

US 30 RECONSTRUCTION PROJECTS
Chester County

WELCOME

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June 2017

PREPARED BY:
 **Gannett Fleming**

 STV 100 Years

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US 30 RECONSTRUCTION PROJECTS Chester County



- Originally Constructed in the 1960s
- Original Pavement – Reinforced Cement Concrete
- Current Pavement – Bituminous Overlay
- Pavement to be Fully Reconstructed
- Improve Interchanges & Bridges

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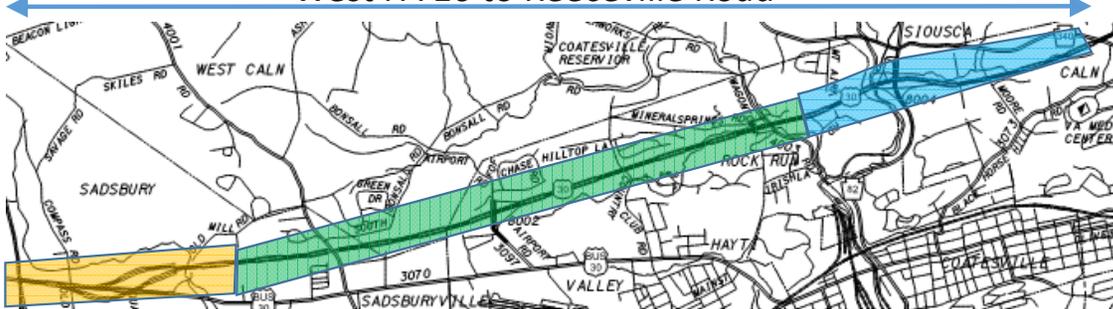
Existing Conditions
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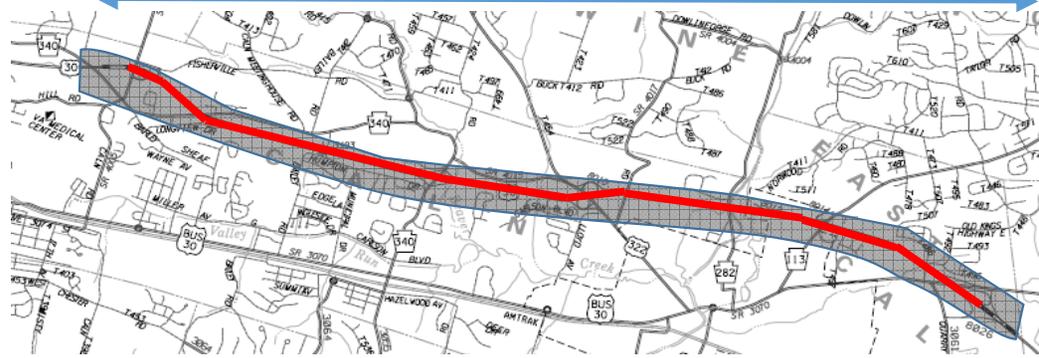



US 30 RECONSTRUCTION PROJECTS
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West PA 10 to Reeceville Road



East Reeceville Road to US 30 Business



- Widening
- PA 10 Section
- Airport Rd Section
- PA 82 Section
- Eastern Section

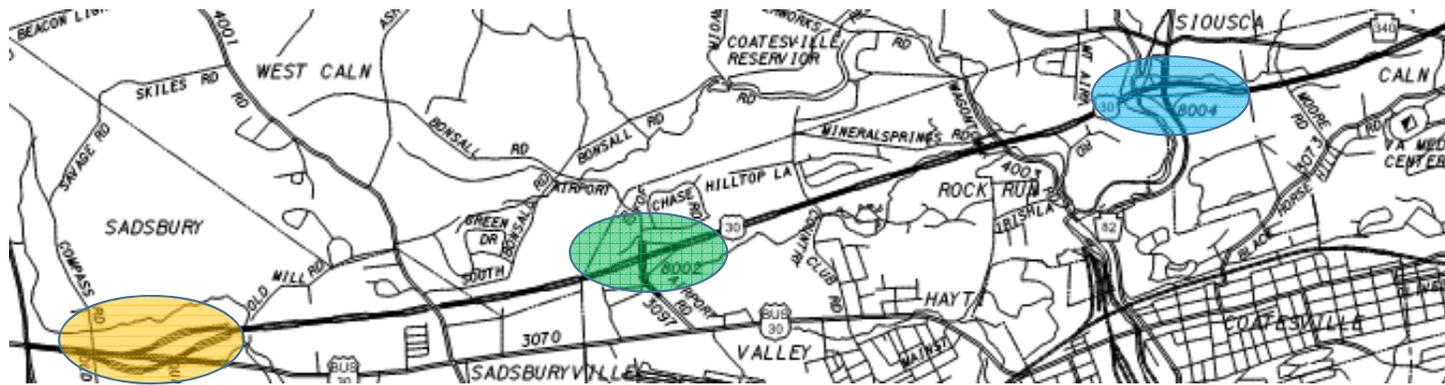
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	<p>Project Divides</p> <p>June 2017</p>	<p>PREPARED BY:</p>   
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INTERCHANGES TO BE RECONSTRUCTED



-  Business 30/PA 10 Interchange
-  Airport Road Interchange
-  PA 82 Interchange

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Western Interchanges
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US 30 RECONSTRUCTION PROJECTS Chester County

INTERCHANGES TO BE RECONSTRUCTED



-  Reeceville Interchange
-  PA 340 Interchange
-  US 322 Interchange
-  Norwood and PA 113 Interchange
-  US 30 Business/Quarry Road

