

CONEWAGO TOWNSHIP STREET OCCUPANCY PERMIT

INSTRUCTIONS

1. The applicant shall submit the street occupancy permit at least ten (10) days before the proposed work is to take place to allow the township adequate time for review and processing.
2. The applicant shall submit an application fee in the amount of one hundred dollars (\$100) made payable to "Conewago Township" to cover administrative costs and review of the occupancy permit. The Applicant shall be billed by the Township on a time and materials basis for all additional inspection services, which will include a final inspection of restoration. Note: the initial \$100 fee includes the permit application review and the initial pre-pour and post-pour inspections or first two inspections.

* Additional inspection services are provided by the Township Engineer at a rate of \$75 per inspection. By signing the street occupancy permit application, the Applicant agrees to pay these additional charges for inspection services, if applicable. **You will be required, at the minimum, to schedule an inspection to measure the depth of backfill and to schedule an inspection for paving.**
3. The Township Maintenance Manager will perform the backfill and final inspections. Please call (717)-637-0411 ex 306 to schedule inspections. At least 24 hours prior to an inspection needed is required.
4. The permit will be valid for a period of one (1) year from the date of approval by the Township.
5. A performance bond may be required at the discretion of the Township.
6. The Applicant shall contact the Township at least five (5) days prior to the start of work.
7. The Applicant shall restore any paved areas according to the applicable restoration detail at the bottom of the application. Grass areas shall be seeded and mulched in accordance with Section 2485 of the Conewago Township Construction and Materials Specifications. If field conditions (weather, temperature, etc.) inhibit the placement of final restoration items, temporary restoration may be used and the Applicant will perform final restoration activities when conditions allow.
8. The Applicant shall notify the Township Maintenance Manager immediately upon completion of the work to schedule a final inspection. The Township Maintenance Manager will inspect the restoration and notify the applicant of any inadequacies. When the restoration is deemed adequate, the Township will sign-off on the final inspection block of the permit. **The Applicant will be responsible for the condition of the restoration for a period of two (2) years from the date of final inspection.**

It is the applicant's responsibility to notify all residents and/or businesses that may be affected by the project.

Mail completed Application to:

Conewago Township
541 Oxford Avenue
Hanover, PA 17331
Tele: 717-637-0411
Fax: 717-637-6826

Township Engineer:

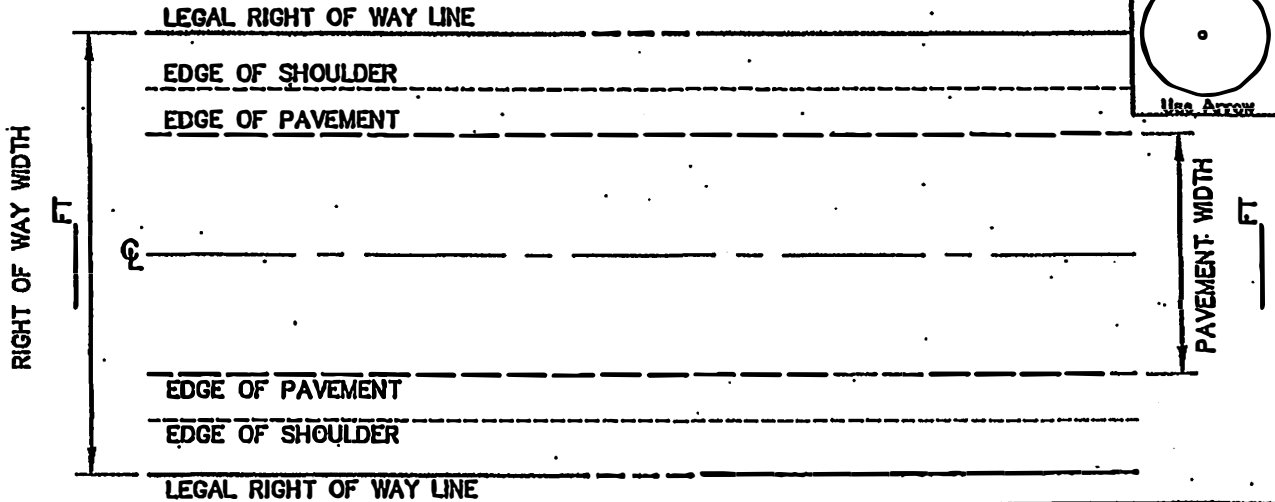
C.S. Davidson, Inc.
50 West Middle Street
Gettysburg, PA 17325
(717) 337 - 3021
Attn: Nathan Simpson

