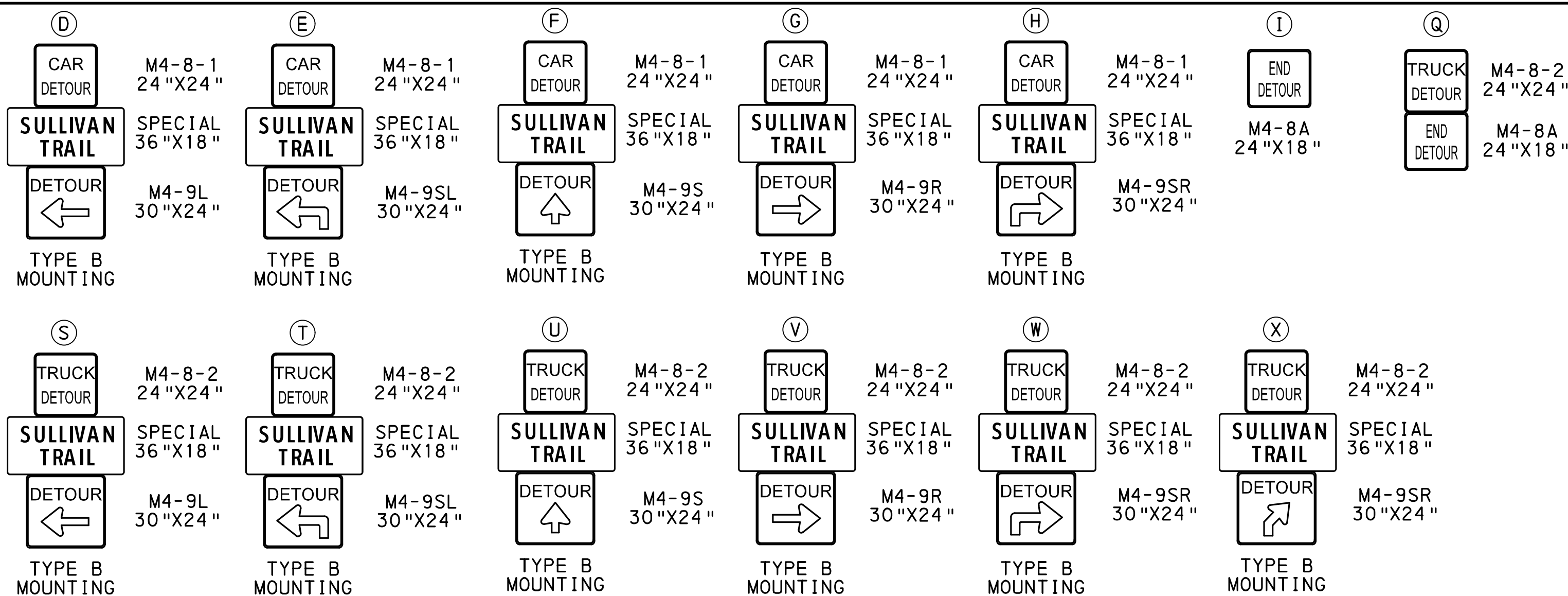
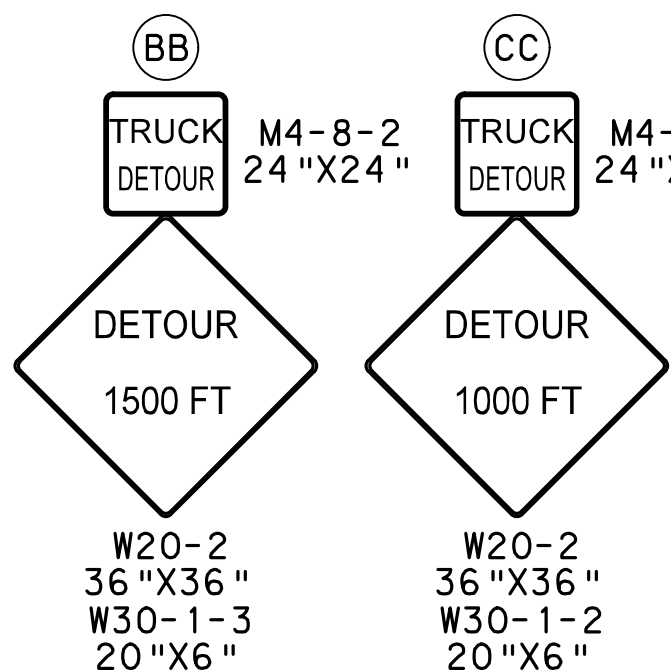
