

5 | Transportation Concept Plan

Introduction

As described in Chapter 4—Transportation Plan, this chapter presents a concept plan for transportation improvements along Route 30 between U.S. 202 and Malin road, starting from the western end at U.S. 202. As the name suggest, the concept plan is “conceptual” in nature. It was developed based on aerial photography, readily availability GIS data, available land development plans, and field visits.

Even though it is not a fully engineered design, the concept plan shows the horizontal alignment of the roadway, including travel lanes, turn lanes/medians, bicycle lanes, buffer areas, and sidewalks based on the established design criteria for the preferred alternative. Additionally, it depicts access management strategies and bus stop enhancements. Many of the access management strategies are only feasible when done in conjunction with development or redevelopment of adjacent properties. The proposed streetscape enhancements are not specifically depicted on the exhibits in this chapter due to the scope and scale, but streetlight and street trees are very much part of the vision and plan for the Route 30 corridor. (See Figure 4.7 showing typical proposed streetscape treatments and Appendices E and F—Design Guidelines.) The concept plan also lists key potential impacts associated with the proposed improvements, including loss of parking, relocation of signs, and impacts to stormwater management facilities. These potential impacts will need to be evaluated further and addressed through review of township policies, property owner coordination, and more detailed engineering solutions. Finally, the plan highlights potential redevelopment

opportunities along the corridor, including some active land development projects. This concept plan can be used to provide guidance to developers and property owners for development or redevelopment projects. It can also be used by the Township to plan and advance implementation of specific capital improvements.

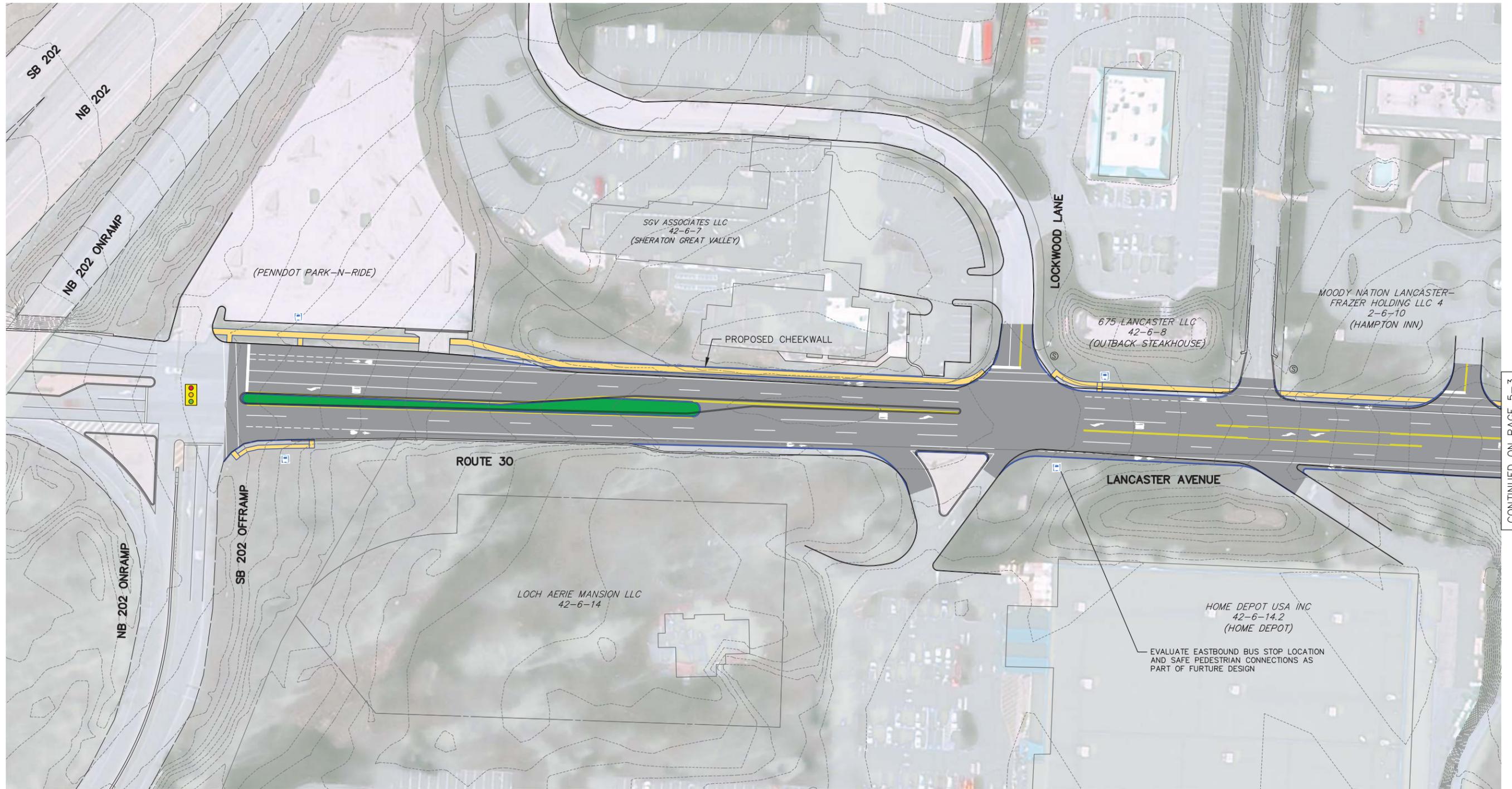
Conceptual Plans Notes and Assumptions

The conceptual plan was developed based on existing conditions and readily available data. Preliminary engineering and final design will be required to evaluate necessary construction activities and prepare construction documents. Additionally, various permits may be required depending on the existing conditions, proposed improvements, and jurisdiction of permitting agencies. The design and permitting processes may result in changes to the conceptual plans. Below are several notes and assumptions regarding the conceptual plan presented in this chapter.