CONEWAGO TOWNSHIP STREET OCCUPANCY PERMIT

Name _____ Application Date _____
 Address _____
 Contact Person _____ Telephone No: _____
 Name of street opening will occur on _____
 Distance and direction to nearest intersection _____ FT (N,S,E,W) to _____
 Street opening falls between _____ and _____ streets.
 Length of opening _____ FT Width of opening (Exclude paving notch) _____ FT
 Number of openings _____ Total Size _____ SF
 Description of Work: _____

Will the township sewer and/or stormwater facilities be affected? Yes _____ No _____
 Tentative Start Date _____ Number of days to completion (est.) _____

Sketch all highway features below (i.e., poles, guiderail, pipe, manholes, mains, laterals, bore pits, curb, sidewalk, openings in pavement.)

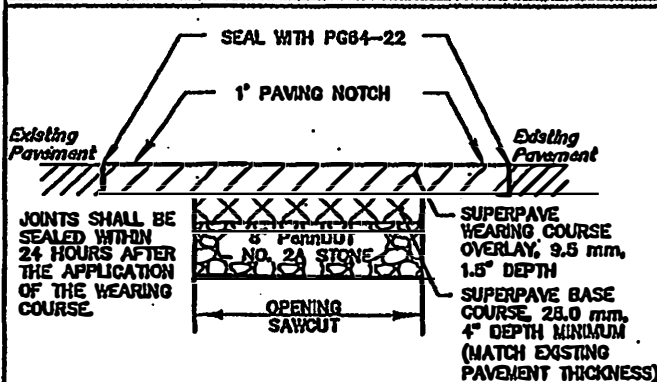


1. All openings must be saw cut in accordance with PennDOT Chapter 459.
2. Attach appropriate traffic control plans in accordance with PennDOT Pub. 213.
3. All openings shall be restored in accordance with the Conewago Township Construction and Materials Specification Manual and any revisions thereto.
4. Backfill shall be compacted in 4" lifts (8" if vibratory equipment is used.)
5. For installation by boring, indicate location and size of pits and size of casing and carrier pipes.

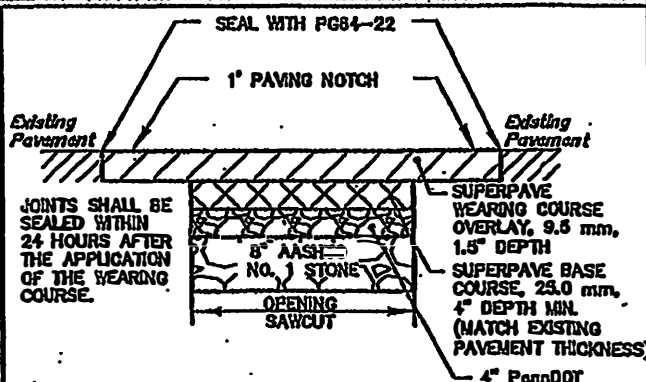
For Twp. Use Only

Twp. Engineer: _____
 Date: _____
 Permit approved: _____
 Date: _____
 Final inspection: _____
 Date: _____

Applicant Signature _____ Date _____



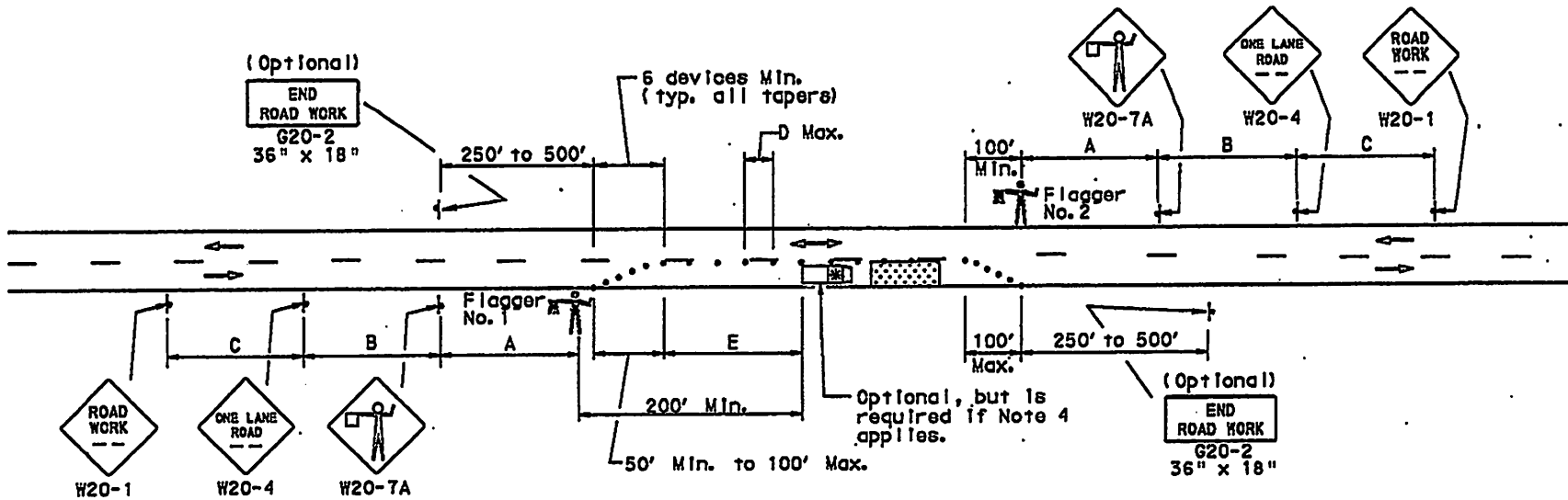
TYPICAL TOWNSHIP PAVEMENT RESTORATION (RESIDENTIAL STREET)



