

1301 12<sup>th</sup> Street, Suite 400  
Altoona, PA 16601  
Phone (814) 949-2470  
Fax (814) 949-0372

planning@altoonapa.gov



David B. Albright, Chair (29)  
Lawrence Bilotto, Vice Chair (27)  
Michael Haire, Secretary (28)  
Drew Brennan (29)  
Peter Folen (29)  
Richard Haines (27)  
Jesse Ickes (27)

## ALTOONA CITY PLANNING COMMISSION

*The Altoona City Planning Commission, created in March 1916, is composed of seven residents appointed by the Mayor with the approval of City Council. The Commission is responsible for developing and updating the Comprehensive Plan, reviewing proposals that affect the development of the City, and providing a public forum that encourages participation in guiding the future of the City.*

Regular Meeting of Tuesday, January 6, 2026 at 3:00 PM  
4<sup>th</sup> Floor City Hall Common Room

### **AGENDA REGULAR MEETING**

#### **CALL TO ORDER**

#### **PUBLIC COMMENT**

#### **REGULAR BUSINESS**

#### **ADMINISTRATIVE ITEMS**

1. Approval of Minutes – The Commission will consider the approval of minutes from its previous meeting of December 2, 2025 which is included in the packet.

#### **SUBDIVISION AND LAND DEVELOPMENT –**

1. Nails Square – 201 E Plank Rd – On 9/12/2025 the City of Altoona received a land development plan proposing the remodel of a 1500 SF building into a nail salon. A total of six waivers is being requested. Your agenda packet includes the latest plans, narrative, technical review and BCPC review. A recommended resolution for approval has been included.

#### **STAFF LEVEL REVIEWS**

None

#### **INFORMATIONAL ITEMS**

1. GAEDC Report – December meeting was canceled. Next meeting is 3/25/26.
2. Blair County Planning Commission Report

#### **COMMISSIONER FORUM**

#### **QUESTIONS FROM MEDIA**

#### **ADJOURNMENT**

**MINUTES**  
**ALTOONA CITY PLANNING COMMISSION**  
**December 2, 2025**

**MEMBERS PRESENT**

Dave Albright, Chairman  
Larry Bilotto, Vice-Chairman  
Peter Folen  
Drew Brennan  
Richard Haines  
Councilman Jesse Ickes (phone)

**MEMBERS ABSENT**

Michael Haire, Secretary

**GUESTS PRESENT**

Bill Kibler – Altoona Mirror

**STAFF PRESENT**

Chris McGuire – Altoona City Manager  
Sabrina Appel-McMillen – Planning and Development Manager, Community  
Development Department  
Josh Kaufman – Code Supervisor/Blight Manager  
Eric Luchansky – Director Planning and Community Development Department  
Bette Fischer – Clerical III, Community Development Department

**CALL TO ORDER**

The Altoona City Planning Commission (ACPC) held its regular meeting on December 2, 2025, in the Common Room of Altoona City Hall, 1301 12<sup>th</sup> Street, Altoona, PA. Chairman David Albright called the meeting to order at 3:07 PM.

**PUBLIC COMMENT**

None

**REGULAR BUSINESS**

**ADMINISTRATIVE ITEMS**

1. Approval of Minutes – **A motion was made by Mr. Bilotto to approve the November 4, 2025 minutes. Mr. Folen seconded the motion. Motion passed unanimously.**

**SUBDIVISION AND LAND DEVELOPMENT APPLICATIONS**

None

## STAFF LEVEL REVIEWS

Ms. Appel-McMillen presented the Staff Level Reviews that were received since the November 4, 2025 meeting.

- a. City of Altoona – 1101 25<sup>th</sup> St (Garfield Park) – Minor SD Plan – Approved
- b. City of Altoona – 201 25<sup>th</sup> Ave (Fairview Park) – Minor SD Plan – Approved

## SPOT BLIGHT DECLARATION

1. 1819 5<sup>th</sup> Avenue – Mr. Luchansky presented the property at 1819 5<sup>th</sup> Avenue, Altoona, PA and asked for a motion certifying to the Redevelopment Authority of Altoona (RAA) that 1819 5<sup>th</sup> Avenue, Altoona, Pennsylvania:

- (a) Was declared blighted by the City of Altoona's Blighted Property Review Committee at its October 16, 2025 meeting and recommended to the RAA for acquisition and reuse, in accordance with the Urban Redevelopment Law Act of 1945 P.L. 991, No. 385 as amended, and that the Altoona City Planning Commission hereby concurs in the Blighted Property Review Committee's determination of blight; and
- (b) The recommended reuse is residential in nature; and
- (c) That the recommended reuse is consistent with the City of Altoona's comprehensive plan, All Together Altoona, p. 54, *"A final foundational step for implementing the All Together Altoona Action Plan—one that draws on the other foundational steps—is acceptance that Altoona's housing supply will require continuous editing on multiple fronts to advance the plan's vision. Every year, there need to be a combination of demolitions, rehabs, and new housing units put into service to make the city's housing supply and neighborhoods healthier and more responsive to the needs of existing and future residents. Since Altoona's population is likely to continue to decline, this combination of activities needs to be intentionally calibrated to result in a smaller number of housing units over time—but units that are in better overall condition and reflect higher standards that will help Altoona compete for households and generate healthy levels of reinvestment by property owners."*

**Motion was made by Mr. Bilotto to certify and declare that 1819 5<sup>th</sup> Avenue as blighted based on the conditions listed in the Urban Redevelopment Law Act of 1945, P.L. 991 No. 385, as amended, which are also listed on the Resolution of Declaration of Blight. (Resolution is attached). Motion was seconded by Mr. Brennan. Motion passed unanimously.**

## INFORMATIONAL ITEMS

1. **GAEDC Report** – No report. Next meeting December 17, 2025. Mr. Bilotto did say that there has been one completion of a project since the last meeting. He

also stated that there is money available for Facades, if you know of anyone that would like to apply.

## **2. Blair County Planning Commission Report – No report**

**COMMISSIONERS FORUM** – Mr. Bilotto shared a site plan that he found going through some old files of a 1965 illustration of what downtown Altoona could look like that was created by Campbell, Rae, Hayes and Large.

## **ADJOURNMENT**

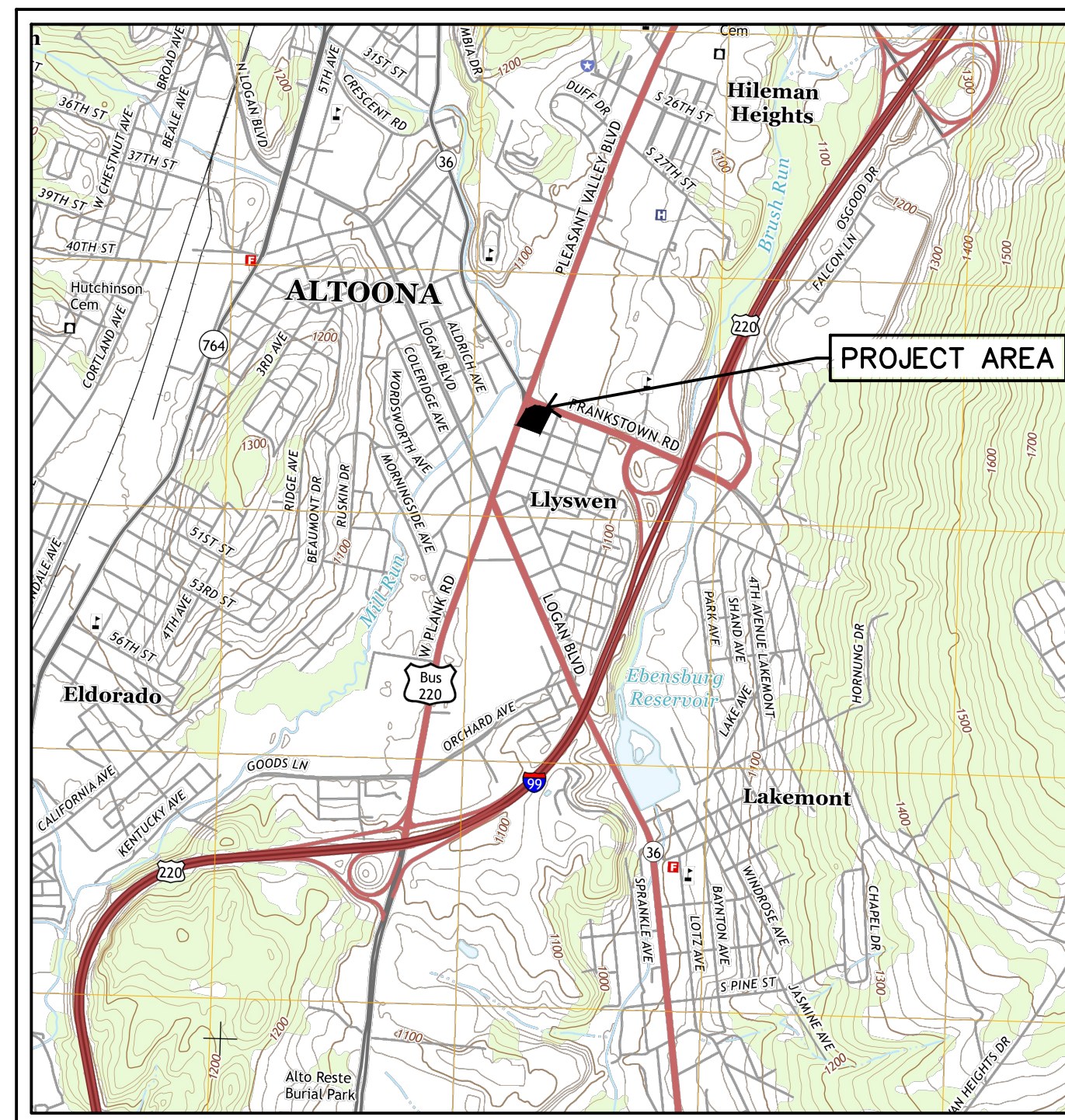
There being no further business the **meeting was adjourned at 3:40 PM.**

---

Signed: David Albright, Chair




## ENGINEERING ARCHITECTURE AND DESIGN SERVICES



LOCATION MAP

SCALE: 1"=2000'

2000' 0' 2000'



# LAND DEVELOPMENT PLANS

**NAILS SQUARE**  
**201 E PLANK RD**

# ALTOONA BLAIR COUNTY, PA

**SEPTEMBER 2025**

**ALTOONA CITY PLANNING COMMISSION**

LAND DEVELOPMENT APPROVED UNDER THE ALTOONA PLANNING CODE

DATE: \_\_\_\_\_

SUBJECT TO A PERFORMANCE COVENANT, DATED \_\_\_\_\_, RUNNING WITH THE LAND, TO BE DULY RECORDED WITH THIS PLAN BY OR FOR THE OWNER OF RECORD.

OTHER PLANS APPLICABLE TO THIS LAND DEVELOPMENT MAY BE ON FILE WITH THE CITY OF ALTOONA CODES & INSPECTIONS DEPARTMENT, ENGINEERING DEPARTMENT, PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT.

**BLAIR COUNTY PLANNING COMMISSION**

REVIEWED BY THE BLAIR COUNTY PLANNING COMMISSION

THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ 20 \_\_\_\_.

AUTHORIZED AGENT

## CERTIFICATION OF OWNERSHIP

COMMONWEALTH OF PENNSYLVANIA SS:

COUNTY OF BLAIR

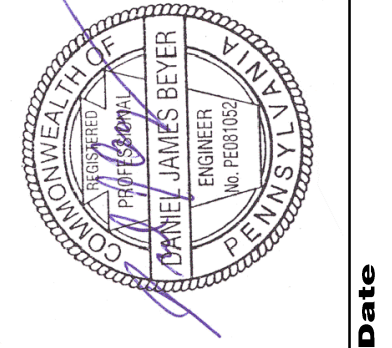
ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_, BEFORE  
ME THE UNDERSIGNED OFFICER(S), PERSONALLY APPEARED, WHO BEING DULY  
SWORN ACCORDING TO LAW, DEPOSE AND SAY THAT HE/SHE IS THE OWNER  
AND/OR EQUITABLE OWNER(S) OF THE PROPERTY SHOWN ON THE PLAN, AND THAT  
THEY ACKNOWLEDGE THE SAME TO BE THEIR ACT AND PLAN, AND DESIRE THE SAME  
TO BE RECORDED AS SUCH, ACCORDING TO LAW.

OWNER/EQUATBLE OWNER: \_\_\_\_\_:

SIGNATURE / PRINTED NAME	TITLE
--------------------------	-------

WITNESS MY HAND AND SEAL, THIS DATE \_\_\_\_\_

NOTARY PUBLIC  
COMMISSION EXPIRES \_\_\_\_\_

HOP APPLICATION NO: 387501

AS NOTED	DATE	CITY AND PENNDOT COMMENTS	11/18/2025
SEPTEMBER 2025			
Drawn By SCS/SMD			
Checked By DJB			
Project No. 120-21-218.20			
File No. 2411			



**FOR  
NAILS SQUARE  
201 E PLANK ROAD  
CITY OF ALTOONA, BLAIR COUNTY,  
PENNSYLVANIA**

**Drawing No.**  
**C-0.00**



GENERAL NOTES

1. EXISTING INFORMATION WAS DETERMINED BY UAV FLIGHT AND A FIELD SURVEY BY THE EADS GROUP, INC COMPLETED 01/14/2021. GPS-6314
2. BOUNDARY INFORMATION COMPILED FROM RECORDED BLAIR COUNTY DEED OF RECORD AND FROM USE LINES. NO BOUNDARY SURVEY WAS CONDUCTED
3. PENNDOT RIGHT OF WAY IS BASED ON LR 884 SECTION 3, LR 55 SECTION 10 AND LR 221 SECTION 6 CONSTRUCTION AND CONDEMNATION OF RIGHT OF WAY PLAN RECORDED AS NUMBER 1, VOLUME 1, PAGE 16 DATED FEBRUARY 1952 SR 1061 SECTION E06B R/W PLAN DATED 07-09-98
4. VERTICAL DATUM: ELEVATIONS IS BASED ON NAVD88
5. HORIZONTAL DATUM: BEARINGS ARE BASED ON NAD83 PA SOUTH ZONE- US SURVEY FEET
6. VERTICAL BENCHMARK WAS SET DURING THIS SURVEY. ELEV=1079.51 TOP OF FLANGE BOLT ABOVE 4IN HOSE CONNECTION OF FIRE HYDRANT LOCATED AT NORTHEAST CORNER OF PARKING LOT ON SOUTH SIDE OF FRANKSTOWN ROAD
7. BY GRAPHICAL PLOTTING ONLY, THE DESCRIBED SUBJECT PROPERTY DOES NOT LIE WITHIN THE REGULATORY FLOODWAY OR 1% ANNUAL CHANCE FLOOD HAZARD. AREAS IN ACCORDANCE WITH THE LATEST APPROPRIATE FLOOD INSURANCE RATE MAP.
8. ALL CONSTRUCTION IS TO CONFORM TO THE SPECIFICATIONS OF THE LOCAL MUNICIPAL ORDINANCES.
9. ALL UTILITIES SHOWN ON THIS BASE MAP ARE PHYSICALLY LOCATED STRUCTURES AND/OR LINES BASED ON PA ONE CALL MARKINGS. UNDERGROUND UTILITY LOCATIONS SHOWN ARE APPROXIMATE AND IT IS THE CONTRACTORS RESPONSIBILITY, AS PER ACT 287, TO CONTACT THE APPROPRIATE UTILITY PROVIDER FOR MORE ACCURATE LOCATION PRIOR TO ANY EXCAVATION. ADDITIONALLY, CONTRACTOR IS TO VERIFY THE EXACT LOCATIONS AND INVERTS OF THESE UTILITIES BY EXPLORATORY EXCAVATIONS AS NEEDED.
10. CONTRACTOR IS TO NOTIFY THE PA ONE CALL SYSTEM (1-800-242-1776) NO LESS THAN 3 NOR MORE THAN 10 DAYS PRIOR TO BEGINNING EXCAVATION OR DEMOLITION WORK.
11. ALL MATERIALS FOR CONSTRUCTION SHALL CONFORM TO PENNDOT PUBLICATION 408, LATEST EDITION, UNLESS OTHERWISE SPECIFIED.
12. ALL DRAINAGE STRUCTURES SHALL CONFORM TO PENNDOT ROAD CONSTRUCTION (RC) STANDARDS AND PADOT PUBLICATION 408, LATEST EDITIONS.
13. EROSION AND SEDIMENTATION CONTROL DEVICES SHALL CONFORM TO PADEP CHAPTER 102 FOR EROSION CONTROL AND PENNDOT RC-72 CONSTRUCTION DETAILS, LATEST EDITION.
14. CONTRACTOR TO NOTIFY THE COUNTY CONSERVATION DISTRICT NO LESS THAN 10 DAYS PRIOR TO BEGINNING ANY EXCAVATION OR DEMOLITION.
15. PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR IS RESPONSIBLE TO VERIFY THAT ALL REQUIRED PERMITS AND APPROVALS HAVE BEEN OBTAINED. NO CONSTRUCTION OR FABRICATION SHALL BEGIN UNTIL THE CONTRACTOR HAS RECEIVED AND THOROUGHLY REVIEWED ALL PLAN AND OTHER DOCUMENTS APPROVED BY ALL OF THE PERMITTING AUTHORITIES.
16. ALL DIMENSIONS AND GRADES SHOWN ON THE PLANS SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY THE OWNER AND ENGINEER IF ANY DISCREPANCIES EXIST PRIOR TO PROCEEDING WITH CONSTRUCTION FOR NECESSARY PLAN OR GRADE CHANGES. NO EXTRA COMPENSATION SHALL BE PAID TO THE CONTRACTOR FOR WORK HAVING TO BE REDONE DUE TO DIMENSIONS OR GRADES SHOWN INCORRECTLY ON THESE PLANS IF SUCH NOTIFICATION HAS NOT BEEN GIVEN.
17. CONSTRUCTION DETAILS ARE PROVIDED AS PART OF THIS CONSTRUCTION PLAN SET. THE CONTRACTOR IS RESPONSIBLE FOR REVIEWING THE DETAILS, WHICH ARE NOT ALWAYS SPECIFICALLY REFERENCED TO THE PLAN SHEETS, AND CONSTRUCTING THE APPROPRIATE DETAILS AS REQUIRED.
18. APPROVAL OF THIS PLAN ONLY AUTHORIZES THE CONSTRUCTION OF THE FACILITIES DEPICTED ON THE PLAN. IT DOES NOT AUTHORIZE THE USE OF THE FACILITY.
19. NO LANDS OR FACILITIES ARE TO BE DEDICATED TO THE MUNICIPALITY AS PART OF THIS PLAN.
20. CONTRACTOR SHALL COORDINATE ALL CONSTRUCTION ACTIVITIES WITH THE OWNER.
21. DO NOT SCALE DRAWINGS FOR CONSTRUCTION PURPOSES.
22. CONTRACTOR TO COORDINATE LOCATION OF PROPOSED TELEPHONE, AND CABLE WITH RESPECTIVE UTILITY COMPANY.
23. CONTRACTOR IS RESPONSIBLE FOR KEEPING PUBLIC STREETS FREE OF DEBRIS AND MUD.
24. CONTRACTOR IS REPOSIBLE FOR PROVIDING SIGNING AND TRAFFIC CONTROL IN ACCORDANCE WITH MUTCD AND PENNDOT PUB 212 AND 213.
25. A SITE VISIT REVEALED NO PRESENCE OF WETLANDS WITHIN THE LIMIT OF DISTURBANCE OF THIS PROJECT.
26. ALL ELECTRIC, TELEPHONE, AND CABLE TO BE INSTALLED UNDERGROUND.
27. THE TOWNSHIP ENGINEER IS TO BE NOTIFIED 48 HOURS IN ADVANCE OF CONSTRUCTION OF THE STORMATER MANGEMENT FACILITIES.
28. NO CHANGES CAN BE MADE TO THE APPROVED PLANS DURING CONSTRUCTION WITHOUT THE APPROVAL OF THE CITY. UPON COMPLETION PROVIDE RECORD OR AS-BUILD DRAWINGS TO THE CITY OF ALL APPROVED CHANGES MADE DURING CONSTRUCTION.

SITE DATA

1. OWNER OF RECORD: KIM ANDY DO  
205 CAMPBELL STREET  
ALTOONA, PA 16602
2. TAX PARCEL: 01.14-41.-017.00-000
- INSTRUMENT NO: 201614191
- SITE ADDRESS: 201 E PLANK ROAD  
ALTOONA, PA 16601
3. DEED ACREAGE: 0.29 ACRE
4. ZONING: C-HB: HIGHWAY BUSINESS
5. PREVIOUS LOT USE: AUTOMOBILE STATION
6. PROPOSED LOT USE: NAIL SALON
7. BUILDING SETBACKS: 15' FRONT  
10' REAR  
10' SIDE (NONSTREET)  
15' SIDE (ABUTTING STREET)
8. PARKING REQUIRED: BARBERSHOPS SHALL PROVIDE NO LESS THAN ONE PARKING SPACE PER EACH 300 SQUARE FEET OF GROSS FLOOR AREA = 1500 SF / 300 SF = 5 SPACES
- PARKING PROVIDED: 11 SPACES
9. SANITARY SEWER IS SUPPLIED BY AND SHALL BE IN CONFORMANCE WITH THE RULES AND REGULATIONS OF THE ALTOONA WATER AUTHORITY
10. WATER IS SUPPLIED BY AND SHALL BE IN CONFORMANCE WITH THE RULES AND REGULATIONS OF THE ALTOONA WATER AUTHORITY

TYPICAL SYMBOL LEGEND

SOME TYPICAL SYMBOLS MAY NOT APPLY TO THIS PROJECT

EXISTING	
SLANT TEXT WV W SIGN POST TRVERSE POINT GUY POLE & WIRE UTILITY POLE PROPERTY CORNERS FOUND EVERGREEN TREES DECIDUOUS TREE BUSH OR SHRUB FENCE ELECTRIC LINE TELEPHONE LINE GASLINE FIRE HYDRANT CATCH BASIN MAILBOX TELEPHONE BOX	PROPERTY LINE RIGHT-OF-WAY EXISTING UTILITY EASEMENT SANITARY SEWER MANHOLE SANITARY SEWER CLEANOUT UNDER GROUND CABLE GAS VALVE WATER SHUT OFF GAS SHUT OFF GAS METER WATER METER UNDER GROUND ELECTRIC TREE LINE EXISTING WATERLINE EXISTING SEWERLINE FORCE MAIN STORM SEWER STREAM EXISTING CONTOUR STORM MANHOLE

PROPOSED	
VERTICAL TEXT STORM SEWER W/ INLET STORM SEWER W/ MANHOLE PROPOSED FENCE SANITARY SEWER SANITARY SEWER (TRENCHLESS) PROPOSED ELECTRIC LINE PROPOSED CONTOUR TEMPORARY RIGHT-OF-WAY PERMANENT RIGHT-OF-WAY PROPOSED WATERLINE PROPOSED GAS LINE UNDERGROUND PIPE BENCHMARK	CENTERLINE LIMIT OF DISTURBANCE INLET PROTECTION BITUMINOUS PAVEMENT GRAVEL SURFACE BITUMINOUS CURB STORM STRUCTURE NUMBER TEST PIT CUT AND CAP EX. LINE SANITARY SEWER MANHOLE

PENNSYLVANIA ONE CALL

PA ONE CALL SYSTEM, INC.  
1-800-242-1776

CONTRACTOR SHALL COMPLY WITH REQUIREMENTS OF PA ONE CALL ACT 287 OF 1974 AS AMENDED BY ACT 187 OF 1986.

PA ACT 287 OF 1974 AS  
AMENDED BY ACT 187 OF  
1996 73 P.S. & 176 ET. SEQ.



NON-MEMBERS SHALL BE CONTACTED DIRECTLY PA ACT 187 (1996) REQUIRES NOTIFICATION BY ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN THE COMMONWEALTH. PA. ACT 38 (1991) REQUIRES THREE (3) WORKING DAYS NOTICE TO UTILITIES BEFORE YOU EXCAVATE, DRILL OR BLAST. OSHA 1926.651 SPECIAL EXCAVATION REQUIREMENTS

UNDERGROUND UTILITY LINE PROTECTION ACT

BEFORE YOU DIG ANYWHERE IN PENNSYLVANIA! CALL 1-800-242-1776

PENNSYLVANIA 1 CALL SERIAL NUMBER:

DESIGN LEVEL: 20252170081 preliminary 8/5/2025

LIST OF UTILITIES

COMMONWEALTH OF PENNSYLVANIA ACT No. 187

THE CONTRACTOR SHALL COMPLY WITH WITH ALL THE APPLICABLE REQUIREMENTS OF ACT No. 187 OF THE GENERAL ASSEMBLY OF THE COMMONWEALTH OF PENNSYLVANIA, APPROVED NOVEMBER 18, 1996. THE FOLLOWING IS A LIST OF KNOWN PUBLIC UTILITIES LOCATED WITHIN THE PROJECT AREA.

