

Traffic Report for Project Needs

For:

PA 41 INTERSECTIONS STUDY Londonderry and London Grove Townships, Chester County

Prepared for:
**Pennsylvania Department of Transportation
Engineering District 6-0
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**PA 41 Intersections Study
Londonderry and London Grove Townships, Chester County**

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Introduction

Erdman Anthony (EA) has conducted capacity analyses and summarized crash data at three intersections within Londonderry Township and one within London Grove in Chester County, PA. The purpose performing capacity analyses and crash summaries is to determine if operational and/or safety deficiencies exist at any of the study intersections.

Capacity analysis was performed for existing conditions (year 2013) and future conditions (year 2035) utilizing HCS software. The existing traffic volumes, as well as growth rates, were obtained from the Delaware Valley Regional Planning Commission (DVRPC).

Collision diagrams were assembled from PennDOT crash records for the last 5 consecutive years in which data was available (2009-2013). These collision diagrams help to visualize crash patterns at and within the vicinity of the study intersections. The crash data was also summarized to evaluate crashes involving property damage only (PDO), crashes involving injuries, and crashes involving fatalities.

In addition, project need surveys were distributed to the general public through the Chester County Planning Commission, Londonderry Township, London Grove Township, S.A.V.E., and well as through a press release. The purpose of these surveys was to evaluate public perception regarding intersection safety, performance, and improvement needs.

Speed studies were conducted by PennDOT along PA 41 at two of the study intersections to determine current 85th percentile speeds. This study consisted of 100 samples in each direction along PA 41 at the intersections of PA 841 and PA 926. The speed data was collected on March 21, 2014 utilizing a radar gun. In addition, vehicles were broken into ‘cars’ and ‘trucks’ in order to determine the percentage of heavy vehicles.

Lastly, a Road Safety Audit was conducted on May 13, 2014. Representatives from PennDOT, the Townships, Chester County and S.A.V.E. were present. The RSA results are documented throughout this memorandum.

Below summarizes the findings at each study intersection.

PA 41 & PA 796 / SR 3041 (Derry Meeting Road)

The intersection of PA 41 and PA 796 / SR 3041 is a 4-way intersection, with PA 796 / SR 3041 bisecting PA 41 at an acute angle of approximately 83 degrees (measured clockwise from PA 41). Traffic control consists of stop signs on the minor street (PA 796 / SR 3041) approaches, with no posted turn restrictions. Each approach consists of a single shared left turn / though / right turn lane.

Capacity Analysis

The table below summarizes the results of the capacity analysis for the intersection of PA 41 and PA 796 / SR 3041 in terms of Level of Service (LOS), delay, and v/c ratio.

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PA 41 & PA 796 / SR 3041 LOS, Delay & V/C Ratio Comparison				
Scenario	Existing Conditions (Year 2013)		Future Conditions (Year 2035)	
	AM Peak Hour LOS / delay (v/c)	PM Peak Hour LOS / delay (v/c)	AM Peak Hour LOS / delay (v/c)	PM Peak Hour LOS / delay (v/c)
Approach				
Northbound (PA 41)	B / 12.7 (0.01)	B / 10.9 (0.01)	B / 13.3 (0.02)	B / 10.9 (0.01)
Southbound (PA 41)	A / 10.7 (0.02)	B / 11.7 (0.01)	B / 10.9 (0.03)	B / 12.1 (0.01)
Eastbound (PA 796)	D / 29.0 (0.29)	D / 30.9 (0.40)	E / 43.3 (0.47)	F / 54.1 (0.64)
Westbound (SR 3041)	D / 31.3 (0.09)	D / 25.1 (0.09)	E / 40.9 (0.16)	D / 30.0 (0.13)

Printouts of the HCS analysis can be found in Appendix A of this memorandum.

Crash Summary

Based on the crash data provided by PennDOT, 8 crashes occurred over the 5 year evaluation period within the vicinity of the intersection of PA 41 and PA 796 / SR 3041. The table below summarizes the crash data.

PA 41 & PA 796 / SR 3041 Crash Summary				
Year	Total Crashes	Crashes Involving PDO	Crashes Involving Injuries	Crashes Involving Fatalities
2009	1	0	1	0
2010	1	1	0	0
2011	4	3	1	0
2012	2	1	1	0
2013	0	0	0	0

Collision diagrams can be found in Appendix B of this memorandum. As shown in the collision diagram, three of the crashes involve cars being struck broadside, which most likely can be attributed to speeds, lack of adequate gaps, and/or lack of adequate sight distance. Two of the crashes involve rear end collisions, which most likely can be related to speeds, lack of adequate gaps, and / or lack of adequate sight distance. The other three crashes do not appear to be intersection related.

Survey

A total of 237 surveys were submitted for the intersection of PA 41 & PA 796 / SR 3041. The following summarizes the responses to the survey:

- 37% of respondents said they avoid turning or crossing at the intersection altogether
 - o Reasons most cited for avoiding this intersection:

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- Speeds (42 occurrences)
- Sight distance limitations (34 occurrences)
- Traffic volumes (26 occurrences)
- Lack of turn lanes / deceleration lanes / concern about being rear ended (18 occurrences)
- Truck volume and/or speed (9 occurrences)
- Lack of adequate gaps / delay (7 occurrences)
- Alternative intersections most cited as being used for turning or crossing maneuvers:
 - PA 10 (33 occurrences)
 - PA 926 (21 occurrences)
 - Fernwood Road (14 occurrences)
- 41% said they find it difficult to make left turns from PA 41
- 67% said they find it difficult to make left turns from PA 796 / SR 3041
- 48% said they find it difficult to cross PA 0041 from PA 796 / SR 3041
 - Reasons most cited for difficulties making turns from PA 41, or turns and through movements from PA 796 / SR 3041
 - Traffic volumes on PA 41 (143 occurrences)
 - Speeds on PA 41 (115 occurrences)
 - Sight distance limitations (115 occurrences)
- 30% said they find the intersection to be congested during the morning rush hour
- 41% said they find the intersection to be congested during the afternoon rush hour
- 39% said they find the signing at the intersection adequate
- Additional concerns or suggestions (answers from question #18):
 - Speeds (23 occurrences)
 - Sight distance limitations (19 occurrences)
 - Add turn lanes on PA 41 (10 occurrences)
 - Truck volumes and / or speeds (10 occurrences)
 - Signage and / or intersection visibility (7 occurrences)
 - Repair inlets in pavement (4 occurrences)
 - Install a flashing beacon (3 occurrences)
 - Construct a bypass (2 occurrences)
 - Install a traffic signal
 - In favor (8 occurrences)
 - Against (2 occurrences)
 - Construct a roundabout
 - In favor (2 occurrences)
 - Against (1 occurrences)

The complete survey response summary can be found in Appendix C of this memorandum.

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Road Safety Audit

A Road Safety Audit was conducted on May 13, 2014. Common concerns mentioned for the PA 41 and PA 796 intersection in the RSA are as follows. The full meeting minutes for the RSA can be found in Appendix D of this memorandum.

- It appears that the intersection sight distance might be low based on the actual travel speeds (not speed limit).
- There are sunken inlets in the wheel path for southbound right-turning vehicles onto PA 796. This causes motorist to slow excessive while on PA 41 or take erratic turning paths through the intersection. Some inlets grates are in poor condition and do not have bicycle safe grates.
- There are not adequate warning signs for the intersection on PA 41. In addition, the pavement markings appear insufficient as stop bars and edge lines are missing on the side roads.
- This intersection is not heavily used by bicyclist and pedestrians, but it is used by numerous wide loads and farm equipment.
- There are steep grades approaching this intersection from the east making it difficult to pullout from a stop, particularly for horse trailers. Additional horse trailers are anticipated on the weekends as new a facility is located east of the intersection.
- In general, the surroundings and roadway characteristics make this feel like a minor intersection. The vegetation is close to the highway, turn lanes do not exist on PA 41, and curbing is not present.
- Guiderail could be connected in the southeast quadrant to avoid the use of a second impact-attenuating device.
- The turning radius from PA 41 northbound to Derry Meeting Road eastbound seems tight.
- Abandon utility poles are too close to the road.

PA 41 & PA 926

The intersection of PA 41 and PA 926 is a 4-way intersection, with PA 926 bisecting PA 41 at an acute average of approximately 23 degrees (on average, measured clockwise from PA 41). Traffic control consists of stop signs on the minor street (PA 926) approaches, with no posted turn restrictions. The approaches of PA 41 consist of one left turn lane and one shared through / right turn lane, while the approaches of PA 926 consists of a single shared left turn / though / right turn lane.

Capacity Analysis

The table below summarizes the results of the capacity analysis for the intersection of PA 41 and PA 926 in terms of Level of Service (LOS), delay, and v/c ratio.

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PA 41 & PA 926 LOS, Delay & V/C Ratio Comparison				
Scenario	Existing Conditions (Year 2013)		Future Conditions (Year 2035)	
	AM Peak Hour LOS / delay (v/c)	PM Peak Hour LOS / delay (v/c)	AM Peak Hour LOS / delay (v/c)	PM Peak Hour LOS / delay (v/c)
Approach				
Northbound (PA 41)	B / 11.2 (0.01)	B / 11.6 (0.16)	B / 11.6 (0.02)	B / 12.1 (0.19)
Southbound (PA 41)	A / 9.9 (0.10)	B / 11.5 (0.07)	B / 10.1 (0.12)	B / 12.0 (0.09)
Eastbound (PA 926)	C / 19.7 (0.24)	C / 16.1 (0.11)	C / 24.5 (0.36)	C / 19.2 (0.17)
Westbound (PA 926)	C / 16.2 (0.14)	E / 35.0 (0.40)	C / 19.7 (0.22)	F / 62.0 (0.65)

Printouts of the HCS analysis can be found in Appendix A of this memorandum.

Crash Summary

Based on the crash data provided by PennDOT, 9 crashes occurred over the 5 year evaluation period within the vicinity of the intersection of PA 41 and PA 926. The table below summarizes the crash data.

PA 41 & PA 926 Crash Summary				
Year	Total Crashes	Crashes Involving PDO	Crashes Involving Injuries	Crashes Involving Fatalities
2009	1	1	0	0
2010	3	2	1	0
2011	3	2	1	0
2012	0	0	0	0
2013	2	2	0	0

Collision diagrams can be found in Appendix B of this memorandum. As shown in the collision diagram, two of the crashes involve rear end collisions, which most likely can be related to speeds, lack of adequate gaps, and/or lack of adequate sight distance. One of the crashes involved a vehicle hitting a fixed object while turning from PA 926, which may be attributed to intersection geometry. The other six crashes do not appear to be intersection related.

Survey

A total of 398 surveys were submitted for the subject intersection. The following summarizes the responses to the survey:

- 37% of respondents said they avoid turning or crossing at the intersection altogether
 - o Reasons most cited for avoiding this intersection:
 - Intersection geometry / width of intersection (49 occurrences)
 - Speeds (46 occurrences)

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- Sight distance limitations (40 occurrences)
- Traffic volumes (40 occurrences)
- Lack of adequate gaps / delay (15 occurrences)
- Truck volume and/or speed (13 occurrences)
- Difficulty judging speeds / gaps (8 occurrences)
- Alternative intersections most cited as being used for turning or crossing maneuvers:
 - SR 3039 White Horse Road (46 occurrences)
 - PA 796 (33 occurrences)
 - US 1 (14 occurrences)
 - Hood Road (14 occurrences)
 - PA 10 (9 occurrences)
- 50% said they find it difficult to make left turns from PA 41
- 50% said they find it difficult to make left turns from PA 926
- 73% said they find it difficult to cross PA 41 from PA 926
 - Reasons most cited for difficulties making turns from PA 41, or turns and through movements from PA 926:
 - Traffic volumes on PA 41 (238 occurrences)
 - Speeds on PA 41 (181 occurrences)
 - Sight distance limitations (133 occurrences)
 - Intersection geometry / width of intersection (69 occurrences)
- 36% said they find the intersection to be congested during the morning rush hour
- 42% said they find the intersection to be congested during the afternoon rush hour
- 63% said they find the signing at the intersection adequate
- Additional concerns or suggestions (answers from question #18):
 - Intersection geometry (37 occurrences)
 - Speeds (34 occurrences)
 - Truck volumes and / or speeds (19 occurrences)
 - Sight distance limitations (16 occurrences)
 - Issues with turn lanes (16 occurrences)
 - Width of intersection (15 occurrences)
 - Signage and / or intersection visibility / delineation (11 occurrences)
 - Difficulty judging speeds / gaps / lack of gaps (7 occurrences)
 - Construct a bypass / widen roadway (7 occurrences)
 - Install a flashing beacon (4 occurrences)
 - Install a traffic signal
 - In favor (27 occurrences)
 - Against (3 occurrences)
 - Construct a roundabout
 - In favor (14 occurrences)
 - Against (10 occurrences)

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The complete survey response summary can be found in Appendix C of this memorandum.

Speed Study

A speed study was conducted by PennDOT along PA 41 at PA 926. This study consisted of 100 samples in each direction along PA 41. The following summarizes the speed study data:

- 85th Percentile Speeds
 - o Northbound = 52 miles per hour
 - o Southbound = 58 miles per hour
 - o Posted Speed Limit = 45 miles per hour
- Truck Percentage
 - o Northbound = 27%
 - o Southbound = 38%

The speed study data can be found in Appendix E of this memorandum.

Road Safety Audit

A Road Safety Audit was conducted on May 13, 2014. Common concerns mentioned for the PA 41 and PA 926 intersection in the RSA are as follows. The full meeting minutes for the RSA can be found in Appendix D of this memorandum.

- The severe angle of the intersection causes an increase in time to cross the intersection. This may cause the available intersection sight distance to be too short for the actual travel speeds.
- Numerous large vehicles, including horse trailers and trash trucks use this intersection.
- Motorists are using the left-turn lanes as passing lanes.
- The left-turning vehicles block each other's sight distance. In addition, their turning paths overlap, and turns cannot be made at the same time.
- Speeds seem excessive.
- Some motorists avoid the intersection and use Hood Road or White Horse Road instead.

PA 41 & SR 3039 (White Horse Road)

The intersection of PA 41 and SR 3039 is a 4-way intersection, with SR 3039 bisecting PA 41 at an obtuse angle of approximately 115 degrees (measured clockwise from PA 41). Traffic control consists of stop signs on the minor street (SR 3039) approaches, with no posted turn restrictions. Each approach consists of a single shared left turn / through / right turn lane. An offset of approximately 14' (measured along PA 41) exists between the centerline of the two approaches of SR 3039.

Capacity Analysis

The table below summarizes the results of the capacity analysis for the intersection of PA 41 and SR 3039 in terms of Level of Service (LOS), delay, and v/c ratio.

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PA 41 & SR 3039 LOS, Delay & V/C Ratio Comparison				
Scenario	Existing Conditions (Year 2013)		Future Conditions (Year 2035)	
	AM Peak Hour LOS / delay (v/c)	PM Peak Hour LOS / delay (v/c)	AM Peak Hour LOS / delay (v/c)	PM Peak Hour LOS / delay (v/c)
Approach				
Northbound (PA 41)	B / 11.3 (0.00)	B / 10.2 (0.01)	B / 11.6 (0.00)	B / 10.4 (0.01)
Southbound (PA 41)	A / 9.7 (0.00)	B / 11.9 (0.00)	A / 9.8 (0.00)	B / 12.4 (0.00)
Eastbound (SR 3039)	C / 17.7 (0.04)	D / 25.5 (0.05)	C / 19.8 (0.06)	D / 31.9 (0.09)
Westbound (SR 3039)	B / 15.0 (0.03)	C / 17.6 (0.11)	C / 16.6 (0.05)	C / 21.0 (0.17)

Printouts of the HCS analysis can be found in Appendix A of this memorandum.

Crash Summary

Based on the crash data provided by PennDOT, no crashes occurred over the 5 year evaluation period within the vicinity of the intersection of PA 41 and SR 3039. Collision diagrams can be found in Appendix B of this memorandum.

Survey

A total of 140 surveys were submitted for the intersection of PA 41 & SR 3039. The following summarizes the responses to the survey:

- 18% of respondents said they avoid turning or crossing at the intersection altogether
 - o Reasons most cited for avoiding this intersection:
 - Speeds (7 occurrences)
 - Traffic volumes (6 occurrences)
 - Sight distance limitations (4 occurrences)
 - o Alternative intersections most cited as being used for turning or crossing maneuvers:
 - PA 926 (8 occurrences)
 - Hood Road (4 occurrences)
 - PA 841 (2 occurrences)
 - PA 796 (2 occurrences)
 - US 1 (1 occurrence)
 - Fernwood Road (1 occurrence)
- 24% said they find it difficult to make left turns from PA 41
- 31% said they find it difficult to make left turns from S.R. 3039
- 39% said they find it difficult to cross PA 41 from S.R. 3039

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- Reasons most cited for difficulties making turns from PA 41, or turns and through movements from S.R. 3039
 - Traffic volumes on PA 41 (52 occurrences)
 - Speeds on PA 41 (45 occurrences)
 - Sight distance limitations (25 occurrences)
- 16% said they find the intersection to be congested during the morning rush hour
- 27% said they find the intersection to be congested during the afternoon rush hour
- 60% said they find the signing at the intersection adequate
- Additional concerns or suggestions (answers from question #18):
 - Speeds (9 occurrences)
 - Truck volumes and / or speeds (5 occurrences)
 - Sight distance limitations (5 occurrences)
 - Signage and / or intersection visibility / delineation (4 occurrences)
 - Construct a bypass / widen roadway (3 occurrences)
 - Construct a roundabout (2 occurrences)
 - Eliminate intersection or grade separate (2 occurrences)
 - Install a traffic signal (1 occurrence)

The complete survey response summary can be found in Appendix C of this memorandum.

Road Safety Audit

A Road Safety Audit was conducted on May 13, 2014. Common concerns mentioned for the PA 41 and SR 3039 intersection in the RSA are as follows. The full meeting minutes for the RSA can be found in Appendix D of this memorandum.

- There are steep grades approaching this intersection from the west making it difficult to pullout from a stop, particularly for large vehicles.
- In the northwest corner, vegetation blocks sight distance.
- Farm traffic is high at this intersection.
- There is potential for future development in northwest quadrant.

PA 41 & PA 841

The intersection of PA 41 and PA 841 is a 4-way intersection, with PA 841 bisecting PA 41 at an acute angle of approximately 49 degrees (on average, measured clockwise from PA 41). There is a horizontal curve along PA 41 within the intersection with PA 841. In addition, PA 841 intersects with London Grove Road and a right turn slip ramp from PA 41 WB at a 90 degree 4-way intersection approximately 100 feet north of its intersection with PA 41. Traffic control consists of stop signs on the minor street (PA 841) approaches, as well as on London Grove Road and the PA 41 WB right turn slip ramp. Overhead flashing warning beacons are also present at the intersection. The approaches of PA 41 consist

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of a shared left turn / through lane, with right turns being channelized. The approaches of PA 841 at PA 41 consists of a single shared left turn / though / right turn lane. The approach of PA 841 at London Grove Road consists of a shared left turn / right turn lane, with through movements being prohibited onto the slip ramp. The approach of London Grove Road at PA 841 consists of a single shared through / right turn lane, with left turns being prohibited onto the slip ramp.

Capacity Analysis

The table below summarizes the results of the capacity analysis for the intersection of PA 41 and PA 841 in terms of Level of Service (LOS), delay, and v/c ratio.

PA 41 & PA 841 LOS, Delay & V/C Ratio Comparison				
Scenario	Existing Conditions (Year 2013)		Future Conditions (Year 2035)	
	AM Peak Hour LOS / delay (v/c)	PM Peak Hour LOS / delay (v/c)	AM Peak Hour LOS / delay (v/c)	PM Peak Hour LOS / delay (v/c)
Approach				
Northbound (PA 41)	B / 12.0 (0.00)	A / 9.9 (0.02)	B / 12.5 (0.00)	B / 10.1 (0.03)
Southbound (PA 41)	A / 10.0 (0.02)	B / 10.3 (0.01)	B / 10.1 (0.02)	B / 10.6 (0.01)
Eastbound (PA 841)	D / 28.5 (0.20)	C / 20.2 (0.14)	E / 37.7 (0.32)	C / 24.6 (0.22)
Westbound (PA 841)	D / 29.6 (0.32)	C / 23.0 (0.33)	E / 47.8 (0.53)	D / 33.6 (0.52)

Printouts of the HCS analysis can be found in Appendix A of this memorandum.

Crash Summary

Based on the crash data provided by PennDOT, 16 crashes occurred over the 5 year evaluation period within the vicinity of the intersection of PA 41 and PA 841. The table below summarizes the crash data.

PA 41 & PA 841 Crash Summary				
Year	Total Crashes	Crashes Involving PDO	Crashes Involving Injuries	Crashes Involving Fatalities
2009	4	3	1	0
2010	3	2	1	0
2011	4	3	1	0
2012	3	2	1	0
2013	2	1	0	1

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Collision diagrams can be found in Appendix B of this memorandum. As shown in the collision diagram, seven of the crashes involve angle collisions, which most likely can be attributed to speeds, lack of adequate gaps, and/or lack of adequate sight distance. Two of the crashes involves a rear end collision, which most likely can be related to speeding and/or lack of adequate sight distance. Three head-on crashes also occurred and one of those resulted in a fatality.

Surveys

A total of 363 surveys were submitted for the intersection of PA 41 & PA 841. The following summarizes the responses to the survey:

- 11% of respondents said they are resident or business owner within the Village of Chatham
- 39% said they avoid turning or crossing at the intersection altogether
 - o Reasons most cited for avoiding this intersection:
 - Sight distance limitations (52 occurrences)
 - Speeds (49 occurrences)
 - Traffic volumes (29 occurrences)
 - Intersection geometry (22 occurrences)
 - Truck volume and/or speed (15 occurrences)
 - Lack of adequate gaps / delay (12 occurrences)
 - o Alternative intersections most cited as being used for turning or crossing maneuvers:
 - Woodview Road (17 occurrences)
 - US 1 (15 occurrences)
 - SR 3037 Guernsey Road (12 occurrences)
 - PA 926 (10 occurrences)
 - Church Alley (9 occurrences)
 - Howellmore Road (8 occurrences)
 - Penncock Lane (6 occurrences)
- 49% said they find it difficult to make left turns from PA 41
- 58% said they find it difficult to make left turns from PA 841
- 61% said they find it difficult to cross PA 41 from PA 841
 - o Reasons most cited for difficulties making turns from PA 41, or turns and through movements from PA 841
 - Traffic volumes on PA 41 (196 occurrences)
 - Sight distance limitations (167 occurrences)
 - Speeds (151 occurrences)
- 36% said they find the intersection to be congested during the morning rush hour
- 50% said they find the intersection to be congested during the afternoon rush hour
- 65% said they find the signing at the intersection adequate

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- Additional concerns or suggestions (answers from question #20):
 - o Speeds (36 occurrences)
 - o Sight distance limitations (17 occurrences)
 - o Intersection geometry (15 occurrences)
 - o Truck volumes and / or speeds (14 occurrences)
 - o Construct turn lanes (9 occurrences)
 - o Construct a bypass / widen roadway (8 occurrences)
 - o Install a traffic signal
 - In favor (19 occurrences)
 - Against (5 occurrences)
 - o Construct a roundabout
 - In favor (6 occurrences)
 - Against (2 occurrences)

The complete survey response summary can be found in Appendix C of this memorandum.

Speed Study

A speed study was conducted by PennDOT along PA 41 at PA 841. This study consisted of 100 samples in each direction along PA 41. The following summarizes the speed study data:

- 85th Percentile Speeds
 - o Northbound = 42 miles per hour
 - o Southbound = 39 miles per hour
 - o Posted Speed Limit = 35 miles per hour
- Truck Percentage
 - o Northbound = 28%
 - o Southbound = 34%

The speed study data can be found in Appendix E of this memorandum.

Road Safety Audit

A Road Safety Audit was conducted on May 13, 2014. Common concerns mentioned for the PA 41 and PA 841 intersection in the RSA are as follows. The full meeting minutes for the RSA can be found in Appendix D of this memorandum.

- The intersection sight distance from PA 841 looking north may be limited.
- The intersection skew is severe, the curb radii are small and the turning movements are not adequately accommodated.
- The intersection is confusing with the 5 legs.
- Lack of change in roadway character depicting a town setting does not signal a speed change for drivers.
- Little to no pedestrian accommodations.
- Insufficient storage for PA 41 northbound to PA 841 eastbound.
- Vehicles traveling too fast.

Appendix A

HCS Analysis

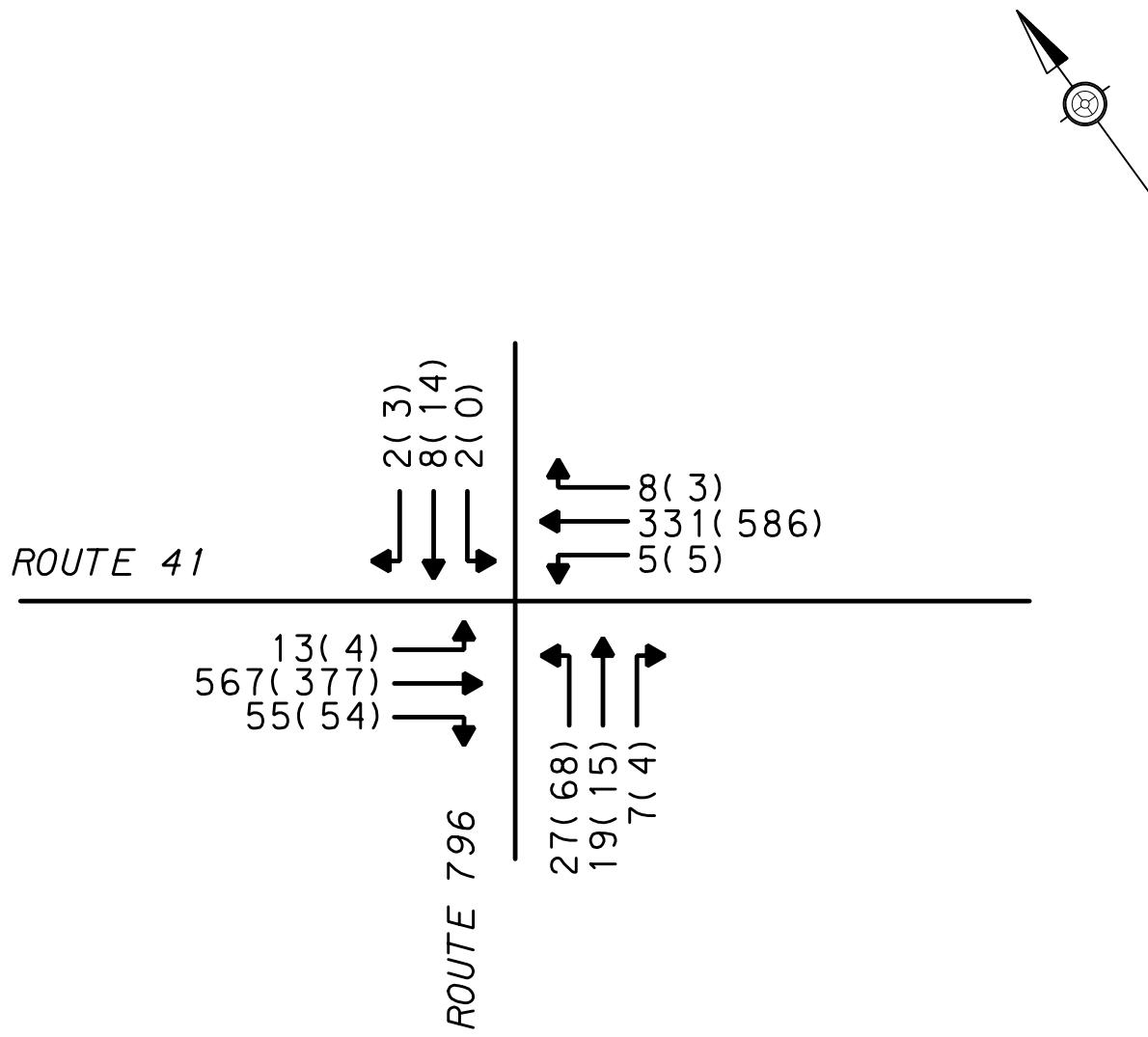
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Appendix A.1

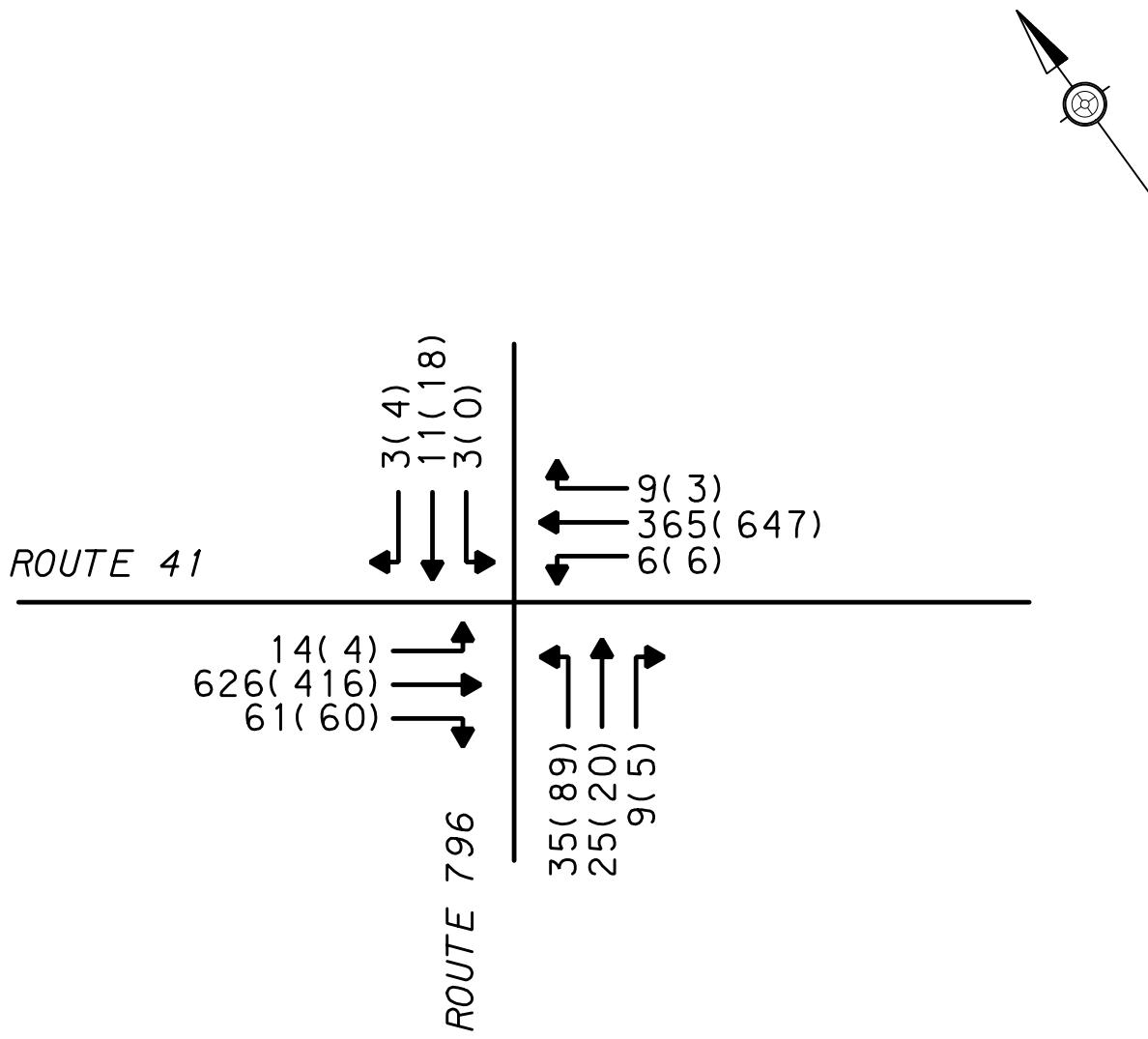
**PA 41 & PA 796 / SR 3041 (Derry
Meeting Road)**

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2013 PEAK HOUR TURNING MOVEMENT VOLUMES



2035 PEAK HOUR TURNING MOVEMENT VOLUMES



TWO-WAY STOP CONTROL SUMMARY						
General Information			Site Information			
Analyst	<i>Chad Martin</i>		Intersection	SR 0041 & SR 0796		
Agency/Co.	<i>Erdman Anthony</i>		Jurisdiction	Londonderry Township		
Date Performed	2/7/2014		Analysis Year	2013		
Analysis Time Period	AM					
Project Description	SR 0041 & SR 0796					
East/West Street:	Jennersville Rd (SR 0796)			North/South Street: Gap Newport Pike (SR 0041)		
Intersection Orientation:	North-South			Study Period (hrs): 0.25		
Vehicle Volumes and Adjustments						
Major Street		Northbound			Southbound	
Movement		1	2	3	4	5
		L	T	R	L	T
Volume (veh/h)		5	331	8	13	567
Peak-Hour Factor, PHF		0.84	0.84	0.84	0.84	0.84
Hourly Flow Rate, HFR (veh/h)		5	394	9	15	675
Percent Heavy Vehicles		28	--	--	32	--
Median Type	<i>Undivided</i>					
RT Channelized				0		0
Lanes		0	1	0	0	1
Configuration	<i>LTR</i>			<i>LTR</i>		
Upstream Signal			0			0
Minor Street		Eastbound			Westbound	
Movement		7	8	9	10	11
		L	T	R	L	T
Volume (veh/h)		27	19	7	2	8
Peak-Hour Factor, PHF		0.84	0.84	0.84	0.84	0.84
Hourly Flow Rate, HFR (veh/h)		32	22	8	2	9
Percent Heavy Vehicles		7	7	7	22	22
Percent Grade (%)	-2			2		
Flared Approach			N			N
Storage			0			0
RT Channelized				0		0
Lanes		0	1	0	0	1
Configuration			LTR			LTR
Delay, Queue Length, and Level of Service						
Approach		Northbound	Southbound	Westbound		Eastbound
Movement		1	4	7	8	9
Lane Configuration		<i>LTR</i>	<i>LTR</i>		<i>LTR</i>	
v (veh/h)		5	15		13	62
C (m) (veh/h)		475	650		150	211
v/c		0.01	0.02		0.09	0.29
95% queue length		0.03	0.07		0.28	1.17
Control Delay (s/veh)		12.7	10.7		31.3	29.0
LOS		B	B		D	D
Approach Delay (s/veh)		--	--		31.3	29.0
Approach LOS		--	--		D	D

TWO-WAY STOP CONTROL SUMMARY						
General Information			Site Information			
Analyst	<i>Chad Martin</i>		Intersection	SR 0041 & SR 0796		
Agency/Co.	<i>Erdman Anthony</i>		Jurisdiction	Londonderry Township		
Date Performed	2/7/2014		Analysis Year	2013		
Analysis Time Period	PM					
Project Description	SR 0041 & SR 0796					
East/West Street:	Jennersville Rd (SR 0796)			North/South Street: Gap Newport Pike (SR 0041)		
Intersection Orientation:	North-South			Study Period (hrs): 0.25		
Vehicle Volumes and Adjustments						
Major Street		Northbound			Southbound	
Movement		1	2	3	4	5
		L	T	R	L	T
Volume (veh/h)		5	586	3	4	377
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)		5	616	3	4	396
Percent Heavy Vehicles		18	--	--	23	--
Median Type	<i>Undivided</i>					
RT Channelized				0		0
Lanes		0	1	0	0	1
Configuration	<i>LTR</i>			<i>LTR</i>		
Upstream Signal			0			0
Minor Street		Eastbound			Westbound	
Movement		7	8	9	10	11
		L	T	R	L	T
Volume (veh/h)		68	15	4	0	14
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)		71	15	4	0	14
Percent Heavy Vehicles		10	10	10	17	17
Percent Grade (%)	-2			2		
Flared Approach			N			N
Storage			0			0
RT Channelized				0		0
Lanes		0	1	0	0	1
Configuration			LTR			LTR
Delay, Queue Length, and Level of Service						
Approach		Northbound	Southbound	Westbound		Eastbound
Movement		1	4	7	8	9
Lane Configuration		<i>LTR</i>	<i>LTR</i>		<i>LTR</i>	
v (veh/h)		5	4			90
C (m) (veh/h)		648	544			227
v/c		0.01	0.01		0.09	0.40
95% queue length		0.02	0.02		0.28	1.78
Control Delay (s/veh)		10.6	11.7		25.1	30.9
LOS		B	B	D		D
Approach Delay (s/veh)		--	--		25.1	30.9
Approach LOS		--	--		D	D

TWO-WAY STOP CONTROL SUMMARY						
General Information			Site Information			
Analyst	<i>Chad Martin</i>		Intersection	SR 0041 & SR 0796		
Agency/Co.	<i>Erdman Anthony</i>		Jurisdiction	Londonderry Township		
Date Performed	2/7/2014		Analysis Year	2035		
Analysis Time Period	AM					
Project Description	SR 0041 & SR 0796					
East/West Street:	Jennersville Rd (SR 0796)			North/South Street: Gap Newport Pike (SR 0041)		
Intersection Orientation:	North-South			Study Period (hrs): 0.25		
Vehicle Volumes and Adjustments						
Major Street		Northbound			Southbound	
Movement		1	2	3	4	5
		L	T	R	L	T
Volume (veh/h)		6	365	9	14	626
Peak-Hour Factor, PHF		0.84	0.84	0.84	0.84	0.84
Hourly Flow Rate, HFR (veh/h)		7	434	10	16	745
Percent Heavy Vehicles		28	--	--	32	--
Median Type	<i>Undivided</i>					
RT Channelized				0		0
Lanes		0	1	0	0	1
Configuration	<i>LTR</i>			<i>LTR</i>		
Upstream Signal			0			0
Minor Street		Eastbound			Westbound	
Movement		7	8	9	10	11
		L	T	R	L	T
Volume (veh/h)		35	25	9	3	11
Peak-Hour Factor, PHF		0.84	0.84	0.84	0.84	0.84
Hourly Flow Rate, HFR (veh/h)		41	29	10	3	13
Percent Heavy Vehicles		7	7	7	22	22
Percent Grade (%)	-2			2		
Flared Approach			N			N
Storage			0			0
RT Channelized				0		0
Lanes		0	1	0	0	1
Configuration			LTR			LTR
Delay, Queue Length, and Level of Service						
Approach		Northbound	Southbound	Westbound		Eastbound
Movement		1	4	7	8	9
Lane Configuration		<i>LTR</i>	<i>LTR</i>		<i>LTR</i>	
v (veh/h)		7	16		19	
C (m) (veh/h)		440	625		119	
v/c		0.02	0.03		0.16	
95% queue length		0.05	0.08		0.55	
Control Delay (s/veh)		13.3	10.9		40.9	
LOS		B	B		E	
Approach Delay (s/veh)		--	--		40.9	
Approach LOS		--	--		E	

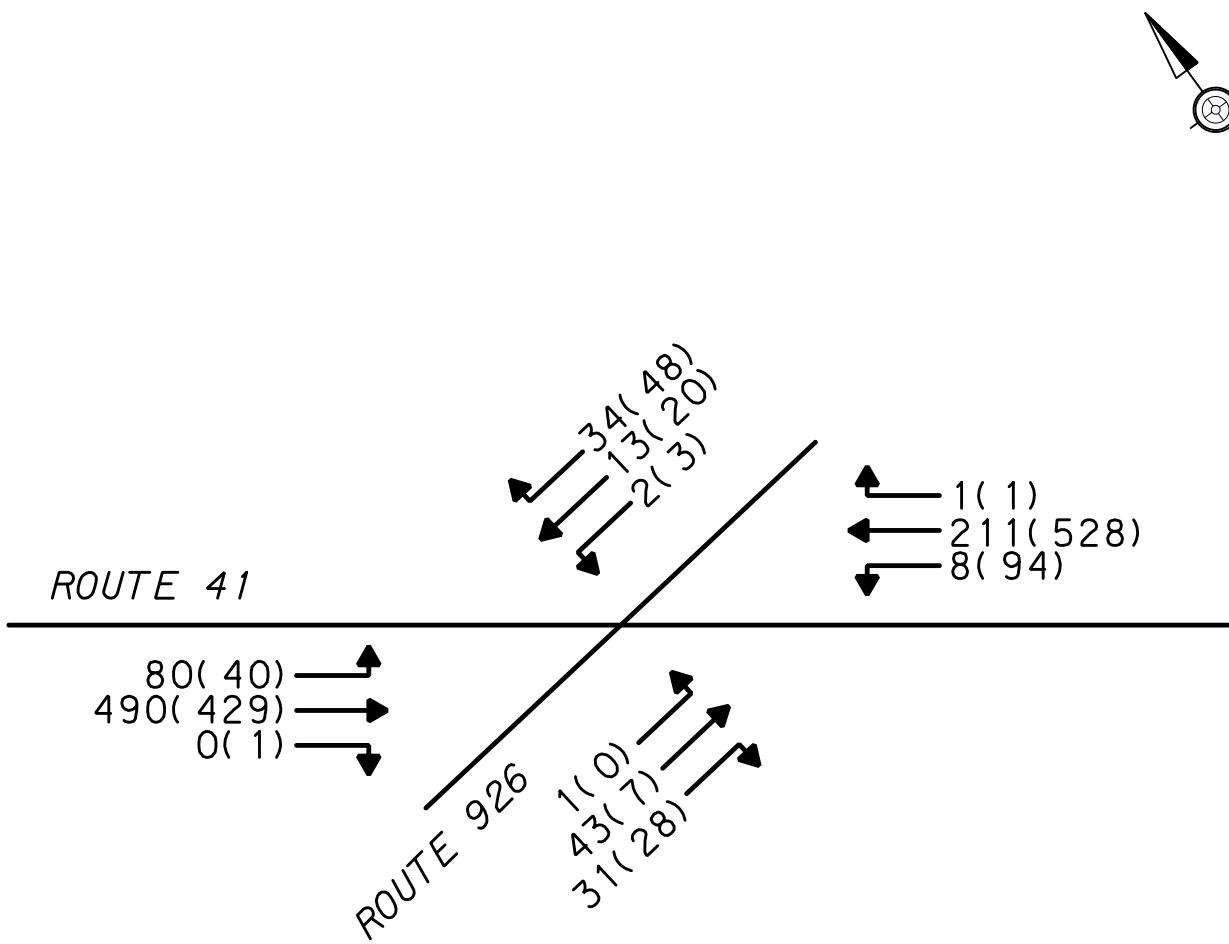
TWO-WAY STOP CONTROL SUMMARY						
General Information			Site Information			
Analyst	<i>Chad Martin</i>		Intersection	SR 0041 & SR 0796		
Agency/Co.	<i>Erdman Anthony</i>		Jurisdiction	Londonderry Township		
Date Performed	2/7/2014		Analysis Year	2035		
Analysis Time Period	PM					
Project Description	SR 0041 & SR 0796					
East/West Street:	Jennersville Rd (SR 0796)			North/South Street: Gap Newport Pike (SR 0041)		
Intersection Orientation:	North-South			Study Period (hrs): 0.25		
Vehicle Volumes and Adjustments						
Major Street		Northbound			Southbound	
Movement		1	2	3	4	5
		L	T	R	L	T
Volume (veh/h)		6	647	3	4	416
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)		6	681	3	4	437
Percent Heavy Vehicles		18	--	--	23	--
Median Type	<i>Undivided</i>					
RT Channelized				0		0
Lanes		0	1	0	0	1
Configuration	<i>LTR</i>			<i>LTR</i>		
Upstream Signal			0			0
Minor Street		Eastbound			Westbound	
Movement		7	8	9	10	11
		L	T	R	L	T
Volume (veh/h)		89	20	5	0	18
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)		93	21	5	0	18
Percent Heavy Vehicles		10	10	10	17	17
Percent Grade (%)	-2			2		
Flared Approach			N			N
Storage			0			0
RT Channelized				0		0
Lanes		0	1	0	0	1
Configuration			LTR			LTR
Delay, Queue Length, and Level of Service						
Approach		Northbound	Southbound	Westbound		Eastbound
Movement		1	4	7	8	9
Lane Configuration		<i>LTR</i>	<i>LTR</i>		<i>LTR</i>	
v (veh/h)		6	4		22	
C (m) (veh/h)		619	510		166	
v/c		0.01	0.01		0.13	
95% queue length		0.03	0.02		0.45	
Control Delay (s/veh)		10.9	12.1		30.0	
LOS		B	B		D	
Approach Delay (s/veh)		--	--		30.0	
Approach LOS		--	--		D	
						F
						54.1
						F

Appendix A.2

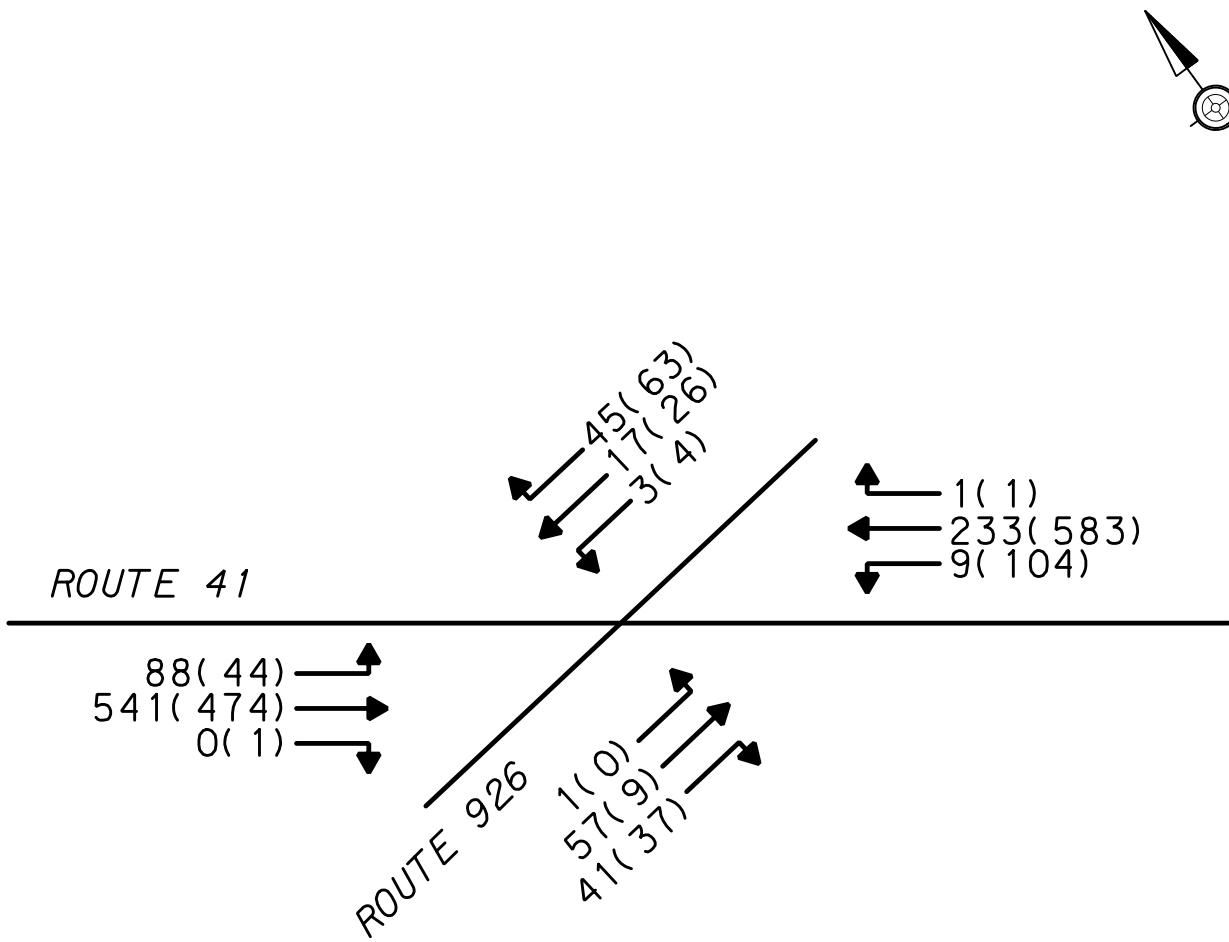
PA 41 & PA 926

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2013 PEAK HOUR TURNING MOVEMENT VOLUMES



