

**DVRPC**

**Regional Roundabout  
Analysis**

**Phase I**



**DELAWARE VALLEY  
REGIONAL PLANNING  
COMMISSION**

**2007**

Created in 1965, the Delaware Valley Regional Planning Commission (DVRPC) is an interstate, intercounty and intercity agency that provides continuing, comprehensive and coordinated planning to shape a vision for the future growth of the Delaware Valley region. The region includes Bucks, Chester, Delaware, and Montgomery counties, as well as the City of Philadelphia, in Pennsylvania; and Burlington, Camden, Gloucester and Mercer counties in New Jersey. DVRPC provides technical assistance and services; conducts high priority studies that respond to the requests and demands of member state and local governments; fosters cooperation among various constituents to forge a consensus on diverse regional issues; determines and meets the needs of the private sector; and practices public outreach efforts to promote two-way communication and public awareness of regional issues and the Commission.



Our logo is adapted from the official DVRPC seal, and is designed as stylized image of the Delaware Valley. The outer ring symbolizes the region as a whole, while the diagonal bar signifies the Delaware River. The two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey.

DVRPC is funded by a variety of funding sources including federal grants from the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the Pennsylvania and New Jersey departments of transportation, as well as by DVRPC's state and local member governments. The authors, however, are solely responsible for its findings and conclusions, which may not represent the official views or policies of the funding agencies.

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC's website may be translated into Spanish, Russian, and Traditional Chinese online by visiting [www.dvrpc.org](http://www.dvrpc.org). Publications and other public documents can be made available in alternative languages or formats, if requested. For more information, please call (215) 238-2871.

# TABLE OF CONTENTS

1.0	STUDY PURPOSE AND BACKGROUND-----	1
2.0	ROUNDBOUTS -----	3
3.0	ROUNDBOUTS IN THE DVRPC REGION-----	9
4.0	DVRPC ROUNDABOUT SCREENING CRITERIA PROCESS -----	13
5.0	REGIONAL ROUNDABOUT SELECTION PROCESS -----	17
6.0	CONCLUSION-----	75
7.0	REFERENCES -----	77

APPENDIX A: Technical Advisory Meeting Highlights

APPENDIX B: DVRPC Region-wide County Candidate Locations

APPENDIX C: Additional County Comments on Candidate Locations

## **MAPS**

Map 1A	DVRPC Roundabout Candidate Locations – Bucks County -----	20
Map 1B	Bucks County Prioritized Roundabout Candidate Locations -----	21
Map 2A	DVRPC Roundabout Candidate Locations – Chester County -----	26
Map 2B	Chester County Prioritized Roundabout Candidate Locations-----	27
Map 3A	DVRPC Roundabout Candidate Locations – Delaware County-----	32
Map 3B	Delaware County Prioritized Roundabout Candidate Locations-----	33
Map 4A	DVRPC Roundabout Candidate Locations – Montgomery County -----	40
Map 4B	Montgomery County Prioritized Roundabout Candidate Locations-----	41
Map 5A	DVRPC Roundabout Candidate Locations – Philadelphia County -----	46
Map 5B	Philadelphia County Prioritized Roundabout Candidate Locations -----	47
Map 6A	DVRPC Roundabout Candidate Locations – Burlington County -----	50
Map 6B	Burlington County Prioritized Roundabout Candidate Locations-----	51
Map 7A	DVRPC Roundabout Candidate Locations – Camden County -----	56
Map 7B	Camden County Prioritized Roundabout Candidate Locations -----	57
Map 8A	DVRPC Roundabout Candidate Locations – Gloucester County -----	62
Map 8B	Gloucester County Prioritized Roundabout Candidate Locations-----	63
Map 9A	DVRPC Roundabout Candidate Locations – Mercer County -----	68
Map 9B	Mercer County Prioritized Roundabout Candidate Locations-----	69

**FIGURES**

Figure 1 3 Basic Design Features of a Roundabout----- 3  
Figure 2 Roundabout Design Features ----- 5  
Figure 3 Conflict Points on a 4-Way Intersection Compared to a Roundabout ----- 6  
Figure 4 Bucks County Prioritized Location #1 -----19  
Figure 5 Bucks County Prioritized Location #2 -----22  
Figure 6 Bucks County Prioritized Location #3 -----22  
Figure 7 Chester County Prioritized Location #1 -----25  
Figure 8 Chester County Prioritized Location #2 -----28  
Figure 9 Chester County Prioritized Location #3 -----28  
Figure 10 Delaware County Prioritized Location #1 -----31  
Figure 11 Delaware County Prioritized Location #2 -----34  
Figure 12 Delaware County Prioritized Location #3 -----34  
Figure 13 Montgomery County Prioritized Location #1 -----39  
Figure 14 Montgomery County Prioritized Location #2 -----42  
Figure 15 Montgomery County Prioritized Location #3 -----42  
Figure 16 Philadelphia County Prioritized Location #1 -----45  
Figure 17 Philadelphia County Prioritized Location #2 -----48  
Figure 18 Philadelphia County Prioritized Location #3 -----48  
Figure 19 Burlington County Prioritized Location #1 -----49  
Figure 20 Burlington County Prioritized Location #2 -----52  
Figure 21 Burlington County Prioritized Location #3 -----52  
Figure 22 Camden County Prioritized Location #1 -----55  
Figure 23 Camden County Prioritized Location #2 -----58  
Figure 24 Camden County Prioritized Location #3 -----58  
Figure 25 Gloucester County Prioritized Location #1 -----61  
Figure 26 Gloucester County Prioritized Location #2 -----64  
Figure 27 Gloucester County Prioritized Location #3 -----64  
Figure 28 Mercer County Prioritized Location #1 -----67  
Figure 29 Mercer County Prioritized Location #2 -----70  
Figure 30 Mercer County Prioritized Location #3 -----70

**TABLES**

Table 1 Roundabout Geometric Summary----- 4  
Table 2 Benefits of Roundabouts vs. Traffic Signals ----- 6  
Table 3 Signal Score -----15  
Table 4 Bucks County’s Top Candidate Locations----- 23  
Table 5 Chester County’s Top Candidate Locations -----29  
Table 6 Delaware County’s Top Candidate Locations ----- 35  
Table 7 Montgomery County’s Top Candidate Locations -----43  
Table 8 Burlington County’s Top Candidate Locations ----- 53  
Table 9 Camden County’s Top Candidate Locations -----59  
Table 10 Gloucester County’s Top Candidate Locations -----65  
Table 11 Mercer County’s Top Candidate Locations -----71

## 1. INTRODUCTION

### 1.1 Study Purpose and Background

The modern roundabout is an adaptation of the traffic circle, which was first introduced in the United States in the early 1900's. One of the underlying principles of the modern roundabout is the give-way rule, which requires entering traffic to yield to circulating traffic. This rule prevents the roundabout from locking up by not allowing vehicles to enter the intersection until there are sufficient gaps within the circulating traffic. In addition, there are numerous safety benefits associated with roundabouts. Studies from across the country have shown that intersections with a high number of crashes have seen a reduction in the number and severity of crashes once roundabouts have been installed.

Initially, roundabouts were negatively compared to traffic circles, which currently exist in New Jersey. But given the success stories and proven benefits of roundabouts operating in other locations across the country, at the request of the counties in the region, DVRPC was asked to conduct a Regional Roundabout Analysis. This project was included as part of the DVRPC Work Program as a two-phased project. Although there are a few roundabouts operating in the Pennsylvania counties of the region, the overall concept of roundabouts is relatively new for the DVRPC region. The purpose of Phase 1 of the Regional Roundabout Analysis project is to examine the applicability of single lane roundabouts at appropriate locations in the region. Specific goals of the analysis include:

- Reviewing national and regional examples of roundabout design standards and recent roundabout installations.
- Identifying regional issues related to the installation of roundabouts.
- Coordinating with PennDOT, NJDOT, and county engineers/planners on the development of screening methods to determine potential appropriateness for the siting of a single lane roundabout.
- Coordinating with counties to identify a short list of prioritized locations in which roundabouts could be applicable.

The second phase of the analysis will choose select locations that were identified from the counties' prioritized list for a more in-depth study. This phase of the study will include conducting field views, collecting crash and traffic data, and simulating the roundabout at those locations.

*Page left intentionally blank*

## 2. ROUNDABOUTS

### 2.1 History of Circular Intersection

Commonly known as traffic circles or rotaries, the circular intersection has been a part of the United States transportation since 1905. With the design of a traffic circle, vehicles entering the circle are given priority, which results in higher speeds upon entry into the circle. Traffic signals and stop signs were later installed to help control traffic moving through the circle; however, by the mid-1950's, these intersections fell out of favor due to the high rate of crashes, high travel speeds, and congestion associated with them. In 1963, the traffic circle was redesigned in England into the modern roundabout. The modern roundabout is a type of circular intersection that incorporates a new design to reduce crashes, traffic delays, and speeds at intersections. It is a one-way circular intersection with traffic flowing around a center island. Unlike the rotary, roundabouts do not have traffic signals or stop signs.

### 2.2 Design and Operational Characteristics

A modern roundabout has a number of physical characteristics that differentiate it from stop and signal-controlled intersections, as well as traffic circles. Although each roundabout is unique and designed to accommodate a particular intersection's traffic flow, each shares some basic characteristics. Figure 1 shown below depicts the top three basic features of a roundabout that distinguishes it from a traffic circle.

Figure 1 – 3 Basic Design Features of a Roundabout



Source: Alaska Roundabout website (<http://www.alaskaroundabouts.com/mythfact1.html>)

### Yield-at-Entry

At roundabouts the entering traffic yields the right-of-way to the circulating traffic already in the circle. Yield signs are posted on all of the approaches into the roundabout. This yield-at-entry rule prevents traffic from locking and allows free flow movements.

**Deflection**

The entry and center island deflects entering traffic to slower speeds, thus reinforcing the yielding process.

**Flare**

The entry to a roundabout often flares out from one to three lanes at the yield line to provide for increased capacity.

**Central Island**

Other design features of the roundabout include the central island. The central island is a raised area in the center of a roundabout around which traffic circulates. The central island is not limited to the shape of a circle. The roundabout in Towson, Maryland, has an elliptical shaped central island. As indicated in Table 1, the recommended inscribed circle diameter (which is the distance across the circle inscribed by the outer curb of the roundabout) determines the number of lanes that a roundabout can carry. In general, the smaller an inscribed diameter, the lower the circulation speeds. In contrast, the greater a roundabout's diameter, the more lanes it may hold and the better its accommodation for a large design vehicle. The tracking of large vehicles, such as WB-67 trucks and buses, may require a truck apron, which is a mountable portion of the central island adjacent to the circulating roadway.

**Table 1 – Roundabout Geometric Summary**

<b>Number of lanes</b>	<b>Diameter Range</b>
Single Lane	110 to 150 feet
Two Lane	150 to 230 feet
Three Lane	200 to 260 feet

Source: NE Roundabouts Course Manual

**Splitter Island**

The splitter island is a unique characteristic of modern roundabouts. Its position along the median of the approach and departure lanes separates entering and exiting traffic, which creates vehicular lateral deflection. The pedestrian crosswalk and its intersection with the splitter island are usually placed approximately one vehicle length upstream of the yield line. Pedestrian mobility is further supported with the splitter islands, which double as pedestrian refuges. These allow a pedestrian to cross the approach and departure lanes in two distinct movements when required, with the pedestrian focusing upon only one direction of vehicle travel at a time. Furthermore, the relatively low speeds of approaching and exiting vehicles are conducive to a high rate of yielding compliance.



## Travel Patterns through a Roundabout

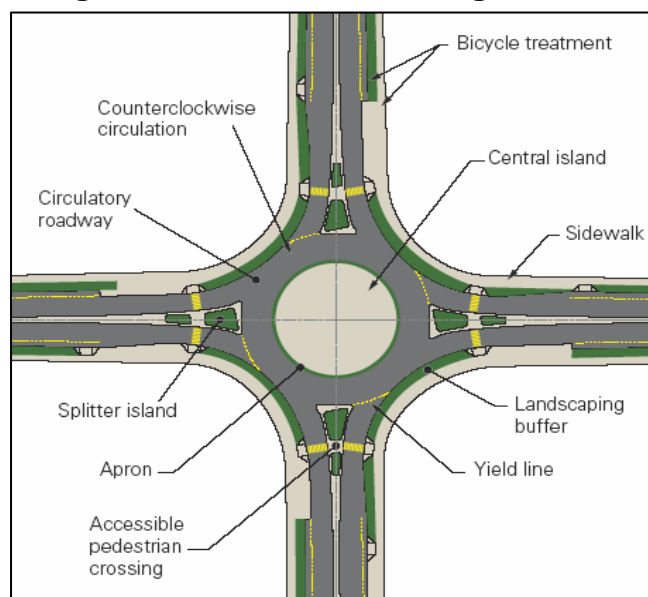
The design of a roundabout allows for traffic to flow in a continuous counterclockwise direction, and is able to accommodate all modes of traffic. Navigation through a roundabout is relatively easy. Drivers approaching a roundabout must remember the following:

- Reduce speeds on entry (20 to 30 mph)
- Yield to pedestrians
- Yield to vehicles in the roundabout
- Drive in a counterclockwise direction within the roundabout
- Exit with slow speeds and yield to pedestrians

Larger trucks and buses follow the same rules as applied to regular size vehicles; however, they may require use of the truck apron provided to negotiate tight turning radii. Pedestrians should use the sidewalks and designated crosswalks around the perimeter of the roundabout. In crossing each leg of the roundabout, pedestrians should be alert to oncoming traffic and use the splitter island, which allows the pedestrian to cross one direction of traffic at a time. Pedestrians should never walk in the roundabout or cross to the central island. Bicyclists have two options in navigating through a roundabout. 1.) Utilize the bicycle as a vehicle, following the same rules of travel through the roundabout 2.) Walk the bicycle around the roundabout, following the same rules as a pedestrian.

When all of these characteristics are combined, the roundabout will encourage slower approach and circulation speeds, creating more acceptable gaps in the circulation stream, which makes travel through the intersection safer for all users. Figure 2 depicts the mentioned design features.

**Figure 2 – Roundabout Design Features**



Source: FHWA Roundabout Brochure

**2.3 Roundabouts vs. Other Intersection Control Devices**

**Roundabout vs. Traffic Signal**

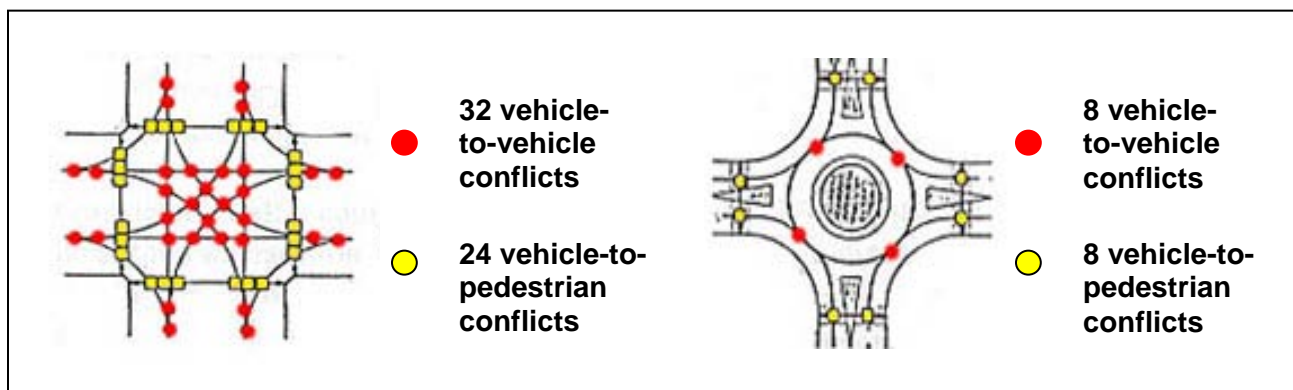
A roundabout has numerous benefits compared to a traffic signal. Table 2 below highlights some of the advantages.

**Table 2: Benefits of Roundabouts vs. Traffic Signals**

<b>Benefit</b>	<b>Roundabout</b>	<b>Traffic Signal</b>
<b>Safety</b> (see Figure 3)	<ul style="list-style-type: none"> <li>○ Lower travel speeds</li> <li>○ 16 conflict points between vehicles and pedestrians</li> </ul>	<ul style="list-style-type: none"> <li>○ Higher travel speeds</li> <li>○ 56 conflict points between vehicles and pedestrians</li> </ul>
<b>Intersection Efficiency</b>	<ul style="list-style-type: none"> <li>○ Keeps traffic moving, thus less congestion</li> </ul>	<ul style="list-style-type: none"> <li>○ Traffic stops in one direction; therefore, may cause congestion</li> </ul>
<b>Air Quality</b>	<ul style="list-style-type: none"> <li>○ Traffic passes through without stopping</li> </ul>	<ul style="list-style-type: none"> <li>○ As traffic stops, vehicles are left idle, thus causing pollution</li> </ul>

Source: DVRPC

**Figure 3: Conflict Points on a 4-Way Intersection Compared to a Roundabout**



Source: Roundabout USA website ([www.roundaboutusa.com/intro.html](http://www.roundaboutusa.com/intro.html))

**Roundabout vs. Stop Controlled Intersection**

When compared to a two-way stop controlled (TWSC) intersection, roundabouts are helpful when congestion exists on the minor street. Roundabouts do not prioritize approaches; therefore, there is no hierarchy of movements for cross streets at intersections. In comparison to an all-way stop controlled (AWSC) intersection, roundabouts offer greater capacity and lower delays, especially during off-peak periods.

## **2.4 Benefits**

According to the Federal Highway Administration (FHWA), other state DOT's, and studies conducted, there are numerous benefits associated with roundabouts. Communities from across the country where roundabouts have been installed have experienced the following benefits:

### **Safety**

- Up to a 90% reduction of fatalities
- 76% reduction in injury crashes
- 30 – 40% reduction in pedestrian crashes
- 75% fewer conflict points

### **Slower Vehicles Speeds (under 30 mph)**

- Drivers have more time to judge and react to other vehicles and/or pedestrians
- Advantageous to older and novice drivers
- Reduces the severity of crashes
- Keeps pedestrians safer

### **Efficient Traffic Flow**

- 30 – 50% increase in traffic capacity

### **Reduction in Pollution and Fuel Use**

- Improved traffic flow for intersections that handle a high number of left turns
- Reduced need for storage lanes

### **Money Saved**

- No signal equipment to install and repair
- Savings estimated at an average of \$5,000 per year in electricity and maintenance costs
- Service life of a roundabout is 25 years (vs. the 10-year service life of signal equipment)

### **Community Enhancement**

- Traffic calming
- Aesthetic landscaping

## 2.5 Other Factors to Consider

Roundabouts are safe and efficient; however, they may not be the best solution for every intersection. Roundabout installation may be most appropriate at intersections with the following characteristics:

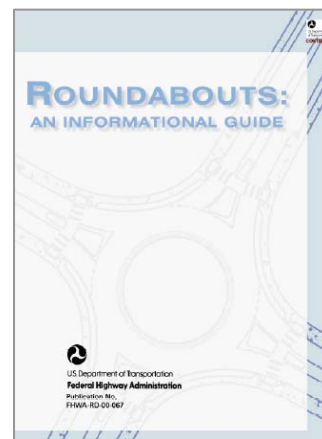
- Frequent left-turn movements
- Complex intersection geometry
- Balanced traffic flows
- More than four legs
- High traffic delays
- Traffic calming (gateway into a community)
- High number of pedestrians and bicyclists
- Areas where traffic signals are not warranted
- Areas where there is sufficient right-of-way (ROW) surrounding the intersection, such as wooded and agricultural type land use
- Level grades approaching the intersection
- Traffic volume range between 20,000 to 25,000 vehicles per day (for single lane roundabout only)

### 3. ROUNDABOUTS IN THE DVRPC REGION

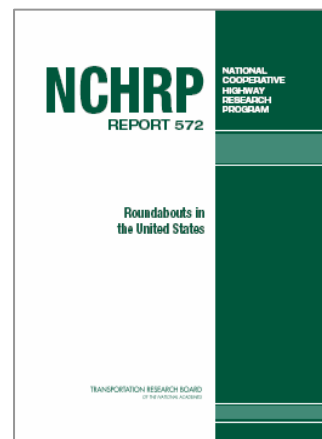
#### 3.1 Roundabout Literature

##### Federal Roundabout Publications

In June 2000, the Federal Highway Administration (FHWA) published *Roundabouts: An Informational Guide*. This publication represented the first federal-level initiative aimed at promoting and standardizing roundabouts in the United States. The publication represents a comprehensive reference for the planning, design, and operational considerations of a roundabout. It also discusses the potential costs and benefits of a roundabout versus stop and signal controlled intersections from a variety of perspectives, such as crash safety, right-of-way acquisition, and public involvement. For many transportation officials, this publication remains the first and only roundabout resource. Nonetheless, the standards and guidelines for roundabouts in the United States are constantly evolving, especially in comparison to the level of expertise that other countries have gained and developed. FHWA is in the process of updating this publication. Roundabouts have also been endorsed by FHWA as part of the Priority, Market Ready Technologies and Innovations (T&Is), which are believed to warrant special attention.



A more recent federal-level document was published in 2007 by the National Cooperative Highway Research Program (NCHRP). The report, *NCHRP Report 572: Roundabouts in the United States*, attempts to identify and understand the constraints that impact the efficacy of domestic roundabout operations, especially in comparison to international examples. Consequently, the authors utilize international models in an effort to accurately calculate the safety, operations, and capacity of existing domestic roundabouts. Though the findings of the report conclude that certain international models are sufficient for domestic roundabouts, it describes how the performance of many roundabouts is subpar to the expectations of internationally calibrated models. As a result, where deemed necessary, *Roundabouts in the United States* develops unique and specific models that are a better representation of domestic roundabout characteristics.

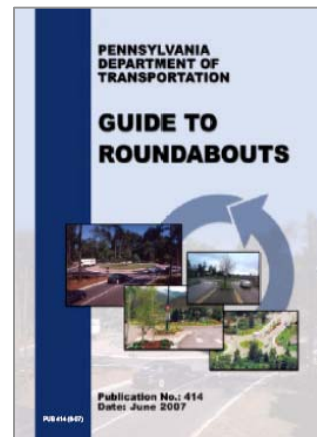


Additionally, there is another currently ongoing federal-level study: *NCHRP Project 03-78A Crossing Solutions at Roundabouts and Channelized Turn Lanes for Pedestrians with Vision Disabilities*. This project will attempt to identify a range of solutions to assist

visually-impaired pedestrians with navigating a roundabout and other yield-controlled intersections. Its expected completion date is early 2009.

### **Pennsylvania and New Jersey Roundabout Publications**

Pennsylvania is the only state in the DVRPC region to have produced a formal document to guide state and local agencies with the planning, design, operation and implementation of roundabouts. Recently updated and published in June 2007, PennDOT's *Publication No. 414: Guide to Roundabouts* is intended to serve as a supplement to FHWA's *An Informational Guide*. This manual is not considered to take the place of any formal plan review of any proposed roundabout. The technical basis of this document was derived from information contained in the Kansas Department of Transportation Roundabout Guide.



To date, NJDOT has not produced a guide or report for roundabout planning and design in New Jersey. As a result, the FHWA's *An Informational Guide* is the main source of standards and guidelines available to New Jersey transportation officials.

Other states have also adopted *An Informational Guide* as their formal state guide. However, numerous state DOTs have also developed their own roundabout reports; most noticeably Kansas, Missouri, New York, and Maryland.

### **3.2 DVRPC Roundabout Activities**

In conjunction with this project, DVRPC had several opportunities to visit, participate in and promote various roundabout opportunities in the region. In addition, through the capital programming process, two roundabouts in our region have been funded.

#### **Maryland Roundabout Tour**

In February 2007, DVRPC met with staff from the Maryland State Highway Administration and designers from Kittelson and Associates, Inc. The purpose of the two-day visit was to tour roundabouts located in urban, suburban, and rural areas, and to gain insight on the development of Maryland's roundabout program. Currently, Maryland has over 60 roundabouts in operation, and several are in the planning, design, and construction phases. Since the installation of roundabouts, the state has seen a decrease in the number and severity of crashes at intersections. The first roundabout viewed was located in Towson during the afternoon peak period. This was one of the first roundabouts in Maryland. Prior to the opening of the Towson Roundabout in 1998, the intersection was controlled by two traffic signals and had a high number of crashes. There has been a slight increase in the number of crashes since the introduction of the roundabout; however, the crash severity has been greatly reduced. Results of a pedestrian survey showed a positive pedestrian experience at this roundabout. The following day DVRPC staff toured six other roundabouts in various locations, including

four incorporated within the highway interchange systems in suburban areas. Observations and video were taken from a rural single lane roundabout located in Lothian, Maryland. This particular roundabout was of interest given the high percentage of heavy trucks traveling through the circle. The last roundabout viewed was located in Annapolis, Maryland. This urban two-lane roundabout is located as a gateway into the historic area of the city, and has been constructed as part of a redevelopment project. Some of the observations made were the use of splitter islands as pedestrian facilities and the new construction surrounding the intersection.



Source: DVRPC Photo

### **NE Roundabout Design Workshop**



Source: NE Roundabout

DVRPC hosted the NE Roundabout Design Workshop in March 2007. Mr. Howard McCullough, independent consultant and Roundabout Coordinator for New York State Department of Transportation (NYSDOT), was the presenter for the two-day workshop. The purpose of the workshop was to familiarize attendees with the planning concerns, operational analysis, and current detailed design methods for modern roundabouts. Topics covered during day one included history, safety, capacity software, lighting, policy, and public involvement as it pertains to roundabouts. Day two focused on the design and construction of roundabouts. Mr. McCullough shared with the group several practices common in New York State. There was also various discussion on the proper software used in modeling roundabouts. The workshop had 39 attendees representing various organizations, including PennDOT, NJDOT, FHWA, counties, special interest groups, and several consulting firms.

### **Chester County Field View**

In June 2007, DVRPC staff was invited to participate in an outing with PennDOT, Safety, Agriculture, Villages, and Environment Inc. (S.A.V.E), and MTJ Engineering to view several intersections located in southern Chester County for roundabout consideration. The majority of the intersections viewed had one common theme: none of them were easy “shoe-ins” for a roundabout. They all had steep slopes and wetland or right-of-way issues. However, given the many benefits of roundabouts, and not to dismiss any location, Mr. Mark Johnson of MTJ Engineering, who specializes in roundabout design and engineering, was brought in to consult on the feasibility of



Source: DVRPC Photo

roundabouts at these specific intersections.

While viewing the locations, local township representatives along with some adjacent property owners were on hand to give feedback and opinions on the option of roundabouts being installed at these locations. One of the sites visited was the intersection of PA52 (Lenape Road), Unionville Road, and Wawaset Road in Pocopson Township. This intersection was a DVRPC funded model project site. By participating in the outing, DVRPC had the opportunity to gain a local perspective on the selection process of choosing a roundabout site and to ask questions to a roundabout expert.

### **DVRPC TIP Funded Roundabout Projects**

Outside of the scope of this specific project, two roundabout projects were recently approved for funding through the DVRPC Transportation Improvement Program (TIP). These projects were established in the Pennsylvania TIP to fund “pilot” roundabout projects in the region. The Pennsylvania District 6 Roundabouts Incentive Program made \$2 million available in the Pennsylvania DVRPC region. Two locations had been identified and were recommended for funding through the program:

- Cold Spring Creamery Road and Burnt House Hill Road in Buckingham Township, Bucks County; \$800,000 for construction
- PA 52/Wawaset and Unionville Road South in Pocopson Township, Chester County; \$850,000 for construction

Both projects have continued to advance through the design process using local funding, and construction funding will be provided at the agreed upon amount based on current estimates.

The construction of the Cold Spring Creamery and Burnt House Hill Roads roundabout in Buckingham Township is on hold at the moment as Buckingham Township is currently waiting for the approval of various permits and guidance from PennDOT. Construction is estimated to begin in the spring or summer of 2008.

An engineering consultant firm has been hired for the PA52/Wawaset and Unionville Road roundabout. The firm is currently conducting environmental studies and preparing for the scoping and field view with PennDOT. They are also in the process of coordinating utility locations with the utility companies and fine-tuning the roundabout concept plan. Construction is estimated to begin in June of 2008.



## 4. DVRPC ROUNDABOUT SCREENING CRITERIA PROCESS

### 4.1 DVRPC Roundabout Screening Criteria

One of the goals of this analysis was to coordinate with the counties, DOTs, and other stakeholders in developing criteria to be used for screening in the applicability of roundabouts in this region.

At the second Technical Advisory meeting held in March 2007, DVRPC staff developed and presented a list of eight criteria to stakeholders. The criteria developed were:

- 1.) Crash history
- 2.) Proximity to existing roundabouts
- 3.) Topography
- 4.) AADT
- 5.) Roadway facility type
- 6.) Identified within the CMP
- 7.) Land use
- 8.) Proximity to other signals

GIS limitation was an issue with applying certain data layers. Of the eight criteria developed in-house by DVRPC staff, the GIS data layers only applied to five of the criteria – AADT, Roadway facility type, Identified within the CMP, Land use, and Proximity to other signals. Crash history, proximity to existing roundabouts, and topography could not be applied in GIS because the information associated with these criteria was at a macro level and would require further evaluation and analysis on a site-by-site basis. Highlights from both Technical Advisory meetings are presented in Appendix A.

It was agreed that, in lieu of requiring all criteria to be met in order for consideration as a candidate location, certain criteria should be reconsidered as additional benefits that would only strengthen a location's candidacy for a roundabout, such as topography or proximity to existing roundabout. However, crash history, the use of functional classification (rather than roadway facility type), identification of location within the CMP, land use, and the proximity to other signals should be used in screening locations for roundabout application. Some other suggestions from the discussion were to consider non-GIS factors into the criteria such as ROW, other resources, municipal support, and the weighting of specific criteria.

### 4.3 Methodology For Screening

Given the large geographic area that the screening process is designed to evaluate, in combination with the available GIS data sets, the methodology considers the intersections of only two-lane roadways. After considering those intersections, other considerations are looked at next.

The first two criteria were necessary in order for an intersection to be considered a suitable roundabout candidate location. Intersections whose associated roadways did not meet these qualifications were never considered.

### **1. Functional Class**

For the purposes of this document, roadways of four functional classes were considered: rural minor arterial, rural major collector, rural minor collector, and urban minor collector. Only roadways that met these classifications were considered suitable. Functional class broadly defines the geometry and volume characteristics of all roadway facilities, thus these functional classes were selected due to their likelihood of being a two-lane roadway and carrying an appropriate volume of vehicles.

### **2. Number of Travel Lanes along the Roadway**

Only roadways with exactly two travel lanes (one lane in each direction) were considered. Roadways with a greater number of travel lanes will more likely require a multi-lane roundabout, thus limiting the number of lanes will further refine the screening process for single-lane roundabouts. Due to the limitations of GIS, there were some locations filtered through the GIS that had more than the two-lane roadway requirement.

The following four criteria are immensely helpful for the successful implementation and operation of a roundabout. However, the omission of any number of these factors does not automatically exclude a location from roundabout consideration. Instead, the presence of such qualities may be interpreted as additional advantages. These four criteria were only considered for locations that met the initial two roadway requirements.

### **3. DVRPC Congestion Management Process (CMP)**

An intersection was selected if it was identified within a designated CMP Congested Corridor or Emerging and Regionally Significant Corridor. As defined in the June 2007 DVRPC Congestion Management Process Report, a major component of the CMP is to “connect the Long Range Plan for the region and short-range efforts, such as the Transportation Improvement Program (TIP) and corridor studies.” Thus, the inclusion of a candidate roundabout location within a CMP Corridor may assist with developing further analysis and securing potential funding. Additionally, it addresses the relationship between roundabouts and alleviating traffic congestion.

### **4. Land Use**

If a candidate intersection is sited within or adjacent to three particular land uses: (agricultural, wooded and vacant as defined by DVRPC’s GIS 2000 Land Use Map), it was selected. These particular land use categories were considered because they are generally the least likely to resist right-of-way (ROW) acquisition. Since the greatest impediment to the successful implementation of a roundabout is oftentimes ROW

limitations, a potential roundabout's immediately adjacent land use may benefit or hinder its candidacy.

## **5. Crash History**

Taking into consideration the crash history at an intersection is an important factor when considering installing a roundabout. Studies have shown a reduction and severity of crashes at intersections with roundabouts. For the purposes of this study, an intersection with a minimum of 15 crashes from years 2003 to 2005 (as identified within the PennDOT and NJDOT crash databases) was used as the requirement for determining its candidacy. Only crashes coded as "At Intersection" were considered for the methodology. The significance of the crash history criterion revolves around the documented safety benefits from a roundabout's operating conditions. National studies have shown a drastic reduction in the number and severity of crashes at intersections with roundabouts.

## **6. Signal Score**

A signal score was developed to determine whether a candidate intersection is currently signalized, as well as its proximity to another traffic signal. This criterion was only applicable to the Pennsylvania counties, given that New Jersey traffic signal data is not available for the GIS. Table 2 describes the ranking system of each score.

**Table 3: Signal Score**

<b>Score</b>	<b>Definition</b>
0	A potential roundabout location that is between 20 and 1,000 feet from an existing traffic signal
1	A potential roundabout location that is greater than 1,000 feet from an existing traffic signal.
2	A potential roundabout location is currently signalized.

A higher signal score implies a greater likelihood for a successful roundabout. For instance, a signal score of "1" signifies a stronger roundabout candidate location than an equivalent intersection with a signal score of "0."

The signal score has two implications. The first is based upon the fact that the successful operation of a roundabout requires a continuous flow of vehicles along the circulating lane. However, the formation of an upstream queue may perpetuate itself downstream and into the roundabout. For similar reasons, a 1,000 foot threshold from an existing traffic signal is required by PennDOT for the installation of a new traffic signal, thus the equivalent minimum threshold is used for roundabout location selection. The second implication of the signal score is to identify which candidate locations currently utilize a traffic signal; the replacement of which could demonstrate discernible safety and operational benefits.

*Page left intentionally blank*

# **Pennsylvania**

## **Counties:**

**Bucks  
Chester  
Delaware  
Montgomery  
Philadelphia**



## 5. REGIONAL ROUNDABOUT SELECTION PROCESS

### 5.1 Selection Overview

All of the roundabout screening criteria developed were summarized in tables for all of the nine counties in the region. The information provided in each of the tables acted as a guide for the counties to help quantify the locations screened as potential sites for roundabouts. The following information was contained in the table: location number, municipality, first name of road approach, last name of road approach, CMP, land use, and crashes. For the Pennsylvania counties, an extra field was added to the table to denote the signal score of the identified intersection. Each of the locations was identified by a Yes or No within the CMP, land use, and crashes columns to reflect whether or not the identified intersection met DVRPC's base criteria. Maps were also created that corresponded to the intersections identified within each table.

There were numerous locations selected for each of the counties. The maps and the corresponding data table for the locations were given to each county for review. The purpose of having the counties review the generated lists was to gain feedback and to have each of the counties narrow the list and prioritize the locations as identified. In conjunction with this review process, DVRPC staff met with most of the counties to discuss issues and determine priority candidate locations for further consideration. Based on in house knowledge and limitations to the DVRPC GIS data regarding this project, some of the counties added and/or deleted locations from the generated list. The number of locations revealed from the DVRPC generated list ranged from 98 to 334 potential candidate roundabout sites among the nine counties. Listed below is the county breakdown of roundabout candidate sites from the DVRPC derived list.

#### Pennsylvania Counties

- Bucks – 245
- Chester – 276
- Delaware – 158
- Montgomery – 300
- Philadelphia – 334

#### New Jersey Counties

- Burlington – 98
- Camden – 202
- Gloucester – 116
- Mercer – 139

In New Jersey, the lists of DVRPC criteria-based sites were reviewed by each of the county engineering and planning staff. Unlike New Jersey, the Pennsylvania counties do not have designated engineering departments; therefore, the DVRPC data was evaluated by staff from each of the county planning commissions. The prioritized lists of locations from the Pennsylvania counties were reviewed by PennDOT officials. With the exception of Chester County, PennDOT staff was able to comment on some of the sites

chosen by the counties. Comments from PennDOT are listed in the following section with the counties' top three locations.

Once DVRPC had received the prioritized listing of locations back from the counties, GIS maps were then created to indicate the top locations that each of the counties submitted for further consideration. Each of these maps distinguishes the top three county locations and whether the locations were derived from the DVRPC criteria list or identified by the county. A few of the sites chosen from some of the counties reflected intersections that were in the planning or study process of being considered for roundabouts and were not incorporated within this document. With the exception of a few cases, intersections with multiple lanes at each approach that would not warrant a single lane roundabout design were also not documented. The following pages summarize the selection process for each of the counties in determining its top intersection for further roundabout review.

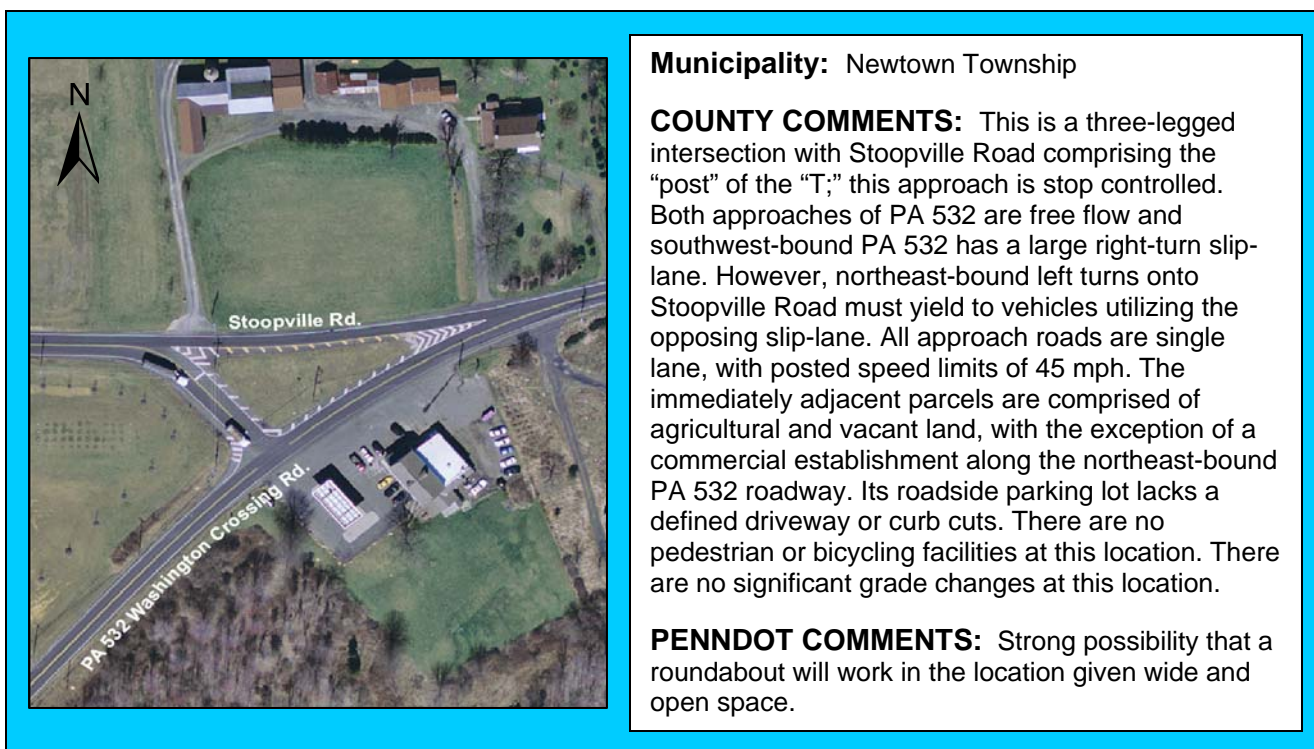


## 5.1.1 BUCKS COUNTY

### Candidate Prioritization Selection

There were 245 candidate sites identified from the DVRPC criteria for Bucks County. As shown in Map 1A, the intersections identified are evenly distributed throughout the county. Bucks County Planning Commission selected 15 intersections for further consideration for roundabout installation. Map 1B shows that only three of the county's candidate sites were not identified in the DVRPC generated list. Given the predominant rural characteristic of Bucks County, the Planning Commission staff avoided selecting locations where traffic volumes were too low to benefit from the installation of roundabouts. Intersections with skewed alignments, high travel speeds at the approaches, crashes, available ROW, and in house knowledge were chosen for further study. Figures 4 – 6 below describe the county's top three intersections. The remaining 12 sites are listed in Table 4. The complete DVRPC criteria list for Bucks County is located in Appendix B.

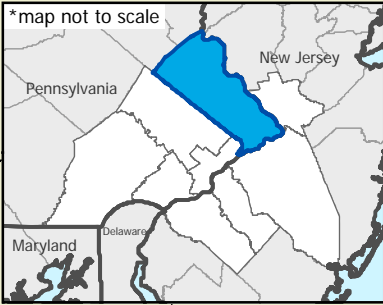
**Figure 4: Bucks County Prioritized Location #1  
Intersection of PA 532 (Washington Crossing Road) and Stoopville Road**



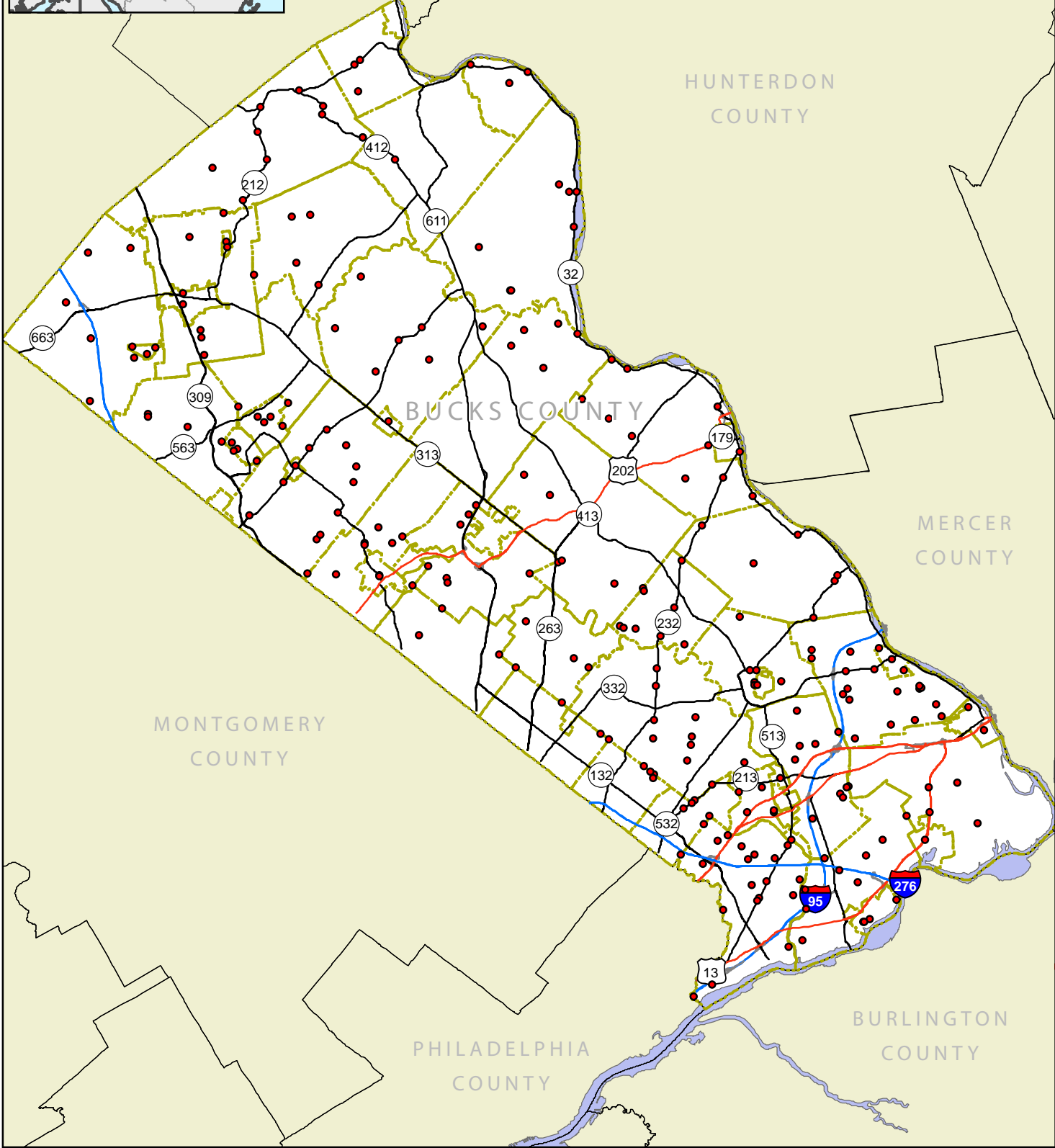
**Municipality:** Newtown Township

**COUNTY COMMENTS:** This is a three-legged intersection with Stoopville Road comprising the “post” of the “T;” this approach is stop controlled. Both approaches of PA 532 are free flow and southwest-bound PA 532 has a large right-turn slip-lane. However, northeast-bound left turns onto Stoopville Road must yield to vehicles utilizing the opposing slip-lane. All approach roads are single lane, with posted speed limits of 45 mph. The immediately adjacent parcels are comprised of agricultural and vacant land, with the exception of a commercial establishment along the northeast-bound PA 532 roadway. Its roadside parking lot lacks a defined driveway or curb cuts. There are no pedestrian or bicycling facilities at this location. There are no significant grade changes at this location.

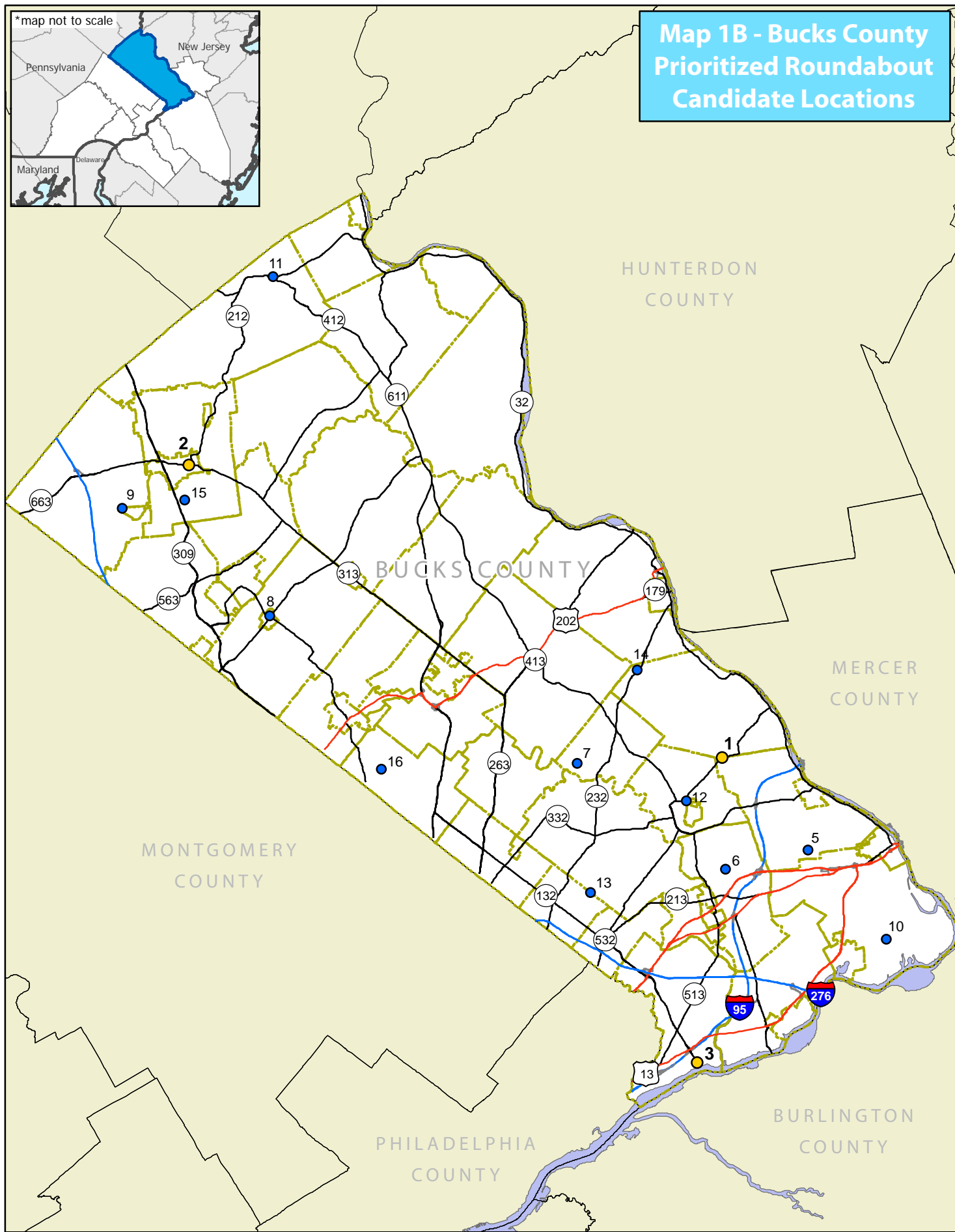
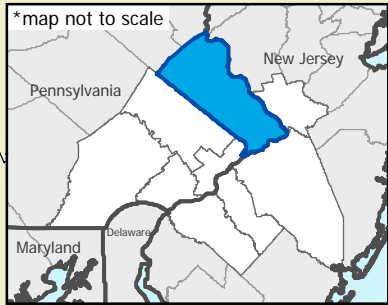
**PENNDOT COMMENTS:** Strong possibility that a roundabout will work in the location given wide and open space.



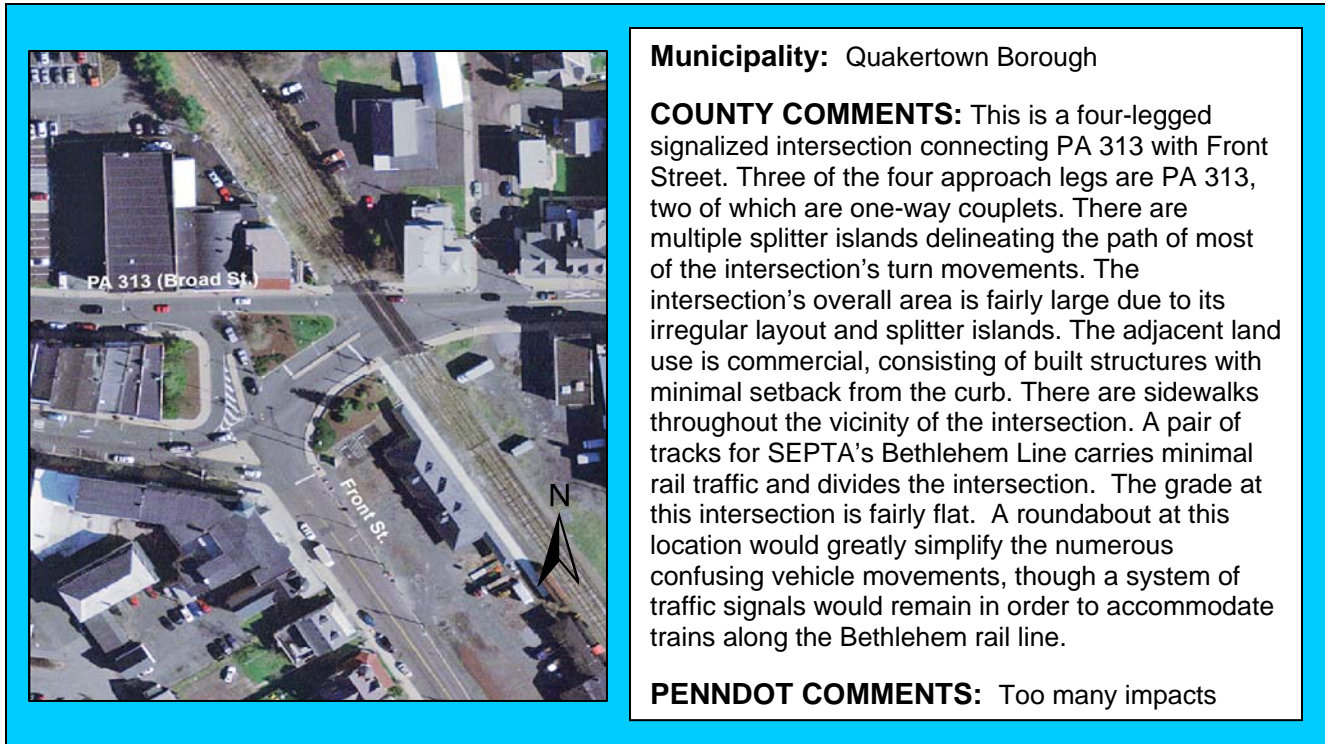
**Map 1A - DVRPC  
Roundabout  
Candidate Locations  
Bucks County**



# Map 1B - Bucks County Prioritized Roundabout Candidate Locations



**Figure 5: Bucks County Prioritized Location #2  
Intersection of PA 313 (Broad Street) and Front Street**



**Figure 6: Bucks County Prioritized Location #3  
Intersection of PA 132 (Street Road) and State Road**

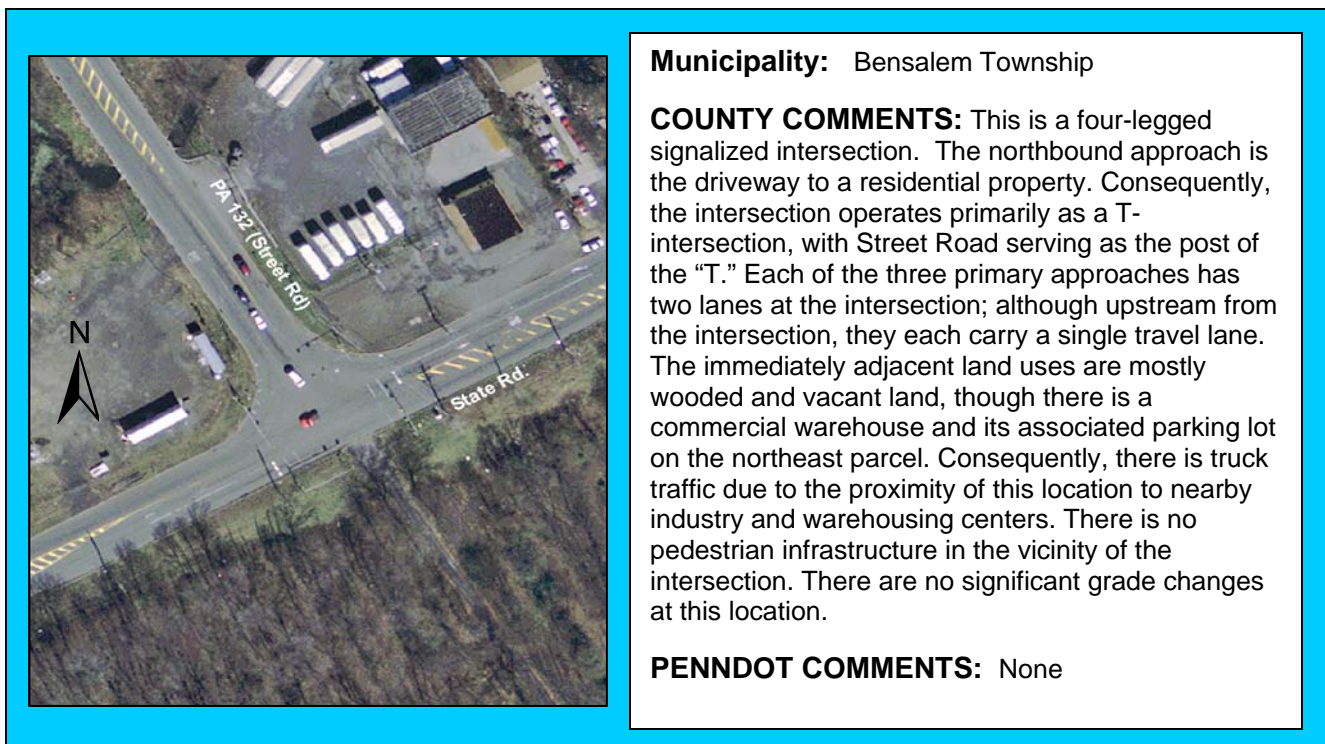


Table 4: Bucks County's Top Candidate Locations

Rank	Intersection	Municipality	County Comments
4	Big Oak Road and Stony Hill Road	Lower Makefield Township	None
5	Bridgetown Pike and Langhorne Yardley Road	Middletown Township	None
6	Swamp Road and Mill Creek Road	Wrightstown Township	None
7	PA 152 (Baringer Avenue) and PA 113 (Main Street)	Silverdale Borough	None
8	Main Street and Kumry Road	Trumbauersville Borough	None
9	Bordentown Road and Pennsbury Road	Newton Township	None
10	PA 412 (Durham Road) and PA 212 (Main Street)	Springfield Township	None
11	Sycamore Street and Washington Crossing Road	Newtown Township	None
12	Bristol Road and Bustleton Pike	Northampton Township	None
13	PA 232 (Windy Bush Road) and Street Road	Upper Makefield Township	None
14	Old Bethlehem Pike and Tollgate Road	Richland Township	None
15	PA 132 (Street Road ) and Lower State Road	Warrington Township	None

### **Current Roundabout Activities**

The intersection of PA 202 (Lower York Road) and PA 179 (Bridge Street) in Solesbury Township is under review for consideration of a roundabout. There is a roundabout currently operating in Richland Township at the intersection of Station Road and Old Bethlehem Pike. Also, Bucks County houses 1 "hybrid" roundabout. The "hybrid" roundabout in Warminster Township is located on Old York Road at an office park located approximately one-quarter mile south of Bristol Road.

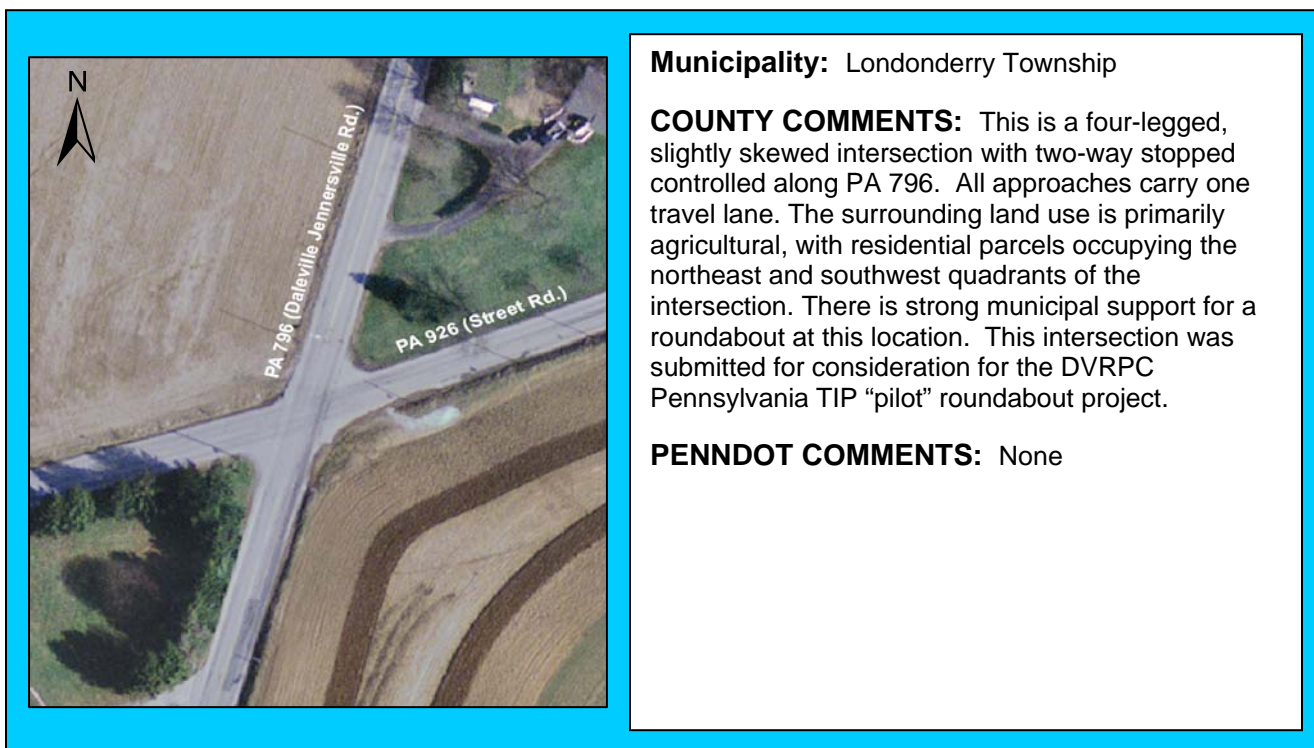
*Page left intentionally blank*

## 5.1.2 CHESTER COUNTY

### Candidate Prioritization Selection

Chester County had 276 intersections identified from the DVRPC roundabout screening process. As indicated in Map 2A, the candidate locations are distributed throughout the county. Chester County Planning Commission selected 10 locations for further review of roundabout installation. The county established two categories: the first five being priority locations that have local support and good geometry; the last five are good candidates with no obvious problems. The candidates were established by the county using a listing of potential sites previously submitted for the Pennsylvania TIP to fund “pilot” roundabout projects in the region (January 2007), expressions of interest from municipalities, and feedback from staff and PennDOT. Some of the county’s intersections identified from the pilot round of TIP candidate selection process are included in the 10 locations for further analysis. Additionally, as a result of its technical review, the Planning Commission added 33 additional candidate locations to the DVRPC generated list. Map 2B shows the location of the county’s top 10 intersections for consideration. Below, Figures 7 – 9 highlight the top three priority intersections listed by the county for further analysis. Table 5 contains the list of the other 24 locations for roundabout consideration. The cells highlighted in blue are the locations added by the county for further study. Appendix B contains the complete listing of DVRPC intersections.

