

**SUBREGIONAL WORK PROGRAM OF FY 2011
(TASK III)**

**Road Safety Audit of
Philadelphia Avenue-CR 563, Moss Mill Road-
CR Alt 561, and Duerer Street-CR 561
Egg Harbor City, New Jersey**



July 2011

**Atlantic County
Department of Regional Planning and Economic
Development**



The preparation of this report has been financed in part by the U. S. Department of Transportation, Federal Highway Administration. The document is disseminated under the sponsorship of the U. S. Department of Transportation in the interest of information exchange. The United State Government assumes no liability for its contents of its use thereof.

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Introduction

Atlantic County has conducted a Road Safety Audit of three Egg Harbor City roads, Philadelphia Avenue CR 563 (MP 16.70 to 18.20), Duerer Street CR 561 (MP 10.09 to 11.53) and Moss Mill Road CR Alt 561 (MP 12.20 TO 13.67). This audit was conducted as part of Task III of FY 2011 Subregional Work Program. Prior to the audit activities, the Audit team collected and reviewed traffic data and other related material in order to assist the team in conducting the audit. The team consisted of following members:

Egg Harbor City-Road Safety Audit Team

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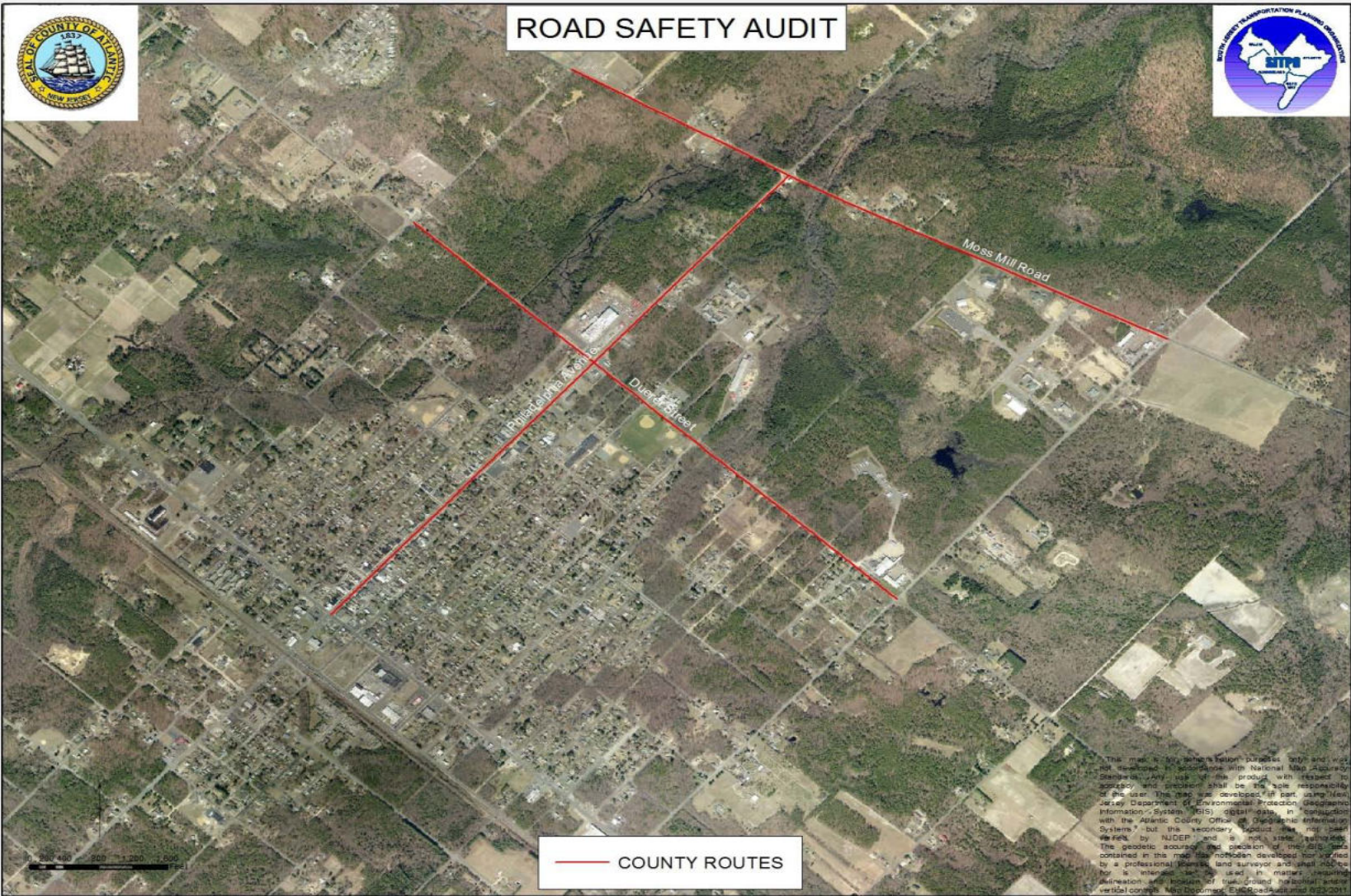
A description of the materials that were reviewed is provided below:

- Aerial Photos: Aerial photographs of the roadway segments;
- Straight Line Plan: Straight line plans, 1" = 400 feet were developed of the study sections of the roads;
- Traffic Volume Data;
- Traffic Signals;
- Crash Data: Crash data was obtained through Plan4Safety; January 1, 2003 through May 9, 2011. The formatted tables and graphs are attached for reference. A investigation of the crash data for the three-year period of 2008, 2009 and 2011 has been summarized in this report. *(Pre-audit crash data collection and analysis was made by SJTPO)*

The Audit team listed the safety issues and recommended remedial actions and level of effort required and safety benefits that can be expected for implementation.



ROAD SAFETY AUDIT



Pre-Audit Data Collection and Analysis – Crash Data (BY SJTPO)

Crash data was obtained through Plan4Safety; January 1, 2003 through May 9, 2011. A summary sheet with formatted tables and column charts is provided for reference. A closer investigation of the crash data for the three-year period of 2008, 2009, and 2010 was prepared is summarized in this report.

Route 561, Duerer Street (MP 10.09 to 11.53)

For the three-year period, a total of 26 crashes occurred along the studied section of Duerer Street. Six (6) crashes occurred in 2008, nine (9) in 2009, and 11 occurred in 2010.

The types of crashes are categorized as follows:

Fatal Crashes = 0

Injury Crashes = 15 (58%)

Property Damage Only (Non-injury) Crashes = 11 (42%)

Right Angle Crashes = 16 (62%); seven (7) at Philadelphia Avenue (CR 563), six (6) at Bremen Avenue (CR 674), two (2) at Buffalo Avenue and one (1) at Hamburg Avenue.

The next highest crash type is with **Fixed Object** = 3 (12%); with three (3) occurrences each at Buffalo Avenue, Cincinnati Avenue, and St. Louis Avenue/Esclair Street.

The highest concentration of crashes occurred at Philadelphia Avenue (CR 563) with eight (8) crashes, Bremen Avenue (CR 674) with six (6) crashes, and Buffalo Avenue with five (5) crashes.

A review of the crashes shows the following:

- The highest concentration of crashes occurred in November with four (4) crashes, with March, July, and August having three (3) crashes
- The highest frequency of crashes occurred on Monday with eight (8), followed by Sunday with seven (7) crashes
- The highest frequency of crashes occurred during the 1 o'clock PM hour with five (5) crashes during the three-year period
- The percentage of crashes occurring with **wet road conditions** is 23% while the percentage of crashes for **snowy/icy conditions** is 4%.
- The percentage of crashes during hours of **darkness** (19%) is slightly lower than the SJTPO Regional average for roads in the region (24%).
- The percentage of crashes with **injuries** is 58%.
- The percentage of **right angle crashes** (62%) is significantly higher than the SJTPO Regional average for roads in the region (16%).

- The percentage of **fixed object type crashes** (12%) is slightly lower than the SJTPO Regional average for roads in the region (17%).

Route 561 Alternate, Moss Mill Road (MP 12.20 to 13.67)

For the three-year period, a total of 18 crashes occurred along the studied section of Moss Mill Road. Four (4) crashes occurred in 2008, six (6) in 2009, and eight (8) occurred in 2010.

The types of crashes are categorized as follows:

Fatal Crashes = 0

Injury Crashes = 13 (72%)

Property Damage Only (Non-injury) Crashes = 5 (28%)

Right Angle Crashes = 10 (56%); eight (8) crashes occurred at Bremen Avenue (CR 674) the remaining two (2) right angle crashes occurred at Green Bank Road (CR 563).

The next highest crash type is with **Left Turns** = 3 (17%); with three (3) crashes occurring at Green Bank Road (CR 563).

The highest concentration of crashes occurred at Bremen Avenue (CR 674) with ten (10) crashes.

A review of the crashes shows the following:

- The highest concentration of crashes occurred in September with four (4) crashes and three (3) crashes in October
- The highest frequency of crashes occurred on Wednesday (4 crashes), followed by Sunday, Tuesday, Thursday, and Saturday all with three (3) crashes
- The highest frequency of crashes occurred during the 5 o'clock PM hour with four (4) crashes during the three-year period, three (3) crashes occurred at 4 o'clock PM
- The percentage of crashes occurring on **wet road conditions** is 6% while the percentage of crashes on **snowy/icy conditions** is 6%.
- The percentage of crashes during hours of **darkness** (28%) is fairly consistent than the SJTPO Regional average for roads in the region (24%).
- The percentage of crashes with **injuries** is 72%.
- The percentage of **right angle crashes** (56%) is significantly higher than the SJTPO Regional average for roads in the region (16%).
- The percentage of **left turn crashes** is 17%.
- The percentage of **animal crashes** is 11%.

Route 563, Philadelphia Avenue (MP 16.70 to 18.20)

For the three-year period, a total of 42 crashes occurred along the studied section of Philadelphia Avenue. 15 crashes occurred in 2008, 10 in 2009, and 17 occurred in 2010.

The types of crashes are categorized as follows:

Fatal Crashes = 0

Injury Crashes = 12 (35%)

Property Damage Only (Non-injury) Crashes = 22 (65%)

Right Angle Crashes = 10 (29%); three (3) occurrences at Camp Street and Duerer Street (CR 561), no other clusters are found

The next highest crash type is **Same Direction – Rear End** = 6 (18%); with two (2) crashes at Arago Street and White Horse Pike (US Route 30), no other clusters are found.

Followed by 15% of crashes being **Struck Parked Vehicle** = 5 (15%); three (3) at Arago Street and two (2) at Beethoven Street; 15% of the crashes were **Fixed Object** = 5 (15%); a cluster of four (4) crashes occurred at Moss Mill Road (CR 561 A).

The highest concentration of crashes occurred at Arago Street with nine (9) crashes and seven (7) crashes at Moss Mill Road (CR 561 A).

A review of the crashes shows the following:

- The highest concentration of crashes occurred in September with six (6) crashes and five (5) crashes in January and July
- The highest frequency of crashes occurred on Monday (9 crashes), followed by Wednesday and Thursday with six (6) crashes
- The highest frequency of crashes occurred during the noon hour with four (4) crashes during the three-year period, three (3) crashes occurred at 7 AM, 9 AM, 4 PM, and 6 PM
- The percentage of crashes occurring on **wet road conditions** is 24% while the percentage of crashes on **snowy/icy conditions** is 6%.
- The percentage of crashes during hours of **darkness** (15%) is lower than the SJTPO Regional average for roads in the region (24%).
- The percentage of crashes with **injuries** is 35% with the percentage of crashes with **property damage only** being 65 %.
- The percentage of **right angle crashes** (56%) is significantly higher than the SJTPO Regional average for roads in the region (16%).
- The percentage of **left turn crashes** is 29%.
- The percentage of **same direction – rear end crashes** is 18%.

- The percentage of **struck parked vehicle type crashes** (15%) is consistent with the SJTPO Regional average (3%).
- The percentage of **fixed object crashes** (15%) is consistent with the SJTPO Regional average (17%).
- The percentage of **reverse crashes** is 9%.
- The percentage of **same direction – side swipe crashes** (6%) is consistent with the SJTPO Regional average for roads in the region (9%).

Crash Data Philadelphia Avenue CR 563

Year	Number of Crashes
2003	16
2004	7
2005	14
2006	3
2007	9
2008	15
2009	10
2010	17
2011	4
Grand Total	95
2008-2010 Total	42

Month	Number of Crashes by Year										Grand Total	2008-2010 Total
	2003	2004	2005	2006	2007	2008	2009	2010	2011			
January	1		1			4	1	2	1	10	5	
February			1			1		2	1	5	1	
March	1		1	1	1	1	2	2	1	10	4	
April	1	1	1			1	1	3	1	9	2	
May		1		1		1	1			4	2	
June	1	1	1		2		1			6	3	
July	2	2	1		1	3	1	2		12	5	
August	2		2		2					6	2	
September	2				1	2	3	2		10	6	
October	1		2		1			1		5	1	
November	3	2	2	1	1	2				11	3	
December	2		2					3		7	0	
Grand Total	16	7	14	3	9	15	10	17	4	95	34	

Day of Week	Number of Crashes by Year									Grand Total	2008-2010 Total
	2003	2004	2005	2006	2007	2008	2009	2010	2011		
Sunday	3		2	1		1	2	1	1	11	3
Monday			2		4	3	2	2		13	9
Tuesday	1	1	4	1		3	1	5		16	4
Wednesday	5		5		1	3	2	4	2	22	6
Thursday	2	2		1	2	2	2	2		13	6
Friday	3	4				3				10	3
Saturday	2		1		2		1	3	1	10	3
Grand Total	16	7	14	3	9	15	10	17	4	95	34

Time of Day	Number of Crashes by Year									Grand Total	2008-2010 Total
	2003	2004	2005	2006	2007	2008	2009	2010	2011		
12:00 MIDNIGHT-1:00 AM								1		1	0
1:00-2:00 AM							1			1	1
2:00-3:00 AM										0	0
3:00-4:00 AM			1							1	0
4:00-5:00 AM						1				1	1
5:00-6:00 AM										0	0
6:00-7:00 AM						1	1	1		3	2
7:00-8:00 AM							3			3	3
8:00-9:00 AM	1		1			2		2		6	2
9:00-10:00 AM	3		1		2	1				7	3
10:00-11:00 AM	1		2				1	1		5	1
11:00AM-12:00 NOON	2				1	1			1	5	2
12:00-1:00 PM	1		1		3	1		1	1	8	4
1:00-2:00 PM		1	1			1	1	1		5	2
2:00-3:00 PM	1	1	1			2		1	1	7	2
3:00-4:00 PM	3	1	1	1		2		1		9	2
4:00-5:00 PM	1	1	1		1		2	2	1	9	3
5:00-6:00 PM	2	1	1	1	1			1		7	1

6:00-7:00 PM		1	1			2	1	3		8	3
7:00-8:00 PM			2			1				3	1
8:00-9:00 PM		1						1		2	0
9:00-10:00 PM				1	1					2	1
10:00-11:00 PM	1							1		2	0
11:00PM-12:00 MIDNIGHT										0	0
Grand Total	16	7	14	3	9	15	10	17	4	95	34

Road Surface Condition	Number of Crashes by Year										Grand Total	2008-2010 Total	Percentage
	2003	2004	2005	2006	2007	2008	2009	2010	2011				
Dry	12	6	12	3	6	10	8	9	3	69	24	71%	
Wet	4	1	2		3	4	1	5	1	21	8	24%	
Snowy							1	1		2	1	3%	
Icy						1		2		3	1	3%	
Slush										0	0	0%	
Water (Standing/Moving)										0	0	0%	
Sand, Mud, Dirt										0	0	0%	
Grand Total	16	7	14	3	9	15	10	17	4	95	34	100%	

Weather Condition	Number of Crashes by Year										Grand Total	2008-2010 Total	Percentage
	2003	2004	2005	2006	2007	2008	2009	2010	2011				
Clear	12	6	13	3	6	10	8	11	4	73	24	71%	
Rain	4	1	1		3	5		3		17	8	24%	
Snow							1	3		4	1	3%	
Fog/Smog/Smoke										0	0	0%	
Overcast							1			1	1	3%	
Sleet/Hail/Freezing Rain										0	0	0%	
Blowing Snow										0	0	0%	
Grand Total	16	7	14	3	9	15	10	17	4	95	34	100%	

Light Condition	Number of Crashes by Year										Grand Total	2008-2010 Total	Percentage
	2003	2004	2005	2006	2007	2008	2009	2010	2011				
Daylight	14	6	11	1	7	11	8	12	4	74	26	76%	
Dawn						1	1			2	2	6%	
Dusk				1	1			1		3	1	3%	
Dark - Street Lights Off										0	0	0%	
Dark - No Street Lights							1			1	1	3%	
Dark - Street Lights On/ continuous	2	1	3	1	1	3		4		15	4	12%	
Dark - Street Lights On/ spot										0	0	0%	
Grand Total	16	7	14	3	9	15	10	17	4	95	34	100%	

Severity	Number of Crashes by Year										Grand Total	2008-2010 Total	Percentage
	2003	2004	2005	2006	2007	2008	2009	2010	2011				
Fatal			1							1	0	0%	
Injury	6	4	8		3	6	3	5	1	36	12	35%	
Property Damage Only	10	3	5	3	6	9	7	12	3	58	22	65%	
Grand Total	16	7	14	3	9	15	10	17	4	95	34	100%	

Crash Type	Number of Crashes by Year										Grand Total	2008-2010 Total	Percentage
	2003	2004	2005	2006	2007	2008	2009	2010	2011				
Same Direction - Rear End	4	1	2		5		1	2	2	17	6	18%	
Same Direction - Side Swipe	1		1			2		1		5	2	6%	
Right Angle	3	3	5	1	3	3	4	4	1	27	10	29%	
Opposite Direction - Head On, Angular		1					1	1		3	1	3%	
Opposite Direction - Side Swipe										0	0	0%	
Struck Parked Vehicle	3	1		1	1	3	1	2	1	13	5	15%	
Left Turn / U Turn		1						1		2	0	0%	
Backing						3		2		5	3	9%	
Encroachment						1				1	1	3%	
Overtaken										0	0	0%	

Fixed Object						2	3	3			8	5	15%
Animal			1								1	0	0%
Pedestrian											0	0	0%
Pedalcyclist						1		1			2	1	3%
Non-fixed Object											0	0	0%
Railcar - Vehicle											0	0	0%
Other	5		6								11	0	0%
Grand Total	16	7	14	3	9	15	10	17	4		95	34	100%

Nearest Cross Street	Number of Crashes by Year										Grand Total	2008-2010 Total	Percentage
	2003	2004	2005	2006	2007	2008	2009	2010	2011				
WHITE HORSE PIKE (US RT 30)		1	2		2	1	1	6	2		15	4	12%
BANK OF AMERICA	1										1	0	0%
ARAGO STREET	7	3	2		2	5	2	3			24	9	26%
BEETHOVEN STREET		2	1		1	3		2	1		10	4	12%
BUERGER STREET			1	1	1			1			4	1	3%
CAMPE STREET			2		1		3				6	4	12%
CLAUDIUS STREET	2			1				4			7	0	0%
DIESTERWEG STREET	1				1		1				3	2	6%
DUERER STREET (CR 561)			4			2	1		1		8	3	9%
ESSLAIR STREET								1			1	0	0%
FICHTE STREET	1			1							2	0	0%
MOSS MILL ROAD (CR 561 A)	4	1	2		1	4	2				14	7	21%
Total	16	7	14	3	9	15	10	17	4		95	34	100%

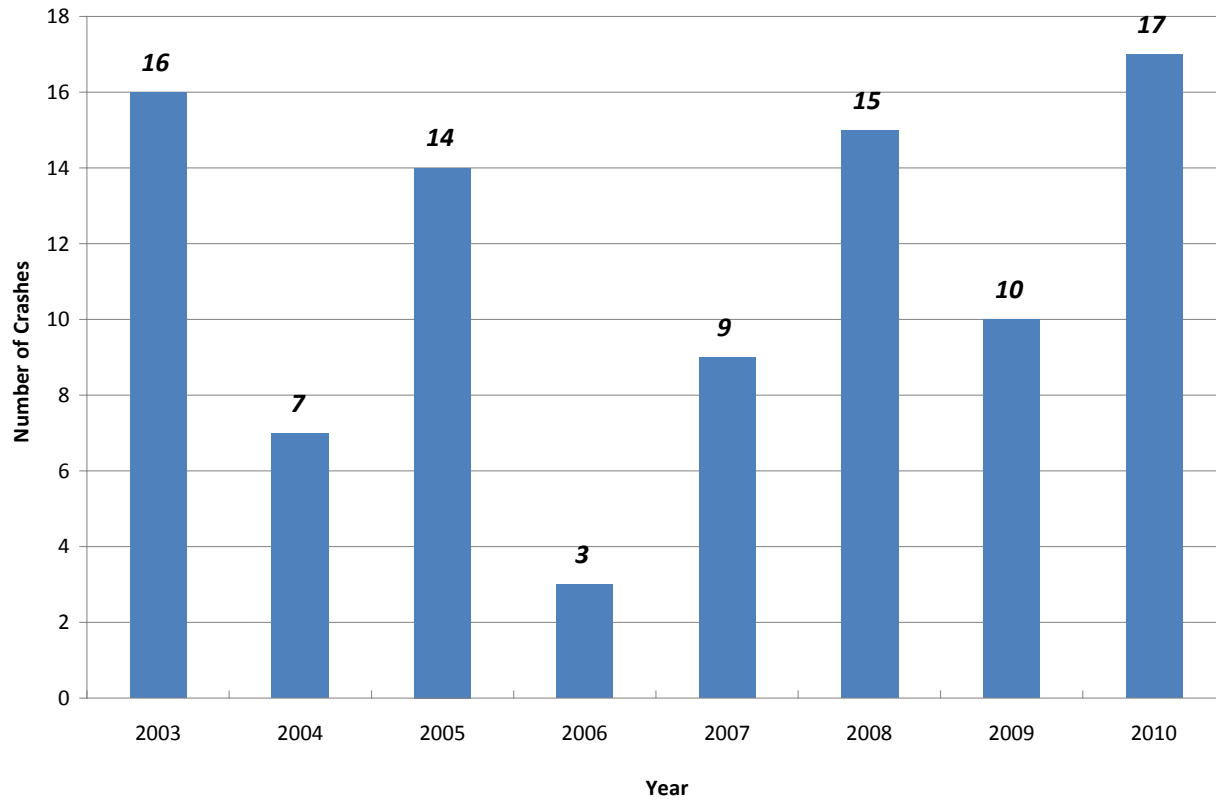
Crash Type Nearest Cross Street	Number of Crashes by Year										Grand Total	2008- 2010 Total
	2003	2004	2005	2006	2007	2008	2009	2010	2011			
Same Direction - Rear End	4	1	2	0	5	0	1	2	2	17	6	
ARAGO STREET	1	1			1		1			4	2	
CAMPE STREET					1					1	1	
CLAUDIUS STREET	1									1	0	
MOSS MILL ROAD (CR 561 A)	2				1					3	1	
WHITE HORSE PIKE (US RT 30)			2		2			2	2	8	2	
Same Direction - Side Swipe	1	0	1	0	0	2	0	1	0	5	2	
ARAGO STREET			1			1				2	1	
CLAUDIUS STREET	1							1		2	0	
WHITE HORSE PIKE (US RT 30)						1				1	1	
Right Angle	3	3	5	1	3	3	4	4	1	27	10	
ARAGO STREET	1	1	1		1			1		5	1	
BEETHOVEN STREET		2	1					1		4	0	
BUERGER STREET				1	1			1		3	1	
CAMPE STREET							3			3	3	
DI ESTERWEG STREET	1				1					2	1	
DUERER STREET (CR 561)			3			2	1		1	7	3	
MOSS MILL ROAD (CR 561 A)	1					1				2	1	
WHITE HORSE PIKE (US RT 30)								1		1	0	
Opposite Direction - Head On, Angular	0	1	0	0	0	0	1	1	0	3	1	
CLAUDIUS STREET								1		1	0	
WHITE HORSE PIKE (US RT 30)		1					1			2	1	
Opposite Direction - Side Swipe										0	0	
Struck Parked Vehicle	3	1	0	1	1	3	1	2	1	13	5	
ARAGO STREET	3	1				2	1	1		8	3	
BEETHOVEN STREET					1	1			1	3	2	
CLAUDIUS STREET				1				1		2	0	
Left Turn / U Turn	0	1	0	0	0	0	0	1	0	2	0	
BEETHOVEN STREET								1		1	0	

