

Recommendations

The Reconnections Committee developed recommendations for the project area. These conceptual level recommendations, intended to be a guide for improvements developed over time, are described below:

Linkages

There are 11 linkages proposed by this study. They include primary physical connections and other recommendations intended to better connect the two communities.

Linkages will be primarily used by local residents, and occasionally by “regional” trail users entering or exiting from the regional Schuylkill River Land Trail or Schuylkill River Water Trail.

In addition to providing a means of connecting destinations within and between the Borough and the Township, the trails, sidewalks and other linkages also present opportunities for other forms of active and passive recreation. Walking, jogging, cycling, bird watching, fishing along the river or nature study are a few the activities that may be enhanced by the provision of these linkages.

Each of the proposed linkages is keyed to figure 3.10.



Figure 3.1: Proposed Hanover Street Improvements.

1. Hanover Street Bridge Improvements:

The existing box beam bridge is a bleak and sometimes unsettling pedestrian experience. Minimal 4 foot 6 inch wide walkways give little sense of protection and safety to pedestrians, especially when compared to the four-lane, 53 foot wide vehicular cartway. The bridge is the major connection between the two communities, and is a both a symbolic link and gateway to each municipality. Pedestrian use of the bridge should be encouraged by making it more pedestrian friendly by giving pedestrians at least equal priority to the motor vehicle.

Recommendations

Proposed improvements include a decrease in vehicle lanes to 10 feet each and an increase in the width of both walkways to 8 feet. Additionally, a 3-foot wide drip irrigated planter is planned on each side of the bridge, separating vehicles from pedestrians. Other proposed enhancements to the bridge include:

- Ornamental, pedestrian scaled light pole fixtures, integral to the planter walls;
- A large-scale gateway arch or structure, located at the midpoint of the bridge. Recalling the historic steel industry of the region, this artful structure can be dramatically lit as it “announces” entry into each community; and
- A simple water cannon display that shoots a short burst of water across the river from both banks on the hour. As it announces the time, it will also celebrate the Schuylkill River and river heritage of the communities.



Figure 3.2: River Celebration - an example of water cannons.

2. River Road Trail

One of the primary routes for pedestrians traveling from downtown Pottstown to the Coventry Mall is via the Hanover Street Bridge and then along River Road to Laurelwood Road and the mall. Presently, this is a harrowing experience. There are no dedicated pedestrian walkways along River Road and none along Laurelwood Road until past the Rt. 422 highway underpass. Additionally, pedestrians traveling along River Road cannot enjoy the river views. Creating a safe pedestrian thoroughfare between the Coventry Mall and Pottstown is one of the primary goals of the Reconnections Study Committee. Accordingly, to facilitate this connection, the creation of the River Road Trail is proposed. Two viable options exist to create this link:

1. Maintain two 10-foot wide lanes of vehicular traffic and create a 5-foot wide green planted area with an 8-foot wide path or,
2. Eliminate one lane of vehicular traffic and make River Road to Hanover Street one-way westbound from the intersection of Laurelwood Road. This option will allow for a wider trail and green area within the 33-foot right-of-way.

Elements and advantages of the one-way vehicular option include:

- Motorists traveling from Pottstown to the Coventry Mall from Hanover Street will still be able to turn right (west) onto River Road to travel to the Mall;
- This option has minimal negative impact on the flow of vehicular traffic to the residents of the South Pottstown neighborhood. It should reduce the amount of traffic on this road and actually be a benefit to the residential area;

Either option includes the following benefits:

- The trail creates a greensward along the Schuylkill River;
- This option is the least costly of those considered to implement and can be “tested” on a trial basis with signage and lane barriers;
- Deciduous street trees and pedestrian lights are proposed along the trail. The trail is recommended to be an 8 to 10-foot wide multi-use asphalt path; and
- The River Road Trail will provide better access to River Park and to the proposed North Coventry River Trail (see # 6 below).

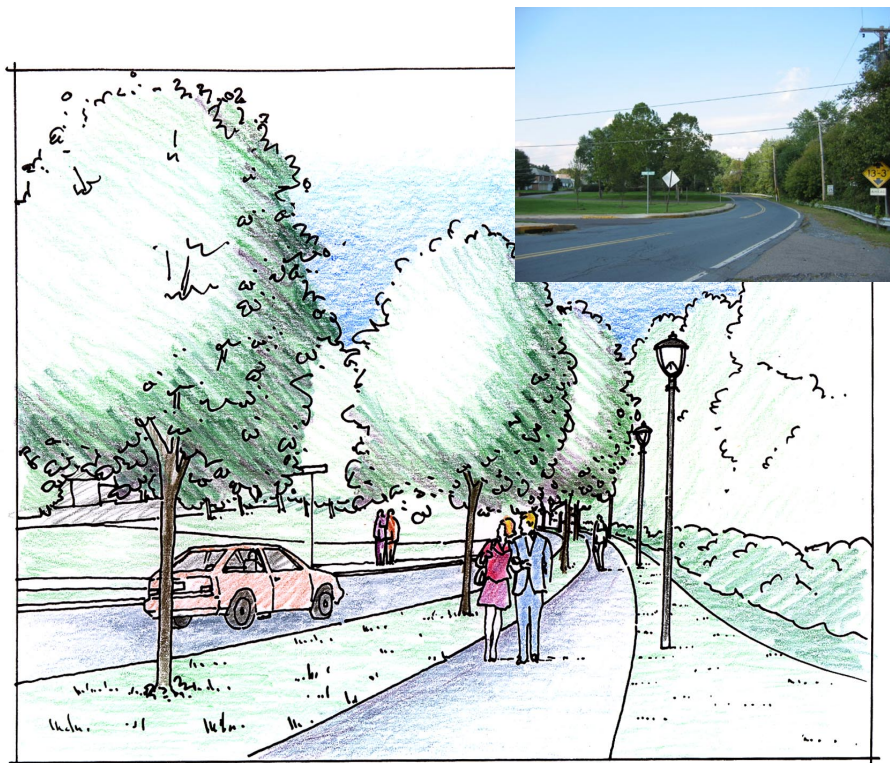


Figure 3.4: River Road Sketch showing one-way option.

