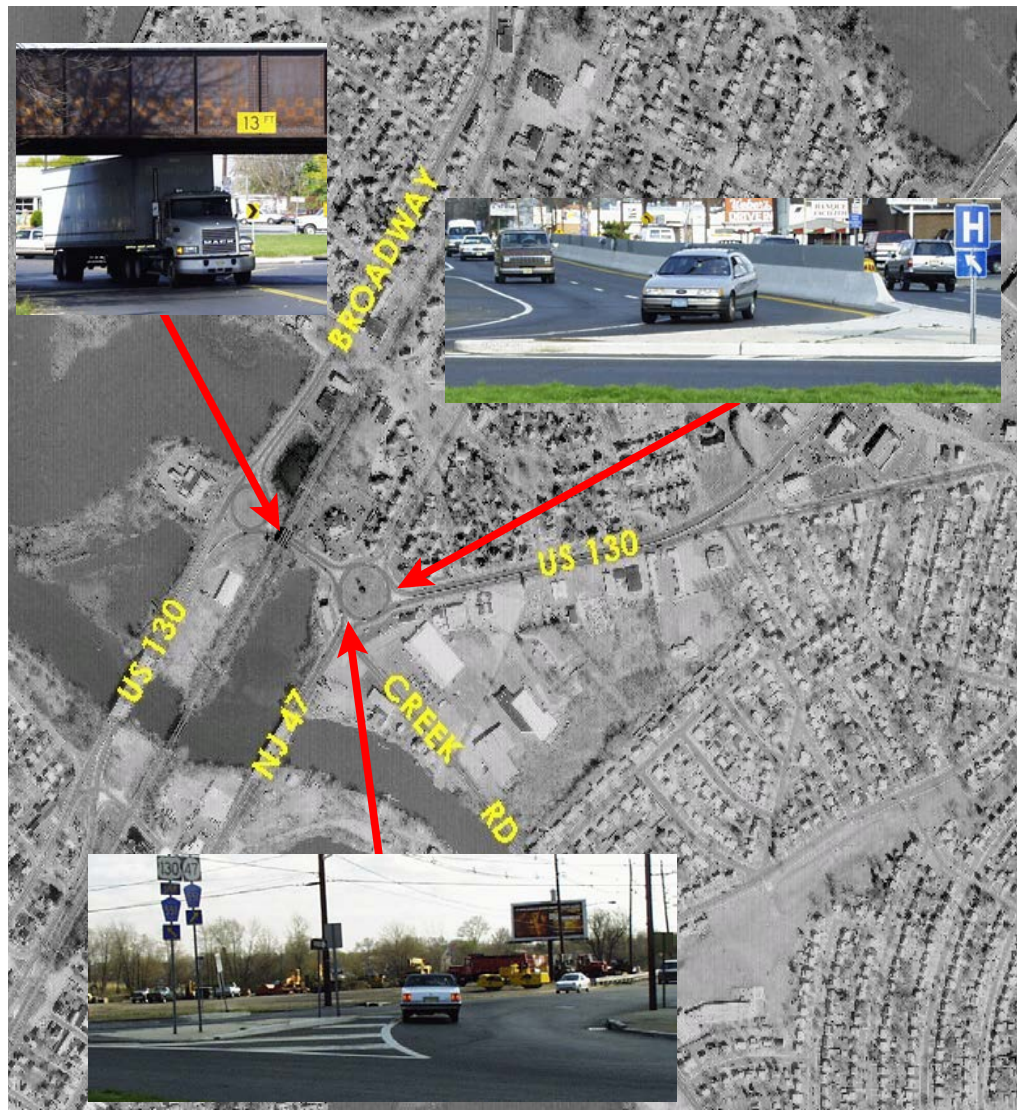
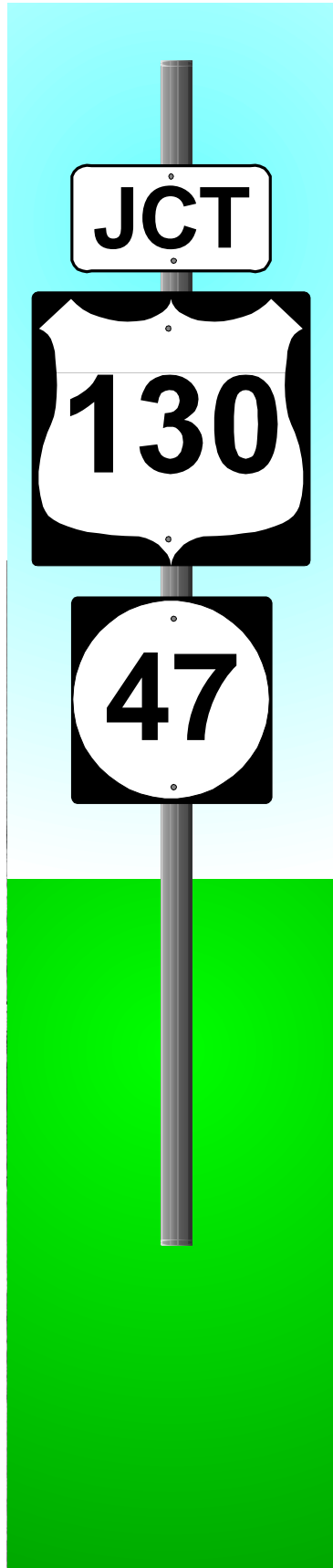


# US 130 Brooklawn Circles Concept Development Report





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**US 130**

**BROOKLAWN CIRCLES**

**CONCEPT DEVELOPMENT**

**REPORT**

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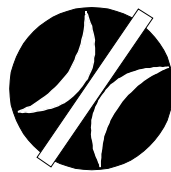


DELAWARE VALLEY REGIONAL PLANNING COMMISSION  
The Bourse Building  
111 South Independence Mall East  
Philadelphia, PA 19106

February 2002

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



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

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

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## **I. EXECUTIVE SUMMARY**

This document, prepared by the Delaware Valley Regional Planning Commission (DVRPC) for the New Jersey Department of Transportation (NJ DOT), presents an analysis of the US 130 Brooklawn Circles Area in Camden County. A study area location map is presented in Figure 1. A Year 2000 aerial photograph of the circles is presented in Figure 2. This effort, performed in cooperation with the Borough of Brooklawn and NJ DOT, is intended to serve as the Concept Development Report of NJ DOT's Project Delivery Process. The primary activities of Concept Development include: collection of data, evaluation of deficiencies and coordination with stakeholders in the community and with NJ DOT's core groups. Input into this analysis was also solicited from local residents and businesses as well as surrounding municipalities. Federal, state and local elected officials concerned about the safety, congestion and flooding problems that have long been chronic problems at this location have requested that DVRPC and NJ DOT investigate potential improvement scenarios. Documentation of their requests and support for improvements in this area are presented in Appendix A.

Data was collected on the existing traffic operations and accident history occurring in the two circles along US 130 in Brooklawn and in the immediate vicinity on the approach roads. A preliminary environmental screening was conducted to determine if sensitive uses (wetlands, flood plains, hazardous waste sites, parks, churches, schools or cemeteries) were located in the study area. Outreach to the public officials as well as to the general public was conducted and is documented within. A set of short range actions such as signing and stripping intended to be completed quickly and without further study are presented. A range of improvement concepts to address the safety and congestion issues related to movements between the East Circle and Creek Road are also presented. These improvement concepts should move forward to the Feasibility Assessment Phase of NJ DOT's Project Delivery Process for further study. Turns from the East Circle to Creek Road are a primary cause of congestion and contribute to the accident history of the circle. The improvement concepts presented are intended to address the problems at this location and, together with the short range actions, are expected to greatly improve the overall operations of the study area.

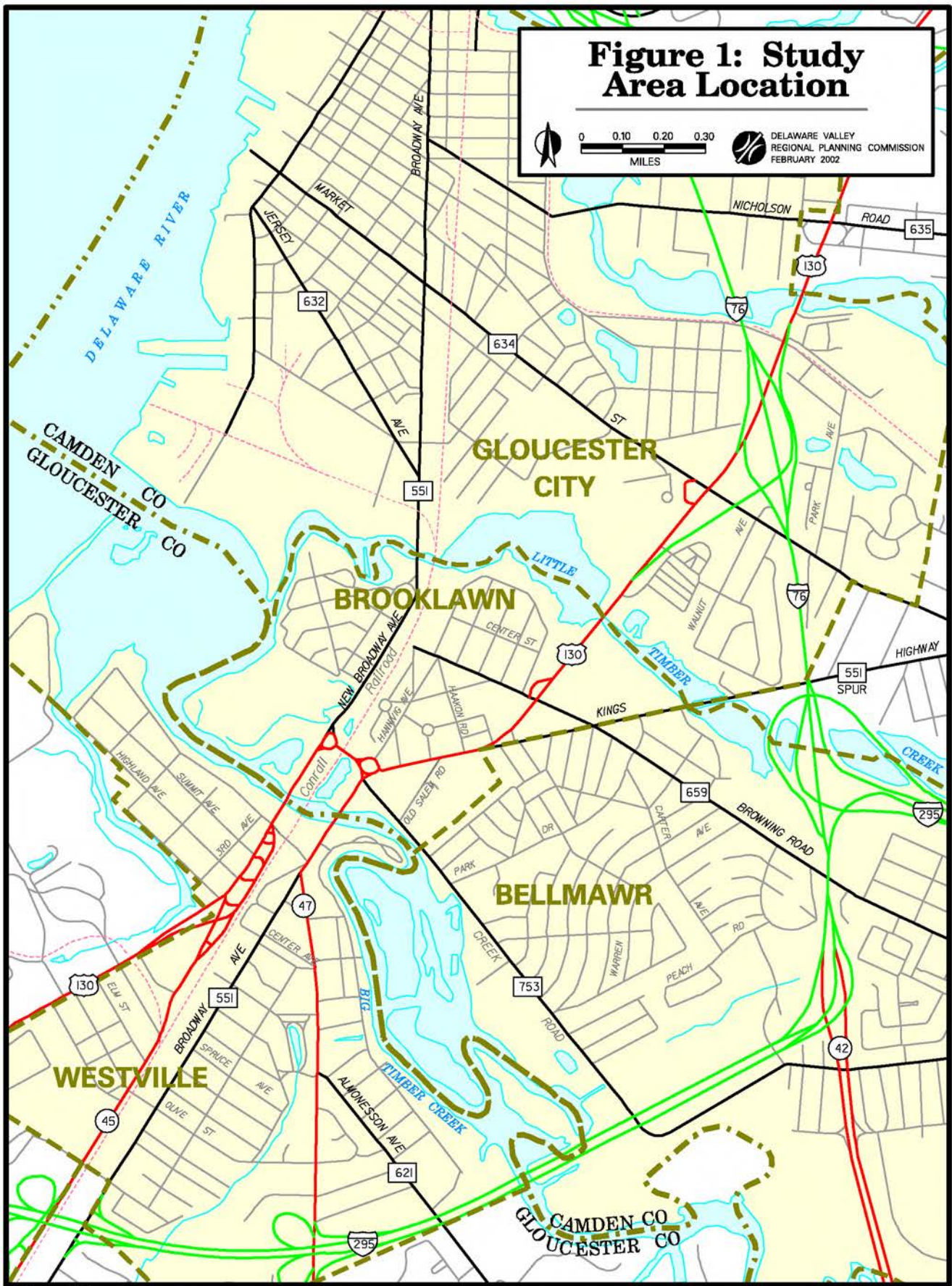
The traffic accidents and peak period congestion were identified as the primary problems associated with the circles. Other key issues included the difficulty making left turns from the East Circle onto Creek Road, the low vertical clearance of the rail overpass, the flooding problems and cut through traffic using local streets.

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# Figure 1: Study Area Location

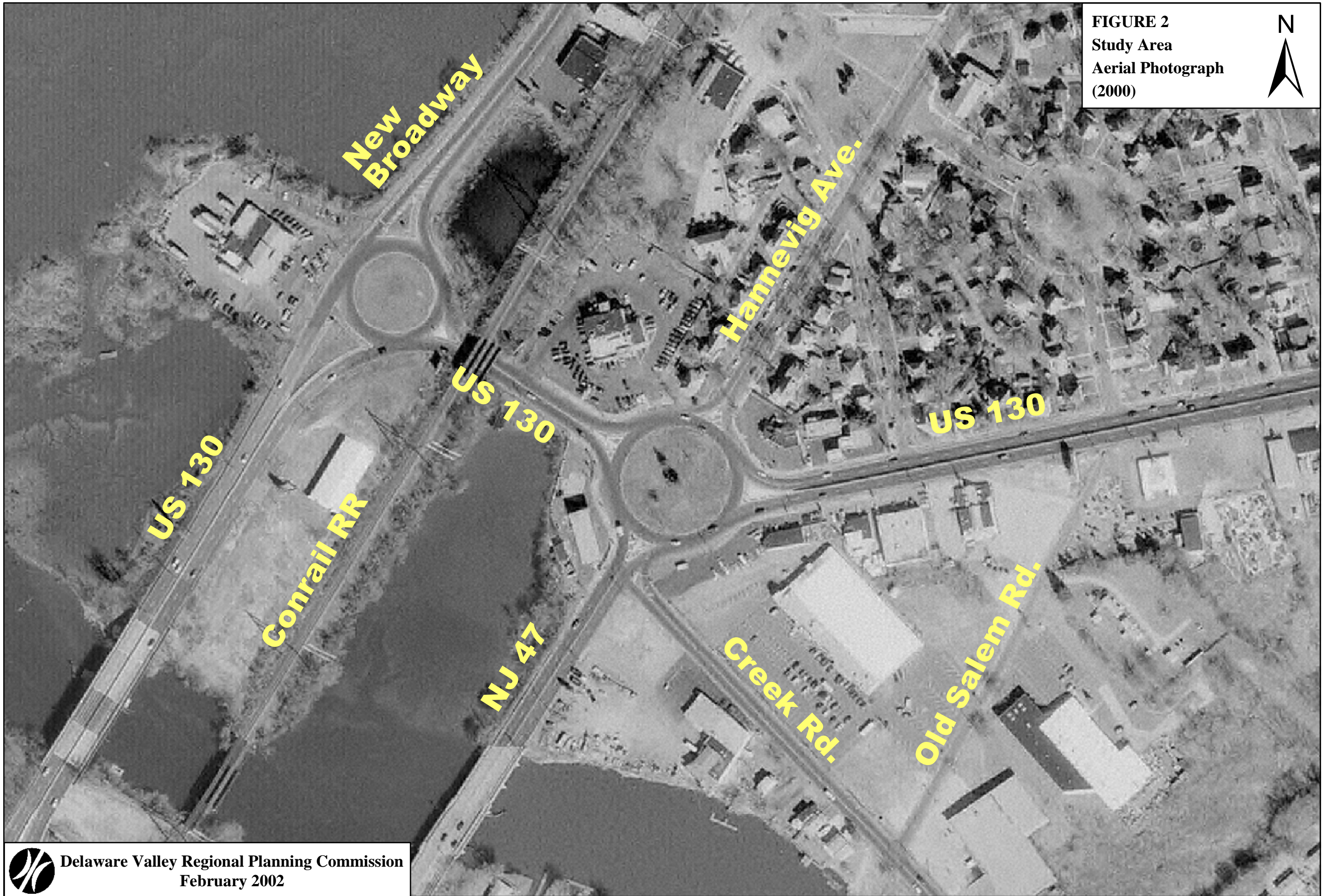
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FEBRUARY 2002



Source: DVRPC.

**FIGURE 2**  
Study Area  
Aerial Photograph  
(2000)





## II. PHYSICAL AND OPERATING CONDITIONS

### Study Area Transportation Network

The study area runs in a generally north-south direction along the southwestern portion of Camden County and into Gloucester County. The study area includes several major expressways such as I-76 and I-295. However, the focal point of this study is aimed at US 130 and the two traffic circles that are located in Brooklawn. At these traffic circles, several major roadways converge, making this a highly traversed corridor. Besides US 130 that negotiates through both of the traffic circles, NJ 47 emerges from the circle as well. Another major route in the vicinity of the circles is NJ 45. This route does not extend directly off the circle, however, it does originate from US 130 as it enters Gloucester County. Each of these major routes has direct access to the before mentioned expressways of I-76 and I-295.

As one would travel along US 130 from north to south, the first traffic circle encountered is the East Traffic Circle. This circle essentially has five legs that extend from it. US 130 accounts for two of the legs as it both enters the circle from the north and exits to the south where it connects to the West Traffic Circle. The other three legs of the east circle are Hannevig Avenue, NJ 47 and Creek Road. The West Traffic Circle has only three extensions, two of which are US 130. New Broadway Avenue (CR 551) is the other roadway leading into the circle. Another important feature of these traffic circles, is that a Conrail Railroad overpass intersects the section of US 130 that connects the two circles. Figure 3 displays a schematic representation of each of the traffic circles and their relation to each other. A more detailed description of both the East and West Traffic Circles and their characteristics of each are cited in the following sections.

### Roadway Configuration

#### East Traffic Circle

As previously mentioned the East Traffic Circle has five legs within its design. The first leg is US 130 as it enters the circle from the north (Figure 4). North of the circle, southbound US 130 carries has three travel lanes that reduces to two lanes as it nears the circle. The speed limit along US 130 is 45 miles per hour. Approaching the circle there is set of overhead flashing amber

---

lights that warn motorists of the circle. At the point where US 130 merges into the circle, a concrete island helps to channel the vehicles into the circle. US 130 northbound has two departure lanes that exit the circle. A jersey barrier separates the northbound lanes from the southbound lanes.

**Figure 4: Looking at southbound US 130 entering the East Circle**



Once a vehicle enters the circle, the next entrance/exit to the circle is Hannevig Avenue. This is a local street that leads into a residential neighborhood. It contains one lane of traffic in each direction (Figure 5). On street parking is also permitted along Hannevig Avenue. At the egress of the circle, there also is a concrete island that directs the traffic into the circle.

**Figure 5: Looking North at Hannevig Ave. from the East Circle**





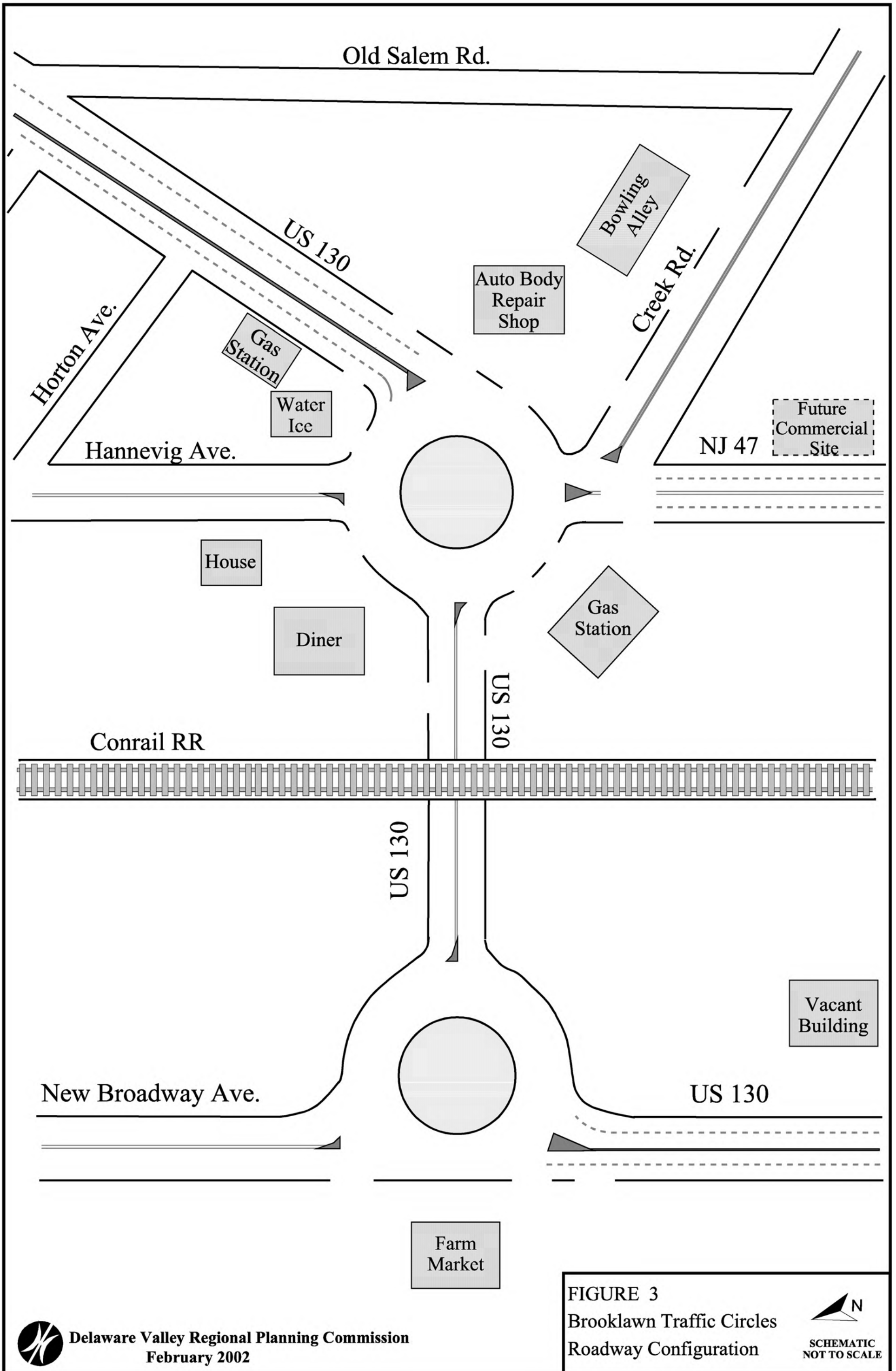


FIGURE 3  
Brooklawn Traffic Circles  
Roadway Configuration





US 130 exits the East Traffic Circle and connects to the West Circle by means of a two-lane road, with one lane of travel in each direction (Figure 6). Again, a concrete island is channeling traffic into the circle. This section of US 130 is bridged by the Conrail Railroad. Approximately halfway between the east and the west circles, a Conrail Railroad overpass bisects the roadway. When this study initiated, New Jersey Department of Transportation had the height of the overpass signed at 13' 3", however it has recently been posted to 13' 0".

**Figure 6: Looking Toward the West Circle along US 130 from the East Circle**



Another leg entering the east circle is NJ 47. This route heads south from the circle and carries two lanes of traffic in each direction. As with the other legs of the circle, a concrete island is placed at the entrance of the circle. As NJ 47 heads south, the road heads up a slight incline toward a bridge over Timber Creek (Figure 7). This section of NJ 47 is impacted by Creek Road, which contains only one travel lane in each direction. Although Creek Road does not directly enter the east traffic circle, it does intersect with NJ 47 just east of the circle (Figure 8). Access to NJ 47 from Creek Road is controlled by a stop sign. Vehicles exiting Creek Road are only able to make right turns as a concrete island prevents any left turns onto NJ 47. The result of making a right turn off of a Creek Road places them in the direction of the circle.

**Figure 7: Looking South at NJ 47 from the East Circle**



**Figure 8: Looking at NJ 47/Creek Road Intersection from the Body Shop**



The land uses immediately adjacent to the east traffic circle play an important role in the characteristics of the circle. Commercial land uses surround the east circle. Many of these land uses tend to generate a significant amount of traffic in and out of their establishments on an everyday basis. Figure 3 also presents a schematic of each of the land uses near the circle. The first commercial property on the circle is a Rita's Water Ice. This seasonal commercial property is located east of Hannevig Avenue. Rita's has two curb cuts allowing access to the store. One is placed along the approach to the circle, the other is located directly on the traffic circle. Another commercial property found along the circle is Brooklawn Diner. The diner is located west of Hannevig Avenue. One of the diner's entrances has direct access to the traffic circle. The other entry is on US 130 near the railroad overpass.

Moving around the circle, there is a Hess Gas Station situated between the railroad overpass and NJ 47. The gas station has four different curb cuts allowing access into the station. Two of these entrances are directly on the circle, while the other two access US 130 and NJ 47 respectively. At the intersection of Creek Road and NJ 47, there is a vacant lot that is currently owned by the Borough of Brooklawn. Adjacent to this property is a lot owned by a paving company which uses this lot to store equipment. Officials from the Borough have indicated that these lots may be developed for future commercial uses. The last commercial property along the circle is an auto body repair shop. This is found between Creek Road and US 130 Northbound and access to the repair shop is allowed through four separate locations. The auto body shop has a large parking lot associated with it, which is situated right at the apex of the circle between US 130 and Creek Road.

### West Traffic Circle

The west traffic circle is not as complex as the east circle. This circle has three roads that feed into it. The first roadway is US 130 that connects the two circles. As previously mentioned this segment of road travels underneath the 13-foot railroad overpass. This segment of road carries one lane in each direction. A concrete island controls access into the circle channeling the traffic to the right. The next roadway that feeds into the west circle is New Broadway Avenue (CR 551). This enters from the north and connects Gloucester City with the west traffic circle. Like each of the other roadway segments, access to the circle is channeled by a concrete island that prevents any traffic from entering the circle and going the wrong direction. New Broadway Avenue is comprised of two lanes with one lane approaching the circle and one lane departing. The last leg of the circle is again US 130 that continues southbound toward the borough of Westville. This section of US 130 again becomes two lanes in each direction separated by a jersey barrier.

---

The land use surrounding this circle is also relatively less when compared with the east circle. The one commercial property that generates trips to and from it is Verchio's Farm Market. It is on the west side of the circle along New Broadway Avenue and US 130 southbound. There are three entrances to the farm market. One at the point where New Broadway intersects with the circle, and one at the point just before US 130. The last curb cut is along US 130 southbound.

### Existing Traffic Volumes

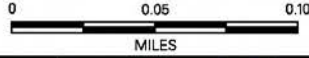
In March 2000, NJDOT collected traffic volumes for this corridor. Traffic counts were taken for each segment of roadway that enters and exits each of the traffic circles. The average annual daily traffic (AADT) volumes are listed below in Table 1 and displayed on Figure 9.

**Table 1: Existing Traffic Volumes**

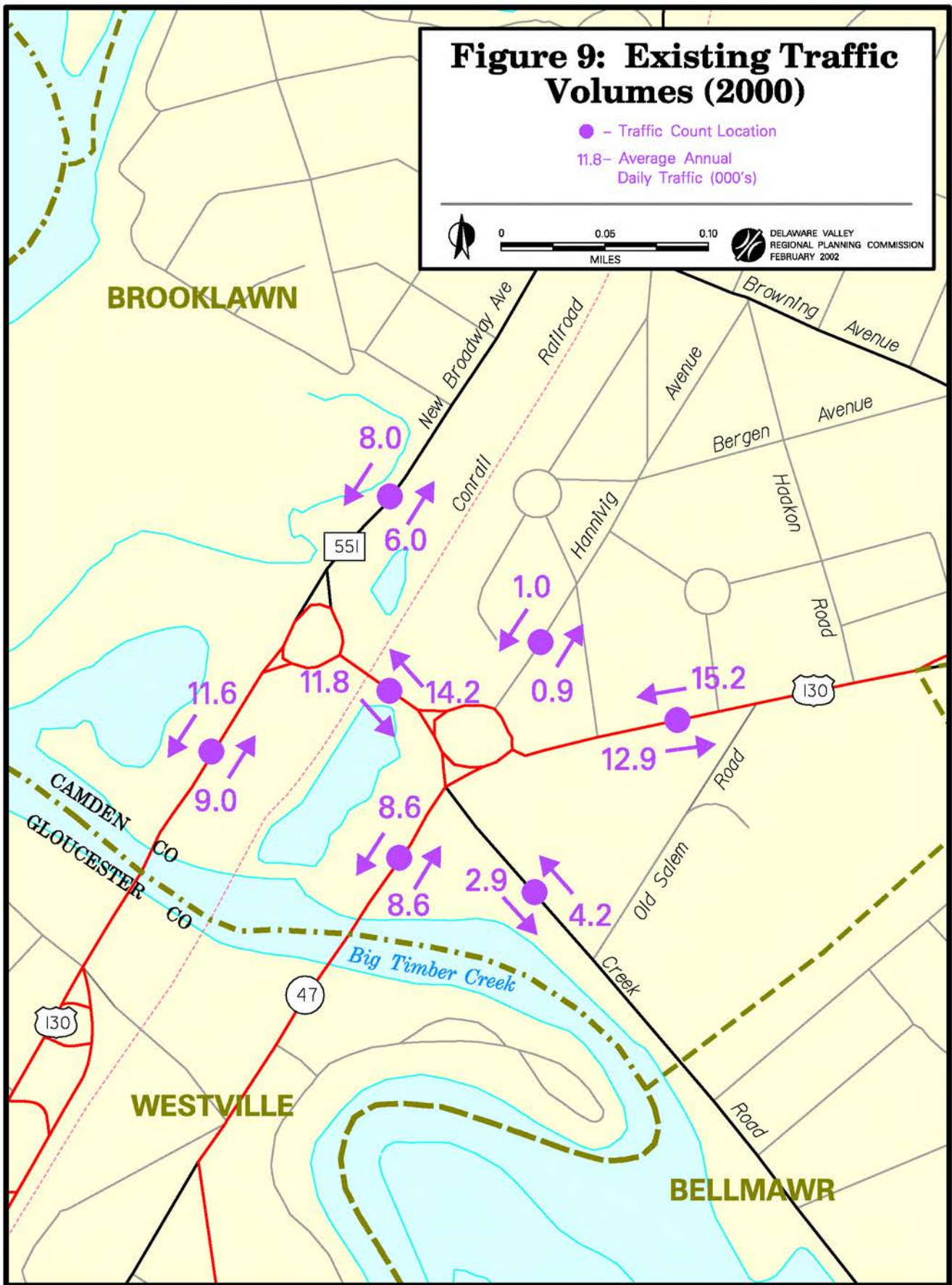
| Existing Traffic Volumes |             |                     |            |        |
|--------------------------|-------------|---------------------|------------|--------|
| Facility                 | Limits      |                     | Direction  | AADT   |
| US 130                   | Nansen Ave. | Horton Ave.         | southbound | 15,216 |
| US 130                   | Nansen Ave. | Horton Ave.         | northbound | 12,913 |
| Hannevig Ave.            | East Circle | Horton Ave.         | southbound | 986    |
| Hannevig Ave.            | East Circle | Horton Ave.         | northbound | 916    |
| US 130                   | East Circle | West Circle         | southbound | 14,184 |
| US 130                   | East Circle | West Circle         | northbound | 11,769 |
| NJ 47                    | East Circle | Big Timber Creek    | southbound | 8,630  |
| NJ 47                    | East Circle | Big Timber Creek    | northbound | 8,558  |
| Creek Rd.                | East Circle | Old Salem Rd.       | eastbound  | 2,850  |
| Creek Rd.                | East Circle | Old Salem Rd.       | westbound  | 4,160  |
| New Broadway             | West Circle | Towne Center Square | southbound | 8,016  |
| New Broadway             | West Circle | Towne Center Square | northbound | 5,977  |
| US 130                   | West Circle | Big Timber Creek    | southbound | 11,584 |
| US 130                   | West Circle | Big Timber Creek    | northbound | 9,032  |

# Figure 9: Existing Traffic Volumes (2000)

- - Traffic Count Location
- 11.8 - Average Annual Daily Traffic (000's)



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Turning movement counts for the AM and PM peak period were also collected at the East Traffic Circle in March 2000 and are presented in Figures 10 and 11. Vehicle classification counts were also taken at two locations at the same time as the traffic counts. Along Creek Road between the East Traffic Circle and Old Salem Road, 89% of the vehicles were automobiles while the remaining 11% were trucks. Similar results occurred along New Broadway between the West Traffic Circle and Towne Center Square where 93% of the vehicles were automobiles and the remaining 7% were trucks.

### **Existing Level of Service Analysis**

The concept of level of service is a qualitative measure describing operational conditions within a traffic stream and their perception by motorists in terms of speed and travel time, traffic interruptions, freedom to maneuver, comfort, and convenience. Six levels of service are defined; they are given letter designations, A to F, with level of service A representing the best operating conditions and level of service F the worst. Level of service C is the minimum desirable condition; however, jurisdictions frequently tolerate level of service D when the cost to upgrade the highway facility becomes prohibitive. Methodology to determine level of service is presented in the Highway Capacity Manual (HCM), Transportation Research Board Special Report 209. Different methodologies are specified for various types of facilities such as signalized intersections, unsignalized intersections, two lane roadways and freeways among others.

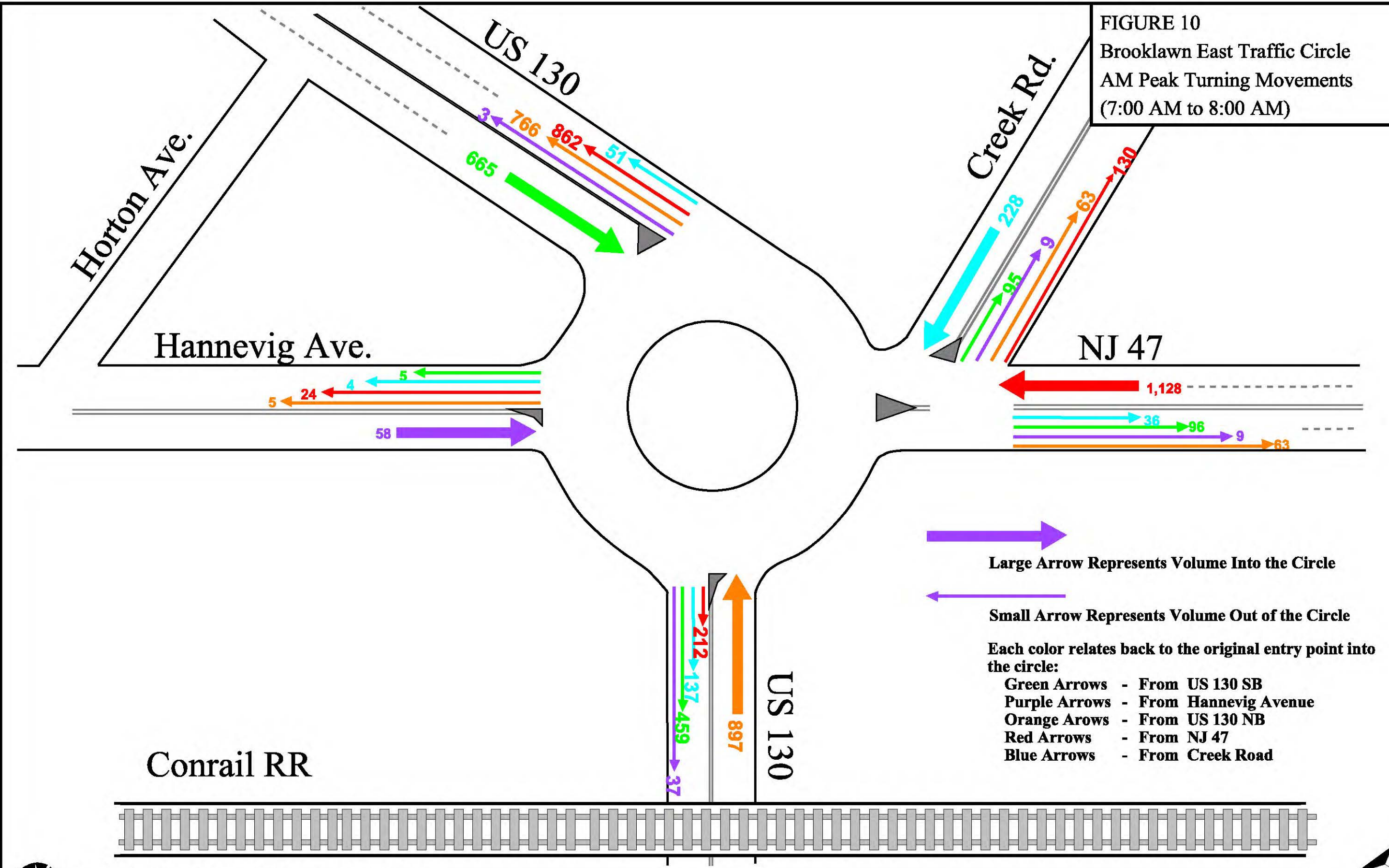
The NJ DOT Bureau of Traffic Engineering and Investigations offered to conduct the level of service analysis for this effort. NJ DOT's Bureau of Mobility Strategies and Bureau of Scope Development concurred with this approach. In some instances, traffic circles, or roundabouts, can be analyzed under the unsignalized intersection methodology. However, the geometrics of the East Circle with the influence of the Creek Road leg could not be accurately simulated with the HCM program. Traffic Engineering and Investigations attempted to analyze this location using the SIDRA program as well as with the Synchro 5 program. Neither of these programs could accurately simulate the conditions at this location.

The Bureau of Scope Development indicated that, since the project need had been sufficiently defined from a safety perspective and from personal observations, they would be willing to accept the Concept Development Document without a level of service analysis provided it gets completed during the Feasibility Assessment phase. The Bureau of Scope Development indicated that they currently have a consultant on board which has access to other analysis tools

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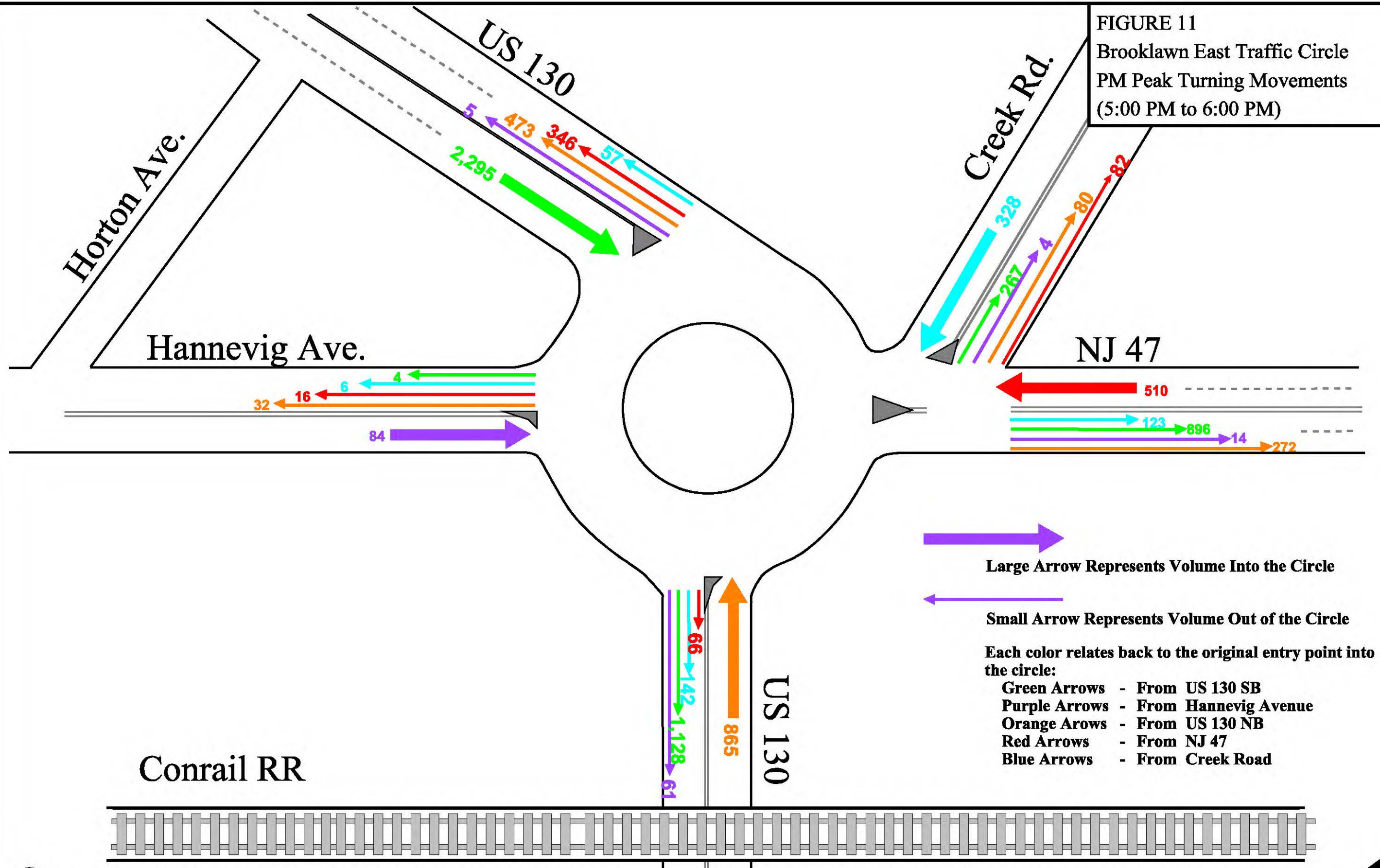




**FIGURE 10**  
 Brooklawn East Traffic Circle  
 AM Peak Turning Movements  
 (7:00 AM to 8:00 AM)





**FIGURE 11**  
 Brooklawn East Traffic Circle  
 PM Peak Turning Movements  
 (5:00 PM to 6:00 PM)



 Large Arrow Represents Volume Into the Circle  
 Small Arrow Represents Volume Out of the Circle  
 Each color relates back to the original entry point into the circle:  
 Green Arrows - From US 130 SB  
 Purple Arrows - From Hannevig Avenue  
 Orange Arrows - From US 130 NB  
 Red Arrows - From NJ 47  
 Blue Arrows - From Creek Road



which can accurately simulate the geometrics and operations of this location. The level of service analysis will be conducted during the Feasibility Assessment phase.

## **Accident History**

Traffic accident reports were collected for a three year period from 1998 through 2000 from the Brooklawn Borough Police Department. During this period there were a total of 379 accidents along the Brooklawn Traffic Circles. However, for analytical purposes the accident data has been divided into two sections. The first section deals with those accidents that occurred either within the East Traffic Circle or close to the circle, while the second section deals with those accidents that occurred along the West Traffic Circle.

### East Traffic Circle

At the East Traffic Circle, 334 accidents occurred during this period. Figures 12, 13, and 14 display each of the accidents on a collision diagrams for the years 1998, 1999, and 2000 respectively. (Refer to APPENDIX B for a description of each individual accident). Most of the accidents occurred during daylight hours. Approximately 47% of the accidents are associated with wet or icy road conditions. Automobiles were the most common vehicles involved in accidents within the East Circle with 81% of all accidents. Approximately 15% of the incidents involved commercial trucks, while the remaining 4% of the incidents involved either buses, motorcycles or bicycles.

There were no fatalities among any of the 334 accidents, although the accidents did produce forty-three injuries. In total, injuries occurred in only about 11% of the accidents. This is probably due to the slower speeds that are required for the vehicles to be able to traverse through this circle. From 1998 to 2000, the number of accidents and injuries has been decreasing. However, the number of accidents at this location is relatively high with an accident rate during this period of one accident every 3.28 days. Table 2 provides a breakdown by year for the number of accidents, the injuries, and the type of accident that occurred.

