

US 30 RECONSTRUCTION PROJECTS
Chester County

WELCOME

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May 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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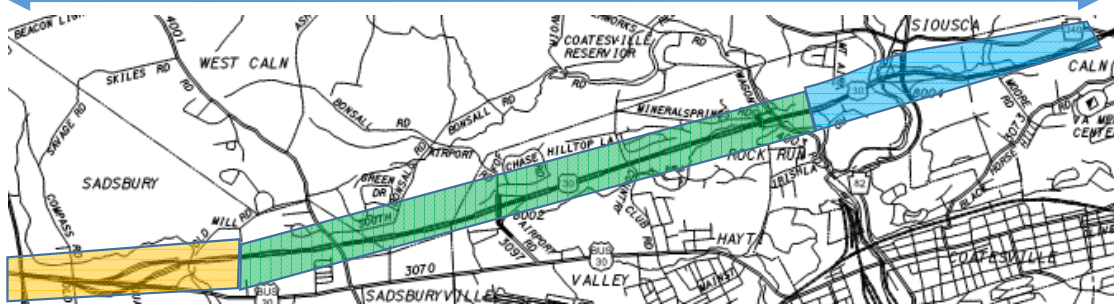




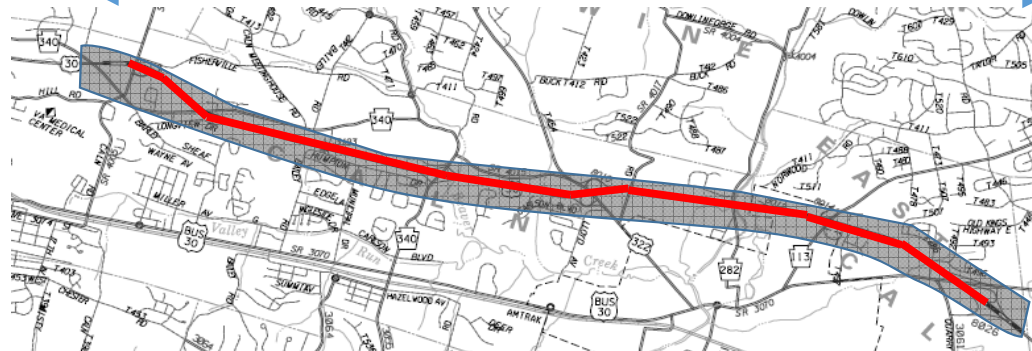
US 30 RECONSTRUCTION PROJECTS

Chester County

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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Project Divides
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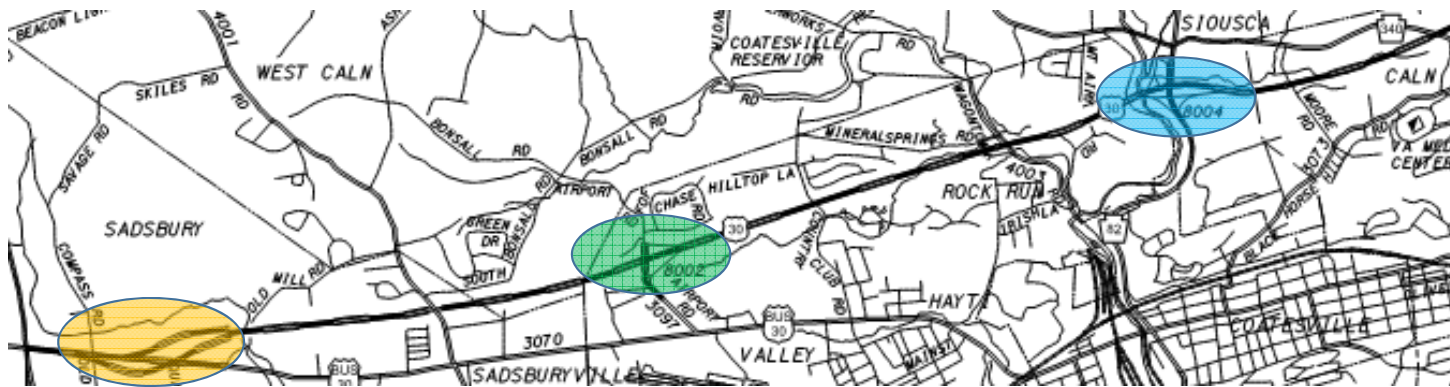
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US 30 RECONSTRUCTION PROJECTS Chester County