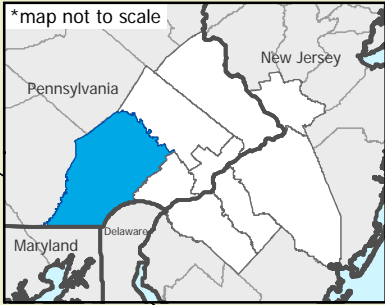
**Figure 7: Chester County Prioritized Location #1  
Intersection of PA 796 (Daleville Jennersville Rd.) and PA 926 (Street Road)**



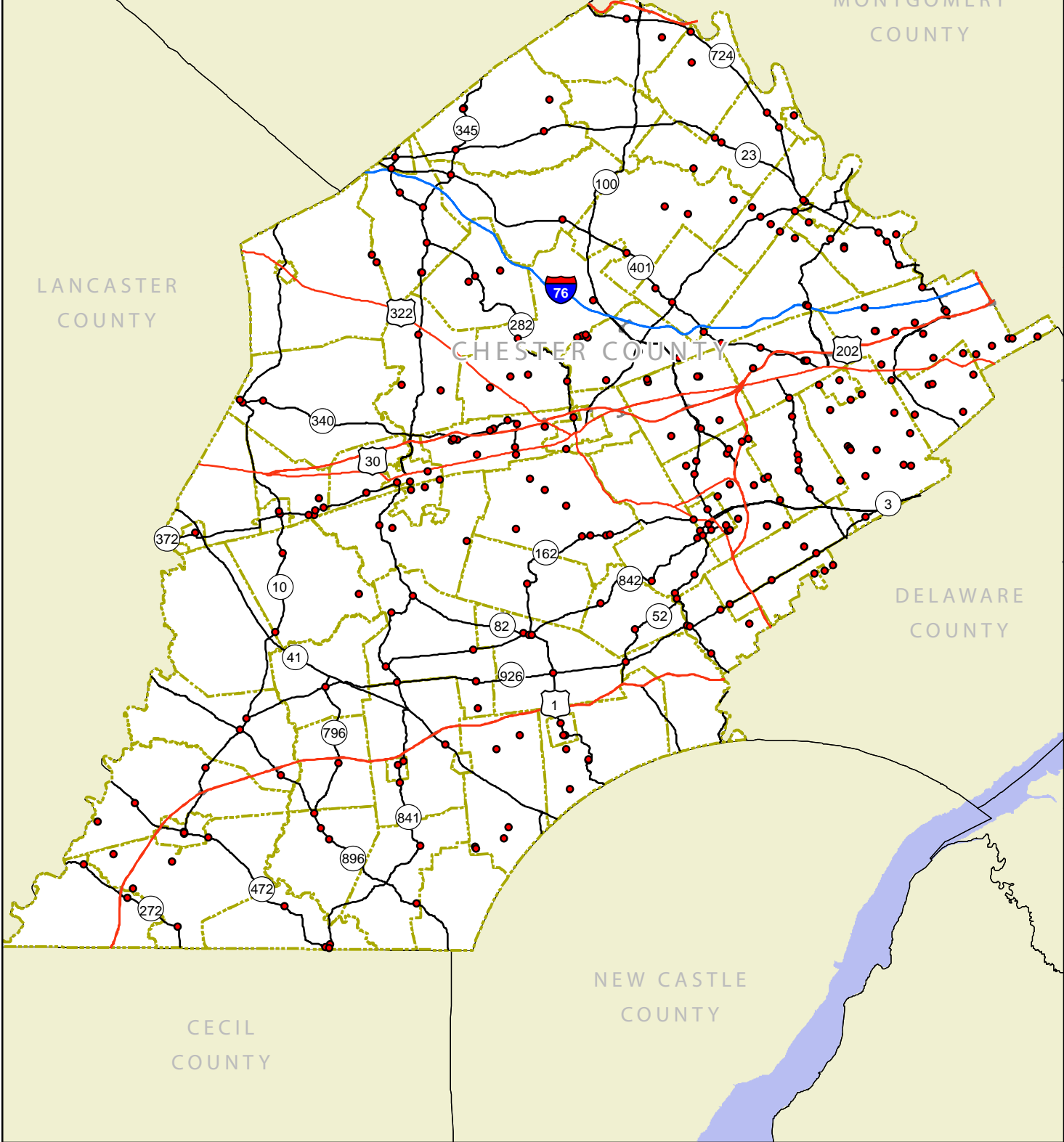
**Municipality:** Londonderry Township

**COUNTY COMMENTS:** This is a four-legged, slightly skewed intersection with two-way stopped controlled along PA 796. All approaches carry one travel lane. The surrounding land use is primarily agricultural, with residential parcels occupying the northeast and southwest quadrants of the intersection. There is strong municipal support for a roundabout at this location. This intersection was submitted for consideration for the DVRPC Pennsylvania TIP “pilot” roundabout project.

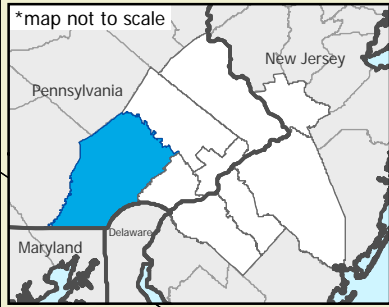
**PENNDOT COMMENTS:** None



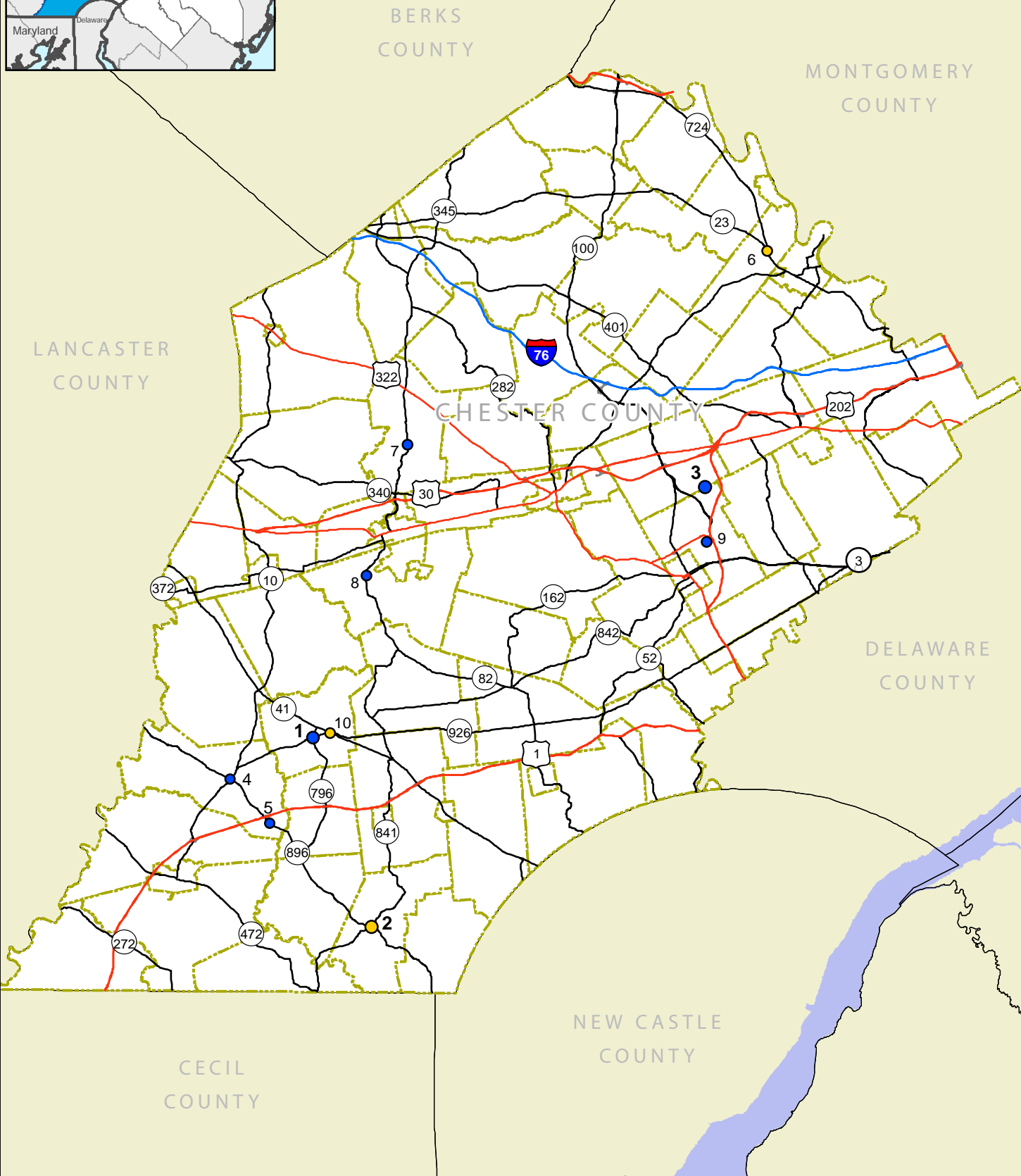
# Map 2A - DVRPC Roundabout Candidate Locations Chester County



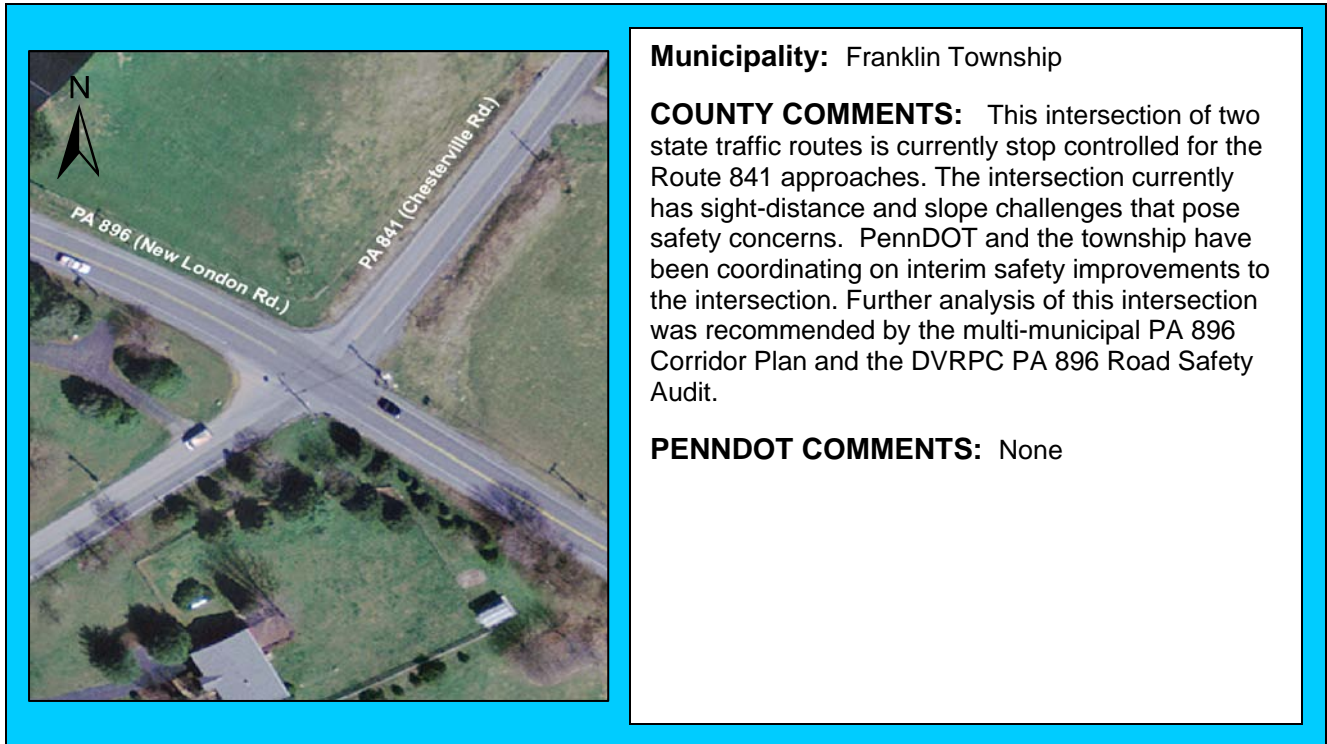




# Map 2B - Chester County Prioritized Roundabout Candidate Locations



**Figure 8: Chester County Prioritized Location #2  
Intersection of PA 896 (New London Road) and PA 841 (Chesterville Road)**



**Figure 9: Chester County Prioritized Location #3  
Intersection of Boot Road and Ship Road**

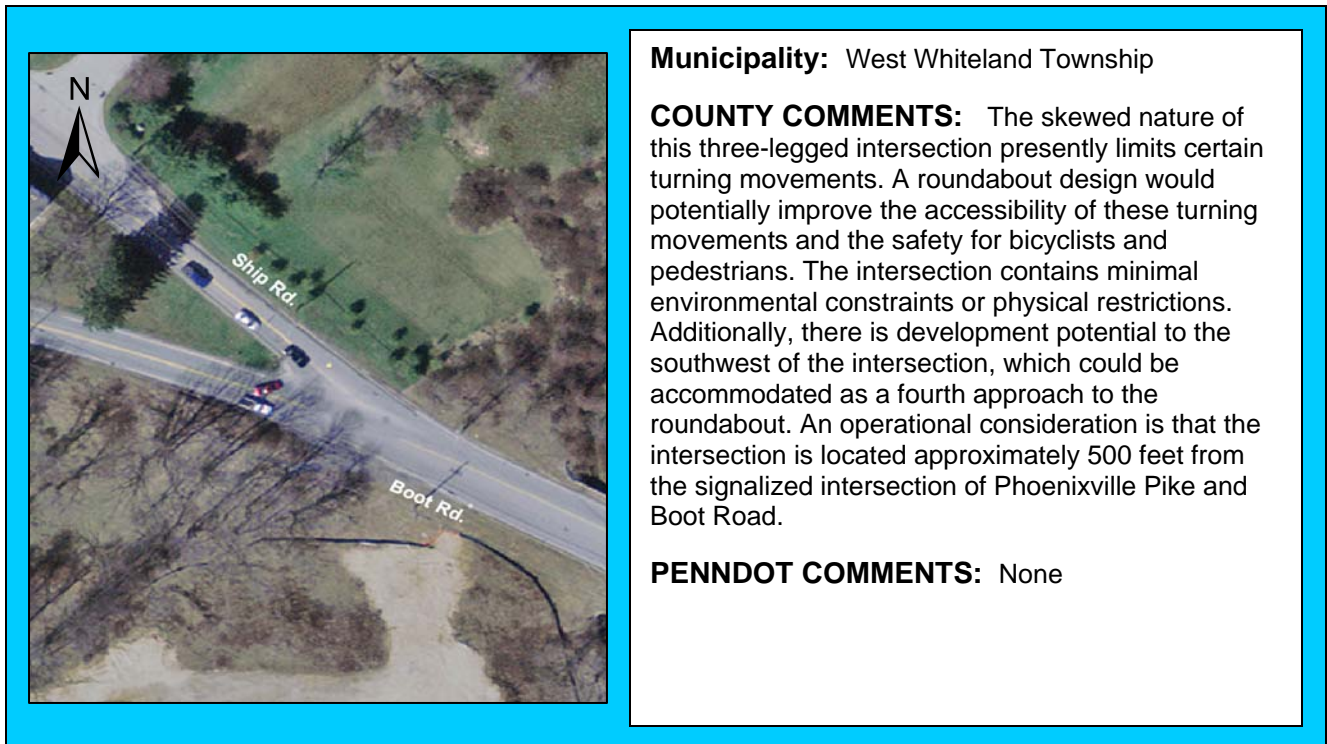


Table 5: Chester County's Top Candidate Locations

Rank	Intersection	Municipality	County Comments
<b>PRIORITY CANDIDATE LOCATIONS</b>			
4	PA 10 (Limestone Road) and PA 896 (Newark Road)	Upper Oxford Township	This location was submitted for consideration for the DVRPC PA TIP "pilot" roundabout project. There is strong municipal support for a roundabout at this location
5	PA 896 (Newark Road) and Baltimore Pike	Upper Oxford Township	This location was submitted for consideration for the DVRPC PA TIP "pilot" roundabout project. There is strong municipal support for a roundabout at this location
<b>GOOD CANDIDATE LOCATIONS</b>			
6	PA 23 (Ridge Road) and PA 724 (Schuylkill Road)	East Pikeland Township	No obvious geometric problems; worth consideration for a roundabout
7	PA 82 (Manor Road) and Reeceville/Cedar Knoll Road	West Brandywine Township	No obvious geometric problems; worth consideration for a roundabout
8	PA 82 (Doe Run Road) and Strasburg Road	East Fallowfield Township	South Brandywine Middle School located on the southwest corner of intersection; no obvious geometric problems; worth consideration
9	Phoenixville Road (Fern Hill Road) and Marshall Street (Goshen Road)	West Goshen Township	No obvious geometric problems; worth consideration for a roundabout
10	PA 41 (Gap Newport Pike) and PA 926 (Street Road)	Londonderry Township	Very skewed four-legged intersection with no obvious geometric problems; worth consideration for a roundabout

### Current Roundabout Activities

Chester County is proactive in moving forward with roundabout installations. There are currently two TIP funded roundabout projects in the following locations: Pocopson Township at the intersection of PA 52 (Lenape Road), Unionville and Wawaset Road; London Grove Township at the intersection of PA 41 (Gap Newport Pike); and Baltimore Pike. A roundabout is one of the improvement alternatives being evaluated at the intersection of North Valley Road and Swedesford Road in Tredyffrin Township. A roundabout project is underway in West Bradford Township at the intersection of Strasburg Road and Romansville/Shadyside Road, which is to be funded by the developer.

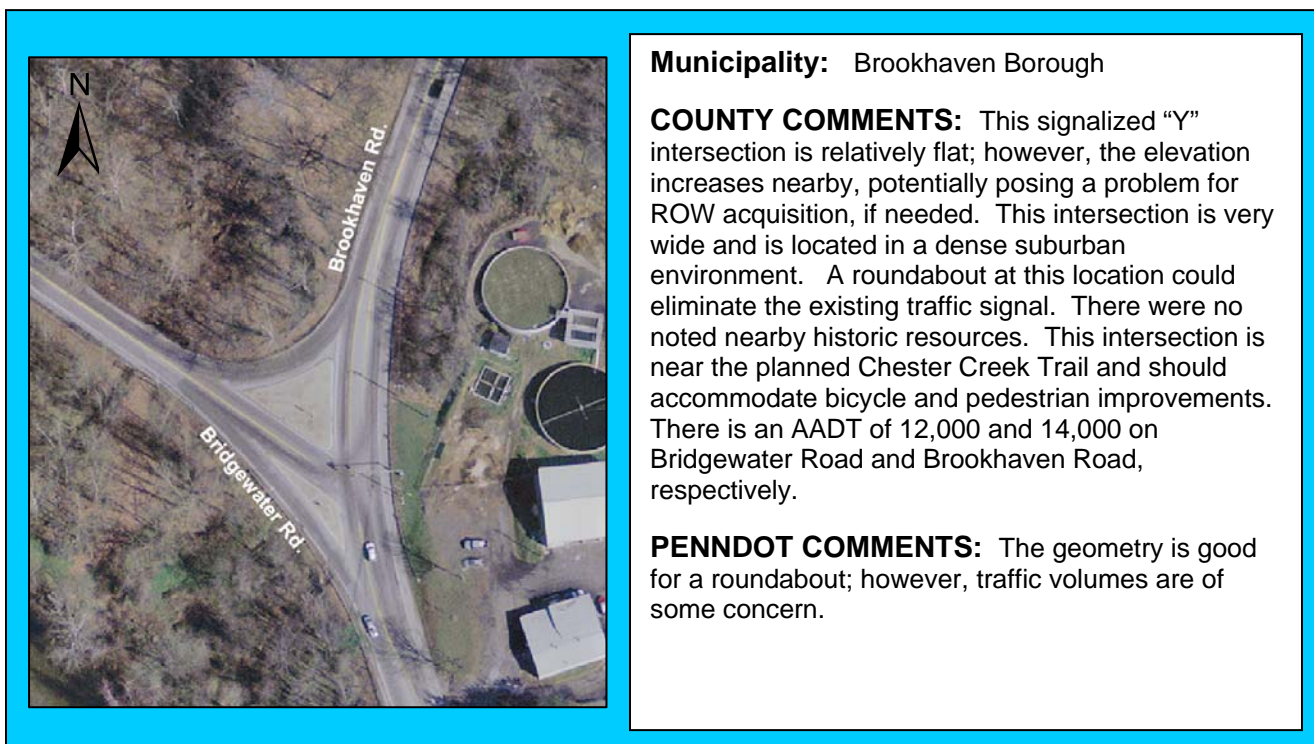
*Page left intentionally blank*

### 5.1.3 DELAWARE COUNTY

#### Candidate Prioritization Selection

Based upon the DVRPC criteria developed, there were 158 potential roundabout locations identified for Delaware County. As shown in Map 3A, these sites are scattered throughout the county. The Delaware County Planning Department (DCPD) solicited comments from its Transportation and Historic Preservation sections, as well as from each individual municipality. DCPD's Historic Preservation section identified possible effects to historic properties and archaeological factors in the areas around potential roundabout locations. They noted potential conflicts at 64 of the 158 proposed sites. Each project was given a low, medium, or high rating based on the proximity of the intersection to areas of known historical significance. If historic resources were present in the area, these were noted and described, if possible. Eight of Delaware County's 49 municipalities provided comments on the list supplied by DVRPC and several suggested other intersections where roundabouts would be advantageous to traffic movement and public safety. To expedite project implementation, locations without municipal support were eliminated. The Transportation Section of DCPD recommended 12 prioritized locations for further study based on the provided feedback. As depicted in Map 3B, two of the 12 sites were locations selected by the county as a priority for further analysis. Also shown, the top three locations are in close proximity to one another. Highlighted below in Figures 10 – 12 are the top three candidate sites. The remaining nine locations are listed in Table 6. A complete listing of the DVRPC table and comments from the County Historic Preservation and municipalities are provided in Appendices B and C.

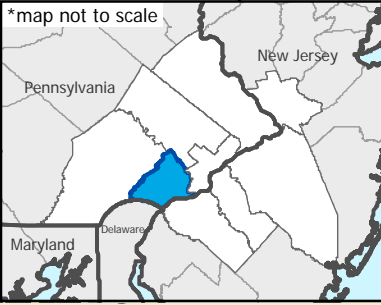
**Figure 10: Delaware County Prioritized Location #1  
Intersection of Bridgewater Road and Brookhaven Road**



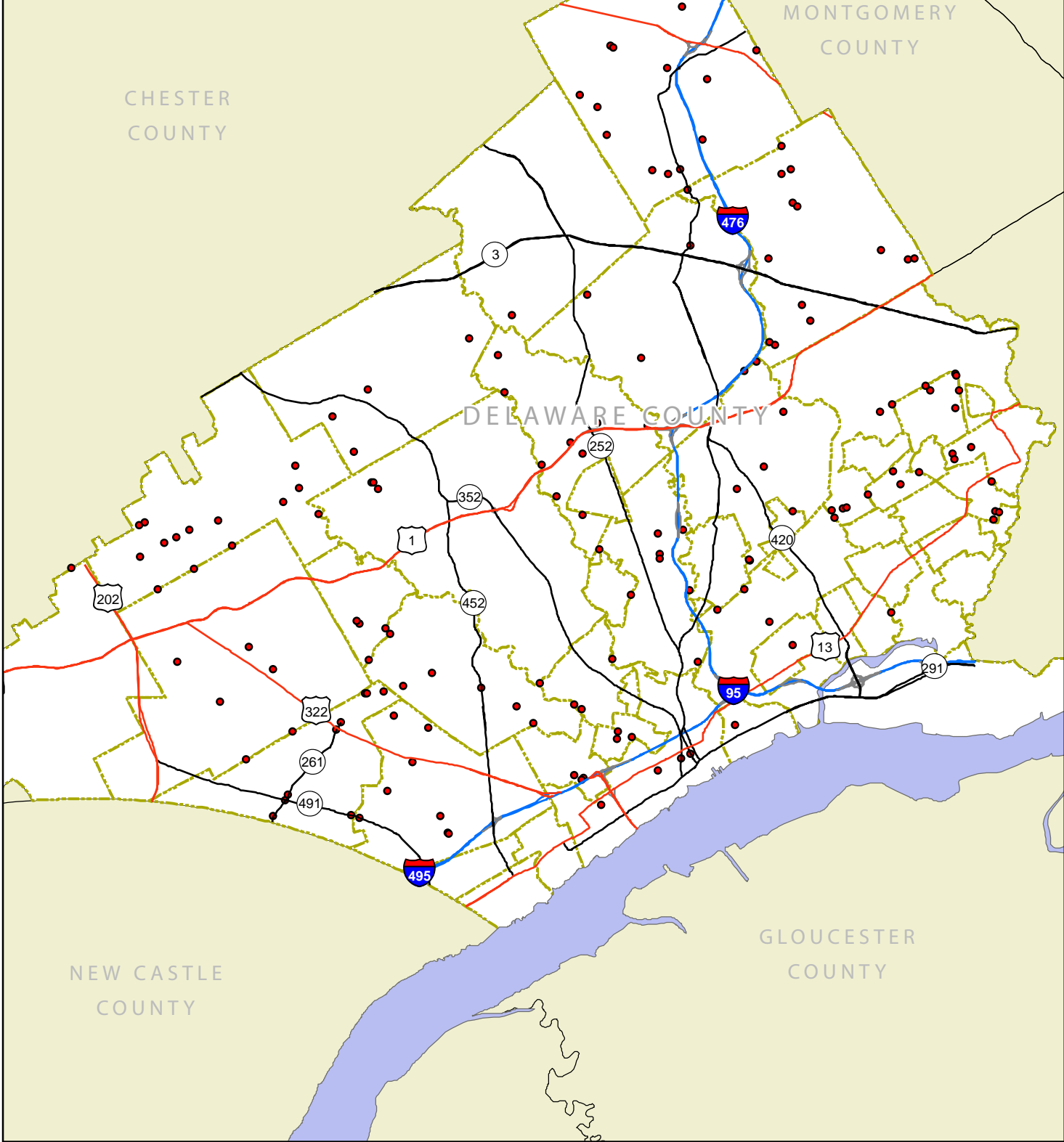
**Municipality:** Brookhaven Borough

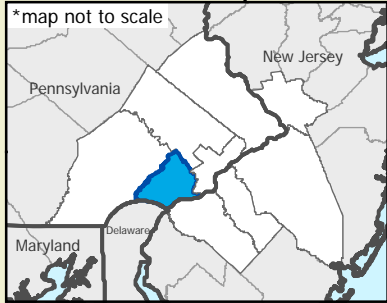
**COUNTY COMMENTS:** This signalized "Y" intersection is relatively flat; however, the elevation increases nearby, potentially posing a problem for ROW acquisition, if needed. This intersection is very wide and is located in a dense suburban environment. A roundabout at this location could eliminate the existing traffic signal. There were no noted nearby historic resources. This intersection is near the planned Chester Creek Trail and should accommodate bicycle and pedestrian improvements. There is an AADT of 12,000 and 14,000 on Bridgewater Road and Brookhaven Road, respectively.

**PENNDOT COMMENTS:** The geometry is good for a roundabout; however, traffic volumes are of some concern.

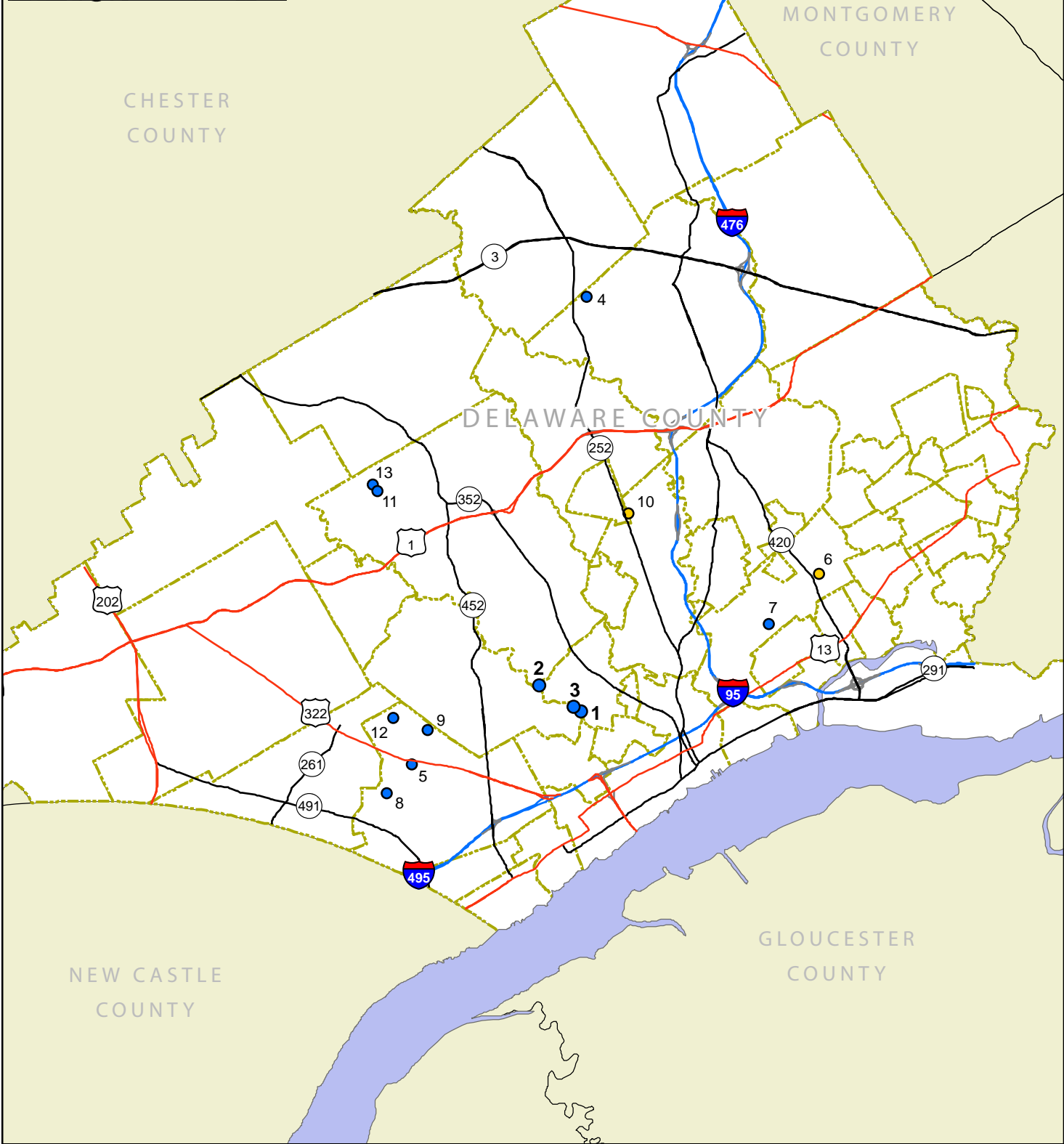


# Map 3A - DVRPC Roundabout Candidate Locations Delaware County



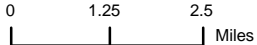


# Map 3B - Delaware County Prioritized Roundabout Candidate Locations

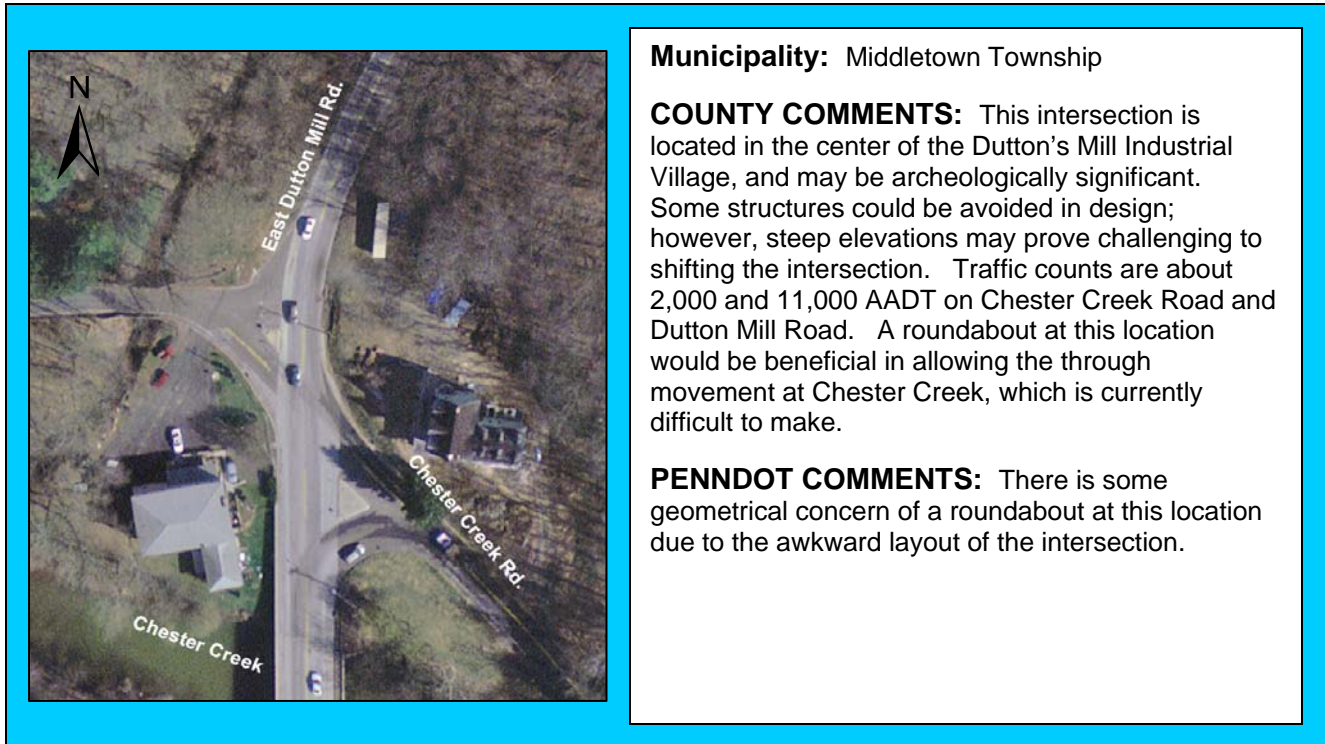


Delaware Valley  
Regional Planning Commission  
October 2007

- County Identified Priority Location
- County Priority DVRPC Location



**Figure 11: Delaware County Prioritized Location #2  
Intersection of East Dutton Mill Road and Chester Creek Road**



**Figure 12: Delaware County Prioritized Location #3  
Intersection of Bridgewater Road and Chester Creek Road**

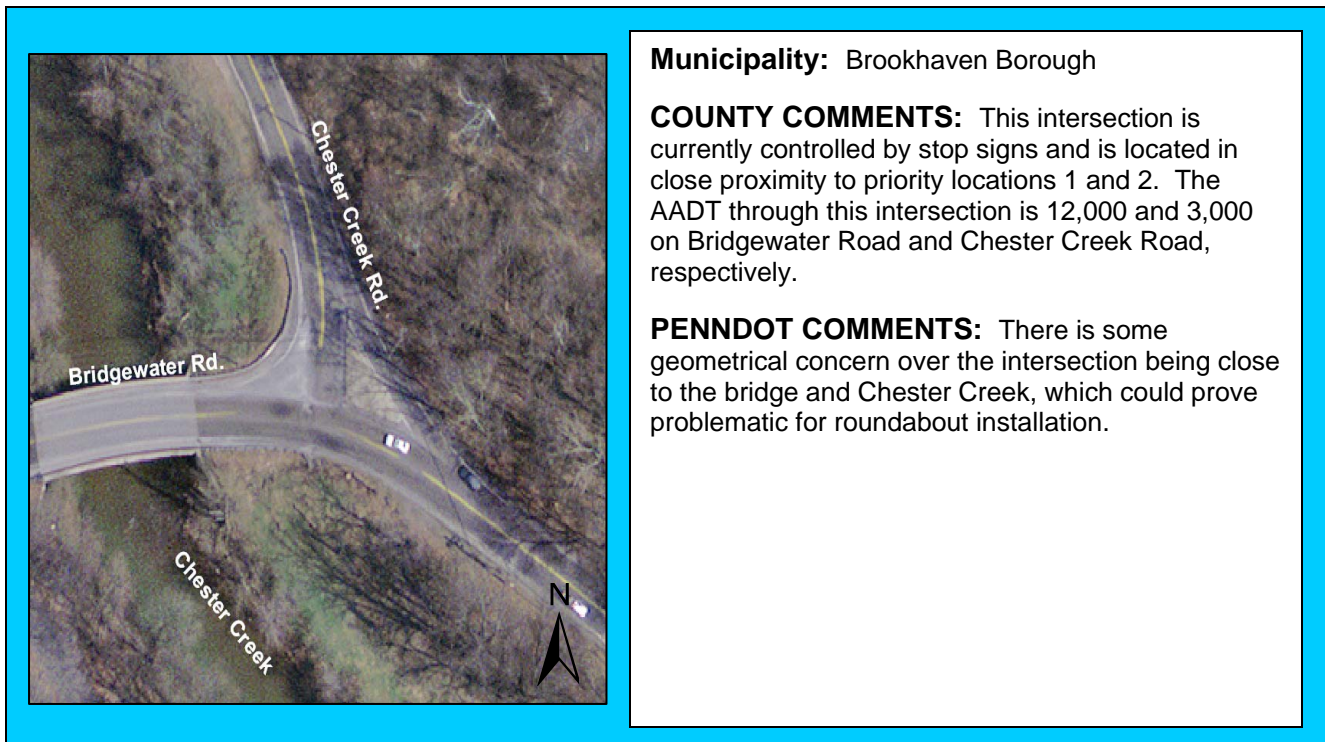




Table 6: Delaware County's Top Candidate Locations

Rank	Intersection	Municipality	County Comments
4	Media Line Road and Gradyville Road	Marple Township	This intersection is fairly wide with good site distance. Minimal ROW is needed and the approaches entering into the intersection is relatively flat grade. There were nine crashes reported (7/1/02 to 7/1/07), including one fatality. The surrounding land use is low-density residential with large scale offices and Delaware County Community College. AADT of 7,000 on Media Lane Road and 1,000 on Gradyville Road. The primary purpose is to improve safety.
5	Chichester Avenue and Larkin Road/Bethel Avenue	Upper Chichester Township	Currently, left-turn movements have slowed the efficiency of vehicular movements through the intersection. The surrounding land use is mixed with residential, retail, and recreational uses. The AADTs are about 14,000 on Chichester Avenue, and approximately 5,000 on Larkin Road and Bethal Avenue. Route 322 corridor is being reconstructed near the intersection. Due to the large amount of ROW, a roundabout would be beneficial and make it easier to travel through the intersection.
6	Grand Avenue and Amosland Road	Ridley Township	Grand Avenue is used as a cut through route to avoid traffic congestion on Route 420, and it also parallels MacDade Boulevard. Grand Avenue and Amosland Road is a five-point Y intersection located in a medium-density residential community, with two schools, a daycare, and a playground nearby. The purpose of the roundabout would be to discourage cut through traffic.

Rank	Intersection	Municipality	County Comments
7	MacDade Boulevard and Morton Avenue	Ridley Township	This intersection has five approaches, including a skew leg. It has good sight distance and is within a dense, older suburban commercial area. A roundabout could eliminate traffic signals and encourage smoother travel through the intersection. The AADT is 23,000 for MacDade Boulevard and 11,000 for Morton Road
8	Larkin Road and Bethel Road	Upper Chichester Township	This intersection is located in a low-density suburban residential area. The intersection is slightly skewed, with the north leg of Bethel Road entering at a sharp angle. A roundabout would be used to calm traffic traveling through the residential neighborhood. Traffic counts are about 5,000 and 4,000 vehicles on Larkin Road and Bethel Road, respectively.
9	Cherry Tree Road and Weir Road	Upper Chichester Township	Cherry Tree Road and Weir Road is a "T" intersection, located in a low-density residential area. There were no historic resources located nearby.
10	Valley Road and Forge Road	Middletown Township	Currently, there is little traffic at this location, though a roundabout may be considered if the intersection requires signalization due to future development. There is ample ROW on the north side of the intersection. There is a historic property about 310 feet away from the intersection on Valley Road. The area is low-density residential, with some agricultural use. The AADT on Valley Road and Forge Road is 2,000 and 1,000, respectively. There may be some elevation issues at this location.

Rank	Intersection	Municipality	County Comments
11	Chichester Avenue and Chelsea Road	Upper Chichester Township	This "Y" intersection could benefit from a roundabout to provide right-turn movements onto Chelsea Road from Chichester Avenue, which are currently prohibited. There is a historic property nearby; however, the property is set back a significant distance away from the intersection. The surrounding area is low-density residential. Traffic counts are about 11,000 for Chichester Avenue and 1,000 for Chelsea Road.
12	Valley Road and New Darlington Road	Middletown Township	Currently, there is little traffic at this location. This three-legged intersection is skewed. There is ample ROW on the north side of the intersection, but not on the south. AADT on Valley Road and New Darlington Road is approximately 2,000 and less than 1,000 vehicles, respectively.

### **Current Roundabout Activities**

Currently, there are two roundabouts in design in the county. The first location is at the intersection of Concord Road and Donnelly Avenue in Aston Township. The second roundabout being designed is located in Newtown Township at the intersection of St. David's Road and Newtown Road and is incorporated as part the Episcopal Academy Campus construction project.

*Page left intentionally blank*

## 5.1.4 MONTGOMERY COUNTY

### Candidate Prioritization Selection

From the DVRPC screening process, there were 300 roundabout candidate locations identified for Montgomery County. Map 4A shows that the majority of these intersections are evenly distributed throughout the county. Staff from the Montgomery County Planning Commission chose 31 locations for further consideration. This list of 31 intersections was then narrowed down to three categories: high, medium, and low. Six intersections fell within the high category and were prioritized in level of importance by the county. The remaining 35 locations were listed in medium (15) and low (10) categories. See Table 7 below. All of the locations considered by the county came from the DVRPC screening process. In-house knowledge, the evaluation of places with sufficient traffic volumes, and the approaching intersection grades were some of the factors considered for determining appropriate locations of candidate roundabout sites. Shown in Map 4B, five of the six prioritized locations are clustered in the vicinity of East Norriton Township and Norristown Borough. Figures 13 – 15 highlight the county's top three intersections for further roundabout evaluation. The entire list of DVRPC candidate roundabout locations for Montgomery County can be found in Appendix B.

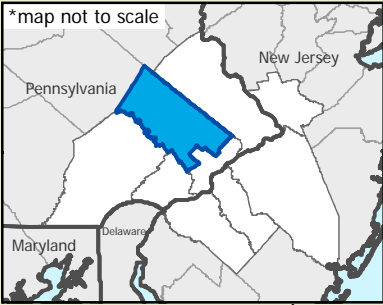
**Figure 13: Montgomery County Prioritized Location #1  
Intersection of Whitehall Road and Sterigere Street**



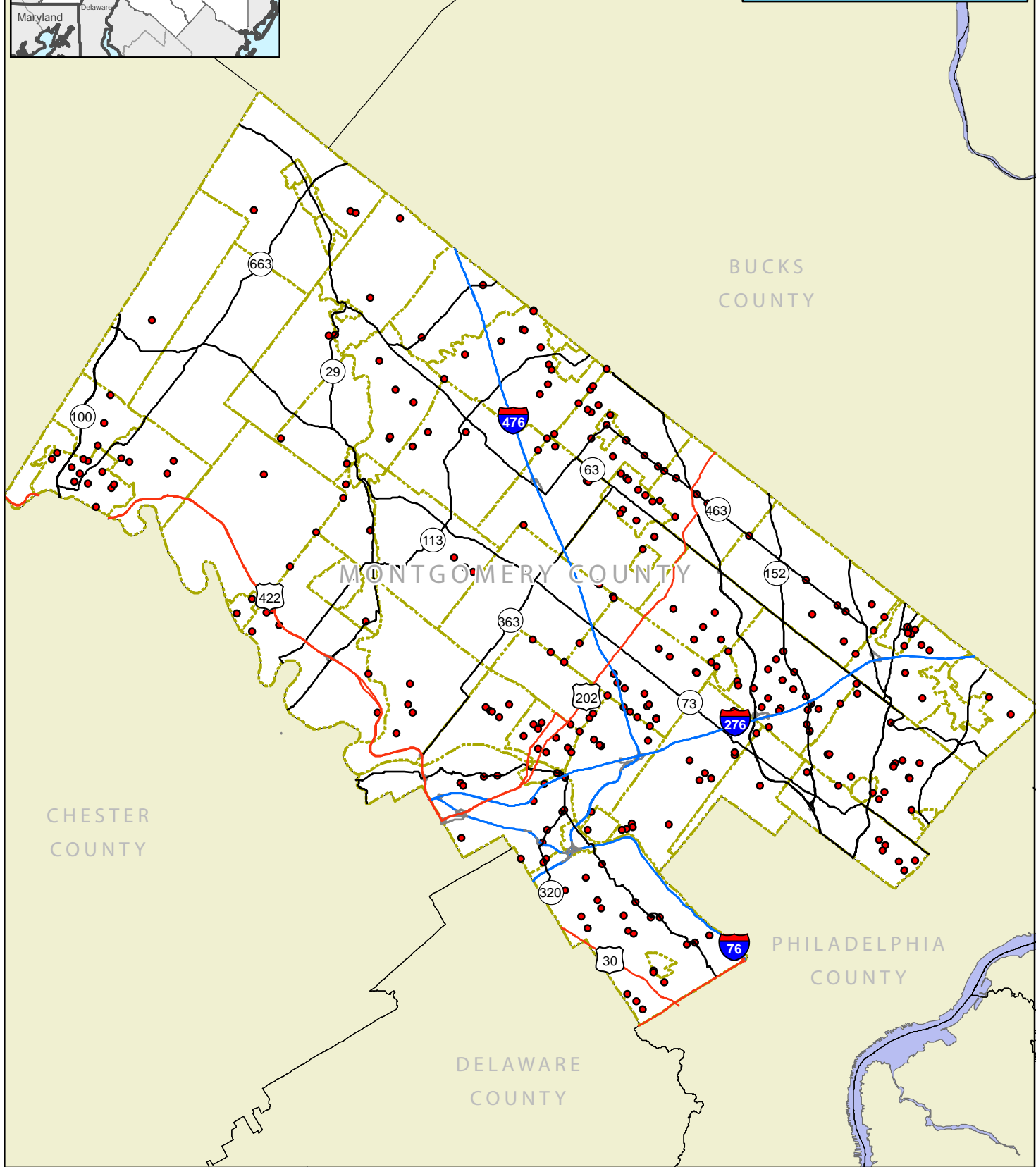
**Municipality:** West Norriton Township

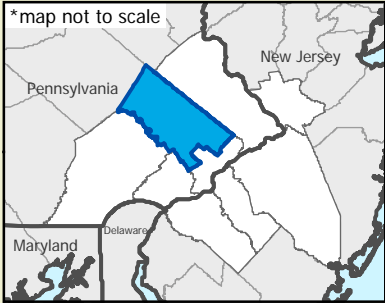
**COUNTY COMMENTS:** This is an orthogonal four-legged signalized intersection. The westbound Sterigere Street approach carries two lanes at the intersection, a through left and an exclusive right; the remaining three approaches are all single lane, though the eastbound approach primarily serves as a residential cul-de-sac. Three-quarters of the adjacent parcels are comprised of single-family detached residential with moderate setback from the roadway, and the remaining eastern parcel is Norristown Farm Park, a county-owned agricultural park. There is a paved multiuse trail along this portion of Norristown Farm Park, which connects to the Liberty Bell Trail; otherwise, there are minimal pedestrian and bicycling amenities at this location. In addition, there are no significant changes of grade at or near the intersection.

**PENNDOT COMMENTS:** Heavy AM left turns; serious ROW issues, given the proximity to the farm.

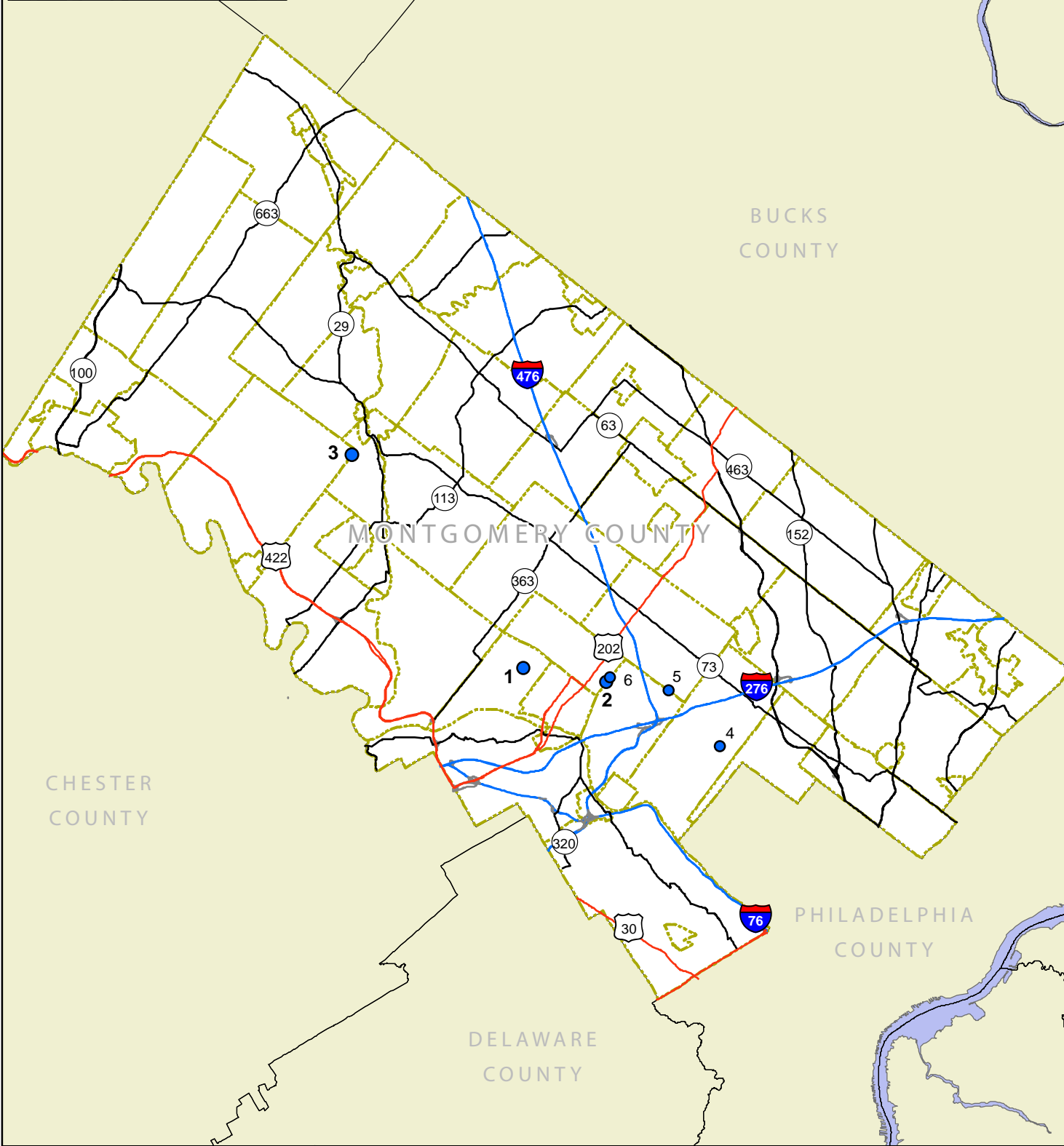


# Map 4A - DVRPC Roundabout Candidate Locations Montgomery County

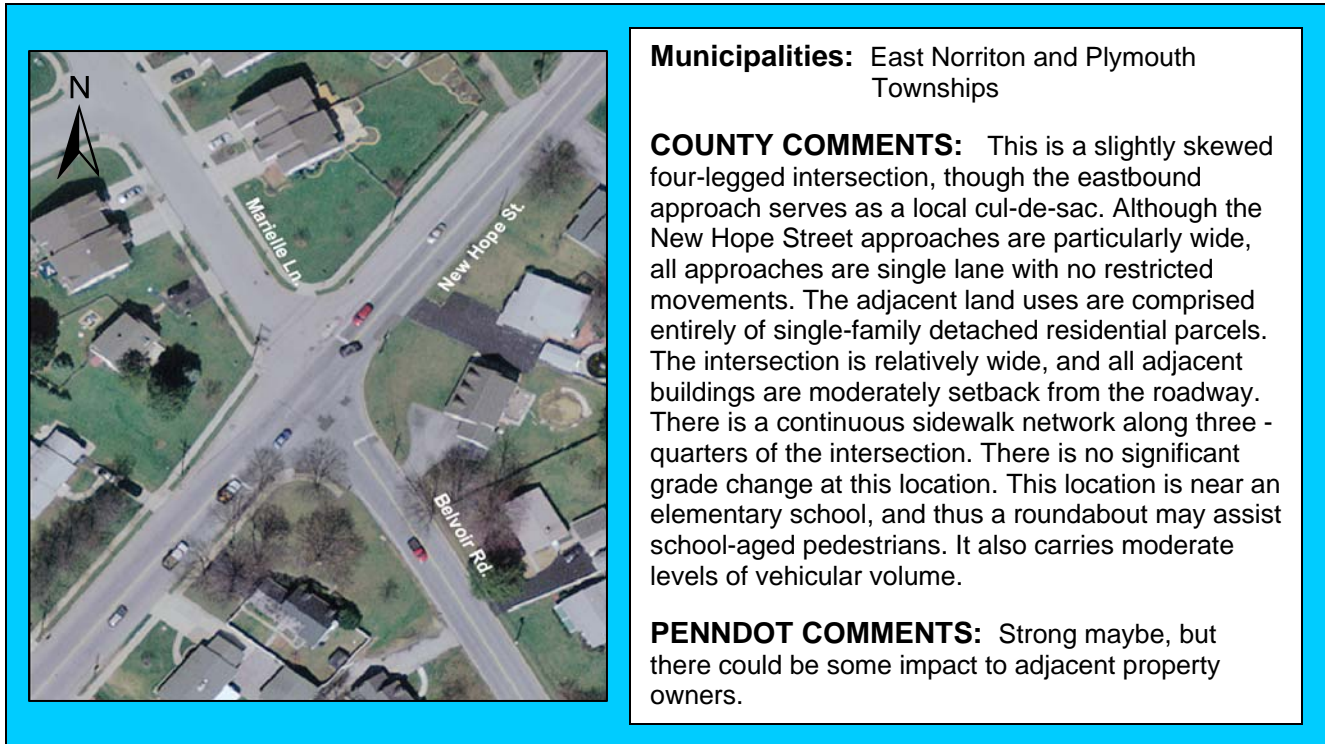




# Map 4B - Montgomery County Prioritized Roundabout Candidate Locations



**Figure 14: Montgomery County Prioritized Location #2  
Intersection of New Hope Street and Belvoir Road/Marielle Lane**



**Figure 15: Montgomery County Prioritized Location #3  
Intersection of Township Line Road and Cemetery Road/Seitz Road**

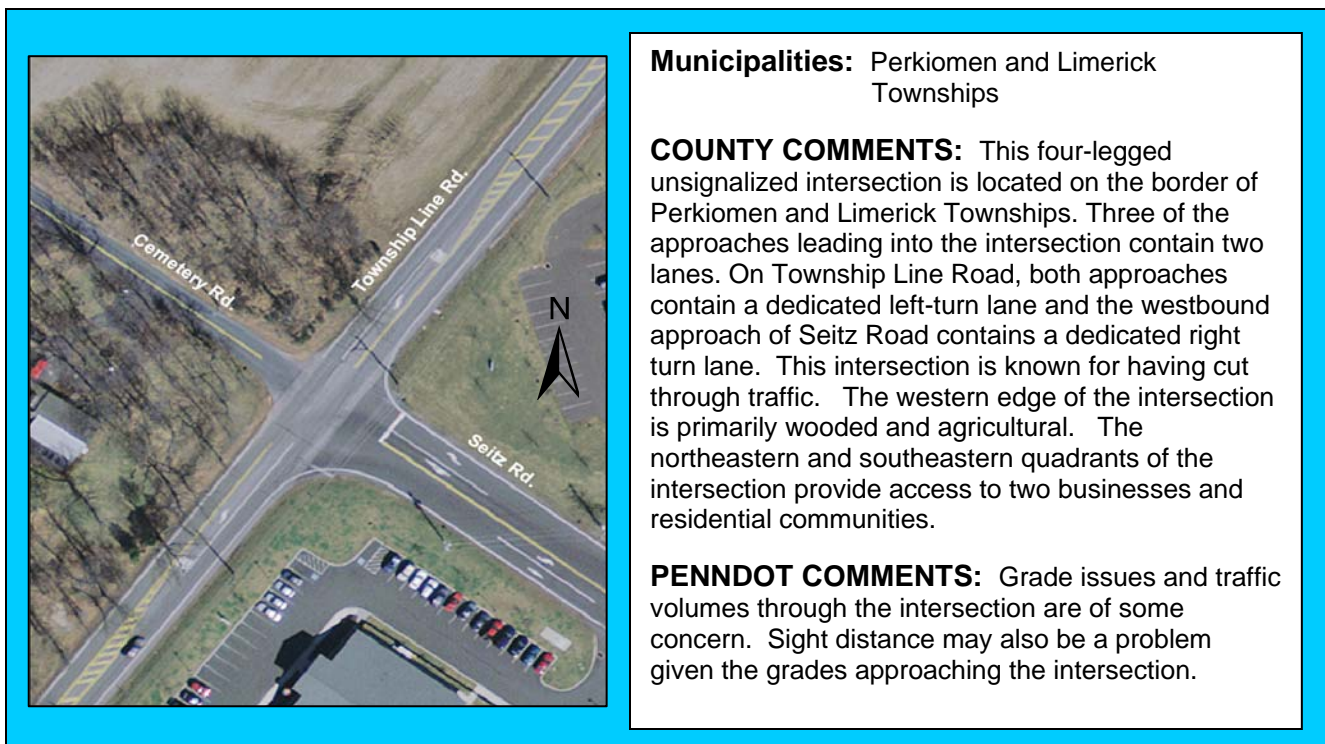




Table 7: Montgomery County's Top Candidate Locations

Rank	Intersection	Municipality	County Comments
<b>HIGH LEVEL OF PRIORITY</b>			
4	Flourtown Road and Thomas Road	Whitemarsh Township	None
5	Township Line Road and Narcissa Road	Whitpain and Plymouth Townships	None
6	Arch Road and Old Arch Road	Plymouth and East Norriton Townships	None
<b>MEDIUM LEVEL OF PRIORITY</b>			
7	Union Meeting Road and Jolly Road	Whitpain Township	None
8	Camp Hill Road and Highland Avenue	Upper Dublin Township	None
9	Orvilla Road and Koffel Road	Hatfield Township	None
10	Crooked Lane and Church Road	Upper Merion Township	None
11	Narcissa Road and Hickory Road	Plymouth Township	None
12	Harding Boulevard and Fornance Street	Norristown Borough	None
13	Yost Road and North Wales Road	Whitpain Township	None
14	Blair Mill Road and Witmer Road	Upper Moreland Township	None
15	Byberry Road and Buck Road	Bryn Athyn Borough	None
16	Bethlehem Pike and West Valley Green Avenue	Whitemarsh Township	None
17	Cowpath Road and Derstine Road	Hatfield Township	None
18	Union Street and Souderton Pike	Hatfield Township	None
19	Norristown Road and Witmer Road	Horsham Township	None
20	Bethlehem Pike and Dager Road	Lower Gwynedd Township	None
21	Schuylkill River Road and Swedeland Road	Upper Merion Township	None

Rank	Intersection	Municipality	County Comments
<b>LOW LEVEL OF PRIORITY</b>			
22	Warminster Road and Fulmor Avenue	Hatboro Borough	None
23	Camp Hill Road and Valley Green Road	Whitemarsh Township	None
24	Schoolhouse Road and Lower Road	Franconia Township	None
25	Lower Road and Godshall Road	Franconia Township	None
26	Pleasant View Road and Bliem Road	Lower Pottsgrove Township	None
27	Walton Road and Stenton Avenue	Whitpain Township	None
28	Pinetown Road and Delaware Drive	Upper Dublin Township	None
29	Bethlehem Pike and Highland Avenue	Upper Dublin Township	None
30	Bethlehem Pike and Bannockburn Avenue	Upper Dublin Township	None
31	Bergey Road and Cowpath Road	Hatfield Township	None

### **Current Roundabout Activities**

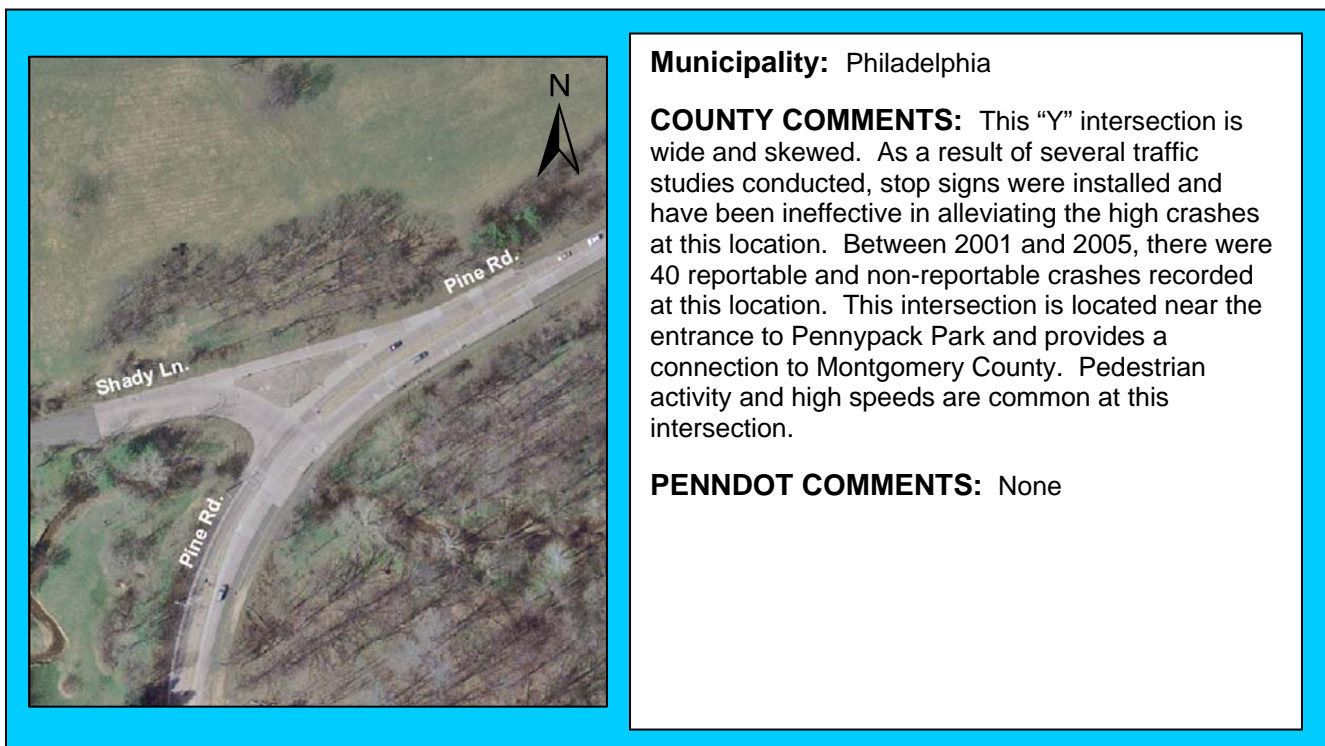
There is a developer funded roundabout planned for the intersection of PA 29 (Gravel Pike) and PA 73 (Skippack Pike) in Lower Frederick Township. This will be the county's first roundabout constructed.

