

Section 4(f) Non-Applicability/No Use

May 2014 Version

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

SELECT ONE: ☐ EIS ☒ EA ☐ CE ☐ EER ☐ ED

PROJECT DESCRIPTION:

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

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

The following improvements are proposed:

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

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- Minor realignments to the approaches of Highland Avenue (SR 2008), Old Lincoln Highway (SR 2045), and Fairhill Avenue.
- Traffic calming improvements at Pine Street (SR 0413) between Flowers Avenue and Maple Avenue (SR 0213).
- Traffic calming improvements at Gillam Avenue between Bellevue Avenue (SR2049) and Pine Street (SR 0413).
- Construction of stormwater management facilities.

See attached Project Plan Set. Sheets 79-81 of 170 show the location of traffic calming improvements along Pine Street (SR 0413) between Flowers Avenue and Maple Avenue (SR 0213) that are within the boundary of the Langhorne Historic District. Sheets 83-84 of 170 show the location of traffic calming improvements along Gillam Avenue within or adjacent to the Langhorne Historic District, including a mini roundabout at Bellevue Avenue (SR 2049) and Gillam Avenue.

IDENTIFICATION OF SECTION 4(f) PROPERTY:

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

The Langhorne Historic District is a 185-acre historic district, located in Langhorne Borough, that encompasses or is adjacent to a portion of the project area. The portions of the project area within the historic district boundary include Pine Street (SR 0413) between Flowers Avenue and Maple Avenue (SR 0213) and the north side of Gillam Avenue at the intersection with Bellevue Avenue (SR 2049). The Langhorne Historic District was listed on the National Register of Historic Places (NRHP) in 1987 and is significant under Criterion A in the areas of Commerce and Transportation and Criterion C for Architecture. It contains 252 contributing buildings, one (1) contributing site (a cemetery), and 51 non-contributing buildings. The APE is adjacent to four contributing buildings.

OFFICIAL WITH JURISDICTION OVER SECTION 4(f) PROPERTY:

1. Identify agency with jurisdiction:
Pennsylvania Historical and Museum Commission
State Historic Preservation Office
Commonwealth Keystone Building, Second Floor
400 North Street
Harrisburg, PA 17120
Phone: (717) 787-3362.

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2. Name and title of contact person at agency:
Tyra Guyton – Transportation Special Initiatives Specialist

DETERMINATION OF NON-APPLICABILITY:

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

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

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

No contributing resources within the Langhorne Historic District will be demolished, relocated, or physically altered as part of the undertaking. No property will be acquired from any of the contributing properties to the historic district as permanent right of way for the project. No temporary construction easements are required for the proposed improvements. No tall structures are proposed that would dominate the existing streetscape or 2.5-story residential buildings that comprise the majority of the district. No new roadways will be introduced that would alter the visual character of the district or its surroundings. The proposed pedestrian improvements in the district are modest in nature and will not alter or diminish the integrity of the district to the extent that it can no longer convey significance under Criterion A in the areas of Commerce and Transportation and Criterion C for Architecture. The district will retain its historic setting, streetscape character, and sufficient integrity to convey significance. Therefore, based on the criteria for adverse effect in 36 CFR 800.5 and the definition of effect provided in 36 CFR 800.16, PennDOT determined the project will result in No Adverse Effect to Historic Properties regarding the Langhorne Historic District. PennDOT submitted these findings to consulting parties, including the PA-SHPO, and requested concurrence with a **No Adverse Effect** finding for the Langhorne Historic District. The PA SHPO concurred with a **No Adverse Effect** finding on October 22, 2025. See attached SHPO response letter.

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

[Click here to enter text.](#)

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

[Click here to enter text.](#)

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

[Click here to enter text.](#)

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

[Click here to enter text.](#)

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

[Click here to enter text.](#)

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

[Click here to enter text.](#)

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

[Click here to enter text.](#)

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

[Click here to enter text.](#)

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

[Click here to enter text.](#)

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

[Click here to enter text.](#)

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Provide additional information regarding each checked item:

Click here to enter text.

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SUMMARY AND DETERMINATION:

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

Section 4(f) Property: The Langhorne Historic District

Official with Jurisdiction:
Pennsylvania Historical and Museum Commission
State Historic Preservation Office
Commonwealth Keystone Building, Second Floor
400 North Street
Harrisburg, PA 17120

Date: 10/22/2025

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

Other documentation is included in the following Attachment:

See attached concurrence letter from the PHMC SHPO noting the project will have a No Adverse Effect on the Langhorne Historic District.

Name and Organization of Preparer: Thomas Wilson, JMT, Inc.

Date: 10/22/2025

Project Manager:



Date: 10/24/2025

Environmental Manager: Keith Highlands

Digitally signed by Keith Highlands
Date: 2025.10.24 13:24:25 -04'00'

Date:

PennDOT, BOPD:

Ghiyath Saloum

Digitally signed by Ghiyath Saloum
Date: 2025.10.24 13:31:40 -04'00'

Date:

FHWA:

MICHELLE LYNN
GODDARD

Digitally signed by MICHELLE LYNN
GODDARD
Date: 2025.10.24 15:07:08 -04'00'

Date:

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

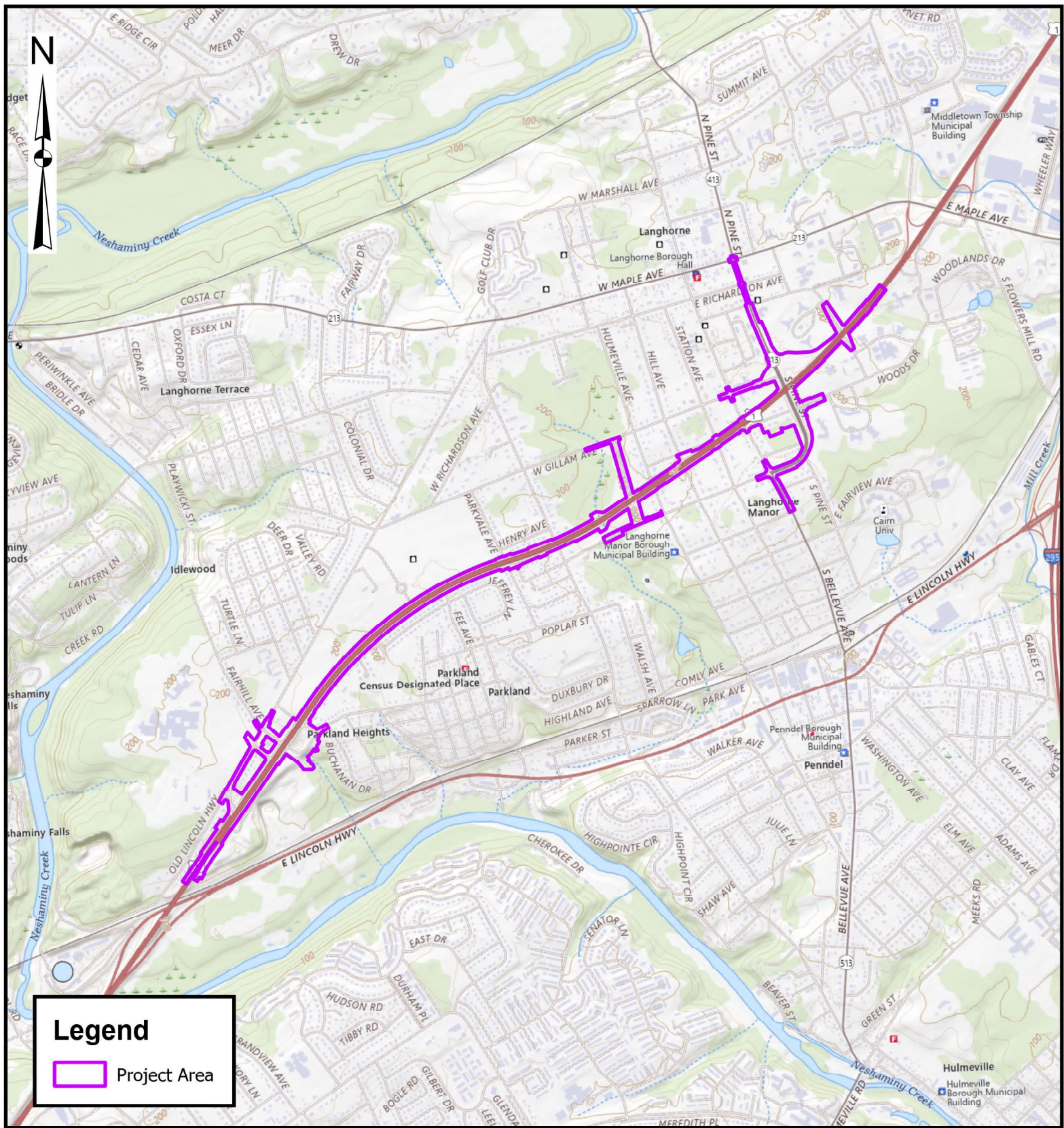
No contributing resources within the Langhorne Historic District will be demolished, relocated, or physically altered as part of the undertaking. No property will be acquired from any of the contributing properties to the historic district as permanent right of way for the project. No permanent impacts to the Langhorne Historic District will occur. All proposed work within or adjacent to the district boundary will occur within the transportation right-of-way. Access to the Langhorne Historic District will not be interrupted aside from temporary traffic detours.

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

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



Project Location Map



Legend

 Project Area

0 1,400 2,800 5,600 Feet

1" = 2,000'

SOURCE: USGS
CREATED BY: NKS



FIGURE 1: PROJECT LOCATION MAP

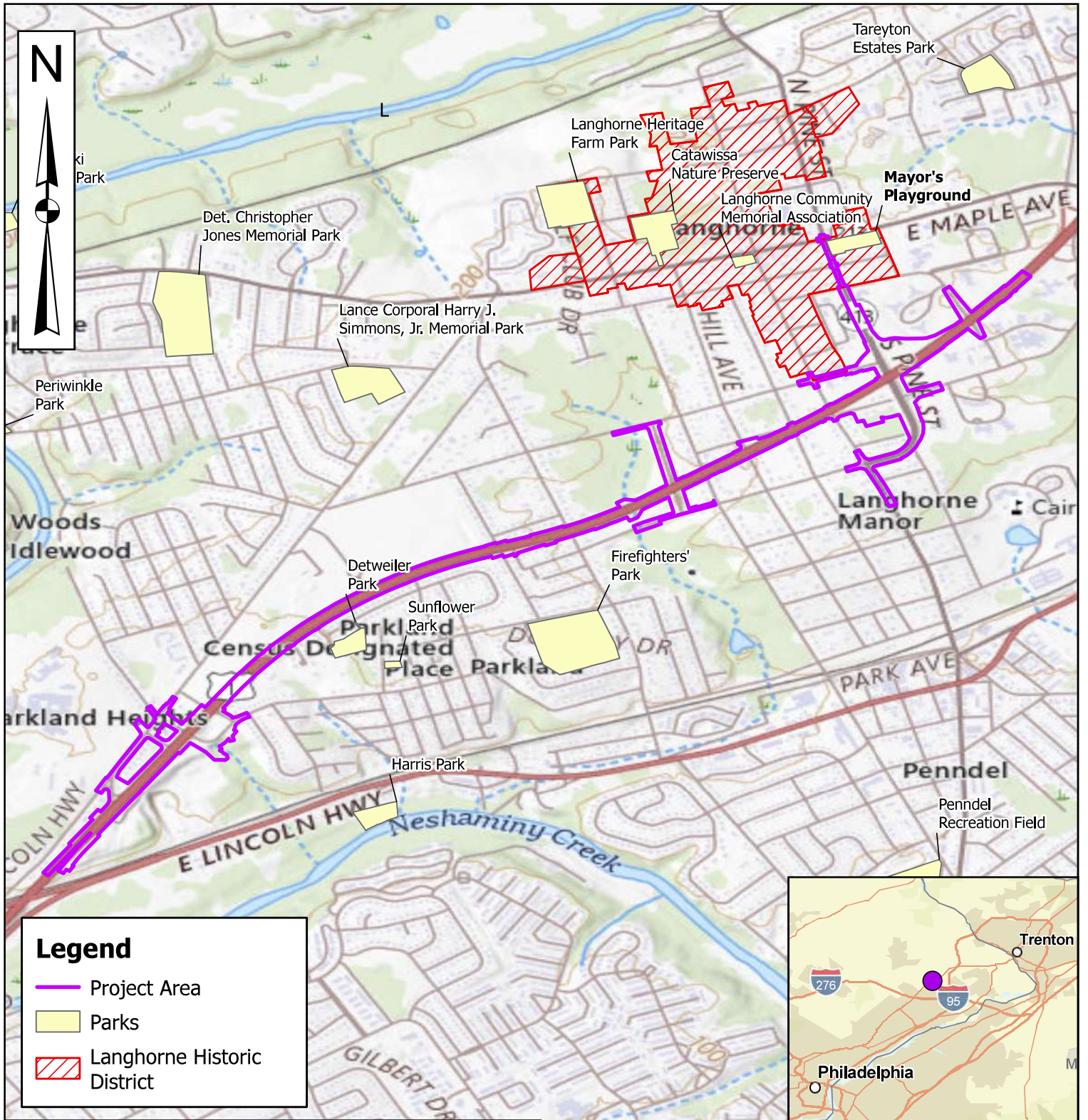
S.R. 0001 SECTION RC3

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

DATE: JULY 2025



Section 4(f) Resource Map

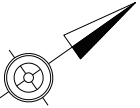




Project Plans Set

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

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



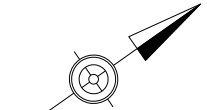
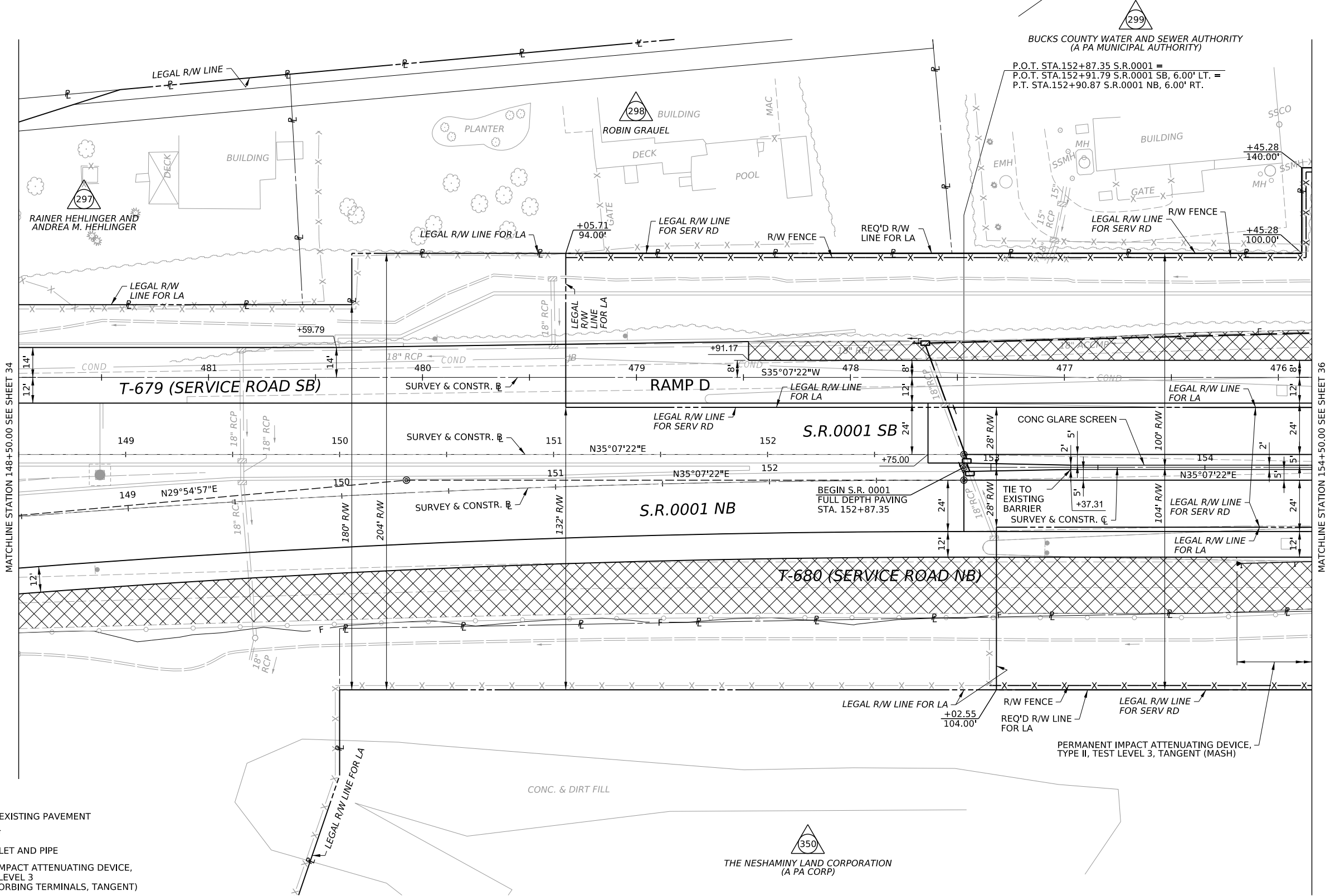
← LIMIT OF WORK
STA. 136+00.00
SEG. 0060 OFF. 0827
SEG. 0061 OFF. 1097
S.R. 0001 SEC. RC3
MIDDLETOWN TOWNSHIP
BUCKS COUNTY

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

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

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

DISTRICT	COUNTY	ROUTE	SECTION	SHEET		
6-0	BUCKS	0001	RC3	35 OF 170		
MIDDLETOWN TWP						
REV NO	REVISIONS			DATE	BY	APPD



BUCKS COUNTY WATER AND SEWER AUTHORITY
(A PA MUNICIPAL AUTHORITY)

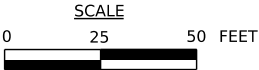
P.O.T. STA.152+87.35 S.R.0001 =
P.O.T. STA.152+91.79 S.R.0001 SB, 6.00' LT. =
P.T. STA.152+90.87 S.R.0001 NB, 6.00' RT.

S.R. 0001 NB
P.I. STA.150+30.68
Δ = 5°12'25" RT.
D = 1°00'00"
T = 260.55'
L = 520.74'
R = 5730.00'
E = 5.92'
P.C. STA.147+70.13
P.T. STA.152+90.87
S/E = 2.7%

LEGEND

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

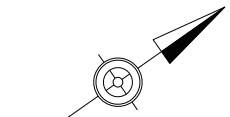
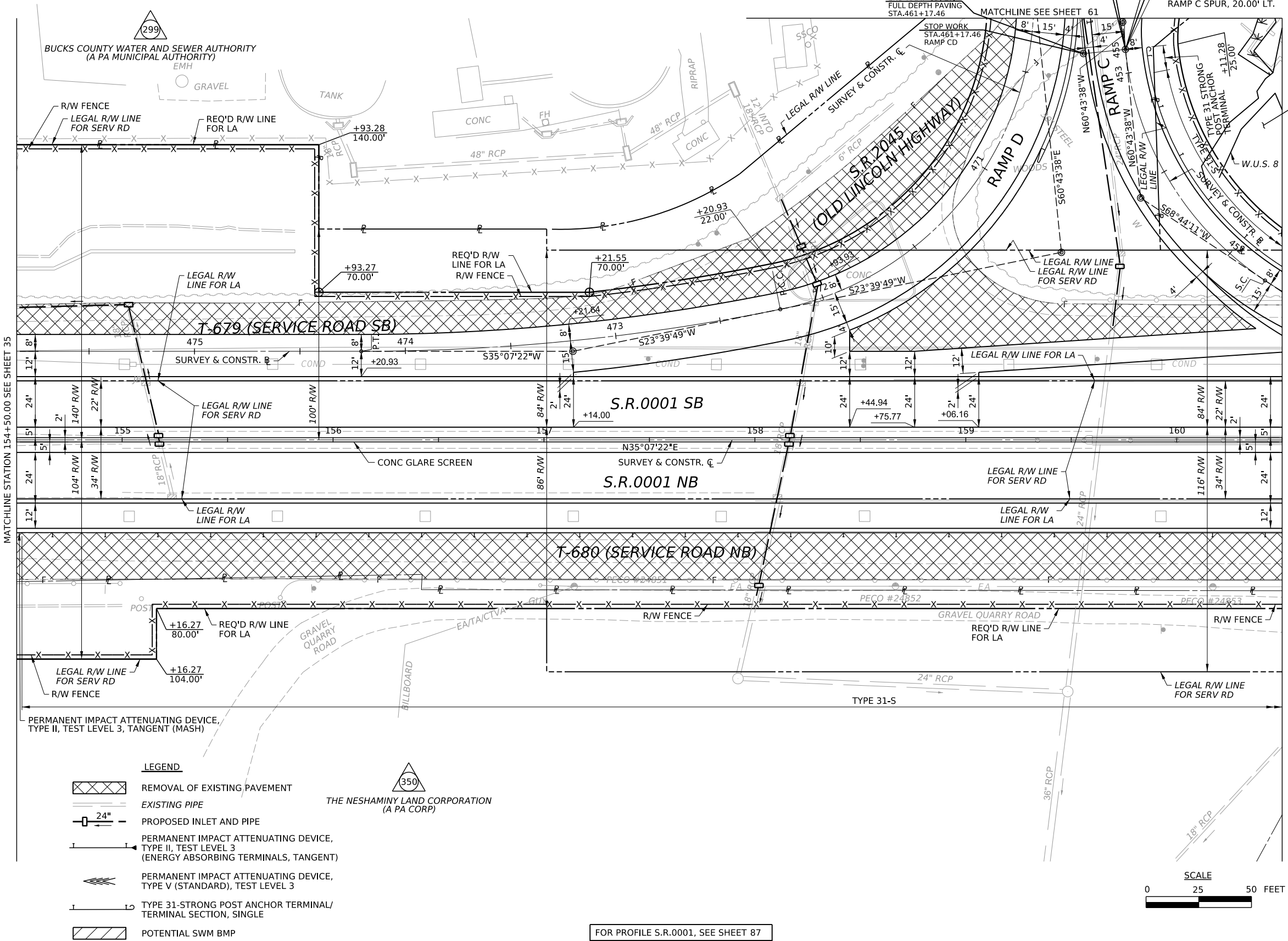
THE NESHAMINY LAND CORPORATION
(A PA CORP)



