PA 23:
Road Safety Audit

August 2019

Prepared for:
Borough of Phoenixville
351 Bridge Street
Phoenixville, PA 19460



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I. BACKGROUND.

A. Introduction.

The Borough of Phoenixville (Borough) conducted a Road Safety Audit (RSA) of PA 23 along a 3-mile corridor through portions of the Borough of Phoenixville, Schuylkill Township and East Pikeland Township. This RSA was prepared by Remington & Vernick Engineers in conjunction with McMahon Associates and PennDOT District 6-0 representatives.

The RSA identifies proactive safety countermeasures that can be implemented at low cost in the near term. The objectives of this RSA include making the roadway safer for all users by reducing the number and severity of crashes.

This RSA is being performed as a precursor to a larger Corridor Improvement Strategic Plan that is being pursued by the Borough of Phoenixville for improvements along PA 23. The recommendations made by this RSA will be summarized along with recommendations from past studies and used to produce project visioning and promotion materials. Ultimately, the Corridor Improvement Strategic Plan will consolidate recommendations from this RSA and previous studies and identify existing programs and funding opportunities to facilitate implementation.

B. Road Safety Audits.

The Federal Highway Administration (FHWA) defines a Road Safety Audit (RSA) as a formal safety performance examination of an existing or future road or intersection by an independent audit team. An RSA qualitatively estimates and reports on potential road safety issues and identifies opportunities for improvements in safety for all road users.

RSAs are proven safety countermeasure that can be used on projects in design or on existing roads. RSAs can be used for any size of project, ranging from a single intersection to major construction projects. RSAs can effectively identify and facilitate the implementation of other proven safety countermeasures.

RSAs follow an eight-step process prescribed by the FHWA Road Safety Audit Guidelines:

1. Identify Project.
2. Select RSA Team.
3. Conduct Start-up Meeting.
4. Perform Field Reviews.
5. Conduct Analysis & Prepare Report.
6. Present Findings to Project Owner.
7. Prepare Formal Response.
8. Incorporate Findings.

C. Study Area.

The study area for this RSA includes a 3-mile corridor of PA 23, beginning at the intersection of Whitehorse Road (PA 1003) in Schuylkill Township and continuing through the Borough of Phoenixville to the intersection of Ridge Road (PA 23) and Schuylkill Road (PA 724) in East

Pikeland Township. Locally, PA 23 is known as Valley Forge Road, Nutt Road and Schuylkill Road.

The study area has been further separated into four segments: the East End (from Whitehorse Road (PA 1003) to the Phoenixville Hospital); the Urban Core (from the Phoenixville Hospital to Bridge Street (PA 113)); the West End (from Bridge Street (PA 113) to the Norfolk Southern Railroad Crossing); and the Suburban Center (from the Norfolk Southern Railroad Crossing to the intersection of Ridge Road (PA 23) and Schuylkill Road (PA 724)).

1. *East End*

   The East End segment of PA 23 caries traffic east-west connecting Schuylkill Township and Valley Forge with the south side of Phoenixville. The surrounding land use is classified as urbanized, comprised of a mix of residential and commercial properties. This area is highlighted by the intersection of Valley Forge Road with Whitehorse Road, and the intersections of Nutt Road with Starr Street and Manavon Street.

   This segment is classified as a minor arterial with a traffic volume of 13,957 AADT (average annual daily traffic) and 3% truck traffic and a speed limit of 35 mph to 45 mph. In general, the roadway has one travel lane in each direction, and a center turning lane is provided between Starr Street and Manavon Street. There are three traffic signals along this segment of PA 23 located at Whitehorse Road, Starr Street, and S. Main Street/Manavon Street (SR 0029). Sidewalks are present along both sides of PA 23 in the Borough of Phoenixville. However, there are essentially no sidewalks along this segment of PA 23 in Schuylkill Township.

   According to PennDOT's PCIT crash data, there were 58 reportable crashes in the East End segment of PA 23 between 2012 and 2017. Reportable crashes are incidences which may result in a fatality, injury and/or property damage rendering the vehicle disabled, requiring it to be towed from the scene. Angle (24), hit fixed object (8) and rear end (25) crashes represent 98% of the 58 reportable crashes. There were no fatal crashes during the study period, 28 (48%) injury crashes of varying levels of severity and 29 (50%) property damage only crashes. There were no crashes involving pedestrians.

2. *Urban Core*

   The Urban Core segment of PA 23 caries traffic east-west across the south side of Phoenixville. The surrounding land use is classified as urbanized, comprised of a mix of residential and commercial properties. This area is highlighted by Phoenixville Hospital and the intersection of Nutt Road with Gay Street.

   This segment is classified as a principal arterial with a traffic volume of 11,521 AADT (average annual daily traffic) and 4% truck traffic and a speed limit of 35 mph. In general, the roadway has one travel lane in each direction, and a center turning lane is provided between Manavon Street and Gay Street, with left-turn lanes also provided at both approaches to the intersection of Nutt Road with 4th Avenue / Lincoln Avenue. There are two traffic signals along this segment of PA 23 located at Gay Street and 4th Avenue / Lincoln Avenue. Sidewalks are present along both sides of PA 23 in the Borough of Phoenixville.

   According to PennDOT's PCIT crash data, there were 43 reportable crashed in the Urban Core segment of PA 23 between 2012 and 2017. Reportable crashes are crashes which may result in a fatality, injury and/or property damage rendering the vehicle disabled, requiring it to be

towed from the scene. Angle (11), hit fixed object (10) and rear end (12) crashes represent 77% of the 43 reportable crashes. There were no fatal crashes during the study period, 21 (49%) injury crashes of varying levels of severity and 22 (51%) property damage only crashes. There was 1 (2%) crash involving a pedestrian.

3. *West End*

The West End segment of PA 23 caries traffic east-west across the west side of Phoenixville, including traffic connecting from Bridge Street and West Bridge Street. The land use is urban, comprised of a mix of residential and commercial properties. This area is highlighted by the intersections of Nutt Road with Bridge Street, West Bridge Street and Mellon Street.

This segment is classified as a minor arterial with a traffic volume of 24,801 AADT (average annual daily traffic) and 5% truck traffic and a speed limit of 35 mph. In general, the roadway has one travel lane in each direction and a center turning lane is provided between Sherman Street and Paradise Street, with left-turn lanes also provided at both approaches to the intersection of Nutt Road with Bridge Street, West Bridge Street and Mellon Street. There is one traffic signal along this segment of PA 23, notably located at the intersection of Nutt Road with Bridge Street, West Bridge Street and Mellon Street. Sidewalks are present along both sides of PA 23 in the Borough of Phoenixville, except for the north side of Nutt Road between Wheatland Street and Bridge Street where there is a large retaining wall.

According to PennDOT's PCIT crash data, there were 41 reportable crashed in the West End segment of PA 23 between 2012 and 2017. Reportable crashes are crashes which may result in a fatality, injury and/or property damage rendering the vehicle disabled, requiring it to be towed from the scene. Angle (5), hit fixed object (7) and rear end (21) crashes represent 81% of the 41 reportable crashes. There were no fatal crashes during the study period, 17 (42%) injury crashes of varying levels of severity and 24 (59%) property damage only crashes. There were 2 (5%) crashes involving pedestrians.

4. *Suburban Center*

The Suburban Center segment of PA 23 caries traffic east-west connecting East Pikeland Township with the south side of Phoenixville. The land use is suburban, comprised of a mix of residential and commercial properties. This area is highlighted by the intersection of Nutt Road with Kimberton Road and the intersections of Schuylkill Road with Township Line Road, Rapps Dam Road and Ridge Road.

This segment is classified as a minor arterial with a traffic volume of 15,658 AADT (average annual daily traffic) and 4% truck traffic and a speed limit of 35 mph to 45 mph. In general, the roadway has one travel lane in each direction with left-turn lanes provided at approaches to nearly every signalized intersection. Notably, the intersection of Schuylkill Road and Township Line Road does not have turning lanes. There are six traffic signals along this segment of PA 23 located at Kimberton Road (SR 0113), Wawa's driveway, Township Line Road, Shoppes at Valley Forge/Kimberton Square, Rapps Dam Road/Mowere Road, and Ridge Road (SR 0023)/Crossover Boulevard. Sidewalks are present along both sides of PA 23 from Paradise Street to the Wawa. From Wawa to the intersection of Schuylkill Road and Ridge Road sidewalks are inconsistent and not connected.

According to PennDOT's PCIT crash data, there were 119 reportable crashed in the Suburban Center segment of PA 23 between 2012 and 2017. Reportable crashes are crashes which may

result in a fatality, injury and/or property damage rendering the vehicle disabled, requiring it to be towed from the scene. Angle (43), hit fixed object (7) and rear end (54) crashes represent 87% of the 119 reportable crashes. There was 1 fatal crash during the study period, 46 (39%) injury crashes of varying levels of severity and 71 (60%) property damage only crashes. There were 3 (3%) crashes involving pedestrians. In 2013, a pedestrian was fatally hit in the dark near the intersection of Schuylkill Road with Meadow Lane in East Pikeland Township.

D. Team Identification & Field Reviews.

On 3/26/2019, the Borough of Phoenixville hosted an informational meeting for key stakeholders to advise them of the PA 23 Corridor Study and the RSA. Key stakeholders were invited to participate in the RSA as members of the audit team during the field review.

Key stakeholders for the RSA included:

- Borough of Phoenixville;
- Schuylkill Township;
- East Pikeland Township;
- Pennsylvania Department of Transportation (PennDOT);
- Southeastern Pennsylvania Transportation Authority (SEPTA);
- Transportation Management Association of Chester County (TMACC);
- Chester County Planning Commission (CCPC);
- Phoenixville Hospital;
- Phoenixville Area School District.

On 4/16/2019 and 4/23/2019, the audit team conducted field reviews along the PA 23 study area. At the beginning of each day of field review, a start-up meeting was held. The start-up meetings included brief discussion of the RSA scope and objectives, safety during the field reviews, note taking, photo sharing and the anticipated schedule for the RSA.

II. FINDINGS AND RECOMMENDATIONS.

A. Safety Successes.

1. *ADA Facilities at Signalized Intersections.*
   Except for the Township Line Road intersection and some legs of the Kimberton Road (SR 0113) intersection, ADA curb ramps, crosswalks and pedestrian signals have been installed at all signalized intersections along the corridor.

2. *Signal Timing.*
   Within the past 5-10 years, PennDOT completed the retiming of all traffic signals along the study corridor to reduce congestion.

3. *Nutt Road & Starr Street.*
   In conjunction with recent redevelopment activity at the intersection of Nutt Road and Starr Street (TruMark Financial Credit Union), Phoenixville was successful in securing additional right-of-way width for the future widening of Nutt Road. This widening work will accommodate eastbound left-turn and through lanes and westbound left-turn, through and right-turn lanes.

4. *Schuylkill Road & Rapps Dam Road.*
   In conjunction with recent redevelopment activity at Rapps Dam Road (Westside Plaza), East Pikeland Township was able to reconstruct an existing intersection, complete with new traffic signals, turning lanes, sidewalks, ADA curb ramps, and pedestrian signals.

5. *Schuylkill Road & Ridge Road.*
   In conjunction with recent redevelopment activity at the intersection of Ridge Road and Crossover Boulevard (Kimberton Glen), East Pikeland Township was able to reconfigure an existing intersection complete with new traffic signals, turning lanes, sidewalks, ADA curb ramps, and pedestrian signals.

B. Corridor Wide Suggestions.

1. *Traffic Signal Upgrades.*
   While existing traffic signals along the corridor were equipped with pedestrian signals, they did not feature countdown timers or pushbuttons with light and tone for confirmation of activation. In addition, traffic signals can be updated with yellow (high visibility) reflective traffic signal backplates to enhance traffic signal visibility in a busy urban environment. Crash data for the corridor reveals high levels of angle and rear-end collisions. Improvements which would provide improved visibility and advanced warning to vehicles will improve safety.

2. *Renew Striping and Signage.*
   Throughout the corridor, heavy traffic activity has worn the existing striping. Striping should be renewed. Throughout the corridor, there are examples of faded or missing signage which should be replaced. Faded signs should be replaced. In some instances, existing signage should be removed or relocated to promote visibility and reduce sign clutter. Crash data for the corridor reveals high levels of angle and rear-end collisions. Improvements which would provide improved visibility and advanced warning to vehicles will improve safety.

3. *New Signage.*
   Throughout the corridor, there are locations where new or additional signage would be beneficial. Crash data for the corridor reveals high levels of angle and rear-end collisions. Improvements which would provide improved visibility and advanced warning to vehicles will improve safety.

4. *Intersection Access Control.*
   There are many instances where driveway entrances are located within intersections. Wherever alternate entrances are available, property owners should be encouraged to close/eliminate their entrances in intersections. PennDOT may be able to identify if these locations are severe enough to warrant action. Alternatively, upon redevelopment of these properties, PennDOT and local municipalities should encourage or require access from minor streets or neighboring properties. Crash data for the corridor reveals high levels of angle collisions. Improvements which would provide improved visibility and control turning movements will improve safety.

5. *ADA Improvements.*
   Many of the local streets and driveways lack compliant pedestrian routes, curb ramps, cross walks, etc. PennDOT and local municipalities should require compliant pedestrian facilities to be installed along all roadway frontages in conjunction with redevelopment activity. Due to

the time and piecemeal nature of redevelopment activity, PennDOT and local municipalities should consider capital projects to construct compliant pedestrian facilities.

C. Site-specific Improvements.

At several locations along the RSA study area, the need for significant site-specific improvements has been identified. These site-specific improvements are not low cost and may require acquisition of additional right-of-way, analysis of traffic safety and operations, permitting and engineering design. In many cases, these improvements have also been identified and recommended by previous studies (e.g. Phoenixville Region Multimodal Transportation Study (2018), Nutt Road Traffic Evaluation (2017), et al.).

1. *Widening Nutt Road at Starr Street.*
   The intersection of Nutt Road and Starr Street is challenged by Starr Street's angled approach. Currently, eastbound Nutt Road traffic cannot turn left onto Starr Street. As a result, drivers either use nearby Valley Road to reach Starr Street, circulating through the Acme shopping plaza, or make illegal left-turns onto Starr Street. Restriping Nut Road to provide eastbound traffic with seperate through and left-turn lanes will reduce illegal turns at the intersection and reduce instances of left turns into Valley Drive, which currently necessitates "don't block the box" striping. Widening the east leg of the intersection along Nutt Road will provide westbound traffic with separate right-turn, through and left-turn lanes to reduce delays through the intersection. The Borough of Phoenixville has successfully reserved right-of-way to facilitate future widening through recent redevelopment activity.

2. *Reconfiguration of Bridge Street Intersection.*
   The intersection of Nutt Road and Bridge Street also incorporates West Bridge Street and Mellon Street through a complex 5-leg intersection configuration. The RSA field review identified several safety concerns at the intersection, including poor visibility for westbound Nutt Road traffic approaching the intersection; westbound Bridge Street traffic merging onto Nutt Road; inadequate clearances for large vehicles traveling westbound on Bridge Street; and inadequate pedestrian crosswalks and facilities. Crash data showed high concentrations of collisions on the westbound Nutt Road approach and where westbound traffic from Bridge Street merges onto Nutt Road. An evaluation of Nutt Road, completed by McMahon Associates, Inc. in 2017, presented and analyzed several options for the widening and reconfiguration of the intersection, including the possibility of a roundabout. Other previous studies, including the Phoenixville Region Multimodal Transportation Study, have recommended reconfiguration.

3. *Mason Street Signalization.*
   From Nutt Road's intersection with Bridge Street to Kimberton Road, there are no current signalized intersections. Traffic speed and volume through this section presents challenges for vehicles approaching Nutt Road from local cross-streets, especially left-turn movements. Crash data showed concentrations of rear end collisions near the westbound approach to the Norfolk Southern Railway Crossing / Kimberton Road. On the north side of Nutt Road, there has been recent residential development (SteelTown Village) with additional residential development anticipated (French Creek West, et. al.). The French Creek West development will include a new bridge across French Creek, ultimately connecting Mason Street to the French Creek West development and Main Street. An evaluation of Nutt Road, completed by McMahon Associates, Inc. in 2017, presented and analyzed the possibility of a signalized

intersection at Mason Street. Mason Street intersects Nutt Road at a crest, providing favorable site conditions for a signalized intersection. In light of existing safety concerns and future growth, the installation of a new traffic signal at Mason Street will platoon traffic, create turning openings and contribute to safety along the corridor.

4. *Reconfiguration of Township Line Road Intersection.*
The intersection of Schuylkill Road (and Nutt Road) and Township Line Road is misaligned and complicated due to the proximity of French Creek. The RSA field review identified several safety concerns at the intersection, including northbound Township Line Road (and Valley Forge Road) traffic turning onto Schuylkill Road from acute angle approaches with difficult visibility; inadequate pedestrian crosswalks and facilities. Also, Schuylkill Road narrows at this intersection and does not have any turning lanes, contributing to delays. Ultimately, reconfiguration of the intersection and/or widening of Schuylkill Road through the intersection is recommended.

III. CONCLUSIONS.

A. Summary.

This RSA has produced a comprehensive list of recommendations to improve safety and performance along the PA 23 corridor. Each recommendation within this RSA is provided along with suggested agencies or pathways for implementation. A significant number of recommendations can be implemented through coordination with PennDOT through their annual maintenance activities or a designated PennDOT traffic safety project. Other recommendations can be implemented through municipal maintenance activities, municipal notifications to property owners or during the planning of future redevelopment activities. Municipalities can seek funding for implementation of recommendations through the Automated Red Light Enforcement (ARLE) and Green-Light-Go programs. The recommendations from this RSA should be implemented as time and budget limitations permit.