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Eastern Interchanges

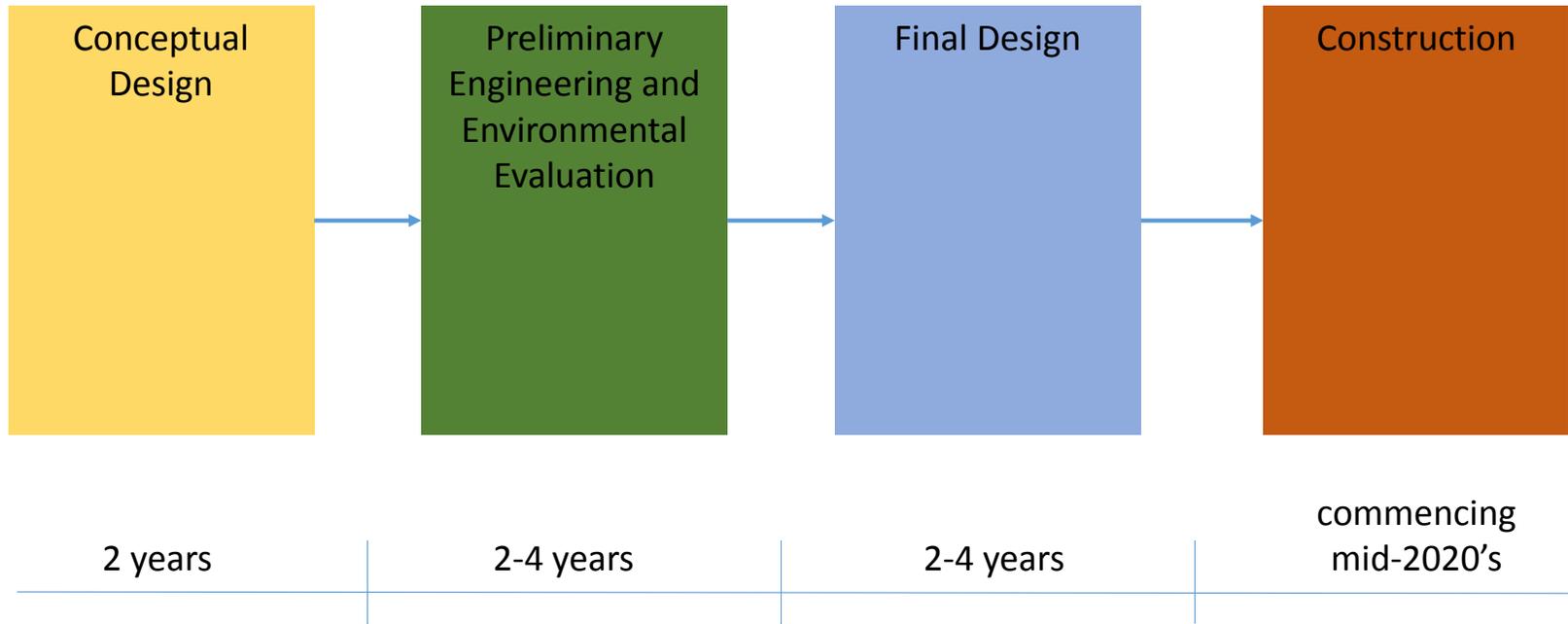
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 <p>pennsylvania DEPARTMENT OF TRANSPORTATION</p>	<p>Project Development Process June 2017</p>	<p>PREPARED BY:   </p>
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Interim Improvements

- Median Work/Remediation
- Intelligent Transportation Systems
- Resurfacing of Pavement Areas
- Highway Occupancy Permits/Development



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Interim Improvements
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Public Involvement

- Route 30 Multimodal Transportation Study
- Coordination with Municipalities throughout the Corridor
- Conceptual Development Public Meetings
- Preliminary Engineering-Final Design Public Meeting
- Project Website
- Email



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Public Involvement
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Purpose: The purpose of the project is to upgrade the current facility to provide a safe and efficient transportation system by:

- Improving safety
- Reducing future congestion
- Accommodating planned growth
- Improving facility deficiencies
- Improving system connectivity

Needs: The project needs have been identified as:

- Safety
- Facility Deficiencies
- Congestion/Anticipated Growth

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Project Purpose and Needs
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Safety:

- Numerous locations within the project corridor have crash rates that exceed the statewide average for the same type of facility.

Facility Deficiencies:

Substandard roadway conditions exist throughout the roadway corridor. These include:

- Deteriorated pavement at the end of its useful service life
- Substandard (narrow) shoulders
- Substandard (short) ramp deceleration and acceleration lanes
- Substandard (short) weaves between the PA 113 and Norwood Road interchanges
- 18 substandard bridge structures due to insufficient vertical clearance, lateral clearance, and/or curb to curb widths

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Project Needs
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Congestion/Anticipated Growth:

Undesirable Level of Service (LOS) and operational delays are present and/or projected to occur in locations throughout the project corridor. This includes:

- The US 30 mainline from the Reeceville Interchange to the eastern limits
- The intersections/interchange ramps at PA 10, Airport Road, PA 82, Reeceville Road, Fisherville Road, PA 340, US 322, and PA 113
- The Airport Road partial Interchange negatively affects traffic; contributing to congestion and delays along Business US 30

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Project Needs
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A

No delays
Traffic flows freely with little or no restrictions on speed or maneuverability.



D

Minimal delays
Speeds decline slightly and density increases. Freedom to maneuver is noticeably limited.



B

No delays
Traffic is stable and flows freely. The ability to maneuver in traffic is only slightly restricted.



E

Significant delays
Vehicles are closely spaced, with little room to maneuver. Speeds are decreased considerably.



C

Minimal delays
Few restrictions on speeds. Freedom to maneuver is restricted.



F

Considerable delays
Very congested traffic, especially in areas where vehicles merge.



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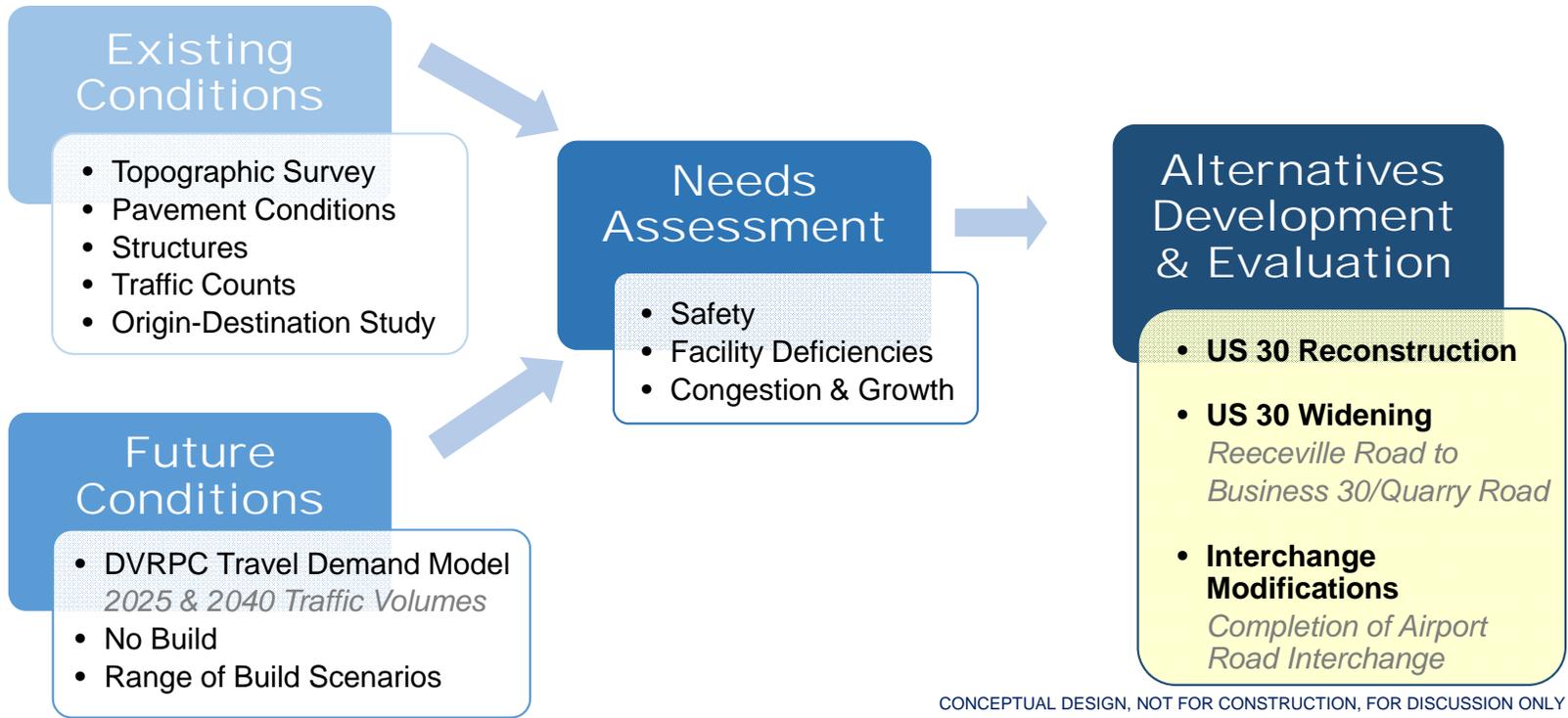
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Definition of Level of Service

