

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**NOTICE OF
REQUESTS FOR PROPOSALS**

FOR

SJTPO FY 2011 - 2012 ROAD SAFETY ASSESSMENT

9/21/10

The South Jersey Transportation Planning Organization (SJTPO) is soliciting proposals from qualified firms, or groups of firms, to conduct project development work for safety projects included in prior SJTPO Road Safety Audits and Scans. This work is included in the SJTPO FY 2011 - 2012 Unified Planning Work Program.

Copies of the RFP's can be obtained from the SJTPO at 782 S. Brewster Road, Unit B6, Vineland, New Jersey 08361, by e-mail (sjtpo@sjtpo.org), or by calling 856-794-1941. Copies may also be obtained immediately via our website <http://www.sjtpo.org/Opportunities.html>; however, please notify us that you have obtained an RFP so that we may send you any further information or updates that may be released to all perspective proposers.

Requests for Proposals will be accepted until Thursday, October 14, 2010 at 5:00 p.m. prevailing time.

The contract with the SJTPO will be executed via the South Jersey Transportation Authority (SJTA), and all contractual provisions and requirements of the SJTA will be in effect. The project is funded with Federal Highway Administration PL funds administered through SJTPO and the New Jersey Department of Transportation, and all applicable federal and state financial provisions will be in effect.

9/21/2010

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

REQUEST FOR PROPOSAL

FY 2011 - 2012 ROAD SAFETY ASSESSMENT

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

782 S. Brewster Road, Unit 6

VINELAND, NEW JERSEY 08361

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DANIEL BEYEL, CHAIRMAN

TIMOTHY G. CHELIUS, EXECUTIVE DIRECTOR

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SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

REQUEST FOR PROPOSALS

FY 2011 - 2012 ROAD SAFETY ASSESSMENT

I. INTRODUCTION

A. General

The South Jersey Transportation Planning Organization (SJTPO) is soliciting proposals from qualified firms, or groups of firms, to conduct project development work for safety projects included in prior SJTPO Road Safety Audits or other plans. This work is included in the SJTPO FY 2011 - 2012 Unified Planning Work Program. Technical proposals must be prepared and submitted in accordance with the requirements, format, and guidelines presented in this RFP document.

The SJTPO is the designated Metropolitan Planning Organization for Atlantic, Cape May, Cumberland and Salem Counties. As such, the SJTPO has responsibility or oversight for all federally funded surface transportation planning activities in the region.

B. Submission

Interested firms must submit four copies of their technical and cost proposals no later than 5:00 P.M., prevailing time, on **Thursday, October 14, 2010**. Note that cost proposals must be submitted in a separate sealed envelope, and the technical proposal must not provide any cost information. The SJTPO shall not be held responsible for timeliness of mail or messenger delivery. Submittals should be addressed to:

South Jersey Transportation Planning Organization
Timothy G. Chelius, P.P., AICP, Executive Director
782 S. Brewster Road, Unit B - 6
Vineland, New Jersey 08361

The SJTPO reserves the right to reject any submission for failure to adhere to these requirements or to accept any submission, which in its judgment will best serve its interest. All submitting firms grant to the SJTPO a non-exclusive right to use, or cause others to use, the contents of the submission for any purpose. All submissions will become the sole property of the SJTPO. Subconsultants, subcontractors, and joint ventures are permitted for the purposes of this submission.

C. Interpretations and Addenda

All questions, requests for interpretations and comments must be submitted in writing and submitted to Timothy G. Chelius, P.P. at the above address. Faxes are acceptable. Interpretations or clarifications in response to questions or comments received by prospective proposers will be posted on the SJTPO website. Only written clarifications from SJTPO will be binding; oral and other interpretations or clarifications will be without legal effect.

PLEASE CHECK THE SJTPO WEBSITE DURING THE RFP RESPONSE PERIOD FOR ADDENDA TO THE RFP, AND QUESTIONS AND ANSWERS.

D. Anticipated Consultant Selection Schedule

Proposal Due Date – Thursday, October 14, 2010

Policy Board Action – Monday, October 25, 2010

Notice to Proceed – On or about Monday, November 8, 2010

E. Contracting

The contract with SJTPO will be executed via the South Jersey Transportation Authority (SJTA), the administrative host of the SJTPO. All provisions and requirements of the SJTA pertaining to contractual matters will be in effect. This project is funded by the Federal Highway Administration of the United States Department of Transportation.

II. SCOPE OF WORK

Safety is a top priority in SJTPO's plans and programs. Along with the South Jersey Traffic Safety Alliance (SJ TSA), SJTPO is actively engaged in many safeties – related initiatives, including Transportation Safety Planning, crash data analysis, Road Safety Audits and Scans, and others.

A Road Safety Audit (RSA) is the formal examination of an existing or future road or traffic project by an independent team of trained specialists. SJTPO conducted RSAs on area roads in FY 2005, 2006, and 2007, and \$1 Million in federal safety funds will be available in both FY 2011 and FY 2012 to implement low-cost, quick turnaround safety improvements identified in the RSA's.

This RFP seeks a qualified consultant or team to provide assistance to SJTPO project sponsors in implementing safety improvements. Work could include conducting Road Safety Audits, plan preparation, signal design, warrant and progression analysis, etc., as needed and the following projects are contemplated for FY 2011 and FY 2012 consultant assistance:

- Road Safety Audit of Ventnor Avenue, CR 629, in the Cities of Ventnor and Margate, Atlantic County
- A review of traffic signals for compliance with AASHTO and MUTCD specifications on federal – aid roads (whether under County or municipal jurisdiction) in North Wildwood, Wildwood, and Wildwood Crest, in Cape May County
- A Road Safety Assessment on a Cape May County road to be selected by March 2011. For budgeting purposes, assume a length of two miles, some of which may be covered by vehicle(s) if warranted
- Road Safety Audit of Brigantine Boulevard (entire length), CR 638, City of Brigantine, Atlantic County

The following information will be available for use by the selected consultant:

- A crash analysis for Ventnor Avenue (which may be downloaded from the RFP section of SJTPO's website www.sjtpo.org);
- Short duration vehicle and pedestrian counts at several Ventnor Avenue intersections (also available on the website);

- A crash analysis for Brigantine Boulevard, which will be produced in late 2010 in a similar fashion as the Ventnor Avenue report.

Project deliverables must be identified in the proposal and would include engineering data and products. Also, the final Progress Report must contain a summary of all project materials delivered to sponsors.

All final products must be submitted in electronic and hard copy versions. Microsoft formats, pdf, and ArcView are preferred, and the proposal should state the specific formats for the deliverables.

We anticipate a Notice to Proceed on or about Monday, November 8, 2010. The project must be completed by June 30, 2012.

III. CONSULTANT SELECTION

A review committee will evaluate each proposal and may recommend firms to present additional information and appear for interviews. Or, the proposal may be the sole basis for the selection.

Negotiations and award of the contract will be to the firms that provide the most advantageous proposals. The SJTPO reserves the right to reject any and all proposals.

LATE PROPOSALS WILL NOT BE EVALUATED.

The submission should be stapled or bound with no loose pages. The following criteria have been established to guide the evaluation of each consultant proposal with each criterion weighted as indicated below. The proposal must contain the following information:

A. Technical Proposal

1. Technical Approach (30 percent of the total rating): A narrative describing the understanding of the effort and products required, including descriptions of the specific tasks and subtasks to be undertaken.
 - a. The issues or problems and a detailed approach to completing the work program. List and description of deliverables.
 - b. A project schedule indicating project milestones, deliverables, and key meetings using a Notice to Proceed as "Day 0". The schedule should anticipate review time by other agencies and committees, but time allotments for work under the control of the consultant will be regarded as a commitment.
2. Firm Qualifications (25 percent of the total rating): Qualifications of the firm and any subcontractors:
 - a. A list of similar work, including the name and telephone number of the clients, and a full description of the services provided by the firm. An organizational chart and description of the firm.

A. General

Regulations of the Department of Transportation relative to Non-Discrimination in Federally assisted projects of the Department of Transportation (49 CFR Part 21), is made part of the Agreement. ‘Socially and economically disadvantage’ is defined as individuals who are citizens of the United States (or lawfully permanent residents) and who are: “Black American,” “Hispanic Americans,” “Native American,” “Asian-Pacific Americans,” “Asian-Indian Americans”, “Women (regardless of race, ethnicity, or origin); or “Other” (disadvantaged pursuant to Section 8 of the Small Business Act).

B. Policy

It is the policy of SJTPO that Emerging Small Business Enterprises as defined in 49 CFR Part 23 shall have the maximum opportunity to participate in the performance of a contract financed in whole or in part with federal funds under this agreement. Consequently, the ESBE requirements of 49 CFR Part 23 applies to this agreement.

C. ESBE Participation

The ESBE referred to herein is defined as a firm that has met the following criteria and obtained small business certification as an ESBE by the State of New Jersey as follows:

1. A firm must meet the criteria for a small business as defined by the Small Business Administration in 13 CFR Part 121, which includes annual receipts from all revenues, including affiliate receipts which equates to the annual arithmetic average over the last three completed tax years, or by the number of employees.
2. The small business must be owned by individuals who do not exceed the personal net worth criteria established in 49 CFR Part 26 which is \$750,000.

D. Certified ESBE firms

A list of certified ESBE firms is compiled and is effective for contracts on a per calendar year basis. The current list of certified ESBE firms is available on the website of the New Jersey Department of Transportation (http://www.state.nj.us/transportation/business/civilrights/pdf/esbe_directory.pdf).

