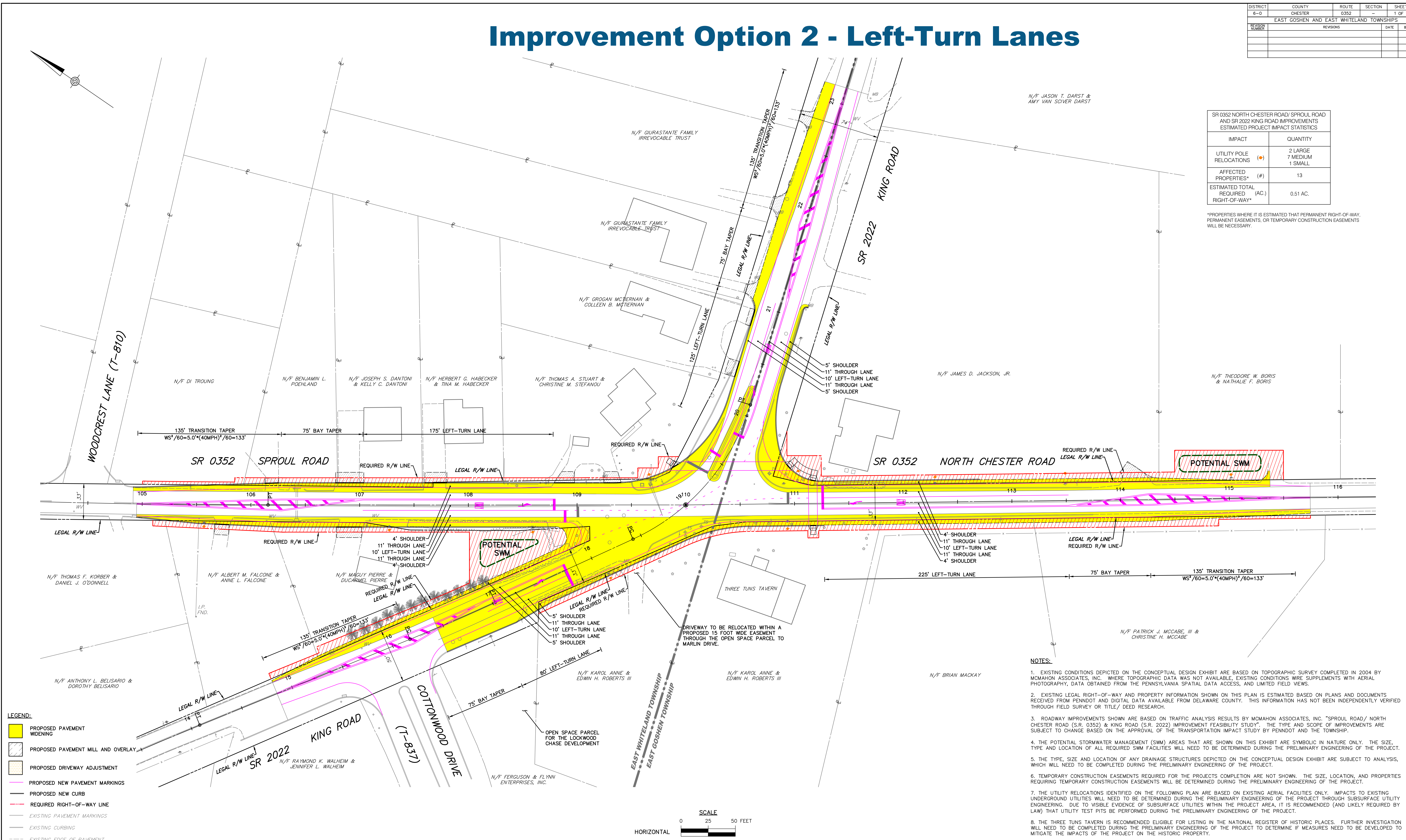


# Improvement Option 2 - Left-Turn Lanes

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	CHESTER	0352	-	1 OF 1
EAST GOSHEN AND EAST WHITELAND TOWNSHIPS				
REVISION NUMBER	REVISIONS	DATE	BY	

SR 0352 NORTH CHESTER ROAD/ SPROUL ROAD AND SR 2022 KING ROAD IMPROVEMENTS ESTIMATED PROJECT IMPACT STATISTICS	
IMPACT	QUANTITY
UTILITY POLE RELOCATIONS	2 LARGE 7 MEDIUM 1 SMALL
AFFECTED PROPERTIES* (#)	13
ESTIMATED TOTAL REQUIRED RIGHT-OF-WAY* (AC.)	0.51 AC.

\*PROPERTIES WHERE IT IS ESTIMATED THAT PERMANENT RIGHT-OF-WAY, PERMANENT EASEMENTS, OR TEMPORARY CONSTRUCTION EASEMENTS WILL BE NECESSARY.



