

Section 4(f) Non-Applicability/No Use

May 2014 Version

County:	Bucks	State Route:	0001	Section:	RC3
Project Name:	SR 0001 Section RC3 Improvements	FPN:	974522254	MPMS:	93446

SELECT ONE: EIS EA CE EER ED

PROJECT DESCRIPTION:

(Provide a concise but thorough description of the proposed action.)

The Pennsylvania Department of Transportation (PennDOT) is proposing reconstruction and widening of multiple areas along State Route (SR) 0001, also known as Lincoln Highway, in Langhorne and Langhorne Manor Boroughs, and Middletown Township, Bucks County, Pennsylvania. The proposed project is 2.6 miles in length and will include the parallel service (frontage) road, from just north of the SR 0001 bridge over Business Route 1 (SR 2037) / CSX / SEPTA to approximately 0.2 miles north of the Corn Crib Lane (SR 2197) bridge over SR 0001. See the attached **Project Location Map**.

The following improvements are proposed:

- The construction of a main lane interchange along Lincoln Highway (SR 0001) in vicinity of the bridge carrying Lincoln Highway (SR 0001) over Highland Avenue (SR 2008) near the southern end of the project.
- The construction of a section main lane interchange along Lincoln Highway (SR 0001) in the vicinity of the Pine Street (SR 0413) bridge over Lincoln Highway (SR 0001) near the northern end of the project.
- Removal of the access between the northbound and southbound frontage roads and Lincoln Highway (SR 0001) due to the addition of interchanges.
- Replacement of four bridges: West Interchange Road (SR 2199) over Lincoln Highway (SR 0001), Corn Crib Lane (SR 2197) over Lincoln Highway (SR 0001), Pine Street (SR 0413) over Lincoln Highway (SR 0001), and Lincoln Highway (SR 0001) over Highland Avenue (SR 2008).
- Replacement of the box culvert at Lincoln Highway (SR 0001) over Unnamed Tributary to Neshaminy Creek.
- Addition of three roundabout intersections: 1) Northbound Lincoln Highway (SR 0001) ramps (to be constructed) and Highland Avenue (SR 2008), 2) Pine Street (SR 0413), Bellevue Avenue (SR 2049), and West Highland Avenue, and 3) Bellevue Avenue (SR 2049) and Gillam Avenue.
- Signalization of Northbound Lincoln Highway (SR 0001) ramps (to be constructed) and Pine Street (SR 0413).
- Signalization of Southbound Lincoln Highway (SR 0001) ramps (to be constructed) and Pine Street (SR 0413).

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- Minor realignments to the approaches of Highland Avenue (SR 2008), Old Lincoln Highway (SR 2045), and Fairhill Avenue.
- Traffic calming improvements at Pine Street (SR 0413) between Flowers Avenue and Maple Avenue (SR 0213).
- Traffic calming improvements at Gillam Avenue between Bellevue Avenue (SR 2049) and Pine Street (SR 0413).
- Construction of stormwater management facilities.

See attached **Project Plan Set**. Sheet 81 of 170 shows the location of the improvements located along Pine Street (SR 0413) near the intersection of Maple Avenue (SR 0213). This sheet shows the location of the Mayor's Playground park in relation to the proposed improvements.

IDENTIFICATION OF SECTION 4(f) PROPERTY:

(List the property and provide a description of the property as per Chapter 6 of the *Section 4(f)/Section 2002 Handbook*. Attach a map, photo(s), etc. as appropriate.)

The Mayor's Playground is a public park located along the northeast portion of the project corridor. The park lies on the southeast corner of Pine Street and E. Maple Avenue and the eastern side of the park is located along Cherry Street. The park is a multi-use public park owned and operated by Langhorne Borough and sits on 3.5 acres. The Mayor's Playground is currently used by the public for community events and both active and passive recreation activities.

See the attached **Section 4(f) Resources Map and Photographs**.

OFFICIAL WITH JURISDICTION OVER SECTION 4(f) PROPERTY:

1. Identify agency with jurisdiction:
Parks and Recreation – Langhorne Borough
144 E Maple Ave
Langhorne, PA 19047
(215) 757-1272
2. Name and title of contact person at agency:
Mary Zimmerman, Langhorne Borough Manager

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DETERMINATION OF NON-APPLICABILITY:

PennDOT has the autonomy to decide the applicability of Section 4(f) protection. However, per the *Section 4(f)/Section 2002 Handbook*, PennDOT is advised to consult with FHWA with questionable circumstances by completing the appropriate forms or through other means of correspondence.

Indicate which of the following apply (More than one may be applicable, indicate all that apply):
(*Requires concurrence by the official with jurisdiction over the Section 4(f) property.) Provide additional information regarding each checked item.

1. The project area includes a Section 4(f) property but results in no permanent incorporation or conversion of land into a transportation facility, no temporary occupancy, or does not result in a constructive use as determined by FHWA.

No temporary impacts to the Mayor's Playground will occur because of this project. However, project plans/construction specifications will include strict directives to not allow project staging within the vicinity of Mayor's Playground to prevent any accidental impacts to the park. These specifications will be developed during final design for the project.

- *2. The project is a bike or walkway project sponsored by the officials with jurisdiction over the Section 4(f) property [Negative Declaration applies]. (**Note:** does not require FHWA signature).

[Click here to enter text.](#)

- *3. The project involves permanent acquisition of land within the boundaries of a historic district, but the land to be used does not contribute to the characteristics that make the district eligible for the *National Register* or has been determined to be part of a non-contributing element.

[Click here to enter text.](#)

- *4. The project involves a multiple-use facility (state, federal, National Forest, large municipal-owned land, etc.) but does not impact an area that is managed for/functions specifically as a Section 4(f) property.

[Click here to enter text.](#)

- *5. The project involves an aerial crossing of a Section 4(f) property, but it does not impact the qualifying characteristics of the property, or it does not result in the conversion of land into a transportation facility, such as placement of a bridge over a historic railroad yard.

[Click here to enter text.](#)

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- *6. The project involves activities within the existing transportation right-of-way and would not result in proximity impacts that would substantially impair the features, activities, or attributes that make the property eligible for protection under Section 4(f).

[Click here to enter text.](#)

- *7. The project involves underground activities such as tie-backs, horizontal borings, etc. and does not impact the qualifying characteristics of the Section 4(f) property or involve archaeology that warrants preservation in place.

[Click here to enter text.](#)

- *8. The project involves the restoration, rehabilitation, or maintenance of transportation facilities that are on or eligible for the *National Register* and would not adversely affect the historic qualities of the facility that caused it to be on or eligible for listing.

[Click here to enter text.](#)

- *9. The project involves a transportation enhancement or is a mitigation project where the use of the Section 4(f) property is solely for the purpose of preserving or enhancing the activities, features, or attributes that qualify the property for Section 4(f) protection.

[Click here to enter text.](#)

- *10. The project involves improvements to the interstate system, but does not require the use of any interstate elements formally designated by FHWA for Section 4(f) protection on the basis of national or exceptional historic significance.

[Click here to enter text.](#)

- *11. The project involves certain trails, paths, bikeways, and sidewalks where (1) the trail-related project is funded under the Recreational Trails Program (23 U.S.C. 206(h)(2)); (2) the trail is a national historic trail designated under the National Trails System Act (with the exception of segments that are historic sites) (16 U.S.C. 1241-1251); (3) the trail/path/bikeway/sidewalk occupies a transportation facility right-of-way and can be maintained somewhere within that right-of-way; or (4) the trail/path/bikeway/sidewalk is part of the local transportation system and functions primarily for transportation.

[Click here to enter text.](#)

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Provide additional information regarding each checked item:

Click here to enter text.

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SUMMARY AND DETERMINATION:

The proposed action will not involve temporary or permanent incorporation or conversion of Section 4(f) land into a transportation facility, including construction easements and/or staging, therefore the proposed action does not constitute a use within the meaning of Section 4(f).

Section 4(f) Property: The Mayor's Playground

Official with Jurisdiction:
Parks and Recreation – Langhorne Borough
114 E Maple Avenue,
Langhorne, PA 19047

Date: [Click here to enter a date.](#)

(Optional: other documentation such as attached letters or meeting minutes may be used in replacement of signing this page)

Other documentation is included in the following Attachment:

N/A

Name and Organization of Preparer: Robert Burke, JMT, Inc.

Date: 8/8/2025

Project Manager:

Date: 08/13/2025

Environmental Manager:

Date:

PennDOT, BOPD:

Date:

FHWA:

Date:

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List Section 4(f) environmental commitments associated with this non-applicability/no use that are part of this project:

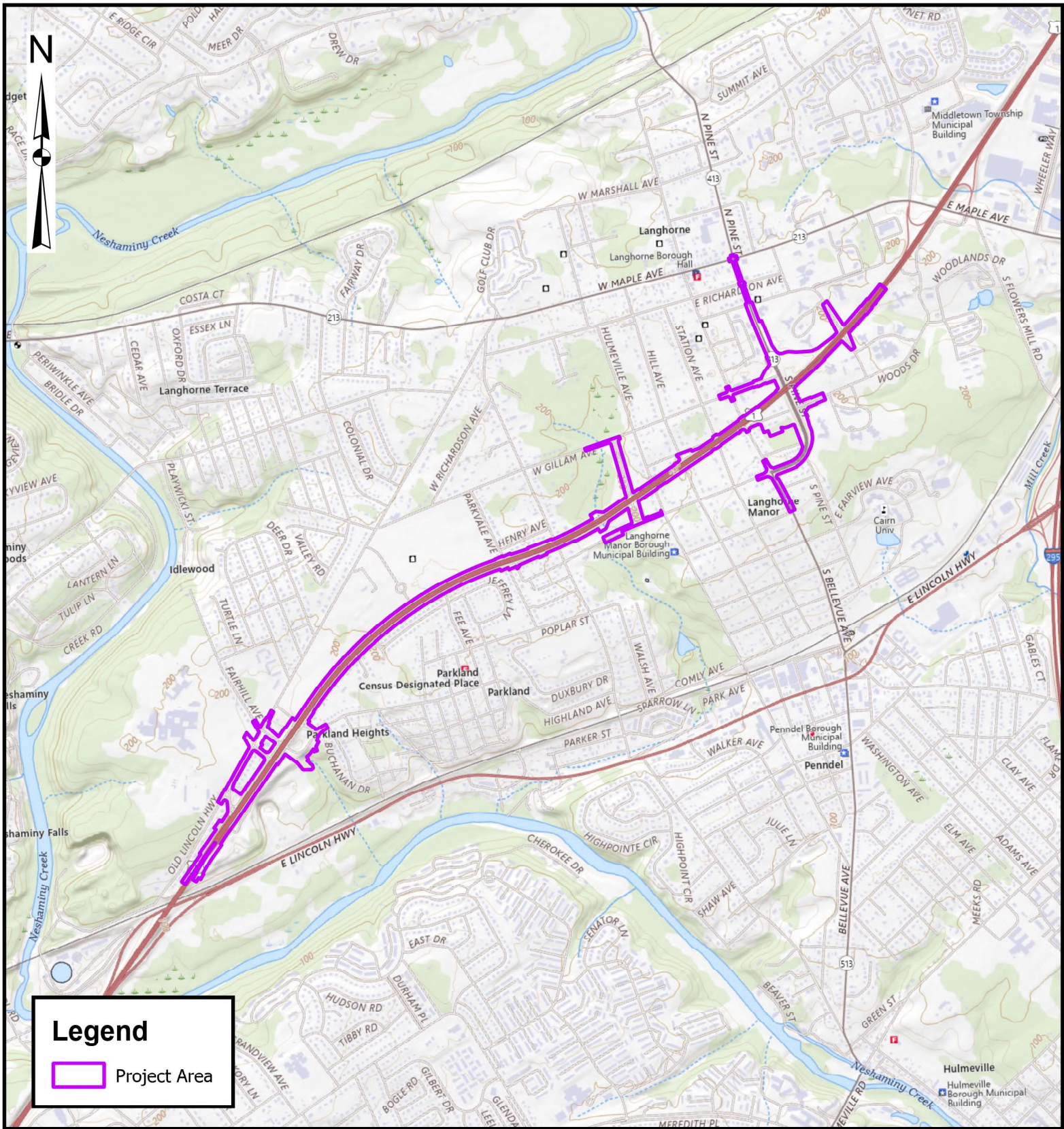
No temporary or permanent impacts to the Mayor’s Playground will occur as a result of this project. All proposed work within the vicinity of the parks will occur within the transportation right-of-way. Access to Mayor’s Playground park will not be interrupted and the park will remain open during construction.

Typical attachments for this form include, but are not limited to:


- Project location map
- Map of affected Section 4(f) property and other Section 4(f) property(ies) in the project vicinity
- Photographs of the Section 4(f) property
- Project plan sheet
- Correspondence with the official with jurisdiction
- Public involvement information

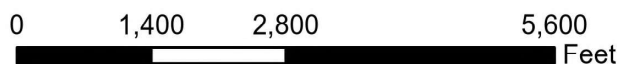


Project Location Map



Legend

 Project Area



1" = 2,000'

SOURCE: USGS
CREATED BY: NKS



**FIGURE 1:
PROJECT LOCATION MAP**

S.R. 0001 SECTION RC3

LANGHORNE AND LANGHORNE MANOR BOROUGHS,
AND MIDDLETOWN TOWNSHIP, BUCKS COUNTY, PA



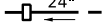
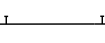

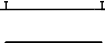

DATE: JULY 2025



Project Plans Set

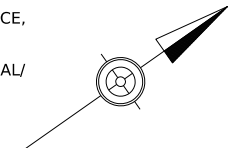
DISTRICT	COUNTY	ROUTE	SECTION	SHEET		
6-0	BUCKS	0001	RC3	34 OF 170		
LANGHORNE BOROUGH						
REV NO	REVISIONS			DATE	BY	APPD

LEGEND

-  REMOVAL OF EXISTING PAVEMENT
-  EXISTING PIPE
-  24" PROPOSED INLET AND PIPE
-  PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
-  PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
-  TYPE 31-STRONG POST ANCHOR TERMINAL/TERMINAL SECTION, SINGLE
-  POTENTIAL SWM BMP

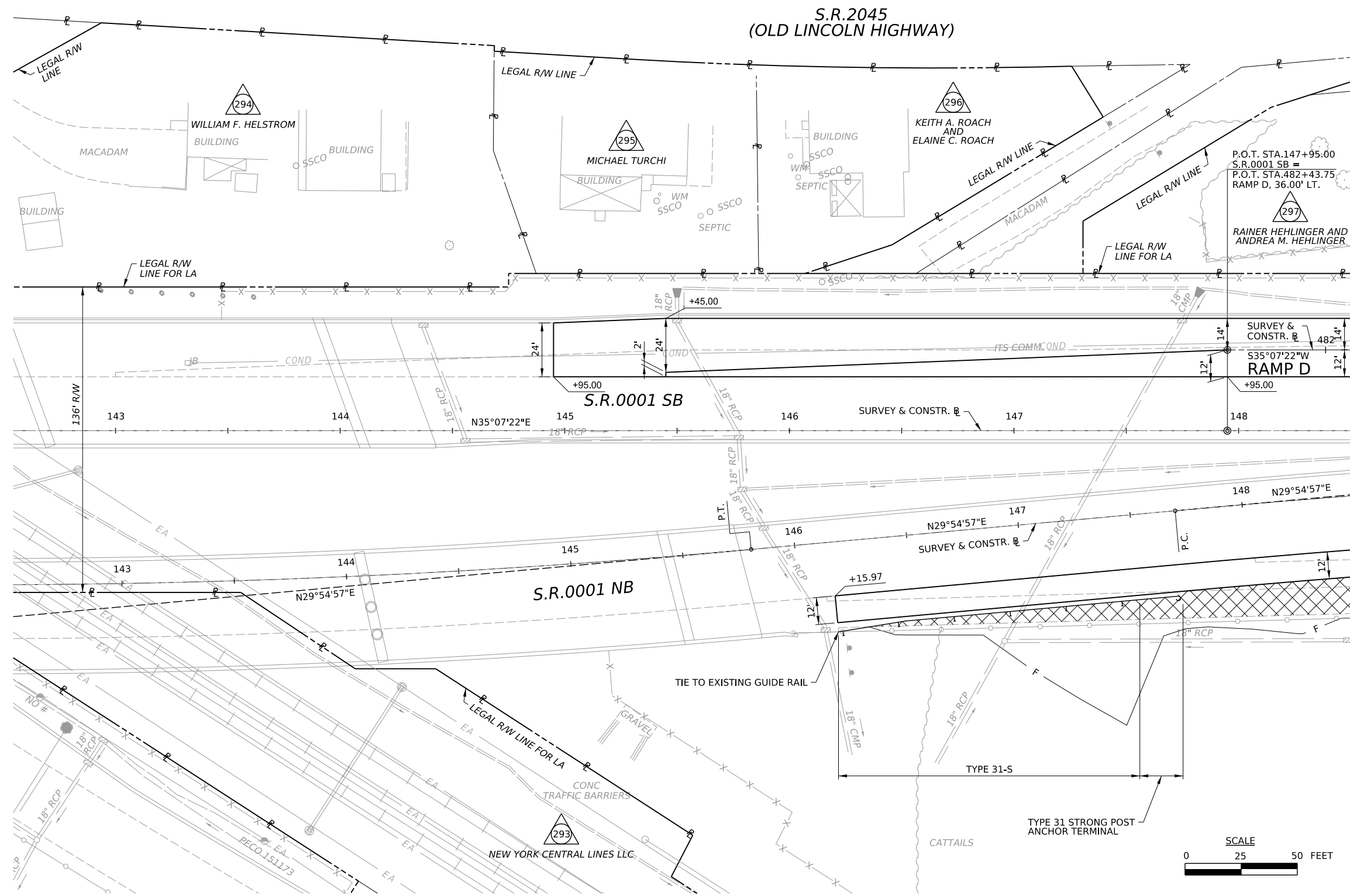
LIMIT OF WORK
 STA. 136+00.00
 SEG. 0060 OFF. 0827
 SEG. 0061 OFF. 1097
 S.R. 0001 SEC. RC3
 MIDDLETOWN TOWNSHIP
 BUCKS COUNTY

START WORK
 STA. 137+00.00
 SEG. 0060 OFF. 0927
 SEG. 0061 OFF. 1197
 S.R. 0001 SEC. RC3

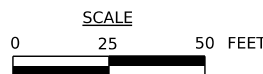


S.R. 0001 NB
 P.I. STA. 142+49.77
 $\Delta = 9^{\circ}56'52''$ LT.
 $D = 1^{\circ}30'00''$
 $T = 332.45'$
 $L = 663.23'$
 $R = 3820.00'$
 $E = 14.44'$
 P.C. STA. 139+17.32
 P.T. STA. 145+80.55
 $S/E = 3.7\%$

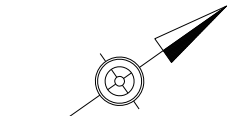
S.R. 0001 NB
 P.I. STA. 150+30.68
 $\Delta = 5^{\circ}12'25''$ RT.
 $D = 1^{\circ}00'00''$
 $T = 260.55'$
 $L = 520.74'$
 $R = 5730.00'$
 $E = 5.92'$
 P.C. STA. 147+70.13
 P.T. STA. 152+90.87
 $S/E = 2.7\%$



MATCHLINE STATION 148+50.00 SEE SHEET 35

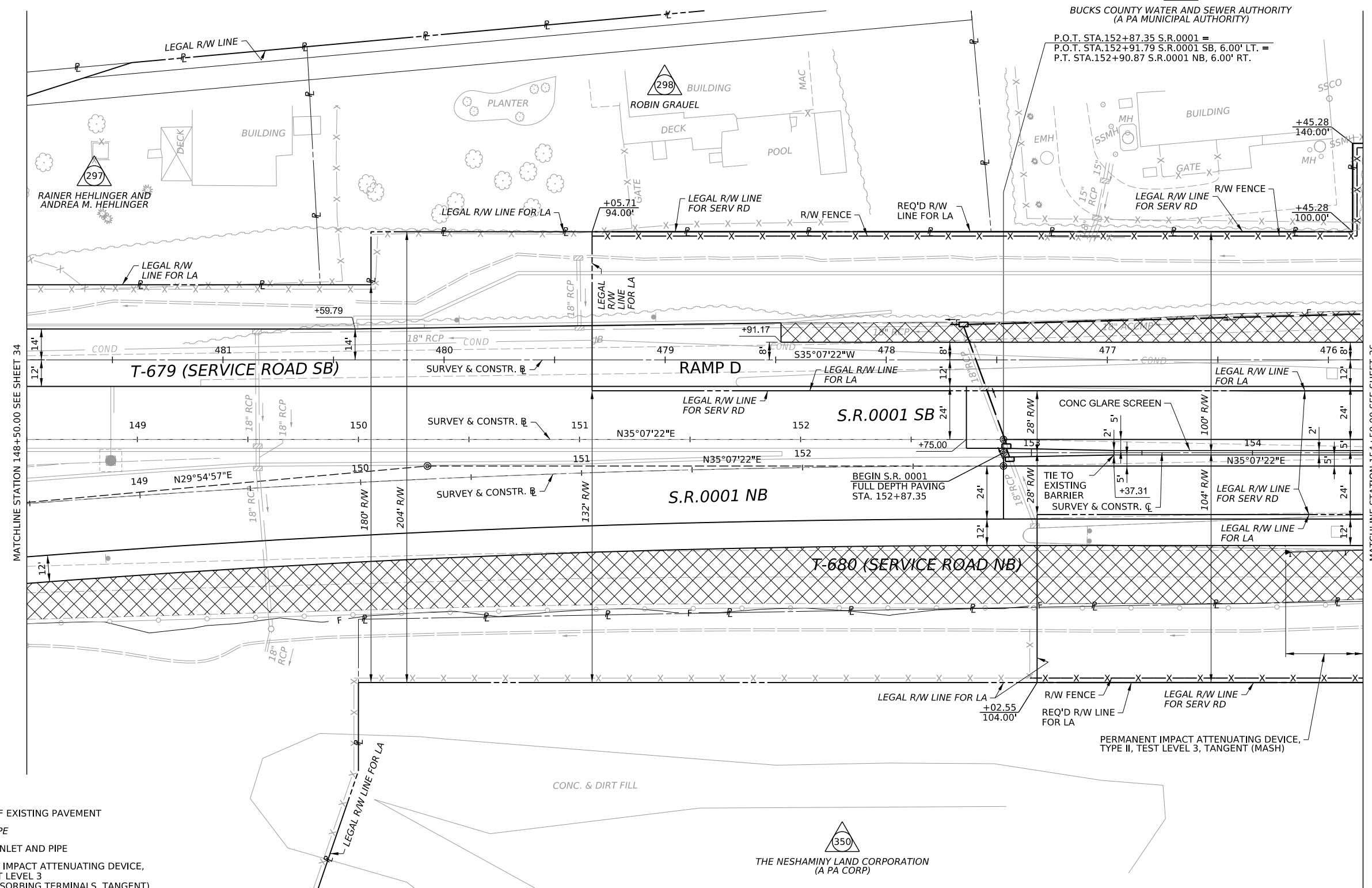


DISTRICT	COUNTY	ROUTE	SECTION	SHEET
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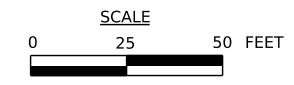
BUCKS COUNTY WATER AND SEWER AUTHORITY
(A PA MUNICIPAL AUTHORITY)

P.O.T. STA.152+87.35 S.R.0001 =
P.O.T. STA.152+91.79 S.R.0001 SB, 6.00' LT. =
P.T. STA.152+90.87 S.R.0001 NB, 6.00' RT.



S.R. 0001 NB
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T = 260.55'
L = 520.74'
R = 5730.00'
E = 5.92'
P.C. STA.147+70.13
P.T. STA.152+90.87
S/E = 2.7%

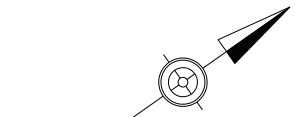
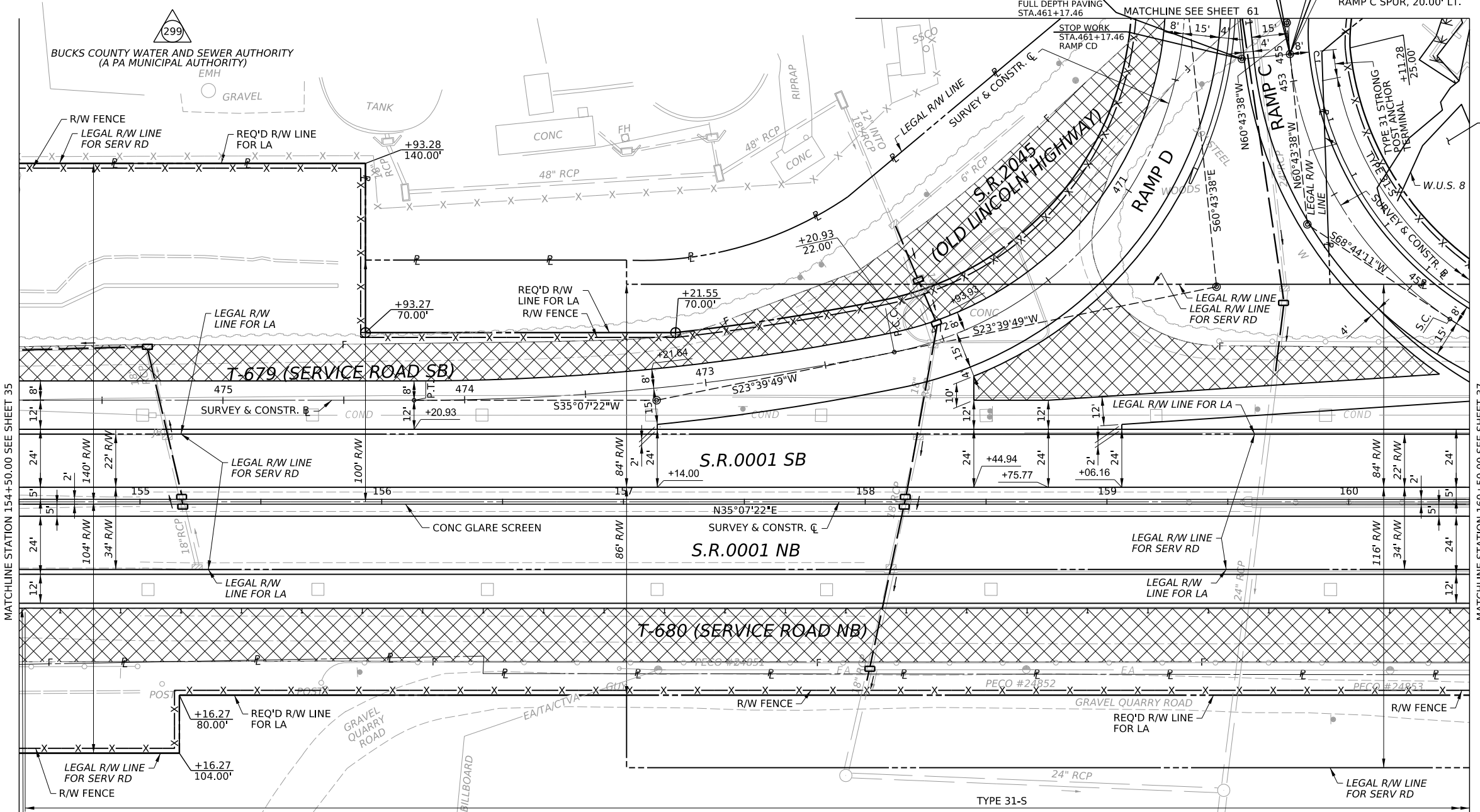
- LEGEND**
- REMOVAL OF EXISTING PAVEMENT
 - EXISTING PIPE
 - PROPOSED INLET AND PIPE
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
 - TYPE 31-STRONG POST ANCHOR TERMINAL/TERMINAL SECTION, SINGLE
 - POTENTIAL SWM BMP



FOR PROFILE S.R.0001, SEE SHEET 86
FOR PROFILE RAMP D, SEE SHEET 143

OPERATOR: AKhard FILE NAME: c:\pwworking\jmtakhard\jmt.com\d0241451\090001RC3_PLAN02.dgn

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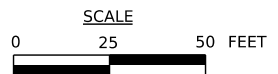
MATCHLINE STATION 154+50.00 SEE SHEET 35

MATCHLINE STATION 160+50.00 SEE SHEET 37

PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3, TANGENT (MASH)

- LEGEND**
- REMOVAL OF EXISTING PAVEMENT
 - EXISTING PIPE
 - PROPOSED INLET AND PIPE
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
 - TYPE 31-STRONG POST ANCHOR TERMINAL/TERMINAL SECTION, SINGLE
 - POTENTIAL SWM BMP

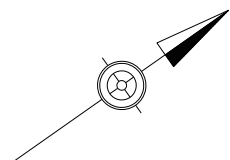
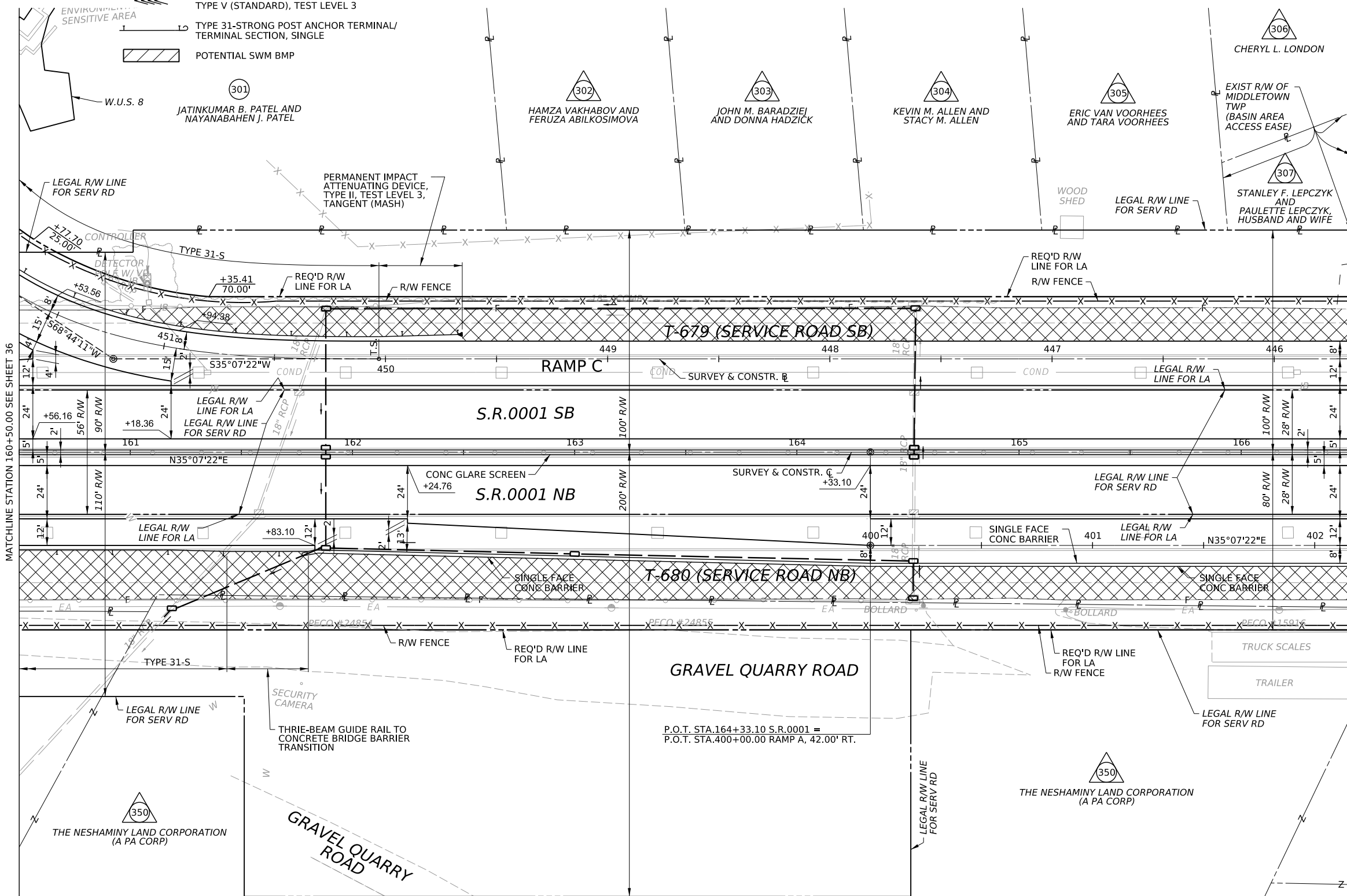
THE NESHAMINY LAND CORPORATION (A PA CORP)



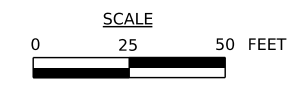
FOR PROFILE S.R.0001, SEE SHEET 87
 FOR PROFILE RAMP D, SEE SHEET 143

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6-0	BUCKS	0001	RC3	37 OF 170
MIDDLETOWN TWP				
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- LEGEND**
- REMOVAL OF EXISTING PAVEMENT
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 - PROPOSED INLET AND PIPE
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 - TYPE 31-STRONG POST ANCHOR TERMINAL/TERMINAL SECTION, SINGLE
 - POTENTIAL SWM BMP

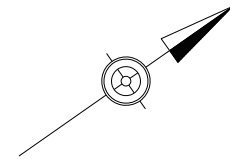


RAMP D
P.I. STA.462+97.49
Δ = 11°28'35" RT.
D = 5°43'46"
T = 100.49'
L = 200.30'
R = 1000.00'
E = 5.04'
P.C.C. STA.461+97.00
P.T. STA.463+97.30
S/E = 6.0%



FOR PROFILE S.R.0001, SEE SHEET 88
FOR PROFILE RAMP D, SEE SHEETS 142 AND 143

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RAMP C
 S.P.I. STA.445+79.52
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 $L = 176.00'$
 $k = 87.00'$
 $p = 8.50'$
 $X = 170.04'$
 $Y = 33.58'$
 $L.T. = 119.52'$
 $S.T. = 60.66'$
 $T.S. STA.444+60.00$
 $S.C. STA.446+36.00$
 $S/E = VARIES$