**NATURAL GAS**  
COMPANY: PEOPLES GAS COMPANY LLC  
ADDRESS: 375 NORTH SHORE DRIVE  
PITTSBURGH, PA. 15212  
CONTACT: TODD COEN  
EMAIL: todd.coen@peoples-gas.com  
PHONE: 412-258-4415

**CITY**  
COMPANY: ALTOONA CITY OF  
ADDRESS: 1301 12TH ST SUITE 300  
ALTOONA PA, 16601  
CONTACT: KEVIN BECHTEL  
EMAIL: KBECHTEL@ALTOONAPA.GOV  
PHONE: 814-949-2212

**SANITARY SEWER**  
COMPANY: ALTOONA WATER AUTH. WASTE WATER DIV  
ADDRESS: 144 WESTERLY TREATMENT PLANT ROAD  
DUNCANSVILLE, PA 16635  
CONTACT: PRESTON WILSON  
EMAIL: PWILSON@ALTOONAWATER.GOV  
PHONE: 814-574-6595

**ELECTRIC**  
COMPANY: PENNSYLVANIA ELEC CO  
ADDRESS: 21 S MAIN ST  
AKRON, OH. 44308  
CONTACT: MELLYSSA ADAMS  
EMAIL: madams@firstenergycorp.com  
PHONE: 330-604-4073

**TOWNSHIP (NEIGHBORING)**  
COMPANY: LOGAN TOWNSHIP BLAIR COUNTY  
ADDRESS: 100 CHIEF LOGAN CIR  
ALTOONA, PA. 16602  
CONTACT: LARRY FETHER  
EMAIL: LOGANSEWER@GMAIL.COM  
PHONE: 814-943-0146

**WATER SERVICE**  
COMPANY: ALTOONA WATER AUTHORITY WATER DIVISION  
ADDRESS: 832 20TH ST  
ALTOONA, PA. 16601  
CONTACT: TIM MANLEY  
EMAIL: TMANLEY@ALTOONAWATER.COM  
PHONE: 814-949-2222 EXT. 2103

**TELECOMMUNICATION**  
COMPANY: VERIZON PENNSYLVANIA LLC  
ADDRESS: 1050 VIRGINIA DR  
FORT WASHINGTON, PA. 19034  
CONTACT: DEBORAH BARUM  
EMAIL: DEBORAH.D.DELIA@VERIZON.COM  
PHONE: 412-344-3901

COMPANY: USIC  
ADDRESS: 1737 W. TRINDLE RD  
CARLISLE, PA. 17015  
CONTACT: AARON DIERDORFF  
EMAIL: aarondierdorff@usicllc.com  
PHONE: 717-713-1260

INDEX OF DRAWINGS

SHEET	TITLE
C-0.00	COVER SHEET
C-0.01	GENERAL NOTES
C-1.00	EXISTING CONDITIONS AND DEMOLITION PLAN
C-2.00	SITE PLAN
C-2.01	DRIVEWAY PROFILES AND PAVING
C-2.02	PATA FIGURES AND DETAIL
C-2.03	PATA NOTES
C-3.00	GRADING PLAN
C-4.00	DETAILS
C-4.01	DETAILS
ES-1	EROSION AND SEDIMENT CONTROL PLAN
ES-2	EROSION AND SEDIMENT CONTROL DETAILS
ES-3	EROSION AND SEDIMENT CONTROL NOTES
LS-1	LANDSCAPE PLAN

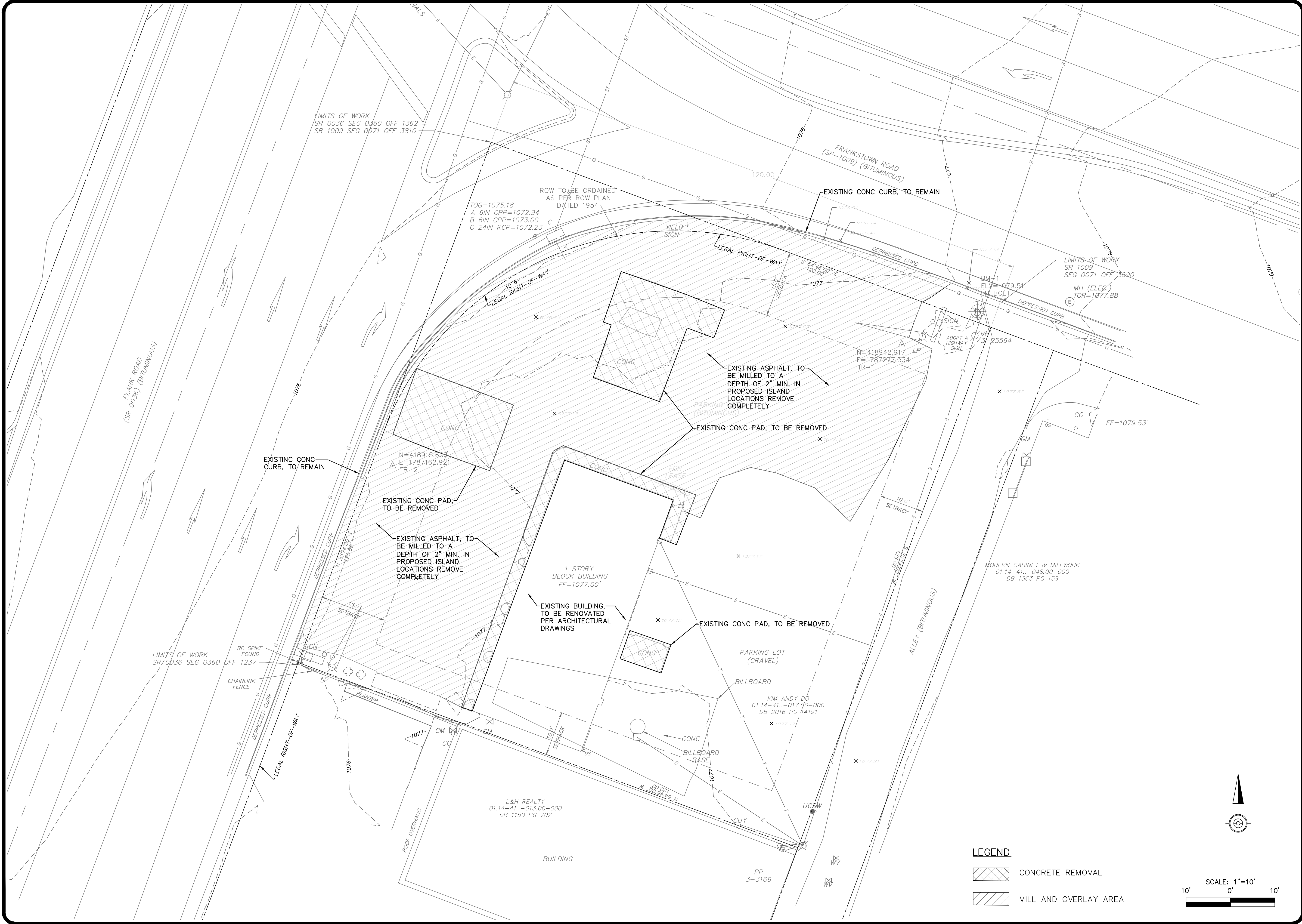
LAND DEVELOPMENT PLAN  
FOR  
NAILS SQUARE  
201 E PLANK ROAD  
CITY OF ALTOONA, BLAIR COUNTY,  
PENNSYLVANIA

GENERAL NOTES

Drawing No.

C-0.01





Seal

Date

No.	Sheet Revisions	Date
1	CITY AND PENNDOT COMMENTS	11/18/2025

Scale	Date	Drawn By	Checked By	Project No.	File No.
AS NOTED	SEPTEMBER 2025	SCS/SMD	DJB	120-21-218.20	2411

ENGINEERING ARCHITECTURE AND DESIGN SERVICES

phone: 814.944.5035 fax: 814.944.4862

www.eadsgrp.com

PENNSYLVANIA / MARYLAND / WEST VIRGINIA

LAND DEVELOPMENT PLAN

FOR

NAILS SQUARE

201 E PLANK ROAD

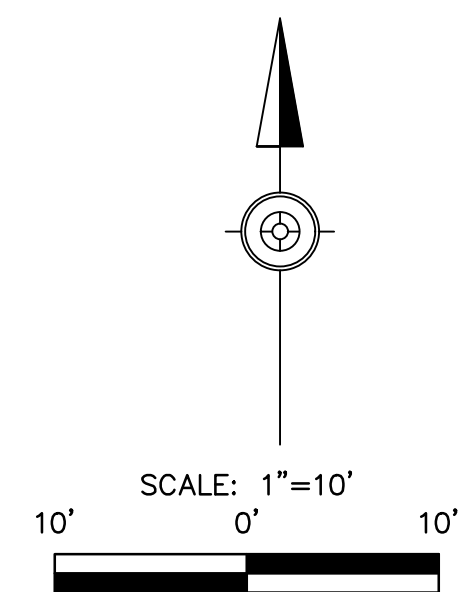
CITY OF ALTOONA, BLAIR COUNTY, PENNSYLVANIA

EXISTING CONDITIONS AND DEMOLITION PLAN

Drawing No.

C-1.00





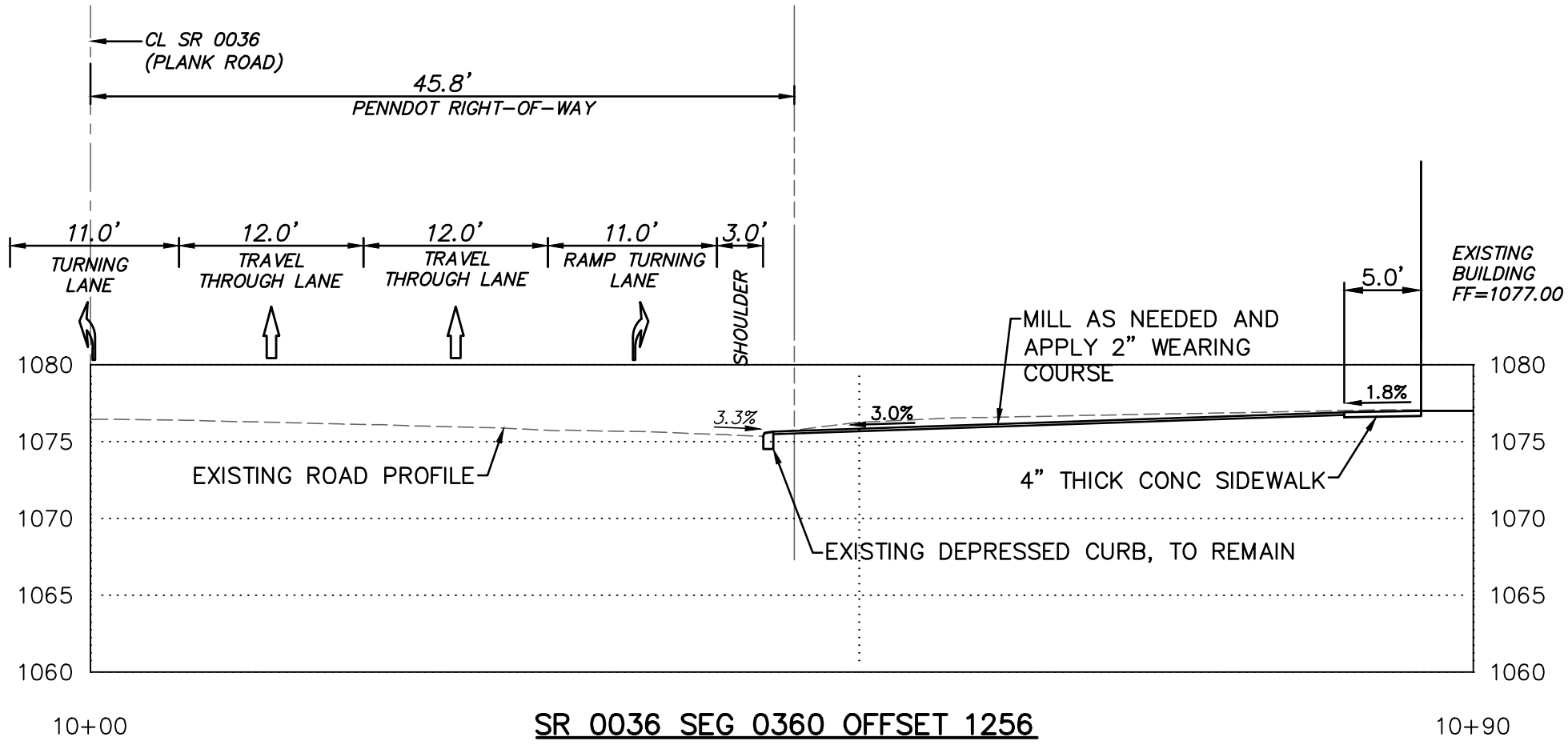
<b>Scale</b> AS NOTED
<b>Date</b> SEPTEMBER 2025
<b>Drawn By</b> SCS/SMID
<b>Checked By</b> DJB
<b>Project No.</b> 120-21-218.20
<b>File No.</b> 2411

**LAND DEVELOPMENT PLAN**  
**FOR**  
**NAILS SQUARE**  
**201 E PLANK ROAD**  
**CITY OF ALTOONA, BLAIR COUNTY,**  
**PENNSYLVANIA**

**SITE PLAN**

**Drawing No.**  
**C-2.00**

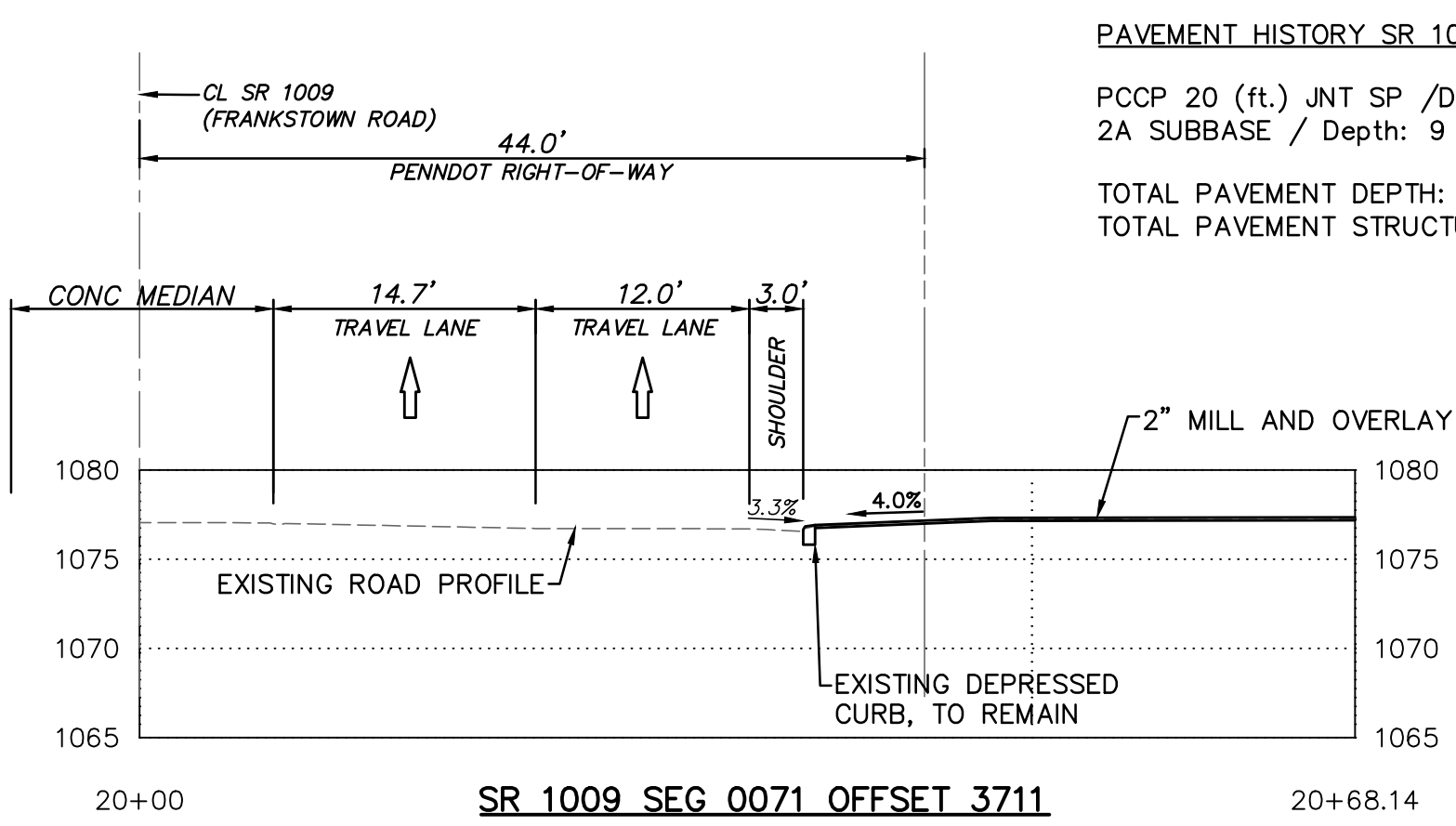




SR 0036 SEG 0360 OFFSET 1256  
DRIVEWAY IN PROFILE  
STA. 10+00 TO STA. 10+90  
HORIZ SCALE: 1"=10'  
VERT SCALE: 1"=10'

PAVEMENT HISTORY SR 0036 SEGMENT 0360 PLANK ROAD

- SPAV,WMA WRG,64-22, 9.5MM,E / Depth: 1.5 (in.) / Year: 2021
- SPAV,WMA WRLV,64-22, 9.5MM,L / Depth: 1 (in.) / Year: 2021
- MILLING (AVERAGE DEPTH) / Depth: -2.5 (in.) / Year: 2021
- SPAV,HMA WRG,76-22, 9.5MM,E / Depth: 1.5 (in.) / Year: 2009
- SPAV,HMA WRGLVL,64-22, 9.5,L / Depth: 1 (in.) / Year: 2009
- MILLING (AVERAGE DEPTH) / Depth: -2.5 (in.) / Year: 2009
- BITUMINOUS WEARING CRSE ID-2 / Depth: 1.5 (in.) / Year: 1993
- LEVEL BITUM WEARING CRSE ID2 / Depth: 1 (in.) / Year: 1993
- MILLING (AVERAGE DEPTH) / Depth: -2.5 (in.) / Year: 1993
- BITUMINOUS WEARING CRSE ID-2 / Depth: 1.5 (in.) / Year: 1980
- BITUMINOUS WEARING CRSE ID-2 / Depth: 1 (in.) / Year: 1980
- BITUM CONCRETE BASE COURSE / Depth: 8 (in.) / Year: 1980
- 2A SUBBASE / Depth: 6 (in.) / Year: 1980
- BITUMINOUS WEARING CRSE ID-2 / Depth: 1.5 (in.) / Year: 1970
- BITUMINOUS WEARING CRSE ID-2 / Depth: 2.5 (in.) / Year: 1952
- PLAIN CEMENT CONC PAVEMENT / Depth: 9 (in.) / Year: 1928
- TOTAL PAVEMENT DEPTH: 29.5"
- TOTAL PAVEMENT STRUCTURE: 29.5"



SR 1009 SEG 0071 OFFSET 3711  
DRIVEWAY EXIT PROFILE  
STA. 20+00 TO STA. 20+68  
HORIZ SCALE: 1"=10'  
VERT SCALE: 1"=10'

PAVEMENT HISTORY SR 1009 SEGMENT 0071 FRANKSTOWN ROAD

- PCCP 20 (ft.) JNT SP /DOWEL/SKEW / Depth: 12 (in.) / Year: 1985
- 2A SUBBASE / Depth: 9 (in.) / Year: 1985
- TOTAL PAVEMENT DEPTH: 12.0"
- TOTAL PAVEMENT STRUCTURE: 21.0"

HOP APPLICATION NO.387501

GENERAL PERMIT NOTES

- THE EXISTING SPEED LIMIT ON SR 0036 (PLANK ROAD) IS 35 M.P.H AND ON SR 1009 (FRANKSTOWN ROAD) IS 35 M.P.H.
- THE RIGHT-OF-WAY VARIES - ACCESS. (FREE)
- ALL WORK IN PA STATE HIGHWAY RIGHT-OF-WAY IS TO BE PERFORMED CONSISTENT WITH THE FOLLOWING:
  - PENNDOT PUBLICATION 13M, DESIGN MANUAL PART 2 - HIGHWAY DESIGN
  - PENNDOT PUBLICATION 34, APPROVED AGGREGATE PRODUCERS (BULLETIN 14)
  - PENNDOT PUBLICATION 35, APPROVED CONSTRUCTION MATERIALS (BULLETIN 15)
  - PENNDOT PUBLICATION 41, PRODUCERS OF BITUMINUOUS MATERIALS (BULLETIN 41)
  - PENNDOT PUBLICATION 42, PRODUCERS OF READY-MIX CONCRETE (BULLETIN 42)
  - PENNDOT PUBLICATION 46, TRAFFIC ENGINEERING MANUAL
  - PENNDOT PUBLICATION 72M, STANDARDS FOR ROADWAY CONSTRUCTION
  - PENNDOT PUBLICATION 111, PAVEMENT MARKINGS AND SIGNING STANDARDS
  - PENNDOT PUBLICATION 212, OFFICIAL TRAFFIC CONTROL DEVICES
  - PENNDOT PUBLICATION 213, TEMPORARY TRAFFIC CONTROL GUIDELINES
  - PENNDOT PUBLICATION 408, SPECIFICATIONS
- DETAILS, OTHER THAN THOSE INDICATED, ARE ON THE FOLLOWING STANDARD DRAWINGS:
  - RC-25M (4 SHEETS) FEB 8, 2019 SHOULDERS
  - TC-8600 (13 SHEETS) JUNE 13, 2013 PAVEMENT MARKINGS
  - TC-8702B (9 SHEETS) JUNE 13, 2013 POST MOUNTED SIGNS TYPE B
- THE DRIVEWAY HAS BEEN DESIGNED (AND WILL BE CONSTRUCTED AND MAINTAINED) CONSISTENT WITH TITLE 67, CHAPTER 441 REGULATIONS.
- PA STATE HIGHWAY RIGHT-OF-WAY MAY NOT BE USED FOR PARKING.
- PERMITTEE IS RESPONSIBLE FOR MAINTENANCE OF ALL AUTHORIZED STRUCTURES, FACILITIES AND DRAINAGE.
- PERMITTEE IS RESPONSIBLE FOR MAINTENANCE OF ALL AUTHORIZED SIGNS AND PAVEMENT MARKINGS.
- CONTACT PENNSYLVANIA ONE-CALL (1-800-242-1776) THREE WORKING DAYS BEFORE EXCAVATION OR DEMOLITION WORK. SERIAL NUMBER FOR ALTOONA.
- ANTICIPATED AVERAGE DAILY TRAFFIC (ADT) FOR THE PROPOSED ACCESS IS:
  - 32 CARS
  - 0 SINGLE UNIT TRUCKS AND COMBINATIONS.
- ANTICIPATED DAILY TRIPS FOR THE PROPOSED ACCESS IS:
  - 64 CARS
  - 0 SINGLE UNIT TRUCKS AND COMBINATIONS
- SR 0036 (PLANK ROAD)
  - DISTANCE TO THE NEAREST INTERSECTION IS: RT. 108FT LT. 169FT.
  - DISTANCE TO THE NEAREST TRAFFIC SIGNAL IS 108 FEET.
  - DISTANCE TO THE NEAREST OPPOSITE DRIVEWAY IS: RT. 722FT LT. 26FT.
  - DISTANCE TO THE NEAREST ADJACENT DRIVEWAY IS: RT. 327FT LT. 41FT.
- SR 1009 (FRANKSTOWN ROAD)
  - DISTANCE TO THE NEAREST INTERSECTION IS: RT. 322FT LT. 135FT.
  - DISTANCE TO THE NEAREST TRAFFIC SIGNAL IS 322 FEET.
  - DISTANCE TO THE NEAREST OPPOSITE DRIVEWAY IS: RT. 638FT LT. 788FT.
  - DISTANCE TO THE NEAREST ADJACENT DRIVEWAY IS: RT. 156FT LT. 368FT.
- IF A TRAFFIC SIGNAL IS WITHIN 500 FEET OF THE SITE, CALL THE DISTRICT TRAFFIC ENGINEER AT 814-696-7248 AT LEAST 3 DAYS PRIOR TO THE START OF WORK.
- THIS PERMIT MAY BE RESTRICTED ON WORKING HOURS AND TIMES FOR HOLIDAYS, WEEKENDS, AND SPECIAL OR UNFORESEEN EVENTS AND WILL REQUIRE APPROVAL FROM THE COUNTY OFFICE PRIOR TO WORKING DURING THESE PERIODS.
- THE PERMITTEE'S CONTRACTOR SHALL SAWCUT AND REMOVE SHOULDER MATERIAL AS NECESSARY TO ENSURE THE PAVEMENT REPLACEMENT IS ADJACENT TO THE FULL-DEPTH PAVEMENT OF THE TRAVEL LANE.
- FINAL APPROVAL OF THE PROPOSED SAWCUT LOCATION WILL BE AT THE DISCRETION OF THE INSPECTOR-IN-CHARGE AND WILL BE CONFIRMED AT THE PRE-CONSTRUCTION MEETING. IF THE SAWCUT MUST BE LOCATED WITHIN A TRAVEL LANE, IT WILL BE NECESSARY TO MILL AND OVERLAY THE TRAVEL LANE TO PREVENT A JOINT IN A WHEEL PATH.
- ALL LONGITUDINAL JOINTS WILL BE SEALED WITH PG 64-22.