Firms who wish to be considered for ESBE certification are encouraged to contact Ms. Linda Errico at the NJDOT Office of Civil Rights directly for information on the certification process. Once a firm is certified, the federal portion of the dollar value of the contract or subcontract awarded to the ESBE is generally counted toward the applicable ESBE goal. If state matching and/or non-matching funds are also awarded to an ESBE, the total dollar value of the ESBE contract or subcontract may also be counted toward the applicable ESBE goal.

E. Consultants Documentation

If applicable, the Consultant must demonstrate sufficient reasonable efforts to meet the ESBE contract goals. Additionally, SJTPO has a long-standing commitment to maximize business opportunities available to disadvantaged and ESBE firms. The consultant’s contract is subject to all federal, state, and local laws, rules, and regulations, including but not limited to, non-discrimination in employment and affirmative action for equal employment opportunity. The consultant’s contract obligates the consultant

to aggressively pursue ESBEs for participation in the performance of contracts and subcontracts financed in whole or in part with Federal funds. The consultant cannot discriminate on the basis of race, color, national origin, or sex in the award and performance of federally assisted contracts. The consultant contract specifies the ESBE goal and the ESBE participation rate for that contract, if applicable. The prime consultant contract must document, in writing, all of the steps that led to any selection of the ESBE firm(s). Prior to the award of a consultant contract, the consultant must demonstrate sufficient reasonable efforts to utilize ESBE firms. SJTPO utilizes the NJDOT federally approved ESBE goal for FY 2009 which is 15.7 percent.

If, at any time you intend to subcontract or modify any portion of the work already under contract, or intend to purchase material or lease equipment not contemplated during the original preparation of your cost proposal, you must notify SJTPO in writing. If, as a result of any subcontract, modification, purchase order, or lease, the actual ESBE or participation rate for the consultant's contract is in danger of falling below the agreed upon ESBE participation, then a request must be made for an ESBE Goal Exemption Modification through SJTPO.

V. EQUAL EMPLOYMENT OPPORTUNITY PROVISION

- A. The Consultant and their subconsultant shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of this contract.
- B. All potential Consultants must demonstrate a commitment to the effective implementation of an affirmative action plan or policy on equal employment opportunity. The potential Consultant must insure equal employment opportunity to all persons and not discriminate against any employee or applicant for employment opportunity because of race, color, religion, sex, national origin, physical disability, mental disorder, ancestry, marital status, criminal record, or political beliefs. The Consultant must uphold and operate in compliance with Executive Order 11246 and as amended in Executive Order 11375, Titles VI and VII of the Civil Rights Act of 1964, the Equal Employment Opportunity Act of 1972, and the Fair Employment Practices Act.
- C. In response to this Request for Qualifications/Request for Proposals, the Consultant should furnish a detailed statement relative to its Equal Employment Opportunity practices and any statistical employment information that it deems appropriate, relative to the composition of its work force or its subconsultants.

VI. INSURANCE REQUIREMENTS

- A. The consultant shall carry and maintain in full force and effect for the duration of this contract, and any supplement thereto, appropriate insurance. The Consultant shall submit to the SJTPO, a Certificate of Insurance indicating the existence of the coverage required. Policies shall be issued by an insurance company authorized to do business in the State of New Jersey; and approved by the SJTA.
- B. Insurance similar to that required by the Consultant shall be provided by or on behalf of all subconsultants to cover its operation(s) performed under this contract, and include in all subcontracts. The Consultant shall not be issued the Notice to Proceed until evidence of the insurance coverage required has been received, reviewed, and accepted by the SJTPO.
- C. The insurance coverage under such policy or policies shall not be less than specified herein.

1.	Worker's Compensation and Employer's Liability:	
	a) Each Accident	\$ 100,000
	b) Disease-Each Employer	\$ 100,000
	c) Disease Policy Limit	\$ 500,000
2.	Comprehensive General Liability:	
	a) Bodily Injury	
	- Each Person	\$ 250,000
	- Each Occurrence	\$ 1,000,000
	b) Property Damage	
	- Each Person	\$ 1,000,000
	- Aggregate	\$ 2,000,000
3.	Comprehensive Automobile Liability:	
	a) Bodily Injury	
	- Each Person	\$ 500,000
	- Each Occurrence	\$ 1,000,000
	b) Property Damage	
	- Each Occurrence	\$ 250,000
4.	Professional Liability Insurance:	
	a) Claims made/aggregate	\$ 1,000,000

EXHIBIT A

P.L. 1975, C. 127 (N.J.A.C. 17:27) MANDATORY AFFIRMATIVE ACTION LANGUAGE

PROCUREMENT, PROFESSIONAL AND SERVICES CONTRACTS

During the performance of this contract, the contractor agrees as follows:

The contractor or subcontractor, where applicable, will not discriminate against any employee or applicant for employment because of age, race, creed, color, national origin, ancestry, marital status, sex, affectional or sexual orientation. The contractor will take affirmative action to ensure that such applicants are recruited and employed, and that employees are treated during employment, without regard to their age, race, creed, color, national origin, ancestry, marital status, sex, affectional or sexual orientation. Such action shall include, but not be limited to the following: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the Public Agency Compliance Officer setting forth provisions of this nondiscrimination clause;

The contractor or subcontractor, where applicable will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to age, race, creed, color, national origin, ancestry, marital status, sex, affectional or sexual orientation;

The contractor or subcontractor, where applicable, will send to each labor union or representative or workers with which it has a collective bargaining agreement or other contract or understanding, a notice, to be provided by the agency contracting officer advising the labor union or workers' representative of the contractor's commitments under this act and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

The contractor or subcontractor; where applicable, agrees to comply with the regulations promulgated by the Treasurer pursuant to P.L. 1975, c. 127, as amended and supplemented from time to time and the Americans with Disabilities Act.

The contractor or subcontractor agrees to attempt in good faith to employ minority and female workers consistent with the applicable county employment goals prescribed by N.J.A.C. 17:27-5.2 promulgated by the Treasurer pursuant to P.L. 1975, c. 127, as amended and supplemented from time to time or in accordance with a binding determination of the applicable county employment goals determined by the Affirmative Action Office pursuant to N.J.A.C. 17:27-5.2 promulgated by the Treasurer pursuant to P.L. 1975, c. 127, as amended and supplemented from time to time.

The contractor or subcontractor agrees to inform in writing appropriate recruitment agencies in the area, including employment agencies, placement bureaus, colleges, universities, labor unions, that it does not discriminate on the basis of age, creed, color, national origin, ancestry, marital status, sex, affectional or sexual orientation, and that it will discontinue the use of any recruitment agency which engages in direct or indirect discriminatory practices.

The contractor or subcontractor agrees to revise any of its testing procedures, if necessary, to assure that all personnel testing conforms with the principles of job-related testing, as established by the statutes and court decisions of the State of New Jersey and as established by applicable Federal law and applicable Federal court decisions.

The contractor or subcontractor agrees to review all procedures relating to transfer, upgrading, downgrading and layoff to ensure that all such actions are taken without regard to age, creed, color, national origin, ancestry, marital status, sex, affectional or sexual orientation, and conform with the applicable employment goals, consistent with the statutes and court decisions of the State of New Jersey, and applicable Federal law and applicable Federal court decisions.

The contractor and its subcontractors shall furnish such reports or other documents to the Affirmative Action Office as may be requested by the office from time to time in order to carry out the purpose of these regulations, and public agencies shall furnish such information as may be requested by the Affirmative Action Office for conducting a compliance investigation pursuant to **Subchapter 10 of the Administrative Code (NJAC 17:27)**.

EXHIBIT B

NOTICE TO ALL BIDDERS
SET-OFF FOR STATE TAX

Please be advised that, pursuant to P.L. 1995, c.159, effective January 1, 1996, and notwithstanding any provision of the law to the contrary, whenever any taxpayer, partnership or S corporation under contract to provide goods or services or construction projects to the State of New Jersey or its agencies or instrumentalities, including the legislative and judicial branches of State government, is entitled to payment for those goods or services at the same time a taxpayer, partner or shareholder of that entity is indebted for any State tax, the Director of the Division of Taxation shall seek to set off that taxpayer's or shareholder's share of the payment due the taxpayer, partnership or S corporation. The amount set off shall not allow for the deduction of any expenses or other deductions which might be attributable to the taxpayer, partner or shareholder subject to set-off under this act.

The Director of the Division of Taxation shall give notice of the set-off to the taxpayer and provide an opportunity for a hearing within 30 days of such notice under the procedures for protests established under R.S. 54:49-18. No requests for conference, protest, or subsequent appeal to the Tax Court from any protest under this section shall stay the collection of the indebtedness. Interest that may be payable by the State, pursuant to P.L. 1987, c.184 (c.52:32-32 et seq.), to the taxpayer shall be stayed.

EXHIBIT C

**REQUIRED AFFIRMATIVE ACTION EVIDENCE FOR
PROCUREMENT, PROFESSIONAL AND SERVICES CONTRACTS**

All successful vendors must submit one of the following within seven (**7**) days of the notice of intent to award:

1. A photo copy of their Federal Letter of Affirmative Action Plan Approval.
OR
2. A photo copy of their Certificate of Employee Information Report.
OR
3. A completed Affirmative Action Employee Information Report (AA302).

PLEASE COMPLETE THE FOLLOWING QUESTIONNAIRE AS PART OF THE BID PACKAGE IN THE EVENT THAT YOU OR YOUR FIRM IS AWARDED THIS CONTRACT.

1. Our company has a Federal Letter of Affirmative Action Plan Approval.

Yes_____ No_____
2. Our company has a Certificate of Employee Information Report.