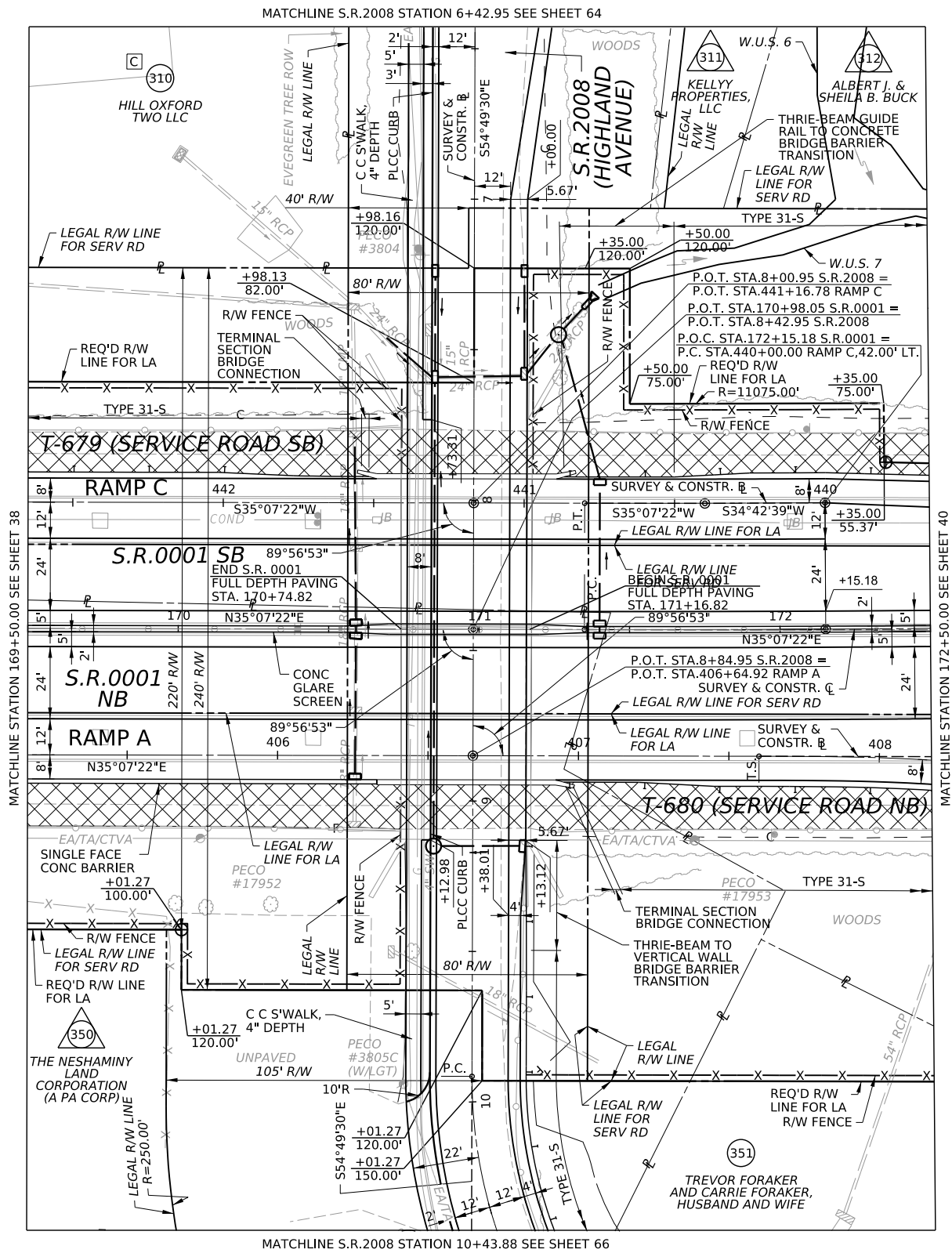
RAMP C
 P.I. STA.441+97.31
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 $D = 0^{\circ}30'57''$
 $T = 197.31'$
 $L = 394.58'$
 $R = 11108.00'$
 $E = 1.75'$
 $P.C. STA.440+00.00$
 $P.T. STA.443+94.58$
 $S/E = N/C$

S.R. 0001
 P.I. STA.173+41.07
 $\Delta = 2^{\circ}07'03''$ LT.
 $D = 0^{\circ}30'50''$
 $T = 206.07'$
 $L = 412.10'$
 $R = 11150.00'$
 $E = 1.90'$
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 $P.R.C. STA.175+47.10$
 $S/E = N/C$

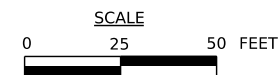
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 $k = 87.00'$
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 $p = 8.50'$
 $X = 170.04'$
 $Y = 33.58'$
 $L.T. = 119.52'$
 $S.T. = 60.66'$
 $T.S. STA.404+60.00$
 $S.C. STA.406+36.00$
 $S/E = VARIES$

S.R. 2008
 P.I. STA.11+51.52
 $\Delta = 90^{\circ}00'00''$ LT.
 $D = 35^{\circ}48'36''$
 $T = 160.00'$
 $L = 251.33'$
 $R = 160.00'$
 $E = 66.27'$
 $P.C. STA.9+91.52$
 $P.T. STA.12+42.85$
 $S/E = 6.0\%$

- LEGEND**
- REMOVAL OF EXISTING PAVEMENT
 - EXISTING PIPE
 - PROPOSED INLET AND PIPE
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
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 - TYPE 31-STRONG POST ANCHOR TERMINAL/TERMINAL SECTION, SINGLE
 - POTENTIAL SWM BMP



FOR STRUCTURE DATA, SEE SHEET 10
FOR PROFILE S.R.0001, SEE SHEET 90
FOR PROFILE S.R.2008, SEE SHEETS 118 AND 119
FOR PROFILE RAMP A, SEE SHEET 132
FOR PROFILE RAMP C, SEE SHEET 137



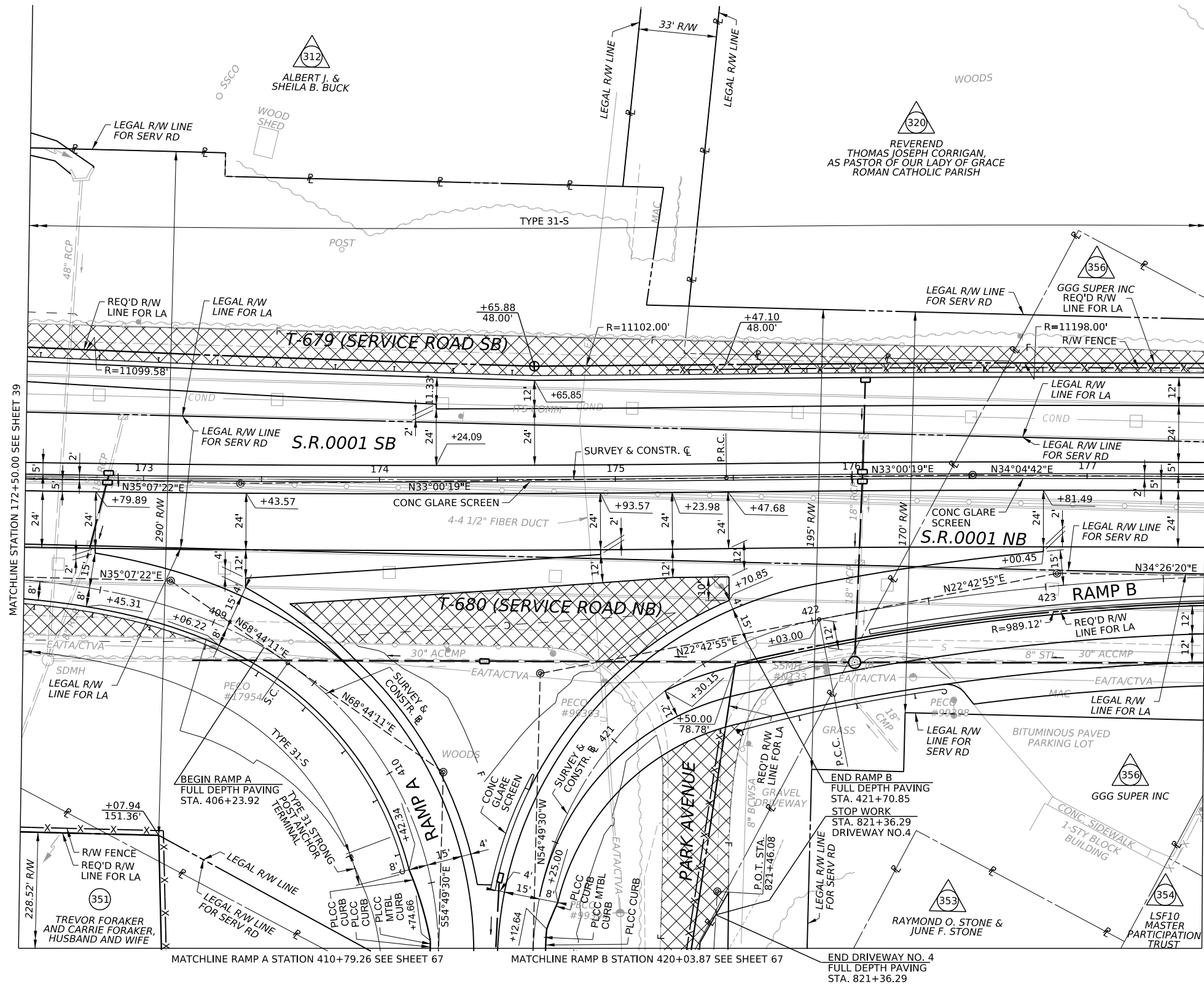
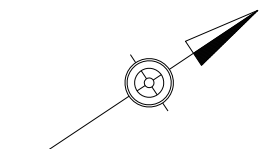
DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	0001	RC3	40 OF 170
MIDDLETOWN TWP				
REV NO	REVISIONS	DATE	BY	APPD

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RAMP C
P.I. STA.441+97.31
 $\Delta = 2^{\circ}02'07''$ RT.
 $D = 0^{\circ}30'57''$
 $T = 197.31'$
 $L = 394.58'$
 $R = 11108.00'$
 $E = 1.75'$
P.C. STA.440+00.00
P.T. STA.443+94.58
S/E = N/C

RAMP A
S.P.I. STA.405+79.52
 $\theta = 33^{\circ}36'49''$ RT.
 $L = 176.00'$
 $R = 87.00'$
 $p = 8.50'$
 $X = 170.04'$
 $Y = 33.58'$
 $L.T. = 119.52'$
 $S.T. = 60.66'$
T.S. STA.404+60.00
S.C. STA.406+36.00
S/E = VARIES

RAMP A
P.I. STA.407+16.49
 $\Delta = 56^{\circ}26'19''$ RT.
 $D = 38^{\circ}11'50''$
 $T = 80.49'$
 $L = 147.76'$
 $R = 150.00'$
 $E = 20.23'$
S.C. STA.406+36.00
P.T. STA.407+83.76
S/E = 6.0%

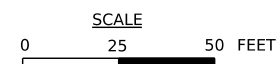


S.R. 0001
P.I. STA.173+41.07
 $\Delta = 2^{\circ}07'03''$ LT.
 $D = 0^{\circ}30'50''$
 $T = 206.07'$
 $L = 412.10'$
 $R = 11150.00'$
 $E = 1.90'$
P.C. STA.171+35.00
P.R.C. STA.175+47.10
S/E = N/C

S.R. 0001
P.I. STA.176+51.52
 $\Delta = 1^{\circ}04'23''$ RT.
 $D = 0^{\circ}30'50''$
 $T = 104.42'$
 $L = 208.83'$
 $R = 11150.00'$
 $E = 0.49'$
P.R.C. STA.175+47.10
P.C.C. STA.177+55.93
S/E = VARIES

RAMP B
P.I. STA.421+20.47
 $\Delta = 77^{\circ}32'25''$ RT.
 $D = 38^{\circ}11'50''$
 $T = 120.47'$
 $L = 203.00'$
 $R = 150.00'$
 $E = 42.39'$
P.C. STA.420+00.00
P.C.C. STA.422+03.00
S/E = 6.0%

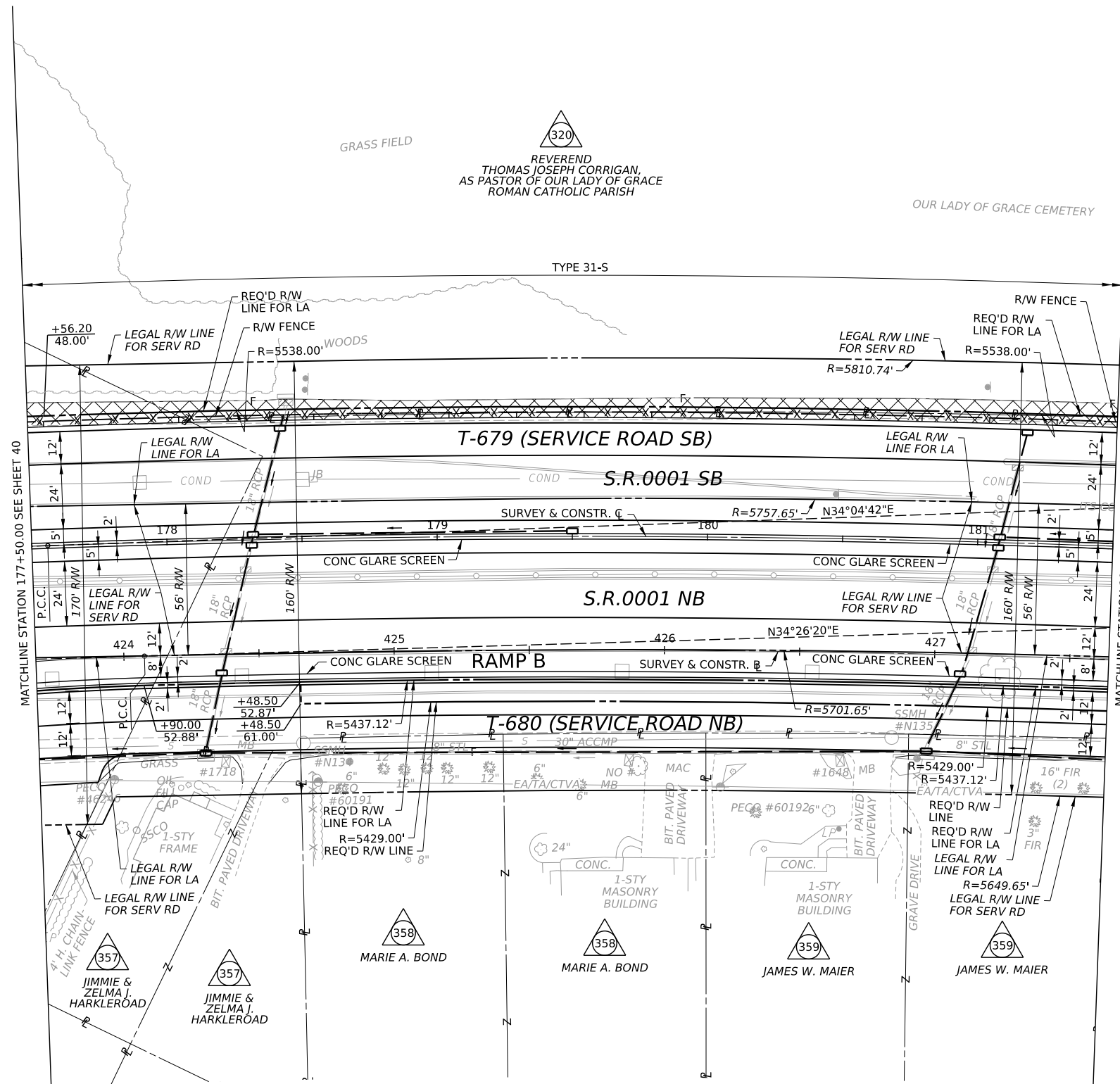
RAMP B
P.I. STA.423+05.67
 $\Delta = 11^{\circ}43'25''$ RT.
 $D = 5^{\circ}43'46''$
 $T = 102.67'$
 $L = 204.62'$
 $R = 1000.00'$
 $E = 5.26'$
P.C.C. STA.422+03.00
P.C.C. STA.424+07.62
S/E = 6.0%



FOR PROFILE S.R.0001, SEE SHEET 91
FOR PROFILE RAMP A, SEE SHEETS 132 AND 133
FOR PROFILE RAMP B, SEE SHEET 135
FOR PROFILE RAMP C, SEE SHEET 137

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	0001	RC3	41 OF 170
MIDDLETOWN TWP				
REV NO	REVISIONS	DATE	BY	APPD

- LEGEND**
- REMOVAL OF EXISTING PAVEMENT
 - EXISTING PIPE
 - PROPOSED INLET AND PIPE
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
 - TYPE 31-STRONG POST ANCHOR TERMINAL/TERMINAL SECTION, SINGLE
 - POTENTIAL SWM BMP

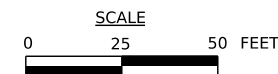
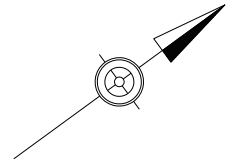


S.R. 0001
 P.I. STA.176+51.52
 $\Delta = 1^{\circ}4'23''$ RT.
 $D = 0^{\circ}30'50''$
 $T = 104.42'$
 $L = 208.83'$
 $R = 11150.00'$
 $E = 0.49'$
 P.R.C. STA.175+47.10
 P.C.C. STA.177+55.93
 S/E = VARIES

RAMP B
 P.I. STA.423+05.67
 $\Delta = 11^{\circ}43'25''$ RT.
 $D = 5^{\circ}43'46''$
 $T = 102.67'$
 $L = 204.62'$
 $R = 1000.00'$
 $E = 5.26'$
 P.C.C. STA.422+03.00
 P.C.C. STA.424+07.62
 S/E = 6.0%

S.R. 0001
 P.I. STA.185+23.26
 $\Delta = 15^{\circ}54'47''$ RT.
 $D = 1^{\circ}02'37''$
 $T = 767.33'$
 $L = 1524.78'$
 $R = 5490.00'$
 $E = 53.36'$
 P.C.C. STA.177+55.93
 P.C.C. STA.192+80.71
 S/E = 2.8%



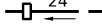




RAMP B
 P.I. STA.428+16.07
 $\Delta = 8^{\circ}34'31''$ RT.
 $D = 1^{\circ}3'6''$
 $T = 408.45'$
 $L = 815.38'$
 $R = 5448.00'$
 $E = 15.29'$
 P.C.C. STA.424+07.62
 P.T. STA.432+23.00
 S/E = 2.8%



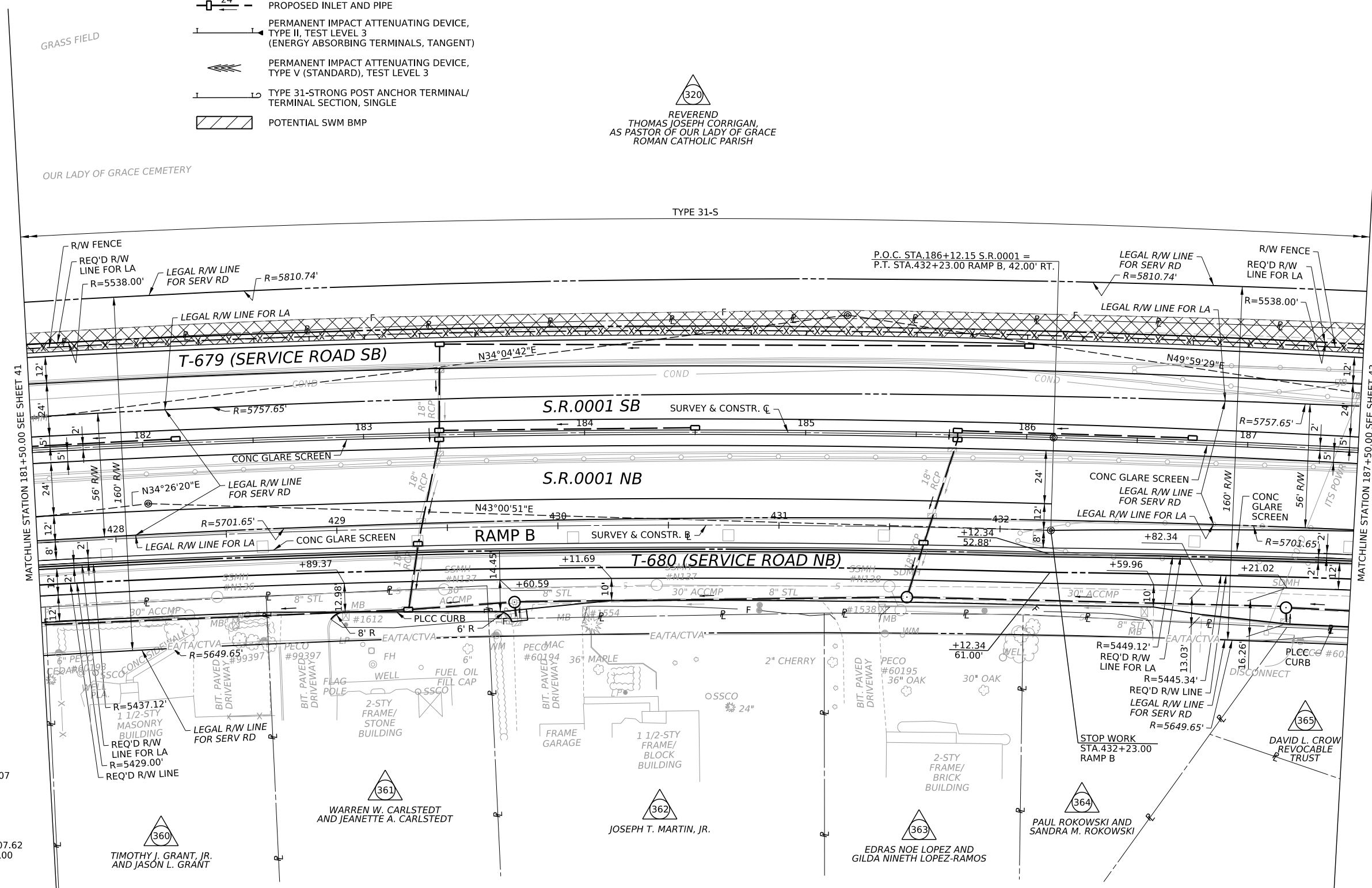
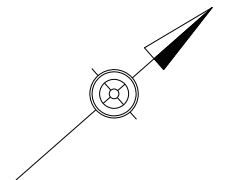
FOR PROFILE S.R.0001, SEE SHEET 92
 FOR PROFILE RAMP B, SEE SHEETS 135 AND 136

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	0001	RC3	42 OF 170
MIDDLETOWN TWP				
REV NO	REVISIONS	DATE	BY	APPD

LEGEND

-  REMOVAL OF EXISTING PAVEMENT
-  EXISTING PIPE
-  PROPOSED INLET AND PIPE
-  PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
-  PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
-  TYPE 31-STRONG POST ANCHOR TERMINAL/TERMINAL SECTION, SINGLE
-  POTENTIAL SWM BMP


 REVEREND
 THOMAS JOSEPH CORRIGAN,
 AS PASTOR OF OUR LADY OF GRACE
 ROMAN CATHOLIC PARISH



RAMP B
 P.I. STA.428+16.07
 $\Delta = 8^{\circ}34'31''$ RT.
 D = 1'03'06"
 T = 408.45'
 L = 815.38'
 R = 5448.00'
 E = 15.29'
 P.C.C. STA.424+07.62
 P.T. STA.432+23.00
 S/E = 2.8%


 TIMOTHY J. GRANT, JR.
 AND JASON L. GRANT

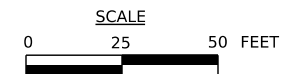

 WARREN W. CARLSTEDT
 AND JEANETTE A. CARLSTEDT


 JOSEPH T. MARTIN, JR.


 EDRAS NOE LOPEZ AND
 GILDA NINETH LOPEZ-RAMOS


 PAUL ROKOWSKI AND
 SANDRA M. ROKOWSKI

S.R. 0001
 P.I. STA.185+23.26
 $\Delta = 15^{\circ}54'47''$ RT.
 D = 1'02'37"
 T = 767.33'
 L = 1524.78'
 R = 5490.00'
 E = 53.36'
 P.C.C. STA.177+55.93
 P.C.C. STA.192+80.71
 S/E = 2.8%



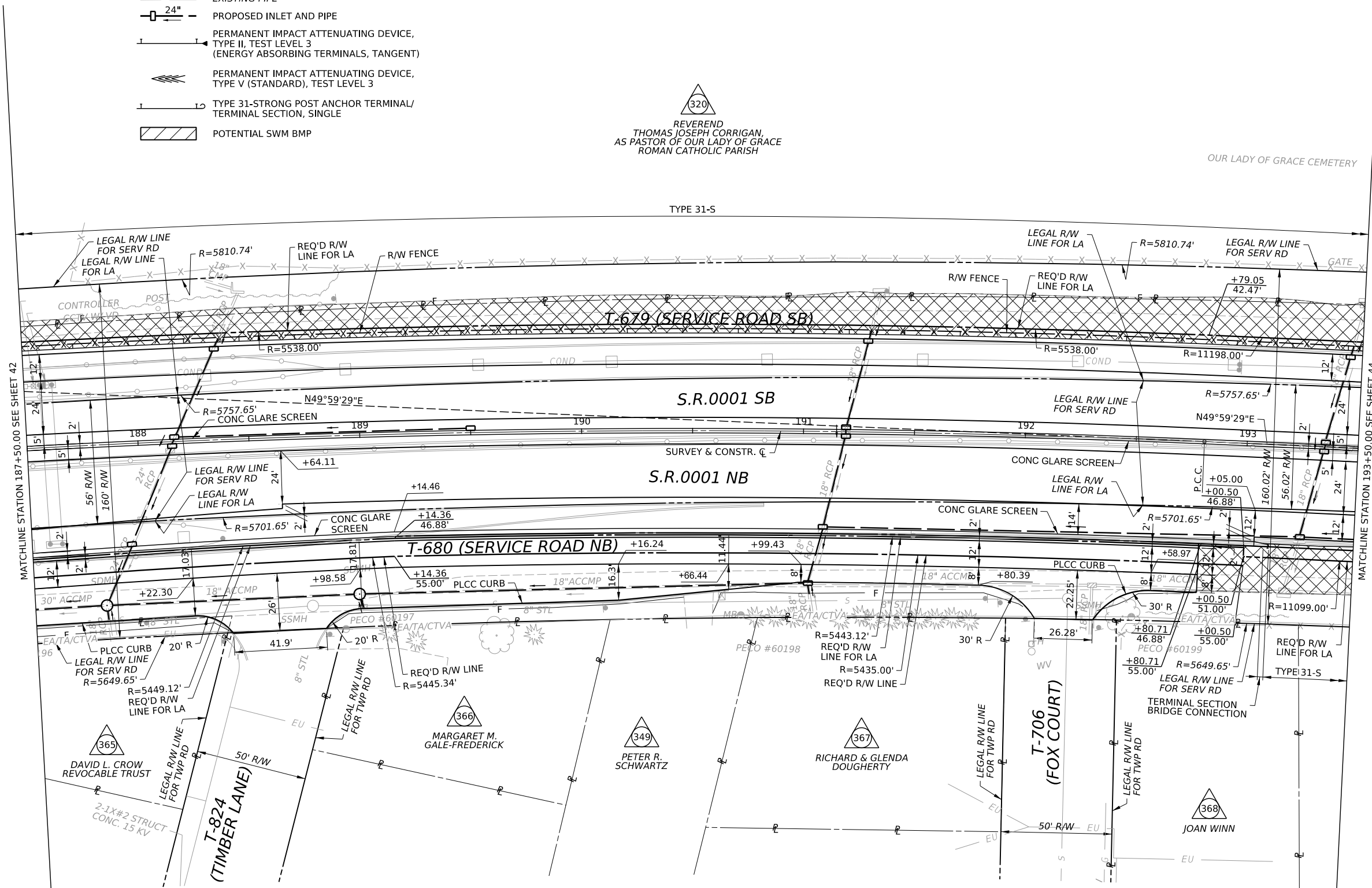
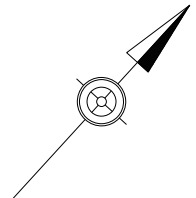
FOR PROFILE S.R.0001, SEE SHEET 93
 FOR PROFILE RAMP B, SEE SHEET 136

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	0001	RC3	43 OF 170
MIDDLETOWN TWP				
REV NO	REVISIONS	DATE	BY	APPD

- LEGEND**
- REMOVAL OF EXISTING PAVEMENT
 - EXISTING PIPE
 - PROPOSED INLET AND PIPE
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
 - TYPE 31-STRONG POST ANCHOR TERMINAL/ TERMINAL SECTION, SINGLE
 - POTENTIAL SWM BMP

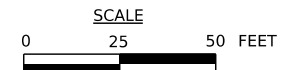

 REVEREND
 THOMAS JOSEPH CORRIGAN,
 AS PASTOR OF OUR LADY OF GRACE
 ROMAN CATHOLIC PARISH

OUR LADY OF GRACE CEMETERY



S.R. 0001
 P.I. STA. 185+23.26
 $\Delta = 15^{\circ}54'47''$ RT.
 $D = 1^{\circ}02'37''$
 $T = 767.33'$
 $L = 1524.78'$
 $R = 5490.00'$
 $E = 53.36'$
 P.C.C. STA. 177+55.93
 P.C.C. STA. 192+80.71
 $S/E = 2.8\%$

S.R. 0001
 P.I. STA. 193+84.30
 $\Delta = 1^{\circ}03'53''$ RT.
 $D = 0^{\circ}30'50''$
 $T = 103.59'$
 $L = 207.18'$
 $R = 11150.00'$
 $E = 0.48'$
 P.C.C. STA. 192+80.71
 P.C.C. STA. 194+87.89
 $S/E = 2.8\%$



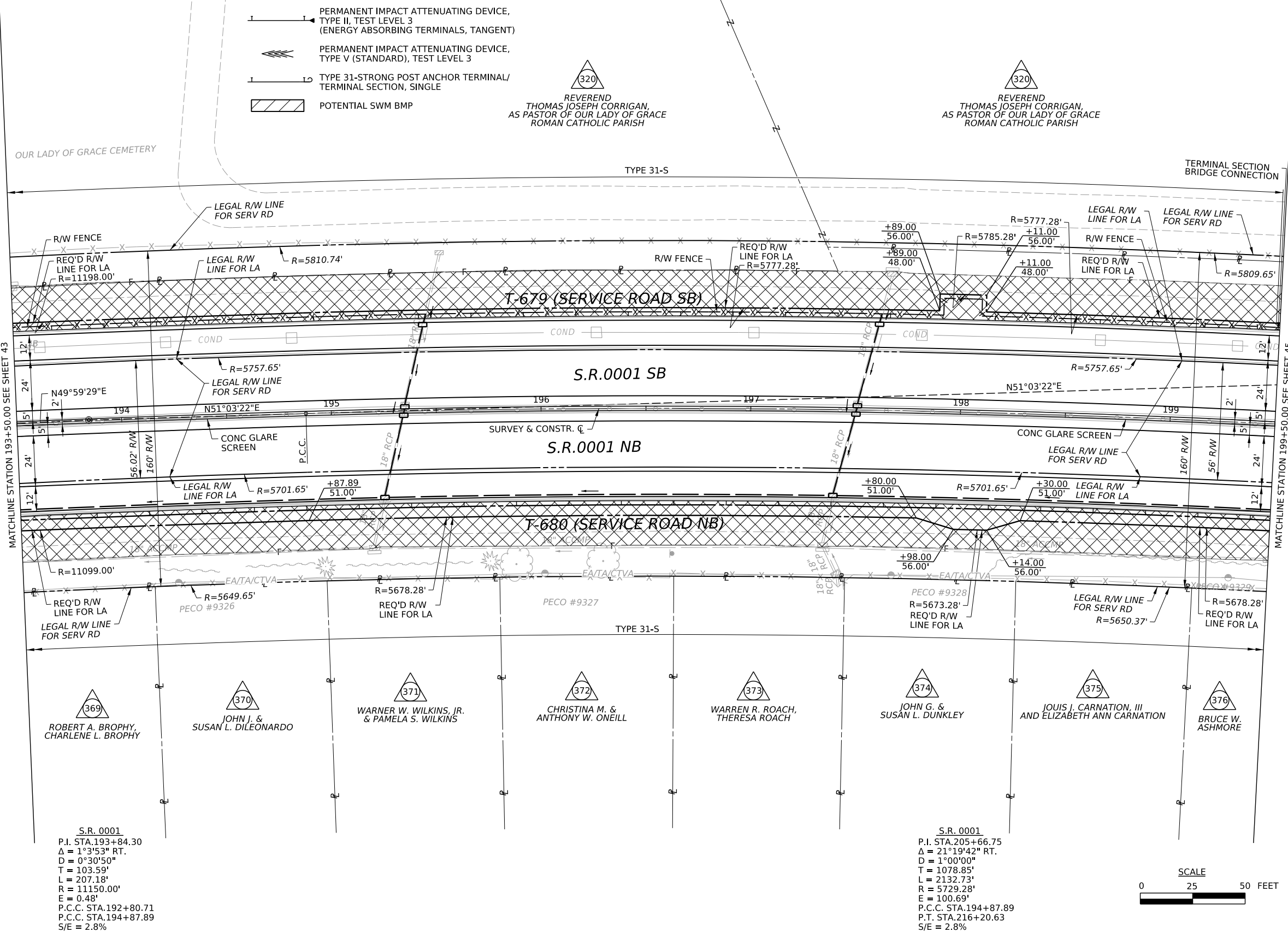
FOR PROFILE S.R.0001, SEE SHEET 94

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	0001	RC3	44 OF 170
MIDDLETOWN TWP				
REV NO	REVISIONS	DATE	BY	APPD

- LEGEND**
- REMOVAL OF EXISTING PAVEMENT
 - EXISTING PIPE
 - PROPOSED INLET AND PIPE
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
 - TYPE 31-STRONG POST ANCHOR TERMINAL/TERMINAL SECTION, SINGLE
 - POTENTIAL SWM BMP

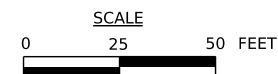
(320)
 REVEREND
 THOMAS JOSEPH CORRIGAN,
 AS PASTOR OF OUR LADY OF GRACE
 ROMAN CATHOLIC PARISH

