

RESOLUTION NO. 2017-19

A RESOLUTION OF THE LOWER PROVIDENCE TOWNSHIP BOARD OF SUPERVISORS, MONTGOMERY COUNTY, PENNSYLVANIA, APPROVING THE FINAL LAND DEVELOPMENT PLAN OF STONERIDGE ACQUISITIONS, LP FOR PHASE 1 OF THE COURTS AT BRYNWOOD CONSISTING OF 88 TOWNHOME DWELLING UNITS AT GERMANTOWN PIKE AND RIVER ROAD WITHIN THE TOWNSHIP

WHEREAS, Stoneridge Acquisition LP (“Applicant”) received preliminary land development approval (S-16-04) for the Courts at Brynwood on April 20, 2017 pursuant to Resolution No. 2017-14; and

WHEREAS, Applicant has filed a final plan consisting of two phases, Phase 1 including 88 townhome dwelling units and Phase 2 containing 51 additional townhome dwelling units; and

WHEREAS, both the Montgomery County Planning Commission and the Lower Providence Township Planning Commission have reviewed and made recommendations regarding the Plan; and

WHEREAS, the Board of Supervisors now intends to grant final plan approval to Phase 1 of the Courts at Brynwood.

NOW, THEREFORE, it is hereby **RESOLVED** that the Lower Providence Township Board of Supervisors hereby approves Phase 1 of the the final plan of subdivision prepared by Bohler Engineering, consisting of eighty (80) sheets, last revised June 9, 2017, subject to the following conditions:

1. Compliance with the June 19, 2017 Woodrow and Associates review letter, a copy of which is attached hereto and incorporated herein as **Exhibit “A”**.
2. Compliance with the June 21, 2017 McMahon Associates, Inc. review letter, a copy of which is attached hereto and incorporated herein as **Exhibit “B”**.
3. Compliance with the preliminary plan approval Resolution No. 2017-14 dated April 20, 2017 incorporated herein by reference although not physically attached.
4. Compliance with all other Township, County, State and Federal rules, regulations and statutes with respect to additional permits.

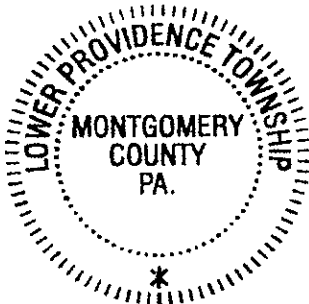
20th **SO RESOLVED**, at a duly convened meeting of the Board of Supervisors conducted on this day of July, 2017.

**LOWER PROVIDENCE TOWNSHIP
BOARD OF SUPERVISORS**

Colleen Eckman
Colleen Eckman

Jason F. Sorgini
Jason Sorgini

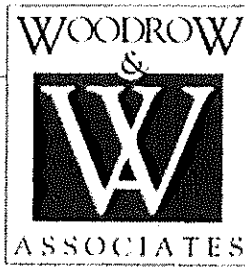
Patrick T. Duffy
Patrick T. Duffy



Jill Zimmerman
Jill Zimmerman

Peter MacFarland
Peter MacFarland

ATTEST: [Signature]



June 19, 2017

Michael Mrozinski, Director of Community Development
Lower Providence Township
100 Parklane Drive
Eagleville, PA 19403

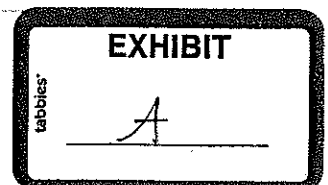
Reference: The Court at Brynwood / Superior Tub Property

Dear Mike,

We have received a final plan submission for the WB Homes Project at the Superior Tube property to be known as the Courts at Brynwood. The Lower Providence Township Board of Supervisors, through resolution 2017-14, granted preliminary approval to the project in April of this year. The preliminary plan resolution granted certain waivers from the subdivision and land development ordinance and fixed, in stone, the design of road network and density for the project. Bohler Engineering has submitted an 80-sheet set of plans which have been most recently revised June 9, 2017, to address the conditions imposed by the resolution. Over the last several years, WB Homes has worked with various local and state agencies to address design concerns which would allow for the construction of 139 dwelling units on the land. I thought it important to memorialize several of the topics that have been brought to closure during this design period:

1. Germantown Pike, with regard to access, improvements, and coordination with future regional traffic improvement goals.
2. Internal roadway configurations.
3. River Road access and improvements.
4. Pedestrian connectivity.
5. landscaping and amenities packages
6. Conditional use approval.
7. Stormwater management; especially related to drainage patterns, capture and conveyance, and best management practices.
8. Waivers from subdivision land development ordinance provisions where they needed to be modified to reflect the Township's vision of a completed project.

At this point, the remaining open issues appear to be confined to final permitting, legal agreements, and documentation which will guarantee that the plans are constructed in the form which they are currently presented.



June 19, 2017

Michael Mrozinski, Director of Community Development

Lower Providence Township

Reference: The Court at Brynwood / Superior Tub Property

Status of Approvals/Permits/Reviews:

1. Lower Providence Township Board of Supervisors – Conditional use approval allowing the townhouse dwelling style to be built within the industrial district – *Granted*.
2. PA DEP sewage facilities planning – *Granted*.
3. PA DEP - NPDES permit for construction and stormwater activities – *Open*.
4. Public water supply approval – *Granted*.
5. Montgomery County Roads and Bridges – Improvements on and access to Germantown Pike – *Granted*.
6. PennDOT – Improvements on and access to River Road – *Granted*.
7. Lower Providence Township Sewer Authority – *Open*.
8. Escrow and development agreements with the Lower Providence Township Board of Supervisors – *Open*.
9. Utility easement agreements with the Superior Tube property – *Open*.
10. PA DEP general permits for stormwater outfalls – *N/A*.

Waivers:

It does not appear that any additional waivers are required over and above that which were granted with preliminary approval.

