

Route 9W Conceptual Cross-Section Transects

Improvement Option Key

AM – Arterial Management Improvement Option

BP – Non-motorized Improvement Option

I – Intersection Capacity Improvement Option

MC – Mainline Capacity Improvement Option

T – Transit Improvement Option

LEVEL-OF-IMPROVEMENT DEFINITIONS

Minimum Acceptable: Actions that are needed to improve the overall transportation environment. These actions would improve overall accessibility, especially for walkers, cyclists, and transit users. Traffic congestion for the short-term would be mitigated but would return as development levels approached planned levels.

Minimum Necessary: Actions that would be required to meet the objectives outlined at the beginning of the study. The transportation environment would be improved for all users. On the highway side, these improvements will provide a very good level-of-service; some congestion will remain especially during the peak hour, but will be tolerable.

Maximum: Actions that will improve the transportation environment for all users. Traffic congestion will be mitigated and would provide reserve capacity beyond the design year 2026.

Figure 1

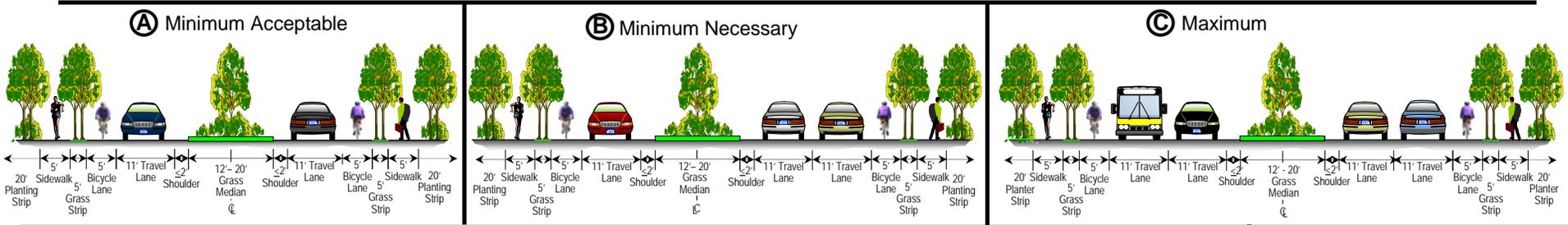
- Sidewalks (BP)
- Future Access Connection From Bethlehem Preschool To Casa Mia (AM)
- Roundabout (I)
- Roundabout or Other Access Control (AM) Right-In/Right-Out for Driveways if Necessary
- Access to Bender Lane or Town Center Driveways Only (AM)
- Future Access Connection From Elementary School To Farm Family Driveway (AM)
- Roundabout to Replace Existing Traffic Signal When it Occurs (I)

- Shared Use Path (BP)
- Existing CDTA Bus-Stop (I)
- Future CDTA Bus Stop Pull-Off Location (I)
- Future Right-In/Right-Out Only at Magee Drive when Roundabouts are Installed (AM)
- Town Center Development Phase II – Approx. Location
- Potential Future CDTA Bus-Stop (I)
- Sidewalks (BP)
- Future Full Access to Town Center Driveway Intersections Only, or Right-In/Right-Out Only (AM)
- Roundabout (AM) (Long-Term)
- Potential Future Driveway Interconnection & Bus Route with New Development, Done in Conjunction with Right-In/Right-Out on Magee Drive at Route 9W (AM)



- Unmapped Design Elements:**
- Raised Center Median
 - Reduced Speed Limit to 35mph
 - Bike lanes both directions
 - Provide driveway spacing and interconnection standards