2035 PEAK HOUR TURNING MOVEMENT VOLUMES



TWO-WAY STOP CONTROL SUMMARY						
General Information			Site Information			
Analyst	Chad Martin		Intersection	SR 0041 & SR 0926		
Agency/Co.	Erdman Anthony		Jurisdiction	Londonderry Twp		
Date Performed	10/17/2013		Analysis Year	2013		
Analysis Time Period	AM					
Project Description	SR 0041 & SR 0926					
East/West Street:	Street Rd (SR 0926)			North/South Street: Gap Newport Pike (SR 0041)		
Intersection Orientation:	North-South			Study Period (hrs): 0.25		
Vehicle Volumes and Adjustments						
Major Street		Northbound			Southbound	
Movement		1	2	3	4	5
		L	T	R	L	T
Volume (veh/h)		8	211	1	80	490
Peak-Hour Factor, PHF		0.94	0.94	0.94	0.94	0.94
Hourly Flow Rate, HFR (veh/h)		8	224	1	85	521
Percent Heavy Vehicles		28	--	--	12	--
Median Type		Undivided				
RT Channelized				0		0
Lanes		1	1	0	1	1
Configuration		L		TR	L	TR
Upstream Signal			0			0
Minor Street		Eastbound			Westbound	
Movement		7	8	9	10	11
		L	T	R	L	T
Volume (veh/h)		1	43	31	2	13
Peak-Hour Factor, PHF		0.94	0.94	0.94	0.94	0.94
Hourly Flow Rate, HFR (veh/h)		1	45	32	2	13
Percent Heavy Vehicles		7	7	7	33	33
Percent Grade (%)		-2			2	
Flared Approach			N			N
Storage			0			0
RT Channelized				0		0
Lanes		0	1	0	0	1
Configuration			LTR			LTR
Delay, Queue Length, and Level of Service						
Approach		Northbound	Southbound	Westbound		Eastbound
Movement		1	4	7	8	9
Lane Configuration		L	L	LTR		LTR
v (veh/h)		8	85		51	78
C (m) (veh/h)		588	814		372	323
v/c		0.01	0.10		0.14	0.24
95% queue length		0.04	0.35		0.47	0.93
Control Delay (s/veh)		11.2	9.9		16.2	19.7
LOS		B	A		C	C
Approach Delay (s/veh)		--	--		16.2	19.7
Approach LOS		--	--		C	C

TWO-WAY STOP CONTROL SUMMARY						
General Information			Site Information			
Analyst	<i>Chad Martin</i>		Intersection	SR 0041 & SR 0926		
Agency/Co.	<i>Erdman Anthony</i>		Jurisdiction	Londonderry Twp		
Date Performed	10/17/2013		Analysis Year	2013		
Analysis Time Period	PM					
Project Description	SR 0041 & SR 0926					
East/West Street:	Street Rd (SR 0926)			North/South Street: Gap Newport Pike (SR 0041)		
Intersection Orientation:	North-South			Study Period (hrs): 0.25		
Vehicle Volumes and Adjustments						
Major Street		Northbound			Southbound	
Movement		1	2	3	4	5
		L	T	R	L	T
Volume (veh/h)		94	528	1	40	429
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR (veh/h)		104	586	1	44	476
Percent Heavy Vehicles		11	--	--	5	--
Median Type		Undivided				
RT Channelized				0		0
Lanes		1	1	0	1	1
Configuration		L		TR	L	TR
Upstream Signal			0			0
Minor Street		Eastbound			Westbound	
Movement		7	8	9	10	11
		L	T	R	L	T
Volume (veh/h)		0	7	28	3	20
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR (veh/h)		0	7	31	3	22
Percent Heavy Vehicles		0	0	0	8	8
Percent Grade (%)		-2			2	
Flared Approach			N			N
Storage			0			0
RT Channelized				0		0
Lanes		0	1	0	0	1
Configuration			LTR			LTR
Delay, Queue Length, and Level of Service						
Approach		Northbound	Southbound	Westbound		Eastbound
Movement		1	4	7	8	9
Lane Configuration		L	L		LTR	
v (veh/h)		104	44		78	
C (m) (veh/h)		648	597		196	
v/c		0.16	0.07		0.40	
95% queue length		0.57	0.24		1.77	
Control Delay (s/veh)		11.6	11.5		35.0	
LOS		B	B		E	
Approach Delay (s/veh)		--	--		35.0	
Approach LOS		--	--		E	
						C

TWO-WAY STOP CONTROL SUMMARY						
General Information			Site Information			
Analyst	<i>Chad Martin</i>		Intersection	SR 0041 & SR 0926		
Agency/Co.	<i>Erdman Anthony</i>		Jurisdiction	Londonderry Twp		
Date Performed	10/17/2013		Analysis Year	2035		
Analysis Time Period	AM					
Project Description	SR 0041 & SR 0926					
East/West Street:	Street Rd (SR 0926)			North/South Street: Gap Newport Pike (SR 0041)		
Intersection Orientation:	North-South			Study Period (hrs): 0.25		
Vehicle Volumes and Adjustments						
Major Street		Northbound			Southbound	
Movement		1	2	3	4	5
		L	T	R	L	T
Volume (veh/h)		9	233	1	88	541
Peak-Hour Factor, PHF		0.94	0.94	0.94	0.94	0.94
Hourly Flow Rate, HFR (veh/h)		9	247	1	93	575
Percent Heavy Vehicles		28	--	--	12	--
Median Type		Undivided				
RT Channelized				0		0
Lanes		1	1	0	1	1
Configuration		L		TR	L	TR
Upstream Signal			0			0
Minor Street		Eastbound			Westbound	
Movement		7	8	9	10	11
		L	T	R	L	T
Volume (veh/h)		1	57	41	3	17
Peak-Hour Factor, PHF		0.94	0.94	0.94	0.94	0.94
Hourly Flow Rate, HFR (veh/h)		1	60	43	3	18
Percent Heavy Vehicles		7	7	7	33	33
Percent Grade (%)		-2			2	
Flared Approach			N			N
Storage			0			0
RT Channelized				0		0
Lanes		0	1	0	0	1
Configuration			LTR			LTR
Delay, Queue Length, and Level of Service						
Approach		Northbound	Southbound	Westbound		Eastbound
Movement		1	4	7	8	9
Lane Configuration		L	L	LTR		LTR
v (veh/h)		9	93		68	
C (m) (veh/h)		558	797		312	
v/c		0.02	0.12		0.22	
95% queue length		0.05	0.39		0.81	
Control Delay (s/veh)		11.6	10.1		19.7	
LOS		B	B		C	
Approach Delay (s/veh)		--	--		19.7	
Approach LOS		--	--		C	
						C

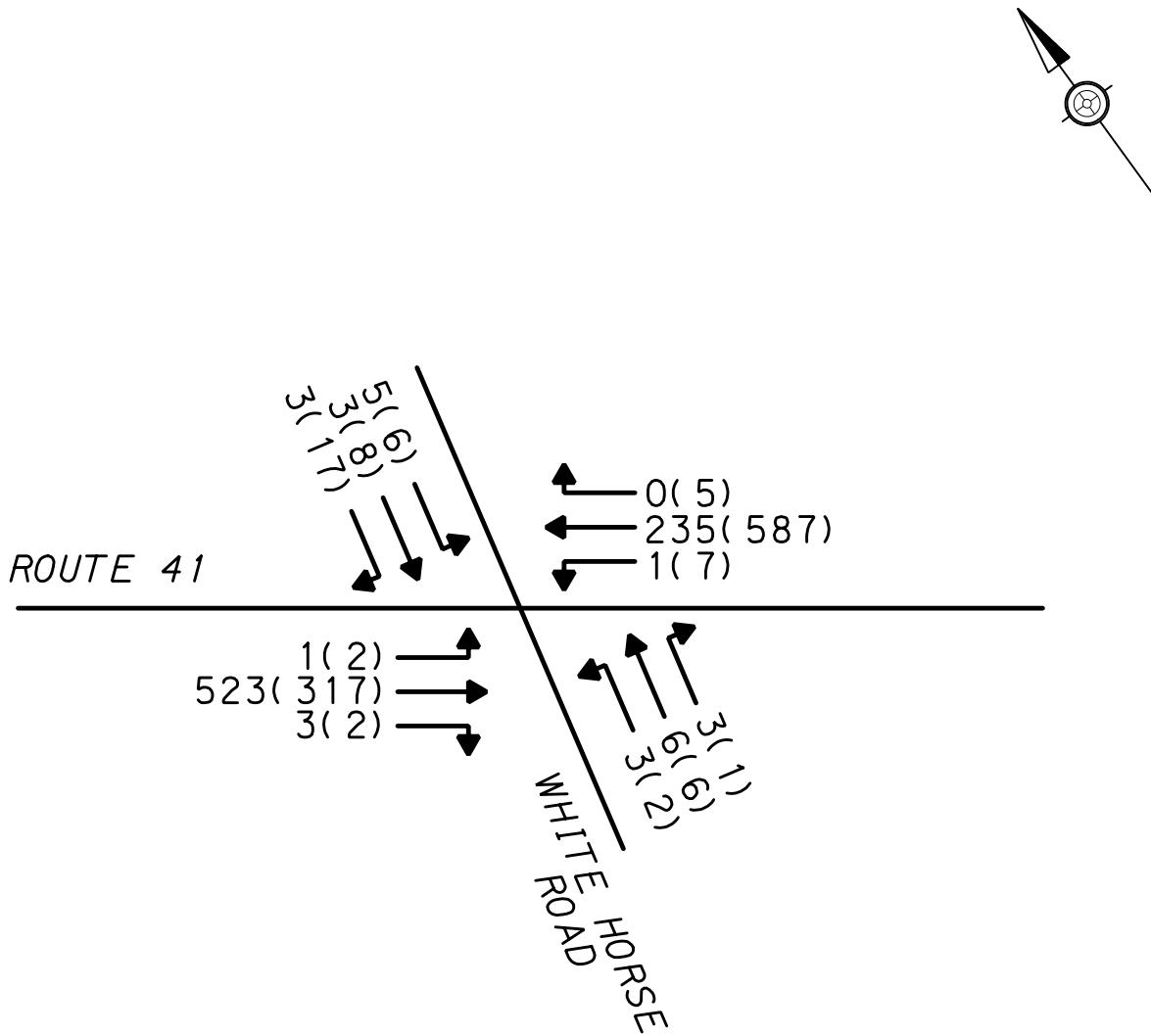
TWO-WAY STOP CONTROL SUMMARY						
General Information			Site Information			
Analyst	Chad Martin		Intersection	SR 0041 & SR 0926		
Agency/Co.	Erdman Anthony		Jurisdiction	Londonderry Twp		
Date Performed	10/17/2013		Analysis Year	2035		
Analysis Time Period	PM					
Project Description	SR 0041 & SR 0926					
East/West Street:	Street Rd (SR 0926)			North/South Street: Gap Newport Pike (SR 0041)		
Intersection Orientation:	North-South			Study Period (hrs): 0.25		
Vehicle Volumes and Adjustments						
Major Street		Northbound			Southbound	
Movement		1	2	3	4	5
		L	T	R	L	T
Volume (veh/h)		104	583	1	44	474
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR (veh/h)		115	647	1	48	526
Percent Heavy Vehicles		10	--	--	5	--
Median Type		Undivided				
RT Channelized				0		0
Lanes		1	1	0	1	1
Configuration		L		TR	L	TR
Upstream Signal			0			0
Minor Street		Eastbound			Westbound	
Movement		7	8	9	10	11
		L	T	R	L	T
Volume (veh/h)		0	9	37	4	26
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR (veh/h)		0	10	41	4	28
Percent Heavy Vehicles		0	0	0	8	8
Percent Grade (%)		-2			2	
Flared Approach			N			N
Storage			0			0
RT Channelized				0		0
Lanes		0	1	0	0	1
Configuration			LTR			LTR
Delay, Queue Length, and Level of Service						
Approach		Northbound	Southbound	Westbound		Eastbound
Movement		1	4	7	8	9
Lane Configuration		L	L		LTR	
v (veh/h)		115	48		102	
C (m) (veh/h)		620	564		158	
v/c		0.19	0.09		0.65	
95% queue length		0.68	0.28		3.61	
Control Delay (s/veh)		12.1	12.0		62.0	
LOS		B	B		F	
Approach Delay (s/veh)		--	--		62.0	
Approach LOS		--	--		F	
						C

Appendix A.3

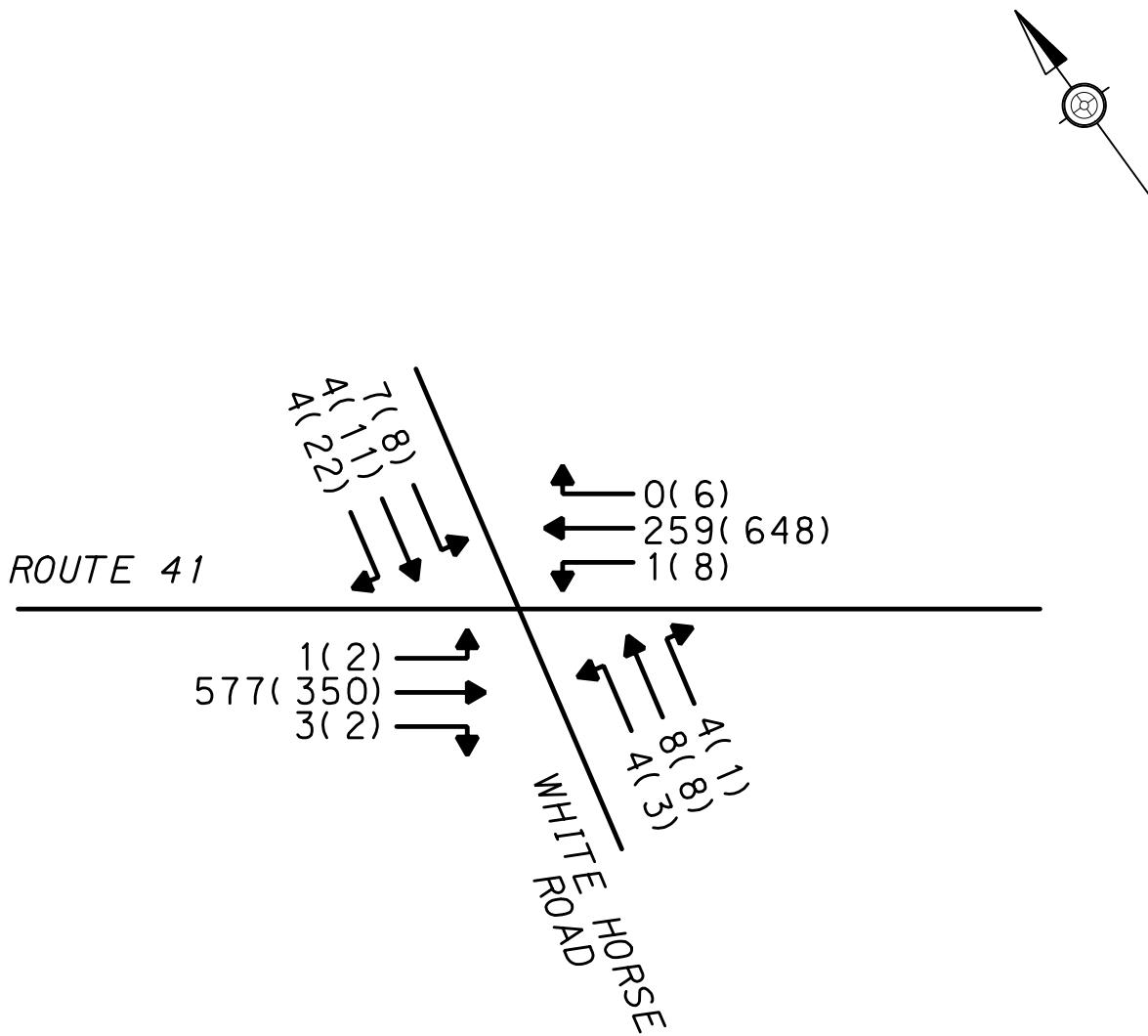
PA 41 & SR 3039 (White Horse Road)

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2013 PEAK HOUR TURNING MOVEMENT VOLUMES



2035 PEAK HOUR TURNING MOVEMENT VOLUMES



TWO-WAY STOP CONTROL SUMMARY									
General Information			Site Information						
Analyst	<i>Chad Martin</i>		Intersection	SR 0041 & SR 3039					
Agency/Co.	<i>Erdman Anthony</i>		Jurisdiction	Londonderry Township					
Date Performed	2/7/2014		Analysis Year	2013					
Analysis Time Period	AM								
Project Description	SR 0041 & SR 3039								
East/West Street:	White Horse Rd (SR 3039)			North/South Street: Gap Newport Pike (SR 0041)					
Intersection Orientation:	North-South			Study Period (hrs): 0.25					
Vehicle Volumes and Adjustments									
Major Street		Northbound			Southbound				
Movement		1	2	3	4	5			
		L	T	R	L	T			
Volume (veh/h)		1	235	0	1	523			
Peak-Hour Factor, PHF		0.93	0.93	0.93	0.93	0.93			
Hourly Flow Rate, HFR (veh/h)		1	252	0	1	562			
Percent Heavy Vehicles		21	--	--	22	--			
Median Type		Undivided							
RT Channelized				0		0			
Lanes		0	1	0	0	1			
Configuration		LTR			LTR				
Upstream Signal		0			0				
Minor Street		Eastbound			Westbound				
Movement		7	8	9	10	11			
		L	T	R	L	T			
Volume (veh/h)		3	6	3	5	3			
Peak-Hour Factor, PHF		0.93	0.93	0.93	0.93	0.93			
Hourly Flow Rate, HFR (veh/h)		3	6	3	5	3			
Percent Heavy Vehicles		0	0	0	0	0			
Percent Grade (%)		6			-3				
Flared Approach		N			N				
Storage		0			0				
RT Channelized					0				
Lanes		0	1	0	0	1			
Configuration		LTR			LTR				
Delay, Queue Length, and Level of Service									
Approach		Northbound	Southbound	Westbound		Eastbound			
Movement		1	4	7	8	9			
Lane Configuration		LTR	LTR	LTR					
v (veh/h)		1	1	11					
C (m) (veh/h)		576	772	372					
v/c		0.00	0.00	0.03					
95% queue length		0.01	0.00	0.09					
Control Delay (s/veh)		11.3	9.7	15.0					
LOS		B	A	B					
Approach Delay (s/veh)		--	--	15.0					
Approach LOS		--	--	B					
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TWO-WAY STOP CONTROL SUMMARY						
General Information			Site Information			
Analyst	<i>Chad Martin</i>		Intersection	SR 0041 & SR 3039		
Agency/Co.	<i>Erdman Anthony</i>		Jurisdiction	Londonderry Township		
Date Performed	2/7/2014		Analysis Year	2013		
Analysis Time Period	PM					
Project Description	SR 0041 & SR 3039					
East/West Street:	White Horse Rd (SR 3039)			North/South Street: Gap Newport Pike (SR 0041)		
Intersection Orientation:	North-South			Study Period (hrs): 0.25		
Vehicle Volumes and Adjustments						
Major Street		Northbound			Southbound	
Movement		1	2	3	4	5
		L	T	R	L	T
Volume (veh/h)		7	587	5	2	317
Peak-Hour Factor, PHF		0.88	0.88	0.88	0.88	0.88
Hourly Flow Rate, HFR (veh/h)		7	667	5	2	360
Percent Heavy Vehicles		18	--	--	18	--
Median Type	<i>Undivided</i>					
RT Channelized				0		0
Lanes		0	1	0	0	1
Configuration	<i>LTR</i>			<i>LTR</i>		
Upstream Signal	0			0		
Minor Street		Eastbound			Westbound	
Movement		7	8	9	10	11
		L	T	R	L	T
Volume (veh/h)		2	6	1	6	8
Peak-Hour Factor, PHF		0.88	0.88	0.88	0.88	0.88
Hourly Flow Rate, HFR (veh/h)		2	6	1	6	9
Percent Heavy Vehicles		0	0	0	0	0
Percent Grade (%)	6			-3		
Flared Approach	N			N		
Storage	0			0		
RT Channelized				0		
Lanes		0	1	0	0	1
Configuration	<i>LTR</i>			<i>LTR</i>		
Delay, Queue Length, and Level of Service						
Approach		Northbound	Southbound	Westbound		Eastbound
Movement		1	4	7	8	9
Lane Configuration	<i>LTR</i>		<i>LTR</i>	<i>LTR</i>		<i>LTR</i>
v (veh/h)		7	2		34	
C (m) (veh/h)		705	526		320	
v/c		0.01	0.00		0.11	
95% queue length		0.03	0.01		0.35	
Control Delay (s/veh)		10.2	11.9		17.6	
LOS		B	B		C	D
Approach Delay (s/veh)		--	--		17.6	25.5
Approach LOS		--	--		C	D

TWO-WAY STOP CONTROL SUMMARY						
General Information			Site Information			
Analyst	Chad Martin		Intersection	SR 0041 & SR 3039		
Agency/Co.	Erdman Anthony		Jurisdiction	Londonderry Township		
Date Performed	2/7/2014		Analysis Year	2035		
Analysis Time Period	AM					
Project Description	SR 0041 & SR 3039					
East/West Street:	White Horse Rd (SR 3039)			North/South Street: Gap Newport Pike (SR 0041)		
Intersection Orientation:	North-South			Study Period (hrs): 0.25		
Vehicle Volumes and Adjustments						
Major Street		Northbound			Southbound	
Movement		1	2	3	4	5
		L	T	R	L	T
Volume (veh/h)	1	259		0	1	577
Peak-Hour Factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Hourly Flow Rate, HFR (veh/h)	1	278		0	1	620
Percent Heavy Vehicles	21	--	--	22	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal	0			0		
Minor Street		Eastbound			Westbound	
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	4	8	4	7	4	4
Peak-Hour Factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Hourly Flow Rate, HFR (veh/h)	4	8	4	7	4	4
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	6			-3		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Delay, Queue Length, and Level of Service						
Approach		Northbound	Southbound	Westbound		Eastbound
Movement	1	4		7	8	9
Lane Configuration	LTR		LTR		LTR	
v (veh/h)	1	1		15		16
C (m) (veh/h)	545	754		325		259
v/c	0.00	0.00		0.05		0.06
95% queue length	0.01	0.00		0.14		0.20
Control Delay (s/veh)	11.6	9.8		16.6		19.8
LOS	B	A		C		C
Approach Delay (s/veh)	--	--		16.6		19.8
Approach LOS	--	--		C		C

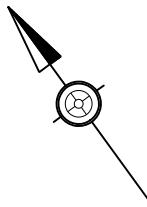
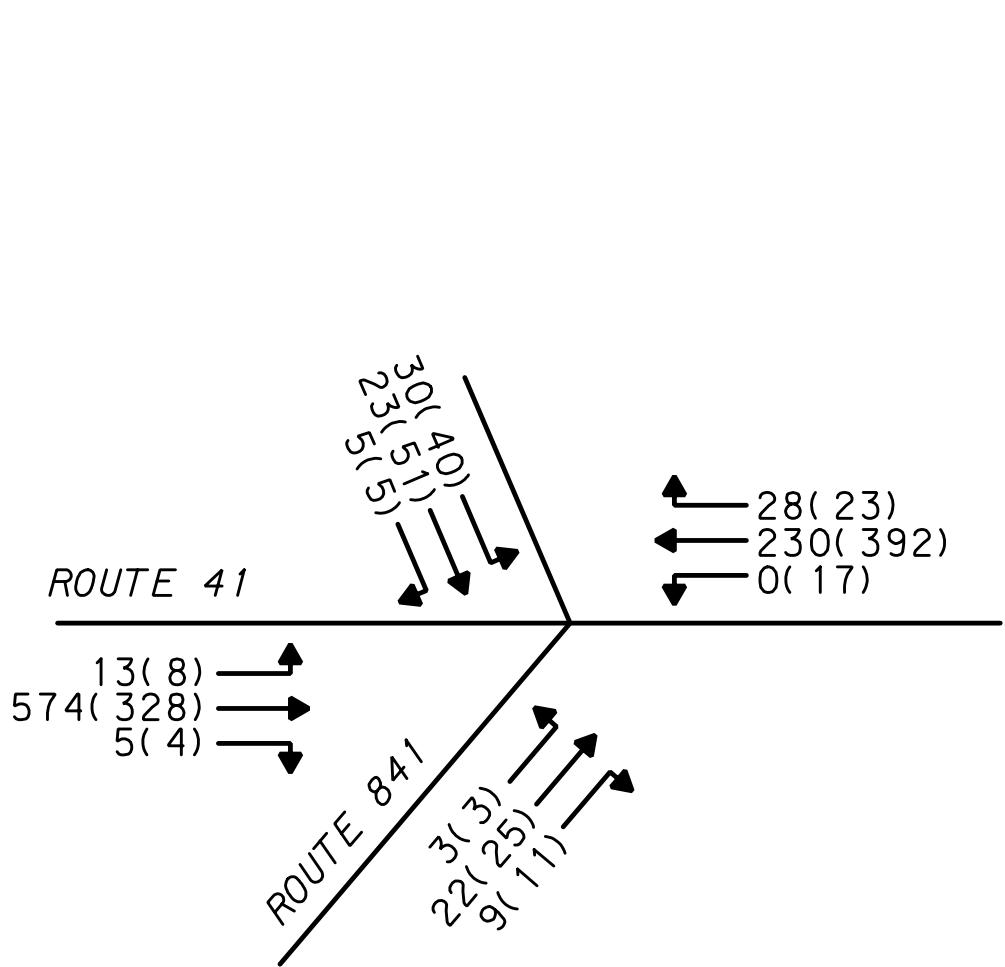
TWO-WAY STOP CONTROL SUMMARY						
General Information			Site Information			
Analyst	<i>Chad Martin</i>		Intersection	SR 0041 & SR 3039		
Agency/Co.	<i>Erdman Anthony</i>		Jurisdiction	Londonderry Township		
Date Performed	2/7/2014		Analysis Year	2035		
Analysis Time Period	PM					
Project Description	SR 0041 & SR 3039					
East/West Street:	White Horse Rd (SR 3039)			North/South Street: Gap Newport Pike (SR 0041)		
Intersection Orientation:	North-South			Study Period (hrs): 0.25		
Vehicle Volumes and Adjustments						
Major Street		Northbound			Southbound	
Movement		1	2	3	4	5
		L	T	R	L	T
Volume (veh/h)		8	648	6	2	350
Peak-Hour Factor, PHF		0.88	0.88	0.88	0.88	0.88
Hourly Flow Rate, HFR (veh/h)		9	736	6	2	397
Percent Heavy Vehicles		18	--	--	18	--
Median Type	<i>Undivided</i>					
RT Channelized				0		0
Lanes		0	1	0	0	1
Configuration	<i>LTR</i>			<i>LTR</i>		
Upstream Signal				0		
Minor Street		Eastbound			Westbound	
Movement		7	8	9	10	11
		L	T	R	L	T
Volume (veh/h)		3	8	1	8	11
Peak-Hour Factor, PHF		0.88	0.88	0.88	0.88	0.88
Hourly Flow Rate, HFR (veh/h)		3	9	1	9	12
Percent Heavy Vehicles		0	0	0	0	0
Percent Grade (%)	6			-3		
Flared Approach	N			N		
Storage	0			0		
RT Channelized				0		
Lanes		0	1	0	0	1
Configuration	<i>LTR</i>			<i>LTR</i>		
Delay, Queue Length, and Level of Service						
Approach		Northbound	Southbound	Westbound		Eastbound
Movement		1	4	7	8	9
Lane Configuration		<i>LTR</i>	<i>LTR</i>	<i>LTR</i>		
v (veh/h)		9	2	46		
C (m) (veh/h)		681	491	271		
v/c		0.01	0.00	0.17		
95% queue length		0.04	0.01	0.60		
Control Delay (s/veh)		10.4	12.4	21.0		
LOS		B	B	C		
Approach Delay (s/veh)		--	--	21.0		
Approach LOS		--	--	C		
				D		

Appendix A.4

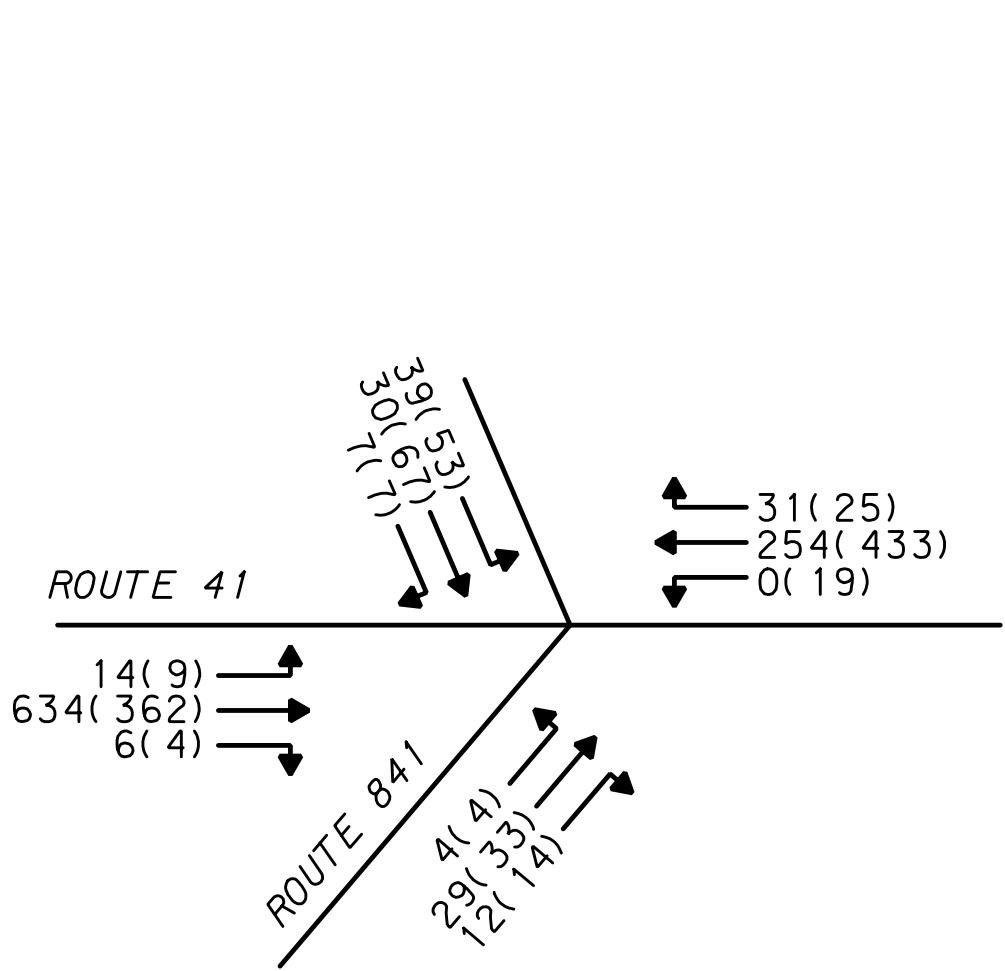
PA 41 & PA 841

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2013 PEAK HOUR TURNING MOVEMENT VOLUMES



2035 PEAK HOUR TURNING MOVEMENT VOLUMES



TWO-WAY STOP CONTROL SUMMARY						
General Information			Site Information			
Analyst	Chad Martin		Intersection	SR 0041 & SR 0841		
Agency/Co.	Erdman Anthony		Jurisdiction	London Grove Twp		
Date Performed	10/17/2013		Analysis Year	2013		
Analysis Time Period	AM					
Project Description	SR 0041 & SR 0841					
East/West Street:	Coatesville Rd (SR 0841)			North/South Street: Gap Newport Pike (SR 0041)		
Intersection Orientation:	North-South			Study Period (hrs): 0.25		
Vehicle Volumes and Adjustments						
Major Street		Northbound			Southbound	
Movement		1	2	3	4	5
		L	T	R	L	T
Volume (veh/h)		0	230	28	13	574
Peak-Hour Factor, PHF		0.84	0.84	0.84	0.84	0.84
Hourly Flow Rate, HFR (veh/h)		0	273	33	15	683
Percent Heavy Vehicles		19	--	--	20	--
Median Type		Undivided				
RT Channelized				0		0
Lanes		0	1	0	0	1
Configuration		LTR			LTR	
Upstream Signal		0			0	
Minor Street		Eastbound			Westbound	
Movement		7	8	9	10	11
		L	T	R	L	T
Volume (veh/h)		3	22	9	30	23
Peak-Hour Factor, PHF		0.84	0.84	0.84	0.84	0.84
Hourly Flow Rate, HFR (veh/h)		3	26	10	35	27
Percent Heavy Vehicles		15	15	15	11	11
Percent Grade (%)		4			-3	
Flared Approach		N			N	
Storage		0			0	
RT Channelized					0	
Lanes		0	1	0	0	1
Configuration		LTR			LTR	
Delay, Queue Length, and Level of Service						
Approach		Northbound	Southbound	Westbound		Eastbound
Movement		1	4	7	8	9
Lane Configuration		LTR	LTR	LTR		
v (veh/h)		0	15	67		
C (m) (veh/h)		516	738	212		
v/c		0.00	0.02	0.32		
95% queue length		0.00	0.06	1.29		
Control Delay (s/veh)		12.0	10.0	29.6		
LOS		B	A	D		
Approach Delay (s/veh)		--	--	29.6		
Approach LOS		--	--	D		

TWO-WAY STOP CONTROL SUMMARY						
General Information			Site Information			
Analyst	Chad Martin		Intersection	SR 0041 & SR 0841		
Agency/Co.	Erdman Anthony		Jurisdiction	London Grove Twp		
Date Performed	10/17/2013		Analysis Year	2013		
Analysis Time Period	PM					
Project Description	SR 0041 & SR 0841					
East/West Street:	Coatesville Rd (SR 0841)			North/South Street: Gap Newport Pike (SR 0041)		
Intersection Orientation:	North-South			Study Period (hrs): 0.25		
Vehicle Volumes and Adjustments						
Major Street		Northbound			Southbound	
Movement		1	2	3	4	5
		L	T	R	L	T
Volume (veh/h)		17	392	23	8	328
Peak-Hour Factor, PHF		0.96	0.96	0.96	0.96	0.96
Hourly Flow Rate, HFR (veh/h)		17	408	23	8	341
Percent Heavy Vehicles		1	--	--	7	--
Median Type		Undivided				
RT Channelized				0		0
Lanes		0	1	0	0	1
Configuration		LTR			LTR	
Upstream Signal		0			0	
Minor Street		Eastbound			Westbound	
Movement		7	8	9	10	11
		L	T	R	L	T
Volume (veh/h)		3	25	11	40	51
Peak-Hour Factor, PHF		0.96	0.96	0.96	0.96	0.96
Hourly Flow Rate, HFR (veh/h)		3	26	11	41	53
Percent Heavy Vehicles		11	11	11	7	7
Percent Grade (%)		4			-3	
Flared Approach		N			N	
Storage		0			0	
RT Channelized					0	
Lanes		0	1	0	0	1
Configuration		LTR			LTR	
Delay, Queue Length, and Level of Service						
Approach		Northbound	Southbound	Westbound		Eastbound
Movement		1	4	7	8	9
Lane Configuration		LTR	LTR	LTR		
v (veh/h)		17	8	99		
C (m) (veh/h)		755	685	298		
v/c		0.02	0.01	0.33		
95% queue length		0.07	0.04	1.41		
Control Delay (s/veh)		9.9	10.3	23.0		
LOS		A	B	C		
Approach Delay (s/veh)		--	--	23.0		
Approach LOS		--	--	C		

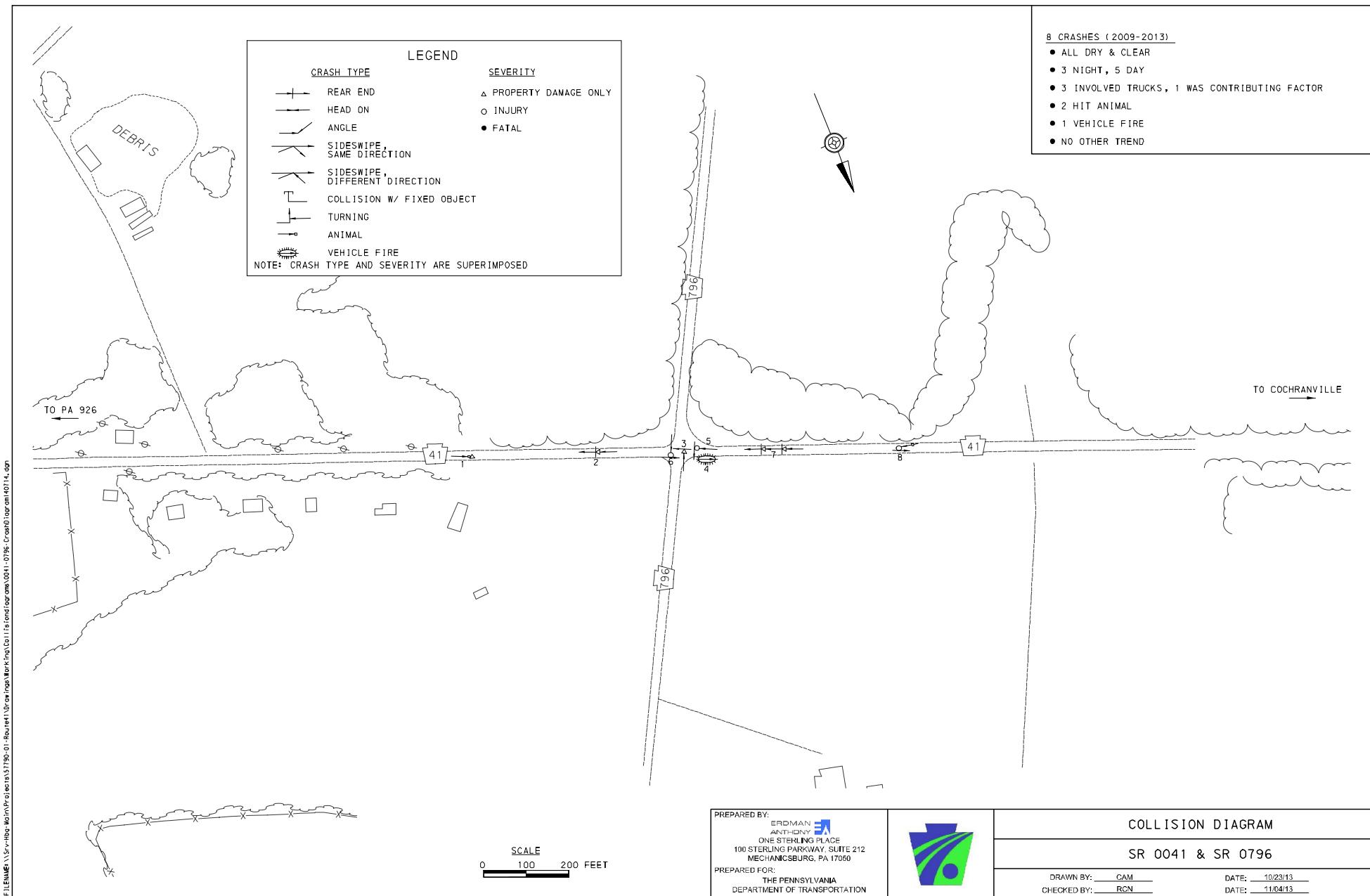
TWO-WAY STOP CONTROL SUMMARY						
General Information			Site Information			
Analyst	Chad Martin		Intersection	SR 0041 & SR 0841		
Agency/Co.	Erdman Anthony		Jurisdiction	London Grove Twp		
Date Performed	10/17/2013		Analysis Year	2035		
Analysis Time Period	AM					
Project Description	SR 0041 & SR 0841					
East/West Street:	Coatesville Rd (SR 0841)			North/South Street: Gap Newport Pike (SR 0041)		
Intersection Orientation:	North-South			Study Period (hrs): 0.25		
Vehicle Volumes and Adjustments						
Major Street		Northbound			Southbound	
Movement		1	2	3	4	5
		L	T	R	L	T
Volume (veh/h)		0	254	31	14	634
Peak-Hour Factor, PHF		0.84	0.84	0.84	0.84	0.84
Hourly Flow Rate, HFR (veh/h)		0	302	36	16	754
Percent Heavy Vehicles		19	--	--	20	--
Median Type		Undivided				
RT Channelized				0		0
Lanes		0	1	0	0	1
Configuration		LTR			LTR	
Upstream Signal		0			0	
Minor Street		Eastbound			Westbound	
Movement		7	8	9	10	11
		L	T	R	L	T
Volume (veh/h)		4	29	12	39	30
Peak-Hour Factor, PHF		0.84	0.84	0.84	0.84	0.84
Hourly Flow Rate, HFR (veh/h)		4	34	14	46	35
Percent Heavy Vehicles		15	15	15	11	11
Percent Grade (%)		4			-3	
Flared Approach		N			N	
Storage		0			0	
RT Channelized					0	
Lanes		0	1	0	0	1
Configuration		LTR			LTR	
Delay, Queue Length, and Level of Service						
Approach		Northbound	Southbound	Westbound		Eastbound
Movement		1	4	7	8	9
Lane Configuration		LTR	LTR	LTR		
v (veh/h)		0	16	89		
C (m) (veh/h)		481	717	169		
v/c		0.00	0.02	0.53		
95% queue length		0.00	0.07	2.64		
Control Delay (s/veh)		12.5	10.1	47.8		
LOS		B	B	E		
Approach Delay (s/veh)		--	--	47.8		
Approach LOS		--	--	E		

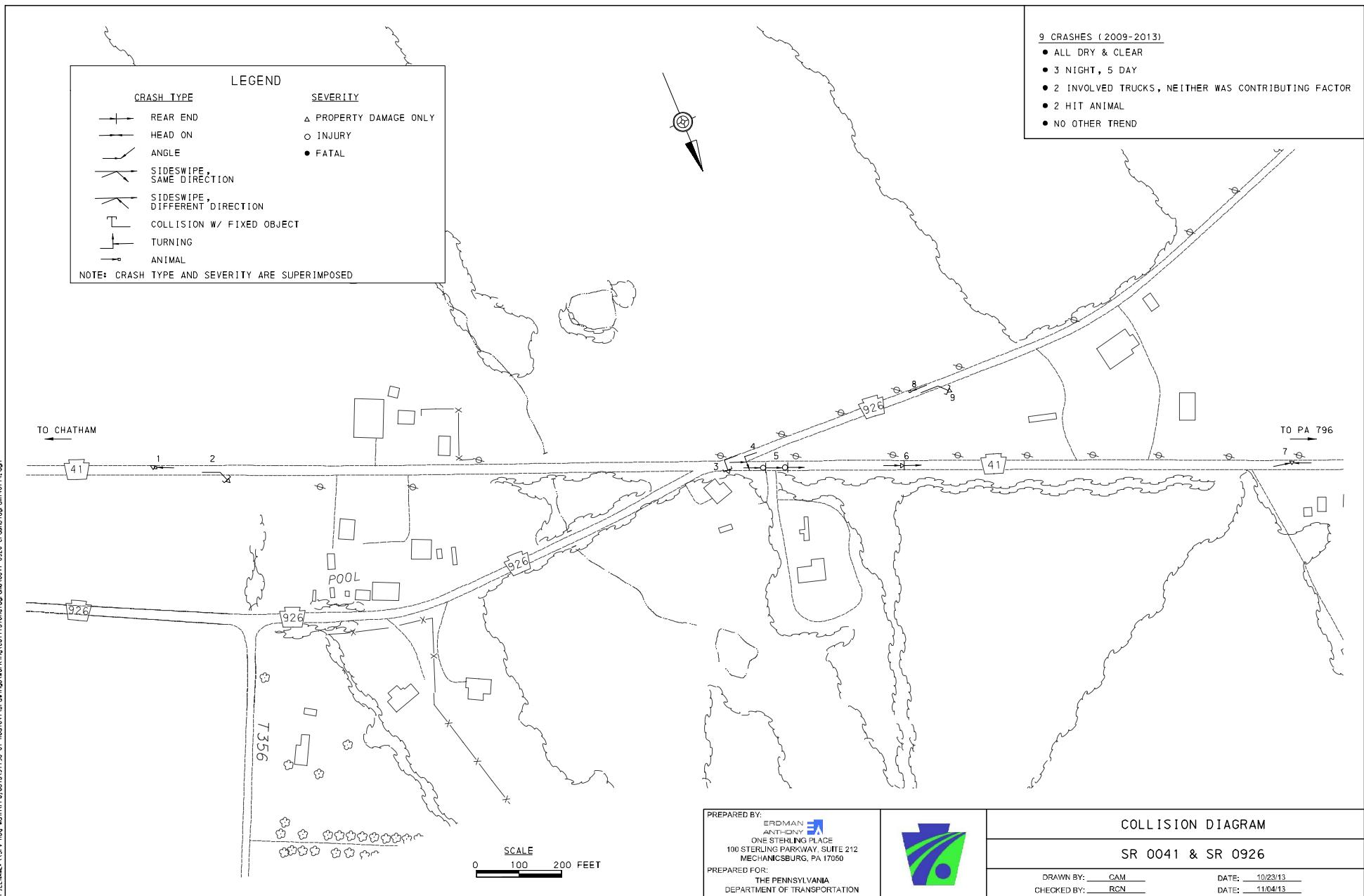
TWO-WAY STOP CONTROL SUMMARY						
General Information			Site Information			
Analyst	Chad Martin		Intersection	SR 0041 & SR 0841		
Agency/Co.	Erdman Anthony		Jurisdiction	London Grove Twp		
Date Performed	10/17/2013		Analysis Year	2035		
Analysis Time Period	PM					
Project Description	SR 0041 & SR 0841					
East/West Street:	Coatesville Rd (SR 0841)			North/South Street: Gap Newport Pike (SR 0041)		
Intersection Orientation:	North-South			Study Period (hrs): 0.25		
Vehicle Volumes and Adjustments						
Major Street		Northbound			Southbound	
Movement		1	2	3	4	5
		L	T	R	L	T
Volume (veh/h)		19	433	25	9	362
Peak-Hour Factor, PHF		0.96	0.96	0.96	0.96	0.96
Hourly Flow Rate, HFR (veh/h)		19	451	26	9	377
Percent Heavy Vehicles		1	--	--	7	--
Median Type		Undivided				
RT Channelized				0		0
Lanes		0	1	0	0	1
Configuration		LTR			LTR	
Upstream Signal		0			0	
Minor Street		Eastbound			Westbound	
Movement		7	8	9	10	11
		L	T	R	L	T
Volume (veh/h)		4	33	14	53	67
Peak-Hour Factor, PHF		0.96	0.96	0.96	0.96	0.96
Hourly Flow Rate, HFR (veh/h)		4	34	14	55	69
Percent Heavy Vehicles		11	11	11	7	7
Percent Grade (%)		4			-3	
Flared Approach		N			N	
Storage		0			0	
RT Channelized					0	
Lanes		0	1	0	0	1
Configuration		LTR			LTR	
Delay, Queue Length, and Level of Service						
Approach		Northbound	Southbound	Westbound		Eastbound
Movement		1	4	7	8	9
Lane Configuration		LTR	LTR	LTR		
v (veh/h)		19	9	131		
C (m) (veh/h)		730	656	253		
v/c		0.03	0.01	0.52		
95% queue length		0.08	0.04	2.73		
Control Delay (s/veh)		10.1	10.6	33.6		
LOS		B	B	D		
Approach Delay (s/veh)		--	--	33.6		
Approach LOS		--	--	D		