June 9, 2017 Plan Revisions – In general, this most recent set of plan revisions include the following:

1. Site Amenities – In the large common open space that serves as a focal point of this development, the current plans now show a gazebo, tot lot, pedestrian connections, low retaining wall, and a level grass play area. We would like to thank the developer for responding to concerns expressed by the Board of Supervisors to provide this amenity which will tie a sense of community and neighborhood to a housing project. The current plan does not show construction details at this time. However, the intent is clear. This office is willing to defer file detailing to the time of construction.
2. NPDES Permitting – One of the single most difficult final steps for any land developer is procurement of this permit. The plans have been supplemented with a number of stormwater management notes, designs, and details which support the calculations and worksheets that have been prepared in response to these regulations.

June 19, 2017

Michael Mrozinski, Director of Community Development

Lower Providence Township

Reference: The Court at Brynwood / Superior Tub Property

3. Highway Improvements -- Once the Township concluded the extent to which the perimeter roads are to be improved, the designs were able to add specific details and design which would facilitate this eventual improvement. These plans are now ready for construction.
4. Landscaping -- A final and detailed landscaping plan has been finalized. This landscaping plan now matches the final grading and drainage design plans.
5. Utility Profiles -- the utility profiles have been completed for the project giving clear direction to the contractor as to the depth and alignment of the pipe networks which will serve the project.

Should the Board of Supervisors grant final approval to the project, I would suggest that it wise for the Township solicitor, the developer's representatives and Township staff meet to assure documentation of the following:

1. Project phasing -- The plans recorded and the development agreement documents need to be coordinated to show a two-phase construction. The first phase containing 88 units and the second phase containing 51 additional units.
2. The plan for pedestrian connectivity anticipates certain trail improvements on Township property on the west side of River Road. The development agreement should speak to the developer's right to improve these areas.
3. The record plans describe the grant of a blanket easement over the project both to the Lower Providence Township Sewer Authority for the operation of the sanitary sewer system and to Pennsylvania American Water Company with the operation of the water system. Proper documentation of this blanket easement is needed.
4. The roads within the proposed project are not offered for dedication to Lower Providence Township. The homeowners' association documents should clearly define the obligation of the homeowners to maintain the road perpetuity.
5. The final record plan should define those waivers that have been "granted" as opposed to "requested".
6. All Act 2 documentation with regard to the capping of the small area to the northeast corner of the property -- The homeowners' association documents should speak to the obligation to maintain the perimeter fencing and vegetative cover.
7. Certain utility easements have been granted or are proposed through the subject property in favor of Superior Tube. All need to be assured these easements have been recorded.
8. Fee in lieu of road widening needs to be paid.

June 19, 2017

Michael Mrozinski, Director of Community Development

Lower Providence Township

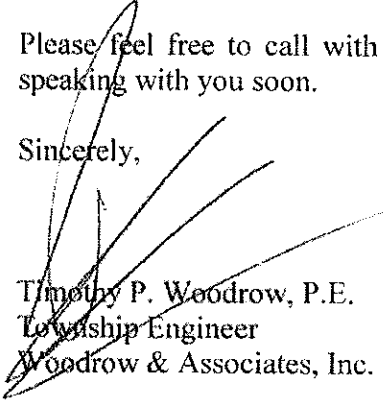
Reference: The Court at Brynwood / Superior Tub Property

9. Prior to issuance of a building permit, the Township will need to approve the architecture to assure architectural design guidelines that are part of our ordinance requirements have indeed been met.

At this time, my office has reviewed, in general terms, the plans and profiles for mathematical accuracy and have reviewed the plans to assure compliance with our earlier review letters. We have no remaining plan revision comments at this time.

Please feel free to call with any questions you have regarding the project. We look forward speaking with you soon.

Sincerely,



Timothy P. Woodrow, P.E.
Township Engineer
Woodrow & Associates, Inc.

TPW/del

cc: John Rice, Esq., Township Solicitor – Lower Providence Township
Chris Canavan, W. B. Homes, Inc.
Jim Garrity, Esq., Wisler Pearlstien, LLC



McMAHON ASSOCIATES, INC.
425 Commerce Drive, Suite 200
Fort Washington, PA 19034
p 215-283-9444 f 215-283-9447

PRINCIPALS

Joseph W. McMahon, P.E.
Joseph J. DeSantis, P.E., PTOE
John S. DePalma
William L. Steffens
Casey A. Moore, P.E.
Gary R. McNaughton, P.E., PTOE

ASSOCIATES

John J. Mitchell, P.E.
Christopher J. Williams, P.E.
R. Trent Ebersole, P.E.
Matthew M. Kozsuch, P.E.
Maureen Chlebek, P.E., PTOE
Dean A. Carr, P.E.

June 21, 2017

Mr. Michael Mrozinski
Director of Community Development
Lower Providence Township
100 Parkland Drive
Eagleville, PA 19403

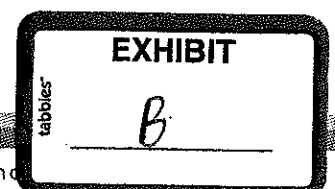
RE: **Traffic Review #7 – Submission Satisfactory with Condition(s)**
The Courts at Brynwood
Germantown Pike and River Road
Lower Providence, Montgomery County, PA
McMahon Project No. 815309.11

Dear Mike:

Per the request of the Township, McMahon has prepared this review letter, which summarizes our latest traffic engineering review of the proposed Courts at Brynwood Townhome Land Development Plans, stormwater management calculations, and the ADA submission package. The development is proposed by Stonebridge Acquisitions, L.P., and will consist of 139 townhomes located along Germantown Pike between River Road and Crosskeys Road in Lower Providence Township. Access to the proposed development will be provided via a full-movement driveway to Germantown Pike and a full-movement driveway to River Road.