IV. APPENDICES.

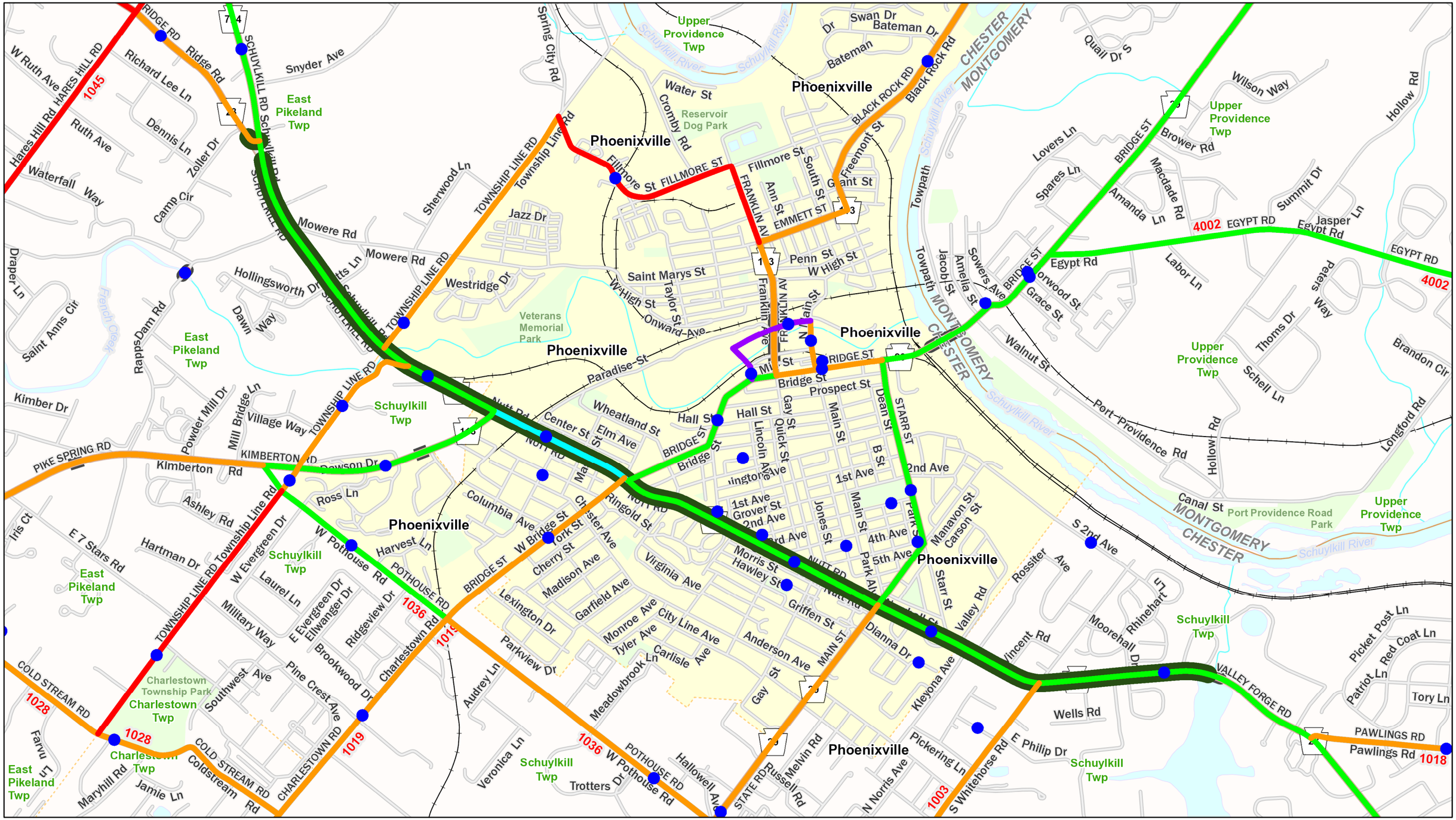
Appendix A: Maps

1. Route 23 Corridor Study Area
2. PennDOT TIRe AADT Map
3. PennDOT TIRe Functional Classification Map


Route 23 Corridor Study Area
Suburban Center
AADT: 15,654
West End
AADT: 24,801
Urban Core
AADT: 11,521
East End
AADT: 13,957
Study Intersection
N
1,300 650 0 1,300
Feet

Tire System Map - SR 23

pennsylvania
DEPARTMENT OF TRANSPORTATION



March 28, 2019

- ATR
- CAVC
- WIM
- Portable
- AADT <= 1,000
- AADT 1,001 - 5,000
- AADT 5,001 - 10,000
- AADT 10,001 - 20,000
- AADT 20,001 - 50,000
- AADT 50,001 +
- AOI (RMS Segments)

1:23,069

0 0.2 0.4 0.8 mi

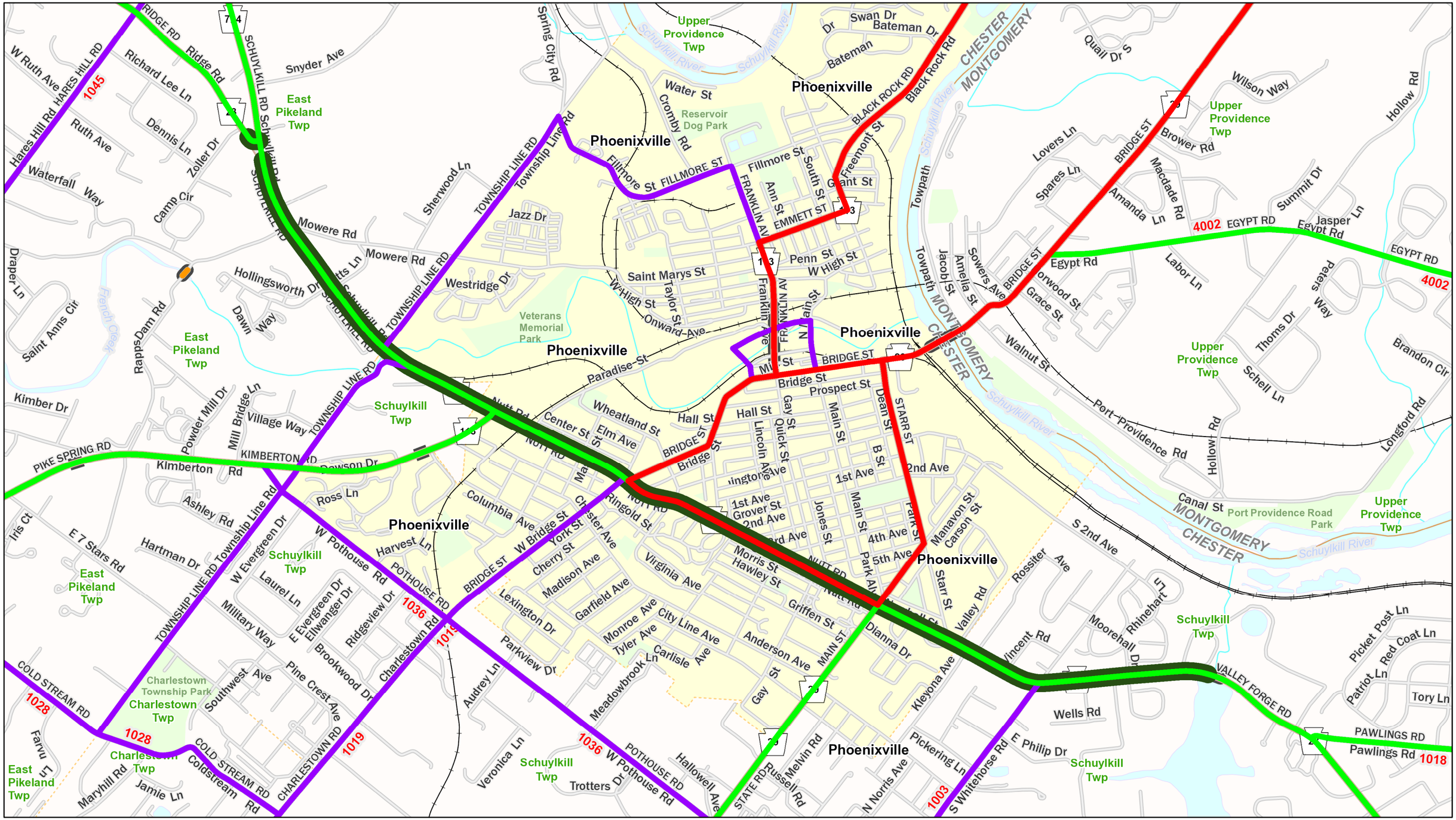
0 0.3 0.6 1.2 km

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Tire System Map - SR 23 Functional Classification



March 28, 2019

- Interstate
- Other Freeway/Expressway
- Other Principal Arterial
- Minor Arterial
- Collector
- Minor Collector
- Local
- AOI (RMS Segments)

1:23,069

0 0.2 0.4 0.8 mi

0 0.3 0.6 1.2 km

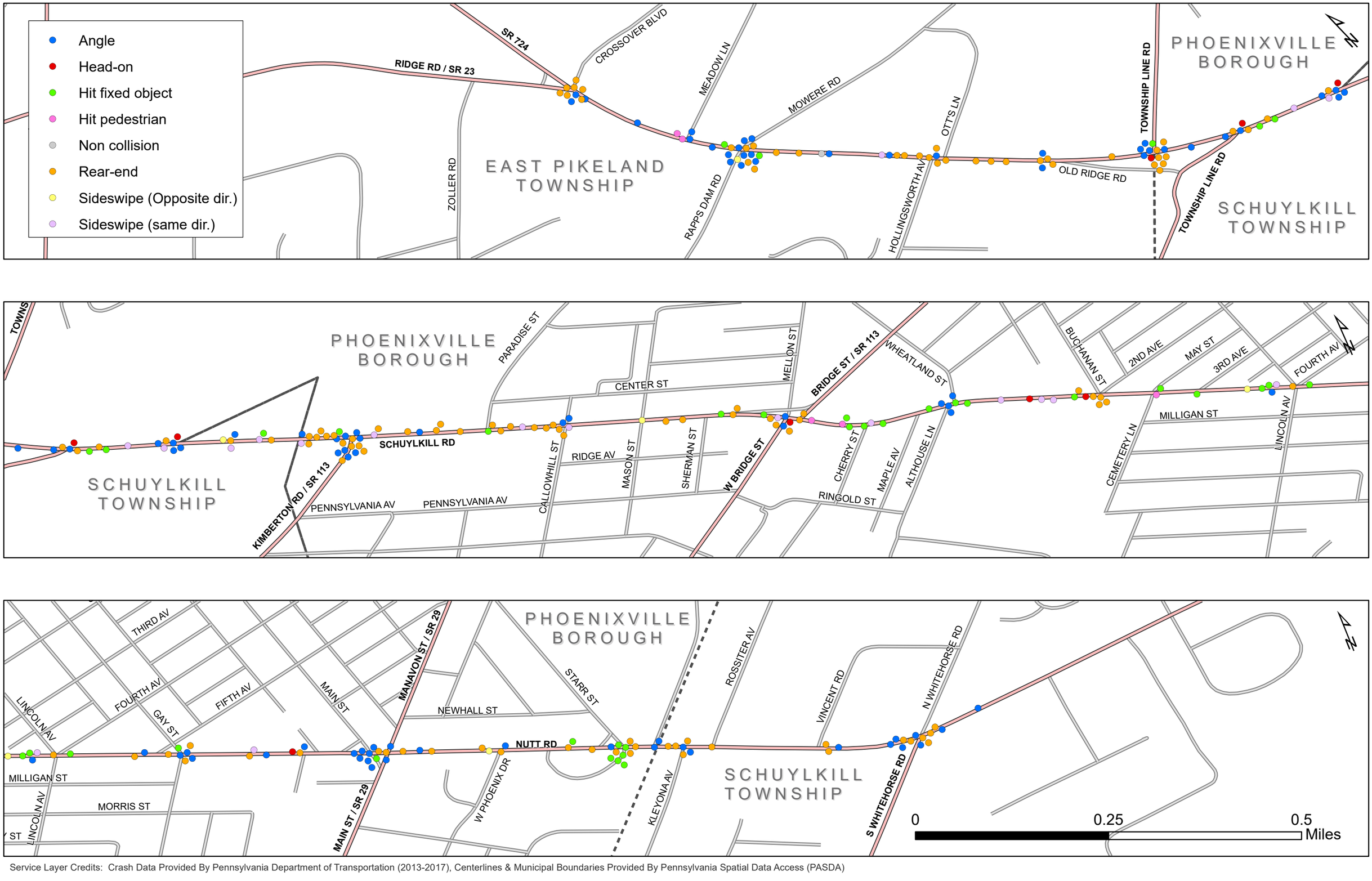
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Appendix B: Crash Data

1. PA Route 23 Crash Data Summary Map
2. PCIT Crash History – East End
3. PCIT Crash History Urban Core
4. PCIT Crash History – West End
5. PCIT Crash History – Suburban Center

PA ROUTE 23 CRASH DATA SUMMARY



Service Layer Credits: Crash Data Provided By Pennsylvania Department of Transportation (2013-2017), Centerlines & Municipal Boundaries Provided By Pennsylvania Spatial Data Access (PASDA)

Date Range: 01/01/2012 to 12/31/2017*

CRASH SEVERITY LEVEL BY YEAR

	2012 CRASHES	2013 CRASHES	2014 CRASHES	2015 CRASHES	2016 CRASHES	2017 CRASHES	ALL YEARS CRASHES
SUSPECTED MINOR INJURY	0	0	1	0	1	1	3
POSSIBLE INJURY	1	3	4	1	3	0	12
UNKNOWN SEVERITY	1	4	4	4	4	2	19
UNKNOWN IF INJURED	0	0	0	0	1	1	2
PROPERTY DMG ONLY	6	6	2	6	9	8	37
TOTAL	8	13	11	11	18	12	73

CRASH DESCRIPTION TYPES BY YEAR

	2012 CRASHES	2013 CRASHES	2014 CRASHES	2015 CRASHES	2016 CRASHES	2017 CRASHES	ALL YEARS CRASHES
ANGLE	2	5	3	5	9	3	27
HEAD ON	0	0	0	1	0	0	1
HIT FIXED OBJECT	2	2	2	2	1	3	12
OPP DIRECTION SIDESWIPE	0	0	0	0	0	1	1
REAR END	3	6	6	3	8	5	31
SAME DIRECTION SIDESWIPE	1	0	0	0	0	0	1
TOTAL	8	13	11	11	18	12	73

PERSON INJURY SUMMARY BY YEAR

	2012 PERSONS	2013 PERSONS	2014 PERSONS	2015 PERSONS	2016 PERSONS	2017 PERSONS	ALL YEARS PERSONS
FATALITIES	0	0	0	0	0	0	0
SUSPECTED SERIOUS INJURIES	0	0	0	0	0	0	0
SUSPECTED MINOR INJURIES	0	0	1	0	1	2	4
POSSIBLE INJURIES	1	3	4	1	3	0	12
UNKNOWN SEVERITY	1	5	4	5	5	2	22
UNKNOWN IF INJURED	0	0	0	0	1	1	2

*** PLEASE NOTE: Years which do not appear in the report contain zero crashes for this request.**

* Crash information for 2019 is incomplete at the time of this printing. As such, data for 2019 are not included in this report.

IMPORTANT: The information contained in this document is drawn from raw data and should not be interpreted as representing an engineering judgement or determination made by the Department of Transportation as to the type and severity of accidents noted herein.

Print Date: 05/28/2019

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PCIT - PUBLIC REQUEST / PRESS INQUIRY REPORT (01-07)

NOTES:

1 Injury Severity Disclaimer

Please note that beginning January 1, 2016, PennDOT adopted the Federal standard for collecting injury severity data. The field descriptions and definitions changed from the state standard that had been in use for decades. This resulted in a substantial shift in severity levels. Therefore, comparison of the “Suspected Serious Injury”, “Suspected Minor Injury” and “Possible Injury” categories will not be consistent for crashes taking place before versus after the adoption of the new standard.

2 Complete data years

Complete records of reportable crashes are available in PCIT for the following years: 1998 - 2017

REPORT PARAMETERS:

Date Range : 01/01/2012 to 12/31/2017

Selected Shapes : Route - 3584.229 Feet - Buffer (100 Feet),Route - 3584.229 Feet

Filter Characteristics:

Date Range: 01/01/2012 to 12/31/2017*

CRASH SEVERITY LEVEL BY YEAR

	2012 CRASHES	2013 CRASHES	2014 CRASHES	2015 CRASHES	2016 CRASHES	2017 CRASHES	ALL YEARS CRASHES
SUSPECTED SERIOUS INJURY	0	0	0	1	0	0	1
SUSPECTED MINOR INJURY	2	1	0	1	0	0	4
POSSIBLE INJURY	1	0	2	2	2	1	8
UNKNOWN SEVERITY	2	1	4	5	1	1	14
PROPERTY DMG ONLY	7	4	3	6	7	5	32
TOTAL	12	6	9	15	10	7	59

CRASH DESCRIPTION TYPES BY YEAR

	2012 CRASHES	2013 CRASHES	2014 CRASHES	2015 CRASHES	2016 CRASHES	2017 CRASHES	ALL YEARS CRASHES
ANGLE	1	1	2	4	3	2	13
HEAD ON	1	0	1	1	1	0	4
HIT FIXED OBJECT	3	2	3	5	2	0	15
OPP DIRECTION SIDESWIPE	0	0	0	1	0	0	1
PEDESTRIAN	0	0	1	0	0	0	1
REAR END	6	2	2	2	3	3	18
SAME DIRECTION SIDESWIPE	1	1	0	2	1	2	7
TOTAL	12	6	9	15	10	7	59

PERSON INJURY SUMMARY BY YEAR

	2012 PERSONS	2013 PERSONS	2014 PERSONS	2015 PERSONS	2016 PERSONS	2017 PERSONS	ALL YEARS PERSONS
FATALITIES	0	0	0	0	0	0	0
SUSPECTED SERIOUS INJURIES	0	0	0	1	0	0	1
SUSPECTED MINOR INJURIES	3	1	0	1	0	0	5
POSSIBLE INJURIES	1	0	2	2	2	1	8
UNKNOWN SEVERITY	2	3	5	5	1	2	18
UNKNOWN IF INJURED	0	0	0	0	0	0	0

*** PLEASE NOTE: Years which do not appear in the report contain zero crashes for this request.**

* Crash information for 2019 is incomplete at the time of this printing. As such, data for 2019 are not included in this report.