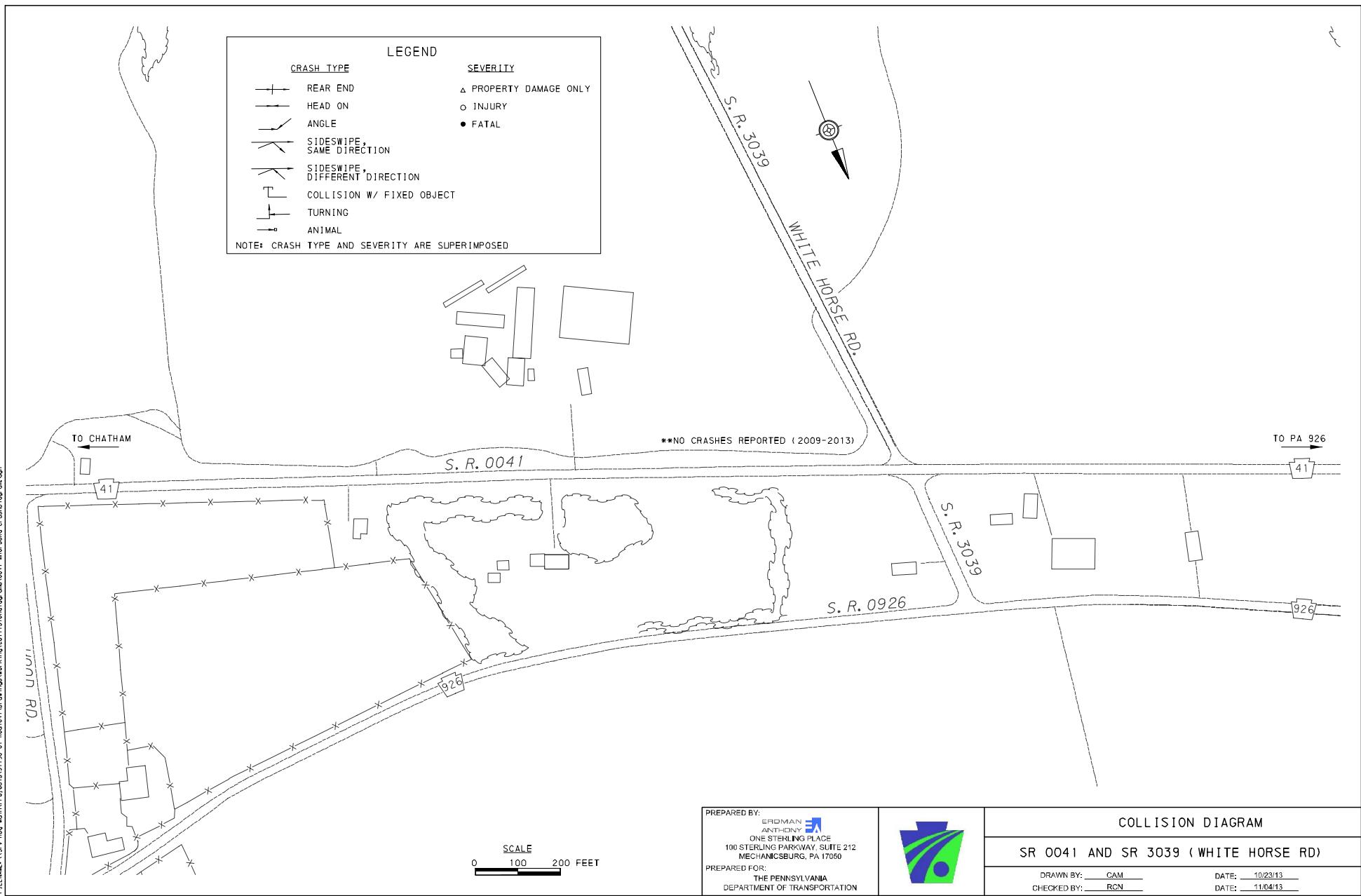
Appendix B

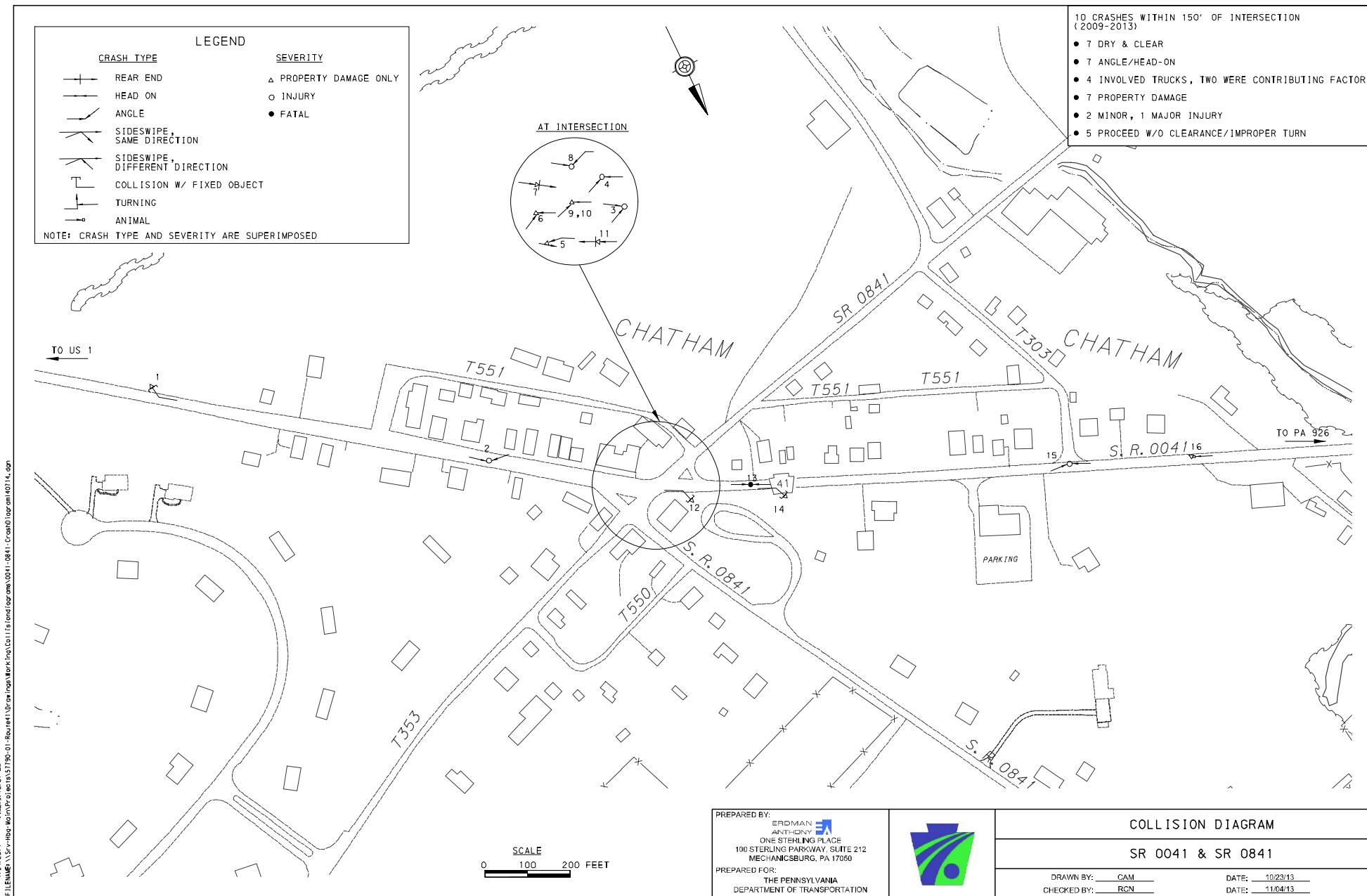
Collision Diagrams

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Appendix C

Public Survey Responses

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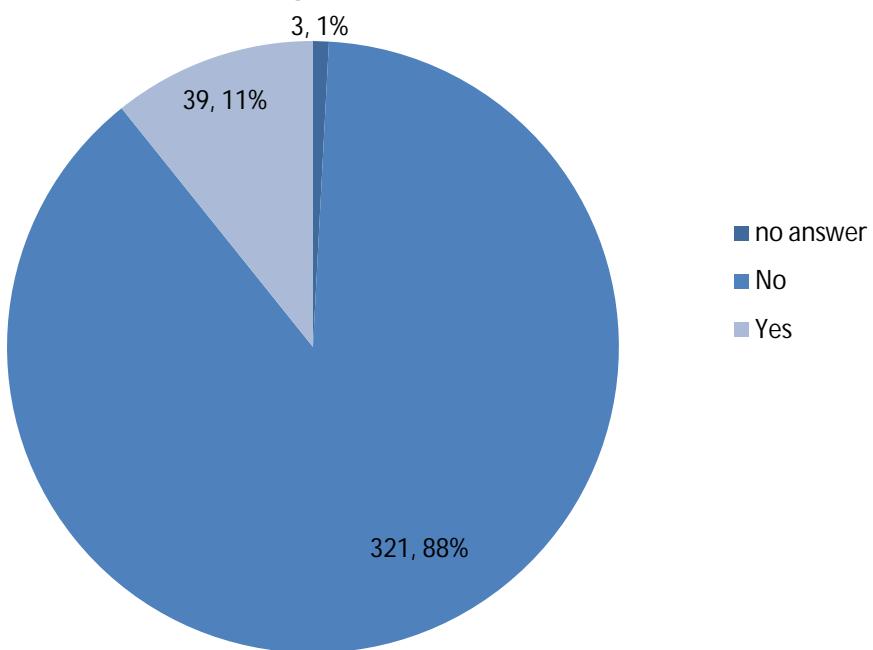
Survey Part 1: PA 41/PA 841 Responses

Total Responses: 363*

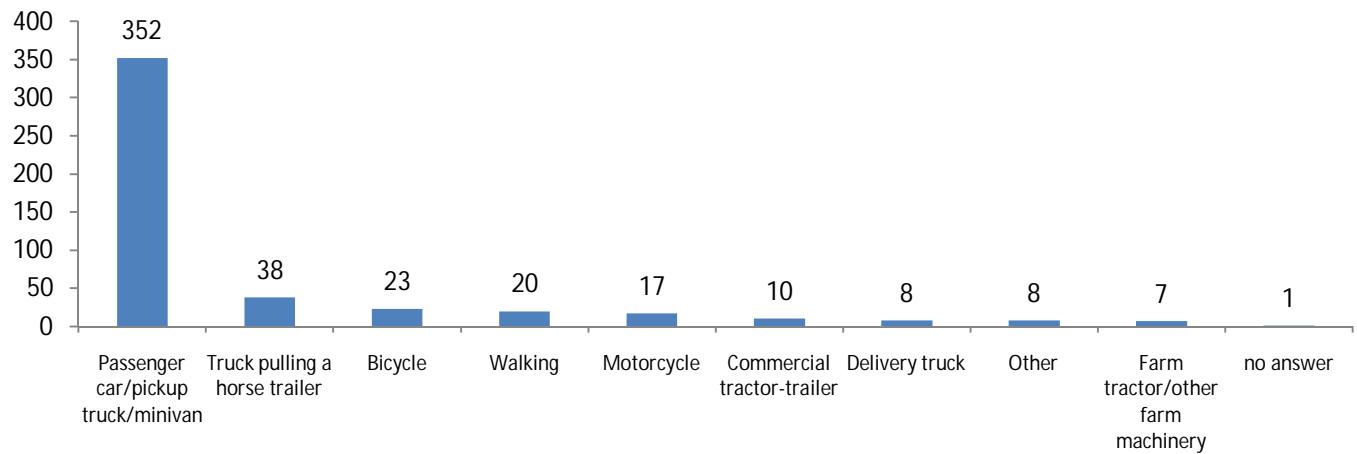
*For questions where multiple responses were allowed, the total count is above 363

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1. Are you a resident or business owner/tenant in the village of Chatham?



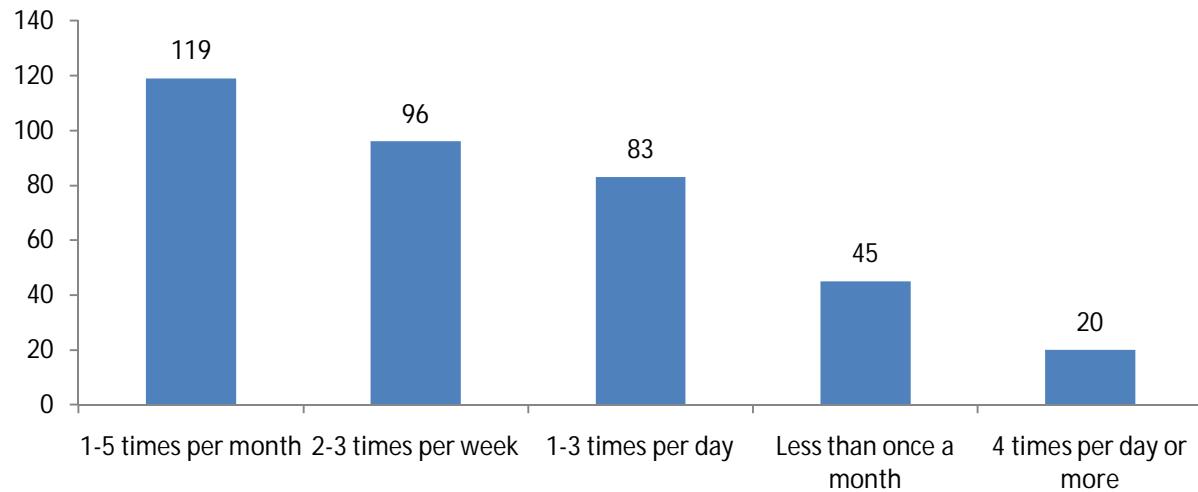
2. Which mode of transportation do you use when traveling through Chatham? (Check all that apply.)



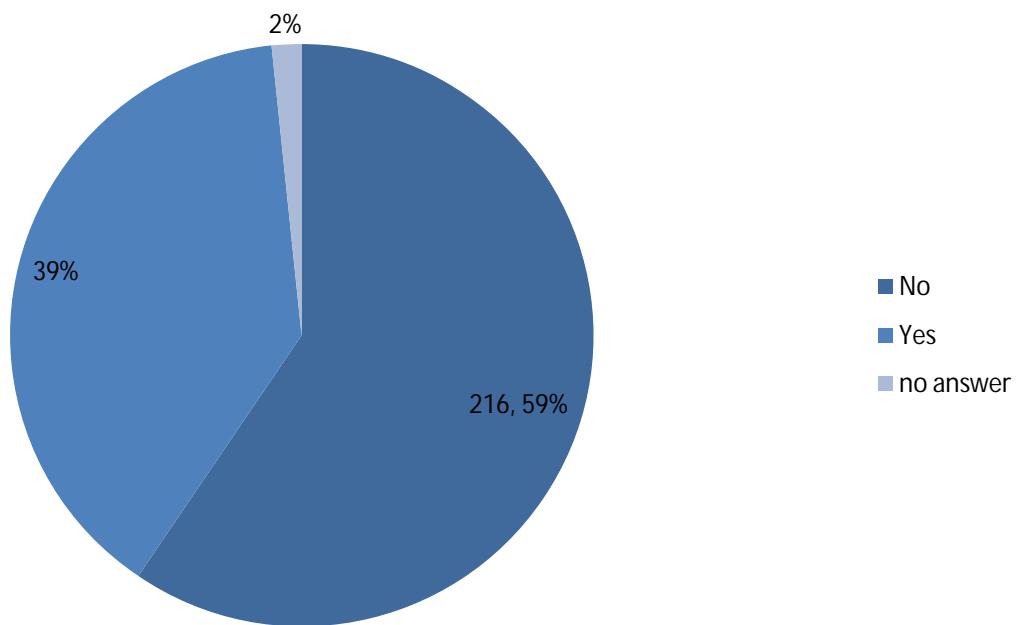
"Other" responses for Question 2:

Agricultural Tractor Trailer, Ambulance/Fire Engine, Emergency Vehicle-Fire and EMS, farm truck pulling 20 foot hay trailer, Fire Truck, horse van, and School Bus.

3. How often do you use the PA 841 (London Grove Road)/PA 41 intersection?



4. Do you avoid turning or crossing at this intersection?



5. If yes, what is your reason for avoiding making turns or crossing movements at this intersection? If no, skip to question 7.

- "When traveling east on 841, I avoid turning left onto 41 to go north by cutting through the alley that comes out just north of the blinking light. There is often poor visibility at that intersection of 841 and 41 because of parked car/s blocking my full"
- Always worried about getting rear-ended when making left turn. Hard to go straight across on 841 due to traffic and speed.
- At peak traffic times if I am going East
- Because it is too dangerous
- Because the sight distance on NB841 approaching the intersection with 41 is bad. It is hard to see folks coming both north and south on 41. Also, the "designed in 1950" right turn "lane" coming off SB41 onto SB841 is dangerous. You better be careful pu
- Because you can't see good in either direction and cars are going to fast. You need to make a road that goes up and over with an exit to get off.
- Blind turn from 841 E to 41 N
- BUT ~ very fearful about crossing over 41 or when turning left onto 41. I saw a very bad accident at that intersection a few months ago. You have to stay alert. Please consider putting in a stop light in both directions.
- can be challenging with heavy traffic
- Can not see south
- Cannot see traffic coming from the right when turning left onto 41 coming from 926.
- can't see to pull out or cross intersection
- Dangerous
- Dangerous conditions
- Dangerous intersection
- Dangerous to cross. Difficult to see approaching traffic at times
- Dangerous. 41 traffic does not have a red light to stop and allow traffic on 841 to cross
- "Dangerous. It it's hard to see an traffic is moving quickly. Lots of trucks"
- Despite answering 'no' to #4 I still wanted to leave a comment that I turn and cross at this intersection despite the difficulty and danger involved.
- Difficult to find direction across Rt. 41 when travelling east/north on 841. TWO roads come into 41 when traveling westbound on 841. Makes 5 points. Too many.Need to bypass the area.
- Difficult to make left from 841 west to 41 south. Takes a lot of time, and is difficult to see. Also utilize Church Alley? when going east on 841 to get to 41 north.
- Difficult to see/ judge traffic.
- Difficulty crossing over rte 41 during certain busy times of day due to excessive traffic on rte 41 with people speeding (usually moderately).
- During rush hours or around rush hours, I will drive around to go a more safe route. Trucks drive too fast.

- Even though there is the new light, 5 roads intersecting is a nightmare, as we saw with that tragic trooper's death.
- fear of being rear ended.we
- feels dangerous
- Feels unsafe.
- generally no need but I try to avoid the intersection by taking an alternate route
- hard to do safely
- Hard to see oncoming traffic.
- Heading north or south bound on Rt 841 at the Rt 41 intersection traffic moves fast and the site distance is not the best. The volume going both ways makes for a long wait to either cross Rt 41 or to turn onto Rt 41.
- Heavy traffic
- Heavy traffic, save time.
- heavy truck traffic
- I am usually coming 41N to turn right onto 841 and looking down the hill you can't really see if any cars are coming up the hill. The flashing lights and the speed limit at 35 have helped but not everyone follows the speed limit. If there was a flashing
- I am usually traveling to Lancaster
- I avoid having to turn left on 41 when coming north on 841.
- I avoid turning left onto 41. Too much traffic, will sit too long.
- I do not avoid it since my property is just two residences down from intersection. With the traffic speed through Chatham, I make sure I pull as close to the center line as possible in order not to get hit by those wanting to speed around me up 41.
- i do not want to get rear-ended by any vehicle.
- I don't actually avoid turning at this intersection but I would if I could, its the only way I have to get to and from my son's piano lesson.
- I don't turn at the intersection.
- I feel it is a very dangerous intersection due to the high amount of traffic, high rate of speed that cars and trucks go, and lack of traffic light. I would/do definitely avoid this intersection at night.
- I feel that it is unsafe to travel on 896 and crossing rt 41 and paying attention to the other road.
- I have a hard time seeing on-coming cars at the intersection.
- I never turn left off London Grove Rd onto Rt 41 North because it is too dangerous. I can't see oncoming cars well enough and there is too much traffic., I never turn left off London Grove Rd onto Rt 41 North because it is too dangerous. I can't see oncom
- I prefer to not cross 41 at this intersection because the visibility is poor and people go too fast to safely cross with a horse trailer.
- I use the intersection, but I am very careful because it is hard to find a safe opportunity to enter --- like jumping into a moving jump rope.
- If crossing at the busiest hour of the morning I will drive extra miles to avoid this intersection, as it takes forever for even 3-4 cars to wait (sometimes alternating at the 1st stop signs) & cross or make a left turn onto 41 (from the south side, as I

- If it is a high traffic time of day, I use Howellmoore Road because it is safer and I usually have to wait less.
- If it's a peak traffic time it is not easy or safe to cross or turn
- If you're turning North (left) from 841 onto 41, there isn't enough southbound visibility to turn safely for a majority of the time. Usually you have to gun the engine and pray.
- Inability to see traffic coming, especially when turning onto Rt. 41 from Rt. 841.
- It is difficult to make turns, so I often try to go a different way.
- It is difficult to turn because of so many streets intersecting at the same point and are all sharp turns so they are blind.
- It is not safe, and opposing vehicle speeds are too high.
- It is too dangerous trying to get across both lanes. I will go around to avoid this intersection even though it takes me quite a distance out of my way.
- It is very difficult to see over the hill when stopped at this intersection. The trucks on 41 move too quickly and on days with poor weather, I've had several close calls with my tires spinning out and I've almost been hit several times.
- It isn't the easiest place to cross or get onto Route 41.
- It's too dangerous.
- Left turns are dodgy at best!
- Limited sight because of Rt 41 road curves approaching 841 in both directions, plus many vehicles exceeding speed limit.
- Limited sight lines
- Limited sightlines - high speeds of traffic on R41, Limited sightlines - high speeds of traffic on R41
- limited views, cars don't follow speed limits
- N/A
- No turn lane or light
- no turning lanes create an unsafe intersection. also the angle of the intersection is very poor. Speed is also an issue
- Not good sight. Can't see around the curve., Not good sight. Can't see around the curve.
- off center intersection with blind spots and heavy truck traffic
- poor line of vision excess speed on rt 41
- Poor visibility and too many roads converging in one location.
- Poor visibility looking both directions of Rt. 41
- poor visibility, high speed of cross traffic on Rt.41
- poor visibility, high speeds
- Poor visibility, the turns are almost blind.
- Poor visibility, traffic does not respect speed regulations. Angled turns.
- Rear end during left turn
- safety

- safety concerns, speed of traffic, blocked viewing area both ways on 41, cars not understanding who has the right of the way when crossing Rt 41.
- Safety in sight and speed of trucks and cars.
- safety..the traffic on 41 moves very quickly and it can be difficult to see . I of course do not avoid it altogether but try to minimize the times I go that way if I can effectively use an alternate
- "Scary to Get across "
- Since it is too hard to turn left onto 41 from highway exit, i will take 841 to 41, then it's incredibly difficult to cross 41 without fear of getting hit. So many cars speeding and many semi tractor trailers barrelling through.
- speed
- Speeding cars and trucks.
- Speeding drivers make crossing this intersection difficult at certain times of the day.
- SPEEDING VEHICLES COMING AT YOU NOT ENOUGH SIGHT DISTANCE NO ROOM TO TURN
- Takes too long to cross from too much traffic.
- The amount of deadly accidents that have happened at this intersection.
- The heavy truck traffic and vehicle traffic traveling both north and south on route 41 with high speed
- The intersection is confusing, visibility is limited, especially to the south, and many vehicles speed through the intersection. I almost never make a left turn while heading north.
- The intersection is too difficult to negotiate safely on a daily basis. The traffic going up and down 41 goes to fast and the sight lines are horrible if you are trying to cross the 41 or turn onto 41. We as residents become used to navigating this dangerous
- The intersection on 841 north has bad visibility for traffic on both N and S 41. The intersection angle limits visibility.
- The line of sight is very difficult to navigate
- "The road is far too busy to call it other than a major thoroughfare.
- Volume and obvious increase in future traffic should be plain.
- Either make 41 limited access with auxiliary roads,or build an alternate bypass.
- Every year the decision is delayed again"
- The speed of the traffic on Route 41 is sometimes hard to judge since it is on a curve.
- The trucks come too fast through the 841 intersection. I need to go left, towards the Route 1 bypass. I often turn right and turn into the gas station on the other side of the road. Then I can pull out without crossing traffic from both ways.
- The view is obstructed and the turn is greater than 90 degrees.
- The volume of traffic coming North and South (North especially) during rush hours.
- there is too many blind spots. You can not get out safely onto rt. 41 in time.
- Thru traffic
- to dangerous, I avoid it when I can
- to long to wait to turn
- Too dangerous & too difficult to make turns or cross traffic.

- Too dangerous and confusing of an intersection to navigate. Traffic, especially trucks moving too fast and too many points for ingress and egress.
- Too dangerous, too long to wait for safely making a turn or crossing over. Traffic behind gets impatient or they try to squeeze past too close.
- Too dangerous, too much traffic, big trucks going way too fast through Chatham
- Too dangerous.
- Too many fast drivers especially trucks
- Too many intersections coming together
- Too many roads coming together
- Too much dangerous traffic..excessive speed.
- Too much traffic, not enough visibility, and usually people going too fast.
- Too sharp a turn and very difficult to difficult to see cross traffic. One needs to go to far into the intersection to see oncoming traffic.
- Tractor trailers
- traffic
- Traffic goes fast. Intersection at an angle.
- Traffic moves too fast, cars from all different directions
- Traffic on 41 is too heavy.
- Traffic on Rt. 41 is usually busy when I am at that intersection. Most traffic on Rt 41 exceeds the speed limit.
- traffic speeds on 41 plus congestion make it difficult to safely cross/enter traffic
- Traffic travels at too high a speed for the intersection and visibility isn't very good in Chatham. I will go to a less used intersection farther down the road that has better visibility.
- "Traffic travels too fast on 41. Trying to cross it is dangerous. The blinking light does nothing. We need a red light."
- Traffic, high speeds
- Traffic/speed is not enforced, makes it hard to turn, no turn lane, other vehicles try to pass you on the shoulder and there is not enough room.
- Travel on rt 41 is dangerously fast to make crossing safe
- Traveling North would cross traffic and is a High risk
- Truck traffic is extremely dangerous - they do not respect traffic laws.
- Trucks and car traffic speeds and volume make it deadly
- Trucks drive over the speed limit through this area constantly. It is very unsafe.
- Trucks traveling too fast through Chatham
- unsafe
- Using 841 through this intersection is incredibly awkward. One must stop twice, a few feet apart. Visibility to the north is low approaching 41 from the north, so crossing or turning onto 41 south takes a long time.
- Very dangerous
- very difficult to cross 41 in either direction from PA841.

- Visibility
- visibility and approach
- Vision - lack of it.
- When traffic is heavy I avoid turning left on 41 from London Grove road as I find it unsafe wondering if cross traffic will yield.
- When trailering, the turn from 41 onto 841 and from 841 onto 41 towards route 10 is simply too sharp and there is too much traffic to allow for a safe entry into the flow of traffic.

6. If you answered yes to question 4, what intersection do you use? Please specify.

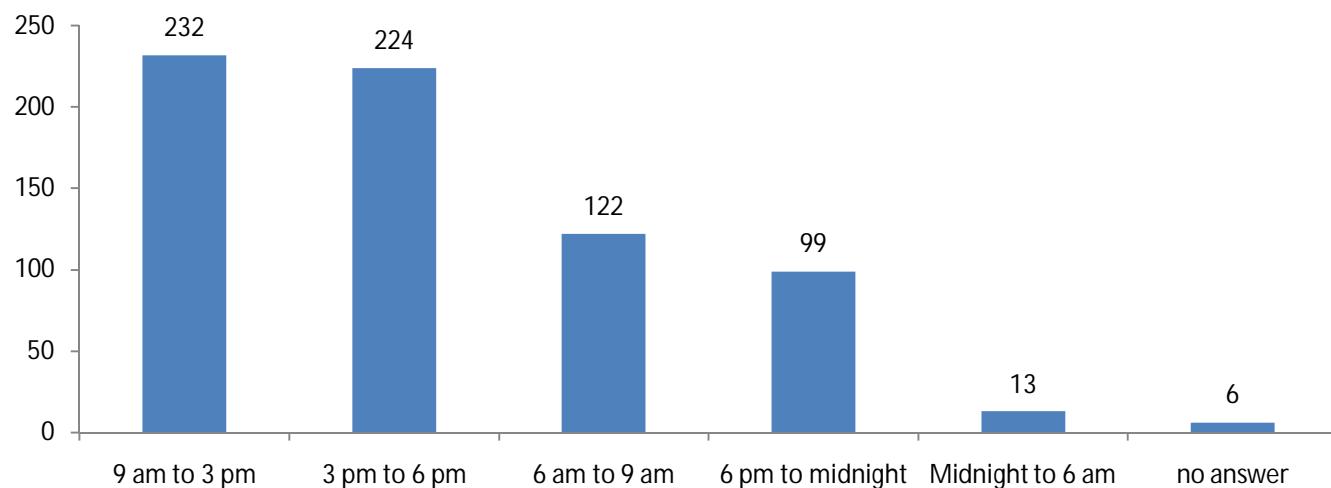
- West grove exit
- 41 and Guernsey Rd.
- 41. & Howell Moore Rd and/or Woodview & 41(which is also sometimes dangerous for the same reason).
- 41/841
- 841 and 41. Too hard to turn into 41 from 841
- 926 & 41
- 926 & 41 or 796 & 41
- 926 and 41, 926 and 41
- 926/41 or 202/41
- "adjacent road and church parking lot
- , adjacent road and church parking lot"
- As I need to cross 41 at this intersection from the south going north, I instead take East Baltimore Pike to PA 41 where I turn left onto 41 at the stoplight. After crossing Rt 1, I turn right back onto 841 at the intersection in question.
- Avoid all intersection turns in area
- Church Alley
- Church Alley Woodview Road or the small side street at the end of Chatham
- CHURCH ALLEY AND 41
- CHURCH ally & it's adjoining elbow out to Rt. 41 northbound
- Continue on 41
- do not cross. Use rt 1
- Either PA 10 or Rt 1
- Either Whitehorse and 41, 926 and 41, or 796 and 41, depends on what the traffic is/looks like or is behind me.
- enter gas station and drive through entering 41 and making a left onto 841 and only crossing one lane of traffic.
- From West Grove, Rt 1 to Rt 41
- Go Newark Rd instead of 841 to Route 41 because there is a light there
- go to newark road or route 10, both of which take longer
- Go to next 90 degree intersection
- go to route 1
- Go to Wawa at Old Baltimore Pike and turn left at light to go north on 41 and then east on East London Grove Rd.
- Guernsey Rd and 41
- Guernsey Rd.
- Guernsey Road and Wood View to cross 41- straight shot
- Have to use this intersection as it is quicker
- Hood rd and rt 41

- Howell Moore and Rt 41 going south but it can be difficult as well. I use Woodview if I am traveling North
- Howell Moore Rd
- howell morre and 41
- Howellmoore and Route 41.
- I actually go out of my way to go to 41 in Avondale, PA
- I avoid the 41/ London Grove intersection by taking 841 and turning right on to 41 from the gas station parking lot. Then I make a left to access London Grove Road.
- I choose to cross 41, whenever possible, at the intersection with Woodview Rd to the south. Visibility is better and for the most part, truck climbing from US 1 are moving more slowly.
- i go a completely different route
- I go to the Rt 1 bypass and Rt 41 interchange instead., I go to the Rt 1 bypass and Rt 41 interchange instead.
- I often have no alternative...sometime use 796.
- I only go straight there.
- I stil use the intersection as no alternative is viable or close by.
- I take 926 from Kennett to 141 rather than route 1 to 141.
- I take a side road to get on 41 so that I can continue on 841.
- I take E London Grove Rd to Spencer Rd to Woodlawn Rd and cut over to Newark Rd and get on the Route 1 bypass there.
- I travel to Guernsey and 41. I make my left there.
- "I try to cut across woodview or I use howelmore road"
- I try to use back roads to get where I want to ho.
- I typically avoid rte 41 entirely by using Newark road south.
- I typically cut through gas station at intersection to safely go south on 41.
- I use 926 to Whitehorse or go the back way into Kennett Square
- I use Howell Moore road...also tricky to make a left turn at busy hours, but there is more visibility. However, in snow or ice this road is not as well treated.
- I use Rt. 41
- I use the short side street on 41 right before you get to the inersection.
- I usually go further down the road and do a turn. It's a bit longer but safer.
- I will drive to another wawa up on rt1.
- I will drive to Avondale and enter Rt 41 at a controlled intersection.
- I will either take Guernsey Rd to 41, or 796 to 41.
- I will go the long way around by either using Old Baltimore Pike to 41 or go through West Grove Borough to Jennersville.
- I will go up to guernsey rd sometimes which is only slightly better
- I will take back roads to 841
- I won't turn left there heading north... only right.

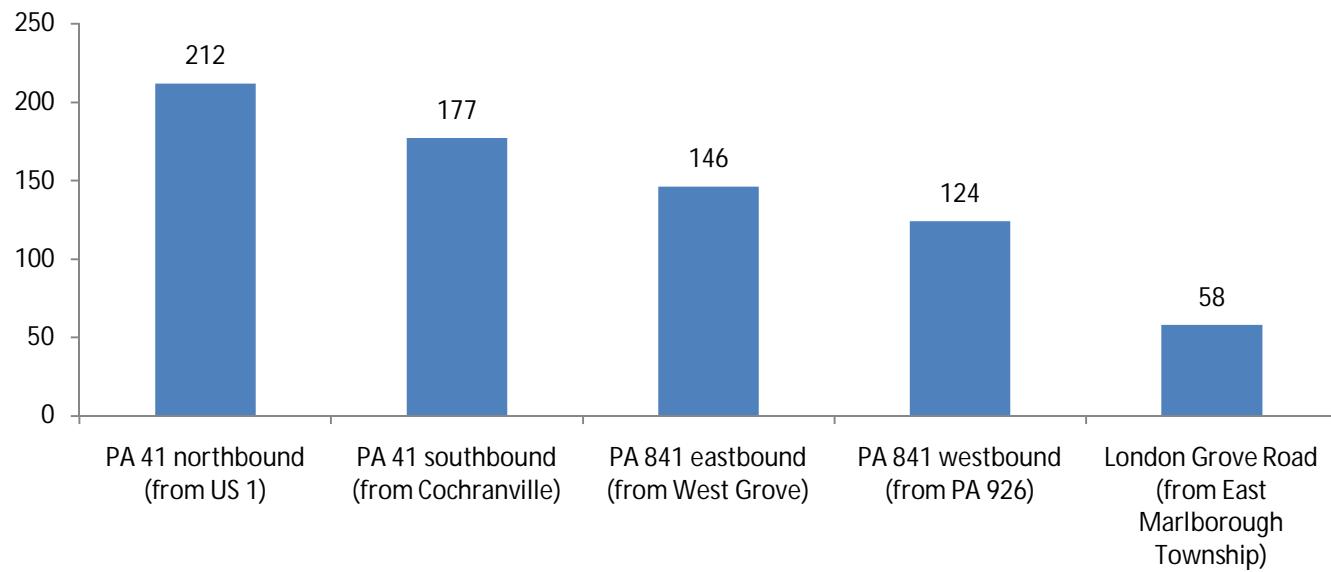
- If going to West Grove the little street before the intersection.
- If I have to go north across 41 on 841, I will instead turn right onto 41 from Pennock Ln and then turn left onto 841 N. Otherwise, I try to turn onto 41 using Woodview Road or avoid 41 altogether when possible.
- If possible, I take an entirely different route from Coatesville. However, 841 is the fastest way to get to work.
- it depends on which direction i am traveling on 41.
- It often depends where I am going, so not one specific intersection.
- Mosquito lane & rat 41
- "Mosquito Lane at Route 41. Also utilize Church Alley(?) when going east on 841 to get to 41 north."
- N. Guernsey and 41....or go to old baltimore pike and pick up 41 north, or go to 926 or 796.
- N. Guernsey Rd. Better sight distance
- N/A
- Normally straight across or I come up 41 from US 1
- North Guernsey and Rt. 41
- North Guernsey Road to turn left and head north on 41
- not sure of name of road
- Off of route one.
- PA 841
- Pennock Lane
- Pennock Rd and 41 or 926 and 41.
- route 1
- Route 1 or old Baltimore pike
- Route 10
- Route 41 and Hood Road.
- Route 841 & 41
- Route 841 and 926
- Rt 1 and Rt 41, or sometimes Rt41 and Hood Road, because you have some reasonable site lines.
- Rt 1 to Rt 841 exit or Wood View Road off of Rt 41
- Rt 1 to Rt 896 or Rt 10 & Rt 41 mostly. Sometimes other back roads.
- Rt 41
- Rt 41 and Woodview, traffic is timed because of the light at Rt 41 & Rt 1 whch makes getting on to Rt 41 safer. I use this intersection even if I am on north bound Rt 841 and want to continue on north bound Rt 841 at Chatham.
- rt 841 - 41
- rt 926/841
- Rt.41 & Rt. 926 since there is at least a turn lane and better visibility.

- See above
- stay on 41
- Take Guernsey to 41, make right then left onto 841
- The first intersection North of Rt 841
- To make a left turn from NB 841 onto NB 41, I scoot through the alleyway Pennock Lane so I can come out a little farther down 41. The sight distance there is much better.
- Typically i go to Avondal and come up 41-out of the way but MUCH safer
- Use Rt 1 or cross at 926
- We travel to route 1 instead.
- We will take a side road further up.
- When going 41 north, I access it at Gurnsey Road. For 41 South, at the intersection with Baltimore Pike.
- When trailering, I will avoid the area completely so I can't state with specificity the alternate intersections I use. If I can find a way to get onto 841/41 at a controlled intersection, I will attempt to do so.
- white horse
- White horse pike
- Wood View
- Woodview
- Woodview & 41
- Woodview or Howell Moore
- Woodview Road
- Woodview Road or Pennock Lane
- Woodview Road.
- Woodview, or bypass completely.
- Would continue on Rt 1 South and avoid turn off of Rt 41.

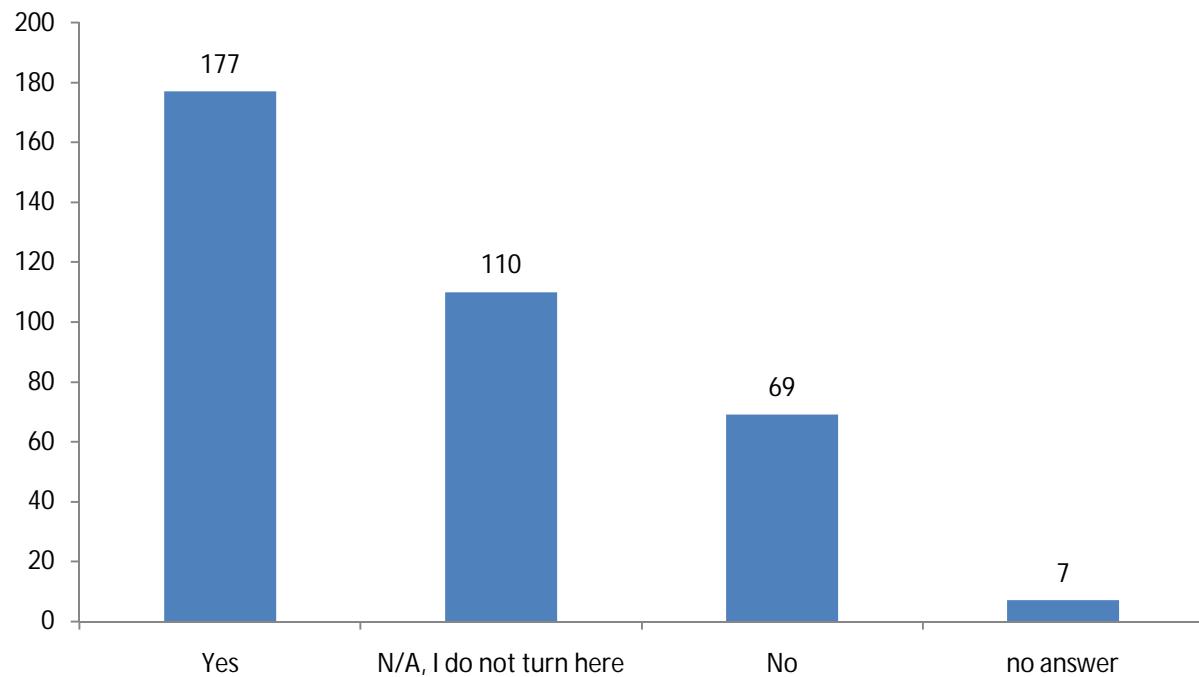
7. What time of day do you typically use this intersection? (Check all that apply.)



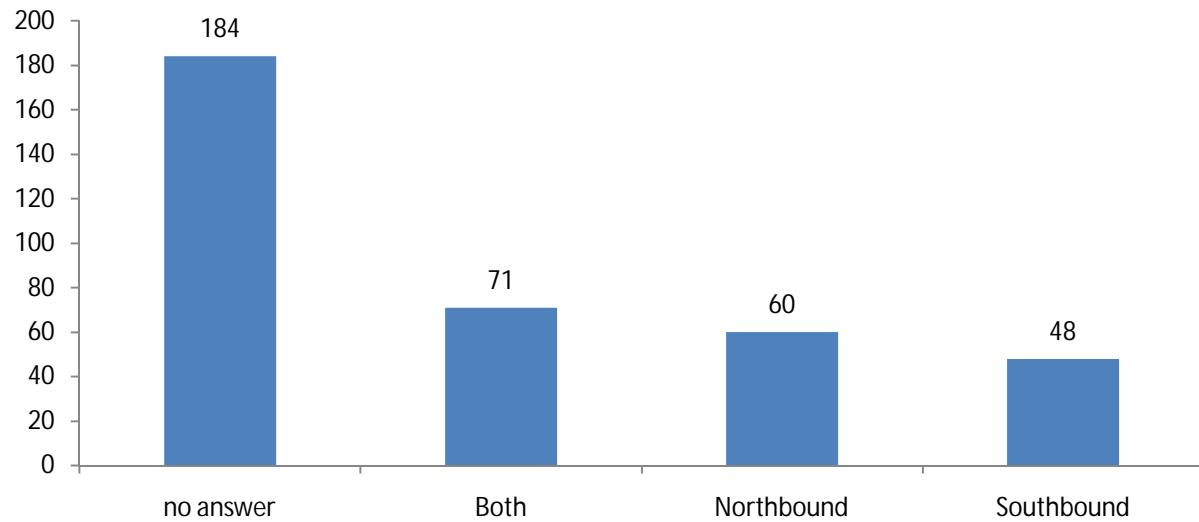
8. On what roadway and in which direction do you typically approach this intersection? (Check all that apply.)



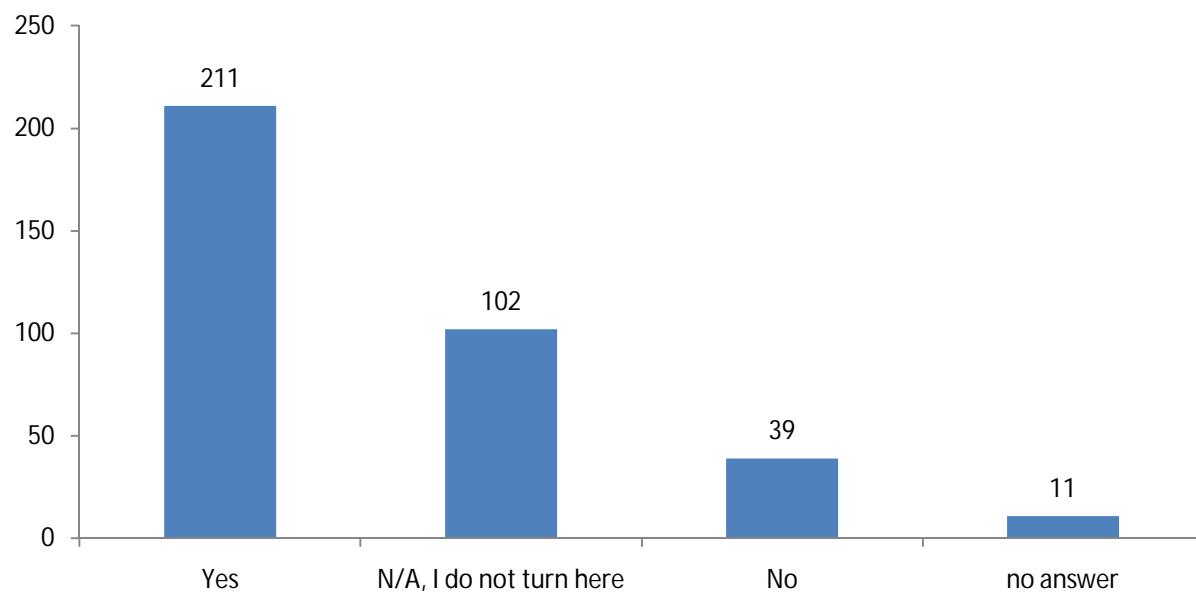
9. Do you find it difficult to make a left turn from PA 41 at this intersection?



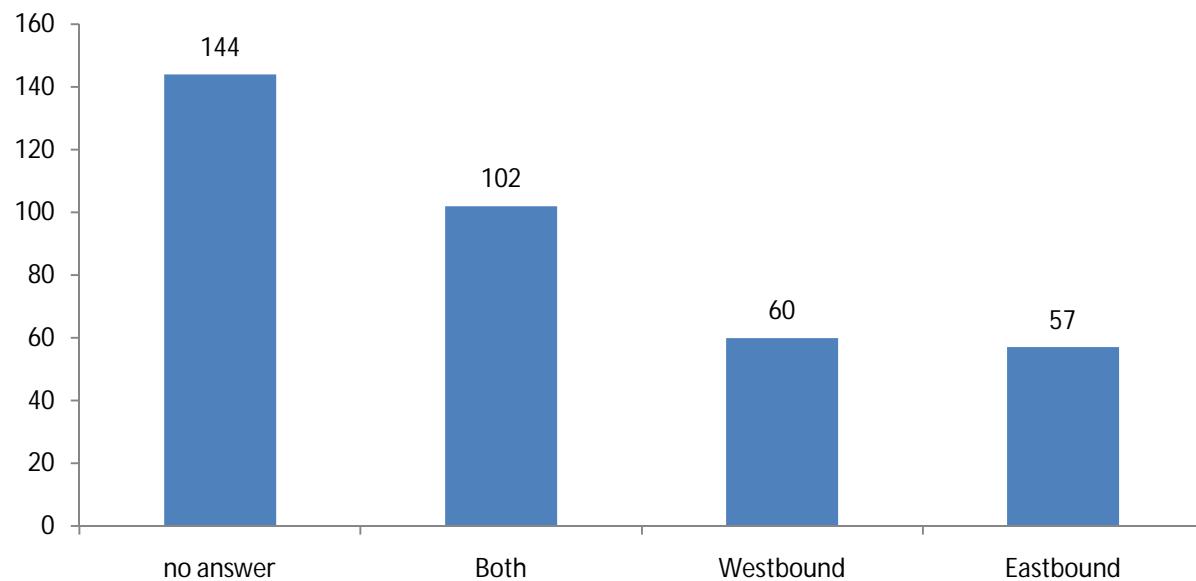
10. If you answered yes to question 9, in which direction are you traveling on PA 41?



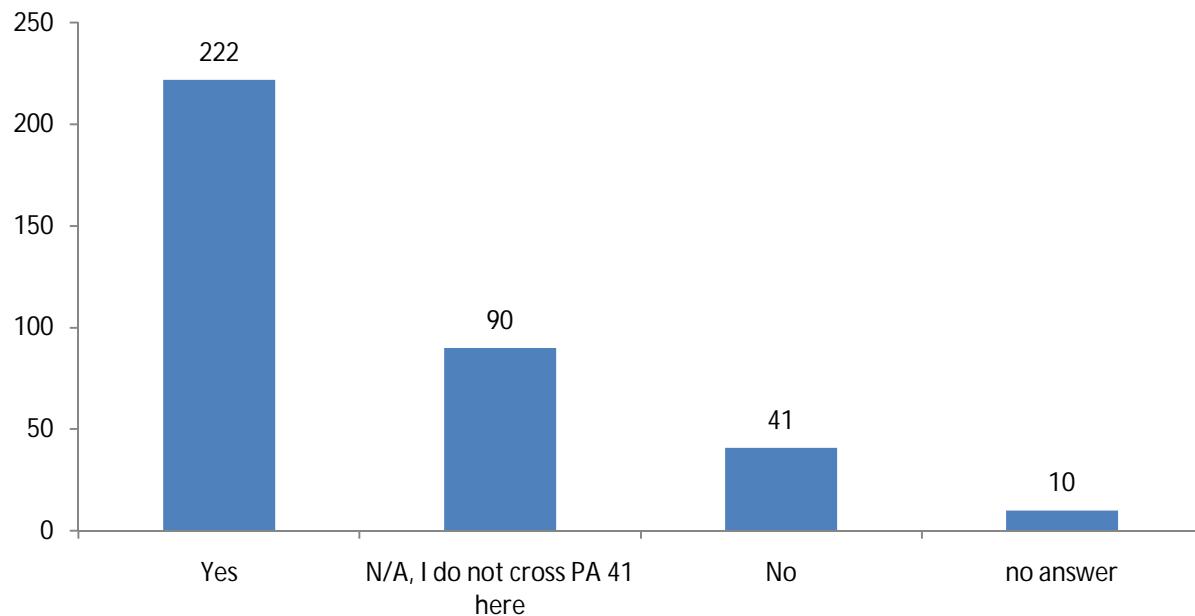
11. Do you find it difficult to make a left turn from PA 841/London Grove Road onto PA 41?