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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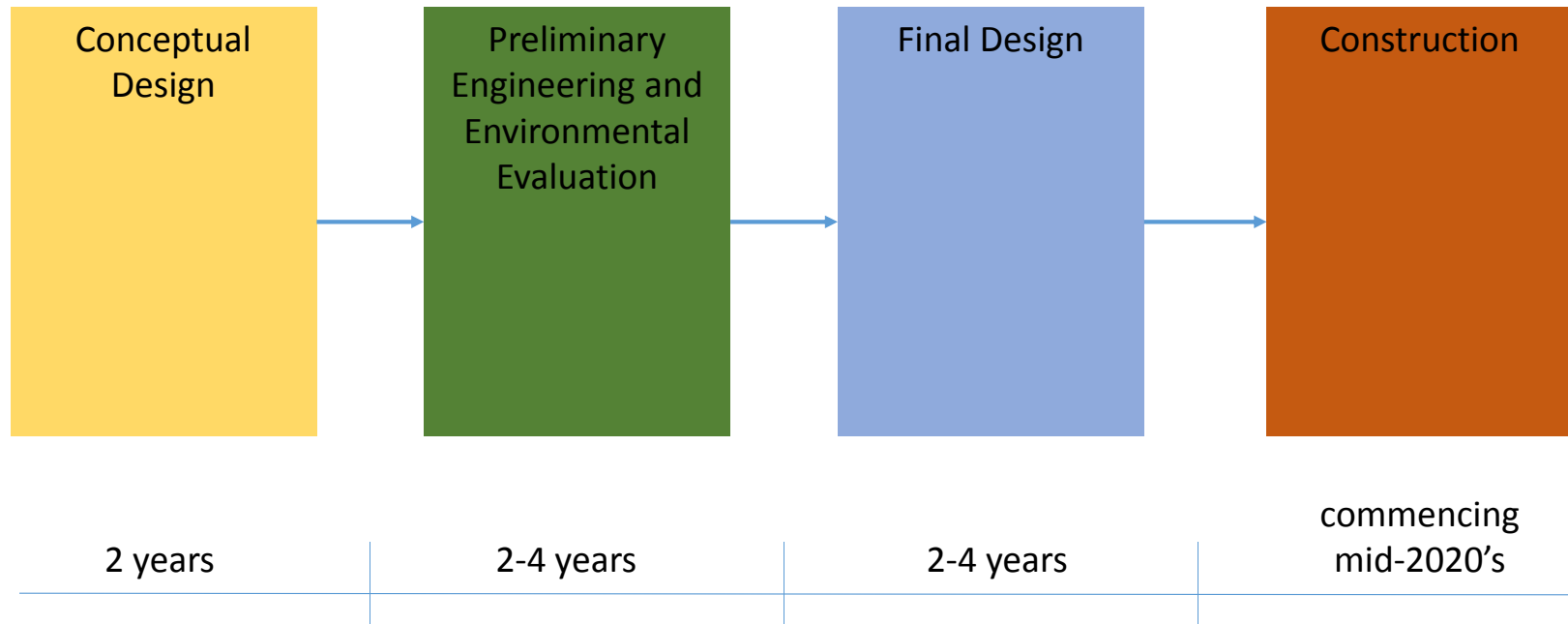
Eastern Interchanges