IMPORTANT: The information contained in this document is drawn from raw data and should not be interpreted as representing an engineering judgement or determination made by the Department of Transportation as to the type and severity of accidents noted herein.

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Please note that beginning January 1, 2016, PennDOT adopted the Federal standard for collecting injury severity data. The field descriptions and definitions changed from the state standard that had been in use for decades. This resulted in a substantial shift in severity levels. Therefore, comparison of the “Suspected Serious Injury”, “Suspected Minor Injury” and “Possible Injury” categories will not be consistent for crashes taking place before versus after the adoption of the new standard.

2 Complete data years

Complete records of reportable crashes are available in PCIT for the following years: 1998 - 2017

REPORT PARAMETERS:

Date Range : 01/01/2012 to 12/31/2017

Selected Shapes : Route - 3671.878 Feet - Buffer (100 Feet),Route - 3671.878 Feet

Filter Characteristics:

Date Range: 01/01/2012 to 12/31/2017*

CRASH SEVERITY LEVEL BY YEAR

	2012 CRASHES	2013 CRASHES	2014 CRASHES	2015 CRASHES	2016 CRASHES	2017 CRASHES	ALL YEARS CRASHES
SUSPECTED SERIOUS INJURY	0	0	0	0	1	0	1
SUSPECTED MINOR INJURY	0	1	0	1	0	1	3
POSSIBLE INJURY	0	1	0	0	2	2	5
UNKNOWN SEVERITY	5	3	2	0	2	1	13
PROPERTY DMG ONLY	5	4	2	8	7	1	27
TOTAL	10	9	4	9	12	5	49

CRASH DESCRIPTION TYPES BY YEAR

	2012 CRASHES	2013 CRASHES	2014 CRASHES	2015 CRASHES	2016 CRASHES	2017 CRASHES	ALL YEARS CRASHES
ANGLE	1	1	0	2	1	0	5
HEAD ON	1	0	0	0	1	0	2
HIT FIXED OBJECT	2	3	1	3	0	0	9
NON COLLISION	1	0	0	0	0	0	1
OPP DIRECTION SIDESWIPE	0	0	0	0	0	1	1
PEDESTRIAN	0	0	0	0	1	1	2
REAR END	5	5	3	4	5	3	25
SAME DIRECTION SIDESWIPE	0	0	0	0	4	0	4
TOTAL	10	9	4	9	12	5	49

PERSON INJURY SUMMARY BY YEAR

	2012 PERSONS	2013 PERSONS	2014 PERSONS	2015 PERSONS	2016 PERSONS	2017 PERSONS	ALL YEARS PERSONS
FATALITIES	0	0	0	0	0	0	0
SUSPECTED SERIOUS INJURIES	0	0	0	0	1	0	1
SUSPECTED MINOR INJURIES	0	1	0	1	0	2	4
POSSIBLE INJURIES	0	2	0	0	2	2	6
UNKNOWN SEVERITY	7	3	2	0	2	1	15
UNKNOWN IF INJURED	0	0	0	0	0	0	0

*** PLEASE NOTE: Years which do not appear in the report contain zero crashes for this request.**

* Crash information for 2019 is incomplete at the time of this printing. As such, data for 2019 are not included in this report.

IMPORTANT: The information contained in this document is drawn from raw data and should not be interpreted as representing an engineering judgement or determination made by the Department of Transportation as to the type and severity of accidents noted herein.

Print Date: 05/28/2019

Print Date: 05/28/2019

PCIT - PUBLIC REQUEST / PRESS INQUIRY REPORT (01-07)

NOTES:

1 Injury Severity Disclaimer

Please note that beginning January 1, 2016, PennDOT adopted the Federal standard for collecting injury severity data. The field descriptions and definitions changed from the state standard that had been in use for decades. This resulted in a substantial shift in severity levels. Therefore, comparison of the “Suspected Serious Injury”, “Suspected Minor Injury” and “Possible Injury” categories will not be consistent for crashes taking place before versus after the adoption of the new standard.

2 Complete data years

Complete records of reportable crashes are available in PCIT for the following years: 1998 - 2017

REPORT PARAMETERS:

Date Range : 01/01/2012 to 12/31/2017

Selected Shapes : Route - 2336.796 Feet - Buffer (100 Feet),Route - 2336.796 Feet

Filter Characteristics:

Date Range: 01/01/2012 to 12/31/2017*

CRASH SEVERITY LEVEL BY YEAR

	2012 CRASHES	2013 CRASHES	2014 CRASHES	2015 CRASHES	2016 CRASHES	2017 CRASHES	ALL YEARS CRASHES
FATAL INJURY	0	1	0	0	0	0	1
SUSPECTED MINOR INJURY	4	0	0	2	4	0	10
POSSIBLE INJURY	9	4	3	4	5	4	29
UNKNOWN SEVERITY	11	7	2	3	9	1	33
PROPERTY DMG ONLY	17	10	17	18	15	17	94
TOTAL	41	22	22	27	33	22	167

CRASH DESCRIPTION TYPES BY YEAR

	2012 CRASHES	2013 CRASHES	2014 CRASHES	2015 CRASHES	2016 CRASHES	2017 CRASHES	ALL YEARS CRASHES
ANGLE	14	7	7	9	13	9	59
HEAD ON	0	0	0	1	2	0	3
HIT FIXED OBJECT	1	0	0	2	2	3	8
NON COLLISION	0	0	0	0	1	0	1
OPP DIRECTION SIDESWIPE	1	0	0	0	1	1	3
PEDESTRIAN	0	1	0	0	1	0	2
REAR END	23	13	12	14	11	9	82
SAME DIRECTION SIDESWIPE	2	1	3	1	2	0	9
TOTAL	41	22	22	27	33	22	167

PERSON INJURY SUMMARY BY YEAR

	2012 PERSONS	2013 PERSONS	2014 PERSONS	2015 PERSONS	2016 PERSONS	2017 PERSONS	ALL YEARS PERSONS
FATALITIES	0	1	0	0	0	0	1
SUSPECTED SERIOUS INJURIES	0	0	0	0	0	0	0
SUSPECTED MINOR INJURIES	4	0	0	2	4	0	10
POSSIBLE INJURIES	9	6	5	4	6	4	34
UNKNOWN SEVERITY	20	9	3	5	11	1	49
UNKNOWN IF INJURED	2	0	0	0	0	0	2

*** PLEASE NOTE: Years which do not appear in the report contain zero crashes for this request.**

* Crash information for 2019 is incomplete at the time of this printing. As such, data for 2019 are not included in this report.

IMPORTANT: The information contained in this document is drawn from raw data and should not be interpreted as representing an engineering judgement or determination made by the Department of Transportation as to the type and severity of accidents noted herein.

Print Date: 05/28/2019

Print Date: 05/28/2019

PCIT - PUBLIC REQUEST / PRESS INQUIRY REPORT (01-07)

NOTES:

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2 Complete data years

Complete records of reportable crashes are available in PCIT for the following years: 1998 - 2017

REPORT PARAMETERS:

Date Range : 01/01/2012 to 12/31/2017

Selected Shapes : Route - 6489.890 Feet - Buffer (100 Feet),Route - 6489.890 Feet

Filter Characteristics:

Appendix C: Field Review Team

1. Field Review Sign-In Sheet: Day 1
2. Field Review Sign-In Sheet: Day 2

Field Review Sign-In Sheet Day 1

NAME	REPRESENTING	PHONE NUMBER	E-MAIL ADDRESS
Owen Hyne, P.E.	RVE	(610) 940-1050 (717) 977-6178 cell	owen.hyne@rve.com
JON EWALD	TMACC / TRI BOROUGH	(610) 202-9166	JEWALD@thetricounty.org
Bill Deguffroy	McMahon	(267) 726-4221	wdeguffroy@mcmahonassociates.com
Kim Moretti	East Pikeland	610 933 1770	manager@eastpikeland.org
Matthew Anderson	PennDOT	610 205 6597	mattanders@pa.gov
Sharang Malaviya	PennDOT	610 205 6924	shmalaviya@pa.gov
DARREN Keith	SEPTA	215-804-6933	Keith.Darren67@yahoo.com
PAUL LUTZ	PENNDOT	610-205-6565	PLUTZ@PA.GOV
JOHN YURICK	McMAHON	215-499-4467	jyurick@mcmahonassociates.com

NOTE: PRINT LEGIBLY & PROVIDE BUSINESS CARD IF AVAILABLE

REMINGTON & VERNICK ENGINEERS

Field Review Sign-In Sheet: Day 2

NAME	REPRESENTING	PHONE NUMBER	E-MAIL ADDRESS
Owen Hyne, P.E.	RVE	(610) 940-1050 (717) 977-6178 cell	owen.hyne@rve.com
DAVE ADAMS	PENNDOT	610-205-6576	DAVIDADAMS@PA.GOV
Bill Deguffroy	mcmahon	267-726-4221	wdeguffroy@mcmahonassociates.com
JON EWALD	TMACC/RVE	610 202-9666	JEWALD@PHOENIXVILLE.ORG
Liz Colletti	RVE	610-940-1056	elizabeth.colletti@rve.com
DARREN Keith	SEPTA	215-804-6933	keith.DARREN67@yahoo.com
PAUL LUTZ	PENNDOT	610 205 6565	plutz@pa.gov
JOHN YURICK	McMAHON	610-594-9995	jyurick@mcmahonassociates.com
VINCE CERBONE	PA DOT	610-205-6778	VCERBONE@PA.GOV
Matthew Anderson	Penn DOT	610 205 6597	mathanders@pa.gov

NOTE: PRINT LEGIBLY & PROVIDE BUSINESS CARD IF AVAILABLE

REMINGTON & VERNICK ENGINEERS

Appendix D: RSA Field Review Handout (without aerial images)

Start-Up Meeting

1. Introductions.
   a. Sign-in.

2. Distribute Field Review Handout.

3. Review RSA Scope & Objectives.
   a. PA 23 (a.k.a. Nutt Rd., Valley Forge Rd. or Schuylkill Rd.), from Whitehorse Road (Schuylkill Twp.) to Ridge Road (E. Pikeland Twp.)
   b. Formal safety performance examination of an existing road or intersection by an independent audit team. An RSA qualitatively estimates and reports on potential road safety issues and identifies opportunities for improvements in safety for all road users (cars, trucks, motorcycles, busses, bicycles, pedestrians, impaired).

4. Responsibilities.
   a. Safety.
   b. Notes. RVE will be recording notes from the field review. Attendees are encouraged to e-mail notes from the field review to RVE.
   c. Photos. RVE will be taking photos. Attendees are encouraged to provide their photos to RVE.
   d. RSA. RVE will prepare the RSA and distribute a draft to the field review attendees for comment. Once the comment period is complete, the RSA will be finalized and offered for acceptance by the Borough of Phoenixville.

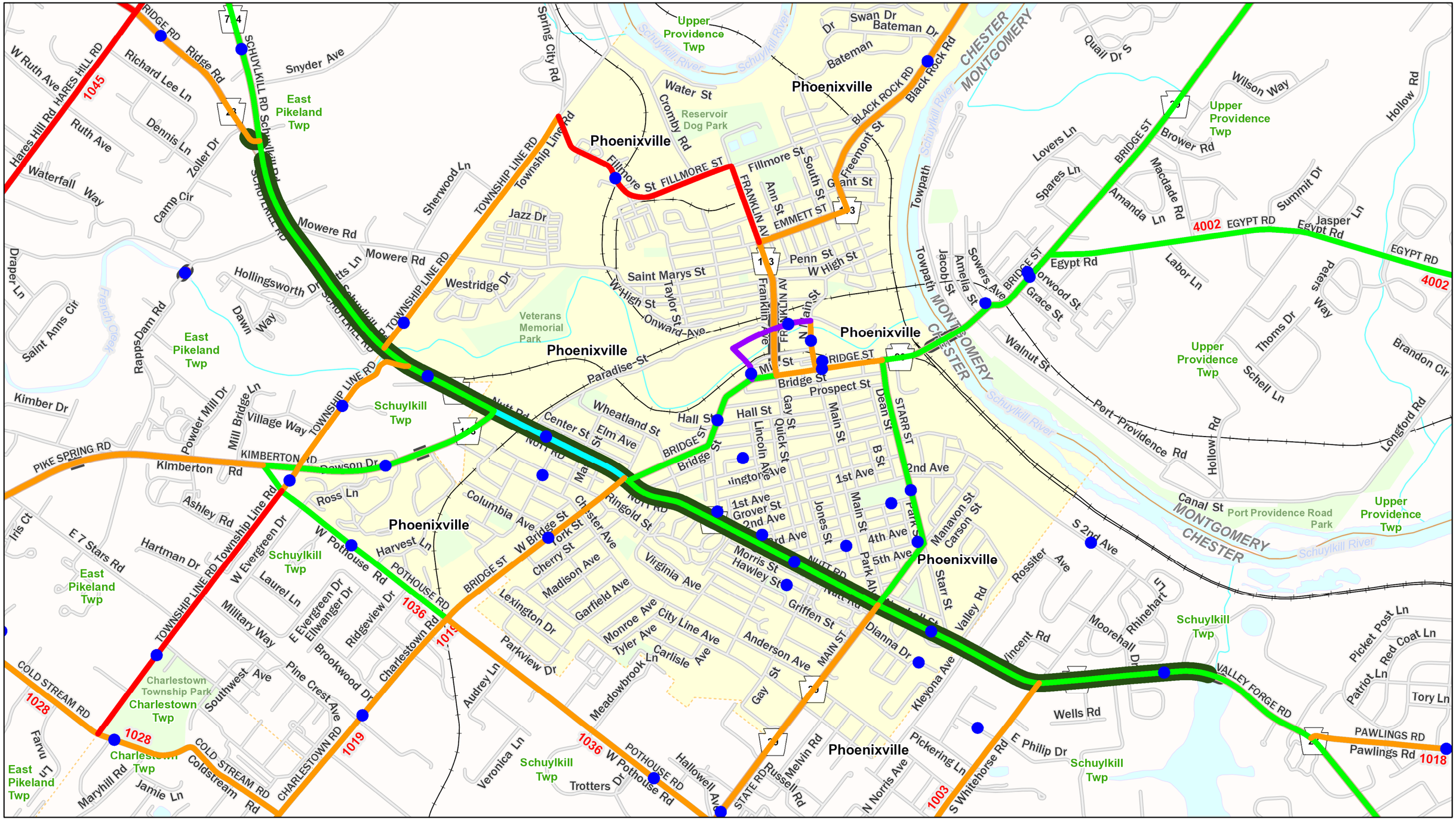
5. RSA Schedule.
   a. Field Review:
      i. Day 1 (Ridge Rd – Bridge St): 4/16/2019, 9:00AM – 3:00PM
      ii. Day 2 (Whitehorse Rd – Bridge St): 4/23/2019, 9:00AM – 3:00PM
   b. Road Safety Audit - DRAFT: 5/21/2019
   c. Audit Team Comment Period: 6/4/2019
   d. Road Safety Audit - FINAL: 6/11/2019

6. Roles & Contact Information.
   a. Project Owner: Borough of Phoenixville
      (610) 933-8801
      E. Jean Krack, Borough Manager
      (ejkrack@phoenixville.org)
   b. RSA Team Leader: Remington & Vernick Engineers (Borough Engineer)
      (610) 940-1050
      Owen Hyne, P.E. (owen.hyne@rve.com)
      Elizabeth Colletti, E.I.T. (elizabeth.colletti@rve.com)
   c. Other: McMahon & Associates (Borough Traffic Engineer)
      (610) 594-9995
      John Yurick, P.E. (jyurick@mcmahonassociates.com)


Route 23 Corridor Study Area
Suburban Center
AADT: 15,654
West End
AADT: 24,801
Urban Core
AADT: 11,521
East End
AADT: 13,957
Study Intersection
N
1,300 650 0 1,300
Feet

Tire System Map - SR 23

pennsylvania
DEPARTMENT OF TRANSPORTATION



March 28, 2019

- ATR
- CAVC
- WIM
- Portable
- AADT <= 1,000
- AADT 1,001 - 5,000
- AADT 5,001 - 10,000
- AADT 10,001 - 20,000
- AADT 20,001 - 50,000
- AADT 50,001 +
- AOI (RMS Segments)

