New Jersey Needs and Strategy Development Corridor

US 130 Corridor - Burlington County



Delaware Valley Regional Planning Commission

June 2000

New Jersey Needs and Strategy Development Corridor

US 130 Corridor - Burlington County

June 2000

Delaware Valley Regional Planning Commission The Bourse Building - 8th Floor 111 Independence Mall East Philadelphia, PA 19106 <u>www.dvrpc.org</u> 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 a 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.

New Jersey Needs and Strategy Development Corridor

TABLE OF CONTENTS

SECTION I	
Introduction	
The Corridor	1
SECTION II	· · · · ·
The Management Systems	7
Supplemental Data	9
SECTION III	
Need and Deficiencies	11
SECTION IV	
Recommendations	
SECTION V	
Conclusion	22
Conclusion	23

APPENDIX A

Maps.....A-1

APPENDIX B

Tables.....B-1

LIST OF FIGURES

Figure 1	Regional Map	3
Figure 2	Study Area and Vicinity	5
Figure 3	Median Break with limited sight distance	12
Figure 4	Traffic Congestion and Jug-handle Spill-back	13
Figure 5	NJ Transit Bus Stop - No Pedestrian Facility	15
Figure 6	Poor Pavement	16
Figure 7	Burlington City	17

Appendix A

Figure A1	Congestion Management System	A- 3
Figure A1-1	Congestion Management System (Updated)	A- 5
Figure A2	Safety Management System	A- 7
Figure A2a	Safety Management System	A- 9
Figure A3	Pavement Management System	A-11
Figure A3-1	Pavement Management System (Updated)	A-13
Figure A4	Bridge Management System	A-15
Figure A4-1	Bridge Management System (Updated)	A-17
Figure A5	Drainage Management System	A-19
Figure A6	Public Transit	A-21
Figure A7	TIP Projects and NJDOT studies	A-23
Figure A8	Cultural Features	A-25
Figure A8a	Cultural Features	A-27
Figure A9	Average Annual Daily Traffic Counts	A-29
Figure A10	Planning Areas of NJ State Plan	A-31

LIST OF TABLES

1995 Accidents on US 130 - Direction of Travel at Time of Impact	. 1	1
--	-----	---

Appendix B

Table A	Congestion Management System Data	. A1
Table B	Safety Management System Selected Data	. B1
Table C	Pavement Management System Selected Data	C1
Table D	Bridge Management System Selected Data	. D1
Table E	Bridge Management System Data	. E1
Table F	TIP Project Data	. F1
Table G	Average Annual Daily Traffic Counts Data	. G1

Page ii



SECTION I

Introduction

This a prototype corridor analysis to effectively integrate the planning process with the transportation management systems. It is imperative that the management systems of the New Jersey Department of Transportation and Delaware Valley Regional Planning Commission are adaptable to the process of corridor planning. This study was initiated to evaluate their adaptability. It is a systems level study providing a corridor wide analysis and not a study examining individual intersections and pavement deficiencies in detail. The ultimate goal of the process is to develop a set of recommendations to address the identified needs and deficiencies.

In cooperation with New Jersey Department of Transportation, the US 130 corridor in Burlington County was selected for this prototype analysis. According to Burlington County this corridor is classified as a redevelopment corridor. NJDOT's pavement management system, drainage management system, safety management system, and bridge management system; along with DVRPC's *New Jersey Congestion Management System Report* were used to display the corridor's physical conditions on a series of maps to identify the needs and deficiencies. In addition to the management systems the following supplemental data was also evaluated: AADT, TIP projects, transit routes, the state plan and cultural features to have a more comprehensive picture of the transportation system's physical attributes. Field views were conducted to verify data from the management systems. Maps and databases were updated according to field observations. Needs and deficiencies within the corridor were identified through the plotted data and field observations. Strategies are recommended to address the needs and deficiencies identified by the analysis.

The Corridor

The corridor encompasses approximately 23 miles of US 130 in Burlington County. *Figure 1* shows the corridor in relation to the DVRPC region. *Figure 2* shows the study area and its immediate vicinity. It is bordered on the west by the Delaware River, on the east by the municipal boundaries, on the north by the Mercer County boundary and on the south by the Camden County border. It includes the following 16 municipalities: Bordentown Township, Bordentown City, Mansfield Township, Fieldsboro, Florence Township, Burlington Township, Burlington City, Edgewater Park, Beverly, Delanco, Willingboro, Riverside, Delran, Cinnaminson, Riverton and Palmyra. The corridor is in varying stages of development and as such has a wide variety of transportation related problems.

Land use types within the corridor are diverse. Each municipality have a mix of land use

types, the mix tends to vary according to level of development. In general the municipalities to the south of the study area are more developed than the northern municipalities. In the municipalities of Mansfield and Florence, and to a lesser extent in Burlington Township and Bordentown, there are a number of farms and undeveloped land. Bordentown City, Roebling, Burlington City, Beverly, Riverton and Palymra are compact village type municipalities with dense residential development around commercial cores. Residential development dominates the other municipalities however with lower densities. Business and office parks are scattered throughout the corridor but usually located close to major roadways. On US 130, between Cinnaminson and Burlington Township, the land use is monopolized by retail commercial development. According to the *New Jersey State Development and Redevelopment Plan* there are four different types of planning areas within the corridor - metropolitan, suburban, fringe and rural. Metropolitan planning area accounts for approximately sixty percent of the study area.

Key roads in the corridor are: US Route 130, US Route 206, County Route 543, County Route 613 (Bridgeboro Road), County Route 626 (Beverly - Mount Holly Road), County Route 630 (Cooper Street), County Route 634 (Sunset Road), County Route 541 (Burlington - Mt Holly Road), County Route 633 (Salem Road), County Route 670 (Burlington - Jacksonville Road), County Route 656 (Pearl Street, River Road, Front Street, Delaware Avenue, Florence - Columbus Road), County Route 660 (Old York Road), Burlington - Bordentown Road, Farnsworth Avenue, County Route 528, Keim Boulevard, Broad Street (Burlington City).





SECTION II

Management Systems

Congestion Management System

Data from the Delaware Valley Regional Planning Commission's New Jersey Congestion Management System Report was used to identify locations of congestion within the corridor. This Report serves as a preliminary screening of congestion within a corridor. Congested roadways are identified primarily by examining the volume to capacity ratio of each principal and minor arterial facility. In the CMS network this approach emphasizes link-level congestion but does not address isolated intersections and hot spots. Also taken into consideration was the rate of growth of the surrounding areas. Using the DVRPC's travel demand simulation model, volume to capacity ratios were generated. Simulations were performed for a 1996 base year and a 2020 planning horizon year. Traffic volumes obtained from the travel demand simulation model are based on average annual daily traffic (AADT) volume of each roadway. Highway link capacities reflects the number of lanes, facility type and geographical location. Facilities with a v/c ratio of 0.9 or higher were classified as congested. The results were then synthesized with the volume to capacity ratios from the CMS GIS CD to form a composite index of congested facilities. This was graphically displayed using data for 1996 congested areas and 2020 potential congested areas and shown in Appendix A on Figure A1. Table A in Appendix B shows, in addition to congested locations, the causes of congestion in the corridor as identified in the New Jersey Congestion Management System Report.

As more in depth corridor level studies are conducted, the findings of the New Jersey CMS Report are supplemented with more detailed data based on field views, interviews with local officials and in some cases, additional smaller-scale modeling efforts. Field views and consultation with the county and NJDOT was required to confirm the accuracy of the data. *Figure A1-1* in Appendix A reflects the resultant changes.

Safety Management System

Three years of accident data was obtained from the New Jersey Department of Transportation's (NJDOT) Safety Management System: 1993,1994 and 1995. The safety management system comprises accident data from the state, county and municipal accident reports. Some of the information in the database includes: accident location, date and time of occurrence, road surface conditions, direction of travel, contributing circumstances for accidents and number of deaths and/or injuries. The safety management system at present only has data for state roads, no data was available for county or municipal roads. In Appendix B, *Table B* gives detailed information of accidents on US 130; and *Figure A2 and A2a* of Appendix A graphically display locations with five or more accidents in 1995 with their corresponding 1993 and 1994 accident data.

Pavement Management System

Data for the Pavement Management System, obtained from New Jersey Department of Transportation, represents 1996 -1997. Pavement Management System data is updated in 2-3 year cycles. Some of the information included in the management system are: type of pavement, roadway width, right of way width, median width, type of pavement, drainage type, functional classification, traffic growth, truck percentage, surface thickness, ride quality index, surface distress index, rut depth, international roughness and final pavement rating. The management system also represents a management priority list which is the network approach for meeting the reconstruction, rehabilitation, resurfacing and restoration needs of the state highway system. Pavement quality is rated on a scale of 0 - 5 (0 - very poor; 5 - very good). This is determined by the Ride Quality Index and Surface Distress Index. Data for both state and county roads are available in the Pavement Management System. *Table C* in Appendix B gives data for state and county roads with selected associated variables. *Figure A3* in Appendix A is the graphical representation of the final pavement rating.

Field views and consultation with the county was required to confirm the accuracy of the data. Appendix A, *Figure A3-1* is the graphic representation of the updated data that reflects resurfacing jobs completely since the last cycle.

Bridge Management System

The Bridge Management System was obtained from the New Jersey Department of Transportation. The data for State highways represents the year 1998 and 1995-1996 for county highways. Bridge Management System data for state highways is updated every year. Information in the management system includes: year bridge was built, number of lanes carried, bridge posting, feature intersected, facility carried, underclearance, approach roadway alignment, waterway adequacy, condition of deck, condition of sub and superstructure and sufficiency rating. *Table D* in Appendix B, gives data for the state and county bridges. Structurally deficient bridges are defined as having the deck, superstructure and/or substructure with a rating of 4 or less. Appendix A, *Figure A4* is the graphical representation of the bridges in the study area based on the condition of deck, substructure and/or superstructure.

Field views and consultation with the county was required to confirm the accuracy of the data. Data was updated to reflect post 1998 conditions for the state bridges and post 1996 conditions for county bridges. Appendix A, *Figure A4-1* is the graphic representation of the revised data.

Drainage Management System

The Drainage Management System data was obtained from the New Jersey Department of Transportation. The data represents the year 1999 and is updated every year. The management system only covers data for state highways. Information included in the management system are: location, rank number, maintenance or preliminary design scoping information, and associated costs for study, design and construction. The rank value determines when it advances into maintenance or preliminary design scoping. There are only two locations in the study area on the drainage management system, *Table E* in Appendix B shows the relevant data and *Figure A5* of Appendix A represents the data spatially.,

Other Information

Transit

New Jersey transit provides 3 main bus routes to service the corridor. They are bus routes 409, 413 and 419. Route 409 operates between Trenton and Philadelphia via Camden, Burlington and Willingboro. Hourly service is provided throughout the day with a more frequent express service during AM and PM peaks between Willingboro and Trenton. Route 413 operates between Burlington City and Philadelphia via Camden, Mapleshade and Cherry Hill. Buses run on an hourly schedule throughout the day. Route 419 also operates between Burlington City and Philadelphia via Camden however they primarily service communities along County Route 543. The buses run on 30 minute schedule during peak periods and an hourly basis for the rest of the day. *Figure A6* in Appendix A graphically represents the transit routes in the study area. The data includes existing bus routes, the South Jersey Light Rail Transit Line with its proposed stations which are currently under construction and existing park and ride facilities. The South Jersey Light Rail Transit will operate between Trenton and Camden and will have 12 stations in Burlington County

TIP Projects

Projects in the FY 2000 Transportation Improvement Program were identified and plotted on a map, *Figure A7* in Appendix A. Included also on this map are the New Jersey Department of Transportation studies in the corridor. Appendix B, *Table F* gives detailed information of the projects in the study area. There are 4 projects listed; 3 of them extend beyond the study area boundary.

Cultural Features

Figure A8 and A8a in Appendix A shows the location of police stations, fire stations, schools, municipal buildings, business and industrial parks, hospitals and shopping malls plotted on a map. The cultural features were analyzed in relation to the overall transportation network in the study area. The continued accessibility of cultural features (hospitals, fire stations, police) is of utmost importance to the communities they serve.

Average Annual Daily Traffic(AADT)

The average annual daily traffic data is from the DVRPC's traffic counts. The figures for

AADT are for the years 1995 through 1999. AADT data was plotted on a map, using information from *Table F* in Appendix B. *Figure A9* in Appendix A gives a picture of traffic flows in the corridor. AADTs varies throughout the corridor. Along US 130 the volumes decrease traveling north. They range from 59,930 average annual daily trips in 1995 in Cinnaminson gradually decrease to 19,590 in Florence. In Bordentown the volumes north of the US 130/206 merge are higher, but drops off after the split and the I-295 interchange. In general the volumes decrease moving east or west away from US 130. Some roads with high volumes are County Road 541 which has interchanges with I-295 and the New Jersey Turnpike; Keim Boulevard and US 73 which access bridges to and from Pennsylvania; County Route 626 (Beverly Road) in Willingboro; County Route 634 (Sunset Road); and County Route 543 (Broad Street).

State Plan

The State Development and Redevelopment Plan delineates planning areas in New Jersey. The planning areas boundaries in the corridor are graphically represented on *Figure A10* in Appendix A. The planning areas are distinct geographic and economic units and serve as a framework to organize the application of the Statewide Policies of the State Plan. The Plan provides specific statewide transportation policies for each planning area within the State. Some of the policy objectives are: maintaining and enhancing a transportation system that link centers and nodes and to major highway and transit corridors; encourage the use of public transit systems, walking and alternative modes of transportation where appropriate and feasible and maximize circulation and mobility options; encourage significant redevelopment and intensification around existing and planned rail stations and along transit corridors; and facilitate efficient goods movement through strategic investments and inter-modal linkages.

SECTION III

NEEDS AND DEFICIENCIES

The needs and deficiencies within this corridor vary and in some cases extends beyond study area boundaries.

Restrict Access To US 130

There is unrestricted access to and from US Route 130 from local roads and commercial development. The posted speed limit on the highway is 50 MPH. Traffic accessing US 130 from numerous intersections and driveways multiplies the problem of traffic congestion and the abundance of traffic accidents. Traffic is forced to slow down behind entering and exiting slower traffic on the main thoroughfare resulting in congestion. Driver inattention is one of the major contributing factors to accidents on US 130. Sudden deceleration to access driveways and dangerous entrances onto US 130 to merge with traffic flow causes numerous collisions with vehicles going in excess of the speed limit.

Lack of Right Turn Lanes and Advance Signs

A lack of right turn lanes at intersections on US 130 coupled with the lack of advance signs for intersections create safety problems. In analyzing the data in *Appendix B* - *Table B*, there was an abundance of accidents in 1995 to which the contributing circumstance was "driver inattention" and to a lesser extent to "improper lane change." Of the 857 accidents on US 130 in 1995, 581 or 68 percent occurred at intersections. Sixty percent of total accidents in the same year were between vehicles traveling in the same direction as shown in the table below. It is thirty-nine percent more than the next most frequent occurrence.

Collision Involved Vehicles	Number of Accidents	Percentage
Same Direction	515	60
Angle	177	21
Object	88	10
Other	77	9
Total	857	100

Accidents on US 130 according to travel direction of vehicles at time of impact - 1995

Motorist's attention is split between looking for street signs and driving. With no advance signs motorists are forced to change lanes without warning at their

intersections. This impulsive action can also be detrimental to the flow of traffic. The lack of advance signs, and lack of right turn lanes at intersections forces motorists to decelerate suddenly in the right travel lanes of US 130. Back-ups in the right lane causes additional lane changes to avoid delays. These actions further contribute to congestion and the number of rear end collisions at intersections in the corridor.

Median Breaks

In the northern section of the study area between Burlington City and Interstate 295 in Bordentown, there are a number of breaks in the median to accommodate left and Uturns. This is an extremely difficult and unsafe undertaking though traffic is not heavy in this area relative to the southern section of the study area. In specific locations there are problems with sight-distance for example at the intersection of Burlington-Bordentown Road and Route 130. Gradients in the roadway also plays a dangerous role for motorists in this area trying to turn. The intersection of Kinkora Road and US 130 is located at the bottom of a depression in the roadway, which coupled with the dangers of the gradient is the resulting problem of limited sight-distance.



Figure 3 - Median-Break on US 130 poor sight-distance from vehicle on curve

On the other hand the jersey barrier median in the southern section of the study area between Cinnaminson and Burlington City acts as a barrier to the continuous flow of east-west traffic. For the municipalities which traverse US 130 the barrier acts as a divider. The lack of continuous east-west traffic flow can be very detrimental to residents in communities that are on both sides of the highway in terms of access to emergency services. A specific example, the Fire Department in Delran is located on County Road 543 on the west side of the highway, in an emergency on the east side the fire trucks have to travel down Chester Avenue (County Route 604) on to US 130 using the jug-handle to access Haines Mill Road or to make a U-turn on US 130 to access Hartford Road. Other major roads which terminates at US 130 are County Route 605 (Fairview Street); County Route 624 (Creek Road); County Route 633 (Salem Road) and County Route 624 (Delanco Road).

Traffic Spill-back at Jug-handles

Spill back of traffic onto US 130 from jug-handles causes congestion during peak periods. Due to high volumes making left turns from US 130 using jug-handles, there are frequent back ups of traffic onto the main thoroughfare, resulting in congestion. This is also a consequence of traffic slowing down and the weaving of through traffic to



Figure 4 - Traffic congestion and jug-handle spill-back at Haines Mill Road and Chester Avenue intersections with US 130

avoid the spill back. This occurs mainly around Cinnaminson, Delran, Willingboro, Delanco and Edgewater Park. Specifically on northbound US 130 in the area of Haines Mills Road and Chester Avenue during the evening peak. The two signalized intersections are five hundred and twenty feet apart and entrance to the jug-handle is closer. There is spill-back at the jug-handle at Chester Avenue which causes delays at both intersections because of the proximity of both heavily used intersection.

Signal Timing and Coordination

Traffic flow in the corridor varies throughout the day but traffic signal timing and coordination does not reflect this. There is a need for traffic signal timing and coordination to adjust according to traffic demand. This affects the flow of traffic especially during the peak periods resulting in congestion and jug-handle overspill in areas. At Riverton Road and US 130 there are double traffic signals. During the evening peak period there is spill-back at the southbound US 130 jug-handle as a result of eastbound traffic on Riverton Road and traffic from US 130 southbound accessing the jug-handle.

Truck Traffic

Within the county there are a number of business and industrial parks which generate truck traffic. The roadway system needs to be supportive of this truck traffic. Access

roadways to and from the New Jersey Turnpike and Interstate 295 (expected to carry the bulk of truck traffic) needs to be improved to keep trucks on major roadways and off local residential roads.

Poor Pavement

Whereas the majority of the roads in the study area have pavement quality in good or fair condition, there are some roads which have sections which are in very poor condition and needs rehabilitation. Poor pavement quality characterizes sections of major roadways which are heavily traveled within the corridor. County Route 543 (N. Broad Street) which serves as an alternate for US 130 for north-south traffic and access to business and industrial parks is littered in areas with poor pavement quality, as seen in Appendix A, *Figure A3-1*. Areas of poor pavement condition causes congestion and accidents and will result in traffic diverting into residential areas on local roads.

Coordination

There is widespread evidence of a lack of coordination among the utilities and the county and municipalities. Many repaved roads display utility cuts and repatching. With the overlay settling at a different rate from the original pavement, the result is groves and sink holes in the pavement. This causes poor ride-ability, congestion and safety hazards. Moorestown-Riverton Road, from Pomona Road to US 130 and Farnsworth Avenue between US 206 and US 130 are examples of roads showing evidence of patches in the pavement as a result of utility work.

Transit and Alternative Modes

Public Transit

The limited public transit service within the corridor consists primarily of buses. It is concentrated to a large extent on the west side of US 130. Though this area is more densely populated, there are concentrations of residential development and business/industrial parks which could benefit from an expansion of service to the east of US 130. The existing transit concentrates solely on the north-south movements (Camden-Philadelphia-Trenton) and neglects the east-west travel.

Park and Ride

For a corridor of this magnitude and length, the number of park and ride facilities is inadequate. There is only one park and ride facility within the corridor, commuters have to travel an average of eight miles to get to it. Commuters from Cinnaminson to Camden have to backtrack to use this facility, adding to the traffic congestion on US 130.

Pedestrian and Bicycle

The analysis of transit and alternative modes show a marked deficiency in supply of pedestrian and bike access on major roads in the corridor. The layout of US 130 shows

no tolerance for the cyclists or pedestrians. On US 130 there is only one pedestrian overpass, this at Riverton Road. New Jersey Transit Route 409 uses US 130 for its trips between Trenton-Camden-Philadelphia, and has numerous stops on the highway.



Figure 5 - NJ Transit Bus Stop - No crosswalks and No sidewalk Intersection of Charleston Drive and US 130

Only a few of these bus stops have pedestrian access in the form of sidewalks and/or crosswalks at intersections. There are bus stops at the intersection of US 130 with Taylors Lane and at Cooper Street but there are no sidewalks or crosswalks. At Haines Mills Road and at Tenby Chase Drive the bus stops have crosswalks but no sidewalks. In some areas there are sidewalks for short distances then they abruptly end in the middle of nowhere.

Many major county roads also lack pedestrian and bike access. County Route 656 starts with sidewalks and wide shoulders close to US 130, traveling east, the sidewalks abruptly disappear and the shoulder gradually tapers to within inches of the curb. Other roads have neither sidewalks nor shoulders making it hazardous for pedestrians and cyclists.

Local roads in the corridor are the exception with the majority having some level of pedestrian and bike access. In residential areas sidewalks are the norm throughout the corridor.

Proposed Transit

The road system needs to be supportive of the pending South Jersey Light Rail Transit Line between Camden and Trenton along the former Bordentown secondary. The county needs to develop or redevelop a roadway system that supports the stations, improving not only motor vehicle access but also bicycle and pedestrians access to these facilities.

Burlington City

In analyzing the maps of the transportation management system data, Burlington City showed widespread deficiencies and multiple transportation related problems. *Figure 7* shows the Burlington City area and its related attributes. The quality of the pavement on county and municipal roadways within this area can be classified as fair or poor.