- Existing conditions depicted on the conceptual design exhibits are based on GIS data, aerial photography, land development plans, and limited field measurements only. Topographic survey and thorough field observation will need to be completed during the preliminary engineering of the project.
- Legal right-of-way lines and property lines are estimated based on GIS data and plans received from PennDOT and East Whiteland Township. Legal right-of-way lines or property lines have not been independently verified through field survey or title/deed research.
- The exhibits do not depict required right-of-way or easement lines (temporary or permanent), which will likely be required for the

construction of the project. The size and location of all easements will need to be determined during the preliminary engineering of the project.

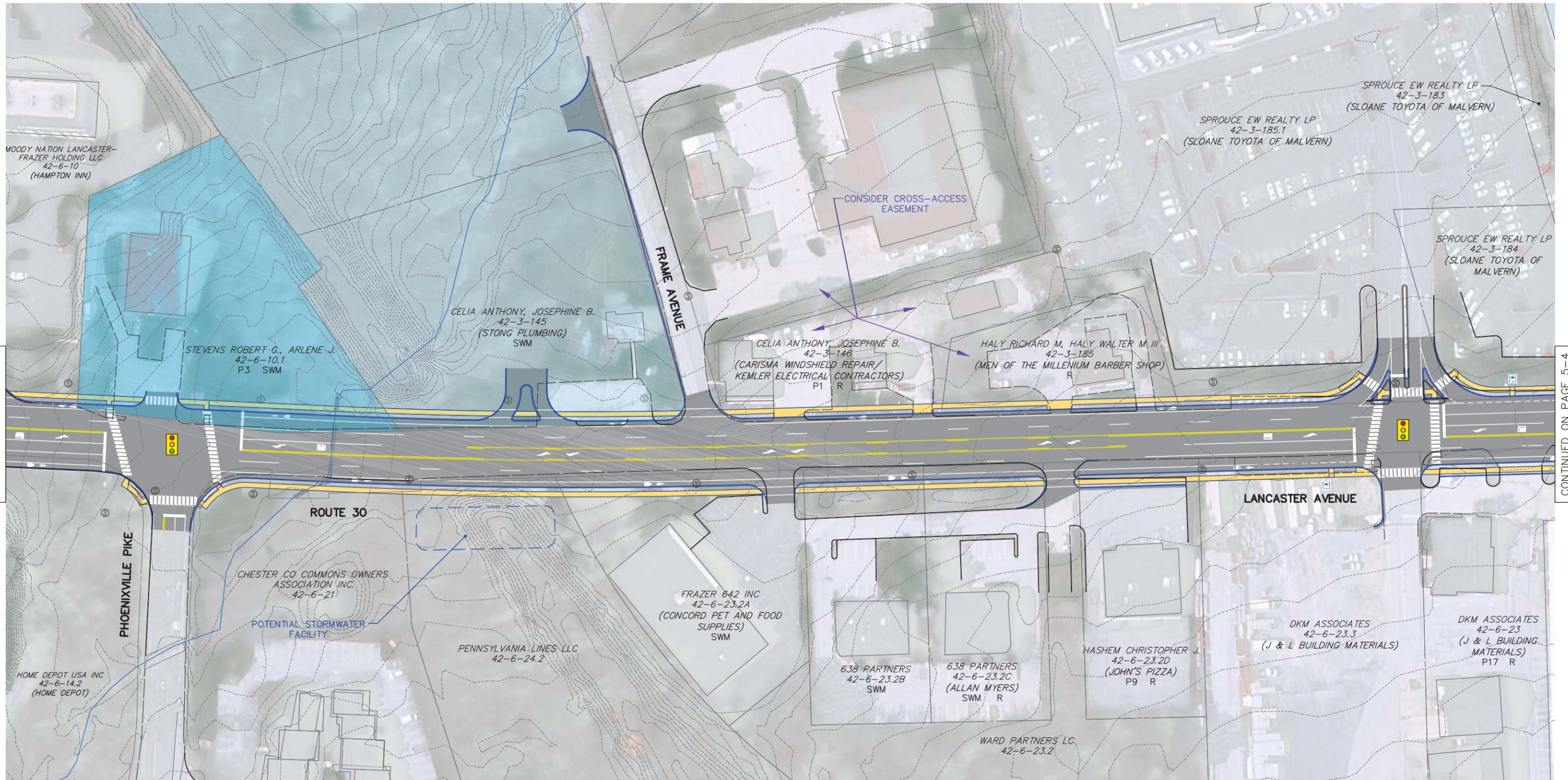
- The exhibits do not depict specific areas required for post-construction stormwater management or right-of-way required for these areas. The size and location of post-construction stormwater management facilities will need to be determined during the preliminary engineering of the project. The cost estimates for each segment include a cost for these facilities, but the size and type of facilities will vary depending on the agency having jurisdiction and applicable permitting requirements. These costs may also vary depending on how the various project segments are combined or phased.
- Detailed signing and striping design plans should be developed during preliminary engineering of the project.
- Based on the nature of the improvements depicted on the concept plan, it is likely that corridor utilities will need to be relocated. Existing utility relocations or future utility provisions are not depicted on the plan, but must be evaluated during the preliminary engineering of the project. It is desirable to relocate utilities underground or move utility poles to the rear of properties and not along Route 30 frontage.
- The concept plans indicate widening of PA 352 up to (but not including) the bridge over the Norfolk Southern rail line. Additional improvements to PA 352 and the intersection with Route 30 could be accommodated if this bridge were to be reconstructed and widened.