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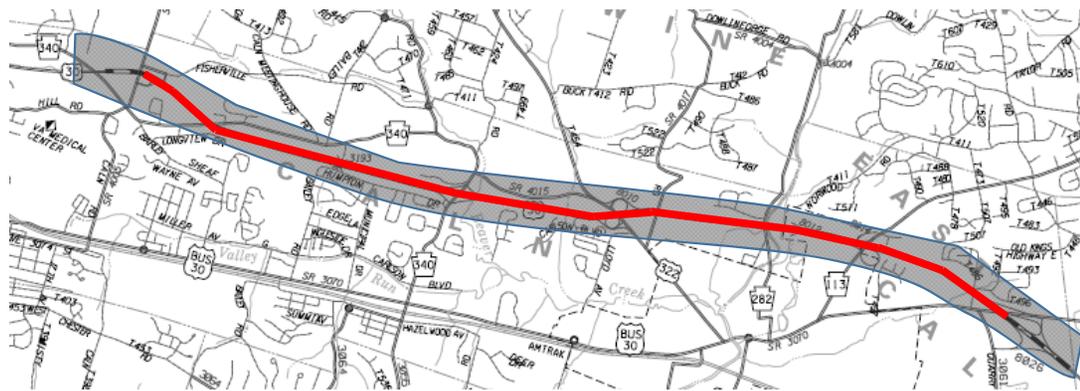




US 30 RECONSTRUCTION PROJECTS

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East Reeceville to US 30 Business



— Widening

▨ Eastern Section

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Proposed Widening
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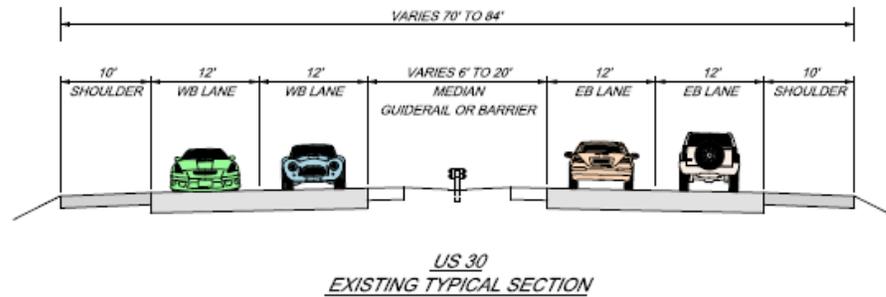
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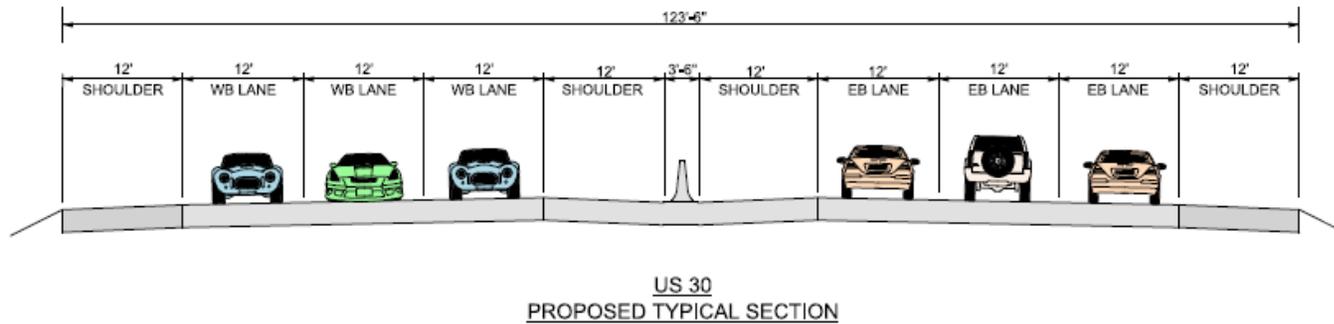
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- Existing US 30 – does not meet Current Standards



Newly Constructed US 30

- 3 – 12 foot Travel Lanes in each direction
- Wider Shoulders – More Room for Recovery and Disabled Vehicles
- Median Barrier – Improved Safety



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Typical Sections
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INTERCHANGES TO BE RECONSTRUCTED



-  Reeceville Interchange
-  PA 340 Interchange
-  US 322 Interchange
-  Norwood and PA 113 Interchange
-  US 30 Business/Quarry Road

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Eastern Interchanges

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4 Potential Alternatives

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Reeceville Interchange

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Reeceville Road Existing
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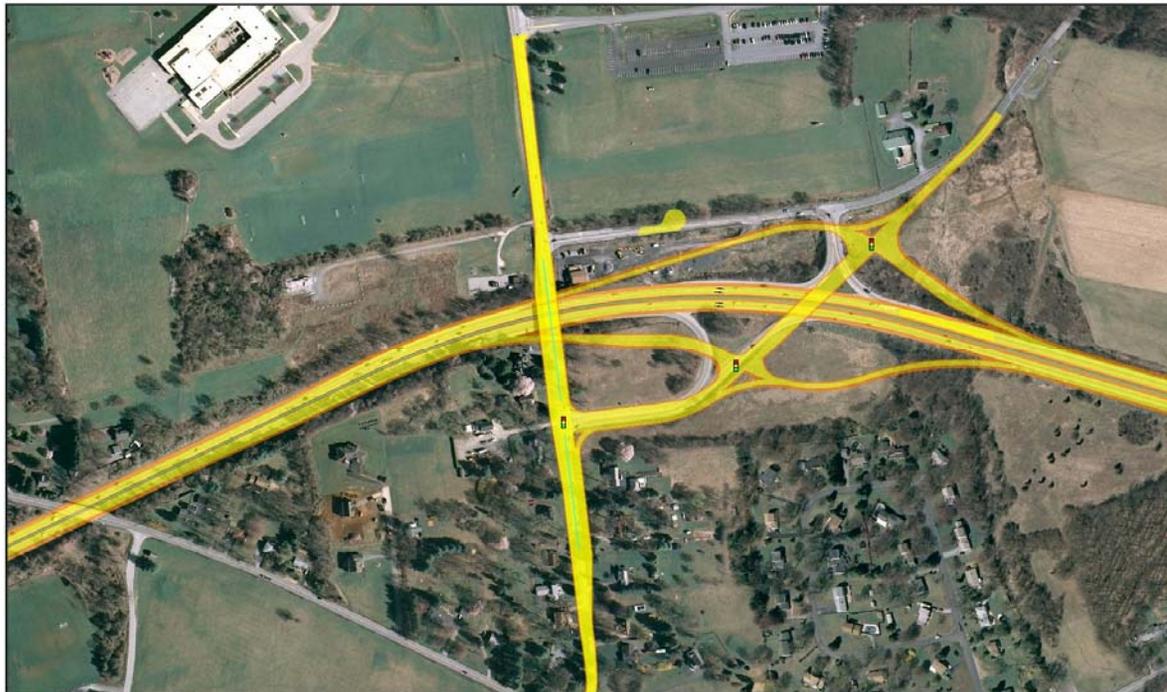
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US 30 RECONSTRUCTION PROJECTS