Alternatives to the preferred River Road Trail concepts were explored. Two other options were developed, presented to the Reconnections Committee and discussed at length (see Figure 3.3).

Recommendations

River Road one-way eastbound from Laurelwood Road to Hanover Street and extend West Elm Street from its western terminus to River Road.

- This option was not recommended since it requires the removal of at least two structures on the west side of Elm Street and it would bring more traffic through the small residential streets of South Pottstown.

Create a new two-way road parallel and adjacent to Route 422 from Hanover Street at the 422 interchange. The new road would extend to River Road near Route 100 overpass. Make River Road one way west from Hanover to the intersection of this new road.

- This option was not recommended since it was the most expensive and construction intensive option and requires obtaining permits for construction through wetlands. It may be useful as a future circulation option as development patterns may change over time to more dense development, especially likely if the Schuylkill Valley Metro reestablishes passenger rail service to Pottstown.

3. Hanover Street Pedestrian Improvements

An alternate route between Pottstown and the Coventry Mall is via Hanover Street to Route 724 (Schuylkill Road). Presently, sidewalks exist on the west side of Hanover Street between River Road and north side of the 422 interchange, and between River Road and Rt. 724 on the east side of Hanover Street. These sidewalks and curbs are in a deteriorated condition and should be replaced soon. Overhead electric, telephone and cable lines are also located on the street and have been noted as unsightly by the committee.



Figure 3.5: Hanover Street Improvements.

The Committee has recommended that pedestrian enhancements be made along the entire length of the road to better serve pedestrians. These improvements include new and wider sidewalks, street trees, pedestrian scale lights, a safe and designated pedestrian way under Rt. 422, designated pedestrian crosswalks at the 422 / Hanover St. ramps and handicapped accessible curb cuts. There exists adequate cartway to reduce lane widths while still maintaining safe lane widths.

While the complete burying of utility lines is cost prohibitive (approximately \$1000 per linear foot), it may be possible to replace existing electric lines with a single “tree electric cable” that eliminates the necessity of the wooden “T” on the utility pole. Alternatively, utility lines might be run in the “alley” behind residences.

4. Pottstown Landing / Laurelwood Road Pedestrian Improvements



Figure 3.6: Laurelwood Road Underpass.

Presently, as pedestrians travel west along River Road and turn south onto Laurelwood Road toward the Coventry Mall, there are not sidewalks. Additionally, there is no designated pedestrian walkway under Route 422, making walking under this bridge with traffic harrowing. This study recommends creating a safe pedestrian walkway under the bridge and along the length of Laurelwood Road to Fisher Street to the Coventry Mall. Additional enhancements include street trees, pedestrian scale lights, and handicapped accessible curb cuts.

PennDOT is currently conducting an assessment of the structures along Rt. 422 in order to plan for their replacement. There is currently approximately 32 feet between the Laurelwood Road abutments, adequate width for two lanes of traffic and at least one generous pedestrian walkway. However, this report recommends that North Coventry Township formally request that PennDOT ensure that there are provisions for safe pedestrian access under this (and other underpasses in the township) as it plans to replace these structures.

As with other pedestrian enhancements, street trees and pedestrian lights are recommended.

5. Railroad Trestle Pedestrian Bridge

A former railroad siding bridge just north of the Route 100 bridge across the river has been abandoned for many years. Appearing to be structurally sound, the trestle superstructure could be adaptively reused for a pedestrian bridge. The pedestrian bridge can provide access to the Schuylkill River Trail on the north side of the river from River Park in North Coventry. Access easements may be needed to create the ramp down from the bridge to the park. Additionally, this connection will provide a short river “loop” to Hanover Street, and a longer “loop” to the Kiem Street Bridge and a third, even longer river loop to the Rt. 422 Bridge in Kenilworth, which is planned to carry the Schuylkill River Trail across the river. If this project is pursued by the municipalities, under water inspection of the abutments for scour should be one of the first inspections of the structure. In addition to being a link between the two communities, the bridge could become an important “place”, used by many residents to enjoy the river.

