

0	PROPOSED TO CONSTRUCTION	INTL
NO	DATE	REVISION
AQUA PENNSYLVANIA, INCORPORATED 762 LANCASTER AVENUE, BRYN MAWR, PA, 19010		
PROJECT PLAN FOR: PLUM STREET PROJECT W PEARL STREET, W JASPER STREET, VETERANS SQUARE, N ORANGE STREET MEDIA BOROUGH, DELAWARE COUNTY		
DRAWN BY: A.H.	CHK'D BY:	EXT No: 20395-S
DATE: 10-19-23	SCALE: 1" = 30'	PLATE: F-32
PROJECT No: 566.23	ACTIVITY No: 159	A - 68057
APPROVED		SHEET 1 OF 4

PATA 125-A

1. When a shadow vehicle is not used, distance E is measured from the end of the taper to the beginning of the work space.



Sign Spacing, Channelizing Device Spacing, Buffer Space, and Roll Ahead Space

Speed (MPH)	Channelizing Devices Spacing	Sign Spacing		Buffer Space	Roll Ahead Space
		Urban (Feet)	Rural (Feet)		
25	50	100 - 200	500 - 800	155	150
30	60	100 - 200	500 - 800	200	150
35	70	100 - 200	500 - 800	250	150
40	80	350 - 500	500 - 800	305	150
45	90	350 - 500	500 - 800	360	150
50	100	350 - 500	500 - 800	425	250
55	110	350 - 500	500 - 800	495	250

Taper Lengths and Minimum Number of Channelizing Devices

Speed (MPH)	Merging Taper: L	Shoulder Taper: 1/3L	50' Per Lane Taper		
			Length (Feet)	Minimum Number Of Devices	Length (Feet)
25	125	6	45	6	50
30	180	7	60	6	50
35	245	8	85	6	50
40	320	9	110	6	50
45	540	13	180	6	50
50	600	13	200	6	50
55	660	13	220	7	50

PATA 125-B

1. When a shadow vehicle is not used, distance E is measured from the end of the taper to the beginning of the work space.



Sign Spacing, Channelizing Device Spacing, Buffer Space, and Roll Ahead Space

Speed (MPH)	Channelizing Devices Spacing	Sign Spacing		Buffer Space	Roll Ahead Space
		Urban (Feet)	Rural (Feet)		
25	50	100 - 200	500 - 800	155	150
30	60	100 - 200	500 - 800	200	150
35	70	100 - 200	500 - 800	250	150
40	80	350 - 500	500 - 800	305	150
45	90	350 - 500	500 - 800	360	150
50	100	350 - 500	500 - 800	425	250
55	110	350 - 500	500 - 800	495	250

Taper Lengths and Minimum Number of Channelizing Devices

Speed (MPH)	Merging Taper: L	Shoulder Taper: 1/3L	50' Per Lane Taper		
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30	180	7	60	6	50
35	245	8	85	6	50
40	320	9	110	6	50
45	540	13	180	6	50
50	600	13	200	6	50
55	660	13	220	7	50

PATA 109 (A Through L)

1. PATA 109 drawings show work spaces on roads that approach and depart T-intersections with through-roads. Single-flagger or multi-flagger intersection control is illustrated for intersections with three types of permanent control:

- One-Way Stop
- All-Way Stop
- Traffic Signal

2. Flaggers shall be clearly visible to traffic for a minimum distance of E.

3. For operations of 15 minutes or less:

- The ROAD WORK, ONE LANE ROAD, and FLAGGER SYMBOL signs are not required.
- All channelizing devices may be eliminated if a shadow vehicle is present and the operation does not proceed against normal traffic flow.

4. When a shadow vehicle is not used, distance E is measured from the end of the taper to the beginning of the work space.