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	POTENTIAL REDEVELOPMENT PARCEL - PLANS APPROVED		POTENTIAL STORMWATER MANAGEMENT FEATURE LOCATION		EXISTING CONTOUR (2 FOOT INTERVAL)
	PROPOSED CONCRETE SIDEWALK (5' WIDTH)		EXISTING STORMWATER FEATURE IMPACT		EXISTING PROPERTY LINE
	PROPOSED ROADWAY FOOTPRINT		POTENTIAL PARKING SPACE REDUCTION		PROPOSED SEPTA BUS STOP LOCATION
	PROPOSED NEW MEDIAN		BUSINESS SIGN RELOCATION		SIGNALIZED INTERSECTION
	BIKE LANE IN CONFLICT AREAS		EXISTING SEWER MANHOLE		POTENTIAL BUS SHELTER LOCATION



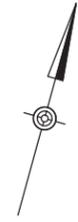


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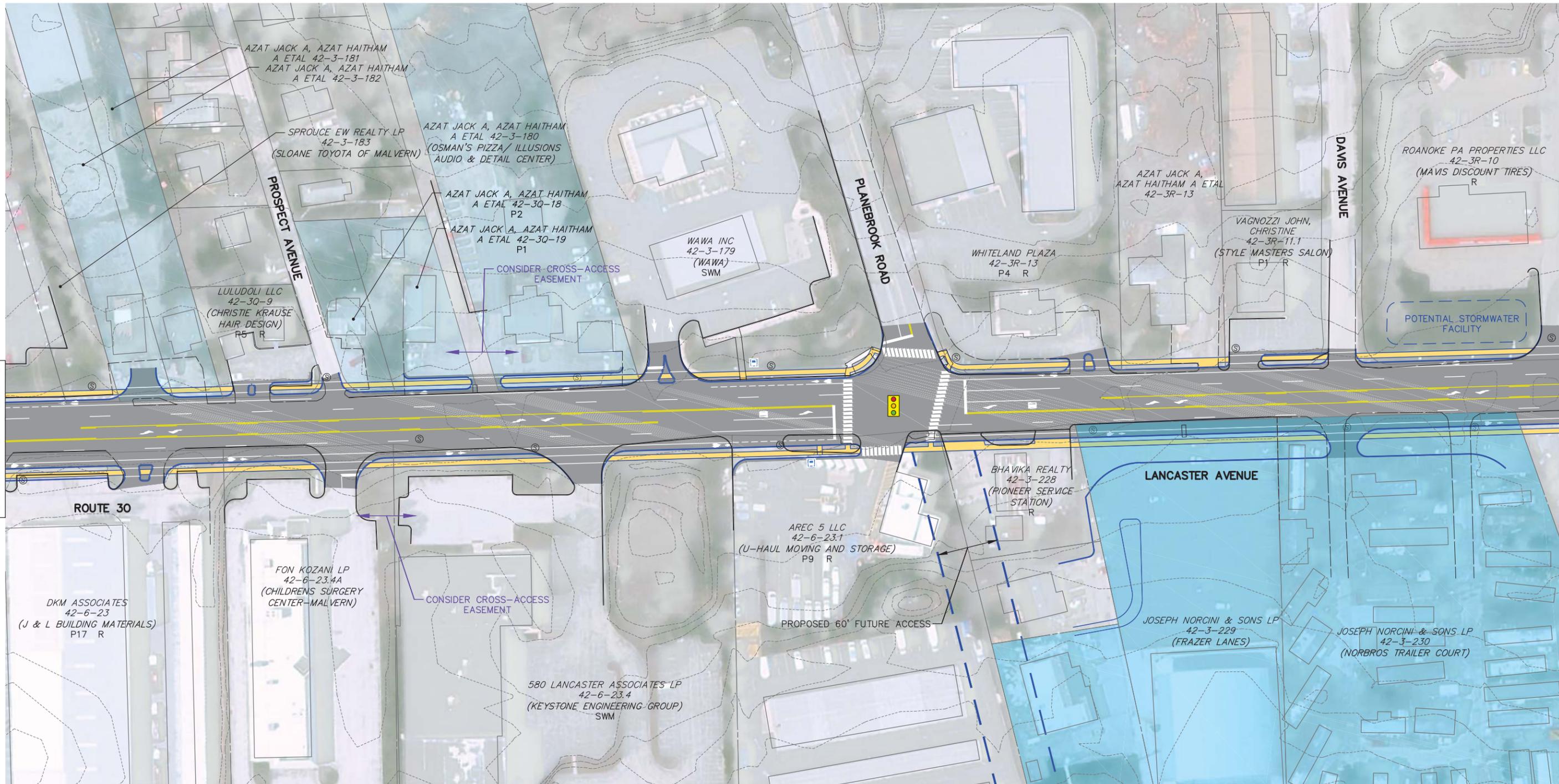
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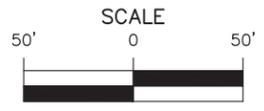