- THE PROPOSED PAVEMENT SECTION MUST BE AS INDICATED ON THE PLAN, OR MATCH THE EXISTING AS FOUND IN THE FIELD, WHICHEVER IS GREATER.
- PRIOR TO AN OVERLAY, BITUMINOUS OR CONCRETE BASE REPAIR OR JOINT REPLACEMENT MAY BE REQUIRED. REPAIR/REPLACEMENT WILL BE AT THE DISCRETION OF THE INSPECTOR-IN-CHARGE.
- ALL EXISTING PAVEMENT MARKINGS WHICH ARE NO LONGER APPROPRIATE SHALL BE ERADICATED BY THE PERMITTEE. THE PERMITTEE SHALL PLACE ALL REQUIRED NEW PAVEMENT MARKINGS.
- ALL PAVEMENT MARKINGS OTHER THAN LONGITUDINAL LINES TO BE HOT THERMOPLASTIC (PENNDOT PUBLICATION 111, TC-8600).
- MATCH EXISTING PAVEMENT MARKINGS AT THE LIMITS OF WORK.
- MATERIAL CERTIFICATION MUST BE PROVIDED, BY AN APPROVED MANUFACTURER LISTED IN THE DEPARTMENT'S PUBLICATION 35 (BULLETIN 15), FOR ALL MATERIALS AND STRUCTURES WITHIN PENNDOT RIGHT-OF-WAY.
- THE PERMITTEE SHALL CONTACT THE COUNTY MAINTENANCE MANAGER AT THE TIME OF THE GUIDERAIL REMOVAL; ALL EXISTING GUIDERAIL TO BE REMOVED SHALL BE TRANSPORTED TO AND STORED AS PER THE DIRECTION FROM THE COUNTY MAINTENANCE MANAGER OR HIS REPRESENTATIVE.
- ALL PROPOSED PEDESTRIAN FACILITIES REFLECTED ON THESE PLANS, INCLUDING THOSE THAT ARE OUTSIDE OF PENNDOT LEGAL RIGHT-OF-WAY, SHALL BE CONSTRUCTED TO COMPLY WITH THE REQUIREMENTS OF THE U.S. ACCESS BOARD, PUBLIC RIGHT-OF-WAY ACCESSIBILITY GUIDELINES (PROWAG) OF THE ACCESSIBILITY GUIDELINES OF BUILDINGS AND FACILITIES (ADAAG). PENNDOT DESIGN MANUAL PART 2, CHAPTER 6, AND PENNDOT STANDARDS FOR ROADWAY CONSTRUCTION (PENNDOT PUBLICATION 72M, RC-67M) PROVIDE GUIDANCE ON ADA ACCESSIBLE DESIGN FOR PEDESTRIAN FACILITIES AND CAN BE UTILIZED FOR REFERENCE.
- ALL SLOPE MEASUREMENTS WILL BE INSPECTED/VERIFIED WITH A 2-FOOT SMART LEVEL.
- IT IS THE RESPONSIBILITY OF THE PERMITTEE TO REMOVE ANY DEBRIS AND FLUSH OUT ALL EXISTING AND NEW STORM DRAINAGE FACILITIES WITHIN THE PROJECT LIMITS AT THE COMPLETION OF THE CONSTRUCTION.
- MODIFICATIONS TO EXISTING DRAINAGE STRUCTURES MAY RESULT IN THE NEED TO REPLACE THE STRUCTURE. REPLACEMENT WILL BE AT THE DISCRETION OF THE INSPECTOR-IN-CHARGE.
- STRUCTURAL STEEL BICYCLE SAFE GRATES MUST BE PROVIDED FOR ALL INLETS WITHIN THE ROADWAY PAVEMENT OF THOSE THAT MAY RECEIVE BICYCLE TRAFFIC (PENNDOT PUBLICATION 72M, RC-45M).
- THE RESPONSIBILITY FOR ENSURING THAT ALL UTILITY POLES WITHIN THE PROPOSED PAVING ARE RELOCATED OUTSIDE OF PAVED AREAS AND SHOULDERS SHALL BE THAT OF THE PERMITTEE. THE UTILITY POLES MUST BE RELOCATED BEFORE THE START OF ANY PAVING OPERATIONS.
- THE PERMITTEE IS RESPONSIBLE FOR THE COORDINATION OF RELOCATING ANY CONFLICTING UTILITIES WHICH ARE A RESULT OF THESE IMPROVEMENTS.
- ALL UTILITY RELOCATION PERMITS TAKE PRECEDENCE OVER THE UTILITY RELOCATION POSITIONS SHOWN ON THE HOP PLANS.

MAINTENANCE AND PROTECTION OF TRAFFIC (MPT) NOTES

- THIS WORK CONSISTS OF THE MAINTENANCE AND PROTECTION OF TRAFFIC AND THE PROTECTION OF THE PUBLIC WHEN APPROACHING AND DEPARTING THE CONSTRUCTION AREA AND WITHIN THE LIMITS OF CONSTRUCTION.
- FURNISH, ERECT, PLACE AND MAINTAIN TRAFFIC CONTROL SIGNS AND DEVICES. MAINTAIN TRAFFIC DURING HOURS OF CONSTRUCTION AND AT ALL OTHER TIMES CONSISTENT WITH THE METHODS INDICATED ON THESE DRAWINGS AND THE FOLLOWING:
  - PENNDOT PUBLICATION 35;
  - PENNDOT PUBLICATION 46;
  - PENNDOT PUBLICATION 72M;
  - PENNDOT PUBLICATION 111;
  - PENNDOT PUBLICATION 212;
  - PENNDOT PUBLICATION 213;
  - PENNDOT PUBLICATION 236;
  - PENNDOT PUBLICATION 408; AND
  - MUTCD, CURRENT EDITION.

- REMOVE THESE DEVICES IMMEDIATELY UPON COMPLETION OF THE WORK. PENNDOT WILL REMOVE ANY TRAFFIC CONTROL DEVICES ERECTED BY DEPARTMENT FORCES.
- PERMITTEE MUST ARRANGE FOR INSPECTION OF ALL TRAFFIC CONTROL DEVICES PRIOR TO START OF WORK.
- COVER OR REMOVE ALL CONFLICTING SIGNS AND ERADICATE ALL CONFLICTING PAVEMENT MARKINGS.
- MOUNT ALL LONG-TERM ADVANCE WARNING SIGNS ON TYPE III BARRICADES UNLESS OTHERWISE NOTED OR INSTRUCTED BY DISTRICT OFFICE.
- ALL SIGNS AND DEVICES TO BE MAINTAINED IN NEW OR LIKE NEW CONDITION.
- DRIVEWAYS WILL BE KEPT ACCESSIBLE AT ALL TIMES. LOCATE ALL SIGNS SO THAT SIGHT DISTANCES WILL NOT BE OBSTRUCTED AT DRIVEWAYS AND LOCAL ROADS.
- ALL CHANNELIZING DEVICES, BARRICADES, AND SIGNS SHALL HAVE TYPE III OR BETTER PRISMATIC RETROREFLECTIVE SHEETING. SHEETING SHALL BE APPROVED AND LISTED IN PENNDOT PUBLICATION 35 (BULLETIN 15).
- NO TRAFFIC RESTRICTIONS OR LANE CLOSURES ARE PERMITTED BETWEEN 6:00 AM AND 9:00 AM AND BETWEEN 3:00 PM AND 6:00 PM MONDAYS THROUGH FRIDAYS OR ON LEGAL HOLIDAYS AND WEEKENDS ASSOCIATED WITH LEGAL HOLIDAYS, ALL RESTRICTIONS AND CLOSURES ARE TO BE REMOVED BY NOON ON THE DAY PRIOR TO THE LEGAL HOLIDAY.
- PERMITTEE SHALL NOTIFY LOCAL EMERGENCY AUTHORITIES (E.G., POLICE, FIRE, MEDICAL), AFFECTED BUSINESSES, SCHOOL DISTRICT(S), THE GENERAL PUBLIC, THE DISTRICT PERMIT MANAGER AND THE DISTRICT APRAS COORDINATOR AT LEAST FOURTEEN DAYS PRIOR TO ANY SIGNIFICANT TRAFFIC IMPACTS (E.G., LATERAL WIDTH RESTRICTIONS LESS THAN 16 FEET, DETOURS).
- MAINTENANCE AND PROTECTION OF TRAFFIC DURING CONSTRUCTION SHALL BE IN ACCORDANCE WITH APPLICABLE PATA DRAWING(S) IN THE CURRENT PENNDOT PUBLICATION 213, 'TERMPORARY TRAFFIC CONTROL GUIDELINES'.
- DROPOFFS CREATED BY CONSTRUCTION OPERATIONS SHALL BE TREATED CONSISTENT WITH PUBLICATION 408, SECTION 901.3(J).
- REMOVE ALL SHORT-TERM WORK ZONE TRAFFIC CONTROL SIGNING UPON COMPLETION OF THAT DAY'S WORK PERIOD.
- RESTRICTING TRAFFIC FLOW WITHIN THE WORK AREA SHALL BE MINIMIZED TO PREVENT TRAFFIC CONGESTION AND UNSAFE TRAFFIC CONDITIONS.
- NOTIFY THE LOCAL MUNICIPALITY WHERE SIGNALIZED INTERSECTIONS FALL WITHIN THE WORK ZONE. DO NOT FLAG A SIGNALIZED INTERSECTION WITHOUT THE MUNICIPALITY PLACING THE SIGNAL ON FLASH.
- THE CONTRACTOR SHALL COMPLY WITH ACT 229 OF DECEMBER 2002 DURING CONSTRUCTION ACTIVITIES WITHIN PENNDOT'S RIGHT-OF-WAY.
- WORK WITHIN THE STATE RIGHT OF WAY WILL NOT BE PERMITTED DURING ALL STATE AND NATIONAL HOLIDAYS OR SPECIAL EVENTS. CONTRACTORS ARE REQUIRED TO BE OFF THE ROADWAY BY NOON ON THE BUSINESS DAY PRIOR TO THE HOLIDAY/SPECIAL EVENT. EQUIPMENT AND/OR MATERIALS ARE NOT PERMITTED WITHIN THE DEPARTMENT RIGHT OF WAY OR THE CLEAR ZONE DURING THIS TIME. WORK MAY RESUME AFTER THE HOLIDAY/SPECIAL EVENT (NORMAL WORKING HOURS) UNLESS DIRECTED DIFFERENTLY BY A DEPARTMENT REPRESENTATIVE. CONTRACTOR MUST PROVIDE A WORK SCHEDULE TO THE COUNTY INSPECTOR IN CHARGE FOR ANY WORK DONE BETWEEN THANKSGIVING AND NEW YEARS DAY FOR APPROVAL.
- PERMITTEE OR PERMITTEES REPRESENTATIVE MUST NOTIFY THE TRAFFIC MANAGEMENT CENTER (TMC) AT 814-693-5915 FOR ANY CONSTRUCTION ROADWORK OR MAINTENANCE AND PROTECTION OF TRAFFIC (MPT) WHICH CREATES: A LANE CLOSURE, LANE RESTRICTION, SHOULDER CLOSURE, TRAFFIC DISRUPTION, RAMP CLOSURE, OR RAMP RESTRICTION. NOTIFICATION REQUIREMENTS BY THE PERMITTEE/ PERMITTEES REPRESENTATIVE TO THE TMC MUST OCCUR AT THE FOLLOWING INTERVALS: TWO DAYS IN ADVANCE, FIFTEEN MINUTES IN ADVANCE, AND WITHIN FIFTEEN MINUTES OF COMPLETION. PERMITTEE OR PERMITTEES REPRESENTATIVE WILL BE REQUIRED TO PROVIDE THE HIGHWAY OCCUPANCY PERMIT (HOP) NUMBER TO THE TMC OPERATOR.

TRAFFIC CONTROL SEQUENCE

- INSTALL LONG-TERM SIGNING IN ACCORDANCE WITH LONG-TERM TRAFFIC CONTROL PATA 202.
- USING SHORT TERM TRAFFIC CONTROL PATA 101, PATA 102, AND PATA 121 AS NEEDED, REMOVE EXISTING DRIVEWAYS, CONSTRUCT PROPOSED DRIVEWAY, INSTALL PROPOSED CURB.
- DURING NON WORK HOURS ALL DROP-OFF CONDITIONS WILL BE PROTECTED IN ACCORDACNE WITH PUBLICATION 408.
- UPON COMPLETION, REMOVE ALL LONG TERM SIGNING AND OPEN ROADWAY TO NORMAL TRAFFIC PATTERNS.

Seal

Date

No.	Sheet Revisions	Date
1	CITY AND PENNDOT COMMENTS	11/18/2025

Scale	As NOTED	Date	Drawn By	Checked By	Project No.	File No.
		SEPTEMBER 2025	SCS/SMID	DJB	120-21-218.20	2411

phone 814.944.5035 fax: 814.944.4862  
www.eadsgroup.com  
MULTI-STATE  
PENNSYLVANIA / MARYLAND / WEST VIRGINIA

LAND DEVELOPMENT PLAN  
FOR  
NAILS SQUARE  
201 E PLANK ROAD  
CITY OF ALTOONA, BLAIR COUNTY,  
PENNSYLVANIA

DRIVEWAY PROFILES AND PAVING

Drawing No.

C-2.01



PATA 101-B

1. The shadow vehicle and TTC devices are not required if the work space is outside the highway right-of-way, behind barrier, more than 2' behind curb, or 15' or more from the edge of the roadway.
2. For operations of 60 minutes or less, all TTC devices may be eliminated if a shadow vehicle is present and the operation does not proceed against normal traffic flow.
3. When a shadow vehicle is not used, distance A is measured from the ROAD WORK sign.



Sign Spacing, Channelizing Device Spacing, and Roll Ahead Space				
Speed	Channelizing Devices Spacing	Sign Spacing		Roll Ahead Space
S (MPH)	2S (Feet)	Urban A (Feet)	Rural A (Feet)	H (Feet)
25	50	100 - 200	500 - 800	150
30	60	100 - 200	500 - 800	150
35	70	100 - 200	500 - 800	150
40	80	350 - 500	500 - 800	150
45	90	350 - 500	500 - 800	150
50	100	350 - 500	500 - 800	250
55	110	350 - 500	500 - 800	250

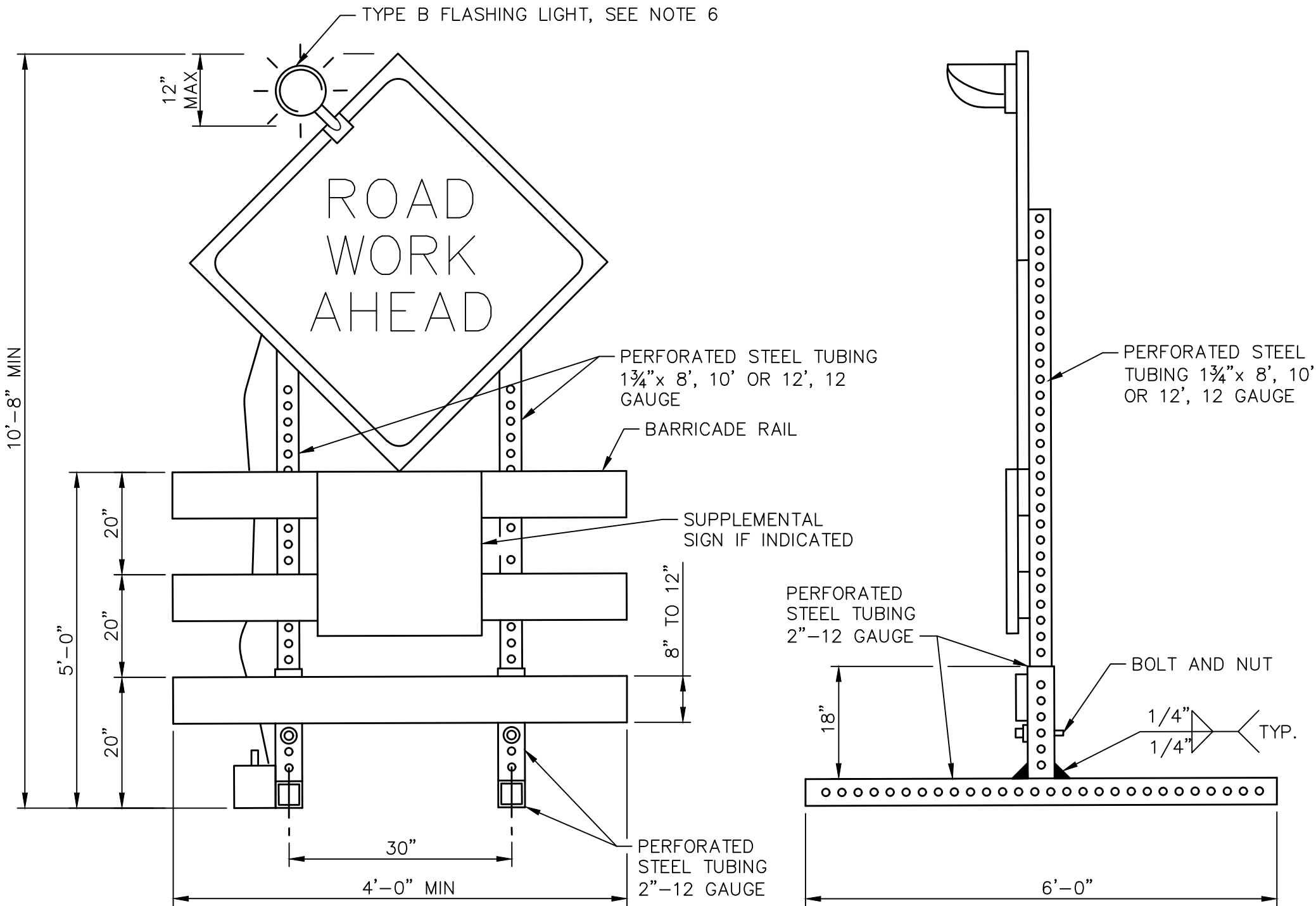
PATA 102

1. For operations of 15 minutes or less:
- a) The ROAD WORK sign is not required.
- b) All channelizing devices may be eliminated if a shadow vehicle is present and the operation does not proceed against normal traffic flow.
2. When a shadow vehicle is not used, distance E is measured from the end of the taper to the beginning of the work space.



Sign Spacing, Channelizing Device Spacing, Buffer Space, and Roll Ahead Space					
Speed	Channelizing Devices Spacing	Sign Spacing		Buffer Space	Roll Ahead Space
S (MPH)	2S (Feet)	Urban A (Feet)	Rural A (Feet)	E (Feet)	H (Feet)
25	50	100 - 200	500 - 800	155	150
30	60	100 - 200	500 - 800	200	150
35	70	100 - 200	500 - 800	250	150
40	80	350 - 500	500 - 800	305	150
45	90	350 - 500	500 - 800	360	150
50	100	350 - 500	500 - 800	425	250
55	110	350 - 500	500 - 800	495	250

Taper Lengths and Minimum Number of Channelizing Devices		
Speed	Shoulder Taper: 1/3L	
S (MPH)	Length (Feet)	Minimum Number Of Devices
25	45	6
30	60	6
35	85	6
40	110	6
45	180	6
50	200	6
55	220	6



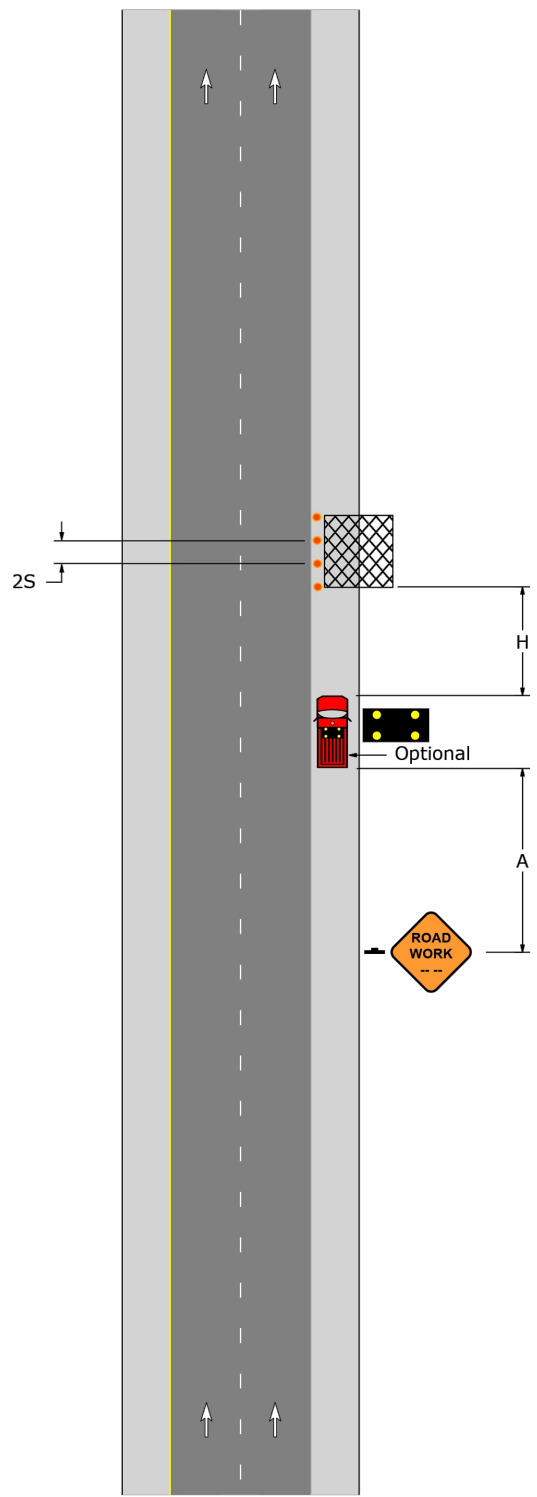
NOTES:

- BARRICADE RAILS SHALL BE MADE FROM PLYWOOD, ACRYONITRILE BUTADIENE STYRENE (ABS), PLASTIC LAMINATE, CORRUGATED POLYPROPYLENE, OR POLYETHYLENE BLANKS, REFLECTIVE SHEETING SHALL MEET THE REQUIREMENTS OF PENNDOT PUB 408 SECTION 1103.04(c).
- STRIPES ON BARRICADE RAIL SHALL E 6" WIDE AND CONSIST OF ALTERNATING ORANGE AND WHITE RETROREFLECTIVE STRIPES SLOPING DOWNWARD AT AN ANGLE OF 45 DEGREES IN THE DIRECTION ROAD USERS ARE TO PASS.
- TRAFFIC SIGNS MOUNTED ON THE TYPE III BARRICADES MAY BE MADE OF PLYWOOD, ALUMINUM, FLEXIBLE (ROLL-UP) ABS, ALUMINUM/PLASTIC LAMINATE, CORRUGATED POLYPOLYENE. THERE IS NO MAXIMUM SIZE FOR TRAFFIC SIGNS.
- THE MINIMUM MOUNTING HEIGHT HEIGHT TO TOP OF ALL SIGNS IS 128".
- ONE SUPPLEMENTAL PLAQUE MAY BE PLACED OVER THE BARRICADE RAILS. THE TOP OF THE SUPPLEMENTAL SIGN SHALL BE EVEN WITH THE TOP OF THE UPPER MOST BARRICADE RAIL.
- TYPE B LIGHTS ARE REQUIRED IN CONJUNCTION WITH TEMPORARY R1-1, R1-2 AND W21-19 SIGNS, OTHERWISE TYPE B LIGHTS ARE OPTIONAL.
- THE BOTTOM OF THE TYPE B LIGHT HOUSING SHALL BE WITHIN 12" OF SIGN'S UPPER EDGE. A MAXIMUM OF TWO TYPE B LIGHTS ARE ALLOWED TO BE PLACED ON SIGNS. IF ONE LIGHT IS USED, IT SHALL BE 12" HORIZONTALLY FROM THE TOP/CENTER OF THE SIGN OF THE SIDE WHICH IS NEAREST TO TRAFFIC. IF TWO LIGHTS ARE USED, THEY ARE TO BE ATTACHED OF EACH SIDE OF THE SIGN AND 12" HORIZONTALLY FROM THE TOP/CENTER.
- IF THE TYPE B LIGHT IS NON-SOLAR AND HAS A SEPARATE BATTERY CASE, THE BATTERY CASE MUST BE PLACED ON THE GROUND OR ATTACHED TO THE SKID.
- FOUR SAND BAGS (MINIMUM) EACH CONSISTING OF 40 POUND BALLAST SHALL BE USED TO PROVIDE STABILITY. ONE SANDBAG SHALL BE PLACED ON THE END OF EACH LEG.
- TYPE III BARRICADES MAY BE TURNED 90 DEGREES FROM VIEW OF TRAFFIC WHEN TEMPORARILY NOT APPLICABLE TO CONDITIONS, HOWEVER THEY MUST REMAIN IN AN UPRIGHT POSITION.
- RETROREFLECTIVE TAPE (1" MIN) MUST BE PLACED ALONG THE ENTIRE OUTSIDE EDGE ON EACH SIGN POST. TAPE SHALL BE ENGINEER GRADE OR BETTER AND COLORS SHOULD BE SOLID ORANGE AND SOLID WHITE, OR A PATTERN OF ALTERNATING ORANGE AND WHITE.
- THE WIDTH OF THE TYPE III BARRICADE RAILS SHALL BE 48" MIN OR MAY BE EQUAL TO THE WIDEST HORIZ DIMENSION OF THE WIDEST SIGN INSTAALED ON THE BARRICADE, WHICHEVER IS GREATER.
- A MAXIMUM OF ONE SPLICE MAY BE ADDED TO THE TOP END OF EACH SIGN POST TO EQUALLY EXTEND THE HEIGHT.
- ALL BOLTS ARE GRADE 5, 3/8" DIA WITH ONE HEX NUT AND TWO F844 WASHERS.

