

RADNOR TRAIL EXTENSION

Radnor-Chester Rd. to I-476 / Martha Brown Woods

October 17, 2022 Radnor BOC Meeting





Township of
RADNOR
PENNSYLVANIA

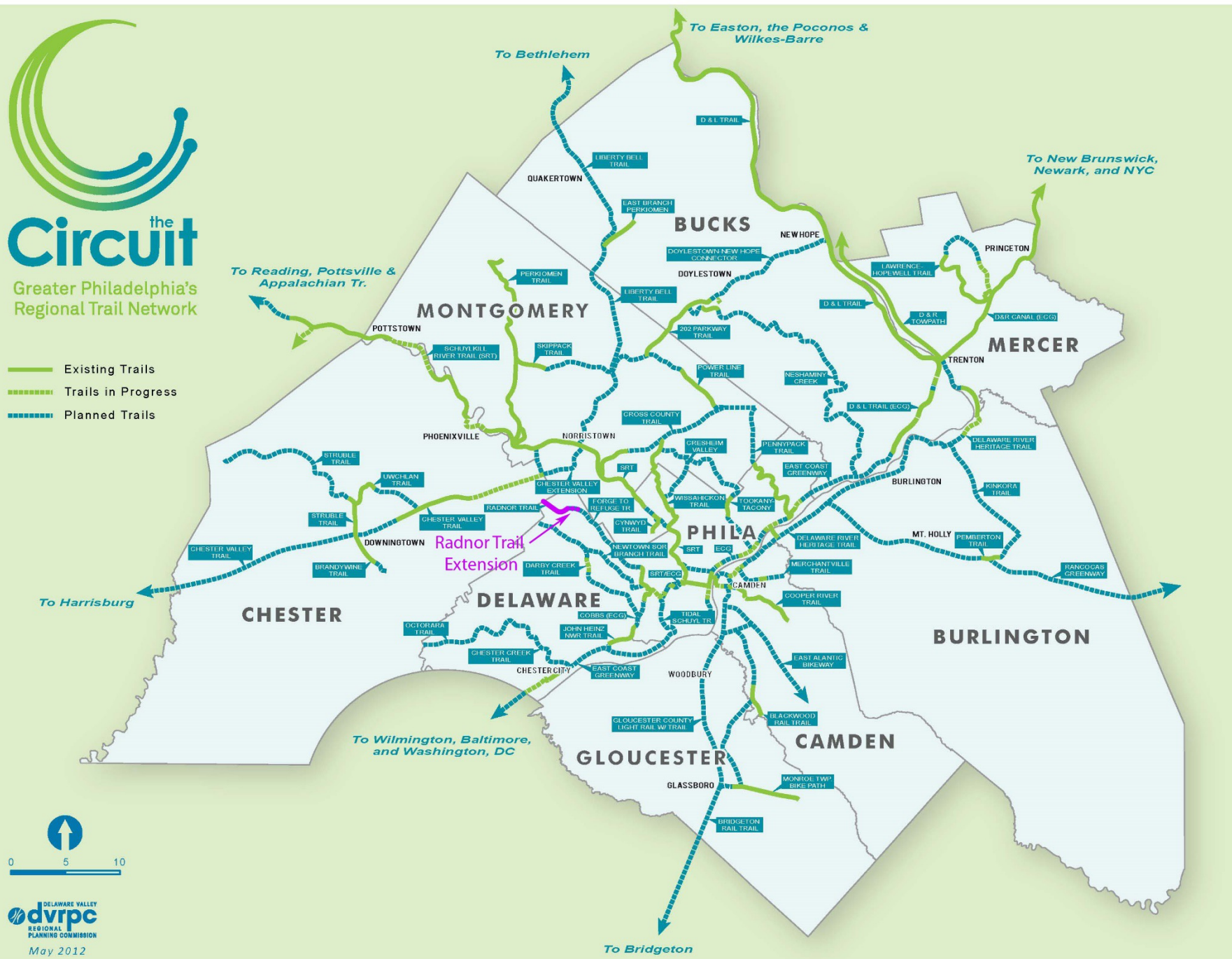
**CT
&C**

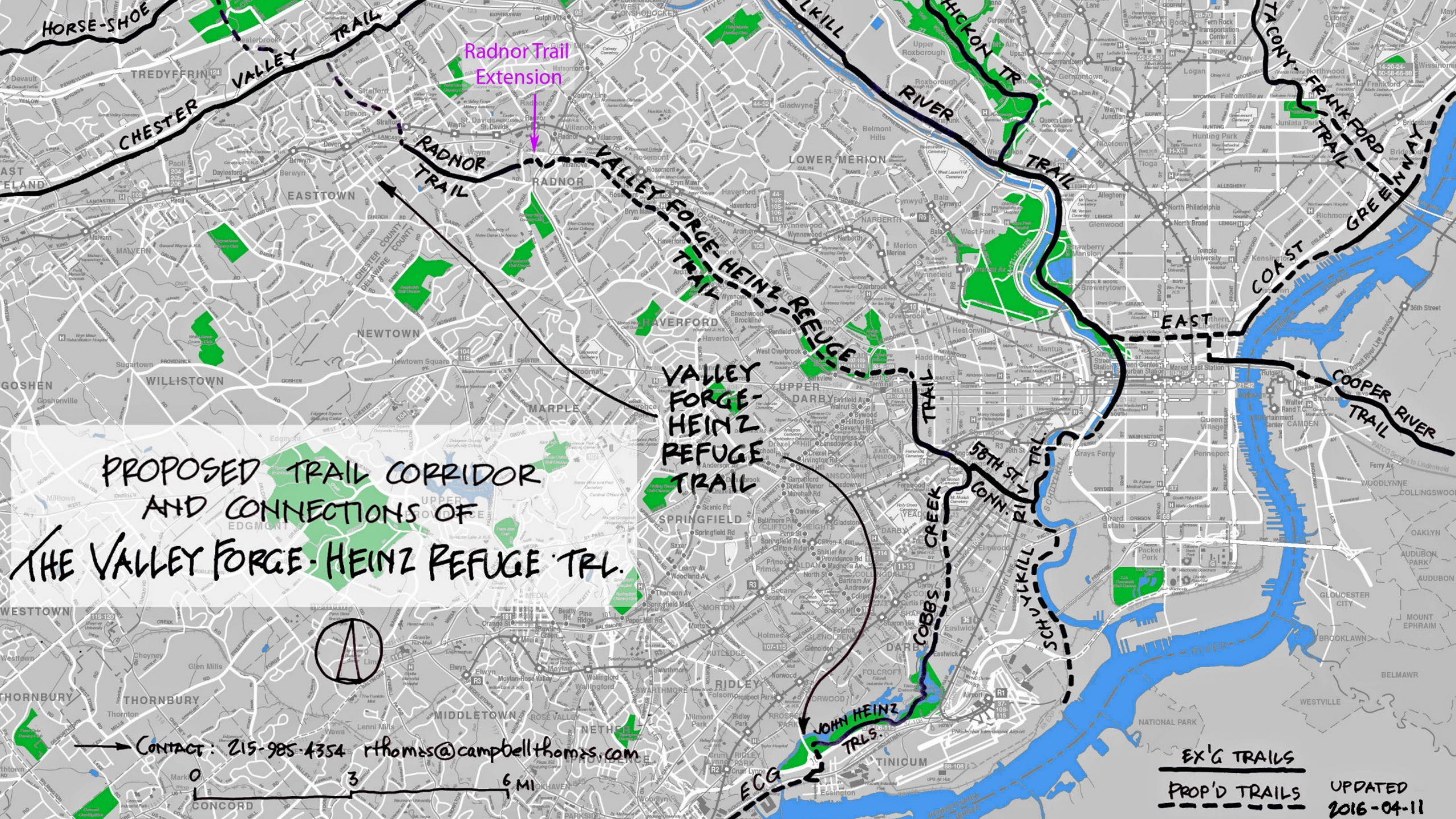


GILMORE & ASSOCIATES, INC.
ENGINEERING & CONSULTING SERVICES



 Existing Trails
 Trails in Progress
 Planned Trails





Radnor Trail
Extension

VALLEY
FORGE-
HEINZ
REFUGE
TRAIL

JOHN HEINZ
TRLS.

PROPOSED TRAIL CORRIDOR
AND CONNECTIONS OF
THE VALLEY FORGE-HEINZ REFUGE TRL.