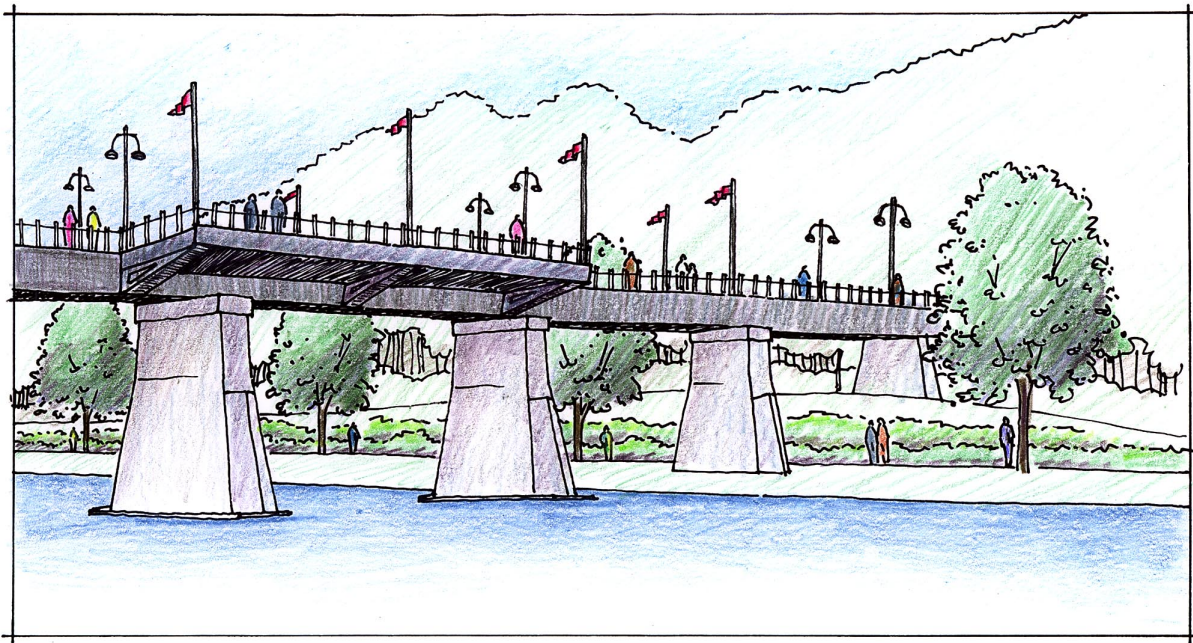


Figure 3.7: Railroad Trestle Pedestrian Bridge.

6. North Coventry River Trail

While access to River Park and the river will be improved by several of the above mentioned linkages, the lands farther upriver of the railroad trestle bridge are presently without pedestrian access. There exists the potential to create the North Coventry River Trail through the Morgan property and on to Laurel Locks Farm that contains an important intact remnant of the Schuylkill River Navigation System, a canal lock structure. The trail would be “two-way” and could continue north into Union Township and Berks County. The owner of Laurel Locks Farm presently offers tours to the public by appointment. Additionally, much of this property has been permanently preserved through conservation easements. This study recommends that the Township enter into discussions with the farm’s owners about the potential for a trail along the river to this historic property. Eventually, this trail could extend farther up the river into Berks County.



Figure 3.8: Rt. 724 On-Road bikeway and sidewalks.

7. PA Route 724 On-Road Bikeway and Sidewalk Improvements

Route 724 is a major arterial in North Coventry. As the road traverses the study area in North Coventry Township, it exhibits several personalities.

At its southern end, it is the Kenilworth neighborhood’s “Main Street”, lined with attractive and distinctive architecture. It also intersects with Keim Street, an existing bridge linking the two communities. Further north, it exhibits less of a village and more of a suburban character as it runs along the Bellwood Golf Club. At Hanover Street it is once again in a village location, on the southern edge of South Pottstown. Strip mixed commercial uses also occupy much of the road frontage and as the road reaches the Coventry Mall, the atmosphere is strictly suburban. However, just past the mall and Laurelwood Road,

Recommendations

Route 724 passes through Laurellocks Farm, a spectacular rural site that preserves what was once the typical agrarian landscape of the area.

The common element along the entire length of the road is that it presently lacks even the most basic of pedestrian or bicycle facilities. This report recommends that on-road bike lanes (both sides) and sidewalks (at least on one side of the road) be constructed along 724 from the Route 422 bridge to Laurelwood Road.

Presently, DVRPC is conducting a Route 724 corridor study which does not include provisions for the addition of pedestrian and bicycle facilities along the road. This study recommends to the township that it request DVRPC add the recommendations for pedestrian/bike facilities contained in this Reconnections Study to that report also. A brief summary of DVRPC's Route 724 study intent is contained in the appendix. Draft recommendations are expected in April or May, 2004.

8. Keim Street Bridge Improvements

The existing Keim Street Bridge provides a potentially important link over the river between the downriver limits of two communities. The Bridge (originally known as the Madison Bridge) was constructed in 1935 by Montgomery County. While it continues to be an important vehicular route, the sidewalk is in deteriorated condition. The Reconnections Committee recommends that a new bridge design be pursued perhaps in combination with a new alignment of both the bridge and Keim Street on the Pottstown side. A realignment of Keim Street on the north side of the river was suggested in the Pottstown Core Area Redevelopment Plan. The municipalities should jointly request to both counties and to PennDOT that a new bridge be made a part of the Transportation Improvement Plan (TIP) 12-year plan.

If the bridge is replaced, one suggestion from the public meetings that merits serious consideration is the retention of the old Madison Bridge as a pedestrian / bike only bridge. This would eliminate the need for pedestrian accommodations on the new bridge and the retention of a historically and aesthetically important structure.

In the meantime (which could be a few to many years) it is recommended that improvements be made to the bridge that will make pedestrian use of it safer and more attractive and to create more visibility of the bridge as a historic structure in the community. These improvements include:

- Install new concrete sidewalks and curbs;
- Add ornamental light pole fixtures with banners;
- Creatively illuminate the bridge truss;
- Open views to the bridge by selective clearing of vegetation along the river; and
- Paint the bridge.
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9. Riverside Trail

The Reconnections Study proposes a new trail along the south side of the river from the Route 422 Bridge to South Pottstown. When the regional Schuylkill River Trail is constructed in Chester County to and over the Route 422 into Montgomery County, local links to that trail must be provided. The Riverside trail is proposed to begin at Route 724 and proceed north to the Route 422 river bridge and pass under Route 422 via an existing ramp underpass where there is adequate room for a trail. The trail is then proposed to continue to the eastern terminus of Riverside Drive and continue along the road to the Keim Street Bridge. Here the trail will go under the bridge and continue upstream. It should also continue along the Riverside Drive up to Keim Street to connect new sidewalks. Riverside Drive is a low volume road that serves approximately twenty-five residences.

From the Keim Street Bridge, the trail is proposed to proceed upstream through the large floodplain property presently owned by the Bellewood Golf Club. The trail should be located close to Route 422 for most of its length to avoid significant wet areas. The trail is proposed to connect to the western terminus of East Main Street in South Pottstown where it can connect via existing sidewalks and residential streets to the Wampler Park Complex and Hanover Street.

10. Utility Easement Right of Way - Extend NCT Trail

The existing electric line easement that runs in a roughly north-south orientation from Route 724, east of Route 100 to and just beyond South Keim Street in North Coventry Township presents an opportunity to easily create a new trail link to complement existing and planned trails in the Township.

