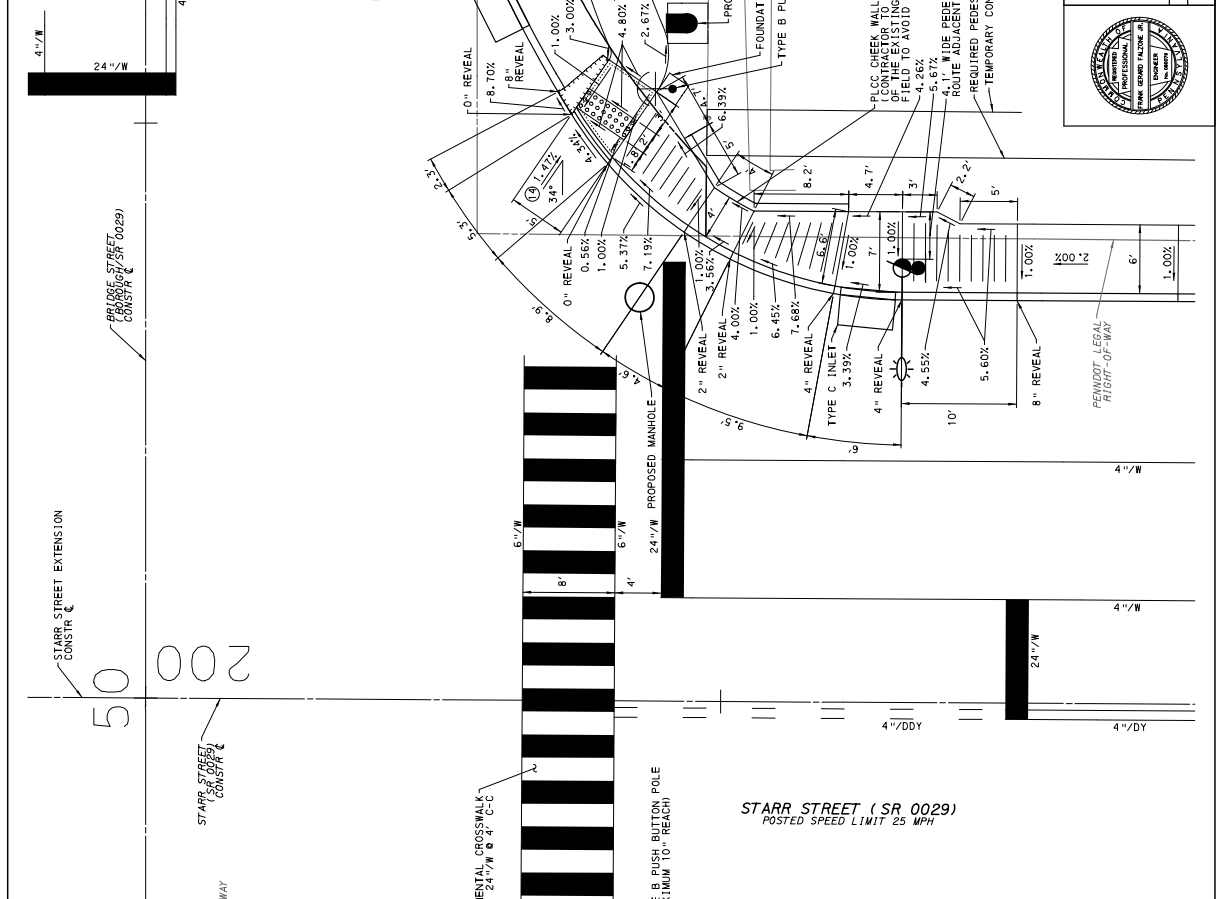
UNDER DOT REVIEW
PLANS SUBJECT TO CHANGE
DATE: 2024-07-31

Job Number: PHB0.00034
Date: 2024/05/30
Project Designer: FGF
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ADA DESIGN DETAILS
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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-C	CHESTER	0029		3 OF 6

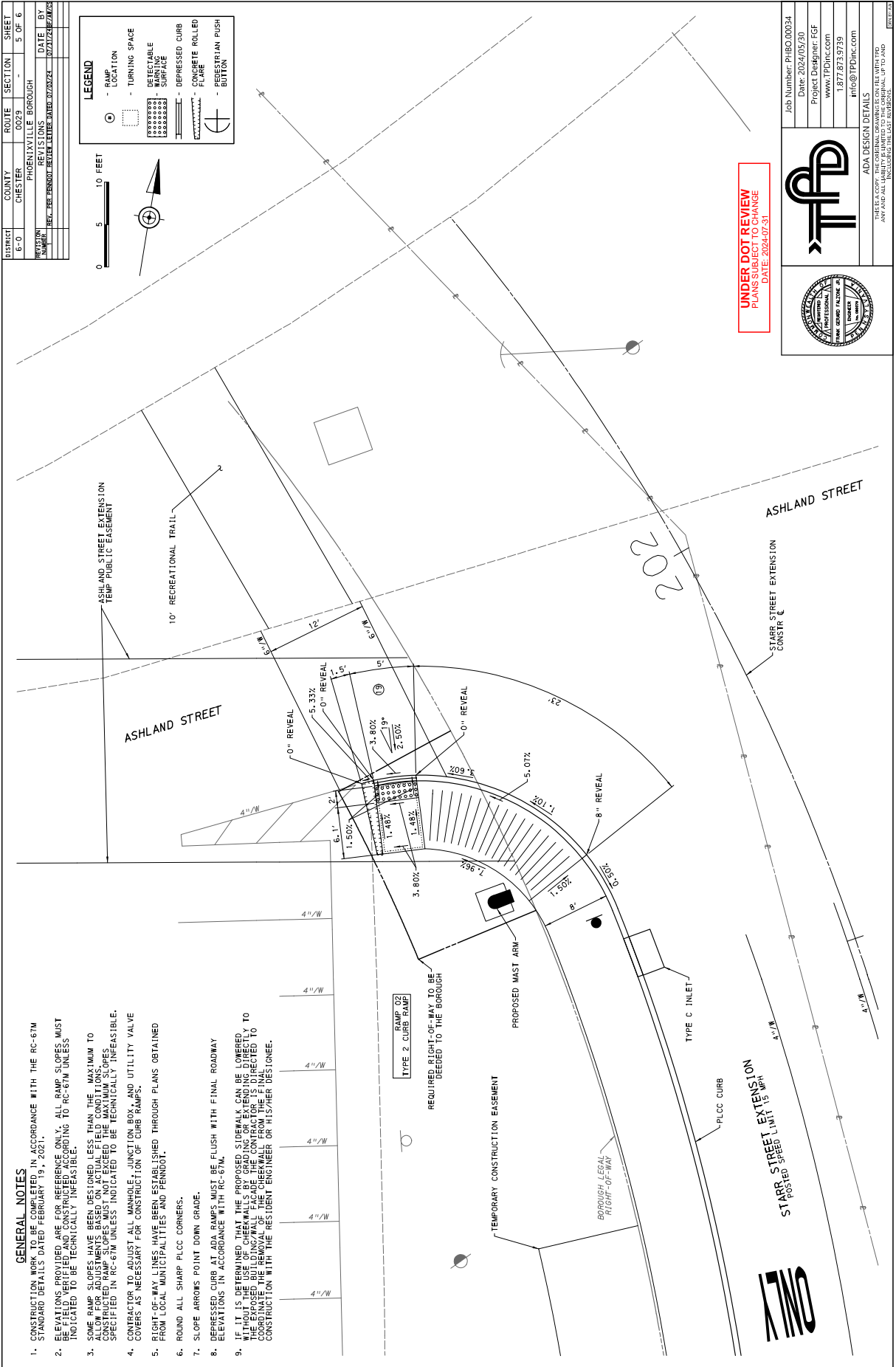
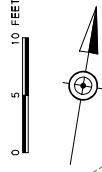
REVISION NUMBER	REVISIONS	DATE	BY
REV. 001	REVISED PER DOT REVIEW LETTER DATED 07/24/24	07/24/24	FALONE



DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-C	CHESTER	0029	PHOENIXVILLE BOROUGH	5 OF 6
REVISION NUMBER	REVISION DESCRIPTION	DATE	BY	
001	REVISED PER REVISION DATE 02/21/24	02/21/24	FGF	

LEGEND

- (○) - RAMP LOCATION
- (○) - TURNING SPACE
- (○) - DEFLECTABLE CURB
- (○) - MARKING SURFACE
- (○) - DEPRESSION CURB FLARE
- (○) - CONCRETE ROLLER
- (○) - PEDESTRIAN PUSH BUTTON



- GENERAL NOTES**
- CONSTRUCTION WORK IS TO BE COMPLETED IN ACCORDANCE WITH THE RC-67M STANDARD DETAILS DATED FEBRUARY 19, 2021.
 - ELEVATIONS PROVIDED ARE FOR REFERENCE ONLY. ALL RAMP SLOPES MUST INDICATED TO BE TECHNICALLY INFEASIBLE.
 - SOME RAMP SLOPES HAVE BEEN DESIGNED LESS THAN THE MAXIMUM TO ALLOW FOR ADJUSTMENTS BASED ON ACTUAL FIELD CONDITIONS. CONSTRUCTED RAMP SLOPES MUST NOT EXCEED THE MAXIMUM SLOPES SPECIFIED IN RC-67M UNLESS INDICATED TO BE TECHNICALLY INFEASIBLE.
 - CONTRACTOR TO ADJUST ALL MANHOLE, JUNCTION BOX, AND UTILITY VALVE COVERS AS NECESSARY FOR CONSTRUCTION OF CURB RAMPS.
 - RIGHT-OF-WAY LINES HAVE BEEN ESTABLISHED THROUGH PLANS OBTAINED FROM LOCAL MUNICIPALITIES AND PENNDOT.
 - ROUND ALL SHARP PLCC CORNERS.
 - SLOPE ARROWS POINT DOWN GRADE.
 - DEPRESSED CURB AT ADA RAMPS MUST BE FLUSH WITH FINAL ROADWAY ELEVATIONS IN ACCORDANCE WITH RC-67M.
 - IF IT IS DETERMINED THAT THE PROPOSED SIDEWALK CAN BE LOWERED TO THE PROPOSED SIDEWALK GRADE, THE CONTRACTOR IS TO BE RESPONSIBLE TO COORDINATE THE REMOVAL OF THE CURB WALL FROM THE FINAL CONSTRUCTION WITH THE RESIDENT ENGINEER OR HIS/HER DESIGNEE.

UNDER DOT REVIEW
PLANS SUBJECT TO CHANGE
DATE: 2024-07-31



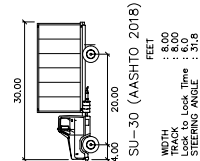
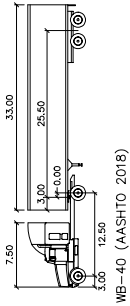
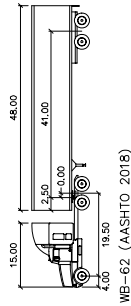
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ONLY

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-C	CHESTER	0029		1 OF 1
PROJECT NUMBER	PHILADELPHIA BOROUGH	TRUCK TURNING PLAN	DATE	BY
187-873-9739			10/21/2024	FGF

THE LARGEST VEHICLE ANTICIPATED TO UTILIZE THE SOUTHBOUND RIGHT TURN LANE IS AN SU-30.
 THE LARGEST VEHICLE ANTICIPATED TO UTILIZE THE WESTBOUND RIGHT TURN LANE IS AN SU-30.
 THE LARGEST VEHICLE ANTICIPATED TO UTILIZE THE WESTBOUND LEFT TURN LANE IS A WB-62.
 THE LARGEST VEHICLE ANTICIPATED TO UTILIZE THE NORTHBOUND RIGHT TURN LANE IS A WB-40.
 THE LARGEST VEHICLE ANTICIPATED TO UTILIZE THE NORTHBOUND LEFT TURN LANE IS A WB-40.
 THE LARGEST VEHICLE ANTICIPATED TO UTILIZE THE EASTBOUND LEFT TURN LANE IS AN SU-30.

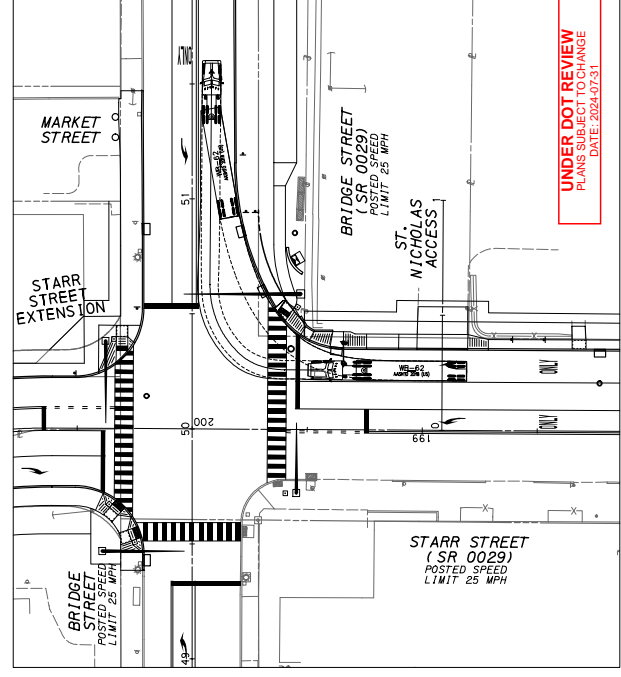
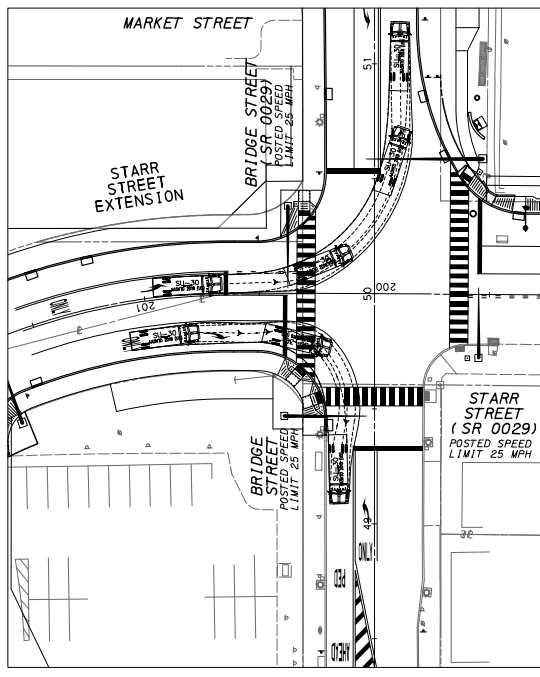
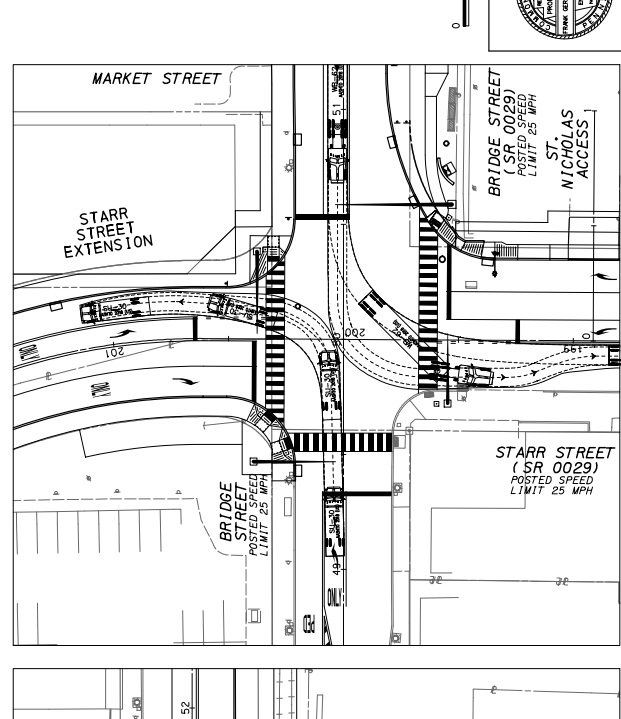
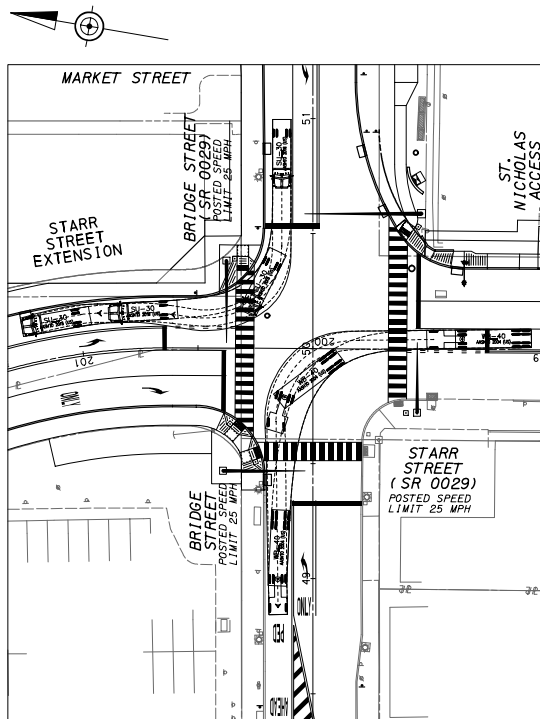


LEGEND
 - - - - - VEHICLE BODY PATH
 - - - - - VEHICLE TIRE PATH

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TRUCK TURNING PLAN

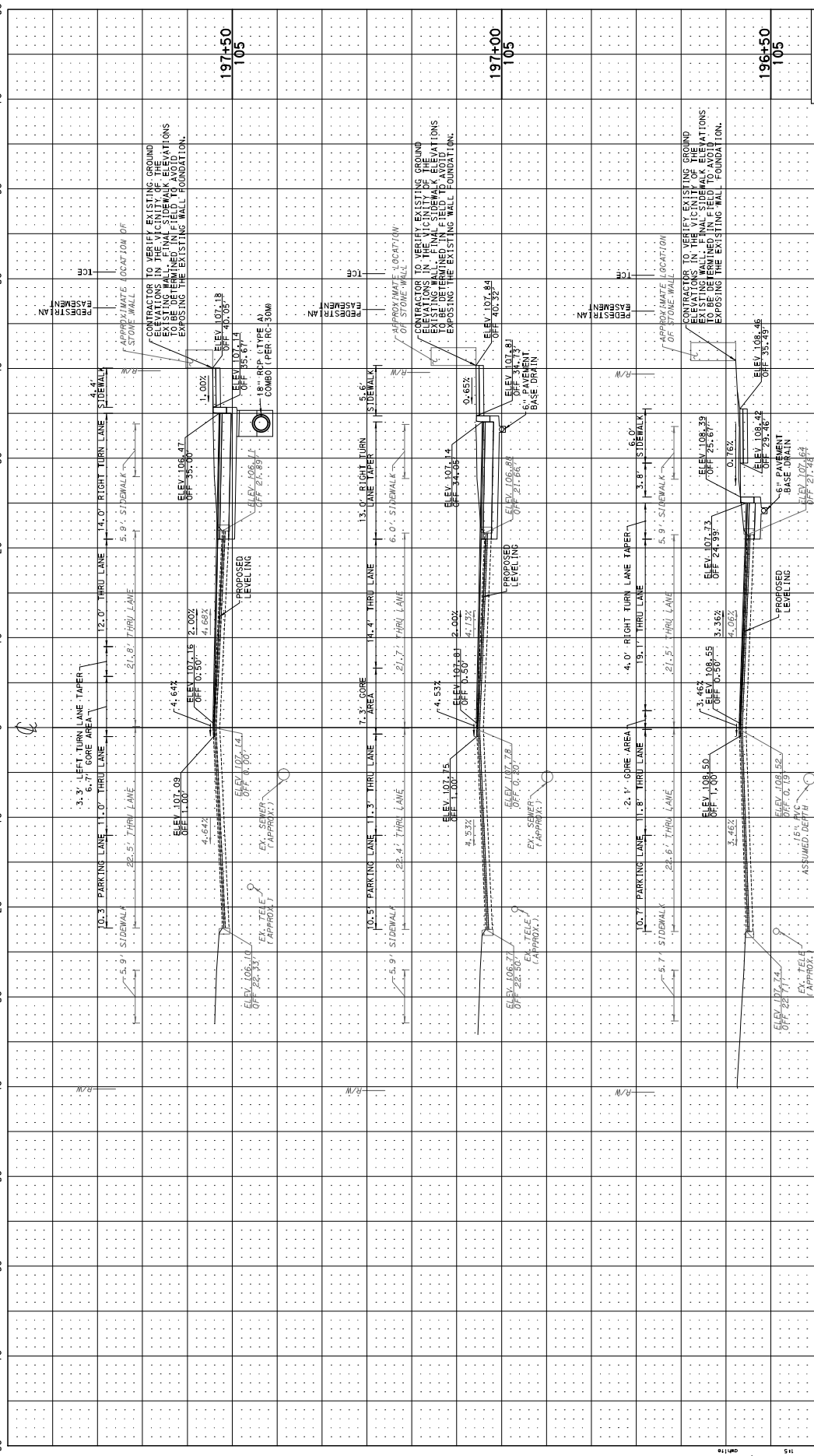
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 PLANS SUBJECT TO CHANGE
 DATE: 2024-07-31

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
CROSS SECTIONS
SCALE: 1 INCH = 5 FEET

DIST	COUNTY	ROUTE/SECT	PRELIM BK NO	FINAL BK NO	SHEET NO
6-0	CHESTER	0029			1 of 3



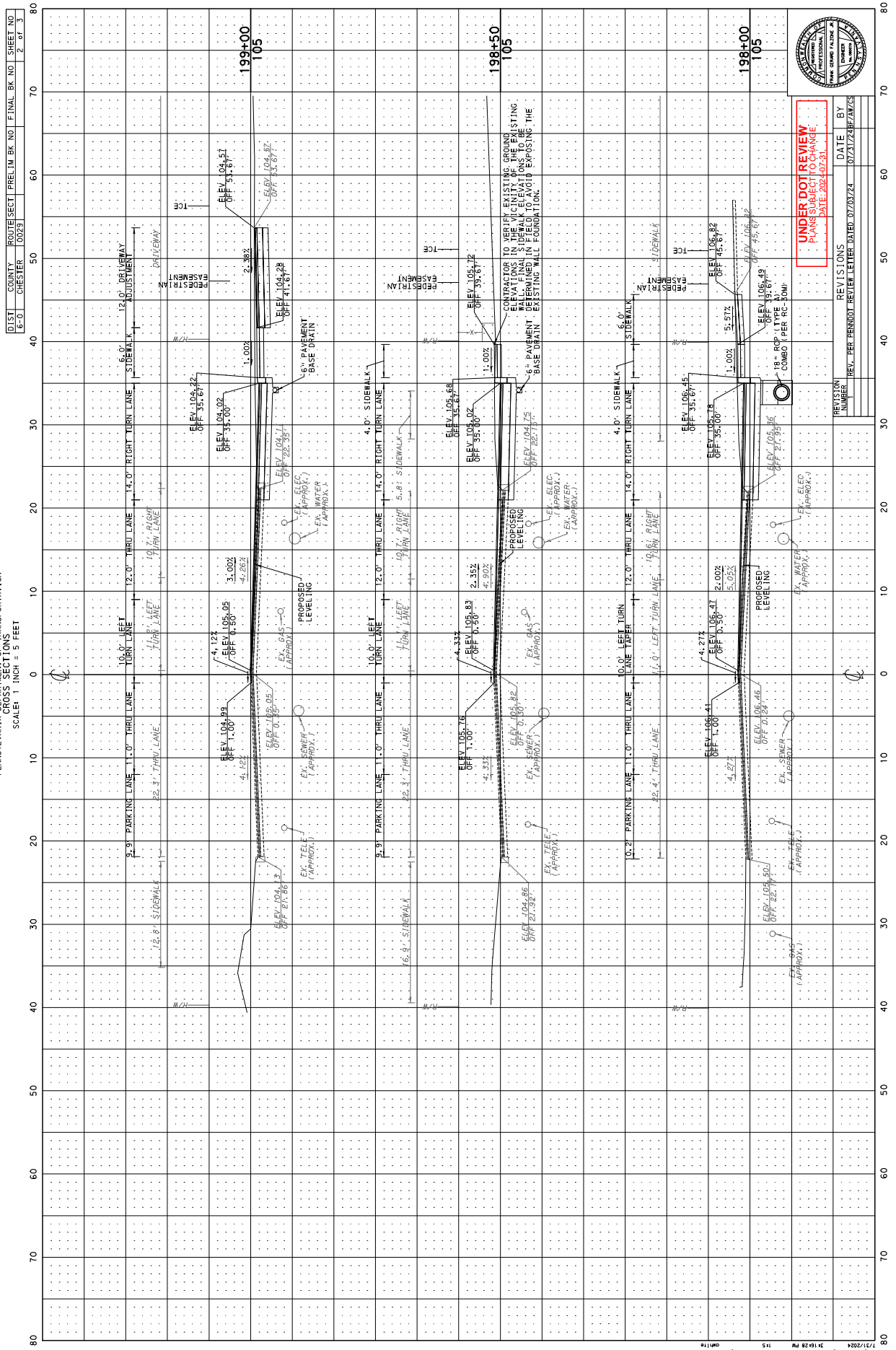
UNDER DOT REVIEW
PLANS DATE: 09/26/23
DATE: 09/26/23



REVISION NUMBER	REVISIONS	DATE	BY
1	REV. PER PERIODIC REVIEW LETTER DATED 07/03/24	07/27/24	BAZ/LS

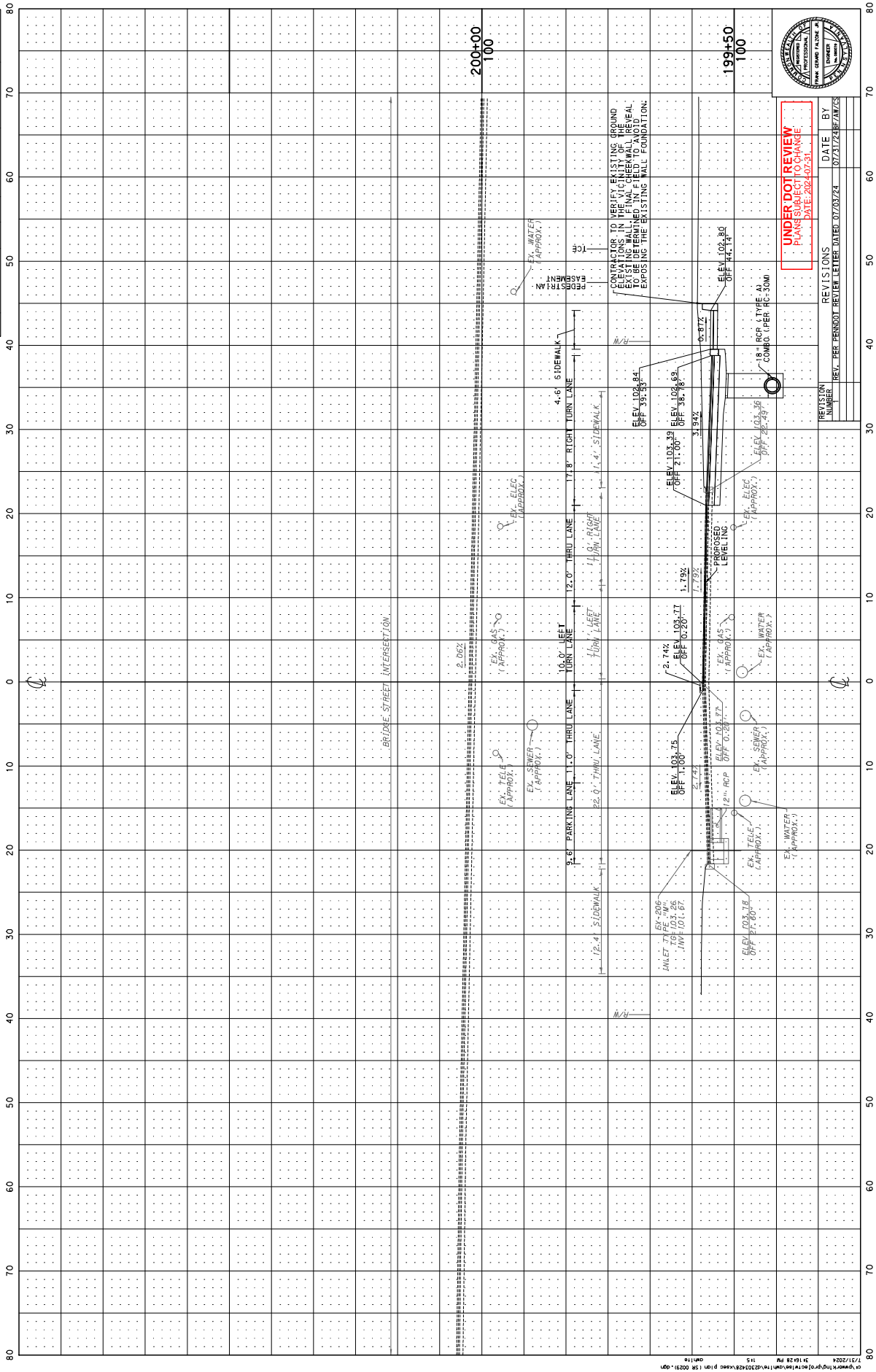
0:\pwr\107\p01619\107103528\kasper.dwg Plot 158 0029 1 of 3 09/26/23 09:18:27 PM 115

