



LOWER NAZARETH TOWNSHIP

BOARD OF SUPERVISORS

623 MUNICIPAL DRIVE
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Dear Resident:

Lower Nazareth Township is about to embark on a significant road improvement project in your neighborhood. The project will involve the reconstruction and resurfacing of Timberlea Drive in its entirety, Fir Drive beginning at the intersection of Timberlea Drive ending at a point 50 ft. west of Magnolia Lane, Ash Drive beginning at the intersection of Fir Drive ending at a point 50 ft. west of Magnolia Lane, and Magnolia Lane, in its entirety including stub road to dead end. The commencement of the project will take place mid-July; a precise start date is not yet available. Please visit the Township website (www.lowernazareth.com) for updates. We will post information on the Home Page under "Important Announcements" as it becomes available. In addition, the project contractor is responsible for notifying all properties prior to the commencement of work for those affected areas. It should take approximately two (2) to three (3) weeks to complete the project. The road will be open to traffic and emergency vehicles throughout the duration of the project. That being said, you may encounter delays from time to time. In addition, **ON STREET PARKING WILL BE PROHIBITED FOR THE DURATION OF THE PROJECT BETWEEN THE HOURS OF 6 AM AND 6 PM. IT IS IMPERATIVE THAT NO VEHICLES BE IN THE ROADWAY DURING THE CONSTRUCTION. ANY VEHICLES ENCOUNTERED WILL BE REMOVED AT THE EXPENSE OF THE OWNER.**

We would like to take a moment to briefly explain the project and point out various details associated with the work. The project will be completed in three phases.

The first phase will consist of milling and profiling sections of the roadway. This process will prepare and reshape the roadway for the second phase. Traffic control is required, but all properties for this phase, will be accessible.

The next phase will involve the utilization of a process known as full-depth reclamation with cement stabilization. This process consists of the pulverization of the materials left behind from the milling process to a depth of eight inches. At the time of pulverization, a predetermined amount of Portland cement and water will be incorporated into the road base mixture. This phase of the project has the potential of producing a significant amount of dust. The dust is primarily a result of the incorporation of the Portland cement into the road base material. Although every effort is made to keep the dust to a minimum, it is impossible to totally eliminate its presence. The Township will be very diligent in monitoring this phase in an attempt to ensure that the dust factor is kept to a minimum. Upon completion of the pulverization/stabilization process, the homogeneous mixture will be shaped and graded into a road base configuration. Once shaped and graded, the base will be thoroughly

compacted utilizing various types of rollers. At this juncture, the road base is complete. The base material will be allowed to cure for at least three days prior to the application of the wearing course.

The third phase is the placement of bituminous base and top pavement courses. This material will be installed in the conventional method with which we are all familiar. It is our intent that the finish pavement grade of the reconstructed roads will be consistent with the current pavement elevation. There may, however, be minor elevation changes evident at the end of the project. Every effort will be made to maintain the existing elevations except in those areas where it is determined that grade changes are warranted.

One additional note: If this project is underway while school is in session, we would like to make a cautionary statement that children and adults alike who are walking or driving to a bus stop should be keenly aware and careful of the construction activities. We have indicated to the contractor that there is a significant amount of school traffic and activity at both ends of the school day and that they should keep a watchful eye out for pedestrians and vehicles especially during those times.

IMPORTANT MAILBOX INFORMATION We ask that every property owner inspect their mailbox location prior to commencement of the project. It is imperative that the face of your mailbox not protrude over the edge of the existing pavement. A protruding mailbox significantly interferes with the construction process. The interference can cause damage to your mailbox from construction equipment as well as compromise the integrity of the reconstruction and resurfacing of the roadway. We have enclosed a copy of the USPS mailbox standards for your use if you need to relocate your mailbox. Please note the set-back requirement of 6 to 8 inches. Mailbox adjustments, if required, should be made no later than **July 13, 2020**. Any mailbox that is determined to protrude beyond the edge of the existing paving at the commencement of the project will be removed and relocated at the property owner's expense. The costs for this work will be based on time and materials.