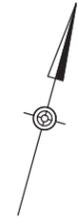
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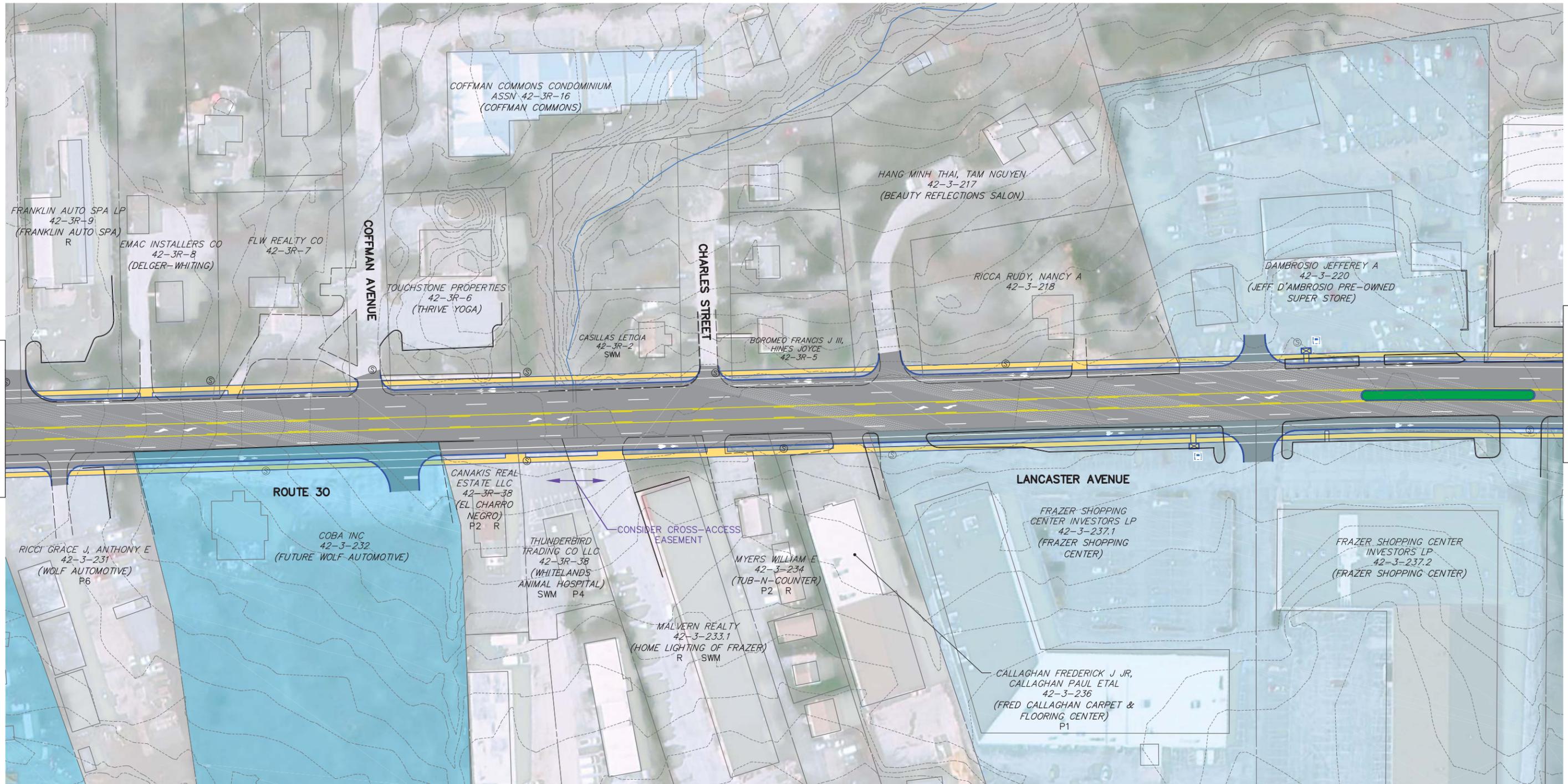
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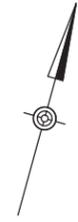
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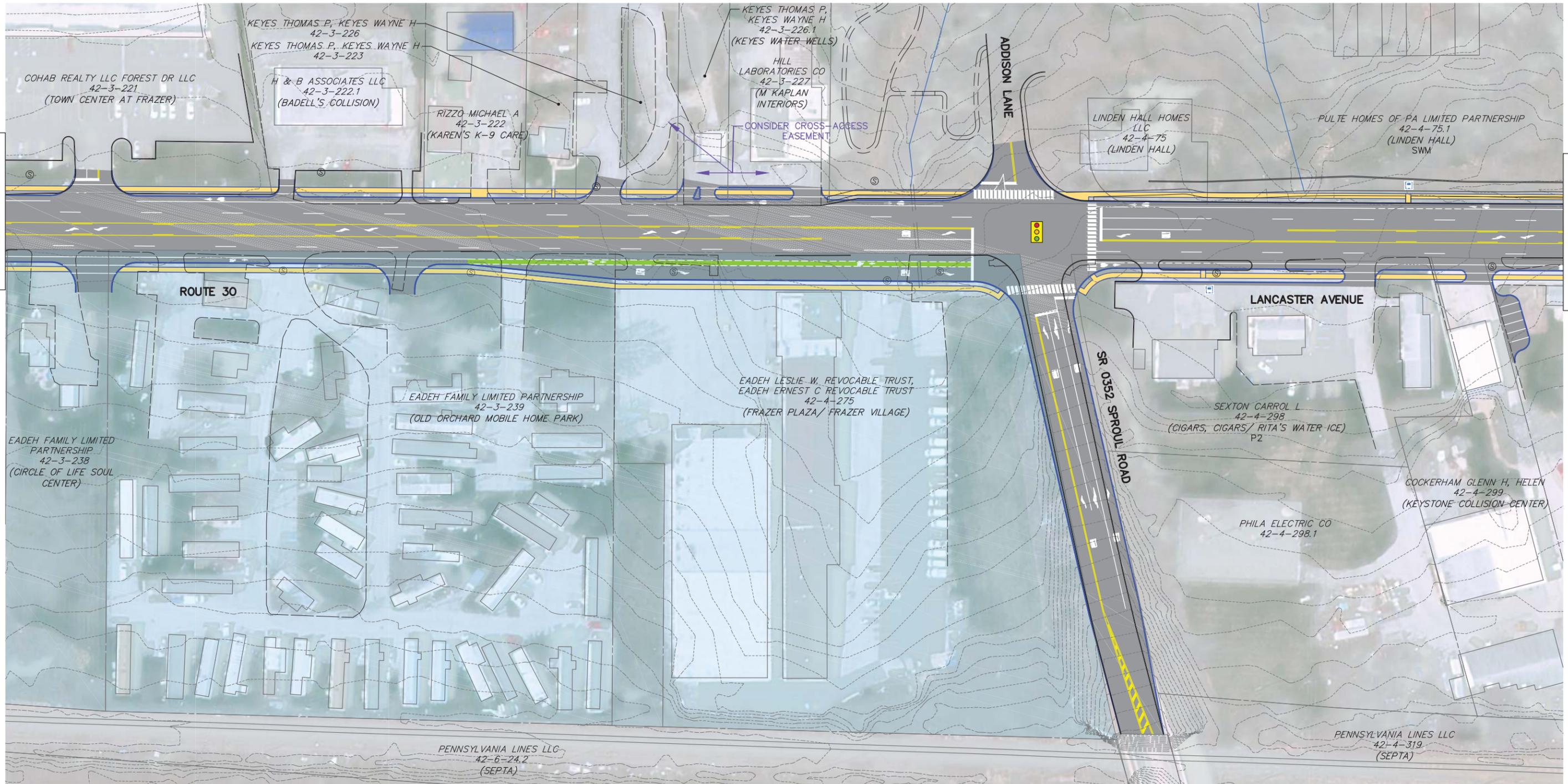