## 5.1.5 PHILADELPHIA COUNTY

### Candidate Prioritization Selection Process

The City of Philadelphia had 334 candidate roundabout locations identified from the DVRPC generated list. As indicated in Map 5A, most of the sites selected were clustered in Center City and the central section of the City. Although these intersections met the DVRPC based criteria for roundabout consideration, the majority of the locations were not considered by the Philadelphia Streets Department due to ROW constraints and the impact of nearby historic properties. The Street Department prioritized three locations for further study. The following factors were considered by the department in determining appropriate locations for the installation roundabouts: demonstrated problem area, excessive speeds, wide-open areas, no ROW constraints, and local support from citizens and City Council representatives. As shown in Map 5B, two of the three intersections chosen were not identified originally by DVRPC. All of the sites are located in the northeastern section of the City. Appendix B has a complete listing of the 334 Philadelphia locations identified by DVRPC. Figures 16 – 18 below provides details of the three prioritized intersections selected by the Philadelphia Streets Department. There are no current roundabout activities being pursued in the City.

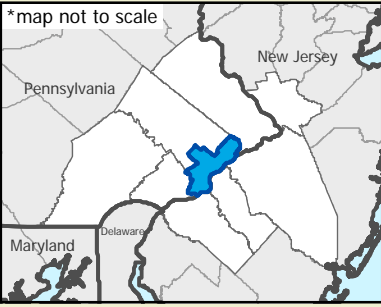
**Figure 16: Philadelphia County Prioritized Location #1  
Intersection of Shady Lane and Pine Road**



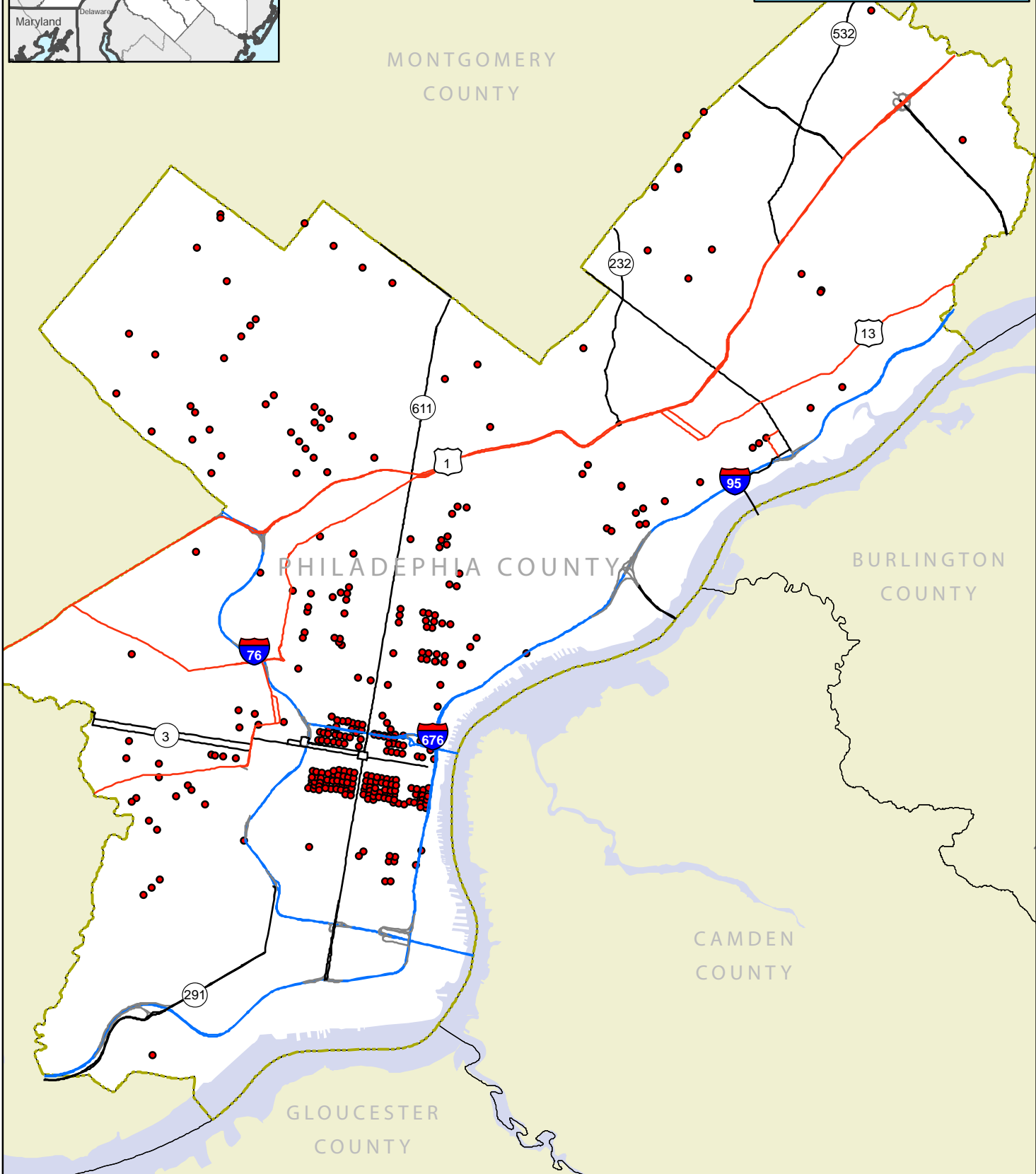
**Municipality:** Philadelphia

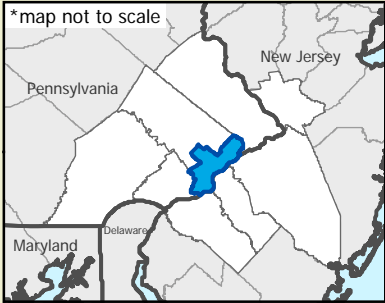
**COUNTY COMMENTS:** This “Y” intersection is wide and skewed. As a result of several traffic studies conducted, stop signs were installed and have been ineffective in alleviating the high crashes at this location. Between 2001 and 2005, there were 40 reportable and non-reportable crashes recorded at this location. This intersection is located near the entrance to Pennypack Park and provides a connection to Montgomery County. Pedestrian activity and high speeds are common at this intersection.

**PENNDOT COMMENTS:** None

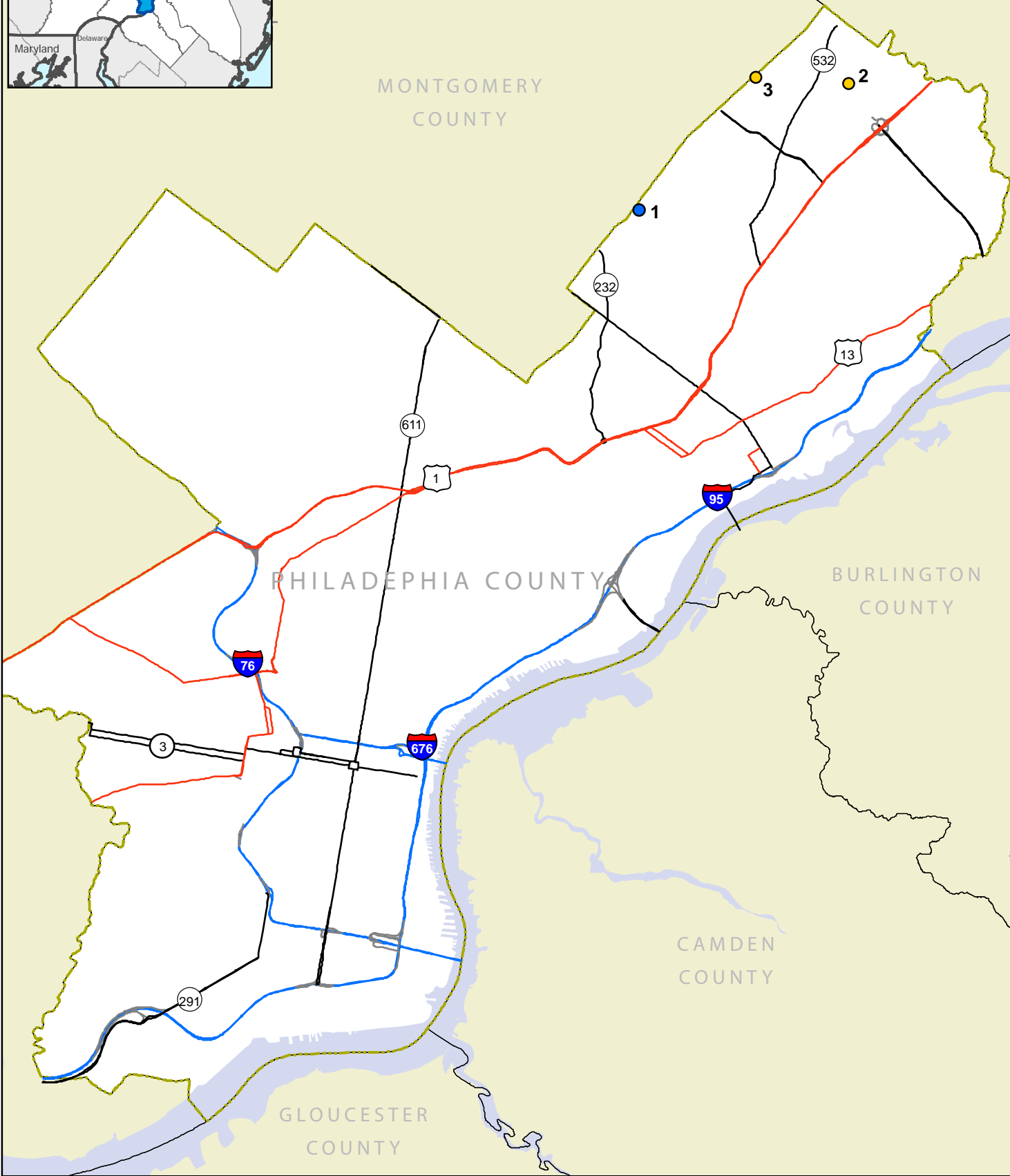


# Map 5A - DVRPC Roundabout Candidate Locations Philadelphia County

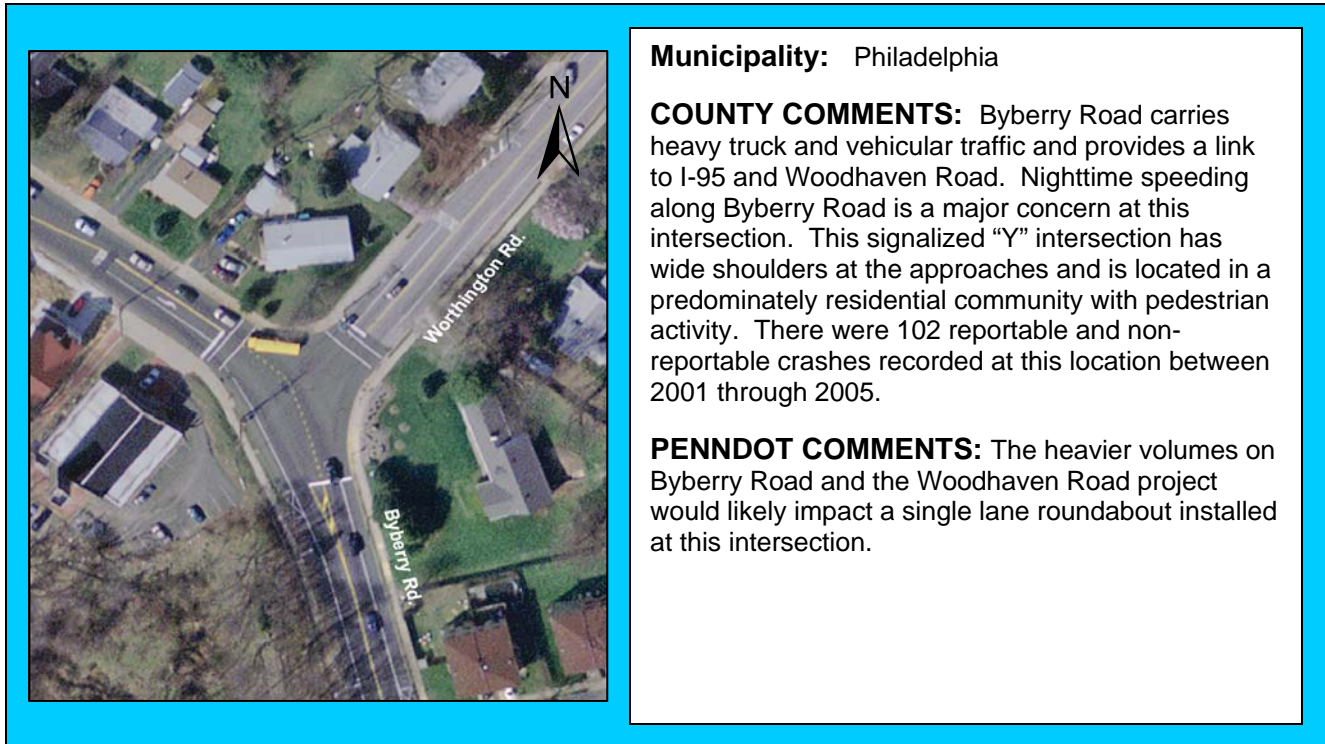




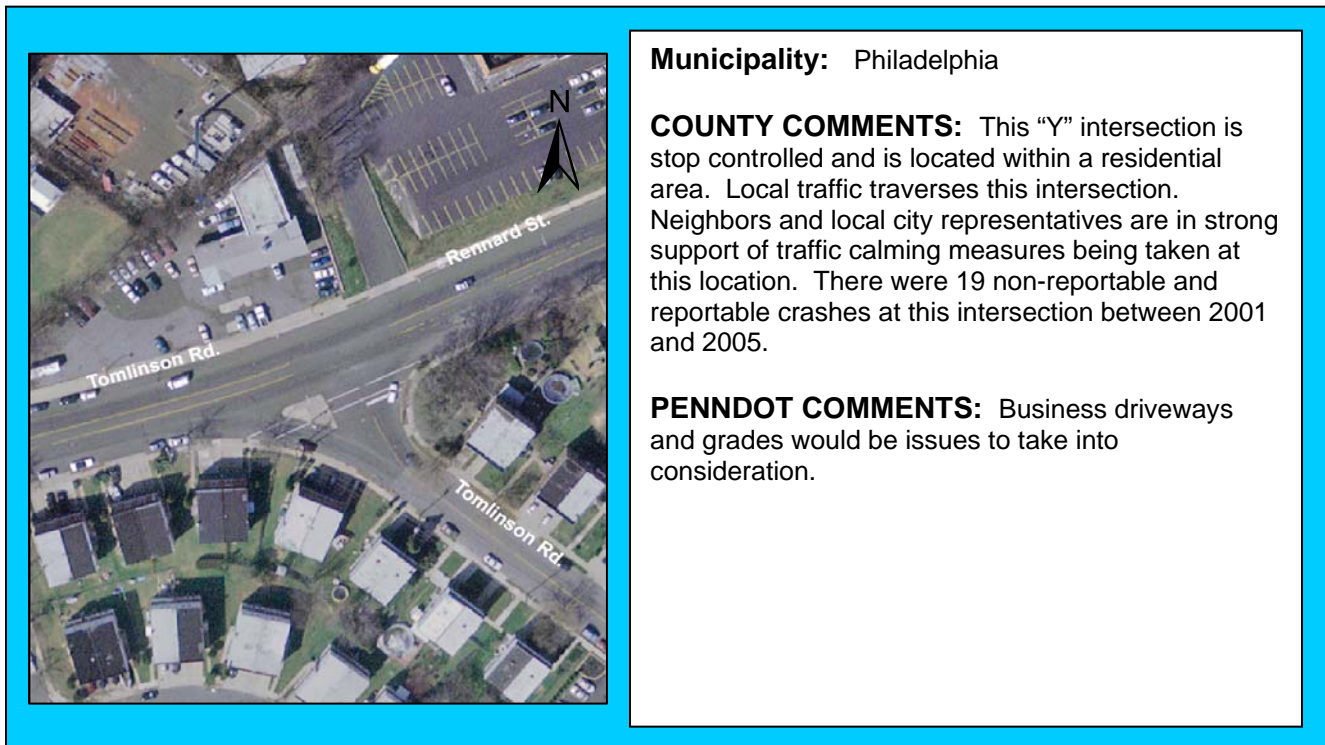
# Map 5B - Philadelphia County Prioritized Roundabout Candidate Locations



**Figure 17: Philadelphia County Prioritized Location #2  
Intersection of Byberry Road and Worthington Road**



**Figure 18: Philadelphia County Prioritized Location #3  
Intersection of Tomlinson Road and Rennard Street**



# **New Jersey**

## **Counties:**

**Burlington  
Camden  
Gloucester  
Mercer**



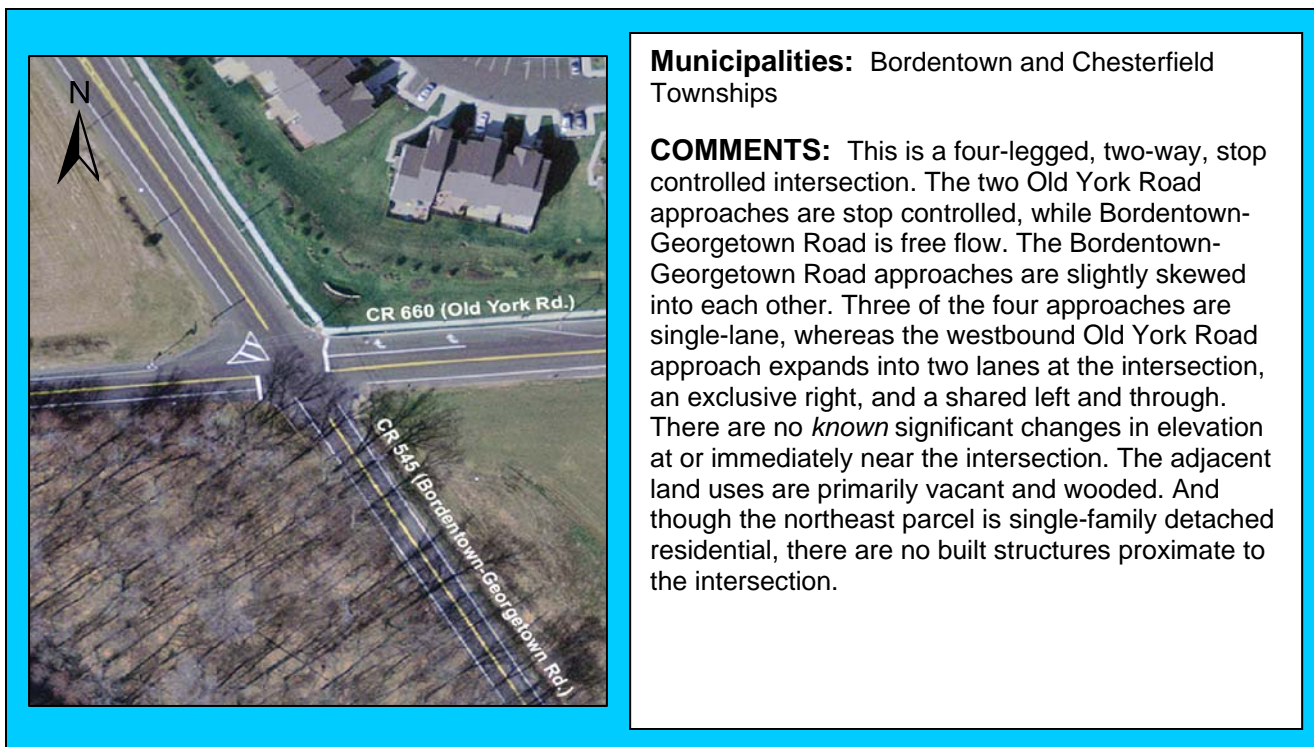


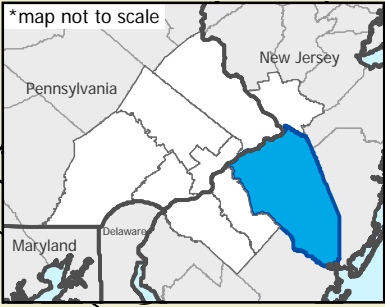
## 5.2.1 BURLINGTON COUNTY

### Candidate Prioritization Selection

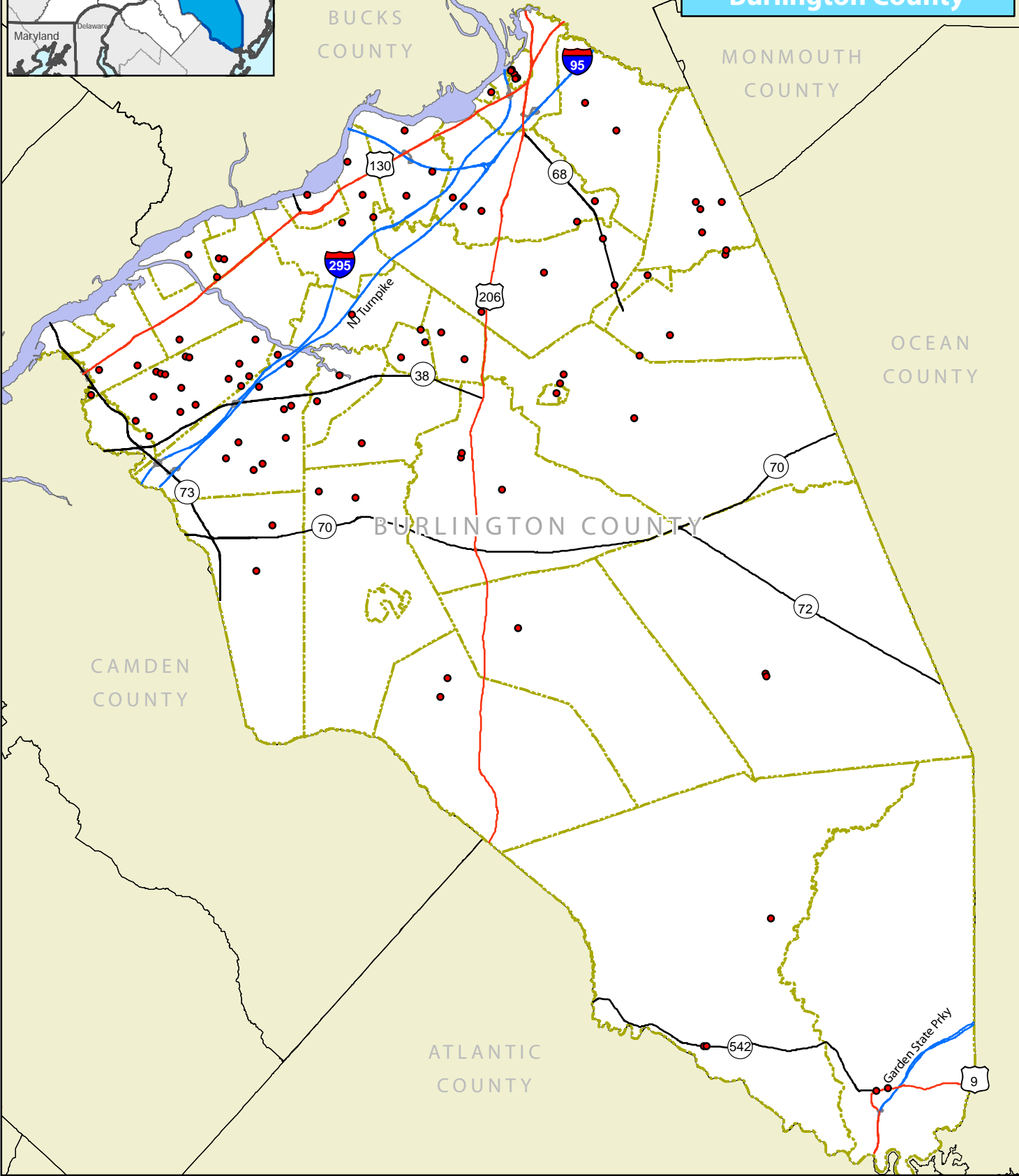
Burlington County had 98 candidate roundabout sites identified from the DVRPC screening process. As shown in Map 6A, the majority of these intersections are concentrated in the northern section of the county. Burlington County Department of Engineering reviewed the DVRPC generated list of potential locations and narrowed and prioritized 17 intersections for further roundabout consideration. Eight of these sites were identified by the county and the other nine were selected from the DVRPC generated list. The number one location was selected by the county and the top two and three locations came from the DVRPC generated list. See Map 6B. These locations were chosen by the county based upon crash history, high travel speeds, complex intersection geometry, likely municipal support, and areas where a roundabout would provide traffic calming and act as a gateway into a community. Figures 19 – 21 provide more detailed information on the county’s top three intersections for roundabout consideration. Table 8 lists the county’s other 14 prioritized locations. The cells shaded in light blue are the county’s identified locations. See Appendix B for the complete list of DVRPC identified candidate roundabout intersections.

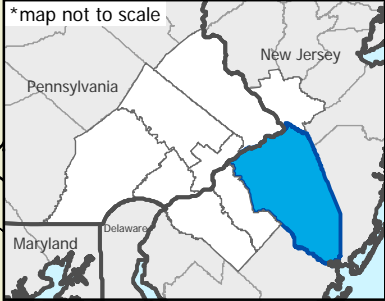
**Figure 19: Burlington County Prioritized Location #1  
Intersection of CR 545 (Bordentown-Georgetown Road) and CR 660 Old York Road**



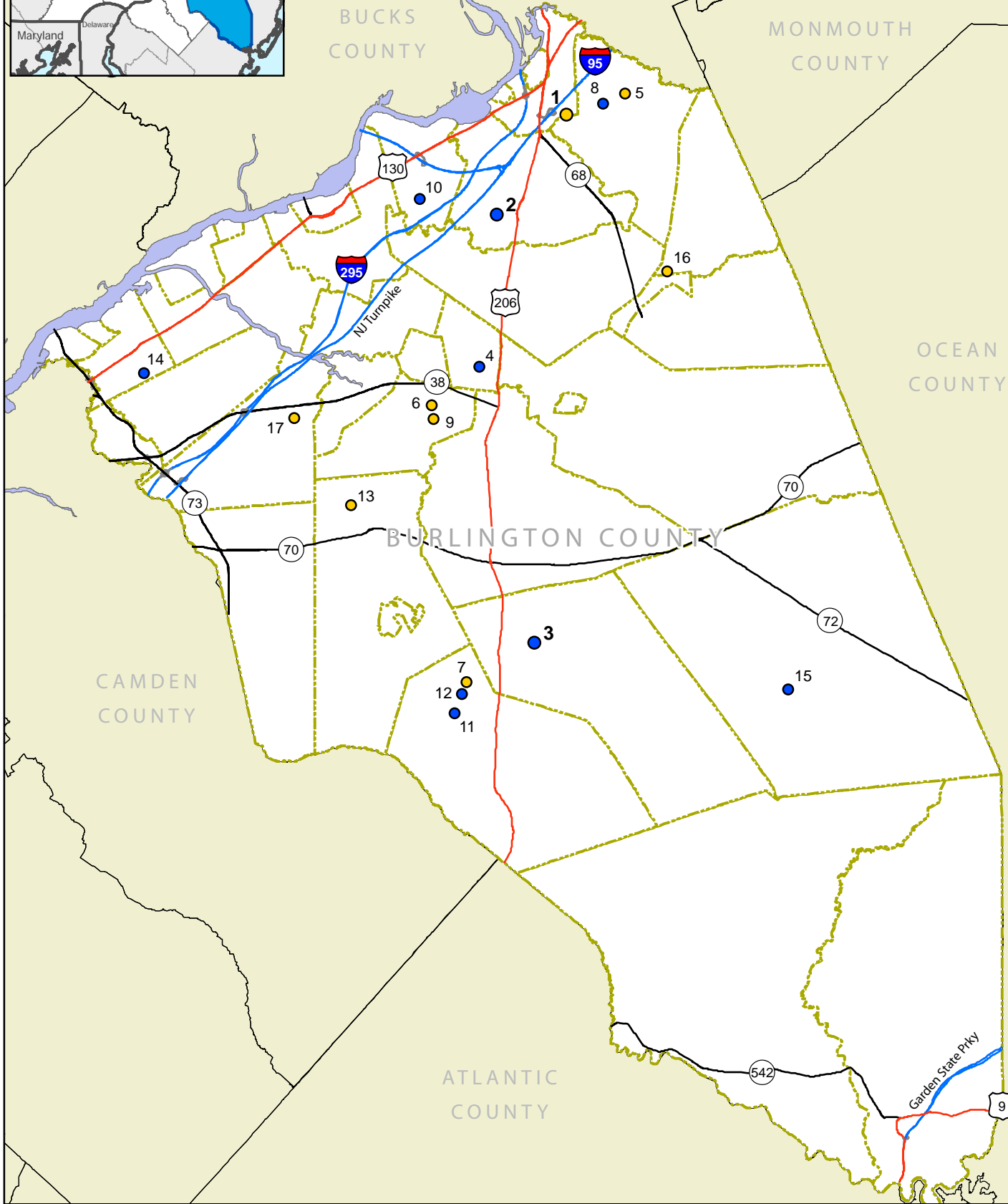


# Map 6A - DVRPC Roundabout Candidate Locations Burlington County



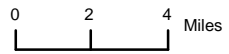


# Map 6B - Burlington County Prioritized Roundabout Candidate Locations

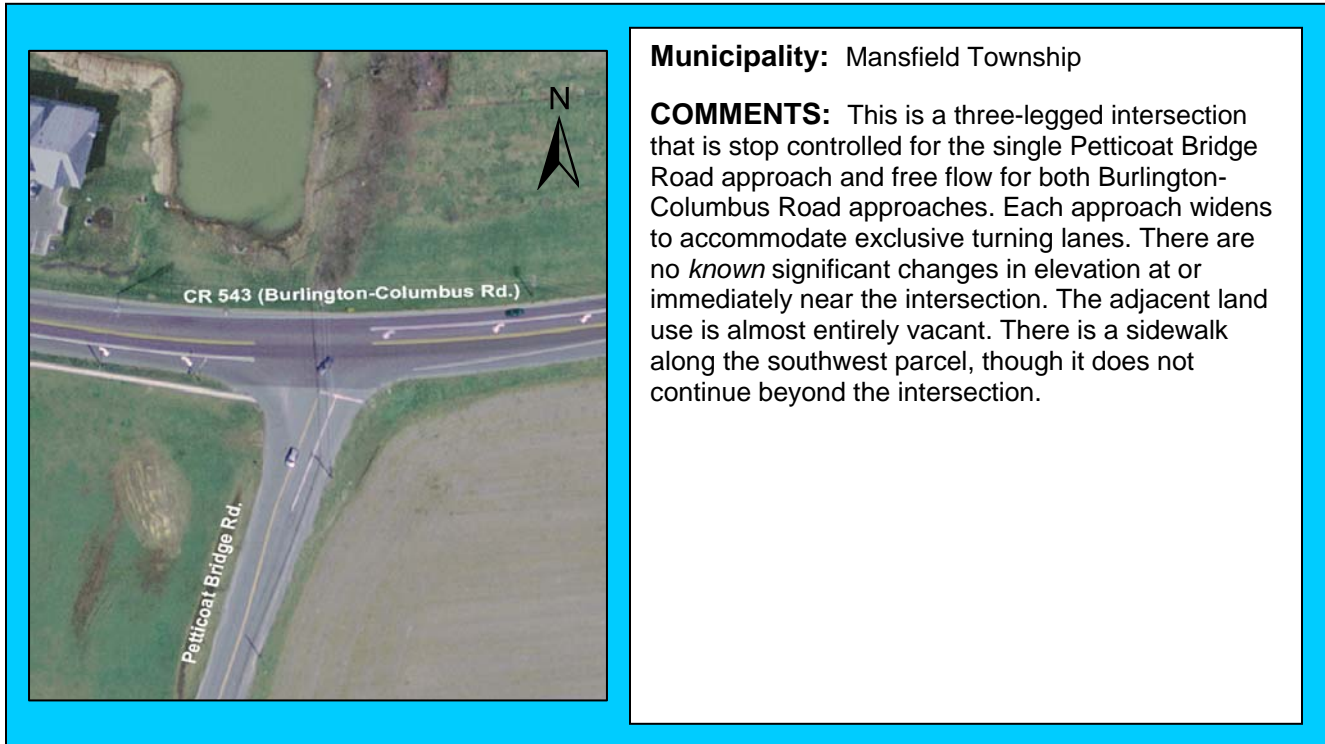


Delaware Valley  
Regional Planning Commission  
October 2007

- County Identified Priority Location
- County Priority DVRPC Location



**Figure 20: Burlington County Prioritized Location #2  
Intersection of CR 543 (Burlington-Columbus Road) and Petticoat Bridge Road**



**Figure 21: Burlington County Prioritized Location #3  
Intersection of CR 532 (Tabernacle-Medford Lakes Road) and CR 648 (Carranza Road)**

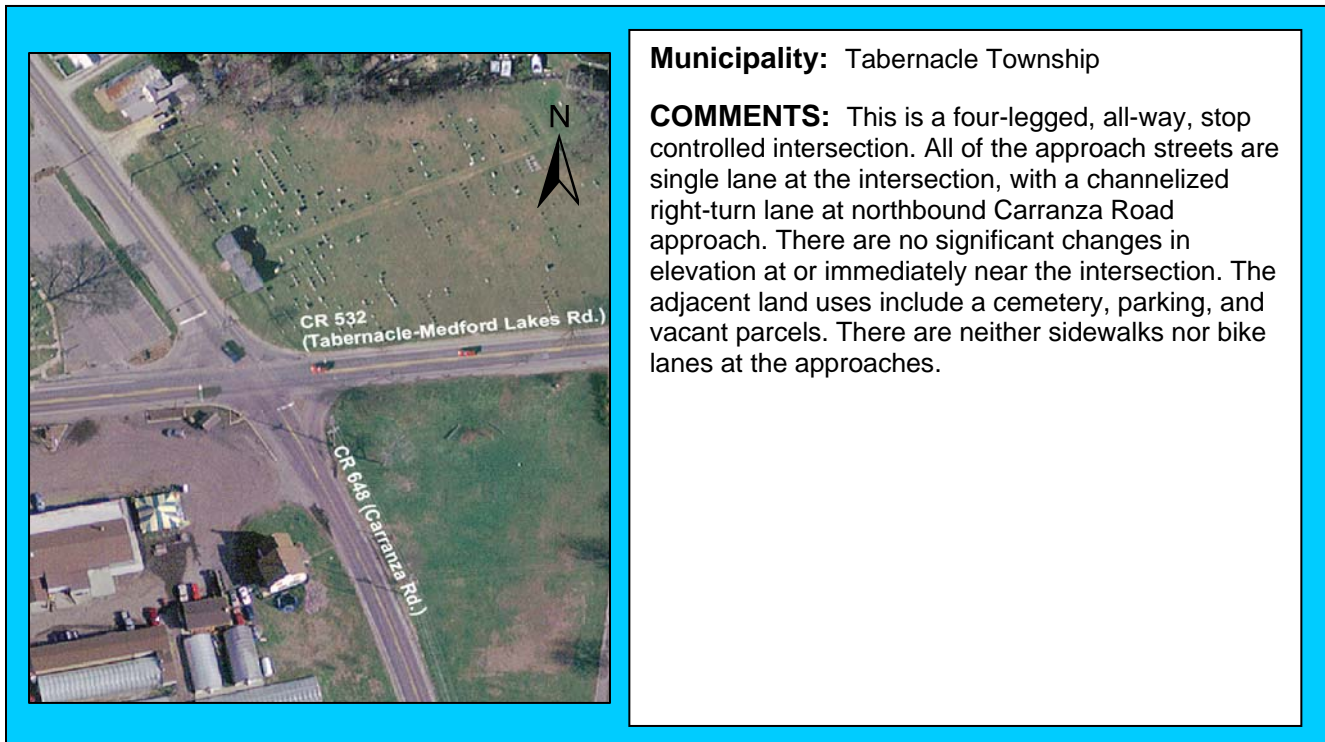


Table 8: Burlington County's Top Candidate Locations

Rank	Intersection	Municipality	County Comments
4	CR 684 (Smithville Road) and CR 621 (Powell Road)	Easthampton Township	None
5	CR 660 (Old York Road) and CR 677 (Chesterfield-Crosswicks Road)	Chesterfield Township	None
6	CR 612 (Eayrestown Road) and Bobby's Run Boulevard	Lumberton Township	None
7	CR 622 (Tuckerton Road) and Oak Shade Road	Shamong Township	None
8	CR 528 (Bordentown-Chesterfield Road) and CR 660 (Old York Road)	Chesterfield Township	None
9	CR 612 (Eayrestown Road) at Municipal Drive	Lumberton Township	None
10	CR 543 (Burlington-Columbus Road) and CR 660 (Old York Road)	Florence Township	None
11	CR 541 (Stokes Road) and Oak Shade Road	Shamong Township	None
12	CR 620 (Indian Mills Road) and Oak Shade Road	Shamong Township	None
13	CR 616 (Church Road) and Ark Road	Medford Township	None
14	Riverton Road/Branch Pike and Parry Boulevard	Cinnaminson Township	None
15	CR 563 (Pemberton Avenue) and CR 532 (Chatsworth Road)	Woodland Township	None
16	Wrightstown-Sykesville Road and Wrightstown-Georgetown Road	North Hanover Township	None
17	Larchmont Boulevard and Union Mill Road	Mount Laurel Township	None

**Current Roundabout Activities**

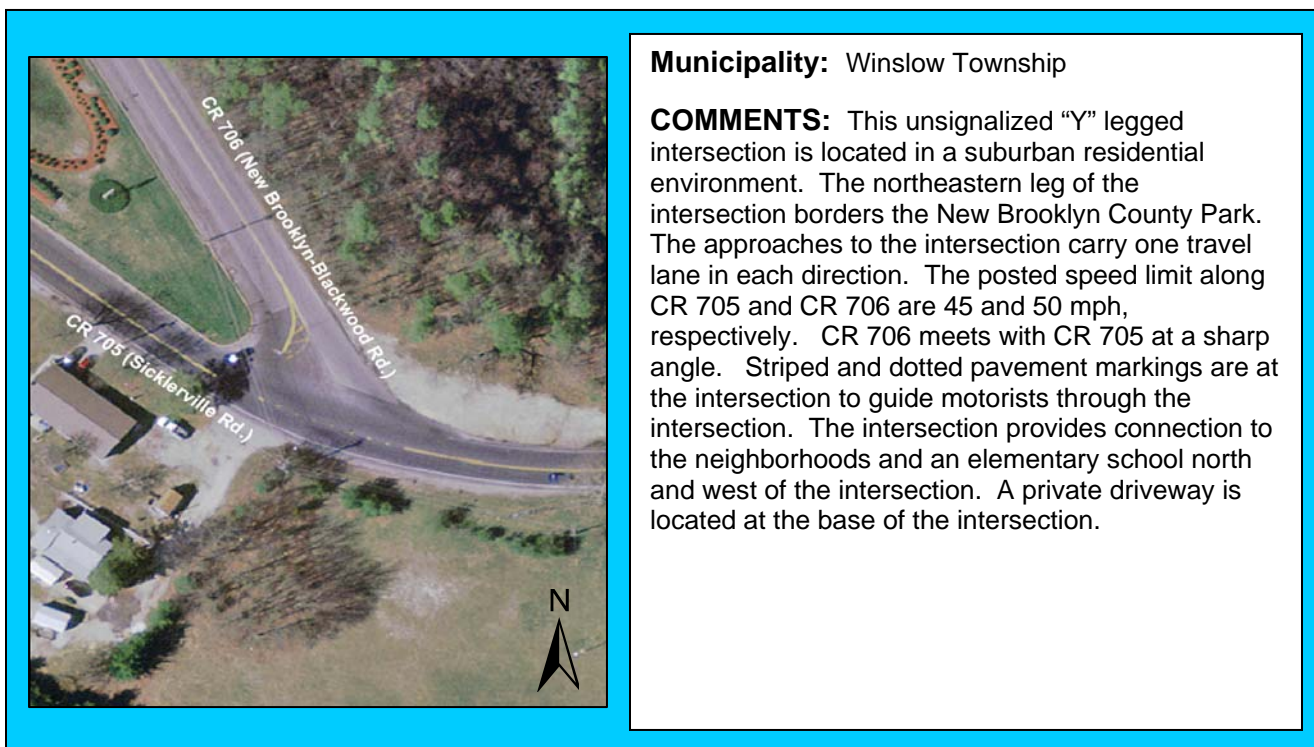
There is currently a two-lane roundabout under construction funded by NJ DOT near NJ 607 (Cinnaminson Avenue) and US 130 in Cinnaminson Township.

## 5.2.2 CAMDEN COUNTY

### Candidate Prioritization Selection

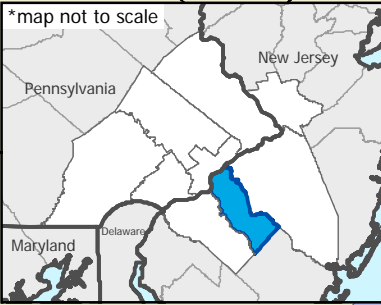
There were 202 candidate roundabout locations selected from the DVRPC criteria process for Camden County. Camden County had the highest number of locations identified among the New Jersey counties. Map 7A show that these intersections are concentrated in the central and western section of the county. The Camden County Department of Public Works reviewed the DVRPC list of locations and identified 34 locations for further roundabout consideration. All of the sites selected by the county were generated by the DVRPC list. Some of the factors used in determining possible intersections include, no ROW constraints, minimal impact to historic property, awkward intersection geometry, traffic volume, crash history, and in-house staff knowledge. As shown in Map 7B, most of the intersections cited for roundabout consideration are concentrated in the populated northeastern and north central part of the county. Listed below in Figure 22 – 24 are descriptions of the county’s top three intersections for further roundabout study. Table 9 below highlights the other 31 sites chosen. The DVRPC list of Camden County’s locations is provided in Appendix B.

**Figure 22: Camden County Prioritized Location #1**  
Intersection of CR 706 (New Brooklyn-Blackwood Rd.) and CR 705 (Sicklerville Road)

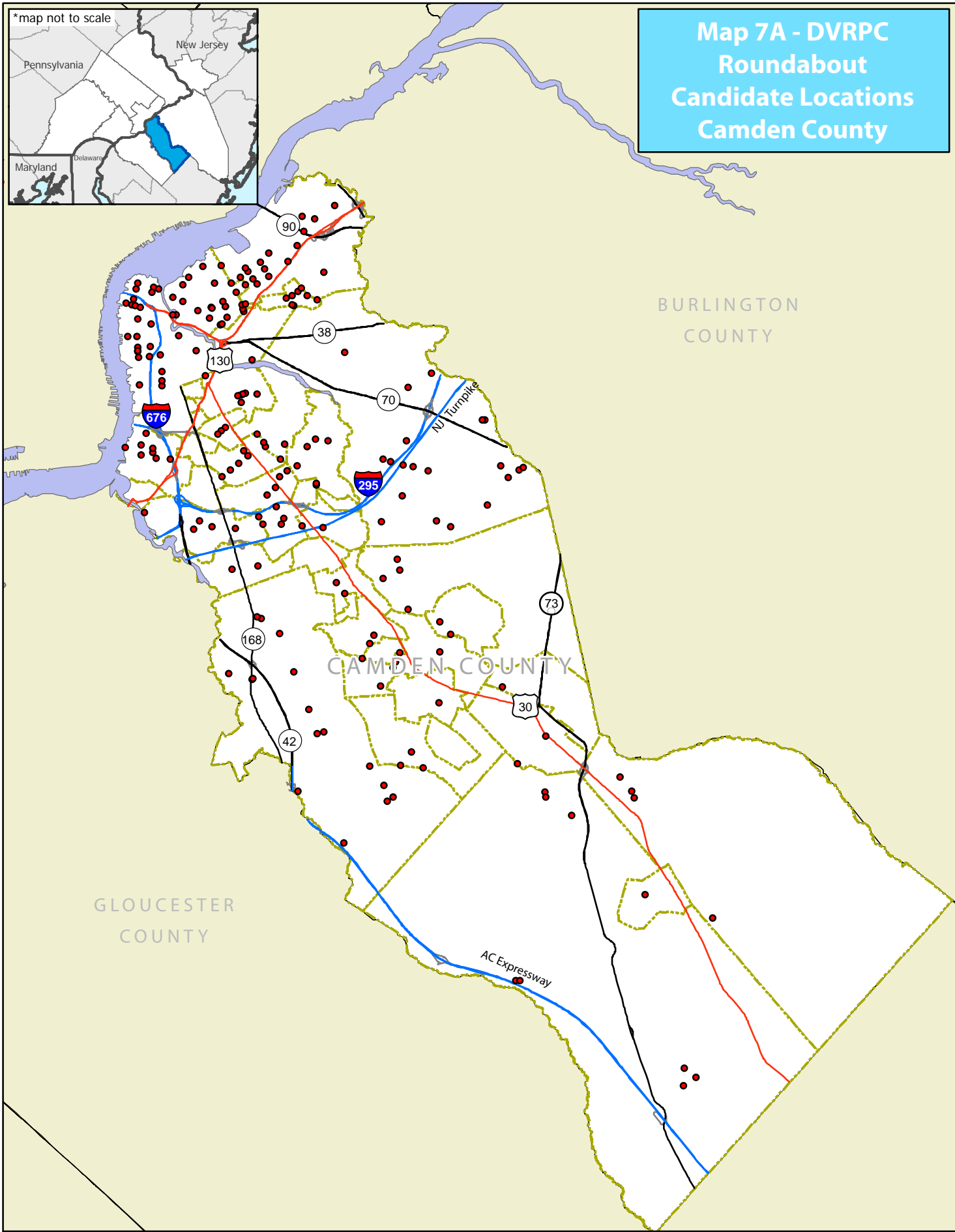


**Municipality:** Winslow Township

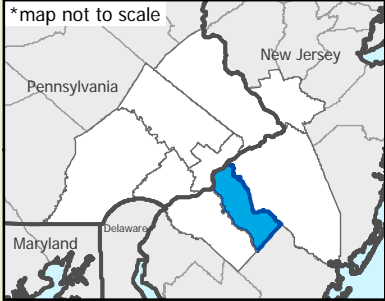
**COMMENTS:** This unsignalized “Y” legged intersection is located in a suburban residential environment. The northeastern leg of the intersection borders the New Brooklyn County Park. The approaches to the intersection carry one travel lane in each direction. The posted speed limit along CR 705 and CR 706 are 45 and 50 mph, respectively. CR 706 meets with CR 705 at a sharp angle. Striped and dotted pavement markings are at the intersection to guide motorists through the intersection. The intersection provides connection to the neighborhoods and an elementary school north and west of the intersection. A private driveway is located at the base of the intersection.



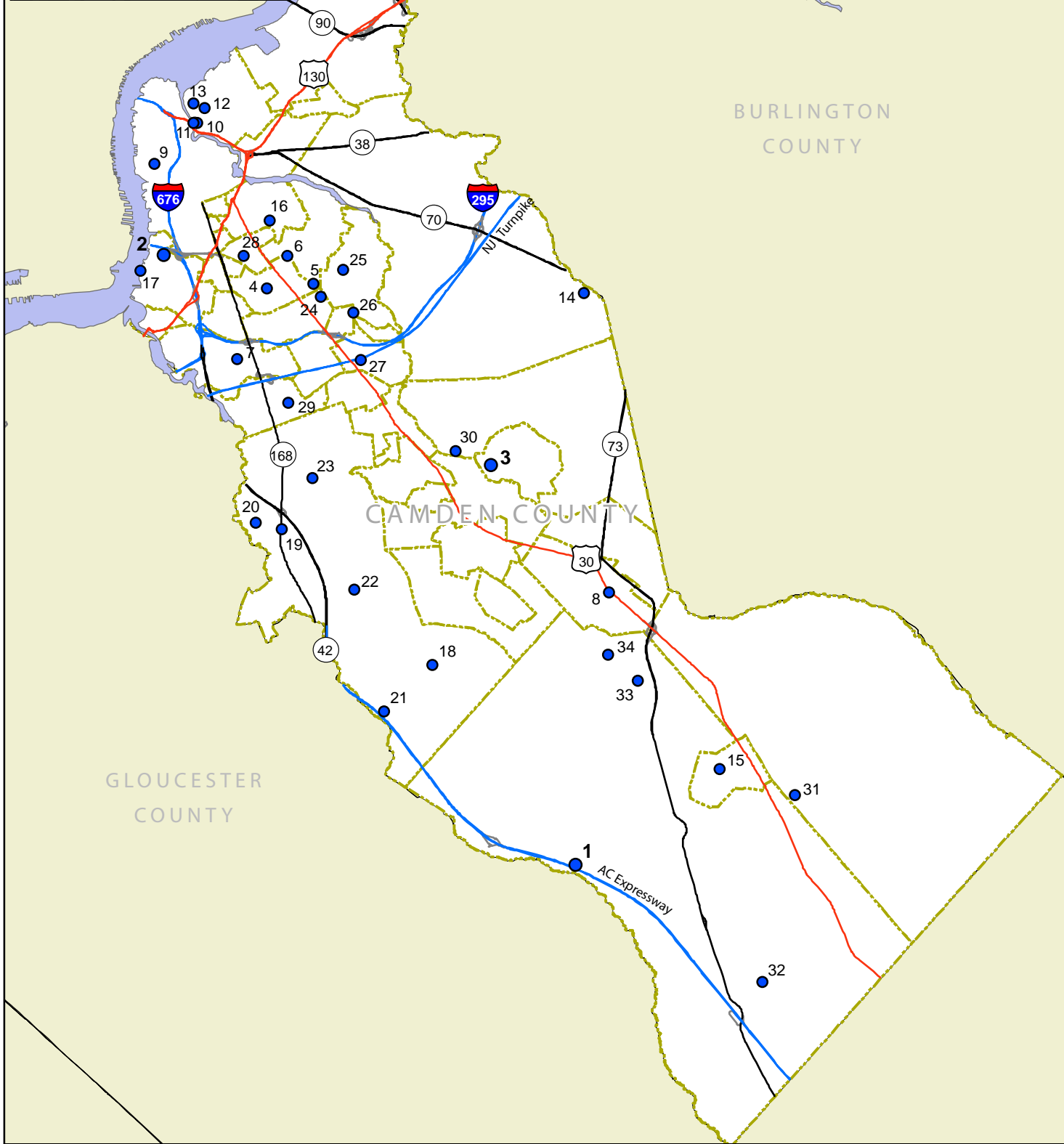
# Map 7A - DVRPC Roundabout Candidate Locations Camden County





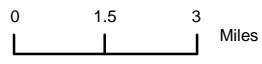


# Map 7B - Camden County Prioritized Roundabout Candidate Locations

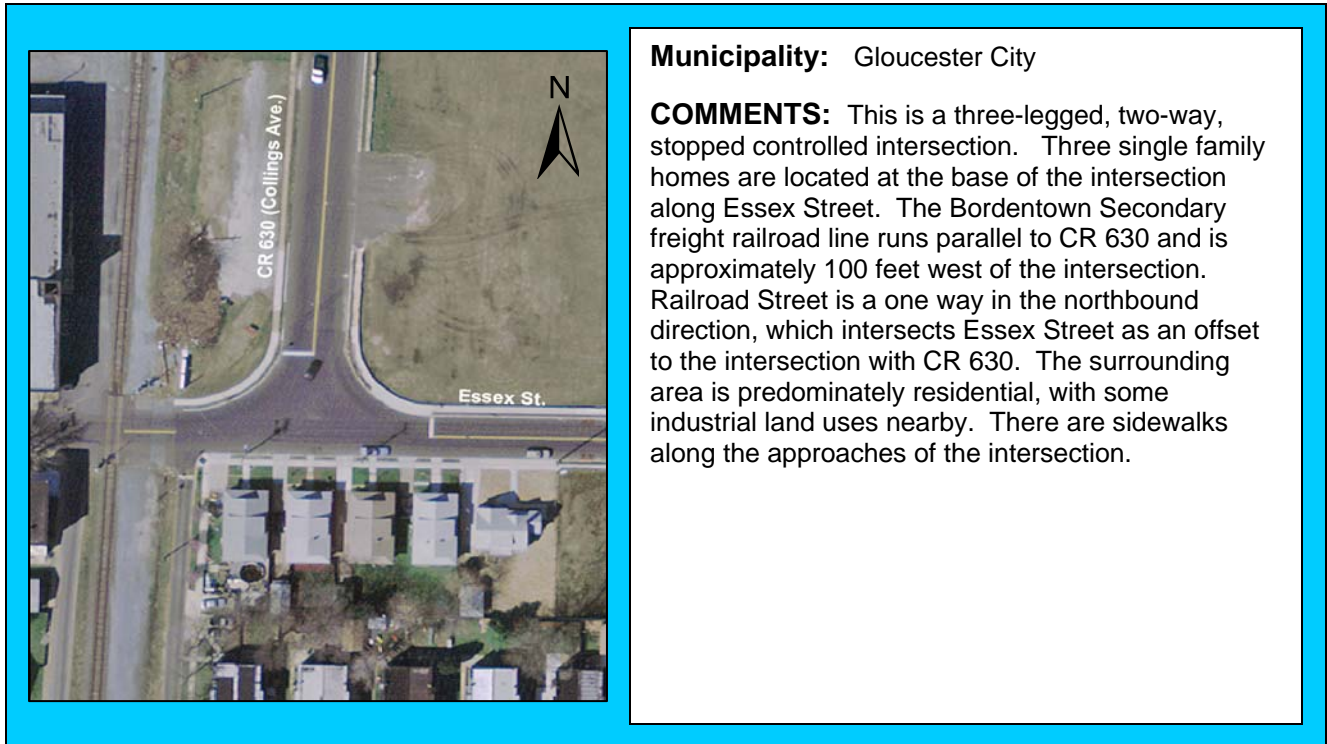


Delaware Valley  
Regional Planning Commission  
October 2007

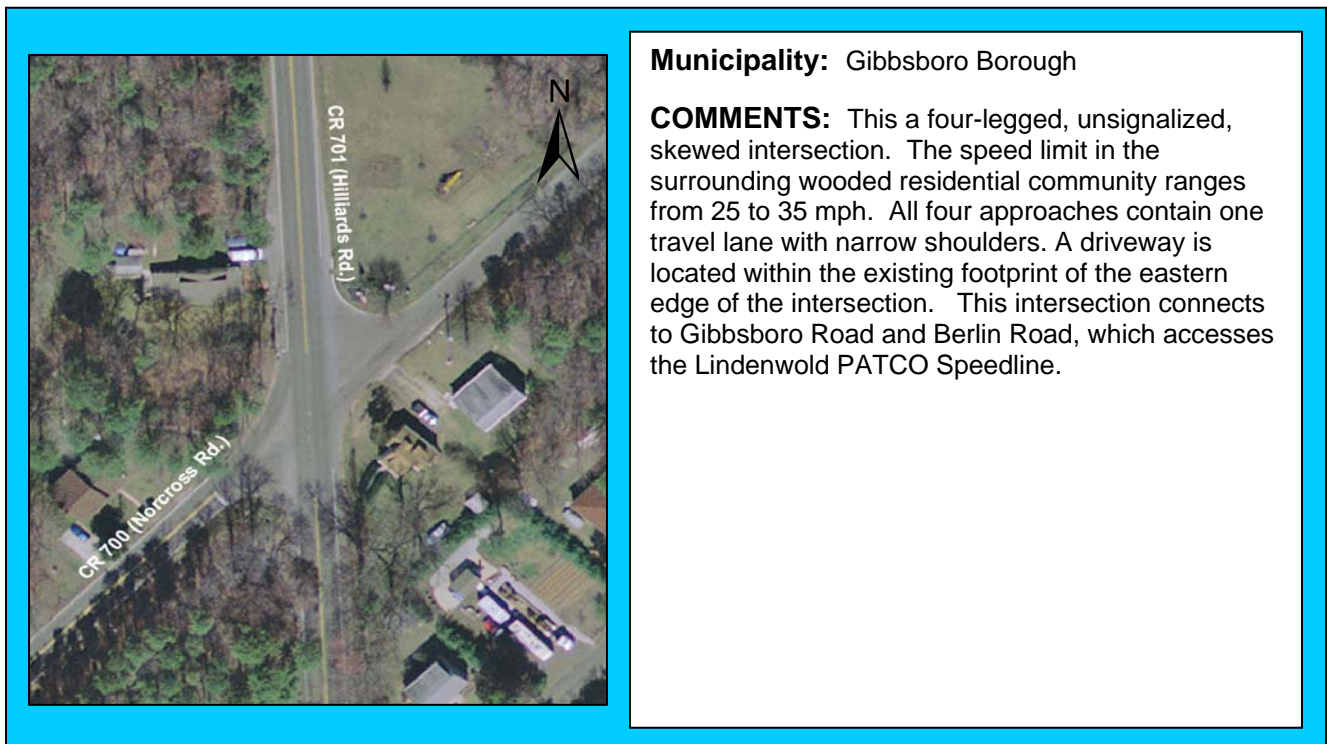
● County Priority DVRPC Location



**Figure 23: Camden County Prioritized Location #2  
Intersection of CR 630 (Collings Avenue) and Essex Street**



**Figure 24: Camden County Prioritized Location #3  
Intersection of CR 701 (Hilliards Road) and CR 700 (Norcross Road)**



**Table 9: Camden County's Top Candidate Locations**

<b>Rank</b>	<b>Intersection</b>	<b>Municipality</b>	<b>County Comments</b>
4	CR 653 (Wyoming Avenue) and W. Graisbury Avenue	Audubon Borough	None
5	CR 643 (Crystal Lake Avenue) and CR 647 (Hopkins Avenue)	Audubon Borough	None
6	CR 647 (Hopkins Avenue) and E. Nicholson Avenue	Audubon Borough	None
7	CR 659 (Browning Avenue) and Creek Road	Bellmawr Borough	None
8	CR 561 (Tansboro Road) and CR 720 (New Freedom Road)	Berlin Borough	None
9	CR 607 (Kaighns Avenue) and S. 4 <sup>th</sup> Street	Camden City	None
10	CR 537 (Federal Street) and CR 543 (River Avenue)	Camden City	None
11	CR 537 (Federal Street) and S. 10 <sup>th</sup> Street	Camden City	None
12	CR 601 (E. State Street) and CR 543 (River Avenue)	Camden City	None
13	CR 601 (E. State Street) and Harrison Avenue	Camden City	None
14	CR 675 (Cropwell Road) and Marlowe Road	Cherry Hill Township	None
15	CR 718 (4 <sup>th</sup> Avenue) and CR 680 (Center Street)	Chesilhurst Borough	None
16	CR 648 (Bettlewood Avenue) and Lakeview Drive	Collingswood Borough	None
17	CR 632 (Jersey Avenue) and Water Street	Gloucester City	None
18	CR 704 (Erial-Williamstown Road) and CR 687 (Jarvis Road)	Gloucester Township	None
19	CR 706 (Erial-Blenheim Road) and Tice Avenue	Gloucester Township	None
20	CR 706 (Blenheim-Erial Road) and CR 681 (Good Intent Road)	Gloucester Township	None
21	CR 705 (Sicklerville Road) and CR 687 (Jarvis Road)	Gloucester Township	None

Rank	Intersection	Municipality	County Comments
22	CR 759 (Peter Cheeseman Road) and CR 673 (College Drive)	Gloucester Township	None
23	CR 683 (Chews Landing Road) and CR 759 (Little Gloucester Road)	Gloucester Township	None
24	CR 656 (Station Avenue) and Lippincott Avenue	Haddon Heights Borough	None
25	CR 641 (West End Avenue) and Euclid Avenue	Haddonfield Borough	None
26	CR 669 (Warwick Road) and CR 665 (Hutchinson Avenue)	Haddonfield Borough	None
27	CR 669 (Warwick Road) and CR 667 (Oak Avenue)	Lawnside Borough	None
28	CR 650 (Kendall Boulevard) and Clinton Avenue	Oaklyn Borough	None
29	Schubert Avenue and Davis Road	Runnemede Borough	None
30	CR 684 (Kirkwood-Gibbsboro Road) and CR 670 (Burnt Mill Road)	Voorhees Township	None
31	CR 716 (Old White Horse Pike) and CR 536 (Chew Road)	Waterford Township	None
32	CR 723 (Winslow Road) and CR 726 (Hay Street)	Winslow Township	None
33	CR 710 (Hayes Mill Road) and CR 561 (Cedarbrook Road)	Winslow Township	None
34	CR 720 (New Freedom Road) and CR 691 (Watsontown-New Freedom Road)	Winslow Township	None

### **Current Roundabout Activities**

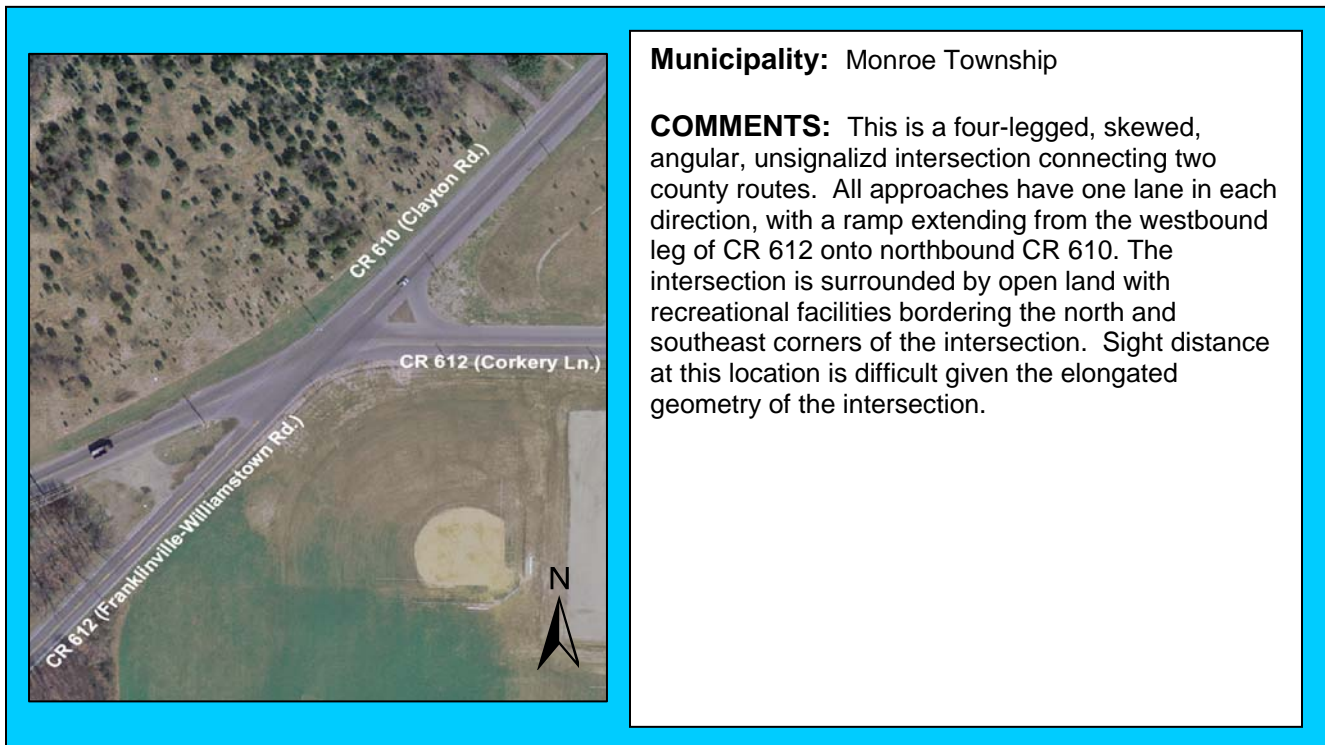
The county's first roundabout is being proposed to replace the existing seven-points intersection of Park Avenue, Chestnut Avenue, and Gilmore Avenue in Merchantville Borough. A roundabout at this location would help alleviate conflicting traffic movements through the intersection and act as an attractive gateway into the community. This location was identified in the DVRPC screening process.

