

# **New Jersey Problem Identification and Prioritization**

*IDENTIFYING TRANSPORTATION NEEDS IN THE NEW JERSEY COUNTIES*

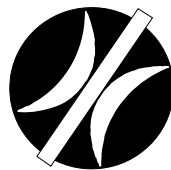
February 2008



**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. The authors, however, are solely responsible for its findings and conclusions, which may not represent the official views or policies of the funding agencies. DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC's website may be translated into Spanish, Russian, and Traditional Chinese online by visiting [www.dvrpc.org](http://www.dvrpc.org). Publications and other public documents can be made available in alternative languages or formats, if requested. For more information, please call (215) 238-2871.

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## **EXECUTIVE SUMMARY**

The goal of this ongoing project is to identify those 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 process. 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 is used as the starting point for developing the inventory of 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 of other sources are used to identify needs for the inventory without regard for financial limitations. The NJ Subcommittee of the RTC (Regional Transportation Committee), the steering committee for this project, and other stakeholders play a major role in the ongoing development of the inventory. The reports of DVRPC Work Program corridor and area studies are reviewed for potential problem areas that could be included into the inventory. The Congestion Management Process (CMP) identifies congested corridors where potential problem areas may exist due to current or future congestion. The list of transportation needs identified in the Intermodal Management System is 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 this report.

As part of this updating process, the inventory of problem areas is screened using the CMP to identify problems in high priority corridors. Those problems are then sent to the NJ counties/cities to review and identify which, if any, of these needs are a high priority. These resulting needs are sent to NJDOT for consideration in the Study and Development program as a NJDOT lead or to be addressed by the counties and cities under the DVRPC Local Scoping program or through the Local Lead program.

## **NEW JERSEY DOT PROJECT DEVELOPMENT PROCESS**

The Study and Development Program (S&D 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 Transportation Improvement Program (TIP) update cycle for final design (DES), right-of-way (ROW) acquisition and construction (CON).

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 form that 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.

### **Tier I and II Screening and Pipeline Assignment**

Prior to review by NJDOT's Capital Program Committee (CPC), the problem statement goes through a screening process to identify the level of effort that will be required to proceed to construction. This screening process performed 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 as it moves toward final design and construction. Pipeline I is for complex projects that are likely to require full Environmental Impact Statements or Environmental Assessments. These will proceed through full Concept Development (CD) and Feasibility Assessment (FA) before they can move into Preliminary Design (PD) then onto DES. Pipeline II is for moderate projects which 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

any necessary PD work done at the same time. 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.

### **Concept Development (CD, LCD)**

Concept Development is the phase of work involving traffic studies, needs analyses, corridor studies, and other work prior 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 with a well-defined purpose and 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
- evaluation of project need
- analysis of physical deficiencies
- environmental screening
- evaluation of alternative strategies/fulfillment of CMS requirements
- definition of potential concepts, limits and/or complementary strategies as well as staging and phasing opportunities
- addressing community design/aesthetic opportunities
- order of magnitude cost estimate

### **Feasibility Assessment (FA, LFA)**

Feasibility Assessment is the phase of work that evaluates a range of viable alternatives that address the purpose and need identified in CD. The goal is to develop feasible project proposals that produce the best balance among transportation needs, environmental values, public concerns and costs. The end products of FA are:

- a recommended scheme with a realistic cost estimate
- an environmental document is created; 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

FA denotes Feasibility by NJDOT; LFA denotes Local Feasibility by a local entity (MPO, county, municipality).

During Feasibility Assessment, project schemes that balance project objectives against environmental, community, engineering and budget constraints are developed including those which back off desirable standards and instead meet minimum standards, those 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 by finding the best fit between engineering goals, environmental impacts and political considerations. This will lead to the development of, what has been termed, the Initially Preferred Alternative (IPA).

During Feasibility Assessment, community involvement will generally be limited to coordination with municipal staff and officials, although, if deemed necessary, the department may decide to conduct public meetings. A resolution of support from the community governing body is generally sought.

Feasibility Assessment will culminate in a presentation to the CPC regarding the potential project. If deemed worthy, the project will be assigned to a PM and allowed to advance to PD. If the project is determined to be “fatally flawed,” it will be recommended for termination, or recycled for reconsideration as part of Concept Development.

When CD and FA are accomplished as a combined task, as in Pipeline 2 projects, it is often referred to as Scope 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, generally a public meeting will be arranged which may lead to minor adjustments to the project’s scope. Ultimately, 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 such things as 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 4-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.



## **PROJECT METHODOLOGY**

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

Where possible, the management system data were used 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 are linked 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 seventeen digit number that identifies the county, municipality, route number, suffix and direction for a particular roadway segment. When the beginning and ending milepost information is added, a specific segment of roadway is identified.

### **Congestion Management Process (CMP)**

The CMP is a systematic process for managing congestion that provides information on transportation system performance. It recommends a range of strategies to minimize congestion and enhance the mobility of people and goods. These multimodal strategies include, but are not limited to, operational improvements, travel demand management, policy approaches, and additions to capacity. The CMP advances the goals of the DVRPC Long Range Plan and strengthens the connection between the Plan and the Transportation Improvement Program (TIP). The CMP was used to identify potential problem areas that were related to congestion.

In coordination with other management systems, the CMP serves the following purposes:

1. It provides technical information for consideration in updating the TIP as to what may be the most efficient subcorridors and transportation strategies for investment of the limited dollars available.
2. It helps with reviewing and prioritizing the list of existing study and development proposals and with feeding new ones into consideration.
3. It is used in selecting corridor studies for DVRPC, which later result in study and development proposals.

## **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 international 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, and the segments were sorted showing which segments are in need of the most work.

## **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, and lane width, to condition ratings for the deck, superstructure and substructure for each bridge. Similar to the NJPMS, the NJBMS has a rating, called 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 considered 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. This type of problem makes excellent candidates for the deck rehabilitation program that NJDOT has started.

## **Crash Record Database**

NJDOT's crash record database includes records for accidents that occur in New Jersey. Each record contains data collected at the accident location. In order to identify locations with safety related problems, NJDOT's crash record database was analyzed. DVRPC used eight accidents in a given year or twenty-four accidents in a three year period, at an intersection, as an indicator of a problem location. Since each record in the database is broken down by a hundredth of a milepost, "at the intersection" was considered to be approximately 0.1 of a mile 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

2002, 2003, and 2004 data were analyzed to identify which of those locations met the criteria of 24 incidents 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 identified 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 added into the project pipeline via the FY 2007 Study and Development Program. The steering committee reviewed the existing Study and Development Program and identified several projects that had either not progressed in the past year or were not scheduled to move forward this year. These projects, shown in Table 1, were prioritized and forwarded onto NJDOT with the goal of working with NJDOT's staff to ensure further progress of these projects.