MOSS MILL ROAD (CR 561 A)							1				1	0
Backing	0	0	0	0	0	0	3	0	2	0	5	3
ARAGO STREET							1		1		2	1
BEETHOVEN STREET							1				1	1
MOSS MILL ROAD (CR 561 A)							1				1	1
WHITE HORSE PIKE (US RT 30)									1		1	0
Encroachment	0	0	0	0	0	0	1	0	0	0	1	1
ARAGO STREET							1				1	1
Overturned											0	0
Fixed Object	0	0	0	0	0	0	2	3	3	0	8	5
CLAUDIUS STREET									1		1	0
DIESTERWEG STREET								1			1	1
ESSLAIR STREET									1		1	0
MOSS MILL ROAD (CR 561 A)							2	2			4	4
WHITE HORSE PIKE (US RT 30)									1		1	0
Animal	0	0	0	1	0	0	0	0	0	0	1	0
FICHTE STREET				1							1	0
Pedestrian											0	0
Pedalcyclist	0	0	0	0	0	0	1	0	1	0	2	1
BEETHOVEN STREET							1				1	1
WHITE HORSE PIKE (US RT 30)									1		1	0
Non-fixed Object											0	0
Railcar - Vehicle											0	0
Other	5	0	6	0	0	0	0	0	0	0	11	0
ARAGO STREET	2										2	0
BANK OF AMERICA	1										1	0
BUERGER STREET			1								1	0
CAMPE STREET			2								2	0
DUERER STREET (CR 561)			1								1	0
FICHTE STREET	1										1	0
MOSS MILL ROAD (CR 561 A)	1		2								3	0
Grand Total	16	7	14	3	9	15	10	17	4		95	34

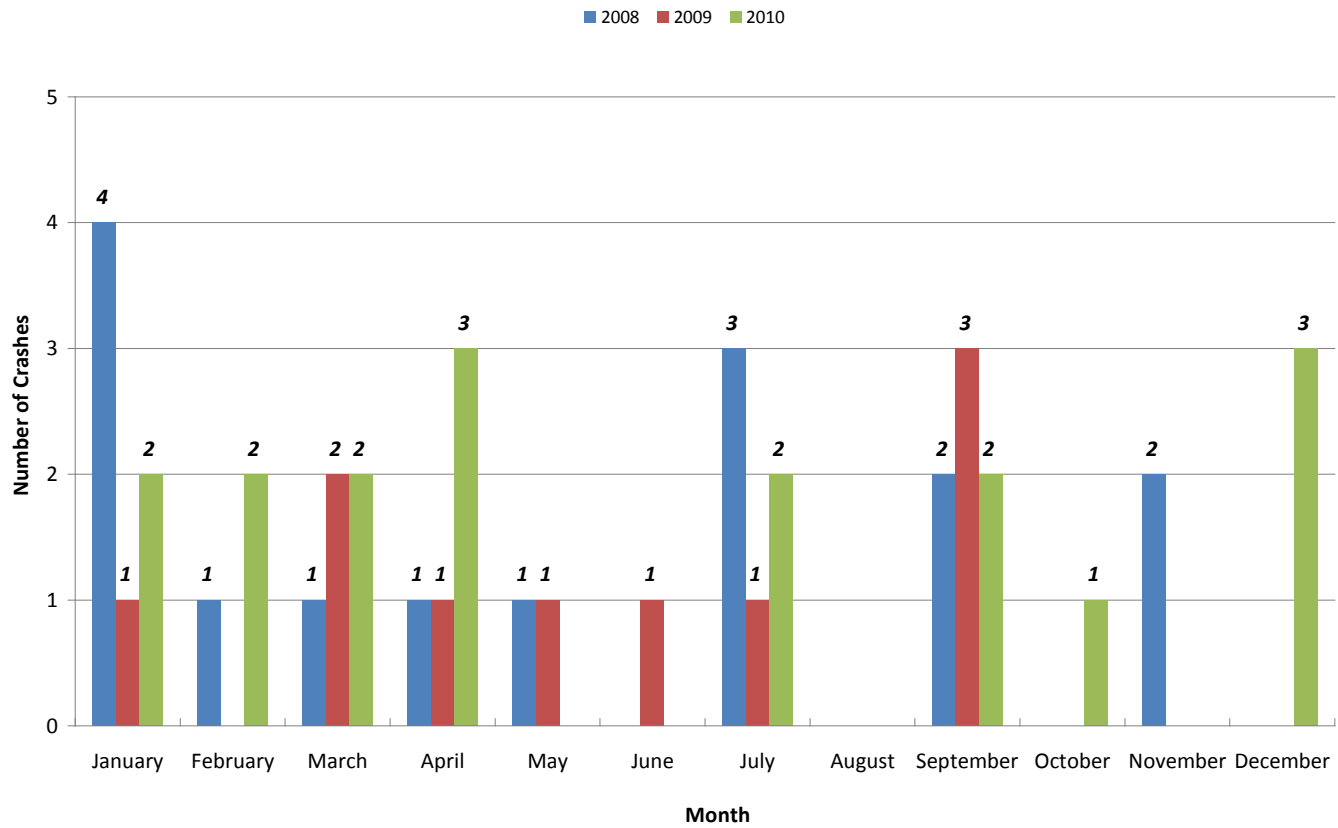
Distance to Cross Street	Cross Street	Number of Crashes by Year									Grand Total	2008-2010 Total
		2003	2004	2005	2006	2007	2008	2009	2010			
At Intersection	ARAGO STREET	1		1		2	2			1	7	3
10	ARAGO STREET								1		1	1
30	ARAGO STREET								1		1	1
45	ARAGO STREET									1	1	1
50	ARAGO STREET		1				1				2	1
57	ARAGO STREET		1								1	0
75	ARAGO STREET	1								1	2	1
78	ARAGO STREET		1								1	0
	ARAGO STREET	2	3	1	0	2	3	2	3	16	8	
	BEETHOVEN STREET		2	1				1		2	6	3
25	BEETHOVEN STREET					1					1	0
87	BEETHOVEN STREET							1			1	1
	BEETHOVEN STREET	0	2	1	0	1	2	0	2		8	4
	BUERGER STREET			1	1	1			1		4	1
	CAMPE STREET			2		1			3		6	3
	CLAUDIUS STREET	1								3	4	3
70	CLAUDIUS STREET	1								1	2	1
	CLAUDIUS STREET	2	0	0	0	0	0	0	4		6	4
	DIESTERWEG STREET	1					1				2	0
	DUERER STREET (CR 561)			3				2	1		6	3
71	DUERER STREET (CR 561)			1							1	0
	DUERER STREET (CR 561)	0	0	4	0	0	2	1	0		7	3
	ESSLAIR STREET									1	1	1
	FICHTE STREET	1									1	0
20	FICHTE STREET				1						1	0
	FICHTE STREET	1	0	0	1	0	0	0	0		2	0
	MOSS MILL ROAD (CR 561 A)	4	1			1	2				8	2
	WHITE HORSE PIKE (US RT 30)		1	2		1		1	5		10	6
At Intersection Total		10	7	11	2	8	9	7	16	70	32	

Not At Intersection	100	ARAGO STREET	1							1	0	
	125	ARAGO STREET	1							1	0	
	150	ARAGO STREET	1							1	0	
	185	ARAGO STREET					1			1	1	
	196	ARAGO STREET		1						1	0	
	261	ARAGO STREET					1			1	1	
	265	ARAGO STREET	1							1	0	
	Unknown	ARAGO STREET	1							1	0	
		ARAGO STREET	5	0	1	0	0	2	0	0	8	2
		BANK OF AMERICA	1								1	0
	200	BEETHOVEN STREET						1			1	1
	123	CLAUDIUS STREET			1						1	0
Unknown	DIESTERWEG STREET							1		1	1	
180	MOSS MILL ROAD (CR 561 A)		1							1	0	
400	MOSS MILL ROAD (CR 561 A)		1							1	0	
450	MOSS MILL ROAD (CR 561 A)						1			1	1	
1584	MOSS MILL ROAD (CR 561 A)							1		1	1	
5280	MOSS MILL ROAD (CR 561 A)						1	1		2	2	
	MOSS MILL ROAD (CR 561 A)	0	0	2	0	0	2	2	0	6	4	
175	WHITE HORSE PIKE (US RT 30)					1				1	0	
300	WHITE HORSE PIKE (US RT 30)								1	1	1	
Unknown	WHITE HORSE PIKE (US RT 30)						1			1	1	
	WHITE HORSE PIKE (US RT 30)	0	0	0	0	1	1	0	1	3	2	
Not At Intersection Total		6	0	3	1	1	6	3	1	21	10	
Grand Total		16	7	14	3	9	15	10	17	91	42	

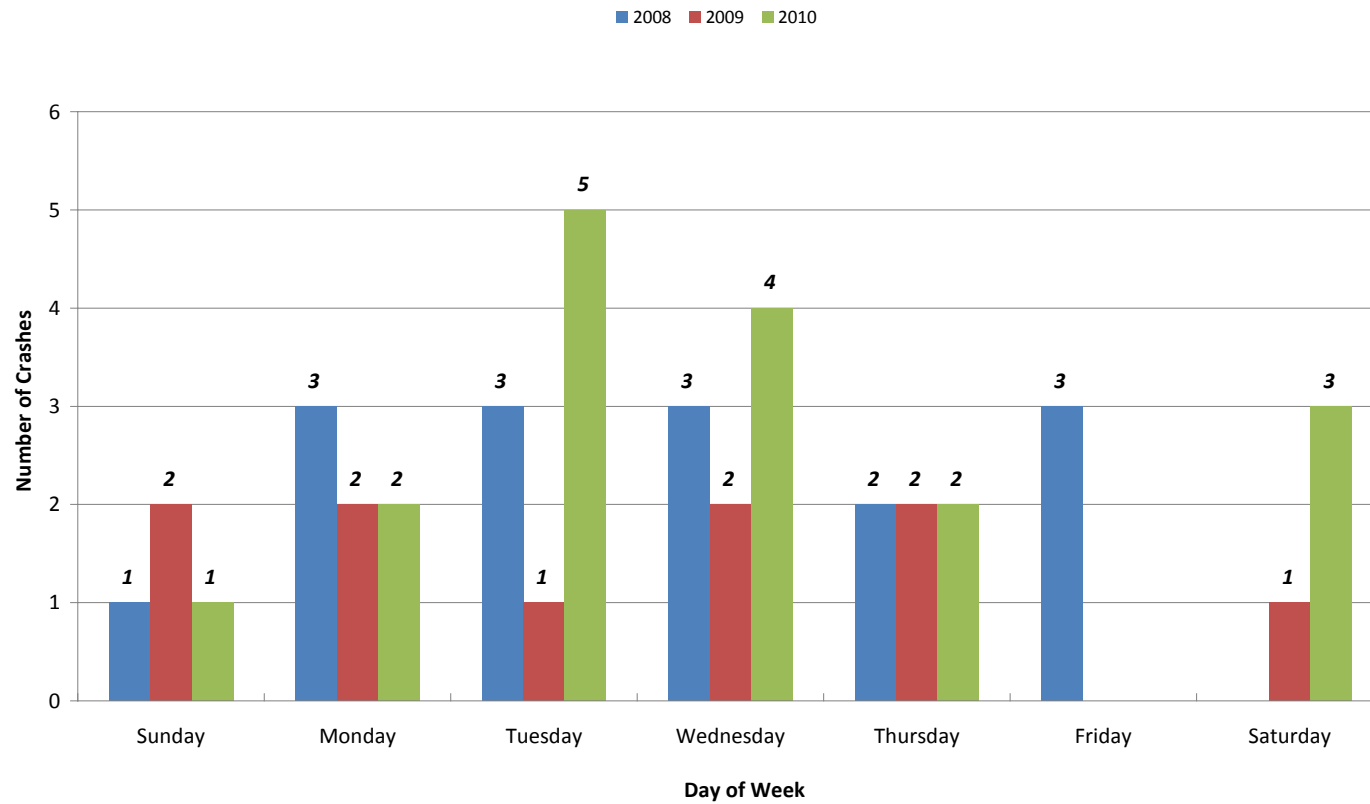
**Philadelphia Avenue (CR 563) MP 16.70-18.20
Crash Occurrence by Year (2003-2010)**



Philadelphia Avenue (CR 563) MP 16.70-21.96 Crash Occurrence by Month (2008-2010)

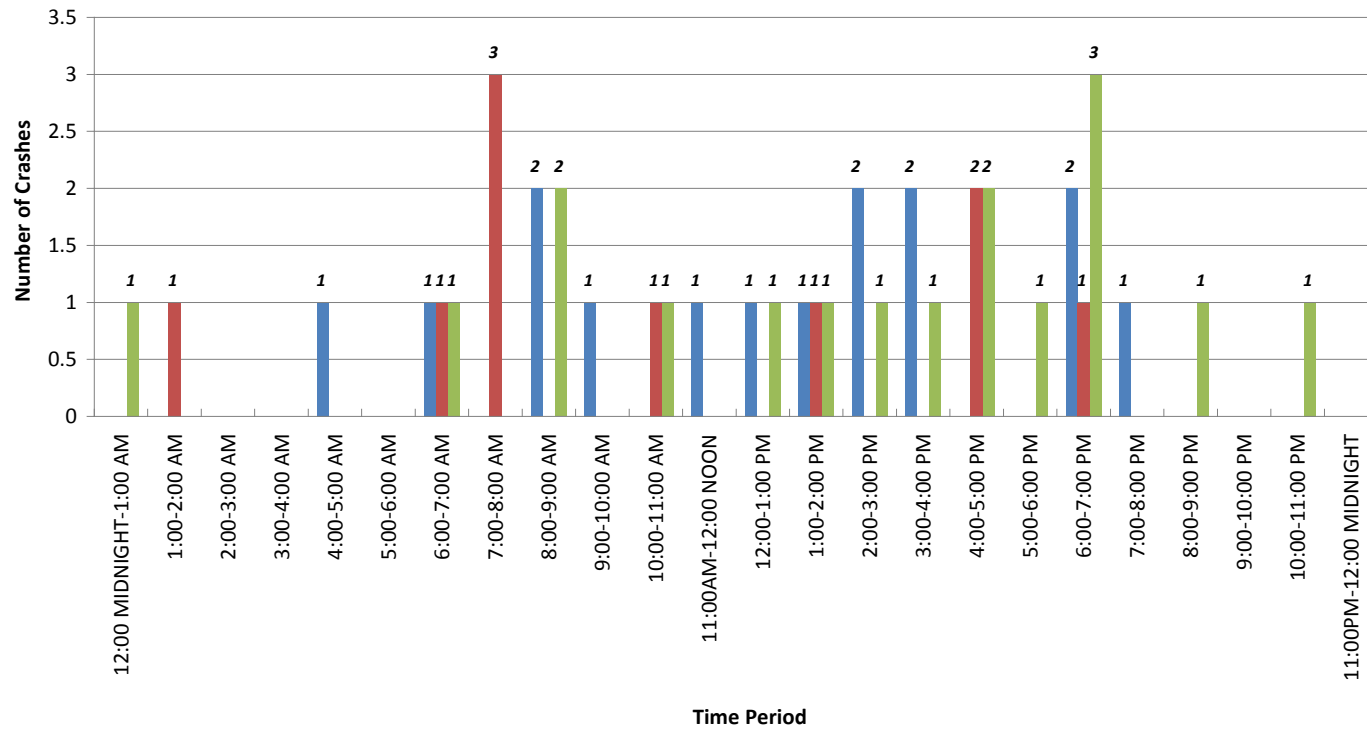


Philadelphia Avenue (CR 563) MP 16.70-21.96 Crash Occurrence by Day of Week (2008-2010)

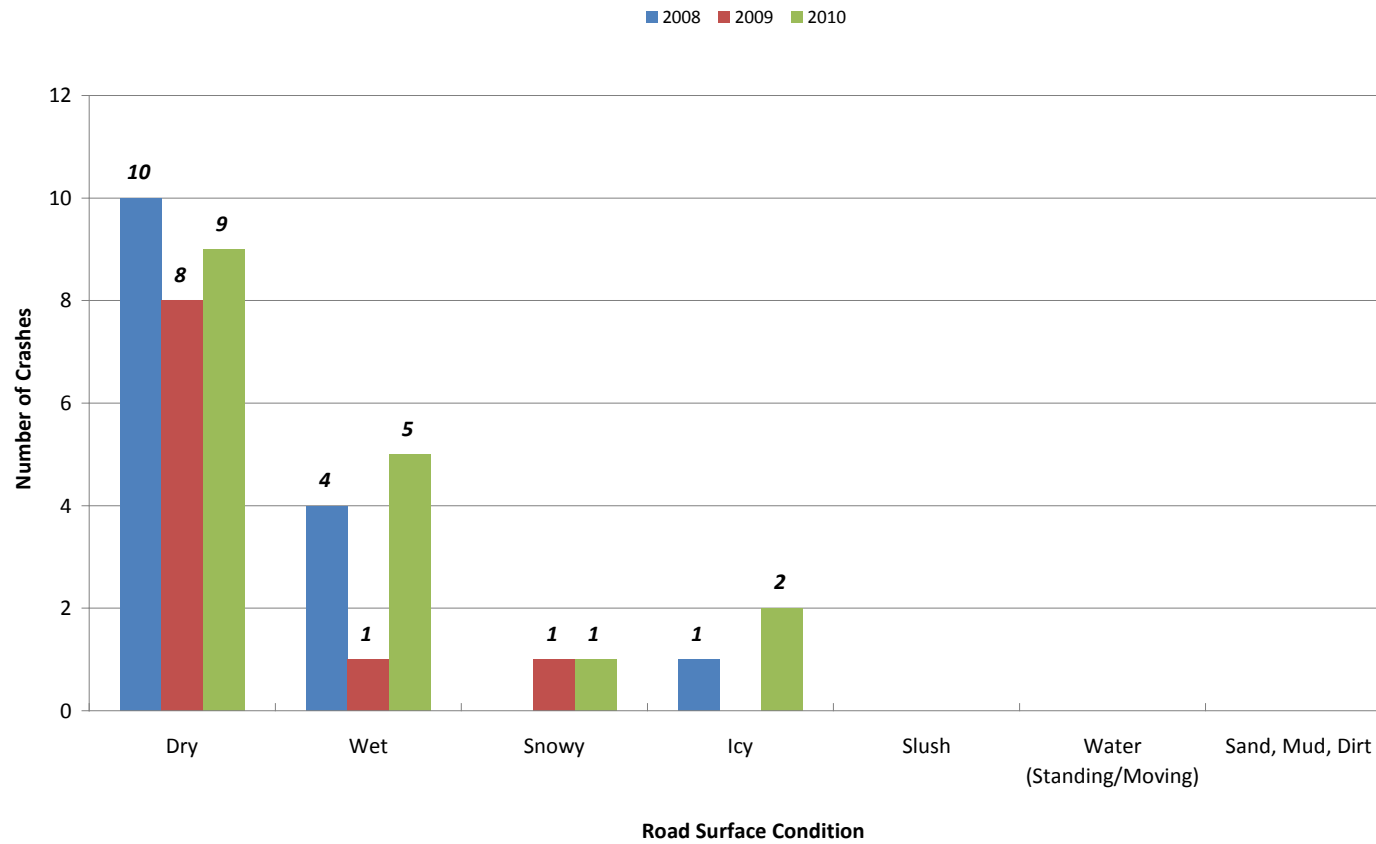


Philadelphia Avenue (CR 563) MP 16.70-21.96 Crash Occurrence by Time of Day (2008-2010)

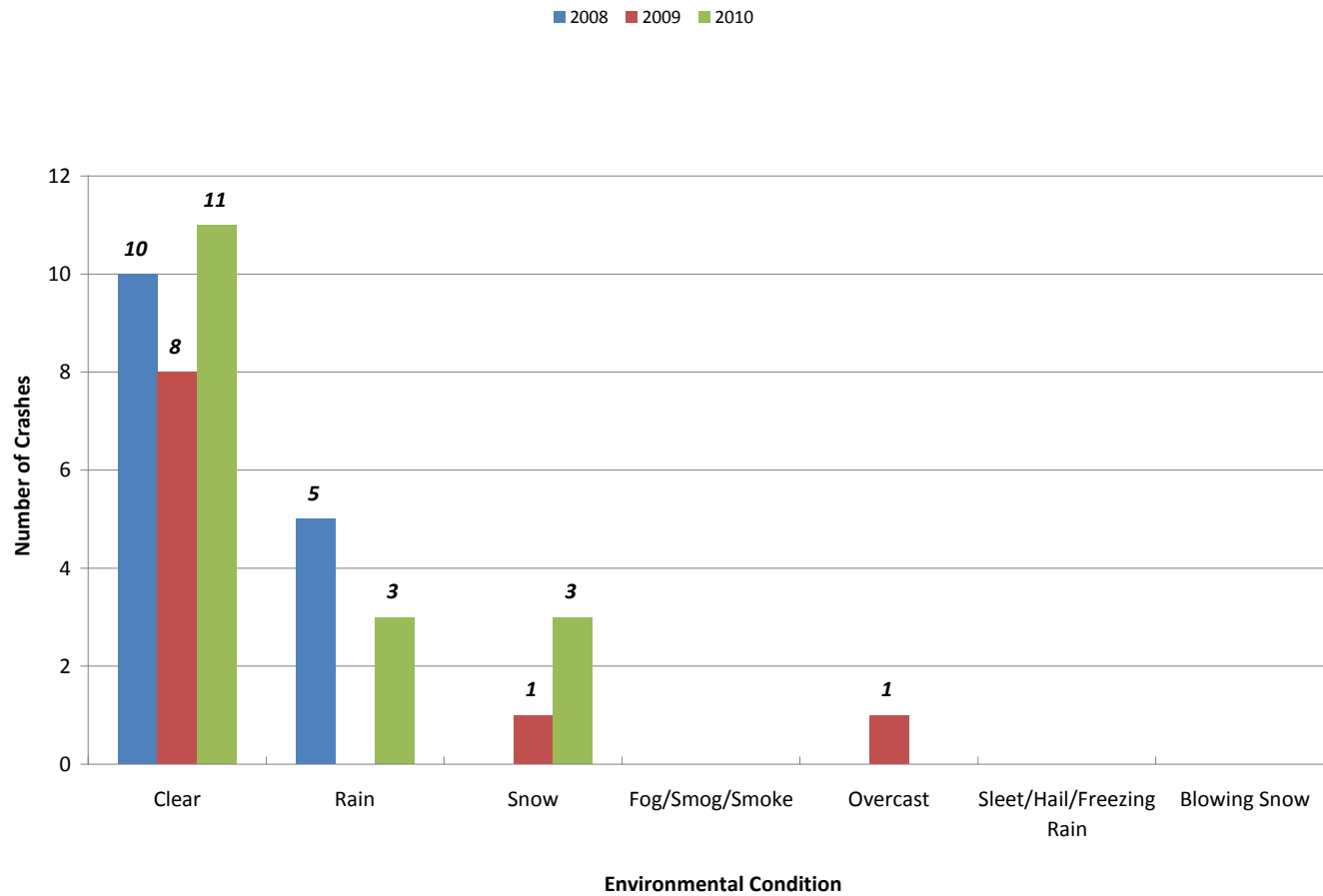
■ 2008 ■ 2009 ■ 2010



Philadelphia Avenue (CR 563) MP 16.70-21.96 Crash Occurrence by Road Surface Condition (2008-2010)

