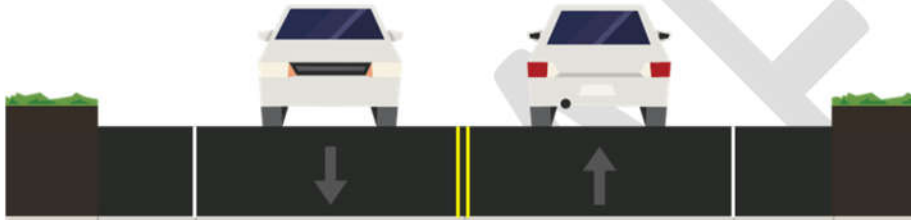


**MONTCO PIKE CORRIDOR: BUTLER PIKE
TYPICAL CROSS SECTION
SECTION: NORTH LANE TO FLOURTOWN ROAD/PLYMOUTH ROAD**

EXISTING TYPICAL CONFIGURATIONS



North Lane to Ridge Pike



Ridge Pike to Flouertown Road/Plymouth Road

BASE DATA

Daily Volume (ADT)	8,000 – 12,000
Directional Peak Volume	580 vph
Land Use Context	Suburban – Commercial with surrounding residential
Posted Speed Limit	25 MPH

ROADWAY DESIGN CHARACTERISTICS

	Existing Characteristics (Y/N)	Desired Characteristics (Y/N)
Travel Lanes by Direction	1	1
Shoulders	Yes - varies	Yes
On-Street Parking	No	No
Medians	No	No
Two-Way Center Left-Turn Lanes	Yes	Yes
Sidewalks	Yes – west side	Yes

Multiuse Trail	No	No
Bike Lane	No	No
Signal Spacing	Yes	Yes
Additional Notes: Two-way center left-turn lane from North Lane to Karrs Lane (north of Ridge Pike). Consistent sidewalk between North Lane and Ridge Pike. Segments of sidewalk with gaps from Ridge Pike to Flourtown Road/Flourtown.		
CONSTRAINTS TO IMPROVEMENTS (List corridor or segment constraints)		
Existing corridor-wide right-of-way	40 Feet	
Utilities	Utility poles on west side; Overhead transmission line south of Ridge Pike	
Structures	Building structures relatively close to edge of roadway, greater setbacks north of Germantown Pike, railroad overpass south of Plymouth Road	
Geometric	Horizontal curve south of Germantown Pike	
Historical	Plymouth Meeting Historic District; Historic structures at the intersection of Germantown Pike, Friends Meeting School; St. Matthews Cemetery near North Lane	
Additional Notes: Commercial parking lots adjacent to edge of roadway from North Lane to Ridge Pike, property fences/walls north of Blue Ridge Road.		
FACTORS TO CONSIDER WIDENING FOR ADDITIONAL CORRIDOR TRAVEL LANES		
	Consider Additional Travel Lanes	No
Inconsistent cross section		X
Land use context necessitates the need for additional capacity		X
Constraints along corridor impact feasibility		X
Estimated existing and/or future peak hour volume total/by direction necessitates the need for additional capacity		X
Excessive peak hour intersection delay or excessive queue lengths – single or successive intersections necessitates the need for additional capacity		X
Additional capacity would facilitate access to expressway or regional arterial	X	
Consistency with previous plans		X
Public input		X
Additional Notes: Segment of Butler Pike provides access to other arterials and major collectors such as Ridge Pike, Germantown Pike and Flourtown Road. Close proximity to interchanges to regional expressways – Blue Route (Ridge Pike Interchange) and PA Turnpike (Mid-County Interchange). High levels of peak hour delay at major signalized intersections, however spacing between intersections is significant. Additional through lane in each direction is not recommended based on volumes and constraints.		

FACTORS TO CONSIDER FOR TWO-WAY CENTER LEFT-TURN LANE

	Consider Center Left-Turn Lane	No
Inconsistent cross section	X	
Driveway/low-volume street intersection spacing (residential areas) increases probability of high left-turn volumes	X	
Driveway spacing (commercial areas) increases probability of high left-turn volumes	X	
Center left-turn would require reduction of through travel lanes		X
Existing crash hot spots consistent with midblock left-turn movements		X
Consistency with previous plans		X
Public input		X

Additional Notes: Existing two-way center left-turn lane ends at Karrs Lane approximately 700 feet north of Ridge Pike. Fill in gaps in two-way center left-turn lane in locations where there are not significant impacts to adjacent properties and structures.

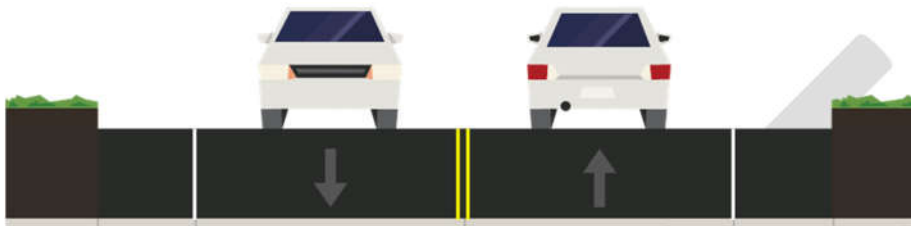
FACTORS TO CONSIDER FOR BICYCLE AND PEDESTRIAN FACILITIES

	Consider Multimodal Solution	No
Walk Montco -Recommended Area for Sidewalk	X	
Bike Montco -Planned Bicycle Network	X	
Existing sidewalks and/or multiuse paths adjacent to roadway	X	
Significant pedestrian generators present along corridor	X	
Corridor intersects existing or planned local and/or regional trails	X	
A parallel or alternative route is not available	X	
Existing public transit services – bus or regional rail	X	
Costs / impacts are not excessively disproportionate to the current or future need	X	
Consistency with previous plans	X	
Public input	X	

Additional Notes: Strong public support for more biking and walking infrastructure. There are gaps in the existing sidewalk network. Bike Montco Corridor (Principal Arterial) in Plymouth Township. No comparable parallel route available. Bus service to Ridge Pike. Dedicated bike lanes likely not feasible due to constraints without eliminating the existing two-way center left-turn lane. In general – would be more appropriate to add sidewalks and improve buffer areas on the western side where some facilities are already existing. Cross County trail.

**MONTCO PIKE CORRIDOR: BUTLER PIKE
TYPICAL CROSS SECTION
SECTION: FLOURTOWN/PLYMOUTH ROAD – AMBLER BOROUGH**

EXISTING TYPICAL CONFIGURATION



Daily Volume (ADT)	11,600	
Directional Peak Volume	660 vph	
Land Use Context	Suburban –with surrounding residential	
Posted Speed Limit	35 MPH	
	Existing Characteristics (Y/N)	Desired Characteristics (Y/N)
Travel Lanes by Direction	1	1
Shoulders	None/ Narrow	Yes
On-Street Parking	No	No
Medians	No	No
Two-Way Center Left-Turn Lanes	No	No
Sidewalks	No	
Multiuse Trail	No	
Bike Lane	No	No
Signal Spacing	Yes	Yes

Additional Notes:

Turn lanes exist at some signalized intersections. Significant portions of the corridor have no shoulders. Sidewalks only located in very short segment between Township Line Road and Stenton Avenue, at PA 73 (Skippack Pike) and between Wissahickon Creek Trail and Ambler Borough.

CONSTRAINTS TO IMPROVEMENTS
(List corridor or segment constraints)

Existing corridor-wide right-of-way	40 Feet
Utilities	Above ground utilities on both sides of the road from Village Way to Militia Road, on the west side north of Militia Road and the PA turnpike; both sides of the road north of PA 73 (Skippack Pike)
Structures	Small building setbacks from Village Way – PA Turnpike; Turnpike overpass structure only accommodates travel lanes – no extra width; Short building setbacks from Norristown Road to Morris Road
Geometric	Horizontal and Vertical curves between Militia Hill Road and Campus Drive; Horizontal curve at Jefron Drive
Environmental	Harriet Wetherhill Park; Karamoor Farm and Willow Lake Farm Preserve in the Broad Axe area; Prophecy and Wissahickon Creeks north of Morris Road
Historical	Cold Point Historic District; Historic houses between Village Way and Militia Hill Road

Additional Notes: Segments of significant length that include roadside utility poles, large trees, heavy areas of vegetation, fences/walls and embankments that significantly impact the feasibility of widening for additional travel lanes, two-way center left-turn lane, sidewalks/paths and bicycle facilities.

FACTORS TO CONSIDER WIDENING FOR ADDITIONAL CORRIDOR TRAVEL LANES

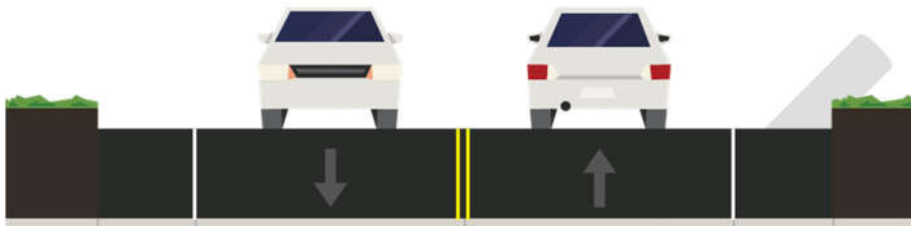
	Consider Additional Travel Lanes	No
Inconsistent cross section		X
Land use context necessitates the need for additional capacity		X
Constraints along corridor impact feasibility	X	
Estimated existing and/or future peak hour volume total/by direction necessitates the need for additional capacity		X
Excessive peak hour intersection delay or excessive queue lengths – single or successive intersections necessitates the need for additional capacity		X
Additional capacity would facilitate access to expressway or regional arterial		X
Consistency with previous plans		X
Public input		X

Additional Notes: Constraints, traffic volumes and lack of closely spaced or heavily congested intersections, including signalized intersections preclude the need for consideration of additional travel lanes.

FACTORS TO CONSIDER FOR TWO-WAY CENTER LEFT-TURN LANE		
	Consider Center Left-Turn Lane	No
Inconsistent cross section		X
Driveway/low-volume street intersection spacing (residential areas) increases probability of high left-turn volumes		X
Driveway spacing (commercial areas) increases probability of high left-turn volumes		X
Center left-turn would require reduction of through travel lanes		X
Existing crash hot spots consistent with midblock left-turn movements		X
Consistency with previous plans		X
Public input		X
Additional Notes: Commercial driveway spacing/density and spacing of intersections with local roads is not consistent with the need for a two-way center left-turn lane. Turning lanes at key intersections with other arterials, collectors and local roads should be considered based on turning movements and safety considerations.		
FACTORS TO CONSIDER FOR BICYCLE AND PEDESTRIAN FACILITIES		
	Consider Multimodal Solution	No
Walk Montco -Recommended Area for Sidewalk	X	
Bike Montco -Planned Bicycle Network	X	
Existing sidewalks and/or multiuse paths adjacent to roadway	X	
Significant pedestrian generators present along corridor	X	
Corridor intersects existing or planned local and/or regional trails	X	
A parallel or alternative route is not available		X
Existing public transit services – bus or regional rail	X	
Costs / impacts are not excessively disproportionate to the current or future need	X	
Consistency with previous plans	X	
Public input	X	
Additional Notes: Sidewalk exists between Wissahickon Trail Crossing and Ambler Borough. Segment between Ambler and Morris Road identified in Bike Montco. Wissahickon Trail Crossing. Proximity to Ambler Regional Rail station. SEPTA 95 stops between Broad Axe area and Ambler Borough. Strong public support. Generally rural/ less dense character. May not be appropriate to add sidewalks or a trail except in key locations such as Broad Axe to Wissahickon Trail.		