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
CROSS SECTIONS
SCALE: 1 INCH = 5 FEET



PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
CROSS SECTIONS
SCALE: 1 INCH = 5 FEET

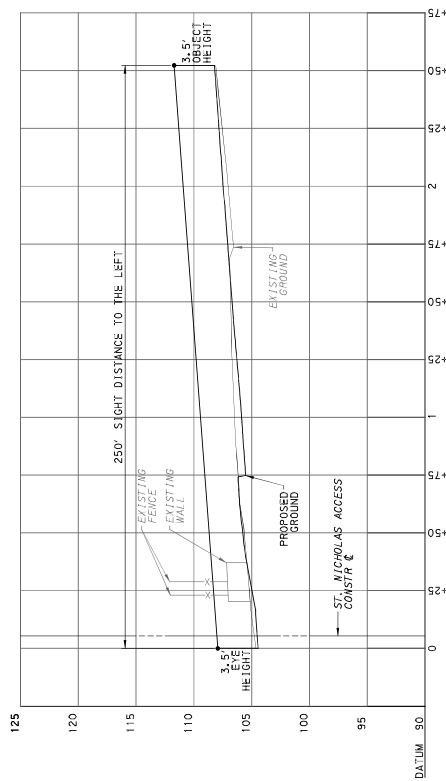
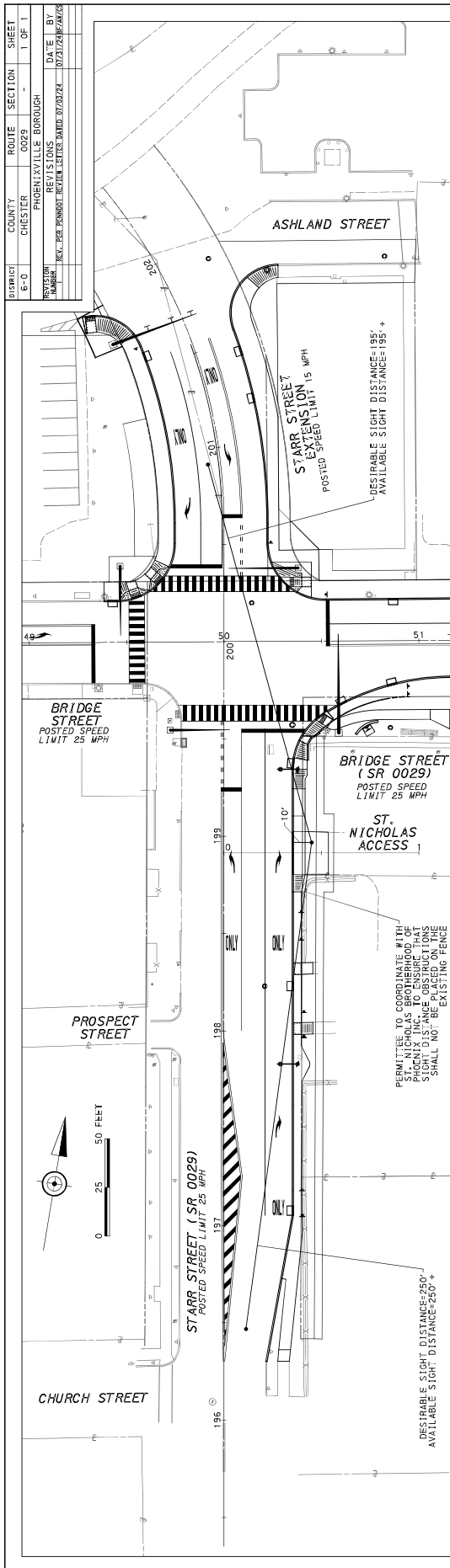
DIST	COUNTY	ROUTE/SECT	PRELIM BK NO	FINAL BK NO	SHEET NO
6-0	CHESTER	D029			3 of 3



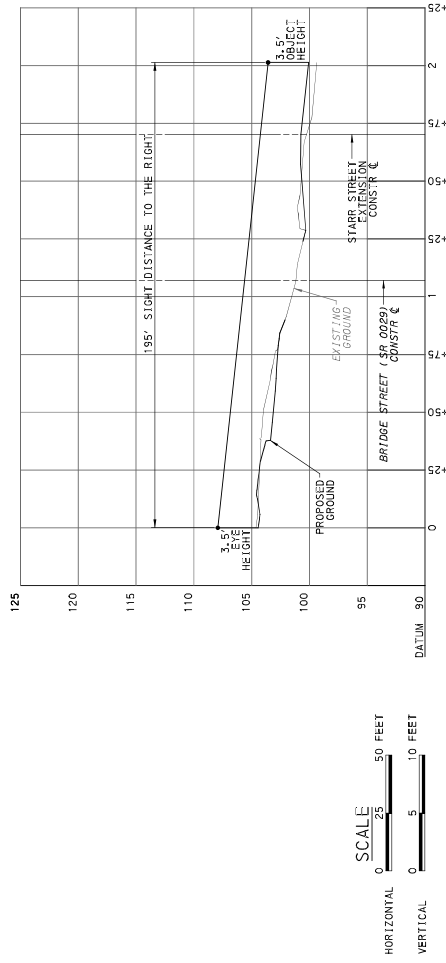
UNDER DOT REVIEW
PLANS SUBJECT TO CHANGE
DATE 02/28/2024



REVISION NUMBER	REVISIONS	DATE	BY
1	REV. PER PERMITS REVIEW LETTER DATED 07/03/24	07/31/24	BAZ/LS



ST. NICHOLAS ACCESS
SIGHT DISTANCE TO THE LEFT



ST. NICHOLAS ACCESS
SIGHT DISTANCE TO THE RIGHT

ST. NICHOLAS ACCESS @ STA 198+91.44 RT

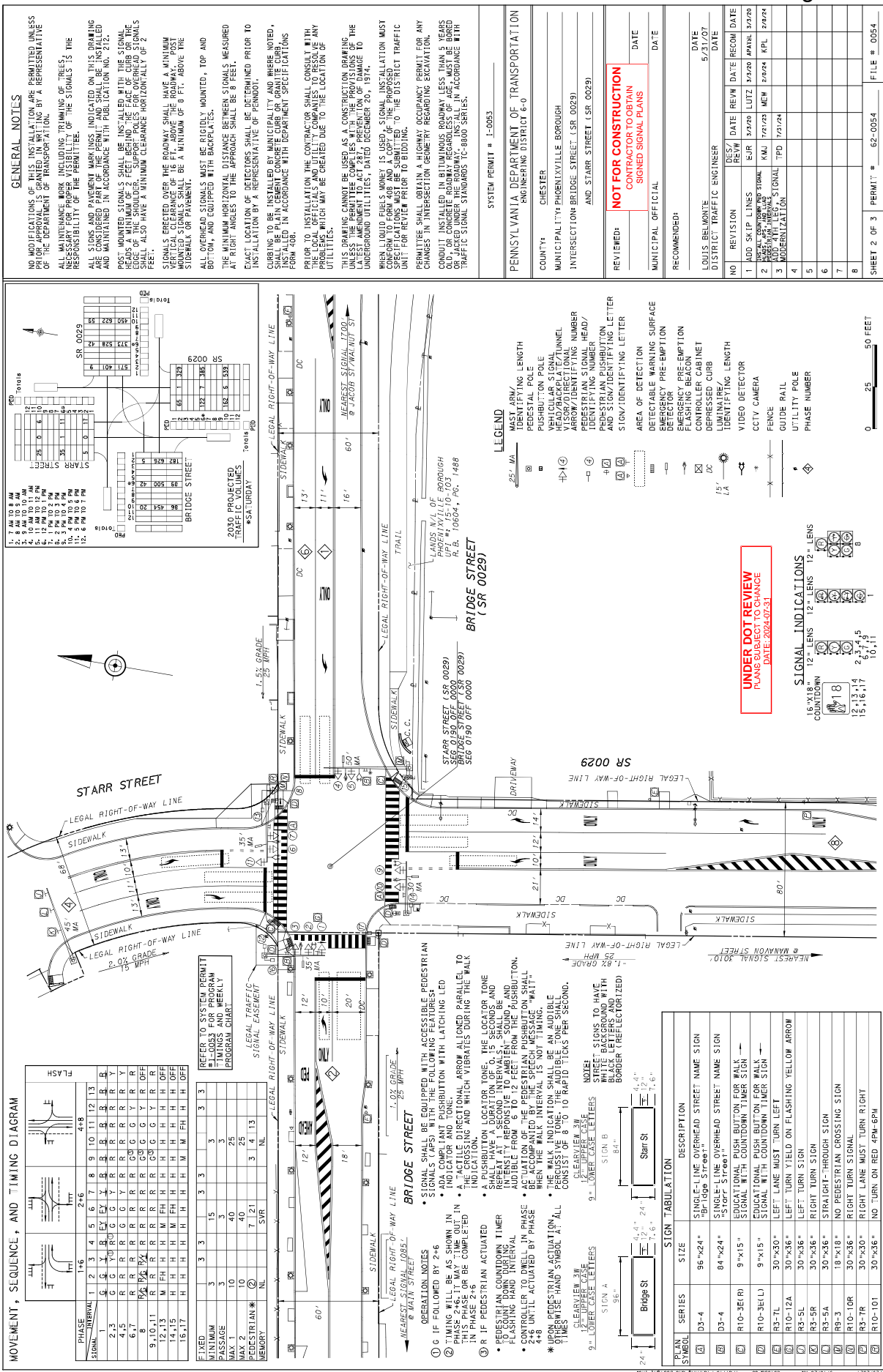
ALL SIGHT DISTANCE OBSTRUCTIONS (INCLUDING BUT NOT LIMITED TO, SIGNAGE, LIGHT FIXTURES, SIGNPOSTS, SIGN SUPPORTS, SIGN FOUNDATIONS, SIGN FOUNDATION EMBANKMENTS AND VEGETATION) SHALL BE REMOVED BY THE DEVELOPER (OR PERMITTED TO PROVIDE A MINIMUM CLEARANCE OF CONTINUOUS SIGHT UNOBTAINED FROM THE RIGHT OF WAY DEPARTMENT) FROM THE PROPOSED DRIVEWAY ON THE RIGHT SIDE OF THE ROAD. THE DEVELOPER SHALL BE RESPONSIBLE FOR THE PROTECTION OF THE ROADWAY FROM THE CURB LINE TO THE PROPOSED DRIVEWAY. THE PROPOSED DRIVEWAY SHALL BE LOCATED IN THE CENTER OF THE CLOSEST HIGHWAY TRAVEL LANE. THE PERMITTING DRIVERS SHOULD ALSO BE ABOVE THE ROAD SURFACE. THE PERMITTING DRIVERS SHOULD ALSO BE ABOVE THE ROAD SURFACE. THE PERMITTING DRIVERS SHOULD ALSO BE ABOVE THE ROAD SURFACE. THE PERMITTING DRIVERS SHOULD ALSO BE ABOVE THE ROAD SURFACE. THE PERMITTING DRIVERS SHOULD ALSO BE ABOVE THE ROAD SURFACE.

UNDER DOT REVIEW
CLANG SUBJECT TO CHANGE
DATE: 2024-07-31

Project Number	6-0	County	CHESTER	Route	0029	Section		Sheet	1 OF 1
Revision Number	REV. PER PERMIT REVIEW DATED 07/30/24	City	PHOENIXVILLE BOROUGH	Project		Designer		Date	2024/05/30
Revision Description		Project		Designer		Project Designer	FGF	Website	www.TFDinc.com
Revision Description		Project		Designer		Project Designer	FGF	Website	www.TFDinc.com
Revision Description		Project		Designer		Project Designer	FGF	Website	www.TFDinc.com

Job Number: PH00.00034
Date: 2024/05/30
Project Designer: FGF
www.TFDinc.com
1.877.873.9739
info@TFDinc.com

ST. NICHOLAS ACCESS EXHIBIT
THIS EXHIBIT IS PART OF THE ORIGINAL DRAWING SET. IT IS THE PROPERTY OF TFD INC. AND IS NOT TO BE REPRODUCED OR COPIED IN ANY MANNER WITHOUT THE WRITTEN PERMISSION OF TFD INC.



GENERAL NOTES

NO SIGNIFICATIONS OF PERMITS FOR THIS INSTALLATION ARE PERMITTED UNLESS THE PERMITTEE OBTAINS THE NECESSARY APPROVALS FROM A REPRESENTATIVE OF THE DEPARTMENT OF TRANSPORTATION.

ALL MAINTENANCE WORK INCLUDING TRIMMING OF TREES IS THE RESPONSIBILITY OF THE PERMITTEE.

ALL SIGNS AND PAVEMENT MARKINGS INDICATED ON THIS DRAWING SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH PUBLICATION NO. 212 AND MAINTAINED IN ACCORDANCE WITH PUBLICATION NO. 212.

POST MOUNTED SIGNALS SHALL BE INSTALLED WITH THE SIGNAL HEADS A MINIMUM OF 2 FEET ABOVE THE FACE OF CURB OR THE SIGNAL SHALL ALSO HAVE A MINIMUM CLEARANCE HORIZONTALY OF 6 FEET.

SIGNALS ERECTED OVER THE ROADWAY SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 16 FT. ABOVE THE ROADWAY, POST SIGNALS SHALL HAVE A MINIMUM OF 8 FT. ABOVE THE SIDEWALK OR PAVEMENT.

ALL OVERHEAD SIGNALS MUST BE RIGIDLY MOUNTED, TOP AND BOTTOM, AND EQUIPPED WITH BACKPLATES.

THE MINIMUM HORIZONTAL DISTANCE BETWEEN SIGNALS MEASURED AT RIGHT ANGLES TO THE APPROACH SHALL BE 8 FEET.

EXACT LOCATION OF DETECTORS SHALL BE DETERMINED PRIOR TO CONSTRUCTION TO BE INSTALLED BY MUNICIPALITY AND WHERE NOTED, SHALL BE PLACED IN ACCORDANCE WITH THE PROVISIONS OF THE LATEST EDITION OF THE MUTCD. DETECTORS SHALL BE INSTALLED FROM 400' TO 450' AND SHALL BE IN ACCORDANCE WITH DETECTOR SPECIFICATIONS TO THE MUTCD. DETECTOR INSTALLATION MUST BE COMPLETED PRIOR TO THE COMMENCEMENT OF CONSTRUCTION TO BE REVIEWED PRIOR TO BIDDING.

PERMITTEE SHALL OBTAIN A HIGHWAY OCCUPANCY PERMIT FOR ANY CHANGES IN INTERSECTION GEOMETRY REGARDING EXCAVATION, CONDUIT INSTALLATION, UTILITIES, ETC. PERMITTEE SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY PERMITS FOR ANY WORK TO BE DONE UNDER THE ROADWAY, INCLUDING IN ACCORDANCE WITH THE MUTCD. DETECTOR INSTALLATION SHALL BE IN ACCORDANCE WITH TRAFFIC SIGNAL STANDARDS TC-800 SERIES.

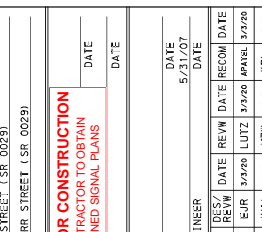
OPERATION NOTES

SIGNAL (APS) WITH THE FOLLOWING FEATURES:

- G IF FOLLOWED BY 2-6
- TIMING WILL BE AS SHOWN IN PHASE 2-6. IT MAY TIME OUT IN THE PHASE OR BE COMPLETED.
- IF PEDESTRIAN ACTUATED TO COUNT DOWN DURING FLASHING HAND INTERVAL
- CONTROLLER TO DUEL BY PHASE 4-8 UNTIL ACTUATED BY PHASE
- PEDESTRIAN ACTUATION AT ALL PHASES SHALL BE AN AUDIBLE 4-8 VIBRATION WHEN THE WALK INTERVAL IS NOT TIMING.
- THE WALK INTERVAL SHALL BE 10 SECONDS.
- PEDESTRIAN ACTUATION AT ALL PHASES SHALL BE AN AUDIBLE VIBRATION WHEN THE WALK INTERVAL IS NOT TIMING.
- THE WALK INTERVAL SHALL BE 10 SECONDS.

*UPON PEDESTRIAN ACTUATION AT ALL PHASES THE WALK INTERVAL SHALL BE 10 SECONDS.

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14
SIGNAL	1/6	2/6	3/6	4/6	5/6	6/6	7/6	8/6	9/6	10/6	11/6	12/6	13/6	14/6
PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14
MINIMUM	3	3	3	3	3	3	3	3	3	3	3	3	3	3
MAX 1	10	40	25	25	40	25	25	40	25	25	40	25	25	40
MAX 2 TRIAN*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIN. SVR	3	14	13	13	3	14	13	13	3	14	13	13	3	14
PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FLASH														
PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FLASH														



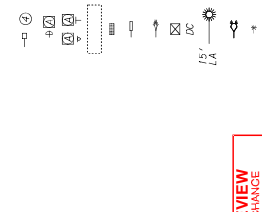
BRIDGE STREET (SR 0029)

LANDS V.A. OF PENNSYLVANIA
UPR# 7471/10-10
R.B. 10604, PG. 1488
SEE 0190 OFF 0000

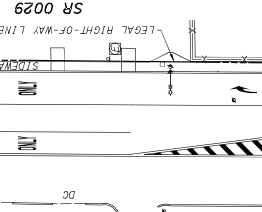
STAR STREET (SR 0029)
SEE 0190 OFF 0000

LEGEND

- MAST ARMING LENGTH
- PEDESTAL POLE
- PUSHBUTTON POLE
- VEHICULAR SIGNAL
- HEAD/PACKAGE/PLATE/LABEL
- ARROW/IDENTIFYING NUMBER
- PEDESTRIAN SIGNAL HEAD/ IDENTIFYING NUMBER
- PEDESTRIAN SIGNAL BODY AND SIGN/IDENTIFYING LETTER
- SIGN/IDENTIFYING LETTER
- AREA OF DETECTION
- DETECTABLE WARNING SURFACE
- DEFLECTOR
- EMERGENCY PRE-EMPTION
- FLASHING BEACON
- CONTROLLER CABINET
- DEPRESSED CURB
- IDENTIFYING LENGTH
- VIDEO DETECTOR
- CCTV CAMERA
- FENCE
- GUIDE RAIL
- UTILITY POLE
- PHASE NUMBER

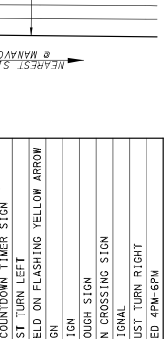


UNDER DOT REVIEW
PLANS SUBJECT TO CHANGE
DATE: 2024-07-31



PLAN SYMBOL

PLAN SYMBOL	SERIES	SIZE	DESCRIPTION
D3-4	96" x 24"	96" x 24"	SINGLE-LINE OVERHEAD STREET NAME SIGN
D3-4	84" x 24"	84" x 24"	SINGLE-LINE OVERHEAD STREET NAME SIGN
R10-3E1R	9" x 15"	9" x 15"	EDUCATIONAL PUSH-BUTTON FOR WALK SIGNAL WITH COUNTDOWN TIMER SIGN
R10-3E1L	9" x 15"	9" x 15"	EDUCATIONAL PUSH-BUTTON FOR WALK SIGNAL WITH COUNTDOWN TIMER SIGN
R10-12A	30" x 50"	30" x 50"	LEFT LANE MUST TURN LEFT
R10-12B	30" x 50"	30" x 50"	LEFT TURN YIELD ON FLASHING YELLOW ARROW
R10-12C	30" x 50"	30" x 50"	LEFT TURN YIELD
R10-12D	30" x 50"	30" x 50"	RIGHT TURN SIGN
R10-12E	30" x 50"	30" x 50"	STRAIGHT THROUGH SIGN
R10-12F	18" x 10"	18" x 10"	NO PEDESTRIAN CROSSING SIGN
R10-12G	30" x 30"	30" x 30"	RIGHT TURN SIGNAL
R10-12H	30" x 30"	30" x 30"	RIGHT LANE MUST TURN RIGHT
R10-12I	30" x 36"	30" x 36"	NO TURN ON RED 4PM-6PM



REVISIONS

NO.	REVISION	DESIGNED BY	DATE	REVIEWED BY	DATE	REVISION DATE
1	ADD SKIP LINES	BAJ	3/2/20	LUTZ	3/2/20	3/2/20
2	ADJUST SIGNAL SPACING	KAJ	1/2/20	MEY	2/2/20	3/2/20
3	ADD WITH LEGAL SIGNAL MODERNIZATION	TPD	1/2/24			
4						
5						
6						
7						
8						

NOT FOR CONSTRUCTION
CONTRACTOR TO OBTAIN
SIGNED SIGNAL PLANS

DATE

MUNICIPAL OFFICIAL

DATE

RECOMMENDED:

LOUIS BELMONTÉ
DISTRICT TRAFFIC ENGINEER

DATE

5/31/07

DATE

DATE

DATE

SYSTEM PERMIT # 1-0053

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
ENGINEERING DISTRICT 6-0

COUNTY: CHESTER

MUNICIPALITY: PHOENIXVILLE BOROUGH

INTERSECTION: BRIDGE STREET (SR 0029)
AND STARR STREET (SR 0029)

PERMIT # 1-0053

PERMIT # 62-0054

FILE # 0054

SHEET 2 OF 3

GENERAL NOTES

NO MODIFICATIONS TO THIS INSTALLATION ARE PERMITTED UNLESS PRIOR APPROVAL IS GRANTED IN WRITING BY A REPRESENTATIVE OF THE DEPARTMENT OF TRANSPORTATION.

ALL MAINTENANCE WORK INVOLVING TRIMMING OF TREES, REMOVAL OF DEAD BRANCHES, OR THE SIGNALS IS THE RESPONSIBILITY OF THE PERMITEE.

ALL SIGNS AND PAVEMENT MARKINGS INDICATED ON THIS DRAWING ARE CONSIDERED PART OF THE PERMIT AND WITH PUBLICATION NO. 219.

PRIOR TO INSTALLATION THE CONTRACTOR SHALL CONSULT WITH THE LOCAL OFFICIALS AND UTILITY COMPANIES TO RESOLVE ANY PROBLEMS WHICH MAY BE CREATED DUE TO THE LOCATION OF UTILITIES.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE PERMITEE UNLESS THE PERMITS ARE COMPLETED WITH THE PROVISIONS OF THE LATEST AMENDMENT TO ACT 287, DATED DECEMBER 20, 1974.

THE PERMITEE SHALL OBTAIN A HIGHWAY OCCUPANCY PERMIT FOR ANY CHANGES IN INTERSECTION GEOMETRY REGARDING EXCAVATION.

CONDUIT INSTALLED IN BITUMINOUS ROADWAY LESS THAN 6" DEEP SHALL BE PROTECTED UNDER THE ROADWAY. ALL CONDUIT SHALL BE BORED OR JACKED UNDER THE ROADWAY IN ACCORDANCE WITH TRAFFIC SIGNAL STANDARDS TC-8000 SERIES.

RECTANGULAR RAPID FLASHING BEACON OPERATION NOTES

RRFB SHALL CONFORM TO THE FEDERAL HIGHWAY ADMINISTRATION'S (FHWA) INTERIM APPROVAL OF RRFB'S AT CROSSWALKS (1A-21).

RRFB SHALL DISPLAY TWO RAPIDLY FLASHED YELLOW INDICATIONS UPON ACTUATION.

EACH OF THE YELLOW INDICATIONS SHALL PROVIDE 75 FLASHING SEQUENCES PER MINUTE IN FHWA INTERIM APPROVAL (1A-21) CONDITION. THE FLASH RATE OF EACH INDIVIDUAL RRFB INDICATION, AS APPLIED OVER THE FULL FLASHING SEQUENCE, MAY VARY BETWEEN 5 AND 30 FLASHERS PER SECOND TO AVOID FREQUENCIES THAT MAY CAUSE SEIZURES.

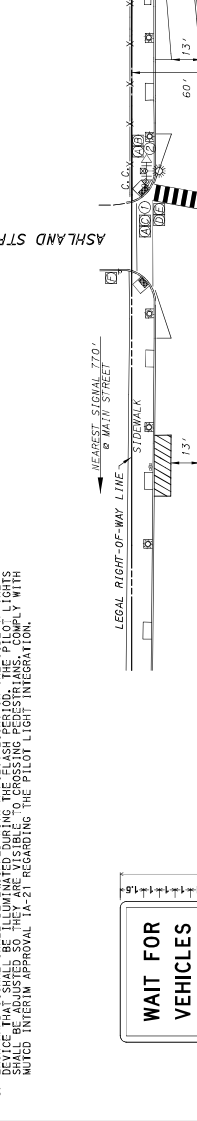
TO MINIMIZE EXCESSIVE GLARE DURING NIGHTTIME CONDITIONS, AN AUTOMATIC SIGNAL INDICATIONS.

LIGHT INTENSITY OF THE YELLOW LED INDICATIONS DURING DAYTIME CONDITIONS SHALL BE ADJUSTED TO 200 CD PER HOUR. THE YELLOW LED INTENSITY (CANDELA) SHALL BE ADJUSTED TO 500 CD PER HOUR FOR PEAK LUMINOUS INTENSITY (CANDELA) FOR CLASS 1.

RRFB SIGNALS SHALL BE DARK UNTIL ACTUATED BY PUSHBUTTON OR THERMAL DETECTION CAMERA. PUSHBUTTON TO BE EQUIPPED WITH CONFIRMATION LED AND TONE. REFER TO ACCESSIBLE PEDESTRIAN SIGNAL OPERATION NOTES FOR FURTHER DETAILS.

UPON PEDESTRIAN/DETECTION CAMERA ACTIVATION, THE RRFB SHALL FLASH FOR A PUSHBUTTON/DETECTION CAMERA ACTIVATION. RESET UPON EACH NEW ACTIVATION.

EACH RRFB SIGNAL SHALL BE EQUIPPED WITH A PILOT LIGHT ON THE SIDE OF THE DEVICE THAT SHALL BE ILLUMINATED DURING THE FLASH PERIOD. THE PILOT LIGHTS SHALL BE ADJUSTED SO THEY ARE VISIBLE TO CROSSING PEDESTRIANS. COMPLY WITH MUTED INTERIM APPROVAL 1A-21 REGARDING THE PILOT LIGHT INTEGRATION.



