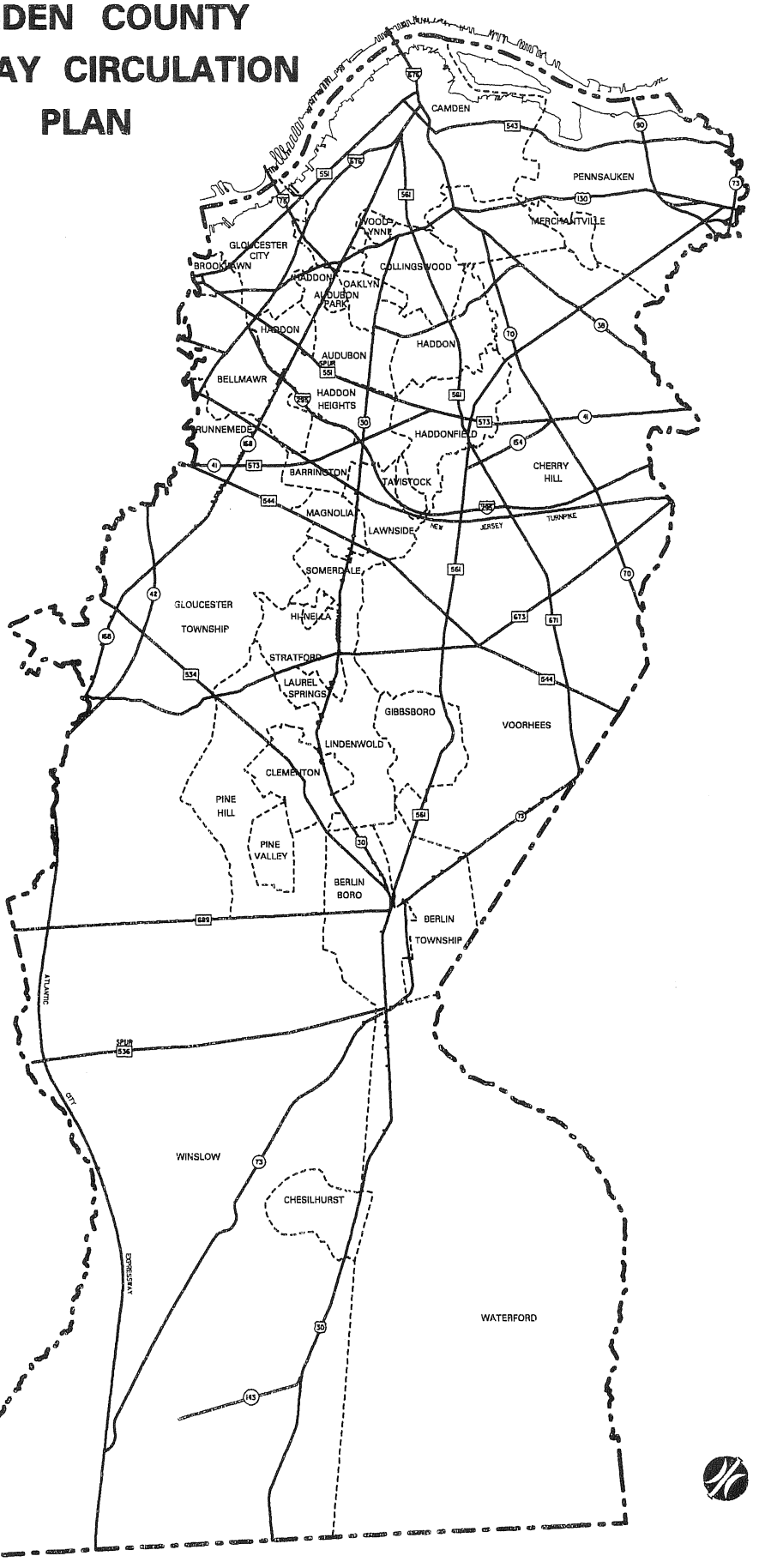
CAMDEN COUNTY HIGHWAY CIRCULATION PLAN



Delaware Valley Regional Planning Commission
December, 1997

CAMDEN COUNTY
HIGHWAY CIRCULATION PLAN

FINAL DOCUMENT

DELAWARE VALLEY
REGIONAL PLANNING COMMISSION

DECEMBER 1997

CAMDEN COUNTY BOARD OF CHOSEN FREEHOLDERS

Jeffrey L. Nash, Freeholder Director
Annette Castiglione-Degan, Freeholder Deputy Director
Scott M. Goldberg, Freeholder, Department of Public Works
(Divisions of Engineering and Planning)
Riletta Cream
Edward T. McDonnell
Bernard A. Platt
Frank Spencer

CAMDEN COUNTY PLANNING BOARD

Jeffrey L. Nash, Freeholder Director
Scott M. Goldberg, Freeholder
Frank Spencer, Freeholder
Barry Malesich, Board Chairperson
Carole Miller, Board Vice-Chairperson
Robert E. Kelly, P.E., County Engineer
Thomas Quackenbush
William J. Controvich
William J. Snyder
Margaret A. Young
Joseph Forte
George Jones
Michael Brennan, Esquire, Board Solicitor

CAMDEN COUNTY DEPARTMENT OF PUBLIC WORKS:

Dominic J. Vesper, Jr., Director
George C. Fallon, Supervisor of Roads

DIVISION OF ENGINEERING:

Robert E. Kelly, P.E., County Engineer

DIVISION OF PLANNING:

J. Douglas Griffith, P.P., AICP, Planning Director
Thomas B. Chamberlin, Supervising Planner
Land Development and Review
Gail Elbert, Supervising Planner
Ronald Jernegan, Data Processing Technician
Louise M. Sawchuk, Principal Clerk Typist

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

Publication Abstract

TITLE	Date Published: December 1997
CAMDEN COUNTY Highway Circulation Plan	Adopted on March 23, 1995 by the Camden County Board of Chosen Freeholders
	Publication No. 97019

Geographic Area Covered:

This report addresses the network of county-owned roads in Camden County.

Key Words:

travel demand, county-owned road network, functional classification, traffic volumes, transportation improvement program projects, county policy zones, transportation infrastructure, transportation needs, transportation policy, recommended improvements

ABSTRACT

This report, together with the Camden County Public Transportation Plan (DVRPC, Draft March 1993, Final Report # 97020) is intended to serve as the transportation element of the County Comprehensive Plan. It updates the existing master plan for highways which was completed in 1971. The county's current and future highway needs are assessed and recommendations are presented. These recommendations were prepared with the realization that the emerging vision in transportation planning is to link transportation and land use.

For More Information Contact:

Delaware Valley Regional Planning Commission
Regional Information Services Center
The Bourse Building
21 South 5th Street
Philadelphia Pa. 19106
(215) 592-1800

This report, prepared by the Transportation Planning Division of the Delaware Valley Regional Planning Commission, was financed by the Federal Highway Administration. The authors, however, are solely responsible for its finding and conclusions, which may not represent the official views or policies of the funding agencies.

Created in 1965, the Delaware Valley Regional Planning Commission (DVRPC) is an interstate, intercounty and intercity agency which provides continuing, comprehensive and coordinated planning for the orderly growth and development 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. The Commission is an advisory agency which divides its planning and service functions among the Office of the Executive Director, the Office of Public Affairs, and three line Divisions: Transportation Planning, Regional Information Services Center, which includes the Office of Regional Planning, and the Office of Finance. DVRPC's mission for the 1990s is to emphasize technical assistance and services and to conduct high priority studies for member state and local governments, while determining and meeting the needs of the private sector.

The DVRPC logo is adapted from the official seal of the Commission 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 flowing through it. The two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey. The logo combines these elements to depict the areas served by DVRPC.

TABLE OF CONTENTS

Page

EXECUTIVE SUMMARY 1

INTRODUCTION 3

BACKGROUND 5
Land Use 5
Demographics 7
Travel Demand 10

HIGHWAY INVENTORY 15
Road Ownership 15
County Roads 16
Functional Classification 19
Federal-Aid Program 20
Traffic Volumes 24
County Bridges 24
Transportation Improvement Program 27

TRANSPORTATION PLANNING POLICY 33
Planning Context 33
Federal Level 33
State Level 35
County Policy Zones 38

COUNTY-WIDE POLICIES 47
Arterials 47
Access Management 61
Official Map 62
Management Systems 64

LIST OF TABLES

Page

1. REGIONAL TREND OF DAILY VEHICLE MILES TRAVELED (VMT) 1980-1990 11

2. DISTRIBUTION OF VEHICLE MILES TRAVELED (VMT) BY FACILITY TYPE - 1990 13

3. REGIONAL TREND OF DAILY VEHICLE MILES TRAVELED (VMT) BY FACILITY TYPE 1980-1990 13

4. STATE HIGHWAYS IN CAMDEN COUNTY 16

5. 1990 NJDOT FUNCTIONAL CLASSIFICATION MILEAGE - Camden County 20

6. PROPOSED NATIONAL HIGHWAY SYSTEM - Camden County 23

7. CAMDEN COUNTY POLICY ZONES 39

LIST OF FIGURES

		Page
1.	LOCATION MAP	6
2.	1980 LAND USE - Camden County	8
3.	CAMDEN COUNTY POPULATION 1970-2020	9
4.	CAMDEN COUNTY EMPLOYMENT 1970-2020	9
5.	DISTRIBUTION OF WORK TRIPS BY CAMDEN COUNTY RESIDENTS 1970-1990	14
6.	MEANS OF TRANSPORTATION TO WORK BY CAMDEN COUNTY RESIDENTS 1980-1990	14
7.	CAMDEN COUNTY HIGHWAY NETWORK	17
8.	EXISTING RIGHT-OF-WAY FOR COUNTY-OWNED ROADS	21
9.	TRAFFIC VOLUMES 1992	25
10.	COUNTY BRIDGE LOCATIONS	29
11.	CAMDEN COUNTY TIP PROJECTS FY 1993 - FY 1997	31
12.	CAMDEN COUNTY POLICY ZONES	45
13.	PRINCIPAL HIGHWAYS SERVING CAMDEN COUNTY	49
14.	IMPROVEMENT RECOMMENDATIONS	51

Page

15. PROPOSED RIGHT-OF-WAY FOR COUNTY-OWNED ROADS 67

16. PROPOSED CARTWAY WIDTH FOR COUNTY-OWNED ROADS 69

17. FUNCTIONAL CLASSIFICATION FOR COUNTY-OWNED ROADS . . 71

APPENDICES

A. DETAILED DESCRIPTION OF COUNTY OWNED ROADS A-3

B. DETAILED DESCRIPTION OF COUNTY OWNED BRIDGES B-3

C. DVRPC TRANSPORTATION IMPROVEMENT PROGRAM FY 1993 - FY 1998 NEW JERSEY HIGHWAY PORTION (Camden County) C-3

EXECUTIVE SUMMARY

This report is the culmination of several previous reports prepared by the Delaware Valley Regional Planning Commission; it addresses both the long-term and short-term needs of the county-owned highway network in Camden County and, together with the recently completed Camden County Public Transportation Plan (March 1993), will serve as the transportation element of the Camden County Master Plan.

This report also provides an update of the current transportation plan with new land use and travel demand data. Historic demographic data, such as population and employment, are presented along with projections to the year 2020. An inventory of the county highway infrastructure is also presented.

To assess its transportation needs, the county was subdivided into eight different policy zones. The policy zones account for the unique qualities and conditions that exist in different areas of the county. Each policy area represents a relatively homogeneous area with similar land use characteristics, transportation opportunities and transportation needs. In most cases, zonal boundaries follow municipal boundaries; however, in some of the larger municipalities like Gloucester, Voorhees, Winslow and Waterford Townships, land use and transportation characteristics are not consistent throughout.

The emerging vision is that future transportation needs and programs should be clearly tied to land use patterns. For example, where the land uses and transportation system are mature, the emphasis should be on maintaining the existing transportation infrastructure. In high growth zones, the infrastructure should be upgraded to absorb expected traffic growth while in the older areas, mostly along the Delaware River, improvements are needed to continue the revitalization process. For each zone, the future transportation needs were determined by reviewing the existing transportation infrastructure in conjunction with the land use characteristics of the area. In this report, the policy recommendations for each zone take into account the land use in the area as well as the infrastructure and travel demand, thus providing the necessary link between land use and transportation.

INTRODUCTION

This report presents the Camden County Highway Circulation Plan. Along with a companion public transportation plan, it constitutes the Transportation Element of the Camden County Master Plan. It was prepared for the Camden County Office of County and Regional Planning by the Delaware Valley Regional Planning Commission (DVRPC) and is the culmination of a multi-year effort to assist the county in addressing both long-term and short-term transportation issues. DVRPC recognizes the invaluable assistance provided by the Office of County and Regional Planning and from the County Engineer's Office in preparing this report.

The county's current transportation master plan is over 20 years old. While many of the recommendations were implemented, most of the major highway recommendations were not, thus reflecting the evolving changes in state and federal policy. In the interim, problems which were identified in the old master plan still remain unsolved. The commercial centers of the county in Cherry Hill, Echelon, and along the state highways are still congested with work trips and shoppers. The waterfront areas in Camden and Pennsauken still require better access to stimulate redevelopment. And lastly, east-west access across the county remains a concern. In addition, new issues have emerged; suburban growth and the decentralization of employment from Philadelphia have accelerated. Municipalities in the southern tier of the county along the North-South Freeway and the Atlantic City Expressway are fast becoming suburbanized.

Even though several longstanding transportation needs remain unresolved and still hinder mobility in the county, many positive events occurred to the county's transportation system in the last 20 years. The PATCO Hi-Speed Line between Philadelphia and Lindenwold, which opened shortly before the transit element was prepared, has turned out to be a major success and has spurred new development within the county. This transit line is frequently cited as a model of efficiency by experts across the country. The Camden Transportation Center has strengthened bus service to areas of the county not served by PATCO and provides a transfer point to the Hi-Speed Line. The initiation of rail service to Atlantic City with stations in Lindenwold and Atco provides access to employment and recreational opportunities. The construction of I-676 and reconstruction of NJ 38 and NJ 70, has provided the county with more functional highways. Lastly, the dreaded traffic circles on NJ 70, which used to cause havoc, have been eliminated.

As stated above, the role of planning, specifically with respect to transportation, has undergone considerable revision over the last 20 years. New Jersey initiated more comprehensive planning on the state level. There is clear authority to establish access management, enact transportation development districts, and link transportation improvements to land use planning. Recently, the federal government, which traditionally funded new highway construction and capacity improvements, has been placing less emphasis on new construction to increase highway capacity, and advocating transportation system management type measures to reduce traffic demand and maximize the efficiency of the existing highway system. Recent federal legislation such as the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and the Clean Air Act Amendments (CAAA) of 1990 are expected to have a considerable impact even at the county level.

Given the regulatory changes that have occurred, this master plan will place less emphasis on specific improvement projects in the county, in lieu of a broader perspective of the policies needed to address transportation problems. The county needs a "road map" to proceed in the new regulatory environment. Therefore, consistent with the new direction in transportation planning, less emphasis should be placed on new construction, with more reliance on maintaining existing transportation systems, implementing traffic management strategies, and strengthening transit services.

The background section of this study focuses on the county's demographic trends as well as land use and travel demand in the county. An inventory of the physical and operating characteristics of the highway network is presented in the following section. The planning policy section illustrates the implications of recent legislation on the planning process and provides the impetus for the development of the planning policies set forth in this report. Specifically ISTEA, CAAA and the State Development and Redevelopment Plan (SDRP) will be addressed. Also in this section, the county is subdivided into eight zones in order to establish policies regarding the types of improvements necessary to address specific traffic problems in to each zone. The zones represent homogeneous areas in terms of land use characteristics and exhibit similar traffic problems throughout. Policies are established for individual zones to address their specific needs. In the final section of the report, county-wide policies are developed to address issues that effect the county on the whole, not just the individual zones.

BACKGROUND

This section of the report presents trends in Camden County's land use, demographic and travel demand characteristics to provide background information on the county. Trends in these data paint a picture of how the county has evolved since the completion of the previous transportation plan.

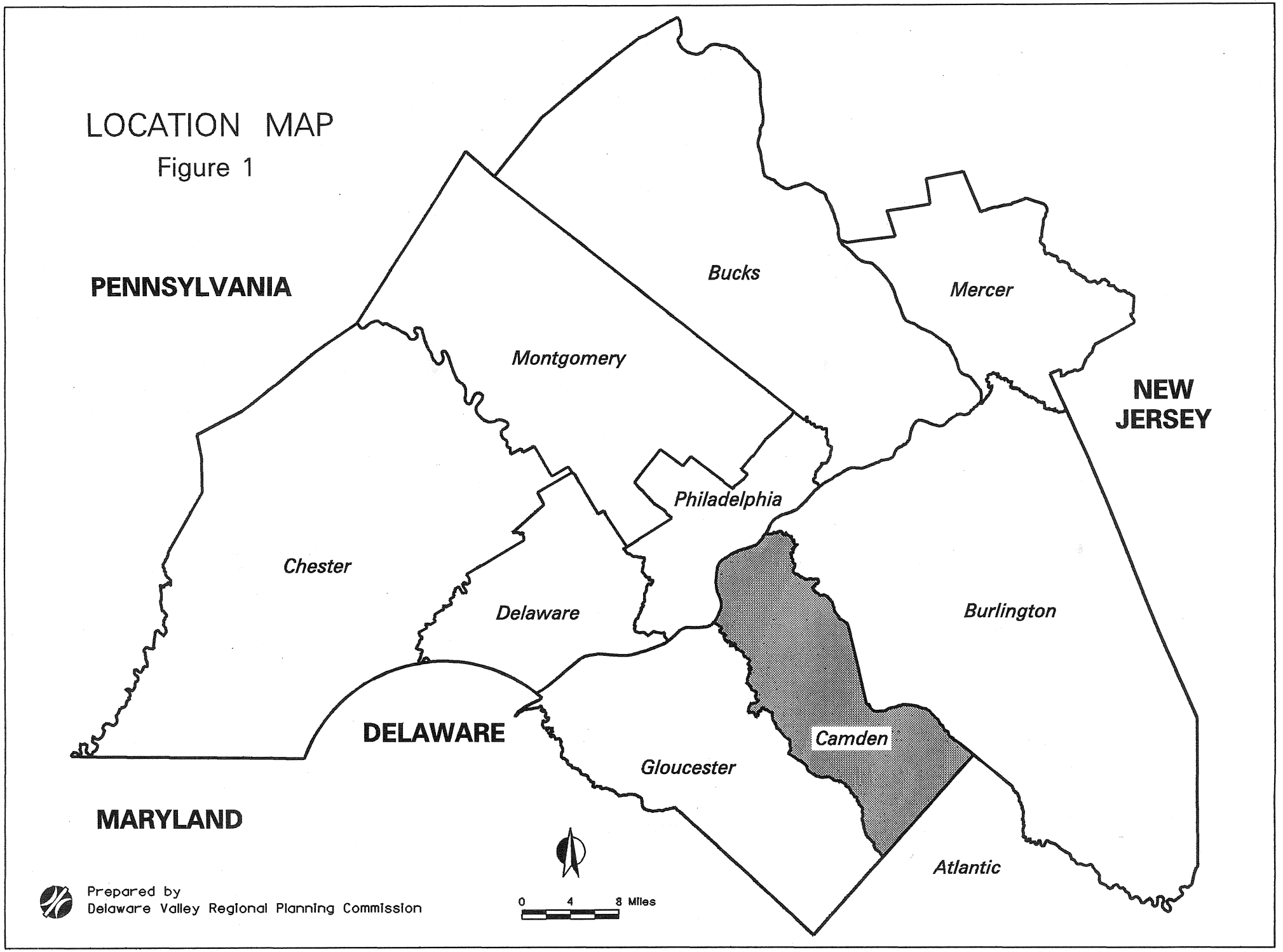
Camden County is situated east of Philadelphia across the Delaware River (Figure 1). Two major toll bridges provide a direct connection to Philadelphia. Several interstate highways provide direct connections to the states of Delaware, Pennsylvania and New York. Camden County is surrounded by Burlington County to the east, Atlantic County to the south, and Gloucester County to the west. It is composed of thirty-seven individual municipalities.

Land Use

The county is quite diverse in its variety and intensity of land development. The northern municipalities fronting the Delaware River (City of Camden, Pennsauken and Gloucester City) are old industrial urban centers. They are characterized by high density development, with a concentration of residents and employment. The infrastructure is visibly older than many other areas of the county. Vacant or dilapidated buildings are noticeable, particularly in the City of Camden. Urban fringe areas radiate from the core along US 30, NJ 168 and CR 561 southward toward the New Jersey Turnpike. Primarily residential in character, with moderate to high density development, this area includes such municipalities as Collingswood, Haddonfield and Bellmawr. Parts of Cherry Hill, Gloucester and Voorhees Townships characterize the classic post-World War II suburbs within the county. NJ 30 forms the spine of the older urbanized developments in municipalities such as Barrington, Somerdale and Stratford. Lindenwold, Clementon and the Berlins are classic examples of development around town centers. Suburbanization is now occurring in portions of Gloucester, Winslow and Voorhees Townships. The northeastern section of Winslow and the northern section of Waterford are characterized as rural with sparse development. The Pinelands Preserve, occupying a large segment of the southern sections of Winslow and Waterford Townships where the principal use of land is devoted to forestry and agriculture, is preserved by state law.

LOCATION MAP

Figure 1



Prepared by
Delaware Valley Regional Planning Commission

Even though Camden County is frequently thought of as highly urbanized; in reality, half of the population is highly concentrated in the area north of the Turnpike. This distribution is expected to change by the Year 2020 as development spreads through the central and southern portions of the county. As seen in Figure 2, residential land uses represented only 22.3 percent of the total acreage of the county in 1980, whereas forest/undeveloped land and agriculture accounted for 53.7 percent of the total acreage.

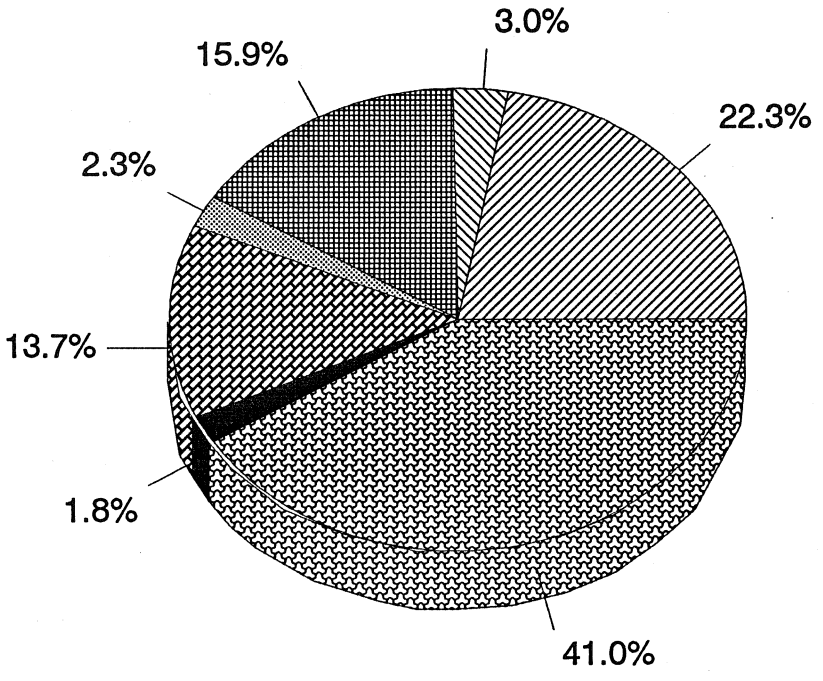
Demographics

The population of Camden County has been increasing at a steady rate since 1970 and is projected to continue to increase at virtually the same rate to the Year 2020 (Figure 3). According to the Census Bureau, the population of Camden County in 1970 was 456,291 and by 1990 it had increased to 502,824. The DVRPC population forecasts for the year 2020 project an increase of 85,868 over the 1990 level to a population of 588,692. The population of most municipalities in the county will remain relatively stable; some are even expected to experience a slight decrease. Much of the growth, over 75 percent, is concentrated in four municipalities: Gloucester Township, Voorhees Township, Waterford Township, and Winslow Township. By the year 2020, Winslow will grow by almost 21,000 new residents, Gloucester Township will grow by almost 20,000 people, the population of Voorhees is expected to increase by almost 16,000 and Waterford is expected to increase by over 10,000.

Employment in Camden County has been increasing at a steady rate since 1970 and is projected to continue increasing but at a slower rate to the Year 2020 (Figure 4). According to the US Bureau of Economic Analysis, the employment in 1970 was 169,491. By 1990, it had increased to 255,233; a 51 percent increase over 20 years. DVRPC forecasts employment of 294,488 in the Year 2020, an increase of 39,255 jobs (15 percent) over the 1990 level. Like population, growth in employment over the next 27 years will be concentrated in the same four municipalities - Gloucester, Voorhees, Waterford and Winslow Townships; representing close to 60 percent of the increase. Currently, employment is centered in three municipalities, Camden and Cherry Hill with over 50,000 employees each, and Pennsauken with just under 40,000 employees. These three municipalities and are projected to continue to have the highest employment in 2020.