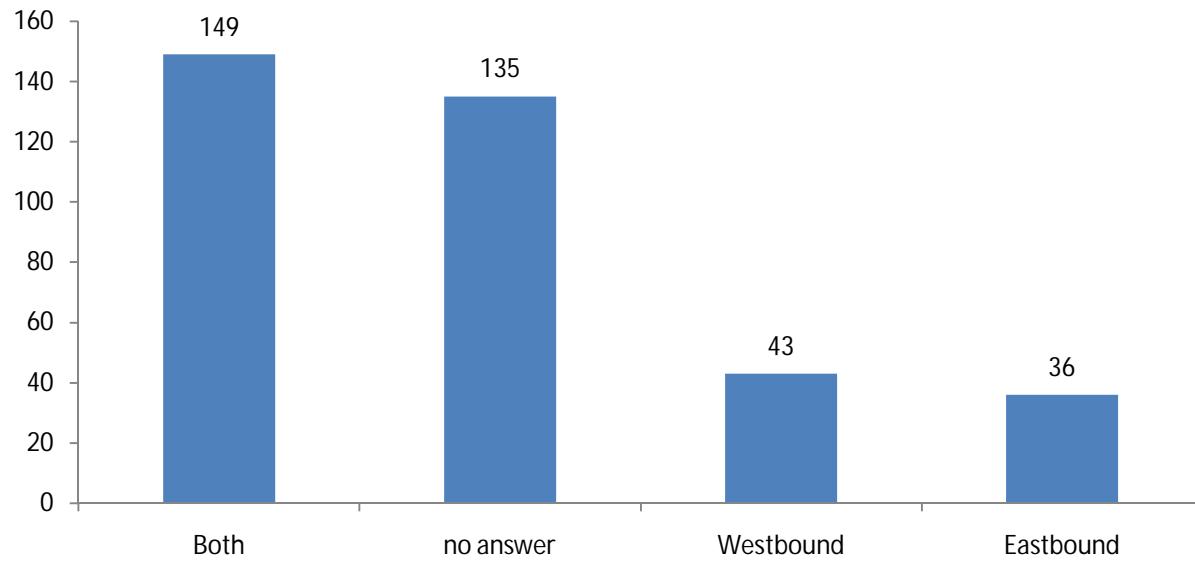
12. If you answered yes to question 11, in which direction are you traveling on PA 841/London Grove Road?



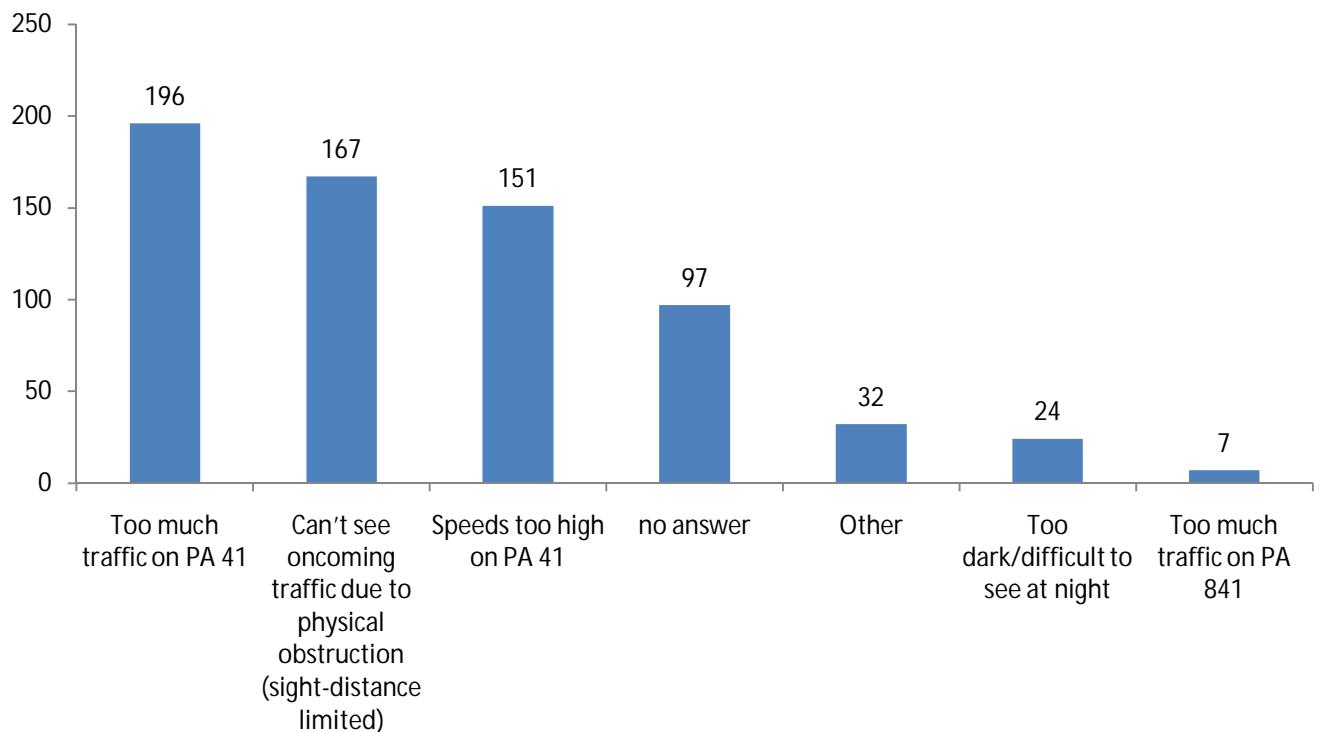
13. Do you find it difficult to cross PA 41 from PA 841/London Grove Road?



14. If you answered yes to question 13, in which direction are you traveling on PA 841/London Grove Road?



15. If you answered yes to any of questions 9, 11, or 13, what are the reasons for the difficulty? (Check all that apply.)

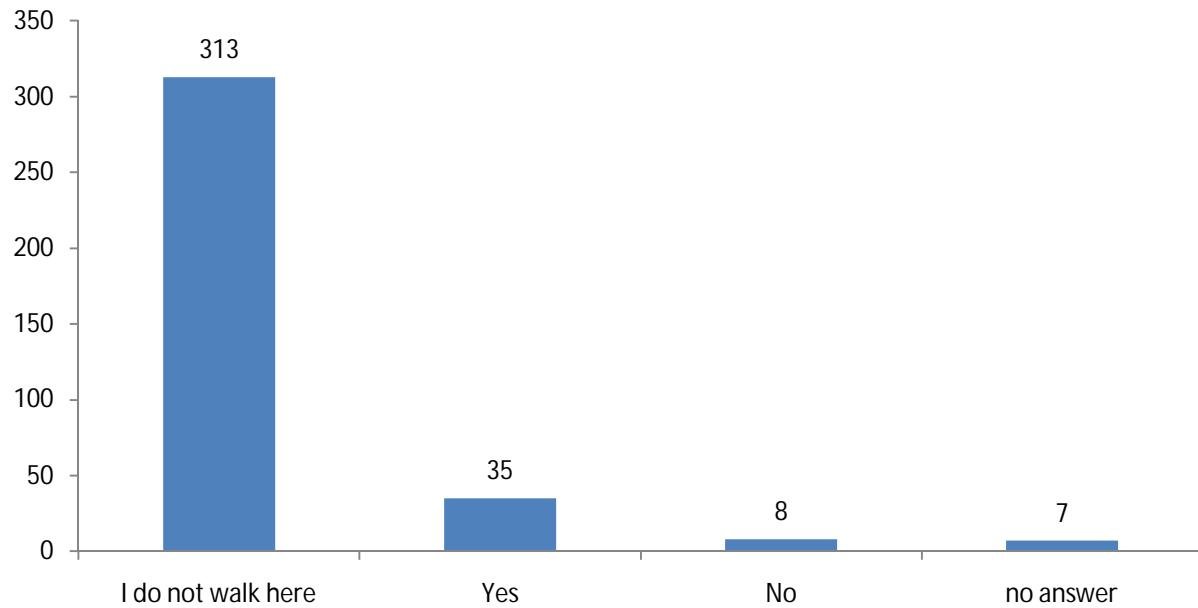


"Other" responses for Question 15:

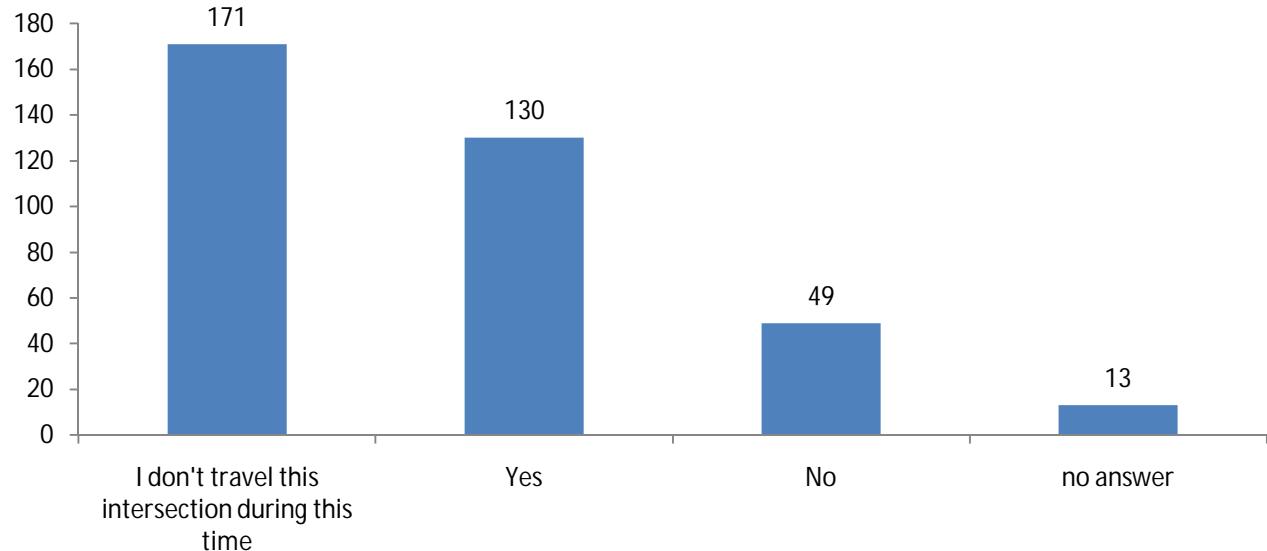
- A 5-points intersection on a curved section of PA 41
- angle of the crossroad make it difficult to see both ways esp. traveling northbound on 841
- cars on 841 crossing 41 failure to understand who has the first option to cross road: both ways problem
- Difficult to cross 41 Eastbound when a car on 841 Westbound is trying to make a left onto 41 if you wait for them the window of opportunity to cross passes
- Flashing red light is a joke!
- Have to cross 41 and pay attention to oncoming traffic from LG Road to continue on rt 896 north.
- It is a difficult intersection
- It is an awkward badly laid out intersection.
- It's easier at night because you can see the headlights. That makes it easier to be able to tell what's coming.
- Lighting makes it difficult to see headlights at night. Especially bad when raining mist or fog.

- no proper turn lane from 841 to turn left on 41, people cut through and turn from the service station.
- odd angles/too many roads coming together.
- Of course there is traffic on Route 41 that is a silly question.
- safety is my major concern
- Sharp angle of the turn
- sometimes sun or other visual limitations
- Speeds aren't high but cars go too fast
- The angle of incidence of 841 to 41 makes seeing left when eastbound difficult
- The pattern of roads plus limited visibility, mostly north on 41, hinders driving here. "Real" traffic lights might help
- the speed limit on 41 there is 35mph but nobody travels at that speed there
- Too many entries to rt 41 in the area of the intersection
- Tractor trailers travelling to FAST
- Tractor-trailers are inappropriately allowed on a road (Rt 41) clearly too small for them and typically, they exceed the speed limit.
- traffic line of sight, plus traffic on 41 making turns to 841 so 41 traffic passing on shoulders, line of sight, plus traffic on 41 making turns to 841 so 41 traffic passing on shoulders
- Traffic on 41 often travel over speed limit.
- Trucks
- trucks drive too fast and you cant see when cars are coming north on 41
- Trucks that don't slow down!
- Vehicles try to pass on the shoulders when they shouldn't.
- Very close jumble of stop signs/roads on 842 just East of Rt 41
- Very dangerous with tractor trailers and cars going around cars stopped to turn and turning traffic from every angle.

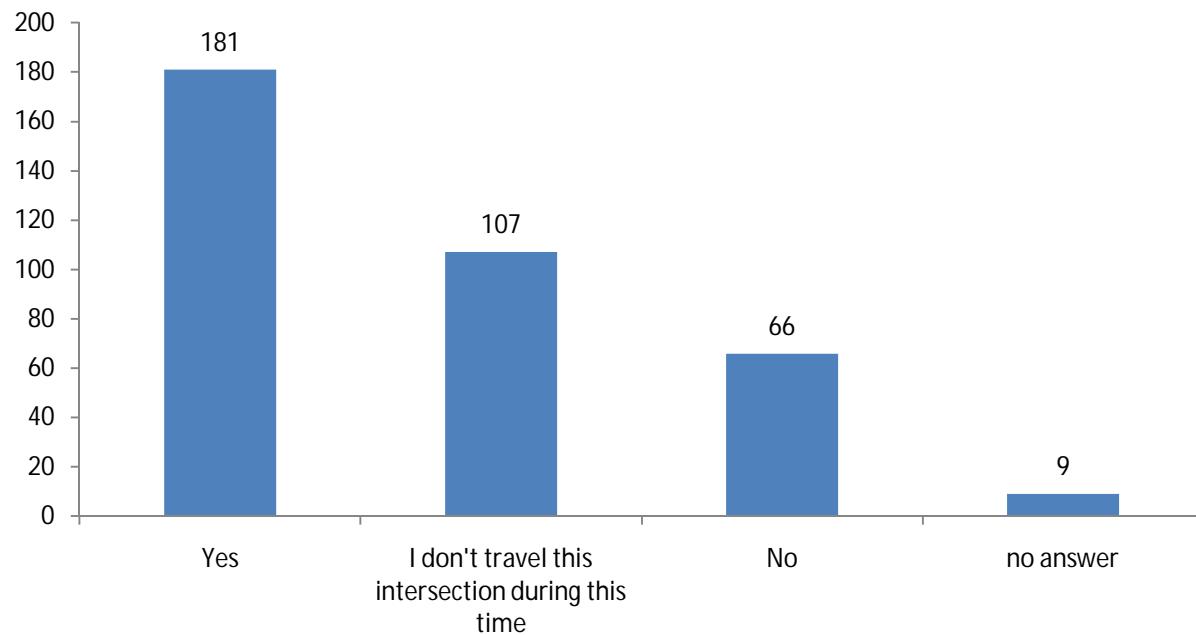
16. Do you find it difficult to cross PA 41 from PA 841 as a pedestrian?



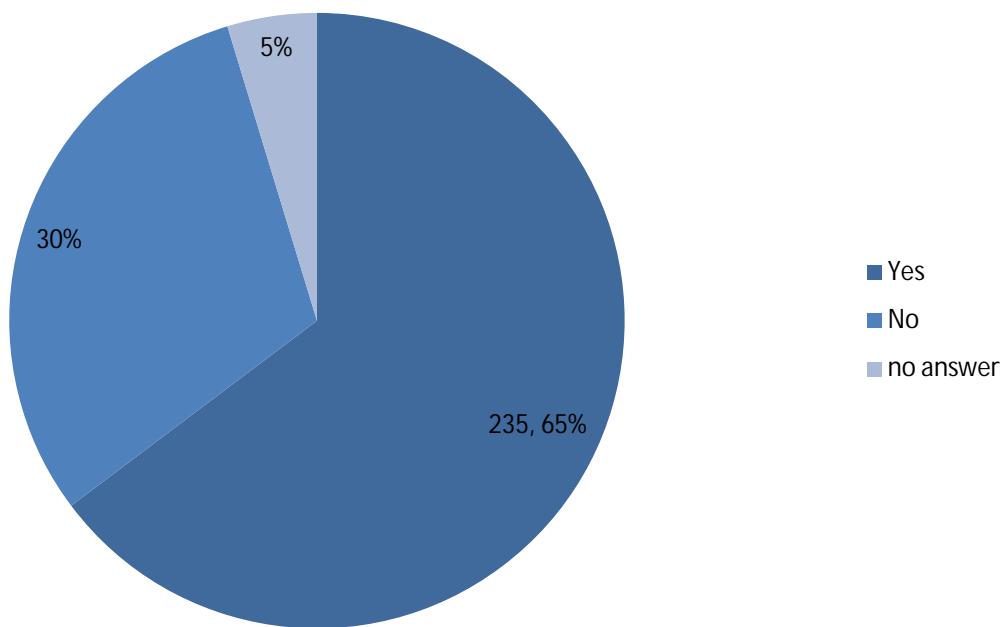
17. Do you find the PA 41/PA 841 intersection to be congested in the morning rush-hour traffic?



18. Do you find the PA 41/PA 841 intersection to be congested in the afternoon rush-hour traffic?



19. Do you feel there is adequate signing at the PA 41/PA 841 intersection?



20. Please indicate any other concerns you have with the existing PA 41/PA 841 intersection.

- 41 bends a little in that area to take you through the middle of town which causes brake lights and slow downs in the area
- 926, White Horse Road, 796
- A roundabout would be the perfect solution.
- A traffic light is necessary
- A traffic light would really make it worse. There is a need to keep truck traffic moving. Coordinated gaps in flow without stopping would be a great improvement.
- a traffic signal would actually not waste as much gas, time, and frustration as the current flashing light situation with its added visibility issues.
- A traffic signal would make this intersection much safer.
- Again, people ignore signs. Lights are needed. Maybe flashing.
- Apartment building on 41 on 841(west grove side) cars park right close to highway and you can't see due to obstruction(vehicles) . We need a red light there. I've lived here 40 years n have seen to many family n friends die at this intersection.
- As a driver, pedestrian and bicyclist these intersections are not only anxiety producing but potentially deadly.
- As long as traffic is moving at 35mph or less there are no sight distance issues. At times faster moving vehicles cause safety issues
- As stated, it is an awkward set-up. The flashing amber light does not appear to affect speeds on Route 41. The signage is adequate - getting people to pay attention to it is another matter!
- At grade intersection should be eliminated and crossovers provided.
- Big trucks go far too fast. People have gone on right around school buses.
- cars and trucks traveling to fast through intercection
- Chatham needs a bypass to reduce traffic!!!
- Coming from London Grove Road, stopping to turn left onto Route 41 (going toward Avondale) it gets very congested and scary to make that turn.
- Curve, at times, prevents adequate visibility. No turning lane from northbound 41 to left on 841 is dangerous when stopped to turn. Trucks are moving quickly and you are afraid they won't get stopped. Many try to go around up 41 instead of stopping. W
- Dangerous Intersection. Lots of opportunities for accidents
- Dangerous intersection. Semi trucks are loaded and speeding.
- Deadly intersection please correct.
- Difficulty seeing around the old shop and the large brick building.
- Due to the 5 way nature of this intersection it can be very difficult to negotiate turns onto & off RTE 41. In addition a in six years of traveling this roadway I may have observed one or two pedestrians crossing Rte 41 in Chatham and they were not at the
- Especially when driving a vehicle that can't (or shouldn't) make quick starts, the limited visibility crossing 41 and high actual speeds of traffic on 41 are a problem.

- Even a 35 mile per hour speed limit is too fast to allow adequate time to safely pull out onto 41, as there is not enough lead time to see cars traveling south on 41.
- Even though I do not have trouble turning or crossing route 41, I see the congestion and challenges for all directions. I suggest a roundabout for safety, and to slow traffic down going through this village.
- Flow of traffic is often heavy and makes this unsafe due to items mentioned above. When there isn't any traffic (rare) it is ok. It is especially difficult when trying to see traffic coming from the north on 41, (due to road's hill, buildings,etc)and t
- Greatest difficulty is with crossing Rt. 41 on Rt. 841-W. At almost any given time of day the traffic volume on 41 is high enough that it can be several minutes before both lanes are clear enough to cross. Forget it during rush hour. Some kind of contr
- Hard to turn from south bound 41. Hard to turn from northbound 841 because you can't see well and high speed of traffic on 41. Also hard to cross 41 on 841
- Hate it!! But I live very close so I have no choice but to use it.
- Heavy traffic and high speed of traffic
- high traffic zone, heavy truck traffic, speed limits not obeyed, concerned for children at bus stops in the area
- I am concerned with the speeds traveled along PA 41. I would like to see speeds reduced and traffic calming elements introduced to make travelers more aware and reduce the risk of accidents.
- I am surprised that there have not been more fatalities there.
- I am the Ride Director of a cycling club in West Chester. We have 200 members. Some of our members cross this intersection every Saturday, March thru November. This is a very dangerous and difficult intersection for cyclists. We would love to have a light
- I believe that it is a dangerous intersection that has too many blind spots. It needs to be widened and leveled correctly.
- I don't know if it's possible here with the existing structures but I was thinking that roundabout would be perfect here. Something similar to the one that was constructed in Unionville (route 82 and Doe Run Rd.) which would have the effect of slowi
- I have lived in Chatham my whole life. If any intersection needed work this is the one. Spending the money to put a blinking light that no one pays attention to makes no sense. The ever so slight bend in the road has caused so many accidents and deaths
- I hope that the anti-sprawl special interests (rich horse people) do not influence PennDot to propose a roundabout here. It's just not feasible to route thousands of trucks through a traffic circle. The roundabout works great at route 82 and doe run roa
- I live on W London Grove Rd, and travel through this intersection multiple times every day. My main concerns are the heavy traffic volume on Rt 41, and the very high rate of speed so many vehicles - including tractor trailers - travel through Chatham. Al
- I strongly support a round about here to slow traffic and enable the traffic from E and W London Grove Rd. to access 41
- I think a roundabout like the one in Unionville would be a good solution.

- I think speed on Route 41 is the biggest problem.
- I think that there are adequate signs but not conducive to pedestrians.
- "If people follow speed limit it's ok.
- And the 2 stop signs can get confusing."
- If possible a light at this intersection may be helpful to slow Rt 41 speed
- "If you consider a light at this intersection please consider the limited distance that pre-emption has to trip when approaching 41 from both sides of the intersection.
- The turning movement from 41 South to 841 (towards West Grove) is very tight and dif"
- intersection of E Londongrove Rd and Rt 841 right at the intersection of route 41 and 841 makes traffic congested at the intersection. Also, people traveling W on 841 congest the intersection with vehicles sitting at odd angles in the intersection and so
- It is a difficult intersection to see and judge traffic coming in two directions.
- It is just a very awkward intersection
- "It is part of a heavily traveled interstate highway that has not seen wisdom in keeping up with demand.
- The absolute lack of uncomfortable decision making is now leading
- to unrealistic illusions of current thinkers the answer to the problem(s) can be "
- It is terrible that school bus routes have buses turning left at this intersection onto 41 N from 841. Also the speed of trucks here is very dangerous. A school bus was recently rear-ended by a truck just north of this intersection on Rt. 41.
- It is what it is. It is a 100+ year old village with a major truck route going through it. The houses are too close to the road. A simple bypass around the town would have solved these problems but that was opposed by the Township. So now, we have to
- It needs a traffic light, and make Rt 41 four lanes or at least give us turn lanes., It needs a traffic light, and make Rt 41 four lanes or at least give us turn lanes.
- It's difficult to crane your neck going eastbound 841 to check for 41 traffic. Most people don't know who has right of way at the intersection.
- It's difficult to negotiate the multiple feeds with traffic coming from all different directions. , It's difficult to negotiate the multiple feeds with traffic coming from all different directions.
- It's just a bad line-of-sight intersection, coupled with the heavy traffic on PA 41. I wouldn't want a traffic signal at the intersection, since I tend to travel on PA 41 more than I'm on PA 841 but, yes, it's a tough intersection to turn out of or to cr
- It's the difficulty when trying to cross Rt 41 most at issue for me, and I travel this route every weekend. When traveling northbound on 841 it forces me up to the road (almost into the road) to be able to see the Rt 41 Northbound traffic clearly, and th
- just to much traffic on tr 41 going to and from lancaster
- Limited police enforcement of speed limit , Limited police enforcement of speed limit
- Local residents probably obey the 35 mph speed limit (I do), but I am concerned that many through-travellers do not slow down enough. Maybe put rumble strips or speed bumps and extra flashing lights to slow then down?
- Lots of things to see all at once.

- More signage or lower speed limits are not the solution....there is limited/no speed control (i.e., no police activity) that slows motorists down and motorists don't pay attention to speed limits any more.
- n/a
- Need red light
- Need traffic calming in Chatham and at intersection
- "NEED TURNING LANES GOING NORTH AND SOUTH OR TRAFFIC LIGHTS TO STOP TRAFFIC "
- needs a light or a turn lane or something to deal with growing traffic.
- No turning lanes at this intersection makes it very unsafe! I'm not a proponent of traffic lights, but a circle would not fit well into this location, so a traffic light is probably the best solution to improve safety.
- None at this time
- Not sure how to correct the problem
- One of the most dangerous, narrow, curved intersections in our area with very heavy tractor trailer and vehicle traffic traveling speeds in excess of 35 limit posted. There are many pedestrians, bicyclists, and motorcycles. School buses frequently stop, c
- OVERDUE FOR A TRAFFIC LIGHT!
- PA 41 should be a four lane highway, or at the very least have stackable left turn lanes. There is a huge amount of truck traffic on this road, our mushroom delivery trucks, as does every mushroom delivery truck in New Garden Township use 41 to access th
- People "bolt" when they see an opportunity to cross. It doesn't matter who was at the intersection first. The guys with the biggest balls wins; almost like a game of chicken. The multiple stop signs on the one sign are very confusing to out-of-towners
- Please don't place a traffic light on this intersection. There are already enough lights and delays on 41. You should have made 41 a double lane highway along time ago. Why did you not do this? My father was a PE worked for PennDOT back in the 60's kn
- route 841 needs its own turning lane.
- school buses stop near this intersection and it is hard for southbound traffic to see them. Also even though there is a stop sign going north on 841 from 41 many cars do not stop.
- Sometimes the traffic is going to fast but, not all the time.
- Southbound, there is a large depression in the right side of the road just past the intersection. It must either be hit, severe movement - or one must swerve left or right. OR, slow considerably and have some Jerk tailgate you and possibly hit you from b
- Speed, visibility, and competing turning patterns from other vehicles all contribute to making this intersection unsafe.
- Stoplight would be a great way to control this situation
- Summer beach traffic can make it very diffuicult to cross 41
- Switching to a normal traffic light during rush hour, summer beach traffic could allow easier transit across the intersection but leave as a yellow/red flashing during low traffic hours. It can also be dangerous crossing 41 on 841 eastbound as the stop si

- The 35 mile per hour speed limit is often ignored by many. A little more enforcement could help make things safer for all.
- The amount of traffic and speed on PA 41 is horrible. I can't believe there have not been more accidents there. I've come close to getting hit a few times.
- "The approach from PA 841 Westbound to PA 41 Southbound can be difficult. Turning right onto London Grove Rd. and then making an immediate left at an odd angle onto PA 41 Southbound is awkward.
- The line of sight looking south when crossing PA 41 on PA 8"
- The big quarry trucks and semi's speed and use 41 as a raceway bullying other drivers!
- The blinking lights descending into Chatham, from both directions, do not sufficiently slow approaching traffic so that the intersection at 841 and 41 is not only overly congested but is absolutely dangerous at certain times of the day. Perhaps the blink
- The exceedingly high volume of trucks and the speeds they achieve make the whole area very dangerous to local traffic and inhabitants.
- The flashing light should be replaced with a traffic light
- The gas station there should not be able to be accessed off of Rt 41 - cars should have to turn onto 841 W and then turn into gas station - or eliminate the station totally.
- The intersection feels dangerous because it is complicated. Heading west from London Grove Road, one sees traffic coming from five sources: 841 South, 841 North, PA 41 N right turn chute, PA 41 North through, and PA 41 South. Heading north on 841, it i
- The intersection is problematic from a number of perspectives - people take chances crossing Rte. 41 from all directions and the traffic north and southbound on Rte. 41 is generally traveling above the posted speed limit. People accessing the petrol stat
- The only way you can solve the problem with all of these intersections is to go up and over the towns with exits to get off. There is to much traffic in this area now days and that is the only way you can do it.
- The speed is reduced in this area but there is no Police to enforce the speed limits.
- The speed of the traffic and amount of traffic are of greatest concern to me. Thank you for anything you can do to improve this intersection. I don't think adding more signs would be useful.
- The trucks go too fast.
- the turns onto 41 from 841 are at acute angles that are not conducive to seeing traffic coming from lancaster.
- "There has to be a better way to deal with this intersection. It seems like at the very least there should be a left turn lane. If there is room for that, would a round-a-bout work there as I have heard proposed?
- It would deal with the speed and visibil"
- There is a speed limit of 35 mph which is great, but adhered to about 50% of the time.
- There is just toooooo much traffic on route # 41. I travel the route Monday thru Friday and have been hit twice from behind in the past 3 years !
- There is no space for a traffic circle in Chatham - forget that idea.

- There right turn lane from PA 41 going North is too short for a horse trailer. I end up blocking 41 part of the lane on 41 when I stop at the stop sign that's at the end of the right-turn lane
- This intersection has always been an issue, the fact that it on a curve doesn't help with visibility
- This intersection just requires the driver to have a little patience, it is totally doable. I have turned left onto 41 from 841 for 27 years, please do not even think of putting a light here & slowing down traffic on 41, that would be unnecessary & cater
- this intersection needs a traffic light
- This intersection would be much safer, and adequately usable, if tractor-trailers were not allowed on Rt 41. Open the weighing stations in both directions, enforce the speed limit--and perhaps truckers would choose other roads more appropriate to their ve
- this is a difficult intersection,particularly crossing it.
- Too dangerous!!
- Too many drivers are in a great hurry and/or impatient to get thru the intersection. Some to do follow traffic rules for intersections.
- "Too many roads coming together in a short space at difficult angles & turning ratios. Also, traveling northbound on 41 & waiting to make a left turn, You are like a sitting duck. There is no room to go around you
- By-Passing the Chatham Village & Av"
- Too much traffic on 41 and going too fast. You take your life in your hands crossing 41
- Too much traffic volume, and the angle of the intersection prevents proper visibility of on coming traffic.
- Too much truck traffic
- Traffic needs to SLOW DOWN! 2am to 3am is the worst. I cannont sleep in my bedroom that faces the road. I have had to jam a bed into a closet on the back side of the house to get some kind of relief from the noise.
- Traffic noise is a great concern. Pollution and dirt created by traffic is a concern. Failure to obey speed limits and stop signs at this intersection is the greatest concern.
- Traffic often fails to stop at stop sign on westbound 841 @ London Grove Rd.
- Traffic on Rt. 41 travels faster than the posted 35mph speed limit
- Traffic speeds need to be kept down. A roundabout would be a great traffic calming device at this location and allow movements in all directions including u turns safely.
- Traveling south bound on Rt 41 and wanting to make a right turn onto south bound Rt 841 is a real thrill, traffic typically very close and you have to slow down because of the right turn lane is so narrow.
- truck traffic travelling too fast ~ cars need to stay alert ~ please put in a traffic light
- Trucks coming down the hill to Chatham from Rt 1 hit their jake brakes making terrible noise for those of us close to 41.
- Turn lanes would help make intersection safer and decrease congestion

- Way too complicated with the one-way from 41N onto 841 across londongrove road ..is there a stop sign...is there not one? Way too much going on in one very very small space. Add in the service station and a million little kids at that intersection. BA
- Way too much truck traffic through a village designed for horse traffic
- we are lucky there are no major accidents on a regular basis, this area really needs red lights to allow secure access.
- We can't install a light that would stop traffic in the village. Too Loud with all the trucks.
- when people approach the flashing lights they mistake it for a red light and almost stop which is dangerous for cars behind them
- When waiting on 41 north to make a left onto 841 I am very concerned I will be hit from behind by an upcoming car.
- While I personally do not have issue with the intersection I am aware that others who live-in and frequent the area do have issue. I believe there are steps that PennDOT could take (outside of installing a full-functioning traffic signal) that would ease
- While this is not the "question" you asked, but I think PA 41 needs to be made into 4 lanes with limited access from the PA/DE line to US 30 or at least from US 1 to 30. It carries much more truck traffic than it was designed to carry, and they travel at

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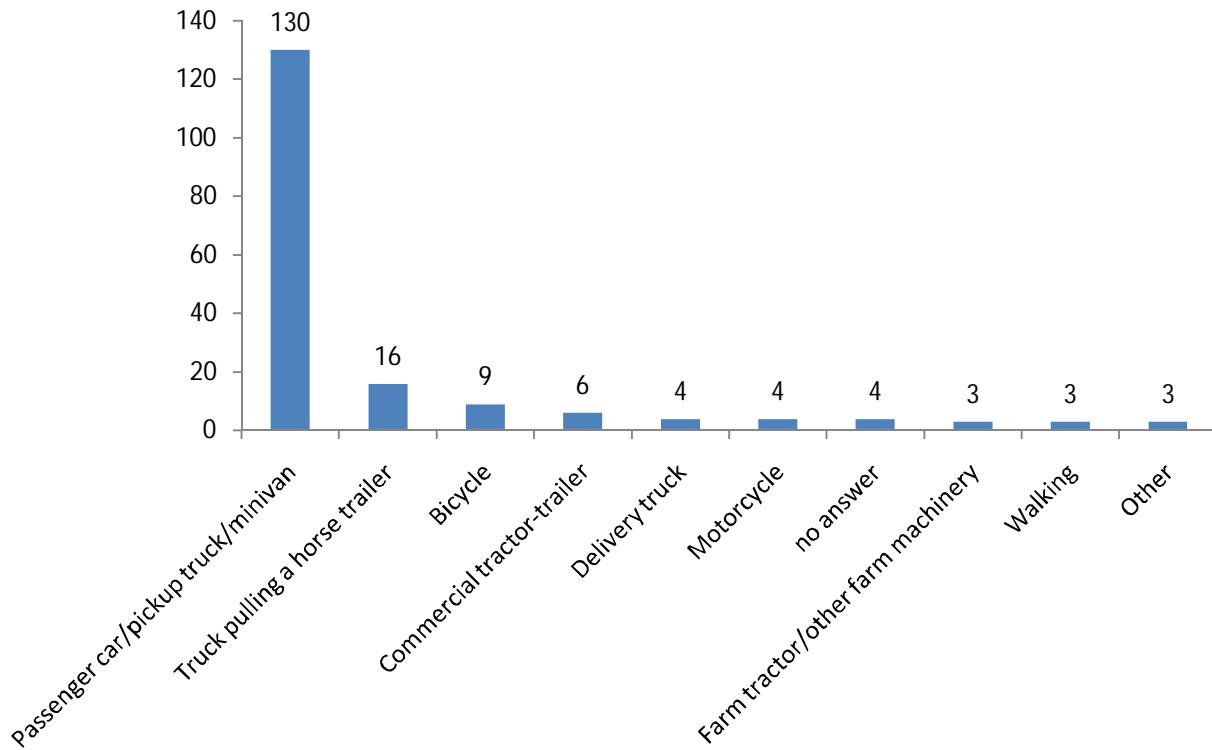
Survey Part 2: PA 41/White Horse Road Responses

Total Responses: 140*

*For questions where multiple responses were allowed, the total count is above 140

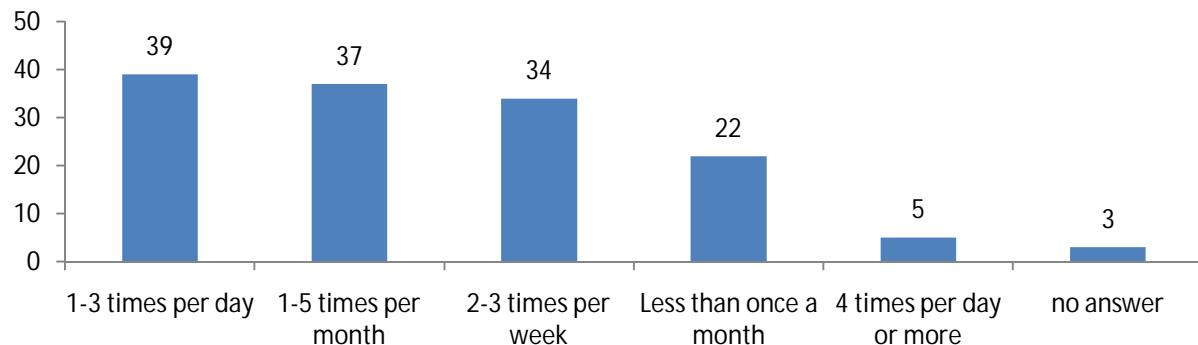
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1. Which mode of transportation do you use when traveling through this area? (Check all that apply.)

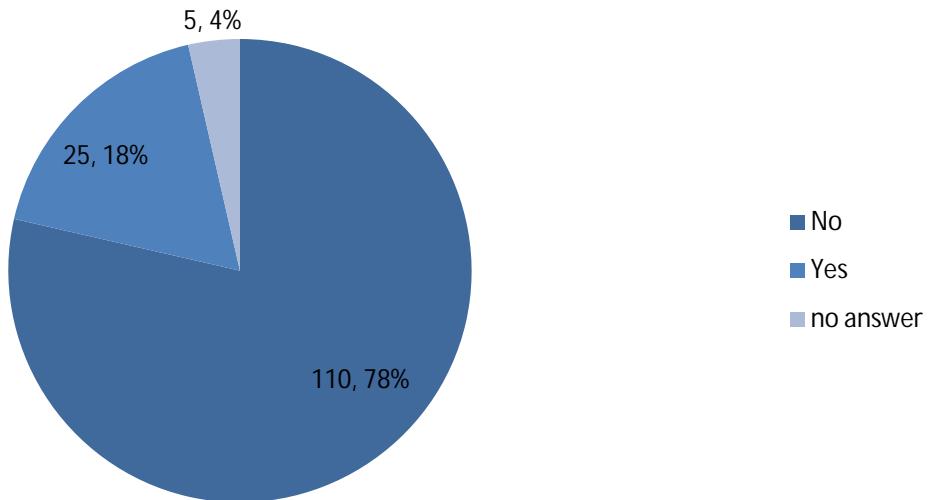


"Other" responses for Question 1: farm truck with 20 foot hay trailer, Horse van, School Bus

2. How often do you use or drive through the PA 41/White Horse Road intersection?



3. Do you avoid turning or crossing at the PA 41/White Horse Road intersection?



4. If yes, why do you avoid turning or crossing movements at the PA 41/White Horse Road intersection? If no, skip to question 6.

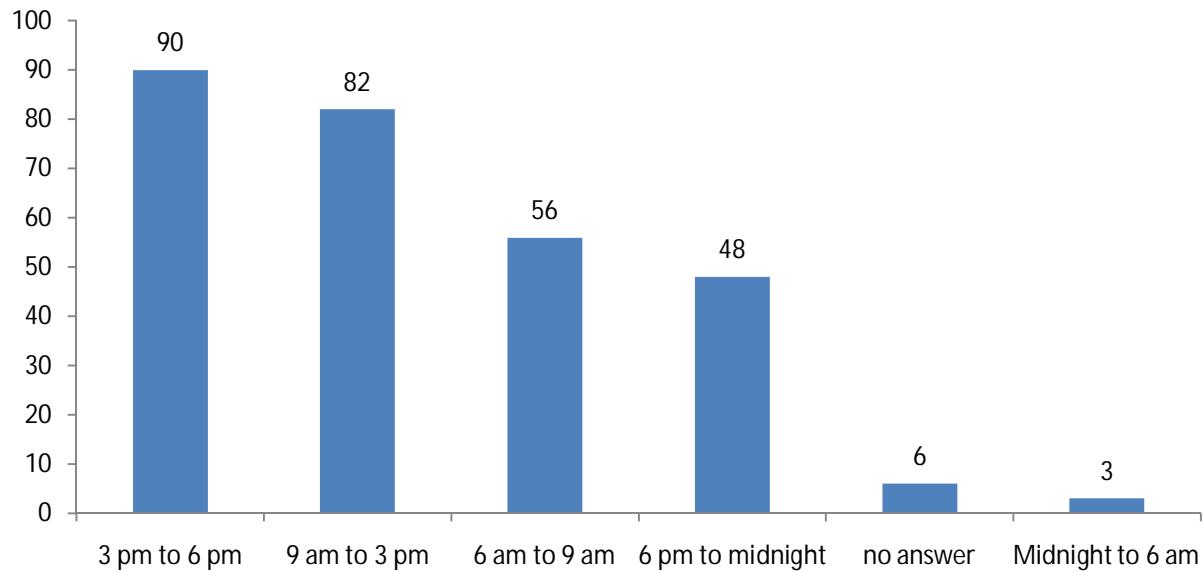
- Aggressive tractor trailer trucks.
- Bad sight south
- congestion and high speed traffic along 41
- Crossing - yes. I often will turn onto White Horse Rd from 926 westbound so I can turn onto Rt41 northbound at the WHR & 41 intersection thereby setting myself up for a safer turn onto 926 west bound at the 41/926 intersection. Crossing 41 at 926 is TOO
- dangerous
- Dangerous to stop and make left hand turn due to no turning lanes
- heavy traffic and high speed on Route 41
- High traffic speed discourages crossing or turning onto Rt. 41.
- I answered no because when I am traveling west bound on 926 and need to cross over 41, i will turn onto White Horse to turn onto 41 North
- I can't avoid it because it is the only way for me to go. I live at 281 White Horse RD. It is very dangerous, I often avoid turning left or going straight across because it takes forever, so much traffic. Also, making a left onto White Horse, northbound,
- I have to be very careful because of the angle of the oncoming traffic and the sped of the vehicles.

- I have to turn there, but I get really nervous when there are huge tractor trailers behind me. A turn lane would be so much safer.
- I use this intersection to avoid using 926 east bound on other side of rt 41.
- In my case, it's too dangerous to make turns at this intersection. I do cross over it, but it usually takes a very long time to find a window without traffic coming either way on Rt. 41 to cross safely over to the sections of White Horse road.
- It is often difficult to see traffic coming from both directions on 41 and there is steady cross traffic going from White Horse Road to 926.
- It is very dangerous
- nervous to turn off Route 41 southbound because cars behind me are traveling too fast.
- Not the easiest place to get onto Route 41.
- The cars and trucks that are traveling in the same direction may rear end me while I am waiting to turn onto Whitehorse Road.
- There is a better intersection to turn at just nearby.
- There is too much traffic and I am afraid of getting hit from behind.
- Thru traffic
- Too busy a road (Route 41) to chance.
- tr
- Traffic moves to fast.
- Traffic not visible.
- Vehicles traveling too fast, hard to see, etc.
- When we have snow that road is not plowed well and I often need to use 4 wheel drive to get out on 41

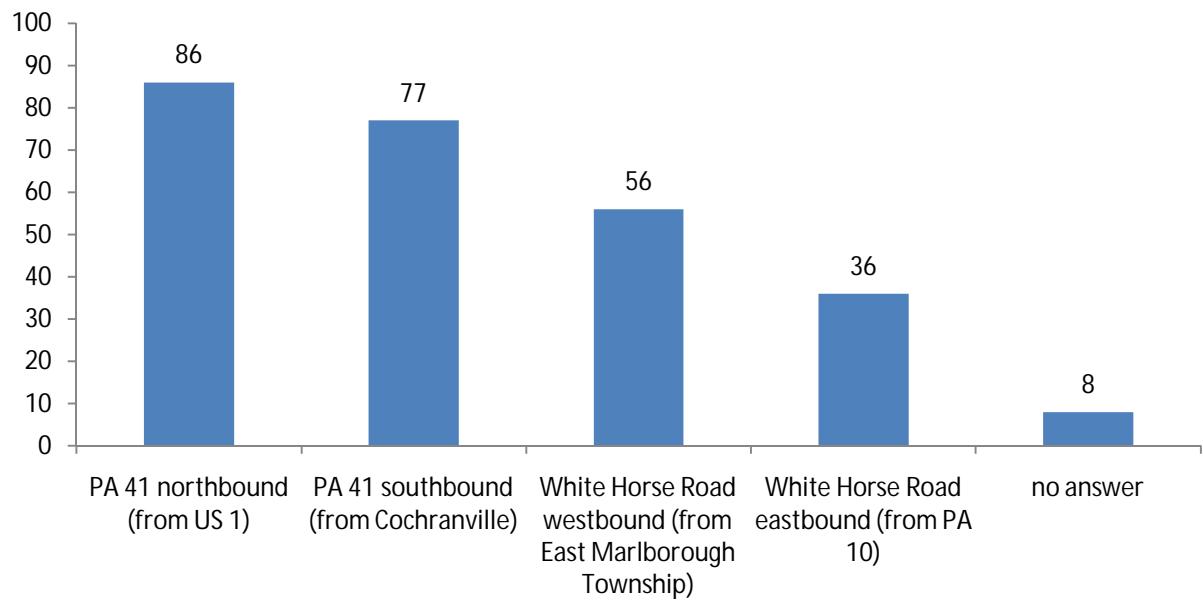
5. If you answered yes to question 3, what intersection do you use instead? Please specify.

- 41/926
- 926 and 41, which isn't much better
- 926and 41
- Avoid all along Rt 41
- Depending on where I am going, I might use 841 then use 926 to get to 41.
- Either 796, Hood Road or 841.
- Fernwood rd
- Go down 926 or just risk it
- Go in to light at 41 near the Wawa
- I think there needs to be more lanes, at least a 4 lane highway with turnig lanes.
- I turn left at 926 and then turn around at the business driveway then go south on Route 41 and turn right onto Whitehorse road.
- newark rd to 1 to 41
- no answer
- Occasionally, I'll use the slip road that crosses over 926 and turns into Hood Road, but that too is just as dangerous.
- PA 41 and PA 926
- Route 796
- Rt 41 and Hood Road (Rt 842), East of Rt 41
- Rt926
- See #4 above
- There is no better intersection.
- Use back roads
- When travelling south I turn right onto Rt. 41 at Hood Road and then left onto White Horse Road. When travelling north, I turn right from White Horse Road onto Rt. 41 and then turn left onto Hood Road. In both instances I engage my turn signal as soon as

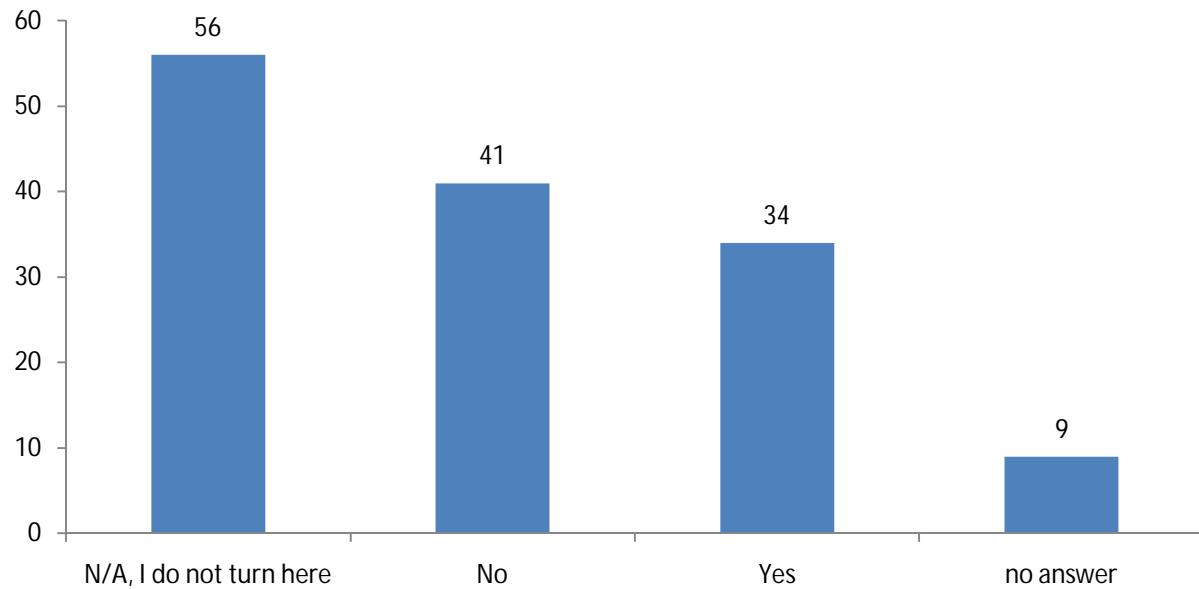
6. What time of day do you typically use this intersection? (Check all that apply.)