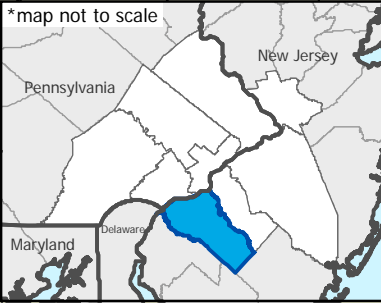
### 5.2.3 GLOUCESTER COUNTY

#### Candidate Prioritization Selection

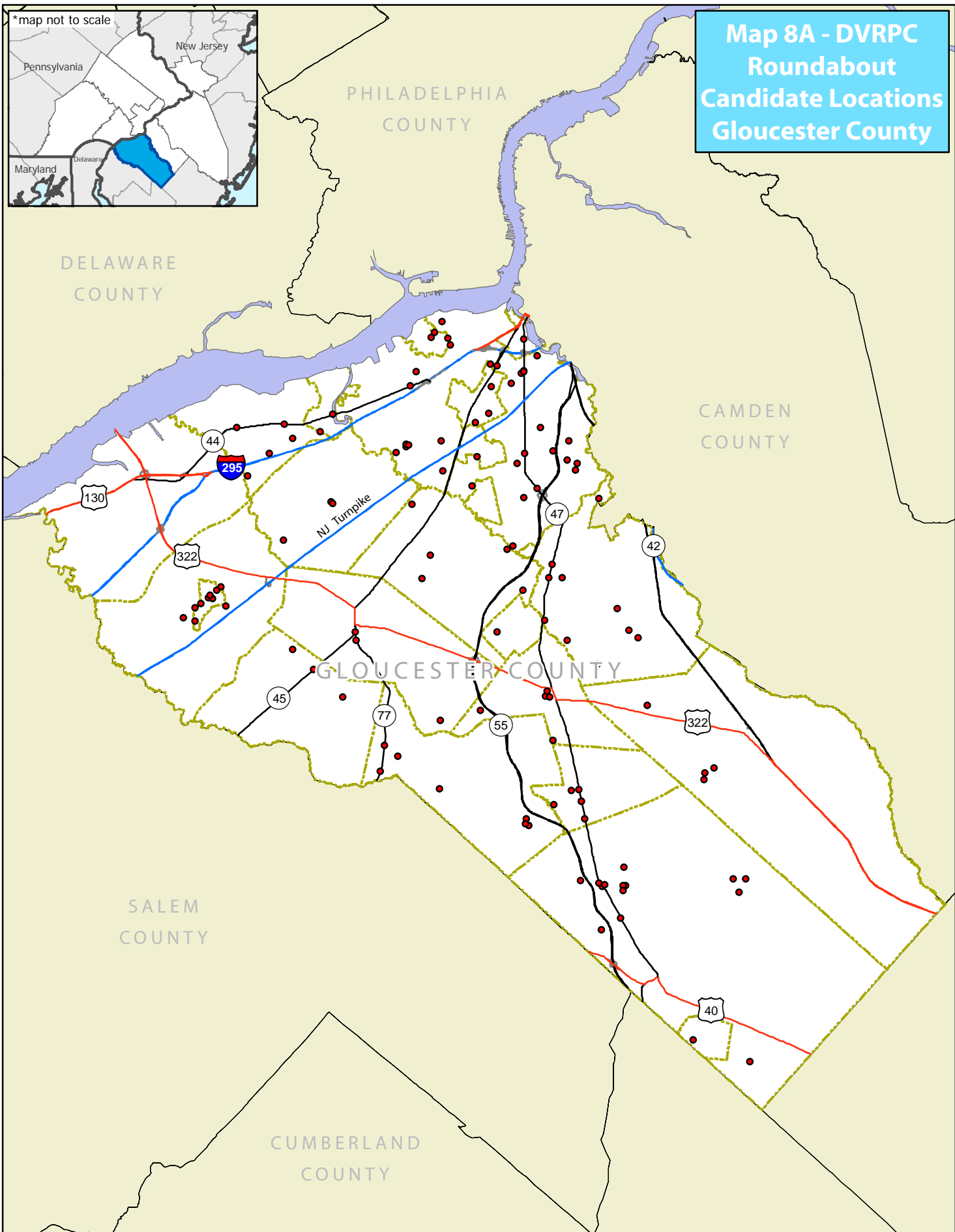
In Gloucester County, there were 116 candidate sites generated from the DVRPC criteria selection process. As indicated in Map 8A, two of the 22 townships in the county did not have any intersections identified for roundabout consideration. The majority of these locations were scattered in the northern and central sections of the county. Staff from the County Planning and Engineering Departments reviewed the DVRPC generated list and determined seven locations for roundabout feasibility. Some of the factors used in narrowing the list of locations included intersections that did not have recent construction or improvements, contained minimal ROW constraints, was not located within a nearby historic property, and did not have any substantial grades at or near the approach to the intersection. Five of the seven locations chosen by the county for further study were selected from the DVRPC list. See Map 8B. Figures 25 – 27 below describe the county's top three intersections. The remaining four intersections are listed in Table 10. The complete DVRPC criteria list for Gloucester County is located in Appendix B.

**Figure 25: Gloucester County Prioritized Location #1  
Intersection of CR 612 (Corkery Lane/Franklinville-Williamstown Road) and CR 610  
(Clayton Road)**

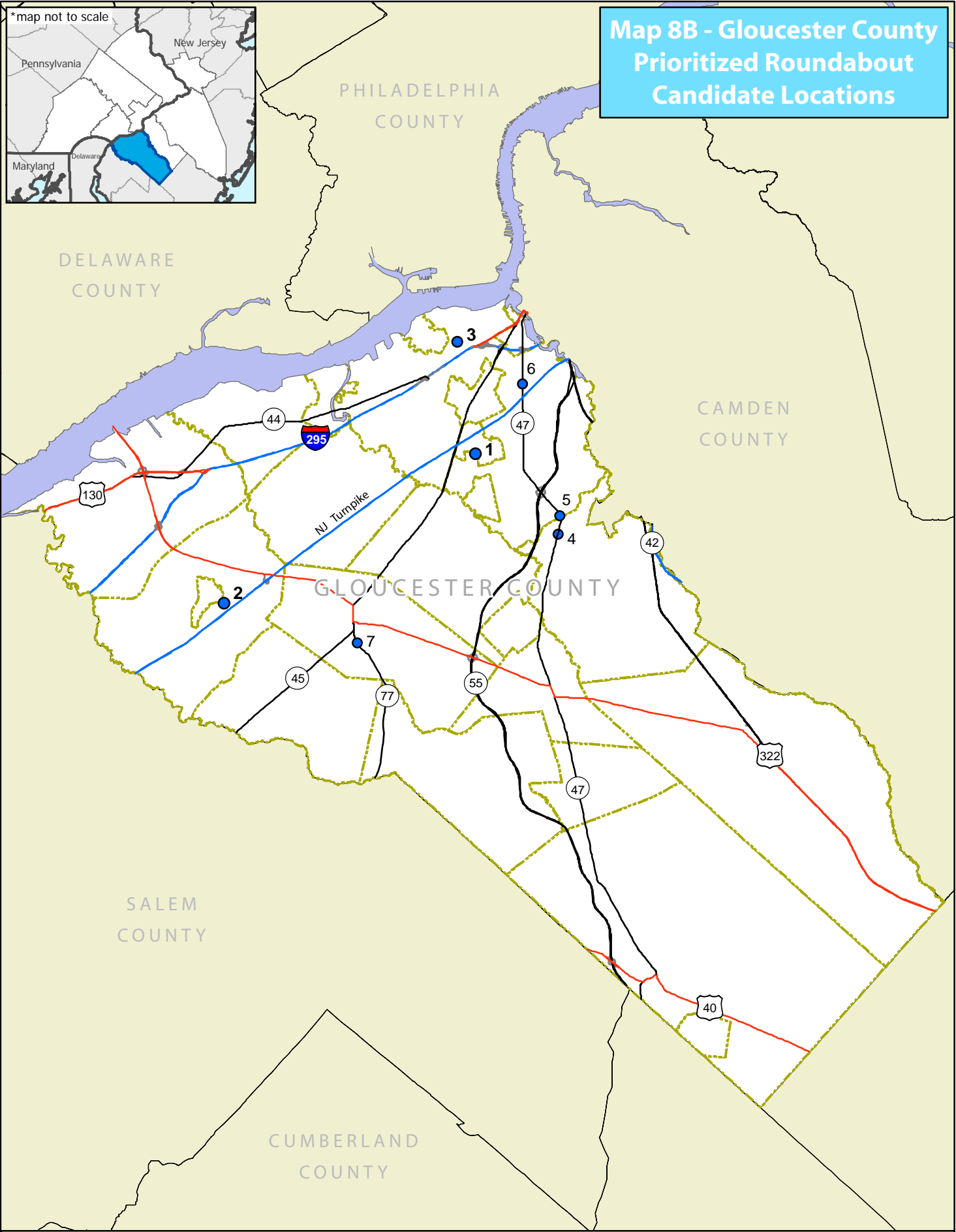
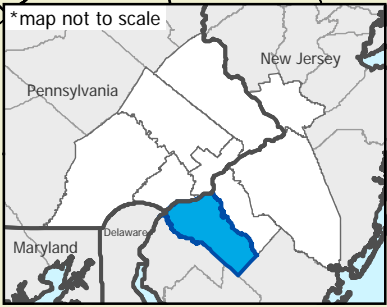




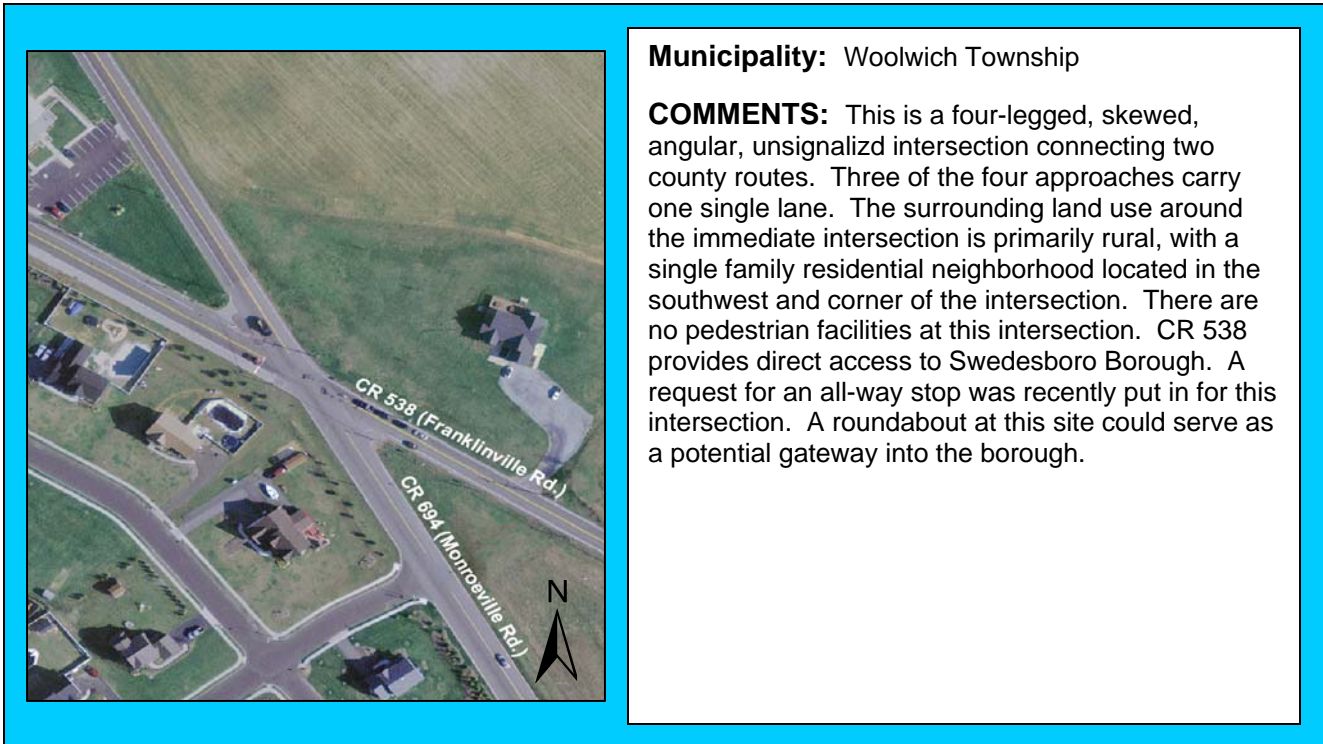
# Map 8A - DVRPC Roundabout Candidate Locations Gloucester County



# Map 8B - Gloucester County Prioritized Roundabout Candidate Locations



**Figure 26: Gloucester County Prioritized Location #2  
Intersection of CR 538 (Franklinville Road) and CR 694 (Monroeville Road)**



**Figure 27: Gloucester County Prioritized Location #3  
Intersection of CR 643 (Grove Street) and CR 640 (Delaware Street)**

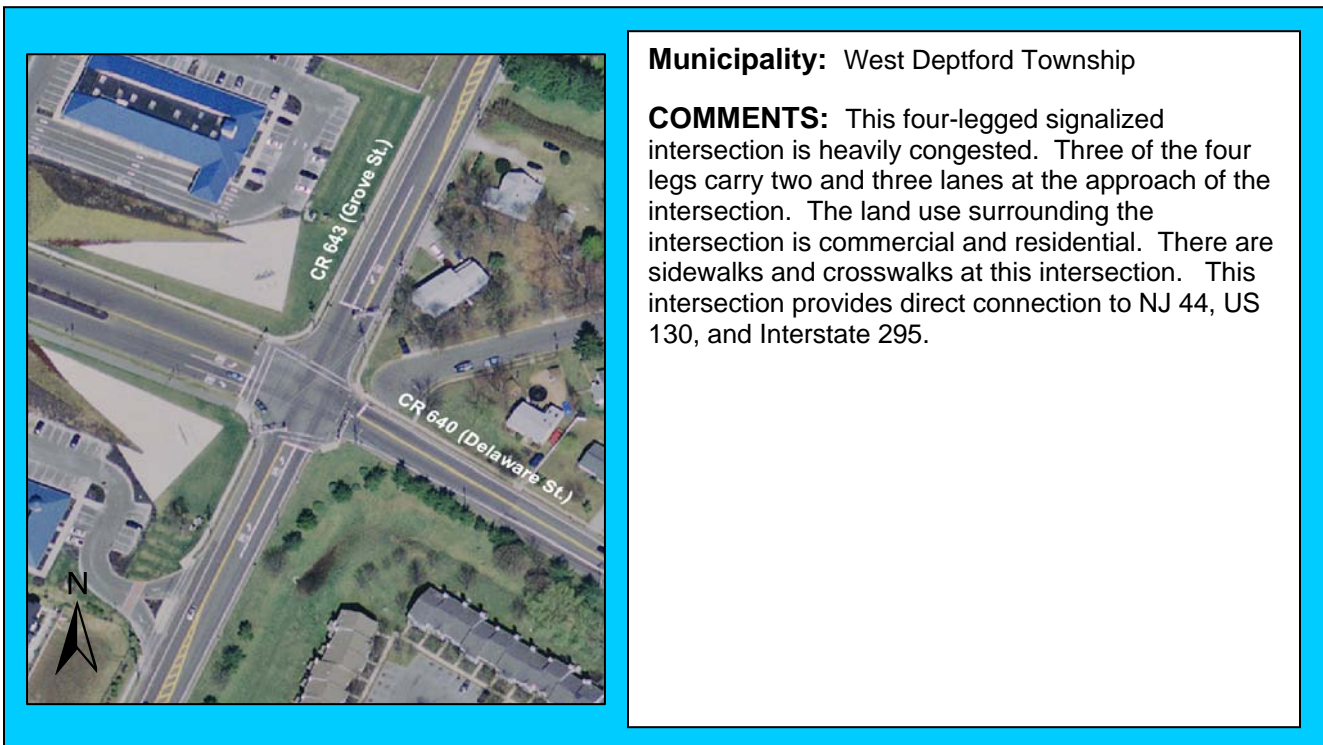




Table 10: Gloucester County's Top Candidate Locations

Rank	Intersection	Municipality	County Comments
4	NJ 47 (Delsea Drive) and Salina Road	Washington Township	This intersection is heavily congested, has poor sight distance, and serves as a connector to the Gloucester County College campus. A roundabout at this location could be used as a traffic calming device.
5	CR 630 (Egg Harbor Road) and CR 603 (Blackwood-Barnsboro Road) and NJ 47 (Delsea Drive) and NJ 41 (Hurffville Road)	Washington and Deptford Townships	This intersection is poorly designed, making it difficult to navigate. It is also not pedestrian friendly and is heavily congested. The surrounding land use around the intersection is developed for the most part, with restaurants, strip malls, and gas stations.
6	NJ 47 (Delsea Drive) and CR 621 (Almonesson Road)	Westville Borough	This intersection is currently stop controlled, with motorists stopping on CR 621. The land use surrounding the intersection is primarily residential and recreational, with a public park located along NJ 47. NJ 47 is heavily traveled, which makes it difficult for motorists turning onto NJ 47 from CR 621. This intersection has heavy pedestrian traffic.
7	NJ 77 (Bridgeton Pike) and CR 581 (Commissioners Road)	Harrison Township	This intersection is not controlled by an existing traffic light; only stop signs on CR 581 and New Street. The location also has poor geometry. This is a high growth area of our county and would be a good location for a roundabout.

### **Current Roundabout Activities**

The intersection of CR 620 (Kings Sharptown Highway/Old Ferry Road) and CR 605 (Woodstown Road) in Swedesboro Borough is currently planned for a roundabout. Preliminary drawings have been completed. The intersection of Route 322 and the proposed Rowan Boulevard in the Borough of Glassboro is currently planned for a roundabout. The roundabout on Route 322 will connect pedestrians and motorists to Rowan Boulevard.

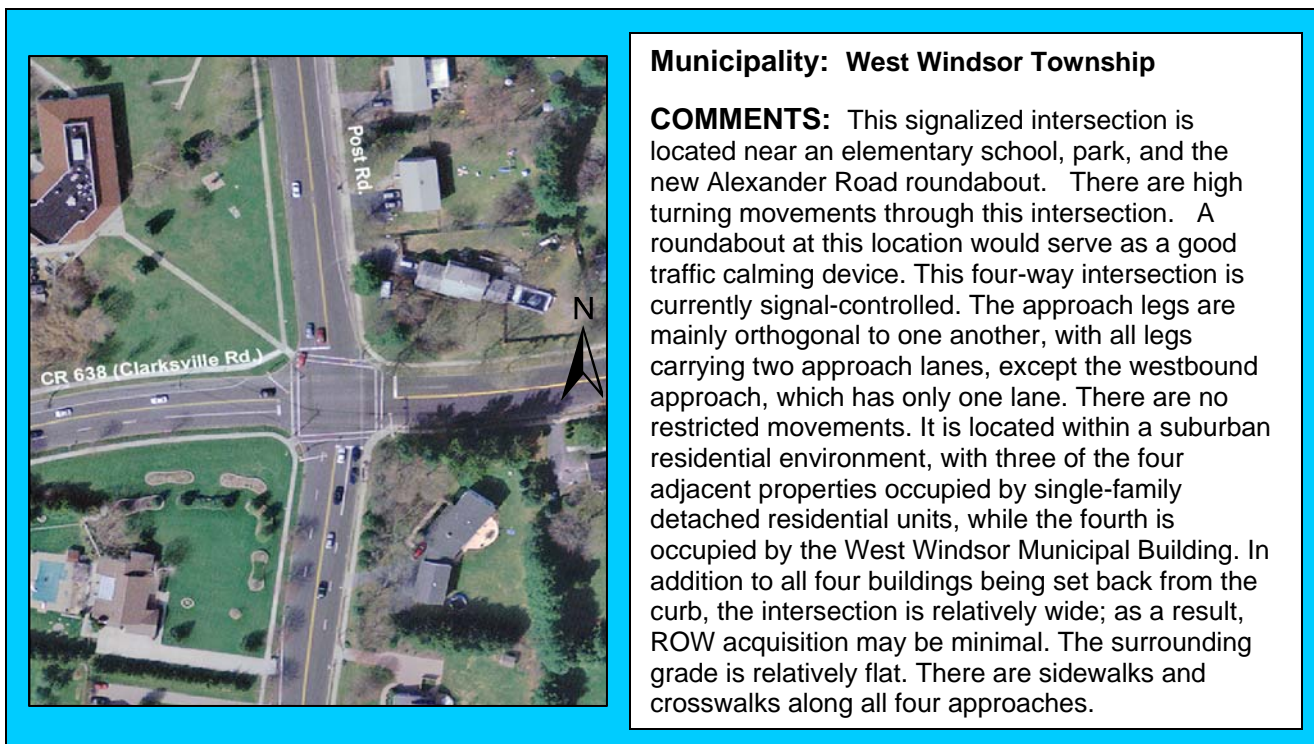
*Page left intentionally blank*

## 5.2.4 MERCER COUNTY

### Candidate Prioritization Selection

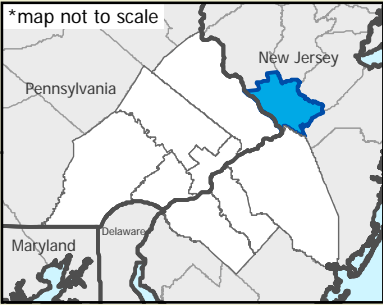
For Mercer County, there were 139 potential roundabout locations selected from the DVRPC screening process. Nearly 32 percent of the sites identified were clustered in the City of Trenton. See Map 9A. In review of the DVRPC generated list, Mercer County Planning and Traffic Engineering staff added 11 new locations for further roundabout consideration. Of the 140 total locations, Mercer County staff has identified 27 locations in which further study of the installation of roundabouts may be warranted. These sites were given a level of priority ranking of 1 to 4. Three intersections were given a score of 1, where the feasibility of a roundabout is strongly desired. Eleven sites were rated priority 2, including locations where traffic signals have been requested, where there is sufficient available ROW, or where roundabouts have been recommended as a result of corridor studies. Three other locations were identified as priority 3 as potential locations for roundabouts as gateways to town centers or business districts. The last six intersections were identified as priority 4, which are sites worth considering. All of the county's top locations are indicated in Map 9B. The county's top three priority locations are highlighted in Figure 28 – 30. Table 11 contains the list of the other 24 locations for roundabout consideration. The cells highlighted in blue are the locations added by the county for further study. A complete listing of the original DVRPC list is provided in Appendix B. Additional comments regarding the sites selected is located in Appendix C.

**Figure 28: Mercer County Prioritized Location #1  
Intersection of CR 638 (Clarksville Road) and Post Road**

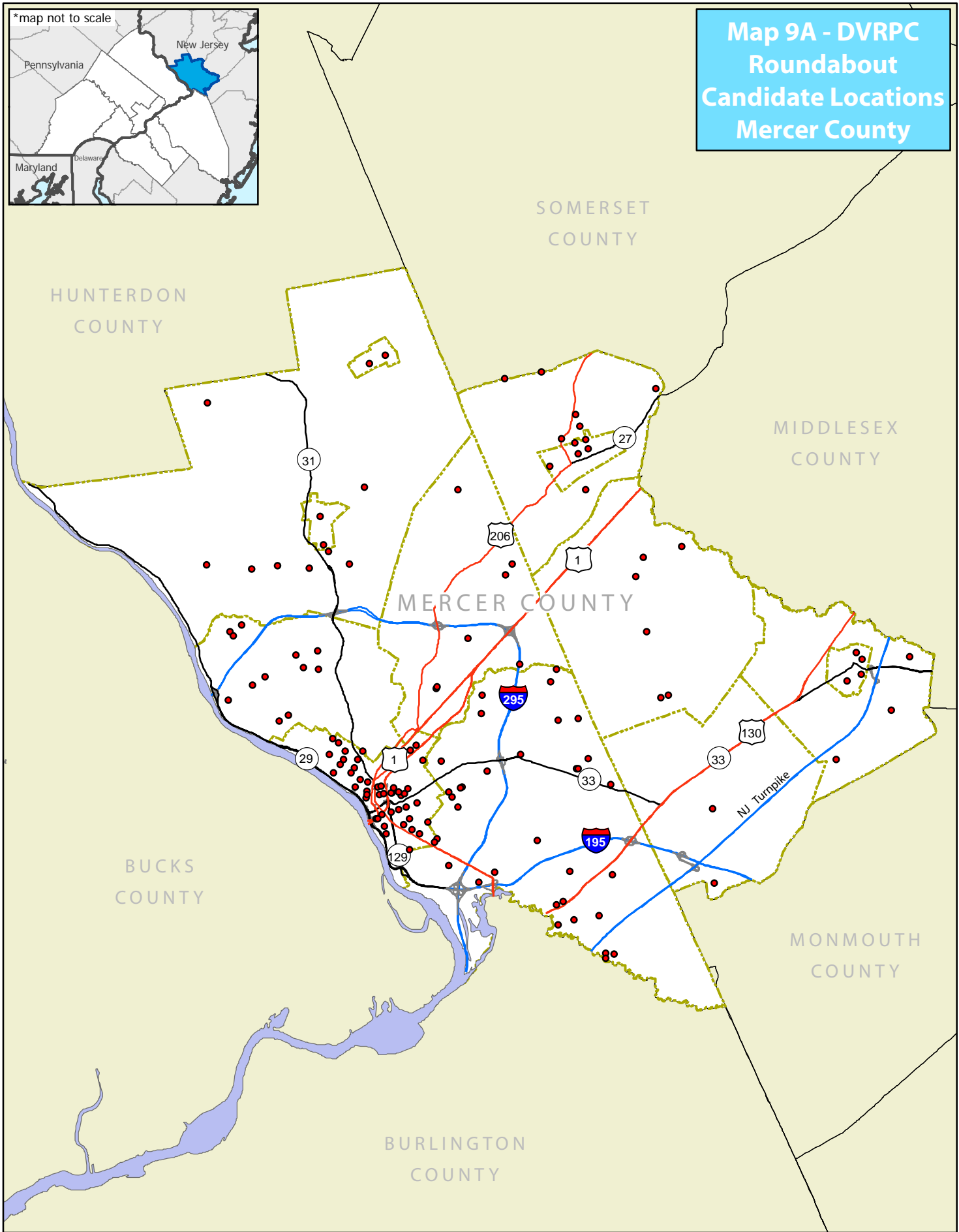


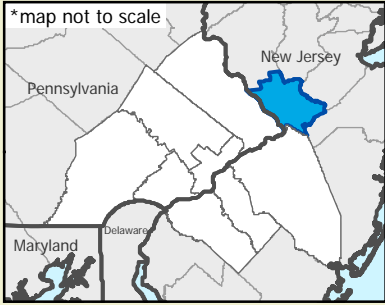
**Municipality: West Windsor Township**

**COMMENTS:** This signalized intersection is located near an elementary school, park, and the new Alexander Road roundabout. There are high turning movements through this intersection. A roundabout at this location would serve as a good traffic calming device. This four-way intersection is currently signal-controlled. The approach legs are mainly orthogonal to one another, with all legs carrying two approach lanes, except the westbound approach, which has only one lane. There are no restricted movements. It is located within a suburban residential environment, with three of the four adjacent properties occupied by single-family detached residential units, while the fourth is occupied by the West Windsor Municipal Building. In addition to all four buildings being set back from the curb, the intersection is relatively wide; as a result, ROW acquisition may be minimal. The surrounding grade is relatively flat. There are sidewalks and crosswalks along all four approaches.

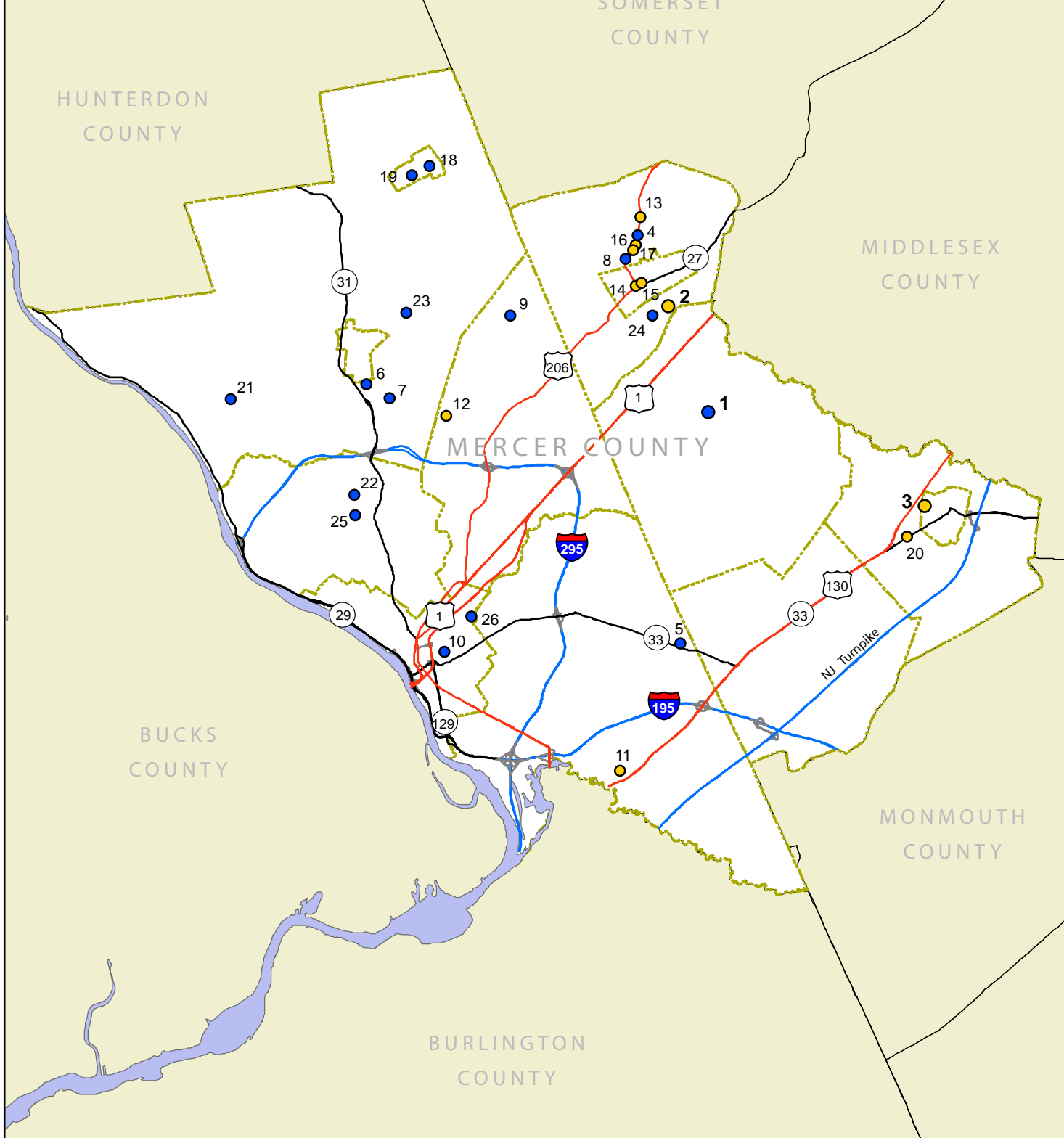


**Map 9A - DVRPC  
Roundabout  
Candidate Locations  
Mercer County**

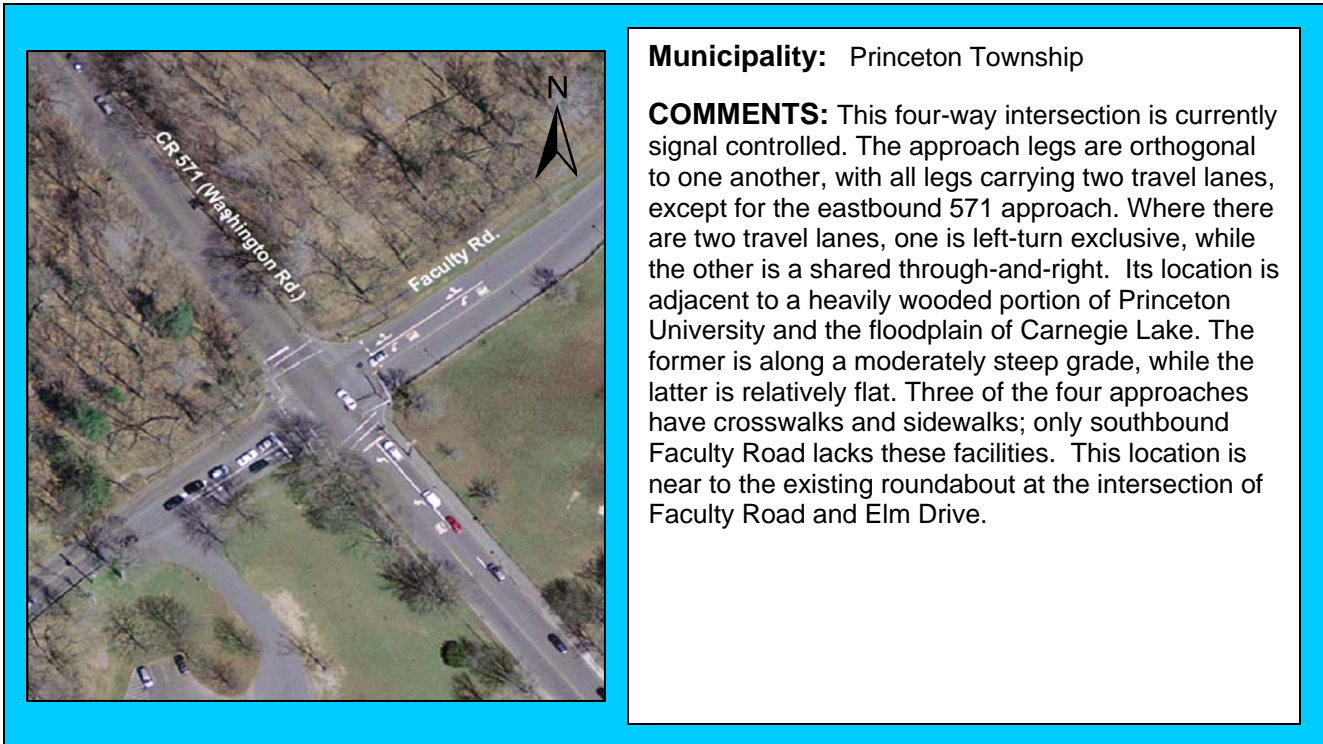




# Map 9B - Mercer County Prioritized Roundabout Candidate Locations



**Figure 29: Mercer County Prioritized Location #2  
Intersection of CR 571 (Washington Road) and Faculty Road**



**Figure 30: Mercer County Prioritized Location #3  
Intersection of CR 571 (Stockton Street) Oak Lane, Dutch Neck Road, and Herron Avenue**

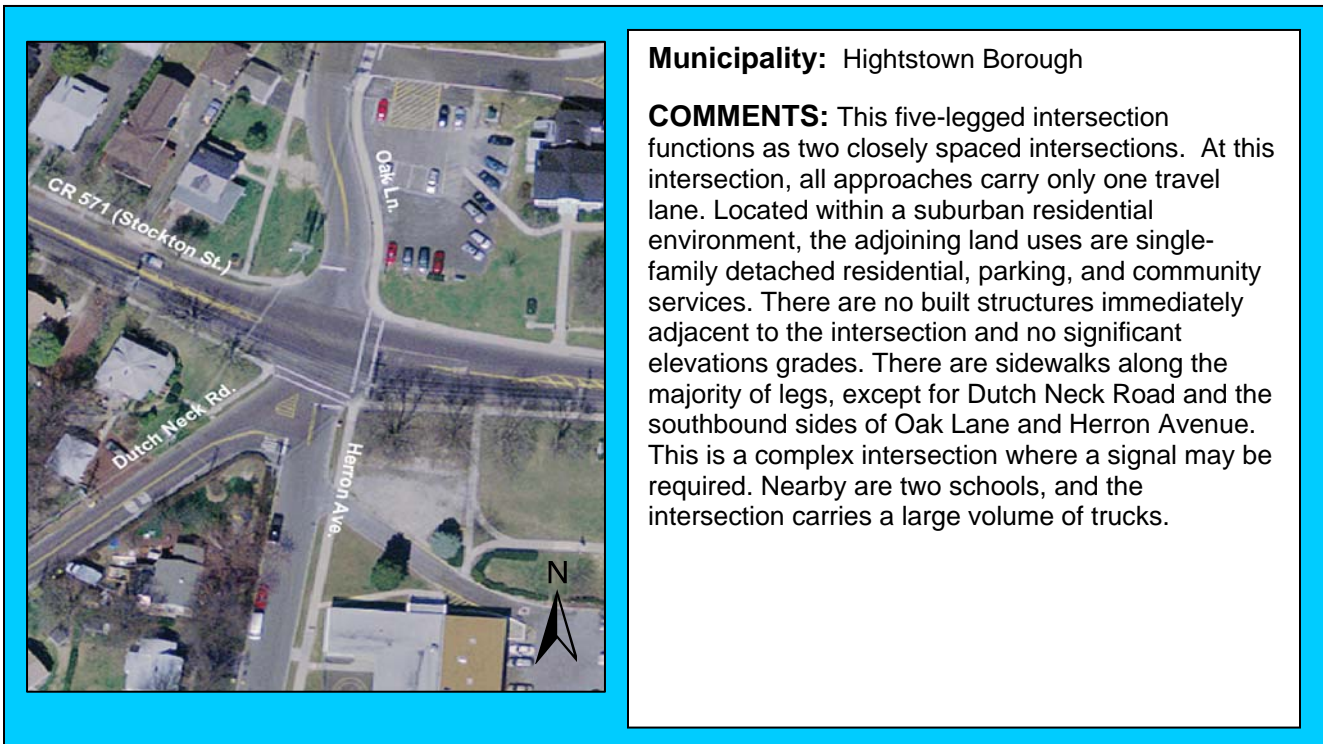


Table 11: Mercer County's Top Candidate Locations

County Rank	Intersection	Municipality	County Comments
2	Witherspoon Street and Cherry Hill Road	Princeton Township	Recommended from the US 206 Corridor Study by Glatting Jackson and Urban Engineers for the Princeton Regional Planning Commission, included by reference in the DVRPC 2006 US 206 Corridor Study
2	CR 618 (Nottingham Way) and George Dye Road	Hamilton Township	Signal required, roundabout would act as a traffic calming device for traffic avoiding Route 33
2	CR 640 (Main Street) and CR 632 (Pennington-Lawrenceville Road)	Hopewell Township	Intersection has very wide ROW and a roundabout at this location would act as a traffic calming tool and gateway into Pennington
2	CR 632 (Blackwell Road) and CR 546 (Pennington-Lawrenceville Road)	Hopewell Township	This site has a high percentage of turning movements and a wide ROW
2	Witherspoon Street and Valley Road	Princeton Township	Recommended from the US 206 Corridor Study by Glatting Jackson and Urban Engineers for the Princeton Regional Planning Commission, included by reference in the DVRPC 2006 US 206 Corridor Study
2	CR 569 (Carter Road) and CR 609 (Rosedale Road)	Lawrence Township	Intersection has a high percentage of turning movements, with a constricted ROW
2	CR 635 (State Street) and Wall Street	Trenton City	This signalized intersection is complex and is located near a train station
2	CR 524 (Broad Street) and CR 609 (Yardville-Hamilton Road)	Hamilton Township	Intersection has five approaches and is signalized with multiple signal phases
2	CR 546 (Pennington-Lawrenceville Road) and Keefe Road/Federal City Road.	Lawrence Township	Signalized intersection has a high percentage of turning movements, with a wide ROW
2	US 206 and Ewing Street	Princeton Township	Recommended from the US 206 Corridor Study by Glatting Jackson and Urban Engineers for the Princeton Regional Planning Commission, included by reference in the DVRPC 2006 US 206 Corridor Study

County Rank	Intersection	Municipality	County Comments
2	US 206 and NJ 27	Princeton Borough	Recommended from the US 206 Corridor Study by Glatting Jackson and Urban Engineers for the Princeton Regional Planning Commission, included by reference in the DVRPC 2006 US 206 Corridor Study
2	NJ 27 and CR 583 (Mercer Street)	Princeton Borough	Recommended from the US 206 Corridor Study by Glatting Jackson and Urban Engineers for the Princeton Regional Planning Commission, included by reference in the DVRPC 2006 US 206 Corridor Study
2	US 206 and Terhune Road	Princeton Township	Recommended from the US 206 Corridor Study by Glatting Jackson and Urban Engineers for the Princeton Regional Planning Commission, included by reference in the DVRPC 2006 US 206 Corridor Study
2	US 206 and Mountain Avenue	Princeton Township	Recommended from the US 206 Corridor Study by Glatting Jackson and Urban Engineers for the Princeton Regional Planning Commission, included by reference in the DVRPC 2006 US 206 Corridor Study
3	CR 518 (Hopewell-Rocky Hill Road) and CR 569 (Hopewell-Princeton Road)	Hopewell Borough	A roundabout at this intersection could be utilized as a gateway into the borough
3	CR 518 (Lambertville-Hopewell Road) and CR 654 (Pennington-Hopewell Road)	Hopewell Borough	A roundabout at this intersection could be utilized as a gateway into the borough
3	NJ 33 and Airport Road	East Windsor Township	Signal requested by the township, a roundabout at this intersection could be utilized as a gateway into Hightstown Borough
4	CR 579 (Bear Tavern Road) and CR 546 (Washington Crossing - Pennington Road)	Hopewell Township	Current signal has a long cycle length, a wide ROW



County Rank	Intersection	Municipality	County Comments
4	CR 636 (Upper Ferry Road) and CR 634 (Lower Ferry Road)	Ewing Township	Intersection has a high percentage of turning movements, with a wide ROW
4	CR 624 (Rocky Hill Road) and CR 625 (Elm Ridge Road)	Hopewell Township	Signalized intersection adjacent to Bristol-Myers Squibb access, new development in the area
4	Alexander Road and Faculty Road	Princeton Township	Intersection has a high percentage of turning movements, roundabout could serve as a traffic calming device and is close to a roundabout on Faculty Road and Elm Drive
4	CR 634 (Lower Ferry Road) and Carlton Avenue	Ewing Township	Signalized intersection in residential area, ROW would likely be an issue
4	CR 614 (Nottingham Way/ N. Clinton Avenue) and Mulberry Street	Trenton City	Intersection has a high percentage of turning movements, with a wide ROW

### **Current Roundabout Activities**

NJDOT is in the process of planning for three other roundabouts in Mercer County, which are likely to be two lanes. Two of the intersections will be converted from traffic circles into modern roundabouts (Brunswick Circle and Whitehorse Circle). The other intersection is currently under study for a roundabout at 5-Points Mercerville (NJ 33 and CR 533).

*Page left intentionally blank*

## 6.0 CONCLUSION

Roundabouts are circular intersections with a yield-control design feature, which requires vehicles to yield to traffic traveling in a counterclockwise flow within the circle. Developed in England during the early 1960's, roundabouts have been used extensively in countries across the world to improve safety, reduce pollution, and aesthetically enhance intersections in surrounding communities. Since the 1990's, roundabouts have gained popularity in several states across the United States and have become an effective alternative in the safety and operational improvements at intersections.

In the Delaware Valley Region, roundabouts have not been a common form of intersection treatment due to their oftentimes unpopular associations with traffic circles. Given the accounts of the successes of roundabout installation from other states, roundabouts may be a viable option to consider when upgrading or building new intersections in the region. With the assistance of PennDOT, NJDOT, and other planning partners, Phase 1 of this analysis developed screening criteria for siting feasible county-wide locations for implementing single-lane roundabouts. 1,868 sites were identified through the analysis process for the nine counties. The information was tabulated, mapped, and distributed to the counties for their review to narrow and prioritize the listing of locations that met the identified criteria. The counties identified 151 locations (72 in Pennsylvania and 79 in New Jersey) for further study.

Although roundabouts may not be suitable for all intersections, they are worth considering as an option to the improvement of some intersections. In Phase 2 of the analysis, select locations identified by the counties from Phase 1 will be further investigated. This will involve field views, data collection, crash history, and traffic data, and modeling using VISSIM software to simulate the operation of a roundabout for each location.

*Page left intentionally blank*

## 7.0 REFERENCES

The following materials and resources were used as references for the information documented in this report.

### **Publications**

- Federal Highway Administration – “Roundabouts: An Informational Guide,” published in June 2000
- Kansas DOT – “Kansas Roundabout Guide,” published in October 2003
- NE Roundabout 2 Day Workshop – Course Manual
- PennDOT – “Publication No. 414, Guide to Roundabouts,” published in May 2001 and updated in June 2007

### **Internet Resources**

- Alaska Roundabout website – [www.alaskaroundabouts.com/mythfact1.html](http://www.alaskaroundabouts.com/mythfact1.html)
- FHWA – [http://safety.fhwa.dot.gov/intersections/col\\_roundabout.htm](http://safety.fhwa.dot.gov/intersections/col_roundabout.htm)
- Insurance Institute for Highway Safety – [www.iihs.org](http://www.iihs.org)
- Roundabout USA – [www.roundaboutusa.com](http://www.roundaboutusa.com)

### **Personal Affiliations**

- Mr. Jeffrey A. L’Amoreaux, P.E., P.T.O.E. Director of Traffic and Transportation, Van Cleef Engineering Associates
- Mike Niederhauser, Traffic Engineer, Maryland State Highway Administration, Office of Traffic and Safety
- Ed Myers, Senior Principal, Kittelson & Associates
- Howard McCullough, Independent Consultant, NE Roundabouts and Roundabout Coordinator for New York State DOT



# **Appendix A**



**Technical Advisory  
Meeting Highlights**







**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

A large, semi-transparent yellow diamond-shaped logo with a black border and three black arrows forming a circular path. The text "DVRPC" is centered within the diamond.

**DVRPC**  
**Regional Roundabout Analysis**

**HIGHLIGHTS OF SEPTEMBER 27, 2006 MEETING**

**Attendees**

Rosemarie Anderson  
Doug Bartlett  
Tom Branigan  
Charles Denny  
Justin Dula  
George Fallet  
Gavin Gray  
Fran Hanney  
Bill Hoffman  
David Johnson  
Robert Kelly  
Ellis Kim  
Jeff L'Amoreaux  
Jessica Lucas  
Regina Moore  
Jeff Todd  
Carol Thomas  
Vince Voltaggio  
Lee Whitmore

**Organization**

Delaware Valley Regional Planning Commission  
New Jersey DOT  
City of Philadelphia  
City of Philadelphia Streets Department  
Delaware County Planning Department  
Mercer County  
Pennsylvania DOT – Harrisburg  
Pennsylvania DOT – District 6-0  
Federal Highway Administration – New Jersey  
Bucks County Planning Commission  
Camden County Dept of Public Works  
Delaware Valley Regional Planning Commission  
Van Cleef Engineering Associates  
Gloucester County Planning  
Delaware Valley Regional Planning Commission  
Traffic Planning and Design  
Burlington County Engineering  
Gloucester County Engineering  
Chester County Planning Commission

**1. Welcome and Introduction**

Rosemarie Anderson, Manager of Safety and Corridor Planning, welcomed everyone. Everyone in attendance introduced themselves and the organizations they represented.

**2. Overview of Regional Roundabout Analysis Project**

Regina Moore, Transportation Engineer and Project Manager, provided a general overview of the Regional Roundabout Analysis project. She started the presentation by defining and describing the history of roundabouts. Information was shared on the benefits of installing a traffic signal versus a roundabout, including intersection efficiency, air quality, and safety. Ms. Moore provided information and shared examples of roundabouts operating efficiently in other states across the country.

Ms. Moore also went on to explain the goal of the project, which is to improve intersection safety and traffic flow through the application of roundabouts, as appropriate and described the three objectives for meeting the goal of the project, which are (1) coordinate with DOTs and counties to establish regional design and operational standards; (2) determine criteria to be used in screening locations where siting a roundabout would be appropriate; (3) identify a short list of potential locations based on the criteria used in the screening process. She concluded her presentation by showing a video entitled “*Making the Case for Roundabouts*,” developed by the FHWA Midwestern Resource Center.

### **3. Roundabouts in the DVRPC Region**

Mr. Jeffrey L’Amoreaux, Director of Traffic and Transportation, Van Cleef Engineering Associates, gave a presentation on his experiences with two local roundabouts currently in operation in the region. The first roundabout Mr. L’Amoreaux described to the group is located at the intersection of Denow Road and Brewster Court in Hopewell Township, Mercer County. He went on to describe in detail the design elements of this roundabout, including its 90-foot diameter, mountable splitter islands, and emergency vehicle compatibility. Since its opening in August 2005, there have been no reported accidents at this location. The next roundabout example Mr. L’Amoreaux shared with the group is located in Richland Township, Bucks County, at the intersection of Old Bethlehem Pike and Station Road. Opened in 2004, this roundabout has a 110-foot diameter, truck apron, and splitter islands and was a necessary improvement due to the previous intersection geometry. Mr. L’Amoreaux presentation also included a video clip of traffic circulating this intersection. The group was shown the traffic simulation model for the intersection used in the analysis.

### **4. Current Federal, State, and Local Policies/Standards and Projects**

Regina Moore gave the final presentation of the meeting on the current roundabout polices/standards of the Federal Highway Administration, Pennsylvania, New Jersey and other states. She began by presenting information and guidance available from the federal government. She referenced FHWA’s *Roundabout Informational Guide*, which offers general guidance on the planning, design and performance of roundabouts. This manual is currently in the process of being updated. FHWA also has included the roundabouts as a “Priority Market Ready Technologies and Innovations,” which will be incorporated into its master plan for additional research and deployment of technology. Ms. Moore went on to describe the policies of two proactive states in roundabout construction: Maryland and New York. Maryland currently has an official Roundabout Design Guide for roundabout consideration. Currently, the state has over 50 roundabouts in operation and 30 roundabouts in the planning, design, and construction stages. A study conducted on eight single lane roundabouts in Maryland with at least two years of before and after data concluded that there has been 64 percent reduction of total crashes and 83 percent reduction of injury crashes at these locations. New York has a policy that mandates that roundabouts be analyzed before deciding to build a new signalized intersection or making major improvements to an existing signalized intersection. Ms. Moore also

mentioned information on site considerations that New York uses in determining appropriate locations for roundabouts. Existing PennDOT and NJDOT guidance and policies were also discussed. PennDOT uses the state *Roundabout Guide: Publication 414* in conjunction with *FHWA Roundabout Guide* for roundabout design. It is also the process of developing a statewide roundabout manual slated for release in June 2007. There is no official statewide guidance on the use of roundabouts by NJDOT. Each intersection is evaluated individually and any roundabout consideration is referenced using the *FHWA Roundabout Guide*. Ms. Moore presented existing/current regional roundabout projects for both states that are either in existence, planned, designed, or under consideration.

## **5. Open Discussion**

The attendees were given the opportunity to provide feedback and input on incorporating the application of roundabouts in the region. Summarized below are the thoughts and comments generated from this discussion.

### **Policy**

- NJDOT is very optimistic regarding roundabouts.
- Neither PennDOT nor NJDOT have specific criteria for determining appropriate locations of roundabouts. In fact, PennDOT suggests looking at potential sites from a “feasibility study” perspective.
- PennDOT is approaching roundabout implementation very cautiously because it wants to ensure that the first ones they construct are very successful.
- Today, many roundabouts are incorporated within subdivision development. Will a roundabout in a private residential development hinder or help the notion of public acceptance of roundabouts?
- A lot of the initiative and momentum for roundabouts is coming from local municipalities.

### **Planning**

- Research for roundabouts is ongoing. Consequently, design guidelines are constantly evolving.
- It is necessary to recognize and address all the variables that would detract from a roundabout’s effectiveness, not just elements that are beneficial for a roundabout’s operations.
- PennDOT’s *Roundabout Guide: Publication 414* has a survey for scoping potential roundabout locations. This survey can be used for planning purposes only.
- For understanding a roundabouts performance, the peak-hour approach volume is critical.
- Very important question: How much does a roundabout cost? A very possible source for this answer is the Maryland State Highway Administration.
- Steep grade can lead to drainage and line-of-sight problems.
- Careful consideration should be given in locating a roundabout near signalized intersections. There is the chance for queues to back up into a nearby

roundabout; therefore, the proximity of a signalized intersection should be considered.

- Each location for roundabout determination should be looked at carefully. Roundabouts that work in other areas may not work in this region; therefore, we should avoid “the cookie cutter” approach in determining criteria
- As a region, we should start with implementing single-lane roundabouts and build from there.
- When considering locations, roundabouts should be in a simple location where there is heavy left-turn/U-turn movements, limited ROW and grades.

### **Operational Considerations**

- Mountable splitter islands can accommodate emergency vehicles. However, would this compromise the effect of a splitter island as a pedestrian refuge?
- Ramp metering is used on some roundabouts; oftentimes to make up for geometric or driver deficiencies.
- Many questions and concerns regarding the usage of vehicle turn signals at and within a roundabout. Does their usage help or hurt operations and safety?
- With regards to allowing emergency vehicles to pass, should vehicles pull over within the circulatory roadway, or exit the roundabout and then pull over?

### **Data and Modeling**

- SIRDA and RODEL are analytical but not visual modeling tools.
- VISSIM and SYNCHRO can both look at a roundabout within a signalized network.
- It is important to talk with municipal officials of areas with currently operating roundabouts, in order to obtain “after the fact” feedback about their operations.
- The state police is a potential source of data for roundabout intersections

## **6. Next Steps**

Given the feedback from the open discussion, additional research and coordination with the DOTs and counties will take place over the coming weeks. Information on the next meeting will be forthcoming.



**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**DVRPC**

## **Regional Roundabout Analysis Technical Advisory Committee Meeting**

**HIGHLIGHTS OF MARCH 8, 2007 MEETING**

### **Attendees**

Rosemarie Anderson  
Doug Bartlett  
Justin Dula  
Matt Edmond  
George Fallet  
Carmine Fiscina  
Chivas Grannum  
Gavin Gray  
Fran Hanney  
Ellis Kim  
Jeff L'Amoreaux  
Sean Lawrence  
Jessica Lucas  
Regina Moore  
Wes Ratko  
Jeff Smithline  
Lee Whitmore

### **Organization**

Delaware Valley Regional Planning Commission  
New Jersey DOT  
Delaware County Planning Department  
Montgomery County  
Mercer County  
Federal Highway Administration – Philadelphia  
Philadelphia Streets Department  
Pennsylvania DOT – Harrisburg  
Pennsylvania DOT – District 6-0  
Delaware Valley Regional Planning Commission  
Van Cleef Engineering Associates  
Delaware Valley Regional Planning Commission  
Gloucester County Planning  
Delaware Valley Regional Planning Commission  
Montgomery County  
Vollmer Associates  
Chester County Planning Commission

### **1. Welcome and Introduction**

Rosemarie Anderson, Manager of Safety and Corridor Planning, welcomed everyone. Everyone in attendance introduced themselves and the organizations they represented.

### **2. Highlights of September 27, 2006 Technical Meeting**

Regina Moore, Transportation Engineer and Project Manager, provided a brief recap of the September 27, 2006 technical meeting. A copy of the meeting highlights were included in the information packets provided.

### **3. Maryland Roundabout Field Visit**

Ellis Kim, Transportation Engineer gave a presentation on DVRPC's staff field visit of roundabouts in Maryland. On February 20 – 21, 2007, DVRPC staff met with Mike Neiderhauser, Traffic Engineer with the Maryland State Highway Administration, and Ed Myers, Sr. Principal Engineer with Kittelson and Associates. The purpose of the visit was to tour roundabouts located in urban, suburban, and rural areas and to gain

insight into the development of Maryland's roundabout program. Currently, Maryland has over 60 roundabouts in operation with several in the planning, design and construction stages. In discussion with Mr. Neiderhauser and Mr. Myers, Maryland has seen a major decrease in the number and severity of crashes at intersections with roundabouts. As a result of the safety and ease of operation associated with roundabouts, there has been a positive perception from the general public. The first roundabout viewed was located in Towson, during the afternoon peak period of February 20. This was one of the first roundabouts in Maryland. Prior to the opening of Towson Roundabout in 1998, the intersection was controlled by two traffic signals and had a high number of crashes. There has been a slight increase in the number of crashes since the introduction of the roundabout; however, the crash severity has been greatly reduced. Results of a pedestrian survey showed a positive pedestrian experience at this roundabout. Mr. Kim discussed the DVRPC's staff observations, including signage, traffic entering and exiting, and pedestrian comfort associated with the roundabout. A video showing traffic movement inside the roundabout was presented. On February 21, staff toured six other roundabouts in various locations, including four incorporated within highway interchange systems in suburban areas. Mr. Kim shared observations and video taken from a rural single roundabout located in Lothian, Maryland. This particular roundabout was of interest given the high percentage of heavy trucks traveling through the circle. The last roundabout viewed was located in Annapolis, Maryland. This urban two-lane roundabout is located as a gateway into the historical area of the city, and has been constructed as part of a redevelopment project. Some of the observations made were the use of splitter islands as pedestrian facilities and the new construction surrounding the intersection. Video was also shown depicting traffic traveling through this roundabout.

#### **4. Presentation**

Mr. Jeff Smithline, Traffic Engineer, Vollmer Associates, gave a presentation on the Route 29 Boulevard Traffic Study in Trenton and the recently approved roundabout project in Lawrence Township, New Jersey. Mr. Smithline stated the goal for the Route 29 Study which was to improve access to the Delaware River Waterfront and safety along Route 29. This would promote urban and economic redevelopment in the Trenton area. Incorporated within the presentation were several slides depicting three alternatives consisting of the existing condition, traffic data, and CAD drawings of the roundabouts at select intersections. Mr. Smithline also discussed the differences of choosing a roundabout option, which would promote slower speeds versus having a signal alternative. He also showed the traffic simulation for the intersections used in the analysis.

