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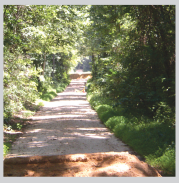
New Jersey Project Identification & Prioritization

an Inventory of Problems
for the New Jersey Subregion



Delaware Valley Regional Planning Commission

July 2005

NJ

New Jersey Project Identification & Prioritization

Identifying Transportation Needs in the New Jersey Counties

Delaware Valley Regional Planning Commission

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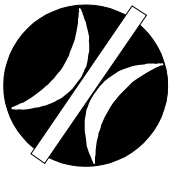
Created in 1965, the Delaware Valley Regional Planning Commission (DVRPC) is an interstate, intercounty and intercity agency that provides continuing, comprehensive and coordinated planning to shape a vision for the future growth of the Delaware Valley region. The region includes Bucks, Chester, Delaware, 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. (A sentence regarding special sources of funding may be inserted here.) 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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EXECUTIVE SUMMARY

The goal of this on-going project is to identify the transportation needs of the four county New Jersey portion of the region which are not yet being addressed in the New Jersey Project Development Process. These needs are to be considered without regard to constraints such as financial limitations or political support. Such constraints will be addressed later in the project development pipeline. The product of this effort is an inventory of short-term and long-term needs and improvement concepts for various modes.

DVRPC's adopted long range transportation plan was used as the starting point for developing the inventory of these needs. The Plan identifies a series of projects, programs and studies to address existing and anticipated transportation needs. However, the list of projects in the Plan has been constrained to the limits of anticipated financial resources. A variety other sources were used to identify needs for the inventory without regard for financial limitations. Sources such as the NJ Subcommittee of the RTC, the steering committee for this project, and other stakeholders play a major role in the ongoing development of the inventory. The DVRPC Work Program, which contains needs and recommendations from corridor and area studies, was reviewed for potential problem areas that can be included into the inventory. The Congestion Management System, which contains the Volume/Capacity ratio, is used to identify potential problem areas that are or will be congested in the near future. The list of transportation needs identified in the Intermodal Management System have been reviewed and incorporated in the inventory. The NJDOT Pavement and Bridge Management systems were also analyzed to identify potential candidate problem areas for the inventory. The management systems are described in detail later in the report.

As part of this updating process the NJ counties/cities were asked to review the inventory and identify which of the needs were a high priority. Those identified needs will be sent to NJDOT for consideration into the Study and Development program as a NJDOT lead, Local Lead, or a Local Scoping project .

NEW JERSEY DOT PROJECT DEVELOPMENT PROCESS

A generalized description of NJDOT's project development process is presented below and displayed in figure 1:

Problem Statement: This is officially the first step in the process and requires that a written description of the problem be submitted to NJDOT's Bureau of Capital Program Development (BCPD). This written description can be prepared and submitted by any number of sources, such as: county governments, municipal officials, general public, MPO's, TMA's or business/civic groups. Problem statements can also be generated internally by various NJDOT units.

NJDOT has a formalized problem statement which includes the following important information: project location and limits, nature of the problem (capacity, operational, safety), identification of individuals or groups who are sponsoring or supporting the project, potential environmental/historic issues, accident history, traffic volumes and any other specific issues related to this problem. The problem statement prior to review by NJDOT's Capital Program Committee (CPC) goes through a screening process to identify the level of effort that will be required to proceed to construction. This screening process, done by NJDOT includes: management system review, accident analysis, existing conditions inventory, Preliminary environmental screening and coordination with appropriate agencies. The goal of the screening is to identify which of the NJDOT's pipelines the project will enter.

NJDOT has developed four different pipelines that a project can follow to construction. Pipeline I is for complex projects that require full Concept Development (CD) and Feasibility Assessment (FA) before it can move into Preliminary Design (PD) then onto Design Development (DES). Pipeline II is for moderate projects where it will move into the Scope Development stage, a combination of CD and FA, then onto PD followed by DES. Pipeline III is for simple projects that can move right into DES with some PD possible. Pipeline IV is for Operations projects that can go directly to maintenance and operations.

The problem statement is reviewed by the Capital Program Committee (CPC) and if approved will be included in the Study and Development program and assigned a lead unit depending on which pipeline it will follow.

The Study and Development program is a highway project development process that takes a selected highway deficiency through, again depending on which pipeline it was assigned to, the steps of problem documentation (Problem Statement), initial concept development (CD), feasibility assessment (FA) of alternative solutions, and Preliminary Design (PD) which includes environmental review and preliminary engineering. The objective of the S&D Program is to make candidate projects ready for consideration in the next TIP update cycle for final design, right-of-way acquisition and construction.

Concept Development (CD, LCD)

The phase of work involving traffic studies needs analyses, corridor studies, and other work preparatory to project development. CD denotes NJDOT Concept Development; LCD denotes Concept Development by a local entity (MPO, county, municipality).

The goal of Concept Development is to deliver projects to Scope Development with a well-defined need and a recommended concept that has been environmentally screened and has received community support. Concept Development includes the following major elements:

- early and intensive public involvement
- an evaluation of project need
- an analysis of physical deficiencies
- environmental screening
- evaluation of alternative strategies/fulfillment of CMS requirements
- definition of potential concepts, limits and/or complimentary strategies as well as staging and phasing opportunities
- address community design/aesthetic opportunities
- order of magnitude cost estimate

The Concept Development Process is divided into the following four phases:

1. Background Research and Work Program Development

2. Problem Identification and Project Need

3. Congestion Management Strategies and Fulfilling Congestion Management System (CMS) Requirements

4. Concept Development and Analysis

Feasibility Assessment (FA, LFA)

A phase or type of work intended to develop feasible project proposals that produce the best balance among transportation needs, environmental values, public concerns and costs. The end products of scoping are:

- a recommended scheme with a realistic cost estimate

- an approved environmental document; reasonable assurance that environmental permits can be obtained
- community support, or documentation explaining why such support cannot reasonably be obtained
- identification of right of way (ROW) needs and costs.

Scoping consists of two phases in NJDOT: Feasibility Assessment and Final Scope Development. FA denotes Feasibility by NJDOT; LFA denotes Local Feasibility by a local entity (MPO, county, municipality).

Feasibility Assessment is the first phase of scoping, during which the Bureau of Project Scope Development performs sufficient engineering to determine whether the concept emerging from Concept Development can be feasibly evolved into a project in light of environmental and community constraints and issues. If it cannot be reasonably demonstrated that environmental approvals and community support are forthcoming, the concept will neither become a project, nor pass into the Five-Year Capital Program.

During Feasibility Assessment, project schemes that balance project objectives against environmental, community, engineering and budget constraints are developed. If alternatives which can resolve the problem to full engineering standards in light of constraints cannot be developed, then a full range of design and alignment alternatives will be considered, including those which back off desirable standards and instead meet minimum standards, which drop below minimum standards, or even those which do not achieve one or more of the project goals. This is the stage where project expectations are fine tuned be finding the best fit between engineering goals and environmental and political considerations are achieved. This will lead to the development of what has been termed at the Initially Preferred Alternative (IPA).

During Feasibility Assessment, the community involvement will generally be limited to coordination with municipal staff and officials, although, if deemed necessary, the Department may decide to conduct the public meetings normally reserved for Final Scope Development. This may include the obtaining of the actual resolution of support from the community governing body.

Feasibility Assessment will culminate in a presentation to the CPC regarding the potential project. If deemed a worthy project, the project will be assigned to a PM and entered into the Draft Project Pool for completion of Final Scoping. If the project is determined to be ““fatally flawed,”” it will be recommended for termination, or recycled for reconsideration as part of Concept Development.

Preliminary Design (PD, LPD)

Preliminary design is the process of advancing preliminary engineering and obtaining formal community and environmental approval of the Initially Preferred Alternative. PD denotes Preliminary Design by NJDOT; LPD denotes Local Preliminary Design by a local entity (MPO, county, municipality).

During PD, the Program Manager who was liaison for the Feasibility Assessment phase will assume full control of the project. A number of activities will be simultaneously set in motion, based on the IPA: Community Involvement, Environmental Documentation, and Design services.

To obtain the formal community involvement buy-in, a public meeting will be generally be arranged, which may lead to some minor adjustments to the project''s scope. Ultimately, the local officials will be asked to provide a resolution of support endorsing the project.

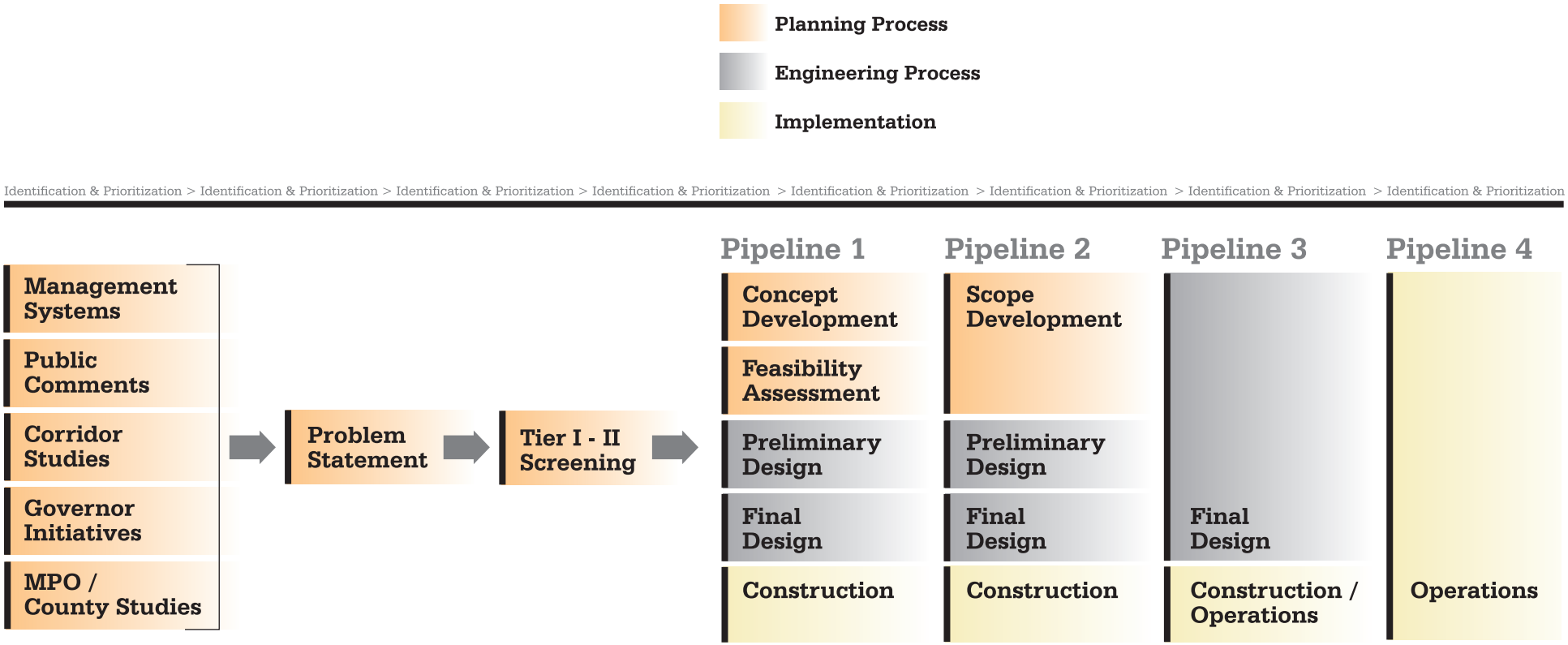
To obtain the environmental approvals for the IPA, consultation with outside agencies, such as the State Historic Preservation Office may be necessary. The approved Environmental Document will be based on technical studies conducted by the Environmental Teams within the Bureau of Environmental Services, and will generally consist of a Categorical Exclusion. The Preliminary Design phase will not be considered complete until the Environmental Document is approved.