FIGURE 2

LAND USE - 1980



Source: DVRPC

FIGURE 3

POPULATION

1970 - 2020 (in 1000's)

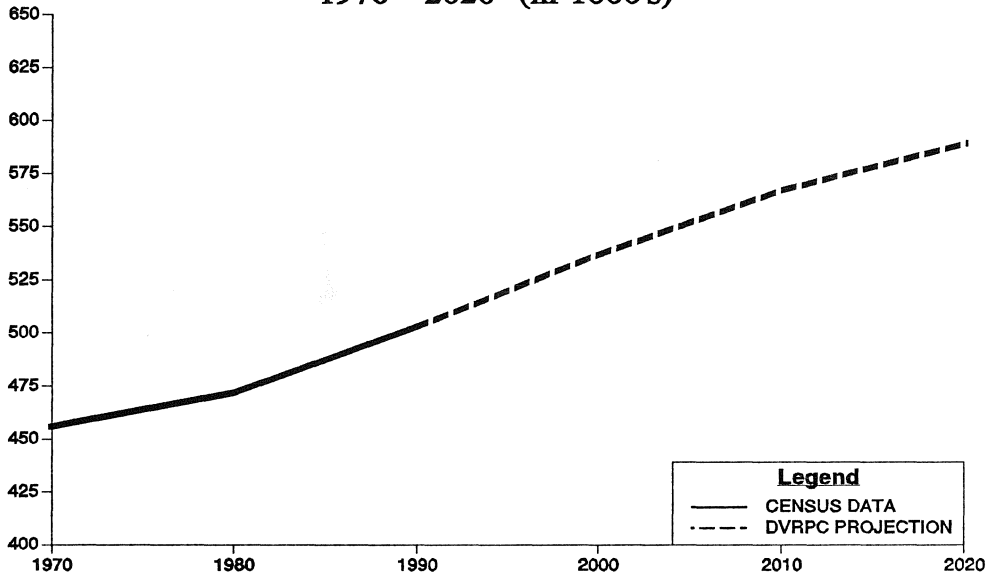
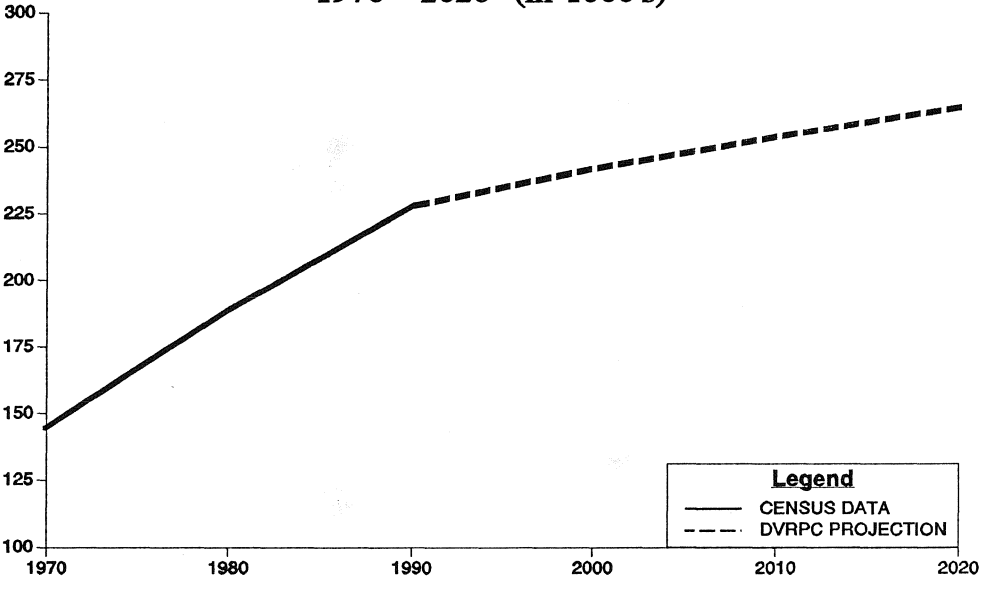


FIGURE 4

EMPLOYMENT

1970 - 2020 (in 1000's)



Travel Demand

In developing a transportation master plan, consideration must be given to the demand for transportation services and not exclusively to the quantity and quality of highway and transit services. Because of continuing dispersal of population and employment throughout the region, the profile of travel demand is changing. The demand analysis identifies where travel demand has grown, where new travel patterns have emerged, and what the corresponding impacts on the highway system have been.

In a preliminary study titled Camden County Transportation Plan - Phase I System Inventory, completed in 1989, DVRPC's Regional Travel Simulation Model was used to study travel demand. It was accomplished in two ways. First, to place Camden County in perspective, its travel characteristics were compared to the other counties in the region. Second, trends were identified by comparing travel demand for the years 1980 and 1987. Since that time, travel demand has been simulated for 1990. This report substitutes the 1990 values for the 1987 values and will identify trends by comparing travel demand for 1980 and 1990.

Vehicle miles traveled (VMT) is an indicator of highway demand. The county's VMT is determined by taking the average annual daily traffic (AADT) on each road segment in the county and multiplying it by the length of its respective road segment. The aggregated total for each road in the county represents the county's VMT. The AADT's were obtained from DVRPC's Regional Travel Simulation Model. As can be seen in Table 1, Camden County's total VMT for both 1980 and 1990 are the highest among DVRPC's New Jersey counties. Even though the county's percentage increase over this period (38.9 percent) is the lowest of these counties, the absolute increase (2,859) is the highest among the New Jersey counties. Candem County's increase is more in line with the regional increase (38.1 percent).

VMT by functional classification is shown in Tables 2 and 3. The first table shows that Camden County's network of arterial highways carries over half of the county's VMT, while the limited access facilities carry almost one-third of the county's VMT. The second table shows the change in VMT between 1980 and 1990 by functional classification. Camden County had a greater percentage increase in limited access VMT than either the New Jersey portion of the region or the region as a whole. Facilities designated as limited access highways and arterials generally fall under the jurisdiction of NJDOT. The county is largely responsible for the collector system, as well as a small portion of the arterial and local road networks.

TABLE 1
REGIONAL TREND OF DAILY
VEHICLE MILES TRAVELED (VMT)
1980-1990

County	1980 VMT (000's)	1990 VMT (000's)	Percent Increase
New Jersey			
Camden	7,345.2	10,204.2	38.9
Mercer	4,696.7	6,802.4	44.8
Burlington	6,666.1	9,332.4	40.0
Gloucester	3,266.8	5,439.7	66.5
NJ Total	21,974.8	31,778.7	44.6
Pennsylvania			
Philadelphia	13,549.9	15,682.4	15.7
Delaware	6,779.2	8,594.1	26.8
Chester	5,998.5	10,140.0	69.0
Montgomery	11,311.6	15,666.4	38.5
Bucks	7,357.7	10,644.4	44.7
PA Total	44,996.9	60,727.3	34.9
Regional Total	66,971.6	92,506.0	38.1

Journey to work is a special sub-category of travel demand. It constitutes the largest component of trip making, with the trips made on a regular basis. Journey to work information for 1970, 1980, and 1990, were obtained from the US Census.

According to 1990 census figures, Camden County as the destination of approximately 55 percent of the work trips, represents the largest destination of work trips for Camden County residents (Figure 5). Philadelphia remains the second largest employment destination for Camden County residents and although the number of trips has remained fairly constant over the last 20 years, the percentage of Camden County residents working in Philadelphia has been declining (1970 - 24.1 percent, 1980 - 19.9 percent, 1990 - 16.3 percent). Over the last 20

years, Burlington County, and to a lesser extent Gloucester and Atlantic Counties, have increasingly become regular destinations for work trips for Camden County residents.

The means of transportation to work for Camden County residents is displayed in Figure 6. Census figures indicate that the percentage of county residents driving alone to work increased from 64.7 percent in 1980 to 71.8 percent in 1990 while the percentage of people taking public transit to work has decreased from 10.5 percent to 8.7 percent during the same time period. The percent of people car/van pooling to work has also decreased (1980 - 18.5 percent, 1990 - 13.3 percent). These trends may relate to the increasing number of new work trip patterns to Burlington, Gloucester and Atlantic Counties which are not well served by transit from Camden County. This trend in mode shift is not specific to Camden County but is representative of a nationwide trend away from transit and carpooling to driving alone over the past ten years.

TABLE 2: DISTRIBUTION OF VEHICLE MILES TRAVELED (VMT) BY FACILITY TYPE - 1990

	Limited Access		Arterials		Collector/Local		Total	
	VMT*	Percent	VMT*	Percent	VMT*	Percent	VMT*	Percent
Camden	3,132.7	30.7	5,199.0	50.9	1,872.5	18.4	10,204.2	100.0
New Jersey	9,333.9	29.4	16,082.5	50.6	6,362.3	20.0	31,778.7	100.0
Pennsylvania	15,146.1	24.9	33,872.4	55.8	11,708.9	19.3	60,727.3	100.0
Region	24,480.0	26.5	49,954.9	54.0	18,071.1	19.5	92,506.0	100.0

* VMT in 1000's

TABLE 3: REGIONAL TREND OF DAILY VEHICLE MILES TRAVELED (VMT*) BY FACILITY TYPE 1980-1990

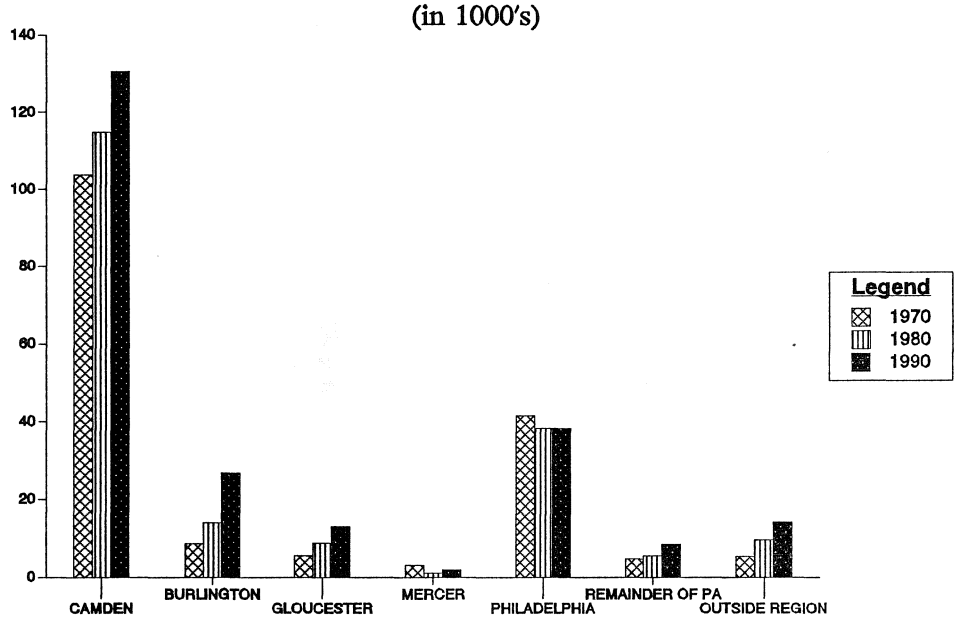
	Limited Access			Arterials			Collector/Local			Total		
	1980	1990	% Inc	1980	1990	% Inc	1980	1990	% Inc	1980	1990	% Inc
Camden	2,121.5	3,132.7	47.7	3,953.1	5,199.0	31.5	1,270.6	1,872.5	47.4	7,345.2	10,204.2	38.9
New Jersey	6,799.1	9333.9	37.3	11,277.4	16,082.5	42.6	3,898.3	6,362.3	63.2	21,974.8	31,778.7	44.6
Pennsylvania	10,803.6	15,146.1	40.2	26,304.4	33,872.4	28.7	7,888.8	11,708.9	48.4	44,996.8	60,727.3	35.0
Region	17,602.8	24,480.0	39.1	37,581.8	49,954.9	32.9	11,787.1	18,071.1	53.3	66,971.6	92,506.0	38.1

* VMT in 1000's

FIGURE 5

WORK TRIP DESTINATIONS

(in 1000's)

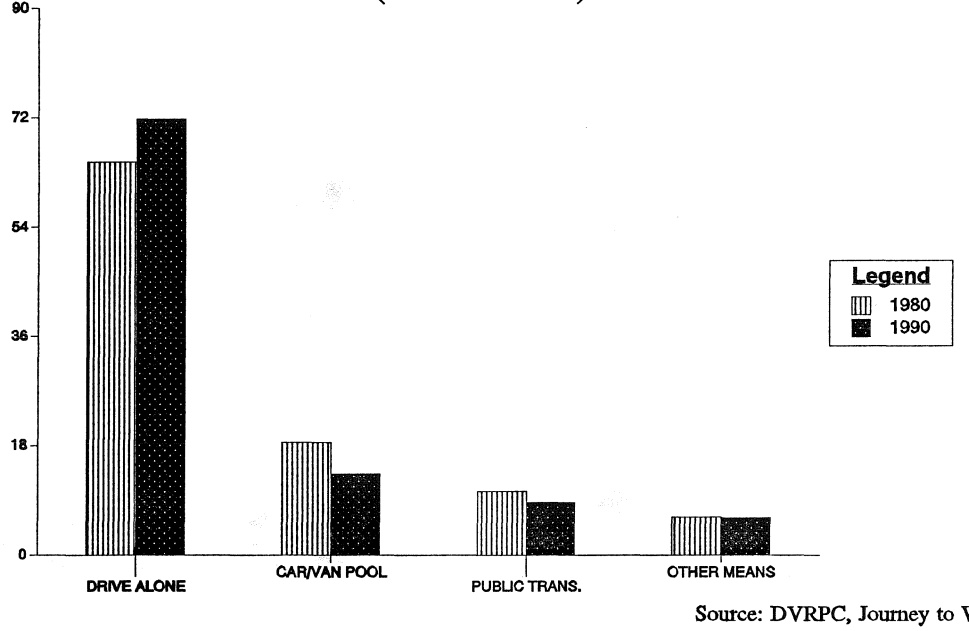


Source: DVRPC, Journey to Work Trends

FIGURE 6

MEANS OF TRANSPORTATION TO WORK

(PERCENTAGE)



Source: DVRPC, Journey to Work Trends

HIGHWAY INVENTORY

Road Ownership

The highway network in Camden County is under the administrative control of four levels of jurisdiction - toll road authorities, NJDOT, Camden County, and the local municipalities. Figure 7 shows the highway network exclusive of municipal roads.

There are approximately 1,819 miles of roads in the county. The mileage of roads under each administrative control is: 22 miles of toll roads, 124 miles of state roads, 396 miles of county roads, and 1,277 miles of municipal roads. Figure 7 graphically shows the distribution of the toll roads, state roads and county roads.

The New Jersey Turnpike and the Atlantic City Expressway are operated by separate toll authorities, their respective mileage is 8.83 and 13.35 miles. The Turnpike, operated by the New Jersey Turnpike Authority, is a toll road which crosses the county in an east-west direction and has interchanges at NJ 168 (Black Horse Pike) in Camden County and NJ 73 in Burlington County; it mainly serves through trips. The Atlantic City Expressway, under the jurisdiction of the South Jersey Transportation Authority, is a 44 mile toll road running from Atlantic City to NJ 42. This north-south route has the following interchanges in Camden County - NJ 42 (Black Horse Pike), CR 536 Spur (Williamstown New Freedom Road), CR 723 (Williamstown Winslow Road) and NJ 73. The Atlantic City Expressway is one of the main routes for shore bound recreational traffic. In recent years, it has begun to service an increasing number of shore bound work trips. More importantly, it is the prime high-speed road serving the high growth area in the southern section of the county. The Delaware River Port Authority (DRPA) owns and operates three toll bridges serving as the main river crossings connecting New Jersey and Philadelphia - Walt Whitman Bridge (I-76), Benjamin Franklin Bridge (I-676) and Betsy Ross Bridge (NJ 90).

State highways under NJDOT jurisdiction are listed in Table 4. Three of the highways are designated Interstate routes. I-76 is an north-south route from the Walt Whitman Bridge to I-295. I-295 parallels the New Jersey Turnpike between the Delaware Memorial Bridge and Trenton. I-676 connects I-76 to the Benjamin Franklin Bridge and Center City Philadelphia.

TABLE 4: STATE HIGHWAYS IN CAMDEN COUNTY

Route Number	Road Name	Mileage
US 30	White Horse Pike	28.18
NJ 38	Kaighn Avenue	4.40
NJ 41	Clements Bridge Road	8.97
NJ 42	North-South Freeway	14.12
NJ 70	Marlton Pike	7.37
NJ 73	N.A.	17.43
NJ 90	N.A.	2.30
US 130	Crescent Boulevard	10.26
NJ 143	Spring Garden Winslow Rd	2.00
NJ 154	Brace Road	1.70
NJ 168	Black Horse Pike	9.79
I-76	N.A.	3.04
I-295	N.A.	10.11
I-676	N.A.	4.54

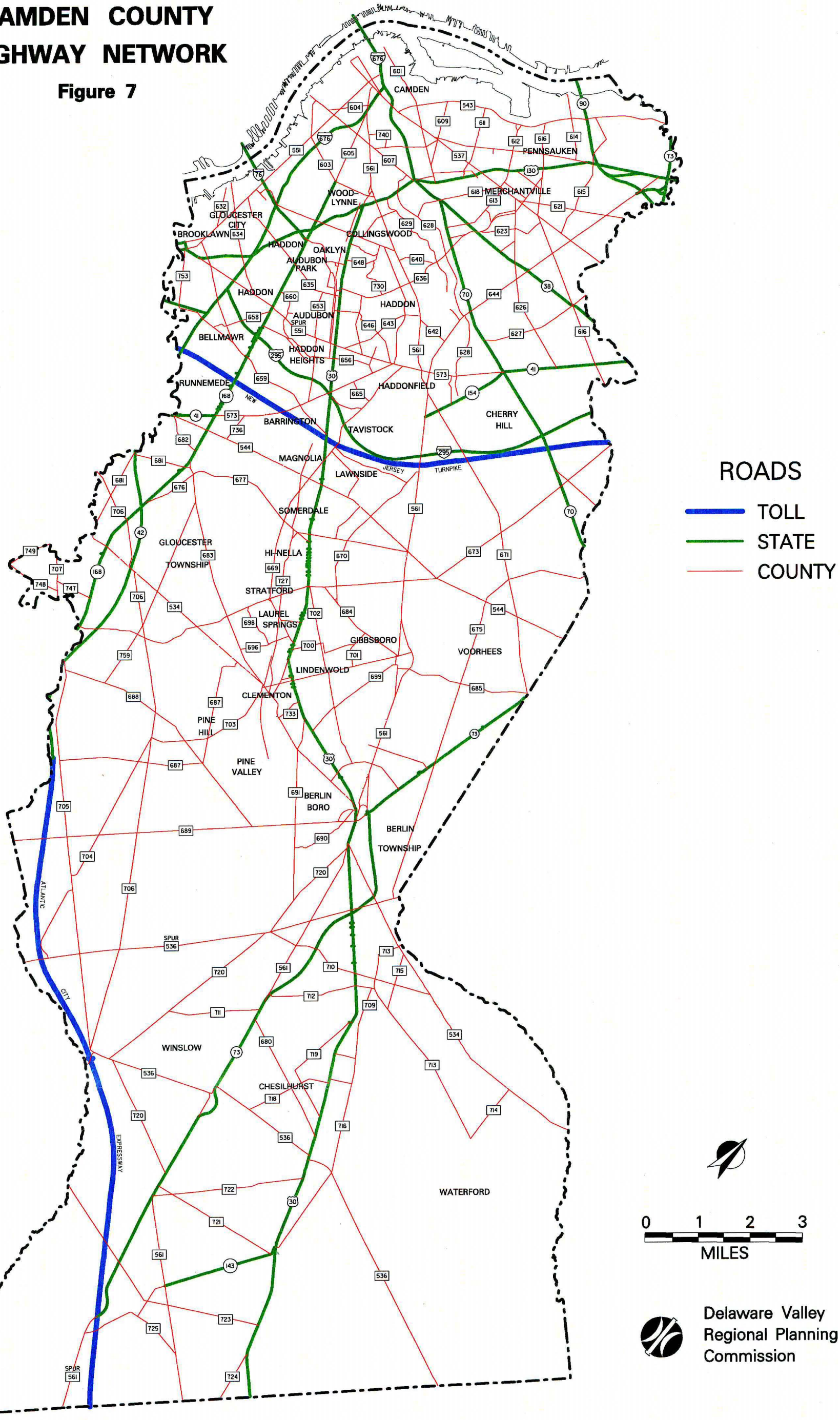
With over 1,200 miles of roads under municipal jurisdiction, they are too numerous to discuss individually. This network of municipal roads accounts for less than 20 percent of the county's VMT which from the broad view of this report is not significant.

County Roads

There are 168 roads designated as official Camden County roads representing 396 miles, they are shown in Figure 7. Some of the more significant county roads are CR 534 (Blackwood-Clementon Road/Jackson Avenue), CR 536 Spur (Williamstown New Freedom Road), CR 544 (Evesham Road), CR 561 (Haddon Avenue/Haddonfield-Berlin Road), CR 573 (Clements Bridge Road/Kings Highway), CR 644 (Haddonfield Road), CR 673 (Springdale Road/Laurel Road/Grenloch Little Gloucester Road) and CR 689 Berlin Cross Keys Road. A detailed listing

CAMDEN COUNTY HIGHWAY NETWORK

Figure 7



Page 18 Blank Back of Fig. 7

of all county roads including names, terminal points, mileage, and existing right-of-way, is given in Appendix A.

In New Jersey, county roads are given 500, 600 and 700 route designations. The 500 series of county roads are part of a statewide network of interconnected county routes; therefore, 500 series routes are generally more significant than the other county roads. About 45 percent of all county roads are one mile or less in length, less than twenty roads exceed 5 miles in length. In a number of instances county roads are actually statutory roads which serve as driveways to county facilities, such as county parks, Lakeland Institutions, County Vocational School, or the County Complex.

With few exceptions, most county roads are two lane facilities, one lane by direction, except for localized widenings. The following roads are four lane facilities: CR 537 (Federal Street) in Camden, CR 537 Spur (Market Street), and portions of CR 534 (Blackwood Clementon Road), CR 561 (Haddonfield Berlin Road), CR 636 (Cuthbert Boulevard), CR 644 (Haddonfield Road), and CR 673 (Laurel Road).

Existing rights-of-way on the county road network range between 33 feet to 100 feet wide. The most common widths are 49.5 feet, 50 feet, 60 feet, and 66 feet wide. Figure 8 graphically displays the existing right-of-way widths for the county road network. Appendix A contains detailed right-of-way information on specific segments of these roads. On some roads, the right-of-way width is so inconsistent that it is, in-effect, a variable right-of-way.

Functional Classification

The Federal Highway Administration (FHWA), through NJDOT, classifies all roads in New Jersey according to their function regardless of its jurisdiction. This serves as the basis for the federal aid program. Under this system, the state highways are generally designated as principal arterials while most municipally-owned roads are designated as local roads and occasionally urban collectors. County roads are typically designated as minor arterials and collectors in the urban area and minor arterials, and major and minor collectors in the rural areas. FHWA specifies to each state the approximate proportion of road mileage that should be assigned to each classification type. A summary of 1990 mileage by NJDOT functional classification for all roads in Camden County is given in Table 5. Detailed functional classification information for specific county roads can be found in Appendix A.

TABLE 5
1990 NJDOT FUNCTIONAL CLASSIFICATION MILEAGE
Camden County

	Urban		Rural	
Functional Class	**Mileage**	**Percent of Urban Total**	**Mileage**	**Percent of Rural Total**
Principal Arterial	129	8.0%	12	6.0%
Minor Arterial	224	13.8%	17	8.5%
Collector	151	9.3%	66	33.0%
Local	1115	68.9%	105	52.5%
Total	1619	100.0%	200	100.0%

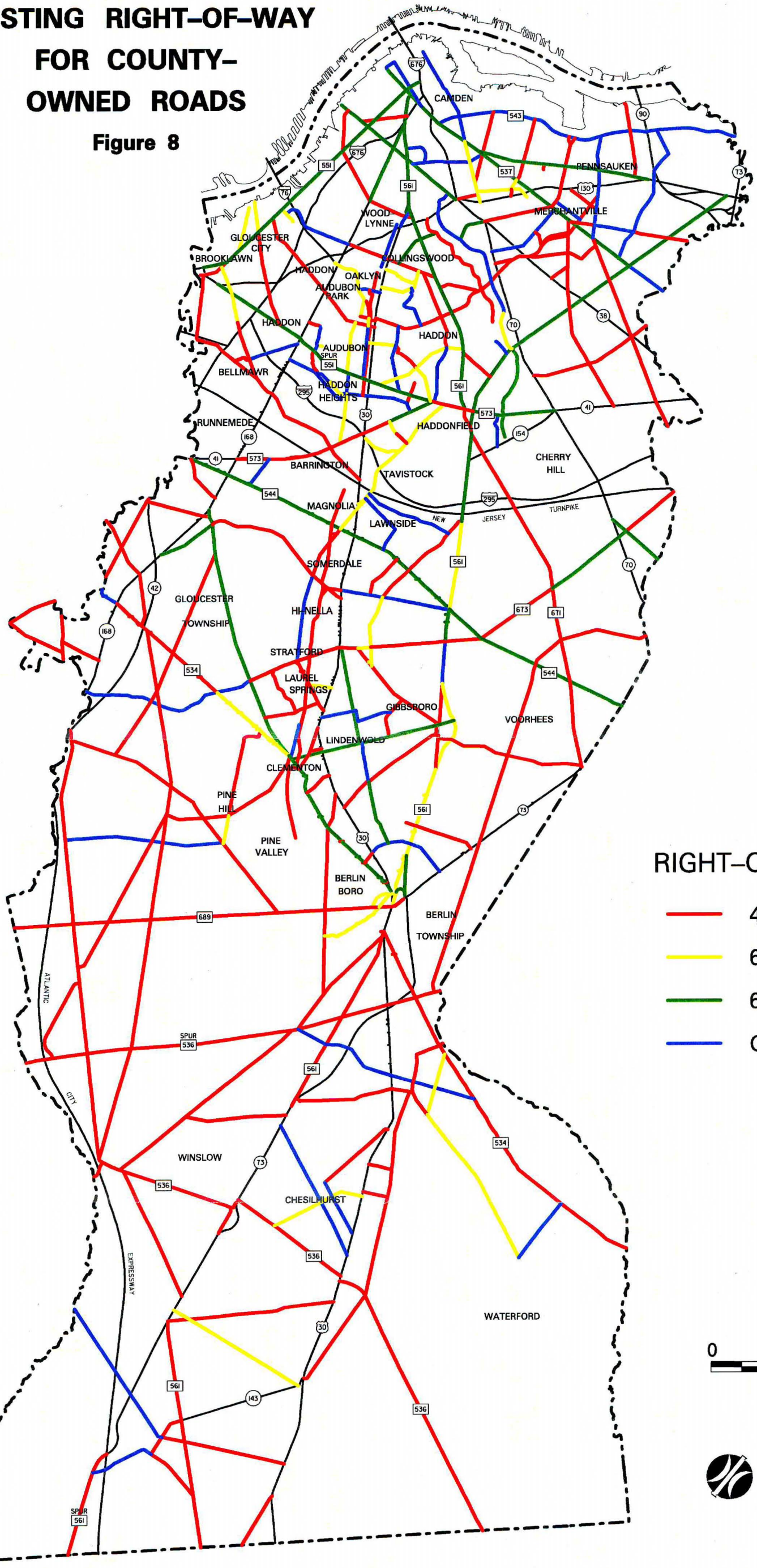
Federal-Aid Program

Until 1991, the Federal-Aid Highway Program had been directed primarily toward the construction and improvements on four Federal-aid systems - Interstate, Primary, Rural Secondary, and Urban. The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) consolidated the basic Federal-Aid Program into two systems - National Highway System (NHS) and the Surface Transportation Program (STP). Regional funding levels of NHS and STP funds have not yet been determined. While it appears more advantageous to be on the NHS system because of the lower road mileage, states have flexibility to transfer some NHS funds to STP roads and/or transit projects.