Next, Mr. Smithline presented information on the recently approved roundabout project at the intersection of Route 1 Business and Whitehead Road, in Lawrence Township, New Jersey. Currently, this location is a T-intersection, with a jughandle entering onto Whitehead Road. The improvements for the intersection include removal of the existing jughandle and providing a gateway into the community. Mr. Smithline showed a drawing of the proposed roundabout over the aerials, which

showed a comparison with the existing Brunswick Circle. The presentation ended with discussion on the alternatives selected: concept 1 – jughandle removal with a double left-turn bay, or concept 2 – jughandle removal with a roundabout.

#### **5. DVRPC's Region-wide Preliminary Roundabout Criteria List**

Regina Moore and Ellis Kim presented to the group for discussion a broad based list of criteria for potential location selection for single-lane roundabouts in the region. This list was developed through research and information compiled from various publications, discussions, and observations. Ms. Moore started the presentation and described the methodology used in determining the list of the eight criteria developed. The criteria are: 1) Crash History, 2) Proximity to Existing Roundabouts, 3) Topography, 4) AADT, 5) Roadway Facility Type, 6) Identified within the CMP, 7) Land Use, and 8) Proximity to Other Signals. The list presented was not in order of importance and is to be used in determining appropriate locations of single-lane roundabouts only. There were some limitations to the criteria, including determining locations for the City of Philadelphia. Philadelphia met few of the criteria given the roadway network and land use density, which results in ROW constraints. Given this limitation, the option of roundabouts being located in the city is not eliminated; however, further evaluation is required to determine appropriate locations. GIS limitation is an issue with applying certain data layers. Of the eight criteria developed, the GIS data layers only applied to five of the criteria including AADT, Roadway Facility Type, Identified Within the CMP, Land Use, and Proximity to Other Signals. Crash History, Proximity to Existing Roundabouts, and Topography were not able to be applied in GIS because the information associated with these criteria was at a macro level and would require further evaluation and analysis on a site by site basis.

Ms. Moore and Mr. Kim explained in detailed each of the eight criteria, after which attendees were given the opportunity to provide feedback and input on the list that was developed. Summarized below are the criteria descriptions and the thoughts and comments generated from the discussion.

1. Crash History – *Target intersections where there are high crash histories within the past three years and focus on crash types commonly associated “at intersections” (i.e. angle, rear-end, pedestrians, left-turning movement)*
  - Agreed that this was a beneficial criteria
2. Proximity to Existing Roundabout – *Target locations within a municipality or bordering a municipality where there is an already existing roundabout; likelihood of positive public acceptance*
  - Eliminate criteria #2 (proximity to existing roundabout)
    - Very few existing roundabouts to justify criteria
    - Use this criteria at a later time when more are in operation
3. Topography – *Only target locations with grades <3 to 4 percent in order to avoid locations with substantial grade differences, which may limit sight distances,*

*complicate construction, and cause increased speeds exiting the roundabout on a downhill grade*

- Agreed that this was beneficial criteria

**4. AADT – A maximum AADT of 7,000 vehicles for any approach of a four-legged intersection based**

- Mr. Kim explained in detailed the theory behind selecting an AADT threshold of 7,000, which was based upon calculations taken from FHWA and PennDOT; maximum AADT graphs and tables

**5. Roadway Facility Type – Only focused on two-ane roadway segments; look at roadways at the county level (NJ) or the equivalent in PA which is the “locally owned, state maintained,” to be considered appropriate substitutes.**

- There was some confusion on the exact roadway type used for PA
  - Sean Lawrence, GIS specialist, discussed the roadway layers used, which were PA locally owned roadways
  - Change the wording of PA “locally owned, state maintained” roadways
  - Agreed to use functional classification

**6. Identified Within the CMP – Appropriate locations must be within a CMP corridor or subcorridor; designation of the CMP assists in verifying current or anticipated congestion and may assist candidate locations with receiving future funding.**

- Use CMP criteria as a “bonus” or a definite option for when considering multilane roundabouts
- Some locations may be deleted based upon exceeding the 7,000 vehicle threshold

**7. Land Use – ROW is the primary limiting factor; sites must be located within or alongside an “open space” or “undeveloped” parcel**

- The criteria should not be so focused on the ROW issue; each location should be looked at on a site-by-site basis
- Consider limiting the land use GIS layer
- From Mercer County perspective.....
  - Prefer a list without the land use layer; and use as a bonus layer
- Eliminate the “open space” wording

**8. Proximity to Other Signals – The intersection must be an appropriate distance from a signalized intersection, due to the possibility of queues from downstream signalized intersections extending into the roundabout.**

- It was suggested that this criteria should be a primary filter that may require further site-by-site analysis
- One concern was to consider what would happen if two signals that function as one. How would that be a factor?

Some other suggestions were to consider non-GIS factors into the criteria, such as ROW, other resources, and municipal support. Mr. Jeff L’Amoreaux also offered



the idea of not just focusing on the exact approaches of intersections for the actual site of the roundabout. The roundabout design could be shifted to take advantage of more open space or existing ROW. Ms. Rosemarie Anderson, Manager of Safety and Corridor Studies, mentioned that one important thing to take into account is how many of these criteria and which ones must be met for a location to be considered an appropriate candidate for a roundabout. The presentation ended with Mr. Kim showing an example of the specific data and map from Chester County, which identified locations created from the five GIS layer criteria developed in house by DVRPC staff.

## **6. Other Roundabout Activities**

a) Elizabeth Schoonmaker, Manager of Capital Programs, briefly discussed two roundabout projects that were recently approved for funding through the DVRPC TIP. These two projects were established in the Pennsylvania TIP to fund “pilot” roundabout projects in the region. The Pennsylvania District 6 Roundabouts Incentive Program made \$2 million funding available in the Pennsylvania DVRPC region. Two locations had been identified and were recommended for funding through the program:

- Cold Spring Creamery Road and Burnt House Hill Road in Buckingham Township, Bucks County; \$800,000 for construction
- PA 52/Wawaset and Unionville Road South in Pocopson Township, Chester County; \$850,000 for construction

Both projects will advance through the design process using local funding, and construction funding will be provided at the agreed upon amount based on current estimates. Additional costs above and beyond the estimates will be the responsibility of the townships.

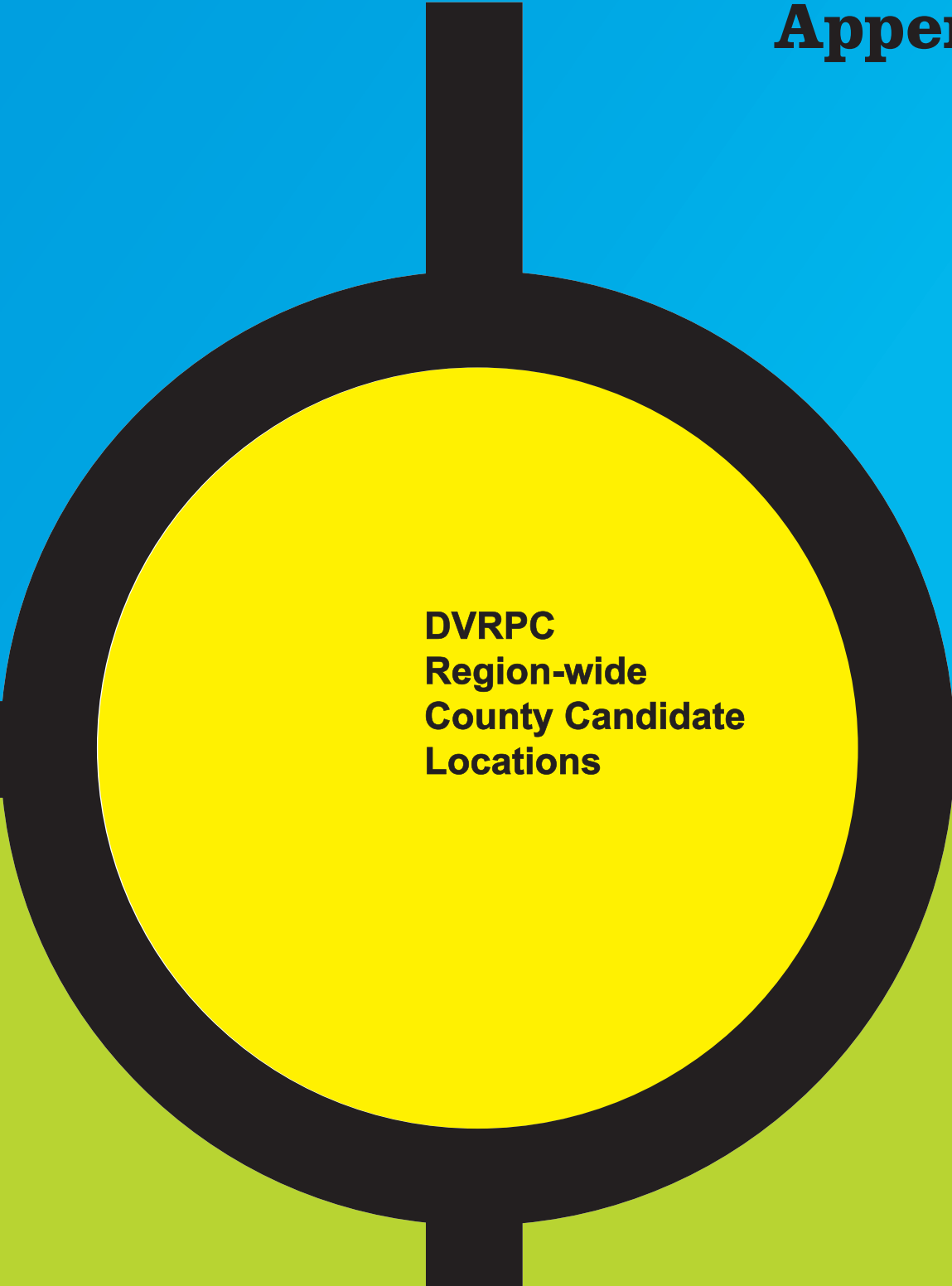
b) DVRPC hosted the NE Roundabout Design Workshop on March 1-2, 2007. Ms. Moore briefed the group with highlights from the course. Over the two days, Mr. Howard McCullough, Roundabout Coordinator for New York State DOT, presented his workshop on the planning, policies, and design elements associated with roundabouts. Mr. McCullough, shared with the group several practices common in New York State. There was also various discussion on the proper software used in modeling roundabouts. Overall, attendees were pleased with the outcome of the workshop.

## **7. Next Steps**

Based upon the input received from the criteria discussion, DVRPC staff will modify and adjust the criteria list. From this list maps will be developed displaying intersections that met the criteria for potential roundabout locations. This information will be made available to the nine counties. DVRPC will plan meet with the counties to individually discuss and narrow the list into a more manageable number of potential locations.



**Appendix B**



**DVRPC  
Region-wide  
County Candidate  
Locations**



**Bucks County  
DVRPC Candidate Locations**

**DVRPC Regional Roundabout Analysis Phase I  
Bucks County - 245 DRAFT Single Lane Roundabout Candidate Locations**

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	Sig Score	CMP	Land Use	Crashes
871	Bedminster Twp	KELLERS CHURCH RD	RIDGE RD	1	No	No	No
875	Bedminster Twp	BEDMINSTER RD	KELLERS CHURCH RD	1	No	No	No
876	Bedminster Twp	IRISH MEETING HOUSE RD	KELLERS CHURCH RD	1	No	No	No
872	Bedminster Twp	ELEPHANT RD	RIDGE RD	1	No	Yes	No
873	Bedminster Twp	ELEPHANT RD	BLUE SCHOOL RD	1	No	Yes	No
874	Bedminster Twp	BEDMINSTER RD	FRETZ VALLEY RD	1	No	Yes	No
877	Bedminster Twp	WISMER RD	DARK HOLLOW RD	1	Yes	Yes	No
216	Bensalem Twp	MECHANICSVILLE RD	GALLOWAY RD	0	Yes	No	No
217	Bensalem Twp	MECHANICSVILLE RD	DUNKS FERRY RD	1	Yes	No	No
218	Bensalem Twp	OLD LINCOLN HW	SOMERTON RD	0	Yes	No	No
220	Bensalem Twp	BROWNSVILLE RD	ELMWOOD AV	2	Yes	No	No
824	Bensalem Twp	BRISTOL RD	OLD LINCOLN HW	2	Yes	No	No
825	Bensalem Twp	BRISTOL RD	NESHAMINY BL	2	Yes	No	No
826	Bensalem Twp	BRISTOL RD	RICHLIEU RD	0	Yes	No	No
827	Bensalem Twp	BRISTOL RD	PASQUALONE BL	2	Yes	No	No
828	Bensalem Twp	BENSALEM BL	GIBSON RD	2	Yes	No	No
829	Bensalem Twp	STATE RD	HAUNTED LN	1	Yes	No	No
830	Bensalem Twp	BENSALEM BL	BYBERRY RD	2	Yes	No	No
831	Bensalem Twp	HULMEVILLE RD	MECHANICSVILLE RD	2	Yes	No	No
834	Bensalem Twp	STATE RD	STREET RD	2	Yes	No	No
835	Bensalem Twp	STATE RD	TENNIS AV	1	Yes	No	No
215	Bensalem Twp	GALLOWAY RD	RICHLIEU RD	2	Yes	Yes	No
219	Bensalem Twp	OLD LINCOLN HW	ROCKHILL DR	2	Yes	Yes	No
221	Bensalem Twp	TREVOSE RD	SOMERTON RD	1	Yes	Yes	No
823	Bensalem Twp	HULMEVILLE RD	BENSALEM BL	2	Yes	Yes	No
832	Bensalem Twp	HULMEVILLE RD	GALLOWAY RD	2	Yes	Yes	No
833	Bensalem Twp	HULMEVILLE RD	BYBERRY RD	2	Yes	Yes	No
836	Bensalem Twp	STATE RD	MILL RD	1	Yes	Yes	No

**NOTE:**

Land Use: Vacant or Wooded

Crashes: Years 2003 - 2005

Sig Score: 0 = intersection is between 1000' of signal; 1 = intersection is further than 1000' from signal; 2 = intersection has an existing traffic signal

**DVRPC Regional Roundabout Analysis Phase I  
Bucks County - 245 DRAFT Single Lane Roundabout Candidate Locations**

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	Sig Score	CMP	Land Use	Crashes
226	Bridgeton Twp	RIVER RD	BRIDGETON HILL RD	1	No	No	No
851	Bridgeton Twp	CHESTNUT RIDGE RD	BRIDGETON HILL RD	1	No	No	No
850	Bridgeton Twp	RIVER RD	NARROWSVILLE HILL RD	1	No	Yes	No
1049	Bristol Boro	OLD ROUTE 13	BEAVER ST	2	No	No	No
1050	Bristol Boro	OTTER ST	BATH ST	0	Yes	No	No
1051	Bristol Boro	OTTER ST	OLD ROUTE 13	2	Yes	No	No
146	Bristol Twp	MILL CREEK RD	GREEN LN	0	No	No	No
147	Bristol Twp	RADCLIFFE ST	GREEN LN	0	No	No	No
148	Bristol Twp	NEWPORTVILLE RD	NEWPORT RD	1	Yes	No	No
149	Bristol Twp	NEWPORTVILLE RD	FORD RD	1	Yes	No	No
692	Bristol Twp	NEW FALLS RD	DURHAM RD	2	Yes	No	No
695	Bristol Twp	MILL CREEK RD	LEVITTOWN PY	2	Yes	No	No
696	Bristol Twp	STATE RD	CEDAR AV	2	Yes	No	No
693	Bristol Twp	BATH RD	BATH RD	0	No	Yes	No
150	Bristol Twp	BATH RD	FORD RD	1	Yes	Yes	No
694	Bristol Twp	EDGELY RD	MILL CREEK RD	2	Yes	No	Yes
260	Buckingham Twp	COLD SPRING CREAMERY RD	BURNT HOUSE HILL RD	1	No	No	No
261	Buckingham Twp	MECHANICSVILLE RD	BURNT HOUSE HILL RD	1	No	No	No
262	Buckingham Twp	NEW HOPE RD	FOREST GROVE RD	1	No	No	No
900	Buckingham Twp	SWAMP RD	FOREST GROVE RD	0	No	Yes	No
901	Buckingham Twp	FOREST GROVE RD	SWAMP RD	1	No	Yes	No
946	Chalfont Boro	MAIN ST	PARK AV	2	Yes	No	No
947	Chalfont Boro	MAIN ST	SUNSET AV	2	Yes	No	No
271	Doylestown Twp	EDISON FURLONG RD	PEBBLE HILL RD	2	No	No	No
272	Doylestown Twp	LIMEKILN RD	SANDY RIDGE RD	1	No	No	No
911	Doylestown Twp	PARK AV	KEELEY AV	2	No	No	No
273	Doylestown Twp	SANDY RIDGE RD	BROAD ST	1	Yes	No	No
910	Doylestown Twp	OLD DUBLIN PK	OLD DUBLIN PK	1	Yes	No	No

**NOTE:**

Land Use: Vacant or Wooded

Crashes: Years 2003 - 2005

Sig Score: 0 = intersection is between 1000' of signal; 1 = intersection is further than 1000' from signal; 2 = intersection has an existing traffic signal

**DVRPC Regional Roundabout Analysis Phase I  
Bucks County - 245 DRAFT Single Lane Roundabout Candidate Locations**

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	Sig Score	CMP	Land Use	Crashes
913	Doylestown Twp	ALMSHOUSE RD	LOWER STATE RD	1	Yes	No	No
270	Doylestown Twp	ALMSHOUSE RD	TAMENEND AV	2	Yes	Yes	No
912	Doylestown Twp	ALMSHOUSE RD	LOWER STATE RD	1	Yes	Yes	No
259	Dublin Boro	ELEPHANT RD	DEEP RUN RD	0	Yes	Yes	No
841	Durham Twp	DURHAM RD	GALLOWS HILL RD	1	No	No	No
842	Durham Twp	GALLOWS HILL RD	LEHNENBERG RD	1	No	No	No
840	Durham Twp	DURHAM RD	DURHAM RD	1	No	Yes	No
235	East Rockhill Twp	BRANCH RD	MAIN ST	1	No	No	No
234	East Rockhill Twp	PARK AV	THREE MILE RUN RD	1	Yes	No	No
125	Falls Twp	PENNSBURY RD	BORDENTOWN RD	1	No	No	No
124	Falls Twp	PENN VALLEY RD	RAMP RD	2	Yes	No	No
126	Falls Twp	MILL CREEK RD	RAMP RD	2	Yes	No	No
633	Falls Twp	PENN VALLEY RD	OLD BRISTOL PK	1	Yes	No	No
228	Haycock Twp	MOUNTAIN VIEW DR	OLD BETHELEM RD	1	No	No	No
859	Haycock Twp	SAW MILL RD	OLD BETHELEM RD	1	No	No	No
860	Haycock Twp	DEER WOOD LN	SAW MILL RD	1	No	No	No
861	Haycock Twp	OLD BETHELEM RD	AXE HANDLE RD	1	No	Yes	No
862	Haycock Twp	AXE HANDLE RD	UNION RD	1	No	Yes	No
252	Hilltown Twp	HILLTOWN PK	BLOOMING GLEN RD	1	No	No	No
254	Hilltown Twp	CALLOWHILL RD	CALLOWHILL RD	2	No	No	No
889	Hilltown Twp	SOUDERTON RD	BLOOMING GLEN RD	1	No	No	No
890	Hilltown Twp	SOUDERTON RD	CALLOWHILL RD	2	No	No	No
894	Hilltown Twp	HILLTOWN PK	CHURCH RD	1	No	No	No
895	Hilltown Twp	HILLTOWN PK	DIAMOND ST	1	No	No	No
896	Hilltown Twp	HILLTOWN PK	NEW GALENA RD	1	No	No	No
892	Hilltown Twp	BETHLEHEM PK	BROAD ST	2	Yes	No	No
253	Hilltown Twp	DUBLIN RD	HILLTOWN PK	1	No	Yes	No
891	Hilltown Twp	SOUDERTON RD	DIAMOND ST	2	No	Yes	No

**NOTE:**

Land Use: Vacant or Wooded

Crashes: Years 2003 - 2005

Sig Score: 0 = intersection is between 1000' of signal; 1 = intersection is further than 1000' from signal; 2 = intersection has an existing traffic signal



**DVRPC Regional Roundabout Analysis Phase I  
Bucks County - 245 DRAFT Single Lane Roundabout Candidate Locations**

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	Sig Score	CMP	Land Use	Crashes
893	Hilltown Twp	LIMEKILN PK	HILLTOWN PK	1	No	Yes	No
1063	Hulmeville Boro	HULMEVILLE RD	HULME AV	2	Yes	No	No
680	Langhorne Boro	MAPLE AV	BELLEVEUE AV	0	Yes	No	No
313	Lower Makefield Twp	LINDENHURST RD	QUARRY RD	2	No	No	No
315	Lower Makefield Twp	OXFORD VALLEY RD	EDGEWOOD RD	1	No	No	No
316	Lower Makefield Twp	EDGEWOOD RD	MAKEFIELD RD	2	No	No	No
972	Lower Makefield Twp	LANGHORNE-YARDLEY RD	LANGHORNE YARDLEY RD	2	No	No	No
976	Lower Makefield Twp	YARDLEY MORRISVILLE RD	YARDLEY MORRISVILLE RD	2	No	No	No
977	Lower Makefield Twp	YARDLEY MORRISVILLE RD	MAKEFIELD RD	0	No	No	No
314	Lower Makefield Twp	DOLINGTON RD	QUARRY RD	1	Yes	No	No
317	Lower Makefield Twp	BIG OAK RD	MAKEFIELD RD	2	Yes	No	No
318	Lower Makefield Twp	BIG OAK RD	STONY HILL RD	2	Yes	No	No
319	Lower Makefield Twp	BIG OAK RD	OXFORD VALLEY RD	2	Yes	No	No
321	Lower Makefield Twp	HEACOCK RD	STONY HILL RD	2	Yes	No	No
973	Lower Makefield Twp	YARDLEY NEWTOWN RD	MIRROR LAKE RD	2	Yes	No	No
974	Lower Makefield Twp	LANGHORNE YARDLEY RD	MIRROR LAKE RD	2	Yes	No	No
975	Lower Makefield Twp	LANGHORNE YARDLEY RD	EDGEWOOD RD	0	Yes	No	No
978	Lower Makefield Twp	PINE GROVE RD	YARDLEY MORRISVILLE RD	2	Yes	No	No
312	Lower Makefield Twp	LINDENHURST RD	TWINING RD	2	No	Yes	No
320	Lower Makefield Twp	TOWNSHIP LINE RD	BIG OAK RD	1	Yes	Yes	No
979	Lower Makefield Twp	PINE GROVE RD	BIG OAK RD	2	Yes	Yes	No
682	Lower Southampton Twp	BRIDGETOWN PK	BRISTOL RD	2	Yes	No	No
683	Lower Southampton Twp	BRIDGETOWN PK	BRISTOL RD	2	Yes	No	No
684	Lower Southampton Twp	BRIDGETOWN PK	ELMWOOD AV	1	Yes	No	No
685	Lower Southampton Twp	BRISTOL RD	BROWNSVILLE RD	2	Yes	No	No
681	Lower Southampton Twp	BRIDGETOWN PK	BRIDGETOWN PK	2	Yes	Yes	No
358	Middletown Twp	HULMEVILLE RD	HULMEVILLE RD	0	Yes	No	No
359	Middletown Twp	BROWNSVILLE RD	OLD LINCOLN HW	1	Yes	No	No

**NOTE:**

Land Use: Vacant or Wooded

Crashes: Years 2003 - 2005

Sig Score: 0 = intersection is between 1000' of signal; 1 = intersection is further than 1000' from signal; 2 = intersection has an existing traffic signal

**DVRPC Regional Roundabout Analysis Phase I  
Bucks County - 245 DRAFT Single Lane Roundabout Candidate Locations**

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	Sig Score	CMP	Land Use	Crashes
360	Middletown Twp	BROWNSVILLE RD	PERIWINKLE AV	1	Yes	No	No
361	Middletown Twp	HIGHLAND AV	OLD LINCOLN HW	2	Yes	No	No
1009	Middletown Twp	WINCHESTER AV	FLOWERS MILL RD	2	Yes	No	No
1010	Middletown Twp	TRENTON RD	BRISTOL OXFORD VALLEY RD	1	Yes	No	No
1011	Middletown Twp	TRENTON RD	BRISTOL OXFORD VALLEY RD	1	Yes	No	No
1012	Middletown Twp	TRENTON RD	WOODBOURNE RD	2	Yes	No	No
1013	Middletown Twp	BRISTOL OXFORD VALLEY RD	WOODBOURNE RD	2	Yes	No	No
1014	Middletown Twp	TRENTON RD	DURHAM RD	0	Yes	No	No
1015	Middletown Twp	HIGHLAND AV	HULMEVILLE RD	1	Yes	No	No
1006	Middletown Twp	WOODBOURNE RD	PENNS TR	2	Yes	Yes	No
1007	Middletown Twp	WOODBOURNE RD	BIG OAK RD	0	Yes	Yes	No
1008	Middletown Twp	BRIDGETOWN RD	LANGHORNE YARDLEY RD	2	Yes	Yes	No
232	Milford Twp	KRAMMES RD	STEINBURG RD	1	No	No	No
233	Milford Twp	ROSE DALE RD	OLD BETHLEHEM PK	1	No	No	No
867	Milford Twp	UPPER RIDGE RD	TRUMBAUERSVILLE RD	1	No	No	No
868	Milford Twp	ALLENTOWN RD	ROSE DALE RD	1	No	No	No
866	Milford Twp	TRUMBAUERSVILLE RD	CREAMERY RD	1	No	Yes	No
865	Milford Twp	KUMRY RD	KRAMMES RD	1	Yes	Yes	No
1016	Morrisville Boro	TRENTON AV	PENNSYLVANIA AV	2	Yes	No	No
1017	Morrisville Boro	OLD BRISTOL PK	PENNSYLVANIA AV	2	Yes	No	No
266	New Britain Twp	CALLOWHILL RD	NEW GALENA RD	1	No	No	No
267	New Britain Twp	NEW GALENA RD	NEW GALENA RD	1	No	No	No
905	New Britain Twp	LIMEKILN PK	NEW GALENA RD	1	No	No	No
906	New Britain Twp	LIMEKILN PK	NEW GALENA RD	1	No	No	No
907	New Britain Twp	PARK AV	CALLOWHILL RD	1	No	No	No
908	New Britain Twp	BRISTOL RD	UPPER STATE RD	2	Yes	No	No
902	New Hope Boro	RIVER RD	WINDY BUSH RD	1	No	No	No
1000	Newtown Boro	STATE ST	CENTRE AV	2	Yes	No	No

**NOTE:**

Land Use: Vacant or Wooded

Crashes: Years 2003 - 2005

Sig Score: 0 = intersection is between 1000' of signal; 1 = intersection is further than 1000' from signal; 2 = intersection has an existing traffic signal

**DVRPC Regional Roundabout Analysis Phase I  
Bucks County - 245 DRAFT Single Lane Roundabout Candidate Locations**

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	Sig Score	CMP	Land Use	Crashes
311	Newtown Twp	EAGLE RD	EAGLE RD	1	No	No	No
968	Newtown Twp	WASHINGTON CROSSING RD	SYCAMORE ST	2	Yes	No	No
969	Newtown Twp	SYCAMORE ST	WASHINGTON AV	2	Yes	No	No
970	Newtown Twp	BUCK RD	SYCAMORE ST	2	Yes	No	No
971	Newtown Twp	NEWTOWN YARDLEY RD	LOWER DOLINGTON RD	2	Yes	No	No
967	Newtown Twp	DURHAM RD	EAGLE RD	2	Yes	Yes	No
227	Nockamixon Twp	DURHAM RD	CHURCH HILL RD	1	No	No	No
984	Northampton Twp	SECOND STREET PK	WORTHINGTON MILL RD	1	No	No	No
345	Northampton Twp	HOLLAND RD	MIDDLE HOLLAND RD	2	Yes	No	No
346	Northampton Twp	HOLLAND RD	LOWER HOLLAND RD	0	Yes	No	No
347	Northampton Twp	CHURCHVILLE LN	HOLLAND RD	1	Yes	No	No
348	Northampton Twp	HOLLAND RD	EAST HOLLAND RD	1	Yes	No	No
349	Northampton Twp	BRIDGETOWN PK	EAST HOLLAND RD	1	Yes	No	No
350	Northampton Twp	BUSTLETON PIKE	BRISTOL RD	2	Yes	No	No
985	Northampton Twp	BUSTLETON PK	UPPER HOLLAND RD	2	Yes	No	No
986	Northampton Twp	BUSTLETON PK	LOWER HOLLAND RD	1	Yes	No	No
983	Northampton Twp	SECOND STREET PK	HATBORO RD	1	No	Yes	No
258	Perkasie Boro	FIFTH ST	FIFTH ST	2	No	No	No
898	Perkasie Boro	FIFTH ST	CALLOWHILL RD	2	No	No	No
257	Perkasie Boro	MARKET ST	MARKET ST	1	Yes	No	No
899	Perkasie Boro	FIFTH ST	FIFTH ST	2	Yes	No	No
239	Plumstead Twp	CARVERSVILLE RD	DANBORO POINT PLEASANT PK	1	No	No	No
240	Plumstead Twp	DANBORO POINT PLEASANT PK	TOHICKON HILL RD	1	No	No	No
880	Plumstead Twp	STUMP RD	STUMP RD	1	No	No	No
882	Plumstead Twp	STATE PARK RD	TOHICKON HILL RD	1	No	No	No
881	Plumstead Twp	WISMER RD	STUMP RD	1	No	Yes	No
878	Quakertown Boro	PARK AV	MAIN ST	2	Yes	No	No
236	Quakertown Boro	MAIN ST	MILL ST	2	Yes	Yes	No

**NOTE:**

Land Use: Vacant or Wooded

Crashes: Years 2003 - 2005

Sig Score: 0 = intersection is between 1000' of signal; 1 = intersection is further than 1000' from signal; 2 = intersection has an existing traffic signal

**DVRPC Regional Roundabout Analysis Phase I  
Bucks County - 245 DRAFT Single Lane Roundabout Candidate Locations**

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	Sig Score	CMP	Land Use	Crashes
229	Richland Twp	CALIFORNIA RD	CHERRY RD	1	No	No	No
230	Richland Twp	OLD BETHEHEM PK	STATION RD	1	Yes	No	No
231	Richland Twp	OLD BETHEHEM PK	TOLLGATE RD	1	Yes	No	No
863	Richland Twp	OLD BETHEHEM PK	PALETOWN RD	1	Yes	No	No
864	Richland Twp	RICHLANDTOWN PK	RICHLANDTOWN PK	1	No	Yes	No
869	Richlandtown Boro	MAIN ST	CHERRY ST	1	No	No	No
870	Richlandtown Boro	MAIN ST	UNION RD	1	No	No	No
263	Sellersville Boro	MAPLE AV	LAWN AV	0	Yes	No	No
264	Sellersville Boro	NOBLE ST	LAWN AV	1	Yes	No	No
265	Sellersville Boro	CAT HILL RD	FARMERS LN	1	Yes	No	No
909	Silverdate Boro	MAIN ST	BARINGER AV	2	No	No	No
242	Solebury Twp	MECHANICSVILLE RD	MECHANICSVILLE RD	1	No	No	No
243	Solebury Twp	AQUETONG RD	CARVERSVILLE RD	1	No	No	No
244	Solebury Twp	AQUETONG RD	WINDY BUSH RD	1	No	No	No
245	Solebury Twp	RIVER RD	AQUETONG RD	1	No	No	No
246	Solebury Twp	AQUETONG RD	STONEY HILL RD	1	No	No	No
247	Solebury Twp	AQUETONG RD	GREEN HILL RD	1	No	No	No
885	Solebury Twp	RIVER RD	FLEECY DALE RD	1	No	No	No
886	Solebury Twp	RIVER RD	GREEN HILL RD	1	No	No	No
887	Solebury Twp	RIVER RD	PHILLIPS MILL RD	1	No	No	No
223	Springfield Twp	OLD BETHEHEM RD	OLD BETHEHEM RD	1	No	No	No
224	Springfield Twp	SPRINGTOWN RD	HELLERTOWN RD	1	No	No	No
225	Springfield Twp	DURHAM RD	DURHAM RD	1	No	No	No
843	Springfield Twp	QUAKERTOWN RD	CALIFORNIA RD	1	No	No	No
844	Springfield Twp	STATE RD	RICHLANDTOWN PK	1	No	No	No
846	Springfield Twp	DURHAM RD	SLIFER VALLEY RD	1	No	No	No
848	Springfield Twp	DURHAM RD	STONY GARDEN RD	1	No	No	No
849	Springfield Twp	DURHAM RD	GALLOWES HILL RD	1	No	No	No

**NOTE:**

Land Use: Vacant or Wooded

Crashes: Years 2003 - 2005

Sig Score: 0 = intersection is between 1000' of signal; 1 = intersection is further than 1000' from signal; 2 = intersection has an existing traffic signal

**DVRPC Regional Roundabout Analysis Phase I  
Bucks County - 245 DRAFT Single Lane Roundabout Candidate Locations**

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	Sig Score	CMP	Land Use	Crashes
845	Springfield Twp	OLD BETHLEHEM RD	SLIFER VALLEY RD	1	No	Yes	No
847	Springfield Twp	DURHAM RD	LEHNENBERG RD	1	No	Yes	No
853	Tinicum Twp	DARK HOLLOW RD	DARK HOLLOW RD	1	No	No	No
854	Tinicum Twp	DARK HOLLOW RD	RED HILL RD	1	No	No	No
855	Tinicum Twp	GEIGEL HILL RD	UPPER TINICUM CHURCH RD	1	No	No	No
856	Tinicum Twp	HEADQUARTERS RD	GEIGEL HILL RD	1	No	No	No
852	Tinicum Twp	HEADQUARTERS RD	RED HILL RD	1	No	Yes	No
857	Tinicum Twp	RIVER RD	HEADQUARTERS RD	1	No	Yes	No
858	Tinicum Twp	RIVER RD	DARK HOLLOW RD	1	No	Yes	No
241	Trumbauersville Boro	BROAD ST	BROAD ST	0	No	No	No
883	Trumbauersville Boro	CREAMERY RD	KUMRY RD	1	No	No	No
884	Trumbauersville Boro	MAIN ST	BROAD ST	1	No	No	No
711	Tullytown Boro	MAIN ST	OXFORD AV	0	Yes	No	No
921	Upper Makefield Twp	STREET RD	WINDY BUSH RD	1	No	No	No
922	Upper Makefield Twp	RIVER RD	STONY BROOK RD	1	No	No	No
923	Upper Makefield Twp	PINEVILLE RD	EAGLE RD	1	No	No	No
924	Upper Makefield Twp	WASHINGTON CROSSING RD	DOLINGTON RD	1	No	No	No
925	Upper Makefield Twp	WASHINGTON CROSSING RD	WRIGHTSTOWN RD	1	No	No	No
926	Upper Makefield Twp	WASHINGTON CROSSING RD	TAYLORSVILLE RD	2	No	No	No
131	Upper Southampton Twp	BRISTOL RD	CHURCHVILLE RD	2	Yes	No	No
636	Upper Southampton Twp	BRISTOL RD	DAVISVILLE RD	2	Yes	No	No
637	Upper Southampton Twp	BUSTLETON PIKE	GRAVEL HILL RD	0	Yes	No	No
638	Upper Southampton Twp	BUSTLETON PK	BRISTOL RD	0	Yes	No	No
999	Warminster Twp	BRISTOL RD	HATBORO RD	2	Yes	No	Yes
950	Warrington Twp	BRISTOL RD	LOWER STATE RD	2	No	No	No
951	Warrington Twp	STREET RD	LOWER STATE RD	2	No	No	No
952	Warrington Twp	BRISTOL RD	GUINEA LN	1	No	No	No
953	Warrington Twp	BRISTOL RD	VALLEY RD	2	No	Yes	No

**NOTE:**

Land Use: Vacant or Wooded

Crashes: Years 2003 - 2005

Sig Score: 0 = intersection is between 1000' of signal; 1 = intersection is further than 1000' from signal; 2 = intersection has an existing traffic signal

**DVRPC Regional Roundabout Analysis Phase I  
Bucks County - 245 DRAFT Single Lane Roundabout Candidate Locations**

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	Sig Score	CMP	Land Use	Crashes
305	Warwick Twp	ALMSHOUSE RD	GUINEA LN	2	No	No	No
306	Warwick Twp	RUSHLAND RD	ALMSHOUSE RD	1	No	No	No
307	Warwick Twp	ALMSHOUSE RD	MEARNS RD	1	No	Yes	No
954	Warwick Twp	BRISTOL RD	MEARNS RD	2	Yes	Yes	No
248	West Rockhill Twp	ALLENTOWN RD	FINLAND RD	1	No	No	No
249	West Rockhill Twp	ALLENTOWN RD	RIDGE VALLEY RD	1	No	No	No
888	West Rockhill Twp	RIDGE VALLEY RD	FORREST RD	1	No	No	No
250	West Rockhill Twp	LAWN AV	FARMERS LN	1	Yes	No	No
268	West Rockhill Twp	DIAMOND ST	BRANCH RD	1	Yes	No	No
293	Wrightstown Twp	JAMISON RD	SACKETTSFORD RD	1	No	No	No
296	Wrightstown Twp	WINDY BUSH RD	PINE LN	1	No	No	No
945	Wrightstown Twp	SWAMP RD	WORTHINGTON MILL RD	1	No	No	No
294	Wrightstown Twp	FOREST GROVE RD	TOWNSHIP LINE RD	1	Yes	No	No
295	Wrightstown Twp	MILL CREEK RD	TOWNSHIP LINE RD	1	Yes	No	No
941	Wrightstown Twp	SECOND STREET PK	CHERRY LN	1	No	Yes	No
942	Wrightstown Twp	SWAMP RD	MILL CREEK RD	1	No	Yes	No
943	Wrightstown Twp	SWAMP RD	SWAMP RD	1	No	Yes	No
944	Wrightstown Twp	SECOND STREET PK	SWAMP RD	2	No	Yes	No
838	Yardley Boro	AFTON AV	MAIN ST	2	No	No	No
837	Yardley Boro	MAIN ST	YARDLEY RD	1	Yes	No	No
839	Yardley Boro	READING AV	MAIN ST	1	Yes	No	No

**NOTE:**

Land Use: Vacant or Wooded

Crashes: Years 2003 - 2005

Sig Score: 0 = intersection is between 1000' of signal; 1 = intersection is further than 1000' from signal; 2 = intersection has an existing traffic signal

**Chester County  
DVRPC Candidate Locations**

**DVRPC Regional Roundabout Analysis Phase I  
Chester County - 276 DRAFT Single Lane Roundabout Candidate Locations**

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	Sig Score	CMP	Land Use	Crashes
599	Atglen Boro	VALLEY AV	SWANN RD	1	Yes	No	No
193	Birmingham Twp	BRINTONS BRIDGE RD	CREEK RD	1	No	No	No
194	Birmingham Twp	BIRMINGHAM RD	NEW STREET RD	1	Yes	No	No
765	Birmingham Twp	LENAPE RD	CREEK RD	1	No	Yes	No
762	Birmingham Twp	STREET RD	CREEK RD	1	Yes	Yes	No
763	Birmingham Twp	STREET RD	CREEK RD	1	Yes	Yes	No
764	Birmingham Twp	BIRMINGHAM RD	STREET RD	2	Yes	Yes	No
54	Caln Twp	KINGS HW	BAILEY RD	1	Yes	No	No
55	Caln Twp	KINGS HW	BAILEY RD	1	Yes	No	No
56	Caln Twp	KINGS HW	BARLEY SHEAF RD	0	Yes	No	No
548	Caln Twp	REECEVILLE RD	BLACK HORSE HILL RD	0	Yes	No	No
549	Caln Twp	REECEVILLE RD	KINGS HW	2	Yes	No	No
50	Caln Twp	BONDSVILLE RD	G O CARLSON BL	2	Yes	No	No
51	Caln Twp	MARSHALLTON RD	HAZELWOOD AV	0	Yes	No	No
53	Caln Twp	BONDSVILLE RD	EDGES MILL RD	1	Yes	Yes	No
550	Caln Twp	LLOYD AV	G O CARLSON BL	0	Yes	Yes	No
49	Caln Twp	BARLEY SHEAF RD	G O CARLSON BL	0	Yes	Yes	No
52	Caln Twp	KINGS HW	BONDSVILLE RD	1	Yes	Yes	No
363	Charlestown Twp	CHARLESTOWN RD	COLD STREAM RD	1	No	No	No
1030	Charlestown Twp	CONESTOGA RD	VALLEY HILL RD	2	Yes	No	No
1033	Charlestown Twp	COLD STREAM RD	TOWNSHIP LINE RD	1	No	No	No
1031	Charlestown Twp	MOREHALL RD	CHARLESTOWN RD	2	Yes	Yes	No
1032	Charlestown Twp	MOREHALL RD	WHITEHORSE RD	2	Yes	Yes	No
71	Coatesville City	EIGHTH AV	OLIVE ST	0	Yes	No	No
575	Coatesville City	STRODE AV	VALLEY RD	2	Yes	No	No
576	Coatesville City	FIRST AV	OAK ST	0	Yes	No	No
547	Downingtwn Boro	GLENSIDE RD	BRADFORD AV	1	Yes	No	No

**NOTE:**

Land Use: Vacant or Wooded

Crashes: Years 2003 - 2005

Sig Score: 0 = intersection is between 1000' of signal; 1 = intersection is further than 1000' from signal; 2 = intersection has an existing traffic signal



**DVRPC Regional Roundabout Analysis Phase I  
Chester County - 276 DRAFT Single Lane Roundabout Candidate Locations**

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	Sig Score	CMP	Land Use	Crashes
572	East Bradford Twp	LENAPE RD	CREEK RD	1	No	No	No
573	East Bradford Twp	BIRMINGHAM RD	LENAPE RD	2	No	No	No
68	East Bradford Twp	WEST MINER ST	BRADFORD AV	1	Yes	No	No
69	East Bradford Twp	WEST MINER ST	PRICE ST	1	Yes	No	No
70	East Bradford Twp	BRADFORD AV	PRICE ST	0	Yes	No	No
574	East Bradford Twp	STRASBURG RD	BRADFORD AV	2	Yes	No	No
67	East Bradford Twp	BRANDYWINE CREEK RD	BRANDYWINE CREEK RD	1	No	Yes	No
21	East Brandywine Twp	REECEVILLE RD	BONDSVILLE RD	0	Yes	No	No
17	East Brandywine Twp	DOWLIN FORGE RD	CREEK RD	1	No	No	No
18	East Brandywine Twp	CORNER KETCH LYNDELL RD	CREEK RD	1	No	No	No
19	East Brandywine Twp	HOPEWELL RD	CORNER KETCH LYNDELL RD	1	No	No	No
20	East Brandywine Twp	HOPEWELL RD	REEDS RD	1	No	Yes	No
46	East Cain Twp	CREEK RD	NORWOOD RD	1	Yes	No	No
353	East Coventry Twp	CEDARVILLE RD	ELLIS WOODS RD	1	No	No	No
998	East Coventry Twp	SCHUYLKILL RD	OLD SCHUYLKILL RD	1	Yes	Yes	No
581	East Fallowfield Twp	BUCK RUN RD	STRASBURG RD	2	No	No	No
582	East Fallowfield Twp	DOE RUN RD	STRASBURG RD	1	No	No	No
580	East Fallowfield Twp	STRASBURG RD	BRANDYWINE CREEK RD	0	Yes	Yes	No
546	East Goshen Twp	GOSHEN RD	DUTTON MILL RD	1	No	No	No
539	East Goshen Twp	N CHESTER RD	GREEN HILL RD	2	Yes	No	No
540	East Goshen Twp	N CHESTER RD	PAOLI PK	2	Yes	No	No
541	East Goshen Twp	PAOLI PK	AIRPORT RD	2	Yes	No	No
543	East Goshen Twp	N CHESTER RD	BOOT RD	0	Yes	No	No
544	East Goshen Twp	N CHESTER RD	BOOT RD	2	Yes	No	No
545	East Goshen Twp	STRASBURG RD	N CHESTER RD	2	Yes	No	No
47	East Goshen Twp	STRASBURG RD	ELLIS LN	2	Yes	No	No
542	East Goshen Twp	PAOLI PK	ELLIS LN	2	Yes	Yes	No

**NOTE:**

Land Use: Vacant or Wooded

Crashes: Years 2003 - 2005

Sig Score: 0 = intersection is between 1000' of signal; 1 = intersection is further than 1000' from signal; 2 = intersection has an existing traffic signal

**DVRPC Regional Roundabout Analysis Phase I  
Chester County - 276 DRAFT Single Lane Roundabout Candidate Locations**

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	Sig Score	CMP	Land Use	Crashes
772	East Marlborough Twp	DOE RUN RD	EMBREEVILLE RD	1	No	No	No
773	East Marlborough Twp	DOE RUN RD	WAWASET RD	1	No	No	No
774	East Marlborough Twp	STREET RD	STREET RD	2	Yes	No	No
771	East Marlborough Twp	DOE RUN RD	UPLAND RD	1	No	Yes	No
703	East Nantmeal Twp	CONESTOGA RD	FAIRVIEW RD	1	No	Yes	No
704	East Nantmeal Twp	BULLTOWN RD	CONESTOGA RD	1	No	Yes	No
122	East Nottingham Twp	HICKORY HILL RD	OXFORD ELKDALE RD	1	No	No	No
120	East Nottingham Twp	FORGE RD	BALTIMORE PK	1	Yes	No	No
121	East Nottingham Twp	BALTIMORE PK	BARNSELY CHROME RD	2	Yes	No	No
627	East Nottingham Twp	FORGE RD	HOPEWELL RD	1	No	Yes	No
628	East Nottingham Twp	CHROME CALVERT RD	BARNSELY CHROME RD	1	No	Yes	No
154	East Pikeland Twp	KIMBERTON RD	COLD STREAM RD	1	No	No	No
702	East Pikeland Twp	COLD STREAM RD	MERLIN RD	1	No	No	No
153	East Pikeland Twp	POTHOUSE RD	TOWNSHIP LINE RD	0	Yes	No	No
701	East Pikeland Twp	PIKE SPRING RD.	PIKE SPRING RD.	2	No	Yes	No
123	East Vincent Twp	PUGHTOWN RD	SHEEDER RD	1	No	No	No
629	East Vincent Twp	RIDGE RD	WOODS RD	0	No	No	No
630	East Vincent Twp	RIDGE RD	BRIDGE ST	0	No	No	No
631	East Vincent Twp	SCHUYLKILL RD	NEW ST	2	Yes	No	No
632	East Vincent Twp	SCHUYLKILL RD	BRIDGE ST	2	Yes	No	No
496	East Whiteland Twp	N CHESTER RD	KING RD	2	Yes	No	No
497	East Whiteland Twp	CONESTOGA RD	SWEDESFORD RD	0	Yes	No	No
498	East Whiteland Twp	CONESTOGA RD	SWEDESFORD RD	0	Yes	No	No
499	East Whiteland Twp	CONESTOGA RD	MALEN RD	2	Yes	No	No
501	East Whiteland Twp	SWEDESFORD RD	SWEDESFORD RD	2	Yes	No	No
500	East Whiteland Twp	CONESTOGA RD	PHOENIXVILLE PK	2	Yes	Yes	No
524	Easttown Twp	NEWTOWN RD	WATERLOO RD	1	Yes	No	No

**NOTE:**

Land Use: Vacant or Wooded

Crashes: Years 2003 - 2005

Sig Score: 0 = intersection is between 1000' of signal; 1 = intersection is further than 1000' from signal; 2 = intersection has an existing traffic signal

**DVRPC Regional Roundabout Analysis Phase I  
Chester County - 276 DRAFT Single Lane Roundabout Candidate Locations**

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	Sig Score	CMP	Land Use	Crashes
525	Eastown Twp	WATERLOO RD	CONESTOGA RD	2	Yes	No	No
32	Eastown Twp	SUGARTOWN RD	LEOPARD RD	1	Yes	No	No
33	Eastown Twp	SUGARTOWN RD	LEOPARD RD	1	Yes	No	No
34	Eastown Twp	SUGARTOWN RD	WATERLOO RD	2	Yes	No	No
31	Eastown Twp	SOUTH VALLEY RD	GRUBBS MILL RD	1	No	No	No
819	Elk Twp	WEST GROVE LEWISVILLE RD	BRICK MEETING HOUSE RD	1	No	No	No
821	Elk Twp	WEST GROVE LEWISVILLE RD	OXFORD LEWISVILLE RD	1	No	No	No
822	Elk Twp	OXFORD-LEWISVILLE RD	STATE RD	1	No	No	No
820	Elk Twp	OXFORD LEWISVILLE RD	BRICK MEETING HOUSE RD	1	No	Yes	No
155	Elverson Boro	CHESTNUT ST	MAIN ST	1	No	No	No
156	Elverson Boro	CONESTOGA RD	CONESTOGA RD	1	Yes	No	No
118	Franklin Twp	LEWISVILLE CHESTERVILL RD	NORTH CREEK RD	1	No	No	No
623	Franklin Twp	NEW LONDON RD	GOOD HOPE RD	1	No	No	No
96	Highland Twp	BUCK RUN RD	DOE RUN STATION RD	1	No	No	No
95	Highland Twp	LIMESTONE RD	GUMTREE RD	1	Yes	No	No
598	Highland Twp	OCTORARO TRAIL	HIGHLAND RD	1	No	Yes	No
714	Honey Brook Twp	SUPLEE RD	CHESTNUT TREE RD	1	No	Yes	No
116	Kennett Square Boro	SOUTH ST	BROAD ST	0	Yes	No	No
117	Kennett Square Boro	UNION ST	UNION ST	2	Yes	No	No
613	Kennett Square Boro	UNION ST	STATE ST	2	Yes	No	No
204	Kennett Twp	KAOLIN RD	OLD KENNETT RD	2	No	No	No
205	Kennett Twp	CREEK RD	KENNETT RD	1	No	No	No
203	Kennett Twp	KAOLIN RD	MARSHALL BRIDGE RD	1	No	Yes	No
206	Kennett Twp	CREEK RD	OLD KENNETT RD	1	No	Yes	No
210	London Grove Twp	WICKERTON RD	PROSPECT AV	1	No	No	No
778	Londonderry Twp	DALEVILLE JENNERSVILLE RD	STREET RD	1	No	Yes	No
616	Lower Oxford Twp	LIMESTONE RD	STREET RD	1	No	No	No
615	Lower Oxford Twp	FORGE RD	STREET RD	1	No	Yes	No

**NOTE:**

Land Use: Vacant or Wooded

Crashes: Years 2003 - 2005

Sig Score: 0 = intersection is between 1000' of signal; 1 = intersection is further than 1000' from signal; 2 = intersection has an existing traffic signal

**DVRPC Regional Roundabout Analysis Phase I  
Chester County - 276 DRAFT Single Lane Roundabout Candidate Locations**

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	Sig Score	CMP	Land Use	Crashes
617	Lower Oxford Twp	STREET RD	LANCASTER PK	1	No	Yes	No
537	Malvern Boro	KING ST	WARREN AV	2	Yes	No	No
538	Malvern Boro	PAOLI PK	WARREN AV	2	Yes	No	No
112	New Garden Twp	PENN GREEN RD	CHESTERVILLE RD	1	No	No	No
113	New Garden Twp	GOOD HOPE RD	PENN GREEN RD	1	No	No	No
114	New Garden Twp	NEWARK RD	NEWARK RD	1	No	No	No
115	New Garden Twp	NEWARK RD	NEWARK RD	1	No	No	No
612	New Garden Twp	BALTIMORE PK	BALTIMORE PK	1	Yes	Yes	No
611	New Garden Twp	NEWARK RD	BALTIMORE PK	2	Yes	No	Yes
620	New London Twp	NEWARK RD	KELTON JENNERSVILLE RD	0	No	No	No
621	New London Twp	NEWARK RD	OXFORD RD	1	No	No	No
622	New London Twp	NEWARK RD	STATE RD	1	No	No	No
604	Newlin Twp	EMBREEVILLE RD	BRANDYWINE CREEK RD	1	No	No	No
351	North Coventry Twp	CEDARVILLE RD	KIEM RD	1	No	No	No
987	North Coventry Twp	SCHUYLKILL RD	LAURELWOOD RD	2	Yes	Yes	No
119	Oxford Boro	THIRD ST	LOCUST ST	0	Yes	No	No
624	Oxford Boro	THIRD ST	PINE ST	2	Yes	No	No
625	Oxford Boro	THIRD ST	THIRD ST	2	Yes	No	No
626	Oxford Boro	MARKET ST	LINCOLN AV	2	Yes	No	No
593	Parkeburg Boro	CHURCH ST	FIRST AV	2	Yes	No	No
594	Parkeburg Boro	CHURCH ST	MAIN ST	0	Yes	No	No
614	Penn Twp	KELTON JENNERSVILLE RD	BALTIMORE PK	2	Yes	No	Yes
783	Pennsbury Twp	LENAPE RD	STREET RD	2	Yes	Yes	No
751	Pocopson Twp	WAWASET RD	NORTHBROOK RD	1	No	Yes	No
567	Sadsbury Twp	VALLEY RD	STRASBURG RD	1	No	No	No
570	Sadsbury Twp	VALLEY RD	NEWPORT AV	1	Yes	No	No
569	Sadsbury Twp	VALLEY RD	HIGHLAND RD	1	No	Yes	No
568	Sadsbury Twp	VALLEY RD	OAK ST	1	Yes	Yes	No

**NOTE:**

Land Use: Vacant or Wooded

Crashes: Years 2003 - 2005

Sig Score: 0 = intersection is between 1000' of signal; 1 = intersection is further than 1000' from signal; 2 = intersection has an existing traffic signal

## DVRPC Regional Roundabout Analysis Phase I Chester County - 276 DRAFT Single Lane Roundabout Candidate Locations

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	Sig Score	CMP	Land Use	Crashes
571	Sadsbury Twp	OAK ST	OLD WILMINGTON RD	1	Yes	Yes	No
171	Schuykill Twp	CHARLESTOWN RD	POTHOUSE RD	2	Yes	No	No
739	Schuykill Twp	VALLEY FORGE RD	VALLEY PARK RD	1	Yes	No	No
740	Schuykill Twp	YELLOW SPRINGS RD.	VALLEY FORGE RD	2	Yes	No	No
741	Schuykill Twp	YELLOW SPRINGS RD.	PAWLINGS RD	1	Yes	No	No
742	Schuykill Twp	VALLEY FORGE RD	PAWLINGS RD	2	Yes	No	No
743	Schuykill Twp	STATE RD	POTHOUSE RD	2	Yes	No	No
1311	Schuykill Twp	SCHUYLKILL RD	TOWNSHIP LINE RD	0	Yes	No	No
169	Schuykill Twp	WHITEHORSE RD	POTHOUSE RD	2	Yes	Yes	No
170	Schuykill Twp	WHITEHORSE RD	VALLEY PARK RD	2	Yes	Yes	No
1310	Schuykill Twp	SCHUYLKILL RD	TOWNSHIP LINE RD	0	Yes	Yes	No
84	South Coatesville Boro	WEST CHESTER RD	WEST CHESTER RD	1	Yes	No	No
584	South Coatesville Boro	FIRST AV	FIRST AV	1	Yes	No	No
83	South Coatesville Boro	BRANDYWINE CREEK RD	OVERHILL RD	1	Yes	Yes	No
679	Spring City Boro	BRIDGE ST	BRIDGE ST	2	Yes	No	No
175	Thornbury Twp	CREEK RD	TANGUAY RD	1	No	No	No
176	Thornbury Twp	CREEK RD	DILWORTHTOWN RD	1	No	No	No
748	Thornbury Twp	CREEK RD	CHEYNEY RD	1	No	No	No
746	Thornbury Twp	STREET RD	CONCORD RD	2	Yes	No	No
747	Thornbury Twp	STREET RD	CHEYNEY THORNTON RD	0	Yes	No	No
745	Thornbury Twp	STREET RD	NEW STREET RD	2	Yes	Yes	No
375	Tredyffrin Twp	DEVON RD	DARBY RD	1	Yes	No	No
376	Tredyffrin Twp	CONESTOGA RD	OLD LANCASTER RD	0	Yes	No	No
377	Tredyffrin Twp	VALLEY RD	CENTRAL AV	0	Yes	No	No
378	Tredyffrin Twp	SWEDESFORD RD	VALLEY RD	1	Yes	No	No
379	Tredyffrin Twp	SWEDESFORD RD	VALLEY RD	1	Yes	No	No
380	Tredyffrin Twp	SWEDESFORD RD	RAMP RD	2	Yes	No	No
381	Tredyffrin Twp	CONESTOGA RD	UPPER GULPH RD	1	Yes	No	No

**NOTE:**

Land Use: Vacant or Wooded

Crashes: Years 2003 - 2005

Sig Score: 0 = intersection is between 1000' of signal; 1 = intersection is further than 1000' from signal; 2 = intersection has an existing traffic signal

**DVRPC Regional Roundabout Analysis Phase I  
Chester County - 276 DRAFT Single Lane Roundabout Candidate Locations**

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	Sig Score	CMP	Land Use	Crashes
382	Tredyffrin Twp	UPPER GULPH RD	UPPER GULPH RD	2	Yes	No	No
383	Tredyffrin Twp	UPPER GULPH RD	UPPER GULPH RD	2	Yes	No	No
384	Tredyffrin Twp	CHESTERBROOK BL	DUPORTAIL RD	2	Yes	No	No
385	Tredyffrin Twp	CASSATT RD	OLD CASSATT RD	1	Yes	No	No
386	Tredyffrin Twp	VALLEY RD	YELLOW SPRINGS RD	1	Yes	No	No
1057	Tredyffrin Twp	UPPER GULPH RD	OLD EAGLE SCHOOL RD	2	Yes	No	No
1058	Tredyffrin Twp	VALLEY FORGE RD	WALKER RD	2	Yes	No	No
1059	Tredyffrin Twp	VALLEY FORGE RD	CHESTERBROOK BL	2	Yes	No	No
1060	Tredyffrin Twp	KING OF PRUSSIA RD	UPPER GULPH RD	1	Yes	No	No
1061	Tredyffrin Twp	VALLEY FORGE RD	YELLOW SPRINGS RD	1	Yes	Yes	No
207	Upper Oxford Twp	LIMESTONE RD	NEWARK RD	2	No	No	No
791	Upper Oxford Twp	NEWARK RD	BALTIMORE PK	2	Yes	Yes	No
792	Upper Oxford Twp	LIMESTONE RD	VILLA NOVA RD	1	No	Yes	No
364	Upper Uwchlan Twp	DORLAN MILL RD	TOWNSHIP LINE RD	0	No	No	No
365	Upper Uwchlan Twp	LITTLE CONESTOGA RD	PARK RD	2	Yes	No	No
1037	Upper Uwchlan Twp	TOWNSHIP LINE RD	MILFORD RD	1	No	Yes	No
495	Uwchlan Twp	WHITFORD RD	CRUMP RD	0	Yes	No	No
5	Uwchlan Twp	SHIP RD	NEWCOMEN RD	0	Yes	No	No
2	Uwchlan Twp	PECK RD	NORWOOD RD	0	No	No	No
3	Uwchlan Twp	MILFORD RD	PENNYPACKER RD	1	No	No	No
4	Uwchlan Twp	TOWNSHIP LINE RD	MILFORD RD	1	No	No	No
577	Valley Twp	VALLEY RD	SOUTH PARK AV	1	Yes	No	No
1027	Wallace Twp	INDIANTOWN RD	FAIRVIEW RD	1	No	No	No
1028	Wallace Twp	FAIRVIEW RD	CREEK RD	1	No	No	No
1029	Wallace Twp	LITTLE CONESTOGA RD	FAIRVIEW RD	1	No	Yes	No
1018	Warwick Twp	RIDGE RD	HEDGE RD	1	No	No	No
1019	Warwick Twp	RIDGE RD	ROCK RUN RD	1	No	No	No
1020	Warwick Twp	HARMONYVILLE RD	SCHOOL HOUSE RD	1	No	No	No

**NOTE:**

Land Use: Vacant or Wooded

Crashes: Years 2003 - 2005

Sig Score: 0 = intersection is between 1000' of signal; 1 = intersection is further than 1000' from signal; 2 = intersection has an existing traffic signal