---

**Table 2: East Traffic Circle Accident Summary**

|              | Accidents  | Injuries  | Fatalities | Side-Swipe | Rear End  | Concrete Island | Angle     | Misc.     |
|--------------|------------|-----------|------------|------------|-----------|-----------------|-----------|-----------|
| 1998         | 123        | 21        | 0          | 37         | 35        | 26              | 19        | 6         |
| 1999         | 112        | 12        | 0          | 35         | 30        | 21              | 18        | 8         |
| 2000         | 99         | 10        | 0          | 32         | 26        | 26              | 12        | 3         |
| <b>TOTAL</b> | <b>334</b> | <b>43</b> | <b>0</b>   | <b>104</b> | <b>91</b> | <b>73</b>       | <b>49</b> | <b>17</b> |

Each accident can be classified into one of five categories. The most common type of accident is a sideswipe. This occurs when two vehicles traveling in the same direction, collide into each other on their sides. At the East Traffic Circle, approximately 31.1% of the accidents were sideswipes. The second category is a front-to rear-end collision, which entails the front of one vehicle crashing into the rear of another vehicle. At this circle, 27.2% of the accidents were front-to rear-end collisions.

The third type of accident is a vehicle striking a concrete island that channels the vehicles into the circle. The location for these accidents occurs along southbound on US 130 entering the East Circle (Figure 15). As vehicles approach the circle, they may be moving at a high rate of speed and are unable to make the right turn into the circle. During this three-year period 73 accidents (21.9%) are related to striking this island. It should be noted that of these 73 accidents, 62 (84.9%) of them occurred while the road conditions were wet.

**Figure 15: Concrete Island at Southbound US 130 Approach to the East Circle**

**FIGURE 12**  
**Brooklawn East Traffic Circle**  
**Intersection Collision Diagram**  
**1998**

**LEGEND**

- Accident # - See Appendix XX for Accident Description
- Automobile
- ⊠ Commercial Truck
- △ Bus
- ↔ Rear End Collision
- ↔ Sideswipe
- ↔ Angle

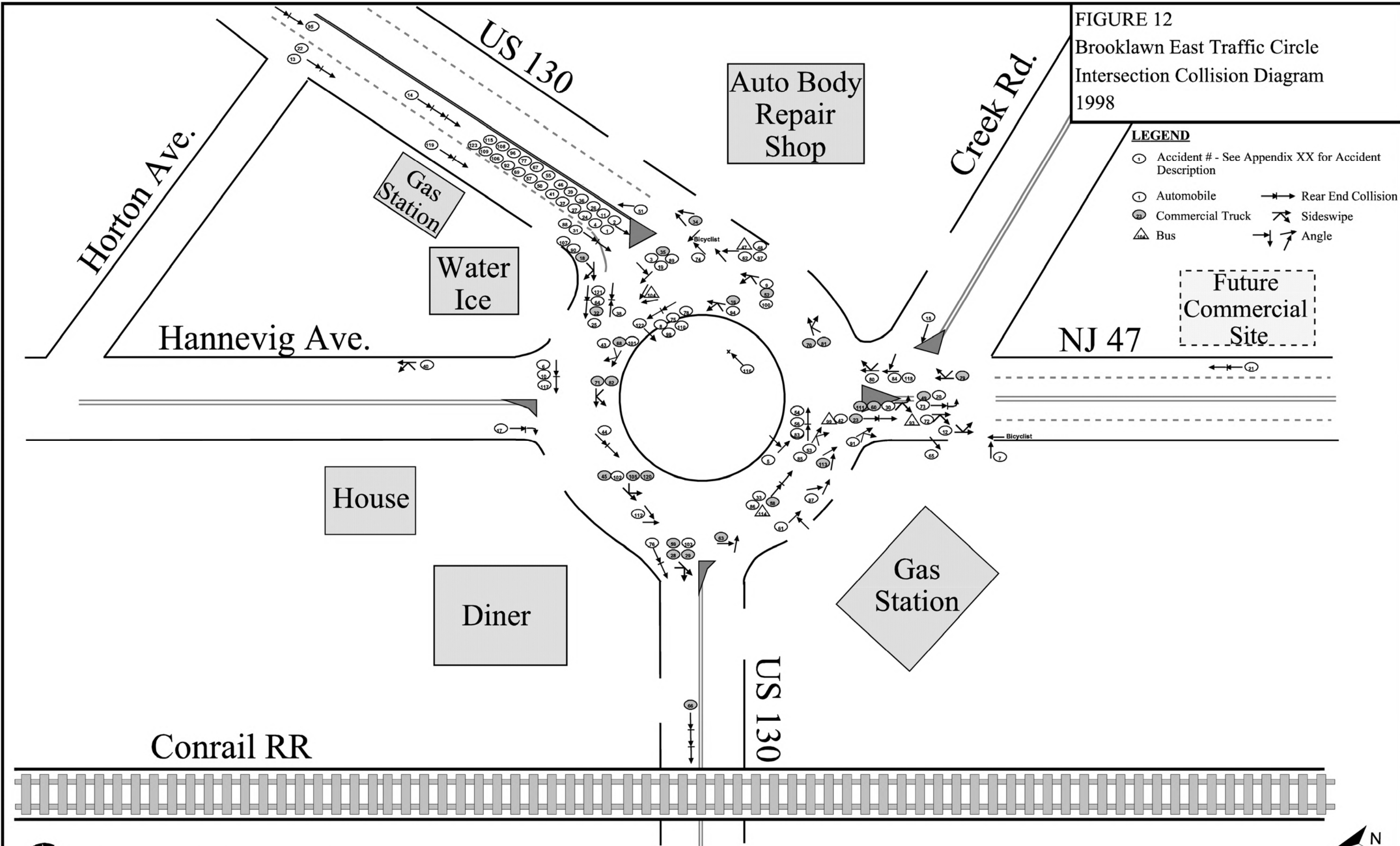
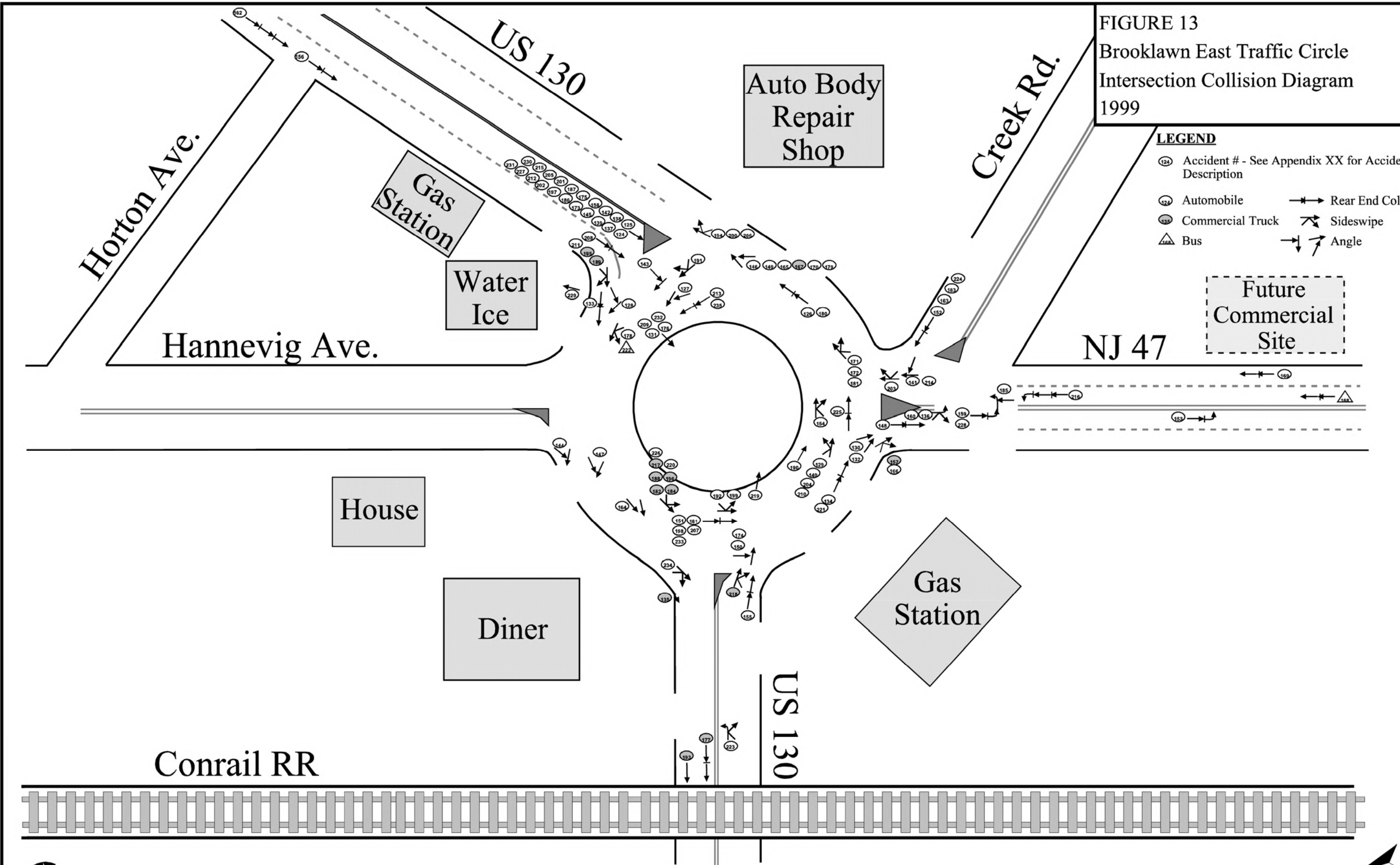






FIGURE 13  
 Brooklawn East Traffic Circle  
 Intersection Collision Diagram  
 1999

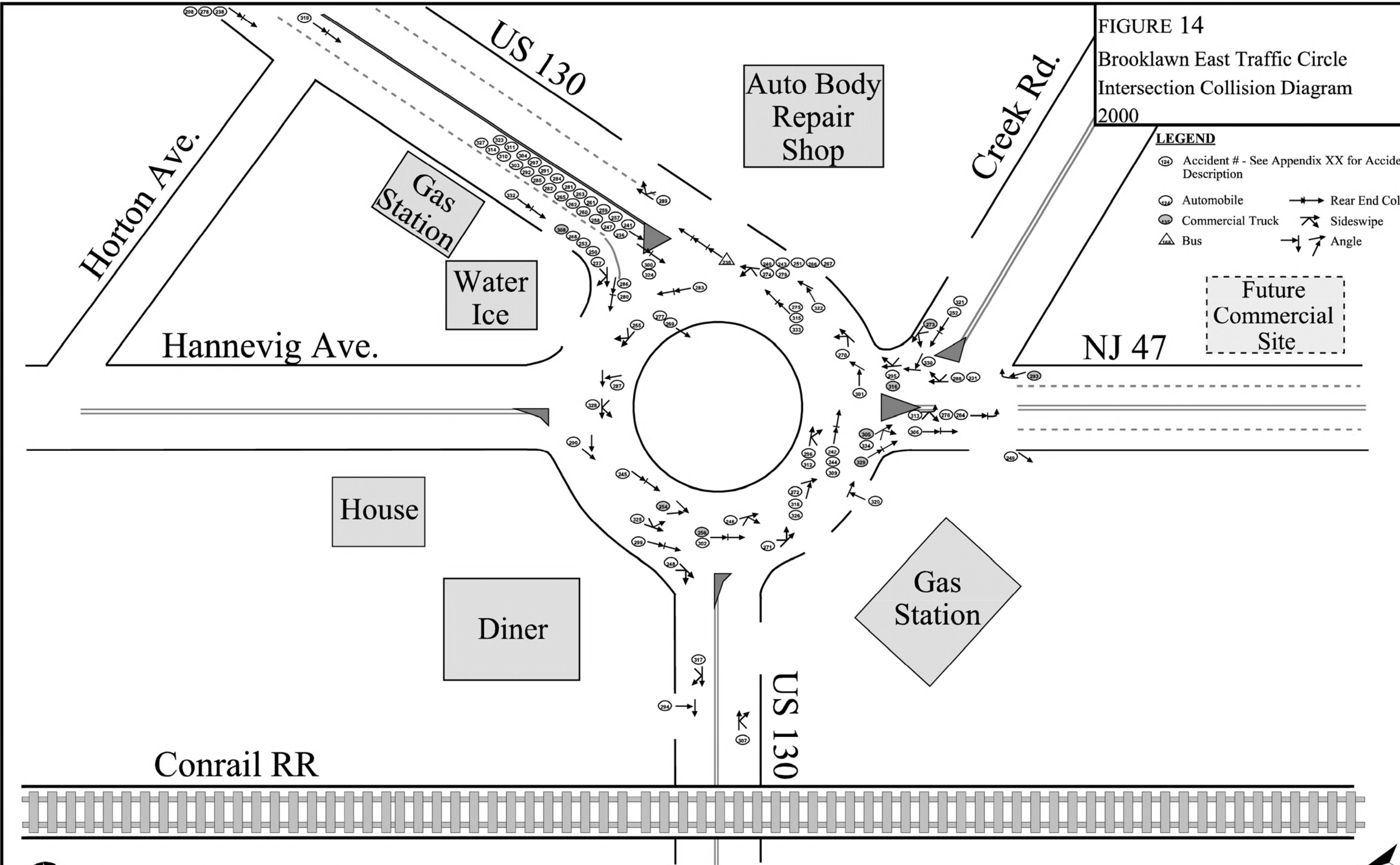
- LEGEND**
- ⊙ Accident # - See Appendix XX for Accident Description
  - ⊙ Automobile
  - ⊙ Commercial Truck
  - ⊙ Bus
  - ↔ Rear End Collision
  - ↔ Sideswipe
  - ↔ Angle





**FIGURE 14**  
**Brooklawn East Traffic Circle**  
**Intersection Collision Diagram**  
**2000**

- LEGEND**
- ⊙ Accident # - See Appendix XX for Accident Description
  - ⊙ Automobile
  - ⊙ Commercial Truck
  - ⊙ Bus
  - ↔ Rear End Collision
  - ↔ Sideswipe
  - ↔ Angle





The fourth type of accident is an angle accident. These may occur in several different ways. It may happen when one vehicle is attempting to exit the circle while another vehicle is continuing around and the first vehicle cuts the second off. These may also occur when one car is attempting to enter the circle from either one of the various legs of the circle or out a driveway of an adjacent business located on the circle. It is then struck by another vehicle that is already within the circle. Approximately 15% of the accidents fall under this category. The remainder of accidents are categorized under miscellaneous and consists of only 5% of the total accidents. An example of this type of accidents may be vehicles entering the circle at a high rate of speed and are unable to make the turn and drive straight into the center of the circle.

As previously stated, most of the accidents happen in the daylight hours with a large concentration of the accidents occurring during the peak periods. Approximately 18% of the accidents happened between in the morning peak hours of 6 - 9 a.m. while 27% happened in the evening peak hours of 4 - 7 p.m.

### West Traffic Circle

Unlike the East Traffic Circle that had a high number of incidents, the West Traffic Circle only had 45 accidents during the same three year period of 1998 through 2000. Figure 16 displays each accident and its location along the West Circle (Refer to APPENDIX B for a description of each individual accident.). None of the accidents during this time period were fatal and only four injuries were reported. Table 3 provides a breakdown by year for the number of accidents, the injuries, and the type of accident.

**Table 3: West Traffic Circle Accident Summary**

|              | Accidents | Injuries | Fatalities | Side-Swipe | Angle | Rear End | Misc. |
|--------------|-----------|----------|------------|------------|-------|----------|-------|
| <b>1998</b>  | 14        | 2        | 0          | 3          | 5     | 5        | 1     |
| <b>1999</b>  | 12        | 2        | 0          | 7          | 2     | 2        | 1     |
| <b>2000</b>  | 19        | 7        | 0          | 7          | 6     | 5        | 1     |
| <b>TOTAL</b> | 45        | 11       | 0          | 17         | 13    | 12       | 3     |

The accidents that occurred at the West Traffic Circle are very similar to those that happened at the East Circle. These include sideswipes, front-to rear-end collisions, and angle

accidents. The most common type of accident at the West Circle was a sideswipe making up approximately 38% of the total accidents in this circle. Angle accidents comprise 29% of the total accidents with most of these incidents involving a car either entering or exiting the farm market. Front to rear-end collisions totaled 27% of the accidents and these generally happened while either one automobile stopped before entering into the circle and was struck from behind or when one vehicle, already within the circle, slowed down to allow another car to enter the circle and was struck from behind.

Accidents along the West Traffic Circle mostly happen during the day with more than 38% of the accidents occurred in the evening peak hours of 4 - 7 p.m., and approximately 13% of the accidents happened in the morning peak hours of 6 - 9 a.m. Nineteen of the forty-five accidents occurred when the road conditions were wet or icy.

## **Other Transportation Resources**

### Transit Availability

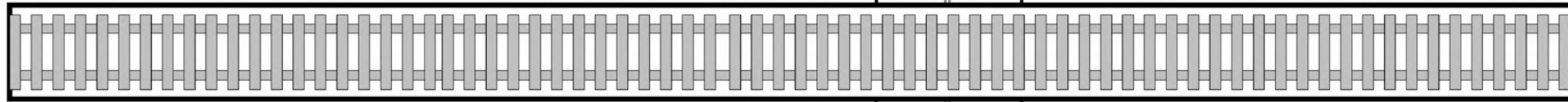
This study area, and particularly the traffic circles, is served by five regularly scheduled New Jersey Transit bus routes that provide both local and peak period express service to and from the surrounding region. The bus routes that travel within the traffic circles are 401, 402, 408, 410, 412 and serve points between Philadelphia/Camden and Woodbury, Salem, Pennsville, Millville, Bridgeton and Glasboro respectively. These bus routes generally run from 5:30 a.m. to 11:00 p.m. and produce approximately 150 trips through the traffic circles each day.

### Freight Railroad

Within the study area there is a freight rail line that divides the east and the west traffic circles. Following the purchase and division of Conrail, the railroad that divides the two traffic circles was designated as a shared asset area. This means that the railroad is owned, operated and maintained by a terminal railroad (called Conrail) for the exclusive benefit of CSX and Norfolk Southern Railroads. However, for long-term capital improvements and track maintenance expenditures, CSX and Norfolk Southern will have ultimate responsibility, with costs being distributed based on usage. Currently on this 8.8 mile section of shared asset track, which runs from Camden to Woodbury, there are two trains per day.

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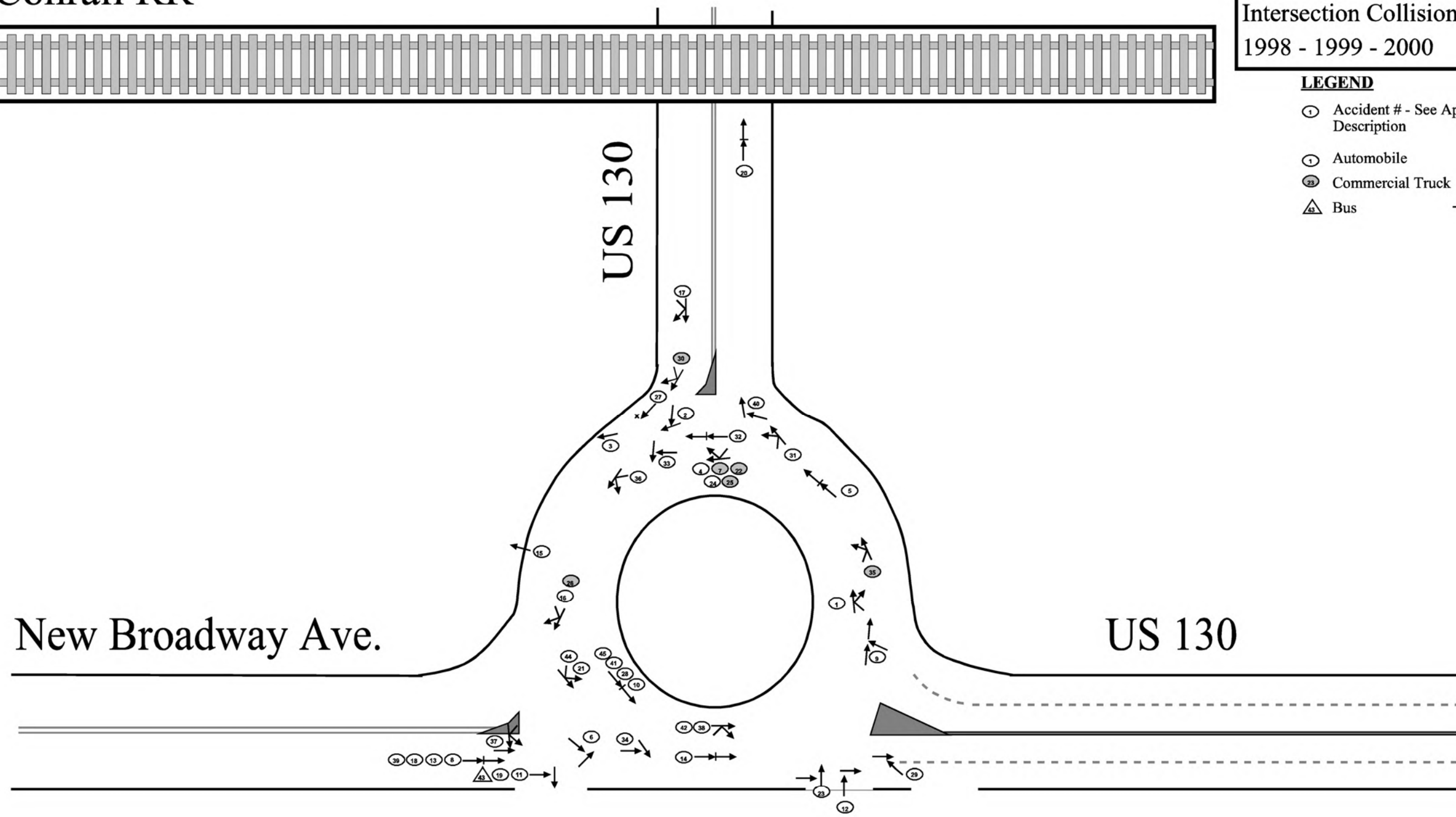
Conrail RR



**FIGURE 16**  
**Brooklawn West Traffic Circle**  
**Intersection Collision Diagram**  
 1998 - 1999 - 2000

**LEGEND**

- ⊙ Accident # - See Appendix XX for Accident Description
- ⊙ Automobile
- ⊙ Commercial Truck
- ⊙ Bus
- ↔ Rear End Collision
- ↗ Sideswipe
- ↘ Angle



New Broadway Ave.

US 130

US 130

Farm Market





## Demographics

The study area municipalities, like many older boroughs and townships in the region that developed rapidly following World War II, face challenges to their fiscal and socioeconomic stability. These 'firstgeneration suburbs' are experiencing population and job loss, increased social needs and limited tax base to finance services. The population of the study area has been in decline and this trend is expected to continue through the Year 2025. The US Census for the year 2000 indicated a population of 29,600 for the four municipalities in the study area. This represents a decrease of 6.4 percent from 1990. Of the four municipalities, only Brooklawn experienced an increase in population during that decade. The DVRPC Year 2025 municipal population forecasts project the loss of another 3,840 people from the study area; a decrease of 13.0 percent (Table 4). During this time period, only Westville is expected to experience an increase in population.

**Table 4: Municipal Population Changes**

| Population      |                      |                      |                           |                     |        |                     |        |
|-----------------|----------------------|----------------------|---------------------------|---------------------|--------|---------------------|--------|
| Municipality    | 1990<br>US<br>Census | 2000<br>US<br>Census | 2025<br>DVRPC<br>forecast | Change<br>1990-2000 |        | Change<br>2000-2025 |        |
|                 |                      |                      |                           | Abs.                | (%)    | Abs.                | (%)    |
| Brooklawn       | 1,805                | 2,354                | 1,290                     | 549                 | 30.4   | - 1,064             | - 45.2 |
| Bellmawr        | 12,603               | 11,262               | 10,160                    | - 1,341             | - 10.6 | - 1,102             | - 9.8  |
| Gloucester City | 12,649               | 11,484               | 9,410                     | - 1,165             | - 9.2  | - 2,074             | - 18.1 |
| Westville       | 4,573                | 4,500                | 4,900                     | - 73                | - 1.6  | 400                 | 8.9    |
| <b>TOTAL</b>    | 31,630               | 29,600               | 25,760                    | -2,030              | - 6.4  | - 3,840             | - 13.0 |

Losses in the study area's employment are expected to be less than the losses in population. DVRPC estimates for the Year 2000 projected a 3.7 percent loss of jobs during the 90's. This trend is expected to continue as the DVRPC Year 2025 forecasts project a 17.5 percent decrease in employment for the study area (Table 5). Only Brooklawn and Bellmawr are expected to experience a slight increase in employment by 2025. However this will be offset by the larger losses projected for Gloucester City and Westville.

**Table 5: Municipal Employment Changes**

| <b>Employment</b>   |              |                   |                   |                  |            |                  |            |
|---------------------|--------------|-------------------|-------------------|------------------|------------|------------------|------------|
| <b>Municipality</b> | <b>1990</b>  | <b>2000</b>       | <b>2025</b>       | <b>Change</b>    |            | <b>Change</b>    |            |
|                     | US<br>Census | DVRPC<br>forecast | DVRPC<br>forecast | <b>1990-2000</b> |            | <b>2000-2025</b> |            |
|                     |              |                   |                   | <b>Abs.</b>      | <b>(%)</b> | <b>Abs.</b>      | <b>(%)</b> |
| Brooklawn           | 950          | 950               | 1,010             | 0                | 0.0        | 60               | 6.3        |
| Bellmawr            | 5,353        | 5,000             | 5,040             | - 353            | - 6.6      | 40               | 0.8        |
| Gloucester City     | 2,942        | 2,900             | 2,420             | - 42             | - 1.4      | - 480            | - 16.6     |
| Westville           | 2,906        | 2,850             | 2,350             | - 56             | - 1.9      | - 500            | - 17.5     |
| <b>TOTAL</b>        | 12,151       | 11,700            | 10,820            | - 451            | - 3.7      | - 880            | - 7.5      |

### **Future Traffic Volumes**

Traffic demand projections for the year 2025 were estimated using the DVRPC Regional Travel Simulation Model. Trip generation and traffic flow patterns are driven by demographic data while the assignment of traffic to particular roads is a function of the highway network; thus changes to land development patterns or the highway network are reflected in the model's output. The model is based on the standard four step transportation planning process: 1) trip generation, 2) trip distribution, 3) modal split and 4) traffic assignment. Table 6 lists projected volumes for selected segments of roadways adjacent to the East Circle.

Consistent with the study area's projected decrease in population and employment, the traffic volumes forecast for the roadways adjacent to the circles are also expected to decrease slightly. Losses in population and employment equate to less activity and fewer trips generated within the study area. The highway network assumed to be in place in the 2025 simulation includes a significant change just outside the study area that is also expected to have a decreasing effect on the traffic flow through this area. The I-295/I-76/NJ 42 interchange currently does not provide a connection from I-295 northbound to NJ 42 southbound nor the reverse direction of NJ 42 northbound to I-295 southbound. NJ DOT is currently studying the potential of including these missing movements into the interchange as well as a complete redesign and reconstruction of the I-295/I-76/NJ 42 interchange. These improvements are assumed to be completed by 2025 and

therefore have been included in the future highway network. It is expected that they will draw some traffic off of US 130 within the study area.

**Table 6: Projected Traffic Volumes**

| Projected (2025) Traffic Volumes |             |                  |           |                 |        |                            |
|----------------------------------|-------------|------------------|-----------|-----------------|--------|----------------------------|
| Facility                         | Limits      |                  | Direction | Traffic Volumes |        | % Change<br>2000 -<br>2025 |
|                                  |             |                  |           | 2000            | 2025   |                            |
| US 130                           | Horton Ave. | East Circle      | SB        | 15,216          | 11,789 | - 22.3%                    |
| US 130                           | Horton Ave. | East Circle      | NB        | 12,913          | 10,005 | - 22.3%                    |
| US 130                           | East Circle | West Circle      | SB        | 14,184          | 14,929 | 5.3%                       |
| US 130                           | East Circle | West Circle      | NB        | 11,769          | 12,387 | 5.3%                       |
| NJ 47                            | East Circle | Big Timber Creek | SB        | 8,630           | 6,805  | - 21.1%                    |
| NJ 47                            | East Circle | Big Timber Creek | NB        | 8,558           | 6,748  | - 21.1%                    |
| Creek Rd.                        | East Circle | Old Salem Rd.    | EB        | 4,160           | 3,714  | - 10.7%                    |
| Creek Rd.                        | East Circle | Old Salem Rd.    | WB        | 2,850           | 2,544  | - 10.7%                    |

Based on the projected future traffic volumes, AM and PM peak hour turning movements were also calculated for 2025. These are presented in Figures 17 and 18.

### Future Level of Service

After discussions with NJ DOT's Bureau of Project Scope Development, a level of service analysis for the Year 2025 was considered unnecessary for this report due to the fact that the traffic volumes forecast for the East Circle and the approach roads are expected to be less than the existing volumes. Therefore, the current operations of the East Circle are expected to be the worst case of the two scenarios.

### Environmental Screening

A top level environmental screening has been conducted to determine the occurrence of potentially environmentally sensitive sites. Other cultural features such as schools, churches and

parks/recreation areas were also identified as sensitive cultural features within the vicinity of the traffic circles and impact to them must be considered when identifying any potential roadway improvements in the area. Within the study area surrounding the traffic circles, several types of sensitive features have been identified and are displayed in Figure 19. Any potential improvement concepts must take into consideration that both of the circles are near designated wetlands. Also, both of the circles fall within the 100-year flood plain. None of the churches, schools or parks identified in the study area are directly adjacent to the circles.

### Contaminated Sites

New Jersey Department of Environmental Protection's (NJ DEP) database of known contaminated sites was reviewed to determine if any of these sites were present in the study area. This database identifies sites where contamination of soil or ground water has been confirmed and includes sites where remediation is either under way or is required but not yet initiated. The database was queried for sites within the study area. Table 7 lists those which fall within 2,000 feet of the circles. The data is current as of 2001. Because of the scale of the map, only two of the sites are displayed on Figure 19. In those cases where the precise location could not be identified the site location is not approximated due to the sensitive nature of the material. However, a site address is provided in the table.

Additional environmental sources were also examined to determine the existence of other potentially hazardous or contaminated sites. Sites from the Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) database were plotted to determine their locations in relation to the Circles. These sites are the US Environmental Protection Agency's (US EPA) Superfund Sites and the program is administered in cooperation with the individual states. A dataset of points representing the location of brownfield sites as identified by NJ DEP's Site Remediation Program was also reviewed. Brownfields are abandoned, idled or under-used industrial and commercial facilities where expansion or redevelopment is complicated by real or perceived environmental contamination. The US EPA's Toxic Release Inventory (TRI) was also reviewed. The TRI is a source of information about releases of more than 650 toxic chemicals from manufacturing facilities throughout the US. Information on the location of solid waste landfills was also examined. Although there are occurrences in the surrounding municipalities, none of these types of sites are located in Brooklawn or in the vicinity of the circles.

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**FIGURE 17**  
 Brooklawn East Traffic Circle  
 2025 AM Peak Turning Movements  
 (7:00 AM to 8:00 AM)

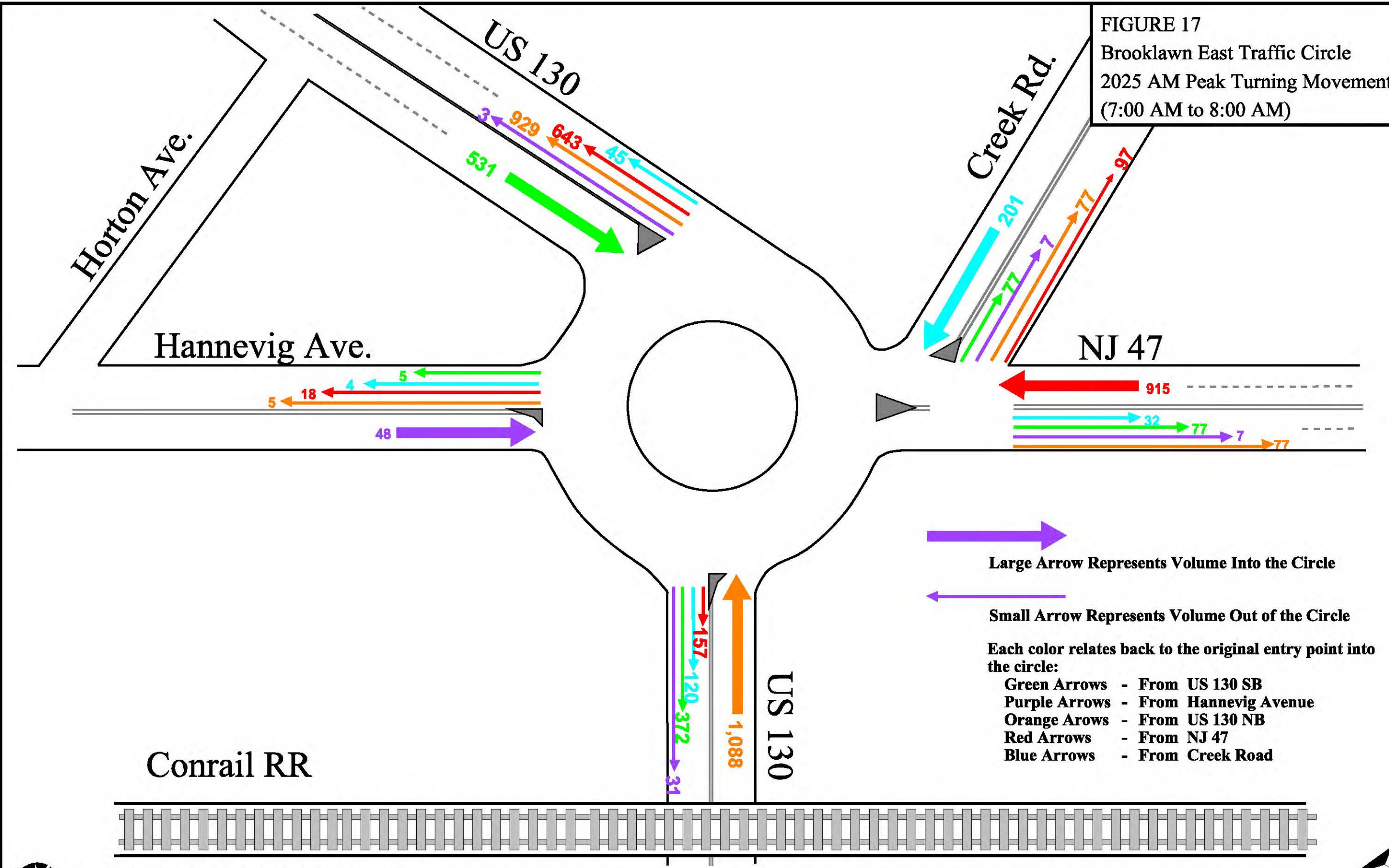
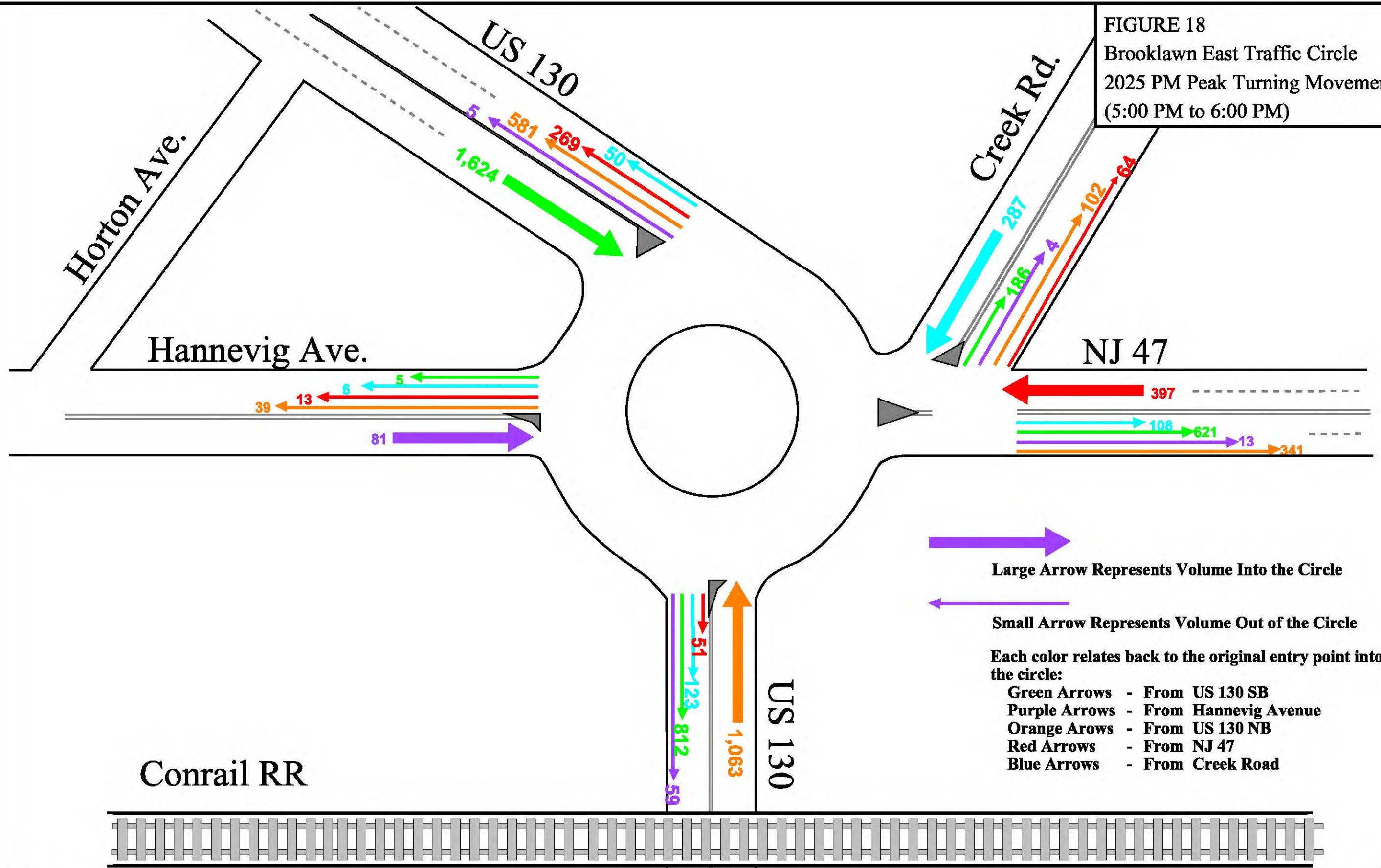






FIGURE 18  
 Brooklawn East Traffic Circle  
 2025 PM Peak Turning Movements  
 (5:00 PM to 6:00 PM)



 Large Arrow Represents Volume Into the Circle  
 Small Arrow Represents Volume Out of the Circle  
 Each color relates back to the original entry point into the circle:  
 Green Arrows - From US 130 SB  
 Purple Arrows - From Hannevig Avenue  
 Orange Arrows - From US 130 NB  
 Red Arrows - From NJ 47  
 Blue Arrows - From Creek Road





# Figure 19: Sensitive Features

- Water Bodies
- Parks
- 100 Yr Floodplain
- Wetlands
- Contaminated Sites (NJ Dep 1997)



DELAWARE VALLEY  
REGIONAL PLANNING COMMISSION  
FEBRUARY 2002



Source: DVRPC, National Wetlands Inventory, FEMA, NJ DEP.

**Table 7: NJ DEP Site Remediation Program Known Contaminated Sites (2001)**

| <b>NJ DEP Site Remediation Program<br/>Known Contaminated Sites (2001)</b>   |                          |                            |                           |                             |                        |                    |                          |
|--|--------------------------|----------------------------|---------------------------|-----------------------------|------------------------|--------------------|--------------------------|
| <b>Map Number</b>  | <b>UST Case Number *</b> | <b>Name</b>                | <b>Address</b>            | <b>Remediation Level **</b> | <b>Tank's Contents</b> | <b>Tank Status</b> | <b>NJ DEP Bureau ***</b> |
| 1  | 91262                    | Hess Service Station       | US 130 and Brooklawn Cir. | C2                          | kerosene               | removed            | BUST                     |
| 2  | 72470                    | Mobil Service Station      | US 130 and Brooklawn Cir. | C2                          | waste oil              | in-use             | BUST                     |
| not mapped   | 167925                   | D'Andrea Tire Inc.         | 100 New Broadway          | C2                          | waste oil              | removed            | BUST                     |
| not mapped   | 121286                   | Brooklawn Public Works     | Haakon Road               | C2                          | unleaded gasoline      | removed            | BUST                     |
| not mapped   | 42725                    | Westville Municipal Garage | 114 Crown Point Road      | C2                          | unleaded gasoline      | removed            | BUST                     |
| not mapped   | 950173                   | American Service Center    | 11 Delsea Drive           | Pending                     | unleaded gasoline      | removed            | BFO-IN                   |
| <p>* Each remedial program area, within the Site Remediation Program, uses its own unique case number to track the activities under its purview.</p> <p>** Refers to the level of remediation based on the Site Remediation Program's 1989 Case Assignment Manual.<br/> C1 - a remedial action which does not involve formal design where source is known/identified. May include the potential for (unconfirmed) ground water contamination. Examples of C1 cases are regulated or unregulated storage tanks containing gas or heating oil; septic tanks, etc.<br/> C2 - a remedial action which consists of a formal engineering design phase and is in response to a known source or release. Since the response is focused in scope and address a known, presumably quantifiable source, this remedial level is of relatively shorter duration than responses at sites with higher remedial levels. Usually involves cases where ground water contamination has been confirmed or is known to be present.<br/> Pending - site awaits the execution of an oversight document prior to assignment to a specific remedial program bureau.</p> <p>*** Bureau within NJ DEP's Site Remediation Program which is responsible for the case<br/> BUST - Bureau of Underground Storage Tanks<br/> BFO-IN - Bureau of Field Operations-Initial Notice</p> <p><i>This table was developed using New Jersey Department of Environmental Protection Site Remediation Program's data but this secondary product has not been verified by NJ DEP and is not state authorized.</i></p> |                          |                            |                           |                             |                        |                    |                          |

### **III. PROBLEM IDENTIFICATION**

DVRPC formed a working group of representatives from several local municipalities, Camden County, state legislators' offices and New Jersey DOT to discuss the operations of the circles and document their concerns and issues. Problems were also identified and substantiated through the collection and analysis of accident and turning movement data. In addition, DVRPC hosted a Public Information Center at the Brooklawn Senior Citizen Center to provide an opportunity for the residents and businesses in the community to discuss their needs and any problems related to their travel through the circles. A set of potential improvement concepts was presented at the Public Information Center and attendees were asked to comment on them.