**Table 1: Prioritized List of Projects within the FY 2008 Study and Development Program  
(Projects that are not moving or have slipped a phase from FY07- FY08 within the program)**

County	DB Number	Project Title	Last Year's Phase	Current Phase
Burlington	02397	Route 130, Columbus Road/Jones Street	FA 07	PD 08, No funding Identified
Burlington	95078B2	Route 130, Bridgeboro Road/Creek Road	FA 07	CD 08,09
Burlington	95078B3	Route 130 Chester Ave./Haines Mill Road	FA 07	FA 08
Burlington	95078B6	Route 130, Cooper Street and Charleston Road, Intersection Improvements	CD 07	CD 08
Camden	155C	Cooper Bridge Replacement	PD 07	PD 08
Camden	X227A1	Route 168 and Benigno Blvd. Intersection Improvements	PD 07	PD 08
Camden	93263	Route 30, Warwick Road to Jefferson Ave., Intersection Improvements	PD 08	PD 08
Gloucester	97049	Route 77, Swedesboro-Hardingsville Road, Intersection Improvements (CR 538)	PD 07	PD 08, No Funding Identified
Gloucester	02392	Route 41 Deptford Study (Cooper St. and Deptford Center Rd.)	CD 07	CD 08
Gloucester	98344	US 130 - Raccoon Creek Bridge	PD 07	PD 08, No Funding Identified
Gloucester	1340	Route 322 Harrison Twp. Drainage	PD 07	PD 08, No Funding Identified
Mercer	027	Route 1, Franklin Corner Road	FA 07	CD 08
Mercer (Trenton #1)	L064	Route 206, South Broad Street Bridge over Assumpink Creek	FD 07	PD 08 No funding Identified
Mercer	01320	Route 206 & Cherry Valley	CD 07	CD 08
Mercer	95040	Whitehorse Circle		CD 08

DVRPC July 2007

\* Orange shading denotes top priority

## **CORRIDOR SELECTION**

DVRPC, in cooperation with NJDOT, selects a corridor for comprehensive study every year. The candidate corridors are those that were defined by the DVRPC Congestion Management Process as High Priority. One of the goals of the Problem Identification and Prioritization project is to identify though data analysis and steering committee input which of the high priority corridors is in the most need of a DVRPC corridor study.