- LEGEND:**
- PROPOSED PAVEMENT WIDENING
  - PROPOSED PAVEMENT MILL AND OVERLAY
  - PROPOSED DRIVEWAY ADJUSTMENT
  - PROPOSED NEW PAVEMENT MARKINGS
  - PROPOSED NEW CURB
  - REQUIRED RIGHT-OF-WAY LINE
  - EXISTING PAVEMENT MARKINGS
  - EXISTING CURBING
  - EXISTING EDGE OF PAVEMENT

- NOTES:**
1. EXISTING CONDITIONS DEPICTED ON THE CONCEPTUAL DESIGN EXHIBIT ARE BASED ON TOPOGRAPHIC SURVEY COMPLETED IN 2004 BY MCMAHON ASSOCIATES, INC. WHERE TOPOGRAPHIC DATA WAS NOT AVAILABLE, EXISTING CONDITIONS WERE SUPPLEMENTED WITH AERIAL PHOTOGRAPHY, DATA OBTAINED FROM THE PENNSYLVANIA SPATIAL DATA ACCESS, AND LIMITED FIELD VIEWS.
  2. EXISTING LEGAL RIGHT-OF-WAY AND PROPERTY INFORMATION SHOWN ON THIS PLAN IS ESTIMATED BASED ON PLANS AND DOCUMENTS RECEIVED FROM PENNDOT AND DIGITAL DATA AVAILABLE FROM DELAWARE COUNTY. THIS INFORMATION HAS NOT BEEN INDEPENDENTLY VERIFIED THROUGH FIELD SURVEY OR TITLE/ DEED RESEARCH.
  3. ROADWAY IMPROVEMENTS SHOWN ARE BASED ON TRAFFIC ANALYSIS RESULTS BY MCMAHON ASSOCIATES, INC. "SPROUL ROAD/ NORTH CHESTER ROAD (S.R. 0352) & KING ROAD (S.R. 2022) IMPROVEMENT FEASIBILITY STUDY". THE TYPE AND SCOPE OF IMPROVEMENTS ARE SUBJECT TO CHANGE BASED ON THE APPROVAL OF THE TRANSPORTATION IMPACT STUDY BY PENNDOT AND THE TOWNSHIP.
  4. THE POTENTIAL STORMWATER MANAGEMENT (SWM) AREAS THAT ARE SHOWN ON THIS EXHIBIT ARE SYMBOLIC IN NATURE ONLY. THE SIZE, TYPE AND LOCATION OF ALL REQUIRED SWM FACILITIES WILL NEED TO BE DETERMINED DURING THE PRELIMINARY ENGINEERING OF THE PROJECT.
  5. THE TYPE, SIZE AND LOCATION OF ANY DRAINAGE STRUCTURES DEPICTED ON THE CONCEPTUAL DESIGN EXHIBIT ARE SUBJECT TO ANALYSIS, WHICH WILL NEED TO BE COMPLETED DURING THE PRELIMINARY ENGINEERING OF THE PROJECT.
  6. TEMPORARY CONSTRUCTION EASEMENTS REQUIRED FOR THE PROJECTS COMPLETION ARE NOT SHOWN. THE SIZE, LOCATION, AND PROPERTIES REQUIRING TEMPORARY CONSTRUCTION EASEMENTS WILL BE DETERMINED DURING THE PRELIMINARY ENGINEERING OF THE PROJECT.
  7. THE UTILITY RELOCATIONS IDENTIFIED ON THE FOLLOWING PLAN ARE BASED ON EXISTING AERIAL FACILITIES ONLY. IMPACTS TO EXISTING UNDERGROUND UTILITIES WILL NEED TO BE DETERMINED DURING THE PRELIMINARY ENGINEERING OF THE PROJECT THROUGH SUBSURFACE UTILITY ENGINEERING. DUE TO VISIBLE EVIDENCE OF SUBSURFACE UTILITIES WITHIN THE PROJECT AREA, IT IS RECOMMENDED (AND LIKELY REQUIRED BY LAW) THAT UTILITY TEST PITS BE PERFORMED DURING THE PRELIMINARY ENGINEERING OF THE PROJECT.
  8. THE THREE TUNS TAVERN IS RECOMMENDED ELIGIBLE FOR LISTING IN THE NATIONAL REGISTER OF HISTORIC PLACES. FURTHER INVESTIGATION WILL NEED TO BE COMPLETED DURING THE PRELIMINARY ENGINEERING OF THE PROJECT TO DETERMINE IF MEASURES NEED TO BE DEVELOPED TO MITIGATE THE IMPACTS OF THE PROJECT ON THE HISTORIC PROPERTY.