



**NEW GARDEN  
TOWNSHIP**

**Bowman**

# **Pennsylvania Act 209 Transportation Capital Improvements Plan**

New Garden Township, Chester County, PA



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Prepared for

**New Garden Township**

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DRAFT REPORT FOR PUBLIC REVIEW PRIOR  
TO ADOPTION BY THE NEW GARDEN  
TOWNSHIP BOARD OF SUPERVISORS

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## Transportation Capital Improvement Plan

As part of the Pennsylvania Act 209 process, New Garden Township has completed and adopted the *Land Use Assumptions Report*, dated April 2025 and the *Roadway Sufficiency Analysis*, dated May 14, 2025. The final step in the Act 209 process is the completion of the *Transportation Capital Improvement Plan*, which is based on the analysis outlined in the *Roadway Sufficiency Analysis* and identifies the improvements necessary to achieve the preferred levels-of-service. In accordance with Act 209, the following requirements were met in completion of the *Transportation Capital Improvement Plan*:

1. Public notice of a public hearing on the *Transportation Capital Improvement Plan* was published two successive weeks, between seven and thirty days from the date of the hearing, in the \_\_\_\_\_, on \_\_\_\_, 2025 and \_\_\_\_\_, 2025.
2. The *Transportation Capital Improvement Plan* was available for public inspection at the Township building and posted to the Township website at least ten working days prior to the hearing.
3. The public hearing was held on \_\_\_\_\_, 2025 to receive public comments on the *Transportation Capital Improvement Plan*.

Following the public hearing, the *Transportation Capital Improvement Plan* was adopted by the Township Board of Supervisors by resolution on \_\_\_\_\_, 2025 with modifications as indicated below. It is noted that the Board of Supervisors also adopted the *Roadway Sufficiency Analysis* by resolution on \_\_\_\_\_, 2025.

The *Transportation Capital Improvements Plan* is described in detail below for the Existing, Future Pass-Through, and Future Development conditions.

### Existing Transportation Capital Improvement Program

The Existing Transportation Capital Improvement Program is summarized in **Table 1** and details the improvements necessary to achieve the preferred levels-of-service under existing traffic conditions. Table 1 also provides a cost allocation of the improvements indicating the portions of the total cost for which PennDOT and the Township are responsible. **The total cost of the Existing Transportation Capital Improvement Program is approximately \$1,203,000** and is allocated to PennDOT (approximately 29 percent), and to the Township (approximately 71 percent). The anticipated completion year for each of the improvements is also included in Table 1.

### Future Pass-Through Transportation Capital Improvement Program

The Future Pass-Through Transportation Capital Improvement Program is summarized in **Table 2** and details the improvements necessary to achieve the preferred levels-of-service under future 2035 pass-through traffic conditions. Table 2 also provides a cost allocation of the improvements indicating the portions of the total cost for which PennDOT and the Township are responsible. **The total cost of the Future Pass-Through Transportation Capital Improvement Program is approximately \$25,775,000** and is allocated to PennDOT (approximately 95 percent), and to the Township (approximately five percent). The anticipated completion year for each of the improvements is also included in Table 2.

### Future Development Transportation Capital Improvement Program

The Future Development Transportation Capital Improvement Program is summarized in **Table 3** and details the improvements necessary to achieve the preferred levels of service under future 2035 development traffic conditions. Table 3 also provides a cost allocation of the improvements indicating the portions of the total cost for which PennDOT and future development are responsible. **The total cost of the Future Development Transportation Capital Improvement Program is**

approximately **\$32,605,000** and is allocated to PennDOT and others (approximately 61 percent), and to development (approximately 39 percent). The anticipated completion year for each of the improvements is also included in Table 3. It is noted that the Act 209 legislation only allows development to be assessed 50 percent of the costs for developer-required improvements along State Roads, and this limit has been applied to the cost allocations.

## Transportation Impact Fee

The transportation impact fee calculations for development improvements are summarized in **Table 4**.