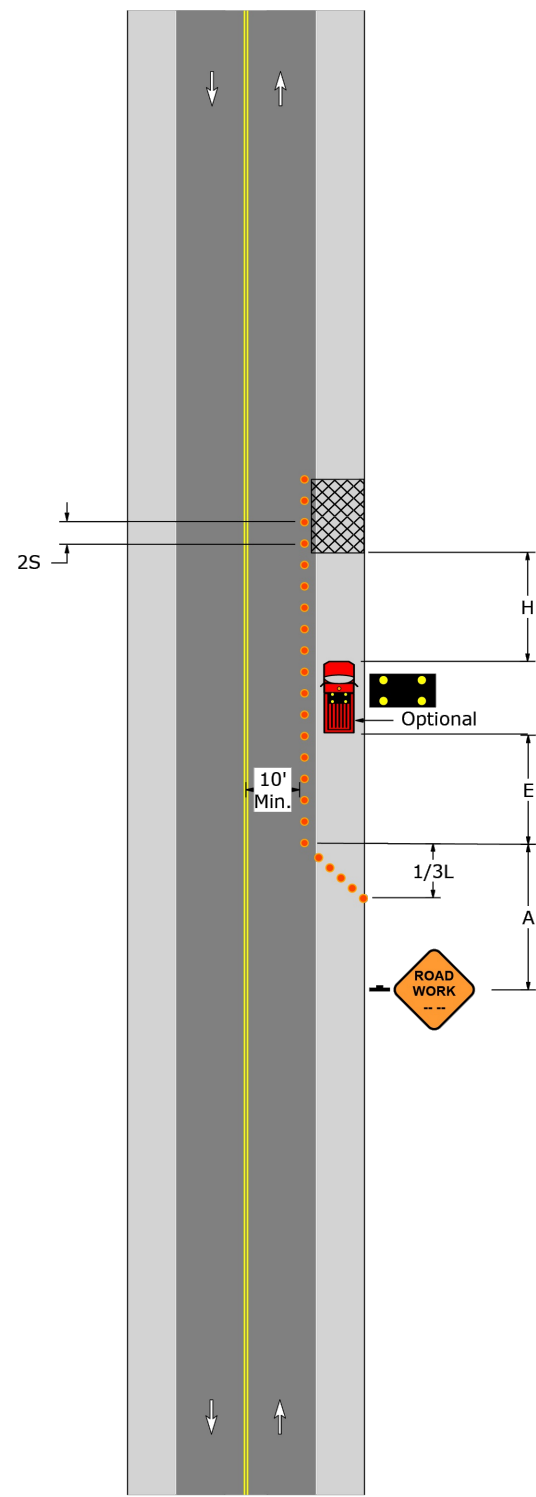
TYPE III BARRICADE DETAIL

NOT TO SCALE

PATA 101-B



PATA 102



LAND DEVELOPMENT PLAN

FOR  
**NAILS SQUARE**  
**201 E PLANK ROAD**  
**CITY OF ALTOONA, BLAIR COUNTY,**  
**PENNSYLVANIA**

PATA FIGURES AND DETAIL

**THE EADS GROUP**  
ENGINEERING ARCHITECTURE AND DESIGN SERVICES  
phone: 814.944.5035 fax: 814.944.4862  
www.eadsgruop.com  
PENNYSYLVANIA / MARYLAND / WEST VIRGINIA

Scale	AS NOTED
Date	SEPTEMBER 2025
Drawn By	SCS/MSD
Checked By	DJB
Project No.	120-21-218.20
File No.	2411

No.	Δ
Sheet Revisions	CITY AND PENNDOT COMMENTS
Date	11/18/2025

Seal  
  
Date



PATA GENERAL NOTES:

SECTION A: WORKSITE PROCEDURES

A-1. PENNDOT TMC NOTIFICATION MAY BE REQUIRED PRIOR TO ESTABLISHING TTC RESTRICTIONS ON STATE OWNED HIGHWAYS. NOTIFICATIONS AID THE PENNDOT TMC IN MAINTAINING SITUATIONAL AWARENESS OF CURRENT TRAFFIC RESTRICTIONS. THE FOLLOWING CHART INDICATES WHEN NOTIFICATION IS REQUIRED BASED ON ROADWAY TYPE AND TTC CONDITION:

	PENNDOT TMC NOTIFICATION		
		TEMPORARY TRAFFIC CONTROL CONDITION	SHOULDER CLOSURE
	FULL ROAD CLOSURE	LANE RESTRICTION >30 MINUTES	LANE RESTRICTION >30 MINUTES
FREWAYS & EXPRESSWAYS		REQUIRED	REQUIRED
NUMBERED TRAFFIC ROUTES & PRE-PLANNED DETOUR		REQUIRED	OPTIONAL
OTHER STATE ROADWAYS	REQUIRED	OPTIONAL	

PERSONNEL RESPONSIBLE FOR TTC AT THE WORK SITE SHALL CONTACT THE APPROPRIATE PENNDOT TMC PRIOR TO PLACING TTC DEVICES ON THE ROADWAY OR BEGINNING WORK FOR ALL 'REQUIRED' CONDITIONS.

THE FOLLOWING PAGE CONTAINS PENNDOT CONTACT INFORMATION AND A STATEWIDE MAP SHOWING:

- PENNDOT RTMC REGIONS AND RTMC LOCATIONS.
- PENNDOT ENGINEERING DISTRICT BOUNDARIES.

IMPLEMENTATION OF AN RCRS MOBILE APPLICATION WILL PROVIDE USERS WITH THE ABILITY TO SUBMIT INFORMATION ABOUT TTC RESTRICTIONS AND CONDITIONS REMOTELY. UNTIL THE APPLICATION IS ACTIVE, ADVANCE NOTIFICATION SHOULD BE PROVIDED TO THE TMC. TIME REPORTING REQUIREMENTS VARY DEPENDING UPON WHETHER THE EVENT IS PLANNED OR UNPLANNED.

- PLANNED ROADWORK OR EVENTS - NOTIFY THE TMC IN WRITING USING FORM TMC-100, LOCATED IN APPENDIX E, AT LEAST 10 DAYS IN ADVANCE OF THE SCHEDULED ROADWORK OR EVENT. THIS ALLOWS TMC STAFF TIME TO CREATE A PLANNED EVENT IN RCRS, UPDATE THE TMC OF CHANGES AS THEY OCCUR, THE EVENT MUST BE ACTIVATED BY CALLING THE TMC (UNTIL AN RCRS MOBILE APP IS DEVELOPED) AT LEAST 15 MINUTES PRIOR TO BEGINNING WORK OR SETTING UP TTC DEVICES.
- UNPLANNED EVENTS - NOTIFY THE TMC IN WRITING AS SOON AS IT IS DETERMINED THAT THE ROADWORK OR EVENT WILL OCCUPY THE ROADWAY, BUT AT LEAST 15 MINUTES PRIOR TO BEGINNING WORK OR PLACING TTC DEVICES.

CALL THE APPROPRIATE PENNDOT TMC IMMEDIATELY AFTER TTC CONDITIONS HAVE ENDED OR UPDATE RCRS REMOTELY.

\*\*TTC CONDITIONS ON THE PENNSYLVANIA TURNPIKE ARE MAINTAINED BY THE PTC OPERATIONS CENTER. DO NOT CALL THE PENNDOT TMC REGARDING TTC ON THE PA TURNPIKE UNLESS CONDITIONS IMPACT A STATE OWNED HIGHWAY.

ROADWORK ON THE PA TURNPIKE SHOULD BE REPORTED TO THE TURNPIKE TRAFFIC OPERATIONS CENTER (717) 939-9551, EXTENSION 4644.

PENNDOT TRAFFIC MANAGEMENT CENTER REGIONS, REGIONAL HEADQUARTERS, AND HOURS OF OPERATION									
1	WESTERN	Ra-pddt1wtrfcm@pa.gov	(814)873-9461	NOVEMBER 01 TO APRIL 02	EVERYDAY	24 HOURS	11		
2	CENTRAL	Pd-dt2c2-0RTMCC@pa.gov	(814)768-0725	YEAR-ROUND	EVERYDAY	24 HOURS	--		
3	CENTRAL	Pd-dt2c3-0RTMCC@pa.gov	(814)768-0725	YEAR-ROUND	EVERYDAY	24 HOURS	--		
4	EASTERN	Ra-pddt4e-0RTMCC@pa.gov	(814)768-0725	YEAR-ROUND	EVERYDAY	24 HOURS	--		
5	EASTERN	Pd-dt2e5-0T0C@pa.gov	(814)811-4600	YEAR-ROUND	MONDAY - 7:00 AM - 5:00 PM	24 HOURS	8		
6	SOUTHEASTERN	Pd-dt2se6-0RTMCC@pa.gov	(814)256-6934	YEAR-ROUND	EVERYDAY	24 HOURS	--		
7	EASTERN	Pd-dt2e7-0RTMCC@pa.gov	(814)256-6934	YEAR-ROUND	EVERYDAY	24 HOURS	--		
8	EASTERN	Pd-dt2e8-0RTMCC@pa.gov	(814)256-6934	YEAR-ROUND	EVERYDAY	24 HOURS	--		
9	CENTRAL	Pd-dt2c2-0RTMCC@pa.gov	(814)768-0725	YEAR-ROUND	EVERYDAY	24 HOURS	--		
10	WESTERN	Pd-dt2w10-0RTMCC@pa.gov	(814)249-6930	YEAR-ROUND	EVERYDAY	24 HOURS	--		
11	WESTERN	Pd-dt2w11-0RTMCC@pa.gov	(814)249-6930	YEAR-ROUND	EVERYDAY	24 HOURS	--		
12	WESTERN	Pd-dt2w12-0RTMCC@pa.gov	(814)249-6930	YEAR-ROUND	EVERYDAY	24 HOURS	--		

A-2. TTC DISTANCES ARE ESTABLISHED AS FOLLOWS:

ITEM	DISTANCE OR VARIABLE	NOTE
SIGN SPACING (RANGE)	A, B, C, D	STANDARD BETWEEN TTC SIGNS SHOULD BE WITHIN THE RANGES SHOWN ON THE SPACING CHARTS, BUT MAY BE EXTENDED WITH JUSTIFICATION
SIGN LEGIBILITY DISTANCE	SPEED (MPH)	DIST (FEET)
	25	115
	30	115
	40	115
	50	115
	60	115
	70	115
	80	115
	90	115
	100	115
CHANNELIZING DEVICE SPACING WITHIN TAPERS	3	DISTANCE S - REGULATORY SPEED LIMIT (IN FEET). THIS IS A MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES.
CHANNELIZING DEVICE SPACING ALONG TAPER	25	DISTANCE S - REGULATORY SPEED LIMIT (IN FEET). THIS IS A MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES.
LONGITUDINAL LINES	25	DISTANCE S - REGULATORY SPEED LIMIT (IN FEET). THIS IS A MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES.
STATIONARY OPERATION	25 - 100'	FLAGGERS SHALL STAND AT LEAST 25' BUT NO MORE THAN 100' FROM THE NEAREST CHANNELIZING DEVICE PLACED WITHIN A TAPER.
FLAGGER VISIBILITY	6 MINIMUM	FLAGGER SHALL BE VISIBLE TO APPROACHING TRAFFIC FOR DISTANCE C MINIMUM.
BUFFER SPACE	H	BUFFER SPACE SHOULD BE MAINTAINED AS SHOWN, BUT LENGTH MAY BE EXTENDED WITH JUSTIFICATION.
ROLL AHEAD SPACE	E	ROLL AHEAD SPACE SHALL BE MAINTAINED.
DISTANCE BETWEEN SHADOW VEHICLES	VARIABLES	SHADOW VEHICLE SPACING MAY VARY DEPENDING ON THE OPERATION.
TAPER LENGTHS	L, V, B, E, S, 2X FEET LANE	TAPER LENGTHS SHALL BE MAINTAINED.
WORK SPACE	VARIABLES	WORK SPACE LENGTH VARIES DEPENDING ON FIELD CONDITIONS.

A-3. THE NEEDS AND CONTROL OF ALL ROAD USERS (MOTORISTS, BICYCLISTS, AND PEDESTRIANS, INCLUDING PERSONS WITH DISABILITIES WITH THE AMERICANS WITH DISABILITIES ACT OF 1990) THROUGH A TTC ZONE SHALL BE AN ESSENTIAL PART OF HIGHWAY CONSTRUCTION, MAINTENANCE OPERATIONS, UTILITY WORK, AND THE MANAGEMENT OF TRAFFIC INCIDENTS.

A-4. DO NOT PERFORM WORK OVER LANES OPEN TO LIVE TRAFFIC UNLESS AUTHORIZED BY THE PENNDOT DTE. WORK TAKING PLACE ON MAINTENANCE PLATFORMS, CATWALKS, OPEN BOOM TRUCKS, ETC., REQUIRES CLOSURE OF THE LANE(S) IMMEDIATELY BELOW. THIS RESTRICTION DOES NOT APPLY TO WORK WITHIN AN ENCLOSED ENVIRONMENT (E.G. INSIDE A WALK-IN PERMANENT DYNAMIC MESSAGE SIGN).

A-5. ALL DETOUR ROUTES INVOLVING STATE-DESIGNATED HIGHWAYS SHALL BE APPROVED BY THE APPROPRIATE PENNDOT DTE PRIOR TO BEING POSTED. DETOURS INVOLVING LOCAL HIGHWAYS SHOULD BE APPROVED BY LOCAL AUTHORITIES PRIOR TO BEING POSTED. ALL NECESSARY SIGNS SHALL BE IN PLACE BEFORE ANY DETOUR ROUTE IS OPENED TO TRAFFIC.

A-6. PAVEMENT MARKINGS (LANE LINE AND/OR CENTER LINE), OF MORE THAN 250 LINEAR FEET ON A HIGHWAY, THAT ARE COVERED OR DESTROYED BY CONSTRUCTION, MAINTENANCE, UTILITY, PERMIT, OR OTHER WORK MUST BE REPLACED BEFORE TERMINATING WORK EACH DAY. THE REPLACEMENT MARKINGS MAY BE STANDARD PAVEMENT MARKINGS OR TEMPORARY MARKINGS AS INCLUDED IN PENNDOT PUBLICATION 408, SECTION 901.3(K) OR IN THE MUTCD, SECTION 6F.78.

- A-7. WORKERS ENGAGED IN OR ENTERING INTO ANY FIELD OPERATION ARE REQUIRED TO WEAR HARD HATS MEETING ANSI TYPE I REQUIREMENTS AND HIGH-VISIBILITY VESTS, T-SHIRTS, OR SWEATSHIRTS WHICH MEET THE ANSI CLASS 2 OR 3 SAFETY GARMENT REQUIREMENTS. A RAINCOAT OR JACKET WHICH MEETS ANSI CLASS 2 OR 3 SAFETY GARMENT REQUIREMENTS MAY BE WORN DURING INCLEMENT WEATHER. FURTHERMORE:
  - ALL VISITORS AND OTHERS PRESENT ON A WORK SITE IN AN OFFICIAL CAPACITY MUST COMPLY WITH THE REQUIREMENTS.
  - PENNDOT EMPLOYEES SHALL REFER TO PUBLICATION 445, SAFETY POLICY HANDBOOK, AND ANY APPLICABLE PENNDOT MEMORANDA REGARDING PERSONAL PROTECTIVE EQUIPMENT (PPE) AND WORK ATTIRE.
  - EMERGENCY, INCIDENT RESPONDERS, AND LAW ENFORCEMENT PERSONNEL WITHIN TTC ZONES SHOULD WEAR HIGH-VISIBILITY PUBLIC SAFETY VESTS THAT MEET THE PERFORMANCE REQUIREMENTS OF THE ANSI/ISEA 207-2011 (REFER TO MUTCD, SECTION 1A.11).

A-8. WORK VEHICLES AND SHADOW VEHICLES ARE AUTHORIZED VEHICLES AS DEFINED IN TITLE 75, SECTION 102. AUTHORIZED VEHICLES ARE APPROVED TO BE EQUIPPED WITH YELLOW OR AMBER FLASHING, OSCILLATING, OR REVOLVING LIGHTS WHICH ARE VISIBLE FROM ANY DIRECTION (360° VISIBILITY). OTHER COLORS SUCH AS WHITE, CLEAR, RED, OR BLUE SHALL NOT BE USED ON WORK VEHICLES. THE INSTALLATION OR USE OF ADDITIONAL FLASHING LIGHTS (E.G. STROBE LIGHTS) IN EXISTING VEHICULAR LIGHTING MODULES/ASSEMBLIES (I.E. HEADLIGHTS, PARKING LIGHTS, TAILLIGHTS) IS PROHIBITED. REFER TO THE PENNSYLVANIA CODE, CHAPTER 173 FOR MORE INFORMATION.

A-9. PARKING MAY BE PROHIBITED ALONG CONVENTIONAL HIGHWAYS IN CONJUNCTION WITH TTC CONDITIONS. COORDINATE WITH LOCAL AUTHORITIES TO REQUEST TEMPORARY PARKING PROHIBITION SIGNING AND ENFORCEMENT.

A-10. DURING CONSTRUCTION PROJECTS, EXISTING TRAFFIC SIGNALS WITHIN THE TTC ZONE AND ALONG DETOUR ROUTES MAY REQUIRE TIMING AND/OR PHASING MODIFICATIONS TO ACCOMMODATE TEMPORARY TRAFFIC PATTERNS. THE PRIMARY CONTRACTOR IS RESPONSIBLE TO SUBMIT A LETTER TO THE PENNDOT DTE TO EITHER CONFIRM THAT EXISTING TRAFFIC SIGNAL TIMING IS ADEQUATE TO CONTROL TEMPORARY TRAFFIC PATTERNS WITHOUT A SIGNIFICANT DECREASE IN THE LEVEL OF SERVICE, OR THAT TRAFFIC SIGNAL TIMINGS WILL REQUIRE MODIFICATION TO MAINTAIN THE LEVEL OF SERVICE. THIS LETTER SHALL BE RECEIVED PRIOR TO PLACING TTC DEVICES. THE PENNDOT DTE MAY REQUEST A COPY OF THE CAPACITY ANALYSIS REPORT. THE CONTRACTOR IS REQUIRED TO ABIDE BY THE TEMPORARY SIGNAL PERMIT PROCESS PRIOR TO BEGINNING WORK IF SIGNAL MODIFICATIONS ARE RECOMMENDED BY THE PENNDOT DTU. REFER TO PUBLICATION 46, CHAPTER 12 AND PUBLICATION 145, CHAPTER 14.

A-11. WHEN TEMPORARY CONDITIONS WILL RESTRICT OR PROHIBIT TURNING MOVEMENTS AT SIGNALIZED INTERSECTIONS AND THE CONDITION IS EXPECTED TO BE IN PLACE FOR MORE THAN 30 CONSECUTIVE DAYS, THE PENNDOT DTU SHOULD REVIEW THE TRAFFIC SIGNAL PHASING AND TIMING PLAN TO DETERMINE WHETHER AN ALTERNATE PHASING AND TIMING PLAN SHOULD BE USED TO ADDRESS THE TEMPORARY CONDITION. THE ENTITY RESPONSIBLE FOR THE TEMPORARY CONDITION SHALL COMPLY WITH PENNDOT DTU GUIDANCE.

A-12. MOBILE OPERATIONS THAT OCCUPY THE ROADWAY, SHOULDER, OR BERM SHALL PROCEED IN THE DIRECTION OF NORMAL TRAFFIC FLOW.

A-13. TEMPORARY PAVEMENT MARKINGS ARE REQUIRED FOR LONG-TERM OPERATIONS EXCEPT WHERE CHANNELIZING DEVICES ARE PLACED IN ACCORDANCE WITH GENERAL NOTE C-7. IF TEMPORARY EDGE LINES WILL BE APPLIED TO TEMPORARY CONCRETE BARRIER, THE LOWER SLOPING SURFACE OF THE BARRIER SHALL BE THOROUGHLY CLEANED BE HIGH-PRESSURE WATER BEFORE APPLYING PAVEMENT MARKING PAINT OR PAVEMENT MARKING TAPE. REFER TO PENNDOT PUBLICATION 46, SECTION 6.7.

A-14. BRIDGE INSPECTION TEAMS WORKING ON FREEWAYS AND EXPRESSWAYS SHALL UTILIZE TWO SHADOW VEHICLES TO PROTECT WORKERS AND WORK VEHICLES. A DISTANCE OF AT LEAST 1000' SHOULD BE MAINTAINED BETWEEN SHADOW VEHICLES WHILE REMAINING ON THE SAME SIDE OF THE ROADWAY AS THE INSPECTION TEAM.

A-15. SHADOW VEHICLES MAY BE USED IN EMERGENCY SITUATIONS TO PROTECT CONCRETE BARRIER BLUNT ENDS. PENNDOT DTE APPROVAL IS REQUIRED IF THE SHADOW VEHICLE WILL REMAIN IN PLACE FOR MORE THAN THREE DAYS.

A-16. FLARES (INCENDIARY OR ELECTRONIC) MAY BE PLACED ON THE SHOULDER WITHIN THE ADVANCE WARNING AREA OF A TTC ZONE TO PROVIDE ADDITIONAL CONSPICUITY DUE TO ADVERSE WEATHER, ROADWAY GEOMETRY, ETC. FLARES MAY ONLY BE USED WHILE WORK IS IN ACTIVE PROGRESS. DEBRIS FROM INCENDIARY DEVICES SHALL BE REMOVED UPON WORK COMPLETION. EXCEPT FOR EMERGENCY CONDITIONS OR POLICE ACTIVITY, FLARES SHALL NOT BE PLACED ON THE ROADWAY OR WITHIN THE ACTIVITY AREA.

A-17. ALL TTC DEVICES ERECTED FOR MAINTENANCE AND PROTECTION OF TRAFFIC SHALL BE REMOVED AS SOON AS PRACTICAL WHEN THEY ARE NO LONGER NEEDED. WHEN WORK IS SUSPENDED FOR SHORT PERIODS OF TIME, TTC DEVICES ERECTED FOR THE MAINTENANCE AND PROTECTION OF TRAFFIC SHALL BE REMOVED OR COVERED WHEN THEY ARE NO LONGER APPROPRIATE.

A-18. TO THE EXTENT PRACTICABLE, THE LENGTH OF WORK ZONES SHALL BE APPROPRIATE TO THE WORK IN PROGRESS SO THAT MOTORISTS DO NOT INCREASE SPEED AFTER PASSING THROUGH A LONG STRETCH WITH NO SIGN OF WORK ACTIVITY. LANE RESTRICTIONS SHALL BE MINIMIZED TO PREVENT TRAFFIC CONGESTION AND UNSAFE TRAFFIC CONDITIONS.

A-19. ARROW BOARDS ARE OPTIONAL FOR USE ON SHADOW VEHICLES AND WORK VEHICLES. THE PATA/GA DRAWINGS INDICATE THE PROPER DISPLAY MODE (MERGE OR CAUTION).

SECTION B: FLAGGING OPERATIONS

- B-1. ALL FLAGGERS SHALL BE TRAINED AS PER PENNDOT PUBLICATION 408, SECTION 901.3(Y), BECAUSE FLAGGERS ARE RESPONSIBLE FOR PUBLIC SAFETY AND MAKE THE GREATEST CONTACT WITH THE PUBLIC, IT IS ESSENTIAL TO PRACTICE SAFE TRAFFIC CONTROL AND PUBLIC CONTACT TECHNIQUES. FLAGGERS MUST DEMONSTRATE THE FOLLOWING ABILITIES:
  - RECEIVE AND COMMUNICATE SPECIFIC INSTRUCTIONS CLEARLY, FIRMLY, AND COURTEOUSLY.
  - MOVE AND MANEUVER QUICKLY IN ORDER TO AVOID DANGER FROM ERRANT VEHICLES.
  - CONTROL SIGNALING DEVICES IN ORDER TO PROVIDE CLEAR AND POSITIVE GUIDANCE.
  - MAINTAIN SITUATIONAL AWARENESS, PROTECT THE WORK CREW, AND PROVIDE DIRECTION TO THE TRAVELING PUBLIC. B-2. FLAGGERS MUST BE CLEARLY VISIBLE TO TRAFFIC FOR DISTANCE E MINIMUM.

B-3. FLAGGERS MUST BE AWARE OF THEIR PUBLIC IMAGE AT ALL TIMES. UNPROFESSIONAL BEHAVIOR, SUCH AS UTILIZING ELECTRONIC DEVICES FOR PERSONAL USE, IS PROHIBITED WHILE PERFORMING FLAGGING DUTIES. FLAGGERS SHALL NOT PERFORM WORK UNRELATED TO TRAFFIC CONTROL OR PERFORM DUTIES WHILE SITTING IN OR STANDING NEAR A VEHICLE.

B-4. UPSTREAM AND DOWNSTREAM FLAGGER STATIONS ARE SHOWN ON PATA AND GA DRAWINGS. ADDITIONAL FLAGGERS MAY BE REQUIRED TO CONTROL TRAFFIC AT SIDE ROADS AND DRIVEWAYS.

B-5. FLAGGERS MUST BE IN COMMUNICATION WITH EACH OTHER. COMMUNICATION METHODS MAY INCLUDE TWO-WAY RADIOS, HAND SIGNALS, A PILOT VEHICLE DRIVER, ETC.

B-6. FLAGGER STATIONS SHALL BE ILLUMINATED AT NIGHT. INSTALL TEMPORARY LIGHTING TO ADEQUATELY ILLUMINATE FLAGGER STATIONS WITHOUT CREATING A GLARE THAT IS HAZARDOUS TO ROAD USERS. PERMANENT LIGHT SOURCES THAT MAY EXIST IN THE TTC AREA, SUCH AS ROADWAY LUMINAIRES, ARE NOT SUFFICIENT TO FULFILL THIS REQUIREMENT.

B-7. 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 REQUIRED.

B-8. FLAGGERS SHALL USE A STOP/SLOW PADDLE, A RED FLAG, OR AN AFAD TO CONTROL ROAD USERS APPROACHING A TTC ZONE. THE USE OF HAND MOVEMENTS ALONE WITHOUT A PADDLE, FLAG, OR AFAD TO CONTROL TRAFFIC IS PROHIBITED EXCEPT FOR LAW ENFORCEMENT PERSONNEL OR EMERGENCY RESPONDERS AT INCIDENT SCENES AS DESCRIBED IN MUTCD, SECTION 6E.01.

- B-9. THE STOP/SLOW PADDLE:
  - SHALL BE USED TO CONTROL TRAFFIC APPROACHING FROM A SINGLE DIRECTION.
  - SHALL BE HELD BY HAND UNDER CONTROL AT ALL TIMES. TRAFFIC CONES, CARTS, ETC. SHALL NOT BE USED TO HOLD THE DEVICE.
  - SHALL DISPLAY AN 18" MINIMUM STOP SIGN ON ONE FACE AND A DIAMOND SHAPED SLOW SIGN ON THE OPPOSITE FACE.
  - SIGN FACES SHALL HAVE SHEETING OF AN APPROVED TYPE AND LISTED IN PENNDOT PUBLICATION 35 (BULLETIN 15).
  - SHALL BE ATTACHED TO A SHAFT THAT HAS A MINIMUM LENGTH OF 72".
  - MAY INCORPORATE EITHER WHITE OR RED FLASHING LIGHTS ON THE STOP FACE AND EITHER WHITE OR YELLOW FLASHING LIGHTS ON THE SLOW FACE (REFER TO MUTCD, SECTION 6E.03).

