

(1) Route 61 and Berkley Road

- Two inlets are half full with debris.
- Broken and failing pavement.
- Left turn onto and off of Berkley Road has minimum sight distance.

(2) Route 61 and Snyder Road (near Good's Furniture)

- Left turns from any direction are difficult
- Pavement fatigue at shoulders.
- Inlet has small tree growing inside it.

(3) Willow Creek Road

- Small areas of base failure.
- Pavement surface rough and crumbling (need overlay).
- At Leesport Road, erosion evident, inlets not efficient.

(4) Heffner Lane and Slater Road

- Sight distance is inadequate at train tracks.
- Minor pavement surface deterioration.

(5) Bower's Road

- 3-ton weight limit on bridge, with truck and bus prohibition.

(6) Route 61 and Route 73

- Southbound left turn lane has deep wheel ruts.
- Height of Route 61 prevents cars on Hess's side of Route 61 from seeing oncoming cars on west side of Route 61.

(7) Route 61 near Orchard Lane

- Minor shoulder erosion on west side of Route 61.

(8) Ontelaunee Drive and Kindt Corner Road

- Road surface is weathering (aggregate surfacing).
- Traffic stripes are undetectable.

(9) Kerns Road and Ontelaunee Drive

- Left turn onto Kerns Road exhibits adverse change of pavement grade. Inadequate sight distance is also prevalent.
- Overall turning movements are awkward.

(10) Kerns Road between Heather Road and Birch Hill Road

- Road is very narrow, 13'-15' wide. It is presently a two-way street.

(11) Route 61 and Mohrsville Road

- Mohrsville Road is all concrete. Cracks are prevalent.
- Northbound vehicles making left turn from Route 61 onto Mohrsville Road are stopped in the middle of the highway waiting to turn. There are no warning signs or left turn only lanes. An unaware motorist could easily hit a left-turning motorist.

(12) Route 61 and Indian Manor Drive at Ontelaunee

- Right turn from northbound Route 61 is dangerous. Motorist must slow down below safe speed to make right turn safely. Left turn from Route 61 southbound is dangerous because motorist must stop in middle of highway to make left turn.

(13) Route 61 and Arlington Avenue

- Left turn from Arlington Drive onto Route 61 South provides inadequate sight distance to northbound Route 61 vehicles (200' maximum).
- Retaining wall at property of house #241 is failing. It presently leans over sidewalk and may be

dangerous to pedestrians.

(14) Route 61 and Shackamaxon Street

- Left turn onto Route 61 South provides 200' maximum sight distance.

(15) Main Street in Leesport

- Main Street in Leesport is narrow from the railroad crossing to the west. Two-way traffic exists.

(16) Wall Street in Leesport

- Wall Street is narrow between the Schuylkill River bridge and Main Street. Two-way traffic exists.

(17) Mohrsville Road

- Roadway at this point is 20' above river level.

(18) Mohrsville Road (near Shoemakersville)

- Roadway is 15'-20' above river level. A culvert exists under the roads which outlets into the river. This culvert may backup and flood the roadway.

(19) Water Street

- Railroad underpass provides only 11' 6" clearance. The road width is 15' maximum. Turns are very tight. Virtually no sight distance exists.

(20) Water Street Railroad Crossing

- Very steep grade (30%) exists on west side of track. Vehicles cannot see oncoming cars from either direction until they reach the track itself. Southbound motorists crossing the track must navigate a 90° turn with little or no warning.

(21) County Bridge at Five Locks Road

- Pavement surface shows minor deterioration.
- 3-ton weight limit; prohibition on trucks and busses.

(22) Route 61 and Hughes Hill Road

- Northbound vehicles on Route 61 making left onto Hughes Hill Road must stop in middle of highway and then cross two lanes of swift moving traffic. Vehicles speed in excess of 60 mph in this area and have only 500' maximum of sight distance between them and an idling left turning vehicle.

(23) Route 61 at Zion's Church Road

- Southbound Route 61 vehicles must dangerously stop on highway to make left onto Mt. Zion Church Road. Sight distance of rear-approaching vehicles is 350'.
- Vehicles making left turn from Mt. Zion Church Road onto Route 61 South must cross two lanes of

highway traffic and have a maximum of 400' sight distance for northbound Route 61 vehicles.

(24) Route 61 and Bellevue Avenue

- All turning movements at this intersection must cross 2-4 lanes of heavy traffic.
- Route 61 South vehicles turning left onto Bellevue Avenue must stop on highway. Rear end collisions are possible.

(25) Route 61 and Ridge Road

- Left turning Route 61 vehicles must stop on highway.

(26) Route 61 and Shoemakersville Road

- Vehicles turning left from Shoemakersville Road onto Route 61 South have only 150-200' sight distance for oncoming southbound vehicles.
- Vehicles turning left off of Route 61 must stop in middle of through lanes of highway.

(27) Adam's Hotel Road between Berk Road and Adam's Hotel

- Left turn sight distance from Berk Road onto Adam's Hotel Road is minimal. Vehicles must inch out into the intersection to see adequately.

(28) Route 662 Moselem Springs Road (between Sunset and Windsor Castle)

- A 15 mph curve is posted. Vehicles veer into the opposing traffic lane while making the turn. Cars don't slow down to 15 mph.

(29) Route 662 and West Shore Drive

- Vehicles making left turn onto West Shore Drive must drive over adverse pavement slopes.

(30) Route 662 and Stitzel Lane

- No problems are apparent.

(31) Route 662 and Ontelaunee Trail

- Only 150' of sight distance exists for vehicles making any turning movements at the intersection. A sharp dip 140' east of the intersection causes limited sight distance.

(32) Route 143 Bridge to Virginville

- Bridge is 12' wide. Traffic can only flow one direction at a time.
- 3-ton weight limit.

(33) Route 143 and Virginville Road

- Vehicles making right onto Virginville Road must

make extremely steep and tight right turns. This pavement area is failing.

(34) Virginville Road and Witchcraft Road

- Adverse pavement grade transition exists.

(35) Grandview Road and Farview Road (western intersection)

- Farview Road is steep and follows a 15 percent grade down to Grandview Road. Sight distance is adequate.

(36) Windsor Castle Road

- Embankment reduces sight distance of car making left into driveway. The sight distance is very minimal until turning vehicle crosses into opposing lane.

(37) Windsor Castle Road at Windsor Castle Line

- Road is winding and narrow, 16' wide maximum. In some turns, the inside lane is narrower than the outside lane by 1' - 2'.

(38) Route 662 and Dreibelbis Mill Road and Skyline Drive

- All turning movements have 200' sight distance. Traffic striping on Skyline Drive is undetectable. Hump in South Skyline Drive impairs sight distance.