**MONTCO PIKE CORRIDOR: BUTLER PIKE
TYPICAL CROSS SECTION
SECTION: AMBLER BOROUGH TO LIMEKILN PIKE**

EXISTING TYPICAL CONFIGURATION



Daily Volume (ADT)	10,000	
Directional Peak Volume	515	
Land Use Context	Suburban – Commercial with surrounding residential	
Posted Speed Limit	35 MPH	
	Existing Characteristics (Y/N)	Desired Characteristics (Y/N)
Travel Lanes by Direction	1	1
Shoulders	None/Narrow	Yes
On-Street Parking	No	No
Medians	No	No
Two-Way Center Left-Turn Lanes	No	No
Sidewalks	No	Yes
Multiuse Trail	No	Yes
Bike Lane	No	No
Signal Spacing	Yes	Yes

Additional Notes: No shoulders in many areas of the corridor with narrow shoulders in other areas. Sidewalk on east side of roadway from Ambler Borough to Meadowbrook Avenue. Small segments of sidewalk/path located between PA 309 and Meetinghouse Road and Norristown Road and Welsh Road. Sidewalk/path alternating sides between Dogwood Drive and PA 63 – Welsh Road.

CONSTRAINTS TO IMPROVEMENTS
(List corridor or segment constraints)

Existing corridor-wide right-of-way	40 FEET
Utilities	Above ground utilities on east side of the roadway south of Norristown Road - west side north of Norristown Road – east side north of PA 63 – Welsh Road
Structures	Shorter building setbacks between Ambler Borough and Susquehanna Road. Trees and large areas of vegetation close to roadway.
Geometric	Poor intersection alignment with PA 152 – Limekiln Pike, Norristown Road, Susquehanna Road and Hagues Mill Road
Environmental	Tributaries to Wissahickon near PA 309 and Meetinghouse Road, Robbins Park, Tannerie Run Park, Rose Valley Preserve
Historical	Rose Hill Cemetery

FACTORS TO CONSIDER WIDENING FOR ADDITIONAL CORRIDOR TRAVEL LANES

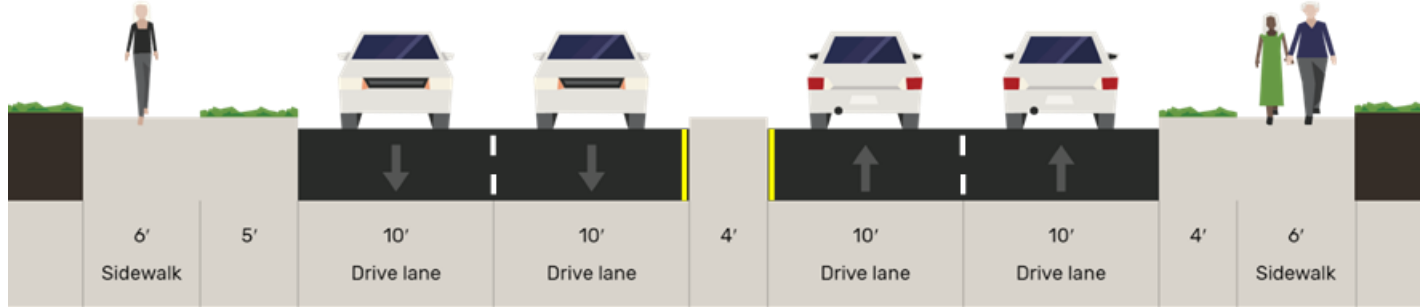
	Consider Additional Travel Lanes	No
Inconsistent cross section		X
Land use context necessitates the need for additional capacity		X
Constraints along corridor impact feasibility	X	
Estimated existing and/or future peak hour volume total/by direction necessitates the need for additional capacity		X
Excessive peak hour intersection delay or excessive queue lengths – single or successive intersections necessitates the need for additional capacity		X
Additional capacity would facilitate access to expressway or regional arterial	X	
Consistency with previous plans		X
Public input		X

Additional Notes: Partial interchange with PA 309 serving southbound off and northbound on traffic PA 309. Constraints, traffic volumes and lack of closely spaced or heavily congested signalized intersections preclude the need for consideration of additional travel lanes.

FACTORS TO CONSIDER FOR TWO-WAY CENTER LEFT-TURN LANE		
	Consider Center Left-Turn Lane	No
Inconsistent cross section		X
Driveway/low-volume street intersection spacing (residential areas) increases probability of high left-turn volumes		X
Driveway spacing (commercial areas) increases probability of high left-turn volumes		X
Center left-turn would require reduction of through travel lanes		X
Existing crash hot spots consistent with midblock left-turn movements		X
Consistency with previous plans		X
Public input		X
<p>Additional Notes: Existing left- and right-turn lanes at existing intersections with local and collector roads. Commercial driveway spacing/density and spacing of intersections with local roads is not consistent with the need for a two-way center left-turn lane. Turning lanes at key intersections with other arterials, collectors and local roads should be considered based on turning movements and safety considerations.</p>		
FACTORS TO CONSIDER FOR BICYCLE AND PEDESTRIAN FACILITIES		
	Consider Multimodal Solution	No
Walk Montco -Recommended Area for Sidewalk	X	
Bike Montco -Planned Bicycle Network		X
Existing sidewalks and/or multiuse paths adjacent to roadway	X	
Significant pedestrian generators present along corridor		X
Corridor intersects existing or planned local and/or regional trails		X
A parallel or alternative route is not available		X
Existing public transit services – bus or regional rail		X
Costs / impacts are not excessively disproportionate to the current or future need		X
Consistency with previous plans	X	
Public input	X	
<p>Additional Notes: Not identified as a Bike Montco Corridor. Gaps in existing sidewalk network. No transit service. Municipal support for facility from Ambler Borough to Temple – Abington Campus. Public support. Appropriate to add off-road facility (trail) south of Welsh Road to Ambler Borough.</p>		

**MONTCO PIKE CORRIDOR: EASTON ROAD
TYPICAL CROSS SECTION
SECTION: CITY LINE TO PA 73 (CHURCH ROAD)**

EXISTING TYPICAL CONFIGURATIONS



BASE DATA

Daily Volume (ADT)	10,000 – 29,000
Directional Peak Volume	1,150 vph
Land Use Context	Suburban – Commercial with surrounding residential
Posted Speed Limit	40 MPH

ROADWAY DESIGN CHARACTERISTICS

	Existing Characteristics (Y/N)	Desired Characteristics (Y/N)
Travel Lanes by Direction	2	2
Shoulders	Yes - varies	Yes
On-Street Parking	No	No
Medians	Yes	Yes
Two-Way Center Left-Turn Lanes	No	No
Sidewalks	Yes – northern and southern sides	Yes
Multiuse Trail	No	No
Bike Lane	No	No
Signal Spacing	No	Yes

Additional Notes: A median is provided along the entire segment. Sidewalk is provided on the southern side from the city line to the PA 309 NB on/off ramps and on the northern side from the PA 309 NB on/off ramps to Church Road. A portion of sidewalk is provided on the southern side from Limekiln Pike to Church Road. This segment lacks continuous and connected infrastructure for pedestrians and bicycles.

CONSTRAINTS TO IMPROVEMENTS
(List corridor or segment constraints)

Existing corridor-wide right-of-way	50 Feet
Utilities	Utility poles on southern side near City line. Streetlights along one or both sides of segment.
Structures	Retail building structure and cemetery relatively close to edge of roadway on western end. Athletic field and stone wall are located on the northern side between the PA 309 NB on/off ramps and Limekiln Pike. Overpasses over PA 309 and Church Road.
Geometric	Horizontal curves to the east and west of PA 309.
Environmental	None.
Historical	None.

Additional Notes: Commercial parking lots, buildings, and a cemetery exist close to the edge of roadway on the western end of the segment while an athletic field and stone wall exist close to the edge of roadway on the eastern end of the segment.

FACTORS TO CONSIDER WIDENING FOR ADDITIONAL CORRIDOR TRAVEL LANES

	Consider Additional Travel Lanes	No
Inconsistent cross section		X
Land use context necessitates the need for additional capacity		X
Constraints along corridor impact feasibility		X
Estimated existing and/or future peak hour volume total/by direction necessitates the need for additional capacity		X
Excessive peak hour intersection delay or excessive queue lengths – single or successive intersections necessitates the need for additional capacity		X
Additional capacity would facilitate access to expressway or regional arterial	X	
Consistency with previous plans		X
Public input		X

Additional Notes: Existing cross section includes two travel lanes in each direction.

FACTORS TO CONSIDER FOR TWO-WAY CENTER LEFT-TURN LANE

	Consider Center Left-Turn Lane	No
Inconsistent cross section		X
Driveway/low-volume street intersection spacing (residential areas) increases probability of high left-turn volumes		X
Driveway spacing (commercial areas) increases probability of high left-turn volumes		X
Center left-turn would require reduction of through travel lanes		X
Existing crash hot spots consistent with midblock left-turn movements		X
Consistency with previous plans		X
Public input		X

Additional Notes: Commercial driveway spacing/density and spacing of intersections with local roads is not consistent with the need for a two-way center left-turn lane.