The steering committee reviewed and ranked the following two candidate corridors:

1. I-295 Camden County
2. NJ 42 Gloucester County

The committee was provided tables containing data from the Pavement and Bridge Management Systems along with crash cluster data from NJDOT's crash record system.

Maps were prepared of each of the corridors with the above mentioned management system data along with the Congestion Management Process layer graphically displayed. After reviewing the data, the committee agreed on the NJ 42 (CMP 3A) corridor (see Figures 2 and 3) as the next corridor to be studied.

As part of a corridor study, DVRPC organizes a study committee composed of NJDOT, New Jersey Transit, county and municipal officials, and the local TMA. DVRPC's staff works with the committee to identify critical transportation issues. Corridor tasks involve reviewing previous studies, conducting field views, and limited data collection to better document the issues. In cooperation with the committee, potential improvement strategies are identified. The strategies are evaluated to determine their effectiveness. The results of the study are documented in a technical report. This technical report lists programs and projects for implementation, and an action plan to advance them. Those final recommendations then become part of the inventory of problem areas.

Figure 2

# NJ 42 - CMP Corridor 3A Bridge Rating, Pavement, and Congestion Levels

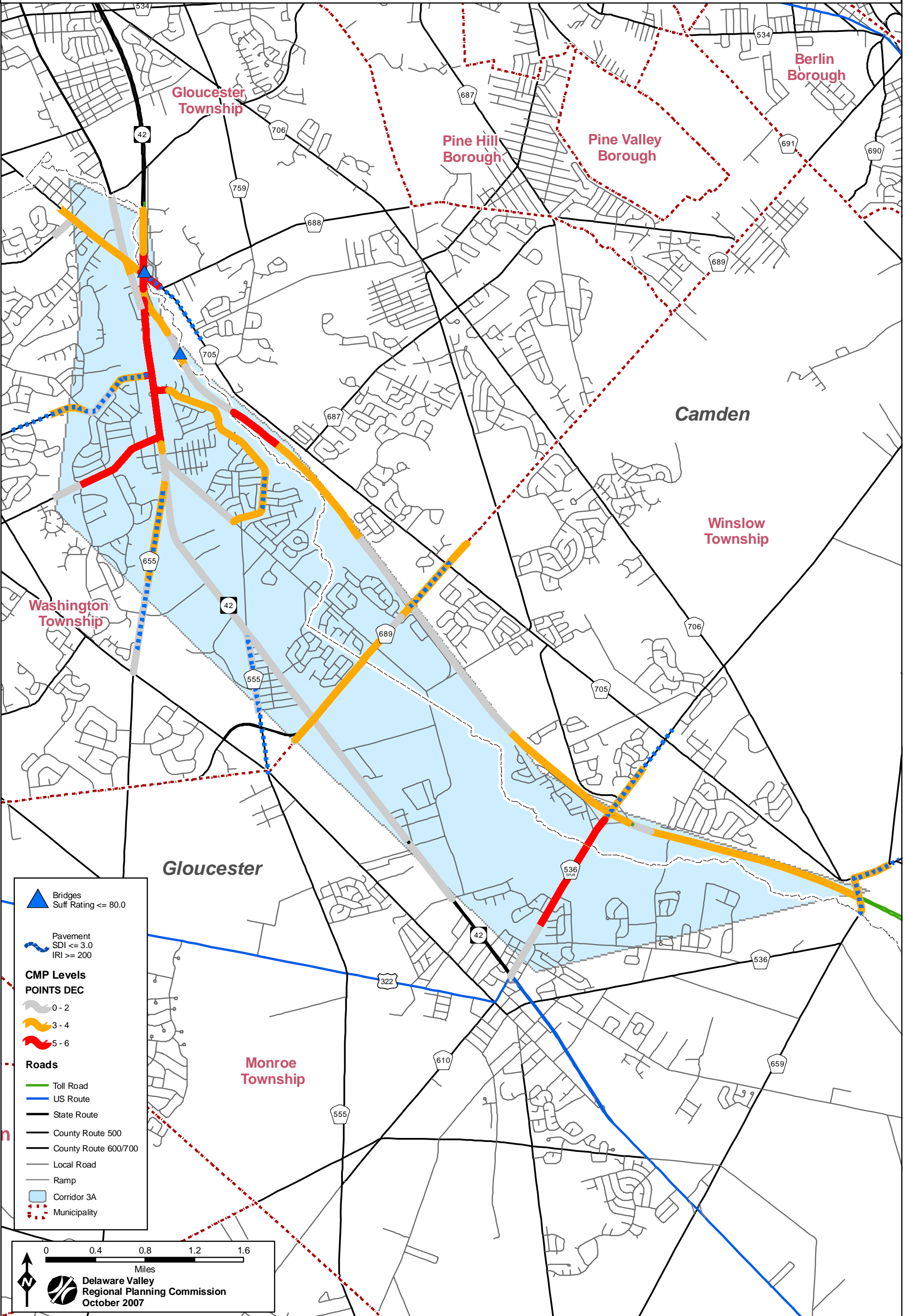
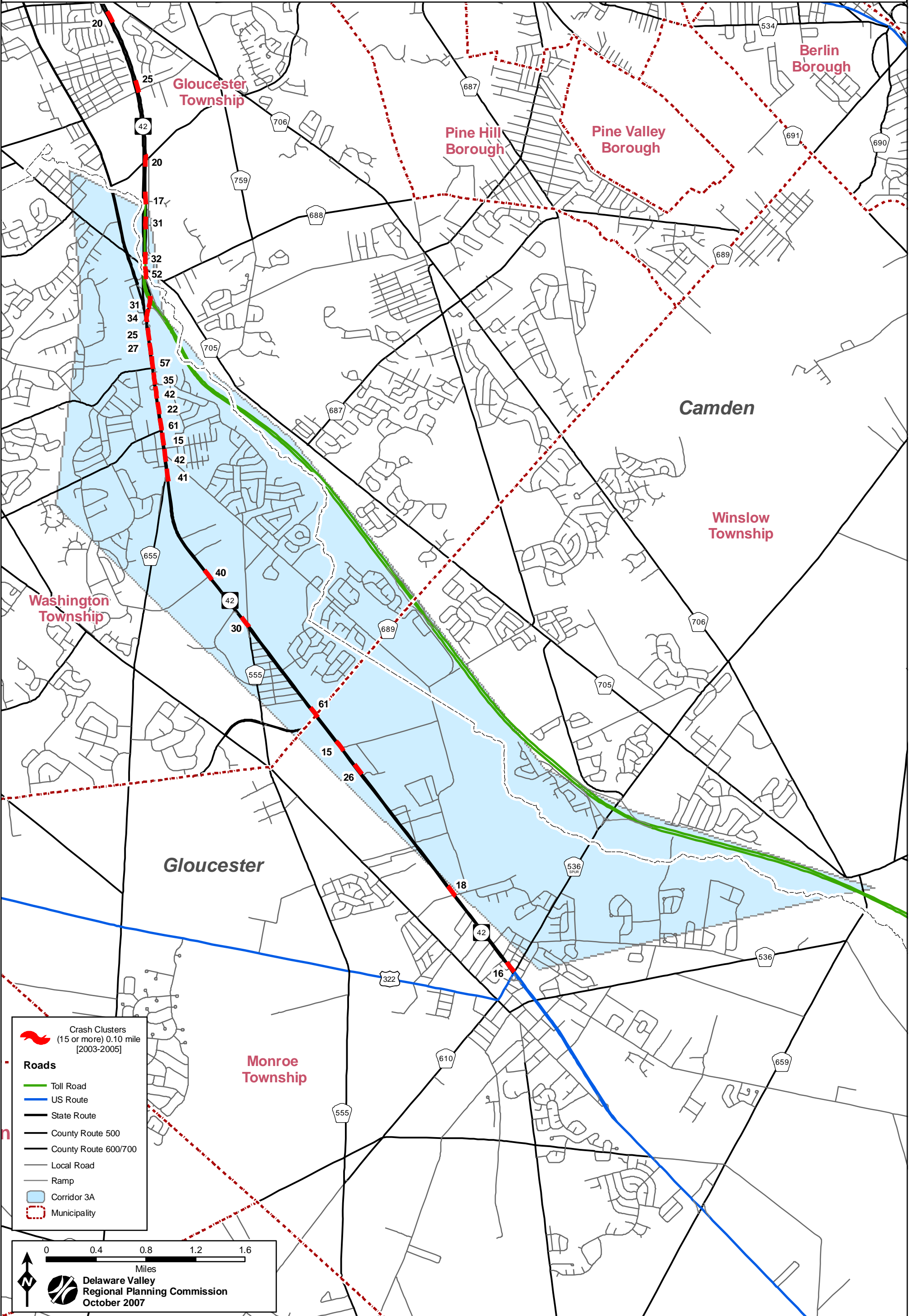