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- US 30 Mainline – Directional 3 Lane Cross-section begins east of interchange
- Full Diamond Interchange
- Fisherville Road relocated with new structure over US 30
- US 30 Westbound Ramps Intersection is signalized
- US 30 Eastbound Ramps Intersection is signalized
- Relocated Reeceville Road and Fisherville Road is signalized
- Cul-de-sac existing Fisherville Road after CVS pharmacy driveway
- Maintenance facility connected to cul-de-sac

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Reeceville Road Alternative 1

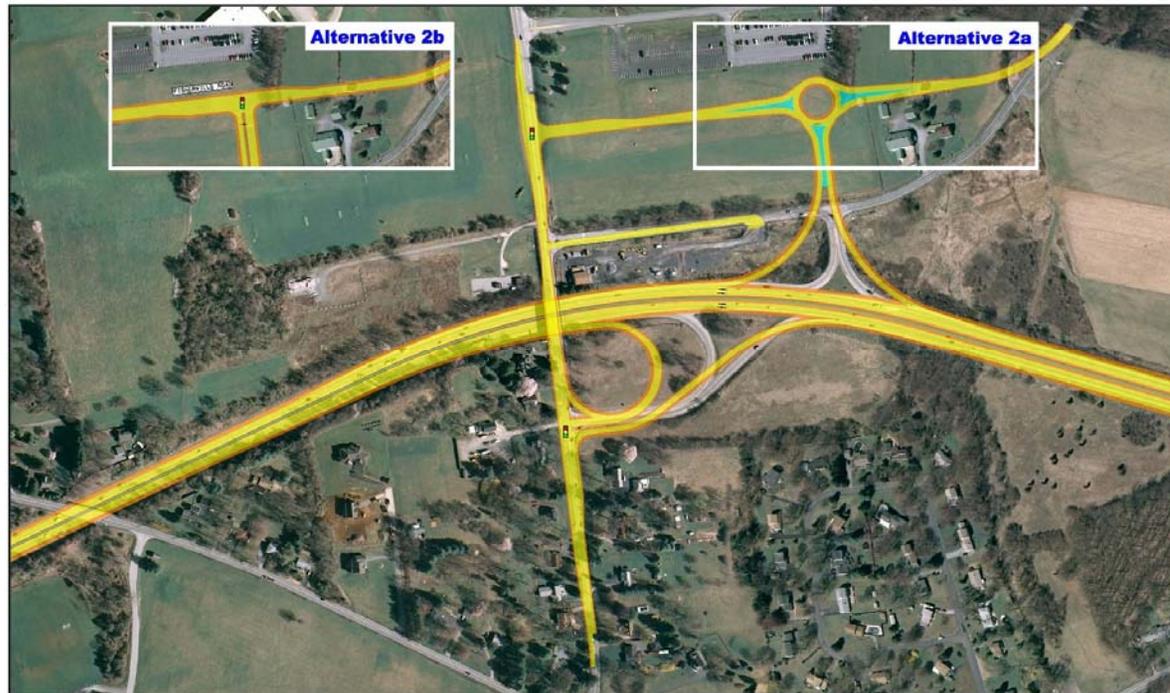
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US 30 RECONSTRUCTION PROJECTS Chester County



- US 30 Mainline – Directional 3 Lane Cross-section begins east of interchange
- Similar to existing interchange configuration
- Fisherville Road relocated to north
- Relocated Fisherville Road signalized at Reeceville Road
- Existing Fisherville Road becomes maintenance facility driveway
- US 30 Westbound Ramps
 - Alternative 2a has single lane roundabout at Fisherville Road
 - Alternative 2b has signalized T-intersection at Fisherville Road
- US 30 Eastbound Ramps in a partial cloverleaf at Reeceville Road
- US 30 Eastbound Ramps/Reeceville Road Intersection is signalized

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Reeceville Road Alternative 2

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US 30 RECONSTRUCTION PROJECTS Chester County



- US 30 Mainline – Directional 3 Lane Cross-section begins east of interchange
- Full Diamond Interchange at Reeceville Road
- Fisherville Road relocated to north
- Relocated Fisherville Road stop controlled at Reeceville Road
- US 30 Westbound Ramps Intersection is signalized
- US 30 Eastbound Ramps Intersection is signalized

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Reeceville Road Alternative 3
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US 30 RECONSTRUCTION PROJECTS Chester County



- US 30 Mainline – Directional 3 Lane Cross-section begins east of interchange
- Fisherville Road relocated to north
- Relocated Fisherville Road signalized at Reeceville Road
- Existing Fisherville Road becomes maintenance facility driveway
- US 30 Westbound Ramps have single lane roundabout at Fisherville Road
- US 30 Eastbound Ramps are in diamond layout with signalized intersection

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Reeceville Road Alternative 4
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ALTERNATIVE RESOURCE		1	2	3	4
AGRICULTURE (Parcels/Acres)	PRODUCTIVE AGRICULTURAL LANDS	3/0.58	3/1.39	3/1.35	3/1.38
	AGRICULTURAL SECURITY AREAS	0/0.0	0/0.0	0/0.0	0/0.0
WATERCOURSES (Linear Feet)	PERENIAL	0	0	0	0
	INTERMITTENT	2021	1352	1261	1250
	HIGH QUALITY	0	0	0	0
	NATURAL TROUT	0	0	0	0
WETLANDS (Parcels/Acres)	TOTAL	2/1.62	2/0.11	2/0.15	2/0.10
	EXCEPTIONAL VALUE	1/1.2	1/0.1	1/0.1	1/0.0
PARKS & NATURAL AREAS (Acres)	INGLESIDE GOLF CLUB	2.1	2.1	2.1	2.1
	CALN PARK WEST	0.6	0.6	0.6	0.6
OPEN SPACE (Acres)		0.72	0.72	0.72	0.72
ABOVE GROUND HISTORIC PROPERTIES (Properties/Acres)	NRHP LISTED	1/0.18	1/0.01	1/0.01	1/0.01
	NRHP ELIGIBLE	1/0.18	1/0.39	1/0.44	1/0.39
	REQUIRE EVALUATION	22/8.17	22/10.2	22/11.0	22/10.4
ARCHAEOLOGY (Acres)	HIGH	0.5	0.5	0.5	0.5
BUILDING ACQUISITIONS	RESIDENTIAL	3	3	5	5
	COMMERICAL	1	1	2	2