FACTORS TO CONSIDER FOR BICYCLE AND PEDESTRIAN FACILITIES

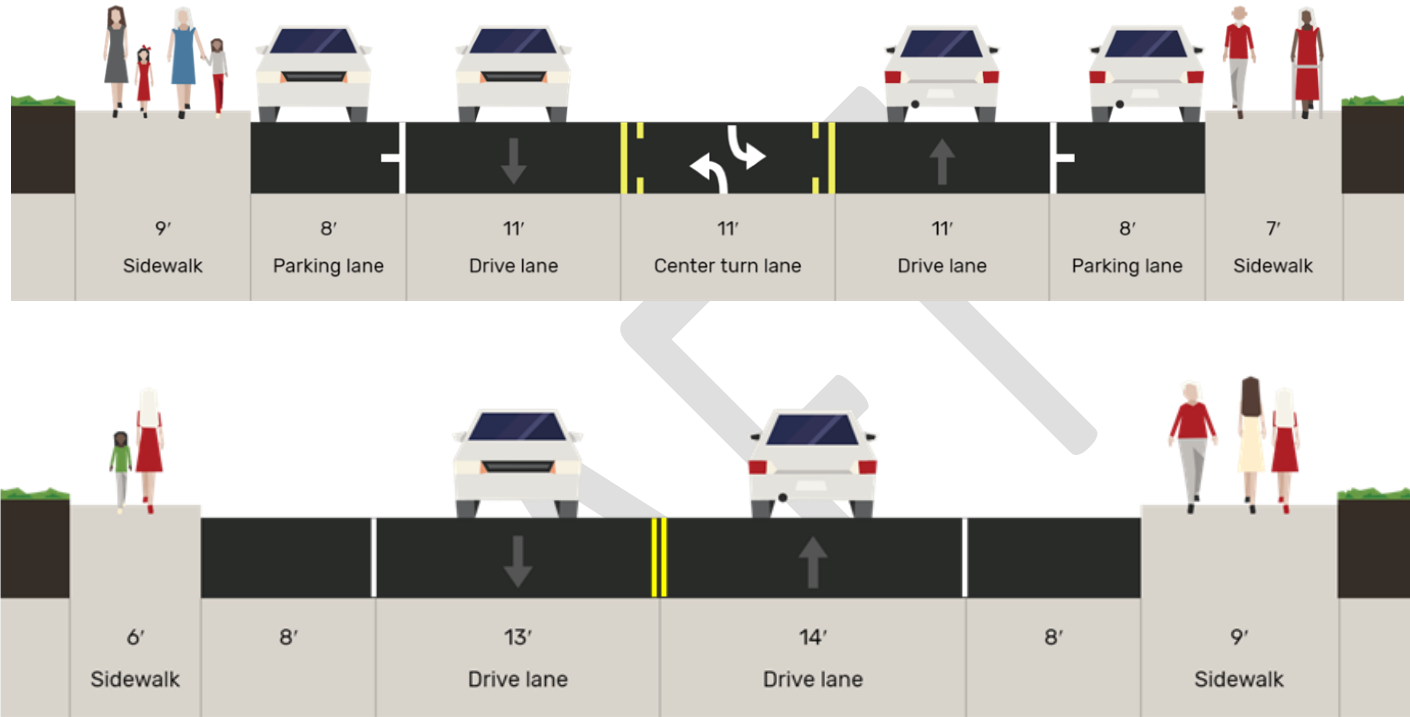
	Consider Multimodal Solution	No
Walk Montco -Recommended Area for Sidewalk	X	
Bike Montco -Planned Bicycle Network		X
Existing sidewalks and/or multiuse paths adjacent to roadway	X	
Significant pedestrian generators present along corridor	X	
Corridor intersects existing or planned local and/or regional trails		X
A parallel or alternative route is not available		X
Existing public transit services – bus or regional rail	X	
Costs / impacts are not excessively disproportionate to the current or future need	X	
Consistency with previous plans	X	
Public input	X	

Additional Notes: Strong public support for more biking and walking infrastructure. There are gaps in the existing sidewalk network, and there are inconsistencies with sidewalk design.

DRAFT

**MONTCO PIKE CORRIDOR: EASTON ROAD
TYPICAL CROSS SECTION
SECTION: PA 73 (CHURCH ROAD) TO SUSQUEHANNA ROAD**

EXISTING TYPICAL CONFIGURATIONS



BASE DATA

Daily Volume (ADT)	13,000
Directional Peak Volume	550 vph
Land Use Context	Suburban – Mixed commercial and residential
Posted Speed Limit	25 to 35 MPH

ROADWAY DESIGN CHARACTERISTICS

	Existing Characteristics (Y/N)	Desired Characteristics (Y/N)
Travel Lanes by Direction	1 to 2	1
Shoulders	Yes - varies	Yes
On-Street Parking	Yes	Yes
Medians	No	No
Two-Way Center Left-Turn Lanes	Yes	Yes

Sidewalks	Yes – varies	Yes
Multiuse Trail	No	No
Bike Lane	No	No
Signal Spacing	Yes	Yes

Additional Notes: Two-way center left-turn lane is provided from Forsythe Avenue to Glenside Avenue and from Jenkintown Road to Bradfield Road. Sidewalk is provided along the northern and southern sides from Church Road to east of Cross Road and from Charles Street to Edge Hill Road. Sidewalk is provided along the northern side from east of Charles Street to Cross Road and from Edge Hill Road to Susquehanna Road while the southern side provides segments of sidewalk from Edge Hill Road to Susquehanna Road. This segment lacks continuous and connected infrastructure for pedestrians and bicycles.

**CONSTRAINTS TO IMPROVEMENTS
(List corridor or segment constraints)**

Existing corridor-wide right-of-way	50 Feet
Utilities	Utility poles and streetlights are provided along the northern and southern sides.
Structures	Building structures relatively close to edge of roadway along the entire corridor. Railroad overpass between Glenside Avenue and Mt. Carmel Avenue.
Geometric	None.
Environmental	Stream crossing to the east of Springhouse Lane.
Historical	None.

Additional Notes: Building structures and parking lots adjacent to edge of roadway along the entire corridor. A retaining wall is located along the southern side to the east of Edge Hill Road. Railroad overpass between Glenside Avenue and Mt. Carmel Avenue.

FACTORS TO CONSIDER WIDENING FOR ADDITIONAL CORRIDOR TRAVEL LANES

	Consider Additional Travel Lanes	No
Inconsistent cross section	X	
Land use context necessitates the need for additional capacity		X
Constraints along corridor impact feasibility		X
Estimated existing and/or future peak hour volume total/by direction necessitates the need for additional capacity		X
Excessive peak hour intersection delay or excessive queue lengths – single or successive intersections necessitates the need for additional capacity	X	
Additional capacity would facilitate access to expressway or regional arterial		X
Consistency with previous plans		X
Public input		X

Additional Notes: High levels of peak hour delay at major signalized intersections, particularly at Susquehanna Road during train stops, however spacing between intersections is significant with the exception of the signals located between Church Road and Glenside Avenue.

FACTORS TO CONSIDER FOR TWO-WAY CENTER LEFT-TURN LANE

	Consider Center Left-Turn Lane	No
Inconsistent cross section	X	
Driveway/low-volume street intersection spacing (residential areas) increases probability of high left-turn volumes	X	
Driveway spacing (commercial areas) increases probability of high left-turn volumes	X	
Center left-turn would require reduction of through travel lanes		X
Existing crash hot spots consistent with midblock left-turn movements		X
Consistency with previous plans		X
Public input		X

Additional Notes: Existing two-way center left-turn lane is provided from Forsythe Avenue to Glenside Avenue and from Jenkintown Road to Bradfield Road. Extending the two-way center left-turn lane to other portions of this segment could be difficult as on-street parking exists in commercial areas.

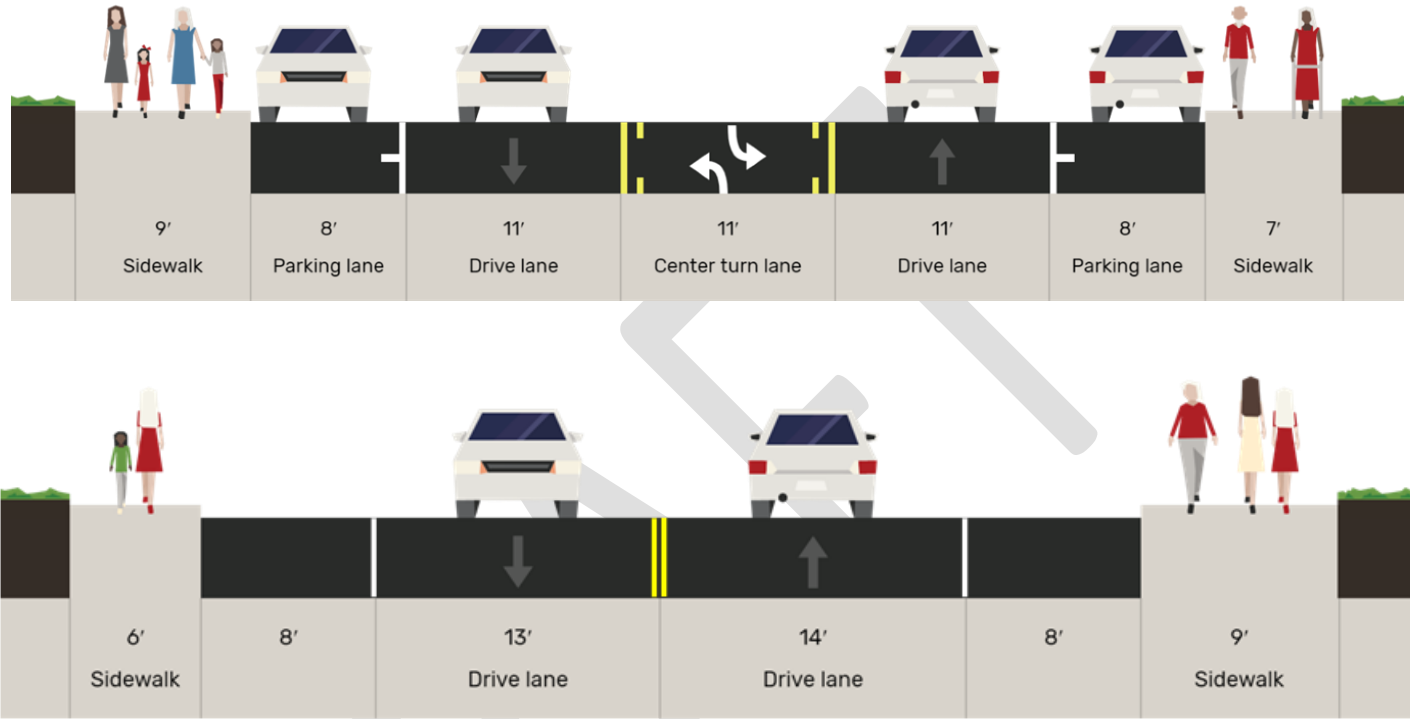
FACTORS TO CONSIDER FOR BICYCLE AND PEDESTRIAN FACILITIES

	Consider Multimodal Solution	No
Walk Montco -Recommended Area for Sidewalk	X	
Bike Montco -Planned Bicycle Network		X
Existing sidewalks and/or multiuse paths adjacent to roadway	X	
Significant pedestrian generators present along corridor	X	
Corridor intersects existing or planned local and/or regional trails	X	
A parallel or alternative route is not available		X
Existing public transit services – bus or regional rail	X	
Costs / impacts are not excessively disproportionate to the current or future need	X	
Consistency with previous plans	X	
Public input	X	

Additional Notes: Strong public support for more biking and walking infrastructure. There are gaps in the existing sidewalk network, and there are inconsistencies with sidewalk design. Provide sidewalk along the southern side from just east of Cross Road to Charles Street.