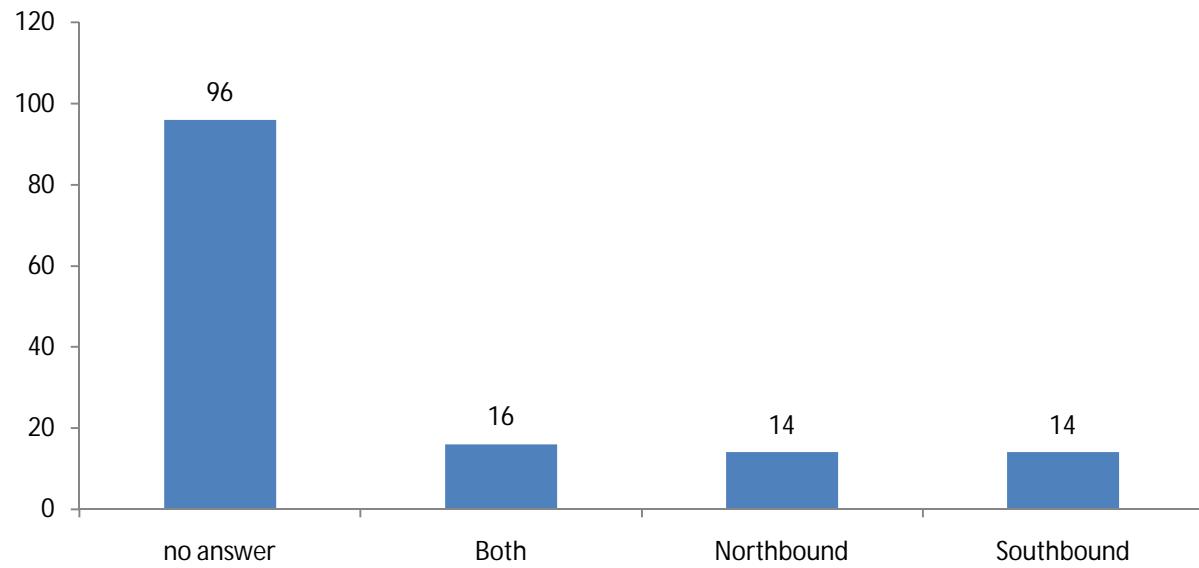
7. On what roadway and in which direction do you typically approach this intersection? (Check all that apply.)



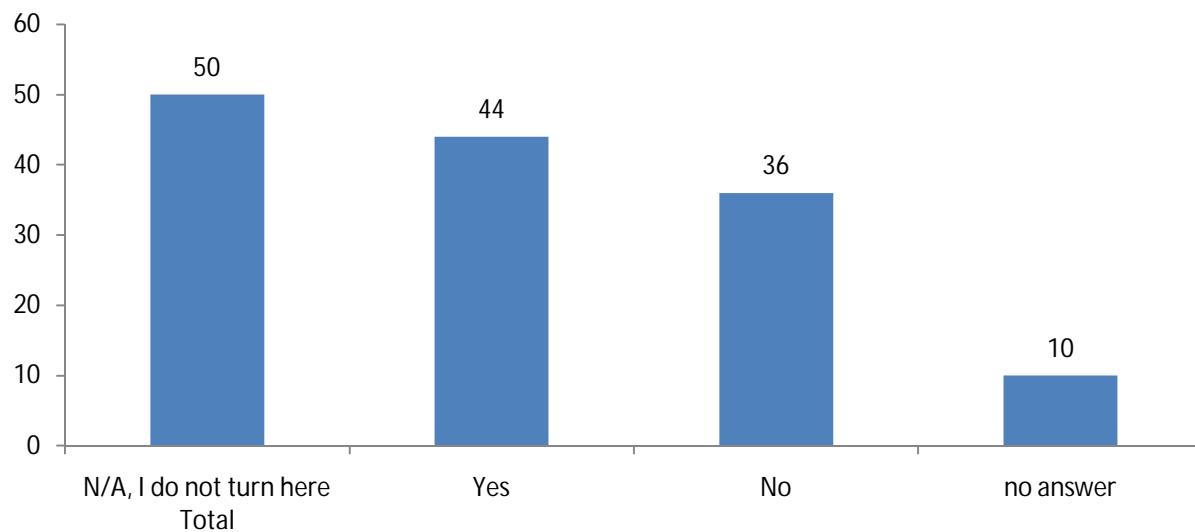
8. Do you find it difficult to make a left turn from PA 41 at this intersection?



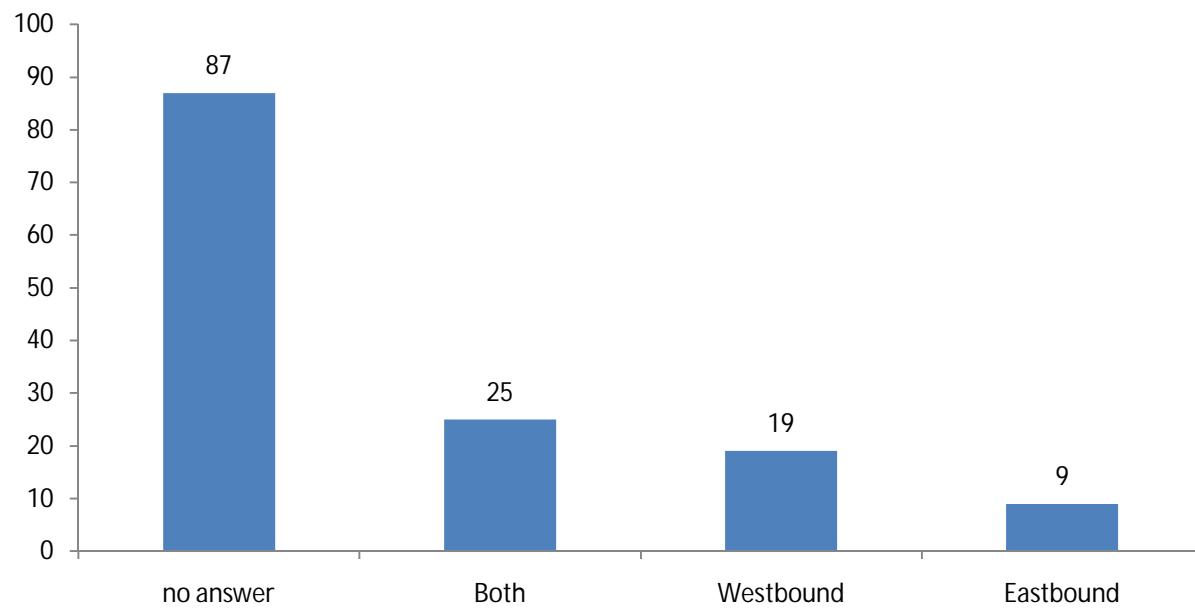
9. If you answered yes to question 8, in which direction are you traveling on PA 41?



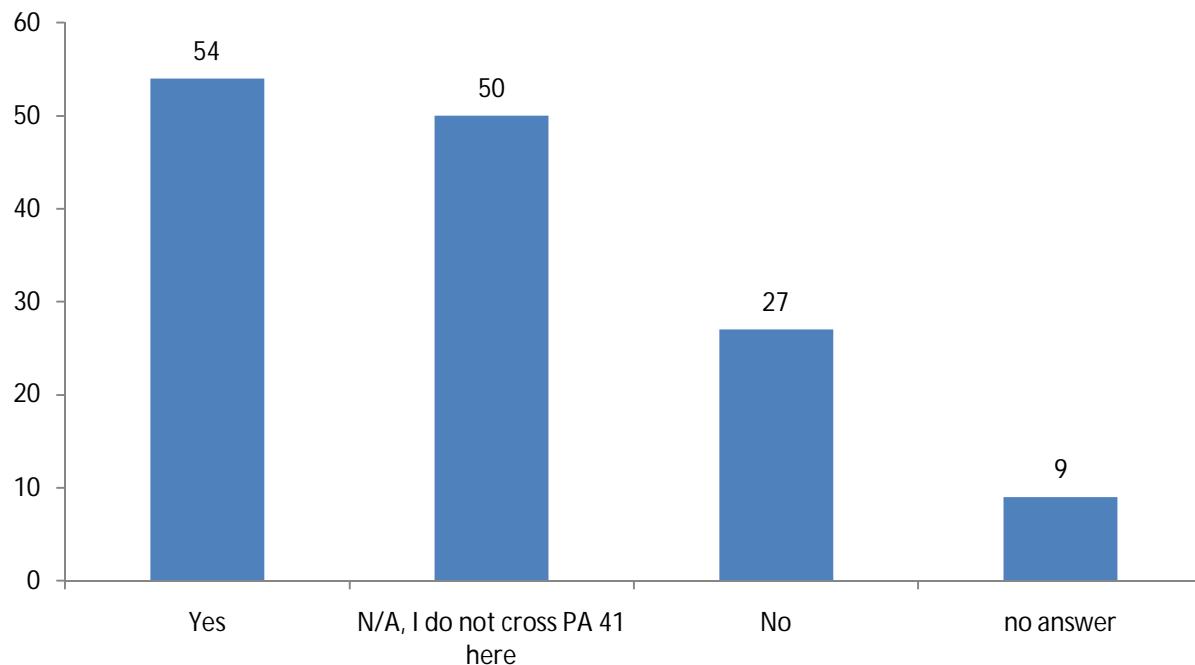
10. If you are using White Horse Road, do you find it difficult to make a left turn from White Horse Road onto PA 41?



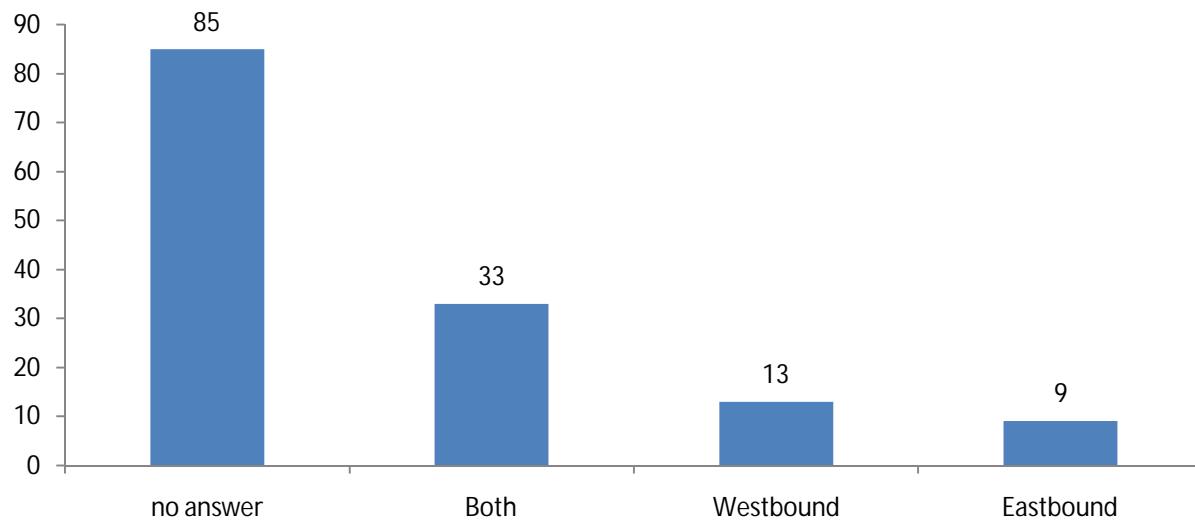
11. If you answered yes to question 10, which direction on White Horse Road are you traveling?



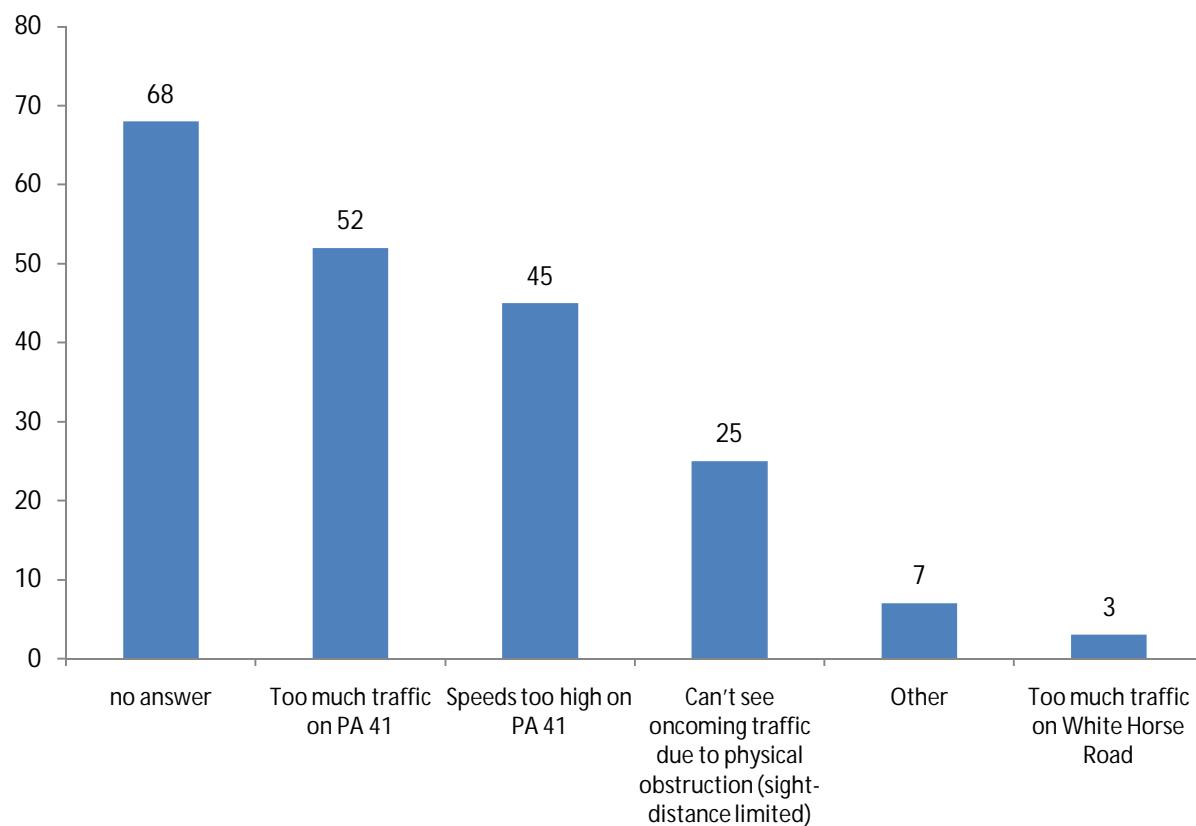
12. If you are using White Horse Road, do you find it difficult to cross PA 41?



13. If you answered yes to question 12, in which direction on White Horse Road are you traveling?



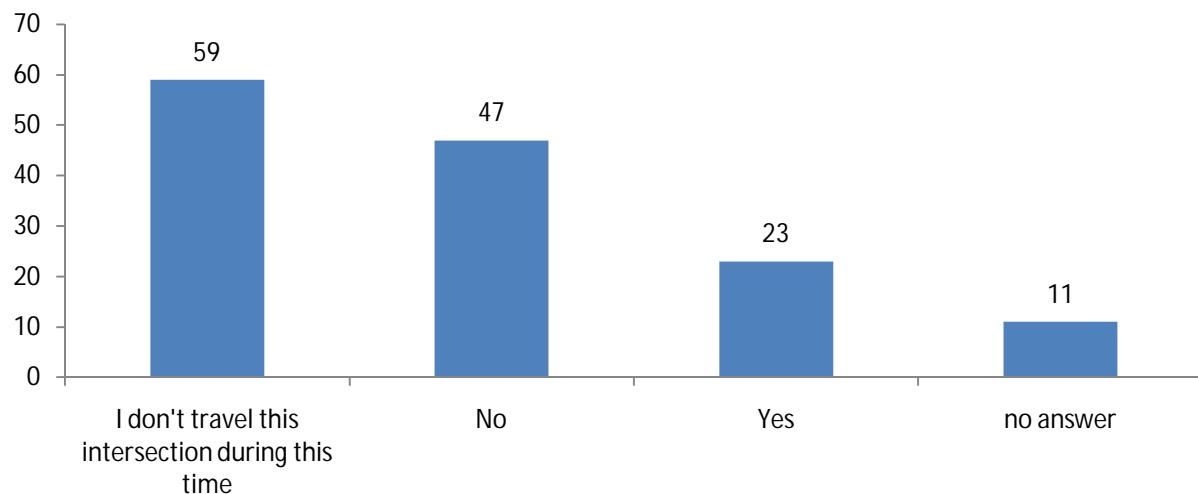
14. If you answered yes to any of questions 8, 10, or 12, what are the reasons for the difficulty? (Check all that apply.)



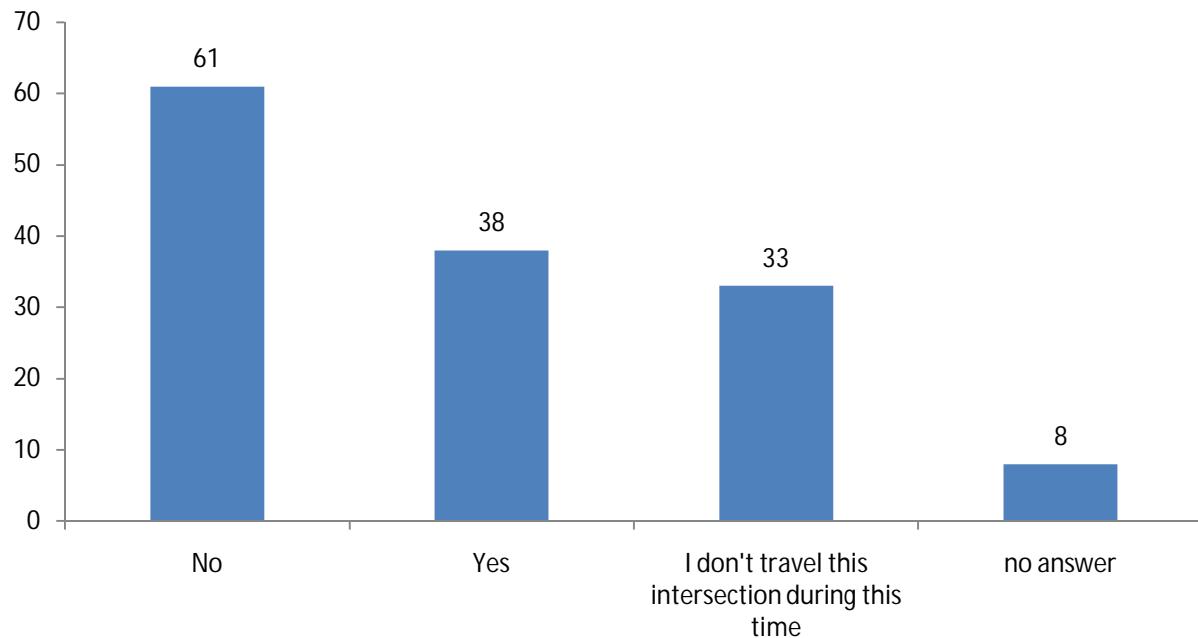
"Other" responses from Question 14:

- farm vehicles going slow on White Horse Rd
- No imbedded turning lanes on PA 41.
- There is a gentle slope onthe North side of this intersection which makes vision tricky. Also, must pull forward to see Northbound Rt. 41 traffic.
- Truck traffic and amish buggy traffic increase difficulty navigating roadway.
- White Horse rd does not intersect 41 perpendicular. I have to turn slightly to the right to see and turn left to cross over 41.
- White Horse Road is not straight across, it is kind of jagged, must angle your car in order to cross....

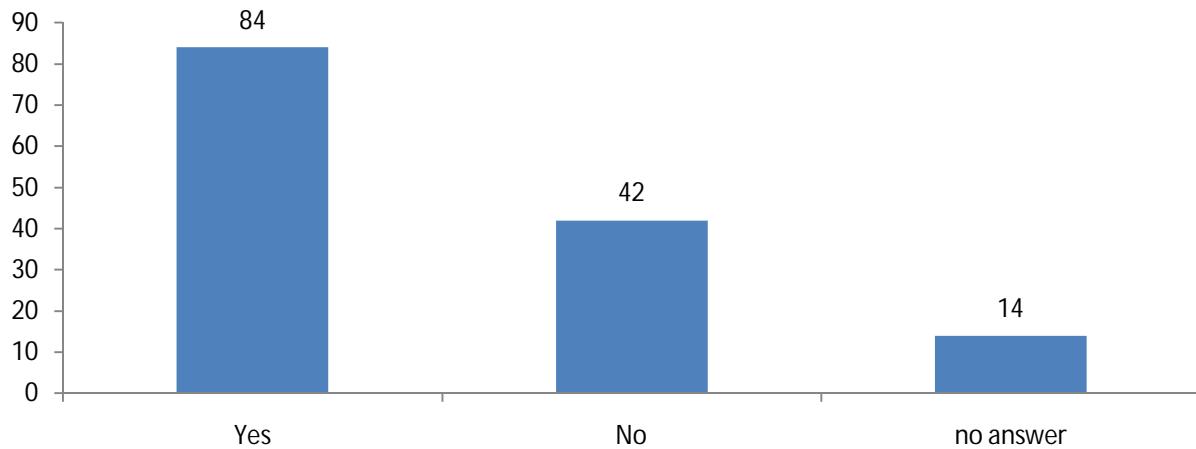
15. Do you find the PA 41/White Horse Road intersection to be congested in the morning rush-hour traffic?



16. Do you find the PA 41/White Horse Road intersection to be congested in the afternoon rush-hour traffic?



17. Do you feel there is adequate signing at the PA 41/White Horse Road intersection?



18. Please indicate any other concerns you have with the existing PA 41/White Horse Road intersection.

- Vision on North side of Rt. 41 slightly impaired. (dip in highway). 2) When Northbound on Rt. 41, exiting and making a right turn onto White Horse Rd. you must either choose to drive over the rumble strips on the right and possible damage the alignment
- Also, when turning on White Horse Road, when there is oncoming traffic and you must stop, vehicles try to pass on the shoulder.
- As anywhere on 41, 45 mph speed limit not adhered to-- I'd guess closer to 57 mph.
- During the winter season, this intersection is often icy on White Horse and the slip road extension of White Road on the north side of 41 making it difficult to get traction to cross over 41.
- Eliminate at grade intersections and provide crossover connections. - Either build a proper four lane highway so people stop dying on this heavy truck route or eliminate at-grade intersections and traffic signals. At least do-it half right, so you S. A.
- Eliminate this intersection all together. It's useless and is also a death trap
- I do turn at White Horse Road; however, it is westbound on WhiteHorse turning RIGHT on 41. Congestion at White Horse Road is the same as at 926 and 41 - worse at certain times of the year and certain days of the week. Worst time is Friday evenings in th
- I normally go straight across on White Horse Road. One has to be alert, especially for trucks, because speeds are high on PA 41, but otherwise the intersection is not difficult.
- I rarely use White Horse Rd. If I did, the problem in using it in rush-hours is the volume of traffic on PA 41. That's not a problem when you're on PA 41 and turning, except that you always have the fear that someone's going to rear-end you, but there d
- I use this road so that I can make a right hand turn onto RT 41 at a right angle intersection - visibility is better here than at RTS 926 and 41

- I use this turning on my morning and evening commute in order to avoid crossing Rte 41 from 926 (e/W bound). It can be tricky but is preferable to dealing with the 926/41 crossing. Speeds on 41 are high. Turning onto White Horse Road from 41 can be chaotic.
- I use White Horse Rd to avoid going straight across 41 when driving on Rt 926. It's usually easier to turn right onto 41 from White Horse Rd and then turn left on 926 rather than wait on 926 to cross 41.
- I use White Horse Road when coming from 926 -- use this intersection instead of the intersection at 926 and 41 heading north because it is easier to make a right hand turn onto Rt 41 then to deal with the intersection at 926 and 41 -- that intersection is
- It needs a roundabout.
- Large trucks going too fast around passenger cars.
- Mainly sight line nirth on 41 from whitehorse school road east. It is better than it used to be since trees have been taken down. Now it is the grade in 41 that causes any remaining problems.
- No turning lanes at this intersection make it very unsafe for motorist who are turning, especially during periods of high traffic., No turning lanes at this intersection make it very unsafe for motorist who are turning, especially during periods of high traffic.
- Rt 41 is one of the most dangerous roads in Pa
- Sometimes use Whitehorse Rd heading west to turn right heading north to approach Rt 926 westbound from left turning lane. Still don't like hanging in the left turning lane when traffic is heavy.
- Speed & line of sight are key concerns....regardless of the amount of traffic. Excess traffic just adds to the dilemma
- The increase of traffic on White Horse Road from the proposed shopping center and the proposed development of Bishop Shannon South on Hilton road and Philips Mills road. The increase of traffic and the speeds of the traffic will be a detriment to our community.
- The limited site distance at this intersection is a BIG concern. AND the speed of Rt 41 drivers. Also am concerned with the safety at this intersection & Rt 926, & the fact that a shopping center plan is requesting approval between these two roads. I am concerned.
- The roadway is used by people who treat it as a interstate highway system. They travel too fast! The truck traffic, in which I am a part of, is too heavy and the speeds are too high.
- The sign for Whitehorse Road at this intersection is frequently knocked down by the farm tractors.
- there are no signs prior to the street sign.
- There needs to be a major thru way from DE to Lancaster. You should consider this strongly when making your decisions.
- This intersection needs a roundabout or a traffic signal.
- This road is very much traveled by Pick up's with Horse trailers. I have witnessed some very close call and hairy situations at this intersection. Again with speeds in excess of 65 and no room to turn it is very dangerous.
- Too much large truck traffic

- Too much truck traffic
- Traffic traveling on PA 41 is moving too fast.
- Truck traffic is too heavy, too loud, too fast. Signs for cross road (rt 796 and 926) to not give enough warning to entering rt 41. Signs are often covered with brush.
- Turn lanes would improve safety and help reduce congestion
- Visibility of southbound traffic on 41 at whitehorse intersection is impaired by rise is 41
- We need more road space, two lanes isn't enough space. Between the trucks and the shore traffic in the summer, 41 has become dangerous and frustrating to travel on. We have teenagers who need to use 41 daily and we often tell them to try to avoid 41 if possible
- White Horse Road is somewhat hidden. Through traffic might not understand that locals might be turning. I have this problem at Guernsey Road as well. Typically I don't have trouble entering 41 from Guernsey around 5:00pm, but when turning right onto Guernsey

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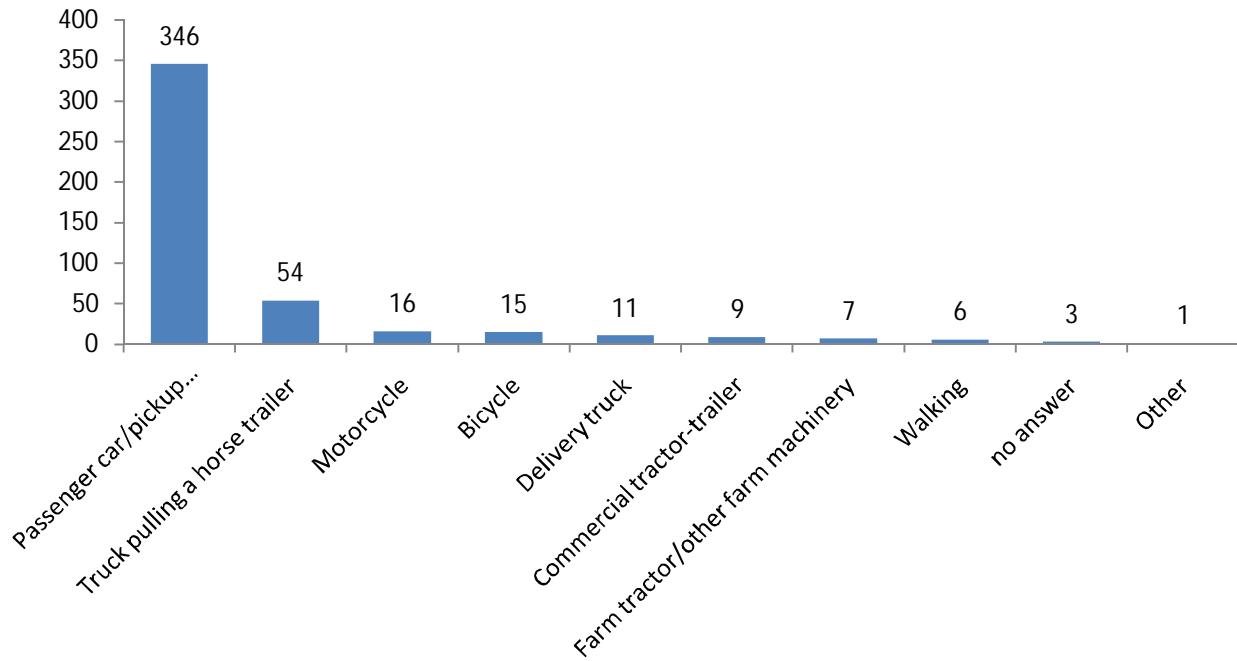
Survey Part 3: PA 41/PA 926 Responses

Total Responses: 398*

*For questions where multiple responses were allowed, the total count is above 398

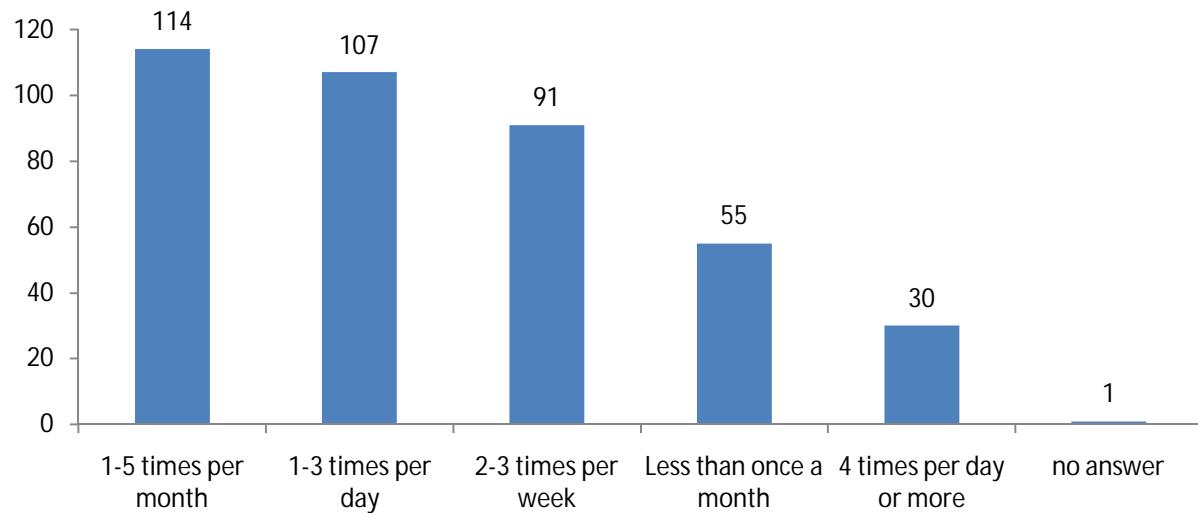
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1. Which mode of transportation do you use when traveling through this area? (Check all that apply.)

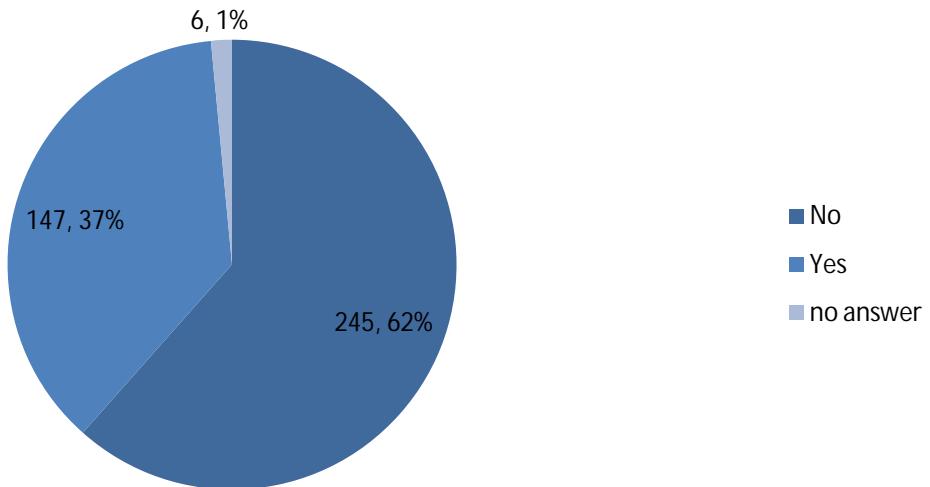


"Other" responses for Question 1: School Bus

2. How often do you use or drive through the PA 41/PA 926 intersection?



3. Do you avoid turning or crossing at the PA 41/PA 926 intersection?



4. If yes, why do you avoid turning or crossing movements at the PA 41/PA 926 intersection? If no, skip to question 6.

- When traveling west on PA 926 heading toward PA 41, I always first turn left on Hood Rd. or Whitehorse Rd. and then make a right on PA 41 to get back up to PA 926 heading west. Heading west on PA 926 and making the crossing at PA 41 is not an easy process
- "1. Too much traffic. 2. Oncoming vehicles from Cochranville approach with too much speed to get horse van across intersection."
- 926 crosses PA 41 at an acute angle, so when you cross PA 41 it takes longer than you expect to clear the traffic. Also, the angle makes checking traffic difficult, often. Thirdly, PA 41 traffic is sometimes coming very fast.
- A lot of truck traffic traveling quickly
- Angle of intersection is awkward (not a 90 degree intersection). Crossing 41 on 926 requires good timing and judgment since you need to travel quite a distance to completely traverse 41. Vehicular traffic on 41 is often heavy, moving quickly (most often)
- approach for 926 not square to road
- At times I feel it is unsafe to do so because of the speed of traffic.
- avoid crossing 41. Usually turn right and then left at the first street to get back on 926.
- avoid crossing by accessing route 41 at a traffic light and turning onto 926.
- awkward
- "Awkward angle of traffic when crossing over 41 on 926.
- Also slightly impaired vision."

- Because crossing at this intersection oftentimes requires taking a chance on getting into an accident as there can be a steady stream of traffic traveling down 41 making their way to Route 10 or Route 1, especially a lot of tractor trailers.
- Because it is an extremely dangerous intersection, with trucks and cars routinely going 60+ mph on Rt 41 even during congested travel times. Traffic is also so heavy at times that the wait is over 5 minutes for a break long enough to pull out.
- because of the offset thru 926.
- Because there is no right angle at the intersection, it is difficult to see and judge speed and distance of oncoming traffic
- because traffic is coming to fast over the hill and the intersection is to wide to cross safely
- Cannot turn driving southbound traffic from behind is too fast and close. Ok, to scoot off traveling northbound.
- can't see
- Coming from the East on 926 it is difficult to observe all traffic on 41.
- Crossing is difficult at most times especially pm rush hour
- Dangerous due to speed of traffic on 41
- Dangerous to go across 41 to continue on 926 - too long of a distance to cross safely.
- Dangerous. To much traffic
- "Dangerous. Too much traffic, sometimes coming too fast. On occassion, when traffic is low, I have been able to cross 41 directly. Generally, though it is unsafe & needs imprvement."
- Depending on the time of day, I avoid crossing at 41/926 because it is so dangerous due to the angle at which 41 crosses 926. It is an accident/death just waiting to happen.
- Difficult to merge.
- Difficult to see vehicles approaching from the left.
- Difficult visibility...you have to crane your neck/head >90 degrees, and often the wait ages for clear crossing. Also, people turning from 41 onto 926 often speed up and cut the angle very sharply to "scoot" across and beat oncoming traffic. Also, people
- "Distance across 41 is too wide because of angleof intersection, does not leave enough time between vehicles
- to get across safely. I tell my family not to cross at 41&926"
- During heavy traffic times it is too difficult to safely cross Rt 41 along 926. The wait can be long, and the traffic moves too quickly. It can be hard to see or judge relative speed of traffic. I have seen too many cars get "stuck" in the middle, cro
- During rush hour I will avoid crossing 41 via 926. Too much traffic.
- Eastbound traffic not visible in a timely manor and not able to make a left turn going southbound from Cochranville. Although I would prefer not to turn here I have no choice some days.
- Fast moving tractor trailer trucks
- fast moving traffic
- Fast, heavy traffic on 41
- From our house going in that direction that is the way to go

- "Going east on 926, there is too much traffic and the angle is hard to see around."
- Coming west, cars there is too much traffic to cross and the angle is also difficult to navigate."
- Going south is easier than north but traffic on 41 is too fast and big trucks do not slow down. Intersection needs a traffic light.
- Hard to see and lots of traffic in both directions. Makes it very scary to cross. While I still do because I have to. I refuse to try and make a left turn. If trying to make a left, you could be there forever.
- hard to see on comming traffic over my my left shoulder. Traffic on 41 moving to fast and there is hardly any safe gaps in traffic to pass through.
- heavy traffic on rt 41 poor line of vision up 41 from 926
- Heavy traffic that travels too fast
- high speed and volume of traffic on 41 and limited visibility of traffic coming south on 41
- High speed of traffic and limited visibility.
- high volume and high speed traffic on Route 41
- I am afraid that I will get killed if the car would stall because track trailors are driving at an excessive rate of speed. I fear for when my children start to drive.
- I answered no because there is no other way to go that I know of.
- I avoid crossing because of the tractor trailers that drive up and down 41. The traffic can be very heavy at times.
- I avoid crossing here in the evening - I can usually manage it, with care, in the morning, but I often turn south on 41 to pick up White Horse Road when the traffic is heavy. I NEVER cross westbound in the evening, and seldom during the day, unless it's
- I avoid crossing Route 41 at this intersection because it is extremely dangerous. People do rash and inconsiderate things - they travel too fast, drive in oncoming lanes to make turns onto Rte. 926 east or westbound and generally endanger themselves and
- I avoid crossing Route 41 due to the speed and amount of vehicles on Route 41 that I do not have a space to cross over 41 safely.
- I avoid this intersection always as it is somdangerous. This is why I travel it ao infrequently. I always cross or turn on to 41 somewhere else.
- I avoid this intersection if at all possible. The geometry of the crossing is unsafe.
- I avoid turning there because I don't want to have a head on collision.
- I cut off 926 west one block prior to 41n and use Whitehorse road to access 41n to 926w so I can use turning lane on 41n
- I do avoid crossing this intersection because it is too hard to see both ways. I will turn right onto 41 South & then turn left on a road that intersects with 926.
- I don't feel safe trying to cross at the angled intersection
- I feel it is a very dangerous intersection due to the high amount of traffic, high rate of speed that cars and trucks travel. Avoid this intersection at night.
- I feel like I am taking my life in my hands because 41 has so much fast traffic. Am worried even when I think I am ok to go that something will appear.
- I want to live a little longer.

- I will sometimes avoid crossing 41 when heading West on 926. I feel it is more difficult to cross at times when traffic is heavy when heading West than when heading East.
- if I am turning right from 926 onto 41, I stay on 926. If I am going straight across 41, I turn left at Hood Rd., then turn right onto 41, then left onto 926. Because of the volume on 41, I find it hard to find a break in the traffic in both directions at
- If I can avoid it, I do. It is a very long intersection and has a tremendous amount of traffic in all directions. I have sat at this intersection for 3 to 5 minutes numerous times waiting to cross. Crossing is even more difficult and dangerous on foot.
- If I can avoid it, I do. It is a very long intersection and has a tremendous amount of traffic in all directions. I have sat at this intersection for 3 to 5 minutes numerous times waiting to cross. Crossing is even more difficult and dangerous on foot. T
- If traffic is bad and I have a full car I will try to avoid a truck or other car hitting me broadside.
- Intersection a not aligned making turn dangerous
- It is a big intersection to cross (crossing PA 41) with a horse trailer.
- It is almost impossible to get across rte 41 turning not such an issue but does not help me
- It is difficult to judge the distance of approaching cars from both sides due to the angle of the crossing.
- It is hard to avoid
- It is hard to see when cars are traveling south on 41 as you try to get to 926 west. Also when traveling north on 41 to turn left onto 926 and a car is going south on 41 and trying to turn left , both cars think they have the right away and head right int
- It is often very difficult to find a gap big enough to cross safely. Traffic moves north and south in large groupings and when one direction clears, the other sometimes has its traffic group just starting!
- It is really scary to cross.
- It is too dangerous! Cars turning from Rt41 (North & South bound vehicles) onto RT926 in either direction enter the intersection too much thereby reducing the amount of room you have to negotiate your own turn. Vehicles travel too fast through the inter
- It is too long a distance to cross rt 41. Cars and Truck fly over the hill from the south. I was traveling south bound once and wanted to turn Rt on to 926. my turn signal was on but a tractor trailer keep coming, so I could not turn. I call 911 after h
- It is very dangerous!
- It is very hard to cross safely. Please put a circle,or at least a light,here.
- it takes to long to get across this huge intersection
- Its hard to see oncoming traffic from 41.
- It's too busy and too difficult to see oncoming traffic because of the angles of the intersection. Also it's difficult to judge speed of the traffic -- they are often faster than they look.
- It's too difficult to get safely across Rt 41 if driving on Rt 926. A light would be great at this intersection.
- Its unsafe to go straight across 926 due to the angle.
- Limited visibility

- limited visibility with oncoming cars, high traffic zone, speed limits not obeyed
- Many accidents at this intersection - because of the angle it is hard to judge the amount of time needed to cross #41
- "My sister was killed at this intersection 30 years ago
- As far as I am concerned all of 41 is very dangerous!!"
- never make a left turn onto 41 from 926 going north. it is a difficult turn and traffic is moving too fast for that turn.
- No, but very careful when turning left on 926 off Rt. 41 (heading North) as the oncoming traffic if turning left onto RT. 926 East will be head on with you, so caution is needed.
- Not being an owl, the angle of the intersection makes it difficult to look for traffic in both directions.
- Occasionally it is too busy to cross both lanes at the same time.
- oncoming traffic
- Oncoming traffic moving fast and diagonal intersection awkward
- PA 41 has a lot of traffic both ways and trying to cross PA 926 at this intersection is suicidal.
- People in the other turn lane proceed almost into my path while I'm in my turn lane to head onto rt 926 west from route 41 south
- Poor visibility, speeding, truck drivers speeding
- Sharp angle approaching PA 41 from east on PA 926, can't see traffic approaching from south on PA 41. Very dangerous intersection to cross or turn at.
- Sight lines are bad. I think we need a traffic light at this intersection.
- Sight lines are very bad. Angle of the roads crossing is bad.
- Since the intersection is at such a sharp angle, it's hard to see what's coming from the left on 41 when I'm driving on 926 and simply crossing 41. Sometimes the traffic is too heavy to get across both lanes of 41 at once.
- sometimes dangerous
- Sometimes I avoid this turn. When there is basically no traffic I do not have trouble going across Rt 41 on Rt 926. It is difficult to cross over. The angle of the road makes it hard to see cars going south and how fast they are going.
- Sometimes I avoid turning left from 41 onto 926 because I feel as if I'm taking my life in my hands. It's very dangerous.
- "Sometimes I do avoid turning north onto 41 from traveling 926 west. This is the worst intersection on PA 41.
- I have seen the worst driving at this intersection of any other intersection that I travel. I have seen people turn north on 41 from 926 west a"
- Sometimes the flow of traffic is too heavy to get across and the speed of vehicles, especially trucks, is intimidating., Sometimes the flow of traffic is too heavy to get across and the speed of vehicles, especially trucks, is intimidating.
- Sometimes turn right then go down to next turn to take left rather than crossing over.
- Speed limit too high
- Speeding vehicles, hard to see, safety fear.

- That intersection is very dangerous, especially at dusk, when there is precipitation, or at night. I have had plenty of close calls at that intersection.
- The angle of the road makes it very difficult to see oncoming traffic. You need to turn your head so far around to see that it almost hurts!
- The approach angles are difficult for a good view, the distance required to travel across Route 41, and vehicle speeds are too high.
- The intersection is deadly.
- The intersection is too wide and you need extra time to get across.
- The line of sight is very difficult to navigate
- The wait is too long on periods of heavy traffic and it can be very dangerous
- There is way too much traffic on 41, and turning left from 926 on to 41S is akin to Russian Roulette; even if there is seemingly no traffic coming from 41S, a car can appear quickly enough to require a getaway car-style pull out from 926. I doubt drivers
- This road is too dangerous to cross over. Lots of traffic, difficult to see both lanes. Also cautious of those turning onto 926
- thru traffic
- To cross PA 41 on PA 926 one must travel an exceptionally long distance, because of the oblique/acute angle of the crossing. To turn onto Pa 41 from 926, either direction, it is difficult to judge speed and distance of cars coming from the acute angle.
- to Dangerous can't get across safely
- to much traffic
- To much traffic.
- too dangerous
- Too dangerous - too much volume
- too dangerous except when turning right
- Too difficult to make a left onto 926 eastbound
- Too many trucks traveling too fast.
- Too much traffic
- too much traffic at high speeds
- Too much traffic to cross
- too much traffic, especially truck traffic, and it is very difficult to see at the intersection of 926 and 41, especially heading east on 926 approaching route 41
- Tractor trailers traveling at high speeds.
- Traffic is too heavy during rush hour trying to make a left from 926 onto 41.
- Traffic on 41 makes it a real hazard to try to cross at this intersection. Also the angle at which 926 intersects with 41 makes it difficult to see traffic coming down the hill, on 41 Southbound. In addition traffic on 41 is most often exceeding the 45MP
- traffic on 41 traveling too fast; severe angle of the 2 roads
- Traffic on 41S has a relatively short sight line and traffic is usually traveling at speeds near or above the speed limit. In addition the number of larger vehicles attempting to cross Rte 41 at Rte 926 creates a backlog of traffic due to the difficulty t

- traffic using the the left turn lanes onto 926 in either direction are forced to enter the middle of the intersection because the turn lanes stop 25+ feet short of the actual turns. I have almost been hit head on numerous times making a left from 41 north
- traffic. trucks travelling at high rates of speed.
- Traveling east on 926 or west on 926, route 41 has approaches route 926 at an angle that makes it hard to see traffic. Normally I don't make a left turn on to route 41 when travelling east on 926. If I do I have to be extra cautious of traffic going south
- Turn is extremely dangerous
- Turning left from 41 north to 926 west is too dangerous especially if a driver is turning left from 41south to 926 east., Turning left from 41 north to 926 west is too dangerous especially if a driver is turning left from 41south to 926 east.
- Unsafe, as the angle of the intersection makes crossing 41 on 926 a greater distance than it appears to be.
- Vehicles are traveling very fast, the intersection is at an angle to cross 41 with a turning lane, that is dangerous. The turning lanes on 41 are awkward, if you meet a car turning (opposing you) neither car is aligned with their turn.
- very dangerous
- Very dangerous intersection since you do not approach Rt.41 in a perpendicular fashion. Also speed on Rt41 is a factor.
- Very dangerous intersection. At an angle so difficult to see incoming and crossing traffic. Traffic goes 50-60 miles an hour most of the time.
- Very dangerous! Not worth the risk if there is traffic
- VERY HARD TO SEE WITH THE ANGLE OF THE ROADS- TRUCK TRAFFIC USUALLY WELL ABOVE SPEED LIMIT !
- VERY scary intersection at a difficult angle, with very high-speed traffic on Rt 41. Very unsafe.
- Volume of Traffic and angle of intersection.
- We live at that intersection, we can't really avoid it.
- When traveling North bound on 41 the turn lane for a left turn to west bound 926 and the turn lane for South bound 41 to East bound 926 force cars to be head on rather than side by side. This makes it difficult to see on coming traffic.
- When traveling south on 41, and trying to make a cross traffic left turn onto 926, due to the obtuse angles of the intersection, I've often been faced with an oncoming vehicle traveling north on 41 as they attempt to occupy the same lane space to make the
- When you are crossing over 41 you cannot hardly see on either side so that causes an accident.
- Worried about traffic--not sure it's always safe

5. If you answered yes to question 3, what intersection do you use instead? Please specify.

- " I leave 926 and use Hood Rd. and enter 41 at that intersection. (Coming from the West on 926, I have no choice. I have to try to get across the best I can.)"
- rt 796 to go east on 41
- 1/41
- 41 and white horse road
- 41&796, 41&796
- 796
- 796 & 41
- 796 and 41
- 796, 841, Hood Road, White Horse Road
- 796.to 41
- 796/41
- At busy times I turn south on 41 and left on Hood Road to get back up to 926.
- Black Horse road (when travelling north)
- Delay to th route 1 exchange
- Depending on which way I'm going I will either use white horse or 796 or Fernwood.
- Do not use another intersection.
- Either Rt 41 & White Horse RD, or Rt 41 and 842 (Hood Rd). Sometimes Rt 41 and 796
- Explained in answer #4.
- faggs manor rd
- Faggs Manor Rd. to Rt. 41
- Fernwood
- Fernwood and Faggs Manor
- Go all the way to Rt 1 (out of way)
- Go south on Rt 41 until I hit a 90 degree intersection and then turn left.
- Go up to Hood Road
- Going west bound on Ret. 926 I generally turn at either Hood Road or White Horse Road to make a right turn onto Route 41.
- Going west on 926, I use the 796/41 intersection. Going east I use White Horse Road.
- Guernsey Road over to Woodview then across 41
- Heading west on rte 926(prior to the intersection with Rte 41) I make a left turn onto Whitehorse Road and the a right onto Rte 41. The left hand turn from Rte 41 N onto Rte 926 West is no bargain. The design of the intersection adds to both the time it
- Hood Rd
- Hood Rd & Route 41
- Hood Road and 41
- I believe it is White Horse Road.