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

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	0001	RC3	36 OF 170

MIDDLETOWN TWP				
REV	DESCRIPTION	DATE	BY	APPD
1	REVISIONS			



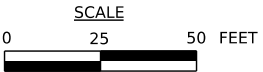
MATCHLINE STATION 160+50.00 SEE SHEET 37

MATCHLINE STATION 154+50.00 SEE SHEET 35

- LEGEND**
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 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
 - TYPE 31-STRONG POST ANCHOR TERMINAL/TERMINAL SECTION, SINGLE
 - POTENTIAL SWM BMP

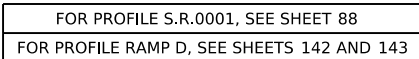
350
THE NESHAMINY LAND CORPORATION
(A PA CORP)

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



SCALE

0 25 50 FEET



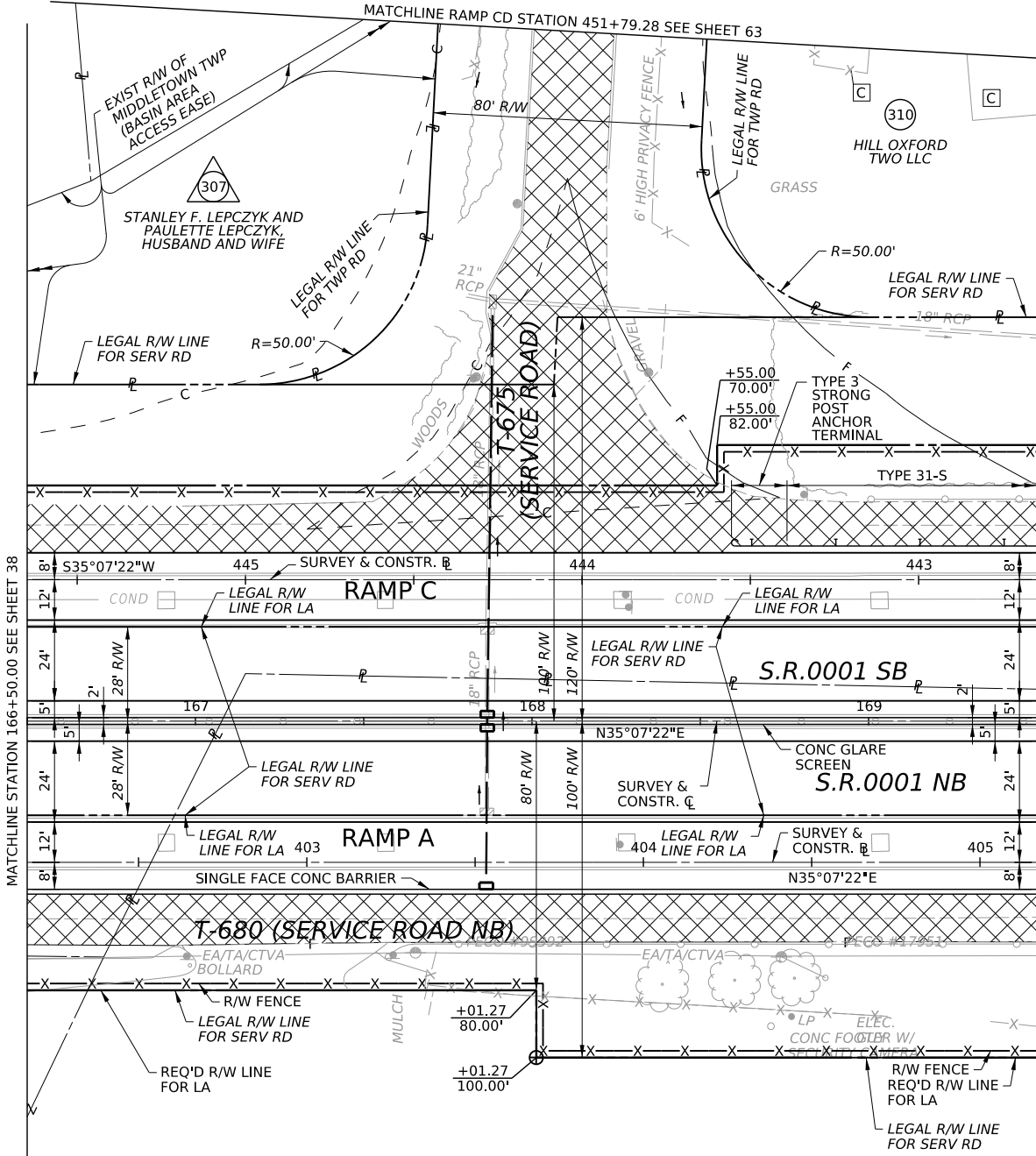
DISTRICT	COUNTY	ROUTE	SECTION	SHEET		
6-0	BUCKS	0001	RC3	38 OF 170		
MIDDLETOWN TWP						
REV NO	REVISIONS			DATE	BY	APPD

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

RAMP D
P.I. STA.461+15.62
Δ = 75°14'54" RT.
D = 38°11'50"
T = 115.62'
L = 197.00'
R = 150.00'
E = 39.39'
P.C. STA.460+00.00
P.C.C. STA.461+97.00
S/E = 6.0%

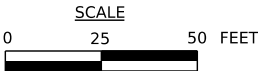
RAMP C
P.I. STA.447+22.01
Δ = 59°39'02" RT.
D = 38°11'50"
T = 86.01'
L = 156.19'
R = 150.00'
E = 22.91'
S.C. STA.446+36.00
P.T. STA.447+92.19
S/E = 6.0%

RAMP C
S.P.I. STA.445+79.52
θ = 33°36'49" RT.
L = 176.00'
k = 87.00'
p = 8.50'
X = 170.04'
Y = 33.58'
L.T. = 119.52'
S.T. = 60.66'
T.S. STA.444+60.00
S.C. STA.446+36.00
S/E = VARIES



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

FOR PROFILE S.R.0001, SEE SHEET 89
FOR PROFILE RAMP A, SEE SHEET 132
FOR PROFILE RAMP C, SEE SHEET 138
FOR PROFILE RAMP D, SEE SHEET 142



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6-0	BUCKS	0001	RC3	39 OF 170		
MIDDLETOWN TWP						
REV NO	REVISIONS			DATE	BY	APPD

RAMP C
S.P.I. STA.445+79.52
θ = 33°36'49" RT.
L = 176.00'
k = 87.00'
p = 8.50'
X = 170.04'
Y = 33.58'
L.T. = 119.52'
S.T. = 60.66'
T.S. STA.444+60.00
S.C. STA.446+36.00
S/E = VARIES

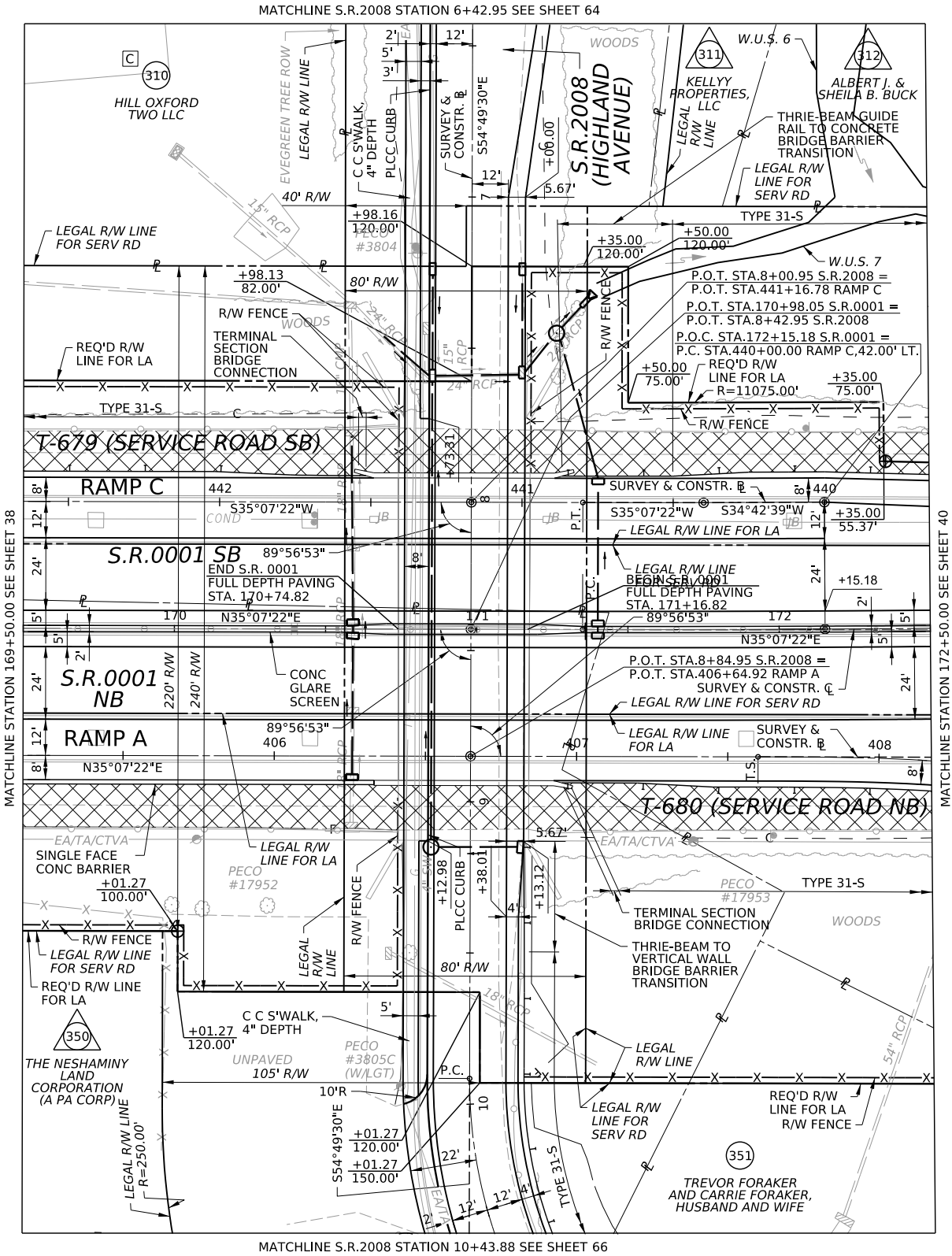
RAMP C
P.I. STA.441+97.31
Δ = 2°02'07" RT.
D = 0°30'57"
T = 197.31'
L = 394.58'
R = 11108.00'
E = 1.75'
P.C. STA.440+00.00
P.T. STA.443+94.58
S/E = N/C

S.R. 0001
P.I. STA.173+41.07
Δ = 2°07'03" LT.
D = 0°30'50"
T = 206.07'
L = 412.10'
R = 11150.00'
E = 1.90'
P.C. STA.171+35.00
P.R.C. STA.175+47.10
S/E = N/C

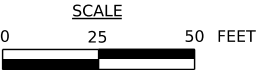
RAMP A
S.P.I. STA.405+79.52
θ = 33°36'49" RT.
L = 176.00'
k = 87.00'
p = 8.50'
X = 170.04'
Y = 33.58'
L.T. = 119.52'
S.T. = 60.66'
T.S. STA.404+60.00
S.C. STA.406+36.00
S/E = VARIES

S.R. 2008
P.I. STA.11+51.52
Δ = 90°00'00" LT.
D = 35°48'36"
T = 160.00'
L = 251.33'
R = 160.00'
E = 66.27'
P.C. STA.9+91.52
P.T. STA.12+42.85
S/E = 6.0%

- LEGEND
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 - TYPE 31-STRONG POST ANCHOR TERMINAL/ TERMINAL SECTION, SINGLE
 - POTENTIAL SWM BMP



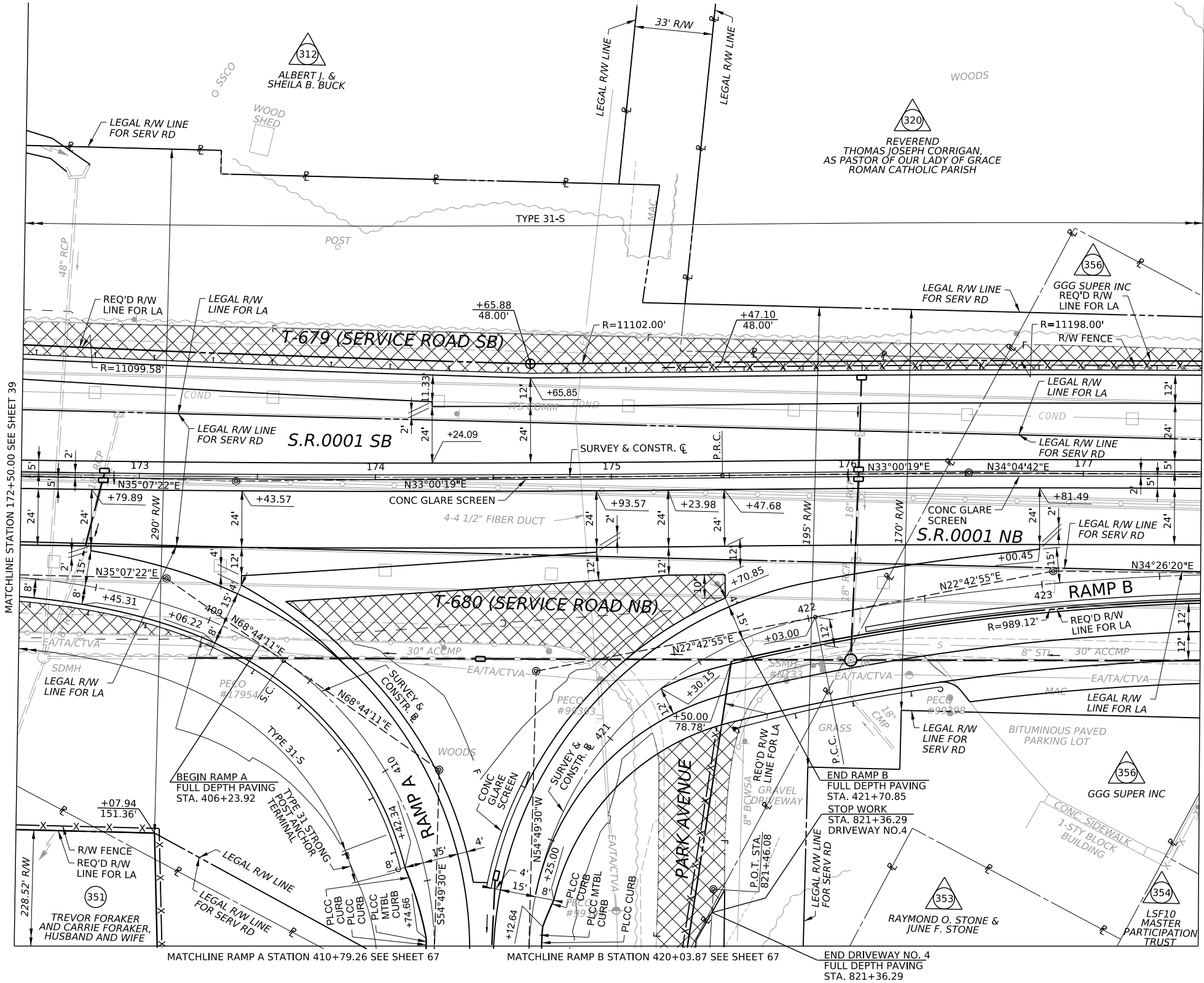
FOR STRUCTURE DATA, SEE SHEET 10
FOR PROFILE S.R.0001, SEE SHEET 90
FOR PROFILE S.R.2008, SEE SHEETS 118 AND 119
FOR PROFILE RAMP A, SEE SHEET 132
FOR PROFILE RAMP C, SEE SHEET 137



LEGEND

- REMOVAL OF EXISTING PAVEMENT
- EXISTING PIPE
- PROPOSED INLET AND PIPE
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- POTENTIAL SWM BMP

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



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

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

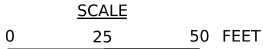
S.R. 0001
P.I. STA.173+41.07
 $\Delta = 2^{\circ}07'03''$ LT.
 $D = 0^{\circ}30'50''$
 $T = 206.07'$
 $L = 412.10'$
 $R = 11150.00'$
 $E = 1.90'$
P.C. STA.171+35.00
P.R.C. STA.175+47.10
S/E = N/C

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

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

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

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



LEGEND

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

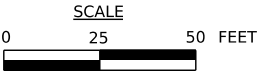
DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	0001	RC3	41 OF 170
MIDDLETOWN TWP				
REV NO	REVISIONS	DATE	BY	APPD

S.R. 0001
P.I. STA.176+51.52
Δ = 1°4'23" RT.
D = 0°30'50"
T = 104.42'
L = 208.83'
R = 11150.00'
E = 0.49'
P.R.C. STA.175+47.10
P.C.C. STA.177+55.93
S/E = VARIES

RAMP B
P.I. STA.423+05.67
Δ = 11°43'25" RT.
D = 5°43'46"
T = 102.67'
L = 204.62'
R = 1000.00'
E = 5.26'
P.C.C. STA.422+03.00
P.C.C. STA.424+07.62
S/E = 6.0%

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

RAMP B
P.I. STA.428+16.07
Δ = 8°34'31" RT.
D = 1°3'6"
T = 408.45'
L = 815.38'
R = 5448.00'
E = 15.29'
P.C.C. STA.424+07.62
P.T. STA.432+23.00
S/E = 2.8%

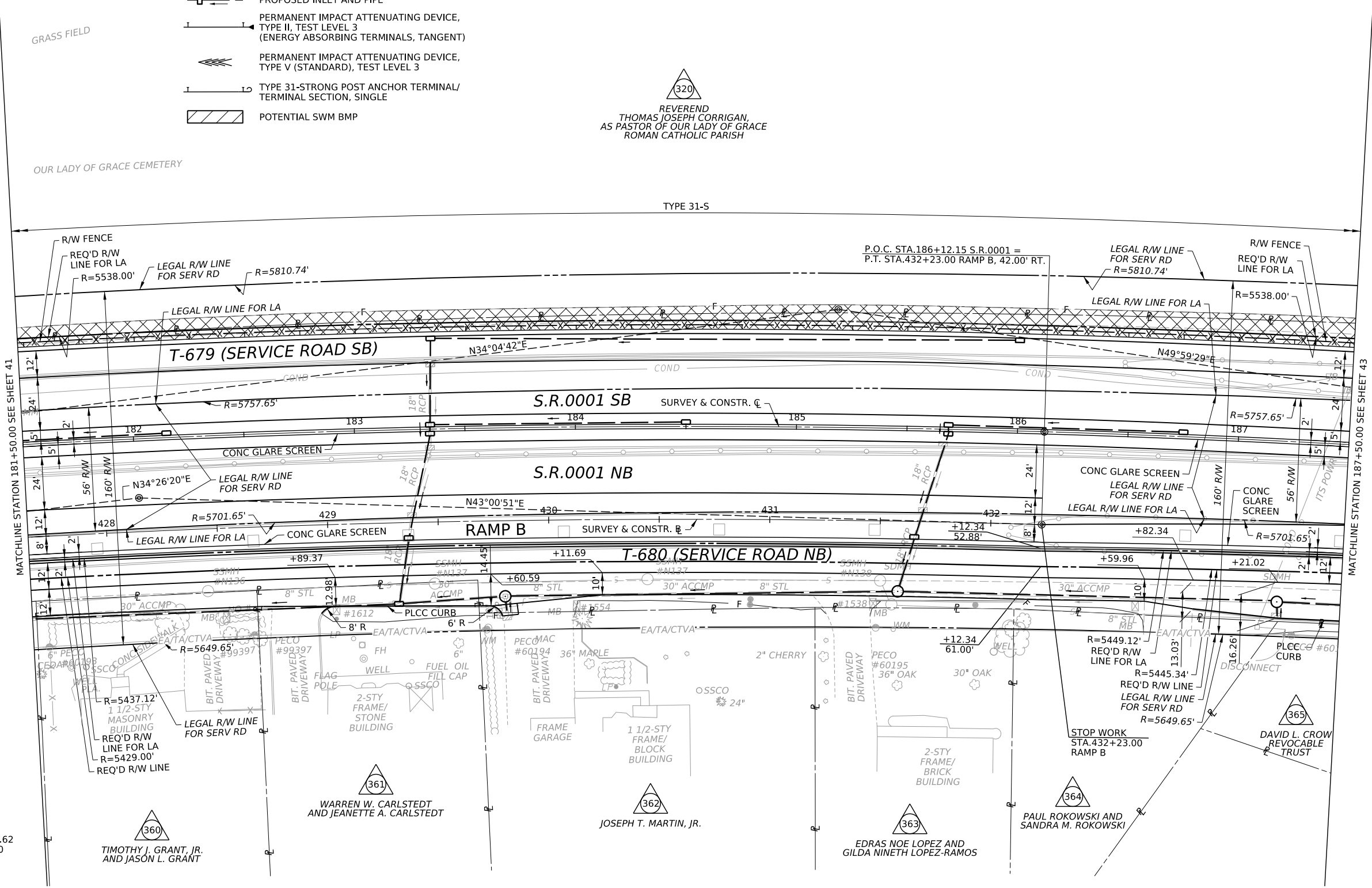
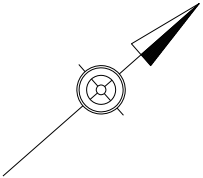