UNDER DOT REVIEW
PLANS SUBJECT TO CHANGE
DATE: 2024-07-31

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
ENGINEERING DISTRICT 6-0

COUNTY: CHESTER
MUNICIPALITY: PUGHENSVILLE BOROUGH
INTERSECTION: BRIDGE STREET AND ASHLAND STREET/CHURCH AVENUE

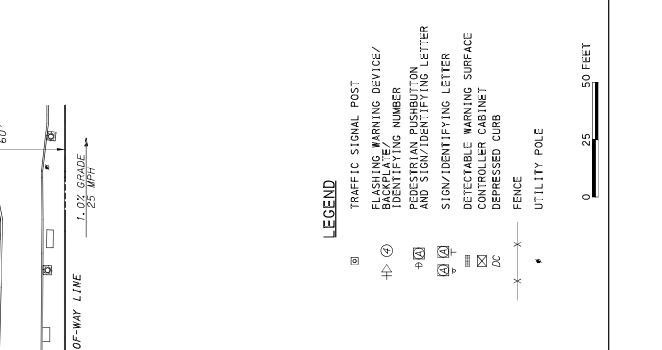
REVIEWED: **NOT FOR CONSTRUCTION**
CONTRACTOR TO OBTAIN SIGNED SIGNAL PLANS DATE: _____
MUNICIPAL OFFICIAL DATE: _____

RECOMMENDED: _____ DATE: _____

DISTRICT TRAFFIC ENGINEER DATE: _____
IDENTIFYING NUMBER DATE: _____
AND SIGN/IDENTIFYING LETTER DATE: _____

1 NO REVISION DES/ REW DATE REV DATE RECOM DATE
2
3
4
5
6
7
8

SHEET 2 OF 2 PERMIT # _____ FILE # _____



PLAN SYMBOL

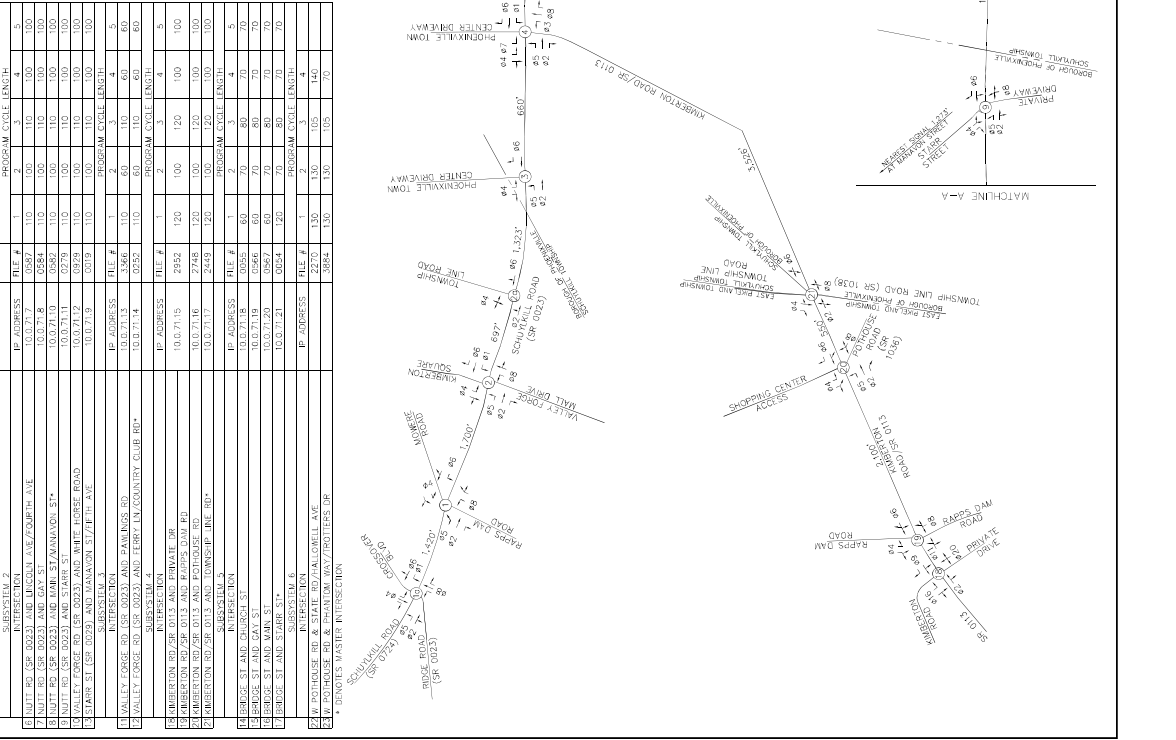
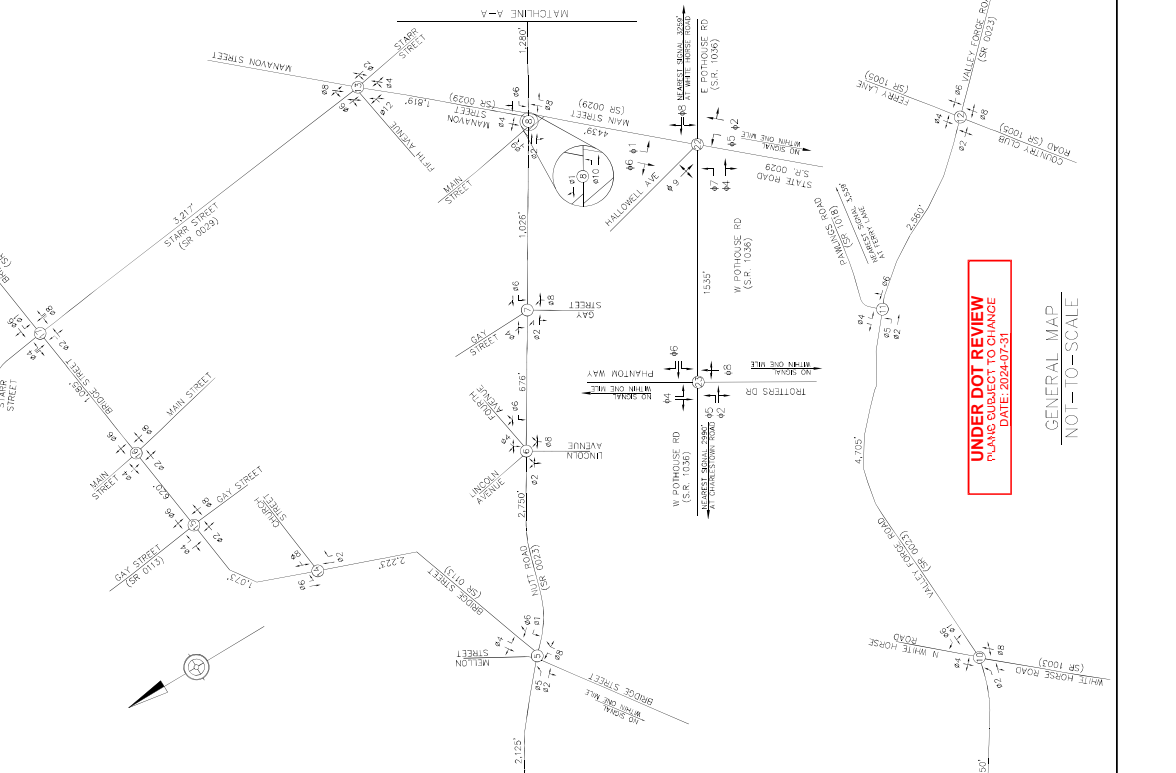
PLAN SYMBOL	SERIES	SIZE	DESCRIPTION
⊕	W11-2*	36"x36"	PEDESTRIAN SIGN WITH POST-MOUNTED RRFB
⊕	W16-TR(L)*	24"x12"	DOWNWARD DIAGONAL POINTING ARROW
⊕	W16-TR(R)*	24"x12"	DOWNWARD DIAGONAL POINTING ARROW
⊕	SPECIAL	9"x12"	WAIT FOR VEHICLES TO YIELD BEFORE CROSSING**
⊕	R10-25	9"x12"	PUSH BUTTON TO TURN ON WARNING LIGHTS
⊕	R11-1	30"x30"	S/O*P
⊕	R10-15R	30"x30"	TURNING TRAFFIC MUST YIELD TO PEDESTRIANS (RIGHT) SIGN
⊕	W11-2*	30"x30"	PEDESTRIAN SIGN
⊕	W16-9P*	24"x12"	AHEAD PLAQUE

*SIGN COLOR
 -S: BLACK
 -B: BORDER: BLACK (NON-REFLECTORIZED)
 -C: BACKGROUND: FLUORESCENT YELLOW-GREEN (REFLECTORIZED)
 -P: SEE DETAIL

9/27/2024 11:09 AM 30 (Rev. 09/2019) Traffic Engineering and Signage Division
 9/27/2024 11:09 AM 30 (Rev. 09/2019) Traffic Engineering and Signage Division

GENERAL NOTES
 NO MODIFICATIONS OF THIS INSTALLATION ARE PERMITTED UNLESS PRIOR APPROVAL IS GRANTED IN WRITING BY A REPRESENTATIVE OF THE DEPARTMENT OF TRANSPORTATION. ALL MAINTENANCE WORK INCLUDING TRIMMING OF TREES, EXCAVATION, OR ANY OTHER WORK MUST BE THE RESPONSIBILITY OF THE PERMITEE.
 ALL SIGNS AND PAVEMENT MARKINGS INDICATED ON THIS DRAWING SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH PUBLICATION NO. 212.
 POST MOUNTED SIGNALS SHALL BE INSTALLED WITH THE SIGNAL HEADS A MINIMUM OF 2 FEET BEHIND THE FACE OF CURB OR THE EDGE OF THE SHOULDER. SUPPORT POLES SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 205. CLEARANCE HORIZONTAL 1 OF 2 FEET.
 SIGNALS ERECTED OVER THE ROADWAY SHALL HAVE A MINIMUM CLEARANCE OVER THE ROADWAY. SIGNALS SHALL BE A MINIMUM OF 8 FT. ABOVE THE SIDEWALK OR PAVEMENT.
 ALL OVERHEAD SIGNALS MUST BE BROADLY MOUNTED, TOP AND BOTTOM, AND EQUIPPED WITH BACKPLATES.
 THE MINIMUM HORIZONTAL DISTANCE BETWEEN SIGNALS MEASURED AT RIGHT ANGLES TO THE APPROACH SHALL BE 8 FEET.
 EXACT LOCATION OF DETECTORS SHALL BE DETERMINED PRIOR TO INSTALLATION BY A REPRESENTATIVE OF PENNDOT.
 CURBS TO BE INSTALLED BY MUNICIPALITY AND WHERE NOTED SHALL BE PLAIN CEMENT CONCRETE CURB OR GRANITE CURB, INSTALLED IN ACCORDANCE WITH DEPARTMENT SPECIFICATIONS FORM 406.
 PRIOR TO INSTALLATION THE CONTRACTOR SHALL CONSULT WITH THE LOCAL OFFICIALS AND UTILITY COMPANIES TO DETERMINE THE LOCATION OF UTILITIES WHICH MAY BE CREATED DUE TO THE LOCATION OF UTILITIES.
 THIS DRAWING CANNOT BE USED AS A CONSTRUCTION PERMIT. THE PERMITEE SHALL OBTAIN THE NECESSARY PERMITS AND PREVENTION OF DAMAGE TO UNDERGROUND UTILITIES, DATED DECEMBER 20, 1974.
 WHEN LIQUID FUELS MONEY IS USED, SIGNAL INSTALLATION MUST CONFORM TO FORM 408 AND A COPY OF THE PERMITS SHALL BE SUBMITTED TO THE DISTRICT TRAFFIC UNIT FOR REVIEW PRIOR TO BEGINNING EXCAVATION.
 PERMITS SHALL OBTAIN A HIGHWAY OCCUPANCY PERMIT. CHANGES IN INTERSECTION GEOMETRY REQUIRING EXCAVATION.
 SIGNALS INSTALLED IN BRICKWORK ROADWAY LESS THAN 5 YEARS OLD, OR CONCRETE ROADWAY BEYOND 5 YEARS MUST BE BORED OR JACKED UNDER THE ROADWAY. INSTALL IN ACCORDANCE WITH TRAFFIC SIGNAL STANDARDS TC-880 SERIES.

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
 ENGINEERING DISTRICT 6-0
 COUNTY: CHESTER
 MUNICIPALITY: PHOENIXVILLE BOROUGHPH
 EAST RIKELAND TOWNSHIP & SCHUYLKILL TOWNSHIP
 INTERSECTION: SCHUYLKILL ROAD/AMIT ROAD
 (SR 0023) TRAFFIC SIGNAL SYSTEM
 REVIEWED: **NOT FOR CONSTRUCTION**
 CONTRACTOR TO OBTAIN
 SIGNED SIGNAL PLANS
 DATE: 12/18/2010
 PROJECT: R. BELLOTTI, P.E.
 DATE: 12/18/2010
 PREPARED BY: PAUL LUIZ
 CHECKED BY: [BLANK]
 DATE: [BLANK]
 REVISIONS:
 1. REV. INT. INSTEAD OF 22.23 TO 22.23 (SR 0023) (SR 0023)
 2. REV. INT. INTERSECTION TO 22.23 TO 22.23 (SR 0023)
 3. REV. INT. INTERSECTION TO 22.23 TO 22.23 (SR 0023)
 4. REV. INT. INTERSECTION TO 22.23 TO 22.23 (SR 0023)
 5. REV. INT. INTERSECTION TO 22.23 TO 22.23 (SR 0023)
 6. REV. INT. INTERSECTION TO 22.23 TO 22.23 (SR 0023)
 7. REV. INT. INTERSECTION TO 22.23 TO 22.23 (SR 0023)
 8. REV. INT. INTERSECTION TO 22.23 TO 22.23 (SR 0023)
 9. REV. INT. INTERSECTION TO 22.23 TO 22.23 (SR 0023)
 10. REV. INT. INTERSECTION TO 22.23 TO 22.23 (SR 0023)
 INTERCONNECT PERMIT # 1-05055 SHEET 1 OF 9



UNDER DOT REVIEW
 PLAN QUALITY TO CHANGE
 DATE: 02/24/07-31

GENERAL MAP
 NOT TO SCALE

NO.	DESCRIPTION	FILE #	PROGRAM	CYCLE LENGTH
1	MAIN STREET	10.0.71.2	1	5
2	MILL STREET	10.0.71.3	2	4
3	WALNUT STREET	10.0.71.4	3	5
4	AMIT ROAD	10.0.71.5	4	5
5	STATE ROAD	10.0.71.6	5	5
6	VALLEY FORGE ROAD	10.0.71.7	6	5
7	STANIS STREET	10.0.71.8	7	5
8	VALLEY FORGE ROAD	10.0.71.9	8	5
9	STANIS STREET	10.0.71.10	9	5
10	VALLEY FORGE ROAD	10.0.71.11	10	5
11	STANIS STREET	10.0.71.12	11	5
12	VALLEY FORGE ROAD	10.0.71.13	12	5
13	STANIS STREET	10.0.71.14	13	5
14	VALLEY FORGE ROAD	10.0.71.15	14	5
15	STANIS STREET	10.0.71.16	15	5
16	VALLEY FORGE ROAD	10.0.71.17	16	5
17	STANIS STREET	10.0.71.18	17	5
18	VALLEY FORGE ROAD	10.0.71.19	18	5
19	STANIS STREET	10.0.71.20	19	5
20	VALLEY FORGE ROAD	10.0.71.21	20	5
21	STANIS STREET	10.0.71.22	21	5
22	VALLEY FORGE ROAD	10.0.71.23	22	5
23	STANIS STREET	10.0.71.24	23	5
24	VALLEY FORGE ROAD	10.0.71.25	24	5
25	STANIS STREET	10.0.71.26	25	5
26	VALLEY FORGE ROAD	10.0.71.27	26	5
27	STANIS STREET	10.0.71.28	27	5
28	VALLEY FORGE ROAD	10.0.71.29	28	5
29	STANIS STREET	10.0.71.30	29	5
30	VALLEY FORGE ROAD	10.0.71.31	30	5
31	STANIS STREET	10.0.71.32	31	5
32	VALLEY FORGE ROAD	10.0.71.33	32	5
33	STANIS STREET	10.0.71.34	33	5
34	VALLEY FORGE ROAD	10.0.71.35	34	5
35	STANIS STREET	10.0.71.36	35	5
36	VALLEY FORGE ROAD	10.0.71.37	36	5
37	STANIS STREET	10.0.71.38	37	5
38	VALLEY FORGE ROAD	10.0.71.39	38	5
39	STANIS STREET	10.0.71.40	39	5
40	VALLEY FORGE ROAD	10.0.71.41	40	5
41	STANIS STREET	10.0.71.42	41	5
42	VALLEY FORGE ROAD	10.0.71.43	42	5
43	STANIS STREET	10.0.71.44	43	5
44	VALLEY FORGE ROAD	10.0.71.45	44	5
45	STANIS STREET	10.0.71.46	45	5
46	VALLEY FORGE ROAD	10.0.71.47	46	5
47	STANIS STREET	10.0.71.48	47	5
48	VALLEY FORGE ROAD	10.0.71.49	48	5
49	STANIS STREET	10.0.71.50	49	5
50	VALLEY FORGE ROAD	10.0.71.51	50	5
51	STANIS STREET	10.0.71.52	51	5
52	VALLEY FORGE ROAD	10.0.71.53	52	5
53	STANIS STREET	10.0.71.54	53	5
54	VALLEY FORGE ROAD	10.0.71.55	54	5
55	STANIS STREET	10.0.71.56	55	5
56	VALLEY FORGE ROAD	10.0.71.57	56	5
57	STANIS STREET	10.0.71.58	57	5
58	VALLEY FORGE ROAD	10.0.71.59	58	5
59	STANIS STREET	10.0.71.60	59	5
60	VALLEY FORGE ROAD	10.0.71.61	60	5
61	STANIS STREET	10.0.71.62	61	5
62	VALLEY FORGE ROAD	10.0.71.63	62	5
63	STANIS STREET	10.0.71.64	63	5
64	VALLEY FORGE ROAD	10.0.71.65	64	5
65	STANIS STREET	10.0.71.66	65	5
66	VALLEY FORGE ROAD	10.0.71.67	66	5
67	STANIS STREET	10.0.71.68	67	5
68	VALLEY FORGE ROAD	10.0.71.69	68	5
69	STANIS STREET	10.0.71.70	69	5
70	VALLEY FORGE ROAD	10.0.71.71	70	5
71	STANIS STREET	10.0.71.72	71	5
72	VALLEY FORGE ROAD	10.0.71.73	72	5
73	STANIS STREET	10.0.71.74	73	5
74	VALLEY FORGE ROAD	10.0.71.75	74	5
75	STANIS STREET	10.0.71.76	75	5
76	VALLEY FORGE ROAD	10.0.71.77	76	5
77	STANIS STREET	10.0.71.78	77	5
78	VALLEY FORGE ROAD	10.0.71.79	78	5
79	STANIS STREET	10.0.71.80	79	5
80	VALLEY FORGE ROAD	10.0.71.81	80	5
81	STANIS STREET	10.0.71.82	81	5
82	VALLEY FORGE ROAD	10.0.71.83	82	5
83	STANIS STREET	10.0.71.84	83	5
84	VALLEY FORGE ROAD	10.0.71.85	84	5
85	STANIS STREET	10.0.71.86	85	5
86	VALLEY FORGE ROAD	10.0.71.87	86	5
87	STANIS STREET	10.0.71.88	87	5
88	VALLEY FORGE ROAD	10.0.71.89	88	5
89	STANIS STREET	10.0.71.90	89	5
90	VALLEY FORGE ROAD	10.0.71.91	90	5
91	STANIS STREET	10.0.71.92	91	5
92	VALLEY FORGE ROAD	10.0.71.93	92	5
93	STANIS STREET	10.0.71.94	93	5
94	VALLEY FORGE ROAD	10.0.71.95	94	5
95	STANIS STREET	10.0.71.96	95	5
96	VALLEY FORGE ROAD	10.0.71.97	96	5
97	STANIS STREET	10.0.71.98	97	5
98	VALLEY FORGE ROAD	10.0.71.99	98	5
99	STANIS STREET	10.0.71.100	99	5
100	VALLEY FORGE ROAD	10.0.71.101	100	5

GENERAL NOTES

NO MODIFICATIONS OF THIS INSTALLATION ARE PERMITTED UNLESS PRIOR APPROVAL IS GRANTED IN WRITING BY A REPRESENTATIVE OF THE DEPARTMENT OF TRANSPORTATION.

ALL MAINTENANCE WORK INCLUDING TRIMMING OF TREES, PRUNING OR REMOVAL OF OBSTACLES NEAR THE SIGNALS IS THE RESPONSIBILITY OF THE PERMITEE.

ALL SIGNS AND PAVEMENT MARKINGS INDICATED ON THIS DRAWING SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH PUBLICATION NO. 212.

POST MOUNTED SIGNALS SHALL BE INSTALLED WITH THE SIGNAL HEADS A MINIMUM OF 2 FEET BEHIND THE FACE OF CURB OR THE EDGE OF THE SHOULDER. SUPPORT POLES FOR POST MOUNTED SIGNALS SHALL HAVE A MINIMUM CLEARANCE HORIZONTAL OF 2 FEET.

SIGNALS ERECTED OVER THE ROADWAY SHALL HAVE A MINIMUM CLEARANCE OF 14 FEET TO THE TOP OF THE SIGNAL HEADS. POST MOUNTED SIGNALS SHALL BE A MINIMUM OF 8 FT. ABOVE THE SIDEWALK OR PAVEMENT.

ALL OVERHEAD SIGNALS MUST BE BROADLY MOUNTED, TOP AND BOTTOM, AND EQUIPPED WITH BACKPLATES.

THE MINIMUM HORIZONTAL DISTANCE BETWEEN SIGNALS MEASURED AT RIGHT ANGLES TO THE APPROACH SHALL BE 8 FEET.

EXACT LOCATION OF DETECTORS SHALL BE DETERMINED PRIOR TO INSTALLATION BY A REPRESENTATIVE OF PENNDOT.

CURBS TO BE INSTALLED BY MUNICIPALITY AND WHERE NOTED SHALL BE PLAIN CEMENT CONCRETE CURB OR GRANITE CURB, INSTALLED IN ACCORDANCE WITH DEPARTMENT SPECIFICATIONS FORM 408.

PRIOR TO INSTALLATION THE CONTRACTOR SHALL CONSULT WITH THE LOCAL OFFICIALS AND UTILITY COMPANIES TO DETERMINE ANY UTILITIES WHICH MAY BE CREATED DUE TO THE LOCATION OF UTILITIES.

THIS DRAWING CANNOT BE USED AS A CONSTRUCTION PERMIT FOR ANY OTHER PROJECTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PREVENTION OF DAMAGE TO UNDERGROUND UTILITIES, DATED DECEMBER 20, 1974.

WHEN LIQUID FUELS MONEY IS USED, SIGNAL INSTALLATION MUST CONFORM TO FORM 408 AND A COPY OF THE SPECIFICATIONS MUST BE SUBMITTED TO THE DISTRICT TRAFFIC UNIT FOR REVIEW PRIOR TO BIDDING.

PERMITEE SHALL OBTAIN A HIGHWAY OCCUPANCY PERMIT CHANGES IN INTERSECTION GEOMETRY REQUIRING EXCAVATION.

CONDUIT INSTALLED IN BITUMINOUS ROADWAY LESS THAN 5 YEARS OLD, OR CONCRETE ROADWAY REGARDLESS OF AGE MUST BE BORED OR JACKED UNDER THE ROADWAY. INSTALL IN ACCORDANCE WITH TRAFFIC SIGNAL STANDARDS TC-800 SERIES.

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
ENGINEERING DISTRICT 6-0

COUNTY: CHESTER
MUNICIPALITY: PHOENIXVILLE BOROUGH,
EAST RIKELAND TOWNSHIP & SCHUYLKILL TOWNSHIP
INTERSECTION: SCHUYLKILL ROAD/NUIT ROAD
(SR 0023) TRAFFIC SIGNAL SYSTEM, SUBSYSTEM #1

REVIEWED: **NOT FOR CONSTRUCTION**
CONTRACTOR TO OBTAIN
SIGNED SIGNAL PLANS

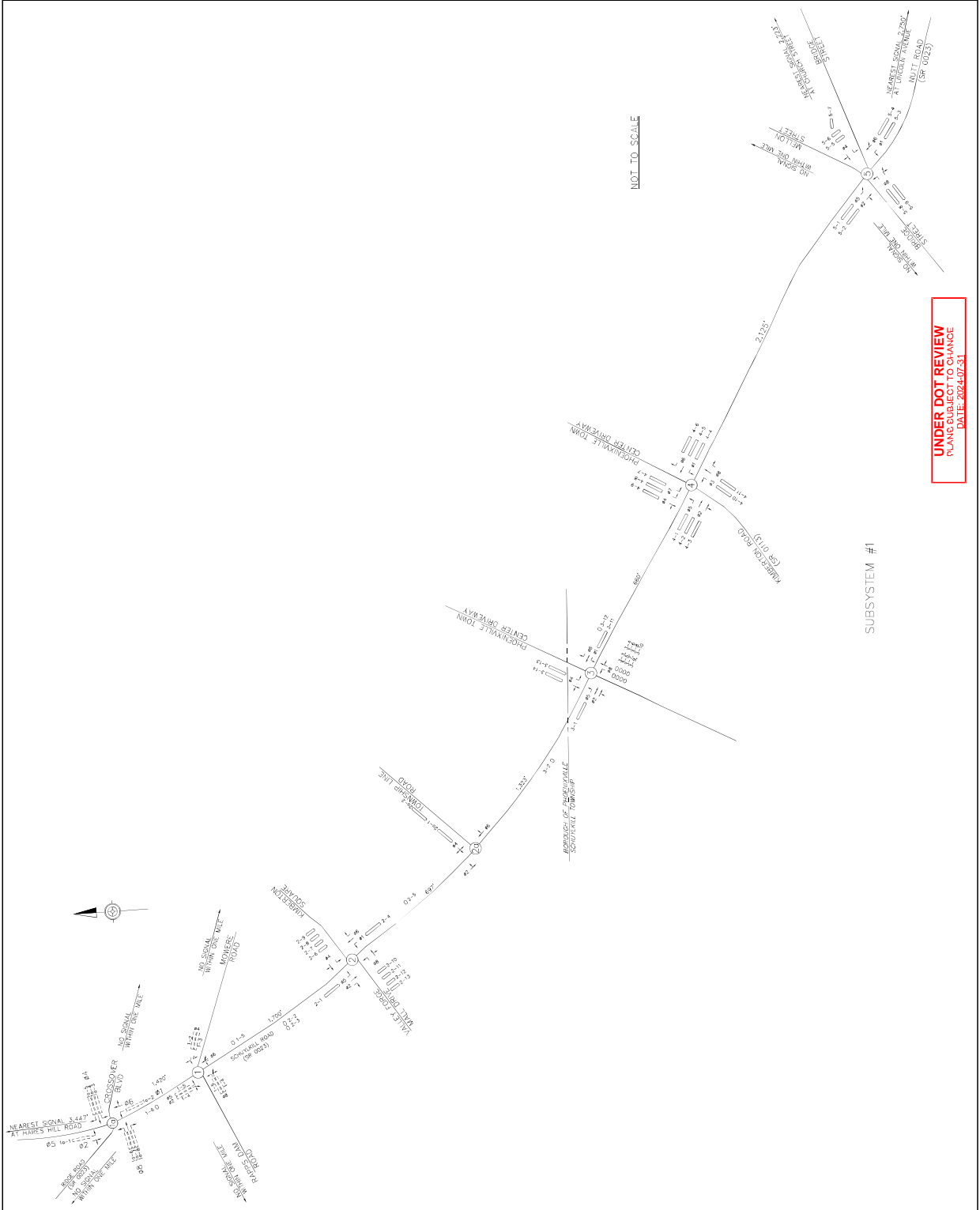
DATE: _____
DRAWN: _____

DESIGNED BY: PAUL LUTZ
DATE: 6/13/2016
MUNICIPAL SIGNALS ENGINEER

SECRET TRAFFIC ENGINEER: _____ DATE: _____

NO.	REV.	DATE	BY	DESCRIPTION
1	01	06/13/2016	PAUL LUTZ	ISSUE FOR BIDDING
2	01	06/13/2016	PAUL LUTZ	REVISIONS TO INTERSECTION
3	01	06/13/2016	PAUL LUTZ	REVISIONS TO INTERSECTION
4	01	06/13/2016	PAUL LUTZ	REVISIONS TO INTERSECTION
5	01	06/13/2016	PAUL LUTZ	REVISIONS TO INTERSECTION
6	01	06/13/2016	PAUL LUTZ	REVISIONS TO INTERSECTION
7	01	06/13/2016	PAUL LUTZ	REVISIONS TO INTERSECTION
8	01	06/13/2016	PAUL LUTZ	REVISIONS TO INTERSECTION
9	01	06/13/2016	PAUL LUTZ	REVISIONS TO INTERSECTION
10	01	06/13/2016	PAUL LUTZ	REVISIONS TO INTERSECTION

INTERCONNECT PERMIT # _____ SHEET 2 OF 9



GENERAL NOTES
NO MODIFICATIONS OF THIS INSTALLATION ARE PERMITTED UNLESS PRIOR APPROVAL IS GRANTED IN WRITING BY A REPRESENTATIVE OF THE DEPARTMENT OF TRANSPORTATION.
ALL MAINTENANCE WORK INCLUDING TRIMMING OF TREES, REPLACEMENT OF SIGNALS OR THE SIGNALS IS THE RESPONSIBILITY OF THE PERMITEE.
ALL SIGNALS AND PAVEMENT MARKINGS INDICATED ON THIS PLAN SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH PUBLICATION NO. 212.
POST MOUNTED SIGNALS SHALL BE INSTALLED WITH THE SIGNAL HEADS A MINIMUM OF 2 FEET BEHIND THE FACE OF CURB OR THE EDGE OF THE SHOULDER. SUPPORT POLES SHALL BE INSTALLED WITH A MINIMUM CLEARANCE HORIZONTAL TO CURB OF 2 FEET.
SIGNALS ERECTED OVER THE ROADWAY SHALL HAVE A MINIMUM CLEARANCE OF 14 FEET OVER THE ROADWAY. POST MOUNTED SIGNALS SHALL BE A MINIMUM OF 8 FT. ABOVE THE SIDEWALK OR PAVEMENT.
ALL OVERHEAD SIGNALS MUST BE BROADLY MOUNTED, TOP AND BOTTOM, AND EQUIPPED WITH BACKPLATES.
THE MINIMUM HORIZONTAL DISTANCE BETWEEN SIGNALS MEASURED AT RIGHT ANGLES TO THE APPROACH SHALL BE 8 FEET.
EXACT LOCATION OF DETECTORS SHALL BE DETERMINED PRIOR TO INSTALLATION BY A REPRESENTATIVE OF PENNDOT.
CURBS TO BE INSTALLED BY MUNICIPALITY AND WHERE NOTED SHALL BE PLAIN CURB CONCRETE CURB OR GRANITE CURB, INSTALLED IN ACCORDANCE WITH DEPARTMENT SPECIFICATIONS FORM 408.
PRIOR TO INSTALLATION THE CONTRACTOR SHALL CONSULT WITH THE LOCAL OFFICIALS AND UTILITY COMPANIES TO THE LOCATION OF UTILITIES.
THIS DRAWING CANNOT BE USED AS A CONSTRUCTION DOCUMENT FOR THE LATEST AMENDMENT TO ACT 287.
PREVENTION OF DAMAGE TO UNDERGROUND UTILITIES, DATED DECEMBER 20, 1974.
WHEN LIQUID FUELS MONEY IS USED, SIGNAL INSTALLATION MUST CONFORM TO FORM 408 AND A COPY OF THE INSTALLATION DRAWING SHALL BE SUBMITTED TO THE DISTRICT TRAFFIC UNIT FOR REVIEW PRIOR TO BIDDING.
PERMITEE SHALL OBTAIN A HIGHWAY OCCUPANCY PERMIT PRIOR TO ANY EXCAVATION OR REPAIRING EXCAVATION.
CONDUIT INSTALLED IN BITUMINOUS ROADWAY LESS THAN 5 YEARS OLD OR CONCRETE ROADWAY BECAUSE OF AGE MUST BE BORED OR JACKED UNDER THE ROADWAY. INSTALL IN ACCORDANCE WITH TRAFFIC SIGNAL STANDARDS TC-8800 SERIES.