1:23,069

0 0.2 0.4 0.8 mi

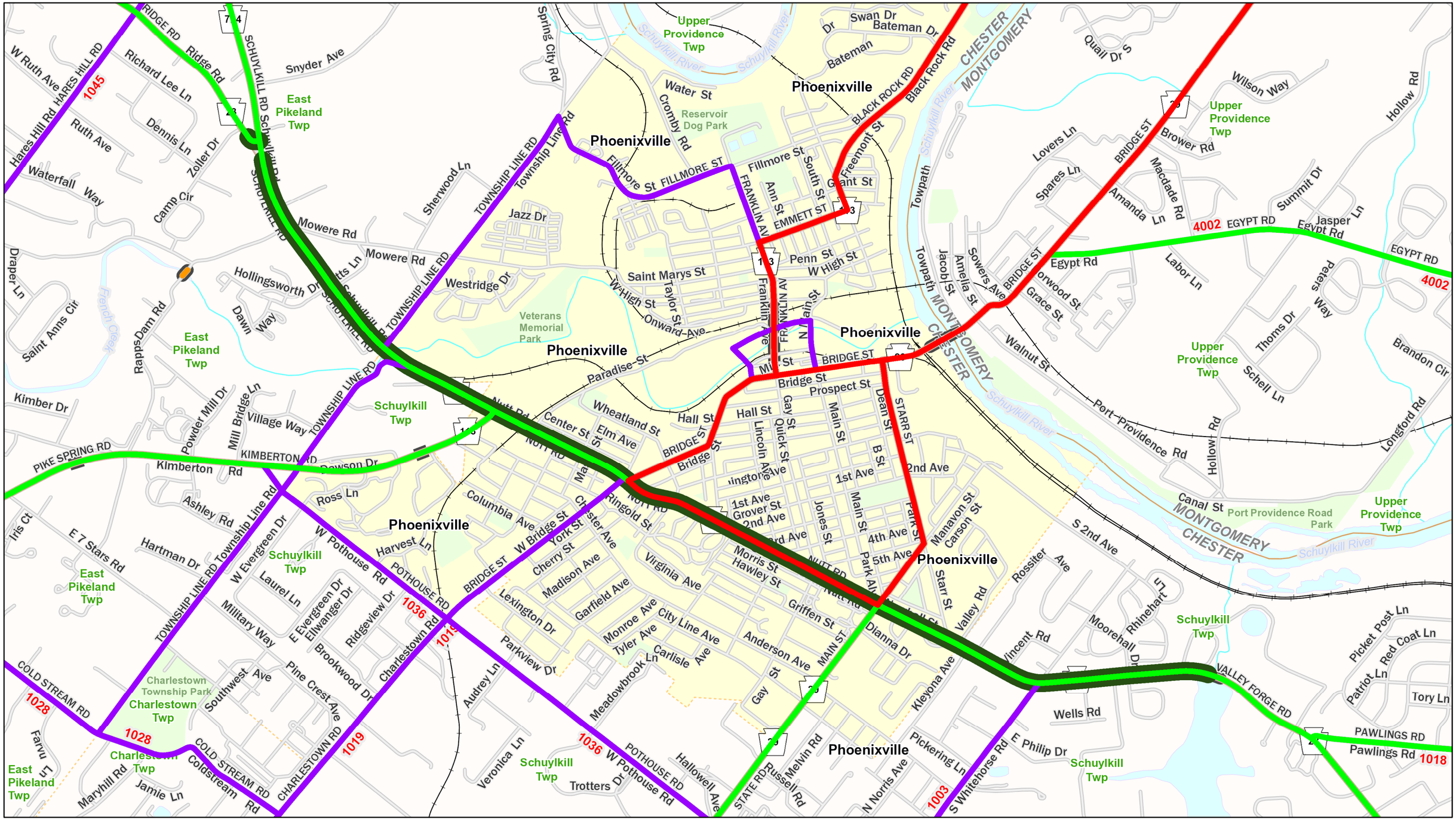
0 0.3 0.6 1.2 km

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Remington & Vernick Engineers

pennsylvania
DEPARTMENT OF TRANSPORTATION

Tire System Map - SR 23 Functional Classification



March 28, 2019

- Interstate
- Other Freeway/Expressway
- Other Principal Arterial
- Minor Arterial
- Collector
- Minor Collector
- Local
- AOI (RMS Segments)

1:23,069

0 0.2 0.4 0.8 mi

0 0.3 0.6 1.2 km

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O Hyne
Remington & Vernick Engineers

1) **Road Function, Classification, Environment**

2) **Road Alignment and Cross Section**
   a) Visibility, sight distance
   b) Design speed
   c) Speed limit/speed zoning
   d) Passing
   e) 'Readability' (perception) of the alignment by drivers
   f) Human factors
   g) Widths
   h) Shoulders
   i) Cross slopes
   j) Side slopes
   k) Drains
   l) Combinations of features

3) **Auxiliary Lanes**
   a) Tapers
   b) Shoulders
   c) Signs and markings
   d) Turning traffic

4) **Intersections**
   a) Location
   b) Visibility, sight distance
   c) Signing and marking
   d) Layout and 'readability' (perception) by drivers
   e) Pedestrians, bicyclists
   f) Lighting

5) **Interchanges**
   a) Visibility, sight distance
   b) Lanes, shoulders
   c) Signing, marking, delineation
   d) Pedestrians, bicyclists
   e) Lighting

6) **Signs and Lighting**
   a) Lighting
   b) General signs issues
   c) Sign legibility
   d) Sign supports

7) **Marking and Delineation**
   a) General issues
   b) Centerlines, edgelines, lane lines
   c) Guideposts and reflectors
   d) Curve warning and delineation

8) **Barriers and Clear Zones**
   a) Clear zones
   b) Barriers
   c) End treatments /Crash cushions
   d) Pedestrian railing
   e) Visibility of barriers and fences

9) **Traffic Signals**
   a) Operations
   b) Visibility
   c) Placement of signal heads

10) Pedestrians and Bicyclists
- a) General issues
- b) Pedestrians
- c) Bicyclists
- d) Public transport

11) Older Drivers
- a) Turning operations (receiving lane widths, radii)
- b) Channelization, opposing left turn lanes
- c) Sight triangles
- d) Signing, marking and delineation
- e) Traffic signals

12) Bridges and Culverts
- a) Design features
- b) Barriers
- c) Pedestrian and recreational facilities, delineation

13) Pavement
- a) Pavement defects
- b) Skid resistance
- c) Ponding/icing/snow accumulation
- d) Loose stones/material
- e) Manholes

14) Parking

15) Provision For Heavy Vehicles
- a) Design issues
- b) Pavement/shoulder quality

16) Floodways and Causeways
- a) Ponding and flooding
- b) Safety of devices

17) Other Safety Issues
- a) Landscaping
- b) Temporary works
- c) Headlight glare
- d) Roadside activities
- e) Signs of possible problems (pavement, roadside)
- f) Rest areas
- g) Environment
- h) Median curbing

SIGNAL INDICATIONS

9" SYMBOLS 12" LENS 12" LENS

11,12,13, 14,15,16

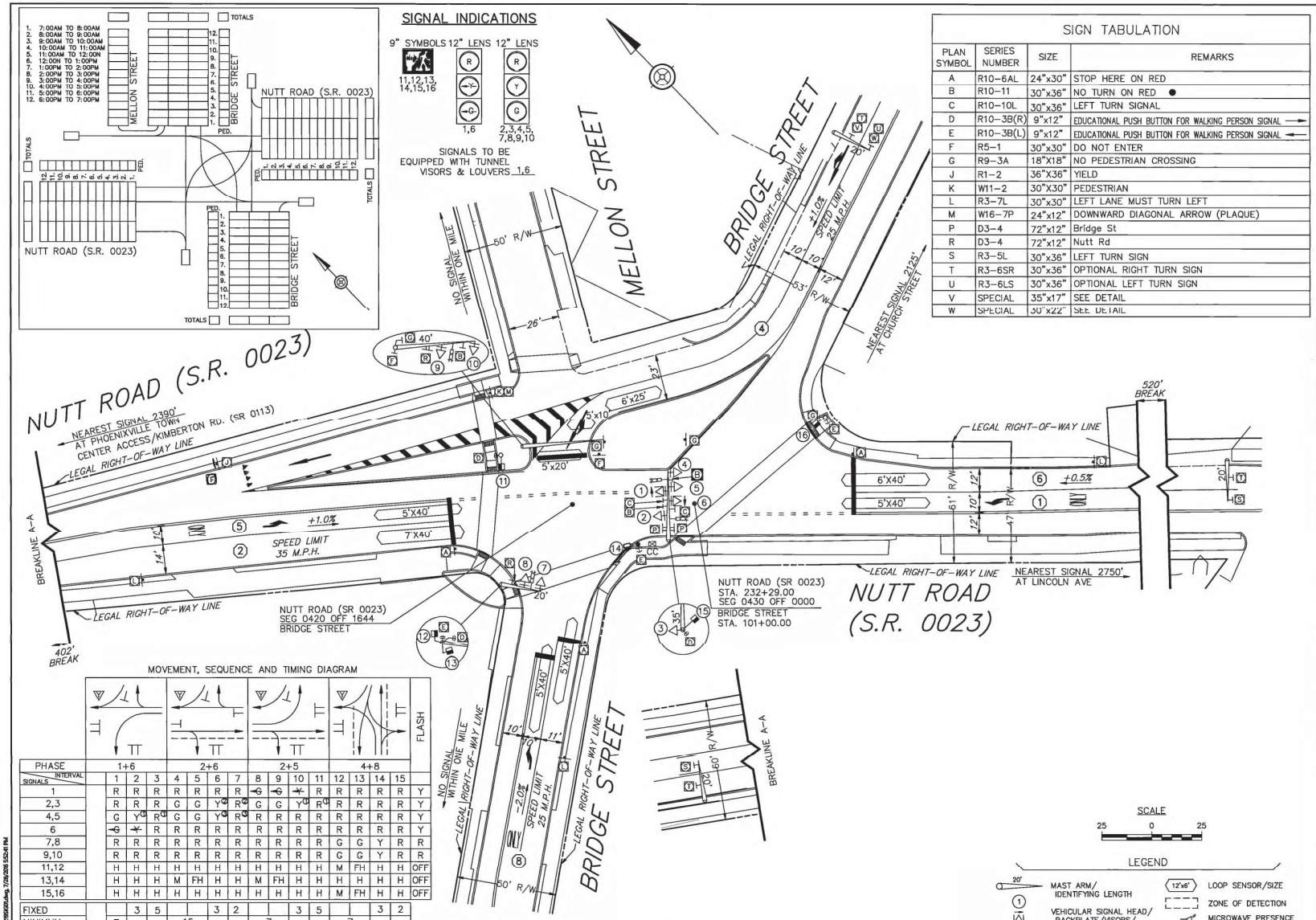
1,6

2,3,4,5, 7,8,9,10

SIGNALS TO BE EQUIPPED WITH TUNNEL VISORS & LOUVERS 1,6

SIGN TABULATION

PLAN SYMBOL	SERIES NUMBER	SIZE	REMARKS
A	R10-6AL	24"x30"	STOP HERE ON RED
B	R10-11	30"x36"	NO TURN ON RED ●
C	R10-10L	30"x36"	LEFT TURN SIGNAL
D	R10-3B(R)	9"x12"	EDUCATIONAL PUSH BUTTON FOR WALKING PERSON SIGNAL →
E	R10-3B(L)	9"x12"	EDUCATIONAL PUSH BUTTON FOR WALKING PERSON SIGNAL ←
F	R5-1	30"x30"	DO NOT ENTER
G	R9-3A	18"X18"	NO PEDESTRIAN CROSSING
J	R1-2	36"X36"	YIELD
K	W11-2	30"X30"	PEDESTRIAN
L	R3-7L	30"x30"	LEFT LANE MUST TURN LEFT
M	W16-7P	24"x12"	DOWNWARD DIAGONAL ARROW (PLAQUE)
P	D3-4	72"x12"	Bridge St
R	D3-4	72"x12"	Nutt Rd
S	R3-5L	30"x36"	LEFT TURN SIGN
T	R3-6SR	30"x36"	OPTIONAL RIGHT TURN SIGN
U	R3-6LS	30"x36"	OPTIONAL LEFT TURN SIGN
V	SPECIAL	35"x17"	SEE DETAIL
W	SPECIAL	30"x22"	SEE DETAIL



MOVEMENT, SEQUENCE AND TIMING DIAGRAM

PHASE	1+6			2+6				2+5				4+8				FLASH
INTERVAL / SIGNALS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
1	R	R	R	R	R	R	R	G	G	Y	R	R	R	R	R	Y
2,3	R	R	R	G	G	Y	R	G	G	Y	R	R	R	R	R	Y
4,5	G	Y①	R①	G	G	Y②	R②	R	R	R	R	R	R	R	R	Y
6	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	Y
7,8	R	R	R	R	R	R	R	R	R	R	R	G	G	Y	R	R
9,10	R	R	R	R	R	R	R	R	R	R	R	G	G	Y	R	R
11,12	H	H	H	H	H	H	H	H	H	H	H	M	FH	H	H	OFF
13,14	H	H	H	M	FH	H	H	M	FH	H	H	H	H	H	H	OFF
15,16	H	H	H	H	H	H	H	H	H	H	H	M	FH	H	H	OFF

FIXED			3	5			3	2			3	5			3	2
MINIMUM	7			15				7				7				
PASSAGE	3			3				3				3				
MAX 1	15			45				20				25				
PEDESTRIAN*				10	11			④				7	18			
MEMORY	NL			MN				NL				NL				

*UPON PEDESTRIAN ACTUATION ONLY, OTHERWISE HAND SYMBOL AT ALL TIMES.

OPERATION NOTES:

① REMAINS G IF FOLLOWED BY PHASE 2+6.
② REMAINS G IF FOLLOWED BY PHASE 2+5.
③ REMAINS G IF FOLLOWED BY PHASE 1+6.
④ TIMINGS SHALL BE AS SHOWN IN PHASE 2+6. IT MAY TIME OUT IN THIS PHASE OR BE COMPLETED IN PHASE 2+6.

MASTER CONTROLLER LOCATED AT THIS INTERSECTION.

THIS SIGNAL IS COORDINATED WITH ADJACENT SIGNALS ALONG NUTT ROAD (SR 0023) FROM RAPPS DAM ROAD/MOWERE ROAD TO BRIDGE STREET BY MEANS OF FIBER-OPTIC COMMUNICATION.

SEE SYSTEM PLAN I-0053 FOR SIGNAL SYSTEM PROGRAM TIMES. OFFSET REFERENCED TO PHASE 2+6 START OF GREEN (INTERVAL 4).

SCALE 25 0 25

LEGEND

- MAST ARM/ IDENTIFYING LENGTH
- VEHICULAR SIGNAL HEAD/ BACKPLATE/VISORS/ DIRECTIONAL ARROW/ IDENTIFYING NUMBER
- PEDESTRIAN SIGNAL HEAD/ IDENTIFYING NUMBER
- PEDESTRIAN PUSHBUTTON/ SIGN
- SIGN/IDENTIFYING LETTER
- VIDEO DETECTOR
- C.C. CONTROLLER CABINET
- LOOP SENSOR/SIZE
- ZONE OF DETECTION
- MICROWAVE PRESENCE DETECTOR
- EMERGENCY PRE-EMPTION FLASHING BEACON
- EMERGENCY PRE-EMPTION DEVICE
- CURB RAMP
- UTILITY POLE
- PHASE NUMBER
- INLET
- WAVETRONIX RADAR DETECTOR

GENERAL NOTES

NO MODIFICATIONS OF THIS INSTALLATION ARE PERMITTED UNLESS PRIOR APPROVAL IS GRANTED IN WRITING BY A REPRESENTATIVE OF THE DEPARTMENT OF TRANSPORTATION.

ALL MAINTENANCE WORK INCLUDING TRIMMING OF TREES, NECESSARY FOR PROPER VISIBILITY OF THE SIGNALS IS THE RESPONSIBILITY OF THE PERMITTEE.

ALL SIGNS AND PAVEMENT MARKINGS INDICATED ON THIS DRAWING ARE CONSIDERED PART OF THE PERMIT AND SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH PUBLICATION NO. 212.

POST MOUNTED SIGNALS SHALL BE INSTALLED WITH THE SIGNAL HEADS A MINIMUM OF 2 FEET BEHIND THE FACE OF CURB OR THE EDGE OF THE SHOULDER. SUPPORT POLES FOR OVERHEAD SIGNALS SHALL ALSO HAVE A MINIMUM CLEARANCE HORIZONTALLY OF 2 FEET.

SIGNALS ERECTED OVER THE ROADWAY SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 16 FT. ABOVE THE ROADWAY. POST MOUNTED SIGNALS SHALL BE A MINIMUM OF 8 FT. ABOVE THE SIDEWALK OR PAVEMENT.

ALL OVERHEAD SIGNALS MUST BE RIGIDLY MOUNTED, TOP AND BOTTOM, AND EQUIPPED WITH BACKPLATES.

THE MINIMUM HORIZONTAL DISTANCE BETWEEN SIGNALS MEASURED AT RIGHT ANGLES TO THE APPROACH SHALL BE 8 FEET.

EXACT LOCATION OF DETECTORS SHALL BE DETERMINED PRIOR TO INSTALLATION BY A REPRESENTATIVE OF PENNDOT.

CURBING TO BE INSTALLED BY MUNICIPALITY AND WHERE NOTED, SHALL BE PLAIN CEMENT CONCRETE CURB OR GRANITE CURB, INSTALLED IN ACCORDANCE WITH DEPARTMENT SPECIFICATIONS FORM 408.