FOR PROFILE S.R.0001, SEE SHEET 92
FOR PROFILE RAMP B, SEE SHEETS 135 AND 136

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

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

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



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

360
TIMOTHY J. GRANT, JR.
AND JASON L. GRANT

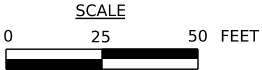
361
WARREN W. CARLSTEDT
AND JEANETTE A. CARLSTEDT

362
JOSEPH T. MARTIN, JR.

363
EDRAS NOE LOPEZ AND
GILDA NINETH LOPEZ-RAMOS

364
PAUL ROKOWSKI AND
SANDRA M. ROKOWSKI

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



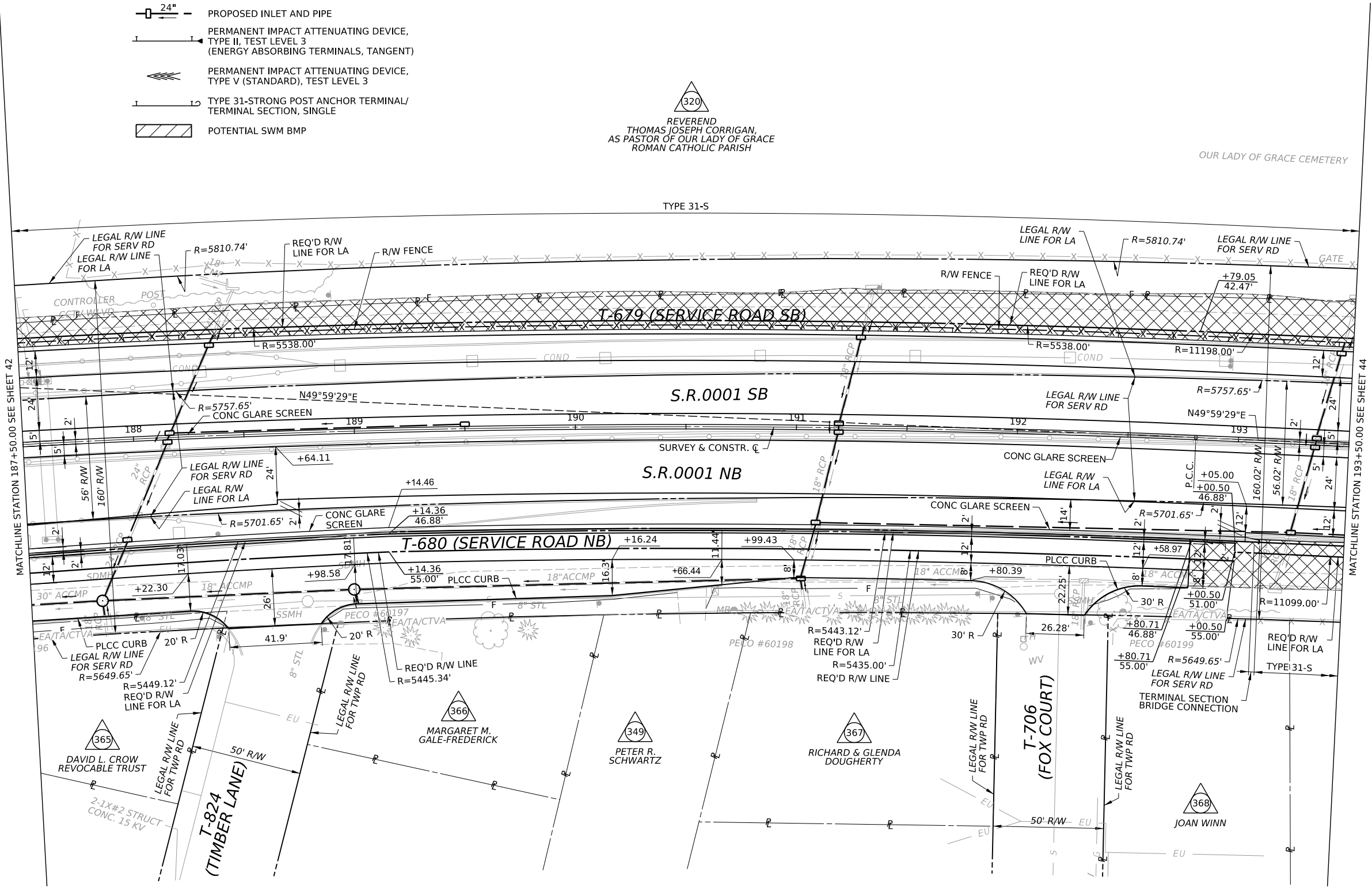
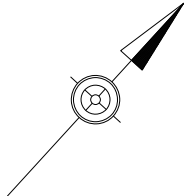
FOR PROFILE S.R.0001, SEE SHEET 93
FOR PROFILE RAMP B, SEE SHEET 136

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

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

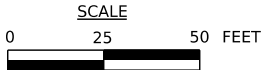
320
REVEREND
THOMAS JOSEPH CORRIGAN,
AS PASTOR OF OUR LADY OF GRACE
ROMAN CATHOLIC PARISH

OUR LADY OF GRACE CEMETERY



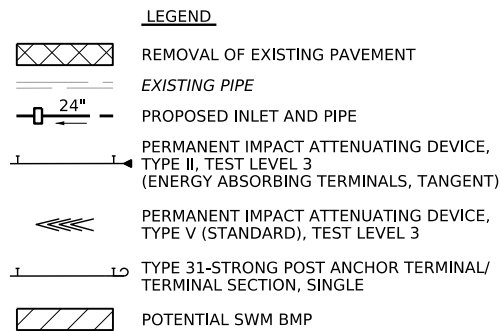
S.R. 0001
P.I. STA.185+23.26
 $\Delta = 15^{\circ}54'47''$ RT.
D = $1^{\circ}02'37''$
T = 767.33'
L = 1524.78'
R = 5490.00'
E = 53.36'
P.C.C. STA.177+55.93
P.C.C. STA.192+80.71
S/E = 2.8%

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





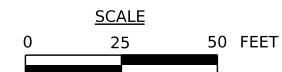
FOR PROFILE S.R.0001, SEE SHEET 95

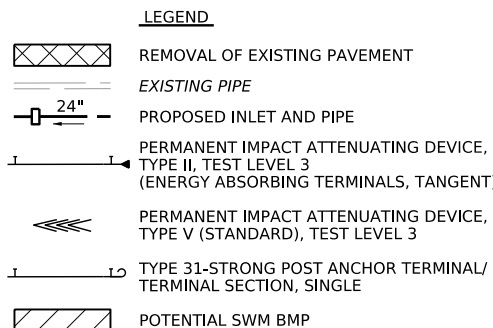


SCALE

0 25 50 FEET



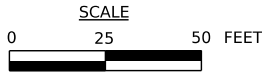




S.R. 0001
P.I. STA.205+66.75
 $\Delta = 21^{\circ}19'42''$ RT.
 $D = 1^{\circ}00'00''$
 $T = 1078.85'$
 $L = 2132.73'$
 $R = 5729.28'$
 $E = 100.69'$
P.C.C. STA.194+87.89
P/T. STA.216+20.63
S/E = 2.8%

FOR PROFILE S.R.0001, SEE SHEET 98

OPERATOR: Caplinger
FILE NAME: c:\pwworking\jmt\caplinger@jmt.com\d0241451\090001RC3_PLAN14.dgn



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

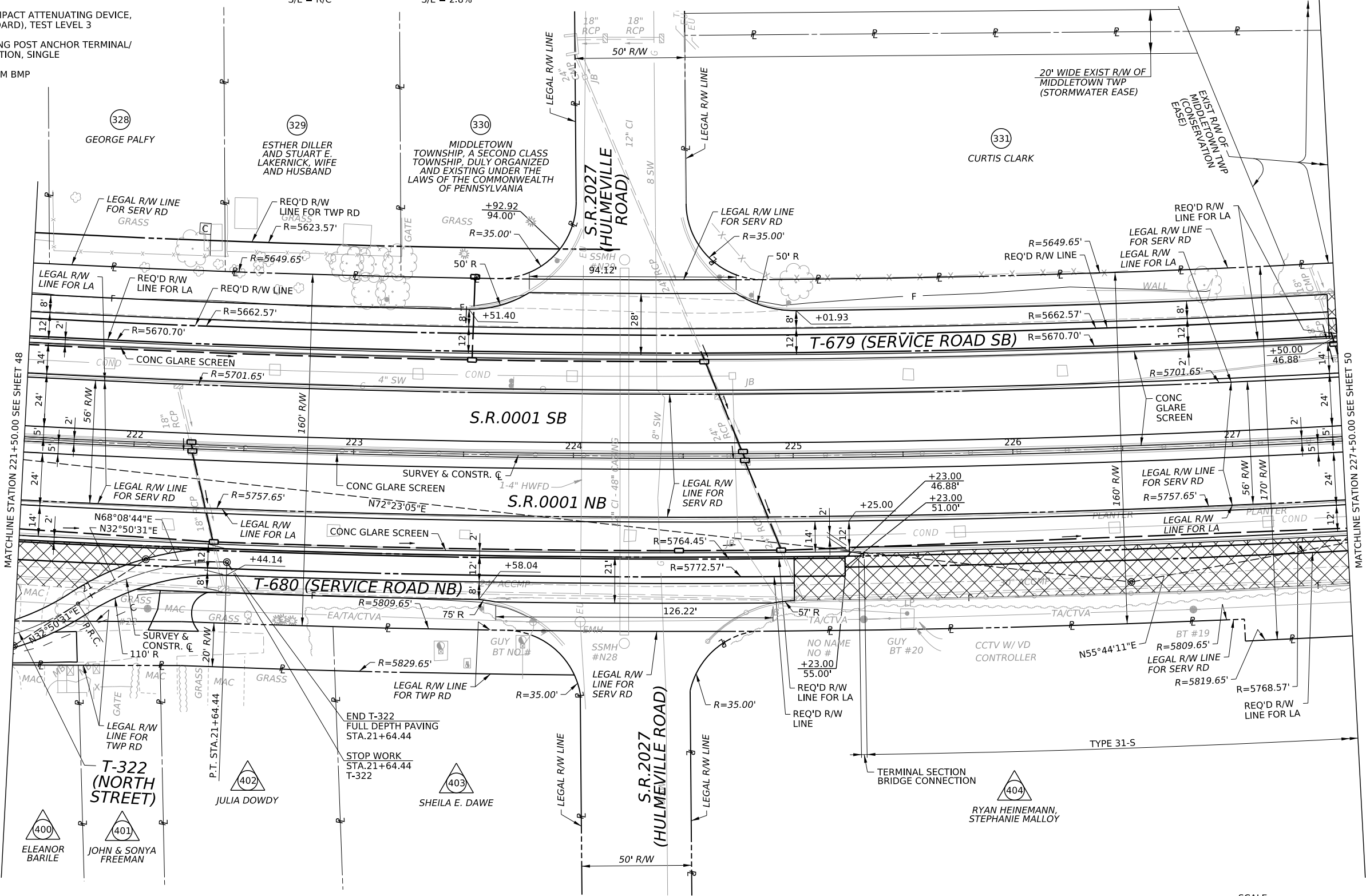
DISTRICT	COUNTY	ROUTE	SECTION	SHEET		
6-0	BUCKS	0001	RC3	49 OF 170		
MIDDLETOWN TWP						
REV NO	REVISIONS			DATE	BY	APPD

LEGEND

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

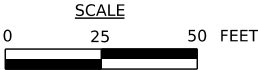
T-322
P.I. STA.20+59.99
Δ = 33°34'03" LT.
D = 49°23'34"
T = 34.99'
L = 67.96'
R = 116.00'
E = 5.16'
P.C. STA.20+25.00
P.T. STA.20+92.96
S/E = R/C

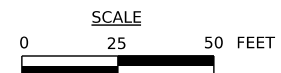
S.R.0001
P.I. STA.226+57.69
Δ = 16°38'54" LT.
D = 1°00'08"
T = 836.57'
L = 1661.34'
R = 5717.57'
E = 60.88'
P.C. STA.218+21.12
P.T. STA.234+82.46
S/E = 2.8%



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

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





FOR PROFILE S.R.0001, SEE SHEET 101

SCALE
25 50 FEET

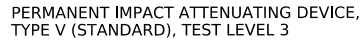
LEGEND



EXISTING PIPE



PERMANENT IMPACT ATTENUATING DEVICE,
TYPE II, TEST LEVEL 3
(ENERGY ABSORBING TERMINALS, TANGENT)



 TYPE 31-STRONG POST ANCHOR TERMINAL/
TERMINAL SECTION, SINGLE



(332)

TOWNSHIP OF MIDDLETOWN

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

STOP WORK
STA. 58+12.58
WEST INTERCH.

TYPE 31-S

MATCHLINE STATION 233+50.00 SEE SHEET 50

S.R.0001 SB

S.R.0001 NB

T-680 (SERVICE ROAD NB)

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

START WORK
STA. 60+24.49
WEST INTERCHANGE ROAD

TOWNSHIP OF MIDDLETOWN

MATCHLINE STATION 61+31.27 SEE SHEET 70

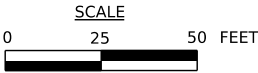
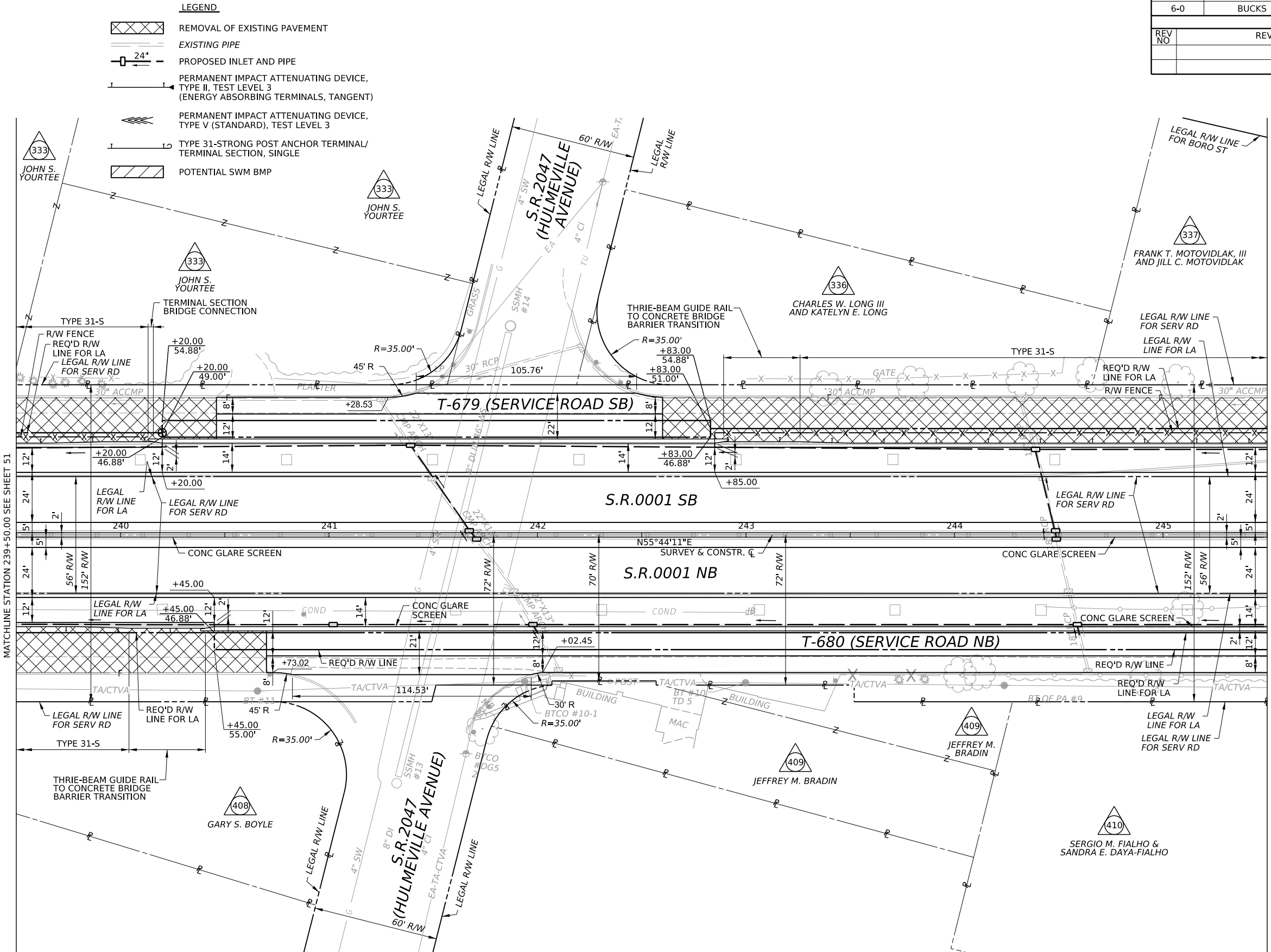
FOR STRUCTURE DATA, SEE SHEET 10

FOR PROFILE S.R.0001, SEE SHEET 102

FOR PROFILE S.R.2199 / WEST INTERCHANGE ROAD, SEE SHEETS 128 AND 129

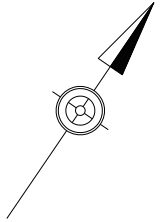
OPERATOR: Caplinger
FILE NAME: c:\pwworking\jmt\caplinger@jmt.com\d0241451\090001RC3_PLAN18.dgn

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



DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	0001	RC3	53 OF 170

MIDDLETOWN TWP				
REV NO	REVISIONS	DATE	BY	APPD



MATCHLINE STATION 251+50.00 SEE SHEET 54

FOR PROFILE S.R.0001, SEE SHEET 104

OPERATOR: Caplinger
FILE NAME: c:\pwworking\jmt\caplinger@jmt.com\d0241451\090001RC3_PLAN20.dgn

OPERATOR: Caplinger

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

LEGEND

REMOVAL OF EXISTING PAVEMENT

EXISTING PIPE

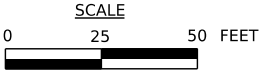
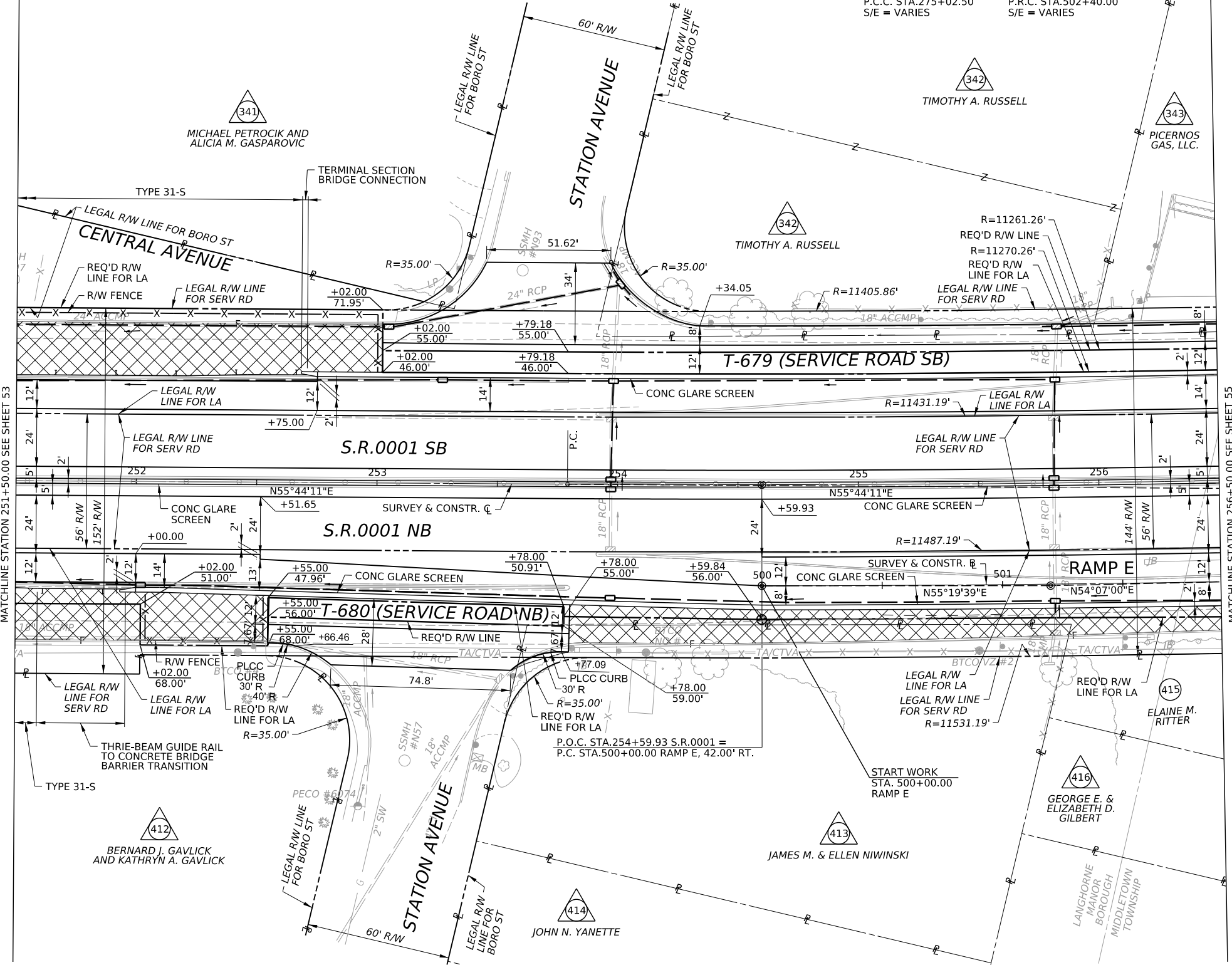
PROPOSED INLET AND PIPE

PERMANENT IMPACT ATTENUATING DEVICE,
TYPE II, TEST LEVEL 3
(ENERGY ABSORBING TERMINALS, TANGENT)