Level of Improvement - Potential Scenarios



Route 9W Corridor Study
Route 32 to Feura Bush Road Section

Conceptual Cross – Section Transect

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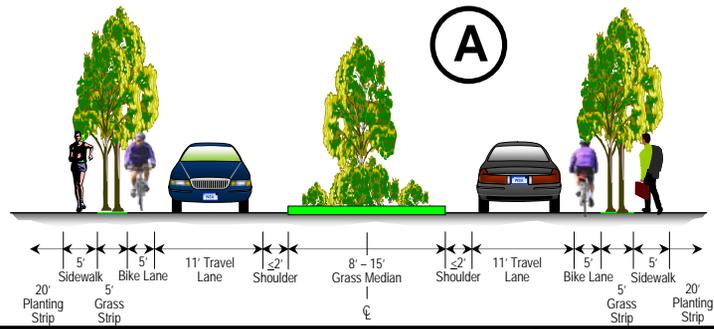
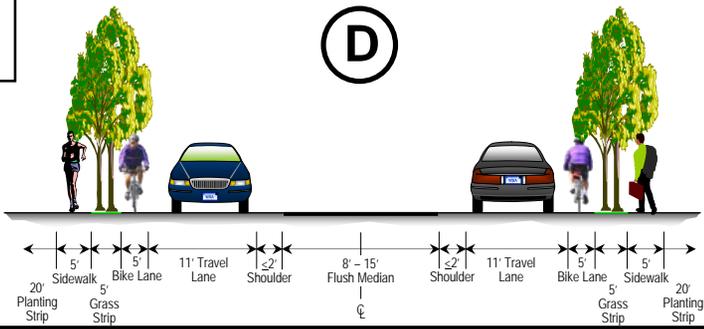
- Notes:
- Approximate Improvement Alignment/Location
 - Aerial Photo Improvements Are Not to Scale. Shown oversized to better define proposed improvements
 - Actual Conditions May Require Changes to Concepts



Figure 2



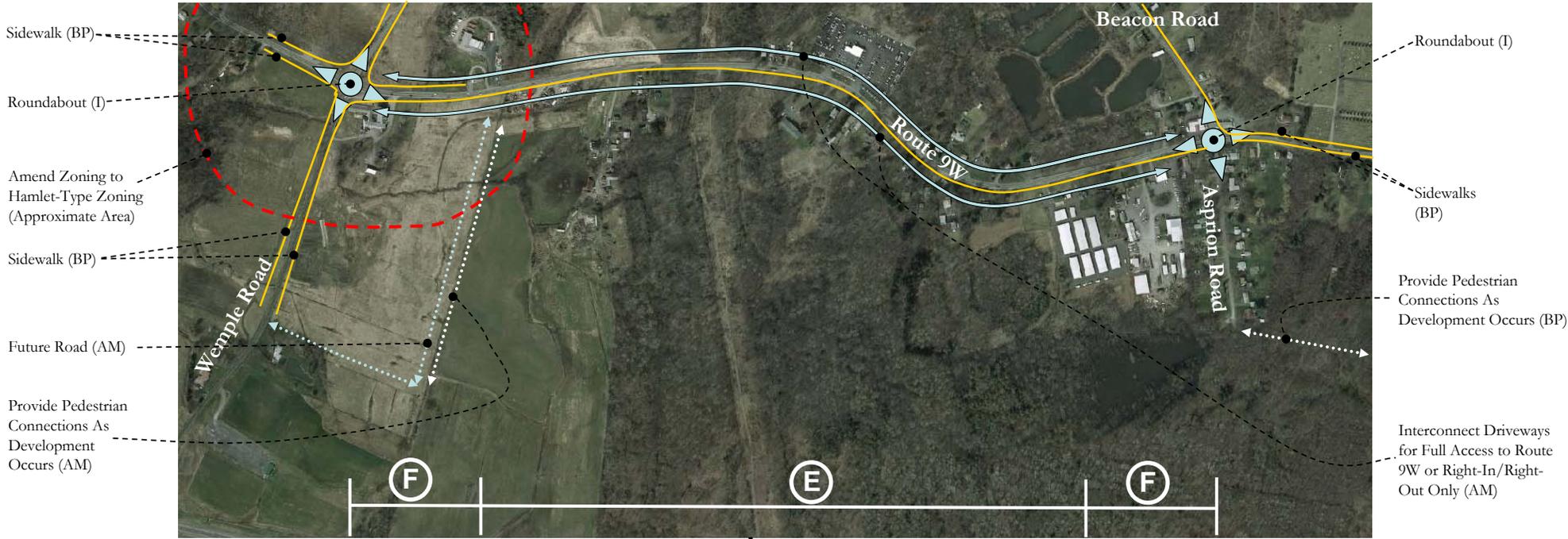
Unmapped Design Elements:
 -Raised Center Median
 -Reduced Speed Limit to 35mph
 -Bike Lanes both directions
 -Provide Driveway spacing and interconnection standards



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Notes:
 -Approximate Improvement Alignment/Location
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Figure 3