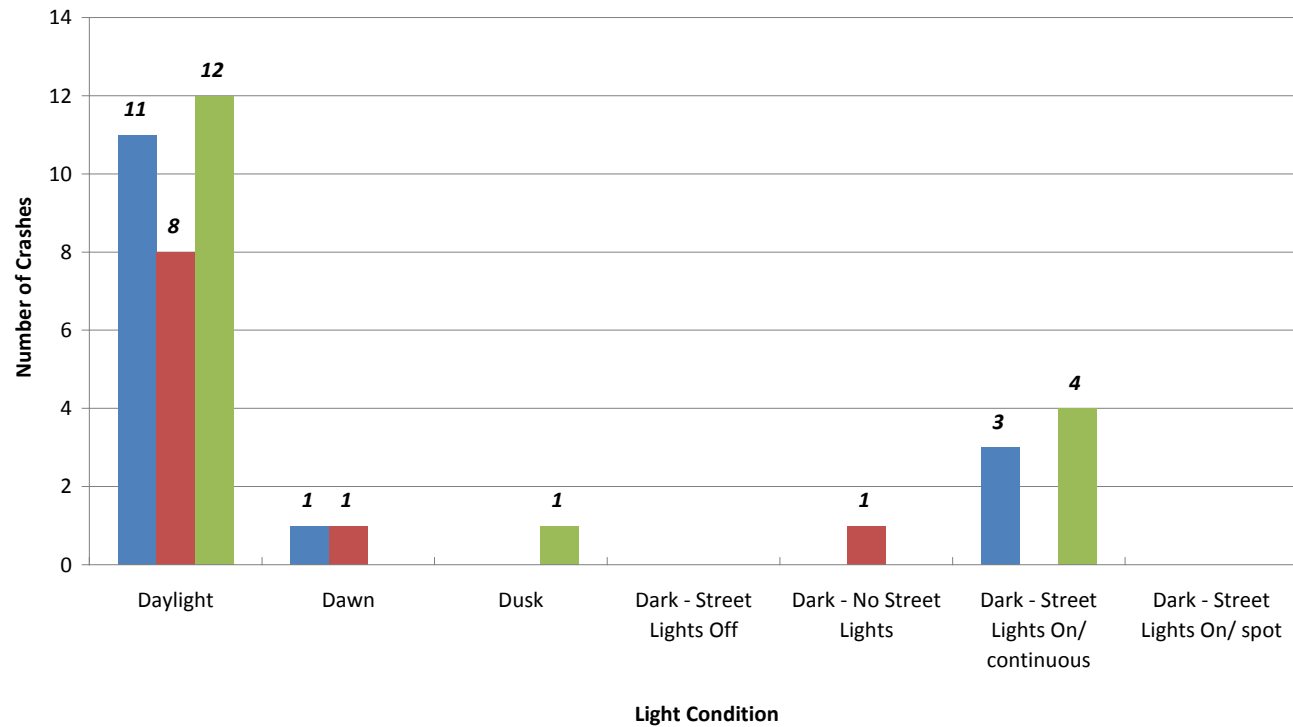


Philadelphia Avenue (CR 563) MP 16.70-21.96 Crash Occurrence by Environmental Condition (2008-2010)

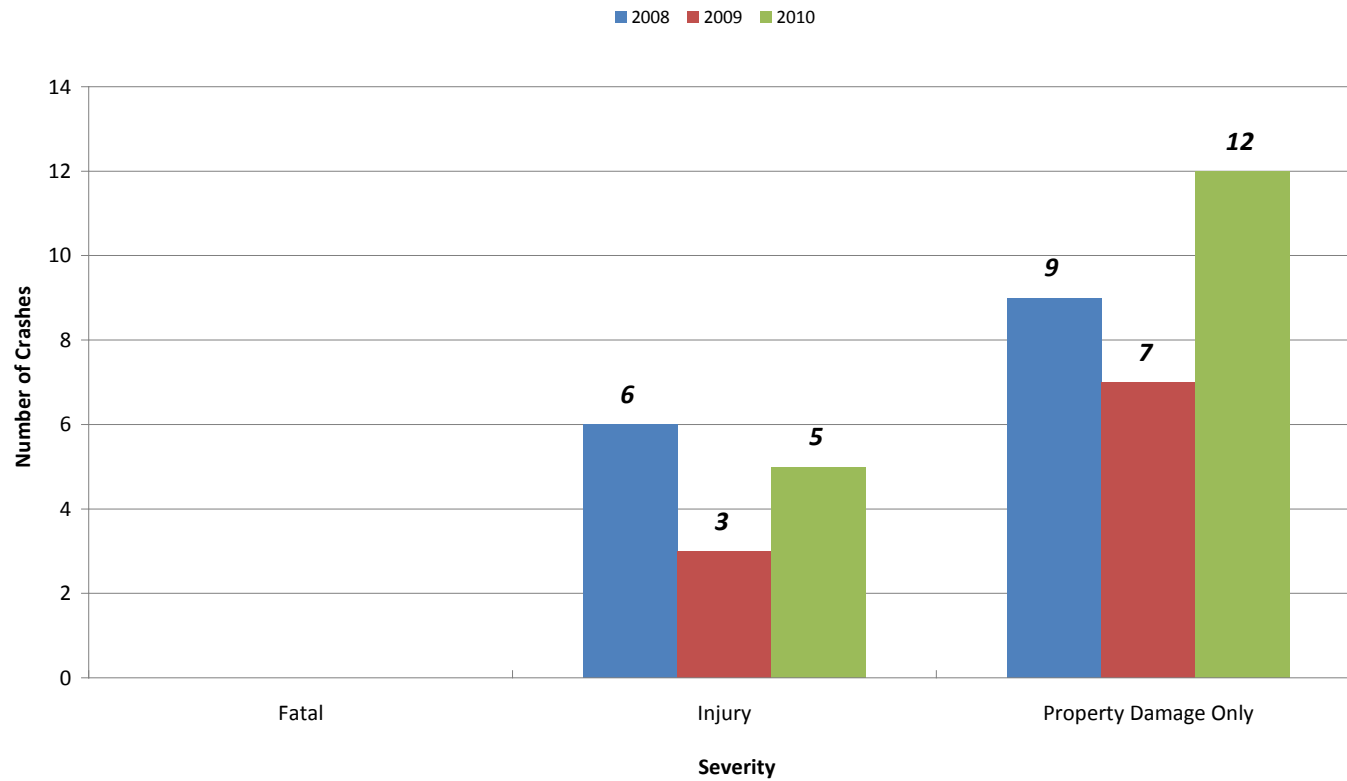


Philadelphia Avenue (CR 563) MP 16.70-21.96 Crash Occurrence by Light Condition (2008-2010)

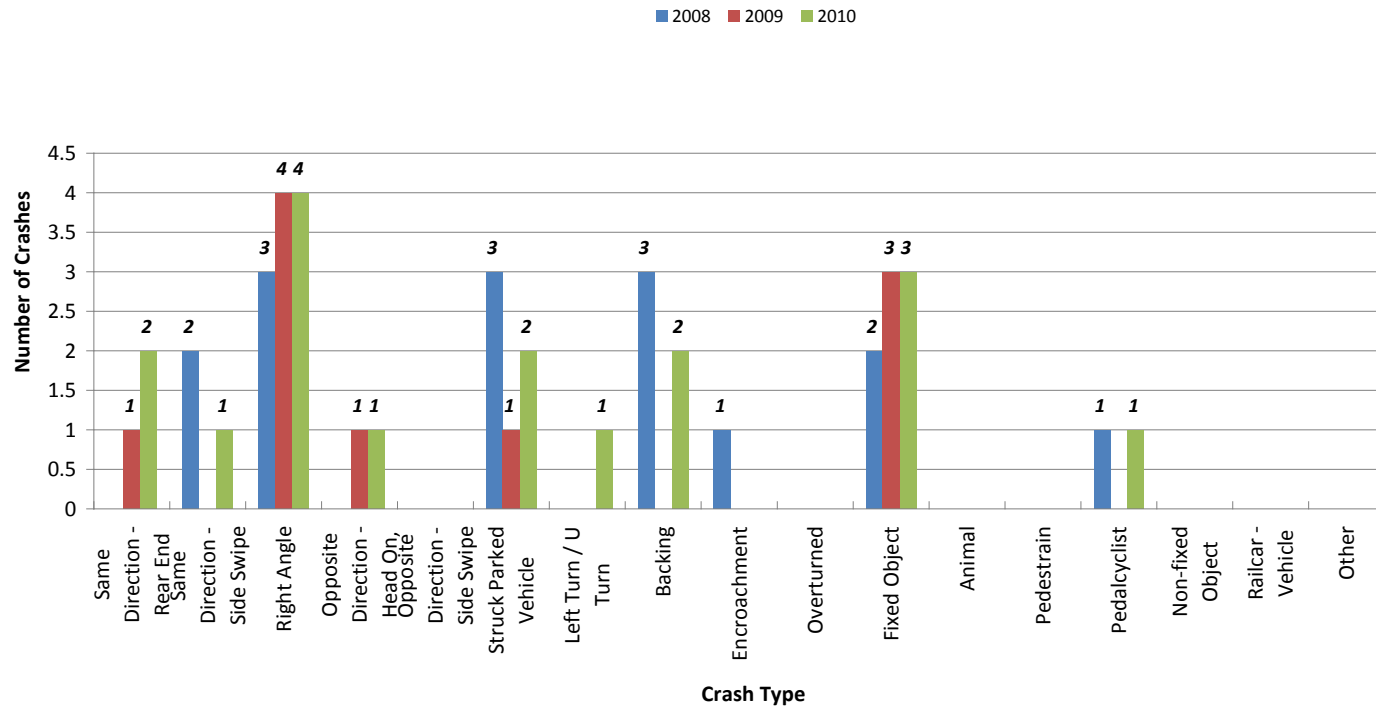
■ 2008 ■ 2009 ■ 2010



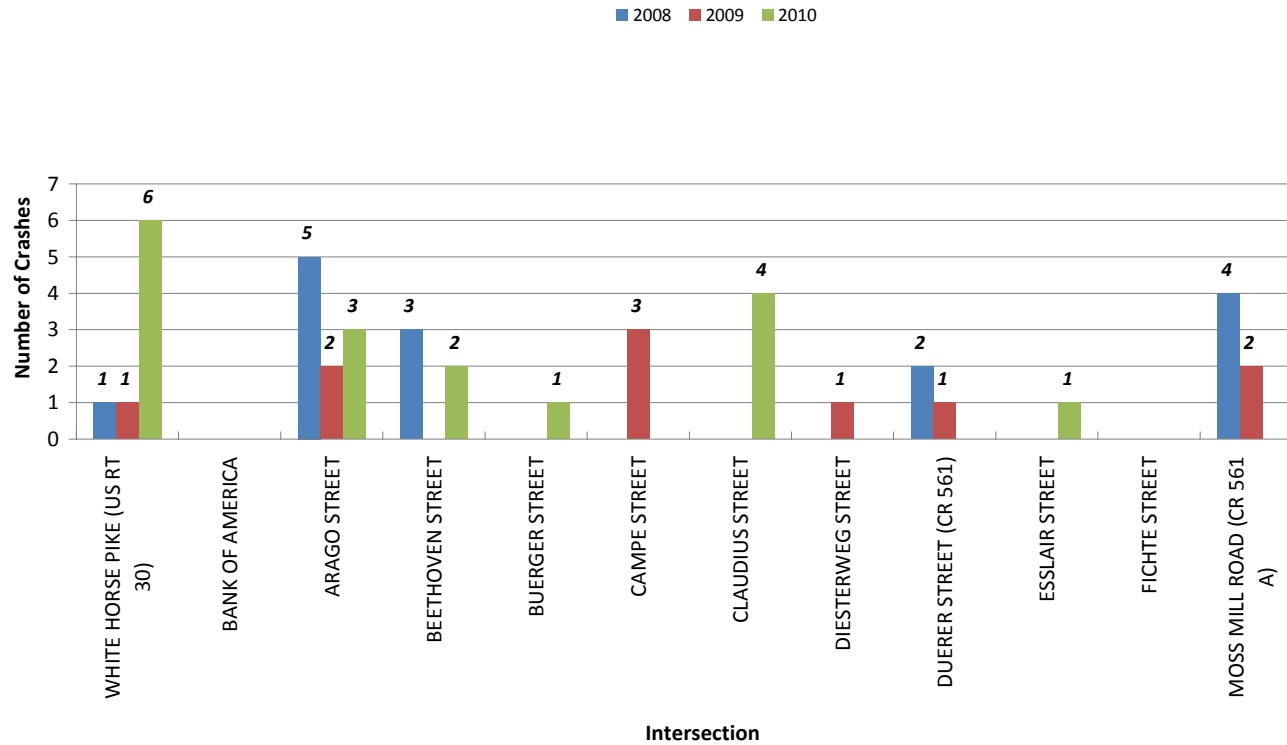
Philadelphia Avenue (CR 563) MP 16.70-21.96 Crash Occurrence by Severity (2008-2010)



Philadelphia Avenue (CR 563) MP 16.70-21.96 Crash Occurrence by Crash Type (2008-2010)



Philadelphia Avenue (CR 563) MP 16.70-21.96 Spot Location of Crashes (Proximity to Nearest Intersection) (2008-2010)



Crash Data Moss Mill Road CR 561 Alt

Year	Number of Crashes
2003	2
2004	4
2005	7
2006	4
2007	3
2008	4
2009	6
2010	8
2011	2
Grand Total	40
2008-2010 Total	18

Month	Number of Crashes by Year										Grand Total	2008-2010 Total
	2003	2004	2005	2006	2007	2008	2009	2010	2011			
January				1				1	1		3	1
February			1	1							2	0
March	2		1	1			1		1		6	1
April				1							1	0
May		1	1		2	1		1			6	2
June					1	1					2	1
July		1	2					2			5	2
August			1								1	0
September		1				1	2	1			5	4
October		1	1			1	1	1			5	3
November							1	1			2	2
December							1	1			2	2
Grand Total	2	4	7	4	3	4	6	8	2		40	18

Day of Week	Number of Crashes by Year										Grand Total	2008-2010 Total
	2003	2004	2005	2006	2007	2008	2009	2010	2011			
Sunday		1	2	3			2	1			9	3
Monday		1		1					1		3	1
Tuesday	1		2		2		1	2			8	3
Wednesday		1	2			2	1	1	1		8	4
Thursday						2		1			3	3
Friday								1			1	1
Saturday	1	1	1		1		2	1	1		8	3
Grand Total	2	4	7	4	3	4	6	8	2		40	18

Time of Day	Number of Crashes by Year										Grand Total	2008-2010 Total
	2003	2004	2005	2006	2007	2008	2009	2010	2011			
12:00 MIDNIGHT-1:00 AM				1							1	0
1:00-2:00 AM	1										1	0
2:00-3:00 AM											0	0
3:00-4:00 AM			1								1	0
4:00-5:00 AM											0	0
5:00-6:00 AM			1								1	0
6:00-7:00 AM		1									1	0
7:00-8:00 AM											0	0
8:00-9:00 AM					1						1	0
9:00-10:00 AM									1		1	1
10:00-11:00 AM											0	0
11:00AM-12:00 NOON							1				1	1
12:00-1:00 PM		2		1							3	0
1:00-2:00 PM									1		1	1
2:00-3:00 PM					1		1				2	1
3:00-4:00 PM						2					2	2
4:00-5:00 PM	1		1	1		1	1	1			6	3
5:00-6:00 PM			1		1	1	1	2			6	4

6:00-7:00 PM		1	1					2	1	5	2
7:00-8:00 PM			1				1			2	1
8:00-9:00 PM								1	1	2	1
9:00-10:00 PM							1			1	1
10:00-11:00 PM										0	0
11:00PM-12:00 MIDNIGHT										0	0
Unknown			1	1						2	0
Grand Total	2	4	7	4	3	4	6	8	2	40	18

Road Surface Condition	Number of Crashes by Year										Grand Total	2008-2010 Total	Percentage
	2003	2004	2005	2006	2007	2008	2009	2010	2011				
Dry	2	3	6	3	3	4	5	7	1	34	16	89%	
Wet		1					1		1	3	1	6%	
Snowy				1				1		2	1	6%	
Icy										0	0	0%	
Slush										0	0	0%	
Water (Standing/Moving)										0	0	0%	
Sand, Mud, Dirt										0	0	0%	
Unknown			1							1	0	0%	
Grand Total	2	4	7	4	3	4	6	8	2	40	18	100%	

Weather Condition	Number of Crashes by Year										Grand Total	2008-2010 Total	Percentage
	2003	2004	2005	2006	2007	2008	2009	2010	2011				
Clear	2	3	7	3	3	4	5	8	2	37	17	94%	
Rain		1					1			2	1	6%	
Snow										0	0	0%	
Fog/Smog/Smoke										0	0	0%	
Overcast										0	0	0%	
Sleet/Hail/Freezing Rain										0	0	0%	
Blowing Snow				1						1	0	0%	
Grand Total	2	4	7	4	3	4	6	8	2	40	18	100%	

Light Condition	Number of Crashes by Year										Grand Total	2008-2010 Total	Percentage
	2003	2004	2005	2006	2007	2008	2009	2010	2011				
Daylight	1	4	3	2	3	4	3	5			25	12	67%
Dawn											0	0	0%
Dusk			1						1		2	1	6%
Dark - Street Lights Off										1	1	0	0%
Dark - No Street Lights			1								1	0	0%
Dark - Street Lights On/ continuous	1		2	1			3	2	1		10	5	28%
Dark - Street Lights On/ spot				1							1	0	0%
Grand Total	2	4	7	4	3	4	6	8	2		40	18	100%

Severity	Number of Crashes by Year										Grand Total	2008-2010 Total	Percentage
	2003	2004	2005	2006	2007	2008	2009	2010	2011				
Fatal											0	0	0%
Injury	1	3	4	3	1	2	4	7			25	13	72%
Property Damage Only	1	1	3	1	2	2	2	1	2		15	5	28%
Grand Total	2	4	7	4	3	4	6	8	2		40	18	100%

Crash Type	Number of Crashes by Year										Grand Total	2008-2010 Total	Percentage
	2003	2004	2005	2006	2007	2008	2009	2010	2011				
Same Direction - Rear End								1			1	1	6%
Same Direction - Side Swipe							1				1	1	6%
Right Angle	1	4	3	1	1	2	3	5	1		21	10	56%
Opposite Direction - Head On, Angular											0	0	0%
Opposite Direction - Side Swipe											0	0	0%
Struck Parked Vehicle											0	0	0%
Left Turn / U Turn				1	1	1	1	1			5	3	17%
Backing											0	0	0%
Encroachment											0	0	0%

Overtaken											0	0	0%
Fixed Object				2	1						3	0	0%
Animal								1	1	1	3	2	11%
Pedestrian											0	0	0%
Pedalcyclist											0	0	0%
Non-fixed Object											0	0	0%
Railcar - Vehicle											0	0	0%
Other	1		4							1	6	1	6%
Grand Total	2	4	7	4	3	4	6	8	2		40	18	100%

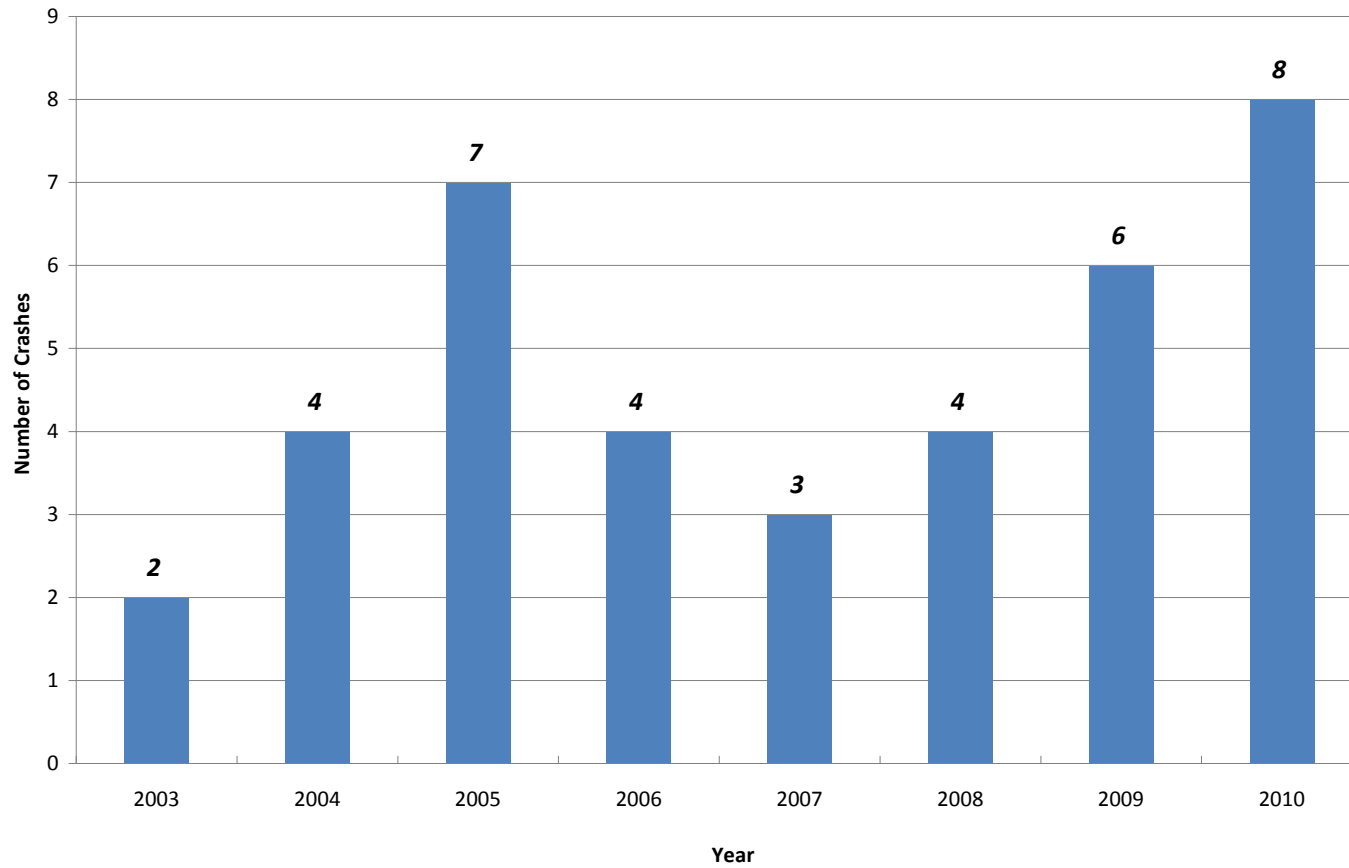
Nearest Cross Street	Number of Crashes by Year										Grand Total	2008-2010 Total	Percentage
	2003	2004	2005	2006	2007	2008	2009	2010	2011				
BREMEN AVENUE (CR 674)	1	4	5	1	1	3	4	3	1		23	10	56%
HAVANA AVENUE	1		1								2	0	0%
ST. LOUIS AVENUE				1				1			2	1	6%
CHICAGO AVENUE			1						1		2	0	0%
GREEN BANK ROAD (CR 563)				2	2	1	2	3			10	6	33%
HAMBURG AVENUE								1			1	1	6%
Grand Total	2	4	7	4	3	4	6	8	2		40	18	100%

Crash Type Nearest Cross Street	Number of Crashes by Year										Grand Total	2008-2010 Total
	2003	2004	2005	2006	2007	2008	2009	2010	2011			
Same Direction - Rear End		0	0	0	0	0	0	1	0	0	1	1
BREMEN AVENUE (CR 674)									1		1	1
Same Direction - Side Swipe		0	0	0	0	0	1	0	0	0	1	1
BREMEN AVENUE (CR 674)							1				1	1
Right Angle		1	4	3	1	1	2	3	5	1	21	10
BREMEN AVENUE (CR 674)		1	4	3		1	2	3	3	1	18	8
GREEN BANK ROAD (CR 563)					1				2		3	2
Opposite Direction - Head On, Angular											0	0