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
ENGINEERING DISTRICT 6-00
COUNTY: CHESTER
MUNICIPALITY: PHOENIXVILLE BOROUGHS
EAST FIKELAND TOWNSHIP & SCHUYLKILL TOWNSHIP
INTERSECTION: SCHUYLKILL ROAD/NIITT ROAD
(SR 0023) TRAFFIC SIGNAL SYSTEM, SUBSYSTEM #1
REVISED: **NOT FOR CONSTRUCTION**
CONTRACTOR TO OBTAIN SIGNED SIGNAL PLANS
DATE: 6/13/2016
DESIGNED BY: PAUL LUZZI
MUNICIPAL SIGNALS ENGINEER
CHECKED BY: [REDACTED]
DATE: [REDACTED]
DRAWN BY: [REDACTED]
DATE: [REDACTED]
SCALE: [REDACTED]
SHEET NO.: [REDACTED] OF [REDACTED]
PROJECT NO.: [REDACTED]
DATE: [REDACTED]

WEEKLY PROGRAM CHART

EVENT	DATE	TIME	PROGRAM	REMARKS
1	6/7	08:00	4	WEEKEND
2	6/7	19:00	4	WEEKEND
3	6/7	22:00	4	WEEKEND
4	1-3	08:00	1	WEEKDAY AM
5	1-3	15:00	2	WEEKDAY PM
6	1-3	18:00	2	WEEKDAY EVENING
7	1-3	22:00	4	WEEKEND

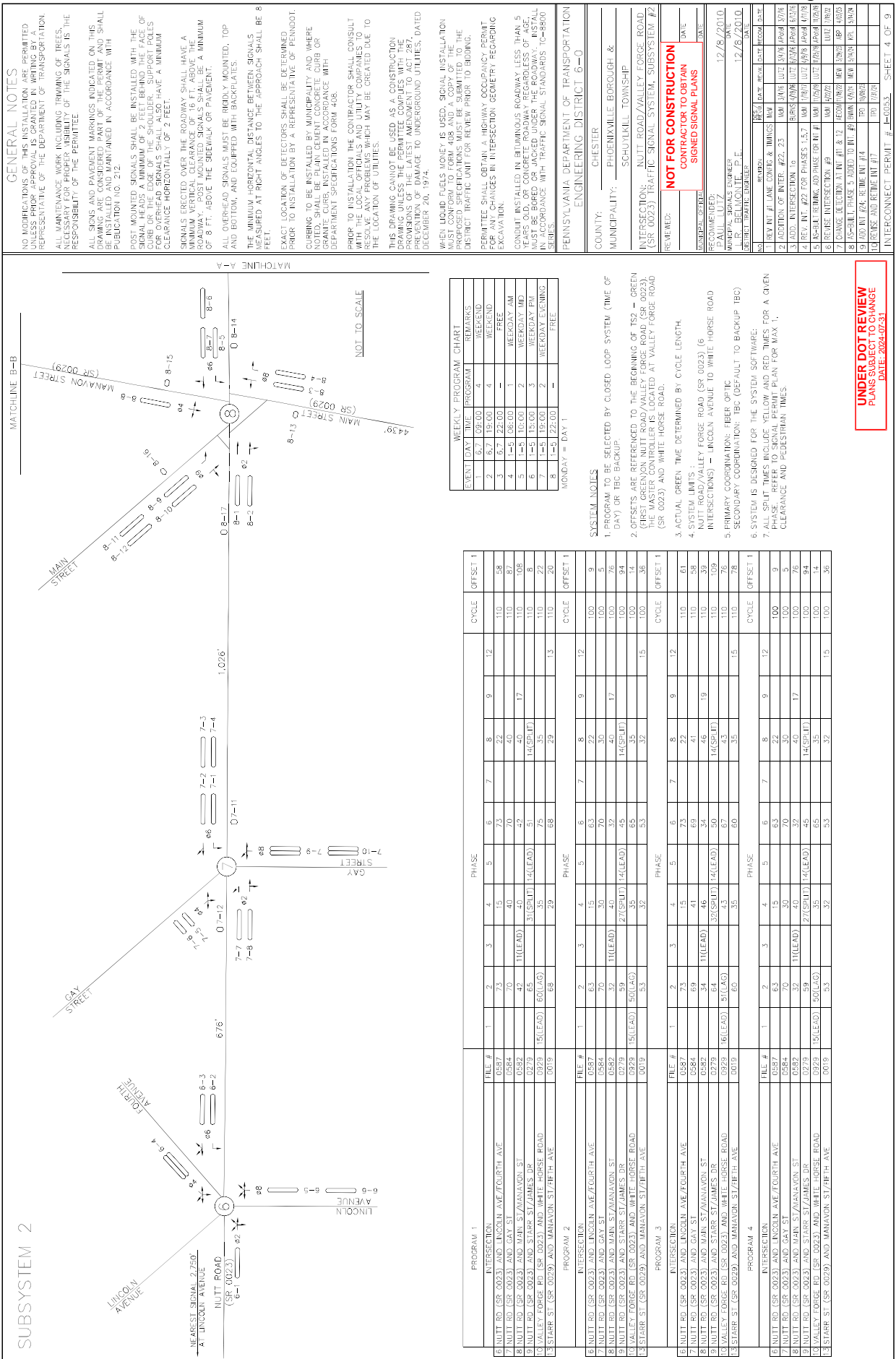
MONDAY = DAY 1

UNDER DOT REVIEW
PLANS SUBJECT TO CHANGE
DATE: 2024-07-31

SUBSYSTEM 1

1. PROGRAM TO BE SELECTED BY CLOSED LOOP SYSTEM (TIME OF DAY) OR TBC BACKUP.
2. OFFSETS ARE REFERENCED TO THE BEGINNING OF TSP - GREEN (FIRST BEGINNING) ON SCHUYLKILL ROAD/NIITT ROAD (SR 0023). THE MASTER CONTROLLER IS LOCATED AT NIITT ROAD (SR 0023) AND BRIDGE STREET.
3. ACTUAL GREEN TIME DETERMINED BY CYCLE LENGTH.
4. SYSTEM LIMITS:
SCHUYLKILL ROAD/NIITT ROAD (SR 0724/0023) (7 INTERSECTIONS) - HEDGE ROAD/NIOWERE ROAD TO BRIDGE STREET
5. PRIMARY COORDINATION: PRR, OP16
SECONDARY COORDINATION: TBC (DEFAULT) TO BACKUP (TBC)

PROGRAM	INTERSECTION	FILE #	1	2	3	4	5	6	7	8	9	CYCLE	OFFSET 1
PROGRAM 1	1 SCHUYLKILL RD (SR 0724) AND HEDGE RD (SR 0023)/GROSSOVER BLVD	3903	14(LEAD)	74	22	14(LEAD)	74	22	14(LEAD)	74	22	110	88
	1 SCHUYLKILL RD (SR 0023) AND RAPP'S DAM RD/NIOWERE RD	2441	15(LEAD)	66(LAG)	28	14(LEAD)	85	28	14(LEAD)	85	28	110	97
	2 SCHUYLKILL RD (SR 0023) AND AMBERTON SQ/VALLEY FORGE MALL DR	1986	15(LEAD)	66(LAG)	31	13(LEAD)	56(LAG)	31	13(LEAD)	56(LAG)	31	110	30
	3 SCHUYLKILL RD (SR 0023) AND TOWNSHIP LINE ROAD	2614	17(LAG)	79	40	14(LEAD)	84	40	14(LEAD)	84	40	110	30
	4 NIITT RD (SR 0023) AND AMBERTON RD/59 0113/PHOENIXVILLE TOWN CIR	0031	28(LEAD)	49(LAG)	13(LEAD)	29(LEAD)	45(LAG)	13(LEAD)	29(LEAD)	45(LAG)	13(LEAD)	110	23
PROGRAM 2	1 NIITT RD (SR 0023) AND BRIDGE ST	0568	15(LEAD)	65(LAG)	30	14(LEAD)	41(LAG)	30	14(LEAD)	41(LAG)	30	110	1
	1 SCHUYLKILL RD (SR 0724) AND HEDGE RD (SR 0023)/GROSSOVER BLVD	3903	28(LEAD)	43	29	15(LEAD)	66	29	15(LEAD)	66	29	100	33
	1 SCHUYLKILL RD (SR 0023) AND RAPP'S DAM RD/NIOWERE RD	2441	15(LEAD)	54(LAG)	30	16(LEAD)	54	30	16(LEAD)	54	30	100	63
	2 SCHUYLKILL RD (SR 0023) AND AMBERTON SQ/VALLEY FORGE MALL DR	1986	15(LEAD)	54(LAG)	31	15(LEAD)	54(LAG)	31	15(LEAD)	54(LAG)	31	100	99
	2 SCHUYLKILL RD (SR 0023) AND TOWNSHIP LINE ROAD	2614	17(LAG)	73	27	14(LEAD)	73	27	14(LEAD)	73	27	100	53
PROGRAM 3	1 NIITT RD (SR 0023) AND AMBERTON RD/59 0113/PHOENIXVILLE TOWN CIR	0031	26(LEAD)	32(LAG)	32	21(LEAD)	32(LAG)	32	21(LEAD)	32(LAG)	32	100	85
	1 NIITT RD (SR 0023) AND BRIDGE ST	0568	19(LEAD)	31(LAG)	30	15(LEAD)	39(LAG)	30	15(LEAD)	39(LAG)	30	100	59
	1 SCHUYLKILL RD (SR 0724) AND HEDGE RD (SR 0023)/GROSSOVER BLVD	3903	22(LEAD)	62	26	15(LEAD)	69	26	15(LEAD)	69	26	110	51
	1 SCHUYLKILL RD (SR 0023) AND RAPP'S DAM RD/NIOWERE RD	2441	13(LEAD)	83	27	14(LEAD)	89	27	14(LEAD)	89	27	110	97
	2 SCHUYLKILL RD (SR 0023) AND AMBERTON SQ/VALLEY FORGE MALL DR	1986	13(LEAD)	84	26	13(LEAD)	88(LAG)	31	13(LEAD)	88(LAG)	31	110	109
PROGRAM 4	1 SCHUYLKILL RD (SR 0023) AND TOWNSHIP LINE ROAD	2614	17(LAG)	84	26	14(LEAD)	84	26	14(LEAD)	84	26	110	100
	1 NIITT RD (SR 0023) AND AMBERTON RD/59 0113/PHOENIXVILLE TOWN CIR	0031	26(LEAD)	42(LAG)	17(LEAD)	25(LAG)	33(LEAD)	17(LEAD)	25(LAG)	33(LEAD)	17(LEAD)	110	61
	1 NIITT RD (SR 0023) AND BRIDGE ST	0568	15(LEAD)	70(LAG)	25	15(LEAD)	50(LAG)	25	15(LEAD)	50(LAG)	25	110	15
	1 SCHUYLKILL RD (SR 0724) AND HEDGE RD (SR 0023)/GROSSOVER BLVD	3903	28(LEAD)	43	29	15(LEAD)	66	29	15(LEAD)	66	29	100	33
	1 SCHUYLKILL RD (SR 0023) AND RAPP'S DAM RD/NIOWERE RD	2441	15(LEAD)	54(LAG)	30	16(LEAD)	54	30	16(LEAD)	54	30	100	63
PROGRAM 5	1 SCHUYLKILL RD (SR 0023) AND AMBERTON SQ/VALLEY FORGE MALL DR	1986	15(LEAD)	54(LAG)	31	15(LEAD)	54(LAG)	31	15(LEAD)	54(LAG)	31	100	99
	1 SCHUYLKILL RD (SR 0023) AND TOWNSHIP LINE ROAD	2614	17(LAG)	73	27	14(LEAD)	73	27	14(LEAD)	73	27	100	53
	1 NIITT RD (SR 0023) AND AMBERTON RD/59 0113/PHOENIXVILLE TOWN CIR	0031	26(LEAD)	32(LAG)	32	21(LEAD)	32(LAG)	32	21(LEAD)	32(LAG)	32	100	85
	1 NIITT RD (SR 0023) AND BRIDGE ST	0568	19(LEAD)	31(LAG)	30	15(LEAD)	39(LAG)	30	15(LEAD)	39(LAG)	30	100	59
	1 SCHUYLKILL RD (SR 0724) AND HEDGE RD (SR 0023)/GROSSOVER BLVD	3903	25(LEAD)	50	24	15(LEAD)	60	24	15(LEAD)	60	24	100	27



GENERAL NOTES

NO MODIFICATIONS OF THIS INSTALLATION ARE PERMITTED UNLESS PRIOR APPROVAL IS GRANTED IN WRITING BY A REPRESENTATIVE OF THE DEPARTMENT OF TRANSPORTATION.

ALL MAINTENANCE WORK INCLUDING TRIMMING OF TREES, PRUNING AND REMOVAL OF SIGNALS IS THE RESPONSIBILITY OF THE PERMITEE.

ALL SIGNS AND PAVEMENT MARKINGS INDICATED ON THIS PLAN SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH PUBLICATION NO. 212.

POST MOUNTED SIGNALS SHALL BE INSTALLED WITH THE SIGNAL HEADS A MINIMUM OF 2 FEET BEHIND THE FACE OF CURB OR THE EDGE OF THE SHOULDER. SUPPORT POLES SHALL BE INSTALLED WITH A MINIMUM CLEARANCE HORIZONTAL 3' OF 2 FEET.

SIGNALS ERECTED OVER THE ROADWAY SHALL HAVE A MINIMUM CLEARANCE HORIZONTAL 3' OF 2 FEET.

ROADWAY. POST MOUNTED SIGNALS SHALL BE A MINIMUM OF 8 FT. ABOVE THE SIDEWALK OR PAVEMENT.

ALL OVERHEAD SIGNALS MUST BE PROUDLY MOUNTED, TOP AND BOTTOM, AND EQUIPPED WITH BACKPLATES.

THE MINIMUM HORIZONTAL DISTANCE BETWEEN SIGNALS MEASURED AT RIGHT ANGLES TO THE APPROACH SHALL BE 8 FEET.

EXACT LOCATION OF DETECTORS SHALL BE DETERMINED PRIOR TO INSTALLATION BY A REPRESENTATIVE OF PENNDOT.

CURBS TO BE INSTALLED BY MUNICIPALITY AND WHERE NOTED SHALL BE PLAIN CEMENT CONCRETE CURB OR GRANITE CURB, INSTALLED IN ACCORDANCE WITH DEPARTMENT SPECIFICATIONS FORM 406.

PRIOR TO INSTALLATION THE CONTRACTOR SHALL CONSULT WITH THE LOCAL OFFICIALS AND UTILITY COMPANIES TO DETERMINE THE LOCATION OF UTILITIES WHICH MAY BE CREATED DUE TO THE LOCATION OF UTILITIES.

THIS DRAWING CANNOT BE USED AS A CONSTRUCTION DOCUMENT FOR THE PROJECT UNLESS IT IS APPROVED BY PENNDOT. PROVISIONS OF THE LATEST AMENDMENT TO ACT 287, PREVENTION OF DAMAGE TO UNDERGROUND UTILITIES, DATED DECEMBER 20, 1974.

WHEN LIQUID FUELS MONEY IS USED, SIGNAL INSTALLATION MUST CONFORM TO FORM 408 AND A COPY OF THE INSTALLATION SHALL BE SUBMITTED TO THE DISTRICT TRAFFIC UNIT FOR REVIEW PRIOR TO BIDDING.

PERMITEE SHALL OBTAIN A HIGHWAY OCCUPANCY PERMIT PRIOR TO EXCAVATION CHANGES IN INTERSECTION GEOMETRY REQUIRING EXCAVATION.

SIGNALS INSTALLED IN BURNING ROADWAY LESS THAN 5 FEET FROM THE FACE OF THE ROADWAY SHALL BE INSTALLED IN ACCORDANCE WITH TRAFFIC SIGNAL STANDARDS TC-800 SERIES.

WEEKLY PROGRAM CHART

EVENT	DAY	TIME	REMARKS
1	6-7	18:00-20:00	WEEKEND
2	6-7	18:00-20:00	WEEKEND
3	6-7	18:00-20:00	WEEKEND
4	1-5	06:00-10:00	WEEKDAY AM
5	1-5	10:00-14:00	WEEKDAY MD
6	1-5	18:00-20:00	WEEKDAY PM
7	1-5	18:00-20:00	WEEKDAY EVENING
8	1-5	22:00-24:00	FREE

MONDAY = DAY 1

SYSTEM NOTES

PROGRAM TO BE SELECTED BY CLOSED LOOP SYSTEM (TIME OF DAY) OR TBC BACKUP.

OFFSETS ARE REFERENCED TO THE BEGINNING OF TSP - GREEN PHASE.

THE MASTER CONTROLLER IS LOCATED AT VALLEY FORGE ROAD (SR 0023) AND WHITE HORSE ROAD.

ACTUAL GREEN TIME DETERMINED BY CYCLE LENGTH.

SYSTEM LIMITS: 1. KEY FORGE ROAD (SR 0023) (6 INTERSECTIONS) - LINCOLN AVENUE TO WHITE HORSE ROAD

PRIMARY COORDINATION: FIBER OPTIC

SECONDARY COORDINATION: TBC (DEFAULT TO BACKUP TBC)

SYSTEM IS DESIGNED FOR THE SYSTEM SOFTWARE:

7. ALL SPLIT TIMES INCLUDE YELLOW AND RED TIMES FOR A GIVEN PHASE. REFER TO SIGNAL PERMIT PLAN FOR MAX. CLEARANCE AND PEDESTRIAN TIMES.

PROGRAM 1

FILE #	1	2	3	4	5	6	7	8	9	12	CYCLE	OFFSET 1
0587	73	15	73	22	73	22	73	22	73	22	110	38
0584	70	40	70	40	70	40	70	40	70	40	110	87
0582	42	TRILEAD	42	TRILEAD	42	TRILEAD	42	TRILEAD	42	TRILEAD	110	8
0279	65	31(SPLIT)	65	31(SPLIT)	65	31(SPLIT)	65	31(SPLIT)	65	31(SPLIT)	110	8
0019	60(L40)	38	60(L40)	38	60(L40)	38	60(L40)	38	60(L40)	38	110	22
0019	65	29	65	29	65	29	65	29	65	29	110	240

PROGRAM 2

FILE #	1	2	3	4	5	6	7	8	9	12	CYCLE	OFFSET 1
0587	63	15	63	22	63	22	63	22	63	22	100	9
0584	70	30	70	30	70	30	70	30	70	30	100	5
0582	32	TRILEAD	32	TRILEAD	32	TRILEAD	32	TRILEAD	32	TRILEAD	100	76
0279	59	21(SPLIT)	59	21(SPLIT)	59	21(SPLIT)	59	21(SPLIT)	59	21(SPLIT)	100	94
0019	50(L40)	35	50(L40)	35	50(L40)	35	50(L40)	35	50(L40)	35	100	36
0019	55	32	55	32	55	32	55	32	55	32	100	36

PROGRAM 3

FILE #	1	2	3	4	5	6	7	8	9	12	CYCLE	OFFSET 1
0587	73	15	73	22	73	22	73	22	73	22	110	61
0584	69	41	69	41	69	41	69	41	69	41	110	58
0582	34	TRILEAD	34	TRILEAD	34	TRILEAD	34	TRILEAD	34	TRILEAD	110	39
0279	64	32(SPLIT)	64	32(SPLIT)	64	32(SPLIT)	64	32(SPLIT)	64	32(SPLIT)	110	109
0019	51(L40)	35	51(L40)	35	51(L40)	35	51(L40)	35	51(L40)	35	110	178
0019	60	35	60	35	60	35	60	35	60	35	110	178

PROGRAM 4

FILE #	1	2	3	4	5	6	7	8	9	12	CYCLE	OFFSET 1
0587	63	15	63	22	63	22	63	22	63	22	100	9
0584	70	30	70	30	70	30	70	30	70	30	100	5
0582	32	TRILEAD	32	TRILEAD	32	TRILEAD	32	TRILEAD	32	TRILEAD	100	76
0279	59	21(SPLIT)	59	21(SPLIT)	59	21(SPLIT)	59	21(SPLIT)	59	21(SPLIT)	100	94
0019	50(L40)	35	50(L40)	35	50(L40)	35	50(L40)	35	50(L40)	35	100	36
0019	55	32	55	32	55	32	55	32	55	32	100	36

GENERAL NOTES

CHESTER

PHOENIXVILLE BROADWAY & SCHUTTKILL TOWNSHIP

NUTT ROAD/VALLEY FORGE ROAD (SR 0023) TRAFFIC SIGNAL SYSTEM, SUBSYSTEM #2

REVISION: 12/18/2010

CONTRACTOR TO OBTAIN SIGNED SIGNAL PLANS

PAUL LUZZI

12/18/2010

12/18/2010

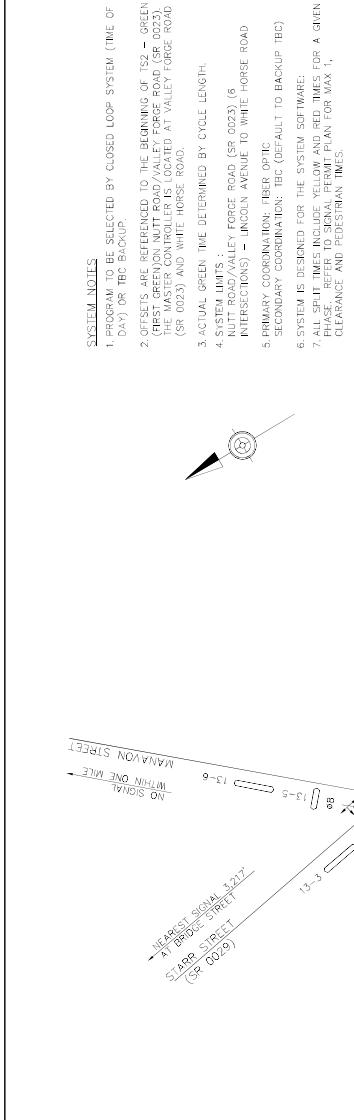
INTERCONNECT PERMIT # _____

REVISIONS

NO.	DATE	BY	DESCRIPTION
1	12/18/2010	PAUL LUZZI	ISSUED FOR PERMIT
2	12/18/2010	PAUL LUZZI	ISSUED FOR PERMIT
3	12/18/2010	PAUL LUZZI	ISSUED FOR PERMIT
4	12/18/2010	PAUL LUZZI	ISSUED FOR PERMIT
5	12/18/2010	PAUL LUZZI	ISSUED FOR PERMIT
6	12/18/2010	PAUL LUZZI	ISSUED FOR PERMIT
7	12/18/2010	PAUL LUZZI	ISSUED FOR PERMIT
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16	12/18/2010	PAUL LUZZI	ISSUED FOR PERMIT
17	12/18/2010	PAUL LUZZI	ISSUED FOR PERMIT
18	12/18/2010	PAUL LUZZI	ISSUED FOR PERMIT
19	12/18/2010	PAUL LUZZI	ISSUED FOR PERMIT
20	12/18/2010	PAUL LUZZI	ISSUED FOR PERMIT

UNDER DOT REVIEW
PLANS SUBJECT TO CHANGE
DATE: 2024-07-31

SUBSYSTEM 2



GENERAL NOTES

NO MODIFICATIONS OF THIS INSTALLATION ARE PERMITTED UNLESS PRIOR APPROVAL IS GRANTED IN WRITING BY A REPRESENTATIVE OF THE DEPARTMENT OF TRANSPORTATION. ALL MAINTENANCE WORK INCLUDING TRIMMING OF TREES, NECESSARY FOR PROPER OPERATION OF THE SIGNALS IS THE RESPONSIBILITY OF THE PERMITEE.

ALL SIGNS AND PAVEMENT MARKINGS INDICATED ON THIS PLAN SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH PUBLICATION NO. 212.

POST MOUNTED SIGNALS SHALL BE INSTALLED WITH THE SIGNAL HEADS A MINIMUM OF 2 FEET BEHIND THE FACE OF THE CURB. OVERHEAD SIGNALS SHALL ALSO HAVE A MINIMUM CLEARANCE HORIZONTALLY OF 2 FEET.

SIGNALS ERECTED OVER THE ROADWAY SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 16 FEET ABOVE THE ROADWAY SURFACE AND A MINIMUM VERTICAL CLEARANCE OF 8 FT. ABOVE THE CROWN OF PAVEMENT.

ALL SIGNALS SHALL BE PROPERLY MOUNTED, TOP AND BOTTOM, AND EQUIPPED WITH BACKPLATES.

THE MINIMUM OPERATING DISTANCE BETWEEN SIGNALS MUST BE MAINTAINED AT THE APPROXIMATE 300 FEET.

EXACT LOCATION OF DETECTORS SHALL BE DETERMINED PRIOR TO INSTALLATION BY A REPRESENTATIVE OF PENNDOT CURBING TO BE INSTALLED BY MUNICIPALITY AND WHERE NOTED, SHALL BE BLANK CEMENT CONCRETE CURB OR GRANITE CURB, INSTALLED IN ACCORDANCE WITH DEPARTMENT SPECIFICATIONS POINT 408.

PNRP TO INSTALLATION THE CONTRACTOR SHALL CONSULT WITH THE PENNDOT REPRESENTATIVE TO RESOLVE ANY PROBLEMS WHICH MAY BE CREATED DUE TO THE LOCATION OF UTILITIES.

THIS DRAWING CANNOT BE USED AS A CONSTRUCTION DRAWING UNLESS THE PERMITEE COMPLETES WITH THE DEPARTMENT OF TRANSPORTATION A PROVISION OF DAMAGE TO UNDERGROUND UTILITIES, DATED DECEMBER 20, 1974.

WHEN LIQUID FUELS MONEY IS USED, SIGNAL INSTALLATION MUST CONFORM TO FORM 408 AND A COPY OF THE PROPOSED SPECIFICATIONS MUST BE SUBMITTED TO THE PENNDOT REPRESENTATIVE PRIOR TO THE OCCURRENCE OF PERMIT EXCAVATION.

PERMITS SHALL OBTAIN HIGHWAY OCCUPANCY PERMIT EXCAVATION.

CONDUIT INSTALLED IN REMAINING ROADWAY LESS THAN 5 YEARS OLD, OR CONCRETE ROADWAY REGARDLESS OF AGE, MUST BE BORED OR JACKED UNDER THE ROADWAY. INSTALL IN ACCORDANCE WITH TRAFFIC SIGNAL STANDARDS TO-5800 SERIES.

SYSTEM NOTES

1. PROGRAM TO BE SELECTED BY CLOSED LOOP SYSTEM (TIME OF DAY) OR TBC BACKUP.

2. OFFSETS ARE REFERENCED TO THE BEGINNING OF TS2 - GREEN (FIRST GREEN NUTT ROAD/VALLEY FORGE ROAD (SR 00223). THE TRAFFIC CONTROLLER IS LOCATED AT VALLEY FORGE ROAD (SR 0023) AND WHITE HORSE ROAD.

3. ACTUAL GREEN TIME DETERMINED BY CYCLE LENGTH.

4. SYSTEM LIMITS : NUTT ROAD/VALLEY FORGE ROAD (SR 0023) (6 INTERSECTIONS) - LINDEN AVENUE TO WHITE HORSE ROAD

5. PRIMARY COORDINATION: TBC (DEFAULT TO BACKUP TBC)

6. SYSTEM IS DESIGNED FOR THE SYSTEM SOFTWARE.

7. ALL SPLIT TIMES INCLUDE YELLOW AND RED TIMES FOR A GIVEN PHASE. THE PLAN IS FOR MAX 1, CLEARANCE AND PEDESTRIAN TIMES.

