
South Jersey Transportation Planning Organization

2006 Road Safety Scan

ATLANTIC COUNTY



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Introduction

The South Jersey Transportation Planning Organization (SJTPO), in June of 2005, posted an RFP for a Road Safety Scan to be conducted on county roads in predominately the western sector of Atlantic County. While Road Safety Audits (RSA) have been performed before, the concept of a Road Safety Scan (RSS) is, to the best of our knowledge, unique. The competing firms had to develop their own vision of what the RSS would be, how to conduct it and present its findings in a manner most useful to the end user. SJTPO selected Orth-Rodgers & Associates, Inc. (ORA) and its subconsultant, A Tech Engineering, to conduct the RSS.

The sections of roadway to be studied were selected by SJTPO with the cooperation of Atlantic County. Forty-five sections of road, consisting of 137 miles of road, were included in the original RFP. Firms were requested to include in their proposal the number of sections they thought they could do for the budget allotted for the project. ORA committed to doing 99.4 miles, or the first 31 sections of roadway. At the request of SJTPO, this was later changed to the first 27 sections and the addition of CR 585 (Shore Road), between Route 52 and Route US 30, for a total of 99.09 miles. Once conducting the field views, ORA staff was able to also survey two additional sections of roadway listed in the report as 29X and 30X, which increased the total miles surveyed to 104.94 miles.

The sections of road to be scanned are listed on page 2 of this report.

**Western Atlantic County Roads
FY 2006 Road Safety Scan**

Order of Priority	County Road	Milepost	Segment Names	Beginning and End	Municipalities	Length In Miles
1	559	10.42 to 26.36	Weymouth/ Main Street/ Somers Point-Mays Landing Road	Miry Run to Seventh St.	Hamilton Twp.	15.89
2	575	8.67 to 11.53	Wrangleboro Road	Route 40/322 to Galloway Twp. Line	Hamilton Twp.	2.86
3	561	19.71 to 23.95	Moss Mill Road/ Egg Harbor Road	West of Maple St. to Winslow Border	Hammonton Town	4.24
4	557	17.70 to 27.73	Tuckahoe Road	Route 40 to CR 669	Weymouth Twp. Buena Vista Twp.	10.03
5	552	21.82 to 27.48	Broad St./ Millville Ave. Bears Head Rd.	Buena Vista Border to Route 40		6.16
6	614	0.00 to 4.02	Cologne Avenue	Route 40 to Galloway Twp. Line	Hamilton Twp.	4.02
7	561	11.53 to 19.71	Duerer Street/ Moss Mill Road	Moss Mill Rd to Seventh St.	Mullica Twp.	8.18
8	617	0.00 to 0.36	River Drive	Route 40 to CR 559 (entire length)	Hamilton Twp.	0.36
9	606	0.00 to 0.51	Old Harding Highway	Route 40 to CR 559 (Weymouth Twp.)	Hamilton Twp.	0.51
10	678	0.00 to 1.59	13 th Street/ Fairview Avenue	Chew Road to Route 30	Hammonton Town	1.59
11	690	2.23 to 2.78	Weymouth Road	Friendship Rd. to Rt. 54	Buena Vista Twp.	0.55
12	616	Entire length	Mill Street	Route 40 to Weymouth Rd.	Hamilton Twp.	0.36
13	669	0.00 to 1.96	11 th Avenue	CR 666 to Maple Ave. (Twp. line)	Weymouth Twp.	1.96
14	680	Entire length	Broadway	Route 30 to CR 542	Hammonton Town	0.70
15	724	Entire length	3 rd Street/ Wiltsey Mill Road	Camden Co. Line to CR 542	Hammonton Town	1.83
16	559A	7.36 to 9.49	Ocean Heights Ave./ Gravely Run Road	CR 559 to Twp. Line Harbor Ave.	Hamilton Twp.	2.13
17	542	0.00 to 4.08	Central Ave./ Hammonton-Pleasant Mills Rd.	Route 54 to Mullica Twp. Line	Hammonton Town	4.08
18	688	Entire length	First Road	Route 54 to CR 640	Hammonton Town	2.46
19	602	Entire length	Egg Harbor Road	CR 561 to Route 30	Hammonton Town	0.95
20	627	0.00 to 0.76	Central Avenue	Oak Rd./ CR 681 to Boro Line	Buena Vista Twp.	0.76
21	542	4.08 to 8.0	Nesco Road	CR 693 to Mullica River	Mullica Twp.	3.92
22	655	Entire length	Lincoln Avenue	Cumberland Co. Line to CR 619	Buena Vista Twp.	1.90
23	563	21.96 to 24.23	Green Bank Road	Egg Harbor City Line to Burlington Co. Line	Mullica Twp.	3.07 2.27
24	679	Entire length	Main Road	Route 30 to CR 542	Hammonton Town	1.08
25	540	39.38 to 43.16	Landis Avenue/ Cedar Avenue	County Line to Route 40	Buena Vista Twp.	3.78
26	681	Entire length	Oak Road	Oak Road	Buena Vista Twp.	2.78
27	559	26.31 to 30.84	Chew Road/ Second Road	Route 561 to Seventh St.	Hammonton Town	4.53
28	585	0.00 to 9.57	Shore Road	Route 52 to Route 30	Somers Point City, Lindwood City, Northfield City, Pleasantville City, Absecon City	9.57
29X	613	0.00 to 3.03	Middle Road	Route 30 to Route 206	Hammonton Town	3.03
30X	671	0.00 to 2.46	Union Road	Cumberland County Line to CR 557	Buena Vista Twp.	2.46
					TOTAL	104.94

Understanding of the Project

This project is a scaled down version of a Road Safety Audit (RSA) which allows the assigned traffic engineers, with safety study backgrounds, to cover significantly more road mileage than could be accomplished by any RSA.

By driving the selected roadway sections, first at the posted speed limit and then at slower speeds, stopping as necessary to take pictures and measurements, the traffic engineers will be looking for deficiencies in the traffic signals, signing, pavement markings, clear zone violations, sightlines at intersections, edge of pavement drop-offs, guide rail end treatments, embankments, etc. When evaluating traffic control devices, since they are retroreflective, observations during hours of darkness were also made. Local participation in the RSA is encouraged, as the local officials are often the most familiar with the safety issues along their roads, along with any recent or proposed improvements. To assist in office reviews and for future County reference, videotape for each direction of travel was taken.

As with an RSA, there are three primary parts of an RSS: 1) the data collection phase; 2) the field view; and, 3) the preparation of the report and findings.

The **data collection phase** is much abbreviated from an RSA. Crash data printouts for the various sections of road are obtained in a format listing the crashes in order by milepost, type, direction of travel, weather condition, light condition, date, time of day, and injury. The data is reviewed by the traffic engineers prior to and during the scans to assist them in identifying potential safety problems. The **field view** is conducted by the traffic engineers and any local and County safety officials wishing to participant. The team leader prepares a **draft report** that documents the RSS findings and any recommended actions. The draft report is distributed to SJTPO, Atlantic County and any other local officials who participated in the Scan. A final report is then prepared by the team leader incorporating the agreed upon draft report comments.

TECHNICAL APPROACH

Field Views

Once arriving on site, the roadway segment is initially driven in each direction for its entire length at the posted speed limits in order to obtain an overview of the route, prevailing conditions, general opinions of the traffic controls, roadway environment, noting locations previously identified as high crash locations.

The next step is to drive the roadway at much slower speeds, stopping as necessary to evaluate a specific location, take pictures which will be used in the report, obtain measurements if needed, identify any deficiencies along with recommendations to alleviate those deficiencies. Each location is identified as accurately as possible by milepost or distance from an intersection or prominent buildings, objects, etc.

If necessary, each location for which a recommendation is being made will be flagged, given a unique identification number, and noted on a copy of the county line diagram as close as practical to the actual location.

Each roadway will be driven as many times as necessary in both directions until such time as it is felt that all shortcomings have been identified.

Nighttime Field Views

Since one of the primary focuses of an RSS is to evaluate the effectiveness of traffic control devices, due to their retroreflectivity characteristics, such an evaluation must be accomplished during hours of darkness. Therefore, nighttime observations of all routes must be conducted. In addition, nighttime observations can clearly identify the need for street lighting, especially at intersections, on horizontal curves, etc. Also, sometimes inadvertently, private developers may have installed some spot or floodlights on private property that, if aimed improperly, could

distract motorists or create blind spots on the roadway. Usually a recommendation just to re-align those lights alleviates the problem.

Report

Due again to the budgeting constraints, the final report will not contain some of the background information. After a brief introduction, the report will state what was audited, when, by whom, and the general findings. This will be followed by specific site findings, justification for and recommended solutions. In order to clearly identify the problem locations, pictures and sketches will be included as deemed appropriate. A table will be developed similar to that used in the RSA reports to identify recommended improvements. They also will be made part of the final report. Both a draft and final report (5 copies) will be prepared in sufficient detail to enable advancement of the recommended improvements.

Videotaping

All road segments will be videotaped through the windshield of a vehicle in both directions. In order to make the videotape more “user friendly,” a voice will be heard during the taping with the following information as the tape progresses along the route: the roadway name, date of the filming and direction of travel will be announced at the beginning of each route and when turning around to film in the other direction.

As the film progresses, the videographer will announce the name of each cross street (if clearly identified), speed limits as they change, mile posts, schools, firehouses, municipal buildings, playgrounds, or other key landmarks.

Other Information

Additional materials reviewed by ORA prior to the formal audit process included videotapes taken by A-TECH Engineering.

THE SCANS

The actual scans were conducted in March, April and May of 2006. All scans were conducted by Mr. Deitch and Mr. Strathern who were often accompanied Mr. John Masi and Mr. Edward Newman of the Atlantic County Engineer's office. The participation of Mr. Masi and Mr. Newman was an invaluable asset to the team. Their knowledge of the roads and their past safety issues, recent changes and improvements, as well as the planned improvements contributed greatly to the usefulness of the scans. This cannot be overstated and Atlantic County should be commended for their participation.

The next section of the report summarizes the findings from the roadway inspections. Each roadway section has a number shown in the index from 1 to 28, with the additional locations listed as 29X and 30X. Each specific safety issue is consecutively numbered so that the safety issue number for each roadway segment has a unique number, i.e., 2-3 designates the third safety issue found on road segment 2, Wrangleboro Road.

