



**pennsylvania**

DEPARTMENT OF TRANSPORTATION

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7000 Geerdes Boulevard  
King of Prussia, PA 19406  
November 4, 2010

SKF-LRB-FJH-DCC

Delaware County – Haverford Township  
S.R. 1003 Earlington Road at Devon Road

***Multi-Way Stop Request (ID #304i)***

S.R. 1050 Brookline Boulevard

***Speed Limit Survey (ID #305i)***

S.R. 1016 Lawrence Road

S.R. 1018 Ellis Road

***Multi-Way Stop & Speed Limit Requests (ID #306i)***

Mr. Joseph Hagan - Sergeant  
Special Operations Division  
Haverford Township Police Department  
Havertown, PA 19083

Dear Sergeant Hagan:

We completed engineering and traffic studies as requested in your correspondence for a multi-way stop control at the intersection of Earlington and Devon Roads, a reduced speed limit on Brookline Boulevard between Earlington and Darby Roads and a multi-way stop control at Lawrence and Ellis Roads, as well as, a reduced speed limit on Lawrence Road between West Chester Pike-PA 3 and Eagle Road. These studies were done in accordance with appropriate engineering parameters found in the Department's Publication 212 and the Manual on Uniform Traffic Control Devices which included documented crashes, site conditions, collected speed data, vehicular volumes and movements.

Earlington and Devon Roads – Based on the warrants and parameters evaluated at this intersection, we *cannot justify* the installation of STOP Signs on Earlington Road to create a multi-way stop intersection. The crashes reported happening at/approaching this intersection were not the type that would be susceptible to correction with a multi-way installation. Estimated traffic volumes entering the intersection from Devon Road do not meet minimum vehicular volume. There were no obstructions limiting the corner sight distances for operators stopped on Devon Road and no obstructions limiting the stopping sight distances for operators approaching the intersection along Earlington Road.

Brookline Boulevard – Based on the applicable engineering parameters that were evaluated, a reduction in the speed limit *is not justified*. The 85 percentile speed on this roadway is 36 miles per hour.

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*Lawrence and Ellis Roads* – We cannot justify the installation of STOP Signs on Lawrence Road based on the warrants and parameters evaluated at this intersection to create a multi-way stop intersection. In the study, our analysis of eight crashes reported, one involved the operator of a westbound vehicle losing control of their vehicle while trying to avoid hitting a vehicle turning left into Ellis Road. This is the only crash that would be susceptible to correction with a multi-way stop installation. The other crashes involved operators failing to negotiate a curve along Lawrence Road at Ellis Road and hitting fixed objects and rear end collisions at Fairmont Road. Fairmont Road is approximately 300' west of Ellis Road and would not be susceptible to correction. Traffic volumes entering the intersection from all approaches do not meet minimum vehicular volumes and there are no obstructions limiting the corner or stopping sight distances for drivers stopped on Ellis Road or those approaching the intersection along Lawrence Road.

*Lawrence Road* – Based on the applicable engineering parameters evaluated, a reduction in the speed limit *is not justified*. The 85 percentile speed on this roadway is 40 miles per hour.

As you are aware, warning signs have been installed to address the curve along Lawrence Road approaching Ellis Road. If you have any questions, please call Mr. Donald Centofante at (610) 205-6596.

Very truly yours,



Louis R. Belmonte, P.E.  
District Traffic Engineer