Figure 6 - Broad Street, Burlington City - Poor pavement

Broad Street which is a main thoroughfare of the borough is rife with potholes. Broad Street is the location of one of the Burlington City's station for the proposed South Jersey Light Rail. On US Route 130 which bisects the borough there are poor signal timing and coordination. There are seven signalized intersections, six unsignalized ones and numerous driveway access within a two and half mile distance northbound. Signal coordination and timing is made difficult with the number of signals and turning movements to consider. A related problem in the area is safety. Within this area there are a large number of accidents at the intersections mainly attributable of turning movements. In 1995 there were 143 accidents at intersections along US 130 in Burlington City, approximately 2 accidents every 5 days. An accumulative problem is congestion within this area. The roadway configuration and excess traffic in this area to access the Burlington-Bristol Bridge contributes to the congestion.



SECTION IV

RECOMMENDATIONS FOR IMPROVEMENT

Recommendations are general and more in-depth study is needed in most cases to determine appropriate solutions to address specific existing needs and deficiencies. Recommendations run the gamut from short term, temporary solutions to long term, long range planning studies.

Recommendations are discussed under four categories:

- Highway Improvements
- Traffic signs and signals
- Transit and alternative modes
- Comprehensive Study and Growth Management

Highway Improvements

Access to and egress from US 130 should be restricted. The number of curb cuts needs to be reduced. For the posted speed of the roadway and its capacity there are far too many local roads and driveways accessing the highway. The roadway network in the corridor should be analyzed and routing plans prepared to determine appropriate access/egress points for US 130. Some roadways should be closed off totally to entering and exiting traffic from US 130 given alternative routes. Driveway access to US 130 is more difficult to restrict, especially if the property has its only frontage along one roadway. However the number of curb cuts can be reduced by combining the driveways of establishments in close proximity to each other. As much as possible, commercial development should be made to access US 130 from the side streets at signalized intersections.

Provide right turn lanes at the intersections to eliminate the need for motorists to decelerate in the right travel lane and alleviate back up which results from the turning movement. Minimum widening would be necessary where shoulders already exist.

Improve the transportation network to accommodate increasing truck traffic. Specifically improve the roads that link commercial centers to the major highway network. Improvements should include: the widening of roadways to include shoulders; improve turning radii to accommodate trucks movements and keep pavement in good condition. Rising Sun Road, a project on Delaware Valley Regional Planning Commission 2000 TIP, is one way of satisfying this need in the northern end of the corridor. This improvement will better accommodate truck traffic between New Jersey Turnpike at Exit 7A and I-295 and from the highways to local roads. The impacts of the new ramps from the New Jersey Turnpike Extension on US 130 has yet to be evaluated.

To alleviate spill-back at jug-handles and its accompanying transportation problems improve the geometry of jug-handles, increasing the physical capacity as necessary. Jug-handles could be widened to add extra lanes or lengthened to accommodate the stacking of vehicles.

The South Jersey Light Rail Transit line will have twelve stations in this corridor. The line runs on the western edge of the county. It is imperative that the stations are accessible to patrons. Access roads to these facilities need to be improved to accommodate the traffic which the stations will generate. Some of these improvements could include: increased travel-way; pavement rehabilitation; sidewalk rehabilitation; new or improved bikeways; and pedestrian crosswalks. Roads which provide direct access to the rail line by residents on the east side of US 130 (Bridgeboro Road, Cinnaminson Avenue, Riverton-Moorestown Road and County Route 624, High Street, Delaware Avenue) should be given priority for improvements.

Signs & Traffic Signals

Coordinate and time traffic signals in the corridor according to demand. Conduct studies to determine signal timing patterns for both peak and off-peak periods and implement the necessary modifications to the traffic control devices.

An adjustment in the signal timing could alleviate spill-back at jug-handles. This could affect the coordination with other signals therefore a thorough examination of the system is necessary and the cost/benefit to the corridor should be analyzed.

Conduct warrant studies to determine the need for traffic signals at intersections with safety problems now served by median breaks. Traffic signals, if warranted could be coupled with jug handles for turning movements. Where traffic signals are not warranted and there are safety problems, median breaks should be closed off and motorists routed to other intersections for their turning movements.

Install advance street name signs on US 130 for intersecting streets. Motorists would be fore-warned and eliminate unexpected lane changes and sudden decelerations to navigate turns.

Transit and Alternative Modes

Due to the high concentration of existing and pending transit services on the western section of the corridor a feasibility study should be conducted for feeder bus and shuttle bus service to link the transit corridors to areas without transit. With on going development in the area, both commercial and residential, transit service needs to be improved to attract potential riders. Improvement could include: improvement existing bus frequency, provide more express bus service and expand the existing bus service network.

Provide adequate bus pull-off areas along US 130 to prevent buses from stopping in the travel-way.

Adequate park and ride facilities need to be provided for residents. Field surveys should be carried out to identify suitable locations for park and ride facilities. Under the South Jersey Light Rail project, some stations will be developed with park and ride facilities but there still remains the need for facilities in other areas particularly along US 130.

Comprehensive Study and Growth Management

Due to its numerous needs and deficiencies as expressed in the transportation management systems a comprehensive traffic study should be done for the Burlington City area of the corridor.

The State Plan classifies Burlington City as a proposed town and Goal No.1 of that said document states "*revitalize the cities and towns*". Burlington City is strategically located and can be potentially viable in the county's overall economic development plans. Located in the municipality is one of the gateways to the state from Pennsylvania, the Burlington-Bristol Bridge. With this in mind transportation improvements in this area can aid in enhancing quality of life and promote the revitalization of the area.

There are still vast undeveloped and underdeveloped areas within the corridor which makes growth management strategies practical. With the help of zoning regulations future developments should be planned around existing centers and transportation corridors. Creating what the State Plan refers to as human scale communities or Communities of Place. This places a wedge in urban sprawl forming denser, mixed use developments. These communities tend to be less dependent on the automobile and more conducive to transit and alternative modes of transportation.



SECTION V

Conclusion

According to the *New Jersey Statewide Policies on Coordinated Transportation Planning* "the preservation and maintenance of the existing transportation network is the highest transportation priority".

Deficiencies in the corridor are already evident, and with a continuation of existing trends and no major transportation improvements the existing roadway network will eventually become inadequate. Transportation amelioration can be used as a trigger in the corridor's redevelopment process, but the transportation planning process has to be a coordinated effort of all the stakeholders and not segmented and departmentalized. Linkages have to be established to transportation projects, allowing them to have regional impacts which can stimulate economic growth. There is evidence of some preservation and maintenance within the corridor. There is growth in the corridor and as a result there is a need to supplement the existing network.

The Management Systems were instrumental in helping to identify the needs and the deficiencies within the corridor and as such they can make a contribution to the corridor planning process. However, there were problems associated with their use in the process:

- Management System data was dated. None of the management systems had current data. The data used was as old as four years for the safety management system. This is attributable to two causes 1) a lag time between field work and published results for the management systems; and 2) a 3 - 4 year cycle to complete and update the inventory.
- Management Systems were not compatible. Each management system had different years associated and are updated on different cycles. This made it difficult to cross reference data between management systems at the same location.
- Management Systems had limited data. All the management systems had complete data for state roads a few had data for county roads and only the congestion management system had information on local roads.

The management system can easily be integrated into the transportation planning process to identify corridor needs, deficiencies and future projects. However, given present data limitations in terms of timeliness and non-concurrence in data collection it is difficult to determine cause and effect between different categories of needs (i.e. congestion caused by poor pavement). The management systems therefore work better

individually than as a package for the planning process. As a result extensive field work is necessary for effective analysis.

APPENDIX A

Page A-1



New Jersey Needs and Strategy Development Corridor - US 130

Source: DVRPC Congestion Management System, 1996

Congestion Management System - Figure A1




Updated September 2000



Source: NJDOT Safety Management System, 1993-1995

Safety Management System I - Figure A2



Source: NJDOT Safety Management System, 1993-1995

Safety Management System II - Figure A2a



Source: NJDOT Pavement Management System, 1996-1997

Pavement Management System - Figure A3



Source: NJDOT Pavement Management System, 1996-1997



Updated November 1999



Source: NJDOT Bridge Management System, 1998

Bridge Management System - Figure A4



Source: NJDOT Bridge Management System, 1998



Updated November 1999



Source: NJDOT Drainage Management System, 1999

Drainage Management System - Figure A5



Public Transit - Figure A6



TIP Projects and

Source: DVRPC FY 2000-2002 TIP



Updated November 1999



Cultural Features II - Figure A8a

Updated November 1999



Source: DVRPC selected locations, 1995-1999

Average Annual Daily Traffic Volumes (AADT) - Figure A9



Source: New Jersey Office of State Planning

New Jersey State Plan - Figure A10

APPENDIX B

Page B-1

SRI	Road Name	1996 Congestion	2020 Congestion	Cause of Congestion
00000130	US 130	CR 543 to CR 543	CR 543 to CR 543	Roadside development, Heavy through volume, Intersection deficiencies, Keim Blvd. Intersection, Turning movements, Traffic signal timing/coordination
00000130	US 130	None	CR 605 to Taylor's La	Commercial development, Heavy truck volume, Heavy through volume
00000130	US 130	CR 607 to US 30	CR 607 to US 30	Roadside development, Heavy truck volume, Intersection deficiencies, Keim Blvd. intersection, Traffic signal timing/coordination
00000206	US 206	US 130/206 Split to NJ 68	US 130/206 Split to NJ 68	Roadside development, Heavy truck volume, Turning movements, Weaving
00000541	CR 541	US 130 SB to NJ Turnpike	US 130 SB to NJ Turnpike	Roadside development, Lane reduction, Traffic signal timing, Intersection deficiencies.
	Keim Blvd.	Delaware River to US 130	Delaware River to US 130	Heavy truck volume, Heavy through volume, Approach to Burlington-Bristol Bridge
00000633	CR 633	Mill St. to US 130	Mill St. to US 130	Residential development, Turning movements, Intersection deficiencies
03041083	Rising Sun Rd.	None	US 130 to US 206	Heavy truck volume, Inadequate interchange
00000073	NJ 73	Temple Blvd. To CR 537	Temple Blvd. To CR 537	Commercial development, Heavy truck volume, Heavy through volume, Business parks, Lane reductions, Intersection deficiencies
00000543	CR 543	CR 603 to CR 607	CR 603 to CR 607	Roadside development, Heavy through volume, Turning movements
03000607	CR 607	Temple Blvd. to CR 543	Temple Blvd. to Fork Landing Rd.	Roadside development, Heavy truck volume, Turning movements, Intersection Deficiencies.
03271072	Temple Blvd.	CR 607 to NJ 73	CR 607 to NJ 73	Residential development, Heavy through volume, Turning movements

TABLE A - Congestion Management System Data

Source: Delaware Valley Regional Planning Commission

Page A1

<u>New Jersey Needs and Strategy Development Corridor</u>

TABLE B - Safety Management System Selected Data

		Collision	Veh	Veh (1)	Vah (2)	Veh (2)	Meal				Veh(1)	Veh(1)	No	No	1995
Location	Municipality	Involved	(1) Dir	Action	Dir	Action	Surface	Light	Mon	Day/Hr	Contribution	Contribution	Killed	Injured	Accid
Cinnaminson Ave	Cinnaminson														30
		Angle	s	Straight	W	Straight	C/D	Day	Feb	Mon/ 12	Traffic Signal	None	0	2	
		Angle	N	Straight	Е	Straight	C/D	Day	Mar	Sun/ 11	Fail to yield ROW	Unsafe speed	0	3	
		Angle	E	Straight	Ν	Straight	C/D	DNDK	Mar	Tue/18	Alcohol DRG INV	Other	0	3	
		Angle	N	Straight	E	Straight	C/D	Day	Mar	Fri/11	Fail to yield ROW	None	0	0	
		Angle	N	Straight	E	Straight	C/D	Day	Apr	Sat/14	Fail to yield ROW	None	0	0	
		Angle	N	Straight	E	Straight	C/D	Day	Apr	Sun/13	Fail to yield ROW	None	0	1	
		Angle	N	Straight	E	Straight	C/D	Day	May	Sat/15	Fail to yield ROW	None	0	0	
		Angle	S	Slow-Stop	W	Straight	C/D	Day	May	Sat/00	Traffic Signal	None	0	0	
		Angle	S	Straight	W	Straight	C/D	Dark	Sep	Fri/20	Traffic Signal	None	0	1	
		Angle	S	Straight	W	Straight	R/W	Day	Oct	Thr/07	Unsafe Speed	None	0	0	
		Angle	S	Straight	W	Straight	R/W	Dark	Nov	Fri/21	Traffic Signal	Other	0	1	
		Angle	N	Straight	Е	Straight	C/D	Dark	Nov	Sun/19	Fail to yield ROW	None	0	1	
		Angle	N	Straight	E	Straight	C/W	Day	Dec	Sat/15	Fail to yield ROW	None	0	3	
		S Dir Rear	S	Slow-Stop	S	Unknown	R/W	Dark	Mar	Wed/22	Other	Other	0	0	
		S Dir Rear	N	Stop-Traf	Ν	Unknown	C/D	Day	Mar	Thr/15	Other	None	0	1	
		S Dir Rear	S	Straight	S	Slow-Stop	C/W	Day	Mar	Tue/13	Follow too close	Other	0	0	
		S Dir Rear	s	Unknown	S	Stop-Traf	C/D	Day	Mar	Fri/15	Dri Inattention	None	0	0	
		S Dir Rear	N	Straight	Ν	Stop-Traf	C/D	Day	Apr	Wed/14	Vehicle Defect	None	0	1	
		S Dir Side	W	Left-Turn	W	Stop-Traf	C/D	Day	May	Tue/15	None	Dri Inattention	0	0	
		S Dir Rear	E	Slow-Stop	Е	Slow-Stop	C/D	Day	Aug	Sun/11	Dri Inattention	None	0	1	
		S Dir Rear	S	Stop-Traf	S	Unknown	C/D	Day	Aug	Mon/ 16	None	Dri Inattention	0	0	
		S Dir Side	S	Straight	S	Straight	C/D	Day	Sep	Wed/07	Follow too close	None	0	0	
		S Dir Rear	S	Straight	S	Stop-Traf	R/W	Day	Sep	tue/16	Follow too close	None	0	1	
		S Dir Side	S	Straight	S	Stop-Traf	R/W	Day	Oct	Thr/09	Water Puddles	None	0	0	
											Imp Lane				
		S Dir Side	E	Chng Lanes	E	Straight	R/W	Day	Nov	Thr/10	Change	None	0	0	
		S Dir Rear	N	Stop-Traf	Ν	Slow-Stop	C/D	Dark	Nov	Fri/17	Dri Inattention	None	0	0	

TABLE B - Safet	y Management	System	Selected	Data
-----------------	--------------	--------	----------	------

		Collision	Veh	Veh (1)	Veh (2)	Veh (2)	Wea/				Veh(1)	Veh(1)	No.	No	1995
Location	Municipality	Involved	(1) Dir	Action	Dir	Action	Surface	Light	Mon	Day/Hr	Contribution	Contribution	Killed	Injured	Accid
		S Dir Rear	S	Slow-Stop	S	Stop-Traf	R/W	Dark	Nov	Sat/21	Unsafe Speed	None	0	2	
		S Dir Rear	S	Slow-Stop	S	Stop-Traf	R/W	Dark	Nov	Sat/22	Follow too close	None	0	0	
		S Dir Rear	S	Slow-Stop	S	Stop-Traf	C/D	Day	Nov	Mon/10	Other	None	0	0	
		Obj/U Pole	w	Straight			R/W	Dark	Jun	Sun/02	Dri Inattention		0	0	
Cinnaminson															
Ave	Cinnaminson														7
		S Dir Rear	S	Straight	S	Stop-Traf	C/D	Day	Feb	Sat/15	Dri Inattention	None	0	0	
		S Dir Side	S	Straight	S	Chng Lanes	S/S	Day	Feb	Sun/10	None	Unknown	0	0	
		S Dir Rear	S	Stop-Traf	S	Straight	C/D	Day	Jul	Mon/14	Other	Dri Inattention	0	0	
		S Dir Side	w	Straight	W	Stop-Traf	C/D	Day	Aug	Thr/19	Dri Inattention	None	0	1	
		S Dir Side	S	Chng Lanes	S	Stop-Traf	C/D	Day	Aug	wed/10	Dri Inattention	None	0	0	
		S Dir Side	N	Left Turn	Ν	Straight	C/D	Day	Nov	Fri/16	Dri Inattention	None	0	0	
		Obj Curb	S	Straight			C/D	Day	Jul	Fri/08	None		Ó	1	
Jughandle															
Cinnam. Ave	Cinnaminson											· · ·			12
		Angle	N	Straight	E	Straight	R/W	Dark	Feb	Mon/20	Fail to yield ROW	None	0	0	
		Angle	S	Straight	W	Straight	C/D	Day	Mar	Mon/08	Dri Inattention	None	0	0	
		Angle	S	Straight	W	Straight	R/D	Dark	Jun	Fri/20	Dri Inattention	None	0	0	
		Angle	W	Left Turn	S	Straight	C/D	Day	Aug	Mon/16	Traffic Signal	None	0	0	
		Angle	S	Slow-Stop	W	Straight	C/I	Dark	Dec	Tue/22	Traffic Signal	None	0	1	
		S Dir Side	W	Left Turn	W	Left Turn	C/D	Day	May	Sat/11	Improper Turn	Improper Turn	0	0	
	1	S Dir Rear	S	Stop-Traf	S	Straight	C/D	Day	Jun	Mon/12	Dri Inattention	None	0	0	
		S Dir Side	S	Left Turn	S	Left Turn	C/D	Day	Aug	Thr/12	Improper Turn	Improper Turn	0	0	
		S Dir Side	S	Left Turn	S	Left Turn	C/D	Dark	Aug	Sat/05	Dri Inattention	None	0	0	
		S Dir Rear	W	Slow-Stop	W	Stop-Traf	C/D	Day	Sep	Fri/15	Fail to yield ROW	None	0	0	
,		S Dir Side	W	Slow-Stop	W	Straight	R/W	Day	Oct	Sat/12	Fail to yield ROW	None	0	0	
		S Dir Side	w	Left Turn	w	Left Turn	C/D	Dav	Oct	Fri/13	Dri Inattention	None	0	0	
Ramp to 607	Cinnaminson							,						Ū	4
		Angle	S	Slow-Stop	W	Start Traf	R/W	Dark	Apr	Wed/20	Traffic Signal	None	0	0	

<u>New Jersey Needs and Strategy Development Corridor</u>

TABLE B - Safet	y Management Sy	ystem Selected Data

		Collision	Veh	Veh (1)	1(ab (2))	Veh (2)	Meal				Veh(1)	Veh(1)	No	No	1995
Location	Municipality	Involved	(1) Dir	Action	Dir	Action	Surface	Liaht	Mon	Dav/Hr	Contribution	Contribution	Killed	Injured	Accid
		S Dir Rear	s	Slow-Stop	S	Slow-Stop	C/D	Dav	Apr	Sat/12	Dri Inattention	Dri Inattention	0	3	
		S Dir Side	s	Left Turn	s	Left Turn	C/W	Dav	May	Mon/09	None	Dri Inattention	0	0	
		S Dir Rear	S	Slow-Stop	S	Staight	R/W	Dav	May	Thr/15	Dri Inattention	None	0	0	
CR 603	Cinnaminson	o Dii riour			Ũ	otalgitt	10,00	Day	way	1111/10	Diffination	None	U	0	16
		Angle	w	Straight	s	Straight	C/D	Day	Oct	Thr/07	Traffic Signal	None	0	1	
		S Dir Rear	s	Unknown	S	Stop-Traf	C/D	Dark	Jan	Thr/19	None	Dri Inattention	0	0	
		S Dir Rear	N	Straight	N	Straight	C/D	Dav	Feb	Wed/09	Dri Inattention	None	0	1	
		S Dir Rear	N	Stop-Traf	N	Stop-Traf	S/S	Dark	Feb	Fri/22	None	None	0	0	
		S Dir Rear	s	Stop-Traf	S	Slow-Stop	U/U	Dav	Feb	Sat/15	Other	other	0	0	
		S Dir Rear	N	Slow-Stop	Ν	Right Turn	R/W	Dark	Mav	Sun/22	Dri Inattention	None	0	0	
		S Dir Rear	N	Slow-Stop	N	Stop-Traf	C/D	Dav	May	Tue/08	Dri Inattention	None	0	1	
		S Dir Rear	N	Straight	N	Straight	C/D	Dav	Aug	Tue/15	Dri Inattention	None	0	1	
		S Dir Rear	N	Slow-Stop	N	Stop-Traf	C/D	Dav	Oct	Sun/09	Dri Inattention	None	0	1	
		S Dir Rear	s	Chng Lanes	s	Slow-Stop	C/D	Day	Oct	Thr/17	Other	other	0	2	
		S Dir Rear	N	Straight	N	Slow-Stop	C/D	Dark	Oct	Mon/01	Dri Inattention	None	0	1	
		S Dir Rear	s	Straight	S	Start Traf	C/D	Dav	Oct	Thr/17	Dri Inattention	None	0	1	
		S Dir Rear	N	Stop-Traf	N	Straight	R/W	Day	Nov	Wed/13	None	Follow too close	0	0	
		Obj/Median	N	Straight		Ũ	S/S	Dark	Feb	Fri/22	None		0	0	
		Obj/Other	s	Straight			C/D	Dark	Oct	Fri/24	Follow too close		0	0	
		Overturn	s	Left Turn			C/W	Dark	Dec	Fri/19	Fail to vield ROW		0	0	
Jughandle at											,				
Wynwwood Dr	Cinnaminson														5
		Angle	N	Straight	W	Straight	C/D	Day	Oct	Mon/16	Traffic Signal	None	0	1	
		S Dir Rear	S	Slow-Stop	S	Stop-Traf	R/W	Day	Jan	Thr/16	Dri Inattention	None	0	0	
		S Dir Rear	N	Straight	N	Slow-Stop	C/D	Day	Sep	Thr/14	Dri Inattention	None	0	0	
		Pedestrian	S	Left Turn			C/D	Day	May	Sat/19	Dri Inattention		0	1	
		Pedestrian	E	Straight			C/D	Day	Aug	Thr/13	Improper Rtor		0	1	
Andover Rd	Cinnaminson														5
		Angle	E	Start-Traffic	S	Straight	C/D	Dark	Feb	Tue/20	None	Traffic Signal	0	0	