PRIOR TO INSTALLATION THE CONTRACTOR SHALL CONSULT WITH THE LOCAL OFFICIALS AND UTILITY COMPANIES TO RESOLVE ANY PROBLEMS WHICH MAY BE CREATED DUE TO THE LOCATION OF UTILITIES.

THIS DRAWING CANNOT BE USED AS A CONSTRUCTION DRAWING UNLESS THE PERMITTEE COMPLIES WITH THE PROVISIONS OF THE LATEST AMENDMENT TO ACT 287, PREVENTION OF DAMAGE TO UNDERGROUND UTILITIES, DATED DECEMBER 20, 1974.

WHEN LIQUID FUELS MONEY IS USED, SIGNAL INSTALLATION MUST CONFORM TO FORM 408 AND A COPY OF THE PROPOSED SPECIFICATIONS MUST BE SUBMITTED TO THE DISTRICT TRAFFIC UNIT, FOR REVIEW, PRIOR TO BIDDING.

PERMITTEE SHALL OBTAIN A HIGHWAY OCCUPANCY PERMIT FOR ANY CHANGES IN INTERSECTION GEOMETRY REGARDING EXCAVATION.

CONDUIT INSTALLED IN BITUMINOUS ROADWAY LESS THAN 5 YEARS OLD, OR CONCRETE ROADWAY REGARDLESS OF AGE, MUST BE BORED OR JACKED UNDER THE ROADWAY. INSTALL IN ACCORDANCE WITH TRAFFIC SIGNAL STANDARDS TC-8600 SERIES.

SYSTEM PERMIT# I-0053

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
ENGINEERING DISTRICT 6-0

COUNTY: CHESTER
MUNICIPALITY: PHOENIXVILLE BOROUGH
INTERSECTION: NUTT ROAD (S.R. 0023) AND BRIDGE STREET

REVIEWED:

DATE

MUNICIPAL OFFICIAL DATE

RECOMMENDED:

PHOENIXVILLE BOROUGH OFFICIAL 5/17/07

LOUIS R. BELMONTE 5/31/07
DISTRICT TRAFFIC ENGINEER DATE

NO.	REVISION	DES./ REVW.	DATE	REVW.	DATE	RECOM.	DATE
1	AS BUILT DRAWING	KMJ	11/10/10	LUTZ	12/8/10		
2	ADD SIGNS V&W	MCM	7/28/16	MCM	8/04/16	[illegible]	8/26/16
3							
4							
5							
6							
7							
8							

SHEET 2 OF 3 | PERMIT # 62-0568 | FILE # 0568

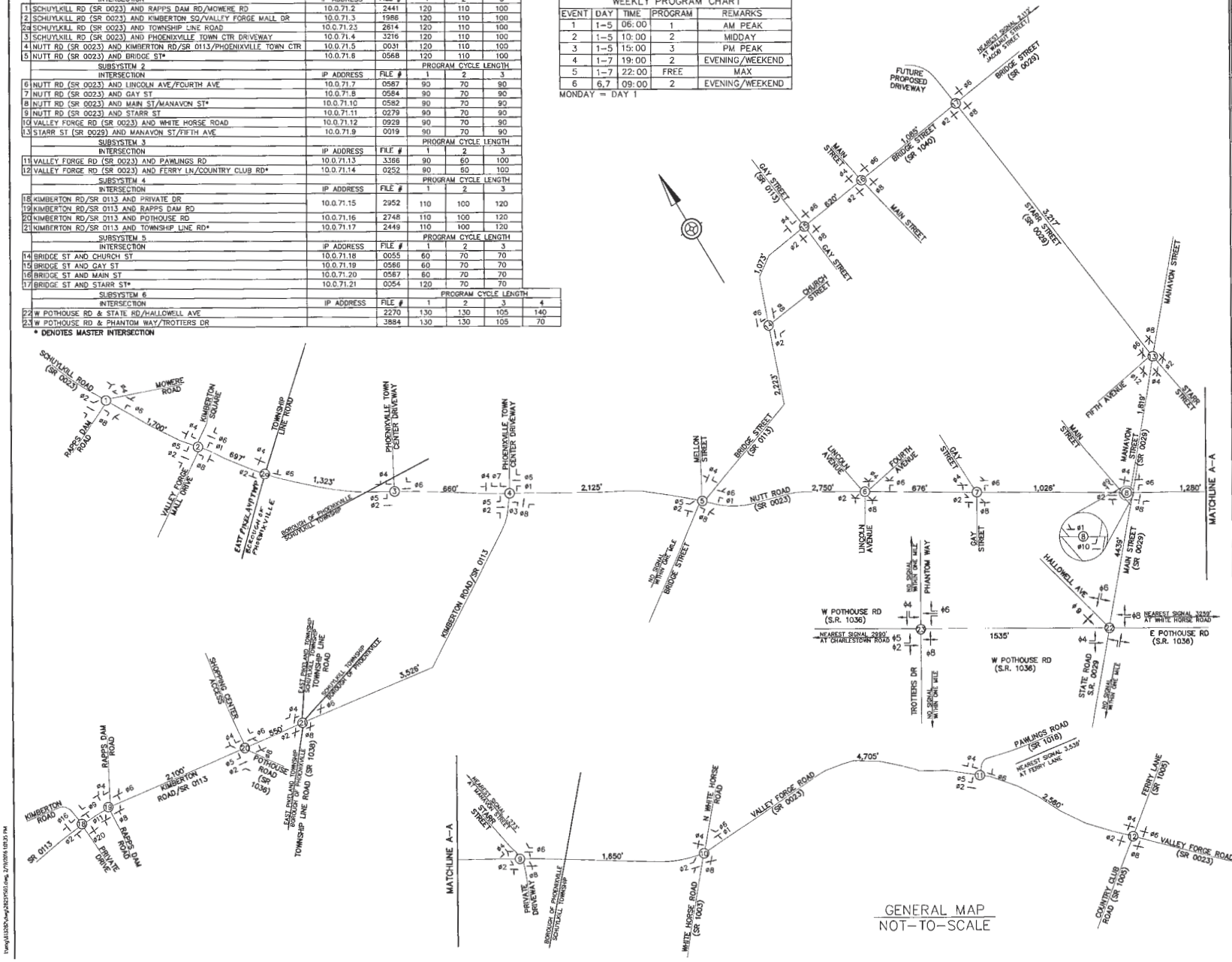
Nutt@53029 - Nutt Rd (S.R. 0023) and Bridge St\Dwg\269509.dwg, 7/28/2016 5:52:41 PM

SUBSYSTEM 1			PROGRAM CYCLE LENGTH		
INTERSECTION	IP ADDRESS	FILE #	1	2	3
1 SCHUYLKILL RD (SR 0023) AND RAPPS DAM RD/MOWERE RD	10.0.71.2	2441	120	110	100
2 SCHUYLKILL RD (SR 0023) AND KIMBERTON SQ/VALLEY FORGE MALL DR	10.0.71.3	1986	120	110	100
2a SCHUYLKILL RD (SR 0023) AND TOWNSHIP LINE ROAD	10.0.71.23	2614	120	110	100
3 SCHUYLKILL RD (SR 0023) AND PHOENIXVILLE TOWN CTR DRIVEWAY	10.0.71.4	3216	120	110	100
4 NUTT RD (SR 0023) AND KIMBERTON RD/SR 0113/PHOENIXVILLE TOWN CTR	10.0.71.5	0031	120	110	100
5 NUTT RD (SR 0023) AND BRIDGE ST*	10.0.71.6	0568	120	110	100
SUBSYSTEM 2			PROGRAM CYCLE LENGTH		
INTERSECTION	IP ADDRESS	FILE #	1	2	3
6 NUTT RD (SR 0023) AND LINCOLN AVE/FOURTH AVE	10.0.71.7	0587	90	70	90
7 NUTT RD (SR 0023) AND GAY ST	10.0.71.8	0584	90	70	90
8 NUTT RD (SR 0023) AND MAIN ST/MANAVON ST*	10.0.71.10	0582	90	70	90
9 NUTT RD (SR 0023) AND STARR ST	10.0.71.11	0279	90	70	90
10 VALLEY FORGE RD (SR 0023) AND WHITE HORSE ROAD	10.0.71.12	0928	90	70	90
13 STARR ST (SR 0029) AND MANAVON ST/FIFTH AVE	10.0.71.9	0019	90	70	90
SUBSYSTEM 3			PROGRAM CYCLE LENGTH		
INTERSECTION	IP ADDRESS	FILE #	1	2	3
11 VALLEY FORGE RD (SR 0023) AND PAWLINGS RD	10.0.71.13	3386	90	60	100
12 VALLEY FORGE RD (SR 0023) AND FERRY LN/COUNTRY CLUB RD*	10.0.71.14	0252	90	60	100
SUBSYSTEM 4			PROGRAM CYCLE LENGTH		
INTERSECTION	IP ADDRESS	FILE #	1	2	3
18 KIMBERTON RD/SR 0113 AND PRIVATE DR	10.0.71.15	2952	110	100	120
19 KIMBERTON RD/SR 0113 AND RAPPS DAM RD					
20 KIMBERTON RD/SR 0113 AND POTHOUSE RD	10.0.71.16	2748	110	100	120
21 KIMBERTON RD/SR 0113 AND TOWNSHIP LINE RD*	10.0.71.17	2449	110	100	120
SUBSYSTEM 5			PROGRAM CYCLE LENGTH		
INTERSECTION	IP ADDRESS	FILE #	1	2	3
14 BRIDGE ST AND CHURCH ST	10.0.71.18	0055	60	70	70
15 BRIDGE ST AND GAY ST	10.0.71.19	0586	60	70	70
16 BRIDGE ST AND MAIN ST	10.0.71.20	0567	60	70	70
17 BRIDGE ST AND STARR ST*	10.0.71.21	0054	120	70	70
SUBSYSTEM 6			PROGRAM CYCLE LENGTH			
INTERSECTION	IP ADDRESS	FILE #	1	2	3	4
22 W POTHOUSE RD & STATE RD/HALLOWELL AVE		2270	130	130	105	140
23 W POTHOUSE RD & PHANTOM WAY/TROTTERS DR		3884	130	130	105	70

* DENOTES MASTER INTERSECTION

WEEKLY PROGRAM CHART				
EVENT	DAY	TIME	PROGRAM	REMARKS
1	1-5	06:00	1	AM PEAK
2	1-5	10:00	2	MIDDAY
3	1-5	15:00	3	PM PEAK
4	1-7	19:00	2	EVENING/WEEKEND
5	1-7	22:00	FREE	MAX
6	6,7	09:00	2	EVENING/WEEKEND

MONDAY = DAY 1



GENERAL MAP
NOT-TO-SCALE

GENERAL NOTES

NO MODIFICATIONS OF THIS INSTALLATION ARE PERMITTED UNLESS PRIOR APPROVAL IS GRANTED IN WRITING BY A REPRESENTATIVE OF THE DEPARTMENT OF TRANSPORTATION.

ALL MAINTENANCE WORK INCLUDING TRIMMING OF TREES, NECESSARY FOR PROPER VISIBILITY OF THE SIGNALS IS THE RESPONSIBILITY OF THE PERMITTEE.

ALL SIGNS AND PAVEMENT MARKINGS INDICATED ON THIS DRAWING ARE CONSIDERED PART OF THE PERMIT AND SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH PUBLICATION NO. 212.

POST MOUNTED SIGNALS SHALL BE INSTALLED WITH THE SIGNAL HEADS A MINIMUM OF 2 FEET BEHIND THE FACE OF CURB OR THE EDGE OF THE SHOULDER. SUPPORT POLES FOR OVERHEAD SIGNALS SHALL ALSO HAVE A MINIMUM CLEARANCE HORIZONTALLY OF 2 FEET.

SIGNALS ERECTED OVER THE ROADWAY SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 16 FT. ABOVE THE ROADWAY. POST MOUNTED SIGNALS SHALL BE A MINIMUM OF 8 FT. ABOVE THE SIDEWALK OR PAVEMENT.

ALL OVERHEAD SIGNALS MUST BE RIGIDLY MOUNTED, TOP AND BOTTOM, AND EQUIPPED WITH BACKPLATES.

THE MINIMUM HORIZONTAL DISTANCE BETWEEN SIGNALS MEASURED AT RIGHT ANGLES TO THE APPROACH SHALL BE 8 FEET.

EXACT LOCATION OF DETECTORS SHALL BE DETERMINED PRIOR TO INSTALLATION BY A REPRESENTATIVE OF PENNDOT.

CURBING TO BE INSTALLED BY MUNICIPALITY AND WHERE NOTED, SHALL BE PLAIN CEMENT CONCRETE CURB OR GRANITE CURB, INSTALLED IN ACCORDANCE WITH DEPARTMENT SPECIFICATIONS FORM 408.

PRIOR TO INSTALLATION THE CONTRACTOR SHALL CONSULT WITH THE LOCAL OFFICIALS AND UTILITY COMPANIES TO RESOLVE ANY PROBLEMS WHICH MAY BE CREATED DUE TO THE LOCATION OF UTILITIES.

THIS DRAWING CANNOT BE USED AS A CONSTRUCTION DRAWING UNLESS THE PERMITTEE COMPLIES WITH THE PROVISIONS OF ACT 287, PREVENTION OF DAMAGE TO UNDERGROUND UTILITIES, EFFECTIVE DATE DECEMBER 20, 1974.

WHEN LIQUID FUELS MONEY IS USED, SIGNAL INSTALLATION MUST CONFORM TO FORM 408 AND A COPY OF THE PROPOSED SPECIFICATIONS MUST BE SUBMITTED TO THE DISTRICT TRAFFIC UNIT, FOR REVIEW, PRIOR TO BIDDING.

PERMITTEE SHALL OBTAIN A HIGHWAY OCCUPANCY PERMIT FOR ANY CHANGES IN INTERSECTION GEOMETRY REGARDING EXCAVATION.

CONDUIT INSTALLED IN BITUMINOUS ROADWAY LESS THAN 5 YEARS OLD, OR CONCRETE ROADWAY REGARDLESS OF AGE, MUST BE BORED OR JACKED UNDER THE ROADWAY. INSTALL IN ACCORDANCE WITH TRAFFIC SIGNAL STANDARDS TC-8800 SERIES.

SYSTEM PERMIT PLAN

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
ENGINEERING DISTRICT 6-0

COUNTY: CHESTER
MUNICIPALITY: PHOENIXVILLE BOR, EAST PIKELAND & SCHUYLKILL TWPS
INTERSECTION: SCHUYKILL RD/NUTT RD (S.R. 0023)
TRAFFIC SIGNAL SYSTEM

REVIEWED:

DATE

MUNICIPAL OFFICIAL DATE

RECOMMENDED:

PAUL LUTZ 12/8/10

LOUIS BELMONTE 12/8/10
DISTRICT TRAFFIC ENGINEER DATE

NO.	REVISION	DES./ REVW.	DATE	REVW.	DATE	RECOM.	DATE
1	REVISE INT. #1 LANE CONFIG. & TIMINGS	MCM					
2	ADDITION OF #22, 23	MCM	3/4/16	MJT	3/4/16	ejdd	3/5/16
3							
4							
5							
6							
7							
8							

SHEET 1 OF 9 PERMIT # 1-0053

I:\proj\A13250\dwg\A13250501.dwg, 3/7/2016 1:09:25 PM

Date Range: 01/01/2013 to 12/31/2017*

CRASH SEVERITY LEVEL BY YEAR

	2013 CRASHES	2014 CRASHES	2015 CRASHES	2016 CRASHES	2017 CRASHES	ALL YEARS CRASHES
FATAL INJURY	1	0	0	0	0	1
SUSPECTED SERIOUS INJURY	0	0	1	1	0	2
SUSPECTED MINOR INJURY	2	1	3	5	2	13
POSSIBLE INJURY	8	9	7	12	6	42
UNKNOWN SEVERITY	14	11	11	16	5	57
UNKNOWN IF INJURED	0	0	0	1	1	2
PROPERTY DMG ONLY	23	24	37	36	30	150
TOTAL	48	45	59	71	44	267

CRASH DESCRIPTION TYPES BY YEAR

	2013 CRASHES	2014 CRASHES	2015 CRASHES	2016 CRASHES	2017 CRASHES	ALL YEARS CRASHES
ANGLE	14	12	19	26	13	84
HEAD ON	0	1	2	4	0	7
HIT FIXED OBJECT	6	6	11	5	6	34
NON COLLISION	0	0	0	1	0	1
OPP DIRECTION SIDESWIPE	0	0	1	1	3	5
PEDESTRIAN	1	1	0	2	1	5
REAR END	25	22	23	26	19	115
SAME DIRECTION SIDESWIPE	2	3	3	6	2	16
TOTAL	48	45	59	71	44	267

PERSON INJURY SUMMARY BY YEAR

	2013 PERSONS	2014 PERSONS	2015 PERSONS	2016 PERSONS	2017 PERSONS	ALL YEARS PERSONS
FATALITIES	1	0	0	0	0	1
SUSPECTED SERIOUS INJURIES	0	0	1	1	0	2
SUSPECTED MINOR INJURIES	2	1	3	5	4	15
POSSIBLE INJURIES	11	11	7	13	6	48
UNKNOWN SEVERITY	19	13	14	19	6	71
UNKNOWN IF INJURED	0	0	0	1	1	2

*** PLEASE NOTE: Years which do not appear in the report contain zero crashes for this request.**

* Crash information for 2018 and 2019 is incomplete at the time of this printing. As such, data for 2018 and 2019 are not included in this report.

IMPORTANT: The information contained in this document is drawn from raw data and should not be interpreted as representing an engineering judgement or determination made by the Department of Transportation as to the type and severity of accidents noted herein.