(320)
 REVEREND
 THOMAS JOSEPH CORRIGAN,
 AS PASTOR OF OUR LADY OF GRACE
 ROMAN CATHOLIC PARISH



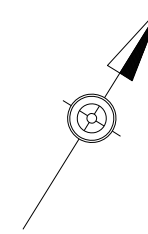
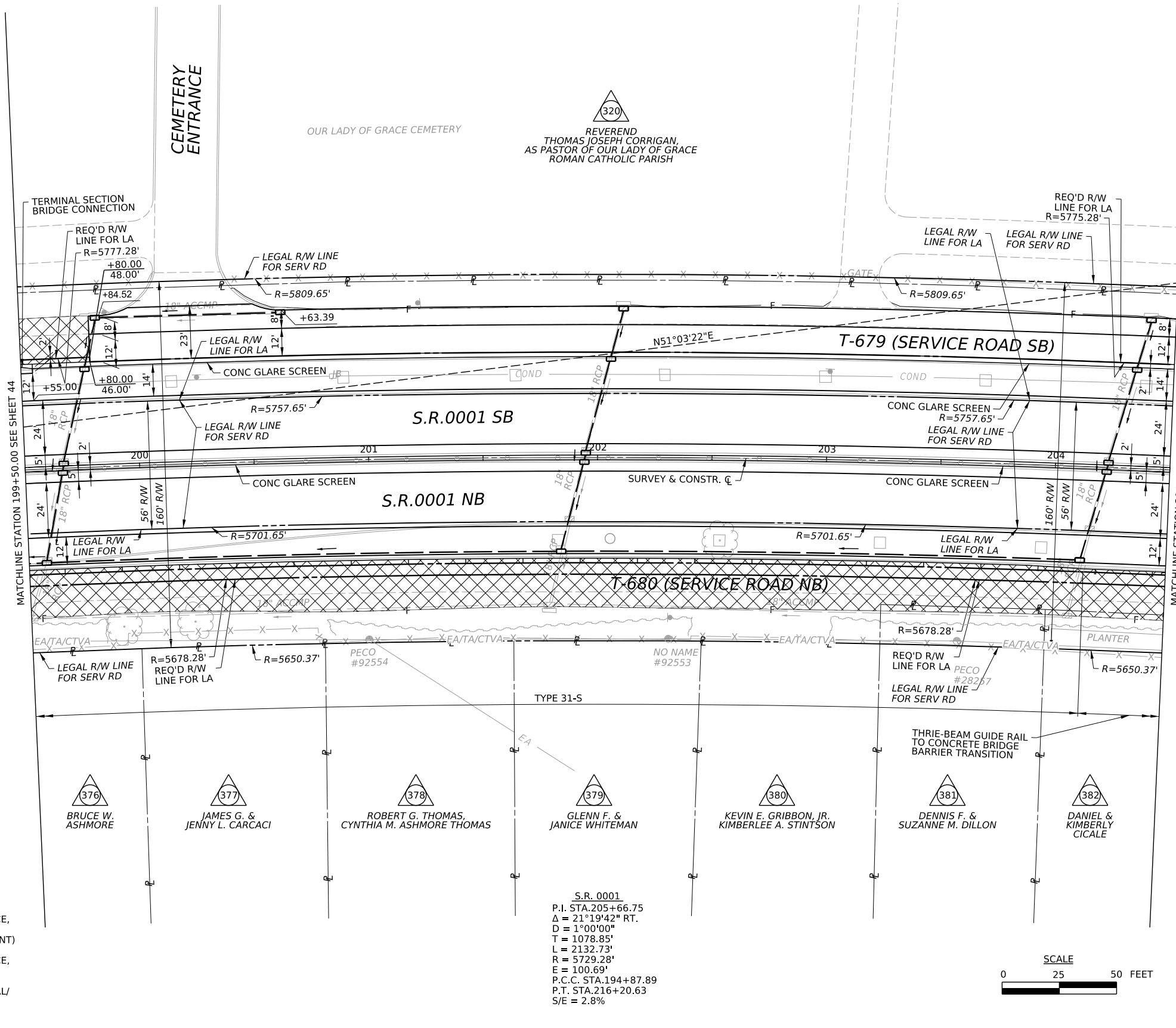
S.R. 0001
 P.I. STA.193+84.30
 $\Delta = 1^{\circ}3'53''$ RT.
 D = 0°30'50"
 T = 103.59'
 L = 207.18'
 R = 11150.00'
 E = 0.48'
 P.C.C. STA.192+80.71
 P.C.C. STA.194+87.89
 S/E = 2.8%

S.R. 0001
 P.I. STA.205+66.75
 $\Delta = 21^{\circ}19'42''$ RT.
 D = 1°00'00"
 T = 1078.85'
 L = 2132.73'
 R = 5729.28'
 E = 100.69'
 P.C.C. STA.194+87.89
 P.T. STA.216+20.63
 S/E = 2.8%



FOR PROFILE S.R.0001, SEE SHEET 95

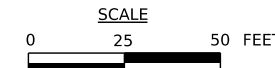
DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	0001	RC3	45 OF 170
MIDDLETOWN TWP				
REV NO	REVISIONS	DATE	BY	APPD



LEGEND








- REMOVAL OF EXISTING PAVEMENT
- EXISTING PIPE
- PROPOSED INLET AND PIPE
- PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
- PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
- TYPE 31-STRONG POST ANCHOR TERMINAL/ TERMINAL SECTION, SINGLE
- POTENTIAL SWM BMP

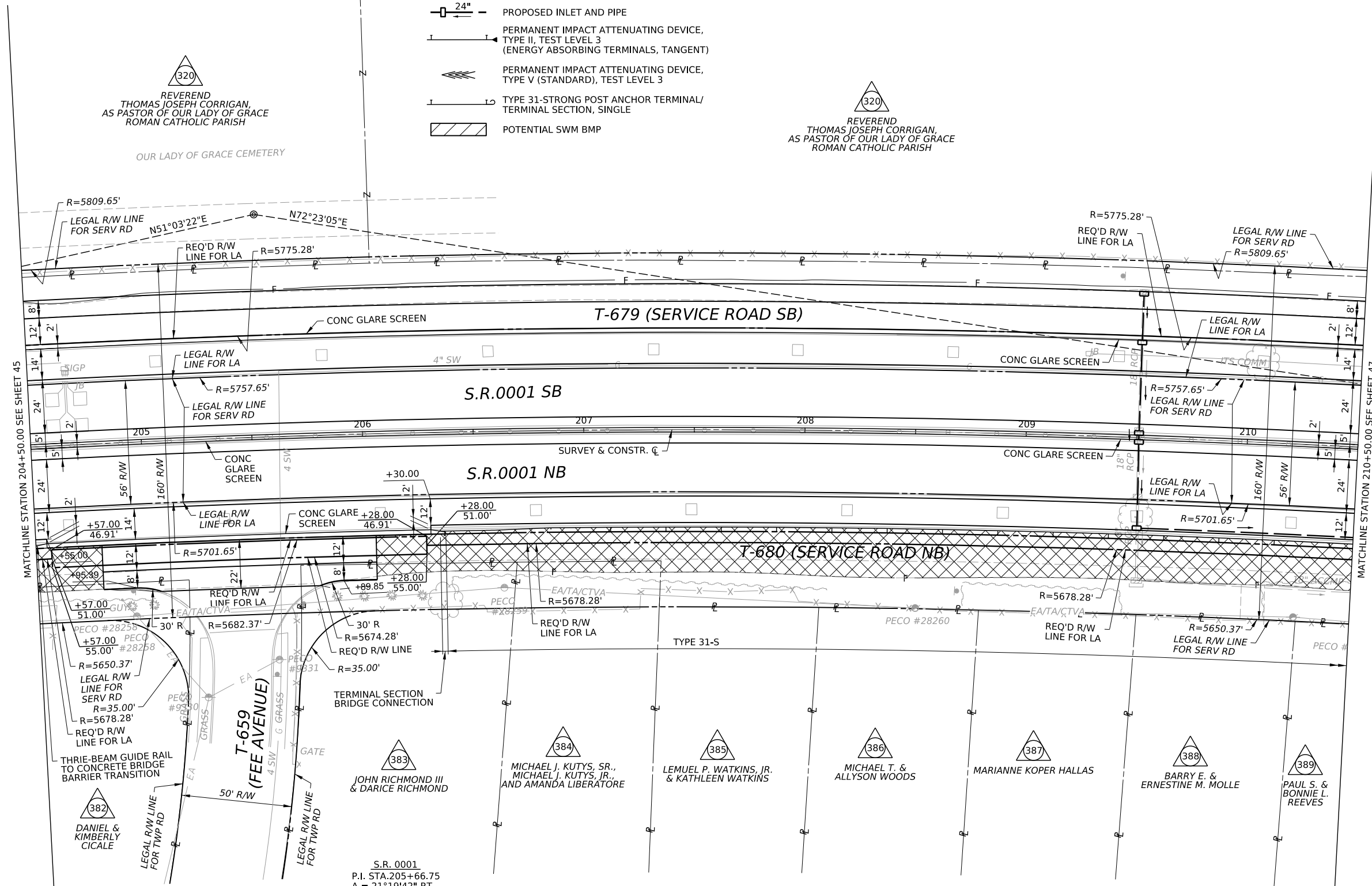
S.R. 0001
 P.I. STA.205+66.75
 $\Delta = 21^{\circ}19'42''$ RT.
 $D = 1^{\circ}00'00''$
 $T = 1078.85'$
 $L = 2132.73'$
 $R = 5729.28'$
 $E = 100.69'$
 $P.C.C. STA.194+87.89$
 $P.T. STA.216+20.63$
 $S/E = 2.8\%$



FOR PROFILE S.R.0001, SEE SHEET 96

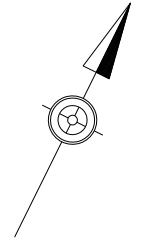
DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	0001	RC3	46 OF 170
MIDDLETOWN TWP				
REV NO	REVISIONS	DATE	BY	APPD

- LEGEND**
-  REMOVAL OF EXISTING PAVEMENT
 -  EXISTING PIPE
 -  24" PROPOSED INLET AND PIPE
 -  PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
 -  PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
 -  TYPE 31-STRONG POST ANCHOR TERMINAL/ TERMINAL SECTION, SINGLE
 -  POTENTIAL SWM BMP

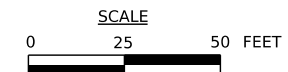


320
 REVEREND
 THOMAS JOSEPH CORRIGAN,
 AS PASTOR OF OUR LADY OF GRACE
 ROMAN CATHOLIC PARISH
 OUR LADY OF GRACE CEMETERY

320
 REVEREND
 THOMAS JOSEPH CORRIGAN,
 AS PASTOR OF OUR LADY OF GRACE
 ROMAN CATHOLIC PARISH

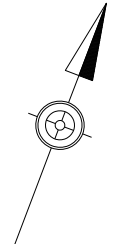
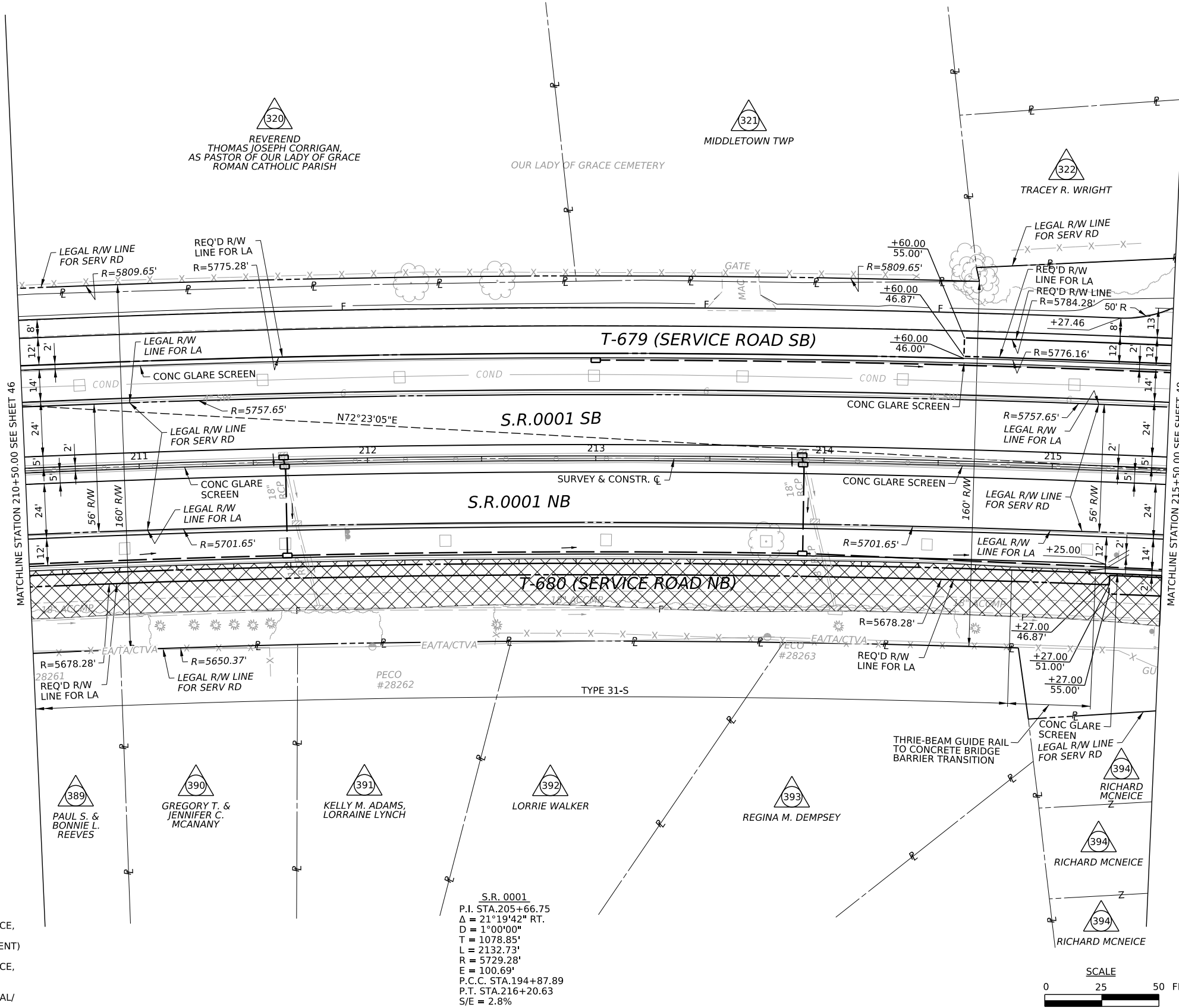


S.R. 0001
 P.I. STA. 205+66.75
 $\Delta = 21^\circ 19' 42''$ RT.
 D = 1'00'00"
 T = 1078.85'
 L = 2132.73'
 R = 5729.28'
 E = 100.69'
 P.C.C. STA. 194+87.89
 P.T. STA. 216+20.63
 S/E = 2.8%



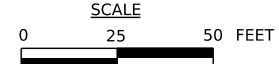
FOR PROFILE S.R.0001, SEE SHEET 97

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	0001	RC3	47 OF 170
MIDDLETOWN TWP				
REV NO	REVISIONS	DATE	BY	APPD



LEGEND

- REMOVAL OF EXISTING PAVEMENT
- EXISTING PIPE
- PROPOSED INLET AND PIPE
- PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
- PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
- TYPE 31-STRONG POST ANCHOR TERMINAL/TERMINAL SECTION, SINGLE
- POTENTIAL SWM BMP



FOR PROFILE S.R.0001, SEE SHEET 98

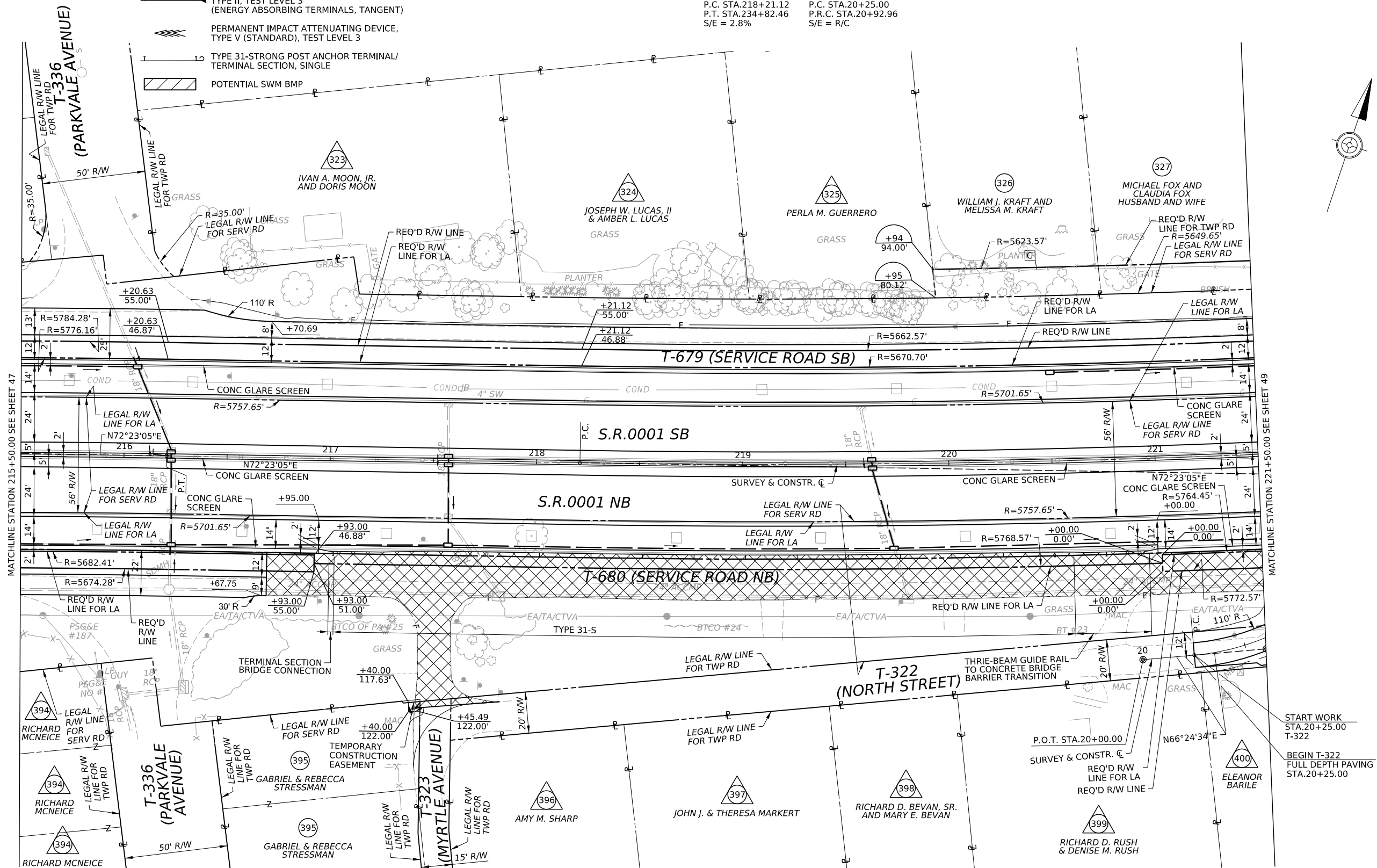
LEGEND

- REMOVAL OF EXISTING PAVEMENT
- EXISTING PIPE
- PROPOSED INLET AND PIPE
- PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
- PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
- TYPE 31-STRONG POST ANCHOR TERMINAL/ TERMINAL SECTION, SINGLE
- POTENTIAL SWM BMP

S.R. 0001
 P.I. STA.226+57.69
 $\Delta = 16^\circ 38' 54''$ LT.
 $D = 1^\circ 00' 08''$
 $T = 836.57'$
 $L = 1661.34'$
 $R = 5717.57'$
 $E = 60.88'$
 $P.C. STA.218+21.12$
 $P.T. STA.234+82.46$
 $S/E = 2.8\%$

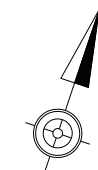
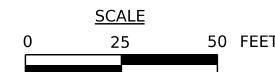
T-322
 P.I. STA.20+59.99
 $\Delta = 33^\circ 34' 03''$ LT.
 $D = 49^\circ 23' 34''$
 $T = 34.99'$
 $L = 67.96'$
 $R = 116.00'$
 $E = 5.16'$
 $P.R.C. STA.20+25.00$
 $P.R.C. STA.20+92.96$
 $S/E = R/C$

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	0001	RC3	48 OF 170
MIDDLETOWN TWP				
REV NO	REVISIONS	DATE	BY	APPD



S.R. 0001
 P.I. STA.205+66.75
 $\Delta = 21^\circ 19' 42''$ RT.
 $D = 1^\circ 00' 00''$
 $T = 1078.85'$
 $L = 2132.73'$
 $R = 5729.28'$
 $E = 100.69'$
 $P.C.C. STA.194+87.89$
 $P.T. STA.216+20.63$
 $S/E = 2.8\%$

FOR PROFILE S.R.0001, SEE SHEET 99
 FOR PROFILE T-322, SEE SHEET 159



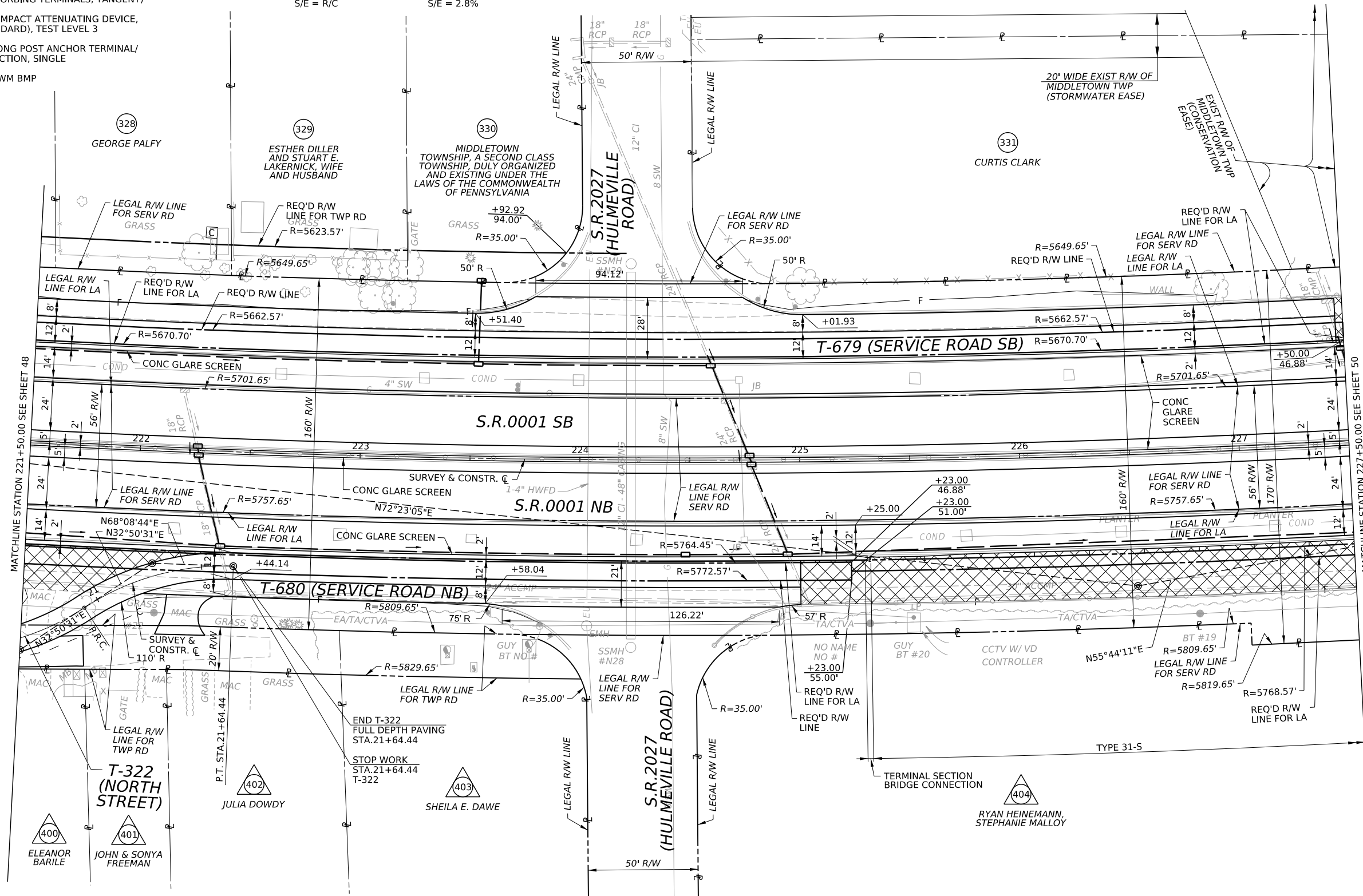
DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	0001	RC3	49 OF 170
MIDDLETOWN TWP				
REV NO	REVISIONS	DATE	BY	APPD

LEGEND

- REMOVAL OF EXISTING PAVEMENT
- EXISTING PIPE
- PROPOSED INLET AND PIPE
- PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
- PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
- TYPE 31-STRONG POST ANCHOR TERMINAL/TERMINAL SECTION, SINGLE
- POTENTIAL SWM BMP

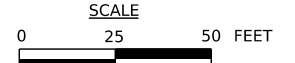
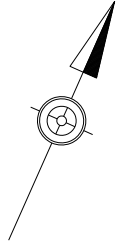
T-322
 P.I. STA.20+59.99
 $\Delta = 33^\circ 34' 03''$ LT.
 $D = 49^\circ 23' 34''$
 $T = 34.99'$
 $L = 67.96'$
 $R = 116.00'$
 $E = 5.16'$
 P.C. STA.20+25.00
 P.T. STA.20+92.96
 $S/E = R/C$

S.R.0001
 P.I. STA.226+57.69
 $\Delta = 16^\circ 38' 54''$ LT.
 $D = 1^\circ 00' 08''$
 $T = 836.57'$
 $L = 1661.34'$
 $R = 5717.57'$
 $E = 60.88'$
 P.C. STA.218+21.12
 P.T. STA.234+82.46
 $S/E = 2.8\%$



MATCHLINE STATION 221+50.00 SEE SHEET 48

MATCHLINE STATION 227+50.00 SEE SHEET 50

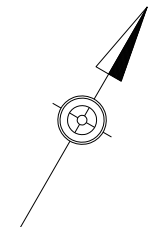
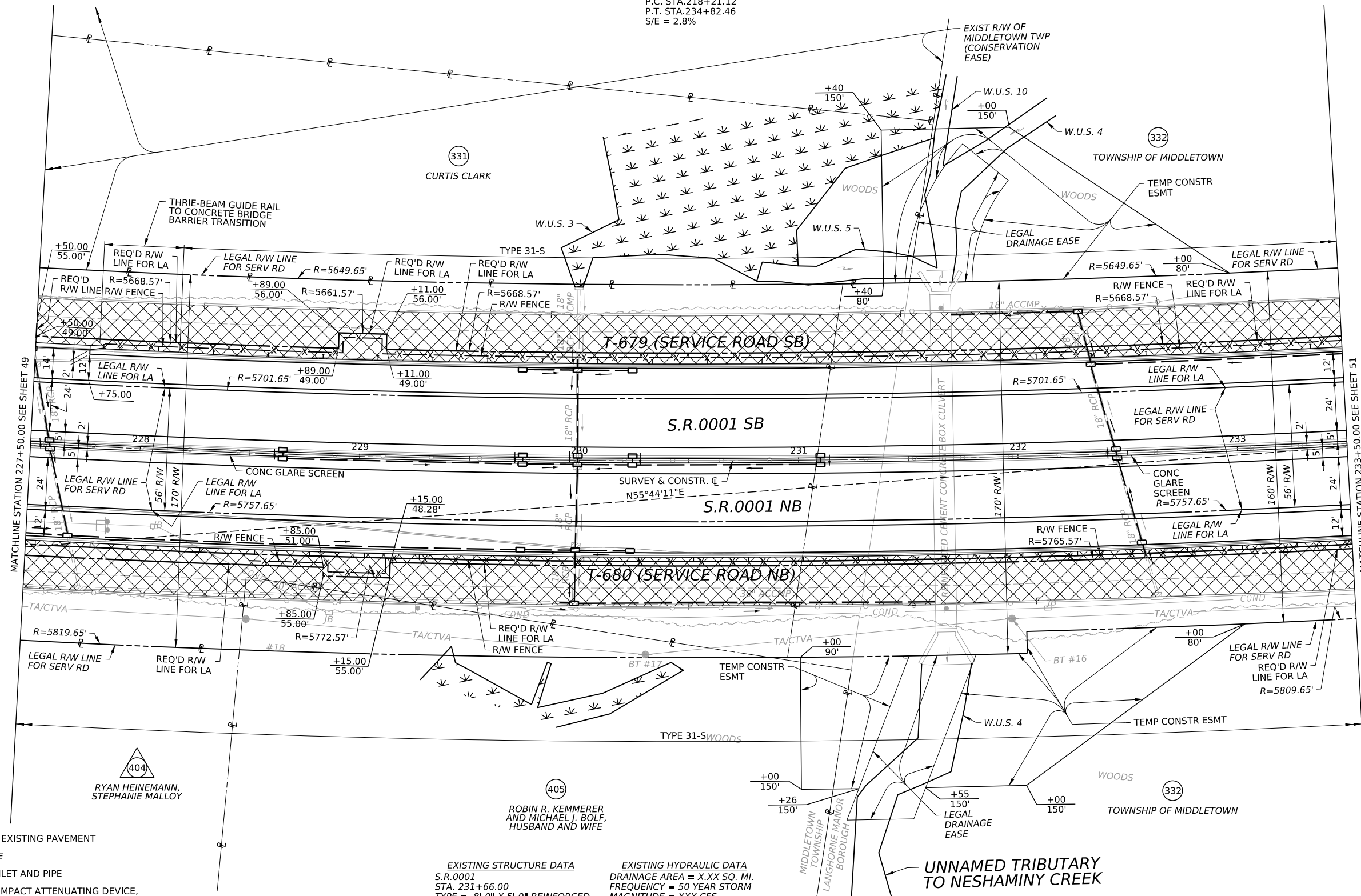


T-322
 P.I. STA.21+29.87
 $\Delta = 35^\circ 18' 13''$ RT.
 $D = 49^\circ 23' 34''$
 $T = 36.91'$
 $L = 71.47'$
 $R = 116.00'$
 $E = 5.73'$
 P.R.C. STA.20+92.96
 P.T. STA.21+64.44
 $S/E = 2.0\%$

FOR PROFILE S.R.0001, SEE SHEET 100
 FOR PROFILE T-322, SEE SHEET 159

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	0001	RC3	50 OF 170
MIDDLETOWN TWP				
REV NO	REVISIONS	DATE	BY	APPD

S.R. 0001
 P.I. STA. 226+57.69
 $\Delta = 16^\circ 38' 54''$ LT.
 $D = 1^\circ 00' 08''$
 $T = 836.57'$
 $L = 1661.34'$
 $R = 5717.57'$
 $E = 60.88'$
 P.C. STA. 218+21.12
 P.T. STA. 234+82.46
 $S/E = 2.8\%$



MATCHLINE STATION 227+50.00 SEE SHEET 49

MATCHLINE STATION 233+50.00 SEE SHEET 51

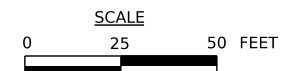
LEGEND

- REMOVAL OF EXISTING PAVEMENT
- EXISTING PIPE
- PROPOSED INLET AND PIPE
- PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
- PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
- TYPE 31-STRONG POST ANCHOR TERMINAL/ TERMINAL SECTION, SINGLE
- POTENTIAL SWM BMP

EXISTING STRUCTURE DATA
 S.R.0001
 STA. 231+66.00
 TYPE = 8'-0" X 5'-0" REINFORCED CONCRETE BOX CULVERT
 SPANS = 1 @ 8'-0"
 UNDERCLEARANCE = 5'-0"
 CLEAR ROADWAY = 132'-0"
 SKEW = 90° TO LOCAL TANGENT
 STRUCTURE NO. S-6626

EXISTING HYDRAULIC DATA
 DRAINAGE AREA = X.XX SQ. MI.
 FREQUENCY = 50 YEAR STORM
 MAGNITUDE = XXX CFS
 ELEV. = XXX.XX'
 VELOCITY = X.XX FPS
 FREQUENCY = 100 YEAR STORM
 MAGNITUDE = XXX CFS
 ELEV. = XXX.XX'
 VELOCITY = X.XX FPS

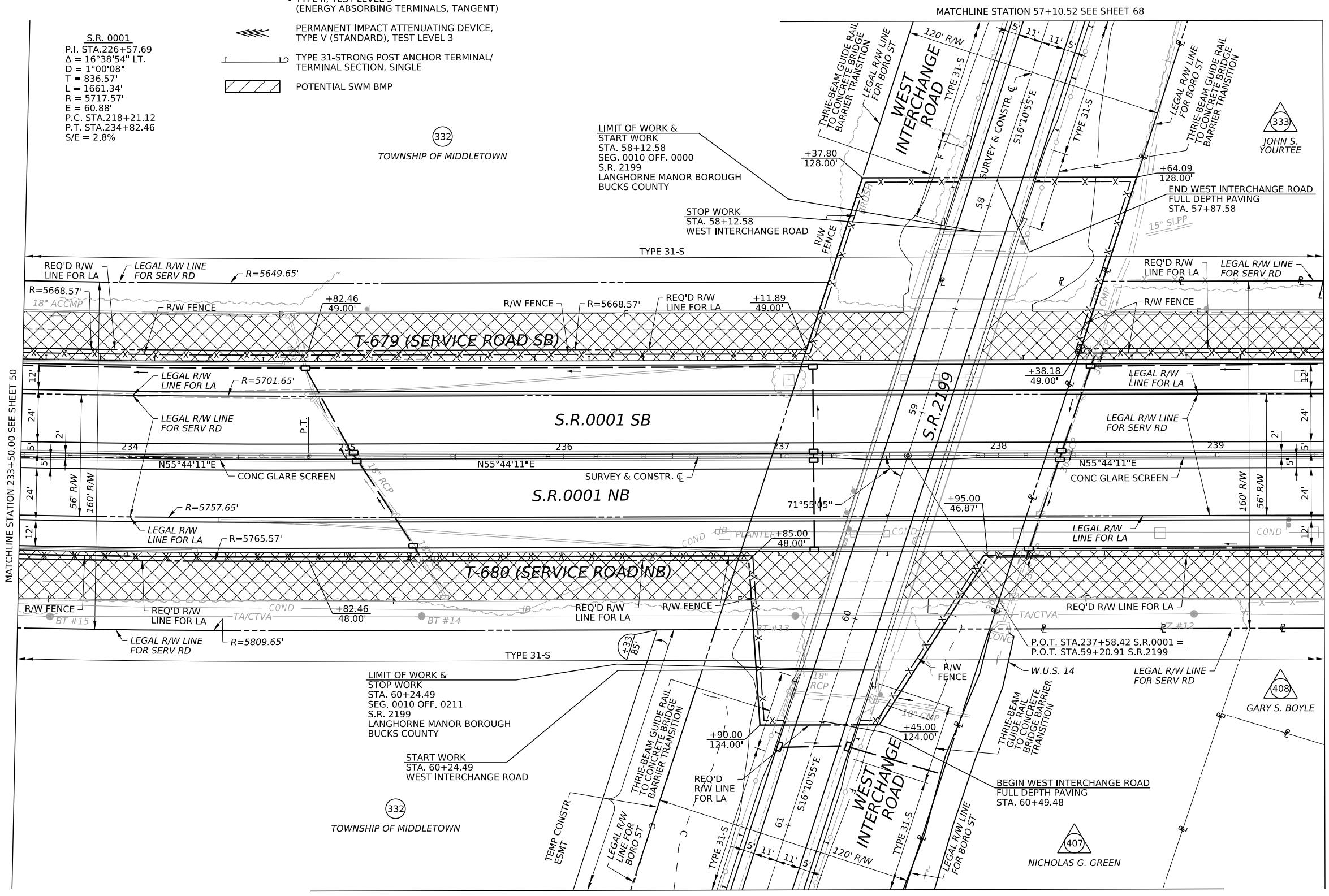
FOR PROFILE S.R.0001, SEE SHEET 101



DISTRICT	COUNTY	ROUTE	SECTION	SHEET		
6-0	BUCKS	0001	RC3	51 OF 170		
MIDDLETOWN TWP						
REV NO	REVISIONS			DATE	BY	APPD