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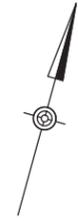
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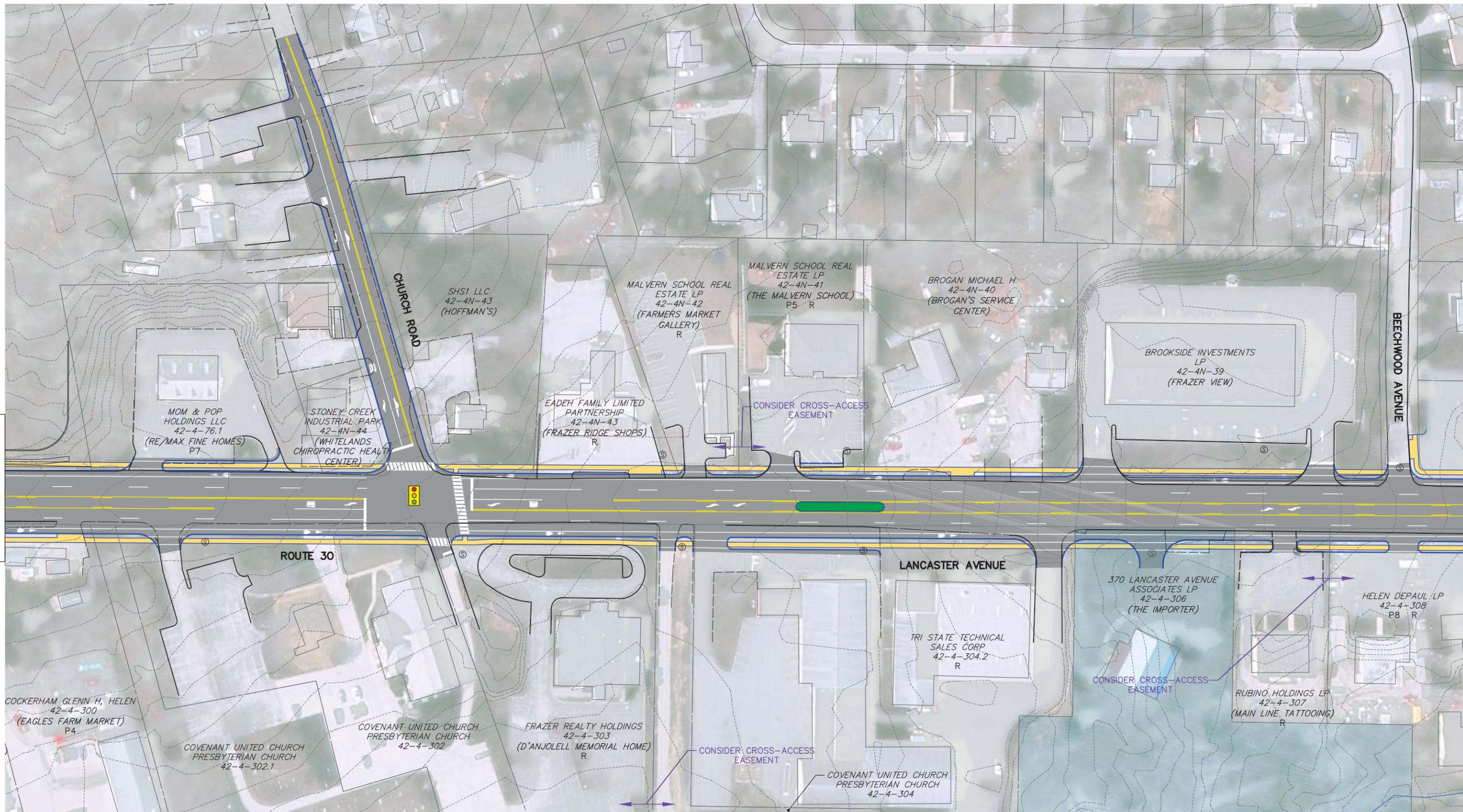
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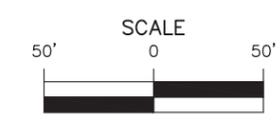
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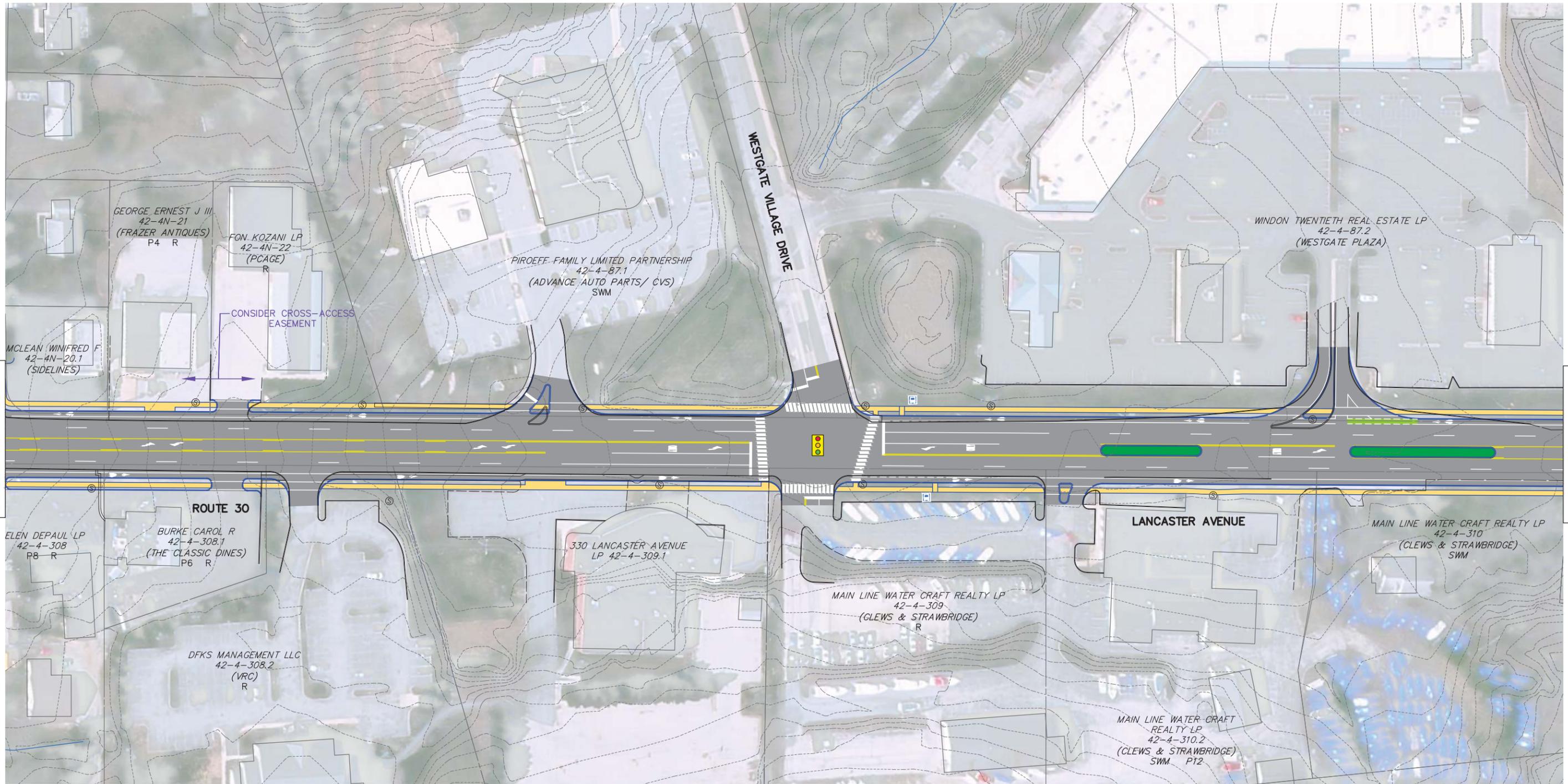