- Unmapped Design Elements:**
- Raised Center Median
 - Reduced Speed Limit to 35mph
 - 5' Shoulder in both directions
 - Provide Driveway spacing and interconnection standards

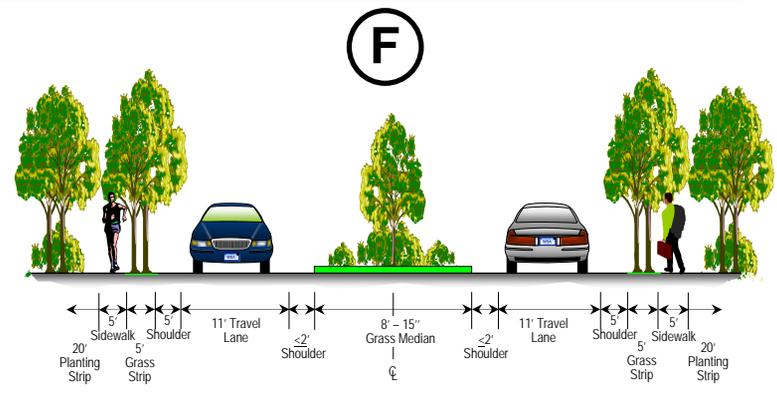
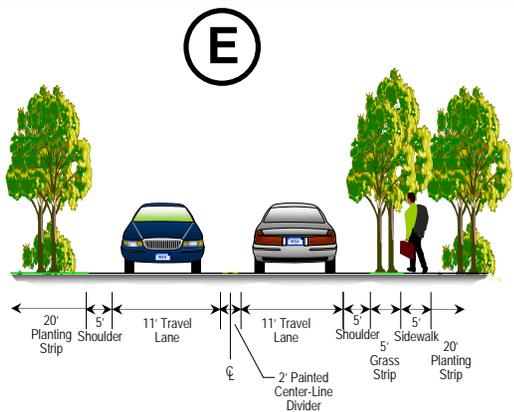
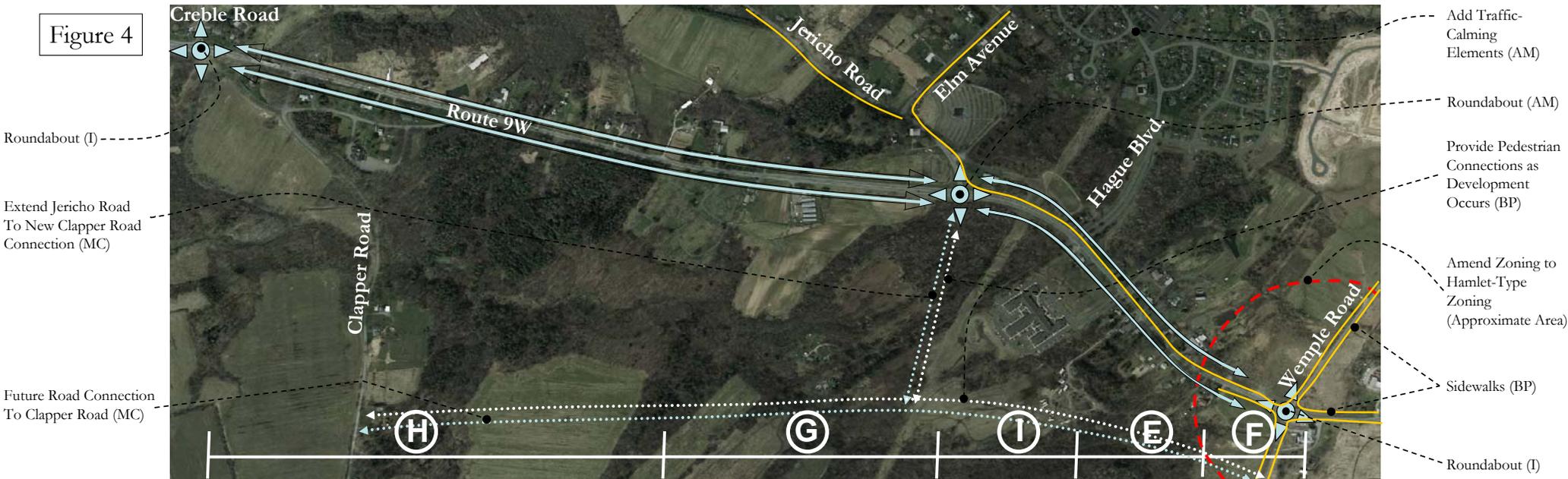
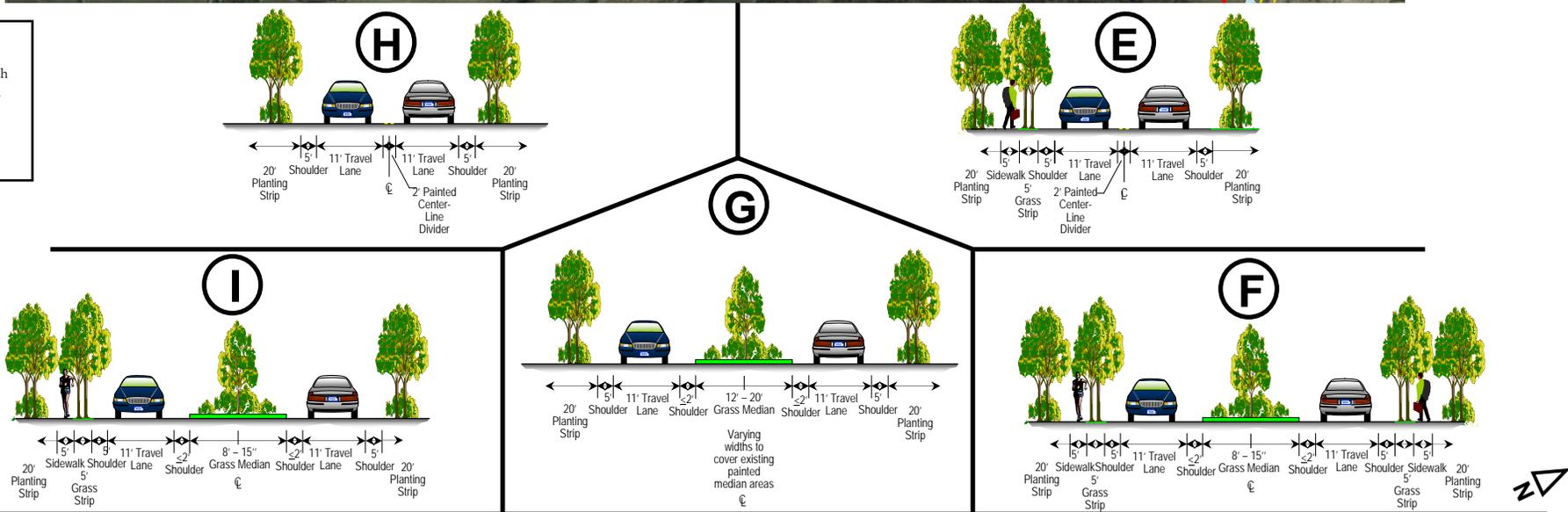