Sign Spacing, Channelizing Device Spacing, Buffer Space, and Roll Ahead Space

Speed (MPH)	Channelizing Devices Spacing	Sign Spacing		Buffer Space	Roll Ahead Space
		Urban (Feet)	Rural (Feet)		
25	50	100 - 200	500 - 800	155	150
30	60	100 - 200	500 - 800	200	150
35	70	100 - 200	500 - 800	250	150
40	80	350 - 500	500 - 800	305	150
45	90	350 - 500	500 - 800	360	150
50	100	350 - 500	500 - 800	425	250
55	110	350 - 500	500 - 800	495	250

Speed (MPH)	Taper Lengths and Minimum Number of Channelizing Devices		
	50' Per Lane Taper	Length (Feet)	Minimum Number Of Devices
25	50	6	6
30	50	6	6
35	50	6	6
40	50	6	6
45	50	6	6
50	50	6	6
55	50	6	6

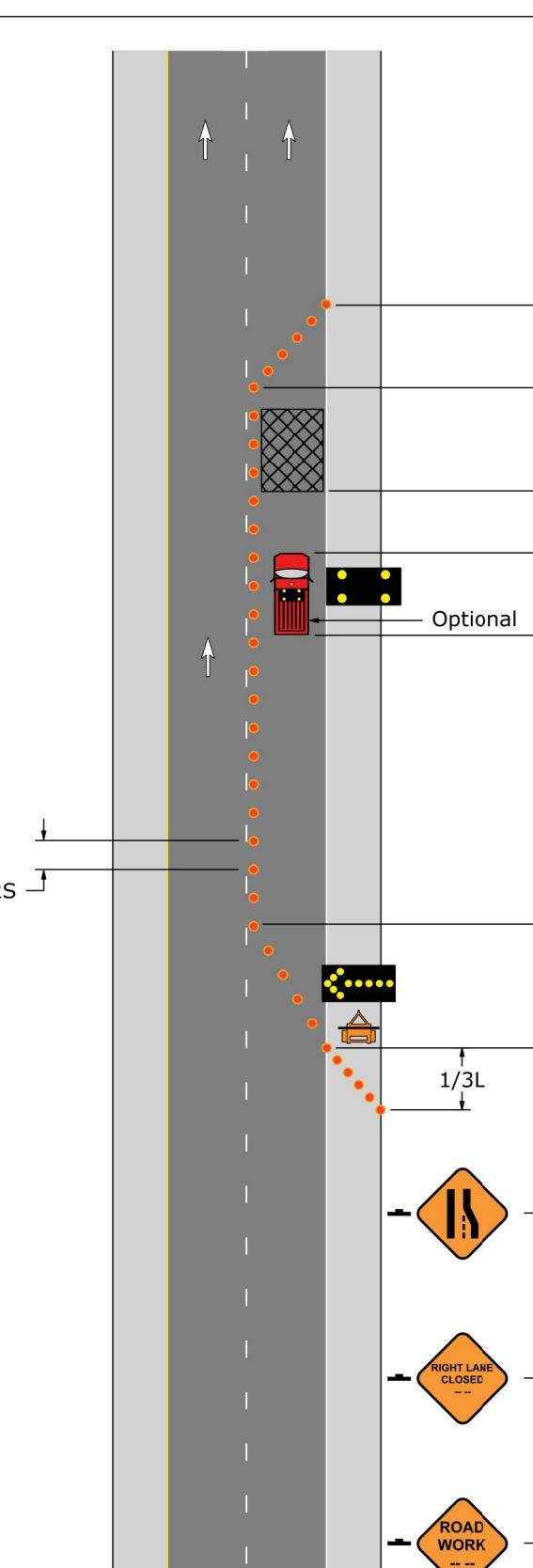
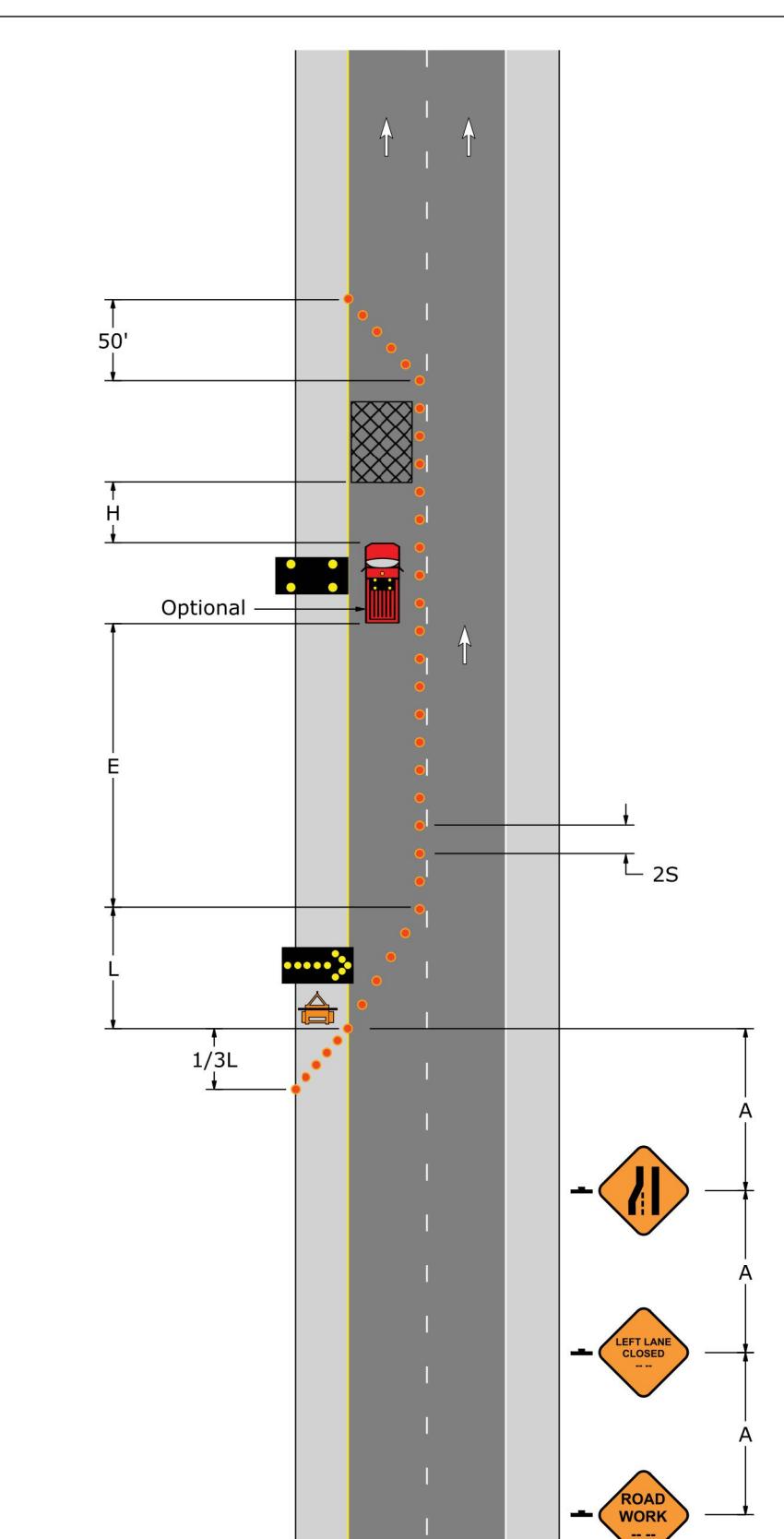
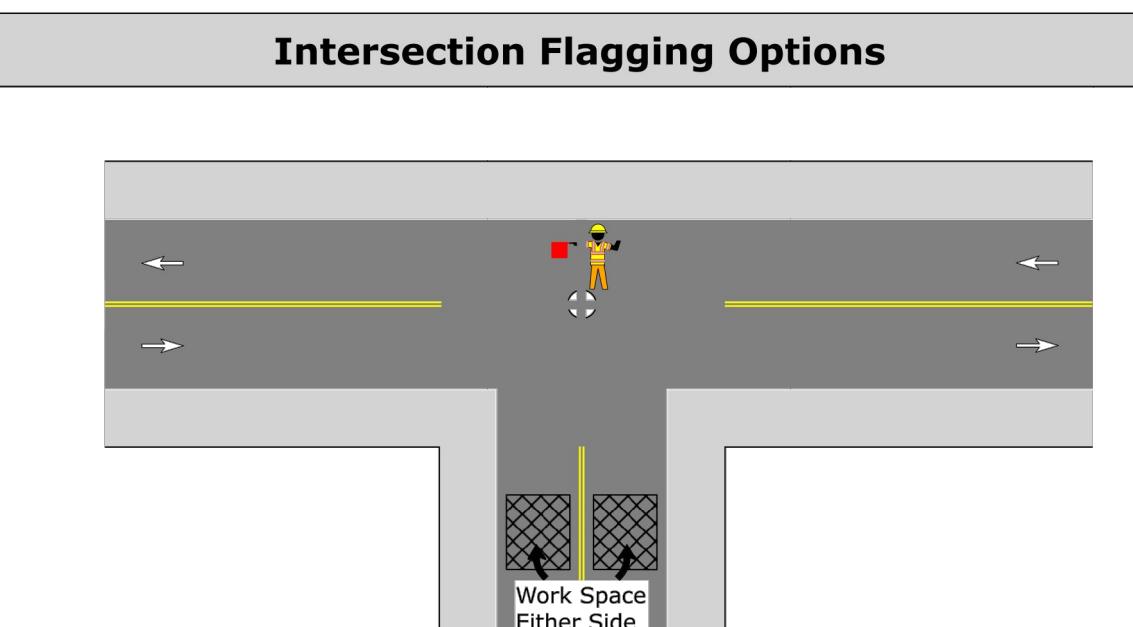
PENNDOT CONSTRUCTION NOTES:

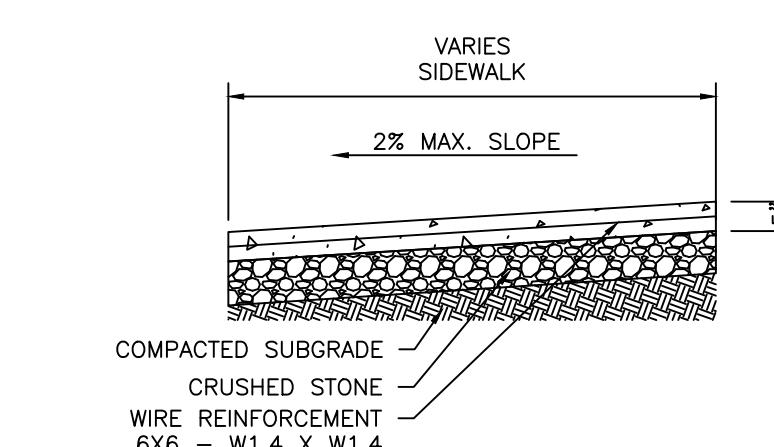
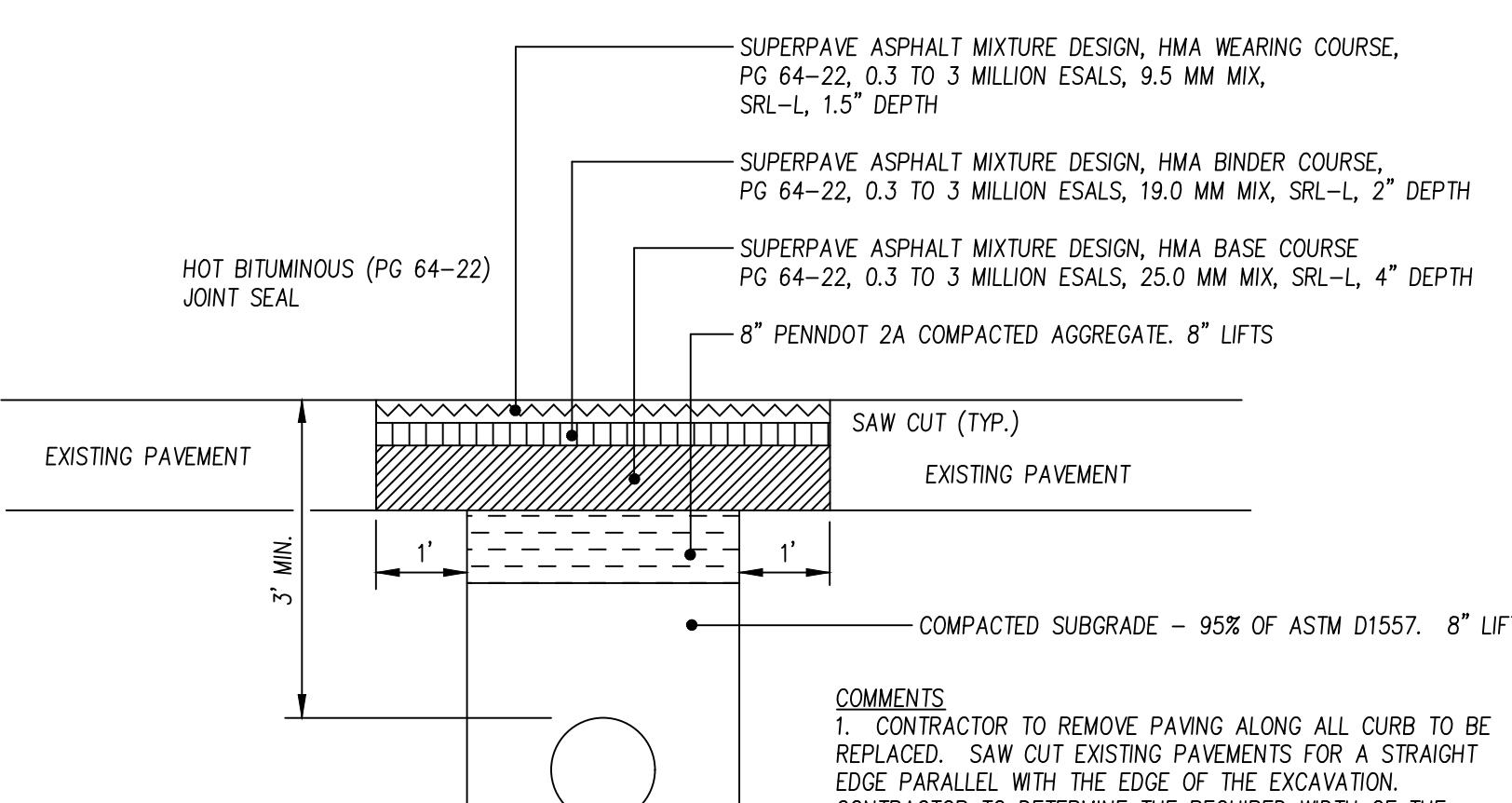
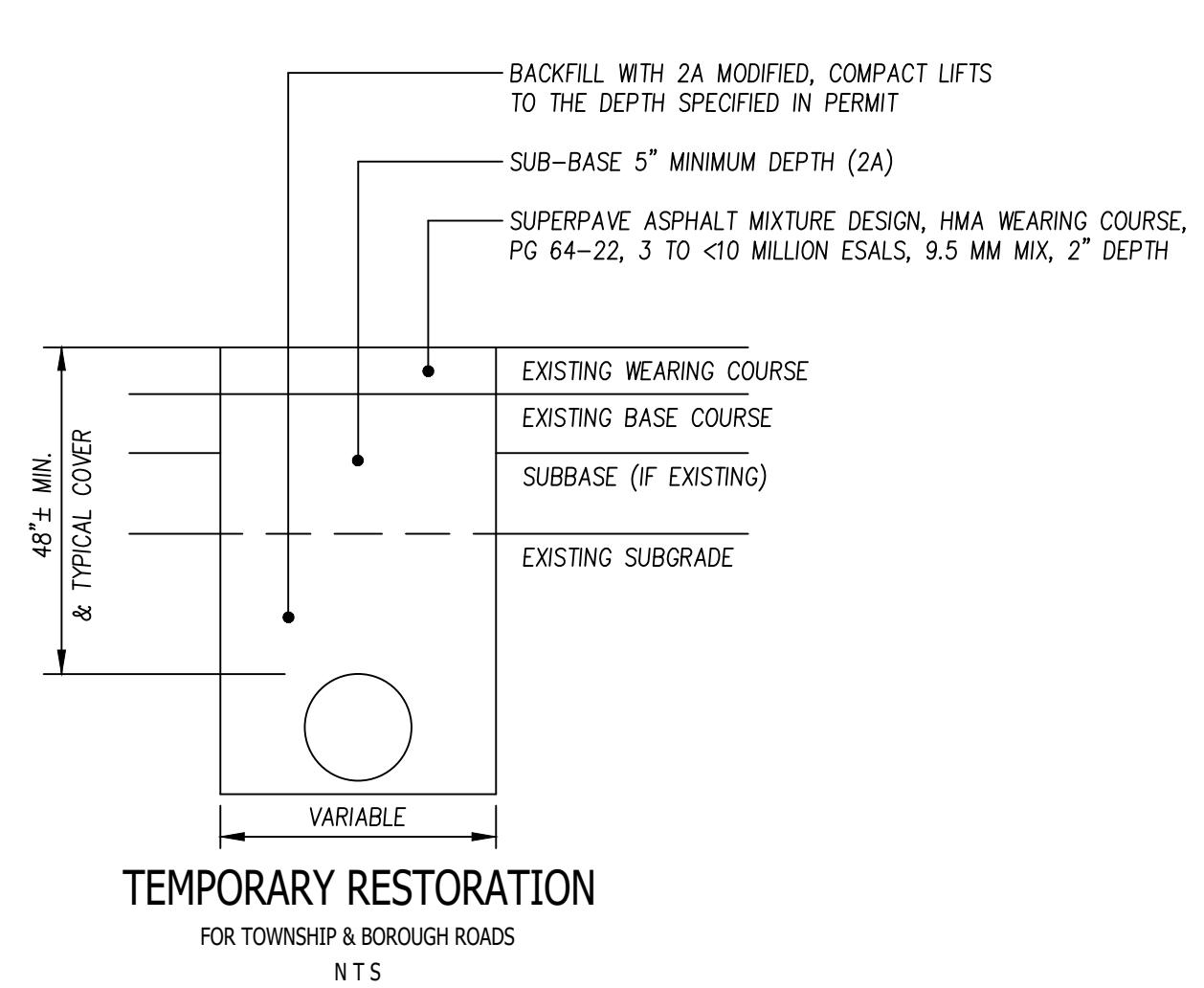
- TOWNSHIP TO BE NOTIFIED PRIOR TO WORKING NEAR SCHOOL SIGNALS AND SHALL MARK OUT AS REQUIRED.
- SHOULDER AREAS PRONE TO WASHOUT SHALL BE PAVED.
- ANY DAMAGE TO TREES OR CUT SLOPES CAUSING THEM TO FAIL SHALL BE THE RESPONSIBILITY OF THE PERMITTEE.
- MAIN TO BE SLEVED OR ENCASED WHERE PASSING THROUGH GUARDRAIL.
- PERMITTEE AND HIS CONTRACTOR ARE RESPONSIBLE FOR FAMILIARIZING THEMSELVES WITH THE REQUIRED EROSION AND SEDIMENTATION CONTROL MEASURES. APPROPRIATE CONTROLS ARE TO BE IN PLACE PRIOR TO SITE DISTURBANCE, CONTINUALLY MAINTAINED DURING CONSTRUCTION UNTIL REMOVED AND LEFT IN PLACE UNTIL SITE IS STABILIZED.
- TOWNSHIP TO BE NOTIFIED PRIOR TO WORKING NEAR TRAFFIC SIGNAL LOOPS AND SHALL MARK OUT AS REQUIRED.
- A BRIDGE OCCUPANCY LICENSE SHALL BE OBTAINED FOR THE STRUCTURE EXCEPT IN EMERGENCY SITUATION.
- Each FLAGGER STATION SHALL BE ILLUMINATED AT NIGHT WITH AN OVERHEAD LIGHTING SOURCE HAVING 30,000 TO 40,000 LUMENS MINIMUM OF LIGHT OUTPUT FOR AN AREA OF NO LESS THAN 