Yes_____ No_____
3. Our company has neither of the above. Please send Form #AA302
(AFFIRMATIVE ACTION EMPLOYEE INFORMATION REPORT). _____ Check here

NOTE: This form will be sent only if your company is awarded the bid.

I certify that the above information is correct to the best of my knowledge.

NAME _____
(Please type or print)

SIGNATURE _____

TITLE _____

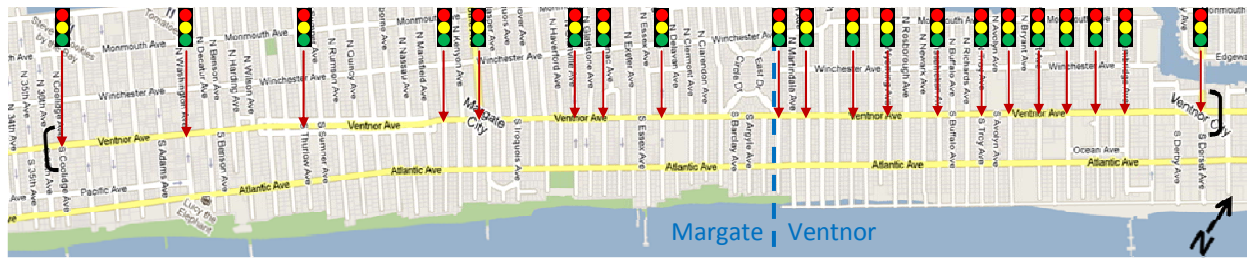
DATE _____

PHONE _____

FAX _____



Atlantic County Route 629 (Ventnor Avenue)



Introduction

The corridor under review is Atlantic County Route 629 (Ventnor Avenue), which is a two-lane, Urban Principal Arterial. The segment of CR 629 considered in this review spans from Milepost 0.78 in Margate City, which represents both the intersection with Coolidge Avenue as well as the border with Longport Boro, the segment continues through the Margate/Ventnor border (MP 2.43) and the segment continues to milepost 3.39 in Ventnor City where CR 629 turns at Dorset Avenue. This segment measures 2.61 miles (approximately 13,700 feet) in length, 1.65 miles in Margate and 0.96 miles in Ventnor.

About the Corridor

In the corridor, there are 78 intersections or one on average every 176 feet (or every 0.03 miles). Of those 78 intersections two are 5-leg intersections, 46 are full 4-leg intersections, 30 are 3-leg intersections, and 20 are signalized intersections. In Ventnor there is a signalized intersection on average every 461 feet (or every 0.09 miles) and in Margate, on average every 968 feet (or every 0.18 miles). Through the entire segment, the posted speed limit is 25 miles per hour and the pavement area is 53 feet in width no shoulders. There is room for on-street parallel parking throughout most of the corridor and a formal left-turn lane (third lane) for 0.48 mile from Vendrome Avenue (MP 1.26) to Jerome Avenue/CR 563 (MP 1.74) in Margate and ample space for informal left turn movement throughout the remainder of the corridor.

Sidewalks continue parallel to the entire length of the segment on both sides of the road. Marked pedestrian crosswalks are present in much of the corridor, however with little consistency. Crosswalks cross Ventnor Avenue at 37 of the 78 intersections, 25 of which are the more visible ladder crosswalks and 12 are standard crosswalks. 53 of the 78 intersections have crosswalks that traverse the cross street, however each of those are standard crosswalks and many of those are substantially worn away. Most of the sidewalks appear to have ramps at the crosswalks throughout the corridor. An important note about pedestrian accessibility is that from Vendrome Avenue (MP 1.26) to Mansfield Avenue (MP 1.62), Ventnor Avenue has parallel one-directional access roads on each side of the street. No crosswalks cross those roads or





the cross streets in that area and sidewalks that serve Ventnor Avenue in this segment are actually on the outside of the access road, not directly adjacent to Ventnor Avenue.

Crash Analysis

Conditions

This analysis of the performance of this roadway segment includes crash data gathered from 2003 to 2009, shown in Figures 1 through 7, below. The data seem to clearly eliminate environmental factors. From 2003 to 2009, 83 percent of injuries occurred during clear conditions (Figure 1), 80 percent occurred in daylight (Figure 2), 84 percent occurred on dry roads (Figure 3), and all fatalities occurred in each of these conditions.

Figure 1: Environmental Conditions	Injured	Percent	Killed	Percent
Clear	151	83%	2	100%
Rain	26	14%	0	0%
Overcast	3	2%	0	0%
Fog/Smog/Smoke	1	1%	0	0%
Snow	1	1%	0	0%
Grand Total	182	100%	2	100%

Figure 2: Light Condition	Injured	Percent	Killed	Percent
Daylight	146	80%	2	100%
Dark (Street Lights On/ continuous)	35	19%	0	0%
Dark (Street Lights Off)	1	1%	0	0%
Dusk	0	0%	0	0%
Grand Total	182	100%	2	100%

Figure 3: Surface Conditions	Injured	Percent	Killed	Percent
Dry	153	84%	2	100%
Wet	28	15%	0	0%
Snowy	1	1%	0	0%
Icy	0	0%	0	0%
Slush	0	0%	0	0%
Water (Standing/Moving)	0	0%	0	0%
Grand Total	182	100%	2	100%

Crash Locations

The crash data show that 58 percent of crash injuries in this corridor occur at intersections (Figure 4). However, Figure 6 shows that 73 percent of those injuries not at an intersection are same direction – rear end crashes, which are often due to an upcoming intersection movement (i.e. vehicle turning, stopping, waiting in the intersection queue) where the vehicle behind simply does not stop. This means that as many as 88 percent of crashes in this corridor are the result of intersection activity. Of the 78



intersections, 20 are signalized (26 percent), however most of those intersections can be assumed to have the highest traffic volume and therefore a larger number and percentage (42 percent) of injury crashes (Figure 5).

Figure 4: Crashes by Intersection Proximity	Injured	Percent	Killed	Percent
At Intersection	105	58%	1	50%
Not At Intersection	77	42%	1	50%
Grand Total	182	100%	2	100%

Figure 5: Intersection Crashes by Signalization	Injured	Percent	Killed	Percent
Signalized Intersection	44	42%	0	0%
Unsignalized Intersection (blank)	49	47%	1	100%
	12	11%	0	0%
Grand Total	105	100%	1	100%

Crash Types

Right Angle crashes are the most prevalent cause of crash injuries in unsignalized intersections, followed by rear end crashes, whereas at signalized intersections rear end crashes are the more common cause of injuries, immediately followed by right angle crashes. A significant majority of non-intersection injuries are caused by rear end crashes (73 percent).

Figure 7: Crashes At Intersections	Injured			Total	Killed
	Signalized	Unsignalized	(blank)		
Backing	0	1	0	1	0
Encroachment	0	1	0	1	0
Fixed Object	0	0	0	0	0
Left Turn / U Turn	3	5	1	9	0
Non-fixed Object	0	0	0	0	0
Opposite Direction - Head On/Angular	1	1	0	2	0
Opposite Direction - Side Swipe	0	0	0	0	0
Other	5	4	4	13	0
Pedalcyclist	3	4	0	7	0
Pedestrian	5	3	0	8	0
Right Angle	13	16	2	31	1
Same Direction - Rear End	14	13	5	32	0
Same Direction - Side Swipe	0	1	0	1	0
Struck Parked Vehicle	0	0	0	0	0
Unknown	0	0	0	0	0
Grand Total	44	49	12	105	1



Figure 6: Crashes Not At Intersections	Injured	Percent	Killed	Percent
Backing	0	0%	0	0%
Fixed Object	2	3%	0	0%
Left Turn / U Turn	2	3%	0	0%
Opposite Direction - Head On/Angular	2	3%	0	0%
Other	5	6%	0	0%
Pedalcyclist	2	3%	0	0%
Pedestrian	5	6%	0	0%
Right Angle	2	3%	0	0%
Same Direction - Rear End	56	73%	1	100%
Same Direction - Side Swipe	1	1%	0	0%
Struck Parked Vehicle	0	0%	0	0%
Unknown	0	0%	0	0%
Grand Total	77	100%	1	100%

Vehicles Involved

With only two fatalities in this corridor, drawing patterns from fatality statistics can be difficult if not impossible; however, injury data seem to indicate some patterns. For example, whereas the majority of crash injuries (65 percent) involved two vehicles (Figure 8) 23 percent only involved one vehicle. This should be looked into further to determine what may be causing this.

Figure 8: Vehicles Involved	Injured	Percent	Killed	Percent
1	41	23%	0	0%
2	119	65%	1	50%
3	18	10%	1	50%
4	3	2%	0	0%
5	1	1%	0	0%
Grand Total	182	100%	2	100%

Time Factors

The data indicate some strong patterns in terms of when crashes occur, which points strongly to seasonal factors. 44 percent of injuries occur in the middle of the day, which likely correlates to when the largest number of drivers go to the shore (Figure 9). 49 percent of all crash injuries for the year occur during June, July, and August, the months with the majority of the region's out-of-town visitors. This greatly increases congestion, brings many drivers unfamiliar with local roads, and these factors likely agitate drivers, which can lead to additional safety concerns. A small spike also occurs on Saturdays (20 percent), which would likely be the day with the highest number of shore visitors (Figure 11).