Figure 3

# NJ 42 - CMP Corridor 3A Crash Clusters



## **NEXT STEPS**

The Inventory should be viewed as a continually evolving document. 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



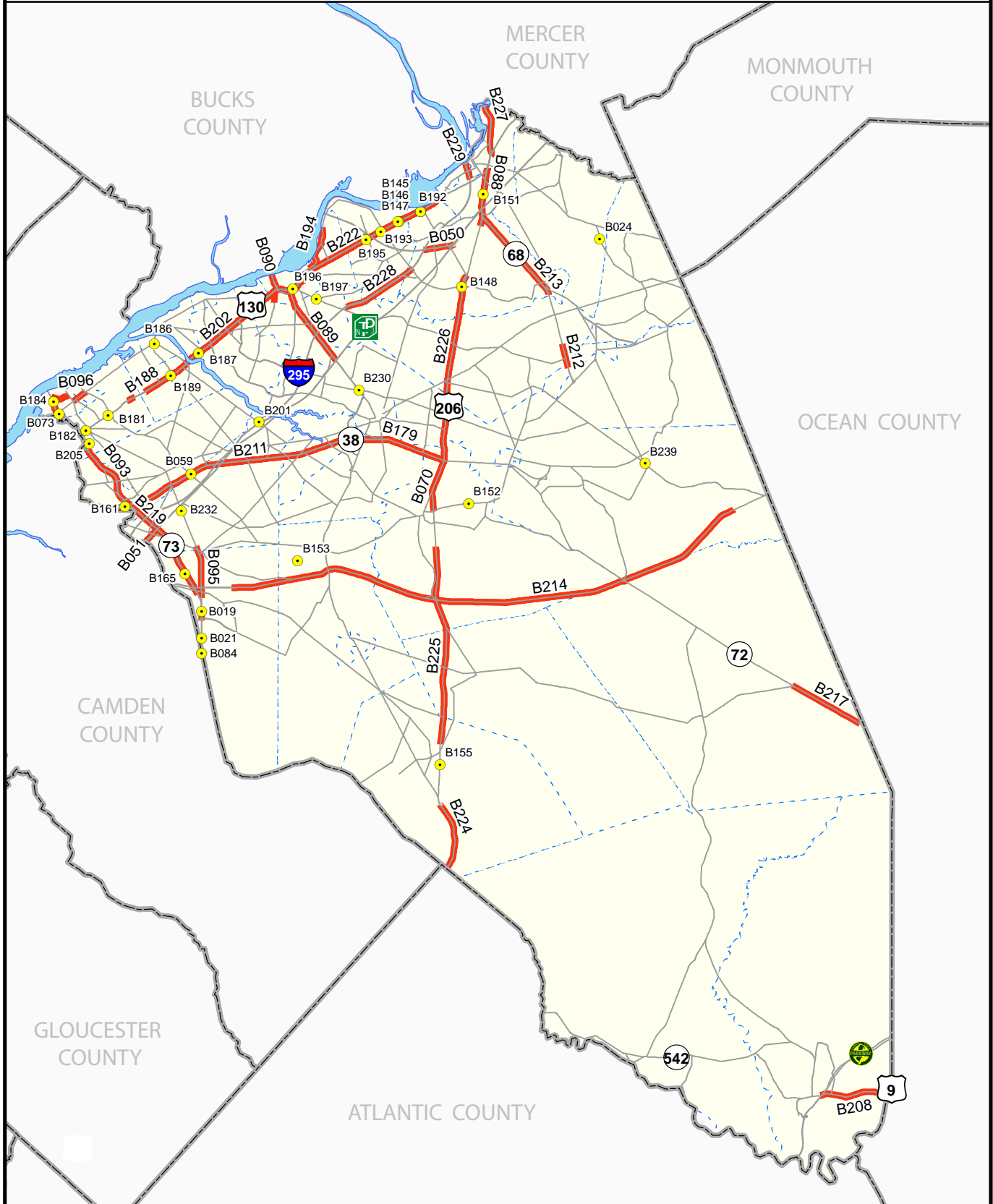
⇒ ⇒ ⇒ ⇒ ⇒ Burlington County



**Delaware Valley  
Regional Planning  
Commission**

# Inventory of Non-Pipeline Transportation Problems

## Burlington County



## Burlington County

## Inventory of Problem Areas

ID	Location	Problems	Source	Improvement	Stakeholders	Municipality	Potential Pipeline
B019	NJ 73 @ Brick Rd	Congestion, Mobility	NJ 73 Task Force	Widen Brick Rd and intersection improvements	Lead: NJDOT, Assist: County, Municipalities	Evesham	2
B021	NJ 73 @ Ardsley Dr	Safety, Congestion, Mobility	NJ 73 Task Force	Intersection Improvements	Lead: NJDOT, Assist: County, Municipalities	Evesham	2
B024	CR 528 Bridge over Branch of Blacks Creek	Safety, Mobility	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

<b>ID</b>	<b>Location</b>	<b>Problems</b>	<b>Source</b>	<b>Improvement</b>	<b>Stakeholders</b>	<b>Municipality</b>	<b>Potential Pipeline</b>
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	Improvement	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	Improvement	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
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



<b>ID</b>	<b>Location</b>	<b>Problems</b>	<b>Source</b>	<b>Improvement</b>	<b>Stakeholders</b>	<b>Municipality</b>	<b>Potential Pipeline</b>
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
B181	US 130 and Moorestown Riverfort Rd.	Congestion, Sight distance, Conflicting movements	US 130 corridor study	New signal, Reconfigure intersection	Lead:NJDOT	Cinnaminson twp	2

<b>ID</b>	<b>Location</b>	<b>Problems</b>	<b>Source</b>	<b>Improvement</b>	<b>Stakeholders</b>	<b>Municipality</b>	<b>Potential Pipeline</b>
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 twp Willingboro	3
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

<b>ID</b>	<b>Location</b>	<b>Problems</b>	<b>Source</b>	<b>Improvement</b>	<b>Stakeholders</b>	<b>Municipality</b>	<b>Potential Pipeline</b>
B189	US 130 and Fairview St	Circulation	US 130 corridor study	Extend Fairview St.	Lead: NJDOT	Delran	2
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
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

<b>ID</b>	<b>Location</b>	<b>Problems</b>	<b>Source</b>	<b>Improvement</b>	<b>Stakeholders</b>	<b>Municipality</b>	<b>Potential Pipeline</b>
B195	US 130 and Florence Busfleton 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 movement 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

<b>ID</b>	<b>Location</b>	<b>Problems</b>	<b>Source</b>	<b>Improvement</b>	<b>Stakeholders</b>	<b>Municipality</b>	<b>Potential Pipeline</b>
B088	US 206: US 130/206 Split to NJ 68	Development, Turn Truck volume, movements, Weaving	NJ Needs & Strategy Dvlpmt 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 Dvlpmt 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 Dvlpmt 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 Dvlpmt Corridor: US 130	Relieve Congestion	Lead: County, Assist: NJDOT	Burlington city	2

<b>ID</b>	<b>Location</b>	<b>Problems</b>	<b>Source</b>	<b>Improvement</b>	<b>Stakeholders</b>	<b>Municipality</b>	<b>Potential Pipeline</b>
B093	NJ 73: Temple Blvd. To CR 537	Development, Volume, Lane reduction, Intersection	NJ Needs & Strategy Dvlpmt 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 Dvlpmt Corridor: US 130	Relieve Congestion	Lead: County, Assist: NJDOT	Riverton Palmyra borough	2
B095	CR 607: Temple Blvd. To Fork Landing Rd.	Dvlpmt, Truck volume, Turn movement, Intersection	NJ Needs & Strategy Dvlpmt 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 Dvlpmt Corridor: US 130	Relieve Congestion	Lead: County, Assist: NJDOT	Palmyra borough	2

<b>ID</b>	<b>Location</b>	<b>Problems</b>	<b>Source</b>	<b>Improvement</b>	<b>Stakeholders</b>	<b>Municipality</b>	<b>Potential Pipeline</b>
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

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



<b>ID</b>	<b>Location</b>	<b>Problems</b>	<b>Source</b>	<b>Improvement</b>	<b>Stakeholders</b>	<b>Municipality</b>	<b>Potential Pipeline</b>
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 twp Willingboro	3
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 Meadow	Drainage, Peak period congestion	NJ 73 corridor study	Realign Main St. ramps	Lead: NJDOT	Maple Shade twp	2

<b>ID</b>	<b>Location</b>	<b>Problems</b>	<b>Source</b>	<b>Improvement</b>	<b>Stakeholders</b>	<b>Municipality</b>	<b>Potential Pipeline</b>
B211	NJ 38 from MP 8.00 to 18.50	Poor Pavement Condition	NJPMS	Resurface	Lead:NJDOT		4
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

<b>ID</b>	<b>Location</b>	<b>Problems</b>	<b>Source</b>	<b>Improvement</b>	<b>Stakeholders</b>	<b>Municipality</b>	<b>Potential Pipeline</b>
B217	NJ 72 from MP 8.10 to 11.30	Poor Pavement Condition	NJPMS	Resurface	Lead:NJDOT		4
B219	NJ 73 from MP 23.90 to 34.00	Poor Pavement Condition	NJPMS	Resurface	Lead:NJDOT		4
B222	US 130 from MP 41.60 to 51.90	Poor Pavement Condition	NJPMS	Resurface	Lead:NJDOT		4
B225	US 206 from MP 12.10 to 16.40	Poor Pavement Condition	NJPMS	Resurface	Lead:NJDOT		4

<b>ID</b>	<b>Location</b>	<b>Problems</b>	<b>Source</b>	<b>Improvement</b>	<b>Stakeholders</b>	<b>Municipality</b>	<b>Potential Pipeline</b>
B226	US 206 from MP 23.30 to 26.60	Poor Pavement Condition	NJPMS	Resurface	Lead:NJDOT		4
B227	US 206 from MP 33.20 to 50.80	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

<b>ID</b>	<b>Location</b>	<b>Problems</b>	<b>Source</b>	<b>Improvement</b>	<b>Stakeholders</b>	<b>Municipality</b>	<b>Potential Pipeline</b>
B232	CR 541 and CR 626	Safety	NJDOT Crash Records	Intersection Improvements	Lead: County		3
B239	CR 541 and Elbow Lane/Mall Entrance	Safety	NJDOT Crash Records	Intersection Improvements	Lead: County		3



