

Traffic Engineering Consultant Services

EVALUATION OF INTERSECTION IMPROVEMENTS

Salem County, New Jersey



Prepared For:

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Executive Summary

Three (3) intersections in Salem County, New Jersey were studied as part of an intersection improvement analysis. The evaluation of the intersections and roadway corridors included a field investigation, traffic data collection, crash evaluation, road condition analysis, signal warrant evaluation, and development of conceptual improvements to assist Salem County in developing projects that will qualify for federal funding.

The following intersections were studied:

- Commissioners Pike (CR 581) and Watsons Mill Road (CR 672) – Alloway Township
- Alloway-Aldine Road (CR 611) and Watsons Mill Road (CR 672) – Alloway Township
- Jericho Road (CR 626) and Harmersville-Pecks Corner Road (CR 667) – Quinton Township

Automatic Traffic Recorder (ATR) counts, including speed data, were conducted at the following locations:

- Commissioners Pike (CR 581) between Daretown-Alloway Road (CR 614) and Watsons Mill Road (CR 672) from May 9th, 2022, through May 13th, 2022.
- Commissioners Pike (CR 581) between Stockington Road and Watsons Mill Road (CR 672) from May 9th, 2022, through May 13th, 2022.
- Watsons Mill Road (CR 672) between Commissioners Pike (CR 581) and Pleasant Hill Road from May 9th, 2022, through May 13th, 2022.
- Watsons Mill Road (CR 672) between Commissioners Pike (CR 581) and Robbins Road from May 9th, 2022, through May 13th, 2022.
- Watsons Mill Road (CR 672) between Alloway-Aldine Road (CR 611) and Cohansey-Friesburg Road (CR 635) from May 16th, 2022, through May 20th, 2022.
- Watsons Mill Road (CR 672) between Alloway-Aldine Road (CR 611) and Pleasant Hill Road from May 16th, 2022, through May 20th, 2022.
- Alloway-Aldine Road (CR 611) between Watsons Mill Road (CR 672) and Stockington Road from May 16th, 2022, through May 20th, 2022.
- Alloway-Aldine Road (CR 611) between Watsons Mill Road (CR 672) and Cohansey-Friesburg Road (CR 635) from May 16th, 2022, through May 20th, 2022.
- Jericho Road (CR 626) between Harmersville-Pecks Corner Road (CR 667) and Mill Pond Road from May 23rd, 2022, through May 27th, 2022.
- Jericho Road (CR 626) between Harmersville-Pecks Corner Road (CR 667) and South Burden Hill Road from May 23rd, 2022, through May 27th, 2022.
- Harmersville-Pecks Corner Road (CR 667) between Jericho Road (CR 626) and Harasta Road from May 23rd, 2022, through May 27th, 2022.
- Harmersville-Pecks Corner Road (CR 667) between Jericho Road (CR 626) and NJ Route 49 from May 23rd, 2022, through May 27th, 2022.

Crash data for the study locations for the five-year period from 2015 to 2020 were obtained through the Imperial Traffic & Data Collection. Crashes are broken down by date, time of day, location, type, roadway surface conditions and severity.

The intersection of Commissioners Pike (CR 581) and Watsons Mill Road (CR 672) is a four-leg intersection in Alloway Township. At Commissioners Pike (CR 581) and Watsons Mill Road (CR 672) Pennoni is recommending the following improvement options for the County's consideration:

- Intersection be changed from a two-way stop to a 4-way stop controlled intersection
- Stop signs with reflectors on supports and "All Stop" signs be added to the northwest and southeast corners of the intersection
- "All Stop" signs are to be added to the existing stop signs on Commissioners Pike (CR 581)
- Advanced warning "Stop Ahead" signs are to be added on Watsons Mill Road (CR 672)
- Rumble Strips on the westbound approach of Commissioners Pike (CR 581) should be refreshed
- Stop lines and rumble strips are to be added to Watsons Mill Road (CR 672)

The intersection of Alloway-Aldine Road (CR 611) and Watsons Mill Road (CR 672) is a four-leg intersection in Alloway Township. At Alloway-Aldine Road (CR 611) and Watsons Mill Road (CR 672) Pennoni is recommending the following improvement options for the County's consideration:

- Intersection be changed from a two-way to a 4-way stop controlled intersection
- Stop signs with reflectors on supports and "All Stop" signs be added to the southwest and northeast corners of the intersection
- "All Stop" signs are to be added to the existing stop signs on Watsons Mill Road (CR 672)
- Advanced warning "Stop Ahead" signs to be added on Alloway-Aldine Road (CR 611)
- Existing advanced warning "Stop Ahead" sign on northbound Watsons Mill Road (CR 672) to be replaced
- Change the current flashing yellow signals for the approaches of Alloway-Aldine Road (CR 611) to flashing red
- Rumble strips to be added to all four approaches of Alloway-Aldine Road (CR 611) and Watsons Mill Road (CR 672)
- Stop lines to be added to Alloway-Aldine Road (CR 611)