PERMANENT IMPACT ATTENUATING DEVICE,
TYPE V (STANDARD), TEST LEVEL 3

TYPE 31-STRONG POST ANCHOR TERMINAL/
TERMINAL SECTION, SINGLE

POTENTIAL SWM BMP



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

LEGEND

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

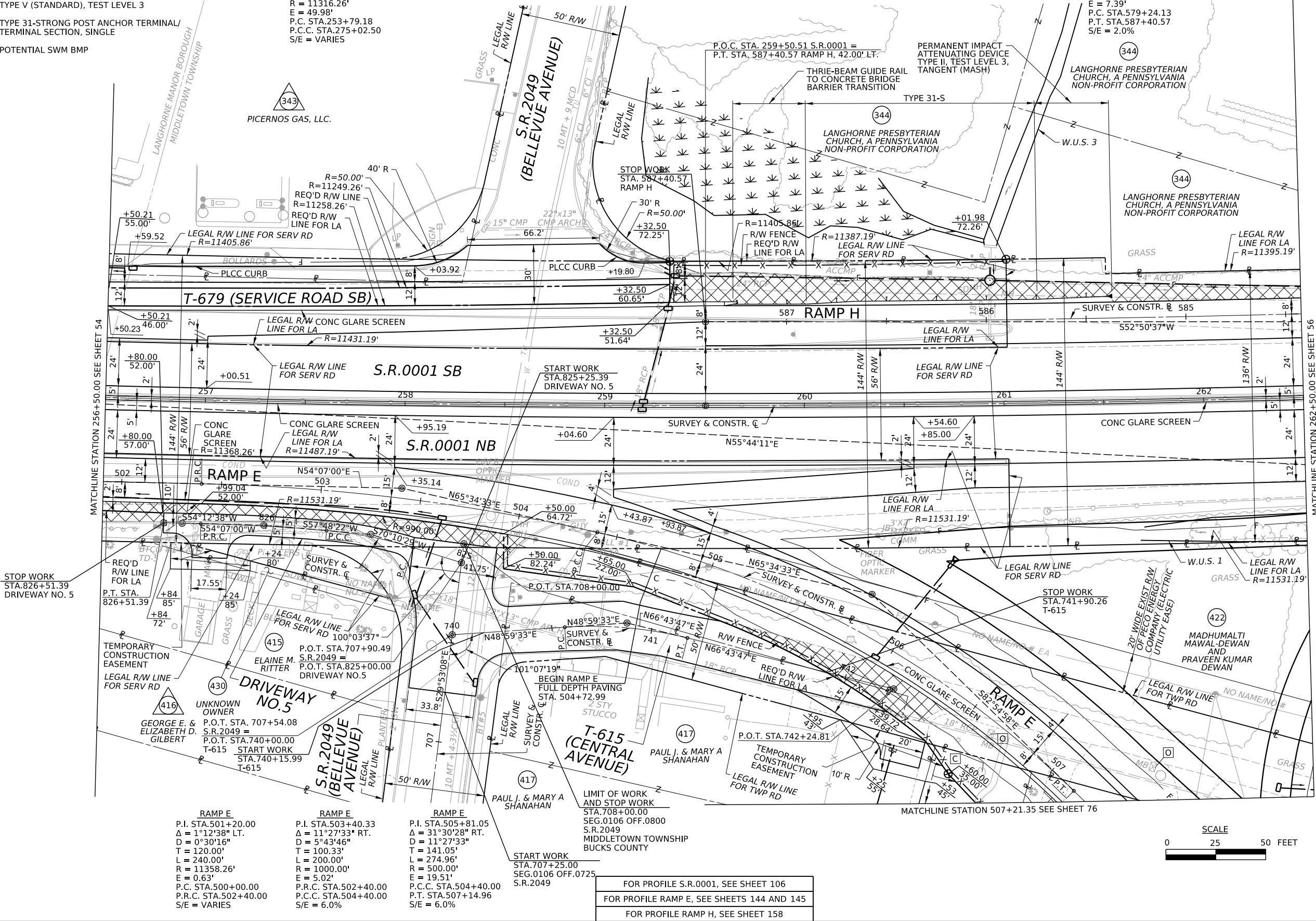
S.R. 0001

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

RAMP H

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

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



SCALE

0 25 50 FEET

FOR PROFILE S.R.0001, SEE SHEET 106

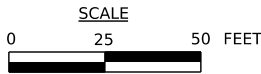
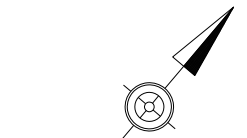
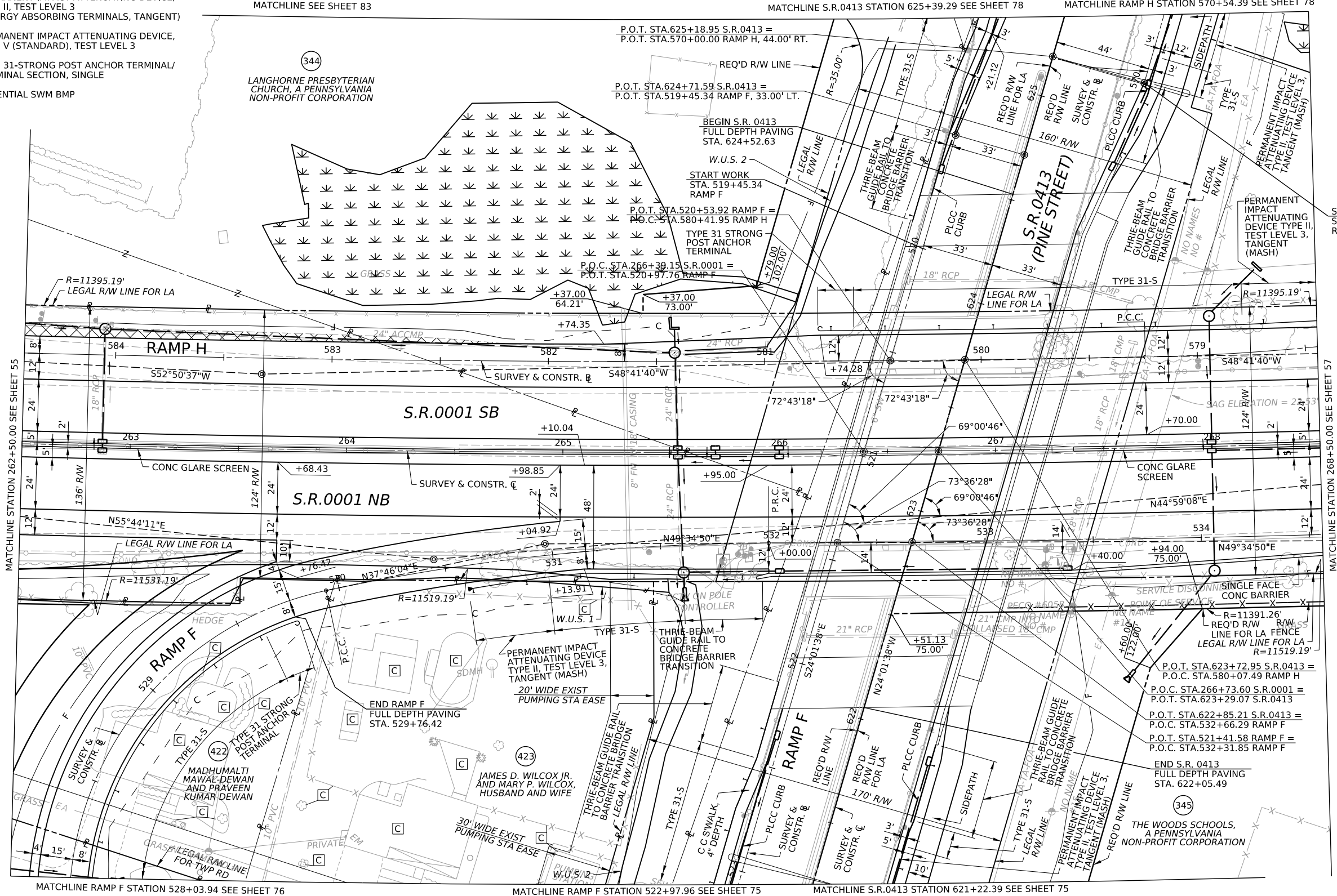
FOR PROFILE RAMP E, SEE SHEETS 144 AND 145

FOR PROFILE RAMP H, SEE SHEET 158

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

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

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



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

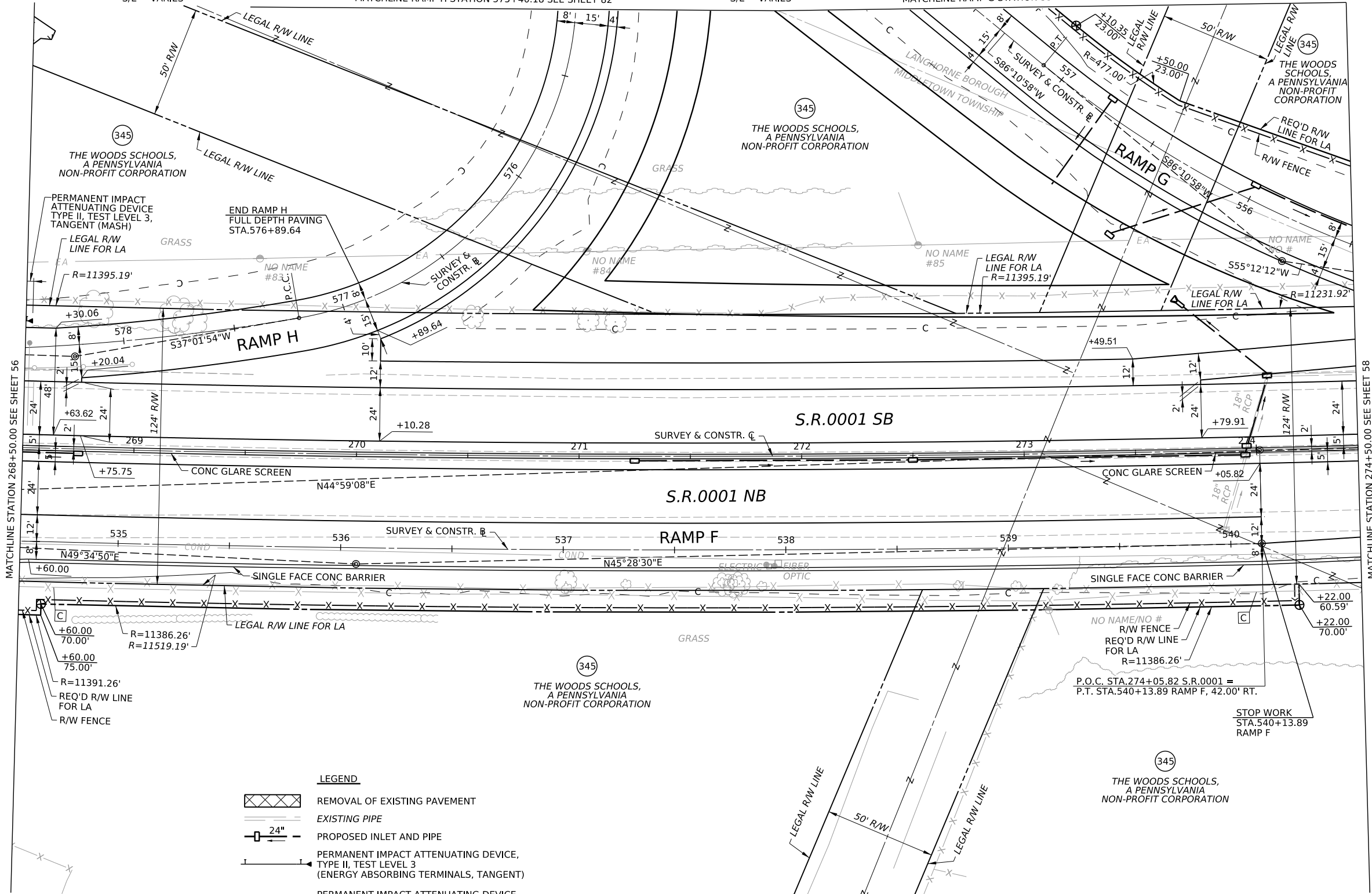
DISTRICT	COUNTY	ROUTE	SECTION	SHEET		
6-0	BUCKS	0001	RC3	57 OF 170		
MIDDLETOWN TWP AND LANGHORNE BOROUGH						
REV NO	REVISIONS			DATE	BY	APPD

RAMP H
P.I. STA.578+22.70
Δ = 11°39'46" RT.
D = 5°43'46"
T = 102.13'
L = 203.55'
R = 1000.00'
E = 5.20'
P.C.C. STA.577+20.57
P.C.C. STA.579+24.13
S/E = 6.0%

RAMP H
P.I. N/A
Δ = 241°03'32" RT.
D = 38°11'50"
T = N/A
L = 631.09'
R = 150.00'
E = N/A
P.C. STA.570+89.48
P.C.C. STA.577+20.57
S/E = VARIES

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

RAMP G
P.I. STA.555+78.57
Δ = 30°58'46" RT.
D = 11°27'33"
T = 138.57'
L = 270.35'
R = 500.00'
E = 18.85'
P.C.C. STA.554+40.00
P.T. STA.557+10.35
S/E = 6.0%



RAMP F
P.I. STA.536+07.15
Δ = 4°06'19" LT.
D = 0°30'16"
T = 407.09'
L = 813.83'
R = 11358.26'
E = 7.29'
P.R.C. STA.532+00.06
P.T. STA.540+13.89
S/E = VARIES

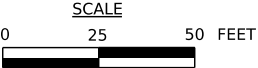
RAMP F
P.I. STA.536+07.15
Δ = 4°06'19" LT.
D = 0°30'16"
T = 407.09'
L = 813.83'
R = 11358.26'
E = 7.29'
P.R.C. STA.532+00.06
P.T. STA.540+13.89
S/E = VARIES

P.O.C. STA.274+05.82 S.R.0001 =
P.T. STA.540+13.89 RAMP F, 42.00' RT.

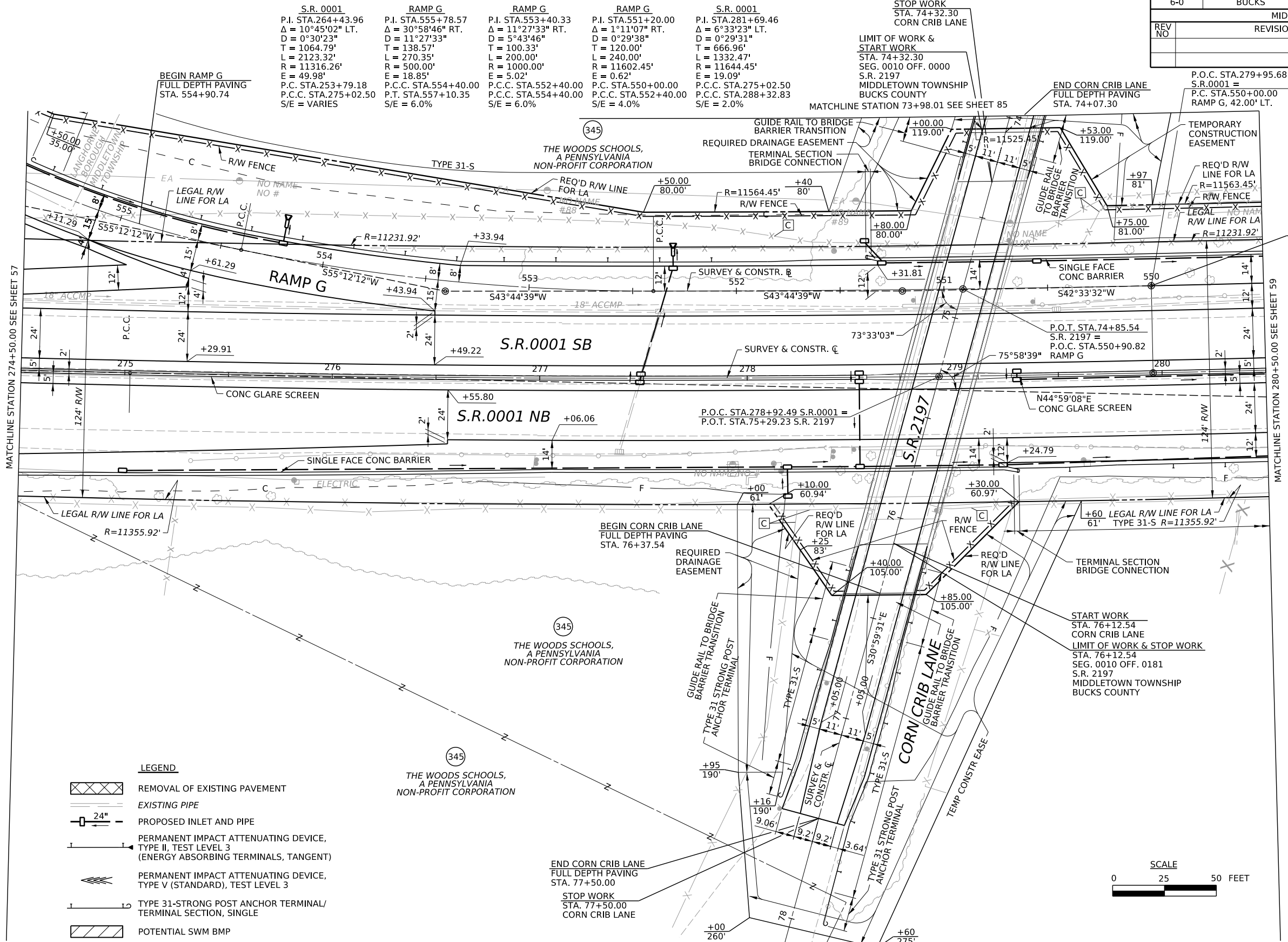
STOP WORK
STA.540+13.89
RAMP F

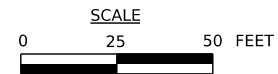
- LEGEND**
- REMOVAL OF EXISTING PAVEMENT
 - EXISTING PIPE
 - PROPOSED INLET AND PIPE
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
 - TYPE 31-STRONG POST ANCHOR TERMINAL/ TERMINAL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

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



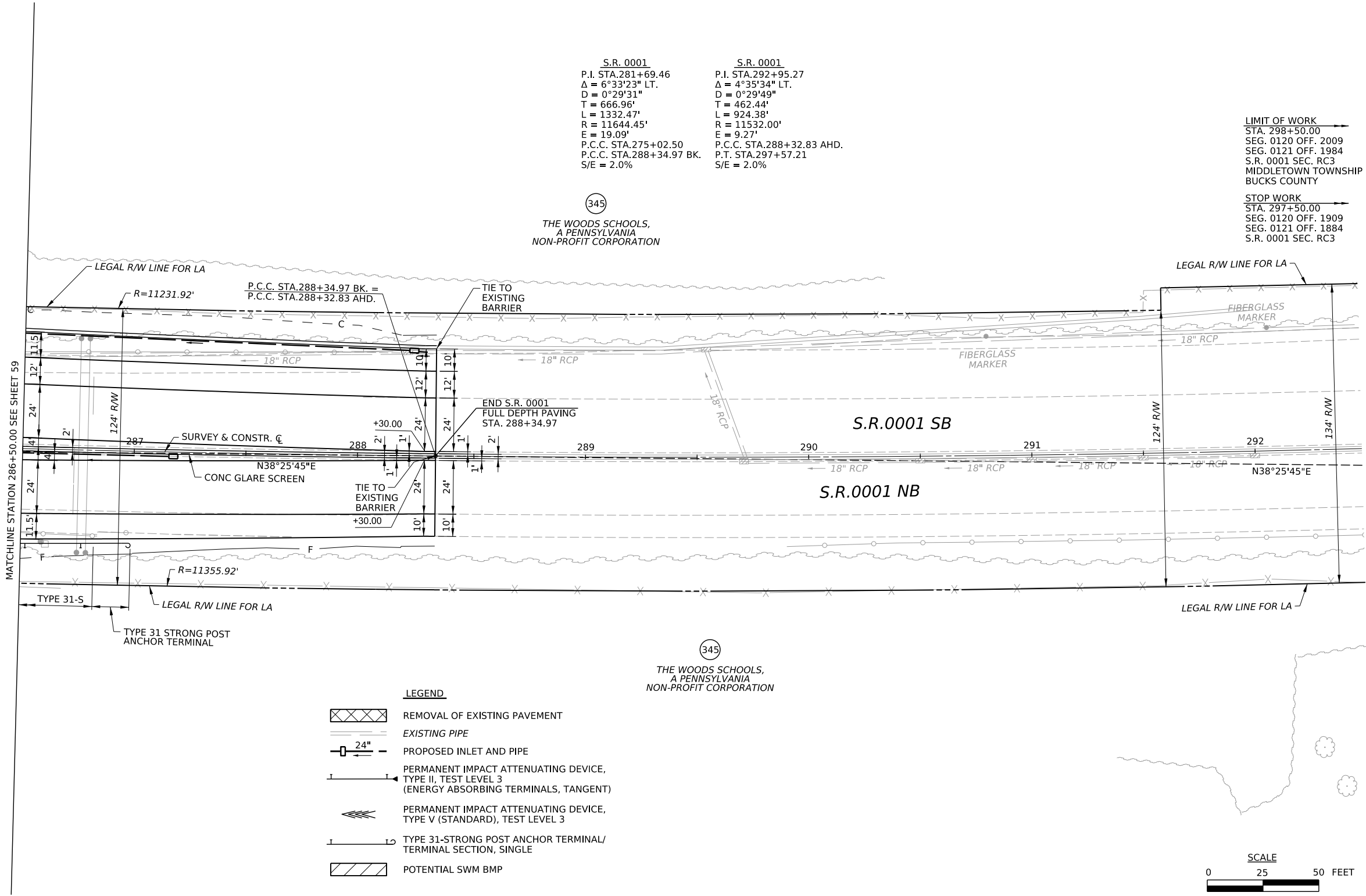
DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	0001	RC3	58 OF 170
MIDDLETOWN TWP				
REV NO	REVISIONS		DATE	BY APPD





FOR PROFILE S.R.0001, SEE SHEET 110

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

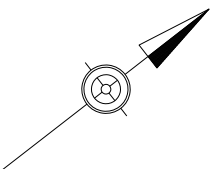


S.R. 0001
P.I. STA.281+69.46
 $\Delta = 6^{\circ}33'23''$ LT.
D = $0^{\circ}29'31''$
T = 666.96'
L = 1332.47'
R = 11644.45'
E = 19.09'
P.C.C. STA.275+02.50
P.C.C. STA.288+34.97 BK.
S/E = 2.0%

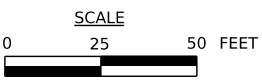
S.R. 0001
P.I. STA.292+95.27
 $\Delta = 4^{\circ}35'34''$ LT.
D = $0^{\circ}29'49''$
T = 462.44'
L = 924.38'
R = 11532.00'
E = 9.27'
P.C.C. STA.288+32.83 AHD.
P.T. STA.297+57.21
S/E = 2.0%