The National Highway System will consist of major roads including all interstate routes, a portion of the urban and rural principal arterials, the Defense Strategic Highway Network, and strategic highway connectors. For any project located on the NHS, the federal share of the project's capital cost is 80 percent, with a local match of 20 percent. However, interstate projects will continue to be funded with 90 percent federal funds. According to ISTEA, NHS

EXISTING RIGHT–OF–WAY FOR COUNTY–OWNED ROADS

Figure 8



RIGHT–OF–WAY

- 49.5′ – 50′
- 60′
- 66′
- Other

0 1 2 3

MILES

Delaware Valley Regional Planning Commission

PAGE 22 BLANK BACK OF FIG. 8

projects are to be selected by the states in cooperation with the MPO. Designation of the NHS had not been completed at the time of the preparation of this document. However, those roads proposed for inclusion on the NHS within Camden County are shown in Table 6. Because of the nature of the NHS only three county roads were selected.

TABLE 6
PROPOSED NATIONAL HIGHWAY SYSTEM
Camden County

Route	Limits	Mileage
NJ Turnpike	Burlington Co. Line to Gloucester Co. Line	8.83
Atlantic City Exp	Atlantic Co. Line to Gloucester Co. Line, Gloucester County Line to NJ 42	13.35
I-76	I-295 to Pennsylvania State Line	3.04
I-295	Burlington Co. Line to Gloucester Co. Line	10.11
I-676	I-76 to Pennsylvania State Line	4.79
US 30	Atlantic County Line to I-676	27.10
US 130	Burlington Co. Line to Gloucester Co. Line	10.26
NJ 38	US 30 to Burlington County Line	4.40
NJ 42	Atlantic City Expressway to I-295	14.0
NJ 70	Burlington County Line to NJ 38	7.37
NJ 73	US 30 to Burlington County Line	5.87
NJ 90	Burlington Co. Line to PA State Line	3.03
CR 536 Spur	Gloucester Co. Line to Atlantic City Exp	1.90
CR 551	Morgan Blvd. to CR 603 (Ferry Ave)	0.6
CR 603	CR 551 (Broadway Ave) to 2nd St.	0.6
Morgan Blvd.	I-676 to CR 551 (Broadway Ave)	0.3
Second St.	CR 603 (Ferry Ave) to Mickle Blvd.	1.0
Mickle Blvd.	I-676 to 2nd St.	0.7
Atlantic Ave.	I-676 to CR 603 (Ferry Ave)	0.6

The Surface Transportation Program, a block grant type program, will cover all non-NHS roads except those functionally classified as local or rural minor collector. The vast majority of county roads are eligible for STP funding. Bridge projects paid for with STP funds are not restricted to Federal-aid roads but may be on any public road. Like the NHS, the federal share of the STP program is 80 percent with a local match of 20 percent. Unlike NHS, according to ISTEA, STP projects are to be selected by the MPO in consultation with the state. Appendix A identifies the eligibility for federal aid of all county roads.

Traffic Volumes

Average annual daily traffic (AADT) volumes for 1992 for county highways are shown in Figure 9. The raw daily traffic volumes were converted to AADTs to account for day of week and seasonal fluctuation in traffic levels. AADT volumes represent the average daily traffic over the course of an entire year. The AADTs in Figure 9 were obtained by reviewing traffic counts conducted between 1989 and 1992 and applying a growth factor to update them to 1992. A growth factor of 2.5 percent per year was applied county wide. AADT volumes can be useful in determining trends in traffic growth and traffic distribution patterns. During much of the 1980's, portions of Gloucester, Voorhees and Winslow Townships were experiencing much higher than normal traffic growth. The onslaught of residential development in these municipalities brought with it noticeable increases in traffic. During the 1980's, traffic growth was increasing in these areas at approximately 7.6 percent per year while the older more mature areas of the county were increasing at approximately 2.4 percent per year. The late 1980's and early 1990's has seen a slow down in development in these areas and a return to more normalized traffic growth.

Some of the highest traffic volumes on the county road network occurred on CR 561 between I-295 and NJ 154 (30,351 vehicles per day) and on CR 644 in the vicinity of the Cherry Hill Mall (30,093 vehicles per day).

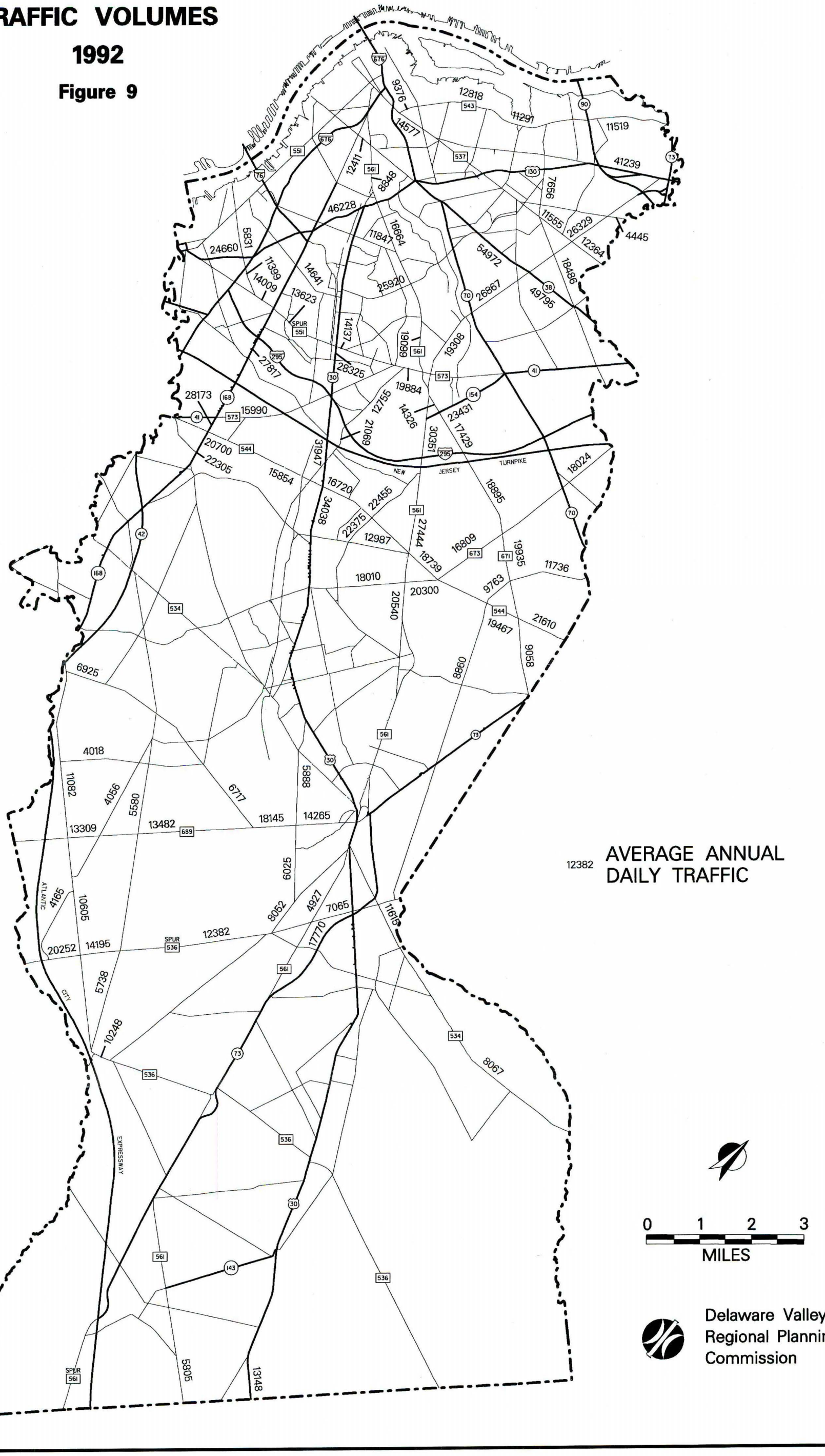
County Bridges

There are currently 148 bridges owned and maintained by Camden County. Their locations are shown in Figure 10. An inventory of the following physical characteristics of each

TRAFFIC VOLUMES

1992

Figure 9



12382 AVERAGE ANNUAL DAILY TRAFFIC

Delaware Valley Regional Planning Commission

PAGE 26 BLANK BACK OF FIG. 9

bridge is located in Appendix B: type of structure, structural material, length, width, weight capacity, and vertical clearance. The list is numbered to correspond with the locations shown in Figure 10.

According to FHWA standards, structures that are longer than 20 feet are considered bridges, however Camden County recognizes all structures, (culverts, pipes, arches and bridges) regardless of their length, as bridges. Of the 148 county bridges, only seven are longer than 100 feet and 93 are shorter than the FHWA standard 20 feet. Those bridges over 100 feet are all found in the City of Camden or Pennsauken.

The majority of the county bridges are constructed of concrete, with wood and steel as the next most common materials. The widths of the bridges do not vary a great deal. Most of the widths are larger than 26 feet, a standard set by the County's Engineering Department. The weight capacity given for each bridge indicates the maximum load which the structure should be able to bear. The majority of the bridges can bear loads that are greater than 20 tons.

Sufficiency ratings are indicators of a bridge's condition based on standards established by FHWA. Bridges are periodically inspected and their sufficiency ratings are calculated using a wide range of factors representing characteristics of the bridge structure, its use and its environment. Sufficiency ratings range from 0 to 100 with a score of 70 or above indicating a non-deficient structure. The most recent ratings for those bridges which have been rated are listed in Appendix B.

Transportation Improvement Program

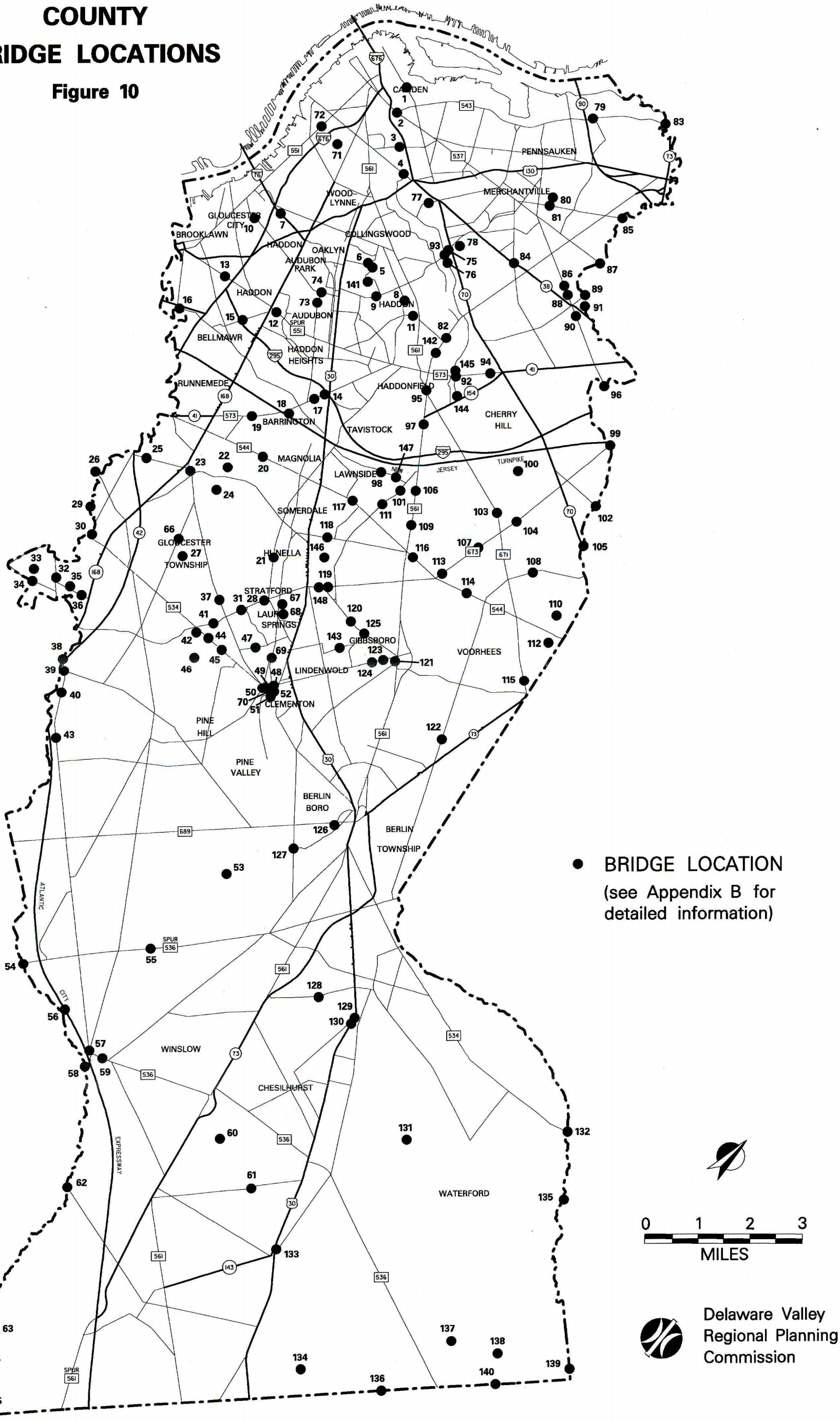
Federal laws and regulations require the formation of a metropolitan planning organization (MPO) for each urbanized area with more than 50,000 population to coordinate a comprehensive and continuing transportation planning program. These MPO's are to develop a transportation improvement program (TIP) which identifies all highway and transit projects for which federal funds are programmed. The TIP prepared by DVRPC represents a consensus among state and local officials as to what regional transportation improvements should be made. Before spending significant sums of money, the federal and state governments want assurances that all interested parties are in agreement on these projects. The TIP process is also meant to

result in projects which are consistent with national, state, regional, county and municipal policies, plans and programs.

DVRPC's current TIP has programmed approximately $143 million in highway improvements in Camden County for the five year period from fiscal year 1993 to fiscal year 1997. Those 31 projects which make up Camden County's portion of DVRPC's TIP are listed in Appendix C and their locations are displayed on Figure 11.

COUNTY BRIDGE LOCATIONS

Figure 10



- BRIDGE LOCATION

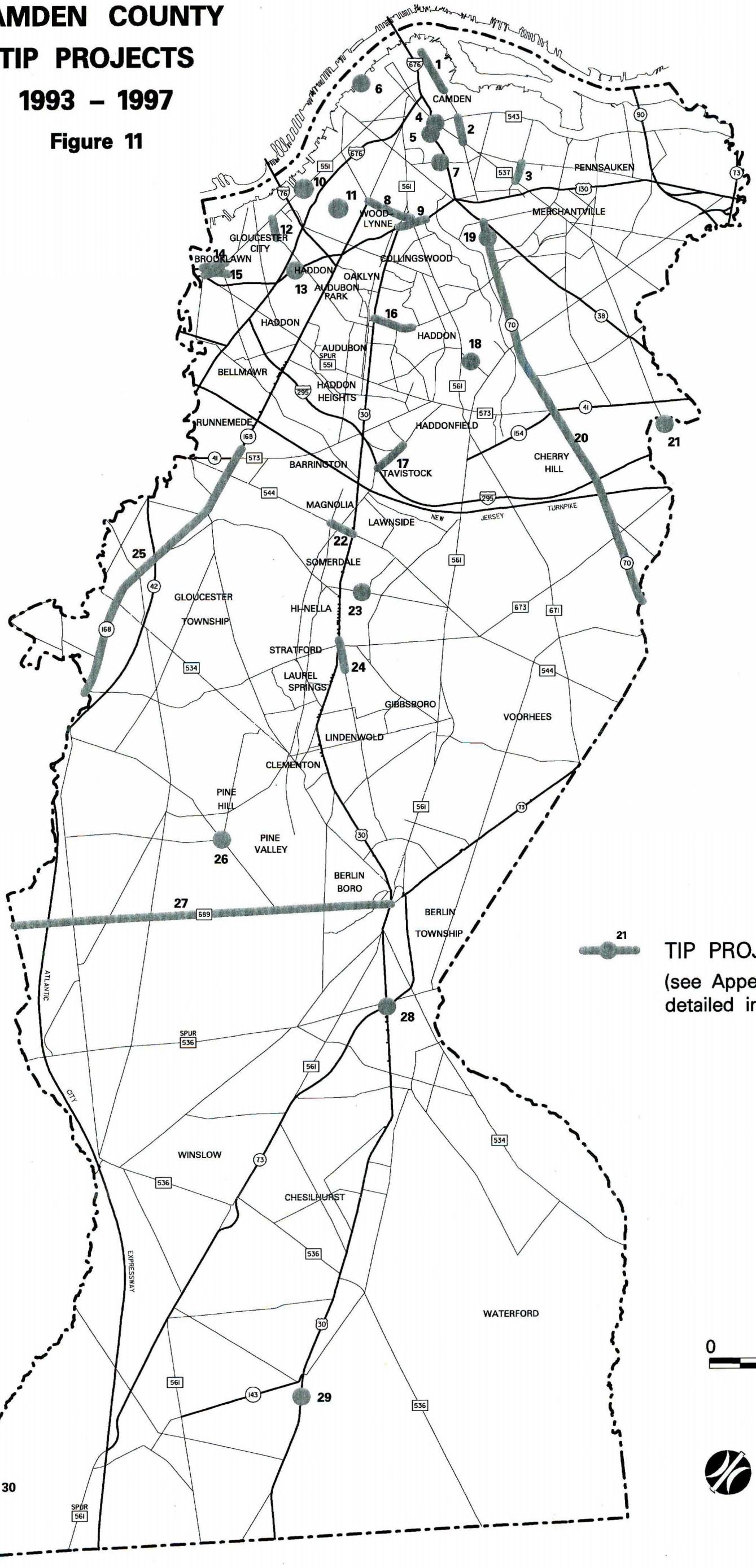
(see Appendix B for detailed information)

Delaware Valley Regional Planning Commission

PAGE 30 BLANK BACK OF FIG. 10

CAMDEN COUNTY
TIP PROJECTS
1993 – 1997

Figure 11



PAGE 32 BLANK BACK OF FIG. 10

TRANSPORTATION PLANNING POLICY

Traditionally, transportation master plans have emphasized improvement programs to fulfill unmet travel demand and future land development objectives. However, in the 20 years since Camden County's last highway master plan, the era of large scale highway projects has virtually ended. On both the Federal and State levels, there has been a marked change in philosophy and regulatory stance towards transportation improvements. Federal funding, the driving force behind many past projects, is now scarce when it comes to addressing local problems, especially the construction of projects that will provide significant capacity improvements. New initiatives by NJDOT stress access management, transportation development districts (TDDs), and transportation management associations (TMAs).

In this chapter, the new planning context within which the county must operate, will be briefly reviewed. The following sections will annunciate policies that Camden County can follow to preserve, maintain and enhance highway circulation in the county.

Planning Context

Federal level

On the Federal level, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and to a lesser extent the Clean Air Act Amendments of 1990 (CAAA) have radically changed Federal policy with respect to transportation. In many instances, changes in NJDOT policy can be traced back to the new federal initiatives.

ISTEA's biggest impact is in the regulatory area. The thrust of ISTEA is to develop a national intermodal transportation system consisting of unified and interconnected facilities in order to reduce energy consumption and air pollution while promoting economic development. To meet that objective, ISTEA gives the local MPOs more responsibility in dispersing federal funds for transportation improvements. Camden County, as a member of DVRPC, will play a vital role in that decision making process. At the same time local governments are given more authority, ISTEA has reconfigured the transportation planning and project selection process in such a manner that more stringent requirements must be met to advance new projects. Because

the DVRPC region is classified as a nonattainment area in terms of air quality, there are sharp limitations in programming projects which provide a significant increase in single occupant vehicle capacity; in other words, federal funds can not be used to construct new highways or major widenings unless very strict criteria are met.

Federal regulation now call for six management systems: pavement management, bridges, highway safety, congestion management, public transportation facilities, and intermodal facilities. Their purpose is to have a more systematic approach in identifying problems, identifying future funding needs, and serving as input into the project selection process.

On the funding side, ISTEA established the National Highway System (NHS) a 155,000 mile network consisting of interstate routes and many principal arterials. In New Jersey, the NHS is composed almost exclusively of state highways. The traditional federal-aid system has been replaced with the Surface Transportation Program (STP) which offers more flexibility for state and local governments. However, 20 percent of the STP money is to be set aside for safety construction activities and the Transportation Enhancement (TE) Program. The intent of the TE Program is to to more creatively integrate transportation facilities into their surrounding communities and natural environment. With STP funds, state and local governments have more flexibility to switch dedicated highway funds to transit projects. Nationally, there will more funding and flexibility in using federal funds; however, at the county level there will be little change in funding levels.

Under the provisions of the CAAA, the Philadelphia metropolitan area is designated as a severe nonattainment area for ozone. Ozone can result from stationary sources such as refineries, as well as from mobile sources such as automobiles. As a severe nonattainment area, several programs are mandated to achieve compliance with national ambient clean air standards by 2005. Some programs such as refueling vapor recovery, enhanced inspection and maintenance, and clean fuels, attempt to reduce the rate of emissions from autos. Other programs such as employer trip reduction (ETR) - attempt to reduce emissions through lower auto usage.

To reduce emissions by reducing vehicle-miles-traveled (VMT), specific transportation control measures (TCM) must be identified and implemented to offset the growth in emissions from growth in VMT or number of trips. TCMs under consideration include traffic flow improvements (advance traffic information systems and incident and congestion management

systems), transit improvements, parking management, growth management strategies, and congestion pricing. Under the ETR program, employers of 100 or more employees must design a program to increase the average vehicle occupancy of their commuting employees. Affected firms must attain an AVO 25 percent greater than the regional AVO rate.

The net effect of the CAAA will be to help reduce work trips by single occupant vehicles, thus reducing traffic peaking, peak hour volumes, and overall congestion.

State level

On the state level, the most significant initiative has been the State Planning Act of 1985, which established a State Planning Commission and mandated a new state master plan called the State Development and Redevelopment Plan (SDRP) to be developed through a cross-acceptance process. A main objective of the State Development and Redevelopment Plan (SDRP) is to establish statewide planning objectives regarding land use, transportation, economic development, urban and suburban redevelopment, and public facilities and services. It requires a cross-acceptance process to insure compatibility between local, county and state plans.

Statewide transportation policies annunciated in the SDRP relevant to Camden County, form the cornerstone of the county plan:

Integration of Land Use and Transportation Planning - strengthen the linkage between transportation planning and land use planning. Specifically, interrelate the county's site plan/subdivision process, land use master plan, the highway plan and the Capital Improvement Plan.

Transportation and National Resource Protection - Coordinate transportation planning and project development with environmental planning. Transportation improvements must accommodate and protect sensitive environmental resources.

Transportation and Air Quality - Coordinate transportation planning and project development towards the goal of achieving the objectives set forth in the CAAA.

System Preservation - The plan states "The preservation and maintenance of the existing

transportation network is the highest transportation priority."

Personal Mobility - Emphasize the movement of more people, rather than the movement of more vehicles, when making investment decisions. Consideration must be given to public transportation and nontraditional transit (e.g., car pooling, paratransit).

Efficient Utilization of Capacity - Effectively manage the existing transportation network through the use of incident management, advanced traffic information systems, and exclusive lanes for high occupancy vehicles (HOVs).

Highway Access Management - Develop and adhere to highway access management policies and programs that protect the highway network capacity and provide for safe travel.

Regional and Local Traffic Patterns - Separate regional through traffic from local traffic by improving the use of highways and bypass routes around congested areas, implement appropriate access management to achieve this objective.

Transportation Planning as a Redevelopment and Development Tool - Employ transportation planning, facilities and services as development and redevelopment tools, to shape growth and leverage economic development opportunities.

Goods Movement - Enhance goods movement by making appropriate investments in the transportation infrastructure.

Due to its significance in directing land development and state policy, the SDRP should be used as a guide in developing policies for the county plan.

In the 1980's, NJDOT introduced three major initiatives that bear directly on the county's highways. They are access management, transportation development districts, and transportation management associations (TMA).

Access Management

The State Highway Access Act, approved by the state legislature in 1989, mandates NJDOT to adopt a State Highway Management Code.

On the state level, the State Access Management Code, promulgated by NJDOT, assigns one of seven access levels to all state highways. These levels range from limited access highways to roads with access restricted only by safety concerns. Access level is determined by several factors such as functional classification, land use adjacent to the highway segment, the speed limit, and whether the highway is divided.

This Code permits the establishment of an access management plan providing for access to/from individual lots along the state highway system. Furthermore, the Act gives counties considerable control over access to/from county highways. An adopted plan consists of a report and a plan showing property lines, tax block and lot numbers, existing and proposed driveways, and a schematic plan showing proposed improvements to each lot.

Transportation Development District

The Transportation Development District Act of 1989 provides a mechanism for counties to create a special financing district to fund transportation improvements in high growth corridors or high growth districts. The Act permits counties to assess new developments in order to supplement public investments in transportation and to remedy future problems. Amelioration of existing transportation problems can not be charged to new development.