Informational:

The project has been discussed with Township staff, the County, PennDOT and the applicant's engineering consultants to coordinate the transportation elements of the site development layout. The primary goal of the project access design is to allow the flexibility of relocating the Germantown Pike access further to the west of its initial location, which has been designed to initially occur at the far east end of the Germantown Pike property frontage. A future relocation may be necessary based on a planned PennDOT project. A project is underway to study and preliminarily design a new connector road from Germantown Pike to Ridge Pike (Phase 1) further to the east from its current intersection. This Phase 1 project will anticipate and plan for a future project (Phase 2), to design and build a road from Ridge Pike that will lead to/from a new, second Perkiomen Creek bridge crossing, as has been discussed for years. That project is on the Decade of Investments list for PennDOT to complete. **Note:** The applicant, Township and County have been made aware that PennDOT advertised a project for Statements of Interest to complete traffic evaluations and some preliminary engineering on both



sides of the existing Perkiomen Creek Bridge on Ridge Pike, with particular emphasis on providing solutions to improve the operations of the Ridge Pike/Germantown Pike intersection. Furthermore, McMahon is in the process of conducting a TCDI Transportation Mobility and Connectivity Study along Ridge Pike between Evansburg Pike and Collegeville Borough.

The following documents were reviewed and/or referenced in preparation of our traffic review:

1. Response to Comments Letter – The Courts at Brynwood, prepared by Bohler Engineering, dated June 9, 2017.
2. Preliminary Land Development Plans – The Courts at Brynwood, prepared by Bohler Engineering, last revised June 9, 2017.
3. Stormwater Management Calculations – The Courts at Brynwood, prepared by Bohler Engineering, last revised June 9, 2017.
4. ADA Submission Package – The Courts at Brynwood, prepared by Traffic Planning and Design, dated June 20, 2016.

Based on our review of the documents listed above, McMahon finds the information submitted to be satisfactory, with the following conditions, at this time:

1. Based on the information received through discussions with PennDOT for their Perkiomen Bridge Crossing and adjacent roadway & intersection realignment project, the future trail is anticipated to be 8' wide across the bridge and match the 8' wide trail along the Germantown Pike site frontage. As a result, the applicant should redesign Ramp 'G' and the proposed 6' to 8' trail width taper to be an 8' consistent width to tie in to the proposed 8' wide trail. This can be handled as a design-build change, but it will require an amendment to the PennDOT HOP. McMahon should be copied on all plans. We understand that there is currently a section between the bridge and River Road with physical buildings projecting into the existing sidewalk, but the design should anticipate PennDOT's goal of making it an 8-foot consistent width.
2. McMahon received an amended plan (sheet 18 of 80) on June 20, 2017 that accurately depicts the proposed trail width taper from 6' to 8' adjacent to the River Road crossing. This plan must be submitted in the final package to the Township, with a note that the ramp and trail will be modified during design at the direction of the Township and review & approval of PennDOT to show an 8-foot trail.

The following is a status summary of the proposed ADA curb ramps associated with this project. Please note, any variation from the approved ramp designs due to existing field conditions must be coordinated with the Township Engineer prior to physical construction. **The CS-4401 forms for all four ramps are attached to this letter.**

1. The following is a status summary of the proposed ADA curb ramps associated with this project:

Ramp 'A' (River Road and Brynwood Drive)

This ramp is partially or fully within the PennDOT Legal Right-of-Way. McMahon did not review this ramp, as it was reviewed and approved by PennDOT.

Ramp 'B' (River Road and Brynwood Drive)

This ramp is partially or fully within the PennDOT Legal Right-of-Way. McMahon did not review this ramp, as it was reviewed and approved by PennDOT.

Ramp 'C' (River Road and Brynwood Drive)

1. No Technically Infeasible Form is required for this ramp.
2. **The design of this ramp is acceptable.**
3. The CS-4401 form is acceptable as shown.

Ramp 'D' (River Road and Brynwood Drive)

1. No Technically Infeasible Form is required for this ramp.
2. **The design of this ramp is acceptable.**
3. The CS-4401 form is acceptable as shown.

Ramp 'E' (Germantown Pike and Brynwood Drive)

1. No Technically Infeasible Form is required for this ramp.
2. **The design of this ramp is acceptable.**
3. The CS-4401 form is acceptable as shown.

Ramp 'F' (Germantown Pike and Brynwood Drive)

1. No Technically Infeasible Form is required for this ramp.
2. **The design of this ramp is acceptable.**
3. The CS-4401 form is acceptable as shown.

Ramp 'G' (River Road and Germantown Pike)

This ramp is partially or fully within the PennDOT Legal Right-of-Way. McMahon did not review this ramp, as it was reviewed and approved by PennDOT. **Note: This is the ramp that is a condition of approval to be modified.**

Mr. Michael Mrozinski

June 21, 2017

Page 4 of 4

We trust that this review letter responds to your request and satisfactorily addresses the traffic issues that are related to the proposed development apparent to us at this time. If you or the Township have any questions, or require clarification, please contact Stephanie Butler, P.E. or me.

Sincerely,

A handwritten signature in black ink, appearing to read "Casey A. Moore", with a long horizontal flourish extending to the right.

Casey A. Moore, P.E.