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

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

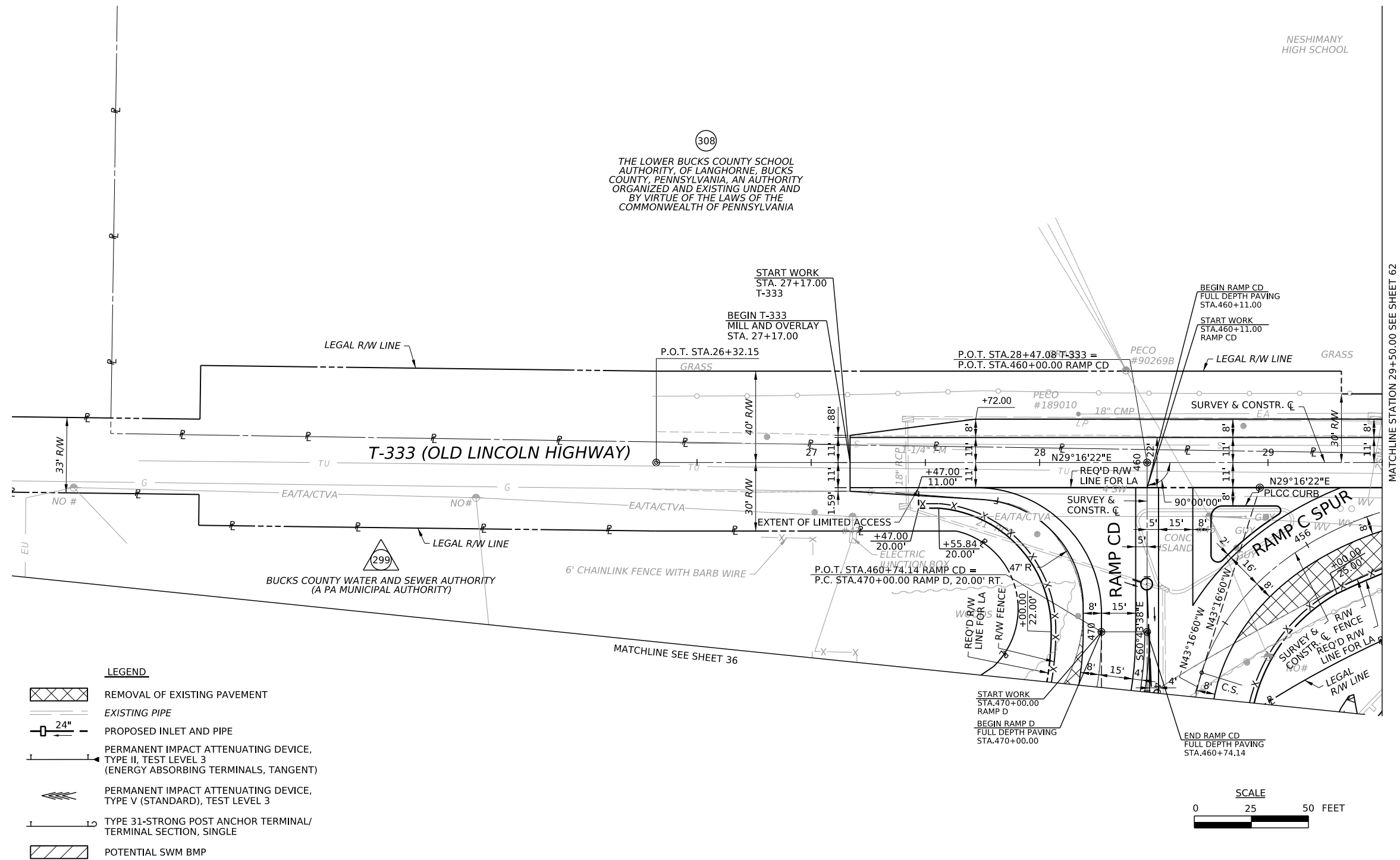


- LEGEND**
- REMOVAL OF EXISTING PAVEMENT
 - EXISTING PIPE
 - PROPOSED INLET AND PIPE
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
 - TYPE 31-STRONG POST ANCHOR TERMINAL/ TERMINAL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

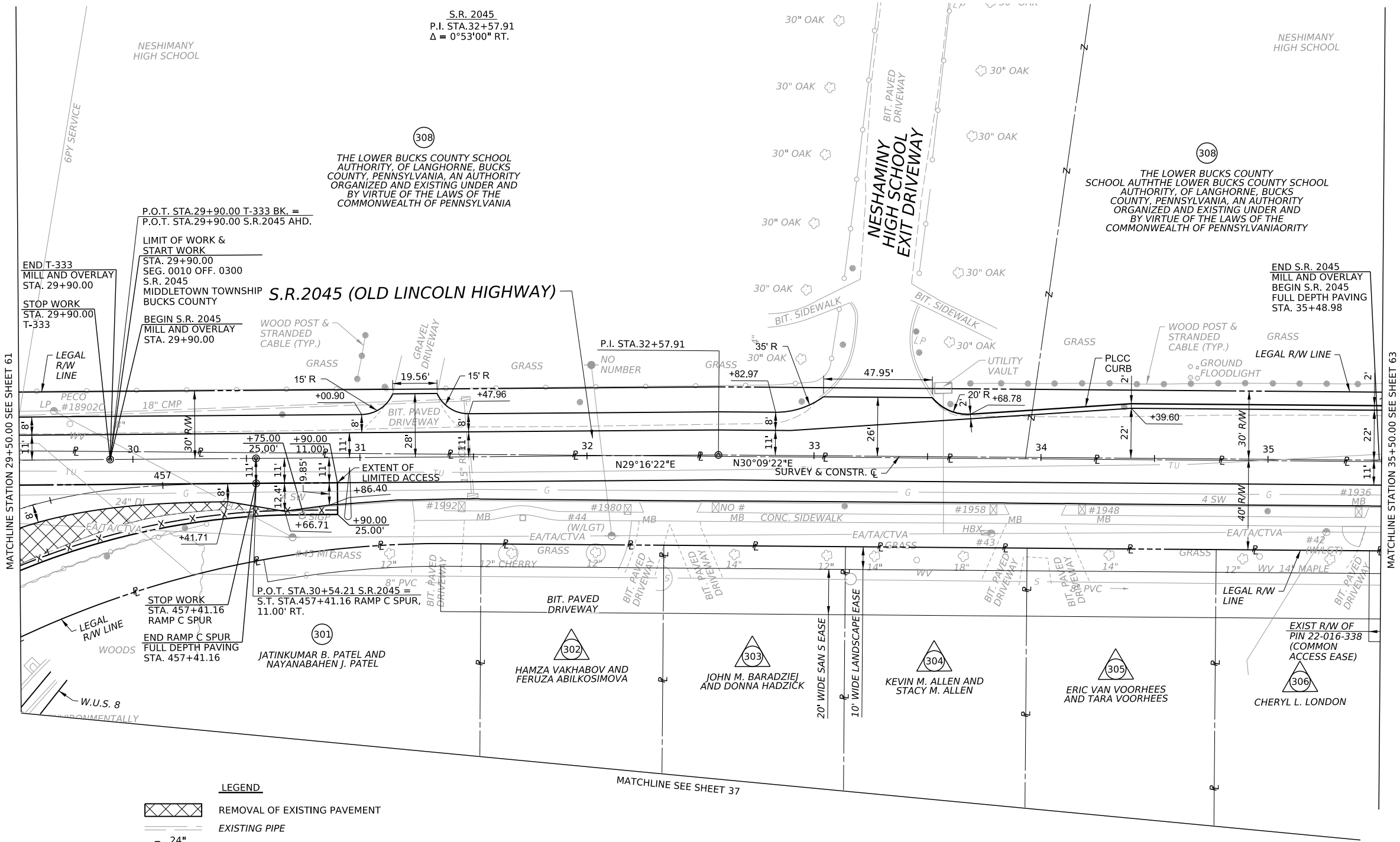


FOR PROFILE S.R.0001, SEE SHEET 111

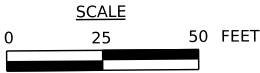
DISTRICT	COUNTY	ROUTE	SECTION	SHEET	
6-0	BUCKS	0001	RC3	61 OF 170	
MIDDLETOWN TWP					
REV NO	REVISIONS			DATE	BY APPD



DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	0001	RC3	62 OF 170
MIDDLETOWN TWP				
REV NO	REVISIONS	DATE	BY	APPD

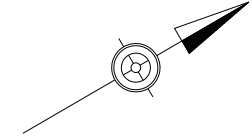
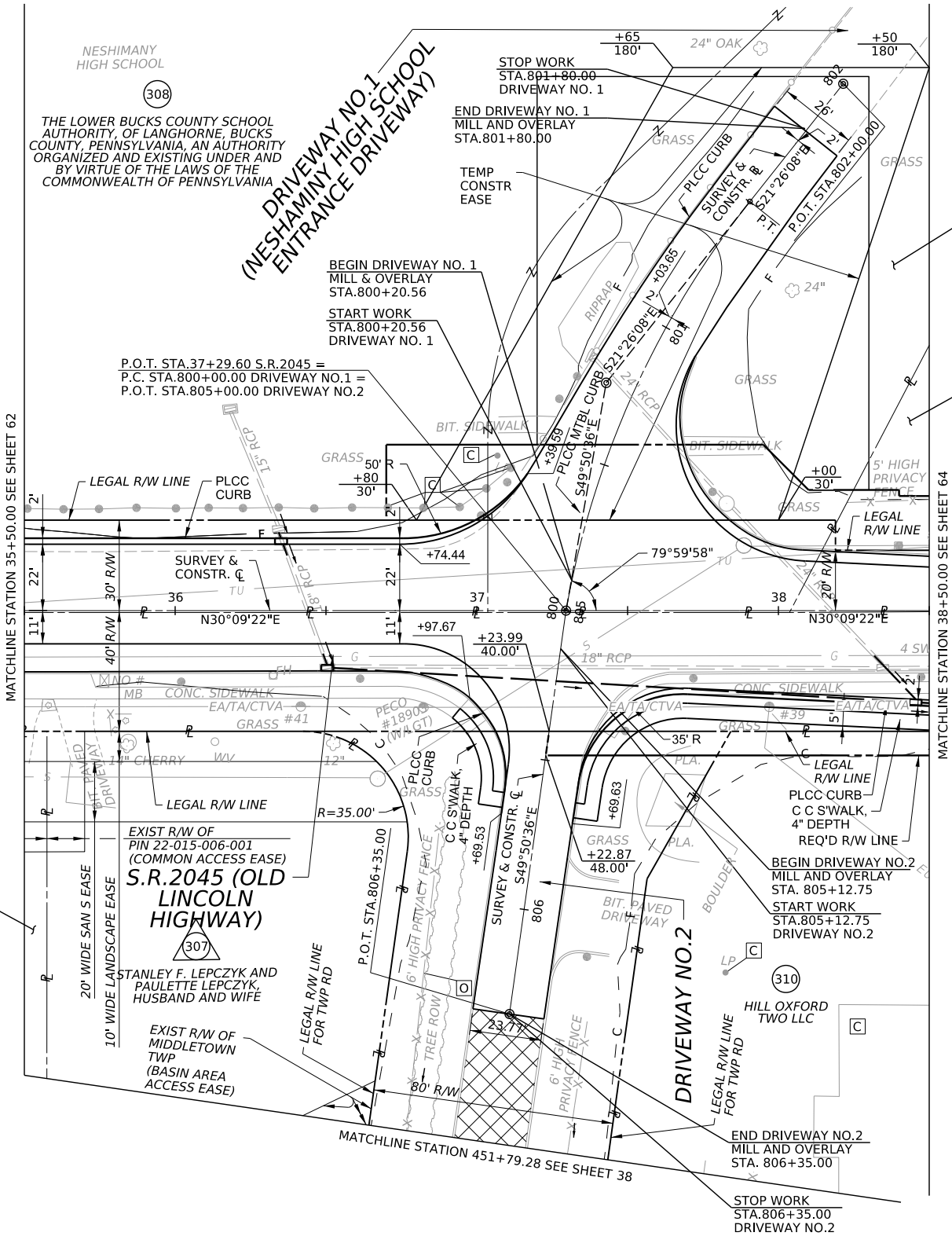


- LEGEND**
- REMOVAL OF EXISTING PAVEMENT
 - EXISTING PIPE
 - PROPOSED INLET AND PIPE
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
 - TYPE 31-STRONG POST ANCHOR TERMINAL/ TERMINAL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



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

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



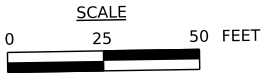
THE LOWER BUCKS COUNTY SCHOOL AUTHORITY, OF LANGHORNE, BUCKS COUNTY, PENNSYLVANIA, AN AUTHORITY ORGANIZED AND EXISTING UNDER AND BY VIRTUE OF THE LAWS OF THE COMMONWEALTH OF PENNSYLVANIA

DARREN K. SNYDER, MARRIED

DRIVEWAY NO. 1
P.I. STA.66+41.11
Δ = 28°24'28" LT.
D = 18°54'48"
T = 76.68'
L = 150.20'
R = 302.94'
E = 9.55'
P.C. STA.65+64.43
P.T. STA.67+14.63
S/E = N/C

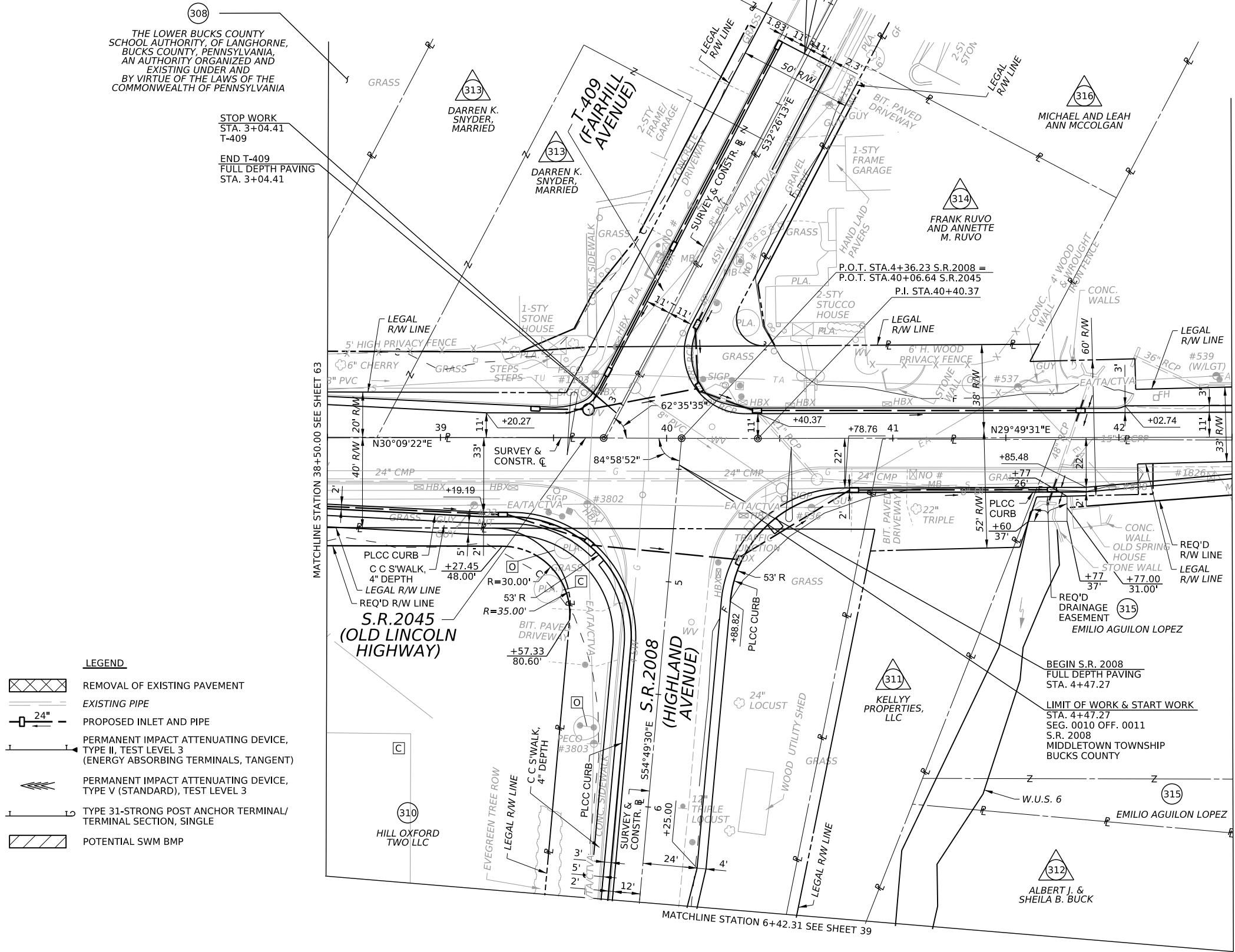
DUMBBELL ROUNDABOUT
DESIGN VEHICLE = WB-62 MODIFIED
INSCRIBED DIAMETER = 105'
TRUCK APRON WIDTH = 10.00'
CIRCULATORY ROADWAY WIDTH = 23.27'

RAMP C
P.I. STA.447+22.01
Δ = 59°39'02" RT.
D = 38°11'50"
T = 86.01'
L = 156.19'
R = 150.00'
E = 22.91'
S.C. STA.446+36.00
P.T. STA.447+92.19
S/E = 6.0%



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

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

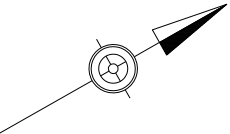


LEGEND

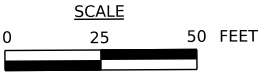
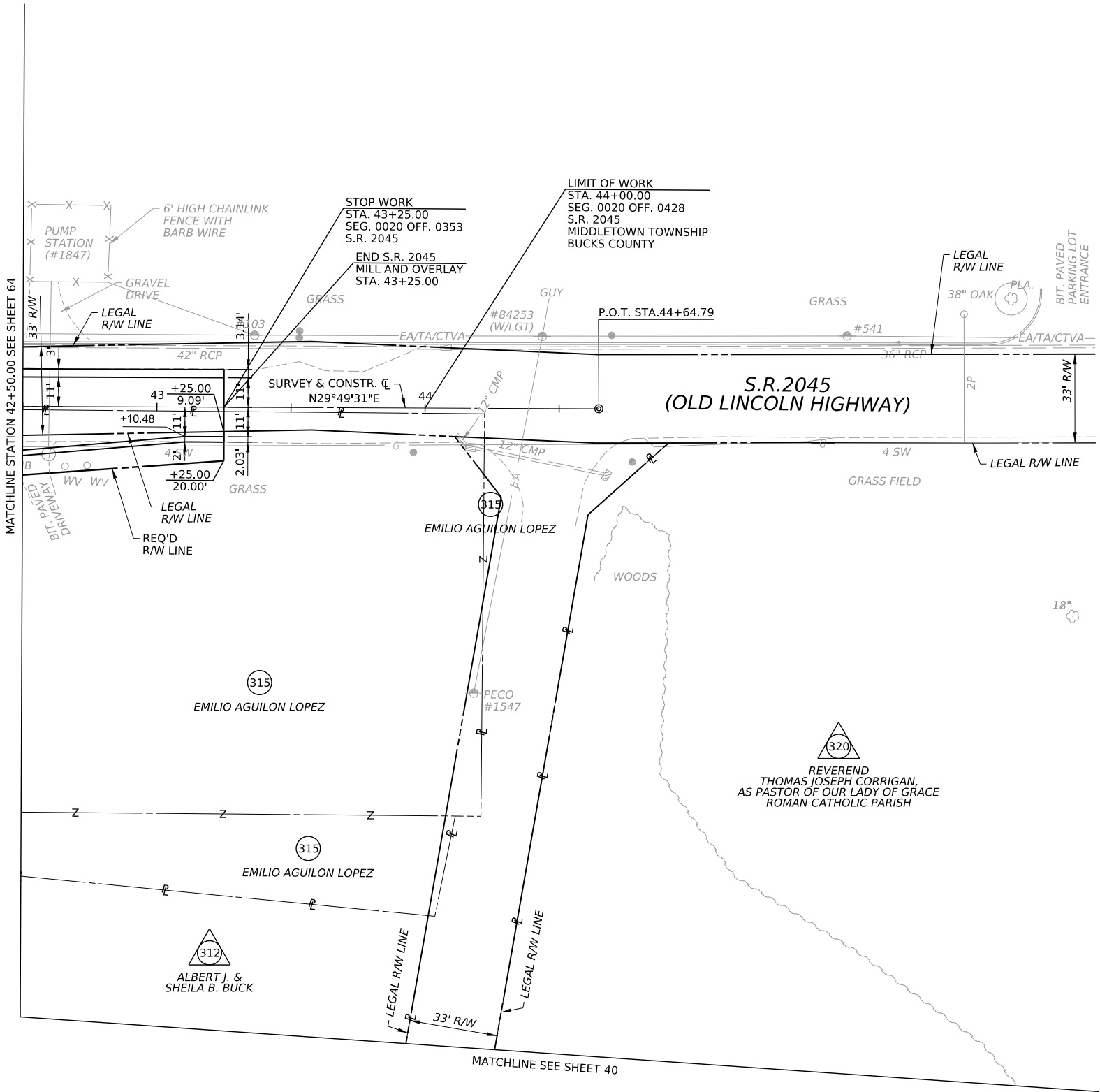
- REMOVAL OF EXISTING PAVEMENT
- EXISTING PIPE
- PROPOSED INLET AND PIPE
- PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
- PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
- TYPE 31-STRONG POST ANCHOR TERMINAL/TERMINAL SECTION, SINGLE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

