

**Pennsylvania Transportation Enhancement Program
2003-2004 Application**

**Application 447095
MPMS 71197**

APPLICANT INFORMATION

First Name: Doug	Telephone: (610)857-9503
Last Name: Doratt	Fax: (610)857-2690
Organization: Sadsbury Township	E-Mail: sadsburytwp@yahoo.com

PROJECT INFORMATION

Project Title:	Sadsburyville Village Enhancement Plan
Eligibility Category:	1. Provision of facilities for pedestrians and bicycles.
Primary County:	Chester
Primary Municipality:	Sadsbury Township
Primary Planning Partner:	DVRPC
Primary PENNDOT District:	District 6

FUNDING SUMMARY

Funding Scenario:	CONSTRUCTION ONLY PROJECTS
Total Project Cost:	\$ 686,250
Federal Funds Requested:	\$ 436,250
Local Funds Available:	\$ 250,000

APPLICANT INFORMATION

First Name: Doug	Last Name: Doratt	M.I. :	Prefix: Mr.
Organization: Sadsbury Township	Street: PO Box 261	City: Sadsburyville	State: Pennsylvania
Zip: 19369-	Phone: (610)857-9503	Fax: (610)857-2690	E-Mail: sadsburytwp@yahoo.com

Are you a [501C3 Non-profit organization](#)? Yes

Federal Identification Number: 23 1643237

PROJECT INFORMATION

Title:
Sadsburyville Village Enhancement Plan

Narrative:
Please provide a brief (no more than 3 sentences) project summary.
The goal of the Sadsburyville Village Enhancement Plan is to improve pedestrian safety and to beautify Lincoln Highway (Bus. Rt 30) in Sadsburyville (Sadsbury Township, Chester County) through the introduction of sidewalks, crosswalks, street trees and traffic calming elements.

PROJECT LOCATION

Primary County: Chester
Primary Municipality: Sadsbury Township
Primary Planning Partner: DVRPC
Primary PENNDOT District: District 6

Please provide a detailed description of the project's location.
Sadsburyville is a nearly 300-year old village built along Lincoln Highway (Bus. Rt. 30) near the intersection of Old Wilmington Rd (S.R. 4001) in Sadsbury Township, Chester County. Pedestrian improvements are proposed to run about 500 feet west and 320 feet east of this intersection along Lincoln Hwy and about 700 feet south along the west side of Old Wilmington Road.

PROJECT DESCRIPTION

Please provide a detailed project description.
The goal of the Sadsburyville Village Enhancement Plan is to improve pedestrian safety and beautify Lincoln Hwy through sidewalks, crosswalks, street trees and traffic calming elements.
Background:
Clustered tightly around the intersection of Lincoln Hwy (Bus. Rt. 30) and Old Wilmington Rd (S.R. 4001), Sadsburyville is a quaint but somewhat neglected collection of old homes, log cabins (some nearly 300 yrs), churches, shops, a post office and public buildings that serve the residents of Sadsbury, West Caln, and Valley Townships. According to PennDOT ROW maps, around the 1940s, Lincoln Hwy was widened from 30 ft to 41 ft, an improvement that created road capacity but devastated the village's historic character by bringing fast moving vehicles close to the buildings. Since sidewalks and other pedestrian facilities were never built, walking is perilous.

In recent years, new residential and commercial development in western Chester County has led to greater congestion and the general worsening of pedestrian and vehicular safety in Sadsburyville. The Sadsbury Police Department reports that there have been 6 accidents on Lincoln Highway in Sadsburyville so far in 2003 while PennDOT reports that there were an average of 4 accidents per year between 1997 and 2001. Despite the recent installation of a traffic light, most traffic is reported to move well above the 35 mph speed limit.

Many people in Sadsburyville have no choice but to walk. Whether it is children walking to the school bus, residents going to the laundromat or workers heading for the TMACC bus stop, people are walking, but doing so at their own peril.