# Appendix

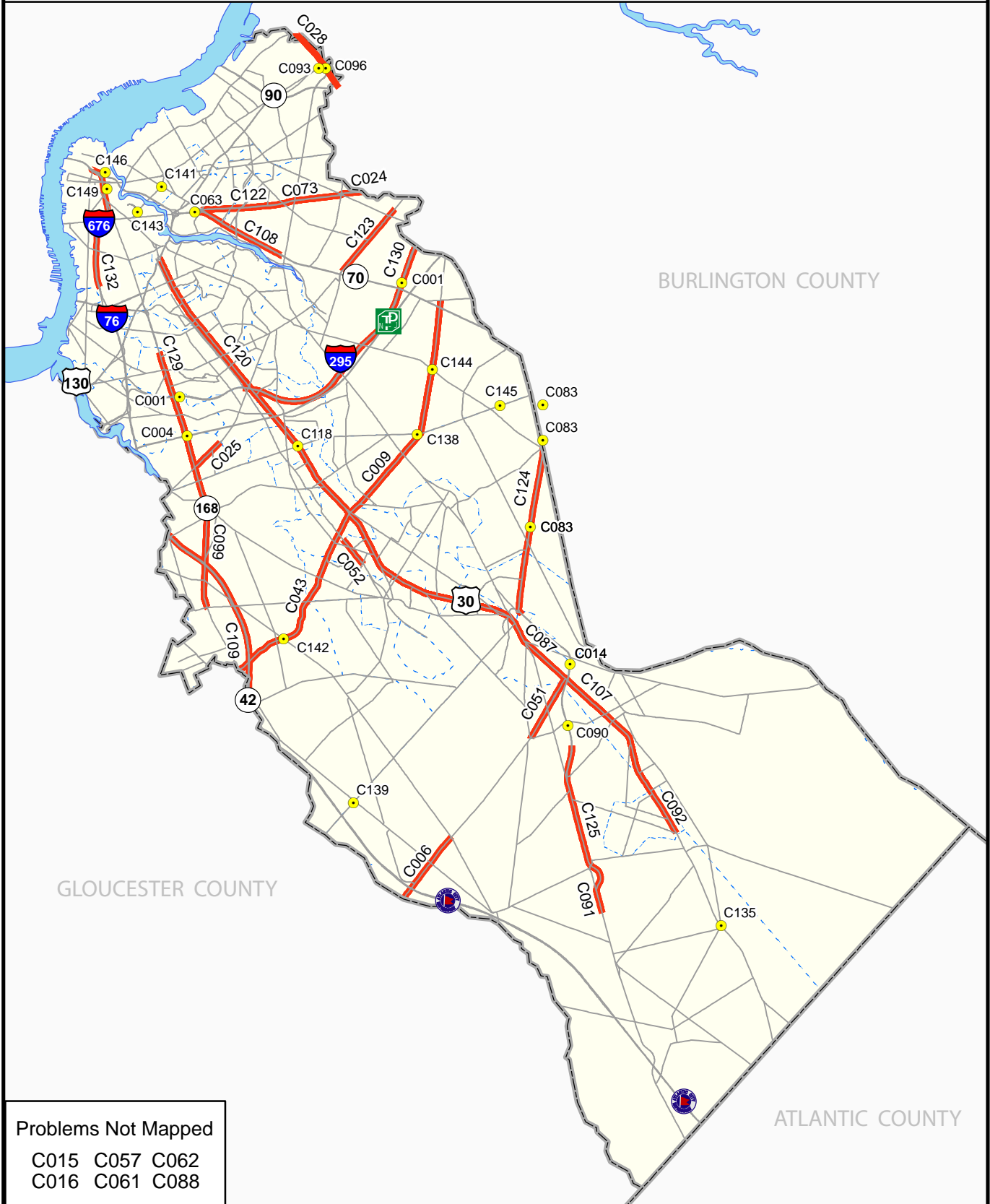
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**Delaware Valley  
Regional Planning  
Commission**

# Inventory of Non-Pipeline Transportation Problems Camden County





## Camden County

## Inventory of Problem Areas

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

<b>ID</b>	<b>Location</b>	<b>Problems</b>	<b>Source</b>	<b>Improvement</b>	<b>Stakeholders</b>	<b>Municipality</b>	<b>Potential Pipeline</b>
C014	Atco Train Station Improvements	Mobility,Safety	County, DVRPC, WPS	Parking expansion and access improvements	Lead: NJ Transit Assist: NJ DOT, County, Municipalities	Waterford	2
C018	Broadway Terminal, Gloucester City Marine and Trans Ocean Maritime	Mobility, ED, Safety	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	Mobility, ED, Safety	GMTF	Reconstruct rail grade crossing on Morgan Blvd.	Lead: SJPC Assist: NJ DOT, Private operator, Municipality	Camden city Gloucester city	3
C018b	Broadway Terminal, Gloucester City Marine and Trans Ocean Maritime	Mobility, ED, Safety	GMTF	Repair rail at main ingress at south end	Lead: SJPC Assist: NJ DOT, Private operator, Municipality	Camden city Gloucester city	3

<b>ID</b>	<b>Location</b>	<b>Problems</b>	<b>Source</b>	<b>Improvement</b>	<b>Stakeholders</b>	<b>Municipality</b>	<b>Potential Pipeline</b>
C018c	Broadway Terminal, Gloucester City Marine and Trans Ocean Maritime	Mobility, ED, Safety	GMTF	Construct a loop rail track at the Bulson St. yard	Lead: SJPC Assist: NJ DOT, Private operator, Municipality	Camden city Gloucester city	3
C024	NJ 38 - CR 616/CR 627 to Burlington County Line	Congestion	NJ CMS	Relieve Congestion	Lead: NJ DOT Assist: County, Municipality	Cherry Hill twp	2
C025	NJ 41 - NJ 168 to Barrington Line	Congestion	NJCMS	Relieve Congestion	Lead: NJ DOT Assist: County, Municipality	Runnemede borough	2
C028	NJ 73 - CR 543 to Fork Landing Rd.	Congestion	NJCMS	Relieve Congestion	Lead: NJ DOT Assist: County, Municipality	Pennsauken twp	2

<b>ID</b>	<b>Location</b>	<b>Problems</b>	<b>Source</b>	<b>Improvement</b>	<b>Stakeholders</b>	<b>Municipality</b>	<b>Potential Pipeline</b>
C043	Laurel Road (CO 673) CO 706 to Lindenwold Boro	Poor Pavement	NJPMS	Resurface Segment	Lead: County Assist: Municipalities	Gloucester	4
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
C057	Stadium Area	Event Traffic	DVRPC	Provide express Bus service to and from South Philadelphia Sports complex	Lead: NJ Transit, CCCT MA	Various	3

<b>ID</b>	<b>Location</b>	<b>Problems</b>	<b>Source</b>	<b>Improvement</b>	<b>Stakeholders</b>	<b>Municipality</b>	<b>Potential Pipeline</b>
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
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

<b>ID</b>	<b>Location</b>	<b>Problems</b>	<b>Source</b>	<b>Improvement</b>	<b>Stakeholders</b>	<b>Municipality</b>	<b>Potential Pipeline</b>
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
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
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

ID	Location	Problems	Source	Improvement	Stakeholders	Municipality	Potential Pipeline
C089	Taunton Road (CR 536 spur): NJ 73 Ramps to Tansboro Road (CR 561)	Prohibited 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	Improvement	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 pvmnt 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 borough	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