## DVRPC Regional Roundabout Analysis Phase I Chester County - 276 DRAFT Single Lane Roundabout Candidate Locations

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	Sig Score	CMP	Land Use	Crashes
1021	Warwick Twp	PINE SWAMP RD	HARMONYVILLE RD	1	No	No	No
1022	Warwick Twp	PINE SWAMP RD	HARMONYVILLE RD	1	No	No	No
72	West Bradford Twp	TELEGRAPH RD	STRASBURG RD	1	No	No	No
73	West Bradford Twp	STRASBURG RD	MARSHALLTON THORNDALE RD	1	No	No	No
74	West Bradford Twp	STRASBURG RD	NORTHBROOK RD	1	No	No	No
75	West Bradford Twp	STRASBURG RD	SUGAR BRIDGE RD	1	No	No	No
76	West Bradford Twp	MARSHALLTON RD	POORHOUSE RD	0	No	No	No
77	West Bradford Twp	GLENSIDE RD	MARSHALLTON RD	1	No	No	No
78	West Bradford Twp	THORNDALE RD	MARSHALLTON RD	1	No	No	No
493	West Brandywine Twp	REECEVILLE RD	MANOR RD	1	No	No	No
494	West Brandywine Twp	MANOR RD	HIBERNIA RD	0	Yes	No	No
0	West Brandywine Twp	CEDAR KNOLL RD	HIBERNIA RD	1	No	No	No
1	West Brandywine Twp	REECEVILLE RD	REECEVILLE RD	1	No	No	No
523	West Cain Twp	KINGS HW	OLD WILMINGTON RD	1	No	No	No
29	West Cain Twp	COMPASS RD	KINGS HW	2	No	No	No
30	West Cain Twp	COMPASS RD	OLD PHILADELPHIA PK	2	No	No	No
85	West Chester Boro	ROSEDALE AV	MATLACK ST	0	Yes	No	No
86	West Chester Boro	FRANKLIN ST	ROSEDALE AV	1	Yes	No	No
87	West Chester Boro	FRANKLIN ST	NEILDS ST	1	Yes	No	No
585	West Chester Boro	PRICE ST	NEW ST	2	Yes	No	No
586	West Chester Boro	WEST MINER ST	NEW ST	0	Yes	No	No
587	West Chester Boro	MARSHALL ST	HIGH ST	2	Yes	No	No
63	West Goshen Twp	GROVE RD	SUNSET HOLLOW RD	1	Yes	No	No
65	West Goshen Twp	WESTTOWN RD	LITTLE SHILO RD	1	Yes	No	No
66	West Goshen Twp	GREEN HILL RD	AIRPORT RD	1	Yes	No	No
558	West Goshen Twp	WESTTOWN RD	NEILDS ST	2	Yes	No	No
559	West Goshen Twp	HIGH ST	GREEN HILL RD	2	Yes	No	No
560	West Goshen Twp	HIGH ST	GROVE RD	1	Yes	No	No

**NOTE:**

Land Use: Vacant or Wooded

Crashes: Years 2003 - 2005

Sig Score: 0 = intersection is between 1000' of signal; 1 = intersection is further than 1000' from signal; 2 = intersection has an existing traffic signal

**DVRPC Regional Roundabout Analysis Phase I  
Chester County - 276 DRAFT Single Lane Roundabout Candidate Locations**

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	Sig Score	CMP	Land Use	Crashes
561	West Goshen Twp	PHOENIXVILLE PK	GREEN HILL RD	1	Yes	No	No
562	West Goshen Twp	PHOENIXVILLE PK	GREEN HILL RD	2	Yes	No	No
564	West Goshen Twp	PAOLI PK	FERNHILL RD	1	Yes	No	No
566	West Goshen Twp	MONTGOMERY AV	GOSHEN RD	2	Yes	No	No
565	West Goshen Twp	GOSHEN RD	FERNHILL RD	2	Yes	Yes	No
64	West Goshen Twp	WESTTOWN RD	WESTTOWN WY	1	No	No	No
563	West Goshen Twp	GREEN HILL RD	BOOT RD	2	Yes	No	Yes
618	West Grove Boro	EVERGREEN ST	OLD BALTIMORE PK	1	Yes	No	No
619	West Grove Boro	PROSPECT AV	NEW BALTIMORE PK	2	Yes	No	No
178	West Marlborough Twp	COATSVILLE RD	STREET RD	1	No	No	No
179	West Marlborough Twp	DOE RUN RD	CHATHAM RD	1	No	No	No
180	West Marlborough Twp	GREENLAWN SPRINGDELL RD	SPRING DELL RD	1	No	No	No
754	West Marlborough Twp	STREET RD	NEWARK RD	1	No	No	No
755	West Marlborough Twp	STREET RD	NEWARK RD	1	No	No	No
752	West Marlborough Twp	NEWARK RD	CHURCH RD	1	No	Yes	No
753	West Marlborough Twp	CHATHAM RD	CLONMELL UPLAND RD	1	No	Yes	No
756	West Marlborough Twp	CLONMELL NEWARK RD	NEWARK RD	1	No	Yes	No
151	West Nantmeal Twp	MANOR RD	LITTLE CONESTOGA RD	1	No	No	No
698	West Nantmeal Twp	MANOR RD	LEWIS MILL RD	1	No	No	No
699	West Nantmeal Twp	MANOR RD	FAIRVIEW RD	1	No	No	No
152	West Nantmeal Twp	MANOR RD	CREEK RD	1	No	Yes	No
697	West Nantmeal Twp	CHESTNUT TREE RD	CREEK RD	1	No	Yes	No
700	West Nantmeal Twp	CONESTOGA RD	CHESTNUT TREE RD	1	No	Yes	No
214	West Nottingham Twp	CHRISTINE RD EAST	BALTIMORE PK	0	Yes	No	No
818	West Nottingham Twp	CHRISTINE RD WEST	HOPEWELL RD	1	No	Yes	No
1035	West Pikeland Twp	CONESTOGA RD	BYERS RD	1	Yes	No	No
1036	West Pikeland Twp	PIKE SPRING RD.	PIKE SPRING RD.	2	Yes	No	No
1034	West Pikeland Twp	CONESTOGA RD	NEWCOMEN RD	2	Yes	Yes	No

**NOTE:**

Land Use: Vacant or Wooded

Crashes: Years 2003 - 2005

Sig Score: 0 = intersection is between 1000' of signal; 1 = intersection is further than 1000' from signal; 2 = intersection has an existing traffic signal



**DVRPC Regional Roundabout Analysis Phase I  
Chester County - 276 DRAFT Single Lane Roundabout Candidate Locations**

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	Sig Score	CMP	Land Use	Crashes
707	West Vincent Twp	PUGHTOWN RD	ST MATTHEWS RD	1	No	No	No
709	West Vincent Twp	FLOWING SPRINGS RD	HOLLOW RD	1	No	No	No
708	West Vincent Twp	FLOWING SPRINGS RD	ST MATTHEWS RD	1	No	Yes	No
706	West Vincent Twp	CONESTOGA RD	ST MATTHEWS RD	1	Yes	Yes	No
526	West Whiteland Twp	BOOT RD	WHITFORD RD	2	Yes	No	No
527	West Whiteland Twp	BOOT RD	HIGH ST	2	Yes	No	No
530	West Whiteland Twp	KING RD	SHIP RD	0	Yes	No	No
35	West Whiteland Twp	WHITFORD RD	SHOEN RD	1	Yes	No	No
36	West Whiteland Twp	WHITFORD RD	WHITFORD HILLS RD	1	Yes	No	No
37	West Whiteland Twp	SHIP RD	SWEDESFORD RD	0	Yes	No	No
38	West Whiteland Twp	SHIP RD	SWEDESFORD RD	2	Yes	No	No
528	West Whiteland Twp	BOOT RD	KING RD	0	Yes	Yes	No
529	West Whiteland Twp	SHIP RD	BOOT RD	0	Yes	Yes	No
88	Westtown Twp	WESTTOWN RD	OAK LN	1	Yes	No	No
532	Willistown Twp	GOSHEN RD	SUGARTOWN RD	1	No	No	No
531	Willistown Twp	STREET RD	DUTTON MILL RD	1	Yes	No	No
535	Willistown Twp	PAOLI PK	DEVON RD	1	Yes	No	No
536	Willistown Twp	SUGARTOWN RD	KING ST	1	Yes	No	No
533	Willistown Twp	PROVIDENCE RD	WARREN AV	1	No	Yes	No
534	Willistown Twp	SUGARTOWN RD	PAOLI PK	2	Yes	Yes	No
39	Willistown Twp	SUGARTOWN RD	BOOT RD	1	No	No	No
40	Willistown Twp	SUGARTOWN RD	DUTTON MILL RD	1	No	No	No
41	Willistown Twp	SUGARTOWN RD	PROVIDENCE RD	1	No	No	No
44	Willistown Twp	WHITEHORSE RD	GRUBBS MILL RD	1	No	No	No
45	Willistown Twp	WHITEHORSE RD	VALLEY RD.	1	No	No	No
42	Willistown Twp	GOSHEN RD	PROVIDENCE RD	1	No	Yes	No
43	Willistown Twp	GOSHEN RD	GRUBBS MILL RD	1	No	Yes	No

**NOTE:**

Land Use: Vacant or Wooded

Crashes: Years 2003 - 2005

Sig Score: 0 = intersection is between 1000' of signal; 1 = intersection is further than 1000' from signal; 2 = intersection has an existing traffic signal



**Delaware County  
DVRPC Candidate Locations**

## DVRPC Regional Roundabout Analysis Phase I Delaware County - 158 DRAFT Single Lane Roundabout Candidate Locations

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	Sig Score	CMP	Land Use	Crashes
757	Aldan Boro	PROVIDENCE RD	OAK LN	2	Yes	No	No
758	Aldan Boro	CLIFTON AV	PROVIDENCE RD	2	Yes	No	No
759	Aldan Boro	SPRINGFIELD RD	PROVIDENCE RD	2	Yes	No	No
760	Aldan Boro	SPRINGFIELD RD	CLIFTON AV	2	Yes	No	No
784	Aston Twp	CONCORD RD	CHERRYTREE RD	1	Yes	No	No
785	Aston Twp	CONCORD RD	ASTON MILLS RD	2	Yes	No	No
786	Aston Twp	CONCORD RD	DUTTON MILL RD	2	Yes	No	No
787	Aston Twp	CONCORD RD	BRIDGEWATER RD	2	Yes	No	No
788	Aston Twp	PENNEL RD	KNOWLTON RD	2	Yes	No	No
211	Bethel Twp	GARNET MINE RD	KIRK RD	1	No	No	No
795	Bethel Twp	FOULK RD	ZEBLEY RD	2	No	No	No
796	Bethel Twp	NAAMANS CREEK RD	FOULK RD	2	No	No	No
797	Bethel Twp	FOULK RD	KIRK RD	0	No	No	No
804	Bethel Twp	NAAMANS CREEK RD	MARSH RD	0	No	No	No
800	Bethel Twp	FOULK RD	FOULK RD	1	Yes	No	No
801	Bethel Twp	CONCORD RD	FOULK RD	0	Yes	No	No
799	Bethel Twp	FOULK RD	GARNET MINE RD	1	Yes	Yes	No
802	Bethel Twp	CONCORD RD	CHELSEA RD	2	Yes	Yes	No
803	Bethel Twp	CONCORD RD	CHICHESTER AV	2	Yes	Yes	No
798	Bethel Twp	FOULK RD	BETHEL RD	2	Yes	No	Yes
789	Brookhaven Boro	BRIDGEWATE RD	CREEK RD	2	Yes	Yes	No
790	Brookhaven Boro	CREEK RD	BRIDGEWATER RD	0	Yes	Yes	No
222	Chadds Ford Twp	OAKLAND RD	DILWORTHTOWN RD	1	Yes	No	No
208	Chester City	ENGLE ST	SEVENTH ST	2	Yes	No	No
209	Chester City	CONCORD AV	SEVENTH ST	2	Yes	No	No
793	Chester City	SEVENTH ST	AVE OF THE STATES	2	Yes	No	No
794	Chester City	SEVENTH ST	MADISON ST	0	Yes	No	No
201	Chester Heights Boro	VALLEY BROOK RD	BODLEY RD	1	Yes	No	No
779	Chester Heights Boro	LLEWELYN RD	VALLEY BROOK RD	1	Yes	No	No
780	Chester Heights Boro	VALLEY BROOK RD	SMITHBRIDGE RD	1	Yes	No	No
781	Chester Heights Boro	BIRNEY HW	LENNI RD	1	Yes	No	No
782	Chester Heights Boro	BIRNEY HW	BODLEY RD	1	Yes	No	No
812	Chester Twp	CONCORD RD	GREEN ST	2	Yes	No	No

**NOTE:**

Land Use: Vacant or Wooded

Crashes: Years 2003 - 2005

Sig Score: 0 = intersection is between 1000' of signal; 1 = intersection is further than 1000' from signal; 2 = intersection has an existing signal

## DVRPC Regional Roundabout Analysis Phase I Delaware County - 158 DRAFT Single Lane Roundabout Candidate Locations

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	Sig Score	CMP	Land Use	Crashes
813	Chester Twp	CONCORD RD	CONCORD RD	1	Yes	No	No
814	Chester Twp	BETHEL ST	ENGLE ST	0	Yes	No	No
199	Concord Twp	THORNTON RD	MILL RD	1	No	No	No
196	Concord Twp	SPRING VALLEY RD	BRINTON LAKE RD	1	Yes	No	No
197	Concord Twp	BETHEL RD	GARNET MINE RD	1	Yes	No	No
198	Concord Twp	MILL RD	BRINTON LAKE RD	1	Yes	No	No
775	Concord Twp	SMITHBRIDGE RD	TEMPLE RD	2	Yes	No	No
776	Concord Twp	CONCORD RD	CHEYNEY RD	1	Yes	No	No
777	Concord Twp	CONCORD RD	SMITHBRIDGE RD	2	Yes	No	No
189	Darby Boro	FIFTH ST	WALNUT ST	0	Yes	No	No
190	Darby Boro	PINE ST	FOURTH ST	1	Yes	No	No
191	Darby Boro	FOURTH ST	WALNUT ST	0	Yes	No	No
192	Darby Boro	CEDAR AV	CHESTER AV	0	Yes	No	No
212	Eddystone Boro	NINTH ST	SAVILLE AV	2	Yes	No	No
80	Edgmont Twp	VALLEY RD	SWEETWATER RD	1	No	No	No
81	Edgmont Twp	VALLEY RD	GRADYVILLE RD	1	No	No	No
82	Edgmont Twp	DELCHESTER RD	GRADYVILLE RD	1	Yes	No	No
583	Edgmont Twp	PROVIDENCE RD	GRADYVILLE RD	1	No	Yes	No
200	Glenolden Boro	DELMAR DR	AMOSLAND RD	1	Yes	No	No
57	Haverford Twp	LAWRENCE RD	ELLIS RD	1	Yes	No	No
58	Haverford Twp	EARLINGTON RD	BROOKLINE BL	2	Yes	No	No
59	Haverford Twp	MANOA RD	BROOKLINE BL	1	Yes	No	No
60	Haverford Twp	MANOA RD	KARAKUNG DR	1	Yes	No	No
61	Haverford Twp	COOPERTOWN RD	COLLEGE AV	1	Yes	No	No
62	Haverford Twp	COLLEGE AV	COOPERTOWN RD	1	Yes	No	No
551	Haverford Twp	EAGLE RD	BURMONT RD	1	Yes	No	No
552	Haverford Twp	STEEL RD	BURMONT RD	1	Yes	No	No
553	Haverford Twp	STEEL RD	EAGLE RD	2	Yes	No	No
554	Haverford Twp	EAGLE RD	MANOA RD	2	Yes	No	No
555	Haverford Twp	DARBY RD	COOPERTOWN RD	0	Yes	No	No
556	Haverford Twp	ELLIS RD	DARBY RD	2	Yes	No	No
557	Haverford Twp	SPROUL RD	DARBY RD	1	Yes	No	No
109	Lansdowne Boro	MARSHALL RD	SHADELAND AV	2	Yes	No	No

**NOTE:**

Land Use: Vacant or Wooded

Crashes: Years 2003 - 2005

Sig Score: 0 = intersection is between 1000' of signal; 1 = intersection is further than 1000' from signal; 2 = intersection has an existing signal

## DVRPC Regional Roundabout Analysis Phase I Delaware County - 158 DRAFT Single Lane Roundabout Candidate Locations

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	Sig Score	CMP	Land Use	Crashes
110	Lansdowne Boro	UNION AV	WYCOMBE AV	1	Yes	No	No
111	Lansdowne Boro	WYCOMBE AV	STEWART AV	2	Yes	No	No
607	Lansdowne Boro	LANSDOWNE AV	MARSHALL RD	2	Yes	No	No
608	Lansdowne Boro	LANSDOWNE AV	PLUMSTEAD AV	2	Yes	No	No
609	Lansdowne Boro	MARSHALL RD	WYCOMBE AV	0	Yes	No	No
610	Lansdowne Boro	WYCOMBE AV	PLUMSTEAD AV	2	Yes	No	No
79	Marple Twp	PALMERS MILL RD	PAXON HOLLOW RD	1	Yes	No	No
578	Marple Twp	MEDIA LINE RD	GRADYVILLE RD	1	Yes	No	No
579	Marple Twp	MARPLE RD	MARPLE RD	2	Yes	No	No
172	Middletown Twp	VALLEY RD	FORGE RD	1	No	No	No
173	Middletown Twp	NEW DARLINGTON RD	FORGE RD	1	No	No	No
174	Middletown Twp	NEW DARLINGTON RD	VALLEY RD	1	No	No	No
744	Middletown Twp	DUTTON MILL RD	CREEK RD	1	No	No	No
766	Morton Boro	MORTON AV	YALE AV	2	Yes	No	No
767	Morton Boro	PROVIDENCE RD	MORTON AV	0	Yes	No	No
181	Nether Providence Twp	ROSE VALLEY RD	MANCHESTER RD	1	Yes	No	No
182	Nether Providence Twp	BROOKHAVEN RD	ROSE VALLEY RD	2	Yes	No	No
183	Nether Providence Twp	BROOKHAVEN RD	WATERVILLE RD	2	Yes	No	No
184	Nether Providence Twp	ROGERS LN	PLUSH MILL RD	0	Yes	No	No
185	Nether Providence Twp	PLUSH MILL RD	TURNER RD	1	Yes	No	No
186	Nether Providence Twp	TURNER RD	ROGERS LN	1	Yes	No	No
187	Nether Providence Twp	BROOKHAVEN RD	AVONDALE RD	1	Yes	No	No
188	Nether Providence Twp	BULLENS LN	BULLENS LN	1	Yes	No	No
761	Nether Providence Twp	AVONDALE RD	AVONDALE RD	1	Yes	Yes	No
48	Newtown Twp	GRADYVILLE RD	GRADYVILLE RD	1	No	No	No
22	Radnor Twp	WAYNE AV	EAGLE RD	2	Yes	No	No
23	Radnor Twp	DARBY PAOLI RD	NEWTOWN RD	1	Yes	No	No
24	Radnor Twp	DARBY PAOLI RD	SAW MILL RD	1	Yes	No	No
25	Radnor Twp	COUNTY LINE RD	ITHAN AV	0	Yes	No	No
26	Radnor Twp	ITHAN AV	ROBERTS RD	1	Yes	No	No
27	Radnor Twp	DARBY PAOLI RD	GOSHEN RD	1	Yes	No	No
28	Radnor Twp	COOPERTOWN RD	DUNCAN LN	1	Yes	No	No
514	Radnor Twp	SPROUL RD	BRYN MAWR AV	2	Yes	No	No

**NOTE:**

Land Use: Vacant or Wooded

Crashes: Years 2003 - 2005

Sig Score: 0 = intersection is between 1000' of signal; 1 = intersection is further than 1000' from signal; 2 = intersection has an existing signal

## DVRPC Regional Roundabout Analysis Phase I Delaware County - 158 DRAFT Single Lane Roundabout Candidate Locations

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	Sig Score	CMP	Land Use	Crashes
515	Radnor Twp	BRYN MAWR AV	DARBY PAOLI RD	1	Yes	No	No
517	Radnor Twp	ITHAN AV	CONESTOGA RD	2	Yes	No	No
518	Radnor Twp	CONESTOGA RD	RADNOR CHESTER RD	2	Yes	No	No
519	Radnor Twp	CONESTOGA RD	WAYNE AV	1	Yes	No	No
520	Radnor Twp	CONESTOGA RD	BROOKE RD	1	Yes	No	No
522	Radnor Twp	KING OF PRUSSIA RD	MATSONFORD RD	2	Yes	No	No
516	Radnor Twp	BROOKE RD	DARBY PAOLI RD	1	Yes	Yes	No
521	Radnor Twp	KING OF PRUSSIA RD	EAGLE RD	2	Yes	Yes	No
202	Ridley Park Boro	RIDLEY AV	SELLERS AV	0	Yes	No	No
768	Ridley Twp	MORTON AV	MACDADE BL	2	Yes	No	No
97	Springfield Twp	ROLLING RD	SCENIC RD	1	Yes	No	No
98	Springfield Twp	POWELL RD	THOMPSON AV	1	Yes	No	No
600	Springfield Twp	SWARTHMORE AV	YALE AV	1	Yes	No	No
601	Springfield Twp	POWELL RD	SAXER AV	2	Yes	No	No
602	Springfield Twp	EAGLE RD	REED RD	2	Yes	No	No
603	Springfield Twp	EAGLE RD	ROLLING RD	1	Yes	No	No
195	Swarthmore Boro	MICHIGAN AV	PARK AV	1	Yes	No	No
769	Swarthmore Boro	FAIRVIEW RD	MICHIGAN AV	2	Yes	No	No
770	Swarthmore Boro	YALE AV	SWARTHMORE AV	1	Yes	No	No
99	Thornbury Twp	WESTOWN RD	GLENN MILLS RD	1	No	No	No
101	Thornbury Twp	GLENN MILLS RD	THORNTON RD	1	No	No	No
102	Thornbury Twp	WESTOWN RD	THORNTON RD	1	No	No	No
104	Thornbury Twp	DILWORTHTOWN RD	DILWORTHTOWN RD	1	No	No	No
105	Thornbury Twp	SPRINGLAWN RD	GLENN MILLS RD	1	No	No	No
106	Thornbury Twp	CREEK RD	SWEETWATER RD	1	No	No	No
107	Thornbury Twp	GRADYVILLE RD	CREEK RD	1	No	No	No
108	Thornbury Twp	STONY BANK RD	FORGE RD	1	No	No	No
606	Thornbury Twp	CHEYNEY RD	GLENN MILLS RD	1	No	No	No
100	Thornbury Twp	BRINTON LAKE RD	GLENN MILLS RD	1	Yes	No	No
103	Thornbury Twp	DILWORTHTOWN RD	CONCORD RD	1	Yes	No	No
605	Thornbury Twp	SPRINGLAWN RD	CHEYNEY RD	1	No	Yes	No
815	Upland Boro	UPLAND AV	SIXTH ST	0	Yes	No	No
816	Upland Boro	SIXTH ST	SIXTH ST	2	Yes	No	No

**NOTE:**

Land Use: Vacant or Wooded

Crashes: Years 2003 - 2005

Sig Score: 0 = intersection is between 1000' of signal; 1 = intersection is further than 1000' from signal; 2 = intersection has an existing signal

## DVRPC Regional Roundabout Analysis Phase I Delaware County - 158 DRAFT Single Lane Roundabout Candidate Locations

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	Sig Score	CMP	Land Use	Crashes
817	Upland Boro	UPLAND AV	UPLAND AV	2	Yes	No	No
806	Upper Chichester Twp	NAAMANS CREEK RD	LARKIN RD	2	No	No	No
213	Upper Chichester Twp	CHERRYTREE RD	WEIR RD	1	Yes	No	No
805	Upper Chichester Twp	CHICHESTER AV	CHELSEA RD	1	Yes	No	No
808	Upper Chichester Twp	CHICHESTER AV	LARKIN RD	2	Yes	No	No
809	Upper Chichester Twp	CHICHESTER AV	MEETINGHOUSE RD	2	Yes	No	No
810	Upper Chichester Twp	CHICHESTER AV	BLUEBALL AV	0	Yes	No	No
811	Upper Chichester Twp	CHICHESTER AV	BETHEL RD	2	Yes	No	No
807	Upper Chichester Twp	LARKIN RD	BETHEL RD	1	Yes	Yes	No
588	Upper Darby Twp	PROVIDENCE RD	PROVIDENCE RD	0	Yes	No	No
589	Upper Darby Twp	PROVIDENCE RD	BISHOP AV	2	Yes	No	No
590	Upper Darby Twp	PROVIDENCE RD	ASHLAND AV	2	Yes	No	No
591	Upper Darby Twp	FRANKLIN AV	SOUTH AV	2	Yes	No	No
592	Upper Darby Twp	BURMONT RD	MARSHALL RD	2	Yes	No	No
89	Upper Providence Twp	RIDLEY CREEK RD	BISHOP HOLLOW RD	1	No	No	No
597	Upper Providence Twp	PROVIDENCE RD	BISHOP HOLLOW RD	1	No	No	No
90	Upper Providence Twp	ROSE TREE RD	DOG KENNEL RD	0	Yes	No	No
91	Upper Providence Twp	ROSE TREE RD	RIDLEY CREEK RD	1	Yes	No	No
92	Upper Providence Twp	RIDLEY CREEK RD	KIRK LN	1	Yes	No	No
93	Upper Providence Twp	CRUMCREEK RD	ROSE TREE RD	1	Yes	No	No
94	Upper Providence Twp	KNOWLTON RD	KIRK LN	1	Yes	No	No
595	Upper Providence Twp	RIDLEY CREEK RD	MEDIA STATION RD	1	Yes	No	No
596	Upper Providence Twp	ROSE TREE RD	ORANGE ST	1	Yes	No	No
177	Yeadon Boro	BAILY RD	UNION AV	1	Yes	No	No
749	Yeadon Boro	LANSDOWNE AV	PROVIDENCE RD	2	Yes	No	No
750	Yeadon Boro	LANSDOWNE AV	BAILY RD	0	Yes	No	No

**NOTE:**

Land Use: Vacant or Wooded

Crashes: Years 2003 - 2005

Sig Score: 0 = intersection is between 1000' of signal; 1 = intersection is further than 1000' from signal; 2 = intersection has an existing signal



# **Montgomery County DVRPC Candidate Locations**

## DVRPC Regional Roundabout Analysis Phase I Montgomery County - 300 DRAFT Single Lane Roundabout Candidate Locations

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	Sig Score	CMP	Land Use	Crashes
162	Abington Twp	MILL RD	MOREDON RD	1	Yes	No	No
163	Abington Twp	EDGEHILL RD	EDGEHILL RD	2	Yes	No	No
164	Abington Twp	MEETINGHOUSE RD	MEETINGHOUSE RD	2	Yes	No	No
165	Abington Twp	FOX CHASE RD	CEDAR RD	2	Yes	No	No
715	Abington Twp	OLD VALLEY RD	THE FAIRWAY VALLEY RD	0	Yes	No	No
718	Abington Twp	SUSQUEHANNA RD	WASHINGTON LN	0	Yes	No	No
719	Abington Twp	SUSQUEHANNA RD	MILL RD	0	Yes	No	No
720	Abington Twp	SUSQUEHANNA RD	SUSQUEHANNA RD	2	Yes	No	No
721	Abington Twp	GREENWOOD AV	MEETINGHOUSE RD	2	Yes	No	No
722	Abington Twp	OLD WELSH RD	FITZWATERTOWN RD	2	Yes	No	No
723	Abington Twp	FITZWATERTOWN RD	NORTH HILLS AV	1	Yes	No	No
724	Abington Twp	WALNUT ST	JENKINTOWN RD	2	Yes	No	No
725	Abington Twp	JENKINTOWN RD	EDGEHILL RD	2	Yes	No	No
726	Abington Twp	JENKINTOWN RD	EDGEHILL RD	2	Yes	No	No
727	Abington Twp	EDGEHILL RD	TYSON AV	0	Yes	No	No
716	Abington Twp	THE FAIRWAY VALLEY RD	WASHINGTON LN	1	Yes	Yes	No
717	Abington Twp	SUSQUEHANNA RD	OLD VALLEY RD	0	Yes	Yes	No
157	Ambler Boro	TENNIS AV	REIFFS MILL RD	1	Yes	No	No
158	Ambler Boro	PEN-AMBLER RD	MT PLEASANT AV	1	Yes	No	No
1055	Bridgeport Boro	FOURTH ST	FOURTH ST	1	Yes	No	No
710	Bryn Athyn Boro	BYBERRY RD	BYBERRY RD	2	Yes	Yes	No
370	Cheltenham Twp	RICES MILL RD	GLENSIDE AV	2	Yes	No	No
371	Cheltenham Twp	WLOW GROVE AV	GLENSIDE AV	0	Yes	No	No
372	Cheltenham Twp	NEW SECOND ST	TOOKANY CREEK PY	1	Yes	No	No
373	Cheltenham Twp	CENTRAL AV	TOOKANY CREEK PY	2	Yes	No	No
374	Cheltenham Twp	NEW SECOND ST	MONTGOMERY AV	2	Yes	No	No
1052	Cheltenham Twp	ASHMEAD RD	FRONT ST	2	Yes	No	No
1053	Cheltenham Twp	ASHMEAD RD	TOOKANY CREEK PY	2	Yes	No	No
1054	Cheltenham Twp	CHURCH RD	CEDAR RD	1	Yes	No	No
127	Collegeville Boro	CLAYHOR RD	PARK AV	0	Yes	No	No
387	Conshohocken Boro	COLWELL RD	BROOK RD	1	Yes	No	No
1062	Conshohocken Boro	NEW ELM ST	COLWELL RD	2	Yes	Yes	No
251	Douglass Twp	MIDDLE CREEK RD	CONGO RD	1	No	No	No

**NOTE:**

Land Use: Vacant or Wooded

Crashes: Years 2003 - 2005

Sig Score: 0 = intersection is between 1000' of signal; 1 = intersection is further than 1000' from signal; 2 = intersection has an existing traffic signal

## DVRPC Regional Roundabout Analysis Phase I Montgomery County - 300 DRAFT Single Lane Roundabout Candidate Locations

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	Sig Score	CMP	Land Use	Crashes
145	East Norriton Twp	JOHNSON HW	OLD ARCH RD	2	Yes	No	No
686	East Norriton Twp	BELVOIR RD	NEW HOPE AV	1	Yes	No	No
687	East Norriton Twp	OLD ARCH RD	OLD ARCH RD	2	Yes	No	No
688	East Norriton Twp	TOWNSHIP LINE RD	NORTH WALES RD	2	Yes	No	No
691	East Norriton Twp	TOWNSHIP LINE RD	POTSHOP RD	1	Yes	No	No
689	East Norriton Twp	TOWNSHIP LINE RD	NORTH-WALES ROAD	2	Yes	Yes	No
690	East Norriton Twp	TOWNSHIP LINE RD	WHITEHALL RD	2	Yes	Yes	No
275	Franconia Twp	COWPATH RD	FORREST RD	1	No	No	No
276	Franconia Twp	COWPATH RD	MORWOOD RD	1	No	No	No
278	Franconia Twp	MORWOOD RD	CAMP RD	1	No	No	No
918	Franconia Twp	COWPATH RD	TELFORD PK	2	No	No	No
919	Franconia Twp	COUNTY LINE RD	CAT HILL RD	1	No	No	No
274	Franconia Twp	SCHOOLHOUSE RD	LOWER RD	1	Yes	No	No
277	Franconia Twp	MORWOOD RD	GODSHALL RD	0	Yes	No	No
279	Franconia Twp	LOWER RD	GODSHALL RD	1	Yes	No	No
280	Franconia Twp	COWPATH RD	RELANCE RD	2	Yes	No	No
281	Franconia Twp	COWPATH RD	COWPATH RD	1	Yes	No	No
916	Franconia Twp	BETHEHEM PK	TOWNSHIP LINE RD	2	Yes	No	No
917	Franconia Twp	LOWER RD	ALLEN TOWN RD	2	Yes	No	No
920	Franconia Twp	COUNTY LINE RD	FORREST RD	1	No	Yes	No
914	Franconia Twp	SCHOOLHOUSE RD	WAMBOLD RD	1	Yes	Yes	No
915	Franconia Twp	TOWNSHIP LINE RD	COWPATH RD	1	Yes	Yes	No
139	Hatboro Boro	MONTGOMERY AV	NEW ST	1	Yes	No	No
658	Hatboro Boro	BYBERRY RD	WARMINSTER RD	2	Yes	No	No
659	Hatboro Boro	BYBERRY RD	NEW ST	0	Yes	No	No
660	Hatboro Boro	MONTGOMERY AV	JACKSONVILLE RD	1	Yes	No	No
138	Hatboro Boro	WARMINSTER RD	FULMOR AV	1	Yes	Yes	No
948	Hatfield Boro	MAIN ST	BROAD ST	2	Yes	No	No
949	Hatfield Boro	BROAD ST	UNION ST	1	Yes	No	No
288	Hatfield Twp	ORVILLA RD	KOFFEL RD	2	Yes	No	No
928	Hatfield Twp	HORSHAM RD	LINE ST	2	Yes	No	No
929	Hatfield Twp	HORSHAM RD	BROAD ST	2	Yes	No	No
930	Hatfield Twp	HORSHAM RD	MOYER RD	2	Yes	No	No

**NOTE:**

Land Use: Vacant or Wooded  
Crashes: Years 2003 - 2005

Sig Score: 0 = intersection is between 1000' of signal; 1 = intersection is further than 1000' from signal; 2 = intersection has an existing traffic signal

## DVRPC Regional Roundabout Analysis Phase I Montgomery County - 300 DRAFT Single Lane Roundabout Candidate Locations

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	Sig Score	CMP	Land Use	Crashes
931	Hatfield Twp	HATFIELD VALLEY RD	ORVILLA RD	2	Yes	No	No
935	Hatfield Twp	BERGEY RD	COWPATH RD	2	Yes	No	No
936	Hatfield Twp	COWPATH RD	DERSTINE RD	0	Yes	No	No
934	Hatfield Twp	ALLENTOWN RD	WAMBOLD RD	1	Yes	Yes	No
937	Hatfield Twp	UNION ST	SOUDERTON PK	1	Yes	Yes	No
938	Hatfield Twp	SOUDERTON PK	TOWNSHIP LINE RD	1	Yes	Yes	No
939	Hatfield Twp	TOWNSHIP LINE RD	TOWNSHIP LINE RD	1	Yes	Yes	No
932	Hatfield Twp	HATFIELD VALLEY RD	ORVILLA RD	2	Yes	No	Yes
933	Hatfield Twp	KOFFEL RD	ELROY RD	2	Yes	No	Yes
996	Horsham Twp	HORSHAM RD	DAVIS GROVE RD	2	No	No	No
352	Horsham Twp	MEETINGHOUSE RD	MORELAND AV	2	Yes	No	No
991	Horsham Twp	BLAIR MILL RD	MORELAND AV	2	Yes	No	No
992	Horsham Twp	DRESHER RD	WITMER RD	2	Yes	No	No
993	Horsham Twp	HORSHAM RD	NORRISTOWN RD	2	Yes	No	No
994	Horsham Twp	HORSHAM RD	MAPLE AV	2	Yes	No	No
995	Horsham Twp	NORRISTOWN RD	NORRISTOWN RD	2	Yes	No	No
997	Horsham Twp	HORSHAM RD	HORSHAM RD	2	Yes	No	No
1056	Jenkintown Boro	WASHINGTON LN	GREENWOOD AV	2	Yes	No	No
337	Lansdale Boro	LANSDALE AV	SEVENTH ST	1	Yes	No	No
338	Lansdale Boro	SEVENTH ST	LINE ST	1	Yes	No	No
339	Lansdale Boro	VALLEY FORGE RD	EIGHTH ST	1	Yes	No	No
340	Lansdale Boro	EIGHTH ST	MOYER RD	1	Yes	No	No
341	Lansdale Boro	CANNON AV	EIGHTH ST	1	Yes	No	No
980	Lansdale Boro	BROAD ST	SEVENTH ST	1	Yes	No	No
981	Lansdale Boro	HANCOCK ST	CHURCH RD	1	Yes	No	No
982	Lansdale Boro	BROAD ST	HANCOCK ST	2	Yes	No	No
308	Limerick Twp	NEIFFER RD	NEIFFER RD	1	No	No	No
955	Limerick Twp	TOWNSHIP LINE RD	SEITZ RD	1	No	No	No
956	Limerick Twp	WARTMAN RD	TOWNSHIP LINE RD	1	No	No	No
957	Limerick Twp	TOWNSHIP LINE RD	LINFIELD TRAPPE RD	2	Yes	Yes	No
287	Lower Frederick Twp	GAME FARM RD	SMITH RD	1	Yes	No	No
927	Lower Frederick Twp	YERGER RD	NEIFFER RD	1	No	Yes	No
362	Lower Gwynedd Twp	PLYMOUTH RD	EVANS RD	1	Yes	No	No

**NOTE:**

Land Use: Vacant or Wooded

Crashes: Years 2003 - 2005

Sig Score: 0 = intersection is between 1000' of signal; 1 = intersection is further than 1000' from signal; 2 = intersection has an existing traffic signal

## DVRPC Regional Roundabout Analysis Phase I Montgomery County - 300 DRAFT Single Lane Roundabout Candidate Locations

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	Sig Score	CMP	Land Use	Crashes
1023	Lower Gwynedd Twp	BETHLEHEM PK	DAGER RD	2	Yes	No	No
1024	Lower Gwynedd Twp	PENLYN PK	BETHLEHEM PK	0	Yes	No	No
1025	Lower Gwynedd Twp	PENLYN PK	DAGER RD	1	Yes	No	No
1026	Lower Gwynedd Twp	PENLYN PK	OLD PENLYN PK	1	Yes	Yes	No
6	Lower Merion Twp	BOWMAN AV	WYNNEWOOD RD	2	Yes	No	No
7	Lower Merion Twp	WYNNEWOOD AV	HAVERFORD AV	1	Yes	No	No
8	Lower Merion Twp	WYNNEWOOD RD	WYNNEWOOD AV	1	Yes	No	No
9	Lower Merion Twp	MANAYUNK RD	BRYN MAWR AV	2	Yes	No	No
13	Lower Merion Twp	MORRIS AV	MORRIS AV	1	Yes	No	No
14	Lower Merion Twp	MORRIS AV	MORRIS AV	1	Yes	No	No
15	Lower Merion Twp	ROBERTS RD	NEW-GULPH RD	2	Yes	No	No
16	Lower Merion Twp	NEW-GULPH RD	MORRIS AV	2	Yes	No	No
502	Lower Merion Twp	HAVERFORD RD	REMINGTON RD	2	Yes	No	No
503	Lower Merion Twp	HAVERFORD RD	MANOA RD	2	Yes	No	No
504	Lower Merion Twp	HAVERFORD RD	HAVERFORD RD	2	Yes	No	No
506	Lower Merion Twp	CONSHOCKEN STATE RD	YOUNGS FORD RD	2	Yes	No	No
507	Lower Merion Twp	CONSHOCKEN STATE RD	SPRING MILL RD	2	Yes	No	No
508	Lower Merion Twp	SPRING MILL RD	MORRIS AV	1	Yes	No	No
509	Lower Merion Twp	OLD GULPH RD	SPRING MILL RD	2	Yes	No	No
510	Lower Merion Twp	BELMONT AV	ROCKHILL RD	2	Yes	No	No
511	Lower Merion Twp	CONSHOCKEN STATE RD	ROCKHILL RD	2	Yes	No	No
512	Lower Merion Twp	CONSHOCKEN STATE RD	HOLLOW RD	1	Yes	No	No
513	Lower Merion Twp	MATSON FORD RD	UPPER GULPH RD	2	Yes	No	No
10	Lower Merion Twp	OLD GULPH RD	MILL CREEK RD	1	Yes	Yes	No
11	Lower Merion Twp	MILL CREEK RD	OLD GULPH RD	2	Yes	Yes	No
12	Lower Merion Twp	OLD GULPH RD	YOUNGS FORD RD	1	Yes	Yes	No
505	Lower Merion Twp	MILL-CREEK RD	MILL CREEK RD	2	Yes	Yes	No
705	Lower Moreland Twp	BYBERRY RD	PINE RD	2	Yes	No	No
301	Lower Pottsgrove Twp	BUCHERT RD	BUCHERT RD	1	No	No	No
302	Lower Pottsgrove Twp	BUCHERT RD	KEIM RD	2	No	No	No
303	Lower Pottsgrove Twp	PLEASANT VIEW RD	BLIEM RD	1	No	No	No
304	Lower Pottsgrove Twp	PLEASANT VIEW RD	BUCHERT RD	1	No	No	No
128	Lower Providence Twp	EAGLEVILLE RD	PINETOWN RD	1	Yes	No	No

**NOTE:**

Land Use: Vacant or Wooded

Crashes: Years 2003 - 2005

Sig Score: 0 = intersection is between 1000' of signal; 1 = intersection is further than 1000' from signal; 2 = intersection has an existing traffic signal

## DVRPC Regional Roundabout Analysis Phase I Montgomery County - 300 DRAFT Single Lane Roundabout Candidate Locations

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	Sig Score	CMP	Land Use	Crashes
129	Lower Providence Twp	EAGLEVILLE RD	ARCOLA RD	1	Yes	No	No
130	Lower Providence Twp	ARCOLA RD	LEVEL RD	1	Yes	No	No
635	Lower Providence Twp	PARK AV	EAGLEVILLE RD	1	Yes	No	No
634	Lower Providence Twp	PAWLINGS RD	AUDUBON RD	2	Yes	Yes	No
297	Lower Salford Twp	CAMP WAWA RD	HALDEMAN RD	1	No	No	No
298	Lower Salford Twp	SALFORDVILLE RD	HALDEMAN RD	1	No	No	No
300	Lower Salford Twp	MORWOOD RD	MILL RD	1	No	No	No
299	Lower Salford Twp	MAPLE AV	OAK DR	1	Yes	No	No
255	Marlborough Twp	FINLAND RD	UPPER RIDGE RD	1	No	No	No
256	Marlborough Twp	UPPER RIDGE RD	CRUSHER RD	1	No	No	No
897	Marlborough Twp	UPPER RIDGE RD	UPPER RIDGE RD	1	No	No	No
309	Montgomery Twp	LANSDALE AV	KNAPP RD	1	Yes	No	No
958	Montgomery Twp	NORTH WALES RD	KNAPP RD	2	Yes	No	No
961	Montgomery Twp	HORSHAM RD	HORSHAM RD	2	Yes	No	No
962	Montgomery Twp	HORSHAM RD	TAYLOR RD	2	Yes	No	No
959	Montgomery Twp	HORSHAM RD	HORSHAM RD	2	Yes	Yes	No
960	Montgomery Twp	HORSHAM RD	UPPER STATE RD	2	Yes	Yes	No
391	Norristown Boro	MARSHALL ST	STANBRIDGE ST	2	Yes	No	No
392	Norristown Boro	STANBRIDGE ST	STERIGER ST	2	Yes	No	No
393	Norristown Boro	ARCH ST	FORNANCE ST	2	Yes	No	No
394	Norristown Boro	FORNANCE ST	NEW HOPE AV	2	Yes	No	No
1070	Norristown Boro	AIRY ST	SWEDE ST	2	Yes	No	No
1071	Norristown Boro	ARCH ST	AIRY ST	2	Yes	No	No
1072	Norristown Boro	STERIGER ST	HARDING BL	1	Yes	No	No
395	Norristown Boro	HARDING BL	FORNANCE ST	1	Yes	Yes	No
336	Perkiomen Twp	WARTMAN RD	BRIDGE ST	1	No	No	No
335	Perkiomen Twp	TOWNSHIP LINE RD	PERKIOMEN AV	1	Yes	No	No
388	Plymouth Twp	PLYMOUTH RD	JOHNSON HW	2	Yes	No	No
389	Plymouth Twp	BELVOIR RD	PLYMOUTH RD	2	Yes	No	No
390	Plymouth Twp	NARCISSA RD	HICKORY RD	1	Yes	No	No
1065	Plymouth Twp	SANDY HILL RD	PLYMOUTH RD	0	Yes	No	No
1066	Plymouth Twp	SANDY HILL RD	PLYMOUTH RD	2	Yes	No	No
1067	Plymouth Twp	TOWNSHIP LINE RD	WALTON RD	2	Yes	No	No

**NOTE:**

Land Use: Vacant or Wooded

Crashes: Years 2003 - 2005

Sig Score: 0 = intersection is between 1000' of signal; 1 = intersection is further than 1000' from signal; 2 = intersection has an existing traffic signal

## DVRPC Regional Roundabout Analysis Phase I Montgomery County - 300 DRAFT Single Lane Roundabout Candidate Locations

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	Sig Score	CMP	Land Use	Crashes
1068	Plymouth Twp	TOWNSHIP LINE RD	PENLYN BLUEBELL PK	1	Yes	No	No
1069	Plymouth Twp	TOWNSHIP LINE RD	UNION MEETING RD	1	Yes	Yes	No
1064	Plymouth Twp	FAIRFIELD RD	FAIRFIELD RD	2	Yes	No	Yes
323	Pottstown Boro	KEIM ST	BEECH ST	2	No	No	No
324	Pottstown Boro	KEIM ST	JACKSON ST	0	No	No	No
328	Pottstown Boro	GLASGOW ST	SHOEMAKER RD	1	No	No	No
330	Pottstown Boro	HANOVER ST	HANOVER ST	0	No	No	No
331	Pottstown Boro	WILSON ST	HANOVER ST	2	No	No	No
333	Pottstown Boro	JACKSON ST	ADAMS ST	2	No	No	No
334	Pottstown Boro	HANOVER ST	MERVINE ST	1	No	No	No
322	Pottstown Boro	KEIM ST	INDUSTRIAL HY	1	Yes	No	No
325	Pottstown Boro	BEECH ST	HALE ST	1	Yes	No	No
326	Pottstown Boro	HANOVER ST	BEECH ST	2	Yes	No	No
327	Pottstown Boro	MANATAWNY ST	GLASGOW ST	1	Yes	No	No
329	Pottstown Boro	STATE RD	EIGHTH ST	1	Yes	No	No
332	Pottstown Boro	FARMINGTON AV	WILSON ST	2	Yes	No	No
639	Royersford Boro	LEWIS RD	MAIN ST	2	Yes	No	No
640	Royersford Boro	MAIN ST	SECOND AV	0	Yes	No	No
903	Salford Twp	RIDGE RD	MORWOOD RD	1	No	No	No
904	Salford Twp	RIDGE RD	ALLEN TOWN RD	2	No	No	No
342	Skipack Twp	KRATZ RD	EVANSBURG RD	1	Yes	No	No
343	Skipack Twp	ANDERS RD	KRATZ RD	1	Yes	No	No
344	Skipack Twp	ANDERS RD	STUMP HALL RD	1	Yes	Yes	No
1312	Springfield Twp	PAPER MILL RD	CHELTENHAM AV	2	Yes	No	No
310	Towamencin Twp	BUSTARD RD	MORRIS RD	1	Yes	No	No
964	Towamencin Twp	ALLEN TOWN RD	ORVILLA RD	2	Yes	No	No
966	Towamencin Twp	ALLEN TOWN RD	ALLEN TOWN RD	2	Yes	No	No
965	Towamencin Twp	WAMBOLD RD	WAMBOLD RD	1	Yes	Yes	No
963	Towamencin Twp	ALLEN TOWN RD	TROXEL RD	0	Yes	Yes	Yes
140	Upper Dublin Twp	CAMP HILL RD	CAMP HILL RD	0	Yes	No	No
142	Upper Dublin Twp	CAMP HILL RD	VIRGINIA DR	1	Yes	No	No
143	Upper Dublin Twp	HIGHLAND AV	PINETOWN RD	1	Yes	No	No
144	Upper Dublin Twp	NORTH HILLS AV	KIMBALL AV	0	Yes	No	No

**NOTE:**

Land Use: Vacant or Wooded

Crashes: Years 2003 - 2005

Sig Score: 0 = intersection is between 1000' of signal; 1 = intersection is further than 1000' from signal; 2 = intersection has an existing traffic signal

## DVRPC Regional Roundabout Analysis Phase I Montgomery County - 300 DRAFT Single Lane Roundabout Candidate Locations

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	Sig Score	CMP	Land Use	Crashes
661	Upper Dublin Twp	JENKINTOWN RD	FITZWATERTOWN RD	2	Yes	No	No
662	Upper Dublin Twp	LIMEKILN PK	JENKINTOWN RD	0	Yes	No	No
663	Upper Dublin Twp	LIMEKILN PK	TWING RD	2	Yes	No	No
664	Upper Dublin Twp	PINETOWN RD	DELAWARE DR	1	Yes	No	No
665	Upper Dublin Twp	LIMEKILN PK	DRESHERTOWN RD	1	Yes	No	No
666	Upper Dublin Twp	LIMEKILN PK	SUSQUEHANNA RD	2	Yes	No	No
667	Upper Dublin Twp	SUSQUEHANNA RD	TWING RD	2	Yes	No	No
668	Upper Dublin Twp	LIMEKILN PK	JARRETTOWN RD	2	Yes	No	No
669	Upper Dublin Twp	LIMEKILN PK	DRESHERTOWN RD	2	Yes	No	No
670	Upper Dublin Twp	SUSQUEHANNA RD	SUSQUEHANNA RD	2	Yes	No	No
671	Upper Dublin Twp	SUSQUEHANNA RD	FORT WASHINGTON AV	2	Yes	No	No
672	Upper Dublin Twp	SUSQUEHANNA RD	PINETOWN RD	2	Yes	No	No
673	Upper Dublin Twp	FORT WASHINGTON AV	HIGHLAND AV	1	Yes	No	No
674	Upper Dublin Twp	BETHLEHEM PK	HIGHLAND AV	2	Yes	No	No
675	Upper Dublin Twp	BETHLEHEM PK	BANNOCKBURN AV	0	Yes	No	No
676	Upper Dublin Twp	BETHLEHEM PK	TENNIS AV	2	Yes	No	No
677	Upper Dublin Twp	FORT WASHINGTON AV	MEETING HOUSE RD	1	Yes	No	No
678	Upper Dublin Twp	FORT WASHINGTON AV	FORT WASHINGTON AV	2	Yes	No	No
141	Upper Dublin Twp	CAMP HILL RD	HIGHLAND AV	1	Yes	Yes	No
269	Upper Frederick Twp	PERKIOMENVILLE RD	DEEP CREEK RD	1	No	No	No
988	Upper Gwynedd Twp	NORTH WALES RD	NORTH WALES RD	2	Yes	No	No
989	Upper Gwynedd Twp	WALNUT ST	BEAVER ST	1	Yes	No	No
990	Upper Gwynedd Twp	BROAD ST	WHITES RD	2	Yes	No	No
238	Upper Hanover Twp	GERYVILLE PK	FINLAND RD	1	No	No	No
879	Upper Hanover Twp	KUTZTOWN RD	SCHWOYER RD	1	No	No	No
237	Upper Hanover Twp	GERYVILLE PK	JAMES RD	1	No	Yes	No
366	Upper Merion Twp	CROTON RD	WARNER RD	1	Yes	No	No
367	Upper Merion Twp	CROOKED LN	CHURCH RD	2	Yes	No	No
368	Upper Merion Twp	UPPER GULPH RD	UPPER GULPH RD	1	Yes	No	No
369	Upper Merion Twp	FLINT HILL RD	FLINT HILL RD	1	Yes	No	No
1038	Upper Merion Twp	MATSON FORD RD	SOUTH GULPH RD	2	Yes	No	No
1040	Upper Merion Twp	SWEDELAND RD	SWEDELAND RD	1	Yes	No	No
1041	Upper Merion Twp	SWEDELAND RD	FLINT HILL RD	0	Yes	No	No

**NOTE:**

Land Use: Vacant or Wooded

Crashes: Years 2003 - 2005

Sig Score: 0 = intersection is between 1000' of signal; 1 = intersection is further than 1000' from signal; 2 = intersection has an existing traffic signal



## DVRPC Regional Roundabout Analysis Phase I Montgomery County - 300 DRAFT Single Lane Roundabout Candidate Locations

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	Sig Score	CMP	Land Use	Crashes
1042	Upper Merion Twp	SCHUYLKILL RIVER RD	SWEDELAND RD	2	Yes	No	No
1043	Upper Merion Twp	FLINT HILL RD	FOURTH ST	1	Yes	No	No
1044	Upper Merion Twp	COATES ST	FOURTH ST	1	Yes	No	No
1045	Upper Merion Twp	VALLEY FORGE RD	KEEBLER RD	0	Yes	No	No
1046	Upper Merion Twp	VALLEY FORGE RD	HENDERSON RD	2	Yes	No	No
1047	Upper Merion Twp	ALLENDALE RD	FIRST AV	2	Yes	No	No
1048	Upper Merion Twp	ALLENDALE RD	KEEBLER RD	2	Yes	No	No
1039	Upper Merion Twp	HOLSTEIN RD	BALLIGOMINGO RD	0	Yes	Yes	No
137	Upper Moreland Twp	WARMINSTER RD	MONTGOMERY AV	1	Yes	No	No
653	Upper Moreland Twp	BYBERRY RD	DAVISVILLE RD	2	Yes	No	No
654	Upper Moreland Twp	BYBERRY RD	ORANGEMANS RD	2	Yes	No	No
655	Upper Moreland Twp	TERWOOD RD	DAVISVILLE RD	2	Yes	No	No
656	Upper Moreland Twp	BLAIR MILL RD	HORSHAM RD	2	Yes	No	No
657	Upper Moreland Twp	BLAIR MILL RD	WITMER RD	2	Yes	No	No
136	Upper Moreland Twp	TERWOOD RD	EDGE HILL RD	1	Yes	No	Yes
292	Upper Pottsgrove Twp	GILBERTSVILLE RD	MOYER RD	1	No	No	No
289	Upper Pottsgrove Twp	FARMINGTON AV	NORTH STATE ST	1	Yes	No	No
290	Upper Pottsgrove Twp	GILBERTSVILLE RD	MAUGERS MILL RD	0	Yes	No	No
291	Upper Pottsgrove Twp	FARMINGTON AV	GILBERTSVILLE RD	0	Yes	No	No
940	Upper Pottsgrove Twp	MAUGERS MILL RD	HANOVER RD	1	No	Yes	No
354	Upper Providence Twp	SECOND AV	VAUGHN RD	1	Yes	No	No
355	Upper Providence Twp	LEWIS RD	VAUGHN RD	1	Yes	No	No
356	Upper Providence Twp	LEWIS RD	YEAGER RD	1	Yes	No	No
357	Upper Providence Twp	YEAGER RD	MINGO RD	1	Yes	Yes	No
1005	Upper Providence Twp	EGYPT RD	RAMP RD	2	Yes	No	Yes
282	Upper Salford Twp	SCHWENKSVILLE RD	SPRING MOUNT RD	1	No	No	No
284	Upper Salford Twp	SKIPPACK RD	OLD SKIPPACK RD	1	No	No	No
285	Upper Salford Twp	SKIPPACK RD	SALFORD ST	1	No	No	No
286	Upper Salford Twp	OLD SKIPPACK RD	SCHWENKSVILLE RD	1	No	No	No
283	Upper Salford Twp	LEDERACH RD	SCHWENKSVILLE RD	1	No	Yes	No
159	West Norriton Twp	BURNSIDE AV	MARSHALL ST	1	Yes	No	No
160	West Norriton Twp	MARSHALL ST	JEFFERSON ST	1	Yes	No	No
161	West Norriton Twp	MARSHALL ST	LIBERTY AV	1	Yes	No	No

**NOTE:**

Land Use: Vacant or Wooded

Crashes: Years 2003 - 2005

Sig Score: 0 = intersection is between 1000' of signal; 1 = intersection is further than 1000' from signal; 2 = intersection has an existing traffic signal

## DVRPC Regional Roundabout Analysis Phase I Montgomery County - 300 DRAFT Single Lane Roundabout Candidate Locations

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	Sig Score	CMP	Land Use	Crashes
712	West Norriton Twp	WHITEHALL RD	STERIGER ST	2	Yes	No	No
713	West Norriton Twp	NORTH WHITEHALL RD	MARSHALL ST	2	Yes	No	Yes
166	Whitemarsh Twp	BARREN HILL RD	HARTS LN	1	Yes	No	No
167	Whitemarsh Twp	FLOURTOWN RD	THOMAS RD	1	Yes	No	No
168	Whitemarsh Twp	CAMP HILL RD	VALLEY GREEN RD	1	Yes	No	No
728	Whitemarsh Twp	BETHLEHEM PK	WEST VALLEY GREEN AV	2	Yes	No	No
729	Whitemarsh Twp	BETHLEHEM PK	VALLEY GREEN RD	2	Yes	No	No
730	Whitemarsh Twp	BETHLEHEM PK	MORRIS RD	2	Yes	No	No
731	Whitemarsh Twp	MORRIS RD	JOSHUA RD	2	Yes	No	No
732	Whitemarsh Twp	WEST VALLEY GREEN AV	FLOURTOWN RD	2	Yes	No	No
734	Whitemarsh Twp	STENTON AV	JOSHUA RD	2	Yes	No	No
736	Whitemarsh Twp	BARREN HILL RD	HECTOR ST	2	Yes	No	No
737	Whitemarsh Twp	NORTH LN	HECTOR ST	2	Yes	No	No
738	Whitemarsh Twp	HECTOR ST	LEE ST	0	Yes	No	No
733	Whitemarsh Twp	STENTON AV	MILL RD	1	Yes	Yes	No
735	Whitemarsh Twp	JOSHUA RD	JOSHUA RD	0	Yes	Yes	No
132	Whitpain Twp	TOWNSHIP LINE RD	NARCISSA RD	1	Yes	No	No
133	Whitpain Twp	UNION MEETING RD	JOLLY RD	1	Yes	No	No
134	Whitpain Twp	OLD ARCH ST	JOLLY RD	1	Yes	No	No
135	Whitpain Twp	JOLLY RD	JOLLY RD	1	Yes	No	No
641	Whitpain Twp	NARCISSA RD	NORRISTOWN RD	2	Yes	No	No
642	Whitpain Twp	STENTON AV	NARCISSA RD	2	Yes	No	No
643	Whitpain Twp	NORRISTOWN RD	STENTON AV	2	Yes	No	No
644	Whitpain Twp	STENTON AV	WALTON RD	1	Yes	No	No
646	Whitpain Twp	STENTON AV	PENLYN BLUEBELL PK	1	Yes	No	No
647	Whitpain Twp	TOWNSHIP LINE RD	TOWNSHIP LINE RD	2	Yes	No	No
648	Whitpain Twp	MORRIS RD	LEWIS LN	1	Yes	No	No
649	Whitpain Twp	MORRIS RD	MT PLEASANT AV	1	Yes	No	No
651	Whitpain Twp	MORRIS RD	PLYMOUTH RD	2	Yes	No	No
652	Whitpain Twp	YOST RD	NORTH WALES RD	1	Yes	No	No
645	Whitpain Twp	WALTON RD	STENTON AV	1	Yes	Yes	No
650	Whitpain Twp	MORRIS RD	PENLYN BLUEBELL PK	2	Yes	Yes	No
1001	Worcester Twp	MORRIS RD	NORTH WALES RD	2	Yes	No	No

**NOTE:**

Land Use: Vacant or Wooded

Crashes: Years 2003 - 2005

Sig Score: 0 = intersection is between 1000' of signal; 1 = intersection is further than 1000' from signal; 2 = intersection has an existing traffic signal

**DVRPC Regional Roundabout Analysis Phase I  
Montgomery County - 300 DRAFT Single Lane Roundabout Candidate Locations**

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	Sig Score	CMP	Land Use	Crashes
1003	Worcester Twp	MORRIS RD	WEST POINT PK	2	Yes	No	No
1004	Worcester Twp	MORRIS RD	BETHEL RD	0	Yes	No	No
1002	Worcester Twp	MORRIS RD	NORTH WALES RD	0	Yes	Yes	No

**NOTE:**

Land Use: Vacant or Wooded

Crashes: Years 2003 - 2005

Sig Score: 0 = intersection is between 1000' of signal; 1 = intersection is further than 1000' from signal; 2 = intersection has an existing traffic signal



# **Philadelphia County DVRPC Candidate Locations**

**DVRPC Regional Roundabout Analysis Phase I  
Philadelphia - 334 DRAFT Single Lane Roundabout Candidate Locations**

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	Sig Score	CMP	Land Use	Crashes
1140	Philadelphia City	12TH ST	SUSQUEHANNA AVE	2	Yes	No	No
1162	Philadelphia City	12TH ST	POPLAR ST	2	Yes	No	No
1229	Philadelphia City	12TH ST	LOCUST STREET	2	Yes	No	No
1230	Philadelphia City	12TH ST	SPRUCE ST	2	Yes	No	No
1231	Philadelphia City	12TH ST	PINE STREET	2	Yes	No	No
1273	Philadelphia City	12TH ST	TWELFTH ST	2	Yes	No	No
1276	Philadelphia City	12TH ST	TWELFTH ST	2	Yes	No	No
459	Philadelphia City	13TH ST	LOCUST STREET	0	Yes	No	No
1228	Philadelphia City	13TH ST	SPRUCE ST	2	Yes	No	No
1274	Philadelphia City	13TH ST	THIRTEENTH ST	2	Yes	No	No
1275	Philadelphia City	13TH ST	THIRTEENTH ST	2	Yes	No	No
1161	Philadelphia City	15TH ST	POPLAR ST	2	Yes	No	No
1218	Philadelphia City	15TH ST	SOUTH ST	2	Yes	No	No
1219	Philadelphia City	15TH ST	LOMBARD ST	2	Yes	No	No
1220	Philadelphia City	15TH ST	PINE STREET	2	Yes	No	No
1221	Philadelphia City	15TH ST	SPRUCE ST	2	Yes	No	No
1222	Philadelphia City	15TH ST	LOCUST STREET	2	Yes	No	No
1225	Philadelphia City	15TH ST	BAINBRIDGE ST	0	Yes	No	No
448	Philadelphia City	18TH STREET	FRANKLINTOWN BLVD	0	Yes	No	No
1204	Philadelphia City	19H ST	PINE STREET	2	Yes	No	No
1205	Philadelphia City	19H ST	SPRUCE ST	2	Yes	No	No
455	Philadelphia City	19TH ST	ARCH ST	2	Yes	No	No
454	Philadelphia City	20TH ST	ARCH ST	2	Yes	No	No
1203	Philadelphia City	20TH ST	PINE STREET	2	Yes	No	No
1206	Philadelphia City	20TH ST	SPRUCE ST	2	Yes	No	No
1257	Philadelphia City	20TH ST	WINTER ST	2	Yes	No	No
1259	Philadelphia City	20TH ST	VINE ST	0	Yes	No	No
1260	Philadelphia City	20TH ST	PENNSYLVANIA AVE	0	Yes	No	No
450	Philadelphia City	21ST ST	PENNSYLVANIA AVE	0	Yes	No	No
451	Philadelphia City	21ST ST	WINTER ST	2	Yes	No	No
1196	Philadelphia City	21ST ST	SPRUCE ST	2	Yes	No	No
1197	Philadelphia City	21ST ST	PINE STREET	2	Yes	No	No
1255	Philadelphia City	21ST ST	ARCH ST	2	Yes	No	No