- B-10. THE RED FLAG:
  - SHALL BE USED BY A FLAGGER STATIONED WITHIN AN INTERSECTION CONTROLLING TRAFFIC FROM MULTIPLE DIRECTIONS.
  - SHALL BE RED OR FLUORESCENT ORANGE/RED IN COLOR (STANDARD ORANGE FLAGS COMMONLY USED ON TTC SIGNS ARE UNACCEPTABLE FOR CONTROLLING TRAFFIC).
  - SHALL BE A MINIMUM SIZE OF 24" SQUARE AND SECURELY FASTENED TO A STAFF APPROXIMATELY 36" IN LENGTH.
  - SHALL BE RETROREFLECTIVE WHEN USED DURING NIGHT OPERATIONS.

B-11. FLAGGERS SHALL NOT CONTROL TRAFFIC FROM WITHIN A SIGNALIZED INTERSECTION WHILE THE TRAFFIC SIGNAL IS FUNCTIONING IN AUTOMATIC MODE (CYCLING GREEN-YELLOW-RED). TRAFFIC SIGNALS SHALL BE CHANGED TO FLASHING MODE WHILE A FLAGGER IS STATIONED WITHIN THE SIGNALIZED INTERSECTION. MOST TRAFFIC SIGNALS HAVE A FLASHING MODE. HOWEVER, SOME SIGNALS CAN BE OPERATED IN A FLASHING MODE. PERMISSION MUST BE RECEIVED FROM THE SIGNAL PERMITTEE. SIGNALS SHALL RESUME AUTOMATIC OPERATION IMMEDIATELY UPON CONCLUSION OF MANUAL FLAGGING. ASSISTANCE FROM THE PENNDOT DTU OR LOCAL OFFICIALS IS REQUIRED TO CHANGE TRAFFIC SIGNAL OPERATION MODES.

B-12. FLAGGERS USED DURING MOBILE OPERATIONS SHOULD PROCEED THROUGH SIGNALIZED INTERSECTIONS IN COMPLIANCE WITH TRAFFIC SIGNALS.

B-13. FLAGGERS CONTROLLING TRAFFIC APPROACHING FROM A SINGLE DIRECTION SHOULD STAND ON THE SHOULDER OR IN THE CLOSED LANE PRIOR TO STOPPING TRAFFIC. A FLAGGER MAY STAND IN THE OPEN LANE AFTER TRAFFIC HAS STOPPED.

B-14. A RED WAND (FLASHLIGHT) MAY BE USED TO SUPPLEMENT THE STOP/SLOW PADDLE OR RED FLAG. THE FLASHLIGHT SHALL HAVE A RED GLOW CONE AND EMIT A STEADY-BURN (NON-FLASHING) LIGHT. THE RED WAND SHALL NOT BE USED BY ITSELF TO CONTROL TRAFFIC.

B-15. FLAGGERS SHOULD HOLD STOPPED TRAFFIC FOR AS LITTLE TIME AS POSSIBLE.

SECTION C: CHANNELIZING DEVICES AND DELINEATION

- C-1. CHANNELIZING DEVICES ARE DIVIDED INTO TWO CATEGORIES: SHORT-TERM AND LONG-TERM (REFER TO GENERAL APPLICATION 11-A FOR CHANNELIZING DEVICE DETAILS):
  - FOR OPERATIONS UP TO 72 HOURS, SHORT-TERM OR LONG-TERM DEVICES MAY BE USED.
  - FOR OPERATIONS GREATER THAN 72 HOURS, LONG-TERM DEVICES SHALL BE USED.

C-2. CONES MAY ONLY BE USED FOR AS A CHANNELIZING DEVICE FOR OPERATIONS WHERE WORK IS IN ACTIVE PROGRESS. IF THE WORK IS IN ACTIVE PROGRESS FOR GREATER THAN 72 HOURS, A LONG-TERM DEVICE SHALL BE USED.

C-3. CONES SHALL BE MADE OF ANY PLASTIC POLYMER, PLASTIC COPOLYMER, OR RUBBER ELASTOMETER THAT CAN BE COMPOUNDED TO MEET PENNDOT SPECIFICATIONS FOR TRAFFIC CONES.

C-4. ALL CHANNELIZING DEVICES SHALL HAVE RETROREFLECTIVE SHEETING OF A TYPE APPROVED BY PENNDOT AND LISTED IN PENNDOT PUBLICATION 35 (BULLETIN 15). REFER TO GENERAL APPLICATION 11-A.

C-5. CHANNELIZING DEVICES THAT FORM TAPERS SHALL BE VISIBLE TO APPROACHING TRAFFIC FOR A DISTANCE EQUAL TO OR GREATER THAN THE SIGN LEGIBILITY DISTANCE SHOWN IN GENERAL NOTE A-2.

C-6. BARRICADES AND VERTICAL PANELS WITH STRIPES SHALL HAVE ALTERNATING ORANGE AND WHITE RETROREFLECTIVE STRIPES SLOPING DOWNWARD AT AN ANGLE OF 45 DEGREES IN THE DIRECTION TRAFFIC IS TO PASS. REFER TO GENERAL APPLICATION 11-B.

C-7. CHANNELIZING DEVICES MAY BE SUBSTITUTED FOR TEMPORARY LONGITUDINAL EDGE LINE PAVEMENT MARKINGS AND DOWNSTREAM TAPERS IF THE DEVICES ARE SPACED AT A MAXIMUM DISTANCE IN FEET EQUAL TO THE REGULATORY SPEED LIMIT. CHANNELIZING DEVICES CANNOT BE SUBSTITUTED FOR THE UPSTREAM TAPER, LANE LINE, OR CENTER LINE PAVEMENT MARKINGS.

C-8. CHANNELIZING DEVICES PLACED ON ROADWAYS SHOULD BE PLACED ON THE SAME SIDE OF THE LINE AS THE WORK SPACE TO REDUCE THE IMPACT TO MOTORISTS IN ADJACENT LANES. MINIMUM LANE WIDTH OF 10' SHALL BE PROVIDED.

C-9. TAPERS WITHIN A TRAVEL LANE SHALL UTILIZE A MINIMUM OF 6 CHANNELIZING DEVICES. ADDITIONAL CHANNELIZING DEVICES MAY BE REQUIRED BASED ON THE REGULATORY SPEED LIMIT. CHANNELIZING DEVICES SHOULD BE EQUALLY SPACED WITHIN TAPERS.

C-10. SHOULDER TAPERS ARE REQUIRED DURING NON-FLAGGING OPERATIONS WHEN PAVED SHOULDER HAVE A WIDTH OF 8' OR MORE.

C-11. CHANNELIZING DEVICES USED TO FORM A TAPER MAY DIFFER FROM THE LONGITUDINAL SECTION. HOWEVER, ALL OF THE DEVICES USED WITHIN THE TAPER OR LONGITUDINAL SECTION MUST BE OF THE SAME TYPE (E.G. THE SAME TYPE OF CONE ARE USED WITHIN THE TAPER WHILE DRUMS ARE USED WITHIN THE LONGITUDINAL SECTION).

C-12. TYPE III BARRICADES HAVE NO MAXIMUM AREA REGARDING SIZE OF SIGNS MOUNTED ON THE DEVICE, HOWEVER THE TOTAL WEIGHT OF ALL SIGNS SHALL NOT EXCEED 25 POUNDS.

C-13. WHEN A LIGHT MOUNTED ON A BARRICADE HAS A SEPARATE BATTERY CASE, THE CASE MUST BE PLACED EITHER ON THE GROUND OR ATTACHED 20" MAXIMUM ABOVE THE GROUND TO THE POST OR BASE LEG.

C-14. SANDBAG BALLAST SHALL BE PLACED ON THE END OF EACH LEG OF TYPE II AND TYPE III BARRICADES TO PROVIDE STABILITY.

C-15. TEMPORARY CONCRETE BARRIER SHALL HAVE DELINEATION THAT CONFORMS WITH PENNDOT PUBLICATION 111, TC-8604 SHEET 2 OF 4.

SECTION D: SIGNS

D-1. SIGNS SHALL BE MOUNTED ON PORTABLE SIGN SUPPORTS, PORTABLE SIGN POSTS, BARRICADES, OR BY METHODS COMMONLY ASSOCIATED WITH PERMANENT SIGNS. REFER TO GENERAL APPLICATION 10 FOR TTC SIGN INSTALLATION.

D-2. TTC WARNING SIGNS SHALL HAVE AN ORANGE BACKGROUND AND BLACK BORDER/LEGEND. WARNING SIGNS WITH PINK BACKGROUNDS ARE INTENDED FOR INCIDENT MANAGEMENT AREAS, BUT ORANGE WARNING SIGNS MAY BE USED IF PINK SIGNS ARE NOT AVAILABLE.

D-3. SIGN SHEETING SHALL BE LISTED IN PUBLICATION 35 (BULLETIN 15). SIGNS MANUFACTURED WITH A MESH OR TRANSPARENT QUALITY ARE PROHIBITED. REFER TO THE 2011 TRAFFIC SIGN RETROREFLECTIVE SHEETING IDENTIFICATION GUIDE IN APPENDIX B OF THIS PUBLICATION OR PENNDOT PUBLICATION 46, EXHIBITS 2-3 AND 2-4, FOR RETROREFLECTIVE MATERIAL AND LEVEL INFORMATION. SIGNS BEARING TYPE VII THROUGH XI RETROREFLECTIVE MATERIAL ARE CONSIDERED EQUIVALENT AND INTERCHANGEABLE.

D-4. WHEN TTC SIGNS ARE INSTALLED IN A TTC ZONE, PERMANENT SIGNS THAT PROVIDE A CONFLICTING MESSAGE SHALL BE COVERED OR REMOVED. SEE PENNDOT PUBLICATION 408, SECTION 901.3(A), FOR DETAILS ON COVERING SIGNS.

D-5. WHEN A FLAGGER SYMBOL (W20-7) SIGN IS DISPLAYED, A FLAGGER MUST BE PRESENT.

D-6. TTC SIGNS MAY BE MOUNTED ON TYPE III BARRICADES. TTC SIGNS FOR PEDESTRIANS/BICYCLISTS MAY BE MOUNTED ON TYPE I OR TYPE II BARRICADES.

D-7. DO NOT MOUNT TTC WARNING SIGNS ON EXISTING SIGN INSTALLATIONS. THIS COULD RESULT IN MOUNTING HEIGHTS BELOW THE MINIMUM STANDARD, DISPLAY AN IMPROPER SIGN GROUPING, AND COULD PROVIDE TOO MUCH INFORMATION FOR DRIVERS TO COMPREHEND. DRIVERS NEED ADEQUATE TIME TO READ, COMPREHEND, AND REACT TO INFORMATION PROVIDED ON OR NEAR THE ROAD. THEREFORE, SIGNS SHOULD NOT BE PLACED ON OTHER STRUCTURES UNLESS THE OWNER GRANTS WRITTEN PERMISSION AND SIGNS CAN BE PROPERLY POSITIONED.

D-8. SIGN SIZES ARE SHOWN IN APPENDIX A. REFER TO PENNDOT PUBLICATION 236 FOR ADDITIONAL INFORMATION.

D-9. DO NOT PLACE SIGN SUPPORTS ON SIDEWALKS, BICYCLE FACILITIES, OR AREAS DESIGNATED FOR PEDESTRIAN OR BICYCLE TRAFFIC UNLESS THERE ARE NO SUITABLE ALTERNATIVE LOCATIONS; AN EXCEPTION IS MADE FOR SIGNS RELATED TO SIDEWALK AND/OR BICYCLE FACILITY CLOSURES WHICH ARE DIRECTED TOWARDS PEDESTRIANS AND BICYCLISTS. IF SIGN SUPPORTS ARE PLACED ON SIDEWALKS, AN ACCESSIBLE PATH OF 48" MINIMUM WIDTH SHALL BE PROVIDED. THIS ACCESSIBLE PATH MUST REMAIN CLEAR FOR PEDESTRIAN USE.

D-10. INSTALL SUPPLEMENTAL TTC SIGNS PRIOR TO THE FIRST TTC SIGN IN THE ADVANCE WARNING AREA IF TRAFFIC APPROACHING THE TTC ZONE IS QUEUED BEYOND THE FIRST TTC SIGN. STANDARD TTC SIGNS OR PCMS WITH AN APPROPRIATE MESSAGE MAY BE UTILIZED.

D-11. ON CONVENTIONAL HIGHWAYS, ADVANCE WARNING TTC SIGNS ARE REQUIRED ALONG THE RIGHT SIDE OF THE HIGHWAY. SUPPLEMENTAL TTC SIGNS MAY BE PLACED ALONG THE LEFT SIDE OF THE ROADWAY IF THE CONVENTIONAL HIGHWAY IS A ONE-WAY OR DIVIDED HIGHWAY.

- D-12. ON FREEWAY/EXPRESSWAYS, TWO OPTIONS ARE PROVIDED FOR ADVANCE WARNING TTC SIGN PLACEMENT:
  - OPTION 1 - INSTALL TTC SIGNS ALONG THE LEFT AND RIGHT SIDE OF THE HIGHWAY (REFER TO PATA 400 OR 500 SERIES).
  - OPTION 2 - INSTALL TTC SIGNS AND TWO PCMS ON THE RIGHT SIDE OF THE HIGHWAY (REFER TO PATA 400 OR 500 SERIES).

D-13. ORANGE FLAGS OR YELLOW FLASHING WARNING LIGHTS MAY BE PLACED ON TTC WARNING SIGNS TO INCREASE CONSPICUITY. FLAGS AND LIGHTS SHALL NOT BE USED SIMULTANEOUSLY ON A SIGN. FLAGS OR LIGHTS SHALL NOT BLOCK THE SIGN FACE.

D-14. TTC SIGNS SPECIFIC TO AN OPERATION MAY BE USED AS AN ALTERNATIVE TO THE ROAD WORK AHEAD (W20-1) SIGN.

D-15. TTC WARNING SIGNS MOUNTED ON PORTABLE SIGN SUPPORTS THAT DO NOT MEET THE MINIMUM MOUNTING HEIGHTS (REFER TO GA 10) SHOULD NOT BE USED FOR A DURATION OF MORE THAN THREE DAYS.

D-16. DISTANCES POSTED ON TTC SIGNS WITH 'MILES' AS THE UNIT OF MEASURE SHALL UTILIZE WHOLE NUMBERS AND/OR PROPER FRACTIONS WITH DENOMINATORS OF 2, 4, OR 8. THE USE OF DECIMALS IS PROHIBITED.

D-17. TTC SIGNS MUST BE INSTALLED ON SIDE ROADS DURING STATIONARY OPERATIONS. REFER TO GENERAL APPLICATION 06.

D-18. TTC SIGNS SHALL BE INSTALLED SO THAT THE ENTIRE SIGN FACE IS VISIBLE TO APPROACHING TRAFFIC. REFER TO THE SIGN LEGIBILITY DISTANCES SHOWN IN GENERAL NOTE A-2.

D-19. SANDBAGS ARE THE ONLY ACCEPTABLE FORM OF BALLAST FOR TTC SIGNS AND BARRICADES. BALLAST SHOULD BE KEPT TO THE MINIMUM AMOUNT NEEDED AND PLACED ON THE GROUND.

D-20. BALLAST SHALL BE PLACED ON THE END OF EACH LEG OF TYPE III BARRICADES AND PORTABLE SIGN POSTS TO PROVIDE STABILITY.

D-21. TTC SIGNS PLACED NEAR SIDE ROADS AND DRIVEWAYS SHALL NOT LIMIT SIGHT DISTANCE OF A DRIVER ENTERING THE HIGHWAY.

SECTION E: PCMS TRAILER PLACEMENT, VISIBILITY, LEGIBILITY, AND MESSAGE CONTENT

E-1. PCMS MESSAGES PROVIDED ON APPROVED TTC PLANS SHALL BE DISPLAYED EXACTLY AS SHOWN. IF MESSAGES ARE NOT PROVIDED AND/OR OTHER MESSAGES ARE DESIRED, FOLLOW GUIDANCE PROVIDED IN MUTCD, SECTION 2L.05 TO CREATE A PROPER MESSAGE. CONTACT THE DTMC, RTMC, OR PENNDOT DTU TO REQUEST APPROVAL. PRIOR TO POSTING ALTERNATE MESSAGES, APPROVED MESSAGES MAY BE SAVED FOR FUTURE USE. ALTERATION OF A PREVIOUSLY APPROVED MESSAGE IS CONSIDERED A NEW MESSAGE AND REQUIRES APPROVAL.

E-2. PCMS SHOULD BE PLACED OFF THE SHOULDER AND BEHIND BARRIER, WHERE BARRIER IS NOT AVAILABLE TO SHIELD THE PCMS. IT SHOULD BE PLACED OFF THE SHOULDER AND OUTSIDE OF THE CLEAR ZONE. IF A PCMS HAS TO BE PLACED WITHIN THE CLEAR ZONE, IT SHALL BE DELINEATED WITH RETROREFLECTIVE TTC DEVICES. REFER TO GENERAL APPLICATION 09.

E-3. PCMS SHOULD BE VISIBLE FROM 1/2 MILE UNDER BOTH DAY AND NIGHT CONDITIONS. VISIBILITY IS ASSOCIATED WITH THE POINT WHERE THE PCMS IS FIRST DETECTED, WHEREAS LEGIBILITY IS THE POINT WHERE THE MESSAGE ON THE PCMS CAN BE READ. PCMS MESSAGES WITH TWO PHASES SHALL BE LEGIBLE FOR AT LEAST 600' UNDER NIGHT CONDITIONS AND 800' UNDER DAY CONDITIONS. IF THESE DISTANCES CANNOT BE ACHIEVED, THE PCMS SHALL NOT DISPLAY MORE THAN ONE PHASE.

E-4. PCMS BOARDS SHALL AUTOMATICALLY ADJUST THEIR BRIGHTNESS UNDER VARYING LIGHT CONDITIONS IN ORDER TO MAINTAIN LEGIBILITY.

E-5. PCMS BOARDS ON TRAILERS OR VEHICLES SHALL HAVE A MINIMUM HEIGHT OF 7' FROM THE ROAD SURFACE TO THE BOTTOM OF THE SIGN WHILE MESSAGES ARE DISPLAYED.

E-6. EACH PCMS MESSAGE SHALL CONSIST OF NO MORE THAN TWO PHASES. A PHASE SHALL CONSIST OF NO MORE THAN THREE LINES OF TEXT. EACH PHASE SHALL BE UNDERSTOOD BY ITSELF REGARDLESS OF THE SEQUENCE IN WHICH IT IS READ. THE DISPLAY TIME FOR EACH PHASE SHOULD BE AT LEAST 2 SECONDS, AND THE TOTAL DISPLAY TIME FOR BOTH MESSAGES SHALL BE 8 SECONDS MAXIMUM.

E-7. IF MORE THAN TWO PHASES ARE NEEDED TO DISPLAY A MESSAGE, ADDITIONAL PCMS SHOULD BE USED. WHEN MULTIPLE PCMS ARE NEEDED, THEY SHOULD BE PLACED ON THE SAME SIDE OF THE ROADWAY AND SHOULD BE SEPARATED FROM EACH OTHER BY A DISTANCE OF AT LEAST 1000' ON FREEWAY/EXPRESSWAYS AND A DISTANCE OF AT LEAST 500' ON CONVENTIONAL HIGHWAYS.

- E-8. LETTER HEIGHT REQUIREMENTS FOR PCMS MESSAGES:
  - 18" MINIMUM FOR TRAILER-MOUNTED PCMS ALONG ROADWAYS WITH SPEED LIMITS OF 45 MPH OR HIGHER.
  - 12" MINIMUM FOR TRAILER-MOUNTED PCMS ALONG ROADWAYS WITH SPEED LIMITS OF 40 MPH OR LOWER.
  - 10" MINIMUM FOR VEHICLE-MOUNTED PCMS.

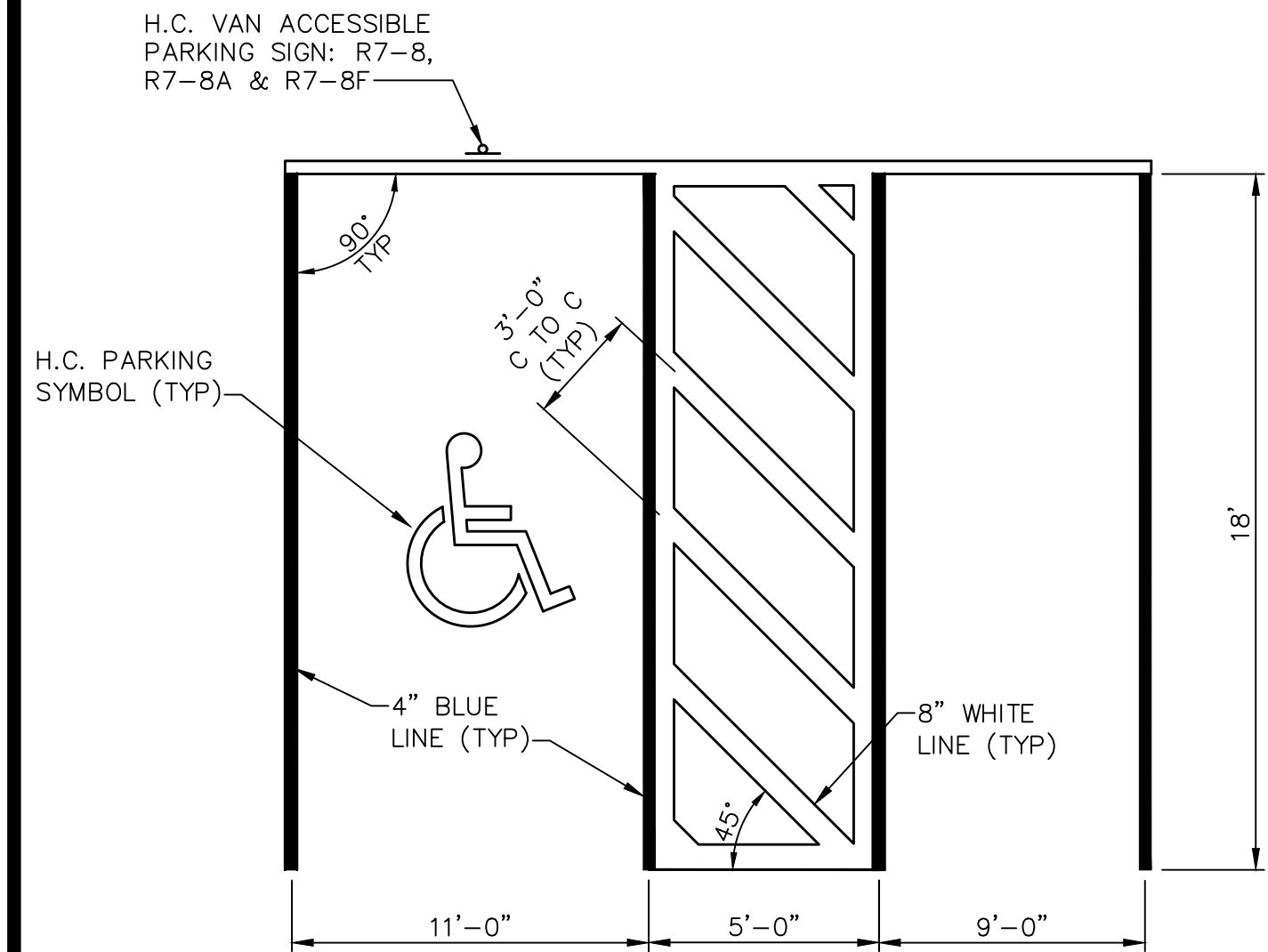








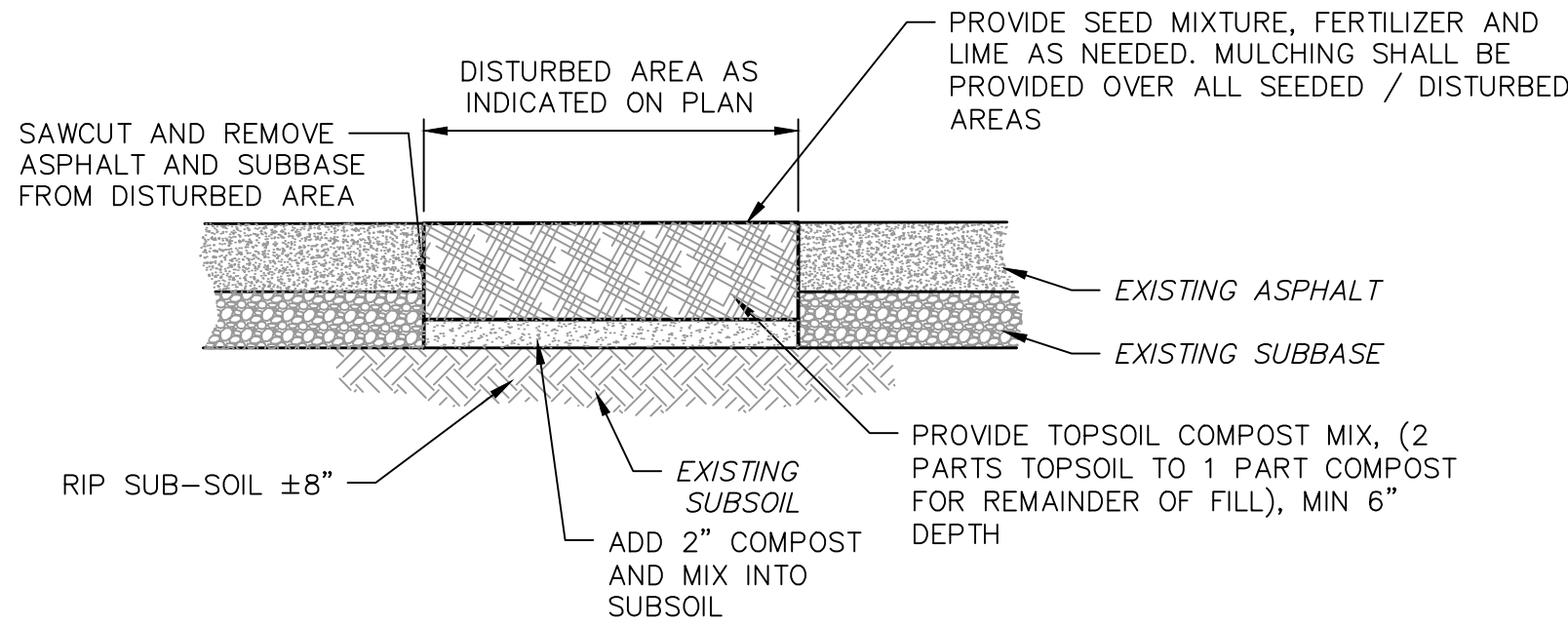




- NOTES:
1. PROVIDE TYPE 1 – CONVENTIONAL TRAFFIC PAINT (COLOR – WHITE) AND DISPENSE IN A WET FILM THICKNESS OF 15 MILS ± 1 MIL. IN ACCORDANCE WITH PENNDOT PUBLICATION 408, SECTION 962, LATEST EDITION. PAINT SHALL BE PENNDOT APPROVED.
  2. NEATLY APPLY PAVEMENT PAINT MARKINGS AT LOCATIONS INDICATED WITH NO OVERSPRAY. USE TEMPLATES AS REQUIRED.