Findings

Location 1

CR 559

MP 10.42 to MP 26.31

Location 1 – CR 559 – MP 10.42 to MP 26.31

**Chew Road/ Second Road
Miry Run to Seventh Street
Hamilton Township
(15.89 miles)**

DAYTIME FIELD VIEW								
CR 559 – Chew Road/ Second Road								
	SAFETY ISSUE	REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
1-1	Both directions of travel vicinity MP 10.8 – horizontal curve.	Consideration should be given to installing chevron alignment signs facing both directions of travel.	X				X	
1-2	Guide rail on both sides of road just south of MP 11 – end treatments that do not conform to current standards.	Consideration should be given to revising guide rail end treatments to current standards			X			X
1-3	Southbound side just north of Crescent Lane – mailbox installed on concrete block wall which appears to serve no other purpose then to support mail box (#4625). May be within county R.O.W.	Contact property owner regarding removal of concrete wall once R.O.W. is determined.		X			X	
1-4	RPMs along centerline are worn, damaged, missing or otherwise in poor condition.	Consideration should be given to replacing the RPMs.		X			X	
1-5	Horizontal curve in the vicinity of MP 10.8 could use more delineation.	Consideration should be given to installing chevron alignment warning signs facing both directions of traffic.	X				X	
1-6	Southbound side – mile markers 13 & 14 are missing.	Install signs.	X			X		

Location 1 Daytime Field View continued

	SAFETY ISSUE	REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
1-7	Northbound side – horizontal curve through intersection of CR 559A could use more delineation.	Install chevron alignment warning signs on the northeast corner of the intersection beginning at the guardrail and extending north to the creek.	X				X	
1-8	Northbound side just north of CR 616 - “NORTH CR 559” confirming route marker, north plate is worn.	Install new NORTH plate.	X			X		
1-9	Vicinity of MP 20 – sweeping curve could use more delineation.	Consideration should be given to installing chevron alignment warning signs facing both directions of travel.	X				X	
1-10	Southbound side in the vicinity of milepost 19.1 – curve warning sign to the left is worn.	Install new sign.	X			X		
1-11	Southbound side approaching Babcock Road – crossroad symbol sign. Babcock Road is signalized. Therefore, crossroad symbol sign is inappropriate.	Remove crossroad symbol sign.	X			X		
1-12	Northbound side approaching Babcock Road – crossroad symbol sign. Babcock Road is signalized. Therefore, crossroad symbol sign is inappropriate.	Remove crossroad symbol sign.	X			X		
1-13	Northbound side approaching Babcock Road – guide sign 400 or 500 feet in advance of intersection has horizontal arrows to right on sign. Because of the distance the sign is located in advance of the intersection sign should have up and over arrows to the right.	Replace sign with a sign with up and over arrows to the right.	X			X		

Location 1 Daytime Field View continued

	SAFETY ISSUE	REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
1-14	Southbound side approaching CR 559A – guide sign for CR 559A-Ocean Heights Avenue with direction “KEEP LEFT” that should read “NEXT LEFT”.	Replace with sign that reads “NEXT LEFT”	X			X		
1-15	Northbound side north of CR 559A – signal ahead sign not needed.	Remove “SIGNAL AHEAD” sign.	X			X		
1-16	Northbound side – Milepost 13 sign is missing.	Install milepost 13 sign.	X			X		
1-17	Northbound side approaching Atlantic Avenue-signal indication on end of mast arm needs to be re-aimed so that it is more visible to northbound traffic.	Re-aim signal head.	X			X		
1-18	Atlantic Avenue intersection southeast corner – guide rail is installed apparently to prevent motorist from short cutting across the property. End treatments not to current standards.	The need for the guide rail be evaluated and if retained the end treatment be revised to meet current standards.		X			X	
1-19	At Lenape Street (by dam) horizontal and vertical curve.	Ball bank and sign both directions of travel.	X				X	
1-20	Southbound side at CR 616 – parking lot on corner with concrete filled pipes on both sides of both driveways to parking lot.	Contact property owner regarding the removal of concrete filled posts.	X			X		
1-21	Channelizing physical islands at milepost CR 606 (MP 15.33) -“KEEP RIGHT” signs needed on ends of islands.	Install “KEEP RIGHT” symbol signs.	X			X		
1-22	Milepost 17.2 – guide rail on both sides of road all four ends appear to be damaged.	Evaluate ends of guide rail for needed repairs.		X			X	
1-23	Milepost 18.4 – guide rail appears to be too short to protect motorist from roadside hazard that appears to be a ditch.	Evaluate design of guide rail.		X			X	

Location 1 Daytime Field View continued

	SAFETY ISSUE	REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
1-24	Guide rail northbound side south of milepost 19 appears to be excessively long.	Evaluate design of guide rail		X			X	
1-25	Northbound vicinity of milepost 19.3 – side road symbol sign blocking visibility of curve sign installed north of it.	Relocate side road symbol sign so that it is not obstructing view of curve sign.	X			X		
1-26	Northbound vicinity of milepost 19.3 – curve sign does not reflect the presence of Mizpah Road.	Replace existing curve sign with modified curve sign reflecting the presence of Mizpah Road.	X			X		
1-27	Northbound at milepost 20 – horizontal curve to the right – curve symbol warning sign installed facing northbound traffic. Curve probably warrants advisory speed plate of 40 MPH.	Curve should be ball banked and if warranted advisory speed plate installed below curve symbol sign.	X				X	
1-28	Southbound at milepost 19 – guide rail end treatments not to current standards and section of guide rail appears too long.	Evaluate need for and design of guide rail. Bring end treatments into conformance with current standards.		X			X	
1-29	Southbound vicinity milepost 25.6 – route marker assembly “SOUTH 559” is worn.	Replace route marker assembly.	X			X		
1-30	At AC Expressway overpass – guide rail end treatment not up to current standards. Existing treatments are what are commonly known as “SPEAR” treatments.	Revise guide rail end treatments to current standards		X			X	
1-31	North and south of AC Expressway on both sides of road – inlets not bicycle safe.	Replace with bicycle safe inlets.	X			X		
1-32	Northbound side just south of AC Expressway – two empty signposts.	Remove signposts.	X			X		
1-33	Milepost 24.8 – guide rail end treatments not to current standards.	Revise guide rail end treatments to current standards.		X			X	

Location 1 Daytime Field View continued

	SAFETY ISSUE	REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
1-34	Southbound side vicinity of milepost 24.3 - three sections of guide rail, center section has end treatment not to current standards	Revise guide rail end treatment to current standards.		X			X	
1-35	Milepost 23.6 - guide rail on both sides of road - end treatments do not conform to current standards.	Revise guide rail end treatment to current standards.		X			X	
1-36	Milepost 23.3 - guide rail on both sides of road - end treatments do not conform to current standards.	Revise guide rail end treatment to current standards.		X			X	
1-37	Milepost 21.6 – guide rail on northbound side of road – end treatments do not conform to current standards.	Revise guide rail end treatment to current standards.		X			X	
NIGHTTIME FIELD VIEW CR 559 – Chew Road/ Second Road								
1-38	General comment – RPMs on centerline of road are in very poor condition.	Replace RPMs.			X			X
1-39	Southbound side at RT 40 - “CR 559” with arrow to the right sign assembly is worn.	Replace sign assembly. Also, install in advance of the intersection sign assembly “CR 559” with up and over to the right.	X			X		
1-40	Southbound side just south of RT 40 confirming “CR 559” route marker assembly is worn.	Replace route marked assembly.	X			X		
1-41	Southbound side just north of milepost 24 – curve to the right warning sign with advisory speed plate “40 MPH” is worn.	Replace both curve sign and advisory speed plate.	X			X		
1-42	Southbound side south of milepost 24 – reverse curve warning sign with advisory speed plate “40 MPH” is worn.	Replace both reverse curve sign and advisory speed plate.	X			X		
1-43	Southbound side just south of milepost 23 - “SPEED LIMIT 50 MPH” defaced.	Replace sign.	X			X		

Location 1 Nighttime Field View continued

	SAFETY ISSUE	REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
1-44	Southbound side in the vicinity of milepost 20.4 - "JCT 322" sign assembly, "JCT" plate is worn.	Replace "JCT" plate.	X			X		
1-45	Northbound side just north of RT 322 - "SPEED LIMIT 40 MPH" is worn.	Replace sign.	X			X		
1-46	Northbound side north of RT 322 - "NARROW BRIDGE " sign is worn.	Replace sign.	X			X		
1-47	Guide rail on narrow bridge in the vicinity of milepost 20.5.	Install reflectors at end of guide rail on right side of road.	X			X		
1-48	Northbound side vicinity of milepost 21.4 – curve to left with 40 MPH advisory speed plate is worn.	Replace signs.	X			X		
1-49	Northbound side approaching the AC Expressway - "BRIDGE FREEZES BEFORE ROAD SURFACE" sign is worn.	Replace sign.	X			X		
1-50	Northbound side approaching CR 640 - "JCT 640" sign assembly, "JCT" plate is worn.	Replace "JCT" plate.	X			X		
1-51	Northbound side just north of RT 322 – "SPEED LIMIT 40 MPH" is worn.	Replace sign.	X			X		
1-52	Northbound side north of RT 322 – "NARROW BRIDGE" sign is worn.	Replace sign.	X			X		
1-53	Guide rail on narrow bridge in the vicinity of milepost 20.5	Install reflectors at end of guide rail on right side of road.	X			X		
1-54	Northbound side vicinity of milepost 21.4 – curve to left with 40 MPH advisory speed plate is worn.	Replace signs.	X			X		
1-55	Northbound side approaching the AC Expressway – "BRIDGE FREEZES BEFORE ROAD SURFACE" sign is worn.	Replace sign.	X			X		
1-56	Northbound side approaching CR 640 – "JCT 640" sign assembly, "JCT" plate is worn.	Replace "JCT" place.	X			X		

Location 2

CR 575

MP 8.67 to MP 11.53

Location 2 – CR 575 – MP 8.67 to MP 11.53

Wrangleboro Road

Route 40/322 to Galloway Township Line

Hamilton Township

(2.86 miles)

DAYTIME FIELD VIEW								
CR 575 – WRANGLEBORO ROAD								
	SAFETY ISSUE	REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
	Intersection of CR 563 (Tilton Road) is scheduled to be reconstructed this spring. It is being widened to five lanes. Section of road beginning approximately 500 feet south of Leah Lane to 500 feet north of Alexander Drive has been resurfaced and pavement markings are in good condition. Pavement markings and RPMs along remainder of road are in poor condition.							
2-1	At AC Expressway – 4 to 6 inlets that are not bicycle safe.	Replace with bicycle safe inlets.	X			X		
2-2	Southbound in vicinity of milepost 9 – horizontal curve to the left.	Install chevron alignment sign to improve delineation of curve.	X			X		
2-3	Southbound on the northwest corner of Timber Glen Drive – chevron alignment sign. Inappropriate location for sign.	Remove sign.	X			X		
2-4	Northbound “RIGHT LANE FOR EXIT ONLY” sign – visibility of sign somewhat limited.	Relocate sign farther south for improved visibility.	X			X		
2-5	Northbound approaching AC Expressway lane drop symbol sign and “BRIDGE FREEZES BEFORE ROAD SURFACE” sign have lost reflectivity.	Replace signs.	X			X		
2-6	Southbound approaching AC Expressway “BRIDGE FREEZES BEFORE ROAD SURFACE” sign has lost its’ reflectivity.	Replace with new sign	X			X		

NIGHTTIME FIELD VIEW		CR 575 – WRANGLEBORO ROAD						
	SAFETY ISSUE	REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
2-7	Southbound side south of AC Expressway – “MERGING TRAFFIC” sign has lost its reflectivity.	Replace sign with symbol sign.	X			X		
2-8	Guide rail on AC Expressway could use additional reflectors.	Install additional reflectors on guide rail at expressway.	X			X		

Location 3

CR 561

MP 19.71 to MP 23.95

Location 3 – CR 561 – MP 19.71 to MP 23.95
Moss Mill Road/ Egg Harbor Road
West of Maple Street to the Winslow Township Border
Hammonton Town
(4.24 miles)

DAYTIME FIELD VIEW		CR 561 – Moss Mill Road/ Egg Harbor Road						
	SAFETY ISSUE	REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
3-1	Northbound side approaching RT 30 – there is a crossroad symbol sign in advance of signal ahead sign. Intersection is signal controlled.	Remove crossroad symbol sign.	X			X		
3-2	Intersection of CR 640 – 14 crashes at the intersection including 13 right angle type crashes. Existing oversize stop signs and stop painted on the pavement.	Intersection should be evaluated for possible other safety enhancement such as flashing beacons mounted above the stop signs facing the CR 640 approaches.		X			X	
3-3	At Lakeview Road -	Consideration should be given to evaluating the need for a slip ramp for southbound CR 561 and the re-configuration of the intersection to permit the installation of stop controls on the Lakeview Road approaches to the intersection.		X			X	
3-4	At Peach Street - 8 right angle crashes in three-year period. No obvious corrected action. It has been suggested by team members that northbound traffic approaching RT 54 may be backing up through the intersection contributing to the crash experience at the intersection.	Conduct field inspection during peak traffic periods.						