**MONTCO PIKE CORRIDOR: EASTON ROAD
TYPICAL CROSS SECTION
SECTION: SUSQUEHANNA ROAD TO OLD WELSH ROAD**

EXISTING TYPICAL CONFIGURATIONS



BASE DATA

Daily Volume (ADT)	15,000
Directional Peak Volume	700 vph
Land Use Context	Suburban – Mixed commercial and residential
Posted Speed Limit	25 to 35 MPH

ROADWAY DESIGN CHARACTERISTICS

	Existing Characteristics (Y/N)	Desired Characteristics (Y/N)
Travel Lanes by Direction	1	1
Shoulders	No	No
On-Street Parking	Yes	Yes
Medians	No	No
Two-Way Center Left-Turn Lanes	Yes	Yes

Sidewalks	Yes	Yes
Multiuse Trail	No	No
Bike Lane	No	No
Signal Spacing	Yes	Yes

Additional Notes: A two-way center left-turn lane is provided from west of Pershing Avenue to Rubicam Avenue. Sidewalk is provided along the northern and southern sides of the segment. On-street parking is allowed along the northern side from west of Mildred Avenue to Bradfield Road and along the northern side between Abington Avenue to Brookdale Avenue.

**CONSTRAINTS TO IMPROVEMENTS
(List corridor or segment constraints)**

Existing corridor-wide right-of-way	50 Feet
Utilities	Utility poles and streetlights on the northern and southern sides of this segment.
Structures	Building structures relatively close to edge of roadway.
Geometric	Horizontal curve at Mildred Avenue and at Bradfield Road.
Environmental	None.
Historical	None.

Additional Notes: Building structures and parking areas adjacent to edge of roadway along entire segment.

FACTORS TO CONSIDER WIDENING FOR ADDITIONAL CORRIDOR TRAVEL LANES

	Consider Additional Travel Lanes	No
Inconsistent cross section	X	
Land use context necessitates the need for additional capacity		X
Constraints along corridor impact feasibility		X
Estimated existing and/or future peak hour volume total/by direction necessitates the need for additional capacity		X
Excessive peak hour intersection delay or excessive queue lengths – single or successive intersections necessitates the need for additional capacity		X
Additional capacity would facilitate access to expressway or regional arterial		X
Consistency with previous plans		X
Public input		X

Additional Notes: Building structures, parking areas, and on-street parking could be prohibitive to adding travel lanes along this segment.

FACTORS TO CONSIDER FOR TWO-WAY CENTER LEFT-TURN LANE

	Consider Center Left-Turn Lane	No
Inconsistent cross section	X	
Driveway/low-volume street intersection spacing (residential areas) increases probability of high left-turn volumes	X	
Driveway spacing (commercial areas) increases probability of high left-turn volumes	X	
Center left-turn would require reduction of through travel lanes		X
Existing crash hot spots consistent with midblock left-turn movements		X
Consistency with previous plans		X
Public input		X

Additional Notes: A two-way center left-turn lane is provided from west of Pershing Avenue to Rubicam Avenue. On-street parking limits provision of a two-way center left-turn lane between Mildred Avenue and Bradfield Road.

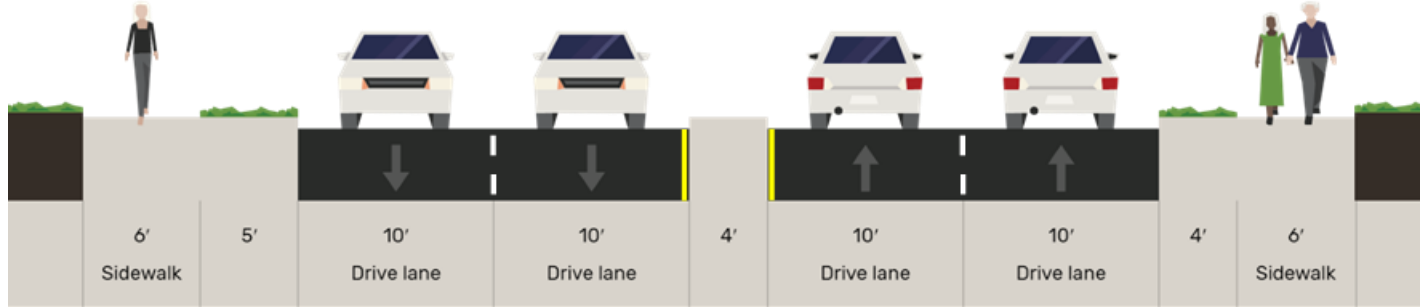
FACTORS TO CONSIDER FOR BICYCLE AND PEDESTRIAN FACILITIES

	Consider Multimodal Solution	No
Walk Montco -Recommended Area for Sidewalk	X	
Bike Montco -Planned Bicycle Network		X
Existing sidewalks and/or multiuse paths adjacent to roadway	X	
Significant pedestrian generators present along corridor	X	
Corridor intersects existing or planned local and/or regional trails		X
A parallel or alternative route is not available		X
Existing public transit services – bus or regional rail	X	
Costs / impacts are not excessively disproportionate to the current or future need	X	
Consistency with previous plans	X	
Public input	X	

Additional Notes: Strong public support for more biking and walking infrastructure. There are inconsistencies with sidewalk design.

**MONTCO PIKE CORRIDOR: EASTON ROAD
TYPICAL CROSS SECTION
SECTION: OLD WELSH ROAD TO PA 611**

EXISTING TYPICAL CONFIGURATIONS



BASE DATA

Daily Volume (ADT)	15,000
Directional Peak Volume	700 vph
Land Use Context	Suburban – Commercial
Posted Speed Limit	35 MPH

ROADWAY DESIGN CHARACTERISTICS

	Existing Characteristics (Y/N)	Desired Characteristics (Y/N)
Travel Lanes by Direction	1 to 2	1 to 2
Shoulders	No	No
On-Street Parking	No	No
Medians	Yes	Yes
Two-Way Center Left-Turn Lanes	No	Yes – eastern end
Sidewalks	Yes – northern and southern sides	Yes
Multiuse Trail	No	No
Bike Lane	No	No
Signal Spacing	No	No

Additional Notes: Median is provided between Old Welsh Road and Moreland Road. Sidewalk is provided along both the northern and southern sides of the segment between Davisville Road and Route 611 and along the northern side of the segment between Old Welsh Road and Davisville Road.

CONSTRAINTS TO IMPROVEMENTS
(List corridor or segment constraints)

Existing corridor-wide right-of-way	50 Feet
Utilities	Utility poles on the northern and southern sides from Old Welsh Road to east of Davisville Road and from Moreland Road to Route 611. Streetlights are located on the southern side of the segment.
Structures	Building structures and parking areas are located close to the edge of roadway.
Geometric	None.
Environmental	None.
Historical	None.

Additional Notes: Building structures and parking areas adjacent to edge of roadway along entire segment.

FACTORS TO CONSIDER WIDENING FOR ADDITIONAL CORRIDOR TRAVEL LANES

	Consider Additional Travel Lanes	No
Inconsistent cross section		X
Land use context necessitates the need for additional capacity		X
Constraints along corridor impact feasibility		X
Estimated existing and/or future peak hour volume total/by direction necessitates the need for additional capacity		X
Excessive peak hour intersection delay or excessive queue lengths – single or successive intersections necessitates the need for additional capacity		X
Additional capacity would facilitate access to expressway or regional arterial		X
Consistency with previous plans		X
Public input		X

Additional Notes: Existing cross section includes two travel lanes in each direction.

FACTORS TO CONSIDER FOR TWO-WAY CENTER LEFT-TURN LANE

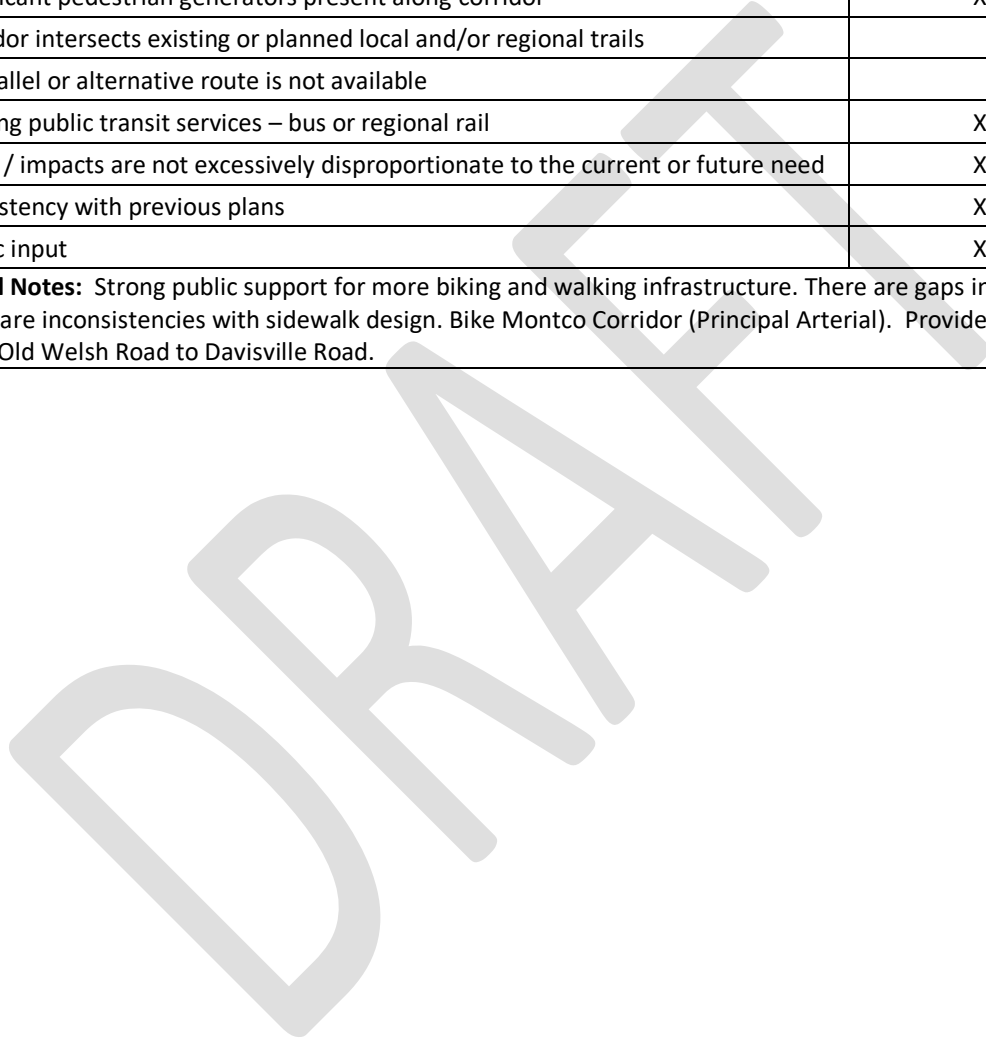
	Consider Center Left-Turn Lane	No
Inconsistent cross section	X	
Driveway/low-volume street intersection spacing (residential areas) increases probability of high left-turn volumes		X
Driveway spacing (commercial areas) increases probability of high left-turn volumes	X	
Center left-turn would require reduction of through travel lanes		X
Existing crash hot spots consistent with midblock left-turn movements		X
Consistency with previous plans		X
Public input		X

Additional Notes: Installation of a two-way center left-turn lane along the segment from Moreland Road to PA 611 could be beneficial for access to the businesses along the northern and southern sides of this segment.