TYPICAL TOWNSHIP PAVEMENT RESTORATION (INDUSTRIAL STREET)

INSTRUCTIONS ON REVERSE SIDE

**PUBLICATION 213
SHORT-TERM STATIONARY OPERATION
TWO-LANE, TWO-WAY ROADWAY - FLAGGING**



Distance plaques on Advance Warning signs shall be the same series type.
Example: either all XXX ft. or all "AHEAD"

CONDITION 1: All Highways (except Freeways and Expressways)
 A = 500 ft.
 B = 500 ft., W20-4 sign distance plaque to read 1000 ft. or "AHEAD"
 C = 500 ft., W20-1 sign distance plaque to read 1500 ft. or "AHEAD"

CONDITION 2: For Urban Streets
 A, B and C = 200 ft. and sign distance plaque to read "AHEAD"

All Highways (except freeway and expressway)		
MPH	D ft	E* ft
25	50	155
30	60	200
35	70	250
40	80	305
45	90	360
50	100	425
55	110	495

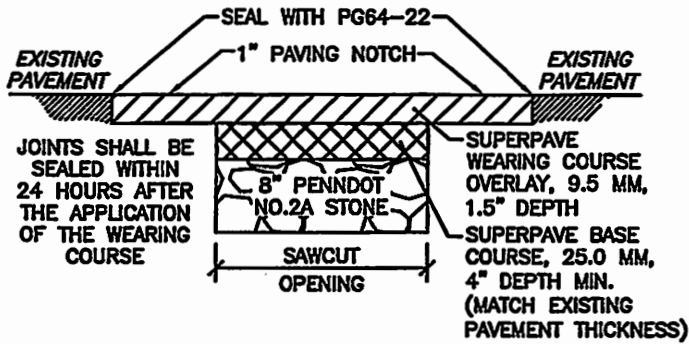
*Distances may be increased for downgrades or other conditions that affect stopping sight distance.

NOTES

- All flaggers must be in communication with each other.
- Each flagger should be clearly visible to traffic for a minimum distance of E.
- At night, flagger stations shall be illuminated, except in emergencies. See General Notes, sheet 3, note 26.
- For operations of 15 minutes or less:
 - The W20-1 and W20-4 Signs are not required.
 - All channellizing devices may be eliminated if a vehicle with an activated flashing or revolving yellow light is present in advance of the work space.
 - The W20-7A Sign may be eliminated if the flagger is clearly visible to traffic for a minimum distance of E.
- The buffer space should be extended so that the two-way traffic taper is placed before a horizontal (or crest vertical) curve to provide adequate sight distance for the flagger and a queue of stopped vehicles.
- When a highway-rail grade crossing exists within the work zone, or it is anticipated that queues resulting from the lane closure might extend through a highway-rail grade crossing, provisions shall be made to eliminate conflicts, which may require placing a flagger at the crossing. Coordination with the railroad is essential.