- LEGEND**
- REMOVAL OF EXISTING PAVEMENT
 - EXISTING PIPE
 - PROPOSED INLET AND PIPE
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
 - TYPE 31-STRONG POST ANCHOR TERMINAL/ TERMINAL SECTION, SINGLE
 - POTENTIAL SWM BMP

S.R. 0001
 P.I. STA.226+57.69
 $\Delta = 16^{\circ}38'54''$ LT.
 $D = 1^{\circ}00'08''$
 $T = 836.57'$
 $L = 1661.34'$
 $R = 5717.57'$
 $E = 60.88'$
 P.C. STA.218+21.12
 P.T. STA.234+82.46
 $S/E = 2.8\%$



332
 TOWNSHIP OF MIDDLETOWN

332
 TOWNSHIP OF MIDDLETOWN

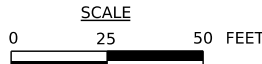
LIMIT OF WORK & STOP WORK
 STA. 58+12.58
 SEG. 0010 OFF. 0000
 S.R. 2199
 LANGHORNE MANOR BOROUGH
 BUCKS COUNTY

332
 TOWNSHIP OF MIDDLETOWN

LIMIT OF WORK & STOP WORK
 STA. 60+24.49
 SEG. 0010 OFF. 0211
 S.R. 2199
 LANGHORNE MANOR BOROUGH
 BUCKS COUNTY

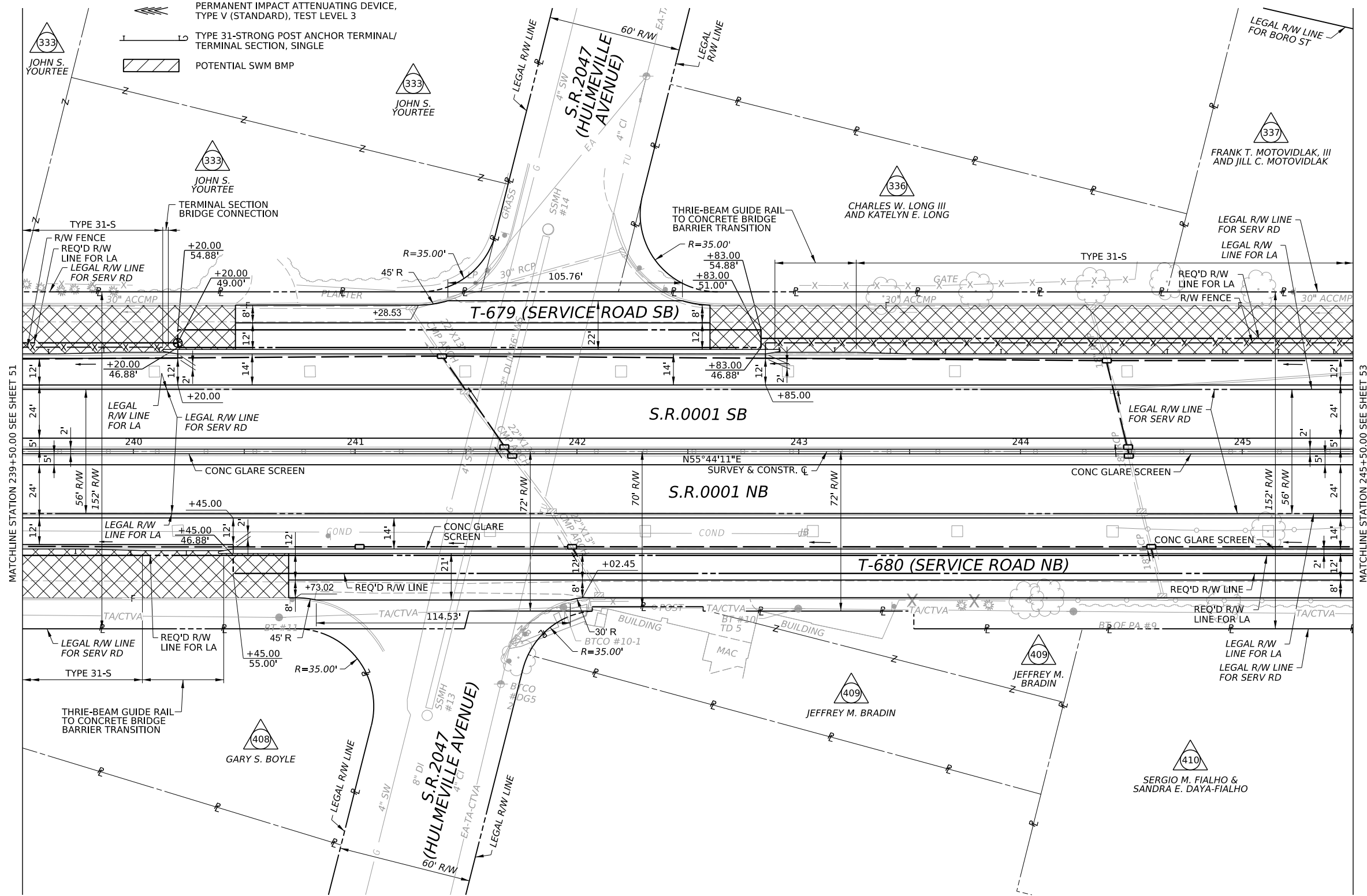
START WORK
 STA. 60+24.49
 WEST INTERCHANGE ROAD

FOR STRUCTURE DATA, SEE SHEET 10
 FOR PROFILE S.R.0001, SEE SHEET 102
 FOR PROFILE S.R.2199 / WEST INTERCHANGE ROAD, SEE SHEETS 128 AND 129



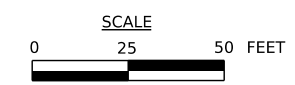
DISTRICT	COUNTY	ROUTE	SECTION	SHEET		
6-0	BUCKS	0001	RC3	52 OF 170		
MIDDLETOWN TWP						
REV NO	REVISIONS			DATE	BY	APPD

- LEGEND**
- REMOVAL OF EXISTING PAVEMENT
 - EXISTING PIPE
 - PROPOSED INLET AND PIPE
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
 - TYPE 31-STRONG POST ANCHOR TERMINAL/TERMINAL SECTION, SINGLE
 - POTENTIAL SWM BMP



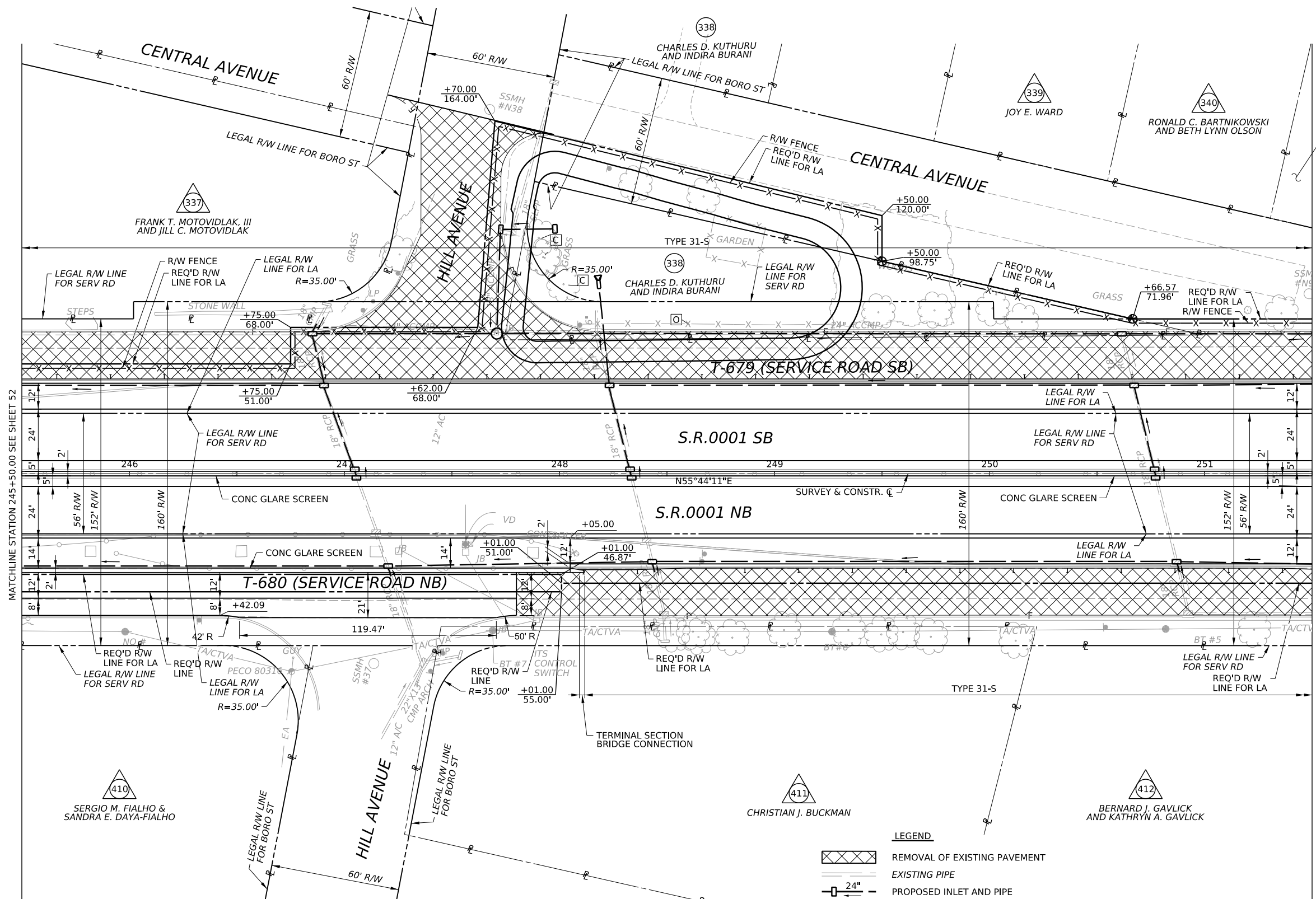
MATCHLINE STATION 239+50.00 SEE SHEET 51

MATCHLINE STATION 245+50.00 SEE SHEET 53



FOR PROFILE S.R.0001, SEE SHEET 103

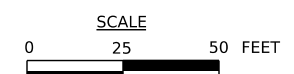
DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	0001	RC3	53 OF 170
MIDDLETOWN TWP				
REV NO	REVISIONS	DATE	BY	APPD



MATCHLINE STATION 245+50.00 SEE SHEET 52


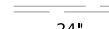
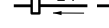




MATCHLINE STATION 251+50.00 SEE SHEET 54

- LEGEND**
- REMOVAL OF EXISTING PAVEMENT
 - EXISTING PIPE
 - PROPOSED INLET AND PIPE
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
 - TYPE 31-STRONG POST ANCHOR TERMINAL/ TERMINAL SECTION, SINGLE
 - POTENTIAL SWM BMP



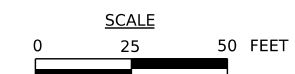
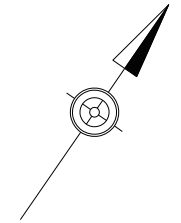
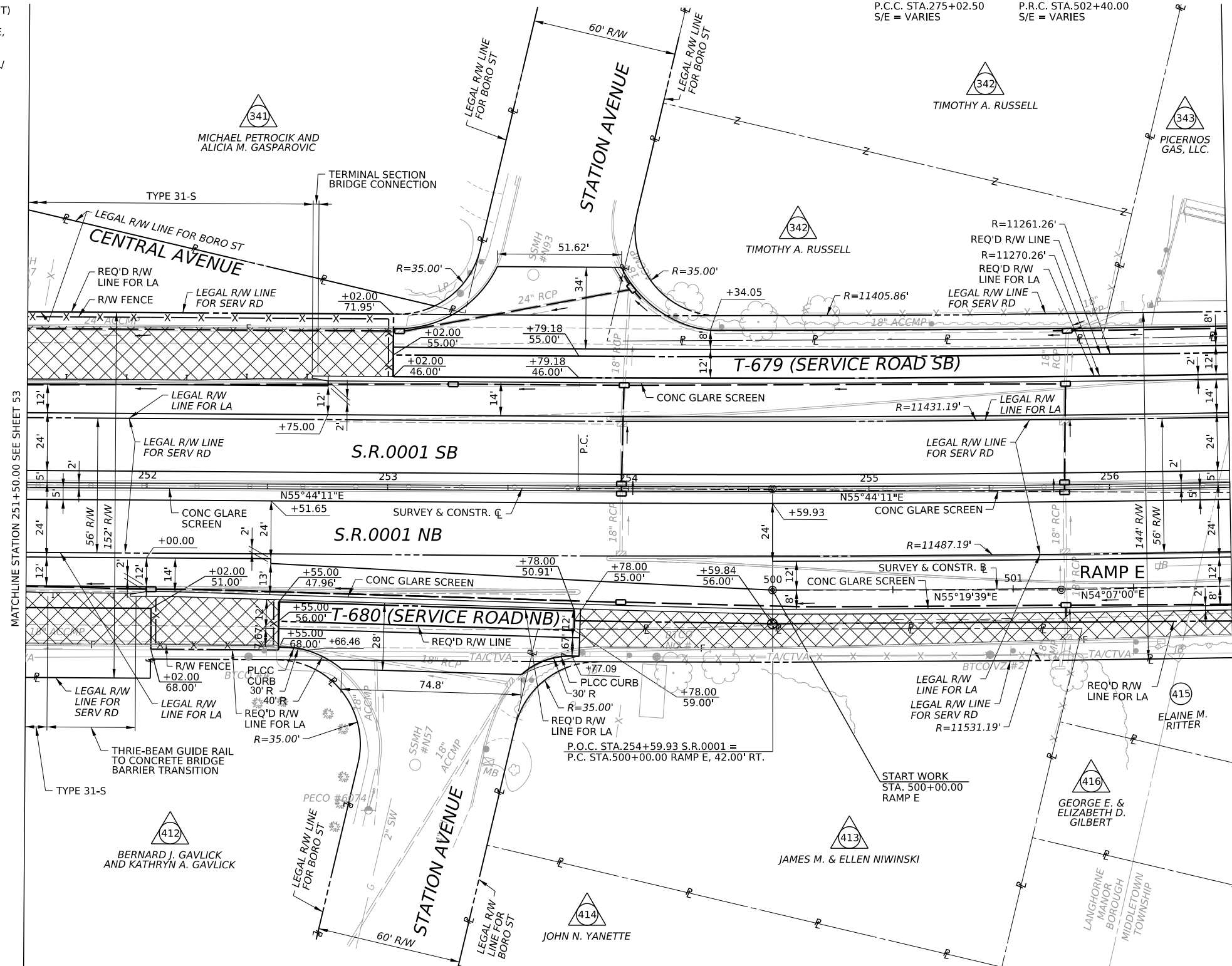
FOR PROFILE S.R.0001, SEE SHEET 104

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	0001	RC3	54 OF 170
MIDDLETOWN TWP				
REV NO	REVISIONS	DATE	BY	APPD

- LEGEND**
-  REMOVAL OF EXISTING PAVEMENT
 -  EXISTING PIPE
 -  PROPOSED INLET AND PIPE
 -  PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
 -  PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
 -  TYPE 31-STRONG POST ANCHOR TERMINAL/TERMINAL SECTION, SINGLE
 -  POTENTIAL SWM BMP

S.R. 0001
P.I. STA.264+43.96
 $\Delta = 10^{\circ}45'02''$ LT.
 $D = 0^{\circ}30'23''$
 $T = 1064.79'$
 $L = 2123.32'$
 $R = 11316.26'$
 $E = 49.98'$
P.C. STA.253+79.18
P.C.C. STA.275+02.50
S/E = VARIES

RAMP E
P.I. STA.501+20.00
 $\Delta = 1^{\circ}12'38''$ LT.
 $D = 0^{\circ}30'16''$
 $T = 120.00'$
 $L = 240.00'$
 $R = 11358.26'$
 $E = 0.63'$
P.C. STA.500+00.00
P.R.C. STA.502+40.00
S/E = VARIES



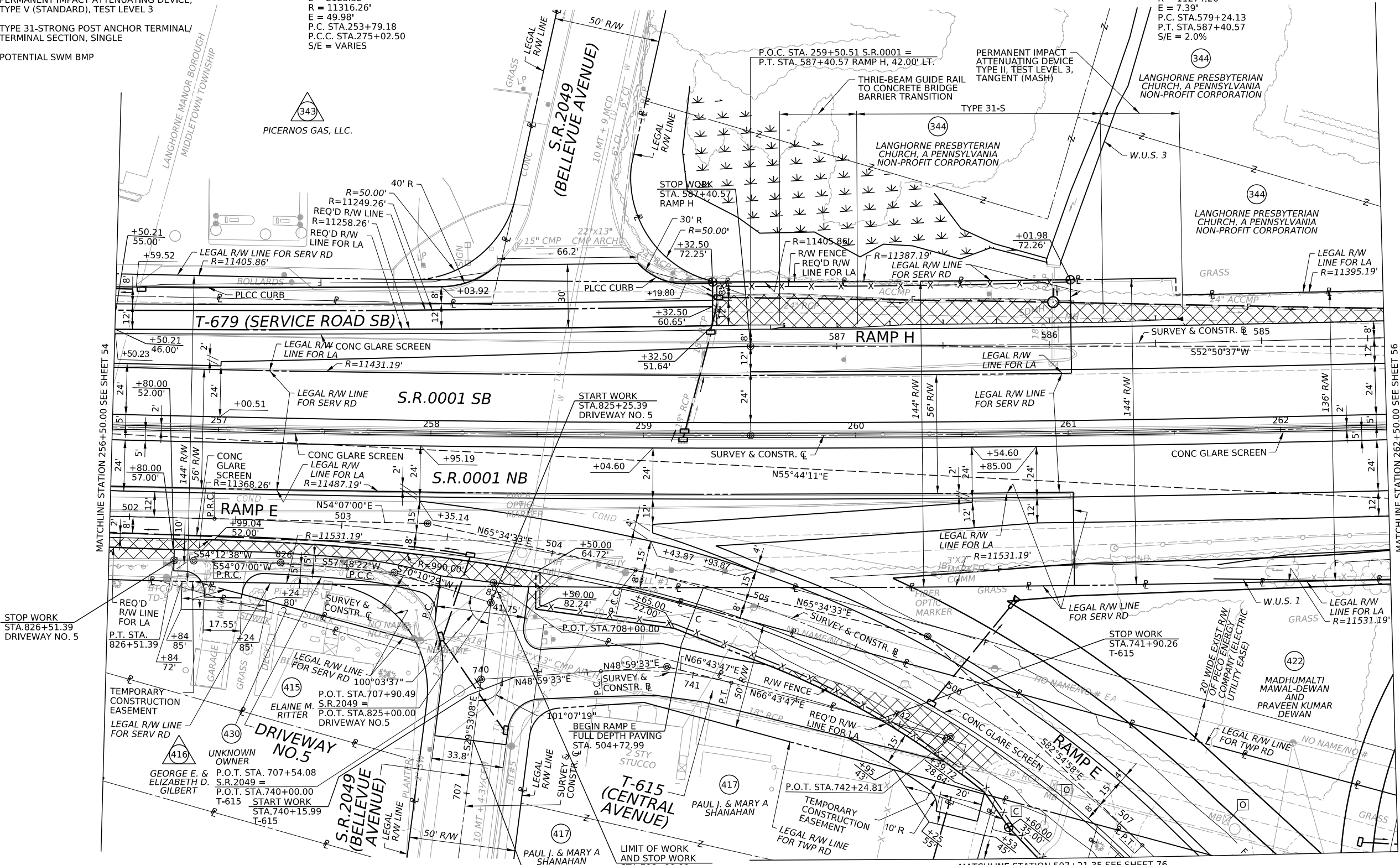
FOR PROFILE S.R.0001, SEE SHEET 105
FOR PROFILE RAMP E, SEE SHEET 144

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	0001	RC3	55 OF 170
MIDDLETOWN TWP AND LANGHORNE MANOR BOROUGH				
REV NO	REVISIONS	DATE	BY	APPD

- LEGEND**
- REMOVAL OF EXISTING PAVEMENT
 - EXISTING PIPE
 -
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
 - TYPE 31-STRONG POST ANCHOR TERMINAL/TERMINAL SECTION, SINGLE
 - POTENTIAL SWM BMP

S.R. 0001
 P.I. STA. 264+43.96
 $\Delta = 10^\circ 45' 02''$ LT.
 $D = 0^\circ 30' 23''$
 $T = 1064.79'$
 $L = 2123.32'$
 $R = 11316.26'$
 $E = 49.98'$
 P.C. STA. 253+79.18
 P.C.C. STA. 275+02.50
 S/E = VARIES

RAMP H
 P.I. STA. 583+32.53
 $\Delta = 4^\circ 08' 57''$ RT.
 $D = 0^\circ 30' 30''$
 $T = 408.40'$
 $L = 816.45'$
 $R = 11274.26'$
 $E = 7.39'$
 P.C. STA. 579+24.13
 P.T. STA. 587+40.57
 S/E = 2.0%

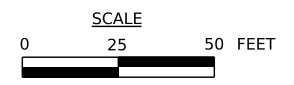


RAMP E
 P.I. STA. 501+20.00
 $\Delta = 1^\circ 12' 38''$ LT.
 $D = 0^\circ 30' 16''$
 $T = 120.00'$
 $L = 240.00'$
 $R = 11358.26'$
 $E = 0.63'$
 P.C. STA. 500+00.00
 P.R.C. STA. 502+40.00
 S/E = VARIES

RAMP E
 P.I. STA. 503+40.33
 $\Delta = 11^\circ 27' 33''$ RT.
 $D = 5^\circ 43' 46''$
 $T = 100.33'$
 $L = 200.00'$
 $R = 1000.00'$
 $E = 5.02'$
 P.C. STA. 502+40.00
 P.C.C. STA. 504+40.00
 S/E = 6.0%

RAMP E
 P.I. STA. 505+81.05
 $\Delta = 31^\circ 30' 28''$ RT.
 $D = 11^\circ 27' 33''$
 $T = 141.05'$
 $L = 274.96'$
 $R = 500.00'$
 $E = 19.51'$
 P.C. STA. 504+40.00
 P.T. STA. 507+14.96
 S/E = 6.0%

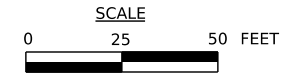
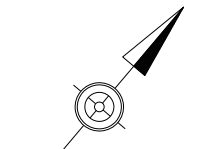
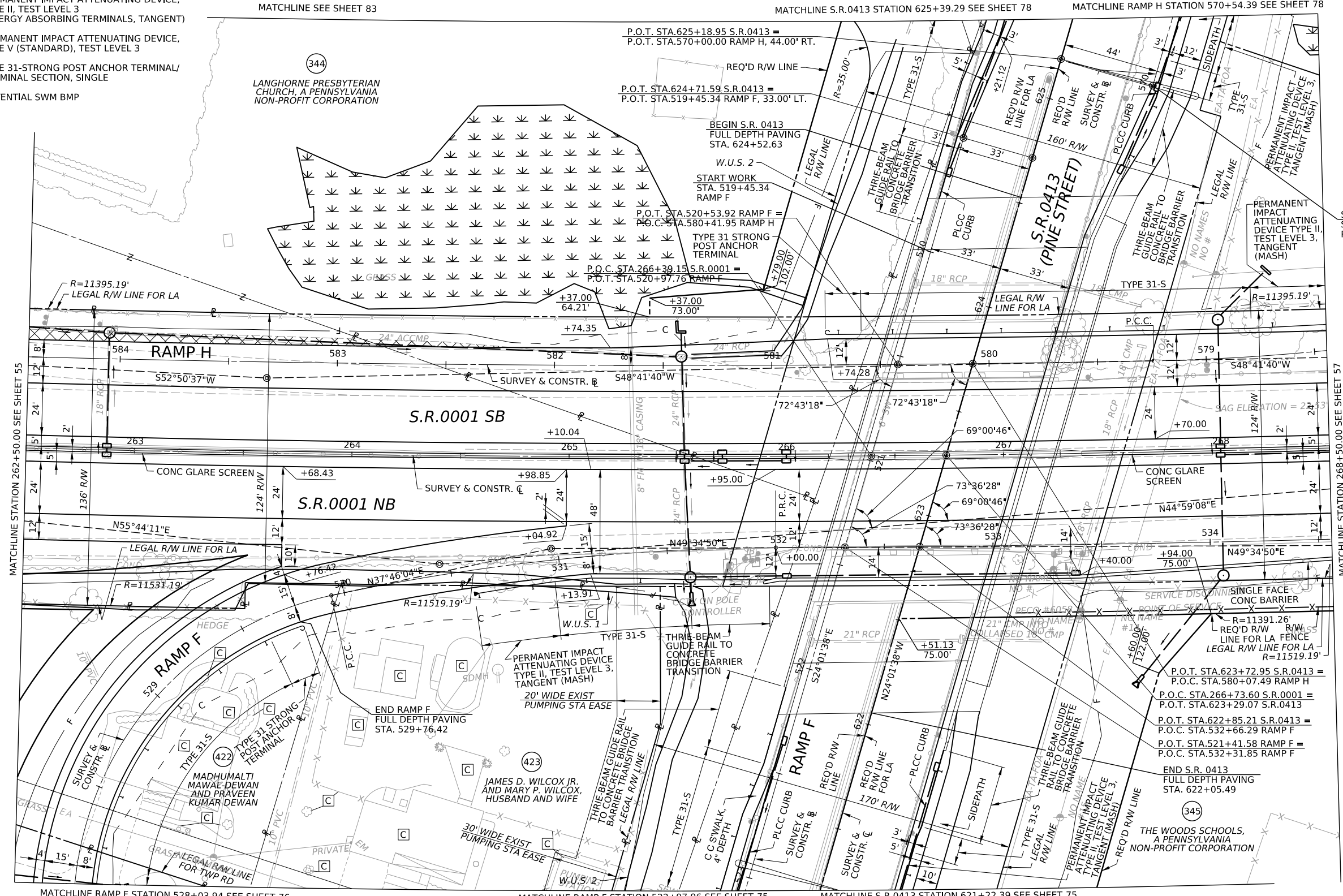
FOR PROFILE S.R.0001, SEE SHEET 106
 FOR PROFILE RAMP E, SEE SHEETS 144 AND 145
 FOR PROFILE RAMP H, SEE SHEET 158



DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	0001	RC3	56 OF 170
MIDDLETOWN TWP				
REV NO	REVISIONS	DATE	BY	APPD

- LEGEND**
- REMOVAL OF EXISTING PAVEMENT
 - EXISTING PIPE
 - PROPOSED INLET AND PIPE
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
 - TYPE 31-STRONG POST ANCHOR TERMINAL/TERMINAL SECTION, SINGLE
 - POTENTIAL SWM BMP

RAMP H	RAMP H	S.R. 0001	RAMP F
P.I. STA. 578+22.70	P.I. STA. 583+32.53	P.I. STA. 264+43.96	P.I. STA. 536+07.15
$\Delta = 11^{\circ}39'46''$ RT.	$\Delta = 4^{\circ}08'57''$ RT.	$\Delta = 10^{\circ}45'02''$ LT.	$\Delta = 4^{\circ}06'19''$ LT.
D = 5'43'46"	D = 0'30'30"	D = 0'30'23"	D = 0'30'16"
T = 102.13'	T = 408.40'	T = 1064.79'	T = 407.09'
L = 203.55'	L = 816.45'	L = 2123.32'	L = 813.83'
R = 1000.00'	R = 11274.26'	R = 11316.26'	R = 11358.26'
E = 5.20'	E = 7.39'	E = 49.98'	E = 7.29'
P.C.C. STA. 577+20.57	P.C.C. STA. 579+24.13	P.C.C. STA. 253+79.18	P.C.C. STA. 532+00.06
P.C.C. STA. 579+24.13	P.T. STA. 587+40.57	P.C.C. STA. 275+02.50	P.T. STA. 540+13.89
S/E = 6.0%	S/E = 2.0%	S/E = VARIES	S/E = VARIES



RAMP F	RAMP F
P.I. N/A	P.I. STA. 530+97.34
$\Delta = 241^{\circ}47'42''$ RT.	$\Delta = 11^{\circ}48'46''$ RT.
D = 38'11'50"	D = 5'43'46"
T = N/A	T = 103.45'
L = 633.02'	L = 206.17'
R = 150.00'	R = 1000.00'
E = N/A	E = 5.34'
P.C. STA. 523+60.87	P.C.C. STA. 529+93.89
P.C.C. STA. 529+93.87	P.R.C. STA. 532+00.06
S/E = VARIES	S/E = 6.0%

- FOR STRUCTURE DATA, SEE SHEET 10
- FOR PROFILE S.R.0001, SEE SHEET 107
- FOR PROFILE S.R.0413, SEE SHEETS 115 AND 116
- FOR PROFILE RAMP F, SEE SHEETS 148, 149 AND 150
- FOR PROFILE RAMP H, SEE SHEETS 156, 157 AND 158

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	0001	RC3	57 OF 170
MIDDLETOWN TWP AND LANGHORNE BOROUGH				
REV NO	REVISIONS	DATE	BY	APPD

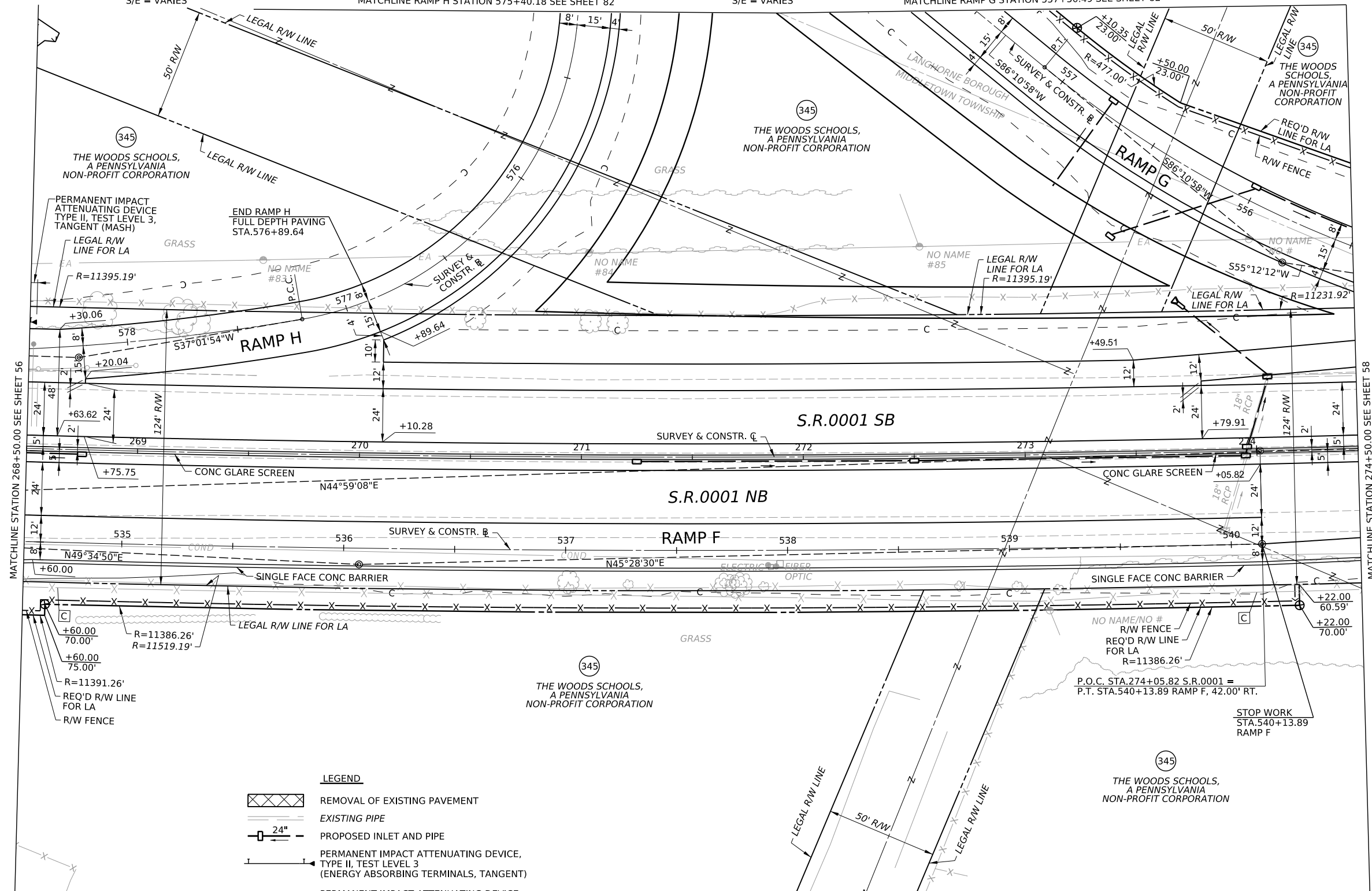
RAMP H
P.I. STA.578+22.70
 $\Delta = 11^{\circ}39'46''$ RT.
 $D = 5^{\circ}43'46''$
 $T = 102.13'$
 $L = 203.55'$
 $R = 1000.00'$
 $E = 5.20'$
P.C.C. STA.577+20.57
P.C.C. STA.579+24.13
S/E = 6.0%

RAMP H
P.I. N/A
 $\Delta = 241^{\circ}03'32''$ RT.
 $D = 38^{\circ}11'50''$
 $T = N/A$
 $L = 631.09'$
 $R = 150.00'$
 $E = N/A$
P.C. STA.570+89.48
P.C.C. STA.577+20.57
S/E = VARIES

S.R.0001
P.I. STA.264+43.96
 $\Delta = 10^{\circ}45'02''$ LT.
 $D = 0^{\circ}30'23''$
 $T = 1064.79'$
 $L = 2123.32'$
 $R = 11316.26'$
 $E = 49.98'$
P.C. STA.253+79.18
P.C.C. STA.275+02.50
S/E = VARIES

RAMP G
P.I. STA.555+78.57
 $\Delta = 30^{\circ}58'46''$ RT.
 $D = 11^{\circ}27'33''$
 $T = 138.57'$
 $L = 270.35'$
 $R = 500.00'$
 $E = 18.85'$
P.C.C. STA.554+40.00
P.T. STA.557+10.35
S/E = 6.0%