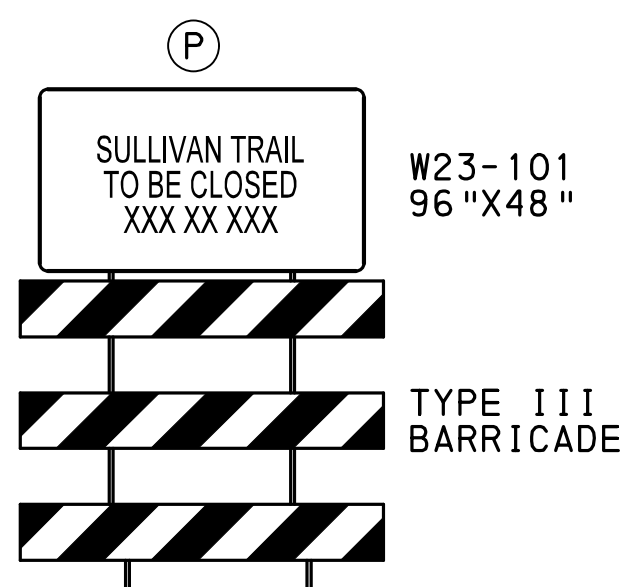
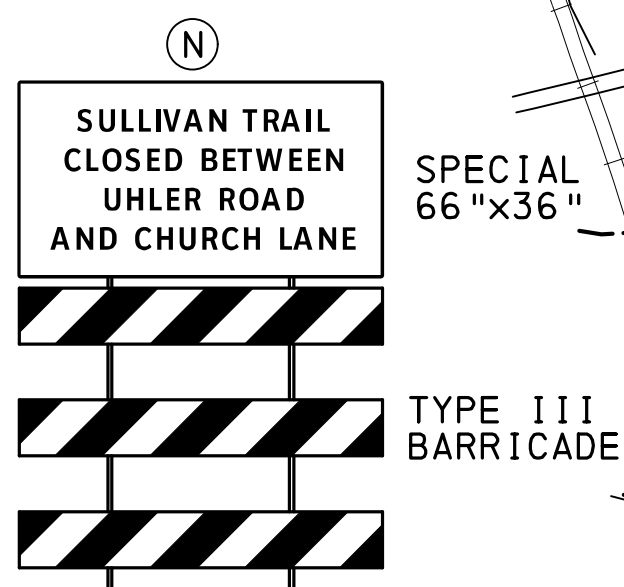
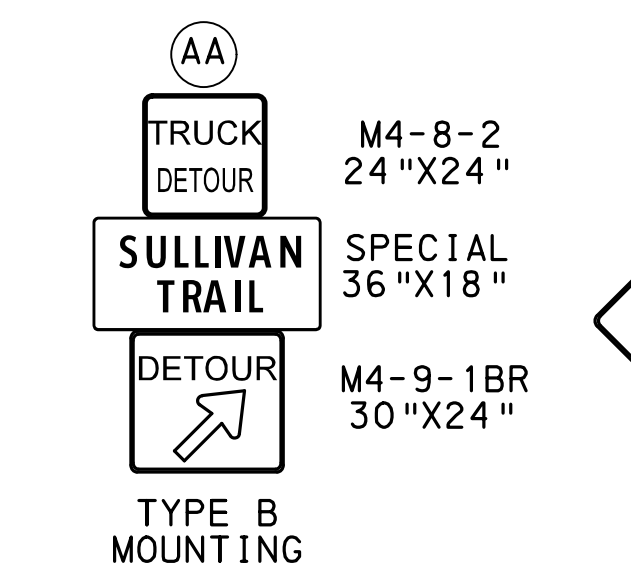