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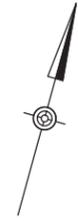


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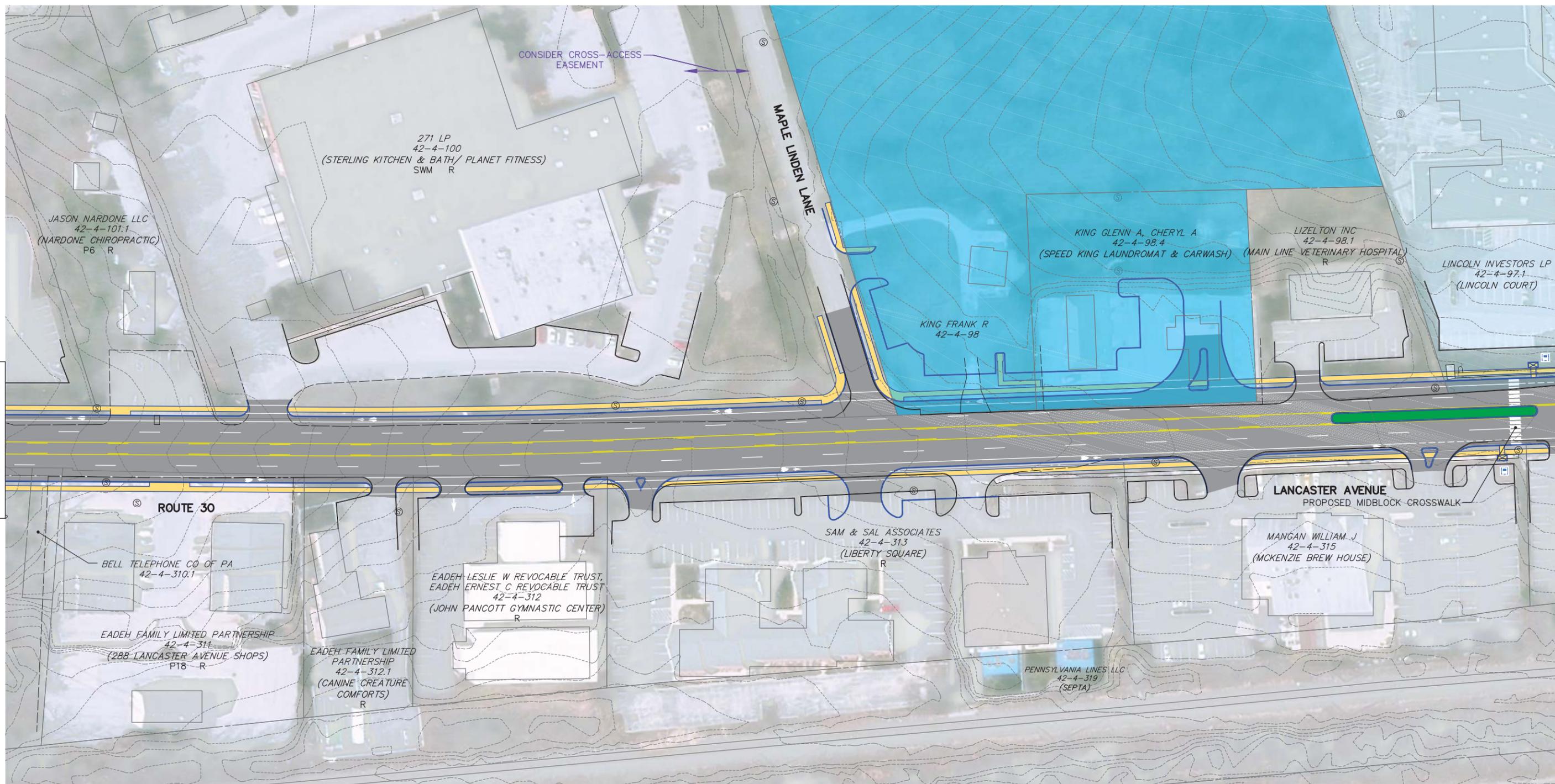
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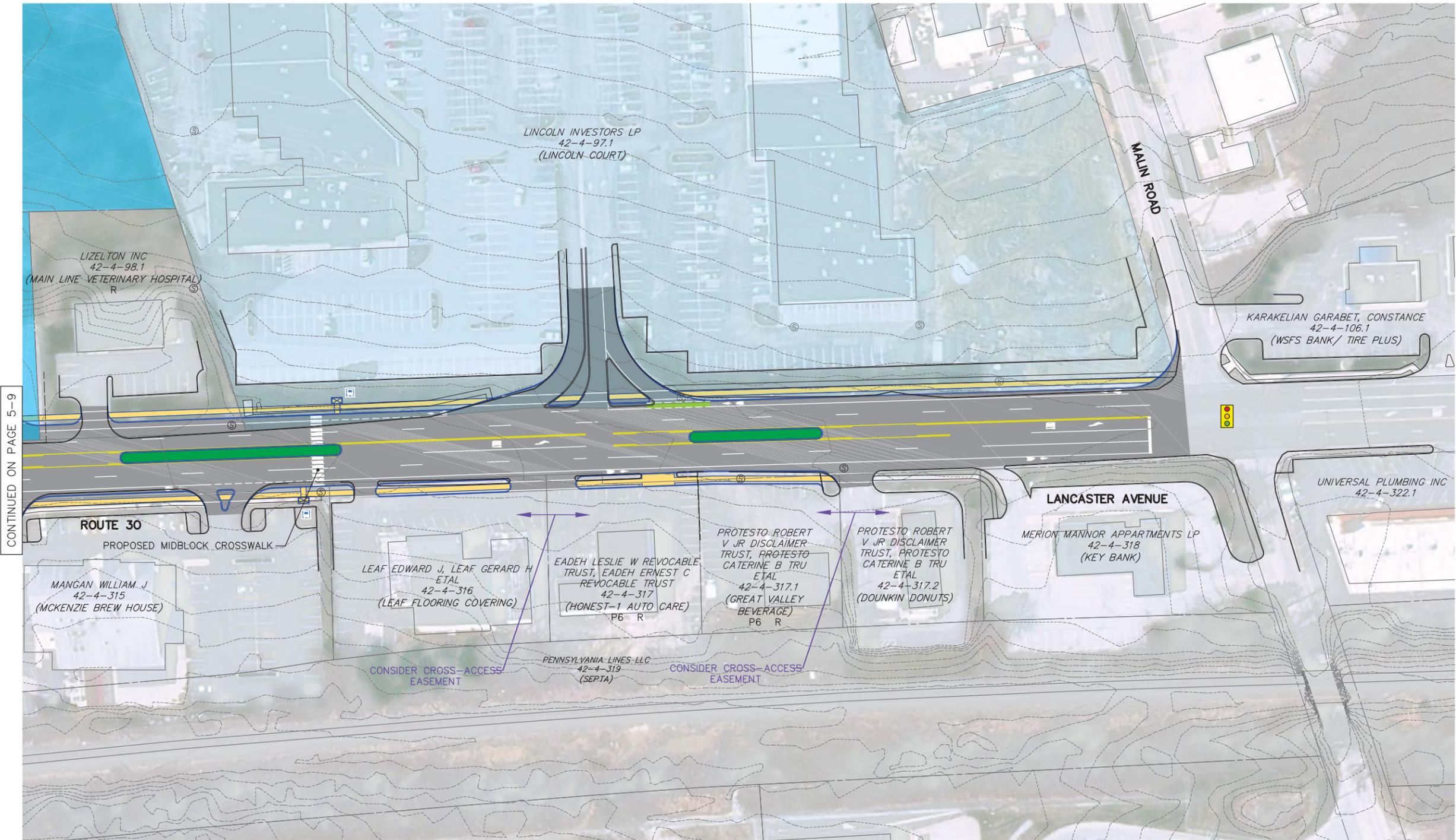
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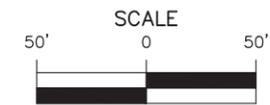
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Additional Intersection Improvements