### HANDICAP PARKING LAYOUT

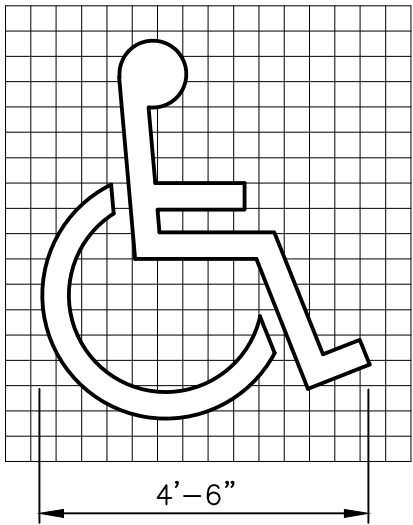
NOT TO SCALE



- NOTES:
1. DO NOT RIP WET SOIL.
  2. WATER AS NEEDED TO ESTABLISH AND MAINTAIN HEALTH.

### TOPSOIL RESTORATION IN ASPHALT AREAS

NOT TO SCALE

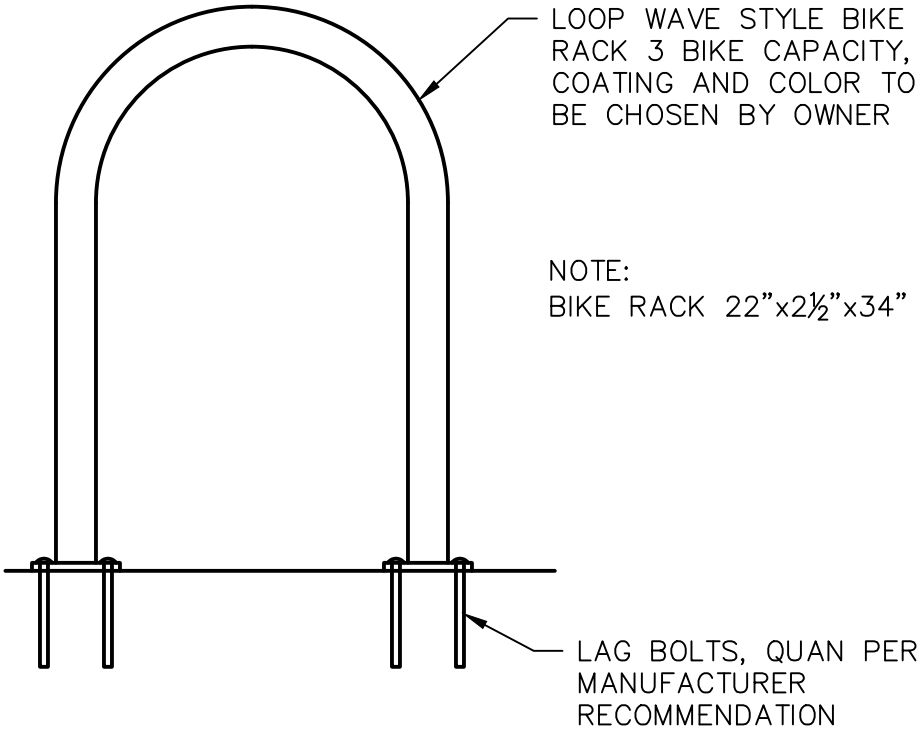


- NOTES:
1. PAINT STRIPING TO BE 4" WIDE (COLOR WHITE)
  2. SYMBOL TO BE CENTERED IN PARKING SPACE

EACH BLOCK REPRESENTS 4"

### DISABLED SYMBOL PAINT STRIPING

NOT TO SCALE



### 1-LOOP WAVE STYLE BIKE RACK

NOT TO SCALE

Seal

Date

No.	Sheet Revisions	Date
1	CITY AND PENNDOT COMMENTS	11/18/2025

Scale	AS NOTED
Date	SEPTEMBER 2025
Drawn By	SCS/SMD
Checked By	DJB
Project No.	120-21-218.20
File No.	2411

THE EADS GROUP

ENGINEERING ARCHITECTURE AND DESIGN SERVICES

phone 814.944.5035

www.eadsgroup.com

WILLIAMSBURG, VA

fax 814.944.4862

PENNSYLVANIA / MARYLAND / WEST VIRGINIA

LAND DEVELOPMENT PLAN

FOR

NAILS SQUARE

201 E PLANK ROAD

CITY OF ALTOONA, BLAIR COUNTY,

PENNSYLVANIA

DETAILS

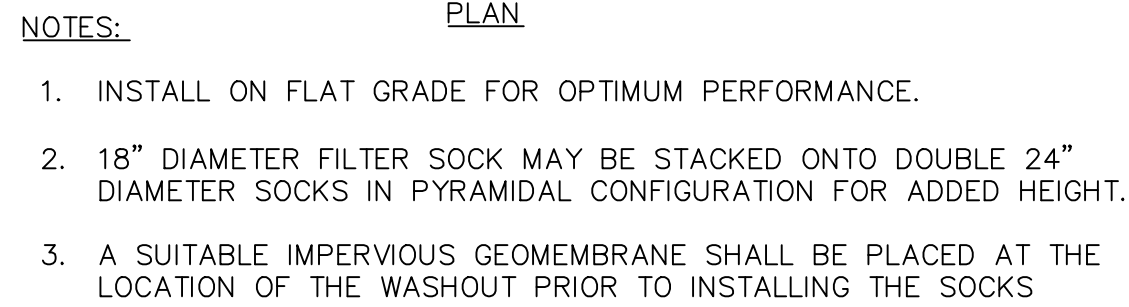
Drawing No.

C-4.01









NOT TO SCALE



ROLLED EARTHEN BERM IN ROADWAY SHALL BE MAINTAINED UNTIL ROADWAY IS STONED  
ROAD SUBBASE BERM ON ROADWAY SHALL BE MAINTAINED UNTIL ROADWAY IS PAVED.  
EARTHEN BERM IN CHANNEL SHALL BE MAINTAINED UNTIL PERMANENT STABILIZATION IS  
COMPLETED OR REMAIN PERMANENTLY.

AT A MINIMUM, THE FABRIC SHALL HAVE A MINIMUM GRAB TENSILE STRENGTH OF 120 LBS., A MINIMUM BURST STRENGTH OF 200 PSI, AND A MINIMUM TRAPEZOIDAL TEAR STRENGTH OF 50 LBS. FILTER BAGS SHALL BE CAPABLE OF TRAPPING ALL PARTICLES NOT PASSING A NO. 40 SIEVE.

INLET FILTER BAGS SHALL BE INSPECTED ON A WEEKLY BASIS AND AFTER EACH RUNOFF EVENT. BAGS SHALL BE EMPTIED AND RINSED OR REPLACED WHEN HALF FULL OR WHEN FLOW CAPACITY HAS BEEN REDUCED SO AS TO CAUSE FLOODING OR BYPASSING OF THE INLET. DAMAGED OR CLOGGED BAGS SHALL BE REPLACED. A SUPPLY SHALL BE MAINTAINED ON SITE FOR REPLACEMENT OF BAGS. ALL NEEDED REPAIRS SHALL BE INITIATED IMMEDIATELY AFTER THE INSPECTION. DISPOSE ACCUMULATED SEDIMENT AS WELL AS ALL USED BAGS ACCORDING TO THE PLAN NOTES.

DO NOT USE ON MAJOR PAVED ROADWAYS WHERE PONDING MAY CAUSE TRAFFIC HAZARDS.

NOT TO SCALE



STAGING OF EARTHMOVING ACTIVITIES

PLANNING, COORDINATION, OF CONSTRUCTION AND MINIMIZING THE AREA OF DISTURBANCE ARE KEY FACTORS IN REDUCING SEDIMENT POLLUTION. THE CONTRACTOR SHALL CONTACT THE BLAIR COUNTY CONSERVATION DISTRICT AT LEAST 10 DAYS PRIOR TO ANY CONSTRUCTION.

MINIMIZE THE DURATION OF EXPOSURE OF READILY ERODIBLE SOILS. CONSTRUCTION ACTIVITIES SHALL BE SCHEDULED SO THAT EXCAVATION CAN, TO THE GREATEST EXTENT POSSIBLE, BE BACKFILLED AT THE CLOSE OF EACH WORKING DAY; WHEREBY ONLY A MINIMUM QUANTITY OF EXCAVATED MATERIAL WILL BE STOCKPILED AND SUBJECT TO LOSS.

RESTORATION WORK SHALL BE DONE AS THE PROJECT PROGRESSES AND NOT BE LEFT UNTIL THE END OF THE PROJECT. NO AREAS SHALL BE LEFT UNPROTECTED FOR A PERIOD OF MORE THAN 72 HOURS.

ALL AREAS ON WHICH FINAL GRADING IS COMPLETED AFTER OCTOBER 15TH MUST BE PROTECTED BY A WELL ANCHORED MULCH UNTIL SPRING WHEN EFFECTIVE SODDING CAN BE UNDERTAKEN.

AFTER PERMANENT SITE STABILIZATION HAS BEEN ACHIEVED, TEMPORARY EROSION AND SEDIMENTATION CONTROLS MUST BE REMOVED. AREAS DISTURBED DURING REMOVAL OF THE CONTROLS MUST BE STABILIZED IMMEDIATELY.

PERMANENT SITE STABILIZATION IS DEFINED AS A UNIFORM EROSION RESISTANT PERENNIAL VEGETATION ESTABLISHED TO THE POINT WHERE THE SURFACE SOIL IS CAPABLE OF RESISTING EROSION DURING RUNOFF EVENTS AND HAS UNIFORM COVERAGE OR DENSITY OF 70% ACROSS THE ENTIRE AREA.

ALL "CONSTRUCTED" ITEMS LISTED IN THE CONSTRUCTION SEQUENCE ARE TO BE COMPLETED PRIOR TO MOVING ON TO THE NEXT ITEM IN THE SEQUENCE UNLESS OTHERWISE NOTED.

RECYCLING MEASURES

THE CONTRACTOR IS RESPONSIBLE TO ENSURE THAT MECHANISMS ARE IN PLACE TO CONTROL WASTE MATERIALS. CONSTRUCTION WASTES INCLUDE, BUT ARE NOT LIMITED TO , EXCESS SOIL MATERIALS, BUILDING MATERIALS, CONCRETE WASH WATER, SANITARY WASTES, ETC. THAT COULD ADVERSELY IMPACT WATER QUALITY. MEASURES SHALL BE PLANNED AND IMPLEMENTED FOR HOUSEKEEPING, MATERIALS MANAGEMENT AND LITTER CONTROL. WHEREVER POSSIBLE, RECYCLING OF EXCESS MATERIAL IS PREFERRED, RATHER THAN DISPOSAL.

ALL RECYCLABLE MATERIAL SHALL BE SEPARATED AND BE TAKEN TO AN APPROPRIATE RECYCLING FACILITY. ALL OTHER WASTE MATERIALS, EXCEPT EXCESS SOIL, SHALL BE DISPOSED OF OFF-SITE AT A LEGAL SANITARY LANDFILL. EXCESS SOIL WASTE AND BORROW AREAS SHALL RECEIVE PRIOR APPROVAL FROM THE CONSERVATION DISTRICT AND SHALL IMPLEMENT BEST MANAGEMENT PRACTICES AS REQUIRED.

NO BUILDING DEMOLITION WASTES SHALL BE USED OR PLACED AS FILL MATERIAL EITHER ON-SITE OR OFF-SITE. ALL BUILDING DEMOLITION WASTES SHALL BE PROPERLY DISPOSED OF OR RECYCLED AS DISCUSSED ABOVE.

OFFSITE DISPOSAL OF WASTE IN REGARD TO THE DEMOLITION PLAN ARE TO BE HANDLED IN THE FOLLOWING MANNER: THE OPERATOR SHALL REMOVE FROM THE SITE, RECYCLE, OR DISPOSE OF ALL BUILDING MATERIALS AND WASTES IN ACCORDANCE WITH THE DEPARTMENT'S SOLID WASTE MANAGEMENT REGULATIONS AT 25 PA. CODE 260.1 ET SEQ., 271.1 ET SEQ., AND 287.1 ET SEQ. THE CONTRACTOR SHALL NOT ILLEGALLY BURY, DUMP, OR DISCHARGE ANY BUILDING MATERIAL OR WASTES AT THE SITE.

CLEAN FILL IS DEFINED AS: UNCONTAMINATED, NON-WATER SOLUBLE, NON-DECOMPOSABLE, INERT, SOLID MATERIAL. THE TERM INCLUDES SOIL, ROCK, STONE, DREDGED MATERIAL, USED ASPHALT, AND BRICK, BLOCK OR CONCRETE FROM CONSTRUCTION AND DEMOLITION ACTIVITIES THAT IS SEPARATE FROM OTHER WASTE AND IS RECOGNIZABLE AS SUCH. THE TERM DOES NOT INCLUDE MATERIALS PLACED IN OR ON THE WATERS OF THE COMMONWEALTH UNLESS OTHERWISE AUTHORIZED. (THE TERM "USED ASPHALT" DOES NOT INCLUDE MILLED ASPHALT OR ASPHALT THAT HAS BEEN PROCESSED FOR RE-USE.)

ENVIRONMENTAL DUE DILIGENCE: INVESTIGATIVE TECHNIQUES, INCLUDING, BUT NOT LIMITED TO, VISUAL PROPERTY INSPECTIONS, ELECTRONIC DATA BASE SEARCHES, REVIEW OF PROPERTY OWNERSHIP, REVIEW OF PROPERTY USE HISTORY, SANBORN MAPS, ENVIRONMENTAL QUESTIONNAIRES, TRANSACTION SCREENS, ANALYTICAL TESTING, ENVIRONMENTAL ASSESSMENTS OR AUDITS.

GENERAL EROSION CONTROL NOTES

THE CONTRACTOR SHALL OBTAIN APPROVAL FROM THE COUNTY CONSERVATION DISTRICT FOR ALL OFF-SITE BORROW AND WASTE AREAS.

EROSION AND SEDIMENTATION CONTROLS MUST BE CONSTRUCTED, STABILIZED, AND FUNCTIONAL BEFORE SITE DISTURBANCE WITHIN THE TRIBUTARY AREAS OF THOSE CONTROLS.

AFTER THE CONSTRUCTION PHASE IS COMPLETE, SOD OR SEED THE AREAS THAT HAVE BEEN DISTURBED AS RAPIDLY AS POSSIBLE. ALL DISTURBED LAWN AREAS SHALL BE RESTORED WITH A MINIMUM 4" OF TOPSOIL AND SHALL BE SEEDED AND MULCHED IN ACCORDANCE WITH THE PLAN. IF THE COMPLETION OF THE CONSTRUCTION ACTIVITIES DOES NOT COINCIDE WITH A SEASON IN WHICH PERMANENT VEGETATION CAN BE STARTED, AN INTERIM OR TEMPORARY PROGRAM IS REQUIRED. THIS SHALL INCLUDE MULCHING OR TEMPORARY SEEDING IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF THE PLAN. IN ANY CASE, SEDIMENT AND EROSION CONTROLS SHALL BE INSTALLED PROMPTLY AND THEIR MAINTENANCE ASSURED. PERMANENT SOD AND SEEDING INSTALLATION SHALL BE DONE PRIOR TO OCTOBER 15.

AFTER PERMANENT SITE STABILIZATION HAS BEEN ACHIEVED, TEMPORARY EROSION AND SEDIMENTATION CONTROLS MUST BE REMOVED. AREAS DISTURBED DURING REMOVAL OF THE CONTROLS MUST BE STABILIZED IMMEDIATELY. PERMANENT SITE STABILIZATION IS DEFINED AS UNIFORM EROSION RESISTANT PERENNIAL VEGETATION ESTABLISHED TO THE POINT WHERE THE SURFACE SOIL IS CAPABLE OF RESISTING EROSION DURING RUNOFF EVENTS AND HAS UNIFORM COVERAGE OR DENSITY OF 70% ACROSS THE ENTIRE AREA.

ALL EROSION AND SEDIMENTATION CONTROLS AND PRACTICES SHALL CONFORM TO THE PENNSYLVANIA DEPARTMENT OF ENVIRONMENT PROTECTION CHAPTER 102-EROSION AND SEDIMENT POLLUTION CONTROL PROGRAM MANUAL.

SOIL EROSION AND SEDIMENTATION WITHIN THE PROJECT LIMIT OF DISTURBANCE WILL BE TEMPORARILY CONTROLLED BY THE USE OF A INLET FILTER BAGS, COMPOST FILTER SOCKS AND TEMPORARY SEEDING (IF REQUIRED).

THE DISTURBED AREAS WITHIN THE SITE SHALL BE PERMANENTLY STABILIZED BY THE USE OF SOD, SEEDING OR STABILIZED SURFACING.

SEEDING TABLE

SPECIES	PURE LIVE SEED	SEED BY WEIGHT	SEEDING RATE (LB./AC.)	FERTILIZER TYPE	FERTILIZER RATE (LB./AC.)	LIMING RATE (TON/AC.)	MULCH TYPE	MULCH RATE (T./AC.)	ANCHOR MATERIAL	ANCHOR METHOD	ANCHOR MATERIAL RATE
TEMPORARY											
ANNUAL RYEGRASS	98%	N/A	50	10-10-10	450	1/4	STRAW	3	N/A	N/A	N/A
PERMANENT											
PERENNIAL RYEGRASS	98%	20%	102	10-20-20	680	2	STRAW	3	EMULSIFIED ASPHALT	SPRAY	150 GAL./AC.
CREeping RED FESCUE	98%	30%	102	10-20-20	680	2	STRAW	3	EMULSIFIED ASPHALT	SPRAY	150 GAL./AC.
KENTUCKY BLUEGRASS	98%	50%	102	10-20-20	680	2	STRAW	3	EMULSIFIED ASPHALT	SPRAY	150 GAL./AC.

\*\* ORGANIC EROSION CONTROL BLANKETS AS SPECIFIED IN THE NARRATIVE.

NOTES: SEASON SEEDING DATES FOR PERMANENT AND CHANNEL\STEEP SLOPE SEEDING IS MARCH 15-JUNE 1, AUGUST 1-OCTOBER 15

EROSION AND SEDIMENT POLLUTION CONTROL MAINTENANCE SCHEDULE

ALL SEDIMENT AND EROSION CONTROL FACILITIES SHALL BE CHECKED FOR DAMAGE AND CLOGGING ON A WEEKLY BASIS AND AFTER EACH STORM. ALL FACILITIES THAT ARE DAMAGED, CLOGGED, OR CAN NO LONGER PERFORM IN THE MANNER FOR WHICH THEY WERE DESIGNED SHALL BE REPLACED IMMEDIATELY.

A LOG SHOWING DATES THAT E&S BMPS WERE INSPECTD AS WELL AS ANY DEFICIENCIES FOUND AND THE DATE THEY WERE CORRECTED SHALL BE MAINTAINED ON THE SITE AND BE MADE AVAILABLE TO REGULATORY AGENCY OFFICIALS AT THE TIME OF INSPECTION. ANY PERMANENT SEEDED AREAS THAT BECOME ERODED SHALL HAVE THE TOPSOIL REPLACED AND THE GRASS RESOWN WITH NEW MULCH APPLIED. IF CULTIVATION OF A NEW LEGUME OR GRASS CROP IS NOT PRACTICAL IN THE ERODED AREA, THE CONTRACTOR SHALL INSTALL SOD.

IF THE VEGETATIVE COVER ESTABLISHED IS ALLOWED TO DETERIORATE AND BECOME INEFFECTIVE, A FERTILIZATION AND RESEEDING PROGRAM SHALL BE ESTABLISHED AND CARRIED OUT AS THE CONSTRUCTION PROCEEDS. AREAS WHERE FAILURES HAVE BEEN EXPERIENCED IN THE ESTABLISHMENT OF BOTH PERMANENT AND TEMPORARY VEGETATIVE PROTECTION SHALL BE PROMPTLY TREATED. THE RE-ESTABLISHMENT OF PERMANENT VEGETATIVE COVER SHALL BE INITIATED AS SOON AS POSSIBLE.

WHEN THE ACCUMULATION OF SEDIMENT IN THE CONTROL DEVICES REACHES 1/3 THE DEPTH OF THE DEVICE, THE SEDIMENT SHALL BE REMOVED AND DISPOSED OF IN SUCH LOCATIONS AS DETERMINED BY THE CONTRACTOR AND APPROVED BY THE OWNER. THESE LOCATIONS SHALL BE SELECTED SUCH THAT THE SEDIMENT WILL NOT ERODE INTO THE CONSTRUCTION AREA OR ANY NATURAL WATERWAY.

ALL SEDIMENT AND EROSION FACILITIES MUST BE MAINTAINED IN OPERATING CONDITION UNTIL UPSTREAM AREAS ARE STABILIZED WITH FINAL

THE CONTRACTOR WILL IMPLEMENT THIS PLAN, INCLUDING CONSTRUCTION AND MAINTENANCE.

THE OWNER IS RESPONSIBLE TO INSURE THAT THE CONTRACTOR IS PERFORMING THE WORK AS DETAILED IN THIS PLAN.

EROSION FACTOR K INDICATES THE SUSCEPTIBILITY OF A SOIL TO SHEET AND RILL EROSION BY WATER. FACTOR K IS ONE OF THE FACTORS USED TO PREDICT THE AVERAGE ANNUAL RATE OF SOIL LOSS BY SHEET AND RILL EROSION IN TONS PER ACRE PER YEAR. THE ESTIMATES ARE BASED PRIMARILY ON PERCENTAGE OF SILT, SAND, AND ORGANIC MATTER AND ON SOIL STRUCTURE AND SATURATED HYDRAULIC CONDUCTIVITY (KSAT). VALUES OF K RANGE FROM 0.10 TO 0.28. OTHER FACTORS BEING EQUAL, THE HIGHER THE VALUE, THE MORE SUSCEPTIBLE THE SOIL IS TO SHEET AND RILL EROSION BY WATER.

EROSION FACTOR KF (ROCK FREE) INDICATES THE ERODIBILITY OF THE FINE-EARTH FRACTION, OR THE MATERIAL LESS THAN 2 MILLIMETERS IN SIZE. AS CAN BE SEEN IN THE APPENDIX SECTION C (SOIL DESCRIPTIONS AND LIMITATIONS) THE PROJECT SOIL INDICATES A KF (ROCK FREE) FACTOR OF 0.20-0.28 WHICH WOULD INDICATE A RELATIVELY LOW RISK OF EROSION.

EROSION FACTOR KW (WHOLE SOIL) INDICATES THE ERODIBILITY OF THE WHOLE SOIL. THE ESTIMATES ARE MODIFIED BY THE PRESENCE OF ROCK FRAGMENTS. AS CAN BE SEEN IN THE APPENDIX SECTION C (SOIL DESCRIPTIONS AND LIMITATIONS) THE PROJECT SOIL INDICATES A KW (WHOLE SOIL) FACTOR OF 0.10-0.24 WHICH WOULD ALSO INDICATE A RELATIVELY LOW RISK OF EROSION.

BASED UPON THE PROPOSED PROJECT SCOPE AND OUR REVIEW OF THE SOIL LIMITATIONS LISTED IN THE SOIL REPORTS, WE DO NOT ANTICIPATE ANY MAJOR ISSUES WITH THE SOILS EXISTING ON THE SITE. IF ANY SOIL LIMITATION ISSUES ARE ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL HALT CONSTRUCTION AND CONTACT THE ENGINEER PRIOR TO ANY ADDITIONAL EARTH MOVING ACTIVITIES.

BASED UPON SITE VISITS AND OUR REVIEW OF THE SOIL REPORTS, NO KNOWN NATURALLY OCCURRING GEOLOGIC FORMATION OR SOIL CONDITIONS THAT MAY HAVE THE POTENTIAL TO CAUSE POLLUTION DURING EARTH DISTURBANCE ACTIVITIES EXIST ON THE PROJECT SITE. IF ANY SUCH FORMATIONS OR SOILS ARE ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL HALT CONSTRUCTION AND CONTACT THE ENGINEER PRIOR TO ANY ADDITIONAL EARTH MOVING ACTIVITIES.