Although the Circles are wholly located in the Borough of Brooklawn, their proximity to the surrounding municipalities (Borough of Westville, Borough of Bellmawr and Gloucester City) results in many of those municipalities' residents traveling through the circles on a daily basis. The circles impact each municipality, business and resident differently, however there are several recurring themes that were identified.

#### **Working Group Concerns**

##### Borough of Brooklawn

Traffic accidents in the Circles, primarily in the East Circle, were a significant concern of the borough representatives. The accident analyses presented in an earlier section of this report support that concern as they document the reoccurrence of specific accident patterns. Severe peak period congestion, especially in the PM peak, was also identified as a problem. This congestion has an impact on the accidents at this location since a significant number of accidents are rear-end type accidents. This type of accident is frequently associated with congested conditions. Some of the congestion in this vicinity (Figure 20) can be linked to a decrease in speeds which results from several factors such as; the reduction in capacity from three travel lanes to two on the southbound US 130 approach to the East Circle, the merging and weaving movements through the circles and the availability of only one lane in each direction between the two circles.

The low clearance at the railroad overpass was also mentioned as an important issue facing

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**Figure 20: Looking at US 130 Southbound Traffic Merge into the East Circle**



trucks that pass through the circles (Figure 21). It is not uncommon for trucks to get stuck under or hit the overpass. Some trucks, although eventually able to pass under the railroad bridge, stop

**Figure 21: Conrail Railroad Bridge Between the East and West Circles**



as they approach. The drivers get out of their vehicles, step into the roadway and visually observe how much clearance the truck has under the bridge. This backs-up traffic behind the truck and creates a safety problem as the driver walks around in the roadway.

Chronic flooding problems under the railroad overpass were also mentioned as an important concern (Figure 22). However the representatives of the borough felt that the frequency and severity of flooding in the vicinity of the circles has decreased since the installation of a tide flex valve in the drainage system.

**Figure 22: Looking Toward the West Circle along US 130 from the East Circle**



Borough representatives identified a problem with cut-through traffic using local streets to bypass the congested conditions on southbound US 130 primarily in the PM peak period. In an effort to avoid the traffic backed-up on southbound US 130, some motorists will turn right from southbound US 130 onto Browning Road and travel westbound to Hannevig Avenue. They will then turn left onto Hannevig Avenue and access the circle adjacent to the Brooklawn Diner. This pass-through movement adds unwanted traffic to residential streets in the borough. In an effort to limit some of this pass-through traffic, No Right Turns 4PM - 6PM signs have been erected on US 130 at the intersections with Horton Avenue, Nanssen Avenue, Haakon Avenue and

Community Road which prohibits traffic from turning from US 130 into the residential areas during the PM Peak period.

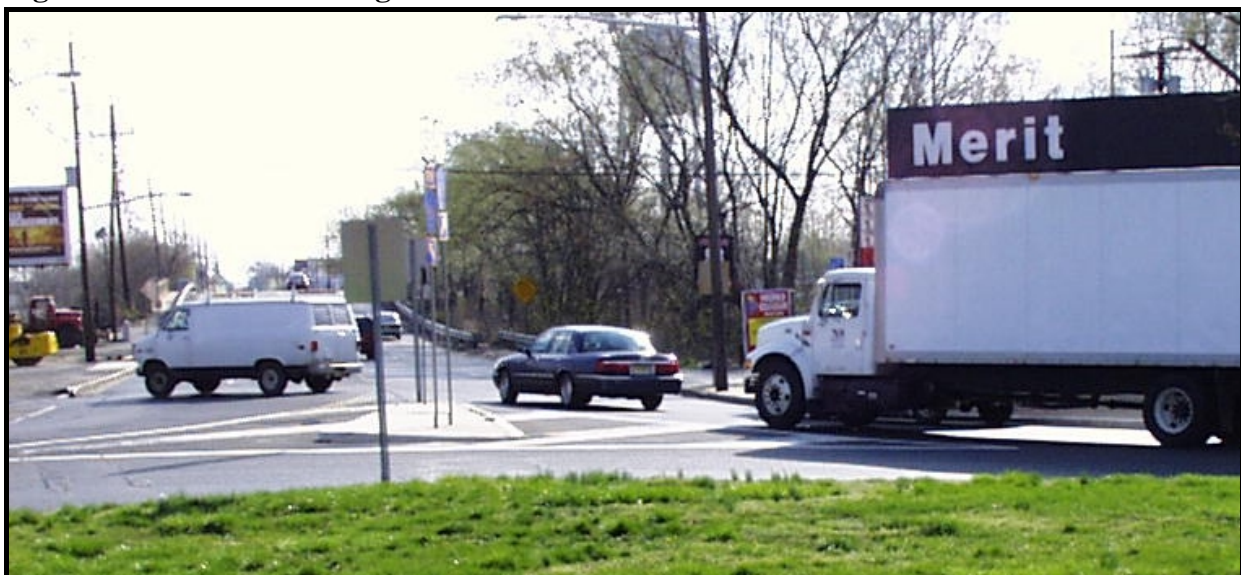
Two undeveloped parcels located along the northbound side of NJ 47 between Creek Road and the Big Timber Creek present an opportunity for commercial development. Borough officials indicated that safe and convenient access to this site is important to its economic viability. The borough would like to see commercial activity take place on this site.

### Borough of Bellmawr

The primary issue effecting the Borough of Bellmawr is the access to Creek Road from the East Circle (Figures 23 and 24). This is a particularly difficult and dangerous movement. Traffic must exit the circle by bearing right onto RT 47 and make an immediate left turn onto Creek Road. What makes this movement so difficult is the weaving movement from the circle onto RT 47 and then to Creek Road compounded by the fact that there is no dedicated left turn lane and there is no stacking room for vehicles to queue up for the left turn. As indicated by the accident analysis, a number of rear end and sideswipe accidents took place at this location.

The low clearance and flooding problems under the railroad overpass were also mentioned as important concerns.

**Figure 23: Vehicles Turning from the East Circle onto Creek Road**



**Figure 24: Looking at NJ 47 / Creek Road Intersection from the East Circle**

### Gloucester City

Like Brooklawn, the Gloucester City representatives identified the low clearance of the rail overpass, severe peak period congestion, and traffic accidents in the Circles as their significant concerns.

The low clearance of the rail overpass is a primary concern since it has a direct impact on the redevelopment of the Gloucester City waterfront area. Gloucester City officials have had discussions about building a container facility at the southern end of the City. The Borough is promoting this facility as a hub in the Port Authority of New York and New Jersey's Port Inland Distribution Network (PIDN). Through the PIDN plan, the capacity of the Port of NY and NJ would be maximized by transshipping incoming containers out of the port as quickly as possible by barge and rail to a network of regional distribution centers. The regional distribution centers would then move those containers out by truck or rail to east coast destinations. If a Gloucester City facility does become a hub in the PIDN, it would mean a significant increase in truck traffic in the area, however, the rail overpass may prove to be a constraint to the success of this project.

## Borough of Westville

The severe PM peak period congestion southbound on US 130 and AM peak period congestion northbound on US 130 were cited as significant concerns for the operations of this location. Like others, the flooding problems under the railroad overpass were also identified.

### **Data Analysis**

Based on analyses of the accident data and turning movement counts, the primary problems associated with the circles are clearly illustrated. The highest accident location in the vicinity of the circles occurs at the concrete island which channelizes southbound US 130 traffic into the East Circle. The accident analysis indicates that there were 71 accidents at this location over the last three years. At this location, approaching vehicles must slow down and negotiate a curve to enter into the circle. The concrete island is frequently obstructed by downstream vehicles. This limits the visibility of the island and leads to many of the accidents at the island. Another contributing factor to the accidents at this location is wet roadway conditions. 89% of the accidents involving the concrete island occurred with wet roadway conditions.

The most common type of accident occurring within the circles are sideswipe accidents with a much higher number occurring in the East Circle than in the West Circle. This type of accident is spread throughout the circles; there isn't one location which dominates in sideswipe accidents. The merging and weaving movements throughout the circles contribute to this type of accident. These movements lead to driver uncertainty about where to position their vehicles as they travel through the circle.

Congestion is the other primary problem identified for the East Circle. There are two key locations where geometrics and traffic flow create critical conflict points and result in congested conditions. The most problematic location is in the vicinity of Creek Road. The problems stem from the movement which takes traffic from the circle across NJ 47 and onto Creek Road. This movement requires vehicles to exit the circle by making a right turn into the left lane of southbound NJ 47 and an immediate left turn onto Creek Road. NJ 47 carries two travel lanes in each direction at this location. There is no left turn stacking lane to accommodate movements to Creek Road.

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Traffic counts conducted in March 2000, indicated 167 vehicles made this left turn during the AM peak hour against an opposing flow of 1,228 vehicles on northbound NJ 47. 351 vehicles made this turn during the PM peak hour against an opposing flow of 510 vehicles on northbound NJ 47. Left turning traffic frequently queues up while waiting for gaps in the northbound NJ 47 traffic. Because of the proximity of Creek Road to the circle, these queues typically spill back into the circle and obstruct traffic trying to proceed through the circle. Queues as short as two vehicles can begin to create disruptions of the flow of traffic around the circle. Queues from this location were observed blocking access around the circle and creating gridlock conditions. In addition to the gridlock conditions, safety problems also arise from this situation as evidenced by the accident analysis. Numerous rear-end and side swipe accidents can be attributed to the queues emanating from this location. The problems at this specific location have a particularly negative effect on the operations of the entire East Circle.

The other key location in which geometrics and traffic flow create a critical conflict point in the East Circle is where traffic moving around the circle must merge with traffic entering the circle from southbound US 130. Because of the higher speeds of the traffic on southbound US 130 and the lack of yield signs or other traffic control, vehicles in the circle typically stop until there are sufficient gaps in the southbound US 130 traffic to proceed. This causes queuing in the circle which can impact other movements into and out of the circle. According to PM peak traffic counts taken in March 2000, 385 vehicles in the circle needed to find gaps in the 2,295 vehicles approaching the circle on southbound US 130. The problem is not as severe in the AM peak, when counts indicated that 418 vehicles in the circle needed to find gaps in the 665 vehicles approaching the circle on southbound US 130.

There are no other critical conflict points in the East Circle which cause noticeable congestion or safety problems. Traffic operations in the West Circle are much better primarily due to several key factors: 1) traffic volumes are lower, 2) adjacent development with access onto the circle is limited to one business, 3) the number of conflict points within the circle are less since the circle has only three legs and 4) traffic on one of the approach legs into the circle is currently controlled by a yield sign.

## **Public Information Center**

On September 5th, 2001, DVRPC hosted a Public Information Center at the Brooklawn

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Senior Citizen Center. The purpose of this meeting was to provide an opportunity for the general public and local businesses to assist in identifying traffic problems associated with the circles. Attendees were also given an opportunity to express their opinions on a set of potential improvement concepts developed by DVRPC. In addition to DVRPC staff, NJ DOT, Camden County and Brooklawn Borough were all represented.

Outreach and notification for the meeting was conducted by DVRPC staff. An informational flier was produced and distributed as part of this process (a copy of the flier is provided in Appendix C). Over 75 fliers were sent out to residents, local business, municipal libraries and elected officials. All property owners within 200 feet of the East Circle were notified about the Public Information Center. DVRPC public affairs staff personally visited several local businesses which agreed to post the fliers in their establishments.

There were 6 stations set up in the public information center for the attendees to pick up information and to provide input. At the first station, attendees were asked to sign-in (a copy of the sign in sheet is provided in Appendix C). NJDOT's Project Delivery Process was presented at Station 2. In addition to a graphic display board, an 8½ by 11 graphic of the process was distributed. It was stressed that this project is currently in the Concept Development Stage. A video tape of traffic movements within the East Traffic Circle was played at the third station. The fourth station presented roadway configuration diagrams, aerial photographs and several pictures highlighting the key issues at various points along the East Traffic Circle. Station 5 presented the accident analysis for a three year period from 1998 to 2000 with collision diagrams and a table displaying a summary of the accident data. The last station exhibited a set of potential improvement concepts which have been developed to address the problematic movements between the East Circle and Creek Road. These concepts are presented in detail in the next section of this report. Conceptual diagrams were presented for six alternative improvement concepts for review by the attendees. In addition to the concepts to improve the movements between the East Circle and Creek Road, attendees were also shown a set of short range safety and operational improvements and were asked to comment on them. These short range improvements are also presented in detail in the next section of this report. The improvement concepts along with comments offered at the public information center are being forwarded to the New Jersey Department of Transportation as part of this report for further analysis.

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#### **IV. NEXT STEPS**

This section of the report presents a series of next steps to advance some improvement concepts which are aimed at addressing operational and safety problems in the vicinity of the circles while being cognizant of the concerns of the communities. The improvement concepts presented in this document have been categorized as either short range or mid range. Long range improvement concepts should only be pursued if the implemented set of short and mid range improvements are evaluated and determined to be ineffective. A short range improvement is typically considered to be a lower cost operational/safety improvement which can be completed with little lead time and no additional major studies. These improvements are expected to be able to be completed primarily through NJ DOT maintenance activities. The mid range concepts focus primarily on the safety and operational issues related to the movements between the East Circle and Creek Road. The problems at this specific location have a particularly negative effect on the operations of the entire East Circle. Traffic queued up at this location frequently spills back into the circle and can create disruptions in the traffic flow for all movements. A mid range improvement requires additional studies and technical analysis, has a higher capital cost, may require the acquisition of right-of-way and construction of new infrastructure.

By correcting these short range and mid range problems, the most important safety and operational issues associated with the circles will be addressed.

##### **Short Range**

###### Signing and Markings

A short term recommendation that is expected to improve safety in the circles and vicinity is the installation of additional signing and markings. The most common accident pattern is vehicles striking the concrete island on the southbound US 130 approach to the East Circle (Figure 25). It is recommended that flexible object markers called flexiposts be installed on the approach to the circle and the concrete island to increase its visibility and direct traffic into the circle. These are four inch wide flexible strips approximately four feet high. They should be placed approximately 10 feet apart from the end of the island to the Jersey barrier. This spacing will not obstruct any views of on-coming traffic in the circle.

To warn motorists on southbound US 130 of the approaching circle, a circle warning sign

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**Figure 25: Looking at Concrete Island at US 130 at the East Circle**

with flashers should be installed on US 130 near Haakon Avenue. This should be a cantilever sign over the roadway with 8 inch flashers that reads “Circle Ahead 1200 ft”. This structure should be supplemented with a sign over the right lane that reads “Lane Ends Merge Right 300 Feet”. In addition to these signs, epoxy rumble strips should be installed laterally across the roadway on southbound US 130. These advance warning signs and rumble strips will alert motorists of the changing conditions ahead and prepare them to take appropriate actions.

To reduce the impact of the Conrail bridge on the movements between the circles, a signing plan should be developed in the area which identifies the clearance of the railroad overpass as 13' 0" and identifies an alternate route for over-height vehicles. As a result of reviewing the initial draft of this report, NJ DOT has initiated a concept signing plan which redirects over-height vehicles away from this low clearance overpass. Figures 26 and 27 illustrate this potential plan. The exact sign locations and dimensions still need to be determined, however, the concept identifies the alternative route as follows: southbound over-height vehicles on US 130 will be notified of the low clearance approximately one mile in advance and directed to use CR 551. As vehicles proceed southbound on CR 551, south of the East Circle, they will encounter several trailblazer signs directing them to south I-295 and US 130. At Park Avenue in Woodbury, the alternate route will turn right and head north on NJ 45. The route will follow NJ 45 to Hessian Avenue (CR 642) where it will turn left onto Hessian Avenue and go to the Academy Street ramps to southbound I-295 and US 130.

In the reverse direction, overheight vehicles on northbound US 130 will be warned of the

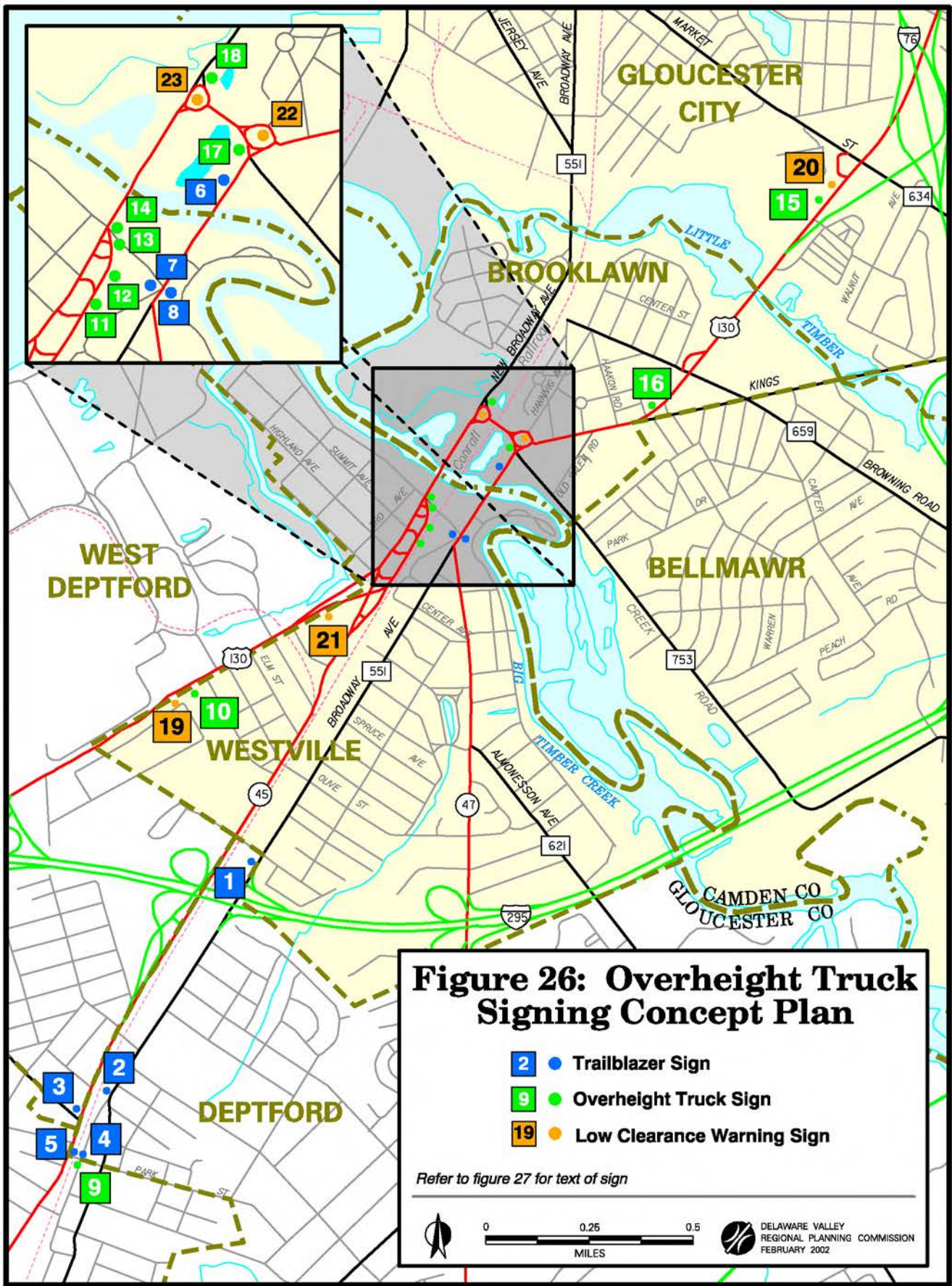
low clearance approximately one mile in advance of the Conrail bridge and directed to use the alternate route if continuing on US 130 north. Signs posted on northbound US 130 south of River Road will direct trucks over 13' 0" headed to US 130 north to turn right onto River Road. A trailblazer sign will direct trucks to turn left from River Road to NJ 47 and enter the East Circle to proceed on US 130 northbound.

Advance signing on northbound NJ 47 for Creek Road and for the East Circle should be added. NJ 47 approaches the East Circle on a downgrade from the bridge over the Big Timber Creek. The Creek Road intersection is immediately adjacent to the circle which causes confusion for drivers attempting to turn into or out of Creek Road.

A significant contributing factor to accidents in the East Circle is related to the weaving movements and positioning of vehicles as they proceed around the circle (Figure 28). This is evidenced by the number of side swipe, angle and rear end accidents documented in the circle. Observations of traffic operations within the circle makes it clear that motorists are unsure about where to position their vehicles within the circle. NJ DOT should investigate the possibility of providing dashed lane lines around the circle to assist in designating the proper positioning for vehicles in the circle.

**Figure 28: Looking at US 130 Northbound Traffic Merge into the East Circle**





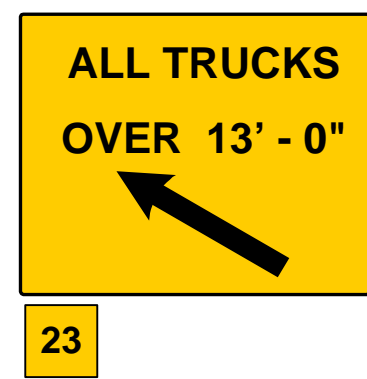
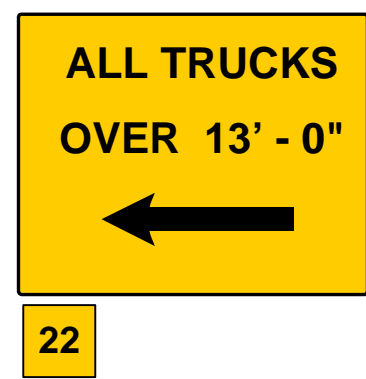
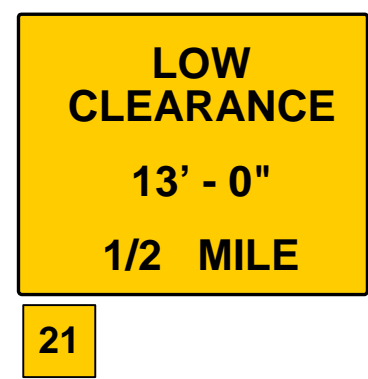
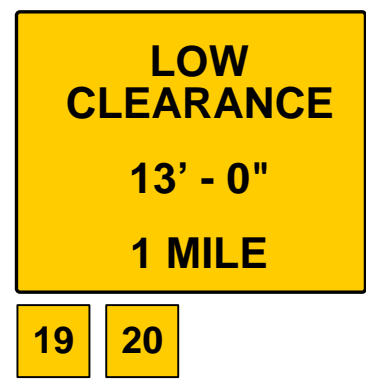
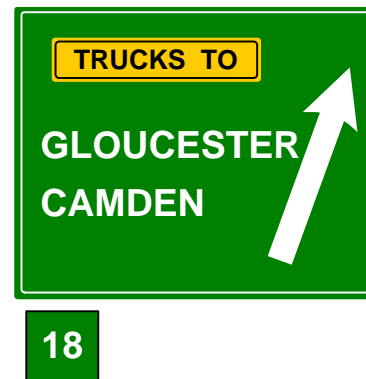
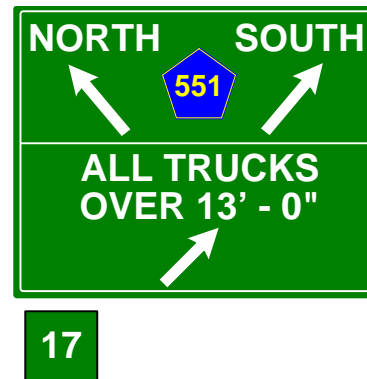
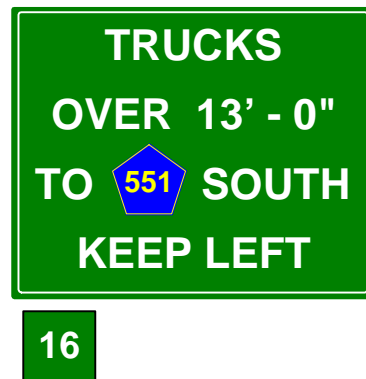
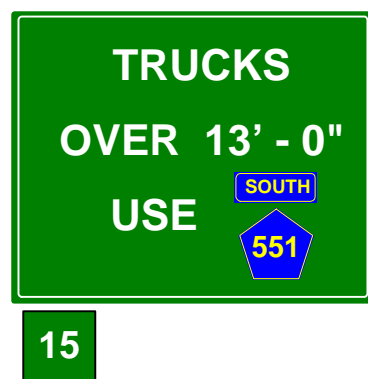
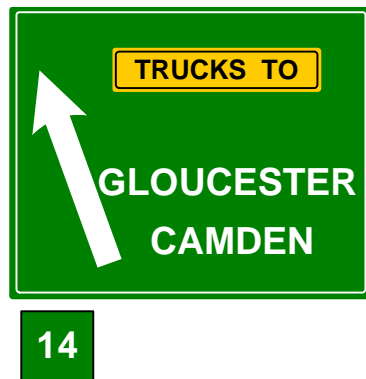
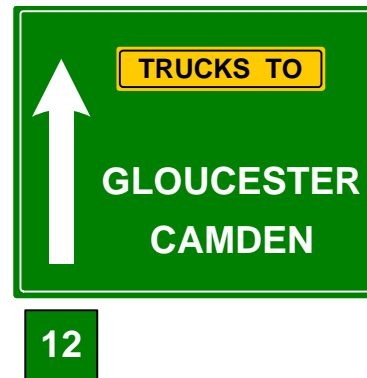
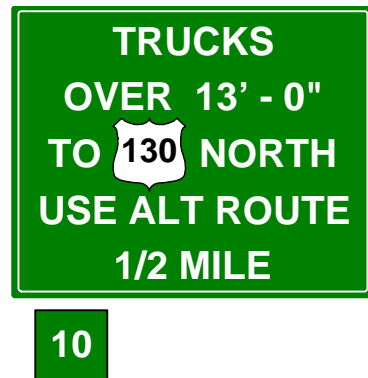
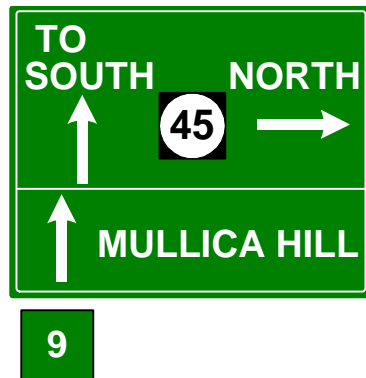
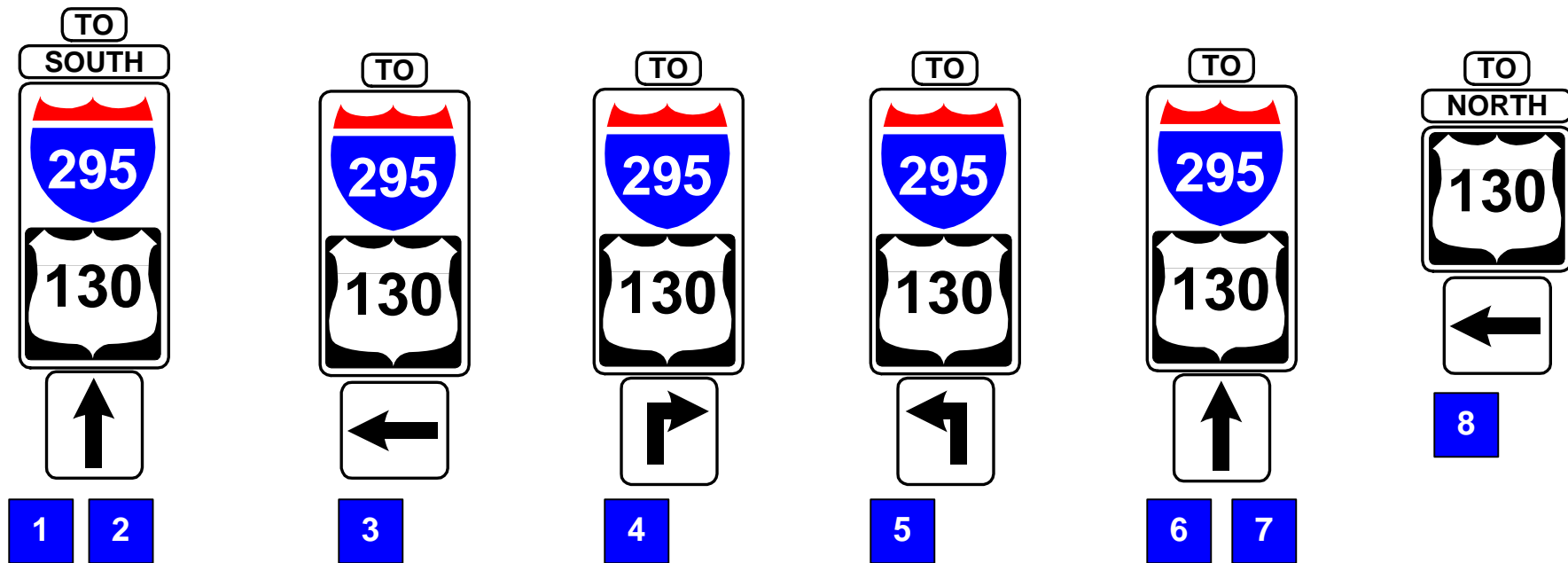
**Figure 26: Overheight Truck Signing Concept Plan**

- 2 ● Trailblazer Sign
- 9 ● Overheight Truck Sign
- 19 ● Low Clearance Warning Sign

*Refer to figure 27 for text of sign*

0
0.25
0.5  
MILES
DELAWARE VALLEY  
REGIONAL PLANNING COMMISSION  
FEBRUARY 2002

Source: DVRPC.



1. Southbound County Route 551 located south of Harvard Ave.
2. Southbound County Route 551 located south of Spruce St.
3. Northbound NJ 45 located at Hessian Ave.
4. Southbound Broadway located north of Park Ave.
5. Northbound NJ 45 located north of Park Ave.
6. Southbound NJ 47 located south of Creek Rd.
7. Southbound NJ 47 located south of River Dr.
8. Eastbound River Dr. located at intersection of NJ 47
9. Southbound Broadway located south of Park Ave.
10. Northbound US 130 located south of Chestnut St.
11. Northbound US 130 located north of Summit Ave.
12. Northbound US 130 located midpoint between Summit Ave. and River Dr.
13. Northbound US 130 located south of River Dr.
14. Northbound US 130 located north of River Dr.
15. Southbound US 130 located south of Market St.
16. Southbound US 130 located north of Community Rd.
17. Southbound NJ 47 located at intersection of East Traffic Circle
18. Northbound County Rt. 551 (New Broadway) at intersection of West Traffic Circle
19. Northbound US 130 located south of Chestnut St.
20. Southbound US 130 located south of Market St.
21. Northbound US 130 located south of Park Ave.
22. Southbound US 130 within the East Traffic Circle
23. Northbound US 130 within the West Traffic Circle

**FIGURE 27**  
**US 130 & Brooklawn Traffic Circles**  
**Overheight Truck Signing Concept Plan - Map Key**





### Metering of Traffic

As stated in the previous chapter, two critical conflict points are responsible for the majority of the congestion in the East Circle. These conflicts (the left turns onto Creek Road and the circle traffic merging with southbound US 130 traffic) are created because there are insufficient gaps in the traffic flow to accommodate the turns/merges. A short range solution to this problem would be to provide gaps in the traffic flow on the southbound US 130 approach and on the northbound NJ 47 approach.

There are potentially two ways to do this. The first would be to add a gap phase to the signal timing of the existing traffic signals adjacent to the circle. This could be done quickly and easily by NJ DOT staff with no capital cost. North of the circle, US 130 intersects Kings Highway (CR 551 spur) at a signalized intersection. This traffic signal is approximately 1,550 feet from the circle. South of the circle, NJ 47 intersects Broadway Avenue (CR 551) at a signalized intersection. This traffic signal is approximately 1,500 feet from the circle. These signals appear to an appropriate distance from the circle to provide gaps in the platoons of traffic approaching the circle. However, adding a gap phase reduces the percentage of green time available to push traffic through the intersections and could potentially increase congestion at these intersections.

The second way to provide gaps in the traffic flow is to install metering signals on the southbound US 130 approach and on the northbound NJ 47 approach. Appropriate locations would have to be identified and new metering signals would have to be installed. There would be a capital cost associated with this improvement for the procurement and installation of the new equipment. However, the benefit is that it does not effect the operations of the existing signalized intersections.

The appropriate strategy should be to try the addition of the gap phase at the existing signals first and assess whether it improves the conflict points at the circle. If it improves the operations of the circle, but degrades the operations at the signalized intersections, NJ DOT should move forward on the installation of the metering signals.

### Resurfacing

Another significant contributing factor to accidents in the East Circle is wet roadway conditions. Half of all accidents that occurred in the East Circle during the analysis period

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occurred during wet conditions. Typically, when a road surface becomes worn down it can become slick in wet weather. In May of 2000, NJ DOT's Pavement Management Unit conducted skid resistance testing on US 130 (mp 25.15 to mp 26.10) and NJ 47 (mp 74.75 to mp 75.00). The results of this testing can be found in Appendix D. These locations should be considered for surface treatment.

## **Mid Range**

### Creek Road Connection

A significant number of vehicles using the East Circle continue their trip onto Creek Road. The left turns from the East Circle onto Creek Road are problematic and this site experiences numerous accidents. Eliminating the turns into and out of Creek Road at this point would reduce the number of accidents in this area. However, an alternate access would need to be provided to allow for a connection to Creek Road. In light of the fact that the Borough would like to see commercial development on the vacant parcel at NJ 47 and Creek Road, access to this area is of particular concern. In looking at the land uses and road network adjacent to the circle, it was observed that there may be other possibilities to make the connection between Creek Road and US 130. Several potential concepts for a connection to Creek Road are provided below. These concepts have been reviewed with Brooklawn Borough representatives and discussed with the general public at a Public Information Center. NJ DOT should use this set of potential improvements as the basis for Feasibility Assessment. Documentation in support of advancing improvements at this location is presented in Appendix A.

**Alternative 1** - Under this alternative, (Figure 29) left turns from southbound NJ 47 to Creek Road (167 existing AM Peak vehicles, 351 existing PM Peak vehicles) would be eliminated by installing a median barrier along NJ 47 from the East Circle to a point south of Creek Road. Traffic from the East Circle destined to Creek Road would proceed around the circle to US 130 northbound and turn right onto an improved Old Salem Road (Figure 30). This alternative proposes to upgrade Old Salem Road. Parts of the Old Salem Road right of way currently function as a roadway while other sections appear to have been incorporated into a parking lot (Figures 31 and 32). However, this potential connection should be looked at in more depth. This roadway intersects Creek Road approximately 700 feet south of its current intersection with NJ 47/East Circle. It also currently provides access to US 130 northbound approximately 700 feet north of the East Circle next to the miniature golf course. This movement would require additional signing to

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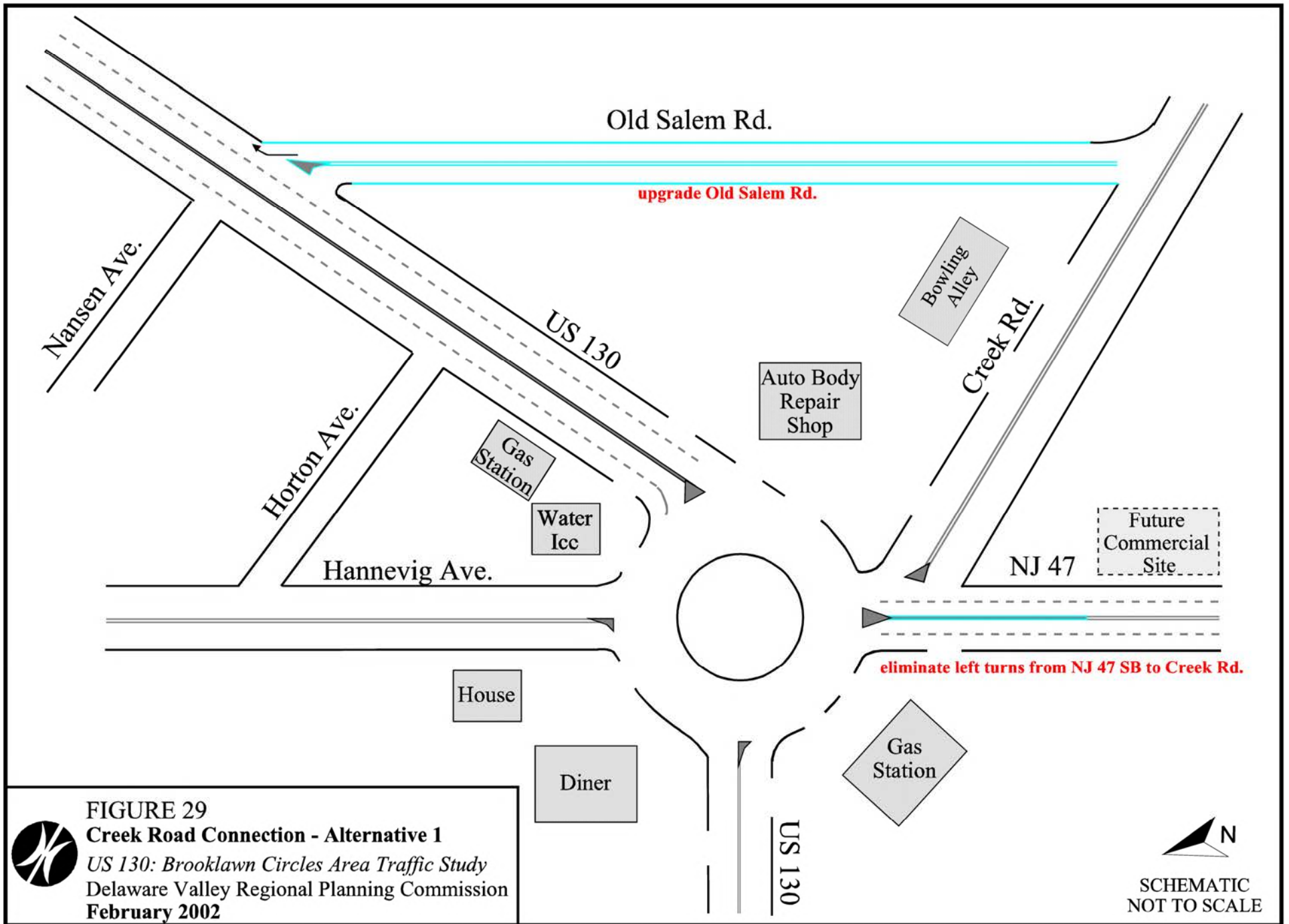


FIGURE 29

**Creek Road Connection - Alternative 1**

US 130: Brooklawn Circles Area Traffic Study  
 Delaware Valley Regional Planning Commission  
 February 2002



**Figure 30: Looking from Old Salem Road at Northbound US 130 Traffic**



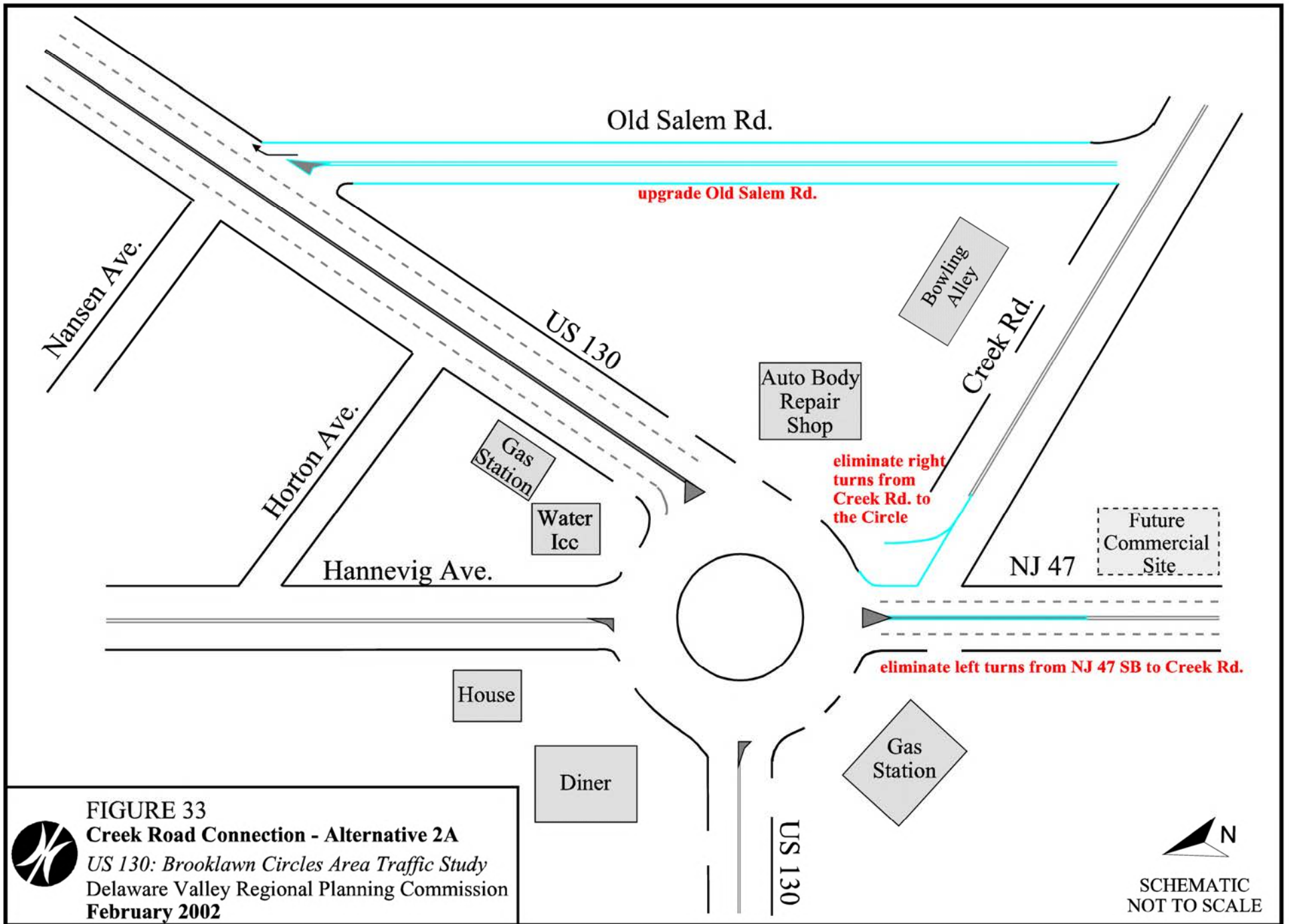
**Figure 31: Old Salem Road Looking Toward US 130**



**Figure 32: Old Salem Road Looking Toward Creek Road**

direct motorists through the maneuvers. Traffic from Creek Road to US 130 northbound would not be required to go through the circle (51 existing AM Peak vehicles, 57 existing PM Peak vehicles). Right turn traffic from Creek Road into the circle and destined to Hannevig Avenue, US 130 southbound or NJ 47 would continue to be permitted.

