



**TREDYFFRIN TOWNSHIP**  
**SIDEWALK CONSTRUCTION PHASE I**

**MINUTES OF MEETING**

**LOCATION:** Project Site

**MEETING DATE:** July 5, 2007

**SUBJECT:** Phase I Sidewalk Construction Project  
Field View

**ATTENDEES:** Representing PennDOT, Tredyffrin Township (TT), Edwards and Kelcey (EK), & Cahill Associates (CA)  
John Otten (PennDOT)  
Richard Avicolli (PennDOT)  
Louis Cordivari, Jr. (PennDOT)  
Stephen Burgo (TT)  
Roman Prokopovych (EK)  
Thomas Halliwell (CA)

The purpose of the meeting was to view the project site and discuss the preliminary design with PennDOT.

**The following key items were discussed:**

1. Sidewalk Design (Daylesford Station to Conestoga Road)
  - a. PennDOT expressed concern that snow plowing along the concrete bump-outs would be difficult. The Township currently plows Old Lancaster Road and their maintenance department is comfortable with their ability to plow around/along the concrete bump-outs. Additional discussions will be held with the Township in order to ensure that the bump out areas are properly delineated to aid in snow removal.
  - b. PennDOT stated that the proposed 1' shoulder area in front of the concrete bump outs would not be sufficient. It was suggested that 13' from the centerline of the roadway to the curb face should be the minimum. This would include a travel lane with a width of 10' and a 3' shoulder.
  - c. PennDOT expressed concern over the separation between the shoulder area and the sidewalk. The concern was that with a wide paved shoulder (7' to 8') pedestrians would not feel safe walking along the route and residents may utilize portions of the sidewalk for parking. EK explained that the proposed concrete bump-outs should provide an adequate buffer between traffic and pedestrians as they will add breaks in the continuity of the shoulder, discouraging motorists from using it as part of the travel lane. The bump-outs paired with a textured shoulder will serve to define the traffic lane. PennDOT suggested incorporating a grass buffer into the 7' wide shoulder areas. The material used for the paved portion of the shoulder was also discussed.
  - d. The following section was suggested by PennDOT for the 7' shoulder areas – a 3' paved shoulder consisting of 1.5" of wearing course, over 4" of base course, over 4" of subbase. The suggestion for the remaining 4' of width was 6" of stone covered with hydroseed. It may be necessary to add topsoil over the stone to facilitate vegetative growth. This section must be designed to hold up to routine parking. Turf reinforcement may be required. Some other type



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of surface may be proposed if it is determined that the grass strip will not function as intended or turf reinforcement is impractical or cost prohibitive.

- e. PennDOT suggested the Township contact Nick Tusci at the Department to inquire about the possibility of shoulder restoration for this section of Old Lancaster Road. The Township will schedule a meeting with the Engineer and PW Department Staff and PennDOT.
- f. The stormwater management for this section was discussed. PennDOT asked if the concrete bump-outs would be an impediment to flow and how water would flow into the underground system. Cahill explained that the concrete bump-outs would include curb cuts or depressions that would facilitate water flow into the bump out areas. There will be continuous or linked infiltration trenches beneath the sidewalk for the entire length of the project. Stone infiltration beds beneath the bump-outs and sidewalks will be linked together allowing the whole subsurface area to be used for infiltration. Existing storm sewer systems or overland flow patterns will be utilized to manage overflow from the system in the case of especially large storm events.
- g. The existing grass shoulder east of Latches Lane will remain, with an additional concrete bump-out added just west of the intersection with Conestoga Road as shown on the preliminary design plans.

### 2. Sidewalk Design (Conestoga Road between Old Lancaster and Irish Road)

- a. EK explained all alternatives for this area currently being considered by the Township. These include sidewalk on the west side only, sidewalk on the east side only, and a third option which would include sidewalks on both sides on Conestoga Road, but would not provide a crosswalk across Conestoga Road at Irish Road.
- b. PennDOT stated that the west side alignment would be preferable if the sidewalk will only be included on one side. If the sidewalk were to be included on both sides, a small retaining wall may be necessary along the east side of the curve due to the relatively steep grading of the property along this curve.
- c. PennDOT stated that regardless of the proposed sidewalk alignment all vegetation on the northwest and northeast corners at the intersection of Conestoga Road and Old Lancaster Road should be cleared as it is an existing sight distance obstruction.
- d. PennDOT stated that the proposed roadway width should be a minimum of 13' from the centerline to the face of curb, and that a 2' grass buffer should be provided between the curb and the sidewalk.
- e. PennDOT stated that the re-alignment of the curve between Martins Lane and Irish Road would be acceptable as shown in the preliminary design plans, with a 14' width between the centerline and face of curb. PennDOT also stated that the vegetation along Martins Lane at its intersection with Conestoga Road should be cleared to provide adequate sight distance.
- f. The proposed crosswalks at the following intersections were discussed: Conestoga Road and Old Lancaster Road (eastbound and southbound approaches), Martins Lane and Conestoga Road (eastbound approach), and Conestoga Road and Irish Road (southbound approach). PennDOT did not have any objections to crosswalks at these locations.
- g. Continuous or linked infiltration trenches will be placed beneath all proposed sidewalks. The existing storm sewer system can be utilized to manage overflow from especially large storm events. Existing inlet boxes can be replaced as necessary to maintain the functionality of the overflow system.



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3. The Township and EK inquired about the possibility of extending the existing school zones in the area. Currently there are separate school zones along Conestoga Road and Old Lancaster Road that begin east of the Conestoga Road / Old Lancaster Road intersection. Extending the school zones to a common starting point west of this intersection would provide a more uniform traffic pattern and provide additional safety for students crossing at this location. PennDOT stated that this concept should be pursued throughout the design and that it would be considered.
  
4. Sidewalk Design (Old Lancaster Road between Howelville Road and Route 30)
  - a. PennDOT stated that a curbed section for this area would be preferred.
  - b. The parking/driveway for the property (Dentist's Office) along the inside of the horizontal curve leading to the existing bridge to Route 30 is an existing non-conforming use. PennDOT suggested a curbed section that would transition to depressed curb at the Dentist's office to minimize impact to the property owner.
  - c. The curb layout proposed under "Option B" of the preliminary design plans would be acceptable as it provides 14' width to the proposed curb, and allows for a slightly wider shoulder around the curve itself by setting the sidewalk closer to the Legal Right-of-Way Line.
  
5. Sidewalk Design (Conestoga Road East of Howelville Road)
  - a. The Township inquired about the possibility of adding a pedestrian crosswalk connecting the existing sidewalk along Conestoga Road with the existing sidewalk that runs along Cassatt Avenue to Berwyn R-5 Regional Rail Station. PennDOT did not have any objections to a crosswalk at this location as it makes the sidewalk network contiguous. This crosswalk will be incorporated into the design.
  - b. PennDOT recommended that all utility poles should be relocated to the area behind the proposed sidewalk. The layout of the proposed sidewalk would allow for the sidewalk construction to be completed prior to utility pole relocation if necessary.

It is believed that the above represents a reasonably accurate transcription of the major activities that transpired at the subject meeting. Any revisions required or requested should be addressed to the undersigned within seven (7) days, as the foregoing is intended to be part of the record and is the basis upon which we intend to proceed.

Minutes prepared by:

Roman Prokopovych  
Edwards and Kelcey, Inc.

cc: All Attendees  
EK Project File  
Tredyffrin Township Project File