Procedures to establish a transportation development district are clearly outlined in the Act. A joint planning process involving the county, NJDOT, municipalities, and the private sector is envisioned. An application for a TDD must be submitted to NJDOT. In accordance with the Act, NJDOT has adopted strict standards for determining the validity of a TDD. If the application is approved, the county initiates a planning process leading to an improvement plan and financial plan. The financial plan specifies a fee formula. NJDOT must approve all plans prior to the county assessing each new development their "fair share" contribution. All projects funded by TDD's must have a project agreement signed by NJDOT; the agreement assigns financial obligations among the various parties.

Since the adoption of this Act, its utilization has been limited. This under-utilization may stem from the arduous implementation procedures required to develop the plan. The opportunity to implement a TDD may have limited application in Camden County since there are few high growth areas in the county with the intensity of development necessary to warrant a TDD.

Transportation Management Associations

Transportation management associations (TMAs) are typically non-profit public/private partnerships formed by organizations located in a delineated geographic area for the purpose of implementing low cost mobility enhancement and/or congestion reduction programs. To be successful these programs must be supported by the employers, commuters and municipalities within the TMA area.

In the summer of 1989, the New Jersey Department of Transportation (NJDOT) began working with local public and private sector representatives to investigate the feasibility of implementing travel demand management strategies to increase mobility in a contiguous area comprised of portions of Camden and Burlington Counties. The result was the formation of the Cross County Connection Transportation Management Association (CCCTMA). Technical and financial support for the CCCTMA are provided by NJDOT along with financial support from the 11 municipalities and numerous companies who have become members.

The common mission of this TMA and all its constituents is to reduce highway traffic by discouraging single-occupant-vehicles and providing/promoting ride-sharing opportunities as an alternative. Other travel demand management strategies that the TMA is pursuing include increased public transit service in the area and flexible work hours.

County Policy Zones

In keeping with the above planning framework, the emphasis of Camden County's transportation master plan should be on transit opportunities and other non-traditional transportation strategies, as identified in the Camden County Public Transportation Plan prepared by DVRPC in March 1993. However, the highway circulation element, as described in this effort, still plays a critical role in the county's mobility.

The emerging vision is that future transportation needs and programs should be clearly tied to land use patterns. For example, where the land uses and transportation system are mature, the emphasis should be on maintaining the existing transportation infrastructure. In high growth zones, the infrastructure should be upgraded to absorb expected traffic growth. While in the older areas, mostly along the Delaware River, improvements are needed to continue the revitalization process.

To assess its transportation needs, the county was divided into eight different policy zones, each with its own characteristics and policy perspectives. The eight zones are: Metro Waterfront, Urban Fringe, Metro Corridor, Mature Suburbs, Emerging Suburbs, Towns, Rural Development Area and Pinelands (Figure 12). A description of the transportation infrastructure for each zone along with the transportation needs and policies to guide the county investment is presented in Table 7.

The policy zones account for the unique qualities and conditions that exist in different areas of the county. Each policy area represents a relatively homogeneous area with similar land use characteristics, transportation opportunities and transportation needs. In most cases, zonal boundaries follow municipal boundaries, however in some of the larger municipalities like Gloucester, Voorhees, Winslow and Waterford Townships, land use and transportation characteristics are not consistent throughout. Sections of these municipalities fall in different zones.

TABLE 7
CAMDEN COUNTY POLICY ZONES

METROPOLITAN WATERFRONT

(Camden, Gloucester City, Pennsauken, Brooklawn)

Existing Transportation Infrastructure:

- The street network is a comprehensive grid oriented towards the Delaware River.
- A radial network emanates from the Camden CBD.
- State highways converge onto the Ben Franklin and Walt Whitman Bridges.
- There is an extensive public transit network oriented to Camden and Philadelphia composed mainly of New Jersey Transit buses; the Camden Transportation Center allows interconnection with PATCO.

Future Transportation Needs:

- Upgrade access to the waterfront for commercial redevelopment and recreational needs.
- Identify truck routes to the existing and emerging industrial centers.

- Repave the streets which have experienced a deterioration in their pavement conditions, especially those roads which carry buses and trucks.

Transportation Policy:

- Construct a new Industrial Highway to serve the Camden waterfront similar to Delaware Avenue in Philadelphia. The road should extend from the vicinity of Morgan Boulevard/Broadway to the vicinity of the New Jersey State Aquarium/General Electric complex.
- Extend the existing signal interconnection on CR 551 through Gloucester City and interconnect the signals on CR 605
- Upgrade the River Road corridor (see next chapter for specific recommendations).
- Complete the extension of Delaware Avenue to State Street (CR 601) and upgrade State Street in the vicinity of Delaware Avenue.
- Improve the access ramps from US 30 into Camden by upgrading signage.
- Develop a signage plan to direct both visitors and truck traffic to destinations along the waterfront and into the Camden CBD.
- Replace the Federal Street (CR 537) and State Street (CR 601) bridges over the Cooper River.

URBAN FRINGE

(Audubon, Audubon Park, Bellmawr, Collingswood, Haddonfield, Haddon Heights, Haddon Township, Merchantville, Mt. Ephraim, Oaklyn, Tavistock, Woodlynne)

Existing Transportation Infrastructure:

- The grid street network is slightly less dense than the waterfront area.
- The arterials are predominantly north-south radials oriented towards Camden and providing access to I-295, I-76 and the New Jersey Turnpike. There are minimal east-west facilities.
- Most roads offer little opportunity to be widened.
- There is a moderate level of NJ Transit bus service.
- Three PATCO stations are located in this zone.

Future Transportation Needs:

- Traffic flow improvements need to be realized on the arterial system.

Transportation Policy:

- Maintain the existing transportation infrastructure.
- Install signal timing improvements on CR 561 - coordination, phasing, optimization.
- Construct minor intersection improvements to add capacity - left turn lanes.
- Restripe CR 636 to two lanes in each direction from CR 628 to CR 561.

METRO CORRIDOR

(Barrington, Hi-Nella, Laurel Springs, Lawnside, Magnolia, Somerdale, Stratford)

Existing Transportation Infrastructure:

- US 30 is the spine of the network with the local street network as branches.
- The corridor is a radial route from Camden.
- Transit service in this area is more limited.
- The corridor parallels the PATCO Hi-Speed Line although no stations are located in this zone.

Future Transportation Needs:

- Traffic flow improvements need to be realized on the arterial system.
- Improve Transit service to PATCO stations

Transportation Policy:

- Work with NJDOT to initiate access management on US 30.
- Maintain the existing transportation infrastructure.
- Implement traffic flow improvements on CR 544 and CR 673 (see next chapter for specific recommendations).
- Construct minor intersection improvements - left turn lanes on US 30.
- Construct proposed connector roadway through New Jersey University of Medicine and Dentistry Campus between CR 673 and US 30/New Road/ Bradlee's Shopping Center Driveway intersection for campus circulation and bypass of congested US 30/CR 673 intersection.

MATURE SUBURBS

(Cherry Hill, Runnemede, Gloucester Township-north, Voorhees Township-west)

Existing Transportation Infrastructure:

- This zone exhibits the classic post World War II residential street network accessing the arterial network.
- The arterial network provides direct access to freeways: I-295 and NJ 42.
- A moderate level of transit service exists.

Future Transportation Needs:

- Traffic flow improvements need to be realized on the arterial system.
- Improve Transit service to PATCO stations

Transportation Policy:

- Maintain the existing transportation infrastructure.
- Widen portions of CR 673, CR 534 and CR 544 to two lanes by direction (see next chapter for specific recommendations).
- Interconnect the traffic signals on CR 561 and CR 644.
- Complete selected intersection improvements to increase capacity for improved traffic flow.
- Relieve congestion near freeway interchanges: NJ 42 and CR 534, I-295 and CR 561, I-295 and NJ 70.

EMERGING SUBURBS

(Gloucester-south, Voorhees-east, Winslow-northwest)

Existing Transportation Infrastructure:

- The highway network is sparse.
- There is minimal direct access to state highways or freeways.
- The only official park and ride site in the county is located in this zone.
- Limited transit service exists.

Future Transportation Needs:

- Upgrade the existing transportation system to absorb the new growth.

Transportation Policy:

- Reserve right-of-way for future improvements.
- Widen roadway and improve intersections on CR 689, CR 536 Spur and CR 706 (see next chapter for specific recommendations).
- Complete improvements to increase capacity for improved traffic flow at the following intersections: CR 688 and CR 705, CR 673 and CR 759, CR 673 and CR 706 and CR 706 and CR 759. Improvement scenarios for these locations are described in the Camden County Intersection Study prepared by DVRPC in October 1992.
- Encourage access management on county road network.
- Integrate land use and transportation planning.

TOWN CENTERS

(Berlin Boro, Berlin Twp., Clementon, Gibbsboro, Lindenwold, Pine Hill)

Existing Transportation Infrastructure:

- This zone has a moderately dense street system and each municipality has a centralized commercial area.
- US 30 bisects this zone and provides access to the strip commercial uses.
- The Atlantic City rail line also bisects this area with stops in Lindenwold and Atco.
- The availability of bus service in this area is very limited.
- There are no freeways serving this area.

Future Transportation Needs:

- Traffic flow improvements need to be realized on the arterial system.

Transportation Policy:

- Work with NJDOT to provide traffic flow improvements at US 30 and CR 689 intersection
- Work with NJDOT to initiate access management on US 30.
- Widen the CR 561/CR 708 corridor to two lanes by direction.
- Interconnect traffic signals and add left turn lanes along strip commercial corridors: US 30, NJ 73 and CR 534.
- Encourage access management on county road network.

RURAL DEVELOPMENT AREA

(Pine Valley, Winslow-central, Waterford-north, Chesilhurst)

Existing Transportation Infrastructure:

- This area is largely undeveloped with a sparse road network.
- Most of the county roads function as collectors.
- This area has no direct access to the freeway system.
- The availability of public transit is very limited.

Future Transportation Needs:

- Control access onto the arterial road network.

Transportation Policy:

- Reserve right-of-way for future improvements.
- Encourage access management on county road network.
- Coordinate with municipalities to integrate land use and transportation planning.

PINELANDS

(Winslow-south, Waterford-south)

Existing Transportation Infrastructure:

- This zone is characterized by very large parcels of undeveloped land and a sparse road network. Because of the Pinelands designation, there are restrictions on development and infrastructure improvements.
- US 30 and NJ 73 run generally parallel to each other and bisect this zone.
- There are two partial interchanges with the Atlantic City Expressway.
- During the summer months, this area experiences a lot of pass through trips headed to the Shore.

Future Transportation Needs:

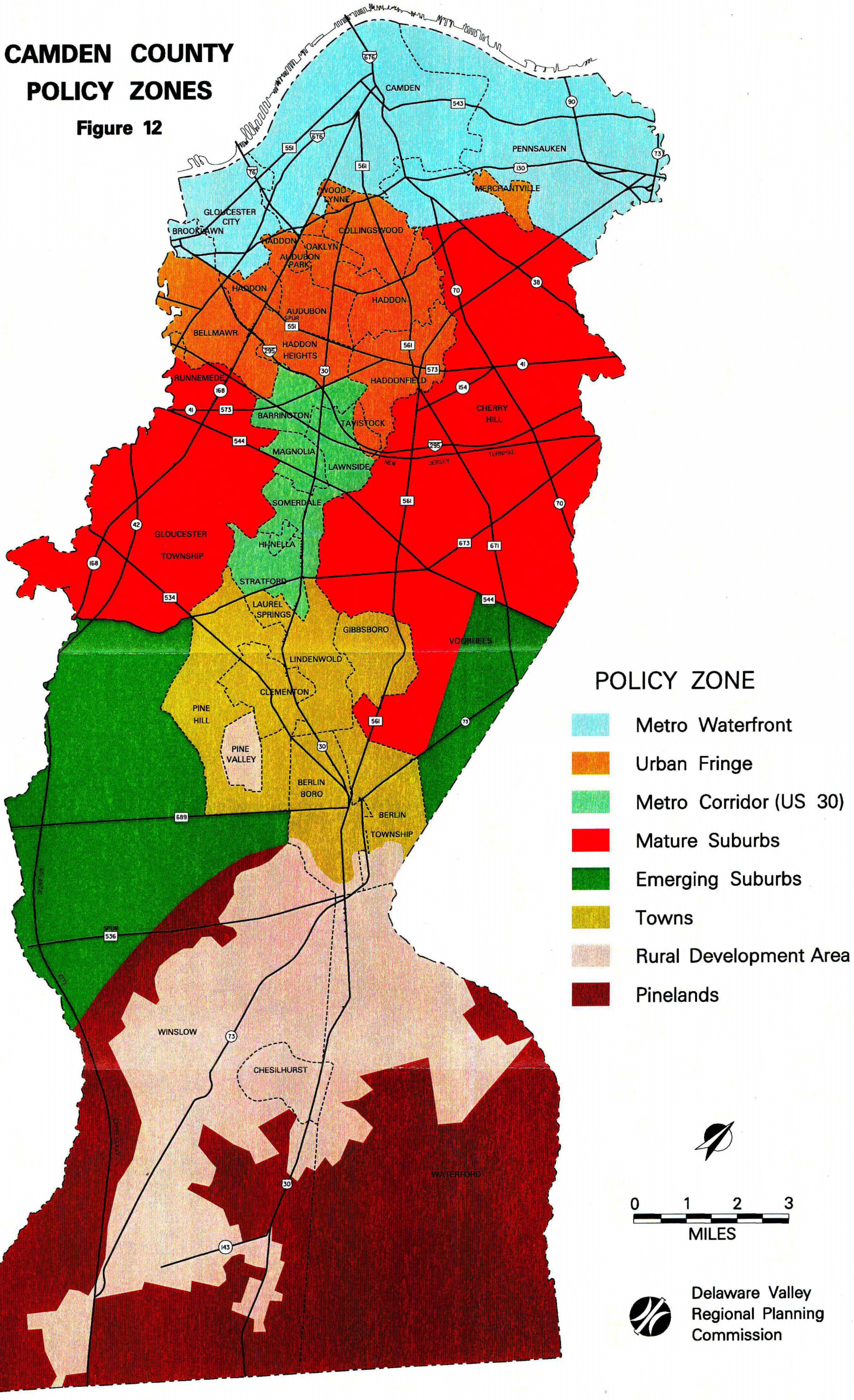
- The arterial roads should remain encumbered to provide for the peak Shorebound traffic.

Transportation Policy:

- The arterials should not be widened except to correct safety problems.
- Infrastructure improvements should not entice development or promote growth.
- Upgrade signage for recreational access and shorebound traffic.

CAMDEN COUNTY POLICY ZONES

Figure 12



POLICY ZONE

- Metro Waterfront
- Urban Fringe
- Metro Corridor (US 30)
- Mature Suburbs
- Emerging Suburbs
- Towns
- Rural Development Area
- Pinelands

0 1 2 3
MILES

Delaware Valley Regional Planning Commission

Page 46 Blank Back of Fig. 12

COUNTY-WIDE POLICIES

Arterials

This section of the report will identify a network of county-owned arterial highways which serve important travel corridors throughout the county (Figure 13). These arterials, together with the state highways form the backbone of the Camden County highway network. They represent the major routes for intercounty and intracounty travel. Because of their importance on county mobility, brief descriptions of the existing conditions of these arterials will be provided. Recommended improvements to these corridors are displayed on Figure 14. Several of these corridors have been previously studied as part of either the Camden County Transportation Study Phase IIa - Corridors and Growth Areas completed by DVRPC in December 1990 or the Camden County Transportation Study Phase IIb - Corridors in Developed Areas completed by DVRPC in September 1991.

CR 534 Blackwood Clementon Road

Limits: Gloucester County Line to US 30

CR 534 runs in an east-west direction across the center of the county. The section of this corridor from the Gloucester County line to NJ 42 has one travel lane in each direction and no shoulders. On-street parking is permitted in some areas of this mostly residential section. The posted speed limit is 45 mph through this area.

Because of the direct access to NJ 42 and the dense commercial activity, recurring congestion is typical of the operations of the segment from NJ 42 to Laurel Road (CR 673). Widening of this segment to a four or five lane cross section is recommended to ameliorate this situation and accommodate future growth. PM peak hour traffic exiting NJ 42 for eastbound CR 534 typically queues up on the off-ramp and spills back to the main line of NJ 42. This queue could be significantly relieved by the construction of an exclusive right turn lane on the eastbound CR 534 approach to the intersection with Erial Road (CR 706) and the widening of CR 534 to four lanes from NJ 42 to Little Gloucester Road (CR 759). The existing five lane cross section through the commercial area in the vicinity of CR 673 should be extended to CR 759.

The six signalized intersections between CR 706 and CR 673 (CR 759, Cherrywood

Drive, Millbridge Road and Kelly Driver Road) should be interconnected. Several businesses located on the south side of the road in this segment are served by a rear access road which intersects with Cherrywood Drive. Access/egress to these businesses should be restricted to this rear access road which should be signed to make it more visible and encourage its use.

The section between CR 673 and Watsontown New Freedom Road (CR 691) carries one lane in each direction. Due to several factors such as the level of development already present in the corridor, the residential nature of this section, homes located close to the road and several curves no wholesale widening is recommended through this section. However, daily peak period congestion at the intersections with Erial Avenue (CR 703), Gibbsboro Road (CR 686) and White Horse Avenue (CR 695) necessitate capacity increases (i.e. turn lanes) at this intersection.

No improvements are recommended to the four lane section between CR 691 and US 30.

CR 536 Spur Williamstown New Freedom Road

Limits: Gloucester County Line to NJ 73

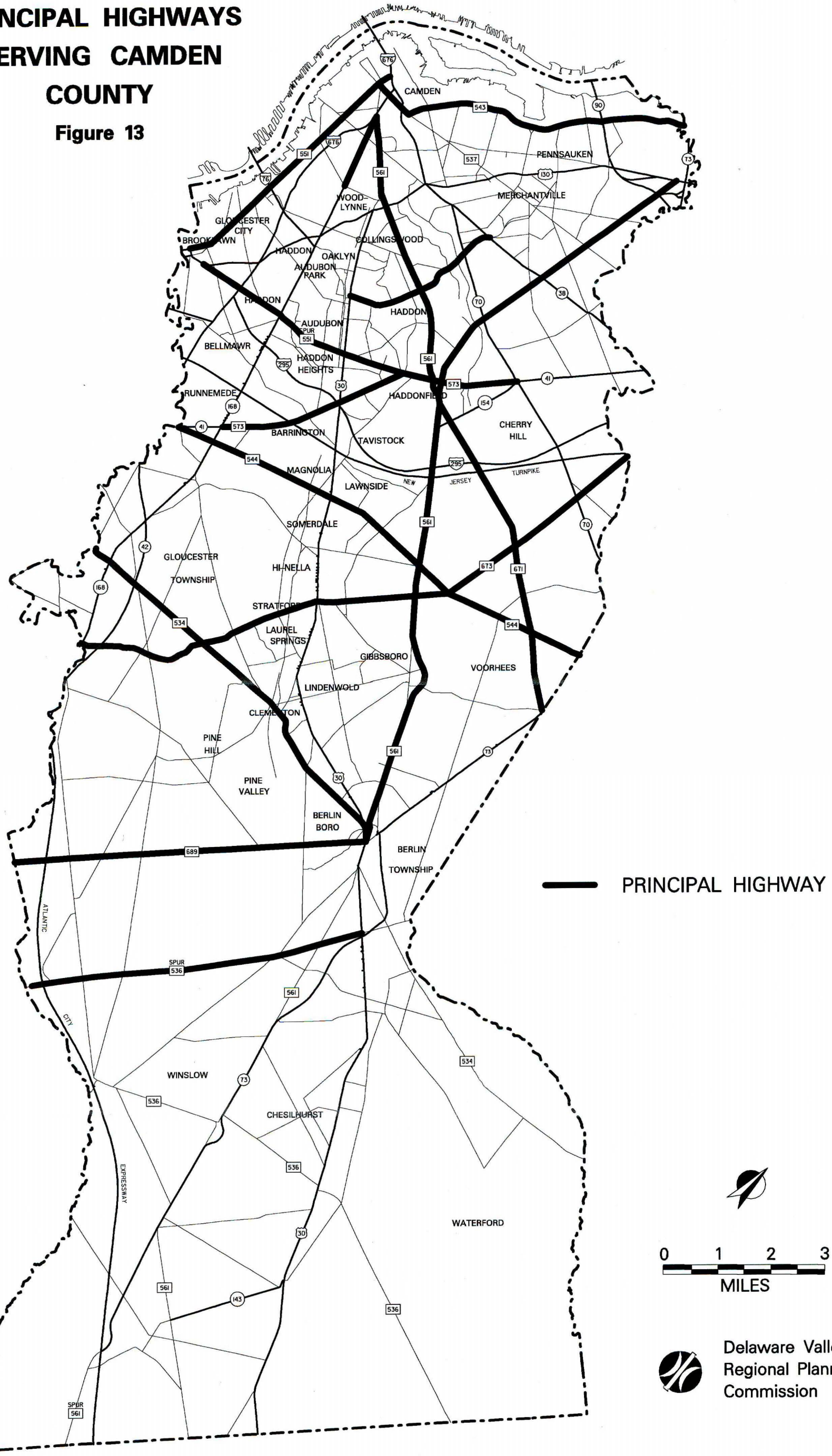
This corridor runs generally in a east-west direction across the southern portion of the county carrying one lane in each direction and serving through trips as well as localized trips. The eastern end of the corridor crosses into Gloucester County where it intersects with US 322 and NJ 42. Just inside the Camden County border, a diamond interchange exists with the Atlantic City Expressway. The western section of the corridor connects to US 30 and NJ 73. This arterial cuts through the core of the county's high growth area.

A mix of residential and commercial land uses abut the highway between the county line and CR 706 (Erial New Brooklyn Road). This section has a posted speed limit of 45 mph. The section from CR 706 to CR 561 (Tansboro Road) goes through a mostly wooded area with some scattered residential and commercial uses. Most of the residential and commercial structures are set back an adequate distance from the roadway. The 1800 foot section of the corridor from CR 561 to the ramps for NJ 73 consists of two 12 foot lanes and an eight foot shoulder in each direction separated by a grass median.

With existing traffic volumes exceeding 19,000 vehicles per day in the vicinity of the expressway interchange, the projected development in the area and the direct connections with

PRINCIPAL HIGHWAYS SERVING CAMDEN COUNTY

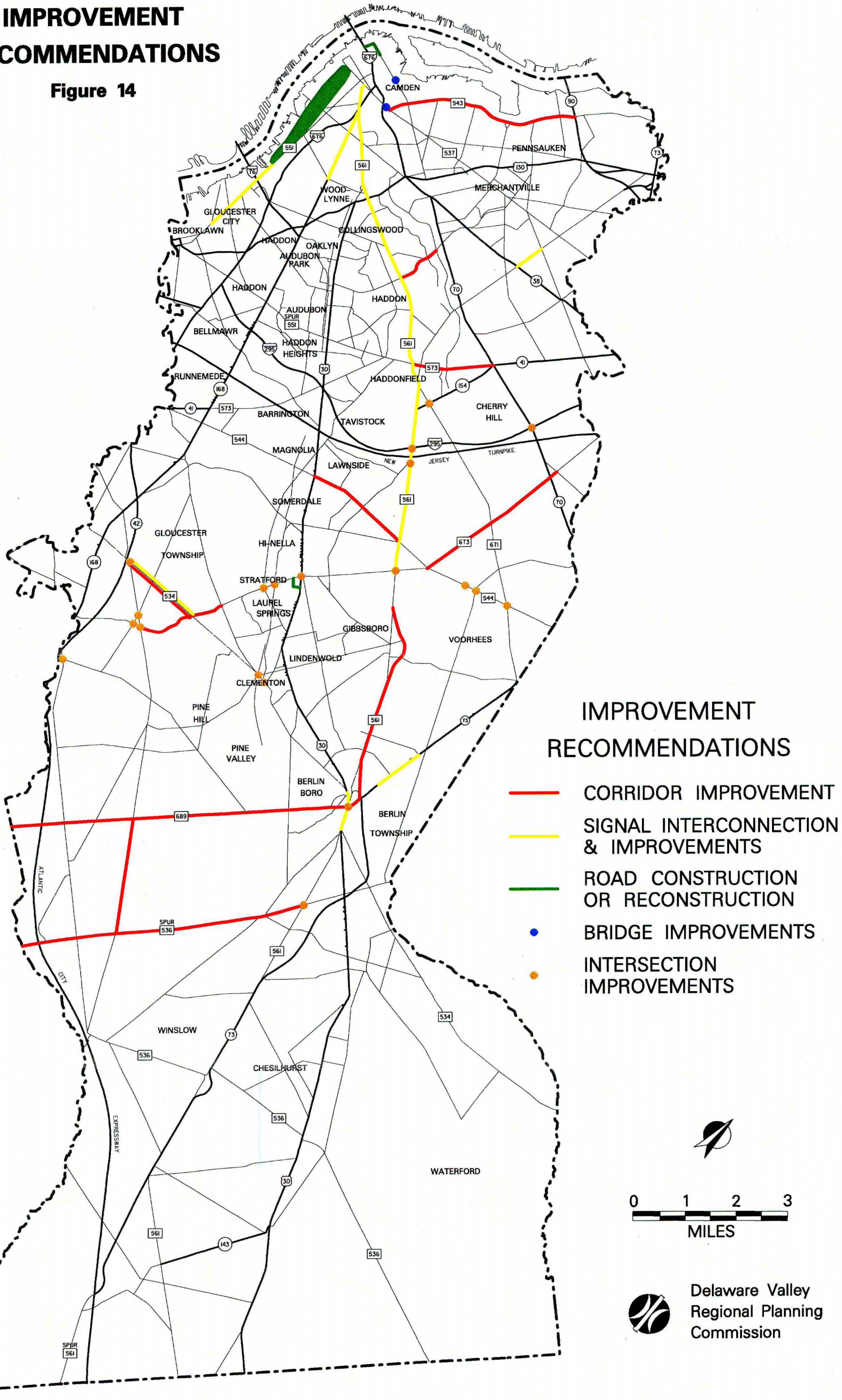
Figure 13



Page 50 blank Back of Fig. 13

IMPROVEMENT RECOMMENDATIONS

Figure 14



IMPROVEMENT RECOMMENDATIONS

- CORRIDOR IMPROVEMENT
- SIGNAL INTERCONNECTION & IMPROVEMENTS
- ROAD CONSTRUCTION OR RECONSTRUCTION
- BRIDGE IMPROVEMENTS
- INTERSECTION IMPROVEMENTS

0 1 2 3
MILES

Delaware Valley Regional Planning Commission

Page 52 blank Back of Fig. 14

US 322, NJ 42, US 30 and NJ 73 widening to four lanes is recommended at least from the Gloucester County line to CR 706. Gloucester County has taken steps to provide for the widening of this corridor to five lanes. The bridge over the Four Mile Branch of the Great Egg Harbor River (county boundary) is scheduled to be replaced in the Fall of 1993. The new bridge will consist of a five lane cross section. The widening of CR 536 Spur would necessitate the widening of the bridge over the Atlantic City Expressway which currently has a 36 foot cartway. Traffic volumes along the section from CR 706 to NJ 73 should be monitored to determine if widening is also necessary in this section. The possibility of wetlands encroachment must be investigated throughout several sections of this corridor.