**NOTE:**

Land Use: Vacant or Wooded

Crashes: Years 2003 - 2005

Sig Score: 0 = intersection is between 1000' of signal; 1 = intersection is further than 1000' from signal; 2 = intersection has an existing traffic signal

**DVRPC Regional Roundabout Analysis Phase I  
Philadelphia - 334 DRAFT Single Lane Roundabout Candidate Locations**

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	Sig Score	CMP	Land Use	Crashes
1124	Philadelphia City	22ND ST	FOX ST	2	Yes	No	No
1135	Philadelphia City	22ND ST	YORK ST	2	Yes	No	No
1136	Philadelphia City	22ND ST	SEDGLEY AVE	2	Yes	No	No
1138	Philadelphia City	22ND ST	DIAMOND ST	2	Yes	No	No
1189	Philadelphia City	22ND ST	BAINBRIDGE ST	2	Yes	No	No
1191	Philadelphia City	22ND ST	LOMBARD ST	2	Yes	No	No
1192	Philadelphia City	22ND ST	PINE STREET	2	Yes	No	No
1195	Philadelphia City	22ND ST	SPRUCE ST	2	Yes	No	No
1252	Philadelphia City	22ND ST	ARCH ST	2	Yes	No	No
1253	Philadelphia City	22ND ST	RACE ST	2	Yes	No	No
452	Philadelphia City	23RD ST	RACE ST	0	Yes	No	No
1187	Philadelphia City	23RD ST	SOUTH ST	2	Yes	No	No
1193	Philadelphia City	23RD ST	PINE STREET	2	Yes	No	No
1194	Philadelphia City	23RD ST	SPRUCE ST	2	Yes	No	No
453	Philadelphia City	23RD ST	ARCH ST	0	Yes	Yes	No
442	Philadelphia City	4RD ST	VINE ST	0	Yes	No	No
479	Philadelphia City	57TH ST	CEDAR AVE	2	Yes	No	No
1129	Philadelphia City	57TH ST	LANSOWNE AVE	2	Yes	No	No
485	Philadelphia City	58TH ST	SPRINGFIELD ST	2	Yes	No	No
475	Philadelphia City	5TH ST	BAINBRIDGE ST	0	Yes	No	No
1094	Philadelphia City	5TH ST	ISING SUN AV	2	Yes	No	No
1097	Philadelphia City	5TH ST	GLEN WOOD AVE	2	Yes	No	No
1098	Philadelphia City	5TH ST	SEDGLEY AVE	0	Yes	No	No
1145	Philadelphia City	5TH ST	SUSQUEHANNA AVE	2	Yes	No	No
1146	Philadelphia City	5TH ST	DIAMOND ST	2	Yes	No	No
1155	Philadelphia City	5TH ST	OXFORD AVE	0	Yes	No	No
1178	Philadelphia City	5TH ST	5TH ST	2	Yes	No	No
1183	Philadelphia City	63RD ST	BUIST AVE	2	Yes	No	No
486	Philadelphia City	6TH ST	MORRIS ST	1	Yes	No	No
1095	Philadelphia City	6TH ST	SEDGLEY AVE	2	Yes	No	No
1096	Philadelphia City	6TH ST	GLEN WOOD AVE	0	Yes	No	No
1147	Philadelphia City	6TH ST	GERMANTOWN AVE	2	Yes	No	No
1153	Philadelphia City	6TH ST	CECIL B MOORE AVE	0	Yes	No	No

**NOTE:**

Land Use: Vacant or Wooded

Crashes: Years 2003 - 2005

Sig Score: 0 = intersection is between 1000' of signal; 1 = intersection is further than 1000' from signal; 2 = intersection has an existing traffic signal

## DVRPC Regional Roundabout Analysis Phase I Philadelphia - 334 DRAFT Single Lane Roundabout Candidate Locations

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	Sig Score	CMP	Land Use	Crashes
1154	Philadelphia City	6TH ST	OXFORD AVE	0	Yes	No	No
1177	Philadelphia City	6TH ST	6TH ST	2	Yes	No	No
1180	Philadelphia City	6TH ST	TASKER ST	1	Yes	No	No
462	Philadelphia City	8TH ST	LOCUST STREET	0	Yes	No	No
1244	Philadelphia City	8TH ST	SPRUCE ST	2	Yes	No	No
1245	Philadelphia City	8TH ST	PINE STREET	2	Yes	No	No
1304	Philadelphia City	8TH ST	RACE ST	2	Yes	No	No
1087	Philadelphia City	ADAMS AV AND TACONY ST	TACONY ST	2	Yes	No	No
1089	Philadelphia City	ADAMS AV AND TACONY ST	ADAMS AV	0	Yes	No	No
1075	Philadelphia City	ALGON AV	KREWSTOWN RD	2	Yes	No	No
1123	Philadelphia City	ALLEGHENY AV	TWENTYNINTH ST	2	Yes	No	No
401	Philadelphia City	ALLENS LN	ALLENS LN	1	Yes	No	No
402	Philadelphia City	ALLENS LN	EMLN ST	2	Yes	No	No
403	Philadelphia City	ALLENS LN	LINCOLN DR	0	Yes	No	No
1265	Philadelphia City	ARCH ST	FIFTEENTH ST	2	Yes	No	No
1301	Philadelphia City	ARCH ST	TENTH ST	2	Yes	No	No
1302	Philadelphia City	ARCH ST	ARCH ST	2	Yes	No	No
1303	Philadelphia City	ARCH ST	8TH ST	2	Yes	No	No
1306	Philadelphia City	ARCH ST	SEVENTH ST	2	Yes	No	No
1307	Philadelphia City	ARCH ST	4RD ST	2	Yes	No	No
1308	Philadelphia City	ARCH ST	3RD ST	2	Yes	No	No
1309	Philadelphia City	ARCH ST	FRONT ST	0	Yes	No	No
472	Philadelphia City	BAINBRIDGE ST	SEVENTH ST	0	Yes	No	No
473	Philadelphia City	BAINBRIDGE ST	6TH ST	0	Yes	No	No
1200	Philadelphia City	BAINBRIDGE ST	21ST ST	0	Yes	No	No
1234	Philadelphia City	BAINBRIDGE ST	12TH ST	0	Yes	No	No
1235	Philadelphia City	BAINBRIDGE ST	ELEVENTH ST	2	Yes	No	No
1296	Philadelphia City	BAINBRIDGE ST	SECOND ST	0	Yes	No	No
1258	Philadelphia City	BENJAMIN FRANKLIN PY	VINE ST	2	Yes	No	No
1122	Philadelphia City	BERKLEY ST	GREENE ST	2	Yes	No	No
1101	Philadelphia City	BETHLEHEM PK	NEWTON ST	0	Yes	No	No
1102	Philadelphia City	BETHLEHEM PK	CHESTNUT HILL AVE	2	Yes	No	No
491	Philadelphia City	BUIST AVE	67TH ST	2	Yes	No	No

**NOTE:**

Land Use: Vacant or Wooded

Crashes: Years 2003 - 2005

Sig Score: 0 = intersection is between 1000' of signal; 1 = intersection is further than 1000' from signal; 2 = intersection has an existing traffic signal



**DVRPC Regional Roundabout Analysis Phase I  
Philadelphia - 334 DRAFT Single Lane Roundabout Candidate Locations**

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	Sig Score	CMP	Land Use	Crashes
408	Philadelphia City	BYBERRY RD	DUNKSFERRY RD	2	Yes	No	No
446	Philadelphia City	CALLOWHIL ST	SEVENTEEN ST	0	Yes	No	No
447	Philadelphia City	CALLOWHIL ST	18TH STREET	0	Yes	No	No
449	Philadelphia City	CALLOWHIL ST	19TH ST	0	Yes	No	No
1266	Philadelphia City	CALLOWHIL ST	SIXTEENTH ST	2	Yes	No	No
1271	Philadelphia City	CALLOWHIL ST	15TH ST	0	Yes	No	No
1090	Philadelphia City	CASTOR AV	CASTOR AV	2	Yes	No	No
1091	Philadelphia City	CASTOR AV	ORTHODOX ST	2	Yes	No	No
1158	Philadelphia City	CECIL B MOORE AV	22ND ST	2	Yes	No	No
1152	Philadelphia City	CECIL B MOORE AVE	5TH ST	2	Yes	No	No
478	Philadelphia City	CEDAR AVE	CEDAR AVE	2	Yes	No	No
1112	Philadelphia City	CHELTEN AVE	GREENE ST	2	Yes	No	No
1173	Philadelphia City	CHESTER AV	49TH ST	2	Yes	No	No
405	Philadelphia City	CHESTNUT HILL AVE	SEMINOLE ST	1	Yes	No	No
1110	Philadelphia City	CLIVEDEN ST	LINCOLN DR	2	Yes	No	No
1131	Philadelphia City	DAUPHIN ST	TWENTYNINTH ST	2	Yes	No	No
1133	Philadelphia City	DAUPHIN ST	SEDGLEY AVE	2	Yes	No	No
1139	Philadelphia City	DAUPHIN ST	12TH ST	0	Yes	No	No
1142	Philadelphia City	DAUPHIN ST	GERMANTOWN AVE	2	Yes	No	No
1143	Philadelphia City	DAUPHIN ST	6TH ST	0	Yes	No	No
1144	Philadelphia City	DAUPHIN ST	5TH ST	2	Yes	No	No
1137	Philadelphia City	DAUPHIN ST	22ND ST	2	Yes	Yes	No
1141	Philadelphia City	DIAMOND ST	12TH ST	2	Yes	No	No
456	Philadelphia City	EIGHTEENTH ST	ARCH ST	2	Yes	No	No
457	Philadelphia City	EIGHTEENTH ST	LOCUST STREET	2	Yes	No	No
1208	Philadelphia City	EIGHTEENTH ST	SPRUCE ST	2	Yes	No	No
1209	Philadelphia City	EIGHTEENTH ST	PINE STREET	2	Yes	No	No
1238	Philadelphia City	ELEVENTH ST	PINE STREET	2	Yes	No	No
1239	Philadelphia City	ELEVENTH ST	SPRUCE ST	2	Yes	No	No
1240	Philadelphia City	ELEVENTH ST	LOCUST STREET	2	Yes	No	No
1272	Philadelphia City	ELEVENTH ST	ELEVENTH ST	2	Yes	No	No
1277	Philadelphia City	ELEVENTH ST	ELEVENTH ST	2	Yes	No	No
1185	Philadelphia City	ENTERPRISE AVE	ISLAND AVE EXTENSION	1	Yes	No	No

**NOTE:**

Land Use: Vacant or Wooded

Crashes: Years 2003 - 2005

Sig Score: 0 = intersection is between 1000' of signal; 1 = intersection is further than 1000' from signal; 2 = intersection has an existing traffic signal

**DVRPC Regional Roundabout Analysis Phase I  
Philadelphia - 334 DRAFT Single Lane Roundabout Candidate Locations**

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	Sig Score	CMP	Land Use	Crashes
1264	Philadelphia City	FIFTEENTH ST	RACE ST	2	Yes	No	No
492	Philadelphia City	FIFTYSECOND ST	JEFFERSON ST	2	Yes	Yes	No
1093	Philadelphia City	FISHER AVE	MASCHER ST	2	Yes	No	No
1125	Philadelphia City	FORD RD	MONUMENT RD	2	Yes	No	No
1174	Philadelphia City	FORTYNINTH ST	WOODLAND AVE	2	Yes	No	No
1082	Philadelphia City	FRANKFORD AV	ARROTT ST	0	Yes	No	No
1083	Philadelphia City	FRANKFORD AV	MARGARET ST	2	Yes	No	No
1148	Philadelphia City	FRANKFORD AV	DAUPHIN ST	2	Yes	No	No
1149	Philadelphia City	FRANKFORD AV	NORRIS ST	2	Yes	No	No
1150	Philadelphia City	FRANKFORD AV	CECIL B MOORE AVE	0	Yes	No	No
1151	Philadelphia City	FRANKFORD AV	OXFORD AVE	0	Yes	No	No
476	Philadelphia City	FRONT ST	BAINBRIDGE ST	0	Yes	No	No
488	Philadelphia City	FRONT ST	MORRIS ST	0	Yes	No	No
1292	Philadelphia City	FRONT ST	SOUTH ST	0	Yes	No	No
1293	Philadelphia City	FRONT ST	LOMBARD ST	0	Yes	No	No
1294	Philadelphia City	FRONT ST	PINE STREET	0	Yes	No	No
1295	Philadelphia City	FRONT ST	DOCK ST	0	Yes	No	No
426	Philadelphia City	GERMANTOWN AVE	SUSQUEHANNA AVE	2	Yes	No	No
1092	Philadelphia City	GODFREY AV	GODFREY AV	2	Yes	No	No
1188	Philadelphia City	GRAYS-FERRY RD	BAINBRIDGE ST	2	Yes	No	No
1113	Philadelphia City	GREENE ST	SCHOOL-HOUSE RD	2	Yes	No	No
1175	Philadelphia City	KINGSSESSING AV	58TH ST	2	Yes	No	No
1164	Philadelphia City	LANCASTER AV	FORTIETH ST	2	Yes	No	No
1166	Philadelphia City	LANCASTER AV	POWELTON AV	2	Yes	No	No
1103	Philadelphia City	LEVERINGTON ST	UMBRIA ST	2	Yes	No	No
1104	Philadelphia City	LEVERINGTON ST	LEVERINGTON ST	2	Yes	No	No
464	Philadelphia City	LOMBARD ST	SEVENTH ST	0	Yes	No	No
465	Philadelphia City	LOMBARD ST	8TH ST	0	Yes	No	No
466	Philadelphia City	LOMBARD ST	NINTH ST	0	Yes	No	No
468	Philadelphia City	LOMBARD ST	13TH ST	0	Yes	No	No
470	Philadelphia City	LOMBARD ST	EIGHTEENTH ST	2	Yes	No	No
471	Philadelphia City	LOMBARD ST	20TH ST	2	Yes	No	No
474	Philadelphia City	LOMBARD ST	SECOND ST (SOUTH BOUND)	0	Yes	No	No

**NOTE:**

Land Use: Vacant or Wooded

Crashes: Years 2003 - 2005

Sig Score: 0 = intersection is between 1000' of signal; 1 = intersection is further than 1000' from signal; 2 = intersection has an existing traffic signal

**DVRPC Regional Roundabout Analysis Phase I  
Philadelphia - 334 DRAFT Single Lane Roundabout Candidate Locations**

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	Sig Score	CMP	Land Use	Crashes
1186	Philadelphia City	LOMBARD ST	23RD ST	2	Yes	No	No
1198	Philadelphia City	LOMBARD ST	21ST ST	2	Yes	No	No
1232	Philadelphia City	LOMBARD ST	12TH ST	2	Yes	No	No
1237	Philadelphia City	LOMBARD ST	ELEVENTH ST	2	Yes	No	No
1289	Philadelphia City	LOMBARD ST	SECOND ST (NORTH BOUND)	0	Yes	No	No
420	Philadelphia City	LUZERNE ST	RISING-SUN AV	0	Yes	No	No
421	Philadelphia City	LUZERNE ST	AMERICAN ST	1	Yes	No	No
419	Philadelphia City	MANHEIM ST	GREENE ST	0	Yes	No	No
1120	Philadelphia City	MIDVALE AV	FOX ST	2	Yes	No	No
487	Philadelphia City	MORRIS ST	5TH ST	0	Yes	No	No
1176	Philadelphia City	MORRIS ST	21ST ST	0	Yes	No	No
1182	Philadelphia City	MORRIS ST	PASSYUNK AVE	2	Yes	No	No
407	Philadelphia City	MT PLEASANT AVE	THOURON AVE	2	Yes	No	No
418	Philadelphia City	NEDRO ST	N 11TH ST	1	Yes	No	No
443	Philadelphia City	NINTH ST	RIDGE AVE	0	Yes	No	No
461	Philadelphia City	NINTH ST	LOCUST STREET	0	Yes	No	No
1242	Philadelphia City	NINTH ST	PINE STREET	2	Yes	No	No
1243	Philadelphia City	NINTH ST	SPRUCE ST	2	Yes	No	No
437	Philadelphia City	OXFORD AVE	THIRD STREET	0	Yes	No	No
1156	Philadelphia City	OXFORD AVE	12TH ST	0	Yes	No	No
438	Philadelphia City	OXFORD AVE	CADWALLADER ST	0	Yes	Yes	No
409	Philadelphia City	PINE RD	MORELAND RD	1	Yes	No	No
410	Philadelphia City	PINE RD	ALBURGER AVE	1	Yes	No	No
411	Philadelphia City	PINE RD	MOREDUN RD	0	Yes	No	No
412	Philadelphia City	PINE RD	BLOOMFIELD AVE	2	Yes	No	No
417	Philadelphia City	PINE RD	SHADY LN	1	Yes	Yes	No
1227	Philadelphia City	PINE STREET	13TH ST	2	Yes	No	No
1284	Philadelphia City	PINE STREET	3RD ST	2	Yes	No	No
1287	Philadelphia City	PINE STREET	SECOND ST (SOUTH BOUND)	0	Yes	No	No
1288	Philadelphia City	PINE STREET	SECOND ST	0	Yes	No	No
431	Philadelphia City	POPLAR ST	29TH ST	2	Yes	No	No
477	Philadelphia City	POWERLTON AV	FORTIETH ST	2	Yes	No	No
1167	Philadelphia City	POWERLTON AV	32ND ST	0	Yes	No	No

**NOTE:**

Land Use: Vacant or Wooded

Crashes: Years 2003 - 2005

Sig Score: 0 = intersection is between 1000' of signal; 1 = intersection is further than 1000' from signal; 2 = intersection has an existing traffic signal

**DVRPC Regional Roundabout Analysis Phase I  
Philadelphia - 334 DRAFT Single Lane Roundabout Candidate Locations**

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	Sig Score	CMP	Land Use	Crashes
1254	Philadelphia City	RACE ST	21ST ST	2	Yes	No	No
1256	Philadelphia City	RACE ST	20TH ST	2	Yes	No	No
1261	Philadelphia City	RACE ST	19TH ST	2	Yes	No	No
1262	Philadelphia City	RACE ST	EIGHTEENTH ST	2	Yes	No	No
1263	Philadelphia City	RACE ST	SEVENTEEN ST	2	Yes	No	No
1299	Philadelphia City	RACE ST	NINTH ST	2	Yes	No	No
1300	Philadelphia City	RACE ST	TENTH ST	2	Yes	No	No
1305	Philadelphia City	RACE ST	SEVENTH ST	2	Yes	No	No
489	Philadelphia City	RAMP RD	WATER STREET	0	Yes	No	No
1073	Philadelphia City	RHAWN ST	VERREE RD	2	Yes	No	No
1074	Philadelphia City	RHAWN ST	ALGON AV	2	Yes	No	No
1163	Philadelphia City	RICHMOND ST	LEHIGH AV	2	Yes	No	No
398	Philadelphia City	RIDGE AV	SHAWMONT AVE	2	Yes	No	No
427	Philadelphia City	RIDGE AV	TWENTYNINTH ST	2	Yes	No	No
430	Philadelphia City	RIDGE AV	OXFORD AVE	2	Yes	No	No
1105	Philadelphia City	RIDGE AV	GREEN LANE	2	Yes	No	No
1106	Philadelphia City	RIDGE AV	ROXBOROUGH AVE	2	Yes	No	No
1107	Philadelphia City	RIDGE AV	HERMIT STREET	2	Yes	No	No
1108	Philadelphia City	RIDGE AV	MANAYUNK AVE	2	Yes	No	No
1157	Philadelphia City	RIDGE AV	22ND ST	2	Yes	No	No
1159	Philadelphia City	RIDGE AV	CECIL B MOORE AV	2	Yes	No	No
1160	Philadelphia City	RIDGE AV	POPLAR ST	2	Yes	No	No
1280	Philadelphia City	RIDGE AV	12TH ST	2	Yes	No	No
1130	Philadelphia City	RIDGE AV	DAUPHIN ST	2	Yes	Yes	No
1279	Philadelphia City	RIDGE AVE	ELEVENTH ST	2	Yes	No	No
1081	Philadelphia City	RISING SUN AV	LEVICK ST	2	Yes	No	No
422	Philadelphia City	RISINGSUN AV	GERMANTOWN AVE	0	Yes	No	No
1207	Philadelphia City	RITTENHOUSE SQ SOUTH	19H ST	0	Yes	No	No
1111	Philadelphia City	RITTENHOUSE ST	GREENE ST	2	Yes	No	No
399	Philadelphia City	ROXBOROUGH AVE	MANAYUNK AVE	1	Yes	No	No
423	Philadelphia City	SECOND ST	INDIANA AVE	2	Yes	No	No
425	Philadelphia City	SECOND ST	SOMERSET ST	0	Yes	No	No
433	Philadelphia City	SECOND ST	SUSQUEHANNA AVE	2	Yes	No	No

**NOTE:**

Land Use: Vacant or Wooded

Crashes: Years 2003 - 2005

Sig Score: 0 = intersection is between 1000' of signal; 1 = intersection is further than 1000' from signal; 2 = intersection has an existing traffic signal

**DVRPC Regional Roundabout Analysis Phase I  
Philadelphia - 334 DRAFT Single Lane Roundabout Candidate Locations**

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	Sig Score	CMP	Land Use	Crashes
435	Philadelphia City	SECOND ST	CECIL B MOORE AVE	2	Yes	No	No
440	Philadelphia City	SECOND ST	POPLAR ST	0	Yes	No	No
441	Philadelphia City	SECOND ST	RAMP RD	2	Yes	No	No
1286	Philadelphia City	SECOND ST	SPRUCE ST	0	Yes	No	No
434	Philadelphia City	SECOND ST	OXFORD AVE	0	Yes	Yes	No
1134	Philadelphia City	SEDGLEY AVE	YORK ST	2	Yes	Yes	No
458	Philadelphia City	SEVENTEEN ST	LOCUST STREET	2	Yes	No	No
469	Philadelphia City	SEVENTEEN ST	LOMBARD ST	2	Yes	No	No
1212	Philadelphia City	SEVENTEEN ST	PINE STREET	2	Yes	No	No
1213	Philadelphia City	SEVENTEEN ST	SPRUCE ST	2	Yes	No	No
463	Philadelphia City	SEVENTH ST	LOCUST STREET	0	Yes	No	No
1246	Philadelphia City	SEVENTH ST	PINE STREET	2	Yes	No	No
1247	Philadelphia City	SEVENTH ST	SPRUCE ST	2	Yes	No	No
1297	Philadelphia City	SEVENTH ST	RAMP RD	2	Yes	No	No
1214	Philadelphia City	SIXTEENTH ST	SPRUCE ST	2	Yes	No	No
1215	Philadelphia City	SIXTEENTH ST	LOCUST STREET	2	Yes	No	No
1216	Philadelphia City	SIXTEENTH ST	LOMBARD ST	2	Yes	No	No
1217	Philadelphia City	SIXTEENTH ST	SOUTH ST	2	Yes	No	No
1223	Philadelphia City	SIXTEENTH ST	PINE STREET	2	Yes	No	No
1224	Philadelphia City	SIXTEENTH ST	BAINBRIDGE ST	0	Yes	No	No
1184	Philadelphia City	SIXTYTHIRD ST	BUIST AVE	2	Yes	No	No
1190	Philadelphia City	SOUTH ST	22ND ST	2	Yes	No	No
1199	Philadelphia City	SOUTH ST	21ST ST	2	Yes	No	No
1201	Philadelphia City	SOUTH ST	19H ST	2	Yes	No	No
1202	Philadelphia City	SOUTH ST	20TH ST	2	Yes	No	No
1210	Philadelphia City	SOUTH ST	EIGHTEENTH ST	2	Yes	No	No
1211	Philadelphia City	SOUTH ST	SEVENTEEN ST	2	Yes	No	No
1226	Philadelphia City	SOUTH ST	13TH ST	2	Yes	No	No
1233	Philadelphia City	SOUTH ST	12TH ST	2	Yes	No	No
1236	Philadelphia City	SOUTH ST	ELEVENTH ST	2	Yes	No	No
1248	Philadelphia City	SOUTH ST	TENTH ST	2	Yes	No	No
1249	Philadelphia City	SOUTH ST	NINTH ST	2	Yes	No	No
1250	Philadelphia City	SOUTH ST	8TH ST	2	Yes	No	No

**NOTE:**

Land Use: Vacant or Wooded

Crashes: Years 2003 - 2005

Sig Score: 0 = intersection is between 1000' of signal; 1 = intersection is further than 1000' from signal; 2 = intersection has an existing traffic signal

**DVRPC Regional Roundabout Analysis Phase I  
Philadelphia - 334 DRAFT Single Lane Roundabout Candidate Locations**

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	Sig Score	CMP	Land Use	Crashes
1251	Philadelphia City	SOUTH ST	SEVENTH ST	2	Yes	No	No
1282	Philadelphia City	SOUTH ST	4RD ST	2	Yes	No	No
1283	Philadelphia City	SOUTH ST	3RD ST	2	Yes	No	No
1290	Philadelphia City	SOUTH ST	SECOND ST (NORTH BOUND)	0	Yes	No	No
1291	Philadelphia City	SOUTH ST	SECOND ST (SOUTH BOUND)	0	Yes	No	No
481	Philadelphia City	SPRINGFIELD ST	49TH ST	2	Yes	No	No
482	Philadelphia City	SPRINGFIELD ST	52ND ST	2	Yes	No	No
1168	Philadelphia City	SPRUCE ST	57TH ST	2	Yes	No	No
1169	Philadelphia City	SPRUCE ST	44TH ST	2	Yes	No	No
1170	Philadelphia City	SPRUCE ST	FORTY-THI ST	2	Yes	No	No
1171	Philadelphia City	SPRUCE ST	42ND ST	2	Yes	No	No
1172	Philadelphia City	SPRUCE ST	FORTIETH ST	2	Yes	No	No
1281	Philadelphia City	SPRUCE ST	4RD ST	2	Yes	No	No
1285	Philadelphia City	SPRUCE ST	3RD ST	2	Yes	No	No
1128	Philadelphia City	STRAWBERRY BRIDGE	WEST-RIVER DRIVE	1	Yes	No	No
1086	Philadelphia City	TACONY ST	MARGARET ST	2	Yes	No	No
1179	Philadelphia City	TASKER ST	5TH ST	0	Yes	No	No
1181	Philadelphia City	TASKER ST	PASSYUNK AVE	2	Yes	No	No
444	Philadelphia City	TENTH ST	RIDGE AVE	2	Yes	No	No
460	Philadelphia City	TENTH ST	LOCUST STREET	0	Yes	No	No
467	Philadelphia City	TENTH ST	LOMBARD ST	0	Yes	No	No
1241	Philadelphia City	TENTH ST	SPRUCE ST	2	Yes	No	No
1278	Philadelphia City	TENTH ST	TENTH ST	2	Yes	No	No
436	Philadelphia City	THIRD STREET	CECIL B MOORE AVE	0	Yes	No	No
424	Philadelphia City	THIRD STREET	SOMERSET ST	0	Yes	Yes	No
432	Philadelphia City	THIRD STREET	SUSQUEHANNA AVE	0	Yes	Yes	No
1165	Philadelphia City	THIRTYEIGHTH ST	SPRING GARDEN ST	2	Yes	No	No
406	Philadelphia City	THOURON AVE	IVY HILL RD	0	Yes	No	No
413	Philadelphia City	TORRESDALE AV	TYSON AV	2	Yes	No	No
414	Philadelphia City	TORRESDALE AV	PRINCETON AV	2	Yes	No	No
415	Philadelphia City	TORRESDALE AV	LONGSHORE AVE	2	Yes	No	No
1079	Philadelphia City	TORRESDALE AV	ASHBURNER ST	2	Yes	No	No
1080	Philadelphia City	TORRESDALE AV	RHAWN ST	2	Yes	No	No

**NOTE:**

Land Use: Vacant or Wooded

Crashes: Years 2003 - 2005

Sig Score: 0 = intersection is between 1000' of signal; 1 = intersection is further than 1000' from signal; 2 = intersection has an existing traffic signal

**DVRPC Regional Roundabout Analysis Phase I  
Philadelphia - 334 DRAFT Single Lane Roundabout Candidate Locations**

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	Sig Score	CMP	Land Use	Crashes
1084	Philadelphia City	TORRESDALE AV	ORTHODOX ST	2	Yes	No	No
1085	Philadelphia City	TORRESDALE AV	MARGARET ST	2	Yes	No	No
1088	Philadelphia City	TORRESDALE AV	ADAMS AV AND TACONY ST	2	Yes	No	No
1126	Philadelphia City	TORRESDALE AV	COMLY ST	2	Yes	No	No
1127	Philadelphia City	TORRESDALE AV	BRIDGE ST	2	Yes	No	No
416	Philadelphia City	TREVOSE RD	SOUTHAMPTON RD	1	Yes	No	No
1099	Philadelphia City	TULPENHOCKEN AVE	OGONTZ AVE	2	Yes	No	No
428	Philadelphia City	TWENTYNINTH ST	CECIL B MOORE AVE	2	Yes	No	No
429	Philadelphia City	TWENTYNINTH ST	OXFORD AVE	2	Yes	No	No
1132	Philadelphia City	TWENTYNINTH ST	DIAMOND ST	2	Yes	No	No
396	Philadelphia City	UMBRIA ST	DOMINO LANE	1	Yes	No	No
1100	Philadelphia City	UPSAL ST	THOURON AVE	2	Yes	No	No
397	Philadelphia City	VALLEY AVE	DOMINO LANE	1	Yes	No	No
445	Philadelphia City	VINE ST	NINTH ST	2	Yes	No	No
1267	Philadelphia City	VINE ST	FRANKLINTOWN BLVD	2	Yes	No	No
1268	Philadelphia City	VINE ST	SIXTEENTH ST	2	Yes	No	No
1269	Philadelphia City	VINE ST	SIXTEENTH ST	2	Yes	No	No
1270	Philadelphia City	VINE ST	15TH ST	2	Yes	No	No
1298	Philadelphia City	VINE ST	NINTH ST	0	Yes	No	No
490	Philadelphia City	WARFIELD ST	MOORE ST	1	Yes	No	No
1114	Philadelphia City	WAYNE AV	SCHOOL HOUSE RD	2	Yes	No	No
1115	Philadelphia City	WAYNE AV	CHELTEN AVE	2	Yes	No	No
480	Philadelphia City	WHITBY AV	52ND ST	2	Yes	No	No
483	Philadelphia City	WHITBY AV	57TH STREET	2	Yes	No	No
484	Philadelphia City	WHITBY AV	58TH ST	2	Yes	No	No
1076	Philadelphia City	WILLITS RD	ASHTON RD	0	Yes	No	No
1077	Philadelphia City	WILLITS RD	ASHTON RD	2	Yes	No	No
1078	Philadelphia City	WILLITS RD	WELSH RD	2	Yes	No	No
404	Philadelphia City	WILLOW GROVE AVE	ST MARTINS LANE	1	Yes	No	No
400	Philadelphia City	WISSAHICKON AV	ALLENS LN	1	Yes	No	No
1109	Philadelphia City	WISSAHICKON AV	CLIVEDEN ST	2	Yes	No	No
1117	Philadelphia City	WISSAHICKON AV	CHELTEN AVE	2	Yes	No	No
1118	Philadelphia City	WISSAHICKON AV	SCHOOL HOUSE RD	2	Yes	No	No

**NOTE:**

Land Use: Vacant or Wooded

Crashes: Years 2003 - 2005

Sig Score: 0 = intersection is between 1000' of signal; 1 = intersection is further than 1000' from signal; 2 = intersection has an existing traffic signal

**DVRPC Regional Roundabout Analysis Phase I  
Philadelphia - 334 DRAFT Single Lane Roundabout Candidate Locations**

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	Sig Score	CMP	Land Use	Crashes
1119	Philadelphia City	WISSAHICKON AV	MIDVALE AV	2	Yes	No	No
1121	Philadelphia City	WISSAHICKON AV	MANHEIM ST	2	Yes	No	No
1116	Philadelphia City	WISSAHICKON AV	RITTENHOUSE ST	2	Yes	Yes	No
439	Philadelphia City		CADWALLADER ST	2	Yes	No	No

**NOTE:**

Land Use: Vacant or Wooded

Crashes: Years 2003 - 2005

Sig Score: 0 = intersection is between 1000' of signal; 1 = intersection is further than 1000' from signal; 2 = intersection has an existing traffic signal



**Burlington County  
DVRPC Candidate Locations**

**DVRPC Regional Roundabout Analysis Phase I  
Burlington County - 98 DRAFT Single Lane Roundabout Candidate Locations**

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	CMP	Land Use	Crashes
100	Bass River Twp	US 9	ROUTE 542	No	No	No
101	Bass River Twp	US 9	SOUTH MAPLE AV	Yes	No	No
54	Bordentown City	ROUTE 545	ROUTE 528	Yes	No	No
55	Bordentown City	ROUTE 545	W BURLINGTON AVE	Yes	No	No
56	Bordentown City	BURLINGTON COUNTY 662	W BURLINGTON AVE	Yes	No	No
57	Bordentown City	BURLINGTON COUNTY 662	ROUTE 545	Yes	No	No
58	Bordentown City	BURLINGTON COUNTY 662	PARK ST	Yes	No	No
130	Bordentown Twp	BURLINGTON COUNTY 660	ROUTE 545	Yes	No	Yes
188	Burlington City	HIGH ST	HIGH ST	Yes	No	No
187	Burlington Twp	BURLINGTON COUNTY 656	BURLINGTON COUNTY 658	Yes	Yes	No
552	Burlington Twp	FOUNTAIN AVE	BURLINGTON COUNTY 660	Yes	No	No
553	Burlington Twp	NECK RD	ROUTE 543	Yes	No	No
131	Chesterfield Twp	BURLINGTON COUNTY 660	ROUTE 528	No	No	No
132	Chesterfield Twp	ROUTE 528		No	No	No
205	Cinnaminson Twp	W MILL RD	PARK AVE	Yes	No	No
206	Cinnaminson Twp	BURLINGTON COUNTY 607	BURLINGTON COUNTY 608	Yes	No	No
207	Cinnaminson Twp	BURLINGTON COUNTY 603	BURLINGTON COUNTY 606	Yes	No	No
3	Delanco Twp	BURLINGTON COUNTY 624	BURLINGTON COUNTY 625	Yes	No	No
5	Delran Twp	HAINES MILL RD	CONROW RD	No	No	No
6	Eastampton Twp	BURLINGTON COUNTY 621	BURLINGTON COUNTY 684	Yes	No	No
208	Eastampton Twp	BURLINGTON COUNTY 630	ROUTE 537	Yes	No	No
1	Edgewater Park Twp	BURLINGTON COUNTY 624	BRIDGEBORO RD	Yes	No	No
2	Edgewater Park Twp	BRIDGEBORO RD	BURLINGTON COUNTY 625	Yes	No	No
200	Edgewater Park Twp	BURLINGTON COUNTY 624	BURLINGTON COUNTY 626	Yes	Yes	No
129	Evesham Twp	BURLINGTON COUNTY 619	ELMWOOD RD	Yes	No	No
439	Evesham Twp	BURLINGTON COUNTY 618	ELMWOOD RD	Yes	Yes	No
189	Fieldsboro Boro	BURLINGTON COUNTY 662	WASHINGTON ST	Yes	No	No
190	Florence Twp	BURLINGTON COUNTY 660	ROUTE 543	No	No	No
191	Florence Twp	BURLINGTON COUNTY 656	HORNBERGER AVE	Yes	No	No
554	Florence Twp	BURLINGTON COUNTY 660	BURLINGTON COUNTY 656	Yes	Yes	No

**NOTE:**

Land Use = Vacant or Wooded

Crashes = Years 2003 - 2005

**DVRPC Regional Roundabout Analysis Phase I  
Burlington County - 98 DRAFT Single Lane Roundabout Candidate Locations**

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	CMP	Land Use	Crashes
237	Hainesport Twp	ROUTE 537	BURLINGTON COUNTY 674	Yes	No	No
238	Hainesport Twp	BURLINGTON COUNTY 636	BURLINGTON COUNTY 674	No	No	No
19	Lumberton Twp	BURLINGTON COUNTY 636	BURLINGTON COUNTY 612	No	No	No
192	Mansfield Twp	ROUTE 543	BURLINGTON COUNTY 656	Yes	No	No
193	Mansfield Twp	BURLINGTON COUNTY 628	ROUTE 543	Yes	No	No
194	Mansfield Twp	ROUTE 543	MT PLEASANT RD	No	No	No
195	Mansfield Twp	ROUTE 545	ROUTE 543	Yes	Yes	No
339	Medford Twp	BURLINGTON COUNTY 616	ROUTE 541	Yes	Yes	No
340	Medford Twp	BURLINGTON COUNTY 616	HARTFORD RD	No	No	No
209	Moorestown Twp	BURLINGTON COUNTY 603	BURLINGTON COUNTY 614	No	No	No
210	Moorestown Twp	BURLINGTON COUNTY 603	NEW ALBANY RD	No	No	No
211	Moorestown Twp	ROUTE 537	NEW ALBANY RD	Yes	No	No
212	Moorestown Twp	NEW ALBANY RD	BURLINGTON COUNTY 607	Yes	No	No
213	Moorestown Twp	BURLINGTON COUNTY 614	HAINES MILL RD	No	Yes	No
214	Moorestown Twp	BURLINGTON COUNTY 613	BURLINGTON COUNTY 614	No	No	No
215	Moorestown Twp	BURLINGTON COUNTY 603	BURLINGTON COUNTY 613	Yes	No	No
216	Moorestown Twp	BURLINGTON COUNTY 603	NEW ALBANY RD	No	No	No
217	Moorestown Twp	BURLINGTON COUNTY 607	ROUTE 537	Yes	No	No
218	Moorestown Twp	ROUTE 537	BURLINGTON COUNTY 603	Yes	No	No
219	Moorestown Twp	BURLINGTON COUNTY 636	BURLINGTON COUNTY 615	No	No	No
220	Moorestown Twp	BURLINGTON COUNTY 686	BURLINGTON COUNTY 615	Yes	Yes	No
221	Moorestown Twp	CENTRETON RD	BURLINGTON COUNTY 686	Yes	Yes	No
222	Moorestown Twp	ROUTE 537	CENTRETON RD	Yes	Yes	No
223	Moorestown Twp	BURLINGTON COUNTY 614	BURLINGTON COUNTY 615	Yes	Yes	No
224	Moorestown Twp	BURLINGTON COUNTY 608	BURLINGTON COUNTY 611	Yes	No	No
225	Mount Holly Twp	BURLINGTON COUNTY 630	BURLINGTON COUNTY 628	Yes	No	No
226	Mount Holly Twp	ROUTE 537	BURLINGTON COUNTY 617	Yes	No	No
227	Mount Holly Twp	BURLINGTON COUNTY 691	ROUTE 537	Yes	No	No
10	Mount Laurel Twp	UNION MILL RD	ARK RD	No	No	No
228	Mount Laurel Twp	BURLINGTON COUNTY 635	FR CO 636 CREEK RD to I-295 SB	Yes	No	No

**NOTE:**

Land Use = Vacant or Wooded

Crashes = Years 2003 - 2005

**DVRPC Regional Roundabout Analysis Phase I  
Burlington County - 98 DRAFT Single Lane Roundabout Candidate Locations**

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	CMP	Land Use	Crashes
229	Mount Laurel Twp	BURLINGTON COUNTY 635	BURLINGTON COUNTY 636	Yes	No	No
230	Mount Laurel Twp	BURLINGTON COUNTY 686	ROUTE 537	Yes	No	No
231	Mount Laurel Twp	UNION MILL RD	BURLINGTON COUNTY 612	No	No	No
232	Mount Laurel Twp	UNION MILL RD	BURLINGTON COUNTY 603	No	Yes	No
233	Mount Laurel Twp	UNION MILL RD	BURLINGTON COUNTY 686	No	Yes	No
234	Mount Laurel Twp	BURLINGTON COUNTY 612	BURLINGTON COUNTY 674	No	Yes	No
235	Mount Laurel Twp	BURLINGTON COUNTY 603	BURLINGTON COUNTY 674	No	No	No
236	Mount Laurel Twp	BURLINGTON COUNTY 674	BURLINGTON COUNTY 686	No	No	No
4	New Hanover Twp	BURLINGTON COUNTY 616	BURLINGTON COUNTY 667	No	No	No
201	New Hanover Twp	BURLINGTON COUNTY 669	PEMBERTON-POINTVILLE RD	No	Yes	No
202	New Hanover Twp	ROUTE 545	PEMBERTON-POINTVILLE RD	No	No	No
133	North Hanover Twp	ROUTE 528	BURLINGTON COUNTY 665	No	No	No
134	North Hanover Twp	BURLINGTON COUNTY 665	BURLINGTON COUNTY 666	No	No	No
135	North Hanover Twp	BURLINGTON COUNTY 616	BURLINGTON COUNTY 665	No	No	No
440	North Hanover Twp	BURLINGTON COUNTY 665	ROUTE 537	No	No	No
441	North Hanover Twp	ROUTE 537	ROUTE 528	No	No	No
23	Pemberton Boro	BURLINGTON COUNTY 616	BURLINGTON COUNTY 687	Yes	No	No
7	Pemberton Twp	BURLINGTON COUNTY 616	BURLINGTON COUNTY 668	Yes	No	Yes
8	Pemberton Twp	BURLINGTON COUNTY 630	BURLINGTON COUNTY 616	No	No	No
9	Pemberton Twp	BURLINGTON COUNTY 645	BURLINGTON COUNTY 646	No	No	No
156	Shamong Twp	ROUTE 534	ROUTE 541	No	No	No
157	Shamong Twp	BURLINGTON COUNTY 620	ROUTE 534	No	No	No
20	Southampton Twp	BURLINGTON COUNTY 616	BURLINGTON COUNTY 681	No	No	No
21	Southampton Twp	BURLINGTON COUNTY 616	BURLINGTON COUNTY 681	Yes	No	No
22	Southampton Twp	RIDGE RD	RETREAT RD	No	No	No
0	Springfield Twp	ROUTE 537	BURLINGTON COUNTY 670	No	Yes	No
196	Springfield Twp	BURLINGTON COUNTY 660	NECK RD	Yes	No	No
197	Springfield Twp	NJ 68	ROUTE 537	Yes	Yes	No
198	Springfield Twp	ROUTE 537	BURLINGTON COUNTY 669	Yes	Yes	No
199	Springfield Twp	NJ 68	SAYLORS POND RD	Yes	Yes	No

**NOTE:**

Land Use = Vacant or Wooded

Crashes = Years 2003 - 2005

**DVRPC Regional Roundabout Analysis Phase I  
Burlington County - 98 DRAFT Single Lane Roundabout Candidate Locations**

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	CMP	Land Use	Crashes
85	Tabernacle Twp	BURLINGTON COUNTY 648	ROUTE 532	No	No	No
102	Washington Twp	BURLINGTON COUNTY 679	ROUTE 563	No	Yes	No
103	Washington Twp	ROUTE 542	ROUTE 563	No	No	No
104	Washington Twp	ROUTE 542	ROUTE 563	No	Yes	No
203	Westampton Twp	BURLINGTON COUNTY 630	BURLINGTON COUNTY 637	Yes	No	No
62	Woodland Twp	ROUTE 532	ROUTE 563	No	No	No
63	Woodland Twp	ROUTE 532	ROUTE 563	No	No	No
204	Wrightstown Boro	BURLINGTON COUNTY 616	SAYLORS POND RD	Yes	No	No

**NOTE:**  
Land Use = Vacant or Wooded  
Crashes = Years 2003 - 2005



**Camden County  
DVRPC Candidate Locations**

**DVRPC Regional Roundabout Analysis Phase I  
Camden County - 202 DRAFT Single Lane Roundabout Candidate Locations**

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	CMP	Land Use	Crashes
73	Audubon Boro	CAMDEN COUNTY 744	W GRAISBURY AVE	Yes	No	No
74	Audubon Boro	W GRAISBURY AVE	EDGEWOOD AVE	Yes	No	No
356	Audubon Boro	W GRAISBURY AVE	CAMDEN COUNTY 653	Yes	No	No
357	Audubon Boro	CAMDEN COUNTY 643	CAMDEN COUNTY 647	Yes	No	No
358	Audubon Boro	CAMDEN COUNTY 647	E NICHOLSON AVE	Yes	No	No
359	Audubon Boro	CAMDEN COUNTY 744	MERCHANT AVE	Yes	No	No
75	Audubon Boro	CAMDEN COUNTY 660	W GRAISBURY AVE	Yes	Yes	No
83	Barrington Boro	AUSTIN AVE	4TH AVE	Yes	No	No
84	Barrington Boro	CAMDEN COUNTY 653	AUSTIN AVE	Yes	No	No
368	Barrington Boro	CAMDEN COUNTY 659	NJ 41	Yes	No	No
369	Barrington Boro	NJ 41	CAMDEN COUNTY 653	Yes	No	No
370	Barrington Boro	CAMDEN COUNTY 659	AUSTIN AVE	Yes	No	No
375	Bellmawr Boro	CAMDEN COUNTY 659	4TH AVE	Yes	No	No
376	Bellmawr Boro	CAMDEN COUNTY 659	S BELL RD	Yes	No	No
377	Bellmawr Boro	CAMDEN COUNTY 659	CAMDEN COUNTY 753	Yes	No	No
378	Bellmawr Boro	CAMDEN COUNTY 753	S BELL RD	Yes	No	No
379	Bellmawr Boro	CAMDEN COUNTY 753	PARK DR	Yes	No	No
328	Berlin Boro	ROUTE 561	CAMDEN COUNTY 720	Yes	No	No
326	Berlin Twp	CAMDEN COUNTY 692	BETHEL AVE	Yes	No	No
24	Camden City	PARK BLVD	EUCLID AVE	Yes	No	No
25	Camden City	S 9TH ST	CARL MILLER BLVD	Yes	No	No
26	Camden City	S 9TH ST	CHELTON AVE	Yes	No	No
27	Camden City	S 4TH ST	CHELTON AVE	Yes	No	No
28	Camden City	ATLANTIC AVE	S 4TH ST	Yes	No	No
29	Camden City	ATLANTIC AVE	fr Atlantic Av to I 676 SB	Yes	No	No
30	Camden City	CHESTNUT ST	S 7TH ST	Yes	No	No
31	Camden City	S 4TH ST	CHESTNUT ST	Yes	No	No
32	Camden City	S 4TH ST	PINE ST	Yes	No	No
33	Camden City	ML KING BLVD	S 4TH ST	Yes	No	No
34	Camden City	BENSON AVE	S 7TH ST	Yes	No	No

**NOTE:**

Land Use = Vacant or Wooded

Crashes = Years 2003 - 2005



**DVRPC Regional Roundabout Analysis Phase I  
Camden County - 202 DRAFT Single Lane Roundabout Candidate Locations**

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	CMP	Land Use	Crashes
35	Camden City	CAMDEN COUNTY 740 SECONDARY	PINE ST	Yes	No	No
36	Camden City	ERIE ST	N 7TH ST	Yes	No	No
37	Camden City	ERIE ST	9TH ST	Yes	No	No
38	Camden City	ERIE ST	N 2ND ST	Yes	No	No
39	Camden City	HARRISON AVE	22ND ST	Yes	No	No
40	Camden City	HARRISON AVE	CAMBRIDGE ST	Yes	No	No
43	Camden City	LINE STREET	HILLSIDE AV	Yes	No	No
253	Camden City	CAMDEN COUNTY 603	S 9TH ST	Yes	No	No
254	Camden City	ATLANTIC AVE	S 9TH ST	Yes	No	No
255	Camden City	CAMDEN COUNTY 607	S 4TH ST	Yes	No	No
256	Camden City	S 4TH ST	CAMDEN COUNTY 604	Yes	No	No
257	Camden City	S 2ND ST	PINE ST	Yes	No	No
258	Camden City	S 2ND ST	COOPER ST	Yes	No	No
259	Camden City	N 3RD ST	COOPER ST	Yes	No	No
260	Camden City	DELAWARE AVE	COOPER ST	Yes	No	No
261	Camden City	S 2ND ST	LINDEN ST	Yes	No	No
262	Camden City	N 5TH ST	COOPER ST	Yes	No	No
263	Camden City	CAMDEN COUNTY 601	STATE ST	Yes	No	No
264	Camden City	CAMDEN COUNTY 601	N 7TH ST	Yes	No	No
265	Camden City	ROUTE 537	ROUTE 543	Yes	No	No
266	Camden City	ROUTE 537	S 10TH ST	Yes	No	No
268	Camden City	CAMDEN COUNTY 601	ROUTE 543	Yes	No	No
271	Camden City	CAMDEN COUNTY 609	CAMDEN COUNTY 608	Yes	No	No
273	Camden City	CAMDEN COUNTY 601	ROSEMONT AVE	Yes	No	No
274	Camden City	CAMDEN COUNTY 609	LINE STREET	Yes	No	No
275	Camden City	ROUTE 537	DUDLEY RD	Yes	No	No
276	Camden City	ROUTE 537	SAUNDERS ST	Yes	No	No
277	Camden City	CAMDEN COUNTY 610	SAUNDERS ST	Yes	No	No
278	Camden City	LINE STREET	GARFIELD AVE	Yes	No	No
279	Camden City	ROUTE 537	CAMDEN COUNTY 611	Yes	No	No

**NOTE:**

Land Use = Vacant or Wooded

Crashes = Years 2003 - 2005

**DVRPC Regional Roundabout Analysis Phase I  
Camden County - 202 DRAFT Single Lane Roundabout Candidate Locations**

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	CMP	Land Use	Crashes
280	Camden City	ROUTE 537	FR CO 537 WB TO CO 537 WB	Yes	No	No
281	Camden City	CAMDEN COUNTY 610	CAMDEN COUNTY 611	Yes	No	No
41	Camden City	HARRISON AVE	LOIS AVE	Yes	Yes	No
42	Camden City	CLEVELAND AVE	LOIS AVE	Yes	Yes	No
272	Camden City	CAMDEN COUNTY 601	CAMDEN COUNTY 608	No	No	Yes
267	Camden City	CAMDEN COUNTY 601	HARRISON AVE	Yes	No	Yes
269	Camden City	CAMDEN COUNTY 601	ROUTE 537	Yes	No	Yes
270	Camden City	CAMDEN COUNTY 609	CAMDEN COUNTY 610	Yes	No	Yes
148	Cherry Hill Twp	MORRIS DR	HEARTWOOD RD	Yes	No	No
149	Cherry Hill Twp	BROWNING LA	S WOODLEIGH DR	Yes	No	No
150	Cherry Hill Twp	KINGSTON DR	CHELTON PKWY	Yes	No	No
151	Cherry Hill Twp	COVERED BRIDGE RD	MUNN LA W	Yes	No	No
152	Cherry Hill Twp	CHAPEL AV	KINGSTON DR	Yes	No	No
153	Cherry Hill Twp	CAMDEN COUNTY 674	N BIRCHWOOD PARK DR	Yes	No	No
154	Cherry Hill Twp	CAMDEN COUNTY 674	S BIRCHWOOD PARK DR	Yes	No	No
155	Cherry Hill Twp	OLD ORCHARD RD	RABBIT RUN RD	Yes	No	No
465	Cherry Hill Twp	CAMDEN COUNTY 673	MORRIS DR	Yes	No	No
468	Cherry Hill Twp	CAMDEN COUNTY 671	PEARL CROFT RD	Yes	No	No
469	Cherry Hill Twp	CAMDEN COUNTY 671	COVERED BRIDGE RD	Yes	No	No
470	Cherry Hill Twp	CAMDEN COUNTY 671	BROWNING LA	Yes	No	No
471	Cherry Hill Twp	CAMDEN COUNTY 671	CAMDEN COUNTY 672	Yes	No	No
473	Cherry Hill Twp	CAMDEN COUNTY 675	RABBIT RUN RD	Yes	No	No
474	Cherry Hill Twp	CAMDEN COUNTY 675	OLD ORCHARD RD	Yes	No	No
475	Cherry Hill Twp	CAMDEN COUNTY 675	MARLOWE RD	Yes	No	No
476	Cherry Hill Twp	CAMDEN COUNTY 626	CHERRY HILL BLVD	Yes	No	No
466	Cherry Hill Twp	CAMDEN COUNTY 670	WALT WHITMAN BLVD	Yes	Yes	No
467	Cherry Hill Twp	CAMDEN COUNTY 671	CAMDEN COUNTY 675	Yes	No	Yes
472	Cherry Hill Twp	CAMDEN COUNTY 671	HEARTWOOD RD	Yes	No	Yes
111	Chesilhurst Boro	CAMDEN COUNTY 718	CAMDEN COUNTY 680	No	No	No
327	Clementon Boro	ROUTE 534	CAMDEN COUNTY 733	Yes	No	No

**NOTE:**

Land Use = Vacant or Wooded

Crashes = Years 2003 - 2005

**DVRPC Regional Roundabout Analysis Phase I  
Camden County - 202 DRAFT Single Lane Roundabout Candidate Locations**

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	CMP	Land Use	Crashes
61	Collingswood Boro	CAMDEN COUNTY 648	LAKEVIEW DR	Yes	No	No
342	Collingswood Boro	ROUTE 561	CAMDEN COUNTY 640	Yes	No	No
343	Collingswood Boro	CAMDEN COUNTY 630	ATLANTIC AVE	Yes	No	No
344	Collingswood Boro	CAMDEN COUNTY 630	CAMDEN COUNTY 641	Yes	No	No
345	Collingswood Boro	CAMDEN COUNTY 630	PARK AVE	Yes	No	No
346	Collingswood Boro	CAMDEN COUNTY 630	CAMDEN COUNTY 648	Yes	No	No
347	Collingswood Boro	CAMDEN COUNTY 603	CAMDEN COUNTY 606	Yes	No	No
48	Gibbsboro Boro	CAMDEN COUNTY 701	NORCROSS RD	Yes	No	No
316	Gibbsboro Boro	CAMDEN COUNTY 686	CAMDEN COUNTY 701	Yes	Yes	No
69	Gloucester City	CAMDEN COUNTY 631	CAMDEN COUNTY 633	Yes	No	No
70	Gloucester City	CAMDEN COUNTY 755	CAMDEN COUNTY 630	Yes	No	No
71	Gloucester City	KLEMM AVE	HIGHLAND AVE	Yes	No	No
72	Gloucester City	KLEMM AVE	HIGHLAND AVE	Yes	No	No
352	Gloucester City	CAMDEN COUNTY 634	ROUTE 551	Yes	No	No
353	Gloucester City	KLEMM AVE	MONMOUTH ST	Yes	No	No
354	Gloucester City	CAMDEN COUNTY 635	KLEMM AVE	Yes	No	No
355	Gloucester City	MONMOUTH ST	ROUTE 551	Yes	No	No
46	Gloucester Twp	CAMDEN COUNTY 706	CAMDEN COUNTY 687	Yes	No	No
297	Gloucester Twp	CAMDEN COUNTY 704	CAMDEN COUNTY 687	Yes	No	No
298	Gloucester Twp	CAMDEN COUNTY 706	CAMDEN COUNTY 704	Yes	No	No
299	Gloucester Twp	CAMDEN COUNTY 688	CAMDEN COUNTY 703	Yes	No	No
300	Gloucester Twp	CAMDEN COUNTY 688	CAMDEN COUNTY 706	Yes	No	No
301	Gloucester Twp	CAMDEN COUNTY 705	CAMDEN COUNTY 688	Yes	No	No
304	Gloucester Twp	CAMDEN COUNTY 759	BROADACRES DR	Yes	No	No
305	Gloucester Twp	CAMDEN COUNTY 706	TICE AVE	Yes	No	No
306	Gloucester Twp	COLES RD	TICE AVE	Yes	No	No
308	Gloucester Twp	CAMDEN COUNTY 706	CAMDEN COUNTY 681	Yes	No	No
310	Gloucester Twp	CAMDEN COUNTY 683	CAMDEN COUNTY 677	Yes	No	No
296	Gloucester Twp	CAMDEN COUNTY 705	CAMDEN COUNTY 687	Yes	Yes	No
302	Gloucester Twp	CAMDEN COUNTY 759	CAMDEN COUNTY 673	Yes	Yes	No

**NOTE:**

Land Use = Vacant or Wooded

Crashes = Years 2003 - 2005

**DVRPC Regional Roundabout Analysis Phase I  
Camden County - 202 DRAFT Single Lane Roundabout Candidate Locations**

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	CMP	Land Use	Crashes
307	Gloucester Twp	CAMDEN COUNTY 759	HIDER LN	Yes	Yes	No
309	Gloucester Twp	CAMDEN COUNTY 683	CAMDEN COUNTY 759	Yes	Yes	No
311	Gloucester Twp	CAMDEN COUNTY 683	CAMDEN COUNTY 681	Yes	Yes	No
303	Gloucester Twp	CAMDEN COUNTY 706	CAMDEN COUNTY 673	Yes	No	Yes
76	Haddon Heights Boro	CAMDEN COUNTY 653	GARDEN ST	Yes	No	No
77	Haddon Heights Boro	CAMDEN COUNTY 727	GARDEN ST	Yes	No	No
78	Haddon Heights Boro	CAMDEN COUNTY 656	3RD AV	Yes	No	No
79	Haddon Heights Boro	CAMDEN COUNTY 656	LIPPINCOTT AVE	Yes	No	No
59	Haddon Twp	CAMDEN COUNTY 647	CAMDEN COUNTY 646	Yes	No	No
60	Haddon Twp	CAMDEN COUNTY 647	BRESLIN AV	Yes	No	No
341	Haddon Twp	CAMDEN COUNTY 643	CAMDEN COUNTY 646	Yes	No	No
64	Haddonfield Boro	CAMDEN COUNTY 656	STATION AV	Yes	No	No
65	Haddonfield Boro	CAMDEN COUNTY 641	EUCLID AV	Yes	No	No
348	Haddonfield Boro	CAMDEN COUNTY 669	CAMDEN COUNTY 665	Yes	No	No
349	Haddonfield Boro	CAMDEN COUNTY 669	UPLAND WAY	Yes	No	No
350	Haddonfield Boro	EUCLID AVE	WASHINGTON AVE	Yes	No	No
351	Haddonfield Boro	NJ 41	ROUTE 561	Yes	No	No
49	Hi-Nella Boro	CAMDEN COUNTY 677	CAMDEN COUNTY 727	Yes	No	No
322	Laurel Springs Boro	CAMDEN COUNTY 669	CAMDEN COUNTY 696	Yes	No	No
373	Lawnside Boro	CAMDEN COUNTY 669	CAMDEN COUNTY 667	Yes	No	No
374	Lawnside Boro	CAMDEN COUNTY 727	CAMDEN COUNTY 659	Yes	No	No
50	Lindenwold Boro	CAMDEN COUNTY 696	CAMDEN COUNTY 698	Yes	No	No
51	Lindenwold Boro	CAMDEN COUNTY 696	CAMDEN COUNTY 727	Yes	No	No
319	Lindenwold Boro	CAMDEN COUNTY 686	CAMDEN COUNTY 702	Yes	No	No
320	Lindenwold Boro	CAMDEN COUNTY 683	CAMDEN COUNTY 696	Yes	No	No
321	Lindenwold Boro	CAMDEN COUNTY 673	CAMDEN COUNTY 698	Yes	Yes	No
282	Merchantville Boro	ROUTE 537	CAMDEN COUNTY 626	Yes	No	No
283	Merchantville Boro	CAMDEN COUNTY 626	FR CO 622 SB TO CO 626 SB	Yes	No	No
284	Merchantville Boro	CAMDEN COUNTY 621	CAMDEN COUNTY 622	Yes	No	No
285	Merchantville Boro	CAMDEN COUNTY 621	E. CHESTNUT AVE	Yes	No	No

**NOTE:**

Land Use = Vacant or Wooded

Crashes = Years 2003 - 2005

**DVRPC Regional Roundabout Analysis Phase I  
Camden County - 202 DRAFT Single Lane Roundabout Candidate Locations**

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	CMP	Land Use	Crashes
286	Merchantville Boro	CAMDEN COUNTY 616	CAMDEN COUNTY 621	Yes	No	No
287	Merchantville Boro	CAMDEN COUNTY 616	ROUTE 537	Yes	No	No
288	Merchantville Boro	CAMDEN COUNTY 616	MONROE ST	Yes	No	No
66	Oaklyn Boro	CAMDEN COUNTY 649	CAMDEN COUNTY 729	Yes	No	No
67	Oaklyn Boro	CAMDEN COUNTY 649	MANOR AVE	Yes	No	No
68	Oaklyn Boro	CAMDEN COUNTY 650	CAMDEN COUNTY 649	Yes	No	No
11	Pennsauken Twp	AMON AVE	42ND AVE	Yes	No	No
12	Pennsauken Twp	47TH STREET	AMON AVE	Yes	No	No
13	Pennsauken Twp	47TH STREET	PLEASANT AVE	Yes	No	No
14	Pennsauken Twp	PLEASANT AVE	MERCHANTVILLE AVE	Yes	No	No
15	Pennsauken Twp	MERCHANTVILLE AVE	WAYNE AVE	Yes	No	No
16	Pennsauken Twp	47TH STREET	WAYNE AVE	Yes	No	No
17	Pennsauken Twp	SUCKLE HWY	NATIONAL HWY	Yes	No	No
18	Pennsauken Twp	CLEMENT AVE	WAYNE AVE	Yes	No	No
239	Pennsauken Twp	CAMDEN COUNTY 628	McCLELLAN AVE	Yes	No	No
240	Pennsauken Twp	CAMDEN COUNTY 662	GARFIELD AVE	Yes	No	No
241	Pennsauken Twp	CAMDEN COUNTY 626	CAMDEN COUNTY 637	Yes	No	No
242	Pennsauken Twp	CAMDEN COUNTY 611	AMON AVE	Yes	No	No
243	Pennsauken Twp	CAMDEN COUNTY 610	42ND AVE	Yes	No	No
244	Pennsauken Twp	CAMDEN COUNTY 611	ROUTE 543	Yes	No	No
245	Pennsauken Twp	CAMDEN COUNTY 616	PLEASANT AVE	Yes	No	No
246	Pennsauken Twp	CAMDEN COUNTY 610	CAMDEN COUNTY 614	Yes	No	No
247	Pennsauken Twp	CAMDEN COUNTY 610	MERCHANTVILLE AVE	Yes	No	No
248	Pennsauken Twp	CAMDEN COUNTY 610	47TH STREET	Yes	No	No
249	Pennsauken Twp	CAMDEN COUNTY 615	SUCKLE HWY	Yes	No	No
250	Pennsauken Twp	CAMDEN COUNTY 615	NATIONAL HWY	Yes	No	No
251	Pennsauken Twp	HYLTON RD	NATIONAL HWY	Yes	No	No
252	Pennsauken Twp	CAMDEN COUNTY 615	CAMDEN COUNTY 621	Yes	No	No
329	Pine Hill Boro	CAMDEN COUNTY 688	CAMDEN COUNTY 687	Yes	No	No
330	Pine Hill Boro	CAMDEN COUNTY 703	CAMDEN COUNTY 687	Yes	No	No