Figure 9: Time of Day	Injured	Percent	Killed	Percent
Early Morning (12:00 AM - 5:59 AM)	4	2%	0	0%
Morning Rush (6:00 AM - 9:59 AM)	25	14%	1	50%
Midday (10:00 AM - 3:59 PM)	80	44%	0	0%
Evening Rush (4:00 PM - 6:59 PM)	43	24%	0	0%
Late Evening (7:00 PM - 11:59 PM)	30	16%	1	50%
Grand Total	182	100%	2	100%

Figure 10: Month of Crash	Injured	Percent	Killed	Percent
January	10	5%	1	50%
February	8	4%	0	0%
March	3	2%	0	0%
April	6	3%	0	0%
May	16	9%	1	50%
June	25	14%	0	0%
July	22	12%	0	0%
August	42	23%	0	0%
September	14	8%	0	0%
October	15	8%	0	0%
November	7	4%	0	0%
December	14	8%	0	0%
Grand Total	182	100%	2	100%

Figure 11: Day of Week of Crash	Injured	Percent	Killed	Percent
Monday	23	13%	0	0%
Tuesday	30	16%	2	100%
Wednesday	22	12%	0	0%
Thursday	21	12%	0	0%
Friday	26	14%	0	0%
Saturday	37	20%	0	0%
Sunday	23	13%	0	0%
Grand Total	182	100%	2	100%

Yearly Crashes and Comparison to the Region

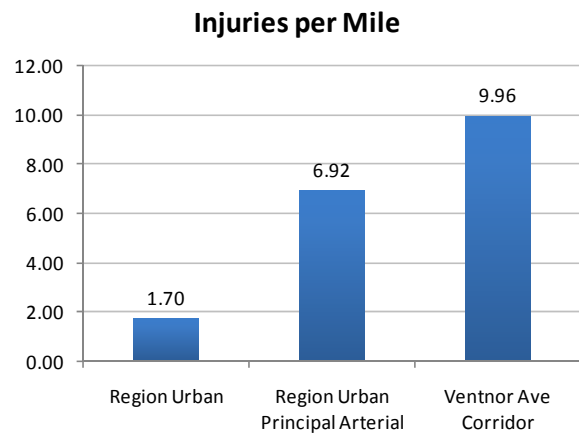
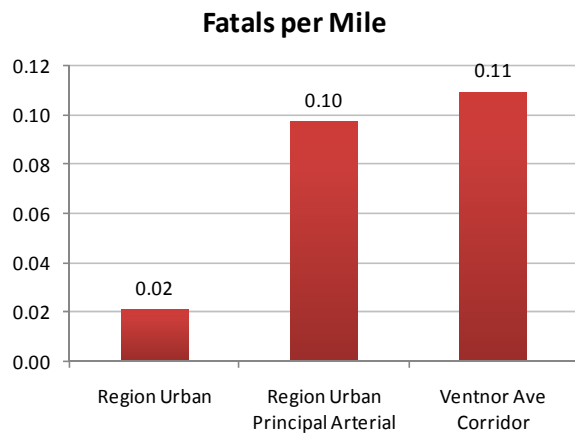
Over the years, the numbers of annual crash injuries appears to rise and fall (Figure 12). Although it is encouraging to see the numbers drop, particularly in 2009 this may correlate with a lower number of shore visitors due to the economy and an unusually rainy summer. However, the 2009 number was less than half the number in 2003, which represents a decline much greater than could be expected to represent any economic decline in the region during that time. Unfortunately, even the best years (2006 and 2009) are worse in terms of injuries per mile (7.28 in 2006 and 7.66 in 2009) than should be



expected from the regional average (6.92) and the corridor performs much worse over the seven-year period (9.96).

Figure 12:
Year of Crash and Regional Comparison

Year of Crash and Regional Comparison	Injured	Per Mile	Killed	Per Mile
2003	41	15.71	1	0.38
2004	28	10.73	0	0.00
2005	22	8.43	0	0.00
2006	19	7.28	1	0.38
2007	27	10.34	0	0.00
2008	25	9.58	0	0.00
2009	20	7.66	0	0.00
Grand Total	182	69.73	2	0.77
2003-2009 Average	26	9.96	0.29	0.11
Regional Average (Reg. Urban Principal Arterial)		6.92		0.10
Regional Average (Regional Urban)		1.70		0.02



Pedestrian Crashes

Nearly 70 percent of pedestrians injured along the Ventnor Avenue Corridor occur in intersection crashes (Figure 13). Each of these injuries represent a failure at that intersection, whether a failure of the infrastructure or a failure of the users. Of those injuries at intersections, 62 percent occur at signalized intersections (Figure 14), despite only representing only 26 percent of all intersections in the corridor. Though it is certainly reasonable to assume that the injury rate would be higher than 26 percent, as these intersections can be assumed to have higher traffic volumes, only 42 percent of vehicle occupant injuries occur at signalized intersections. This indicates that there are major failures at these intersections, which may include less than visible crosswalks, drivers making right turn movements on red that may conflict with crosswalk movements, lack of crosswalk signals at some intersections, etc.

Figure 13:
Ped. Crashes By Proximity to Intersection

Ped. Crashes By Proximity to Intersection	Injured	Percent	Killed	Percent
At Intersection	13	68%	0	0%
Not At Intersection	6	32%	0	0%
Grand Total	19	100%	0	0%

**Figure 14:**

Ped. Intersection Crashes By Signalization	Injured	Percent	Killed	Percent
Signalized Intersection	8	62%	0	0%
Unsignalized Intersection	5	38%	0	0%
Grand Total	13	100%	0	0%



Atlantic County Division of Engineering

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Northfield, NJ 08225-0719

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File Name : Ventnor_Dorset_Noon

Site Code : 62905022

Start Date : 8/30/2010

Page No : 1

NB/SB Ventnor Ave CR629
EB/WB Dorset Ave
Ventnor
Mon/Sunny/Russo/Masi

Groups Printed- Automobiles - Trucks - Buses

Start Time	Ventnor Ave Southbound				Dorset Ave Westbound				Ventnor Ave Northbound				Dorset Ave Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
11:00 AM	33	48	14	5	24	69	0	8	3	34	1	10	1	48	100	4	402
11:15 AM	37	39	19	4	16	79	0	9	0	45	4	5	2	57	70	11	397
11:30 AM	36	38	29	4	24	53	0	6	2	42	1	9	1	53	83	4	385
11:45 AM	41	48	33	3	16	67	0	4	2	38	2	4	2	51	102	5	418
Total	147	173	95	16	80	268	0	27	7	159	8	28	6	209	355	24	1602
Grand Total	147	173	95	16	80	268	0	27	7	159	8	28	6	209	355	24	1602
Apprch %	34.1	40.1	22	3.7	21.3	71.5	0	7.2	3.5	78.7	4	13.9	1	35.2	59.8	4	
Total %	9.2	10.8	5.9	1	5	16.7	0	1.7	0.4	9.9	0.5	1.7	0.4	13	22.2	1.5	
Automobiles	141	169	91	12	79	261	0	11	7	155	8	16	6	199	345	12	1512
% Automobiles	95.9	97.7	95.8	75	98.8	97.4	0	40.7	100	97.5	100	57.1	100	95.2	97.2	50	94.4
Trucks	5	2	2	4	1	3	0	15	0	4	0	12	0	8	7	12	75
% Trucks	3.4	1.2	2.1	25	1.2	1.1	0	55.6	0	2.5	0	42.9	0	3.8	2	50	4.7
Buses	1	2	2	0	0	4	0	1	0	0	0	0	0	2	3	0	15
% Buses	0.7	1.2	2.1	0	0	1.5	0	3.7	0	0	0	0	0	1	0.8	0	0.9

Start Time	Ventnor Ave Southbound					Dorset Ave Westbound					Ventnor Ave Northbound					Dorset Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	33	48	14	5	100	24	69	0	8	101	3	34	1	10	48	1	48	100	4	153	402
11:15 AM	37	39	19	4	99	16	79	0	9	104	0	45	4	5	54	2	57	70	11	140	397
11:30 AM	36	38	29	4	107	24	53	0	6	83	2	42	1	9	54	1	53	83	4	141	385
11:45 AM	41	48	33	3	125	16	67	0	4	87	2	38	2	4	46	2	51	102	5	160	418
Total Volume	147	173	95	16	431	80	268	0	27	375	7	159	8	28	202	6	209	355	24	594	1602
% App. Total	34.1	40.1	22	3.7		21.3	71.5	0	7.2		3.5	78.7	4	13.9		1	35.2	59.8	4		
PHF	.896	.901	.720	.800	.862	.833	.848	.000	.750	.901	.583	.883	.500	.700	.935	.750	.917	.870	.545	.928	.958