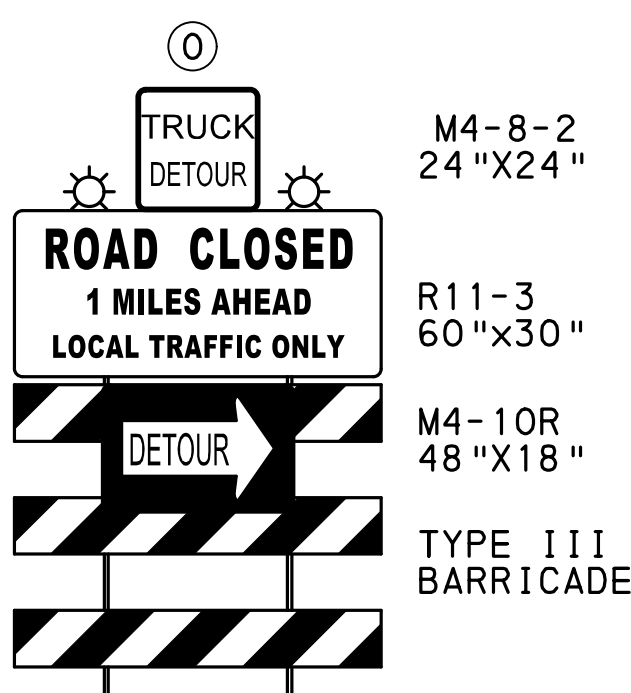
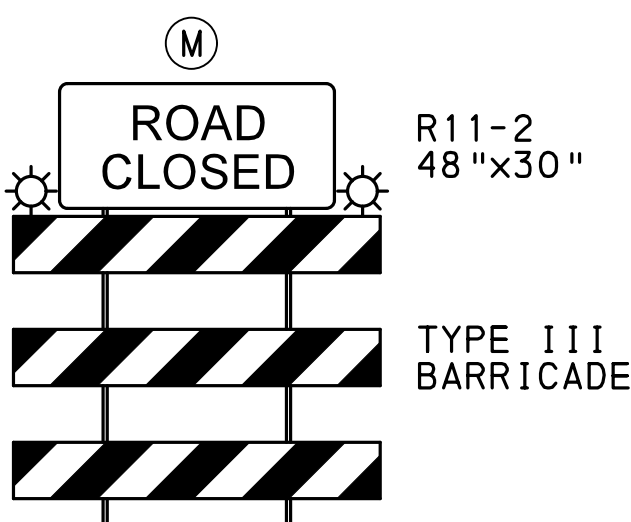