Vice President & Regional Manager

WLT/BMJ/CAM/lsw/smd

cc: Donald Delamater, Township Manager
John Rice, Esq., Township Solicitor
Timothy Woodrow, P.E., Woodrow Engineers, Township Engineer
Christopher Canavan, WB Homes, Inc./Stonebridge Acquisitions, LP.
Frank Montgomery, P.E., PTOE, Traffic Planning and Design, Inc.
Ron Klos, P.E., Bohler Engineering



River Road (S.R. 4009) and Brynwood Drive - Ramp C

*Date of Design (yyyy mm dd)	2018	04	29
Designer 1	Brian Fanna		
Designer 2			
*Engineering District Code	06 - District 6-0		
*County Name	Montgomery		
*County Code (auto)	091		
*Municipality Name	Lower Providence Twp		
*Municipality Code (auto)	45080		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	Sep-15		
Number of Photos	3		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No	(X/16")	
Grate Openings or Gaps > 1/2"	No	(X/16")	
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	Yes	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	4.17	%	1.80 %
Turning Maneuver in Street	No	Ramp Angle with Crosswalk	30 degrees
Turning Maneuver at Top of Ramp (Smax)	Yes	Comments:	
ECMS #	Alg Δ Grade (%)	11.2	
Intersection Ramp # of #	3	6	Ramp perpendicular to curb line
*Ramp Location (Use Figure Below)	09		
*Curb Ramp Type	Type 6		
*North Leg	Brynwood Dr	(segment)	(offset)
*North Leg Desc.			
*East Leg	4009	(segment)	(offset)
*East Leg Desc.	SR	0010	0460
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg	4009	(segment)	(offset)
*West Leg Desc.	SR	0010	0460
Ramp Coordinates	Latitude	40.18521	
	Longitude	-75.44491	

Northbound

ACCESSIBLE PUSH BUTTONS

120" MIN

120" MAX

42"

60" MAX

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Algebraic Difference

X% Y%

120" MIN

120" MAX

42"

60" MAX

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	Yes
Push Button Turning Area - Max Slope (%)	1.80
Comments:	
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-091-45080-BrynwoodDr-4009SR-4009SR-2016-04-29-9-Type6
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M



River Road (S.R. 4009) and Brynwood Drive - Ramp C

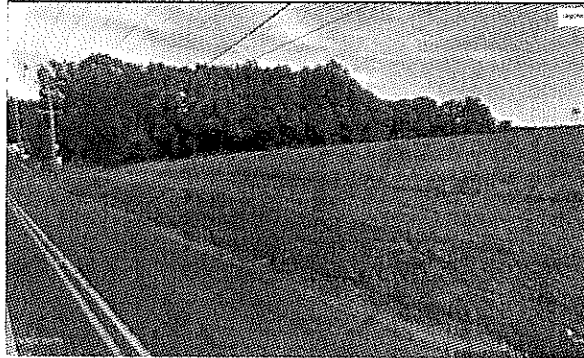
TYPE 1 	TYPE 1A 	TYPE 2 	<div> <div>Comments ▲</div> <table border="1"> <thead> <tr> <th colspan="2">"0.00" inches or %</th> <th></th> </tr> </thead> <tbody> <tr><td>A</td><td>60</td><td>(IN)</td></tr> <tr><td>B</td><td>41</td><td>(IN)</td></tr> <tr><td>C</td><td>0.92</td><td>(%)</td></tr> <tr><td>D</td><td>0.26</td><td>(%)</td></tr> <tr><td>E</td><td></td><td>(%)</td></tr> <tr><td>F</td><td>1.60</td><td>(%)</td></tr> <tr><td>G</td><td>1.60</td><td>(%)</td></tr> <tr><td>H</td><td></td><td>(%)</td></tr> <tr><td>I</td><td>7.48</td><td>(%)</td></tr> <tr><td>J</td><td>60</td><td>(IN)</td></tr> <tr><td>K</td><td>8</td><td>(IN)</td></tr> <tr><td>L</td><td>109</td><td>(IN)</td></tr> <tr><td>M</td><td>60</td><td>(IN)</td></tr> <tr><td>N</td><td>8</td><td>(IN)</td></tr> <tr><td>O</td><td>149</td><td>(IN)</td></tr> <tr><td>P</td><td></td><td>(IN)</td></tr> <tr><td>Q</td><td>1.60</td><td>(%)</td></tr> <tr><td>R</td><td>1.60</td><td>(%)</td></tr> <tr><td>S</td><td></td><td>(%)</td></tr> <tr><td>T</td><td></td><td>(IN)</td></tr> <tr><td>U</td><td>999</td><td>(IN) No cheek wall</td></tr> <tr><td>V</td><td>1.80</td><td>(%)</td></tr> <tr><td>W</td><td>1.60</td><td>(%)</td></tr> <tr><td>X</td><td></td><td>(IN)</td></tr> <tr><td>Y</td><td></td><td>(IN)</td></tr> <tr><td>YY</td><td>96</td><td>(IN)</td></tr> <tr><td>Z</td><td></td><td>(IN)</td></tr> <tr><td>ZZ</td><td>48</td><td>(IN)</td></tr> <tr><td>AA</td><td></td><td>(IN)</td></tr> <tr><td>BB</td><td></td><td>(IN)</td></tr> <tr><td>CC</td><td></td><td>(IN)</td></tr> <tr><td>DD</td><td></td><td>(%)</td></tr> <tr><td>EE</td><td></td><td>(%)</td></tr> <tr> <td colspan="2">DWS Transition Strip</td> <td>No</td> </tr> <tr> <td colspan="2">DWS Transition Strip Slope (FF)</td> <td>(%)</td> </tr> </tbody> </table> </div>	"0.00" inches or %			A	60	(IN)	B	41	(IN)	C	0.92	(%)	D	0.26	(%)	E		(%)	F	1.60	(%)	G	1.60	(%)	H		(%)	I	7.48	(%)	J	60	(IN)	K	8	(IN)	L	109	(IN)	M	60	(IN)	N	8	(IN)	O	149	(IN)	P		(IN)	Q	1.60	(%)	R	1.60	(%)	S		(%)	T		(IN)	U	999	(IN) No cheek wall	V	1.80	(%)	W	1.60	(%)	X		(IN)	Y		(IN)	YY	96	(IN)	Z		(IN)	ZZ	48	(IN)	AA		(IN)	BB		(IN)	CC		(IN)	DD		(%)	EE		(%)	DWS Transition Strip		No	DWS Transition Strip Slope (FF)		(%)
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**River Road (S.R. 4009) and
Brynwood Drive - Ramp C**