Print Date: 03/28/2019

Print Date: 03/28/2019

PCIT - PUBLIC REQUEST / PRESS INQUIRY REPORT (01-07)

NOTES:

1 Injury Severity Disclaimer

Please note that beginning January 1, 2016, PennDOT adopted the Federal standard for collecting injury severity data. The field descriptions and definitions changed from the state standard that had been in use for decades. This resulted in a substantial shift in severity levels. Therefore, comparison of the “Suspected Serious Injury”, “Suspected Minor Injury” and “Possible Injury” categories will not be consistent for crashes taking place before versus after the adoption of the new standard.

2 Complete data years

Complete records of reportable crashes are available in PCIT for the following years: 1998 - 2017

REPORT PARAMETERS:

Date Range : 01/01/2013 to 12/31/2017

Selected Shapes : Route - 15724.402 Feet - Buffer (100 Feet),Route - 15724.402 Feet

Filter Characteristics:

PCIT Map - SR 23 - Suburban Center



March 28, 2019

- Fatal Injury
- Injury Crash
- Unknown
- Property damage Only
- Route - 15724.402 Feet - Buffer (100 Feet)

1:9,128

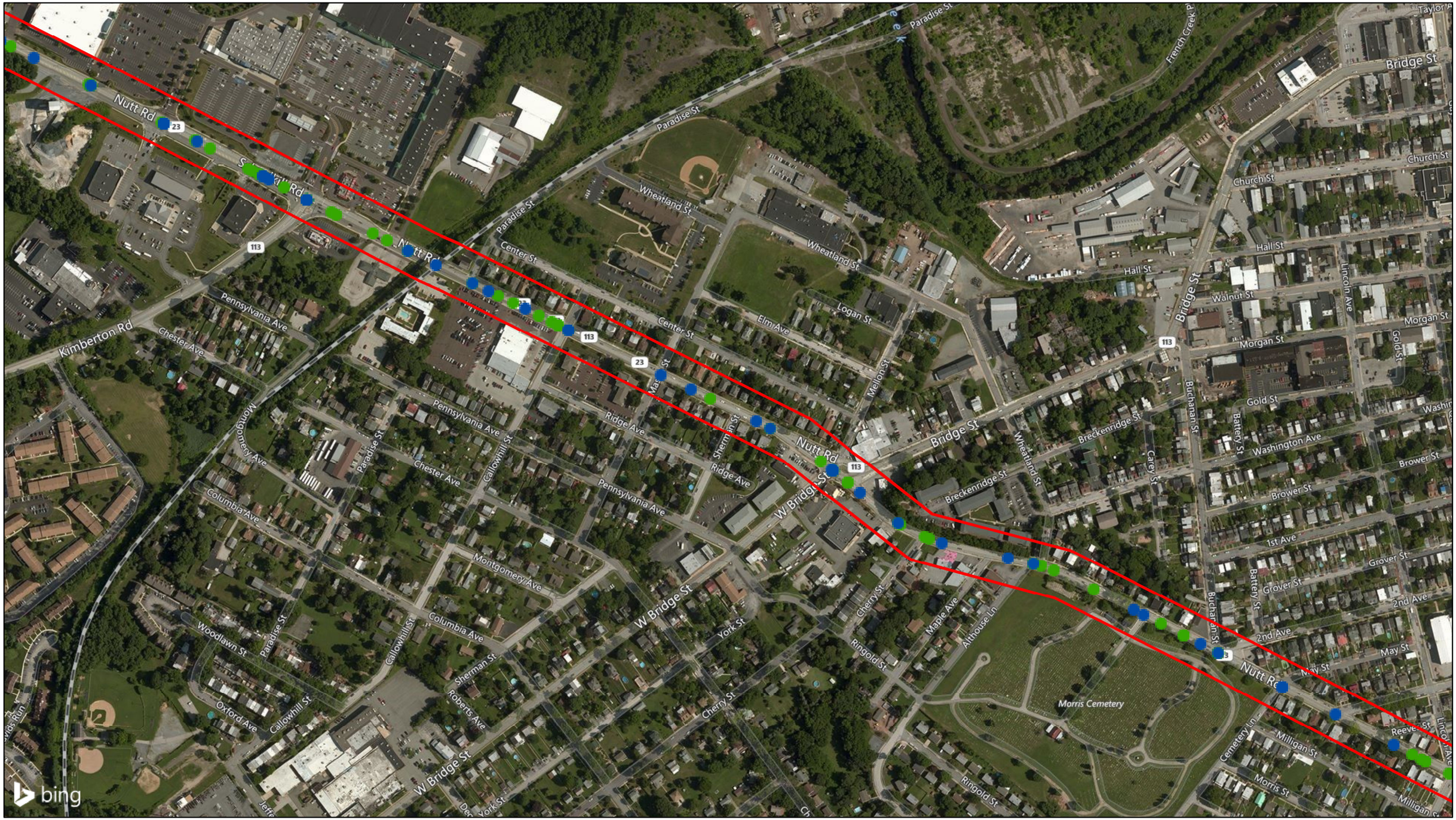
0 0.075 0.15 0.3 mi

0 0.125 0.25 0.5 km

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Remington & Vernick Engineers

PCIT Map - SR 23 - West End



March 28, 2019

- Fatal Injury
- Injury Crash
- Unknown
- Property damage Only
- Route - 15724.402 Feet - Buffer (100 Feet)

1:5,725

0 0.05 0.1 0.2 mi

0 0.075 0.15 0.3 km

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Remington & Vernick Engineers

pennsylvania
DEPARTMENT OF TRANSPORTATION

PCIT Map - SR 23 - Urban Core



March 28, 2019

- Fatal Injury
- Injury Crash
- Unknown
- Property damage Only
- Route - 15724.402 Feet - Buffer (100 Feet)

1:5,885

0 0.05 0.1 0.2 mi

0 0.075 0.15 0.3 km

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Remington & Vernick Engineers

Appendix E: Photo Log

Photo Log
East End



Schuylkill Rd (PA 23) & Whitehorse Rd Intersection (Looking NE)



Nutt Rd (PA 23) & Starr St Intersection (Looking W)

Photo Log
East End



Nutt Rd (PA 23) & W. Phoenix Dr Intersection (Looking W): ADA curb ramps needed



Nutt Rd (PA 23): Cracked / heaved sidewalk

Photo Log
East End



Nutt Rd (PA 23): Damaged signage



Nutt Rd (PA 23) & Manavon St Intersection (Looking W): Sunocco gas station entrance in intersection

Photo Log
East End



Nutt Rd (PA 23) & Manavon St Intersection (Looking S): Missing yield striping



Nutt Rd (PA 23) & Manavon St Intersection (Looking S): Existing inlet damaged

Photo Log
East End



Nutt Rd (PA 23) & Manavon St Intersection (Looking W): ADA curb ramps needed



Nutt Rd (PA 23) & Manavon St Intersection (Looking W): Pedestrian pushbuttons lack audio /visual activation confirmation

Photo Log
East End



Nutt Rd (PA 23) & Manavon St Intersection (Looking E): Signage encroaching on sidewalk



Nutt Rd (PA 23) & Manavon St Intersection (Looking W): Pavement rutting in eastbound cartway, faded striping

Photo Log
Urban Core



Nutt Rd (PA 23) & Buttonwood St Intersection (Looking N): Missing ADA curb ramps, stop sign



Nutt Rd (PA 23) & 5th Ave Intersection (Looking N): Enterprise entrance in intersection

Photo Log
Urban Core



Nutt Rd (PA 23) & 5th Ave Intersection (Looking E): Missing sidewalk at former alley entrance



Nutt Rd (PA 23) & 4th Ave Intersection (Looking W): Striped crosswalk across 4th Ave & Lincoln Avep

Photo Log
Urban Core



Nutt Rd (PA 23) & 4th Ave Intersection (Looking W): Cracked / Heaved sidewalk



Nutt Rd (PA 23) & 4th Ave Intersection (Looking E): Vegetation encroaching on sidewalk

Photo Log
Urban Core



Nutt Rd & 2nd Ave Intersection (Looking W): Entrance to Liberty Square Pizza in intersection of Nutt Rd with Buchanan St & 2nd Ave



Nutt Rd (PA 23) & Cemetery Ln Intersection (Looking S): Missing ADA curb ramps and “No Left Turn” / “No Right Turn” signage along Nutt Rd

Photo Log
Urban Core



Nutt Rd (PA 23) & Morris Cemetery (Looking E): Faded “No Parking” sign



Nutt Rd (PA 23) & Morris Cemetery (Looking E): Sediment deposits on sidewalk

Photo Log
Urban Core



Nutt Rd (PA 23) & Morris Cemetery (Looking E): Broken / heaved sidewalk



Nutt Rd (PA 23) & Maple Ave Intersection (Looking W): Missing ADA curb ramp & crosswalk

Photo Log
West End



Nutt Rd (PA 23) & Cherry St Intersection (Looking E): Hole in sidewalk and missing ADA curb ramps



Nutt Rd (PA 23) & Cherry St (Looking E): Existing inlet damaged

Photo Log
West End



Nutt Rd (PA 23) & Cherry St (Looking W): Downhill approach to Bridge St intersection



Nutt Rd (PA 23) and Bridge St (PA 113): Long pedestrian crosswalk on southeast side of intersection

Photo Log
West End



Nutt Rd (PA 23) and Bridge St (PA 113): Damaged utility pole and overhead cables against building



Nutt Rd (PA 23) and Bridge St (PA 113): Missing ADA curb ramps and sidewalk near Mellon St

Photo Log
West End



Nutt Rd (PA 23) (Looking E): Recently knocked down sign near Bridge St. merge onto Nutt



Nutt Rd (PA 23) (Looking E): Recently broken utility pole near Bridge St. merge onto Nutt Rd

Photo Log
West End



Nutt Rd (PA 23) (Looking E): Broken / heaved sidewalkl



Nutt Rd (PA 23) & Mason St Intersection (Looking E): Tire tracks from vehicles turning east onto Nutt Rd from Mason St

Photo Log
West End



Nutt Rd (PA 23) (Looking W): Missing ADA curb ramps at entrance to Phoenixville Federal Bank & Trust



Nutt Rd (PA 23) & Mason St Intersection

Photo Log
West End



Nut Rd (PA 23) & Callowhill St Intersection (Looking E): Missing ADA curb ramps & existing inlet in ramp



Nutt Rd (PA 23) & Norfolk Southern Railway Crossing (Looking W): Apparent curb ramp beneath bridge without mid-block crosswalk or receiving curb ramp

Photo Log
Suburban Center



Nutt Rd (PA 23) & Kimberton Rd (PA 113) Intersection (Looking N): Faded striping at merge onto eastbound Nutt Rd



Nutt Rd (PA 23) & Kimberton Rd (PA 113) Intersection (Looking W): 2 current eastbound through lanes may be reconfigured to 1 through lane and 1 right-turn lane

Photo Log
Suburban Center



Nutt Rd (PA 23) & Kimberton Rd (PA 113) Intersection: SEPTA bus stop



Township Line Rd (Looking E): Approach to Nutt Rd at acute angle

Photo Log
Suburban Center



Schuylkill Rd (PA 23) & Township Line Rd (Looking SE): No turning lanes



Schuylkill Rd (PA 23) & Township Line Rd (Looking NW): Inadequate pedestrian facilities

Photo Log
Suburban Center



Schuylkill Rd (PA 23) & Valley Forge Rd (Looking SE): Valley Forge Rd approach at acute angle



Schuylkill Road (PA 23) & Kimberton Square Entrance (Looking NE): Missing sidewalks & ADA curb ramps

Photo Log
Suburban Center



Schuylkill Road (PA 23) & Kimberton Square / Shoppes at Valley Forge Intersection (Looking SE): Traffic signal visibility



Schuylkill Road (PA 23) & Crossover Blvd Intersection (Looking S): New traffic signal

Appendix F: Recommendations

No.	LOCATION	ISSUES	RECOMMENDATIONS	LEVEL OF EFFORT	POTENTIAL SAFETY BENEFIT	IMPLEMENTATION
Corridor Wide Issues						
1	Traffic Signals	•Pedestrian signals do not have countdown timer	•Replace pedestrian signals	Medium	High	•Municipality (ARLE / Green-Light-Go) •PennDOT (Safety Project)
2	Traffic Signals	•Pedestrian pushbuttons do not have light or tone for confirmation of activation	•Replace pushbuttons	Medium	High	•Municipality (ARLE / Green-Light-Go) •PennDOT (Safety Project)
3	General	•Pavement striping faded	•Renew striping.	Low	High	•Municipality (legend / crosswalks) •PennDOT (Annual Maintenance for long striping or Safety Project)
4	Corridor	•Traffic signals lack reflective background for improved visibility; •Pedestrian signals have hand/man display; •Pedestrian pushbuttons do not have audio or visual confirmation		Medium	High	•Municipality (ARLE / Green-Light-Go) •PennDOT (Safety Project)
5	Corridor	•High pedestrian traffic				
6	Corridor	•High rear end collisions				
7	Corridor	•Missing or Non-compliant curb ramps at local street intersections	•New or replacement ADA curb ramps	Medium	High	•Municipality •PennDOT (ADA Transition Plan after Pavement Resurfacing)
8	Corridor	•Property entrances located in or adjacent to intersections	•Reconfigure entrances to local streets	High	High	•Redevelopment •PennDOT (Case-by-case)

No.	LOCATION	ISSUES	RECOMMENDATIONS	LEVEL OF EFFORT	POTENTIAL SAFETY BENEFIT	IMPLEMENTATION
East End						
9	Whitehorse Rd Int	•Crosswalk striping across Valley Forge Rd is faded	•Renew striping	Low	High	•Schuylkill Twp •PennDOT (Safety Project)
10	Whitehorse Rd Int	•2 Driveway Aprons along S Whitehorse Rd for Total Rental are not ADA compliant	•Replace driveway aprons	Medium	High	•Schuylkill Twp to notify property owner(s) •Redevelopment
11	Whitehorse Rd Int	•Crosswalk across N Whitehorse Rd approach does not have ADA compliant cross slope	•Reconstruct N Whitehorse Rd approach	High	High	•Schuylkill Twp •Redevelopment
12	Whitehorse Rd Int	•Rental equipment parked on sidewalk at Total Rental	•Have rental equipment removed from sidewalk •Install wheel stops to prevent encroachment onto sidewalk	Low	High	•Schuylkill Twp to notify property owner(s)
13	Whitehorse Rd Int	•Eastbound traffic backs up for right turn movement onto S Whitehorse Rd	•Provide dedicated right turn lane to S Whitehorse Rd	High	High	•Redevelopment
14	Whitehorse Rd Int	•Faded "No Parking" signage	•Replace signage	Low	High	•Schuylkill Twp
15	Whitehorse Rd to Valley Dr	•Sidewalk is not continuous from Whitehorse Rd to Valley Dr	•Install new sidewalk including driveway aprons, ADA curb ramps and crosswalks •Schuylkill Twp applying for grant funding	High	High	•Schuylkill Twp
16	Valley Dr Int	•"Do Not Block the Box" striping is faded	•Renew striping	Low	High	•Phoenixville •PennDOT (Safety Project)

No.	LOCATION	ISSUES	RECOMMENDATIONS	LEVEL OF EFFORT	POTENTIAL SAFETY BENEFIT	IMPLEMENTATION
17	Starr St Int	•Eastbound traffic on Nutt Rd is prohibited from making left turn onto Starr St (instead they turn left illegaly or use Valley Dr)	•Widen east leg of Nutt Rd using ROW along TruMark FCU •Create left-turn and through lanes for eastbound traffic •Create left-turn, through and right-turn lanes for [illegible]	Medium	High	•Phoenixville
18	Starr St Int	•Crosswalk striping across Nutt Rd is faded	•Renew striping	Low	High	•Phoenixville •PennDOT (Safety Project)
19	Starr St Int	•Pedestrian signal pushbutton at south corner is not close enough to pedestrian accessible route •Pedestrian pushbuttons do not have light or tone for confirmation of activation	•Install extension arm •Replace pushbuttons	Low	High	•Phoenixville (ARLE / Green-Light-Go) •PennDOT (Safety Project)
20	Starr St Int	•Traffic signal controller cabinet blocks visibility for right turn from Starr St onto Nutt Rd	•Relocate controller cabinet	Medium	High	•Phoenixville (ARLE / Green-Light-Go)
21	Starr St Int	•Crosswalk striping faded across Nutt Rd •Stop bar striping faded on Nutt Rd	•Renew striping	Low	High	•Phoenixville •PennDOT (Safety Project)
22	Starr St Int	•Manhole cover in crosswalk not level with surrounding pavement in right turn lane from Starr St onto Nutt Rd	•Adjust manhole cover level with surrounding pavement	Low	High	•Phoenixville