**NOTE:**

Land Use = Vacant or Wooded

Crashes = Years 2003 - 2005

**DVRPC Regional Roundabout Analysis Phase I  
Camden County - 202 DRAFT Single Lane Roundabout Candidate Locations**

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	CMP	Land Use	Crashes
44	Runnemedede Boro	CAMDEN COUNTY 736	DAVIS RD	Yes	No	No
289	Runnemedede Boro	THIRD AVE	SMITH LANE	Yes	No	No
45	Somerdale Boro	CAMDEN COUNTY 727	FAIRVIEW AVE	Yes	No	No
317	Stratford Boro	CAMDEN COUNTY 669	CAMDEN COUNTY 673	Yes	No	No
318	Stratford Boro	CAMDEN COUNTY 727	CAMDEN COUNTY 673	Yes	No	No
380	Voorhees Twp	CAMDEN COUNTY 684	CAMDEN COUNTY 670	Yes	No	No
381	Voorhees Twp	CAMDEN COUNTY 670	LAUREL RD	Yes	No	No
382	Voorhees Twp	CAMDEN COUNTY 678	LAUREL RD	Yes	No	No
383	Voorhees Twp	LAUREL RD	EHELON RD	Yes	No	No
402	Waterford Twp	CAMDEN COUNTY 716	ROUTE 536	Yes	No	No
404	Waterford Twp	CAMDEN COUNTY 712	CAMDEN COUNTY 709	Yes	No	No
405	Waterford Twp	CAMDEN COUNTY 710	CAMDEN COUNTY 713	Yes	No	No
403	Waterford Twp	CAMDEN COUNTY 713	COOPER RD	Yes	Yes	No
97	Winslow Twp	CAMDEN COUNTY 723	CAMDEN COUNTY 726	Yes	No	No
98	Winslow Twp	ROUTE 561	CAMDEN COUNTY 726	Yes	No	No
99	Winslow Twp	CAMDEN COUNTY 723	ROUTE 561	Yes	No	No
408	Winslow Twp	CAMDEN COUNTY 710	ROUTE 561	Yes	No	No
409	Winslow Twp	CAMDEN COUNTY 720	CAMDEN COUNTY 691	Yes	No	No
410	Winslow Twp	CAMDEN COUNTY 720	SCHOOL HOUSE LA	Yes	No	No
406	Winslow Twp	CAMDEN COUNTY 705	CAMDEN COUNTY 706	Yes	Yes	No
407	Winslow Twp	ROUTE 536	CAMDEN COUNTY 705	Yes	Yes	No
411	Winslow Twp	CAMDEN COUNTY 691	CAMDEN COUNTY 690	Yes	Yes	No

**NOTE:**

Land Use = Vacant or Wooded

Crashes = Years 2003 - 2005

# **Gloucester County DVRPC Candidate Locations**

**DVRPC Regional Roundabout Analysis Phase I  
Gloucester County - 116 DRAFT Single Lane Roundabout Candidate Locations**

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	CMP	Land Use	Crashes
122	Clayton Boro	GLOUCESTER COUNTY 608	GLOUCESTER COUNTY 636	Yes	No	No
421	Clayton Boro	NJ 47	MADISON AVE	Yes	No	No
422	Clayton Boro	NJ 47	E. CLAYTON AVE	Yes	No	No
423	Clayton Boro	NJ 47	GLOUCESTER COUNTY 636	Yes	No	No
424	Clayton Boro	GLOUCESTER COUNTY 610	NJ 47	Yes	No	No
425	Clayton Boro	GLOUCESTER COUNTY 610	GLOUCESTER COUNTY 608	Yes	Yes	No
87	Deptford Twp	ST REGIS DR	PRINCETON BLVD	Yes	No	No
88	Deptford Twp	ROUTE 534	GLOUCESTER COUNTY 647	Yes	No	No
89	Deptford Twp	GLOUCESTER COUNTY 644	FLORENCE AVE	Yes	No	No
384	Deptford Twp	GLOUCESTER COUNTY 603	GLOUCESTER COUNTY 663	Yes	No	No
386	Deptford Twp	GLOUCESTER COUNTY 663	WOODCREEK RD	Yes	No	No
387	Deptford Twp	GLOUCESTER COUNTY 621	ROUTE 534	Yes	No	No
388	Deptford Twp	NJ 41	ROUTE 534	Yes	No	No
389	Deptford Twp	GLOUCESTER COUNTY 621	NJ 41	Yes	No	No
390	Deptford Twp	E MAPLE ST	ST REGIS DR	Yes	No	No
391	Deptford Twp	ROUTE 534	GLOUCESTER COUNTY 706	Yes	No	No
392	Deptford Twp	GLOUCESTER COUNTY 621	GLOUCESTER COUNTY 706	Yes	No	No
394	Deptford Twp	NJ 47	GLOUCESTER COUNTY 644	Yes	No	No
395	Deptford Twp	NJ 47	GLOUCESTER COUNTY 644	Yes	No	No
396	Deptford Twp	ROUTE 551	ROUTE 553	Yes	No	No
398	Deptford Twp	GLOUCESTER COUNTY 663	GLOUCESTER COUNTY 665	Yes	No	No
90	Deptford Twp	GLOUCESTER COUNTY 644	GLOUCESTER COUNTY 646	Yes	Yes	No
385	Deptford Twp	GLOUCESTER COUNTY 647	NJ 47	Yes	Yes	No
393	Deptford Twp	GLOUCESTER COUNTY 621	GLOUCESTER COUNTY 644	Yes	Yes	No
397	Deptford Twp	NJ 47	GLOUCESTER COUNTY 665	Yes	Yes	No
323	East Greenwich Twp	GLOUCESTER COUNTY 673	GLOUCESTER COUNTY 680	Yes	No	No
324	East Greenwich Twp	GLOUCESTER COUNTY 673	ROUTE 551	Yes	No	No
325	East Greenwich Twp	GLOUCESTER COUNTY 607	ROUTE 551	Yes	Yes	No
116	Elk Twp	ROUTE 538	NJ 77	No	No	No
117	Elk Twp	GLOUCESTER COUNTY 641	ROUTE 538	No	No	No

**NOTE:**

Land Use = Vacant or Wooded

Crashes = Years 2003 - 2005



**DVRPC Regional Roundabout Analysis Phase I  
Gloucester County - 116 DRAFT Single Lane Roundabout Candidate Locations**

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	CMP	Land Use	Crashes
118	Elk Twp	NJ 77	GLOUCESTER COUNTY 641	No	No	No
420	Elk Twp	GLOUCESTER COUNTY 609	ROUTE 538	No	No	No
119	Elk Twp	ROUTE 538	WILLOW GROVE RD	Yes	No	No
120	Elk Twp	GLOUCESTER COUNTY 667	ROUTE 553	Yes	No	No
121	Elk Twp	ROUTE 553	ROUTE 538	Yes	No	No
124	Franklin Twp	ROUTE 538	WILLIAMSTOWN RD	No	No	No
126	Franklin Twp	WEYMOUTH RD	WEYMOUTH RD	No	No	No
428	Franklin Twp	GLOUCESTER COUNTY 655	ROUTE 538	No	No	No
429	Franklin Twp	GLOUCESTER COUNTY 612	GLOUCESTER COUNTY 655	No	No	No
433	Franklin Twp	GLOUCESTER COUNTY 655	GLOUCESTER COUNTY 657	No	No	No
123	Franklin Twp	ROUTE 538	FAWN RUN DR	Yes	No	No
125	Franklin Twp	GLOUCESTER COUNTY 613	GLOUCESTER COUNTY 612	Yes	No	No
427	Franklin Twp	NJ 47	GLOUCESTER COUNTY 655	Yes	No	No
431	Franklin Twp	GLOUCESTER COUNTY 657	ROUTE 538	Yes	No	No
426	Franklin Twp	GLOUCESTER COUNTY 659	ROUTE 538	No	Yes	No
430	Franklin Twp	NJ 47	ROUTE 538	Yes	Yes	No
127	Franklin Twp	ROUTE 555	ROUTE 557	No	No	Yes
128	Franklin Twp	ROUTE 555	ROUTE 538	No	No	Yes
432	Franklin Twp	NJ 47	GLOUCESTER COUNTY 613	Yes	No	Yes
112	Glassboro Boro	GLOUCESTER COUNTY 641	GLOUCESTER COUNTY 667	Yes	No	No
416	Glassboro Boro	STANGER AVE	GLOUCESTER COUNTY 637	Yes	No	No
417	Glassboro Boro	GLOUCESTER COUNTY 641	ROUTE 553	Yes	No	No
418	Glassboro Boro	GLOUCESTER COUNTY 641	ACADEMY ST	Yes	No	No
419	Glassboro Boro	ROUTE 553	NEW ST	Yes	No	No
47	Greenwich Twp	GLOUCESTER COUNTY 607	GLOUCESTER COUNTY 653	Yes	No	No
312	Greenwich Twp	NJ 44	RAILROAD ST	Yes	No	No
314	Greenwich Twp	NJ 44	GLOUCESTER COUNTY 680	Yes	No	No
315	Greenwich Twp	GLOUCESTER COUNTY 680	GLOUCESTER COUNTY 653	Yes	No	No
313	Greenwich Twp	GLOUCESTER COUNTY 673	GLOUCESTER COUNTY 653	Yes	Yes	No
414	Harrison Twp	NJ 77	ROUTE 581	No	No	No

**NOTE:**

Land Use = Vacant or Wooded

Crashes = Years 2003 - 2005

**DVRPC Regional Roundabout Analysis Phase I  
Gloucester County - 116 DRAFT Single Lane Roundabout Candidate Locations**

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	CMP	Land Use	Crashes
413	Harrison Twp	NJ 45	NJ 77	Yes	No	No
412	Harrison Twp	GLOUCESTER COUNTY 609	GLOUCESTER COUNTY 641	No	Yes	No
92	Mantua Twp	GLOUCESTER COUNTY 626	GLOUCESTER COUNTY 627	Yes	No	No
399	Mantua Twp	GLOUCESTER COUNTY 635	TYLERS MILL RD	Yes	No	No
400	Mantua Twp	GLOUCESTER COUNTY 603	ROUTE 553	Yes	No	No
91	Mantua Twp	GLOUCESTER COUNTY 603	GLOUCESTER COUNTY 627	Yes	Yes	No
401	Mantua Twp	GLOUCESTER COUNTY 678	GLOUCESTER COUNTY 632	Yes	Yes	No
436	Monroe Twp	GLOUCESTER COUNTY 610	ROUTE 555	No	No	No
438	Monroe Twp	GLOUCESTER COUNTY 655	GLOUCESTER COUNTY 658	Yes	No	No
435	Monroe Twp	ROUTE 555	WILLIAMSTOWN RD	No	Yes	No
437	Monroe Twp	GLOUCESTER COUNTY 610	GLOUCESTER COUNTY 612	Yes	Yes	No
86	National Park Boro	GLOUCESTER COUNTY 638	GLOUCESTER COUNTY 643	Yes	No	No
372	National Park Boro	GLOUCESTER COUNTY 642	GLOUCESTER COUNTY 643	Yes	No	No
434	Newfield Boro	GLOUCESTER COUNTY 661	GLOUCESTER COUNTY 615	Yes	No	No
290	Paulsboro Boro	NJ 44	N COMMERCE ST	Yes	No	No
291	Paulsboro Boro	GLOUCESTER COUNTY 678	SWEDESBORO AVE	Yes	No	No
415	Pitman Boro	GLOUCESTER COUNTY 624	GLOUCESTER COUNTY 682	Yes	No	No
113	South Harrison Twp	GLOUCESTER COUNTY 607	ROUTE 538	No	No	No
114	South Harrison Twp	ROUTE 538	NJ 45	No	No	Yes
115	South Harrison Twp	ROUTE 538	CEDAR GROVE RD	No	No	Yes
105	Swedesboro Boro	GLOUCESTER COUNTY 605	GLOUCESTER COUNTY 620	Yes	No	No
106	Swedesboro Boro	ROUTE 551	GLOUCESTER COUNTY 671	Yes	No	No
108	Swedesboro Boro	GLOUCESTER COUNTY 694	FRANKLIN ST	Yes	No	No
109	Swedesboro Boro	ROUTE 551	FRANKLIN ST	Yes	No	No
110	Swedesboro Boro	ROUTE 551	ROUTE 538	Yes	No	No
107	Swedesboro Boro	GLOUCESTER COUNTY 694	GRANT AV	Yes	No	Yes
52	Washington Twp	GLOUCESTER COUNTY 634	GLOUCESTER COUNTY 658	Yes	No	No
332	Washington Twp	GLOUCESTER COUNTY 654	GLOUCESTER COUNTY 630	Yes	No	No
334	Washington Twp	GLOUCESTER COUNTY 639	GLOUCESTER COUNTY 630	Yes	No	No
335	Washington Twp	GLOUCESTER COUNTY 635	NJ 47	Yes	No	No

**NOTE:**

Land Use = Vacant or Wooded

Crashes = Years 2003 - 2005

**DVRPC Regional Roundabout Analysis Phase I  
Gloucester County - 116 DRAFT Single Lane Roundabout Candidate Locations**

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	CMP	Land Use	Crashes
336	Washington Twp	GLOUCESTER COUNTY 635	GLOUCESTER COUNTY 654	Yes	No	No
337	Washington Twp	NJ 47	GLOUCESTER COUNTY 654	Yes	No	No
338	Washington Twp	GLOUCESTER COUNTY 603	GLOUCESTER COUNTY 621	Yes	No	No
53	Washington Twp	GLOUCESTER COUNTY 639	GLOUCESTER COUNTY 658	Yes	Yes	No
333	Washington Twp	GLOUCESTER COUNTY 658	GLOUCESTER COUNTY 651	Yes	Yes	No
331	Washington Twp	GLOUCESTER COUNTY 654	GLOUCESTER COUNTY 634	Yes	No	Yes
80	West Deptford Twp	JUSSUP RD	HOLLY DR	Yes	No	No
81	West Deptford Twp	GLOUCESTER COUNTY 644	GLOUCESTER COUNTY 643	Yes	No	No
82	West Deptford Twp	GLOUCESTER COUNTY 644	GLOUCESTER COUNTY 638	Yes	No	No
360	West Deptford Twp	GLOUCESTER COUNTY 656	ST REGIS DR	Yes	No	No
361	West Deptford Twp	GLOUCESTER COUNTY 642	GLOUCESTER COUNTY 644	Yes	No	No
362	West Deptford Twp	GLOUCESTER COUNTY 643	RIVERWINDS DR	Yes	No	No
364	West Deptford Twp	ROUTE 551	GLOUCESTER COUNTY 643	Yes	No	No
365	West Deptford Twp	GLOUCESTER COUNTY 656	GLOUCESTER COUNTY 643	Yes	No	No
367	West Deptford Twp	ROUTE 551	GLOUCESTER COUNTY 648	Yes	No	No
363	West Deptford Twp	GLOUCESTER COUNTY 643	NJ 44	Yes	Yes	No
366	West Deptford Twp	GLOUCESTER COUNTY 656	ROUTE 551	Yes	Yes	No
371	Westville Boro	NJ 47	GLOUCESTER COUNTY 621	Yes	No	No
292	Woodbury City	GLOUCESTER COUNTY 644	ROUTE 553	Yes	No	No
293	Woodbury City	GLOUCESTER COUNTY 650	GLOUCESTER COUNTY 649	Yes	No	No
294	Woodbury City	GLOUCESTER COUNTY 663	ROUTE 553	Yes	No	No
295	Woodbury City	GLOUCESTER COUNTY 642	TATUM ST	Yes	No	No
93	Woolwich Twp	GLOUCESTER COUNTY 620	ROUTE 551	Yes	No	No
94	Woolwich Twp	ROUTE 551	BRIDGEPORT AV	Yes	No	No
95	Woolwich Twp	GLOUCESTER COUNTY 694	ROUTE 538	Yes	No	No
96	Woolwich Twp	ROUTE 551	GLOUCESTER COUNTY 653	Yes	No	No

**NOTE:**

Land Use = Vacant or Wooded  
Crashes = Years 2003 - 2005



**Mercer County  
DVRPC Candidate Locations**

**DVRPC Regional Roundabout Analysis Phase I  
Mercer County - 139 DRAFT Single Lane Roundabout Candidate Locations**

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	CMP	Land Use	Crashes
167	East Windsor Twp	PERRINEVILLE RD	MERCER COUNTY 630	Yes	No	No
168	East Windsor Twp	PROBASCO ROAD	WYCOFFS MILL RD	Yes	No	No
506	East Windsor Twp	ROUTE 571	MILFORD RD	Yes	No	No
507	Ewing Twp	MERCER COUNTY 634	WILBURTHA RD	Yes	No	No
510	Ewing Twp	MERCER COUNTY 611	CARLTON AVE	Yes	No	No
511	Ewing Twp	MERCER COUNTY 634	ROUTE 579	Yes	No	No
512	Ewing Twp	LOWER FERRY RD	ROUTE 579	Yes	No	No
513	Ewing Twp	MERCER COUNTY 636	LOWER FERRY RD	Yes	No	No
514	Ewing Twp	LOWER FERRY RD	CARLTON AVE	Yes	No	No
515	Ewing Twp	MOUNTAIN VIEW RD	ROUTE 579	Yes	No	No
516	Ewing Twp	ROUTE 579	MERCER COUNTY 647	Yes	No	No
169	Ewing Twp	HILLCREST AVE	HOMAN AVE	Yes	Yes	No
170	Ewing Twp	MERCER COUNTY 647	MOUNTAIN VIEW RD	Yes	Yes	No
508	Ewing Twp	LOWER FERRY RD	STUYVESANT AVE	Yes	Yes	No
509	Ewing Twp	MERCER COUNTY 611	MERCER COUNTY 636	Yes	Yes	No
517	Ewing Twp	NJ 175	MERCER COUNTY 634	Yes	Yes	No
137	Hamilton Twp	MERCER COUNTY 672	OLD YORK RD	No	No	No
138	Hamilton Twp	OLD YORK RD	S. BROAD ST	No	No	No
136	Hamilton Twp	MERCER COUNTY 672	S. BROAD ST	Yes	No	No
139	Hamilton Twp	MAIN ST	MERCER COUNTY 672	Yes	No	No
140	Hamilton Twp	MAIN ST	MERCER COUNTY 609	Yes	No	No
141	Hamilton Twp	MERCER COUNTY 609	NJ 156	Yes	No	No
142	Hamilton Twp	KLOCKNER RD	EDGEWOOD RD	Yes	No	No
143	Hamilton Twp	KUSER RD	HEMPSTEAD RD	Yes	No	No
144	Hamilton Twp	INDEPENDENCE AVE	HOBSON AVE	Yes	No	No
145	Hamilton Twp	OVERLOOK AV	W PARK AVE	Yes	No	No
442	Hamilton Twp	ROUTE 524	MAIN ST	Yes	No	No
443	Hamilton Twp	ROUTE 524	NJ 156	Yes	No	No
444	Hamilton Twp	YARDVILLE-HAMILTON SQ RD	SUNNYBRAE BLVD	Yes	No	No
445	Hamilton Twp	ROUTE 533	S CLINTON AVE	Yes	No	No

**NOTE:**

Land Use = Vacant or Wooded  
Crashes = Years 2003 - 2005

**DVRPC Regional Roundabout Analysis Phase I  
Mercer County - 139 DRAFT Single Lane Roundabout Candidate Locations**

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	CMP	Land Use	Crashes
446	Hamilton Twp	LEONARD AVENUE	MERCER COUNTY 626	Yes	No	No
447	Hamilton Twp	LEONARD AVENUE	S CLINTON AVE	Yes	No	No
448	Hamilton Twp	MERCER COUNTY 626	LIBERTY ST	Yes	No	No
449	Hamilton Twp	MERCER COUNTY 618	HAMILTON SQUARE-WHITEHORSE RD	Yes	No	No
450	Hamilton Twp	MERCER ST	HUGHES DR	Yes	No	No
451	Hamilton Twp	MERCER COUNTY 618	GEORGE DYE RD	Yes	No	No
452	Hamilton Twp	YARDVILLE-HAMILTON SQ RD	MERCER COUNTY 618	Yes	No	No
453	Hamilton Twp	ROUTE 535	MERCER COUNTY 652	Yes	No	No
454	Hamilton Twp	MERCER COUNTY 606	KLOCKNER RD	Yes	No	No
455	Hamilton Twp	MERCER COUNTY 606	WARD AVE	Yes	No	No
456	Hamilton Twp	MERCER COUNTY 606	LIBERTY ST	Yes	No	No
457	Hamilton Twp	LEONARD AVENUE	NEWKIRK AVE	Yes	No	No
458	Hamilton Twp	LIBERTY ST	NEWKIRK AVE	Yes	No	No
459	Hamilton Twp	MERCER COUNTY 606	NEWKIRK AVE	Yes	No	No
460	Hamilton Twp	MERCER COUNTY 614	ROUTE 535	Yes	No	No
463	Hamilton Twp	FLOCK RD	PAXSON AVE	Yes	No	No
464	Hamilton Twp	BAKERS BASIN RD	ROUTE 533	Yes	No	No
146	Hamilton Twp	SWEETBRIAR AVE	CARLISLE AVE	Yes	Yes	No
147	Hamilton Twp	BASIN RD	BUCKNELL AVE	Yes	Yes	No
462	Hamilton Twp	ROUTE 535	HUGHES DR	Yes	No	Yes
461	Hamilton Twp	ROUTE 533	HUGHES DR	Yes	Yes	Yes
171	Hightstown Boro	WARD ST	MAXWELL AVE	Yes	No	No
172	Hightstown Boro	MERCER COUNTY 633	MAXWELL AVE	Yes	No	No
173	Hightstown Boro	ROUTE 539	WYCOFFS MILL RD	Yes	No	No
518	Hightstown Boro	ROUTE 539	ROUTE 571	Yes	No	No
160	Hopewell Boro	ROUTE 518	ROUTE 569	Yes	No	No
161	Hopewell Boro	ROUTE 518	MERCER COUNTY 654	Yes	No	No
158	Hopewell Twp	MERCER COUNTY 624	MERCER COUNTY 625	No	No	No
481	Hopewell Twp	MERCER COUNTY 632	ROUTE 546	No	No	No
478	Hopewell Twp	MERCER COUNTY 611	SCOTCH RD	Yes	No	No

**NOTE:**

Land Use = Vacant or Wooded

Crashes = Years 2003 - 2005

**DVRPC Regional Roundabout Analysis Phase I  
Mercer County - 139 DRAFT Single Lane Roundabout Candidate Locations**

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	CMP	Land Use	Crashes
479	Hopewell Twp	ROUTE 579	ROUTE 546	Yes	No	No
480	Hopewell Twp	MERCER COUNTY 640	MERCER COUNTY 632	Yes	No	No
482	Hopewell Twp	MERCER COUNTY 631	REED RD	Yes	No	No
159	Hopewell Twp	ROUTE 518	ROUTE 579	Yes	Yes	No
477	Hopewell Twp	ROUTE 546	MERCER COUNTY 637	Yes	Yes	No
493	Lawrence Twp	ROUTE 583	TEXAS AVE	Yes	No	No
494	Lawrence Twp	ROUTE 583	GAINSBORO RD	Yes	No	No
495	Lawrence Twp	ROUTE 583	ROUTE 546	Yes	No	No
497	Lawrence Twp	PROVINCE LINE RD	PROVINCE LINE RD	Yes	No	No
498	Lawrence Twp	ROUTE 569	MERCER COUNTY 604	No	Yes	No
492	Lawrence Twp	BAKERS BASIN RD	LAWRENCE STATION RD	Yes	Yes	No
496	Lawrence Twp	ROUTE 569	ROUTE 583	Yes	Yes	No
504	Princeton Boro	MERCER COUNTY 640	E DELAWARE AVE	Yes	No	No
505	Princeton Boro	MERCER COUNTY 640	MERCER COUNTY 631	Yes	No	No
165	Princeton Boro	MOORE ST	FRANKLIN ST	Yes	No	No
488	Princeton Boro	MERCER COUNTY 604	HODGE RD	Yes	No	No
489	Princeton Boro	WITHERSPOON ST	FRANKLIN ST	Yes	No	No
490	Princeton Boro	HODGE RD	WITHERSPOON ST	Yes	No	No
491	Princeton Boro	HODGE RD	MOORE ST	Yes	No	No
162	Princeton Twp	VALLEY RD	MOORE ST	Yes	No	No
484	Princeton Twp	WITHERSPOON ST	MOORE ST	Yes	No	No
486	Princeton Twp	WITHERSPOON ST	VALLEY RD	Yes	No	No
163	Princeton Twp	PENNINGTON-ROCKY HILL RD	CHERRY HILL RD	No	Yes	No
164	Princeton Twp	PENNINGTON-ROCKY HILL RD	ELM RD	No	Yes	No
487	Princeton Twp	MERCER COUNTY 605	HERRONTOWN RD	No	Yes	No
483	Princeton Twp	ALEXANDER RD	FACULTY RD	Yes	Yes	No
485	Princeton Twp	WITHERSPOON ST	CHERRY HILL RD	Yes	Yes	No
175	Trenton City	CHESTNUT AVE	WALNUT AVE	Yes	No	No
176	Trenton City	WALNUT AVE	MONMOUTH ST	Yes	No	No
178	Trenton City	LAFAYETTE ST	N WILLOW ST	Yes	No	No

**NOTE:**

Land Use = Vacant or Wooded  
Crashes = Years 2003 - 2005



**DVRPC Regional Roundabout Analysis Phase I  
Mercer County - 139 DRAFT Single Lane Roundabout Candidate Locations**

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	CMP	Land Use	Crashes
179	Trenton City	W HANOVER ST	N WILLOW ST	Yes	No	No
180	Trenton City	N WILLOW ST	BELLEVUE AVE	Yes	No	No
181	Trenton City	FERRY ST	CENTER ST	Yes	No	No
182	Trenton City	FEDERAL ST	CENTER ST	Yes	No	No
183	Trenton City	BELLEVUE AVE	S HERMITAGE AVE	Yes	No	No
184	Trenton City	HOFFMAN AVE	HOMAN AVE	Yes	No	No
186	Trenton City	NEW YORK AVE	SPRUCE ST	Yes	No	No
521	Trenton City	MERCER COUNTY 650	LIBERTY ST	Yes	No	No
522	Trenton City	S CLINTON AVE	CHESTNUT AVE	Yes	No	No
526	Trenton City	ROEBLING AVE	S CLINTON AVE	Yes	No	No
528	Trenton City	MERCER COUNTY 635	WALL ST	Yes	No	No
529	Trenton City	S CLINTON AVE	MERCER COUNTY 635	Yes	No	No
530	Trenton City	E STATE ST	EWING ST	Yes	No	No
532	Trenton City	PERRY ST	N STOCKTON ST	Yes	No	No
533	Trenton City	MONTGOMERY ST	E STATE ST	Yes	No	No
534	Trenton City	E STATE ST	N STOCKTON ST	Yes	No	No
535	Trenton City	W STATE ST	N WILLOW ST	Yes	No	No
538	Trenton City	S CLINTON AVE	WALL ST	Yes	No	No
539	Trenton City	MERCER COUNTY 626	MERCER COUNTY 635	Yes	No	No
540	Trenton City	CASS ST	CENTER ST	Yes	No	No
541	Trenton City	BRIDGE ST	UNION ST	Yes	No	No
542	Trenton City	FERRY ST	BRIDGE ST	Yes	No	No
543	Trenton City	MERCER COUNTY 636	BELLEVUE AVE	Yes	No	No
544	Trenton City	W STATE ST	S HERMITAGE AVE	Yes	No	No
546	Trenton City	PROSPECT ST	STUYVESANT AVE	Yes	No	No
547	Trenton City	PROSPECT ST	HOMAN AVE	Yes	No	No
548	Trenton City	STUYVESANT AVE	S HERMITAGE AVE	Yes	No	No
551	Trenton City	NOTTINGHAM WAY	S CLINTON AVE	Yes	No	No
550	Trenton City	MERCER COUNTY 634	PROSPECT ST	Yes	Yes	No
177	Trenton City	CHESTNUT AVE	ROEBLING AVE	Yes	No	Yes

**NOTE:**

Land Use = Vacant or Wooded  
Crashes = Years 2003 - 2005

**DVRPC Regional Roundabout Analysis Phase I  
Mercer County - 139 DRAFT Single Lane Roundabout Candidate Locations**

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	CMP	Land Use	Crashes
185	Trenton City	NEW YORK AVE	NEW YORK AVE	Yes	No	Yes
520	Trenton City	LIBERTY ST	S CLINTON AVE	Yes	No	Yes
523	Trenton City	CHESTNUT AVE	MERCER COUNTY 606	Yes	No	Yes
524	Trenton City	MERCER COUNTY 606	HUDSON AVE	Yes	No	Yes
525	Trenton City	MERCER COUNTY 606	MERCER COUNTY 626	Yes	No	Yes
527	Trenton City	MERCER COUNTY 606	CANAL ST	Yes	No	Yes
531	Trenton City	PERRY ST	MONTGOMERY ST	Yes	No	Yes
536	Trenton City	W HANOVER ST	MERCER COUNTY 653	Yes	No	Yes
537	Trenton City	MERCER COUNTY 653	BELLEVUE AVE	Yes	No	Yes
545	Trenton City	BELLEVUE AVE	PROSPECT ST	Yes	No	Yes
549	Trenton City	MERCER COUNTY 636	HOMAN AVE	Yes	No	Yes
174	Washington Twp	SHARON RD	SPRING GARDEN RD	Yes	No	No
519	Washington Twp	ROUTE 526	CIRCLE DRIVE	No	Yes	No
166	West Windsor Twp	VILLAGE RD W.	PENN LYLE RD	No	No	No
500	West Windsor Twp	ROUTE 526	ROUTE 535	Yes	No	No
501	West Windsor Twp	MERCER COUNTY 615	MILLSTONE RD	Yes	No	No
503	West Windsor Twp	MERCER COUNTY 638	N POST RD	Yes	No	No
499	West Windsor Twp	ROUTE 526	ROUTE 535	Yes	Yes	No
502	West Windsor Twp	ALEXANDER RD	N POST RD	Yes	Yes	No

**NOTE:**

Land Use = Vacant or Wooded  
Crashes = Years 2003 - 2005

**Appendix C**

**Additional County  
Comments on  
Candidate Locations**



**Delaware County  
Additional Comments on the  
Candidate Locations**



**DVRPC Regional Roundabout Analysis Phase 1**  
**Delaware County's Additional Comments on Candidate Locations**

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	Sig Score	CMP	Land Use	Crashes	Elevation	project planned	Archaeological Probability	Note	Resources	Municipal Notes	Suggestion Level	Rank
757	Aldan Boro	PROVIDENCE RD	OAK LN	2	Yes	No	No								
758	Aldan Boro	CLIFTON AV	PROVIDENCE RD	2	Yes	No	No								
759	Aldan Boro	SPRINGFIELD RD	PROVIDENCE RD	2	Yes	No	No								
760	Aldan Boro	SPRINGFIELD RD	CLIFTON AV	2	Yes	No	No								
784	Aston Twp	CONCORD RD	CHERRYTREE RD	1	Yes	No	No								
785	Aston Twp	CONCORD RD	ASTON MILLS RD	2	Yes	No	No								
786	Aston Twp	CONCORD RD	DUTTON MILL RD	2	Yes	No	No								
787	Aston Twp	CONCORD RD	BRIDGEWATER RD	2	Yes	No	No								
788	Aston Twp	PENNELL RD	KNOWLTON RD	2	Yes	No	No			Moderate	Village Green Crossroads	Yes		potential obstacles	
211	Bethel Twp	GARNET MINE RD	KIRK RD	1	No	No	No				1007 Kirk Road	Yes (65)		potential obstacles	
795	Bethel Twp	FOULK RD	ZEBLEY RD	2	No	No	No			High	Zebley Corner District	Yes		potential obstacles	
796	Bethel Twp	NAAMANS CREEK RD	FOULK RD	2	No	No	No			High	Boothwyn district	Yes		potential obstacles	
797	Bethel Twp	FOULK RD	KIRK RD	0	No	No	No				1296 Kirk Road	yes (58)		potential obstacles	
804	Bethel Twp	NAAMANS CREEK RD	MARSH RD	0	No	No	No								
800	Bethel Twp	FOULK RD	FOULK RD	1	Yes	No	No								
801	Bethel Twp	CONCORD RD	FOULK RD	0	Yes	No	No			High	Chelsea Historic District - Elig. For N.R.	Yes		potential obstacles	
799	Bethel Twp	FOULK RD	GARNET MINE RD	1	Yes	Yes	No				Palmer House	Yes (47)		potential obstacles	
802	Bethel Twp	CONCORD RD	CHELSEA RD	2	Yes	Yes	No			High	Chelsea Historic District - Elig. For N.R.	Yes		potential obstacles	
803	Bethel Twp	CONCORD RD	CHICHESTER AV	2	Yes	Yes	No								
798	Bethel Twp	FOULK RD	BETHEL RD	2	Yes	No	Yes			High	Public School #1	yes (39)		potential obstacles	
789	Brookhaven Boro	BRIDGEWATE RD	CREEK RD	2	Yes	Yes	No				perhaps the intersection at Bridgwater/Brookhaven/Creek Road could be done and a traffic signal eliminated.			yes	1
790	Brookhaven Boro	CREEK RD	BRIDGEWATER RD	0	Yes	Yes	No				perhaps the intersection at Bridgwater/Brookhaven/Creek Road could be done and a traffic signal eliminated.			yes	3
222	Chadds Ford Twp	OAKLAND RD	DILWORTHTOWN RD	1	Yes	No	No			High	Dilworthtown National Register and local district	Yes		potential obstacles	
208	Chester City	ENGLE ST	SEVENTH ST	2	Yes	No	No								
209	Chester City	CONCORD AV	SEVENTH ST	2	Yes	No	No								
793	Chester City	SEVENTH ST	AVE OF THE STATES	2	Yes	No	No			High		Yes (11)		potential obstacles	
794	Chester City	SEVENTH ST	MADISON ST	0	Yes	No	No			Moderate		Yes (16)		potential obstacles	
201	Chester Heights Boro	VALLEY BROOK RD	BODLEY RD	1	Yes	No	No			Low	High site 52	Yes (45)		potential obstacles	
779	Chester Heights Boro	LLEWELYN RD	VALLEY BROOK RD	1	Yes	No	No			Moderate	High site 47; Moderate site 46	Yes (41)		potential obstacles	
780	Chester Heights Boro	VALLEY BROOK RD	SMITHBRIDGE RD	1	Yes	No	No			Moderate	High site 38	None		potential obstacles	
781	Chester Heights Boro	BIRNEY HW	LENNI RD	1	Yes	No	No			Moderate		Yes (47)		potential obstacles	
782	Chester Heights Boro	BIRNEY HW	BODLEY RD	1	Yes	No	No			High		None		potential obstacles	
812	Chester Twp	CONCORD RD	GREEN ST	2	Yes	No	No			Low		Yes (15)		potential obstacles	
813	Chester Twp	CONCORD RD	CONCORD RD	1	Yes	No	No			High		Yes (16-19)		potential obstacles	
814	Chester Twp	BETHEL ST	ENGLE ST	0	Yes	No	No			High		Yes (16-19)		potential obstacles	
199	Concord Twp	THORNTON RD	MILL RD	1	No	No	No			High	AME Church	Yes (132)		potential obstacles	
196	Concord Twp	SPRING VALLEY RD	BRINTON LAKE RD	1	Yes	No	No								
197	Concord Twp	BETHEL RD	GARNET MINE RD	1	Yes	No	No								
198	Concord Twp	MILL RD	BRINTON LAKE RD	1	Yes	No	No								
775	Concord Twp	SMITHBRIDGE RD	TEMPLE RD	2	Yes	No	No			High	John Meyers House	Yes (125)		potential obstacles	
776	Concord Twp	CONCORD RD	CHEYNEY RD	1	Yes	No	No								
777	Concord Twp	CONCORD RD	SMITHBRIDGE RD	2	Yes	No	No			Moderate	Hannum House	Yes (98)		potential obstacles	
189	Darby Boro	FIFTH ST	WALNUT ST	0	Yes	No	No								
190	Darby Boro	PINE ST	FOURTH ST	1	Yes	No	No								
191	Darby Boro	FOURTH ST	WALNUT ST	0	Yes	No	No								
192	Darby Boro	CEDAR AV	CHESTER AV	0	Yes	No	No			Low and High		None			
212	Eddystone Boro	NINTH ST	SAVILLE AV	2	Yes	No	No								
80	Edgmont Twp	VALLEY RD	SWEETWATER RD	1	No	No	No								
81	Edgmont Twp	VALLEY RD	GRADYVILLE RD	1	No	No	No			Moderate	Moderate site 33	Yes (54)		potential obstacles	
82	Edgmont Twp	DELCHESTER RD	GRADYVILLE RD	1	Yes	No	No			High	Moderate site 54	None			
583	Edgmont Twp	PROVIDENCE RD	GRADYVILLE RD	1	No	Yes	No								
200	Glenolden Boro	DELMAR DR	AMOSLAND RD	1	Yes	No	No								
57	Haverford Twp	LAWRENCE RD	ELLIS RD	1	Yes	No	No								
58	Haverford Twp	EARLINGTON RD	BROOKLINE BL	2	Yes	No	No								
59	Haverford Twp	MANOA RD	BROOKLINE BL	1	Yes	No	No								
60	Haverford Twp	MANOA RD	KARAKUNG DR	1	Yes	No	No				Faraway Estate	Yes (28)		potential obstacles	

**DVRPC Regional Roundabout Analysis Phase 1**  
**Delaware County's Additional Comments on Candidate Locations**

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	Sig Score	CMP	Land Use	Crashes	Elevation	project planned	Archaeological Probability	Note	Resources	Municipal Notes	Suggestion Level	Rank
61	Haverford Twp	COOPERTOWN RD	COLLEGE AV	1	Yes	No	No				Faraway Estate	Yes (28)		potential obstacles	
62	Haverford Twp	COLLEGE AV	COOPERTOWN RD	1	Yes	No	No								
551	Haverford Twp	EAGLE RD	BURMONT RD	1	Yes	No	No								
552	Haverford Twp	STEEL RD	BURMONT RD	1	Yes	No	No								
553	Haverford Twp	STEEL RD	EAGLE RD	2	Yes	No	No								
554	Haverford Twp	EAGLE RD	MANOA RD	2	Yes	No	No								
555	Haverford Twp	DARBY RD	COOPERTOWN RD	0	Yes	No	No			High	Cooperstown district	Yes		potential obstacles	
556	Haverford Twp	ELLIS RD	DARBY RD	2	Yes	No	No			High	Cooperstown district	Yes		potential obstacles	
557	Haverford Twp	SPROUL RD	DARBY RD	1	Yes	No	No								
109	Lansdowne Boro	MARSHALL RD	SHADELAND AV	2	Yes	No	No								
110	Lansdowne Boro	UNION AV	WYCOMBE AV	1	Yes	No	No			High	R. Powell Residence			potential obstacles	
111	Lansdowne Boro	WYCOMBE AV	STEWART AV	2	Yes	No	No								
607	Lansdowne Boro	LANSDOWNE AV	MARSHALL RD	2	Yes	No	No			Moderate	Edge of historic district along Lansdowne Avenue Historic district along Lansdowne Avenue			potential obstacles	
608	Lansdowne Boro	LANSDOWNE AV	PLUMSTEAD AV	2	Yes	No	No			Moderate				potential obstacles	
609	Lansdowne Boro	MARSHALL RD	WYCOMBE AV	0	Yes	No	No	yes							
610	Lansdowne Boro	WYCOMBE AV	PLUMSTEAD AV	2	Yes	No	No								
79	Marple Twp	PALMERS MILL RD	PAXON HOLLOW RD	1	Yes	No	No			High	Mill ruins	Yes (85)	elevation changes of the roadways and acquisition of property	no	
578	Marple Twp	MEDIA LINE RD	GRADYVILLE RD	1	Yes	No	No				wide intersection with good site distance. Between 2002 & 2007 9 accidents (7 reportable). 18 vehicles, 4			yes	4
579	Marple Twp	MARPLE RD	MARPLE RD	2	Yes	No	No			High	Marple Presbyterian Church	Yes (61)	property acquisition and historic resources	no	
172	Middletown Twp	VALLEY RD	FORGE RD	1	No	No	No			High	310 Valley Road	Yes (5)	There is little current traffic need, but this could benefit for a study when there is a need to avoid signalization could combine with 173 for offset left	potential obstacles	11
173	Middletown Twp	NEW DARLINGTON RD	FORGE RD	1	No	No	No						There is little current traffic need, but this could benefit for a study when there is a need to avoid signalization could combine w	11	
174	Middletown Twp	NEW DARLINGTON RD	VALLEY RD	1	No	No	No						There is little current need, but perhaps in the future to avoid signalization	13	
744	Middletown Twp	DUTTON MILL RD	CREEK RD	1	No	No	No			High	Dutton's Mills Industrial Village	Yes	There is little need currently, but perhaps in the future to avoid signalization	potential obstacles	2
766	Morton Boro	MORTON AV	YALE AV	2	Yes	No	No			Moderate	High site 12			potential obstacles	
767	Morton Boro	PROVIDENCE RD	MORTON AV	0	Yes	No	No			Low	Low site 5			potential obstacles	
181	Nether Providence Twp	ROSE VALLEY RD	MANCHESTER RD	1	Yes	No	No						I don't think any of the suggested locations would be appropriate.	no	
182	Nether Providence Twp	BROOKHAVEN RD	ROSE VALLEY RD	2	Yes	No	No						I don't think any of the suggested locations would be appropriate.	no	
183	Nether Providence Twp	BROOKHAVEN RD	WATERVILLE RD	2	Yes	No	No			Moderate	Franklin Iron Works	Yes	I don't think any of the suggested locations would be appropriate.	potential obstacles	
184	Nether Providence Twp	ROGERS LN	PLUSH MILL RD	0	Yes	No	No						I don't think any of the suggested locations would be appropriate.	no	
185	Nether Providence Twp	PLUSH MILL RD	TURNER RD	1	Yes	No	No						I don't think any of the suggested locations would be appropriate.	no	
186	Nether Providence Twp	TURNER RD	ROGERS LN	1	Yes	No	No						I don't think any of the suggested locations would be appropriate.	no	
187	Nether Providence Twp	BROOKHAVEN RD	AVONDALE RD	1	Yes	No	No						I don't think any of the suggested locations would be appropriate.	no	
188	Nether Providence Twp	BULLENS LN	BULLENS LN	1	Yes	No	No						I don't think any of the suggested locations would be appropriate.	no	
761	Nether Providence Twp	AVONDALE RD	AVONDALE RD	1	Yes	Yes	No			High	Strathhaven Mill Complex	Yes	I don't think any of the suggested locations would be appropriate.	potential obstacles	
48	Newtown Twp	GRADYVILLE RD	GRADYVILLE RD	1	No	No	No			Low and High		Yes (1)		potential obstacles	
22	Radnor Twp	WAYNE AV	EAGLE RD	2	Yes	No	No								
23	Radnor Twp	DARBY PAOLI RD	NEWTOWN RD	1	Yes	No	No								
24	Radnor Twp	DARBY PAOLI RD	SAW MILL RD	1	Yes	No	No								
25	Radnor Twp	COUNTY LINE RD	ITHAN AV	0	Yes	No	No			High	Villanova University	Yes (55)		potential obstacles	
26	Radnor Twp	ITHAN AV	ROBERTS RD	1	Yes	No	No								
27	Radnor Twp	DARBY PAOLI RD	GOSHEN RD	1	Yes	No	No								
28	Radnor Twp	COOPERTOWN RD	DUNCAN LN	1	Yes	No	No								
514	Radnor Twp	SPROUL RD	BRYN MAWR AV	2	Yes	No	No								
515	Radnor Twp	BRYN MAWR AV	DARBY PAOLI RD	1	Yes	No	No								
517	Radnor Twp	ITHAN AV	CONESTOGA RD	2	Yes	No	No								
518	Radnor Twp	CONESTOGA RD	RADNOR CHESTER RD	2	Yes	No	No	yes							
519	Radnor Twp	CONESTOGA RD	WAYNE AV	1	Yes	No	No		yes						
520	Radnor Twp	CONESTOGA RD	BROOKE RD	1	Yes	No	No		yes						
522	Radnor Twp	KING OF PRUSSIA RD	MATSONFORD RD	2	Yes	No	No								
516	Radnor Twp	BROOKE RD	DARBY PAOLI RD	1	Yes	Yes	No								
521	Radnor Twp	KING OF PRUSSIA RD	EAGLE RD	2	Yes	Yes	No								
202	Ridley Park Boro	RIDLEY AV	SELLERS AV	0	Yes	No	No								
768	Ridley Twp	MORTON AV	MACDADE BL	2	Yes	No	No		yes		closed loop system on MacDade				7



**DVRPC Regional Roundabout Analysis Phase 1  
Delaware County's Additional Comments on Candidate Locations**

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	Sig Score	CMP	Land Use	Crashes	Elevation	project planned	Archaeological Probability	Note	Resources	Municipal Notes	Suggestion Level	Rank
97	Springfield Twp	ROLLING RD	SCENIC RD	1	Yes	No	No	yes							
98	Springfield Twp	POWELL RD	THOMPSON AV	1	Yes	No	No	yes							
600	Springfield Twp	SWARTHMORE AV	YALE AV	1	Yes	No	No								
601	Springfield Twp	POWELL RD	SAXER AV	2	Yes	No	No								
602	Springfield Twp	EAGLE RD	REED RD	2	Yes	No	No								
603	Springfield Twp	EAGLE RD	ROLLING RD	1	Yes	No	No								
195	Swarthmore Boro	MICHIGAN AV	PARK AV	1	Yes	No	No							no	
769	Swarthmore Boro	FAIRVIEW RD	MICHIGAN AV	2	Yes	No	No							no	
770	Swarthmore Boro	YALE AV	SWARTHMORE AV	1	Yes	No	No			Low		Yes (198)		no	
99	Thornbury Twp	WESTOWN RD	GLENN MILLS RD	1	No	No	No			Moderate	Jos. Brinton House, Bethlehem Methodist Church	Yes (139, 140)		potential obstacles	
101	Thornbury Twp	GLEN MILLS RD	THORNTON RD	1	No	No	No								
102	Thornbury Twp	WESTOWN RD	THORNTON RD	1	No	No	No			High	Thornton Historic District - Eligible for NR	Yes		potential obstacles	
104	Thornbury Twp	DILWORTHTOWN RD	DILWORTHTOWN RD	1	No	No	No								
105	Thornbury Twp	SPRINGLAWN RD	GLEN MILLS RD	1	No	No	No								
106	Thornbury Twp	CREEK RD	SWEETWATER RD	1	No	No	No			High	Chester Creek Historic District	Yes		potential obstacles	
107	Thornbury Twp	GRADYVILLE RD	CREEK RD	1	No	No	No				37 Creek Road	Yes (35)		potential obstacles	
108	Thornbury Twp	STONY BANK RD	FORGE RD	1	No	No	No								
606	Thornbury Twp	CHEYNEY RD	GLEN MILLS RD	1	No	No	No								
100	Thornbury Twp	BRINTON LAKE RD	GLENN MILLS RD	1	Yes	No	No				Fox Lair Farm	Yes (133)		potential obstacles	
103	Thornbury Twp	DILWORTHTOWN RD	CONCORD RD	1	Yes	No	No				171 Dilworthtown Road	Yes (149)		potential obstacles	
605	Thornbury Twp	SPRINGLAWN RD	CHEYNEY RD	1	No	Yes	No								
815	Upland Boro	UPLAND AV	SIXTH ST	0	Yes	No	No			Low and High		None			
816	Upland Boro	SIXTH ST	SIXTH ST	2	Yes	No	No			High		Yes (84)		potential obstacles	
817	Upland Boro	UPLAND AV	UPLAND AV	2	Yes	No	No			Low and Moderate		Yes (68)		potential obstacles	
806	Upper Chichester Twp	NAAMANS CREEK RD	LARKIN RD	2	No	No	No				This intersection would have elevation issues from the Larkin Road (North). Another concern would be the			no	
213	Upper Chichester Twp	CHERRYTREE RD	WEIR RD	1	Yes	No	No				This intersection is a three point intersection that may benefit with further analysis.			yes	9
805	Upper Chichester Twp	CHICHESTER AV	CHELSEA RD	1	Yes	No	No			Moderate and High	historic property set back far from intersection	Yes (2)	This intersection would not be an ideal location due to the right turn movements to Chelsea from Chichester which is currently prohibited. A mini-Roundabout would have limited impact on the residential homes.	yes	12
808	Upper Chichester Twp	CHICHESTER AV	LARKIN RD	2	Yes	No	No		yes (322)		This intersection could benefit from a roundabout. Left turn movements have slowed the efficiency of			yes	5
809	Upper Chichester Twp	CHICHESTER AV	MEETINGHOUSE RD	2	Yes	No	No			High		Yes (56)	This intersection would not be an ideal location due to the historic property located on the corner, the Township's newest park, and right of way issues.	no	
810	Upper Chichester Twp	CHICHESTER AV	BLUEBALL AV	0	Yes	No	No			High		None	The proximity of this intersection with Meetinghouse would prohibit the development of a roundabout. If any roundabout were to be built in this area, the size would affect numerous properties and right of way issues.	no	
811	Upper Chichester Twp	CHICHESTER AV	BETHEL RD	2	Yes	No	No				This intersection would not be ideal due right of way issues with the number of commercial properties located			no	
807	Upper Chichester Twp	LARKIN RD	BETHEL RD	1	Yes	Yes	No				This intersection could benefit from a roundabout and should include pedestrian and bike movements.			yes	8
588	Upper Darby Twp	PROVIDENCE RD	PROVIDENCE RD	0	Yes	No	No								
589	Upper Darby Twp	PROVIDENCE RD	BISHOP AV	2	Yes	No	No								
590	Upper Darby Twp	PROVIDENCE RD	ASHLAND AV	2	Yes	No	No			Low	Moderate site 80	Yes (10)		potential obstacles	
591	Upper Darby Twp	FRANKLIN AV	SOUTH AV	2	Yes	No	No								
592	Upper Darby Twp	BURMONT RD	MARSHALL RD	2	Yes	No	No			High		None			
89	Upper Providence Twp	RIDLEY CREEK RD	BISHOP HOLLOW RD	1	No	No	No			High	High site 1	Yes (16)		potential obstacles	
597	Upper Providence Twp	PROVIDENCE RD	BISHOP HOLLOW RD	1	No	No	No			Low	High site 5	Yes (4/5)		potential obstacles	
90	Upper Providence Twp	ROSE TREE RD	DOG KENNEL RD	0	Yes	No	No			Moderate	Low site 51	Yes (140)		potential obstacles	
91	Upper Providence Twp	ROSE TREE RD	RIDLEY CREEK RD	1	Yes	No	No			High	High site 46	None			
92	Upper Providence Twp	RIDLEY CREEK RD	KIRK LN	1	Yes	No	No			Moderate and High	High site 74; Moderate site 75	None			
93	Upper Providence Twp	CRUMCREEK RD	ROSE TREE RD	1	Yes	No	No			Moderate	Moderate site 58	None			
94	Upper Providence Twp	KNOWLTON RD	KIRK LN	1	Yes	No	No			UNKNOWN LOCATION					
595	Upper Providence Twp	RIDLEY CREEK RD	MEDIA STATION RD	1	Yes	No	No			High		None			
596	Upper Providence Twp	ROSE TREE RD	ORANGE ST	1	Yes	No	No								
177	Yeadon Boro	BAILY RD	UNION AV	1	Yes	No	No			Moderate and High					

**DVRPC Regional Roundabout Analysis Phase 1  
Delaware County's Additional Comments on Candidate Locations**

Location Number	City/Township	First Name of Road Approach	Last Name of Road Approach	Sig Score	CMP	Land Use	Crashes	Elevation	project planned	Archaeological Probability	Note	Resources	Municipal Notes	Suggestion Level	Rank
749	Yeadon Boro	LANSDOWNE AV	PROVIDENCE RD	2	Yes	No	No								
750	Yeadon Boro	LANSDOWNE AV	BAILY RD	0	Yes	No	No								
icipal Sugge	Nether Providence Twp	Beatty Road	Baltimore Ave								Beatty at Baltimore Pike might be able to be done. This could eliminate a signal.			yes	10
icipal Sugge	Aston Twp	Concord Road	Donnelly Ave						yes					yes	in design
icipal Sugge	Ridley Twp	Amosland Rd	Grand Rd								This area is a 5 point intersection boarded by a park. There is significant cut through traffic			yes	6
icipal Sugge	Ridley Twp	Hutchinson Terrace	Grand Rd								There is significant cut through traffic in a primarily residential neighborhood.			yes	6
	Newtown Twp	St. David's Road	NEWTOWN RD						yes						in design

**Mercer County  
Additional Comments on the  
Candidate Locations**



**DVRPC Regional Roundabout Analysis Phase 1  
Mercer County's Additional Comments on Candidate Locations**

GIS ID	FIRST_SLD	LAST_SLD_N	CMP USE	LAND USE	CRASH	MCD_NAME	PRIOR.	NOTES
503	MERCER COUNTY 638	N POST RD	Y	N	N	West Windsor Twp	1	Near new Alex. Rd roundabout, high turn vols (gf)
	CR 571 (Washington Rd)	Faculty Rd				Princeton Twp	1	Near roundabout on Faculty (gf)
	CR 571	Stockton St				Hightstown boro	1	Complex int. signal req. schools, trucks (gf)
485	WITHERSPOON ST	CHERRY HILL RD	Y	Y	N	Princeton Twp	2	Recc by Glattig/UI RE 206 (ml)
451	MERCER COUNTY 618	GEORGE DYE RD	Y	N	N	Hamilton Twp	2	Signal req'd, calm Rt 33 reliever (gf)
480	MERCER COUNTY 640	MERCER COUNTY 632	Y	N	N	Hopewell Twp	2	Calm town gateway, wide ROW (gf)
481	MERCER COUNTY 632	ROUTE 546	N	N	N	Hopewell Twp	2	High % turn, wide ROW (gf)
486	WITHERSPOON ST	VALLEY RD	Y	N	N	Princeton Twp	2	Recc by Glattig/Urban RE 206 (ml)
498	ROUTE 569	MERCER COUNTY 604	N	Y	N	Lawrence Twp	2	high % turn, constricted ROW (gf)
528	MERCER COUNTY 635	WALL ST	Y	N	N	Trenton City	2	Near Train Station, complex intersection (gf)
	Route 524	Route 609				Hamilton Twp	2	Yardville 5-Points (gf)
	Rt 546 (Pen-Law)	Fed. City / Keefe				Lawrence Twp	2	High % turn, wide ROW (gf)
	US 206	Ewing St				Princeton Twp	2	Recc by Glattig/UI RE 206 (ml)
	US 206	NJ 27 (MP 0.00)				Princeton Boro	2	Recc by Glattig/UI RE 206 (ml)
	NJ 27	Mercer St				Princeton Boro	2	Recc by Glattig/UI RE 206 (ml)
	US 206	Terhune				Princeton Twp	2	Recc by Glattig/UI RE 206 (ml)
	US 206	Mountain Ave				Princeton Twp	2	Recc by Glattig/UI RE 206 (ml)
	Nottingham	George Dye				Hamilton Twp	2	Signal req'd, calm traf in res area (gf)
160	ROUTE 518	ROUTE 569	Y	N	N	Hopewell Boro	3	May provide Boro gateway (ml)
161	ROUTE 518	MERCER COUNTY 654	Y	N	N	Hopewell Boro	3	May provide Boro gateway (ml)
	NJ 33	Airport Rd				East Windsor Twp	3	Signal req' by Twp. gateway to Hightstown boro (ml)
479	ROUTE 579	ROUTE 546	Y	N	N	Hopewell Twp	4	Signal w/long cycle, wide ROW (ml)
513	MERCER COUNTY 636	LOWER FERRY RD	Y	N	N	Ewing Twp	4	high turn vols, wide ROW (gf)
158	MERCER COUNTY 624	MERCER COUNTY 625	N	N	N	Hopewell Twp	4	@ BMS gate, new development (gf)
483	ALEXANDER RD	FACULTY RD	Y	Y	N	Princeton Twp	4	High % turn, calm bef entering BD (ml)
514	LOWER FERRY RD	CARLTON AVE	Y	N	N	Ewing Twp	4	Signalized, low need (gf)
551	NOTTINGHAM WAY	S CLINTON AVE	Y	N	N	Trenton City	4	High % turn, maybe suff ROW (ml)
510	MERCER COUNTY 611	CARLTON AVE	Y	N	N	Ewing Twp		
136	MERCER COUNTY 672	S. BROAD ST	Y	N	N	Hamilton Twp		
137	MERCER COUNTY 672	OLD YORK RD	N	N	N	Hamilton Twp		
138	OLD YORK RD	S. BROAD ST	N	N	N	Hamilton Twp		
139	MAIN ST	MERCER COUNTY 672	Y	N	N	Hamilton Twp		
140	MAIN ST	MERCER COUNTY 609	Y	N	N	Hamilton Twp		
141	MERCER COUNTY 609	NJ 156	Y	N	N	Hamilton Twp		
142	KLOCKNER RD	EDGEWOOD RD	Y	N	N	Hamilton Twp		
143	KUSER RD	HEMPSTEAD RD	Y	N	N	Hamilton Twp		
144	INDEPENDENCE AVE	HOBSON AVE	Y	N	N	Hamilton Twp		
145	OVERLOOK AV	W PARK AVE	Y	N	N	Hamilton Twp		
146	SWEETBRIAR AVE	CARLISLE AVE	Y	Y	N	Hamilton Twp		
147	BASIN RD	BUCKNELL AVE	Y	Y	N	Hamilton Twp		
159	ROUTE 518	ROUTE 579	Y	Y	N	Hopewell Twp		
162	VALLEY RD	MOORE ST	Y	N	N	Princeton Twp		
163	PENNINGTON-ROCKY HILL RD	CHERRY HILL RD	N	Y	N	Princeton Twp		



**DVRPC**

**Regional Roundabout  
Analysis**

**Phase I**



DELAWARE VALLEY  
REGIONAL PLANNING  
COMMISSION

**2007**





**DVRPC**

**Regional Roundabout  
Analysis**

**Phase I**



**DELAWARE VALLEY  
REGIONAL PLANNING  
COMMISSION**

December 2007



**Title of Report:** DVRPC Regional Roundabout Analysis Phase 1

---

**Publication No.:** 07044

**Date Published:** December 2007

**Geographic Area Covered:** The study area for this analysis includes the nine counties within the Delaware Valley Region: Bucks, Chester, Delaware, Montgomery, Philadelphia, Burlington, Camden, Gloucester, and Mercer Counties.

**Key Words:** Roundabout, safety, traffic circle, splitter island, central island, yield, counterclockwise traffic flow, traffic calming, deflection, flare, slower speeds, crashes, signal score, traffic signal, conflict points, community enhancement, complex geometry, truck apron

**Abstract:** This report documents the first phase of an analysis on examining the applicability of constructing roundabouts at appropriate locations in the region. In general, the concept of roundabouts is relatively new to the region, however given the proven safety benefits and successful applications from across the country, roundabouts are a worthy mechanism for improving the efficiency and safety at intersections.

By using such factors as functional classification, number of travel lanes, CMP, land use, and crash history, DVRPC worked with officials from PennDOT, NJDOT, counties and other stakeholders in developing screening criteria for determining where citing single lane roundabouts would be appropriate. Once generated, this information was tabulated, mapped and distributed to the counties for their review to narrow, and prioritize the listing of locations that met the identified criteria. The top three intersections prioritized by the counties would be considered for further evaluation of roundabout consideration during the second phase of this analysis.

---

Delaware Valley Regional Planning Commission  
190 North Independence Mall West, 8<sup>th</sup> Floor  
Philadelphia, PA 19106-1572

Phone: 215.592.1800  
Fax: 215.592.9125  
Internet: [www.dvrpc.org](http://www.dvrpc.org)

**Staff Contacts:**

Regina Moore, Project Manager  
Ellis Kim, Project Engineer  
Rosemarie Anderson, Project Planner

**Direct Phone:**

215.238.2862  
215.238.2894  
215.238.2832

**E-Mail**

[rmoore@dvrpc.org](mailto:rmoore@dvrpc.org)  
[ekim@dvrpc.org](mailto:ekim@dvrpc.org)  
[randerson@dvrpc.org](mailto:randerson@dvrpc.org)

# DVRPC



**DELAWARE VALLEY  
REGIONAL PLANNING  
COMMISSION**

**190 N Independence Mall West  
8th Floor  
Philadelphia, PA 19106-1520  
215.592.1800  
[www.dvrpc.org](http://www.dvrpc.org)**