The Preliminary Engineering conducted during this phase will be initiated to facilitate later final design activities. They will be based on the IPA, and consist of, among other things: development of base plans for final design; development of geometric design sufficiently to clarify environmental impacts and to define ROW parcels; utilities discovery and verification; geotechnical studies (soil borings and analysis); preliminary drainage work; and development of property acquisition cost estimates.

At the conclusion of this stage, the Bureau of Project Planning and Development (BPPD) makes a presentation to the CPC regarding the potential project. If deemed a worthy project, it will enter the draft project pool as a candidate for the Capital Program. If the project is determined to be "fatally flawed", it will be recommended for termination or recycled for reconsideration as part of Concept Development (CD). However, there may be some instances where it may be warranted to conduct additional scoping within the BPPD in order to develop a more feasible alternative to address the project need. DVRPC has requested and NJDOT supports a larger role for the MPO in the public involvement efforts during both the CD and FA stages.

Capital Program: Projects successfully completing Preliminary Design are moved into a project pool from which the capital program is developed. The major inputs in determining whether a project moves from the project pool onto the capital program include its consistency with the Department's Capital Investment Strategy, MPO priorities, other known competing interests, critical goals of the Department, current commitments and funding assumptions. The desired result of this process is a financially constrained 3-Year Plan that meets the most critical needs/goals as identified in the Capital Improvement Strategy. Projects making it onto the Capital Program will now have funding budgeted to complete the necessary phases (final design, right-of-way acquisition, construction) for implementation.

Figure 1:
NJDOT's Project Development Process



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PROJECT METHODOLOGY

The methodology relies heavily on management system data as well as the local knowledge, for the problem areas, of New Jersey Sub-Committee of the RTC. This committee acted as the steering committee for this project. The management systems that were the focus, in this phase, of the project were the Bridge Management System, the Congestion Management System, the Pavement Management System and NJDOT's Crash Record Database.

The management system data was used where possible in conjunction with one another through a GIS environment. Creating thematic maps, based on the data in the management systems, is a much more efficient way to identify the problem areas in our region. To achieve this the databases must be able to link together by a common element. This common element, the Standard Route Identifier (SRI), is beginning to be utilized by the department's various units. The most notable application is the NJDOT Straight Line Diagram program. The SRI is a ten digit number that identifies the County, Municipality, Route Number, Suffix and Direction for a particular Roadway segment. We continue to work with NJDOT to have the SRI incorporated in all of the management systems.

Congestion Management System (CMS)

The volume/capacity ratios contained in the CMS were utilized as an indicator of congestion in an effort to identify the most heavily congested segments of roads in DVRPC's New Jersey Counties. The network of roads considered in this exercise will be those contained in Congestion Management System. However, the data was enhanced by using the DVRPC regional model. The combination of both of these sources gives the network a better coverage of roads in the NJ Counties and projection of future congestion levels. Links in the network that had a volume to capacity ratio (v/c) greater than or approaching .9 were considered congested and were identified as potential problem areas. The list of potential congestion problems were then given to the steering committee for their review and comments. The segments of highway where both the data and the committee agreed on the existence of congestion were added to the inventory as a problem area.

Pavement Management System (PMS)

The NJPMS collects pavement data on the federal aid roadway system for New Jersey. The data that is collected on the network contains various characteristics for each roadway segment, including geometry and condition ratings. NJDOT and its consultants update the data in the PMS on a 2-3 year cycle. The condition ratings that are collected are a useful tool to help identify where there are problem segments on

county roads. The Final Pavement Rating (FPR), which is a calculated number based on various measured condition ratings for the segment, such as the roughness index (IRI) and the Average Ride Quality Index (ARQI), was identified as a good indicator of the overall condition of the segment. A table for each county was created, listing the segments of, state and county, roadways which are in the worst condition based on the FPR, the segments were sorted showing which segments are in need of the most work. The steering committee was asked to review the segments and identified those segments that have been corrected or in the process of being corrected. Those were removed from the list and the remaining segments were entered into the inventory of problems.

Bridge Management System (BMS)

NJDOT collects bridge data on all the bridges over 20 feet in New Jersey. Structures under the twenty-foot span are considered a culvert and are not in the NJBMS. Data contained in the BMS range from geometric characteristics such as length of bridge span and vertical clearance, to roadway characteristics such as, number of lanes, lane width, etc to condition ratings for the deck, superstructure and substructure for each bridge. Similar to the NJPMS, the NJBMS has a rating, the sufficiency rating, that is an indicator of the overall condition of the bridge. This rating is calculated from the other conditions ratings. The bridges will be ranked based on this rating from worst to best. The bridges with the lowest ratings will be consider for inclusion into the inventory.

The condition of the deck, while it is part of the overall sufficiency rating of the bridge, was also analyzed separately. Bridges, where the deck is the only factor contributing to a bridge being deficient, were identified, and entered into the problem inventory. These type of problems are excellent candidates for the deck rehabilitation program that NJDOT has started.

Tables for each of the counties were produced and the steering committee was asked to review each list and provide feedback. The committee identified which bridges that, were initially identified as deficient, have already been rehabilitated/replaced or have been programmed to be worked on by the county. Those that were identified were removed from the list and the remaining bridges were entered into the inventory of problems.

Crash Record Database

NJDOT's crash record database includes records for accidents that occur in New Jersey. Each record contains data that was collected at the accident location. In order to identify locations with safety related problems, NJDOT's crash record database was analyzed. DVRPC used 8 accidents in a given year or twenty four accidents in a 3 year period, at an intersection, as an indicator of a problem location. First the data collected

for 2003 was analyzed to identify locations that had met the 8 incidents at a given location. Since each record in the database is broken down by a hundredth of a milepost, " at the intersection" was considered to be approximately .1 of a milepost on either side on the center of the intersection. Any records that fall into that span of roadway were counted. Once those locations were identified, the 2001 and 2002 data was analyzed to identify which of those locations also met the 24 incident in a three year time frame. Several intersections for each of our New Jersey counties were identified as problem areas. These intersections were included in the inventory of problem areas.

Review of Existing Inventory

The inventory of existing problem areas was presented and reviewed by the New Jersey Sub-committee of the RTC. They reviewed the inventory and identify any changes whether it was to add new problems or delete old ones. Many high priority problem areas that arose out of numerous corridor studies were reviewed by the committee and NJDOT and were add into the project pipeline via the FY 2005 Study and Development program. Table 1 contains those problem areas that were sent to NJDOT and incorporated into the Study and Development Program.

Table 1 : DVRPC's Candidate Study and Development Projects

DBNUM	Location	DOT Project Name	Type of Work	Lead Unit	County
01330A1	Route 1 SB at Quakerbridge Mall Overpass	Route 1 SB at Quakerbridge Mall Overpass	Intersection and Safety Improvements	NJDOT	Mercer
252B1	Route 70, Kingston Road	Route 70, Kingston Road, Intersection Improvements	Intersection and Safety Improvements	NJDOT	Camden
252B2	Route 70, Covered Bridge Road	Route 70, Covered Bridge Road Intersection Improvements	Intersection Improvements	NJDOT	Camden
D0504	Route 130 and Neck Road	Route 130 Neck Road, Operational Improvements	Operational Improvements	County	Burlington
D0503	Egg Harbor Road, Hurffville-Cross Keys to Hurffville-Grenloch	Egg Harbor Road (CR 630), Hurffville-Cross Keys Road to Hurffville-Glenloch Road	Operational Improvements	County	Gloucester

Corridor Selection

DVRPC in cooperation with NJDOT, selects a corridor for study every year based on the 2025 Long Range Plan corridors. One of the goals of the *Problem Identification and Prioritization* project is to identify, though data analysis and steering committee input, which corridor is in the most need of a DVRPC corridor study.

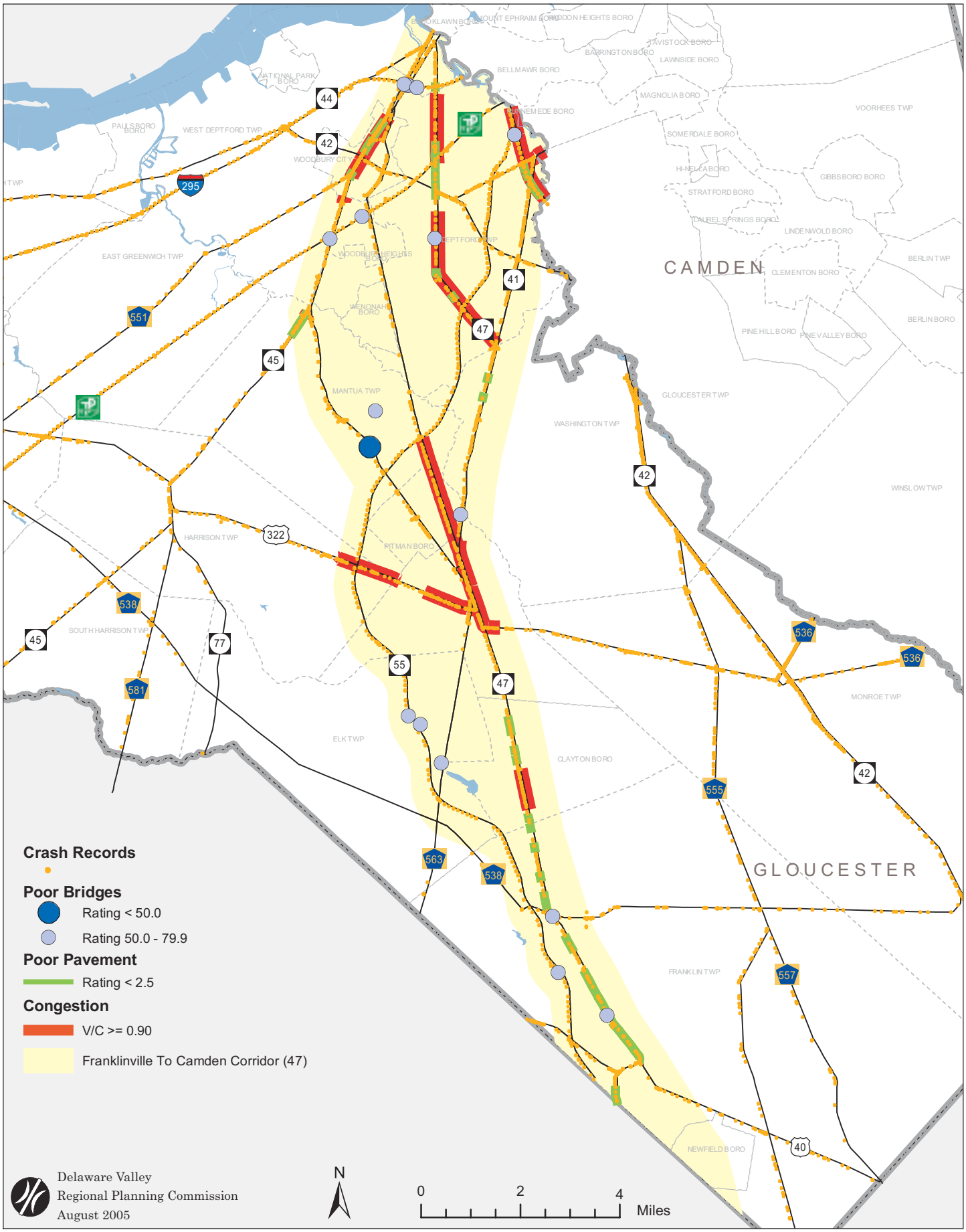
The steering committee reviewed and ranked the following three canidate corridors:

1. I-295 Mercer County
2. NJ 47 Gloucester County
3. NJ 31 Mercer County

The committee was provided tables containing data from the Congestion, Pavement and Bridge management systems. Maps of each of the corridors with the with the above mentioned management system data along with the crash data was graphically displayed. After reviewing the data, the committee agreed on the NJ 47 corridor (see Figure 2) as the next corridor to have a study completed on it.