Existing Road Condition:

Lincoln Hwy has a 50-ft legal ROW and a 41-ft cartway. The cartway is currently striped as two travel lanes (westbound is 15 ft, eastbound is 14 ft) with a 12-ft center shared turn lane. There is currently no on-street parking. Significantly, this section of Lincoln Highway is paralleled by the Route 30 Bypass, an expressway that terminates west of Sadsburyville near the intersection of Routes 30 & 10.

Village Enhancement Plan:

During the last year, Sadsbury Township has held over six public meetings on this proposal and is now prepared to make this application.

To date, the Township, in cooperation with residents and interested private parties, has: (1) engage a land planner (2) considered various alternatives, (3) reviewed a detailed sketch plan with phasing, (4) reviewed professional construction cost estimates, and (5) garnered support from the community, politicians, and governmental agencies.

This application seeks funding for the construction of the first phase of our Village Enhancement Plan, which is as follows:

- Sidewalks. We have proposed sidewalks along Lincoln Hwy and on parts of Old Wilmington Rd in the heart of Sadsburyville. There is sufficient room to build a 4½-ft sidewalk within the legal ROW. Where possible, we will build the sidewalk with a 5-ft planting strip.
- Crosswalks. We want to paint crosswalks at the intersection of Lincoln Hwy and Old Wilmington Rd and across from the post office.
- Street trees. We intend to plant street trees for beautification and traffic calming purposes.
- Traffic calming. We intend to tame the traffic on Lincoln Hwy with on-street parallel parking (except where left turn lanes are required) and a few pedestrian bulb-outs. The repainting and narrowing of the travel lanes will help to reduce vehicle speeds; parking will support local businesses, be an amenity for residents and increase pedestrian comfort. Subject to PennDOT approval, we would also like to install bulb-outs (i.e. curb extensions) at a few key locations on Lincoln Highway to define the travel lanes and reduce the crossing distance for pedestrians.

This plan was prepared with the input of the following consultants:

Heuser Design.

Dr. Reid Ewing, Rutgers Univ.

Traffic Planning and Design, Pottstown.

Chester Valley Engineers, Paoli.

TRANSPORTATION ENHANCEMENT WORKSHOPS

Attendance at a 2003 Transportation Enhancements Workshop was **STRONGLY** encouraged.

Did you or anyone from the applying organization attend a 2003 workshop?

No

PROJECT CATEGORIES ELIGIBLE FOR FUNDING

Select ONE category that most applies to the project. For a description of the project categories, click on the category name.

- [1. Provision of facilities for pedestrians and bicycles.](#)

- [2. Provision of safety and educational activities for pedestrians and bicyclists.](#)
- [3. Acquisition of scenic easements and scenic or historic sites.](#)
- [4. Scenic or historic highway programs \(including the provision of tourist and welcome center facilities\).](#)
- [5. Landscaping and other scenic beautification.](#)
- [6. Historic preservation.](#)
- [7. Rehabilitation and operation of historic transportation buildings, structures, or facilities \(including historic railroad facilities and canals\).](#)
- [8. Preservation of abandoned railway corridors \(including the conversion and use thereof for pedestrian or bicycle trails\).](#)
- [9. Control and removal of outdoor advertising.](#)
- [10. Archaeological planning and research.](#)
- [11. Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.](#)
- [12. Establishment of transportation museums.](#)

REGULATORY REQUIREMENTS

Provide the number of months required to complete each task.

Example: Environmental Clearance – 3 months. If a task has been completed, please answer "YES" and provide information on who performed the work ie. Consulting Engineer, Architect, etc. in the "Who performed the work?" section.

If a task has NOT been completed, please answer "NO" and provide the number of months and or years required to complete each task.

<p>Is Federal/State Issued Environmental Clearance Completed?</p> <p>No</p>	<p>Estimated Time of Completion: Year and Months</p> <p>Years:0 Months:6</p>
<p>Is Design Completed?</p> <p>No</p>	<p>Estimated Time of Completion: Year and Months</p> <p>Years:0 Months:6</p>
<p>Is Federal/State Issued Right of Way Clearance Completed?</p> <p>N/A</p>	<p>Estimated Time of Completion: Year and Months</p> <p>Years:0 Months:0</p>
<p>Is Federal/State Issued Utility Clearance Completed?</p> <p>No</p>	<p>Estimated Time of Completion: Year and Months</p> <p>Years:0 Months:3</p>
<p>Construction Implementation</p> <p>Please provide estimated time of</p>	<p>Estimated Time of Completion: Year and Months</p> <p>Years :0 Months:8</p>

completion for construction, if applicable.