Figure 4



- Unmapped Design Elements:**
- Raised Center Median
 - Reduced Speed Limit to 35mph
 - Provide Driveway spacing and interconnection standards
 - Shared Access Driveways for full-access turns or Right-In/Right-Out only



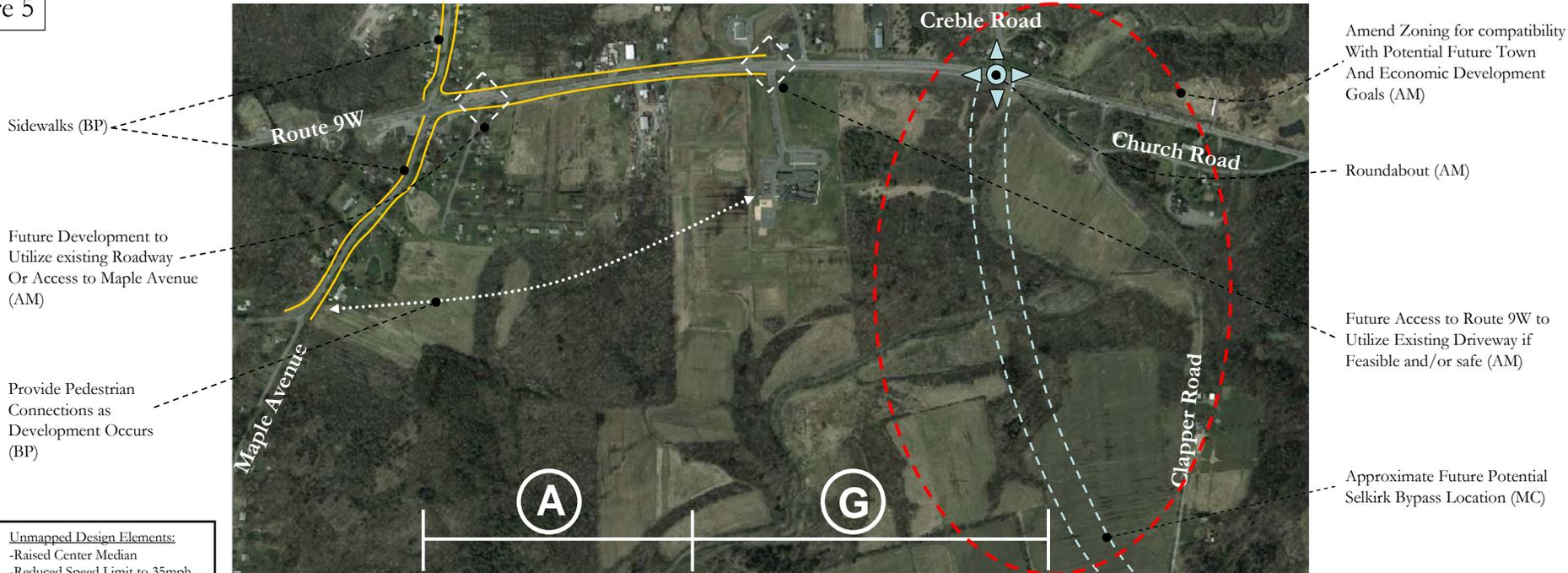
Route 9W Corridor Study
Wemple Road to Creble Road Section