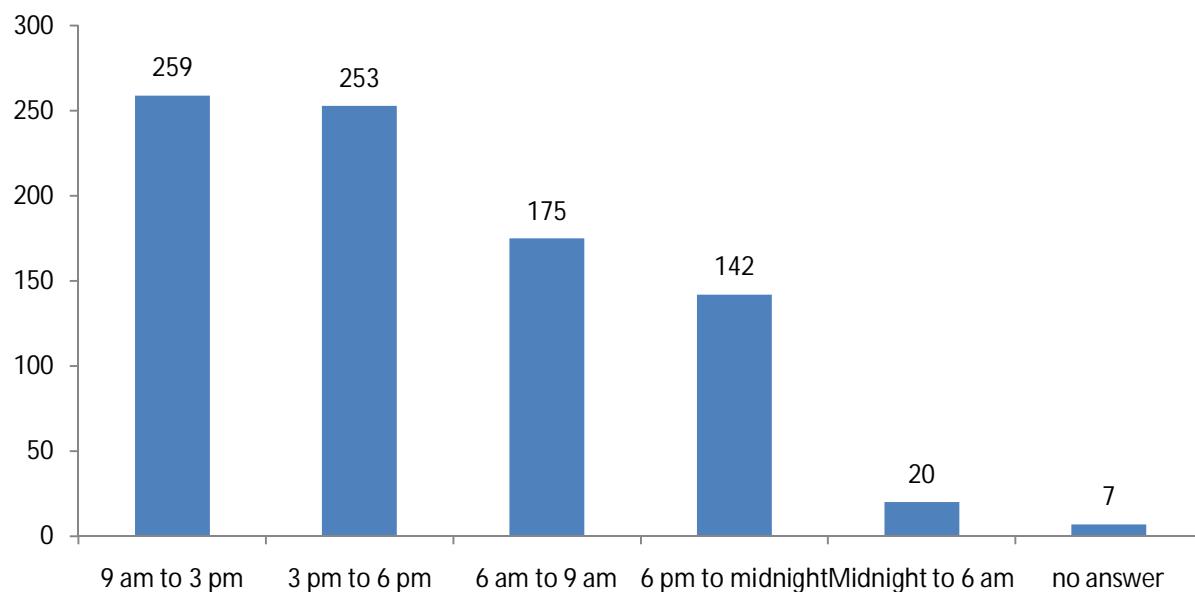
- I come onto Rt 41 before the intersection so that I can use the left turning lane to get onto 926 going west towards Daleville rd.
- I come out from the New Daleville development and turn left onto 796 so that I can make a right onto 41 at a right angle intersection
- I don't use an intersection - I turn right (or left) onto Rt41 then left (or right) to exit
- I go down Guernsey to avoid the Baltimore Pike/796 intersection, so I turn from 926 on to Hood road. The visibility is much better and I feel my turns are more confident and take less time to find a clearing. There's the added plus of it being closer to w
- I go from 926 in Cochranville to 796 on my way to work, turn left on 41 and then right on 926 to avoid crossing both lanes of traffic on 41. On my way home on 926, I turn left on a side street before I reach 41, I turn right on 41 and then left on 926.
- I go further north on 41 and turn left on Faggs Manor Road.
- I go on down 41 to the Bypass.
- I go out on white horse road and turn right or left.
- I go to Rt. 796 and turn right on Rt. 41. Get in turning lane and then turn left on Rt. 926. Still very dangerous but I don't feel like I am crossing the lanes of traffic.
- I go to the next intersection north and take a left or will go one more to 796
- I pick up 41 at Avondale instead.
- I take 796 instead of 41, I take 796 instead of 41
- I take route 1 instead of 926
- I travel South to the next intersection that crosses over to 926.
- I try to avoid 41 as much as possible
- I try to avoid the intersection by traveling route 1 and turning onto route 41.
- I turn left at the local road just west of 41 than right onto 41 to make my left at 926, rather than try to drive straight thru on 926.
- I turn right on 41 and then left later to meet up with 926.
- I turn right on 41 and then the 1st left onto 926
- I turn right onto PA 41 and then turn left onto another road further up
- I typically use more 90 degree intersections to the north or south.
- I use Rt 1 or Gum Tree rd. or something. I just do not go that way.
- I use back roads in the area but in winter they are often not plowed.
- I use Daleville Road to turn on Route 10 and then continue on 10 or turn on 41.
- I use either the 796/41 intersection, or the white horse rd/ 41 intersection.
- I use Newport Rd.
- I use Whitehorse Rd.
- I usually will turn right off of 926 onto 41 and make a left at the next intersection to go back to 926 and use that same road coming the other direction.
- I will drive down Route 41 to the next street so that I only need to make a left from my travel lane and not have to cross two lanes of traffic.
- I will take 796 to 41 to 926 or 926 to whitehorse to 41

- I will turn at Whitehorse Road on to 41 west then a left onto 926 to avoid crossing over Route 41 at 926.
- I will turn right onto 41 N from 926 and then turn left onto Fernwood Road.(where I live)
- I will use back rounds to get to my destination
- If I am coming west on 926 I make a left onto White Horse and a right onto 41 west to make a left onto 926 west.
- If I need to head east on 926, I go down rte. 41 to the intersection of 926 and 41 and make my left hand turn there. If I am heading west on 926 approaching 41, I take Whitehorse Road and make a right hand turn onto 41.
- If traveling west I make a right onto 41 prior to the 926 intersection then make a left from 41 back onto 926
- "If with a trailer I go to route 10.
- If a car, I go to Newark and 926."
- I'll go to Whitehorse rd instead
- In Cochranvill at the light at 10 and 41.
- Its hard to see oncoming traffic from 41/796 . So I use 926 and 41 for better visibility and ease to get out on 41 without being plowed by a truck.
- Limestone Rd. & PA 41
- London Grove in Chatham
- Make a left onto White horse road. Seems less dangerous
- Many times I turn right onto Rt 41 and then turn left at Whitehorse or Hood.
- no answer
- NO OTHER INTERSECTION IS AVAILABLE
- None
- Not sure the name of the road, but the intersection on 41 just south of the 926 intersection
- OftenWhite Horse Road intersection or 796
- One road south, I think it is Whitehorse Rd
- OOps, I answered this is #4.
- PA41 and PA10
- Route 1 and Rt. 82
- route 1
- Route 1 and 41.
- Route 1.
- route 10
- Route 841.
- rt 926 and rt 796
- Rt1
- RT796 and RT41 if going south. RT10 & RT41 if going north.
- rte 10 and 41 in Cochranville with light.
- rte 10 but not always practical if I am coming from east to west

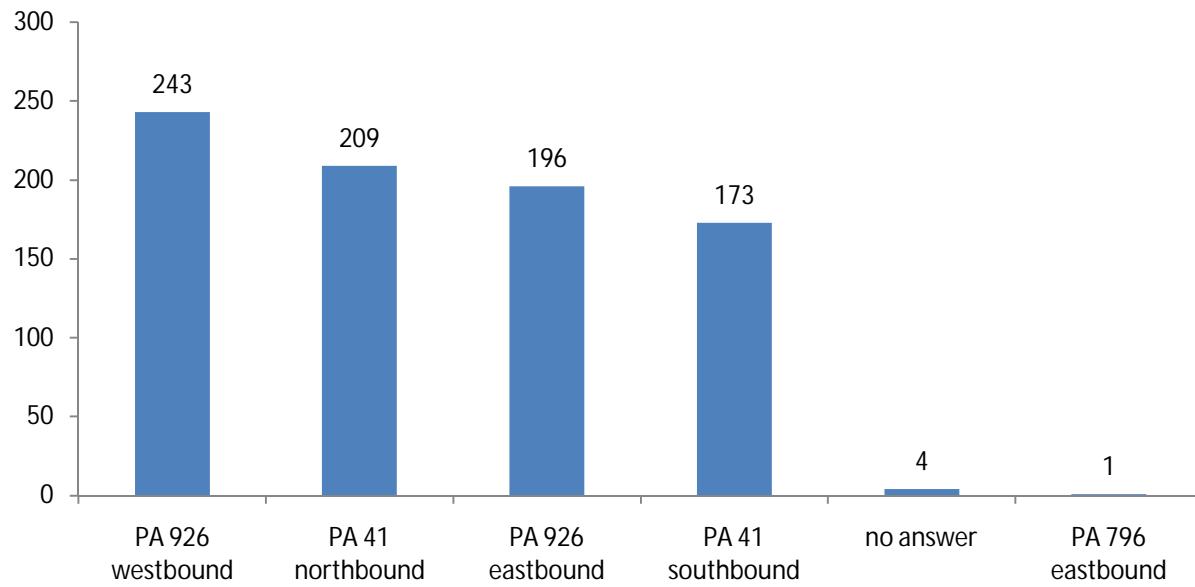
- See above.
- Sometime I will instead travel further west and make my left turn via 796, although this intersection does not provide a turning lane and rear end collisions are the biggest fear.
- Sometimes 796 but that's dangerous too.
- Sometimes 796, more often Rte10 in Cochranville.
- Sometimes have to use this intersection. I just pray!
- Sometimes I use back roads
- Sometimes utilize White Horse Rd and 41. Sometimes completely go out of my way to travel Route 1 instead of Rt 926 and come north on 41.
- sorry, don't know name of road but it's off of 926 before 41. i turn there and then proceed
- Take Route 10
- The next cut off road next to the ticket company
- The next one noRth of 926 where I can make a left turn to go west, or a right turn to go south, then east.
- The next turn up the road.
- The only way it makes sense to avoid the intersection is if I am going north or south on 41. Otherwise, there is really no avoiding it. When I go north or south on 41, I use the 796 or Whiote Horse Road intersections, which are a little better, but not mu
- There is a turn off just prior to Rte 41 & 926 --I turn there entering traffic going towards Cochranville and then get in left hand turn lane to turn on turn on to Rte 926
- turn left south of this intersection off of 41 and then right onto 926
- turn on road before intersection.
- use side roads off 926 to avoid crossing two lanes
- Usually if I am travelling west on 926 I turn at the intersection just a .25 mile south of the intersection of route 41 and 926. I don't remember the road
- usually White Horse road when crossing 41 or turning left
- When going west on 926, I turn left onto Hood Rd or the next road, and then make a right onto 41 and use the left turn lane at 926. It's much safer and quicker than going straight across 926.
- When travelling on 926 West I turn on either White Horse Road or Hood Road to get on 41 sooner, then make a left to return to 926. I do not avoid the intersection if travelling on 926 east.
- When turning eastward at 926, sometimes take right at 796, go to 926 extended, take left and then cross over 41 at right angles to avoid waiting to turn left onto 926
- White horse
- White Horse rd
- White Horse Rd or Hood Rd
- white horse rd.
- White horse Rd/PA 41 or Hood RD-PA842 / PA 41
- White Horse Road
- White horse Road or 796

- White Horse Road and PA 796.
- Whitehorse Road
- Whitehorse School rd
- Whitehorse School Rd, if traveling north, to make a left hand turn onto Rt 926 north/west., Whitehorse School Rd, if traveling north, to make a left hand turn onto Rt 926 north/west.
- Will always trun right and never cross
- Would sometimes go all the way to Route 1 by-pass.
- You just avoid it all together and use another way that is much easier to see like a turn before it or after.

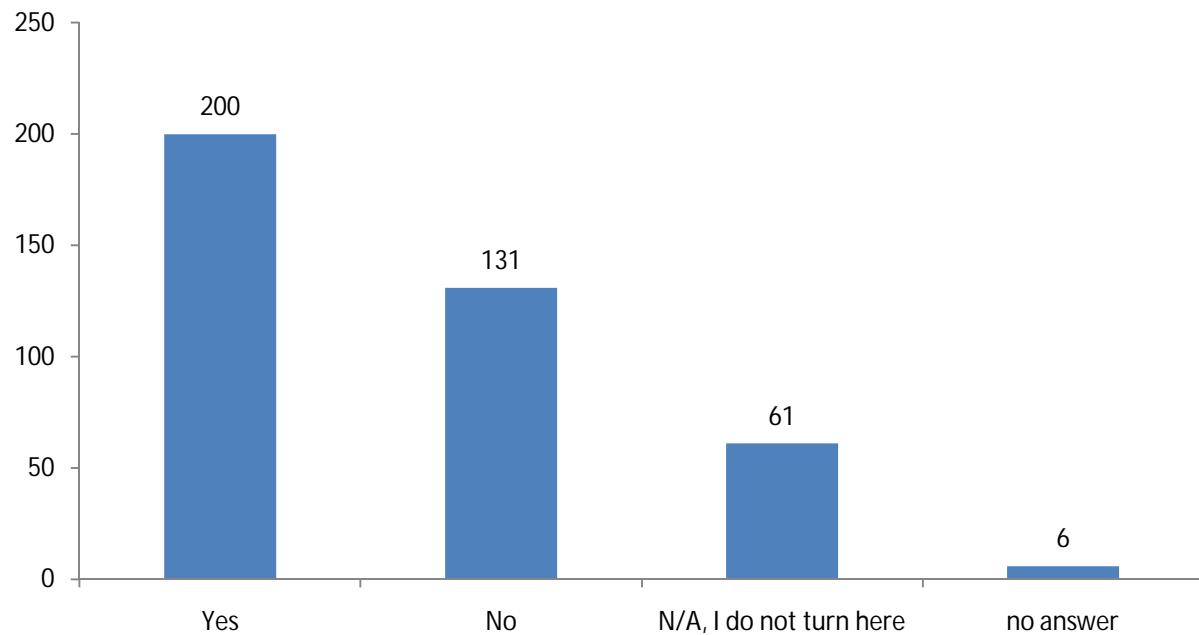
6. What time of day do you typically use this intersection? (Check all that apply.)



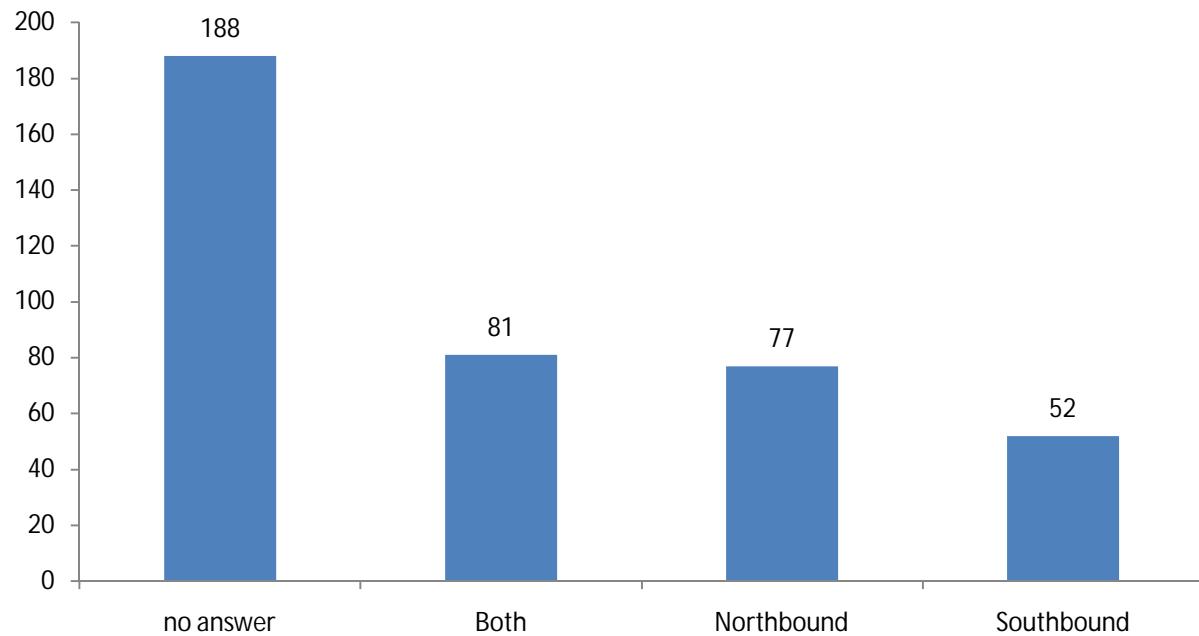
7. On what roadway and in which direction do you typically approach this intersection? (Check all that apply.)



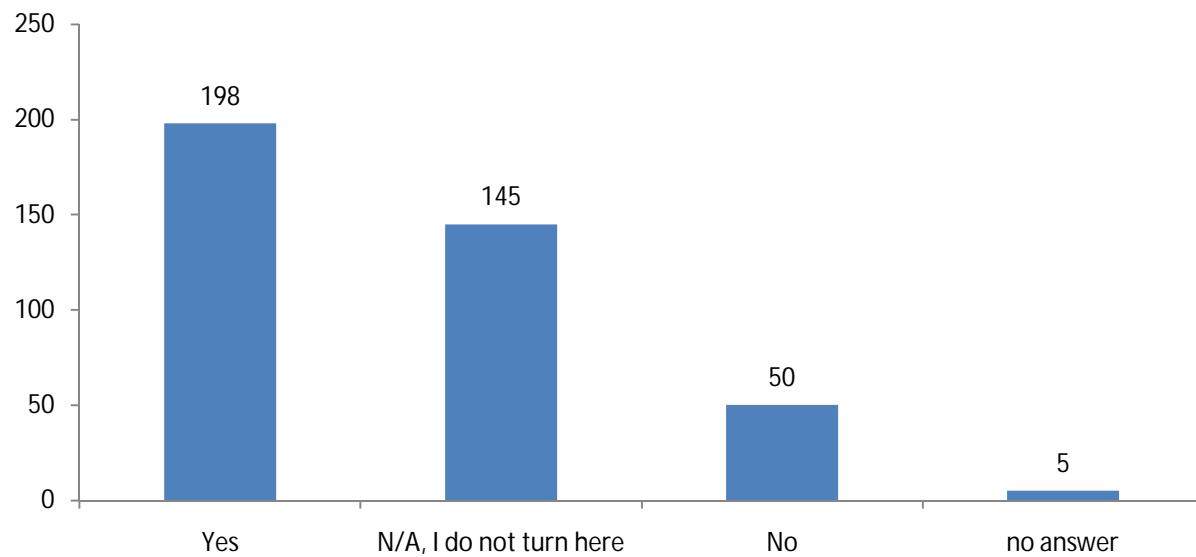
8. Do you find it difficult to make a left turn from PA 41 at PA 926?



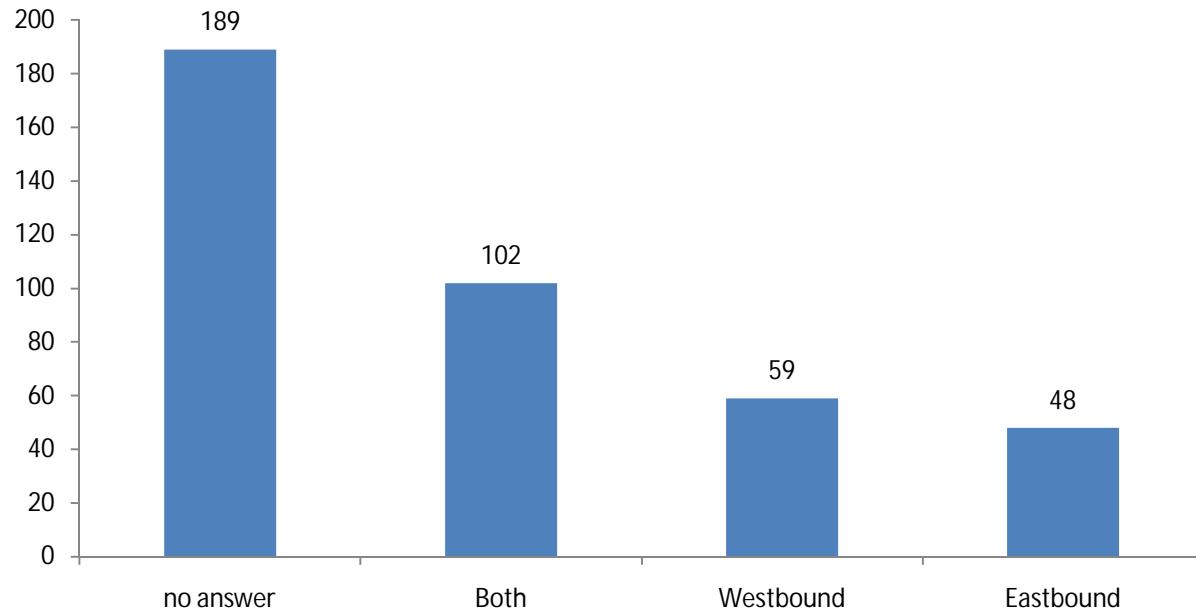
9. If you answered yes to question 8, which direction on PA 41 are you traveling?



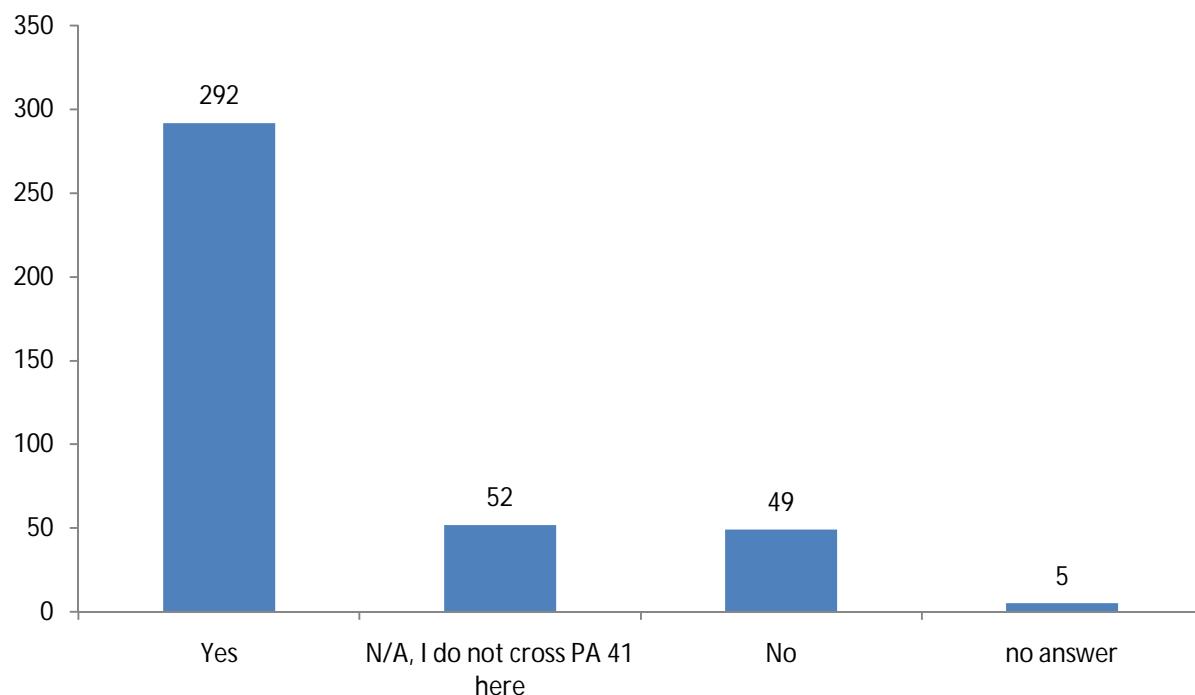
10. If you are using PA 926, do you find it difficult to make a left turn from PA 926 onto PA 41?



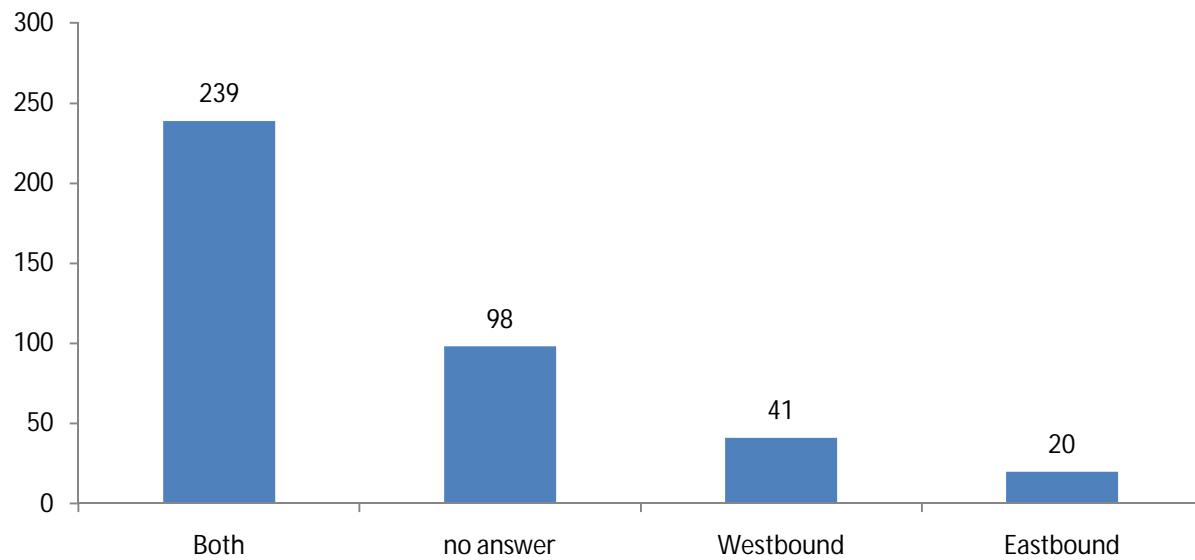
11. If you answered yes to question 10, which direction on PA 926 are you traveling?



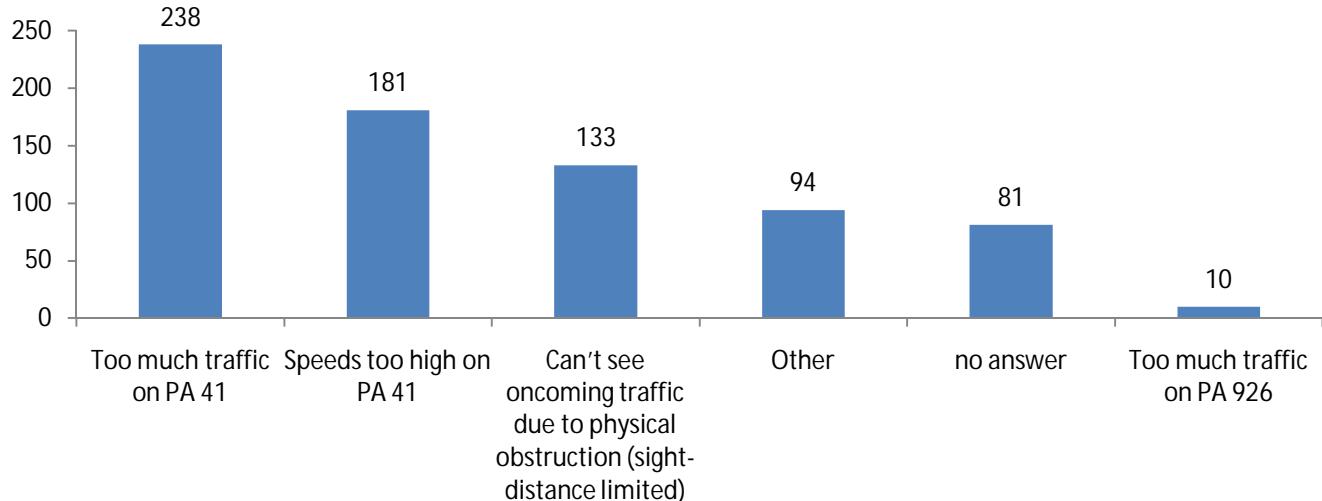
12. If you are using PA 926, do you find it difficult to cross PA 41?



13. If you answered yes to question 12, in which direction on PA 926 are you traveling?



14. If you answered yes to any of questions 8, 10, or 12, what are the reasons for the difficulty? (Check all that apply.)



Other responses for Question 14:

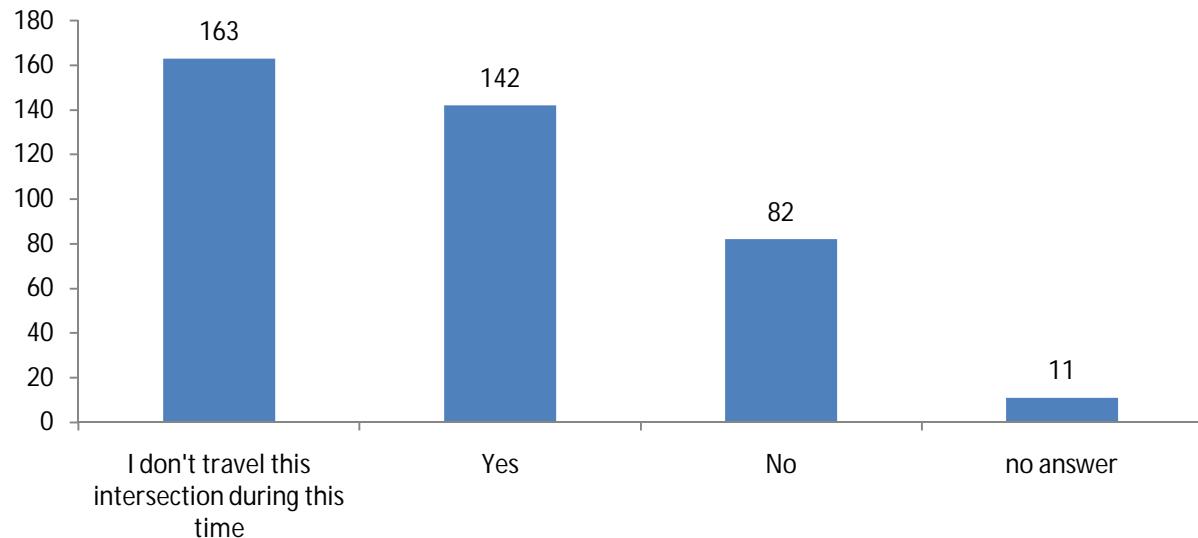
- but very careful when turning left on 926 off Rt. 41 (heading North) as the oncoming traffic if turning left onto RT. 926 East will be head on with you so caution is needed.
- Dangerous behavior by motorists/truckers on Rte. 41
- 926 approaches 41 at a steep angle heading westbound so it is difficult to look and see northbound 41 traffic
- Again attempting to make a left turn from 926 onto 41 is very dangerous due to the sharp angle of the turn
- All of the above answers are correct!
- angle & width of intersection not always safe with speed of traffic
- angle of intersection
- angle of intersection and addition of separate turning lane
- Angle of intersection does not allow for left turns from Rt. 926 onto Rt. 41.
- Angle of intersection is awkward making the crossing of 41 more lengthy than typical intersection crossings.
- angle of intersection makes crossing longer than a typical perpendicular crossing
- Angle of intersection makes the line of travel very long to cross Rt 41
- Angle of intersection means that I am crossing 41 for longer than usual.
- angle of intersecton
- Angle of road and hill make it very awkward to know how much time you have to cross.
- angle of the intersection

- angle of the intersection makes it difficult to see well enough to cross 3 lanes (2 traffic lanes and turn lane)
- angled intersection very wide especially with trailer
- Angles
- Awkward angle of the intersection. Difficult to judge distance and speed of oncoming traffic
- Bad intersection geometry as I noted in my answer to Question 4.
- Bad sight angle when turning right from 926 westbound to 41 northbound
- Can't determine speed of other vehicles especially coming over the hill.
- can't see on coming traffic when going noth on rt. 41 when there is a vechiel heading so. on 41 going left on to 926
- can't see oncoming southbound due to curved intersection
- cars stopped going noth and south on 41 turning east and west on 926
- Cars travelling south on 41 that are turning left do not slow down or stop for cars trying to turn left from 41 north onto 926 west.
- Cars/Trucks go way to fast lack of light and unable to see a far distance on 41 to know if it is safe to pull out/turn.
- coming from west on 926 have to turn car's nose to left to enable you to see cars coming from Cochranville on rt. 41 very difficult to cross over rt. 41
- Crest of hill on Rt 41 north too close to intersection.
- crossing distance is deceptive due to angle
- Crossing over PA 41 going east on 926 is difficult because of the angle of the intersection; you have to look almost behind you in order to see what's coming from your left.
- Depending on the time of day there may be traffic.
- distance is to great to cross safely
- distance needed to safely cross the roadway.
- drivers on PA 41 (northbound) not paying attention and drift toward stopped traffic (southbound) on PA 41 waiting to turn east on PA 926
- Easiest to make left on 41 from 796
- heavy truck traffic doing excess speeds above 55mph
- if there is a car Northbound on 41 turning left to go Westbound on 926 AND a car Southbound on 41 turing left to go Eastbound on 926; there is not a proper spot for each car to stop and get ready to turn (its as if they'll crash into each other)
- intersection at odd angle and not enought sight distance north on 41
- Intersection is at an angle making it difficult to see in both directions
- Intersection is too wide
- intersection not at right angle
- it is a very hard angle to see traffic coming over the left shoulder
- It is difficult to judge how fast traffic is moving in order to proceed through the intersection. Cars are generally going so fast that they are on top of you before you know it.
- its a wide space to cross. hard to judge oncoming traffic speeds.

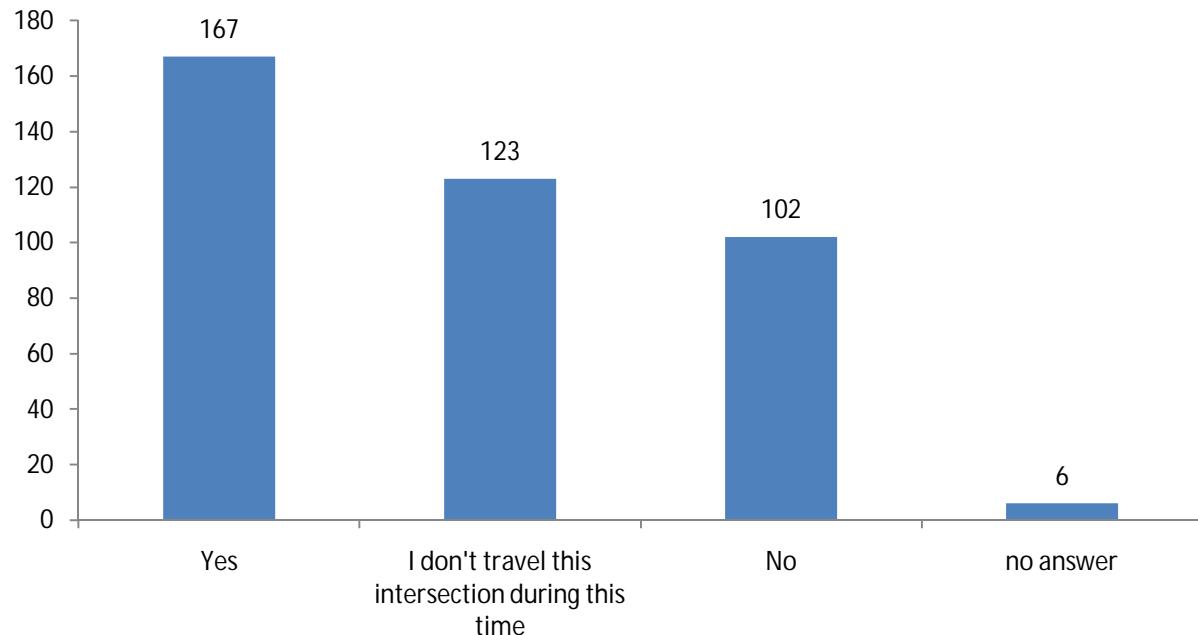
- It's hard for me to look back over my left shoulder to see what's coming as the intersection is not square
- Long crossing Rt 926 crosses at an angle.
- Oddly shaped intersection (not a typical crossroad)
- Other vehicles arrive and get stuck head on in the turning lanes.
- other vehicles stop up thus causing problems with turning. Many vehicles turning different directions at same time
- PA 41 turn lanes on to PA 926 overlap in dangerous fashion
- roadway geometry makes crossing 41 difficult. visibility is also an issue
- Severe angles are problematic
- shape of intersection
- Sight angles are difficult.
- strange angle of the crossroads
- The angle for crossing 41 makes for a long cross over the road.
- the angle is sharp and makes it difficult to see.
- The angle of 926 to Rt. 41 is awkward. You look almost 75% angle to see if traffic is coming.
- THe angle of the intersection is awkward
- The angle of the intersection makes it difficult to check for traffic in both directions.
- The angle of the intersection makes it difficult to turn left from 41 onto 926 without going into the on-coming left turn lane
- the angle of the intersection makes it extremely dangerous due to limited visibility high speeds and poor placement of turn lanes. you have to actually use your rearview mirror to see oncoming traffic if making a right onto 41 north from 926 east
- The angle of the intersection makes it very difficult to see and to judge distance of oncoming traffic.
- The angle of the roads makes it very difficult to gauge traffic speed and distance for enough time to cross. Also especially hard is trying to turn onto 926 from 41 in either direction in the turn lane because 2 cars coming from N & S block each other.
- The angle of the turns and the truck traffic make this a dangerous intersection.
- The crossing distance is so large it takes too long to get across.
- the intersection is huge taking much longer to cross than most intersections getting people in trouble not realizing how long it takes to cross.
- The left turn lane on 41 south comes down too far and I need to wait until they turn before I can turn onto 926
- The roads do not line up and it takes longer than you think to get across
- The turning lane in the center is a death trap. The turning lanes have increased the travel distance across Rt. 41 and do not provide adequate stacking depth on 41 to be helpful. They should be eliminated. It was safer before.
- This is a VERY BADLY angled intersection. It can be extremely dangerous. Speeds and heavy traffic don't help!
- tight turn

- too many large trucks (ie semis) using rt 41
- Too much truck traffic
- Too sharp an angle Have to turn head and look over shoulder to see oncomming trafic which is difficult to do.
- too sharp of an angle to see northbound traffic on 41 when west bound on 926
- Traffic turning onto 926 from 41 often cut into the wrong lane making it dangerous to even sit at the intersection.
- Travelling on PA 926 angled intersection at PA 41 makes it difficult to verify oncoming traffic on PA 41.
- Triangular corener shape makes it difficult to make a left from 926.
- truck traffic significant
- truckers are speeding. state police need to enforce the law and stop over looking tractor trailors.
- Trucks
- Turn lane design can result in the inability to make turns because vehicles turning in the opposite lane block access .
- turn lanes on 41 run into each other
- Turning lane is difficult - other cars turning come right at you and once I was almost killed because someone was using it as a passing lane!
- Vehicle
- Very long across this intersection distance is deceptive very far to cross even for residensts who know how far across it is.
- very long intersection approaching from 926 east ior west bound. Takes a long time to cross.
- Width of 41 crossing is unexpectedly long due to non perpendicular transect. Especially with farm equipment this leads to long wait times and irrational behavior by motorists behind the equipment.
- Would be easy to have a head on collision if someone heading south is also making a turn. Poor traffic pattern.
- Would not see any way to limit traffic and changing the speed limit would be a joke. It is a major artery with big trucks as well as cars. I just do not cross there.

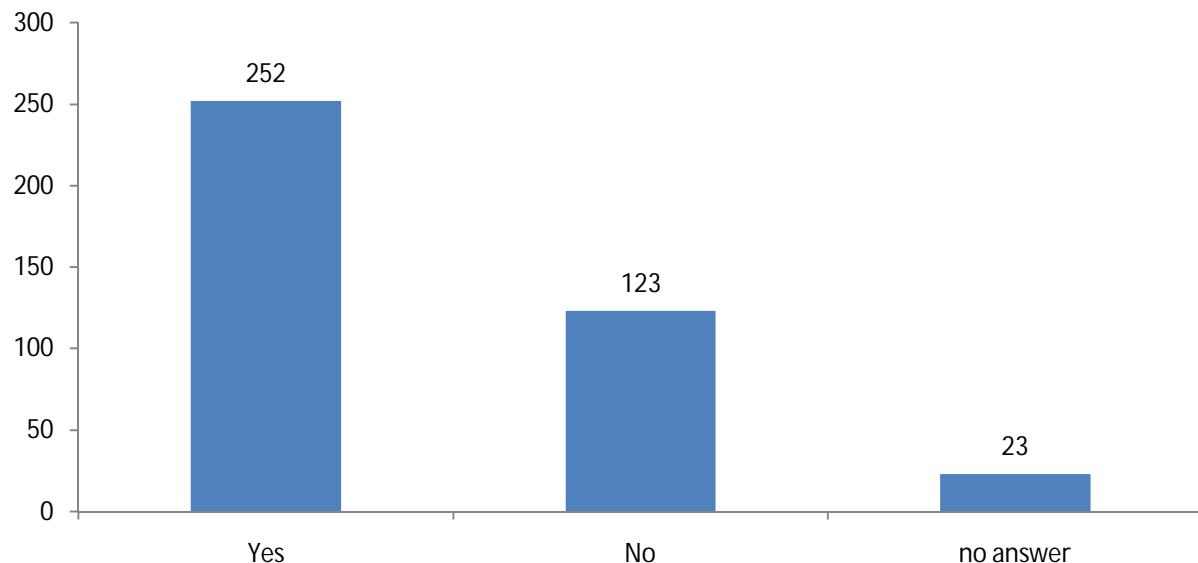
15. Do you find the PA 41/PA 926 intersection to be congested in the morning rush-hour traffic?



16. Do you find the PA 41/PA 926 intersection to be congested in the afternoon rush-hour traffic?



17. Do you feel there is adequate signing at the PA 41/PA 926 intersection?



18. Please indicate any other concerns you have with the existing PA 41/PA 926 intersection.

- 926 WestB. signage blocks S. view of Rt41. Must pull into intersection to see highway traffic. 2) 926 EastB, traffic flying down hill with great distance to cross. 3) Many neighbors avoid this intersection. I use it when SouthB from Cochranv to make le
- 41 has speeds indicated but the tractor trailor drivers ignore it. I used to live in Cochranville with no front yard so the noise was 10 times worse. My family members all had car accidents because trucks do not slow down. They all were trying to just get
- 926 crosses 41 at a very dangerous angle
- A traffic circle would help to slow traffic and ease the difficulty of turning at the intersection
- A traffic light is needed at this intersection to allow traffic to cross 41.
- A traffic light would solve most of the problems here. No protected turning arrows would be needed, as sight distances are more than adequate to see what is coming if you are taking a left from 41 onto 926. It would be a similar signalization and lane co
- ABSOLUTELY DO NOT PUT A CIRCLE IN AT THIS INTERSECTION!!! I've heard rumors of this and I think this would be an ABSOLUTELY horrible idea!
- Angle of roads makes turning right from 926 to 41 or crossing 41 difficult
- approach not square, circle or round about or square the approach
- Area needs better policing because big trucks speed on 41. I understand a shopping center is proposed near 926 and 41. Unless truckers and speeders are controlled and lights are installed along 41, any more congestion would be a disaster.

- As a frequent traveler on 41, it seems that people crossing over on 926 sometimes underestimate how long it takes to get from one side of 41 to the other. Route 926 comes in at an angle, and the distance across 41 is further than it may seem to the drive
- As noted in 14 above, the turning lanes are the most dangerous part of the intersection. This is the worst and the most dangerous of all the intersections along this portion (Chatham to Cochranville) of Route 41. It should be the top priority. Chatham (84)
- Awkward angle cutting across Rte 41 from PA 926
- Because the amount of traffic on PA 41 can be excessive, using PA 926 at 7:45 AM and crossing PA 41 on the way to work is the most dangerous part of the commute. Same applies heading home for lunch at noon and again back to work at 12:48 PM and then retu
- Because the angle of the intersection isn't square, it is hard to know where/when the turn lane is, especially when someone is coming the opposite direction and turning the opposite way.
- Biggest concern is a left turn off 41 heading WB on 926...your car has to face oncoming traffic which is moving at a fast rate of speed with no way to avoid a collision is oncoming traffic veers a bit left (while they head SB)...intersection probable adaq
- both turn lanes (north and south) off of 41 to turn both directions (east and west)onto 926 not clearly marked at middle of intersection, hard to see around cars/trucks to turn, turn lanes from 41 north to 926 west too close together
- Cannot see 926 when making a left turn at night. Needs to be a streetlight to light up the intersection
- cars on 41 making left onto 926 southbound pull up to far and make it difficult for cars traveling 41 northbound to make a left onto 926.
- consider rt turn only from 926 onto rt #41
- could use better signage indicating 926 coming up when going south on 41
- Dangerous Intersection. Many opportunities for accidents at this intersection.
- Demarcation of turning lanes on 41 is inadequate and not visible under various conditions. If you are going westbound on 926 and have no traffic northbound on 41 but do have southbound traffic, the temptation to establish yourself on 41 in the left turn a
- Different farm and family members need to cross at many different times and hours and with many different kinds of vehicles., Different farm and family members need to cross at many different times and hours and with many different kinds of vehicles.
- difficult to see entrance on to north 926 when turning left from 41 northbound at night. especially in bad weather.
- Drivers on 41 don't always realize that drivers are trying to get out from 926--either way.
- Either build a proper four lane highway, or eliminate at-grade intersections and signals. Those against a good highway are not being held accountable for the people dying in the meantime (yet they use the acronym SAVE). Traffic signals and lowering speed
- get a light
- Greatest difficulty is with crossing Rt. 41 on Rt. 926 in either direction. Sight distance is adequate, but with the high volume of traffic and the higher speeds on this more open section of road, it can be several minutes before both lanes of 41 are cle

- heading towards Rte 1 on Rte 41, it is difficult to know where the road is, and based on the angle of the intersection there is a concern of conflict with oncoming traffic that is trying to turn left in front of you.
- I am shocked that no one has died at that intersection in the past year.
- I am the Ride Director of a cycling club from West Chester. We have 200 members. Some of our members cross this road every Saturday, March through November. This is a difficult crossing. Not as bad as 41/841. We have to be very patient. Visibility is good
- I answered yes to 15 and 16; however, that is with stipulations. Many times traffic is flowing fine. Other times it is congested. I find the evening commute to be more congested than the morning. And certain times of year and certain days of the week
- I consider a roundabout a MAJOR STEP BACKWARDS! The turn lanes on PA-41 at the PA Route 926 solved the problems of that intersection.
- I cross this intersection as much as anyone, and do so on foot, with a loaded horse trailer, and in a car numerous times a week and at all hours of the day. This intrersection is the best candidate for a stoplight I have ever seen. No other measure would
- I DO NOT WANT round about or circle. Because of the size of the vehicles, tractor trailers etc., the circle would be too large and intrusive to the residents that surround the intersection.
- I don't like stopping on 41 to wait to make a left turn. Considering the heavy trucks and other traffic I feel like it's a risky spot to sit exposed to the traffic of three lanes. Also when two opposing vehicles are making a left it can feel a little too
- I feel it's a real blind spot, the intersection is on an angle and difficult to see on coming traffic. Rush hour traffic makes it worse.
- I feel lucky to always make it across 41-- it's bit scary and I'll only go westbound if I can really see-- use 796 instead where I can.
- I find the left turn lanes to be a big improvement.
- I have been to too many vehicle accidents with the Cochranville Fire Company over the years and have seen the destruction and devestation and I feel that the intersections never could keep up with the build up of the areas with housing.
- i have no concerns. The intersection has been adequate for my purposes and well signed. I would not wish to see a roundabout here; they generally prove to be confusing and users are apt to disregard traffic already in the roundabout before entering. The t
- I have spoken to many residents in the New Daleville neighborhood who have all experienced near catastrophic situations at this intersection, particularly when traveling north on 41 and trying to make left hand turns. The obtuse angles create a turning la
- "I HAVE TRAVELED IN ALL OF THE US STATES AND FIND THIS IS ONE OF THE WORST INTERSECTIONS!"
- TRUCK TRAFFIC ON ROUTE 41 : TAILGATING - I HAVE BEEN ABLE TO READ THE TRUCK LICENCE IN MY REAR VIEW MIRROR
- NEEDS STATE POLICE MONITERING ! THERE SEEMS TO B"

- I have written letters to various bodies (PennDot, SAVE, Townships, State Police) regarding incidents I have experienced at this intersection. People drive badly and inconsiderately. There is no device to force them to slow down, or pay attention. With
- I myself have been in an accident at this intersection. It would be more helpful to have a roundabout or at the least a perpendicular style intersection. The facet that it is an awkward angle makes crossing and turning dangerous. While on 41 trying to tur
- I only ever turn right onto PA41 from west bound PA926. I find the intersection difficultly angled so it is uncomfortable to turn far enough to see what is coming from the south- trust me, I do look, I am careful; it's just a difficult angle. Thank you
- I really DO NOT want a circle at this intersection. I grew up in New Jersey and whether you call it a roundabout or a circle or a rotary or whatever, they cause trouble themselves. They have eliminated most of the ones I learned to drive around where I
- "I think a roundabout is absurd it will hurt commercial traffic in the County the life blood of our economy. PennDOT should design a highway that serves a main artery of commercial traffic while allowing for smooth flow of other traffic. Ihold SAVE "
- I think a speed reduction and yellow flashing light would be a good solution. I would not like to see a red light here. Too many red lights would make it like the kirkwood highway in DE.
- "I think having a round about would not work due to speeds on the road and large truck traffic.
- The real intersection with problems is RT926 and Daleville RD it could use a four way stop and better field of view. the work done there a few years ago did "
- I think that a round about here woudl slow traffic on 41 and allow the 926 traffic to cross or turn safely
- I think there is to much signage. and the white dotes?? "Be aware of aggressive drivers" , Should read "NO aggressive driving"
- I use this intersection in the summer going to and returning from GAP. It can be tricky making a left hand turn going southbound on Rt 41 onto 926.
- I USE THIS INTERSECTION TO GET FROM NEW GARDEN TOWNSHIP HILLENDLAE ROAD AREA TO AVOID ALL THE CONGESTION ON ROUTE 41 THRU AVONDALE AND BEYOND. ALSO SOMEONE NEED TO TAKE A LOOK AT THE EXIT FROM THE WAWA ON 41 NORTH OF AVONDALE.
- If heading toward 796 on 926. It is difficult to see/judge when a car is coming south on 41 (from the right). It can be a little difficult to see to the left also, due to the angle the 926 meets 41. Also there is just too much traffic on 41 period!
- Intersection is very dangerous to cross on Rt. 926, especially when hauling a hirse trailer. The extra turn lanes make it a long distance to cover from a stop and other traffic on Rt. 41 is difficult to see approaching from the southbound lane.
- Intersection needs a stop light.
- It is a deceptively long distance to cross 41 at this intersection.
- it is a known issue PA 41 is not policed and that truckers will not be pulled over. This road is a disgrace and so is this policing.
- It is just a dangerous intersection, period.