**Table 4 – Transportation Impact Fee**

Development Capital Improvement Costs	Development Trips	Impact Fee <sup>1, 2, 3</sup>
\$12,499,518	3,394	\$3,682

(1) – To be assessed on a per weekday afternoon peak hour new trip basis.

(2) – Development capital improvement costs divided by new development trips (rounded down to nearest dollar).

(3) – Includes developers pro-rata share of the cost of the Roadway Sufficiency Analysis (\$10,185)

**Table 1. Existing Transportation Capital Improvement Program**

Int. No.	Intersection	Improvements Required	Total Project Cost <sup>(1)</sup>	Allocated Funding			Construction Completion
				PennDOT Costs	Others Costs	Township Costs	
6	Baltimore Pike and Chambers Road	Modify existing signal timings.	\$8,000	\$2,667	\$0	\$5,333	2035
15	Route 41 and New Garden Road (East)	Install a traffic signal.	\$520,000	\$173,333	\$0	\$346,667	2035
16	Route 41 and Starr Road/Brittany Drive	Install a traffic signal.	\$675,000	\$168,750	\$0	\$506,250	2035
<b>Total Costs</b>			\$1,203,000	\$344,750	\$0	\$858,250	

1 - Estimated costs include engineering, right-of-way, and construction. Construction costs based on recent bid prices for area projects. Future costs should be periodically reviewed and adjusted, as permitted by Act 209 legislation.

**Table 2. Pass-Through Transportation Capital Improvement Program**

Int. No.	Intersection	Improvements Required	Total Project Cost <sup>(1)</sup>	Allocated Funding			Construction Completion
				PennDOT Costs	Others Costs	Township Costs	
1	Newark Road and US Route 1 Westbound Ramp	Install a single lane roundabout. This improvement is proposed by PennDOT	\$4,080,000	\$4,080,000 <sup>2</sup>	\$0	\$0	2030
2	Newark Road and US Route 1 Eastbound Ramp	Install a single lane roundabout. This improvement is proposed by PennDOT	\$4,080,000	\$4,080,000 <sup>2</sup>	\$0	\$0	2030
4	Baltimore Pike and Newark Road	Modify traffic signal timings and install an eastbound Baltimore Pike left turn lane, westbound Baltimore Pike left and right turn lanes, northbound Newark Road left and right turn lanes, and a southbound Newark Road left turn lane. This improvement is proposed by PennDOT	\$15,000,000	\$15,000,000 <sup>2</sup>	\$0	\$0	2030
5	Baltimore Pike and Bancroft Road	Install a traffic signal.	\$530,000	\$176,667	\$0	\$353,333	2035
17	Route 41 and Sunny Dell Road/Driveway	Install a traffic signal and provide PA Route 41 westbound left turn lane.	\$2,085,000	\$1,042,500	\$0	\$1,042,500	2035
<b>Total Costs</b>			\$25,775,000	\$24,379,167	\$0	\$1,395,833	

1 - Estimated costs include engineering, right-of-way, and construction. Construction costs based on recent bid prices for area projects. Future costs should be periodically reviewed and adjusted, as permitted by Act 209 legislation.

2 - This project is currently planned and funded by PennDOT.