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

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



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



FOR PROFILE S.R.2045, SEE SHEET 123

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

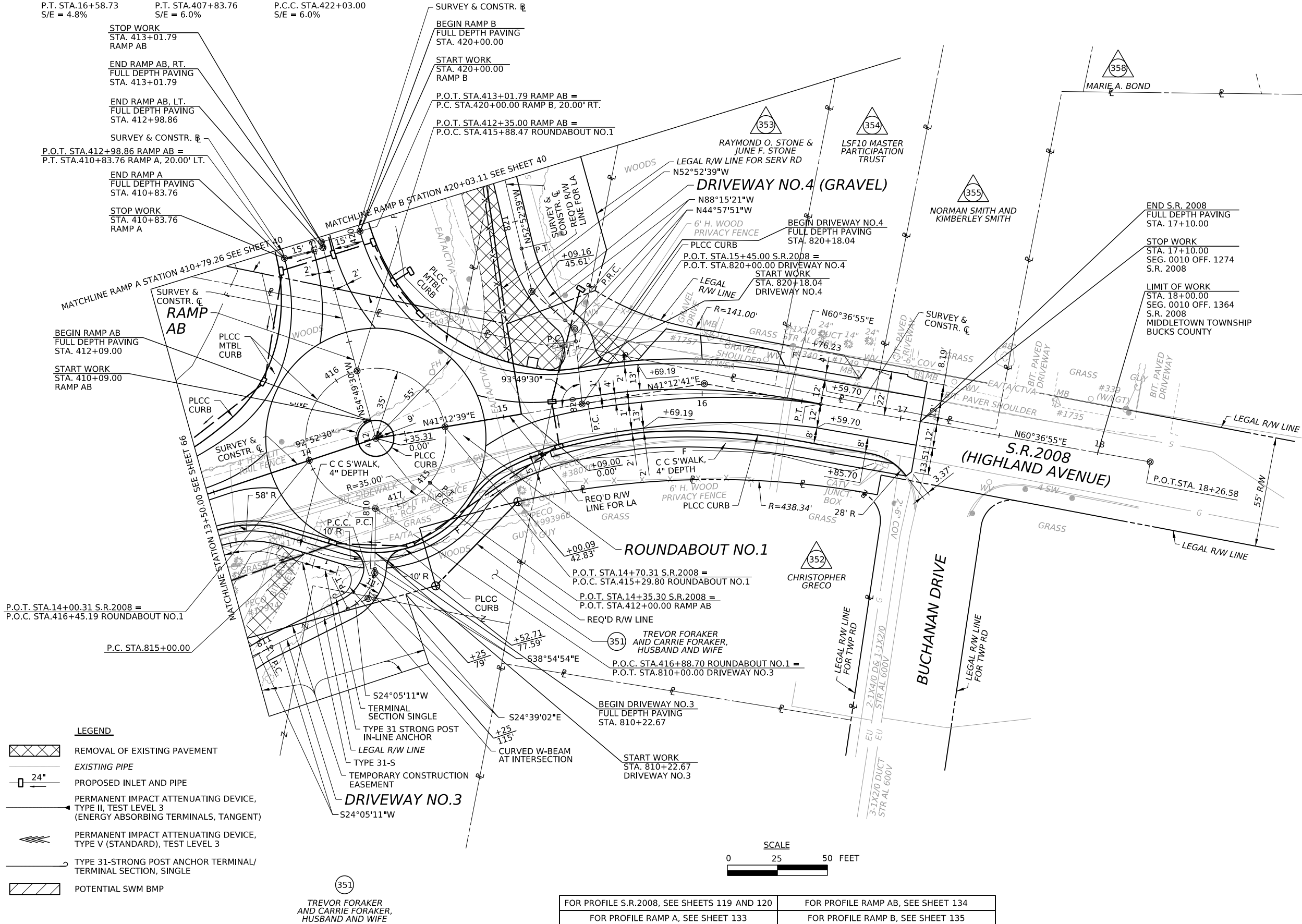


- SCALE
- 0 25 50 FEET
- 

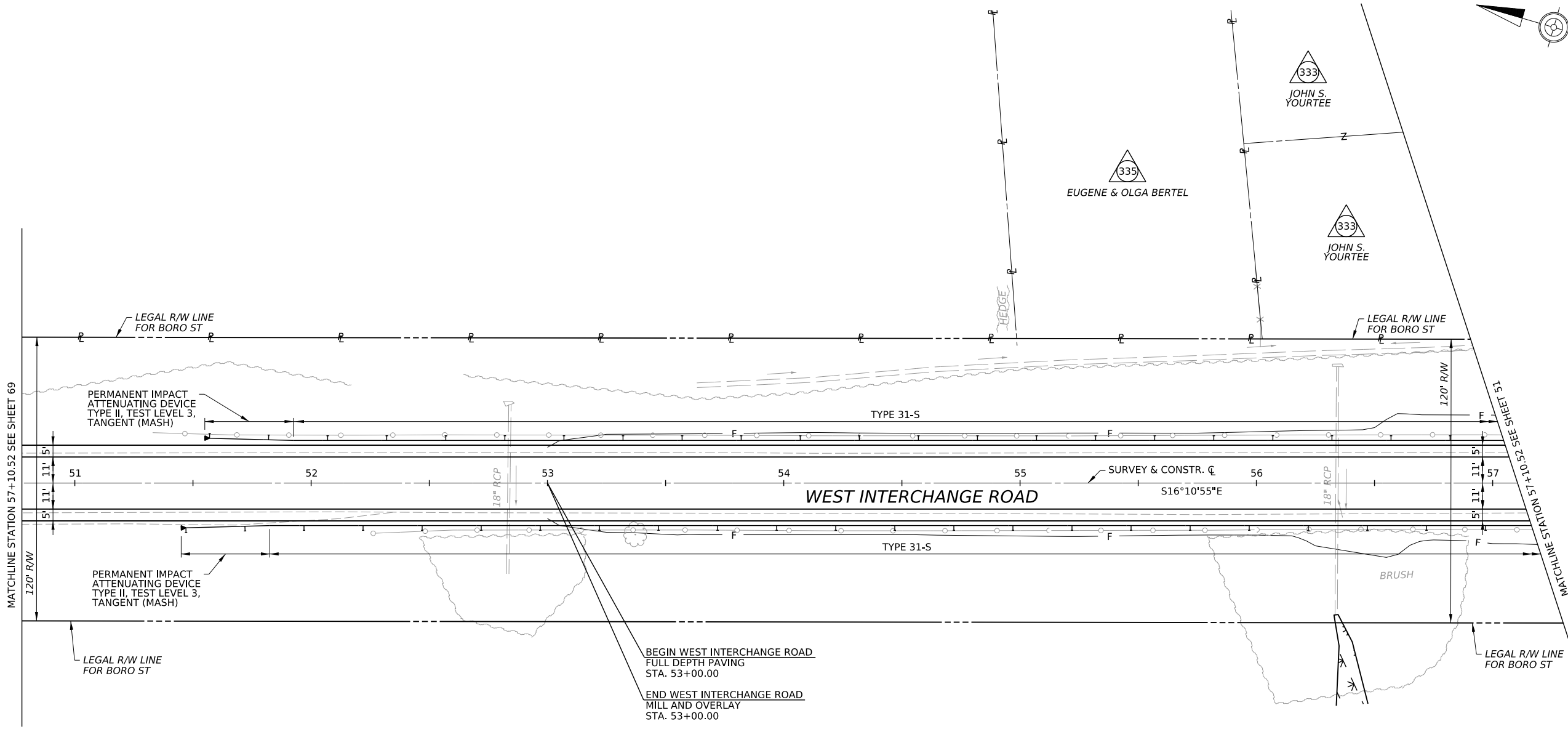
FOR PROFILE S.R.2008, SEE SHEET 119

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

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



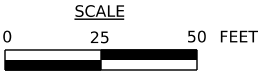
DISTRICT	COUNTY	ROUTE	SECTION	SHEET		
6-0	BUCKS	0001	RC3	68 OF 170		
LANGHORNE MANOR BOROUGH						
REV NO	REVISIONS			DATE	BY	APPD



LEGEND

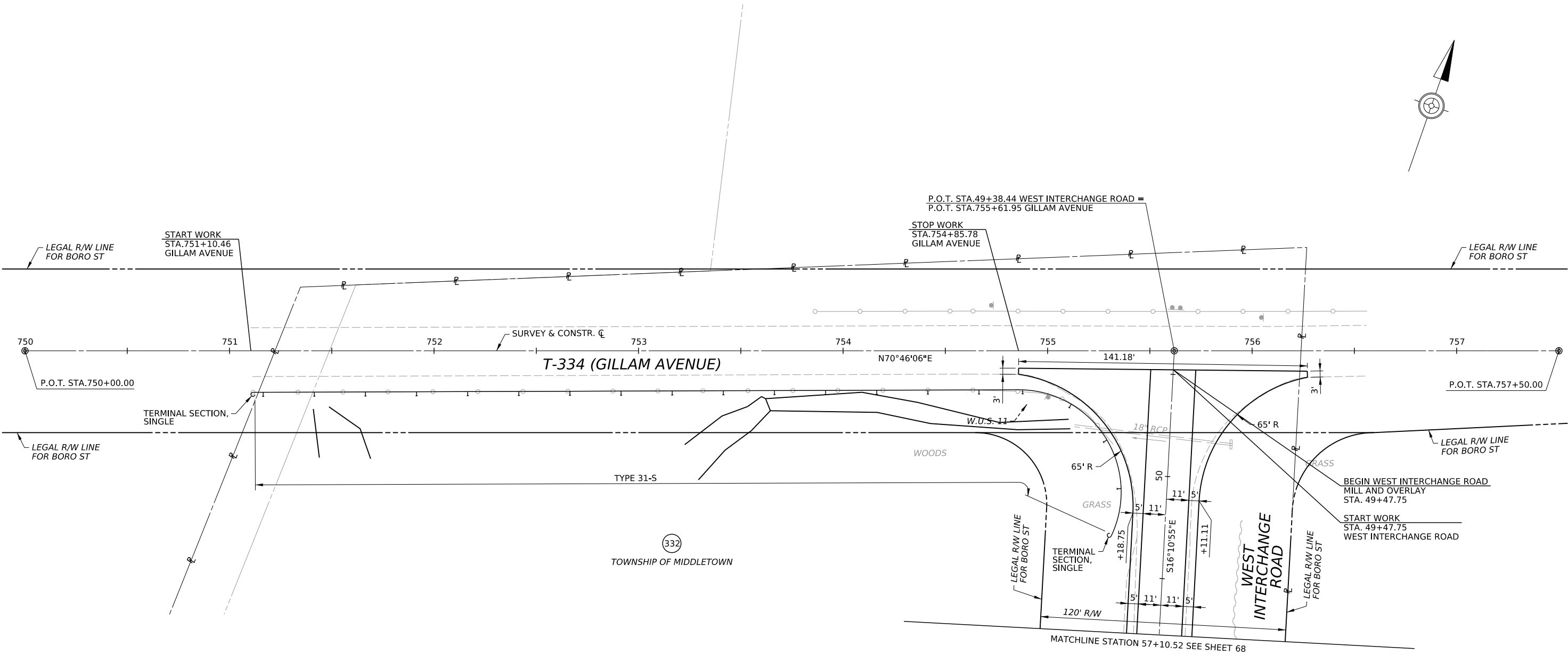
- REMOVAL OF EXISTING PAVEMENT
- EXISTING PIPE
- PROPOSED INLET AND PIPE
- PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
- PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
- TYPE 31-STRONG POST ANCHOR TERMINAL/ TERMINAL SECTION, SINGLE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

332
TOWNSHIP OF MIDDLETOWN

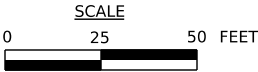


FOR PROFILE WEST INTERCHANGE ROAD, SEE SHEETS 127 AND 128

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

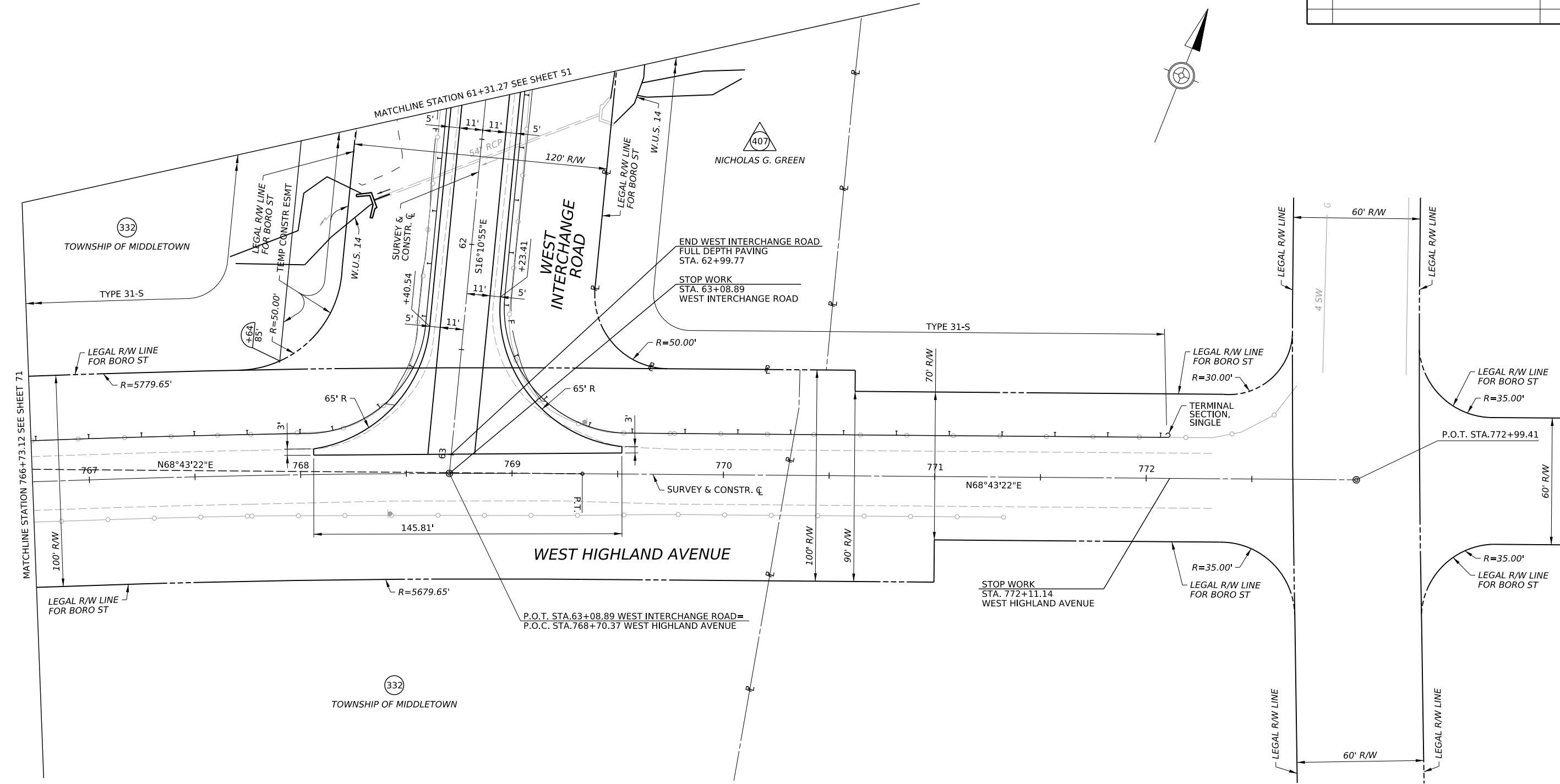


- LEGEND**
- REMOVAL OF EXISTING PAVEMENT
 - EXISTING PIPE
 - 24" PROPOSED INLET AND PIPE
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
 - TYPE 31-STRONG POST ANCHOR TERMINAL/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

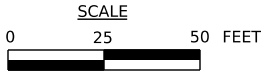


FOR PROFILE WEST INTERCHANGE ROAD, SEE SHEETS 127 AND 128

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

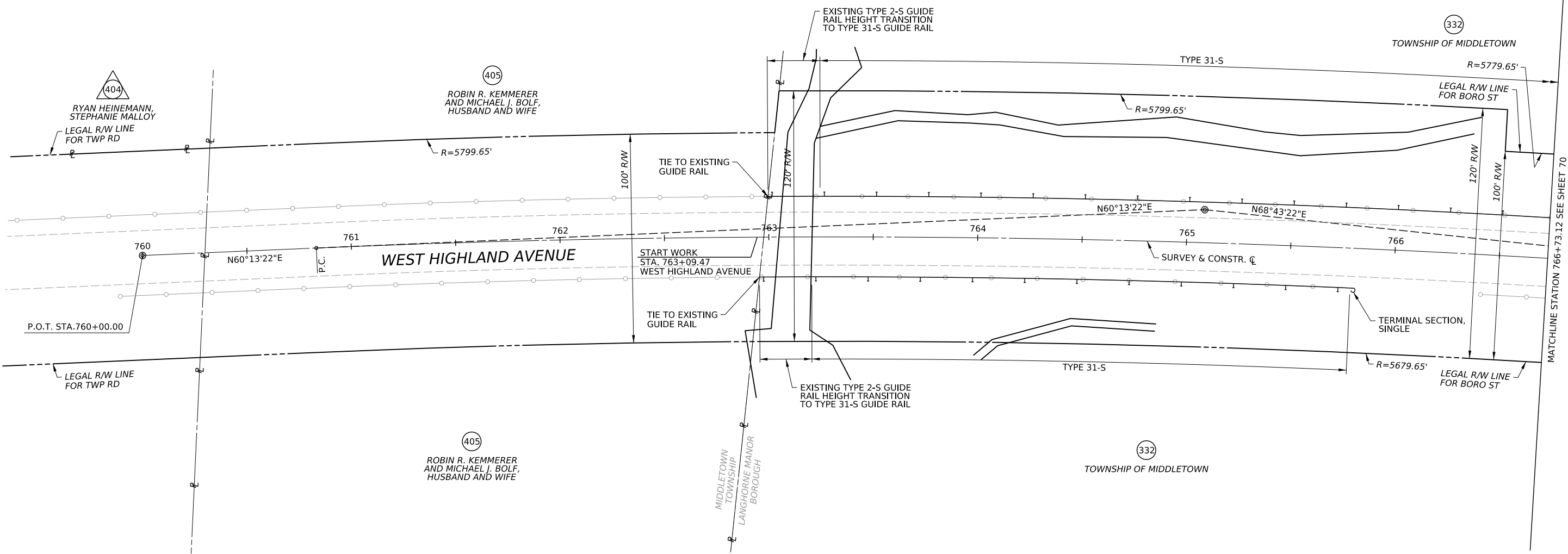
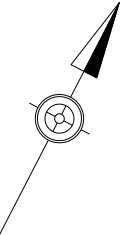


- LEGEND**
- REMOVAL OF EXISTING PAVEMENT
 - EXISTING PIPE
 - PROPOSED INLET AND PIPE
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
 - TYPE 31-STRONG POST ANCHOR TERMINAL/ TERMINAL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



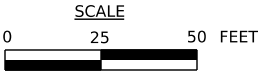
FOR PROFILE WEST INTERCHANGE ROAD, SEE SHEET 129

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



LEGEND

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

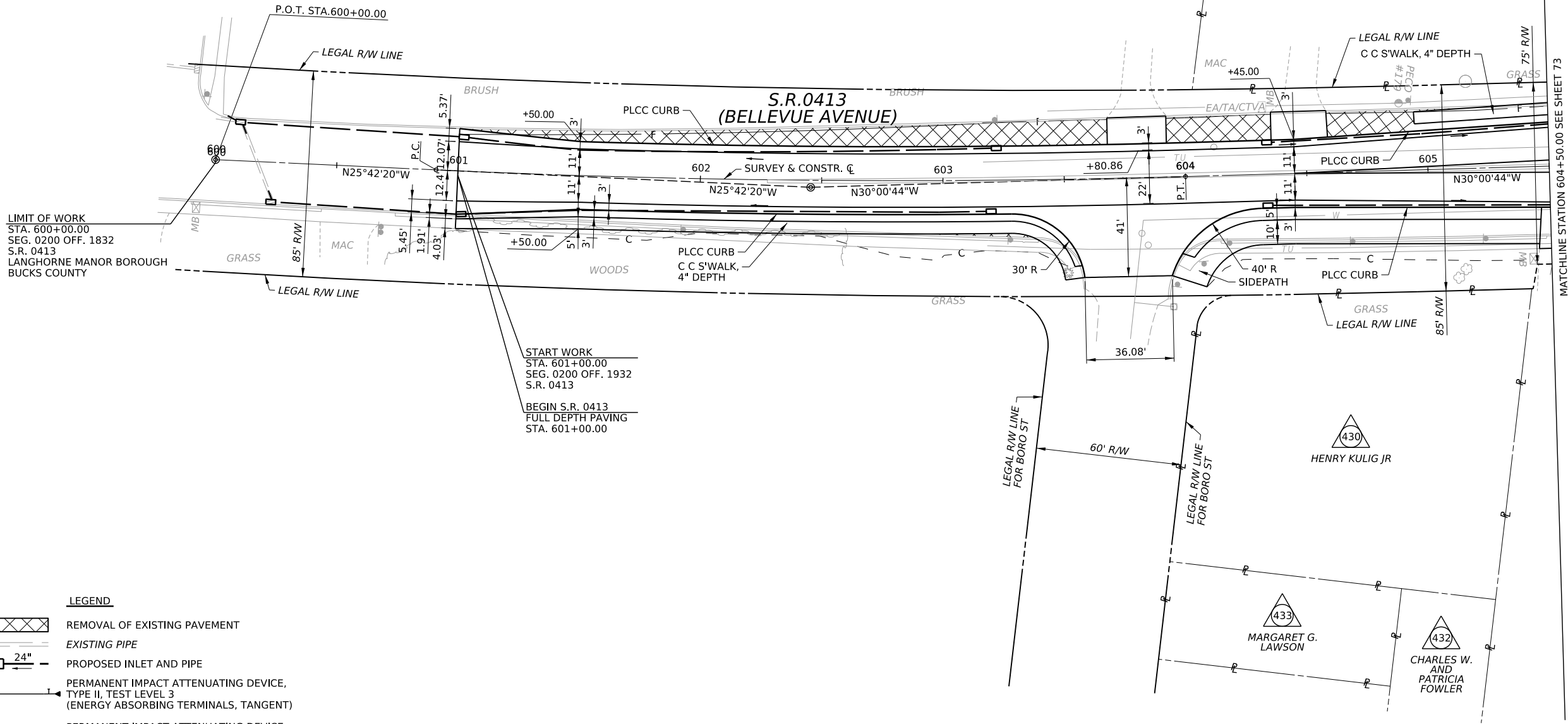
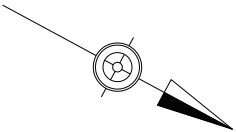