ENVIRONMENTAL REVIEW

All projects using federal funds must conform to the National Environmental Policy Act (NEPA) of 1969 and other applicable federal law. If the application is successful the sponsor will be required to perform an environmental review before federal TE funds become available.

All applicants must complete the **Environmental** Review. A transportation enhancements project may or may not impact the factors listed. Answer **yes** or **no** if there is an impact to each of the factors and indicate the source of the information. Do not provide written answers to each of the questions that follow the table. The questions are to further define the "FACTORS" listed in the following table. The information that you provide will help define the scope of work for the project. If you are unsure if there is an impact to one of the resource factors, please indicate that you are unsure in the **source of information column**.

You may want to contact the appropriate state agency for further information when answering these questions, although that is not required at this time. The internet is a good source of information as most agencies have an internet site.

Retain copies of documentation such as letters, internet information or e-mails in a technical file. Information in the technical file will be useful during the environmental clearance phase of your project.

FACTORS		SOURCE OF INFORMATION (In 3 sentences or less.)
Displacement of residence or business	No	
Community Impacts	No	
Agricultural lands	No	
Public recreational lands	No	
Historic/archeological areas/structures	Yes	We do not believe that there will be any detrimental impact upon historic structures in Sadsburyville. The project has been endorsed by the Township's Historical Society. Sadsburyville is eligible for the National Register of Historic Places according to the PHMC.
Wetlands	No	
Streams/lakes/drains/state natural rivers/federal wild and scenic rivers	No	
Floodplains	No	
Coastal zones (Lake Erie/ Delaware River)	No	
Endangered species	No	
Hazardous Waste Site	No	
Tree removal	No	
Inconsistent w/Local	No	

Development Plans		
Subject of controversy or public opposition	Yes	Although the Township Supervisors and a majority of residents are in favor of this plan, a few affected residents oppose it. The Township Supervisors believe that this program is in the best interests of the entire Township. At least six public meetings have been held to discuss this topic.
Other issue:	No	

PREVIOUS ENHANCEMENTS

Does this project, in any way, relate to a previously approved Transportation Enhancements project?
No

ESTIMATED PROJECT COSTS

Complete the funding information below. There are two ways for project sponsors to fund projects. Please check which funding approach will be used for this project:

Construction Only Projects

		Estimated Project Costs		
<i>I.</i>	<i>Pre-Construction Activities</i>	Cost	Maximum Federal Share	Minimum Local Share
A.	Design	\$60,000	\$0	\$60,000
B.	Environmental Clearance (20% of Design)	\$12,000	\$0	\$12,000
C.	Right-of-way Acquisition	\$0	\$ 0	\$ 0
D.	Utility Relocation	\$45,000	\$ 0	\$ 45,000
E.	Total Pre-construction Costs	\$ 160,000	\$ 0	\$ 117,000
<i>II.</i>	<i>Construction Activities</i>			
A.	Construction	\$495,000	\$ 495,000	\$ 0
B.	Inspection (15% of construction)	\$ 74,250	\$ 74,250	\$ 0
C.	Total Construction Costs	\$ 569,250	\$ 569,250	\$ 0
III.	PROJECT COST	\$ 686,250	\$ 569,250	\$ 117,000
IV.	ADDITIONAL LOCAL CONTRIBUTION	\$133,000		
	TOTAL PROJECT COST		\$ 436,250	\$ 250,000

***Note:** Line III computes total project costs based on the information that you provided. Enter data onto line IV **ONLY** if you are contributing a **HIGHER THAN REQUIRED LOCAL SHARE (80/20)**.