Opposite Direction - Side Swipe										0	0
Struck Parked Vehicle										0	0
Left Turn / U Turn	0	0	0	1	1	1	1	1	0	5	3
GREEN BANK ROAD (CR 563)				1	1	1	1	1		5	3
Backing										0	0
Encroachment										0	0
Overturned										0	0
Fixed Object	0	0	0	2	1	0	0	0	0	3	0
BREMEN AVENUE (CR 674)				1						1	0
GREEN BANK ROAD (CR 563)					1					1	0
ST. LOUIS AVENUE				1						1	0
Animal	0	0	0	0	0	0	1	1	1	3	2
CHICAGO AVENUE									1	1	0
GREEN BANK ROAD (CR 563)							1			1	1
ST. LOUIS AVENUE								1		1	1
Pedestrian										0	0
Pedalcyclist										0	0
Non-fixed Object										0	0
Railcar - Vehicle										0	0
Other	1	0	4	0	0	0	0	1	0	6	1
BREMEN AVENUE (CR 674)			2							2	0
CHICAGO AVENUE			1							1	0
HAMBURG AVENUE								1		1	1
HAVANA AVENUE	1		1							2	0
Grand Total	2	4	7	4	3	4	6	8	2	40	18

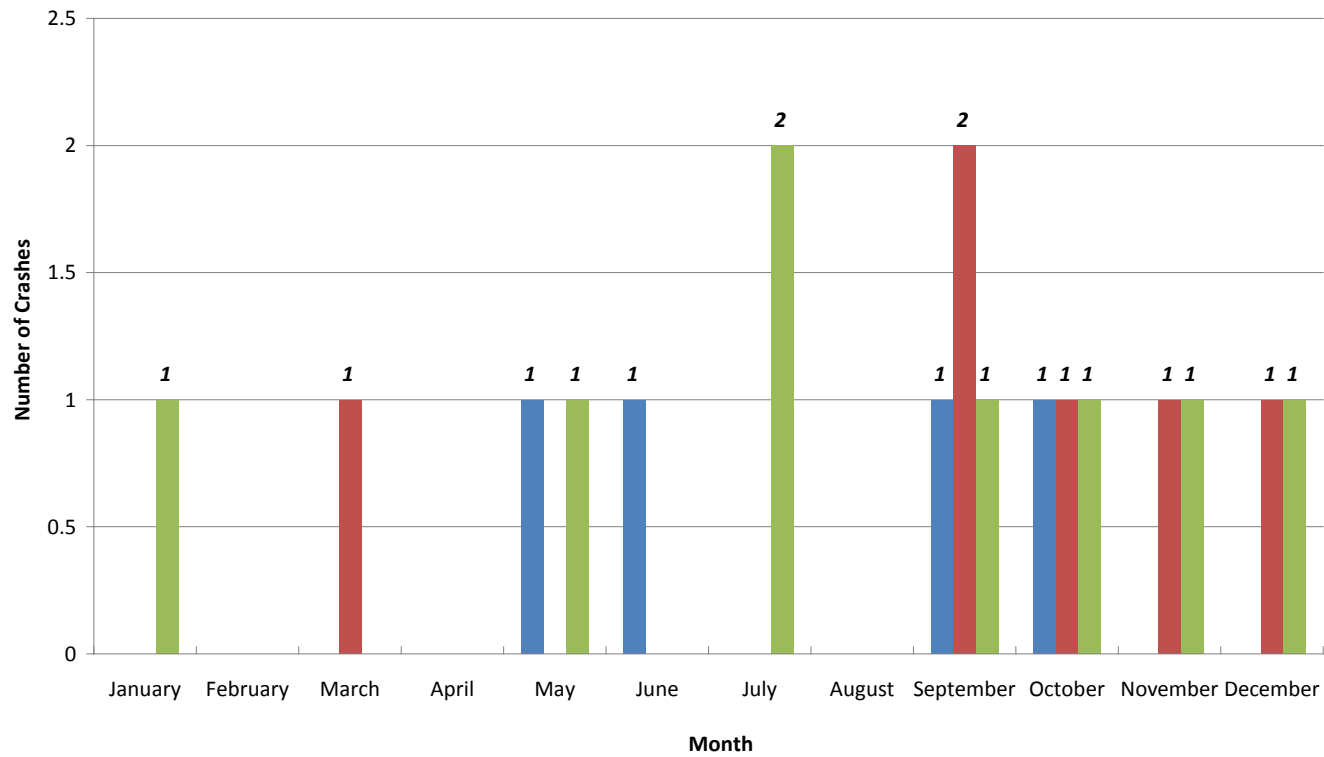
	Distance to Cross Street	Cross Street	Number of Crashes by Year									Grand Total	2008-2010 Total
			2003	2004	2005	2006	2007	2008	2009	2010	2011		
At Intersection		BREMEN AVENUE (CR 674)		4	5		1	3	4	3	1	21	10
		CHICAGO AVENUE									1	1	0
		GREEN BANK ROAD (CR 563)				2	1	1	1	3		8	5
		HAVANA AVENUE	1									1	0
		ST. LOUIS AVENUE				1				1		2	1
	75	GREEN BANK ROAD (CR 563)								1		1	1
	82	HAVANA AVENUE			1							1	0
At Intersection Total			1	4	6	3	2	4	6	7	2	35	17
Not At Intersection	120	CHICAGO AVENUE			1							1	0
	212	GREEN BANK ROAD (CR 563)					1					1	0
	250	HAMBURG AVENUE								1		1	1
	900	BREMEN AVENUE (CR 674)				1						1	0
	Unknown	BREMEN AVENUE (CR 674)	1									1	0
Not At Intersection Total			1	0	1	1	1	0	0	1	0	5	1
Grand Total			2	4	7	4	3	4	6	8	2	40	18

**Moss Mill Road (CR 561 Alternative) MP 12.20-13.67
Crash Occurrence by Year (2003-2010)**

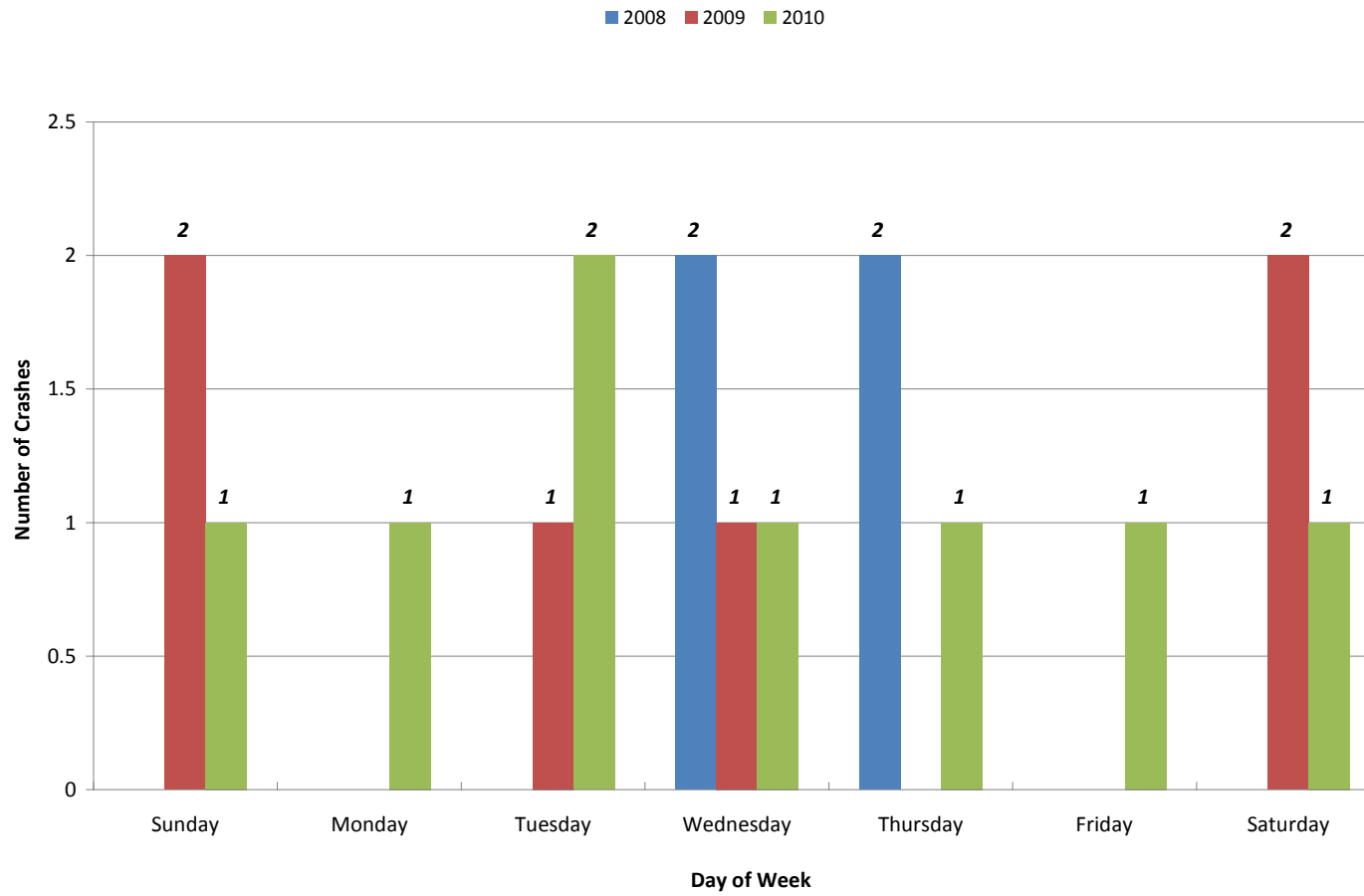


Moss Mill Road (CR 561 Alternative) MP 12.20-13.67 Crash Occurrence by Month (2008-2010)

■ 2008 ■ 2009 ■ 2010

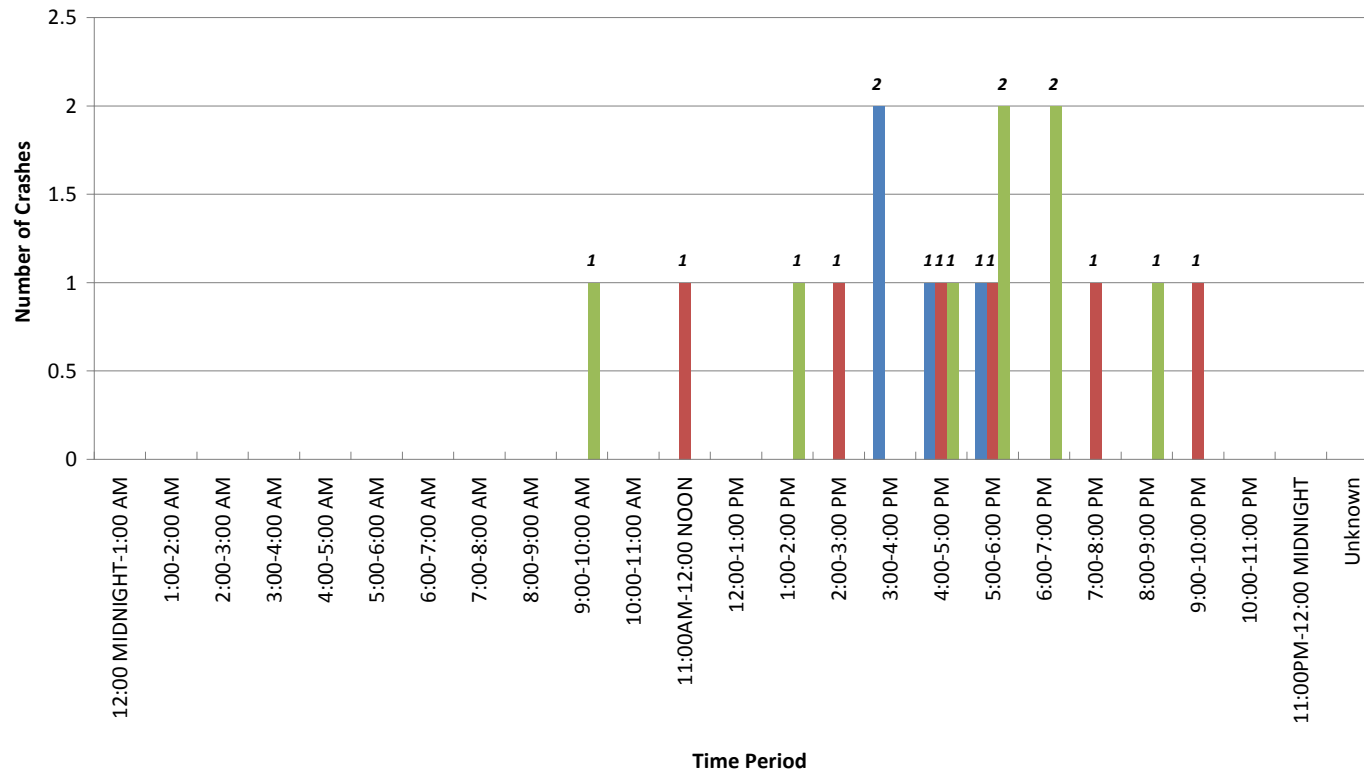


Moss Mill Road (CR 561 Alternative) MP 12.20-13.67 Crash Occurrence by Day of Week (2008-2010)

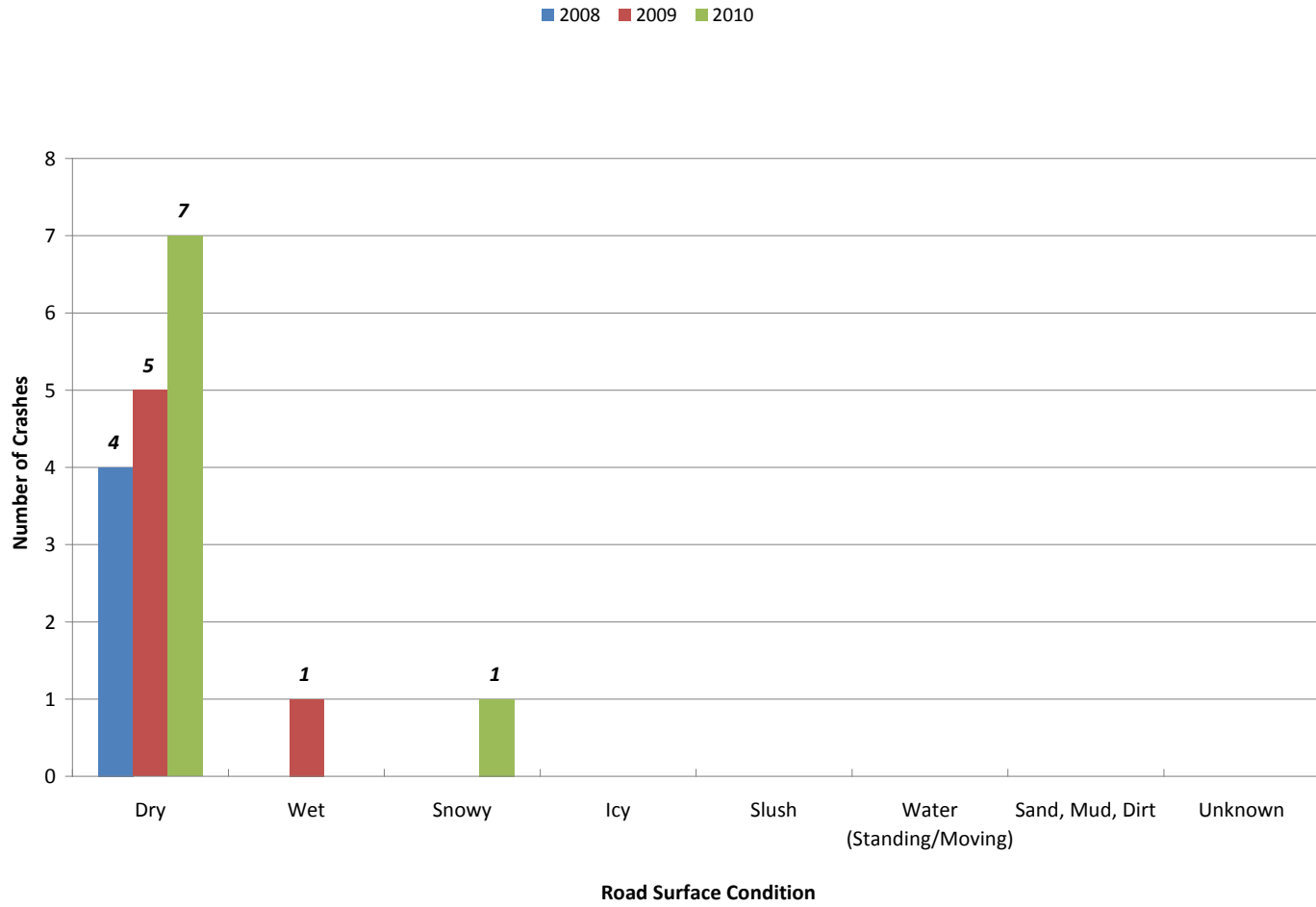


Moss Mill Road (CR 561 Alternative) MP 12.20-13.67 Crash Occurrence by Time of Day (2008-2010)

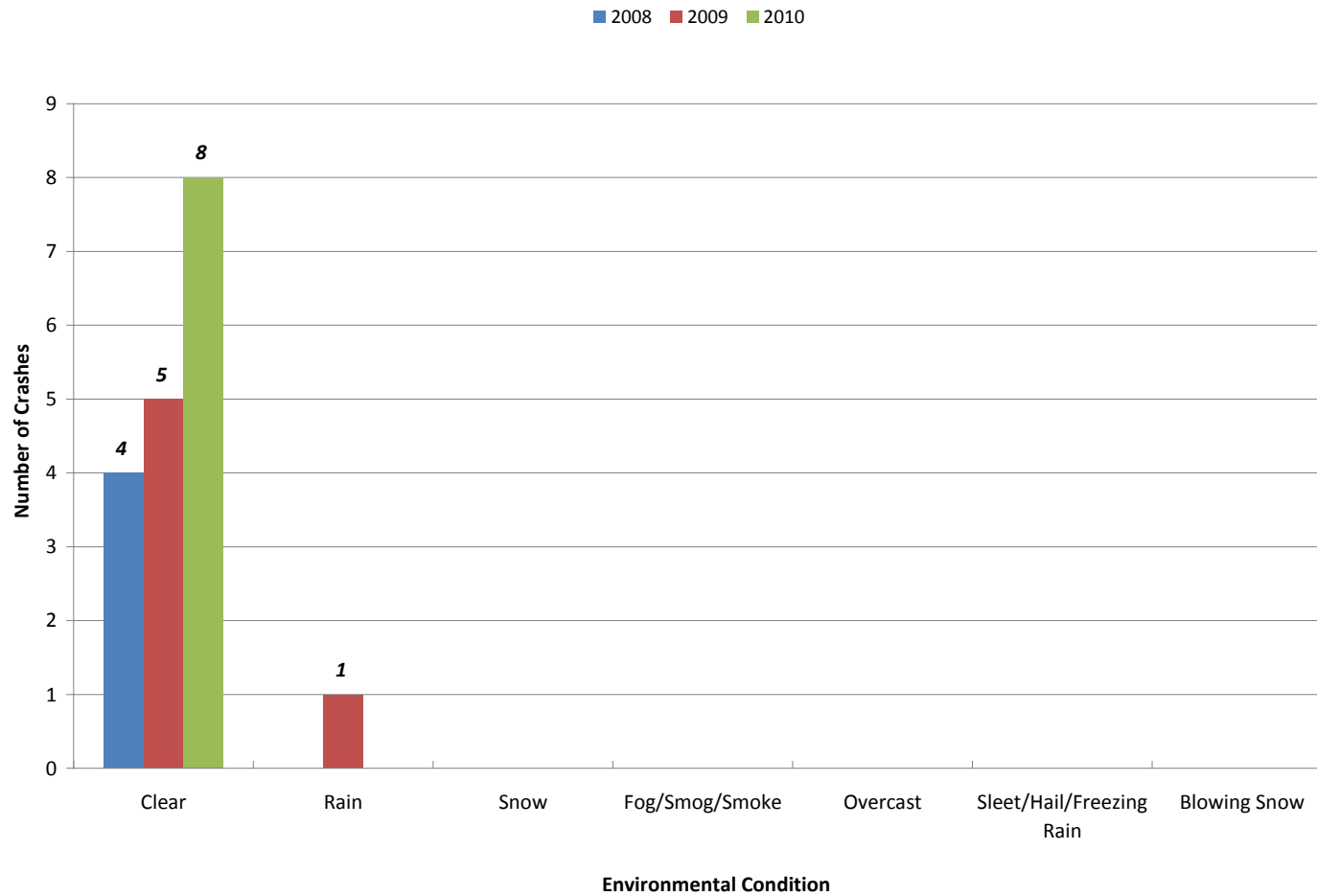
■ 2008 ■ 2009 ■ 2010



Moss Mill Road (CR 561 Alternative) MP 12.20-13.67 Crash Occurrence by Road Surface Condition (2008-2010)

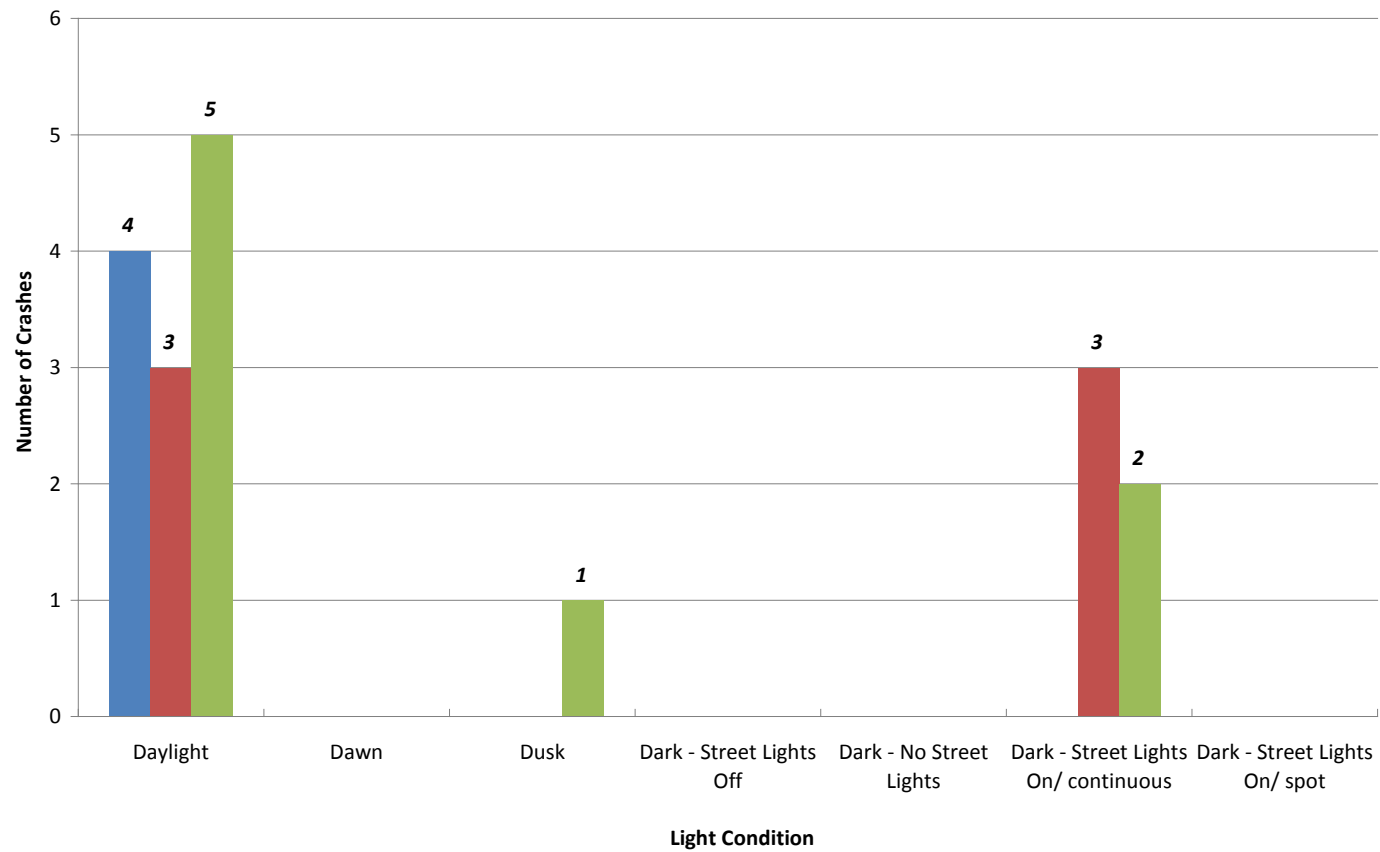


Moss Mill Road (CR 561 Alternative) MP 12.20-13.67 Crash Occurrence by Environmental Condition (2008-2010)