**Alternative 2A** - Under this alternative, (Figure 33) left turns from southbound NJ 47 to Creek Road would continue to be eliminated by a new median barrier along NJ 47. Right turns from Creek Road into the circle would also be eliminated by closing off the Creek Road approach to the circle. Right turns from northbound NJ 47 to Creek Road would continue to be permitted. Traffic from the East Circle destined to Creek Road would proceed around the circle to US 130 northbound and turn right onto an improved Old Salem Road. Traffic from Creek Road to US 130 northbound would not be required to go through the circle. Traffic from Creek Road destined to Hannevig Avenue, US 130 southbound or NJ 47 would be required to use the upgraded Salem Road to US 130 northbound then make a U-turn at the Kings Highway jughandle to proceed southbound on US 130. This accounts for 77% of the AM Peak westbound Creek Road traffic (177 vehicles) and 83% of the PM Peak westbound Creek Road traffic (271 vehicles).



**FIGURE 33**  
**Creek Road Connection - Alternative 2A**

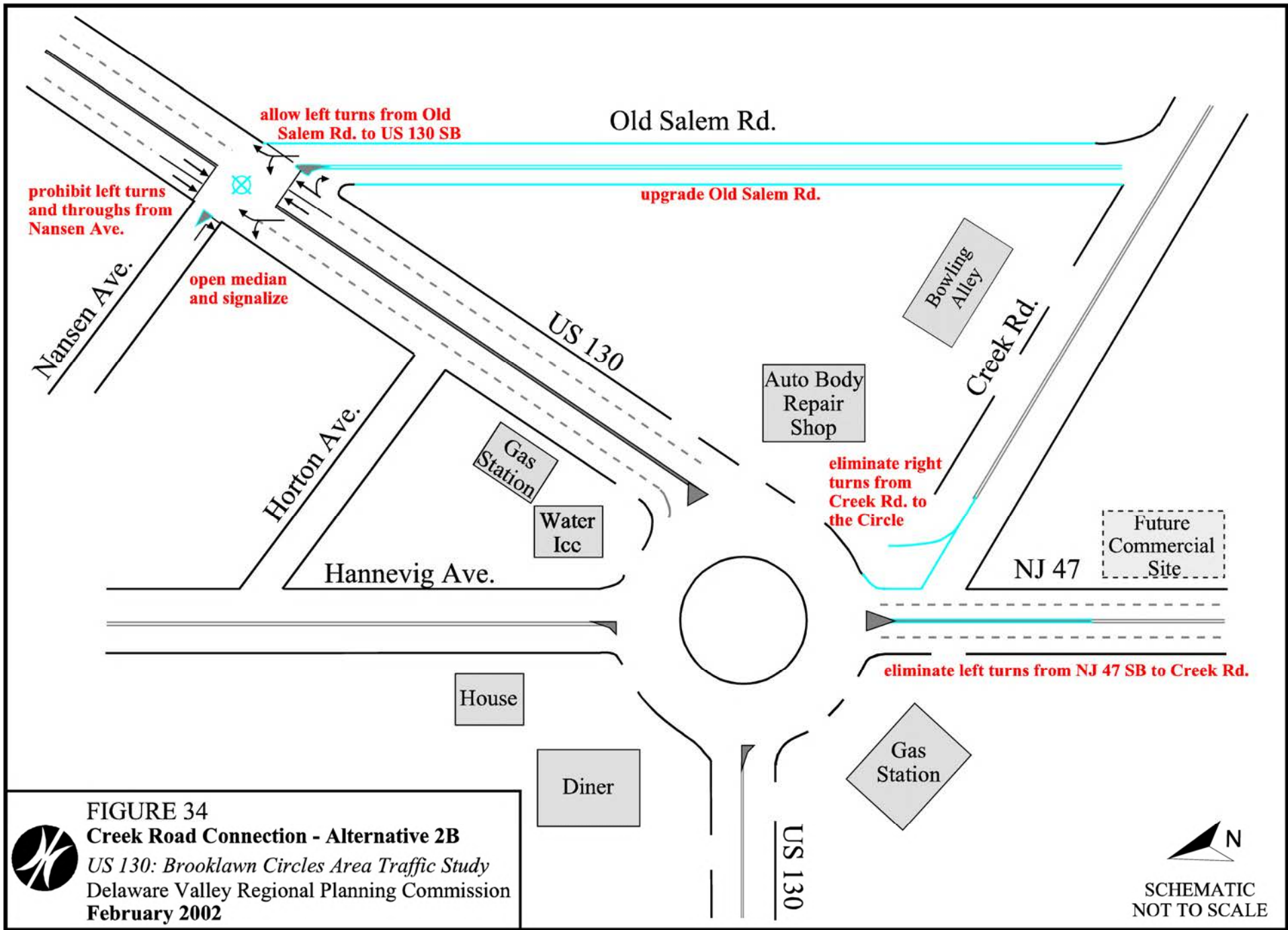
US 130: Brooklawn Circles Area Traffic Study  
 Delaware Valley Regional Planning Commission  
 February 2002

**Alternative 2B** - As in the previous alternative, left turns from southbound NJ 47 to Creek Road would continue to be eliminated by a new median barrier along NJ 47, right turns from Creek Road into the circle would also be eliminated by closing off the Creek Road approach to the circle and right turns from northbound NJ 47 to Creek Road would continue to be permitted (Figure 34). Traffic between Creek Road and US 130 would use an improved Old Salem Road. However, a median break and traffic signal on US 130 at Old Salem Road/Nansen Avenue would permit access from Creek Road/Old Salem Road to US 130 southbound. A concrete island on Nansen Avenue would permit right turns in and right turns out from/to US 130 southbound while preventing through traffic from Old Salem Road into Nansen Avenue (Figure 35).

**Figure 35: Nansen Avenue Looking South Toward US 130**



**Alternative 2C** - This alternative is very similar to Alternative 2B. The only difference is that the concrete island on Nansen Avenue has been removed and through traffic between Nansen Avenue and Old Salem Road is permitted (Figure 36).



**FIGURE 34**

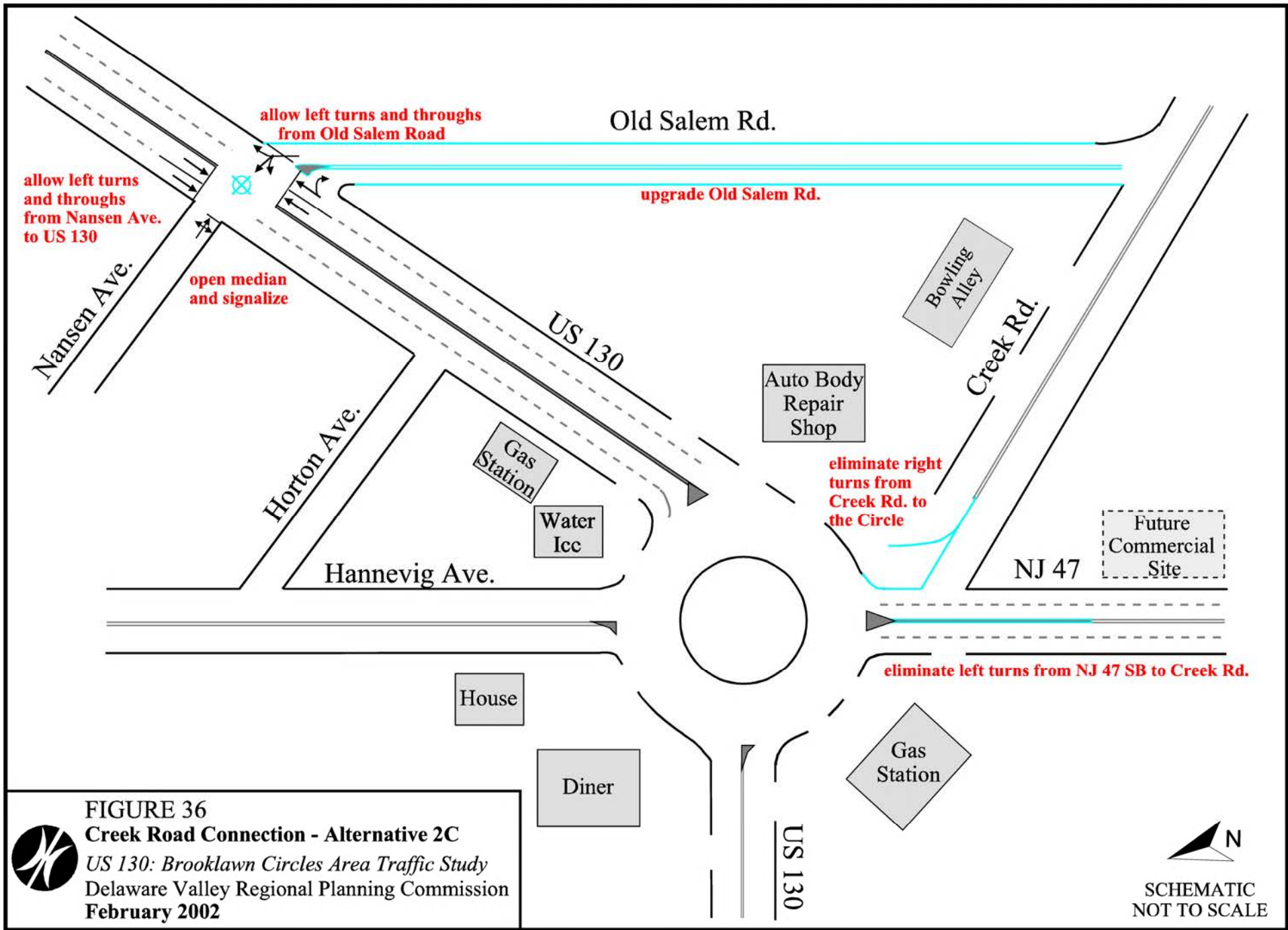
**Creek Road Connection - Alternative 2B**

*US 130: Brooklawn Circles Area Traffic Study*  
 Delaware Valley Regional Planning Commission  
 February 2002



SCHMATIC  
 NOT TO SCALE





**FIGURE 36**  
**Creek Road Connection - Alternative 2C**  
*US 130: Brooklawn Circles Area Traffic Study*  
 Delaware Valley Regional Planning Commission  
 February 2002



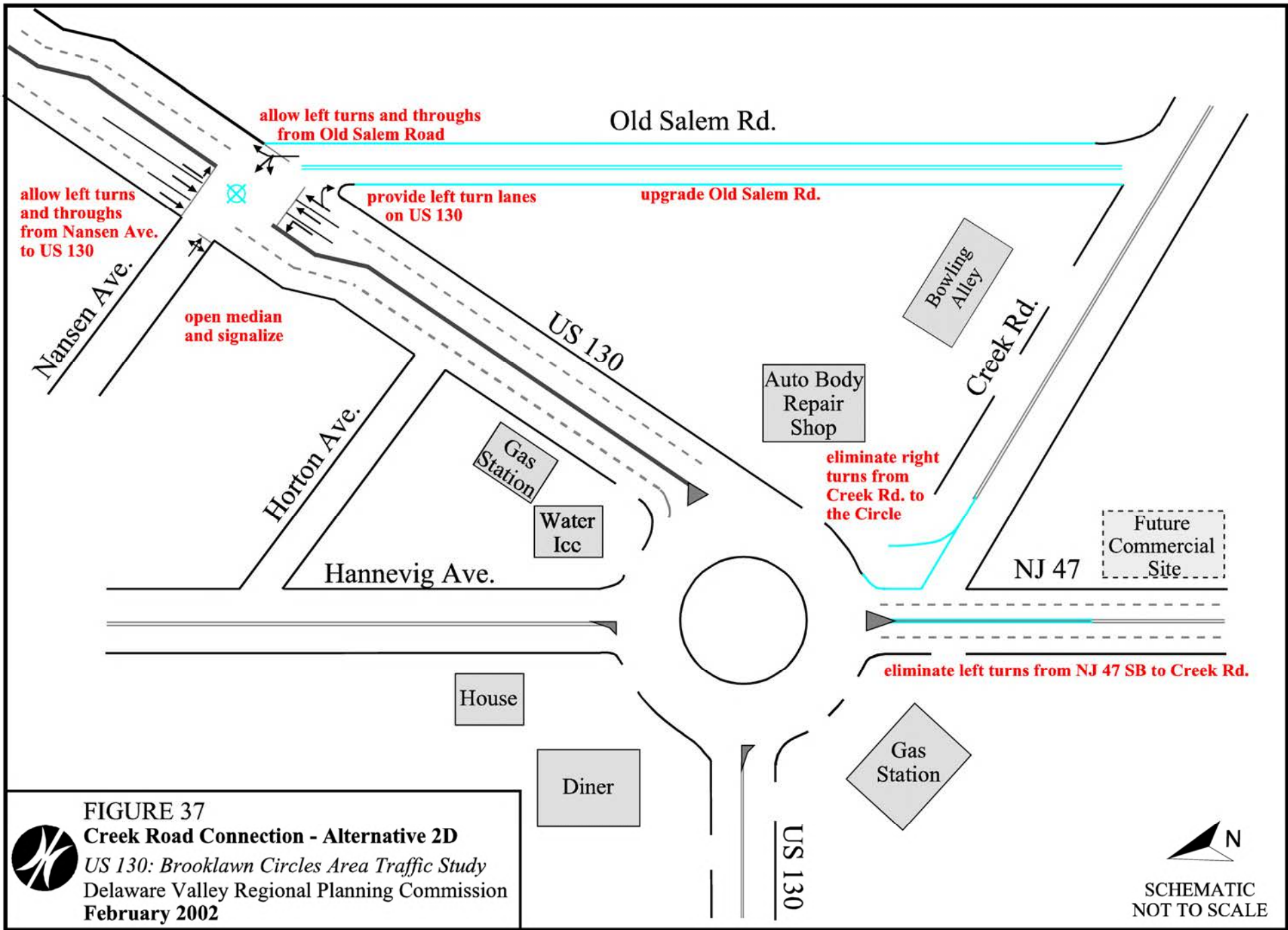
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**Alternative 2D** - This alternative takes Alternative 2C one step further by providing left turn lanes on US 130 in both directions (Figure 37). This alternative would reduce the traffic volume in the circle by allowing US 130 southbound traffic headed to Creek Road (95 existing AM Peak vehicles, 267 existing PM Peak vehicles) to bypass the circle by using Old Salem Road. Creek Road traffic headed to US 130 northbound would also be able to bypass the circle, as is also the case in Alternatives 1 through 2D. Completion of this alternative is expected to require the acquisition of additional right-of-way along US 130.

**Alternative 3** - proposes to relocate the Creek Road intersection to the north so that it intersects directly into the East Circle and not onto NJ 47 (Figure 38). This would eliminate the left turns from the East Circle onto Creek Road by converting that movement into a right turn. The area that would be needed for the approach road and a newly created intersection between Creek Road and the East Circle is currently used as a parking area for a bowling alley (Figures 39 and 40)

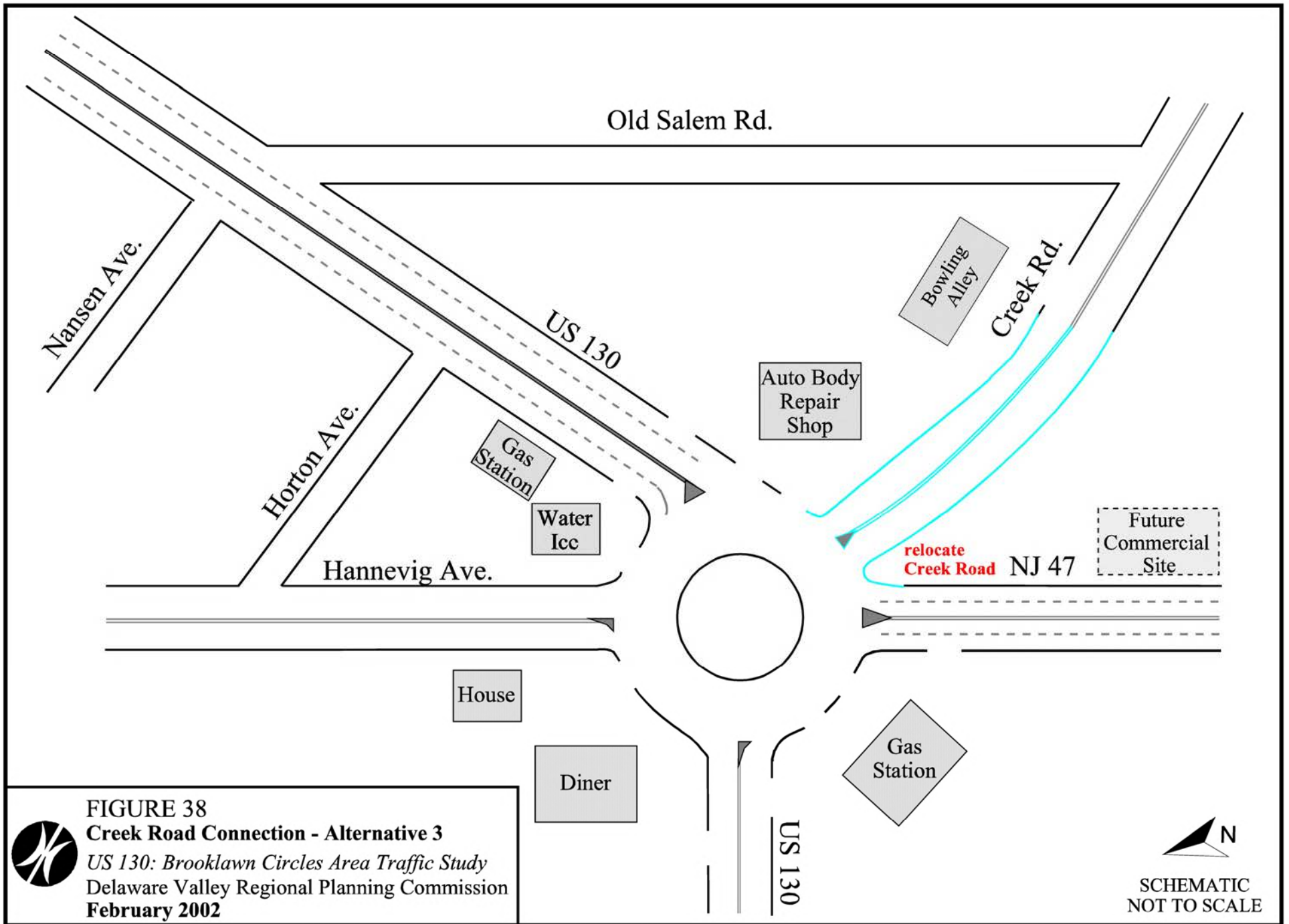
**Figure 39: Looking South Across Bowling Alley Parking Lot Toward Creek Road**





**FIGURE 37**  
**Creek Road Connection - Alternative 2D**  
*US 130: Brooklawn Circles Area Traffic Study*  
 Delaware Valley Regional Planning Commission  
 February 2002





**FIGURE 38**

**Creek Road Connection - Alternative 3**

US 130: Brooklawn Circles Area Traffic Study  
 Delaware Valley Regional Planning Commission  
 February 2002



SCHEMATIC  
 NOT TO SCALE

**Figure 40: Looking North Across Bowling Alley Parking Lot Toward the East Circle**



and a parking area for the auto body repair shop (Figures 41 and 42) located along the circle. A potential problem for this alternative is that it creates a new access point onto the circle and could create a weaving problem because of its proximity to NJ 47. However, metering of the NJ 47 northbound traffic into the circle may reduce much of these weaving movements. Under this alternative, Old Salem Road would not be improved. This alternative would provide the shortest access from the circle to the potential future commercial site.

**Figure 41: Looking at the Creek Road / NJ 47 Intersection with the Body Shop Parking Lot in the Foreground**



**Figure 42: Looking at the Body Shop Parking Lot from Creek Road**



## **APPENDIX A**

# **DOCUMENTATION OF SUPPORT FOR IMPROVEMENTS**







ASSOCIATES, P.A.

PROFESSIONAL ENGINEERS, LAND SURVEYORS AND PLANNERS

80 S. WHITE HORSE PIKE, BERLIN, NEW JERSEY 08009 (856) 767-6361 FAX: (856) 753-1091

December 5, 2001

Delaware Valley Regional Planning Commission  
The Bourse Building  
111 S. Independence Mall East  
Philadelphia, Pennsylvania 19106-2582

ATTN: Mr. John Ward

RE: RESOLUTION SUPPORTING THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION  
U.S. Route 130 Brooklawn Traffic Circles Study  
Borough of Brooklawn, Camden County, New Jersey  
(KEI #31.30)

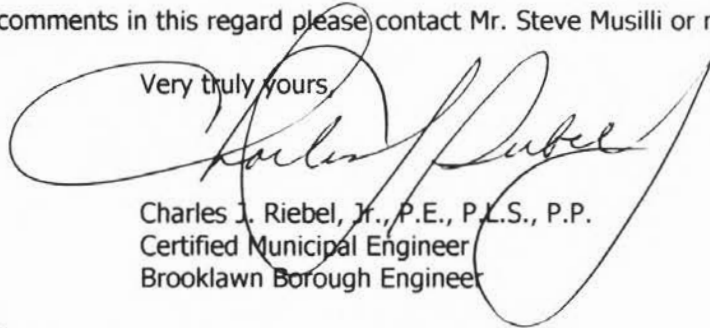
Dear Mr. Ward:

Enclosed you will find an original resolution from the Governing Body of the Borough of Brooklawn supporting Alternate No. 3 of the above noted study, as well as the additional improvement of the installation of metering signals for the Route 130 corridor.

Our office, on behalf of the Borough of Brooklawn, would like to thank the D.V.R.P.C. for their efforts in improving regional vehicular traffic within our community and surrounding areas.

If you should have any questions or comments in this regard please contact Mr. Steve Musilli or myself at this office.

Very truly yours,



Charles J. Riebel, Jr., P.E., P.L.S., P.P.  
Certified Municipal Engineer  
Brooklawn Borough Engineer

STM\gc

cc: Honorable Mayor and Council  
Ms. Barbara Lewis, R.M.C., Borough Clerk

# RESOLUTION

**Council Chambers  
Borough of Brooklawn  
New Jersey**

**SUBJECT SUPPORT OF THE DELAWARE VALLEY REGIONAL PLANNING COMMISSIONS**

**US ROUTE 130 BROOKLAWN TRAFFIC CIRCLES STUDY**

WHEREAS, the Delaware Valley Regional Planning Commission has completed the U.S. Route 130 Brooklawn Traffic Circles Study, and;

WHEREAS, the Delaware Valley Regional Planning Commission held a public information meeting at the Brooklawn Senior Citizens Center on Wednesday, September 5, 2001 from 4pm to 7pm, and;

WHEREAS, the Delaware Valley Regional Planning Commission has suggested six alternative concept diagrams for consideration and comment, and;

WHEREAS, the Governing Body of the Borough of Brooklawn has reviewed these concepts and fully support Alternate No. 3, which relocates Creek Road to be an individual leg which would intersect with the Brooklawn Circle, and;

WHEREAS, representatives of Kei Associates, P.A., and the Borough of Brooklawn had held additional meetings with the Delaware Valley Regional Planning Commission and the additional improvement of the installation of metering signals were discussed for the circles, and;

WHEREAS, the Governing Body of the Borough of Brooklawn has discussed these metering signals and support this design concept and requests its inclusion into the Delaware Valley Regional Planning Commission's final report.

Therefore,

**BE IT RESOLVED, by the MAYOR AND COUNCIL**

of the Borough of Brooklawn, New Jersey, that the Governing Body of the Borough of Brooklawn supports Alternate No. 3 and the installation of metering stations for the circles and requests that the New Jersey Department of Transportation approve the Delaware Valley Regional Planning Commission's study and process this project to the Feasibility Assessment Stage of the project delivery process.

OFFERED BY { K. Radtger  
R. Staley

Adopted at a regular meeting of Council

held November 19 2001

Barbara Lewis  
 Borough Clerk

John Salton  
 Mayor



**ASSOCIATES, P.A.**

PROFESSIONAL ENGINEERS, LAND SURVEYORS AND PLANNERS

80 S. WHITE HORSE PIKE, BERLIN, NEW JERSEY 08009 (856) 767-6361 FAX: (856) 753-1091

January 9, 2001

Delaware Valley Regional Planning Commission  
The Borse Building  
111 South Independence Mall East  
Philadelphia, Pennsylvania 19106-2515

ATTN: Mr. John D. Ward

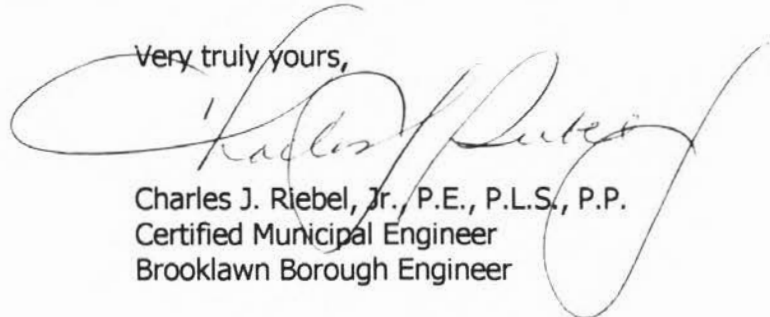
RE: **IMPROVEMENTS TO NEW JERSEY STATE HIGHWAY ROUTE NO. 130**  
Browning Road (Camden County Route No. 659) through the Brooklawn Circle  
Borough of Brooklawn, Camden County, New Jersey  
(KEI #30BB4190)

Dear Mr. Ward:

Enclosed you will find one (1) copy of a Resolution from the Borough of Brooklawn requesting and supporting improvements along the NJSH Route 130 corridor. This Resolution is being forwarded to your office to show the municipalities interest and support and to request implementation of all required improvements as may be required to provide the traveling public with a safe and convenient road network.

If you should have any questions or comments in this regard, please contact Mr. Steve Musilli or me at this office.

Very truly yours,



Charles J. Riebel, Jr., P.E., P.L.S., P.P.  
Certified Municipal Engineer  
Brooklawn Borough Engineer

STM/wmp

cc: Honorable Mayor and Council  
Ms. Barbara Lewis, R.M.C., Borough Clerk

docs/31/30/supporttr



MAYOR

JOHN SOUBASIS

MEMBERS OF COUNCIL

JAMES A. NOLAN, JR.  
ROSEMARIE BOULDEN  
THOMAS MACADAMS  
KAREN RADLINGER  
JERRY GRANSTROM  
RAYMOND STALEY

BOROUGH OF  
**BROOKLAWN**  
CAMDEN COUNTY, NEW JERSEY  
*ESTABLISHED 1924*

HAAKON ROAD & CHRISTIANA STREET  
BROOKLAWN, NEW JERSEY 08030

856-456-0750 FAX: 856-456-1874

MUNICIPAL CLERK / CFO  
BARBARA LEWIS

January 3, 2001

Kei Associates, P.A.  
Chuck Riebel, Jr.  
80 S. White Horse Pike  
Berlin, New Jersey 08009

Dear Chuck:

Enclosed are copies of the Resolution passed on December 18, 2000 for the Support of the Route 130 Corridor. Thank you for forwarding these to the New Jersey Department of Transportation and Delaware Valley Regional Planning Commission.

Sorry, I didn't get these to you sooner. I guess I'll have to blame the holiday season.

Thanks again for your help.

Happy New Year.

Barbara Lewis  
Borough Clerk

Enclosure

**RESOLUTION REQUESTING AND**  
**SUPPORTING IMPROVEMENTS**  
**ALONG THE N.J.S.H. ROUTE 130 CORRIDOR**  
**BOROUGH OF BROOKLAWN**  
**CAMDEN COUNTY**  
**STATE OF NEW JERSEY**  
**(KEI #31-30BB4190)**

December 8, 2000

**WHEREAS**, in August of 1998, the Borough of Brooklawn had prepared and forwarded a "Transportation Problem Statement" to the New Jersey Department of Transportation, and

**WHEREAS**, this Transportation Problem Statement noted the deep concerns of the Governing Body and residents concerning the drainage and vehicular volume capacity problems which continuously occur along the Route 130 Corridor, and

**WHEREAS**, the antiquated design of the Brooklawn Circle creates vehicular queuing and severe traffic delays through the Borough, and

**WHEREAS**, the Borough of Brooklawn has obtained numerous letters of support from civic leaders, local municipalities, Camden and Gloucester Counties as well as a number of County, State and Federal representatives, and

**WHEREAS**, in October of 1998, the Governing Body received a letter from the New Jersey Department of Transportation noting that the State would work with the Borough and the Delaware Valley Regional Planning Commission to prioritize projects for the FY1999-2001 Study and Development Program, and

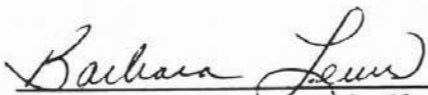
**WHEREAS**, the N.J.S.H. Route 130 Corridor was accepted by the New Jersey Department of Transportation and Delaware Valley Regional Planning Commission and a "Route 130 Corridor Study" was initiated by the Delaware Valley Regional Planning Commission in September of 1999, and

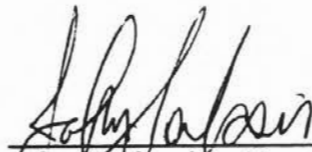
**WHEREAS**, it is the understanding of the Governing Body that the Delaware Valley Regional Planning Commission anticipates the completion of this study shortly, and

**WHEREAS**, recent Legislation A-2221 has been enacted that requires the New Jersey Department of Transportation to compile a report identifying the most dangerous highways within the State of New Jersey and request funds for improvements to same, and

**WHEREAS**, the Governing Body of the Borough of Brooklawn requests the New Jersey Department of Transportation to include the Route 130 Corridor in this report.

**THEREFORE**, the Governing Body of the Borough of Brooklawn extends this Resolution to all County, State and Federal Agencies as well as the Delaware Valley Regional Planning Commission to document our interest and support and to request the implementation of all required improvements as may be required to provide the traveling public with a safe and convenient road network.

  
\_\_\_\_\_  
Barbara Lewis, Borough Clerk

  
\_\_\_\_\_  
John Solubasis, Mayor

12-18-00  
Date



**DELAWARE VALLEY  
REGIONAL PLANNING COMMISSION**

The Bourse Building, 111 South Independence Mall East  
Philadelphia, PA 19106-2515

Telephone: (215) 592-1800  
Fax: (215) 592-9125

February 25, 1999

The Honorable Robert E. Andrews  
United States House of Representatives  
506A White Horse Pike  
Haddon Heights, NJ 08035

Attention: Susan McKenna

Dear Mr. Andrews:

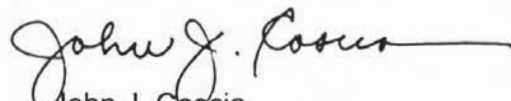
Thank you for your letter of February 2, 1999, in support of efforts to improve the Brooklawn Circles on Route 130. DVRPC also supports efforts to improve traffic flow and the flooding conditions that exist at this location. We have met with the new Commissioner of Transportation, James Weinstein, and members of his staff. We have also received other letters of support from various officials from Brooklawn, Gloucester City, Camden County, and the New Jersey Legislature.

After discussions with NJDOT, DVRPC will perform a preliminary analysis of the circles as part of a Route 130 Corridor Study scheduled to begin this summer. During the study, we will work closely with the local municipalities and the county engineer. We hope to explore a number of possible remedies, taking into account the complexity of the situation and the various issues. In the meantime, NJDOT staff will begin a review of the publicly-owned right-of-way near the circles and collecting traffic data. These preliminary studies will help determine the scope of any near-term or long-range improvement projects.

For your records, I have enclosed a copy of our letter to Commissioner Weinstein. It was in response to this letter that he invited us to meet with him and discuss the problem.

If you have any questions, please contact me or Charles Dougherty, Associate Director for Transportation Planning at (215) 238-2863 or [cdougherty@dvrpc.org](mailto:cdougherty@dvrpc.org).

Sincerely,

  
John J. Cascia  
Executive Director

JJC:cd:ms

Enclosure

brooklawn-andrews.1tr

ROBERT E. ANDREWS  
FIRST DISTRICT, NEW JERSEY

COMMITTEE  
EDUCATION AND  
THE WORKPLACE  
SUBCOMMITTEES  
WORKFORCE PROTECTIONS  
POST SECONDARY EDUCATION,  
TRAINING AND LIFELONG  
LEARNING  
COMMITTEE  
INTERNATIONAL RELATIONS  
SUBCOMMITTEES  
ASIA AND THE PACIFIC  
WESTERN HEMISPHERE

**Congress of the United States**  
**House of Representatives**  
Washington, DC 20515-3001

February 2, 1999

Mr. Charles Dougherty  
Delaware Valley Regional Planning Commission  
The Bourse Building  
111 So. Independence Mall East  
Philadelphia, Pennsylvania 19106-2515

Dear Mr. Dougherty:

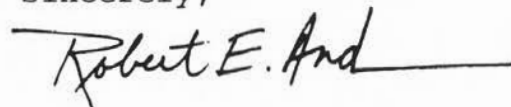
I write to you on behalf of Mr. Charles Riebel, Brooklawn Borough Engineer, Kei Associates, P.A. 80 S. White Horse Pike, Berlin, NJ 08009 concerning the proposed construction improvements to the N.J.S.H. Route 130 and the Brooklawn Circles.

On behalf of the First Congressional District of New Jersey and all South Jersey residents, please accept this letter of support for this project. I believe the proposed project will provide immense improvements to the congested highway. In addition, it will provide motorists with the opportunity to utilize the roadway in a safe and efficient manner.

I would appreciate it if you would afford the Brooklawn Circles project all due consideration under the law in their efforts to be included in the FY 1999-2001 Study and Development Program.

In addition, I would be interested in your review and reply to this correspondence so that I may advise Mr. Riebel accordingly. Please forward your response to the attention of my aide, Mrs. Susan McKenna at 506A White Horse Pike, Haddon Heights, NJ 08035, (609) 546-5100, ext. 305 or by fax to (609) 546-9529. Thank you for your time and consideration of this project.

Sincerely,



Robert E. Andrews  
Member of Congress

REA:sgm

REPLY TO

2439 RAYBURN BUILDING  
WASHINGTON, DC 20515-3001  
(202) 225-6501

506 A WHITE HORSE PIKE  
HADDON HEIGHTS, NJ 08035  
609 546-5100

63 N. BROAD STREET  
WOODBURY, NJ 08096-4602  
609-848-3900

e-mail at: randrews@hr.house.gov

THIS STATIONERY PRINTED ON PAPER MADE OF RECYCLED FIBERS





**DELAWARE VALLEY  
REGIONAL PLANNING COMMISSION**

The Bourse Building, 111 South Independence Mall East  
Philadelphia, PA 19106-2515

Telephone: (215) 592-1800  
Fax: (215) 592-9125

December 15, 1998

The Honorable James Weinstein  
Commissioner  
New Jersey Department of Transportation  
1035 Parkway Avenue  
P.O. Box 600  
Trenton, NJ 08625

**Re: Route 130 and the Brooklawn Circle, Brooklawn, NJ**

Dear Commissioner Haley:

The Delaware Valley Regional Planning Commission (DVRPC) has received a number of letters supporting improvements to the section of US 130 known as the Brooklawn circles in the Borough of Brooklawn. Among the letters is one from Brooklawn Borough which states that their municipal engineer submitted a Transportation Problem Statement to NJDOT in August 1998.

The Delaware Valley Regional Planning Commission (DVRPC) has also identified this location as a part of the transportation system that suffers from recurring traffic congestion due to heavy volume and poor roadway geometry. During discussions with NJDOT staff, we have also noted the flooding problems that frequently occur, the low clearance problem as US 130 passes under the railroad line that separates the two circles, and the bottleneck created by certain turns near the circles.

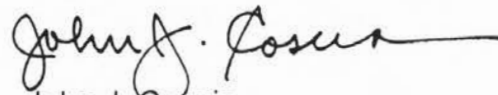
DVRPC endorses the efforts of the local and county officials to seek remedies for the problems at this location and will continue to work with NJDOT and the county toward that end. While we believe there may be short term operational changes that can relieve some of the peak period congestion, we recognize that designing a new configuration of roadways that eliminates the circles will take a longer time. We also recognize that solving the flooding problem will likely require modifications to the railroad, greatly raising the cost and complexity of the project and extending the time frame needed for design. However, we are encouraged by the expression of local support, realizing that it will be critical to the success of either a short term or long range project. DVRPC is committed to assisting the Department, the county and the local governments in this matter.

The Honorable James Weinstein  
December 16, 1998  
Page Two

To address these problems, DVRPC believes it would be appropriate to pursue two separate courses of action. First, DVRPC, NJDOT and the county should begin an investigation of the operational problem to determine if there is a set of cost effective, short term improvements that can relieve the bottleneck situation. Second, DVRPC, in consultation with its member subregions and NJDOT, should identify the resources needed to initiate a more comprehensive study to eliminate the circles and remedy the flooding problem.

We look forward to working with your staff to address these issues. DVRPC will provide any assistance you need. We would like to arrange a meeting of key staff in early January. Please contact Charles Dougherty, Associate Director for Transportation Planning at (215) 238-2863 or [cdougherty@dvrpc.org](mailto:cdougherty@dvrpc.org).

Sincerely,



John J. Goscia  
Executive Director

JJC:cd:ms

cc: Alicia Smalfus, Borough Clerk, Brooklawn  
Paul J. Kain, City Clerk, Gloucester City  
Robert E. Kelly, Camden County Engineer  
Charles J. Riebel, Municipal Engineer (KEI Associates)  
Hon. Wayne R. Bryant, Senator 5th District  
Hon. Nilsa Cruz-Perez, Assemblywoman, 5th District  
Scott M. Goldberg, Freeholder  
Douglas Griffith, Camden County Division of Planning  
William Beetle, NJDOT  
Jack Lettiere, NJDOT  
Mark Stout, NJDOT



## NEW JERSEY SENATE

WAYNE R. BRYANT, ESQ.  
SENATOR, 5TH DISTRICT  
CAMDEN-GLOUCESTER COUNTIES  
501 COOPER STREET  
CAMDEN, NEW JERSEY 08102  
609-757-0552  
609-541-0426 (FACSIMILE)

COMMITTEES:  
STATE GOVERNMENT, BANKING  
& FINANCIAL INSTITUTIONS  
COMMUNITY & URBAN AFFAIRS

November 23, 1998

Delaware Valley Regional Planning Commission  
The Bourse Building  
111 South Independence Mall East  
Philadelphia, PA 19106-2515  
Attention: Mr. Charles Dougherty

Re: N.J.S.H. Route 130 and the Brooklawn Circle  
Brooklawn Borough, Camden County, New Jersey

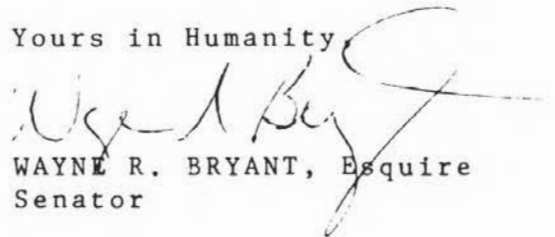
Dear Mr. Dougherty:

This letter is an enthusiastic endorsement of the Borough of Brooklawn's application to consider the above captioned roadway as part of your 1999-2001 Study and Development Program as a priority project.

Elimination of the Brooklawn circles would vastly improve traffic conditions for Brooklawn, Gloucester City, Bellmawr and Westville. The Route 130 corridor is an important truck route where eliminating the circles would improve the safety of said highway.

I would appreciate every consideration given to the Borough of Brooklawn. I cannot stress enough the importance of furthering their efforts to provide for the safety and well-being of its commuters.

Yours in Humanity

  
WAYNE R. BRYANT, Esquire  
Senator

WRB:vlw

CC: Hon. Scott Goldberg  
Hon. John R. Maier  
Hon. Milton Milan  
K.E.I. Assoc., P.E.

**Department of  
Public Works**

**Scott M. Goldberg**  
Freeholder

**Dominic J. Vesper, Jr.**  
Director

**Robert Kelly, PE**  
County Engineer

**Camden County**



**New Jersey**  
November 20, 1998

Charles J. DePalma Complex  
2311 Egg Harbor Road  
Lindenwold, New Jersey 08021  
Phone: (609) 566-2980 Fax: (609) 566-2988  
www.co.camden.nj.us  
ccdpwa.co.camden.nj.us

Delaware Valley Regional  
Planning Commission  
The Bourse Building  
111 S. Independence Mall East  
Philadelphia, Penna. 19106-2515  
Attention: Mr. Charles Dougherty

**RE: BROOKLAWN CIRCLE**

Dear Mr. Dougherty:

Attached you will find correspondence this office received from the Borough Engineer for Brooklawn concerning the Borough's request that consideration be given for the eventual elimination of the Brooklawn circles. From their correspondence it is evident that they have submitted a problem statement to the New Jersey Department of Transportation. You will see that Mr. Stout from the Department of Transportation has responded to the Borough. Mr. Stout has suggested that the Borough work with the County Officials and DVRPC to include this project in the Study and Development Program.

The purpose of this letter is to renew the County support for this project and request that every consideration be given for its inclusion in the Study and Development Program when the DVRPC coordinates with the NJDOT on setting up the Study and Development Program.

Please keep me informed of the progress of this project and if I can be of any further assistance please do not hesitate to contact me.

Very truly yours,

Robert E. Kelly, P.E.  
County Engineer

REK/del  
encl.

cc: Brooklawn Mayor & Council, w/c  
James Snyder w/c  
Mark Stout NJDOT Trenton, w/c  
Charles Reibel Key Engineers

ASSOCIATES, P.A.

November 9, 1998

Camden County Public Works Department  
Charles J. DePalma Complex  
2311 Egg Harbor Road  
Lindenwold, New Jersey 08021

ATTN: Mr. Robert E. Kelly, P.E., County Engineer

RE: N.J.S.H. ROUTE 130 AND THE BROOKLAWN CIRCLE  
Brooklawn Borough, Camden County, New Jersey  
(KEI #30BB4190)

Dear Mr. Kelly:

We would like to thank you for your letter of support regarding the solicitation of the N.J.D.O.T. to initiate a project review and consider construction improvements to the N.J.S.H. Route 130 and the Brooklawn Circles.

On October 5, 1998, our office received a letter from Mr. Mark L. Stout, Manager, Capital Program Development, (see attached). Mr. Stout's letter notes that his department will be working with the Delaware River Regional Planning Commission (D.V.R.P.C.) to prioritize projects for their FY 1999-2001 Study and Development Program.