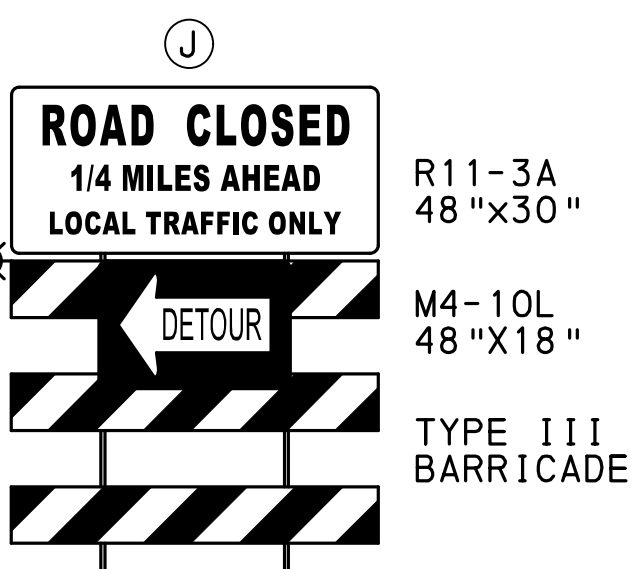
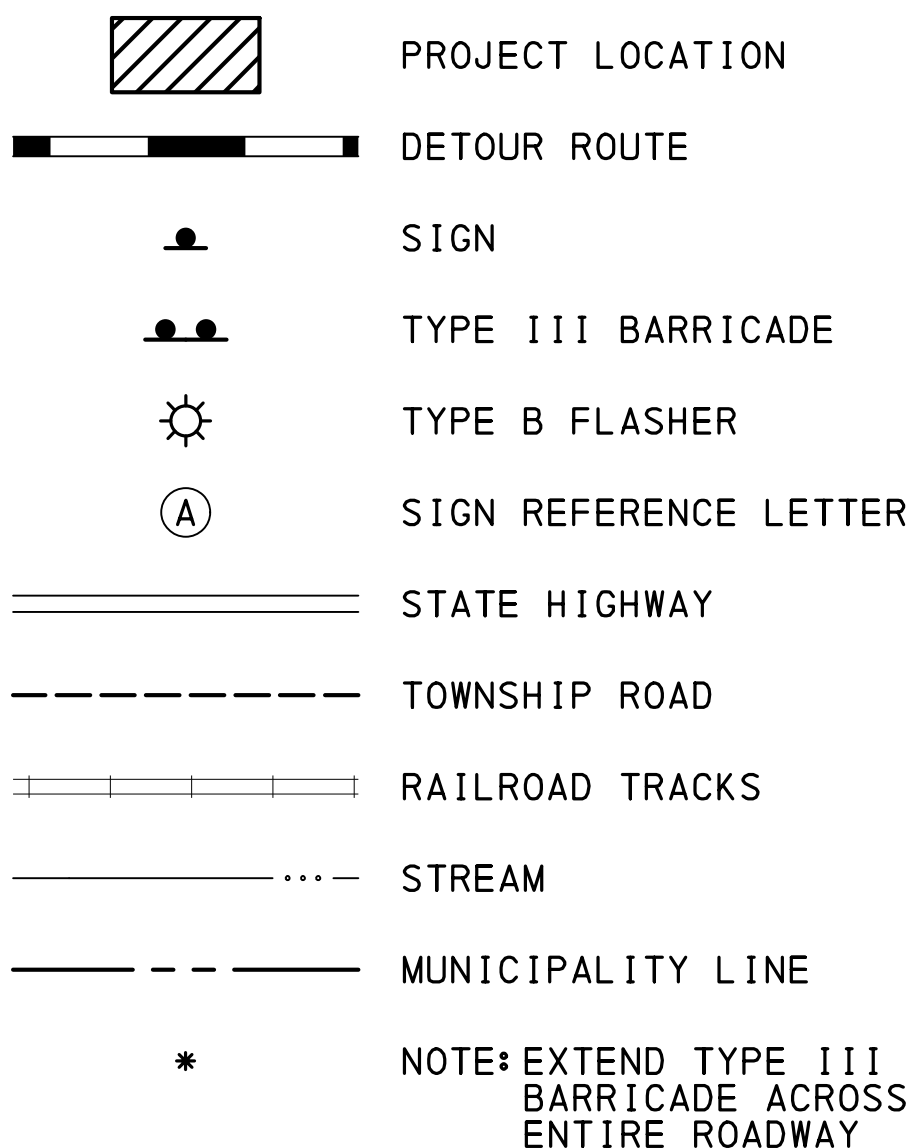


