

Executive Summary



Trail Considerations & Next Steps

Before identifying design and construction funding sources, the critical next step is to determine the entities that will be responsible for ownership, development, and maintenance responsibilities of the Warner Spur Trail. Various maintenance considerations and management strategies are reviewed in the report. Like any other trail project, a concerted effort from multiple partners will be needed to advance the trail into design and construction.

The total cost to develop the Warner Spur Trail is estimated to be approximately \$7 million to \$8.5 million. However, the Warner Spur Multi-Use Trail Master Plan divides the trail into five distinct, implementable segments to consider advancing in a phased approach. The community and stakeholders identified a preference to develop the Warner Spur Trail starting in the south, where it would meet the Chester Valley Trail, and working toward the north. Additionally, improvements to Cedar Hollow Park are identified, which can be pursued by Tredyffrin Township separately from the Warner Spur Trail development.

Warner Spur Trail Segments	Estimated Cost
Chester Valley Trail to US 202	\$ 817,000
US 202 to Swedesford Road	\$ 954,000
Swedesford Road to Valley Creek	\$ 3,372,000
Valley Creek to Cedar Hollow Preserve <i>Includes Indian Run Road Crossing Options</i>	<i>At-grade Crossing</i> \$ 1,525,000
	<i>Trail Bridge</i> \$ 2,940,000
Cedar Hollow Preserve	\$ 402,000
Total with Indian Run Rd At-Grade Crossing	\$ 7,070,000
Total with Indian Run Rd Trail Bridge	\$ 8,485,000

Note: Estimated costs include design and construction in current (2019) dollar amounts. Cost estimates will need to be updated to reflect inflation based on the anticipated schedule for construction.

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The Warner Spur Multi-Use Trail Master Plan explores the feasibility of converting a nearly two-mile long former rail spur line in Tredyffrin Township, Chester County into a multi-use trail. Determining the feasibility of constructing a multi-use trail is an important step in trail development, and it potentially sets up future engineering and construction phases. Funding for this project was provided by the William Penn Foundation through the Delaware Valley Regional Planning Commission's Regionals Trails Program.



Limited north-south multimodal connections in this area make the Warner Spur Trail a valuable addition to the regional trail network. It facilitates dedicated, off-road trail crossings of US 202 and Swedesford Road, and provides a safe connection to the Chester Valley Trail for nearby residents and employees. When paired with the planned Devault Trail, the Warner Spur Trail will provide a direct connection between the Chester Valley Trail in Tredyffrin Township and the Schuylkill River Trail in Phoenixville Borough; creating a multimodal network that will serve the local community and region for many generations.

Existing Conditions

Being a former railroad line, the long disused Warner Spur corridor has unique aspects to consider before it could be developed into a multi-use trail. These traits are addressed in the Warner Spur Multi-Use Trail Master Plan, and would be further evaluated and mitigated during future design / construction phases.