RAMP F
P.I. STA.536+07.15
 $\Delta = 4^{\circ}06'19''$ LT.
 $D = 0^{\circ}30'16''$
 $T = 407.09'$
 $L = 813.83'$
 $R = 11358.26'$
P.R.C. STA.532+00.06
P.T. STA.540+13.89
S/E = VARIES

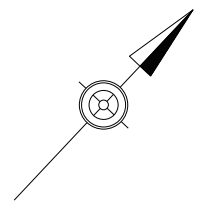
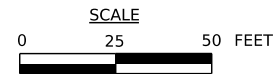


MATCHLINE STATION 268+50.00 SEE SHEET 56

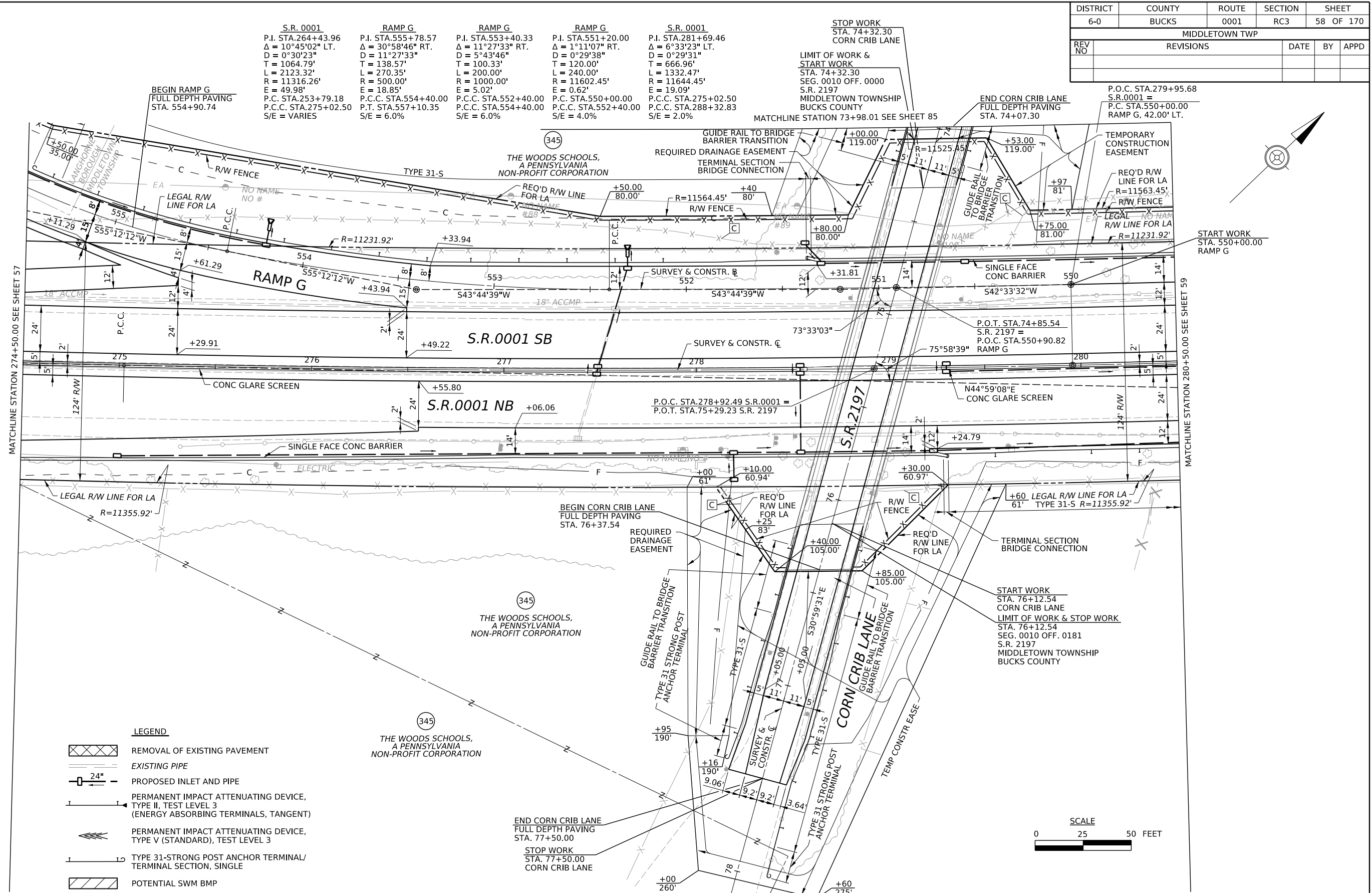
MATCHLINE STATION 274+50.00 SEE SHEET 58

- LEGEND**
- REMOVAL OF EXISTING PAVEMENT
 - EXISTING PIPE
 - PROPOSED INLET AND PIPE
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
 - TYPE 31-STRONG POST ANCHOR TERMINAL/TERMINAL SECTION, SINGLE
 - POTENTIAL SWM BMP

FOR PROFILE S.R.0001, SEE SHEET 108
FOR PROFILE RAMP F, SEE SHEETS 150 AND 151
FOR PROFILE RAMP G, SEE SHEETS 152 AND 153
FOR PROFILE RAMP H, SEE SHEETS 156 AND 157



DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	0001	RC3	58 OF 170
MIDDLETOWN TWP				
REV NO	REVISIONS	DATE	BY	APPD



MATCHLINE STATION 274+50.00 SEE SHEET 57

MATCHLINE STATION 280+50.00 SEE SHEET 59

- LEGEND**
- REMOVAL OF EXISTING PAVEMENT
 - EXISTING PIPE
 - PROPOSED INLET AND PIPE
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
 - TYPE 31-STRONG POST ANCHOR TERMINAL/ TERMINAL SECTION, SINGLE
 - POTENTIAL SWM BMP

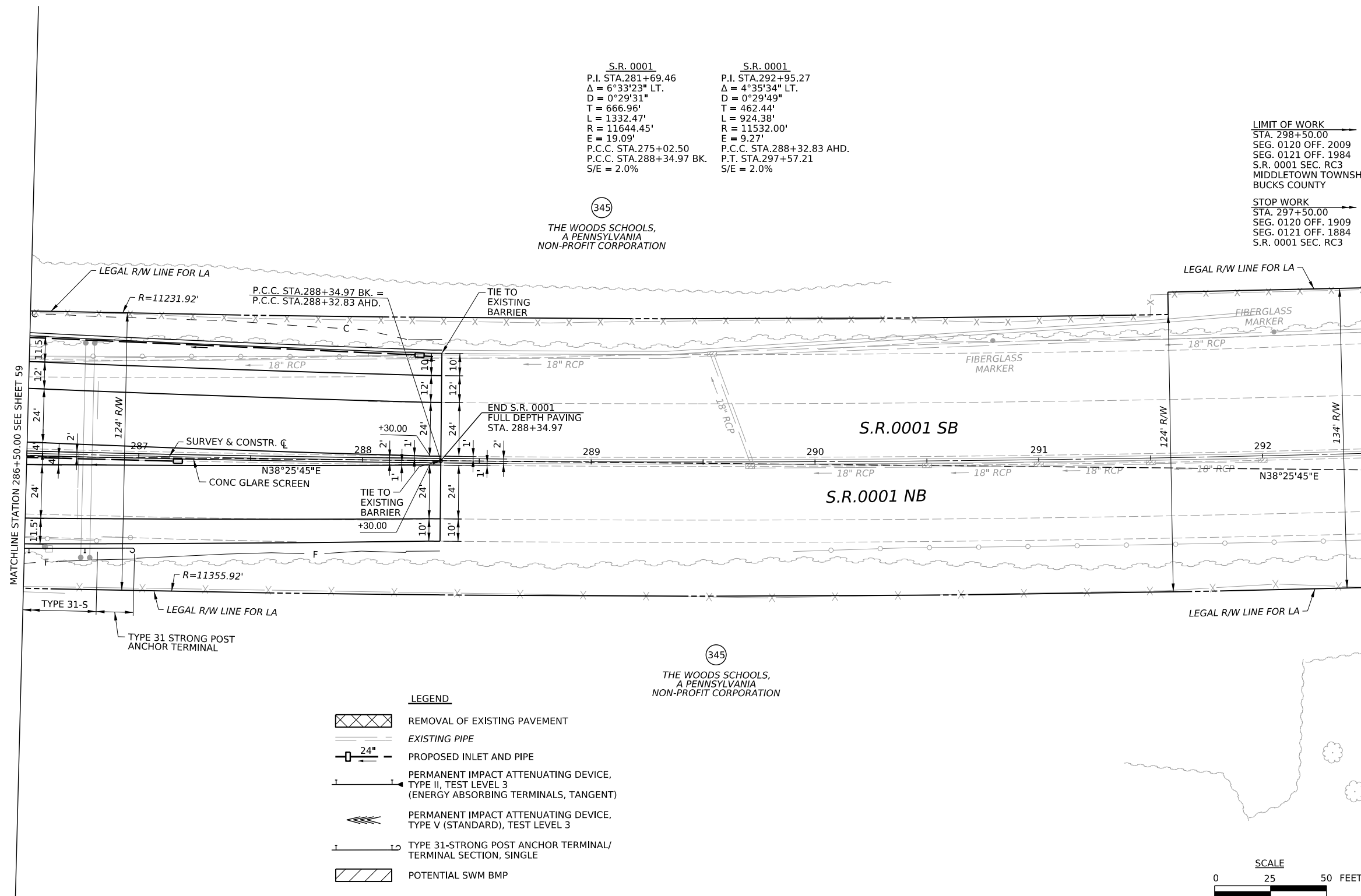
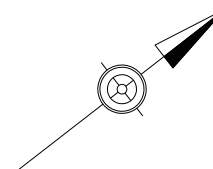
FOR STRUCTURE DATA, SEE SHEET 10
FOR PROFILE S.R.0001, SEE SHEET 109
FOR PROFILE S.R.2197 / CORN CRIB LANE, SEE SHEETS 125 AND 126
FOR PROFILE RAMP G, SEE SHEET 152

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	0001	RC3	60 OF 170
MIDDLETOWN TWP				
REV NO	REVISIONS	DATE	BY	APPD

S.R. 0001	S.R. 0001
P.I. STA. 281+69.46	P.I. STA. 292+95.27
$\Delta = 6^{\circ}33'23''$ LT.	$\Delta = 4^{\circ}35'34''$ LT.
D = 0 $^{\circ}29'31''$	D = 0 $^{\circ}29'49''$
T = 666.96'	T = 462.44'
L = 1332.47'	L = 924.38'
R = 11644.45'	R = 11532.00'
E = 19.09'	E = 9.27'
P.C.C. STA. 275+02.50	P.C.C. STA. 288+32.83 AHD.
P.C.C. STA. 288+34.97 BK.	P.T. STA. 297+57.21
S/E = 2.0%	S/E = 2.0%

LIMIT OF WORK
 STA. 298+50.00
 SEG. 0120 OFF. 2009
 SEG. 0121 OFF. 1984
 S.R. 0001 SEC. RC3
 MIDDLETOWN TOWNSHIP
 BUCKS COUNTY

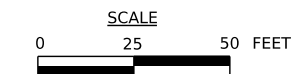
STOP WORK
 STA. 297+50.00
 SEG. 0120 OFF. 1909
 SEG. 0121 OFF. 1884
 S.R. 0001 SEC. RC3



(345)
 THE WOODS SCHOOLS,
 A PENNSYLVANIA
 NON-PROFIT CORPORATION

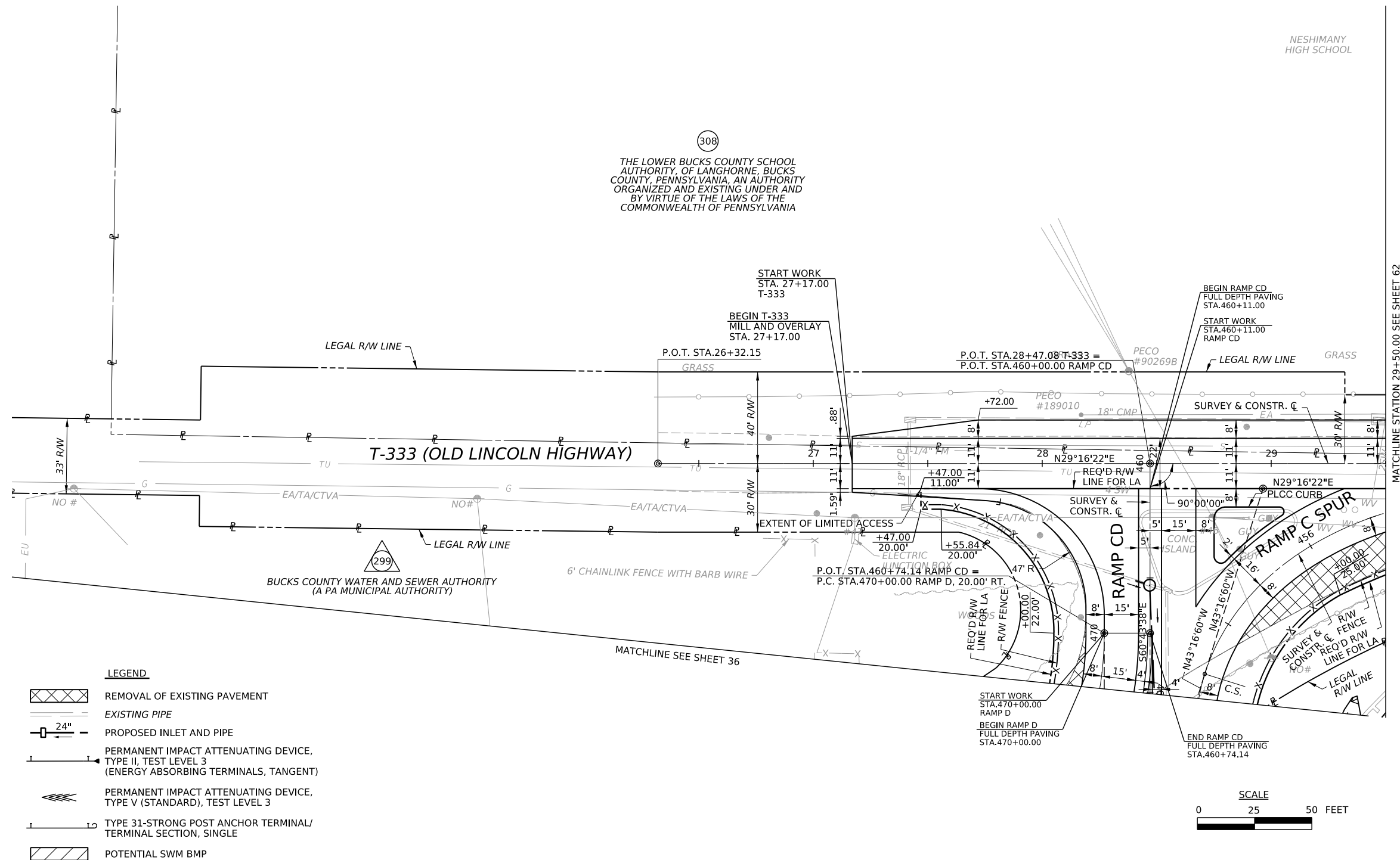
(345)
 THE WOODS SCHOOLS,
 A PENNSYLVANIA
 NON-PROFIT CORPORATION

- LEGEND**
- REMOVAL OF EXISTING PAVEMENT
 - EXISTING PIPE
 - 24" PROPOSED INLET AND PIPE
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
 - TYPE 31-STRONG POST ANCHOR TERMINAL/ TERMINAL SECTION, SINGLE
 - POTENTIAL SWM BMP



FOR PROFILE S.R.0001, SEE SHEET 111

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	0001	RC3	61 OF 170
MIDDLETOWN TWP				
REV NO	REVISIONS	DATE	BY	APPD



308
 THE LOWER BUCKS COUNTY SCHOOL AUTHORITY, OF LANGHORNE, BUCKS COUNTY, PENNSYLVANIA, AN AUTHORITY ORGANIZED AND EXISTING UNDER AND BY VIRTUE OF THE LAWS OF THE COMMONWEALTH OF PENNSYLVANIA

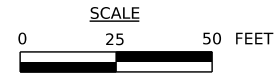
NESHIMANY HIGH SCHOOL

MATCHLINE STATION 29+50.00 SEE SHEET 62








MATCHLINE SEE SHEET 36

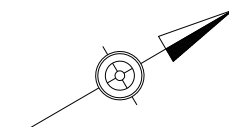
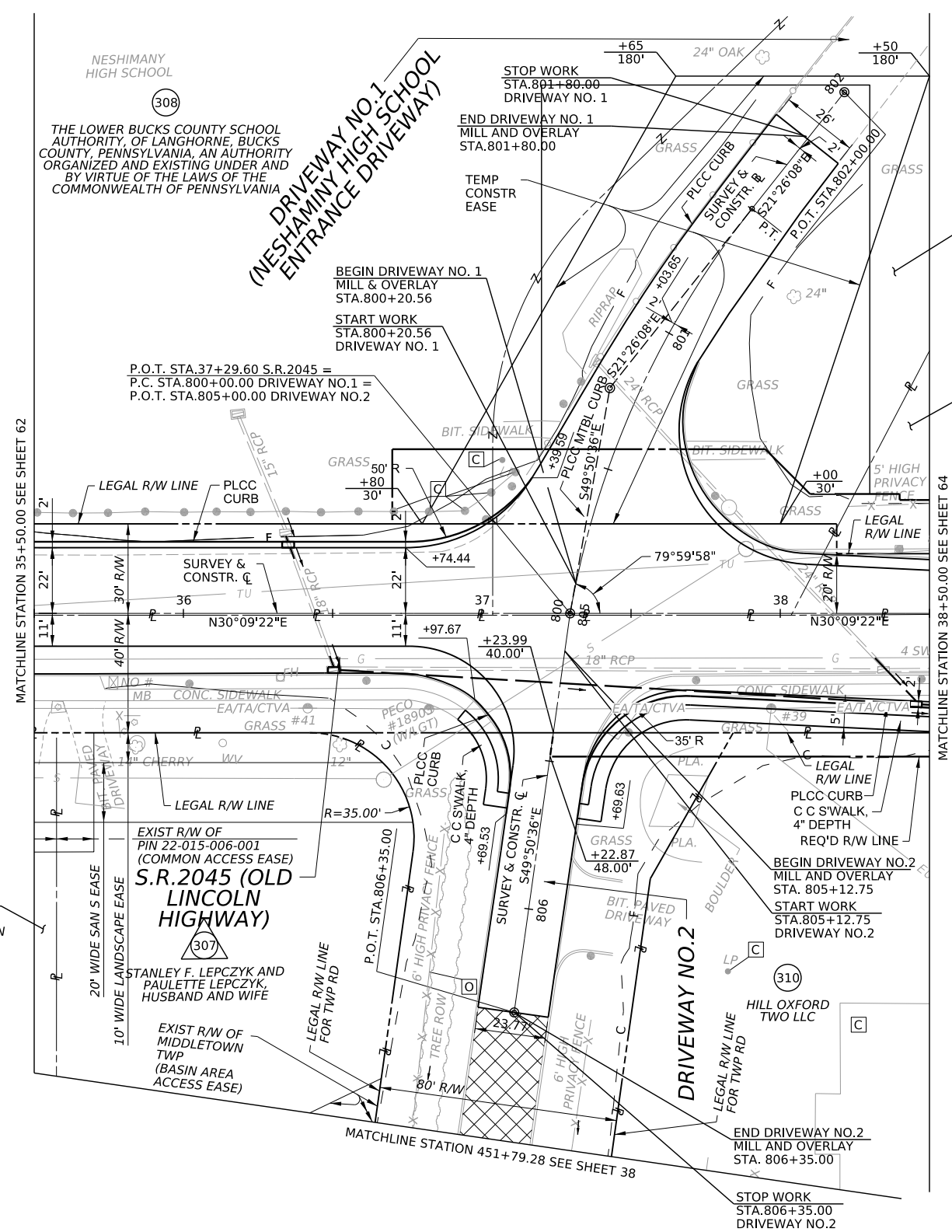
LEGEND

- REMOVAL OF EXISTING PAVEMENT
- EXISTING PIPE
- PROPOSED INLET AND PIPE
- PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
- PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
- TYPE 31-STRONG POST ANCHOR TERMINAL/TERMINAL SECTION, SINGLE
- POTENTIAL SWM BMP



DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	0001	RC3	63 OF 170
MIDDLETOWN TWP				
REV NO	REVISIONS	DATE	BY	APPD

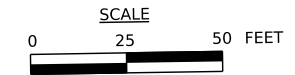
- LEGEND**
-  REMOVAL OF EXISTING PAVEMENT
 -  EXISTING PIPE
 -  PROPOSED INLET AND PIPE
 -  PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
 -  PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
 -  TYPE 31-STRONG POST ANCHOR TERMINAL/TERMINAL SECTION, SINGLE
 -  POTENTIAL SWM BMP



DRIVEWAY NO. 1
 P.I. STA.66+41.11
 $\Delta = 28^{\circ}24'28''$ LT.
 $D = 18^{\circ}54'48''$
 $T = 76.68'$
 $L = 150.20'$
 $R = 302.94'$
 $E = 9.55'$
 P.C. STA.65+64.43
 P.T. STA.67+14.63
 S/E = N/C

DUMBBELL ROUNDABOUT
 DESIGN VEHICLE = WB-62 MODIFIED
 INSCRIBED DIAMETER = 105'
 TRUCK APRON WIDTH = 10.00'
 CIRCULATORY ROADWAY WIDTH = 23.27'

RAMP C
 P.I. STA.447+22.01
 $\Delta = 59^{\circ}39'02''$ RT.
 $D = 38^{\circ}11'50''$
 $T = 86.01'$
 $L = 156.19'$
 $R = 150.00'$
 $E = 22.91'$
 S.C. STA.446+36.00
 P.T. STA.447+92.19
 S/E = 6.0%



FOR PROFILE S.R.2045, SEE SHEET 122
 FOR PROFILE DRIVEWAY NO.1, SEE SHEET 166
 FOR PROFILE RAMP C, SEE SHEET 138

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	0001	RC3	64 OF 170
MIDDLETOWN TWP				
REV NO	REVISIONS	DATE	BY	APPD

308
 THE LOWER BUCKS COUNTY SCHOOL AUTHORITY, OF LANGHORNE, BUCKS COUNTY, PENNSYLVANIA, AN AUTHORITY ORGANIZED AND EXISTING UNDER AND BY VIRTUE OF THE LAWS OF THE COMMONWEALTH OF PENNSYLVANIA

STOP WORK
 STA. 3+04.41
 T-409
 END T-409
 FULL DEPTH PAVING
 STA. 3+04.41

BEGIN T-409
 FULL DEPTH PAVING
 STA. 1+25.00

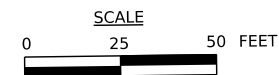
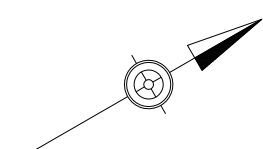
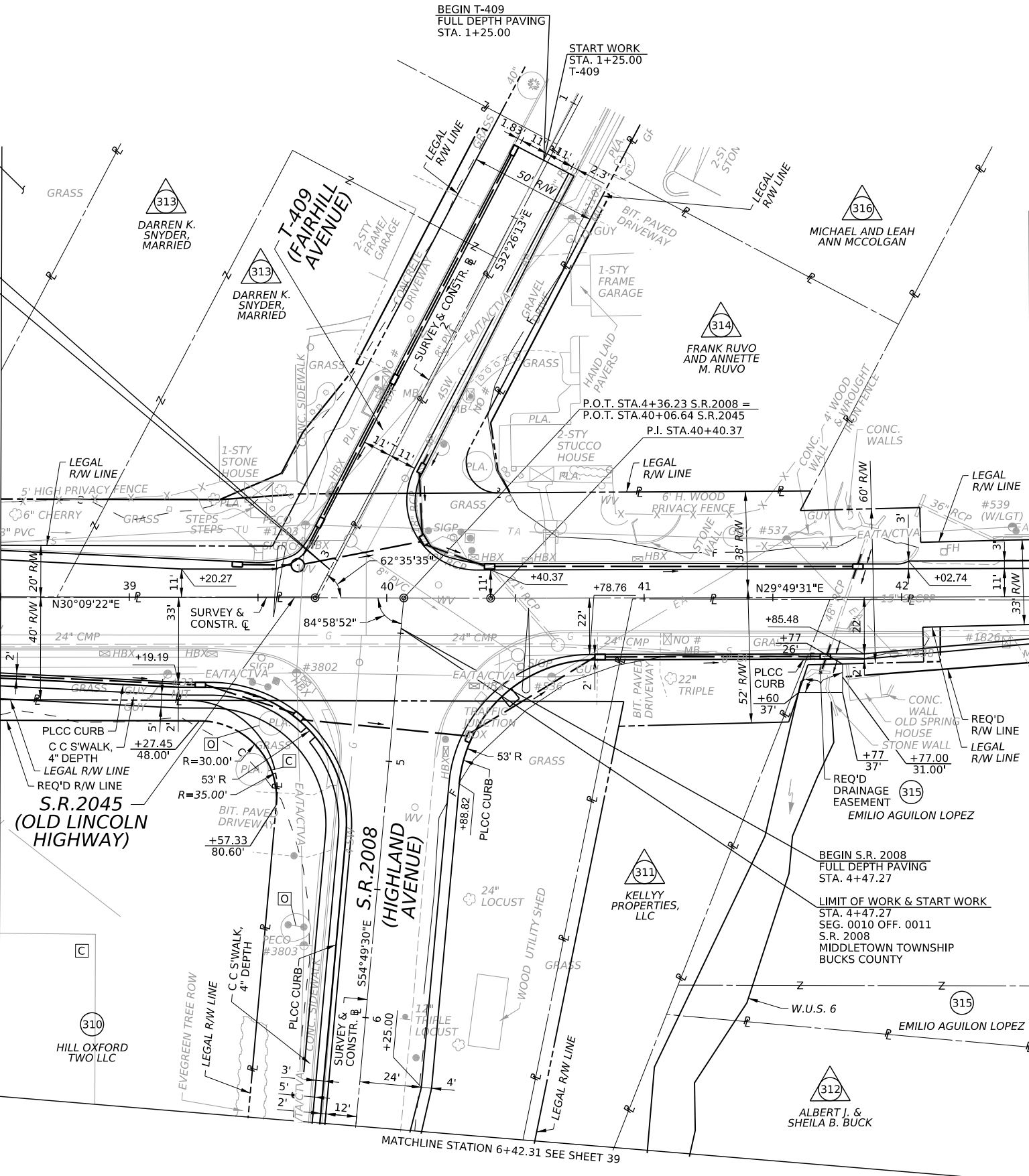
START WORK
 STA. 1+25.00
 T-409

MATCHLINE STATION 38+50.00 SEE SHEET 63

MATCHLINE STATION 42+50.00 SEE SHEET 65

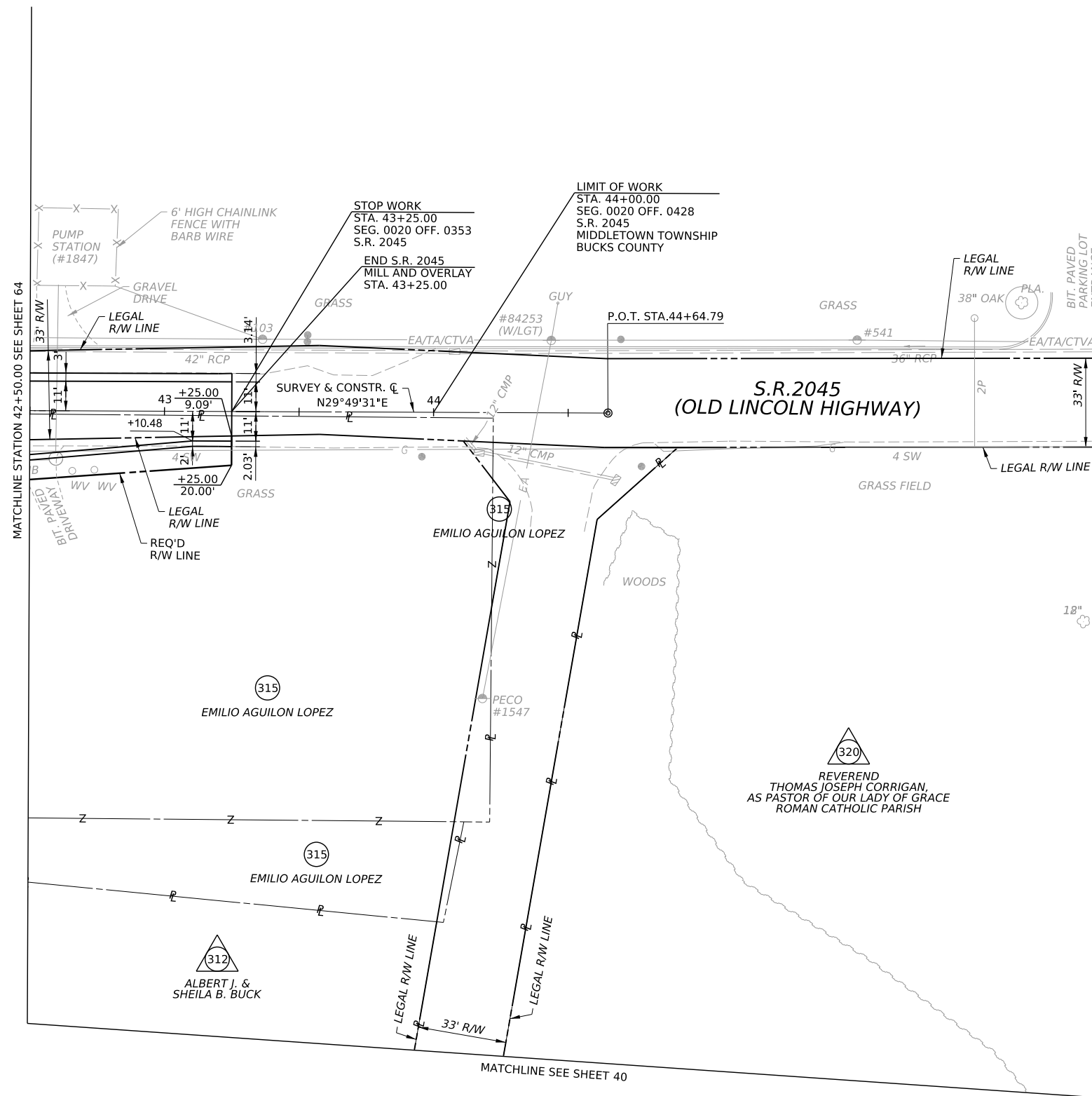
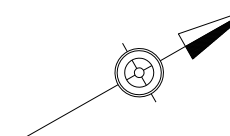
MATCHLINE STATION 6+42.31 SEE SHEET 39

- LEGEND**
- REMOVAL OF EXISTING PAVEMENT
 - EXISTING PIPE
 - PROPOSED INLET AND PIPE
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
 - TYPE 31-STRONG POST ANCHOR TERMINAL/TERMINAL SECTION, SINGLE
 - POTENTIAL SWM BMP

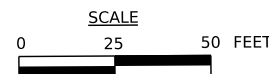


FOR PROFILE S.R.2008, SEE SHEET 118
 FOR PROFILE S.R.2045, SEE SHEET 123
 FOR PROFILE T-409, SEE SHEET 162

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	0001	RC3	65 OF 170
MIDDLETOWN TWP				
REV NO	REVISIONS	DATE	BY	APPD



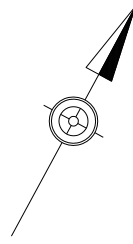
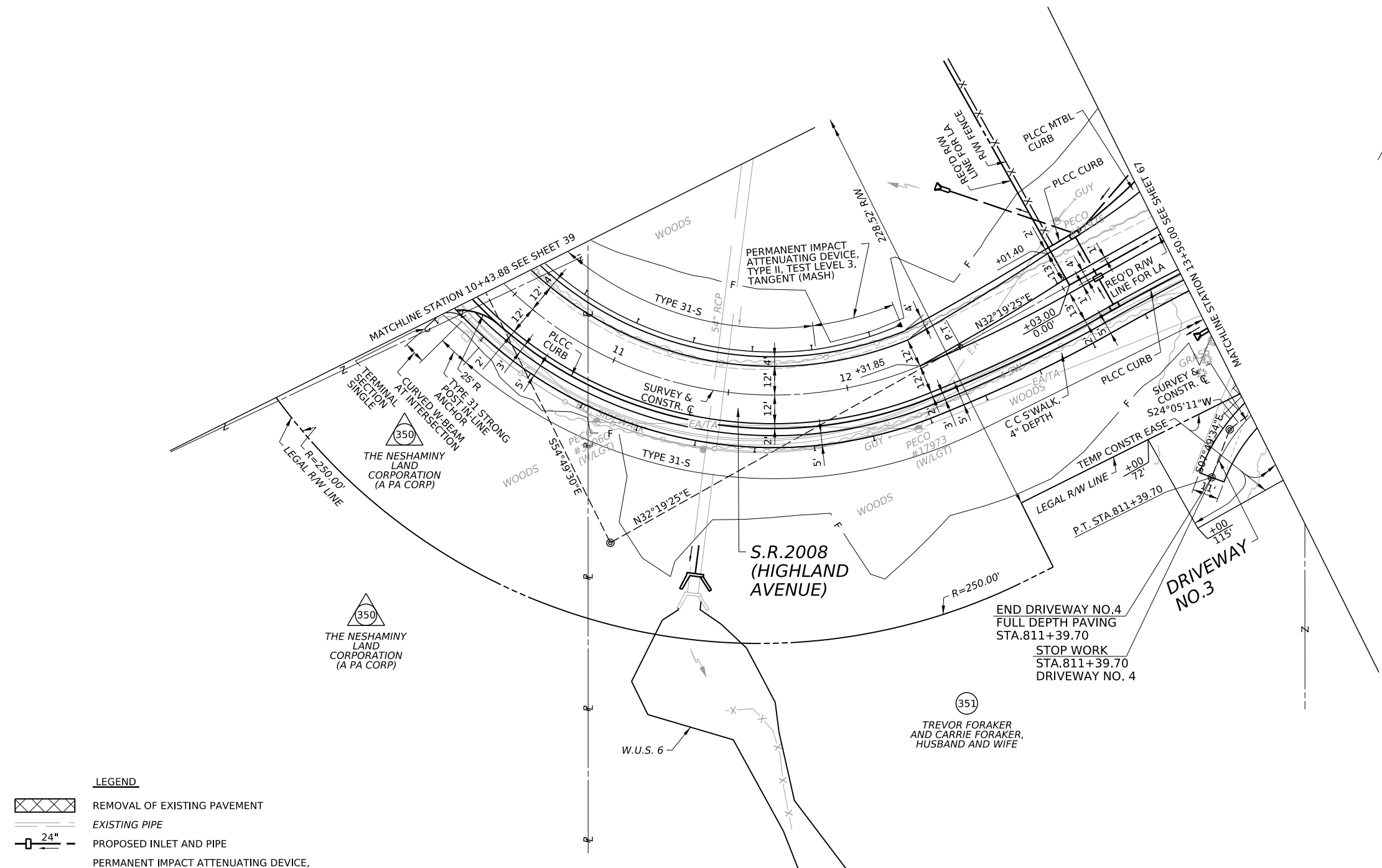
- LEGEND**
- REMOVAL OF EXISTING PAVEMENT
 - EXISTING PIPE
 - PROPOSED INLET AND PIPE
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
 - TYPE 31-STRONG POST ANCHOR TERMINAL/TERMINAL SECTION, SINGLE
 - POTENTIAL SWM BMP