<u>New Jersey Needs and Strategy Development Corridor</u>

US 130 - Burlington County

TABLE B - Safet	y Managei	ment System	Selected Data
		and the state of t	and a second

		Collision	Veh	Veh (1)	Veh (2)	Veh (2)	Wea/				Veh(1)	Veh(1)	No.	No.	1995
Location	Municipality	Involved	(1) Dir	Action	Dir	Action	Surface	Light	Mon	Day/Hr	Contribution	Contribution	Killed	Injured	Accid
		Angle	Ν	Right Turn	W	Stop-Traf	C/D	Dark	May	Sat/24	Unsafe speed	None	0	2	
		S Dir Rear	N	Slow-Stop	N	Slow-Stop	R/W	Dark	Apr	Wed/20	Dri Inattention	None	0	0	
		S Dir Rear	S	Slow-Stop	S	Slow-Stop	R/W	Day	-May	Wed/08	None	Water Puddles	0	1	
		S Dir Rear	s	Slow-Stop	S	Straight	R/W	Dark	Jun	Sat/21	None	Other	0	0	
Union Landing															
Road	Cinnaminson														5
		Angle	E	Left Turn	S	Straight	C/D	Dark	Jan	Tue/06	Fail to yield ROW	None	0	0	
		Angle	E	Right Turn	S	Unknown	R/D	Day	May	Thr/08	Unknown	Unknown	Ö	0	
		Angle	S	Right Turn	E	Stop-Traf	R/W	Day	Sep	Fri/12	Water Puddles	None	0	0	
•		Obj/Curb	S	Right Turn			R/W	Day	Jun	Sat/14	Unsafe Speed		0	2	
		Obj/Curb	S	Right Turn			R/W	Day	Jul	Sun/15	Water Puddles		0	. 0	
Taylor Lane	Cinnaminson	·													5
					,							Fail to yield			
		Angle	W	Straight	S	Start Traf	C/D	Day	Jun	Mon/15	None	ROW	0	0	
		Angle	S	Left Turn	E	Straight	C/D	Day	Oct	Wed/12	Fail to yield ROW	None	0	0	
		Angle	W	Left Turn	S	Straight	C/D	Dark	Oct	Fri/22	Traffic Signal	None	0	0	
		Left Turn	E	Left Turn	W	Straight	R/W	Day	Feb	Thr/11	Fail to yield ROW	None	0	1	
		Head-On	E	Straight	W	Straight	C/D	Dark	Nov	Fri/19	Fail to yield ROW	None	0	1	
Tenby Chase											2				
Drive	Delran									1.1					9
		Angle	S	Left Turn	w	Straight	C/W	Dark	Jan	Fri/18	Fail to yield ROW	None	0	1	
		Angle	N	Straight	Е	Straight	R/W	Day	Mar	Tue/10	Traffic Signal	None	0	0	
		Angle	N	Left Turn	w	Straight	C/D	Dark	Jul	Fri/24	Improper Turn	None	0	1	
		Angle	w	Straight	N	Left Turn	C/D	Dark	Oct	Tue/19	Dri Inattention	None	0	1	
		S Dir Rear	E	Left Turn	Е	Left Turn	C/D	Dav	Feb	Sun/13	None	Alcohol Dra Inv	0	3	
		S Dir Rear	N	Stop-Traf	N	Stop-Traf	C/D	Dav	Jun	Tue/17	None	None	0	2	
		S Dir Side	w	Right Turn	Ŵ	Right Turn	C/D	Dav	Jul	Tue/17	None	Dri Inattention	0	2	
		S Dir Rear	N	Slow-Stop	N	Straight	C/D	Dav	Oct	Sat/17	None	Dri Inattention	0	1	
US 130 - Burlington County

FABLE B - Safet	y Management Sy	ystem Selected	Data

Location	Municipality	Collision Involved	Veh (1) Dir	Veh (1) Action	Veh (2) Dir	Veh (2) Action	Wea/ Surface	Light	Mon	Dav/Hr	Veh(1) Contribution	Veh(1) Contribution	No. Killed	No.	1995 Accid
Haines Mill Rd	Delran	Left Turn	W	Straight	E	Left Turn	F/W	DNDK	Sep	Wed/06	None	Fail to yield ROW	0	0	10
	Denari	Angle	E	Straight	Ν	Straight	CAN	Dav	Nov	Thr/07	None	Traffic Signal	0	0	
		Angle	F	Straight	S	Straight		Day	Dec	Thr/07	None	None	0	1	
		S Dir Rear	N	Slow-Stop	N	Straight	C/D	Day	Feh	Thr/16	None	Dri Inattention	0	1	
		S Dir Rear	N	Slow-Stop	N	Straight	C/D	Day	Anr	Tue/15	None	Dri Inattention	0	2	
		S Dir Side	N	Chng Lanes	N	Straight	R/M	Dark	May	Tue/23	Alcohol Dra Inv	None	0	0	
		S Dir Rear	N	Stop-Traf	N	Straight	C/D	Dav	lul	Sat/13	None	Dri Inattention	0	1	
		S Dir Rear	s	Slow-Stop	S	Straight	R/M	Day	Sen	Fri/14	Other	None	0	0	
		S Dir Rear	s	Chng Lanes	s	Left Turn	CAW	Day	Oct	Fri/08	None	Improper Turn	0	0	
		Pedalcvl	Ŵ	Right Turn		Lon runn	C/D	Day	Jan	Mon/10	Dri Inattention	improper runn	0	1	
		Pedalcyl	N	Right Turn			C/D	Dav	May	Sat/15	Unknown		0	1	
				- G						00010					
CR 604 Chester Ave	Delran										· · · · · · · · · · · · · · · · · · ·				20
Chester Ave	Dellan	America		Obstatu		o							-		30
		Angle	S	Straight	vv	Straight	C/D	Dark	Jul	Sat/21	Dri Inattention	Dri Inattention	0	1	
		Angle	VV .	Straight	S	Start Traf	O/W	Day	Sep	Fri/17	Traffic Signal	None	0	0	
		Angle	s	Start-Traffic	W	Stop-Traf	C/D	Day	Sep	Fri/17	Dri Inattention	None	0	1	
		Angle	S	Straight	W	Straight	C/D	Dark	Oct	Wed/19	None	Dri Inattention	0	3	
		Angle	S	Straight	Е	Merging	C/D	Day	Dec	Mon/15	None	Dri Inattention	0	0	
		S Dir Rear	· N	Start-Traffic	Ν	Slow-Stop	C/W	Dark	Jan	Fri/24	None	Dri Inattention	0	1	
		S Dir Rear	N	Slow-Stop	N	Stop-Traf	C/D	Day	Feb	Thr/16	Follow too close	None	0	1	
		S Dir Rear	w	Straight	W	Straight	C/D	Day	Feb	Mon/08	Traffic Signal	Follow too close	0	0	
		S Dir Side	s	Straight	S	Chng Lanes	C/D	Day	Mar	Tue/13	None	Dri Inattention	0	0	
		S Dir Rear	S	Straight	S	Stop-Traf	C/D	Dark	Apr	Sat/02	Alcohol Drg Inv	None	0	5	
		S Dir Rear	S	Stop-Traf	S	Straight	C/D	Day	Apr	Sat/12	None	Dri Inattention	0	5	
		S Dir Side	N	Stop-Traf	Ν	Left Turn	C/D	Day	Apr	Tue/07	None	other	0	0	

	TABLE B - Safe	ty Mana	gement S	ystem	Selected	Data
--	----------------	---------	----------	-------	----------	------

		Collision	Veh	Veh (1)	Veh (2)	Veh (2)	Wea/				Veh(1)	Veh(1)	No.	No.	1995
Location	Municipality	Involved	(1) Dir	Action	Dir	Action	Surface	Light	Mon	Day/Hr	Contribution	Contribution	Killed	Injured	Accid
		S Dir Rear	W	Slow-Stop	W	Straight	R/W	Dark	May	Thr/20	None	Water Puddles	0	0	
		S Dir Rear	S	Stop-Traf	S	Unknown	C/D	Day	Jun	Sun/11	None	other	0	0	
		S Dir Rear	S	Straight	S	Stop-Traf	C/D	Day	Jun	Fri/19	Dri Inattention	None	0	5	
		S Dir Rear	N	Stop-Traf	N	Straight	C/D	Day	Jun	Wed/14	Dri Inattention	None	0	3	
		S Dir Rear	S	Straight	S	Stop-Traf	C/D	Day	Jun	Thr/13	Other	None	0	0	
		S Dir Rear	S	Stop-Traf	S	Stop-Traf	C/D	Day	Aug	Fri/13	None	None	0	0	
-		S Dir Rear	S	Straight	S	Start Traf	C/D	Day	Sep	Thr/11	Dri Inattention	None	0	0	
		S Dir Rear	S	Slow-Stop	S	Straight	C/D	Day	Sep	Tue/00	None	None	0	2	
		S Dir Rear	S	Slow-Stop	S	Straight	C/D	Day	Sep	Thr/18	None	Dri Inattention	0	0	
		S Dir Rear	N	Start-Traffic	N	Start Traf	C/D	Day	Oct	Mon/15	Dri Inattention	None	0	0	
		S Dir Rear	E	Stop-Traf	E	Start Traf	C/D	Day	Oct	Tue/13	None	Dri Inattention	0	0	
		S Dir Rear	S	Straight	S	Stop-Traf	R/W	Day	Nov	Tue/12	Dri Inattention	None	0	0	
		S Dir Side	w	Straight	W	Straight	C/D	Day	Nov	Mon/08	None	Dri Inattention	0	0	
												Imp Lane			
		S Dir Side	N	Start-Traffic	N	Chng Lanes	C/D	Day	Dec	Fri/14	None	Change	0	0	
		S Dir Rear	S	Slow-Stop	S	Start Traf	C/D	Day	Dec	Mon/15	None	Dri Inattention	0	0	
		S Dir Side	W	Start-Traffic	W	Stop-Traf	C/D	Day	Dec	Fri/11	Dri Inattention	None	0	0	
		Pedalcyl	W	Straight			C/W	Day	May	Tue/16	None		0	1	
		Obj/Trees	S	Right Turn			C/D	Dark	May	Mon/21	Unsafe speed		0	1	
Bet. Chester Ave & Hartford															
Road	Delran														7
		S Dir Rear	N	Stop-Traf	N	Start Traf	C/D	Dav	Jan	Sun/12	None	Dri Inattention	0	0	.
		S Dir Rear	Ν	Stop-Traf	N	Slow-Stop	C/D	Dav	Mar	Fri/15	None	None	0	3	
		S Dir Rear	S	Slow-Stop	S	Stop-Traf	C/D	Dav	Apr	Tue/15	Dri Inattention	None	0	0	
						•		,				Imp Lane	Ũ	Ũ	
		S Dir Side	Ν	Straight	Ν	Chng Lanes	C/D	Dark	Sep	Thr/19	None	Change	0	0	
		S Dir Rear	S	Slow-Stop	S	Unknown	C/D	Day	Nov	Mon/07	Dri Inattention	None	0	1	
		S Dir Rear	S	Stop-Traf	S	Slow-Stop	C/D	Dark	Nov	Wed/17	Dri Inattention	None	0	3	

US 130 - Burlington County

TABLE B - Safety Management System Selected Data

		Collinion	Mah	$V_{ob}(1)$		$\lambda(ab/2)$	Mag				Vob(1)	$V_{ob}(1)$	No	bla	1005
Location	Municipality	Involved	(1) Dir	Action	Veh (2) Dir	Action	Surface	Light	Mon	Day/Hr	Contribution	Contribution	Killed	Injured	Accid
		S Dir Sido	(<i>.</i>) = <i>.</i>	Straight	9	Straight		Dav	Doc	Sot/11	Vehicle Defect	Nono	0	0	
CR 605		S Dir Side	3	Straight	3	Straight	C/D	Day	Dec	Savin	Venicle Delect	None	0	0	
Fairview St	Delran														19
		Angle	S	Straight	E	Straight	R/W	Dark	Jun	Mon/21	Traffic Signal	None	0	1	
		Angle	S	Straight	Е	Straight	C/D	Day	Jul	Wed/15	Traffic Signal	None	0	0	
		S Dir Rear	w	Slow-Stop	w	Straight	C/D	Day	Jan	Wed/16	None	Dri Inattention	0	0	
		S Dir Side	S	Straight	S	Slow-Stop	C/D	Dark	Apr	Sat/18	Dri Inattention	None	0	0	
		S Dir Rear	S	Straight	S	Stop-Traf	C/D	Day	Apr	Thr/16	Other	None	0	0	
		S Dir Rear	N	Slow-Stop	N	Stop-Traf	C/D	Day	Jun	Mon/17	Vehicle Defect	None	0	0	
		S Dir Rear	N	Straight	N	Left Turn	C/D	Dark	Sep	Sat/23	None	Dri Inattention	0	2	
		S Dir Rear	s	Stop-Traf	S	Stop-Traf	C/D	Dark	Oct	Sat/19	None	None	0	0	
		S Dir Rear	s	Straight	S	Straight	R/W	Day	Nov	Wed/07	Dri Inattention	None	0	4	
		S Dir Side	N	Stop-Traf	N	Straight	C/D	Day	Nov	Mon/07	None	Dri Inattention	0	0	
		S Dir Side	S	Slow-Stop	S	Stop-Traf	F/W	Day	Dec	Fri/10	Dri Inattention	None	0	1	
		S Dir Rear	N	Stop-Traf	N	Straight	C/D	Dark	Dec	Thr/17	None	Dri Inattention	0	1	
		S Dir Rear	N	Start-Traffic	N	Slow-Stop	C/D	Dark	Dec	Tue/19	None	Dri Inattention	0	1	
		S Dir Rear	s	Straight	S	Straight	C/D	Day	Dec	Wed/11	None	None	0	0	
						-						Oversize			
		Other	S	Straight	N	Backing	C/D	Day	Aug	Fri/11	None	Vehicle	0	0	
		Obj/Curb	S	Straight			C/D	DNDK	Sep	Wed/06	Dri Inattention		0	1	
		Obj/SignPst	S	Unknown			C/D	Dark	Nov	Thr/20	Unsafe speed		0	0	
		Left Turn	E	Left Turn	W	Straight	C/D	Dark	Dec	Tue/19	Fail to yield ROW	None	0	0	
		Str Pk Veh	N	Parked	N	Parked	C/D	Dark	Dec	Mon/21	Vehicle Defect	None	0	2	
CR 613															
Bridgeboro St	Delran														6
		S Dir Rear	S	Slow-Stop	S	Slow-Stop	S/I	Day	Feb	Sun/12	Other	Other	0	0	
		S Dir Rear	S	Slow-Stop	S	Slow-Stop	S/I	Day	Feb	Sun/12	Other	Other	0	1	
		S Dir Rear	N	Slow-Stop	Ν	Slow-Stop	C/D	Day	Apr	Thr/14	None	Dri Inattention	0	1	

TABLE B - Safet	y Management S	ystem Selected Data

		Callinian		Mala (d)) (c.b. (0)	361					1(1)(4)			4005
Location	Municipality	Involved	Ven (1) Dir	Action	Veh (2)	Ven (2) Action	Vvea/	Light	Mon	Day/Hr	Ven(1)	Veh(1)	NO.	No.	1995 Accid
	inci noipaint)	Obi/Medien	(1) 01	Charlenee		7 100011	Ounace	Devi	T-h	Our /11	Other	Contribution		ngureu	Acolo
			3	Ching Lanes			5/1	Day	Feb	Sun/11	Otner		0	0	
			IN				C/D	Dark	Oct	Sun/01	Unsafe speed		0	0	
	A CHILL	Obj/Median	vv	Straight			C/D	Dark	Dec	Sat/03	Alcohol Drg Inv		. 0	. 0	
Bridgeboro Rd	Willingboro														17
		Angle	14/	Ctrainht	NI	L - A T	0/D	D		0.1/04		Fail to yield			
		Angle	vv	Straight	N	Len Turn	C/D	Dark	Apr	Sat/01	None	ROW	0	1	
		S Dir Rear	N	Stop-Traf	N	Straight	C/W	Dark	Feb	Wed/20	No Lights	None	0	1	
		S Dir Rear	N	Slow-Stop	N	Stop-Traf	C/D	Day	Mar	Sat/15	Dri Inattention	None	0	0	
		S Dir Rear	'N	Straight	N	Straight	C/D	Day	Jun	Sun/17	Dri Inattention	None	0	0	
		S Dir Rear	N	Straight	N	Straight	C/D	Day	Aug	Wed/18	None	Unsafe Speed	0	.0	
		S Dir Side	E	Straight	Е	Straight	R/W	Day	Aug	Sat/19	Unsafe Speed	Water Puddles	0	0	
		S Dir Rear	N	Straight	Ν	Slow-Stop	C/D	Day	Sep	Fri/16	Dri Inattention	None	0	1	
		S Dir Rear	N	Stop-Traf	N	Straight	R/W	Dark	Nov	Sat/20	None	Dri Inattention	0	2	
		Head-On	N	Stop-Traf	S	Backing	R/W	Dark	Jan	Sat/06	None	Backing Unsafe	0	0	
		Obj/G. Rail	N	Chng Lanes			R/W	Day	Jun	Fri/18	None	Unsafe Speed	0	0	
	Edgewater											•			
Bridgeboro Rd	Pk														
												Fail to yield			
		Angle	N	Straight	S	Start Park	C/D	Day	Мау	Tue/19	Dri Inattention	ROW	0	1	
		Angle	W	Left Turn	S	Straight	C/D	DNDK	Jun	Tue/22	Improper Turn	None	0	0	
		Angle	W	Straight	S	Straight	R/W	Dark	Nov	Tue/21	None	Traffic Signal	0	2	
		S Dir Rear	S	Straight	S	Start Traf	C/D	Dark	May	Sat/23	Alcohol Drg Inv	None	0	5	
		S Dir Rear	S	Straight	S	Straight	C/W	Day	Jul	Fri/08	Other	None	0	0	
		S Dir Rear	Е	Right Turn	Е	Right Turn	C/W	Day	Jul	Mon/16	None	Dri Inattention	0	1	
		S Dir Side	s	Stop-Traf	S	Right Turn	C/W	Day	Nov	Wed/11	None	Improper Turn	0	0	
Poyorly Marriet															
Holly Rd	Edgewater Pk														10
		Angle	S	Left Turn	W	Straight	R/W	Dark	Jan	Thr/22	Improper Turn	None	0	0	10

TABLE B - Safet	y Manag	gement S	ystem	Selected	Data
-----------------	---------	----------	-------	----------	------

		Collinion	Xab	1(ob (1)		Vah (2)	Mag				Vab(1)	$\lambda(ab(1))$	No	NI.	1005
Location	Municipality	Involved	Veh (1) Dir	Action	Veh (2)	Action	Surface	Light	Mon	Dav/Hr	Contribution	Contribution	Killed	INO.	Accid
Location	Manapanty	mvoived		ACTION	Dii	ACION	ounace	Ligin	WICH	Daynn	Contribution		TAILOG	ngarea	710010
		Angle	N	Straight	\ N /	Left Turn	C/D	Dark	Mar	Wed/18	None	Fail to yield	0	0	
		Angle	S	Straight	Ŵ	Straight	C/D	Dav	May	Tue/18	None	Traffic Signal	0	0	
		Angle	Ŵ	Left Turn	S	Straight	C/D	Day	liil	Thr/15	None	Traffic Signal	0	2	
		Angle	F	Unknown	S	Straight	C/D	Day	Oct	Mon/12	Fail to vield ROW	None	0	2	
		Angle	W	Straight	S	Straight	S/S	Day	Dec	W/ed/09	Traffic Signal	None	0	1	
		S Dir Rear	W	Ston-Traf	Ŵ	Ston-Traf	R/M	Dav	Jan	Mon/14	None	None	0	0	
		S Dir Rear	s	Straight	S	Left Turn	C/D	Day	Δυα	Sat/12	Dri Inattention	None	0	3	
		S Dir Rear	s	Stop-Traf	S	Straight	RM/	Day	Oct	Fri/17	None	Dri Inattention	0	0	
		S Dir Rear	S	Stop-Traf	S	Unknown		Day		Fri/10	Dri Inattention	None	0	1	
		S Dir Rear	s	Unknown	S	Unknown	R/D	Day	Nov	80\be\/	None	None	0	0	
				Children	U	CHRICOWIT		Day	1404	vveu/00	None		U	U	
		S Dir Side	E	Straight	Е	Chng Lanes	C/D	Dark	Dec	Sun/24	None	Change	0	1	
		S Dir Rear	s	Stop-Traf	s	Slow-Stop	R/I	Dark	Dec	Tue/06	None	Follow too close	0	. 1	
Beverly Mount	,			•		·								-	
Holly Rd	Willingboro														
		Angle	N	Left Turn	E	Straight	R/W	Dark	Jan	Fri/23	Dri Inattention	None	0	0	
х. Х.		Angle	N	Straight	E	Straight	R/W	DNDK	Jul	Fri/06	Traffic Signal	None	0	3	
		S Dir Rear	w	Stop-Traf	w	Slow-Stop	C/D	Day	Apr	Tue/14	None	other	0	0	
		S Dir Side	N	Straight	N	Straight	C/D	Day	Aug	Sun/08	Tire Failure	Traffic Signal	0	2	
		S Dir Rear	N	Right Turn	N	Stop-Traf	C/D	Day	Oct	Mon/17	Follow too close	None	0	1	
Pennypacker Drive	Edgewater Pk														10
		S Dir Rear	s	Stop-Traf	s	Slow-Stop	C/D	Dav	Mar	Sat/16	None	Dri Inattention	0	1	
		S Dir Rear	S	Start-Traffic	S	Start Traf	W	Dav	Mar	Tue/11	Dri Inattention	None	0		
		S Dir Rear	S	Stop-Traf	S	Slow-Stop	C/D	Dark	Apr	Sat/19	None	Alcohol Dra Inv	0	2	
		S Dir Rear	S	Slow-Stop	S	Straight	C/D	Dav	Aug	Tue/15	None	Dri Inattention	0	1	
		S Dir Rear	S	Stop-Traf	S	Unknown	C/D	Day	Dec	Fri/14	None	Dri Inattention	0	2	