As part of the corridor study DVRPC organizes a study committee composed of NJDOT, New Jersey Transit, county and municipal officials, and the local TMA. Work with the committee to identify critical transportation issues. This task may involve reviewing previous studies, conducting field views, and limited data collection to better document the issues. In cooperation with the committee, identify potential improvement strategies. Evaluate the strategies to determine their effectiveness. Document results of the study in a technical report. Develop a list of programs and projects for implementation, and an action plan to advance them.

Figure #2 : Selected Corridor (NJ 47)



NEXT STEPS

The Inventory developed should be viewed as a continually evolving document where problem areas will drop out of the inventory as they are moved further along the project development process. Conversely, needs may be added to the inventory as they are identified. To ensure that the inventory continues to evolve in a direction that can be useful for everyone, meetings will be held as needed to discuss any new problems or ideas. This inventory should be viewed as a valuable tool to the counties and NJDOT as they continue to feed the project pipeline in an effort to address the region's transportation needs.

Appendix A

Burlington County

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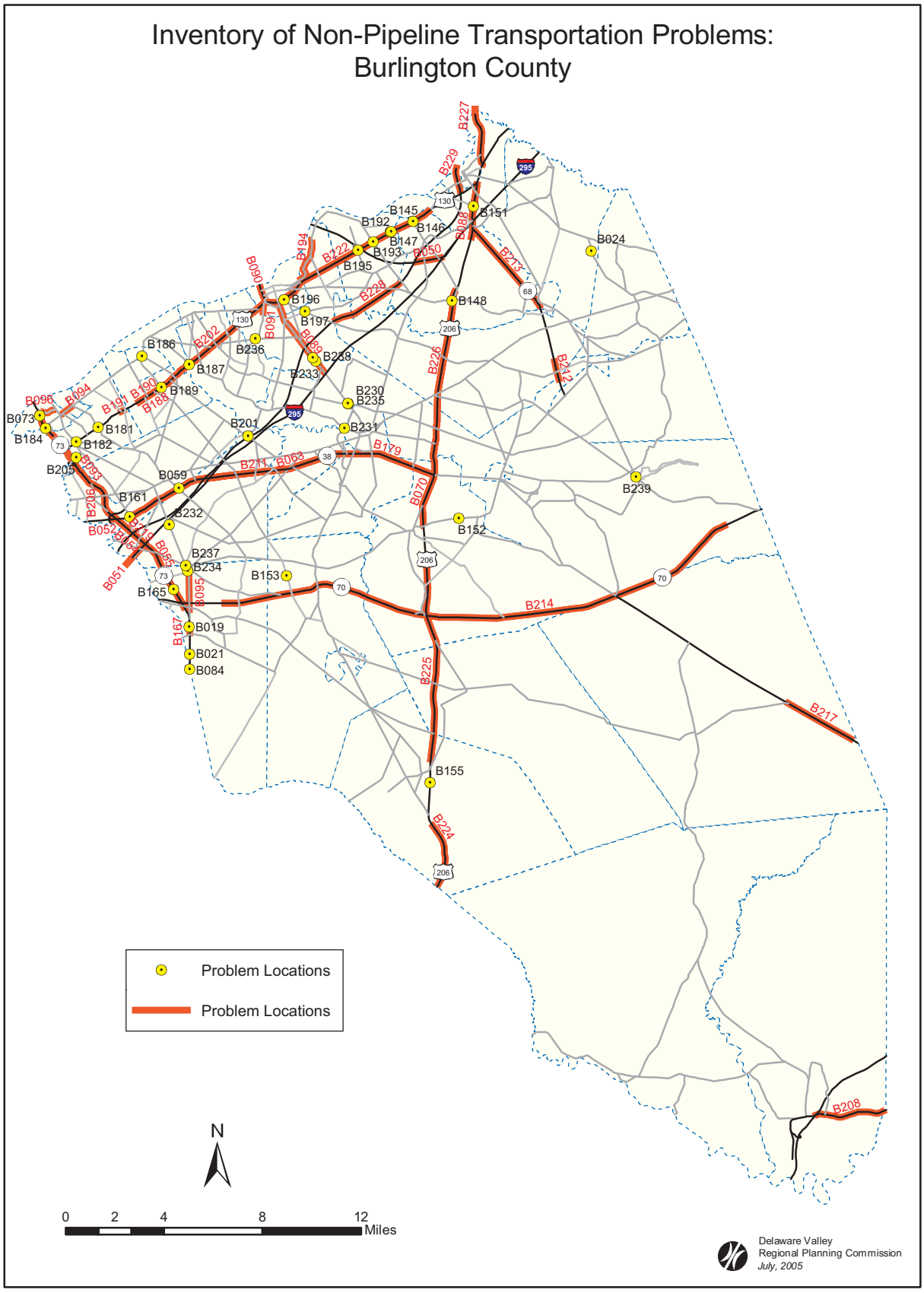
Inventory of Non-Pipeline Transportation Problems:
Burlington County
B227
B229
B145
B192
B146
B147
B193
B195
B151
B088
B024
B213
B050
B122
B194
B090
B196
B197
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B208
Problem Locations
Problem Locations
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Burlington County **Inventory of Problem Areas** **July 2005**

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
B019	NJ 73 @ Brick Rd	Cong, Mobl	NJ 73 Task Force	Widen Brick Rd and intersection improvements	Lead: NJDOT, Assist: County, Municipalities	Evesham	2
B021	NJ 73 @ Ardsley Dr	Safe,Cong,Mobl	NJ 73 Task Force	Intersection Improvements	Lead: NJDOT, Assist: County, Municipalities	Evesham	2
B024	CR 528 Bridge over Branch of Blacks Creek	Safe,Mobl	LSC	Bridge Improvements	Lead: County, Assist: Municipality	Chesterfield	2
B050	I-95: I-276 to NJ TPK	Capacity	2025 Transportation Plan Projects (#A018)	New interchange/bridge	Lead: NJDOT, Assist: County	Mansfield	1

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
B051	NJ TPK: Exit 4/Del Mem Bridge	Capacity	2025 Transportation Plan Projects	Widening	Lead: NJDOT, Assist: County	Various	1
B052	NJ 38: NJ 41 to NJ 73	Drainage	NJ 38 Corridor Study	Improve drainage	Lead: NJDOT, Assist: County	Maple Shade twp	2
B054	NJ 73: I-295 to Collins Ave.	Congestion, Signal timing, Sane Configuration	NJ 38 Corridor Study	Install traffic signal, Optimize timing, Intsall lane designation signing and striping	Lead: NJDOT, Assist: County	Maple Shade twp Mount Laurel	2

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
B055	NJ 73: I-295 to Atrium Way	Congestion/capacity, Backups, Weaving, Pedestrians	NJ 38 Corridor Study	Intersection analysis for turning movements, Additional lane designation signing, ITS equipment utilization, Development of accident investigation site, Alternate routes for detours, and add sidewalks.	Lead: NJDOT, Assist: County	Mount Laurel	2
B059	NJ 38 and Moorestown-Mount Laurel Rd (CR 603)	Jughandle traffic volume, Stacking, Backups	NJ 38 Corridor Study	Widen jughandle to accommodate dedicated right and left turn lanes. Stop bar and "Stop Here On Red" sign placed before mouth of jughandle so unobstructed.	Lead: NJDOT, Assist: County	Moorestown	2
B063	NJ 38 in Vicinity of Hainesport-Mt.Laurel Rd. and Creek Rd.	Capacity, Backups, Access	NJ 38 Corridor Study	Study for reopening of NJ 38 median barrier and restoration of full intersection	Lead: NJDOT, Assist: County	Hainesport	2

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
B070	US 206: CR 616 to NJ 38	Drainage. Merging (backups/accidents) . Deer.	NJ 38 Corridor Study	Modify roadway/shoulder for run-off. Drainage culverts blocked? Implementation of lighting. Prohibit left turns from NB 206 to CR 681.	Lead: NJDOT, Assist: County	Southampton	2
B073	NJ 73 at Souder St.	Access, Circulation, Safety	NJ 73 Corridor Study	Convert Souder St. to 2-way btwn NJ 73 and Market St. and allow left turns from Souder St. to SB NJ 73. Realignment/reconfiguration/ signage/upgrade pvm't markings.	Lead: NJDOT, Assist: County	Palmyra borough	2
B230	US 130: Cinnaminson Avenue to Riverton Road	Congestion, Turning conflicts, Backups (signals)	NJ 73 Corridor Study	Develop improvement plan.	Lead: NJ DOT Assist: County	Cinnaminson twp	2

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
B161	NJ 38 and Lenola Rd. (CR 608)	Queueing associated with jughandles	NJ 38 Corridor study	Stop bars, Relocate mouth of jughandle	Lead:NJDOT	Maple Shade twp Magnolia borough	2
B165	NJ73 at Lincoln Dr.	Back-ups, Left turn difficulties, Bicycle safety	NJ 73 Corridor study	Restripe jughandle, Add new jughandles	Lead:NJDOT	Evesham	1
B167	NJ73: Evesham Rd./Marlton Pkwy. to Brick Rd.	Long queues, Heavy use of shoulder as right turn lane	NJ 73 Corridor study	Lengthen right turn lanes, Improve signage, New center left turn lane or jughandle	Lead: County	Evesham	2
B179	NJ 38 in the vicinity of Savory Way	Sight distance, Safety associated with illegal left turns	NJ 38 Corridor study	Extend jersey barrier	Lead:NJDOT	Mount Holly	3

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
B181	US 130 and Moorestown Riverton Rd.	Congestion, Sight distance, Conflicting movements	US 130 corridor study	New signal, Reconfigure intersection	Lead:NJDOT	Cinnaminson twp	2
B182	US 130 and Cinnaminson Ave Complex	Congestion	US 130 corridor study	Comprehensive study	Lead:NJDOT	Cinnaminson twp	2
B184	NJ 73 and Broad St.	Flooding, No decel lanes for northbound right turns	NJ 73 corridor study	Increase turning radius, Prohibit right turns, Realign Broad St., replace Conrail bridge	Lead:NJDOT	Palmyra borough	2
B187	US 130 and Creek Rd/Bridgeboro Rd.	Queueing associated with signal timing/jughandle	US 130 corridor study	Adjust signal timing, Relocate intersection	Lead:NJDOT	Edgewater Park tw Willingboro	3