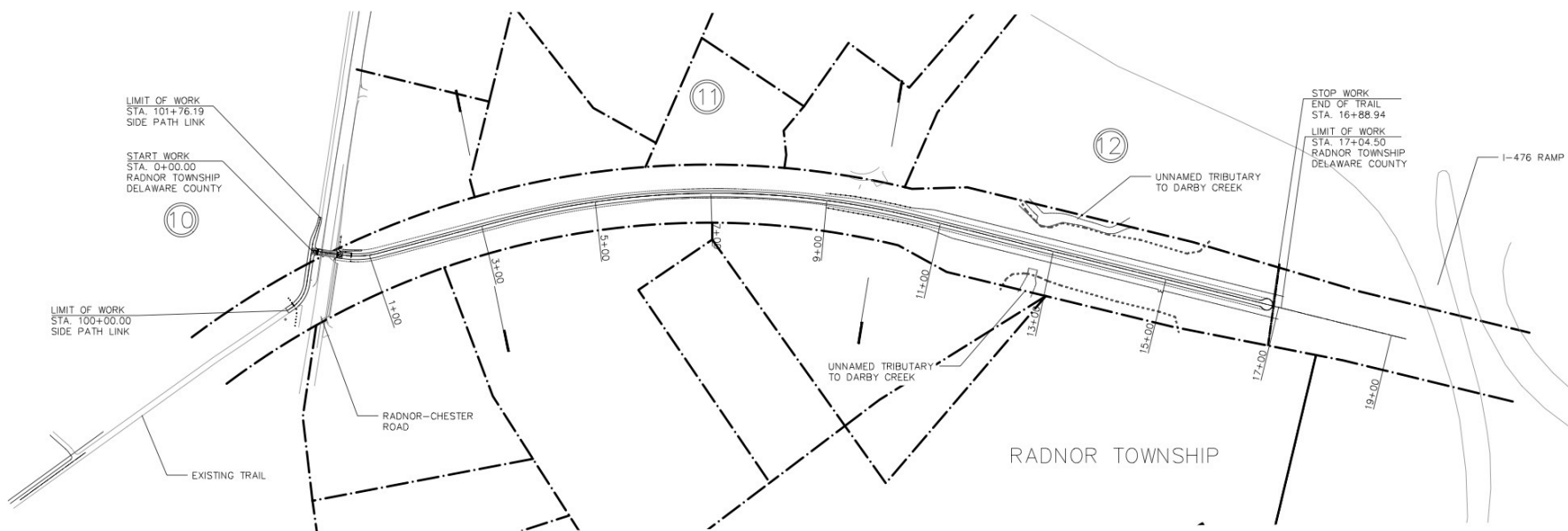
EX'G TRAILS
PROP'D TRAILS

UPDATED
2016-04-11

→ CONTACT: 215-985-4354 rthomas@campbellthomas.com



Radnor Trail Extension

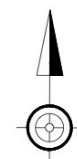


INDEX MAPS



LEGEND
③ PLANVIEW AND SHEET NUMBER

— SHEET BREAK