TA	BL	E	В-	Sat	fety	Manag	gement	Syste	m Sel	ected	Data
		_									

		Collinion	A Colo	Mah (1)		Mate (0)	10/						N		4005
Location	Municipality	Involved	ven (1) Dir	Action	Veh (2) Dir	Action	vvea/ Surface	Light	Mon	Dav/Hr	Contribution	Contribution	NO. Killed	No. Injured	Accid
Pennypacker Drive	Willingboro							J		-	•				
		Angle	w	Left Turn	Ν	Straight	c/w	Day	Mar	Thr/12	None	Traffic Signal	0	0	
		Angle	N	Straight	W	Straight	C/D	Day	Oct	Thr/15	Traffic Signal	None	0	2	
		Angle	N	Straight	N	Left Turn	C/D	Day	Nov	Tue/14	Traffic Signal	None	0	1	
		S Dir Rear	N	Slow-Stop	N	Slow-Stop	R/W	DNDK	Feb	Wed/17	None	Dri Inattention	0	0	
		S Dir Rear	N	Straight	N	Straight	C/D	Day	Nov	Thr/10	Animal Action	Animal Action	0	0	
CR 630						_									
Cooper St.	Willingboro														17
		Angle	E	Straight	N	Straight	R/W	Day	Mar	Wed/14	None	Dri Inattention Fail to vield	0	0	
		Angle	E	Straight	N	Left Turn	C/D	Day	May	Fri/15	None	ROW	0	0	
		S Dir Rear	w	Stop-Traf	W	Merging	R/W	Day	Feb	Thr/13	None	Unknown	0	1	
		S Dir Side	N	Right Turn	N	Right Turn	C/D	Day	Jul	Tue/07	Dri Inattention	Unknown	0	1	
		S Dir Rear	N	Stop-Traf	N	Straight	C/D	Day	Jul	Fri/12	None	Dri Inattention	0	4	
												Fail to yield			
		S Dir Rear	N	Straight	N	Right Turn	C/D	Day	Aug	Wed/08	None	ROW	0	0	
		S Dir Rear	N	Stop-Traf	N	Slow-Stop	C/D	Day	Nov	Sun/13	None	Other	0	1	
		Obj/Utl pole	E	Right Turn			R/W	Day	May	Wed/14	Dri Inattention		0	1	
		Head-On	N	Straight	S	Straight	R/W	Dark	Oct	Sun/24	Unsafe speed	None	0	2	
CR 630 Cooper St.	Edgewater Pk			-											
												Fail to yield			
		Angle	E	Slow-Stop	S	Left Turn	C/D	Day	Apr	Mon/17	None	ROW	0	0	
		Angle	S	Straight	W	Straight	C/D	Day	May	Thr/18	None	Traffic Signal	0	0	
		Angle	S	Straight	W	Slow-Stop	R/W	Day	Jul	Fri/11	None	Traffic Signal	0	2	
		S Dir Rear	S	Straight	S	Right Turn	R/W	Dark	Feb	Thr/18	Dri Inattention	Unknown	0	2	
		S Dir Rear	S	Unknown	S	Straight	C/D	Dark	Apr	Wed/20	None	Other	0	3	
		S Dir Rear	S	Straight	S	Stop-Traf	C/D	Dark	Jul	Mon/20	Dri Inattention	None	0	1	
		Obj/Sgnl St	S	Right Turn			C/W	Dark	May	Thr/22	Improper Turn		0	0	

US 130 - Burlington County

TABLE B - Safety Management System Selected Data

		Colligion	Vot	Vch (1)	11.1.10	Voh (2)	10/00/				Vob(1)	V(ab/1)	No		1005
Location	Municipality	Involved	(1) Dir	Action	ven (2) Dir	Action	Surface	Light	Mon	Dav/Hr	Contribution	Contribution	Killed	Injured	Accid
		Pedalcvl	s	Straight			C/D	Dav	Αυσ	Sun/17	None		0	3	
	Edgewater			otraight			0,0	Duy	/ ug	Guillin	None		U	5	
Levitt Parkway	Pk														14
		Angle	Ν	Straight	w	Slow-Stop	R/W	Dark	Jan	Sat/24	None	Water Puddles	0	2	
		Angle	W	Straight	S	Start Traf	R/W	Dark	Nov	Tue/18	Traffic Signal	None	0	0	
		Angle	S	Straight	w	Straight	F/W	Day	Nov	Sun/08	None	Dri Inattention	0	0	
		S Dir Side	N	Straight	N	Left Turn	. C/D	Day	Jan	Sun/14	Other	Other	0	0	
		S Dir Side	S	Left Turn	S	Left Turn	C/D	Day	Mar	Wed/11	Other	Other	0	0	
		S Dir Rear	W	Stop-Traf	W	Stop-Traf	C/D	Day	Apr	Mon/16	None	None	0	1	
												Imp Lane			
		S Dir Side	W	Left Turn	W	Straight	C/D	Day	Apr	Thr/16	None	Change	0	0	
		S Dir Rear	S	Straight	S	Stop-Traf	C/D	Dark	May	Sat/21	Dri Inattention	None	0	2	
		S Dir Side	S	Straight	S	Straight	R/W	Day	Jul	Sat/16	None	Other	0	0	
Levitt Parkway	Willingboro														
		Angle	E	Start-Traffic	N	Straight	C/D	Day	Feb	Sat/13	Other	Traffic Signal	0	2	
												Fail to yield			
		Angle	W	Straight	N	Left Turn	C/D	Day	Jul	Wed/07	None	ROW	0	0	
		S Dir Side	E	Straight	E	Straight	C/D	Day	Mar	Tue/15	Unknown	Unknown	0	0	
		S Dir Rear	W	Straight	W	Straight	C/D	Day	Jun	Thr/17	None	Vehicle Defect	0	1	
		Other	S	Backing	N	Slow-Stop	R/D	Dark	Sep	Fri/21	Backing Unsafe	Follow too close	0	0	
Vansciver	\A (illing or be a set														
Faikway	vvillingboro														9
		Angle	W	Left Turn	n	Straight	C/D	Day	Mar	Mon/15	None	Traffic Signal	0	1	
		S Dir Rear	W	Left Turn	W	Left Turn	C/D	Dark	Åpr	Wed/21	Other	Dri Inattention	0	0	
		S Dir Rear	N	Slow-Stop	N	Slow-Stop	R/D	Dark	Jun	Sat/21	None	Dri Inattention	0	1	
		S Dir Side	N	Right Turn	Ν	Straight	C/D	Day	Aug	Mon/10	Improper Rtor	Traffic Signal	0	0	
Vansciver Parkway	Burlington Twp					•									
		Angle	S	Straight	W	Straight	C/D	Day	Jan	Mon/16	Traffic Signal	Traffic Signal	0	1	

Source: New Jersey Department of Transportation

Page B11

TABLE B - Safet	/ Manag	ement Sy	ystem	Selected	Data

		Collinion	17.1	Male (d)		144 (0)	387 . 7								1005
Location	Municipality	Involved	Ven (1) Dir	Ven (1)	Veh (2)	Ven (2)	vvea/	Light	Mon		Ven(1)	Ven(1)	NO.	No.	1995 Accid
	manioipanty	Angela	(1) 01	Obsists			ounace	Light			Commonition		Nileu	njuleo	ACCIU
		Angle	E	Straight	5	Straight	C/D	Day	Apr	1 hr/14	None	Traffic Signal	0	3	
		Angle	S	Straight	E	Start Traf	C/D	Day	Sep	Thr/11	Traffic Signal	None	0	2	
		S Dir Rear	S	Straight	S	Stop-Traf	C/D	Day	Jan	Fri/15	Dri Inattention	None	0	0	
		S Dir Rear	S	Stop-Traf	S	Straight	C/W	Dark	Feb	Fri/24	None	Dri Inattention	0	2	
Bet. Tubas Ave	Development					-									
ano Kingsbridge Dr	Burlington														_
rangsbridge Dr	ιwp	Anglo	14/	Stort Troffic	6	Claur Chan	0/0	D		Th. (10	0.1				5
			VV		5	Slow-Stop	C/D	Day	Мау	1 hr/10	Other	other	0	0	
		S Dir Rear	N	Stop-Traf	N	Stop-Traf	C/D	Day	Jul	Sun/15	None	None	0	1	
		S Dir Rear	S .	Slow-Stop	S	Left Turn	R/W	Day	Aug	Sun/15	Dri Inattention	None	0	0	
		Obj/Sgnl St	N	Straight			R/W	Dark	Oct	Fri/22	None		0	1	
		Obj/Median	N	Left Turn			C/D	Day	Dec	Mon/08	Dri Inattention		0	0	
	Burlington														
Salem Ave	City														7
		Angle	W	Start-Traffic	Ν	Straight	C/D	Day	Mar	Fri/12	None	Traffic Signal	0	1	
		S Dir Rear	N	Stop-Traf	Ν	Straight	C/D	Day	Apr	Fri/16	None	Dri Inattention	0	0	
		S Dir Rear	W	Straight	W	Straight	C/D	Day	Apr	Tue/06	Other	other	0	0	
		S Dir Rear	N	Straight	N	Straight	C/D	Day	Apr	Wed/07	Dri Inattention	None	0	0	
		S Dir Rear	N	Straight	Ν	Stop-Traf	R/W	Dark	May	Sun/20	Dri Inattention	None	0	1	
		S Dir Rear	w	Slow-Stop	w	Straight	R/W	Dav	Jun	Tue/11	Dri Inattention	None	0	1	
		S Dir Rear	N	U Turn	N	Stop-Traf	R/W	Dav	Oct	Sat/16	None	Dri Inattention	0	0	
	Burlington									Cutro		Diffination	U	0	
CR 633	City														22
		Angle	w	Straight	Ν	Slow-Stop	c/w	Dav	Mav	Mon/07	None	Vehicle Defect	0	0	
		Angle	N	Straight	W	Start Traf	R/W	Dav	Sep	Sun/07	Unsafe speed	None	0	1	
		Angle	w	Straight	S	Straight	C/D	Dav	Nov	Sat/10	None	Traffic Signal	0	0	
		Angle	W	Straight	N	Straight	R/M	Dav	Dec	Sat/07	None	Dri Inattontion	0	1	
		S Dir Side	N	Right Turn	N	Right Turn	C/S	Day	Feb	Sat/10	Dri Inattention	Nono			

US 130 - Burlington County

TABLE B - Safety	Management Sv	ystem Selected Data

		Collision	Veh	Veh (1)	Veb (2)	Veh (2)	Wea/				Veh(1)	Veh(1)	No	No	1995
Location	Municipality	Involved	(1) Dir	Action	Dir	Action	Surface	Light	Mon	Day/Hr	Contribution	Contribution	Killed	Injured	Accid
											Imp Lane			_	
		S Dir Side	N	Straight	Ν	Straight	C/D	Day	Feb	Tue/14	Change	None	0	0	
		S Dir Side	S	Straight	S	Straight	R/W	Day	Feb	Fri/07	Stop Sign	None	0	0	
											Imp Lane				
		S Dir Side	N	Chng Lanes	Ν	Straight	C/D	Dark	Mar	Wed/22	Change	None	0	0	
		S Dir Side	N	Straight	N	Slow-Stop	R/W	Day	Mar	Sat/16	None	Water Puddles	0	0	
		S Dir Rear	S	Straight	S	Straight	C/D	Day	Mar	Wed/08	Unknown	Unknown	0	1	
		S Dir Rear	E	Stop-Traf	E	Slow-Stop	C/D	Day	Mar	Wed/15	None	Dri Inattention	0	0	
		S Dir Side	E	Chng Lanes	E	Left Turn	C/D	Day	Mar	Fri/13	Dri Inattention	None	0	0	
		S Dir Rear	S	Merging	S	Merging	C/D	Dark	Apr	wed/22	Dri Inattention	Dri Inattention	0	0	
		S Dir Side	N	Right Turn	Ν	Straight	R/W	Dark	Apr	Sun/19	Improper Turn	None	0	0	
		S Dir Side	E	Stop-Traf	E	Start Traf	C/D	Day	Jun	Thr/09	None	Unknown	0	0	
		S Dir Side	S	Slow-Stop	S	Straight	C/D	Day	Jun	Mon/17	None	Dri Inattention	0	0	
		S Dir Side	s	Straight	S -	Straight	C/D	Day	Jun	Thr/08	Dri Inattention	Dri Inattention	0	0	
		S Dir Side	w	Straight	w	Straight	C/D	Dark	Aug	Fri/23	None	None	0	3	
		S Dir Side	s	Left Turn	S	Straight	F/D	Dark	Oct	Sat/18	Dri Inattention	None	0	0	
		S Dir Rear	S	Stop-Traf	S	Straight	R/W	Dark	Nov	Wed/17	None	Dri Inattention	0	1	
		S Dir Side	N	Straight	N	Left Turn	R/W	Dark	Nov	Wed/19	None	Improper Turn	0	0	
		S Dir Rear	s	Stop-Traf	S	Stop-Traf	C/D	Day	Dec	Wed/07	None	None	0	0	
Lincoln Ave.	Burlington City			- 		•		,							27
		Angle	w	Straight	N	Slow-Stop	C/D	Dav	Feb	Fri/15	None	Traffic Signal	0	0	
		Angle	N	Straight	w	Start Traf	R/W	Dav	Mar	Sat/11	None	Traffic Signal	0	2	
		Angle	w	Straight	s	Straight	C/D	Dav	Mar	Sun/13	None	Traffic Signal	0	2	
		Angle	w	Straight	N	Straight	C/D	Dav	Apr	Thr/15	Other	Other	0	1	
		Angle	s	Straight	w	Straight	R/W	Dark	Apr	Sun/22	Alcohol Dra Inv	None	0	1	
		Angle	N	Straight	w	Straight	C/D	Dav	Apr	Sat/13	Traffic Signal	None	0	0	
		Angle	w	Start-Traffic	S	Straight	C/D	Dav	May	Fri/15	None	Traffic Signal	0	e e	
		Angle	w	Straight	N	Straight	C/D	Dav	May	Tue/12	Traffic Signal	None	0	1	

TABLE B - Safety	/ Manag	gement Sy	/stem	Selected	Data

		Collision	Veh	Veh (1)	Veh (2)	Veh (2)	Wea/				Veh(1)	Veh(1)	No	No	1005
Location	Municipality	Involved	(1) Dir	Action	Dir	Action	Surface	Light	Mon	Day/Hr	Contribution	Contribution	Killed	Injured	Accid
		Angle	W	Straight	N	Straight	C/D	Day	May	Mon/14	Unknown	Unknown	0	0	
		Angle	w	Straight	S	Straight	R/W	DNDK	Jun	Tue/17	None	Dri Inattention	0	0	
		Angle	s	Slow-Stop	w	Straight	R/W	Day	Jul	Sat/17	Traffic Signal	None	0	2	
		Angle	s	Right Turn	w	Straight	C/D	Dav	Jul	Wed/11	Other	Other	0	0	
		Angle	w	Straight	N	Straight	C/D	Dav	Aua	Wed/16	None	Dri Inattention	0	1	
		Angle	N	Straight	w	Start Traf	C/D	Dav	Aug	Thr/17	Traffic Signal	None	0	0	
		Angle	w	Straight	N	Straight	C/D	Day	Aug	Wed/08	None	Dri Inattention	0	1	
		Angle	N	Straight	w	Straight	C/D	Day	Sep	Tue/08	Traffic Signal	None	0	2	
		Angle	w	Straight	N	Straight	C/D	Day	Sep	Thr/15	Other	Other	0	2	
		Angle	N	Straight	W	Straight	C/D	Day	Oct	Wed/15	Traffic Signal	None	0	4	
		Angle	S	Straight	w	Straight	C/D	Day	Nov	Mon/14	Dri Inattention	None	0	0	
		Angle	s	Straight	W	Straight	C/D	Day	Nov	Fri/12	Unknown	Unknown	0	0	
		Angle	w	Straight	Ν	Slow-Stop	R/W	Day	Nov	Tue/10	None	Other	0	1	
		Angle	w	Straight	Ν	Straight	C/D	Day	Nov	Sat/15	Traffic Signal	None	0	0	
		Angle	N	Straight	W	Left Turn	C/D	Day	Nov	Sun/13	Traffic Signal	None	0	0	
		Angle	E	Straight	Ν	Straight	S/S	Dark	Dec	Tue/20	Unknown	Unknown	0	0	
		Angle	N	Straight	W	Left Turn	C/W	Day	Dec	Thr/11	None	Dri Inattention	0	0	
		S Dir Rear	N	Straight	Ν	Straight	C/D	Day	Apr	Sun/13	None	Follow too close	0	1	
		S Dir Side	w	Straight	W	Right Turn	C/D	Day	Jun	Mon/19	None	Dri Inattention	0	0	
	Burlington														
Wood Street	City														8
		Angle	E	Straight	S	Straight	C/D	Day	Apr	Wed/07	None	Traffic Signal	0	3	
		Angle	S	Straight	E	Start Traf	C/D	Day	May	Sat/15	Traffic Signal	None	0	1	
		Angle	E	Straight	N	Straight	C/D	Day	Aug	Wed/11	None	Traffic Signal	0	1	
		Angle	E	Straight	N	Straight	C/D	Day	Aug	Fri/11	None	Traffic Signal	0	2	
		Angle	W	Straight	Ν	Straight	C/D	Day	Aug	Mon/09	Unknown	Unknown	0	0	
		S Dir Rear	N	Stop-Traf	Ν	Slow-Stop	C/D	Day	Feb	Wed/12	None	Dri Inattention	0	0	
		S Dir Rear	S	Stop-Traf	S	Slow-Stop	R/W	Day	Apr	Sun/12	None	Dri Inattention	0	0	

TABLE B - Safet	y Management Sy	ystem Selected Data

		Callisian													
Location	Municipality	Involved	Veh (1) Dir	Ven (1) Action	Veh (2)	Veh (2) Action	Wea/	Light	Mon	Day/Hr	Veh(1)	Veh(1)	No.	No.	1995 Aggid
	,				0		Canado	Ligin				Contribution	Killeu	injureu	Acciu
CR 541	Burlington	S Dir Rear	5	Len Turn	5	Left Turn	C/D	Dark	Nov	Wed/20	Dri Inattention	None	0	0	
High Street	City														16
-	-	Angle	s	Straight	Е	Straight	C/W	Dark	Jan	Mon/01	None	Alcohol Dra Inv	0	1	10
				5		Jungin					Imp Lane	, accord big int	Ū	•	
		S Dir Side	N	Straight	Ν	Straight	C/D	Day	Jan	Thr/07	Change	None	0	3	
		S Dir Rear	w	Right Turn	W	Right Turn	C/D	Day	Jan	Fri/14	None	Dri Inattention	0	4	
		S Dir Rear	S	Straight	S	Slow-Stop	C/D	Dark	Feb	Tue/19	Dri Inattention	None	0	0	
		S Dir Side	S	Straight	S	Straight	R/W	Day	May	Sun/18	None	None	0	0	
											Imp Lane				
		S Dir Side	N	Straight	N	Straight	C/W	Dark	May	Mon/21	Change	None	0	3	
		S Dir Side	N	Straight	N	Straight	CAN	Dork	Mov	Man/21	Imp Lane	Nama	0	0	
				Otraight	IN	Straight	CIVV	Dark	iviay	WON/21	Change	None	0	3	
		S Dir Side	s	Chng Lanes	S	Straight	C/D	Dav	Jun	Thr/08	Change	None	0	0	
		S Dir Rear	s	Straight	S	Slow-Stop	0/W	Dav	Jun	Mon/12	Dri Inattention	None	0	4	
		S Dir Side	s	Straight	S	Left Turn	C/D	Dav	Jun	Fri/16	None	Improper Turn	0	0	
				, C								Imp I ane	Ū	Ŭ	
		S Dir Side	S	Straight	S	Chng Lanes	C/D	Day	Aug	Wed/09	None	Change	0	1	
		S Dir Side	E	Straight	Е	Right Turn	C/D	Dark	Aug	Wed/22	None	Improper Turn	0	0	
		S Dir Rear	N	Straight	Ν	Straight	R/W	Dark	Sep	Sun/24	Unknown	None	0	1	
		S Dir Side	S	Left Turn	S	Straight	C/D	Day	Oct	Mon/12	Dri Inattention	None	0	0	
		S Dir Side	N	Straight	Ν	Left Turn	C/D	Dark	Nov	Fri/02	None	Dri Inattention	0	1	
		Left Turn	s	Left Turn	Ν	Straight	C/W	Dav	Apr	Thr/14	Other	None	0	2	
	Burlington					U								-	
Lawrence St.	City														5
		Angle	S	Straight	Е	Start Traf	R/W	Day	Mar	Thr/08	None	Dri Inattention	0	1	
		Angle	S	Straight	W	Left Turn	C/D	Day	Jul	Fri/11	None	Dri Inattention	0	0	
		S Dir Rear	S	Straight	S	Straight	C/D	Day	Jun	Sun/19	None	Dri Inattention	0	0	