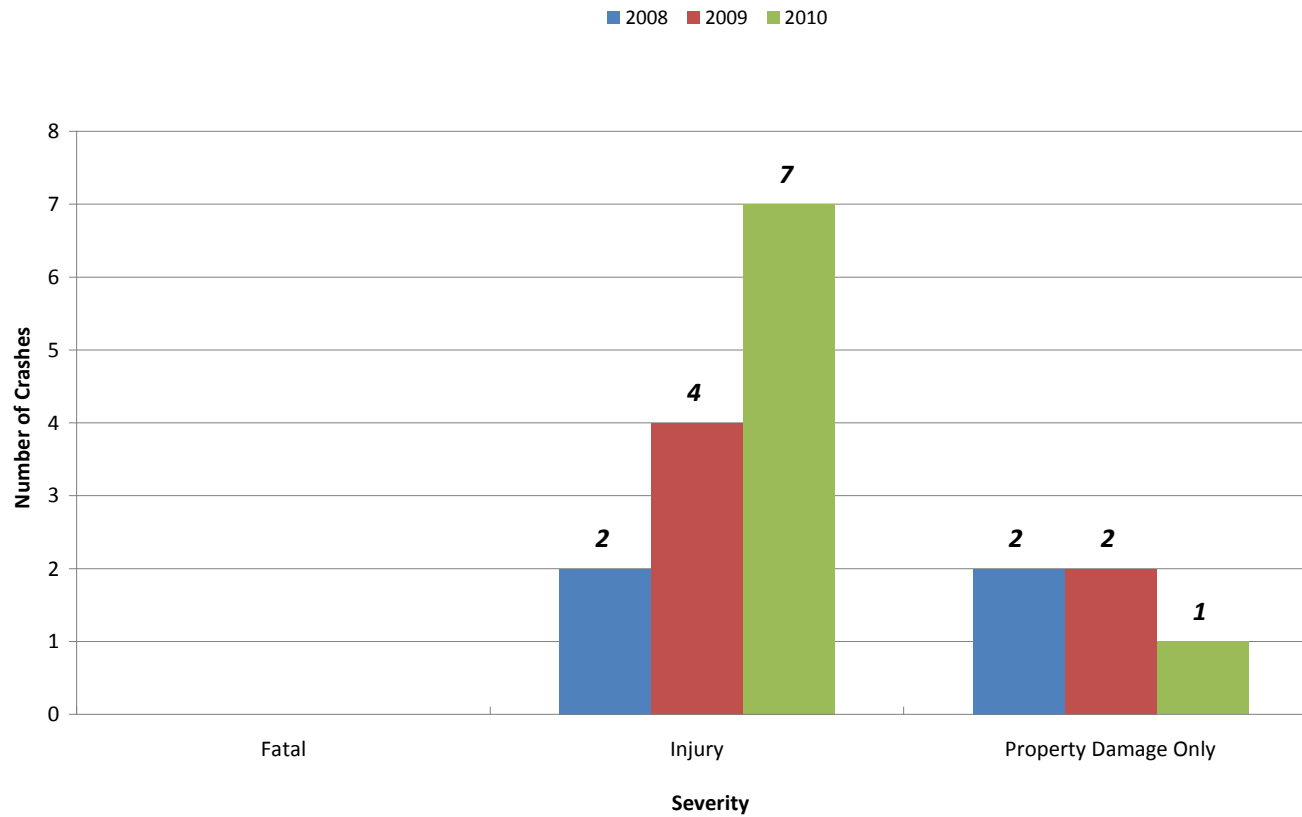


Moss Mill Road (CR 561 Alternative) MP 12.20-13.67 Crash Occurrence by Light Condition (2008-2010)

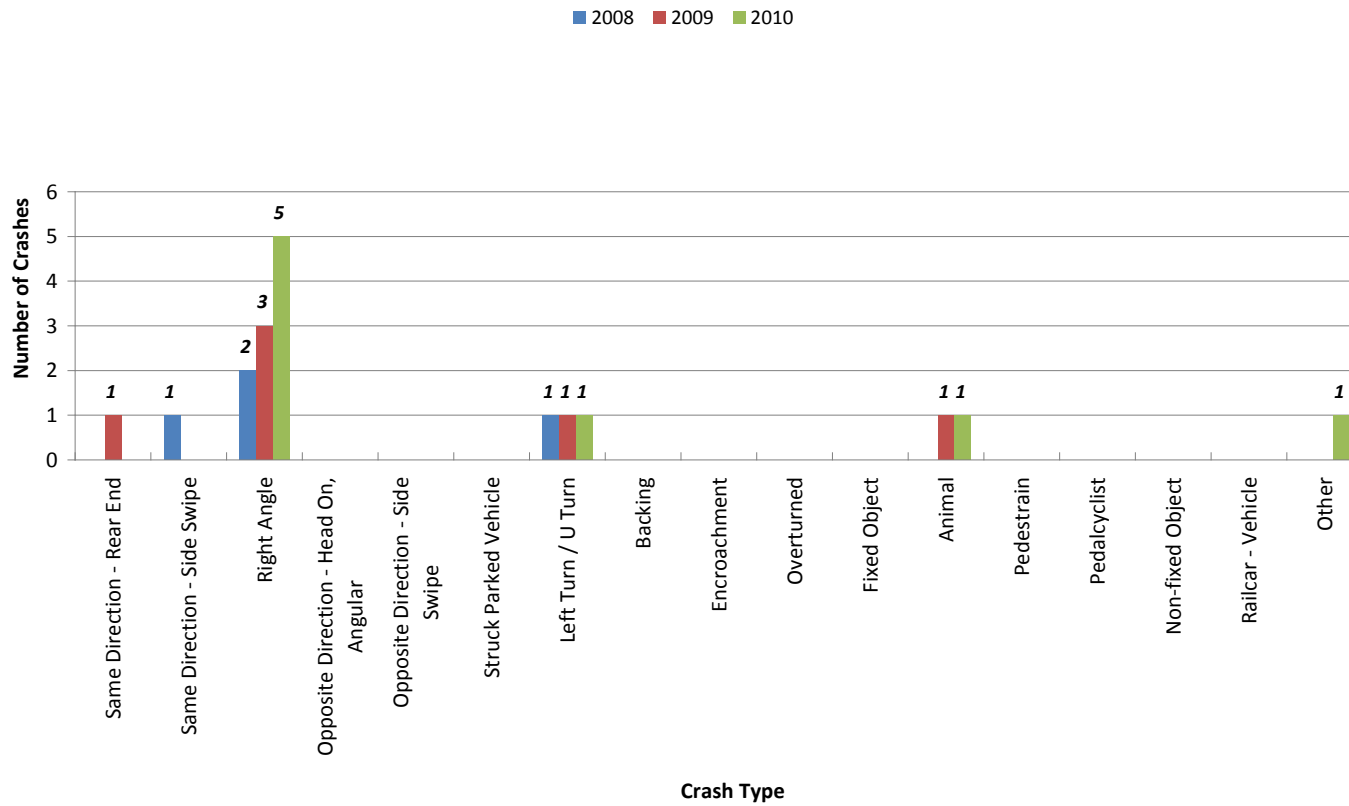
■ 2008 ■ 2009 ■ 2010



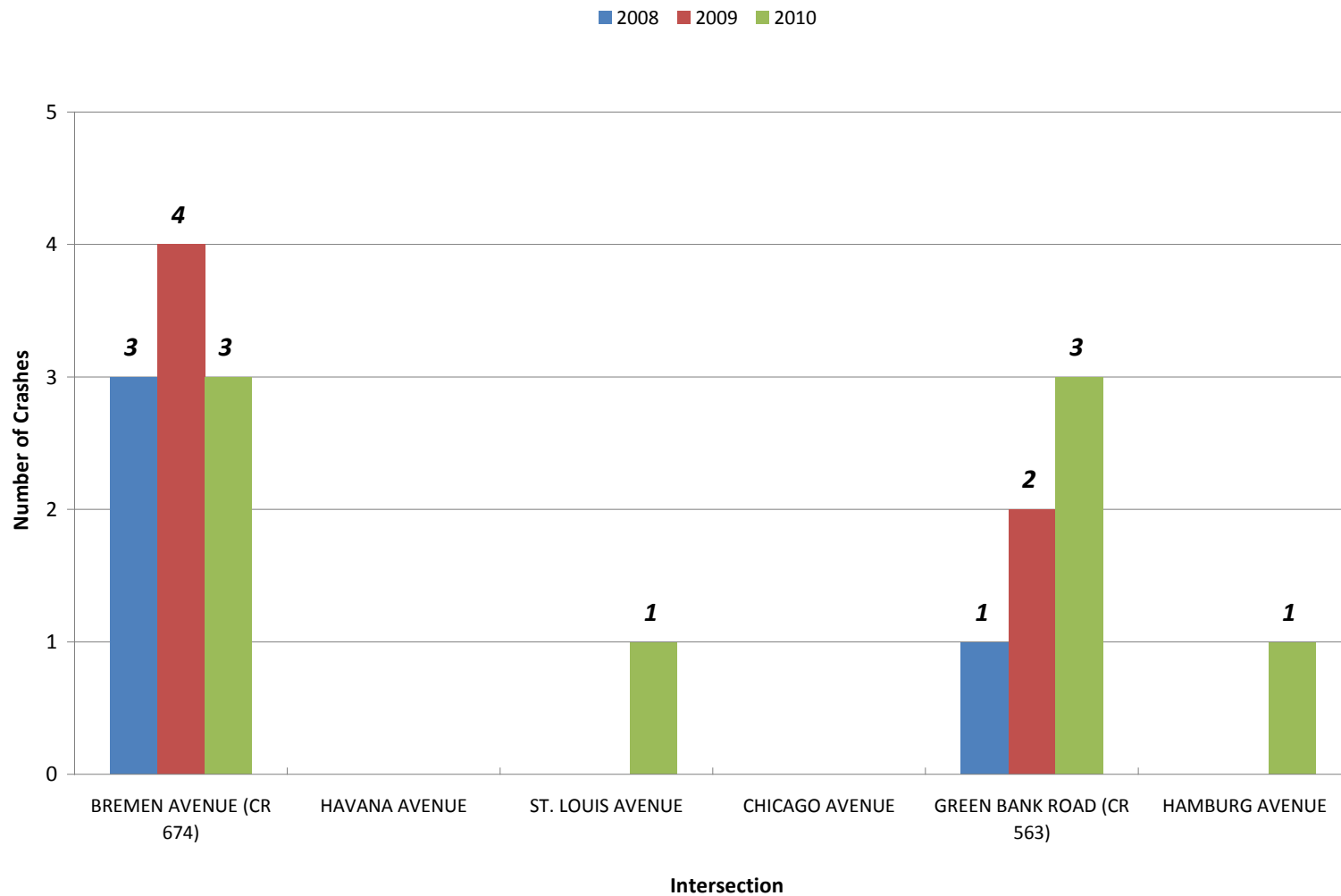
Moss Mill Road (CR 561 Alternative) MP 12.20-13.67 Crash Occurrence by Severity (2008-2010)



Moss Mill Road (CR 561 Alternative) MP 12.20-13.67 Crash Occurrence by Crash Type (2008-2010)



Moss Mill Road (CR 561 Alternative) MP 12.20-13.67 Spot Location of Crashes (Proximity to Nearest Intersection) (2008-2010)



Crash Data Duerer Street CR 561

Year	Number of Crashes
2003	5
2004	8
2005	5
2006	13
2007	9
2008	6
2009	9
2010	11
2011	1
Grand Total	67
2008-2010 Total	26

Month	Number of Crashes by Year									Grand Total	2008-2010 Total
	2003	2004	2005	2006	2007	2008	2009	2010	2011		
January	1	5		1		1				8	1
February	1		1				2			4	2
March			1	1			3			5	3
April	1	1				1	1		1	5	2
May								1		1	1
June				2	3			2		7	2
July				2	1	2		1		6	3
August	1		1	1	2	1		2		8	3
September		1	1	3			1			6	1
October	1				1			2		4	2
November				3			2	2		7	4
December		1	1		2	1		1		6	2
Grand Total	4	3	5	12	9	5	9	11	1	67	26

Day of Week	Number of Crashes by Year										Grand Total	2008-2010 Total
	2003	2004	2005	2006	2007	2008	2009	2010	2011			
Sunday	1	1		2	1	3	1	3			12	7
Monday		1	2	2	2	2	3	3			15	8
Tuesday		2	1		1		2	1	1		8	3
Wednesday	2			2	1	1	1				7	2
Thursday		1		3	1		1				6	1
Friday		1	2	3	1			3			10	3
Saturday	2	2		1	2		1	1			9	2
Grand Total	5	8	5	13	9	6	9	11	1		67	26

Time of Day	Number of Crashes by Year										Grand Total	2008-2010 Total
	2003	2004	2005	2006	2007	2008	2009	2010	2011			
12:00 MIDNIGHT-1:00 AM					1			1			2	1
1:00-2:00 AM											0	0
2:00-3:00 AM											0	0
3:00-4:00 AM											0	0
4:00-5:00 AM											0	0
5:00-6:00 AM								1			1	1
6:00-7:00 AM		1			1						2	0
7:00-8:00 AM	1			1			2				4	2
8:00-9:00 AM		1	1	1	1		1				5	1
9:00-10:00 AM											0	0
10:00-11:00 AM							1				1	1
11:00AM-12:00 NOON	1	1		2				1			5	1
12:00-1:00 PM	1	1		1			1				4	1
1:00-2:00 PM		1		1		1	1	3			7	5
2:00-3:00 PM								1			1	1
3:00-4:00 PM			1	1	1			1	1		5	1
4:00-5:00 PM	1	2		1	1	1	1	1			8	3
5:00-6:00 PM	1	1		1		1		2			6	3
6:00-7:00 PM			1	1			2				4	2

7:00-8:00 PM				1				1			2	1
8:00-9:00 PM				1	1	2					4	2
9:00-10:00 PM			1	1	2						4	0
10:00-11:00 PM			1		1						2	0
11:00PM-12:00 MIDNIGHT											0	0
Grand Total	5	8	5	13	9	6	9	11	1	67	26	

Road Surface Condition	Number of Crashes by Year										Grand Total	2008-2010 Total	Percentage
	2003	2004	2005	2006	2007	2008	2009	2010	2011				
Dry	3	4	1	11	8	5	5	9	1		47	19	73%
Wet	2	3	2	2	1	1	3	2			16	6	23%
Snowy			2					1			3	1	4%
Icy		1									1	0	0%
Slush											0	0	0%
Water (Standing/Moving)											0	0	0%
Sand, Mud, Dirt											0	0	0%
Grand Total	5	8	5	13	9	6	9	11	1	67	26	100%	

Weather Condition	Number of Crashes by Year										Grand Total	2008-2010 Total	Percentage
	2003	2004	2005	2006	2007	2008	2009	2010	2011				
Clear	3	6	2	11	9	4	5	9	1		50	18	69%
Rain	2	2	2	2		1	1	2			12	4	15%
Snow			1					1			2	1	4%
Fog/Smog/Smoke											0	0	0%
Overcast						1	1				2	2	8%
Sleet/Hail/Freezing Rain								1			1	1	4%
Grand Total	5	8	5	13	9	6	9	11	1	67	26	100%	

Light Condition	Number of Crashes by Year									Grand Total	2008-2010 Total	Percentage
	2003	2004	2005	2006	2007	2008	2009	2010	2011			
Daylight	4	7	2	8	3	4	8	8	1	45	20	77%
Dawn	1	1		1				1		4	1	4%
Dusk					1					1	0	0%
Dark - Street Lights Off					1			1		2	1	4%
Dark - No Street Lights				1						1	0	0%
Dark - Street Lights On/ continuous			3	2	4	2	1	1		13	4	15%
Dark - Street Lights On/ spot				1						1	0	0%
Grand Total	5	8	5	13	9	6	9	11	1	67	26	100%

Severity	Number of Crashes by Year									Grand Total	2008-2010 Total	Percentage
	2003	2004	2005	2006	2007	2008	2009	2010	2011			
Fatal										0	0	0%
Injury	3	3		7	5	3	4	8	1	34	15	58%
Property Damage Only	2	5	5	6	4	3	5	3		33	11	42%
Grand Total	5	8	5	13	9	6	9	11	1	67	26	100%

Crash Type	Number of Crashes by Year									Grand Total	2008-2010 Total	Percentage
	2003	2004	2005	2006	2007	2008	2009	2010	2011			
Same Direction - Rear End	1		2		1	1				5	1	4%
Same Direction - Side Swipe	1	1		1	1			1		5	1	4%
Right Angle	2	4	1	8	4	4	3	9	1	36	16	62%
Opposite Direction - Head On, Angular										0	0	0%
Opposite Direction - Side Swipe										0	0	0%
Struck Parked Vehicle		1								1	0	0%
Left Turn / U Turn				1			1			2	1	4%
Backing							1			1	1	4%
Encroachment										0	0	0%

Overtuned							1				1	1	4%
Fixed Object				1	1		2	1			5	3	12%
Animal				1	2	1					4	1	4%
Pedestrian							1				1	1	4%
Pedalcyclist				1							1	0	0%
Non-fixed Object											0	0	0%
Railcar - Vehicle											0	0	0%
Other	1	2	2								5	0	0%
Grand Total	5	8	5	13	9	6	9	11	1		67	26	100%

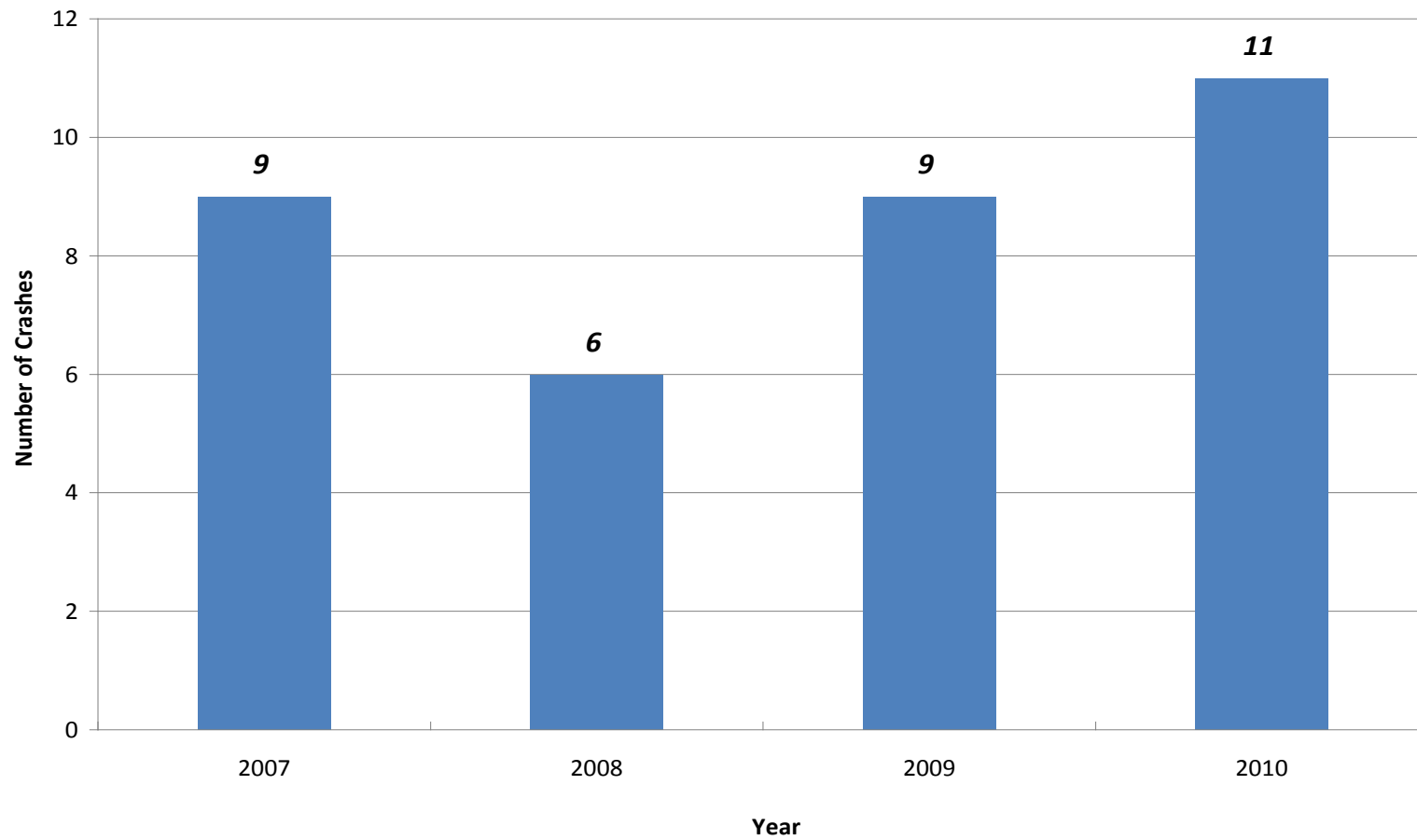
Nearest Cross Street	Number of Crashes by Year										Grand Total	2008-2010 Total	Percentage
	2003	2004	2005	2006	2007	2008	2009	2010	2011				
BREMEN AVENUE (CR 674)	1	3	2	8	2	2	1	3			22	6	23%
BALTIMORE AVENUE	1	1			2		1	1	1		7	2	8%
NEW ORLEANS AVENUE		1		1	1						3	0	0%
SAN FRANCISCO AVENUE	1						1				2	1	4%
HAVANA AVENUE						1					1	1	4%
ST. LOUIS AVENUE/ESSLAIR STREET			1	1			1				3	1	4%
BUFFALO AVENUE	1			1	1	1	3	1			8	5	19%
CINCINNATI AVENUE			1					1			2	1	4%
PHILADELPHIA AVENUE (CR 563)	1	3	1	2	3	2	2	4			18	8	31%
HAMBURG AVENUE								1			1	1	4%
Grand Total	5	8	5	13	9	6	9	11	1		67	26	100%