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Project Development Process
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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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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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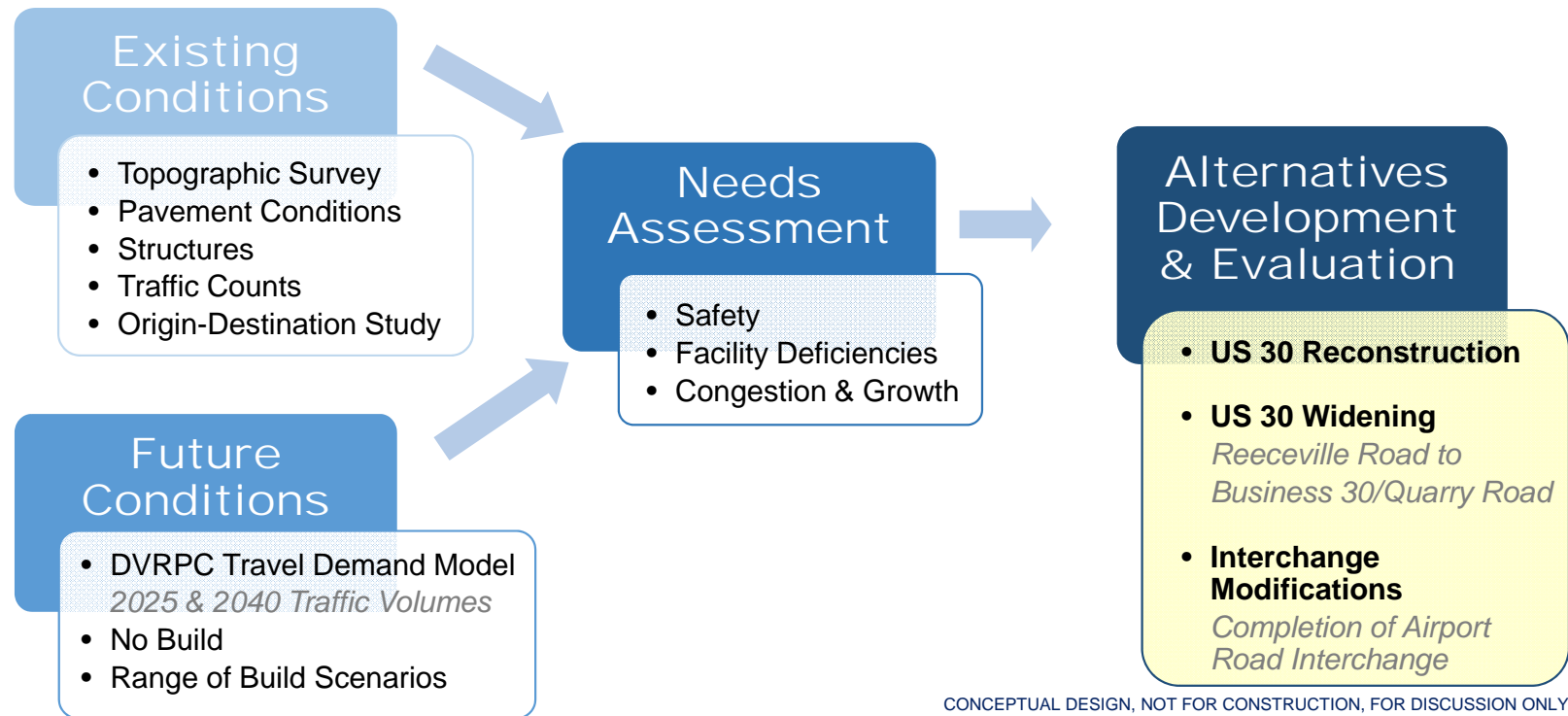
Definition of Level of Service
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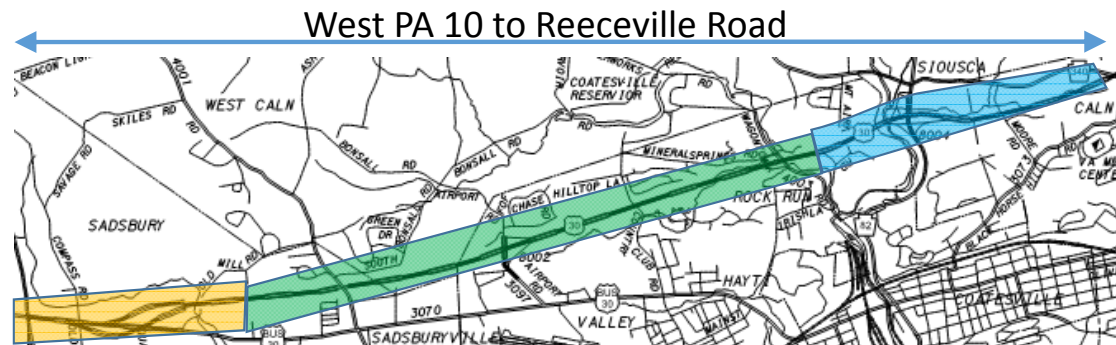
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US 30 RECONSTRUCTION PROJECTS Chester County



- PA 10 Section
- Airport Rd Section
- PA 82 Section

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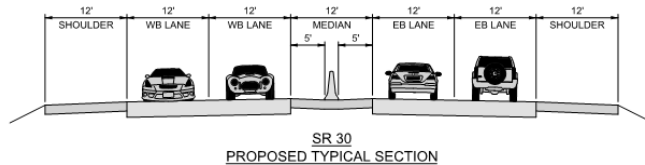
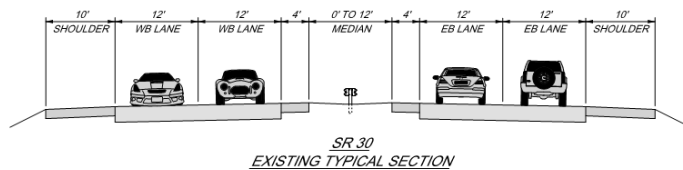
Western Project Divides
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US 30 COATESVILLE-DOWNINGTOWN BYPASS RECONSTRUCTION PROJECT Chester County



- Existing Route 30 – does not meet Current Standards.