Location 3 – Daytime Field View continued

	SAFETY ISSUE	REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
3-5	Northbound side approaching RT 54 – to continue on CR 561 motorist must turn left onto RT 54, cross the railroad tracks and then turn right to CR 561. There are missing route marker assemblies needed to advise motorist of the turns they must make to continue on CR 561.	Install necessary route marker assemblies.	X				X	
3-6	Southbound approaching RT 54 – visibility of far left over the road signal is obstructed by tree. Doubtful that tree could be trimmed sufficiently to improve visibility.	Consideration should be given to reviewing the signal display at the intersection, possibly installing the far left signal facing the southbound CR 561 approach on a longer mast arm.		X			X	
3-7	Southbound side between RT 54 and Peach Street – flashing sign assembly missing sign. Legend for missing sign is probably “EMERGENCY VEHICLES”.	Install missing sign.	X			X		
3-8	Along both CR 561 approaches to 11 th Street – pedestrian crossing and advance pedestrian crossing warning signs are the old type of signs without the supplemental plates.	Replace with signs that conform to the current MUTCD.	X			X		
3-9	Southbound side in the vicinity of milepost 21.2 – guide rail appears to be too short to protect the motorist from the hazard (headwall) and the end treatment appear not to conform to current standards.	Evaluate the design of the guide rail and end treatments for conformance with current standards.		X			X	
3-10	Southbound approaching 9 th Street CR 561 turns at the intersection. Could use supplemental route marker assembly.	Install “SOUTH CR 561 NEXT LEFT” sign assembly in advance of the intersection.	X			X		

Location 3 – Daytime Field View continued

	SAFETY ISSUE	REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
3-11	Southbound at 9 th Street -“CR 561 with arrow to the left” obstructed by CR 602 sign.	Re-install signs side-by-side or incorporate both into one guide sign.	X			X		
3-12	Southbound just south of 9 th Street - “SPEED LIMIT 40 MPH” installed to close to intersection so that motorist turning onto 9 th Street cannot view sign.	Relocate sign 100 to 150 south of its present location.	X			X		
3-13	Suggest that the county along with the NJDOT evaluate the intersection just north of RT 30 to possibly eliminate some of the permitted moves.	Conduct joint field meeting.		X				X
NIGHTTIME FIELD VIEW CR 561 – Moss Mill Road/ Egg Harbor Road								
3-14	Northbound approaching CR 678 – stop ahead warning sign is worn.	Replace sign with new sign.	X			X		
3-15	Southbound south of CR 561 “SPEED LIMIT 45 MPH” sign is worn.	Replace sign with new sign.	X			X		
3-16	Edge of travel way ill defined between RT 54 and Veterans Boulevard.	Consideration should be given to installing edge lines along road between RT 54 and Veterans Boulevard.	X			X		

Location 4

CR 557

MP 17.70 to MP 27.73

Location 4 – CR 557 – MP 17.70 to MP 27.73
Tuckahoe Road
Route 40 to CR 669
Weymouth Township and Buena Vista Township
(10.03 miles)

DAYTIME FIELD VIEW									CR 557 – Tuckahoe Road		
	SAFETY ISSUE	REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT					
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH			
	Of 112 crashes on the road none involved utility poles, even though there were 26 fixed object crashes. There were also 25 struck deer crashes.										
4-1	Northbound side at milepost 27.5 – northern end of guide rail end treatment does not conform to current standards.	Revise guide rail end treatment to current standards.		X			X				
4-2	Southbound side at milepost 27.0 – inlet with out transition curb.	Install transition curb at inlet or revise inlet.		X			X				
4-3	At intersection of CR 681 – intersection control beacon with one single section head facing all approaches.	Replace single section heads with two section heads flashing simultaneously to the approaches they face.		X			X				
4-4	Oak Street westbound approach to CR 557 - (MP 26.27) has a crossroad symbol warning sign, a “STOP AHEAD” warning sign which is obstructed by trees, and a ‘DANGEROUS INTERSECTION” sign.	Remove both crossroad symbol warning sign and “DANGEROUS INTERSECTION” sign. Trim trees obstructing visibility of “STOP AHEAD” sign.		X		X					
4-5	Oak Street (CR 681) eastbound approach to CR 557 also has a crossroad symbol warning sign and a “STOP AHEAD” sign.	Remove crossroad symbol warning sign.	X			X					

Location 4 Daytime Field View continued

	SAFETY ISSUE	REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
4-6	Southbound side approaching CR 552 – “STOP AHEAD” sign farthest north of the intersection should have a supplemental plate indicating the distance in feet to the intersection.	Install supplemental distance plate below sign.	X			X		
4-7	Southbound side approaching CR 552 – crossroad symbol sign.	Remove sign, as intersection is stop sign controlled with intersection control beacon.	X			X		
4-8	Southbound side approaching CR 552 “STOP AHEAD” sign closest to intersection has supplemental educational plate.	Educational plates no longer recommended for these signs. Remove educational plate.	X			X		
4-9	Northbound side approaching CR 669 – firehouse warning sign worn.	Remove existing sign and post and install new sign north of CR 669.	X			X		
4-10	Northbound side at 13 th Street – inlet not bicycle safe and not protected with transition curb.	Replace with bicycle safe inlet and install transition curb.	X			X		
4-11	Westbound on 14 th Street stop sign installed too low.	Reinstall sign at appropriate height.	X			X		
4-12	Northbound side approaching CR 552 – crossroad symbol warning sign with street name sign installed below it.	Remove crossroad symbol warning sign and street nameplate as CR 552 is stop sign controlled and there are already two “STOP AHEAD” signs along that approach.	X			X		

Location 4 Daytime Field View continued

	SAFETY ISSUE	REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
4-13	Northbound approach to CR 552 – no railroad warning sign along approach to the intersection.	Install the appropriate railroad warning signs.	X			X		
4-14	Northbound side opposite Chestnut Street – guide rail end treatments not up to current standards. Need for guide rail is questionable.	Evaluate need for guide rail. If retained revise end treatments to current standards.		X			X	
4-15	Northbound approaching CR 540 – near left over-the-road signal indication needs to be re-aimed.	Re-aim signal.	X			X		

NIGHTTIME FIELD VIEW CR 557 – Tuckahoe Road								
	SAFETY ISSUE	REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
4-17	Southbound side approaching Cape May Avenue (CR 666) – modified side road symbol sign has lost its reflectivity.	Replace with new sign.	X			X		
4-18	At Cape May Avenue (CR 666), large arrow sign at top of “T” is readily visible to northbound CR 557 traffic.	Re-install large arrow sign so that it is less visible to northbound CR 557 traffic.	X			X		
4-19	Northbound side approaching CR 552 – stop ahead sign closest to the intersection is worn.	Replace with new sign.	X			X		
4-20	Northbound – milepost 22 marker is worn.	Replace with new sign.	X			X		
4-21	Northbound – milepost 24 marker is worn.	Replace with new sign.	X			X		
4-22	Northbound side approaching CR 681 - “JCT CR 681” sign assembly, “CR 681” shield is worn.	Replace with new sign.	X			X		
4-23	Northbound approaching RT 40 there are two stop ahead symbol signs – both are worn. There is also a crossroad symbol sign.	Replace the two stop ahead signs, remove the crossroad symbol sign.	X			X		
4-24	At the intersection of CR 540 five legged approach – significant side glow from signal heads.	Consideration be given to installing ray directors or 12 visors on some of the signal heads at the intersection.	X			X		
4-25	Southbound approaching CR 552 – stop ahead sign farthest from the intersection is worn.	Replace with new sign.	X			X		

Location 5

CR 552

MP 21.82 to MP 27.48

Location 5 – CR 552 – MP 21.82 to MP 27.48
Broad Street/ Millville Avenue/ Bears Head Road
Buena Vista Border to Route 40
Hamilton Township
(6.16 miles)

DAYTIME FIELD VIEW									CR 552 – Broad Street/ Millville Avenue/ Bears Head Road								
	SAFETY ISSUE	REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT											
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH									
	There were a total of 91 crashes along this section of road. There were 18 struck deer, 9 fixed object utility poles and 7 struck trees.																
5-1	Westbound side at milepost 26.41 (across from Atlantic County Department of Public Works Bears Head yard.) – retaining wall appears to be within county R.O.W. extending into the shoulder area.	Review R.O.W. for the area to determine if retaining wall is within County R.O.W. and take appropriate action.		X			X										
5-2	Westbound side at milepost 26.3 – another retaining wall.	Review R.O.W. for the area to determine if retaining wall is within County R.O.W. and take appropriate action.		X			X										
5-3	Milepost 26 – retaining walls on both sides of road which appear to be with county R.O.W.	Review R.O.W. for the area to determine if retaining wall is within County R.O.W. and take appropriate action.		X			X										
5-4	At milepost 27.8 – guide rail along both sides of road appears to be too short to be effective, end treatments not to current standards, and need for guide rail is questionable.	Evaluate need for and design of guide rail. Bring end treatments into conformance with current standards.		X			X										
5-5	Westbound side at milepost 25.26 in front of #6647 – guide rail may not be warranted.	Evaluate need for guide rail.		X			X										

Location 5 Daytime Field View continued

	SAFETY ISSUE	REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
5-6	Westbound side at milepost 24.92 – inlet that is not bicycle safe and has no transition curb.	Replace with bicycle safe inlet and install transition curb.	X			X		
5-7	Westbound side at milepost 24.3 – two inlets that are not bicycle safe.	Replace with bicycle safe inlets.	X			X		
5-8	Westbound side at Sterling Avenue – inlet that is not bicycle safe.	Replace with bicycle safe inlet.	X			X		
5-9	Westbound side just west of Maryland Avenue – two inlets that are not bicycle safe.	Replace with bicycle safe inlets.	X			X		
5-10	Westbound side at milepost 23.1 – inlet that is not bicycle safe.	Replace with bicycle safe inlet.	X			X		
5-11	Intersection of CR 557 – four-way stop control with intersection control beacons with two, two-section heads facing each approach to the intersection. Heads flash alternately to approaching traffic, should flash simultaneously to same approach. This is particularly important at this intersection so that the intersection control beacon is not confused with the flashing railroad grade crossing lights.	Revise intersection control beacon to flash simultaneously to all approaches.	X				X	
5-12	At intersection of CR 557 – railroad cross buck signs are worn.	Contact railroad regarding replacing with new cross bucks.	X			X		

Location 5 Daytime Field View continued

	SAFETY ISSUE	REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
5-13	Westbound at intersection of CR 557 – stop line too far in advance of the intersection. All pavement markings at the intersection are worn.	Reinstall stop line closer to intersection at a more natural stopping point. Repaint all pavement markings at the intersection.	X			X		
5-14	At CR 557, there were four right-angle type crashes in the year 2004. Unusual to have that many right angle type crashes at a four way stop controlled intersection.	County should review more recent crash date and traffic count to determine if volumes and crash experience is approaching point where a traffic signal may be justified or if the crash experience for 2004 was just an anomaly.	X				X	
5-15	Firehouse warning sign located on the southwest corner of the intersection of CR 557 should be relocated to the west of the intersection.	Relocate firehouse-warning sign on the southwest corner of the intersection to the west of the intersection.	X			X		
5-16	Eastbound vicinity milepost 22.4 - “ROAD MAY BE FLOODED NEXT 2-1/2 MILES” obstructed by trees.	If the sign message is still valid, trim trees or relocate sign to more visible location.	X			X		
5-17	Eastbound in vicinity of milepost 22.8 there is a “END SPEED LIMIT 40 MPH” sign.	Sign should be replace with “SPEED LIMIT 50 MPH” sign.	X			X		
5-18	Milepost 25 – guide rail on both sides of the road is currently being evaluated and redesigned by County.							