DURING CONSTRUCTION IF ANY SOIL LIMITATIONS (IE: BEDROCK, WATER TABLE DEPTH, HIGH ERODIBILITY, ETC.) ARE ENCOUNTERED THE CONTRACTOR SHOULD REFER TO THE DETAILED GEOTECHNICAL REPORT FOR GUIDANCE AND/OR CONSULT THE GEOTECHNICAL ENGINEER.

COMPOST FILTER SOCKS

1. FILTER SOCKS SHALL BE INSPECTED WEEKLY AND AFTER EVERY RAINFALL EVENT. ANY NECESSARY REPAIRS SHALL BE MADE IMMEDIATELY.
2. ACCUMULATED SEDIMENTS WILL BE REMOVED AS REQUIRED TO KEEP THE SOCK FUNCTIONAL. IN ALL CASES, REMOVE DEPOSITS WHERE ACCUMULATIONS REACH 1/3 THE SOCK DIAMETER OR WHEN SEDIMENTS PROHIBIT FLOW THROUGH THE SOCK.

ROCK CONSTRUCTION ENTRANCE

1. IN LIEU OF A ROCK CONSTRUCTION ENTRANCE THE CONTRACTOR SHALL USE STREET SWEEPING DAILY TO MAINTAIN AND MINIMIZE ROADWAY DUST AND DEBRIS.

COMPOST SOCK CONCRETE WASHOUT

1. THE CONCRETE SOCK CONCRETE WASHOUT SHALL BE INSPECTED AT THE END OF EVERY CONCRETE POURING OPERATION. ANY NECESSARY REPAIRS SHALL BE MADE IMMEDIATELY.
2. IN ALL CASES, REMOVE CONCRETE DEPOSITS WHERE ACCUMULATIONS REACH 1/3 THE SOCK DIAMETER OR WHEN CONCRETE/CEMENT DEPOSITS PROHIBIT FLOW THROUGH THE SOCK.

STANDARD E&S NOTES

1. ALL EARTH DISTURBANCES, INCLUDING CLEARING AND GRUBBING AS WELL AS CUTS AND FILLS SHALL BE DONE IN ACCORDANCE WITH THE APPROVED E&S PLAN. A COPY OF THE APPROVED DRAWINGS (STAMPED, SIGNED AND DATED BY THE REVIEWING AGENCY) MUST BE AVAILABLE AT THE PROJECT SITE AT ALL TIMES. THE REVIEWING AGENCY SHALL BE NOTIFIED OF ANY CHANGES TO THE APPROVED PLAN PRIOR TO IMPLEMENTATION OF THOSE CHANGES. THE REVIEWING AGENCY MAY REQUIRE A WRITTEN SUBMITTAL OF THOSE CHANGES FOR REVIEW AND APPROVAL AT ITS DISCRETION.
2. AT LEAST 7 DAYS PRIOR TO STARTING ANY EARTH DISTURBANCE ACTIVITIES, INCLUDING CLEARING AND GRUBBING, THE OWNER AND/OR OPERATOR SHALL INVITE ALL CONTRACTORS, THE LANDOWNER, APPROPRIATE MUNICIPAL OFFICIALS, THE E&S PLAN PREPARER, THE PCSM PLAN PREPARER, THE LICENSED PROFESSIONAL RESPONSIBLE FOR OVERSIGHT OF CRITICAL STAGES OF IMPLEMENTATION OF THE PCSM PLAN, AND A REPRESENTATIVE FROM THE LOCAL CONSERVATION DISTRICT TO AN ON-SITE PRECONSTRUCTION MEETING.
3. AT LEAST 3 DAYS PRIOR TO STARTING ANY EARTH DISTURBANCE ACTIVITIES, OR EXPANDING INTO AN AREA PREVIOUSLY UNMARKED, THE PENNSYLVANIA ONE CALL SYSTEM INC. SHALL BE NOTIFIED AT 1-800-242-1776 FOR THE LOCATION OF EXISTING UNDERGROUND UTILITIES.
4. ALL EARTH DISTURBANCE ACTIVITIES SHALL PROCEED IN ACCORDANCE WITH THE SEQUENCE PROVIDED ON THE PLAN DRAWINGS. DEVIATION FROM THAT SEQUENCE MUST BE APPROVED IN WRITING FROM THE LOCAL CONSERVATION DISTRICT OR BY THE DEPARTMENT PRIOR TO IMPLEMENTATION.
5. AREAS TO BE FILLED ARE TO BE CLEARED, GRUBBED, AND STRIPPED OF TOPSOIL TO REMOVE TREES, VEGETATION, ROOTS AND OTHER OBJECTIONABLE MATERIAL.
6. CLEARING, GRUBBING, AND TOPSOIL STRIPPING SHALL BE LIMITED TO THOSE AREAS DESCRIBED IN EACH STAGE OF THE CONSTRUCTION SEQUENCE. GENERAL SITE CLEARING, GRUBBING AND TOPSOIL STRIPPING MAY NOT COMMENCE IN ANY STAGE OR PHASE OF THE PROJECT UNTIL THE E&S BMPS SPECIFIED BY THE BMP SEQUENCE FOR THAT STAGE OR PHASE HAVE BEEN INSTALLED AND ARE FUNCTIONING AS DESCRIBED IN THIS E&S PLAN.
7. AT NO TIME SHALL CONSTRUCTION VEHICLES BE ALLOWED TO ENTER AREAS OUTSIDE THE LIMIT OF DISTURBANCE BOUNDARIES SHOWN ON THE PLAN MAPS. THESE AREAS MUST BE CLEARLY MARKED AND FENCED OFF BEFORE CLEARING AND GRUBBING OPERATIONS BEGIN.
8. TOPSOIL REQUIRED FOR THE ESTABLISHMENT OF VEGETATION SHALL BE STOCKPILED AT THE LOCATION(S) SHOWN ON THE PLAN MAPS(S) IN THE AMOUNT NECESSARY TO COMPLETE THE FINISH GRADING OF ALL EXPOSED AREAS THAT ARE TO BE STABILIZED BY VEGETATION. EACH STOCKPILE SHALL BE PROTECTED IN THE MANNER SHOWN ON THE PLAN DRAWINGS. STOCKPILE HEIGHTS SHALL NOT EXCEED 35 FEET. STOCKPILE SLOPES SHALL BE 2H:1V OR FLATTER.
9. IMMEDIATELY UPON DISCOVERING UNFORESEEN CIRCUMSTANCES POSING THE POTENTIAL FOR ACCELERATED EROSION AND/OR SEDIMENT POLLUTION, THE OPERATOR SHALL IMPLEMENT APPROPRIATE BEST MANAGEMENT PRACTICES TO MINIMIZE THE POTENTIAL FOR EROSION AND SEDIMENT POLLUTION AND NOTIFY THE LOCAL CONSERVATION DISTRICT AND/OR THE REGIONAL OFFICE OF THE DEPARTMENT.
10. ALL BUILDING MATERIALS AND WASTES SHALL BE REMOVED FROM THE SITE AND RECYCLED OR DISPOSED OF IN ACCORDANCE WITH THE DEPARTMENT'S SOLID WASTE MANAGEMENT REGULATION AT 25 PA. CODE 260.1 ET 271.1, AND 287.1 ET. SEQ. NO BUILDING MATERIALS OR WASTES OR UNUSED BUILDING MATERIALS SHALL BE BURNED, BURIED, DUMPED, OR DISCHARGED AT THE SITE.
11. ALL OFF-SITE WASTE AND BORROW AREAS MUST HAVE AN E&S PLAN APPROVED BY THE LOCAL CONSERVATION DISTRICT OR BY THE DEPARTMENT FULLY IMPLEMENTED PRIOR TO BEING ACTIVATED.
12. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ANY MATERIAL BROUGHT ON SITE IS CLEAN FILL. FORM FP-001 MUST BE RETAINED BY THE PROPERTY OWNER FOR ANY FILL MATERIAL AFFECTED BY A SPILL OR RELEASE OF A REGULATED SUBSTANCE BUT QUALIFYING AS CLEAN FILL DUE TO ANALYTICAL TESTING.
13. ALL PUMPING OF WATER FROM ANY WORK AREA SHALL BE DONE ACCORDING TO THE PROCEDURE DESCRIBED IN THIS PLAN, OVER UNDISTURBED VEGETATED AREAS.
14. UNTIL THE SITE IS STABILIZED, ALL EROSION AND SEDIMENT BMPS SHALL BE MAINTAINED PROPERLY. MAINTENANCE SHALL INCLUDE INSPECTIONS OF ALL EROSION AND SEDIMENT BMPS AFTER EACH RUNOFF EVENT AND ON A WEEKLY BASIS. ALL PREVENTATIVE AND REMEDIAL MAINTENANCE WORK, INCLUDING CLEAN OUT, REPAIR, REPLACEMENT, REGRADING, RESEEDING, REMULCHING AND RENETTING MUST BE PERFORMED IMMEDIATELY. IF THE E&S BMPS FAIL TO PERFORM AS EXPECTED, REPLACEMENT BMPS, OR MODIFICATIONS OF THOSE INSTALLED WILL BE REQUIRED.
15. A LOG SHOWING DATES THAT E&S BMPS WERE INSPECTED AS WELL AS ANY DEFICIENCIES FOUND AND THE DATE THEY WERE CORRECTED SHALL BE MAINTAINED ON THE SITE AND BE MADE AVAILABLE TO REGULATORY AGENCY OFFICIALS AT THE TIME OF INSPECTION.
16. SEDIMENT TRACKED ONTO ANY PUBLIC ROADWAY OR SIDEWALK SHALL BE RETURNED TO THE CONSTRUCTION SITE BY THE END OF EACH WORK DAY AND DISPOSED IN THE MANNER DESCRIBED IN THIS PLAN. IN NO CASE SHALL THE SEDIMENT BE WASHED, SHOVELED, OR SWEEP INTO ANY ROADSIDE DITCH, STORM SEWER, OR SURFACE WATER.
17. ALL SEDIMENT REMOVED FROM BMPS SHALL BE DISPOSED OF IN THE MANNER DESCRIBED ON THE PLAN DRAWINGS.
18. AREAS WHICH ARE TO BE TOPSOILED SHALL BE SCARIFIED TO A MINIMUM DEPTH OF 3 TO 5 INCHES —6 TO 12 INCHES ON COMPACTED SOILS— PRIOR TO PLACEMENT OF TOPSOIL. AREAS TO BE VEGETATED SHALL HAVE A MINIMUM 4 INCHES OF TOPSOIL IN PLACE PRIOR TO SEEDING AND MULCHING. FILL OUTSLOPES SHALL HAVE A MINIMUM OF 2 INCHES OF TOPSOIL.
19. ALL FILLS SHALL BE COMPACTED AS REQUIRED TO REDUCE EROSION, SLIPPAGE, SETTLEMENT, SUBSIDENCE OR OTHER RELATED PROBLEMS. FILL INTENDED TO SUPPORT BUILDINGS, STRUCTURES AND CONDUITS, ETC. SHALL BE COMPACTED IN ACCORDANCE WITH LOCAL REQUIREMENTS OR CODES.
20. ALL EARTHEN FILLS SHALL BE PLACED IN COMPACTED LAYERS NOT TO EXCEED 9 INCHES IN THICKNESS.
21. FILL MATERIALS SHALL BE FREE OF FROZEN PARTICLES, BRUSH, ROOTS, SOD, OR OTHER FOREIGN OR OBJECTIONABLE MATERIALS THAT WOULD INTERFERE WITH OR PREVENT CONSTRUCTION OF SATISFACTORY FILLS.
22. FROZEN MATERIALS OR SOFT, MUCKY, OR HIGHLY COMPRESSIBLE MATERIALS SHALL NOT BE INCORPORATED INTO FILLS.
23. FILL SHALL NOT BE PLACED ON SATURATED OR FROZEN SURFACES.
24. SEEPS OR SPRINGS ENCOUNTERED DURING CONSTRUCTION SHALL BE HANDLED IN ACCORDANCE WITH THE STANDARD AND SPECIFICATION FOR SUBSURFACE DRAIN OR OTHER APPROVED METHOD.
25. ALL GRADED AREAS SHALL BE PERMANENTLY STABILIZED IMMEDIATELY UPON REACHING FINISHED GRADE. CUT SLOPES IN COMPETENT BEDROCK AND ROCK FILLS NEED NOT BE VEGETATED. SEEDED AREAS WITHIN 50 FEET OF A SURFACE WATER, OR AS OTHERWISE SHOWN ON THE PLAN DRAWINGS, SHALL BE BLANKETED ACCORDING TO THE STANDARDS OF THIS PLAN.
26. IMMEDIATELY AFTER EARTH DISTURBANCE ACTIVITIES CEASE IN ANY AREA OR SUBAREA OF THE PROJECT, THE OPERATOR SHALL STABILIZE ALL DISTURBED AREAS. DURING NON-GERMINATING MONTHS, MULCH OR PROTECTIVE BLANKETING SHALL BE APPLIED AS DESCRIBED IN THE PLAN. AREAS NOT AT FINISHED GRADE, WHICH WILL BE REACTIVATED WITHIN 1 YEAR, MAY BE STABILIZED IN ACCORDANCE WITH THE TEMPORARY STABILIZATION SPECIFICATIONS. THOSE AREAS WHICH WILL NOT BE REACTIVATED WITHIN 1 YEAR SHALL BE STABILIZED IN ACCORDANCE WITH THE PERMANENT STABILIZATION SPECIFICATIONS.
27. PERMANENT STABILIZATION IS DEFINED AS A MINIMUM UNIFORM, PERENNIAL 70% VEGETATIVE COVER OR OTHER PERMANENT NON-VEGETATIVE COVER WITH A DENSITY SUFFICIENT TO RESIST ACCELERATED EROSION. CUT AND FILL SLOPES SHALL BE CAPABLE OF RESISTING FAILURE DUE TO SLUMPING, SLIDING, OR OTHER MOVEMENTS.
28. E&S BMPS SHALL REMAIN FUNCTIONAL AS SUCH UNTIL ALL AREAS TRIBUTARY TO THEM ARE PERMANENTLY STABILIZED OR UNTIL THEY ARE REPLACED BY ANOTHER BMP APPROVED BY THE LOCAL CONSERVATION DISTRICT OR THE DEPARTMENT.
29. UPON COMPLETION OF ALL EARTH DISTURBANCE ACTIVITIES AND PERMANENT STABILIZATION OF ALL DISTURBED AREAS, THE OWNER AND/OR OPERATOR SHALL CONTACT THE LOCAL CONSERVATION DISTRICT FOR AN INSPECTION PRIOR TO REMOVAL/CONVERSION OF THE E&S BMPS.
30. AFTER FINAL SITE STABILIZATION HAS BEEN ACHIEVED, TEMPORARY EROSION AND SEDIMENT BMPS MUST BE REMOVED OR CONVERTED TO PERMANENT POST CONSTRUCTION STORMWATER MANAGEMENT BMPS. AREAS DISTURBED DURING REMOVAL OR CONVERSION OF THE BMPS SHALL BE STABILIZED IMMEDIATELY. IN ORDER TO ENSURE RAPID REVEGETATION OF DISTURBED AREAS, SUCH REMOVAL/CONVERSIONS ARE TO BE DONE ONLY DURING THE GERMINATING SEASON.
31. UPON COMPLETION OF ALL EARTH DISTURBANCE ACTIVITIES AND PERMANENT STABILIZATION OF ALL DISTURBED AREAS, THE OWNER AND/OR OPERATOR SHALL CONTACT THE LOCAL CONSERVATION DISTRICT TO SCHEDULE A FINAL INSPECTION.
32. FAILURE TO CORRECTLY INSTALL E&S BMPS, FAILURE TO PREVENT SEDIMENT-LADEN RUNOFF FROM LEAVING THE CONSTRUCTION SITE, OR FAILURE TO TAKE IMMEDIATE CORRECTIVE ACTION TO RESOLVE FAILURE OF E&S BMPS MAY RESULT IN ADMINISTRATIVE, CIVIL, AND/OR CRIMINAL PENALTIES BEING INSTITUTED BY THE DEPARTMENT AS DEFINED IN SECTION 602 OF THE PENNSYLVANIA CLEAN STREAMS LAW. THE CLEAN STREAMS LAW PROVIDES FOR UP TO \$10,000 PER DAY IN CIVIL PENALTIES, UP TO \$10,000 IN SUMMARY CRIMINAL PENALTIES, AND UP TO \$25,000 IN MISDEMEANOR CRIMINAL PENALTIES FOR EACH VIOLATION.
33. CONCRETE WASH WATER SHALL BE HANDLED IN THE MANNER DESCRIBED ON THE PLAN DRAWINGS. IN NO CASE SHALL IT BE ALLOWED TO ENTER ANY SURFACE WATERS OR GROUNDWATER SYSTEMS.
35. FILL MATERIAL FOR EMBANKMENTS SHALL BE FREE OF ROOTS, OR OTHER WOODY VEGETATION, ORGANIC MATERIAL, LARGE STONES, AND OTHER OBJECTIONABLE MATERIALS. THE EMBANKMENT SHALL BE COMPACTED AS PER THE CONSTRUCTION DOCUMENTS.

Seal



Date

Date	Sheet Revisions	No.
11/18/2025	CITY AND PENNDOT COMMENTS	1

Scale	Date	Drawn By	Checked By	Project No.	File No.
AS NOTED	SEPTEMBER 2025	SCS/MSD	DJB	120-21-218.20	2411

THE EADS GROUP

ENGINEERING ARCHITECTURE AND DESIGN SERVICES

phone 814.944.5095 fax 814.944.4862

www.eadsgroup.com

WITH OFFICES IN:

PENNSYLVANIA / MARYLAND / WEST VIRGINIA



LAND DEVELOPMENT PLAN

FOR

NAILS SQUARE

201 E PLANK ROAD

CITY OF ALTOONA, BLAIR COUNTY,

PENNSYLVANIA

EROSION AND SEDIMENTATION

CONTROL NOTES

Drawing No.

ES-3

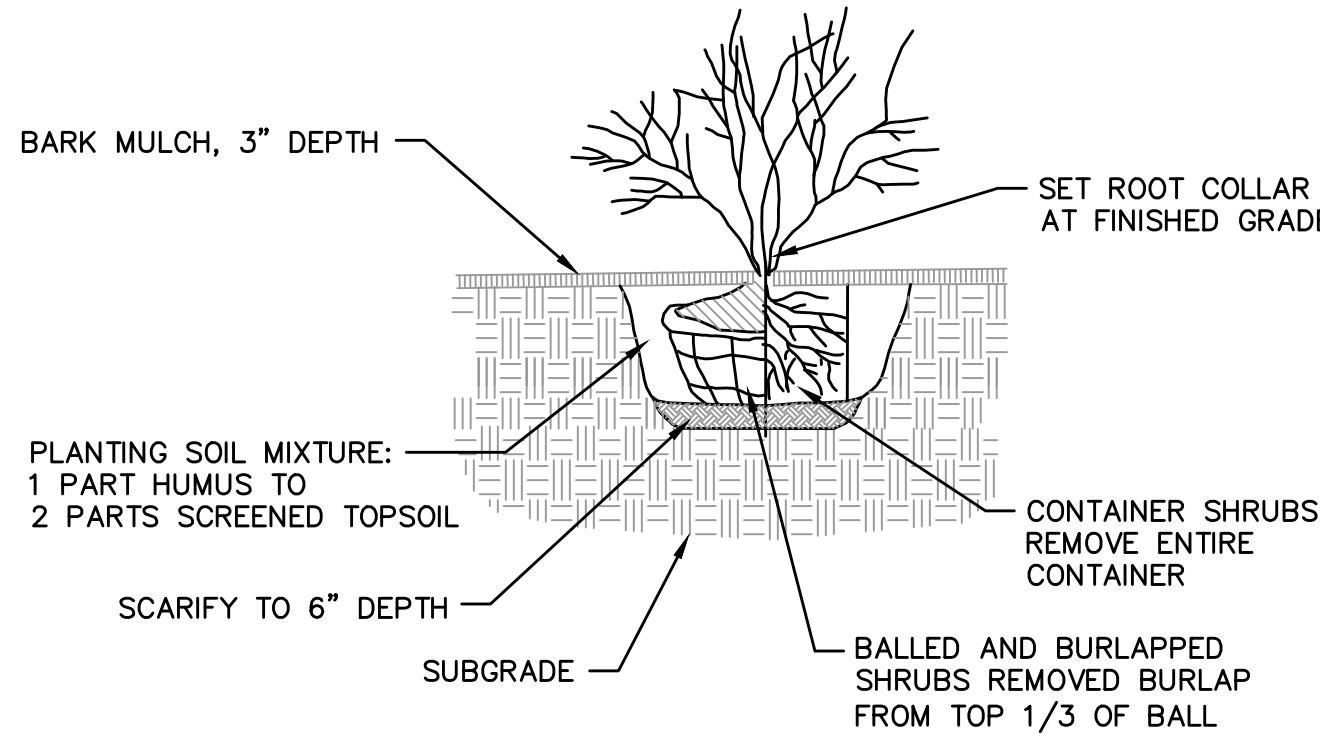




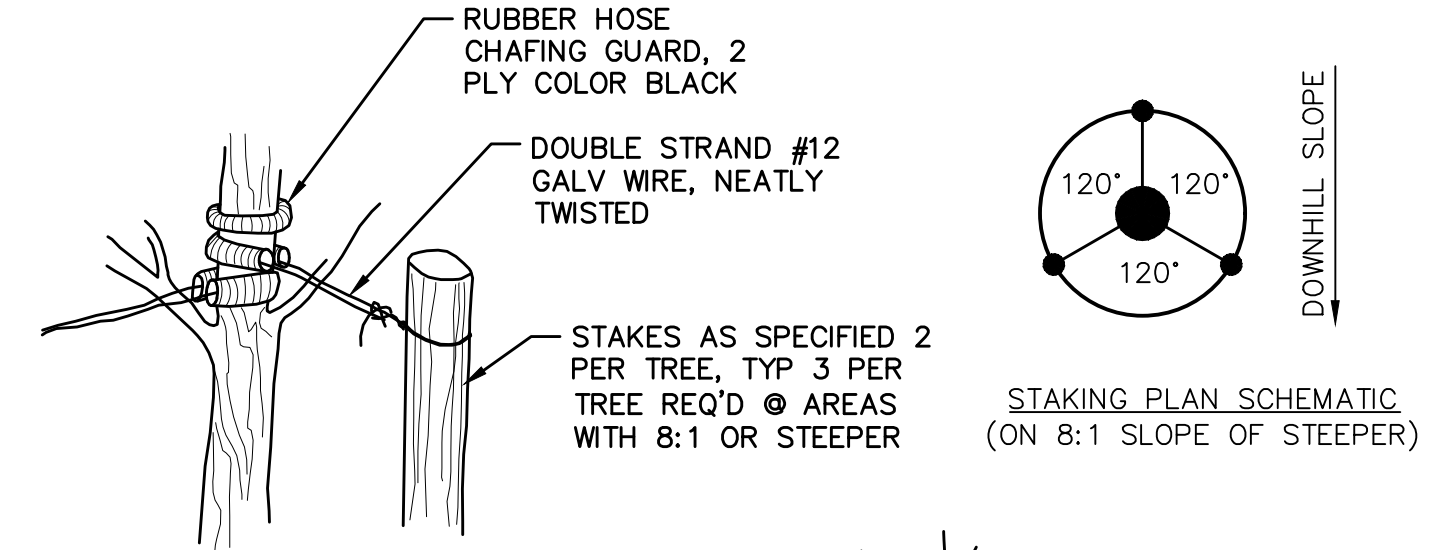
PLANTING TABLE				
PLANT LIST TABULATION				
QUANTITY	KEY	COMMON NAME	MINIMUM SIZE	SYMBOL
5	ER	EASTERN REDBUD (TREE FORM)	2" DIA (4" FROM GROUND) B&B	
24	HH	HYACINTHIAN HOSTA	4.5" CONTAINER	
8	PB	PIPSQUEAK BURNING BUSH	36" SPD., B&B	
20	WG	WINTER GEM BOXWOOD	24" HT CONTAINER	

LEGEND

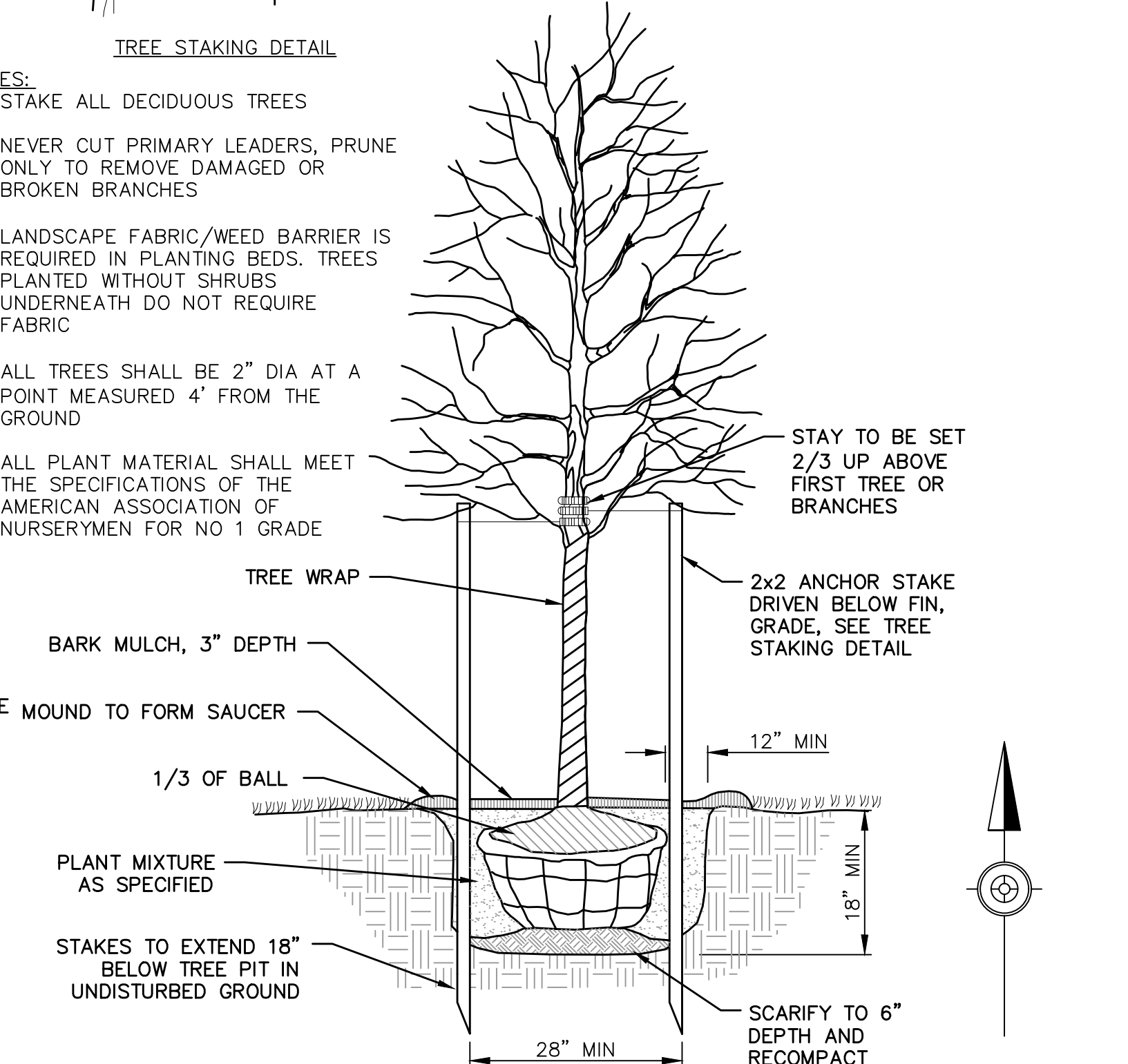
HARDWOOD BARK MULCH (BROWN, 3" DEPTH)