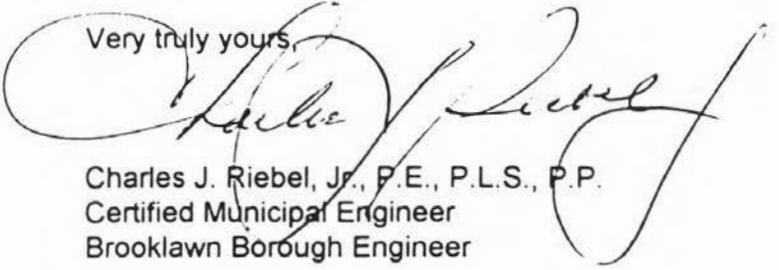
We believe this project is warranted to eliminate the Brooklawn Circles and to establish safe and efficient traffic movement through this area of South Jersey. We respectfully request that you forward a letter of support to:

Delaware Valley Regional Planning Commission  
The Bourse Building  
111 So. Independence Mall East  
Philadelphia, Pennsylvania 19106-2515  
Attn: Mr. Charles Dougherty

Your assistance in this matter would be greatly appreciated by the Governing Body of the Borough of Brooklawn, as well as the numerous motorists which utilize this roadway on a daily basis.

If you have any questions or comments in this regard, please contact Mr. Steve Musilli or myself at this office.

Very truly yours,

A handwritten signature in black ink, appearing to read "Charles J. Riebel, Jr.", written in a cursive style. The signature is positioned above the printed name and title.

Charles J. Riebel, Jr., P.E., P.L.S., P.P.  
Certified Municipal Engineer  
Brooklawn Borough Engineer

SM:clp

cc: Mayor and Council  
Ms. Alicia Smalfus, Borough Clerk

Attachment

docs\31\30\



CHRISTINE TODD WHITMAN  
GOVERNOR

JOHN J. HALEY, JR.  
COMMISSIONER  
BOARD CHAIRMAN, NJ TRANSIT

STATE OF NEW JERSEY  
DEPARTMENT OF TRANSPORTATION  
1035 PARKWAY AVENUE  
P.O. BOX 601  
TRENTON, N.J. 08625-0601  
609-530-3536

October 5, 1998

Charles J. Riebel, Jr., P.E., P.L.S., P.P.  
Certified Municipal Engineer  
Brooklawn Borough Engineer  
KEI Associates, P.A.  
80 S. White Horse Pike  
Berlin, NJ 08009

Dear Mr. Riebel:

Thank you for the Problem Statement you submitted on Route 130 in the vicinity of the Brooklawn Circles. This section of Route 130 is part of an existing corridor study, which is currently under evaluation along with other corridor studies within the Metropolitan Planning Organization region.

For your information, the Department will be working with the Delaware Valley Regional Planning Commission (DVRPC) in the near future to prioritize projects to be included in the FY 1999-2001 Study and Development Program. I suggest you contact the Camden County members of DVRPC to advise them of the importance of this project to Brooklawn Borough.

If you have any questions, please contact me at (609) 530-8069.

Very truly yours,

Mark L. Stout  
Manager  
Capital Program Development

OFFICE OF THE CITY CLERK

609-456-0205  
Fax 609-456-8030



MUNICIPAL BUILDING  
512 MONMOUTH STREET  
Gloucester City, N.J. 08030

November 19, 1998

Delaware Valley Regional Planning Commission  
The Bourse Building  
111 So. Independence Mall East  
Philadelphia, PA 19106-2515  
Attn: Mr. Charles Dougherty:

RE: Letter of Support: Improvements to N.J.S.H. Route No. 130

Dear Mr. Dougherty:

The Mayor and Council of Gloucester City, as well as the Gloucester City Planning Board, support the elimination of the Brooklawn Circles on Route 130. Copies of such letters of support are enclosed.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Paul J. Kain", is written over the typed name. The signature is stylized and cursive.

Paul J. Kain  
City Clerk

PJK:kj  
Enc.



OFFICE OF THE CITY CLERK

609-456-0205  
Fax 609-456-8030



MUNICIPAL BUILDING  
512 MONMOUTH STREET  
Gloucester City, N.J. 08030

September 15, 1998

Charles J. Reibel, Jr., Engineer  
KEI Associates, P.A.  
80 S. White Horse Pike  
Berlin, NJ 08009

Re: Letter of Support: Improvements to N.J.S.H. Route No. 130

Dear Mr. Reibel,

The Mayor and Common Council of Gloucester City are in receipt of your correspondence with regard to the elimination of the Brooklawn Circles as well as the letter of support from the Gloucester City Planning Board.

The Governing Body of Gloucester City does hereby endorse and support the elimination of the circles and further wishes to reiterate the need to reconstruct the Conrail railroad bridge which at its present height restricts the flow of traffic through and around the area.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Paul J. Kain".

Paul J. Kain  
City Clerk

cc: Governing Body  
Administrator  
Planning Board Chairman  
Engineer  
File



## GLOUCESTER CITY PLANNING BOARD

MUNICIPAL BUILDING  
512 MONMOUTH ST.  
GLOUCESTER CITY, NEW JERSEY 08030

August 28, 1998

Charles J. Reibel, Jr., Engineer  
KEI Associates, P.A.  
80 S. White Horse Pike  
Berlin, NJ 08009

Re: Letter of Support: Improvements to N.J.S.H. Route No. 130

Dear Mr. Reibel,

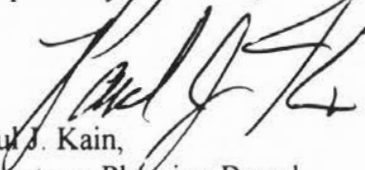
The Gloucester City Planning Board has reviewed your correspondence and wholeheartedly supports the elimination of the Brooklawn Circles on Route 130. It is obvious that the design is antiquated and should be modified as other circles such as Ellisburg, Racetrack and Marlton.

This would benefit the overall traffic patterns in and through the area.

While undertaking this project, mention should also be made of the Conrail railroad bridge which spans across Route 130 between the circles. Its present condition is a detriment to the truck traffic patterns in the area. The height restriction is 13 ft. 3 in., which is 3 inches short of the minimum 13 ft. 6 in. required for safe clearance. The Gloucester City Master Plan points out this deficiency, and observes that addressing it will benefit the truck routes through the area. If this inadequacy could also be addressed, it would be a major improvement.

If you have any questions, please do not hesitate to contact myself.

Respectfully submitted,



Paul J. Kain,  
Secretary, Planning Board

cc: Chairman, Planning Board  
Governing Body  
File



**NEW JERSEY GENERAL ASSEMBLY**

**NILSA CRUZ-PÉREZ**  
ASSEMBLYWOMAN, 5TH DISTRICT  
PARTS OF CAMDEN AND GLOUCESTER COUNTIES  
514 COOPER STREET  
CAMDEN, NJ 08102  
(609) 541-1251  
FAX (609) 541-3415

COMMITTEE  
ENVIRONMENT

November 16, 1998

Delaware Valley Regional Planning Commission  
The Bourse Building  
111 S. Independence Mall East  
Philadelphia, PA 19106-2515  
Att: Charles Dougherty

Dear Mr. Dougherty:

This letter is in support of the Borough of Brooklawn's letter to Mr. Mark Stout, Manager, Capital Program Development, the NJ Department of Transportation for construction improvements to Route 130 and the need to eliminate the Brooklawn Circles in order to establish safe and efficient traffic movement through this area of South Jersey.

It is my understanding that the DVRPC will be working in the near future to prioritize projects to be included in the FY 1999-2001 Study and Development Program. I believe that this project is warranted as it has been a problem area for many years for not only the Governing Body of the Borough of Brooklawn but also for the numerous motorists who utilize this roadway on a daily basis.

Thank you for your consideration of this request. If you have any questions or need any assistance in this matter, please don't hesitate to contact me at my district office.

Sincerely,

A handwritten signature in cursive script that reads "Nilsa Cruz Perez".

NILSA CRUZ-PEREZ  
Assemblywoman, 5th District

NC/mr  
cc: Mayor and Council

# BROOKLAWN BOROUGH

County of Camden  
State of New Jersey

## MAYOR

Michael F. Mevoli

## MEMBERS OF COUNCIL

John McKinney III  
Rickie Boulden  
Jerry Granstrom  
Joseph Sloan  
Jon Trombly  
Robert McKinney

ESTABLISHED 1924

HAAKON RD & CHRISTIANA ST  
BROOKLAWN, NEW JERSEY 08030

(609) 456-0750

(609) 456-1874

MUNICIPAL CLERK  
Alicia Smaifus

TREASURER CFO  
Barbara Lewis

November 9, 1998

Delaware Valley Regional Planning Commission  
The Bourse Building  
111 South Independence Mall East  
Philadelphia, Pa. 19106-2515

Attention: Mr. Charles Dougherty

RE: N.J.S.H. ROUTE 130 AND THE BROOKLAWN CIRCLE  
Brooklawn Borough, Camden County, New Jersey  
(KEI#30BB4190)

Dear Mr. Dougherty:

The Governing Body of the Borough of Brooklawn, as well as various civil leaders and organization groups are deeply concerned with the drainage and traffic capacity problems that exist along N.J.S.H. Route 130 North from Browning Road (Co. Rte No 659) and through the Brooklawn Circles.

In August of this year, Kei Associates, Municipal Engineer for the Borough of Brooklawn submitted a "NJDOT Transportation Problem Statement" to the New Jersey Department of Transportation for this project. This form is a mechanism to request the New Jersey Department of Transportation to consider this roadway as a capital improvement project.

On October 5, 1998 (see attached letter), KEI Associates received correspondence from Mr. Mark L. Stout, Manager, Capital Program Development for the N.J.D.O.T. Mr. Stout noted that the Department of Transportation will be working with the Delaware Valley Regional Planning Commission (D.V.R.P.C.), to prioritize projects for inclusion in the FY 1999-2001 Study and Development Program.

We are sure that you are familiar with the Brooklawn Circles and would agree that this design is antiquated and is in dire need of an alternate design. Recently, the Ellisburg, Racetrack and Airport Circles were eliminated and improved with new traffic patterns and signalization. We respectfully request that you support this project and strive to have these improvements included in the study

and development program for the upcoming year.

If you have any questions or comments, please feel free to contact me at (609) 456-0750.

Very truly yours,

A handwritten signature in cursive script that reads "Alicia Smalfus".

Alicia Smalfus  
Brooklawn Borough Clerk

Attachment

cc: Mayor & Council  
Mr. Robert Kelly, P.E., Camden County Engineer  
Mr. Doug Griffith, P.P., A.I.C.P.  
Freeholder Scott Goldberg



CHRISTINE TODD WHITMAN  
GOVERNOR

JOHN J. HALEY, JR.  
COMMISSIONER  
BOARD CHAIRMAN, NJ TRANSIT

STATE OF NEW JERSEY  
DEPARTMENT OF TRANSPORTATION

1035 PARKWAY AVENUE  
P.O. BOX 601  
TRENTON, N.J. 08625-0601  
609-530-3536

October 5, 1998

Charles J. Riebel, Jr., P.E., P.L.S., P.P.  
Certified Municipal Engineer  
Brooklawn Borough Engineer  
KEI Associates, P.A.  
80 S. White Horse Pike  
Berlin, NJ 08009

Dear Mr. Riebel:

Thank you for the Problem Statement you submitted on Route 130 in the vicinity of the Brooklawn Circles. This section of Route 130 is part of an existing corridor study, which is currently under evaluation along with other corridor studies within the Metropolitan Planning Organization region.

For your information, the Department will be working with the Delaware Valley Regional Planning Commission (DVRPC) in the near future to prioritize projects to be included in the FY 1999-2001 Study and Development Program. I suggest you contact the Camden County members of DVRPC to advise them of the importance of this project to Brooklawn Borough.

If you have any questions, please contact me at (609) 530-8069.

Very truly yours,

Mark L. Stout  
Manager  
Capital Program Development



## State of New Jersey

DEPARTMENT OF TRANSPORTATION  
1035 Parkway Avenue  
CN 613  
Trenton, New Jersey 08625-0600

CHRISTINE TODD WHITMAN  
*Governor*

John J. Haley, Jr.  
*Commissioner*

February 2, 1997

Mr. Charles Dougherty  
39 Walnut Street  
Westville, NJ 08093-1428

RE: Route NJ 47/Brooklawn Circle and Creek Road (CR 753)  
Brooklawn Borough, Camden County

Dear Dougherty:

Thank you for your letter of January 29, 1997 which requested a left-turn prohibition from Route NJ 47 onto Creek Road at the Brooklawn Circle.

Before this office would undertake such an investigation, as this prohibition would alter both municipal and county traffic patterns, we require consenting resolutions from Brooklawn Borough and from Camden County. By doing this, we are assured that any possible revisions would be in the best interest of the motoring public.

We have sent the Borough and the County copies of both this and your letters. When this office receives the consenting resolutions, we will be happy to initiate an investigation.

If you have any further questions, please contact Mr. David J. Martin at 609-530-2621.

Sincerely,

*William E. Anderson*  
William E. Anderson, Manager  
Bureau of Traffic Engineering  
and Safety Programs

c: Robert E. Kelly, Camden County Engr. (w/enc.)  
Brooklawn Borough Clerk (w/enc.)





## **APPENDIX B**

### **DETAILED ACCIDENT HISTORY**



**BROOKLAWN TRAFFIC CIRCLES**

**ACCIDENT DATA**

**1998 - 1999 - 2000**

| Accident Number                      | BBPD* Report Number | Date      | Time     | # Killed | # Injured | Street     | Intersection        | Light Cond. | Weather | Road Surface | Accident Type   | Vehicle Type |                 |      | Accident Description  |
|--------------------------------------|---------------------|-----------|----------|----------|-----------|------------|---------------------|-------------|---------|--------------|-----------------|--------------|-----------------|------|---|
|                                      |                     |           |          |          |           |            |                     |             |         |              |                 | V1           | V2              | V3   |   |
| <b>EAST BROOKLAWN TRAFFIC CIRCLE</b> |                     |           |          |          |           |            |                     |             |         |              |                 |              |                 |      |   |
| 1                                    | 98-013              | 1/4/1998  | 4:30 AM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Concrete Island | Auto         |                 |      | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island.   |
| 2                                    | 98-016              | 1/6/1998  | 10:39 AM | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight    | Rain    | Wet          | Concrete Island | Auto         |                 |      | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island.   |
| 3                                    | 98-017              | 1/6/1998  | 7:59 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Angle           | Auto         | Auto            |      | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway into the intersection and struck V2 who was rounding the traffic circle.                                 |
| 4                                    | 98-020              | 1/7/1998  | 3:43 AM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Concrete Island | Auto         |                 |      | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island.   |
| 5                                    | 98-043              | 1/12/1998 | 2:59 PM  | 0        | 2         | SB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Angle           | Auto         | Auto            |      | V2 SB on US 130 failed to follow the traffic circle and drove through the center of the circle and broadsides V1 NB on US 130. (DWI)  |
| 6                                    | 98-044              | 1/12/1998 | 4:45 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Rear End        | Auto         | Auto            |      | V1 SB on US 130 stopped quickly to avoid an unknown vehicle who had stopped in front of V1, when it was struck in the rear by V2 SB on US 130.  |
| 7                                    | 98-060              | 1/19/1998 | 3:47 PM  | 0        | 0         | Rt. 47 SB  | Merit Gas           | Daylight    | Clear   | Dry          | Hit Bicyclist   |              | Auto            |      | A bicyclist NB on Rt. 47 was struck by V2 who was exiting the gas station.  |
| 8                                    | 98-062              | 1/20/1998 | 12:55 PM | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Rear End        | Auto         | Auto            |      | V1 and V2 were both traveling around the traffic circle when V1 stopped to avoid a vehicle entering the circle and was struck from behind by V2.  |
| 9                                    | 98-067              | 1/21/1998 | 8:41 AM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe       | Auto         | Auto            |      | V1 and V2 were rounding the traffic circle when V2 (inside lane) was trying to exit the circle to NB US 130 while V1 (outside lane) was trying to continue around the circle and the two vehicles collided. |
| 10                                   | 98-070              | 1/23/1998 | 4:10 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dusk        | Rain    | Wet          | Rear End        | Auto         | Auto            |      | V1 SB on US 130 stopped quickly to avoid an unknown vehicle who had stopped in front of V1, when it was struck in the rear by V2 SB on US 130.  |
| 11                                   | 98-088              | 1/28/1998 | 8:17 AM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight    | Rain    | Wet          | Concrete Island | Auto         |                 |      | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island.   |
| 12                                   | 98-089              | 1/28/1998 | 4:15 PM  | 0        | 0         | Rt. 47 SB  | Creek Road          | Daylight    | Rain    | Wet          | Sideswipe       | Auto         | Auto            |      | V1 SB on Rt. 47 (in the right lane) was struck by V2 SB on Rt. 47 (in the left lane) when V2 merged into the right lane to avoid a vehicle turning onto Creek Rd.   |
| 13                                   | 98-090              | 1/28/1998 | 4:57 PM  | 0        | 0         | SB Rt. 130 | Horton Ave          | Dusk        | Rain    | Wet          | Rear End        | Auto         | Auto            |      | V1 SB on US 130 stopped quickly to avoid an unknown truck merging into its lane, when it was struck in the rear by V2 SB on US 130 as it also tried to stop but slid on the wet road conditions.            |
| 14                                   | 98-091              | 1/28/1998 | 4:57 PM  | 0        | 3         | SB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Rear End        | Auto         | Auto            | Auto | V1 SB on US 130 rear ended V2 SB on US 130 and V2 was pushed into V3. V1 was driving too fast for wet road conditions and could not stop in time .  |
| 15                                   | 98-108              | 2/2/1998  | 2:07 AM  | 0        | 0         | Creek Road | Rt. 47 NB           | Dark        | Clear   | Dry          | Concrete Island | Auto         |                 |      | V1 SB on Creek Rd. struck the concrete island. Driver was arrested for DWI.   |
| 16                                   | 98-128              | 2/10/1998 | 12:48 PM | 0        | 1         | NB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe       | Auto         | Truck / Trailer |      | V1 and V2 were NB rounding the traffic circle, when V1 (inside lane) was wedged into the curb by V2 (Tractor Trailer in outside lane).  |
| 17                                   | 98-142              | 2/11/1998 | 4:05 PM  | 0        | 0         | Hannevig   | East Traffic Circle | Daylight    | Clear   | Dry          | Angle           | Auto         | Auto            |      | V1 SB on Hannevig was merging into the traffic circle, when it stopped to yield to another car, and was struck from behind by V2.   |
| 18                                   | 98-145              | 2/17/1998 | 4:45 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dusk        | Rain    | Wet          | Sideswipe       | Auto         | Truck           |      | Both V1 and V2 were SB on US 130 and sideswiped each other as they both attempted to merge into the traffic circle at the same time.  |
| 19                                   | 98-146              | 2/17/1998 | 7:25 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Angle           | Auto         | Auto            |      | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded through the intersection and struck V2 who was rounding the traffic circle.   |
| 20                                   | 98-170              | 3/2/1998  | 11:11 PM | 0        | 0         | Rt. 47 SB  | Creek Road          | Dark        | Rain    | Wet          | Rear End        | Auto         | Auto            |      | V1 SB on Rt. 47 was attempting to make a left turn onto Creek Rd. and was struck from behind by V2.   |
| 21                                   | 98-171              | 3/3/1998  | 8:19 AM  | 0        | 0         | Rt. 47 NB  | Creek Road          | Daylight    | Rain    | Wet          | Rear End        | Auto         | Auto            |      | V1 NB on Rt. 47 stopped for a line of traffic approaching the circle and was hit from behind for by V2 who slid due to wet road conditions.   |
| 22                                   | 98-182              | 3/6/1998  | 4:07 PM  | 0        | 0         | SB Rt. 130 | Horton Ave.         | Daylight    | Clear   | Dry          | Rear End        | Auto         | Auto            |      | V1 SB on US 130 was slowing for traffic when it was struck in the rear by V2 SB on US 130.  |

| Accident Number | BBPD* Report Number | Date      | Time     | # Killed | # Injured | Street        | Intersection        | Light Cond. | Weather | Road Surface | Accident Type   | Vehicle Type    |                 |      | Accident Description   |
|-----------------|---------------------|-----------|----------|----------|-----------|---------------|---------------------|-------------|---------|--------------|-----------------|-----------------|-----------------|------|--|
|                 |                     |           |          |          |           |               |                     |             |         |              |                 | V1              | V2              | V3   |  |
| 23              | 98-185              | 3/8/1998  | 12:25 PM | 0        | 0         | Rt. 47 SB     | Creek Road          | Daylight    | Rain    | Wet          | Rear End        | Truck           | Auto            |      | V1 SB on Rt. 47 was stopped for a vehicle making a left turn onto Creek Rd. and was struck from behind by V2.  |
| 24              | 98-210              | 3/21/1998 | 8:58 AM  | 0        | 0         | SB Rt. 130    | East Traffic Circle | Daylight    | Rain    | Wet          | Concrete Island | Auto            |                 |      | V1 SB on US 130 attempted to slow down to enter the traffic circle, when the brakes locked up and the vehicle struck the concrete island.  |
| 25              | 98-214              | 3/23/1998 | 5:54 PM  | 0        | 0         | SB Rt. 130    | East Traffic Circle | Daylight    | Clear   | Dry          | Rear End        | Auto            | Auto            |      | Both V1 and V2 were SB on US 130 when V1 stopped for traffic in the circle and was struck in the rear by V2.   |
| 26              | 98-229              | 3/29/1998 | 8:15 PM  | 0        | 3         | SB Rt. 130    | East Traffic Circle | Dark        | Clear   | Dry          | Concrete Island | Auto            |                 |      | V1 SB on US 130 attempted to enter the traffic circle at a high rate of speed, and struck the concrete island causing V1 to overturn. Driver was arrested for DWI.                 |
| 27              | 98-239              | 4/1/1998  | 11:32 AM | 0        | 0         | SB Rt. 130    | East Traffic Circle | Daylight    | Rain    | Wet          | Concrete Island | Auto            |                 |      | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island.  |
| 28              | 98-241              | 4/3/1998  | 5:39 PM  | 0        | 0         | SB Rt. 130    | East Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe       | Truck / Trailer | Auto            |      | Both V1 and V2 were SB on US 130 and sideswiped each other as they both attempted to merge out of the traffic circle at the same time.   |
| 29              | 98-252              | 4/7/1998  | 1:29 PM  | 0        | 0         | SB Rt. 130    | East Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe       | Auto            | Truck / Trailer |      | Both V1 and V2 were SB on US 130 and sideswiped each other as they both attempted to merge out of the traffic circle at the same time.   |
| 30              | 98-253              | 4/7/1998  | 5:45 PM  | 0        | 0         | Rt. 47 SB     | Creek Road          | Daylight    | Clear   | Dry          | Sideswipe       | Auto            | Auto            |      | V2 SB on Rt. 47 was attempting to make a left turn onto Creek Rd. and was sideswiped as V1 attempted to make a pass on the right.  |
| 31              | 98-258              | 4/9/1998  | 12:09 PM | 0        | 1         | SB Rt. 130    | East Traffic Circle | Daylight    | Rain    | Wet          | Rear End        | Auto            | Auto            |      | V1 SB on US 130 attempted to slow down to enter the traffic circle and struck the concrete island and was then hit in the rear by V2.  |
| 32              | 98-260              | 4/9/1998  | 1:29 PM  | 0        | 0         | SB Rt. 130    | East Traffic Circle | Daylight    | Rain    | Wet          | Rear End        | Truck / Trailer | Auto            |      | Both V1 and V2 were SB on US 130 entering the circle when V1 stopped for traffic and was struck in the rear by V2 who could not stop due to wet road conditions.                   |
| 33              | 98-263              | 4/11/1998 | 1:57 PM  | 0        | 1         | NB Rt. 130    | East Traffic Circle | Daylight    | Clear   | Dry          | Rear End        | Auto            | Auto            |      | V1 NB on US 130 was stopped within the circle for traffic and was hit in the rear by V2.   |
| 34              | 98-272              | 4/14/1998 | 3:39 PM  | 0        | 0         | NB Rt. 130    | East Traffic Circle | Daylight    | Clear   | Dry          | Angle           | Auto            | Truck           |      | Both V1 and V2 were NB on US 130 when V2 turned into V1 as it attempted to merge out of the traffic circle at the same time.   |
| 35              | 98-282              | 4/17/1998 | 7:40 AM  | 0        | 0         | SB Rt. 130    | East Traffic Circle | Daylight    | Rain    | Wet          | Angle           | Truck / Trailer | Auto            |      | V1 was traveling around the circle, when V2 SB on US 130, attempted slow down to merge into the circle and slid on wet road conditions and collided with V1.                       |
| 36              | 98-283              | 4/17/1998 | 7:59 AM  | 0        | 0         | SB Rt. 130    | East Traffic Circle | Daylight    | Rain    | Wet          | Concrete Island | Auto            |                 |      | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island.  |
| 37              | 98-290              | 4/19/1998 | 12:28 PM | 0        | 0         | SB Rt. 130    | East Traffic Circle | Daylight    | Rain    | Wet          | Concrete Island | Auto            |                 |      | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island.  |
| 38              | 98-291              | 4/19/1998 | 3:07 PM  | 0        | 0         | SB Rt. 130    | East Traffic Circle | Daylight    | Rain    | Wet          | Head On         | Auto            | Auto            |      | Both V1 and V2 were SB on US 130 entering the circle when V2 slid on the wet road surface and spun completely around and was struck head on by V1.                                 |
| 39              | 98-300              | 4/23/1998 | 11:42 AM | 0        | 0         | SB Rt. 130    | East Traffic Circle | Daylight    | Rain    | Wet          | Concrete Island | Auto            |                 |      | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island.  |
| 40              | 98-313              | 4/28/1998 | 4:50 PM  | 0        | 0         | Hannevig Ave. | Hannevig Ave.       | Daylight    | Clear   | Dry          | Sideswipe       | Auto            | Auto            |      | V1 was parked along S Hannevig Ave., when V2 exited the traffic circle at a high rate of speed and lost control of the vehicle and sideswiped V1.                                  |
| 41              | 98-324              | 5/3/1998  | 5:11 AM  | 0        | 0         | SB Rt. 130    | East Traffic Circle | Dark        | Rain    | Wet          | Concrete Island | Auto            |                 |      | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island.  |
| 42              | 98-336              | 5/8/1998  | 12:30 PM | 0        | 0         | Rt. 47 SB     | East Traffic Circle | Daylight    | Rain    | Wet          | Rear End        | Auto            | Auto            | Auto | V1 and V2 SB on Rt. 47 were stopped for a vehicle making a left turn onto Creek Rd. when V2 was struck from behind by V3 exiting the circle onto Rt. 47 and V2 was pushed into V1. |
| 43              | 98-357              | 5/15/1998 | 12:21 PM | 0        | 0         | SB Rt. 130    | East Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe       | Auto            | Auto            |      | Both V1 and V2 were traveling around the traffic circle during heavy traffic when the two vehicles sideswiped each other.  |
| 44              | 98-373              | 5/20/1998 | 4:30 PM  | 0        | 1         | SB Rt. 130    | East Traffic Circle | Daylight    | Clear   | Dry          | Rear End        | Auto            | Auto            |      | V1 and V2 were traveling SB in the traffic circle when an unknown vehicle cut off V2 and forced it to hit V1 in the rear.  |
| 45              | 98-391              | 5/29/1998 | 9:48 AM  | 0        | 0         | SB Rt. 130    | East Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe       | Truck / Trailer | Auto            |      | V1 and V2 were traveling SB in the traffic circle when V2 attempted to pass V1 on the left and the two vehicles sideswiped.  |
| 46              | 98-395              | 6/1/1998  | 2:02 AM  | 0        | 0         | SB Rt. 130    | East Traffic Circle | Dark        | Rain    | Wet          | Concrete Island | Auto            |                 |      | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island.  |

| Accident Number | BBPD* Report Number | Date      | Time     | # Killed | # Injured | Street     | Intersection        | Light Cond.              | Weather | Road Surface | Accident Type             | Vehicle Type    |                 |      | Accident Description  |
|-----------------|---------------------|-----------|----------|----------|-----------|------------|---------------------|--------------------------|---------|--------------|---------------------------|-----------------|-----------------|------|---|
|                 |                     |           |          |          |           |            |                     |                          |         |              |                           | V1              | V2              | V3   |   |
| 47              | 98-400              | 6/3/1998  | 7:49 AM  | 0        | 1         | NB Rt. 130 | East Traffic Circle | Daylight                 | Clear   | Dry          | Angle                     | Auto            | School-Bus      |      | V1 and V2 were rounding the traffic circle when V1 (inside lane) was trying to exit the circle to NB US 130 while V2 (outside lane) was trying to continue around the circle and the two vehicles collided when V1 crossed V2's lane. |
| 48              | 98-405              | 6/6/1998  | 2:48 PM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight                 | Clear   | Dry          | Angle                     | Auto            | Auto            |      | V1 and V2 were rounding the traffic circle when V1 (outside lane) was trying to continue SB around the circle when it was struck by V2 (inside lane) attempting to exit the circle to NB US 130.                                      |
| 49              | 98-411              | 6/8/1998  | 9:58 AM  | 0        | 0         | Rt. 47 SB  | East Traffic Circle | Daylight                 | Clear   | Dry          | Rear End                  | Truck / Trailer | Auto            |      | V1 SB on Rt. 47 was attempting to make a left turn onto Creek Rd. and was struck from behind by V2.   |
| 50              | 98-418              | 6/11/1998 | 6:58 AM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight                 | Rain    | Wet          | Concrete Island           | Auto            |                 |      | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island.   |
| 51              | 98-419              | 6/11/1998 | 7:02 AM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight                 | Clear   | Wet          | Jersey Barrier - Concrete | Auto            |                 |      | V1 NB on US 130 exited the traffic circle and hit a slick spot and collided with the concrete Jersey Barrier.   |
| 52              | 98-420              | 6/11/1998 | 8:30 AM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight                 | Clear   | Dry          | Sideswipe                 | Auto            | Truck / Trailer |      | V1 and V2 were rounding the traffic circle when V1 (inside lane) was trying to exit the circle to NB US 130 while V1 (outside lane) was trying to continue around the circle and the two vehicles collided.                           |
| 53              | 98-422              | 6/11/1998 | 4:54 PM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight                 | Clear   | Dry          | Sideswipe                 | Auto            | Auto            |      | V1 was stopped and preparing to turn right on to Rt. 47 South when it was struck on the side by V2 who attempted to pass on the right.  |
| 54              | 98-423              | 6/11/1998 | 9:58 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark                     | Clear   | Dry          | Rear End                  | Auto            | Auto            |      | V1 was traveling around the circle when it was cut off by an unknown vehicle. When V1 stopped quickly to this avoid vehicle, it was struck in the rear by V2.   |
| 55              | 98-426              | 6/12/1998 | 1:48 AM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark                     | Rain    | Wet          | Concrete Island           | Auto            |                 |      | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island.   |
| 56              | 98-429              | 6/13/1998 | 2:05 PM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight                 | Rain    | Wet          | Rear End                  | Auto            | Auto            |      | V1 and V2 were NB on US 130 traveling around the circle when V1 stopped for traffic and was struck in the rear by V2 who could not stop due to wet road conditions.   |
| 57              | 98-432              | 6/14/1998 | 4:27 AM  | 0        | 1         | SB Rt. 130 | East Traffic Circle | Daylight                 | Rain    | Wet          | Concrete Island           | Auto            |                 |      | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island.   |
| 58              | 98-443              | 6/18/1999 | 4:14 PM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight                 | Clear   | Dry          | Rear End                  | Truck           | Auto            |      | V1 NB on US 130 was traveling around the traffic circle when it veered right and was struck in the rear by V2 NB on US 130.   |
| 59              | 98-453              | 6/22/1998 | 3:25 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight                 | Clear   | Dry          | Sideswipe                 | Truck / Trailer | Auto            |      | V1 was SB on US 130 making a right off of the traffic circle when it was struck by V2 SB on US 130 when V2 thought that V1 was continuing around the circle.  |
| 60              | 98-469              | 7/1/1998  | 5:38 PM  | 0        | 0         | Rt. 47 SB  | Creek Road          | Daylight                 | Clear   | Dry          | Sideswipe                 | Truck           | Truck / Trailer |      | V1 SB on Rt. 47 was attempting to make a left turn onto Creek Rd. and was sideswiped by V2 SB on Rt. 47 as it attempted to make a pass on the right.  |
| 61              | 98-473              | 7/2/1998  | N/A      | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight                 | Clear   | Dry          | Angle                     | Auto            | Auto            |      | V1 was traveling NB around the circle when V2 exited the Merit Station as the driver went into a diabetic shock and lost control of the vehicle and struck V1.  |
| 62              | 98-480              | 7/7/1998  | 12:48 PM | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight                 | Clear   | Dry          | Angle                     | Auto            | Auto            |      | V1 and V2 were rounding the traffic circle when V1 (inside lane) was trying to exit the circle to NB US 130 while V2 (outside lane) was trying to continue around the circle and the two vehicles collided when V1 crossed V2's lane. |
| 63              | 98-487              | 7/8/1998  | 5:55 PM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight                 | Rain    | Wet          | Angle                     | Truck / Trailer | Auto            |      | V1 NB on US 130 was entering the circle and was struck on the side by V2 who was traveling around the circle and was preparing to turn right onto Rt. 47.   |
| 64              | 98-491              | 7/10/1998 | 4:12 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight                 | Clear   | Dry          | Rear End                  | Auto            | Auto            |      | Both V1 and V2 were SB on US 130 when V1 stopped for traffic in the circle and was struck in the rear by V2.  |
| 65              | 98-506              | 6/12/1998 | 10:30 AM | 0        | 0         | Rt. 47 NB  | Creek Road          | Daylight                 | Rain    | Wet          | Guard Rail                | Auto            |                 |      | V1 SB on US 130 exited the traffic circle onto Rt. 47 South and lost control of vehicle due to wet road conditions and struck the guard rail.   |
| 66              | 98-508              | 7/18/1998 | 11:41 AM | 0        | 3         | SB Rt. 130 | East Traffic Circle | Daylight                 | Clear   | Dry          | Rear End                  | Truck / Trailer | Auto            | Auto | V1 SB on US 130 was slowing for traffic when it was struck in the rear by V2 SB on US 130 and V2 was also struck by V3 SB on US 130.  |
| 67              | 98-514              | 7/22/1998 | 11:11 PM | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark                     | Rain    | Wet          | Concrete Island           | Auto            |                 |      | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island. Driver arrested for DWI.  |
| 68              | 98-517              | 7/23/1998 | 6:30 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight                 | Clear   | Dry          | Sideswipe                 | Truck / Trailer | Auto            |      | V1 SB on US 130 entered the traffic circle and sideswiped V2 SB on US 130 who was already in the traffic circle.  |
| 69              | 98-518              | 7/24/1998 | 12:10 AM | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark (Street Lights Off) | Rain    | Wet          | Concrete Island           | Auto            |                 |      | V1 SB on US 130 attempted to slow down to enter the traffic circle, and struck the concrete island.   |

| Accident Number | BBPD* Report Number | Date      | Time     | # Killed | # Injured | Street     | Intersection        | Light Cond. | Weather | Road Surface | Accident Type   | Vehicle Type    |                 |    | Accident Description   |
|-----------------|---------------------|-----------|----------|----------|-----------|------------|---------------------|-------------|---------|--------------|-----------------|-----------------|-----------------|----|--|
|                 |                     |           |          |          |           |            |                     |             |         |              |                 | V1              | V2              | V3 |  |
| 70              | 98-527              | 7/31/1998 | 8:21 AM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Rain    | Wet          | Sideswipe       | Auto            | Truck / Trailer |    | V1 entered into the traffic circle from Rt. 47 and was sideswiped by a V2 (tractor trailer) NB on US 130.  |
| 71              | 98-535              | 8/5/1998  | 2:13 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe       | Auto            | Truck / Trailer |    | V1 SB on US 130 was traveling around the traffic circle, when it was struck by the trailer of V2 SB on US 130 who had just entered the circle.   |
| 72              | 98-550              | 8/10/1998 | 5:23 PM  | 0        | 0         | Rt. 47 SB  | Creek Road          | Daylight    | Rain    | Wet          | Sideswipe       | Auto            | Auto            |    | V1 SB on Rt. 47 was stopped in traffic was sideswiped by V2 SB on Rt. 47 who attempted to make a pass on the right.  |
| 73              | 98-551              | 8/10/1998 | 6:13 PM  | 0        | 0         | Rt. 47 SB  | Creek Road          | Daylight    | Rain    | Wet          | Rear End        | Auto            | Auto            |    | V1 SB on Rt. 47 was attempting to make a left turn onto Creek Rd. and was struck from behind by V2 SB on Rt. 47 who could not stop due to wet road conditions.   |
| 74              | 98-554              | 8/13/1998 | 6:52 AM  | 0        | 1         | NB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Angle           | Auto            | Bike            |    | V1 NB on US 130 was about to exit the traffic circle, when a bicyclist attempted to cross US 130 at the intersection and was struck by V1. Bicyclist was intoxicated and had open container of beer in his possession. |
| 75              | 98-558              | 8/14/1998 | 4:01 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Rear End        | Auto            | Auto            |    | V1 and V2 SB on US 130 were both traveling around the traffic circle when V2 attempted to change lanes and struck V1 in the rear.  |
| 76              | 98-579              | 8/24/1998 | 5:15 PM  | 0        | 1         | SB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Rear End        | Auto            | Auto            |    | V1 and V2 SB on US 130 were both traveling exiting the traffic circle, when V1 stopped for traffic and was struck from behind by V2.   |
| 77              | 98-581              | 8/25/1998 | 9:08 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Clear   | Dry          | Concrete Island | Auto            |                 |    | V1 SB on US 130 entering the traffic circle and failed to observe the curve in the roadway and struck the concrete island. Driver arrested for DWI.  |
| 78              | 98-583              | 8/26/1998 | 2:32 PM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Rear End        | Auto            | Auto            |    | V1 and V2 were both traveling around the traffic circle when V1 stopped to avoid a vehicle entering the circle from US 130 and was struck from behind by V2.   |
| 79              | 98-592              | 8/28/1998 | 12:00 PM | 0        | 0         | Rt. 47 NB  | Creek Road          | Daylight    | Clear   | Dry          | Sideswipe       | Truck / Trailer | Auto            |    | V1 and V2 were both NB on Rt. 47 and sideswiped each other as both vehicles attempted to merge into the single lane.   |
| 80              | 98-601              | 8/31/1998 | 9:39 AM  | 0        | 0         | Rt. 47 NB  | East Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe       | Auto            | Auto            |    | V1 and V2 were both NB on Rt. 47 and sideswiped each other as both vehicles attempted to merge into the traffic circle.  |
| 81              | 98-608              | 9/3/1998  | 8:17 AM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe       | Auto            | Truck           |    | V1 attempted to make a right turn off of Creek Rd. into the traffic circle and was sideswiped by V2 NB on US 130 traveling within the circle.  |
| 82              | 98-610              | 9/4/1998  | 5:12 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe       | Auto            | Truck / Trailer |    | V1 SB on US 130 was traveling around the traffic circle, when its trailer was struck by V2 SB on US 130 as V2 tried to pass on the inside.   |
| 83              | 98-620              | 9/8/1998  | 8:40 AM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Rear End        | Auto            | Auto            |    | Both V1 and V2 were NB on US 130 entering the circle when V1 stopped for traffic and was struck in the rear by V2.   |
| 84              | 98-623              | 9/8/1998  | 8:37 PM  | 0        | 0         | Rt. 47 NB  | East Traffic Circle | Daylight    | Clear   | Dry          | Angle           | Auto            | Auto            |    | V1 NB on Rt. 47 was struck on the side by V2 WB on Creek Rd. as failed to stop at the stop sign on Creek Rd.   |
| 85              | 98-630              | 9/11/1998 | 12:45 PM | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe       | Auto            | Auto            |    | V1 was traveling around the circle and preparing to turn right on to Rt. 47 South when it was struck on the side by V2 who attempted to pass on the right.   |
| 86              | 98-631              | 9/11/1998 | 3:31 PM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Rear End        | Auto            | Auto            |    | V1 NB on US 130 was stopped within the circle for traffic and was hit in the rear by V2 NB on US 130.  |
| 87              | 98-635              | 9/12/1998 | 12:55 PM | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Angle           | Auto            | Auto            |    | V1 was traveling around the traffic circle when it attempted to make a right turn into the Merit Gas Station and struck V2 who was traveling on the outside of the traffic circle.                                     |
| 88              | 98-642              | 9/16/1998 | 10:10 PM | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Rear End        | Auto            | Auto            |    | V1 SB on US 130 attempted to slow down to enter the traffic circle and struck the concrete island and was then hit in the rear by V2.  |
| 89              | 98-657              | 9/22/1998 | 6:40 AM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight    | Rain    | Wet          | Angle           | Auto            | Auto            |    | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded through the intersection and struck V2 who was rounding the traffic circle.  |
| 90              | 98-658              | 9/22/1998 | 7:13 AM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight    | Rain    | Wet          | Sideswipe       | Auto            | Auto            |    | Both V1 and V2 were SB on US 130 when V1 skidded due to oily road surface and stuck V2 as they both attempted to merge into the traffic circle.  |
| 91              | 98-688              | 10/3/1998 | 4:22 PM  | 0        | 0         | Rt. 47 SB  | East Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe       | Auto            | Auto            |    | Both V1 and V2 were exiting the traffic circle onto Rt. 47 South and sideswiped each other as they attempted to exit the circle at the same time.  |
| 92              | 98-689              | 10/4/1998 | 1:03 AM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Concrete Island | Auto            |                 |    | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded due to oil on the roadway, and struck the concrete island.   |
| 93              | 98-700              | 10/7/1998 | 6:05 PM  | 0        | 0         | Rt. 47 SB  | East Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe       | Auto            | School-Bus      |    | V1 SB on Rt. 47 was stopped in traffic was sideswiped by V2 SB on Rt. 47 who attempted to make a pass on the right.  |