NOT FOR CONSTRUCTION
CONTRACTOR TO OBTAIN SIGNED SIGNAL PLANS

NO.	REV.	BY	DATE	DESCRIPTION
1	0
2	1
3	2
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100	99

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
ENGINEERING DISTRICT 6-0

COUNTY: CHESTER
MUNICIPALITY: PHOENIXVILLE BOROUGH & SCHUYLKILL TOWNSHIP

PROJECT: NUTT ROAD/VALLEY FORGE ROAD (SR 0023) TRAFFIC SIGNAL SYSTEM, SUBSYSTEM #2

REVIEWED: **NOT FOR CONSTRUCTION**
CONTRACTOR TO OBTAIN SIGNED SIGNAL PLANS

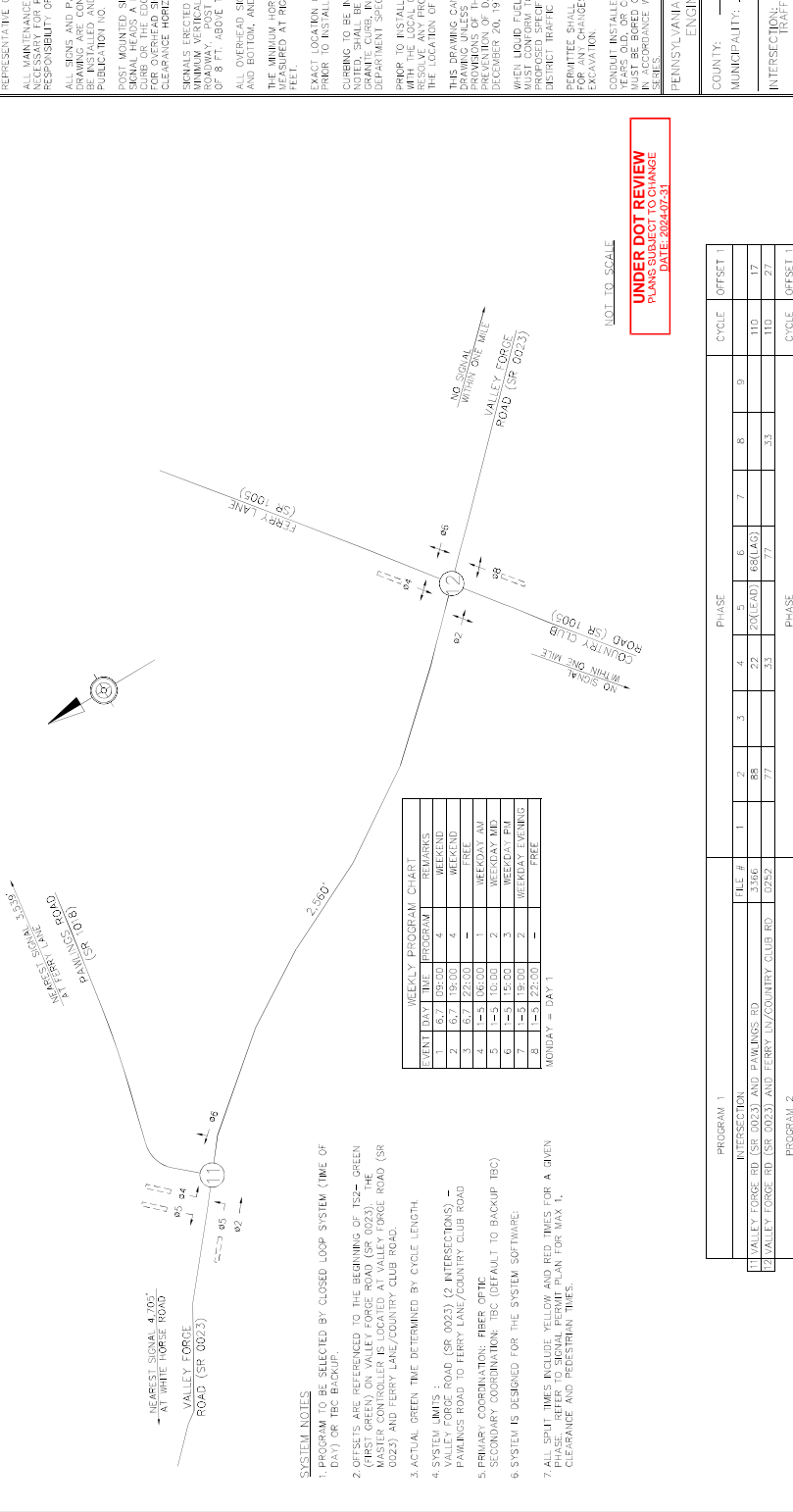
REVISION NO.	DATE	DESCRIPTION
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3	12/8/2010	...
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100	12/8/2010	...

INTECONNECT PERMIT # 1-03531 SHEET 5 OF 9

UNDER DOT REVIEW
PLANS SUBJECT TO CHANGE
DATE 2/28/2021



SUBSYSTEM 3



WEEKLY PROGRAM CHART

START DAY	END DAY	PROGRAM	WEEKEND
1	6,7	180.00	4
2	8,7	180.00	4
3	6,7	222.00	-
4	1-5	066.00	1
5	1-5	100.00	2
6	1-5	150.00	3
8	1-5	222.00	-

MONDAY = DAY 1

SYSTEM NOTES

- PROGRAM TO BE SELECTED BY CLOSED LOOP SYSTEM (TIME OF DAY) OR TBC BACKUP.
- OFFSETS ARE REFERENCED TO THE BEGINNING OF TS2- GREEN (FIRST GREEN) ON VALLEY FORGE ROAD (SR 0023). THE TBC CONTROL IS LOCAL TO VALLEY FORGE ROAD (SR 0023) AND FERRY LANE/COUNTRY CLUB ROAD.
- ACTUAL GREEN TIME DETERMINED BY CYCLE LENGTH.
- SYSTEM LIMITS : VALLEY FORGE ROAD (SR 0023) (2 INTERSECTIONS) - PAWLINGS ROAD TO FERRY LANE/COUNTRY CLUB ROAD
- PRIMARY COORDINATION: FREE OPTIC SECONDARY COORDINATION: TBC (DEFAULT TO BACKUP TBC)
- SYSTEM IS DESIGNED FOR THE SYSTEM SOFTWARE.
- ALL SPMT TIMES INCLUDE YELLOW AND RED TIMES FOR A GIVEN PHASE. REFER TO SIGNAL PERMIT PLAN FOR MAX 1" CLEARANCE AND PEDESTRIAN TIMES.

GENERAL NOTES

NO MODIFICATIONS OF THIS INSTALLATION ARE PERMITTED UNLESS PRIOR APPROVAL IS OBTAINED IN WRITING BY A REPRESENTATIVE OF THE DEPARTMENT OF TRANSPORTATION. ALL MAINTENANCE WORK INCLUDING TRIMMING OF TREES, NECESSARY FOR PROPER FUNCTIONING OF THE SIGNALS IS THE RESPONSIBILITY OF THE PERMITTEE.

ALL SIGNS AND PAVEMENT MARKINGS INDICATED ON THIS DRAWING SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH PUBLICATION NO. 212.

POST MOUNTED SIGNALS SHALL BE INSTALLED WITH THE SIGNAL HEADS A MINIMUM OF 2 FEET BEHIND THE FACE OF THE CURB. THE SIGNALS SHALL BE INSTALLED AT A MINIMUM CLEARANCE HORIZONTALLY OF 2 FEET.

SIGNALS ERECTED OVER THE ROADWAY SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 16 FT. ABOVE THE ROADWAY SURFACE AND A MINIMUM CLEARANCE HORIZONTALLY OF 8 FT. ABOVE THE SIDEWALK OF PAVEMENT.

ALL SIGNALS MUST BE PROPERLY MOUNTED, TOP AND BOTTOM, AND EQUIPPED WITH BACKPLATES.

THE MINIMUM APPROXIMATE DISTANCE BETWEEN SIGNALS MUST BE AT LEAST 150 FEET TO THE APPROXIMATE 150 FEET.

EXACT LOCATION OF DETECTORS SHALL BE DETERMINED PRIOR TO INSTALLATION BY A REPRESENTATIVE OF PENNDOT. DETECTORS SHALL BE INSTALLED BY MUNICIPALITY AND WHERE NOTED, SHALL BE BLANK CEMENT CONCRETE CURB OR GRANITE CURB, INSTALLED IN ACCORDANCE WITH PENNDOT SPECIFICATIONS FORM 408.

PHMP TO INSTALLATION THE CONTRACTOR SHALL CONSULT WITH PENNDOT TO OBTAIN A PERMIT TO EXCAVATE. TO RESOLVE ANY PROBLEMS WHICH MAY BE CREATED DUE TO THE LOCATION OF UTILITIES.

THIS DRAWING CANNOT BE USED AS A CONSTRUCTION DRAWING UNLESS THE PERMITTEE COMPLETES WITH THE PROVISIONS OF THE PERMIT. THE PERMITTEE SHALL BE RESPONSIBLE FOR DAMAGE TO UNDERGROUND UTILITIES, DATED DECEMBER 20, 1974.

WHEN LIQUID FUELS MONEY IS USED, SIGNAL INSTALLATION MUST CONFORM TO FORM 408 AND A COPY OF THE PROCEEDINGS MUST BE SUBMITTED TO THE PENNDOT TRAFFIC UNIT FOR REVIEW PRIOR TO BIDDING.

PERMITTEE SHALL OBTAIN A HIGHWAY OCCUPANCY PERMIT PRIOR TO EXCAVATION OF THE ROADWAY SURFACE REGARDING EXCAVATION.

CONDUIT INSTALLED IN PERVIOUS ROADWAY LESS THAN 5 YEARS OLD, OR CONCRETE ROADWAY REGARDLESS OF AGE, MUST BE BORED OR JACKED UNDER THE ROADWAY. INSTALL CONDUIT IN ACCORDANCE WITH TRAFFIC SIGNAL STANDARDS TO-5800 SERIES.

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
ENGINEERING DISTRICT 6-0

COUNTY: CHESTER
MUNICIPALITY: SCHUYLKILL TOWNSHIP

INTERSECTION: VALLEY FORGE ROAD (SR 0023)
TRAFFIC SIGNAL SYSTEM, SUBSYSTEM #3

REVISED: **NOT FOR CONSTRUCTION**
CONTRACTOR TO OBTAIN
SIGNAL PLAN DATE: 12/8/2010

DESIGNED BY: [Name]
CHECKED BY: [Name]
DATE: 12/8/2010

NO. REV. BY DATE REASON DATE REASON DATE

1 ADD. INTERSECTION 16 [Name] [Date] [Reason] [Date] [Reason] [Date] [Reason]

2 REV. INT. #22 FOR PHASES 1,5,7 [Name] [Date] [Reason] [Date] [Reason] [Date] [Reason]

3 NEW SET TERMIN. ADDRESS FOR INT #1 [Name] [Date] [Reason] [Date] [Reason] [Date] [Reason]

4 REVISE INTERSECTION #9 [Name] [Date] [Reason] [Date] [Reason] [Date] [Reason]

5 CHANGE INTERSECTION INT #1 & 2 [Name] [Date] [Reason] [Date] [Reason] [Date] [Reason]

6 CHANGE INTERSECTION INT #1 [Name] [Date] [Reason] [Date] [Reason] [Date] [Reason]

7 REVISE INTERSECTION #1 [Name] [Date] [Reason] [Date] [Reason] [Date] [Reason]

8 REVISE INTERSECTION INT #1 [Name] [Date] [Reason] [Date] [Reason] [Date] [Reason]

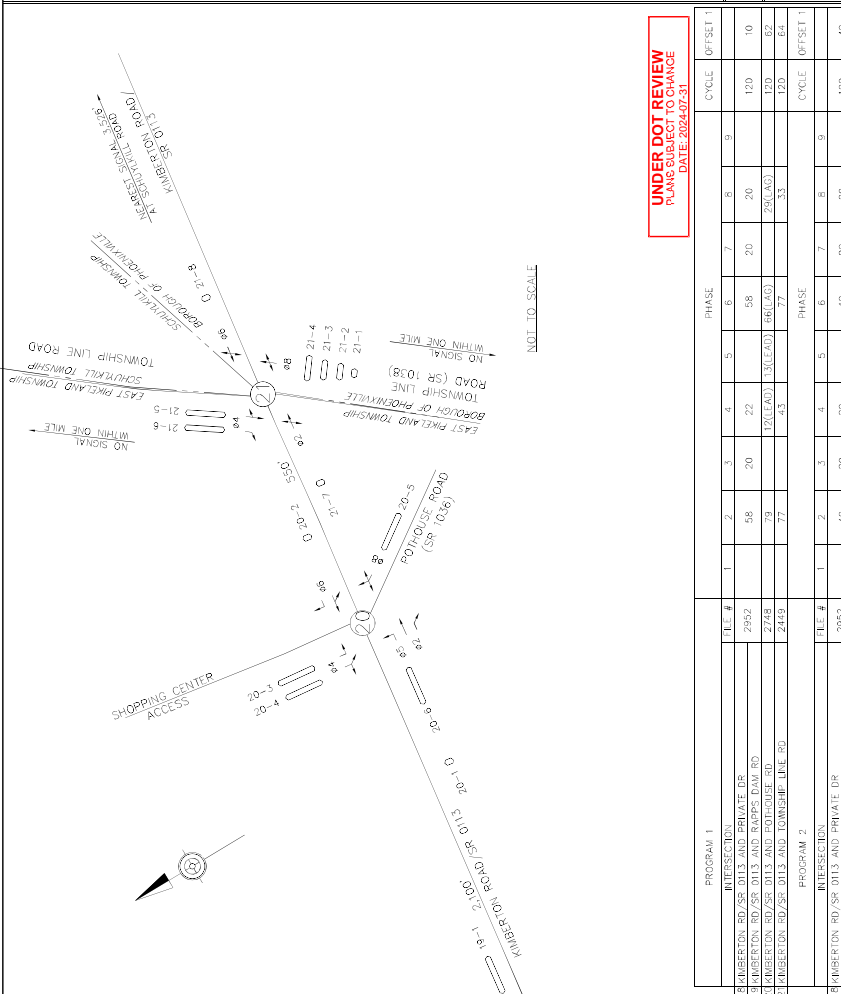
PROGRAM	FILE #	PHASE	CYCLE	OFFSET
PROGRAM 1 INTERSECTION VALLEY FORGE RD (SR 0023) AND PAWLINGS RD VALLEY FORGE RD (SR 0023) AND FERRY LN/COUNTRY CLUB RD	1	1	9	0
	2	2	8	0
	3	3	7	0
	4	4	6	0
	5	5	5	0
	6	6	4	0
	7	7	3	0
	8	8	2	0
	9	9	1	0
	10	10	0	0
	11	11	0	0
	12	12	0	0
PROGRAM 2 INTERSECTION VALLEY FORGE RD (SR 0023) AND PAWLINGS RD VALLEY FORGE RD (SR 0023) AND FERRY LN/COUNTRY CLUB RD	1	1	90	0
	2	2	80	0
	3	3	70	0
	4	4	60	0
	5	5	50	0
	6	6	40	0
	7	7	30	0
	8	8	20	0
	9	9	10	0
	10	10	0	0
	11	11	0	0
	12	12	0	0
PROGRAM 3 INTERSECTION VALLEY FORGE RD (SR 0023) AND PAWLINGS RD VALLEY FORGE RD (SR 0023) AND FERRY LN/COUNTRY CLUB RD	1	1	90	0
	2	2	80	0
	3	3	70	0
	4	4	60	0
	5	5	50	0
	6	6	40	0
	7	7	30	0
	8	8	20	0
	9	9	10	0
	10	10	0	0
	11	11	0	0
	12	12	0	0
PROGRAM 4 INTERSECTION VALLEY FORGE RD (SR 0023) AND PAWLINGS RD VALLEY FORGE RD (SR 0023) AND FERRY LN/COUNTRY CLUB RD	1	1	90	0
	2	2	80	0
	3	3	70	0
	4	4	60	0
	5	5	50	0
	6	6	40	0
	7	7	30	0
	8	8	20	0
	9	9	10	0
	10	10	0	0
	11	11	0	0
	12	12	0	0
PROGRAM 5 INTERSECTION VALLEY FORGE RD (SR 0023) AND PAWLINGS RD VALLEY FORGE RD (SR 0023) AND FERRY LN/COUNTRY CLUB RD	1	1	90	0
	2	2	80	0
	3	3	70	0
	4	4	60	0
	5	5	50	0
	6	6	40	0
	7	7	30	0
	8	8	20	0
	9	9	10	0
	10	10	0	0
	11	11	0	0
	12	12	0	0

NOT TO SCALE
UNDER DOT REVIEW
PLANS SUBJECT TO CHANGE
DATE: 2024-07-31

SUBSYSTEM 4

SYSTEM NOTES

- PROGRAM TO BE SELECTED BY CLOSED LOOP SYSTEM (TIME OF DAY OR TBC BACKUP).
- OFFSETS ARE REFERENCED TO THE BEGINNING OF TSP - GREEN LIGHT ON KIMBERTON ROAD/SR 0113 AND MASTER CONTROLLED BY KIMBERTON TOWNSHIP AND TOWNSHIP LINE ROAD.
- ACTUAL GREEN TIME DETERMINED BY CYCLE LENGTH.
- SYSTEM LIMITS: 1. 0113 (4 INTERSECTIONS) - KIMBERTON ROAD/SR 0113 TO TOWNSHIP LINE ROAD
- PRIMARY COORDINATION: FEED OPTIC
- SECONDARY COORDINATION: TBC (DEFAULT TO BACKUP TBC)
- SYSTEM IS DESIGNED FOR THE SYSTEM SOFTWARE:
- ALL SPLIT LINES INCLUDE YELLOW AND RED TIMES FOR A GIVEN PHASE. RED TIMES ARE BASED ON 10% PEAK HOUR VOLUME CLEARANCE AND PEDESTRIAN TIMES.



WEEKLY PROGRAM CHART	WEEKEND
1. 6:1 - 6:59 AM	4. WEDNESDAY
2. 6:59 - 7:00 AM	5. THURSDAY
3. 7:00 - 7:59 AM	6. FRIDAY
4. 7:59 - 8:59 AM	7. SATURDAY
5. 8:59 - 9:59 AM	8. SUNDAY
6. 9:59 - 10:59 AM	
7. 10:59 - 11:59 AM	
8. 11:59 - 12:59 PM	
9. 12:59 - 1:59 PM	
10. 1:59 - 2:59 PM	
11. 2:59 - 3:59 PM	
12. 3:59 - 4:59 PM	
13. 4:59 - 5:59 PM	
14. 5:59 - 6:59 PM	
15. 6:59 - 7:59 PM	
16. 7:59 - 8:59 PM	
17. 8:59 - 9:59 PM	
18. 9:59 - 10:59 PM	
19. 10:59 - 11:59 PM	
20. 11:59 - 12:59 AM	
21. 12:59 - 1:59 AM	
22. 1:59 - 2:59 AM	
23. 2:59 - 3:59 AM	
24. 3:59 - 4:59 AM	
25. 4:59 - 5:59 AM	
26. 5:59 - 6:59 AM	
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37. 4:59 - 5:59 AM	
38. 5:59 - 6:59 AM	
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98. 5:59 - 6:59 AM	
99. 6:59 - 7:59 AM	
100. 7:59 - 8:59 AM	

GENERAL NOTES

NO MODIFICATIONS OF THIS INSTALLATION ARE PERMITTED UNLESS PRIOR APPROVAL IS OBTAINED IN WRITING BY A REPRESENTATIVE OF THE DEPARTMENT OF TRANSPORTATION. ALL MAINTENANCE WORK INCLUDING TRIMMING OF TREES, NECESSARY FOR PROPER OPERATION OF THE SIGNALS IS THE RESPONSIBILITY OF THE PERMITTEE.

ALL SIGNS AND PAVEMENT MARKINGS INDICATED ON THIS DRAWING SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH PUBLICATION NO. 212.

POST MOUNTED SIGNALS SHALL BE INSTALLED WITH THE SIGNAL HEADS A MINIMUM OF 2 FEET BEHIND THE FACE OF THE CURB. SIGNALS SHALL BE INSTALLED AT A MINIMUM CLEARANCE HORIZONTALLY OF 2 FEET.

SIGNALS ERECTED OVER THE ROADWAY SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 16 FEET ABOVE THE ROADWAY SURFACE AND A MINIMUM VERTICAL CLEARANCE OF 8 FT. ABOVE THE SIDEWALK OR PAVEMENT.

ALL SIGNALS SHALL BE MOUNTED ON THE TOP AND BOTTOM, AND EQUIPPED WITH BACKLASHES.

THE MINIMUM OPERATING DISTANCE OF SIGNALS SHALL BE 100 FEET.

THE SIGNALS AT RIGHT ANGLES TO THE APPROACH SHALL BE 8 FEET.

EXACT LOCATION OF DETECTORS SHALL BE DETERMINED PRIOR TO INSTALLATION BY A REPRESENTATIVE OF PENNDOT CURBING TO BE INSTALLED BY MUNICIPALITY AND WHERE NOTED, SHALL BE BLANK CEMENT CONCRETE CURB OR GRANITE CURB, INSTALLED IN ACCORDANCE WITH DEPARTMENT SPECIFICATIONS POINT 408.

PHMP TO INSTALLATION THE CONTRACTOR SHALL CONSULT WITH PENNDOT TO DETERMINE THE BEST LOCATION FOR THE RESOLVE ANY PROBLEMS WHICH MAY BE CREATED DUE TO THE LOCATION OF UTILITIES.

THIS DRAWING CANNOT BE USED AS A CONSTRUCTION DRAWING UNLESS THE PERMITTEE COMPLETES WITH THE PROVISIONS OF THE PERMIT. THE PERMITTEE SHALL BE RESPONSIBLE FOR DAMAGE TO UNDERGROUND UTILITIES, DATED DECEMBER 20, 1974.

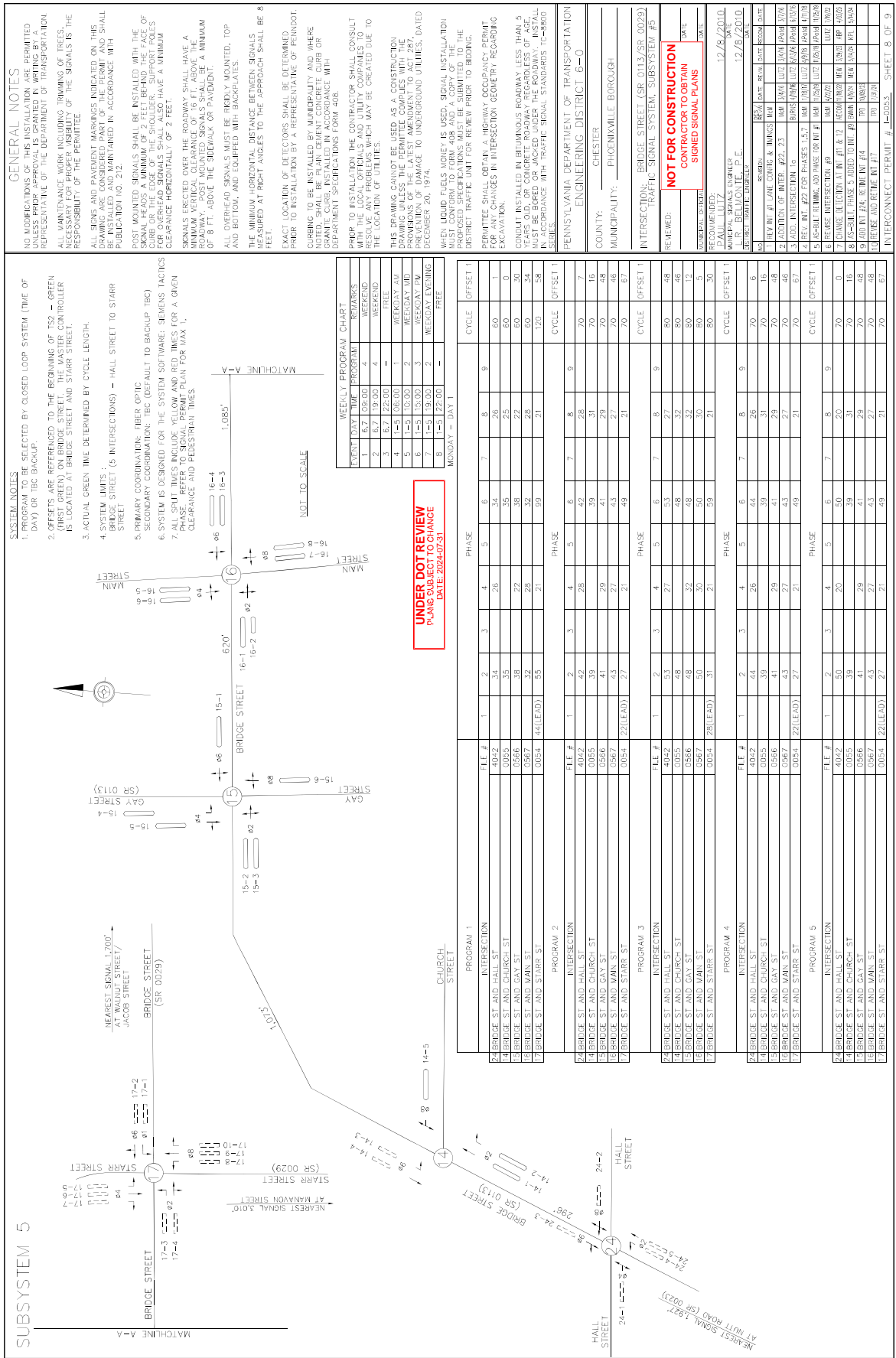
WHEN LIQUID FUELS MONEY IS USED, SIGNAL INSTALLATION MUST CONFORM TO FORM 408 AND A COPY OF THE PROPOSED SPECIFICATIONS MUST BE SUBMITTED TO THE PENNDOT DISTRICT ENGINEER FOR REVIEW AND APPROVAL. THE PERMITTEE SHALL OBTAIN A HIGHWAY OCCUPANCY PERMIT EXCAVATION. SIGNALS IN HIGHWAY OCCUPANCY PERMIT EXCAVATION SHALL BE INSTALLED IN ACCORDANCE WITH PENNDOT SPECIFICATIONS WITH TRAFFIC SIGNAL STANDARDS TO-5800 SERIES.