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
B186	Lafayette St and Pavilion Ave and Franklin St	Safety - Traffic signals not linked to RR grade crossing	US 130 corridor study	Coordinate signal timing	Lead: County	Riverside twp	3
B188	US 130 from Creek Rd to Tenby Chase Dr.	Excess curb cuts, Signals	US 130 corridor study	Eliminate curb cuts, Adjust signal timing, Extend Fairview St.	Lead:NJDOT	Delran	2
B189	US 130 and Fairview St	Circulation	US 130 corridor study	Extend Fairview St.	Lead:NJDOT	Delran	2
B190	US 130 and Chester Ave/Haines Mill Rd	Congestion, Off-set intersections, Signal timing	US 130 corridor study	Adjust signal timing, Create parallel alternative to 130	Lead:NJDOT	Delran	3

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
B191	US 130: from Andover Rd to Taylor's Ln	Missing moves, Congestion associated with jughandle	US 130 corridor study	Construct connector road	Lead:NJDOT	Cinnaminson twp	1
B192	US 130 and Hornberger Ave.	Sight distance, Tight turning radius	US 130 corridor study	Realign Hornberger Ave., Lengthen left turn lane or create jug handle	Lead:NJDOT	Florence	1
B193	US 130 and Florence-Columbus Rd	Congestion, Tight turning radii	US 130 corridor study	Widening, New jug handle, Improve shoulder	Lead:NJDOT	Florence	2
B194	Florence Columbus Rd: US130 to I-295	New congestion associated with NJ Turnpike ramp	US 130 corridor study	Upgrade to AASHTO, Widening	Lead: County	Florence	2

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
B195	US 130 and Florence Bustleton Rd/Cedar La	Restricted turning movements, Tight turning radii	US 130 corridor study	Widening, Construct new jughandles	Lead:NJDOT	Florence	2
B196	US 130 and Jacksonville Rd./Federal St.	Signal timing, Distance between signals, Inefficient lane assignments	US 130 corridor study	Make Federal St. one way, Optimize signal timing	Lead:NJDOT	Burlington city	2
B197	Jacksonville Rd. and Old York Rd.	Turning vehicles obstruct sight distance of opposing vehicles	US 130 corridor study	Signal timing, Add protected left turn phase	Lead: County	Burlington twp.	3
B084	NJ 73 at Kresson Road (CR 671)/Braddock Mill Road	Congestion, Intersection angle, Stacking	NJ 73 Corridor Study	Realign channelized rt turn lane to create turning movenment for SB NJ 72 traffic to Gibbsboro Rd. Install "Do Not Block Intersection" signs on Kresson Rd and provide hatching.	Lead: NJDOT, Assist: County	Evesham Voorhees twp	3

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
B088	US 206: US 130/206 Split to NJ 68	Development, Truck volume, Turn movements, Weaving	NJ Needs & Strategy Dvlpm't Corridor: US 130	Relieve Congestion	Lead: NJDOT, Assist: County	Bordentown city Bordentown twp	2
B089	CR 541: US 130 SB to NJ Turnpike	Development, Lane reduction, Signal, Intersection	NJ Needs & Strategy Dvlpm't Corridor: US 130	Relieve Congestion	Lead: County, Assist: NJDOT	Burlington city Burlington Westampton	2
B090	Keim Blvd.: Delaware River to US 130	Truck volume, Through volume, Approach to Bridge	NJ Needs & Strategy Dvlpm't Corridor: US 130	Relieve Congestion	Lead: County, Assist: NJDOT	Burlington city	2
B091	CR 633: Mill St. to US 130	Development, Turn movements, Intersection	NJ Needs & Strategy Dvlpm't Corridor: US 130	Relieve Congestion	Lead: County, Assist: NJDOT	Burlington city	2

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
B093	NJ 73: Temple Blvd. To CR 537	Development, Volume, Lane reduction, Intersection	NJ Needs & Strategy Dvlpm't Corridor: US 130	Relieve Congestion	Lead: NJDOT, Assist: County	Palmyra borough Maple Shade twp	2
B094	CR 543: CR 603 to CR 607	Development, Through volume, Turn movements	NJ Needs & Strategy Dvlpm't Corridor: US 130	Relieve Congestion	Lead: County, Assist: NJDOT	Riverton Palmyra borough	2
B095	CR 607: Temple Blvd. To Fork Landing Rd.	Dvlpm't, Truck volume, Turn movement, Intersection	NJ Needs & Strategy Dvlpm't Corridor: US 130	Relieve Congestion	Lead: County, Assist: NJDOT	Palmyra borough	2
B096	Temple Blvd. : CR 607 to NJ 73	Development, Through volume, Turn movements	NJ Needs & Strategy Dvlpm't Corridor: US 130	Relieve Congestion	Lead: County, Assist: NJDOT	Palmyra borough	2

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
B151	Dunns Mill Road over Blacks Creek (03E2540)	BMS sufficiency rating - 42.5	DVRPC	Bridge Improvement	Lead: County, Assist: NJDOT	Bordentown twp	2
B152	Brace Rd. over Jade Run (03E4220)	BMS sufficiency rating - 43.3	DVRPC	Bridge Improvement	Lead: County, Assist: NJDOT	Southampton	2
B153	Hartford Rd. over Sharp's Run (03C5780)	BMS sufficiency rating - 46.1	DVRPC	Bridge Improvement	Lead: County, Assist: NJDOT	Medford	2
B155	Forked Neck over Springers Brook branch (03E6069)	BMS sufficiency rating - 49.0	DVRPC	Bridge Improvement	Lead: County, Assist: NJDOT	Shamong	2

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
B145	Crafts Creek: US 130	BMS sufficiency rating - 50.6	NJ Needs & Strategy Dvlpm't Corridor: US 130		Lead:NJDOT	Florence	2
B146	Aband. Kinkora Bridge: US 130 NB	BMS sufficiency rating - 30.3	NJ Needs & Strategy Dvlpm't Corridor: US 130		Lead:NJDOT	Mansfield	2
B147	Aband. Kinkora Bridge: US 130 SB	BMS sufficiency rating - 65.1	NJ Needs & Strategy Dvlpm't Corridor: US 130		Lead:NJDOT	Mansfield	2
B148	US 206: Main St.	BMS sufficiency rating - 69.6	NJ Needs & Strategy Dvlpm't Corridor: US 130		Lead:NJDOT	Mansfield	2

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
B199	Salem Rd: Mill St to US 130	Speeding associated with excessive lane width	US 130 corridor study	Traffic signals, Stop signs, Reconfigure cross-section on Salem Rd.	Lead: County	Burlingon Twp	3
B201	Rancocas Rd. and Elbow Lane	Drainage, Sight distance, Congestion	US 130 corridor study	Resurfacing, Northbound right turn lane, Improve turning radii	Lead: County	Burlington	3
B202	US 130: Creek Rd to Van Sciver Parkway	Excessive curb cuts, Excess signals	US 130 corridor study	Optimize signal timing, Construct frontage road and rear access road	Lead:NJDOT	Edgewater Park tw Willingboro	3
B204	US 130: Cinnaminson Ave to Riverton Rd.	Congestion	US 130 corridor study	Long range study	Lead:NJDOT	Cinnaminson twp	

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
B205	Fork Landing Rd	Sight distance, Ped safety, Flooding, Narrow/weight restricted bridge	NJ 73 corridor study	Construct new road and bridge	Lead: County	Cinnaminson twp	1
B206	NJ 73: Main St. to Fox Meadown	Drainage, Peak period congestion	NJ 73 corridor study	Realign Main St. ramps	Lead:NJDOT	Maple Shade twp	2
B208	US 9 from MP56.90 to 59.70	Poor Pavement Condition	NJPMS	Resurface	Lead:NJDOT		4
B211	NJ 38 from MP 8.00 to 18.50	Poor Pavement Condition	NJPMS	Resurface	Lead:NJDOT		4

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
B212	NJ 68 from MP 0.60 to 1.60	Poor Pavement Condition	NJPMS	Resurface	Lead:NJDOT		4
B213	NJ 68 from MP 3.70 to 7.90	Poor Pavement Condition	NJPMS	Resurface	Lead:NJDOT		4
B214	NJ 70 from MP 9.90 to 31.90	Poor Pavement Condition	NJPMS	Resurface	Lead:NJDOT		4
B217	NJ 72 from MP 8.10 to 11.30	Poor Pavement Condition	NJPMS	Resurface	Lead:NJDOT		4

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
B219	NJ 73 from MP 23.90 to 34.00	Poor Pavement Condition	NJPMS	Resurface	Lead:NJDOT		4
B222	US 130 from MP 40.00 to 51.90	Poor Pavement Condition	NJPMS	Resurface	Lead:NJDOT		4
B224	US 206 from MP 6.20 to 9.10	Poor Pavement Condition	NJPMS	Resurface	Lead:NJDOT		4
B225	US 206 from MP 11.60 to 19.80	Poor Pavement Condition	NJPMS	Resurface	Lead:NJDOT		4

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
B226	US 206 from MP 23.30 to 31.10	Poor Pavement Condition	NJPMS	Resurface	Lead:NJDOT		4
B227	US 206 from MP 33.20 to 38.80	Poor Pavement Condition	NJPMS	Resurface	Lead:NJDOT		4
B228	I-295 from 49.00 to 52.20	Poor Pavement Condition	NJPMS	Resurface	Lead:NJDOT		4
B229	I-295 from MP 56.70 to 67.00	Poor Pavement Condition	NJPMS	Resurface	Lead:NJDOT		4

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
B231	CR 541 and CR 630	Safety	NJDOT Crash Records	Intersection Improvements	Lead: County		3
B232	CR 541 and CR 626	Safety	NJDOT Crash Records	Intersection Improvements	Lead: County		3
B233	CR 607 and Ramblewood Pkwy/Texas Ave	Safety	NJDOT Crash Records	Intersection Improvements	Lead: County		3
B234	CR 541 and Bromley Blvd	Safety	NJDOT Crash Records	Intersection Improvements	Lead: County		3