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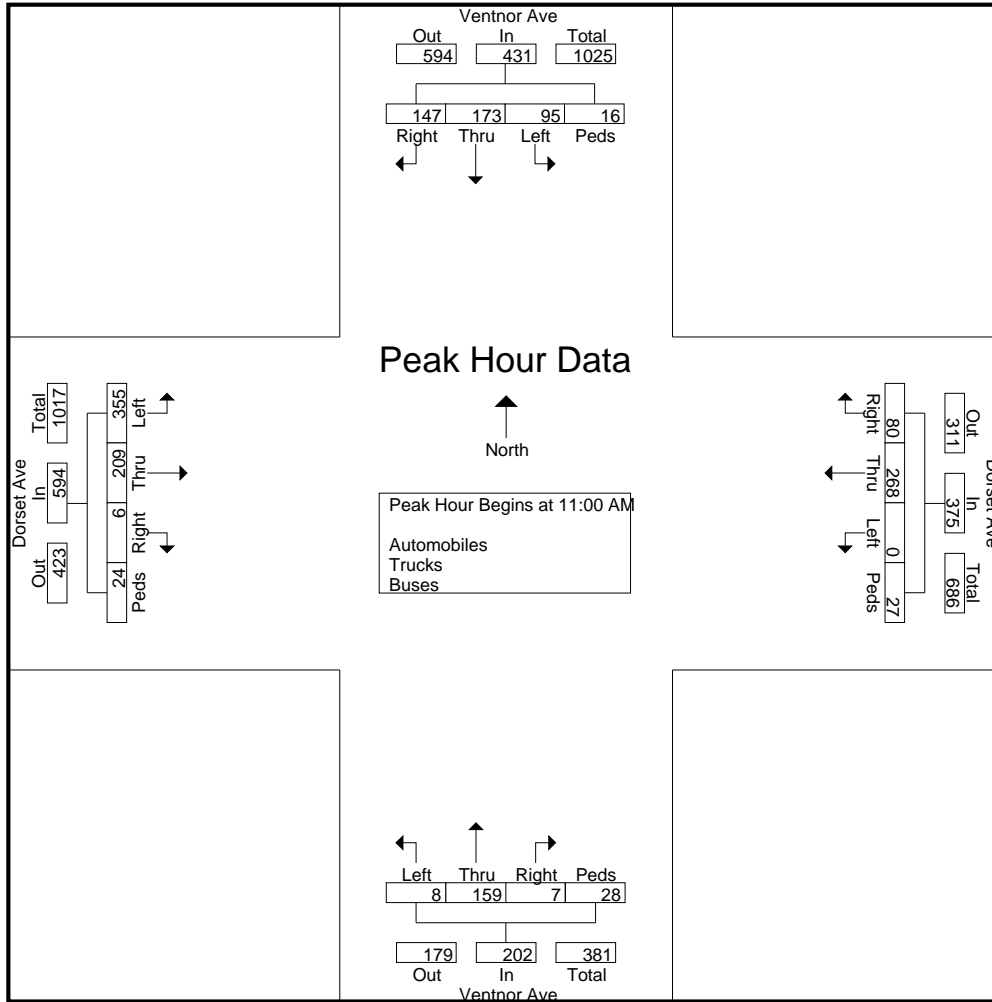
File Name : Ventnor_Dorset_Noon

Site Code : 62905022

Start Date : 8/30/2010

Page No : 2

NB/SB Ventnor Ave CR629
EB/WB Dorset Ave
Ventnor
Mon/Sunny/Russo/Masi





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NB/SB Ventnor Ave (CR629)
EB/WB Frontenac Ave
Margate City
Tues/Sunny/Chelius

609-645-5898 - Fax: 609-645-5873 File Name : Ventnor_Frontenac_Night
Site Code : 62900000
Start Date : 8/31/2010
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

Start Time	Ventnor Ave Southbound				Frontenac Ave Westbound				Ventnor Ave Northbound				Frontenac Ave Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
04:15 PM	0	0	0	7	0	0	0	7	0	0	0	5	0	0	0	11	30
04:30 PM	0	0	0	6	0	0	0	7	0	0	0	4	0	0	0	11	28
04:45 PM	0	0	0	6	0	0	0	8	0	0	0	4	0	0	0	8	26
Total	0	0	0	19	0	0	0	22	0	0	0	13	0	0	0	30	84
05:00 PM	0	0	0	7	0	0	0	8	0	0	0	3	0	0	0	6	24
Grand Total	0	0	0	26	0	0	0	30	0	0	0	16	0	0	0	36	108
Apprch %	0	0	0	100	0	0	0	100	0	0	0	100	0	0	0	100	
Total %	0	0	0	24.1	0	0	0	27.8	0	0	0	14.8	0	0	0	33.3	
Automobiles	0	0	0	25	0	0	0	22	0	0	0	15	0	0	0	26	88
% Automobiles	0	0	0	96.2	0	0	0	73.3	0	0	0	93.8	0	0	0	72.2	81.5
Trucks	0	0	0	1	0	0	0	8	0	0	0	1	0	0	0	10	20
% Trucks	0	0	0	3.8	0	0	0	26.7	0	0	0	6.2	0	0	0	27.8	18.5
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Ventnor Ave Southbound					Frontenac Ave Westbound					Ventnor Ave Northbound					Frontenac Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 04:15 PM to 04:15 PM - Peak 1 of 1



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NB/SB Ventnor Ave (CR629)
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Margate City
Thurs/Sunny/Russo

609-645-5898 - Fax: 609-645-5873 File Name : Ventnor_Granville_Noon
Site Code : 62905023
Start Date : 9/2/2010
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

Start Time	Ventnor Ave Southbound				Granville Ave Westbound				Ventnor Ave Northbound				Granville Ave Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
11:30 AM	0	85	0	14	37	0	4	26	0	121	0	3	3	0	9	9	311
11:45 AM	0	67	0	6	19	0	10	31	0	119	0	5	11	0	12	13	293
Total	0	152	0	20	56	0	14	57	0	240	0	8	14	0	21	22	604
12:00 PM	0	79	0	8	27	0	8	10	0	88	0	4	6	0	6	13	249
12:15 PM	0	77	0	10	20	0	7	15	0	133	0	0	1	0	12	16	291
Grand Total	0	308	0	38	103	0	29	82	0	461	0	12	21	0	39	51	1144
Apprch %	0	89	0	11	48.1	0	13.6	38.3	0	97.5	0	2.5	18.9	0	35.1	45.9	
Total %	0	26.9	0	3.3	9	0	2.5	7.2	0	40.3	0	1	1.8	0	3.4	4.5	
Automobiles	0	289	0	37	101	0	28	75	0	448	0	11	21	0	37	39	1086
% Automobiles	0	93.8	0	97.4	98.1	0	96.6	91.5	0	97.2	0	91.7	100	0	94.9	76.5	94.9
Trucks	0	18	0	1	2	0	1	7	0	12	0	1	0	0	2	12	56
% Trucks	0	5.8	0	2.6	1.9	0	3.4	8.5	0	2.6	0	8.3	0	0	5.1	23.5	4.9
Buses	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
% Buses	0	0.3	0	0	0	0	0	0	0	0.2	0	0	0	0	0	0	0.2

Start Time	Ventnor Ave Southbound					Granville Ave Westbound					Ventnor Ave Northbound					Granville Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:30 AM to 12:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	0	85	0	14	99	37	0	4	26	67	0	121	0	3	124	3	0	9	9	21	311
11:45 AM	0	67	0	6	73	19	0	10	31	60	0	119	0	5	124	11	0	12	13	36	293
12:00 PM	0	79	0	8	87	27	0	8	10	45	0	88	0	4	92	6	0	6	13	25	249
12:15 PM	0	77	0	10	87	20	0	7	15	42	0	133	0	0	133	1	0	12	16	29	291
Total Volume	0	308	0	38	346	103	0	29	82	214	0	461	0	12	473	21	0	39	51	111	1144
% App. Total	0	89	0	11		48.1	0	13.6	38.3		0	97.5	0	2.5		18.9	0	35.1	45.9		
PHF	.000	.906	.000	.679	.874	.696	.000	.725	.661	.799	.000	.867	.000	.600	.889	.477	.000	.813	.797	.771	.920

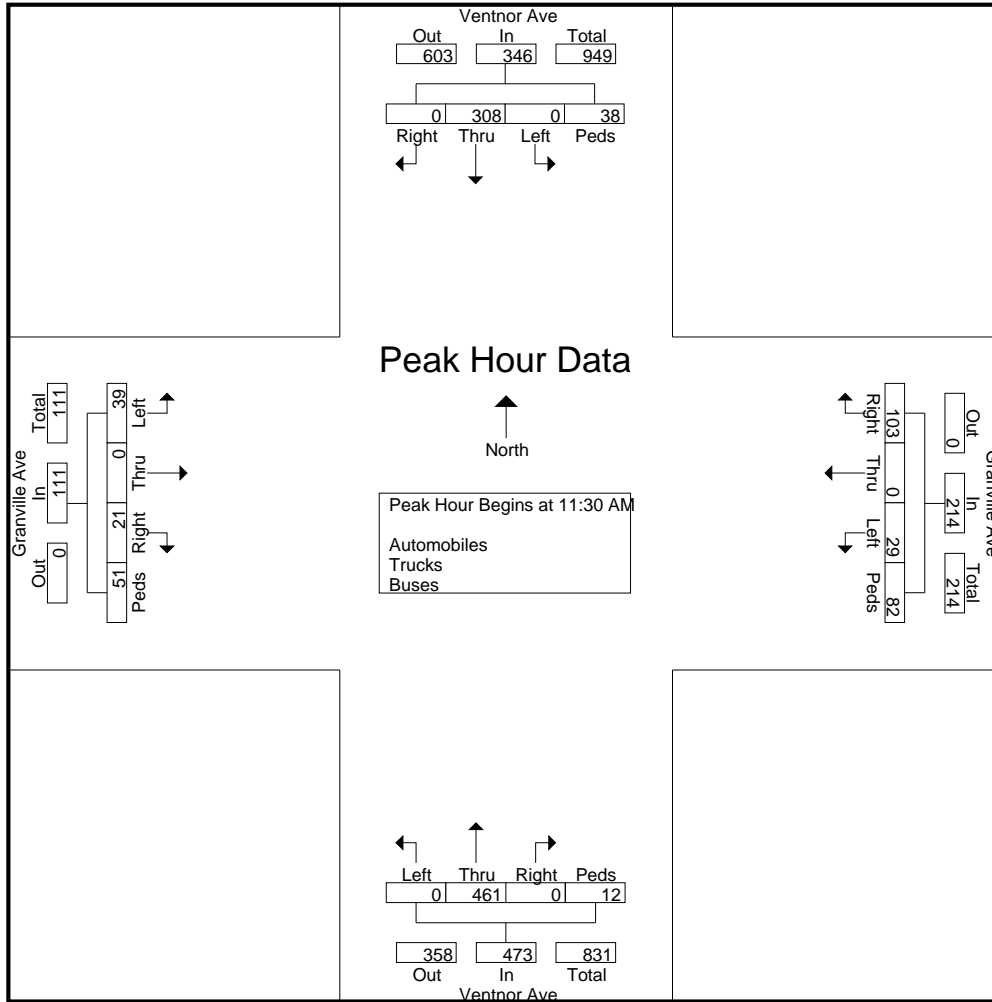


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NB/SB Ventnor Ave (CR629)
EB/WB Granville Ave
Margate City
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609-645-5898 - Fax: 609-645-5873 File Name : Ventnor_Granville_Noon
Site Code : 62905023
Start Date : 9/2/2010
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NB S. Knight SB Jerome CR563
EB/WB Ventnor Ave CR629
Margate
Tues/Sunny/Masi