7,500 SQUARE FEET. THE LIGHTING SOURCE SHALL HAVE A MINIMUM COLOR TEMPERATURE OF 3,000 DEGREES AND A MAXIMUM OF 4,000 DEGREES. POSITION THE LIGHT SO THE FLAGGERS CAN BE SEEN AND NOT CAUSE EXCESSIVE GLARE TO MOTORIST TRAVELING THROUGH THE WORK ZONE.
- NOTIFY THE DISTRICT 6-0 REGIONAL TRAFFIC MANAGEMENT CENTER (RTMC) 610-205-6934 FIFTEEN (15) MINUTES IN ADVANCE OF ANY PROPOSED LANE OR SHOULDER RESTRICTION, ROAD CLOSURE, OR ANY OPERATION IMPEDED THE FLOW OF TRAFFIC. NOTIFY THE RTMC WHEN THE ROAD IS RESTORED TO NORMAL OPERATION.
- SUBMIT A COMPLETED M-937R FORM TO THE DISTRICT HAULING PERMIT OFFICE (610-205-6787) AND THE INSPECTOR-IN-CHARGE TEN WORKING DAYS IN ADVANCE OF ALL TRAFFIC RESTRICTIONS.
- PROTECT DROP-OFFS ADJACENT TO A TRAVEL LANE IN ACCORDANCE WITH PUBLICATION 408, SECTION 901.3(j).
- THE WORK MUST BE PERFORMED IN WAY THAT WILL NOT CREATE A HAZARD FOR VEHICLE TRAFFIC OR PEDESTRIAN TRAFFIC.
- COORDINATE DELIVERY OF EQUIPMENT, MATERIAL TO MINIMIZE INCONVENIENCE TO TRAVELING PUBLIC.
- REPLACE ALL PAVEMENT MARKINGS WHICH HAD BEEN REMOVED DURING CONSTRUCTION, UNLESS OTHERWISE NOTED.