<b>ID</b>	<b>Location</b>	<b>Problems</b>	<b>Source</b>	<b>Improvement</b>	<b>Stakeholders</b>	<b>Municipality</b>	<b>Potential Pipeline</b>
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 Runnemedede borough Bellmawr borough	2
C106	Rt. 30 from NJ 41 to NJTumpike.	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

<b>ID</b>	<b>Location</b>	<b>Problems</b>	<b>Source</b>	<b>Improvement</b>	<b>Stakeholders</b>	<b>Municipality</b>	<b>Potential Pipeline</b>
C108	NJ 70 from NJ 38 to CR 644	Relieve Congestion	PMS	Resurface	Lead:NJDOT; Assist:County	Pennsauken twp Cherry Hill twp	4
C109	NJ 42 from CR 705 to CR 544	Relieve Congestion		Resurface	Lead:NJDOT; Assist:County	Gloucester	4
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

<b>ID</b>	<b>Location</b>	<b>Problems</b>	<b>Source</b>	<b>Improvement</b>	<b>Stakeholders</b>	<b>Municipality</b>	<b>Potential Pipeline</b>
C120	US 30 from MP 4.30 to 16.20	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4
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 21.40	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4

<b>ID</b>	<b>Location</b>	<b>Problems</b>	<b>Source</b>	<b>Improvement</b>	<b>Stakeholders</b>	<b>Municipality</b>	<b>Potential Pipeline</b>
C125	NJ 73 from MP 9.90 to 14.00	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 29.30 to 32.00	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4
C132	I-676 from MP 0.0 to 3.80	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4

<b>ID</b>	<b>Location</b>	<b>Problems</b>	<b>Source</b>	<b>Improvement</b>	<b>Stakeholders</b>	<b>Municipality</b>	<b>Potential Pipeline</b>
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 borough	3
C138	CR 544 and CR 673	Safety	NJDOT Crash Records	Intersection Improvements	Lead: County		3

<b>ID</b>	<b>Location</b>	<b>Problems</b>	<b>Source</b>	<b>Improvement</b>	<b>Stakeholders</b>	<b>Municipality</b>	<b>Potential Pipeline</b>
C-139	CR 689 and CR 705	Safety	NJDOT Crash Records	Intersection Improvements	Lead: County		3
C-141	CR 601 and CR 608	Safety	NJDOT Crash Records	Intersection Improvements	Lead: County		3
C-142	CR 673 and CR 706	Safety	NJDOT Crash Records	Intersection Improvements	Lead: County		3
C-143	CR 608 and Park Ave	Safety	NJDOT Crash Records	Intersection Improvements	Lead: County		3

<b>ID</b>	<b>Location</b>	<b>Problems</b>	<b>Source</b>	<b>Improvement</b>	<b>Stakeholders</b>	<b>Municipality</b>	<b>Potential Pipeline</b>
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
C146	N. 10th Street and Linden Street	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

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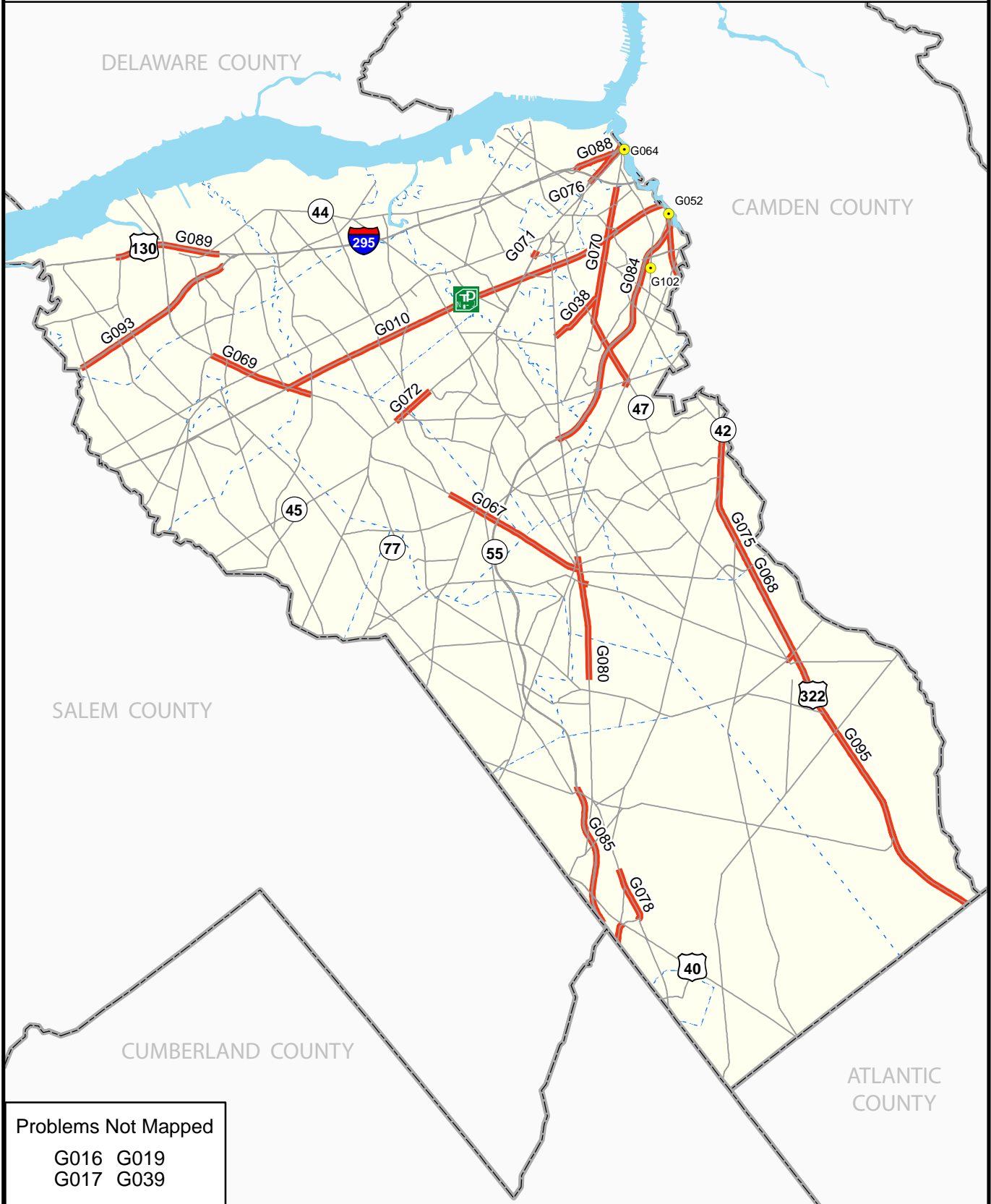
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**Delaware Valley  
Regional Planning  
Commission**