**Table 3. Development Transportation Capital Improvement Program**

Int. No.	Intersection	Improvements Required	Total Project Cost <sup>(1)</sup>	Allocated Funding			Construction Completion
				PennDOT Costs	Others Costs	Development Costs	
3	Baltimore Pike and Penn Green Road	Install a traffic signal.	\$530,000	\$176,667	\$0	<b>\$353,333</b>	2035
4	Baltimore Pike and Newark Road	Provide a dedicated eastbound Baltimore Pike right turn lane.	\$1,135,000	\$567,500	\$0	<b>\$567,500</b>	2035
5	Baltimore Pike and Bancroft Road	Provide an eastbound Baltimore Pike left turn lane.	\$1,630,000	\$543,333	\$0	<b>\$1,086,667</b>	2035
6	Baltimore Pike and Chambers Road	Provide an eastbound Baltimore Pike right turn lane and northbound Chambers Road right turn lane.	\$825,000	\$275,000	\$0	<b>\$550,000</b>	2035
9	Newark Road and Hillendale Road	Install a traffic signal.	\$500,000	\$166,667	\$0	<b>\$333,333</b>	2035
10	Newark Road and New Garden Road	Realign Buck Toe Road and install a traffic signal at the Newark Road/New Garden Road four-leg intersection.	\$1,575,000	\$315,000	\$0	<b>\$1,260,000</b>	2035
11	New Garden Road and Buck Toe Road						
13	Route 41 and New Garden Road (West)	Provide an eastbound PA Route 41 left turn lane.	\$725,000	\$0	\$725,000 <sup>(2)</sup>	<b>\$0</b>	2035
14	Route 41 and Newark Road	Provide a second eastbound PA Route 41 through lane, a westbound PA Route 41 right-turn lane and a second through lane, and a second southbound Newark Road left turn lane.	\$4,425,000	\$2,212,500	\$885,000 <sup>(3)</sup>	<b>\$1,327,500</b>	2035
15	Route 41 and New Garden Road (East)	Provide an eastbound PA Route 41 left turn lane and a second through lane, and a westbound PA Route 41 left turn lane.	\$2,230,000	\$0	\$2,230,000 <sup>(2)</sup>	<b>\$0</b>	2035
16	Route 41 and Starr Road/Brittany Drive	Provide a second eastbound PA Route 41 through lane.	\$1,610,000	\$402,500	\$322,000 <sup>(3)</sup>	<b>\$885,500</b>	2035
17	Route 41 and Sunny Dell Road/Driveway	Provide an eastbound PA Route 41 left turn lane, right turn lane, and second through lane, and northbound Sunny Dell Road right turn lane.	\$2,910,000	\$1,455,000	\$582,000 <sup>(3)</sup>	<b>\$873,000</b>	2035
18	Route 41 and Sharp Road	Realign Sharp Road to connect to Sheehan Road to create a continuous roadway, and remove its intersection with PA Route 41.	\$7,350,000	\$0	\$7,350,000 <sup>(4)</sup>	<b>\$0</b>	2035
19	Sharp Road and Sheehan Road	Install a new signalized intersection opposite of the proposed White Clay Point Access with a left turn lane, a second through lane, and shared thru/right lane in both the eastbound and westbound directions along PA Route 41.					
20	Limestone Road and Route 41 Eastbound Ramps	Install a traffic signal.	\$470,000	\$235,000	\$0	<b>\$235,000</b>	2035
22	Limestone Road/Kaolin Road/Ewart Road	Install a single lane roundabout.	\$6,065,000	\$1,516,250	\$0	<b>\$4,548,750</b>	2035
24	Newark Road and Starr Road	Install a traffic signal.	\$625,000	\$156,250	\$0	<b>\$468,750</b>	2035
<b>Total Costs</b>			<b>\$32,605,000</b>	<b>\$8,021,667</b>	<b>\$12,094,000</b>	<b>\$12,489,333</b>	

1 - Estimated costs include engineering, right-of-way, and construction. Construction costs based on recent bid prices for area projects. Future costs should be periodically reviewed and adjusted, as permitted by Act 209 legislation.

2 - These improvements are not required to achieve the preferred level-of-service. However, due to the improvements necessary at adjacent closely spaced the recommendations of the Route 41 Planning Study the improvements have been included in the Capital Improvements Plan. The construction costs for these improvements have been tabulated separately, and do not effect the Transportation Impact Fee.

3 - Due to the close spacing of the intersections along Route 41, the improvements at these intersections include a continuous eastbound Route 41 through lane between Newark Road and the Route 41/Limestone Road interchange. The scope of these improvements will require a comprehensive corridor improvement project, with significant PennDOT funding an involvement. As such, it is assumed that 20% of the cost of the Route 41 improvements will be a joint funding effort between PennDOT and the Township.

4 - These improvements are necessary primarily to serve the site access for an assumed development. As such, these improvements will be the responsibility of the developer of this property, and are not included as part of the Transportation Impact Fee calculation.