The intersection of Jericho Road (CR 626) and Harmersville-Pecks Corner Road (CR 667) is a four-leg intersection in Quinton Township. At Jericho Road (CR 626) and Harmersville-Pecks Corner Road (CR 667) Pennoni is recommending the following improvement options for the County's consideration:

- Intersection be changed from a two-way stop to a 4-way stop controlled intersection
- Stop signs with reflectors on supports and "All Stop" signs be added to the northeast and southwest corners of the intersection
- "All Stop" signs are to be added to the existing stop signs on Jericho Road (CR 626)
- Advanced warning "Stop Ahead" signs are to be added on Harmersville-Pecks Corner Road (CR 667)
- Stop lines are to be added on Harmersville-Pecks Corner Road (CR 667)
- Rumble strips are to be added to all four approaches of Jericho Road (CR 626) and Harmersville-Pecks Corner Road (CR 667)
- Refresh the stop lines on Jericho Road

Introduction

Three (3) intersections in Salem County, New Jersey, were studied as part of an intersection improvement analysis. The evaluation of the intersections and roadway corridors included a field investigation, traffic data collection, crash evaluation, road condition analysis, signal warrant evaluation, and development of conceptual improvements to assist Salem County in developing projects that will qualify for federal funding.

The following intersections were evaluated:

- Commissioners Pike (CR 581) and Watsons Mill Road (CR 672) – Alloway Township
- Alloway-Aldine Road (CR 611) and Watsons Mill Road (CR 672) – Alloway Township
- Jericho Road (CR 626) and Harmersville-Pecks Corner Road (CR 667) – Quinton Township

FIGURE 1 shows the overall study area. **FIGURES 2, 3, and 4** are 2020 aerials of the individual locations obtained from *NJ Geographic Information Network* imagery.

Methodology

The study locations selected by the County were evaluated based on the crash history, the roadway condition, and traffic. Based on the evaluations, recommendations regarding possible roadway improvements were developed. Specific elements of the evaluation include:

- An inventory of the roadway facilities in the vicinity of this project, including the existing physical and traffic operating characteristics
- ATR counts recording volume and speed at study locations
- Crash analysis for the study area roadways
- Multi-way stop/Signal warrant evaluation of the study intersections
- Identification of improvement options

Commissioners Pike (CR 581) and Watsons Mill Road (CR 672)

The intersection of Commissioners Pike (CR 581) and Watsons Mill Road (CR 672) is a four-leg intersection in Alloway Township with stop control on Commissioners Pike (CR 581). Each approach contains one (1) shared left turn/through/right turn lane and one receiving lane.

The following County roadways make up the intersection:

- **Commissioners Pike (CR 581)** is a north-south oriented (referred to as east-west) Rural Major Collector. Within the study area, Commissioners Pike (CR 581) is 34' wide and designated two-way with one travel lane in each direction. Passing is allowed for both the northbound and southbound direction just north of Watsons Mill Road (CR 672). A 6' wide shoulder is provided in the southbound direction just north of the intersection; otherwise, no shoulder is provided. The posted speed limit on Commissioners Pike (CR 581) is 50 MPH.
- **Watsons Mill Road (CR 672)** is a north-south oriented Rural Major Collector. Within the study area, Watsons Mill Road (CR 672) is 28' wide and designated two-way with one travel lane in each direction. A 1' shoulder is provided in each direction. The speed limit is not posted on Watsons Mill Road (CR 672) and New Jersey law sets speed limits as 50 MPH on roadways unless otherwise posted or in school zones, business, or residential districts.

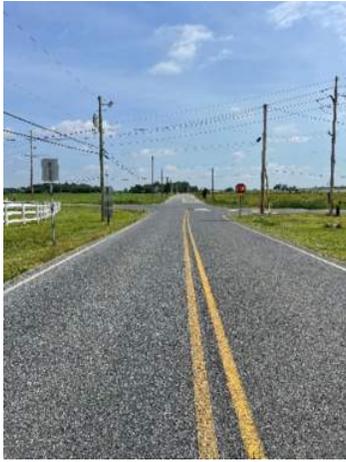


Photo 1: Commissioners Pike (CR 581) looking east toward the intersection.



Photo 2: Commissioners Pike (CR 581) looking west toward the intersection.



Photo 3: Watsons Mill Road (CR 672) looking north toward intersection.



Photo 4: Watsons Mill Road (CR 672) looking west toward the intersection.