Newly Constructed Route 30

- 12 foot Travel Lanes - Maintained.
- Wider Shoulders - More Room for Recovery and Disabled Vehicles.
- Median Barrier - Improved Safety.



TYPICAL SECTIONS
May 2017

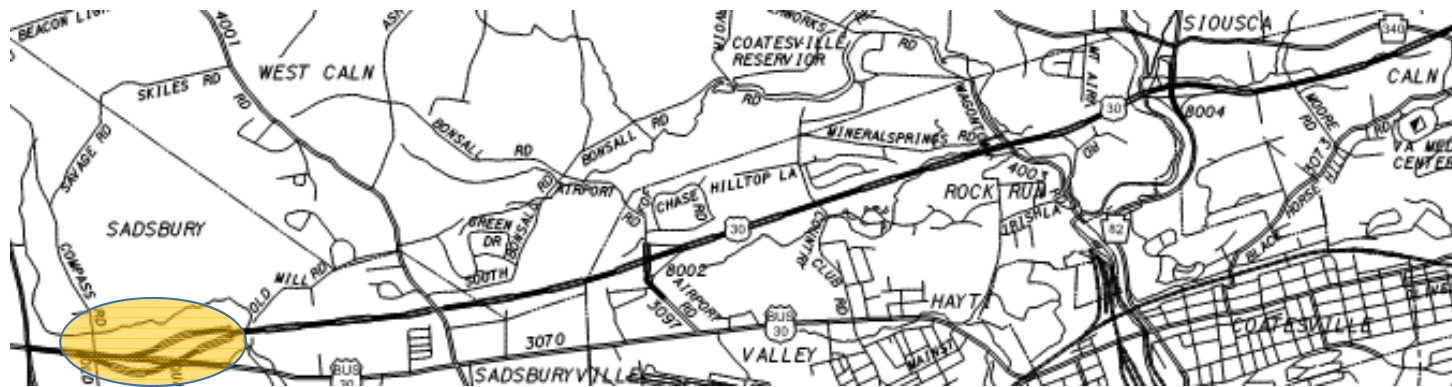
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US 30 RECONSTRUCTION PROJECTS Chester County



6 Potential Alternatives

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Business 30/PA 10 Interchange
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- Existing Interchange provides both Eastbound and Westbound on-ramps / off-ramps for Business 30 and US 30
- US 30 / PA 10 Interchange is Signalized

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Business 30/PA 10
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US 30 RECONSTRUCTION PROJECTS Chester County



- US 30 becomes the dominant route
- Access to Business 30 modified
- Business 30 Bridge over US 30 Eastbound removed
- Compass Road Intersection remains
- Hershey Lane Dead End remains
- Driveway Access provided for development along US 30 Eastbound
- PA 10 modified to accommodate traffic demands

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Business 30/PA 10 Alternative 1
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US 30 RECONSTRUCTION PROJECTS Chester County



- US 30 becomes the dominant route
- Access to Business 30 modified
- Business 30 Bridge over US 30 Eastbound removed
- Compass Road Intersection remains
- Hershey Lane Dead End remains
- Driveway Access provided for development along US 30 Eastbound
- PA 10 modified to accommodate traffic demands