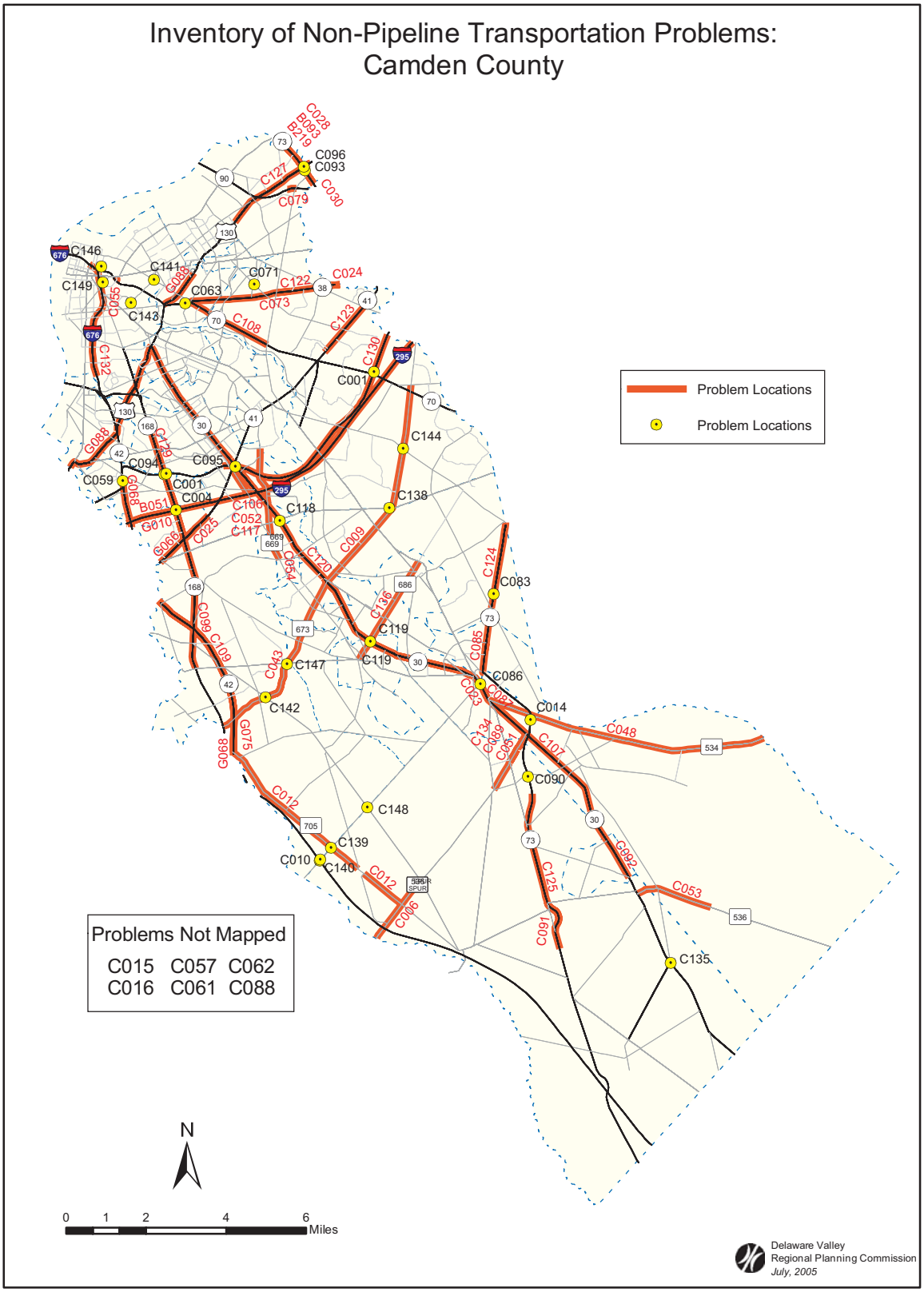
ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
B235	CR 607 and CR 674	Safety	NJDOT Crash Records	Intersection Improvements	Lead: County		3
B236	CR 630 and CR 541	Safety	NJDOT Crash Records	Intersection Improvements	Lead: County		3
B237	CR 634 and CR 633	Safety	NJDOT Crash Records	Intersection Improvements	Lead: County		3
B238	CR 607 and CR 616	Safety	NJDOT Crash Records	Intersection Improvements	Lead: County		3

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
B239	CR 541 and Elbow Lane/Mall Enterance	Safety	NJDOT Crash Records	Intersection Improvements	Lead: County		3
B240	CR 530 and Club House Drive	Safety	NJDOT Crash Records	Intersection Improvements	Lead: County		3

Appendix B

Camden County

Delaware Valley
Regional Planning
Commission


Inventory of Non-Pipeline Transportation Problems:
Camden County
Problem Locations
Problem Locations
Problems Not Mapped
C015 C057 C062
C016 C061 C088
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Miles
Delaware Valley
Regional Planning Commission
July, 2005

Camden County — Inventory of Problem Areas — July 2005

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
C001	I-295 Park and Ride Lots - at NJ 70 and at NJ 168	Cong, Mobl, AQ	DVRPC, LRP	Construct park and ride lots	Lead: NJ DOT Assist: County, Municipalities, NJ Transit, CCCTMA	Bellmawr borough Haddon Mount Ephraim bor Cherry Hill twp	1
C004	New Jersey Turnpike at Interchange #3	Cong, Mobl, AQ	DVRPC, LRP	Relocate interchange and construct park and ride lot	Lead: NJ TPK Assist: NJ DOT, County, Municipality,CCCTMA	Runnemede borou Bellmawr borough	1
C006	CR 536 Spur Corridor Improvements - CR 706 to Gloucester Co. line	Cong, Mobl, Safe, ED	County, DVRPC, LRP, WPS	Widen to 4 lanes, Intersection improvements	Lead: Counties Assist: NJ DOT, SJTA, Municipalities, NJ Transit	Winslow	1
C009	CR 673 Improvements - NJ 168 to CR 674	Cong, Mobl, Safe, ED	DVRPC, WPS	Widening and intersection improvements	Lead: Counties Assist: NJ DOT, Municipalities	Various	1

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
C014	Atco Train Station Improvements	Mobl, Safe	County, DVRPC, WPS	Parking expansion and access improvements	Lead: NJ Transit Assist: NJ DOT, County, Municipalities	Waterford	2
C016	Atlantic City Rail Line	Cong, Mobl, AQ	DVRPC, RCC	Construct station with parking	Lead: NJ Transit Assist: County, NJ DOT, Municipality	Pennsauken twp	1
C018	Broadway Terminal, Gloucester City Marine and Trans Ocean Maritime	Mobl, ED, Safe	GMTF	Local street trailblazer signage along King St., Broadway and Morgan Blvd. between the terminals and I-676	Lead: SJPC Assist: NJ DOT, Municipality, County	Camden city Gloucester city	4
C018a	Broadway Terminal, Gloucester City Marine and Trans Ocean Maritime	Mobl, ED, Safe	GMTF	Reconstruct rail grade crossing on Morgan Blvd.	Lead: SJPC Assist: NJ DOT, Private operator, Municipality	Camden city Gloucester city	3

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
C018b	Broadway Terminal, Gloucester City Marine and Trans Ocean Maritime	Mobl, ED, Safe	GMTF	Repair rail at main igress at south end	Lead: SJPC Assist: NJ DOT, Private operator, Municipality	Camden city Gloucester city	3
C018c	Broadway Terminal, Gloucester City Marine and Trans Ocean Maritime	Mobl, ED, Safe	GMTF	Construct a loop rail track at the Bulson St. yard	Lead: SJPC Assist: NJ DOT, Private operator, Municipality	Camden city Gloucester city	3
C023	US 30 - CR 751 to Eastugh Ave.	Cong	NJCMS	Relieve Congestion	Lead: NJ DOT Assist: County, Municipality	Berlin borough	2
C024	NJ 38 - CR 616/CR 627 to Burlington County Line	Cong	NJ CMS	Relieve Congestion	Lead: NJ DOT Assist: County, Municipality	Cherry Hill twp	2

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
C025	NJ 41 - NJ 168 to Barrington Line	Cong	NJCMS	Relieve Congestion	Lead: NJ DOT Assist: County, Municipality	Runnemede borou	2
C028	NJ 73 - CR 543 to Fork Landing Rd.	Cong	NJCMS	Relieve Congestion	Lead: NJ DOT Assist: County, Municipality	Pennsauken twp	2
C043	Laurel Road (CO 673) CO 706 to Lindenwold Boro	Poor Pavement	NJPMS	Resurface Segment	Lead: County Assist: Municipalities	Gloucester	4
C048	CR 534 - New Freedom Rd. to County Border	Poor Pavement, Congestion	NJPMS	Resurface	Lead: County	Berlin twp Waterford	4

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
C051	CR 536 Spur - US 30 to New Freedom Rd.	Poor Pavement	NJPMS	Resurface	Lead: County	Waterford Winslow	4
C052	Atlantic Ave. - NJ 41 to NJ Tpke	Poor Pavement, Congestion	NJPMS	Resurface	Lead: County	Haddon twp Barrington borough	4
C053	CR 536 - US 30 to Goshen Rd.	Poor Pavement	NJPMS	Resurface	Lead: County	Waterford Winslow	4
C054	Warwick Rd. - Hutchinson Ave. to Somerdale Rd.	Congestion	NJCMS	Resurface	Lead: County	Barrington borough Lawnside Magnolia borough	4

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
C055	Flanders Avenue Bridge (Ramp) - US 30 & CR 537	Poor Pavement	NJPMS	Resurface	Lead: County	Camden city	4
C057	Stadium Area	Event Traffic	DVRPC	Provide express Bus service to and from South Philadelphia Sports complex	Lead:NJTransit,CCCTMA	Various	3
C062	NJ TPK: Exit 4/Del Mem Bridge	Capacity	2025 Transportation Plan Projects	Widening	Lead:NJDOT	Various	1
C063	Westbound NJ 70 Ramp at NJ 38 Merge	Weaving, Curb cuts, Access, Signage	NJ 38 Corridor Study	Tree branch cut, Lane drop signed as exit only, Businesses approached for consolidation of curb cuts	Lead:NJDOT	Pennsauken twp	3

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
C071	Chapel Ave. (CR 626) at the NJ Transit Atlantic City Rail Line	Sight distance, Lack of lighting, Heavy foliage	NJ 38 Corridor Study	Install signing, Reduce speed limit, Cutback foliage, Increase lighting	Lead: County, Assist: NJDOT	Cherry Hill twp	4
C073	NJ 38: Haddonfield Rd. (CR 644) to Cherry Hill Mall Drive	Pedestrian access	NJ 38 Corridor Study	Replace pedestrian overpass	Lead: NJ DOT Assist: County	Cherry Hill twp	3
C083	NJ 73 at Signal Hill Drive, Dutch Road, Commonwealth Drive	Left turning movement	NJ 73 Corridor Study	Install markings for left turn signals. Cut vegetation. Evaluate impacts of closing medians. Encourage left turns at signalized intersection at Ardsley Drive.	Lead:NJDOT; Assist:County	Voorhees twp	4

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
C085	NJ 73: Franklin Avenue (CR 692) to D'Angelo Drive	Congestion, Backups, Turn movements-safety	NJ 73 Corridor Study	Encourage alternate access through signage. Installation of traffic signal and creation of median opening on NJ 73 at D'Angelo Drive. Addition of SB rt turn lane on NJ 73.	Lead:NJDOT; Assist:County	Berlin twp	3
C086	US 30 at Milford Road/Berlin Cross Keys Road (CR 689)	Congestion. Left turns prevent through/rt turns.	NJ 73 Corridoe Study	Restripe Milford Rd approach for exclusive left turn lane and shared through/rt turn lane. Stop bar moved for adequate turning radius.	Lead:NJDOT; Assist:County	Berlin borough	4
C087	US 30: Jackson Road (CR 534) to East Taunton Avenue	Congestion, Weaving, No turning accomodations	NJ 73 Corridor Study	Restripe US 30 for 2 lanes each direction btwn E. Taunton Rd and Washington Ave. Designate left turn lanes. Install "lane reduction transition" signs to indicate transition from 2 to 1 lane. Cut vegetation on NE corner of US 30 and East Taunton Rd.	Lead:NJDOT; Assist:County	Berlin borough	4

