

ENGINEERING DISTRICT 08
2140 HERR STREET
HARRISBURG, PA 17103-1699
December 11, 2007

Application No. 194527
County of York
SR: 0015 SEG: 0110-0130 OFF: 1427-2292
Additional Comments for Consideration

Lobar Properties
4 Barlo Circle
P.O. Box 432
Dillsburg, PA 17019

Dear Applicant:

We have reviewed all the material submitted for a highway occupancy permit and have found that there are corrections required or additional information needed as noted on the attached sheets. This information is required in order to conform to our current regulations as outlined in Chapter 441 and/or 459 (Pennsylvania Code Title 67).

If you have any questions please contact the persons noted on the attached document.

Very truly yours,

For: R. Scott Christie, P.E.
Acting District Executive

MJD/pbh
(Appl. 194527)

Attachment

cc: PENNDOT 8-4 County Office
PENNDOT District 8-0 Occupancy Permits Unit
Carroll Township
J. Dwight Yoder, Esquire

District 8-0
HOP Traffic and Drainage Comment Sheet

COUNTY:	<u>York</u>	MUNICIPALITY:	<u>Carroll Township</u>
APPLICATION #:	<u>194527</u>	APPLICANT:	<u>Lobar Properties</u>
JOB #:	<u>LRL 01 04</u>	REVIEW BY:	<u>PennDOT/PAI</u>

- Upon resubmission, the applicant's engineer should put together a letter that described how each comment had been addressed and where each can be found in the plan set. A copy of these comments and any previously submitted plans should also be provided. This will help expedite the review.
- The applicant must ensure that a minimum of five complete sets of the revised plans, reports and all other pertinent information are submitted to the PennDOT County Office. Additionally, the applicant's designer must ensure that revision dates are clearly presented on all applicable plan sheets.
- If you have any questions pertaining to the technical aspects of this review, please contact the Department's representative, Mr. Adam R. Melewsy, P.E., of Pennoni Associates Inc. at (717) 975-6481.
- The following comments are from a cursory review of the state roadway from the preliminary construction plan associated with this application.

GENERAL

1. Show the pavement and shoulder cross slopes on the typical sections.
2. The typicals indicate an additional 1 foot dimension on either side of median on S.R. 0015 typical sections. What is being dimensioned?
3. Revise the dimensions showing guide rail backing being dimensioned from the back of curb instead of the face of guiderail.
4. Label plain cement concrete curb on S.R. 0074 typical sections.
5. Label the stations and offsets (dimension) of the PC's and PT's at curb returns, concrete medians, etc. on the construction plans. See some of the construction plans.
6. Work being done outside of the right-of-way or slope easement must be covered by a temporary construction easement or other.
7. Station all baselines.

8. Label the Head Light Sight Distance (HLSD) on the profile vertical curve data for all sag curves.
9. Do not use "ONLY" legends on auxiliary lanes.
10. Space lane arrows 60 feet between subsequent arrows.
11. Station all locations of all stop bars, lane separation lines, etc.
12. Confirm proper lane alignment with opposing lanes on S.R. 0074 at the intersection of S.R. 0074 and Site Drive No. 1 and No. 4.
13. Confirm the length of shifting Tapers (L), Bay Tapers (L/6), and Right Turn Deceleration Lane Bay Tapers on S.R. 0015 and S.R. 0074.
14. Although not included with this submission, please be advised that if either the traffic counts or approved TIS are more than three years old they are considered obsolete. The counts will need to be redone and/or the TIS will need to be revised and reviewed by the District Traffic Unit.

ADDITIONAL COMMENTS

15. The pavement designs for SR 0015 and SR 0074 will be required to be reviewed and approved by the District Pavement Manager. Because the lane configuration on SR 15 is being modified and restoration is required to modify the median, a full overlay of SR 15 is appropriate.
16. The left-turn lane on southbound SR 0015 near Sta. 10+00 appears to be for a private driveway. It appears that this will require separate phasing because the simultaneous left-turn movements are in conflict. It should be noted that the signal timing to allow this movement will impact the northbound SR 0015 traffic and may not be acceptable. Further review of the Traffic Impact Study by the District Traffic Unit is required to determine if the impacts are acceptable. The plan shall include all recommendations approved in the Study.
17. In general, the typical sections shall consider drainage. Enough shoulder should be provided to keep inlets out of the driving lanes.
18. On relocated SR 0074, it is preferred that a concrete median be provided instead of the grass medians. If the grass median is to be used, a maintenance agreement with the township will be required.
19. For relocated SR 0074, it appears the highway classification should be a rural minor arterial. Please address.
20. For relocated SR 0074 in fill areas, the area behind the curb shall be sloped away from the roadway.
21. Please address the need for curbing along relocated SR 0074. The curbing will greatly increase the amount of storm sewer facilities required to remove the runoff from the highway. If it is determined curbing is required; consider radius returns at the driveways instead of depressed curb.

22. For relocated SR 0074, shoulders are required with or without the curb. Because this is a new roadway, the shoulder width shall be in accordance with the design criteria charts found in Design Manual Part 2.
23. Please address why existing SR 0074 can not be closed completely and a cul-de-sac provided.
24. The median on SR 0015 should be reconstructed to be a constant width from the adjacent lane. This should include the area along northbound SR 0015 from Sta. 19+00 to Sta. 32+00.
25. The shoulder width along the highway shall be maintained adjacent to the turn lanes. This should include the shoulder along the right-turn lane at SR 0015 Sta. 43+00.
26. It should be noted, that Agreement of Release forms will be required from all property owners who will have modifications along their frontage. The modifications include changes to lane configurations which may affect existing and future access to these properties.
27. Documentation in the form of meeting minutes or response letters from previous meetings and reviews which indicate decisions that were reached by the engineer and/or Department personnel should be included with all resubmissions.