CR 543 River Road

Limits: Burlington County Line to CR 537 (Federal Street)

This is a two lane road for the entire length which runs parallel to the Delaware River. The posted speed limits vary from 35 to 40 mph. This corridor provides important access to the industrial uses located along the Delaware River. There is considerable truck traffic in the northern section due to the landfill and industrial land uses. The turning radii should be increased from the existing 25 feet to 45 feet at intersections which experience heavy truck movements.

The function of the southern section of the River Road corridor is in a state of transition. This corridor was originally developed as a strip of local commercial activities, never intended to accommodate the current vehicular volumes or the dimensions of trucks. These commercial establishments flourished for a time as other industrial and residential developments sprung up around them. However, in more recent times, commercial and industrial activity has declined in this section of the corridor and the condition of the residential structures has also deteriorated. On-street parking is permitted in the residential and commercial areas. If,in the future, this facility is determined to provide more value as an arterial highway steps should be taken towards transforming the corridor into a higher mobility facility by acquiring the structures and right-of-way, relocating the occupants and widening the roadway. Otherwise truck traffic should be discouraged through the residential areas.

The at-grade crossing with the Conrail line at the Pavonia Yard creates frequent queues on River Road throughout the day which decreases the effectiveness of this road as an arterial.

CR 544 Evesham Road

Limits: Burlington County Line to Gloucester County Line

This east-west road carries two lanes by direction from the intersection with NJ 73 to the intersection with Haddonfield Berlin Road (CR 561). The posted speed limit is 40 mph. Although the road carries only one travel lane in each direction between CR 561 and US 30, it appears that an additional travel lane in each direction could be accommodated either within the existing cartway or with very minor widening. It also appears that the bridge abutments which support the PATCO Hi-Speed Line overpass have sufficient width so that the road could be widened to four lanes with a sidewalk. As a result the county could fairly easily provide a minimum four lane cross section from NJ 73 to the Ashland PATCO station. The net result would be to improve access to the PATCO Line, increase cross-county mobility and facilitate travel within a growth area of the county.

Provide intersection improvements including left turn lanes on CR 544 at Kresson Rd (CR 671), Cropwell Rd. (CR 675), West Jersey Hospital and the Main Street Development.

West of US 30, the corridor carries one travel lane in each direction with posted speed limits of 35 mph. The cartway width narrows down in this section of the corridor and the existence of on-street parking and homes that are built close to the road provides less opportunity for widening. Pavement conditions in this section are poor and should be upgraded.

CR 551 Broadway

Limits: Cooper Street to Gloucester County Line

This north-south road carries two travel lanes through the heart of Camden's CBD and the CBD of Gloucester City. On-street metered parking is available in both CBD areas.

The traffic signals are interconnected in groups of three or four through Camden. They don't appear to be interconnected in Gloucester City. The interconnect should be carried throughout the corridor.

CR 551 Spur Kings Highway

Limits: US 130 to CR 573 (Clements Bridge Road)

This east-west road carries one lane in each direction through mostly residential areas. The permitted on-street parking and the 25 mph speed limit work to keep speeds down on this road. No improvements are recommended along this corridor.

CR 561 Haddon Avenue/Haddonfield Berlin Road

Limits: CR 537 (Market Street) TO US 30

This corridor runs generally in a north-south direction through the center of the county. The section of the corridor from Market Street to US 130 consists of one travel lane and a parking lane in each direction for most of the distance. The adjacent land use is predominantly strip commercial with scattered pockets of residential uses. On-street parking is permitted intermittently throughout the corridor. Some locations prohibit parking only during peak hours and others have metered parking. There are 16 signalized intersections in just over 2.5 miles of this section. These signals are not interconnected. There are locations within this section where several closely spaced traffic signals should be interconnected.

The section between US 130 and CR 671 (Kresson Road) also provides one travel lane in each direction. Parking lanes and turning lanes at intersections are provided intermittently throughout this section. Needed improvements to this section are limited to traffic signal interconnection, pavement marking and lane use control signs.

Between Kresson Road and just north of CR 673 (White Horse Road), the corridor carries two travel lanes in each direction along a 46 foot curb to curb cartway. The county recently widened the section between CR 544 and just north of CR 673. Two large trees in front of a church on the northease corner of the intersection prevented the completion of this project. This incomplete project has created a bottleneck situation at the intersection. The dominant land use along the corridor is residential, however, office and commercial uses are also present. The ten signalized intersections in this section should be interconnected to provide proper progression. Left turn lanes should be constructed on CR 561 at all signalized intersections.

A five lane cross section (two lanes in each direction plus a center turn lane) exists between CR 673 and Laurel Oak Road. South of Laurel Oak Road, the corridor drops back to one lane by direction. Development is scattered in this segment and is a mix of residential, commercial and office uses. Most of the residential and commercial buildings are sufficiently set back from the road. This section should be widened to provide two lanes in each direction from Laurel Oak Road to CR 708 (Walker Avenue). South of CR 708 the flow of traffic shifts from CR 561 to CR 708 which carries traffic into NJ 73 at the Berlin Circle. The four lane cross section should continue down Walker Avenue. Between CR 708 and US 30, CR 561 functions more as a local road than an arterial.

CR 573 Clements Bridge Road/Kings Highway

Limits: NJ 168 to NJ 70

This county-owned road is oriented in an east-west direction. It is co-designated "temporary" NJ 41 and connects to the state-owned sections of NJ 41 at the intersection with NJ 168 and at the intersection with NJ 70.

This road carries one lane in each direction for most of its length while providing several left turn lanes on Kings Highway through Haddonfield. On-street metered parking is provided through the commercial district in Haddonfield. The capacity of the road could be increased to two travel lanes in each direction through Haddonfield within the existing cartway by moving the on-street parking to new off-street sites or by recessing the parking into the existing wide sidewalks.

Between NJ 168 and CR 551 Spur, the road passes through mostly residential areas with speed limits of between 25 and 35 mph. Major improvements are not recommended through this section although pavement and shoulder upgrades are in order.

Between Park Blvd. and NJ 70 the existing cartway is wide enough to accommodate two travel lanes in each direction and could be easily accomplished through restriping. The speed limit through this section is 40 mph.

CR 605 Mount Ephraim Avenue

Limits: NJ 168 to CR 561

This road carries one travel lane in each direction through a business district area. Metered parking is permitted on both sides of the road. Interconnection of the traffic signals would help the progression of traffic flow through this corridor.

CR 636 Cuthbert Boulevard

Limits: CR 626 (Chapel Avenue) to US 30

From Chapel Avenue to CR 623 this facility operates as a one way couplet traversing primarily residential land uses. On-street parking is prevalent yet the cartway is sufficiently wide to allow the adequate operation of the travel lanes. At the intersection with CR 623, where the two one-way roads join together, a detailed analysis should be conducted to determine appropriate intersection improvements. Posted speed limits are 25 mph in this section.

The road becomes a four lane divided highway from NJ 38 to CR 628 (Park Dr.) The intersections with NJ 38 and NJ 70 are grade separated. Posted speed limits are 40 MPH.

Between Park Dr. and Emerald Ave, the road has been restriped to one lane in each direction and is divided by a concrete median. The existing cartway had carried two lanes in each direction before it was restriped. The existing cartway is wide enough to accommodate two lanes in each direction from Park Drive to Haddon Avenue (CR 561).

Both Cuthbert Blvd. approaches to Haddon Avenue are three lanes wide but provide only one lane to serve through movements. The right turn only lane should be converted to a shared through/right turn lane to provide additional capacity for the through movement. Cuthbert Blvd. is wide enough to accommodate the necessary five lane cross section (three approach lanes and two departure lanes) on both sides of the intersection.

West of Haddon Avenue the cross section varies from three lanes (one lane in each direction plus a center left turn lane) in the vicinity of the shopping centers to two lanes between Lees Lane and US 30. Posted speeds are reduced in the later section to 25 mph.

CR 644 Potter Street/Grove Road/Haddonfield Road

Limits: CR 561 to Burlington County Line

From CR 561 to Kings Highway, this narrow cartway traverses a residential neighborhood having on-street parking and a speed limit of 25 mph. The county has recently resurfaced this section.

The cartway is widened between Kings Highway and NJ 70. However the adjacent residential land uses and the 25 mph speed limit slows traffic flow through the corridor. No changes are recommended to this section. The intersection with NJ 70 was recently improved to eliminate the Race Track traffic circle. CR 644 now carries five approach lanes to this intersection.

East of NJ 70, the road is widened to four lanes and has a speed limit of 45 mph all the way to NJ 73. The five traffic signals in the 0.7 mile stretch in the vicinity of the Cherry Hill Mall should be interconnected.

CR 671 Kresson Road

Limits: Burlington County Line to CR 561

This north-south road is one lane by direction from the intersection with NJ 73 to the intersection with CR 561. The residential nature of this corridor inhibits the likelihood of future widening.

Recurring congestion at the NJ 154 (Brace Road) intersection should be addressed by capacity and signal timing improvements.

CR 673 College Drive/Laurel Road/Glendale Road/Springdale Road

Limits: NJ 168 to Burlington County Line

This corridor runs across the county in a north-south diagonal from NJ 168 on the Gloucester County line to Burlington County. The number of travel lanes varies throughout the corridor between one and two lanes in each direction. The link between CR 706 (New Brooklyn

Road) and CR 683 (Chews Landing Road), although striped as two travel lanes, is 48 feet wide from curb to curb and used by traffic as a four lane roadway. Parking is not permitted in this section of the corridor. The 48 foot cartway permits this link to be increased to four lanes without any widening. In addition to the capacity benefits of a four lane road, maintaining two designated lanes for each direction will provide enhanced safety benefits.

The corridor narrows back down to a two lane roadway with no shoulders from CR 683 to US 30. The width in this curbed section varies between 28 and 36 feet. There is no parking permitted along this link. The dominant land use type is single family residential units. Also located in this section are Kennedy Memorial Hospital and the New Jersey University of Medicine and Dentistry. Widening is not recommended because of the severe impact it would have on adjacent residential properties. However frequent congestion occurs on this link because of the capacity constraints at the signalized intersections. Capacity, signal operation and alignment improvements to the signalized intersections at US 30, CR 727 (Atlantic Avenue) and CR 669 (Warwick Road) are required to expedite traffic flow through this area of the corridor. In addition to the intersection improvements, the proposed connector roadway should be constructed through the New Jersey University of Medicine and Dentistry Campus between CR 673 and US 30/New Road/ Bradlee's Shopping Center Driveway intersection for campus circulation and bypass of congested US 30/CR 673 intersection.

In the vicinity of the PATCO station, CR 673 carries 2 lanes southbound and 1 lane northbound from the north side of the bridge over the rail line to US 30. There is no parking along this link. The land use along this section of the corridor consists of the PATCO Station and some residential and commercial uses.

Two travel lanes in each direction are provided between the bridge over the PATCO line and CR 544 (Evesham Road). This four lane section of the corridor is 44 feet wide from curb to curb. There are no shoulders in this section. On-street parking is prohibited. The land use is mostly a mix of residential, office and commercial uses. The intersection with CR 561 is a location of recurring peak hour congestion. Although multiple lane approaches currently exist on all legs, minor widening and minor realignment could add substantial capacity to the intersection.

North of CR 544, the facility becomes a two lane road again. For approximately one mile north of CR 544, the corridor is 50 feet wide but is striped as two lanes. CR 673 then

narrows to 28 feet wide with no shoulders for the remainder of the link. The roadway has recently been widened at the approach to NJ 70 as part of the NJ 70 widening project. Parking is prohibited throughout this link. The land use along this link is mostly residential and undeveloped land. The entire segment from CR 544 to CR 674 (Greentree Road) should be upgraded to carry two lanes in each direction with left turn lanes at signalized intersections. Some areas would require only restriping while others would need physical widening to upgrade the facility to four lanes. The liberal setbacks of the buildings and the amount of undeveloped land along the remainder of the corridor, facilitates this widening.

CR 689 Cross Keys Road

Limits: Gloucester County Line to US 30

This corridor runs generally in a east-west direction across the central portion of the county carrying one travel lane in each direction and serving through trips as well as localized trips. A large portion of this corridor cuts through the county's high growth area. It also parallels CR 536 Spur which is approximately 2 miles to the south. The southern end of the corridor crosses into Gloucester County where it intersects with NJ 42. The western section of the corridor intersects with US 30 and has a connection to NJ 73 at the Berlin Circle.

The adjacent land use is predominantly a mix of undeveloped land and new residential developments throughout large portions of the corridor. There is no posted speed limit along the corridor therefore the statutory speed limit of 50 mph applies.

Recurring peak hour congestion is typical of the operations at the five signalized intersections along the corridor. Existing traffic volumes approach 16,000 vehicles per day at either end of the corridor.

The county has completed an investigation into the need for widening this facility to four lanes (five lanes in some sections) and recommends this improvement along with the installation of six new traffic signals. In order to efficiently move traffic along this corridor, it is essential that the signals be coordinated to promote progressive flow.

The intersection of CR 689 and US 30 experiences severe congestion and significant queues exist on both roads. This is one of the most critical intersection in this corridor and major improvements need to be undertaken. NJDOT should assist the county in improving this

intersection. In addition to the improvements at the intersection, the connection from this intersection to NJ 73 needs to be improved.

The construction of a grade-separated interchange between CR 689 and the Atlantic City Expressway has been recommended by the county. The South Jersey Transportation Authority (SJTA) is undertaking a study of building a connector between the New Jersey Turnpike and the Atlantic City Expressway. One of the nine alternatives under study includes the possibility of an interchange with the A.C. Expressway in the vicinity of CR 689. Due to spacing requirements and maintaining the integrity of the A.C. Expressway, a decision on any new interchanges will not occur until the SJTA study is completed.

Access Management

The level of service of a roadway rapidly deteriorates under substandard access control. Continuous driveway openings with unrestricted turning movements give rise to a greater incidence of traffic accidents, slower travel speeds, and increased traffic congestion. Since the southern portion of the county is still largely undeveloped, the county has a rare opportunity to develop and implement an access management code. Fortunately, the recently enacted State Highway Management Act provides the county with the authority to adopt the State Highway Management Code.

Under the State Code, each road segment on the state highway system is assigned one of seven access levels which determine allowable turning movements from access points on the state highway. Access level is determined by several factors such as functional classification, land use adjacent to the highway segment, the speed limit, and whether the highway is divided. Accompanying the seven access levels are strict standards on spacing of signalized and unsignalized access points, warrants for left turn lanes, and design standards.

The Code also permits the establishment of an access management plan which shows the design of access for every lot on an individual segment of a state highway. Implementation of an access management plan requires municipal endorsement and participation in the planning process. An adopted plan must consist of a report and a map. At the minimum, the report must identify the highway segment, name all participants in the planning process, identify all relevant transportation development districts or transportation management associations, and identify all existing and future access points. The map must show the subject highway segment, all

municipal boundaries, tax map block and lot number with current land use and zoning for all parcels, all existing and proposed driveways, all existing traffic control devices, and a schematic plan showing proposed improvements to each lot.

Adoption of the Code would give the county greater control in regulating access to county roads. Driveway access on county roads classified as arterials should be strictly regulated. Use of the state code would insure greater utilization of right turn only driveways and left turn lanes. With large tracts of vacant land, the county could encourage construction of service roads to serve as a collector/feeder road accessing strip developments along arterials. In areas with partial or substantial development, joint driveways are a tool to reduce the number of curb cuts. Access management plans are a mechanism to attain these objectives. Through these and other concepts the county can control highway access.

Official Map

New Jersey Statutes (NJSA 40:27-5) empower the Board of Chosen Freeholders to adopt and establish an official county map "showing the highways, roadways, parks, and sites for public buildings or works, under county jurisdiction, or in the acquisition, financing or construction of which the county has participated or may be called upon to participate." A county is not required to adopt an official map because there are no restrictions on repairing or maintaining existing streets. However, the statutes require an official map when a county plans and acquires additional land for roads or other county facilities.

Counties primarily use the official map as the basis for acquiring right-of-way during the land development review process. Even though counties are not permitted to "land bank" right-of-way, there is a growing recognition that given growth-related traffic problems experienced throughout New Jersey, right-of-way acquisition is a reasonable exercise of police powers if there is a master plan to justify the taking.

Camden County has set standard right-of-way widths for the county-owned roads. Figure 15 displays the proposed right-of-way widths for the county road system. Standards for cartway widths have also been established by the county for their road network. The proposed cartway widths for this network are presented in Figure 16.

This report recommends a proposed functional classification system for county owned roads. This system was developed by reviewing the functional classification categories of county-owned roads presented in the 1971 County Master Plan for Highways, the NJDOT functional classification categories for roads in Camden County and an assessment of how these roads function in the context of carrying traffic in the county. While the state system looks at roads in a national significance, the county system looks at how the county roads are used on the regional level. This system focuses exclusively on the county road network. For planning and design purposes, highways are classified by function. Although highways have two functions: 1) to provide mobility and 2) to provide land access, there is an incompatibility between these two objectives. Mobility requires high speeds for sustained travel while land access mandates low speeds for frequent turning movements. A brief description of each functional classification category is given below:

Principal Arterial - Serves county-wide and intercounty travel as well as major activity centers and through movements. In addition, these facilities carry significant intra-county travel, such as between the CBD and outlying residential areas. Land use is subordinate to mobility, the emphasis is mainly through movements.

Minor Arterials - Interconnects and augments the principal arterial system. Carries trips of moderate length; places more emphasis on land access than principal arterials and carries less traffic. Does not penetrate identifiable neighborhoods.

Collector - Provides both land access and traffic circulation within residential neighborhoods and commercial and industrial areas. The collector system collects and distributes trips from arterials to their ultimate destination. Conversely, they collect traffic from local streets and channel it into the arterial system. In rural areas, collectors are subclassified as major and minor collectors.

Local Roads - Primarily permits direct access to abutting land uses and connections to higher categories; carries low traffic volumes.

The proposed county functional classification system is displayed in Figure 17.

Management Systems

The tasks of maintaining the county's transportation infrastructure, defining the transportation policy and evaluating and prioritizing the system's needs can be overwhelming if not addressed in an organized manner. Since these tasks are both interrelated and interdependent, a systematic approach is recommended which the county develops and utilizes a highway pavement management system, a bridge management system, a highway safety management system, and a traffic congestion management system similar to the management systems being developed by NJDOT as required by ISTEA.

The primary purpose of management systems is to improve the efficiency of, and protect the investment in, the transportation infrastructure. The system itself consists of a database and an analysis capability that enable the county to efficiently evaluate transportation needs, develop recommendations and assess the near and long term policy impacts and alternative courses of action. Each management system is designed to provide vital information to decision makers for making informed decisions on the expenditure of limited resources.

These systems have similar objectives which are accomplished using a variety of tasks. The following is a description of these management systems:

Pavement Management System (PMS) - a process to collect and analyze pavement information to be used as input in selecting cost effective strategies for providing and maintaining pavements in a serviceable condition. The county should work with NJDOT to insure that all county roads on the federal aid system are covered by the state's PMS. The county should make sure that all other county roads, those not on the federal aid system, are covered in their own PMS. This information can be used by DVRPC/NJDOT in the evaluation and selection of projects for federal and state funding. The county can use this system to estimate maintenance and capital cost needs. It can also be useful to the county in selecting projects that optimize the expenditure of taxpayer dollars.

Bridge Management System (BMS) - should include formal procedures for collecting processing and updating data, predicting deterioration, identifying alternative actions, predicting costs and determining optimal policies. NJDOT's BMS will include all county bridges. The county should work cooperatively with NJDOT to provide the necessary information to be input into the system. This system will be useful to the county in

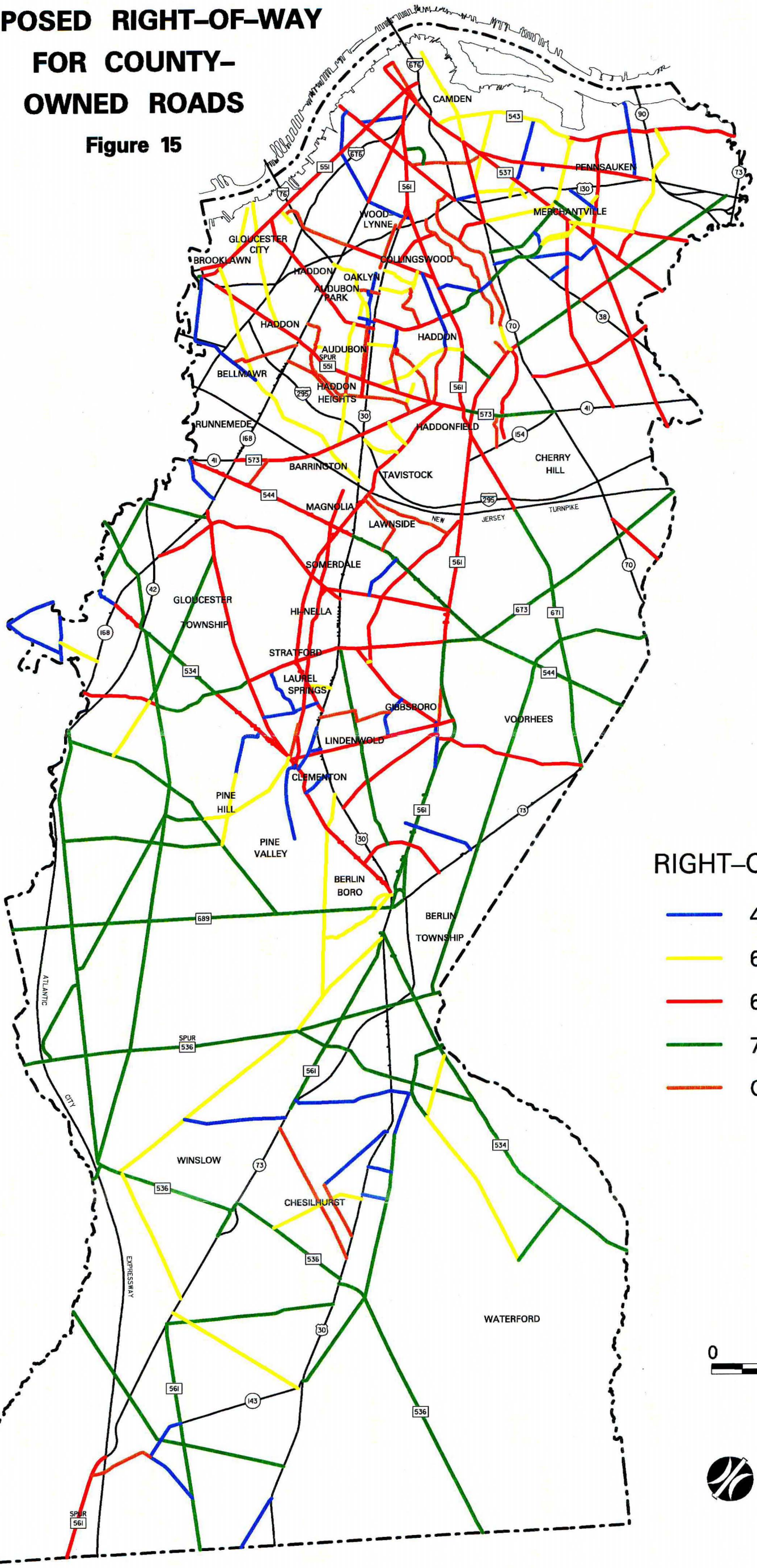
keeping an inventory of current bridge conditions. The state and county can use this database when selecting appropriate projects to be funded with state-aid or county funds.

Highway Safety Management System (SMS) - should encompass a comprehensive approach incorporating roadway, human and vehicle safety elements. Coordination and cooperation among all entities responsible for highway safety (DOT's, enforcement, medical services and administrative agencies) is stressed. On the county level, this effort should include plotting high accident locations, and addressing elements such as railroad crossings, adequate horizontal clearances, or protected left turn phasing.

Traffic Congestion Management System (CMS) - a systematic process that provides information on transportation system performance to decision makers for selecting and implementing cost effective strategies to manage new and existing facilities so that traffic congestion is alleviated and the mobility of persons and goods is enhanced. NJDOT is required under ISTEA to implement a statewide CMS which the county should emulate to some degree on the local level. At a minimum, the county should institute a program for the collection of traffic volume data on the county road network. This data would be used to conduct level of service analyses, prepare traffic signal warrant analyses and to monitor overall changes in traffic activity on the county's roads. It would also be used to supplement the other management systems.