**UNDER DOT REVIEW
PLANS SUBJECT TO CHANGE
DATE: 2024/07/31**

INTERSECTION	FILE #	PHASE	CYCLE	OFFSET
KIMBERTON RD/SR 0113 AND PRIVATE DR	2992	58	20	10
	2748	12(LA0)	46(LA0)	62
	2449	77	33	64
KIMBERTON RD/SR 0113 AND POT HOUSE RD	2992	40	20	49
	2748	12(LA0)	46(LA0)	62
	2449	67	33	56
KIMBERTON RD/SR 0113 AND RAPPES DAM RD	2992	58	22	18
	2748	12(LA0)	46(LA0)	62
	2449	65	45	64
KIMBERTON RD/SR 0113 AND TOWNSHIP LINE RD	2992	40	20	49
	2748	12(LA0)	46(LA0)	62
	2449	67	33	56
KIMBERTON RD/SR 0113 AND TOWNSHIP LINE RD	2992	40	20	49
	2748	12(LA0)	46(LA0)	62
	2449	67	33	56
KIMBERTON RD/SR 0113 AND TOWNSHIP LINE RD	2992	40	20	49
	2748	12(LA0)	46(LA0)	62
	2449	67	33	56
KIMBERTON RD/SR 0113 AND TOWNSHIP LINE RD	2992	40	20	49
	2748	12(LA0)	46(LA0)	62
	2449	67	33	56

INTERSECTION	FILE #	PHASE	CYCLE	OFFSET
KIMBERTON RD/SR 0113 AND TOWNSHIP LINE RD	2992	40	20	49
	2748	12(LA0)	46(LA0)	62
	2449	67	33	56
KIMBERTON RD/SR 0113 AND TOWNSHIP LINE RD	2992	40	20	49
	2748	12(LA0)	46(LA0)	62
	2449	67	33	56
KIMBERTON RD/SR 0113 AND TOWNSHIP LINE RD	2992	40	20	49
	2748	12(LA0)	46(LA0)	62
	2449	67	33	56
KIMBERTON RD/SR 0113 AND TOWNSHIP LINE RD	2992	40	20	49
	2748	12(LA0)	46(LA0)	62
	2449	67	33	56
KIMBERTON RD/SR 0113 AND TOWNSHIP LINE RD	2992	40	20	49
	2748	12(LA0)	46(LA0)	62
	2449	67	33	56

INTERSECTION: KIMBERTON ROAD/SR 0113
 COUNTY: CHESTER
 MUNICIPALITY: EAST PEKELAND TOWNSHIP & SCHUYLKILL TOWNSHIP
 ENGINEERING DISTRICT: G-9
 REVIEWED: 12/8/2010
 DATE: 12/8/2010
 CONTRACTOR TO OBTAIN SIGNED SIGNAL PLANS
 SHEET 7 OF 9



SUBSYSTEM 5

**UNDER DOT REVIEW
PLANS SUBJECT TO CHANGE
DATE: 2024-07-31**

WEEKLY PROGRAM CHART

EVENT	DAY	TIME	PROGRAM	REMARKS
1	6-7	08:00	4	WEEKEND
2	6-7	19:00	4	WEEKEND
3	6-7	22:00	1	WEEKEND
4	1-5	08:00	2	WEEKDAY AM
5	1-5	15:00	2	WEEKDAY PM
6	1-5	19:00	2	WEEKDAY EVENING
7	1-5	22:00	1	FREE

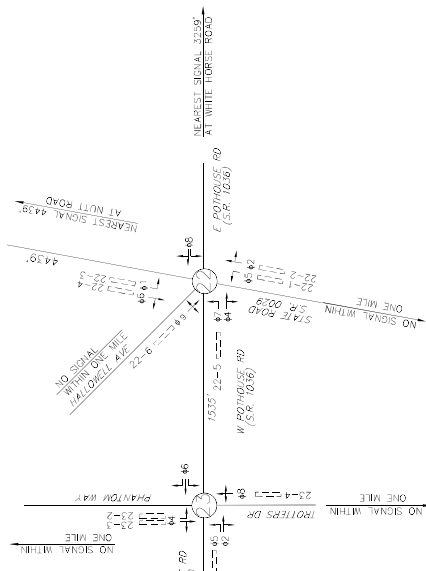
MONDAY = DAY 1

PROGRAM	FILE #	1	2	3	4	5	6	7	8	9	PHASE	CYCLE	OFFSET
PROGRAM 1 INTERSECTION BRIDGE ST AND CHURCH ST BRIDGE ST AND GAY ST BRIDGE ST AND MAIN ST BRIDGE ST AND STARR ST BRIDGE ST AND STARR ST	0054	1	2	3	4	5	6	7	8	9	1	60	1
	0052	35	35	35	35	35	35	35	35	35	2	60	0
	0566	58	58	58	58	58	58	58	58	58	3	60	30
	0567	52	52	52	52	52	52	52	52	52	4	60	34
	0054	44(LEAD)	55	21	21	21	21	21	21	21	5	120	58
	0054	22(LEAD)	27	21	21	21	21	21	21	21	6	70	67
	0054	22(LEAD)	27	21	21	21	21	21	21	21	7	70	67
PROGRAM 2 INTERSECTION BRIDGE ST AND CHURCH ST BRIDGE ST AND GAY ST BRIDGE ST AND MAIN ST BRIDGE ST AND STARR ST	0054	1	2	3	4	5	6	7	8	9	1	60	1
	0052	35	35	35	35	35	35	35	35	35	2	60	0
	0566	58	58	58	58	58	58	58	58	58	3	60	30
	0567	52	52	52	52	52	52	52	52	52	4	60	34
	0054	44(LEAD)	55	21	21	21	21	21	21	21	5	120	58
	0054	22(LEAD)	27	21	21	21	21	21	21	21	6	70	67
	0054	22(LEAD)	27	21	21	21	21	21	21	21	7	70	67
PROGRAM 3 INTERSECTION BRIDGE ST AND CHURCH ST BRIDGE ST AND GAY ST BRIDGE ST AND MAIN ST BRIDGE ST AND STARR ST	0054	1	2	3	4	5	6	7	8	9	1	60	1
	0052	35	35	35	35	35	35	35	35	35	2	60	0
	0566	58	58	58	58	58	58	58	58	58	3	60	30
	0567	52	52	52	52	52	52	52	52	52	4	60	34
	0054	44(LEAD)	55	21	21	21	21	21	21	21	5	120	58
	0054	22(LEAD)	27	21	21	21	21	21	21	21	6	70	67
	0054	22(LEAD)	27	21	21	21	21	21	21	21	7	70	67
PROGRAM 4 INTERSECTION BRIDGE ST AND CHURCH ST BRIDGE ST AND GAY ST BRIDGE ST AND MAIN ST BRIDGE ST AND STARR ST	0054	1	2	3	4	5	6	7	8	9	1	60	1
	0052	35	35	35	35	35	35	35	35	35	2	60	0
	0566	58	58	58	58	58	58	58	58	58	3	60	30
	0567	52	52	52	52	52	52	52	52	52	4	60	34
	0054	44(LEAD)	55	21	21	21	21	21	21	21	5	120	58
	0054	22(LEAD)	27	21	21	21	21	21	21	21	6	70	67
	0054	22(LEAD)	27	21	21	21	21	21	21	21	7	70	67
PROGRAM 5 INTERSECTION BRIDGE ST AND CHURCH ST BRIDGE ST AND GAY ST BRIDGE ST AND MAIN ST BRIDGE ST AND STARR ST	0054	1	2	3	4	5	6	7	8	9	1	60	1
	0052	35	35	35	35	35	35	35	35	35	2	60	0
	0566	58	58	58	58	58	58	58	58	58	3	60	30
	0567	52	52	52	52	52	52	52	52	52	4	60	34
	0054	44(LEAD)	55	21	21	21	21	21	21	21	5	120	58
	0054	22(LEAD)	27	21	21	21	21	21	21	21	6	70	67
	0054	22(LEAD)	27	21	21	21	21	21	21	21	7	70	67

SUBSYSTEM 6

GENERAL NOTES
 NO MODIFICATIONS OF THIS INSTALLATION ARE PERMITTED UNLESS PRIOR APPROVAL IS GRANTED IN WRITING BY A REPRESENTATIVE OF THE DEPARTMENT OF TRANSPORTATION.
 ALL MAINTENANCE WORK INCLUDING TRIMMING OF TREES, NECESSARY FOR PROPER FUNCTIONING OF THE SIGNALS IS THE RESPONSIBILITY OF THE PERMITTEE.
 ALL SIGNS AND PAVEMENT MARKINGS INDICATED ON THIS DRAWING SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH PUBLICATION NO. 212.
 POST MOUNTED SIGNALS SHALL BE INSTALLED WITH THE SIGNAL HEADS A MINIMUM OF 7 FEET BEHIND THE FACE OF THE CURB. ALL SIGNALS SHALL BE INSTALLED WITH A MINIMUM CLEARANCE HORIZONTALLY OF 2 FEET.
 SIGNALS ERECTED OVER THE ROADWAY SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 16 FEET ABOVE THE SURFACE OF THE ROADWAY AND A MINIMUM OF 8 FT. ABOVE THE SIDEWALK OR PAVEMENT.
 ALL SIGNALS MUST BE PROPERLY MOUNTED, TOP AND BOTTOM, AND EQUIPPED WITH BACKLASHES.
 THE MINIMUM APPROXIMATE DISTANCE BETWEEN SIGNALS SHALL BE 80 FEET.
 EXACT LOCATION OF DETECTORS SHALL BE DETERMINED PRIOR TO INSTALLATION BY A REPRESENTATIVE OF PENNDOT. CURBING TO BE INSTALLED BY MUNICIPALITY AND WHERE NOTED, SHALL BE BLANK CEMENT CONCRETE CURB OR GRANITE CURB, INSTALLED IN ACCORDANCE WITH DEPARTMENT SPECIFICATIONS FOMT 408.
 PRIOR TO INSTALLATION THE CONTRACTOR SHALL CONSULT WITH PENNDOT TO DETERMINE ANY SPECIAL REQUIREMENTS TO RESOLVE ANY PROBLEMS WHICH MAY BE CREATED DUE TO THE LOCATION OF UTILITIES.
 THIS DRAWING CANNOT BE USED AS A CONSTRUCTION DRAWING UNLESS THE PERMITEE COMPLETES WITH THE PROVISIONS OF DAMAGE TO UNDERGROUND UTILITIES, DATED DECEMBER 20, 1974.
 WHEN LIQUID FUELS MONEY IS USED, SIGNAL INSTALLATION MUST CONFORM TO FORM 408 AND A COPY OF THE PROPOSED SPECIFICATIONS MUST BE SUBMITTED TO THE PROJECT MANAGER FOR REVIEW PRIOR TO BIDDING.
 PERMITEE SHALL OBTAIN A HIGHWAY OCCUPANCY PERMIT EXCAVATION.
 CONDUIT INSTALLED IN PERVIOUS ROADWAY LESS THAN 5 FEET OLD, OR CONCRETE ROADWAY REGARDLESS OF AGE, MUST BE BORED OR JACKED UNDER THE ROADWAY. INSTALLATION OF CONDUIT MUST BE IN ACCORDANCE WITH TRAFFIC SIGNAL STANDARDS T-5800 SERIES.

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
 ENGINEERING DISTRICT 6-9
 COUNTY: CHESTER
 MUNICIPALITY: PHOENIXVILLE BOROUGH
 INTERSECTION: BRIDGE STREET (SR 0113/SR 1040)
 TRAFFIC SIGNAL SYSTEM, SUBSYSTEM #5
 REVIEWED: [REDACTED] DATE: [REDACTED]
 CONTRACTOR TO OBTAIN SIGNED SIGNAL PLANS
 DATE: [REDACTED]
 PERMITS: [REDACTED]
 MUNICIPAL WORKS ORDER # [REDACTED] DATE: 12/8/2010
 PROJECT NO. [REDACTED]
 SHEET NO. [REDACTED] OF [REDACTED]
 INTERCONNECT PERMIT # [REDACTED] SHEET 9 OF 9



FILE #	PHASE	CYCLE	OFFSET 1	REFERENCE INTERVAL 1	OFFSET 2	REFERENCE INTERVAL 2
2270	1	120	0	0	12	120
2270	2	120	22	22	24	120
3584	3	130	0	0	12	130
3584	4	130	22	22	14	130
2270	1	105	0	0	12	105
2270	2	105	22	22	14	105
3584	3	160	0	0	14	160
3584	4	160	22	22	14	160

- SYSTEM NOTES**
- PROGRAM TO BE SELECTED BY CLOSED LOOP SYSTEM (TIME OF DAY) OR TBC BACKUP.
 - OFFSETS ARE REFERENCED TO THE BEGINNING OF GREEN (PHASE 2+6) ON NUTT ROAD/VALLEY FORGE ROAD (SR 0023). THE MASTER CONTROLLER IS LOCATED AT VALLEY FORGE ROAD (SR 0023) AND WHITE HORSE ROAD.
 - ACTUAL GREEN TIME DETERMINED BY CYCLE LENGTH.
 - SYSTEM UNITS -
 W. POTHOUSE RD. (SR 1016) (2 INTERSECTIONS) - STATE ROMAN STREET (SR. 029) TO TROTTERS DR/PHANTOM WAY
 PRIMARY COORDINATION: FIBER OPTIC
 SECONDARY COORDINATION: TBC (DEFAULT TO BACKUP TBC)
 - SYSTEM IS DESIGNED FOR THE SIGNAL SYSTEM SOFTWARE.
 - ALL EVENT TIMES INCLUDE YELLOW AND RED TIMES FOR A GIVEN PHASE. REFER TO SIGNAL PERMIT PLAN FOR MAX 1" CLEARANCE AND PEDESTRIAN TIMES.

INTERSECTIONS 22-23

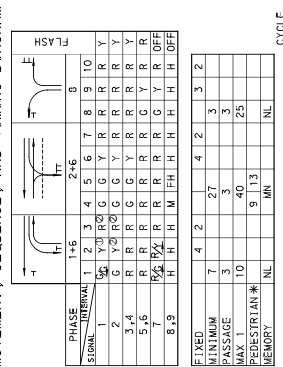
EVENT	DAY	TIME	PROGRAM	REMARKS
1	4-5	06:00	1	AM PEAK
2	4-5	07:00	2	AM SCHOOL
3	4-5	08:45	FREE	INDAY
4	1-3	16:15	3	PM SCHOOL
5	1-3	19:45	FREE	EVENINGS
6	4-7	00:00	FREE	WEEKENDS

MONDAY = DAY 1

**UNDER DOT REVIEW
 PLANS SUBJECT TO CHANGE
 DATE: 2024-07-31**

LEGEND
 ○ PHASE
 □ M30 DETECTION ZONE
 SCALE: NOT TO SCALE

MOVEMENT, SEQUENCE, AND TIMING DIAGRAM



PHASE	1-6	2-6	7	8
VEHICLE	Y	R	G	R
PEDESTRIAN	H	H	H	H

PROGRAM	1	2	3	4
MINIMUM	7	27	3	3
PASSAGE	10	0	0	23
MEMORY	NL	MN	NL	NL

PROGRAM	1	2	3	4
VEHICLE	Y	R	G	R
PEDESTRIAN	H	H	H	H

WEEKLY PROGRAM CHART	EVENT	DAY	TIME	REMARKS
1	1-7	0000	MAXIMUM 1	
2	1-5	0600	PROGRAM 1	
3	1-5	0900	PROGRAM 2	
4	1-5	1500	PROGRAM 3	
5	1-5	1800	MAXIMUM 1	
6	6-7	0900	PROGRAM 4	
7	6-7	1200	MAXIMUM 1	

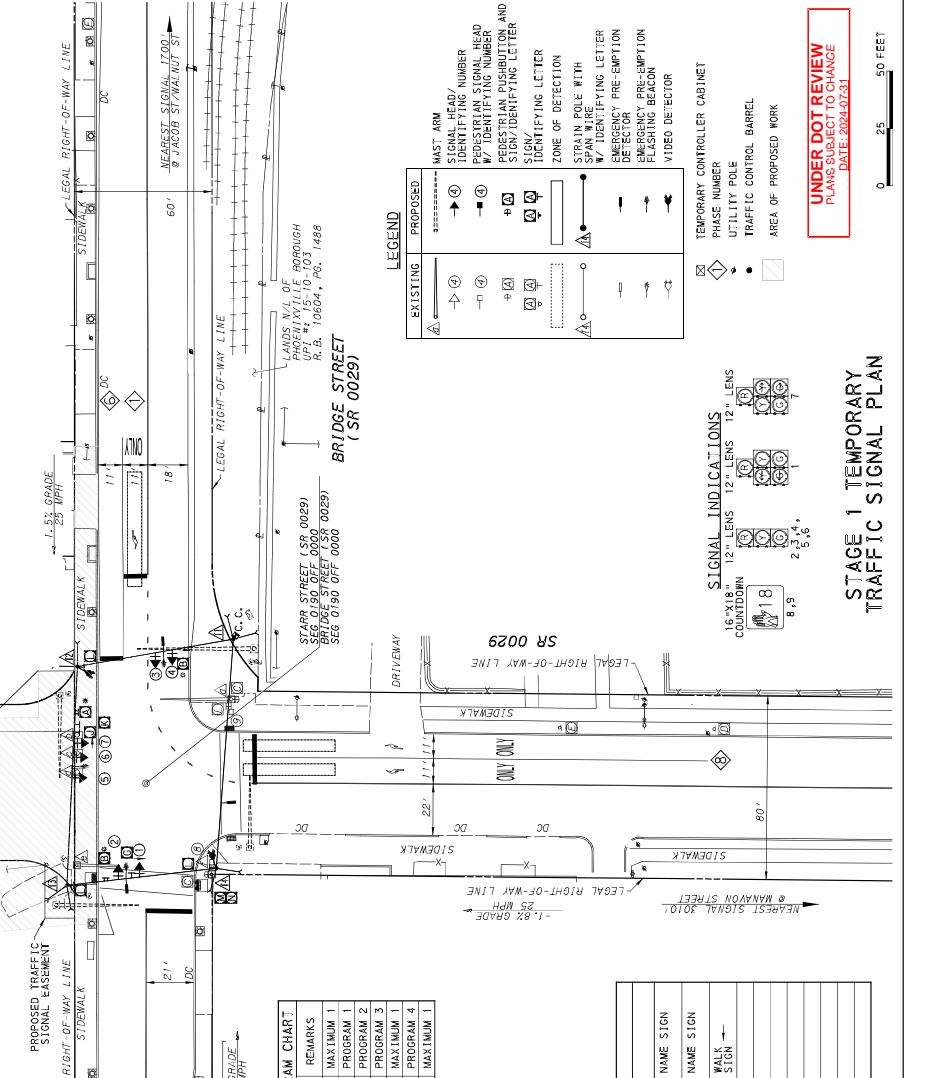
OPERATION NOTES
 G IF FOLLOWED BY 2-6
 C IF FOLLOWED BY 2-6
 *PEDESTRIAN COUNTDOWN TIMER TO COUNT DOWN DURING PHASE
 *PEDESTRIAN HAND SIGNAL PHASE 4-8
 *2-6 UNTIL ACTUATED BY PHASE 4-8
 *UPON PEDESTRIAN ACTUATION PHASE 4-8
 *UPON PHASE HAND SIGNAL AT ALL TIMES
 *DAY 1 = MONDAY

SIGN TABULATION

PLAN SYMBOL	SERIES	SIZE	DESCRIPTION
1	D3-4	72"x12"	SINGLE-LINE OVERHEAD STREET NAME SIGN
2	D3-4	72"x12"	SINGLE-LINE OVERHEAD STREET NAME SIGN
3	R10-36L	9"x15"	EDUCATIONAL PUSH-BUTTON FOR WALK SIGNAL WITH COUNTDOWN TIMER SIGN
4	R10-7L	30"x30"	LEFT LANE MUST TURN LEFT
5	R10-7R	30"x36"	RIGHT LANE MUST TURN RIGHT
6	R10-12	30"x36"	LEFT TURN YIELD ON GREEN
7	R10-10R	30"x36"	RIGHT TURN SIGNAL
8	R10-10L	30"x36"	NO TURN ON RED 4PM-6PM
9	R3-3	18"x18"	NO PEDESTRIAN CROSSING SIGN
10	M4-9BL	30"x24"	PEDESTRIAN DETOUR
11	R6-9	24"x12"	STEWART STREET NAME SIGN TO BE RELOCATED TO PROPOSED SPAN WIRE

CONSTRUCTION NOTES:

- REFER TO BID PLANS FOR THE SEQUENCE OF CONSTRUCTION
- INSTALL TEMPORARY ROAD SPAN WIRE POLES AND SPAN WIRE SIGNAL HEADS WITH EMERGENCY VEHICLE PRE-EMPTION EQUIPMENT, VIDEO DETECTORS, TEMPORARY CONTROLLER AT SUPPORT. ALL TEMPORARY WIRING, AND SIGNS AS SHOWN.
- DISCONNECT FIBER OPTIC CABLE FROM CONTROLLER AND SPOOL ON UTILITY POLE #896. INSTALL TEMPORARY PATCH PANEL NEAR FIBER SPOOL LOCATION AND TYPICAL JUMPER INTERSECTIONS.
- BAG EXISTING PEDESTRIAN EQUIPMENT ON SW CORNER FOR WESTERN LEG CROSSING AND INSTALL NO PEDESTRIAN CROSSING SIGNS AND PEDESTRIAN DETOUR SIGNS AS SHOWN. PROVIDE TEMPORARY PEDESTRIAN DETOUR SIGNAGE FOR PEDESTRIAN LEG CROSSING ARE TO REMAIN AS SHOWN.
- ENROUTE TEMPORARY SIGNAL EQUIPMENT, AND OPERATE WITH PHASING AND TIMINGS AS SHOWN.
- REMOVE EXISTING SIGNAL POLES AND EXISTING POLE. IF NECESSARY TO PROVIDE VISIBILITY OF TEMPORARY SIGNAL HEADS.
- MAINTAIN OPERATION OF COMMUNICATIONS AMONG ADJACENT TRAFFIC SIGNALS, VEHICLE DETECTION, AND EMERGENCY VEHICLE PRE-EMPTION DETECTION DURING CONSTRUCTION.



GENERAL NOTES

NO NEW EIGHTIONS OF THE PERMITTING NOTATION ARE PERMITTED UNLESS THE DEPARTMENT OF TRANSPORTATION IS ADVISED BY REPRESENTATIVE OF THE DEPARTMENT OF TRANSPORTATION.

ALL MAINTENANCE WORK INCLUDING TRIMMING OF TREES, SHALL BE COMPLETED AND MAINTAINED IN ACCORDANCE WITH PUBLICATION NO. 212, RESPONSIBILITY OF THE PERMITTEE.

ALL SIGNS AND PAVEMENT MARKINGS INDICATED ON THIS DRAWING SHALL BE COMPLETED AND MAINTAINED IN ACCORDANCE WITH PUBLICATION NO. 212, RESPONSIBILITY OF THE PERMITTEE.

POST MOUNTED SIGNS SHALL BE INSTALLED WITH THE SIGNAL HEADS A MINIMUM OF 2 FEET BEHIND THE FACE OF CURB OR THE SIDEWALK. ALL SIGNS SHALL HAVE A MINIMUM CLEARANCE HORIZONTALLY OF 6 FEET.

SIGNALS DIRECTION OF THE ROADWAY SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 16 FT. ABOVE THE ROADWAY. POST MOUNTED SIGNS SHALL BE A MINIMUM OF 8 FT. ABOVE THE SIDEWALK OR PAVEMENT.

ALL OVERHEAD SIGNS MUST BE RIGIDLY MOUNTED, TOP AND BOTTOM, AND EQUIPPED WITH BAGPIPES.

THE MINIMUM HORIZONTAL DISTANCE BETWEEN SIGNALS MEASURED AT RIGHT ANGLES TO THE APPROACH SHALL BE 8 FEET.

EXACT LOCATION OF DETECTORS SHALL BE DETERMINED PRIOR TO INSTALLATION BY A REPRESENTATIVE OF PENNDOT.

CONSTRUCTION SHALL BE COMPLETED PRIOR TO THE COMMENCEMENT OF THE PERMITTEE'S WORK.

PRIOR TO INSTALLATION THE CONTRACTOR SHALL CONSULT WITH THE LOCAL OFFICIALS AND UTILITY COMPANIES TO RESOLVE ANY CONFLICTS AND TO OBTAIN ANY NECESSARY PERMITS.

THIS DRAWING CANNOT BE USED AS A CONSTRUCTION DRAWING UNLESS THE PERMITTEE COMPLETES WITH THE PROVISIONS OF THE PERMITTEE'S SPECIFICATIONS TO THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION 2004 AND ANY SUPPLEMENT TO THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION 2004, AND ANY SUPPLEMENT TO THE DISTRICT TRAFFIC PERMIT FOR REVIEW PRIOR TO BIDDING.

PERMITTEE SHALL OBTAIN A HIGHWAY OCCUPANCY PERMIT FOR ANY CHANGES IN INTERSECTION GEOMETRY REGARDING EXCAVATION, CLOSURE, OR JACKED UNDER THE ROADWAY. INSTALL IN ACCORDANCE WITH TRAFFIC SIGNAL STANDARDS TC-8000 SERIES.

TEMPORARY TRAFFIC SIGNAL PERMIT #162-00544

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
ENGINEERING DISTRICT 6-0

CHESTER

MUNICIPALITY: PHOENIXVILLE BOROUGH
INTERSECTION: BRIDGE STREET (SR 0029)
AND STARR STREET (SR 0029)

NO.	REVISION	DESIGNED	DATE	REVIEWED	DATE	RECORD	DATE
1							
2							
3							
4							
5							
6							
7							
8							

REVIEWED: CONTRACTOR TO OBTAIN SIGNED SIGNAL PLANS DATE DATE

MUNICIPAL OFFICIAL DATE DATE

RECOMMENDED: DATE DATE

DISTRICT TRAFFIC ENGINEER DATE DATE

NO.	REVISION	DESIGNED	DATE	REVIEWED	DATE	RECORD	DATE
1							
2							
3							
4							
5							
6							
7							
8							

PERMIT # 162-00544

PERMIT # 162-00544

PERMIT # 162-00544

FILE # 0054

STAGE 1 TEMPORARY TRAFFIC SIGNAL PLAN

UNDER DOT REVIEW PLANS SUBJECT TO CHANGE DATE: 2024-07-31

PLAN SYMBOL	SERIES	SIZE	DESCRIPTION
1	D3-4	72"x12"	SINGLE-LINE OVERHEAD STREET NAME SIGN
2	D3-4	72"x12"	SINGLE-LINE OVERHEAD STREET NAME SIGN
3	R10-36L	9"x15"	EDUCATIONAL PUSH-BUTTON FOR WALK SIGNAL WITH COUNTDOWN TIMER SIGN
4	R10-7L	30"x30"	LEFT LANE MUST TURN LEFT
5	R10-7R	30"x36"	RIGHT LANE MUST TURN RIGHT
6	R10-12	30"x36"	LEFT TURN YIELD ON GREEN
7	R10-10R	30"x36"	RIGHT TURN SIGNAL
8	R10-10L	30"x36"	NO TURN ON RED 4PM-6PM
9	R3-3	18"x18"	NO PEDESTRIAN CROSSING SIGN
10	M4-9BL	30"x24"	PEDESTRIAN DETOUR
11	R6-9	24"x12"	STEWART STREET NAME SIGN TO BE RELOCATED TO PROPOSED SPAN WIRE

OPERATION NOTES
 G IF FOLLOWED BY 2-6
 C IF FOLLOWED BY 2-6
 *PEDESTRIAN COUNTDOWN TIMER TO COUNT DOWN DURING PHASE
 *PEDESTRIAN HAND SIGNAL PHASE 4-8
 *2-6 UNTIL ACTUATED BY PHASE 4-8
 *UPON PEDESTRIAN ACTUATION PHASE 4-8
 *UPON PHASE HAND SIGNAL AT ALL TIMES
 *DAY 1 = MONDAY

WEEKLY PROGRAM CHART	EVENT	DAY	TIME	REMARKS
1	1-7	0000	MAXIMUM 1	
2	1-5	0600	PROGRAM 1	
3	1-5	0900	PROGRAM 2	
4	1-5	1500	PROGRAM 3	
5	1-5	1800	MAXIMUM 1	
6	6-7	0900	PROGRAM 4	
7	6-7	1200	MAXIMUM 1	

OPERATION NOTES
 G IF FOLLOWED BY 2-6
 C IF FOLLOWED BY 2-6
 *PEDESTRIAN COUNTDOWN TIMER TO COUNT DOWN DURING PHASE
 *PEDESTRIAN HAND SIGNAL PHASE 4-8
 *2-6 UNTIL ACTUATED BY PHASE 4-8
 *UPON PEDESTRIAN ACTUATION PHASE 4-8
 *UPON PHASE HAND SIGNAL AT ALL TIMES
 *DAY 1 = MONDAY

WEEKLY PROGRAM CHART	EVENT	DAY	TIME	REMARKS
1	1-7	0000	MAXIMUM 1	
2	1-5	0600	PROGRAM 1	
3	1-5	0900	PROGRAM 2	
4	1-5	1500	PROGRAM 3	
5	1-5	1800	MAXIMUM 1	
6	6-7	0900	PROGRAM 4	
7	6-7	1200	MAXIMUM 1	

GENERAL NOTES

NO WORK BEING PERFORMED IN THIS ZONE IS PERMITTED UNLESS THE PERMITTEE OBTAINS THE NECESSARY PERMITS FROM THE DEPARTMENT OF TRANSPORTATION.

ALL MAINTENANCE WORK INCLUDING TRIMMING OF TREES, NECESSARY FOR PROPER VISIBILITY OF THE SIGNALS IS THE RESPONSIBILITY OF THE PERMITTEE.

ALL SIGNS AND PAVEMENT MARKINGS INDICATED ON THIS DRAWING SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH THE PROVISIONS OF THE PENNSYLVANIA DEPARTMENT OF TRANSPORTATION SIGNALING MANUAL, LATEST EDITION, AND THE PROVISIONS OF THE PENNSYLVANIA DEPARTMENT OF TRANSPORTATION SIGNALING MANUAL, LATEST EDITION, AND THE PROVISIONS OF THE PENNSYLVANIA DEPARTMENT OF TRANSPORTATION SIGNALING MANUAL, LATEST EDITION.

POST MOUNTED SIGNALS SHALL BE INSTALLED WITH THE SIGNAL HEADS A MINIMUM OF 2 FEET BELOW THE FACE OF CURB OR THE FACE OF THE ROADWAY. ALL SIGNALS SHALL ALSO HAVE A MINIMUM CLEARANCE HORIZONTALLY OF 6 FEET.

SIGNALS ERECTED OVER THE ROADWAY SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 16 FEET ABOVE THE ROADWAY. POST MOUNTED SIGNALS SHALL BE A MINIMUM OF 8 FEET ABOVE THE SIDEWALK OR PAVEMENT.

ALL OVERHEAD SIGNALS MUST BE RIGIDLY MOUNTED, TOP AND BOTTOM, AND EQUIPPED WITH BACKPLATES.

THE MINIMUM HORIZONTAL DISTANCE BETWEEN SIGNALS MEASURED AT RIGHT ANGLES TO THE APPROACH SHALL BE 8 FEET.

EXACT LOCATION OF DETECTORS SHALL BE DETERMINED PRIOR TO INSTALLATION BY A REPRESENTATIVE OF PERMITTEE.

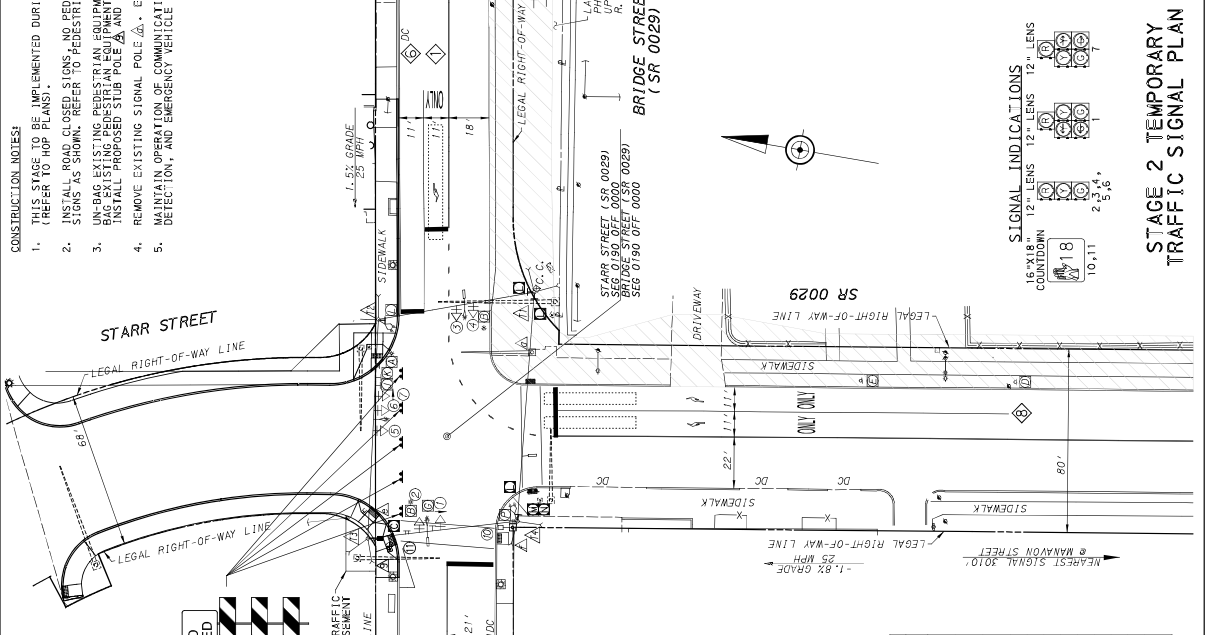
SHALL BE PLAIN CEMENT CONCRETE CURB OR GRANITE CURB FORM 400 IN ACCORDANCE WITH DEPARTMENT SPECIFICATIONS PRIOR TO INSTALLATION. THE CONTRACTOR SHALL CONSULT WITH THE LOCAL OFFICIALS AND UTILITY COMPANIES TO RESOLVE ANY UTILITIES.