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Reeceville Alternative Matrix
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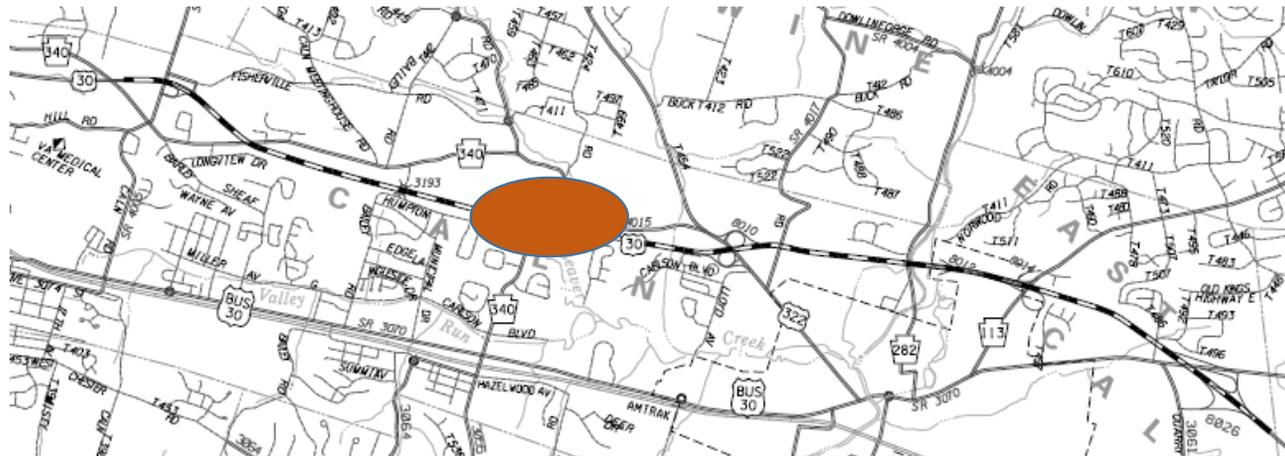
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US 30 RECONSTRUCTION PROJECTS

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2 Potential Alternatives

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PA 340 Interchange

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PA 340 Existing
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- US 30 Mainline is 3 lanes in each direction
- Full Diamond Interchange at PA 340
- Similar to existing layout
- US 30 Westbound Ramps Intersection is signalized
- US 30 Eastbound Off-ramp is stop control at PA 340

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PA 340 Alternative 1
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- US 30 Mainline is 3 lanes in each direction
- Partial Cloverleaf Interchange on east side of PA 340
- US 30 Westbound Ramps Intersection is signalized
- US 30 Eastbound Ramps Intersection is signalized

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PA 340 Alternative 2

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ALTERNATIVE RESOURCE		1	2
AGRICULTURE (Parcels/Acres)	PRODUCTIVE AGRICULTURAL LANDS	0/0.0	0/0.0
	AGRICULTURAL SECURITY AREAS	0/0.0	0/0.0
WATERCOURSES (Linear Feet)	PERENIAL	359	503
	INTERMITTENT	1316	1490
	HIGH QUALITY	0	0
	NATURAL TROUT	359	503
WETLANDS (Parcels/Acres)	TOTAL	10/1.7	11/2.5
	EXCEPTIONAL VALUE	4/0.34	4 /1.1
PARKS & NATURAL AREAS (Acres)	INGLESIDE GOLF CLUB	0.28	0.28
OPEN SPACE (Acres)		2.9	2.9
ABOVE GROUND HISTORIC PROPERTIES (Properties/Acres)	NRHP LISTED	0/0.0	0/0.0
	NRHP ELIGIBLE	0/0.0	0/0.0
	REQUIRE EVALUATION	14/2.13	17/2.0
ARCHAEOLOGY (Acres)	HIGH POTENTIAL	3.8	4.8
BUILDING ACQUISITIONS	RESIDENTIAL	1	1
	COMMERICAL	0	0

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PA 340 Alternative Matrix
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2 Potential Alternatives

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US 322 Interchange

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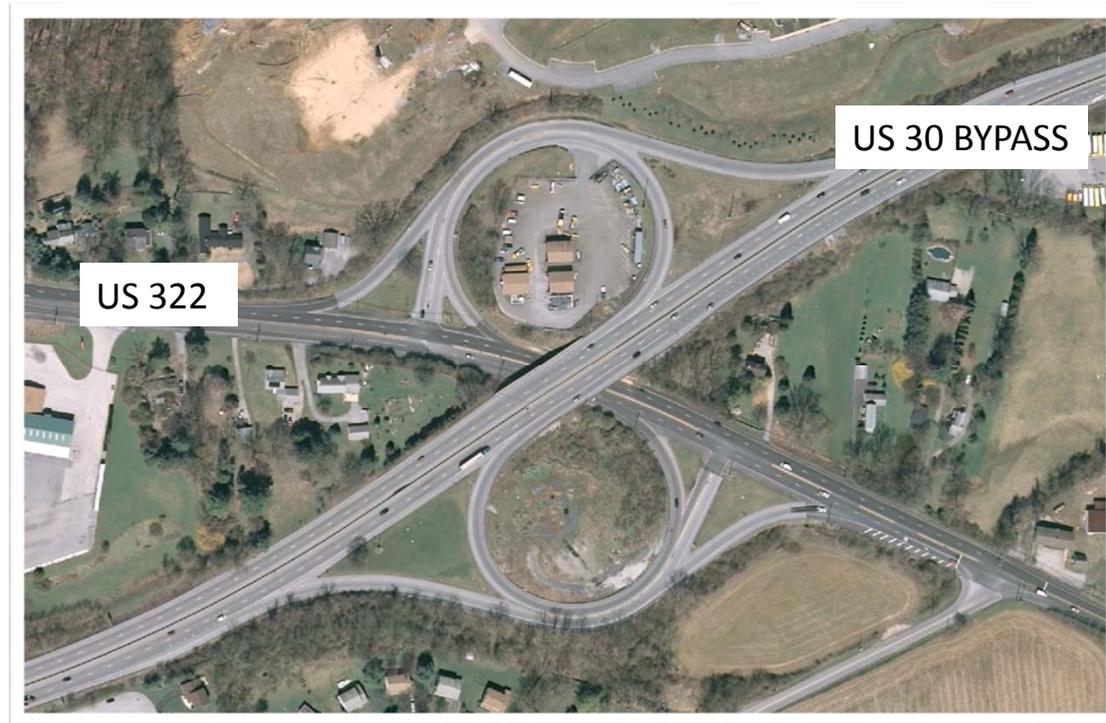
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US 322 Existing
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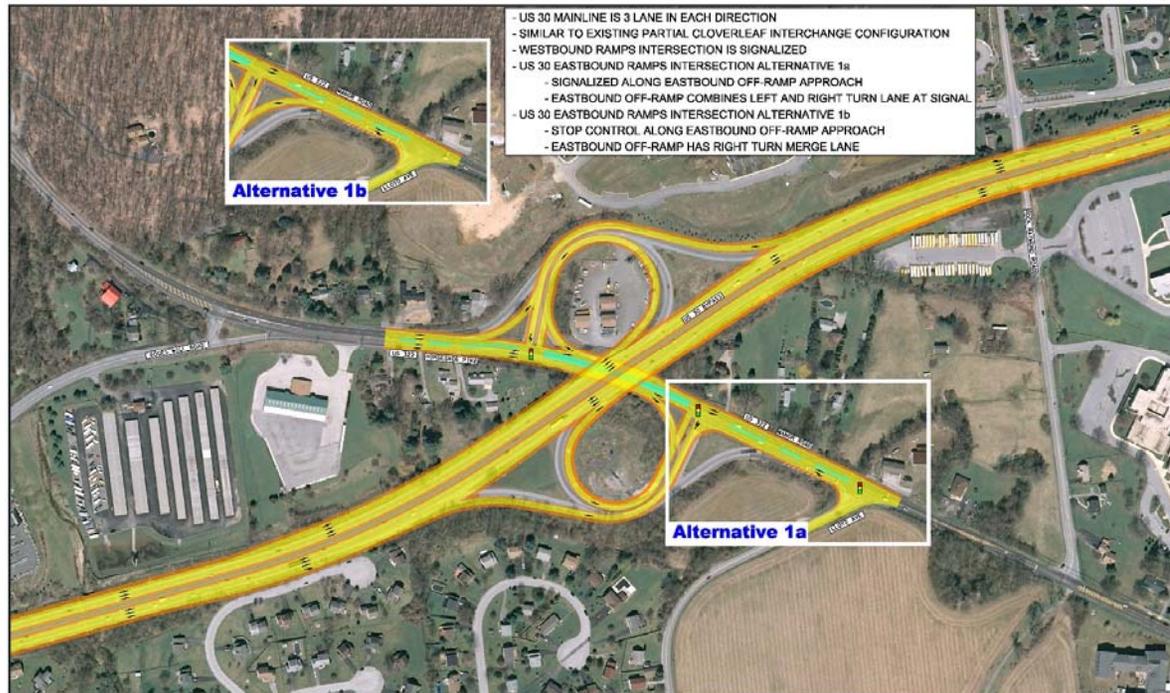
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US 30 RECONSTRUCTION PROJECTS Chester County