609-645-5898 - Fax: 609-645-5873

File Name : Ventnor_Jerome_Noon
Site Code : 62900563
Start Date : 8/31/2010
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

Start Time	Jerome Ave Southbound				Ventnor Ave Westbound				South Knight Ave Northbound				Ventnor Ave Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
11:30 AM	34	4	51	1	35	52	0	0	0	0	0	9	4	92	22	2	306
11:45 AM	31	9	58	13	18	57	1	0	0	0	0	3	1	82	24	16	313
Total	65	13	109	14	53	109	1	0	0	0	0	12	5	174	46	18	619
12:00 PM	24	5	46	11	23	77	1	0	0	0	0	3	0	76	28	27	321
12:15 PM	24	9	30	0	18	56	1	0	0	0	0	9	1	71	32	3	254
12:30 PM	25	10	28	5	30	68	2	0	0	0	0	3	2	90	25	1	289
Grand Total	138	37	213	30	124	310	5	0	0	0	0	27	8	411	131	49	1483
Apprch %	33	8.9	51	7.2	28.2	70.6	1.1	0	0	0	0	100	1.3	68.6	21.9	8.2	
Total %	9.3	2.5	14.4	2	8.4	20.9	0.3	0	0	0	0	1.8	0.5	27.7	8.8	3.3	
Automobiles	136	37	212	19	121	295	5	0	0	0	0	24	8	392	127	45	1421
% Automobiles	98.6	100	99.5	63.3	97.6	95.2	100	0	0	0	0	88.9	100	95.4	96.9	91.8	95.8
Trucks	2	0	0	10	2	14	0	0	0	0	0	3	0	17	3	4	55
% Trucks	1.4	0	0	33.3	1.6	4.5	0	0	0	0	0	11.1	0	4.1	2.3	8.2	3.7
Buses	0	0	1	1	1	1	0	0	0	0	0	0	0	2	1	0	7
% Buses	0	0	0.5	3.3	0.8	0.3	0	0	0	0	0	0	0	0.5	0.8	0	0.5

Start Time	Jerome Ave Southbound					Ventnor Ave Westbound					South Knight Ave Northbound					Ventnor Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:30 AM to 12:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	34	4	51	1	90	35	52	0	0	87	0	0	0	9	9	4	92	22	2	120	306
11:45 AM	31	9	58	13	111	18	57	1	0	76	0	0	0	3	3	1	82	24	16	123	313
12:00 PM	24	5	46	11	86	23	77	1	0	101	0	0	0	3	3	0	76	28	27	131	321
12:15 PM	24	9	30	0	63	18	56	1	0	75	0	0	0	9	9	1	71	32	3	107	254
Total Volume	113	27	185	25	350	94	242	3	0	339	0	0	0	24	24	6	321	106	48	481	1194
% App. Total	32.3	7.7	52.9	7.1		27.7	71.4	0.9	0		0	0	0	100		1.2	66.7	22	10		
PHF	.831	.750	.797	.481	.788	.671	.786	.750	.000	.839	.000	.000	.000	.667	.667	.375	.872	.828	.444	.918	.930



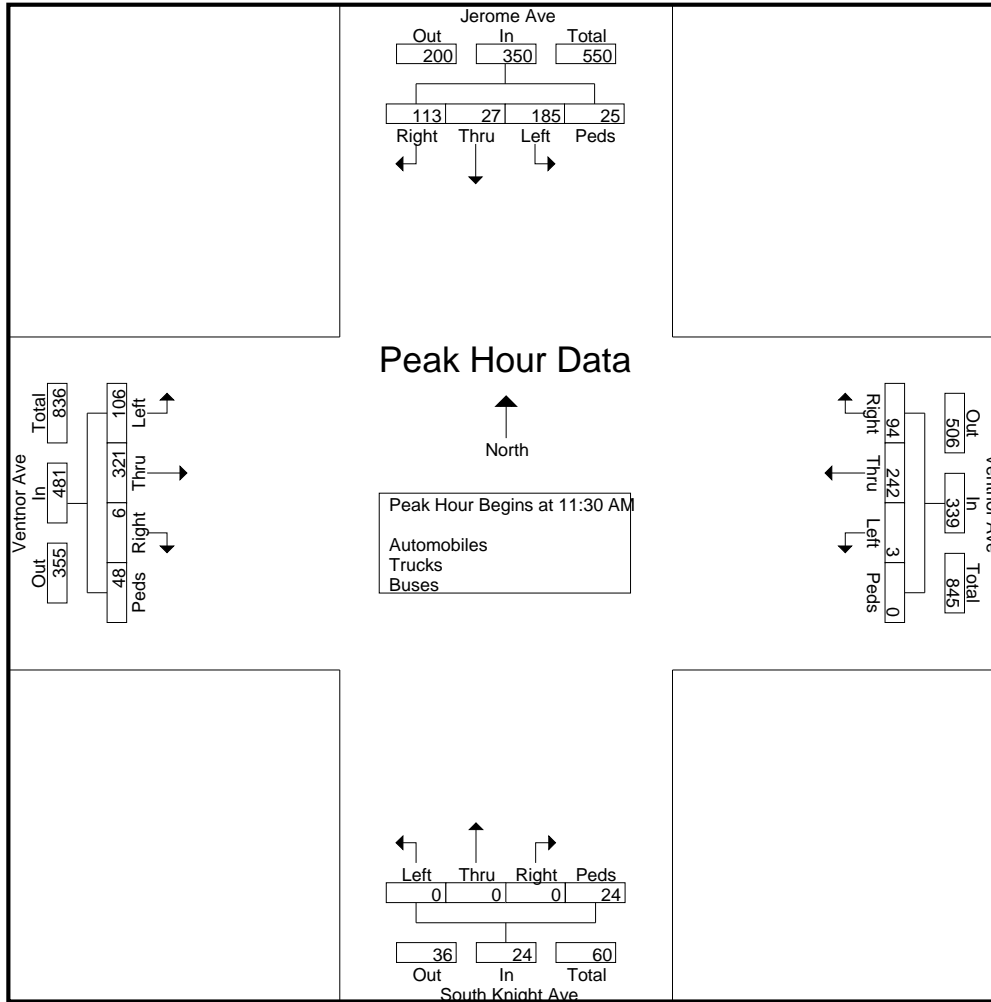
Atlantic County Division of Engineering

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Site Code : 62900563
Start Date : 8/31/2010
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NB/SB New Haven Ave
EB/WB Ventnor Ave (CR629)
Ventnor City
Thurs/Sunny/Masi

609-645-5898 - Fax: 609-645-5873
File Name : Ventnor_NewHaven_Noon
Site Code : 62905022
Start Date : 9/2/2010
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

Start Time	New Haven Ave Southbound				Ventnor Ave Westbound				New Haven Ave Northbound				Ventnor Ave Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
11:15 AM	3	3	11	12	4	90	1	9	0	0	0	14	7	80	1	8	243
11:30 AM	2	1	8	4	4	86	2	5	0	0	0	12	5	75	3	7	214
11:45 AM	7	2	12	9	9	102	4	7	0	0	0	10	4	84	5	3	258
Total	12	6	31	25	17	278	7	21	0	0	0	36	16	239	9	18	715
12:00 PM	7	2	11	7	10	100	7	5	1	0	0	13	2	77	2	8	252
Grand Total	19	8	42	32	27	378	14	26	1	0	0	49	18	316	11	26	967
Apprch %	18.8	7.9	41.6	31.7	6.1	84.9	3.1	5.8	2	0	0	98	4.9	85.2	3	7	
Total %	2	0.8	4.3	3.3	2.8	39.1	1.4	2.7	0.1	0	0	5.1	1.9	32.7	1.1	2.7	
Automobiles	17	8	39	26	26	360	13	24	1	0	0	38	17	296	10	26	901
% Automobiles	89.5	100	92.9	81.2	96.3	95.2	92.9	92.3	100	0	0	77.6	94.4	93.7	90.9	100	93.2
Trucks	2	0	3	6	1	11	1	2	0	0	0	11	1	13	1	0	52
% Trucks	10.5	0	7.1	18.8	3.7	2.9	7.1	7.7	0	0	0	22.4	5.6	4.1	9.1	0	5.4
Buses	0	0	0	0	0	7	0	0	0	0	0	0	0	7	0	0	14
% Buses	0	0	0	0	0	1.9	0	0	0	0	0	0	0	2.2	0	0	1.4