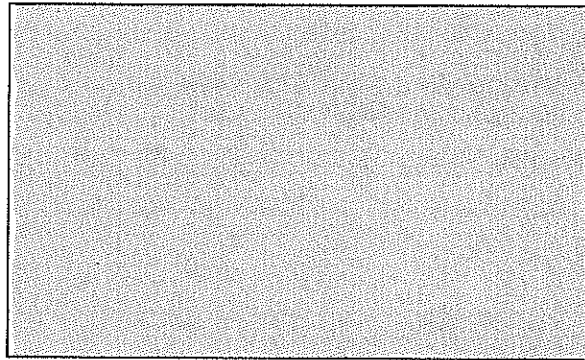
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Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



River Road (S.R. 4009) and Brynwood Drive - Ramp D

*Date of Design (yyyy mm dd)	2016	08	18
Designer 1	Brian Farina		
Designer 2			
*Engineering District Code	06 - District 6-0		
*County Name	Montgomery		
*County Code (auto)	091		
*Municipality Name	Lower Providence Twp		
*Municipality Code (auto)	45080		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	Sep-15		
Number of Photos	3		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No (X/16")		
Grate Openings or Gaps > 1/2"	No (X/16")		
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type	Poly Comp		
Pedestrian Crossing and Type	Yes Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	Yes Crossing Control Type Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	4.22 %	1.60 %	
Turning Maneuver in Street	No	Ramp Angle with Crosswalk	44 degrees
Turning Maneuver at Top of Ramp (Smax)	Yes Comments:		
ECMS #	Alg Δ Grade (%)	2.7	
Intersection Ramp # of #	4	6	Ramp perpendicular to curb line
*Ramp Location (Use Figure Below)	12		
*Curb Ramp Type	Type 6		
*North Leg	Brynwood Dr	(segment)	(offset)
*North Leg Desc.			
*East Leg	4009	(segment)	(offset)
*East Leg Desc.	SR	0010	0460
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg	4009	(segment)	(offset)
*West Leg Desc.	SR	0010	0460
Ramp Coordinates	Latitude	40.18516	
	Longitude	-75.44492	

Northbound

ACCESSIBLE PUSH BUTTONS

120" MIN 120" MAX 42" 60" MAX

DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Ramp Angle with Crosswalk

44 degrees

Elevation Differences

X% Y%

Depressed curb

Depressed curb

Minimum 4'-0" Pedestrian Access Route (PAR) Maintained within the Limit of Work	Yes
Push Button Turning Area - Max Slope (%)	1.60 Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-091-45080-BrynwoodDr-4009SR-4009SR-2016-08-19-12-Type6
Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-87M



River Road (S.R. 4009) and Brynwood Drive - Ramp D

TYPE 1 MAX ALG. CHANGE IN GRADE _____ %	TYPE 1A MAX ALG. CHANGE IN GRADE _____ %	TYPE 2 MAX ALG. CHANGE IN GRADE _____ %																																																																																																												
TYPE 3 MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %	TYPE 3A MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %	TYPE 4A MAX ALG. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "S" _____ %																																																																																																												
TYPE 5 MAX ALG. CHANGE IN GRADE _____ % RAILING <input type="checkbox"/> NO <input type="checkbox"/> YES "CC" RAIL HEIGHT _____ INCHES	TYPE 6 MAX ALG. CHANGE IN GRADE _____ %	<table border="1"> <thead> <tr> <th colspan="3">"0.00" inches or %</th> </tr> </thead> <tbody> <tr><td>A</td><td>60</td><td>(IN)</td></tr> <tr><td>B</td><td>40</td><td>(IN)</td></tr> <tr><td>C</td><td>1.54</td><td>(%)</td></tr> <tr><td>D</td><td>5.87</td><td>(%)</td></tr> <tr><td>E</td><td></td><td>(%)</td></tr> <tr><td>F</td><td>1.60</td><td>(%)</td></tr> <tr><td>G</td><td>1.60</td><td>(%)</td></tr> <tr><td>H</td><td></td><td>(%)</td></tr> <tr><td>I</td><td>999</td><td>(%) no sidewalk</td></tr> <tr><td>J</td><td>60</td><td>(IN)</td></tr> <tr><td>K</td><td>8</td><td>(IN)</td></tr> <tr><td>L</td><td>84</td><td>(IN)</td></tr> <tr><td>M</td><td>999</td><td>(IN) no sidewalk</td></tr> <tr><td>N</td><td>8</td><td>(IN)</td></tr> <tr><td>O</td><td>24</td><td>(IN)</td></tr> <tr><td>P</td><td></td><td>(IN)</td></tr> <tr><td>Q</td><td>1.60</td><td>(%)</td></tr> <tr><td>R</td><td>999</td><td>(%) no sidewalk</td></tr> <tr><td>S</td><td></td><td>(%)</td></tr> <tr><td>T</td><td></td><td>(IN)</td></tr> <tr><td>U</td><td>999</td><td>(IN) no cheek wall</td></tr> <tr><td>V</td><td>1.60</td><td>(%)</td></tr> <tr><td>W</td><td>1.60</td><td>(%)</td></tr> <tr><td>X</td><td></td><td>(IN)</td></tr> <tr><td>Y</td><td></td><td>(IN)</td></tr> <tr><td>YY</td><td>96</td><td>(IN)</td></tr> <tr><td>Z</td><td></td><td>(IN)</td></tr> <tr><td>ZZ</td><td>48</td><td>(IN)</td></tr> <tr><td>AA</td><td></td><td>(IN)</td></tr> <tr><td>BB</td><td></td><td>(IN)</td></tr> <tr><td>CC</td><td></td><td>(IN)</td></tr> <tr><td>DD</td><td></td><td>(%)</td></tr> <tr><td>EE</td><td></td><td>(%)</td></tr> <tr> <td colspan="2">DWS Transition Strip</td> <td>No</td> </tr> <tr> <td colspan="2">DWS Transition Strip Slope (FF)</td> <td>(%)</td> </tr> </tbody> </table>	"0.00" inches or %			A	60	(IN)	B	40	(IN)	C	1.54	(%)	D	5.87	(%)	E		(%)	F	1.60	(%)	G	1.60	(%)	H		(%)	I	999	(%) no sidewalk	J	60	(IN)	K	8	(IN)	L	84	(IN)	M	999	(IN) no sidewalk	N	8	(IN)	O	24	(IN)	P		(IN)	Q	1.60	(%)	R	999	(%) no sidewalk	S		(%)	T		(IN)	U	999	(IN) no cheek wall	V	1.60	(%)	W	1.60	(%)	X		(IN)	Y		(IN)	YY	96	(IN)	Z		(IN)	ZZ	48	(IN)	AA		(IN)	BB		(IN)	CC		(IN)	DD		(%)	EE		(%)	DWS Transition Strip		No	DWS Transition Strip Slope (FF)		(%)
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TYPE 5A MAX ALG. CHANGE IN GRADE _____ %	TYPE 6A MAX ALG. CHANGE IN GRADE _____ %																																																																																																													
TYPE A MEDIAN TYPE B MEDIAN 	NDN-TYPICAL "A" RAMP WIDTH "B" RAMP LENGTH "C" RAMP SLOPE "D" LT FLARE SLOPE "I" RT FLARE SLOPE "J" LT SIDEWALK WIDTH "M" RT SIDEWALK WIDTH "P" SIDEWALK LANDING DEPTH "Q" LT SIDEWALK CROSS SLOPE "R" RT SIDEWALK CROSS SLOPE "S" SIDEWALK LANDING MAX SLOPE "W" RAMP MAX CROSS SLOPE MAX ALG. CHANGE IN GRADE _____ % SIDEWALK TURNING AREA <input type="checkbox"/> IF YES, DESIGNATE MAX SLOPE "S" _____ %																																																																																																													