SHRUB PLANTING  
NOT TO SCALE



- NOTES:
1. STAKE ALL DECIDUOUS TREES
  2. NEVER CUT PRIMARY LEADERS, PRUNE ONLY TO REMOVE DAMAGED OR BROKEN BRANCHES
  3. LANDSCAPE FABRIC/WEED BARRIER IS REQUIRED IN PLANTING BEDS. TREES PLANTED WITHOUT SHRUBS UNDERNEATH DO NOT REQUIRE FABRIC
  4. ALL TREES SHALL BE 2" DIA AT A POINT MEASURED 4" FROM THE GROUND
  5. ALL PLANT MATERIAL SHALL MEET THE SPECIFICATIONS OF THE AMERICAN ASSOCIATION OF NURSERYMEN FOR NO 1 GRADE



DECIDUOUS SHADE TREE PLANTING  
NOT TO SCALE

PLANTING GENERAL NOTES:

1. THE CONTRACTOR IS TO FURNISH PLANTING SOIL FOR USE ON THIS PROJECT. PLANTING SOIL MIXTURE IS TO CONSIST OF 1 PART HUMUS TO 2 PARTS SCREENED TOPSOIL (FREE OF ROCKS, TWIGS, LEAVES, STONES LARGER THAN 3/4" IN ANY DIMENSION). ADDITIONALLY, THE LANDSCAPE CONTRACTOR IS TO MIX SOIL AMENDMENTS INTO THE PLANTING SOIL AS RECOMMENDED AFTER 3RD PARTY TESTING OF THE SOIL (PAID BY THE LANDSCAPE CONTRACTOR AT NO ADDITIONAL COST OF THE OWNER). SOIL AMENDMENTS MAY CONSIST OF FERTILIZER, LIME, ETC. UNLESS OTHERWISE NOTED, PLACE PLANTING SOIL IN BEDS TO A DEPTH OF 12" MIN.
2. THE CONTRACTOR SHALL PROVIDE THE OWNER WITH A TYPE-WRITTEN WARRANTY SIGNED BY AN AUTHORIZED REPRESENTATIVE. WARRANT TREES AND SHRUBS FOR A PERIOD OF ONE YEAR AFTER DATE OF SUBSTANTIAL COMPLETION, AGAINST DEFECTS INCLUDING DEATH AND UNSATISFACTORY GROWTH, EXCEPT FOR DEFECTS RESULTING FROM LACK OF ADEQUATE MAINTENANCE, NEGLIGENCE, OR ABUSE BY OWNER, OR INCIDENTS THAT ARE BEYOND CONTRACTOR'S CONTROL. REMOVE AND REPLACE DEAD PLANT MATERIALS OR WHICH ARE MORE THAN 25 PERCENT DEAD OR IN AN UNHEALTHY CONDITION AT END OF WARRANTY PERIOD. A LIMIT OF ONE REPLACEMENT OF EACH PLANT MATERIAL WILL BE REQUIRED, EXCEPT FOR LOSSES OR REPLACEMENTS DUE TO FAILURE OF THE CONTRACTOR TO COMPLY WITH THE PROJECT REQUIREMENTS.
3. MAINTENANCE: UPON COMPLETION OF CONSTRUCTION AND THE EXPIRATION OF ANY APPLICABLE CONTRACTOR WARRANTY PERIOD, THE OWNER SHALL BE RESPONSIBLE FOR LONG-TERM MAINTENANCE OF THE LANDSCAPING IN GOOD CONDITION.
4. THE LANDSCAPE CONTRACTOR SHALL STAKEOUT PLANT LOCATIONS IN THE FIELD. THE ENGINEER OR HIS REPRESENTATIVE SHALL OBSERVE THESE LOCATIONS PRIOR TO COMMENCING PLANT PIT EXCAVATION. THE LANDSCAPE CONTRACTOR SHALL MAKE ANY ADJUSTMENTS AS REQUESTED BY THE ENGINEER.
5. THE LANDSCAPE CONTRACTOR SHALL INSTALL SHREDDED HARDWOOD BARK MULCH TO A DEPTH OF 4" UNDER AND SURROUNDING ALL NEW LANDSCAPED MASS PLANTING AREAS (PLANTING BEDS) TO PROVIDE A UNIFORM AND CONTINUOUS SURFACE AND APPEARANCE BETWEEN AND AROUND ALL PLANT MATERIAL, BUILDING LINES, AND PAVED AREAS. IN GENERAL, THIS PERTAINS TO ALL PLANT MATERIAL THAT IS PLANTED CLOSER THAN SIX FEET (6') CENTER TO CENTER. IT IS THE INTENT OF THIS CONTRACT TO INSTALL LANDSCAPE MAT UNDER THE ENTIRE AREA OF SHREDDED BARK MULCH.
6. SEEDED AREAS THAT WASH OUT MUST BE FILLED WITH TOPSOIL AND GRADED AS NECESSARY AND THEN RESEED. SOME TYPE OF ANCHORING METHOD SHOULD THEN BE USED TO HOLD SEED AND MULCH IN PLACE; THIS IS ESPECIALLY IMPORTANT AROUND WATER COURSES, IN SWALES AND AREAS OF CONCENTRATED FLOWS, AND ON SLOPES.
7. ALL AREAS NOT UTILIZED FOR STRUCTURES, DRIVEWAYS, PLANTING AREAS OR PARKING FACILITIES MUST BE SEEDED, SODDED OR OR LANDSCAPED WITHIN A REASONABLE TIME PERIOD.
8. ALL LAWN AREAS TO HAVE 6" TOPSOIL SEED AND MULCH. CONTRACTOR RESPONSIBLE FOR TWO LAWN CUTTINGS PRIOR TO LAWN MAINTENANCE TURNOVER TO OWNER.
9. THE CONTRACTOR SHALL LOCATE AND VERIFY THE EXISTENCE OF ALL UTILITIES PRIOR TO STARTING WORK.
10. ALL PLANTS SHALL BE WATERED THOROUGHLY TWICE DURING THE FIRST 24-HOUR PERIOD AFTER PLANTING.
11. ALL PLANTING AREAS TO BE FULLY MULCHED AND COVERED WITH 4" MIN DEPTH OF WOOD CHIPS AND/OR BARK OVER PROPERLY ANCHORED POROUS WEED BARRIER FABRIC SUCH AS AGRIX MAT, TYPAR, OR EQUAL.
12. ALL AREAS NOTED "GRADE AND SEED", "GRADE AND SOD", "LAWN" AND "PLANTING AREA" WILL RECEIVE TOP SOIL AS INDICATED IN STANDARD SPECIFICATIONS.
13. ALL PLANTS SHALL BE BALLED AND WRAPPED OR CONTAINER GROWN. NO CONTAINER GROWN STOCK WILL BE ACCEPTED IF IT IS ROOT BOUND. ALL ROOT WRAPPING MATERIAL MADE OF SYNTHETICS OR PLASTICS SHALL BE REMOVED AT TIME OF PLANTING. WITH CONTAINER GROWN STOCK, THE CONTAINER SHALL BE REMOVED AND THE CONTAINER BALL SHALL BE CUT THROUGH THE SURFACE IN TWO VERTICAL LOCATIONS.

Seal

Date

Date	11/18/2025
Sheet Revisions	CITY AND PENNDOT COMMENTS
No.	

Scale	AS NOTED
Date	SEPTEMBER 2025
Drawn By	SCS/MSD
Checked By	DJB
Project No.	120-21-218.20
File No.	2411

LAND DEVELOPMENT PLAN  
FOR  
NAILS SQUARE  
201 E PLANK ROAD  
CITY OF ALTOONA, BLAIR COUNTY,  
PENNSYLVANIA

LANDSCAPE PLAN

Drawing No.  
LS-1



**NAILS SQUARE  
201 E PLANK ROAD**

**CITY OF ALTOONA  
BLAIR COUNTY, PENNSYLVANIA**

**WAIVER REQUESTS**

Section 640-63.A.(2) No access driveway shall be located within 50 feet of an intersection of as otherwise directed by the Planning Commission. Access driveways serving parking facilities or more than 25 spaces shall not be located closer than 100 feet to an intersection. Access driveways shall access side streets instead of main arterials (including, but not limited to, Logan Boulevard, North Logan Boulevard, Chestnut Avenue, Juniata Gap Road, the 300 to 600 blocks of East 25<sup>th</sup> Avenue, Union Avenue, 58<sup>th</sup> Street, 6<sup>th</sup> Avenue, 7<sup>th</sup> Avenue, Broad Avenue, Beale Avenue, Plank Road, Pleasant Valley Boulevard, Valley View Boulevard, and North 4<sup>th</sup> Avenue) where practicable and where it is not practicable, the Planning Commission or Planning and Community Development Department may waive this requirement. A waiver is being requested to allow the existing access points to the site be maintained with modifications as per PennDOT requirements. The existing property sits on the corner of E Plank Road and Frankstown Road. One access will be right in only and the 2<sup>nd</sup> access will be right in and right out.

Section 640-63.C(7) Curbing shall be placed at the edges of all surfaced areas, including islands. Curbing shall be vertical around the perimeters of the parking facility but may be sloped around landscaped islands. The owner does not wish to propose curbing around the new islands or along the sidewalk, generally maintaining the existing drainage patterns on site. The drainage patterns will allow for sheet flow into the islands and maximum infiltration of runoff.

640-64.A(1) Sidewalks shall be provided along the entire length of the property in accordance with this section. On a corner lot, the sidewalk shall be extended along the second street as well.

Due to the limited size of the site and the presence of the existing building, there is not space to maintain a sidewalk along the perimeter of the site while still providing access and parking. Additionally sidewalk does not exist on the adjacent parcels. It should be noted that the adjacent parcels are developed with buildings that are equally as close (or closer to the road) and parking at their fronts without any room for sidewalk. There are also directional signs and traffic signal poles impeding the edge of these lots.

640-65.C(4) Along the parking lot, trees and shrubs shall be planted so as to screen the parking facility from all surrounding streets and properties. The intent is to mitigate the impact of vehicle noise, lights, and fumes on adjacent land. Such vegetation shall be planted so as to provide a full screen within five years. Although the amount of landscaping does not completely meet the intent of the ordinance, the landscaping provided has been maximized to improve the site while maintaining access and site distances.

640-65.D(1-5) The required setback between parking facilities and buildings shall be landscaped to eliminate large expanses of barren wall in accordance with this section. Foundational landscaping may be waived if the proposal includes yard trees throughout the site that serve the same screening purposes as foundational plantings.

As discussed in this requirement, landscaping is provided throughout the site to meet the intent of this section of the ordinance while maintaining access, parking, and sidewalks on a limited site.

R:\2411 Kim Andy Do\21218 Barts Aut Site Improv\05 Design\80 Site Dev\Working Docs & Forms\20250918 Waiver List.docx



[www.altoonapa.gov](http://www.altoonapa.gov)

Department of Public Works  
1301 – 12<sup>th</sup> Street, Suite 300  
Altoona, PA 16601-3491

Rob Crossman  
Engineering Department Supervisor  
[rcrossman@altoonapa.gov](mailto:rcrossman@altoonapa.gov)

September 19, 2025

**RE: Nail Square  
201 E. Plank Road  
Land Development Review**

Mr. Beyer & Ms. Shoenfelt,

The City of Altoona has reviewed the subject land development. Please note that the City received your submittal before the adoption of the new SALDO & Zoning Ordinances and therefore was reviewed for compliance with the old ordinance. The following items were included and reviewed in this submission: land development plans, narrative/stormwater analysis, and waiver list. The developer shall address the following comments and proceed with final plan preparation.

A State Highway Occupancy Permit will be required for driveways/sidewalks within PennDOT's right-of-way.

No changes can be made to the approved plans during construction without the approval of the City. After construction is complete provide record or as-built drawings to the city of all approved changes made during construction.

The stormwater narrative proposes a 20% reduction of the impervious surface onsite. Based off of the City's stormwater ordinance §620-13B.(1) the site qualifies for an exemption from the stormwater management plan requirements. However, based on the nature of the site and the unknown pavement history, the City has concerns that the proposed landscaped islands may not infiltrate if they are only excavated deep enough for 3-4" of mulch or 6" of topsoil. In addition to the impervious reduction, please provide an appropriate BMP such as soil restoration with an accompanying detail.

Any change of land use resulting in an increase of more than 400 gpd requires sewage planning. Please submit calculations on the proposed project to confirm sewage volumes. If volume is over the maximum allowable, submit three copies of the planning exemption mailer to the City of Altoona Department of Public Works. They must submit to the Department of Environmental Protection for approval.

The geometry to get into the first angled parking space from the Plank Road entrance does not allow for that spot to be easily parked in without maneuvering.

The proposed text for the building on sheet C-3.00 overlaps and is hard to read.

Please amend note 3 on sheet ES-1 "Project site is not located within the Special Flood Hazard Area (100-year floodplain), FEMA FIRM 42013C0232D."

§640-63.A(2) "No access driveway shall be located within 50 feet of an intersection or as otherwise directed by the Planning Commission. Access driveways serving parking facilities of more than 25 spaces shall not be located closer than 100 feet to an intersection. Access driveways shall access side streets instead of main arterials (including, but not limited to, Logan Boulevard, North Logan Boulevard, Chestnut Avenue, Juniata Gap Road, the 300 to 600 blocks of East 25th Avenue, Union Avenue, 58th Street, 6th Avenue, 7th Avenue,



Broad Avenue, Beale Avenue, Plank Road, Pleasant Valley Boulevard, Valley View Boulevard, and North 4th Avenue) where practicable, and where it is not practicable, the Planning Commission or Planning and Community Development Department may waive this requirement." It appears that a waiver is needed for both driveways due to being on main arterials and less than 100 feet from the intersection.

A waiver is being requested to §640-63.C(7) to not provide curbing at the edges of all surfaced areas. Staff would support this waiver if this is being done for stormwater management reasons, but the current waiver only states that "the owner does not wish to provide curbing."

§640-63.G(1) "For every 10 spaces provided by the applicant for motor vehicles, one bicycle parking space shall be provided, with a minimum of two bicycle spaces for all proposals." Please provide a bike rack

A waiver is being requested to §640-64.A(1) to not provide sidewalks along the length of the property. Please be advised that staff does not support this waiver. Numerous other land developments within the Plank Road corridor have provided sidewalks.

A waiver is being requested to §640-65.C(4) for the parking lot screening. It is acknowledged that although the amount of landscaping does not meet the ordinance requirements, it has been maximized to improve the site while maintaining access and site distances.

A waiver is being requested to §640-64.D(1-5) for foundational landscaping. It is acknowledged that landscaping is provided throughout the site to meet the intent of this section of the ordinance while maintaining access, parking, and sidewalks on a limited site.

The Engineering Review fee is \$275.

Should you have any questions please do not hesitate to contact me at 814-949-2483.

Respectfully,



Rob Crossman

CC: Joe Oricko



## Blair Planning

Blair County Planning Commission  
Altoona Metropolitan Planning Organization  
Blair County Government Advisory Committee

October 30, 2025

City of Altoona  
ATTN: Sabrina Appel-McMillen  
1301 12<sup>th</sup> Street, Ste 400  
Altoona, PA 16601

Dear Sabrina:

The Blair County Planning Commission is in receipt of the Nails Square Remodel and Exterior Improvements, located at 201 East Plank Road in the City of Altoona for review under the provisions of the Pennsylvania Municipalities Planning Code and other relevant statutes. Attached, you will find additional comments and recommendations pertinent to the review of this proposal.

In summary, we find this proposal to be consistent with countywide planning efforts as presented in the *Alleghenies Ahead* Regional Comprehensive Plan, adopted July 31, 2018, which includes comprehensive planning for Blair County. Thank you for the opportunity to review and comment on this proposal. If you should have any questions, please feel free to contact me.

Sincerely,

MacKenzie L. Caron  
Regional Planner

c: The EADS Group

## LAND DEVELOPMENT PLAN

*October 23, 2025*

*Review submitted by SGC*

PROJECT – Nails Square

PLAN – Land Development Plans dated August 2025

APPLICANT – The EADS Group for Kim Andy Do

MUNICIPALITY – City of Altoona

**PROPOSED DEVELOPMENT** – Applicant is planning to remodel an existing 1,500 square foot building into a nail salon. The materials provided for review are for exterior improvements only. These will involve repaving the parking lot, designation of 11 parking spaces, installation of landscaping islands, and modification of existing driveway connections to meet current state road standards. This will replace approximately 9,200 square feet of existing impervious surface with 7,400 square feet of replacement impervious surface plus 1,800 square feet of landscaping. Parcel ID 01.14-41...017.00-000.

**LOCATION** – 201 East Plank Road (SR 36), City of Altoona, Blair County.

**SITE CHARACTERISTICS** – The 0.29 acre site is at the southeast corner of the intersection of East Plank Road and Frankstown Road (SR 1009). Bart's Auto Center was the most recent building tenant. The site contains a billboard that extends above the building. The ground level of the property is entirely a parking lot made up of various surface materials and in poor condition.

Zoning for the site and other properties with frontage on East Plank Road is commercial (see comments about vesting). Adjacent uses include an investment office and a smoke shop along East Plank Road. On the other side of the site is a cabinet shop along Frankstown Road. Topography for the area is flat. Mill Run is listed as the receiving waters for drainage. There are no streams, wetlands, or regulatory floodplains affecting the site.

## COMMENTS –

1. The materials provided for review do not include the date by which the City of Altoona determined that it had received a complete application. This is relevant to vesting (grandfathering) of the permit to appropriate zoning regulations. On September 8, 2025, the Altoona City Council adopted a new zoning map and zoning ordinance. The site was rezoned from Highway Business to Corridor Commercial.
  - a. The plans indicate Highway Business zoning. It is unclear whether that was simply the zoning in effect while the plans were being prepared, or if HB zoning was still

in effect at time of permit application. In its review, the City of Altoona will need to determine the appropriate zoning standards to apply to the project.

- b. The Plans indicate a front building setback of 15 feet along the primary street and other setbacks of 10 feet. This is consistent with former Section 800-54.K which provided setback requirements for HB zoning. If HB zoning applies to the project, then this review does not identify any issues of concern regarding setbacks.
- c. Former Section 800-54.K was replaced by Section 800-20 providing setbacks for the new Corridor Commercial (CC) zone. Building Setbacks in Section 800-20.C are the same as what is shown on plans. However, Section 800-20.B.2 establishes new standards for parking to be setback from property lines as well. If parking is subject to Section 800-20.B.2, the applicant may need to revise the plans to provide setbacks of 20 feet from streets and 10 feet from side yards. This review also notes the following:
  - i. The proposed work involves upgrading a parking lot for an existing building. The site may have prior vested rights even if CC is the appropriate zone to use and the new zone would otherwise require new buildings to provide parking setbacks. The City of Altoona may have additional information on prior vested rights that was not part of the materials provided for this review.
  - ii. Whether the apparent new requirements for parking setbacks apply to this project or not, the recently adopted standards are unclear. This is in part because the new zoning did not include updates to definitions of terms applicable to the new standards. For example, the terms “setback” and “yard” as defined in Section 800-88 refer to distance between buildings and lot lines. These definitions were moved to this new section but not updated in a manner supportive of the apparent intent to enact parking setbacks. Additionally, Section 800-20.B.2 does not contemplate the distance between parking and alleys, which is one of the configurations in the current project.
  - iii. If Section 800-20.B.2 applies to the current proposal, the City of Altoona may need to clarify with the applicant how to interpret any new parking setbacks.

- iv. If feasible, it may be more suitable to have perpendicular parking included in the rear lot in order to eliminate potential circulation issues related to the lot's existing layout. This would allow the alley to be used for egress.
- 2. Sheet LS-1 of the plans provides details on proposed landscaping for the project. One of the landscaping islands would be on the curve between East Plank Road and Frankstown Road. This location is adjacent to the right turn access to Frankstown Road. The proposed tree and shrub plantings for this island are eastern rosebud and boxwood. These plantings should not interfere with sight distance at this location if properly maintained through trimming. However, this review recommends that the City of Altoona consider whether any approval conditions should address maintenance of landscaping as necessary to ensure continued visibility of traffic turning from East Plank Road onto Frankstown Road.
  - i. Blair County Planning Commission notes that the site was formerly used as a gas station or auto parts and repair shop – it is recommended to contact DEP to ensure that the proper heavy metal abatement has been completed at this site.
- 3. After the City of Altoona has completed its review and found the project to comply with municipal requirements, the proposed land development should be able to proceed without negative impact on the community and consistent with the Alleghenies Ahead comprehensive plan.

# Nail Square Remodeling



## Reference Map



### Legend

- |                                |                      |
|--------------------------------|----------------------|
| Nails Square Parcel            | Steep Slopes         |
| Blair County Municipalities    | Roads                |
| Areas with Elevated Flood Risk | Blair County Parcels |

0 0.025 0.05 Miles



**RESOLUTION 1-6-25-PAC25-07**  
**A RESOLUTION CONDITIONALLY APPROVING**  
**THE NAILS SQUARE LAND DEVELOPMENT PLAN**

WHEREAS an application for a land development project has been filed with the Altoona City Planning Commission (hereinafter "ACPC") by Nails Square (hereinafter referred to as the "DEVELOPER"); and

WHEREAS, the DEVELOPER desires to remodel an existing 1500 SF building into a nail salon located at 201 E Plank Road, Altoona, Pennsylvania; and

WHEREAS, staff has reviewed the LAND DEVELOPMENT PLAN, incorporated herein by this reference and filed with the ACPC by the Developer, and has found it to be in compliance, as a FINAL LAND DEVELOPMENT with all applicable provisions of the City of Altoona's zoning, subdivision/land development, and storm water ordinances subject to the conditions of this resolution; and

WHEREAS, the ACPC has determined that this LAND DEVELOPMENT PLAN constitutes a FINAL LAND DEVELOPMENT PLAN in full compliance with the City of Altoona's zoning, subdivision/land development, and storm water ordinances subject to the conditions of this resolution; and

WHEREAS, the ACPC has the power to APPROVE modifications to the City of Altoona's subdivision and land development requirements, and the Developer has requested the following waivers that are hereby approved by the ACPC:

1. §640-63A(2): No access driveway shall be located within 50 feet of an intersection or as otherwise directed by the Planning Commission. Access driveways serving parking facilities or more than 25 spaces shall not be located closer than 100 feet to an intersection. Access driveways shall access side streets instead of main arterials (including but not limited to, E Plank Road and Frankstown Road) where practicable and where it is not practicable, the Planning Commission may waive this requirement. **The applicant is requesting a waiver to utilize the existing access points to the site to be maintained with modifications as per PennDOT requirements.**
2. §640-63C(7): Curbing shall be placed at the edges of all surfaced areas, including islands. **The applicant is requesting a waiver to this section.**
3. §640-64A(1): Sidewalks shall be provided along the entire length of the property in accordance with this section. On a corner lot, the sidewalk shall be extended along the second street as well. **The applicant is requesting a waiver to this section.**
4. §640-65C(4): Along the parking lot, trees and shrubs shall be planted to screen the parking facility from all surrounding streets and properties. **The applicant is requesting a waiver to this section.**
5. §640-65D(1-5): The required setback between parking facilities and buildings shall be landscaped to eliminate large expanses of barren wall in accordance with this section. **The applicant is requesting a waiver to this section.**

NOW, THEREFORE, BE RESOLVED by the Planning Commission of the City of Altoona, Blair County, Pennsylvania, that the application and plans, as filed by the DEVELOPER, are hereby approved subject to the following conditions:

1. The conditions of the plan must be accepted in writing by developer within 30 days of plan approval.
2. All required signatures must be obtained on the plan.
3. If required, financial security to cover the cost of all public improvements must be provided to the City.
4. A developer's agreement prepared by the ACPC must be executed by the Developer.



5. A copy of the RECORDED plan must be provided to the ACPC as soon as it is recorded.
6. All conditions must be met, fees paid, and the plan signed and recorded within the deadline.

RESOLVED by the Altoona City Planning Commission on January 6, 2025:

---

David B. Albright, Chairman

DRAFT