- US 30 Mainline is 3 lanes in each direction
- Similar to existing partial Cloverleaf Interchange configuration partial
- Westbound Ramps Intersection is signalized
- US 30 Eastbound Ramps Intersection Alternative 1a
 - Signalized along Eastbound Off-ramp approach
 - Eastbound Off ramp combines left and right turn lane at signal
- US 30 Eastbound Ramps Intersection Alternative 1b
 - Stop control along Eastbound Off-ramp approach
 - Eastbound Off ramp has right turn merge lane

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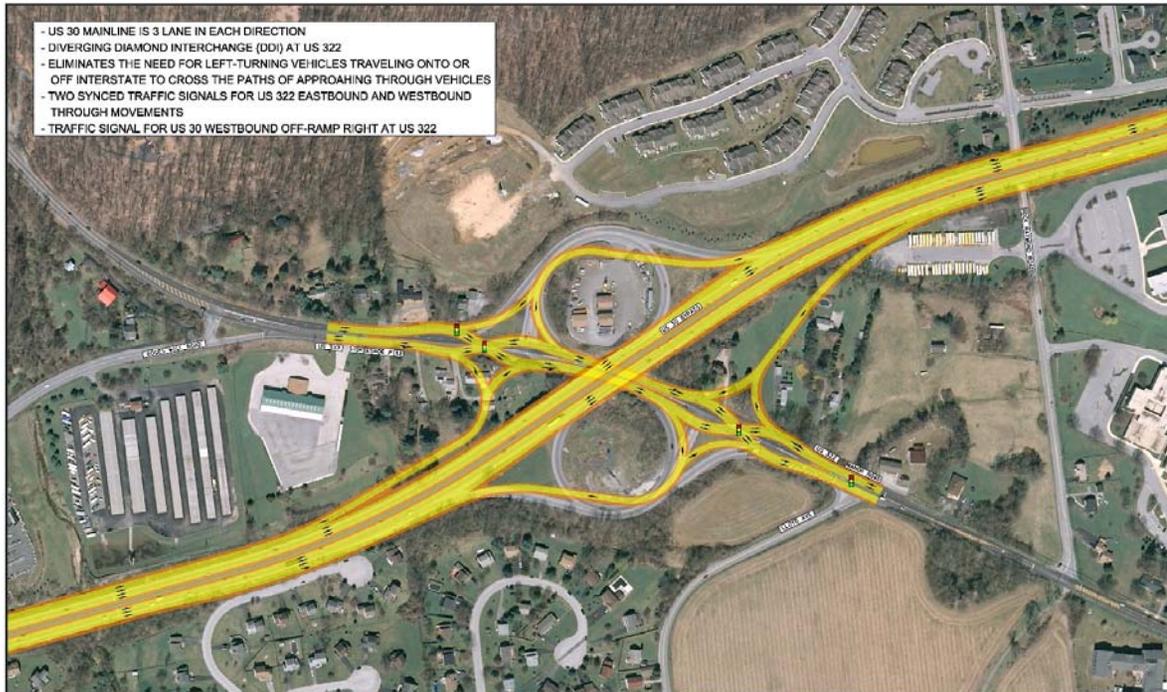
US 322 Alternative 1
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US 30 RECONSTRUCTION PROJECTS Chester County



- US 30 Mainline is 3 lanes in each direction
- Diverging Diamond Interchange (DDI) at US 322
- Eliminates the need for left-turning vehicles traveling onto or off interstate to cross the paths of approaching through vehicles
- Two synced traffic signals for US 322 eastbound and westbound through movements
- Traffic signal for US 30 westbound off-ramp right turn at US 322

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US 322 Alternative 2

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US 30 RECONSTRUCTION PROJECTS

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ALTERNATIVE RESOURCE		1	2
AGRICULTURE (Parcels/Acres)	PRODUCTIVE AGRICULTURAL LANDS	1/0.01	1/0.08
	AGRICULTURAL SECURITY AREAS	0/0.0	0/0.0
WATERCOURSES (Linear Feet)	PERENIAL	184	256
	INTERMITTENT	658	658
	HIGH QUALITY	0	0
	NATURAL TROUT	738	738
WETLANDS (Parcels/Acres)	TOTAL	1/0.05	1/0.05
	EXCEPTIONAL VALUE	0/0.0	0/0.0
PARKS & NATURAL AREAS (Acres)	NONE	0.0	0.0
OPEN SPACE (Acres)		0.33	0.33
ABOVE GROUND HISTORIC PROPERTIES (Properties/Acres)	NRHP LISTED	0/0.0	0/0.0
	NRHP ELIGIBLE	0/0.0	0/0.0
	REQUIRE EVALUATION	11/1.67	11/4.74
ARCHAEOLOGY (Acres)	HIGH POTENTIAL	4.8	5.3
BUILDING ACQUISITIONS	RESIDENTIAL	3	7
	COMMERICAL	0	0

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US 322 Alternative Matrix
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8 Potential Alternatives

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Norwood Rd and PA 113 Interchange