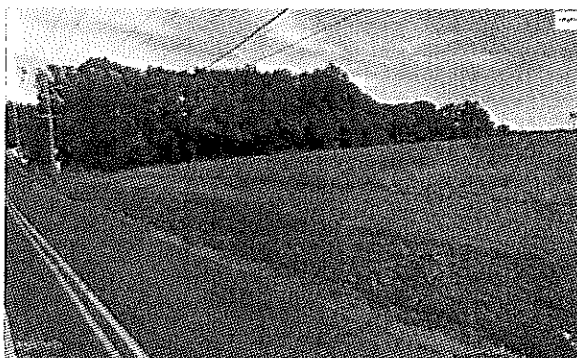
Comments ▲



River Road (S.R. 4009) and Brynwood Drive - Ramp D



Insert Picture 1



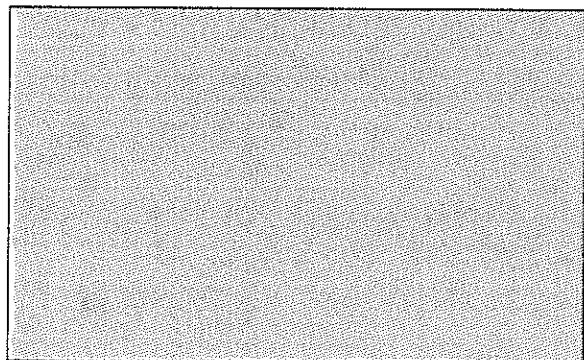
Insert Picture 4



Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



Germantown Pike and Brynwood Drive - Ramp E

*Date of Design (yyyy mm dd)	2016	08	19
Designer 1	Mohamed Elhawary		
Designer 2			
*Engineering District Code	08 - District 8-0		
*County Name	Montgomery		
*County Code (auto)	091		
*Municipality Name	Lower Providence Twp		
*Municipality Code (auto)	45080		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	Oct-13		
Number of Photos	3		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No	(X/16")	
Grate Openings or Gaps > 1/2"	No	(X/16")	
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type	Poly Comp		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	Yes	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	1.38	%	1.20 %
Turning Maneuver in Street	No	Ramp Angle with Crosswalk	
Turning Maneuver at Top of Ramp (Smax)	Yes	0 degrees	
ECMS #	Alg Δ Grade (%)		
Intersection Ramp # of #	5	6	
*Ramp Location (Use Figure Below)	04		
*Curb Ramp Type	Type 6		
*North Leg	Brynwood Dr	(segment)	(offset)
*North Leg Desc.			
*East Leg	Germantown Pike	(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg	Germantown Pike	(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude	40.18951	
	Longitude	-75.44068	

Northbound

Ramp Angle w/ Crosswalk

Algebraic Difference

Algebraic Difference

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	Yes
Push Button Turning Area - Max Slope (%)	1.33 Comments:
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-091-45080-BrynwoodDr-GermantownPike-GermantownPa-2016-08-19-4-Type6
Status	Current
Archive Ramp at location #:	N/A