THIS DRAWING CANNOT BE USED AS A CONSTRUCTION DRAWING UNLESS THE PERMITTEE COMPLETES WITH THE PROVISIONS OF THE PENNSYLVANIA DEPARTMENT OF TRANSPORTATION SIGNALING MANUAL, LATEST EDITION, AND THE PROVISIONS OF THE PENNSYLVANIA DEPARTMENT OF TRANSPORTATION SIGNALING MANUAL, LATEST EDITION.

PERMITTEE SHALL OBTAIN A HIGHWAY OCCUPANCY PERMIT FOR ANY CHANGES IN INTERSECTION GEOMETRY REGARDING EXCAVATION, CONDUIT INSTALLED IN UTILITIES, ROADWAY LESS THAN 5 YEARS OLD OR JACKED UNDER THE ROADWAY. INSTALL IN ACCORDANCE WITH TRAFFIC SIGNAL STANDARDS TC-800 SERIES.

CONSTRUCTION NOTES

- THIS STAGE TO BE IMPLEMENTED DURING PHASE 2 OF THE SEQUENCE OF CONSTRUCTION (REFER TO HDP PLANS).
- INSTALL ROAD CLOSED SIGNS, NO PEDESTRIAN CROSSING SIGNS AND PEDESTRIAN DETOUR SIGNS AS SHOWN. REFER TO PEDESTRIAN DETOUR PLAN.
- UN-BAG EXISTING PEDESTRIAN EQUIPMENT ON SW CORNER FOR WESTERN LEG CROSSING. BAG EXISTING PEDESTRIAN EQUIPMENT ON SW CORNER FOR SOUTHERN LEG CROSSING. INSTALL PROPOSED STUB POLE AND ASSOCIATED PEDESTRIAN EQUIPMENT ON NW CORNER.
- REMOVE EXISTING SIGNAL POLE AND EXISTING POLE IS TO REMAIN.
- MAINTAIN OPERATION OF COMMUNICATIONS AMONG ADJACENT TRAFFIC SIGNALS, VEHICLE DETECTION, AND EMERGENCY VEHICLE PRE-EMPTION DETECTION DURING CONSTRUCTION.



MOVEMENT, SEQUENCE, AND TIMING DIAGRAM

PHASE	1+6	2+5	3	4	5	6	7	8	9	10
SIGNAL INTERVAL	Y	R	R	R	R	R	R	R	R	Y
1	Y	R	R	R	R	R	R	R	R	Y
2	G	Y	R	R	R	R	R	R	R	Y
3	R	R	G	R	R	R	R	R	R	Y
4	R	R	R	G	R	R	R	R	R	Y
5	R	R	R	R	G	R	R	R	R	Y
6	R	R	R	R	R	G	R	R	R	Y
7	R	R	R	R	R	R	G	R	R	Y
8	R	R	R	R	R	R	R	G	R	Y
9	R	R	R	R	R	R	R	R	G	Y
10	R	R	R	R	R	R	R	R	R	Y

FIXED	4	2	4	2	3	2
MINIMUM	7	0	27	3	3	3
PASSAGE	3	3	3	3	3	3
PEDESTRIAN*	10	40	20	10	10	10
MEMORY	NL	MN	NL	NL	NL	NL

PROGRAM	1	2	3	4	5	6	7	8	9	10
1	38	4	2	48	4	2	17	3	2	120
2	51	4	2	26	4	2	16	3	2	90
3	17	4	2	26	4	2	16	3	2	90
4	11	4	2	26	4	2	16	3	2	70

WEEKLY PROGRAM CHART	EVENT	DAY	TIME	REMARKS
1	1-7	0000	MAXIMUM 1	
2	1-5	0500	PROGRAM 1	
3	1-5	0900	PROGRAM 2	
4	1-5	1500	PROGRAM 3	
5	1-5	1800	MAXIMUM 1	
6	6-7	0900	PROGRAM 4	
7	6-7	1200	MAXIMUM 1	

*DAY 1 = MONDAY

TEMPORARY TRAFFIC SIGNAL PERMIT #162-0054B

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
ENGINEERING DISTRICT 6-0

COUNTY: CHESTER
MUNICIPALITY: PHOENIXVILLE BOROUGH
INTERSECTION: BRIDGE STREET (SR 0029) AND STARR STREET (SR 0029)

REVIEWED: **NOT FOR CONSTRUCTION** CONTRACTOR TO OBTAIN SIGNED SIGNAL PLANS
MUNICIPAL OFFICIAL: _____ DATE: _____
RECOMMENDED: _____ DATE: _____
DISTRICT TRAFFIC ENGINEER: _____ DATE: _____

NO	REVISION	DES/REV	DATE	REVIEW	DATE	RECORD	DATE
1							
2							
3							
4							
5							
6							
7							
8							

SHEET 2 OF 3 PERMIT # 162-0054B FILE # 0054

EMERGENCY PRE-EMPTION PHASING MOVEMENT, SEQUENCE, AND TIMING DIAGRAM

PHASE	1	2	3	4	5	6
SIGNAL	R	R	R	G	Y	R
1	R	R	R	G	Y	R
2	R	R	R	G	Y	R
3	R	R	R	G	Y	R
4	R	R	R	G	Y	R
5	R	R	R	G	Y	R
6	R	R	R	G	Y	R
FIXED	▲	▲	▲	▲	▲	▲

▲ FOR DURATION OF PRE-EMPTION
● INDICATE SIGNALS THAT ARE RECOMMENDED TO HAVE THE ZERO "00" FEATURE ON, TO GIVE UNCODED EMITTERS THE ABILITY TO ACTIVATE THE EMERGENCY PRE-EMPTION.

EMERGENCY PRE-EMPTION
OPERATION NOTES

◎ SIGNAL TO INDICATE G WHEN RETURNING TO NORMAL OPERATION
◐ SIGNAL TO INDICATE Y WHEN RETURNING TO NORMAL OPERATION

EMERGENCY PRE-EMPTION NOTES:

- CONTROLLER TO BE EQUIPPED WITH EMERGENCY PRE-EMPTION FOR THE NORTHSIDE APPROACH OF STARR STREET (SR 0029) AND THE EASTSIDE AND WESTSIDE APPROACHES OF BRIDGE STREET (SR 0029). SIGNALS SHALL BE INSTALLED FOR EACH DIRECTION OF OPERATION. THIS SIGNALS SHALL BE CONTROLLED BY THE EMERGENCY VEHICLE. THE APPROPRIATE WHEN THE EMERGENCY VEHICLE HAS CONTROL OF THE INTERSECTION FOR THE APPROPRIATE APPROACH.
- THE SIGNALS, WHEN ACTIVATED BY EMERGENCY VEHICLE, SHALL TERMINATE ALL GREEN INDICATIONS IMMEDIATELY, FOLLOWED BY THE COMPLETE YELLOW AND RED CLEARANCE FOLLOW. ONLY THOSE PHASES NOT POSING A YELLOW TRAP CONDITION MAY REMAIN GREEN (6, 8) WHEN GOVERNED BY THE APPROACHING EMERGENCY VEHICLE.
- THE SIGNALS, WHEN ACTIVATED BY EMERGENCY VEHICLE, SHALL TIME OUT ALL YELLOW AND RED INDICATIONS, FOLLOWED BY THE GREEN INTERVAL OF THE PRE-EMPTION PHASE GOVERNED BY THE APPROACHING EMERGENCY VEHICLE.
- IF THE SIGNAL HAS BEEN ACTIVATED BY A PEDESTRIAN PUSH BUTTON AND THE SIGNAL IS ENTIRELY FOLLOWED BY THE "FLASHING HAND AND COUNTDOWN TIMER" INDICATION IN ITS IMMEDIATELY FOLLOWED BY THE "FLASHING HAND AND COUNTDOWN TIMER" INDICATION IN ITS THE PRE-EMPTION PHASE.
- IF THE SIGNALS, WHEN ACTIVATED BY AN EMERGENCY VEHICLE, ARE FLASHING, ALL SIGNALS SHALL REMAIN FLASHING.
- IF ADDITIONAL PRE-EMPTION PHASES ARE ACTIVATED WHILE IN PRE-EMPTION, THE ORIGINAL PRE-EMPTION PHASE SHALL TIME OUT BEFORE PROCEEDING TO THE NEXT PRE-EMPTION PHASE.
- UPON COMPLETION OF PRE-EMPTION PHASE 2, 4, 6 OR 8, IN RETURNING TO NORMAL OPERATION, PHASE 2+6 INTERVAL A SHALL FOLLOW.
- IN EMERGENCY PRE-EMPTION, NO PRIORITY SHALL BE ESTABLISHED. PRE-EMPTION SHALL BE A "FIRST COME, FIRST SERVED" OPERATION.
- LOCATION OF EMERGENCY VEHICLE DETECTORS ARE TO BE FIELD ADJUSTED TO ACHIEVE MAXIMUM OPERATION.

GENERAL NOTES

NO NEW SIGNALS OR MARKINGS SHALL BE INSTALLED OR PERMITTED UNLESS THE DEPARTMENT OF TRANSPORTATION HAS BEEN ADVISED BY A REPRESENTATIVE OF THE DEPARTMENT OF TRANSPORTATION.

ALL MAINTENANCE WORK INCLUDING TRIMMING OF TREES IS THE RESPONSIBILITY OF THE PERMITTEE.

ALL SIGNS AND PAVEMENT MARKINGS INDICATED ON THIS DRAWING SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH PUBLICATION NO. 212 AND MAINTAINED IN ACCORDANCE WITH PUBLICATION NO. 212.

POST MOUNTED SIGNALS SHALL BE INSTALLED WITH THE SIGNAL HEADS A MINIMUM OF 2 FEET BEHIND THE FACE OF CURB OR THE SIGNAL SHALL ALSO HAVE A MINIMUM CLEARANCE HORIZONTALLY OF 6 FEET.

SIGNALS ERECTED OVER THE ROADWAY SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 16 FEET ABOVE THE ROADWAY. POST MOUNTED SIGNALS SHALL BE A MINIMUM OF 8 FEET ABOVE THE SIDEWALK OR PAVEMENT.

ALL OVERHEAD SIGNALS MUST BE RIGIDLY MOUNTED, TOP AND BOTTOM, AND EQUIPPED WITH BACKPLATES.

THE MINIMUM HORIZONTAL DISTANCE BETWEEN SIGNALS MEASURED AT RIGHT ANGLES TO THE APPROACH SHALL BE 8 FEET.

EXACT LOCATION OF DETECTORS SHALL BE DETERMINED PRIOR TO INSTALLATION BY A REPRESENTATIVE OF PENNDOT.

CURBING TO BE INSTALLED BY MUNICIPALITY AND WHERE NOTED, SHALL BE PLAIN CEMENT CONCRETE CURBING ON GRANITE CURBING FORM JOB, IN ACCORDANCE WITH DEPARTMENT SPECIFICATIONS PRIOR TO INSTALLATION THE CONTRACTOR SHALL CONSULT WITH THE LOCAL OFFICIALS AND UTILITY COMPANIES TO RESOLVE ANY UTILITY INTERFERENCES.

THIS DRAWING CANNOT BE USED AS A CONSTRUCTION DRAWING UNLESS THE PERMITTEE COMPLETES WITH THE PROVISIONS OF THE LAST AMENDMENT TO ACT 2870 PREVENTION OF DAMAGE TO UNDERGROUND UTILITIES, DATED DECEMBER 29, 1974.

CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPOSED SPECIFICATIONS MUST BE SUBMITTED TO THE DISTRICT TRAFFIC ENGINEER FOR REVIEW PRIOR TO BIDDING.

PERMITTEE SHALL OBTAIN A HIGHWAY OCCUPANCY PERMIT FOR ANY CHANGES IN INTERSECTION GEOMETRY REGARDING EXCAVATION, CULVERTS, OR OTHER ROADWAY IMPROVEMENTS. PERMITTEE SHALL OBTAIN A HIGHWAY OCCUPANCY PERMIT FOR ANY CHANGES IN INTERSECTION GEOMETRY REGARDING EXCAVATION, CULVERTS, OR OTHER ROADWAY IMPROVEMENTS. PERMITTEE SHALL OBTAIN A HIGHWAY OCCUPANCY PERMIT FOR ANY CHANGES IN INTERSECTION GEOMETRY REGARDING EXCAVATION, CULVERTS, OR OTHER ROADWAY IMPROVEMENTS.

TEMPORARY TRAFFIC SIGNAL PERMIT #162-0054B

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
ENGINEERING DISTRICT 6-0

COUNTY: CHESTER

MUNICIPALITY: PHOENIXVILLE BOROUGH

INTERSECTION: BRIDGE STREET (SR 0029)
AND STARR STREET (SR 0029)

REVIEWED:	NOT FOR CONSTRUCTION	DATE
	CONTRACTOR TO OBTAIN SIGNED SIGNAL PLANS	DATE
MUNICIPAL OFFICIAL		DATE
RECOMMENDED:		DATE
DISTRICT TRAFFIC ENGINEER		DATE

NO	REVISION	DES/REV	DATE	REVW	DATE	RECON	DATE
1							
2							
3							
4							
5							
6							
7							
8							

SHEET 3 OF 3 PERMIT # 162-0054B FILE # 0054

UNDER DOT REVIEW
PLANS SUBJECT TO CHANGE
DATE: 2024-07-31

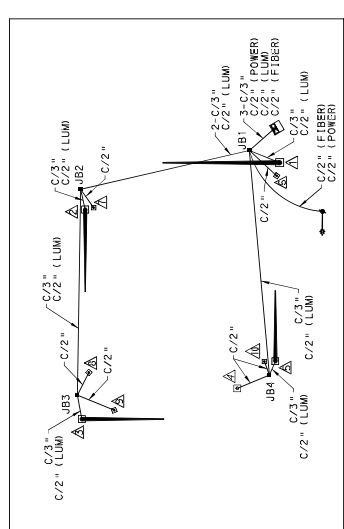
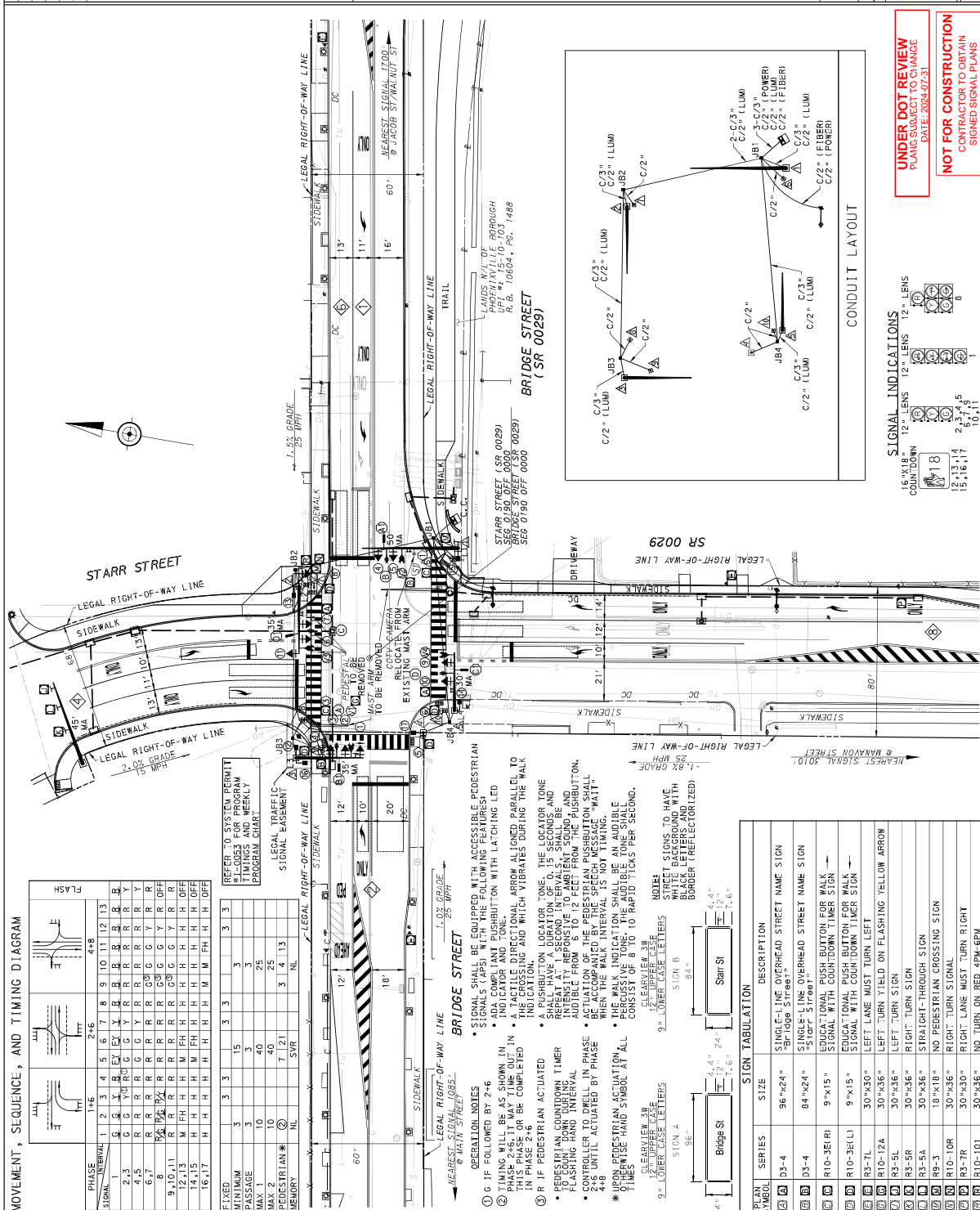
STAGE 2 TEMPORARY TRAFFIC SIGNAL PLAN

DISTRICT	CHESTER	COUNTY	PHOENIXVILLE BOROUGH	ROUTE	SECTION	SHEET
6-0				0029	---	1 OF 4
NUMBER	REVISIONS	DATE	BY			

TRAFFIC SIGNAL NOTES

DO NOT MODIFY INSTALLATION WITHOUT PRIOR WRITTEN APPROVAL. ALL SIGNS AND PAVEMENT MARKINGS INDICATED ARE PART OF THE PERMITTING AND INSTALLATION PROCESS. ALL INSTALLATIONS SHALL BE IN ACCORDANCE WITH THE PENNSYLVANIA DEPARTMENT OF TRANSPORTATION (DOT) STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. ALL SIGNALS SHALL BE INSTALLED WITH A MINIMUM SIGNAL HEAD CLEARANCE OF 2 FEET BEHIND FACE OF CURB OR EDGE OF SHOULDER. ALL SIGNALS SHALL BE INSTALLED WITH A MINIMUM SIGNAL HEAD CLEARANCE OF 2 FEET BEHIND FACE OF CURB OR EDGE OF SHOULDER. PROVIDE A MINIMUM SIGNAL HEAD CLEARANCE OF 6 FEET BEHIND FACE OF CURB OR EDGE OF SHOULDER. PROVIDE A MINIMUM HORIZONTAL DISTANCE OF 8 FEET BETWEEN SIGNALS AS MEASURED AT RIGHT ANGLES. PROVIDE A MINIMUM HORIZONTAL DISTANCE OF 10 FEET BETWEEN SIGNALS AS MEASURED AT RIGHT ANGLES. PROVIDE A PENNDOT REPRESENTATIVE, THE EXACT LOCATION OF DETECTORS PRIOR TO INSTALLATION. CONSULT WITH LOCAL OFFICIALS AND UTILITIES TO RESOLVE ANY CONFLICTS WITH EXISTING UTILITIES. ALL INSTALLATIONS SHALL COMPLY WITH PROVISIONS OF ACT 204 FOR PREVENTION OF DAMAGE TO UNDERGROUND UTILITIES.

ALL WORK SHALL BE IN ACCORDANCE WITH PENNDOT SPECIFICATION FOR TRAFFIC SIGNALS. THIS CONSTRUCTION PLAN WAS PREPARED FROM THE OFFICIAL PENNDOT PERMIT PLAN. COPIES OF THE SIGNED PERMIT CAN BE OBTAINED FROM THE PENNDOT DEPARTMENT OF TRANSPORTATION PERMITTING DIVISION, 301 SOUTH LEBANON AVENUE, HARRISBURG, PA 17104.



UNDER DOT REVIEW
PLANS SUBJECT TO CHANGE
DATE: 2024-07-31

NOT FOR CONSTRUCTION
CONTRACT TO BE AWARDED
SIGNED SIGNAL PLANS

SIGNAL INDICATIONS

16" X 18" 12" LENS 12" LENS 12" LENS
COUNTDOWN

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20

MOVEMENT, SEQUENCE, AND TIMING DIAGRAM

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13
SIGNAL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL	FL
1	G	R	G	R	G	R	G	R	G	R	G	R	G
2	G	R	G	R	G	R	G	R	G	R	G	R	G
3	G	R	G	R	G	R	G	R	G	R	G	R	G
4	G	R	G	R	G	R	G	R	G	R	G	R	G
5	G	R	G	R	G	R	G	R	G	R	G	R	G
6	G	R	G	R	G	R	G	R	G	R	G	R	G
7	G	R	G	R	G	R	G	R	G	R	G	R	G
8	G	R	G	R	G	R	G	R	G	R	G	R	G
9	G	R	G	R	G	R	G	R	G	R	G	R	G
10	G	R	G	R	G	R	G	R	G	R	G	R	G
11	G	R	G	R	G	R	G	R	G	R	G	R	G
12	G	R	G	R	G	R	G	R	G	R	G	R	G
13	G	R	G	R	G	R	G	R	G	R	G	R	G
14	G	R	G	R	G	R	G	R	G	R	G	R	G
15	G	R	G	R	G	R	G	R	G	R	G	R	G
16	G	R	G	R	G	R	G	R	G	R	G	R	G
17	G	R	G	R	G	R	G	R	G	R	G	R	G
18	G	R	G	R	G	R	G	R	G	R	G	R	G
19	G	R	G	R	G	R	G	R	G	R	G	R	G
20	G	R	G	R	G	R	G	R	G	R	G	R	G

REFER TO SYSTEM PERMIT 9-L0053 FOR PROGRAM TIMINGS AND WEEKLY PROGRAM CHART.

LEGAL TRAFFIC SIGNAL EASEMENT

OPERATION NOTES

- G IF FOLLOWED BY 2-6
- TIMING WILL BE AS SHOWN IN PHASE 2-6. IT MAY TIME OUT IN THIS PHASE OR BE COMPLETED IN THIS PHASE.
- IF PEDESTRIAN ACTUATED TO SOUND DOWN-TURNING FLASHING HAND INTERVAL
- PEDESTRIAN DOWN-TURNING CONTROLLER TO DIE IN PHASE 4-8 UNTIL ACTUATED BY PHASE 4-8 UNTIL ACTUATED BY PHASE 4-8
- UPON PEDESTRIAN ACTUATION AT ALL TIMES THE WALK INDICATION SHALL BE ON FOR 10 SECONDS.

NOTE: CLEARVIEW 3M 12" UPPER CASE LETTERS 9" LOWER CASE LETTERS

STARR STREET

BRIDGE STREET

PLAN SYMBOL SERIES

SERIES	SIZE	DESCRIPTION
D3-4	96" x 24"	SINGLE-LINE OVERHEAD STREET NAME SIGN
D3-4	84" x 24"	SINGLE-LINE OVERHEAD STREET NAME SIGN
R10-3E(L)	9" x 15"	EDUCATIONAL PUSH BUTTON FOR WALK SIGNAL WITH COUNT-DOWN TIMER SIGN
R10-3E(L)	9" x 15"	SIGNAL WITH COUNT-DOWN TIMER SIGN
R10-12A	30" x 30"	LEFT LANE MUST TURN LEFT
R10-12A	30" x 30"	LEFT TURN YIELD ON FLASHING YELLOW ARROW
R2-5L	30" x 36"	LEFT TURN SIGN
R2-5R	30" x 36"	RIGHT TURN SIGN
R2-5A	30" x 36"	STRAIGHT-THROUGH SIGN
R3-5	18" x 18"	NO PEDESTRIAN CROSSING SIGN
R10-10R	30" x 36"	RIGHT TURN SIGNAL
R3-7R	30" x 30"	RIGHT LANE MUST TURN RIGHT
R10-10I	30" x 36"	NO TURN ON RED 4PM-6PM

TRAFFIC PLANNING AND DESIGN, INC.
www.TrafficPD.com | 610.326.3100 | TPD@TrafficPD.com

DATE: 07/31/24 DRAWN BY: ARC JOB NO: PHB0.00034

CHESTER
MUNICIPALITY: PHOENIXVILLE BOROUGH
INTERSECTION: BRIDGE STREET (L 0029)
AND STARR STREET (L 0029)

0 25 50 FEET

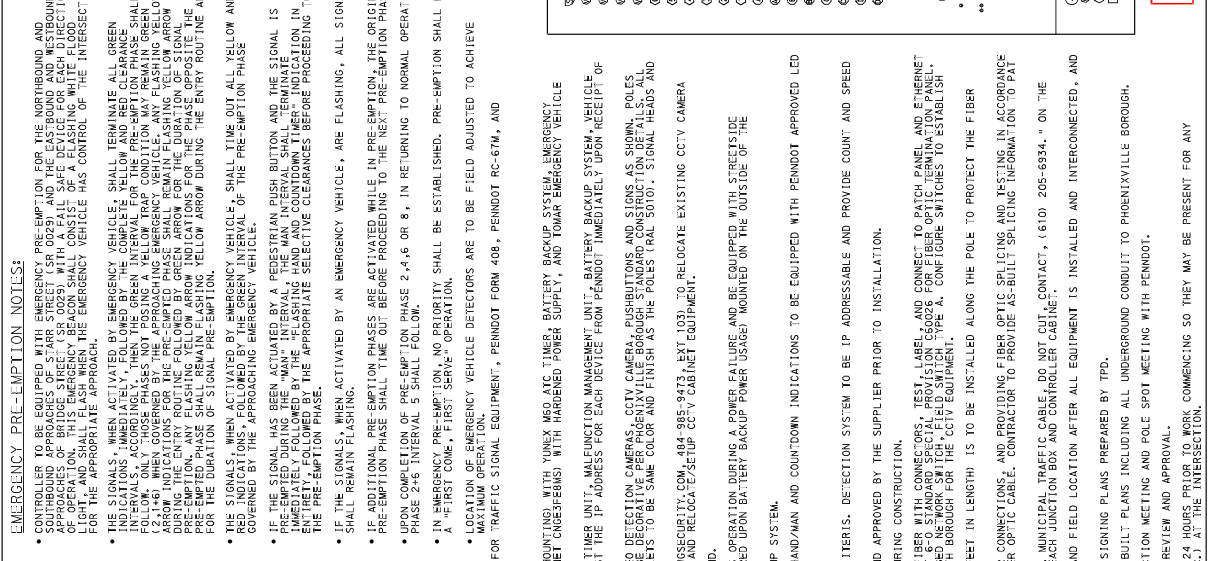
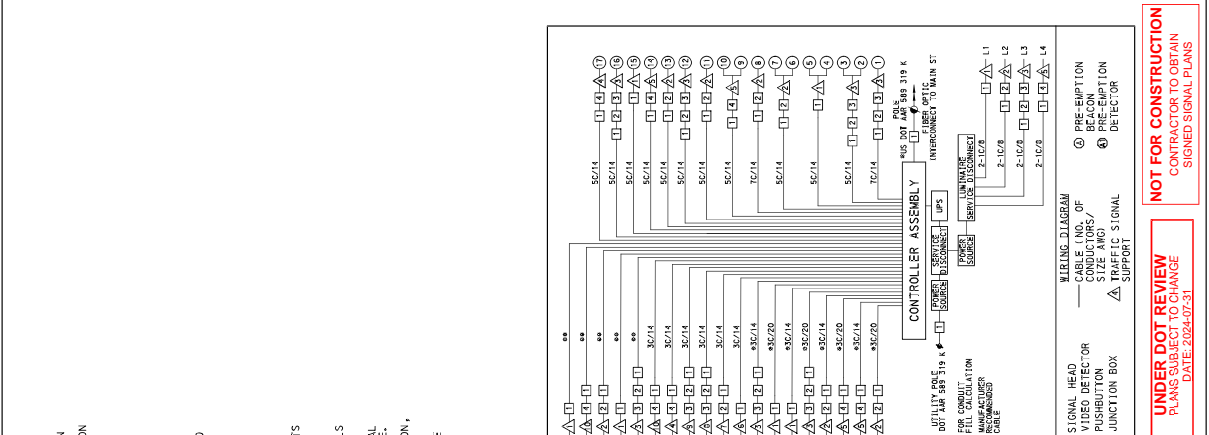
DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	CHESTER	0029	---	2 OF 4
PHOENIXVILLE BOROUGH		REVISIONS		DATE
PHOENIXVILLE BOROUGH		REVISIONS		DATE

TRAFFIC SIGNAL NOTES

DO NOT MODIFY INSTALLATION WITHOUT PRIOR WRITTEN APPROVAL. ALL SIGNS AND PAVEMENT MARKINGS INDICATED ARE PART OF THE PROJECT AND SHALL REMAIN IN PLACE THROUGH THE PROJECT LIFE. ALL SIGNS SHALL BE INSTALLED IN ACCORDANCE WITH THE PENNDOT MANUAL. THE CONTRACTOR SHALL MAINTAIN CLEARANCE OF 2 FEET BEHIND FACE OF CURB OR EDGE OF SHOULDER. PROVIDE A MINIMUM SIGNAL HEAD CLEARANCE OF 6 FEET ABOVE FINISH GRADE. PROVIDE A MINIMUM HORIZONTAL DISTANCE OF 8 FEET BETWEEN SIGNALS AS MEASURED AT RIGHT ANGLE TO THE SIGNALS. THE CONTRACTOR SHALL MAINTAIN CLEARANCE OF 2 FEET BEHIND FACE OF CURB OR EDGE OF SHOULDER. PROVIDE A MINIMUM SIGNAL HEAD CLEARANCE OF 6 FEET ABOVE FINISH GRADE. PROVIDE A MINIMUM HORIZONTAL DISTANCE OF 8 FEET BETWEEN SIGNALS AS MEASURED AT RIGHT ANGLE TO THE SIGNALS. THE CONTRACTOR SHALL MAINTAIN CLEARANCE OF 2 FEET BEHIND FACE OF CURB OR EDGE OF SHOULDER. PROVIDE A MINIMUM SIGNAL HEAD CLEARANCE OF 6 FEET ABOVE FINISH GRADE. PROVIDE A MINIMUM HORIZONTAL DISTANCE OF 8 FEET BETWEEN SIGNALS AS MEASURED AT RIGHT ANGLE TO THE SIGNALS.