LIST MATCHING FUNDS CURRENTLY AVAILABLE

Your Local Share from line IV is: **\$ 250,000**

If you currently have additional funding from another funding source (e.g., Department of Conservation and Natural Resources, Department of General Services, foundations, grants, etc.) for this project, please complete the following table.

Source of Funds Currently Available	Amount
Township Enhancements Funds * see bonus question	\$250,000
	\$0
	\$0
Total	\$ 250,000

OTHER FUNDING

Your Local Share from line IV is: **\$ 250,000**

If you have applied or will apply for additional funding from another funding source (e.g., Department of Conservation and Natural Resources, Department of General Services, foundations, grants, etc.) for this project, please complete the following table.

Source of Other Funds	Amount	Funds Availability Date
	\$0	Month Year
	\$0	MonthYear
	\$0	MonthYear
Total	\$ 0	

GOVERNMENT AGENCY ENDORSEMENTS

List government agencies endorsing the project. **DO NOT SEND ENDORSEMENT LETTERS.**
(Note: If you do not have a fax number for the contact person, enter "NA" in the area code of the fax.)

Agency	Contact Person	Phone #	Fax #
U.S. Congressman Jim Gerlach, District 6	Jim Gerlach	(202) 225-4315	(202) 225-8440
State Senator Dominic Pileggi, District 9	Dominic Pileggi	(717) 787-4712	(717) 783-7490
State Representative Arthur Hershey	Arthur Hershey	(717) 783-6435	(717) 705-1868

ORGANIZATIONAL SUPPORT

List other organizations endorsing this project. Retain any supporting documentation in your files. **DO NOT SEND ENDORSEMENT LETTERS.**

(Note: If you do not have a fax number for the contact person, enter "NA" in the area code of the fax.)

Organization	Contact Person	Phone #	Fax #
Pennsylvania State Police	Lt. David B. Kreiser	(484) 340-3241	(484) 340-0922
TMACC	Mark Cassell	(610) 993-0911	(610) 993-0922
Pennsylvania Environmental Council	Andrew S. McElwaine	(717) 230-8044	(717) 230-8045

STATEWIDE EVALUATION CRITERIA

Please respond to the following questions. Clarity and conciseness are recommended.

1. Describe the proposed project's relationship to surface transportation.

The Sadsburyville Enhancement Plan has benefits to pedestrians, bus transit and vehicle transportation.

Pedestrians gain a safer, traffic-calmed environment in the heart of Sadsburyville. These improvements will also create a destination along the proposed Chester Valley Trail (Buck-Atglen Corridor) only 1/2 mile away.

Access to the bus stop of the Transit Management Association of Chester County (TMACC) will be improved and should lead to greater bus ridership. In addition, children will now have safer access to the bus stop for the Coatesville Area School District.

Ordinary motorists will also benefit since the traffic calming improvements (e.g., on street parking, bump-outs) will signal that slower speeds are appropriate.

Finally and most importantly, the Sadsburyville Village Enhancement plan will help to reverse some of the damage done to Sadsburyville by the widening of Lincoln Highway in the 1940s by the Pennsylvania Highway Department. The widening of Lincoln Highway from 30 feet to 41 feet did create then-needed road capacity, but also caused significant damage to the village by increasing vehicle speeds, bringing vehicles closer to the buildings, and eliminating many of the street trees that many old-time residents still remember. Although this plan does not attempt to reduce the size of the cartway, the introduction of sidewalks, crosswalks, street trees and traffic calming elements will overcome many of the worst aspects of the present road condition. Today, the full 41 feet cartway is not necessary because of the nearby and parallel Rt 30 Bypass, built decades after the road-widening.

2. Describe how the proposed project relates to the primary Transportation Enhancements category selected in the application.

This proposal fits squarely into category #1: provision of facilities for pedestrians and

bicycles. The proposed Village Enhancement Program will create new pedestrian facilities that will improve pedestrian safety, encourage the increased use of public bus transportation (TMACC), and improve the beauty of the physical environment for the benefit of pedestrians and motorists alike. The benefits are not recreational, but part and parcel of the infrastructural needs of a living village.