Location 5 Nighttime Field View

NIGHTTIME FIELD VIEW CR 552 – Broad Street/ Millville Avenue/ Bears Head Road								
	RPMs on road are in poor condition. Alternative flashing sequence of intersection control at CR 557 mentioned in item 5-11 of the daytime scan is more confusing at night. Pavement markings between milepost 21.82 and 22.95 are in poor condition, between milepost 22.95 and 27.48 they are in good condition.							
5-19	Retaining wall commented on during daytime scan lacks reflectivity.	Consideration should be given to installing reflectors on the retaining walls.	X			X		
5-20	Westbound on curve west of Wheeling Avenue – several chevrons delineating the curve have lost their reflectivity.	Replace worn chevrons on curve.	X			X		
5-21	Eastbound just east of CR 557 – CR 552 confirming route marker assembly is worn.	Replace with new sign assembly.	X			X		
5-22	Eastbound – mile marker 22 is worn.	Replace with new sign.	X			X		

Location 6

CR 614

MP 0.00 to MP 4.02

Location 6 – CR 614 – MP 0.00 to MP 4.02

Cologne Road

Route US 40 to the Galloway Township Line

Hamilton Township

(4.02 miles)

DAYTIME FIELD VIEW									CR 614 – Cologne Road		
	SAFETY ISSUE	REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT					
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH			
	Edge line of road appears to be in good shape. Centerlines appear worn.										
6-1	At AC Expressway overpass – guide rail end treatment not up to current standards. Existing treatments are what are commonly known as “SPEAR” treatments.	Revise guide rail end treatments to current standards			X			X			
6-2	Southbound side approaching Holly Street – side road symbol sign is worn.	Install new sign and street name sign below sign.	X			X					
6-3	At milepost 2.5, guide rail on both sides of road appears to be too short to protect motorist from hazard. Guide rail on southbound side should also protect head wall several hundred feet south of its southern terminus.	Evaluate the design of guide rail and consider extending it to cover head wall to the south. Bring end treatments into conformance with current standards		X				X			
6-4	At milepost 1.2, guide rail on both sides of road, end treatment do not conform to current standards	Revise guide rail end treatments to current standards		X			X				
6-5	Northbound side just north of RT 40 existing guide rail end treatments do not conform to current standards. The need for the guide rail is questionable.	Evaluate need for and design of guide rail and end treatments.		X			X				
6-6	Driveway to high school – minimal signing at driveway.	Install “KEEP RIGHT” sign on center median on driveway. Consider one way signing to prevent wrong way move.	X			X					

Location 6 Field View continued

<div> NIGHTTIME FIELD VIEW CR 614 – Cologne Road </div>								
	SAFETY ISSUE	REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
6-7	Reflectors in raised pavement markings beginning at RT 40 and heading north are in poor condition with approximately half of the lenses missing. From RT 322 north there are no RPMs.	Consideration should be given to repairing the raised pavement markings.		X			X	
6-8	There are few reflectors on the guide rail along the road.	Consideration should be given to installing additional reflectors on the guide rail.	X			X		
6-9	Northbound side – mile marker 2 has lost its reflectivity.	Replace with new marker.	X			X		

Location 7

CR 561

MP 11.53 to MP 19.71

Location 7 – CR 561 – MP 11.53 to MP 19.71

**Duerer Street/ Moss Mill Road
Moss Mill Road to Seventh Street
Mullica Township
(8.18 miles)**

DAYTIME FIELD VIEW CR 561 – Duerer Street/ Moss Mill Road								
	SAFETY ISSUE	REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
7-1	At Darnstadt Avenue – span wire intersection control beacon with one four-way, one section head. Common practice is to have one four-way, two section head so that if a lamp burns out there is still one lit.	Replace existing four way one section head with four way two section head.		X			X	
7-2	Intersection of RT 561 with RT 561 Alternate and 5 th Avenue – a five-legged approach intersection with the southbound RT 561 approach intersecting at a flat angle.	Short-term consideration should be given to installing painted channelization at the intersection along the southbound RT 561 approach to better align vehicles before they enter the intersection. A longer-term solution would be the realignment of either the RT 561 Alternate approach or the RT 561 southbound approach to form a right angle type intersection.		X			X	
7-3	Intersection of CR 658 (Columbia Road) – 10 right angle type crashes occurred at this intersection.	Consideration should be given to further evaluating the intersection for safety improvements including a possible flashing intersection control beacon.		X			X	

Location 7 – Daytime Field View continued

	SAFETY ISSUE	REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
7-4	At the intersection of CR 623 (Ellwood Pleasant Mills Road), there is a span wire traffic signal. Post-mounted signs identify the intersection as a school crossing with three painted crosswalks. The current MUTCD requires walk-don't walk signals at school crossings. There are no sidewalks and minimal curbing at the intersection.	Consideration should be given to upgrading signal to current MUTCD standards.			X		X	
7-5	Southbound side north of Hamburg Avenue – need for existing guide rail is questionable and end treatments are not to current standards.	Evaluate the need for the guide rail and if retained the end treatments should be revised to current standards.		X			X	
NIGHTTIME FIELD VIEW CR 561 – Duerer Street/ Moss Mill Road								
7-6	Southbound side “SPEED LIMIT 45 MPH” south of CR 623 is worn.	Replace sign with new sign.	X			X		
7-7	Intersection of CR 561 and CR 561 Alternate	Consideration should be given to installing additional guide signing at the intersection.	X			X		
7-8	At milepost 13 - “S” curve could use more delineation.	Install chevron alignment signs facing both directions of traffic along “S” curve.	X				X	

Location 8

CR 617

MP 0.00 to MP 0.36

Location 8 – CR 617 – MP 0.00 to MP 0.36

**River Drive
Route 40 to CR 559
Hamilton Township
(0.36 miles)**

DAYTIME FIELD VIEW CR 617 – River Drive								
	SAFETY ISSUE	REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
8-1	The Atlantic County Park on the westbound side of road has a paved sidewalk up to the edge of road. There is also an opening in the guide rail on the eastbound side of the road opposite the sidewalk. This encourages mid-block crossings by pedestrians.	If mid-block crossings are going to be encouraged at this location steps should be taken to legally establish a mid-block crossing and install the appropriate signs and pavement markings	X				X	
8-2	Westbound approaching Rt 40/RT 50 – no “JCT 40/50” sign assemblies on approach to the intersection. No route markers with cardinal directions at the intersection.	Consideration should be given to installing appropriate “JCT” signs along approach to the intersection and route marker signs at the intersection.	X			X		
NIGHTTIME FIELD VIEW CR 617 – River Drive								
8-3	No negative comments. Pavement markings and RPMs along road are in good condition; delineators on guide rail are in good condition, and lighting along docks on eastbound side helps to illuminate the roadway.							

Location 9

CR 606

MP 0.00 to MP 0.51

Location 9 – CR 606 – MP 0.00 to MP 0.51

Old Harding Highway

Route 40 to CR 559

Hamilton Township

(0.51 miles)

DAYTIME FIELD VIEW CR 606 – Old Harding Highway								
	SAFETY ISSUE	REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
9-1	Westbound on RT 40 – no “JCT 606” signs. Also, no route marker assemblies at the intersection.	Consideration should be given to installing appropriate “JCT” signs along the approach to the intersection and route marker signs at the intersection.	X			X		
9-2	Eastbound on CR 606 side just east of Rt 40 – no confirming route marked assembly.	Install confirming route marker assembly.	X			X		
9-3	Eastbound side just east of WAWA driveway – guide rail with end treatment that does not conform to standards.	Consideration should be given to revising the guide rail end treatments to current standards		X			X	
9-4	East of Monmouth Drive – on street parking is practiced and the speed limit is 40 MPH. There is an existing passing zone for both directions of traffic.	Consideration should be given to establishing a no passing zone in this section of road.	X			X		
9-5	Eastbound approaching CR 559 – right hand horizontal curve in the road. No signing for the curve.	Install modified curve warning sign reflecting the presence of CR 559 on the curve.	X				X	
9-6	Eastbound approaching CR 559 – guide rail with end treatment that does not conform to current standards.	Consideration should be given to revising guide rail end treatments to current standards		X			X	
9-7	Westbound approaching CR 559 – cardinal directions are needed on the route markers.	Revise route marker assemblies to show cardinal directions.	X			X		

Location 9 Daytime Field View continued

	SAFETY ISSUE	REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
9-8	Westbound on CR 606 approaching RT 40 – no JCT 40 signs in advance of Rt 40. No route markers at RT 40 advising motorist to use right turn ramp to go to Rt 40 west to go to signalized intersection to go to RT 40 east.	Install “JCT 40” route marker assembly in advance of intersection. Install route marker assemblies at intersection identifying movements to RT 40 east and RT 40 west.	X			X		
9-9	Westbound side in front of Nino’s restaurant – guide rail that appears to be unnecessary.	Consideration should be given to evaluating need for guide rail at this location.		X			X	
NIGHTTIME FIELD VIEW CR 606 – Old Harding Highway								
	There were no nighttime comments.							