No.	LOCATION	ISSUES	RECOMMENDATIONS	LEVEL OF EFFORT	POTENTIAL SAFETY BENEFIT	IMPLEMENTATION
23	Starr St Int	•Road rutting in Nutt Rd at intersection	•Repair roadway subbase and resurface •Perform in conjunction with 10-year resurfacing plan •Truck weight limit enforcement	Medium	High	•PennDOT (Pavement Resurfacing)
24	Starr St Int	•Need westbound SEPTA stop signage •Existing post without sign at 37 Nutt Rd	•Install new SEPTA signage	Low	Low	•SEPTA
25	Starr St to W Phoenix Dr	•Knollwood Apartments entrance missing ADA curb ramps, crosswalk, stop bar and stop sign	•Install ADA curb ramps •Install striping •Install signage	Medium	High	•Phoenixville to notify property owner(s)
26	W Phoenix Dr Int	•Missing ADA curb ramps, crosswalk and stop bar	•Install ADA curb ramps •Install striping •Install signage	Medium	High	•Phoenixville •PennDOT (ADA Transition Plan after Pavement Resurfacing)
27	W Phoenix Dr to Manavon St	•Damaged SR sign post at 67 Nutt Rd	•Replace signage	Low	Low	•PennDOT
28	W Phoenix Dr to Manavon St	•Inadequate sidewalk width along Nutt Rd in 2 locations due to trees at 83 Nutt Rd	•Replace sidewalk	Low	High	•Phoenixville to notify property owner(s)
29	W Phoenix Dr to Manavon St	•Damaged sidewalk along Nutt Rd at 91 Nutt Rd	•Replace sidewalk	Low	High	•Phoenixville to notify property owner(s)
30	W Phoenix Dr to Manavon St	•Tree branches growing over Nutt Rd	•Trim/prune vegetation	Low	High	•PennDOT (Safety Project)
31	Manavon St Int	•Crosswalk and stop bar striping is faded	•Renew striping	Low	High	•Phoenixville •PennDOT (Safety Project)

No.	LOCATION	ISSUES	RECOMMENDATIONS	LEVEL OF EFFORT	POTENTIAL SAFETY BENEFIT	IMPLEMENTATION
32	Manavon St Int	•Sunoco Gas Station entrance on Nutt Rd is in intersection	•Eliminate Nutt Rd entrance from intersection •If Nutt Rd entrance cannot be eliminated from intersection, restrict to "Right Turn Only" exit	Medium	High	•Redevelopment •PennDOT (Case-by-case)
33	Manavon St Int	•Sunoco Gas Station entrance on S Main St is close to intersection	•Eliminate S Main St entrance closest to intersection •If entrance cannot be eliminated, restrict to "Right Turn Only" exit	Medium	High	•Redevelopment •PennDOT (Case-by-case)
34	Manavon St Int	•Carters Saab Service entrance to Nutt Rd is in intersection	•Eliminate Nutt Rd entrance from intersection	Medium	High	•Redevelopment •PennDOT (Case-by-case)
35	Manavon St Int	•Carters Saab Service entrance to S Main St is missing "No Left Turn" signage	•Request PennDOT modify Traffic Signal Permit Plan •Install signage	Low	High	•Phoenixville •PennDOT (Safety Project)
36	Manavon St Int	•Adopt-A-Highway sign encroaches in sidewalk area	•Relocate signage	Low	Medium	•PennDOT (Safety Project)
37	Manavon St Int	•Missing yeild line striping on S Main St before merge at Carters Saab Service	•Request PennDOT modify Traffic Signal Permit Plan •Install striping	Low	High	•Phoenixville •PennDOT (Safety Project)
38	Manavon St Int	•Yocum Shutters and Blinds entrance to Manavon St is in intersection	•Relocate entrance further east along Manavon St	Medium	High	•Redevelopment •PennDOT (Case-by-case)
39	Manavon St Int	•Sal's Pizza Box entrance to S Main St is in intersection	•Restrict to "Right Turn Only" exit	Medium	High	•Redevelopment •PennDOT (Case-by-case)

No.	LOCATION	ISSUES	RECOMMENDATIONS	LEVEL OF EFFORT	POTENTIAL SAFETY BENEFIT	IMPLEMENTATION
40	Manavon St Int	•Sal's Pizza Box entrance to Manavon St is in intersection	•Relocate entrance further northeast along Manavon St	Medium	High	•Redevelopment •PennDOT (Case-by-case)
41	Manavon St Int	•Storm inlet at northeast corner in poor condition	•Rebuild inlet with new top unit	Low	High	•Phoenixville
42	Manavon St Int	•Need advanced "Signal Ahead" signage for westbound approach	•Request PennDOT modify Traffic Signal Permit Plan •Install signage	Low	High	•Phoenixville
43	Manavon St Int	•Missing SEPTA signs at westbound approach	•Install SEPTA signage	Low	High	•SEPTA
44	Manavon St Int	•Road rutting in Nutt Rd at intersection	•Repair roadway subbase and resurface •Perform in conjunction with 10-year resurfacing plan •Truck weight limit enforcement	Medium	High	•PennDOT (Pavement Resurfacing)
45	Manavon St Int	•Missing ADA curb ramps at right turn lane from S Main St onto Nutt Rd	•Install ADA curb ramps	Medium	High	•Phoenixville
46	Manavon St Int	•Missing stop bar at right turn lane from S Main St onto Nutt Rd	•Request PennDOT modify Traffic Signal Permit Plan •Install striping	Low	High	•Phoenixville •PennDOT (Safety Project)
47	Manavon St Int	•Faded "No Parking" signage	•Replace signage	Low	High	•Phoenixville
48	Buttonwood St Int	•Missing / non-compliant ADA curb ramps, crosswalk and stop bar	•Install ADA curb ramps •Install striping •Install signage	Medium	High	•Phoenixville
49	Buttonwood St to Gay St	•Cracked / non-compliant sidewalk along north side of Nutt Rd at Mishock Physical Therapy	•Replace sidewalk	Medium	High	•Phoenixville to notify property owner(s)

No.	LOCATION	ISSUES	RECOMMENDATIONS	LEVEL OF EFFORT	POTENTIAL SAFETY BENEFIT	IMPLEMENTATION
50	Buttonwood St to Gay St	•Non-compliant driveway apron at Phoenixville Hospital entrance	•Replace driveway apron	Medium	High	•Phoenixville to notify property owner(s)
Urban Core						
51	Gay St Int	•Pedestrian signals do not have countdown timer	•Replace pedestrian signals	Medium	High	•Phoenixville (ARLE / Green-Light-Go) •PennDOT (Safety Project)
52	Gay St Int	•Pedestrian pushbuttons do not have audio/visual confirmation	•Install new pushbuttons	Medium	High	•Phoenixville (ARLE / Green-Light-Go) •PennDOT (Safety Project)
53	Gay St Int	•Crosswalk striping faded across Nutt Rd •Stop bar striping faded on Nutt Rd	•Renew striping	Low	High	•Phoenixville •PennDOT (Safety Project)
54	Gay St Int	•Road rutting in Nutt Rd approaches to intersection	•Repair roadway subbase and resurface •Perform in conjunction with 10-year resurfacing plan •Truck weight limit enforcement	Medium	High	•PennDOT (Pavement Resurfacing)
55	Gay St Int	•Missing / non-compliant sidewalk along south side of Nutt Rd at 7-11	•Install new sidewalk	Medium	High	•Phoenixville to notify property owner(s)
56	Gay St Int	•Gateway Pharmacy entrance on Gay St is in intersection	•Eliminate Gay St entrance	Medium	High	•Redevelopment •PennDOT (Case-by-case)
57	Gay St Int	•Gateway Pharmacy entrance on Nutt Rd is in intersection	•Eliminate Nutt Rd entrance from intersection	Medium	High	•Redevelopment •PennDOT (Case-by-case)

No.	LOCATION	ISSUES	RECOMMENDATIONS	LEVEL OF EFFORT	POTENTIAL SAFETY BENEFIT	IMPLEMENTATION
58	Gay St Int	•Cracked / non-compliant sidewalk along 5th Ave at Enterprise Rent-A-Car	•Replace sidewalk	Medium	High	•Phoenixville to notify property owner(s)
59	Gay St Int	•Missing / Non-compliant ADA curb ramps, stop bar at 5th Ave Int right turn	•Install new ADA curb ramps •Install striping	Medium	High	•Phoenixville
60	Gay St Int	•Enterprise Rent-A-Car entrance on 5th Ave can be eliminated	•Eliminate 5th Ave entrance from intersection	Medium	High	•Redevelopment •PennDOT (Case-by-case)
61	Gay St to 4th Ave	•Curb returns and entrance for Reeves St entrance (not used) interrupt sidewalk	•Install new curb and sidewalk	Medium	High	•Phoenixville
62	4th Ave Int	•Pedestrian signals do not have countdown timer	•Replace pedestrian signals	Medium	High	•Phoenixville (ARLE / Green-Light-Go) •PennDOT (Safety Project)
63	4th Ave Int	•Pedestrian pushbuttons do not have light or tone for confirmation of activation	•Replace pushbuttons	Medium	High	•Phoenixville (ARLE / Green-Light-Go) •PennDOT (Safety Project)
64	4th Ave Int	•Pizza Hut entrance to Nutt Rd in intersection	•Eliminate Nutt Rd entrance from intersection	Medium	High	•Redevelopment •PennDOT (Case-by-case)
65	4th Ave Int	•Pizza Hut entrance to Lincoln Ave in intersection	•Eliminate Lincoln Ave entrance from intersection	Medium	High	•Redevelopment •PennDOT (Case-by-case)
66	4th Ave Int	•Large intersection area •Pedestrians unprotected at long crosswalk	•Install lane separator curb for peninsula area	Low	High	•PennDOT (Safety Project)
67	4th Ave Int	•Lincoln Ave street name sign on mast arm is unclear	•Revise signage	Low	High	•PennDOT (Safety Project)

No.	LOCATION	ISSUES	RECOMMENDATIONS	LEVEL OF EFFORT	POTENTIAL SAFETY BENEFIT	IMPLEMENTATION
68	4th Ave Int	•Storm inlet on southwest corner has large opening	•Replace inlet top unit with standard inlet top unit	Medium	High	•Phoenixville
69	4th Ave Int	•Westbound traffic shifts to the south through intersection	•Install edge of lane striping and gore striping for shoulder along westbound lane •Install "No Parking" signage	Low	High	•Phoenixville
70	Lincoln Ave to 3rd Ave	•Overgrown hedges impacting sidewalk along north side of Nutt Rd	•Trim/prune vegetation	Low	High	•Phoenixville to notify property owner(s)
71	Lincoln Ave to 3rd Ave	•Sidewalk tripping hazard at trees along north side of Nutt Rd	•Replace sidewalk	Low	High	•Phoenixville to notify property owner(s)
72	3rd Ave Int	•Missing or non-compliant curb ramps	•Install ADA curb ramps	Medium	High	•Phoenixville •PennDOT (ADA Transition Plan after Pavement Resurfacing)
73	3rd Ave to May St	•Overgrown hedges impacting sidewalk along north side of Nutt Rd	•Trim/prune vegetation	Low	High	•Phoenixville to notify property owner(s)
74	3rd Ave to May St	•Sidewalk tripping hazard along north side of Nutt Rd	•Replace sidewalk	Low	High	•Phoenixville to notify property owner(s)
75	May St Int	•Missing or non-compliant curb ramps	•Install ADA curb ramps	Medium	High	•Phoenixville •PennDOT (ADA Transition Plan after Pavement Resurfacing)
76	May St Int	•Parking in intersection	•Install "No Parking" signage •Gore striping to prevent parking	Low	High	•Phoenixville

No.	LOCATION	ISSUES	RECOMMENDATIONS	LEVEL OF EFFORT	POTENTIAL SAFETY BENEFIT	IMPLEMENTATION
77	Cemetery Ln Int.	•Missing "No Left Turn" & "No Right Turn" signs along Nutt Rd at existing "Do Not Enter" to Cemetery Ln	•Install signage	Low	High	•Phoenixville •PennDOT (Safety Project)
78	2nd Ave Int	•Missing or non-compliant curb ramps	•Install ADA curb ramps	Medium	High	•Phoenixville
79	2nd Ave Int	•Long crosswalk across 2nd Ave	•Install refuge Island •Provied alternate crossing perpendicular to 2nd Ave	Medium	High	•Phoenixville
80	2nd Ave Int	•Cracked sidewalk along north side of Nutt Rd at Liberty Square Pizza	•Replace sidewalk	Low	High	•Phoenixville to notify property owner(s)
81	2nd Ave Int	•Liberty Square Pizza entrance on 2nd Ave is in intersection	•Eliminate 2nd Ave entrance from intersection •Install new entrance on 2nd Ave	Medium	High	•Redevelopment
82	2nd Ave Int	•High accidents for westbound traffic at 2nd Ave intersection	•Install "Intersection Warning" signage	Low	High	•Phoenixville •PennDOT (Safety Project)
83	Cemetery Ln to Althouse Ln	•Sediment deposited on sidewalk at Morris Cemetery	•Clean sidewalk •Stabilize maintenance area along Nutt Rd and install E&S controls	Low	Medium	•Phoenixville to notify property owner(s)
84	Cemetery Ln to Althouse Ln	•Damaged sidewalk along south side of Nutt Rd at Morris Cemetery	•Replace sidewalk	Low	Medium	•Phoenixville to notify property owner(s)
85	Althouse Ln Int.	•Missing "No Left Turn" & "No Right Turn" signs along Nutt Rd at existing "Do Not Enter" to Althouse Ln	•Install signage	Low	High	•Phoenixville •PennDOT (Safety Project)

No.	LOCATION	ISSUES	RECOMMENDATIONS	LEVEL OF EFFORT	POTENTIAL SAFETY BENEFIT	IMPLEMENTATION
86	Althouse Ln Int.	•Sidewalk along north side of Nutt Rd terminates at Wheatland St •Missing ADA curb ramps •Missing crosswalk across Althouse Rd •Missing crosswalk across Nutt Rd	•Install ADA curb ramps •Install crosswalks •Install Pedestrian Crossing and advanced Pedestrian Crossing Signage signage	Medium	High	•Phoenixville •PennDOT (ADA Transition Plan after Pavement Resurfacing)
87	Althouse Ln to Cherry St	•No advance warning of Bridge St traffic signal for westbound traffic	•Install Advance Traffic Control signage	Low	High	•Phoenixville •PennDOT (Safety Project)
88	Althouse Ln to Cherry St	•Tree branches growing over Nutt Rd	•Trim/prune vegetation	Low	Medium	•PennDOT (Safety Project)
89	Maple Ave Int.	•Missing "No Left Turn" & "No Right Turn" signs along Nutt Rd at existing "Do Not Enter" to Maple Ave	•Install signage	Low	High	•Phoenixville •PennDOT (Safety Project)
90	Maple Ave Int.	•Missing ADA curb ramps •Missing crosswalk across Maple Ave	•Install ADA curb ramps •Install new crosswalk across Maple Ave	Medium	High	•Phoenixville
91	Maple Ave to Cherry St	•Damaged sidewalk along south side of Nutt Rd at Petrucci's Ice Cream	•Replace sidewalk	Low	High	•Phoenixville to notify property owner(s)
92	Cherry St Int.	•Hole from old utility pole in sidewalk along south side	•Replace sidewalk	Low	High	•Phoenixville to notify property owner(s)
93	Cherry St Int.	•Missing ADA curb ramps •Missing crosswalk across Cherry St	•Install new ADA curb ramps •Install new crosswalk across Cherry St	Medium	High	•Phoenixville

No.	LOCATION	ISSUES	RECOMMENDATIONS	LEVEL OF EFFORT	POTENTIAL SAFETY BENEFIT	IMPLEMENTATION
West End						
94	Cherry St to Bridge St (PA 113)	•Non-standard storm inlet with large opening	•Install pre-cast inlet top unit	Low	High	•Phoenixville
95	Bridge St (PA 113) Int.	•Pedestrian pushbutton and sign damaged on southwest corner	•Replace pushbutton	Low	High	•Phoenixville •PennDOT (Safety Project)
96	Bridge St (PA 113) Int.	•No ADA curb ramp or sidewalk on east side of Mellon St; •Collegeville Flowers Entrance from Bridge St has poor visibility for westbound traffic	•Install new sidewalk along Bridge St and new ADA curb ramp on east side of Mellon St.	Medium	High	•Phoenixville •PennDOT (ADA Transition Plan after Pavement Resurfacing)
97	Bridge St (PA 113) Int.	•Utility pole at United Tire is repeatedly hit by vehicles traveling westbound on Bridge St; •Cables against corner of building; •Building occupant came out and reported pole being hit; •Existing utility pole has already been topped (only Verizon remaining)	•Reconfigure existing utility poles	Medium	High	•Phoenixville to contact Utility Owner
98	Bridge St (PA 113) Int.	•Crosswalk missing at Walgreens entrance	•Install striping	Low	High	•Phoenixville to notify property owner(s)

No.	LOCATION	ISSUES	RECOMMENDATIONS	LEVEL OF EFFORT	POTENTIAL SAFETY BENEFIT	IMPLEMENTATION
99	Bridge St (PA 113) Int.	•Westbound traffic merging from Bridge St onto Nutt Rd; •Yeild line striping missing	•Install additional signage to warn Nutt Rd westbound traffic of traffic merging from Bridge St; •Install missing yeild line striping;	Low	High	•Phoenixville •PennDOT (Safety Project)
100	Bridge St (PA 113) Int.	•Existing pedestrian crossing sign partially blocked by utility pole; •Inadequate signage for Bridge St. pedestrian crossing;	•Relocate existing pedestrian crossing sign in front of utility pole; •Install additional pedestrian crossing sign on south side of Bridge St.	Low	High	•PennDOT (Safety Project)
101	Bridge St (PA 113) Int.	•Crosswalk across Nutt Rd is exceptionally long	•Verify pedestrian signal phase timing	Low	High	•PennDOT
102	Bridge St (PA 113) Int.	•Non-compliant sidewalk ledge near ADA curb ramp on southeast corner (@ Pats Pizza)	•Install railing or reconstruct with wing instead of cheek wall	Low	High	•PennDOT
103	Bridge St (PA 113) Int.	•Inadequate turning clearance for large vehicles coming westbound along Bridge St •Significant traffic backups •Long pedestrian crosswalks	•Intersection reconfiguration	High	High	•Redevelopment •Phoenixville •PennDOT
104	Bridge St (PA 113) Int to Sherman St	•State route sign knocked down	•Reinstall signage •Improve yeild and merge signage and striping for westbound traffic from Bridge St and Nutt Rd	Low	High	•PennDOT