PROPOSED RIGHT–OF–WAY FOR COUNTY–OWNED ROADS

Figure 15



RIGHT–OF–WAY

- 49.5′ – 50′
- 60′
- 66′
- 74′
- Other

0 1 2 3

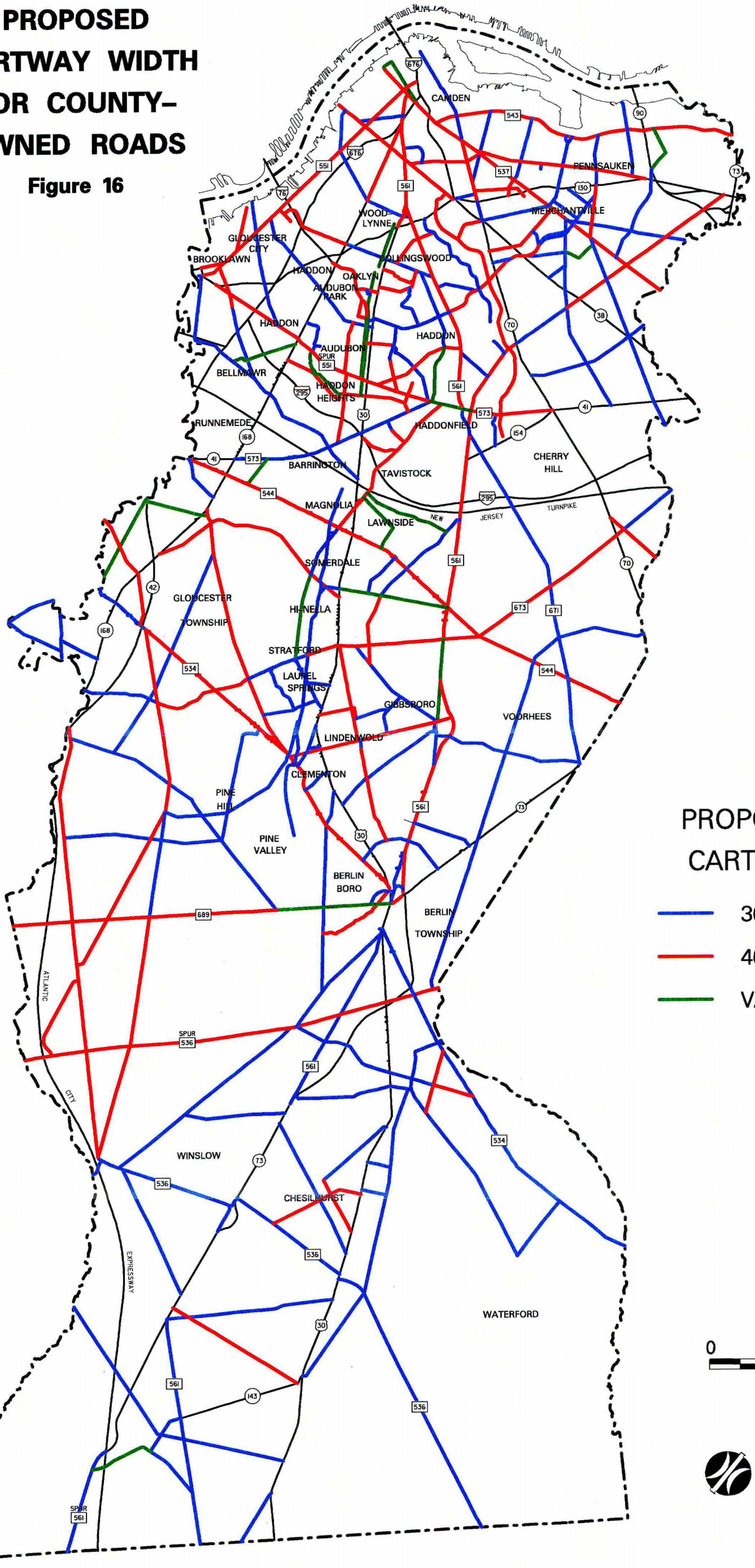
MILES

Delaware Valley Regional Planning Commission

Page 68 Blank Back of Fig. 15

PROPOSED CARTWAY WIDTH FOR COUNTY-OWNED ROADS

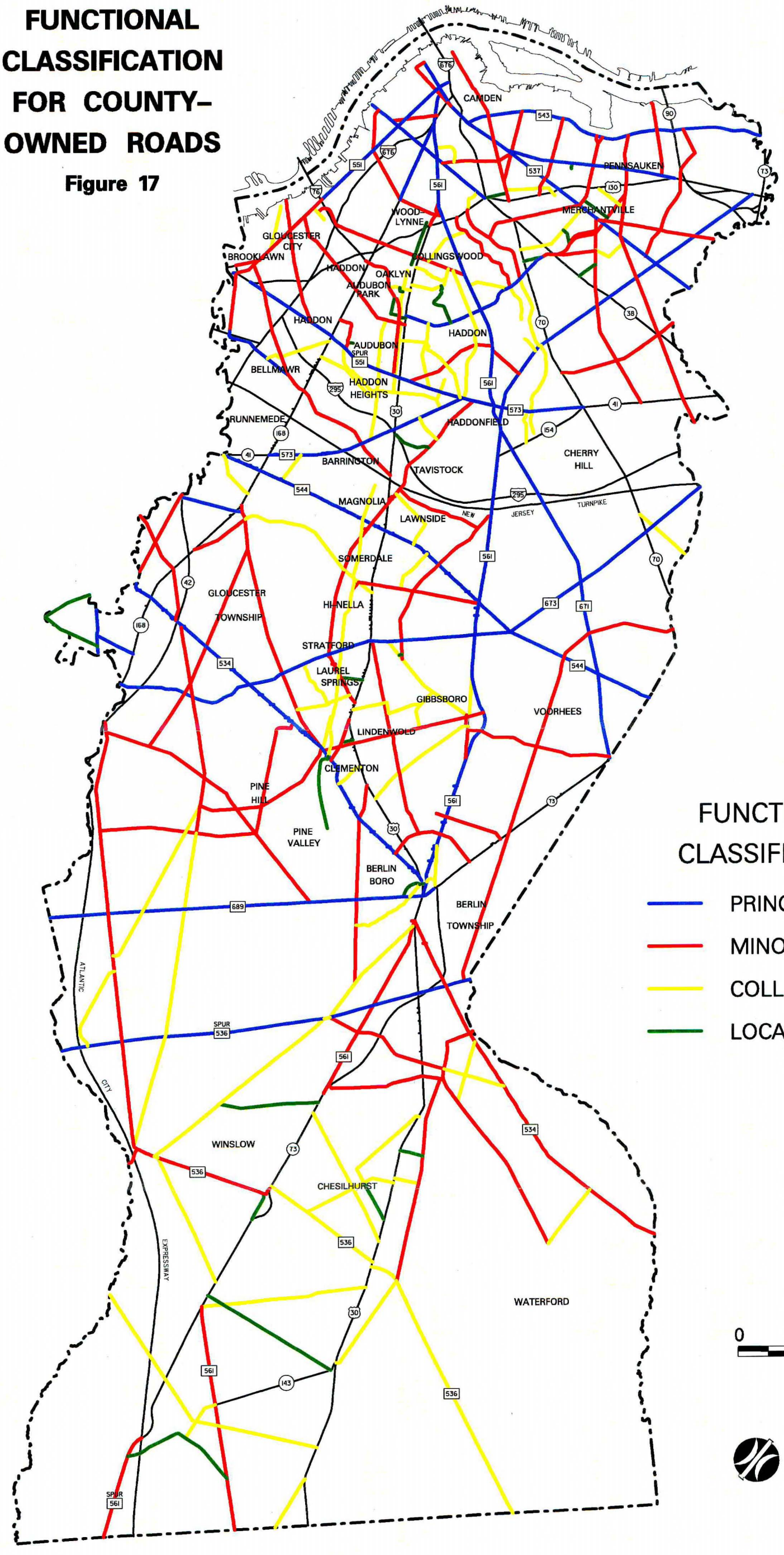
Figure 16



Page 70 Blank Back of Fig. 16

FUNCTIONAL CLASSIFICATION FOR COUNTY-OWNED ROADS

Figure 17



Page 72 Blank Back of Fig. 17

APPENDIX A

COUNTY ROAD DATA

County Route Segment	Name	Length (Mi)	Existing ROW (Ft)	Proposed ROW (Ft)	Proposed Cartway (Ft)	FHWA Funct Class	Proposed Funct Class	Fed Aid System
534								
Co line - NJ 168	Church St	0.40	variable	49.5	36	UMA	PA	yes
NJ 168 - NJ 42	Blackwood-Clementon	0.61	49.5	66	36	UMA	PA	yes
NJ 42 - 673	Blackwood-Clementon	1.70	49.5	74	46	UMA	PA	yes
673 - 683	Blackwood-Clementon	1.68	60	66	46	UMA	PA	yes
683 - US 30	Clementon-Berlin Rd	3.15	66	66	46	UMA	PA	yes
US 30 - 714	Jackson Rd, Atsion Rd	5.54	49.5	74	36	UMA	MA	yes
714 - Co line	Jackson Rd, Atsion Rd	1.73	49.5	74	36	UC	MA	yes
		14.81						
536								
Co line - NJ 73	Cedarbrook-New Brooklyn Rd	3.14	49.5	74	36	UMA, RMA	MA	yes
NJ 73 - US 30	Waterford Rd	3.15	49.5	74	36	UC	C	yes
US 30 - 716	Chew Rd	0.53	49.5	74	36	UMA	C	yes
716 - Co line	Chew Rd	4.56	49.5	74	36	RMC	C	yes
		11.38						
536 Spur								
Co line - AC Expy	Williamstown-New Freedom Rd	0.32	49.5	74	46	UPA	PA	yes
AC Expy - 561	Williamstown-New Freedom Rd	5.39	49.5	74	46	UMA	PA	yes
561 - 534	Taunton Rd	.75	49.5	74	46	UMA	PA	yes
534 - Co line	Taunton Rd	0.44	49.5	74	46	UMA	MA	yes
		6.90						
537								
737 - 537 Spur	Federal St	0.73	66	66	46	UMA	MA	yes
537 Spur - 601	Federal St	0.98	66	66	46	UMA	MA	yes
601 - 644	Federal St, Maple Ave	3.33	66	66	46	UMA	MA	yes
644 - Co line	Moorestown Pk	0.73	86	86	46	UMA	MA	yes
		5.77						

NOTES:

FHWA Funct Class: UPA-Urban principal arterial UMA-Urban minor arterial UC-Urban collector RPA-Rural principal arterial RMA-Rural minor arterial RMC-Rural major collector RC-Rural minor collector

Proposed Funct Class: PA-Principal Arterial MA-Minor Arterial C-Collector

County Route Segment	Name	Length (Mi)	Existing ROW (Ft)	Proposed ROW (Ft)	Proposed Cartway (Ft)	FHWA Funct Class	Proposed Funct Class	Fed Aid System
537 Spur								
737 - 537	Market St	0.68	80	80	45-50	UMA	MA	yes
543								
Co line - 612	River Rd	2.87	variable	66	46	UMA	MA	yes
612 - 537	River Rd	2.39	variable	60	46	UMA	MA	yes
		5.26						
544								
NJ 41 - 561	Evesham Rd	5.26	66	66	46	UMA	PA	yes
561 - Co line	Evesham Rd	3.46	66	74	46	UMA	PA	yes
		8.72						
551								
Franklin Br - Morgan Blvd	Broadway	2.42	66	66	46	UPA	PA	yes
Morgan Blvd - US 130	Broadway	2.54						
		4.96	66	66	46	UMA	PA	yes
551 Spur								
US 130 - 573	Kings Highway	4.33	66	66	46	UMA	PA	yes

NOTES:
FHWA Funct Class: UPA-Urban principal arterial UMA-Urban minor arterial UC-Urban collector RPA-Rural principal arterial RMA-Rural minor arterial RMC-Rural major collector RC-Rural minor collector
Proposed Funct Class: PA-Principal Arterial MA-Minor Arterial C-Collector

County Route Segment	Name	Length (Mi)	Existing ROW (Ft)	Proposed ROW (Ft)	Proposed Cartway (Ft)	FHWA Funct Class	Proposed Funct Class	Fed Aid System
561								
537 - 605	Haddon Ave	0.46	66	66	46	UPA	PA	yes
605 - 573	Haddon Ave	5.04	66	66	46	UMA	PA	yes
573 - 671	Haddonfield-Berlin Rd	0.46	49.5	66	36	UMA	PA	yes
671 - NJ TPK	Haddonfield-Berlin Rd	1.39	66	66	46	UPA	PA	yes
NJ TPK - 544	Haddonfield-Berlin Rd	1.69	60	66	46	UPA	PA	yes
544 - 673	Haddonfield-Berlin Rd	0.56	66	66	46	UPA	PA	yes
673 - 561A	Haddonfield-Berlin Rd	0.73	74	74	60	UPA	PA	yes
561A - US 30	Haddonfield-Berlin Rd	4.15	60	66-74	36-46	UPA	PA	yes
US 30 - NJ 73	Cedarbrook Rd	3.33	49.5	74	36	UMA/RMA	MA	yes
NJ 73 - Co line	Cedarbrook Rd	3.92	49.5	74	36	RMC	MA	yes
		21.73						
561 Spur								
NJ 73 - Co line	Folsom Rd, Mays Landing Rd	1.50	49.5	66	36	RMA	MA	yes
561A								
561 - 686	Haddon Ave, Old Haddonfield-Berlin Rd	0.62	49.5-55	49.5-55	36-46	UC	C	yes
561B								
684 - 699	Foster Ave	0.20	50	50	36	UMA	MA	yes
561C								
536 - NJ 73	Cedarbrook Rd	0.40	49.5	49.5	36	local	local	no
561D								
699 - 561	Berlin Ave, Old Haddonfield-Berlin Rd	0.63	50	50	36	UMA	MA	yes

NOTES:
FHWA Funct Class: UPA-Urban principal arterial UMA-Urban minor arterial UC-Urban collector RPA-Rural principal arterial RMA-Rural minor arterial RMC-Rural major collector RC-Rural minor collector
Proposed Funct Class: PA-Principal Arterial MA-Minor Arterial C-Collector

County Route Segment	Name	Length (Mi)	Existing ROW (Ft)	Proposed ROW (Ft)	Proposed Cartway (Ft)	FHWA Funct Class	Proposed Funct Class	Fed Aid System
573								
NJ 168 - 665	Clements Bridge Rd	2.80	49.5	66	36	UMA	PA	yes
665 - 551 Spur	Clements Bridge Rd	0.83	66	66	46	UMA	PA	yes
551 Spur - 644	Kings Highway	0.72	49.5	66-74	36-46	UMA	PA	yes
644 - NJ 70	Kings Highway	1.43	66	74	46	UMA	PA	yes
		5.78						
600								
NJ 70 - Co line	Old Marlton Pk	0.25	60	60	46	UMA	MA	yes
601								
2nd St - 543	State St	1.21	70	60	36	UMA	MA	yes
543 - 537	State St	0.46	80	60	36	UMA	MA	yes
537 - NJ 38/NJ 70	Marlton Ave	1.11	60	66	46	UMA	MA	yes
		2.78						
603								
Mechanic St - 561	Ferry Ave	2.32	50	50	36	UMA	MA	yes
604								
607 - 561	Newton Ave	0.80	50	50	36	UMA	MA	yes
605								
561 - 603	Mt. Ephriam Ave	1.38	66	66	46	UPA	PA	yes
606								
561 - US 30/US 130	White Horse Pk	0.38	70	70	46	UMA	MA	yes
606A								
561 - 606	Old White Horse Pk	0.21	66	66	46	local	MA	no

NOTES:
FHWA Funct Class: UPA-Urban principal arterial UMA-Urban minor arterial UC-Urban collector RPA-Rural principal arterial RMA-Rural minor arterial RMC-Rural major collector RC-Rural minor collector
Proposed Funct Class: PA-Principal Arterial MA-Minor Arterial C-Collector

County Route Segment	Name	Length (Mi)	Existing ROW (Ft)	Proposed ROW (Ft)	Proposed Cartway (Ft)	FHWA Funct Class	Proposed Funct Class	Fed Aid System
607								
Second Ave - US 30	Kaign Ave	2.47	66	66	46	UMA	MA	yes
608								
537 - 607	Baird Blvd	1.23	110	110	46	UMA	MA	yes
609								
543 - 601	27th St	1.27	50	60	36	UMA	MA	yes
610								
537 - US 130	Westfield Ave	3.01	66	66	46	UMA	MA	yes
611								
Farragut Ave - 543	36th St	0.10	50	50	36	UC	MA	yes
543 - 537	36th St	0.98	50	50	36	UMA	MA	yes
		1.08						
612								
543 - 537	Browning Rd	1.27	49.5	60	36	UMA	MA	yes
537 - NJ 38	Browning Rd	1.14	49.5-60	60	36	UMA	MA	yes
NJ 38 - 628	Browning Rd	0.77	66	66	46	UC	MA	yes
629 - 630	Browning Rd	0.31	66	66	46	UC	C	yes
		3.49						
613								
NJ 70 - 537	Lexington Ave	1.27	80	80	46	UC	C	yes
614								
Del. River - 543	Dercusse Ave	0.50	49.75	49.75	36	UMA	MA	yes
543 - 610	Dercusse Ave	0.75	49.5-49.75	49.5-49.75	36	UMA	MA	yes
		1.25						

NOTES:
FHWA Funct Class: UPA-Urban principal arterial UMA-Urban minor arterial UC-Urban collector RPA-Rural principal arterial RMA-Rural minor arterial RMC-Rural major collector RC-Rural minor collector
Proposed Funct Class: PA-Principal Arterial MA-Minor Arterial C-Collector

County Route Segment	Name	Length (Mi)	Existing ROW (Ft)	Proposed ROW (Ft)	Proposed Cartway (Ft)	FHWA Funct Class	Proposed Funct Class	Fed Aid System
615								
543 - US 130	Union Ave	1.02	50-60	60	36-46	UMA	MA	yes
US 130 - 621	Union Ave	0.97	33-50	60	36	UMA	MA	yes
621 - 537	Union Ave	0.53	45-50	66	36	UMA	MA	yes
		2.52						
616								
543 - US 130	Cove Rd	0.89	46.5-53.0	66	36	UMA	MA	yes
US 130 - 537	Cove Rd	0.93	55.0	66	46	UMA	MA	yes
537 - Co line	Church Rd	3.50	49.5	66	36	UMA	MA	yes
		5.32						
617								
610 - Court House	43rd St	0.2	50	50	36	UC	local	yes
619								
612 - 622	Chestnut St	0.27	40	40	36	local	local	no
620								
US 130 - 616	Rodgers Ave	0.89	50	50	36	local	C	no
621								
537 - 616	Park Ave	0.41	50	60	36	UMA	MA	yes
616 - 615	Park Ave	0.68	48-49	60	36	UMA	MA	yes
615 - 644	Park Ave	0.61	33-53	66	36	UMA	MA	yes
644 - Co line	Park Ave	0.34	49.5	66	36	UMA	MA	yes
		2.04						
622								
616 - 637/638	Center St	0.88	50	60	36	UMA	MA	yes

NOTES:
FHWA Funct Class: UPA-Urban principal arterial UMA-Urban minor arterial UC-Urban collector RPA-Rural principal arterial RMA-Rural minor arterial RMC-Rural major collector RC-Rural minor collector
Proposed Funct Class: PA-Principal Arterial MA-Minor Arterial C-Collector

County Route Segment	Name	Length (Mi)	Existing ROW (Ft)	Proposed ROW (Ft)	Proposed Cartway (Ft)	FHWA Funct Class	Proposed Funct Class	Fed Aid System
623								
NJ 70 - 636	Hampton Rd	0.15	49.5	49.5	36	local	local	no
636 - 626	Hampton Rd	0.65	49.5	49.5	36	UMA	MA	yes
		0.80						
624								
623 - 626	Hinchman Ave	.13	50	50	36	UC	C	yes
626 - 629	Hinchman Ave	.16	50	50	36	UC	C	yes
629 - 616	Plymouth Pl	.36	60	60	46	UC	C	yes
		0.65						
625								
NJ 38 - 626	Kenilworth Ave	0.37	50	50	36	local	local	no
626								
537 - 627	Chapel Ave	2.58	49.5	66	36	UMA	MA	yes
627 - NJ 41	Chapel Ave	0.85	33.0	66	36	UMA	MA	yes
		3.43						
627								
Co line - NJ 38	Coopertown Rd	0.32	49.5	66	36	UC	MA	yes
NJ 38 - NJ 70	Coopertown Rd	1.86	49.5	66	36	UMA	MA	yes
		2.18						
628								
607 - US 130	North Park Dr	.38	75	75	46	UC	C	yes
US 130 - 636	North Park Dr	1.67	75	75	46	UMA	MA	yes
636 - PRSL Line	North Park Dr	.83	75	75	46	UC	C	yes
PRSL Line - 644	North Park Dr	.42	60	60	46	UC	C	yes
644 - Caldwell Ave	North Park Dr	1.61	66	66	46	UC	C	yes
		4.91						

NOTES:
FHWA Funct Class: UPA-Urban principal arterial UMA-Urban minor arterial UC-Urban collector RPA-Rural principal arterial RMA-Rural minor arterial RMC-Rural major collector RC-Rural minor collector
Proposed Funct Class: PA-Principal Arterial MA-Minor Arterial C-Collector

County Route Segment	Name	Length (Mi)	Existing ROW (Ft)	Proposed ROW (Ft)	Proposed Cartway (Ft)	FHWA Funct Class	Proposed Funct Class	Fed Aid System
629								
US 130 - 636	South Park Dr	1.56	50-55	50-55	36	UMA	MA	yes
636 - Vesper Ave	South Park Dr	0.65	50-55	50-55	36	UC	C	yes
		2.21						
630								
561 - US 168	Collins Ave	0.74	49.5	66	36	UMA	MA	yes
US 168 - I-76	Collins Ave	1.63	118	118	46	UMA	MA	yes
I-76 - CR 755	Collins Ave	.44	118	118	46	UC	C	yes
		2.81						
632								
King St - 551	Jersey Ave	0.50	60	60	46	UC	C	yes
634								
551 Spur - 551	Market St	1.65	49.5	60	36	UMA	MA	yes
551 - terminus	Market St	.85	60	60	36			
		2.50						
635								
551 - NJ 168	Hudson St, Nicholson Rd	1.59	49.5	66	36	UMA	MA	yes
NJ 168 - US 30	Nicholson Rd	1.14	49.5	66	36	UPA	MA	yes
		2.73						
636								
US 30 - 629	Cuthbert Blvd	2.09	49.5	66-74	36-46	UPA	PA	yes
629 - NJ 38	Cuthbert Blvd	0.95	100	100	46	UPA	PA	yes
NJ 38 - 639	Cuthbert Blvd	0.09	100	100	46	UMA	MA	yes
		3.13						
637								
639 - 626	Magnolia Ave	0.50	50	60	36	UMA	MA	yes

NOTES:
FHWA Funct Class: UPA-Urban principal arterial UMA-Urban minor arterial UC-Urban collector RPA-Rural principal arterial RMA-Rural minor arterial RMC-Rural major collector RC-Rural minor collector
Proposed Funct Class: PA-Principal Arterial MA-Minor Arterial C-Collector

County Route Segment	Name	Length (Mi)	Existing ROW (Ft)	Proposed ROW (Ft)	Proposed Cartway (Ft)	FHWA Funct Class	Proposed Funct Class	Fed Aid System
638								
639-626	Clayton Ave	0.53	50	60	36	UMA	MA	yes
639								
613 - 637	Wisteria Ave	0.37	50	50	36	local	local	no
640								
561 - 636	Fern Ave	0.62	50	50	36	UC	C	yes
641								
630 - 643	Park Ave	1.42	50	50	36	UC	C	yes
643 - 573	West End Ave	0.84	50-80	50-80	36-46	UC	C	yes
		2.26						
642								
561 - 644	Maple Ave	0.62	50-55	50-55	36	UMA	MA	yes
643								
551 Spur - 561	Crystal Lake Rd	1.59	60	60	46	UMA	MA	yes
644								
561 - NJ 70	Potter St, Grove St	2.02	66	66	46	UPA	PA	yes
NJ 70 - 626	Haddonfield-Sorrell Horse Rd	1.08	66	74	36	UPA	PA	yes
626 - NJ 38	Haddonfield-Sorrell Horse Rd	0.25	66	74	46	UPA	PA	yes
NJ 38 - 616	Haddonfield-Sorrell Horse Rd	0.59	66	66	46	UPA	PA	yes
616 - 537	Haddonfield-Sorrell Horse Rd	0.42	66	74	46	UPA	PA	yes
537 - US 130	Haddonfield-Sorrell Horse Rd	2.06	66	74	46	UPA	PA	yes
		6.42						
645								
647 - US 30	Graisbury Ave	0.48	60	60	46	UC	C	yes

NOTES:
FHWA Funct Class: UPA-Urban principal arterial UMA-Urban minor arterial UC-Urban collector RPA-Rural principal arterial RMA-Rural minor arterial RMC-Rural major collector RC-Rural minor collector
Proposed Funct Class: PA-Principal Arterial MA-Minor Arterial C-Collector

County Route Segment	Name	Length (Mi)	Existing ROW (Ft)	Proposed ROW (Ft)	Proposed Cartway (Ft)	FHWA Funct Class	Proposed Funct Class	Fed Aid System
646								
647 - 551 Spur	Breslin Ave, Avondale Ave	1.08	50-60	50-60	36	UC	C	yes
647								
636 - 646	Hood Ave	0.51	N/A	49.5	36	N/A	N/A	N/A
648								
US 30 - 630	Beetlewood Ave	0.87	60	60	46	UC	C	yes
649								
650 - US 30	Clinton Ave	0.27	60-69	60-69	46	UC	C	yes
650								
NJ 168 - 651	Kendall Blvd	1.04	60	60	46	UC	MA	yes
651								
650 - 652	Congress Ave	0.12	50	50	36	local	local	no
652								
743 - 651	Manor Ave	0.35	50	50	36	UC	C	yes
651 - 635	Manor Ave	0.10	60	60	46	UC	C	yes
		0.45						
653								
635 - 551 Spur	Ninth Ave	0.85	60	60	46	UMA	MA	yes
551 Spur - Corp line	Ninth Ave	0.79	70	70	46	UC	C	yes
Corp line - 573	Ninth Ave	0.39	60	60	46	UC	C	yes
		2.03						
654								
NJ 168 - 655	Prospect Ridge Blvd	1.18	70	70	46	UMA	C	yes

NOTES:
FHWA Funct Class: UPA-Urban principal arterial UMA-Urban minor arterial UC-Urban collector RPA-Rural principal arterial RMA-Rural minor arterial RMC-Rural major collector RC-Rural minor collector
Proposed Funct Class: PA-Principal Arterial MA-Minor Arterial C-Collector