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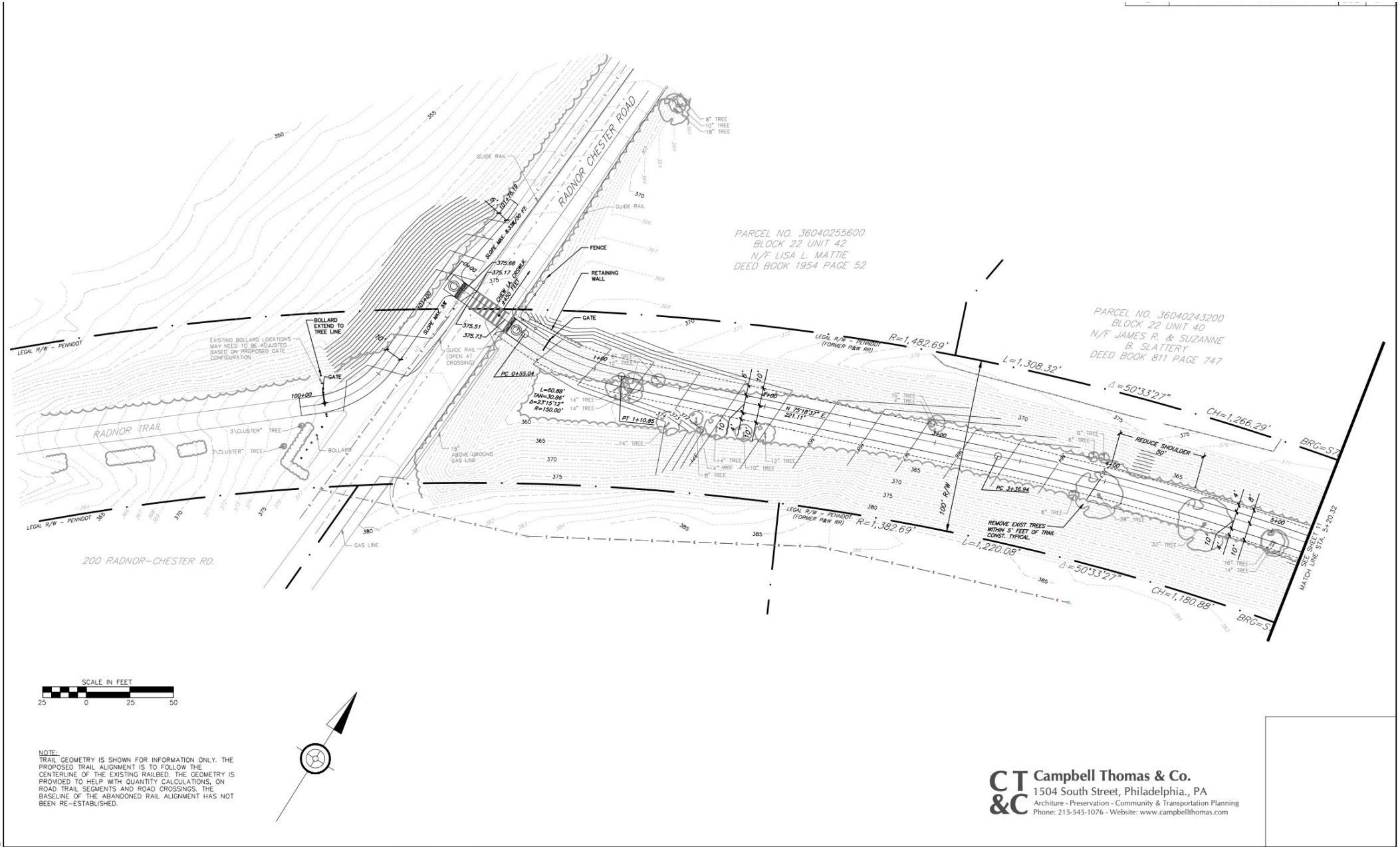


CALL BEFORE YOU DIG! IT'S THE LAW
PENNSYLVANIA LAW REQUIRES 3 WORKING DAYS
NOTICE FOR CONSTRUCTION PHASE AND 10 DAYS
IN DESIGN STAGE - STOP CALL
PENNSYLVANIA ONE CALL SYSTEM, INC.
1-800-242-1776