| Accident Number | BBPD* Report Number | Date       | Time     | # Killed | # Injured | Street     | Intersection        | Light Cond. | Weather | Road Surface | Accident Type   | Vehicle Type    |                 |    | Accident Description   |
|-----------------|---------------------|------------|----------|----------|-----------|------------|---------------------|-------------|---------|--------------|-----------------|-----------------|-----------------|----|--|
|                 |                     |            |          |          |           |            |                     |             |         |              |                 | V1              | V2              | V3 |  |
| 94              | 98-701              | 10/8/1998  | 1:46 PM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Rain    | Wet          | Sideswipe       | Auto            | Auto            |    | V1 and V2 were rounding the traffic circle when V1 (inside lane) veered towards the outside lane and struck by V2.   |
| 95              | 98-705              | 10/9/1998  | 3:40 PM  | 0        | 0         | SB Rt. 130 | Haakon Rd           | Daylight    | Rain    | Wet          | Rear End        | Auto            | Auto            |    | V1 SB on US 130 was slowing for traffic when it was struck in the rear by V2 SB on US 130.   |
| 96              | 98-719              | 10/14/1998 | 3:20 AM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Concrete Island | Auto            |                 |    | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island. Driver arrested for DWI.   |
| 97              | 98-727              | 10/17/1998 | 2:18 PM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe       | Auto            | Auto            |    | V1 and V2 were rounding the traffic circle when V1 (outside lane) was trying to continue SB around the circle when it was struck by V2 (inside lane) attempting to exit the circle to NB US 130.   |
| 98              | 98-743              | 10/24/1998 | 5:11 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Rear End        | Auto            | Auto            |    | V1 and V2 SB on US 130 were both traveling around the traffic circle when V1 stopped for traffic and was struck from behind by V2.   |
| 99              | 98-749              | 10/26/1998 | 3:49 PM  | 0        | 0         | Rt. 47 SB  | East Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe       | Auto            | School-Bus      |    | V1 SB on Rt. 47 was stopped for traffic and was struck from behind by V2 SB on Rt. 47.   |
| 100             | 98-751              | 10/28/1998 | 8:00 AM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe       | Auto            | Auto            |    | V1 and V2 were rounding the traffic circle when V2 (inside lane) was trying to exit the circle to NB US 130 while V1 (outside lane) was trying to continue around the circle and the two vehicles collided.  |
| 101             | 98-757              | 10/29/1998 | 11:44 PM | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Clear   | Dry          | Sideswipe       | Auto            | Auto            |    | V1 SB on US 130 entered the traffic circle and sideswiped V2 SB on US 130 who was already in the traffic circle.   |
| 102             | 98-768              | 11/3/1998  | 6:07 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Clear   | Dry          | Sideswipe       | Auto            | Auto            |    | V1 and V2 were traveling SB in the traffic circle when V2 veered to its right and impacted with V1.  |
| 103             | 98-769              | 11/4/1998  | 1:13 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe       | Auto            | Auto            |    | Both V1 and V2 were SB on US 130 and sideswiped each other as they both attempted to merge out of the traffic circle at the same time.   |
| 104             | 98-770              | 11/4/1998  | 4:55 PM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Angle           | Auto            | Bus             |    | V1 and V2 SB on US 130 were stopped in traffic within the circle. When traffic let up, both vehicles attempted to get in the same lane and collided with each other.   |
| 105             | 98-781              | 11/9/1998  | 4:38 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dusk        | Clear   | Dry          | Sideswipe       | Truck / Trailer | Auto            |    | V1 and V2 were traveling SB in the traffic circle when V2 attempted to pass V1 on the left and the two vehicles sideswiped.  |
| 106             | 98-785              | 11/10/1998 | 10:29 PM | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Concrete Island | Auto            |                 |    | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island.  |
| 107             | 98-786              | 11/10/1998 | 10:30 PM | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Sideswipe       | Auto            | Auto            |    | Both V1 and V2 were SB on US 130 and sideswiped each other as they both attempted to merge into the traffic circle at the same time.   |
| 108             | 98-787              | 11/11/1998 | 5:05 AM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Concrete Island | Auto            |                 |    | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island.  |
| 109             | 98-789              | 11/11/1998 | 9:03 AM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight    | Rain    | Wet          | Concrete Island | Auto            |                 |    | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island.  |
| 110             | 98-794              | 11/13/1998 | 5:21 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Clear   | Dry          | Rear End        | Auto            | Auto            |    | V1 and V2 SB on US 130 were both traveling around the traffic circle when V1 stopped for traffic and was struck from behind by V2.   |
| 111             | 98-806              | 11/11/1998 | 8:20 AM  | 0        | 0         | Rt. 47 SB  | Creek Road          | Daylight    | Clear   | Dry          | Sideswipe       | Auto            | Truck / Trailer |    | V1 SB on Rt. 47 was attempting to make a left turn onto Creek Rd. and was sideswiped as V2 SB on Rt. 47 attempted to make a pass on the right.   |
| 112             | 98-808              | 11/19/1998 | 6:13 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Clear   | Dry          | Angle           | Auto            | Auto            |    | V1 and V2 were rounding the traffic circle when V1 (inside lane) was trying to exit the circle to SB US 130 while V2 (outside lane) was trying to continue around the circle and the two vehicles collided when V1 crossed V2's lane.  |
| 113             | 98-812              | 11/20/1998 | 6:50 PM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Angle           | Auto            | Truck           |    | V1 NB rounding the traffic circle was struck by V2 who cut in front of V1 and made a right turn onto Rt. 47 South.   |
| 114             | 98-813              | 11/20/1998 | 7:40 PM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Rear End        | Bus             | Auto            |    | V1 NB on US 130 was stopped within the circle for traffic and was hit in the rear by V2.   |
| 115             | 98-853              | 12/7/1998  | 9:55 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Concrete Island | Auto            |                 |    | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island.  |
| 116             | 98-854              | 12/9/1998  | 12:29 AM | 0        | 0         | NB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Fixed Object    | Auto            |                 |    | The driver of V1 NB on US 130 went into a diabetic shock and drove through the middle of the traffic circle and into several signs. V1 continued north on US 130 in the SB lane and turned left on to Horton Ave. and drove through the neighborhood over several fences/bushes before coming to a stop on Bergen. |

| Accident Number | BBPD* Report Number | Date       | Time     | # Killed | # Injured | Street     | Intersection        | Light Cond. | Weather | Road Surface | Accident Type              | Vehicle Type    |                 |    | Accident Description   |
|-----------------|---------------------|------------|----------|----------|-----------|------------|---------------------|-------------|---------|--------------|----------------------------|-----------------|-----------------|----|--|
|                 |                     |            |          |          |           |            |                     |             |         |              |                            | V1              | V2              | V3 |  |
| 117             | 98-855              | 12/9/1998  | 11:09 AM | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Rear End                   | Auto            | Auto            |    | V1 SB on US 130 stopped for traffic in the circle when it was struck in the rear by V2 SB on US 130.   |
| 118             | 98-868              | 12/13/1998 | 1:43 PM  | 0        | 0         | Rt. 47 NB  | Creek Road          | Daylight    | Rain    | Wet          | Angle                      | Auto            | Auto            |    | V1 NB on Rt. 47 was struck on the side by V2 WB on Creek Rd. as it failed to stop at the stop sign on Creek Rd.  |
| 119             | 98-870              | 12/14/1998 | 4:01 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Rear End                   | Auto            | Auto            |    | V1 SB on US 130 was slowing for traffic when it was struck in the rear by V2 SB on US 130.   |
| 120             | 98-872              | 12/14/1998 | 6:32 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Clear   | Dry          | Sideswipe                  | Auto            | Truck / Trailer |    | V1 and V2 were traveling SB in the traffic circle when V2 veered suddenly towards the left and struck V1.  |
| 121             | 98-878              | 12/16/1998 | 5:20 PM  | 0        | 1         | SB Rt. 130 | East Traffic Circle | Dark        | Clear   | Dry          | Rear End                   | Auto            | Auto            |    | Both V1 and V2 were SB on US 130 when V1 stopped for traffic in the circle and was struck in the rear by V2.   |
| 122             | 98-899              | 12/29/1998 | 12:23 AM | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Concrete Curb              | Auto            |                 |    | V1 SB on US 130 was cut off by another vehicle and this caused V1 to lock up its brakes and slide into the curb of the traffic circle.   |
| 123             | 98-900              | 12/29/1998 | 12:11 PM | 0        | 1         | SB Rt. 130 | East Traffic Circle | Daylight    | Rain    | Wet          | Concrete Island            | Auto            |                 |    | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island.  |
| 124             | 99-006              | 1/3/1999   | 5:05 AM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Concrete Island            | Auto            |                 |    | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island.  |
| 125             | 99-028              | 1/14/1999  | 5:54 PM  | 0        | 0         | Rt. 47 NB  | East Traffic Circle | Dark        | Rain    | Icy          | Concrete Island            | Auto            |                 |    | V1 SB on US 130 failed to slow down to enter the traffic circle and struck the concrete island. Driver arrested for DWI.   |
| 126             | 99-039              | 1/18/1999  | 12:34 PM | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Rain    | Wet          | Rear End                   | Auto            | Auto            |    | Both V1 and V2 were NB on US 130 within the traffic circle when V1 stopped for traffic and was struck in the rear by V2.   |
| 127             | 99-049              | 1/21/1999  | 3:40 PM  | 0        | 1         | SB Rt. 130 | East Traffic Circle | Daylight    | Rain    | Wet          | Angle                      | Auto            | Auto            |    | V1 and V2 were both traveling around the traffic circle when V1 veered towards the inside of the circle and was struck on the left side of the car by V2.  |
| 128             | 99-050              | 1/21/1999  | 5:18 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Angle                      | Auto            | Auto / trailer  |    | V1 SB on US 130 attempted to enter into the traffic circle after V2 passed but V1 did not see the trailer V2 was towing and collided with the trailer.   |
| 129             | 99-051              | 1/21/1999  | 5:38 PM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Sideswipe                  | Auto            | Auto            |    | V1 and V2 were rounding the traffic circle when V1 (outside lane) was trying to continue NB around the circle when it was struck by V2 (inside lane) attempting to exit the circle and turn right onto to SB Rt. 47.     |
| 130             | 99-052              | 1/21/1999  | 6:02 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Angle                      | Auto            | Auto            |    | Both V1 and V2 were rounding the traffic circle when V2 turned into V1 as both vehicles attempted to merge out of the traffic circle onto Rt. 47 South.  |
| 131             | 99-058              | 1/24/1999  | 7:26 AM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight    | Rain    | Wet          | Through Circle & Over Curb | Auto            |                 |    | V1 SB on US 130 attempted to slow down at the circle, but skidded on the wet roadway and went through the circle onto the median and struck a sign.  |
| 132             | 99-061              | 1/24/1999  | 3:24 PM  | 0        | 0         | Rt. 47 NB  | East Traffic Circle | Daylight    | Rain    | Wet          | Angle                      | Auto            | Auto            |    | Both V1 and V2 were rounding the traffic circle when V2 turned into V1 as both vehicles attempted to merge out of the traffic circle onto Rt. 47 South.  |
| 133             | 99-070              | 1/28/1999  | 10:06 PM | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Rear End                   | Auto            | Auto            |    | Both V1 and V2 were SB on US 130 when V1 stopped for traffic in the circle and was struck in the rear by V2 who could not stop due to wet road conditions.   |
| 134             | 99-072              | 1/29/1999  | 3:45 PM  | 0        | 0         | Rt. 47 SB  | East Traffic Circle | Daylight    | Clear   | Dry          | Rear End                   | Auto            | Auto            |    | Both V1 and V2 were traveling in the circle, when V1 attempted to turn onto Rt. 47 South and had to slow down for traffic, when it was hit in the rear by V2.  |
| 135             | 99-081              | 2/2/1999   | 10:20 PM | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Clear   | Wet          | Over Curb                  | Truck / Trailer |                 |    | V1 SB on US 130 attempted to exit the circle and continue towards US 130 South when the trailer ran over the curb and ripped down several traffic signs.   |
| 136             | 99-082              | 2/3/1999   | 4:45 PM  | 0        | 0         | Rt. 47 SB  | Creek Road          | Daylight    | Clear   | Dry          | Sideswipe                  | Auto            | Auto            |    | V1 SB on Rt. 47 was attempting to make a left turn onto Creek Rd. and was sideswiped by V2 SB on Rt. 47 as it attempted to pass on the right.  |
| 137             | 99-096              | 2/7/1999   | 10:04 PM | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Concrete Island            | Auto            |                 |    | V1 SB on US 130 attempted to slow down to enter the traffic circle, and struck the concrete island.  |
| 138             | 99-121              | 2/18/1999  | 2:25 AM  | 0        | 1         | SB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Concrete Island            | Auto            |                 |    | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island.  |
| 139             | 99-136              | 2/27/1999  | 7:46 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Concrete Island            | Auto            |                 |    | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island.  |
| 140             | 99-149              | 3/3/1999   | 1:59 PM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Rain    | Wet          | Sideswipe                  | Auto            | Auto            |    | V1 and V2 were rounding the traffic circle when V1 (inside lane) was attempting to exit the circle and turn right onto to Rt. 47 South when it struck V2 (outside lane) who was trying to continue NB around the circle. |



| Accident Number | BBPD* Report Number | Date      | Time     | # Killed | # Injured | Street     | Intersection        | Light Cond. | Weather | Road Surface | Accident Type   | Vehicle Type |                 |      | Accident Description   |
|-----------------|---------------------|-----------|----------|----------|-----------|------------|---------------------|-------------|---------|--------------|-----------------|--------------|-----------------|------|--|
|                 |                     |           |          |          |           |            |                     |             |         |              |                 | V1           | V2              | V3   |  |
| 141             | 99-151              | 3/3/1999  | 3:01 PM  | 0        | 0         | Rt. 47 NB  | Creek Road          | Daylight    | Clear   | Wet          | Angle           | Auto         | Auto            |      | V1 NB on Rt. 47 was struck on the side by V2 WB on Creek Rd. as V2 failed to stop at the stop sign on Creek Rd.  |
| 142             | 99-156              | 3/4/1999  | 1:51 AM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Concrete Island | Auto         |                 |      | V1 SB on US 130 failed to slow down to enter the traffic circle and struck the concrete island. Driver arrested for DWI.   |
| 143             | 99-162              | 3/6/1999  | 9:12 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Angle           | Auto         | Auto            |      | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded through the intersection and struck V2 who was rounding the traffic circle.  |
| 144             | 99-163              | 3/6/1999  | 9:54 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Angle           | Auto         | Auto            |      | V1 entered into the circle from South Hannevig and collided with V2 who attempted to make a right turn into the Brook lawn Diner.  |
| 145             | 99-171              | 3/8/1999  | 10:22 PM | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Clear   | Dry          | Concrete Island | Auto         |                 |      | V1 SB on US 130 failed to slow down to enter the traffic circle and struck the concrete island. Driver arrested for DWI.   |
| 146             | 99-183              | 3/16/1999 | 7:40 AM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Angle           | Auto         | Auto            |      | V1 and V2 were rounding the traffic circle when V1 (outside lane) made an abrupt left turn and to continue around the circle and struck V2 (inside lane) while V2 attempted to exit the circle to NB US 130. |
| 147             | 99-186              | 3/16/1999 | 4:47 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Angle           | Auto         | Auto            |      | V1 and V2 SB US 130 were traveling around the traffic circle when V2 who attempted to make a right turn into the Brook lawn Diner and collided with V2.  |
| 148             | 99-187              | 3/16/1999 | 4:57 PM  | 0        | 0         | Rt. 47 SB  | Creek Road          | Daylight    | Clear   | Dry          | Rear End        | Auto         | Auto            |      | V1 SB on Rt. 47 was stopped for a vehicle making a left turn onto Creek Rd. and was struck from behind by V2.  |
| 149             | 99-196              | 3/18/1999 | 12:35 PM | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Angle           | Auto         | Auto            |      | V1 and V2 were rounding the traffic circle when V1 (outside lane) was trying to continue SB around the circle when it was struck by V2 (inside lane) attempting to exit the circle to NB US 130.             |
| 150             | 99-201              | 3/21/1999 | 3:35 PM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Rain    | Wet          | Angle           | Auto         | Auto            |      | V1 NB on US 130 was entering the circle and was struck on the side by V2 who was traveling around the circle towards Rt. 47 South  |
| 151             | 99-202              | 3/21/1999 | 3:53 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight    | Rain    | Wet          | Rear End        | Auto         | Auto            |      | Both V1 and V2 were SB on US 130 within the traffic circle when V1 stopped for traffic and was struck in the rear by V2.   |
| 152             | 99-205              | 3/21/1999 | 3:58 PM  | 0        | 0         | Creek Road | Rt. 47              | Dusk        | Rain    | Wet          | Rear End        | Auto         | Auto            |      | V1 and V2 SB Creek Rd. were both stopped at the intersection at Rt. 47, when V1 started to make a right turn and stopped and then was struck in the rear by V2.  |
| 153             | 99-213              | 3/25/1999 | 2:50 PM  | 0        | 0         | Rt. 47 SB  | Creek Road          | Daylight    | Clear   | Dry          | Rear End        | Auto         | Auto / trailer  |      | V1 SB on Rt. 47 was attempting to make a left turn into a parking lot and was struck from behind by V2 SB on Rt. 47.   |
| 154             | 99-218              | 3/26/1999 | 8:52 AM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe       | Auto         | Auto            |      | Both V1 and V2 were NB on US 130 within the circle and were stopped for traffic. When V1 started to move with the traffic, it struck V2 on the side.   |
| 155             | 99-222              | 3/28/1999 | 1:58 AM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Rear End        | Auto         | Auto            |      | V1 NB on US 130 was stopped at the traffic circle preparing to enter, when it was struck in the rear by V2 NB on US 130.   |
| 156             | 99-239              | 3/31/1999 | 3:55 PM  | 0        | 0         | SB Rt. 130 | Horton Ave          | Daylight    | Clear   | Dry          | Rear End        | Auto         | Auto            |      | V1 SB on US 130 was slowing for traffic when it was struck in the rear by V2 SB on US 130.   |
| 157             | 99-242              | 4/1/1999  | 8:21 AM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Rain    | Wet          | Sideswipe       | Auto         | Truck / Trailer |      | Both V1 and V2 were exiting the traffic circle onto Rt. 47 South and sideswiped as they attempted to exit at the same time.  |
| 158             | 99-243              | 4/1/1999  | 9:04 AM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight    | Rain    | Wet          | Concrete Island | Auto         |                 |      | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island.  |
| 159             | 99-257              | 4/1/1999  | 1:21 PM  | 0        | 1         | Rt. 47 SB  | Creek Road          | Daylight    | Rain    | Wet          | Rear End        | Auto         | Auto            |      | V1 SB on Rt. 47 was attempting to make a left turn onto Creek Rd. and was struck from behind by V2 SB on Rt. 47.   |
| 160             | 99-258              | 4/1/1999  | 5:34 PM  | 0        | 0         | Rt. 47 SB  | Creek Road          | Daylight    | Clear   | Dry          | Sideswipe       | Auto         | Auto            |      | V1 SB on Rt. 47 was attempting to make a left turn onto Creek Rd. and was sideswiped as V2 SB on Rt. 47 attempted to make a pass on the right.   |
| 161             | 99-271              | 4/4/1999  | 9:54 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Rear End        | Auto         | Auto            |      | Both V1 and V2 were SB on US 130 within the traffic circle when V1 stopped for traffic and was struck in the rear by V2.   |
| 162             | 99-286              | 4/9/1999  | 4:57 PM  | 0        | 0         | SB Rt. 130 | Haakon Rd           | Daylight    | Clear   | Dry          | Rear End        | Auto         | Auto            | Auto | V1, V2 and V3 were all SB on US 130 when V2 rear ended V1 and pushed it into V3.   |
| 163             | 99-291              | 4/12/1999 | 7:52 AM  | 0        | 0         | Creek Road | Rt. 47 SB           | Daylight    | Rain    | Wet          | Rear End        | Auto         | Auto            |      | V1 WB on Creek Rd. stopped for traffic at the intersection of Rt. 47 and was struck from behind by V2 WB on Creek Rd who skidded on the wet roadway.   |
| 164             | 99-292              | 4/12/1999 | 8:29 AM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Angle           | Auto         | Auto            |      | V1 SB on US 130 was traveling around the circle to the right of a school bus, while V2 SB on US 130 was to the left of the school bus. V2 turned to the right in front of the bus then into the path of V1.  |

| Accident Number | BBPD* Report Number | Date      | Time     | # Killed | # Injured | Street     | Intersection        | Light Cond. | Weather | Road Surface | Accident Type              | Vehicle Type    |                 |    | Accident Description   |
|-----------------|---------------------|-----------|----------|----------|-----------|------------|---------------------|-------------|---------|--------------|----------------------------|-----------------|-----------------|----|--|
|                 |                     |           |          |          |           |            |                     |             |         |              |                            | V1              | V2              | V3 |  |
| 165             | 99-298              | 4/14/1999 | 7:39 AM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Angle                      | Auto            | Auto            |    | V1 and V2 were rounding the traffic circle when V1 (inside lane) attempted to exit the circle to NB US 130 and was struck by V2 (outside lane) which was trying to continue SB around the circle.                                    |
| 166             | 99-301              | 4/14/1999 | 9:00 PM  | 0        | 0         | Rt. 47 SB  | East Traffic Circle | Dark        | Clear   | Dry          | Sideswipe                  | Auto            | Auto            |    | Both V1 and V2 were exiting the traffic circle onto Rt. 47 South and sideswiped as they attempted to exit the circle at the same time.   |
| 167             | 99-304              | 4/16/1999 | 6:55 AM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe                  | Truck           | Auto            |    | V1 and V2 were rounding the traffic circle when V1 (inside lane) attempting to exit the circle to NB US 130 and was struck by V2 (outside lane) which was trying to continue SB around the circle.                                   |
| 168             | 99-306              | 4/16/1999 | 8:03 AM  | 0        | 0         | Rt. 47 NB  | Timber Creek Bridge | Daylight    | Rain    | Wet          | Rear End                   | School Bus      | Auto            |    | V1 NB on Rt. 47 attempted to stop for traffic approaching the circle and veered to into the left lane to avoid rear-ending another car and was hit from behind for by V2 who could not stop fast enough for V1's abrupt lane change. |
| 169             | 99-314              | 4/20/1999 | 8:54 AM  | 0        | 0         | Rt. 47 NB  | Creek Road          | Daylight    | Rain    | Wet          | Rear End                   | Auto            | Auto            |    | V1 NB on Rt. 47 stopped for a line of traffic approaching the circle and was hit from behind for by V2 who slid due to wet road conditions.  |
| 170             | 99-329              | 4/23/1999 | 10:10 PM | 0        | 0         | NB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Angle                      | Auto            | Auto            |    | V1 and V2 were rounding the traffic circle when V1 (inside lane) attempted to exit the circle to NB US 130 and was struck by V2 (outside lane) which was trying to continue SB around the circle.                                    |
| 171             | 99-361              | 5/7/1999  | 7:05 AM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Rain    | Wet          | Sideswipe                  | Auto            | Auto            |    | Both V1 and V2 were NB on US 130 and had just entered the traffic circle off of Rt. 47 when V1 (inside lane) veered to the right and sideswiped V2.  |
| 172             | 99-362              | 5/7/1999  | 8:02 AM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Rain    | Wet          | Sideswipe                  | Auto            | Auto            |    | Both V1 and V2 were NB on US 130 and had just entered the traffic circle off of Rt. 47 when V1 slowed for traffic and was sideswiped V2.   |
| 173             | 99-375              | 5/12/1999 | 11:35 PM | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Concrete Island            | Auto            |                 |    | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island.  |
| 174             | 99-392              | 5/19/1999 | 4:04 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight    | Rain    | Wet          | Angle                      | Auto            | Auto            |    | V1 NB on US 130 was entering the circle and was struck on the side by V2 who was traveling around the circle.  |
| 175             | 99-402              | 5/23/1999 | 12:29 AM | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Concrete Island            | Auto            |                 |    | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island.  |
| 176             | 99-403              | 5/23/1999 | 2:52 AM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Through Circle & Over Curb | Motor-cycle     |                 |    | V1 SB on US 130 attempted to slow down at the circle, but skidded on the wet roadway and put his motorcycle down hitting the roadway and the curb.   |
| 177             | 99-414              | 5/27/1999 | 3:15 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Rear End                   | Auto            | Truck / Trailer |    | V1 SB on US 130 collided with V2 (Tractor Trailer) who was backing up on Rt. 130 SB because the driver feared that the truck would not fit under the overpass.   |
| 178             | 99-415              | 5/27/1999 | 5:16 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe                  | Auto            | Auto            |    | V1 was SB on US 130 was entering the traffic circle and cut in front of and sideswiped V2 who was traveling around the traffic circle.   |
| 179             | 99-427              | 6/1/1999  | 7:44 AM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Angle                      | Auto            | Auto            |    | V1 and V2 were rounding the traffic circle when V1 (inside lane) attempted to exit the circle to NB US 130 and was struck by V2 (outside lane) which was trying to continue SB around the circle.                                    |
| 180             | 99-436              | 6/4/1999  | 4:05 PM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Rear End                   | Auto            | Auto            |    | Both V1 and V2 were NB on US 130 within the traffic circle when V1 stopped for traffic and was struck in the rear by V2.   |
| 181             | 99-443              | 6/7/1999  | 11:43 AM | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe                  | Auto            | Auto            |    | Both V1 and V2 were NB on US 130 and had just entered the traffic circle off of Rt. 47 when V1 (inside lane) veered to the right and sideswiped V2.  |
| 182             | 99-448              | 6/8/1999  | 1:13 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe                  | Auto            | Truck / Trailer |    | V1 and V2 were traveling SB in the traffic circle when V2 attempted to pass V1 on the left and the two vehicles sideswiped.  |
| 183             | 99-462              | 6/14/1999 | 7:21 AM  | 0        | 0         | Creek Road | Rt. 47              | Daylight    | Clear   | Dry          | Rear End                   | Auto            | Auto            |    | V1 WB on Creek Rd. stopped for traffic at the intersection of Rt. 47 and was struck from behind by V2 WB on Creek Rd.  |
| 184             | 99-479              | 6/19/1999 | 2:45 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe                  | Truck / Trailer | Auto            |    | V1 and V2 were traveling SB in the traffic circle when V2 attempted to pass V1 on the left and the two vehicles sideswiped.  |
| 185             | 99-482              | 6/20/1999 | 8:05 AM  | 0        | 0         | Rt. 47 NB  | Creek Road          | Daylight    | Rain    | Wet          | Angle                      | Auto            | Auto            |    | V1 NB on Rt. 47 was exiting the Merit Gas Station, and was struck by V2 NB on Rt. 47 who was traveling at a high rate of speed and was unable to stop.   |
| 186             | 99-483              | 6/20/1999 | 8:43 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Concrete Island            | Auto            |                 |    | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island.  |
| 187             | 99-484              | 6/21/1999 | 6:44 AM  | 0        | 1         | SB Rt. 130 | East Traffic Circle | Daylight    | Rain    | Wet          | Concrete Island            | Auto            |                 |    | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island.  |

| Accident Number | BBPD* Report Number | Date      | Time     | # Killed | # Injured | Street     | Intersection        | Light Cond. | Weather | Road Surface | Accident Type              | Vehicle Type    |                 |    | Accident Description   |
|-----------------|---------------------|-----------|----------|----------|-----------|------------|---------------------|-------------|---------|--------------|----------------------------|-----------------|-----------------|----|--|
|                 |                     |           |          |          |           |            |                     |             |         |              |                            | V1              | V2              | V3 |  |
| 188             | 99-485              | 6/21/1999 | 4:40 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight    | Rain    | Wet          | Sideswipe                  | Auto            | Truck / Trailer |    | V1 and V2 were traveling SB in the traffic circle when V2 attempted to pass V1 on the left and the two vehicles sideswiped.  |
| 189             | 99-495              | 6/26/1999 | 12:00 AM | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Clear   | Dry          | Sideswipe                  | Truck / Trailer | Auto            |    | Both V1 and V2 were SB on US 130 and sideswiped each other as they both attempted to merge into the traffic circle at the same time.   |
| 190             | 99-499              | 6/26/1999 | 5:17 PM  | 0        | 1         | NB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Other - Vehicle Overturned | Motor-cycle     |                 |    | V1 was traveling NB around the traffic circle when and lost control of the motorcycle causing it to overturn on the roadway.   |
| 191             | 99-511              | 6/29/1999 | 8:15 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight    | Rain    | Wet          | Sideswipe                  | Auto            | Auto            |    | V1 and V2 were traveling SB within the traffic circle when V2 sideswiped V1 as it attempted a pass on the right.   |
| 192             | 99-538              | 7/8/1999  | 7:16 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe                  | Auto            | Auto            |    | V1 and V2 were traveling SB in the traffic circle towards Rt. 47 South when V1 veered to its left and impacted with V2.  |
| 193             | 99-542              | 7/9/1999  | 11:06 AM | 0        | 0         | SB Rt. 130 | RR Trestles         | Daylight    | Rain    | Wet          | Other- Hit RR Trestles     | Truck / Trailer |                 |    | V1 attempted to drive under the railroad overpass when the top of the trailer came into contact with the bridge.   |
| 194             | 99-565              | 7/16/1999 | 12:30 PM | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe                  | Auto            | Auto            |    | Both V1 and V2 were NB on US 130 and sideswiped each other as they both attempted to merge out of the traffic circle at the same time.   |
| 195             | 99-579              | 7/21/1999 | 7:22 AM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe                  | Auto            | Truck / Trailer |    | Both V1 and V2 were SB on US 130 and sideswiped each other as V1 made a wide right turn into the entering circle.  |
| 196             | 99-605              | 7/29/1999 | 5:49 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe                  | Truck / Trailer | Auto            |    | V1 and V2 were traveling SB in the traffic circle when V2 attempted to pass V1 on the left and the two vehicles sideswiped.  |
| 197             | 99-610              | 8/1/1999  | 3:00 AM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Concrete Island            | Auto            |                 |    | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island.  |
| 198             | 99-612              | 8/1/1999  | 11:40 AM | 0        | 1         | NB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Rear End                   | Auto            | Auto            |    | Both V1 and V2 were SB on within the traffic circle towards Rt. 47 South when V1 stopped for traffic and was struck in the rear by V2.   |
| 199             | 99-645              | 8/10/1999 | 6:35 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe                  | Auto            | Auto            |    | V1 and V2 were traveling SB in the traffic circle towards Rt. 47 South when V2 attempted to pass on the right and impacted with V1.  |
| 200             | 99-649              | 8/13/1999 | 5:59 PM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe                  | Auto            | Motor-cycle     |    | Both V1 and V2 were NB on US 130 and sideswiped each other as V1 made an abrupt right turn to exit the traffic circle and collided with V2 who was also attempting merge out of the traffic circle.                      |
| 201             | 99-650              | 8/14/1999 | 1:09 AM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Concrete Island            | Auto            |                 |    | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded and struck the concrete island.  |
| 202             | 99-651              | 8/14/1999 | 1:30 AM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Wet          | Concrete Island            | Auto            |                 |    | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island.  |
| 203             | 99-667              | 8/20/1999 | 4:47 PM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Rain    | Wet          | Sideswipe                  | Auto            | Auto            |    | V1 and V2 were both NB on Rt. 47 and sideswiped each other as both vehicles attempted to merge into the traffic circle.  |
| 204             | 99-679              | 8/23/1999 | 6:34 PM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe                  | Auto            | Auto            |    | V1 and V2 were rounding the traffic circle when V1 (inside lane) was attempting to exit the circle and turn right onto to Rt. 47 South when it struck V2 (outside lane) who was trying to continue NB around the circle. |
| 205             | 99-683              | 8/26/1999 | 12:18 AM | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Concrete Island            | Auto            |                 |    | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island.  |
| 206             | 99-686              | 8/27/1999 | 1:09 AM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Sideswipe                  | Auto            | Auto            |    | Both V1 and V2 were NB on US 130 and sideswiped each other as they both attempted to merge out of the traffic circle at the same time.   |
| 207             | 99-689              | 8/27/1999 | 5:53 PM  | 0        | 1         | NB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Rear End                   | Auto            | Auto            |    | Both V1 and V2 were both SB within the traffic circle and had stopped for traffic, when V1 proceeded forward and stopped quickly, V2 started forward and struck V1 in the rear.  |
| 208             | 99-719              | 9/9/1999  | 5:32 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight    | Rain    | Wet          | Rear End                   | Auto            | Auto            |    | V1 SB on US 130 attempted to slow down to enter the traffic circle and stopped to avoid another vehicle in the circle and was then hit in the rear by V2.  |
| 209             | 99-721              | 9/10/1999 | 12:15 PM | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight    | Rain    | Wet          | Through Circle & Over Curb | Auto            |                 |    | V1 SB on US 130 attempted to slow down at the circle, but skidded on the wet roadway and went through the circle onto the median.  |
| 210             | 99-738              | 9/15/1999 | 6:05 PM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Rain    | Wet          | Sideswipe                  | Auto            | Auto            |    | V1 and V2 were rounding the traffic circle when V1 (inside lane) was attempting to exit the circle and turn right onto to Rt. 47 South when it struck V2 (outside lane) who was trying to continue NB around the circle. |
| 211             | 99-740              | 9/16/1999 | 2:55 AM  | 0        | 1         | SB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Sideswipe                  | Auto            | Auto            |    | Both V1 and V2 were SB on US 130 and sideswiped each other as they both attempted to merge into the traffic circle at the same time.   |

| Accident Number | BBPD* Report Number | Date       | Time     | # Killed | # Injured | Street     | Intersection        | Light Cond. | Weather | Road Surface | Accident Type              | Vehicle Type    |            |      | Accident Description  |
|-----------------|---------------------|------------|----------|----------|-----------|------------|---------------------|-------------|---------|--------------|----------------------------|-----------------|------------|------|---|
|                 |                     |            |          |          |           |            |                     |             |         |              |                            | V1              | V2         | V3   |   |
| 212             | 99-741              | 9/16/1999  | 2:45 AM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Concrete Island            | Auto            |            |      | V1 SB on US 130 attempted to slow down to enter the traffic circle, and was cut off by another vehicle and skidded out of control and struck the concrete island.   |
| 213             | 99-774              | 9/28/1999  | 3:42 PM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Rear End                   | Auto            | Auto       |      | V1 and V2 SB on US 130 were both traveling around the traffic circle when V1 stopped for traffic and was struck from behind by V2.  |
| 214             | 99-776              | 9/28/1999  | 7:40 AM  | 0        | 0         | Rt. 47 NB  | Creek Road          | Daylight    | Clear   | Dry          | Angle                      | Auto            | Auto       |      | V1 NB on Rt. 47 was struck on the side by V2 WB on Creek Rd. as V2 failed to stop at the stop sign on Creek Rd.   |
| 215             | 99-793              | 10/3/1999  | 1:57 AM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Clear   | Dry          | Concrete Island            | Auto            |            |      | V1 SB on US 130 failed to slow down to enter the traffic circle and struck the concrete island. Driver arrested for DWI.  |
| 216             | 99-794              | 10/4/1999  | 8:22 AM  | 0        | 1         | Rt. 47 NB  | Creek Road          | Daylight    | Rain    | Wet          | Rear End                   | Auto            | Auto       | Auto | V1 NB on Rt. 47 was stopped waiting to turn into the Merit Gas Station. V2 was stopped behind V1 when V3 came over the Rt. 47 bridge and could not stop on the wet roads and collided with V2 and pushed V2 into V1.                  |
| 217             | 99-800              | 10/6/1999  | 12:21 PM | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe                  | Truck / Trailer | Auto       |      | V1 and V2 were traveling SB in the traffic circle when V2 was struck by the trailer of V1 as V1 made a sharp turn rounding the curve of the roadway.  |
| 218             | 99-801              | 10/6/1999  | 5:21 PM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe                  | Truck / Trailer | Auto       |      | Both V1 and V2 were entering the traffic circle from US 130 NB when V2 was squeezed in between the concrete island and V1's trailer until contact was made.   |
| 219             | 99-803              | 10/7/1999  | 2:16 AM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Clear   | Dry          | Through Circle & Over Curb | Auto            |            |      | V1 NB on US 130 was traveling at a high rate of speed entering the traffic circle and lost control of the vehicle and struck the curb and street signs. Driver was arrested for DWI.  |
| 220             | 99-808              | 10/8/1999  | 9:34 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Clear   | Dry          | Sideswipe                  | Auto            | Auto       |      | V1 and V2 were traveling SB in the traffic circle when V2 attempted to pass V1 on the left and the two vehicles sideswiped.   |
| 221             | 99-849              | 10/22/1999 | 6:45 AM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Rear End                   | Auto            | Auto       |      | Both V1 and V2 were traveling in the circle, when V1 had to slow down for traffic, when it was hit in the rear by V2.   |
| 222             | 99-891              | 11/3/1999  | 8:53 AM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe                  | Auto            | School Bus |      | V2 SB on US 130 entered the traffic circle and sideswiped V1 SB on US 130 who was already in the traffic circle.  |
| 223             | 99-899              | 11/5/1999  | 7:17 AM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe                  | Auto            | Auto       |      | V1 NB on US 130 was stopped preparing to make a left turn to enter into Brooklawn Diner, when it was struck on the side by V2 NB on US 130.   |
| 224             | 99-907              | 11/7/1999  | 11:35 AM | 0        | 0         | Creek Road | Rt. 47              | Daylight    | Clear   | Dry          | Rear End                   | Auto            | Auto       |      | V1 and V2 SB Creek Rd. were both stopped at the intersection at Rt. 47, when V1 started to make a right turn and stopped and then was struck in the rear by V2.   |
| 225             | 99-912              | 11/10/2009 | 10:00 AM | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Rear End                   | Auto            | Auto       |      | V1 and V2 were NB on US 130 traveling around the circle when V2 stopped for traffic and was struck in the rear by V1.   |
| 226             | 99-939              | 11/19/1999 | 5:33 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe                  | Auto            | Auto       |      | V1 and V2 were rounding the traffic circle when V1 (inside lane) was trying to exit the circle to SB US 130 while V2 (outside lane) was trying to continue around the circle and the two vehicles collided when V1 crossed V2's lane. |
| 227             | 99-944              | 11/22/1999 | 6:45 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Fog     | Wet          | Concrete Island            | Auto            |            |      | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island.   |
| 228             | 99-946              | 11/22/1999 | 9:39 PM  | 0        | 0         | Rt. 47 SB  | Creek Road          | Dark        | Rain    | Wet          | Rear End                   | Auto            | Auto       |      | V1 SB on Rt. 47 was attempting to make a left turn onto Creek Rd. and was struck from behind by V2 SB on Rt. 47.  |
| 229             | 99-953              | 11/25/1999 | 6:09 AM  | 0        | 1         | SB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Rear End                   | Auto            |            |      | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck a concrete pole and a sign in Rita's Water Ice.  |
| 230             | 99-976              | 12/4/1999  | 8:22 AM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight    | Rain    | Wet          | Concrete Island            | Auto            |            |      | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island.   |
| 231             | 99-1002             | 12/6/1999  | 5:52 PM  | 0        | 1         | SB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Concrete Island            | Auto            |            |      | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island.   |
| 232             | 99-1005             | 12/6/1999  | 11:01 PM | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Clear   | Dry          | Through Circle & Over Curb | Auto            |            |      | V1 SB on US 130 attempted to slow down at the circle, but skidded on the wet roadway and went through the circle onto the median.   |
| 233             | 99-1038             | 12/15/1999 | 8:10 AM  | 0        | 1         | SB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Rear End                   | Auto            | Auto       |      | Both V1 and V2 were SB on within the traffic circle when V1 stopped for traffic and was struck in the rear by V2.   |
| 234             | 99-1042             | 12/20/1999 | 1:06 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight    | Rain    | Wet          | Sideswipe                  | Auto            | Auto       |      | Both V1 and V2 were SB on US 130 and sideswiped each other as they both attempted to merge out of the traffic circle at the same time.  |