FOR PROFILE WEST INTERCHANGE ROAD, SEE SHEET 129

29-JUL-2025 14:20
PLOTTED:

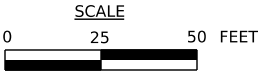
S.R. 0413	S.R. 0413
P.I. STA.601+58.54	P.I. STA.604+05.56
$\Delta = 4^{\circ}33'35"$ LT.	$\Delta = 0^{\circ}38'59"$ LT.
D = 1°38'13"	D = 0°21'56"
T = 139.34'	T = 88.84'
L = 278.54'	L = 177.68'
R = 3500.00'	R = 15668.41'
E = 2.77'	E = 0.25'
P.C. STA.600+19.20	P.C. STA.603+16.72
P.T. STA.602+97.74	P.T. STA.604+94.39
S/E = N/C	S/E = N/C

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



LEGEND

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



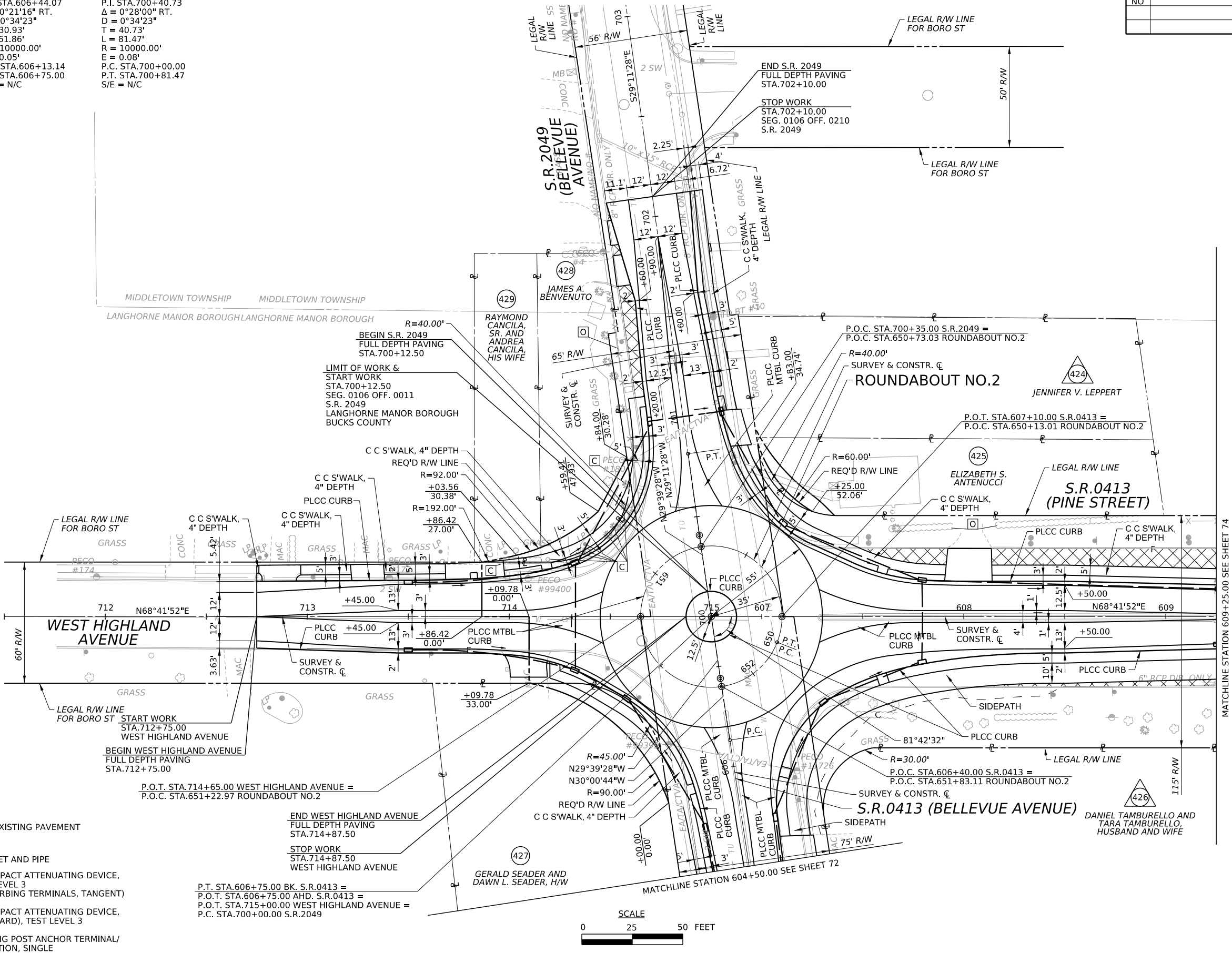
FOR PROFILE S.R.0413, SEE SHEET 112

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

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

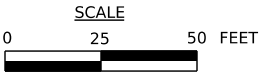
S.R. 0413
P.I. STA.606+44.07
Δ = 0°21'16" RT.
D = 0°34'23"
T = 30.93'
L = 61.86'
R = 10000.00'
E = 0.05'
P.C. STA.606+13.14
P.T. STA.606+75.00
S/E = N/C

S.R. 2049
P.I. STA.700+40.73
Δ = 0°28'00" RT.
D = 0°34'23"
T = 40.73'
L = 81.47'
R = 10000.00'
E = 0.08'
P.C. STA.700+00.00
P.T. STA.700+81.47
S/E = N/C



LEGEND

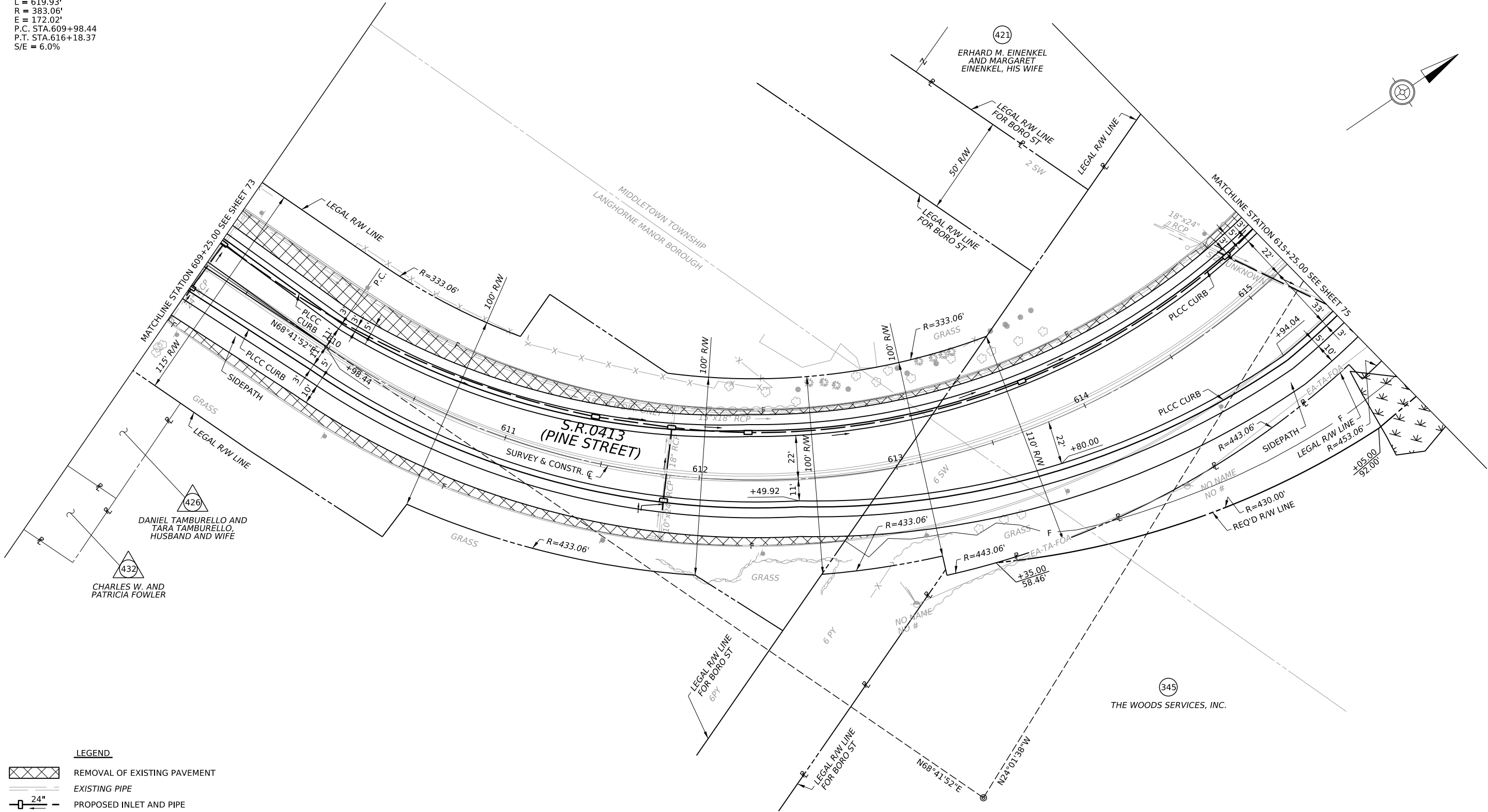
- REMOVAL OF EXISTING PAVEMENT
- EXISTING PIPE
- PROPOSED INLET AND PIPE
- PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT)
- PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3
- TYPE 31-STRONG POST ANCHOR TERMINAL/ TERMINAL SECTION, SINGLE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



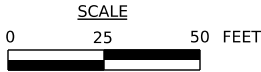
FOR PROFILE S.R.0413, SEE SHEETS 112 AND 113
FOR PROFILE S.R.2049, SEE SHEET 124
FOR PROFILE WEST HIGHLAND AVENUE, SEE SHEET 164

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

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



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



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

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



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

SCALE

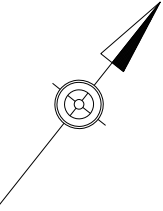
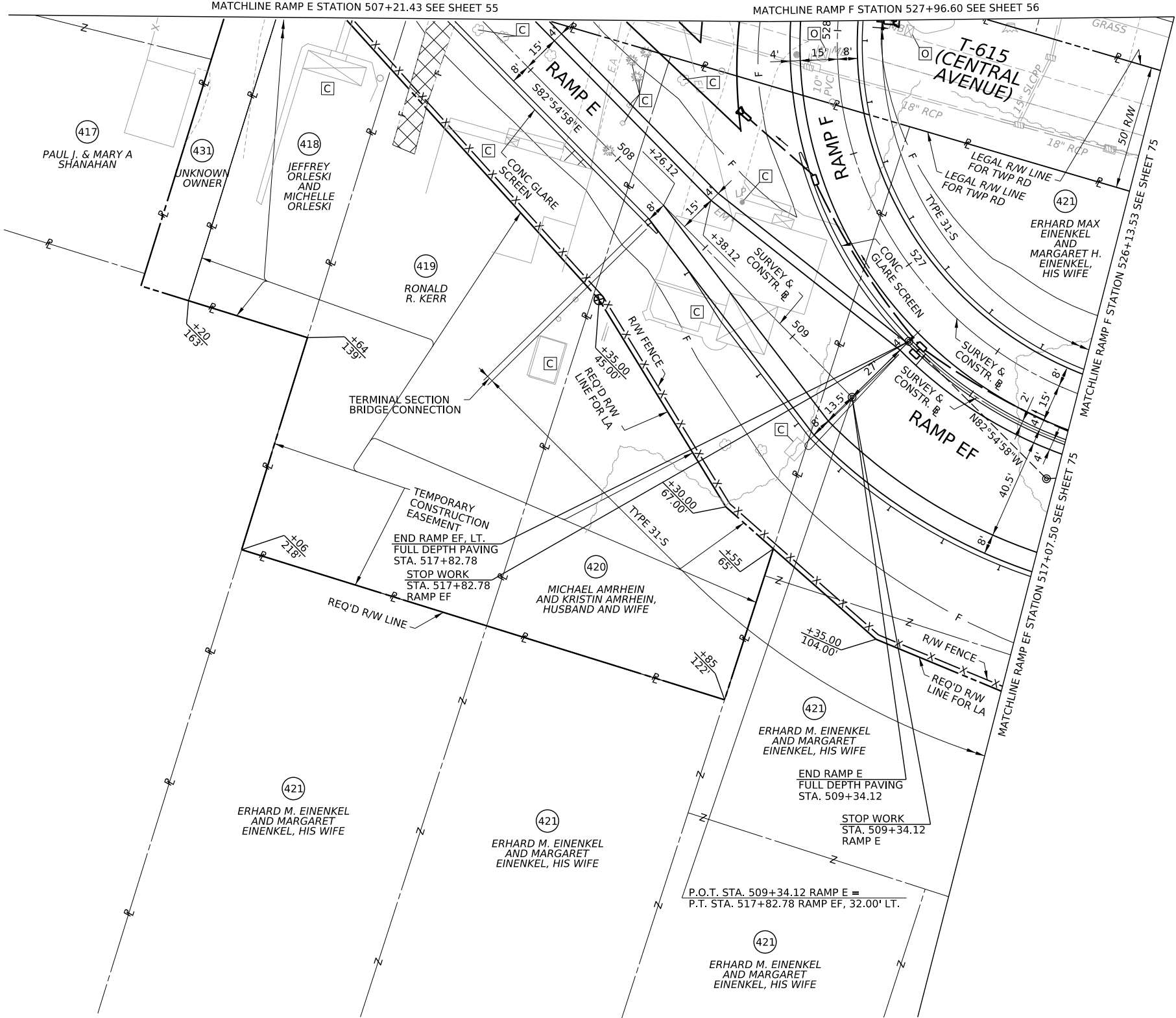
0 25 50 FEET



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

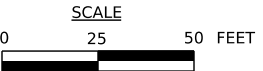
WOODS DRIVE SPUR
P.I. STA. 735+93.72
 $\Delta = 102^{\circ}39'37''$ RT.
 $D = 76^{\circ}23'40''$
 $T = 93.72'$
 $L = 134.38'$
 $R = 75.00'$
 $E = 45.03'$
P.C. STA. 735+00.00
P.T. STA. 736+34.38
S/E = 2.0%

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

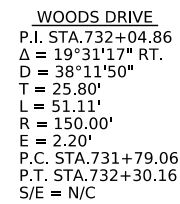


RAMP EF	RAMP F
P.I. STA.517+14.91	P.I. N/A
$\Delta = 48^{\circ}57'57''$ RT.	$\Delta = 241^{\circ}47'42''$ RT.
D = 33^{\circ}42'12''	D = 38^{\circ}11'50''
T = 77.41'	T = N/A
L = 145.28'	L = 633.02'
R = 170.00'	R = 150.00'
E = 16.80'	E = N/A
P.C. STA.516+37.50	P.C. STA.523+60.87
P.T. STA.517+82.78	P.C.C.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

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

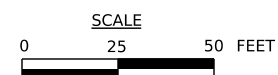


FOR PROFILE RAMP E, SEE SHEET 145
FOR PROFILE RAMP EF, SEE SHEET 147
FOR PROFILE RAMP F, SEE SHEET 149



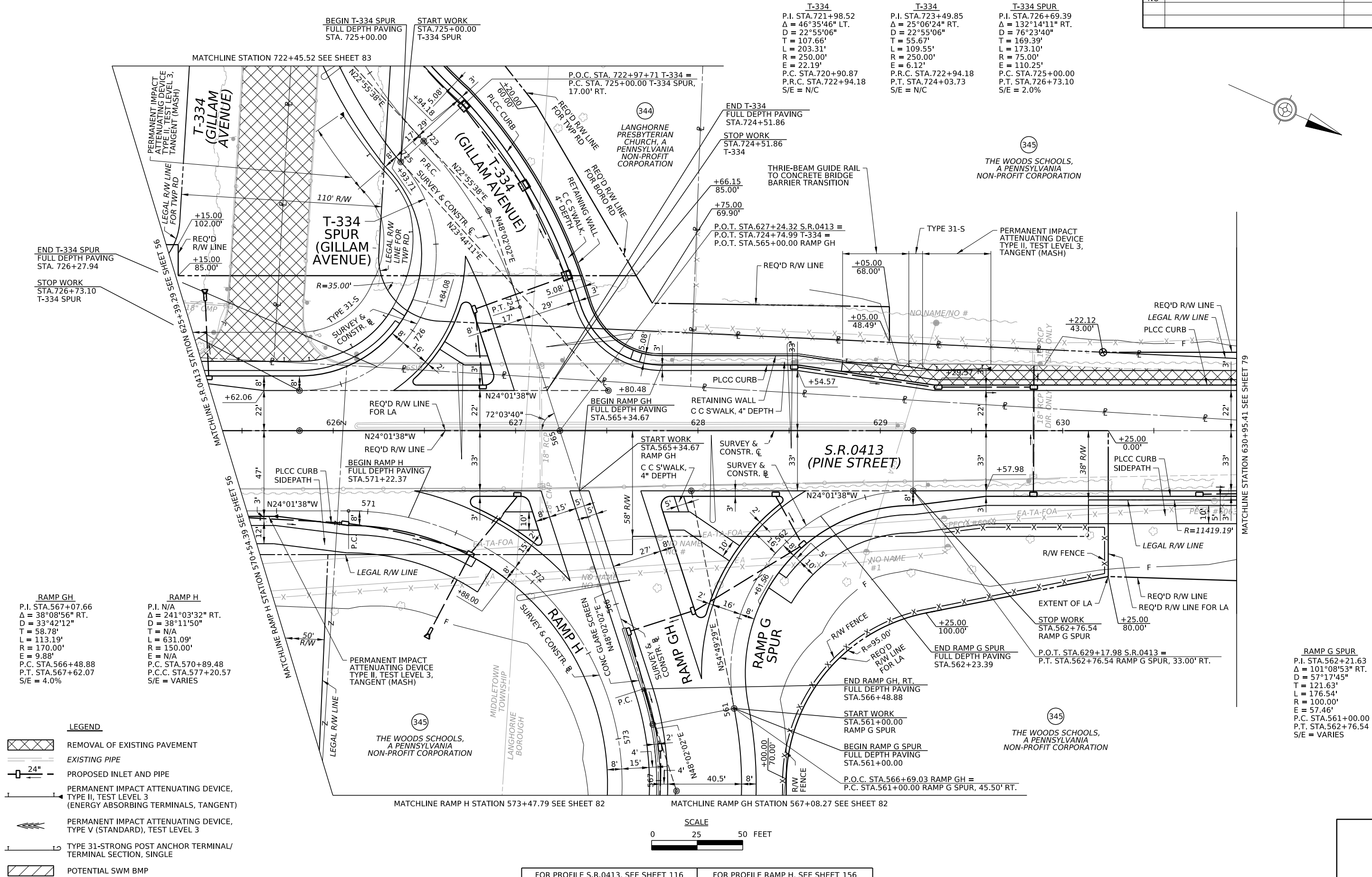
THE WOODS SERVICES, INC.