No.	LOCATION	ISSUES	RECOMMENDATIONS	LEVEL OF EFFORT	POTENTIAL SAFETY BENEFIT	IMPLEMENTATION
105	Bridge St (PA 113) Int to Sherman St	•Broken utility pole still in place (new pole has been installed)	•Old utility pole to be removed	Low	High	•Phoenixville to contact utility company
106	Sherman St Int	•Loose inlet top unit	•Replace inlet top unit with standard inlet top unit	Low	High	•Phoenixville
107	Sherman St Int	•Non-compliant curb ramps across Sherman St	•New or replacement ADA curb ramps	Medium	High	•Phoenixville
108	Sherman St to Mason St	•Cracked sidewalk along south side of Nutt Rd at 542 Nutt Rd	•Replace sidewalk	Low	High	•Phoenixville to notify property owner(s)
109	Mason St Int	•Mason St Int is located at a crest of hill along Nutt Rd •Good location for future traffic and signal pedestrian crossing	•Consider traffic signal installation with future development	High	High	•Redevelopment •PennDOT
110	Mason St Int	•Non-compliant curb ramps across Mason St •Missing crosswalk across Mason St •Missing stop bars	•New or replacement ADA curb ramps •Install crosswalks and stop bars	Medium	High	•Phoenixville
111	Mason St to Callowhill St	•Road rutting in Nutt Rd east of Pheonixville Federal Bank & Trust entrance	•Repair roadway subbase and resurface •Perform in conjunction with 10-year resurfacing plan •Truck weight limit enforcement	Medium	High	•PennDOT (Pavement Resurfacing)
112	Mason St to Callowhill St	•Missing ADA compliant crossing at entrance to Phoenixville Federal Bank & Trust	•Install new ADA curb ramps, crosswalk, stop bar and stop sign at entrance to Phoenixville Federal Bank & Trust	Medium	High	•Phoenixville

No.	LOCATION	ISSUES	RECOMMENDATIONS	LEVEL OF EFFORT	POTENTIAL SAFETY BENEFIT	IMPLEMENTATION
113	Mason St to Callowhill St	•Inlet along south side of Nutt Rd clogged with sediment	•Clean inlet	Low	High	•Phoenixville
114	Callowhill St Int	•Non-compliant curb ramps across Callowhill St •Inlets located in curb ramp	•Install new ADA curb ramps, reconfigure to avoid inlets •Replace inlet top units with standard inlet top units	Medium	High	•Phoenixville
115	Callowhill St to Paradise St	•Missing sidewalk along south side of Nutt Rd at Videon Chevrolet (gravel surface)	•Install new sidewalk	Low	High	•Phoenixville to notify property owner(s)
116	Callowhill St to Paradise St	•Parking for Videon Chevrolet has no barrier from sidewalk •Hazard from unfamiliar drivers operating vehicles in close proximity to sidewalk and Nutt Rd •Drivers on Nutt Rd do not expect car at dealership to pull out into traffic	•Install wheel stops at parking stalls abutting sidewalk on south side of Nutt Rd	Low	High	•Phoenixville to notify property owner(s)
117	Callowhill St to Paradise St	•3 Driveway aprons for Videon Chevrolet are not ADA compliant	•Eliminate 2 unused driveway aprons and replace with new sidewalk •Replace active driveway apron	Medium	High	•Phoenixville to notify property owner(s)

No.	LOCATION	ISSUES	RECOMMENDATIONS	LEVEL OF EFFORT	POTENTIAL SAFETY BENEFIT	IMPLEMENTATION
118	Paradise St Int	•Missing ADA curb ramps •Need crosswalk across Nutt Rd to mitigate jaywalking between Paradise St and Kimberton Rd	•New ADA curb ramps •Advanced crosswalk signage •Crosswalk signage	Medium	High	•Phoenixville •PennDOT (ADA Transition Plan after Pavement Resurfacing)
119	Paradise St Int	•Sanitary manhole frame and cover are too low	•Reset sanitary manhole frame and cover level with pavement	Low	High	•Phoenixville
Suburban Center						
120	Paradise St to Kimberton Rd	•Sidewalks less than 4' / 5' width along north side of Nutt Rd at 637 Nutt Rd •Sidewalks do not have required width for passing clearance	•New sidewalk	Medium	High	•Phoenixville to notify property owner(s)
121	Paradise St to Kimberton Rd	•Driveway apron for Holly Court Apartments is not ADA compliant	•Replace driveway apron	Medium	High	•Phoenixville to notify property owner(s)
122	Paradise St to Kimberton Rd	•Holly Court Apartments entrance missing stop bar and stop sign	•Install missing signage •Install missing striping	Low	High	•Phoenixville to notify property owner(s)

No.	LOCATION	ISSUES	RECOMMENDATIONS	LEVEL OF EFFORT	POTENTIAL SAFETY BENEFIT	IMPLEMENTATION
123	Paradise St to Kimberton Rd	•Driveway entrance to Holly Court Apartments is in close proximity to Norfolk Southern Railway bridge •Poor visibility for vehicles exiting Holly Court Apartments onto Nutt Rd (and for eastbound traffic on Nutt Rd to see vehicles existing Holly Court Apartments)	•Relocate entrance further east along Nutt Rd (away from Norfolk Southern Railway bridge) •Consider shared entrance with Videon Chevrolet aligned with Paradise St •Install "Hidden Driveway" signage	Medium	High	•Phoenixville •Redevelopment
124	Paradise St to Kimberton Rd	•Pedestrians jaywalk across Nutt Rd at apparent curb ramp beneath Norfolk Southern Railway Bridge (traveling from south side of Phoenixville to get to/from Phoenixville Plaza) •Curb ramp does not lead to any crosswalk or to any curb ramp on north side of Nutt Rd •Area beneath Norfolk Southern Railway bridge is dark, making it hard to see pedestrians	•Eliminate curb ramp depresion and replace with sidewalk •Install lighting beneath Norfolk Southern Railway Bridge •Provide ADA curb ramps and crosswalks at Paradise St intersection •Install physical barriers to prevent pedestrians from jaywalking and encourage crossing at established crosswalks •Coordinate work between Phoenixville, PennDOT & Nofolk Southern	Medium	High	•Phoenixville •PennDOT •Norfolk Southern

No.	LOCATION	ISSUES	RECOMMENDATIONS	LEVEL OF EFFORT	POTENTIAL SAFETY BENEFIT	IMPLEMENTATION
125	Paradise St to Kimberton Rd	•Noncompliant ADA curb ramps at entrance to Phoenxiville Plaza	•New ADA curb ramps	Low	High	•Phoenixville to notify property owner(s)
126	Paradise St to Kimberton Rd	•Entrance to Lawn and Golf in close proximity to Pheonixville Plaza entrance on north side of Nutt Rd	•Reconfigure entrance of Lawn and Golf to Phoenixville Plaza driveway •Execute shared driveway agreement	Medium	High	•Redevelopment
127	Kimberton Rd Int	•Sidewalk settled at southeast corner	•Replace sidewalk	Low	High	•PennDOT
128	Kimberton Rd Int	•Vehicles from Kimberton Rd turn east onto Nutt Rd and merge into 2 eastbound lanes of eastbound traffic, which immediately merge to 1 lane •No yeild striping	•Install yeild striping •Install white edge of lane striping to encourage eastbound travel lanes to merge before reaching Norfolk Southern Bridge •Reduce eastbound through lanes before intersection	Medium	High	•PennDOT
129	Kimberton Rd Int	•Crosswalk in chanelized righ turn lane where Northbound vehicles from Kimberton Rd turn east onto Nutt Rd	•Install pedestrian crossing signage and advanced pedestrian crossing signage	Medium	High	•PennDOT
130	Kimberton Rd Int	•Crosswalk and stop bar striping is faded	•Renew striping	Low	High	•PennDOT

No.	LOCATION	ISSUES	RECOMMENDATIONS	LEVEL OF EFFORT	POTENTIAL SAFETY BENEFIT	IMPLEMENTATION
131	Kimberton Rd Int	•Speed limit is 45 mph for westbound traffic and 35 mph for eastbound traffic	•Perform speed study to determins appropriate speed limits	Medium	High	•Phoenixville •PennDOT
132	Kimberton Rd Int	•2 lanes of eastbound traffic merging to one lane east of Kimberton Rd intersection •Northbound traffic from Kimberton Rd turning east and merging onto Nutt Rd	•Limit eastbound traffic to single lane through intersection •Eastbound right lane to become right turn only onto Kimberton Rd	Medium	High	•PennDOT
133	Kimberton Rd Int	•Speed limit sign faded at eastbound approach	•Replace signage	Low	High	•Phoenixville
134	Kimberton Rd Int	•Missing stop bar and stop sign at Rite Aid entrance/exit	•Install new striping •Install new signage	Medium	High	•Phoenixville to notify property owner(s)
135	Kimberton Rd to Township Line Rd	•Missing crosswalk striping, stop bar and stop sign at Wawa exit	•Install new striping •Install new signage	Medium	High	•Schuylkill Twp to notify property owner(s)
136	Kimberton Rd to Township Line Rd	•Curb ramps at Wawa traffic signal not ADA compliant	•New ADA curb ramps	Medium	High	•PennDOT
137	Kimberton Rd to Township Line Rd	•Faded crosswalk and stop bar striping at Wawa traffic signal	•Renew striping	Low	High	•Schuylkill Twp •PennDOT (Safety Project)

No.	LOCATION	ISSUES	RECOMMENDATIONS	LEVEL OF EFFORT	POTENTIAL SAFETY BENEFIT	IMPLEMENTATION
138	Kimberton Rd to Township Line Rd	•Missing sidewalk along south side of Schuylkill Rd at JDM Materials plant	•Install new sidewalk and driveway aprons at entrances to JDM Materials •End sidewalk at entrance to The Home Furnishings Market (no connection available to Township Line Rd)	Medium	High	•Schuylkill Twp to notify property owner(s)
139	Kimberton Rd to Township Line Rd	•Missing sidewalk along north side of Schuylkill Rd at Monro Auto and Tire Center	•Install sidewalk along north side of Schuylkill Rd	Medium	High	•Redevelopment •Phoenixville to notify property owner(s)
140	Kimberton Rd to Township Line Rd	•Rear end accidents due to westbound Schuylkill Rd traffic turning left onto Township Line Rd	•Widen Schuylkill Rd to allow center turning lane	High	High	•Phoenixville •Redevelopment •PennDOT
141	Township Line Rd Int	•Vehicles turning left out of Township Line Rd and onto Schuylkill Rd •Turn requires accute angle	•Intersection reconfiguration	High	High	•Phoenixville •E Pikeland Twp •Schuylkill Twp •PennDOT
142	Township Line Rd Int	•Stop bar striping faded	•Renew striping	Low	High	•E Pikeland Twp •PennDOT (Safety Project)
143	Township Line Rd Int	•Tree growth over Schuylkill Rd at Township Line Rd	•Tree trimming/pruning	Low	High	•E Pikeland Twp •PennDOT (Safety Project)

No.	LOCATION	ISSUES	RECOMMENDATIONS	LEVEL OF EFFORT	POTENTIAL SAFETY BENEFIT	IMPLEMENTATION
144	Township Line Rd Int	•Road rutting in Schuylkill Rd east of French Creek crossing	•Repair roadway subbase and resurface •Perform in conjunction with 10-year resurfacing plan •Truck weight limit enforcement	Medium	High	•PennDOT (Pavement Resurfacing)
145	Township Line Rd Int	•Pedestrian signal and faded crosswalk striping across Schuylkill Rd •No sidewalk along south side of Schuylkill Rd •No ADA curb ramps on either side of Schuylkill Rd	•Provide ADA curb ramps and crosswalk across Schuylkill Rd •Install sidewalk along north side of Schuylkill Rd (continuous with sidewalk at bridge over French Creek)	Medium	High	•Phoenixville •E Pikeland Twp •PennDOT (ADA Transition Plan after Pavement Resurfacing)
146	Township Line Rd Int	•Unprotected steep slope on south side of Township Line Rd	•Install guide rail along south side of Township Line Rd	Low	High	•Schuylkill Twp
147	Township Line Rd Int	•At intersection of Valley Forge Rd and Township Ln Rd, stop sign on northbound approach is to far from intersection	•Install "Stop Sign Ahead" and "Stop Sign" at intersection	Low	High	•Schuylkill Twp
148	Township Line Rd Int	•Sidewalk from Tarrytown Plaza terminates at Township Line Rd with no ADA curb ramp or crosswalk	•Provide ADA curb ramps and crosswalk at Township Line Rd	Medium	High	•E Pikeland Twp

No.	LOCATION	ISSUES	RECOMMENDATIONS	LEVEL OF EFFORT	POTENTIAL SAFETY BENEFIT	IMPLEMENTATION
149	Valley Forge Rd Int	•Traffic from Valley Forge Rd spur turning right onto Schuylkill Rd •Turn requires accute angle	•Intersection reconfiguration	High	High	•Phoenixville •E Pikeland Twp •Schuylkill Twp •PennDOT
150	Valley Forge Rd Int	•Pedestrians traveling west along south side of Schuylkill Rd have long unprotected crossing at Valley Forge Rd spur	•Install channelizing island with ADA curb ramps and crosswalks to provide refuge to pedestrians	Medium	High	•E Pikeland Twp •PennDOT
151	Township Line Rd to Hollingsworth Dr	•ADA route through parking lot driveway aisle of Tarrytown Plaza •Grass area exists along north side of Schuylkill Rd where new curb and sidewalk could be constructed	•Install new curb and sidewalk along north side of Shuylkill Rd at Tarrytown Plaza	Medium	High	•E Pikeland Twp to notice property owner(s)
152	Township Line Rd to Hollingsworth Dr	•Sidewalk along north side of Schuylkill Rd ends at west side of Tarrytown Plaza •ADA curb ramp and turning area with no other destination at northwest corner of Kimberton Square plaza entrance	•Install new sidewalk along north side of Schuylkill Rd at Kimberton Square plaza •Install new ADA curb ramps and crosswalks across entrance to Kimberton Square plaza	Medium	High	•E Pikeland Twp •Redevelopment

No.	LOCATION	ISSUES	RECOMMENDATIONS	LEVEL OF EFFORT	POTENTIAL SAFETY BENEFIT	IMPLEMENTATION
153	Hollingsworth Dr to Rapps Dam Road	•Missing sidewalk along south side of Schuylkill Rd from Shoppes at Valley Forge Plaza to Westside Plaza	•Install new sidewalk	Medium	High	•E Pikeland Twp •Redevelopment
154	Rapps Dam Road Int.	•Missing speed limit signs on east, west and north legs of intersection	•Install new speed limit signage	Low	High	•E Pikeland Twp
155	Rapps Dam Road Int.	•Mowere Rd entrance for 401 Schuylkill Rd property is in intersection	•Relocate entrance further east along Mowere Rd •Encourage driveway connections between commercial properties	Medium	High	•Redevelopment •PennDOT (Case-by-case)
156	Rapps Dam Road Int.	•New traffic signal adjustment	•Developer required to re-analysize traffic signal operation after 6 months •Developer required to adjust timing as necessary •Consider traffic signal phases for left turn movements	Low	High	•E Pikeland Twp to notify developer
157	Rapps Dam Road Int.	•Decorative crosswalk patch	•Patch crosswalk	Low	Low	•E Pikeland Twp to notify developer
158	Rapps Dam Road Int.	•Bus stop shelter outside of shopping center on eastbound approach still has temporary signage	•Install new SEPTA signage	Low	High	•SEPTA

No.	LOCATION	ISSUES	RECOMMENDATIONS	LEVEL OF EFFORT	POTENTIAL SAFETY BENEFIT	IMPLEMENTATION
159	Rapps Dam Road Int.	•Bus stop on west side of intersection (for westbound traffic) should be relocated to the east side of intersection at Burger King	•Relocate SEPTA signage	Low	High	•SEPTA
160	Rapps Dam Road Int.	•Pedestrian crossing could benefit from advanced phasing	•Review signal timing •Adjust signal timing	Low	High	•PennDOT
161	Rapps Dam Rd to PA 724	•Sidewalk not continuous along northeast side of Schuylkill Rd	•Install new sidewalk	Medium	High	•E Pikeland Twp •Redevelopment
162	Rapps Dam Rd to PA 724	•Sidewalk not continuous along southwest side of Schuylkill Rd	•Install new sidewalk	Medium	High	•E Pikeland Twp
163	PA 724 Int	•Signs in site triangle on north side of Schuylkill Rd	•Remove signage from site triangle area	Low	High	•E Pikeland Twp to notice developer
164	PA 724 Int	•Problematic Driveway at 8 Ridge Road	•Restrict left turns from driveway heading North onto Ridge Rd	Low	High	•E Pikeland Twp
165	PA 724 Int	•Crosswalk visibility	•Install continental crosswalk striping	Low	High	•E Pikeland Twp •PennDOT (Safety Project)
166	PA 724 Int	•No sidewalk along Ridge Rd	•Install new sidewalk along the south side of Ridge Rd to Hares Hill Rd	Medium	High	•E Pikeland Twp
167	PA 724 Int	•Holes from Toll Brother's signs	•Fill/restore holes	Low	Low	•E Pikeland Twp to notice developer