Location 10

CR 678

MP 0.00 to MP 1.59

Location 10 – CR 678 – MP 0.00 to MP 1.59

13th Street/ Fairview Avenue

Chew Road to Route 30

Hammonton Town

(1.59 miles)

DAYTIME FIELD VIEW								
CR 678 – 13th Street/ Fairview Avenue								
	SAFETY ISSUE	REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
10-1	Southbound side just south of RT 30 – the “SOUTH” plate is worn on the confirming route marker assemble.	Replace “SOUTH” plate.	X			X		
10-2	Railroad grade crossing milepost 0.42- there are no grade crossing pavement markings along either of the approaches to the crossing.	Install pavement markings as required by MUTCD.	X				X	
10-3	Intersection CR 561 – 10 crashes at the intersection. Team observed motorist disregarding stop signs at the intersection.	Suggest local police practice selective enforcement at the intersection.	X				X	
10-4	Southbound approaching CR 559 – modified side road symbol sign is worn.	Replace with new sign.	X			X		
10-5	“JCT CR 559” sign assemblies along both CR 678 approaches to the intersection are worn.	Replace sign assemblies.	X			X		
NIGHTTIME FIELD VIEW								
CR 678 – 13th Street/ Fairview Avenue								
10-6	Northbound side north of CR 559 - “SPEED LIMIT 35 MPH” is worn.	Replace sign.	X			X		
10-7	Northbound approaching 3 rd Street – “SIGNAL AHEAD” sign with educational plate is defaced.	Replace “SIGNAL AHEAD” sign and remove educational plate.	X			X		
10-8	Passing zone for southbound traffic south of CR 561 appears to be short.	Passing zone should be re-evaluated to ensure that it is of adequate length.	X				X	

Location 11

CR 690

MP 2.23 to MP 2.78

Location 11 – CR 690 – MP 2.23 to MP 2.78

**Weymouth Road
Friendship Road to Route 54
Buena Vista Township
(0.55 miles)**

DAYTIME FIELD VIEW CR 690 – Weymouth Road								
	SAFETY ISSUE	REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
11-1	Friendship Road northbound approach has a 24 inch “STOP” sign which is obstructed by a tree.	Relocate signpost in front of utility pole and replace sign with 30” x 30” sign and install advance “STOP AHEAD” sign. Consideration should also be given to installing large double arrow signs opposite both Friendship Road approaches to the intersection (approaches are offset forming two “T” type intersections.	X			X		
NIGHTTIME FIELD VIEW CR 690 – Weymouth Road								
11-2	Both directions of RT 54 approaching CR 690 - “JCT 690” route marker assemblies are worn.	Replace or contact NJDOT requesting the replacement of the sign.	X			X		

Location 12

CR 616

MP 0.00 to MP 0.36

Location 12 – CR 616 – MP 0.00 to MP 0.36

**Mill Street
Route 40 to Weymouth Road
Hamilton Township
(0.36 miles)**

DAYTIME FIELD VIEW CR 616 – Mill Street								
SAFETY ISSUE		REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
12-1	Southbound on CR 616 – confirming route marker obstructed by tree.	Trim tree or relocate sign.	X			X		
12-2	Curve in road just north of Reliance Avenue – unsigned.	Install curve-warning signs along both approaches to curve.	X			X		
NIGHTTIME FIELD VIEW CR 616 – Mill Street								
12-3	Northbound side - JCT 559 sign assembly. JCT plate is worn.	Replace JCT plate.	X			X		
12-4	Northbound side – confirming route marker CR 616 just north of CR 559 is worn.	Replace with new sign.	X			X		

Location 13

CR 669

MP 0.00 to MP 1.96

Location 13 – CR 669 – MP 0.00 to MP 1.96

**11th Avenue
CR 666 to Maple Avenue
Weymouth Township
(1.96 miles)**

DAYTIME FIELD VIEW CR 669 – 11th Avenue								
	SAFETY ISSUE	REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
13-1	At CR 666 – CR 666 is the through street at the intersection. There is no advance notice of the intersection.	Install crossroad symbol signs along both CR 666 approaches to the intersection to help identify the intersection.	X			X		
13-2	Westbound approaching CR 666 needs “STOP AHEAD” warning sign.	Install “STOP AHEAD” warning sign facing westbound traffic approaching CR 666.	X			X		
13-3	At intersection of CR 557 – stop lines are very worn.	Repaint stop lines at intersection.	X			X		
13-4	At CR 557 – CR 557 is the through street at the intersection. Additionally there are no signs warning traffic turning from CR 557 onto CR 669 of the existence of the railroad grade crossing. Cross buck signs at intersection are worn. Hump created by railroad crossing may justify the installation of low ground clearance highway-rail grade crossing symbol warning signs.	Install crossroad symbol signs along both CR 557 approaches to the intersection to help identify the intersection. Install appropriate railroad warning signs along the CR 557 approaches to the intersection. Contact railroad regarding the replacement of cross buck signs. Install low ground clearance highway rail grade crossing warning sign.	X				X	
13-5	Eastbound side – east of CR 666 has no speed limit signing.	Install “SPEED LIMIT 50 MPH” just east of CR 666.	X			X		
13-6	Estelle Avenue intersection – stop signs along both approaches are worn.	Install new stop signs.	X			X		

Location 13 continued

NIGHTTIME SCAN								
CR 669 –11 th Avenue								
	SAFETY ISSUE	REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
	There are no RPMs on the road and the pavement markings are worn.							
13-7	Westbound side east of CR 557 - “JCT 557” route marker sign assembly is worn.	Replace “JCT 557” route marker sign assembly.	X			X		
13-8	Eastbound side approaching CR 557 - “JCT CR 557” sign assembly, “JCT” sign is worn	Replace “JCT” plate.	X			X		
13-9	Estelle Avenue not easily identified.	Install crossroad symbol warning signs with nameplates along both CR 669 approaches to the intersection.	X			X		
13-10	Westbound side approaching CR 557 - “JCT CR 557” sign assembly is worn.	Replace sign assembly.	X			X		

Location 14

CR 680

Broadway – MP 0.00 to 0.70

Location 14 – CR 680 – Broadway – MP 0.00 – 0.70

Route 30 to CR 542

Hammonton Town

(0.70 miles)

DAYTIME FIELD VIEW								
CR 680 – Broadway								
	SAFETY ISSUE	REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
14-1	Northbound side -“SPEED LIMIT 35 MPH” just north of Central Avenue is installed too close to intersection.	Relocate sign approximately 150 feet to the north or install supplemental sign 150 feet north of the existing sign.	X			X		
NIGHTTIME FIELD VIEW								
CR 680 – Broadway								
There were no nighttime comments.								

Location 15

CR 724

MP 0.00 to MP 1.83

Location 15 – CR 724 – MP 0.00 to 1.83

**3rd Street/ Wiltsey Mill Road
Camden County Line to CR 542
Hammonton Town
(1.83 miles)**

DAYTIME FIELD VIEW		CR 724 – 3 rd Street/ Wiltsey Mill Road						
	SAFETY ISSUE	REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
15-1	Team advised by county representative that the entire length of the road will be resurfaced the summer of 2006.	It is suggested that after the road is resurfaced that a speed study be conducted to determine if revisions to the speed limit are justified on the section between CR 678 (Fairview Avenue) and Old Fork Road.		X			X	
15-2	Old Forks Road - 8 crashes at the intersection including 7 right angle crashes. County representative stated that intersection control beacon at intersection was installed after the crash data period and that the number of crashes has been reduced since its' installation. Passing is permitted through the intersection. Usually when conditions at an intersection justifies the installation of an intersection control beacon it also justifies the establishment of a no passing zone at the intersection.	Consideration should be given to evaluating the need for a no passing zone along the CR 724 approaches to the intersection.	X					X
15-3	Intersection with RT 54 – signalized intersection in downtown area with sidewalks, depressed curbs and pedestrian activity.	NJDOT be contacted regarding upgrading signal installation.		X			X	
15-4	Intersection Rt 54 – southwest corner “TO 542” with arrow to left sign assembly. Arrow is damaged.	Replace arrow plate.	X			X		

Location 15 – Daytime Field View continued

	SAFETY ISSUE	REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
15-5	At Pratt Avenue – inlets on all four corners of the intersection are not bicycle safe.	Replace with inlets that are bicycle safe.	X			X		
15-6	Southbound side in the vicinity of Frances Avenue - 3 sections of guide rail. Need for guide rail is questionable.	Evaluate the need for the guide rail and if retained revise end treatments to conform with current standards.		X			X	
NIGHTTIME FIELD VIEW CR 724 – 3rd Street/ Wiltsey Mill Road								
15-7	The only route marker along the road for CR 724 is at the Camden County corporate line. It may be the county's practice not to sign 700 series roads.							

Location 16

CR 559A

MP 7.36 to MP 9.49

Location 16 – CR 559A – MP 7.36 to MP 9.49**Ocean Heights Avenue/ Gravely Run Road****CR 559 to Harbor Avenue****Hamilton Township****(2.13 miles)**

DAYTIME FIELD VIEW CR 559A – Ocean Heights Avenue/ Gravely Run Road								
	SAFETY ISSUE	REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
16-1	Southbound side approaching Thelma Avenue there is a curve symbol sign. Sign does not reflect presence of Thelma Avenue.	Replace with modified curve symbol sign reflecting the presence of Thelma Avenue. Install street nameplate under modified curve symbol sign.	X			X		
16-2	Southbound side utility pole on southwest corner of Thelma Avenue.	Install object marker in front of utility pole.	X				X	
16-3	At Thelma Avenue.	Install large double arrow sign opposite Thelma Avenue facing the Thelma Avenue approach.	X			X		
16-4	Northbound side at Harbor Avenue – guide rail installed up to intersection causes vehicle turning right from CR 559A onto Harbor to come to almost a complete stop prior to turning.	Consideration be given to eliminating the swale on corner. This would permit the guide rail to end prior to intersection and the installation of a larger corner radius.		X			X	
NIGHTTIME FIELD VIEW CR 559A – Ocean Heights Avenue/ Gravely Run Road								
16-5	Southbound side – curve at Thelma Avenue could use more delineation.	Install chevron signs along curve.	X				X	
16-6	Southbound side mile marker 8 sign is worn	Install new sign.	X			X		
16-7	Northbound side mile marker 8 sign is worn	Install new sign	X			X		
16-8	RPMs along road are generally in good shape, however some are missing.	Install missing RPMs	X			X		

Location 17

CR 542

MP 0.00 to MP 4.08

Location 17 – CR 542 – MP 0.00 to MP 4.08
Central Avenue/ Hammonton-Pleasant Mills Road
Route 54 to Mullica Township Line
Hammonton Town
(4.08 miles)

DAYTIME FIELD VIEW		CR 542 – Central Avenue/ Hammonton-Pleasant Mills Road						
	SAFETY ISSUE	REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
17-1	Approaching intersection of CR 679.	Install side road symbol warning signs along both of the CR 542 approaches to the intersection to better identify the presence of an intersection.	X			X		
17-2	In the vicinity of milepost 1.9 - "NO PASSING ZONE" pennant signs installed along both sides of the road are facing the wrong direction	Re-install signs to conform to existing no passing zone pavement markings and MUTCD.	X			X		
17-3	Road surface is in poor condition and pavement markings are very worn. Center line marking is confusing with either skip lines showing through solid lines or visa-versa	Consideration be given to resurfacing the road and installing new pavement markings.			X			X
17-4	Westbound side – west of RT 30 no speed limit sign identifying the speed limit on the road.	Install appropriate speed limit sign.	X			X		

Location 17 Nighttime Field View

NIGHTTIME FIELD VIEW		CR 542 – Central Avenue/ Hammonton-Pleasant Mills Road						
17-5	Eastbound approaching RT 30 – horizontal curve to the left. Increase delineation of curve.	Install chevron alignment warning signs along curve.	X				X	
17-6	Eastbound just east of RT 30 - “SPEED LIMIT 45 MPH” is worn.	Replace sign.	X			X		
17-7	Westbound west of RT 30 - curve warning sign with 30 MPH plate is worn.	Replace signs.	X			X		
17-8	Westbound west of RT 30 – curve could be better delineated.	Install chevron alignment warning signs along curve.	X				X	

Location 18

CR 688

MP 0.00 to MP 2.46

Location 18 – CR 688 – MP 0.00 to 2.46

**First Road
Route 54 to CR 640
Hammonton Town
(2.46 miles)**

DAYTIME FIELD VIEW CR 688 – First Road								
	SAFETY ISSUE	REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
18-1	Just west of 11 th Street, there are 4 inlets that are not bicycle safe including two that have no transition curb.	Replace with inlets that are bicycle safe, install missing transition curb.		X			X	
18-2	At 11 th Street, there are 3 inlets that are not bicycle safe.	Install bicycle safe inlets.	X			X		
18-3	Both CR 688 approaches to 9 th Street- intersection could be better defined.	Install crossroad symbol warning signs with supplemental street name signs along both of the CR 688 approaches to the intersection. Install “STOP AHEAD” warning signs along both of the 9 th Street approaches to the intersection.	X				X	
18-4	8 th Street intersection – there is an intersection control beacon. Passing is permitted along CR 688 at the intersection. Usually when conditions at an intersection justify the installation of an intersection control beacon, it also justifies the establishment of a no passing zone at the intersection.	Consideration should be given to evaluating the need for a no passing zone along the CR 688 approaches to the intersection.		X			X	
18-5	Eastbound east of 8 th Street - ‘SPEED LIMIT 45 MPH’ sign is damaged.	Replace with new sign.	X			X		
18-6	At 10 th Street, there are 3 inlets that are not bicycle safe.	Install bicycle safe inlets.	X			X		

Location 18 continued

NIGHTTIME SCAN

CR 688 – First Road

There were no nighttime comments.