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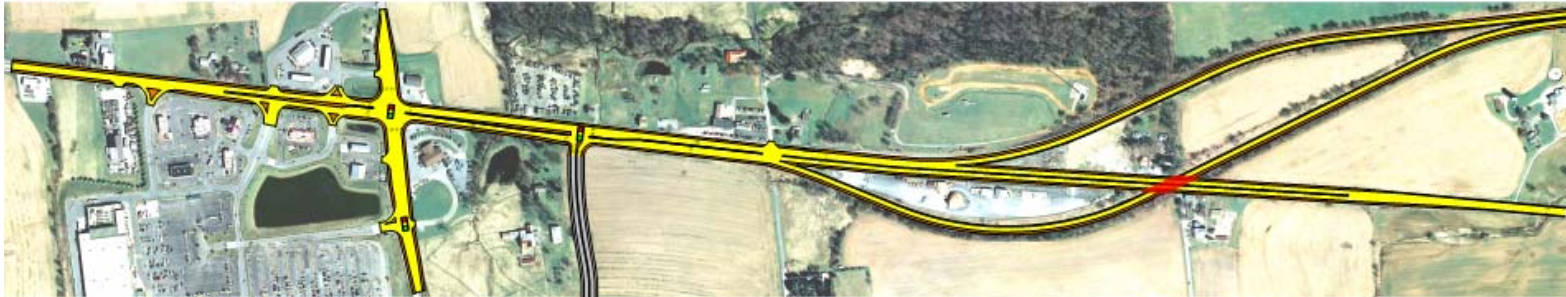
Business 30/PA 10 Alternative 2
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US 30 RECONSTRUCTION PROJECTS Chester County



- Existing alignment for US 30 and Business 30 maintained
- Quaker Road Intersection and Compass Road Intersection remain
- Hershey Lane Dead End remains
- Driveway Access provided for development along US 30 Eastbound
- PA 10 modified to accommodate traffic demands

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Business 30/PA 10 Alternative 3
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US 30 RECONSTRUCTION PROJECTS Chester County



- US 30 becomes the dominant route
- Access to Business 30 modified
- Business 30 Bridge over US 30 Eastbound removed
- Compass Road Intersection remains
- Hershey Lane Dead End remains
- Driveway Access provided for development along US 30
- PA 10 modified to accommodate traffic demands

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Business 30/PA 10 Alternative 4
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US 30 RECONSTRUCTION PROJECTS Chester County



- US 30 becomes the dominant route
- Access to Business 30 modified
- Compass Road Intersection remains
- Hershey Lane and Business 30 Intersection constructed
- Driveway Access provided for development along US 30 Eastbound
- PA 10 modified to accommodate traffic demands

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Business 30/PA 10 Alternative 5
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US 30 RECONSTRUCTION PROJECTS Chester County



- US 30 becomes the dominant route
- Business 30 modified and US 30 Intersection constructed
- PennDOT Maintenance Yard at Current Location
- Quaker Road Intersection and Compass Road Intersection remain
- Hershey Lane Dead End remains
- Driveway Access provided for development along US 30 Eastbound
- PA 10 modified to accommodate traffic demands

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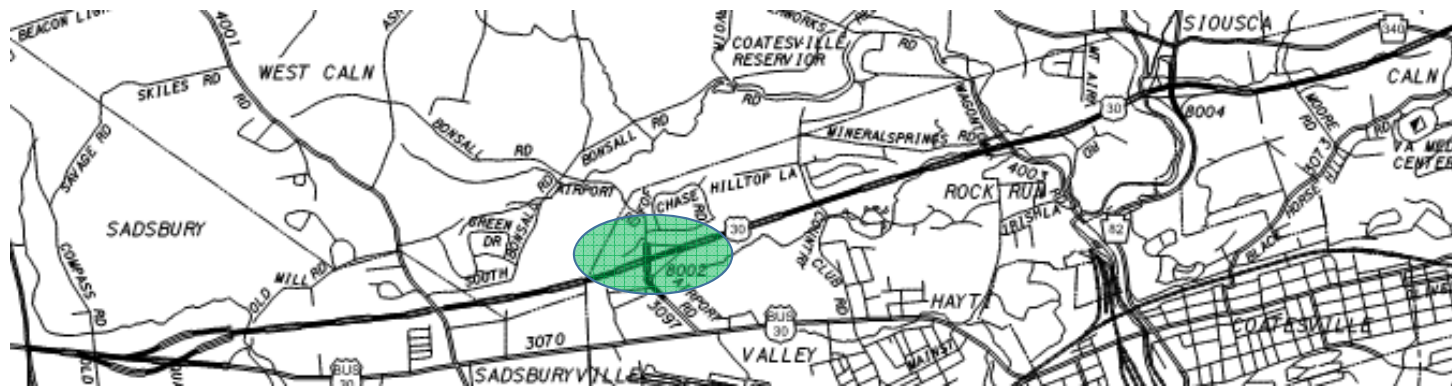
Business 30/PA 10 Alternative 6
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2 Potential Alternatives

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Airport Road Interchange
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- Existing Interchange provides a Westbound off-ramp and an Eastbound on-ramp
- Proposed project improves connectivity for the area
- A Westbound on-Ramp and an Eastbound off-Ramp are added to the interchange