NOTES:

- ALL SIGNS SHALL BE REFLECTORIZED.
- ALL FLAGGERS MUST BE IN COMMUNICATION WITH EACH OTHER AND PENNDOT CERTIFIED.
- EACH FLAGGER SHOULD BE CLEARLY VISIBLE TO THE TRAFFIC WHICH IS BEING CONTROLLED.
- NOTIFY THE LOCAL MUNICIPALITY WHEN A SIGNALIZED INTERSECTION FALLS WITHIN THE WORK ZONE. DO NOT FLAG A SIGNALIZED INTERSECTION WITHOUT THE MUNICIPALITY PLACING THE SIGNAL ON FLASH.
- NO OPEN TRENCHES WILL BE PERMITTED AT NIGHT.
- MAINTAIN ALL ACCESS TO DRIVEWAYS AND SIDE ROADS.
- NO LANE CLOSURES OR TRAFFIC RESTRICTIONS ON LEGAL HOLIDAYS, AND BETWEEN THE HOURS OF 6:00 AM 9:00 AM AND 3:00 PM TO 7:00 PM.
- NOTIFY LOCAL EMERGENCY UNITS (POLICE, FIRE, MEDICAL, ETC.), LOCAL BUSINESSES, SCHOOL DISTRICT, THE LOCAL MEDIA AND THE REPRESENTATIVE TEN (10) WORKING DAYS IN ADVANCE OF THE START OF WORK.