# Inventory of Non-Pipeline Transportation Problems

## Gloucester County



Problems Not Mapped  
 G016 G019  
 G017 G039

## Gloucester County

## Inventory of Problem Areas

ID	Location	Problems	Source	Improvement	Stakeholders	Municipality	Potential Pipeline
G010	NJ Turnpike Between Interchange #2 and Interchange #3	Congestion, Mobility, AQ	County	Construct a new interchange	Lead: NJ TPK Assist: NJ DOT, Municipalities, NJ Transit	Various	1
G016	Camden, Gloucester - Rail Improvement	Congestion, Mobility, AQ, ED	County, DVRPC, LRP, NJ OSP	Construct light rail line from Camden City into Gloucester Co.	Lead: DRPA: Counties, NJ Transit	Various	1
G017	Bicycle Facilities	Mobility, Safety, AQ	NJ OSP	Construct on and off road bicycle facilities	Lead: Municipality Assist: County, NJ DOT, CCCTMA	Deptford	2
G019	Center Square/Swedesboro TMA	Congestion, Mobility, AQ, ED, Safety	NJ OSP	Create a Transportation Management Association for the proposed Center Square/Swedesboro regional center	Lead: County Assist: NJ DOT, Municipality	Logan Swedesboro borough Woolwich	2

<b>ID</b>	<b>Location</b>	<b>Problems</b>	<b>Source</b>	<b>Improvement</b>	<b>Stakeholders</b>	<b>Municipality</b>	<b>Potential Pipeline</b>
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
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	Improvement	Stakeholders	Municipality	Potential Pipeline
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
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

<b>ID</b>	<b>Location</b>	<b>Problems</b>	<b>Source</b>	<b>Improvement</b>	<b>Stakeholders</b>	<b>Municipality</b>	<b>Potential Pipeline</b>
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
G056	NJ Route 168 over Grenloch Lake	Sufficiency rating - 69.6. Requires rehab.	NJ DOT	Deck Rehab	Lead : NJDOT Assist: County	Washington	3
G075	NJ 42 from MP 1.50 to 12.50	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4

<b>ID</b>	<b>Location</b>	<b>Problems</b>	<b>Source</b>	<b>Improvement</b>	<b>Stakeholders</b>	<b>Municipality</b>	<b>Potential Pipeline</b>
G076	NJ 45 from MP 22.50 to 28.40	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4
G078	NJ 47 from MP 51.90 to 55.10	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4
G080	NJ 47 from MP 59.0 to 63.20	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4
G084	NJ 55 N from MP 51.40 to 60.50	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4

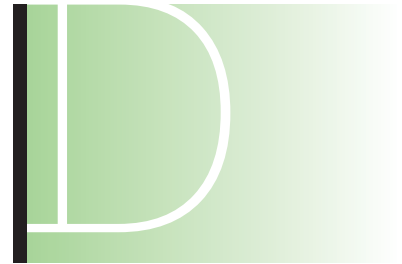
<b>ID</b>	<b>Location</b>	<b>Problems</b>	<b>Source</b>	<b>Improvement</b>	<b>Stakeholders</b>	<b>Municipality</b>	<b>Potential Pipeline</b>
G085	NJ 55 from MP 43.60 to 48.0	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4
G088	US 130 N from MP 24.90 to 31.50	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4
G089	US 130 S from MP 10.80 to 13.70	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4
G093	I-295 from MP 10.20 to 13.80	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4



ID	Location	Problems	Source	Improvement	Stakeholders	Municipality	Potential Pipeline
G095	US 322 from MP 2.2 to 32.90	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4
G102	CR 621 and NJ 55/Depford Center Road	Safety	NJDOT Crash Records	Intersection Improvements	Lead: County		3



# Appendix

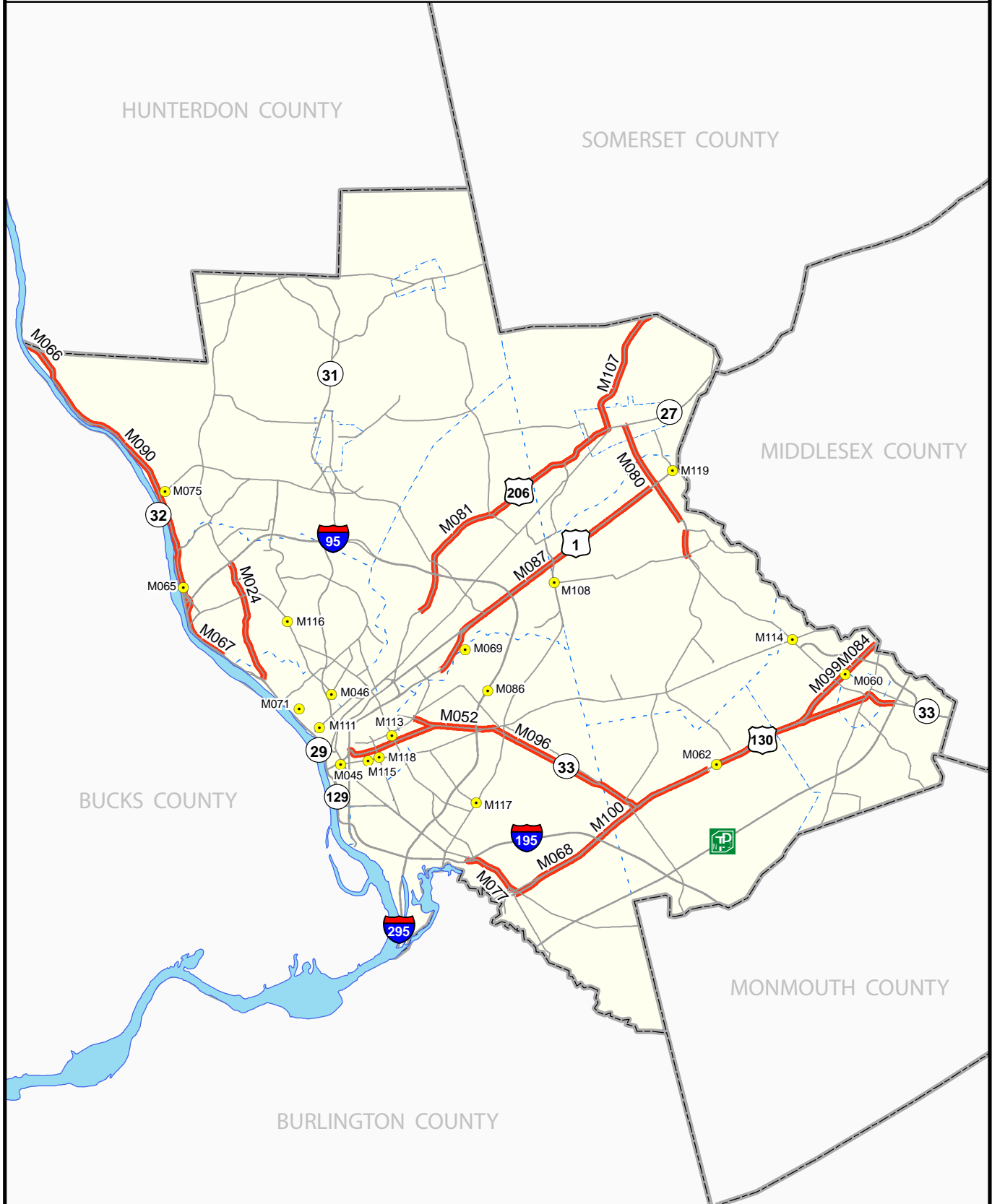


➡ ➡ ➡ ➡ ➡ Mercer County



**Delaware Valley  
Regional Planning  
Commission**

# Inventory of Non-Pipeline Transportation Problems Mercer County



**Mercer County****Inventory of Problem Areas**

<b>ID</b>	<b>Location</b>	<b>Problems</b>	<b>Source</b>	<b>Improvement</b>	<b>Stakeholders</b>	<b>Municipality</b>	<b>Potential Pipeline</b>
M021	NJ 33 - CR 535 to White Horse Hamilton Square Rd.	Congestion	NJ CMS	Relieve Congestion	Lead: NJ DOT Assist: County, Municipality	Hamilton	2
M024	CR 579 - I-95 to NJ 29	Congestion	NJ CMS	Relieve Congestion	Lead: County Assist: Municipality	Trenton city Ewing twp	2
M045	Center Street Bridge over Amtrak	Safety, Mobility	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