Location 19

CR 602

MP 0.00 to MP 0.95

Location 19 – CR 602 – MP 0.00 to 0.95

**Egg Harbor Road
CR 561 to Route 30
Hammonton Town
(0.95 miles)**

DAYTIME FIELD VIEW CR 602– Egg Harbor Road								
SAFETY ISSUE		REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
19-1	At intersection with CR 640 there is a intersection Control Beacon consisting of one four way one section head. The standard for a Intersection Control Beacon is a two section four way head.	Replace existing four way one section head with a four way two section head.		X			X	
19-2	Westbound side just west of RT 30 speed limit 40 MPH sign is worn.	Replace with new sign.	X			X		
19-3	Westbound side just west CR 640 confirming route marker assembly “ WEST CR 602” is worn.	Replace sign assembly.	X			X		
NIGHTTIME SCAN CR 602– Egg Harbor Road								
	No negative comments.							

Location 20

CR 627

MP 0.00 to MP 0.76

Location 20 – CR 627 – MP 0.00 to MP 0.76

**Central Avenue
Oak Road/ CR 681 to Buena Boro
Buena Vista Township
(0.76 miles)**

DAYTIME FIELD VIEW		CR 627 – Central Avenue – Oak Road/ CR 681						
	SAFETY ISSUE	REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
20-1	Along both CR 627 approaches to Vine Road.	Consideration should be given to installing supplemental crossroad symbol signs with street nameplates.	X			X		
NIGHTTIME SCAN		CR 627 – Central Avenue – Oak Road/ CR 681						
20-2	Northbound approaching CR 619 - “DIP” sign is worn.	Replace with new sign.	X			X		

Location 21

CR 542

MP 4.08 to MP 8.0

Location 21 – CR 542 – MP 4.08 to MP 8.0

**Nesco Road
CR 693 to Mullica River
Mullica Township
(3.92 miles)**

DAYTIME FIELD VIEW CR 542 – Nesco Road								
	SAFETY ISSUE	REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
21-1	3 rd Street intersection- both 3 rd Street approaches to CR 542 are “YIELD” controlled. Appears that revising to “STOP” control would be appropriate.	Consideration should be given to establishing 3 rd Street as a “STOP” control at the intersection.	X				X	
21-2	Jackson Road intersection – Jackson Road motorist are shortcutting the northwest corner of the intersection while turning right at the intersection. Left turning Jackson Road motorist are also short cutting the corner to better observe CR 572 traffic before entering the intersection.	Consideration should be given to re-aligning the Jackson Road approach to more of a right angle configuration.			X		X	
21-3	Northwest corner of Jackson Road – sign for United Methodist Church on that corner restricting sight distance from the Jackson Road approach to the intersection.	Remove sign and post	X			X		
21-4	In the vicinity of milepost 7.5, there are unprotected head walls on both sides of the road.	It is suggested that the need for guide rail be evaluated		X			X	
21-5	Eastbound in the vicinity of milepost 5 - “SPEED LIMIT 45 MPH” sign is defaced. May just need to be cleaned.	Clean or replace sign.	X			X		

NIGHTTIME FIELD VIEW CR 542 – Nesco Road								
	SAFETY ISSUE	REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
21-6	Eastbound approaching CR 658 - “JCT 658” sign assembly is worn.	Replace sign assembly.	X			X		
21-7	Eastbound – mile marker 6 is missing.	Replace sign.	X			X		
21-8	Eastbound approaching CR 623 - “EAST 542” and “JCT 623” sign assemblies are both damaged.	Replace sign assemblies.	X			X		
21-9	There are a number of run-off-the-road crashes in the old pavement section to the county line.	Consideration should be given to re-painting the pavement markings and installing RPMs.		X				X
21-10	Westbound mile marker 6 is missing.	Reinstall sign.	X			X		
21-11	Westbound side east of CR 693 – modified curve symbol sign is worn.	Install new sign.	X			X		
21-12	Intersection of CR 693 – large arrow sign intended to face CR 693 is very visible to CR 542 traffic.	Relocate sign approximately 50 feet to the west and align sign so that it is not readily visible to CR 542 traffic.	X			X		
21-13	Westbound west of curve in previous item - “SPEED LIMIT 40 MPH” sign is worn	Replace with new sign.	X			X		
21-14	Westbound east of Gulf Drive – curve warning sign with advisory speed “35 MPH”, advisory speed plate is worn.	Replace advisory speed plate.	X			X		
21-15	Westbound side at intersection of CR 680 - “CR 680” with arrow to the right sign assembly, arrow is worn.	Replace arrow plate.	X			X		

Location 22

CR 655

MP 0.00 to MP 1.90

Location 22 – CR 655 – MP 0.00 to 1.90

**Lincoln Avenue
Cumberland County Line to CR 619
Buena Vista Township
(1.90 miles)**

DAYTIME FIELD VIEW CR 655 – Lincoln Avenue								
	SAFETY ISSUE	REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
22-1	Guide rail on both sides of road north of Vine Road – the end treatments appear not to conform to current standards.	Update end treatments to conform with current standards.		X			X	
22-2	At intersection CR 681 – CR 681 route marker assembly has no cardinal direction plate	Replace route marker assembly with assembly with appropriate cardinal direction plates.	X			X		
22-3	Along both CR 655 approaches to Vine Road.	Consideration be given to installing supplemental crossroad symbol signs with street nameplates.	X			X		
NIGHTTIME FIELD VIEW CR 655 – Lincoln Avenue								
22-4	RPMS along the road are worn and damaged.	Consideration should be given to installing new RPMS.		X			X	

Location 23

CR 563

MP 21.96 to MP 24.23

Location 23 – CR 563 – MP 21.96 to MP 24.23

**Green Bank Road
Egg Harbor City to Burlington County Line
Mullica Township
(2.27 miles)**

DAYTIME FIELD VIEW CR 563 – Green Bank Road								
	SAFETY ISSUE	REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
23-1	Guide rail along both sides of the road at MP 23.8 – design questionable.	Evaluate design of guide rail to see if it is appropriate for the hazard it is protecting which appears to be two headwalls. Along both sides of the road approximately two hundred feet south of guide rail, there are other headwalls that are not protected. They should be evaluated for guide rail.		X			X	
23-2	Southbound side approaching CR 642 – there is a “STOP AHEAD” sign followed by a “T” end symbol sign.	Remove “T” end symbol sign, as intersection is stop controlled.	X			X		
23-3	Southbound side opposite Silver Maple Road there is an approximate 15-inch diameter pine tree just off of the road. Southbound CR 563 traffic experiences a horizontal curve to the right at the intersection and with the tree being on the edge of the road to your right one has a tendency to go to shy away from the tree (move left) while the road is going to the right.	Remove tree.		X			X	

Location 23 Daytime Field View continued

	SAFETY ISSUE	REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
23-4	Northbound side at milepost 23 (driveway to Ocean Yachts) – there is a section of guide rail that may not be needed.	It is suggested that the need for the guide rail be evaluated		X			X	
NIGHTTIME FIELD VIEW CR 563 – Green Bank Road								
23-5	Southbound side just south of milepost 23 – turn warning sign with 25 MPH advisory speed plate, 25 MPH plate is worn. Several chevron signs facing both directions of traffic on the same curve are damaged.	Replace 25 MPH advisory speed plate and damaged chevron alignment signs.	X			X		
23-6	Southbound side south of Silver Maple Road “SPEED LIMIT 40 MPH” sign is worn.	Replace with new sign.	X			X		
23-7	Northbound approaching Silver Maple Road curve warning sign with 35 MPH advisory speed plate, 35 MPH plate is worn. Curve at Silver Maple Road-several chevron signs on the curve are damaged and additional sign is needed between the two southernmost signs.	Replace 35 MPH advisory speed plate and damaged chevron alignment signs. Install additional chevron alignment sign.	X				X	

Location 24

CR 679

MP 0.00 to MP 1.08

Location 24 – CR 679 – MP 0.00 to 1.08

**Main Road
Route 30 to CR 542
Hammonton Town
(1.08 miles)**

DAYTIME FIELD VIEW CR 679 – Main Road								
	SAFETY ISSUE	REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
24-1	Straight Line diagram shows road as a north to south road route markers in field read “WEST 679”. For purposes of this scan the road will be assumed to be a west to east road.	Determine official designation of road and change either the straight-line diagram or the signing in the field.	X			X		
24-2	At Plymouth Place – roadway widens. Pavement markings along widened area are confusing and need to be resolved.	Pavement markings along approaches to Plymouth Place should be evaluated for improvement. Probable solution is transition of edge line to edge of road and the removal of skip lines along the widened area creating a typical deceleration lane approaching the intersection and an acceleration lane leaving the intersection.		X			X	
24-3	Sea Grove Avenue intersection - “STOP” sign along the Sea Grove Avenue approach to CR 679 is very visible to CR 679 eastbound traffic.	Consideration be given to trying to install the sign so that it is less visible to CR 679 traffic.	X			X		
NIGHTTIME FIELD VIEW CR 679 – Main Road								
No nighttime comments.								