TABLE B - Safety	/ Management System	Selected Data

Leasting	Manual and a state	Collision	Veh	Veh (1)	Veh (2)	Veh (2)	Wea/				Veh(1)	Veh(1)	No.	No.	1995
Location	wunicipality	Involved	(1) UI	Action	Dir	Action	Surface	Light	Mon	Day/Hr	Contribution	Contribution	Killed	Injured	Accid
		S Dir Side	s	Straight	S	Left Turn	C/D	Day	Aug	Mon/13	None	Imp Lane Change	0	0	
		S Dir Side	N	Left Turn	N	Straight	C/D	Day	Dec	Sat/15	Imp Lane Change	None	0	0	
Jackson St.	Burlington City														5
		S Dir Rear	E	Backing	Е	Stop-Traf	C/D	Day	Feb	Wed/12	Backing Unsafe	None	0	0	
		S Dir Rear	N	Slow-Stop	Ν	Slow-Stop	R/W	Day	Mar	Tue/11	None	Follow too close	0	1	
		S Dir Side	N	Straight	Ν	Straight	R/W	DNDK	Mar	Wed/17	View Obstruct	View Obstruct	0	0	
		S Dir Side	S	Left Turn	S	Straight	C/D	Day	Aug	Thr/13	Dri Inattention	None	0	0	
		S Dir Rear	N	Slow-Stop	Ν	Slow-Stop	C/D	Day	Oct	Mon/06	None	Follow too close	0	0	
York Street	Burlington City														6
		Angle	N	Left Turn	Е	Slow-Stop	R/W	Day	Jan	Sat/14	View Obstruct	None	0	0	
		Angle	E	Straight	S	Straight	S/S	Day	Dec	Tue/14	Fail to vield ROW	None	0	0	
		S Dir Side	N	Straight	Ν	Left Turn	R/W	Dark	Jan	Fri/23	None	View Obstruct	0	0	
		S Dir Side	N	Left Turn	Ν	Straight	C/D	Day	Feb	Sat/16	Improper Turn	None	0	1	
		S Dir Side	S	Straight	S	Chng Lanes	C/W	Day	May	Mon/09	None	Imp Lane Change	0	1	
		S Dir Side	s	Chng Lanes	S	Straight	R/W	Day	Oct	Sat/07	Imp Lane Change	None	0	0	
CR 670 Jacksonville Rd.	Burlington City														16
	-	Angle	N	Straight	Ŵ	Straight	S/S	Dark	Feb	Fri/23	Dri Inattention	None	0	5	10
		Angle	N	Straight	W	Straight	C/W	Dark	Mar	Tue/23	None	None	0	3	
		Angle	E	Straight	N	Straight	C/D	Dav	Mar	Sun/16	None	Traffic Signal	0	1	
		Angle	N	Straight	W	Straight	C/D	Dav	Apr	Mon/07	Traffic Signal	None	0	1	
		Angle	N	Straight	Е	Straight	C/D	Day	Apr	Wed/17	Traffic Signal	None	1	1	
		Angle	Ν	Straight	Е	Right Turn	C/D	Day	Aug	Sun/11	Traffic Signal	None	0	3	

US 130 - Burlington County

TABLE B - Safety Management System Selected Data

		Collision	Veh	Veh (1)	Vob (2)	Veh (2)	Weal				Veh(1)	Veh(1)	No	No	1995
Location	Municipality	Involved	(1) Dir	Action	Dir	Action	Surface	Light	Mon	Day/Hr	Contribution	Contribution	Killed	Injured	Accid
		Obj/Sgnl St	S	Unknown			S/S	Dark	Feb	Fri/23	Unknown		0	0	
	-	Obj/Curb	N	Straight			C/D	Day	Mar	Sat/12	None		0	0	
		Pedalcyl	w	Straight			C/D	Day	May	Mon/17	None		0	1	
		S Dir Side	w	Right Turn	w	Right Turn	C/D	Day	Apr	Tue/20	Unknown	Unknown	0	0	
		S Dir Rear	N	Stop-Traf	N	Start Traf	C/D	Day	Jun	Fri/09	Unsafe Speed	None	0	0	
												Imp Lane			
		S Dir Side	N	Straight	N	Chng Lanes	C/D	Day	Jun	Wed/14	None	Change	0	0	
		S Dir Rear	N	Left Turn	N	Straight	C/D	Day	Jun	Fri/17	None	Dri Inattention	0	0	
		S Dir Side	S	Straight	S	Left Turn	C/D	Day	Aug	Wed/15	Other	Other	0	0	
		S Dir Side	N	Straight	N	Chng Lanes	C/D	Day	Sep	Thr/18	None	Dri Inattention	0	3	
		S Dir Side	S	Right Turn	s	Right Turn	O/D	Day	Oct	Sat/10	None	Improper Turn	0	0	
Lawara Otwart	Burlington														
Logan Street	City			<u> </u>		–							5	0	3
		S Dir Rear	N	Straight	N	Left Turn	C/D	Day	Mar	Fri/09	Dri Inattention	None			
		S Dir Rear	S	Straight	S	Straight	C/D	Day	Aug	Sat/11	Other	Other			
		S Dir Rear	N	Straight	N	Left Turn	C/D	Dav	Sen	Wed/10	None	Imp Lane			
		S Dir Side	N	Straight	N	LUTurn		Day	Sen	Mon/15	None	Improper Turn			
		S Dir Rear	N	Straight	N	Straight	C/D	Day	Sep	Sat/14	Follow too close	Follow too close			
				g		oungin	0.2	Duy	000	Cubiri					
Bet. Hulme St.															
& Columbus St.	Burlington City			-											6
		Angle	w	Unknown	N	Straight	C/D	Dav	Feb	Wed/07	Other	Dri Inattention	0	0	Ŭ
		,				otraight	0,0	Day	1.60	vveu/01	Other	Eail to vield	0	0	
		Angle	E	Straight	N	Start Traf	C/D	Day	Apr	Thr/12	None	ROW	0	1	
		Angle	N	Straight	w	Start Traf	C/D	Day	Sep	Thr/18	None	Dri Inattention	0	1	
		Angle	S	Straight	Е	Chng Lanes	C/D	Day	Nov	Wed/15	None	Dri Inattention	0	2	
		S Dir Rear	s	Straight	S	Left Turn	C/D	Dav	Sep	Fri/15	Follow too close	None	0	0	
		S Dir Rear	S	Left Turn	S	Straight	C/D	Day	Nov	Thr/07	None	Dri Inattention	0	1	

US 130 - Burlington County

TABLE B - Safety Management System Selected Data

		Collision	Veh	Veh (1)	Veh (2)	Veh (2)	Wea/				Veh(1)	Veh(1)	No.	No.	1995
Location	Municipality	Involved	(1) Dir	Action	Dir	Action	Surface	Light	Mon	Day/Hr	Contribution	Contribution	Killed	Injured	Accid
CR 543 Columbus St	Burlington City														8
												Other Rdway			
		Angle	E	Stop-Traf	N	Right Turn	C/W	Dark	Jan	Sat/02	None	Def	0	0	
		Angle	E	Straight	S	Straight	C/D	Day	May	Tue/08	None	Dri Inattention	0	0	
		Angle	N	Right Turn	W	Stop-Traf	R/W	Day	Aug	Sun/15	Dri Inattention	None	0	0	
		S Dir Rear	W	Straight	W	Stop-Traf	0/W	Day	Jan	Sat/12	Dri Inattention	None	0	0	
		S Dir Rear	W	Slow-Stop	W	Straight	C/D	Day	Jul	[.] Thr/13	None	Dri Inattention	0	0	
		S Dir Rear	N	Slow-Stop	N	Slow-Stop	C/D	Day	Aug	Thr/15	None	None	0	0	
		S Dir Rear	N	Stop-Traf	N	Slow-Stop	C/D	Day	Sep	Tue/11	None	Dri Inattention	0	0	
		Obj/Utl Pol	S	Straight			C/D	Dark	Aug	Sat/03	Dri Inattention		0	1	
CR 656	Florence														
Delaware Ave	Florence														8
		Angle	w	Left Turn	S	Straight	C/D	Dav	lun	Tue/12	None	Fail to yield	0	0	
		Angle	w	Straight	S	Start Traf	C/D	Dark	Jun	Sun/02	Traffic Signal	None	0	0	
		Angle	s	Linknown	w	Right Turn		Dark	Dec	Mon/24	None	Linknown	0	0	
		Obi/Sanl St	N	Left Turn		rught runn	C/D	Dav	Jan	Tuo/15	Dri Inattention	CHRHOWH	0	0	
		Obj/Sgnl St	S	Straight				Day	Nov	Mon/14	Other		0	0	
		Obj/Utl Pol	S	Straight				Dark	Dec	Sat/20	Other		0	0	
		Obj/Sanl St	N	Straight			9/9	Dark	Dec	Tue/22	None		0	0	
		Left Turn	S	Straight	N	Left Turn		Dark		Tue/22	None	Traffic Signal	0	7	
CR 662 D.	Bordentown	Lonc Fully		Ottaight		Leit Tuill		Day	Jui	1111/13	NULLE	Trailic Signal	0	1	
Burlington Rd	Township														7
		Angle	s	Straight	Е	U Turn	C/D	Dark	Jan	Tue/17	Dri Inattention	None	0	0	
		S Dir Rear	s	Stop-Traf	S	Start Traf	C/D	Day	Jun	Sat/15	None	Dri Inattention	0	1	
		S Dir Rear	E	Stop-Traf	Е	Slow-Stop	C/D	Day	Jun	Mon/11	None	Dri Inattention	0	1	
		S Dir Rear	E	Right Turn	Е	Right Turn	C/D	Day	Jul	Mon/17	None	Dri Inattention	0	0	
		Other	W	Backing	Е	Stop-Traf	C/D	Day	Apr	Mon/14	Backing Unsafe	None	0	0	

US 130 - Burlington County

TABLE B - Safety Management System Selected Data

		Collision	Veh	Veh (1)	Veh (2)	Veh (2)	Wea/				Veh(1)	Veh(1)	No.	No.	1995
Location	Municipality	Involved	(1) Dir	Action	Dir	Action	Surface	Light	Mon	Day/Hr	Contribution	Contribution	Killed	Injured	Accid
		Obj/Utl Pol	N	Straight			R/W	Day	Oct	Wed/14	Other		0	0	
		Obj/Median	S	Straight			C/D	Day	Oct	Sat/17	Other		0	0	
Dunn's Mill Road	Bordentown Township														9
		Angle	E	Straight	Ν	Slow-Stop	C/W	Day	Feb	Wed/14	None	Traffic Signal	0	0	
		Angle	S	Start Traffic	W	Straight	C/D	Day	Mar	Thr/10	None	Traffic Signal	0	1	
		S Dir Rear	s	Straight	S	Straight	C/D	Day	Feb	Fri/16	Unknown	Dri Inattention	0	0	
		S Dir Rear	N	Stop-Traf	Ν	Straight	C/D	Dark	Mar	Wed/23	None	Alcohol Drg Inv	0	0	
		S Dir Rear	s	Slow-Stop	S	Straight	C/D	Day	Aug	Fri/14	None	Dri Inattention	0	0	
		S Dir Rear	N	Stop-Traf	Ν	Start Traf	C/D	Dark	Nov	Wed/17	None	Dri Inattention	0	0	
		Head On	N	Straight	S	U Turn	C/D	Dark	Mar	Sun/22	None	Improper Turn	0	3	
		Left Turn	E	Straight	W	Left Turn	C/D	Dav	Jul	Tue/13	None	Fail to yield ROW	0	1	
		Obi/Median	Ν	Straight			C/D	Dav	Sep	Wed/16	Dri Inattention		0	3	
US 130 SB	Bordentown Township								υσρ					Ū	6
		Angle	w	Stop-Traf	Ν	Straight	C/D	Day	Dec	Fri/15	None	None	0	1	
		S Dir Rear	N	Slow-Stop	Ν	Straight	C/D	Day	Jan	Fri/11	None	Dri Inattention	0	2	
		S Dir Side	N	Stop-Traf	Ν	Right Turn	C/D	Day	Mar	Wed/08	Imp Passing	None	0	0	
		S Dir Side	s	Chng Lanes	S	Straight	C/D	Day	Мау	Tue/15	Imp Lane Change	Other	0	0	
		S Dir Side	E	Right Turn	Е	Straight	C/D	Day	Aug	Sat/10	None	Imp Lane Mark	0	0	
		S Dir Rear	s	Stop-Traf	S	Stop-Traf	R/W	Day	Sep	Fri/09	None	None	0	1	
Int. With 206	Bordentown City			•		•					1			-	8
		Angle	w	Straight	S	Straight	C/D	Day	Feb	Tue/15	None	Traffic Signal	0	1	
		Angle	s	Straight	W	Straight	C/D	Day	Jul	Sat/16	Traffic Signal	Fail to yield ROW	0	1	
		Angle	W	Straight	S	Straight	C/D	Day	Aug	Fri/13	None	Traffic Signal	0	1	
		Angle	W	Straight	Ν	Straight	C/D	Day	Aug	Thr/14	None	Traffic Signal	0	0	

FABLE B - Safet	y Management S	ystem Selected Data

		Collision	Veh	Veh (1)	Veh (2)	Veh (2)	Wea/				Veh(1)	Veh(1)	No.	No	1995
Location	Municipality	Involved	(1) Dir	Action	Dir	Action	Surface	Light	Mon	Day/Hr	Contribution	Contribution	Killed	Injured	Accid
		0.011		<u>.</u>	-							Imp Lane			
		S Dir Side	S	Straight	S	Straight	C/D	Day	Mar	Mon/19	None	Change	0	0	
		S Dir Side	S	Straight	S	Right Turn	C/D	Dark	Jul	Sat/23	None	Improper Turn	0	4	
				<u>.</u>	~	<u>.</u>						Imp Lane			
		S Dir Side	5	Straight	S	Chng Lanes	C/D	Day	Jul	Tue/09	None	Change	0	1	
	_	S Dir Side	N	Straight	Ν	Stop-Traf	C/D	Day	Aug	Fri/11	Vehicle Defect	None	0	0	
Ramp to	Bordentown														
CIUSSWICK SL	City														5
		Angle	F	Straight	N	Start Trof	C/D	Dav	Fab	E-1/10	None	Fail to yield	•	0	
		, angle	-	Ottalght	IN	Start Hai	0/0	Day	гер	FINIS	None	RUW	U	U	
		S Dir Side	N	Straight	N	Chng Lanes	C/D	Dark	Αυα	Sun/20	None	Imp Lane	0	0	
		S Dir Rear	w	Slow-Stop	W	Straight	C/D	Dav	Nov	Sat/08	None	Unknown	0	0	
		Other	w	Backing	F	Stop-Traf	C/D	Dav	Apr	Mon/13	Backing Linsafe	None	0	0	
		Other	E	Backing	w	Stop-Traf	C/D	Dav	Dec	Tue/14	Backing Unsafe	None	0	0	
CR 528	Bordentown		_	Daoinig			0,0	Day	Dee	100/14	Dacking Onsale	NONE	0	0	
Crosswicks St	City														7
		S Dir Rear	N	Straight	N	Straight	C/D	Day	Feb	Tue/14	Vehicle Defect	Dri Inattention	0	0	.
		S Dir Side	N	Straight	Ν	Straight	C/D	Day	Apr	Sun/12	None	Dri Inattention	0	0	
						-		-	•			Imp Lane	_	-	
		S Dir Side	S	Straight	S	Chng Lanes	C/D	Day	Jun	Thr/10	None	Change	0	0	
		S Dir Rear	N	Stop-Traf	Ν	Start Traf	C/D	Day	Jun	Fri/11	None	Dri Inattention	0	0	
		Head On	S	U Turn	Ν	Straight	R/W	Dark	Jan	Mon/17	Improper Turn	None	0	1	
		Other	Ν	Unknown	S	Stop-Traf	C/D	Day	Mar	Mon/10	Other	Other	0	0	
		Left Turn	Ν	Straight	S	Left Turn	C/D	Dark	Apr	Tue/20	None	Improper Turn	0	3	
														-	

S Dir Side - Same Direction Side; S Dir Rear - Same Direction Rear; Obj/Utl Pol - Object Utility Pole; Obj/Sgnl - Object Signal Imp lane Change - Improper Lane Change; Dri Inattention - Driver Inattention C/D - Clear/Dry; R/W - Rainy/Wet; S/S - Snowy/Slippery



Road Name	From St.	To St	Dir	Route	Town	Length	Lane	Poppir	Ride	Surface	Rut	Final
			51	No		Longen	Luno	Neod Vr	Quality	Dietroce	Depth	Rating
			D	E42	Reverby City	0.00	2	1000	Quanty	0.0	0.04	. a a
WARREN ST			D	543	Beverly City	0.23	2	1999	4.1	2.3	0.04	2.0
				543		0.07	2	1999	4.1	2.3	0.04	2.8
WARRENST	DEVERLI CITT+0.0/0	EDGEWATER PARK IVP	В	543	Beverly City	0.34	2	2011	3.3	5	0.04	4.1
WARREN ST	EDGEWATER PARK TWP	EDGEWATER PARK	в	543	Beverly City	0.06	2	2011	33	5	0.04	11
	EDGEWATER PARK		D			0.00	2	2011	0.0		0.04	7.1
WARREN ST	TWP+0.060	BURLINGTON TWP	в	543	Beverly City	0.82	1	2011	33	49	0.04	41
COOPER ST	CO543	EDGEWATER PARK TWP	В	630	Beverly City	0.36	2	1998	0	0	0.01	0
BORDENTOWN		BORDENTOWN				0.00	-	1000	Ŭ	Ŭ	Ũ	Ŭ
CHESTERFIELD RD	BORDENTOWN TWP	TWP+0.030	в	528	Bordentown City	0.03	2	2001	2.7	3.3	0.06	3
CROSSWICKS ST	CO545	CO545+0.300	В	528	Bordentown City	0.3	2	2005	2.8	4.3	0.04	3.6
CROSSWICKS ST	CO545+0.300	BORDENTOWN TWP	В	528	Bordentown City	0.27	2	2001	2.7	3.3	0.06	3
FARNSWORTH AV	BORDENTOWN CITY	CO662	в	545	Bordentown City	0.65	2	1998	0	0	0	0
W BURLINGTON ST	CO545	CO662	В	1037	Bordentown City	0.06	2	1999	2.6	2.9	0.03	2.7
ELIZABETH ST	2ND ST	2ND ST+0.200	в	1038	Bordentown City	0.2	2	1998	2.3	3	0.01	2.5
ELIZABETH ST	2ND ST+0.200	BORDENTOWN TWP	В	1038	Bordentown City	0.36	2	1998	2.5	2.8	0.03	2.5
ELIZABETH ST	BORDENTOWN TWP	US130	В	1038	Bordentown City	0.03	2	1998	2.5	2.8	0.03	2.5
BORDENTOWN	BORDENTOWN											
CHESTERFIELD RD	TWP+0.030	CHESTERFIELD TWP	В	528	Bordentown Twp.	1	2	2002	3	2.9	0.08	3
BORDENTOWN		CHESTERFIELD										
CHESTERFIELD RD	CHESTERFIELD TWP	TWP+0.100	В	528	Bordentown Twp.	0.1	2	2002	3	2.9	0.08	3
GEORGETOWN RD	US206	BORDENTOWN CITY	В	545	Bordentown Twp.	0.34	2	1998	0	0	0	0
	BURLINGTON	BURLINGTON										
SALEM RD	TWP+0.030	TWP+0.530	В	633	Bordentown Twp.	0.5	2	1998	3.1	2	0.06	2.3
	BURLINGTON	BURLINGTON										
	TWP+0.530	TVP+1.030	В	633	Bordentown Twp.	0.5	2	1998	2.6	2.8	.0.08	2.7
			D ¹					1000				
		100P+1.330	В	633	Bordentown Twp.	0.3	2	1998	2.6	1.5	0.06	1.5
SALEM RD	TWP+1 330		R	633	Bordontown Two	0.12	2	1009	24	10	0.07	10
OLD YORK RD	CO670	CO670+0.500	B	660	Bordontown Twp.	0.12	2	1990	2.4	1.0 F	0.07	1.6

TABLE C -	Pavement Manag	gement Systen	Selected Data

Road Name	From St	To St	Dir	Route	Тожи	Length	Lane	Panair	Ride	Surface	Rut	Final
Road Hame	TTOM OL.	10 01.		Nuc	TOWIT	Lengu	Lang	Керап	Ouslite	Distance	Denth	Detine
				NO.				Need Yr	Quanty	Distress	Depth	Rating
OLD YORK RD	CO670+0.500	CO670+0.800	В	660	Bordentown Twp.	0.3	2	2013	3.4	4.8	0.15	4.1
OLD YORK RD	CO670+0.800	SPRINGFIELD TWP	В	660	Bordentown Twp.	0.39	2	2007	2.9	4.3	0.09	3.6
		SPRINGFIELD										
OLD YORK RD	SPRINGFIELD TWP	TWP+0.010	В	660	Bordentown Twp.	0.01	2	2007	2.9	4.3	0.09	3.6
BURLINGTON RD	US130	US130+0.200	В	662	Bordentown Twp.	0.2	2	1998	2.4	1.9	0.1	1.9
BURLINGTON RD	US130+0.200	FIELDSBORO BOR	В	662	Bordentown Twp.	0.33	2	1998	2.8	1.4	0.1	1.4
BURLINGTON ST	BORDENTOWN TWP	BORDENTOWN CITY	В	662	Bordentown Twp.	0.49	2	1998	2.7	1.7	0.06	1.7
BURLINGTON ST	PRINCE ST	E PARK ST	В	662	Bordentown Twp.	0.66	2	1998	2.7	1.7	0.06	1.7
E PARK ST	PRINCE ST	US206	В	662	Bordentown Twp.	1.03	2	1998	2.7	1.7	0.06	1.7
FOURTH ST	FIELDSBORO BORO	BORDENTOWN TWP	В	662	Bordentown Twp.	0.59	2	1998	2.7	1.7	0.06	1.7
RISING SUN RD	CO660	US130	В	1083	Bordentown Twp.	1.24	2	2005	3.1	3.4	0.08	3.3
HIGH ST	BURLINGTON CITY	US130	В	541	Burlington City	0.63	2	1998	3.1	2.1	0.08	2.3
	BURLINGTON				· ·							
MOUNT HOLLY RD	TWP+2.410	BURLINGTON CITY	В	541	Burlington City	0.21	2	1998	3.1	2.1	0.08	2.3
MORRIS ST	MORRIS ST	CO541	В	632	Burlington City	0.18	2	2007	3	5	0.02	4
MOTT AV	US130 NB	US130 NB+0.400	В	632	Burlington City	0.4	2	2009	3.2	4.6	0.01	3.9
MOTT AV	US130 NB+0.400	MORRIS ST	В	632	Burlington City	0.06	2	2007	3	5	0.02	4
COLUMBUS ST	ASSISCUNK CK	US130	в	655	Burlington City	0.48	2	1998	2.4	2.9	0.03	2.6
PEARL ST	ASSISCUNK CK	ASSISCUNK CK+0.500	В	656	Burlington City	0.5	2	2005	2.8	4.6	0.02	3.7
JACKSONVILLE RD	US130	US130+0.200	В	670	Burlington City	0.2	2	1998	1.9	1.7	0.07	1.7
JACKSONVILLE RD	US130+0.200	US130+0.400	В	670	Burlington City	0.2	2	1998	2.9	1.3	0.05	1.3
JACKSONVILLE RD	US130+0.400	BURLINGTON TWP	в	670	Burlington City	0.25	2	1998	3.2	1.7	0.05	1.7
		BURLINGTON										
JACKSONVILLE RD	BURLINGTON TWP	TWP+0.250	В	670	Burlington City	0.25	2	1998	3.2	1.7	0.05	1.7
SALEM RD	BURLINGTON CITY	US130	B	1135	Burlington City	0.49	2	1998	2.3	2.8	0.14	2.4
BROAD ST	CO413	CO413+0.500	N	1136	Burlington City	0.5	2	1998	2.5	0.6	0.06	0.6
BROAD ST	CO413+0.500	CO543	N	1136	Burlington City	0.31	2	1998	2.2	0.2	0.07	0.2
PEARL ST	CO541	CO541+0.500	В	1137	Burlington City	0.5	1	1998	2.5	2.1	0.03	2.2
PEARL ST	CO541+0.500	ASSISCUNK CK	В	1137	Burlington City	0.53	1	1998	0.8	1.4	0.07	0.8