- It seems like it is a far distance when you are crossing 41 on 926 from West Grove and that traffic travels so fast you might get hit before you actually make it across when you have given yourself what you think is ample time from when you accelerate to
- It's dangerous, when you have heavy tractor trailer traffic like 41 you need lights. This is not a four lane highway but it is treated as such and it is a danger to the residents of this area!
- its hard to see the left turn onto 926 from 41. the turn lane helps but trucks regularly ride over into the turn lane. I have almost been sideswiped many times waiting to turn left there.
- Just moved to Londerry Township and have to cross 41 at 926 at least 2 times a day to get to and from work and find it very dangerous/scary. I wish it could be made safer with a light or by some other means.
- Just those left turns (described above) and crossing 41 when going West or East on 926
- Left-turn lane traveling 41 NB and turning left onto 926 WB is very hazardous. Sitting in the middle of the roadway while traffic (largely tractor trailers) speed by on each side is uncomfortable. Additionally, making that turn at the same time someone
- "Like i said all of 41 is dangerous the trucks ate unbelievable for
- A two lane highway"
- Lots of traffic on 41 makes this difficult. Coming south on 41 to make a left on 926 Eastbound is a little uncomfortable given traffic speeds. BUT I hate traffic lights. I became very comfortable with roundabouts while living in England: think they are
- Mainly the speed of traffic is a concern
- making a left turn from going north on rt 41 puts you head on with cars goin south bound on rt41
- Many obstacles obstructing the view, including signs, etc. The nature of the incline of both roads and the depth of the existing intersection make it difficult to get across without fear., Many obstacles obstructing the view, including signs, etc. The nat
- My biggest concern is traffic and saftey at this intersection. A light would be ideal. Anything else (circle, stop sign, etc...) would just make the traffic worse.
- need a traffic light or traffic circle
- need caution signals
- Needs a blinker or some way to get better traffic attention. Like anyone else I try to cut it sometimes too quick into traffic with vehicles coming 4 ways, Needs a blinker or some way to get better traffic attention. Like anyone else I try to cut it somet
- Needs a light
- Needs a light.
- needs to be a light stopping traffic in both directions
- No, I am glad you are looking into it. A light might be the solution although I know the drivers on 41 would rather not have one. It does not help that 926 comes in at an angle making the crossing even more awkward. I am probably not the best person to r
- None at this time
- None. Sight lines are more than adequate. If you would like to make a passing lane, be my guest. Otherwise, leave the intersection alone.
- Not enough road space, we need more lanes.

- Oncoming traffic has very high speeds and it is a very wide intersection to get across.
- only concern is redirection 926 traffic to white horse road.
- PA 41 is a mess once warmer weather hits, the beach traffic creates a HUGE mess and has for many years!
- Partly because Penn Dot did not put stop lines in the turn lanes on 41, people sit in the turn lanes in the middle of the intersection which stops left turns on 41 from the opposing direction. People do not know what to do at this intersection which caus
- People don't read signs! Unfortunately, this intersection now needs a traffic light during rush hours. MAYBE flashing lights at off hours.
- People using the turning lane as a passing lane. Not enough room between turning lanes; have almost been hit head on quite a few times!
- Please don't restrict traffic any more than it already is on 41. 41 should be double lane or cut a new double lane highway from DE to Lancaster. Save your money for this.
- "Poor drainage rt926 at new conner ofrt 41
- Poor drainage at new conner of rt 41 and rt 926
- Poor drainage a north west conner"
- Put a flashing red light in.
- put a light in please.
- re-alignment of the intersection to bring 926 into a 90 degree approach with 41 is needed for a more straight across access.
- "Route 41 should be a four lane highway. Why can't Chester County get highways like Blair County of PA ? Is it because the power for highway funding is not in Chester County. Blair County had Bud Schuster at the Federal level and Rich Geist at the sta"
- Rt 41 & Rt 926 is currently a death trap. If any intersection needs more controls, it's this one. A traffic circle would probably work well, to slow traffic and allow the greatest number of cars/trucks pass through. The angle of Rt 926 crossing over Rt 41
- Rt 41 should be 4 lanes
- Safety is the major concern. Something needs to be done to slow north/south traffic
- see #14 above
- see answer to #14.
- See number 14 above. You have to strain your neck or come out further into the intersection lane to see uncoming traffic when you are turning unto the northbound 41 lane from 926 westbound.
- Sharp angle makes intersection too dangerous, needs to be made a square/right angel intersection, with traffic light.
- Should be a light here
- "Some motorist appear to be utterly confused by the intersection. I have seen people get into the oncoming lanes before trying to turn or go straight. I have no idea what is going through their minds! Perhaps a wider intersection would be more helpful."
- Speed although it will be impossible to chnge peoples habbits with speed limit.
- speeding is a problem, especially the truckers.
- Speeds are excessive in 41 all the way to Rt 1.

- Speeds to fast on 41. There needs to be s traffic light at this intersection.
- support a roundabout
- Surprised more people have not gotten hurt here. Raises my heart rate every time I approach.
- the actual angle at which 926 crosses 41 makes it extremely dangerous to cross or make left turns. as I ssaid in the earlier section traffic using the the left turn lanes onto 926 in either direction are forced to enter the middle of the intersection beca
- The actual construction of the intersection as mentioned above is awkward. Also, the traffic on Rt. 41 is high but you usually are able to cross fairly quickly, but it is more dangerous because of the difficulty in seeing N on 41 for oncoming traffic whe
- The angle of 926 when turning West off Rt 41 (heading North) the oncoming traffic is head on if they are heading South and turning on Rt. 926 East . Don't need a Round about , just a straight crossing intersection with a light.
- The angle of approach on 926 makes it difficult to see. Also, traffic just goes too fast many times, exceeding the posted speed by 15 or more miles and hour.
- The angle of the road when turning northbound onto PA 41 from westbound PA 926 is too severe. It can be difficult to see oncoming traffic. There should be a light at this intersection if the angle is not corrected.
- The angle of the two roads are so drastic, that there have been times I thought I would be hit head on while turning left on to 926, from 41, either direction. Even turning right from 926 onto 41 (either direction) is difficult due to extreme angles of t
- The angle of this crossing is very acute making for a very long crossing mixing passenger cars and truck traffic at high speeds. Very dangerous, i avoid it like the plague , so I cannot specifically comment on times and congestion . I live right there an
- The angled design along with the sight line are the key concerns. Speed is another factor that needs to be addressed. A traffic circle would be the best solution as it would retain traffic flow, eliminate the sight line issue and control speed into the in
- the angled intersection isn't safe
- The angles of 926 make it difficult just to go straight across!
- The biggest concern at this intersection are the odd angles. Nothing is square at this intersection. If you are traveling on Rt. 41 and need to turn on to 926 you have to get into the path of traffic in order to turn. It is not a perfect + intersection
- The entire intersection is a death trap. It is an accident waiting to happen. The streets are awkward to turn on and cross. The traffic on the roads has tractor trailers driving at high rates of speed. This is a constant worry for me and my family. T
- The high amount of cross-county tractor-trailer traffic, and the high rate of speed, make this intersection deadly to cross. A round-about would really help!
- The inetersection is difficult due to having to creep out with my car to see the traffic on route 41 since the inetersection is not lined up at 90 degrees.
- the intersection is fine but people drive too fast on 41
- The intersection is so wide to cross on a bike so I have to wait a while for a big enough break in traffic to cross

- the intersection is very wide and traffic is going very fast on 41.also,east bound on 926,it is very difficult to see southbound traffic on 41.bad angle to see oncoming traffic.
- The intersection layout is not appropriate for the speed and volume of this intersection. This intersection requires a roundabout to ease flow of traffic - also truck traffic is beyond sustainable on these roads.
- The left turn lanes at the Rt41/Rt926 intersection do not line up well. When traveling Northbound on Rt41 it becomes very scary to make a left turn onto Westbound Rt926 if you have to wait in that turn lane for oncoming traffic traveling Southbound on Rt
- The left turn lanes on Rt 41 at 926 need the stop lines painted on the road. People turning left from 41 onto 926 from both directions go too far out in the intersection and block the lanes for the people turning left from the other direction. Ideally,
- The oblique angle of the intersection makes it very hard to see, especially crossing route 41 from either direction while traveling on PA 926.
- The odd angle of the intersection also makes it difficult to cross...
- The shape of the intersection needs to be changed. The angles at which the roads cross are too severe making it difficult to judge distance/timing to cross. It does not need to be a circle though. Leave them in New Jersey.
- The skewed intersection makes visibility dangerous. Also the stop lines on PA 926 are far out. Realigning PA 926 or using White Horse Road to access PA 41 would improve safety
- The south bound and north bound turn lanes on 41 to 926 both ways can cross each other. Care has to be taken to avoid on coming turning traffic
- The speed of the traffic on Rte 41 makes this a potentially dangerouse intersection for those traveling on Rte 926. Some sort of traffic control would make it a lot safer.
- The turn lanes on rt 41 are helpful, but they make for a very wide intersection when trying to cross rt 41 on rt 926. There is a lot of traffic on 41 at all times of the day and it's very hard to get safely across this intersection when driving on Rt 926
- there is adequate sight line but heavy volume and high speeds plus the difficult angles of the intersection make crossing 41 difficult. It is a greater travel distance to cross 41 due to the severe angle of the intersection, so the time it takes to cross
- There is enough time to cross over b/c typically there is a break in traffic. I don't have a problem with that road and live nearby.
- "There needs to be a traffic light."
- There needs to be something to slow traffic on 41 and let drivers know cars are crossing 41 here
- There should be a light at the intersection.
- There should be a traffic light so that people traveling across PA 41 on PA 926 can cross without worry.
- These routes were not designed to handle the quantity and type of traffic that is using them. Driving in these lovely rural areas shouldn't have to be a gut-wrenching experience.
- This intersection could be left with no changes because there are lines of sight in all directions, and I would hate to see either a traffic circle or red light to slow truck flow.

- This intersection is extremely dangerous. I've traveled it daily for more than 6 years and have had several close encounters with catastrophes. Making a left turn from Rte. 41 northbound onto Rte. 926 west I've had motorists overtake in the turning lan
- This intersection is extremely dangerous. Something definitely needs to be done. A circle would really work nicely.
- This intersection is inherently dangerous. The odd angle of intersection makes it difficult to safely turn at the intersection. This is particularly true when a vehicle is turning onto 926 East from 41 South at the same time a vehicle is turning onto 92
- This intersection needs Traffic Lights.
- This is a good intersection, especially now with the turning lanes on Rt 41. The line of site is good. When crossing Rt 41 at some times of the day, when the traffic is heavy, you may need to wait. The wait time is always less than a minute for the opport
- This is a treacherous intersection because of the combination of bad geometry and high speeds on PA 41.
- This is a very dangerous intersection that has led to many fatalities. Turing left onto 926 northbound is always a nail biting situation. I have avoided many accidents but am hoping that a traffic light will be installed to help.
- This is the most dangerous intersection that I drive through on a daily basis. I have almost been the victim of a head-on collision on multiple occasions. It is difficult to see traffic approaching northbound or southbound on 41 when you are on 926. Cu
- This may not be the appropiate place to offer suggestions, however, I feel that a Roundabout would be the perfect solution to this intersection. There is a Roundabout on Rt 82 in Unionville. It works really well. I came thru this intersection for about 20
- This would be another good place for a roundabout. It would make 41 safer, and slow traffic down with out creating backup because of stopping.
- Too many tractor trailers traveling on Rt. 41 at too high of speeds.
- Too many truck traveling too fast.
- too much heavy truck traffic
- Traffic can be heavy at times for this intersection but not enough for a traffic signal or other drastic measures
- Traffic congestion is not the problem, the wait times are not that significant, and would be less so with slower vehicle speeds better views and shorter crossing distances.
- Traffic going too fast especially trucks.
- Traffic is too fast, especially trucks. The intersection is elongated and offset, so it is difficult to view the intersection quickly and the speed of the vehicles causes makes it difficult to cross and to make turns. The speed of traffic is way too fast
- Traffic light may help reduce speed and maintain flow on 41.
- Traffic traveling on PA 41 is moving too fast for safely crossing and turning at any point really. Traffic calming elements where there are intersections like these would help reduce traffic incidents.
- Traffic travels way too fast and angles too steep to judge a safe crossover on 926 or entrance to 41. White knuckle everytime

- Traveling both south and north on 41 (morning and afternoon) -- I find that intersection dangerous as cars recklessly cross over 41 onto 926 (going both ways). Since the intersection is on a diagonal, it takes longer to get across and perhaps people do
- Truck traffic
- Truck traffic is not patrolled
- Trucks travel too fast
- Vehicles turning off 41 onto 926 at high speeds to avoid oncoming traffic.
- Visibility is the main concern
- when making a left from PA 41 onto 926, the left turn lanes in both direction are not safe the way they are set up now.
- When on 926 driving west, can't see oncoming traffic on southbound Rt 41 in time to get horse vehicle across safely. The same applies to a passenger vehicle: one must accelerate quickly to get across in time.
- When traveling northbound to make a left turn onto 926 westbound, vehicles traveling southbound on 41 who make a left turn onto 926 eastbound always seem to think they have priority because 41 southbound is downhill at that point. They always come down t
- Why would anyone coming from either direction on PA 926 turn left onto PA 41? If you're westbound on PA 926 and wanted to turn left onto PA 41, you'd probably turn left onto White Horse Rd, then turn left onto PA 41. If you're eastbound on PA 926 and wa
- With all the snow we had, the snow was plowed and it obstructed my view to turn onto 41s from 926. Getting better with the snow melting.
- With the population growth in the area (new construction) on 926/Daleville and on 41 in Cochranville, I feel this intersection needs to be reviewed and modified. It is very dangerous to pull out and cross over 41 on 926. It is even dangerous to make the
- Would like to see a roundabout or traffic signal here.
- you are crossing 2 lanes and a center turn lane (3 lanes) however at the angle 926 crosses 41 it is more like you need to travel the distance of 5 or 6 lanes to fully cross 41.



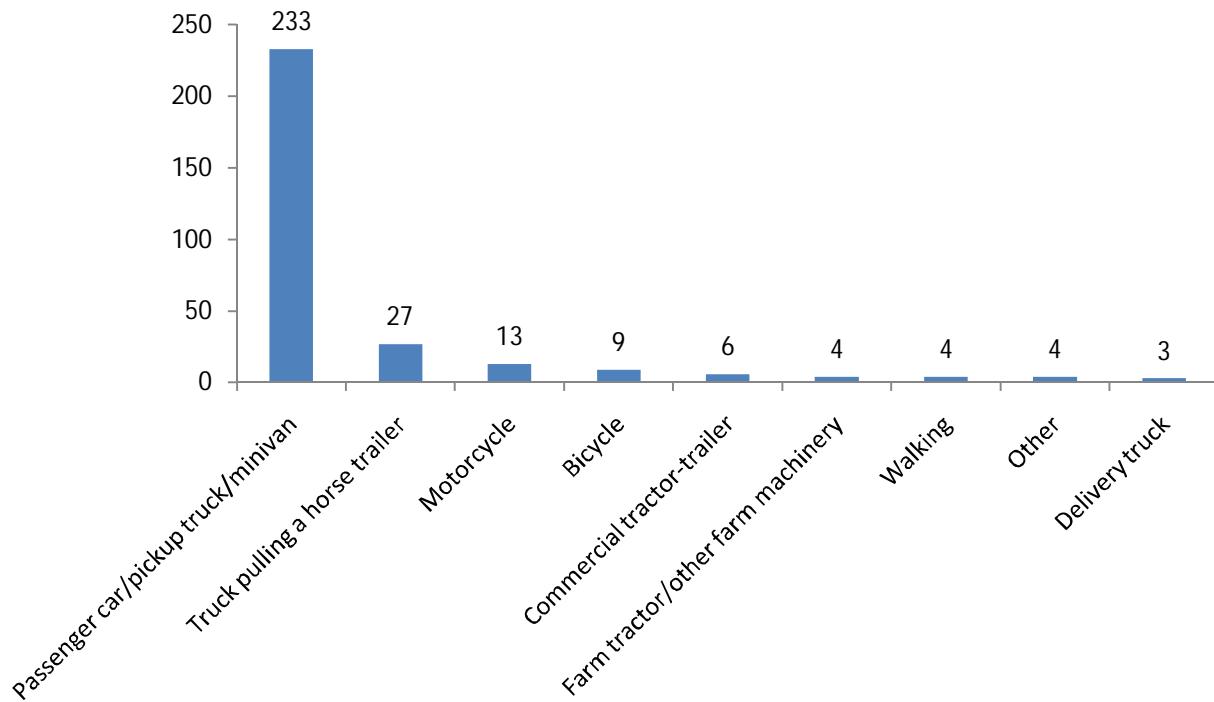
Survey Part 4: PA 41/PA 796 Responses

Total Responses: 237*

*For questions where multiple responses were allowed, the total count is above 237

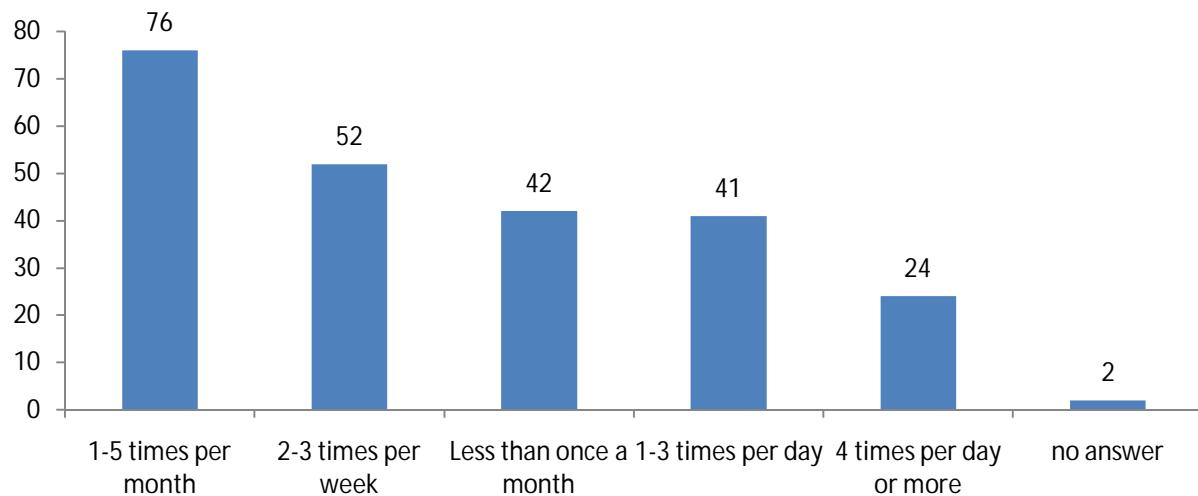
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1. Which mode of transportation do you use when traveling through this area? (Check all that apply.)

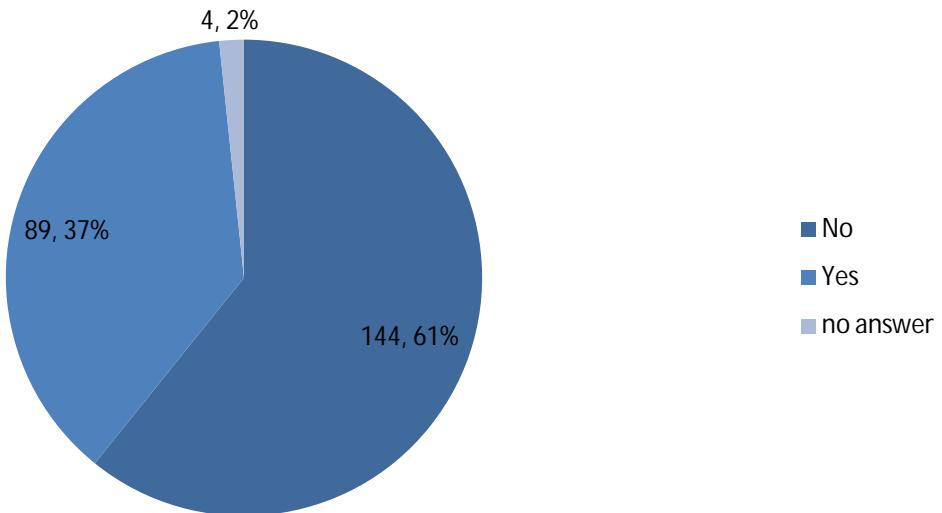


"Other" responses from Question 1: Emergency Vehicle-Fire and EMS, Fire Truck, Horse van, School Bus

2. How often do you use or drive through the PA 41/PA 926 intersection?



3. Do you avoid turning or crossing at the PA 41/PA 796 intersection?



4. If yes, why do you avoid turning or crossing movements at the PA 41/PA 796 intersection? If no, skip to question 6.

- Primarily a left hand turn issue. Sight line, amount of traffic and speed are all factors. It just isn't worth the effort. I rather avoid
- 41 traffic speed too high. Sight line north on 41 not adequate
- Afraid to get rear ended, no lane for traffic to pass by on right.
- At certain times of day it's difficult to find a gap in traffic long enough to cross or turn comfortably.
- At peak traffic, it sometimes takes a long time to be able to turn left onto 41.
- avoid left turns from 796 onto 41 due to traffic high speed & sight distance.
- bad sight distance
- Can be a little hard to see and traffic moves quickly
- Can't see and huge potholes on 796 right by 41
- can't see oncoming traffic, which is moving too fast to take a chance to turn
- Coming from Jennersville, I avoid turning LEFT on 41 to proceed towards Cochranville. Waiting for a break in traffic can be lengthy depending on the time of day.
- Crossing or turning against traffic during "rush " time is difficult because traffic driving too fast to cross safely. I try to go another route.
- Dangerous
- Dangerous to cross 41 with the speed of cars and trucks traveling on 41 north or south.

- Dangerous to turn left onto 796 from 41. Heavy truck traffic and general traffic on 41. Traffic behind me is coming down a hill (high rate of speed and difficult for tractor trailers to slow down or come to a complete stop) and often tries to get around
- Dangerous traffic conditions
- "Difficult to make turn because of traffic conditions"
- excess speed and traffic on 41
- Fast traffic on 41
- Fast, heavy traffic
- hard to cross rte 41
- Hard to see, speeding traffic, safety fears
- heavy traffic and hard to see, I take Daleville road (back way to Cochranville unless it is a snowy day.
- Heavy traffic and poor visibility because of hills in both directions on 41 when coming from 796.
- Heavy traffic and speed of traffic traveling on 41. If I am traveling past Derry Meeting Farm and turning onto 41 north, there is no problem - but I rarely ever go that way. I think the road becomes 796 on the other side of 41, so perhaps I should not b
- Heavy traffic at certain times.
- heavy traffic, fast moving traffic
- high speed and high volume off oncoming traffic
- High speed of traffic and limited visibility.
- High speed of traffic and tractor trailer trucks speeding
- high speed traffic, high speed traffic, high speed traffic
- I usually only use this intersection when traveling south on 41. It is a somewhat sharp turn onto an incline from 41S onto 796. If someone is behind me driving at a high speed and/or not backing off when I use my turn signal and prepare to turn I get w
- I avoid making turns because the traffic is moving too fast, most especially tractor trailers, who excessively speed the entire length of PA41. I have almost been rear-ended on many occasions by inattentive drivers and speeding vehicles.
- I avoid the intersection at evening rush hour, as it can be hard to turn north onto 41 from 796.
- I avoid turning left from Rt. 41 southbound onto 796 because visibility is limited behind me. My grandfather and brother were rear-ended there by a tractor-trailer and luckily, didn't sustain serious injuries. That is enough to keep me from attempting this
- I avoid turning right onto 796 from route 41 southbound because there is no safe turning lane. with traffic moving so fast, I'm afraid of getting rear-ended.
- I can't see on-coming traffic from either direction when trying to turn onto or cross 41.
- I do make a right turn onto 796 from Rt41 southbound but pull onto shoulder first to allow fast moving and closely following traffic to not be slowed down by my turn. In particular the large trucks do not want to loose momentum for the uphill immediately
- I don't like to sit on 41 while waiting to turn. I feel as if I would be easily rear-ended. Also I don't like to turn north on to 41 from 796. It is difficult to see and vehicles are travelling too fast.

- I don't usually turn left from 796 onto 41. I generally only use that intersection the roads are snow covered and I cannot use Daleville and Fernwood.
- I know someone's brother was killed there, I know someone's brother was killed there
- I turn left on this intersection if coming from Jennersville but I wait until there is no cars in sight because it is so dangerous! I live a few driveways down on the left and I can't tell you how many times I have almost had an accident because people a
- I would avoid making a left turn here and use White Horse Road. It is always easier than 926 / 41 because it takes much less time to cross...
- If my teenager is driving I make sure we got to Route 10 and 41; if I am driving I do take my chances and cross at this intersection. I am coming from Jennersville and the site distance isn't too good.
- I'll avoiding turning left onto 796 when traveling north on 41 if there is a large truck behind me. Unlike when there are passenger vehicles behind me, there's no room for a truck to pass on the right since there is no turn lane. Trucks are generally trav
- It is a dangerous intersection but there is no alternative.
- It is hard to cross 41 from either side as traffic goes pretty fast
- It is very difficult to get across safely and traffic/trucks are at a high rate of speed always.
- Keep eye on rearview mirror when turning onto Derry Meeting Rd. travelling Rt 41 S. Fear being rear-ended & have cont. travelling Rt 41S to avoid tractor trailers hitting me.
- Lack of adequate deceleration lane
- Limited sight distance and speed
- lots of traffic on 41 traveling at high rates of speed. view obstructions on 796 (vegetation, steep embankments). view obstructions on 41 (hills on roadway).
- Making a left onto 41 is difficult from 796. Many 18 wheelers travel this road and come over a hill approaching 796. The visual aspect is difficult.
- No turning lanes
- Not to be killed.
- Poor visibility and high speeds on 41.
- primarily avoid left turn. There is a slight hill and if someone is flying it is a dangerous situation. Additionally the volume of 41 traffic makes it difficult to turn left
- Sometimes I do depending on time of day because of bad vision coming from N on 41 and speed
- Sometimes since there is no turn off lane or light
- Speed and lack of visibility of on coming traffic.
- Speeding cars bad location
- The cars and trucks that are traveling in the same direction may rear end me while I am waiting to turn while I am on Route 41 and the speed is very fast on route 41.
- The sight distance is horrible looking north bound and traffic is always speeding
- The signage isn't clear enough and I've reached 796 before I've slowed down enough to turn.
- There is no way to make a left off this road onto 41 without pressing the gas down hard enough to avoid an accident. There is a hill full of vehicles speeding down while your trying to make a left and they don't care enough to slow down. Making a right is

- There is so much traffic on rt 41 it is hard to find a safe opening. This intersection needs a stop light.
- There needs to be a traffic light. It's very dangerous.
- Too dangerous, can't see oncoming traffic and too many vehicles on Rt 41.
- Too hard to see what's coming from both directions on PA 41; too much traffic to be able to safely turn left
- too much heavy truck traffic
- too much traffic
- too much traffic at high speeds
- too much traffic on 41
- "Too much traffic on PA 41.
- Too much traffic back-up on PA 796 for turning onto PA 41.
- No turning lanes on PA 41 for PA 796."
- Too much truck and automobile traffic on Rt41 traveling extremely fast. Also, limited visibility when on Rt796 attempting to turn onto Rt41 in either direction. If Rt41 traffic obeys speed limits this would not be an issue!
- Tractor trailer traffic moving too fast.
- Traffic is congested, going fast, and there's a dip in the road that exacerbates the situation.
- Traffic is moving very fast there and you have to really step on it to do it safely.
- Traffic is too dangerous pull out from 796
- Traffic on PA41 is often very heavy here in both directions, making it difficult to turn from PA796 west onto PA41 north.
- traffic on rt 41 is traveling to fast
- Traffic that is following you
- traffic too heavy and not enough sight for on comming traficc do not make left turn(north) on to 41
- Traffic travels too fast and visibility from North 41 is limited.
- traffic volume and speed of traffic
- Traffic volume too high, I normally make a left to go towards Cochranville and it takes forever, and you feel like you are going to get run over trying to make your left. I usually go down to 926 instead, but its hard to make a left there as well. Sometim
- Trucks
- Turning when having to cross traffic - not enough time to ramp up your speed to match existing traffic.
- Unable to see other cars when trying to turn
- Vehicle speeds and sight distances.
- Visibility & speed of traffic
- Visibility is extremely limited because of slopes of Rt 41. Try to use other routes as much as possible to get to destination. Avoid when sun restricts the visibility.

- Was on 41 SB , left turn. Had a SouthB tractor trailer almost rear end me and kill me. His brakes were locked up and skidding. I had to move forward, straddle center line as a semi passed me on either side at 40 MPH. A school bus was pulled forward into t
- When traveling on PA 796, I try toly avoid this intersection. Instead I drive out of my way, just so that I don't have to make a left onto PA41. At certain times of day, it is very difficult to make a left turn and you are unable to see some uncomi

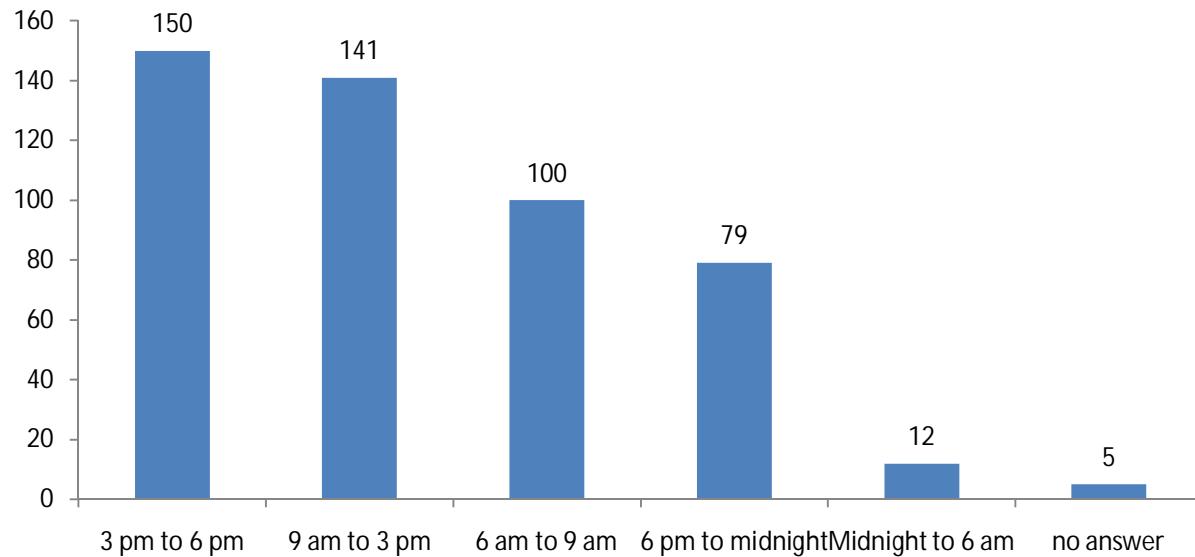
5. If you answered yes to question 3, what intersection do you use instead? Please specify.

- "Fernwood Road and 41."
- 10 and 41 or 926 and 41
- 10 and 41, via daleville rd
- 10/41 lights
- 41 and 10
- 41 and Fernwood Rd
- 41 and Fernwood Rd.
- 41/10
- 41and 926 because of turn off lane
- 796 to Daleville Rd to Cochranville, then RIGHT on 10, LEFT on 41.
- 841, Hood Road, White Horse Road, 926.
- 926
- 926 or Fernwood.
- Back roads Daleville
- Back roads to my destination.
- Back roads-Daleville Road/Cochran Street
- Daleville Road
- "Daleville Road to PA 10, then PA 10 onto PA 41 Northbound (Traffic light intersection).
- PA 926 to PA 41 Southbound."
- fernwood
- fernwood and 41
- Fernwood and RT 41
- Fernwood Rd
- Gernsey Rd
- Heavy traffic and poor visibility because of hills in both directions on 41 when coming from 796.
- I avoid going this way and turn on daleville to rt 10
- I drive New Daleville Rd all the way to 41 and 10
- I go north on Daleville Road to Rt 10.
- I go to the 926 intersection and take my chances there.
- I go up to RT41 and RT10 if going that way or go to RT926 and RT41 if going that way
- I take back roads into Cochrinville to avoid making a left turn onto rt 41 from rt 796.
- I take Daleville Rd to Rt 10
- I travel to Cochranville and use the Rt10/Rt41 intersection (for Rt41 Northbound travel) or head to the Rt926/Rt41 intersection (for Southbound travel).
- I try to turn on Fernwood Rd or Faggs Manor Road.
- I use 41 and Fernwood or 41 and 926.
- I use Derry Meeting road. The last left turn on 796 eastbound before Rt41. I use this "back road" to get to Cochranville rather than attempting to turn left onto Rt41.
- I use rt 896 and rt 10 if coming from the south, I use rt 896 and rt 10 if coming from the south

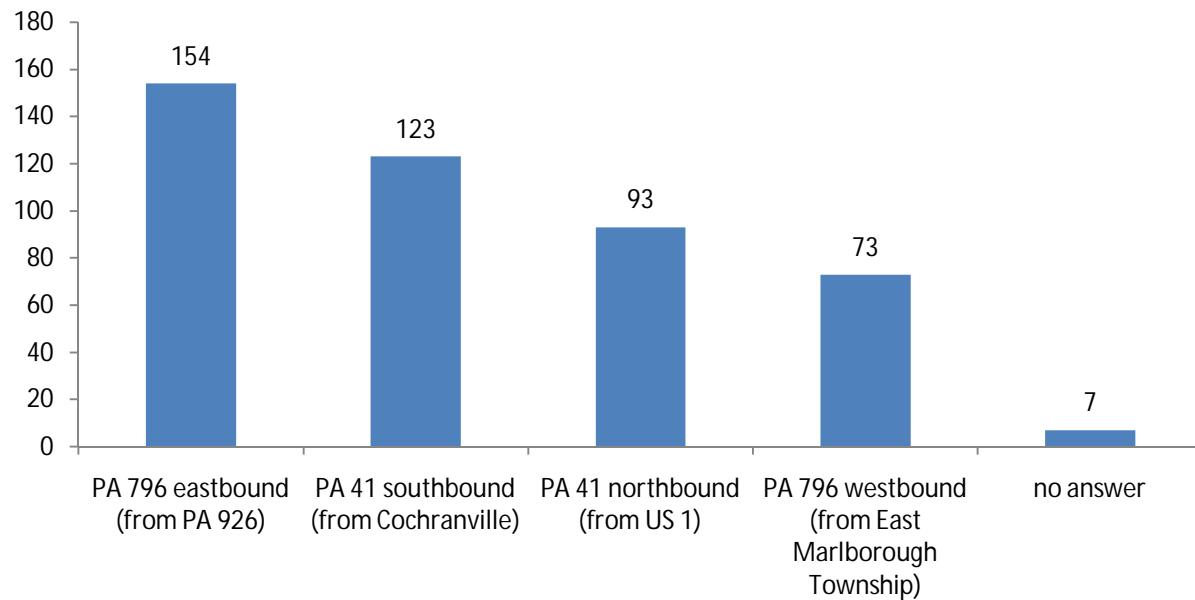
- I use the 926 intersection which is really dangerous too, but wider?
- I usually drive down Daleville road and turn north on 10, crossing 41 at the 10/41 intersection that has traffic lights.
- I usually end up using this intersection, but I have to wait a long time before it is safe to go
- I will either turn onto Rt. 10S from 41S and then make a left onto Daleville Rd and follow that to 926 then to 796 in order to avoid the 41/796 intersection OR I will turn right onto Fernwood Rd from 41S then turn left onto Daleville, follow to 926 then o
- I will go to Route 10 and 41 and take a different route which takes me a bit longer.
- If I want to go to oxford or Cochranville I use the back roads.
- If there is any other way I can go I take it because making a left onto 41 is EXTREMELY dangerous. I have almost slid into the intersection several times on ice and gravel. Usually heavy traffic of tractor trailers and cars fly down this road with no kno
- If travelling north on 41, I turn left on 926 then go to 796 and turn right instead. Also instead of pulling out onto 41 north from 796, I travel south on 796 then west on 926 then right on Daleville Road to go into Cochranville on route 10 where i get o
- If turning I use Rt10 & Rt41
- Instead of traveling to 41 I turn at the intersection before 41 and make my way up to RT 10. It takes a little longer, but it is worth it.
- Limestone Rd. / PA 41
- N. Guernsey Rd
- PA 10 and PA 41
- "PA 10 and PA 41.
- In question #7 below, you have your PA 796 directions backward! PA 796 west is the one going from 926 to 41!"
- PA 10 or US 1
- PA 41 & PA 926
- Route 10
- Route 10 and 41.
- Route 10 in Cochranville.
- Route 926
- rt 10
- Rt 10, Rt 10, Rt 10
- Rt 41 & Rt 10 mostly.
- Rt 41 and Rt 10 where there is a traffic light
- Rt 926
- Rt 926
- Rt 926 and daleville rd
- Rt. 10 and 41. not a whole lot better, but can see traffic and speed of cars easier
- Rt. 926 or Fernwood
- Rt926

- Rte 10 and 41 intersection with traffic light, or less safe (but less time actually driving on 41) 841 and 41.
- rte 10 when possible
- Rte 41 & Rte 926
- rte. 926
- Sometimes I go down Daleville to Cochranville to the light at Turkey Hill to avoid accessing 796
- sometimes I turn onto 41 and then make a turn at the next intersection, even though that is out of my way.
- take another route
- take back roads to Rt 10 & 41
- There are no convenient alternate intersections.
- Traffic volume too high, I normally make a left to go towards Cochranville and it takes forever, and you feel like you are going to get run over trying to make your left. I usually go down to 926 instead, but its hard to make a left there as well. Sometim
- Travel west on Daleville Road and turn right on Fagg Manor Road and then Rte onto Rt41
- US 41 and Fernwood Rd.
- Use this one very crefully
- White Horse Road and sometimes Fernwood Road.

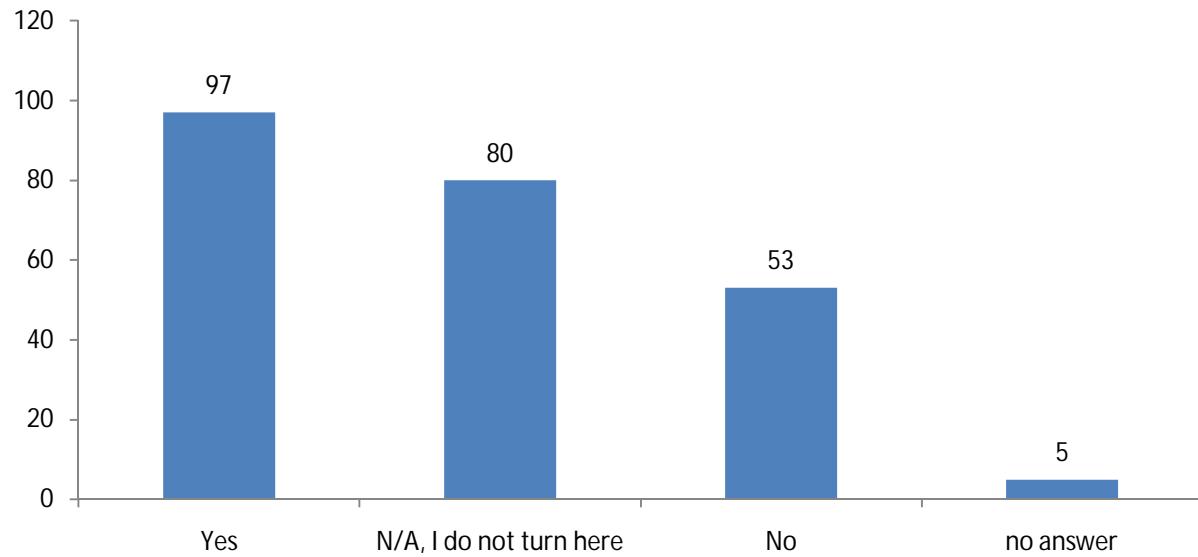
6. What time of day do you typically use this intersection? (Check all that apply.)



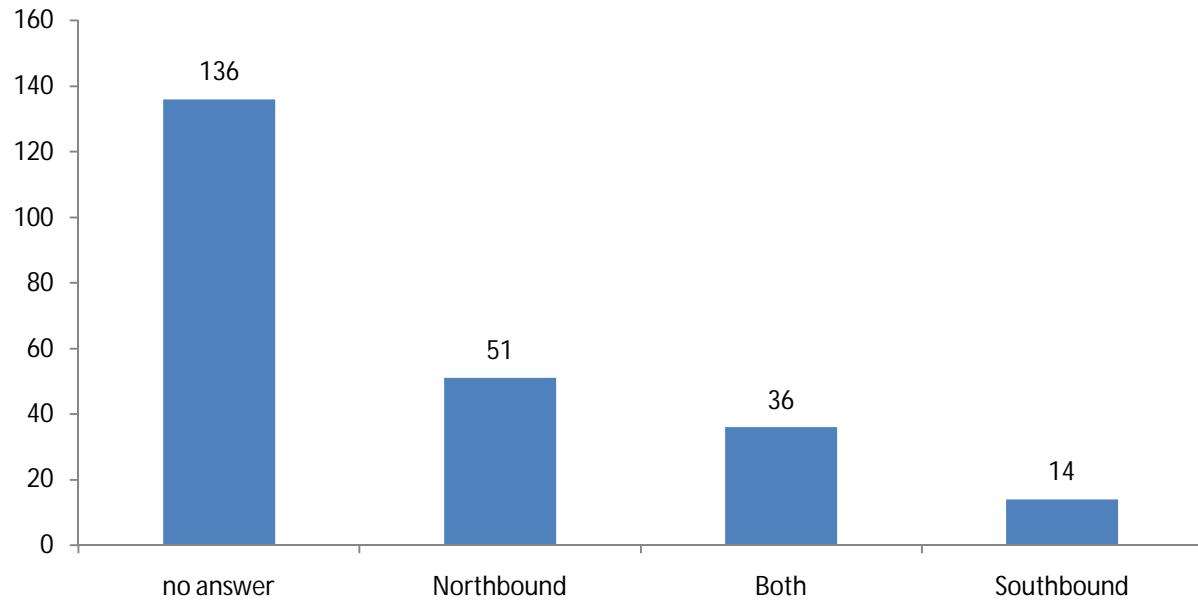
7. On what roadway and in which direction do you typically approach this intersection? (Check all that apply.)



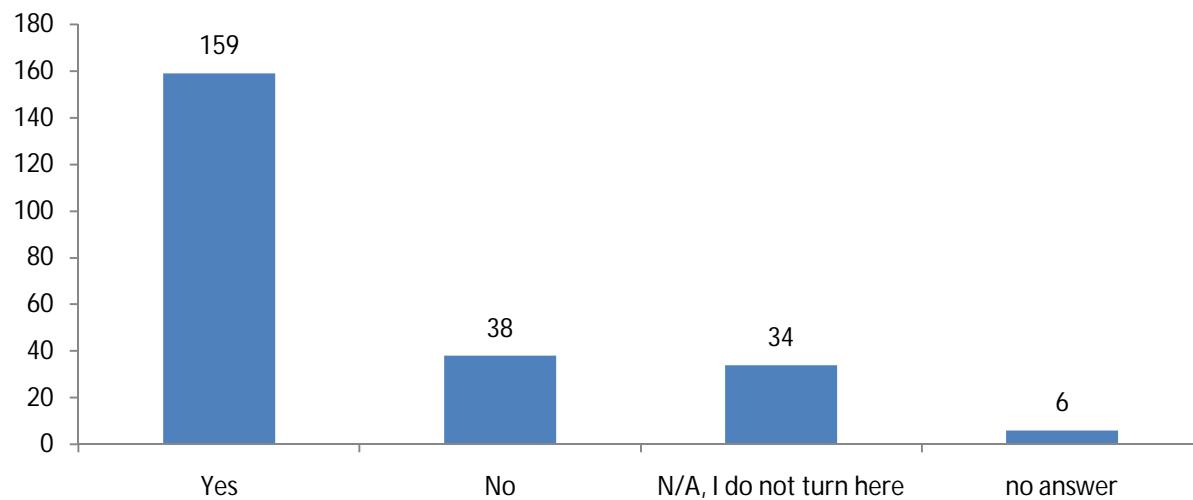
8. Do you find it difficult to make a left turn from PA 41 at PA 796?



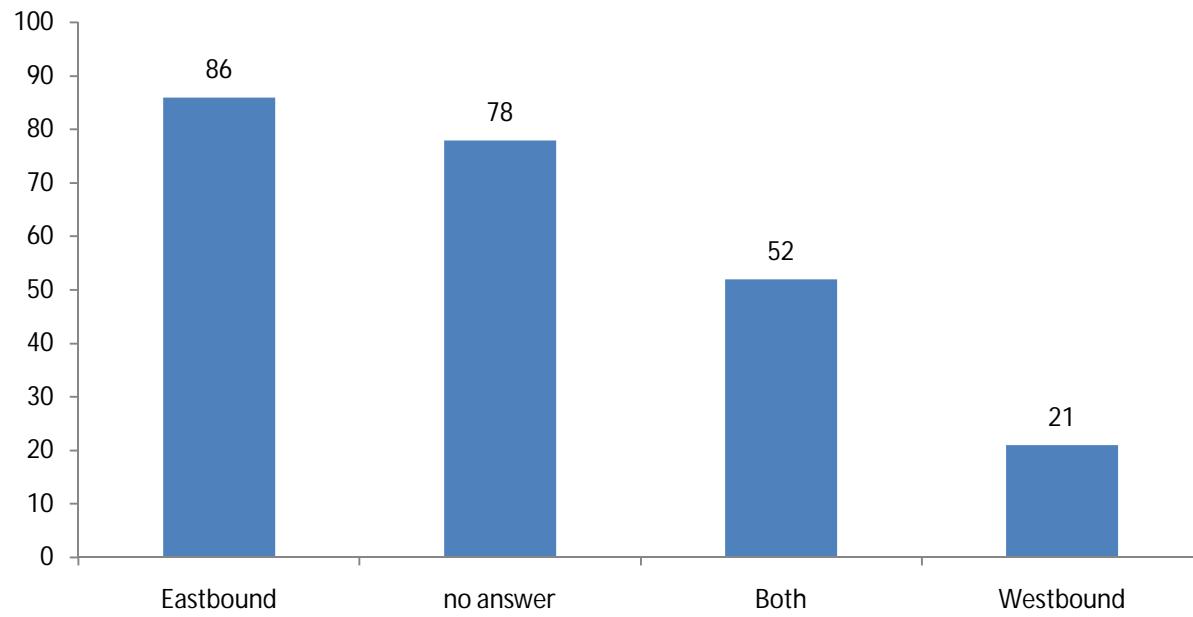
9. If you answered yes to question 8, which direction on PA 41 are you traveling?