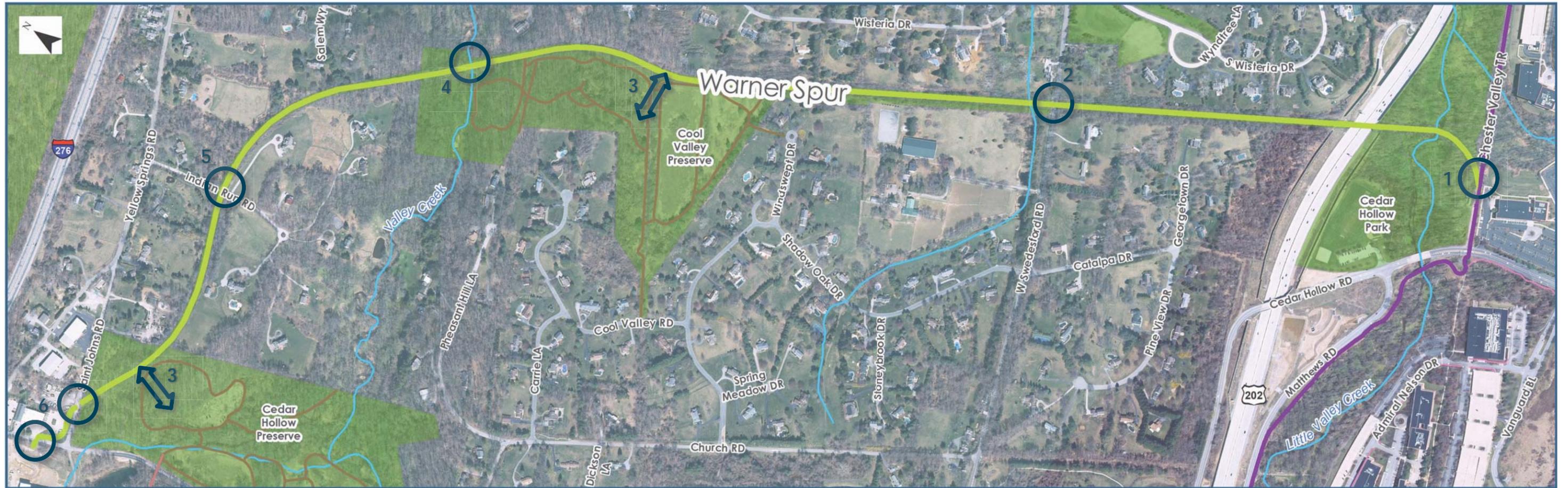
- Steep Slopes Adjacent to Railbed
- Railbed Width
- Fill Materials
- Heavy Vegetation
- Stormwater Management
- Wildlife
- Trail Access

Community Input

Comments about the potential development of the Warner Spur Trail were gathered from public meetings and a survey conducted in 2010 by the Great Valley Association. This input informed the recommendations in the Warner Spur Multi-Use Trail Master Plan and is discussed in detail therein.

- Trail Width & Surface Material
- Points of Access
- Alternative Routes & Connections
- Costs of Construction
- Property Values
- Stormwater Runoff
- Trail Management & Ongoing Maintenance
- Wildlife & Natural Environment
- Privacy, Security, & Liability

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Recommended Improvements

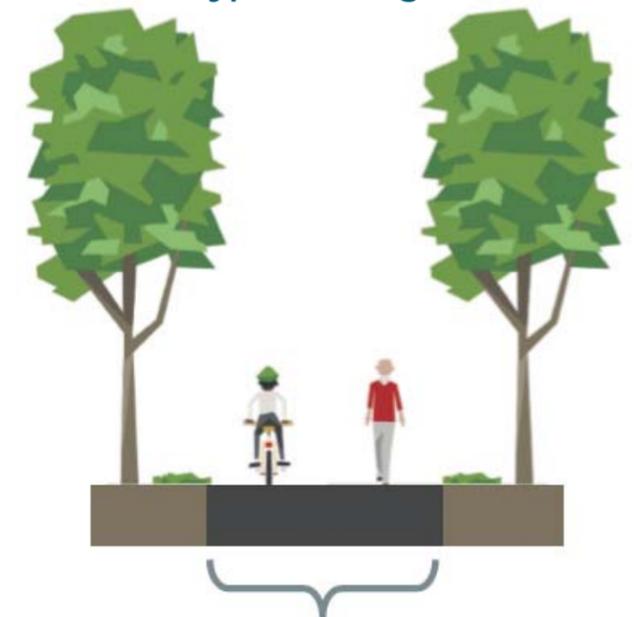
Construction of the trail would require complex improvements to ensure the safety of trail users and limit impacts to adjacent properties. The Warner Spur Multi-Use Trail Master Plan assumes the typical trail design would be a ten-foot wide, paved surface with a two-foot wide grass shoulder. However, constraints along the corridor may require the width to be narrowed in certain locations.

Detailed engineering will be required to evaluate the recommended corridor improvements needed to construct the Warner Spur Trail. These improvements are identified on the map above and include the following:

1. Connection to the Chester Valley Trail and Cedar Hollow Park
2. New Bridge to Carry the Trail over Swedesford Road
3. Connections to Cool Valley Preserve and Cedar Hollow Preserve
4. Valley Creek Scenic Overlook
5. At-grade Crossing or Trail Bridge over Indian Run Road
6. At-grade Crossings of St. Johns Road and Church Road
7. Stormwater Management Improvements (various locations)
8. Fencing or Vegetative Screening (various locations)



Typical Design



10' Wide Paved Trail