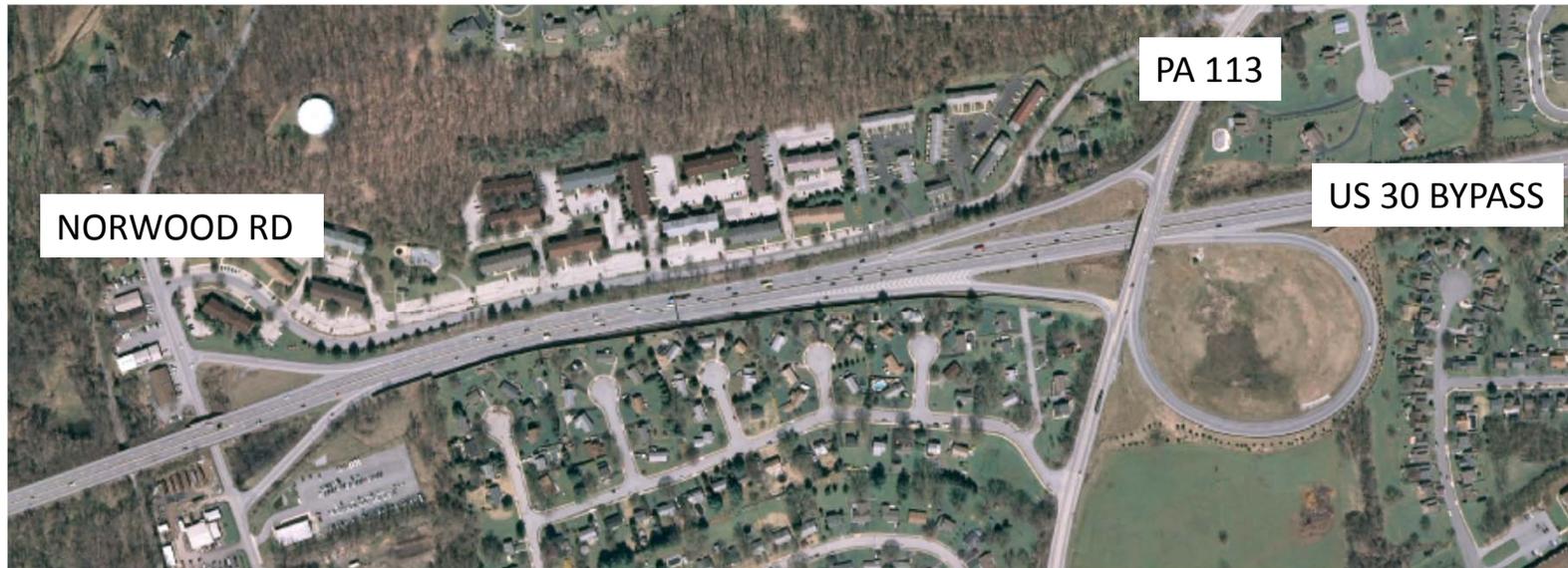
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Norwood Rd and PA 113 Existing
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- US 30 Mainline is 4 lanes in each direction on existing US 30 centerline
- US 30 Eastbound and Westbound have weave lane (5th lane) between Norwood Road and PA 113 ramps
- Completes PA 113 Interchange as a Partial Diamond
- New Westbound Off and Eastbound On ramps
- US 30 Westbound Ramps Intersection is signalized at PA 113

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Norwood Rd and PA 113 Alternative 1a

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US 30 RECONSTRUCTION PROJECTS Chester County



- US 30 Mainline is 4 lanes in each direction with US 30 shifted north
- US 30 Eastbound and Westbound have weave lane (5th lane) between Norwood Road and PA 113 ramps
- Completes PA 113 Interchange as a Partial Diamond
- New Westbound Off and Eastbound On ramps
- US 30 Westbound Ramps Intersection is signalized at PA 113

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Norwood Rd and PA 113 Alternative 1b

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US 30 RECONSTRUCTION PROJECTS Chester County



- US 30 Mainline is 4 lanes in each direction with US 30 shifted south
- US 30 Eastbound and Westbound have weave lane (5th lane) between Norwood Road and PA 113 ramps
- Completes PA 113 Interchange as a Partial Diamond
- New Westbound Off and Eastbound On ramps
- US 30 Westbound Ramps Intersection is signalized at PA 113

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Norwood Rd and PA 113 Alternative 1c

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US 30 RECONSTRUCTION PROJECTS Chester County



- US 30 Mainline is 3 lanes in each direction with a Collector-Distributor (CD) Road between Norwood Road and PA 113
- US 30 Eastbound and Westbound have weave lane with CD road
- Completes PA 113 Interchange as a Partial Diamond
- New Westbound Off and Eastbound On ramps
- US 30 Westbound Ramps Intersection is signalized at PA 113

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Norwood Rd and PA 113 Alternative 2a

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- US 30 Mainline is 3 lanes in each direction with US 30 shifted north and a Collector-Distributor (CD) Road between Norwood Road and PA 113
- US 30 Eastbound and Westbound have weave lane with CD road
- Completes PA 113 Interchange as a Partial Diamond
- New Westbound Off and Eastbound On ramps
- US 30 Westbound Ramps Intersection is signalized at PA 113

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Norwood Rd and PA 113 Alternative 2b

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US 30 RECONSTRUCTION PROJECTS Chester County



- US 30 Mainline is 3 lanes in each direction with US 30 shifted south and a Collector-Distributor (CD) Road between Norwood Road and PA 113
- US 30 Eastbound and Westbound have weave lane with CD road
- Completes PA 113 Interchange as a Partial Diamond
- New Westbound Off and Eastbound On ramps
- US 30 Westbound Ramps Intersection is signalized at PA 113

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Norwood Rd and PA 113 Alternative 2c

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US 30 RECONSTRUCTION PROJECTS Chester County



- US 30 Mainline is 3 lanes in each direction
- Removes Norwood Road ramps
- Completes PA 113 Interchange as a Partial Diamond
- New Westbound Off and Eastbound On ramps
- US 30 Westbound Ramps Intersection is signalized at PA 113

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Norwood Rd and PA 113 Alternative 3

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- US 30 Mainline is 3 lanes in each direction
- Removes Norwood Road ramps
- Completes PA 113 Interchange as a Diverging Diamond Interchange (DDI)
- Eliminates the need for left-turning vehicles traveling onto or off interstate to cross the paths of approaching through vehicles
- Two synced traffic signals for PA 113 Eastbound and Westbound through movements
- Traffic signal for US 30 Westbound off-ramp left turn at PA 113
- Traffic signal for US 30 Eastbound off-ramp left turn at PA 113
- Traffic signal for US 30 Eastbound off-ramp right turn at PA 113

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Norwood Rd and PA 113 Alternative 4