FACTORS TO CONSIDER FOR BICYCLE AND PEDESTRIAN FACILITIES

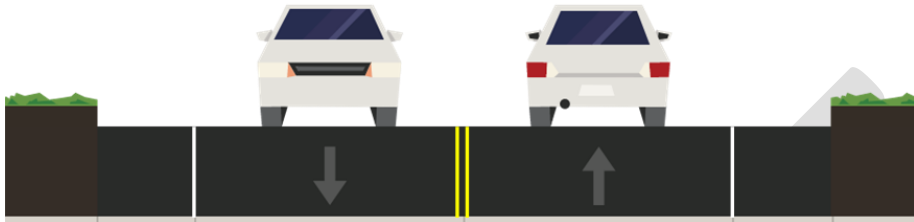
	Consider Multimodal Solution	No
Walk Montco -Recommended Area for Sidewalk	X	
Bike Montco -Planned Bicycle Network	X	
Existing sidewalks and/or multiuse paths adjacent to roadway	X	
Significant pedestrian generators present along corridor	X	
Corridor intersects existing or planned local and/or regional trails		X
A parallel or alternative route is not available		X
Existing public transit services – bus or regional rail	X	
Costs / impacts are not excessively disproportionate to the current or future need	X	
Consistency with previous plans	X	
Public input	X	

Additional Notes: Strong public support for more biking and walking infrastructure. There are gaps in the existing sidewalk network, and there are inconsistencies with sidewalk design. Bike Montco Corridor (Principal Arterial). Provide sidewalk along the southern side from Old Welsh Road to Davisville Road.



**MONTCO PIKE CORRIDOR: GERMANTOWN PIKE
TYPICAL CROSS SECTION
SECTION: RIDGE PIKE TO VALLEY FORGE ROAD**

EXISTING TYPICAL CONFIGURATION



BASE DATA

Daily Volume (ADT)	12,000 – 15,000
Directional Peak Volume	620 vph
Land Use Context	Suburban – Residential with small sections of commercial
Posted Speed Limit	35 MPH

ROADWAY DESIGN CHARACTERISTICS

	Existing Characteristics (Y/N)	Desired Characteristics (Y/N)
Travel Lanes by Direction	1	1
Shoulders	Yes - varies	Yes
On-Street Parking	No	No
Medians	No	No
Two-Way Center Left-Turn Lanes	No	No
Sidewalks	Yes	Yes
Multi-use Trail	Yes	Yes
Bike Lane	No	Yes
Signal Spacing	Yes	Yes

Additional Notes: Sidewalk exists along both sides in the immediate vicinity of Valley Forge Road, along portions of the northern and southern sides to the west of Evansburg Road, along the northern side to the east of Crosskeys Road, and a multi-use trail is provided along the northern side immediately to the east of Ridge Pike. This segment lacks continuous and connected infrastructure for pedestrians and bicycles.

CONSTRAINTS TO IMPROVEMENTS (List corridor or segment constraints)		
Existing corridor-wide right-of-way	50 Feet	
Utilities	Utility poles on the northern and southern sides of roadway segment.	
Structures	Building structures relatively close to edge of roadway along entire segment. A bridge crosses the Skippack Creek (to the east of Skippack Creek Road).	
Geometric	Horizontal curve at Old Baptist Road.	
Environmental	A stream crossing exists to the east of Skippack Creek Road. Dense woods exist in Evansburg State Park (between Grange Avenue and Evansburg Road).	
Historical	Several historic structures (including a cemetery) in the Village of Evansburg Historic District located between Old Baptist Road and Crosskeys Road. Skippack Creek bridge to the east of Skippack Creek Road is considered historic. Other potential historical locations along the corridor are Funkite Cemetery, Changing House, Keyser's Mill, and Peter Williams Tavern (all in the immediate vicinity of Germantown Pike and Skippack Creek Road).	
Additional Notes: Evansburg Historical District and building structures relatively close to the road along the entire segment could be prohibitive to roadway widening.		
FACTORS TO CONSIDER WIDENING FOR ADDITIONAL CORRIDOR TRAVEL LANES		
	Consider Additional Travel Lanes	No
Inconsistent cross section		X
Land use context necessitates the need for additional capacity		X
Constraints along corridor impact feasibility		X
Estimated existing and/or future peak hour volume total/by direction necessitates the need for additional capacity		X
Excessive peak hour intersection delay or excessive queue lengths – single or successive intersections necessitates the need for additional capacity		X
Additional capacity would facilitate access to expressway or regional arterial		X
Consistency with previous plans		X
Public input		X
Additional Notes: This segment of Germantown Pike provides access to other arterials such as Ridge Pike and Valley Forge Road. High levels of peak hour delay occur at Germantown Pike's intersection with Valley Forge Road, Evansburg Road, and Ridge Pike, however, spacing between these intersections is significant. The installation of left-turn lanes along Germantown Pike at Evansburg Road is an improvement included in the Lower Providence Act 209 study (pass through conditions) and should be considered to improve intersection operations.		
FACTORS TO CONSIDER FOR TWO-WAY CENTER LEFT-TURN LANE		
	Consider Center Left- Turn Lane	No
Inconsistent cross section		X
Driveway/low-volume street intersection spacing (residential areas) increases probability of high left-turn volumes		X
Driveway spacing (commercial areas) increases probability of high left-turn volumes		X

Center left-turn would require reduction of through travel lanes		X
Existing crash hot spots consistent with midblock left-turn movements		X
Consistency with previous plans		X
Public input		X

Additional Notes: A two-way center left-turn is currently not provided along the entire length of this segment of Germantown Pike. Based on review of the segment limits and surrounding land uses, this section of Germantown Pike would not benefit from the installation of a two-way center left-turn lane.

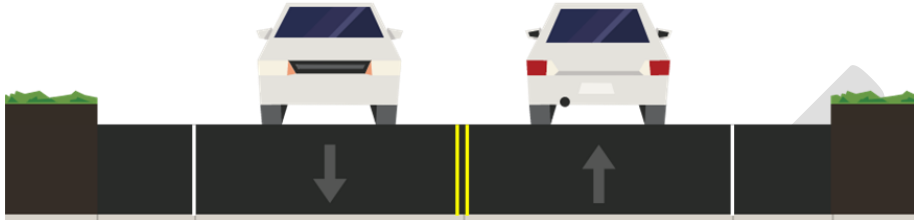
FACTORS TO CONSIDER FOR BICYCLE AND PEDESTRIAN FACILITIES

	Consider Multimodal Solution	No
Walk Montco -Recommended Area for Sidewalk		X
Bike Montco -Planned Bicycle Network	X – a small section	
Existing sidewalks and/or multiuse paths adjacent to roadway	X	
Significant pedestrian generators present along corridor		X
Corridor intersects existing or planned local and/or regional trails	X	
A parallel or alternative route is not available	X	
Existing public transit services – bus or regional rail		X
Costs / impacts are not excessively disproportionate to the current or future need	X	
Consistency with previous plans	X	
Public input	X	

Additional Notes: Strong public support for more biking and walking infrastructure. There are gaps in the existing sidewalk network. Major trails do not connect or cross Germantown Pike, but local trails from residential communities do. Recreational trail networks from Evansburg State Park also connect. As part of the Lower Providence Township Comp Plan, a secondary bike route and sidewalk are recommended along this segment. Generally rural/ less dense character. Provide a continuous sidewalk/walking trail on the northern side and a bicycle lane on the southern side from Ridge Pike Skippack Creek Road.

**MONTCO PIKE CORRIDOR: GERMANTOWN PIKE
TYPICAL CROSS SECTION
SECTION: VALLEY FORGE ROAD TO WHITEHALL ROAD**

EXISTING TYPICAL CONFIGURATIONS



Whitehall Road to Burnside Road



Burnside Road to Trooper Road



Trooper Road to Valley Forge Road

BASE DATA

Daily Volume (ADT)	15,000 – 24,000
Directional Peak Volume	1,300 vph
Land Use Context	Suburban – Residential with surrounding commercial
Posted Speed Limit	35 MPH

ROADWAY DESIGN CHARACTERISTICS		
	Existing Characteristics (Y/N)	Desired Characteristics (Y/N)
Travel Lanes by Direction	1 to 2	1 to 2
Shoulders	Yes - varies	Yes
On-Street Parking	No	No
Medians	No	No
Two-Way Center Left-Turn Lanes	Yes	Yes
Sidewalks	Yes	Yes
Multiuse Trail	Yes – a small section	Yes
Bike Lane	No	Yes
Signal Spacing	Yes – western end	Yes
<p>Additional Notes: Turn lanes exist at most signalized intersections. A two-way center left-turn lane exists between Trooper Road and Potshop Road. In the vicinity of Whitehall Road, the transition from a 5-lane to a 2-lane cross section and in the vicinity of Potshop Road, the transition from a 3-lane to a 2-lane cross section, creates safety and operational issues in these areas. Sidewalk exists along the southern side to the west of Potshop Road and along a portion of the northern side between East Crossings Circle and Sandra Lane. A walking trail exists along the southern side between Potshop Road and Burnside Avenue. This segment lacks continuous and connected infrastructure for pedestrians and bicycles.</p>		
CONSTRAINTS TO IMPROVEMENTS (List corridor or segment constraints)		
Existing corridor-wide right-of-way	50 FEET	
Utilities	Utility poles on the northern and southern sides.	
Structures	Building structures relatively close to edge of roadway, greater setbacks west of Potshop Road. Bridges exist to the west of East Crossings Circle and to the west of Potshop Road.	
Environmental	Stream crossing to the west of East Crossings Circle.	
Historical	Old Norriton Church on the northeastern corner of Germantown Pike and Trooper Road which has a cemetery located approximately 27 feet from edge of Germantown Pike.	
<p>Additional Notes: Commercial parking lots adjacent to edge of roadway along the entire segment, however, more prominent on the western end from Valley Forge Road to Potshop Road.</p>		