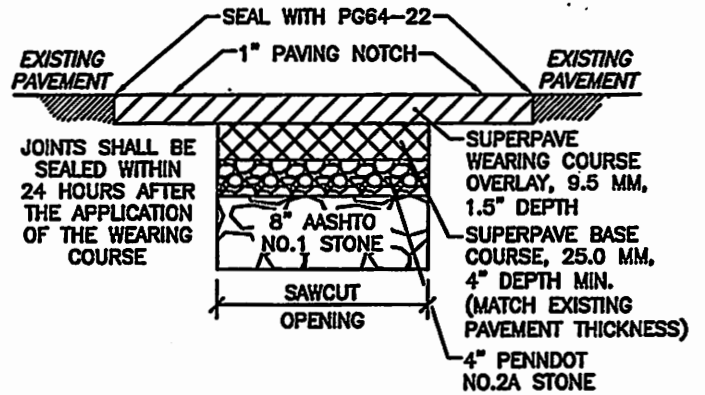
PATA
10a

THIS RESTORATION WILL BE USED



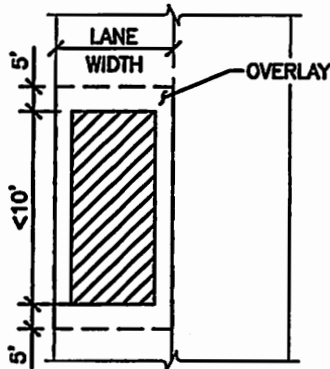
TYPICAL TOWNSHIP PAVEMENT RESTORATION (RESIDENTIAL STREET)

THIS RESTORATION WILL BE USED

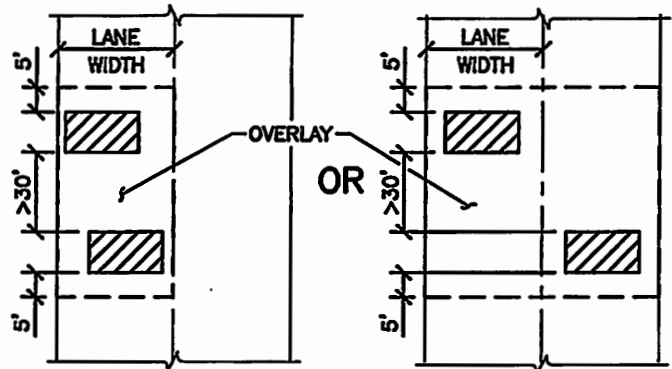


TYPICAL TOWNSHIP PAVEMENT RESTORATION (INDUSTRIAL STREET)

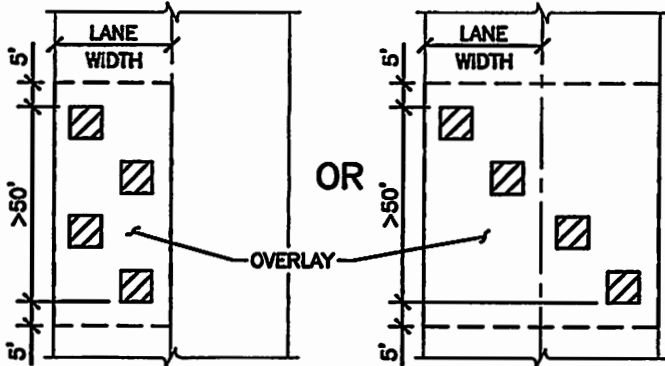
IF PAVEMENT IS LESS THAN FIVE YEARS OLD, SCENARIO " " WILL APPLY



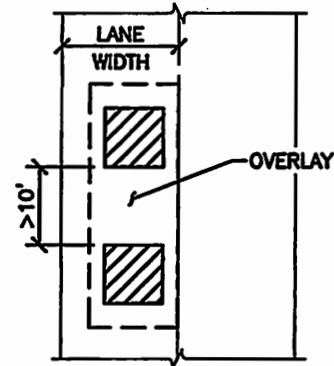
SCENARIO A (130-7)



SCENARIO B (130-7)

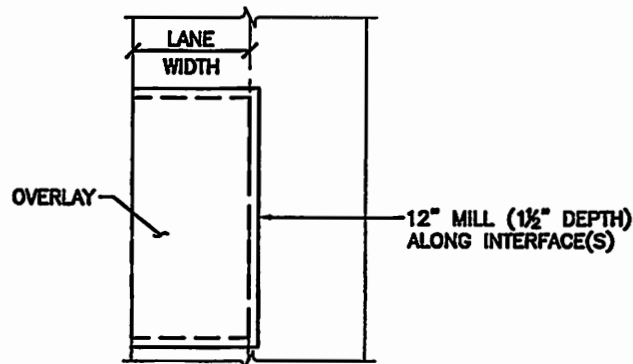


SCENARIO C (130-7)



SCENARIO D (130-7)

IN ALL CASES, RESTORATION SHALL ABIDE



E (130-7)