Start Time	New Haven Ave Southbound					Ventnor Ave Westbound					New Haven Ave Northbound					Ventnor Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:15 AM to 12:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:15 AM																					
11:15 AM	3	3	11	12	29	4	90	1	9	104	0	0	0	14	14	7	80	1	8	96	243
11:30 AM	2	1	8	4	15	4	86	2	5	97	0	0	0	12	12	5	75	3	7	90	214
11:45 AM	7	2	12	9	30	9	102	4	7	122	0	0	0	10	10	4	84	5	3	96	258
12:00 PM	7	2	11	7	27	10	100	7	5	122	1	0	0	13	14	2	77	2	8	89	252
Total Volume	19	8	42	32	101	27	378	14	26	445	1	0	0	49	50	18	316	11	26	371	967
% App. Total	18.8	7.9	41.6	31.7	6.1	84.9	3.1	5.8	2	0	0	98	4.9	85.2	3	7					
PHF	.679	.667	.875	.667	.842	.675	.926	.500	.722	.912	.250	.000	.000	.875	.893	.643	.940	.550	.813	.966	.937

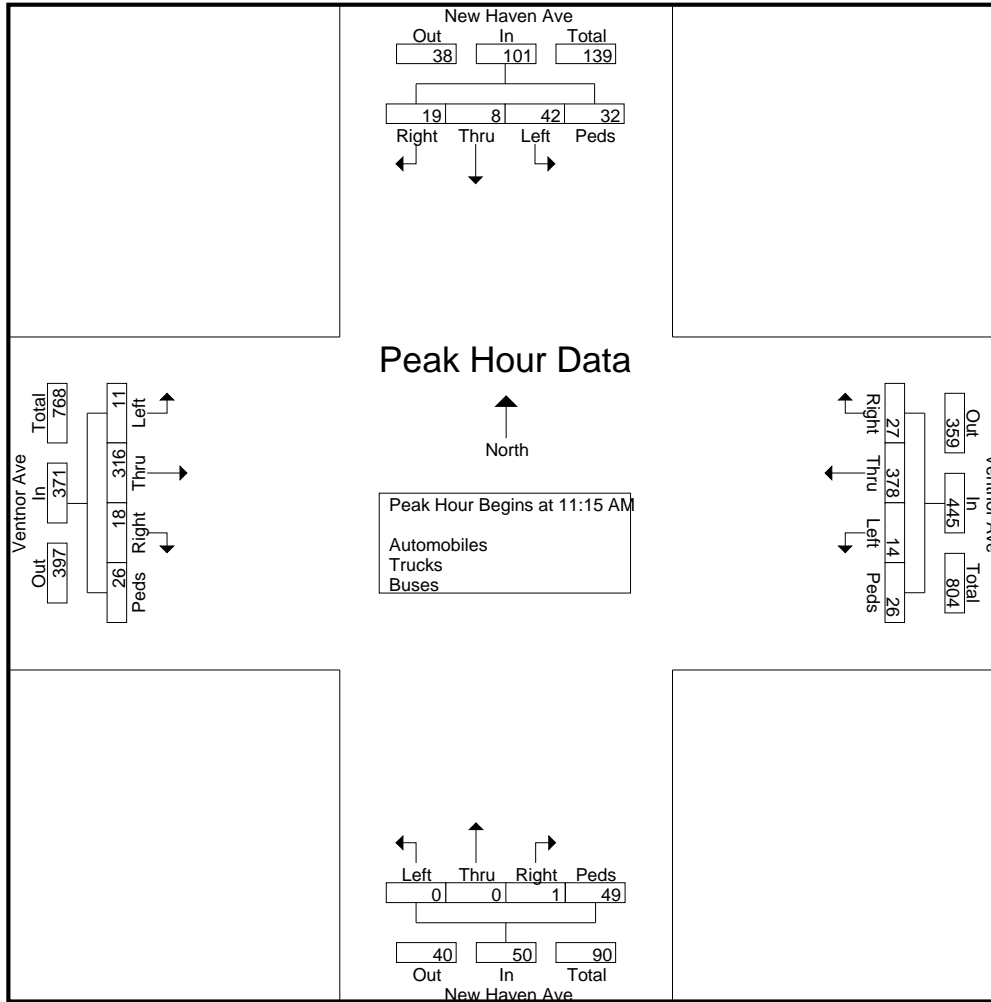


Atlantic County Division of Engineering

P.O. Box 719 - Route 9 & Dolphin Avenue
Northfield, NJ 08225-0719

NB/SB New Haven Ave
EB/WB Ventnor Ave (CR629)
Ventnor City
Thurs/Sunny/Masi

609-645-5898 - Fax: 609-645-5873 File Name : Ventnor_NewHaven_Noon
Site Code : 62905022
Start Date : 9/2/2010
Page No : 2





Atlantic County Division of Engineering

P.O. Box 719 - Route 9 & Dolphin Avenue
Northfield, NJ 08225-0719

NB/SB Ventnor Ave CR629
EB/WB Washington Ave
Margate
Tues/Sunny/Russo

609-645-5898 - Fax: 609-645-5875
File Name : Ventnor_Washington_Noon
Site Code : 62905023
Start Date : 8/31/2010
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

Start Time	Ventnor Ave Southbound				Washington Ave Westbound				Ventnor Ave Northbound				Washington Ave Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
11:30 AM	7	64	1	16	21	13	12	11	1	81	7	16	6	0	11	39	306
11:45 AM	26	79	0	10	23	16	17	8	0	66	11	17	17	0	16	21	327
Total	33	143	1	26	44	29	29	19	1	147	18	33	23	0	27	60	633
12:00 PM	28	80	0	6	20	28	15	4	0	69	9	8	15	0	14	21	317
12:15 PM	11	71	0	4	36	10	26	2	0	71	9	25	16	0	15	14	310
Grand Total	72	294	1	36	100	67	70	25	1	287	36	66	54	0	56	95	1260
Apprch %	17.9	73	0.2	8.9	38.2	25.6	26.7	9.5	0.3	73.6	9.2	16.9	26.3	0	27.3	46.3	
Total %	5.7	23.3	0.1	2.9	7.9	5.3	5.6	2	0.1	22.8	2.9	5.2	4.3	0	4.4	7.5	
Automobiles	70	286	1	35	95	64	69	19	1	272	36	62	51	0	56	87	1204
% Automobiles	97.2	97.3	100	97.2	95	95.5	98.6	76	100	94.8	100	93.9	94.4	0	100	91.6	95.6
Trucks	2	7	0	1	5	3	1	6	0	13	0	4	3	0	0	8	53
% Trucks	2.8	2.4	0	2.8	5	4.5	1.4	24	0	4.5	0	6.1	5.6	0	0	8.4	4.2
Buses	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	3
% Buses	0	0.3	0	0	0	0	0	0	0	0.7	0	0	0	0	0	0	0.2

Start Time	Ventnor Ave Southbound					Washington Ave Westbound					Ventnor Ave Northbound					Washington Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:30 AM to 12:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	7	64	1	16	88	21	13	12	11	57	1	81	7	16	105	6	0	11	39	56	306
11:45 AM	26	79	0	10	115	23	16	17	8	64	0	66	11	17	94	17	0	16	21	54	327
12:00 PM	28	80	0	6	114	20	28	15	4	67	0	69	9	8	86	15	0	14	21	50	317
12:15 PM	11	71	0	4	86	36	10	26	2	74	0	71	9	25	105	16	0	15	14	45	310
Total Volume	72	294	1	36	403	100	67	70	25	262	1	287	36	66	390	54	0	56	95	205	1260
% App. Total	17.9	73	0.2	8.9		38.2	25.6	26.7	9.5		0.3	73.6	9.2	16.9		26.3	0	27.3	46.3		
PHF	.643	.919	.250	.563	.876	.694	.598	.673	.568	.885	.250	.886	.818	.660	.929	.794	.000	.875	.609	.915	.963