Conceptual Cross – Section Transect

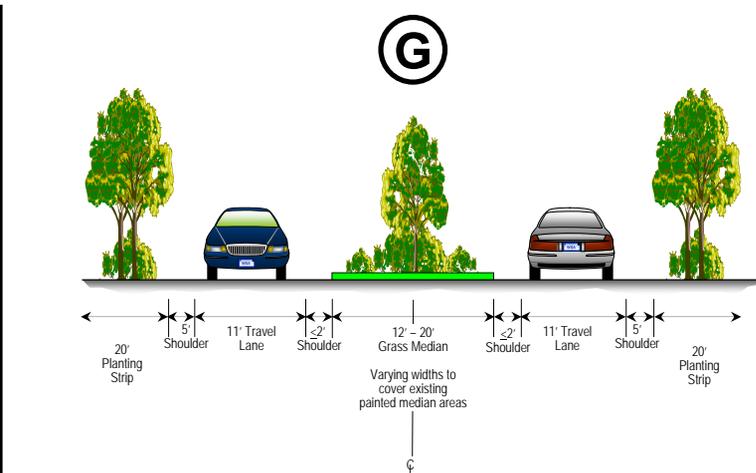
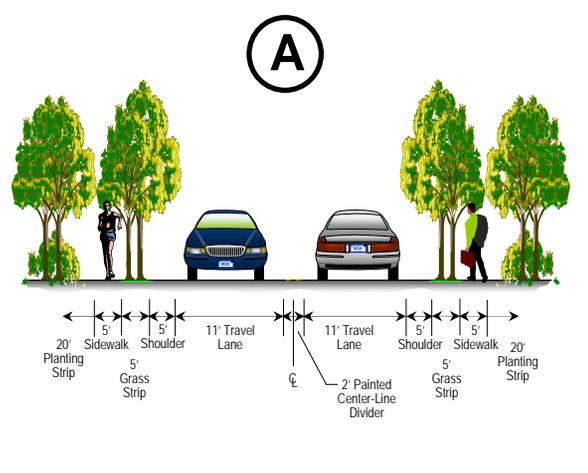
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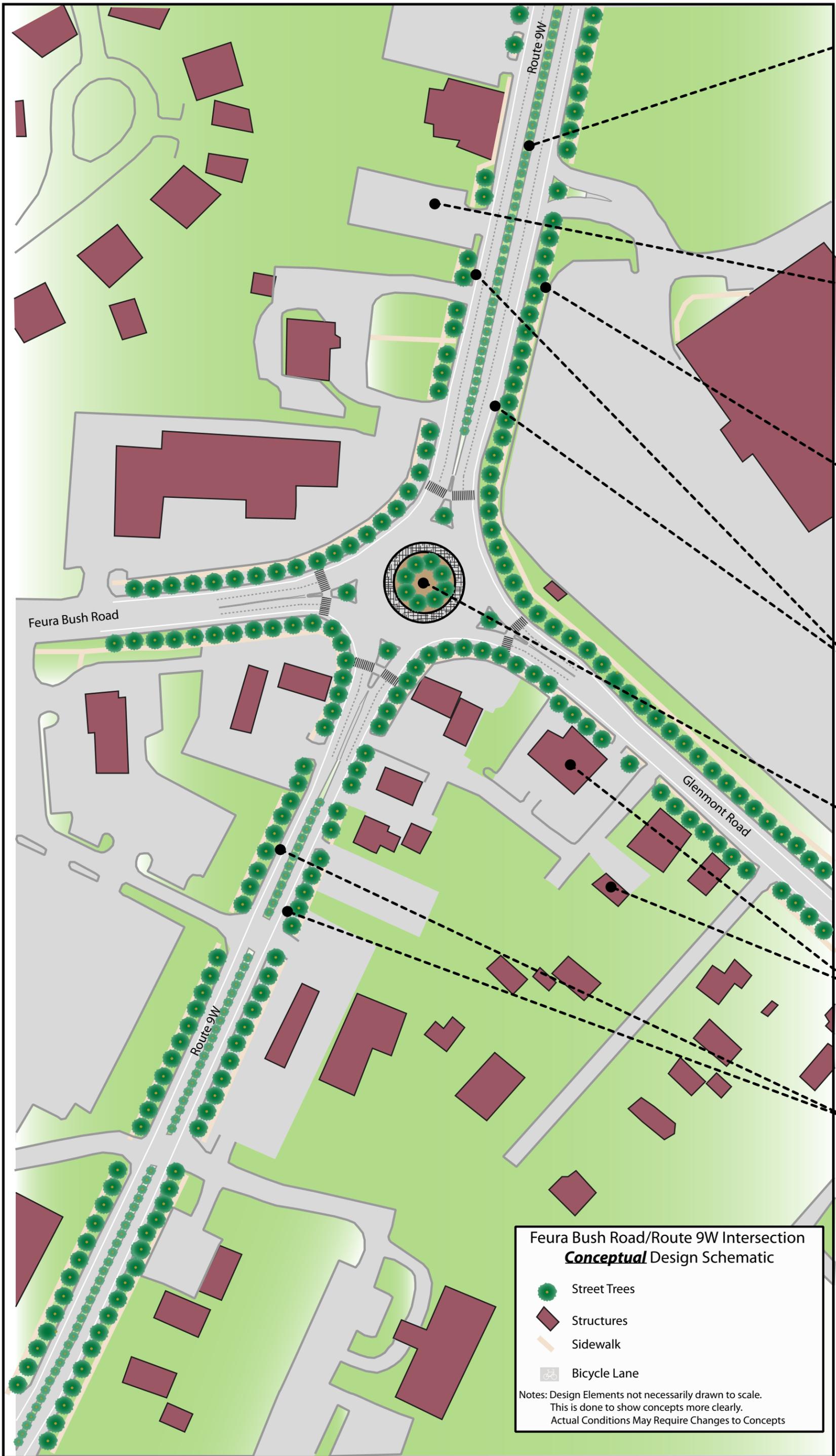
- Notes:**
- Approximate Improvement Alignment/Location
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Figure 5



Unmapped Design Elements:
 -Raised Center Median
 -Reduced Speed Limit to 35mph
 -Provide Driveway spacing and interconnection standards
 -Shared Access Driveways for full-access turns or Right-In/Right-Out only





4-Lane Boulevard
w/Bicycle Lane

Parking Area(s)

Sidewalk(s)



Roundabout

Structures



Feura Bush Road/Route 9W Intersection
Conceptual Design Schematic

-  Street Trees
-  Structures
-  Sidewalk
-  Bicycle Lane

Notes: Design Elements not necessarily drawn to scale.
This is done to show concepts more clearly.
Actual Conditions May Require Changes to Concepts