Crash Type Nearest Cross Street	Number of Crashes by Year										Grand Total	2008- 2010 Total
	2003	2004	2005	2006	2007	2008	2009	2010	2011			
Same Direction - Rear End	1	0	2	0	1	1	0	0	0	5	1	
BREMEN AVENUE (CR 674)			1							1	0	
BUFFALO AVENUE	1					1				2	1	
PHILADELPHIA AVENUE (CR 563)					1					1	0	
ST. LOUIS AVENUE/ESSLAIR STREET			1							1	0	
Same Direction - Side Swipe	1	1	0	1	1	0	0	1	0	5	1	
BALTIMORE AVENUE		1			1			1		3	1	
BREMEN AVENUE (CR 674)				1						1	0	
SAN FRANCISCO AVENUE	1									1	0	
Right Angle	2	4	1	8	4	4	3	9	1	36	16	
BALTIMORE AVENUE									1	1	0	
BREMEN AVENUE (CR 674)	1	2		6	1	2	1	3		16	6	
BUFFALO AVENUE					1		1	1		3	2	
HAMBURG AVENUE								1		1	1	
PHILADELPHIA AVENUE (CR 563)	1	2	1	2	2	2	1	4		15	7	
Opposite Direction - Head On, Angular										0	0	
Opposite Direction - Side Swipe										0	0	
Struck Parked Vehicle	0	1	0	0	0	0	0	0	0	1	0	
PHILADELPHIA AVENUE (CR 563)		1								1	0	
Left Turn / U Turn	0	0	0	1	0	0	1	0	0	2	1	
BUFFALO AVENUE				1						1	0	
SAN FRANCISCO AVENUE								1		1	1	
Backing	0	0	0	0	0	0	1	0	0	1	1	
BALTIMORE AVENUE							1			1	1	
Encroachment										0	0	
Overtuned	0	0	0	0	0	0	1	0	0	1	1	
PHILADELPHIA AVENUE (CR 563)							1			1	1	
Fixed Object	0	0	0	1	1	0	2	1	0	5	3	
BALTIMORE AVENUE					1					1	0	

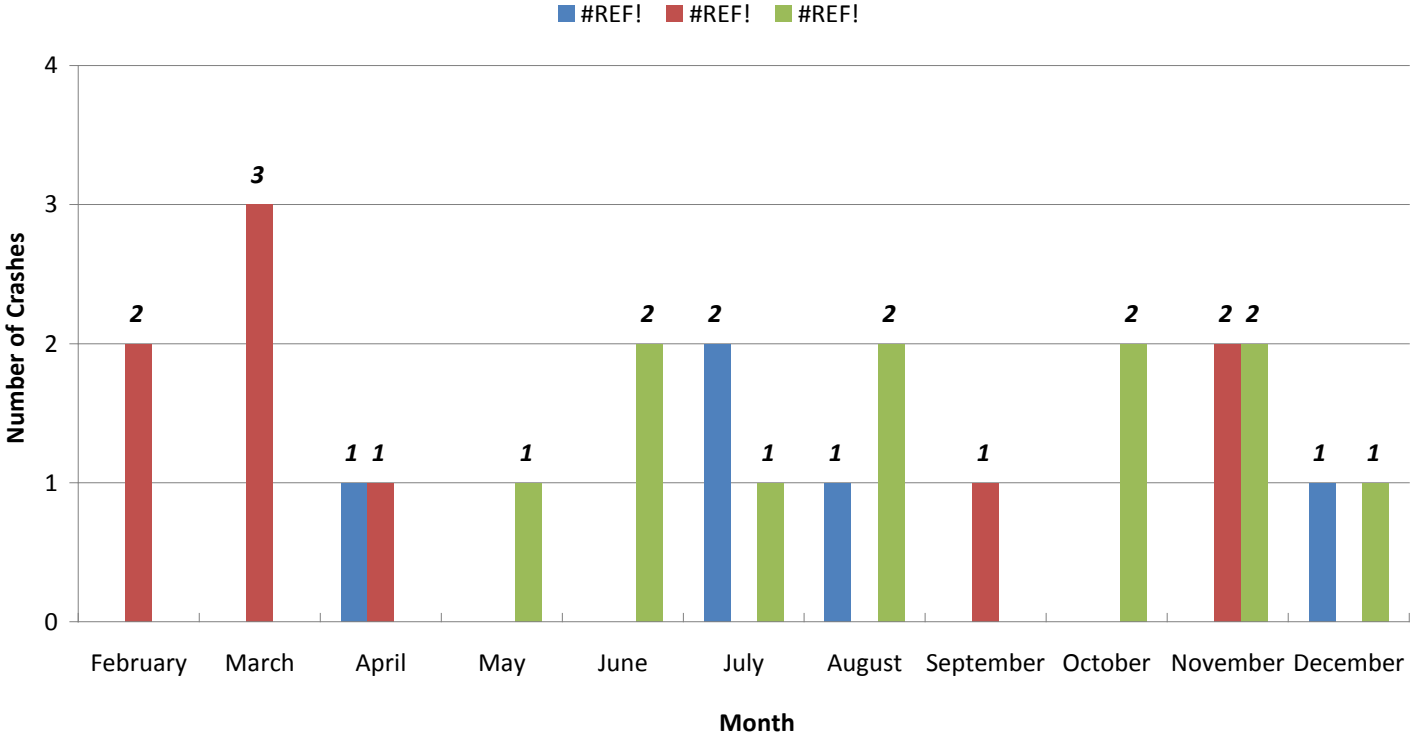
	BREMEN AVENUE (CR 674)					1					1	0
	BUFFALO AVENUE							1			1	1
	CINCINNATI AVENUE								1		1	1
	ST. LOUIS AVENUE/ESSLAIR STREET							1			1	1
Animal		0	0	0	1	2	1	0	0	0	4	1
	BREMEN AVENUE (CR 674)					1					1	0
	HAVANA AVENUE						1				1	1
	NEW ORLEANS AVENUE				1	1					2	0
Pedestrian		0	0	0	0	0	0	1	0	0	1	1
	BUFFALO AVENUE							1			1	1
Pedalcyclist		0	0	0	1	0	0	0	0	0	1	0
	ST. LOUIS AVENUE/ESSLAIR STREET				1						1	0
Non-fixed Object											0	0
Railcar - Vehicle											0	0
Other		1	2	2	0	0	0	0	0	0	5	0
	BALTIMORE AVENUE	1									1	0
	BREMEN AVENUE (CR 674)		1	1							2	0
	CINCINNATI AVENUE			1							1	0
	NEW ORLEANS AVENUE		1								1	0
Grand Total		5	8	5	13	9	6	9	11	1	67	26

	Distance to Cross Street	Cross Street	Number of Crashes by Year								Grand Total	2008-2010 Total	
			2003	2004	2005	2006	2007	2008	2009	2010			2011
At Intersection		HAVANA AVENUE							1			1	1
		BALTIMORE AVENUE		1			1				1	3	0
		BREMEN AVENUE (CR 674)	1	3		8	2	2	1	3		20	6
		BUFFALO AVENUE				1	1	1	3	1		7	5
		CINCINNATI AVENUE								1		1	1
		HAMBURG AVENUE								1		1	1
		NEW ORLEANS AVENUE					1					1	0
		PHILADELPHIA AVENUE (CR 563)	1	2	1	2	3	2	1	4		16	7
		SAN FRANCISCO AVENUE	1						1			2	1
		ST. LOUIS AVENUE/ESSLAIR STREET			1	1						2	0
	50	NEW ORLEANS AVENUE		1		1						2	0
	55	BALTIMORE AVENUE							1			1	1
	75	BALTIMORE AVENUE					1					1	0
	100	BUFFALO AVENUE	1									1	0
At Intersection Total			4	7	2	13	9	6	7	10	1	59	23
Not At Intersection	170	BALTIMORE AVENUE	1									1	0
	200	BREMEN AVENUE (CR 674)			1							1	0
	210	ST. LOUIS AVENUE/ESSLAIR STREET							1			1	1
	230	PHILADELPHIA AVENUE (CR 563)							1			1	1
	276	CINCINNATI AVENUE			1							1	0
	300	BALTIMORE AVENUE								1		1	1
	1320	BREMEN AVENUE (CR 674)			1							1	0
	Unknown	PHILADELPHIA AVENUE (CR 563)		1								1	0
Not At Intersection Total			1	1	3	0	0	0	2	1	0	8	3
Grand Total			5	8	5	13	9	6	9	11	1	67	26

Duerer Street (CR 561) MP 10.09-11.53 Crash Occurrence by Year (2003-2010)

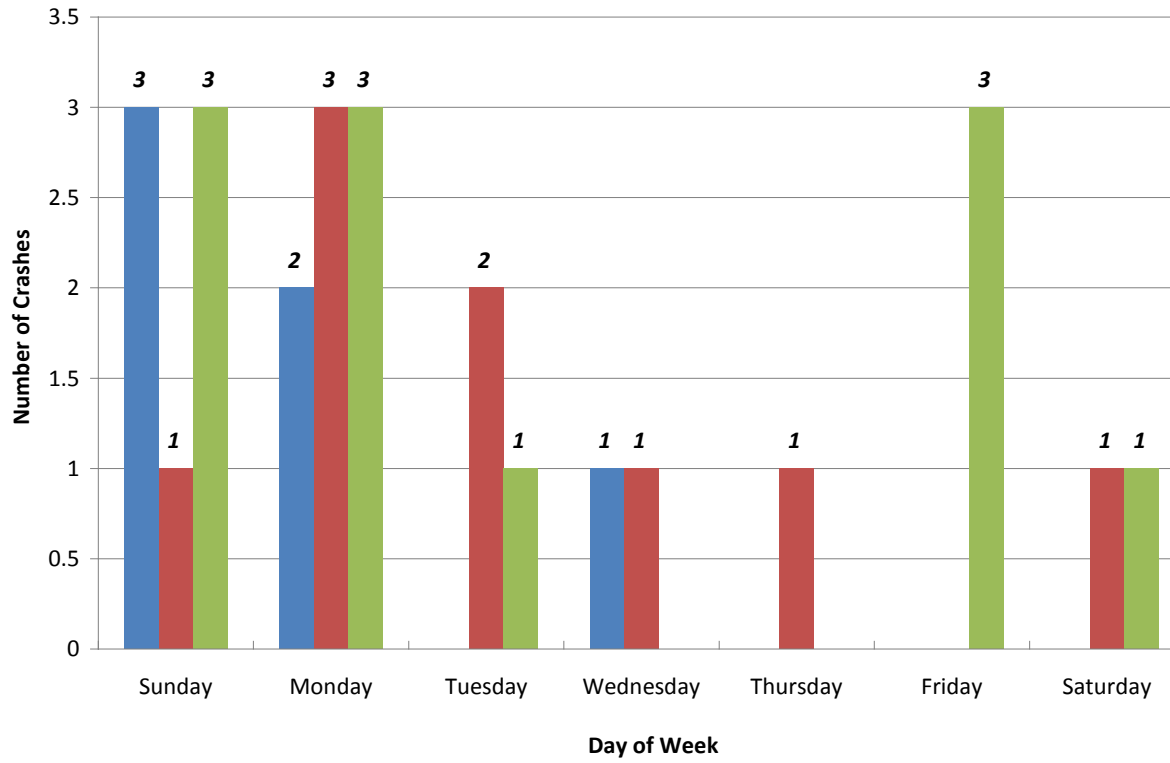


Duerer Street (CR 561) MP 10.09-11.53 Crash Occurrence by Month (2008-2010)

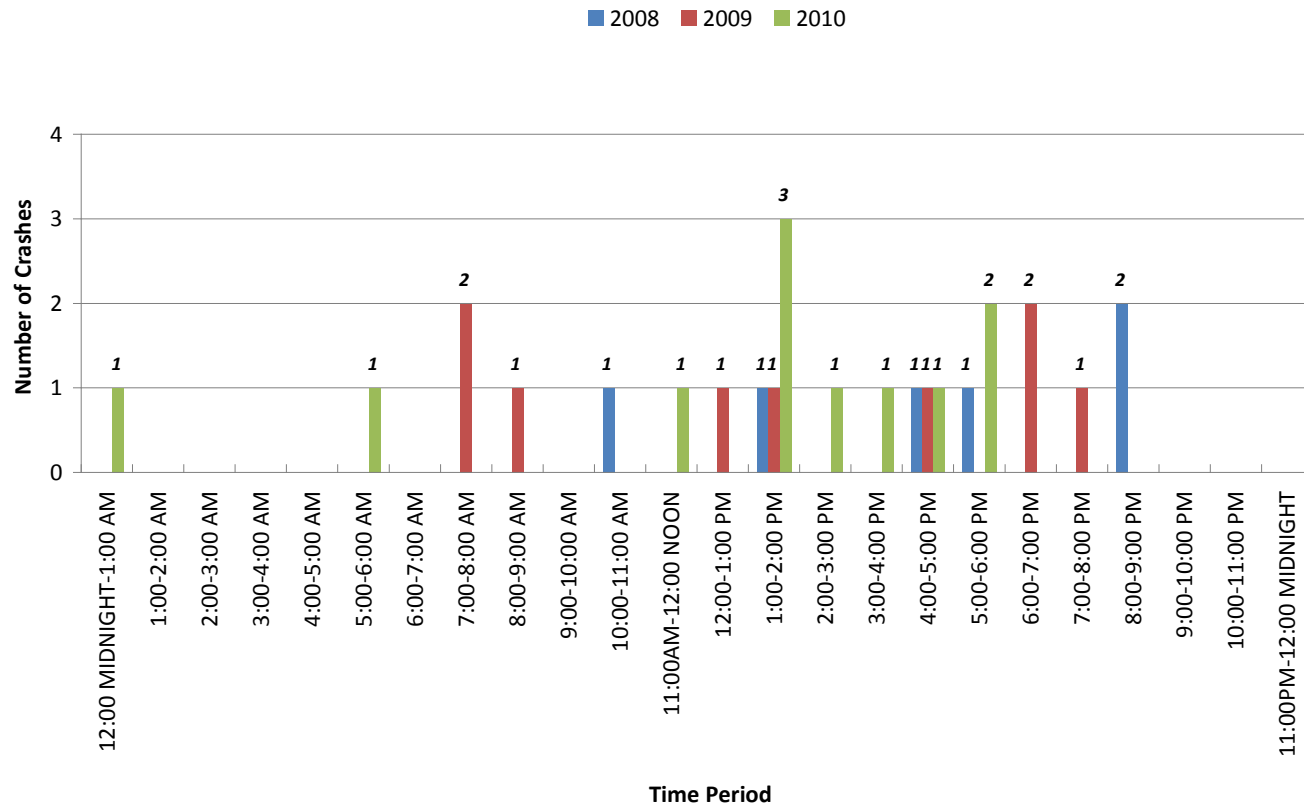


Duerer Street (CR 561) MP 10.09-11.53 Crash Occurrence by Day of Week (2008-2010)

■ 2008 ■ 2009 ■ 2010

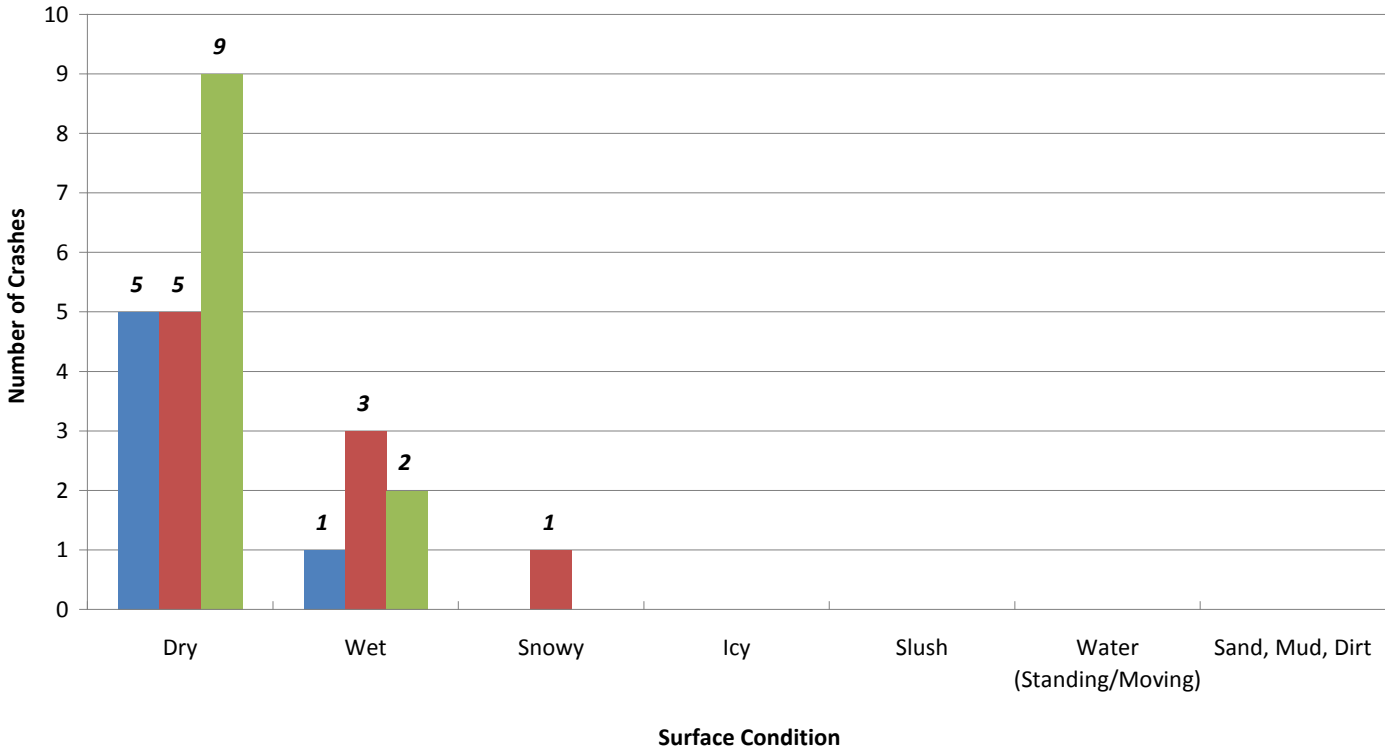


Duerer Street (CR 561) MP 10.09-11.53 Crash Occurrence by Time of Day (2008-2010)

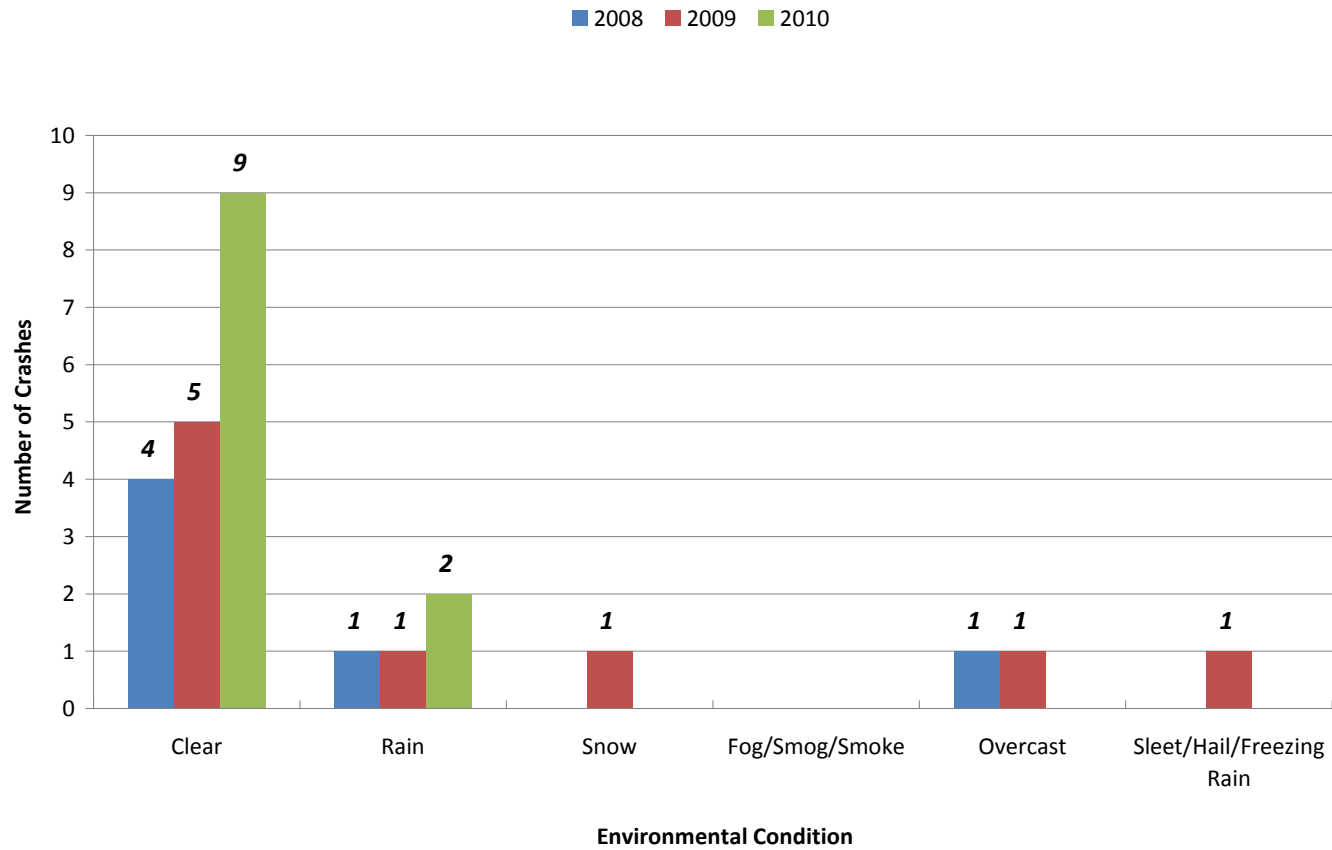


Duerer Street (CR 561) MP 10.09-11.53 Crash Occurrence by Road Surface (2008-2010)

2008 2009 2010

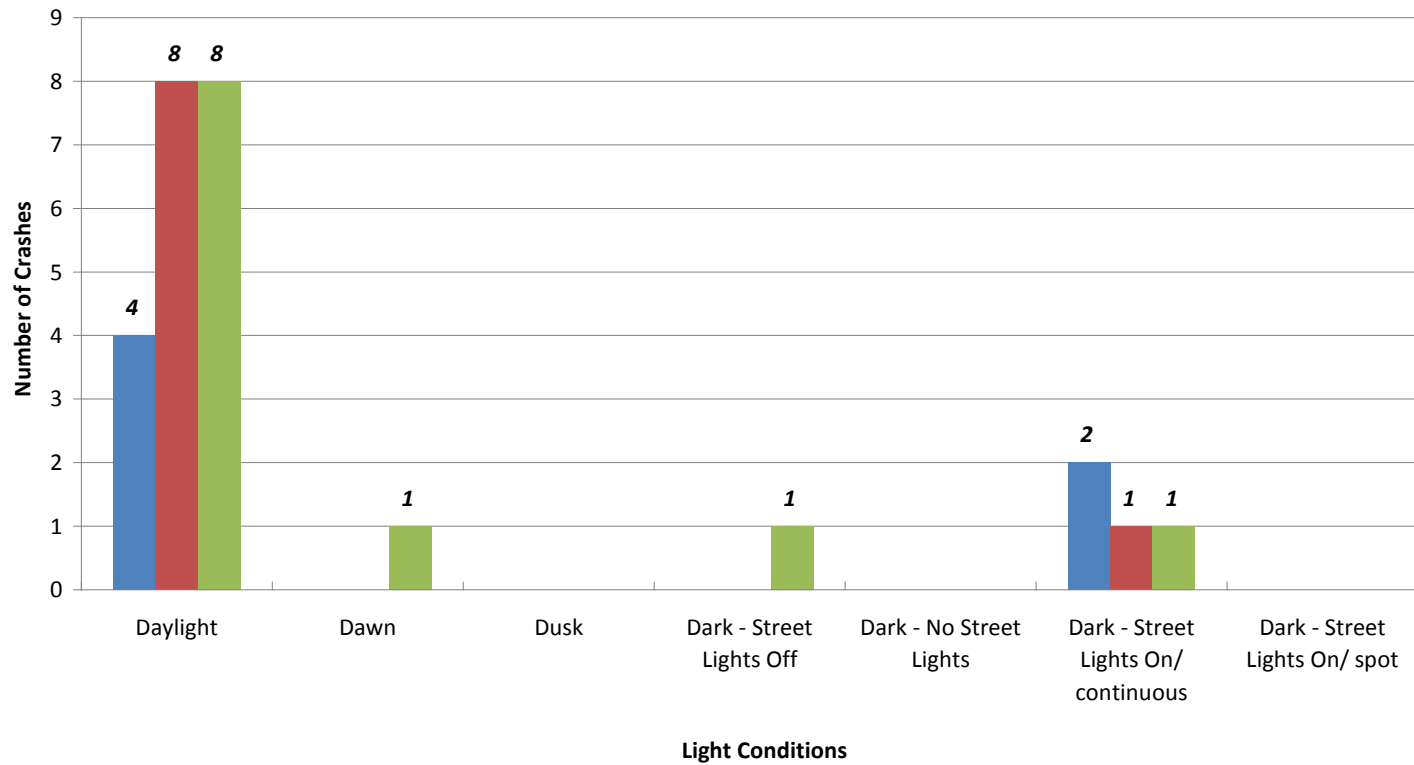


Duerer Street (CR 561) MP 10.09-11.53 Crash Occurrence by Environmental Conditions (2008-2010)