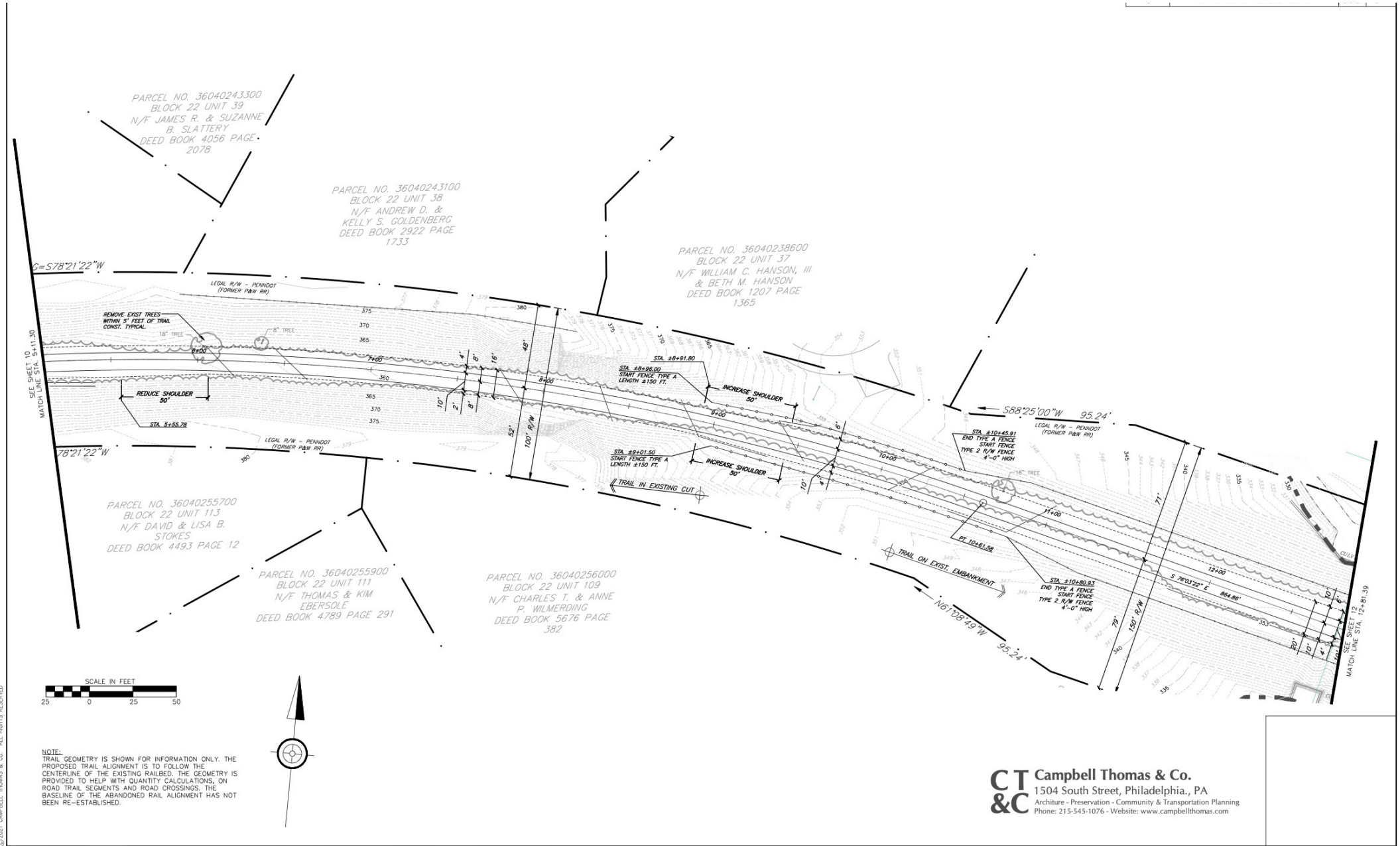
PROJECT SERIAL NO.: 20202962246

CT & C Campbell Thomas & Co.
1504 South Street, Philadelphia, PA
Architecture - Preservation - Community & Transportation Planning
Phone: 215-545-1076 - Website: www.campbellthomas.com