| Accident Number | BBPD* Report Number | Date       | Time     | # Killed | # Injured | Street     | Intersection           | Light Cond. | Weather | Road Surface | Accident Type        | Vehicle Type   |                 |      | Accident Description  |
|-----------------|---------------------|------------|----------|----------|-----------|------------|------------------------|-------------|---------|--------------|----------------------|----------------|-----------------|------|---|
|                 |                     |            |          |          |           |            |                        |             |         |              |                      | V1             | V2              | V3   |   |
| 235             | 99-1057             | 12/26/1999 | 3:38 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle    | Daylight    | Clear   | Dry          | Rear End             | Auto           | Auto            |      | V1 and V2 SB on US 130 were both traveling around the traffic circle when V1 stopped for traffic and was struck from behind by V2.  |
| 236             | 00-0010             | 1/3/2000   | 5:18 AM  | 0        | 0         | SB Rt. 130 | East Traffic Circle    | Daylight    | Rain    | Wet          | Concrete Island      | Auto           |                 |      | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island.   |
| 237             | 00-0019             | 1/6/2000   | 3:19 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle    | Daylight    | Clear   | Dry          | Sideswipe            | Auto           | Auto            |      | Both V1 and V2 were SB on US 130 and sideswiped each other as they both attempted to merge into the traffic circle at the same time.  |
| 238             | 00-0029             | 1/11/2000  | 5:00 PM  | 0        | 0         | SB Rt. 130 | Horton Ave.            | Daylight    | Clear   | Dry          | Rear End             | Auto           | Auto            |      | Both V1 and V2 were SB on US 130 when V1 stopped suddenly to avoid some debris on the highway and was struck from behind by V2.   |
| 239             | 00-0045             | 1/18/2000  | 6:01 PM  | 0        | 0         | NB Rt. 130 | East Traffic Circle    | Daylight    | Clear   | Dry          | Rear End             | Bus            | Auto            | Auto | V1, V2 and V3 were all traveling NB on US 130 when V1 stopped for traffic and was struck from behind by V2 who was then struck from behind by V3.   |
| 240             | 00-0048             | 1/19/2000  | 9:35 AM  | 0        | 0         | NB Rt. 130 | East Traffic Circle    | Daylight    | Clear   | Dry          | Sideswipe            | Auto           | Auto            |      | V1 and V2 were rounding the traffic circle when V2 was trying to exit the circle to NB US 130 while V1 was trying to continue around the circle and the two vehicles collided.                          |
| 241             | 00-0051             | 1/20/2000  | 7:40 AM  | 0        | 0         | SB Rt. 130 | East Traffic Circle    | Daylight    | Snowy   | Snow         | Concrete Island      | Auto           |                 |      | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the snowy roadway, and struck the concrete island.   |
| 242             | 00-0066             | 1/28/2000  | 8:22 AM  | 0        | 0         | NB Rt. 130 | East Traffic Circle    | Daylight    | Clear   | Dry          | Rear End             | Auto           | Auto            |      | V1 and V2 were both NB on US 130 when V2 stopped for traffic and was struck in the rear by V1.  |
| 243             | 00-0080             | 2/2/2000   | 8:02 AM  | 0        | 0         | NB Rt. 130 | East Traffic Circle    | Daylight    | Clear   | Dry          | Sideswipe            | Auto           | Auto            |      | V1 and V2 were rounding the traffic circle when V2 was trying to exit the circle to NB US 130 while V1 was trying to continue around the circle and the two vehicles collided.                          |
| 244             | 00-0104             | 2/13/2000  | 6:30 PM  | 0        | 1         | NB Rt. 130 | East Traffic Circle    | Dark        | Rain    | Wet          | Rear End             | Auto           | Auto            |      | V1 and V2 were both NB on US 130 when V1 stopped for traffic and was struck in the rear by V2.  |
| 245             | 00-0105             | 2/14/2000  | 1:04 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle    | Daylight    | Rain    | Wet          | Rear End             | Auto           | Auto            |      | V1 and V2 were both SB on US 130 when V1 stopped for traffic and was struck in the rear by V2 who could not stop due to the wet roadway.  |
| 246             | 00-0142             | 2/25/2000  | 7:44 AM  | 0        | 0         | NB Rt. 130 | East Traffic Circle    | Daylight    | Clear   | Dry          | Sideswipe            | Auto           | Auto            |      | V1 NB on US 130 was traveling within the circle, and was struck on the side by V2 NB on US 130 attempting to enter the circle.  |
| 247             | 00-0163             | 3/4/2000   | 2:44 AM  | 0        | 0         | SB Rt. 130 | East Traffic Circle    | Dark        | Clear   | Dry          | Concrete Island      | Auto           |                 |      | V1 SB on US 130 attempted to slow down to enter the traffic circle and struck the concrete island. Driver arrested for DWI.   |
| 248             | 00-0165             | 3/5/2000   | 1:12 AM  | 0        | 0         | SB Rt. 130 | East Traffic Circle    | Dark        | Clear   | Dry          | Sideswipe            | Auto           | Auto            |      | Both V1 and V2 were SB on US 130 and sideswiped each other as they both attempted to merge out of the traffic circle at the same time.  |
| 249             | 00-0184             | 3/11/2000  | 12:10 PM | 0        | 0         | Rt. 47 SB  | Merit Station Driveway | Daylight    | Rain    | Wet          | Other - Fixed Object | Auto           |                 |      | V1 SB on Rt. 47 was distracted by sounds of another vehicle and lost control of the car and struck the curb and road signs.   |
| 250             | 00-0186             | 3/11/2001  | 5:10 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle    | Daylight    | Clear   | Wet          | Sideswipe            | Auto           | Auto            |      | Both V1 and V2 were SB on US 130 and sideswiped each other as they both attempted to merge into the traffic circle at the same time.  |
| 251             | 00-0189             | 3/13/2000  | 7:03 AM  | 0        | 0         | NB Rt. 130 | East Traffic Circle    | Daylight    | Clear   | Dry          | Sideswipe            | Auto           | Auto            |      | Both V1 and V2 were traveling NB on US 130 when V1 was struck on its side by V2 at they both vehicles attempted to exit the circle.   |
| 252             | 00-0193             | 3/15/2000  | 9:15 AM  | 0        | 0         | Creek Road | Rt. 47 SB              | Daylight    | Clear   | Wet          | Rear End             | Auto           | Auto            |      | V1 WB on Creek Rd. stopped for traffic at the intersection of Rt. 47 and was struck from behind by V2 WB on Creek Rd.   |
| 253             | 00-0217             | 3/25/2000  | 3:28 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle    | Daylight    | Rain    | Wet          | Sideswipe            | Auto / trailer | Auto            |      | Both V1 and V2 were SB on US 130 and sideswiped each other as they both attempted to merge into the traffic circle at the same time.  |
| 254             | 00-0221             | 3/27/2000  | 5:20 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle    | Daylight    | Clear   | Dry          | Angle                | Auto           | Truck           |      | V1 and V2 were rounding the traffic circle when V1 attempted to exit the circle to SB US 130 while V2 was trying to continue around the circle and the two vehicles collided when V1 crossed V2's lane. |
| 255             | 00-0225             | 3/28/2000  | 8:11 AM  | 0        | 0         | SB Rt. 130 | East Traffic Circle    | Daylight    | Rain    | Wet          | Sideswipe            | Auto           | Auto            |      | V1 SB on US 130 entered the traffic circle and sideswiped V2 SB on US 130 who was already in the traffic circle.  |
| 256             | 00-0233             | 3/30/2000  | 4:46 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle    | Daylight    | Clear   | Dry          | Rear End             | Auto           | Truck / Trailer |      | V1 and V2 were both NB on US 130 when V1 stopped for traffic and was struck in the rear by V2.  |
| 257             | 00-0262             | 4/9/2000   | 12:18 AM | 0        | 0         | SB Rt. 130 | East Traffic Circle    | Dark        | Rain    | Wet          | Concrete Island      | Auto           |                 |      | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island.   |
| 258             | 00-0268             | 4/11/2000  | 9:35 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle    | Dark        | Rain    | Wet          | Concrete Island      | Auto           |                 |      | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island.   |

| Accident Number | BBPD* Report Number | Date      | Time     | # Killed | # Injured | Street     | Intersection        | Light Cond. | Weather | Road Surface | Accident Type   | Vehicle Type |       |    | Accident Description   |
|-----------------|---------------------|-----------|----------|----------|-----------|------------|---------------------|-------------|---------|--------------|-----------------|--------------|-------|----|--|
|                 |                     |           |          |          |           |            |                     |             |         |              |                 | V1           | V2    | V3 |  |
| 259             | 00-0269             | 4/11/2000 | 10:35 PM | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Concrete Island | Auto         |       |    | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island.  |
| 260             | 00-0278             | 4/15/2000 | 9:09 AM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight    | Rain    | Wet          | Concrete Island | Auto         |       |    | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island.  |
| 261             | 00-0279             | 4/15/2000 | 9:52 AM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight    | Rain    | Wet          | Concrete Island | Auto         |       |    | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island.  |
| 262             | 00-0280             | 4/15/2000 | 5:03 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight    | Rain    | Wet          | Concrete Island | Auto         |       |    | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island.  |
| 263             | 00-0284             | 4/16/2000 | 9:33 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Concrete Island | Auto         |       |    | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island.  |
| 264             | 00-0287             | 4/17/2000 | 6:44 PM  | 0        | 1         | Rt. 47 SB  | Creek Road          | Dark        | Rain    | Wet          | Rear End        | Auto         | Auto  |    | V1 SB on Rt. 47 was attempting to make a left turn onto Creek Rd. and was struck from behind by V2 SB on Rt. 47.   |
| 265             | 00-0289             | 4/18/2000 | 12:46 AM | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Concrete Island | Auto         |       |    | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island.  |
| 266             | 00-0290             | 4/18/2000 | 8:48 AM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Rain    | Wet          | Sideswipe       | Auto         | Auto  |    | V1 and V2 were rounding the traffic circle when V2 was trying to exit the circle to NB US 130 while V1 was trying to continue around the circle and the two vehicles collided.   |
| 267             | 00-0297             | 4/20/2000 | 5:17 PM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe       | Auto         | Auto  |    | V1 and V2 were rounding the traffic circle when V2 was trying to exit the circle to NB US 130 while V1 was trying to continue around the circle and the two vehicles collided.   |
| 268             | 00-0300             | 4/21/2000 | 4:34 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe       | Auto         | Auto  |    | Both V1 and V2 were SB on US 130 and sideswiped each other as they both attempted to merge into the traffic circle at the same time. V2 fled the scene and was later arrested for DWI.                                   |
| 269             | 00-0301             | 4/21/2000 | 4:43 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight    | Rain    | Wet          | Concrete Curb   | Auto         |       |    | V1 SB on US 130 was cut off by another vehicle and this caused V1 to lock up its brakes and slide into the curb of the traffic circle.   |
| 270             | 00-0302             | 4/21/2000 | 7:30 AM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe       | Auto         | Auto  |    | V1 entered into the traffic circle from Rt. 47 and was sideswiped by a V2 NB on US 130 traveling within the circle.  |
| 271             | 00-0308             | 4/21/2000 | 7:20 AM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe       | Auto         | Auto  |    | V1 NB on US 130 entered into the traffic circle from the West Circle and was sideswiped by a V2 already traveling within the circle headed towards Rt. 47.   |
| 272             | 00-0348             | 5/3/2000  | 3:10 PM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Angle           | Auto         | Auto  |    | V1 and V2 were rounding the traffic circle when V1 (inside lane) was attempting to exit the circle and turn right onto to Rt. 47 South when it struck V2 (outside lane) who was trying to continue NB around the circle. |
| 273             | 00-0366             | 5/13/2000 | 9:44 PM  | 0        | 0         | Creek Road | Rt. 47 NB           | Dark        | Rain    | Wet          | Sideswipe       | Auto         | Truck |    | V1 WB on Creek Rd. was stopped and driven partially off the roadway at the intersection of Rt. 47 and was struck on the side by V2 WB on Creek Rd who attempting to pass V1.   |
| 274             | 00-0368             | 5/15/2000 | 8:17 AM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe       | Auto         | Auto  |    | V1 and V2 were rounding the traffic circle when V2 was trying to exit the circle to NB US 130 while V1 was trying to continue around the circle and the two vehicles collided.   |
| 275             | 00-0372             | 5/17/2000 | 8:06 AM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Rear End        | Auto         | Auto  |    | Both V1 and V2 were NB on US 130 within the traffic circle when V1 stopped for traffic and was struck in the rear by V2.   |
| 276             | 00-0378             | 5/19/2000 | 10:07 AM | 0        | 0         | Rt. 47 SB  | Creek Road          | Daylight    | Rain    | Wet          | Rear End        | Auto         | Auto  |    | V1 SB on Rt. 47 was attempting to make a left turn onto Creek Rd. and was struck from behind by V2 SB on Rt. 47.   |
| 277             | 00-0390             | 5/23/2000 | 8:23 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Concrete Curb   | Auto         |       |    | V1 SB on US 130 was cut off by another vehicle and this caused V1 to lock up its brakes and slide on the wet pavement into the curb of the traffic circle.   |
| 278             | 00-0401             | 5/26/2000 | 4:02 PM  | 0        | 1         | SB Rt. 130 | Horton Ave.         | Daylight    | Clear   | Dry          | Rear End        | Auto         | Auto  |    | V1 SB on US 130 was slowing for traffic when it was struck in the rear by V2 SB on US 130 who was unable to stop in time.  |
| 279             | 00-0431             | 6/6/2000  | 9:02 AM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Rain    | Wet          | Sideswipe       | Auto         | Auto  |    | V1 and V2 were rounding the traffic circle when V1 was trying to exit the circle to NB US 130 while V2 was trying to continue around the circle and the two vehicles collided.   |
| 280             | 00-0435             | 6/7/2000  | 11:24 AM | 0        | 1         | SB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Rear End        | Motor-Cycle  | Auto  |    | Both V1 and V2 were SB on US 130 when V1 stopped for traffic in the circle and was struck in the rear by V2 who could not stop in time.  |

| Accident Number | BBPD* Report Number | Date      | Time     | # Killed | # Injured | Street     | Intersection        | Light Cond. | Weather | Road Surface | Accident Type   | Vehicle Type    |      |    | Accident Description   |
|-----------------|---------------------|-----------|----------|----------|-----------|------------|---------------------|-------------|---------|--------------|-----------------|-----------------|------|----|--|
|                 |                     |           |          |          |           |            |                     |             |         |              |                 | V1              | V2   | V3 |  |
| 281             | 00-0454             | 6/13/2000 | 12:35 AM | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Concrete Island | Auto            |      |    | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island.  |
| 282             | 00-0467             | 6/18/2000 | 9:33 PM  | 0        | 1         | SB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Concrete Island | Auto            |      |    | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island.  |
| 283             | 00-0472             | 6/23/2000 | 11:33 AM | 0        | 1         | SB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Rear End        | Auto            | Auto |    | V1 SB on US 130 was slowing for traffic when it was struck in the rear by V2 SB on US 130 who was unable to stop in time due to wet road conditions.   |
| 284             | 00-0502             | 7/3/2000  | 10:32 PM | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Concrete Island | Auto            |      |    | V1 SB on US 130 attempted to slow down to enter the traffic circle and struck the concrete island. Driver arrested for DWI.  |
| 285             | 00-0546             | 7/15/2000 | 4:55 AM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Concrete Island | Auto            |      |    | V1 SB on US 130 attempted to slow down to enter the traffic circle and struck the concrete island.   |
| 286             | 00-0557             | 7/20/2000 | 6:40 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Rear End        | Auto            | Auto |    | Both V1 and V2 were SB on US 130 when V1 stopped for a vehicle pulling out of Rita's Water Ice was struck in the rear by V2 who could not stop in time.  |
| 287             | 00-0594             | 8/8/2000  | 4:10 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Angle           | Auto            | Auto |    | Both V1 and V2 were SB on US 130, but V2 was traveling at a high rate of speed and lost control and skidded sideways striking the curb and then bounced back into traffic and struck V1 on its side. |
| 288             | 00-0597             | 8/10/2000 | 10:07 AM | 0        | 0         | Rt. 47 NB  | East Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe       | Auto            | Auto |    | V1 and V2 were both NB on Rt. 47 and sideswiped each other as both vehicles attempted to merge into the traffic circle.  |
| 289             | 00-0598             | 8/10/2000 | 9:36 PM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Dark        | Clear   | Dry          | Sideswipe       | Auto            | Auto |    | Both V1 and V2 were NB on US 130 and sideswiped each other as they both attempted to merge out of the traffic circle at the same time.   |
| 290             | 00-0600             | 8/11/2000 | 6:48 PM  | 0        | 0         | SB Rt. 130 | Hannevig Ave.       | Daylight    | Rain    | Wet          | Angle           | Auto            | Auto |    | V1 SB on US 130 within the circle attempted to stop for V2 entering the circle from South Hannevig and collided with V2.   |
| 291             | 00-0612             | 8/14/2000 | 2:42 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight    | Rain    | Wet          | Concrete Island | Auto            |      |    | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island.  |
| 292             | 00-0625             | 8/18/2000 | 11:37 AM | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight    | Rain    | Wet          | Concrete Island | Auto            |      |    | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island.  |
| 293             | 00-0626             | 8/18/2000 | 2:55 PM  | 0        | 0         | Rt. 47 NB  | Creek Road          | Daylight    | Rain    | Wet          | Angle           | Truck / Trailer | Auto |    | V1 NB on Rt. 47 was attempting to make a right turn onto Creek Rd., when V2 NB on Rt. 47 attempted to pass on the right and struck the trailer.  |
| 294             | 00-0642             | 8/24/2000 | 7:09 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Angle           | Auto            | Auto |    | V1 SB on US 130 was struck on the side by V2 making a left turn out of Brooklawn Diner parking lot and did not see V1.   |
| 295             | 00-0644             | 8/25/2000 | 12:38 PM | 0        | 1         | Rt. 47 NB  | Creek Road          | Daylight    | Clear   | Dry          | Sideswipe       | Auto            | Auto |    | V1 NB on Rt. 47 was attempting to merge into the circle, when it was struck on the side by V2, attempting to make a right turn from Creek Rd. onto Rt. 47 and then into the East Circle.             |
| 296             | 00-0645             | 8/25/2000 | 1:17 PM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe       | Auto            | Auto |    | V1 and V2 were both NB on US 130 when V1 stopped for traffic entering the circle from Rt. 47 and was struck on the side by V2.   |
| 297             | 00-0664             | 8/28/2000 | 6:56 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight    | Rain    | Wet          | Concrete Island | Auto            |      |    | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island.  |
| 298             | 00-0666             | 8/29/2000 | 5:25 PM  | 0        | 0         | SB Rt. 130 | Horton Ave.         | Daylight    | Rain    | Wet          | Rear End        | Auto            | Auto |    | V1 SB on US 130 was slowing for traffic when it was struck in the rear by V2 SB on US 130 who was unable to stop in time due to wet road conditions.   |
| 299             | 00-0699             | 9/12/2000 | 3:48 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Rear End        | Auto            | Auto |    | V1 and V2 were rounding the traffic circle when V1 attempted to exit the circle to SB US 130 while V2 was trying to continue around the circle and the two vehicles collided.                        |
| 300             | 00-0720             | 9/20/2000 | 2:09 AM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Rear End        | Auto            | Auto |    | V1 SB on US 130 was chasing V2 SB on US 130 and rammed V2 into the concrete island.  |
| 301             | 00-0721             | 9/20/2000 | 7:57 AM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Angle           | Auto            | Auto |    | V1 entered into the traffic circle from Rt. 47 and was struck by V2 NB on US 130 traveling within the circle.  |
| 302             | 00-0725             | 9/21/2000 | 4:00 PM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Rear End        | Auto            | Auto |    | V1 and V2 were both NB on US 130 when V1 stopped for traffic and was struck in the rear by V2.   |
| 303             | 00-0727             | 9/22/2000 | 2:36 AM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Clear   | Dry          | Concrete Island | Auto            |      |    | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded and struck the concrete island.  |
| 304             | 00-0728             | 9/22/2000 | 2:36 AM  | 0        | 1         | SB Rt. 130 | East Traffic Circle | Dark        | Clear   | Dry          | Concrete Island | Auto            |      |    | V1 SB on US 130 was attempting to flee from police in a stolen vehicle and lost control and struck the concrete island and went out of control into a utility pole.                                  |

| Accident Number | BBPD* Report Number | Date       | Time     | # Killed | # Injured | Street     | Intersection        | Light Cond. | Weather | Road Surface | Accident Type   | Vehicle Type |                 |    | Accident Description   |
|-----------------|---------------------|------------|----------|----------|-----------|------------|---------------------|-------------|---------|--------------|-----------------|--------------|-----------------|----|--|
|                 |                     |            |          |          |           |            |                     |             |         |              |                 | V1           | V2              | V3 |  |
| 305             | 00-0729             | 9/22/2000  | 1:48 PM  | 0        | 0         | Rt. 47 SB  | East Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe       | Auto         | Truck / Trailer |    | V1 and V2 were both NB on US 130 and sideswiped each other as both vehicles attempted to merge onto SB Rt. 47.   |
| 306             | 00-0730             | 9/22/2000  | 5:54 PM  | 0        | 0         | Rt. 47 SB  | Creek Road          | Daylight    | Clear   | Dry          | Rear End        | Auto         | Auto            |    | V1 SB on Rt. 47 was stopped for a vehicle preparing to turn left on to Creek Rd. when it was struck in the rear by V2 SB on Rt. 47.  |
| 307             | 00-0738             | 9/25/2000  | 7:22 AM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Rain    | Wet          | Sideswipe       | Auto         | Auto            |    | V1 NB on US 130 was passed by V2 NB on US 130 which struck V1 on the side.   |
| 308             | 00-0743             | 9/27/2000  | 4:10 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe       | Auto         | Truck / Trailer |    | Both V1 and V2 were SB on US 130 and sideswiped each other as they both attempted to merge into traffic circle at the same time.   |
| 309             | 00-0746             | 9/29/2000  | 7:52 AM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Rear End        | Auto         | Auto            |    | V1 and V2 were both NB on US 130 when V1 stopped for traffic and was struck in the rear by V2.   |
| 310             | 00-0800             | 10/17/2000 | 12:28 AM | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Clear   | Dry          | Concrete Island | Auto         |                 |    | V1 SB on US 130 traveling at an unsafe speed, attempted to slow down to enter the traffic circle, but skidded and struck the concrete island.  |
| 311             | 00-0803             | 10/18/2000 | 9:58 AM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight    | Rain    | Wet          | Concrete Island | Auto         |                 |    | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island.  |
| 312             | 00-0809             | 10/20/2000 | 4:46 PM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe       | Auto         | Auto / Trailer  |    | Both V1 and V2 were NB on US 130 traveling around the circle, when V2 pulling a boat trailer, attempted to pass V1 on the right and the boat trailer struck V1.  |
| 313             | 00-0844             | 11/3/2000  | 3:21 PM  | 0        | 0         | Rt. 47 SB  | Creek Road          | Daylight    | Clear   | Dry          | Sideswipe       | Auto         | Auto            |    | V1 SB on Rt. 47 was attempting to make a left turn onto Creek Rd. and was sideswiped as V2 SB on Rt. 47 passed V1 on the right while also attempting to make a left turn onto Creek Rd.  |
| 314             | 00-0866             | 11/9/2000  | 6:21 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Concrete Island | Auto         |                 |    | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island.  |
| 315             | 00-0883             | 11/15/2000 | 7:43 AM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Rear End        | Auto         | Auto            |    | Both V1 and V2 were NB on US 130 within the traffic circle when V1 stopped for traffic and was struck in the rear by V2.   |
| 316             | 00-0884             | 11/15/2000 | 8:13 AM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe       | Auto         | Truck / Trailer |    | Both V1 and V2 were NB on Rt. 47 and sideswiped each other as they both attempted to merge into the traffic circle at the same time.   |
| 317             | 00-0885             | 11/15/2000 | 6:20 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Clear   | Dry          | Sideswipe       | Auto         | Auto            |    | V1 SB on US 130 was passed on the right by V2 SB on US 130 which struck V1 on the side.  |
| 318             | 00-0889             | 11/16/2000 | 4:50 PM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Dark        | Clear   | Dry          | Angle           | Auto         | Auto            |    | V1 and V2 were rounding the traffic circle when V1 (inside lane) was attempting to exit the circle and turn right onto to Rt. 47 South when it struck V2 (outside lane) who was trying to continue NB around the circle.       |
| 319             | 00-0903             | 11/20/2000 | 5:30 PM  | 0        | 1         | SB Rt. 130 | Horton Ave.         | Dark        | Rain    | Wet          | Rear End        | Auto         | Auto            |    | V1 SB on US 130 was slowing for traffic when it was struck in the rear by V2 SB on US 130 who was unable to stop in time due to wet road conditions.   |
| 320             | 00-0905             | 11/21/2000 | 2:02 PM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Angle           | Auto         | Auto            |    | V1 NB on US 130 traveling around the circle was struck on the side by V2 exiting the Hess Gas Station.   |
| 321             | 00-0908             | 11/22/2000 | 5:20 PM  | 0        | 0         | Creek Road | Rt. 47 SB           | Daylight    | Clear   | Dry          | Rear End        | Auto         | Auto            |    | V1 WB on Creek Rd. stopped for traffic at the intersection of Rt. 47 and was struck from behind by V2 WB on Creek Rd.  |
| 322             | 00-0912             | 11/24/2000 | 10:44 PM | 0        | 0         | NB Rt. 130 | East Traffic Circle | Dark        | Clear   | Dry          | Angle           | Auto         | Auto            |    | Both V1 and V2 were NB on US 130 within the traffic circle when V1 stopped for traffic and was struck in the side by V2.   |
| 323             | 00-0916             | 11/25/2000 | 11:40 AM | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Concrete Island | Auto         |                 |    | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island.  |
| 324             | 00-0917             | 11/26/2000 | 2:15 AM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Concrete Island | Auto         | Auto            |    | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island. Once V1 was disabled it was then struck in the rear by V2 SB on US 130 who could not stop. |
| 325             | 00-0931             | 11/30/2000 | 3:49 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe       | Auto         | Auto            |    | V1 and V2 were rounding the traffic circle when V1 attempted to exit the circle to SB US 130 while V2 was trying to continue around the circle and the two vehicles collided.  |
| 326             | 00-0943             | 12/1/2001  | 6:30 PM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Dark        | Clear   | Dry          | Angle           | Auto         | Auto            |    | V1 and V2 were rounding the traffic circle when V1 (inside lane) was attempting to exit the circle and turn right onto to Rt. 47 South when it struck V2 (outside lane) who was trying to continue NB around the circle.       |
| 327             | 00-0955             | 12/11/2000 | 9:05 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Rain    | Wet          | Concrete Island | Auto         |                 |    | V1 SB on US 130 attempted to slow down to enter the traffic circle, but skidded on the wet roadway, and struck the concrete island.  |



| Accident Number | BBPD* Report Number | Date       | Time     | # Killed | # Injured | Street     | Intersection        | Light Cond. | Weather | Road Surface | Accident Type | Vehicle Type |       |    | Accident Description  |
|-----------------|---------------------|------------|----------|----------|-----------|------------|---------------------|-------------|---------|--------------|---------------|--------------|-------|----|---|
|                 |                     |            |          |          |           |            |                     |             |         |              |               | V1           | V2    | V3 |   |
| 328             | 00-0965             | 12/15/2000 | 6:54 PM  | 0        | 0         | SB Rt. 130 | East Traffic Circle | Dark        | Clear   | Dry          | Sideswipe     | Auto         | Auto  |    | Both V1 and V2 were SB on US 130 within the traffic circle when V2 moved to its right and struck V1 in the side.  |
| 329             | 00-0975             | 12/18/2000 | 11:33 AM | 0        | 0         | Rt. 47 SB  | Creek Road          | Daylight    | Clear   | Dry          | Rear End      | Auto         | Truck |    | V1 SB on Rt. 47 was stopped for a vehicle making a left turn onto Creek Rd. and was struck from behind by V2.   |
| 330             | 00-0980             | 12/19/2000 | 11:35 AM | 0        | 0         | Rt. 47 SB  | Creek Road          | Daylight    | Clear   | Dry          | Angle         | Auto         | Auto  |    | V1 NB on Rt. 47 was struck on the side by V2 WB on Creek Rd. as V2 attempted to merge onto Rt. 47 and into the circle.  |
| 331             | 00-0983             | 12/2/2000  | 10:15 AM | 0        | 0         | Rt. 47 SB  | Creek Road          | Daylight    | Clear   | Dry          | Sideswipe     | Auto         | Auto  |    | V1 and V2 were both NB on Rt. 47 and sideswiped each other as both vehicles attempted to merge into the traffic circle.   |
| 332             | 00-0984             | 12/14/2000 | 5:50 PM  | 0        | 1         | SB Rt. 130 | East Traffic Circle | Dark        | Clear   | Dry          | Rear End      | Auto         | Auto  |    | V1 SB on US 130 was slowing for traffic when it was struck in the rear by V2 SB on US 130 who did notice V1 had stopped for traffic.                            |
| 333             | 00-0997             | 12/20/2000 | 7:28 PM  | 0        | 0         | NB Rt. 130 | East Traffic Circle | Dark        | Clear   | Dry          | Rear End      | Auto         | Auto  |    | Both V1 and V2 were NB on US 130 within the traffic circle when V1 stopped for traffic and was struck in the rear by V2. The driver of V2 was arrested for DWI. |
| 334             | 00-1004             | 12/22/2000 | 3:04 PM  | 0        | 0         | NB Rt. 130 | Rt. 47 SB           | Daylight    | Clear   | Dry          | Sideswipe     | Auto         | Auto  |    | V1 and V2 were both NB on US 130 and sideswiped each other as both vehicles attempted to merge onto SB Rt. 47.  |

| Accident Number                      | BBPD* Report Number | Date       | Time     | # Killed | # Injured | Street          | Intersection        | Light Cond. | Weather | Road Surface | Accident Type  | Vehicle Type |                 |      | Accident Description   |
|--------------------------------------|---------------------|------------|----------|----------|-----------|-----------------|---------------------|-------------|---------|--------------|----------------|--------------|-----------------|------|--|
|                                      |                     |            |          |          |           |                 |                     |             |         |              |                | V1           | V2              | V3   |  |
| <b>WEST BROOKLAWN TRAFFIC CIRCLE</b> |                     |            |          |          |           |                 |                     |             |         |              |                |              |                 |      |  |
| 1                                    | 98-022              | 1/7/1998   | 5:19 PM  | 0        | 0         | NB Rt. 130      | West Traffic Circle | Dark        | Rain    | Wet          | Sideswipe      | Auto         | Auto            |      | V1 was rounding the traffic circle and was struck on the side by V2 NB on US 130 as it entered into the traffic circle.  |
| 2                                    | 98-071              | 1/23/1998  | 7:01 AM  | 0        | 0         | NB Rt. 130      | West Traffic Circle | Dawn        | Rain    | Wet          | Angle          | Auto         | Auto            |      | V1 was rounding the traffic circle and was struck on the side by V2 SB on US 130 as it entered into the traffic circle.  |
| 3                                    | 98-126              | 2/9/1998   | 2:19 AM  | 0        | 0         | SB Rt. 130      | West Traffic Circle | Dark        | Clear   | Icy          | Hit Curb       | Police Car   |                 |      | V1 was responding to a police emergency and as it entered the traffic circle, the vehicle slid on the ice covered roadway and came into contact with the curb.   |
| 4                                    | 98-134              | 2/13/1998  | 10:07 AM | 0        | 0         | SB Rt. 130      | West Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe      | Auto         | Auto            |      | V1 WB around the traffic circle slowed down to yield to vehicles merging into the circle from US 130 and was struck on the side as V2 tried to pass on the left.   |
| 5                                    | 98-159              | 2/24/1998  | 3:44 PM  | 0        | 0         | NB Rt. 130      | West Traffic Circle | Daylight    | Rain    | Wet          | Rear End       | Auto         | Auto            |      | V1 NB around the circle slowed for a vehicle that turned in front of it and was struck in the rear by V2 NB on US 130.   |
| 6                                    | 98-169              | 3/2/1998   | 4:43 PM  | 0        | 0         | SB New Broadway | West Traffic Circle | Daylight    | Rain    | Wet          | Angle          | Auto         | Auto            |      | V1 was traveling around the traffic circle, and struck V2 when V2 exited Verchios parking lot and cut in front of V1.  |
| 7                                    | 98-178              | 3/5/1998   | 10:09 AM | 0        | 0         | NB Rt. 130      | West Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe      | Auto         | Truck / Trailer |      | V1 WB around the traffic circle slowed down to yield to vehicles merging into the circle from US 130 and was struck on the side as V2 tried to pass on the left.   |
| 8                                    | 98-190              | 3/8/1998   | 6:40 PM  | 0        | 0         | SB New Broadway | West Traffic Circle | Dark        | Clear   | Dry          | Rear End       | Auto         | Auto            |      | V1 SB on Broadway stopped prior to entering the traffic circle and was struck from behind by V2 who could not stop due to wet road conditions.   |
| 9                                    | 98-319              | 5/1/1998   | 4:23 PM  | 0        | 2         | NB Rt. 130      | West Traffic Circle | Daylight    | Rain    | Wet          | Angle          | Auto         | Auto            | Auto | V1 and V2 were stopped for traffic in the circle when they were both struck on the side by V3 NB on US 130 who had just entered the traffic circle when the vehicle slid on the wet roadway.                             |
| 10                                   | 98-393              | 5/30/1998  | 12:57 PM | 0        | 0         | SB Rt. 130      | West Traffic Circle | Daylight    | Clear   | Dry          | Rear End       | Auto         | Auto            |      | V1 traveling around the traffic circle stopped as a truck suddenly merged into the circle from Broadway. V2 struck V1 when it could not stop in time.  |
| 11                                   | 98-416              | 6/10/1998  | 4:55 PM  | 0        | 0         | SB New Broadway | West Traffic Circle | Daylight    | Clear   | Dry          | Angle          | Auto         | Auto            |      | V2 traveling around the traffic circle attempted to make a right turn into Verchios Produce and was struck on the side by V1 SB on Broadway as it attempted to merge into the circle.                                    |
| 12                                   | 98-661              | 9/22/1998  | 1:49 PM  | 0        | 0         | SB Rt. 130      | West Traffic Circle | Daylight    | Rain    | Wet          | Angle          | Auto         | Auto            |      | V2 was traveling around the traffic circle toward US 130 South and was struck on the side by V1 as V1 exited Verchios parking lot.   |
| 13                                   | 98-820              | 11/24/1998 | 2:54 PM  | 0        | 0         | SB New Broadway | West Traffic Circle | Daylight    | Clear   | Dry          | Rear End       | Auto         | Auto            |      | V1 SB on Broadway was stopped in traffic and was struck from behind by V2 who did not stop in time.  |
| 14                                   | 98-840              | 12/3/1998  | 6:16 PM  | 0        | 0         | SB Rt. 130      | West Traffic Circle | Dark        | Clear   | Dry          | Rear End       | Auto         | Auto            |      | V1 entered the traffic circle from Broadway, while V2 had been traveling around the circle. When V1 stopped quickly to avoid another vehicle it was struck in the rear by V2 who could not stop in time.                 |
| 15                                   | 99-038              | 1/18/1999  | 9:36 AM  | 0        | 1         | NB Rt. 130      | West Traffic Circle | Daylight    | Rain    | Wet          | Through Circle | Auto         |                 |      | The driver of V1 NB on 130 suffered an epileptic seizure and the car jumped the curb, drove through the circle and struck a tree.  |
| 16                                   | 99-148              | 3/3/1999   | 8:40 AM  | 0        | 0         | NB Rt. 130      | West Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe      | Auto         | Auto            |      | Both V1 and V2 attempted to exit out of the traffic circle onto NB Broadway at the same time and struck each other on the side.  |
| 17                                   | 99-305              | 4/16/1999  | 7:41 AM  | 0        | 1         | SB Rt. 130      | West Traffic Circle | Daylight    | Rain    | Wet          | Sideswipe      | Auto         | Auto            |      | V1 SB on US 130 was stuck on the side by V2 SB on US 130 as both vehicles prepared to merge into the West Traffic Circle.  |
| 18                                   | 99-309              | 4/16/1999  | 5:45 PM  | 0        | 0         | SB New Broadway | West Traffic Circle | Daylight    | Clear   | Dry          | Rear End       | Auto         | Auto            |      | V1 SB on Broadway was stopped in traffic and was struck from behind by V2 who did not stop in time.  |
| 19                                   | 99-359              | 5/6/1999   | 4:25 PM  | 0        | 0         | SB Rt. 130      | West Traffic Circle | Daylight    | Clear   | Dry          | Angle          | Auto         | Auto            |      | V1 traveling around the traffic circle attempted to make a right turn into Verchios Produce and was struck on the side by V2 SB on Broadway who passed stopped cars on the right and attempted to merge into the circle. |
| 20                                   | 99-391              | 5/19/1999  | 9:03 AM  | 0        | 0         | NB Rt. 130      | West Traffic Circle | Daylight    | Rain    | Wet          | Rear End       | Auto         | Auto            |      | V1 NB on US 130 stopped for traffic and was struck from behind by V2 who skidded on wet road conditions.   |
| 21                                   | 99-409              | 5/26/1999  | 5:12 PM  | 0        | 0         | SB Rt. 130      | West Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe      | Auto         | Auto            |      | Both V1 and V2 were traveling SB around the traffic circle side by side when V2 made contact with V1.  |
| 22                                   | 99-450              | 6/10/1999  | 4:47 PM  | 0        | 0         | NB Rt. 130      | West Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe      | Auto         | Truck / Trailer |      | Both V1 and V2 were traveling NB around the traffic circle when V1 was struck by the trailer of V2 as V2 cut in front of V1.   |
| 23                                   | 99-459              | 6/13/1999  | 2:59 PM  | 0        | 0         | SB Rt. 130      | West Traffic Circle | Daylight    | Rain    | Wet          | Angle          | Auto         | Auto            |      | V2 was traveling around the traffic circle toward US 130 South and struck V1 as V1 exited Verchios parking lot and into the path of V2.  |

| Accident Number | BBPD* Report Number | Date       | Time     | # Killed | # Injured | Street          | Intersection        | Light Cond. | Weather | Road Surface | Accident Type | Vehicle Type    |                 |      | Accident Description   |
|-----------------|---------------------|------------|----------|----------|-----------|-----------------|---------------------|-------------|---------|--------------|---------------|-----------------|-----------------|------|--|
|                 |                     |            |          |          |           |                 |                     |             |         |              |               | V1              | V2              | V3   |  |
| 24              | 99-760              | 9/22/1999  | 7:59 AM  | 0        | 0         | SB Rt. 130      | West Traffic Circle | Daylight    | Rain    | Wet          | Sideswipe     | Auto            | Auto            |      | V1 traveling WB around the traffic circle slowed down to yield to vehicles merging into the circle from US 130 and was struck on the side by V2.   |
| 25              | 99-765              | 9/24/1999  | 2:52 PM  | 0        | 0         | NB Rt. 130      | West Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe     | Truck / Trailer | Auto            |      | V1 WB around the traffic circle slowed down to yield to vehicles merging into the circle from US 130 and was struck on the side as V2 tried to pass on the left.                           |
| 26              | 99-967              | 12/1/1999  | 8:20 AM  | 0        | 0         | SB New Broadway | West Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe     | Auto            | Truck / Trailer |      | Both V1 and V2 attempted to exit out of the traffic circle onto NB Broadway at the same time and struck each other on the side.  |
| 27              | 00-0044             | 1/18/2000  | 5:50 PM  | 0        | 0         | SB Rt. 130      | West Traffic Circle | Dark        | Clear   | Dry          | Other         | Auto            | Bicycle         |      | V1 SB on US 130 struck a bicyclist who was traveling NB in the SB lanes.   |
| 28              | 00-0109             | 2/15/2000  | 9:32 AM  | 0        | 0         | SB Rt. 130      | West Traffic Circle | Daylight    | Clear   | Dry          | Rear End      | Auto            | Auto            |      | V1 SB on US 130 traveling around the traffic circle stopped due to traffic and was struck by V2 when it could not stop in time to avoid the collision.                                     |
| 29              | 00-0116             | 2/16/2000  | 12:11 PM | 0        | 0         | SB Rt. 130      | West Traffic Circle | Daylight    | Clear   | Dry          | Angle         | Auto            | Auto            |      | V2 SB on US 130 traveling around the traffic circle was struck by V1 who attempted to make a left turn into the circle from Verchios Market and was traveling against the flow of traffic. |
| 30              | 00-0120             | 2/18/2000  | 3:54 PM  | 0        | 0         | SB Rt. 130      | West Traffic Circle | Daylight    | Rain    | Wet          | Sideswipe     | Auto            | Truck / Trailer |      | V1 SB on US 130 was stuck on the side by V2 SB on US 130 as both vehicles prepared to merge into the West Traffic Circle at the same time using only the single lane provided.             |
| 31              | 00-0185             | 3/11/2000  | 4:31 PM  | 0        | 0         | NB Rt. 130      | West Traffic Circle | Daylight    | Rain    | Wet          | Sideswipe     | Auto            | Auto            |      | Both V1 and V2 NB on US 130 attempted to exit out of the traffic circle towards the East Circle at the same time and struck each other on the side.  |
| 32              | 00-0199             | 3/17/2000  | 8:52 AM  | 0        | 0         | SB Rt. 130      | West Traffic Circle | Daylight    | Rain    | Wet          | Rear End      | Auto            | Auto            |      | V1 traveling WB around the traffic circle slowed down to yield to vehicles merging into the circle from US 130 and was struck in the rear by V2.   |
| 33              | 00-0235             | 3/31/2000  | 3:25 PM  | 0        | 0         | SB Rt. 130      | West Traffic Circle | Daylight    | Clear   | Dry          | Angle         | Auto            | Auto            |      | V1 SB on US 130 entered the traffic circle and was struck by V2 traveling WB around the traffic circle.  |
| 34              | 00-0257             | 4/6/2000   | 9:45 PM  | 0        | 0         | SB Rt. 130      | West Traffic Circle | Dark        | Clear   | Dry          | Angle         | Auto            | Auto            |      | V1 SB on US 130 was struck on the side by V2 SB on New Broadway as V2 failed to yield the right of way.  |
| 35              | 00-0316             | 4/27/2000  | 2:59 PM  | 0        | 1         | NB Rt. 130      | West Traffic Circle | Daylight    | Rain    | Wet          | Sideswipe     | Auto            | Truck           |      | V1 NB on US 130 had just entered the traffic circle and was struck on the side by V2 NB on US 130 already within the traffic circle.   |
| 36              | 00-0317             | 4/27/2000  | 3:50 PM  | 0        | 0         | SB Rt. 130      | West Traffic Circle | Daylight    | Rain    | Wet          | Sideswipe     | Auto            | Auto            |      | V1 SB on US 130 had just entered the traffic circle and was struck on the side by V2 WB within the circle heading towards New Broadway.  |
| 37              | 00-0357             | 5/10/2000  | 5:13 PM  | 0        | 4         | SB Rt. 130      | West Traffic Circle | Daylight    | Clear   | Dry          | Angle         | Auto            | Auto            | Auto | V2 SB on US 130 was sideswiped by an V3 SB on US 130 and the resulting action caused V2 to loose control , strike the curb and V1 SB on New Broadway waiting to enter into the circle.     |
| 38              | 00-0399             | 5/25/2000  | 5:24 PM  | 0        | 0         | SB Rt. 130      | West Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe     | Auto            | Auto            |      | V1 SB on US 130 was struck on the side by V2 SB on New Broadway as V2 failed to yield the right of way entering into the circle.   |
| 39              | 00-0400             | 5/26/2000  | 3:22 PM  | 0        | 0         | SB New Broadway | West Traffic Circle | Daylight    | Clear   | Dry          | Rear End      | Auto            | Auto            |      | V1 SB on Broadway was stopped in traffic and was struck from behind by V2 who did not stop in time.  |
| 40              | 00-0466             | 6/18/2000  | 4:49 PM  | 0        | 1         | NB Rt. 130      | West Traffic Circle | Daylight    | Rain    | Wet          | Angle         | Auto            | Auto            |      | V1 NB on US 130 was stopped on the West Circle waiting to continue NB on US 130 was struck by V2 traveling around the circle.  |
| 41              | 00-0620             | 8/16/2000  | 1:30 PM  | 0        | 0         | SB Rt. 130      | West Traffic Circle | Daylight    | Clear   | Dry          | Rear End      | Auto            | Auto            |      | V1 SB on US 130 traveling around the traffic circle stopped due to traffic and was struck by V2 when it could not stop in time to avoid the collision.                                     |
| 42              | 00-0808             | 10/20/2000 | 4:17 PM  | 0        | 0         | SB Rt. 130      | West Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe     | Auto            | Auto            |      | V1 SB on US 130 was struck on the side by V2 SB on SB on US 130 as V2 failed to yield the right of way entering into the circle.   |
| 43              | 00-0817             | 10/24/2000 | 9:41 AM  | 0        | 0         | SB Rt. 130      | West Traffic Circle | Daylight    | Clear   | Dry          | Angle         | Auto            | Bus             |      | V1 SB on US 130 attempting to enter Verchio's, was struck on the side by V2 SB on SB on US 130 V2 failed to yield the right of way entering into the circle.                               |
| 44              | 00-0896             | 11/18/2000 | 3:55 PM  | 0        | 0         | SB Rt. 130      | West Traffic Circle | Daylight    | Clear   | Dry          | Sideswipe     | Auto            | Auto            |      | Both V1 and V2 were traveling SB around the traffic circle when V1 stopped for traffic and was struck on the side by V2.   |
| 45              | 00-1001             | 12/22/2000 | 7:45 AM  | 0        | 1         | SB Rt. 130      | West Traffic Circle | Daylight    | Snow    | Wet          | Rear End      | Auto            | Auto            |      | Both V1 and V2 were SB on US 130 traveling around the traffic circle when V1 stopped due to traffic and was struck by V2 when it could not stop.   |



## **APPENDIX C**

### **PUBLIC INFORMATION CENTER**



On September 5th, 2001, DVRPC hosted a Public Information Center at the Brooklawn Senior Citizen Center. The purpose of this meeting was to provide an opportunity for the general public and local businesses to assist in identifying traffic problems associated with the circles. Attendees were also given an opportunity to express their opinions on a set of potential improvement concepts developed by DVRPC. In addition to DVRPC staff, NJ DOT, Camden County and Brooklawn Borough were all represented. An informational flier was produced and distributed as part of this process. A copy of this flier is provided in this Appendix. A copy of the sign-in sheet is also provided in this Appendix.

