

us route 30 rehabilitation lancaster avenue

Location:	Paoli to Starfford, Chester and Delaware Counties, District 6-0
Completion Date:	6.01.03
Construction Cost:	\$14,000,000
MPMS #:	14576
Contact Information:	Thomas P. McIntyre, PE 610.205.6827 thmcintyre@state.pa.us
Themes:	Understand the context; plan and design within the context; Develop local governments as strong land use partners
Project Overview:	<p>The purpose of the project was to improve Route 30 between Route 252 and Old Eagle School Road. The corridor is a highly congested and old suburban corridor. Route 30 is dominated by commercial establishments with some residences intermixed. The ex-PRR Main Line now Amtrak's Harrisburg Line and SEPTA's R5 Line runs along Route 30 and there are three heavily used rail stations located along Route 30 within the study area.</p> <p>The corridor's existing pavement was in very poor condition with many potholes and utility trenches. Minor storm events routinely caused roadway flooding in several locations. Parked cars (blocking a traffic lane in Berwyn) and left-turning traffic significantly degraded the highway's level of service.</p> <p>Due to the large number of utility relocations and replacements, installation of storm water facilities, and the general poor condition of the existing pavement about 60 to 70 percent of the roadway had to be completely reconstructed while maintaining traffic throughout the work zones, and permitting access to businesses at all times. These obstacles necessitated a complex traffic control plan with attention to details.</p> <p>The project included extensive stakeholder meetings and involvement including meetings with the Township, Chamber of Commerce, Business Association, and Home Owners Association. Several Coordination Meetings were held with the various utility companies, and several meetings were held with SEPTA to coordinate bus and rail service during construction. The Greater Valley Forge TMA was brought on board to distribute and compile several surveys, coordinate meetings, and get information out to the public.</p>
Lessons Learned:	Coordination and public involvement was the key to get this project designed and built. As a result of coordination and involvement, problems in construction were minimized and there were very few bad press incidents. A detailed Traffic Control Plan also greatly assisted this project.

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