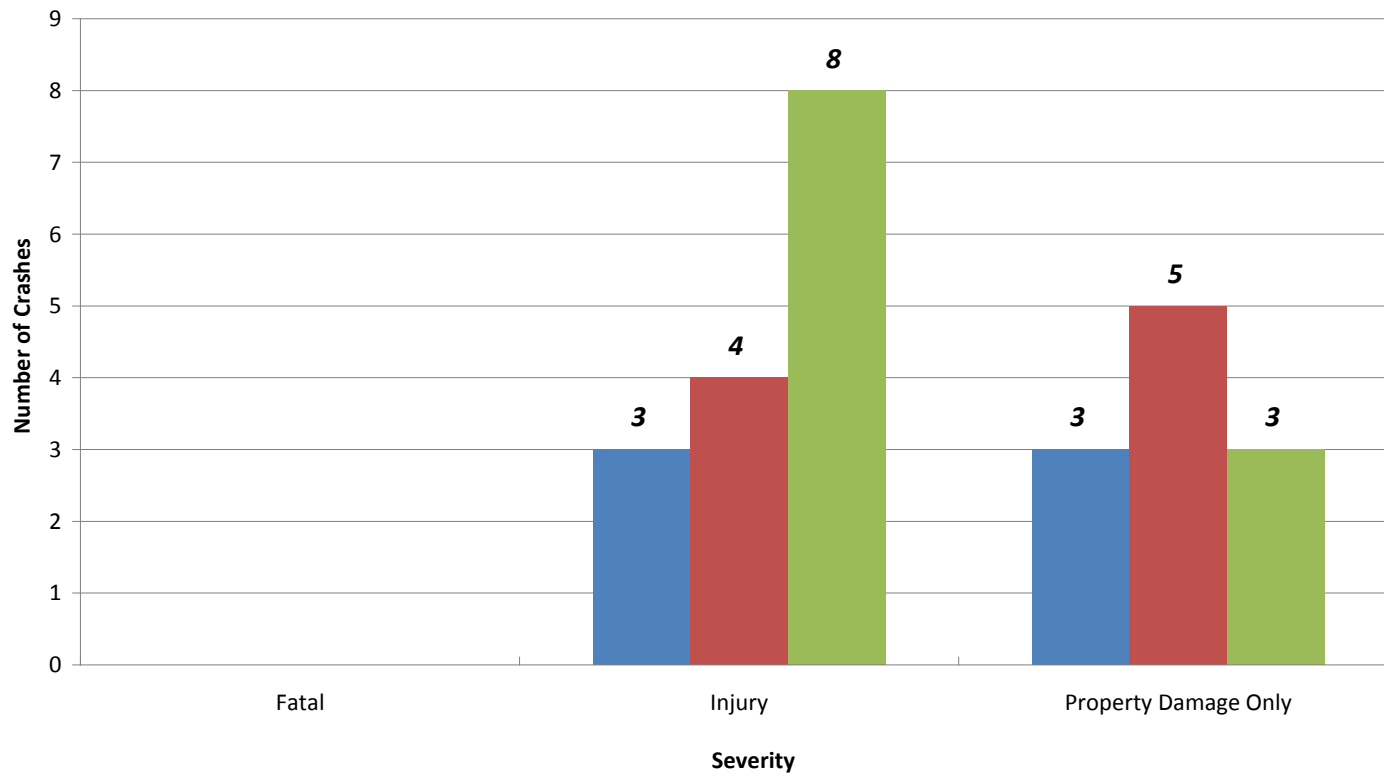
Duerer Street (CR 561) MP 10.09-11.53 Crash Occurrence by Light Conditions (2008-2010)

■ 2008 ■ 2009 ■ 2010

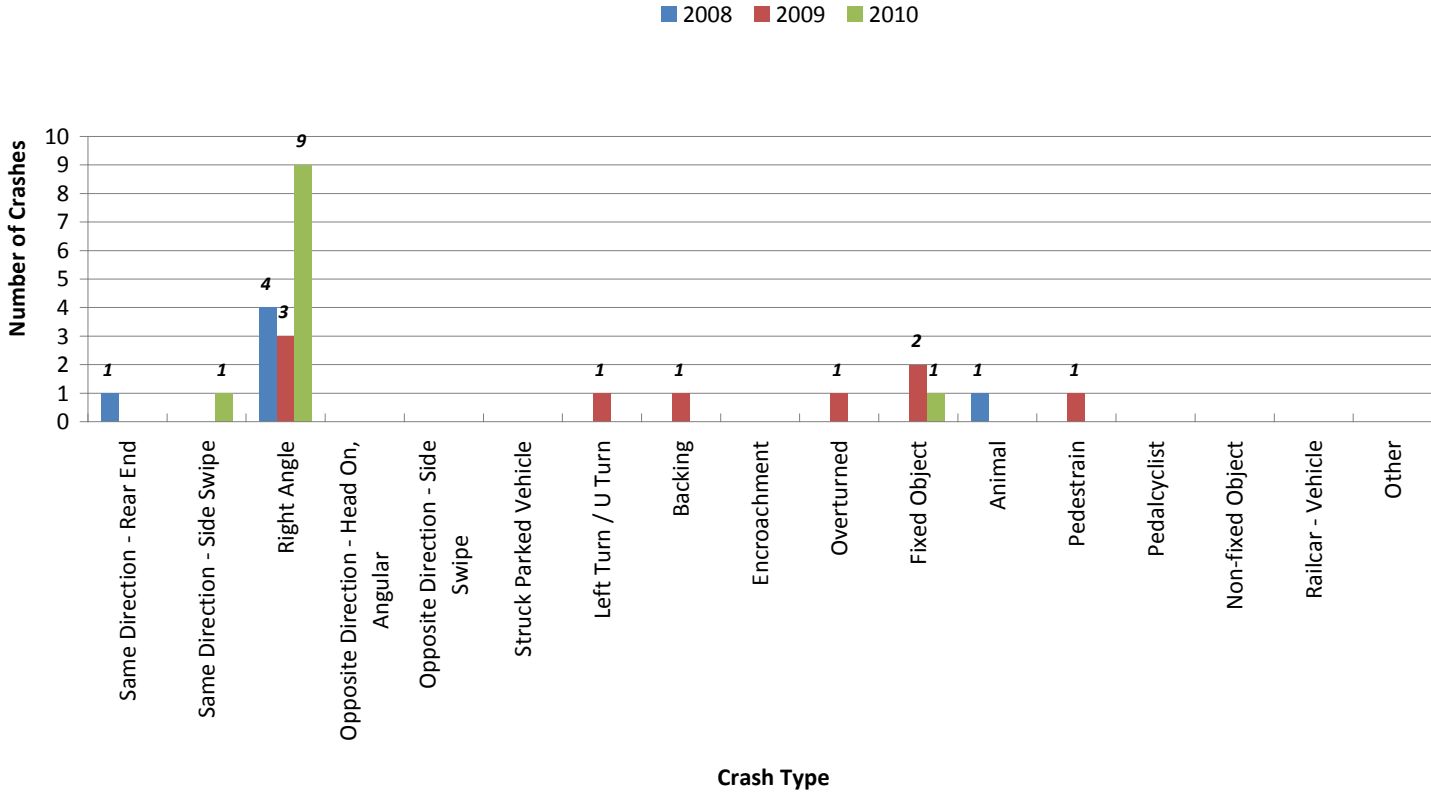


Duerer Street (CR 561) MP 10.09-11.53 Crash Occurrence by Severity (2008-2010)

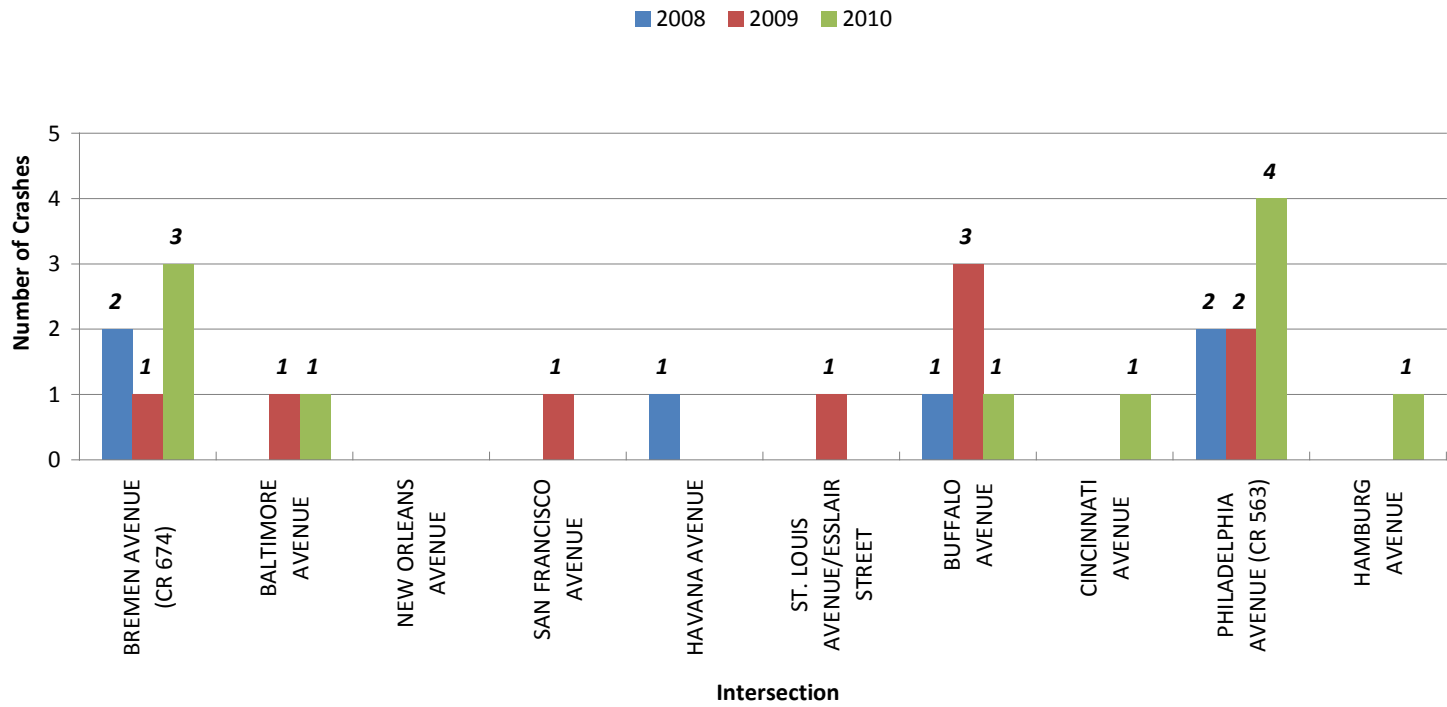
■ 2008 ■ 2009 ■ 2010



Duerer Street (CR 561) MP 10.09-11.53 Crash Occurrence by Crash Type (2008-2010)

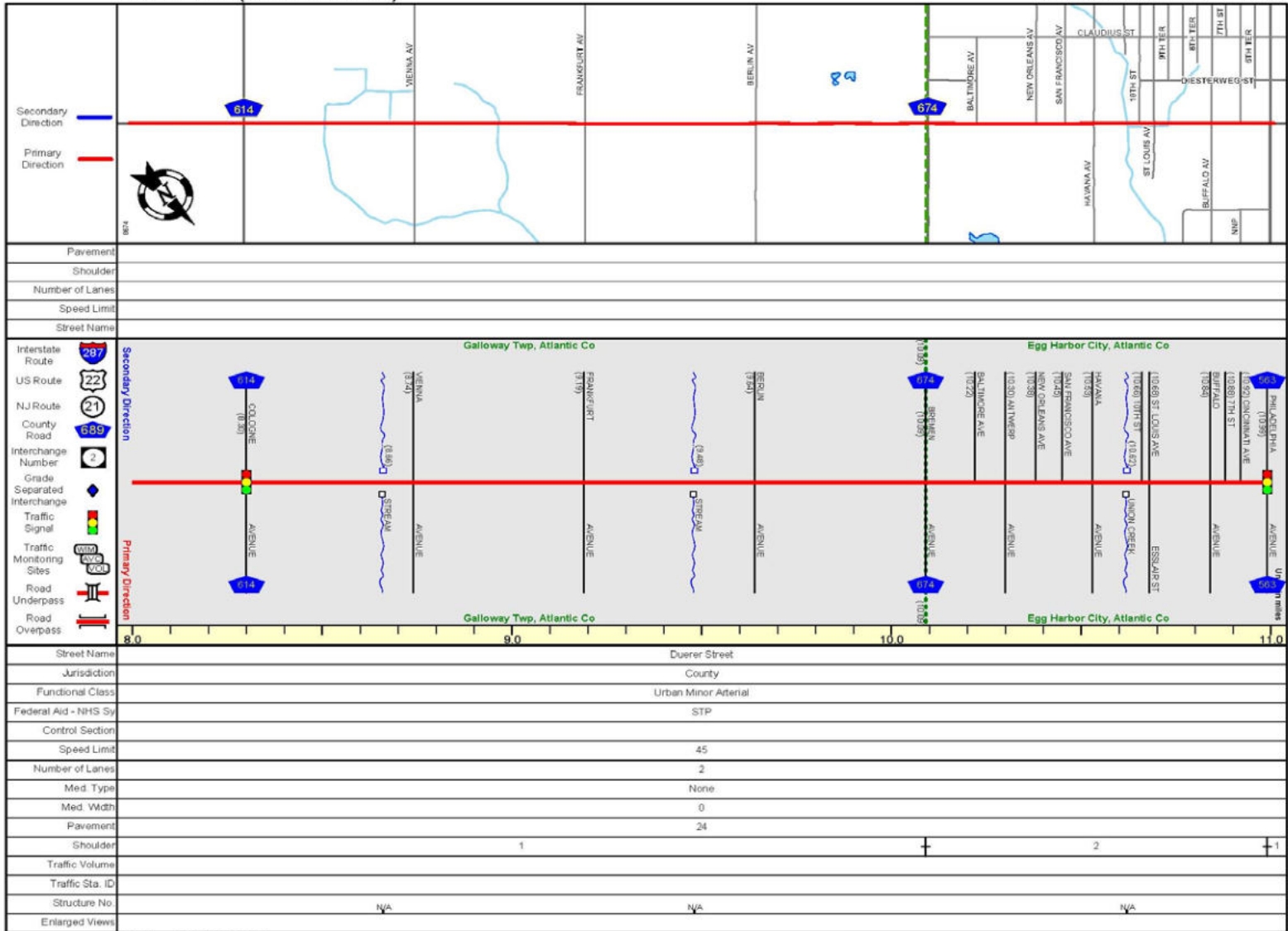


Duerer Street (CR 561) MP 10.09-11.53 Spot Location of Crashes (Proximity of Nearest Intersection) (2008-2010)



ROUTE 561 (South to North)

Mile Posts: 8.000 - 11.000



Pavement	
Shoulder	
Number of Lanes	
Speed Limit	
Street Name	
Interstate Route	287
US Route	22
NJ Route	21
County Road	689
Interchange Number	2
Grade Separated Interchange	
Traffic Signal	
Traffic Monitoring Sites	
Road Underpass	
Road Overpass	

Street Name	Duerer Street
Jurisdiction	County
Functional Class	Urban Minor Arterial
Federal Aid - NHS Sy	STP
Control Section	
Speed Limit	45
Number of Lanes	2
Med. Type	None
Med. Wdth	0
Pavement	24
Shoulder	1
Traffic Volume	
Traffic Sta. ID	
Structure No.	N/A
Enlarged Views	N/A

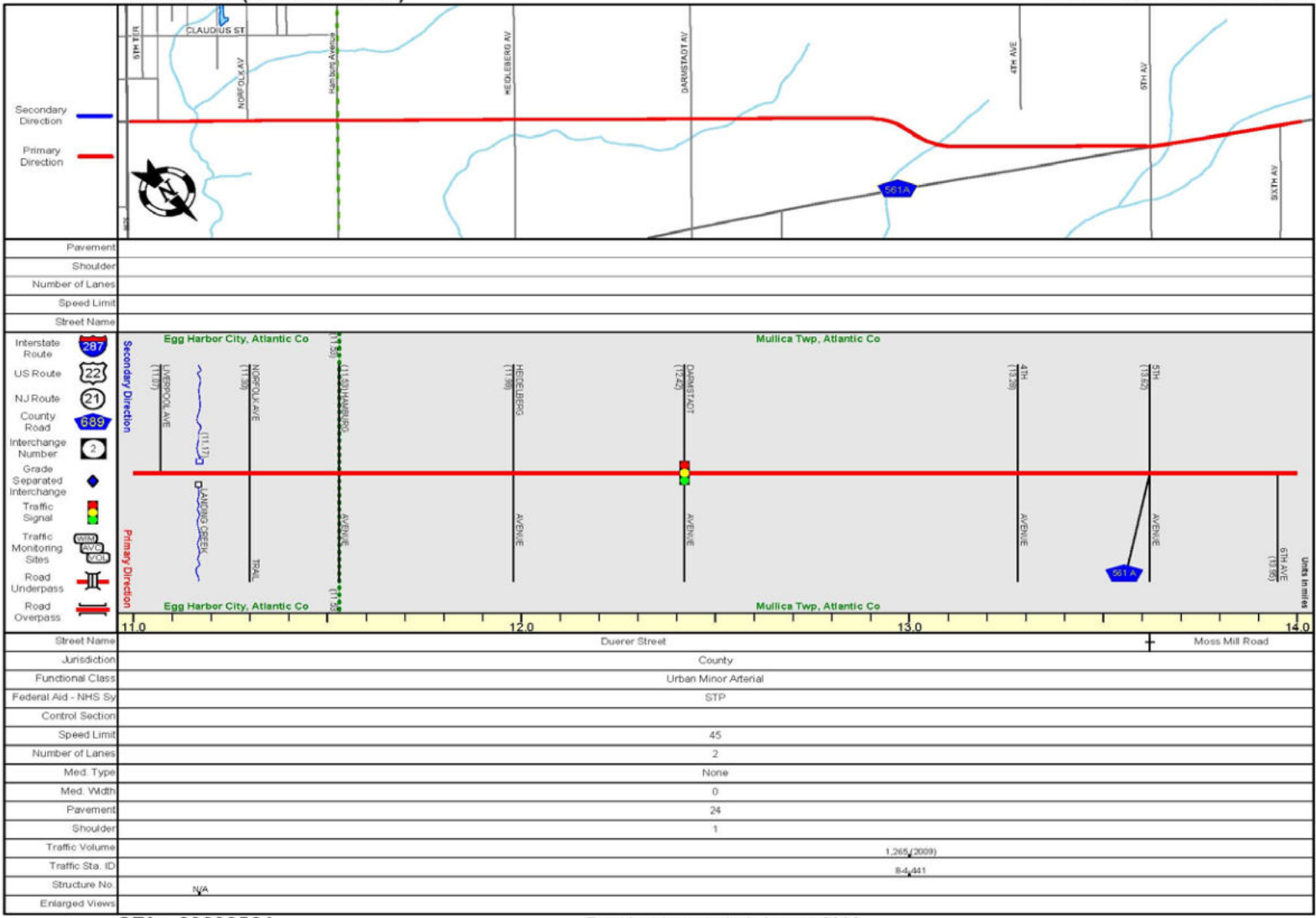
SRI = 0000561__

Date last inventoried: August 2006

Data Created: May 2010

ROUTE 561 (South to North)

Mile Posts: 11.000 - 14.000



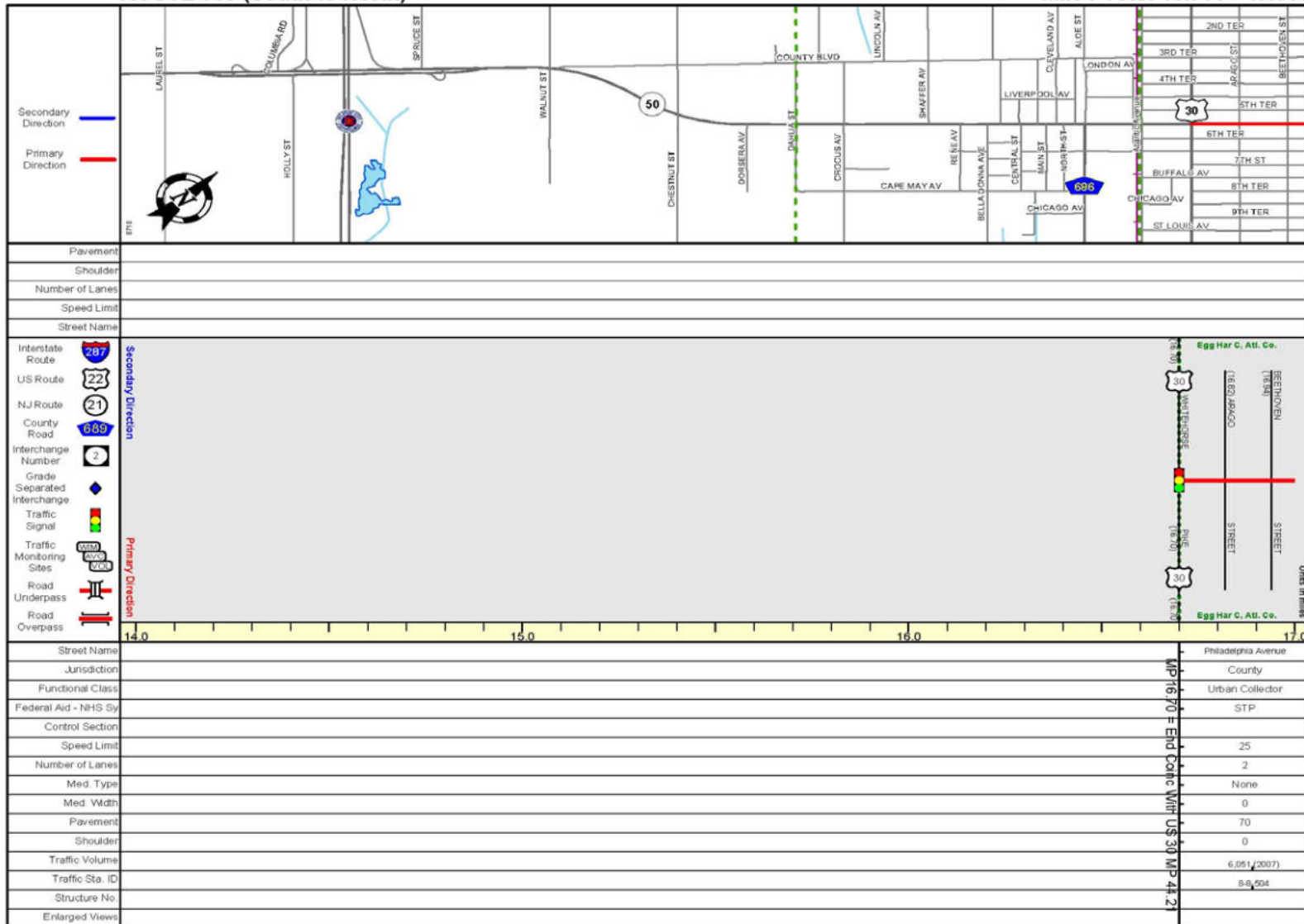
SRI = 0000561__

Date last inventoried: August 2006

Page Created: 4/9/2010

ROUTE 563 (South to North)