p:\pdp\pw\benf1ley.com\TPD\Project\ss\Documents\Active\ARK\00005 - Legacy at Forks\CADD (HOP) InRoads 552\TDCP\05 - Sullivan Trail Car & Truck Detour Plan.dgn 10/24/2024 5:07:35 PM 11:293,999 add:ltu

DETOUR MAP LEGEND



NB SR 2025 CAR DETOUR = 1.6 MILES
SB SR 2025 CAR DETOUR = 1.6 MILES
NB SR 2025 TRUCK DETOUR = 2.6 MILES
SB SR 2025 TRUCK DETOUR = 3.1 MILES

GENERAL NOTES

THIS WORK CONSISTS OF THE MAINTENANCE OF TRAFFIC AND THE PROTECTION OF THE TRAVELING PUBLIC APPROACHING THE CONSTRUCTION AREA AND WITHIN THE LIMITS OF CONSTRUCTION.

FURNISH, ERECT, PLACE AND MAINTAIN TRAFFIC CONTROL SIGNS AND DEVICES AND MAINTAIN TRAFFIC DURING HOURS OF CONSTRUCTION AND AT ALL OTHER TIMES IN ACCORDANCE WITH THE METHODS INDICATED ON THESE DRAWINGS AND,

1. THE SPECIAL PROVISIONS OF THE CONTRACT
2. PA CODE, TITLE 67, CHAPTER 212, OFFICIAL TRAFFIC CONTROL DEVICES
3. PDT PUBLICATION 213, WORK ZONE TRAFFIC CONTROL GUIDELINES
4. PDT PUBLICATION 35, APPROVED CONSTRUCTION MATERIALS (BULLETIN 15)
5. PDT PUBLICATION 408, SPECIFICATIONS
6. MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD)

IMMEDIATELY UPON COMPLETION OF THE WORK, REMOVE THE DEVICES. THE DEPARTMENT WILL REMOVE ANY TRAFFIC CONTROL DEVICES ERECTED BY DEPARTMENT FORCES.

COVER OR REMOVE ALL SIGNS NOT IN USE.

ALL DISTANCES MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITIONS.

DURING HOURS OF DARKNESS, ALL SIGNS SHALL BE REFLECTORIZED OR ILLUMINATED.

EXISTING TRAFFIC CONTROL DEVICES SHALL BE MODIFIED AS NEEDED FOR THE DURATION OF THE DETOUR.

UNLESS OTHERWISE SPECIFIED, ALL TRAFFIC CONTROL DEVICES FOR THE DETOUR SHALL BE FURNISHED, ERECTED, MODIFIED, MAINTAINED AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR FOR CONTRACT OPERATIONS.

ACCESS TO ALL PRIVATE DRIVEWAYS AND EMERGENCY SERVICES MUST BE PROVIDED AT ALL TIMES. LOCATE ALL SIGNS SO THAT SIGHT DISTANCE IS NOT OBSTRUCTED AT DRIVEWAYS AND SIDE STREETS.

THE CONTRACTOR MUST CONTACT THE PENNDOT PRESS OFFICE (610-871-4555) AND NORTHAMPTON COUNTY MAINTENANCE OFFICE (610-250-1840) 14 DAYS PRIOR TO START OF THE DETOUR.

THE CONTRACTOR IF DIRECTED BY THE PENNDOT INSPECTOR MAY BE REQUIRED TO TRIM LOW LYING TREES ALONG THE DETOUR ROUTE TO A MINIMUM HEIGHT OF 14'-6" FOR VISIBILITY OF THE DETOUR SIGNS.

POSTED SPEED LIMIT ON SULLIVAN TRAIL IS 40 MPH.

POSTED SPEED LIMIT ON UHLER ROAD IS 45 MPH.

POSTED SPEED LIMIT ON KESSLERSVILLE ROAD IS 45 MPH.

POSTED SPEED LIMIT ON CHURCH LANE IS 35 MPH.

POSTED SPEED LIMIT ON SR 0191 IS 45 MPH.

POSTED SPEED LIMIT ON SR 0033 IS 65 MPH.

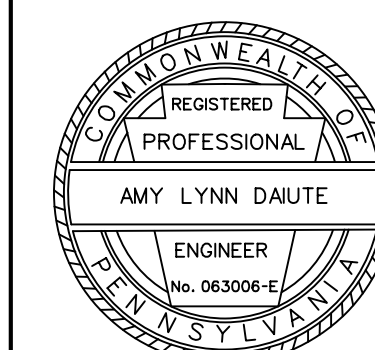
FOR SIGN SPACING, SEE PENNDOT PUBLICATION 213, MARCH 2021, PATA FIGURE 215.

THIS PLAN HAS RECEIVED LIMITED REVIEW BY THE TOWNSHIP STAFF AND TOWNSHIP ENGINEER FOR GENERAL CONSISTENCY WITH MUNICIPAL REGULATIONS AND ORDINANCES. NEITHER THE TOWNSHIP, TOWNSHIP ENGINEER, NOR TOWNSHIP STAFF ARE RESPONSIBLE FOR THE PLANS OR ITS IMPLEMENTATION.