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



FOR PROFILE WOODS DRIVE, SEE SHEET 165

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

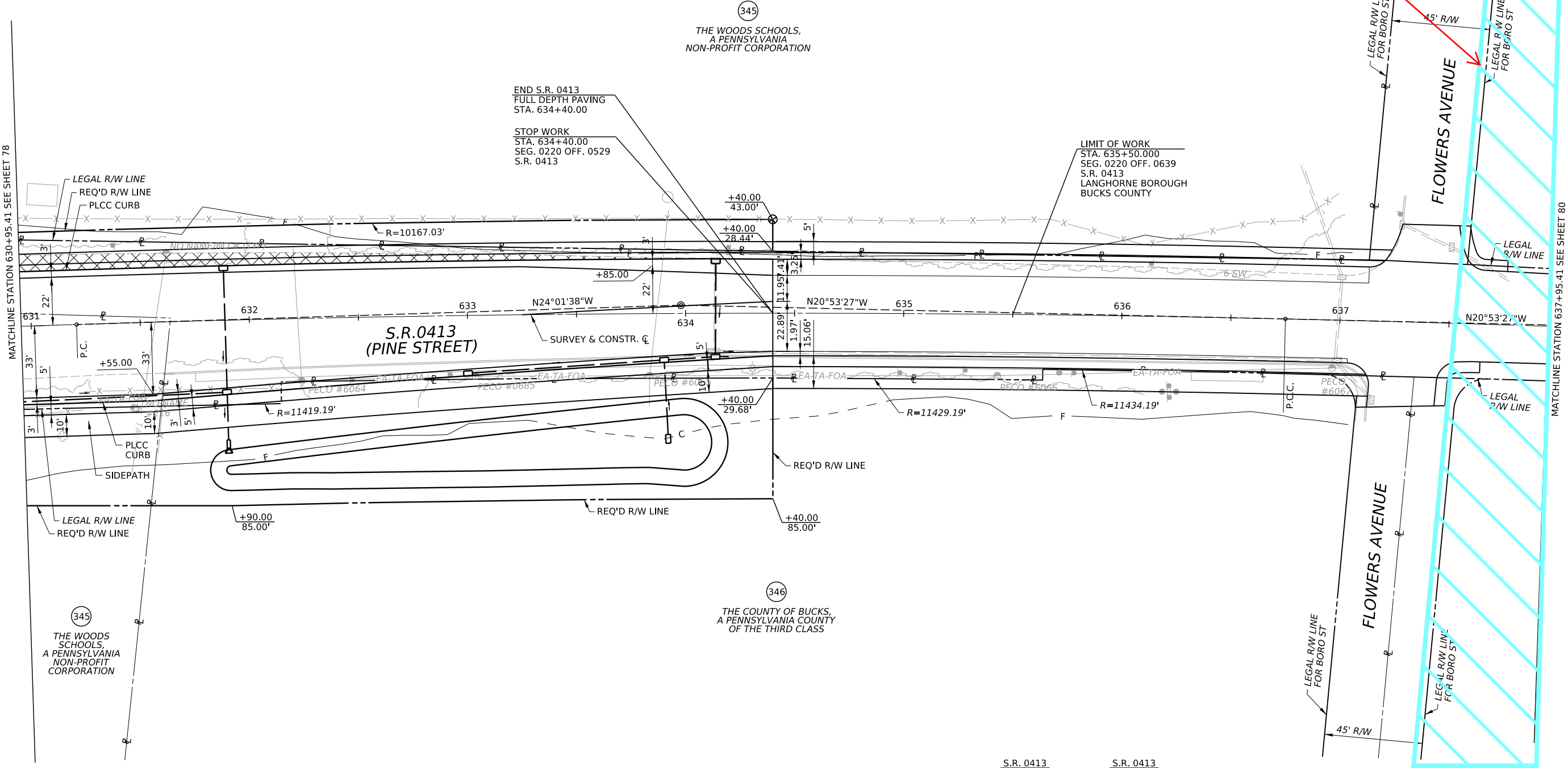
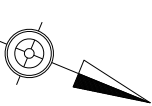


DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	BUCKS	0001	RC3	79 OF 170
LANGHORNE BOROUGH				
REV NO	REVISIONS	DATE	BY	APPD

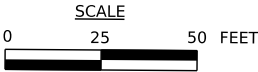
LEGEND

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

Langhorne
Historic District

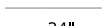
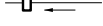
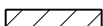


S.R. 0413	S.R. 0413
P.I. STA.633+97.97	P.I. STA.638+28.03
Δ = 3°08'11\" RT.	Δ = 1°31'49\" RT.
D = 0°33'57\"	D = 0°30'00\"
T = 277.17'	T = 153.03'
L = 554.21'	L = 306.04'
R = 10124.03'	R = 11459.19'
E = 3.79'	E = 1.02'
P.C. STA.631+20.80	P.C.C. STA.636+75.00
P.C.C. STA.636+75.00	P.T. STA.639+81.05
S/E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

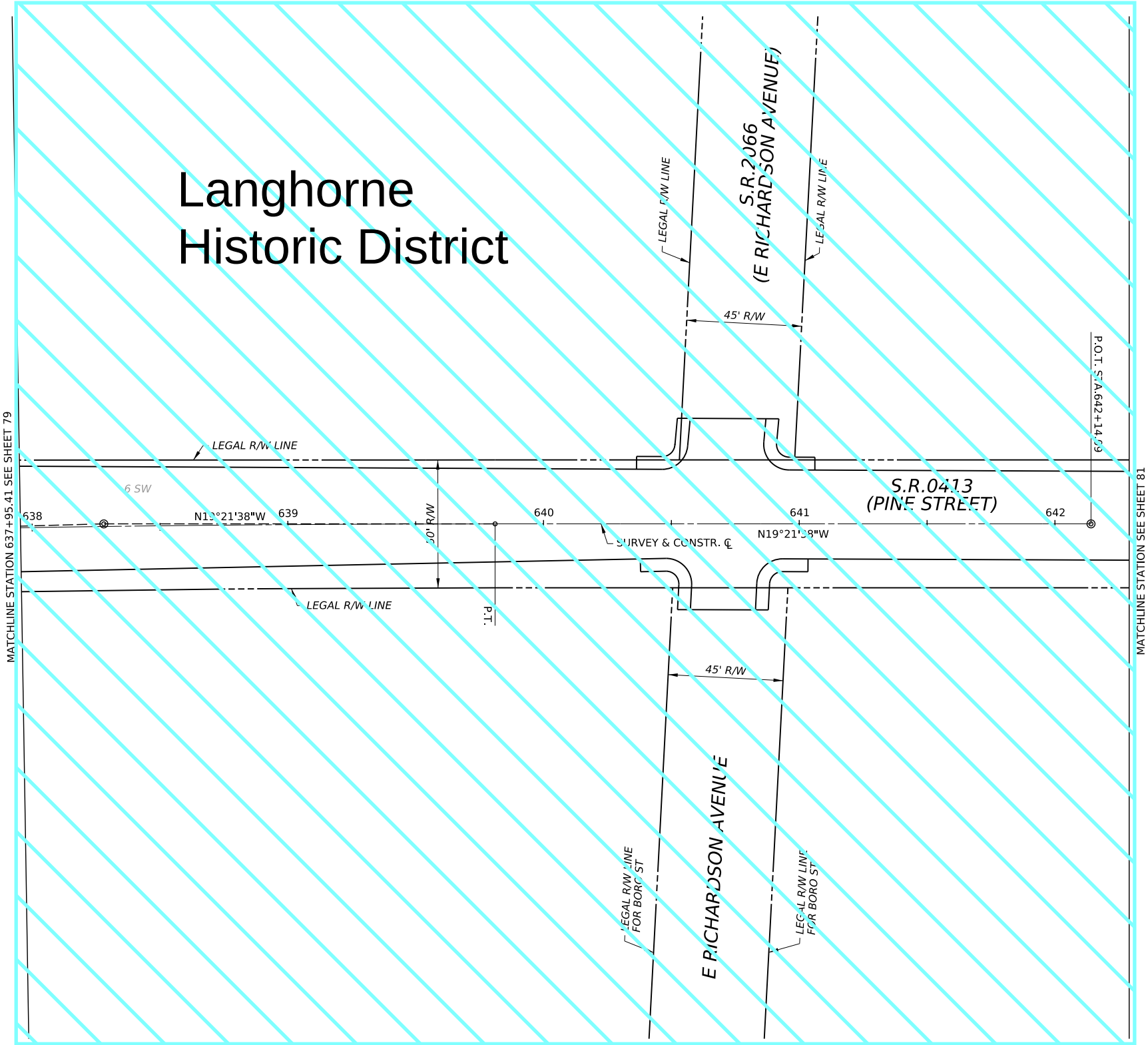


FOR PROFILE S.R.0413, SEE SHEETS 116 AND 117

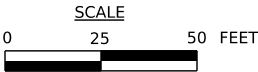
LEGEND

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

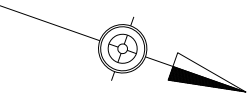
Langhorne
Historic District



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



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



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

- LEGEND
- REMOVAL OF EXISTING PAVEMENT

EXISTING PIPE

24"

PROPOSED INLET AND PIPE

PERMANENT IMPACT ATTENUATING DEVICE,
TYPE II, TEST LEVEL 3
(ENERGY ABSORBING TERMINALS, TANGENT)

PERMANENT IMPACT ATTENUATING DEVICE,
TYPE V (STANDARD), TEST LEVEL 3

TYPE 31-STRONG POST ANCHOR TERMINAL/
TERMINAL SECTION, SINGLE

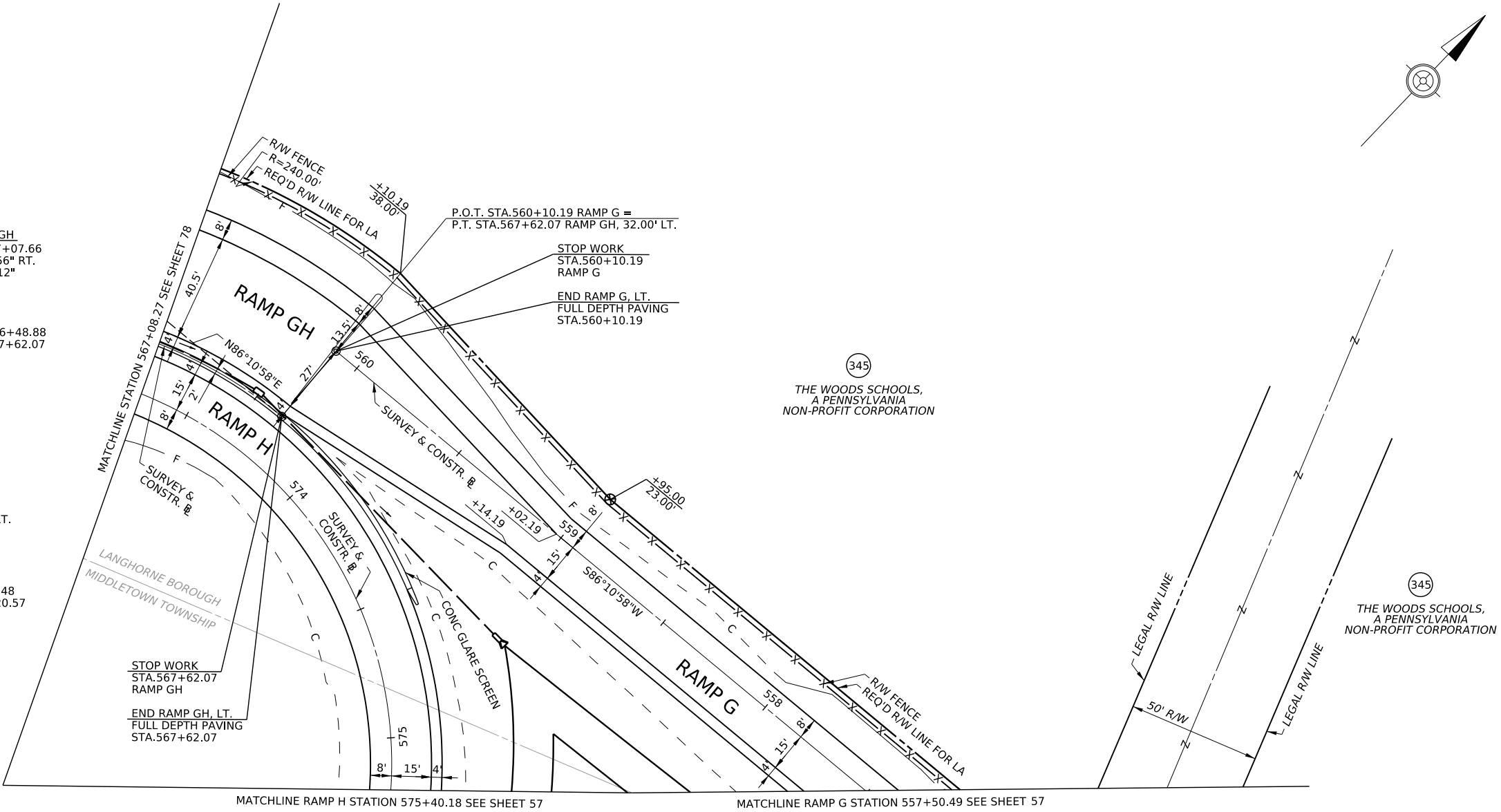
POTENTIAL SWM BMP
- The diagram is a site plan for the Langhorne Historic District and Mayor's Playground Park. The historic district is shown as a large area with cyan diagonal hatching, and Mayor's Playground Park is shown as a large area with red diagonal hatching. A matchline on the left indicates the plan continues on sheet 80. The plan shows the layout of S.R.0213 (E Maple Avenue) and S.R.0413 (Pine Street). Legal right-of-way (R/W) lines are indicated for both streets, with a 60-foot R/W shown for S.R.0213. A legal traffic signal easement is also shown for S.R.0213. The plan includes various symbols for pavement removal, existing and proposed pipes, impact attenuating devices, and potential stormwater management best management practices (BMPs).
-
- SCALE

0 25 50 FEET
- OPERATOR: AKIhard
FILE NAME: c:\pwworking\jmtakhard@jmt.com\d0241451\090001RC3_PLAN45B.dgn

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

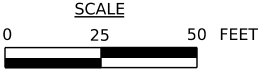
RAMP GH
P.I. STA.567+07.66
Δ = 38°08'56" RT.
D = 33°42'12"
T = 58.78'
L = 113.19'
R = 170.00'
E = 9.88'
P.C. STA.566+48.88
P.T. STA.567+62.07
S/E = 4.0%

RAMP H
P.I. N/A
Δ = 241°03'32" RT.
D = 38°11'50"
T = N/A
L = 631.09'
R = 150.00'
E = N/A
P.C. STA.570+89.48
P.C.C. STA.577+20.57
S/E = VARIES



LEGEND

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



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

[illegible]

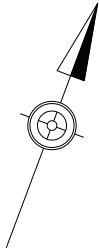
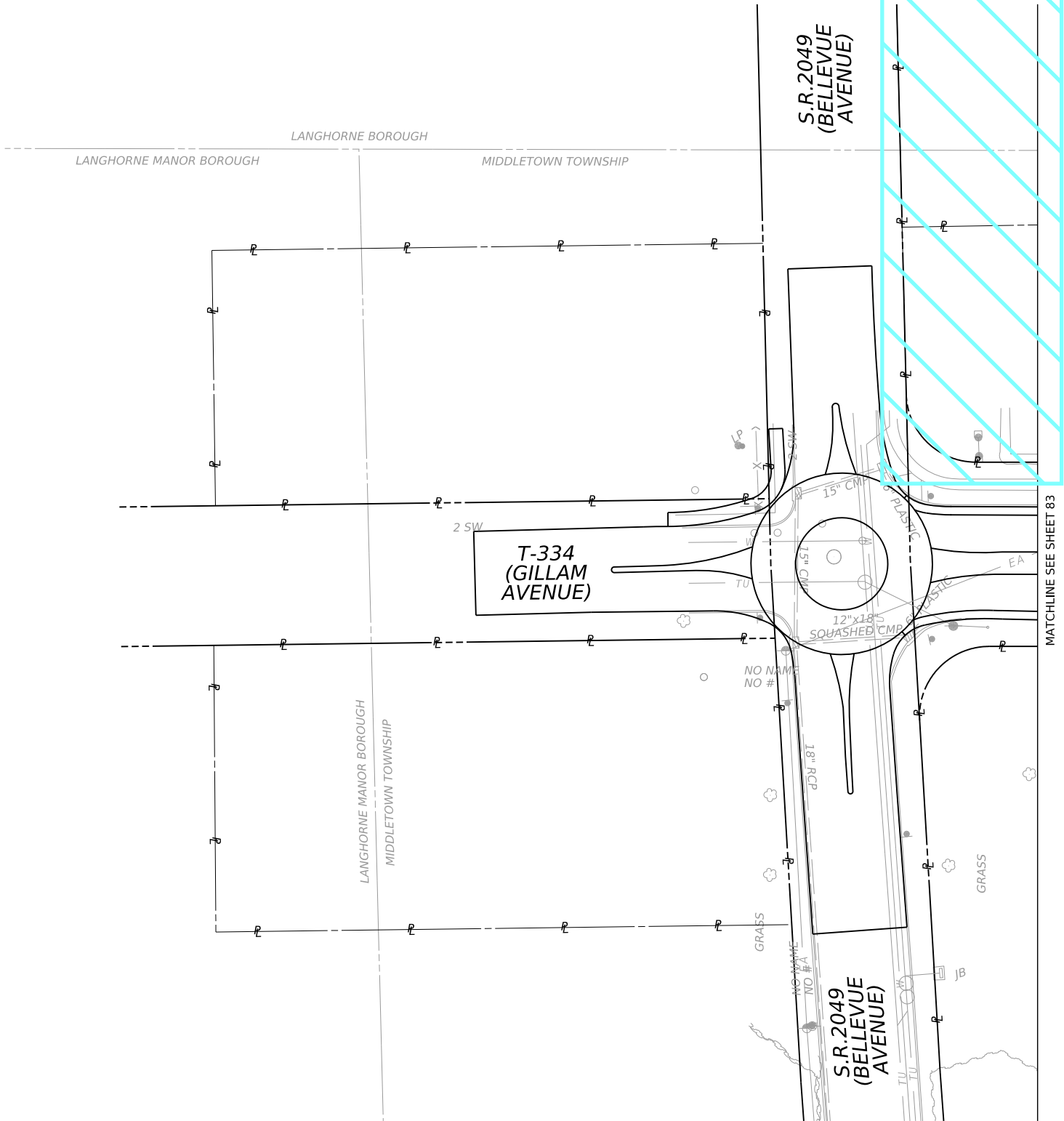
- SCALE
- 0 25 50 FEET
- 

FOR PROFILE T-334, SEE SHEET 160

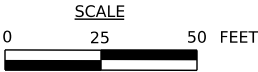
LEGEND

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

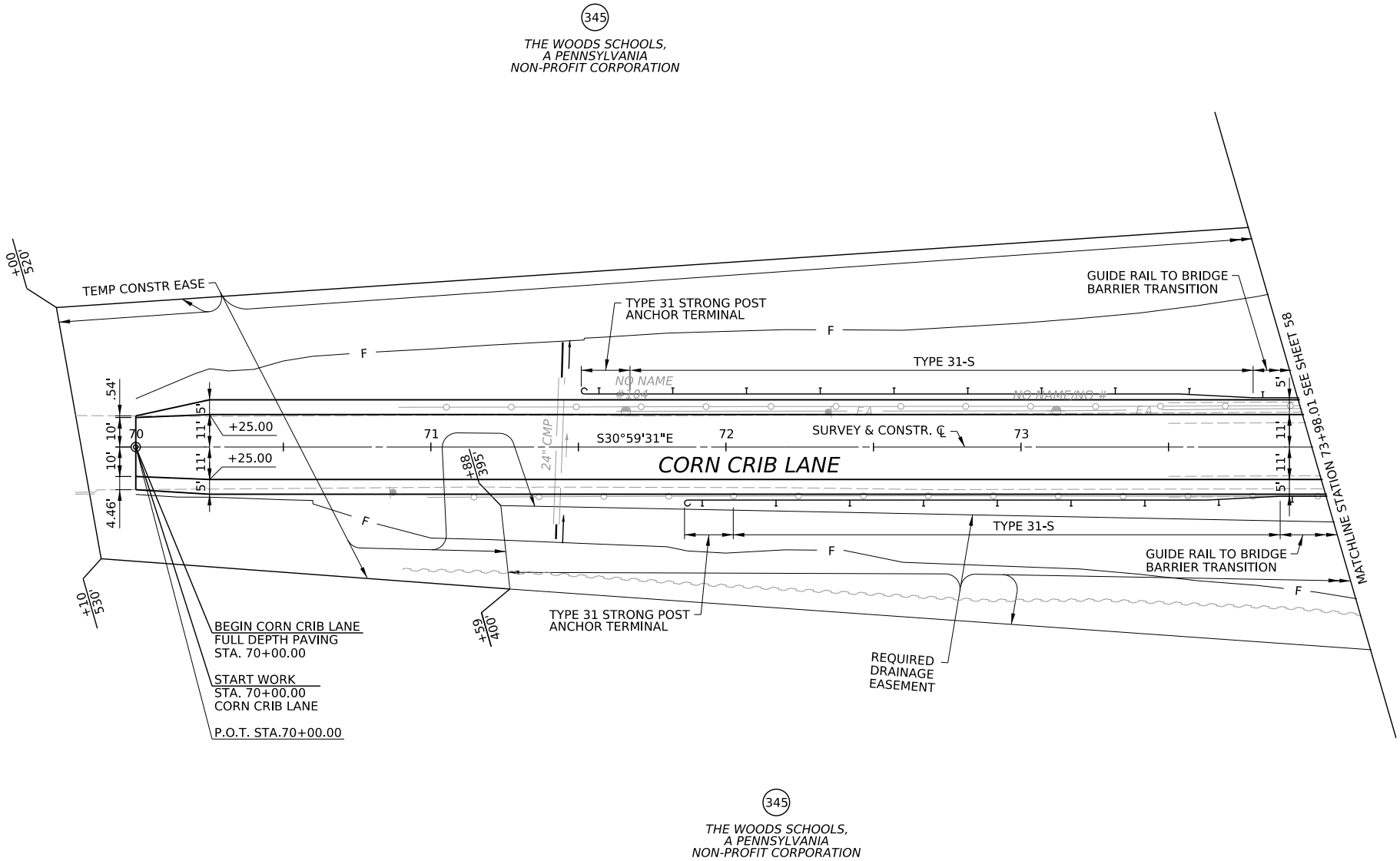
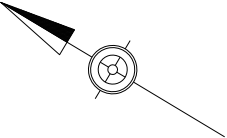
Langhorne
Historic District



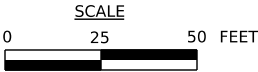
DISTRICT	COUNTY	ROUTE	SECTION	SHEET		
6-0	BUCKS	0001	RC3	84 OF 170		
MIDDLETOWN TWP, LANGHORNE AND LANGHORNE MANOR BOROUGH						
REV NO	REVISIONS			DATE	BY	APPD



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



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



FOR PROFILE CORN CRIB LANE, SEE SHEET 125



Photographs

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



Photo 1: View looking west along Gillam Avenue toward intersection of Gillam Avenue and Bellevue Avenue. Langhorne Historic District shown in blue shading.



Photo 2: View looking north along SR 0413 (Pine Street) at the intersection with Flowers Avenue. The Langhorne Historic District begins at Flowers Avenue and continues north into Langhorne Borough. Langhorne Historic District shown in blue shading.

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



Photo 3: An aerial view of the location of the proposed mini roundabout (red circle) at Gillam Ave and Bellevue Ave. The Langhorne Historic District boundary is depicted by blue outline and shading.

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



Photo 4: An aerial view of the portion of the project area along SR 0413 (Pine Street) between Flowers Avenue and Maple Avenue (red outline) within the Langhorne Historic District (blue shading and outline).



SHPO Concurrence Letter



Pennsylvania State Historic Preservation Office

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

October 22, 2025

Sent Via PA-SHARE

RE: ER Project # 2022PR03560.011, U.S. 1 Section RC3 Improvement Project, Federal Highway Administration, Middletown Township, Bucks County

Dear Submitter,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. Section 106 of the National Historic Preservation Act of 1966, and the implementing regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation, is the primary federal legislation. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988) is the primary state legislation. These laws include consideration of the project's potential effects on both historic and archaeological resources.

Above Ground Resources

No Above Ground Concerns - Environmental Review - No Adverse Effect - Above Ground

Based on the information received and available within our files, we concur with the agency that the proposed project will have No Adverse Effect on the following historic properties: Langhorne Historic District (Resource # 1985RE00546). Should the scope of the project change and/or should you be made aware of historic property concerns, you will need to reinitiate consultation with our office using PA-SHARE.

For questions concerning above ground resources, please contact Tyra Guyton at tyguyton@pa.gov.

Archaeological Resources

For questions concerning archaeological resources, please contact Sara-Ladd Manley at samanley@pa.gov.

Sincerely,

Barbara Frederick
Environmental Review Division Manager



SR 0001 Public Involvement Summary



SR 0001 Section RC3 Public Involvement Summary

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

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

Section 4(f) Slide from Virtual Public Meeting Presentation

ENVIRONMENTAL RESOURCES

Section 4(f) Resources

What is a Section 4(f) Resource?

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

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

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

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

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



Photo Credit: Google Maps

Public Feedback

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

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