Handouts were distributed to the attendees to provide some description on the set of potential conceptual improvements. The handouts also included a comment sheet which the attendees were asked to fill out and return. A limited number of comment sheets were returned. The following is a summary of the public comments offered at the meeting. Concerning the potential quick-fix safety and operational improvements, all were positively received. The only negative comment was that the flexible object markers were not perceived as having the ability to help slow down traffic on southbound US 130.

Although no improvement alternative had more than four written comments, there was considerable discussion about each alternative among the attendees. Alternatives 1, 2a, 2c and 2d each had two votes for acceptable and two votes for unacceptable in respect to addressing problems encountered by the movements between the East Circle and Creek Road. Alternatives 2b and 3 each had three votes for acceptable and one vote for unacceptable.

S E P T E M B E R 5 , 2 0 0 1



# US 130 Brooklawn Circles

## You are invited to attend a Public Information Center

**DATE:** Wednesday, September 5, 2001

**PLACE:** Brooklawn Senior Citizens Center  
101 Second Street  
Brooklawn, NJ

**TIME:** 4 p.m. to 7 p.m. (Open House)

Hosted By: Brooklawn Borough  
Delaware Valley Regional Planning Commission  
New Jersey Department of Transportation



### YOUR INPUT IS NEEDED:

The Delaware Valley Regional Planning Commission has been asked by Brooklawn Borough and NJ DOT to examine the traffic operations in the vicinity of the Brooklawn Circles and develop a set of potential improvements. DVRPC is requesting input from the public to assist in identifying traffic problems associated with the circles. Your input will help define the potential improvements for further study.

This meeting facility is accessible to persons with disabilities. For more information about this meeting, or if you need special assistance, you may contact **DVRPC's Public Affairs Office at: (215) 238-2871.**



US 130 BROOKLAWN CIRCLES

PUBLIC INFORMATION CENTER  
 BROOKLAWN SENIOR CITIZEN CENTER  
 SEPTEMBER 5<sup>TH</sup>, 2001

| NAME                          | ADDRESS   | ORGANIZATION/BUSINESS        | PHONE (OPTIONAL)     |
|-------------------------------|---|------------------------------|----------------------|
| <sup>EJ</sup> John Marshall   | 850 Charles ST. <sup>GLOUCESTER, NJ.</sup>                          | WAREHOUSING - TRANSPORTATION | 856 - 456-0284       |
| <sup>POW</sup> Bob Paolillo   | Rd 130 S. Brooklawn   | RITA'S                       | 856 - 456-8224       |
| <sup>POW</sup> Bob Kelly      | 2311 EGGHARBOR RD   | CCDPW                        | 856 - 566-2920       |
| <sup>KJ</sup> Dawn Mercedes   | 301 S. Bradley  | G. C. TIME'S                 | 856 - 686-3848       |
| <sup>POW</sup> Eric KETTEROLF | 517 MONMOUTH DR 08030<br>GLOUCESTER                                 | G. C. COMM. DEV              | 856 - 456-7105       |
| <sup>EJ</sup> Bob CHANEY      | 302 Water Street  | ZIDE                         | 856 - 742-7377       |
| <sup>KJ</sup> Dill DUHART     |   | COURIER POST                 |                      |
| <sup>EJ</sup> Mike SWIDER     | 150 S. WARNOR Rd Suite 470<br>King of Prussia PA 19404              | McDonald's                   | 610 x256<br>698 8010 |
| <sup>POW</sup> Mary Reynolds  | 225 S. HANNEVIG Brooklawn   | Hammage                      | 584<br>456-4653      |
| <sup>EJ</sup> STEVE Musilli   | KEY ENGINEERS, INC.<br>70 S. WHITE HOUSE PK.<br>BELLING, N.J. 08809 |                              | 856 - 761-0111       |
| <sup>POW</sup> Mike Russo     | NJ DOT - Scope Development<br>1035 Polony Ave Trenton               |                              | 609<br>530-3026      |

US 130 BROOKLAWN CIRCLES

PUBLIC INFORMATION CENTER  
 BROOKLAWN SENIOR CITIZEN CENTER  
 SEPTEMBER 5<sup>TH</sup>, 2001

| NAME                                   | ADDRESS                               | ORGANIZATION/BUSINESS | PHONE (OPTIONAL)           |
|--|---------------------------------------|-----------------------|----------------------------|
| <sup>60</sup><br>LANCER, WEIGHT        | NJDOT                                 |                       | 609/530-2890               |
| <sup>CHAIRMAN</sup><br>Lorraine Meehan | 408 Paris Ave<br>Brooklawn            |                       |                            |
| William Newkirk                        | NJDOT                                 |                       | 530-2862                   |
| STEPHEN ROCHE                          | GC News                               | GC NEWS               | 456-1199 - W<br>742-7146 H |
| <sup>30</sup><br>John D. Wentzell      | 213 So. Hannevig Ave<br>Brooklawn     |                       | 856-456-2126               |
| <sup>30</sup><br>Mark S Wentzell       | 213 S. Hannevig Ave                   |                       | 456-2126                   |
| RAY STALEY                             | 217 PENNA Rd<br>Brooklawn, councilman |                       |                            |
| Nancy Soubasis                         |                                       |                       |                            |
| JOHN SOUBASIS                          | BROOKLAWN                             | MAYOR                 | 609-230-1005               |
|  |                                       |                       |                            |
|  |                                       |                       |                            |

## **APPENDIX D**

### **US 130 AND NJ 47 SKID RESISTANCE TESTING RESULTS**



ENGLISH UNITS  
RECOMMENDED MINIMUM INTERIM SKID NUMBERS\*

| <u>MEAN TRAFFIC<br/>SPEED, V (MPH)</u> | <u>SN**</u> | <u>SKID NUMBER</u> | <u>SN40R***</u> |
|--|-------------|--------------------|-----------------|
| 0                                      | 60          |                    | --              |
| 10                                     | 50          |                    | --              |
| 20                                     | 40          |                    | --              |
| 30                                     | 36          |                    | 31              |
| 40                                     | 33          |                    | 33              |
| 50                                     | 32          |                    | 37              |
| 60                                     | 31          |                    | 41              |
| 70                                     | 31          |                    | 46              |
| 80                                     | 31          |                    | 51              |

\* Skid Numbers measured in accordance with ASTM E-274 Method of Test.

\*\* SN = Skid Number measured at traffic speeds.

\*\*\* SN40R = Skid Number, measured at 40 mph, including allowance for the skid number reduction with the speed using a gradient of  $G = 0.5$ .

SOURCE:

Tentative Skid Resistance Requirements for Main Rural Highways (1967), National Cooperative Highway Research Program Report No.37, Highway Research Board, Page 54.

**New Jersey Department of Transportation  
Operations  
Pavement Management Unit**

**Pavement Surface Skid Resistance Testing  
Route 130 Northbound - Mile Post 25.15 to 26.10  
Test Date - May 10, 2000**

| Route<br>130<br>Mile Post | SN40R<br>Lane 1 | SN40R<br>Lane 2 | Comments |
|---------------------------|-----------------|-----------------|----------|
| 25.20                     | 56.0            | 52.2            |          |
| 25.23                     | 56.9            | 54.5            |          |
| 25.25                     |                 | 55.3            |          |
| 25.27                     |                 | 53.7            |          |
| 25.29                     |                 | 34.4            |          |
| 25.32                     |                 | 54.7            |          |
| 25.34                     |                 | 33.9            |          |
| 25.36                     |                 | 28.8            |          |
| 25.38                     |                 | 36.0            |          |
| 25.40                     |                 | 52.8            |          |
| 25.43                     | 37.1            | 35.8            |          |
| 25.44                     |                 | 57.3            |          |
| 25.45                     |                 | 43.4            |          |
| 25.48                     |                 | 32.6            |          |
| 25.50                     |                 | 29.2            |          |
| 25.53                     |                 | 26.6            |          |
| 25.55                     | 38.9            | 25.9            |          |
| 25.57                     | 32.8            | 24.0            |          |
| 25.59                     | 35.5            | 25.7            |          |
| 25.60                     | 25.9            | 20.5            |          |
| 25.61                     |                 | 24.3            |          |
| 25.62                     | 38.7            | 32.2            |          |
| 25.64                     | 32.1            | 28.8            |          |
| 25.65                     | 30.6            | 24.8            |          |
| 25.66                     | 28.0            |                 |          |
| 25.67                     | 23.0            | 19.1            |          |
| 26.68                     |                 | 24.5            |          |
| 25.69                     | 18.9            | 23.4            |          |
| 25.70                     | 23.2            | 21.1            |          |
| 25.71                     | 22.9            | 25.5            |          |
| 25.72                     | 20.3            |                 |          |
| 25.73                     | 21.0            | 23.7            |          |
| 25.74                     | 23.1            | 25.9            |          |
| 25.75                     | 25.9            | 28.0            |          |
| 25.76                     | 32.8            | 28.7            |          |
| 25.78                     | 39.0            | 28.0            |          |
| 25.79                     | 40.6            | 28.4            |          |
| 25.81                     | 38.4            |                 |          |
| 25.82                     | 43.8            | 30.2            |          |
| 25.84                     | 41.4            | 30.4            |          |
| 25.85                     | 38.9            | 29.9            |          |
| 25.87                     | 40.9            | 31.7            |          |
| 25.89                     | 39.0            |                 |          |
| 25.90                     | 38.0            | 33.5            |          |
| 25.92                     | 38.7            | 38.1            |          |
| 25.94                     | 43.2            | 40.1            |          |
| 25.96                     | 35.7            | 32.7            |          |
| 25.98                     | 33.6            | 31.1            |          |
| 26.00                     | 33.3            | 29.9            |          |
| 26.01                     | 32.0            | 28.4            |          |
| 26.03                     | 33.1            | 25.9            |          |
| 26.04                     | 32.5            | 27.1            |          |
| 26.06                     | 31.4            |                 |          |
| 26.07                     | 40.0            |                 |          |

**New Jersey Department of Transportation  
Operations  
Pavement Management Unit**

**Pavement Surface Skid Resistance Testing  
Route 130 Southbound - Mile Post 26.10 to 25.15  
Test Date - May 10, 2000**

| Route 130<br>Mile Post | SN40R<br>Lane 1 | SN40R<br>Lane 2 | Comments |
|------------------------|-----------------|-----------------|----------|
| 26.06                  | 38.0            | 24.5            |          |
| 26.05                  | 32.7            |                 |          |
| 26.04                  | 34.4            | 36.8            |          |
| 26.02                  | 34.0            | 38.5            |          |
| 26.01                  | 35.9            |                 |          |
| 26.00                  | 35.7            | 36.9            |          |
| 25.97                  | 34.3            | 35.4            |          |
| 25.95                  | 35.4            | 33.7            |          |
| 25.94                  | 38.0            |                 |          |
| 25.93                  | 37.8            | 30.5            |          |
| 25.91                  | 36.4            | 30.0            |          |
| 25.89                  | 36.8            | 29.3            |          |
| 25.86                  | 38.5            | 27.7            |          |
| 25.85                  | 38.3            | 28.6            |          |
| 25.83                  | 34.8            | 27.8            |          |
| 25.81                  | 33.3            | 27.0            |          |
| 25.80                  | 29.3            | 25.5            |          |
| 25.78                  | 25.5            | 21.3            |          |
| 25.77                  | 24.6            | 16.9            |          |
| 25.76                  | 23.3            |                 |          |
| 25.75                  | 26.9            | 17.0            |          |
| 25.74                  | 24.4            | 20.1            |          |
| 25.73                  | 19.8            | 26.5            |          |
| 25.72                  |                 | 23.4            |          |
| 25.71                  | 19.1            | 19.2            |          |
| 25.70                  | 22.8            | 22.2            |          |
| 25.69                  | 19.5            | 25.1            |          |
| 25.68                  | 21.4            | 15.8            |          |
| 25.67                  | 29.7            | 27.3            |          |
| 25.65                  | 29.8            | 30.3            |          |
| 25.64                  | 27.4            | 30.2            |          |
| 25.63                  | 23.4            | 23.1            |          |
| 25.61                  | 22.3            | 21.2            |          |
| 25.60                  | 17.6            | 23.3            |          |
| 25.59                  | 21.1            | 23.8            |          |
| 25.58                  | 19.0            | 22.3            |          |
| 25.57                  | 27.0            | 18.3            |          |
| 25.56                  |                 | 25.4            |          |
| 25.55                  | 34.7            | 28.5            |          |
| 25.53                  | 35.4            | 31.7            |          |
| 25.52                  | 29.1            | 25.7            |          |
| 25.51                  | 28.8            | 26.3            |          |
| 25.49                  | 31.5            | 28.4            |          |
| 25.48                  | 30.8            | 30.4            |          |
| 25.46                  | 30.9            | 29.3            |          |
| 25.44                  | 42.3            | 34.8            |          |
| 25.43                  | 53.5            | 37.6            |          |
| 25.41                  | 37.9            | 49.2            |          |
| 25.39                  | 53.7            | 31.5            |          |
| 25.37                  | 41.7            | 46.3            |          |
| 25.35                  | 34.3            | 36.5            |          |
| 25.33                  | 42.0            | 32.6            |          |
| 25.31                  | 36.3            | 34.6            |          |
| 25.29                  | 55.5            | 43.0            |          |
| 25.27                  |                 | 52.5            |          |
| 25.25                  |                 | 52.8            |          |
| 25.23                  |                 | 51.4            |          |
| 25.21                  |                 | 52.4            |          |
| 25.19                  |                 | 54.1            |          |
| 25.17                  |                 | 53.8            |          |

**New Jersey Department of Transportation  
Operations  
Pavement Management Unit**

**Pavement Surface Skid Resistance Testing  
Route 47 Southbound - Mile Post 75.00 to 74.75  
Test Date - May 10, 2000**

| Route<br>130<br>Mile Post | SN40R<br>Lane 1 | SN40R<br>Lane 2 | Comments |
|---------------------------|-----------------|-----------------|----------|
| 74.98                     | 21.7            |                 |          |
| 74.96                     | 23.7            | 24.8            |          |
| 74.95                     | 30.0            | 26.8            |          |
| 74.94                     | 29.4            | 26.8            |          |
| 74.92                     | 29.2            | 26.9            |          |
| 74.91                     | 30.6            | 28.5            |          |
| 74.89                     | 43.8            | 37.1            |          |
| 74.88                     | 42.8            | 41.5            |          |
| 74.86                     | 20.3            | 17.7            |          |
| 74.85                     | 41.6            | 36.1            |          |
| 74.83                     | 35.5            | 31.0            |          |
| 74.82                     | 36.9            | 31.5            |          |
| 74.80                     | 36.7            | 32.6            |          |
| 74.79                     | 34.2            | 33.0            |          |
| 74.77                     | 32.9            | 30.9            |          |
| 74.75                     | 35.4            | 30.0            |          |



**New Jersey Department of Transportation  
Operations  
Pavement Management Unit**

**Pavement Surface Skid Resistance Testing  
Route 47 Northbound - Mile Post 74.75 to 75.00  
Test Date - May 10, 2000**

| Route<br>130<br>Mile Post | SN40R<br>Lane 1 | SN40R<br>Lane 2 | Comments |
|---------------------------|-----------------|-----------------|----------|
| 74.77                     | 33.2            | 35.8            |          |
| 74.78                     |                 | 34.7            |          |
| 74.79                     | 37.5            | 33.3            |          |
| 74.81                     | 38.1            | 31.2            |          |
| 74.83                     | 38.6            | 32.6            |          |
| 74.85                     | 40.7            | 33.6            |          |
| 74.86                     | 42.1            | 40.3            |          |
| 74.88                     | 45.7            | 36.7            |          |
| 74.89                     | 28.8            | 20.5            |          |
| 74.91                     | 39.6            | 36.8            |          |
| 74.92                     | 44.3            | 25.0            |          |
| 74.94                     | 32.8            | 24.7            |          |
| 74.96                     | 28.8            | 21.5            |          |
| 74.97                     | 27.9            | 19.7            |          |
| 74.99                     | 30.0            |                 |          |
| 75.00                     | 24.0            |                 |          |

|     |   |       |      |   |         |         |             |
|-----|---|-------|------|---|---------|---------|-------------|
| 130 | N | 25.27 | 53.7 | 2 | 5/10/00 | SPECIAL | 80510N2.SKD |
| 130 | N | 25.29 | 34.4 | 2 | 5/10/00 | SPECIAL | 80510N2.SKD |
| 130 | N | 25.32 | 54.7 | 2 | 5/10/00 | SPECIAL | 80510N2.SKD |
| 130 | N | 25.34 | 33.9 | 2 | 5/10/00 | SPECIAL | 80510N2.SKD |
| 130 | N | 25.36 | 28.8 | 2 | 5/10/00 | SPECIAL | 80510N2.SKD |
| 130 | N | 25.38 | 36   | 2 | 5/10/00 | SPECIAL | 80510N2.SKD |
| 130 | N | 25.4  | 52.8 | 2 | 5/10/00 | SPECIAL | 80510N2.SKD |
| 130 | N | 25.42 | 35.8 | 2 | 5/10/00 | SPECIAL | 80510N2.SKD |
| 130 | N | 25.44 | 57.3 | 2 | 5/10/00 | SPECIAL | 80510N2.SKD |
| 130 | N | 25.46 | 43.4 | 2 | 5/10/00 | SPECIAL | 80510N2.SKD |
| 130 | N | 25.48 | 32.6 | 2 | 5/10/00 | SPECIAL | 80510N2.SKD |
| 130 | N | 25.5  | 29.2 | 2 | 5/10/00 | SPECIAL | 80510N2.SKD |
| 130 | N | 25.53 | 26.6 | 2 | 5/10/00 | SPECIAL | 80510N2.SKD |
| 130 | N | 25.55 | 25.9 | 2 | 5/10/00 | SPECIAL | 80510N2.SKD |
| 130 | N | 25.57 | 24   | 2 | 5/10/00 | SPECIAL | 80510N2.SKD |
| 130 | N | 25.58 | 25.7 | 2 | 5/10/00 | SPECIAL | 80510N2.SKD |
| 130 | N | 25.59 | 20.5 | 2 | 5/10/00 | SPECIAL | 80510N2.SKD |
| 130 | N | 25.61 | 24.3 | 2 | 5/10/00 | SPECIAL | 80510N2.SKD |
| 130 | N | 25.62 | 32.2 | 2 | 5/10/00 | SPECIAL | 80510N2.SKD |
| 130 | N | 25.64 | 28.8 | 2 | 5/10/00 | SPECIAL | 80510N2.SKD |
| 130 | N | 25.65 | 24.8 | 2 | 5/10/00 | SPECIAL | 80510N2.SKD |
| 130 | N | 25.67 | 19.1 | 2 | 5/10/00 | SPECIAL | 80510N2.SKD |
| 130 | N | 25.68 | 24.5 | 2 | 5/10/00 | SPECIAL | 80510N2.SKD |
| 130 | N | 25.69 | 23.4 | 2 | 5/10/00 | SPECIAL | 80510N2.SKD |
| 130 | N | 25.7  | 21.1 | 2 | 5/10/00 | SPECIAL | 80510N2.SKD |
| 130 | N | 25.71 | 25.5 | 2 | 5/10/00 | SPECIAL | 80510N2.SKD |
| 130 | N | 25.73 | 23.7 | 2 | 5/10/00 | SPECIAL | 80510N2.SKD |
| 130 | N | 25.74 | 25.9 | 2 | 5/10/00 | SPECIAL | 80510N2.SKD |
| 130 | N | 25.75 | 28   | 2 | 5/10/00 | SPECIAL | 80510N2.SKD |
| 130 | N | 25.77 | 28.7 | 2 | 5/10/00 | SPECIAL | 80510N2.SKD |
| 130 | N | 25.78 | 28   | 2 | 5/10/00 | SPECIAL | 80510N2.SKD |
| 130 | N | 25.8  | 28.4 | 2 | 5/10/00 | SPECIAL | 80510N2.SKD |
| 130 | N | 25.82 | 30.2 | 2 | 5/10/00 | SPECIAL | 80510N2.SKD |
| 130 | N | 25.84 | 30.4 | 2 | 5/10/00 | SPECIAL | 80510N2.SKD |
| 130 | N | 25.85 | 29.9 | 2 | 5/10/00 | SPECIAL | 80510N2.SKD |

|     |   |       |      |   |         |         |             |
|-----|---|-------|------|---|---------|---------|-------------|
| 130 | N | 25.88 | 31.7 | 2 | 5/10/00 | SPECIAL | 80510N2.SKD |
| 130 | N | 25.9  | 33.5 | 2 | 5/10/00 | SPECIAL | 80510N2.SKD |
| 130 | N | 25.92 | 38.1 | 2 | 5/10/00 | SPECIAL | 80510N2.SKD |
| 130 | N | 25.94 | 40.1 | 2 | 5/10/00 | SPECIAL | 80510N2.SKD |
| 130 | N | 25.96 | 32.7 | 2 | 5/10/00 | SPECIAL | 80510N2.SKD |
| 130 | N | 25.98 | 31.1 | 2 | 5/10/00 | SPECIAL | 80510N2.SKD |
| 130 | N | 26    | 29.9 | 2 | 5/10/00 | SPECIAL | 80510N2.SKD |
| 130 | N | 26.02 | 28.4 | 2 | 5/10/00 | SPECIAL | 80510N2.SKD |
| 130 | N | 26.03 | 25.9 | 2 | 5/10/00 | SPECIAL | 80510N2.SKD |
| 130 | N | 26.05 | 27.1 | 2 | 5/10/00 | SPECIAL | 80510N2.SKD |

|     |   |       |      |   |         |         |             |
|-----|---|-------|------|---|---------|---------|-------------|
| 047 | N | 74.77 | 33.2 | 1 | 5/10/00 | SPECIAL | 10510N2.SKD |
| 047 | N | 74.79 | 37.5 | 1 | 5/10/00 | SPECIAL | 10510N2.SKD |
| 047 | N | 74.81 | 38.1 | 1 | 5/10/00 | SPECIAL | 10510N2.SKD |
| 047 | N | 74.83 | 38.6 | 1 | 5/10/00 | SPECIAL | 10510N2.SKD |
| 047 | N | 74.85 | 40.7 | 1 | 5/10/00 | SPECIAL | 10510N2.SKD |
| 047 | N | 74.86 | 42.1 | 1 | 5/10/00 | SPECIAL | 10510N2.SKD |
| 047 | N | 74.88 | 45.7 | 1 | 5/10/00 | SPECIAL | 10510N2.SKD |
| 047 | N | 74.89 | 28.8 | 1 | 5/10/00 | SPECIAL | 10510N2.SKD |
| 047 | N | 74.91 | 39.6 | 1 | 5/10/00 | SPECIAL | 10510N2.SKD |
| 047 | N | 74.92 | 44.3 | 1 | 5/10/00 | SPECIAL | 10510N2.SKD |
| 047 | N | 74.94 | 32.8 | 1 | 5/10/00 | SPECIAL | 10510N2.SKD |
| 047 | N | 74.96 | 28.8 | 1 | 5/10/00 | SPECIAL | 10510N2.SKD |
| 047 | N | 74.97 | 27.9 | 1 | 5/10/00 | SPECIAL | 10510N2.SKD |
| 047 | N | 74.99 | 30   | 1 | 5/10/00 | SPECIAL | 10510N2.SKD |
| 047 | N | 75    | 24   | 1 | 5/10/00 | SPECIAL | 10510N2.SKD |
| 047 | S | 74.96 | 24.8 | 2 | 5/10/00 | SPECIAL | 20510N2.SKD |
| 047 | S | 74.95 | 26.8 | 2 | 5/10/00 | SPECIAL | 20510N2.SKD |
| 047 | S | 74.94 | 26.8 | 2 | 5/10/00 | SPECIAL | 20510N2.SKD |
| 047 | S | 74.93 | 26.9 | 2 | 5/10/00 | SPECIAL | 20510N2.SKD |
| 047 | S | 74.91 | 28.5 | 2 | 5/10/00 | SPECIAL | 20510N2.SKD |
| 047 | S | 74.9  | 37.1 | 2 | 5/10/00 | SPECIAL | 20510N2.SKD |
| 047 | S | 74.88 | 41.5 | 2 | 5/10/00 | SPECIAL | 20510N2.SKD |
| 047 | S | 74.86 | 17.7 | 2 | 5/10/00 | SPECIAL | 20510N2.SKD |
| 047 | S | 74.85 | 36.1 | 2 | 5/10/00 | SPECIAL | 20510N2.SKD |
| 047 | S | 74.83 | 31   | 2 | 5/10/00 | SPECIAL | 20510N2.SKD |
| 047 | S | 74.82 | 31.5 | 2 | 5/10/00 | SPECIAL | 20510N2.SKD |
| 047 | S | 74.8  | 32.6 | 2 | 5/10/00 | SPECIAL | 20510N2.SKD |
| 047 | S | 74.78 | 33   | 2 | 5/10/00 | SPECIAL | 20510N2.SKD |
| 047 | S | 74.76 | 30.9 | 2 | 5/10/00 | SPECIAL | 20510N2.SKD |
| 047 | S | 74.75 | 30   | 2 | 5/10/00 | SPECIAL | 20510N2.SKD |
| 047 | N | 74.76 | 35.8 | 2 | 5/10/00 | SPECIAL | 30510N2.SKD |
| 047 | N | 74.78 | 34.7 | 2 | 5/10/00 | SPECIAL | 30510N2.SKD |
| 047 | N | 74.79 | 33.3 | 2 | 5/10/00 | SPECIAL | 30510N2.SKD |
| 047 | N | 74.81 | 31.2 | 2 | 5/10/00 | SPECIAL | 30510N2.SKD |
| 047 | N | 74.83 | 32.6 | 2 | 5/10/00 | SPECIAL | 30510N2.SKD |

|     |   |       |      |   |         |         |             |
|-----|---|-------|------|---|---------|---------|-------------|
| 047 | N | 74.84 | 33.6 | 2 | 5/10/00 | SPECIAL | 30510N2.SKD |
| 047 | N | 74.86 | 40.3 | 2 | 5/10/00 | SPECIAL | 30510N2.SKD |
| 047 | N | 74.87 | 36.7 | 2 | 5/10/00 | SPECIAL | 30510N2.SKD |
| 047 | N | 74.89 | 20.5 | 2 | 5/10/00 | SPECIAL | 30510N2.SKD |
| 047 | N | 74.9  | 36.8 | 2 | 5/10/00 | SPECIAL | 30510N2.SKD |
| 047 | N | 74.92 | 25   | 2 | 5/10/00 | SPECIAL | 30510N2.SKD |
| 047 | N | 74.94 | 24.7 | 2 | 5/10/00 | SPECIAL | 30510N2.SKD |
| 047 | N | 74.96 | 21.5 | 2 | 5/10/00 | SPECIAL | 30510N2.SKD |
| 047 | N | 74.97 | 19.7 | 2 | 5/10/00 | SPECIAL | 30510N2.SKD |
| 047 | S | 74.98 | 21.7 | 1 | 5/10/00 | SPECIAL | 40510N2.SKD |
| 047 | S | 74.96 | 23.7 | 1 | 5/10/00 | SPECIAL | 40510N2.SKD |
| 047 | S | 74.95 | 30   | 1 | 5/10/00 | SPECIAL | 40510N2.SKD |
| 047 | S | 74.94 | 29.4 | 1 | 5/10/00 | SPECIAL | 40510N2.SKD |
| 047 | S | 74.92 | 29.2 | 1 | 5/10/00 | SPECIAL | 40510N2.SKD |
| 047 | S | 74.91 | 30.6 | 1 | 5/10/00 | SPECIAL | 40510N2.SKD |
| 047 | S | 74.89 | 43.8 | 1 | 5/10/00 | SPECIAL | 40510N2.SKD |
| 047 | S | 74.88 | 42.8 | 1 | 5/10/00 | SPECIAL | 40510N2.SKD |
| 047 | S | 74.86 | 20.3 | 1 | 5/10/00 | SPECIAL | 40510N2.SKD |
| 047 | S | 74.85 | 41.6 | 1 | 5/10/00 | SPECIAL | 40510N2.SKD |
| 047 | S | 74.83 | 35.5 | 1 | 5/10/00 | SPECIAL | 40510N2.SKD |
| 047 | S | 74.82 | 36.9 | 1 | 5/10/00 | SPECIAL | 40510N2.SKD |
| 047 | S | 74.8  | 36.7 | 1 | 5/10/00 | SPECIAL | 40510N2.SKD |
| 047 | S | 74.79 | 34.2 | 1 | 5/10/00 | SPECIAL | 40510N2.SKD |
| 047 | S | 74.77 | 32.9 | 1 | 5/10/00 | SPECIAL | 40510N2.SKD |
| 047 | S | 74.75 | 35.4 | 1 | 5/10/00 | SPECIAL | 40510N2.SKD |
| 130 | S | 26.06 | 38   | 1 | 5/10/00 | SPECIAL | 50510N2.SKD |
| 130 | S | 26.05 | 32.7 | 1 | 5/10/00 | SPECIAL | 50510N2.SKD |
| 130 | S | 26.04 | 34.4 | 1 | 5/10/00 | SPECIAL | 50510N2.SKD |
| 130 | S | 26.02 | 34   | 1 | 5/10/00 | SPECIAL | 50510N2.SKD |
| 130 | S | 26.01 | 35.9 | 1 | 5/10/00 | SPECIAL | 50510N2.SKD |
| 130 | S | 26    | 35.7 | 1 | 5/10/00 | SPECIAL | 50510N2.SKD |
| 130 | S | 25.98 | 34.3 | 1 | 5/10/00 | SPECIAL | 50510N2.SKD |
| 130 | S | 25.96 | 35.4 | 1 | 5/10/00 | SPECIAL | 50510N2.SKD |
| 130 | S | 25.94 | 38   | 1 | 5/10/00 | SPECIAL | 50510N2.SKD |
| 130 | S | 25.93 | 37.8 | 1 | 5/10/00 | SPECIAL | 50510N2.SKD |

|     |   |       |      |   |         |         |             |
|-----|---|-------|------|---|---------|---------|-------------|
| 130 | S | 25.91 | 36.4 | 1 | 5/10/00 | SPECIAL | 50510N2.SKD |
| 130 | S | 25.89 | 36.8 | 1 | 5/10/00 | SPECIAL | 50510N2.SKD |
| 130 | S | 25.87 | 38.5 | 1 | 5/10/00 | SPECIAL | 50510N2.SKD |
| 130 | S | 25.85 | 38.3 | 1 | 5/10/00 | SPECIAL | 50510N2.SKD |
| 130 | S | 25.84 | 34.8 | 1 | 5/10/00 | SPECIAL | 50510N2.SKD |
| 130 | S | 25.82 | 33.3 | 1 | 5/10/00 | SPECIAL | 50510N2.SKD |
| 130 | S | 25.8  | 29.3 | 1 | 5/10/00 | SPECIAL | 50510N2.SKD |
| 130 | S | 25.79 | 25.5 | 1 | 5/10/00 | SPECIAL | 50510N2.SKD |
| 130 | S | 25.77 | 24.6 | 1 | 5/10/00 | SPECIAL | 50510N2.SKD |
| 130 | S | 25.76 | 23.3 | 1 | 5/10/00 | SPECIAL | 50510N2.SKD |
| 130 | S | 25.75 | 26.9 | 1 | 5/10/00 | SPECIAL | 50510N2.SKD |
| 130 | S | 25.74 | 24.4 | 1 | 5/10/00 | SPECIAL | 50510N2.SKD |
| 130 | S | 25.73 | 19.8 | 1 | 5/10/00 | SPECIAL | 50510N2.SKD |
| 130 | S | 25.71 | 19.1 | 1 | 5/10/00 | SPECIAL | 50510N2.SKD |
| 130 | S | 25.7  | 22.8 | 1 | 5/10/00 | SPECIAL | 50510N2.SKD |
| 130 | S | 25.69 | 19.5 | 1 | 5/10/00 | SPECIAL | 50510N2.SKD |
| 130 | S | 25.68 | 21.4 | 1 | 5/10/00 | SPECIAL | 50510N2.SKD |
| 130 | S | 25.67 | 29.7 | 1 | 5/10/00 | SPECIAL | 50510N2.SKD |
| 130 | S | 25.65 | 29.8 | 1 | 5/10/00 | SPECIAL | 50510N2.SKD |
| 130 | S | 25.64 | 27.4 | 1 | 5/10/00 | SPECIAL | 50510N2.SKD |
| 130 | S | 25.63 | 23.4 | 1 | 5/10/00 | SPECIAL | 50510N2.SKD |
| 130 | S | 25.61 | 22.3 | 1 | 5/10/00 | SPECIAL | 50510N2.SKD |
| 130 | S | 25.6  | 17.6 | 1 | 5/10/00 | SPECIAL | 50510N2.SKD |
| 130 | S | 25.59 | 21.1 | 1 | 5/10/00 | SPECIAL | 50510N2.SKD |
| 130 | S | 25.58 | 19   | 1 | 5/10/00 | SPECIAL | 50510N2.SKD |
| 130 | S | 25.57 | 27   | 1 | 5/10/00 | SPECIAL | 50510N2.SKD |
| 130 | S | 25.55 | 34.7 | 1 | 5/10/00 | SPECIAL | 50510N2.SKD |
| 130 | S | 25.54 | 35.4 | 1 | 5/10/00 | SPECIAL | 50510N2.SKD |
| 130 | S | 25.52 | 29.1 | 1 | 5/10/00 | SPECIAL | 50510N2.SKD |
| 130 | S | 25.51 | 28.8 | 1 | 5/10/00 | SPECIAL | 50510N2.SKD |
| 130 | S | 25.49 | 31.5 | 1 | 5/10/00 | SPECIAL | 50510N2.SKD |
| 130 | S | 25.48 | 30.8 | 1 | 5/10/00 | SPECIAL | 50510N2.SKD |
| 130 | S | 25.46 | 30.9 | 1 | 5/10/00 | SPECIAL | 50510N2.SKD |
| 130 | S | 25.44 | 42.3 | 1 | 5/10/00 | SPECIAL | 50510N2.SKD |
| 130 | S | 25.42 | 53.5 | 1 | 5/10/00 | SPECIAL | 50510N2.SKD |

|     |   |       |      |   |         |         |             |
|-----|---|-------|------|---|---------|---------|-------------|
| 130 | N | 25.9  | 38   | 1 | 5/10/00 | SPECIAL | 60510N2.SKD |
| 130 | N | 25.92 | 38.7 | 1 | 5/10/00 | SPECIAL | 60510N2.SKD |
| 130 | N | 25.94 | 43.2 | 1 | 5/10/00 | SPECIAL | 60510N2.SKD |
| 130 | N | 25.96 | 35.7 | 1 | 5/10/00 | SPECIAL | 60510N2.SKD |
| 130 | N | 25.98 | 33.6 | 1 | 5/10/00 | SPECIAL | 60510N2.SKD |
| 130 | N | 26    | 33.3 | 1 | 5/10/00 | SPECIAL | 60510N2.SKD |
| 130 | N | 26.01 | 32   | 1 | 5/10/00 | SPECIAL | 60510N2.SKD |
| 130 | N | 26.03 | 33.1 | 1 | 5/10/00 | SPECIAL | 60510N2.SKD |
| 130 | N | 26.04 | 32.5 | 1 | 5/10/00 | SPECIAL | 60510N2.SKD |
| 130 | N | 26.06 | 31.4 | 1 | 5/10/00 | SPECIAL | 60510N2.SKD |
| 130 | N | 26.07 | 40   | 1 | 5/10/00 | SPECIAL | 60510N2.SKD |
| 130 | S | 26.06 | 24.5 | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 26.04 | 36.8 | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 26.02 | 38.5 | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 26    | 36.9 | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 25.97 | 35.4 | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 25.95 | 33.7 | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 25.93 | 30.5 | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 25.91 | 30   | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 25.89 | 29.3 | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 25.86 | 27.7 | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 25.85 | 28.6 | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 25.83 | 27.8 | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 25.81 | 27   | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 25.8  | 25.5 | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 25.78 | 21.3 | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 25.77 | 16.9 | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 25.75 | 17   | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 25.74 | 20.1 | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 25.73 | 26.5 | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 25.72 | 23.4 | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 25.71 | 19.2 | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 25.7  | 22.2 | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 25.69 | 25.1 | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 25.68 | 15.8 | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |

|     |   |       |      |   |         |         |             |
|-----|---|-------|------|---|---------|---------|-------------|
| 130 | S | 25.67 | 27.3 | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 25.65 | 30.3 | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 25.64 | 30.2 | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 25.63 | 23.1 | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 25.61 | 21.2 | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 25.6  | 23.3 | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 25.59 | 23.8 | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 25.58 | 22.3 | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 25.57 | 18.3 | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 25.56 | 25.4 | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 25.55 | 28.5 | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 25.53 | 31.7 | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 25.52 | 25.7 | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 25.51 | 26.3 | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 25.49 | 28.4 | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 25.48 | 30.4 | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 25.46 | 29.3 | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 25.44 | 34.8 | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 25.43 | 37.6 | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 25.41 | 49.2 | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 25.39 | 31.5 | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 25.37 | 46.3 | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 25.35 | 36.5 | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 25.33 | 32.6 | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 25.31 | 34.6 | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 25.29 | 43   | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 25.27 | 52.5 | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 25.25 | 52.8 | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 25.23 | 51.4 | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 25.21 | 52.4 | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 25.19 | 54.1 | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | S | 25.17 | 53.8 | 2 | 5/10/00 | SPECIAL | 70510N2.SKD |
| 130 | N | 25.19 | 52.2 | 2 | 5/10/00 | SPECIAL | 80510N2.SKD |
| 130 | N | 25.22 | 54.5 | 2 | 5/10/00 | SPECIAL | 80510N2.SKD |
| 130 | N | 25.25 | 55.3 | 2 | 5/10/00 | SPECIAL | 80510N2.SKD |



|     |   |       |      |   |         |         |             |
|-----|---|-------|------|---|---------|---------|-------------|
| 130 | S | 25.41 | 37.9 | 1 | 5/10/00 | SPECIAL | 50510N2.SKD |
| 130 | S | 25.39 | 53.7 | 1 | 5/10/00 | SPECIAL | 50510N2.SKD |
| 130 | S | 25.37 | 41.7 | 1 | 5/10/00 | SPECIAL | 50510N2.SKD |
| 130 | S | 25.35 | 34.3 | 1 | 5/10/00 | SPECIAL | 50510N2.SKD |
| 130 | S | 25.33 | 42   | 1 | 5/10/00 | SPECIAL | 50510N2.SKD |
| 130 | S | 25.31 | 36.3 | 1 | 5/10/00 | SPECIAL | 50510N2.SKD |
| 130 | S | 25.28 | 55.5 | 1 | 5/10/00 | SPECIAL | 50510N2.SKD |
| 130 | N | 25.2  | 56   | 1 | 5/10/00 | SPECIAL | 60510N2.SKD |
| 130 | N | 25.23 | 56.9 | 1 | 5/10/00 | SPECIAL | 60510N2.SKD |
| 130 | N | 25.43 | 37.1 | 1 | 5/10/00 | SPECIAL | 60510N2.SKD |
| 130 | N | 25.55 | 38.9 | 1 | 5/10/00 | SPECIAL | 60510N2.SKD |
| 130 | N | 25.57 | 32.8 | 1 | 5/10/00 | SPECIAL | 60510N2.SKD |
| 130 | N | 25.59 | 35.5 | 1 | 5/10/00 | SPECIAL | 60510N2.SKD |
| 130 | N | 25.6  | 25.9 | 1 | 5/10/00 | SPECIAL | 60510N2.SKD |
| 130 | N | 25.62 | 38.7 | 1 | 5/10/00 | SPECIAL | 60510N2.SKD |
| 130 | N | 25.64 | 32.1 | 1 | 5/10/00 | SPECIAL | 60510N2.SKD |
| 130 | N | 25.65 | 30.6 | 1 | 5/10/00 | SPECIAL | 60510N2.SKD |
| 130 | N | 25.66 | 28   | 1 | 5/10/00 | SPECIAL | 60510N2.SKD |
| 130 | N | 25.67 | 23   | 1 | 5/10/00 | SPECIAL | 60510N2.SKD |
| 130 | N | 25.69 | 18.9 | 1 | 5/10/00 | SPECIAL | 60510N2.SKD |
| 130 | N | 25.7  | 23.2 | 1 | 5/10/00 | SPECIAL | 60510N2.SKD |
| 130 | N | 25.71 | 22.9 | 1 | 5/10/00 | SPECIAL | 60510N2.SKD |
| 130 | N | 25.72 | 20.3 | 1 | 5/10/00 | SPECIAL | 60510N2.SKD |
| 130 | N | 25.73 | 21   | 1 | 5/10/00 | SPECIAL | 60510N2.SKD |
| 130 | N | 25.74 | 23.1 | 1 | 5/10/00 | SPECIAL | 60510N2.SKD |
| 130 | N | 25.75 | 25.9 | 1 | 5/10/00 | SPECIAL | 60510N2.SKD |
| 130 | N | 25.76 | 32.8 | 1 | 5/10/00 | SPECIAL | 60510N2.SKD |
| 130 | N | 25.78 | 39   | 1 | 5/10/00 | SPECIAL | 60510N2.SKD |
| 130 | N | 25.79 | 40.6 | 1 | 5/10/00 | SPECIAL | 60510N2.SKD |
| 130 | N | 25.81 | 38.4 | 1 | 5/10/00 | SPECIAL | 60510N2.SKD |
| 130 | N | 25.82 | 43.8 | 1 | 5/10/00 | SPECIAL | 60510N2.SKD |
| 130 | N | 25.84 | 41.4 | 1 | 5/10/00 | SPECIAL | 60510N2.SKD |
| 130 | N | 25.85 | 38.9 | 1 | 5/10/00 | SPECIAL | 60510N2.SKD |
| 130 | N | 25.87 | 40.9 | 1 | 5/10/00 | SPECIAL | 60510N2.SKD |
| 130 | N | 25.89 | 39   | 1 | 5/10/00 | SPECIAL | 60510N2.SKD |



**Title of Report**      US 130 Brooklawn Circles Concept Development Report

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**Publication No.:** 02008

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**Geographic Area Covered:** Brooklawn Borough, Camden County

**Key Words:** traffic circles, accident analysis, traffic volumes, physical and operating conditions, short term improvements

**ABSTRACT**

This document presents the details of a transportation planning study for the US 130 Brooklawn Circles Area. This effort, performed in cooperation with the Borough of Brooklawn and NJ DOT, is intended to serve as the Concept Development Report of NJ DOT's Project Delivery Process. The primary activities of Concept Development include: collection of data, evaluation of deficiencies and coordination with stakeholders in the community and with NJ DOT's core groups. It examines the existing traffic operations and accident history occurring in the two circles along US 130 and in the immediate vicinity on the approach roads. A preliminary identification of features sensitive to highway improvements (parks, churches, schools, flood plain and wetlands) is included. A set of short range actions such as signing and stripping intended to be completed quickly and without further study are presented. A range of improvement concepts to address the safety and congestion issues are also presented.

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