Recommendations

11. Coventry Mall Promenade (via Fisher Ave.)

Currently, there are no designated pedestrian pathways into the Coventry Mall. While it is recognized that the majority of visits to the mall are via automobile, pedestrian and/or bike trips to the mall could be made more comfortable for those without access to cars or those who choose more primary means of travel.

Intended to link to the improved pedestrian accommodations proposed along Laurelwood Road (#4 above) this study recommends the addition of sidewalks along Fisher Avenue from Laurelwood to the mall property. Here, in combination with the vehicular entrance, a new pedestrian walkway could be added by the mall.



Figure 3.9: Coventry Mall Promenade.

The walkway is proposed to consist of re-aligning two or more rows of parking to create a 5 foot wide painted pathway, lined with trees every 50 feet on center and pedestrian lights on a similar spacing.

Wheel stops could also be added for parking spaces adjacent to the walkway. In addition to providing a pedestrian link, the addition of the trees and lights will enhance the otherwise bleak parking lot. The Reconnections Committee suggests that the mall consider similar link(s) from Route 724 to the mall.

Open Space Protection

12. Islands on Schuylkill River: Periodic flooding problems in the South Pottstown neighborhood of North Coventry Township and the status of existing islands above and below the Keim Street area.

During discussions about the river, two inter-related concerns surfaced from the Reconnections Committee and the public: 1. Occasional flooding in the part of South Pottstown and whether or not additional dredging of the river downstream in the area of the island might mitigate this flooding; and 2. Ownership of the islands that have formed in the river and their value as habitat.

Based on these concerns, inquiries were made with the PA Bureau of Abandoned Mine Reclamation (BAMR) as to the history of dredging on this section of the river and other jurisdictional issues. A summary of that information is as follows:

Schuylkill River Project:

- There was a contract as part of the Schuylkill River Project (the state work that dredges the river of accumulated coal silt) for a section of the Schuylkill River near Pottstown. The original Pottstown section of the project started in January of 1950 and ended in May of 1952;
- Dredging took place in selected areas. Temporary dams and pools were created for the Schuylkill River Project for dredging. Dredging also took place behind existing dams;
- There was a temporary dam built in the vicinity of Pottstown one mile or so downstream from the Madison Street (Keim Street) Bridge and upstream from the Pennsylvania Railroad Bridge;
- 18 miles of the Schuylkill River was dredged from the Pottstown temporary dam upstream to Big Reading Dam (this dam no longer exists). This section of the project was called River Section 3;
- The project included clearing shorelines, islands, and dredging of the Schuylkill River; and
- BAMR does not have any record of dredging in this section of the Schuylkill River since that time.

Keim Street Area Islands:

- BAMR does not have any specific records of ownership for these islands.
- Islands are not under jurisdiction of BAMR;
- “Ownership” of the islands would default to the Commonwealth of Pennsylvania if no one could prove ownership of the islands. The islands are not listed on municipal tax parcel maps; and
- DGS keeps an inventory of all Commonwealth of PA owned parcels.

Additionally, inquiries were made to the US Army Corps of Engineers in regard to general policies in dredging rivers.

Typically, the Corps only considers river dredging for commercial navigation projects. This area of the river would not qualify for such a project. The Corps does get involved with aquatic restoration, environmental restoration, or flooding projects. An outline of information about these programs is contained in the appendix of this report.

If the either of both municipalities wishes the Corps to consider one of the above three project types, an informal request letter must be submitted to the Corps to begin the process. Sample letters to request Corps involvement are also included in the Corps information in the appendix.

It appears that the most relevant type of study would be a flooding mitigation project for South Pottstown. Corps guidelines state that the agency will undertake such studies only if they present a complete solution to the problem.

Recommendations

An alternative to a flood “control” project is to remove development from areas prone to serious flooding. This approach has been used more and more frequently when flood control is not possible. Additionally, new development (if necessary) in flood plain areas must be designed to remove property and life from harm. A good example of this approach is the Montgomery County Community College building located in the 100 year flood plain in Pottstown.

This study recommends that both communities continue the conversation about these issues and if interested in exploring them further, make contact with the Corps to determine if they can be of assistance.

13. Acquire Bellewood Golf Club Floodplain Site

Due to its location in the floodplain and floodway, the site cannot be developed. Additionally, it is isolated by both the river and Route 422. However, as wetlands and unencumbered flood plain, it plays an important role as habitat and as an area that cannot “absorb” periodic flooding without sustaining damage. It is an important “link” in maintaining green space along the river. Limited use for a trail, as noted above, is the only use recommended for the site. The recently completed revisions to the Township Comprehensive Recreation Plan also recommend acquisition of this parcel. Several years ago, the Township did pursue acquisition of this parcel; however, for several reasons, that effort did not reach fruition. Cost for acquisition of this parcel must be negotiated between the Township and the property owners.

Visual Enhancements

14. Extend / Create a scenic overlay district along Schuylkill River.

The existing North Coventry Township Scenic Preservation Overlay District identifies setbacks along scenic sections of Route 724 and east and west of Route 100. It limits uses within those setbacks to those which will least detract from the scenic character of the area and it allows the adaptive re-use of existing structures and uses of an area as open space for cluster development. This study recommends that similar protections be extended along both sides of the Schuylkill River bank to protect the scenic quality of the river while still allowing selective clearing to allow views to the river.

Recreation Improvement

15. Improve / Expand water trail landing at Wampler Recreation Site.

The current boat launch at the North Coventry Wampler Site is an important landing on the Schuylkill River Water Trail and, in concert with the landing at Pottstown’s Riverfront Park, allows for short trips across the river and joint landing “events” during the annual river sojourn. The Wampler landing is physically constrained, and it is recommended that this facility be expanded to allow better access to the water for pedestrians. A tiered seating area and/or a reduction in the steepness of the river embankment will visually and functionally expand the space and encourage more access to the water and make the river “feel” to be a more important component of the recreational site.