TYPE 1

MAX ALC. CHANGE IN GRADE _____ %
 TOP TURNING AREA ☐
 IF YES, MAX SLOPE "5" _____ %

TYPE 2

MAX ALC. CHANGE IN GRADE _____ %
 TOP TURNING AREA ☐
 IF YES, MAX SLOPE "5" _____ %

TYPE 3

MAX ALC. CHANGE IN GRADE _____ %
 TOP TURNING AREA ☐
 IF YES, MAX SLOPE "5" _____ %

TYPE 4

MAX ALC. CHANGE IN GRADE _____ %
 TOP TURNING AREA ☐
 IF YES, MAX SLOPE "5" _____ %

TYPE 5

MAX ALC. CHANGE IN GRADE _____ %
 TOP TURNING AREA ☐
 IF YES, MAX SLOPE "5" _____ %

TYPE 6

MAX ALC. CHANGE IN GRADE _____ %
 TOP TURNING AREA ☐
 IF YES, MAX SLOPE "5" _____ %

TRANSITION STRIPS

MAX ALC. CHANGE IN GRADE _____ %
 TOP TURNING AREA ☐
 IF YES, MAX SLOPE "5" _____ %

TRANSITION STRIPS

MAX ALC. CHANGE IN GRADE _____ %
 TOP TURNING AREA ☐
 IF YES, MAX SLOPE "5" _____ %

TRANSITION STRIPS

MAX ALC. CHANGE IN GRADE _____ %
 TOP TURNING AREA ☐
 IF YES, MAX SLOPE "5" _____ %

TRANSITION STRIPS

MAX ALC. CHANGE IN GRADE _____ %
 TOP TURNING AREA ☐
 IF YES, MAX SLOPE "5" _____ %



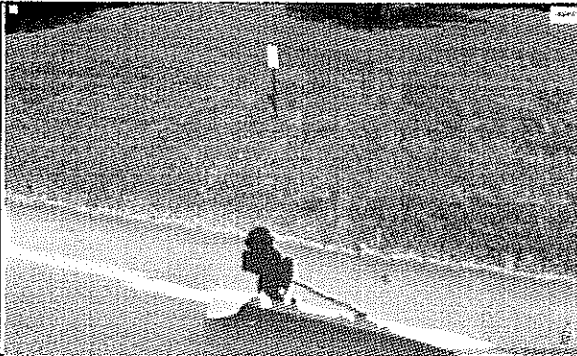
Germantown Pike and Brynwood Drive - Ramp E



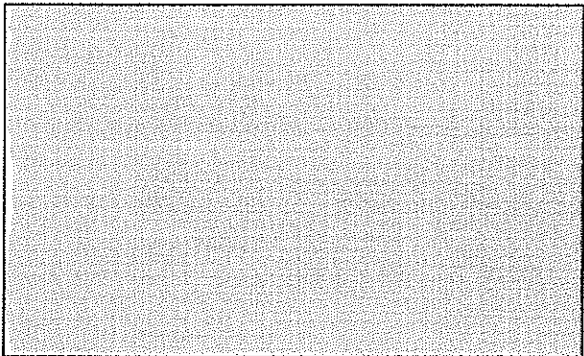
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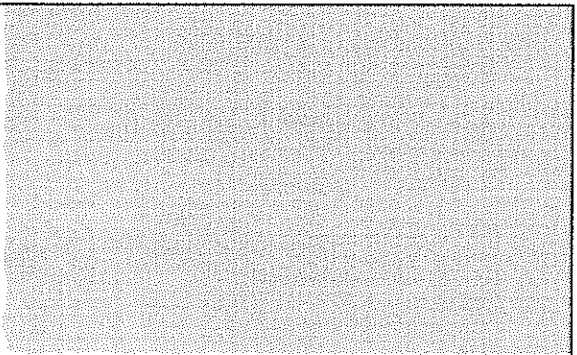
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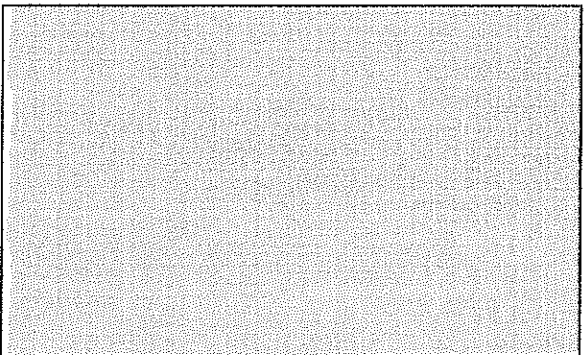
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6



Germantown Pike and Brynwood Drive - Ramp F

*Date of Design (yyyy mm dd)	2016	08	19
Designer 1	Mohamed Elhawwy		
Designer 2			
*Engineering District Code	06 - District 6-0		
*County Name	Montgomery		
*County Code (auto)	091		
*Municipality Name	Lower Providence Twp		
*Municipality Code (auto)	45080		
Construction Phase	Constructed		
Ramp Crosses	Local Road		
Photo Log Number	Oct-13		
Number of Photos	3		
Ramp Surface	Concrete		
Surface Stable, Firm, and Slip Resistant	Yes		
Elevation Differences > 1/4"	No	(X/16")	
Gate Openings or Gaps > 1/2"	No	(X/16")	
Utilities in Path of Travel	No		
Water Ponding in Path of Travel	No		
Detectable Warning Surface (DWS)	Yes		
DWS type	Poly Comp.		
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk	
Ramp Leads to Accessible Path	Yes	Crossing Control Type	Stop/Yield
Longitudinal / Cross slope in Front of Ramp	2.19	%	1.30 %
Turning Maneuver in Street	No	Ramp Angle with Crosswalk	0 degrees
Turning Maneuver at Top of Ramp (Smax)	Yes	Comments:	
ECMS #	Alg Δ Grade (%) 1.2		
Intersection Ramp # of #	6	6	
*Ramp Location (Use Figure Below)	07		
*Curb Ramp Type	Type 4A		
*North Leg	Brynwood Dr	(segment)	(offset)
*North Leg Desc.			
*East Leg	Germantown Pike	(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg	Germantown Pike	(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude	40.18351	
	Longitude	-75.44950	
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work Yes			
Push Button Turning Area - Max Slope (%)	Comments:		
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-091-45350-BrynwoodDr-GermantownPike-GermantownPike-2016-08-19-7-type4A		
Status	Current		
Archive Ramp at location #:	N/A		