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
C088	Berlin Undeveloped Parcels on US 30	Impacts from potential development.	NJ 73 Corridor Study	Review master plan for creation of access road for developments to create new 4-leg intersection on US 30.	Lead:NJDOT; Assist:County	Berlin borough	1
C089	Taunton Road (CR 536 spur): NJ 73 Ramps to Tansboro Road (CR 561)	Prohibitted and unpermitted moves (turns)-safety	NJ 73 Corridor Study	Evaluate additional access points into Heathermere. Install concrete curbing to prevent turns. Provide physical improvements such as resurfacing, new lane markings, improved radius. Construct left turn lane in center median for NB Taunton Rd.	Lead: NJDOT Assist: County	Winslow	3
C090	NJ 73 at Hayes Mill Road/Factory Road (CR 710)	Traffic volume to be generated from development	NJ 73 Corridor Study	Evaluate impacts of development/traffic concerns: Upgrade intersections, left turn treatments, construction of jughandles, reconstruction/realignment. Township/County work with developer to identify funding.	Lead:NJDOT; Assist:County	Winslow	2

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
C091	Nj 73: Pump Branch Road (CR 536) to New Brooklyn Cedarbrook Road (CR 561c)	Signal-short green. Stacking. Lack of lighting.	NJ 73 Corridor Study	Install loop detectors for traffic responsive signals with actuated signal timing to reduce queue. Install reflectorized pvmt markers on center line and edge line, chevrons in curved areas and street lights to increase night time/bad weather visibility.	Lead:NJDOT; Assist:County	Winslow	4
C092	US 30: Garfield Avenue (CR 718) to Center Avenue (CR 680)	Sight distance. High speeds. Lack of bus pulloffs.	NJ 73 Corridor Study	Accident analysis conducted. NJ Transit should consider development of bus stop areas. Install " signal ahead signs" on US 30 approaching Garfield Avenue. Extend all red-phase signal timing plan.	Lead:NJDOT; Assist:County	Chesilhurst boroug	2
C093	Route 130 Ramp A over Route 73	Sufficiency rating - 67.5. Deck replacement.	NJ DOT	Deck Rehab	Lead: NJ DOT Assist: County	Pennsauken twp	2

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
C094	NJ Route 168 over Route I-295	Deck needs replacement.	NJ DOT	Deck Rehab	Lead: NJ DOT Assist: County	Bellmawr borough	3
C095	I-295 over Clements Bridge Road (CR573)	Deck needs replacement.	NJ DOT	This project will address the proposed replacement of the bridge deck.	Lead: NJ DOT Assist: County	Barrington borough	3
C096	Route 73 & Ramp G over US Route 130	Requires rehab/replace	NJ DOT	Replacement	Lead: NJ DOT Assist: County	Pennsauken twp	3
C099	NJ 168 from CR 534 to Hendrickson Ave.	This segment of NJ 168 is congested with a V/C ratio of 1.25	DVRPC	Relieve congestion	Lead: NJ DOT Assist: County	Gloucester Runnemede borou Bellmawr borough	2

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
C106	Rt. 30 from NJ 41 to NJTurnpike.	Poor Pavement	US 30 corridor study	Resurface	Lead:NJDOT; Assist:County	Barrington borough Lawnside	4
C107	US 30 from Somerdale Borough Line to CR 718	Relieve Congestion	US 30 corridor study	Resurface	Lead:NJDOT; Assist:County	Various	4
C108	NJ 70 from NJ 38 to CR 644	Relieve Congestion	PMS	Resurface	Lead:NJDOT; Assist:County	Pennsauken twp Cherry Hill twp	4
C109	NJ4 2 from CR 705 to CR 544	Relieve Congestion		Resurface	Lead:NJDOT; Assist:County	Gloucester	4

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
C117	US 30 at Copley Rd. (CR 666) and Bell Ave.	Queueing associated with left turns/jughandle	US 30 corridor study	Widen, Lengthen center turn left	Lead: NJDOT Assist: County	Barrington borough	2
C118	US 30 at Evesham Rd. (CR 544)	Dangerous queueing associated with lack of left turn lane/speed	US 30 corridor study	Eliminate left turns, Use adjacent streets as jughandles	Lead: NJDOT Assist: County	Magnolia borough	2
C119	US 30 at Gibbsboro Rd (CR 686)	Dangerous left turn/signal phasing	US 30 corridor study	Dedicated left turn signal phase for all approaches	Lead: NJDOT Assist: County	Clementon boroug Lindenwold boroug	4
C120	US 30 from MP 4.30 to 16.20	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
C122	NJ 38 from MP 0.70 to 5.00	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4
C123	NJ 41 from MP 11.10 to 12.90	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4
C124	NJ 73 from MP 17.60 to 27.90	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4
C125	NJ 73 from MP 9.90 to 14.00	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
C127	US 130 from MP 34.20 to 43.80	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4
C129	NJ 168 from MP 5.70 to 8.50	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4
C130	I-295 from MP 29.70 to 47.90	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4
C132	I-676 from MP .80 to 3.80	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
C134	Taunton Rd:NJ 73 off-ramp to Tansboro Rd.	Safety, Illegal U-turns	NJ 73 corridor study	Curbing, Resurfacing, New left turn lane, New lane markings	Lead: NJDOT	Winslow	3
C135	US 30 4.5 miles West of US 206		NJBMS	Replacement	Lead : NJDOT		2
C136	CR 686 from CR 561 to CR 534	Mobility, Congestion, Pedestrian Safety	County	Traffic Signal Synchronization	Lead : County	Lindenwold boroug	3
C137	CR 636 at CR 628	Pedestrian Safety	County	Pedestrian Crossing	Lead: County Assist: Municipality	Cherry Hill twp	3

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
C138	CR 544 and CR 673	Safety	NJDOT Crash Records	Intersection Improvements	Lead: County		3
C139	CR 689 and CR 705	Safety	NJDOT Crash Records	Intersection Improvements	Lead: County		3
C140	CR 689 and AC Expressway	Safety	NJDOT Crash Records	Intersection Improvements	Lead: County		3
C141	CR 601 and CR 608	Safety	NJDOT Crash Records	Intersection Improvements	Lead: County		3

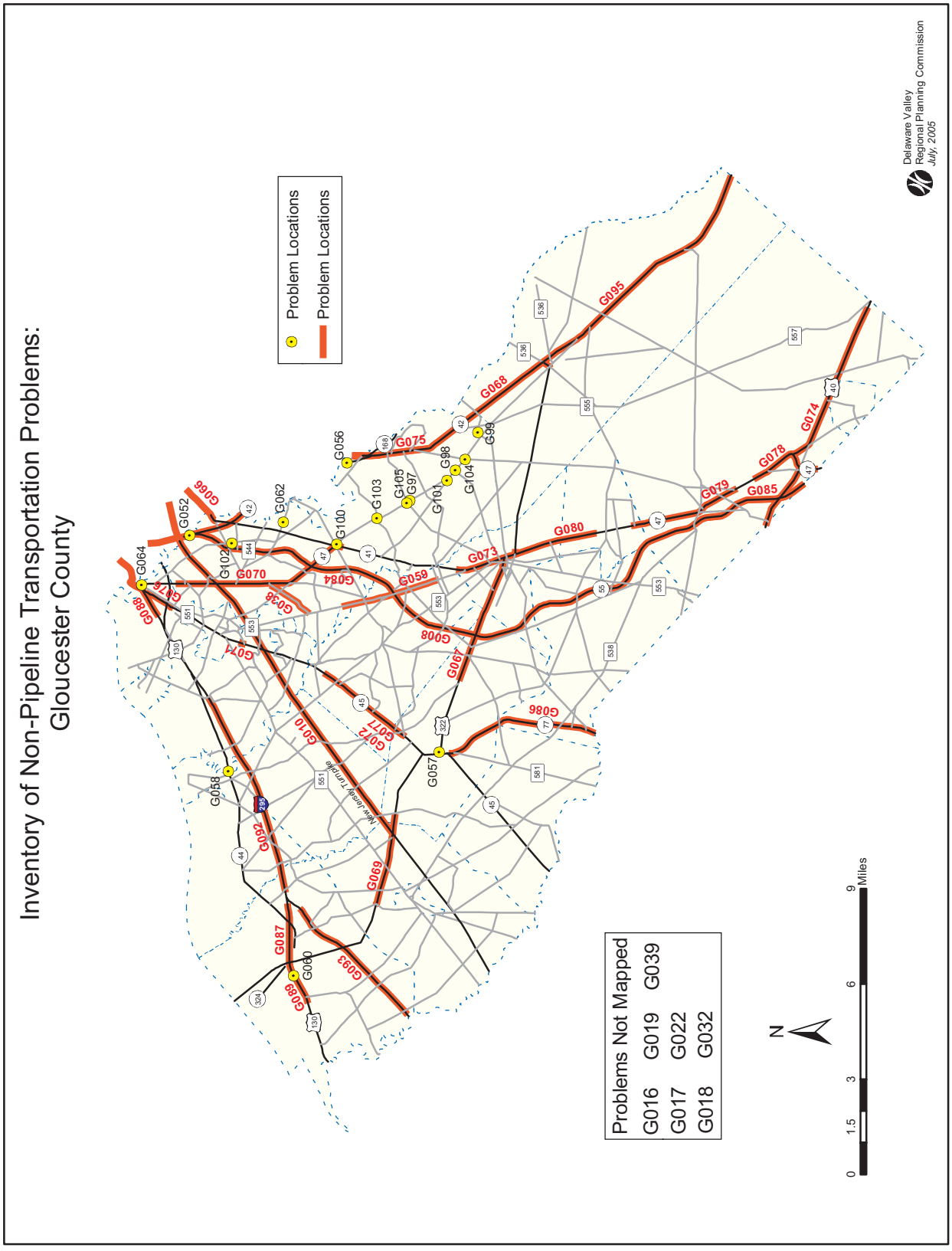
ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
C142	CR 673 and CR 706	Safety	NJDOT Crash Records	Intersection Improvements	Lead: County		3
C143	CR 608 and Park Ave	Safety	NJDOT Crash Records	Intersection Improvements	Lead: County		3
C144	CR 671 and CR 673	Safety	NJDOT Crash Records	Intersection Improvements	Lead: County		3
C145	CR 544 and School/Brentwood Drive	Safety	NJDOT Crash Records	Intersection Improvements	Lead: County		3

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
C146	N. 10th Street and Linden Street	Safety	NJDOT Crash Records	Intersection Improvements	Lead: County		3
C147	CR 673 and CR 534/Little Mill Road	Safety	NJDOT Crash Records	Intersection Improvements	Lead: County		3
C148	CR 689 and CR 706	Safety	NJDOT Crash Records	Intersection Improvements	Lead: County		3
C149	S. 10th Street and Newton Ave	Safety	NJDOT Crash Records	Intersection Improvements	Lead: County		3

Appendix C

Gloucester County

Delaware Valley
Regional Planning
Commission


Inventory of Non-Pipeline Transportation Problems:
Gloucester County
Problem Locations
Problem Locations
Problems Not Mapped
G016 G019 G039
G017 G022
G018 G032
N
0 1.5 3 6 9 Miles
Delaware Valley
Regional Planning Commission
July, 2005
New Jersey Turnpike