An estimate of probable costs for applicable linkage recommendations follows at the end of this chapter.

Other Recommendations

Additional recommendations include general approaches to several issues and actions to affect those issues.

Maintain Reconnections Committee

An important result of this project was that it created a dialogue between the two communities. Committee members and public meeting participants agreed that continued cooperation between the two communities is important. The Reconnections Committee should meet on a regular basis to continue the work recommended by the plan.

Communications

One of the comments from the public meetings was the need for better communications to advance some of this study's recommendations and to generally encourage more cooperation between Pottstown and North Coventry. Good communication is the most basic type of "Reconnection" and it is one that is so obvious that it is often overlooked in planning studies like "Reconnections." This study is an excellent step toward better and more frequent communication between Pottstown and North Coventry. The dialogue begun via this study should continue.

Additionally, communications in the study area can be enhanced in several ways:

Signage

Signs perform an important function to increase public awareness about heritage, natural features, unique structures, and many other unique characteristics of a place. Many times, these features are the things that make places like Pottstown and North Coventry different and make them desirable places to live, work and visit.

Most signs that we see everyday advertise place of business, stores, restaurants or products. All too often, these commercial signs are poorly conceived and executed and create visual confusion and when viewed in mass, create visual "pollution".

Conversely, our public sites, heritage resources and landscapes of natural interest are poorly marked and often go unnoticed by the people who live in and visit our communities. This is true in the Pottstown / North Coventry area, where few signs exist to identify, or offer direction to public resources and points of interest. A comprehensive system of signage is needed in both communities and it is recommended by this study to pursue development of a system of public signage as a joint project, as one means to continue the dialogue begun by this work.

Pottstown and North Coventry are in a unique position to take advantage of a soon-to-be-developed system of signage for the Schuylkill River Heritage Area. SRGA is currently in the process of developing a sign system that will create a format for identification, directional, interpretive and other signage for the entire five county Schuylkill River Heritage corridor. This sign system will be available for communities to utilize and show off the wonderful features of their place in the Heritage Region. SRGA plans call for this system to be available by the end of the summer of 2004.

Recommendations

A very brief summary of the directions, locations, and types of signs that could be developed for both communities include:

- Historic sites;
- Gateway signs;
- Parks;
- Bridge names / history;
- A wide variety of interpretive signs; and
- Walking tour “guideposts” keyed to printed information.

While funding partnerships for planning project are becoming more common, grant applications to develop a multi-community signage system are much less common. Pottstown and North Coventry should consider a joint application to an appropriate funding source to implement a joint municipal signage system. Using the format developed by SRGA, sign design costs should be minimal and each community can focus on content and fabrication and installation. Content writing for interpretive signs can be completed by local historic groups.

Community Bulletin Boards

As activities and program become focused around the river, opportunities for residents of each community to take advantage of the other’s events will increase. Bulletin boards can be placed in key locations announcing community activities and events. Parks, the High Street Business District, and the Coventry Mall are a few key locations where once there is a bulletin board available, the posting of relevant information might be able to be handled by volunteers from community service organizations. Similarly, these bulletin boards can be “virtual” or electronic, via township websites. Meetings, events, announcements and other community events can be maintained on the web.

It is recommended that this study be maintained on both the Township and Borough website to encourage review of the concepts and recommendations over a period of the next few years, as implementation begins.

Pottstown Borough maintains a web site that features detailed information about the Borough at <http://www.pottstown.org>

North Coventry Township’s website address is <http://www.northcoventry.us/index.html>

Historic Walking Tours Another method to communicate the information about these communities is through historic walking tours. Each community has environmental, heritage and architectural elements that would create interesting and exciting tours within and between the communities. Printed tour guides and pre-recorded audiotape narratives could also be developed and rented to guide visitors on the tours.

Involve local schools in “Reconnections” Communicating the history, environmental attributes and heritage of the region in area elementary and secondary schools could be a continuing focus of the “Reconnections” project. Just as the main emphasis of the project uses the river as the focus, school curricula or special projects could be molded

around heritage and environment, with short field trips to give students hands on knowledge about their own communities. Possibilities exist for cooperative programs with Montgomery County Community College.

Programming

During committee and public meetings, several ideas surfaced for programming ideas that could help establish stronger social ties between Pottstown and North Coventry. Some of these suggestions include:

- Joint holiday celebrations (4th of July, New Year Eve bonfire, etc.);
- Focus on activities and events along the river such as rubber ducky races, boat concession, fishing derbies, water front concerts that alternate between Riverfront Park and River Park, etc.;
- Additional inter-municipal sports team play (little league, soccer, etc.); and
- Joint promotion / information sharing by each community of the other's events, programs and activities.

Recommendations

1. Hanover Street Bridge Improvements

Item Description	Unit	Quantity	Unit Cost	Total Cost	Notes
Asphalt Removal for sidewalk (planters)	SY	680	\$ 8.00	\$ 5,440.00	
Curb Removal for sidewalk	LF	1,020	\$ 4.00	\$ 4,080.00	
Saw cut asphalt	LF	1,020	\$ 6.00	\$ 6,120.00	(510 LF length x 12 feet)
Sidewalk- new concrete (colored)	SF	7,650	\$ 7.00	\$ 53,550.00	
Colored Concrete Curb	LF	1,020	\$ 20.00	\$ 20,400.00	
Relocate Storm Drainage	LS			\$ 20,000.00	(510 LF)
Traffic Lane Pavement Markings	LF	510	\$ 2.50	\$ 1,275.00	
ADA Accessible Curb Cut	EA	4	\$ 300.00	\$ 1,200.00	
Ornamental Pedestrian Light Pole w/ banner & pillar -50' o.c.	EA	20	\$ 7,400.00	\$ 148,000.00	
Ornamental Metal Fence	LF	1,020	\$ 80.00	\$ 81,600.00	
Concrete Planter (2' height X 3'width)	LF	1,020	\$ 80.00	\$ 81,600.00	(18" of painting bed width x 1,020 LF bothsides)
Planting for concrete container (perennials / shrubs)	SF	1,530	\$ 10.00	\$ 15,300.00	
Ornamental Hanging Basket with annuals (on light poles)	EA	20	\$ 200.00	\$ 4,000.00	
Gateway Arch	LS	1		\$ 150,000.00	
Water Display	LS	1		\$ 100,000.00	
Soil Amendments (6,120 SF)	CY	225	\$ 40.00	\$ 9,000.00	
Mulch for planter bed (3" mulch)	CY	20	\$ 30.00	\$ 600.00	
Irrigation (Planter and Hanging Baskets)	LS	1		\$ 20,000.00	
Subtotal:				\$ 722,165	
10 % Design and Engineering				\$ 72,217	
10% Contingency				\$72,216.50	
Total Hanover Street Bridge Improvements:				\$ 866,598	