<u> TABLE C - Pavement Managemer</u>	<u>nt System Selected Data</u>
--------------------------------------	--------------------------------

Road Name	From St.	To St.	Dir	Route No.	Town	Length	Lane	Repair Need Yr	Ride Quality	Surface Distress	Rut Depth	Final Rating
BURLINGTON MOUNT	WESTAMPTON								•			
HOLLY RD	TWP+1.990	BURLINGTON TWP	В	541	Burlington Twp.	0.09	4	2006	3.7	3.2	0.14	3.5
		BURLINGTON	_	<u>.</u>								
MOUNT HOLLY RD	BURLINGTON TWP	TWP+0.210	В	541	Burlington Twp.	0.21	4	2006	3.7	3.2	0.14	3.5
			П	544	Durlin et au Tuur	0.5		2002	25	2.0	0.40	2.0
			В	541	Burlington Twp.	0.5	4	2003	3.5	2.9	0.13	3.2
MOUNT HOLLY RD	TWP+0 710	TWP+1 110	в	541	Burlington Two	04	4	2006	33	34	0 14	33
	BURLINGTON	BURLINGTON	D		Bunngton Twp.	0.4		2000	0.0	0.4	0.14	0.0
MOUNT HOLLY RD	TWP+1.110	TWP+1.310	В	541	Burlington Twp.	0.2	4	1998	3.3	2.5	0.12	2.7
	BURLINGTON	BURLINGTON										
MOUNT HOLLY RD	TWP+1.310	TWP+2.010	В	541	Burlington Twp.	0.7	4	1998	3.3	2.3	0.09	2.6
	BURLINGTON	BURLINGTON										
MOUNT HOLLY RD	TWP+2.010	TWP+2.410	В	541	Burlington Twp.	0.4	4	1998	3.2	2.2	0.15	2.4
			Б	540	Dualia aton Tura	0.00		0004		25	0.0	0.4
DEVENETIND	BURUNGTON		D	545	Burnington Twp.	0.00		2001	2.0	3.5	0.2	3.1
BEVERLY RD	TWP+0.880	US130 NB	в	543	Burlington Twp	0.43	2	1998	2.5	27	0 19	25
COLUMBUS ST	CO655+0.150	BURLINGTON TWP	B	543	Burlington Twp	0.22	2	1998	2.5	27	0.10	2.0
		BURLINGTON	2		Buington rup.	U.LL	-	1000	2.0	2.7	0.1	2.0
COLUMBUS ST	BURLINGTON TWP	TWP+0.280	В	543	Burlington Twp.	0.28	2	1998	2.5	2.7	0.1	2.6
		BURLINGTON										
COLUMBUS ST	CO655+0.150	TWP+1.080	В	543	Burlington Twp.	0.8	2	2002	2.7	3.4	0.06	3.1
	BURLINGTON	BURLINGTON				1						
COLUMBUS ST	TWP+1.080	TWP+1.280	В	543	Burlington Twp.	0.2	2	2008	3	4.9	0.07	4
COLUMBLIS ST				540	Dualia ata a Tara	0.07				10		
			В	543	Burlington Twp.	0.27	2	2008	2.9	4.9	0.04	3.9
		119120 NP+0.070	В	543	Burlington Twp.	0.03	2	2008	2.9	4.9	0.04	3.9
00100			В	543	Burlington Twp.	0.07	2	1998	2.5	2.7	0.19	2.5
SUNSET RD	CO630+0.400	TWP+0.800	В	634	Burlington Twp.	0.5	2	2010	3.3	4.6	0.07	4

TABLE C - Pavement Manage	nent System Selected Data
---------------------------	---------------------------

Road Name	From St.	To St.	Dir	Route	Town	Length	Lane	Repair	Ride	Surface	Rut	Final
				No.				Need Yr	Quality	Distress	Depth	Rating
	BURLINGTON	BURLINGTON				* . -						
SUNSET RD	TWP+0.800	TWP+1.100	В	634	Burlington Twp.	0.3	2	2008	3.2	4.3	0.05	3.7
SUNSET RD	BURLINGTON	BURLINGTON	в	634	Burlington Two	0.2	2	2009	34	39	0.05	3.6
	BURLINGTON	BURLINGTON		004	Bunngton Tup.	0.2	-	2000	0.4	0.0	0.00	0.0
SUNSET RD	TWP+1.300	TWP+1.500	В	634	Burlington Twp.	0.2	2	2006	3.2	3.5	0.04	3.4
	BURLINGTON	BURLINGTON										
SUNSET RD	TWP+1.500	TWP+1.900	В	634	Burlington Twp.	0.4	2	2009	3.2	4.6	0.06	3.9
	BURLINGTON											
SUNSET RD	TWP+1.900	CO541	В	634	Burlington Twp.	0.2	2	2006	3	4.2	0.08	3.6
RANCOCAS AV	CO634	CO634+0.260	В	635	Burlington Twp.	0.26	2	2004	3.2	3.1	0.02	3.2
RANCOCAS AV	CO634+0.260	CO541	В	635	Burlington Twp.	0.43	2	2000	2.9	2.8	0.04	2.9
		BURLINGTON										
SPRINGSIDE RD	MAIN ST+1.100	TWP+0.780	В	635	Burlington Twp.	0.3	2	2005	3.2	3.3	0.09	3.2
	BURLINGTON											
SPRINGSIDE RD	TVVP+0.780	CO634	В	635	Burlington Twp.	0.54	2	2004	3.2	3.1	0.02	3.2
E DELAWARE AV	GROVE ST	US130	В	656	Burlington Twp.	0.86	2	1998	2.8	2.6	0.05	2.7
E DELAWARE AV	US130	US130+0.250	В	656	Burlington Twp.	0.25	2	1998	2.8	2.6	0.05	2.7
E DELAWARE AV	GROVE ST+0.860	US130+0.550	В	656	Burlington Twp.	0.3	2	2011	3.4	4.9	0.04	4.1
E DELAWARE AV	US130+0.550	US130+1.050	В	656	Burlington Twp.	0.5	2	2010	3.3	4.8	0.02	4.1
E DELAWARE AV	US130+1.050	US130+1.550	В	656	Burlington Twp.	0.5	2	2008	3.2	4.3	0.05	3.8
PEARL ST	ASSISCUNK CK+0.500	BURLINGTON TWP	В	656	Burlington Twp.	0.2	2	2008	3.1	4.9	0.02	4
PEARL ST	ASSISCUNK CK	ASSISCUNK CK+0.300	в	656	Burlington Twp.	0.3	2	2008	3.1	4.9	0.02	4
PEARL ST	ASSISCUNK CK+0.500	ASSISCUNK CK+0.800	в	656	Burlington Twp.	0.5	2	2008	3.1	4.6	0.01	3.9
PEARL ST	ASSISCUNK CK+0.800	ASSISCUNK CK+1.100	в	656	Burlington Twp.	0.3	2	2009	3.2	5	0.01	4.1
PEARL ST	ASSISCUNK CK+1.100	ASSISCUNK CK+1.500	в	656	Burlington Twp.	0.4	2	2006	3	4.7	0.02	3.8
PEARL ST	ASSISCUNK CK+1.500	ASSISCUNK CK+2.400	в	656	Burlington Twp.	0.9	2	2010	3.3	4.8	0.03	4
W FRONT ST	FLORENCE TWP+0.090	FLORENCE TWP+0.390	в	656	Burlington Twp.	0.3	2	2008	3.3	3.7	0.02	3.5
W FRONT ST	FLORENCE TWP+0.390	FLORENCE TWP+0.690	в	656	Burlington Twp.	0.3	2	1998	3	2.3	0.04	2.5
W FRONT ST	FLORENCE TWP+0.690	FLORENCE TWP+0.890	В	656	Burlington Twp.	0.2	2	1998	2.9	1.6	0.04	1.6

TABLE C - Pavement Management System Select	ted	Data
--	-----	------

Road Name	From St.	To St.	Dir	Route No.	Town	Length	Lane	Repair Need Yr	Ride Quality	Surface Distress	Rut Depth	Final Rating
W FRONT ST	FLORENCE TWP+0.890	FLORENCE TWP+1.090	В	656	Burlington Twp.	0.2	2	1998	2.8	1.8	0.06	1.8
W FRONT ST	FLORENCE TWP+1.090	FLORENCE TWP+1.290	В	656	Burlington Twp.	0.2	2	2000	3.3	2.7	0.01	3
W FRONT ST	FLORENCE TWP+1.290	GROVE ST	В	656	Burlington Twp.	0.79	2	2002	3.1	2.9	0.03	3
NECK RD	US130+0.500	RIVER RD	В	658	Burlington Twp.	0.24	2	1999	2.8	2.7	0.1	2.7
		BURLINGTON										
JACKSONVILLE RD	US130+0.400	TWP+0.950	В	670	Burlington Twp.	0.7	2	1998	3.1	1.9	0.07	1.9
	BURLINGTON	BURLINGTON								1		
JACKSONVILLE RD	TWP+0.950	TWP+1.450	В	670	Burlington Twp.	0.5	2	1998	3.3	1.4	0.09	1.4
	BURLINGTON											
JACKSONVILLE RD	TWP+1.450	SPRINGFIELD TWP	В	670	Burlington Twp.	0.23	2	1998	2.7	1.3	0.15	1.3
		SPRINGFIELD		670	Purlington Two	0.07		1009	07	1.2	0.15	1.2
		100P+0.070		1120	Burlington Twp.	0.07		2011		1.3 E	0.15	1.3
		CO670+0.700		1139	Burlington Twp.	0.7		2011	3.2	5	0.17	4.1
			В	1139	Burlington Twp.	0.21	2	2012	3.3	5	0.22	4.1
ST MIHIEL DR	RIVERTON BORO+0 160	TWP+0 510	B	5/3		0.2		1008	22	17	0.16	17
DI IIII ILLE DI C				040	Cirinaninison rwp.	0.2	-	1990	2.5	1.7	0.10	1.7
ST MIHIEL DR	TWP+0.510	TWP+0.910	В	543	Cinnaminson Two	04	4	1998	24	18	0.21	18
	CINNAMINSON	CINNAMINSON				0.1		1000		1.0	0.21	1.0
ST MIHIEL DR	TWP+0.910	TWP+1.310	в	543	Cinnaminson Twp.	0.4	4	1998	2.5	3	0.29	2.6
	CINNAMINSON	CINNAMINSON								1. A.		
ST MIHIEL DR	TWP+1.310	TWP+1.610	В	543	Cinnaminson Twp.	0.3	4	1998	2.3	1.8	0.18	1.8
	CINNAMINSON	CINNAMINSON										
RIVERTON RD	TWP+0.300	TWP+1.100	В	603	Cinnaminson Twp.	0.8	2	1998	2.5	2.2	0.1	2.3
	CINNAMINSON	CINNAMINSON										
RIVERTON RD	TVVP+1.100	TWP+1.300	В	603	Cinnaminson Twp.	0.2	2	1998	2.3	2.6	0.09	2.3
					Oinn an in an Tar	4.40						
	110120	RIVERTON BORD	В	603		1.12	2	2000	2.7	2.9	0.06	2.8
			B	606		1.6	2	2000	2.7	2.9	0.07	2.8
	0.000	05130+0.730	B	607	Cinnaminson Twp.	0.3	2	2004	3.3	3.1	0	3.2
FORK LANDING RD	00008	NJ73	В	1117	Cinnaminson Twp.	0.49	2	1998	2.3	3.2	0	2.5

TABLE C - Pavement Management System Selected Data

Deed Name	F=== 01	T ()	<u>.</u>		_						_	
Road Name	From St.	10 St.	Dir	Route	Iown	Length	Lane	Repair	Ride	Surface	Rut	Final
				No.				Need Yr	Quality	Distress	Depth	Rating
		FORK LANDING										
PARKAV	FORK LANDING RD	RD+0.200	В	1125	Cinnaminson Twp.	0.2	2	1998	1.8	2.3	0	1.8
	FORK LANDING		_									
	RD+0.200	CAMDEN COUNTY LINE	в	1125	Cinnaminson Twp.	0.23	2	1998	1.9	2.8	0	1.9
	00543	CO543+0.300	В	1228	Cinnaminson Twp.	0.3	2	1998	2.4	2.4	0.05	2.4
	CO543+0.300	CO543+1.200	В	1228	Cinnaminson Twp.	0.9	2	1998	2.3	2.8	0.12	2.4
	CO543+1.200	US130	В	1228	Cinnaminson Twp.	0.22	2	1998	2.3	2.8	0.12	2.5
	US130	US130+0.300	В	1229	Cinnaminson Twp.	0.3	2	2008	2.9	4.9	0.04	3.9
NEW ALBANY RD	US130+0.300	US130+0.500	В	1229	Cinnaminson Twp.	0.2	2	2010	3.2	5	0.03	4.1
NEW ALBANY RD	US130+0.500	US130+0.700	В	1229	Cinnaminson Twp.	0.2	2	2009	3.2	4.1	0.04	3.6
NEW ALBANY RD	US130+0.700	US130+1.000	В	1229	Cinnaminson Twp.	0.3	2	2010	3.2	4.8	0.04	4
NEW ALBANY RD	US130+1.000	US130+1.300	В	1229	Cinnaminson Twp.	0.3	2	2008	3.1	3.7	0.04	3.4
TAYLORS LANE	US130	US130+0.900	В	1230	Cinnaminson Twp.	0.9	2	2010	3.2	4.8	0.07	4
TAYLORS LANE	US130+0.900	US130+1.100	в	1230	Cinnaminson Twp.	0.2	2	2004	2.8	4.1	0.07	3.4
TAYLORS LANE	US130+1.100	US130+1.300	В	1230	Cinnaminson Twp.	0.2	2	2001	2.7	3.3	0.08	3
TAYLORS LANE	US130+1.300	CO543	В	1230	Cinnaminson Twp.	0.11	2	1998	2.4	2.5	0.09	2.4
BURLINGTON AV	DELANCO TWP+0.070	DELANCO TWP+0.270	В	543	Delanco Twp.	0.2	2	1998	2.2	2	0.14	2
BURLINGTON AV	DELANCO TWP+0.270	DELANCO TWP+0.870	В	543	Delanco Twp.	0.6	2	1998	2.5	26	0.08	26
BURLINGTON AV	DELANCO TWP+0.870	DELANCO TWP+1.070	в	543	Delanco Twp.	0.2	2	1998	2.0	2.0	0.06	23
BURLINGTON AV	DELANCO TWP+1.070	DELANCO TWP+1.270	В	543	Delanco Twp	0.2	2	1998	2.0	17	0.00	1.7
BURLINGTON AV	DELANCO TWP+1.270	DELANCO TWP+1.770	B	543	Delanco Twp	0.5	2	1998	3.8	1.7	0.00	1.7
CREEK RD	CO624+0.500	CO624+0.800	В	625	Delanco Twp	0.3	2	2005	33	3.2	0.04	3.2
CREEK RD	CO624+0.800	EDGEWATER PARK TWP	B	625	Delanco Twp	0.0	2	1008	3	2.6	0.04	0.2 0.0
CREEK RD	EDGEWATER PARK TWP	BRIDGEBORO RD	B	625	Delanco Two	0.15	2	1008	3	2.0	0.07	2.0
	CINNAMINSON		5	020	Belance Twp.	0.10	2	1330	5	2.0	0.07	2.0
ST MIHIEL DR	TWP+1.610	DELRAN TWP	в	543	Delran Twp.	0.06	4	1998	26	21	0.23	22
ST MIHIEL DR	DELRAN TWP	DELRAN TWP+0.340	в	543	Delran Twp.	0.34	4	1998	2.6	21	0.20	2.2
ST MIHIEL DR	DELRAN TWP+0.340	RIVERSIDE TWP	В	543	Delran Two	0.55	4	1999	2.0	2.1	0.20	2.2
CHESTER AV	US130+0.200	US130+0,400	B	604	Delran Twp	0.00	2	2001	2.0	2.1	0.05	2.0
CHESTER AV	US130+0.400	US130+1.200	В	604	Delran Twp.	0.8	2	2002	31	2.1	0.03	20

US 130 - Burlington County

	TABLE C - Pavement Mana	gement System Selected Data
--	-------------------------	-----------------------------

Road Name	From St.	To St.	Dir	Route	Town	Length	Lane	Repair	Ride	Surface	Rut	Final
				No.				Need Yr	Quality	Distress	Depth	Rating
CHESTER AV	US130+1.200	CO543	В	604	Delran Twp.	0.3	2	2006	3.1	3.4	0.03	3.3
FAIRVIEW RD	US130	US130+0.300	В	605	Delran Twp.	0.3	2	2005	3	3.8	0.04	3.4
FAIRVIEW RD	US130+0.300	RIVERSIDE TWP	В	605	Delran Twp.	0.31	2	2007	3.1	4	0.01	3.6
BRIDGEBORO RD	CO603+1.200	DELRAN TWP+0.630	В	613	Delran Twp.	0.6	2	2009	3.2	4	0.05	3.6
BRIDGEBORO RD	DELRAN TWP+0.630	DELRAN TWP+0.930	В	613	Delran Twp.	0.3	2	2004	3.2	3	0.05	3.1
BRIDGEBORO RD	DELRAN TWP+0.930	DELRAN TWP+1.830	В	613	Delran Twp.	0.9	2	2003	2.9	3.1	0.06	3
	The second s	MOORESTOWN										
CREEK RD	MOORESTOWN TWP	TWP+0.310	В	636	Delran Twp.	0.31	1	1998	2.6	2.8	0.04	2.7
		MOORESTOWN										
CREEK RD	US130+1.000	TWP+1.110	В	636	Delran Twp.	0.8	1	2005	3.1	3.3	0.03	3.2
	MOORESTOWN	MOORESTOWN		636	Delren Turn			0001		2	0.04	_
ONLERIND		1000000		030	Deiran Twp.	0.3	1	2001	3	3	0.04	3
CREEK RD	TWP+1.410	MT LAUREL TWP	в	636	Delran Twp.	0.34	1	2000	2.8	3	0.06	2.9
CREEK RD	MT LAUREL TWP	CO635	В	636	Delran Twp.	0.26	1	2000	2.8	3	0.06	2.9
HARTFORD RD	US130	US130+0.500	в	1154	Delran Twp.	0.5	2	1999	2.6	2.9	0	2.7
HARTFORD RD	US130+0.500	BRIDGEBORO RD	В	1154	Delran Twp.	0.36	2	2003	2.8	3.6	0	3.2
	· · · ·	MOORESTOWN										
HARTFORD RD	MOORESTOWN TWP	TWP+0.200	В	1154	Delran Twp.	0.2	2	1999	2.8	2.8	0	2.8
PAGE RD	BRIDGEBORO RD	BRIDGEBORO RD+0.040	В	1154	Delran Twp.	0.04	2	2003	2.8	3.6	0	3.2
PAGE RD	BRIDGEBORO RD+0.040	BRIDGEBORO RD+0.240	В	1154	Delran Twp.	0.2	2	1999	3.3	2.6	0	2.9
PAGE RD	BRIDGEBORO RD+0.240	MOORESTOWN TWP	В	1154	Delran Twp.	0.5	2	1999	2.8	2.8	0	2.8
HAINES MILL RD	US130	US130+0.300	В	1155	Delran Twp.	0.3	2	1998	3	1.9	0	1.9
HAINES MILL RD	US130+0.300	US130+0.700	В	1155	Delran Twp.	0.4	2	1998	3.1	2.1	0	2.3
HAINES MILL RD	US130+0.700	MOORESTOWN TWP	В	1155	Delran Twp.	0.66	2	1999	2.9	2.7	0	2.8
HAINES MILL RD	MOORESTOWN TWP	CO614	В	1155	Delran Twp.	0.3	2	1999	2.9	2.7	0	2.8
	HARTFORD FAIRVIEW	HARTFORD FAIRVIEW										
CONROWRD	RD	RD+0.40	В	1156	Delran Twp.	0.4	2	1998	2.4	1.6	0	1.6
CONROW RD	HARTFORD FAIRVIEW RD+0.40	HAINES MILL RD	В	1156	Delran Twp.	0.63	2	1998	2.7	2.7	0	2.7

TABLE C - Pavement Manag	ement System	Selected Data
---------------------------------	--------------	---------------