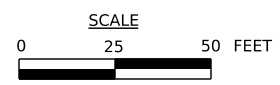
FOR PROFILE S.R.2045, SEE SHEET 123

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	0001	RC3	66 OF 170
MIDDLETOWN TWP				
REV NO	REVISIONS	DATE	BY	APPD

S.R. 2008
P.I. STA.11+51.52
 $\Delta = 90^{\circ}00'00''$ LT.
 $D = 35^{\circ}48'36''$
 $T = 160.00'$
 $L = 251.33'$
 $R = 160.00'$
 $E = 66.27'$
P.C. STA.9+91.52
P.T. STA.12+42.85
S/E = 6.0%



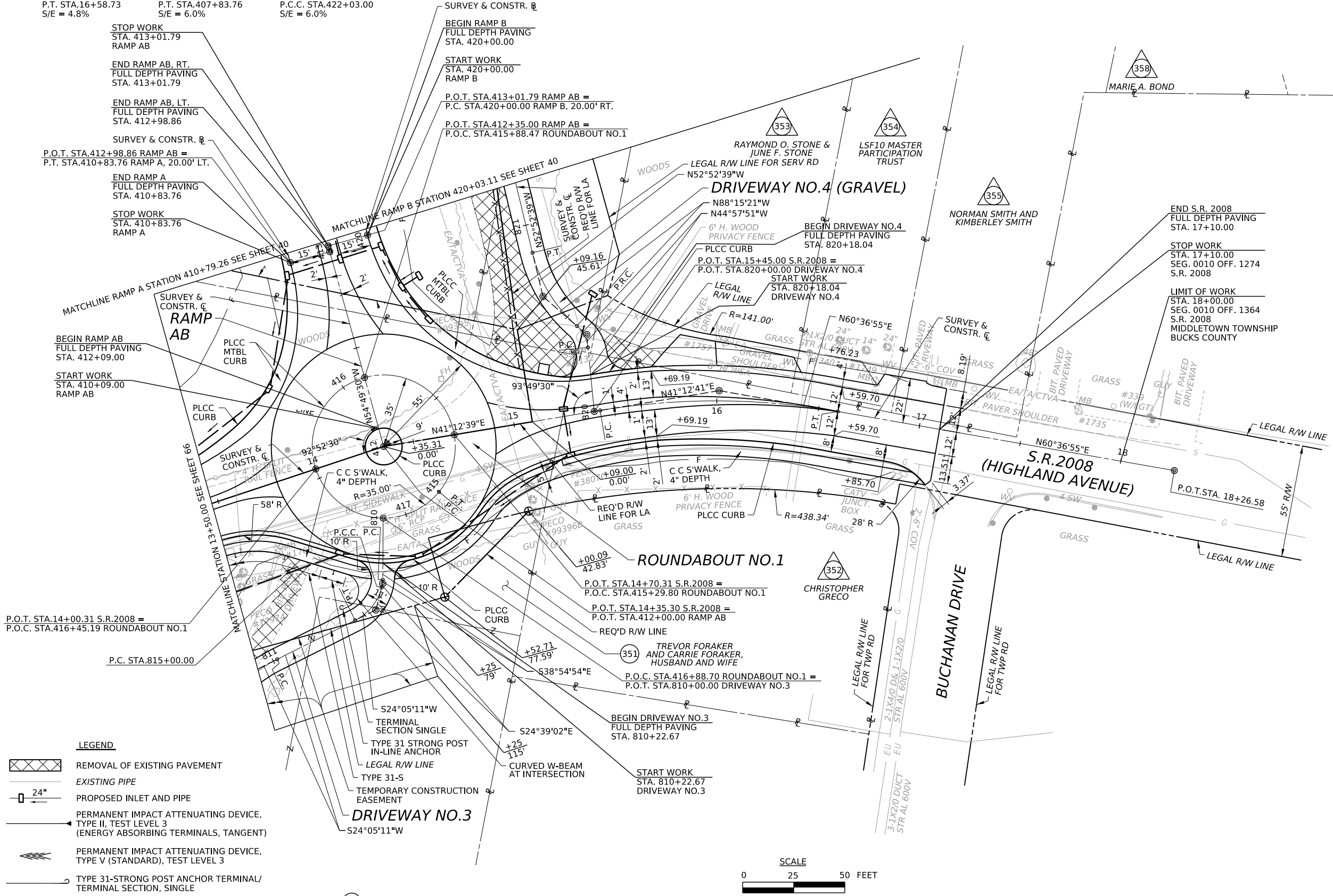
- LEGEND**
- REMOVAL OF EXISTING PAVEMENT
 - EXISTING PIPE
 - PROPOSED INLET AND PIPE
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
 - TYPE 31-STRONG POST ANCHOR TERMINAL/TERMINAL SECTION, SINGLE
 - POTENTIAL SWM BMP



FOR PROFILE S.R.2008, SEE SHEET 119

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	0001	RC3	67 OF 170
MIDDLETOWN TWP				
REV NO	REVISIONS	DATE	BY	APPD

S.R. 2008	RAMP A	RAMP B
P.I. STA.15+83.43	P.I. STA.407+16.49	P.I. STA.421+20.47
Δ = 25°26'26" RT.	Δ = 56°26'19" RT.	Δ = 77°32'25" RT.
D = 16°36'27"	D = 38°11'50"	D = 38°11'50"
T = 77.88'	T = 80.49'	T = 120.47'
L = 153.19'	L = 147.76'	L = 203.00'
R = 345.00'	R = 150.00'	R = 150.00'
E = 8.68'	E = 20.23'	E = 42.39'
P.C. STA.15+05.55	S.C. STA.406.36.00	P.C. STA.420+00.00
P.T. STA.16+58.73	P.T. STA.407+83.76	P.C.C. STA.422+03.00
S/E = 4.8%	S/E = 6.0%	S/E = 6.0%



END S.R. 2008
FULL DEPTH PAVING
STA. 17+10.00

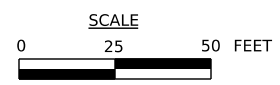
STOP WORK
STA. 17+10.00
SEG. 0010 OFF. 1274
S.R. 2008

LIMIT OF WORK
STA. 18+00.00
SEG. 0010 OFF. 1364
S.R. 2008
MIDDLETOWN TOWNSHIP
BUCKS COUNTY

LEGEND

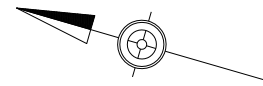
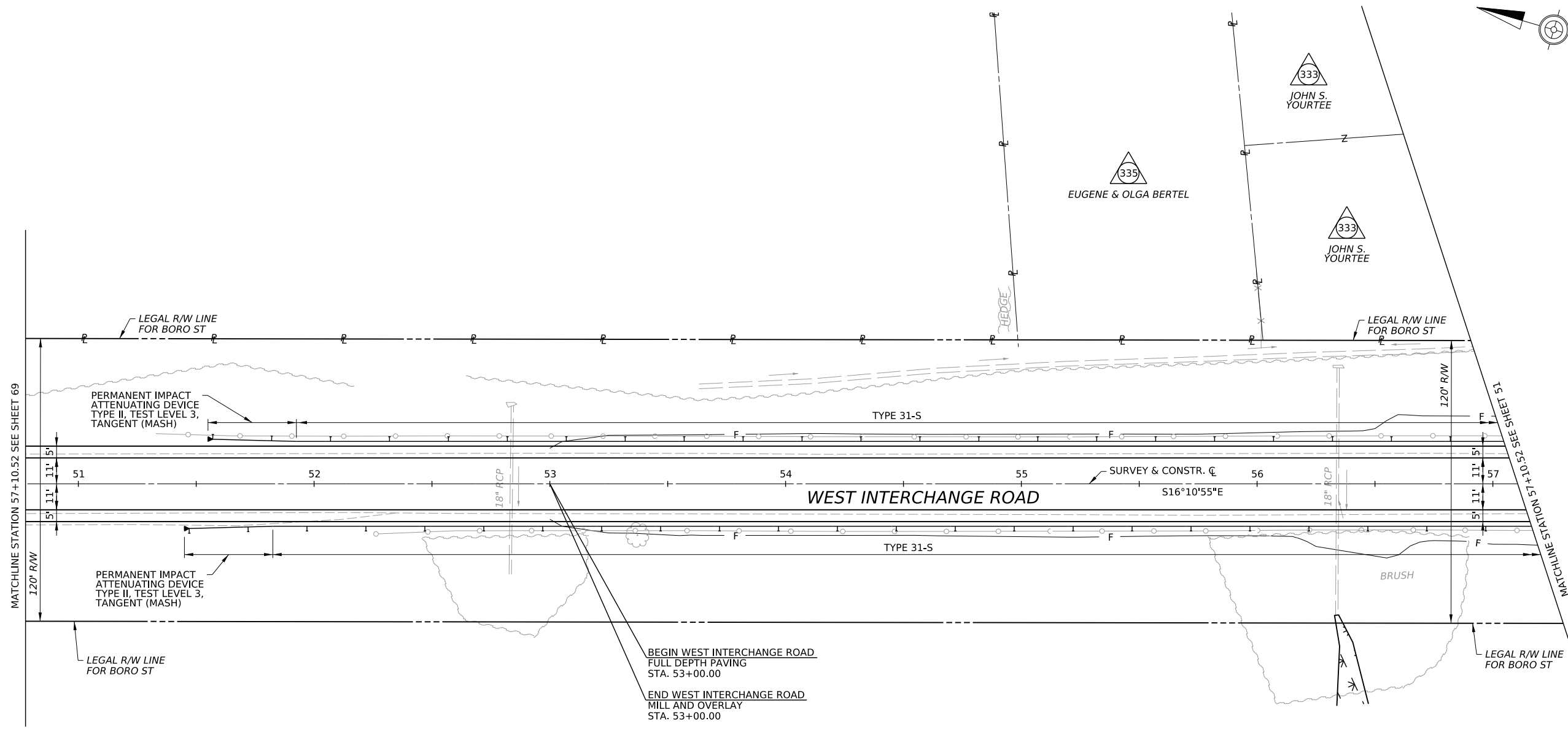
	REMOVAL OF EXISTING PAVEMENT
	EXISTING PIPE
	PROPOSED INLET AND PIPE
	PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
	PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
	TYPE 31-STRONG POST ANCHOR TERMINAL/ TERMINAL SECTION, SINGLE
	POTENTIAL SWM BMP

(351)
TREVOR FORAKER
AND CARRIE FORAKER,
HUSBAND AND WIFE



FOR PROFILE S.R.2008, SEE SHEETS 119 AND 120	FOR PROFILE RAMP AB, SEE SHEET 134
FOR PROFILE RAMP A, SEE SHEET 133	FOR PROFILE RAMP B, SEE SHEET 135

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	0001	RC3	68 OF 170
LANGHORNE MANOR BOROUGH				
REV NO	REVISIONS	DATE	BY	APPD



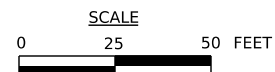
LEGEND

- REMOVAL OF EXISTING PAVEMENT
- EXISTING PIPE
- 24" PROPOSED INLET AND PIPE
- PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
- PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
- TYPE 31-STRONG POST ANCHOR TERMINAL/ TERMINAL SECTION, SINGLE
- POTENTIAL SWM BMP

BEGIN WEST INTERCHANGE ROAD
FULL DEPTH PAVING
STA. 53+00.00

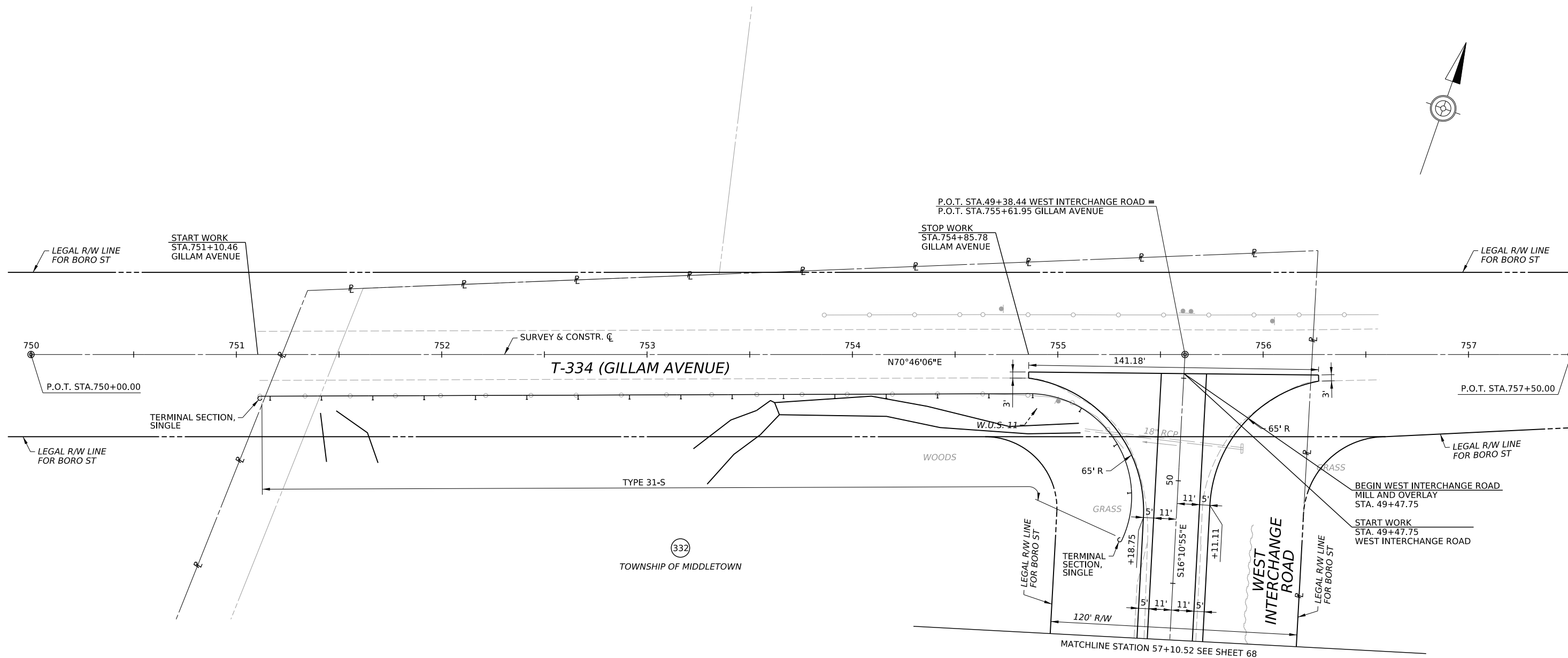
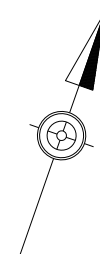
END WEST INTERCHANGE ROAD
MILL AND OVERLAY
STA. 53+00.00

(332)
TOWNSHIP OF MIDDLETOWN

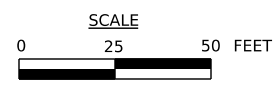


FOR PROFILE WEST INTERCHANGE ROAD, SEE SHEETS 127 AND 128

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	0001	RC3	69 OF 170
LANGHORNE MANOR BOROUGH				
REV NO	REVISIONS	DATE	BY	APPD

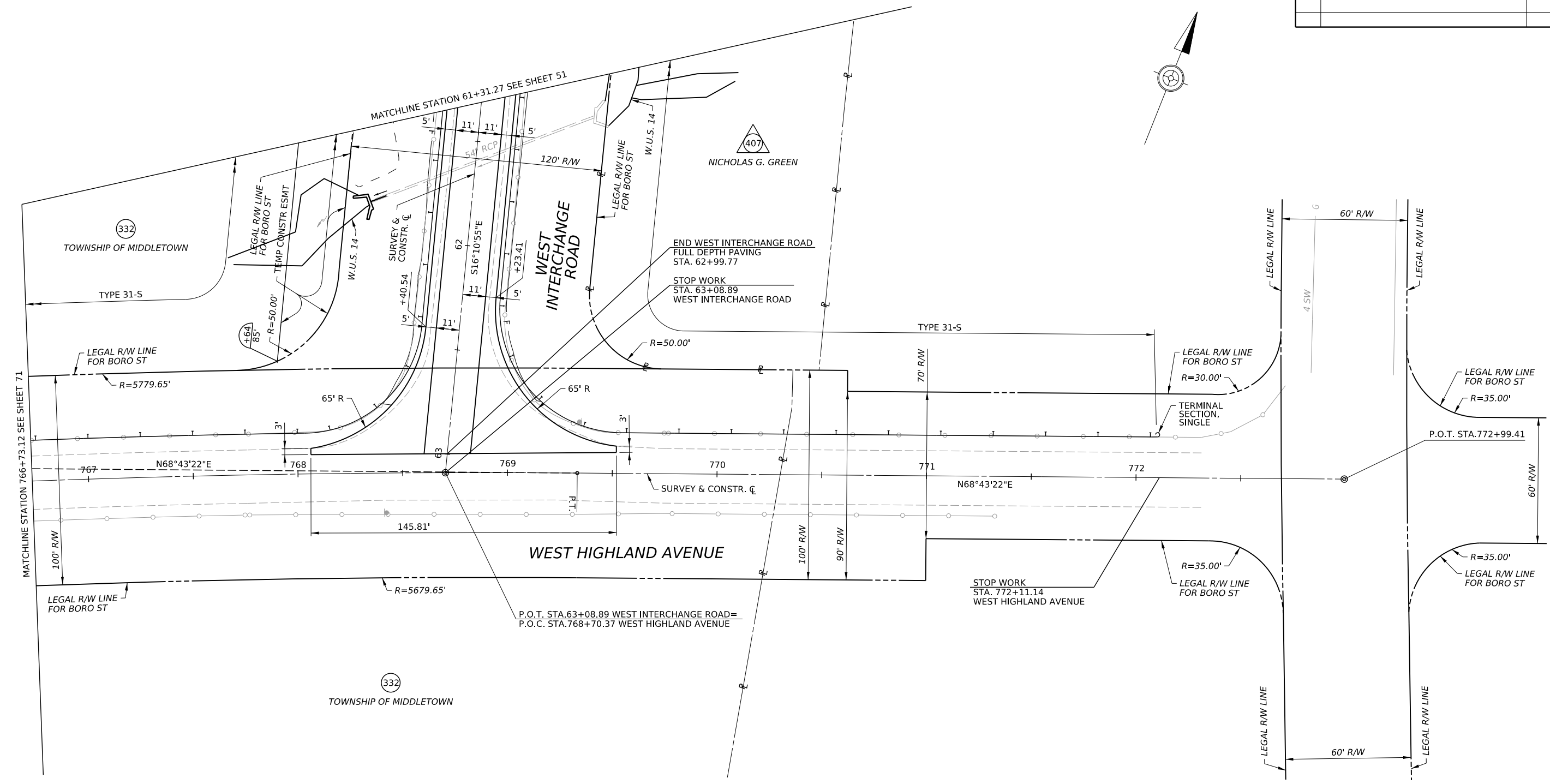
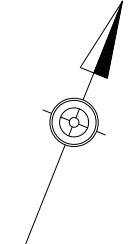


- LEGEND**
- REMOVAL OF EXISTING PAVEMENT
 - EXISTING PIPE
 - PROPOSED INLET AND PIPE
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
 - TYPE 31-STRONG POST ANCHOR TERMINAL/ TERMINAL SECTION, SINGLE
 - POTENTIAL SWM BMP

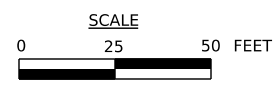


FOR PROFILE WEST INTERCHANGE ROAD, SEE SHEETS 127 AND 128

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	0001	RC3	70 OF 170
LANGHORNE MANOR BOROUGH				
REV NO	REVISIONS	DATE	BY	APPD

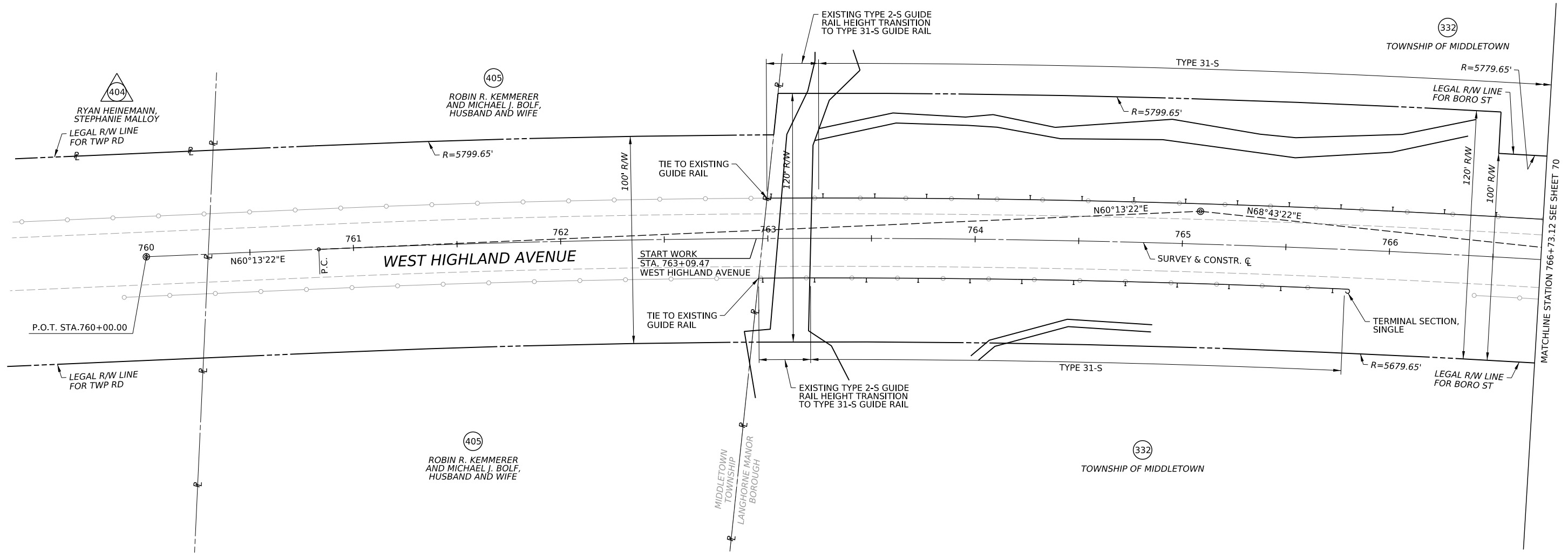
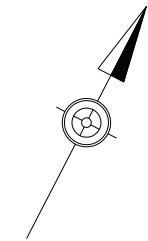


- LEGEND**
- REMOVAL OF EXISTING PAVEMENT
 - EXISTING PIPE
 -
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
 - TYPE 31-STRONG POST ANCHOR TERMINAL/ TERMINAL SECTION, SINGLE
 - POTENTIAL SWM BMP

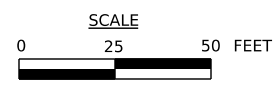


FOR PROFILE WEST INTERCHANGE ROAD, SEE SHEET 129

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	0001	RC3	71 OF 170
LANGHORNE MANOR BOROUGH				
REV NO	REVISIONS	DATE	BY	APPD



- LEGEND**
- REMOVAL OF EXISTING PAVEMENT
 - EXISTING PIPE
 - PROPOSED INLET AND PIPE
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
 - TYPE 31-STRONG POST ANCHOR TERMINAL/ TERMINAL SECTION, SINGLE
 - POTENTIAL SWM BMP

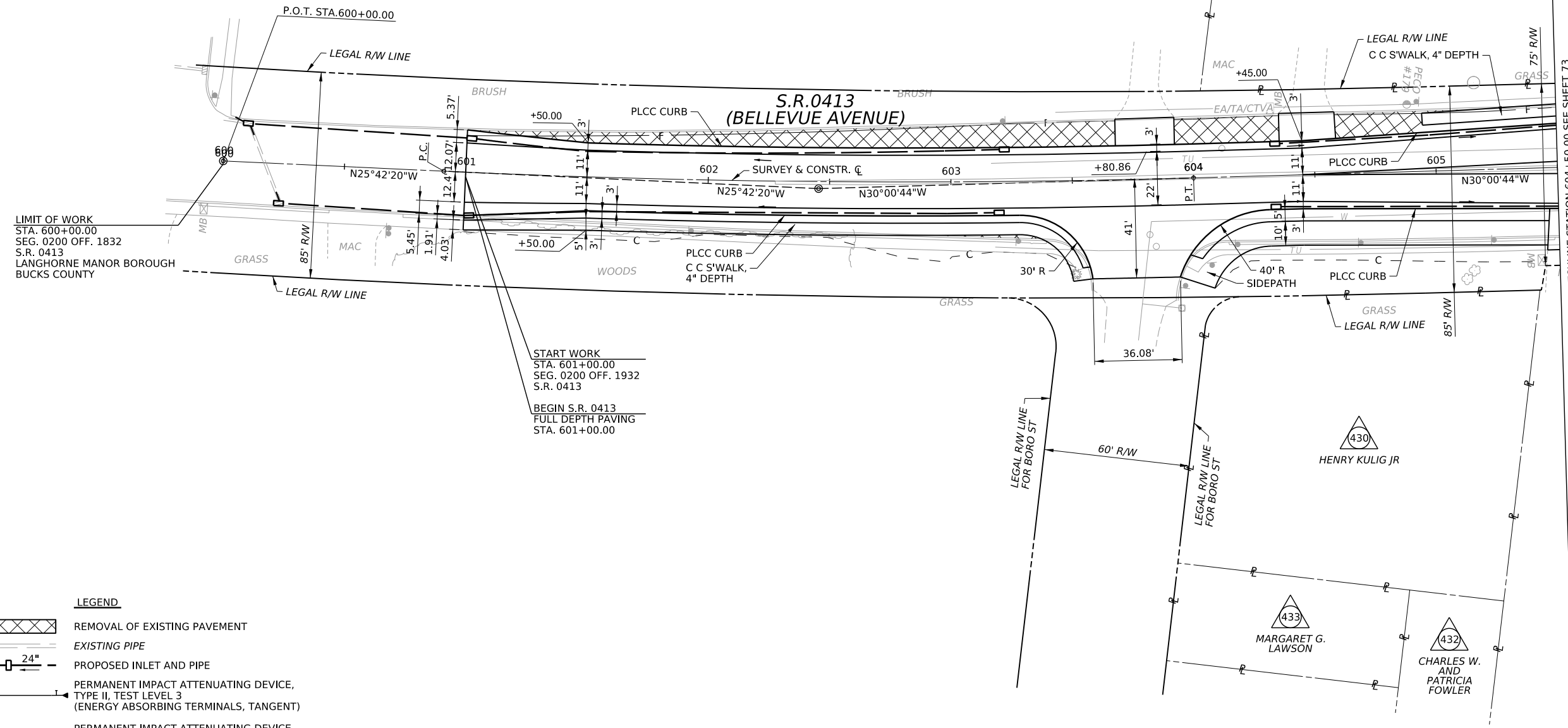
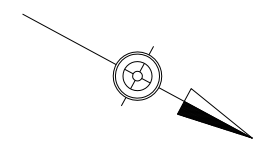


FOR PROFILE WEST INTERCHANGE ROAD, SEE SHEET 129

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	0001	RC3	72 OF 170
LANGHORNE MANOR BOROUGH				
REV NO	REVISIONS	DATE	BY	APPD

S.R. 0413
P.I. STA.601+58.54
 $\Delta = 4^{\circ}33'35''$ LT.
D = 1°38'13"
T = 139.34'
L = 278.54'
R = 3500.00'
E = 2.77'
P.C. STA.600+19.20
P.T. STA.602+97.74
S/E = N/C

S.R. 0413
P.I. STA.604+05.56
 $\Delta = 0^{\circ}38'59''$ LT.
D = 0°21'56"
T = 88.84'
L = 177.68'
R = 15668.41'
E = 0.25'
P.C. STA.603+16.72
P.T. STA.604+94.39
S/E = N/C



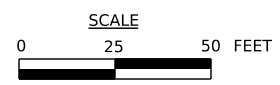
LIMIT OF WORK
STA. 600+00.00
SEG. 0200 OFF. 1832
S.R. 0413
LANGHORNE MANOR BOROUGH
BUCKS COUNTY

START WORK
STA. 601+00.00
SEG. 0200 OFF. 1932
S.R. 0413

BEGIN S.R. 0413
FULL DEPTH PAVING
STA. 601+00.00

MATCHLINE STATION 604+50.00 SEE SHEET 73

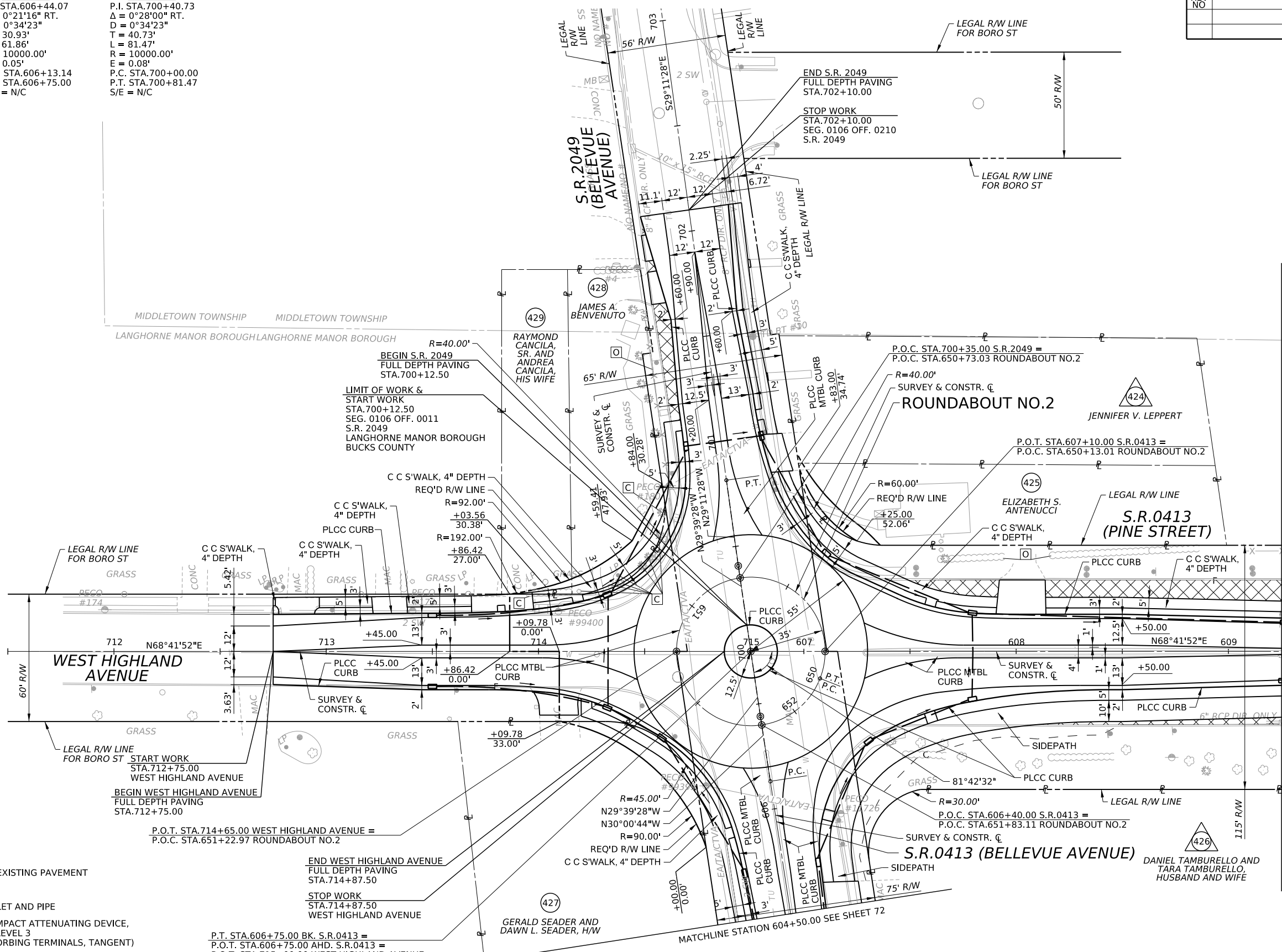
- LEGEND**
- REMOVAL OF EXISTING PAVEMENT
 - EXISTING PIPE
 - PROPOSED INLET AND PIPE
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
 - TYPE 31-STRONG POST ANCHOR TERMINAL/TERMINAL SECTION, SINGLE
 - POTENTIAL SWM BMP



FOR PROFILE S.R.0413, SEE SHEET 112

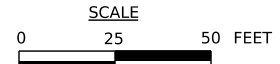
DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	0001	RC3	73 OF 170
MIDDLETOWN TWP AND LANGHORNE MANOR BOROUGH				
REV NO	REVISIONS	DATE	BY	APPD

S.R. 0413	S.R. 0413	S.R. 2049
P.I. STA.604+05.56	P.I. STA.606+44.07	P.I. STA.700+40.73
Δ = 0°38'59" LT.	Δ = 0°21'16" RT.	Δ = 0°28'00" RT.
D = 0°21'56"	D = 0°34'23"	D = 0°34'23"
T = 88.84'	T = 30.93'	T = 40.73'
L = 177.68'	L = 61.86'	L = 81.47'
R = 15668.41'	R = 10000.00'	R = 10000.00'
E = 0.25'	E = 0.05'	E = 0.08'
P.C. STA.603+16.72	P.C. STA.606+13.14	P.C. STA.700+00.00
P.T. STA.604+94.39	P.T. STA.606+75.00	P.T. STA.700+81.47
S/E = N/C	S/E = N/C	S/E = N/C



- LEGEND**
- REMOVAL OF EXISTING PAVEMENT
 - EXISTING PIPE
 - 24" PROPOSED INLET AND PIPE
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
 - TYPE 31-STRONG POST ANCHOR TERMINAL/ TERMINAL SECTION, SINGLE
 - POTENTIAL SWM BMP

P.T. STA.606+75.00 BK. S.R.0413 =
P.O.T. STA.606+75.00 AHD. S.R.0413 =
P.O.T. STA.715+00.00 WEST HIGHLAND AVENUE =
P.C. STA.700+00.00 S.R.2049