County Route Segment	Name	Length (Mi)	Existing ROW (Ft)	Proposed ROW (Ft)	Proposed Cartway (Ft)	FHWA Funct Class	Proposed Funct Class	Fed Aid System
655								
656 - 654	Tenth Ave	0.25	70	70	46	UMA	C	yes
656								
573 - 655	Station Ave	1.09	75	75	46	UC	C	yes
657								
Homestead Ave - 551 Spur	Hinchman Ave	0.24	60	60	46	local	C	no
551 Spur - 656	Hinchman Ave	0.15	60	60	46	UC	C	yes
		0.39						
658								
NJ 168 - 659	Bell Rd	0.81	variable	variable	36-46	UC	C	yes
659								
US 130 - Princeton Ave	E. Browning Ln	0.52	60	60	46	UMA	MA	yes
Princeton Ave - US 30	W. Browning Ln, Gloucester Pk	3.61	49.5-50	60	36	UMA	MA	yes
		4.13						
660								
551 Spur - Haddon Lake	E. Lake Dr	0.36	30	30	36	UC	C	yes
Haddon Lake - NJ 168	Valley Rd	0.18	50	50	36	UC	C	yes
		0.54						
661								
551S - 661B	Hillside Ave, S. Park Ave	1.16	50	50	36	UC	C	yes
661B - 655	Hillside Ave, S. Park Ave	0.15	70	70	46	UC	C	yes
		1.31						
661A								
661 - 665	N. Park Ave	0.15	70	70	46	UC	C	yes

NOTES:
FHWA Funct Class: UPA-Urban principal arterial UMA-Urban minor arterial UC-Urban collector RPA-Rural principal arterial RMA-Rural minor arterial RMC-Rural major collector RC-Rural minor collector
Proposed Funct Class: PA-Principal Arterial MA-Minor Arterial C-Collector

County Route Segment	Name	Length (Mi)	Existing ROW (Ft)	Proposed ROW (Ft)	Proposed Cartway (Ft)	FHWA Funct Class	Proposed Funct Class	Fed Aid System
661B								
661 - 661A	Bellmawr Rd (Connecting Rd)	0.05	60	60	46	UC	C	yes
662								
601 - US 130	Highland Ave, Myrtle Ave	0.65	60	60	46	UC	C	yes
663								
537 - Woodland Ave	Terrace Ave	0.28	60	60	46	UMA	MA	yes
664								
US 130 - 601	Woodland Ave	0.12	50	50	36	UC	local	yes
665								
669 - Whitman Dr	Tenth Ave	0.24	60	60	46	UC	C	yes
Whitman Dr - 573	Hutchinson Ave	0.24	50	60	36	UC	C	yes
		0.48						
666								
I-295 Access - 669	Copley Rd	0.54	60	60	46	local	local	no
667								
669 - 670	Oak Ave, Melrose Ave, Woodcrest Rd	1.66	50-75	50-75	36-46	UMA	MA	yes
668								
544 - 669	Charleston Ave	1.05	variable	variable	36-46	UC	C	yes
669								
573 - 544	Warwick Rd	2.88	60	66	46	UMA	MA	yes
544 - 677	Warwick Rd	0.95	50	66	36	UMA	MA	yes
677 - 673	Warwick Rd	1.51	variable	66	36-46	UMA	MA	yes
673 - US 30	Linden Ave, Stone Rd	0.70	50	66	36	UMA	MA	yes
		6.04						

NOTES:
FHWA Funct Class: UPA-Urban principal arterial UMA-Urban minor arterial UC-Urban collector RPA-Rural principal arterial RMA-Rural minor arterial RMC-Rural major collector RC-Rural minor collector
Proposed Funct Class: PA-Principal Arterial MA-Minor Arterial C-Collector

County Route Segment	Name	Length (Mi)	Existing ROW (Ft)	Proposed ROW (Ft)	Proposed Cartway (Ft)	FHWA Funct Class	Proposed Funct Class	Fed Aid System
670								
561 - 678	Burnt Mill Rd	1.91	49.5	66	36	UMA	MA	yes
678 - 684	Burnt Mill Rd	1.24	60	66	46	UMA	MA	yes
		3.15						
671								
561 - Marlkress Rd	Haddonfield-Kresson Rd	2.00	49.5	66	36	UMA	PA	yes
Marlkress Rd - NJ 73	Haddonfield-Kresson Rd	4.22	49.5	74	36	UMA	PA	yes
		6.22						
673								
Co line - 674	Springdale Rd	1.06	49.5	74	36	UMA	PA	yes
674 - 671	Springdale Rd	1.61	66	74	46	UMA	PA	yes
671 - 561	Springdale Rd	2.14	49.5	74	46	UMA	PA	yes
561 - 670	White Horse Rd	1.32	49.5	66	46	UMA	PA	yes
670 - 684	Laurel Rd	0.20	60	66	46	UMA	PA	yes
684 - 727	Laurel Rd	0.84	49.5	66	46	UMA	PA	yes
727 - 683	Laurel Rd	1.16	49.5	66	36	UMA	PA	yes
683 - 534	Laurel Rd	0.63	33	74	46	UMA	PA	yes
534 - 706	Grenloch Little Gloucester Rd	1.07	variable	74	46	UMA	PA	yes
706 - Co line	Grenloch Little Gloucester Rd	1.33	100	100	36	UMA	PA	yes
		11.36						
674								
NJ 70 - Co line	Greentree Rd	1.00	66	66	46	UC	C	yes
675								
Co line - 544	Cropwell Rd	2.10	49.5	74	36	UMA	MA	yes
544 - Gibbsboro Marlton Rd	Cooper Rd	.66	49.5	74	36	UMA	MA	yes
Gibbsboro Marlton Rd - 536 S	Cooper Rd	5.46	49.5	74	36	UMA	MA	yes
		8.22						

NOTES:
FHWA Funct Class: UPA-Urban principal arterial UMA-Urban minor arterial UC-Urban collector RPA-Rural principal arterial RMA-Rural minor arterial RMC-Rural major collector RC-Rural minor collector
Proposed Funct Class: PA-Principal Arterial MA-Minor Arterial C-Collector

County Route Segment	Name	Length (Mi)	Existing ROW (Ft)	Proposed ROW (Ft)	Proposed Cartway (Ft)	FHWA Funct Class	Proposed Funct Class	Fed Aid System
676								
NJ 168 - 683	Old Black Horse Pk	1.00	66	66	46	UMA	MA	yes
677								
683 -678	Somerdale Rd	2.46	49.5	66	46	UC	C	yes
678 - US 30	Ogg Ave	.66	49.5	66	46	UC	C	yes
		3.12						
678								
677 - US 30	Somerdale Rd	0.22	49.5	66	36	UMA	MA	yes
US 30 - 561	Somerdale Rd	1.94	variable	66	36-46	UC	MA	yes
		2.16						
679								
544 - 678	Preston Ave, Fourth St	0.83	50	50	36	UC	C	yes
680								
NJ 73 - US 30	Center Ave	2.45	100	100	36	UC	C	yes
681								
Co line - 683	Lower Landing Rd	2.57	49.5-50	74	36-46	UMA	MA	yes
682								
NJ 41 - NJ 168	Station Rd	0.85	50	50	36	UC	C	yes
683								
534 - NJ 168	Chews Landing-Clementon Rd	4.53	66	66	46	UMA	MA	yes
684								
673 - 686	Kirkwood-Gibbsboro Rd	3.06	50	66	36	UMA	C	yes

NOTES:
FHWA Funct Class: UPA-Urban principal arterial UMA-Urban minor arterial UC-Urban collector RPA-Rural principal arterial RMA-Rural minor arterial RMC-Rural major collector RC-Rural minor collector
Proposed Funct Class: PA-Principal Arterial MA-Minor Arterial C-Collector

County Route Segment	Name	Length (Mi)	Existing ROW (Ft)	Proposed ROW (Ft)	Proposed Cartway (Ft)	FHWA Funct Class	Proposed Funct Class	Fed Aid System
685								
561D - 675	Gibbsboro-Kresson Rd	1.57	50	66	36	UC	MA	no
675 - 671	Milford Rd	1.65	50	66	36	local	MA	yes
		3.22						
686								
534 - 561	Clementon-Gibbsboro Rd	2.76	66	66	46	UMA	MA	yes
687								
705 - 704	Jarvis Rd	1.47	variable	60	36	UMA	MA	yes
704 - 688	Jarvis Rd	1.33	variable	60	36	local	MA	no
688 - 703	Branch Ave	.50	60	60	36	UMA	MA	yes
703 - 534	Branch Ave	2.38	50	50	36	UMA	MA	yes
		5.68						
688								
705 - 689	Hickestown Rd, Turnerville Rd	4.88	50	74	36	UMA	MA	yes
689								
Co line - US 30	Berlin-Cross Keys Rd	6.70	49.5	74	46	UMA	PA	yes
690								
691 - 751	Berlin Park DR	1.41	60	60	46	UC	C	yes
691								
US 30 - 720	Watsontown-New Freedom Rd	3.49	49.5	60	36	UMA	MA	yes
692								
534 - US 30	Franklin Ave	0.21	50	66	36	UMA	C	yes
US 30 - NJ 73	Franklin Ave	1.44	33	66	36	UMA	C	yes
		1.65						

NOTES:
FHWA Funct Class: UPA-Urban principal arterial UMA-Urban minor arterial UC-Urban collector RPA-Rural principal arterial RMA-Rural minor arterial RMC-Rural major collector RC-Rural minor collector
Proposed Funct Class: PA-Principal Arterial MA-Minor Arterial C-Collector

County Route Segment	Name	Length (Mi)	Existing ROW (Ft)	Proposed ROW (Ft)	Proposed Cartway (Ft)	FHWA Funct Class	Proposed Funct Class	Fed Aid System
693 NJ 73 - 561	Lafayette Ave	1.04	50	50	36	UMA	MA	yes
694 534 - terminus	East Atlantic Ave	1.44	50	50	36	local	local	no
695 US 30 - 534	White Horse Ave	0.50	50	50	36	UMA	MA	yes
696 683 - 669	Park Ave	0.90	50	50	36	UC	C	yes
697 669 - US 30	Broadway	0.35	60	60	36	local	local	no
698 673 - 696	Lake Blvd	0.67	50	50	36	UC	C	yes
699 US 30 - 702 702 - 561B	United States Ave United States Ave	0.51 1.66 2.17	50 50	66 66	36 36	UC local	C C	yes no
700 US 30 - Carlton Ave Linden Ave - Norcross Rd Carlton Ave - 701	Linden Ave Carlton Ave Norcross Rd	0.56 0.20 0.46 1.22	80 variable 80	80 variable 80	46 46 36	UC UC UC	C C C	yes yes yes
701 684 - 686	Hilliard Rd	0.75	50	50	36	UC	C	yes

NOTES:
FHWA Funct Class: UPA-Urban principal arterial UMA-Urban minor arterial UC-Urban collector RPA-Rural principal arterial RMA-Rural minor arterial RMC-Rural major collector RC-Rural minor collector
Proposed Funct Class: PA-Principal Arterial MA-Minor Arterial C-Collector

County Route Segment	Name	Length (Mi)	Existing ROW (Ft)	Proposed ROW (Ft)	Proposed Cartway (Ft)	FHWA Funct Class	Proposed Funct Class	Fed Aid System
702								
673 - 686	Egg Harbor Rd	1.66	66	74	46	UMA	MA	yes
686 - 699	Egg Harbor Rd	0.68	33	74	36	UMA	MA	yes
699 - 692	Egg Harbor Rd	1.14	66	74	46	UMA	MA	yes
		3.48						
703								
534 - 688	Clementon Erial Rd	1.96	49.5	60	36	UMA	MA	yes
688 - 706	Clementon Erial Rd	0.66	49.5	74	36	UMA	MA	yes
		2.62						
704								
706 - 536 Spur	Erial-Williamstown Rd	4.74	49.5	74	46	UC	C	yes
705								
NJ 42 - 706	Sicklerville Rd	7.47	49.5	74	46	UMA	MA	yes
706								
Co line - 703	Almonesson Rd	5.40	49.5	74	46	UMA	MA	yes
703 - 687	Blenheim-Erial New Brooklyn Rd	0.51	49.5	74	36	UMA	MA	yes
687 - 689	Blenheim-Erial New Brooklyn Rd	1.33	49.5	74	46	UC	C	yes
689 - 705	Blenheim-Erial New Brooklyn Rd	4.26	49.5	74	46	UC	C	yes
		11.50						
707								
Co line - Co line	Woodbury Ave	0.65	49.5	49.5	36	UMA	MA	yes
708								
561 - NJ 73, 708 - 561	Walker Ave	0.86	66	74	46	UC	C	yes
709								
712 - 716	East Atlantic Ave	0.63	50	50	36	UMA	MA	yes

NOTES:
FHWA Funct Class: UPA-Urban principal arterial UMA-Urban minor arterial UC-Urban collector RPA-Rural principal arterial RMA-Rural minor arterial RMC-Rural major collector RC-Rural minor collector
Proposed Funct Class: PA-Principal Arterial MA-Minor Arterial C-Collector

County Route Segment	Name	Length (Mi)	Existing ROW (Ft)	Proposed ROW (Ft)	Proposed Cartway (Ft)	FHWA Funct Class	Proposed Funct Class	Fed Aid System
710								
536 Spur - 561	Atco Ave	0.56	33	74	36	UC	MA	yes
561 - 713	Atco Ave	1.74	33	74	36	UMA	MA	yes
713 - 715	Atco Ave	0.40	33	74	36	UC	C	yes
715 - 534	Atco Ave	0.70	80	80	46	local	C	no
		3.40						
711								
720 - NJ 73	Florence Rd	1.69	49.5	49.5	36	local	local	no
712								
NJ 73 - 713	Cooper Folly Rd, Bartram Ave	2.07	49.5	49.5	36	UMA	MA	yes
713								
714 - 715	Raritan Ave	2.17	60	60	36	UMA	MA	yes
715 - Co line	East Atlantic Ave, Cooper St	1.67	50	74	36	UMA	MA	yes
		3.84						
714								
534 - 713	Tremont Ave	0.95	variable	variable	36	UMA	C	yes
715								
713 - 534	Third St	1.05	60	60	46	UC	C	yes
716								
US 30 - 536	Old White Horse Pk	1.69	49.5	74	36	RC	C	no
536 - 709	Old White Horse Pk	3.21	49.5	74	36	UMA	MA	yes
		4.90						
717								
US 30 - 716	Hendricks Ave	0.33	50	50	36	local	C	no

NOTES:
FHWA Funct Class: UPA-Urban principal arterial UMA-Urban minor arterial UC-Urban collector RPA-Rural principal arterial RMA-Rural minor arterial RMC-Rural major collector RC-Rural minor collector
Proposed Funct Class: PA-Principal Arterial MA-Minor Arterial C-Collector

County Route Segment	Name	Length (Mi)	Existing ROW (Ft)	Proposed ROW (Ft)	Proposed Cartway (Ft)	FHWA Funct Class	Proposed Funct Class	Fed Aid System
718								
536 - US 30	Fourth Ave, Garfield Ave	3.13	60	60	46	UC	C	yes
719								
US 30 - Washington Ave	Hayes Mill Rd	1.45	50	50	36	local	C	no
Hayes Mill Rd - 718	Washington Ave	0.29	80	80	46	local	C	no
718 - US 30	Washington Ave	0.64	80	80	46	local	local	no
		2.38						
720								
561 - 691	New Brooklyn Rd	1.62	49.5	60	36	UMA	C	yes
691 - 536 Spur	New Brooklyn Rd	0.85	49.5	60	36	UC	C	yes
536 Spur - 536	New Brooklyn Rd	4.27	49.5	60	36	local	C	no
536 - NJ 73	New Brooklyn-Blue Anchor Rd	1.92	49.5	60	36	RMC	C	yes
		8.66						
721								
NJ 73 - NJ 143	Central Ave	1.97	60	60	46	local	local	no
722			49.5					
NJ 73 - US 30	Waterford-Blue Anchor Rd	2.95		74	36	RMC	C	yes
723								
US 30 - 726	Fleming Pk	2.29	49.5	74	36	RC	C	no
726 - Co line	Williamstown-Winslow Rd	2.58	variable	74	36	RC	C	no
		4.87						
724								
US 30 - Co line	Third St	1.00	49.5	49.5	36	RMC	C	yes

NOTES:
FHWA Funct Class: UPA-Urban principal arterial UMA-Urban minor arterial UC-Urban collector RPA-Rural principal arterial RMA-Rural minor arterial RMC-Rural major collector RC-Rural minor collector
Proposed Funct Class: PA-Principal Arterial MA-Minor Arterial C-Collector

County Route Segment	Name	Length (Mi)	Existing ROW (Ft)	Proposed ROW (Ft)	Proposed Cartway (Ft)	FHWA Funct Class	Proposed Funct Class	Fed Aid System
725								
561 Spur - 726	Albertson Rd	1.34	33-66	33-66	36-46	local	local	no
726 - 561	Hall St	1.10	50	50	36	local	local	no
		2.44						
726								
725 - RR line	Hay St	1.02	49.5	49.5	36	RC	C	no
727								
534 - Mun. Line	E Atlantic Ave	9.08	50	66	36	UC	C	yes
728								
683 - Wallace Ave	West Atlantic Ave	0.52	variable	variable	36	UC	C	yes
729								
Clay Ave - Newton ave	Richey Ave	0.72	70	70	46	UC	local	yes
Newton Ave - 739	Richey Ave	0.82	50	50	36	UC	local	yes
		1.54						
730								
648 - 636	Lakeshore Ave, Newton Park Dr	0.72	45	45	36	local	local	no
732								
US 30 - 648	Park Dr	0.52	60	60	46	UC	C	yes
733								
534 - US 30	Higgins Ave	0.42	50	50	36	UC	C	yes
734								
US 30 - 716	Dayton Ave	0.30	49.5	49.5	36	local	local	no

NOTES:
FHWA Funct Class: UPA-Urban principal arterial UMA-Urban minor arterial UC-Urban collector RPA-Rural principal arterial RMA-Rural minor arterial RMC-Rural major collector RC-Rural minor collector
Proposed Funct Class: PA-Principal Arterial MA-Minor Arterial C-Collector

County Route Segment	Name	Length (Mi)	Existing ROW (Ft)	Proposed ROW (Ft)	Proposed Cartway (Ft)	FHWA Funct Class	Proposed Funct Class	Fed Aid System
736 573 - 544	Schubert Ave	0.62	variable	variable	36-46	UC	C	yes
737 537 - 537 Spur	Delaware Ave	0.21	N/A	N/A	N/A	UC	C	yes
739 729 - US 30	Capital St	0.07	50	50	36	local	local	no
740	Park Blvd	0.21	N/A	N/A	N/A	N/A	N/A	N/A
741 US 30 - White Horse Ave	California Ave	0.90	50	50	36	local	local	no
742 660 - Hampshire Ave	Oak Ave	0.18	60	60	46	local	local	no
743 650 - 744	Oakland Rd	0.12	60	60	46	UC	MA	yes
744 Nicholson Rd - 551 Spur	W. Atlantic Ave	0.95	variable	variable	36-46	UC	C	yes
745 684 - 670	Spruce Ave	0.10	60	60	46	local	local	no
747 707 - NJ 168	Lakeland Ave	0.67	49.5	60	36	UMA	MA	yes
748 707 - Co line	Salina Rd	0.90	49.5	49.5	36	local	local	no

NOTES:
FHWA Funct Class: UPA-Urban principal arterial UMA-Urban minor arterial UC-Urban collector RPA-Rural principal arterial RMA-Rural minor arterial RMC-Rural major collector RC-Rural minor collector
Proposed Funct Class: PA-Principal Arterial MA-Minor Arterial C-Collector

County Route Segment	Name	Length (Mi)	Existing ROW (Ft)	Proposed ROW (Ft)	Proposed Cartway (Ft)	FHWA Funct Class	Proposed Funct Class	Fed Aid System
749 Co line - Co line	Barnsboro Rd	0.71	49.5	49.5	36	local	local	no
751 US 30 - 689	Berlin Park Dr	.38	60	60	36	local	local	no
753 NJ 47 - 659	Creek Rd	2.42	50	50	36	UMA	MA	yes
755 551 - Johnson Blvd	Essex St	0.24	60	60	46	UC	C	yes
756 537 - 537 Spur	Sixth St	0.08	N/A	N/A	N/A	UMA	MA	yes
757 573 - NJ 154	Evans Mill Rd	0.47	40	40	36	UC	C	yes
758 Locust Ave - 644	Coles Mill Rd, Swisher Dr	0.32	25	25	36	UC	C	yes
759 683 - 673 673 - 688	Little Gloucester Rd Little Gloucester Rd	2.73 1.14 3.87	49.5 49.5	74 60	36 36	UMA UC	MA MA	yes yes
761 649 - 727	Manheim Ave	0.1	50	50	36	local	local	no

NOTES:
FHWA Funct Class: UPA-Urban principal arterial UMA-Urban minor arterial UC-Urban collector RPA-Rural principal arterial RMA-Rural minor arterial RMC-Rural major collector RC-Rural minor collector
Proposed Funct Class: PA-Principal Arterial MA-Minor Arterial C-Collector

APPENDIX B

COUNTY BRIDGE DATA

Map No.	Bridge No.	Location	Water Body	Municapility	Type	Material	Length (Ft)	Width (Ft)	Capacity (Tons)	Suff. Rating	Vertical Clearance
1	2A-1	State St.	Cooper R.	Camden City	bridge	steel/ wood	155	25	over 20	41.7	13.67
2	3B-8	Federal St.	Cooper Crk.	Camden City	bridge	steel/ wood	122.5	>26	over 20	43.0	10.75
3	3B-7	Baird Ave.	Cooper Crk.	Camden Cty	bridge	concrete	105.5	>26	over 20	15.9	13.33
4	3B-6	Kaighns Ave.	Cooper Crk.	Pennsauken	bridge	concrete	110.5		over 20	63.9	12.0
5	4B-11	Merrick Ave.		Collingswood	arch	concrete	10	>26	over 20		6.0
6	4B-9	Bettlewood Ave.	Newton Lake	Collingswood	bridge	concrete	21.5	25	over 20	78.2	7.5
7	4A-1	Essex St.	Newton Crk.	Glou.Cty/Camden	arch	concrete	160.33	>26	over 20		15.5
8	4C-7	Park Ave. Bldv.		Haddon Twp.	arch	concrete	10	>26	over 20		8.5
9	4C-5	Cuthbert Rd.	Newton Crk.	Haddon Twp.	bridge	concrete	11		over 20	95.5	1.75
10	4A-2	Nicholson Rd.	S Br Newton Crk.	Glou./Hadd Twp	arch	concrete	45	>26	over 20	68.0	15.5
11	4C-12	Crystal Lake Ave.		Haddon Twp.	arch	concrete	10	>26	over 20		4.5
12	5B-7	Kings Hwy.	S Br. Newton Crk.	H.Ht/Aud/Mt Eph	culvert	concrete	6	>26	over 20		6.0
13	5A-4	Kings Hwy.	Little Timber Crk.	Mt Ephraim	bridge	concrete	30	>26	over 20	94.5	8.0
14	5C-3	Clements Brdg Rd		Barrington	arch	brick	8	>26	over 20		5.0
15	5B-11	Bell Rd.	Ltl Timber Crk.	Mt. Ephraim	arch	concrete	12.25	>26	over 20		6.75
16	5A-6	Creek Rd.		Bellmawr	culvert	stone	36	>26	over 20		3.0
17	5C-10	9th Ave./3rd Ave.	Ltl Timber Crk.	Had Ht/Barr	culvert	concrete	5	>26	over 20		2.67
18	6C-6	Williams Ave.		Barrington	arch	concrete	6	22	over 20		5.0
19	6C-3	Clements Brdg Rd.	Beaver Brk	Barrington	arch	concrete	8	>26	over 20		7.0
20	6C-11	Evesham Rd.	Otter Brk	Runn/Glou. Twp	culvert	concrete	8	>26	over 20		7.5
21	7D-27	Warwick Rd.	Signey Run	Hi Nella	arch	concrete	8	>26	over 20		9.0

Map No.	Bridge No.	Location	Water Body	Municapility	Type	Material	Length (Ft)	Width (Ft)	Capacity (Tons)	Suff. Rating	Vertical Clearance
22	6C-16	Floodgate	Otter Br	Gloucester Twp.	bridge	concrete	13	17.83	over 20		4.5
23	7C-13	Old Black Horse Pk	N Br. Timber Crk	Gloucester Twp.	arch	concrete	15	>26	over 20		13.0
24	6C-21	Floodgate	N Br Timber Crk	Gloucester Twp.	bridge	concrete	20	>26	over 20	90.0	5.42
25	7B-1	Lower Landing Rd.		Gloucester Twp.	bridge	concrete	12.67	17.67	over 20		5.33
26	7B-3	Almonesson Rd.	Timber Crk.	Gloucester Twp.	bridge	wood	44	16	7 tons		6.33
27	7C-9	Hider Lane	Pine Run	Gloucester Twp.	culvert	concrete	53	18.5	over 20		4.25
28	7D-8	Laurel Mill Rd.		Strat/Lrl Sprg	arch	concrete	6	>26	over 20		6.25
29	8B-1	Blckwd-Lwr Lndg Rd	Timber Crk.	Gloucester Twp.	bridge	wood	27	16.5	7 tons	94.7	6.5
30	8B-2	Blkwd-Wdbry Rd.	Lake at Co ln	Gloucester Twp.	bridge	concrete	22	>26	over 20	42.2	8.0
31	7D-9	Laurel Mill Rd.	Laurel Springs Lk	Laurel Springs	bridge	concrete	30	>26	over 20	91.6	17.67
32	8B-4	Lklnd-Wdbry Rd.	at Lake	Gloucester Twp.	bridge	concrete	10	>26	over 20		4.17
33	8B-5	Lklnd-Cow Path	at Lake	Gloucester Twp.	bridge	concrete	10	>26	over 20		n/a
34	8B-6	Lklnd-Salina Rd.		Gloucester Twp.	arch	concrete	12.5	>26	6 tons		4.17
35	8C-23	Lakeland-Sewer Pt.	Timber Crk	Gloucester Twp.	bridge	steel	20	15.9	over 20	52.5	n/a
36	8C-11	Lakeland Rd.	Timber Crk.	Gloucester Twp.	bridge	concrete	30	>26	over 20	95.2	12.25
37	7D-16	Chew Lndng-Clmntn Rd		Lindenwold	bridge	concrete	10	>26	over 20		9.0
38	9C-1	Sicklerville Rd.	Little Lebonon	Gloucester Twp.	arch	concrete	18	>26	over 20		4.5
39	9C-4	Trnrvll-Hcktwn Rd.	Little Lebonon	Gloucester Twp.	bridge	concrete	10.5	21	over 20		12.5
40	9C-6	Sicklerville Rd.	Rattle Snake Rn	Gloucester Twp.	arch	concrete	8	>26	over 20		5.0
41	7D-13	Laurel Mill Rd.	N Br Timber Crk	Lindenwold	bridge	concrete	20	>26	over 20	88.8	11.75
42	8D-6	Little Mill Rd.	Hidden Lake	Glou Twp-Pine H	arch	concrete	11.25	14.58	15 tons		7.33