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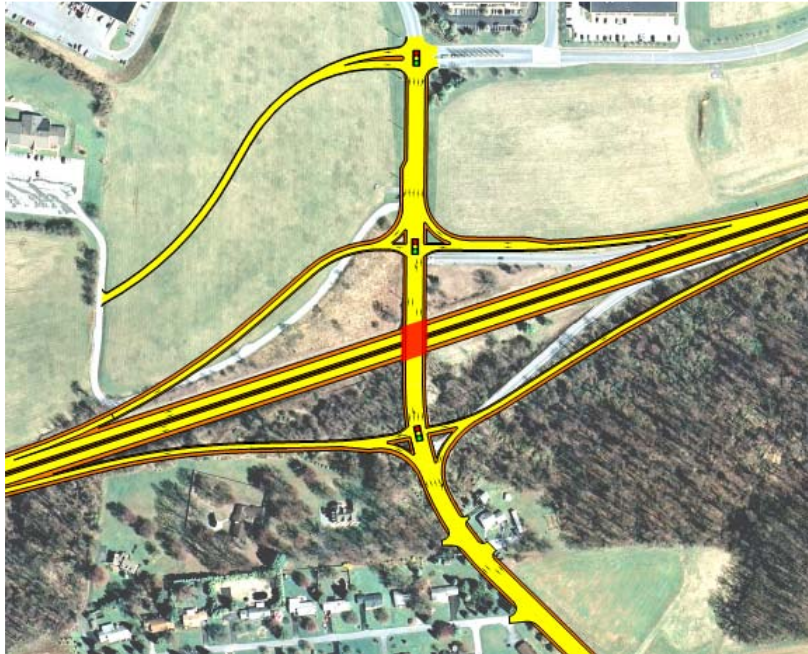
Airport Road
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- All Ramps and W. Highland Boulevard Signalized
- Full Diamond Interchange
- Dedicated Turn Lanes in both directions
- Moose Lodge Driveway will be reconfigured to terminate at the intersection with W. Highland Boulevard and Airport Road

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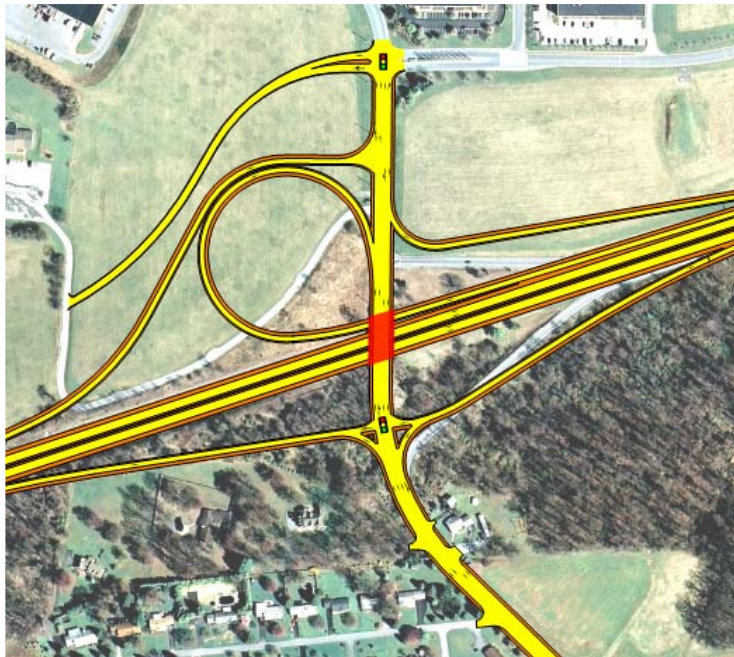
Airport Road Alternative1
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- Dedicated Turn lanes in Both Directions on Airport Road
- Eastbound Ramps and W. Highland Boulevard Signalized
- Westbound – 2 Off Ramps
 - To Northbound Traffic - Stop Controlled
 - To Southbound Traffic - Partial Cloverleaf, Single Loop, Yield Controlled
- Moose Lodge Driveway will be reconfigured to terminate at the intersection with W. Highland Boulevard and Airport Road