<b>ID</b>	<b>Location</b>	<b>Problems</b>	<b>Source</b>	<b>Improvement</b>	<b>Stakeholders</b>	<b>Municipality</b>	<b>Potential Pipeline</b>
M062	US 33/Nottingham Way - Whitehead Rd. to CR 533	Poor Pavement, Congestion	DVRPC	Resurface	Lead: NJDOT Assist: County	Hamilton	4
M060	US Route 130 over Rocky Brook	Deck needs replacement.	NJ DOT	Deck Replacement	Lead: NJDOT; Assist: County	E. Windsor	3
M062	NJ 33 & US 130/ Assunpink Creek	Sufficiency rating 91.8. Deck requires rehab.	NJ DOT	Deck Rehab	Lead: NJDOT; Assist: County	Washington	3
M065	NJ 175 at NJ 29	Pavement Rating - 1.4	NJ PMS	Resurface	Lead: NJDOT	Ewing twp	4

<b>ID</b>	<b>Location</b>	<b>Problems</b>	<b>Source</b>	<b>Improvement</b>	<b>Stakeholders</b>	<b>Municipality</b>	<b>Potential Pipeline</b>
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	Rehabilitation/Replacement	Lead: NJDOT	Lawrence twp	3

<b>ID</b>	<b>Location</b>	<b>Problems</b>	<b>Source</b>	<b>Improvement</b>	<b>Stakeholders</b>	<b>Municipality</b>	<b>Potential Pipeline</b>
M071	Hermitage Ave. over D&R Canal Feeder	Sufficiency rating - 38.6. Requires rehab/replace.	NJ BMS	Rehabilitation/Replacement	Lead :NJDOT	Trenton city	3
M075	Washington Crossing over D&R Canal Feeder	Sufficiency rating - 49.5. Requires rehab/replace.	NJ BMS	Rehabilitation/Replacement	Lead: NJDOT	West Windsor twp	3
M077	CR 524 from I-195 to US 130	Congestion, Mobility, AQ	NJ DOT	Relieve Congestion	Lead: NJDOT; Assist: County	Hamilton	2
M081	US 206 from Windwood Rd. to Birch Ave.	Congestion, Mobility, AQ	NJ DOT	Relieve Congestion	Lead: NJDOT; Assist: County	Lawrence twp Princeton Twp Princeton borough	2



<b>ID</b>	<b>Location</b>	<b>Problems</b>	<b>Source</b>	<b>Improvement</b>	<b>Stakeholders</b>	<b>Municipality</b>	<b>Potential Pipeline</b>
M084	US 130 from Old Hightstown Rd. to CR539	Congestion, Mobility, AQ	NJ DOT	Relieve Congestion	Lead:NJDOT; Assist:County	E. Windsor	2
M086	I-295 SB at Exit 64	Missing Ramp	County/Towns hip	New Ramp for Westbound Traffic	Lead: NJDOT; Assist: County	Hamilton	1
M087	US 1 from MP 4.10 to 10.80	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4
M088	US 1B from MP 1.20 to 2.40	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4

<b>ID</b>	<b>Location</b>	<b>Problems</b>	<b>Source</b>	<b>Improvement</b>	<b>Stakeholders</b>	<b>Municipality</b>	<b>Potential Pipeline</b>
M090	NJ 29 from MP 10.10 to 17.0	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
M099	US 130 N from MP 65.00 to 70.0	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4
M100	US 130 S from MP 55.70 to 64.70	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4

<b>ID</b>	<b>Location</b>	<b>Problems</b>	<b>Source</b>	<b>Improvement</b>	<b>Stakeholders</b>	<b>Municipality</b>	<b>Potential Pipeline</b>
M107	US 206 from MP 38.40 to 55.9	Poor Pavement Condition	NJPMS	Resurface	Lead: NJDOT		4
M108	CR 533 and CR 638	Operational	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
M113	CR 622 and CR 635	Safety	NJDOT Crash Records	Intersection Improvements	Lead: County		3

<b>ID</b>	<b>Location</b>	<b>Problems</b>	<b>Source</b>	<b>Improvement</b>	<b>Stakeholders</b>	<b>Municipality</b>	<b>Potential Pipeline</b>
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
M117	CR 533 and CR 619	Safety	NJDOT Crash Records	Intersection Improvements	Lead: County		3

ID	Location	Problems	Source	Improvement	Stakeholders	Municipality	Potential Pipeline
M118	CR 626 and CR 606	Safety	County	Intersection and signal improvements	Lead : Trenton, Assist : County	Trenton city	
M119	US 1 SB and CR 629	Congestion	County	Intersection Improvement, Addition of right turn lane from CR 629 to US 1	Lead : NJDOT, Assist : County	West Windsor twp	



# Appendix



NJDOT Problem Statement Form



**Delaware Valley  
Regional Planning  
Commission**





## 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 \_\_\_\_\_

D i s p o s i t i o n

\_\_\_\_\_

\_\_\_\_\_

Initiator notified of disposition \_\_\_\_\_

Lead Unit notified of disposition (if applicable)

\_\_\_\_\_

\_\_\_\_\_



## **Attachment 1**

### Information required on Transportation Problem Statements

- Concise statement of need.
- Proposed concept and/or scope of work of a capital improvement project to address the identified need where appropriate.
- 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.
- Current traffic counts and accident rates, with respect to the following program categories: Bridge Rehabilitation and Replacement, Highway Rehabilitation and Reconstruction, Safety Intersection Improvements.
- Identification of individuals or groups who may be sponsoring or supporting the proposed project.
- 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.
- 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

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**Publication No.:** 07019

**Date Published:** February 2008

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

**Key Words:** Congestion Management Process, Pavement Management System, Bridge Management System, Crash Records, 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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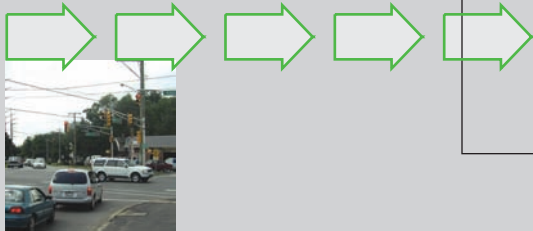




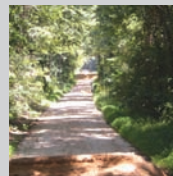
# INTJ



## New Jersey Project Identification & Prioritization



an Inventory of  
Transportation Problems  
in the New Jersey Subregion



**Delaware Valley  
Regional Planning  
Commission**