Road Name	From St.	To St.	Dir	Route No.	Town	Length	Lane	Repair Need Yr	Ride Quality	Surface Distress	Rut Depth	Final Rating
					Edgewater Park		Constant				_	
COOPER ST	CO543+0.900	EDGEWATER PARK TWP	В	624	Twp.	0.4	2	1998	3.1	2.3	0.17	2.5
		EDGEWATER PARK			Edgewater Park							
DELANCO RD	EDGEWATER PARK TWP	TWP+0.700	В	624	Twp.	0.7	2	1998	3.1	2.3	0.17	2.5
	EDGEWATER PARK				Edgewater Park							
DELANCO RD	TWP+0.700	US130	В	624	Twp.	0.48	2	1998	2.5	2.4	0.15	2.4
		EDGEWATER PARK	_	000	Edgewater Park							
BRIDGEBORO RD		TVVP+0.260	в	626	Twp.	0.2	2	2002	3	2.9	0.03	2.9
		00000	Б	626	Edgewater Park	0.04		1000	07	24	0.10	25
	1000 +0.200	0020	Б	020	Twp.	0.24	2	1998	2.1	2.4	0.12	2.5
MOUNT HOLLY RD	C0626	CO626+0.760	в	626	Edgewater Park	0.76	2	1008	27	24	0.12	25
	00020	00020-0.700		020	Edgowator Bark	0.70	2	1990	2.1	2.4	0.12	2.5
MOUNT HOLLY RD	CO626+0.760		В	626		0.27	2	1998	25	31	0.19	2.8
		WILLINGBORO		020	Edgewater Park	0.27	-	1000	2.0			2.0
CHARLESTON RD	WILLINGBORO TWP	TWP+0.370	в	630	Twp.	0.37	2	1998	2.1	3.1	0.08	2.4
	WILLINGBORO		_		Edgewater Park							
CHARLESTON RD	TWP+0.370	LEVITT PKWY	В	630	Twp.	0.45	2	1998	2.4	2.6	0.1	2.4
		EDGEWATER PARK			Edgewater Park							
COOPER ST	EDGEWATER PARK TWP	TWP+0.840	В	630	Twp.	0.84	2	1998	0	0	0	0
	EDGEWATER PARK				Edgewater Park							
COOPER ST	TWP+0.840	WILLINGBORO TWP	В	630	Twp.	0.33	2	1999	2.3	3.9	0.05	2.7
					Edgewater Park							
LEVITT PKWY		LEVITT PKWY+0.400	E	630	Twp.	0.4	2	1998	2.5	3.1	0.14	2.6
			_		Edgewater Park							
LEVITI PKVVY	LEVITI PKWY+0.400	LEVITT PKWY+0.700	E	630	Twp.	0.3	2	2003	2.6	4.5	0.09	3.5
					Edgewater Park							
	LEVITI PRVVY+0.700	LEVITT PKVVY+1.500	E	630	Twp.	0.8	2	1998	3.9	2.1	0.06	2.5
			-	620	Edgewater Park	0.70		0000			0.07	
			E	630	Twp.	0.73	2	2006	4.1	3	0.07	3.6
LEVITT PKWY	LEVITT PKWY	LEVITT PKWY+0.500	w	630	Twp	0.5	2	1998	22	32	0.07	24

IABLE C - Pavement Management System Selecte	ed Data
--	---------

Road Name	From St.	To St.	Dir	Route No.	Town	Length	Lane	Repair Need Yr	Ride	Surface	Rut	Final Rating
					Edgewater Park			noou ri				
LEVITT PKWY	LEVITT PKWY+0.500	LEVITT PKWY+1.300	w	630	Twp.	0.8	2	1999	3.1	2.6	0.07	2.8
					Edgewater Park							
LEVITT PKWY	LEVITT PKWY+1.300	LEVITT PKWY+1.800	W	630	Twp.	0.5	2	2002	3	3	0.11	3
					Edgewater Park	•						
LEVITT PKWY	LEVITT PKWY+1.800	WESTAMPTON TWP	W	630	Twp.	0.43	2	2001	2.9	2.8	0.2	2.9
BEVERLY	110400	110400.0000		1005	Edgewater Park							
	05130	05130+0.800	В	1085	Twp.	0.8	2	2009	3.1	4.8	0.05	4
BRIDGEBORO RD	US130+0 800	US130+1 000	В	1085	Edgewater Park	0.2	2	2006	3	3.5	0.04	33
BEVERLY	0010010.000				Edgewater Park	0.2	2	2000		5.5	0.04	5.5
BRIDGEBORO RD	US130+1.000	CO626	в	1085	Twp.	0.28	2	2004	2.8	3.6	0.08	3.2
					Edgewater Park							
WOODLANE RD	US130	US130+0.600	В	1086	Twp.	0.6	2	2007	3	4.1	0.06	3.6
					Edgewater Park							
WOODLANE RD	US130+0.600	CO543	В	1086	Twp.	0.5	2	2011	3.3	4.9	0.03	4.1
WASHINGTON ST	CO662	BORDENTOWN TWP	В	1015	Fieldsboro Boro	0.35	2	2008	3.1	4.7	0.03	3.9
WASHINGTON ST	BORDENTOWN TWP	US130	В	1015	Fieldsboro Boro	0.08	2	2008	3.1	4.7	0.03	3.9
	BURLINGTON											
COLUMBUS ST	TWP+1.280	FLORENCE TWP+0.330	В	543	Florence Twp.	0.3	2	2011	3.3	5	0.03	4.1
COLUMBUS ST	FLORENCE TWP+0.330	FLORENCE TWP+1.230	В	543	Florence Twp.	0.9	2	2006	3	3.9	0.04	3.5
COLUMBUS ST	FLORENCE TWP+1.230	MANSFIELD TWP	В	543	Florence Twp.	0.87	2	2002	2.8	3.1	0.12	2.9
MAIN ST	MANSFIELD TWP	MANSFIELD TWP+0.230	В	543	Florence Twp.	0.23	2	2002	2.8	3.1	0.12	2.9
	SPRINGFIELD			1								
OLD YORK RD	TWP+0.610	FLORENCE TWP	В	660	Florence Twp.	0.21	2	2010	3.1	4.9	0.11	4
OLD YORK RD	FLORENCE TWP	FLORENCE TWP+0.290	В	660	Florence Twp.	0.29	2	2010	3.1	4.9	0.11	4
	BORDENTOWN											
	TWP+0.840	US206	В	660	Florence Twp.	0.2	2	2008	3.2	3.4	0.07	3.3
OLD YORK RD	US206	CHESTERFIELD TWP	В	660	Florence Twp.	0.39	2	2008	3.2	3.4	0.07	3.3
HORNBERGER AV	US130	US130+0.200	В	1118	Florence Twp.	0.2	2	2003	2.8	3.9	0.02	3.4
HORNBERGER AV	US130+0.200	US130+0.500	В	1118	Florence Twp.	0.3	2	2002	2.8	3.4	0.01	3.1

TABLE C - Pavement Manag	ement System Selected Data
---------------------------------	----------------------------

Road Name	From St.	To St.	Dir	Route	Town	Length	Lane	Repair	Ride	Surface	Rut	Final
				No.				Need Yr	Quality	Distress	Depth	Rating
HORNBERGER AV	US130+0.500	CO656	В	1118	Florence Twp.	0.8	2	2006	3.4	3.2	0.02	3.3
MAIN ST	MANSFIELD TWP+0.230	MANSFIELD TWP+0.430	в	543	Mansfield Twp.	0.2	2	2012	3.4	5	0.1	4.2
MAIN ST	MANSFIELD TWP+0.430	MANSFIELD TWP+0.730	в	543	Mansfield Twp.	0.3	2	2008	3	5	0.1	4
MAIN ST	MANSFIELD TWP+0.730	MANSFIELD TWP+1.630	в	543	Mansfield Twp.	0.9	2	2010	3.2	4.6	0.07	3.9
MAIN ST	MANSFIELD TWP+1.630	MANSFIELD TWP+2.830	В	543	Mansfield Twp.	1.2	2	2009	3.1	5	0.07	4.1
MAIN ST	MANSFIELD TWP+2.830	MANSFIELD TWP+3.130	В	543	Mansfield Twp.	0.3	2	2010	3.2	4.9	0.07	4
MAIN ST	MANSFIELD TWP+3.130	MANSFIELD TWP+4.430	В	543	Mansfield Twp.	1.3	2	2011	3.3	4.9	0.06	4.1
MAIN ST	MANSFIELD TWP+4.430	MANSFIELD TWP+4.630	в	543	Mansfield Twp.	0.2	2	1998	2.2	2.4	0.17	2.3
MAIN ST	MANSFIELD TWP+4.630	MANSFIELD TWP+5.330	в	543	Mansfield Twp.	0.7	2	2005	2.9	3.3	0.08	3.1
MAIN ST	MANSFIELD TWP+5.330	MANSFIELD TWP+5.730	В	543	Mansfield Twp.	0.4	2	2010	3.2	4.6	0.05	3.9
MAIN ST	MANSFIELD TWP+5.730	MANSFIELD TWP+6.230	В	543	Mansfield Twp.	0.5	2	2011	3.3	5	0.04	4.1
MAIN ST	MANSFIELD TWP+6.230	MANSFIELD TWP+6.430	В	543	Mansfield Twp.	0.2	2	2005	2.7	5	0.04	3.8
MAIN ST	MANSFIELD TWP+6.430	MANSFIELD TWP+6.630	в	543	Mansfield Twp.	0.2	2	2004	2.8	4.1	0.07	3.5
MAIN ST	MANSFIELD TWP+6.630	CO545	в	543	Mansfield Twp.	0.11	2	2007	3	4.2	0.09	3.6
BROAD ST	BROAD ST	BROAD ST+0.030	В	543	Palmyra Boro	0.03	4	1998	2.4	2.3	0.13	2.3
BROAD ST	BROAD ST+0.030	RIVERTON BORO	В	543	Palmyra Boro	0.84	4	2000	2.6	2.9	0.1	2.8
PUBLIC RD	CO601	CO601+0.020	В	543	Palmyra Boro	0.02	2	1998	2.6	1.8	0.19	1.8
PUBLIC RD	CO601+0.020	BROAD ST	В	543	Palmyra Boro	0.17	4	1998	2.4	2.3	0.13	2.3
RIVER RD	CAMDEN CO	CO601	В	543	Palmyra Boro	0.28	2	1998	2.6	1.8	0.19	1.8
ST MIHIEL DR	RIVERTON BORO	RIVERTON BORO+0.160	В	543	Palmyra Boro	0.16	4	2000	2.6	2.9	0.1	2.8
CINNAMINSON AV	US130+0.730	PALMYRA BORO	В	607	Palmyra Boro	0.07	2	2008	3.2	4.1	0	3.6
CINNAMINSON AV	PALMYRA BORO	TEMPLE RD	В	607	Palmyra Boro	0.88	2	2008	3.2	4.1	0	3.6
CINNAMINSON AV	TEMPLE RD	BANK AV	В	607	Palmyra Boro	0.21	2	2008	3.2	4.1	0	3.6
TEMPLE BLVD	CO607	NJ73	В	1072	Palmyra Boro	0.68	2	2010	3.3	4.3	0.06	3.8
W BROAD ST	NJ73	CO543	в	1073	Palmyra Boro	0.19	2	2000	3	2.7	0.03	2.8
BURLINGTON AV	DELANCO TWP	DELANCO TWP+0.070	В	543	Riverside Twp.	0.07	2	1998	2.4	0.6	0.15	0.6
PAVILION AV	LAFAYETTE AV	LAFAYETTE AV+0.240	В	543	Riverside Twp.	0.24	2	1998	2.7	2.6	0.16	2.7
PAVILION AV	LAFAYETTE AV+0.240	DELANCO TWP	В	543	Riverside Twp.	0.13	2	1998	2.4	0.6	0.15	0.6
ST MIHIEL DR	RIVERSIDE TWP	PAVILION AV	В	543	Riverside Twp.	0.61	2	1998	2.7	2.6	0.16	2.7

TABLE C - Pavement Manag	ement System Selected Data

Road Name	From St.	To St.	Dir	Route	Town	Length	Lane	Repair	Ride	Surface	Rut	Final
				No.				Need Yr	Quality	Distress	Depth	Rating
FAIRVIEW RD	RIVERSIDE TWP	RIVERSIDE TWP+0.290	В	605	Riverside Twp.	0.29	2	2005	3	3.4	0.04	3.2
BRIDGE BORO RD	RIVERSIDE TWP	CLAY ST	В	613	Riverside Twp.	0.88	2	2008	3.3	3.6	0.07	3.4
BRIDGEBORO RD	DELRAN TWP+1.830	RIVERSIDE TWP	В	613	Riverside Twp.	0.84	2	2008	3.3	3.6	0.07	3.4
FAIRVIEW AV	FAIRVIEW ST	CO543	В	613	Riverside Twp.	0.02	2	2008	3.3	3.6	0.07	3.4
FRANKLIN ST	CO613	FAIRVIEW ST	В	613	Riverside Twp.	0.06	2	2008	3.3	3.6	0.07	3.4
SCOTT ST	CLAY ST	CO613	в	613	Riverside Twp.	0.23	2	2008	3.3	3.6	0.07	3.4
PAVILION AV	CO543	CO605	В	1080	Riverside Twp.	0.28	2	2003	2.7	4.6	0	3.7
ST MIHIEL DR	RIVERTON BORO+0.160	CINNAMINSON TWP	В	543	Riverton Boro	0.49	4	1998	2.1	2.7	0.14	2.3
		CINNAMINSON										
ST MIHIEL DR	CINNAMINSON TWP	TWP+0.310	В	543	Riverton Boro	0.31	4	1998	2.1	2.7	0.14	2.3
MAIN ST	CO543	BANK AV	В	603	Riverton Boro	0.53	2	2000	2.5	3.6	0.04	3.1
RIVERTON RD	RIVERTON BORO	CO543	В	603	Riverton Boro	0.63	2	2000	2.5	3.6	0.04	3.1
BEVERLY RANCOCAS		WILLINGBORO										
RD	WILLINGBORO TWP	TWP+0.800	N	626	Willingboro Twp.	0.8	2	2000	2.6	3	0.15	2.8
BEVERLY RANCOCAS	WILLINGBORO	WILLINGBORO										
RD	TWP+0.800	TWP+1.400	N	626	Willingboro Twp.	0.6	2	2001	2.7	3	0.27	2.9
BEVERLY RANCOCAS	WILLINGBORO	WILLINGBORO										
	TVVP+1.400	TWP+2.000	N	626	Willingboro Twp.	0.6	2	1998	2.5	2.4	0.28	2.4
	WILLINGBORO	WILLINGBORO										
		1VVP+2.300	N	626	Willingboro I wp.	0.3	2	2001	2.7	3.3	0.16	3
RD	TWELINGBORD			626		0.0		0000			0.01	
BEVERLY RANCOCAS				020	vvillingboro Twp.	0.8	2	2000	2.5	3.6	0.21	3.1
RD	TWP+3.100	TWP+3 500	N	626	Willinghoro Two	04	2	2007	3	11	0.41	26
BEVERLY RANCOCAS		WILLINGBORO		020	Winnigboro Twp.	0.4	2	2007	5	-4.1	0.41	5.0
RD	WILLINGBORO TWP	TWP+0.600	s	626	Willingboro Twp.	0.6	2	2002	2.8	3.1	02	2.9
BEVERLY RANCOCAS	WILLINGBORO	WILLINGBORO			3		_			0.1	0.2	2.0
RD	TWP+0.600	TWP+0.800	s	626	Willingboro Twp.	0.2	2	2003	4.1	2.7	0.14	3.4
BEVERLY RANCOCAS	WILLINGBORO	WILLINGBORO										
RD	TWP+0.800	TWP+1.000	S	626	Willingboro Twp.	0.2	2	2002	5	2.4	0	3

TABLE O T dvement management ovotem oeleoted Ba	TABLE C -	Pavement	Management	System	Selected	Data
---	-----------	----------	------------	--------	----------	------

Road Name	From St.	To St.	Dir	Route No.	Town	Length	Lane	Repair Need Yr	Ride Quality	Surface Distress	Rut Depth	Final Rating
BEVERLY RANCOCAS	WILLINGBORO	WILLINGBORO									•	
RD	TWP+1.000	TWP+1.300	S	626	Willingboro Twp.	0.3	2	2005	5	2.6	0	3.8
BEVERLY RANCOCAS RD	WILLINGBORO TWP+1.300	WILLINGBORO TWP+1.500	S	626	Willingboro Twp.	0.2	2	2007	4.2	3.1	0.23	3.6
BEVERLY RANCOCAS RD	WILLINGBORO TWP+1.500	WILLINGBORO TWP+1.800	S	626	Willingboro Twp.	0.3	2	1999	3.1	2.6	0.31	2.9
BEVERLY RANCOCAS RD	WILLINGBORO TWP+1.800	WILLINGBORO TWP+2.000	S	626	Willingboro Twp.	0.2	2	1998	2.9	2.1	0.15	2.3
BEVERLY RANCOCAS RD	WILLINGBORO TWP+2.000	WILLINGBORO TWP+2.200	S	626	Willingboro Twp.	0.2	2	1998	2.8	2.2	0.11	2.3
BEVERLY RANCOCAS RD	WILLINGBORO TWP+2.200	WILLINGBORO TWP+3.100	S	626	Willingboro Twp.	0.9	2	1998	2.8	2.4	0.13	2.5
BEVERLY RANCOCAS RD	WILLINGBORO TWP+3.100	WILLINGBORO TWP+3.600	S	626	Willingboro Twp.	0.5	2	2010	3.3	4.2	0.36	3.8
LEVITT PKWY	US130	US130+0.300	Ν	629	Willingboro Twp.	0.3	2	1998	2.5	3.4	0.09	3
LEVITT PKWY	US130+0.300	US130+0.700	Ν	629	Willingboro Twp.	0.4	2	2000	2.8	3	0.13	2.9
LEVITT PKWY	US130+0.700	CO630	Ν	629	Willingboro Twp.	0.29	2	2004	3.2	3.1	0.15	3.2
LEVITT PKWY	US130	US130+0.400	S	629	Willingboro Twp.	0.4	2	2002	2.6	4.3	0.07	3.5
LEVITT PKWY	US130+0.400	US130+0.700	S	629	Willingboro Twp.	0.3	2	2008	3.1	4.8	0.16	4
JFK WAY	CO626	CO626+0.200	В	633	Willingboro Twp.	0.2	2	2000	2.9	2.9	0.03	2.9
JFK WAY	CO626+0.200	CO626+0.400	В	633	Willingboro Twp.	0.2	2	1998	3.4	1.3	0.03	1.3
JFK WAY	CO626+0.400	CO626+0.600	В	633	Willingboro Twp.	0.2	2	1998	3.3	1.6	0.05	1.6
JFK WAY	CO626+0.600	CO626+1.100	В	633	Willingboro Twp.	0.5	2	1998	3.3	1.7	0.04	1.7
JFK WAY	CO626+1.100	BURLINGTON TWP	В	633	Willingboro Twp.	0.87	2	1998	3.2	2.2	0.03	2.5
SALEM RD	BURLINGTON TWP	BURLINGTON TWP+0.030	В	633	Willingboro Twp.	0.03	2	1998	3.2	2.2	0.03	2.5
SUNSET RD	CO630	CO630+0.400	в	634	Willingboro Twp.	0.4	2	1998	2.9	1.5	0.04	1.5
SUNSET RD	CO630+0.400	BURLINGTON TWP	в	634	Willingboro Twp.	0.8	2	1998	3.1	2.2	0.1	2.4
		BURLINGTON									0	
SUNSET RD	BURLINGTON TWP	TWP+0.300	В	634	Willingboro Twp.	0.3	2	1998	3.1	2.2	0.1	2.4
CHARLESTON RD	CO629	CO629+0.400	В	1407	Willingboro Twp.	0.4	2	2001	3.3	2.8	0.02	3

Source: New Jersey Department of Transportation

Page C12

TABLE C - Pavement Management System Selected Data

Road Name	From St.	To St.	Dir	Route No.	Town	Length	Lane	Repair Need Yr	Ride Quality	Surface Distress	Rut Depth	Final Rating
CHARLESTON RD	CO629+0.400	CO633	В	1407	Willingboro Twp.	0.38	2	2008	3.2	3.7	0.02	3.4
SALEM RD	CO630	CO626	В	1408	Willingboro Twp.	0.68	2	1998	3.3	2.5	0.03	2.9
WILLINGBORO PKWY (VAN SCI)	US130	US130+0.400	В	1409	Willingboro Twp.	0.4	4	2001	3	2.8	0.05	2.9
WILLINGBORO PKWY (VAN SCI)	US130+0.400	US130+0.600	В	1409	Willingboro Twp.	0.2	4	2008	3.1 .	4.7	0.05	3.9
WILLINGBORO PKWY (VAN SCI)	US130+0.600	CO633	В	1409	Willingboro Twp.	0.67	4	2007	2.9	4.8	0.05	3.8
WILLINGBORO PKWY (VAN SCI)	CO633	CO630	В	1409	Willingboro Twp.	1.4	2	2006	3	4.6	0.03	3.8

Final Pavement Rating Descriptions:

 0.00 - 1.00
 Very Poor

 1.01 - 2.00
 Poor

 2.01 - 3.00
 Fair

 3.01 - 4.00
 Good

 4.01 - 5.00
 Very Good

TABLE D - Bridge	Management S	ystem Selected Da	ta

Structure	Route	Feature Intersected	Facility Carried	Town	Owner	Functional	Year	Lane	Bridge	Deck	Super	Subs	Suffici
Number	Number					Classification	Built	On	Posting	Cond	Cond	Cond	Rating
03E2580	00662	BLACKS CREEK	CR 662	Bordentown City	County	Urban Major	1921	2	5	6	6	6	71.7
328175	00295	CROSSWICKS CREEK	I-295 NB	Bordentown City	State	Urban Interstate	1994	3	5	8	7	8	96.0
0328176	00295	CROSSWICKS CREEK	I-295 SB	Bordentown City	State	Urban Interstate	1994	3	5	8	8	8	96.0
03E2540	00000	BLACKS CREEK	DUNNS MILL ROAD	Bordentown Twp.	County	Rural Minor	1920	2	0	6	5	6	42.5
0326153	00206	CROSSWICKS CREEK	US 206 SB	Bordentown Twp.	State	Urban Prin. Arterial	1924	2	5	6	5	5	65.9
0328167	00000	I-295	RISING SUN ROAD	Bordentown Twp.	State	Urban Minor	1971	2	5	6	6	6	78.4
0328168	00000	I-295	DUNNS MILL ROAD	Bordentown Twp.	State	Urban Major	1973	2	5	6	6	6	78.4
0326152	00206	CROSSWICKS CREEK	US 206 NB	Bordentown Twp.	State	Urban Prin. Arterial	1941	2	5	6	7	5	80.4
0325150	00206	BLACKS CREEK	US 206	Bordentown Twp.	State	Urban Prin. Arterial	1929	4	5	5	6	5	80.9
0317160	00130	BLACKS CREEK	US 130	Bordentown Twp.	State	Urban Prin. Arterial	1974	6	5	N	N	N	81.2
0319152	00130	CROSSWICKS CREEK	US 130	Bordentown Twp.	State	Urban Prin. Arterial	1928	4	5	5	7	6	84.8
03E2570	00660	BLACKS CREEK	CR 660	Bordentown Twp.	County	Rural Major	1951	2	5	7	7	6	87.7
0328172	00295	W BURLINGTON ST	I-295 SB	Bordentown Twp.	State	Urban Interstate	1973	3	5	8	8	7	94.3
328169	00295	US 130	I-295 NB	Bordentown Twp.	State	Urban Interstate	1974	4	5	. 8	8	7	95.1
0328171	00295	W BURLINGTON ST	I-295 NB	Bordentown Twp.	State	Urban Interstate	1973	3	5	8	8	7	95.4
0328170	00295	US 130	I-295 SB AND RAMP	Bordentown Twp.	State	Urban Interstate	1973	5	5	7	7	7	95.6
0326150	00206	US 130 SB	US 206 NB	Bordentown Twp.	State	Urban Prin. Arterial	1961	2	5	6	6	6	96.2
0328173	00295	CONRAIL	I-295 NB	Bordentown Twp.	State	Urban Interstate	1994	3	5	9	9	8	96.3