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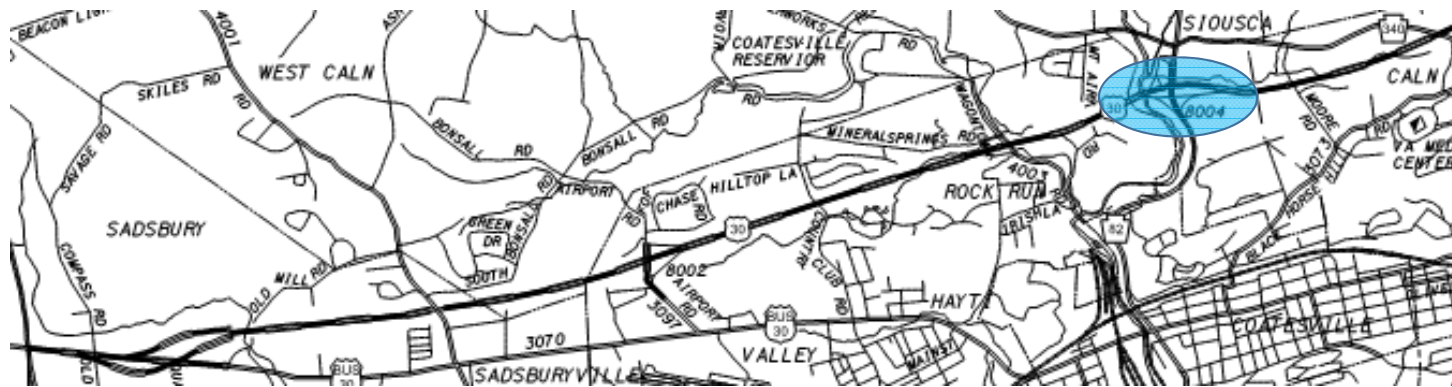
Airport Road Alternative 2
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5 Potential Alternatives

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PA 82 Interchange
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- Existing Interchange provides both Eastbound and Westbound on-ramps and off-ramps

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PA 82 (Manor Road)
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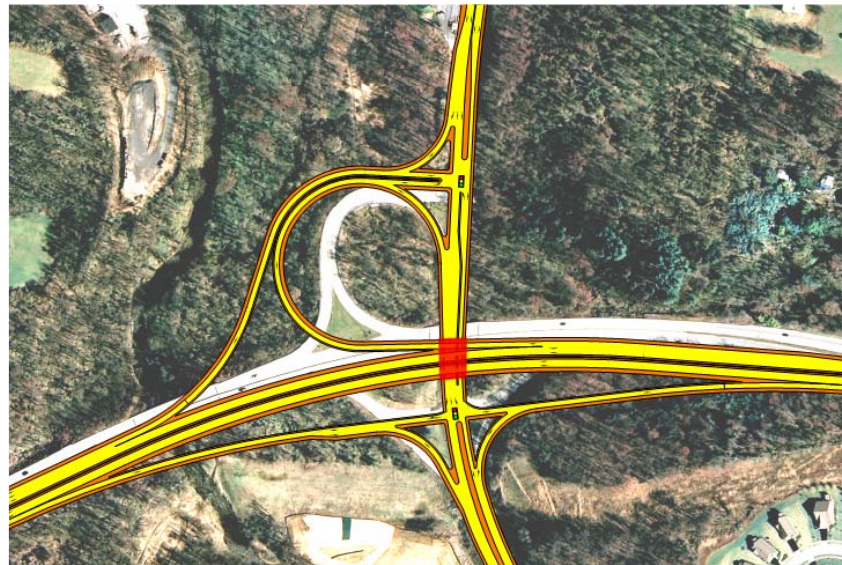
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- Proposed US 30 alignment will shift South
- Signalized Intersections are required at both Eastbound and Westbound on-ramps and off-ramps
- Partial Cloverleaf, Single Loop for Westbound off-ramp



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PA 82 Alternative 1
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US 30 RECONSTRUCTION PROJECTS Chester County

- Proposed US 30 alignment will shift South
- Signalized Intersection at Eastbound ramps
- Designated Northbound and Southbound PA 82 exits for US 30 Westbound
- Driveway relocated for Property in Northeast Quadrant
- Partial Cloverleaf, Single Loop for Westbound off-ramp



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PA 82 Alternative 2
May 2017

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US 30 RECONSTRUCTION PROJECTS

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- Proposed US 30 alignment will shift South
- Signalized Intersections at both Eastbound and Westbound on-ramps and off-ramps
- Driveway relocated for Property in Northeast Quadrant
- Full Diamond Interchange



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PA 82 Alternative 3
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US 30 RECONSTRUCTION PROJECTS Chester County