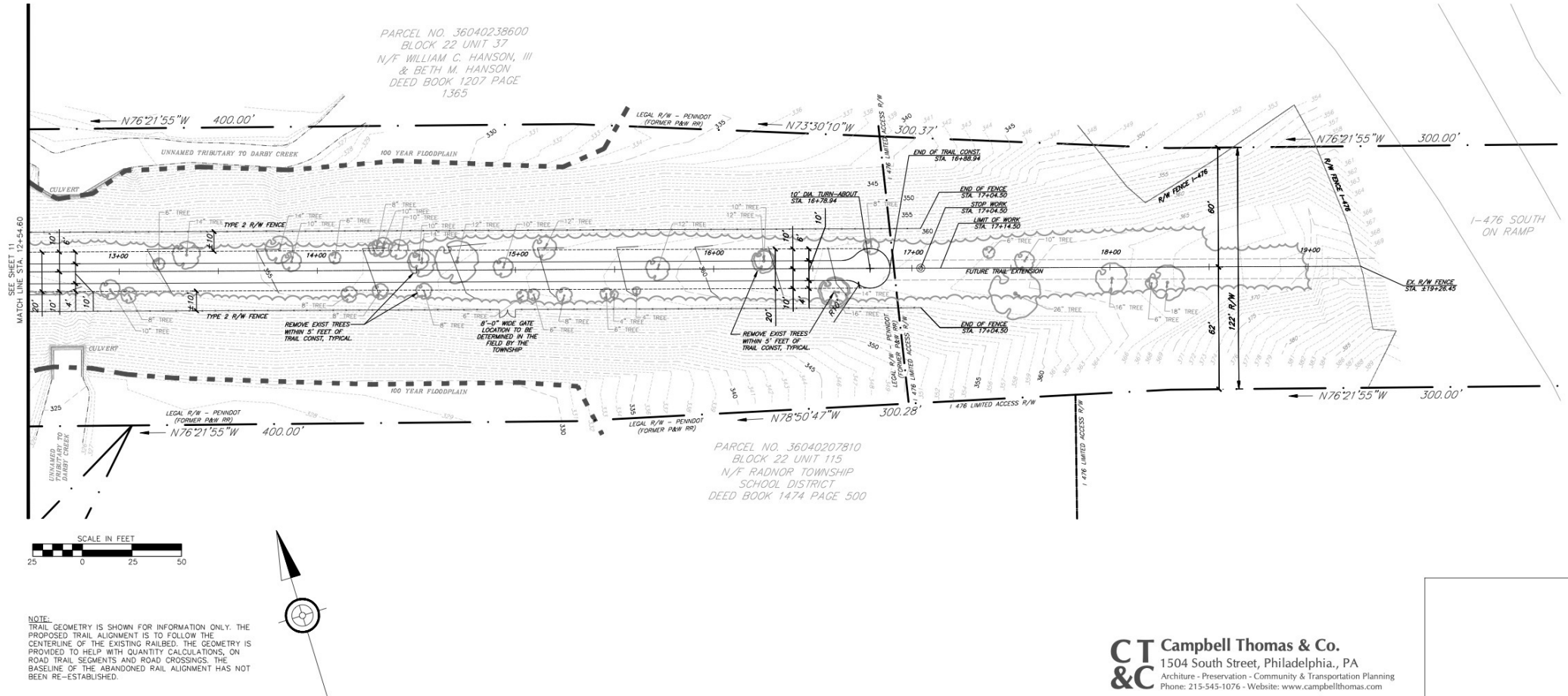
Radnor Trail Extension – Sheet 1



Radnor Trail Extension – Sheet 2



Radnor Trail Extension – Sheet 3



Trail Alternatives for Discussion Today

1 - Arsenic Remediation for DEP Act 2 Program

- A. Excavation and Removal of Arsenic-Impacted Soils
- B. Engineering and Institutional Control of Arsenic-Impacted Soils (Capping)

2- Crossing Radnor-Chester Rd

- A. At-Grade Crossing
- B. Large Culvert to accommodate large construction vehicles
- C. Small Culvert to accommodate pedestrians and bicycles
- D. Trail Bridge over Radnor-Chester Rd.

1. Arsenic Remediation for DEP Act 2 Program

A. Excavation and Removal of Arsenic-Impacted Soils

- **TOTAL FOR OPTION 1 – \$683,850 (+ Clean Fill if needed) – *April 2022 (G&A)***

B. Engineering and Institutional Control of Arsenic-Impacted Soils (Capping)

- **TOTAL FOR OPTION 2 – \$104,000 (not including legal fees) – *April 2022 (G&A)***
 - This capping cost would be included as part of the trail construction cost
 - Continued inspection and maintenance required indefinitely

2. Crossing Radnor-Chester Rd.



A. At-Grade Crossing



B. Large Culvert



C. Small Culvert



D. Trail Bridge

A. Grade Crossing at Radnor-Chester Road within Railroad ROW (present plan)



| Radnor Trail Extension - Radnor-Chester Road Crossing - Comparison Table | | | | | | | | |
|--|-----------------------------------|--|---|------------------------------------|--------------------------------------|------------------------|---|---|
| | Description | Constructability (1 = most easy, 3 = most difficult) | Projected Period of Radnor-Chester Rd. Closure | Proposed Construction Access from: | Construction Staging Location | Utility Relocation | Future Const. Access for Eastward Extension | Construction Cost (L=low, M=medium, H=high) |
| A | Grade Crossing | 1 | No full closure - Maintenance & Protection of Traffic | Radnor-Chester Rd. | trail r/w East of Radnor-Chester Rd. | None | Radnor-Chester Rd. | \$654,000.00 |
| B | Culvert A - Large Const. Vehicles | 3 | 3-4 Months | Radnor-Chester Rd. | trail r/w West of Radnor-Chester Rd. | All exist. below grade | Radnor Trail (Access West of Radnor-Chester Rd) | \$2,198,000.00 |
| C | Culvert B - Pedestrian / Bicycle | 3 | 5-6 Months | Radnor-Chester Rd. | trail r/w East of Radnor-Chester Rd. | All exist. below grade | Radnor-Chester Rd. | \$1,703,000.00 |
| D | Trail Bridge | 2 | 2 to 4 Weeks | Radnor-Chester Rd. | trail r/w East of Radnor-Chester Rd. | Overhead Utilities | Radnor-Chester Rd. | \$1,302,000.00 |

B. Culvert Under Radnor-Chester Road – OPTION A (Construction Vehicle Access)



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C. Culvert Under Radnor-Chester Road – OPTION B (Pedestrian Size Culvert)



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D. Pedestrian/Trail Bridge Over Radnor-Chester Road



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Our Recommendations

1 - Arsenic Remediation for DEP Act 2 Program

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This option is most cost effective, is further along in the design process, requires minimal road closures, and enables construction access for the future extension.-