

# S.A.V.E.

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SAFETY, AGRICULTURE, VILLAGES and ENVIRONMENT, INC.

June 29, 2017

Mr. Steve Fellin  
PennDOT District 6-0  
7000 Geerdes Blvd.  
King of Prussia, PA 19406

Dear Steve,

The S.A.V.E. Board of Directors would like to extend our thanks to PennDOT for holding the Open House in Londonderry Township on June 12th and for making the PA Route 41 and PA Route 926 intersection project a process that encourages public input. It is our understanding that PennDOT will soon be reviewing the engineering considerations, environmental impacts, and public and agency comments on the alternatives to determine which alternative provides the best balance in meeting the project needs and minimizing the environmental impacts. In order to achieve the objective of a safe intersection, we offer the following comments.

Of the four intersection improvement alternatives recently presented, only Alternative 3 will make the intersection of Routes 41 and 926 safe. The roundabout provides worry-free crossing of Route 41 for Route 926 traffic and a safe left turn movement for Route 41 traffic onto Route 926. The roundabout has the additional benefit of reducing excessive speeds on Route 41 near the intersection. Alternatives 1, 4, and 5 would force Route 926 traffic to travel some distance on Route 41 and to make left turns across Route 41, replacing an extremely dangerous intersection with one that is simply dangerous.

S.A.V.E. acknowledges that Alternative 3 is projected to impact 0.46 acres of wetlands, but believes that there are numerous opportunities to mitigate those impacts. Wetlands lie on both sides of the existing roadway and the topography suggests that the existing roadbed likely was built on wetlands. The historic wetland area under the existing roadbed could be restored when that section of roadbed is removed and the wetlands on either side of Route 41 could be enhanced.

Additionally, redesign of the road embankments may reduce the area of impact. Moreover, Alternative 3 is the only one that will not seriously impact the Street Road Artists Space—a community cultural resource of growing importance. Additionally, S.A.V.E. believes that the Impact Matrix is seriously flawed. It should be revised to reflect that Alternative 5 does less to meet the project objective for safety than Alternative 3, it does not account for the role of mitigation to improve the environmental resource scoring associated with Alternative 3, and it does not account for impacts on cultural resources.

Finally, S.A.V.E. recognizes and shares the agency concerns about the environmental and cultural impacts, but we offer these comments with sincere hope for an expeditious conclusion with a safe intersection so that PennDOT can move forward with the design phase of the project. In closing and on behalf of the S.A.V.E. Board of Directors, I thank you for your management of this important project, including your accessibility to answer inquiries from S.A.V.E. We have been advocating for a safer Route 41 for over a decade and we remain cautiously optimistic that a solution for the intersection with Route 926 is moving towards a viable solution that will protect those who travel on or cross over Route 41 well into the future.

Sincerely,

Blair Fleischmann  
Executive Director

cc: Rob Nuss, Erdman Anthony, Project Engineer  
US Congressman Patrick Meehan - 7th District  
US Congressman Lloyd Smucker - 16th District  
PA Senator Andrew Dinniman - 19th District  
PA Representative John Lawrence - 13th District  
PA Representative Eric Roe - 158th District  
Chester County Planning Commission  
Londonderry Township Board of Supervisors