Germantown Pike and Brynwood Drive - Ramp F

<p>TYPE 1</p> <p>MAX. ALC. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "5" _____ %</p>	<p>TYPE 2</p> <p>MAX. ALC. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "5" _____ %</p>	<p>TYPE 3</p> <p>MAX. ALC. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "5" _____ %</p>
<p>TYPE 4</p> <p>MAX. ALC. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "5" _____ %</p>	<p>TYPE 5</p> <p>MAX. ALC. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "5" _____ %</p>	<p>TYPE 6</p> <p>MAX. ALC. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "5" _____ %</p>
<p>TYPE 7</p> <p>MAX. ALC. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "5" _____ %</p>	<p>TYPE 8</p> <p>MAX. ALC. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "5" _____ %</p>	<p>TYPE 9</p> <p>MAX. ALC. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "5" _____ %</p>
<p>TYPE 10</p> <p>MAX. ALC. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "5" _____ %</p>	<p>TYPE 11</p> <p>MAX. ALC. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "5" _____ %</p>	<p>TYPE 12</p> <p>MAX. ALC. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "5" _____ %</p>
<p>TYPE 13</p> <p>MAX. ALC. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "5" _____ %</p>	<p>TYPE 14</p> <p>MAX. ALC. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "5" _____ %</p>	<p>TYPE 15</p> <p>MAX. ALC. CHANGE IN GRADE _____ % TOP TURNING AREA <input type="checkbox"/> IF YES, MAX SLOPE "5" _____ %</p>

Comments

"0.00" inches or %		
*	A	72 (IN)
*	B	95 (IN)
*	C	7.50 (%)
*	D	(%)
*	E	(%)
*	F	(%)
*	G	(%)
*	H	(%)
*	I	(%)
*	J	60 (IN)
*	K	8 (IN)
*	L	24 (IN)
*	M	72 (IN)
*	N	8 (IN)
*	O	24 (IN)
*	P	60 (IN)
*	Q	1.40 (%)
*	R	1.00 (%)
*	S	1.60 (%)
*	T	(IN)
*	U	(IN)
*	V	(%)
*	W	1.30 (%)
*	X	(IN)
*	Y	(IN)
*	YY	96 (IN)
*	Z	(IN)
*	ZZ	999 (IN)
*	AA	(IN)
*	BB	(IN)
*	CC	(IN)
*	DD	(%)
*	EE	(%)
DWS Transition Strip		No
DWS Transition Strip Slope (FF)		(%)

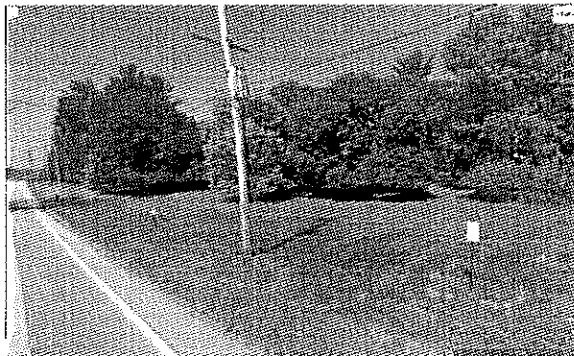
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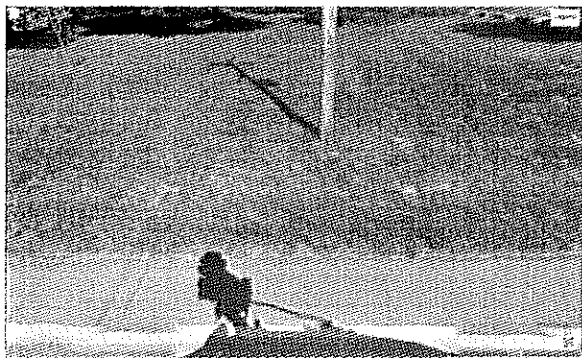
Germantown Pike and Brynwood Drive - Ramp F



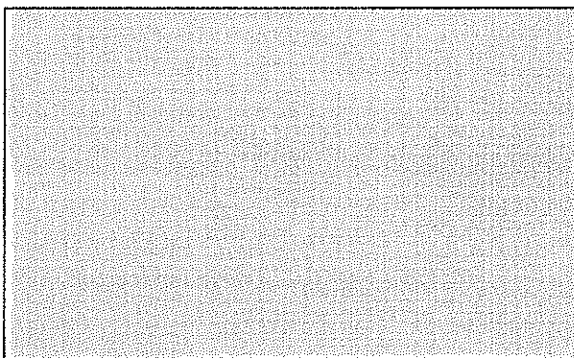
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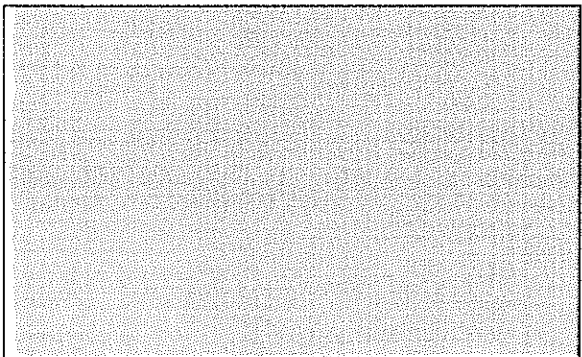
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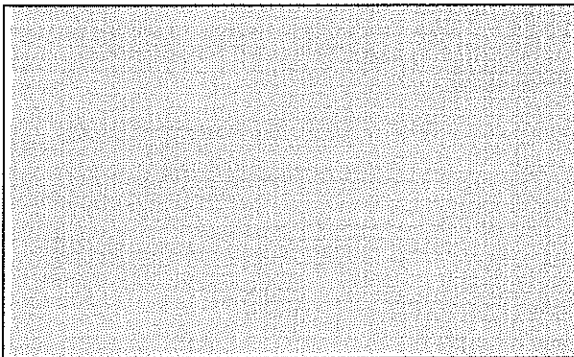
Insert Picture 2



Insert Picture 5



Insert Picture 3



Insert Picture 6