TABLE D - Bridge Management Sy	ystem Selected Data
--------------------------------	---------------------

Structure Number	Route Number	Feature Intersected	Facility Carried	Town	Owner	Functional Classification	Year Built	Lane On	Bridge Posting	Deck Cond	Super Cond	Subs Cond	Suffici Rating
328174	295	CONRAIL	I-295 SB	Bordentown	State	Urban Interstate	1994	3	5	9	8	8	96.3
325151	00206	US 130 NB	US 206 SB	Bordentown	State	Urban Prin.	1962	2	5	6	6	6	97.1
03E1002	00000	CROSSWICKS CREEK	GROVEVILLE	Bordentown	County	Rural Local	1981	2	5	7	7	7	98.8
0317152	00130	ASSISCUNK CREEK	US 130 SB	Burlington City	State	Urban Prin.	1935	2	5	4	6	5	77.2
03C3105	00543	ASSISCUNK CREEK	BROAD STREET	Burlington City	County	Urban Minor	1981	2	5	7	7	6	77.8
03C3106	00000	ASSISCUNK CREEK	MITCHELL	Burlington City	County	Urban Local	1979	2	5	7	7	7	84.6
0317150	00130	ASSISCUNK CREEK	US 130 NB	Burlington City	State	Urban Prin.	1963	3	5	6	7	6	94.6
03C3116	00656	ASSISCUNK CREEK	PEARL STREET	Burlington City	County	Urban Minor	1997	2	5	8	8	8	95.1
03C2002	00656	RAILROAD SIDING	CR 656	Burlington Twp.	County	Urban Major	1925	2	5	4	5	4	49.6
03D3540	00670	BRANCH ASSISCUNK	CR 670	Burlington Twp.	County	Urban Minor	1904	2	5	7	4	5	70.0
0327174	00295	BURLINGTON MT	I-295 SB	Burlington Twp.	State	Urban Interstate	1971	4	5	7	7	7	72.2
03D0360	00660	ASSISCUNK CREEK	OLD YORK RD	Burlington Twp.	County	Urban Minor	1925	2	5	6	6	6	72.9
0327173	00295	BURLINGTON MT	I-295 NB	Burlington Twp.	State	Urban Interstate	1971	4	5	7	7	7	74.6
03D3063	00658	ASSISCUNK CREEK	NECK ROAD	Burlington Twp.	County	Urban Major	1976	2	5	7	7	6	74.7
0327172	00000	I-295	ELBOW LANE	Burlington Twp.	State	Urban Local	1971	2	5	7	7	7	84.8
0328150	00000	I-295	OXMEAD ROAD	Burlington Twp.	State	Rural Local	1971	2	5	7	6	7	91.0
0328153	00295	BURLINGTN-JACKSON	I-295 SB	Burlington Twp.	State	Urban Interstate	1971	3	5	8	6	7	93.2
0328152	00295	BURL - JACKS RD	I-295 NB	Burlington Twp.	State	Urban Interstate	1971	3	5	7	7	7	95.2

|--|

Structure Number	Route Number	Feature Intersected	Facility Carried	Town	Owner	Functional	Year	Lanes	Bridge	Deck	Super	Subs	Suffici
03D3043	00627			Durlingston Turr	O averation		1000		rosting	Cond	oonu	Cona	ixading
03D3043	00037			Burlington Twp.	County	Urban Local	1990	2	5	N	N	N	99.0
03A4800	0	N BRANCH	FORK LANDING	Cinnaminson	County	Urban Major	1906	1	5	8	6	5	58.7
0316150	00130	POMPESTON CREEK	US 130	Cinnaminson	State	Urban Prin.	1925	6	5	5	6	6	77.3
314153	73	SOUTH BR	NJ 73	Cinnaminson	State	Urban Prin.	1988	5	5	8	8	7	89.3
03B4127	0	BRANCH OF	NEW ALBANY	Cinnaminson	County	Urban Major	1961	2	5	7	7	6	95.1
0330150	90	NJ 73 SB	NJ 90 WB	Cinnaminson	State	Urban Fwy/Exp	1988	2	5	8	7	7	97.6
03B3045	0	SWEDES RUN	UNDERWOOD	Delran Twp.	County	Urban Local	1981	2	5	7	7	6	62.4
03B3220	00613	SWEDES RUN	CR 613	Delran Twp.	County	Urban Minor	1949	2	5	5	6	5	82.8
0316157	00130	RELCTD	US 130	Delran Twp.	State	Urban Prin.	1984	8	5	8	8	8	86.8
0316152	00130	RANCOCAS CREEK	US 130	Delran Twp.	State	Urban Prin.	1986	6	5	7	7	7	87.2
03B3160	00000	SWEDES RUN	CONROW RD	Delran Twp.	County	Urban Prin.	1966	2	5	5	7	6	88.6
0317155	00130	CRAFTS CREEK	US 130	Florence Twp.	State	Urban Prin.	1920	4	5	4	4	6	50.6
0328154	00295	ASSISCUNK CREEK	I-295 NB	Florence Twp.	State	Urban Interstate	1971	4	5	7	7	7 .	93.1
0328155	00295	ASSISCUNK CREEK	I-295 SB	Florence Twp.	State	Urban Interstate	1971	4	5	7	7	7	94.6
0328156	00543	I-295	BURL-COLUMBU	Florence Twp.	State	Rural Major	1971	2	5	7	7	7	98.0
0317156	00130	ABAND. KINKORA BR	US 130 NB	Mansfield Twp.	State	Urban Prin.	1926	2	5	3	4	4	30.3
0317157	00130	ABAND. KINKORA BR	US 130 SB	Mansfield Twp.	State	Rural Prin.	1936	2	5	4	5	4	65.1
0324163	00543	US 206	MAIN ST.	Mansfield Twp.	State	Rural Major	1957	2	5	5	5	4	69.6

TABLE D - Brid	ge Management Sys	stem Selected Data

Structure	Route	Feature Intersected	Facility Carried	Town	Owner	Functional	Year	Lane	Bridge	Deck	Super	Subs	Suffici
Number	Number					Classification	Built	On	Posting	Cond	Cond	Cond	Rating
03E3042	0	ASSISCUNK CREEK	PETTICOAT	Mansfield Twp.	County	Rural Local	1972	2	5	7	7	7	76.0
0328158	00295	CRAFTS CREEK	I-295	Mansfield Twp.	State	Urban Interstate	1971	6	5	N	N	N	79.8
03D2001	00660	CRAFTS CREEK	OLD YORK RD)	Mansfield Twp.	County	Rural Minor	1978	2	5	7	7	5	84.2
0328157	00000	I-295	FLORENCE-COL	Mansfield Twp.	State	Rural Local	1971	4	5	7	7	7	86.5
0328164	00678	I 295	KINKORA RD)	Mansfield Twp.	State	Rural Local	1971	2	5	7	6	7	90.9
328165	00660	I-295	OLD YORK ROAD	Mansfield Twp.	State	Rural Local	1971	2	5	7	7	7	91.0
0328160	00295	NJ TURNPIKE TOLLWY	I-295 SB	Mansfield Twp	State	Rural Interstate	1971	3	5	7	7	6	91.5
0328159	00295	NJ TURNPIKE (I-95)	I-295 NB	Mansfield Twp.	State	Rural Interstate	1971	3	5	7	7	6	92.5
0328162	00295	HEDDING RD)	I-295 NB	Mansfield Twp.	State	Urban Interstate	1971	3	5	7	7	6	94.6
0328163	00295	HEDDING ROAD	I-295 SB	Mansfield Twp.	State	Urban Interstate	1971	3	5	8	6	6	94.6
03C3600	00630	MILL CREEK	LEVITT PKY	Willingboro	County	Urban Minor	1947	4	5	6	5	5	44.8
03C3220	00626	MILL CREEK	CR 626	Willingboro	County	Urban Prin.	1975	4	5	7	7	5	47.5
03C3640	00000	MILL CREEK	JFK PARKWAY	Willingboro	County	Urban Minor	1930	2	5	6	5	5	80.0

Super Cond - Superstructure Condition; Subs Cond - Substructure Condition; Deck Cond - Deck Condition; Suffici Rating - Sufficiency Rating

Deck, Superstructure, or Substructure <=4 - Bridge is Deficient Sufficiency Rating <80 - Bridge Eligible for Federal Funding Sufficiency Rating <40 - Bridge Eligible for Reconstruction or Replacement Sufficiency Rating 40 - 80 - Bridge Eligible for Rehabilitation
New Jersey Needs and Strategy Development Corridor

Rank No.	Site	Rank Value	Town	Preliminary Design (Scoping)	Scoping Cost (\$1000)	Construction (\$1000)	Total Cost (\$1000) (Study, Design, Construction)	Environ. Concerns (\$1000)
104	US 130 - MP 40.1	4.51	Delran	Х	500	750	1250	3
107	US 130 - MP 37	5.01	Cinnaminson	Х	350	300	650	3

TABLE E - Drainage Management System Data

Source: New Jersey Department of Transportation

Page E1

	TABLE F - Transportation	Improvement Program - Projects
--	---------------------------------	--------------------------------

DBNUM	ROUTE	SECTION	LIMITS	DESCRIPTION	COUNTY	COUNTY1	MUNC1	PIPESTAT	JURISDICT
D035		Burlington Traffic Sign Management	Traffic sign management program, Burlington County	Implementation of a Traffic Sign Management Program for all county-maintained roadways. It will involve inventory, material procurement, sign fabrication, sign installation, and establishment and maintenance of records.	Burlington		Various	FY9802 Capital Plan (Local Lead)/FY99 Capital Program Federal	Local
X43J		TMA-DVRPC		Funding of Cross County Connection (CCC) and Greater Mercer, Transportation Management Association (TMA). The types of initiatives which both TMAs will participate in includes ridesharing information services, Smart Moves For Business, corridor management	Camden	Burlington	Various	FY9903 Project Pool (Combined individual programs)	Local
713		Traffic Signal	Traffic Signal Contract 16; Routes 70, 30, 38 & 73	Implementation of a computerized traffic system which will tie into the Traffic Operations Center South. Major items of work include installation of variable message signs, closed circuit television cameras, highway advisory radio, and accident management	Burlington	Camden	Various	FY9802 Capital Plan/FY99 Capital Program Federal	NJDOT
9208	206	(39)	Old York Road and Rising Sun Road, Route I-295 to Route 68, operational improvements	Construction of a new connector road between Rising Sun Road and Route 206 and pavement rehabilitation on Old York Road and Rising Sun Road to accommodate heavy traffic between Route I-295 and Interchange 7 of the New Jersey Turnpike.	Burlington		Borden-to wn Twp.	FY9802 Capital Plan/FY99 Capital Program Federal	NJDOT

Source: Delaware Valley Regional Planning Commission

Page F1

TABLE F - Transportation Improvement Program - Projects, Continued

DBNUM	SPONSOR	PROGCAT	NEWPROGRAM	M_POSTS
D035	Burlington City.	Local Aid	Local Roadway Improvements	N/A
X43J	NJDOT	Congestion Management	Demand Management	N/A
713	NJDOT	Congestion Management	Intelligent Transportation Systems	30: 1-20.2, 38: 0-9.7, 70: 0-10, 73: 6-34.1
9208	NJDOT	Congestion Management	Hwy Operational Improvements	34.00 - 34.10

Source: Delaware Valley Regional Planning Commission

Page F2

*

•

	DVRPC					
MUNICIPALITY	#	DATE	ROADWAY	SECTION FROM	SECTION TO	AADT
242 - BORDENTOWN CITY	2088	11/24/97	GEORGETOWN RD NB	YORKTOWN RD	BONNIE LA	1,530.70
	2089	11/24/97	GEORGETOWN RD SB	YORKTOWN RD	BONNIE LA	1,829.51
	4972	11/24/97	RISING SUN RD NB	US 130	AXE FACTORY RD	1,578.41
	4973	11/24/97	RISING SUN RD SB	US 130	AXE FACTORY RD	1,083.60
	2065	11/24/97	TR 206 NB	CO 545	US 130 MERGE	9,241.05
	2066	11/24/97	TR 206 SB	CO 545	US 130 MERGE	8,055.46
243 - BORDENTOWN TOWNSHIP	4932	11/24/97	DUNNS MILL RD EB	US 130	AXE FACTORY RD	2,668.63
	4933	11/24/97	DUNNS MILL RD WB	US 130	AXE FACTORY RD	3,046.37
	4974	11/24/97	GEORGETOWN RD NB	YORKTOWN RD	BONNIE LA	1,530.70
	4975	11/24/97	GEORGETOWN RD SB	YORKTOWN RD	BONNIE LA	1,736.49
	4968	12/3/97	TR 130 NB	I 295	CO 545 FARNSWORTH	15,198.25
	4969	12/3/97	TR 130 SB	1 295	CO 545 FARNSWORTH	13,684.38
244 - BURLINGTON CITY	4859	12/3/97	TR 130 NB	LINCOLN AVE	WOOD ST	15,221.15
	4860	12/3/97	TR 130 SB	LINCOLN AVE	WOOD ST	8,412.84
245 - BURLINGTON TOWNSHIP `	4867	12/3/97	NECK RD EB	HIXON DR	CENTER ST	2,400.96
	4000	10/0/07				
	4868	12/3/97	NECK RD WB	HIXON DR	CENTER ST	2,482.47
247 - CINNAMINSON TOWNSHIP	4901	12/1/97		115 130	CO 542	2 420 74
	4901	12/1/97		US 130	00 543	3,430.74
	4502	12/1/9/	TATLORS LAINE SB	05 150	00 543	3,026.46
	4070	10/1/07				0.450.04
249 - DELIXAN I OWNSHIP	4979	12/1/97	UREEN RU	SOUTH OF CO 613		2,459.32

TABLE G - Average Annual Daily Trips for Select Locations

Source: Delaware Valley Regional Planning Commission

Page G1

<u>New Jersey Needs and Strategy Development Corridor</u>

277 - WILLINGBORO TOWNSHIP	2412	12/1/97	BELMONT LA	BUCKINGHAM DR	BARRINGTON LA	279.67
	2413	12/1/97	BRADFORD LA	SUNSET RD CO. 634	BALDWIN LA	572.66
	2411	12/1/97	BUCKEYE LA	BUCKINGHAM DR	BARRINGTON LA	232.11
	4882	12/29/97	EVERGREEN DR NB	EAST RIVER DR		1,185.27
	4883	12/29/97	EVERGREEN DR SB	EAST RIVER DR		1,278.49
	4970	12/1/97	NANSCHIVER PARKWAY EB	NORTHAMPTON DR	CHARLESTON RD	2,817.71
	4971	12/1/97	NANSCHIVER PARKWAY WB	NORTHAMPTON DR	CHARLESTON RD	3,615.88
	2419	12/10/97	SANDLE LANE	E of SOUTHAMPTON DR		403.33
	2410	12/1/97	SOMERSET DR	STONEHAVEN	SHELBOURNE LA	269.21
	2085	12/1/97	VANSCIVER PARKWAY EB	NORTHAMPTON DR	CHARLESTON RD	2,817.71
	2084	12/1/97	VANSCIVER PARKWAY WB	NORTHAMPTON DR	CHARLESTON RD	3,615.88
245 - BURLINGTON TOWNSHIP	4394	10/6/98	CAMPUS DR NB	GABRIELLE RD	TR 130	875.49
	4395	10/20/98	CAMPUS DR SB	GABRIELLE RD	TR 130	755.63
	4388	10/6/98	TR 633 SALEM RD NB	SUNSET RD	WOODLAND WAY	6,056.47
	4103	10/6/98	TR 633 SALEM RD NB	AMHERST DR	SUNSET RD	4,473.01
	4390	10/6/98	TR 633 SALEM RD NB	JOHN F KENNEDY WAY	AMHERST DR	4,225.94
	4104	10/6/98	TR 633 SALEM RD SB	WOODLAND WAY	SUNSET RD	6,696.65
	4389	10/6/98	TR 633 SALEM RD SB	SUNSET RD	AMHERST DR	5,016.75
	4391	10/6/98	TR 634 SUNSET RD	CAMPUS DR	LIBERTE RD	18,962.98
	4105	10/6/98	TR 634 SUNSET RD EB	CAMPUS DR	SALEM RD	7,264.27
	4393	10/6/98	TR 634 SUNSET RD EB	SALEM RD	AMHERST DR	8,338.90
	4392	10/6/98	TR 634 SUNSET RD WB	SALEM RD	CAMPUS DR	8,704.45
	4106	10/6/98	TR 634 SUNSET RD WB	AMHERST DR	SALEM RD	8,796.30
247 - CINNAMINSON TOWNSHIP	5390	12/14/98	TR 543 RIVER RD	TAYLORS LA	INMAN AVE	10,141.19
	5168	11/2/98	TR 543 RIVER RD	TAYLORS LA	INMAN AVE	9,868.34
	5131	10/5/98	TR 543 RIVER RD MP 8.56	TAYLORS LA	INMAN AVE	10,193.54

TABLE G - Average Annual Daily Trips for Select Locations

Source: Delaware Valley Regional Planning Commission

New Jersey Needs and Strategy Development Corridor

	3963	7/6/98	TR 543 RIVER RD MP.8.56	TAYLORS LA	INMAN AVE	12,001.82
	2659	1/12/98	TR 543 RIVER RD MP 8.56	TAYLORS LA	INMAN AVE	10,581.94
	2153	4/14/98	TR 543 RIVER RD MP 8.56	TAYLORS LA	INMAN AVE	10,637.30
	2115	3/2/98	TR 543 RIVER RD MP. 8.56	TAYLORS LA	INMAN AVE	10,061.71
	3167	6/1/98	TR 543 RIVER RD MP.8.56	TAYLORS LA	INMAN AVE	11,532.44
269 - RIVERSIDE TOWNSHIP	2497	2/25/98	AMERICAN LEGION DR	TR 543	LINCOLN ST	1,301.77
	2496	2/23/98	DELAWARE AVE	4TH ST	5TH ST	379.72
	2498	2/25/98	LEACH ST	FILMORE ST	TAYLOR ST	597.86
	2495	2/23/98	LINCOLN AVE	PULASKI AVE	CHESTER AVE	256.52
	2503	2/23/98	SYLVAN ST	TR 613	BUTLER ST	467.59
270 - RIVERTON BOROUGH	2506	2/24/98	EAST BROAD ST	ELM AVE	LINDEN AVE	19,210.39
	2505	2/24/98	LIPPINCOTT AVE	TR 534	4TH ST	655.43
	2494	2/24/98	PARK AVE	ELM TERR	LINDEN AVE	1,431.03
	2491	2/24/98	PENN ST	3RD ST	4TH ST	285.80
	2490	2/24/98	RIVERTON RD	TR 543	HARRISON AVE	5,690.81
243 - BORDENTOWN TOWNSHIP	6003	6/1/99	WARD AVE	CHARLES BOSSERT DR	WILLOW RD	3,416.76
247 - CINNAMINSON TOWNSHIP	8021	6/1/99	TR 543 RIVER RD MP 8.56	TAYLORS LA	INMAN AVE	10,894.36
	7494	5/3/99	TR 543 RIVER RD MP 8.56	TAYLORS LA	INMAN AVE	10,604.40
	7072	4/5/99	TR 543 RIVER RD MP 8.56	TAYLORS LA	INMAN AVE	10,280.58
	6567	3/8/99	TR 543 RIVER RD MP 8.56	TAYLORS LA	INMAN AVE	10,188.37
	5756	1/4/99	TR 543 RIVER RD MP 8.56	TAYLORS LA	INMAN AVE	12,748.79
	5750	2/22/99	TR 543 RIVER RD MP 8.56	TAYLORS LA	INMAN AVE	10,693.59

TABLE G - Average Annual Daily Trips for Select Locations

Source: Delaware Valley Regional Planning Commission

Page G3

. .

New Jersey Needs and Strategy Development Corridor

Publication No. 00011

Date Published: June 2000

Geographic Area Covered: US 130 Corridor, Burlington County - Bordentown City, Bordentown Township, Mansfield Township, Florence Township, Fieldsboro, Burlington Township, Burlington City, Edgewater Park Township, Beverly City, Delanco Township, Delran Township, Riverside Township, Cinnaminson Township, Riverton Borough, Palmyra Borough and Willingboro Township

Key Words: management system, corridor planning, needs and deficiencies, recommended improvements, traffic study, growth management, planning areas, residential development, alternative modes, traffic congestion, coordination, highway improvement

ABSTRACT

This is a systems level study, which provides a corridor wide analysis of the US 130 corridor in Burlington County. Undertaken at the request of New Jersey Department of Transportation, the study was conducted to determine the adaptability of the transportation management systems of the New Jersey Department of Transportation and the Delaware Valley Regional Planning Commission to the corridor planning process. The study identifies the transportation needs and deficiencies of the corridor and provides recommendations that address these needs.

Delaware Valley Regional Planning Commission The Bourse Building - 8th Floor 111 South independence Mall East Philadelphia, PA 19106-2582

Phone	215-592-1800
Fax:	215-592-9125
Internet:	www.dvrpc.org

Staff contact: Direct phone: E-mail: Rosemarie Anderson 215-238-2832 randerson@dvrpc.org