LEGEND

EXISTING	PROPOSED	IDENTIFYING LENGTH	MAST ARBY/IDENTIFYING LENGTH
●	▲	—	—
○	▲	---	---
□	▲	---	---
△	▲	---	---
◇	▲	---	---
⊕	▲	---	---
⊙	▲	---	---
⊘	▲	---	---
⊚	▲	---	---
⊛	▲	---	---
⊜	▲	---	---
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EMERGENCY PRE-EMPTION PHASING MOVEMENT, SEQUENCE, AND TIMING DIAGRAM

CONTRACTOR TO BE EQUIPPED WITH EMERGENCY PRE-EMPTION FOR THIS NORTHBOUND AND SOUTHBOUND APPROACHES OF STARR STREET (SR 0029) AND THE EASTBOUND AND WESTBOUND APPROACHES OF BRIDGE STREET (SR 0029) WITH A FALL SAFE DEVICE FOR EACH DIRECTION OF TRAVEL AND SHALL FLASH WHEN THE EMERGENCY VEHICLE HAS A CONTROL OF THE INTERSECTION FOR THE APPROPRIATE APPROACH.

THE SIGNALS, WHEN ACTIVATED BY EMERGENCY VEHICLE, SHALL TERMINATE ALL GREEN INDICATIONS IMMEDIATELY, FOLLOWED BY THE COMPLETE YELLOW AND RED CLEARANCE PERIOD. ONLY THOSE PHASES NOT POSTING A YELLOW TRAP CONDITION MAY REMAIN GREEN (2-11-6) WHEN GOVERNED BY THE APPROACHING EMERGENCY VEHICLE. ANY FLASHING YELLOW DURING THE ENTRY ROUTE SHALL BE FOLLOWED BY GREEN ARROW FOR THE PHASE OPPOSITE THE PRE-EMPTION. ANY FLASHING YELLOW ARROW INDICATIONS FOR THE PHASE OPPOSITE THE PRE-EMPTION SHALL BE FOLLOWED BY YELLOW ARROW DURING THE ENTRY ROUTE AND FOR THE DURATION OF SIGNAL PRE-EMPTION.

THE SIGNALS, WHEN ACTIVATED BY EMERGENCY VEHICLE, SHALL TIME OUT ALL YELLOW AND RED INDICATIONS FOLLOWED BY THE GREEN INTERVAL OF THE PRE-EMPTION PHASE GOVERNED BY THE APPROACHING EMERGENCY VEHICLE.

IF THE SIGNAL HAS BEEN ACTIVATED BY A PEDESTRIAN PUSH BUTTON AND THE SIGNAL IS PRE-EMPTED DURING THE "MAN" INTERVAL, THE "MAN" INTERVAL SHALL TERMINATE IMMEDIATELY FOLLOWED BY THE APPROPRIATE SELECTIVE CLEARANCES BEFORE PROCEEDING TO THE PRE-EMPTION PHASE.

IF THE SIGNALS, WHEN ACTIVATED BY AN EMERGENCY VEHICLE, ARE FLASHING, ALL SIGNALS SHALL REMAIN FLASHING.

IF THE ORIGINAL PHASE-EMPTION PHASES ARE ACTIVATED WHILE IN PRE-EMPTION, THE ORIGINAL PRE-EMPTION PHASE SHALL TIME OUT BEFORE PROCEEDING TO THE NEXT PRE-EMPTION PHASE.

UPON COMPLETION OF PRE-EMPTION PHASE 2-4-6 OR 8, IN RETURNING TO NORMAL OPERATION, PHASE 2-4-6 INTERVAL 5 SHALL FOLLOW.

IN AN EMERGENCY PRE-EMPTION, NO PRIORITY SHALL BE ESTABLISHED. PRE-EMPTION SHALL BE A "FIRST COME, FIRST SERVED" OPERATION.

LOCATION OF EMERGENCY VEHICLE DETECTORS ARE TO BE FIELD ADJUSTED TO ACHIEVE MAXIMUM OPERATION.

INSTALL NEW TRAFFIC SIGNAL CONTROLLERS, TS-2 TYPE 1 CABINET TYPE 1 BATTERY BACKUP SYSTEM, EMERGENCY GENERATOR CONNECTION, FIBER OPTIC PATCH PANEL, ETHERNET SWITCH (COMNET C8632F8MS) WITH HARDWIRED POWER SUPPLY, AND TOWER EMERGENCY VEHICLE GENERATOR.

THE FOLLOWING ITEMS ARE TO BE IP-ADDRESSABLE WITH AN ETHERNET PORT: TIMER UNIT, MALFUNCTION MANAGEMENT UNIT, BATTERY BACKUP SYSTEM, VEHICLE DETECTOR, AND VIDEO DETECTOR. THE IP ADDRESS FOR EACH DEVICE FROM PENNDOT IMMEDIATELY UPON RECEIPT OF NOTICE TO PROCEED FOR CONSTRUCTION. LABEL THE IP ADDRESS ON EACH DEVICE.

INSTALL POLYS 8, 2, 4, 6, 7, 8, 9, AND 10, SIGNAL HEADS, LUMINAIRES, VIDEO DETECTION CAMERAS, CCTV CAMERA, PUSHBUTTONS, AND SIGNS AS SHOWN. POLYS 4, 6, 7, 8, 9, 10, AND 11, SIGNAL HEADS, AND SIGNS AS SHOWN. ALL POLES AND BASES TO BE DEGRADATIVE PER PHOENIXVILLE BOROUGH STANDARD CONSTRUCTION DETAILS. ALL OVERHEAD SIGNAL HEAD BRACKETS TO BE BLACK. CABINET TO BE GALVANIZED.

CONTRACTOR TO CONTACT AT THE SUPPLIER: FOCUS SECURITY, A METAL FABRICATOR, 4154 985-9473, 761 LOCUST STREET, LOUISVILLE, KY 40203. TELEPHONE: (502) 251-4444. FAX: (502) 251-4444. WEBSITE: WWW.FOCUSSECURITY.COM. A44 985-9473, 761 LOCUST STREET, LOUISVILLE, KY 40203. TELEPHONE: (502) 251-4444. FAX: (502) 251-4444. WEBSITE: WWW.FOCUSSECURITY.COM.

REMOVE ALL UNUSED WIRING AND JUNCTION BOXES. RESTORE SURFACES IN-KIND.

THE BATTERY BACK-UP SYSTEM IS TO BE CAPABLE OF 8 HOURS OF CONTINUOUS OPERATION DURING A POWER FAILURE, AND BE EQUIPPED WITH STREETSIDE DETECTOR CONTROLLER CABINET.

DO NOT CONNECT MAST ARM LIGHTS TO OPERATE WITH THE UPS BATTERY BACKUP SYSTEM.

ALL PEDESTRIAN PUSHBUTTONS TO BE "INS AP" AS MANUFACTURED BY POLARA.

VIDEO DETECTION CAMERA SYSTEM TO BE VANTAGE NEXT AS MANUFACTURED BY ITERIS. DETECTION EQUIPMENT IS TO BE IP ADDRESSABLE AND PROVIDE COUNT AND SPEED INFORMATION.

THE LOCATION OF THE VEHICLE DETECTION EQUIPMENT IS TO BE REVIEWED AND APPROVED BY THE SUPPLIER PRIOR TO INSTALLATION.

PRE-EMPTION EXISTING FIBER OPTIC TAIL USING AVAILABLE BLACK TIP FIBER WITH CONNECTORS, TEST LABEL, AND CONNECT TO PATCH PANEL, AND ETHERNET SWITCH. FIBER TERMINATIONS TO BE IN ACCORDANCE WITH PENNDOT DISTRICT 6-0 STANDARD SPECIAL PROVISIONS FOR FIBER OPTIC TERMINATION PANELS. ETHERNET SWITCH TO BE IN ACCORDANCE WITH PENNDOT DISTRICT 6-0 STANDARD SPECIAL PROVISIONS FOR FIBER OPTIC TERMINATION PANELS.

WHERE FIBER CABLE RUNS DOWN UTILITY POLES, A METAL GUARD (20 FEET IN LENGTH) IS TO BE INSTALLED ALONG THE POLE TO PROTECT THE FIBER OPTIC CABLE.

CONTRACTOR TO BE RESPONSIBLE FOR INSTALLING ALL FIBER, MAKING ALL FIBER CONNECTIONS, AND PROVIDING FIBER OPTIC SPLICING AND TESTING IN ACCORDANCE WITH PENNDOT STANDARD SPECIAL PROVISIONS FOR FIBER OPTIC CABLE. CONTRACTOR TO PROVIDE AS-BUILT SPLICING INFORMATION TO PAVEMENT ACCOUNT (PAC001@PA.gov, 610-205-6844).

INSTALL FIBER ID TAGS PER PENNDOT SPECIFICATION, INDICATING "PENNDOT" MUNICIPAL TRAFFIC CABLE, DO NOT CUT, CONTACT, (610) 205-6834. ON THE FIBER OPTIC CABLE AT EACH UTILITY POLE ATTACHMENT POINT AND INSIDE EACH JUNCTION BOX AND CONTROLLER CABINET.

CONDUIT SYSTEM INTERFACE TESTING BETWEEN PENNDOT "M", BOROUGH HALL AND FIELD LOCATION AFTER ALL EQUIPMENT IS INSTALLED AND INTERCONNECTED, AND READY TO OPERATE AS A SYSTEM.

FOR LIMITS AND TYPES OF PAVEMENT MARKINGS, SEE PAVEMENT MARKING AND SIGNING PLANS INCLUDING ALL UNDERGROUND CONDUIT TO PHOENIXVILLE BOROUGH. UPON COMPLETION OF FINAL INSPECTION, THE CONTRACTOR IS TO SUBMIT AS-BUILT PLANS INCLUDING ALL UNDERGROUND CONDUIT TO PHOENIXVILLE BOROUGH. THE BOROUGH MUST BE MADE AWARE OF AND BE PRESENT AT THE PRE-CONSTRUCTION MEETING AND POLE SPOT MEETING WITH PENNDOT.

THE BOROUGH MUST BE PROVIDED ALL SHOP DRAWINGS AND CATALOG CUTS FOR REVIEW AND APPROVAL.

THE BOROUGH MUST BE GIVEN THE CONSTRUCTION SCHEDULE AND BE NOTIFIED 24 HOURS PRIOR TO WORK COMMENCING SO THEY MAY BE PRESENT FOR ANY SIGNIFICANT CONSTRUCTION FOUNDATION POURING, CONDUIT TRENCHING, ETC. AT THE INTERSECTION.

NOT FOR CONSTRUCTION
CONTAINS TO MUCH CHANGE
SIGNED SIGNAL PLANS

UNDER DOT REVIEW
PLANS TO BE CHANGED
DATE: 02/24/07

TRAFFIC SIGNAL CONSTRUCTION PLAN

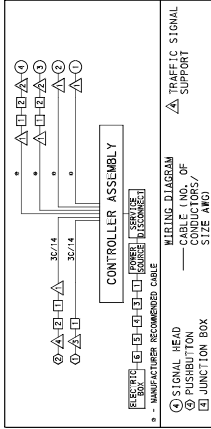
DATE: 07/31/04 DRAWN BY: ARC JOB NO: PHBO.00034

TRAFFIC PLANNING AND DESIGN, INC.
WWW.TRAFFICPD.COM 610.326.3100 TP@TrafficPD.com

COUNTY: CHESTER
MUNICIPALITY: PHOENIXVILLE BOROUGH
INTERSECTION: BRIDGE STREET (SR 0029)
AND STARR STREET (SR 0029)

0 25 50 FEET

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	CHESTER	---	---	4 OF 4
PHOENIXVILLE BOROUGH				
REVISIONS				
NUMBER	DATE	BY		
TRAFFIC SIGNAL NOTES				
DO NOT MODIFY INSTALLATION WITHOUT PRIOR WRITTEN APPROVAL. ALL SIGNS AND PAVEMENT MARKINGS INDICATED ARE PART OF THE PERMIT. ALL WORK SHALL BE IN ACCORDANCE WITH PENNSYLVANIA DEPARTMENT OF TRANSPORTATION (DOT) SPECIFICATIONS AND PRACTICES.				
POST MOUNTED SIGNALS: INSTALL WITH A MINIMUM SIGNAL HEAD CLEARANCE OF 2 FEET BEHIND FACE OF CURB OR EDGE OF SHOULDER. PROVIDE A MINIMUM SIGNAL HEAD CLEARANCE OF 6 FEET BEHIND FACE OF CURB OR EDGE OF SHOULDER. PROVIDE A MINIMUM SIGNAL HEAD CLEARANCE OF 6 FEET BEHIND FACE OF CURB OR EDGE OF SHOULDER. PROVIDE A MINIMUM HORIZONTAL DISTANCE OF 8 FEET BETWEEN SIGNALS AS MEASURED AT RIGHT ANGLE TO THE SIGNALS.				
DETERMINE WITH A PENNDOT REPRESENTATIVE, THE EXACT LOCATION OF DETECTORS PRIOR TO INSTALLATION.				
CONSULT WITH LOCAL OFFICIALS AND UTILITIES TO RESOLVE ANY CONFLICTS WITH UNDERGROUND UTILITIES. ALL WORK SHALL BE IN ACCORDANCE WITH PENNDOT SPECIFICATION AND THE PROVISIONS OF ACT 204 FOR PREVENTION OF DAMAGE TO UNDERGROUND UTILITIES.				
ALL WORK SHALL BE IN ACCORDANCE WITH PENNDOT SPECIFICATION AND THE PROVISIONS OF ACT 204 FOR PREVENTION OF DAMAGE TO UNDERGROUND UTILITIES.				
THIS CONSTRUCTION PLAN WAS PREPARED FROM THE OFFICIAL PENNDOT PERMIT PLANS. COPIES OF THE SIGNED PERMIT CAN BE OBTAINED FROM THE PENNSYLVANIA DEPARTMENT OF TRANSPORTATION REFERENCE POINT NUMBER B2-2024.				



CONTRACTOR'S NOTES:

ALL WORK TO CONFORM WITH LATEST PHOENIXVILLE BOROUGH SPECIFICATIONS FOR TRAFFIC SIGNAL EQUIPMENT, PENNDOT FORM 408, PENNDOT RC-61M, AND PENNDOT TC-800 SERIES. JB #2 TO BE JB-27. JB #1, 3, 4, 5, & 6 ARE EXISTING.

INSTALL POLES #3 & 4, RECTANGULAR RAPID FLASHING BEACONS, APS TYPE PUSHBUTTONS AND SIGNS AS SHOWN. POLES #3 & 4 TO BE BOLLARD TYPE PUSHBUTTON POLES. POLES #1, 2 & 6 TO BE BOLLARD TYPE PUSHBUTTON POLES. ALL NEW BANDING, SIGN POSTS, AND SIGNAL HEAD MOUNTING BRACKETS TO BE SAME COLOR AND FINISH AS THE POLES (RAL 5010). CABINET TO BE GALVANNEZED.

INSTALL CONTROL UNIT IN A POLE MOUNTED NEW 3/8 BAY OLVANUM RAILWAY CONTROL ASSEMBLY WITH STAINLESS STEEL HINGE AND ONE SUFFICIENT SIZE TO HOUSE THE CONTROL EQUIPMENT. PROVIDE A CABINET LOCK OF THE SAME STANDARD TYPE AS PROVIDED FOR A TRAFFIC SIGNAL CONTROLLER CABINET.

PEDESTRIAN PUSHBUTTONS TO BE INX AS MANUFACTURED BY POLARA.

FOR LIMITS AND TYPES OF PAVEMENT MARKINGS, SEE PAVEMENT MARKING AND SIGNING PLANS PREPARED BY TPD.

UPON COMPLETION OF FINAL INSPECTION, THE CONTRACTOR IS TO SUBMIT AS-BUILT PLANS INCLUDING ALL UNDERGROUND CONDUIT TO PHOENIXVILLE BOROUGH.

THE BOROUGH MUST BE MADE AWARE OF AND BE PRESENT AT THE PRE-CONSTRUCTION MEETING AND POLE SPOT MEETING WITH PENNDOT.

THE BOROUGH MUST BE PROVIDED ALL SHOP DRAWINGS AND CATALOG CUTS FOR REVIEW AND APPROVAL.

THE BOROUGH MUST BE GIVEN THE CONSTRUCTION SCHEDULE AND BE NOTIFIED 24 HOURS BEFORE THE START OF CONSTRUCTION (FOUNDATION POURING, CONDUIT TRENCHING, ETC.) AT THE INTERSECTION.

LEGEND

EXISTING	PROPOSED	MAST ARM/IDENTIFYING LENGTH
▲	▲	TRAFFIC SIGNAL POST
▲	▲	PUSHBUTTON POLE
▲	▲	FLASHING WARNING DEVICE/BACKPLATE/IDENTIFYING NUMBER
▲	▲	PEDESTRIAN PUSHBUTTON
▲	▲	SIGN
▲	▲	DETECTABLE WARNING SURFACE
▲	▲	CONTROLLER CABINET
▲	▲	JUNCTION BOX
▲	▲	CONDUIT/IDENTIFYING DIAMETER
▲	▲	DEPRESSED CURB
▲	▲	FENCE
▲	▲	UTILITY POLE

TRAFFIC SIGNAL CONSTRUCTION PLAN

TRAFFIC SIGNALING AND DESIGN, INC.
www.TrafficPD.com | 610.326.3100 | TPD@TrafficPD.com

DATE: 07/23/24 DRAWN BY: ARC JOB NO: PHBO.00034

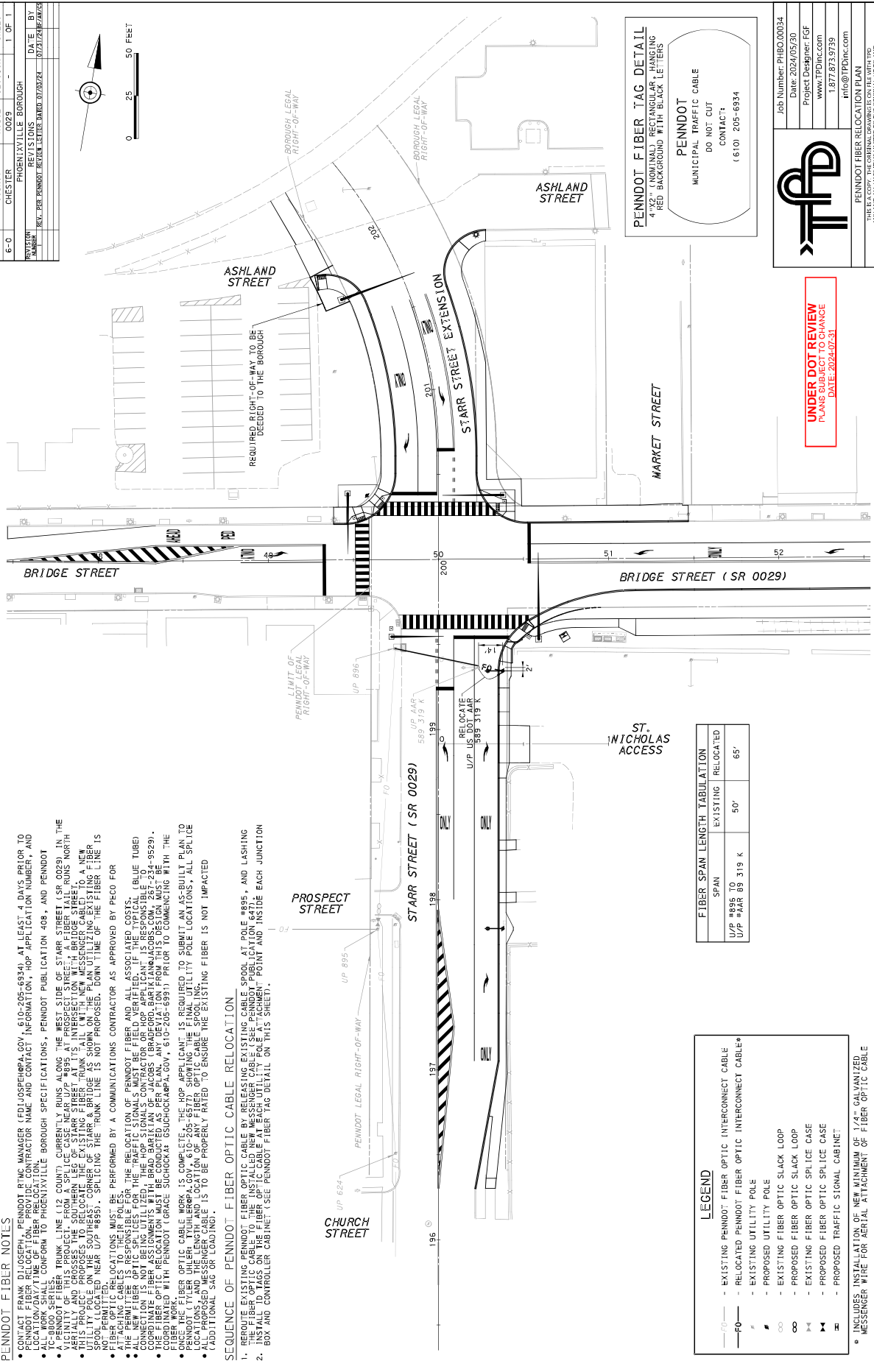
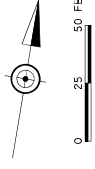
COUNTY: CHESTER
MUNICIPALITY: PHOENIXVILLE BOROUGH
INTERSECTION: BRIDGE STREET AND ASHLAND STREET/CHURCH AVENUE

0 25 50 FEET

UNDER DOT REVIEW
PLANS SUBJECT TO CHANGE
DATE: 08/04/24

NOT FOR CONSTRUCTION
CONTRACTOR TO OBTAIN
SIGNED SIGNAL PLANS

PROJECT NUMBER	6-0	COUNTY	CHESTER	ROUTE	0029	SECTION	-	SHEET	1 OF 1
REVISION NUMBER	REV. PER PENNDOT REVIEW LETTER DATED 07/20/22	PHOENIXVILLE BOROUGH	REVOLUTIONS	DATE	07/21/22	BY	DTZ/JPB/AVZ		



PENNDOT FIBER TAG DETAIL
4"x2" (NOMINAL) RECTANGULAR, HANGING
RED BACKGROUND WITH BLACK LETTERS

PENNDOT
MUNICIPAL TRAFFIC CABLE
DO NOT CUT
CONTACT:
(610) 205-6934

T&P

Job Number: PHBO.00034
Date: 2024/05/30
Project Designer: FGF
www.TPinc.com
1.877.873.9739
info@TPinc.com

PENNDOT FIBER RELOCATION PLAN
THIS IS A COPY OF THE ORIGINAL DRAWING. FOR ADVANCE COPY RELEASE THIS
ANY AND ALL LIABILITY IS LIMITED TO THE ORIGINAL UP TO AND
INCLUDES THE ORIGINAL DRAWING.

UNDER DOT REVIEW
PLANS SUBJECT TO CHANGE
DATE: 2024-07-31

FIBER SPAN LENGTH TABULATION		
SPAN	EXISTING	RELOCATED
U/P #895 TO U/P #896	50'	65'

LEGEND

- EXISTING PENNDOT FIBER OPTIC INTERCONNECT CABLE
- RELOCATED PENNDOT FIBER OPTIC INTERCONNECT CABLE*
- EXISTING UTILITY POLE
- PROPOSED UTILITY POLE
- EXISTING FIBER OPTIC SLACK LOOP
- PROPOSED FIBER OPTIC SLACK LOOP
- EXISTING FIBER OPTIC SPLICER CASE
- PROPOSED FIBER OPTIC SPLICER CASE
- PROPOSED TRAFFIC SIGNAL CABINET

* INCLUDES INSTALLATION OF NEW MINIMUM OF 1/4" GALVANIZED MESSENGER WIRE FOR AERIAL ATTACHMENT OF FIBER OPTIC CABLE

PENNDOT FIBER NOTES

- CONTACT FRANK DIJOSEPH, PENNDOT B'HC MANAGER (FDJOSPH@PA.GOV, 610-205-6934), AT LEAST 4 DAYS PRIOR TO PENNDOT FIBER RELOCATION. PROVIDE CONTRACTOR NAME AND CONTACT INFORMATION, HOP APPLICATION NUMBER, AND LOCATION OF ALL WORK. THE PENNDOT B'HC MANAGER WILL BE RESPONSIBLE FOR PROVIDING THE BOROUGH SPECIFICATIONS, PENNDOT PUBLICATION 408, AND PENNDOT 1-C-B000 SERIES.
- THE TRUNK LINE (LS COUNTY, CURRENTLY RUNS ALONG THE WEST SIDE OF STARR STREET (SR 0029), IN THE VICINITY OF THIS PROJECT FROM A SPLIT TO C&D NEAR U/P #895 AT PROSPECT STREET TO FIBER FALL RUNS NORTH AERIALLY AND CROSSES THE SOUTHERN LEG OF STARR STREET AT ITS INTERSECTION WITH BRIDGE STREET. A NEW UTILITY POLE ON THE SOUTHWEST CORNER OF STARR & BRIDGE ST. SHOWN ON THE PLAN UTILIZING EXISTING FIBER SPOOLS LOCATED NEAR U/P #895. SPLICING THE TRUNK LINE IS NOT PROPOSED. DOWN TIME OF THE FIBER LINE IS FIBER OPTIC RELOCATIONS MUST BE PERFORMED BY A COMMUNICATIONS CONTRACTOR AS APPROVED BY PECO FOR ATTACHING CABLES TO THEIR POLES.
- ALL NEW FIBER OPTIC SPLICERS FOR THE TRAFFIC SIGNALS MUST BE FIELD VERIFIED IF THE TYPICAL (BLUE TUBE) CONNECTION IS NOT BEING UTILIZED. THE HOP SIGNAL CONTRACTOR OR HOP APPLICANT IS RESPONSIBLE FOR THE FIBER OPTIC RELOCATION MUST BE CONDUCTED AS PER PLAN. ANY DEVIATION FROM THIS DESIGN MUST BE CIRCLED AND WITH PENNDOT (GRACE SUCHOCKA@PA.GOV, 610-205-6931) PRIOR TO COMMENCING WITH THE WORK.
- ONCE THE FIBER OPTIC CABLE WORK IS COMPLETE, THE HOP APPLICANT IS REQUIRED TO SUBMIT AN AS-BUILT PLAN TO PHOENIXVILLE BOROUGH AND THE PENNDOT B'HC MANAGER WITHIN 30 DAYS AFTER SPLICING CABLE SPOOLS INTO THE EXISTING UTILITY POLES. THE LENGTH OF ANY AFTER SPLICING CABLE SPOOLS INTO EXISTING UTILITY POLES IS TO BE PROPERLY RATED TO ENSURE THE EXISTING FIBER IS NOT IMPACTED (ADDITIONAL SAG OR LOADING).

SEQUENCE OF PENNDOT FIBER OPTIC CABLE RELOCATION

- REROUTE EXISTING PENNDOT FIBER OPTIC CABLE BY RELEASING EXISTING CABLE SPOOL AT POLE #895, AND LASHING THE FIBER OPTIC CABLE TO THE INSTALLED NEW MESSENGER CABLE (SEE PENNDOT PUBLICATION 6477).
- BOX AND CONTROLLER CABINET. (SEE PENNDOT FIBER TAG DETAIL ON THIS SHEET).