FACTORS TO CONSIDER WIDENING FOR ADDITIONAL CORRIDOR TRAVEL LANES		
	Consider Additional Travel Lanes	No
Inconsistent cross section	X	
Land use context necessitates the need for additional capacity		X
Constraints along corridor impact feasibility		X
Estimated existing and/or future peak hour volume total/by direction necessitates the need for additional capacity	X	
Excessive peak hour intersection delay or excessive queue lengths – single or successive intersections necessitates the need for additional capacity	X	
Additional capacity would facilitate access to expressway or regional arterial		X
Consistency with previous plans		X
Public input		X
<p>Additional Notes: High levels of peak hour delay at major signalized intersections along this segment, particularly on the eastern end of the corridor between Sandra Lane and Whitehall Road. Inconsistent road cross sections exist along the entire corridor which leads to safety and operational issues. Consideration should be given to restriping this segment between Valley Forge Road and Trooper Road to provide a two-way center left-turn lane for access to residential and commercial properties along this segment of the corridor and installing an eastbound left-turn lane at Trooper Road. In addition, consideration should be given to extending the second WB through lane from Whitehall Road and dropping that lane into the existing westbound right-turn lane at Sunset Avenue. Adequate signage must be provided in advance of this lane drop to alert vehicles of this condition. All lane modifications will require traffic analysis to confirm that the proposed geometry will be adequate to accommodate the peak hour demand.</p>		
FACTORS TO CONSIDER FOR TWO-WAY CENTER LEFT-TURN LANE		
	Consider Center Left-Turn Lane	No
Inconsistent cross section	X	
Driveway/low-volume street intersection spacing (residential areas) increases probability of high left-turn volumes	X	
Driveway spacing (commercial areas) increases probability of high left-turn volumes	X	
Center left-turn would require reduction of through travel lanes	X	
Existing crash hot spots consistent with midblock left-turn movements		X
Consistency with previous plans		X
Public input		X
<p>Additional Notes: Existing two-way center left-turn lane provided between Trooper Road and Potshop Road. Consider providing two-way center left-turn lane from Valley Forge Road to Trooper Road for access to residential and commercial properties along this segment of the corridor.</p>		

FACTORS TO CONSIDER FOR BICYCLE AND PEDESTRIAN FACILITIES

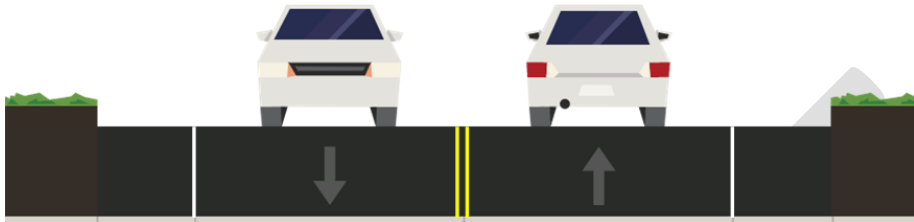
	Consider Multimodal Solution	No
Walk Montco -Recommended Area for Sidewalk	X	
Bike Montco -Planned Bicycle Network	X	
Existing sidewalks and/or multiuse paths adjacent to roadway	X	
Significant pedestrian generators present along corridor	X	
Corridor intersects existing or planned local and/or regional trails	X	
A parallel or alternative route is not available	X	
Existing public transit services – bus or regional rail		X
Costs / impacts are not excessively disproportionate to the current or future need	X	
Consistency with previous plans	X	
Public input	X	

Additional Notes: Strong public support for more biking and walking infrastructure. There are gaps in the existing sidewalk network. Major trails do not connect or cross Germantown Pike, but local trails from residential communities do. Recreational trail networks from Norristown Farm Park also connect. East Norriton Comp Plan recommends bicycle paths along this segment. Large residential developments exist adjacent to Germantown Pike which could generate both pedestrians and bicycles along this segment. Provide a multi-use trail along the southern side of this segment.

DRAFT

**MONTCO PIKE CORRIDOR: GERVILLE PIKE
TYPICAL CROSS SECTION
SECTION: SUMNEYTOWN PIKE TO PA 663**

EXISTING TYPICAL CONFIGURATIONS



BASE DATA

Daily Volume (ADT)	< 4,500
Directional Peak Volume	125 vph
Land Use Context	Mostly residential or Agricultural, some commercial/industrial
Posted Speed Limit	35 MPH & 40 MPH

ROADWAY DESIGN CHARACTERISTICS

	Existing Characteristics (Y/N)	Desired Characteristics (Y/N)
Travel Lanes by Direction	1	1
Shoulders	Yes - varies	Yes
On-Street Parking	No	No
Medians	No	No
Two-Way Center Left-Turn Lanes	No	No
Sidewalks	No	Yes
Multiuse Trail	No	No
Bike Lane	No	Yes
Signal Spacing	No	Yes

Additional Notes: Recommend sidewalk on one-side of road from PA 63 (Sumneytown Pike) to Magazine Road. No pedestrian facilities for the remainder of the corridor. Provide wider shoulders along entire corridor to accommodate bicycles.

CONSTRAINTS TO IMPROVEMENTS
(List corridor or segment constraints)

Existing corridor-wide right-of-way	34 Feet
Utilities	Utility poles on sides of road
Structures	Building structures relatively close to edge of roadway, greater setbacks north of Geryville Pike; Building structures adjacent to roadway at the intersection of St. Paul's Church Road and James Road create feasibility issues for realignment of the offset intersection
Geometric	Horizontal and vertical curvature throughout the corridor
Environmental	Drainage swales are located near the edge of road in many locations; Unami Creek parallel to roadway in Sumneytown; Stony Run Road crosses at several locations on the northern portion of the corridor
Historical	Bauern Freund Print Shop, Andreas Rieth Homestead

FACTORS TO CONSIDER WIDENING FOR ADDITIONAL CORRIDOR TRAVEL LANES

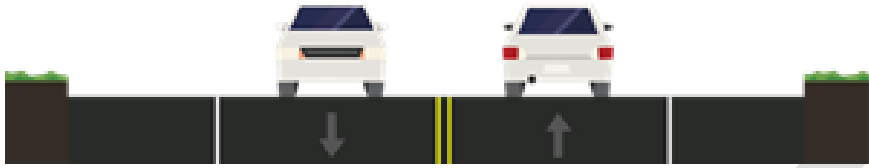
	Consider Additional Travel Lanes	No
Inconsistent cross section		X
Land use context necessitates the need for additional capacity		X
Constraints along corridor impact feasibility		X
Estimated existing and/or future peak hour volume total/by direction necessitates the need for additional capacity		X
Excessive peak hour intersection delay or excessive queue lengths – single or successive intersections necessitates the need for additional capacity		X
Additional capacity would facilitate access to expressway or regional arterial	X	
Consistency with previous plans		X
Public input		X

Additional Notes: Very low traffic volumes negate the need for additional trough lanes.

FACTORS TO CONSIDER FOR TWO-WAY CENTER LEFT-TURN LANE		
	Consider Center Left-Turn Lane	No
Inconsistent cross section		X
Driveway/low-volume street intersection spacing (residential areas) increases probability of high left-turn volumes		X
Driveway spacing (commercial areas) increases probability of high left-turn volumes		X
Center left-turn would require reduction of through travel lanes		X
Existing crash hot spots consistent with midblock left-turn movements		X
Consistency with previous plans		X
Public input		X
Additional Notes: Lower density of residential driveways, very few commercial driveways and low traffic volumes negate the need to consider a two-way center left-turn lane.		
FACTORS TO CONSIDER FOR BICYCLE AND PEDESTRIAN FACILITIES		
	Consider Multimodal Solution	No
Walk Montco -Recommended Area for Sidewalk	X	
Bike Montco -Planned Bicycle Network	X	
Existing sidewalks and/or multiuse paths adjacent to roadway	X	
Significant pedestrian generators present along corridor	X	
Corridor intersects existing or planned local and/or regional trails	X	
A parallel or alternative route is not available	X	
Existing public transit services – bus or regional rail		X
Costs / impacts are not excessively disproportionate to the current or future need	X	
Consistency with previous plans	X	
Public input	X	
Additional Notes: Strong public support for more biking and walking infrastructure, particularly within Sumneytown Village and in the area of Unami Creek Park. Geryville Pike is identified on the Planned Bicycle Network map in Bike Montco. Provide sidewalk on one-side of road from PA 63 (Sumneytown Pike) to Magazine Road. Provide wider shoulders along entire corridor to accommodate bicycles.		

**MONTCO PIKE CORRIDOR: SUMNEYTOWN PIKE
TYPICAL CROSS SECTION
SECTION: FORTY FOOT ROAD TO VALLEY FORGE ROAD**

EXISTING TYPICAL CONFIGURATION



BASE DATA

Daily Volume (ADT)	18,000
Directional Peak Volume	746 vph
Land Use Context	Suburban – Residential with small sections of commercial
Posted Speed Limit	35 MPH

ROADWAY DESIGN CHARACTERISTICS

	Existing Characteristics (Y/N)	Desired Characteristics (Y/N)
Travel Lanes by Direction	1	1
Shoulders	Yes - in short segments	Yes
On-Street Parking	No	No
Medians	No	No
Two-Way Center Left-Turn Lanes	Yes	Yes
Sidewalks	Yes – in short segments	Yes
Multiuse Trail	No	No
Bike Lane	No	Yes
Signal Spacing	Yes	Yes

Additional Notes: Turn lanes exist at major intersections. Small segments of sidewalk associated with development exist but there are long gaps.

CONSTRAINTS TO IMPROVEMENTS
(List corridor or segment constraints)

Existing corridor-wide right-of-way	50 Feet
Utilities	Utility poles on both sides
Structures	One structure with a retaining wall close to pavement edge.
Geometric	None
Environmental	None
Historical	Van Fossen Property at the Bridal Path intersection and the Kulp Property at the Holly Drive intersection.

Additional Notes: The Van Fossen Property at the Bridal Path intersection and the Kulp Property at the Holly Drive intersection are both eligible for the Nation Register of Historic Places.

FACTORS TO CONSIDER WIDENING FOR ADDITIONAL CORRIDOR TRAVEL LANES

	Consider Additional Travel Lanes	No
Inconsistent cross section		X
Land use context necessitates the need for additional capacity	X	
Constraints along corridor impact feasibility		X
Estimated existing and/or future peak hour volume total/by direction necessitates the need for additional capacity	X	
Excessive peak hour intersection delay or excessive queue lengths – single or successive intersections necessitates the need for additional capacity	X	
Additional capacity would facilitate access to expressway or regional arterial	X	
Consistency with previous plans		X
Public input	X	

Additional Notes: Several developments are proposed along the corridor that will necessitate additional travel lanes.

FACTORS TO CONSIDER FOR TWO-WAY CENTER LEFT TURN LANE

	Consider Center Left Turn Lane	No
Inconsistent cross section		X
Driveway/low-volume street intersection spacing (residential areas) increases probability of high left turn volumes	X	
Driveway spacing (commercial areas) increases probability of high left turn volumes	X	
Center left turn would require reduction of through travel lanes		X
Existing crash hot spots consistent with midblock left turn movements		X
Consistency with previous plans		X
Public input	X	

Additional Notes: There are several driveways and side streets located all along the corridor.

FACTORS TO CONSIDER FOR BICYCLE AND PEDESTRIAN FACILITIES

	Consider Multimodal Solution	No
Walk Montco -Recommended Area for Sidewalk	X	
Bike Montco -Planned Bicycle Network	X	
Existing sidewalks and/or multiuse paths adjacent to roadway	X	
Significant pedestrian generators present along corridor	X	
Corridor intersects existing or planned local and/or regional trails	X	
A parallel or alternative route is not available		X
Existing public transit services – bus or regional rail		X
Costs / impacts are not excessively disproportionate to the current or future need		X
Consistency with previous plans	X	
Public input	X	

Additional Notes: Walk Montco stated that sidewalks should be installed. No comparable parallel route available. In general – would be appropriate to add sidewalks to provide pedestrian access to Towamencin Township Trail and to proposed developments at Forty Foot Road. Sumneytown Pike was not identified as a Priority Bike Route in Bike Montco. Bike lanes, however, would be appropriate given the large number of commercial developments at the western end of the corridor.