Gloucester County Inventory of Problem Areas July 2005

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
G008	NJ 55 Corridor Park and Ride Program	Mobl, Cong	County	Construct Transit park and ride lots	Lead: NJ Transit Assist: County, Municipalities, CCCTMA	Various	2
G010	NJ Turnpike Between Interchange #2 and Interchange #3	Cong, Mobl, AQ	County	Construct a new interchange	Lead: NJ TPK Assist: NJ DOT, Municipalities, NJ Transit	Various	1
G016	Camden, Gloucester - Rail Improvement	Cong, Mobl, AQ, ED	County, DVRPC LRP, NJ OSP	Construct light rail line from Camden City into Gloucester Co.	Lead: NJ Transit Assist: Counties, NJ DOT, Municipalities	Various	1
G017	Bicycle Facilities	Mobl, Safe, AQ	NJ OSP	Construct on and off road bicycle facilities	Lead: Municipality Assist: County, NJ DOT, CCCTMA	Deptford	2

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
G018	Bridge over Raccoon Creek	Mobl, ED, Cong	NJ OSP	Construct a new bridge over the Raccoon Creek in the proposed Center Square/Swedesboro regional center	Lead: NJ DOT Assist: County, Municipality	Woolwich	2
G019	Center Square/Swedesboro TMA	Cong, Mobl, AQ, ED, Safe	NJ OSP	Create a Transportation Management Association for the proposed Center Square/Swedesboro regional center	Lead: County Assist: NJ DOT, Municipality	Logan Swedesboro borou Woolwich	2
G022	Ferry Service Facility at Red Bank National Park	Mobl, Cong	County	Provide ferry service from Rad Bank/National Park to Kvaerner Shipyard and SEPTA	Lead: NJ DOT Assist: County, Municipality	W. Deptford	2
G032	Bicycle Trails	Mobl	TEA-21	Construct bicycle trails and riverside improvements	Lead: County Assist: Municipality, CCCTMA	W. Deptford	2

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
G038	Cattell Road - NJ 47 to CO 553	Poor Pavement	NJPMS	Resurface	Lead: County Assist: Municipality	Deptford	4
G039	Glassboro Bus Station		NJIMS	Install bus sign, shelter, seating, lighting, and schedules at bus stop on Main Street	Lead: NJ Transit Assist: County, Municipality, CCCTMA	Glassboro	4
G052	NJ 55 at NJ 42	Congestion	DVRPC	Increase capacity	Lead: NJDOT	Deptford	1
G058	NJ Route 44 over Mantua Creek	Sufficiency rating - 47.7. Requires rehab/replace.	NJ DOT	Superstructure Rehab	Lead : NJDOT Assist: County	Paulsboro borough W. Deptford	4

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
G059	CR 553 from CR 624 to Salina Rd.	Poor Pavement	NJPMS	Resurface	Lead: County Assist: Municipality	Deptford Mantua Pitman borough	4
G060	US 130 over Racoon Creek	Sufficiency rating - 37.2. Requires rehab/replace.	NJBMS	Replacement	Lead : NJDOT Assist: County	Logan	3
G062	CR 534/Starrs Ditch	Sufficiency rating - 42.0. Requires rehab/replace.	NJBMS	Replacement	Lead: County Assist: Municipality	Deptford	3
G064	NJ 47 over Big Timber	Sufficiency rating - 50.5. Requires rehab/replace.	NJBMS	Replacement	Lead : NJDOT Assist: County	Westville borough	3

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
G066	NJ 41 from CR 544 to 4th Ave.	This segment of NJ 41 is congested with a V/C ratio of1.22	CMS	Relieve Congestion	Lead:NJDOT; Assist:County	Deptford	2
G067	US 322 from Bishop Rd. to Reading St.	This segment of US 322 is congested with a V/C ratio of 1.14	CMS	Relieve Congestion	Lead:NJDOT; Assist:County	Harrison Glassboro	2
G068	NJ 42 from US 322 to I-295	This segment of NJ 42 is congested with a V/C ratio of 1.10	CMS	Relieve Congestion	Lead:NJDOT; Assist:County	Monroe Washington Deptford	2
G069	US 322 from CR 671 to Tomlin Station Rd.	This segment of US 322 is congested with a V/C ratio of 1.10	CMS	Relieve Congestion	Lead:NJDOT; Assist:County	Woolwich Harrison	2

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
G070	NJ 47 from CR 630 to I-295	This segment of NJ 47 is congested with a V/C ratio of 1.10	CMS	Relieve Congestion	Lead:NJDOT; Assist:County	Deptford	2
G071	NJ 45 from CR 650 to Reid St.	This segment of NJ 45 is congested with a V/C ratio of 1.05	CMS	Relieve Congestion	Lead:NJDOT; Assist:County	Woodbury city	2
G072	NJ 45 from CR 603 to CR 626	This segment of NJ 45 is congested with a V/C ratio of 1.01	CMS	Relieve Congestion	Lead:NJDOT; Assist:County	Mantua Harrison	2
G073	NJ 47 from US 322 to Columbia Ave.	This segment of NJ 47 is congested with a V/C ratio of 1.03	CMS	Relieve Congestion	Lead:NJDOT; Assist:County	Gibbsboro borough	2

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
G057	US 322 over Branch of Raccoon Creek: Raccoon Creek Bridge/Mullica Hill Pond Dam	Bridge needs replacement. Spillway design.	NJ DOT	Replacement	Lead : NJDOT Assist: County	Monroe	2
G056	NJ Route 168 over Grenloch Lake	Sufficiency rating - 69.6. Requires rehab.	NJ DOT	Deck Rehab	Lead : NJDOT Assist: County	Washington	3
G074	NJ 40 from MP 24.60 to 32.50	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4
G075	NJ 42 from MP 1.50 to 11.90	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
G076	NJ 45 from MP 27.40 to 28.40	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4
G077	NJ 45 from MP 19.00 to 22.20	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4
G078	NJ 47 from MP 51.90 to 54.50	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4
G079	NJ 47 from MP 55.10 to 58.70	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
G080	NJ 47 from MP 59.80 to 63.20	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4
G084	NJ 55 from MP 53.30 to 60.00	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4
G085	NJ 55 from MP 39.60 to 42.40	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4
G086	NJ 77 from MP 17.50 to 22.50	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
G088	US 130 from MP 24.90 to 31.50	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4
G089	US 130 from MP 10.80 to 13.70	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4
G092	I-295 from MP 14.50 to 21.20	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4
G093	I-295 from MP 9.60 to 13.80	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
G095	US 322 from MP 24.10 to 32.90	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4
G096	CR 544 and NJ 42	Safety	NJDOT Crash Records	Intersection Improvements	Lead: County		3
G097	CR 630 and CR 651	Safety	NJDOT Crash Records	Intersection Improvements	Lead: County		3
G098	CR 654 and Bridge Road and CR 634	Safety	NJDOT Crash Records	Intersection Improvements	Lead: County		3

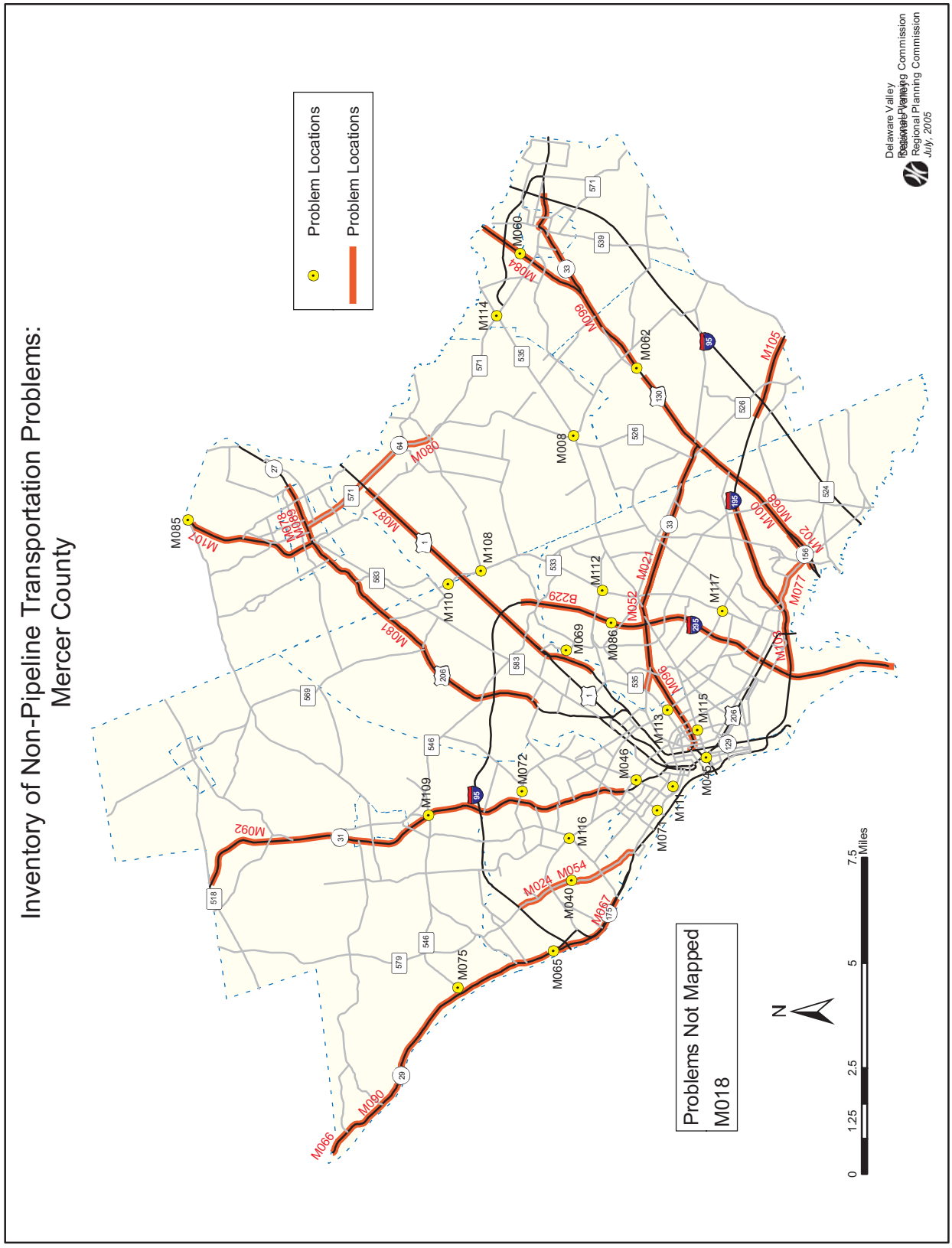
ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
G099	CR 689 and CR 654 to CR 555	Safety	NJDOT Crash Records	Intersection Improvements	Lead: County		3
G100	CR 630 and CR 603	Safety	NJDOT Crash Records	Intersection Improvements	Lead: County		3
G101	CR 654 and CR 630	Safety	NJDOT Crash Records	Intersection Improvements	Lead: County		3
G102	CR 621 and NJ 55/Deptford Center Road	Safety	NJDOT Crash Records	Intersection Improvements	Lead: County		3

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
G103	CR 630 and CR 635	Safety	NJDOT Crash Records	Intersection Improvements	Lead: County		3
G105	CR 655 and CR 654	Safety	NJDOT Crash Records	Intersection Improvements	Lead: County		3
G106	CR 651 and CR 630	Safety	NJDOT Crash Records	Intersection Improvements	Lead: County		3