In addition to the concept plan that was developed for Route 30 between the US 202 and Malin Road, strategic intersection improvements were identified east of Malin Road. The intersections that were chosen to have the highest impact on the mobility of the corridor were PA 401 (Conestoga Road), PA 29 (Morehall Road), and

Old Lincoln Highway. (See Figure 5.1) At each of these intersections, traffic operational improvements, pedestrian mobility enhancements, and upgraded transit facilities were identified. Conceptual schematics were prepared for each intersection to depict the proposed improvements. (See Figures 5.2, 5.3, and 5.4)

Figure 5.1 – Additional Intersection Improvements



Figure 5.2 – PA 401 (Conestoga Road) and Route 30 Intersection

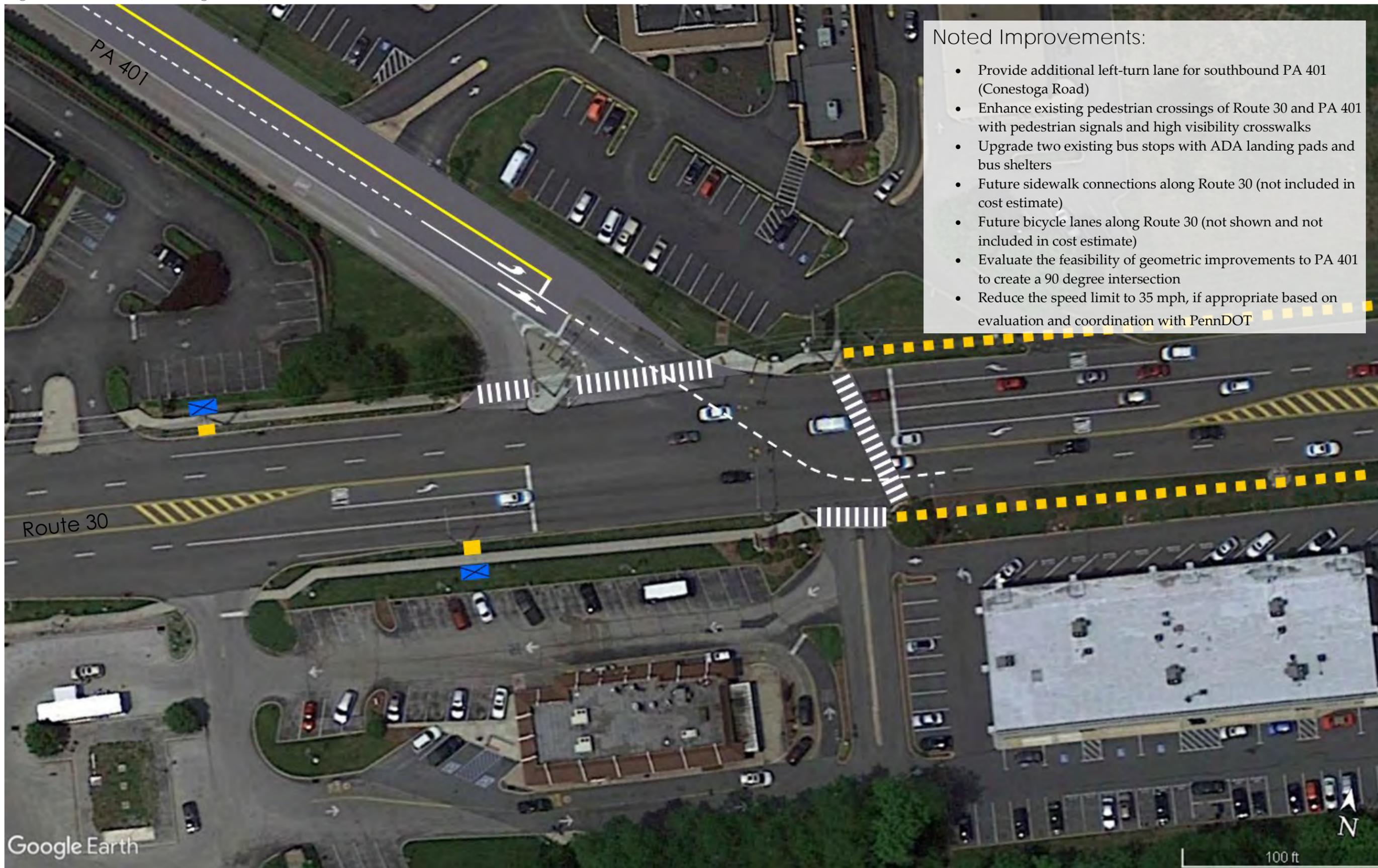


Figure 5.3 – PA 29 (Morehall Road) and Route 30 Intersection

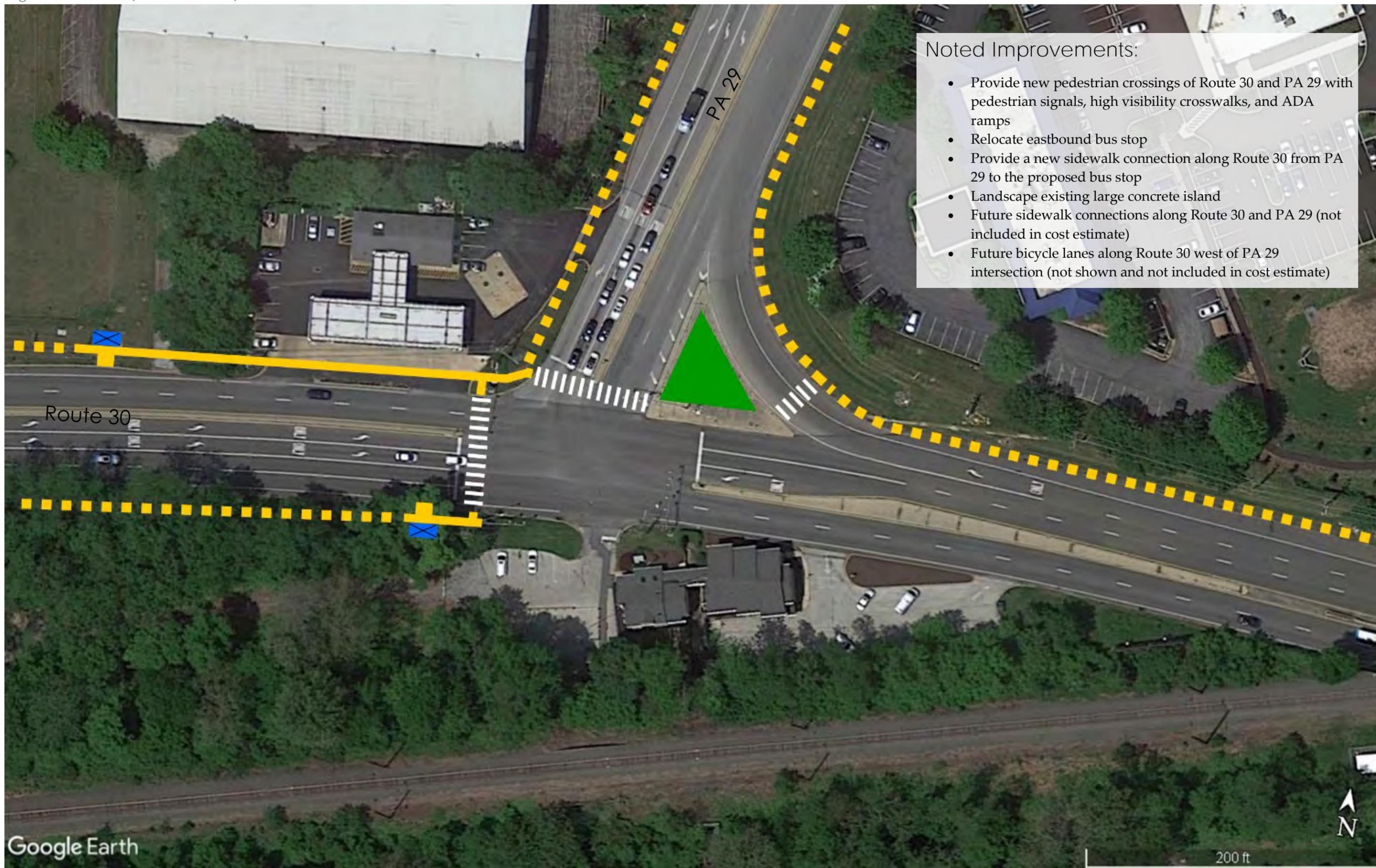


Figure 5.4 – Old Lincoln Highway and Route 30 Intersection and Patriots Path Connection