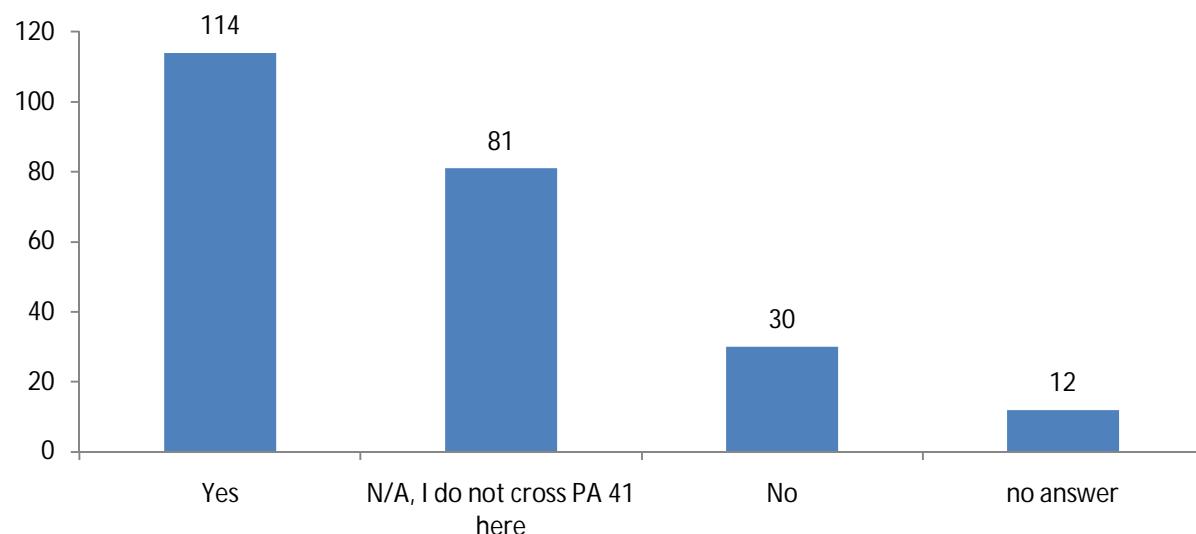
10. If you are using PA 796, do you find it difficult to make a left turn from PA 796 onto PA 41?



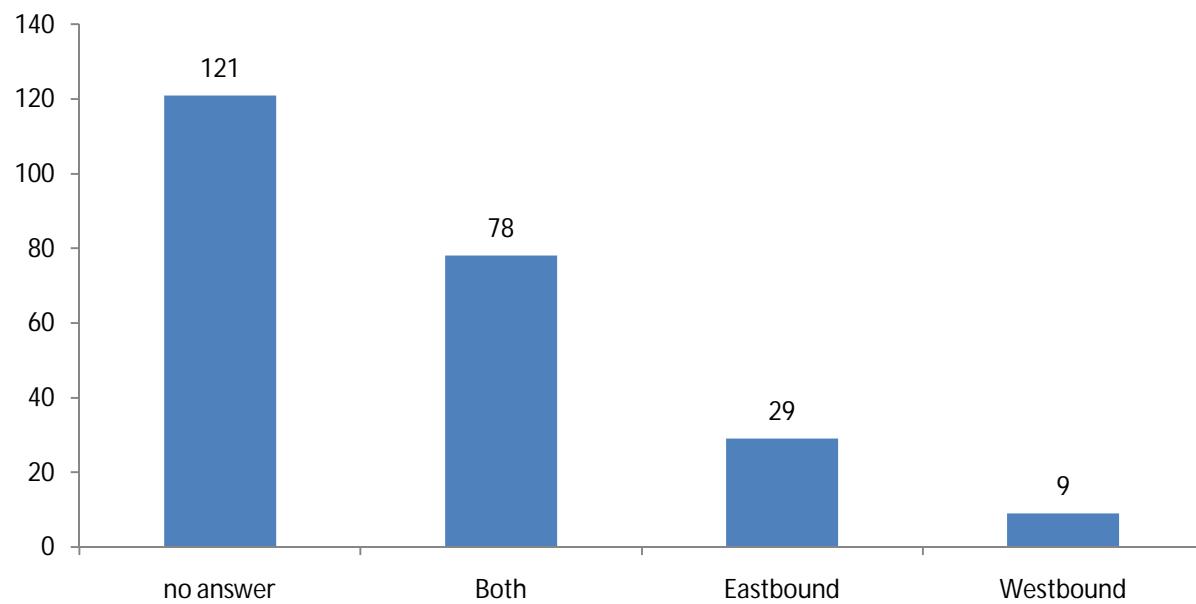
11. If you answered yes to question 10, which direction on PA 796 are you traveling?



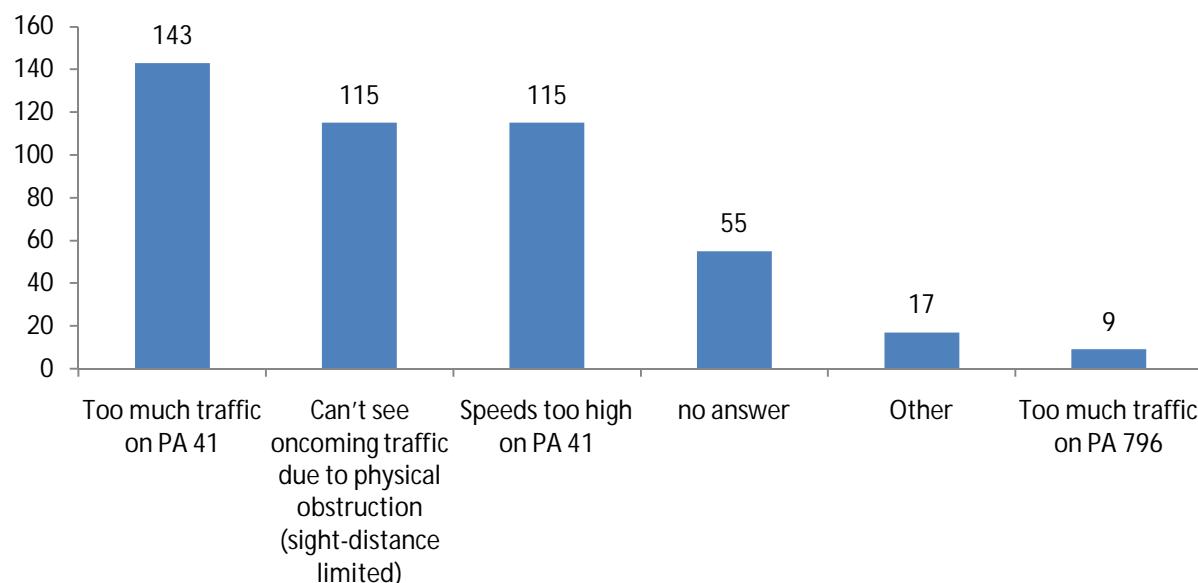
12. If you are using PA 796, do you find it difficult to cross PA 41?



13. If you answered yes to question 12, in which direction on PA 796 are you traveling?



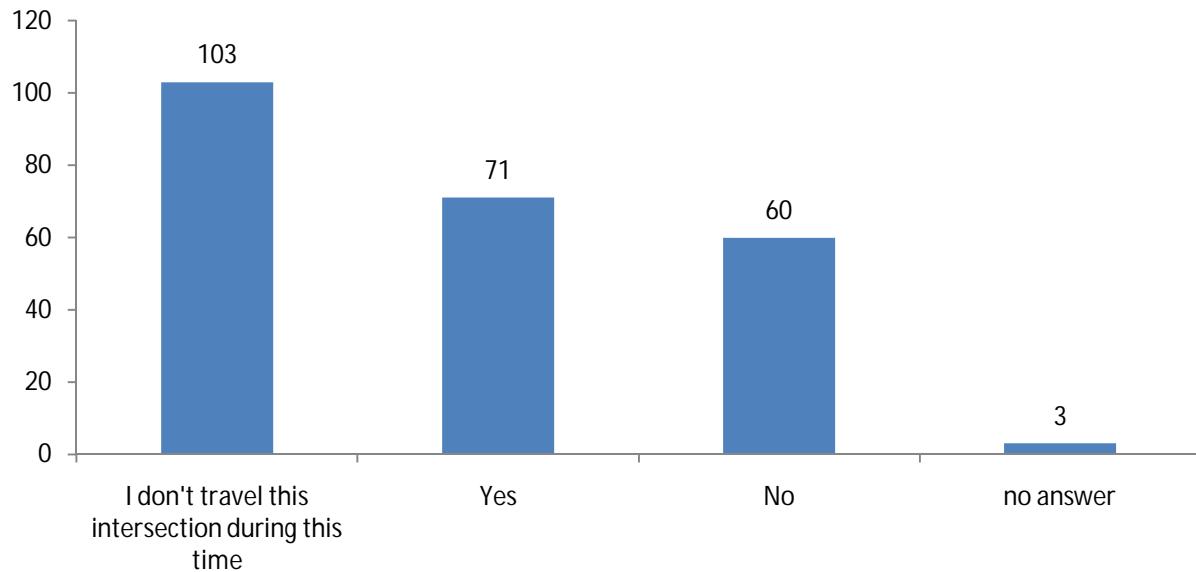
14. If you answered yes to any of questions 8, 10, or 12, what are the reasons for the difficulty? (Check all that apply.)



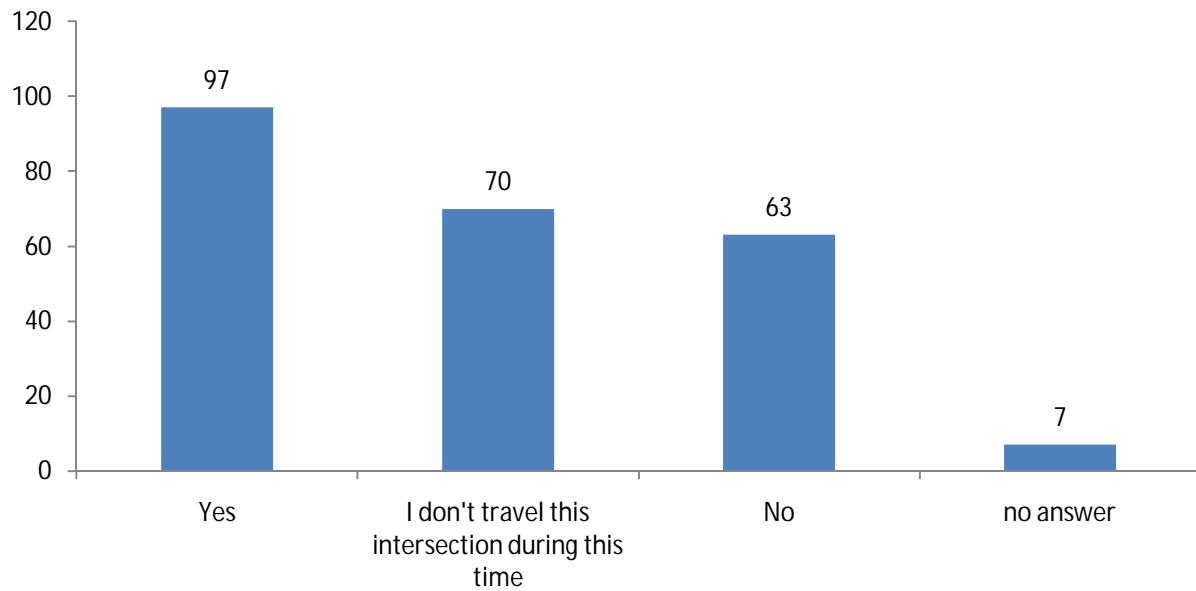
"Other" responses for Question 14:

- Afraid of being rear ended
- Drivers ALWAYS pull forward into intersection to see.
- eastbound on 796...slight rise on left sometimes hides oncoming cars.
- especially at night
- No stoplight available.
- No turn lane on 41
- No turning lane
- Some times of the year the weeds get overgrown at this intersection.
- The truck traffic is crazy and they do not slow down. I live on PA 41 a few driveways north from 796 and it is difficult to make a left hand turn when they are barreling down 41.
- Too dark of an intersection at night.
- Tractor trailer traffic is too high and are speeding.
- Tractor trailers driving too fast.
- Trees need to be maintained on either side of 796
- truckers, tracktor trailers are usully traveling about 65mph to 70. it is often truckers tail gate. very dangerous and no police in sight.
- Trucks
- Turning Left onto NB41 from NB796 is tough due to limited sight distance. Left onto SB796 from NB41 is dangerous - fear of being rear-ended from downhill truck traffic
- Weird intersection shape-- very acute going southbound

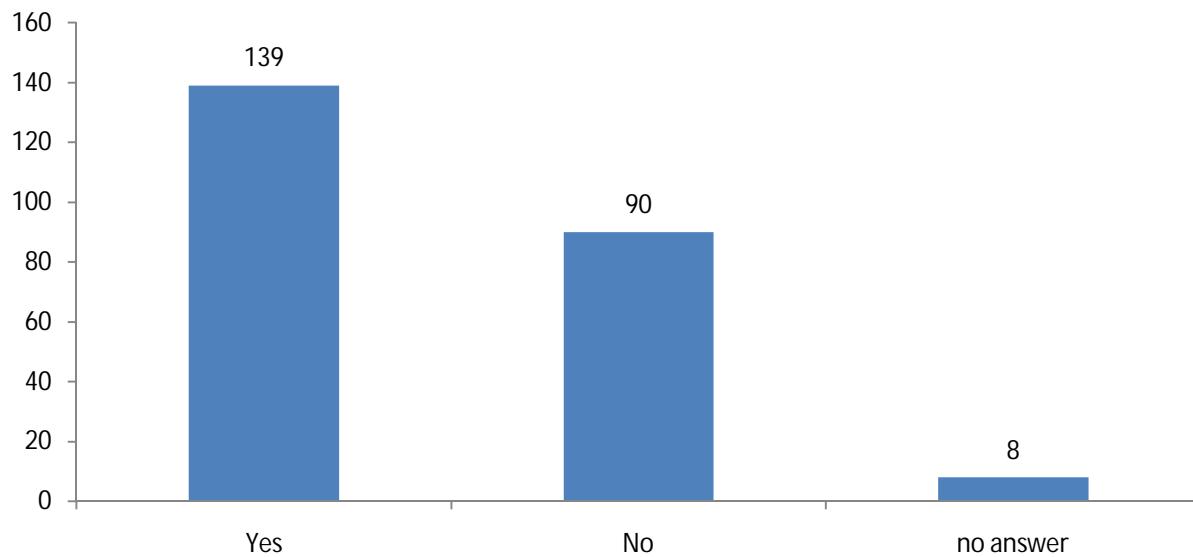
15. Do you find the PA 41/PA 796 intersection to be congested in the morning rush-hour traffic?



16. Do you find the PA 41/PA 796 intersection to be congested in the afternoon rush-hour traffic?



17. Do you feel there is adequate signing at the PA 41/PA 796 intersection?



18. Please indicate any other concerns you have with the existing PA 41/PA 796 intersection.

- "I believe that a speed reduction on PA41 & and a yellow flashing light would be the best solution, I would not like to see another red light on PA41."
- 796 comes up too quickly when going south on 41, and the right turn on to 796 from 41 south is pretty rough with the large dip in the corner. It also is very frustrating turning left onto 41 west from 796 north because the cars and especially the large tr
- 796 is a north and south rd. Not east and west. Go read the signs.
- 796 kinda sneaks up on you.
- A red light would be a smart and safer move at this intersection
- A stop light at 41/ 926 would help create breaks in traffic and make this intersection easier to cross. PLEASE INSTALL A STOPLIGHT AT 41 / 926...
- As anywhere on 41, 45 mph speed limit not adhered to-- I'd guess closer to 57 mph. Alternate routes are dangerous but less so than 796.
- As with the other intersections in the study (except PA 841, which has a sight-distance problem around the curve), the main problem with this intersection is the volume of traffic on PA 41.
- biggest concern is making a leftg turn onto 796 from 41SB...should have a dedicated turning lane so traffic behind me dooes not get so close...
- Clear route 41 for free traffic flow from DE to Lancaster. You will make many drivers happy, reduce stress, time, and less accidents. Will cost much, but worth it in the long run. Save your money until you can do it right.

- Crossing 41 from 796 from the east marlborough direction, there is a sign to the left that obstructs oncoming traffic from the route one direction., especially if your car is in an exact spot. It can actually hide a tractor trailer coming sown the hill at
- Dangerous intersection due to high speeds, sight distance limited.
- Due to the high speeds and large trucks on 41, making a turn onto 796 westbound is a bit scary. There really should be a right turn lane so vehicles turning onto 796 can pull out of the flow/speed of traffic and slow down to a safe turning speed.
- Due to the trees and bushes in this area it is not easy to see the intersection
- From Route PA 796, there is a limited view of traffic traveling on Route 41 heading in the eastbound direction.
- From the stop sign on Rt796 Eastbound at Rt41. Visibility is very limited in both directions of Rt41 due to hilly terrain. Again, the major issue is not so much the volume of traffic, but the high speeds that cars/trucks travel on Rt41. There is little
- Hold my breath to cross this intersection.
- I am concerned for the buses using this intersection also. Many trucks are traveling at high speeds and buses have to turn at the intersection a few times a day when the intersection is very busy.
- I answered that I do not find it "difficult" to turn left onto PA-41 N from PA 796, but it is a bit of a challenge because of the high speeds and heavy truck traffic. One must allow plenty of distance before venturing out.
- I DO NOT WANT a round about or circle. The circle/around about would need to be too large for the residential area.
- I feel like you take your life into your hands if I am crossing 41 on 796. When I nothing is coming so I accelerate and then BAM, someone is coming. The site distance is very limited. I do know cars/trucks travel too fast on 41 but I don't think that i
- I feel that a round about here would help slow traffic on 41 and allow for safe crossing or turning.
- I have seen too many serious accidents involving trucks at this intersection and the Fernwood/41 intersection in the past 10 years, usually due to speed and lack of visibility.
- I think the line of site is okay at this intersection. The real issue is that there is no turning lane on Rt 41. This makes this intersection very unsafe for motorist who need to wait before turning.
- I try to avoid RT 41 and 796 (trucks come up over the hill so fast, it can be hard to pull out.
- I use this intersection infrequently. Visibility exiting 796 on to 41 is limited.
- I use this intersection traveling south from Derry Meeting Road, across PA41 to 796 South, towards Jennersville where I shop. I live in the northeast corner of Londonderry Township. This intersection is busiest at rush-hour times when it is best avoided,
- If 2 cars on 796 on either side of 41 waiting Hesitation because of if the other car is turning versus going straight over and need to floor it to do either! Mess
- if making this crossing with machinery or a trailer (which is to be avoided), especially westbound with the uphill start and traffic approaching downhill on 41, there is inadequate time to clear 41 before traffic southbound on 41 that was not visible when

- If you are sitting at 796 and 41 and want to turn left towards Cochranville you can't see good to your right because of poles, bushes and signs on poles.
- I'm very careful. I let traffic turning left from 796 onto northbound 41 go first if there is an opening as it's easier to cross over 41 than turn onto 41.
- In order to avoid crossing at 926/41, I use 796 from 926 to 41 and turn RIGHT on 41, only in the mornings on my way to work. Congestion is the same as for 926/41 - worse at certain times of the year and certain days of the week. Friday evenings in summer
- Intersection needs a traffic light.
- It is a very bad intersection with a lot of accidents! Something should be done.
- It isn't always congested at this intersection but at times it is.
- Just reiterating comments above Speed, Sight Line & Rush Hour traffic are the key issues. Additional signage would help as would turning lanes for those traveling on Rte 41. Rte 796 traffic would require a change in the speed limit and a revised roadway sight
- Manhole covers and/or stormwater grates are sunk deeply from roadway requiring turns to be slow and precise. When getting off of 41 in a hurry is necessary, those things make it difficult. I do also have concerns with the 41/Fernwood Rd intersection which
- My concern is it just needs to be eliminated period. The houses on 926 can utilize rt 926
- Needs a traffic light.
- Needs traffic light.
- No issues at all with this intersection
- No turn lane from 41 and vehicles try to pass when you are stopped on 41 when you try to turn on 796.
- No turn lane or light
- none at this time
- None. Feel free to make a passing lane to get around slow trucks. Otherwise, leave the intersection alone.
- not enough distance to see on comming traffic on 41 in either direction
- obstructions when making a left turn onto PA 41, you have to inch your way out to adequately see oncoming traffic.
- PA 796 Tees and ends at PA 41. Therefore PA 41 can not be crossed by traffic on PA 796. If someone wants to go towards US route 1 on PA 796 from traveling North on PA 41, signs should direct them to make a left onto PA 926 west then a left at the intersection
- Poor visibility, hill obstructs view when entering intersection from PA 796 so need to almost enter the intersection to see oncoming traffic.
- Question 7, shouldn't be north bound 796 from Londonderry Twp, 796 doesn't touch RT 10, and 796 is not in East Marlborough?? very confusing?
- see #4. Almost killed at this intersection, Southbound on 41 turning left onto Derry Mtg. Many accidents there over the years. Telephone pole out in road, obstructed views on both sides. Do PennDot personnel ever sit in a car at an intersection to check signs
- Signage indicating intersection is inadequate in all directions, Signage indicating intersection is inadequate in all directions

- Slowing sped of vehicles would surely help. Northbound traffic comes over hilled section at a fast rate almost coming up on you when turning north here off 796
- Sometimes I almost miss the turn from 41 just because it's kind of hidden and the sign is pretty much right before the turn, and nowhere else.
- speed
- The current mish-mash of connecting side roads, driveways and new development is more accidents waiting to happen. Apply all the Band-Aids you want, but you can't ignore the fact that the current Rt 41 is an overused, inadequate and unsafe highway.- How
- The grade in 41 north of intersection allows for limited sight line when making a turn onto 41 N from 796 E
- The intersection at the top of a long, steady incline for southbound PA41 and large vehicles tend to speed up during the downhill approach. The spacing dots are unheeded.
- The intersection is extremely dark at night and anytime there is fog or moisture on the road, it's practically impossible to see where to turn from 41 north left onto 796
- The intersection is wide and safe if those turning are patient. Sight distances are long, speeds on 41 can be a little high.
- The potential hazards come into play from traffic turning onto PA 41 from PA 796 without proper regard for oncoming traffic on PA 41.
- The slight downgrade on 796 before 41 sometime causes you to slide on gravel and ice. If you can't stop there is no chance, traffic is too heavy and fast.
- The speed limit on PA 796 approaching the intersection is too high especially with the drop in the roadway approaching the intersection. This is bad when traffic is waiting to turn. Also turn lanes would be helpful on PA 41.
- The trucks do not slow down. It would be great to have a turn lane for those of us who live on 41. I cringe every time my teenager has to pull out of our driveway onto 41. It would be great to have a flashing or a stop light at the intersection of 41.
- There is a telephone pole that obstructs views, especially when it is covered with advertising signs.
- There needs to be a traffic light. It's impossible to safely make a left turn from 796 onto 41.
- There needs to be bigger and more signage on 41 to warn cross traffic.
- This intersection has fairly good line of sight. It is not difficult to navigate.
- This intersection is extremely dangerous - the resolution to this situation will be very difficult. The slope and length of the site distance is extremely long.
- This intersection needs a stop light at least. Turn lanes on rt 41 would also be helpful. If you have to turn left from 41 to Derry Meeting rd there is such a big chance of being rear ended.
- Too many big trucks that speed and these truck drivers KNOW that can not be stopped on RT 41 because there is no where for the cops to pull them over. My father used to get on his cb and try to tell the truck drivers there were cops ahead to slow down.
- too much heavy truck traffic
- Too much truck traffic going way too fast
- Traffic is congested, going fast, and there's a dip in the road that exacerbates the situation.

- Traveling southbound on 41, although it is a regular road I use, I often am going too fast - the intersection is a "surprise". Also, the drain at the intersection creates a bump while driving over it. From 796 eastbound to turn left and go northbound on 4
- truckers, tractor trailers are usually traveling about 65mph to 70. it is often truckers tail gate. very dangerous and no police in sight.
- Trucks that pass cars that are turning
- "Turn off lanes would help alleviate some of the problems at this intersection; Also more space for
- tractor trailer trucks to make this turn safely."
- Vehicles are traveling way too fast on 41! Also in the summer months vegetation is allowed to grow out of control at this intersection making it very difficult to see, especially when traveling eastbound on 796 towards 41 to cross or turn at 41. Please
- Vehicles pulling out onto 41 or crossing over 796 are careless. Approaching 796, traveling north on 41 has you travelling downhill and probably going faster than is realized. I encounter cars pulling out onto Route 41 recklessly pretty much 75% of the t
- We live near this intersection on Route 41 - we do not want a traffic light at this intersection as the trucks would be relentless (the noise level) with their brakes and gears; however a yellow blinking light on 41 would probably be a good idea.
- When making a right turn from SB41 onto SB796, there are two drains in the middle of the road. They should be removed from the roadway. Whoever wrote this survey doesn't know the area well. 796 is a N/S road, not a E/W road. Also, 796 ENDS at 41, so h
- When turning right from Rt. 41 south onto Rt 796, the trucks travel right on your bumper and it feels like they will back end me before I turn.
- Where do they plan to put this expressway
- Would like to see something at the intersection such as flashing lights or a roundabout to make it safer.
- Would like to see turning lanes on Rt 41 @ this intersection @ the very least. Do not want traffic signal! Ideally close entrance to Derry Meeting Rd. I would access alternate route. Traffic calming measures are my 1st choice such as a roundabout @ these

Appendix D

Road Safety Audit Minutes

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Meeting Minutes

Date:	May 13, 2014	Location:	London Grove Twp Building
Project Name:	PA 41 Intersection Improvements	Project No.:	57790.01
Subject:	Road Safety Audit	Scribe:	Rob Nuss

Attendees:	Representing:	E-mail Address:
SEE ATTACHED LIST		

The following is a summary of what was discussed during the meeting and field view for the intersections of PA 41 with PA 796, PA 926, White Horse Road, and PA 841.

1. PennDOT explained that the purpose for conducting this Road Safety Audit (RSA) was to go beyond traditional means of determining issues at the intersections by completing an in-depth field view with a multi-disciplinary team made up of PennDOT and Township staff as well as local interest groups. PennDOT also explained that the goal of the RSA was to develop a list of deficiencies or problems at the intersections that need addressed to enhance intersection operations and safety rather than a solution to fix them. The solutions will be developed later this year, again through public outreach.

2. The RSA team discussed current traffic volumes, level-of-service and reported crashes. A draft handout with this information was distributed and is attached to these minutes. After this discussion, the team conducted field views of the intersections. A checklist for each intersection was provided to each attendee to complete while on the field view.

3. The PA 41/PA 796 intersection was studied first. The following provides a brief summary of the issues at this intersection:
 - a. It appears that the intersection sight distance might be low based on the actual travel speeds (not speed limit).
 - b. There are sunken inlets in the wheel path for southbound right-turning vehicles onto PA 796. This causes motorist to slow excessive while on PA 41 or take erratic turning paths through the intersection. Some inlets grates are in poor condition and do not have bicycle safe grates.
 - c. There are not adequate warning signs for the intersection on PA 41. In addition, the pavement markings appear insufficient as stop bars and edge lines are missing on the side roads.
 - d. This intersection is not heavily used by bicyclist and pedestrians, but it is used by numerous wide loads and farm equipment.
 - e. There are steep grades approaching this intersection from the east making it difficult to pullout from a stop, particularly for horse trailers. Additional horse trailers are anticipated on the weekends as new a facility is located east of the intersection.
 - f. In general, the surroundings and roadway characteristics make this feel like a minor intersection. The vegetation is close to the highway, turn lanes do not exist on PA 41, and curbing is not present.

- g. Guiderail could be connected in the southeast quadrant to avoid the use of a second impact-attenuating device.
 - h. The turning radius from PA 41 northbound to Derry Meeting Road eastbound seems tight.
 - i. Abandon utility poles are too close to the road.
4. Next the group reviewed the PA 41/PA 926 intersection. The following provides a brief summary of the issues at this intersection:
- a. The severe angle of the intersection causes an increase in time to cross the intersection. This may cause the available intersection sight distance to be too short for the actual travel speeds.
 - b. Numerous large vehicles, including horse trailers and trash trucks use this intersection.
 - c. Motorists are using the left-turn lanes as passing lanes.
 - d. The left-turning vehicles block each other's sight distance. In addition, their turning paths overlap, and turns cannot be made at the same time.
 - e. Speeds seem excessive.
 - f. Some motorists avoid the intersection and use Hood Road or White Horse Road instead.
5. The group reviewed the PA 41/White Horse Road intersection next. The following provides a brief summary of the issues at this intersection:
- a. There are steep grades approaching this intersection from the west making it difficult to pullout from a stop, particularly for large vehicles.
 - b. In the northwest corner, vegetation blocks sight distance.
 - c. Farm traffic is high at this intersection.
 - d. There is potential for future development in northwest quadrant.
6. The group reviewed the PA 41/PA 841 intersection next. The following provides a brief summary of the issues at this intersection:
- a. The intersection sight distance from PA 841 looking north may be limited.
 - b. The intersection skew is severe, the curb radii are small and the turning movements are not adequately accommodated.
 - c. The intersection is confusing with the 5 legs.
 - d. Lack of change in roadway character depicting a town setting does not signal a speed change for drivers.
 - e. Little to no pedestrian accommodations.
 - f. Insufficient storage for PA 41 northbound to PA 841 eastbound.
 - g. Vehicles traveling too fast.
7. The group then reconvened at the London Grove Township building to summarize the findings and to discuss next steps.
- a. There was a request may to PennDOT to include the PA 41 intersections with N. Guernsey Rd and Hood Road.

Subject: PA 41 intersection - RSA

Date: 5/13/2014

Page 3 of 3

- b. London Grove Township would like a major improvement in Chatham citing Centerville, DE as an example.
- c. Roundabouts as improvement alternatives were discussed.
- d. A possible purpose and needs statement could be “to provide opportunity for all users to make safe movements at the intersections”.
- e. Within the next few months, the PennDOT team will develop alternatives for each intersection as well as host a public meeting in the format of a design charette where additional alternatives can be developed in conjunction with the general public.

This is the writer's interpretation of the above meeting. If there are any issues that need to be revised or discussed, please inform the author within five days of receiving the minutes.

Copies: Attendees



Rob Nuss

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Appendix E

Speed Study Data

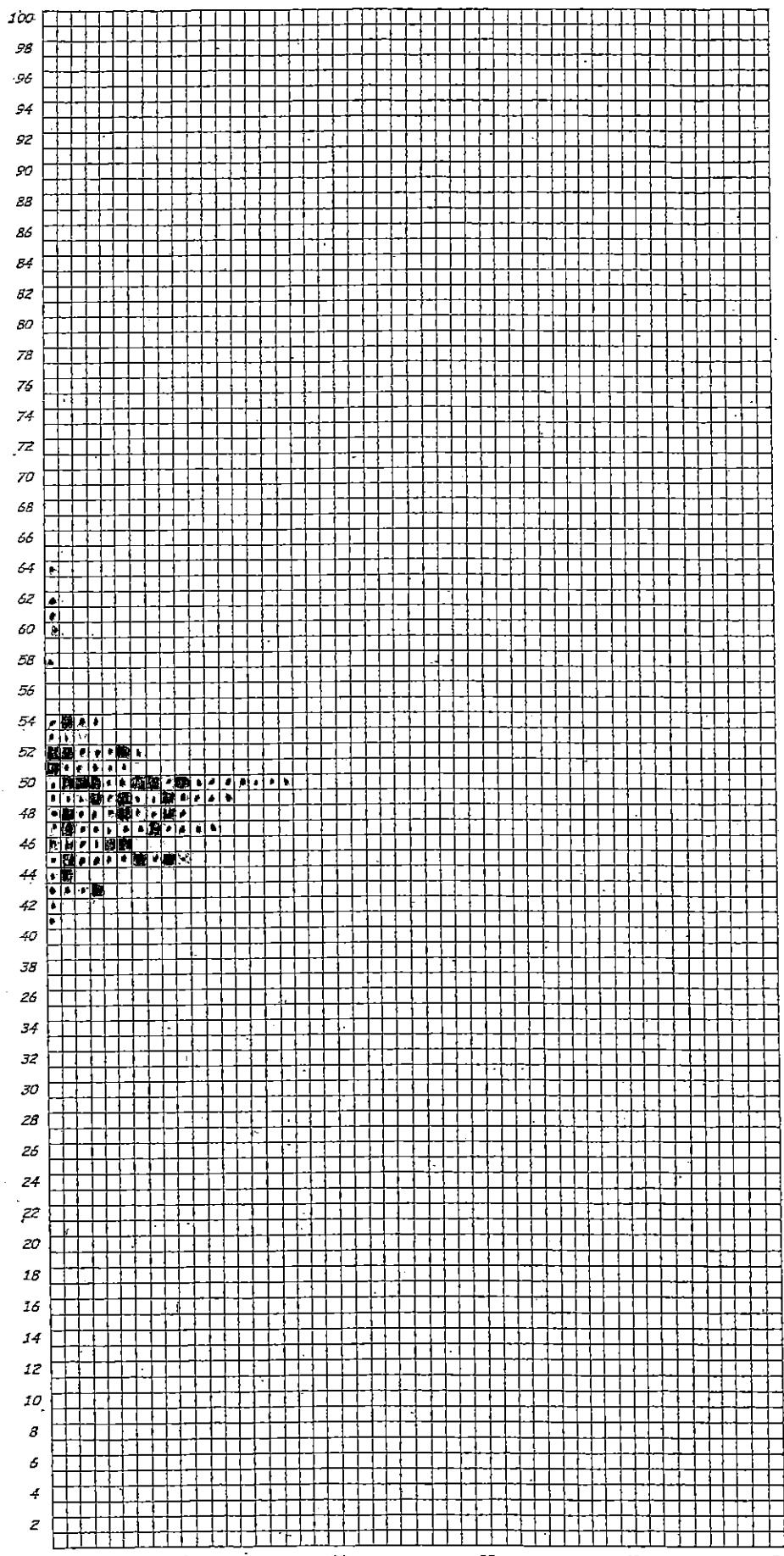
INTENTIONALLY BLANK

2

SPEED DISTRIBUTION SURVEY

(Radar Survey)

Date	<u>03/21/14</u>
County	<u>CHESTER</u>
Municipality	<u>LONDONDERRY</u>
Street Name	<u>GAT NEWPORT</u>
State Route	<u>0041</u>
Segment / Offset	<u>/</u>
Radar Location	<u></u>
Speed Limit	<u>45</u>
Pavement Type	<u>MACADAM</u>
Number of Lanes	<u>1</u>
Travel Direction	<u>N S E W</u>
Time Started	<u>11:15 AM</u> : PM
Time Finished	<u>11:50 AM</u> : PM
Weather	<u>Good</u>
Road Conditions	<u>Good</u>
Number of Vehicles	<u>100</u>
Pace	<u> </u> MPH to <u> </u> MPH



85th Percentile Speed

52 MPH

Cars



Light Trucks



Heavy Trucks



X-OVER SIZE

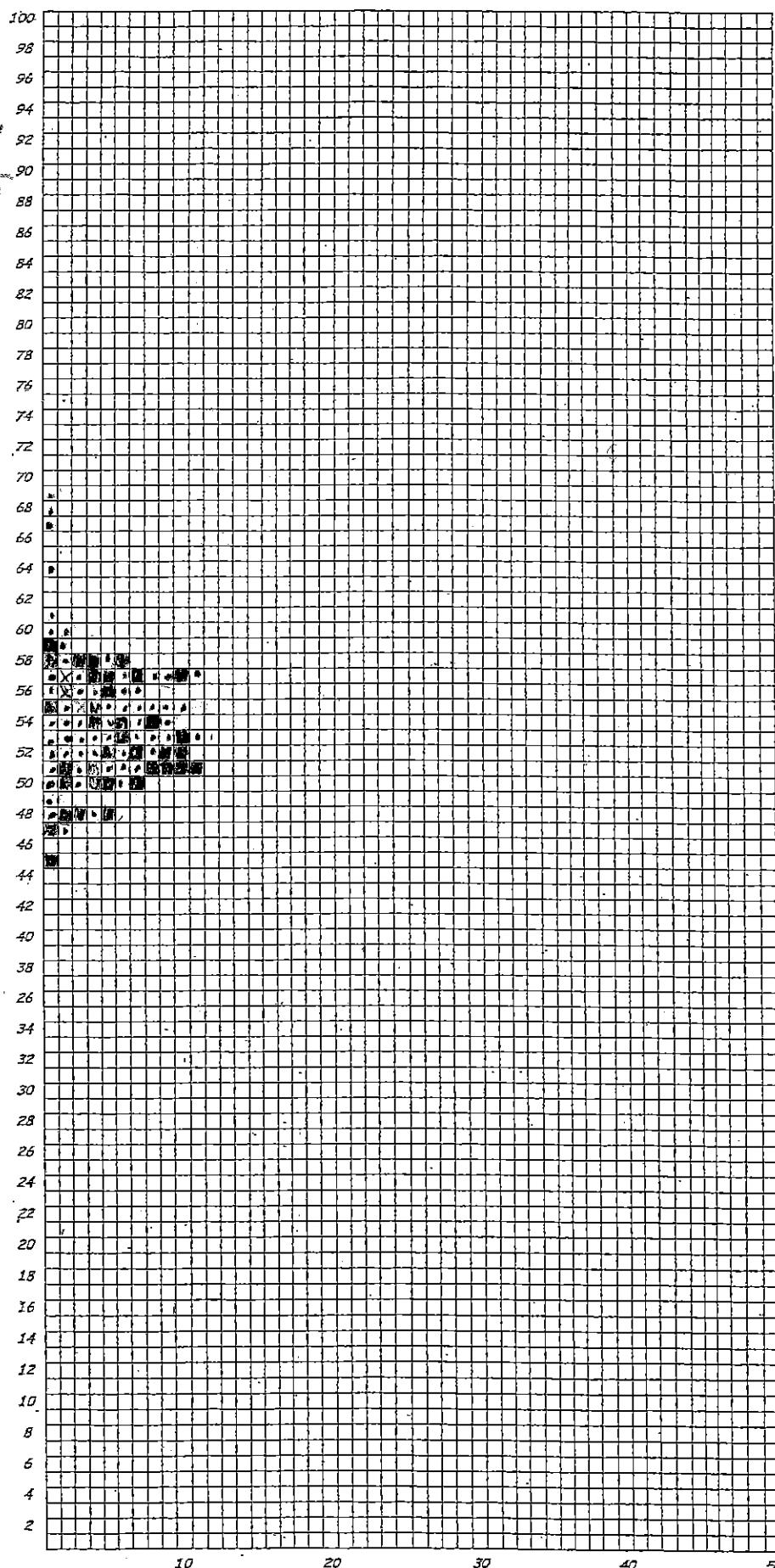
TRUCKS - 27%



SPEED DISTRIBUTION SURVEY

(Radar Survey)

Date	<u>03/21/14</u>
County	<u>CHESTER</u>
Municipality	<u>LONDONDERRY</u>
Street Name	<u>CAP NWPOINT</u>
State Route	<u>0041</u>
Segment / Offset	<u>/</u>
Radar Location	<u>Intersection at 926</u>
Speed Limit	<u>45</u>
Pavement Type	<u>MACADAM</u>
Number of Lanes	<u>1</u>
Travel Direction	<u>N S E W</u>
Time Started	<u>10:00 AM</u> : PM
Time Finished	<u>11:00 AM</u> : PM
Weather	<u>Good</u>
Road Conditions	<u>Good</u>
Number of Vehicles	<u>100</u>
Pace	<u> </u> MPH to <u> </u> MPH



85th Percentile Speed
58 MPH

Cars 
Light Trucks 
Heavy Trucks 

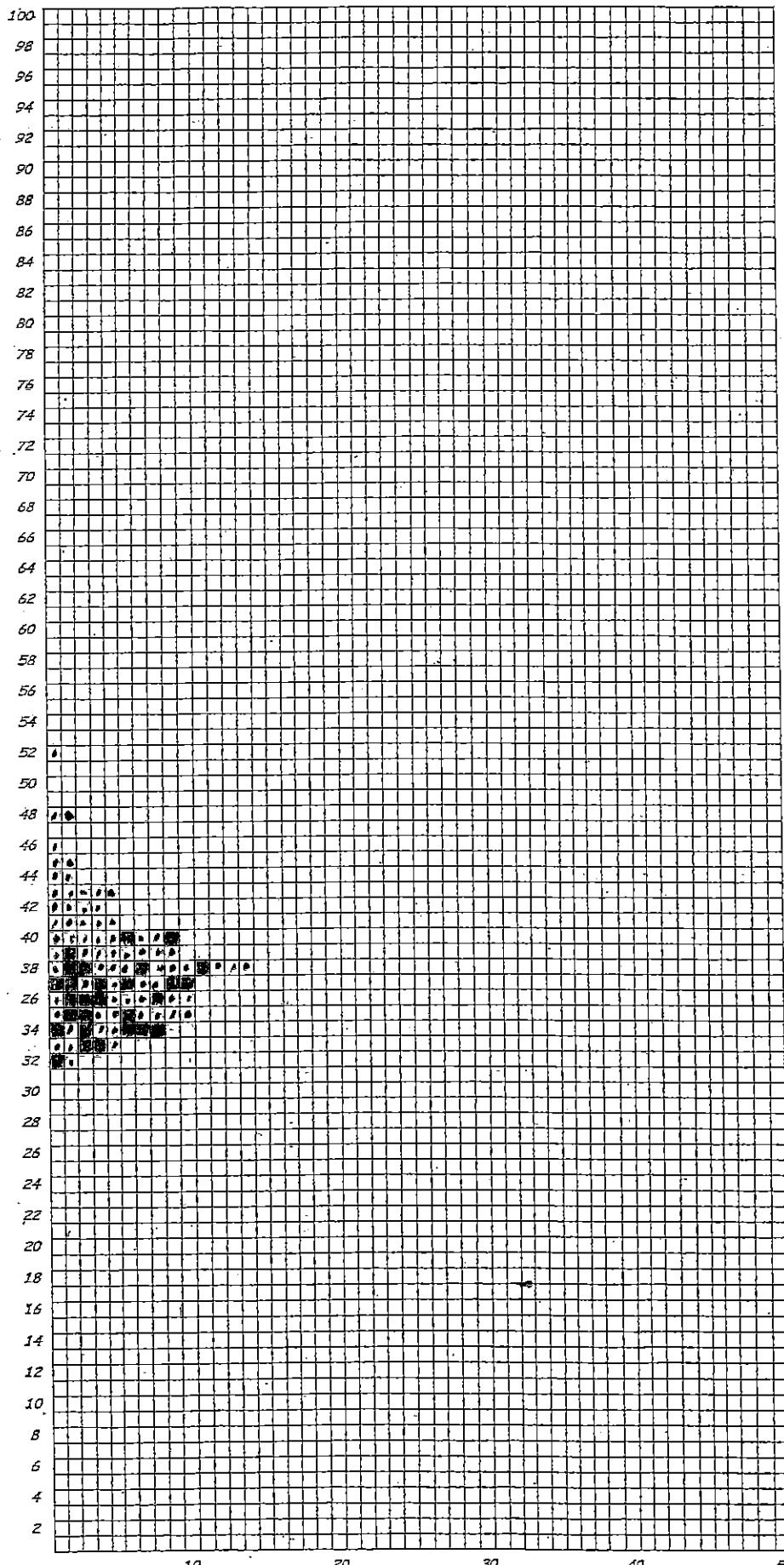
X - OVER SIZE

TRUCKS - 38%

4

*SPEED DISTRIBUTION SURVEY
(Radar Survey)*

Date 03/26/14
County CHESTER
Municipality LONDON GENE
Street Name GAP NEWTON
State Route 0041
Segment / Offset /
Radar Location
Speed Limit 45
Pavement Type MACADAM
Number of Lakes 1
Travel Direction N S E W
Time Started : AM : PM
Time Finished : AM : PM
Weather Good
Road Conditions Good
Number of Vehicles
Pace MPH to MPH



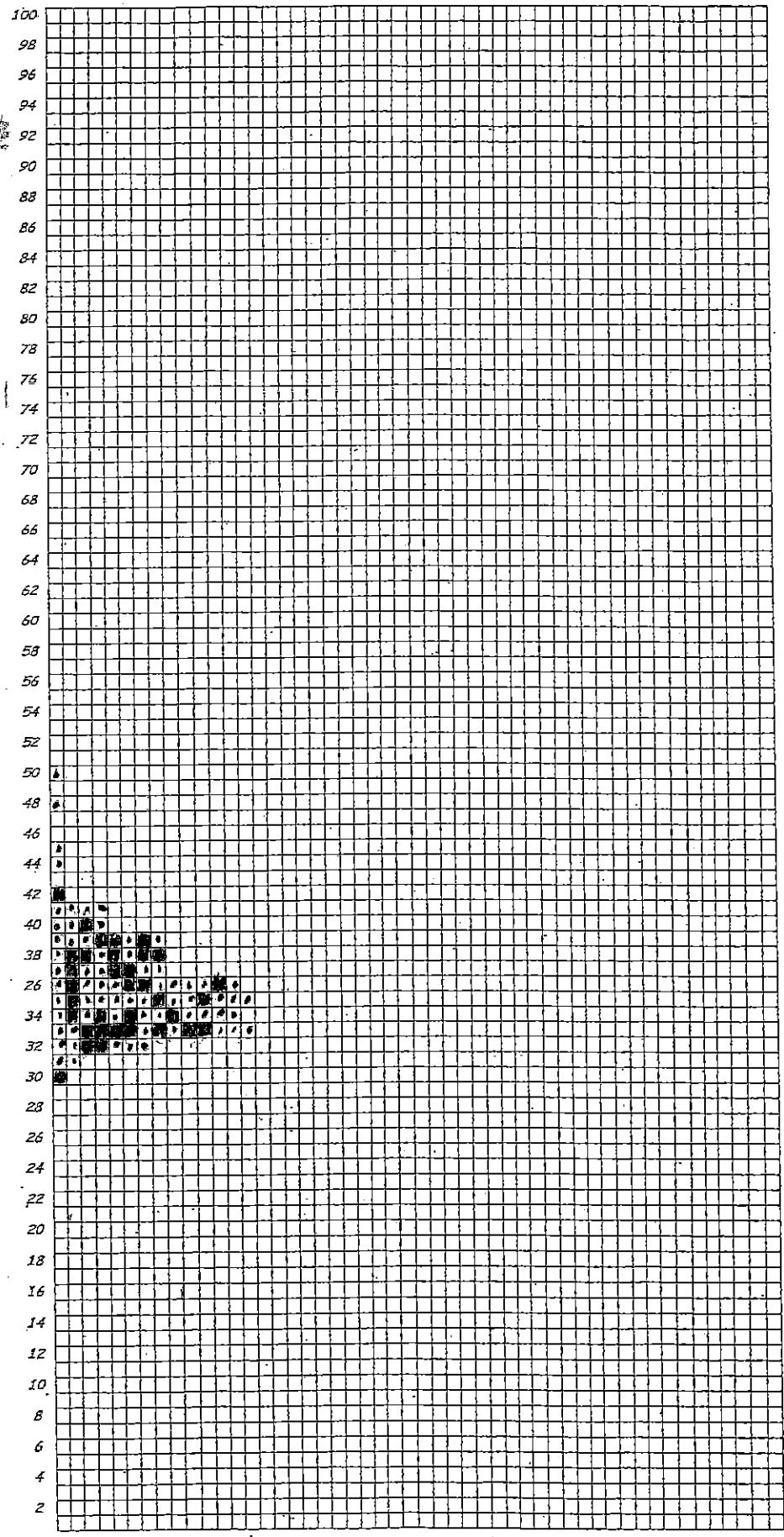
42 MPH

Cars
Light Trucks
Heavy Trucks

ROCKS 28%

(3) SPEED DISTRIBUTION SURVEY
(Radar Survey)

Date	<u>03/26/14</u>
County	<u>CHESTER</u>
Municipality	<u>LONDON GRAVE</u>
Street Name	<u>CAP NEWPORT</u>
State Route	<u>0041</u>
Segment / Offset	<u>/</u>
Radar Location	<u>Intersection at SR 0811</u>
Speed Limit	<u>35</u>
Pavement Type	<u>MACADAM</u>
Number of Lanes	<u>1</u>
Travel Direction	<u>N S E W</u>
Time Started	<u>: AM 12:05</u>
Time Finished	<u>: AM 12:50</u>
Weather	<u>Good</u>
Road Conditions	<u>Good</u>
Number of Vehicles	<u>100</u>
Pace	<u> </u> MPH to <u> </u> MPH



85th Percentile Speed
39 MPH

Cars ●
Light Trucks ▲
Heavy Trucks ■

TRUCKS - 34%