- Proposed US 30 alignment will shift South
- Roundabout at the Terminus of Westbound ramps
- Signalized Intersection at Eastbound Ramps
- Driveway relocated for Property in Northeast Quadrant
- Partial Cloverleaf, Single Loop for Westbound off-ramp



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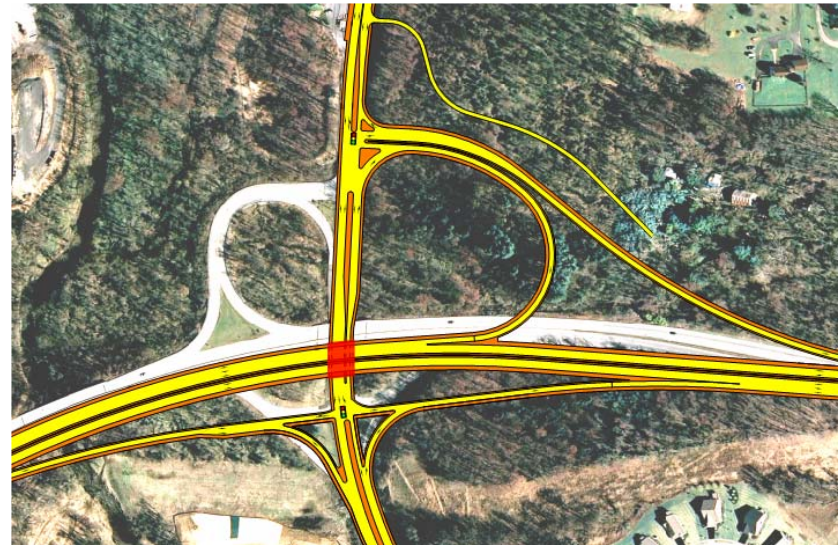
PA 82 Alternative 4
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US 30 RECONSTRUCTION PROJECTS Chester County

- Proposed US 30 alignment will shift South
- Signalized Intersections at both Eastbound and Westbound on-ramps and off-ramps
- Driveway relocated for Property in Northeast Quadrant
- Partial Cloverleaf, Single Loop for Westbound on-ramp



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PA 82 Alternative 5
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ALTERNATIVE RESOURCE		1	2	3	4	5
AGRICULTURE (Parcels/Acres)	PRODUCTIVE AGRICULTURAL LANDS	1/0.11	1/0.11	1/0.11	1/0.11	1/0.11
	AGRICULTURAL SECURITY AREAS	0/0.0	0/0.0	0/0.0	0/0.0	0/0.0
WATERCOURSES (Linear Feet)	PERENIAL	1367	1367	958	1367	875
	INTERMITTENT	161	161	161	161	161
	HIGH QUALITY	338	338	18	338	18
	NATURAL TROUT	1528	1528	1119	1528	1036
WETLANDS (Parcels/Acres)	TOTAL	7/0.99	7/0.81	7/1.06	7/0.77	7/1.06
	EXCEPTIONAL VALUE	3/0.14	3/0.14	3/0.14	3/0.14	3/0.14
PARKS & NATURAL AREAS (Acres)	Caln Park West	0.36	0.36	0.36	0.36	0.36
	Rock Run Railroad Woods	1.6	1.5	1.5	1.5	1.5
OPEN SPACE (Acres)		5.0	4.9	4.9	4.9	4.9
ABOVE GROUND HISTORIC PROPERTIES (Properties/Acres)	NRHP LISTED	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
	REQUIRE EVALUATION	7/0.54	7/2.54	7/2.33	7/0.85	7/6.92
ARCHAEOLOGY (Acres)	HIGH POTENTIAL	2.7	2.9	2.6	2.7	2.6
BUILDING ACQUISITIONS	RESIDENTIAL	0	0	0	0	0
	COMMERICAL	0	0	0	0	0

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PA 82 Alternative Matrix
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Community Feedback

- Sign-up for email updates
- Look at Boards in Room
- Special Areas
 - Traffic
 - Right-of-Way
 - Noise
- Write Comments on Form
 - Leave at Registration Table
 - Mail in, if Desired (by May 25th)



Post new comment

Your name:

E-mail:

The content of this field is kept private and will not be shown publicly.

Homepage:

Subject:

Comment:

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Community Feedback
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Next Steps:

- Companion Public Meeting – Eastern Section – June 1st
- 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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		SCENARIOS						
		Offline Improvements			ByPass Construction			
		No Build	Mass Transit (By Others)	Mass Transit and G O 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
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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