**MONTCO PIKE CORRIDOR: SUMNEYTOWN PIKE
TYPICAL CROSS SECTION
SECTION: VALLEY FORGE TO BROAD STREET**

EXISTING TYPICAL CONFIGURATION



BASE DATA

Daily Volume (ADT)	17,900
Directional Peak Volume	733 vph
Land Use Context	Suburban – Residential with small sections of commercial
Posted Speed Limit	35 MPH

ROADWAY DESIGN CHARACTERISTICS

	Existing Characteristics (Y/N)	Desired Characteristics (Y/N)
Travel Lanes by Direction	2	2
Shoulders	Yes - in short segments	Yes
On-Street Parking	No	No
Medians	No	No
Two-Way Center Left-Turn Lanes	Yes	Yes
Sidewalks	Yes – in short segments	Yes
Multiuse Trail	No	No
Bike Lane	No	Yes
Signal Spacing	Yes	Yes

Additional Notes: Turn lanes exist at major intersections. Short segments of sidewalk exist associated with development with gaps.

CONSTRAINTS TO IMPROVEMENTS
(List corridor or segment constraints)

Existing corridor-wide right-of-way	50 Feet
Utilities	Utility poles on both sides
Structures	One structure close to pavement edge.
Geometric	None
Environmental	None
Historical	Residence at Kristin Circle intersection

Additional Notes: One dwelling close to pavement edge. This is the residence at the Kristin Circle intersection and is eligible for the National Register of Historic Places.

FACTORS TO CONSIDER WIDENING FOR ADDITIONAL CORRIDOR TRAVEL LANES

	Consider Additional Travel Lanes	No
Inconsistent cross section	X	
Land use context necessitates the need for additional capacity	X	
Constraints along corridor impact feasibility		X
Estimated existing and/or future peak hour volume total/by direction necessitates the need for additional capacity	X	
Excessive peak hour intersection delay or excessive queue lengths – single or successive intersections necessitates the need for additional capacity	X	
Additional capacity would facilitate access to expressway or regional arterial	X	
Consistency with previous plans		X
Public input	X	

Additional Notes: Intersection at Bethlehem Pike has poor Level of Service in the peak hours.

FACTORS TO CONSIDER FOR TWO-WAY CENTER LEFT TURN LANE

	Consider Center Left Turn Lane	No
Inconsistent cross section		X
Driveway/low-volume street intersection spacing (residential areas) increases probability of high left turn volumes	X	
Driveway spacing (commercial areas) increases probability of high left turn volumes	X	
Center left turn would require reduction of through travel lanes		X
Existing crash hot spots consistent with midblock left turn movements	X	
Consistency with previous plans		X
Public input	X	

Additional Notes: There are numerous driveways located all along the corridor.

FACTORS TO CONSIDER FOR BICYCLE AND PEDESTRIAN FACILITIES

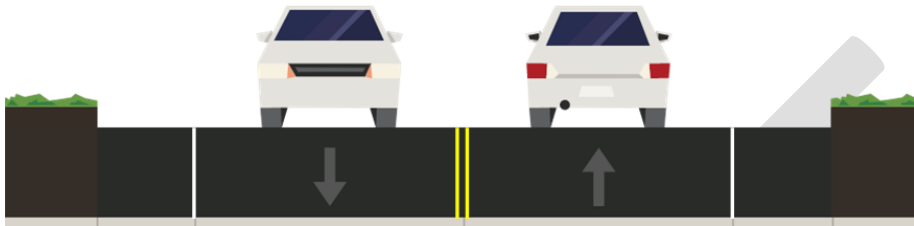
	Consider Multimodal Solution	No
Walk Montco -Recommended Area for Sidewalk	X	
Bike Montco -Planned Bicycle Network	X	
Existing sidewalks and/or multiuse paths adjacent to roadway	X	
Significant pedestrian generators present along corridor	X	
Corridor intersects existing or planned local and/or regional trails		X
A parallel or alternative route is not available		X
Existing public transit services – bus or regional rail	X	
Costs / impacts are not excessively disproportionate to the current or future need		X
Consistency with previous plans	X	
Public input	X	

Additional Notes: Walk Montco stated that sidewalks should be installed. No comparable parallel route available. In general – would be appropriate to add sidewalks to provide pedestrian access to Treweryn Farm Trail and to recent developments at Bethlehem Pike. Sumneytown Pike was not identified as a Priority Bike Route in Bike Montco. Bike lanes, however, would be appropriate given the large number of commercial developments at the Valley Forge Road intersection.

DRAFT

**MONTCO PIKE CORRIDOR: SUMNEYTOWN PIKE
TYPICAL CROSS SECTION
SECTION: ROYAL AVENUE TO BETHLEHEM PIKE**

EXISTING TYPICAL CONFIGURATIONS



BASE DATA

Daily Volume (ADT)	22,000
Directional Peak Volume	920 vph
Land Use Context	Suburban – Residential with small sections of commercial
Posted Speed Limit	35 MPH

ROADWAY DESIGN CHARACTERISTICS

	Existing Characteristics (Y/N)	Desired Characteristics (Y/N)
Travel Lanes by Direction	1	1
Shoulders	Yes - in short segments	Yes
On-Street Parking	No	No
Medians	No	No
Two-Way Center Left-Turn Lanes	No	Yes
Sidewalks	Yes – in short segments	Yes
Multiuse Trail	No	No
Bike Lane	No	Yes
Signal Spacing	Yes	Yes

Additional Notes: Turn lanes exist at major intersections. Short segments of sidewalk exist associated with development with gaps.

CONSTRAINTS TO IMPROVEMENTS
(List corridor or segment constraints)

Existing corridor-wide right-of-way	50 FEET
Utilities	Utility poles on both sides
Structures	Building structures relatively close to edge of roadway in two locations.
Geometric	None
Environmental	None
Historical	Gwynedd Friends Meeting House at Dekalb Pike

Additional Notes: Two dwellings close to pavement edge throughout corridor. The Gwynedd Friends Meeting House at the Dekalb Pike intersection is eligible for the National Register of Historic Places.

FACTORS TO CONSIDER WIDENING FOR ADDITIONAL CORRIDOR TRAVEL LANES

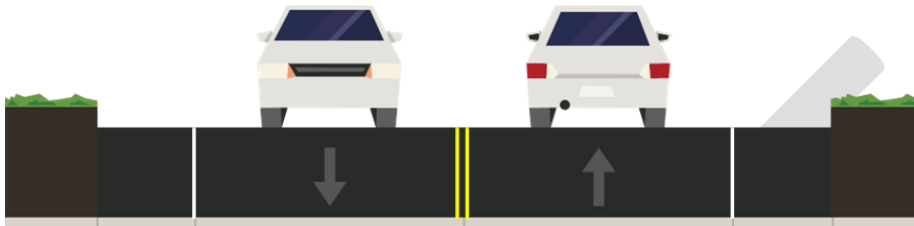
	Consider Additional Travel Lanes	No
Inconsistent cross section		X
Land use context necessitates the need for additional capacity	X	
Constraints along corridor impact feasibility		X
Estimated existing and/or future peak hour volume total/by direction necessitates the need for additional capacity		X
Excessive peak hour intersection delay or excessive queue lengths – single or successive intersections necessitates the need for additional capacity	X	
Additional capacity would facilitate access to expressway or regional arterial	X	
Consistency with previous plans		X
Public input		X

Additional Notes: Intersection at Bethlehem Pike has poor Level of Service in the peak hours.

FACTORS TO CONSIDER FOR TWO-WAY CENTER LEFT TURN LANE		
	Consider Center Left Turn Lane	No
Inconsistent cross section		X
Driveway/low-volume street intersection spacing (residential areas) increases probability of high left turn volumes	X	
Driveway spacing (commercial areas) increases probability of high left turn volumes	X	
Center left turn would require reduction of through travel lanes		X
Existing crash hot spots consistent with midblock left turn movements	X	
Consistency with previous plans		X
Public input	X	
Additional Notes: There are numerous driveways located all along the corridor.		
FACTORS TO CONSIDER FOR BICYCLE AND PEDESTRIAN FACILITIES		
	Consider Multimodal Solution	No
Walk Montco -Recommended Area for Sidewalk	X	
Bike Montco -Planned Bicycle Network	X	
Existing sidewalks and/or multiuse paths adjacent to roadway	X	
Significant pedestrian generators present along corridor	X	
Corridor intersects existing or planned local and/or regional trails		X
A parallel or alternative route is not available		X
Existing public transit services – bus or regional rail	X	
Costs / impacts are not excessively disproportionate to the current or future need		X
Consistency with previous plans	X	
Public input	X	
Additional Notes: Sumneytown Pike was not identified as a Priority Bike Route in Bike Montco. Walk Montco stated that sidewalks should be installed. No comparable parallel route available. In general – would be appropriate to add sidewalks to provide pedestrian access to Treweryn Farm Trail and to recent developments at Bethlehem Pike. Widened shoulder and bike lanes would be appropriate given the large number of commercial developments at Bethlehem Pike and the presence of the Treweryn Farm Trail.		

**MONTCO PIKE CORRIDOR: SWAMP PIKE
TYPICAL CROSS SECTION
SECTION: GILBERTSVILLE ROAD TO LEIDY ROAD**

EXISTING TYPICAL CONFIGURATIONS



BASE DATA

Daily Volume (ADT)	11,600
Directional Peak Volume	452 vph
Land Use Context	Suburban – Residential with small sections of commercial
Posted Speed Limit	35 MPH

ROADWAY DESIGN CHARACTERISTICS

	Existing Characteristics (Y/N)	Desired Characteristics (Y/N)
Travel Lanes by Direction	1	1
Shoulders	Yes - in short segments	Yes
On-Street Parking	No	No
Medians	No	No
Two-Way Center Left-Turn Lanes	No	Yes
Sidewalks	Yes – in short segments	Yes
Multiuse Trail	No	No
Bike Lane	No	Yes
Signal Spacing	Yes	Yes

Additional Notes: Turn lanes exist at major intersections. Short segments of sidewalk exist associated with development with gaps from Charlotte Street to Gilbertsville Road. A large mixed-use development is proposed southwest of the Charlotte Street intersection. Turn lanes on Swamp Pike will be needed to accommodate the development.

CONSTRAINTS TO IMPROVEMENTS
(List corridor or segment constraints)

Existing corridor-wide right-of-way	40 Feet
Utilities	Utility poles on south side
Structures	Building structures relatively close to edge of roadway in several locations.
Geometric	None
Environmental	None
Historical	McGee Tract House & Outbuilding - between Dotterer Road and Charlotte Street in New Hanover Township.

Additional Notes: Several dwellings close to pavement edge throughout corridor. McGee Tract House & Outbuilding - between Dotterer Road and Charlotte Street in New Hanover Township is eligible for the National Register of Historic Places.