TREE AND BUSH TRIMMING In preparation for the upcoming project, we ask that you trim all trees, shrubs and bushes that are encroaching the roadway. We ask that the vegetation be trimmed back to at least **one foot behind the edge of the roadway to a height of at least fifteen feet**. This will allow all construction equipment to pass through and complete their work unimpeded. This work should be completed no later than **July 13, 2020**.

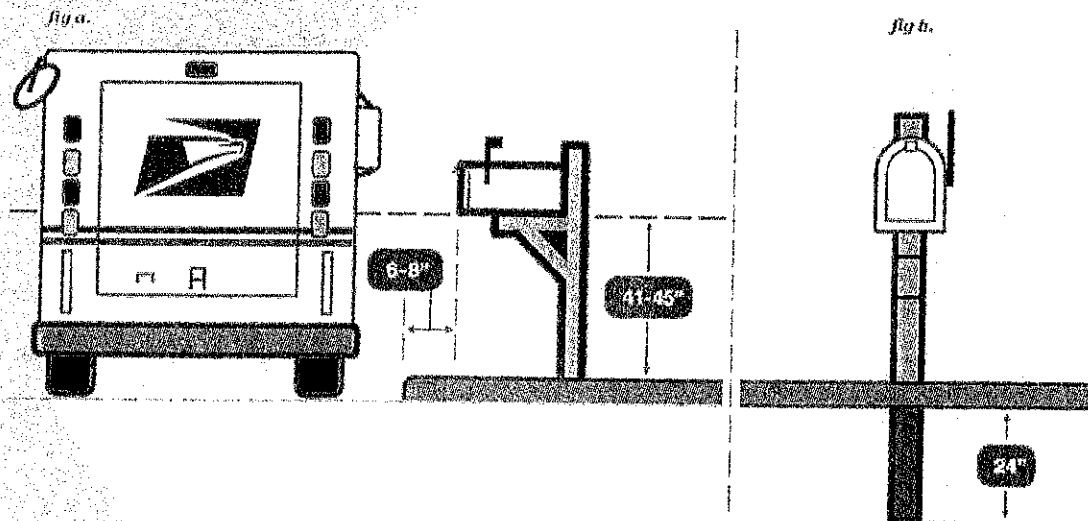
In closing, we would like to thank everyone in advance for their cooperation while this major road improvement project is taking place. Every effort is being made to minimize the inconvenience to our residents.

Lower Nazareth Township

Where to Place the Mailbox

Here are some helpful guidelines to follow when placing your mailbox:

- Position your mailbox 41" to 45" from the road surface to the bottom of the mailbox or point of mail entry.
- Place your mailbox 6" to 8" back from the curb. If you do not have a raised curb, contact your local postmaster for guidance.
- Put your house or apartment number on the mailbox.
- If your mailbox is on a different street from your house or apartment, put your full street address on the box.



Installing the Mailbox Post

The best mailbox supports are stable but bend or fall away if a car hits them. The Federal Highway Administration recommends:

- A 4" x 4" wooden support or a 2"-diameter standard steel or aluminum pipe.
- Avoid unyielding and potentially dangerous supports, like heavy metal pipes, concrete posts, and farm equipment (e.g., milk cans filled with concrete).
- Bury your post no more than 24" deep.

ALERT: SEE HOW USPS IS DELIVERING FOR CUSTOMERS AND EMPLOYEES. [READ...](#)



Mailbox Installation

How to Set Up & Mount a Mailbox

Follow U.S. Postal Service® guidelines for installing and placing a new mailbox at your home. Get tips on the best materials to use to set up a curbside mailbox and how to keep it in good condition. Make sure that your mail carrier always has a clear path to your mailbox whether it's by the street or mounted on your house.

Feedback

Curbside Mailboxes

Mailbox Size & Construction Standards

A mailbox with the Postmaster General's (PMG) seal of approval meets USPS size and construction standards. If you build your own mailbox or buy a custom-made one, it must meet the PMG standards. Show your local postmaster your mailbox plans or your custom-made box for approval.

To get drawings and measurements for building your own mailbox, write to [US Postal Service Engineering \(https://pe.usps.com/text/dmm300/608.htm#ep1256141\)](https://pe.usps.com/text/dmm300/608.htm#ep1256141).

Want to buy a mailbox big enough for packages? See [Next Generation Mailboxes \(/packagemailbox/\)](#).