Map No.	Bridge No.	Location	Water Body	Municapility	Type	Material	Length (Ft)	Width (Ft)	Capacity (Tons)	Suff. Rating	Vertical Clearance
43	9D-7	Sicklerville Rd.	Timber Crk	Gloucester Twp.	bridge	wood	15		over 20		n/a
44	8D-3	Blackwood-Clementon Rd.	N Br Timber Crk	Lindenwold	bridge	concrete	20	>26	over 20	77.7	11.42
45	8D-2	Blackwood-Clementon Rd.		Pine Hill	arch	concrete	10	>26	over 20		7.5
46	8D-8	Little Mill Rd.	Br Timber Crk	Gloucester Twp	bridge	wood	9.5	13.5	12 tons		5.0
47	7D-21	Garden Lake	Head of Laurel Lk	Lindenwold	arch	concrete	12	>26	over 20	79.7	6.17
48	7E-12	Clmntn-Gbbsbr Rd.	Trout Run	Clementon	bridge	concrete	11	>26	over 20		6.0
49	8E-5	Clmntn-Gbbsbr Rd.	N Br Timber Crk	Clementon	bridge	concrete	30	>26	over 20	91.9	3.75
50	8E-6	Clmntn-Brln Rd.	N Br Timber Crk	Clementon	bridge	concrete	22	>26	over 20	75.9	4.25
51	8E-10	Clementon Lake dam	Clementon Lake	Clementon	bridge	concrete	15	>26	over 20		6.0
52	7E-11	Overbrook Rd.	Trout Run	Clementon	bridge	concrete	13	>26	over 20		9.5
53	9F-1	Penbryn-Dicktown Rd.	Egg Harbor R	Winslow	bridge	log	12	12	2 tons		2.0
54	11E-23	Williamstown/N Freedom Rd	Four Mile Br	Winslow	bridge	concrete	18	>26	over 20		2.25
55	10F-6	Williamstown/N Freedom Rd	Egg Harbor R	Winslow	bridge	concrete	18	>26	over 20		n/a
56	11E-22	Andrews Rd.	Four Mile Br	Winslow	bridge	wood	12	14	3 tons		3.25
57	11F-12	Sicklerville Rd.		Winslow	bridge	concrete	8	>26	over 20		4.0
58	12F-2	Malaga Rd.	Four Mile Br	Winslow	bridge	concrete	18	>26	over 20		4.17
59	11F-13	Sicklerville Rd.	Egg Harbor R	Winslow	bridge	wood	30	>26	15 tons	86.1	5.0
60	11H-16	Beebetown Rd.	Bates Mill Strm	Winslow	bridge	concrete	10	22	over 20		3.58

Map No.	Bridge No.	Location	Water Body	Municapility	Type	Material	Length (Ft)	Width (Ft)	Capacity (Tons)	Suff. Rating	Vertical Clearance
61	11H-10	Bates Mill		Winslow	bridge	concrete	18	>26	over 20		6.08
62	13G-1	Wllmstwn-Wnslw Rd	Gr Egg Harbor R	Winslow	bridge	wood (high tension)	30.33	19	6 tons		6.42
63	14G-1	Inskip Bridge	Egg Harbor R	Winslow	bridge	wood(out)	28	14	5 tons		3.75
64	14H-1	Wnslw-Pn Hllw Rd.	Egg Harbor R	Winslow	bridge	wood	15	12	over 20		4.33
65	15H-2	Cain Mill Rd.	Egg Harbor R	Winslow	bridge out						
66	7C-10	Chws/Ltl Glou Rd	Pine Run	Gloucester Twp.	culvert	concrete	7	>26	over 20		7.5
67	7D-30	Trenton Ave.	Hunt Run	Laurel Springs	culvert	concrete	5	>26	over 20		3.5
68	7D-31	Grand Ave.	Hunt Run	Laurel Springs	culvert	concrete	5	>26	over 20		3.5
69	7E-38	E. Atlantic Ave.	N Br Timber Crk	Clem/Lind	bridge	concrete	18	>26	over 20		11.0
70	8E-36	Garfield Ave.	N Br Timber Crk	Clementon	bridge	concrete	25	>26	over 20	96.9	6.0
71	4A	Morgan Blvd.	N Br Newton Crk	Camden	arch	concrete	70	>26	over 20		n/a
72	4A-7	Broadway	Newton Crk	Camden	bridge	concrete/ wood	136	>26	over 20	37.7	n/a
73	4B-14	E. Atlantic Ave.	Nicholson Rd	Audubon	bridge	steel/ concrete	40	20.83	over 20	38.9	n/a
74	4B-15	E. Atlantic Ave.	Cuthbert Blvd ext	Oaklyn	bridge	steel/ concrete	90.5	20.83	over 20	40.1	n/a
75	3C-24	Cuthbert Road	Cooper R	Haddon Twp	bridge	concrete	70	>26	over 20	69.0	14.67
76	3C-25	N Cooper R Dr	Br. Cooper R	Cherry Hill	bridge	concrete	14	>26	over 20		n/a
77	3B-3	Browning Road	Chandler Run	Pennsauken	arch	concrete	8	>26	over 20		5.25
78	3C-13	Northwood Ave.	Cooper R	Cherry Hill	bridge	wood	11.5	19	15 tons		n/a
79	1C-7	River Road	Pochack Crk	Pennsauken	bridge	concrete	13.5	>26	over 20		n/a

Map No.	Bridge No.	Location	Water Body	Municapility	Type	Material	Length (Ft)	Width (Ft)	Capacity (Tons)	Suff. Rating	Vertical Clearance
80	2C-6	Walnut Ave.	Pochack Crk	Pennsauken	culvert	concrete	7	>26	over 20		n/a
81	2C-7	Park Ave.	Pochack Crk	Pennsauken	bridge	concrete	5	>26	over 20		4.75
82	4D-1	Grove St.	Cooper Crk	Haddonfield	bridge	concrete	55	>26	over 20	71.3	9.42
83	1D-5	River Road	Pennsauken Crk	Pennsauken	bridge	steel/ wood	150	23	15 tons		14.08
84	3C-12	Chapel Ave.	Cooper R	Cherry Hill	bridge	concrete	6	>26	over 20		n/a
85	2D-8	Park Ave.	Pennsauken Crk	Pennsauken	bridge	wood	36	18.5	15 tons		4.83
86	3D-11	Church Road		Cherry Hill	arch	brick	8	>26	over 20		7.5
87	2D-9	Moorestown Pk	Pennsauken Crk	Cherry Hill	arch	concrete	34	>26	over 20	93.2	8.5
88	3D-12	Church Road		Cherry Hill	arch	concrete	8.5	>26	over 20		7.5
89	2D-10	Coopertown Rd	Pennsauken Crk	Cherry Hill	bridge	wood	15	25	12 tons	92.2	3.75
90	3D-13	Church Road		Cherry Hill	arch	concrete	9	>26	over 20		9.0
91	3D-16	Mill Road	Pennsauken Crk	Cherry Hill	arch	concrete	28.5	17.33	over 20		9.0
92	4D-9	Kings Hwy	S Br Cooper Crk	Haddonfield	arch	concrete	32	>26	over 20	96.8	15.42
93	3C-23	Cuthbert Rd Ext	Br Cooper Crk	Cherry Hill	bridge	concrete	14	>26	over 20		3.42
94	4D-10	Kings Hwy	N Br Cooper Crk	Cherry Hill	arch	concrete	45	>26	over 20	93.8	5.25
95	4D-6	Batesville Brdg	S Br Cooper Crk	Haddonfield	bridge	steel/ concrete	46	>26	over 20	71.1	3.5
96	3E-7	Church Road	Pennsauken Crk	Cherry Hill	bridge	concrete	25	>26	over 20	61.0	6.25
97	5D-1	Hddnfld-Brln Rd	Tindales Run	Cherry Hill	bridge	concrete	11.25	>26	over 20		4.0
98	5D-13	Woodcrest	S Br Cooper Crk	Cherry Hill	bridge	wood	30	16	10 tons	98.6	7.17
99	3E-9	Springdale Road	Pennsauken Crk	Cherry Hill	bridge	concrete	18	18	over 20	73.8	4.67
100	4E-10	Marlkress Rd	N Br Cooper R	Cherry Hill	bridge	wood	18	16.5	10 tons	77.7	7.75

Map No.	Bridge No.	Location	Water Body	Municapility	Type	Material	Length (Ft)	Width (Ft)	Capacity (Tons)	Suff. Rating	Vertical Clearance
101	5D-9	Burnt Mill Rd		Cherry Hill	bridge	concrete	14	>26	over 20		8.0
102	4F-1	Evesboro Road	Pennsauken Crk	Cherry Hill	bridge	wood	12.5	17	15 tons		6.67
103	5E-11	Hddnfld-Krssn Rd		Cherry Hill	arch	concrete	12.25	>26	over 20		7.75
104	5E-12	Springdale Rd.	N Br Cooper R	Cherry Hill	bridge	concrete	27.33	>26	over 20	87.9	9.0
105	4F-2	Marlton Pike	Pennsauken Crk	Cherry Hill	culvert	steel	3.5	>26	over 20		2.5
106	5E-4	Hddnfld-Brln Rd	Sweets Mill Br	Cherry Hill	arch	stone	6 + 60"x	>26	over 20		n/a
107	5E-16	Springdale Road		Cherry Hill	bridge	concrete	10.5	20	over 20		3.67
108	5F-15	Cropwell Road	N Br Cooper Crk	Cherry Hill	bridge	wood	29.5	16.5	15 tons	94.6	5.0
109	5E-3	Hddnfld-Brln Rd	Holly Swamp Br	Cherry Hill	bridge	concrete	13.67	>26	over 20		6.17
110	5F-5	Brick Corner Rd	N Br Cooper Crk	Cherry Hill	bridge	wood	17	18	8 tons		6.33
111	5D-11	Burnt Mill Rd		Cherry Hill	arch	brick	7.5w/60"x	>26	over 20		n/a
112	5F-6	Matlack Mill	Cooper Crk	Cherry Hill	bridge	concrete	16.5	18.67	over 20	94.1	12.75
113	5E-17	Springdale Road	Holly Swamp Br	Cherry Hill	arch	concrete	13	20	over 20		6.75
114	6E-30	Evesham Road	Holly Swamp Br	Cherry Hill	bridge	concrete	8	>26	over 20		3.5
115	6F-4	Hddnfld-Krssn Rd		Voorhees	bridge	concrete	8	>26	over 20		3.0
116	6E-27	Evesham Road		Cherry Hill	arch	stone	5 + 54" x	>26	over 20		n/a
117	6D-5	Evesham Road	S Br Cooper Crk	Voorhees	bridge	concrete	23	>26	over 20	96.0	7.0
118	6D-23	Somerdale Road	Cooper Crk	Somrdl/Voor	bridge	concrete	16	17.5	over 20	35.9	5.0
119	6D	White Horse Rd	Cooper Crk	Voor/Strat/Lind	arch	brick	16	21.75	over 20		10.25
120	6E-15	Krkwd-Gibbsbr Rd		Gibbsboro	bridge	concrete	15	20	over 20		7.0
121	6E-20	Gbbsbr-Fstr Ave.	at Mill	Gibbsboro	arch	brick	7	>26	over 20		2.0

Map No.	Bridge No.	Location	Water Body	Municapility	Type	Material	Length (Ft)	Width (Ft)	Capacity (Tons)	Suff. Rating	Vertical Clearance
122	6F-10	Cooperson Road		Voorhees	pipe	concrete/ iron	5	8	2 tons		2.0
123	7E-29	Clmntn-Gbbsbr Rd		Gibbsboro	culvert	concrete	8	>26	over 20		3.25
124	7E-30	Clmntn-Gbbsbr Rd	at Lake	Gibbsboro	culvert	concrete	8	>26	over 20		3.25
125	7E-28	Hilliard Road	Millard Crk	Gibbsboro	culvert	concrete	20.33	26	15 tons	88.6	4.0
126	8F-8	Brln-Crss Kys Rd	Egg Harbor R	Berlin	bridge	concrete	9	21	over 20		3.08
127	8F-12	New Freedom Rd	Gr Egg Harbor R	Berlin/Winslow	bridge	concrete	20	>26	over 20	85.1	3.83
128	9G-13	Cooper Folly Rd	Hayes Mill Crk	Winslow	bridge	concrete	8	20	over 20		5.75
129	9H	White Horse Pk (old)	Hayes Mill Crk	Waterford	bridge	wood	11	21	12 tons		12.0
130	9H-2	E. Atlantic Ave.	Hayes Mill Crk	Waterford	pipe	concrete/ iron	10	>26	over 20		n/a
131	10I-4	Burnt Mill Rd	Wild Cat Br	Waterford	bridge	log	8	8	2 tons		n/a
132	9J-1	Jackson Road	Atsion Run	Waterford	bridge	wood	24.25	19	15 tons		4.17
133	11I-10	Old White Horse Pk	Albertson Br	Waterford	bridge	concrete	14.5	>26	over 20		2.5
134	12J-3	Iron Mill Brdg	Albertson Br	Waterford	bridge	wood	19	> 26	4 tons		6.17
135	9K-1	Jcksn-Atsn Trl	Atsion Run	Waterford	bridge	wood	42.33	9	15 tons		4.0
136	12K-1	Chew Causeway	Atsion Br.nr lk	Waterford	bridge	wood	32.5	10.83	2 tons		2.0
137	10K-2	Burnt House Rd	Sleeper Br	Waterford	bridge	wood	21.75	12.5	4 tons		3.42
138	10K-3	Burnt House Rd	Sulter Ditch	Waterford	bridge	concrete	10	10.67	over 20		3.08
139	10K-6	Ephraim Bridge	Atsion Run	Waterford	bridge	wood	38.33	12.58	3 tons		3.58
140	11K-12	Parkdale	Sleeper Br	Waterford	bridge	wood	30.5	8.75	6 tons		2.0
141	4C-23	Lee Lane	Newton Lake	Hadd Twp/Collin	bridge	concrete	14	12.67	over 20		n/a

Map No.	Bridge No.	Location	Water Body	Municapility	Type	Material	Length (Ft)	Width (Ft)	Capacity (Tons)	Suff. Rating	Vertical Clearance
142	4C-23	Windsor Ave.	Br Cooper Crk	Haddon Twp	culvert	concrete	4.5	>26	over 20		1.0
143	7E-37	Norcross Ave.	Cooper Crk	Gibbsb/Lind	culvert	concrete	5	>26	over 20		n/a
144	4D-24	S Cooper R Dr	Cooper Crk	Haddonfield	bridge	wood	29.67	17.67	10 tons	19.0	4.58
145	4D-25	N Cooper R Dr	N Br Cooper Crk	Cherry Hill	bridge	concrete	40.17	>26	over 20	88.5	8.0
146	6D-22	Rural Avenue	Br. Cooper Crk	Voorhees	bridge	concrete	8	>26	over 20		3.0
147	5D-19	Woodcrest Rd	PATCO HS Ln	Cherry Hill	bridge	steel	60	>26	over 20	90.4	19.5
148	6D-57	White Horse Rd	PATCO HS Ln	Lindenwold	bridge	steel	55	>26	over 20	90.8	13.0

APPENDIX C

DVRPC TRANSPORTATION IMPROVEMENT PROGRAM
(Camden County)

DVRPC TRANSPORTATION IMPROVEMENT PROGRAM
FY 1993 - FY 1998
NEW JERSEY HIGHWAY PORTION
(Camden County)

KEY #:	1
LOCATION:	CR 601 (State Street) from Cooper River Bridge to 2nd Street
TYPE OF IMPROVEMENT:	Milling and overlay
CONSTRUCTION DATE:	FY 93
TOTAL COST:	$140,000
FUNDING:	State-aid
SPONSOR:	Camden County
TIP #	2284

KEY #:	2
LOCATION:	CR 601 (Marlton Pike) from Federal Street to River Road
TYPE OF IMPROVEMENT:	Mill, overlay and drainage
CONSTRUCTION DATE:	FY 93
TOTAL COST:	$70,000
FUNDING:	State-aid
SPONSOR:	Camden County
TIP #	2288

KEY #:	3
LOCATION:	CR 611 (36th Street) from Federal Street to Westfield Avenue
TYPE OF IMPROVEMENT:	Milling, overlay and drainage
CONSTRUCTION DATE:	FY 93
TOTAL COST:	$60,000
FUNDING:	State-aid
SPONSOR:	Camden County
TIP #	2285

KEY #:	4
LOCATION:	CR 537 (Federal Street) bridge over Cooper River
TYPE OF IMPROVEMENT:	Bridge reconstruction
CONSTRUCTION DATE:	NA
TOTAL COST:	$150,000 (engineering)
FUNDING:	Bridge replacement
SPONSOR:	Camden County
TIP #	2256

KEY #:	5
LOCATION:	US 30 over Cooper River
TYPE OF IMPROVEMENT:	Bridge replacement and widening
CONSTRUCTION DATE:	FY 96
TOTAL COST:	$13,400,000
FUNDING:	Bridge replacement
SPONSOR:	NJ DOT
TIP #	2221

KEY #:	6
LOCATION:	Becket Street Terminal
TYPE OF IMPROVEMENT:	Reconstruction
CONSTRUCTION DATE:	FY 93
TOTAL COST:	$8,300,000
FUNDING:	FHWA
SPONSOR:	NJ DOT
TIP #	2281

KEY #:	7
LOCATION:	CR 608 (Baird Boulevard) over Cooper River
TYPE OF IMPROVEMENT:	Bridge reconstruction
CONSTRUCTION DATE:	NA
TOTAL COST:	$150,000 (engineering)
FUNDING:	Bridge replacement
SPONSOR:	Camden County
TIP #	2255

KEY #:	8
LOCATION:	CR 603 (Ferry Avenue) Haddon Avenue to Mt. Ephraim
TYPE OF IMPROVEMENT:	Milling and overlay
CONSTRUCTION DATE:	FY 93
TOTAL COST:	$127,000
FUNDING:	State-aid
SPONSOR:	Camden County
TIP #	2283

KEY #:	9
LOCATION:	US 30/US 130 from Collingswood Circle to Cooper River
TYPE OF IMPROVEMENT:	Circle cut-through and reconstruction
CONSTRUCTION DATE:	FY 95
TOTAL COST:	$13,900,000
FUNDING:	NHS
SPONSOR:	NJ DOT
TIP #	2008B

KEY #: 10
LOCATION: CR 551 (Broadway) over Newton Creek
TYPE OF IMPROVEMENT: Bridge reconstruction
CONSTRUCTION DATE: FY 94
TOTAL COST: $2,074,000
FUNDING: Bridge replacement
SPONSOR: Camden County
TIP # 2220

KEY #: 11
LOCATION: Morgan Boulevard over N. Branch Newton Creek
TYPE OF IMPROVEMENT: Bridge reconstruction
CONSTRUCTION DATE: NA
TOTAL COST: $250,000 (engineering)
FUNDING: Bridge replacement
SPONSOR: Camden County
TIP # 2257

KEY #: 12
LOCATION: CR 635 (Hudson Street) Johnson Boulevard to Broadway
TYPE OF IMPROVEMENT: Mill, overlay and drainage
CONSTRUCTION DATE: FY 93
TOTAL COST: $70,000
FUNDING: State-aid
SPONSOR: Camden County
TIP # 2292

KEY #: 13
LOCATION: US 130 over Little Timber Ck, S. Branch Newton Ck
TYPE OF IMPROVEMENT: Bridge rehabilitation
CONSTRUCTION DATE: FY 96
TOTAL COST: $4,311,000
FUNDING: Bridge replacement
SPONSOR: NJ DOT
TIP # 2247

KEY #: 14
LOCATION: CR 551 (Broadway) Jersey Avenue to Circle
TYPE OF IMPROVEMENT: Mill, overlay and drainage
CONSTRUCTION DATE: FY 93
TOTAL COST: $155,000
FUNDING: State-aid
SPONSOR: Camden County
TIP # 2291

KEY #:	15
LOCATION:	CR 659 (Hannevic Road) Brooklawn Circle to Browning Road
TYPE OF IMPROVEMENT:	Mill, overlay and drainage
CONSTRUCTION DATE:	FY 93
TOTAL COST:	$71,000
FUNDING:	State-aid
SPONSOR:	Camden County
TIP #	2293

KEY #:	16
LOCATION:	CR 636 (Cuthbert Boulevard) Whitehorse Pike to Less Lane
TYPE OF IMPROVEMENT:	Mill and overlay
CONSTRUCTION DATE:	FY 93
TOTAL COST:	$80,000
FUNDING:	State-aid
SPONSOR:	Camden County
TIP #	2286

KEY #:	17
LOCATION:	CR 669 (Warwick Road) from Tavistock Blvd to I-295
TYPE OF IMPROVEMENT:	Mill and overlay
CONSTRUCTION DATE:	FY 93
TOTAL COST:	$103,000
FUNDING:	State-aid
SPONSOR:	Camden County
TIP #	2287

KEY #:	18
LOCATION:	Maple Avenue over AMTRAK/NJ TRANSIT Line
TYPE OF IMPROVEMENT:	Bridge replacement
CONSTRUCTION DATE:	FY 93
TOTAL COST:	$3,850,000
FUNDING:	Bridge replacement
SPONSOR:	NJ DOT
TIP #	2254

KEY #:	19
LOCATION:	NJ 70 at McClellan Avenue
TYPE OF IMPROVEMENT:	Drainage
CONSTRUCTION DATE:	FY 94
TOTAL COST:	$3,000,000
FUNDING:	State-aid
SPONSOR:	NJ DOT
TIP #	2279

KEY #: 20
LOCATION: NJ 70 from NJ 38 to County Line
TYPE OF IMPROVEMENT: Widening and jughandles
CONSTRUCTION DATE: FY 97
TOTAL COST: $35,285,000
FUNDING: NHS, FHWA
SPONSOR: NJ DOT
TIP # 2229

KEY #: 21
LOCATION: CR 616 (Church Road) over Pennsauken Creek
TYPE OF IMPROVEMENT: Bridge reconstruction
CONSTRUCTION DATE: FY 93
TOTAL COST: $921,000
FUNDING: Bridge bond
SPONSOR: Camden County
TIP # 2219

KEY #: 22
LOCATION: CR 544 (Evesham Road) from E. Atlantic Ave to US 30
TYPE OF IMPROVEMENT: Mill, overlay and drainage
CONSTRUCTION DATE: FY 93
TOTAL COST: $90,000
FUNDING: State-aid
SPONSOR: Camden County
TIP # 2290

KEY #: 23
LOCATION: CR 678 (Somerdale Road) over Cooper River
TYPE OF IMPROVEMENT: Bridge reconstruction
CONSTRUCTION DATE: FY 96
TOTAL COST: $1,552,000
FUNDING: Bridge replacement
SPONSOR: Camden County
TIP # 2252

KEY #: 24
LOCATION: CR 702 (Berlin Avenue) from US 30 to Stratford Avenue
TYPE OF IMPROVEMENT: Reconstruction
CONSTRUCTION DATE: FY 93
TOTAL COST: $127,000
FUNDING: State-aid
SPONSOR: Camden County
TIP # 2289

KEY #:	25
LOCATION:	NJ 168 from County Line to 3rd Street
TYPE OF IMPROVEMENT:	Resurfacing and intersection improvements
CONSTRUCTION DATE:	FY 94
TOTAL COST:	$3,410,000
FUNDING:	NHS, FHWA
SPONSOR:	NJ DOT
TIP #	2278

KEY #:	26
LOCATION:	Hickstown, Branch, Jarvis, and Kearsley
TYPE OF IMPROVEMENT:	Traffic signal and intersection improvement
CONSTRUCTION DATE:	FY 93
TOTAL COST:	$960,000
FUNDING:	State-aid
SPONSOR:	Camden County
TIP #	2282

KEY #:	27
LOCATION:	CR 689 (Berlin-Cross Keys Road) from US 30 to County Line
TYPE OF IMPROVEMENT:	Reconstruction
CONSTRUCTION DATE:	FY 93-FY 97
TOTAL COST:	$6,930,000
FUNDING:	State-aid
SPONSOR:	Camden County
TIP #	2294

KEY #:	28
LOCATION:	US 30/NJ 73 Interchange
TYPE OF IMPROVEMENT:	Bridge replacement, paving
CONSTRUCTION DATE:	FY 94
TOTAL COST:	$19,005,000
FUNDING:	Bridge replacement
SPONSOR:	NJ DOT
TIP #	2101

KEY #:	29
LOCATION:	US 30 over AMTRAK/NJ TRANSIT Line
TYPE OF IMPROVEMENT:	Bridge replacement
CONSTRUCTION DATE:	FY 96
TOTAL COST:	$18,471,000
FUNDING:	Bridge replacement
SPONSOR:	NJ DOT
TIP #	2232

KEY #:	30
LOCATION:	Piney Hollow Road Over Great Egg Harbor River
TYPE OF IMPROVEMENT:	Bridge reconstruction
CONSTRUCTION DATE:	FY 94
TOTAL COST:	$1,025,000
FUNDING:	Bridge replacement
SPONSOR:	Camden County
TIP #	2230

KEY #:	NA
LOCATION:	I-295 and I-76
TYPE OF IMPROVEMENT:	Noise barriers
CONSTRUCTION DATE:	FY 94
TOTAL COST:	$3,000,000
FUNDING:	State-aid
SPONSOR:	NJ DOT
TIP #	2296