There is no other transportation project in Sadsburyville to which this is incidental.

3. Describe the statewide or regional significance of the proposed project, including how it would educate or promote heritage, history, or the environment, how it would impact the state or region and how it would fit into a larger regional or statewide perspective.

Sadsburyville was founded in the late-1700s and has the finest collection of log cabins in Chester County. As a stopover for stagecoaches between Lancaster and Philadelphia, Sadsburyville was a mercantile town that hosted famous figures such as Gen. Lafayette. The Sadsbury Historical Society endorses this proposal.

Today, rapid development has the potential to make Sadsburyville another awkward and forlorn place overshadowed by conventional commercial development. Sadsbury Township would like to avoid this fate and make the village the center of our Township. We want new development to build off of Sadsburyville and to reflect the scale and style of its architecture and urbanism. This will be impossible unless Sadsburyville is accessible to nearby residential districts by foot, not just vehicle. A "main street" approach will best leverage the architectural and historical assets of Sadsburyville by promoting walking over driving with sidewalks and traffic calming. On-street parking will support existing and future businesses and serve as a convenience for residents.

This project will not only benefit residents of Sadsbury Township, but also the residents of East Fallowfield, West Sadsbury, West Caln, and Valley Townships, all communities which are tightly linked to Sadsbury through history and road connections. Old Wilmington Road, which runs through Sadsburyville, is in fact the main north south artery for this section of Chester County from West Caln to East Fallowfield. Congressman Jim Gerlach, State Sen Dominic Pileggi, and State Rep Art Hershey all recognize the importance of this project beyond the borders of Sadsbury Township.

Beyond the Township's immediate neighbors, this program is consistent with the comprehensive plan of the County, Landscapes, which designates Sadsburyville as a development center. As a result, Pennsylvania Environmental Council, Chester County 2020, and the Natural Lands Trust have endorsed this application.

4. Describe the steps that you have taken to secure a professional project manager, should your application be approved.

Project management for this proposal is intended come from a private construction management company with the input and supervision of the Township Engineer, Mr. James W. MacCombie, P.E. To date, Mr. Harry Schreiner, P.E., of Chester Valley Construction Management has developed cost estimates.

Township residents and interested private parties have assembled a team of top-flight professionals to design this plan in cooperation with the Township. Bob Heuser, of Heuser Design, has prepared the sketch plans and streetscape enhancements. Dr. Reid Ewing, a professor at Rutgers and the author of the ITE Traffic Calming Manual, has provided us with input on cost-effective traffic calming measures such as on-street parking and bulb-outs. Traffic Planning and Design has assisted with research, analysis and agency reviews/introductions. Chester Valley Engineers have provided construction cost estimates.

At present, we have reviewed a detailed sketch plan showing the location of sidewalks, street trees, crosswalks, and on-street parking. Construction cost estimates have been prepared. Public input has been received over the course of at least six meetings. Detailed engineering and a fullblown PennDOT traffic calming study, however, have not been completed. Should such a study be required for this proposal's traffic calming aspects, we are prepared to move ahead with the other aspects initially and to proceed with the traffic calming measures once PennDOT approval is secured.

5. OPTIONAL Bonus Question: Describe any other benefits of your proposed project, or any information that you feel pertinent that has not been discussed in the application.

***Township Enhancement Funds.**

The Township is working with private parties to attain the funding. We are pleased that private interests are enthusiastic and financially supportive of this application.

Community Support.

This proposal has received overwhelming support from organizations within Sadsbury Township and across Chester County.

1. Sadsbury Township Historical Society. Mae McGuigan, President. (P: 610-857-5675)
2. Sadsbury Township Parks and Recreation Committee. Doug Doratt, Chairman. (P: 610-857-1525)
3. Western Chester County Chamber of Commerce. Louella Gray, President. (P: 610-384-9550)
4. The Natural Lands Trust, Phillip Wallis, President. (P:610-353-5587x222)
5. Chester County 2020, Nancy Mohr, Executive Director (P: 610-696-3180)
6. Pennsylvania Environmental Council, Andrew McElwaine, President. (P:717-230-8044)
7. Transportation Management Association of Chester County (TMACC), Mark Cassell, Senior Transportation Manager. (P: 610-993-0911x102)
8. Pennsylvania State Police, Lt. David Kreiser. (P: 484-340-3241)

All of these organizations recognize the positive impact that the Sadsburyville Village Enhancement Plan could have directly on the Township and, more broadly, on western Chester County by encouraging the creation of a sustainable, walkable community on Lincoln Highway.