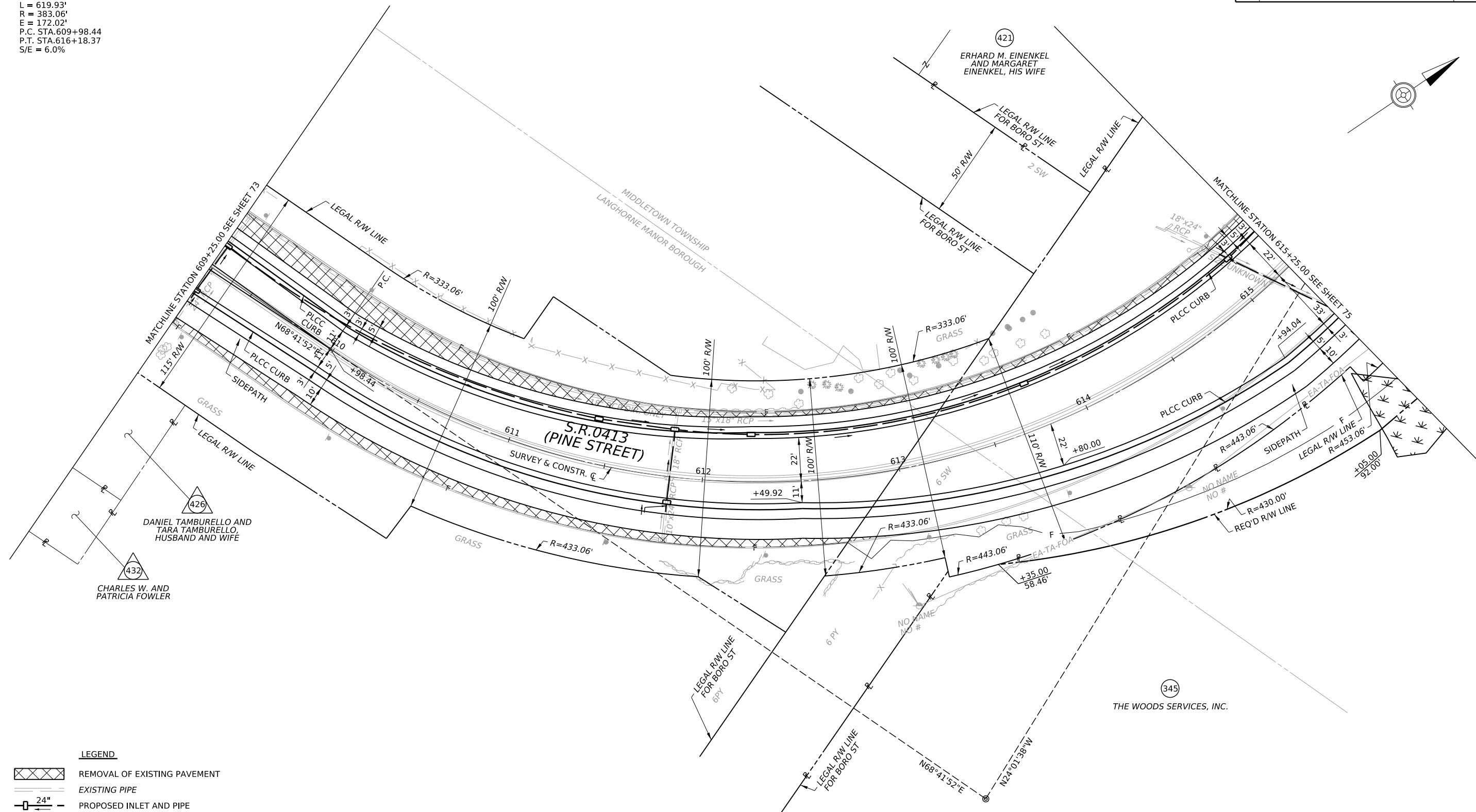
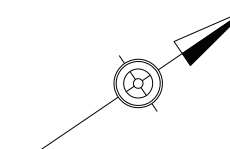
FOR PROFILE S.R.0413, SEE SHEETS 112 AND 113
FOR PROFILE S.R.2049, SEE SHEET 124
FOR PROFILE WEST HIGHLAND AVENUE, SEE SHEET 164

MATCHLINE STATION 609+25.00 SEE SHEET 74

MATCHLINE STATION 604+50.00 SEE SHEET 72

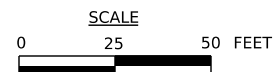
DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	0001	RC3	74 OF 170
MIDDLETOWN TWP AND LANGHORNE MANOR BOROUGH				
REV NO	REVISIONS	DATE	BY	APPD

S.R. 0413
P.I. STA. 614+00.17
 $\Delta = 92^\circ 43' 30''$ LT.
 $D = 14^\circ 57' 27''$
 $T = 401.73'$
 $L = 619.93'$
 $R = 383.06'$
 $E = 172.02'$
P.C. STA. 609+98.44
P.T. STA. 616+18.37
S/E = 6.0%



LEGEND

	REMOVAL OF EXISTING PAVEMENT
	EXISTING PIPE
	PROPOSED INLET AND PIPE
	PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
	PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
	TYPE 31-STRONG POST ANCHOR TERMINAL/ TERMINAL SECTION, SINGLE
	POTENTIAL SWM BMP



FOR PROFILE S.R.0413, SEE SHEETS 113 AND 114

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	0001	RC3	75 OF 170
MIDDLETOWN TWP				
REV NO	REVISIONS	DATE	BY	APPD

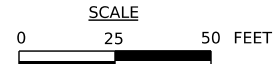
S.R. 0413
P.I. STA.614+00.17
 $\Delta = 92^\circ 43' 30''$ RT.
D = 14°57'27"
T = 401.73'
L = 619.93'
R = 383.06'
E = 172.02'
P.C. STA.609+98.44
P.T. STA.616+18.37
S/E = 6.0%

RAMP E SPUR
P.I. STA.511+21.63
 $\Delta = 101^\circ 08' 53''$ RT.
D = 57°17'45"
T = 121.63'
L = 176.54'
R = 100.00'
E = 57.46'
P.C. STA.510+00.00
P.T. STA.511+76.54
S/E = VARIES

RAMP EF
P.I. STA.517+14.91
 $\Delta = 48^\circ 57' 57''$ RT.
D = 33°42'12"
T = 77.41'
L = 145.28'
R = 170.00'
E = 16.80'
P.C. STA.516+37.50
P.T. STA.517+82.78
S/E = 4.0%

RAMP F
P.I. N/A
 $\Delta = 241^\circ 47' 42''$ RT.
D = 38°11'50"
T = N/A
L = 633.02'
R = 150.00'
E = N/A
P.C. STA.523+60.87
P.C.C. STA.529+93.89
S/E = VARIES

- LEGEND**
- REMOVAL OF EXISTING PAVEMENT
 - EXISTING PIPE
 - PROPOSED INLET AND PIPE
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
 - TYPE 31-STRONG POST ANCHOR TERMINAL/TERMINAL SECTION, SINGLE
 - POTENTIAL SWM BMP

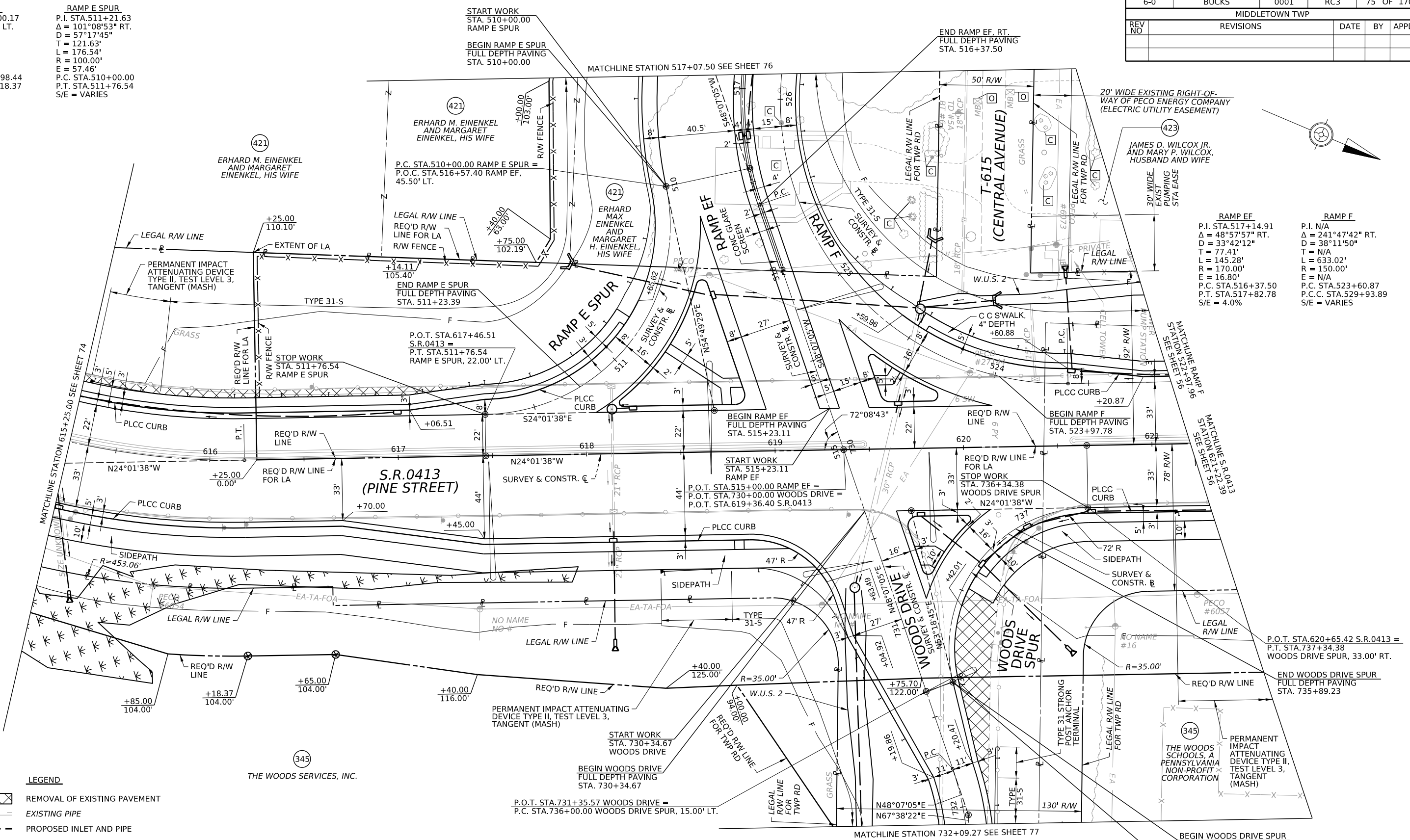


FOR PROFILE S.R.0413, SEE SHEETS 114 AND 115	FOR PROFILE RAMP F, SEE SHEETS 148 AND 149
FOR PROFILE RAMP E SPUR, SEE SHEET 146	FOR PROFILE WOODS DRIVE, SEE SHEET 165
FOR PROFILE RAMP EF, SEE SHEET 147	FOR PROFILE WOODS DRIVE SPUR, SEE SHEET 165

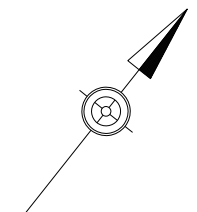
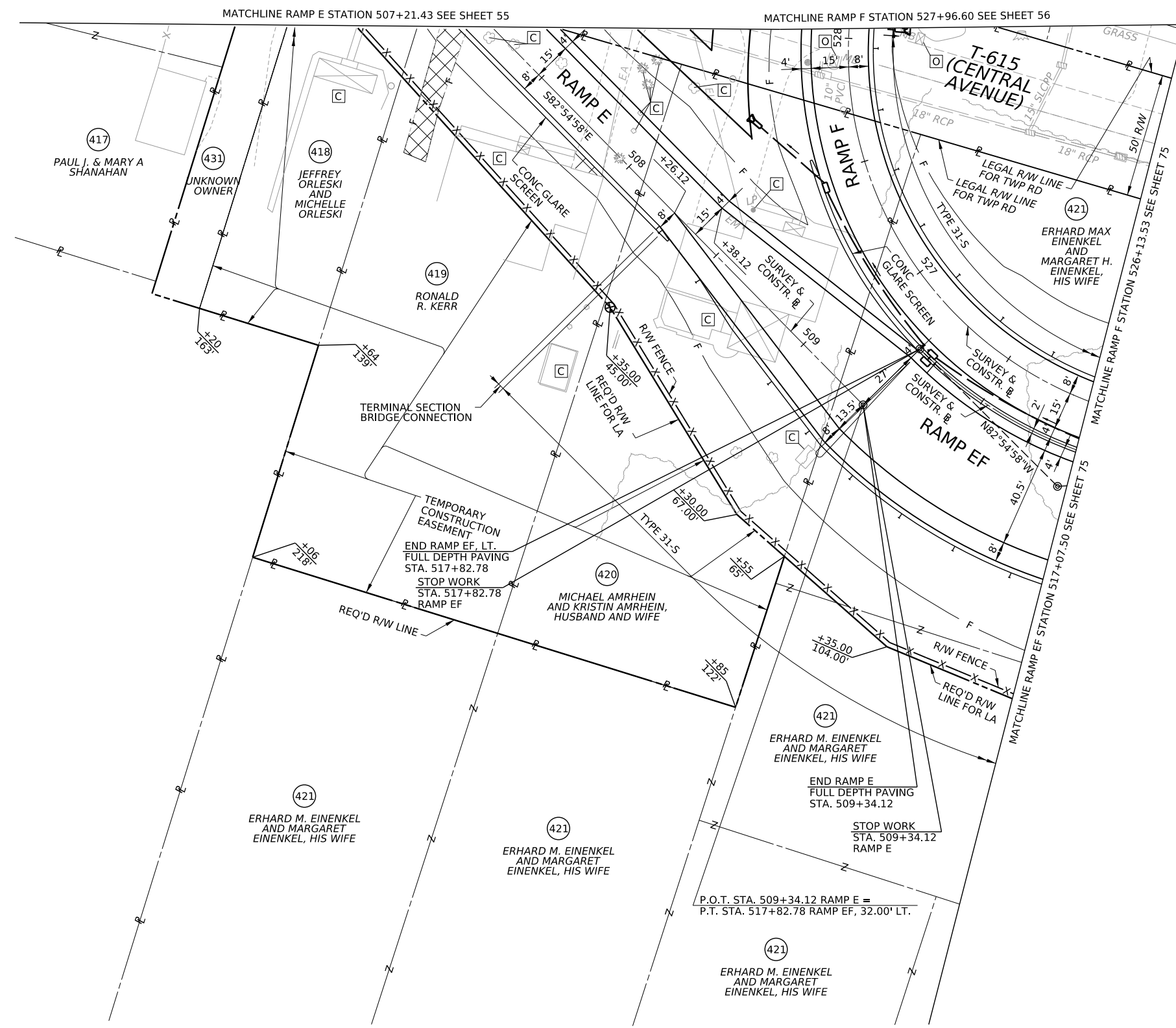
WOODS DRIVE
P.I. STA.732+04.86
 $\Delta = 19^\circ 31' 17''$ RT.
D = 38°11'50"
T = 25.80'
L = 51.11'
R = 150.00'
E = 2.20'
P.C. STA.731+79.06
P.T. STA.732+30.16
S/E = N/C

WOODS DRIVE SPUR
P.I. STA.735+93.72
 $\Delta = 102^\circ 39' 37''$ RT.
D = 76°23'40"
T = 93.72'
L = 134.38'
R = 75.00'
E = 45.03'
P.C. STA.735+00.00
P.T. STA.736+34.38
S/E = 2.0%

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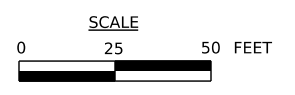
DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	0001	RC3	76 OF 170
MIDDLETOWN TWP				
REV NO	REVISIONS	DATE	BY	APPD



RAMP EF	RAMP F
P.I. STA. 517+14.91	P.I. N/A
$\Delta = 48^{\circ}57'57''$ RT.	$\Delta = 241^{\circ}47'42''$ RT.
$D = 33^{\circ}42'12''$	$D = 38^{\circ}11'50''$
$T = 77.41'$	$T = N/A$
$L = 145.28'$	$L = 633.02'$
$R = 170.00'$	$R = 150.00'$
$E = 16.80'$	$E = N/A$
P.C. STA. 516+37.50	P.C. STA. 523+60.87
P.T. STA. 517+82.78	P.C.C. STA. 529+93.89
S/E = 4.0%	S/E = VARIES

LEGEND

	REMOVAL OF EXISTING PAVEMENT
	EXISTING PIPE
	PROPOSED INLET AND PIPE
	PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
	PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
	TYPE 31-STRONG POST ANCHOR TERMINAL/TERMINAL SECTION, SINGLE
	POTENTIAL SWM BMP

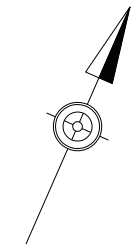


FOR PROFILE RAMP E, SEE SHEET 145
 FOR PROFILE RAMP EF, SEE SHEET 147
 FOR PROFILE RAMP F, SEE SHEET 149

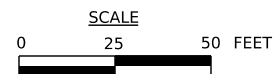
DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	0001	RC3	77 OF 170
MIDDLETOWN TWP				
REV NO	REVISIONS	DATE	BY	APPD



WOODS DRIVE
 P.I. STA. 732+04.86
 Δ = 19°31'17" RT.
 D = 38°11'50"
 T = 25.80'
 L = 51.11'
 R = 150.00'
 F = 2.20'
 P.C. STA. 731+79.06
 P.T. STA. 732+30.16
 S/E = N/C

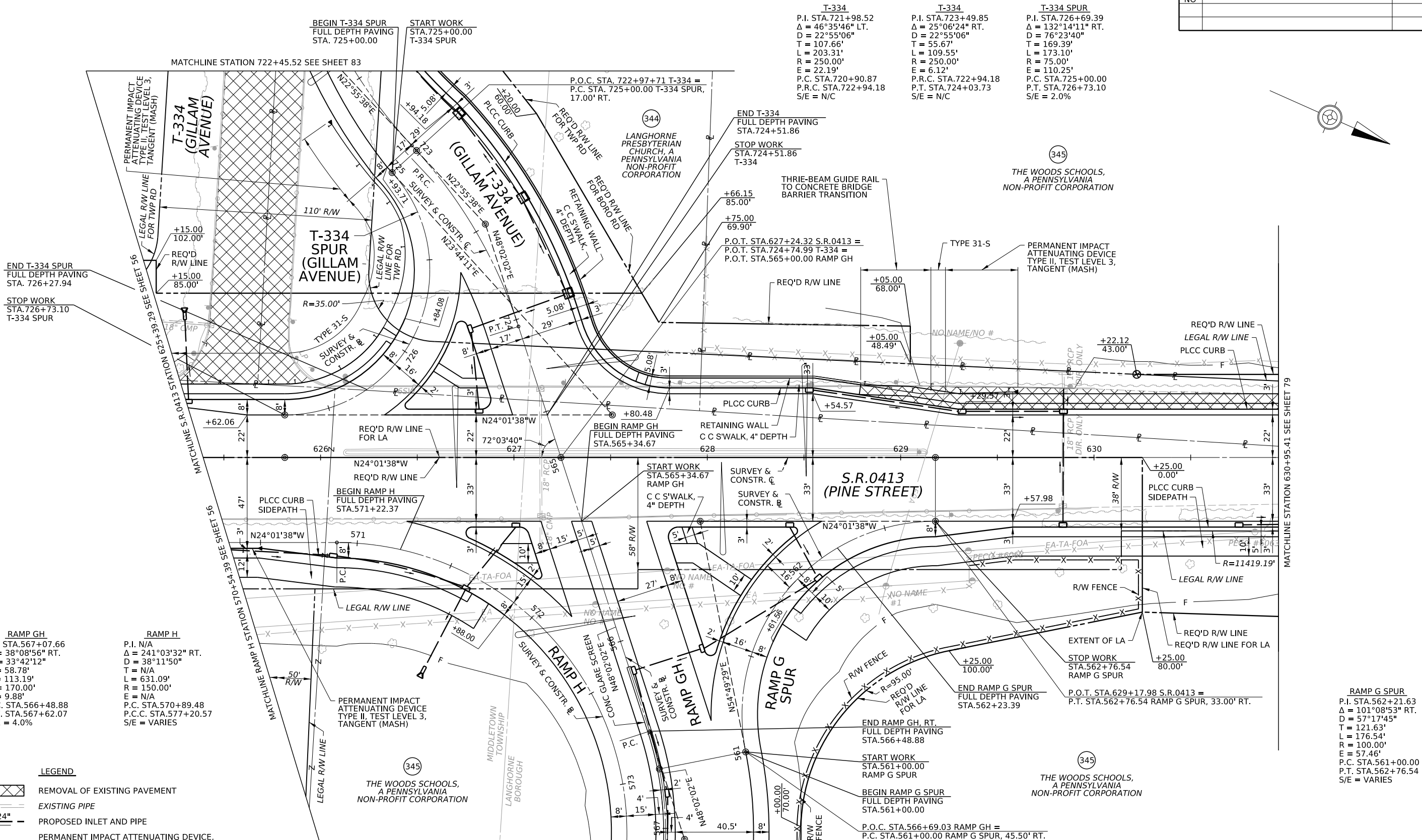


- LEGEND**
- REMOVAL OF EXISTING PAVEMENT
 - EXISTING PIPE
 - PROPOSED INLET AND PIPE
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
 - TYPE 31-STRONG POST ANCHOR TERMINAL/ TERMINAL SECTION, SINGLE
 - POTENTIAL SWM BMP



FOR PROFILE WOODS DRIVE, SEE SHEET 165

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	0001	RC3	78 OF 170
MIDDLETOWN TWP AND LANGHORNE BOROUGH				
REV NO	REVISIONS	DATE	BY	APPD



RAMP GH
 P.I. STA.567+07.66
 $\Delta = 38^{\circ}08'56''$ RT.
 $D = 33^{\circ}42'12''$
 $T = 58.78'$
 $L = 113.19'$
 $R = 170.00'$
 $E = 9.88'$
 $P.C. STA.566+48.88$
 $P.T. STA.567+62.07$
 $S/E = 4.0\%$

RAMP H
 P.I. N/A
 $\Delta = 241^{\circ}03'32''$ RT.
 $D = 38^{\circ}11'50''$
 $T = N/A$
 $L = 631.09'$
 $R = 150.00'$
 $E = N/A$
 $P.C. STA.570+89.48$
 $P.C.C. STA.577+20.57$
 $S/E = VARIES$

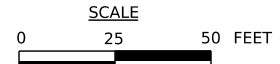
RAMP G SPUR
 P.I. STA.562+21.63
 $\Delta = 101^{\circ}08'53''$ RT.
 $D = 57^{\circ}17'45''$
 $T = 121.63'$
 $L = 176.54'$
 $R = 100.00'$
 $E = 57.46'$
 $P.C. STA.561+00.00$
 $P.T. STA.562+76.54$
 $S/E = VARIES$

T-334
 P.I. STA.721+98.52
 $\Delta = 46^{\circ}35'46''$ LT.
 $D = 22^{\circ}55'06''$
 $T = 107.66'$
 $L = 203.31'$
 $R = 250.00'$
 $E = 22.19'$
 $P.C. STA.720+90.87$
 $P.R.C. STA.722+94.18$
 $S/E = N/C$

T-334
 P.I. STA.723+49.85
 $\Delta = 25^{\circ}06'24''$ RT.
 $D = 22^{\circ}55'06''$
 $T = 55.67'$
 $L = 109.55'$
 $R = 250.00'$
 $E = 6.12'$
 $P.R.C. STA.722+94.18$
 $P.T. STA.724+03.73$
 $S/E = N/C$

T-334 SPUR
 P.I. STA.726+69.39
 $\Delta = 132^{\circ}14'11''$ RT.
 $D = 76^{\circ}23'40''$
 $T = 169.39'$
 $L = 173.10'$
 $R = 75.00'$
 $E = 110.25'$
 $P.C. STA.725+00.00$
 $P.T. STA.726+73.10$
 $S/E = 2.0\%$

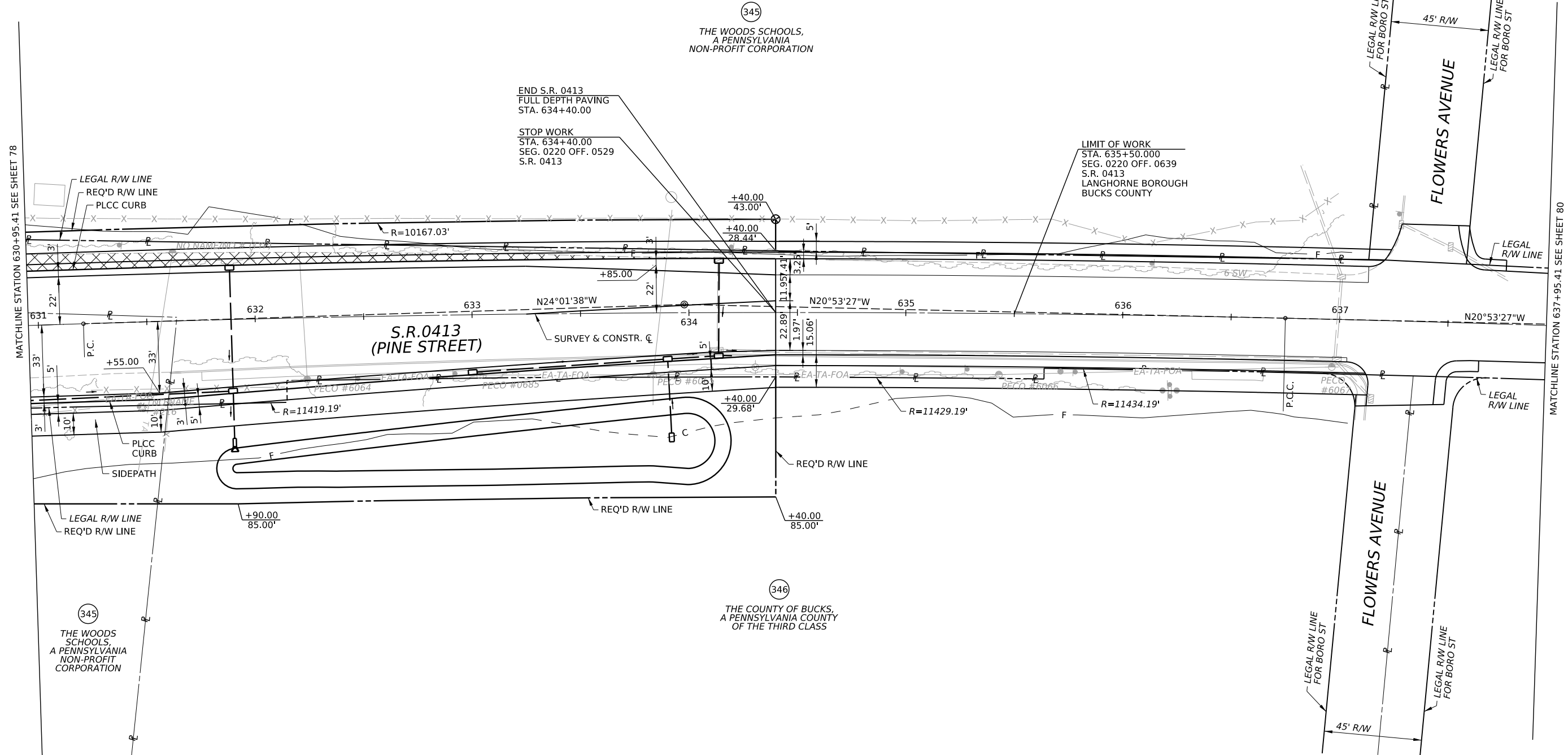
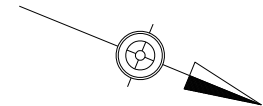
- LEGEND**
- REMOVAL OF EXISTING PAVEMENT
 - EXISTING PIPE
 - PROPOSED INLET AND PIPE
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
 - TYPE 31-STRONG POST ANCHOR TERMINAL/TERMINAL SECTION, SINGLE
 - POTENTIAL SWM BMP



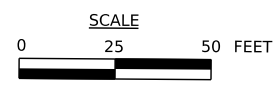
FOR PROFILE S.R.0413, SEE SHEET 116	FOR PROFILE RAMP H, SEE SHEET 156
FOR PROFILE RAMP G SPUR, SEE SHEET 154	FOR PROFILE T-334, SEE SHEET 160
FOR PROFILE RAMP GH, SEE SHEET 155	FOR PROFILE T-334 SPUR, SEE SHEET 161

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	0001	RC3	79 OF 170
LANGHORNE BOROUGH				
REV NO	REVISIONS	DATE	BY	APPD

- LEGEND**
- REMOVAL OF EXISTING PAVEMENT
 - EXISTING PIPE
 - PROPOSED INLET AND PIPE
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
 - TYPE 31-STRONG POST ANCHOR TERMINAL/ TERMINAL SECTION, SINGLE
 - POTENTIAL SWM BMP




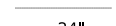
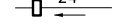




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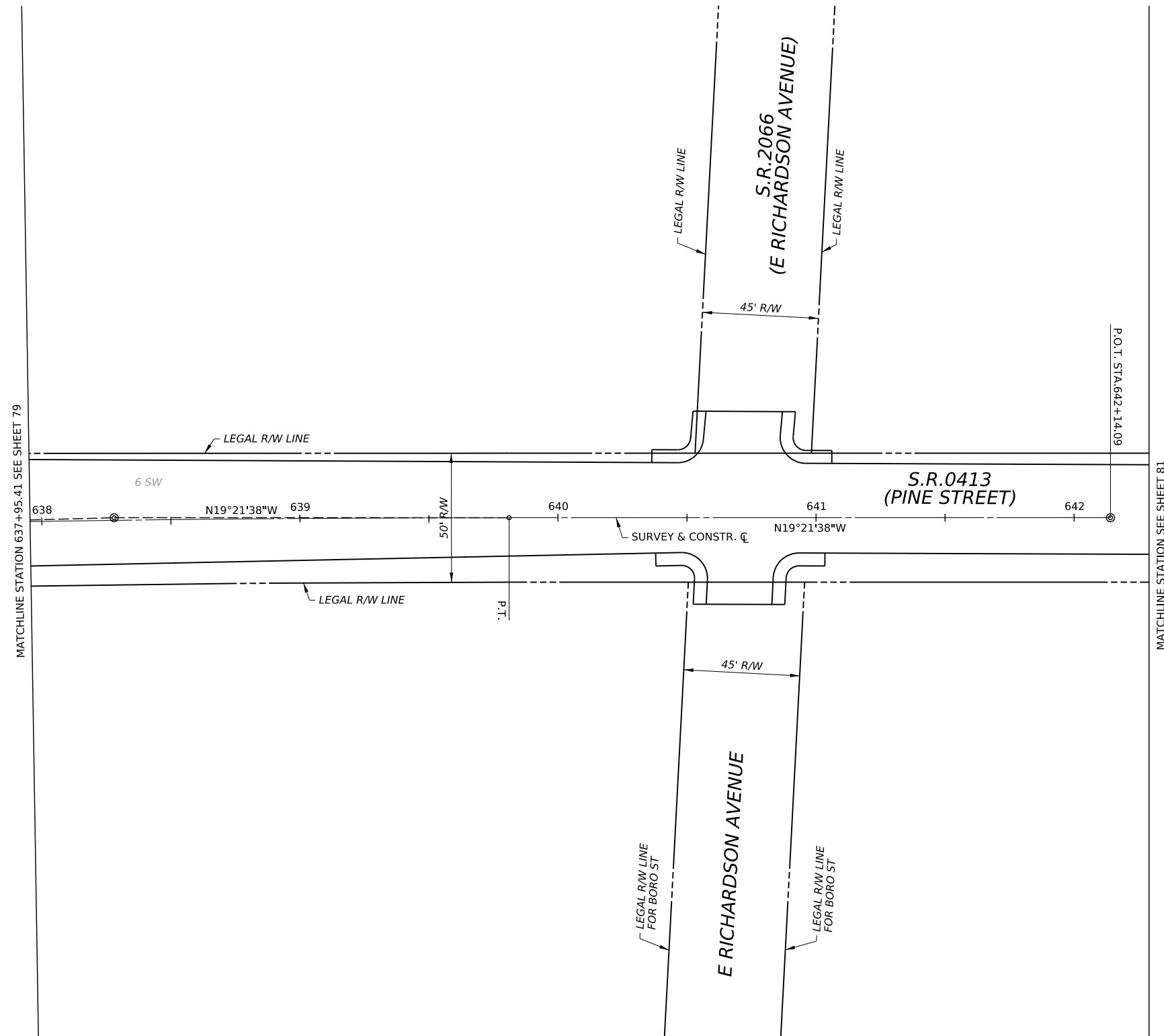
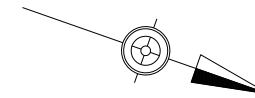


S.R. 0413	S.R. 0413
P.I. STA. 633+97.97	P.I. STA. 638+28.03
Δ = 3°08'11" RT.	Δ = 1°31'49" RT.
D = 0°33'57"	D = 0°30'00"
T = 277.17'	T = 153.03'
L = 554.21'	L = 306.04'
R = 10124.03'	R = 11459.19'
E = 3.79'	E = 1.02'
P.C. STA. 631+20.80	P.C.C. STA. 636+75.00
P.C.C. STA. 636+75.00	P.T. STA. 639+81.05
S/E = N/C	S/E = VARIES

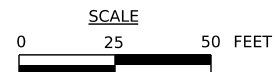
FOR PROFILE S.R.0413, SEE SHEETS 116 AND 117

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	0001	RC3	80 OF 170
LANGHORNE BOROUGH				
REV NO	REVISIONS	DATE	BY	APPD








- LEGEND**
-  REMOVAL OF EXISTING PAVEMENT
 -  EXISTING PIPE
 -  24" PROPOSED INLET AND PIPE
 -  PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
 -  PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
 -  TYPE 31-STRONG POST ANCHOR TERMINAL/TERMINAL SECTION, SINGLE
 -  POTENTIAL SWM BMP