Possible Funding Source: PennDOT / County / SAFE TEA

2. River Road Trail - Create River Promenade - Reduce Traffic Lane

Item Description	Unit	Quantity	Unit Cost	Total Cost	Notes
Create River Promenade - Reduce Traffic Lane					
Demolition of Asphalt (half of road)	SY	3,217	\$ 8.00	\$ 25,736.00	
Saw Cut Asphalt	LF	2,632	\$ 6.00	\$ 15,792.00	
Storm Drainage / Grading	LS	allow		\$ 40,000.00	(2,632 LF of road from hanover to laurelwood, assume 22' cartway)
Mill Existing Asphalt Pavement	SY	3,217	\$ 8.00	\$ 25,736.00	
New Asphalt Wearing Course	SY	3,217	\$ 5.00	\$ 16,085.00	
Relocate or remove signs / Misc. Removals	LS	allow		\$ 15,000.00	
Multi-Use Trail- Asphalt (10' wide)	SY	2,924	\$ 20.00	\$ 58,480.00	(2,632' x 13 wide)
Ornamental Pedestrian Street Lights (50' o.c.)	EA	52	\$ 5,000.00	\$ 260,000.00	(guiderail, trees, signs, etc)
Remove Soil Fill for planting strip - between road and trail	CY	945	\$ 15.00	\$ 14,175.00	
Soil Amendments	CY	945	\$ 30.00	\$ 28,350.00	(one side - between road and trail)
Street Tree (50' o.c.)	EA	52	\$ 600.00	\$ 31,200.00	(assume 10 foot wide x 1 ft depth)
Seed lawn strip between road and trail	SF	26,320	\$ 0.05	\$ 1,316.00	(assume 10 foot wide x 1 ft depth)
Subtotal:				531,870	(between road and trail)
10 % Design and Engineering				53,187	(assume 10 foot wide)
10% Contingency				53,187	
Total River Road Trail Improvements:				638,244	

Possible Funding Source: PennDOT / County / SAFE TEA

Reconnections: “Reconnecting the people of North Coventry Township and Pottstown Borough with each other and their Schuylkill River Heritage”

3. Hanover Street Pedestrian Improvements - from River Road to Route 724

Item Description	Unit	Quantity	Unit Cost	Total Cost	
Concrete Sidewalk (5 ft width)	SF	11,565	\$ 5.00	\$ 57,825.00	
Concrete Curb	LF	2,313	\$ 20.00	\$ 46,260.00	
Crosswalk Pavement Markings	LF	540	\$ 2.50	\$ 1,350.00	
Relocate or Remove signs, poles, etc		allow		\$ 20,000.00	
ADA Accessible Curb Cut	EA	18	\$ 300.00	\$ 5,400.00	
Ornamental Pedestrian Light Pole 50' o.c..	EA	118	\$ 5,000.00	\$ 590,000.00	(west side of street - between 422 on ramp & Rt. 724)
Street Tree 50' o.c.	EA	118	\$ 600.00	\$ 70,800.00	(west side of street - between 422 on ramp & Rt. 724)
Seed lawn strip	SF	17,808	\$ 0.05	\$ 890.40	(30' wide x 18 curb cuts)
Subtotal:				\$ 792,525	
10 % Design and Engineering				\$ 79,253	
10% Contingency				\$ 79,253	(both sides of road)
Total Hanover Street Pedestrian Improvements:				\$ 951,030	(both sides of road) (assume 3' wide strip both sides)

Possible Funding Sources: PennDOT / County / DCED

4. Pottstown Landing / Laurelwood Road Improvements - from River Road to Route 724

Item Description	Unit	Quantity	Unit Cost	Total Cost	
Repair Existing Sidewalk	SF	2,979	\$ 5.00	\$ 14,895.00	
Guiderail under 422 overpass	LF	70	\$ 100.00	\$ 7,000.00	
Concrete Sidewalk (3 ft width)	SF	15,900	\$ 5.00	\$ 79,500.00	
Crosswalk Pavement Markings	LF	30	\$ 2.50	\$ 75.00	
Relocate or Remove signs, poles, etc	LS	allow		\$ 15,000.00	
ADA Accessible Curb Cut	EA	10	\$ 300.00	\$ 3,000.00	(assume 3' wide, (640 LF + 353))
Ornamental Pedestrian Light Pole 50' o.c..	EA	140	\$ 3,500.00	\$ 490,000.00	
Street Tree 50' o.c.	EA	140	\$ 600.00	\$ 84,000.00	(both sides of road from Union to 724=2,650)
Seed lawn strip	LS			\$ 1,200.00	
Subtotal:				\$ 694,670	
10 % Design and Engineering				\$ 69,467	
10% Contingency				\$ 69,467	(both sides of road from Union to 724)
Total Pottstown Landing / Laurelwood Road Improvements:				\$ 833,604	(both sides of road from Union to 724)

