

Exton Chamber gets county transportation updates

By Jim Callahan, Daily Local News
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UWCHLAN >> The Exton Regional Chamber of Commerce received a practical demonstration of the inconvenience of highway construction.



They had trouble doing lunch.

A temporary construction entrance into the Wyndham Gardens hotel Tuesday confused chamber members on their way to the meeting. Crews are expanding Route 100 in front of the facility. The construction barriers hid the entrance.

As a result, the lunch meeting to hear speakers on Chester County and Pennsylvania transportation issues was delayed about a half an hour.

P. Timothy Phelps, executive director of the Transportation Management Association of Chester County, addresses the Exton Regional Chamber of Commerce on transportation issues Tuesday.
Jim Callahan—Daily Local News

Guest speakers were P. Timothy Phelps, executive director of the Transportation Management Association of Chester County, and Ann M. Tomalavage, a civil engineer and president of Malarkey Consulting Inc. of North Coventry.

Phelps explained the Route 100 – Pottstown Pike – construction to expand the road to six lanes from Soen Road to Route 113 was scheduled for completion in 2016. Interested parties can receive email updates on the project – and all others – from his agency every Monday.

Tomalavage explained that delays in repairing transportation infrastructure on a variety of projects was going to cost more in the long run, as well as presenting a hazard in the present in some circumstances.

The issue involved safety, jobs and competitiveness, she said. She noted Pennsylvania bridges were 10 years older than the national average. While the state increase in gasoline taxes will help, the federal government hasn't taken action to update funding – tax expenditures – for highway maintenance since 1993.

She left members copies of the recent report card by the American Society of Civil Engineers on Pennsylvania Infrastructure. The grades were not good from the advocacy group for bridges, roads, dams, transit, and other facilities that involve government spending.

Phelps update on the Route 202 expansion noted that the latest expansion section to six lanes was about complete through Route 401 from Tredyffrin. However, the last section from Route 401 to the Route 30 bypass is still a couple years away.

When that is done, Route 202 will be six lanes from King of Prussia to the bypass.

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An unfunded \$250 million project would improve and expand the Route 30 Bypass its length from Route 202 to Route 10 in Sadsbury, he explained.

That could be years away. The issue, however, was illustrative of a continuing problem in the transportation area, Phelps explained. When a problem was fixed in one area, it sometimes pushed it to another.

Fixing Route 202 is making it access easier to the Great Valley Corporate Center. However, now the area expanded where people will live to come to work to the center. Hence, the Route 30 Coatesville-Downingtown Bypass, which handled traffic fine 50 or 60 years ago, is now overwhelmed as new housing was built for people to go to jobs in areas like Great Valley.

Improvements to the Exton Train Station, as part of the Keystone rail corridor from Philadelphia to Harrisburg, are coming, Phelps said.

The rail station will be getting restructured parking lots, a shelter and station house for travelers, said Phelps. Adjustments to the platform to eliminate a step up into trains are being planned, as well, said Phelps.

source: www.dailylocal.com