THE DEVELOPER'S CONTRACTOR ALONE SHALL BE RESPONSIBLE FOR ALL PROJECT SAFETY, INCLUDING VEHICULAR, PEDESTRIAN, AND WORKER SAFETY. TRAFFIC CONTROL AND PROTECTION OF PERSONS SHALL BE AS A MINIMUM, IN STRICT CONFORMANCE WITH PENNDOT PUB 213 "TEMPORARY TRAFFIC CONTROL GUIDELINES" (67 PA CODE, CHAPTER 212, LATEST EDITION), AND AS A MINIMUM IN CONFORMANCE WITH THE WORK ZONE TRAFFIC CONTROL PLAN AS PREPARED BY THE DEVELOPER'S ENGINEER. PRIOR TO COMMENCEMENT OF WORK, THE DEVELOPER'S CONTRACTOR ALONE SHALL REVIEW WITH PENNDOT AND THE TOWNSHIP, AS APPLICABLE, THE DEVELOPER'S CONTRACTOR'S PROPOSED WORK ZONE TRAFFIC CONTROL AND SAFETY PROCEDURES. WORK SHALL NOT BEGIN UNTIL SUCH PROCEDURES HAVE BEEN FULLY IMPLEMENTED. CONTINUOUS MAINTENANCE, REPAIR, AND PLACEMENT OF ALL TRAFFIC/SAFETY/WARNING SIGNS AND DEVICES SHALL BE THE DEVELOPER'S CONTRACTOR'S RESPONSIBILITY ALONE. IT SHALL BE UNDERSTOOD BY THE DEVELOPER'S CONTRACTOR THAT THE WORK ZONE TRAFFIC CONTROL PLAN IS A MINIMUM STANDARD. THE DEVELOPER'S CONTRACTOR SHALL SUPPLEMENT THE PLAN IN ANY MANNER IT FEELS NECESSARY TO COMPLY WITH PENNDOT OR TOWNSHIP REQUIREMENTS, AS APPLICABLE, AND TO ASSURE THE SAFE ACCOMMODATION OF ALL PERSONS AND ALL VEHICLES AFFECTED BY THIS PROJECT AND THE TRAFFIC CONTROL PLAN. FURTHER, THE DEVELOPER'S CONTRACTOR SHALL IMPLEMENT ALL OTHER MEASURES IT DETERMINES NECESSARY OR AS REQUIRED BY PENNDOT OR THE TOWNSHIP, AS APPLICABLE, TO MAINTAIN TRAFFIC AND SAFETY.

INSTALL ADVANCE ROAD CLOSURE SIGN "P" 14 DAYS PRIOR TO ROAD CLOSURE. REMOVE SIGN "P" WHEN THE DETOUR IS ESTABLISHED.

FLAGGING MAY BE REQUIRED AT THE INTERSECTIONS OF CHURCH LANE & KESSLERSVILLE ROAD AND UHLER ROAD & KESSLERSVILLE ROAD IF EXCESSIVE QUEUEING OCCURS DURING PEAK TIMES.



TRAFFIC PLANNING AND DESIGN, INC.
www.TrafficPD.com | 717.234.1430 | TPD@TrafficPD.com

DATE: 10/04/24 | PROJECT DESIGNER: LEM | JOB NO: LARK.00005

WORK ZONE TRAFFIC CONTROL PLAN

THIS IS A COPY. THE ORIGINAL DRAWING IS ON FILE WITH TRAFFIC PLANNING AND DESIGN, INC. ANY AND ALL LIABILITY IS LIMITED TO THE ORIGINAL, UP TO AND INCLUDING THE LAST REVISIONS.

DRN BY MAB

NOTE: CONTRACTOR IS TO COORDINATE THE IMPLEMENTATION OF THIS DETOUR WITH THE DEPARTMENT PROJECT ON SR 0033. THE PROJECT IS SR 33-05B ECMS 96431.

SIGN SPACING

R = 500' MAX

STAGE 3 DETOUR PLAN