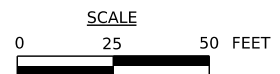
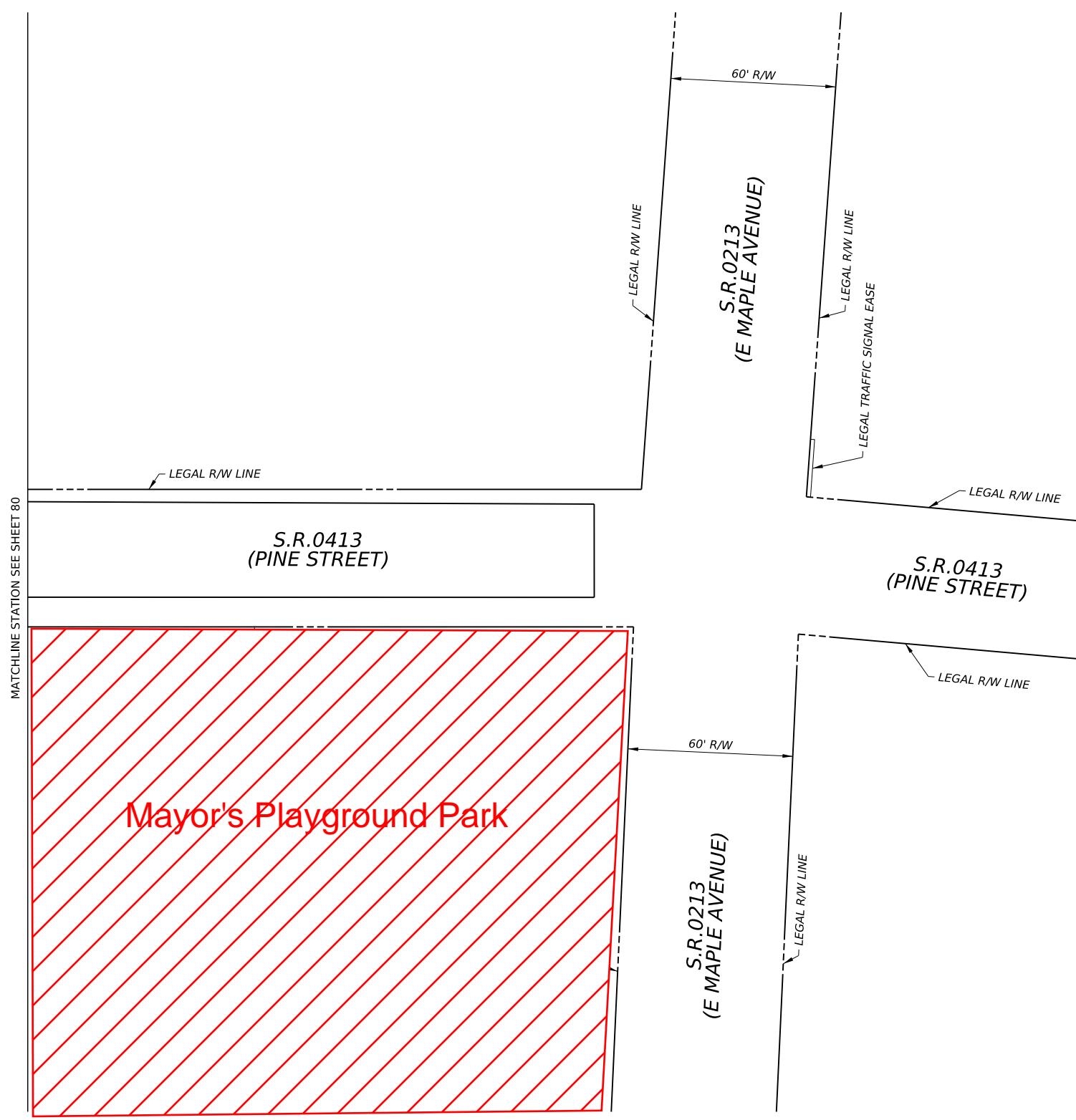
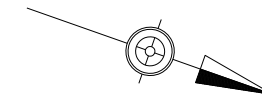


S.R. 0413
 P.I. STA. 638+28.03
 $\Delta = 1^\circ 31' 49''$ RT.
 $D = 0^\circ 30' 00''$
 $T = 153.03'$
 $L = 306.04'$
 $R = 11459.19'$
 $E = 1.02'$
 P.C.C. STA. 636+75.00
 P.T. STA. 639+81.05
 S/E = VARIES



DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	0001	RC3	81 OF 170
LANGHORNE BOROUGH				
REV NO	REVISIONS	DATE	BY	APPD

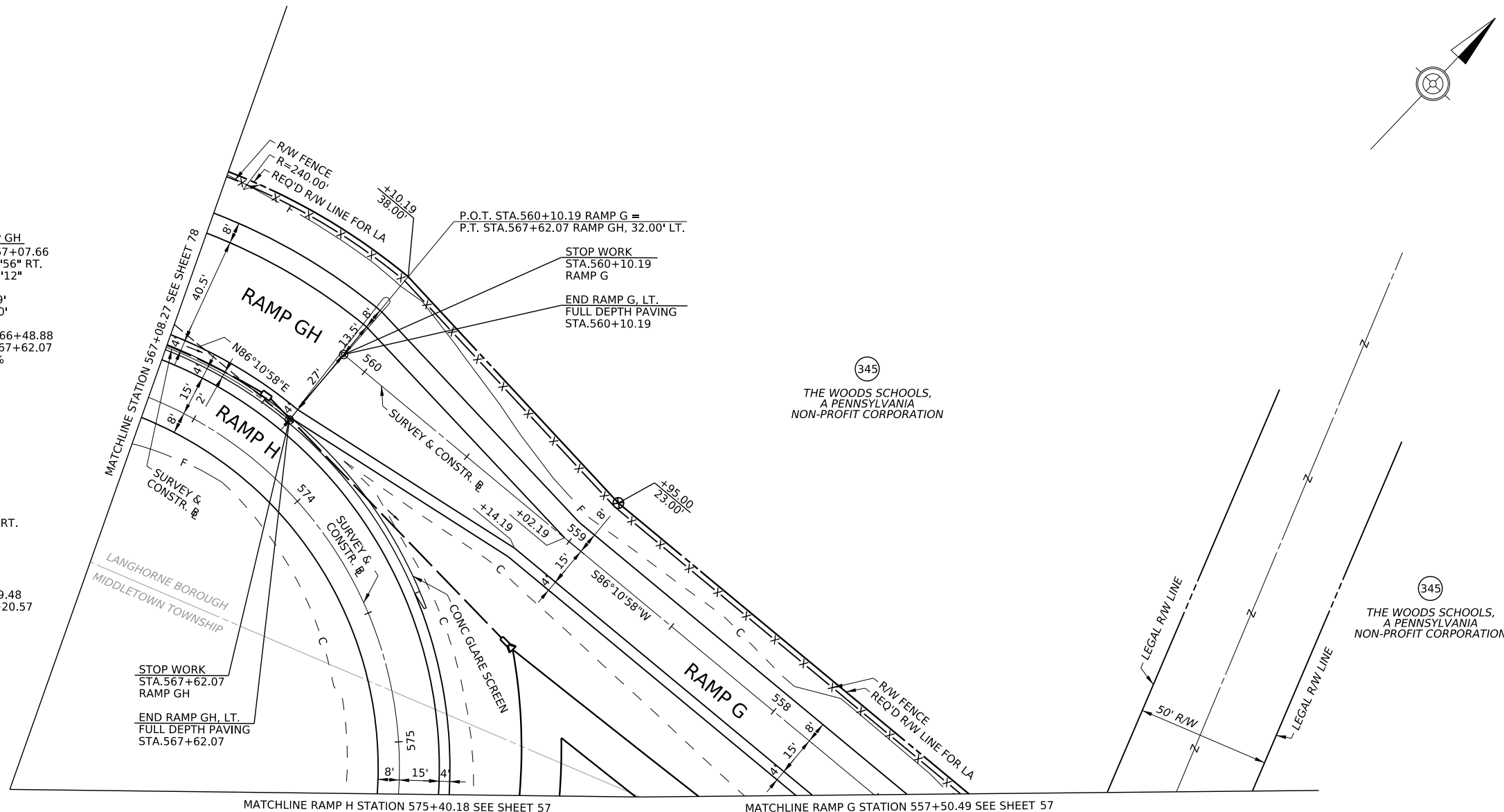
- LEGEND**
-  REMOVAL OF EXISTING PAVEMENT
 -  EXISTING PIPE
 -  PROPOSED INLET AND PIPE
 -  PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
 -  PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
 -  TYPE 31-STRONG POST ANCHOR TERMINAL/ TERMINAL SECTION, SINGLE
 -  POTENTIAL SWM BMP



DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	0001	RC3	82 OF 170
MIDDLETOWN TWP AND LANGHORNE BOROUGH				
REV NO	REVISIONS	DATE	BY	APPD

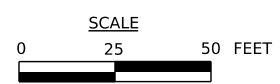
RAMP GH
 P.I. STA.567+07.66
 $\Delta = 38^{\circ}08'56''$ RT.
 $D = 33^{\circ}42'12''$
 $T = 58.78'$
 $L = 113.19'$
 $R = 170.00'$
 $E = 9.88'$
 P.C. STA.566+48.88
 P.T. STA.567+62.07
 $S/E = 4.0\%$

RAMP H
 P.I. N/A
 $\Delta = 241^{\circ}03'32''$ RT.
 $D = 38^{\circ}11'50''$
 $T = N/A$
 $L = 631.09'$
 $R = 150.00'$
 $E = N/A$
 P.C. STA.570+89.48
 P.C.C. STA.577+20.57
 $S/E = \text{VARIES}$



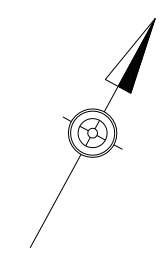
LEGEND

- REMOVAL OF EXISTING PAVEMENT
- EXISTING PIPE
- PROPOSED INLET AND PIPE
- PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
- PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
- TYPE 31-STRONG POST ANCHOR TERMINAL/ TERMINAL SECTION, SINGLE
- POTENTIAL SWM BMP



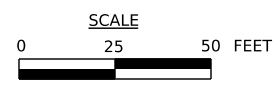
FOR PROFILE RAMP G, SEE SHEET 153
 FOR PROFILE RAMP GH, SEE SHEET 155
 FOR PROFILE RAMP H, SEE SHEET 156

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	0001	RC3	83 OF 170
MIDDLETOWN TWP AND LANGHORNE BOROUGH				
REV NO	REVISIONS	DATE	BY	APPD



LEGEND








- REMOVAL OF EXISTING PAVEMENT
- EXISTING PIPE
- 24" PROPOSED INLET AND PIPE
- PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
- PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
- TYPE 31-STRONG POST ANCHOR TERMINAL/ TERMINAL SECTION, SINGLE
- POTENTIAL SWM BMP

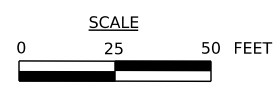
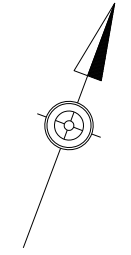
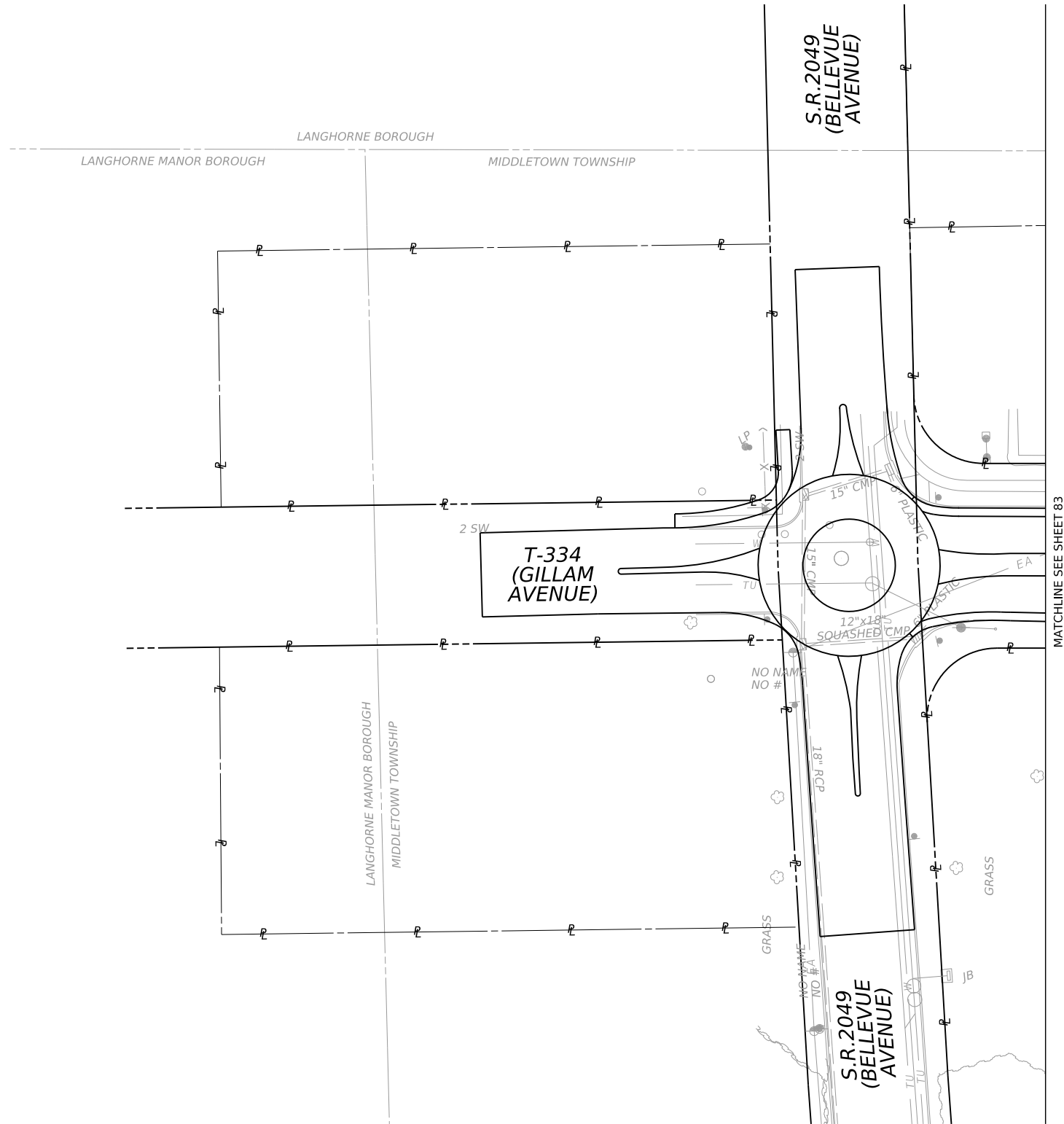


FOR PROFILE T-334, SEE SHEET 160

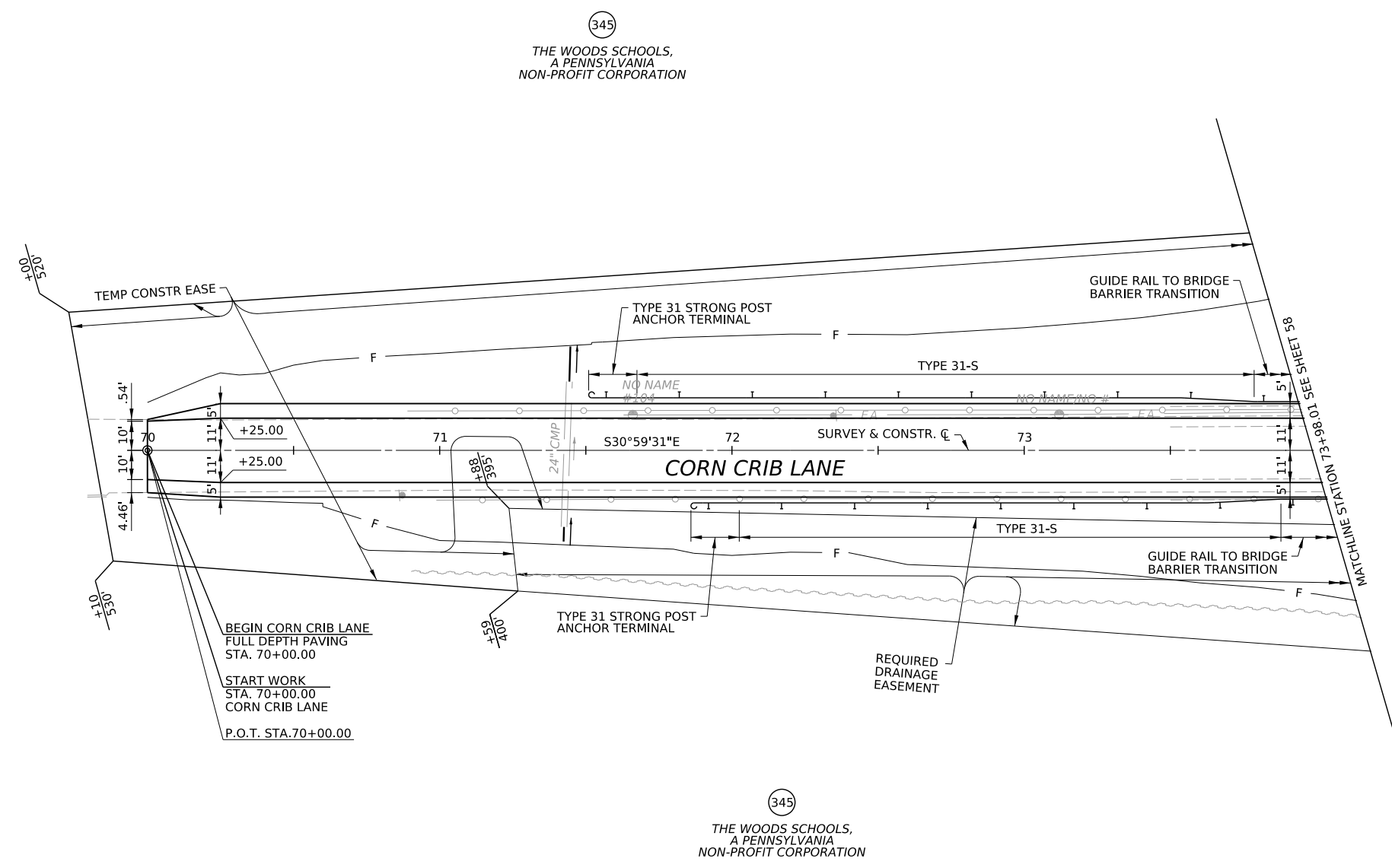
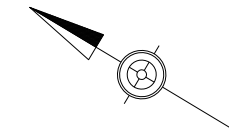
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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	0001	RC3	84 OF 170
MIDDLETOWN TWP, LANGHORNE AND LANGHORNE MANOR BOROUGH				
REV NO	REVISIONS	DATE	BY	APPD

- LEGEND**
-  REMOVAL OF EXISTING PAVEMENT
 -  EXISTING PIPE
 -  PROPOSED INLET AND PIPE
 -  PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
 -  PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
 -  TYPE 31-STRONG POST ANCHOR TERMINAL/ TERMINAL SECTION, SINGLE
 -  POTENTIAL SWM BMP



DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	0001	RC3	85 OF 170
MIDDLETOWN TWP				
REV NO	REVISIONS	DATE	BY	APPD

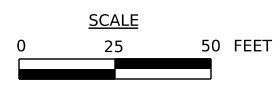


(345)
THE WOODS SCHOOLS,
A PENNSYLVANIA
NON-PROFIT CORPORATION

(345)
THE WOODS SCHOOLS,
A PENNSYLVANIA
NON-PROFIT CORPORATION

LEGEND

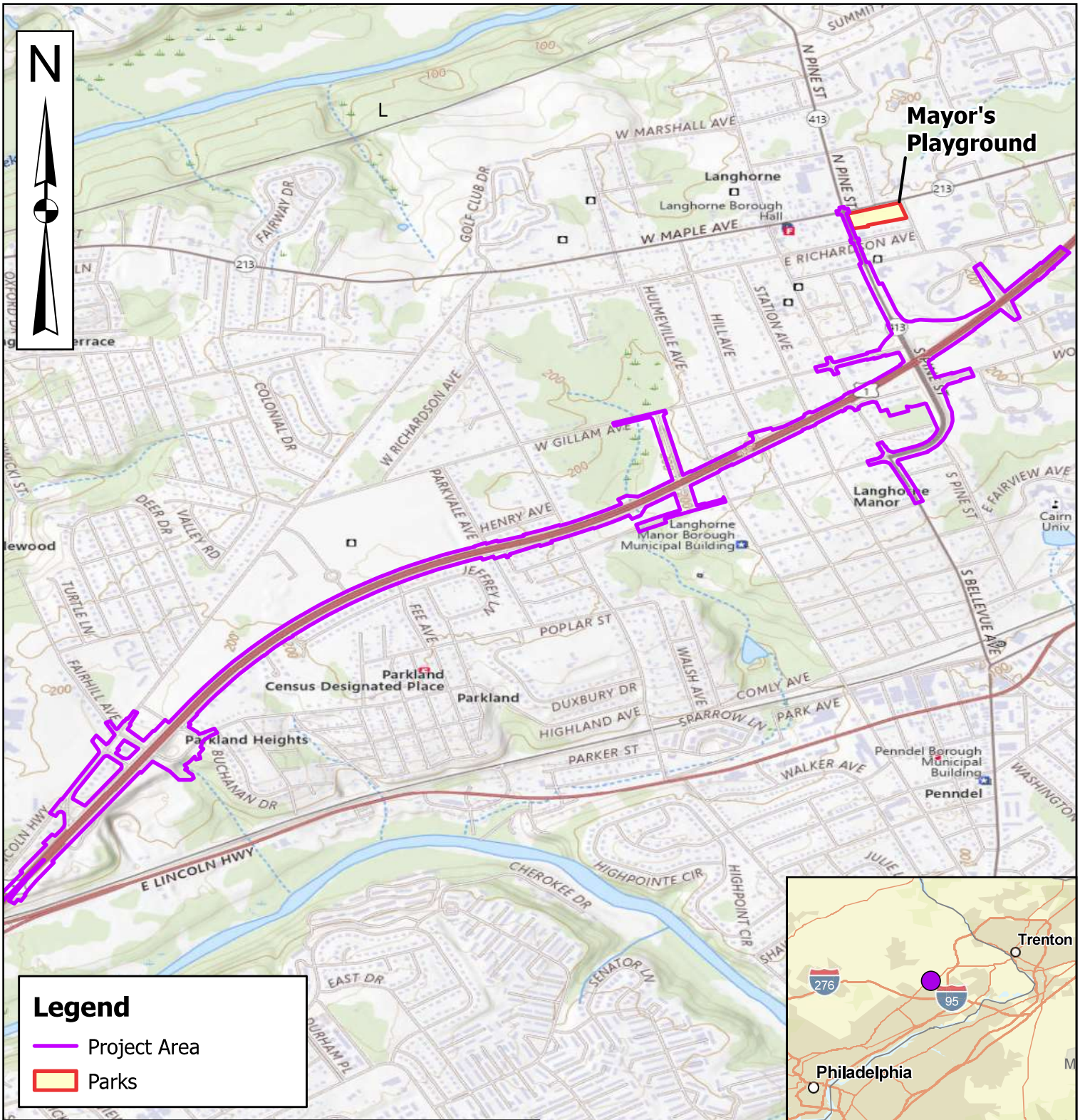
- REMOVAL OF EXISTING PAVEMENT
- EXISTING PIPE
-



FOR PROFILE CORN CRIB LANE, SEE SHEET 125



Section 4(f) Resource Map



**FIGURE 2:
SECTION 4(F) RESOURCE**

S.R. 0001 SECTION RC3

LANGHORNE AND LANGHORNE MANOR BOROUGHS
AND MIDDLETOWN TOWNSHIP, BUCKS COUNTY, PA

DATE: JULY 2025



SOURCE: USGS 2025
CREATED BY: MW



Photographs

SR 0001 Section 4(f) Photo Log
Langhorne Borough, Bucks County, Pennsylvania



*Photo 1: View of the playground area on the west side of Mayor's Playground.
Image from Parks and Recreation – Langhorne Borough website. Photo facing west.*



*Photo 2: View of the northeast gate entrance to the park located on the corner of Maple Avenue and
Pine Street. Image from Parks and Recreation – Langhorne Borough website. Photo facing
southeast.*



*Photo 3: View of the Mayor's Park Gazibo and basketball court north of the southern gate.
Image from Parks and Recreation – Langhorne Borough website. Photo facing north.*



*Photo 4: View of a park bench to the west of the Mayor's Park Gazibo.
Image from Parks and Recreation – Langhorne Borough website. Photo facing east.*



Photo 5: View of the basketball court and northwest gate entrance to the park. Image from Parks and Recreation – Langhorne Borough website. Photo facing northwest.

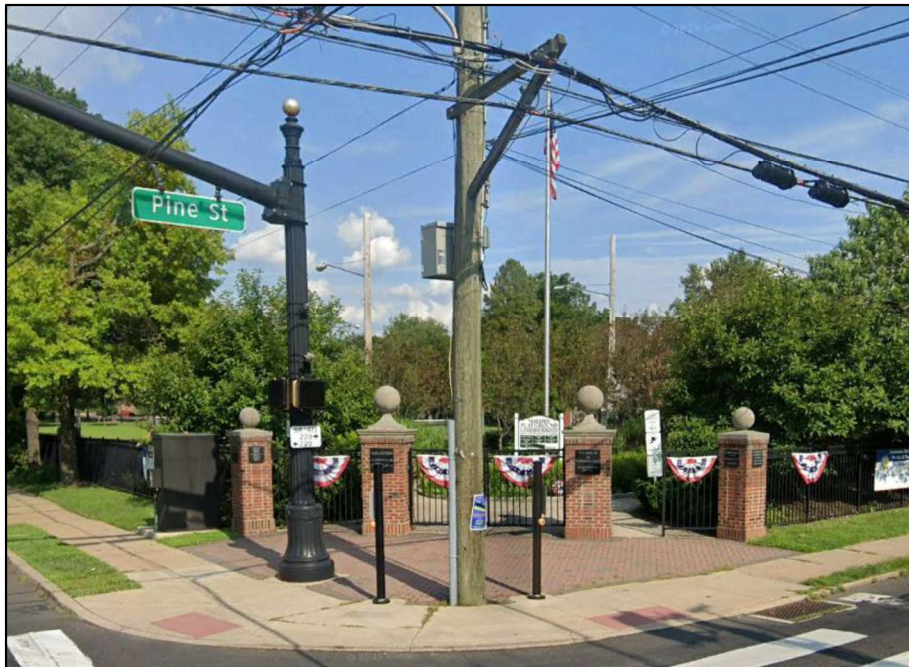
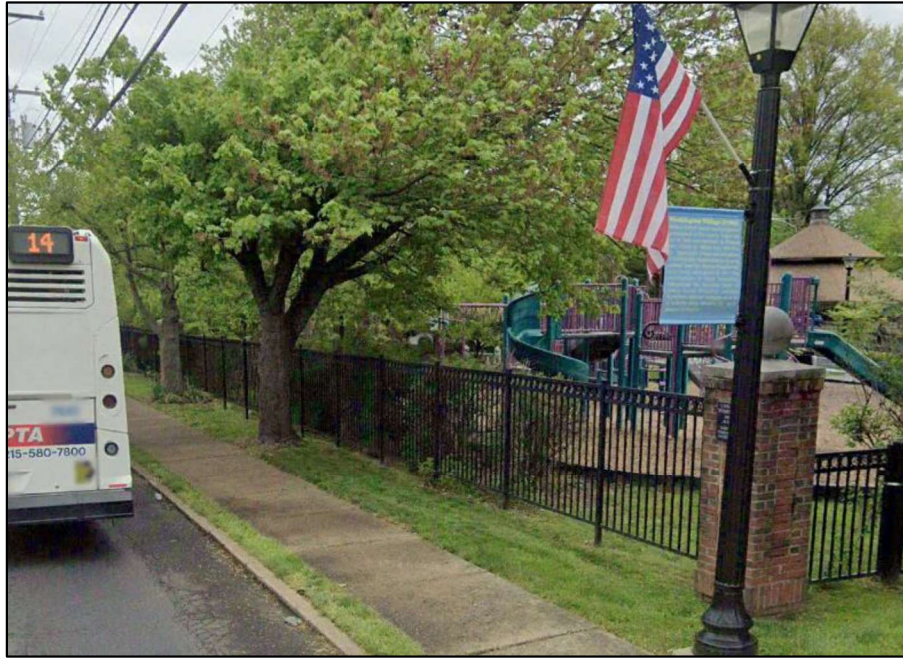


Photo 6: View of the northwest gate entrance to the park from the Pine Street and Maple Avenue intersection. Image from Google Earth Street View. Photo facing southeast.

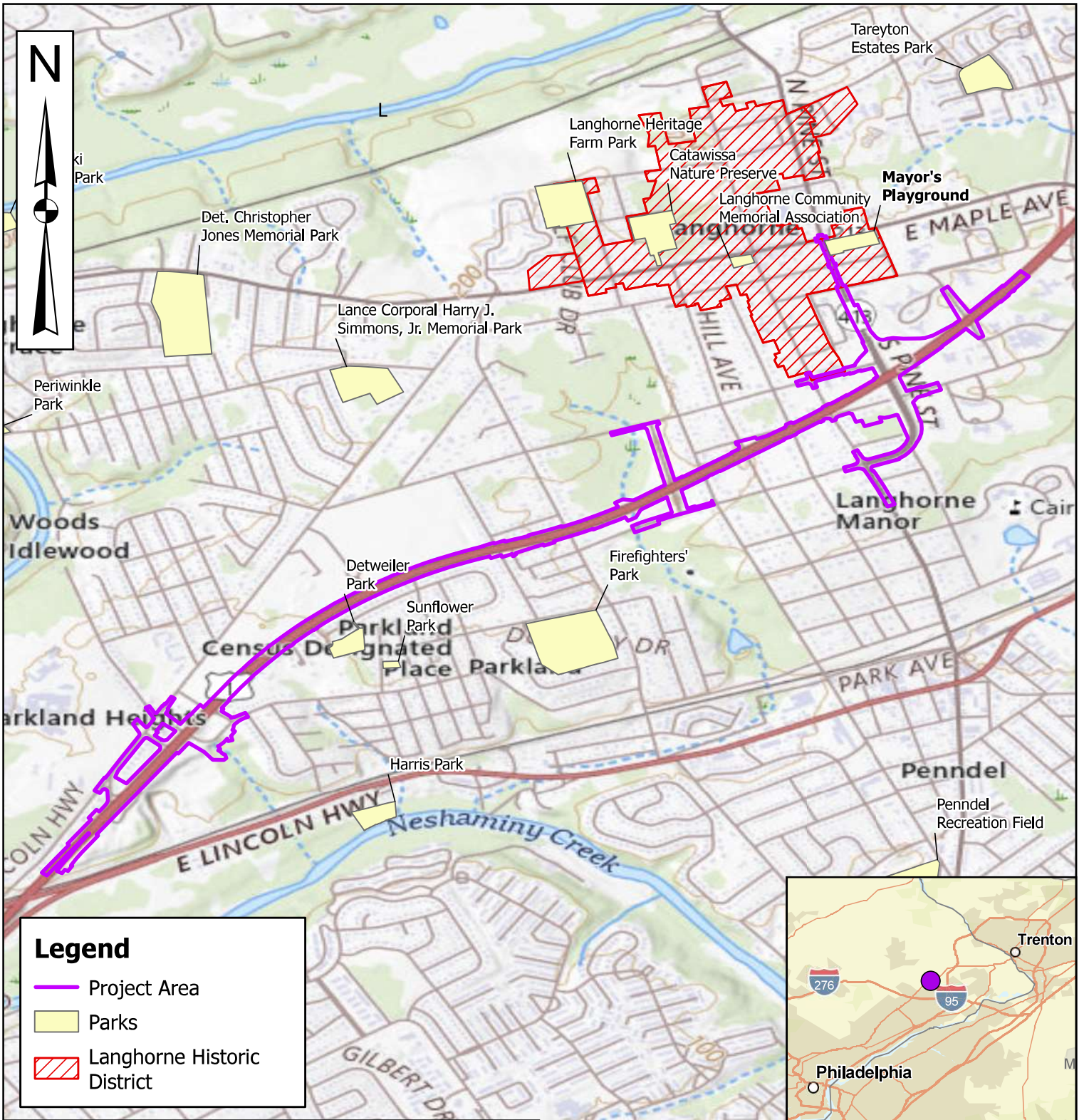
SR 0001 Section 4(f) Photo Log
Langhorne Borough, Bucks County, Pennsylvania



*Photo 7: View of the playground in the southwest corner of the park from Pine Street.
Image from Google Earth Street View. Photo facing northeast.*



Section 4(f) Resources Vicinity Map



**FIGURE 3:
SECTION 4(F) RESOURCES VICINITY MAP**

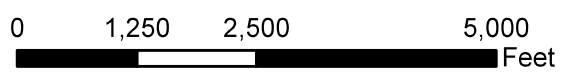
S.R. 0001 SECTION RC3

LANGHORNE AND LANGHORNE MANOR BOROUGHS
AND MIDDLETOWN TOWNSHIP, BUCKS COUNTY, PA

DATE: JULY 2025



SOURCE: USGS 2025
CREATED BY: MW





SR 0001 Public Involvement Summary



SR 0001 Section RC3 Public Involvement Summary

PennDOT held a Virtual Public Meeting for the general public on April 23, 2025. The presentation included several displays of the proposed project, the purpose and need of the project, displays of the proposed traffic calming measures, and an overview of environmental and cultural impacts. As part of the presentation, there was a slide dedicated to Section 4(f) resources. This slide discussed what constitutes a Section 4(f) resource, how Section 4(f) applies to the proposed project, and how to provide feedback regarding potential impacts to Section 4(f) resources. A copy of the slide from the presentation is shown below.

At the end of the virtual presentation, viewers were invited to join the live Q&A where 102 questions were asked by viewers. The presentation and live Q&A lasted approximately 3 hours. No questions were asked regarding Section 4(f) resources within the project area. The presentation recording is available on the project website, US1BUCKS.com.

Section 4(f) Slide from Virtual Public Meeting Presentation

ENVIRONMENTAL RESOURCES

Section 4(f) Resources

What is a Section 4(f) Resource?

Section 4(f) refers to the original section within the U.S. Department of Transportation (US DOT) Act of 1966 which provided for consideration of Section 4(f) resources during transportation project development and applies to projects that receive funding from or require approval by an agency of the US DOT.

Section 4(f) resources include publicly owned parks, recreation areas, and wildlife or waterfowl refuges or any publicly or privately owned historic site listed or eligible for listing in the National Register of Historic Places (NRHP).

How does Section 4(f) apply to this project?

Two Section 4(f) resources have been identified within the project area:

- **Langhorne Historic District**, listed on the NRHP
 - Impacts, if any, to the Historic District will be determined in coordination with the PA SHPO, during preliminary design.
- **Mayor's Playground**, public park owned by Langhorne Borough
 - It is anticipated that the project will not result in impacts to Mayor's Playground, and park will remain open during construction.



Photo Credit: Google Maps

Public Feedback

As part of the Section 4(f) determination, the public is given the opportunity to comment on how the proposed project may impact the activities, features, and attributes of the Section 4(f) resources.

The Project Comment Form gives you the opportunity to provide comments and feedback regarding the Section 4(f) resources.