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ALTERNATIVE RESOURCE		1a	1b	1c	2a	2b	2c	3	4
AGRICULTURE (Parcels/Acres)	PRODUCTIVE AGRICULTURAL LANDS	2/0.24	2/0.24	2/0.24	2/0.4	2/0.43	2/0.43	2/0.25	2/1.28
	AGRICULTURAL SECURITY AREAS	0/0.0	0/0.0	0/0.0	0/0.0	0/0.0	0/0.0	0/0.0	0/0.0
WATERCOURSES (Linear Feet)	PERENIAL	369	329	376	488	505	545	377	377
	INTERMITTENT	1159	509	1139	1139	966	1177	686	510
	HIGH QUALITY	0	0	0	0	0	0	0	0
	NATURAL TROUT	0	0	0	0	0	0	0	0
WETLANDS (Parcels/Acres)	TOTAL	8/0.41	8/0.53	8/0.40	8/0.51	8/0.66	8/0.55	8/1.0	8/1.0
	EXCEPTIONAL VALUE	2/0.46	2/0.46	2/0.46	2/0.46	2/0.46	2/0.62	2/0.46	2/0.46
PARKS & NATURAL AREAS (Acres)	STRUBLE TRAIL PROPERTY	1.4	1.4	1.4	2.1	2.2	2.4	1.4	1.4
	KARDON PARK	0.01	0.01	0.01	0.01	0.01	0.01	0.0	0.0
	BELL TAVERN PARK	0.5	0.5	0.5	0.7	0.5	0.7	0.5	0.5
OPEN SPACE (Acres)		0.71	0.71	0.71	0.81	0.72	1.12	0.71	0.71
ABOVE GROUND HISTORIC PROPERTIES (Properties/Acres)	NRHP LISTED	0/0.0	0/0.0	0/0.0	0/0.0	0/0.0	0/0.0	0/0.0	0/0.0
	NRHP ELIGIBLE	0/0.0	0/0.0	0/0.0	0/0.0	0/0.0	0/0.0	0/0.0	0/0.0
	REQUIRE EVALUATION	10/1.15	7/1.17	9/1.37	9/1.92	8/1.69	8/1.98	8/0.84	14/2.9
ARCHAEOLOGY POTENTIAL	HIGH POTENTIAL	5.2	4.5	5.3	6.0	5.3	8.3	4.3	4.2
BUILDING ACQUISITIONS	RESIDENTIAL	4	5/1 Apt.	12	11	9/5 Apt.	21	4	2
	COMMERICAL	0	1	0	0	1	0	0	0

CONCEPTUAL DESIGN, NOT FOR CONSTRUCTION, FOR DISCUSSION ONLY



Norwood Rd/PA 113 Matrix
June 2017

PREPARED BY:
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US 30 RECONSTRUCTION PROJECTS

Chester County



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US 30 Business/Quarry Road

June 2017

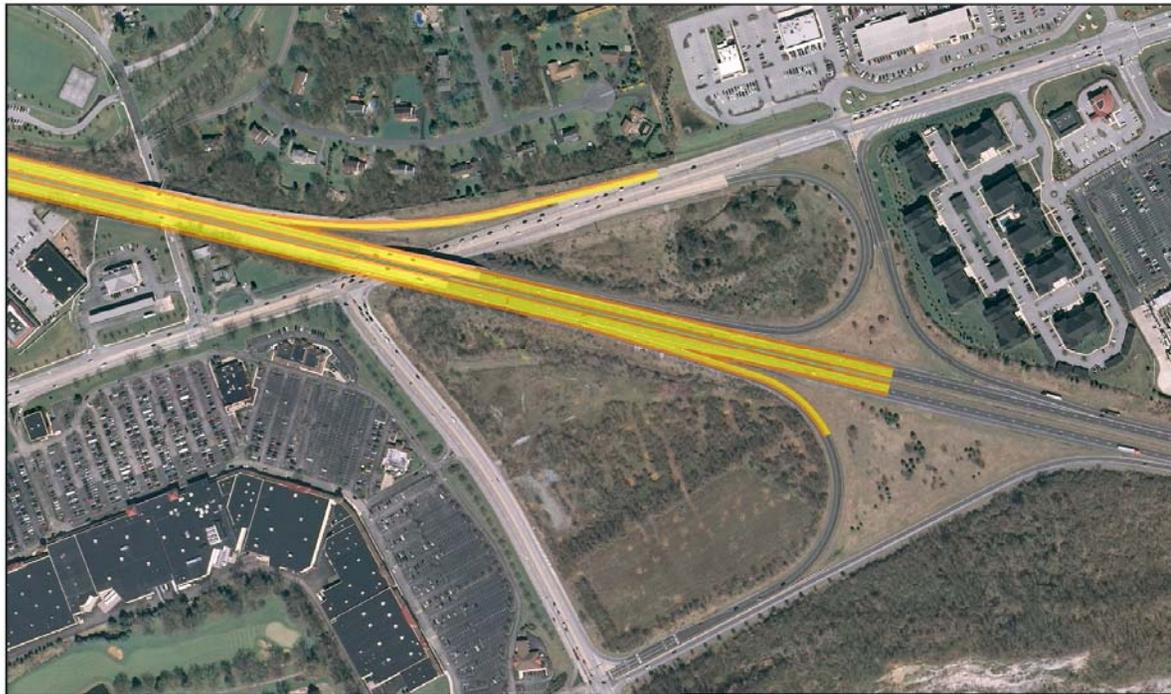
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US 30 RECONSTRUCTION PROJECTS

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- US 30 Westbound On-Ramp from Business 30/Lincoln Highway begins third travel lane on US 30 Mainline
- Third travel lane of US 30 Eastbound traffic ends becoming Off-Ramp to Quarry Road

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ALTERNATIVE		1
RESOURCE		
AGRICULTURE (Parcels/Acres)	PRODUCTIVE AGRICULTURAL LANDS	0/0.0
	AGRICULTURAL SECURITY AREAS	0/0.0
WATERCOURSES (Linear Feet)	PERENIAL	0
	INTERMITTENT	593
	HIGH QUALITY	0
	NATURAL TROUT	0
WETLANDS (Parcels/Acres)	TOTAL	0/0.0
	EXCEPTIONAL VALUE	0/0.0
PARKS & NATURAL AREAS (Acres)	BELL TAVERN PARK	0.03
OPEN SPACE (Acres)		0.0
ABOVE GROUND HISTORIC PROPERTIES (Properties/Acres)	NRHP LISTED	0/0.0
	NRHP ELIGIBLE	0/0.0
	REQUIRE EVALUATION	1/0.29
ARCHAEOLOGY (Acres)	HIGH POTENTIAL	1.7
BUILDING ACQUISITIONS	RESIDENTIAL	0
	COMMERICAL	0

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US 30 Business Alternative Matrix

June 2017



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Next Steps:

- Review of Public Comments
- Project Website
- Continue evaluation of Alternatives
- Next Set of Meetings – Autumn 2017

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THANK YOU!

See you in Autumn 2017

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THANK YOU!

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	SCENARIOS							
	Offline Improvements			ByPass Construction				
	No Build	Mass Transit (By Others)	Mass Transit and GO Carlson Boulevard Completed (By Others)	ByPass Reconstruction of Mainline, with Interchange Modifications, with Mass Transit Improvements and GO Carlson Blvd Completed	ByPass Reconstruction, with Mainline Widening from Reeceville Road to Bus. 30, Interchange Modifications, including Airport Road and PA 113	ByPass Reconstruction, with Mainline Widening from Reeceville Road to Bus. 30, Interchange Modifications, including Airport Road	ByPass Reconstruction, with Hard Shoulder Running along Corridor, with Interchange Modifications, including Airport Road and PA 113	
NEEDS	1	2	3	4	5	6	7	
Safety (Crash Rates)	N	Y	Y	Y	Y	Y	Y	Y
Facility Deficiencies	Pavement	N	N	N	Y	Y	Y	Y
	Shoulders	N	N	N	Y	Y	Y	Y
	Ramps	N	N	N	Y	Y	Y	Y
	Weave	N	N	N	Y	Y	Y	N
	Structures	N	N	N	N	Y	Y	Y
Congestion/Anticipated Growth	Mainline Delays	N	N	N	Y	Y	Y	N
	Intersection/Interchange Delays	N	N	N	Y	Y	Y	N
	Airport Road Interchange	N	N	N	N	Y	Y	Y

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Project Needs Matrix
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