Mile Posts: 16.700 - 17.000



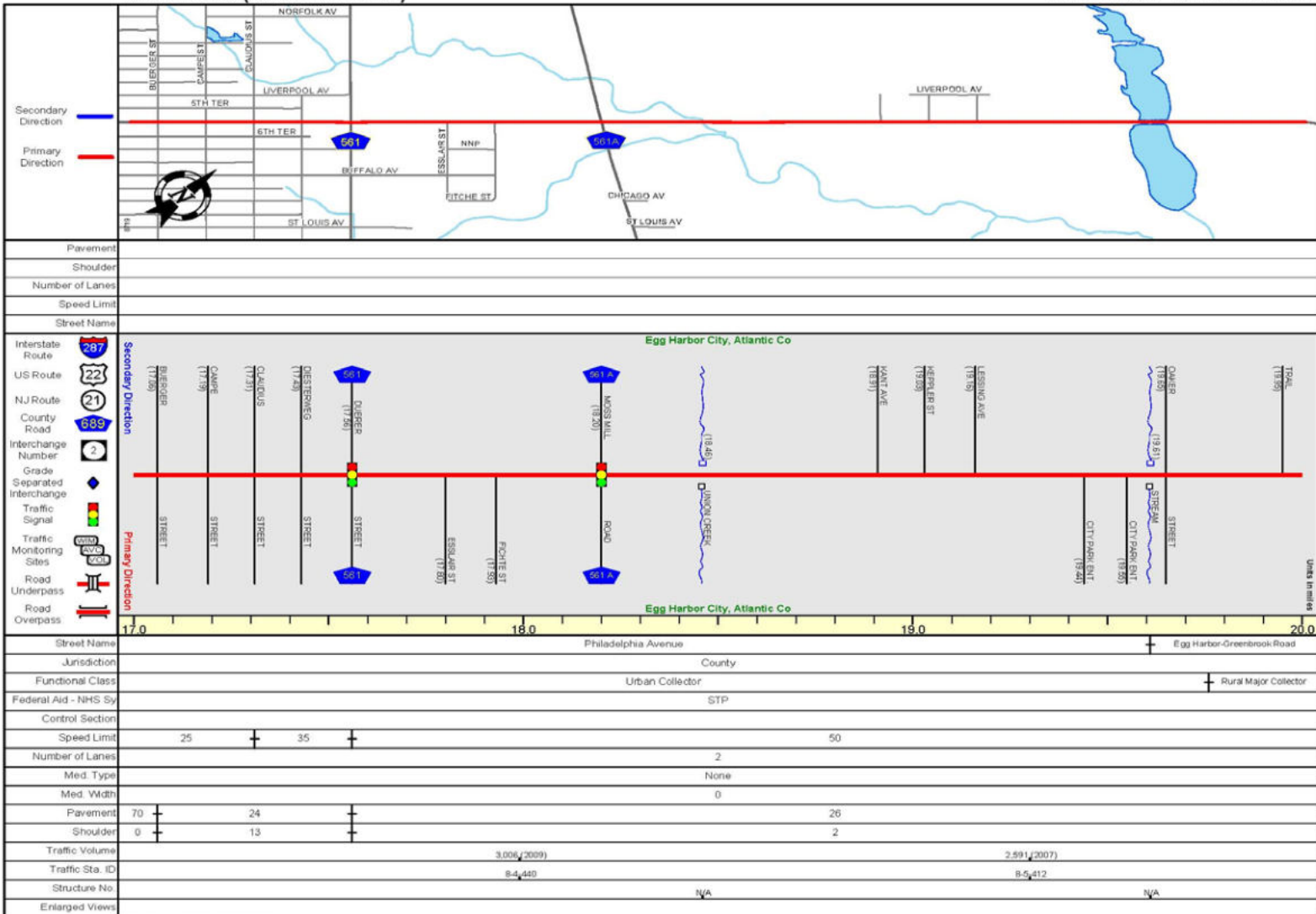
SRI = 0000563__

Date last inventoried: August 2006

Page Created: May 2010

ROUTE 563 (South to North)

Mile Posts: 17.000 - 20.000



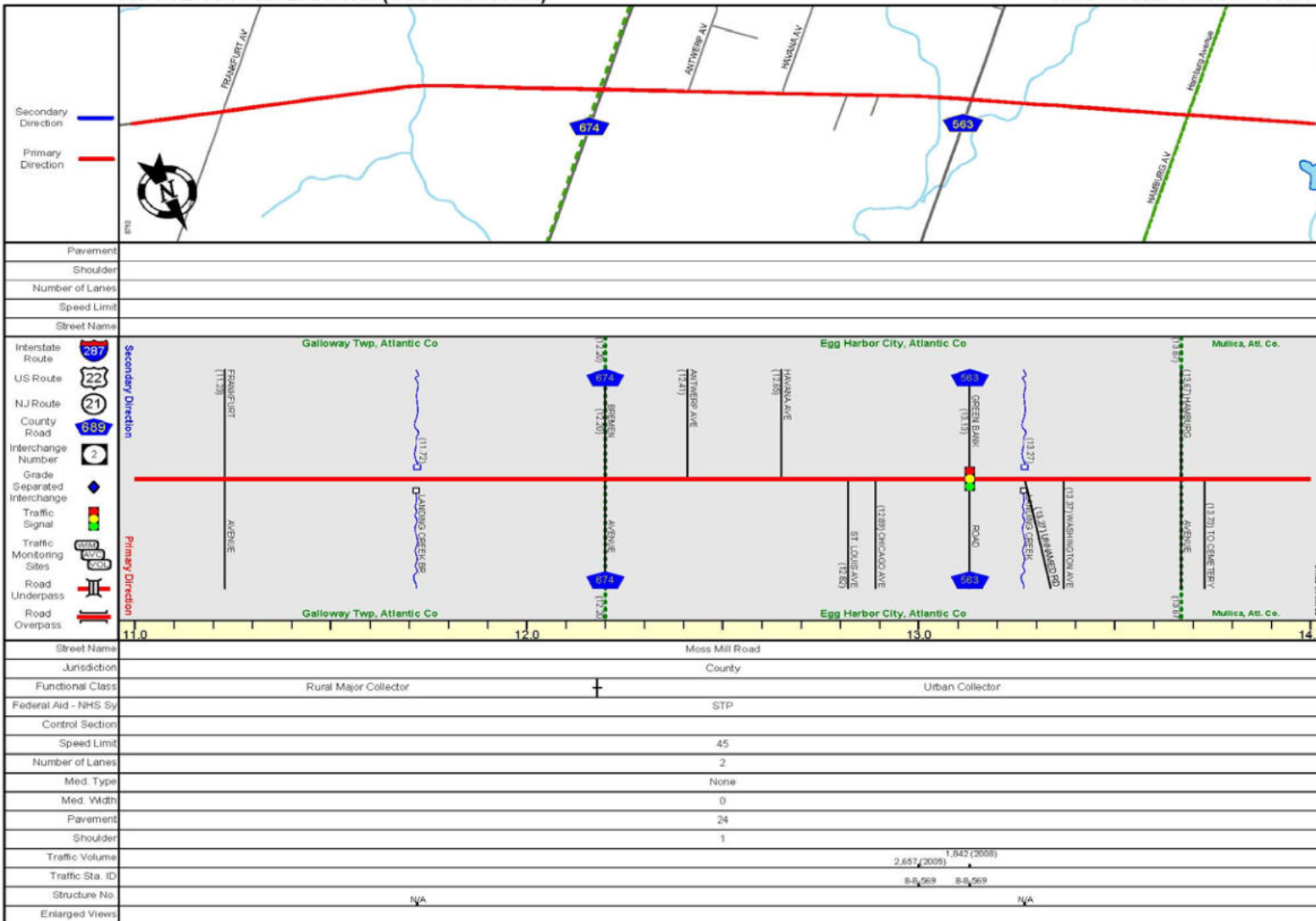
SRI = 00000563__

Date last inventoried: August 2006

Page Created: 4/19/2010

ROUTE 561 ALTERNATE (South to North)

Mile Posts: 11.000 - 14.000



SRI = 00000561A_

Date last inventoried: August 2006

Paper Created 8/19/2010

Findings of Roadway Inspection for Philadelphia Avenue (CR 563) Moss Mill Road (CR 561 Alt) and Duerer Street (CR 561)

Safety Issues		Remedial Action	Level of Effort Required			Potential Safety Benefit		
			Low	Medium	High	Low	Medium	High
Travel from Rt 30 to Moss Mill Road on Left side								
1	At Rt 30 and Rt 50 Intersection SW corner C-pole is knocked down	Replace the pole	X					X
2	At Rt 30 and Rt 50 Intersection PPB is not according to ADA standards	Replace the push button with correct specification		X			X	
3	At Rt 30 and Rt 50 Intersection pavement is at poor condition	Replace the pavement			X		X	
4	At Rt 30 and Rt 50 Intersection corner radii is too small	Correct the geometry of intersection			X			X
5	At Rt 30 and Rt 50 tire marks across corners shows turning problems	Correct the geometry of intersection			X			X
6	At 100 Block, first bulb is out	Replace the bulb	X				X	
7	At 100 Block pedestrian signage is not double faced	Replace the signage	X				X	
8	At 100 Block was midblock established	Check the ordinance status	X			X		
9	At 100 Block handicap parking is missing	Provide handicap parking	X				X	
10	At 100 Block SB CR 563 lane utilization signs are not totally visible	Revise the location of signs		X			X	
11	At 100 Block # 153 H wrong plaque blue on white	Replace the plaque with correct specification	X			X		
12	At Philadelphia and Arago Street, street signage are substandard	Request replacement of street signs	X			X		
13	At Philadelphia/Arago DED stop bars on Arago	Repaint the stop bar	X			X		

14	1 feet vs. 2 feet cross walk	Repaint		X			X	
15	At Philadelphia/Arago Handicap ramp is not according to ADA standards	Replace the handicap ramp as per ADA standards			X		X	
16	At Philadelphia/Argo E-Inlet is too high	Reset the inlet		X			X	
17	At 200 Block Bold-out- Double faced W11-2 with arrow	Replace with correct plate	X				X	
18	At 200 Block there is no handicap parking	Determine the ordinance status and revise if necessary		X			X	
19	At 200 Block striping in front of Post Office is not up to the standards	Re-stripe		X			X	
20	At Philadelphia/Beethoven last bulb is out	Replace the bulb	X			X		
21	At Philadelphia/Beethoven stop bar is missing	Repaint the stop bar	X				X	
22	At 300 Block- no-parking in front of Verizon and signage is too low and one is too high	Request the sign shop to replace sign plates and posts		X			X	
23	At 300 Block, the parking space at access is not proper	Remove and re-stripe		X			X	
24	At Philadelphia/Buerger all signage are not proper	Request the Municipality to replace the signage	X			X		
25	At Philadelphia/Buerger No-parking signage do not have break-away	Remove and replace with proper posts with break-away		X			X	
26	At Philadelphia/Buerger there are no stop bars	Repaint the stop bars	X				X	
27	At Philadelphia/Buerger the X-walks are worn out	Repaint the X-walks	X				X	
28	At Philadelphia/Buerger the handicap ramp is substandard	Replace the handicap ramps with proper ramps as ADA standards			X		X	
29	R1-I's 24 inch to 36 inch	Replace R1-1's with 36 inch	X					X
30	At Philadelphia/Buerger the break-away section is less than	Replace the post and mount with proper break-away	X				X	

	4 inch							
31	At 400 block signage are substandard	Request the municipality for replacement	X				X	
32	At 400 Block trees are obstructing the view	Trim the trees		X				X
33	At 400 Block the sign lack break-away	Replace the post with proper break-away	X				X	
34	At Philadelphia/Camp EB R1-1 is too far back	Move post location to proper place	X				X	
35	At Philadelphia/Camp X-walk is worn out	Repaint the X-walk	X				X	
36	At Philadelphia/Camp the HC ramp is not as ADA standard	Replace handicap ramp with ADA standard ramp			X		X	
37	At Philadelphia/Cam there is flooding problem	Revise grades at next paving			X		X	
38	At 500 Block parking signage is substandard	Replace signs and post if necessary	X			X		
39	At 500 Block Parking signage is rotated	Replace signs and post if necessary	X			X		
40	At 500 Block Ped signage is too low	Replace sign and post	X				X	
41	At 500 Block Expressway signage is substandard	Request the replacement of signage		X		X		
42	At 500 Block the edge line striping is worn out	Repaint the edge line	X				X	
43	At Philadelphia/Claudius handicap ramp is substandard	Replace handicap ramp with ADA standard ramp		X			X	
44	At Philadelphia/Claudius X-Walk directs to T-pole	Revise X-walk location		X			X	
45	At Philadelphia/Claudius SW B-Inlet is clogged	Clean out the inlet	X				X	
46	At Philadelphia/Claudius S1-1 is missing	Install the School sign	X					X
47	At Philadelphia/Claudius trees are obstructing the view	Trim the trees	X			X		
48	At 600 Block the sidewalk is	Notify the municipality	X				X	

	not continuous							
49	At 600 Block flashing FH Beacon is too low	Replace the pole mounts			X			X
50	At Philadelphia/Diesterweg 700 Block edge line is worn out	Repaint the edge line	X				X	
51	At Philadelphia/Diesterweg signage DED is incorrect break-away	Replace sign with proper break-away	X				X	
52	At Philadelphia/Duerer add "cross traffic sign does not stop"	Add a sign showing "cross traffic does not stop"	X				X	
53	At Philadelphia/Duerer sign post is not proper	Replace the post	X			X		
54	At Philadelphia/Duerer utility pole does not have reflectors	Add the reflectors	X				X	
55	At Philadelphia/Duerer 36 inch W3-5A is missing	Replace the speed zone sign	X				X	
56	At 900 Block pavement is very poor	Repave			X			X
57	At Philadelphia/Moss Mill old span-wire are substandard	Replace the poles and wires			X		X	
58	At Philadelphia/Moss Mill signal heads 12 inch and 8 inch	Replace the signal indicates with larger heads			X			X
59	At Philadelphia/Moss Mill no confirming sign for CR 561 along CR 563 NB	Add additional sign and post	X				X	
60	At Philadelphia/Moss Mill no X-walks for Ped students	Provide cross-walk at proper location for students		X				X
61	Philadelphia/Moss Mill intersection has 150 Watt laminator	Replace with brighter laminator	X				X	
62	Philadelphia/Moss Mill has high speed crashes	Request speed enforcement	X					X
63	Philadelphia/Moss Mill does not have any Ped amenities in close proximity	Provide cross walks and push buttons			X			X

64	R1-1 at Cincinnati is blocked by trees	Trim trees	X				X	
Travel from Rt 30 to Moss Mill Road on right side								
65	The Post Office drop box should be located off Philadelphia Avenue, its present location encourage unsafe maneuver by drivers	Recommend to the Municipality for relocation	X				X	
66	The foundation of street light on NE corner of Beethoven street is 2 inch too high, tripping hazard	Fix the foundation of street light by Municipality		X		X		
67	“Yield to Ped” sign at north bound of Buerger street is obsolete, and should be removed. The MUTCD does not provide for a similar sign unless a “Stop” line is present in advance of the cross-walk	Remove the sign	X			X		
68	The westbound stop sign at Buerger street should be relocated 10 feet closer to Philadelphia avenue, it is 23 years old	Replace with newer sign at proper place	X				X	
69	The handicap accessible ramps at Burger Street ate totally inadequate, not flushed with pavement, poor orientation and no detectable warning surface	Replace the handicap ramps with ADA specification			X		X	
70	There is an extremely faded 9-years old No u-turn sign northbound between Burger and Camp street, and one faded No-parking when road is snow covered. Signs are also non-breakaway post	Reinstall new signs	X			X		

71	The handicapped accessible ramps at Camp Street are not flushed with the pavement and do not have detectable warning surface	Reinstall handicap ramps			X		X	
72	Multiple non-breakaway posts in block north of Camp street	Replace the posts	X			X		
73	The diagonal arrow plates below the Ped crossing sign at Camp street and Claudius street are too low. The sign at Claudius should remain school crossing sign	Re-install the sign posts	X			X		
74	The No-parking sign in the block between Camp and Claudius Street should be arrow plates added to delineate the terminal of zone	Reinstall the sign	X			X		
75	Westbound Stop sign on Claudius street needs replacement	Reinstall the sign	X				X	
76	The handicap accessibility of the Claudius Street intersection is severely limited	Provide handicap accessibility at suitable place			X		X	
77	In between Claudius and Duerer street the lower signal indication is too low	Reinstall the signal post		X			X	
78	The No U-turn and No parking signs when snow covered are too low in front of Shiloh Baptist Church at Diesterweg street	Reinstall the signs	X			X		
79	The detectible warning surface on the poorly oriented ramp at Duerer Street	Reinstall the handicap ramp			X		X	
80	The North 563 assembly north of Duerer street needs	Replace the assembly with its post	X				X	

	replacement with its post							
81	The No Parking sign when road is snow covered north of Duerer street is on non-breakaway post and is too low. Also has unauthorized Camp Ground sign mounted below it which should be removed	Remove unauthorized sign and reinstall the post	X			X		
82	On same location at Duerer street intersection 50 MPH speed limit sign is faded and is non-breakaway post	Replace the post and sign	X			X		
83	24 Inch Stop sign be replaced with 30 inch on westbound Fichte street	Replace the sign	X				X	
84	The D3-1 Street name sign on Fichte street is missing	Municipality may be asked for street name sign	X			X		
85	The southbound Mile 18 sign is on wrong side of road	Replace it to a proper location	X			X		
General Comments on Philadelphia Avenue								
86	On Philadelphia avenue, on non-tapered street light poles in beautification area tends to slide down the pole over the time, speed limit signs and no u-turn signs, are lower than 7 feet	Remount more securely	X			X		
87	The pedestrian crossing signs (W11-2/W16-7P) should be on both, left hand and right hand on the mid-block cross-walks	Install the sign		X			X	
88	The side street cross-walks in the beautification area are poorly located, connecting the "bump-outs" rather than side-walks. They are offset from the	Since the use of angle parking in the beautification area inhabits visibility at the intersecting streets, some sort of street furniture should be employed to		X			X	

	normal pedestrian path and poorly utilized	direct pedestrian traffic to the painted cross-walk						
89	There are number of signs on non-breakaway posts	Replace the posts	X			X		
90	There are number of signs whose sheeting is way beyond its reflectivity life expectancy	Replace the signs	X				X	
91	Cross-walk marking are showing considerable wear	Replace/repaint		X			X	
92	Side street stop bars (Arago, Beethoven, Buerger, Camp, Claudius, Diesterweg, Esslair and Fichte streets are non existent	Install the stop bars		X			X	
93	The slopping of the handicapped accessible ramps in the beautification area are not as per ADA. The direction of the slope is diagonal to the cross-walks. The truncated domes of the detectable warning surface are non-compliant in that their alignment is diagonal to the slope	Reinstall the ramps as per ADA specifications			X		X	

Moss Mill Road (CR 561 Alt)

94	At Moss Mill/Bremen, stripes at right side is worn out	Repaint the stripping	X				X	
95	At Moss Mill/Bremen cross traffic sign	Remove cross traffic sign		X			X	
96	At Moss Mill/Bremen stop bars PM are worn out	Replace and repaint the stop bars	X				X	
97	At Moss Mill/Bremen share the road sign is blocked	Trim the trees	X			X		
98	At Moss Mill/Bremen North Atl	Replace the sign	X				X	

	561 with no DED							
99	At Moss Mill/Bremen Alt 561 alignment is failing	Replace the post	X				X	
100	At Moss Mill Industrial Park PM's are worn out	Replace the PM's			X			X
101	At Moss Mill/Bremen minor approach R1-1	Revise the location of post	X				X	
102	At Moss Mill the guide rail ends treatments are substandard	Replace the ends with proper safety treatment			X			X
103	At Moss Mill, Hamburg C striping is faded	Repaint the striping	X				X	

Duerer Street CR 561

104	At Duerer/Bremen 4 Feet Section > 4 inch above grade	Mill paving to remove the bump		X			X	
105	At Duerer/Bremen R2-1	Replace speed limit sign	X			X		
106	At Duerer/Bremen NB Bremen R1-1 is not aligned	Replace the post		X			X	
107	At Duerer/Bremen stop PM is worn out	Repair the PM			X		X	
108	At Duerer/Bremen pavement NB and SB is worn out	Repave the portion that is worn out			X			X
109	At Duerer/Bremen striping is worn out	Repaint the striping	X				X	
110	At Duerer/Hamburg sight triangle is required	Request the tree trimming	X				X	
111	At Duerer/Hamburg L Striping DED	Re-stripe the worn out portion	X				X	
112	At Duerer/Hamburg edge line DED	Re-stripe the worn out portion	X					X
113	At Duerer/Hamburg safety edge is missing	Install safety edge			X			X
114	At Duerer/Hamburg bridge GR end treatment is substandard	Replace the ends with proper safety treatment			X			X
115	At Duerer/Hamburg signs clutter	Remove the signs	X				X	

116	At Duerer/Hamburg the Harbor Field Intersection sign is not required	Remove the Harbor Field sign	X			X		
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Night-Time Safety Audit

117	On Philadelphia Ave Rt 30 and Buerger Street U-Turn signs are worn out	Install 3 no U-turn signs	X			X		
118	On CR 563 between Buerger and Camp U-turn and Speed limit sign ARE WORN OUT	Install 3 no U-turn signs and 25 MPH speed limit sign	X			X		
119	On CR 563 between Camp and Claudius U turn signs are worn out	Install 3 no U-turn signs	X			X		
120	On 563 between Claudius and Diesterweg Junction 561 sign and U-turn signs are worn out	Install no U-turn sign and Junction sign	X			X		
121	On 563 between Diesterweg and Duerer street, 563 South sign, 35 mile speed limit sign, and 561 junction sign are worn out	Install these three signs	X			X		
122	On 563 between Duerer street and Esslair Street Hospital arrow, 561 North arrow, are worn out	Install these signs	X			X		
123	On 563 between, Duerer and Esslair street the striping is worn out	Re-stripe this portion if road and install raised pavement markers		X				X
124	On 563 and Moss Mill crossing 563 North sign is worn out	Install 563 North sign/arrow	X			X		
125	On 561 between St Louis Ave and Buffalo Avenue speed limit sign is worn out	Install 45 MPH speed limit sign	X			X		
126	On 561 between Liverpool Avenue and Hamburg Avenue 561 North sign is worn out	Install North 651 sign	X			X		

127	On 561 between Liverpool Avenue and Hamburg Avenue the stripping is worn out	Re-paint the striping and install raised pavement markers		X				X
128	At 561 and Hamburg crossing R1-1 is missing	Install R1-1 sign at south of Hamburg	X			X		
129	At 561 Alt and Bremen Ave speed limit sign is worn out	Install 45 MPH speed limit sign	X			X		
130	At 561 Atl and Antwerp Ave Junction 674 sign, North Alt 561 sign, speed limit sign and cross road sign is worn out	Install these signs	X			X		
131	At 561 Alt between St Louis Ave Children sign is worn out	Install "Children in the area" sign	X			X		
132	At 561 Alt between Chicago Ave and Green Bank Road, North arrow, speed limit sign and MP 13 sign is worn out	Install these signs	X			X		
133	At Alt 561 and Hamburg crossing, Cross road sign and W2-1 sign is worn out	Install stop sign on Hamburg Avenue and cross road sign	X			X		

Road Safety Audit Pictures