Location 25

CR 540

MP 39.38 to MP 43.16

Location 25 – CR 540 – MP 39.38 to MP 43.16

Landis Avenue/ Cedar Avenue

County Line to Route 40

Buena Vista Township/ Hamilton Township

(3.78 miles)

DAYTIME FIELD VIEW CR 540 – Landis Avenue/ Cedar Avenue								
	SAFETY ISSUE	REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
25-1	At the intersection of CR 557 – CR 557 route marker assembly with double arrow plate but no cardinal direction plate.	Replace route marker assembly with assembly with appropriate cardinal direction plates.	X			X		
25-2	At the intersection of CR 671 – CR 671 route marker assembly with double arrow plate but no cardinal direction plate. Also, on the CR 671 approaches there are CR 540 route marker assemblies with double arrow plates also missing the cardinal direction.	Replace route marker assembly with assembly with appropriate cardinal direction plates.	X			X		
25-3	Just east of milepost 41, there is a “ROAD MAY BE FLOODED” sign facing westbound traffic but no sign facing eastbound traffic. If the road floods in one direction, the other direction will in all likelihood also flood.	If the condition no longer exists, remove sign. If road still floods, sign eastbound approach.	X			X		
25-4	Both CR 540 approaches to CR 671 have two “STOP AHEAD” signs. The signs farthest from the intersection should have a supplemental plate indicating the distance to the intersection.	Install supplemental distance plates.	X			X		
25-5	Southeast corner of CR 557, there are three steel poles near the road on site of an old gas station.	Consideration should be given to contacting property owner regarding the removal of the poles.	X			X		

Location 25 Daytime Field View continued

	SAFETY ISSUE	REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
25-6	Westbound just west of RT 40 - no confirming marker assembly.	Install confirming route marker assembly.	X			X		
NIGHTTIME FIELD VIEW CR 540 – Landis Avenue/ Cedar Avenue								
25-7	Eastbound curve at Moody Avenue – chevron alignment sign farthest to the west is obstructed by a hedge.	Trim hedge to improve visibility of sign.	X			X		
25-8	Eastbound approaching RT 40 - signal ahead sign is worn and unnecessary.	Remove sign and post.	X			X		
25-9	Westbound just west of CR 557 – confirming route marker assembly “WEST CR 540” is installed only a foot or two behind a bus stop sign.	Relocate confirming route marker assembly to a more visible location.	X			X		

Location 26

CR 681

MP 0.00 to MP 2.78

Location 26 – CR 681 – MP 0.00 to 2.78

Oak Road

Cumberland County Line to CR 557

Buena Vista Township

(2.78 miles)

DAYTIME FIELD VIEW CR 681 – Oak Road								
	SAFETY ISSUE	REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
26-1	Intersection of CR 671 (Union Avenue) is a four-way stop with an intersection control beacon. The CR 671 approaches have passing zone centerline markings at the intersection. Obviously passing should be prohibited approaching a stop condition.	Revise painted centerline markings along the CR 671 approaches to the intersection to provide a NPZ for traffic approaching the stop signs. Review the remaining passing zones to ensure that they are of adequate length for passing.	X					X
26-2	There is a discrepancy between the milepost markers shown on the line diagram and the markers installed in the field with line diagram indicating the scan area as between milepost 0.0 and 2.78 and in the field it is marked as MP 7 and 8.	Determine correct mile posting and revise either the line diagram or the markers in the field.	X			X		
NIGHTTIME FIELD VIEW CR 681 – Oak Road								
26-3	Westbound approaching Cumberland Road – side road symbol warning sign is worn.	Replace with new sign.	X			X		
26-4	Westbound approaching CR 627 - “JCT 627” route marker assembly “JCT” plate is worn.	Replace “JCT” plate.	X			X		
26-5	Eastbound approaching Cumberland Road – side road symbol warning sign and street nameplate are worn.	Replace with new sign and street nameplate.	X			X		

Location 27

CR 559

MP 26.31 to MP 30.84

Location 27 – CR 559 – MP 26.31 to MP 30.84

**Chew Road/ Second Road
Route 561 to Seventh Street
Hammonton Town
(4.53 miles)**

DAYTIME FIELD VIEW		CR 559 – Chew Road/ Second Road						
	SAFETY ISSUE	REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
27-1	Guide rail along both sides of road between 7 th Street and 8 th Street appears to be too short and its' need questionable	It is suggested that the need for and the design of the guide rail be evaluated.		X			X	
27-2	Intersection control beacon at intersection of 8 th Street is a four-way, one section head. Standard practice is two sections facing each approach.	Replace four-way one section head with four-way two section head.		X			X	
27-3	Northbound side north of 8 th Street- inlet that is not bicycle safe.	Replace with bicycle safe inlet.	X			X		
27-4	Northbound side approaching 10 th Street guide rail end treatment does not conform to current standards.	Revise guide rail end treatment to current standards.		X			X	
27-5	At 11 th Street - Three inlets that are not bicycle safe.	Replace with bicycle safe inlet.	X			X		
27-6	At 11 th Street - 6 right angle crashes at the intersection. Presence of intersection could be better defined.	It is suggested that consideration be given to installing oversize "STOP" signs, installing "STOP AHEAD" signs, painting stop lines and add a short section of center lines along the 11 th Street approaches.	X				X	

Location 27 – Daytime Field View continued

	SAFETY ISSUE	REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
27-7	At CR 678 (13 th Street), 8 right angle crashes at the intersection. Intersection may be candidate for four way stop.	It is suggested that the county update the crash data for the intersection, conduct a traffic count, and conduct field observations to determine if the installation of a four-way stop is warranted at the intersection. At CR 678 and 1 st Road which is one block to the south of CR 678, there is a four way stop. (without an intersection control beacon)		X				X
27-8	Along the 14 th Street eastbound approach to CR 559 – suggest “Stop Ahead” sign. Existing “Stop” sign is installed too low.	Install “STOP AHEAD” sign and re-install “STOP” sign at the appropriate height.	X			X		
27-9	Southbound approaching RT 54 - “JCT 54” assembly. “JCT” plate is there “54” sign is missing.	Install missing sign.	X			X		
27-10	Southbound south of RT 54 route marker assembly “SOUTH 559” is worn.	Install new sign assembly.	X			X		
27-11	Along both CR 559 approaches to 11 th Street	Replace existing modified curve symbol warning signs with oversize modified curve symbol warning signs with supplemental street name plate	X			X		

Location 27 – Daytime Field View continued

	SAFETY ISSUE	REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
27-12	The intersection of CR 559 and 2 nd Avenue is a modified “Y” type intersection with 2 nd Avenue intersection the westerly curb line of CR 559 to form the stem of the “Y”. Northbound on CR 559 the road experiences a horizontal curve to the right so that 2 nd Avenue aligns straight with the northbound approach of CR 559 giving the impression that CR 559 continues straight when in reality CR 559 curves to the right and the move onto 2 nd from northbound CR 559 is actually a left turn move. A motorist who does not recognize this as a left turn move could have a potential head on crash with a southbound CR 559 motorist. There are skid marks along the northbound approach to the intersection.	Consideration should be given to establishing 2 nd Avenue as a one-way road towards CR 559 between CR 559 and 10 th Avenue to eliminate the movement from northbound CR 559 to 2 nd Avenue. The move would be relocated to 10 th Avenue where consideration should be given to improving that intersection (widen to provide left turn slot) to accommodate the left turn move. As an interim measure dashed center and edge lines should be installed though the intersection of CR 559 and 2 nd Avenue.			X			X
NIGHTTIME FIELD VIEW CR 559 – Chew Road/ Second Road								
27-13	Northbound side approaching 11 th Street – modified curve-warning sign to the left with advisory speed plate “40 MPH” is worn.	Replace modified curve sign and advisory speed plate.	X			X		
27-14	Northbound side at CR 678 - “CR 678” with arrow to the right sign assembly is worn.	Replace sign assembly.	X			X		
27-15	Northbound side north of CR 678 - “SPEED LIMIT 50 MPH” sign is worn.	Replace sign.	X			X		

Location 28

CR 585

MP 26.31 to MP 30.84

Location 28 – CR 585 – MP 26.31 to MP 30.84

Shore Road

Somers Point City, Linwood City, Northfield City, Pleasantville City, Absecon City
(9.57 miles)

DAYTIME FIELD VIEW		CR 585 – Shore Road						
SAFETY ISSUE		REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
	General comments – almost the entire length of road is residential in Somers Point, Linwood, and Northfield with driveways at most residents, and parking prohibited along most of the road although it is permitted in some isolated areas. Road is generally only 32 feet wide limiting the ability of motorist to pass to the right of left turning vehicles. There are utility poles along both sides of the road for its entire length. There are sidewalks along entire length of road. The section of road in Northfield is to be resurfaced, except for the section in the vicinity of Mill Road that was recently re-surfaced.							
28-1	General comment – All pedestrian crossing signs along route are of the type no longer in compliance with MUTCD.	Consideration should be given to replacing all pedestrian crossing and advance pedestrian crossing warning signs with new signs that conform to the current MUTCD.	X			X		
28-2	New York Avenue – traffic signal at the intersection does not appear to meet current MUTCD standards regarding the location of required signal heads.	Signal plan be reviewed for conformance to MUTCD and if found to not conform consideration be given to modernizing signal to conform to current MUTCD.			X		X	
28-3	General comment – Painted “SCHOOL CROSSING” markings. The spacing between the lines of legend appear closer to each other then recommend by the MUTCD.	Review spacing for conformance to MUTCD and when road is resurfaced if message is reinstalled do so at the proper spacing.	X			X		
28-4	Maryland Avenue – handicapped ramps on all four corners and crosswalks across all corners of intersection. Fixed time span wire signal at the intersection, no pedestrian indications.	Consideration should be given to replacing existing signal with new semi-actuated signal with pedestrian indications.			X		X	

Location 28 Daytime Field View continued

SAFETY ISSUE		REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
28-5	Maryland Avenue – “STOP HERE ON RED” sign facing southbound traffic is located north of the painted stop line along that approach.	Either relocated sign to stop line or reinstall stop line at sign.	X			X		
28-6	Maryland Avenue westbound approach – stop line set back approximately 50 feet from intersection.	Install “STOP HERE ON RED” sign at stop line to better define recommended stopping location.	X			X		
28-7	Northbound side just south of milepost 1 – remove “DO NOT PASS” sign.	Remove sign.	X			X		
28-8	Northbound side just north of Revere Ave – Inlet not bicycle safe.	Replace with bicycle safe inlet.	X			X		
28-9	Northbound side just south of Glen Cove Avenue – empty sign post.	Remove sign post.	X			X		
28-10	Both sides of road just north of Glen Cove Avenue – Inlets not bicycle safe.	Replace with bicycle safe inlets.	X			X		
28-11	Both sides of road just south of Yorkshire Avenue – Inlets not bicycle safe.	Replace with bicycle safe inlets.	X			X		
28-12	Northbound side in vicinity of Northfield Avenue – Inlet not bicycle safe.	Replace with bicycle safe inlet.	X			X		
28-13	Both sides of road just north of Jackson Avenue – Inlets not bicycle safe.	Replace with bicycle safe inlets.	X			X		
28-14	Northbound side approaching Dolphin Avenue - “SPEED LIMIT 35 MPH” sign worn.	Replace with new sign.	X			X		
28-15	Glendale Avenue westerly approach-chain link fence on northeast corner restricting corner sight distance across that corner of the intersection.	Consideration should be given to contacting property owner regarding the relocation or removal of fence.		X			X	

Location 28 Daytime Field View continued

SAFETY ISSUE		REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
28-16	Decatur Avenue – signalized intersection. Fixed time, two-pole layout. Crosswalks across all approaches, pedestrian activity observed at the intersection. The intersection is in close proximity to a major signalized intersection at Rt 40-322. Traffic backs up in both directions between these two intersections. Signal pole on southeast corner is damaged.	Consideration should be given to replacing existing signal installation with new semi-actuated traffic signal with pedestrian indications.			X		X	
28-17	Washington Avenue intersection – signalized intersection. Two pole layout without pedestrian indications located in the downtown area.	Consideration should be given to replacing signal with modern installation with pedestrian indications.			X		X	
28-18	Adams Avenue – six right angle crashes at intersection, four involving eastbound and southbound traffic. During scan, team experienced excessive delay in making left turn from the eastbound Adams Avenue approach. Chain link fence on northwest corner restricts corner sight distance.	Consideration should be given to improving sight distance across the northwest corner of the intersection.		X			X	
28-19	Mulberry Avenue intersection – 10 crashes in the vicinity of the intersection. Sight distance is restricted across from the eastbound approach by a building and fence. Parking is practiced along the eastbound approach up to the STOP sign. Southbound Shore Road is signed to turn left at the intersection to get to the AC Expressway. Delays to side street approaches appear excessive.	Consideration should be given to conducting a traffic study at the intersection for possible signalization or other safety improvements.			X			X