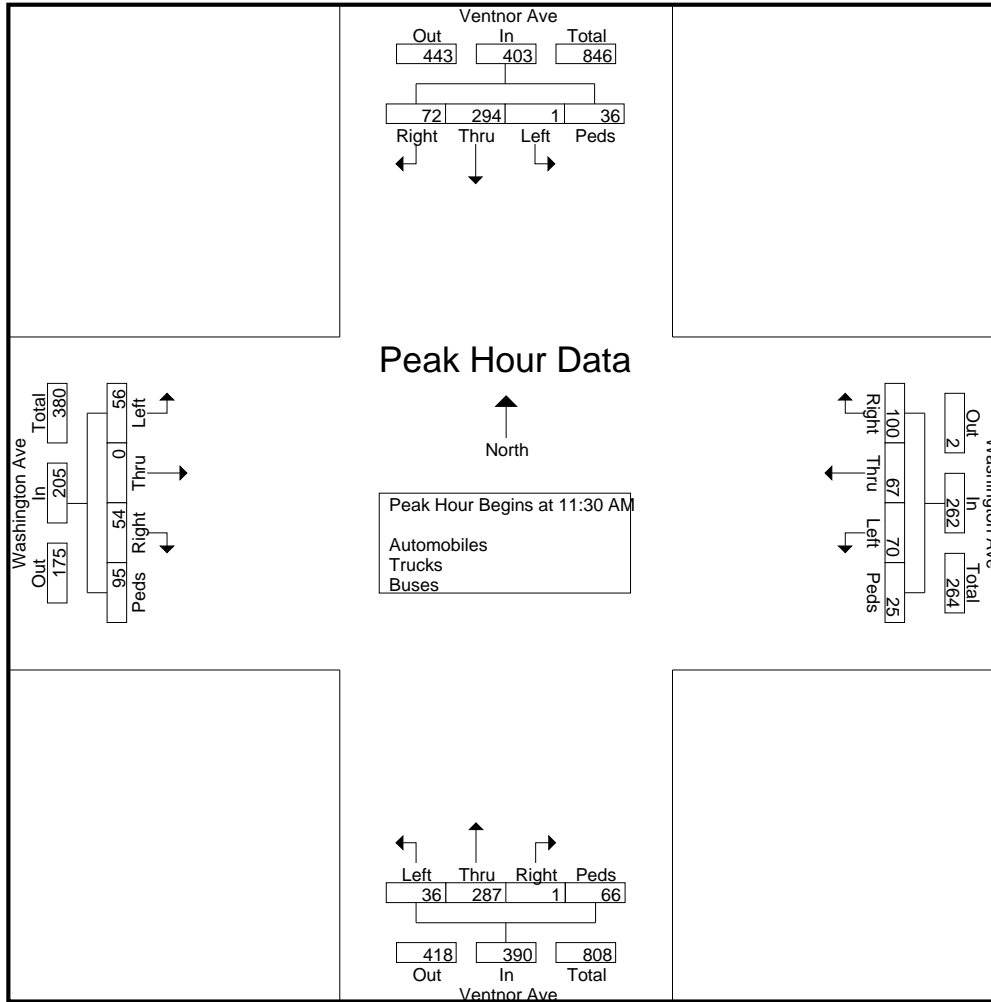


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609-645-5898 - Fax: 609-645-5875
File Name : Ventnor_Washington_Noon
Site Code : 62905023
Start Date : 8/31/2010
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Atlantic County Division of Engineering

P.O. Box 719 - Route 9 & Dolphin Avenue
Northfield, NJ 08225-0719

NB/SB Ventnor Ave CR629
EB/WB Weymouth Ave
Ventnor
Mon/Sunny/Russo

File Name : Ventnor_Weymouth_Noon
Site Code : 62905023
Start Date : 8/30/2010
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

Start Time	Ventnor Ave Southbound				Weymoth Ave Westbound				Ventnor Ave Northbound				Weymouth Ave Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
11:00 AM	0	78	1	3	0	0	0	16	5	57	0	4	4	3	4	4	179
11:15 AM	0	90	2	0	0	0	0	16	4	60	0	6	0	1	1	11	191
11:30 AM	0	66	2	0	0	0	0	14	8	76	0	5	3	2	1	13	190
11:45 AM	0	86	5	0	0	0	0	21	4	79	0	9	5	1	2	8	220
Total	0	320	10	3	0	0	0	67	21	272	0	24	12	7	8	36	780
Grand Total	0	320	10	3	0	0	0	67	21	272	0	24	12	7	8	36	780
Apprch %	0	96.1	3	0.9	0	0	0	100	6.6	85.8	0	7.6	19	11.1	12.7	57.1	
Total %	0	41	1.3	0.4	0	0	0	8.6	2.7	34.9	0	3.1	1.5	0.9	1	4.6	
Automobiles	0	311	10	3	0	0	0	56	21	263	0	23	11	7	7	31	743
% Automobiles	0	97.2	100	100	0	0	0	83.6	100	96.7	0	95.8	91.7	100	87.5	86.1	95.3
Trucks	0	5	0	0	0	0	0	11	0	5	0	1	1	0	1	5	29
% Trucks	0	1.6	0	0	0	0	0	16.4	0	1.8	0	4.2	8.3	0	12.5	13.9	3.7
Buses	0	4	0	0	0	0	0	0	0	4	0	0	0	0	0	0	8
% Buses	0	1.2	0	0	0	0	0	0	0	1.5	0	0	0	0	0	0	1

Start Time	Ventnor Ave Southbound					Weymoth Ave Westbound					Ventnor Ave Northbound					Weymouth Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	0	78	1	3	82	0	0	0	16	16	5	57	0	4	66	4	3	4	4	15	179
11:15 AM	0	90	2	0	92	0	0	0	16	16	4	60	0	6	70	0	1	1	11	13	191
11:30 AM	0	66	2	0	68	0	0	0	14	14	8	76	0	5	89	3	2	1	13	19	190
11:45 AM	0	86	5	0	91	0	0	0	21	21	4	79	0	9	92	5	1	2	8	16	220
Total Volume	0	320	10	3	333	0	0	0	67	67	21	272	0	24	317	12	7	8	36	63	780
% App. Total	0	96.1	3	0.9	0	0	0	100	6.6	85.8	0	7.6	19	11.1	12.7	57.1					
PHF	.000	.889	.500	.250	.905	.000	.000	.000	.798	.798	.656	.861	.000	.667	.861	.600	.583	.500	.692	.829	.886

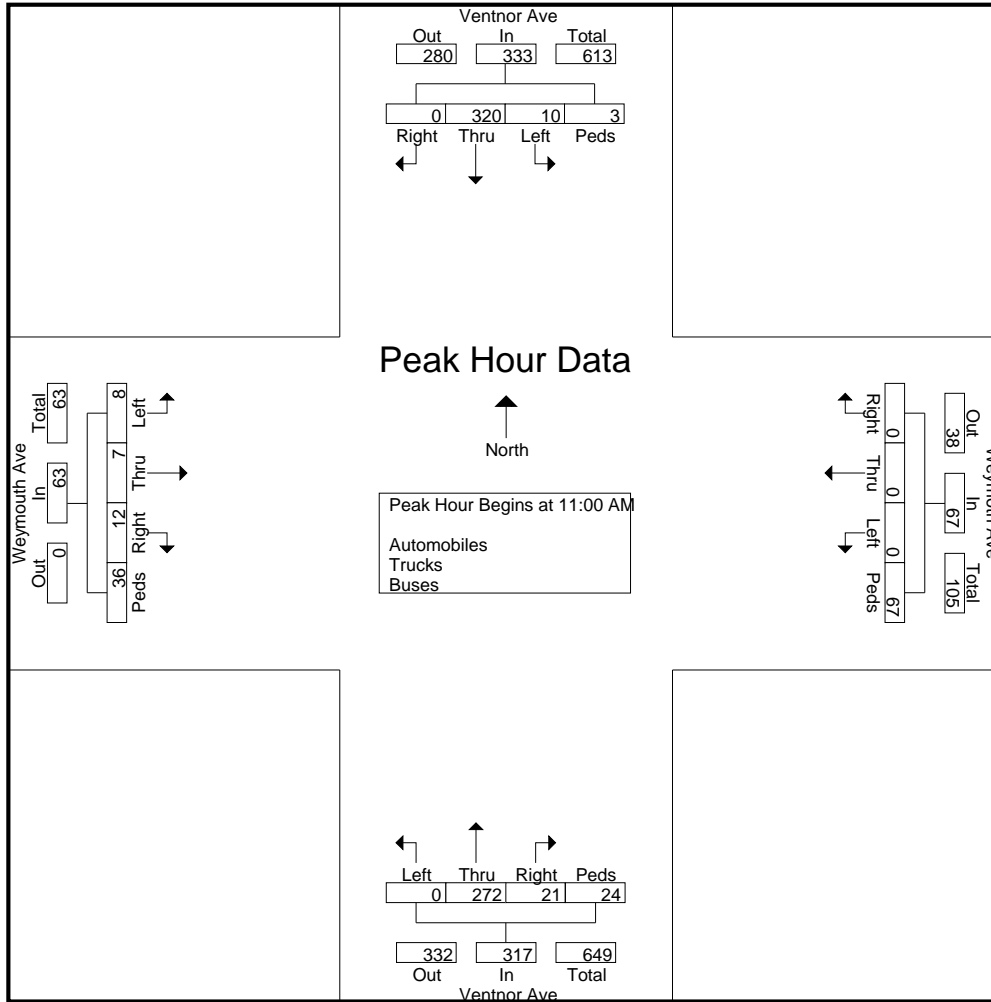


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Q&A for SJTPO FY 2011 – 2012 Road Safety Assessment

Updated: Thursday, October 07, 2010

Question 1:

We would like to know if our MBE Certificate satisfies your requirements?

Answer 1:

To receive credit as a DBE firm during candidate selection, a consultant or sub-consultant must be listed as a DBE firm by the State of New Jersey. The State of New Jersey determines DBE status, not SJTPO. The criteria for DBE are listed on this website:

<http://www.state.nj.us/njbusiness/contracting/minority/dbe.shtml>

Application to be considered for the New Jersey DBE firm list:

<http://www.state.nj.us/transportation/business/civilrights/forms.shtm>

A list of firms currently eligible can be found:

<http://www.njucp.net/>

Question 2:

Have you conducted Road Safety Audits in the past? If so, who provided these services and what standards did you use for the RSA? (NJDOT, local counties, or others)?

Answer 2:

Yes, we have, for several years, and Orth-Rodgers provided the services. We do not prescribe the standards; proposers should detail the procedures they will employ.

Question 3:

For the services associated with design services, since these are not defined yet, we cannot develop a fee schedule for the services. Can we utilize time and materials basis for these services?

Answer 3:

No, unfortunately, our contracting protocols do not permit this.

Question 4:

Would SJTPO also provide a Crash Analysis Report for Cape May Road, similar to the Ventnor Avenue?

Answer 4:

No.

Question 5:

Approximately how many signals are included in on federal aid roads in North Wildwood, Wildwood, and Wildwood Crest, in Cape May County?

Answer 5:

We do not have that information compiled.