Possible Funding Sources: County / DCED

Recommendations

5. Railroad Trestle Pedestrian Bridge Improvements

Item Description	Unit	Quantity	Unit Cost	Total Cost	
Multi - Use Trail(10' wide Asphalt)	SY	250	\$ 20.00	\$ 5,000.00	
Grading to Bridge	LS			\$ 100,000.00	
New Decking	SF			\$ 4,284.00	
Railing	LF	754	\$ 60.00	\$ 45,240.00	
Overlook Area	SF	400	\$ 35.00	\$ 14,000.00	(Trestle is 357 LF)
Ornamental Pedestrian Light Pole w/ banner -50' o.c..	EA	20	\$ 5,300.00	\$ 106,000.00	(*assume 250 feet NCT and Potts side up to bridge)
Subtotal:				\$ 274,524	(grading and earthwork ramps to bridge)
15 % Design and Engineering				\$ 41,179	(357' LF x 12' width)
10% Contingency				\$ 27,452	(357' + 357' + 40')
Total Railroad Trestle Pedestrian Improvements:				\$ 343,155	(10' X 40')

Possible Funding Sources: SAFETEA / Heritage Corridor / DCNR

6. North Coventry River Trail - River Park to Western Study Boundary

Item Description	Unit	Quantity	Unit Cost	Total Cost	
Multi - Use Trail (10' wide Aphalt)	SY	8,805	\$ 20.00	\$ 176,100.00	
Drainage (allowance)	LS			\$ 50,000.00	
Interpretive Signs	EA	3	\$ 5,000.00	\$ 15,000.00	
Subtotal:				\$ 241,100	
10 % Design and Engineering				\$ 24,110	
10% Contingency				\$ 24,110	
Total NCT to Schuylkill River Trail:				\$ 289,320	

Possible Funding Sources: SAFETEA / DCNR / Heritage Corridor

7. PA Route 724 Improvements:

Item Description	Unit	Quantity	Unit Cost	Total Cost	
<i>a. Bike Lane / Shoulder: Both Sides of 724</i>					
Roadway / Shoulder Widening	SY	5,450	\$ 18.00	\$ 98,100.00	
Striping (Share the Road)	LF	39,300	\$ 1.00	\$ 39,300.00	
Traffic Control / Directional Signage	EA	24	\$ 500.00	\$ 12,000.00	
Subtotal Rt. 724 Bikeway Improvements:				\$ 149,400	
10 % Design and Engineering				\$ 14,940	
10% Contingency				\$ 14,940	19650 LF (assume 1/2 1 side x 5')
				\$ 179,280	Both sides of 724

Possible Funding Sources: PennDOT Betterment Program

Reconnections: “Reconnecting the people of North Coventry Township and Pottstown Borough with each other and their Schuylkill River Heritage”

Item Description	Unit	Quantity	Unit Cost	Total Cost
b. Laurelwood Rd. to Keim St. - Sidewalk and Trees				
Asphalt Path, 5' wide	SY	5,093	\$ 20.00	\$ 101,860.00
Crosswalk Pavement Markings	LF	325	\$ 2.50	\$ 812.50
Relocate or Remove signs, poles, etc	allow			\$ 10,000.00
Trees (100' o.c.)	EA	180	\$ 600.00	\$ 108,000.00
Seed lawn strip	LS			\$ 1,500.00
Stormwater Drainage & Grading	allow			\$ 20,000.00
Subtotal Laurelwood to Keim Improvements:				\$ 242,173
10 % Design and Engineering				\$ 24,217
10% Contingency				\$ 24,217
Total Laurelwood to Keim Improvements:				\$ 290,607

(9,168 LF)
13 crossings @ 25' w
(both sides of road)

Possible Funding Sources: SAFETEA / PennDOT / DCED

c. Keim Street to east of Rt. 422 ramp

Crosswalk Pavement Markings	LF	125	\$ 2.50	\$ 312.50
New Sidewalk - concrete, 5' wide	SF	11,515	\$ 5.00	\$ 57,575.00
Concrete Curb	LF	2,302	\$ 20.00	\$ 46,040.00
Relocate or Remove signs, poles, etc				\$ 10,000.00
ADA Accessible Curb Cut	EA	3	\$ 300.00	\$ 900.00
Seed lawn strip	SF	7,760	\$ 0.05	\$ 388.00
Stormwater Drainage & Grading	LS			\$ 20,000.00
Subtotal Keim to east of Rt. 422 Improvements:				\$ 135,215.50
10 % Design and Engineering				\$ 13,522
10% Contingency				\$ 13,522
Total Keim to east of Rt. 422 Improvements:				\$ 162,258.60

5 crossings @ 25'
1151 LF

assume 4' w lawn strip, 7569 LF

1940 LF

Possible Funding Sources: SAFETEA / PennDOT / DCED

Grand Total PA 724 Improvements \$ **632,145.60**

Possible Funding Sources: County / DCNR

8. Keim Street Bridge Improvements: Improve Existing Bridge (see text)

Item Description	Unit	Quantity	Unit Cost	Total Cost
Repair Pedestrian Walk	LS			\$ 50,000.00
Ornamental Pedestrian Light Pole w/ banner -50' o.c..	EA	15	\$ 5,300.00	\$ 79,500.00
Concrete Sidewalk, 6' width	SF	4,416	\$ 8.00	\$ 35,328.00
Concrete Curb	LF	736	\$25.00	\$ 18,400
Illuminate Bridge Truss	LS			\$ 30,000.00
Re-Paint Bridge	LS			\$ 20,000.00
Subtotal:				\$ 233,228.00
10 % Design and Engineering				\$ 23,323
10% Contingency				\$ 23,323
Total Keim Street Bridge Improvements:				\$ 279,873.60