FACTORS TO CONSIDER WIDENING FOR ADDITIONAL CORRIDOR TRAVEL LANES

	Consider Additional Travel Lanes	No
Inconsistent cross section		X
Land use context necessitates the need for additional capacity	X	
Constraints along corridor impact feasibility		X
Estimated existing and/or future peak hour volume total/by direction necessitates the need for additional capacity	X	
Excessive peak hour intersection delay or excessive queue lengths – single or successive intersections necessitates the need for additional capacity		X
Additional capacity would facilitate access to expressway or regional arterial		X
Consistency with previous plans		X
Public input		X

Additional Notes: Large mixed-use development proposed near Charlotte Street will necessitate roadway widening

FACTORS TO CONSIDER FOR TWO-WAY CENTER LEFT TURN LANE

	Consider Center Left Turn Lane	No
Inconsistent cross section		X
Driveway/low-volume street intersection spacing (residential areas) increases probability of high left turn volumes	X	
Driveway spacing (commercial areas) increases probability of high left turn volumes	X	
Center left turn would require reduction of through travel lanes		X
Existing crash hot spots consistent with midblock left turn movements		X
Consistency with previous plans		X
Public input		X

Additional Notes: There are numerous driveways located all along the corridor.

FACTORS TO CONSIDER FOR BICYCLE AND PEDESTRIAN FACILITIES

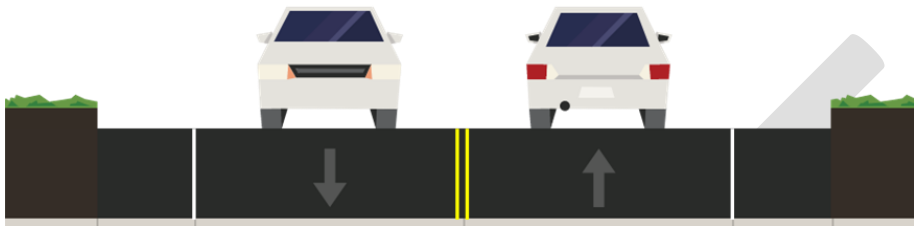
	Consider Multimodal Solution	No
Walk Montco -Recommended Area for Sidewalk	X	
Bike Montco -Planned Bicycle Network	X	
Existing sidewalks and/or multiuse paths adjacent to roadway	X	
Significant pedestrian generators present along corridor		X
Corridor intersects existing or planned local and/or regional trails		X
A parallel or alternative route is not available		X
Existing public transit services – bus or regional rail		X
Costs / impacts are not excessively disproportionate to the current or future need		X
Consistency with previous plans	X	
Public input	X	

Additional Notes: Walk Montco stated that sidewalks should be installed. No comparable parallel route available. In general – would be appropriate to add sidewalks to provide pedestrian access to future development. Swamp Pike was identified as a Priority Bike Route in Bike Montco. Widened shoulders would be appropriate.

DRAFT

**MONTCO PIKE CORRIDOR: SWAMP PIKE
TYPICAL CROSS SECTION
SECTION: LEIDY ROAD TO NEIFFER ROAD**

EXISTING TYPICAL CONFIGURATIONS



BASE DATA

Daily Volume (ADT)	13,800
Directional Peak Volume	538 vph
Land Use Context	Suburban – Residential with small sections of commercial
Posted Speed Limit	35 - 45 MPH

ROADWAY DESIGN CHARACTERISTICS

	Existing Characteristics (Y/N)	Desired Characteristics (Y/N)
Travel Lanes by Direction	1	1
Shoulders	Yes - in short segments	Yes
On-Street Parking	No	No
Medians	No	No
Two-Way Center Left-Turn Lanes	No	Yes
Sidewalks	No	No
Multiuse Trail	No	No
Bike Lane	No	Yes
Signal Spacing	Yes	Yes

Additional Notes: Turn lanes exist at major intersections.

CONSTRAINTS TO IMPROVEMENTS
(List corridor or segment constraints)

Existing corridor-wide right-of-way	40 FEET
Utilities	Utility poles on both the north and south side
Structures	Building structures relatively close to edge of roadway in several locations.
Geometric	None
Environmental	None
Historical	Parsonage, Falkner Swamp Reformed Church - Leidy Road intersection in New Hanover Township

Additional Notes: Utility poles are on the north side of the road between Neiffer Road and Steinmetz Road. They are located on both sides of the road from Steinmetz Road to east of Kurtz Road. Utility poles are located on the south side of the road from east to Kurtz Road to Charlotte Street. The Parsonage, Falkner Swamp Reformed Church - Leidy Road intersection in New Hanover Township is eligible for the National Register of Historic Places.

FACTORS TO CONSIDER WIDENING FOR ADDITIONAL CORRIDOR TRAVEL LANES

	Consider Additional Travel Lanes	No
Inconsistent cross section		X
Land use context necessitates the need for additional capacity	X	
Constraints along corridor impact feasibility		X
Estimated existing and/or future peak hour volume total/by direction necessitates the need for additional capacity	X	
Excessive peak hour intersection delay or excessive queue lengths – single or successive intersections necessitates the need for additional capacity		X
Additional capacity would facilitate access to expressway or regional arterial		X
Consistency with previous plans		X
Public input		X

Additional Notes: Large mixed-use development proposed near Charlotte Street will necessitate roadway widening

FACTORS TO CONSIDER FOR TWO-WAY CENTER LEFT TURN LANE

	Consider Center Left Turn Lane	No
Inconsistent cross section		X
Driveway/low-volume street intersection spacing (residential areas) increases probability of high left turn volumes	X	
Driveway spacing (commercial areas) increases probability of high left turn volumes	X	
Center left turn would require reduction of through travel lanes		X
Existing crash hot spots consistent with midblock left turn movements		X
Consistency with previous plans		X
Public input		X

Additional Notes: There are numerous driveways located all along the corridor.

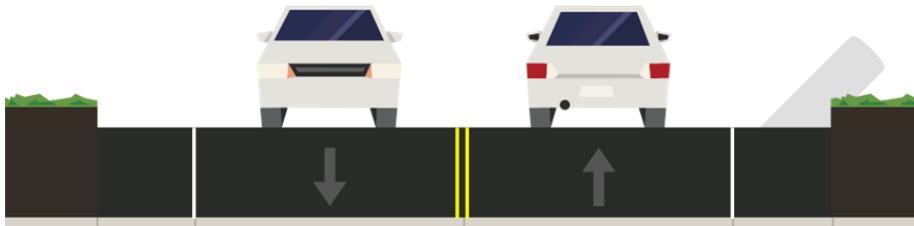
FACTORS TO CONSIDER FOR BICYCLE AND PEDESTRIAN FACILITIES

	Consider Multimodal Solution	No
Walk Montco -Recommended Area for Sidewalk	X	
Bike Montco -Planned Bicycle Network	X	
Existing sidewalks and/or multiuse paths adjacent to roadway	X	
Significant pedestrian generators present along corridor		X
Corridor intersects existing or planned local and/or regional trails		X
A parallel or alternative route is not available		X
Existing public transit services – bus or regional rail		X
Costs / impacts are not excessively disproportionate to the current or future need		X
Consistency with previous plans	X	
Public input	X	

Additional Notes: Walk Montco stated that sidewalks should be installed. No comparable parallel route available. In general – would be appropriate to add sidewalks to provide pedestrian access to future development. Swamp Pike was identified as a Priority Bike Route in Bike Montco. Widened shoulders would be appropriate.

**MONTCO PIKE CORRIDOR: SWAMP PIKE
TYPICAL CROSS SECTION
SECTION: NEIFFER ROAD TO RIDGE PIKE**

EXISTING TYPICAL CONFIGURATIONS



BASE DATA

Daily Volume (ADT)	12,600
Directional Peak Volume	491 vph
Land Use Context	Suburban – Residential with small sections of commercial
Posted Speed Limit	35 MPH

ROADWAY DESIGN CHARACTERISTICS

	Existing Characteristics (Y/N)	Desired Characteristics (Y/N)
Travel Lanes by Direction	1	1
Shoulders	Yes - in short segments	Yes
On-Street Parking	No	No
Medians	No	No
Two-Way Center Left-Turn Lanes	No	Yes
Sidewalks	Yes – in short segments	Yes
Multiuse Trail	No	No
Bike Lane	No	Yes
Signal Spacing	Yes	Yes

Additional Notes: Turn lanes exist at major intersections. Short segments of sidewalk exist associated with development with gaps. A roundabout was constructed at the eastern end of the segment in conjunction with a mixed-use development.

CONSTRAINTS TO IMPROVEMENTS
(List corridor or segment constraints)

Existing corridor-wide right-of-way	40 Feet
Utilities	Utility poles on south side
Structures	Building structures relatively close to edge of roadway in two locations.
Geometric	None
Environmental	Limerick Community Park is located on the north side at Ziegler Road.
Historical	None

Additional Notes: Two dwellings close to pavement edge throughout corridor.

FACTORS TO CONSIDER WIDENING FOR ADDITIONAL CORRIDOR TRAVEL LANES

	Consider Additional Travel Lanes	No
Inconsistent cross section		X
Land use context necessitates the need for additional capacity	X	
Constraints along corridor impact feasibility		X
Estimated existing and/or future peak hour volume total/by direction necessitates the need for additional capacity	X	
Excessive peak hour intersection delay or excessive queue lengths – single or successive intersections necessitates the need for additional capacity		X
Additional capacity would facilitate access to expressway or regional arterial		X
Consistency with previous plans		X
Public input		X

FACTORS TO CONSIDER FOR TWO-WAY CENTER LEFT TURN LANE

	Consider Center Left Turn Lane	No
Inconsistent cross section		X
Driveway/low-volume street intersection spacing (residential areas) increases probability of high left turn volumes	X	
Driveway spacing (commercial areas) increases probability of high left turn volumes	X	
Center left turn would require reduction of through travel lanes		X
Existing crash hot spots consistent with midblock left turn movements		X
Consistency with previous plans		X
Public input		X

Additional Notes: There are numerous driveways located all along the corridor.

FACTORS TO CONSIDER FOR BICYCLE AND PEDESTRIAN FACILITIES

	Consider Multimodal Solution	No
Walk Montco -Recommended Area for Sidewalk	X	
Bike Montco -Planned Bicycle Network	X	
Existing sidewalks and/or multiuse paths adjacent to roadway	X	
Significant pedestrian generators present along corridor		X
Corridor intersects existing or planned local and/or regional trails		X
A parallel or alternative route is not available		X
Existing public transit services – bus or regional rail		X
Costs / impacts are not excessively disproportionate to the current or future need		X
Consistency with previous plans	X	
Public input	X	

Additional Notes: Walk Montco stated that sidewalks should be installed. No comparable parallel route available. In general – would be appropriate to add sidewalks to provide pedestrian access to Limerick Community Park and to recent developments. Swamp Pike was identified as a Priority Bike Route in Bike Montco. Widened shoulders would be appropriate.