Appendix D

Mercer County

Delaware Valley
Regional Planning
Commission


Inventory of Non-Pipeline Transportation Problems:
Mercer County
Problem Locations
Problem Locations
Problems Not Mapped
M018
N
0
1.25
2.5
5
7.5
Miles
Delaware Valley
Regional Planning Commission
July, 2005

Mercer County **Inventory of Problem Areas** **July 2005**

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
M008	CR 535 - Old Trenton Rd (Village of Edinburg)	Cong	County	Widen, improve turning movements	Lead: County Assist: NJ DOT, Municipality	West Windsor twp	3
M018	West Trenton Rail Line	Mobl, Cong, AQ	DVRPC, RCC, NJ OSP	Reactivate New York-bound passenger rail service	Lead: NJ Transit Assist: NJ DOT, Counties, Municipality	Ewing twp Hopewell Pennington boroug	2
M021	NJ 33 - CR 535 to White Horse Hamilton Square Rd.	Cong	NJ CMS	Relieve Congestion	Lead: NJ DOT Assist: County, Municipality	Hamilton	2
M024	CR 579 - I-95 to NJ 29	Cong	NJ CMS	Relieve Congestion	Lead: County Assist: Municipality	Trenton city Ewing twp	2

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
M040	West Trenton Station	Cong	NJIMS	Provide Bike Lane along Grand Ave.	Assist: NJ Transit, Municipality	Trenton city	3
M045	Center Street Bridge over Amtrak	Safe, Mobl	County	Replace/Rehab Bridge	Lead: NJDOT	Trenton city	2
M046	Prospect St./Belvidere-Del. Bridge (Abandoned)	Deficient Bridge	NJBMS	Replace Bridge	Lead:NJDOT	Trenton city	2
M052	US 33/Nottingham Way - Whitehead Rd. to CR 533	Poor Pavement, Congestion	DVRPC	Resurface	Lead: NJDOT Assist: County	Hamilton	4

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
M054	CR 579 - CR 634 to Lower Ferry Rd.	Poor Pavement, Congestion	DVRPC	Resurface	Lead: County Assist: NJDOT	Ewing twp	4
M085	US 206 and Cherry Valley Road	Congestion/Safety	County/Township	Intersection Improvements	Lead: NJDOT; Assist: County	Princeton twp	3
M086	I-295 SB at Exit 64	Missing Ramp	County/Township	New Ramp for Westbound Traffic	Lead: NJDOT; Assist: County	Hamilton	1
M065	NJ 175 at NJ 29	Pavement Rating - 1.4	NJ PMS	Resurface	Lead:NJDOT	Ewing twp	4

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
M066	NJ 29 from Valley Rd. to Weeden St.	Poor Pavement	NJ PMS	Resurface	Lead: NJDOT	Hopewell	4
M067	NJ 29 from Lower Ferry Rd. to River Rd.	Poor Pavement	NJ PMS	Resurface	Lead:NJDOT; Assist:County	Ewing twp	4
M068	US 130 from CR 524 to I-195	Poor Pavement	NJ PMS	Resurface	Lead:NJDOT; Assist:County	Hamilton	4
M069	Carnegie Rd. over D&R Canal	Sufficiency rating - 31.5. Requires rehab/replace.	NJ BMS	Rehabilation/Replacement	Lead:NJDOT	Lawrence twp	3

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
M071	Hermitage Ave. over D&R Canal Feeder	Sufficiency rating - 38.6. Requires rehab/replace.	NJ BMS	Rehabilation/Replacement	Lead :NJDOT	Trenton city	3
M072	CR 636 over Shabakunk Creek	Sufficiency rating - 43.6. Requires rehab/replace.	NJ BMS	Rehabilation/Replacement	Lead:NJDOT	Ewing twp	3
M075	Washington Crossing over D&R Canal Feeder	Sufficiency rating - 49.5. Requires rehab/replace.	NJ BMS	Rehabilation/Replacement	Lead:NJDOT	West Windsor twp	3
M060	US Route 130 over Rocky Brook	Deck needs replacement.	NJ DOT	Deck Replacement	Lead:NJDOT; Assist:County	E. Windsor	3

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
M062	NJ 33 & US 130/ Assunpink Creek	Sufficiency rating 91.8. Deck requires rehab.	NJ DOT	Deck Rehab	Lead:NJDOT; Assist:County	Washington	3
M077	CR 524 from I-195 to US 130	Cong, Mob, AQ	NJ DOT	Relieve Congestion	Lead:NJDOT; Assist:County	Hamilton	2
M078	NJ 27 from US 206 to Queenston Pl.	Cong, Mob, AQ	NJ DOT	Relieve Congestion	Lead:NJDOT; Assist:County	Princeton borough	2
M080	CR 571 from CR 607 to NJ 27	Cong, Mob, AQ	NJ DOT	Relieve Congestion	Lead:NJDOT; Assist:County	West Windsor twp Princeton borough Princeton twp	2

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
M081	US 206 from Windwood Rd. to Birch Ave.	Cong, Mob, AQ	NJ DOT	Relieve Congestion	Lead:NJDOT; Assist:County	Lawrence twp Princeton Twp Princeton borough	2
M084	US 130 from Old Hightstown Rd. to CR539	Cong, Mob, AQ	NJ DOT	Relieve Congestion	Lead:NJDOT; Assist:County	E. Windsor	2
M087	US 1 from MP 4.10 to 11.10	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4
M088	US 1B from MP 0.00 to 2.60	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
M089	NJ 27 from MP 0.00 to 1.50	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4
M090	NJ 29 from MP 10.10 to 18.60	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4
M092	NJ 31 from MP 1.20 to 9.90	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4
M096	NJ 33 from MP 0.00 to 15.10	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
M098	I-95 from MP 0.00 to 8.50	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4
M099	US 130 from MP 65.00 to 68.20	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4
M100	US 130 from MP 59.70 to 64.70	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4
M102	NJ 156 from MP 0.20 to 1.10	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
M103	I-195 from MP 1.10 to 4.60	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4
M105	I-195 from MP 6.50 to 8.50	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4
M107	US 206 from MP 50.20 to 57.10	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4
M108	CR 533 and CR 638	Operational	NJDOT Crash Records	Intersection Improvements	Lead: County		3

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
M109	CR 546 and NJ 31/CR 640	Safety	NJDOT Crash Records	Intersection Improvements	Lead: County		3
M110	CR 533 and Provinceline Road/Nassau Park Blvd	Safety	NJDOT Crash Records	Intersection Improvements	Lead: County		3
M111	CR 653 and Passaic Street to Spring Street	Safety	NJDOT Crash Records	Intersection Improvements	Lead: County		3
M112	CR 533 and Sloane Ave/Flock Road	Safety	NJDOT Crash Records	Intersection Improvements	Lead: County		3

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
M113	CR 622 and CR 635	Safety	NJDOT Crash Records	Intersection Improvements	Lead: County		3
M114	CR 535 and CR 571	Safety	NJDOT Crash Records	Intersection Improvements	Lead: County		3
M115	CR 606 and Chestnut Ave	Safety	NJDOT Crash Records	Intersection Improvements	Lead: County		3
M116	CR 634 and .03 N of Lower Ferry Road	Safety	NJDOT Crash Records	Intersection Improvements	Lead: County		3

ID	Location	Problems	Source	Improvment	Stakeholders	Municipality	Potential Pipeline
M117	CR 533 and CR 619	Safety	NJDOT Crash Records	Intersection Improvements	Lead: County		3

Appendix

Delaware Valley
Regional Planning
Commission

New Jersey Project Identification & Prioritization

New Jersey Department of Transportation

Transportation Problem Statement

The following information is to be completed by the Bureau of Capital Program Development:

DB Number _____

Legislative District _____

Congressional District _____

CIS Text and CIS No._____

Program Category _____

Information contained on this form has been verified by _____

LOCATION (To be completed by initiator)

Route (if applicable):

Mileposts (if applicable):

Structure number (if applicable):

Limits:

County(s):

Municipality(s):

DESCRIPTION OF PROBLEM (to be completed by initiator)

NOTE: Please attach related correspondence, map of the area, and other appropriate support material.

Check those items that best describe the problem:

Existing Highway

_____ Capacity problem

_____ Operational problem

_____ Physical condition problem

_____ Safety problem

_____ Other (specify)

Existing Bridge

_____ Capacity problem

_____ Physical condition problem

_____ Safety problem

Corridor/area Capacity Problem

_____ Need for corridor study

_____ Possible highway on new alignment

_____ Possible new transit line

_____ Need for park and ride development

DESCRIBE THE PROBLEM:

If this problem is actively supported by an outside group, please identify:

Other comments (if any) by initiator:

Initiator (Please print or type):

Division:

Date of Initiation:

Signature _____

Concurrence by Division Director (Signature)_____

Date of Concurrence _____

The following information is to be completed by the Bureau of Capital Program Development:

Date Received by Capital Program Development_____

Date presented to Capital Program Committee _____

Disposition

_____

_____

_____

Initiator notified of disposition _____

Lead Unit notified of disposition (if applicable)

_____

_____

_____

Attachment 1

Information required on Transportation Problem Statements

- C Concise statement of need
- C Proposed concept and/or scope of work of a capital improvement project to address the identified need where appropriate
- C Statement of the extent to which the proposed capital improvement project or removal of the identified deficiency would advance the Department?s objectives as identified in the Capital Investment Strategy.
- C Current traffic counts and accident rates, with respect to the following program categories: Bridge Rehabilitation and Replacement, Highway Rehabilitation and Reconstruction, Safety Intersection Improvements.
- C Identification of individuals or groups who may be sponsoring or supporting the proposed project.
- C Summary of identified environmental issues within the probable footprint of the proposed project, especially including the identification of any historic or potentially historic properties, historic or potentially historic structures, historic districts, and wetlands.
- C To assure proper quality control, all Transportation Problem Statements are required to be signed by a division director.

  NOTE: In the case of a Transportation Problem Statement originating from outside the Department, the Bureau of Capital Program Development may request the Department unit which transmitted the problem statement, and/or any other appropriate unit within the Department, to complete the necessary information.

  The Bureau of Capital Program Development may return a Transportation Problem Statement to the initiator with a request to complete missing or inadequate items of information.

  The Bureau of Capital Program Development may request the Division of Design Services to undertake an environmental screening to identify pertinent environmental issues involving Transportation Problem Statements, as appropriate.

Title of Report

NEW JERSEY PROJECT IDENTIFICATION AND PRIORITIZATION
AN INVENTORY OF PROBLEMS FOR THE NEW JERSEY COUNTIES

Publication No.: 05021

Date Published: July 2005

Geographic Area Covered: Burlington County, Camden County, Gloucester County, and Mercer County

Key Words: Congestion Management System, Pavement Management System, Bridge Management System, Safety Management System, Long Range Plan, Problem Statement, V/C Ratio, Inventory, Condition Ratings, Sufficiency Rating

ABSTRACT

This report describes the methodology used to identify transportation needs of the four county New Jersey portion of the region which are not yet being addressed in the New jersey Project Development Process. The methodology used data from a wide variety of sources, including the Long Range Plan, the DVRPC Work Program, NJDOT's Congestion Management System, Pavement Management System and Bridge Management System. The management systems will be used as a base from which problem areas will be identified. The other sources will then be used to supplement the inventory by adding other problem areas that were not identified by the management systems. The report contains a set of tables that list the identified problem areas for each county.

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