- THE CONTRACTOR IS REQUIRED TO SUBMIT A ROAD RESTRICTION FORM TO THE DISTRICT 6-0 PRESS OFFICE ONE WEEK IN ADVANCE OF ANY LANE CLOSURES AND TWO WEEKS IN ADVANCE OF ANY FULL CLOSURES THAT NECESSITATE A DETOUR. THE FORM IS AVAILABLE ONLINE AT penndot.gov/district6/roadrestrictionform OR BY CALLING 610-205-6797.

PATA 125-A**PATA 125-B****PATA 109 (A Through L)**



NOTES:

1. ALL SIDEWALK SHALL BE CONSTRUCTED ON A 4" MINIMUM DEPTH $\frac{1}{2}$ " CLEAN CRUSHED STONE BASE (ASHTO NO. 57 OR PENNDOT NO. 2B)
2. ALL CEMENT CONCRETE SHALL HAVE A MINIMUM 28-DAY COMPRESSIVE STRENGTH OF 4000 PSI.
3. ALL EXPANSION JOINTS SHALL BE A $\frac{1}{2}$ " THICK, EXPANDED METAL, NON-STRUCTURAL, BITUMINOUS JOINT FILLER PLACED AT 20' INTERVALS.
4. SCORED CONTRACTION JOINTS OR EXPANSION JOINTS SHALL BE PROVIDED AT 5' INTERVALS IN SIDEWALK. EXPANSION JOINTS SHALL BE PLACED BETWEEN THE CURB AND SIDEWALK IF THEY ABUT EACH OTHER.

SIDEWALK REPLACEMENT DETAIL

NTS

CONCRETE SPECIFICATIONS - CURB AND SIDEWALK

SLUMP	4" MAXIMUM
AIR ENTRAINMENT	5% TO 8% OF AIR TOTAL CONTENT
CEMENTOUS MATERIALS CONTENT	564 LBS/CU YD OF CONCRETE
WATER-CEMENT RATIO	0.45 OR LESS

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AQUA PENNSYLVANIA, INCORPORATED 762 LANCASTER AVENUE, BRYN MAWR, PA, 19010			
PROJECT PLAN FOR: PLUM STREET PROJECT ROAD RESTORATION DETAILS MEDIA BOROUGH, DELAWARE COUNTY			
DRAWN BY:	CHK'D BY:	EXT No:	20395-S
DATE:	10-19-23	SCALE:	NTS
PROJECT No:	566.23	ACTIVITY No:	159
APPROVED	A - 68057		
	SHEET 3 OF 5		