Location 28 Daytime Field View continued

SAFETY ISSUE		REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
28-20	Both sides of road just south of Reading Avenue – Inlets not bicycle safe.	Replace with bicycle safe inlets.	X			X		
28-21	Reading Avenue northeast corner – fence with horizontal top rail restricting corner sight distance.	Consideration should be given to contacting property owner regarding the relocation of fence and the removal of top rail.		X			X	
28-22	Delilah Road intersection – the county recently conducted a traffic count at intersection and is planning to up grade intersection with possible left turn phasing and pedestrian indications. At that time the county will also evaluate the change and clearance intervals at the intersection.				X			X
28-23	Both sides of road just south of Laurel Avenue – Inlets not bicycle safe.	Replace with bicycle safe inlets.	X			X		
28-24	California Avenue intersection—inlets on southeast and southwest corners not bicycle safe. Bus shelter on northwest corner of the intersection restricting sight distance across that corner of the intersection.	Replace inlets with bicycle safe inlets. Consideration should be given to relocating the bus shelter on the northwest corner of the intersection.		X			X	
28-25	Horizontal curve in road north of Iowa Avenue.	Consideration should be given to installing chevron alignment signs along curve.	X				X	
28-26	Railroad overpass just south of Rt US 30 – bridge abutment unprotected.	Consideration should be given to designing guide rail for the abutments		X			X	
28-27	Between RT US 30 and Ohio Avenue – there are a number of roadside fixed objects.	This area should be evaluated more closely for guide rail, roadside delineation and pavement markings.		X			X	

Location 28 Daytime Field View continued

SAFETY ISSUE		REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
28-28	Southbound at Delilah Road-near left signal indication is twisted and needs to be re-aimed.	Re-aim signal indication.	X				X	
28-29	Southside just south of AC Expressway – two inlets not bicycle safe.	Replace with bicycle safe inlets.	X				X	
28-30	Southside at north Main Ave – flashing sign with flashers flash simultaneously. Flashers should flash alternately.	Revise flasher so that flashers flash alternately.	X				X	
28-31	Southbound at New York Avenue – both over-the-road signal indications need to re-aimed.	Re-aim both signal indications.	X				X	
28-32	Southbound side – sign clutter approaching Rt 52 circle needs to be addressed as non-traffic signs obstruct traffic signs. Circle ahead symbol warning sign is worn.	Evaluate signing in more detail.		X			X	

Location 28 – Nighttime Field View continued

NIGHTTIME OBSERVATIONS		CR 585 – Shore Road						
SAFETY ISSUE		REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
28-33	Northbound north of circle – bridge abutment need delineation.	Delineate bridge abutments with object markers or reflective paint.	X				X	
28-34	Maryland Avenue northeast and southwest corners-mileage signs for Longport are worn.	Replace with new sign.	X			X		
28-35	Northbound side north of Maryland Avenue - “SPEED LIMIT 35 MPH” sign is worn.	Install new sign.	X			X		
28-36	Northbound side south of Edgewood Avenue -“SPEED LIMIT 35 MPH” sign is worn.	Install new sign.	X			X		
28-37	Northbound side north of Vernon Avenue - “SPEED LIMIT 35 MPH” sign is worn.	Install new sign.	X			X		
28-38	Northbound side north of Northfield Avenue - “SPEED LIMIT 35 MPH” sign is worn.	Install new sign.	X			X		
28-39	Northbound side approaching CR 615 (Zion Road) - “JCT CR 615” sign assembly is worn and CR 615 with arrow to left sign assembly at intersection is worn.	Replace both sign assemblies.	X			X		
28-40	Northbound side approaching CR 644 - “JCT 644 sign assembly is worn.	Replace sign assembly.	X			X		

Location 28 Nighttime Field View continued

SAFETY ISSUE		REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
28-41	Northbound side in vicinity of Wright Street - "REDUCE SPEED AHEAD" sign is worn.	Replace with new sign in MUTCD.	X			X		
28-42	Rt 40-322 intersection – on northwest corner fourth building from intersection-bail bond office has flashing light bar in window similar to type used on police vehicles Looks like emergency vehicle reflection. Distracting to motorist.	Working through the local police, contact property owner to remove flashing light bar.	X					X
28-43	Rail road grade crossing just north of W. Jersey Avenue – Highway-rail grade crossing signs (cross buck) extremely worn	Replace with new signs.	X			X		
28-44	Northbound Delilah Road (CR 646) – northbound CR 646 with double headed arrow sign assembly on the northeast corner of the intersection is worn.	Replace with new sign assembly.	X			X		
28-45	Delilah Road-mast arm mounted street name sign facing northbound traffic is worn.	Replace mast arm mounted street name sign.	X			X		
28-46	Southbound south of Rt 30 – utility pole north of bridge abutment not delineated.	Install object marker in front of pole. Retain object marked south of pole in front of bridge abutment.	X				X	
28-47	Southbound side – utility poles in northern section of Shore Road have delineators installed on the utility poles.	Recommend that delineators be installed on all utility poles along road due to their close proximity to the edge of the roadway.		X			X	
28-48	Southbound side – lane use control sign at stop line at Rt 40-322 is worn.	Replace lane use control sign.	X			X		

Location 28 Nighttime Field View continued

SAFETY ISSUE		REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
28-49	Southbound approaching CR 615 – CR 615 with arrow to right sign assembly – arrow is worn.	Replace arrow plate.	X			X		
28-50	Southbound at Central Avenue – horizontal curve to right site of several struck curb crashes.	Recommend both center and edge lines be extended through intersection using short broken lines. Also, an addition chevron alignment sign should be installed south of the southern most chevron alignment sign existing at the intersection.	X					X
28-51	Southbound approaching New York Avenue “SIGNAL AHEAD” sign is worn.	Remove sign as it is not needed.	X			X		
28-52	Southbound side south of New York Avenue - “SPEED LIMIT 30 MPH” sign is worn.	Install new sign.	X			X		
28-53	Southbound side opposite Summer Avenue - “SPEED LIMIT 30 MPH” sign is worn.	Install new sign.	X			X		

Location 29X

CR 613

MP 0.00 to MP 3.03

Location 29X – CR 613 – MP 0.00 to MP 3.03

**Middle Road
Route 30 to Route 206
Hammonton Town
(3.03 miles)
(crash data not available)**

DAYTIME FIELD VIEW CR 613 – Middle Road								
	SAFETY ISSUE	REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT		
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH
29X-1	Vicinity of milepost 1.5 – small bridge with galvanized pipe railing. No guide rail.	Location should be evaluated for the need for guide rail.		X				X
29X-2	Vicinity of milepost 3 – there is guide rail along both sides of the road with end treatments that are not to current standards.	Update guide rail end treatments to current standards.		X			X	
29X-3	Southside approaching Myrtle Avenue – modified curve symbol sign worn.	Replace sign; add street nameplate.	X			X		
29X-4	Northbound side approaching Myrtle Avenue – there is a modified curve symbol sign.	Install street nameplate below sign.	X			X		
29X-5	Northbound side north of northernmost driveway to Wal-Mart – road narrows.	Install object marker facing northbound traffic in front of tree at that location.	X			X		
NIGHTTIME FIELD VIEW CR 613 – Middle Road								
There were no nighttime comments.								

Location 30X

CR 671

MP 0.00 to MP 2.46

Location 30X – CR 671 – MP 0.00 to MP 2.46

Union Road

Cumberland County Line to CR 557

Buena Vista Township

(2.46 miles)

(crash data not available)

DAYTIME FIELD VIEW									CR 671 – Union Road		
	SAFETY ISSUE	REMEDIAL ACTION	LEVEL OF EFFORT REQUIRED			POTENTIAL SAFETY BENEFIT					
			LOW	MEDIUM	HIGH	LOW	MEDIUM	HIGH			
30X-1	At intersection CR 681 – CR 681 route marker assembly with double arrow plate but no cardinal direction plate	Replace route marker assembly with assembly with appropriate cardinal direction plates.	X			X					
30X-2	At the Chestnut Street intersection – need for existing guide rail is questionable and end treatments are not to current standards.	Evaluate the need for the guide rail and if retained the end treatments be revised to current standards.		X			X				
NIGHTTIME FIELD VIEW									CR 671 – Union Road		
There were no nighttime comments.											

Recommendations

The safety issues identified during the conduct of this scan and included in the findings of this report have been presented in a manner that will permit their implementation as time and budget limitations allow. To the extent possible, the findings have been separated into line items so that the improvements can be implemented independently as appropriate. Clearly, consolidating a number of the safety recommendations will reduce the overall cost of improvements. We recommend that the appropriate management staff review the findings and decide which items can be completed in the immediate future (within one year). Many of the deficiencies can be corrected in the short term if the roadway owners dedicate both the time and financial resources to the task. The Level of Effort (an estimate of expenditures and work effort) indicated on the finding sheets of the report represent the team's best effort at categorizing each item.

With over 300 findings, implementing all of the findings is a formidable task. We have listed below some of the tasks that will have the most significant impact upon the crash potential along the roads. Item 27-12 – CR 559 – establishing a portion of 2nd Avenue as a one-way road and relocating the left turn movement to 10th Avenue is considered the most significant finding of the scan with the greatest potential for a severe crash. The remaining significant findings for the other sections of roadways evaluated are listed in the order of the locations scanned.

- Item 3-2 – CR 561 – The re-configuration of the intersection with Lakeview Road.
- Item 5-11 – CR 552 – Revising the flashing signal at CR 557 to flash simultaneously to each approach.
- Item 5-12 – CR 552 – Evaluate the intersection of CR 557 for a traffic signal.
- Item 7-2 – CR 561 – Install painted channelization at CR 561 Alternate.

- Item 7-3 – CR 561 – Investigate the intersection with CR 658 for the possible installation of an intersection control beacon.
- Item 16-4 – CR 559A – Investigate the elimination of the swale at the intersection of Harbor Avenue.
- Item 21-2 – CR 542 – Realignment of the Jackson Road intersection.
- Item 23-3 – CR 563 – Removal of a tree at Silver Maple Road.
- Item 27-7 – CR 559 – Investigate the intersection with CR 678 for additional safety improvements, possibly a 4-way stop.
- Item 28-20 – CR 585 – Investigate the intersection with Mulberry Avenue for possible signalization.
- Item 28-51 – CR 585 – Sign and pavement marking improvements at the intersection.

The following are significant items which could be readily addressed by the County with in-house resources.

- Item 8-1 – CR 617 – Mid-block crosswalk
- Item 10-8 – CR 669 – Passing zone
- Item 15-1 – CR 724 – Passing zone
- Item 18-4 – CR 688 – Passing zone
- Item 26-1 – CR 681 – Passing zone

As with all traffic safety studies, some of the crash experience on the roadway has no obvious or practical solutions.

While the safety scan focuses on roadway features, enforcement is still a crucial component of safety on a road. Enforcement discourages the motorist from becoming lax in obeying or observing the traffic regulations along the road. Just as resources must be allocated to the

physical improvements of the road, they must also be allocated to enforcement to maintain the safe operation of the road.

The opinions found in the findings of this Safety Scan report are those of the Safety Scan Team, as a whole, and not necessarily the opinions of the SJTPO or the individual team members.

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