Possible Funding Sources: PennDOT / Counties

Recommendations

9. Riverside Trail:

Item Description	Unit	Quantity	Unit Cost	Total Cost
<i>A) Route 724 to North Side of Route 422 Bridge</i>				
Clear Existing Vegetation	LF	288	\$4.00	\$ 1,152.00
Asphalt Path, 10' wide	SY	960	\$20.00	\$ 19,200.00
Interpretive Signage	EA	2	\$1,000.00	\$ 2,000.00
Subtotal Riverside Trail "A" Improvements:				\$ 22,352.00
10 % Design and Engineering				\$ 2,235
10% Contingency				\$ 2,235
Total A Improvements:				\$ 26,822.40

Item Description	Unit	Quantity	Unit Cost	Total Cost
<i>B) North Side of Route 422 Bridge to Riverside Dr.</i>				
Design and Engineering?	LS			\$ -
Clear Existing Vegetation	LF	390	\$4.00	\$ 1,560.00
Asphalt Path, 10' wide	SY	1239	\$20.00	\$ 24,780.00
Subtotal Riverside Trail "B" Improvements:				\$ 26,340.00
10 % Design and Engineering				\$ 2,634
10% Contingency				\$ 2,634
Total B Improvements:				\$ 31,608.00

Item Description	Unit	Quantity	Unit Cost	Total Cost	unit cost based on 14'w clearing 864 LF
<i>C) East End of Riverside Dr. to Keim Street (share the road)</i>					
Line Striping (Share the Road)	LF	1,335	\$ 1.00	\$ 1,335.00	
Directional Signage	EA	6	\$ 500.00	\$ 3,000.00	
Subtotal Riverside Trail "C" Improvements:				\$ 4,335	
10% Contingency				\$ 434	
Total C Improvements:				\$ 4,769	

Item Description	Unit	Quantity	Unit Cost	Total Cost	unit cost based on 14'w clearing 1115 LF
<i>D) Route 724 to South End of Keim Street Bridge</i>					
Clear Existing Vegetation	LF	443	\$4.00	\$ 1,772.00	
Asphalt Walk (4ft wide)	SY	316	\$20.00	\$ 6,320.00	
Crosswalk Pavement Markings	LF	30	\$ 2.50	\$ 75.00	
Subtotal Riverside Trail "D" Improvements:				\$ 8,167	
10 % Design and Engineering				\$ 817	
10% Contingency				\$ 817	
Total D Improvements:				\$ 9,800	

Item Description	Unit	Quantity	Unit Cost	Total Cost	unit cost based on 14'w clearing 712 LF
<i>E) Keim Street Bridge to Wampler Complex</i>					
Design and Engineering?	LS			\$ -	
Clear Existing Vegetation	LF	4355	\$4.00	\$ 17,420.00	
Asphalt Path, 10' wide	SY	5876	\$20.00	\$ 117,520.00	
Crosswalk Pavement Markings	LF	30	\$ 2.50	\$ 75.00	
Subtotal Riverside Trail "E" Improvements:				\$ 135,015	
10 % Design and Engineering				\$ 13,502	
10% Contingency				\$ 13,502	
Total E Improvements:				\$ 162,018	
Total Riverside Trail				\$ 235,017	

Possible Funding Sources: DCNR / SAFETEA / County

Reconnections: "Reconnecting the people of North Coventry Township and Pottstown Borough with each other and their Schuylkill River Heritage"

10. Utility Easement Right of Way - Extend NCT Trail

Item Description	Unit	Quantity	Unit Cost	Total Cost
Mobilization - allow	LS	1	\$10,000.00	\$ 10,000.00
Stonedust Path, 10' wide	LF	7160	\$10.00	\$ 71,600.00
Crosswalk Pavement Markings	LF	1,080	\$ 2.50	\$ 2,700.00
Crossing: Includes Gates & Bollards	EA	18	\$ 2,000.00	\$ 50,000.00
Subtotal Utility Easement Trail Improvements:				\$ 134,300
10 % Design and Engineering				\$ 13,430
10% Contingency				\$ 13,430

unit cost based on 14'w clearing
5288 LF

Total Utility Easement Trail Improvements:				\$ 161,160
Possible Funding Sources:	County / DCNR / Heritage Parks			

11. Coventry Mall Promenade

Item Description	Unit	Quantity	Unit Cost	Total Cost
<i>a. Fisher Avenue - from Laurelwood Road to Coventry Mall Entrance</i>				
Concrete Sidewalk (5 ft width)	SF	1,325	\$ 5.00	\$ 6,625.00
Crosswalk Pavement Markings	LF	60	\$ 2.50	\$ 150.00
Relocate or Remove signs, poles, etc	LS			\$ 10,000.00
Ornamental Pedestrian Light Pole 50' o.c..	EA	5	\$ 3,500.00	\$ 17,500.00
Street Tree 50' o.c.	EA	5	\$ 600.00	\$ 3,000.00
Seed lawn strip	LS		\$ 0.05	\$ 500.00
Subtotal:				\$ 37,775.00
10 % Design and Engineering				\$ 3,778
10% Contingency				\$ 3,778
Subtotal Utility Easement Trail Improvements:				\$ 45,330

(30 wide x 18 curb cuts)

b. Promenade through Mall Parking Lot

Re-Strip Parking Lot	LS			\$ 10,000.00
Relocate or Remove signs, poles, etc		allow		\$ 15,000.00
Ornamental Pedestrian Light Pole 50' o.c..	EA		\$ 5,000.00	\$ -
Street Tree 50' o.c.	EA	26	\$ 600.00	\$ 15,600.00
Topsoil for Planting Pits	EA	26	\$ 500.00	\$ 13,000.00
Wheel Stops	EA	80	\$ 100.00	\$ 8,000.00
Subtotal:				\$ 61,600
10 % Design and Engineering				\$ 6,160
10% Contingency				\$ 6,160
Total Coventry Mall Promenade:				\$ 73,920

Possible Funding Sources:	Township / Mall
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(prices includes subbase / 2' depth by 5' width)

Reconnections Project Grand Total	\$ 5,304,068	(2 foot depth by 5' square)
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Recommendations

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