Political Support.

This project has also received considerable support from local political leadership.

U.S. Congressman Jim Gerlach
 State Senator Dominic Pileggi
 State Representative Arthur Hershey

Right-of-Way Clearance.

We do not believe that the project requires the acquisition of additional right-of-way. However, some aspects of the project could be improved if some additional right-of-way were acquired. The local funds available for this project could be used to acquire that right-of-way, should this project be awarded funds from Transportation Enhancements and such acquisition were necessary.

****ADDITIONAL PROJECT INFORMATION MAY BE REQUIRED BY THE LOCAL METROPOLITAN PLANNING ORGANIZATION (MPO) OR RURAL PLANNING ORGANIZATION (RPO) AS PART OF THE REVIEW PROCESS****

OWNERSHIP AND MAINTENANCE

By submitting, I certify that I am the responsible person for the agency that will own and maintain the project after it is completed. (Note: If you do not have a fax number for the contact person, enter "NA" in the area code of the fax.)

First Name: Doug	Last Name: Doratt
Agency: Sadsbury Township	Daytime Phone Number: (610)857-9503
Fax Number: (610)857-2690	E-Mail: sadsburytwp@yahoo.com
Date:	
10/30/2003	

PROJECT MAINTENANCE

Provide a general description of the maintenance that will be required for the project. Include how often will each activity be performed and are there adequate resources available to maintain the project after completion.

The improvements are comprised of sidewalks, street trees, crosswalks, on-street parking, and a few bumps outs. We believe that the annual maintenance costs from these improvements are less than \$10,000, as long as the initial installation is done competently. We expect that the maintenance costs of the Sadsburyville Village Enhancement Plan will be offset by higher tax revenues driven by rising property values.

At this time, we believe that sidewalk maintenance will be the responsibility of the abutting homeowner, as is customary in most communities in Pennsylvania. With proper snow and ice removal, a well-installed sidewalk should last 30 years and, therefore, will not pose a significant maintenance challenge to the Township. We have confirmed this with PennDOT and Allen Myers, a well-respected site improvement contractor. Nevertheless, we are assuming that 2% of the concrete will need to be repaired each year at a cost of about \$5000 per year.

We expect to purchase street trees that come with at least a 1-year warranty. This is ensure that any sick trees are quickly replaced at no charge to the Township. We believe that the current road crew of the Township will be able to manage occasional limb removal.

We believe that 5% of the trees (about 1 per year) will have to be replaced each year at a cost of about \$750 per tree.

The striping for on-street parking and crosswalks will have to be repainted every five years, we expect. This will result in an \$8,000 to 10,000 expenditure with every repainting.

We believe that the bump out areas will require about \$1000 per year of new plantings and maintenance. Generally, however, we expect that the abutting homeowners will take responsibility for mowing the planting strips and general landscape maintenance, as is customary in most parts of Pennsylvania.

In total, we expect that the Township will face about \$10,000 per year in maintenance expenditures for the Sadsburyville Village Enhancement Plan.

PERSON(S) INVOLVED WITH PREPARING THIS APPLICATION

Including yourself, please list and provide contact information for those individuals involved in the preparation of this document.

(Note: If you do not have a fax number for the contact person, enter "N/A" in the area code of the fax.)

Organization	Contact Person	Phone #	Fax #
Sadsbury Township	Doug Doratt	(610)857-9503	(610)857-2690
Arcadia Land Company	Jason Duckworth	(610)687-3939	(610)687-3939
Heuser Design	Bob Heuser	(610)566-2928	(610)566-3211