Existing Conditions

At the intersection of Commissioners Pike (CR 581) and Watsons Mill Road (CR 672), the pavement on both Commissioners Pike (CR 581) and Watsons Mill Road (CR 672) is in good condition. Both approaches of Watsons Mill Road (CR 672) and the southbound approach of Commissioners Pike (CR 581) appear to have been resurfaced and the pavement markings are in good condition. Commissioners Pike (CR 581) has four (4) sets of painted rumble strips on each leg approaching the stop line. The pavement markings on the southbound approach of Commissioners Pike (CR 581) show significant wear and do not function as designed. The worn rumble strip is shown in photo 5.

There is a single, stop signs (R1-1) located at the stop line of the northbound and southbound approaches of Commissioners Pike (CR 581) (shown in photo 6). There are also “Stop Ahead” signs (W3-1) provided on each approach of Commissioners Pike (CR 581) approximately 900’ and 400’ prior to the intersection for the northbound and southbound approaches, respectively.

There are no pedestrian accommodations provided at the intersection (sidewalks, ADA ramps, or crosswalks) and there are no signs indicating heavy pedestrian use (worn paths in the grass). No streetlights are provided at the intersection or along any approaches of Commissioners Pike (CR 581) and Watsons Mill Road (CR 672).

The site distance evaluation of the existing condition showed that the available intersection site distances for the intersection are adequate in accordance with AASHTO Green Book, 2018, 7th edition.



Photo 5: Rumble Strips on the westbound leg of the intersection



Photo 6: Stop sign on northwest corner

Existing Traffic Volumes

Automatic Traffic Recorder (ATR) counts were conducted from Monday, May 9th, 2022, through Friday, May 13th, 2022, at the intersection of Commissioners Pike (CR 581) and Watsons Mill Road (CR 672) and included volume and speed data. Commissioners Pike (CR 581) is a Rural Major Collector with an average bi-directional traffic volume of approximately 1,216 vehicles per day east of Watsons Mill Road (CR 672), and an average bi-directional traffic volume of approximately 795 vehicles per day west of Watsons Mill Road (CR 672), based on the ATR. Watsons Mill Road (CR 672) is a Rural Major Collector with an average bi-directional daily traffic of approximately 341 vehicles per day north of Commissioners Pike (CR 581), and an average bi-directional traffic volume of approximately 359 vehicles per day south of Commissioners Pike (CR 581), based on the ATR.

The hourly traffic volumes are summarized in **TABLE 1** and the count data is provided in **APPENDIX A**.

TABLE 1
ATR VOLUME SUMMARY
COMMISSIONERS PIKE (CR 581) AND WATSONS MILL ROAD (CR 672)

Time	Watsons Mill Road (CR 672) (Northbound Approach)		Watsons Mill Road (CR 672) (Southbound Approach)		Commissioners Pike (CR 581) (Eastbound Approach)		Commissioners Pike (CR 581) (Westbound Approach)	
	NB	SB	NB	SB	EB	WB	EB	WB
6:00-7:00 AM	13	7	10	24	64	11	65	45
7:00-8:00 AM	11	21	21	38	63	6	72	57
8:00-9:00 AM	10	8	6	19	41	14	53	49
9:00-10:00 AM	7	5	8	12	49	14	27	27
10:00-11:00 AM	3	7	12	14	35	9	59	44
11:00 AM -12:00 PM	19	12	10	9	37	8	41	36
12:00 – 1:00 PM	18	5	9	19	41	6	34	41
1:00 – 2:00 PM	22	17	15	20	42	11	38	34
2:00 – 3:00 PM	20	15	8	25	67	15	62	65
3:00 – 4:00 PM	19	8	32	22	67	30	69	61
4:00 – 5:00 PM	66	24	27	20	65	40	59	74
5:00 – 6:00 PM	24	12	13	8	69	22	55	73
6:00 – 7:00 PM	33	13	14	17	46	25	54	49
7:00 – 8:00 PM	8	2	8	7	32	13	36	29

Crash Analysis

Crash data for the intersection of Commissioners Pike (CR 581) and Watsons Mill Road (CR 672) for the five-year period from 2015 to 2020 was obtained through Imperial Traffic & Data Collection. Crashes are broken down by type, location, time of day, month and year, roadway conditions and severity.

Between 2015 and 2020, there were 36 crashes at or near the intersection of Commissioners Pike (CR 581) and Watsons Mill Road (CR 672). Of the 36 crashes, 4 occurred in 2015, 7 crashes occurred in 2016, 7 crash occurred in 2017, 2 crashes occurred in 2018, 9 crashes occurred in 2019, and 7 crashes occurred in 2020. Of the 36 crashes, 16 (44%) were right angle crashes, 5 (14%) were fixed object crashes, 5 (14%) were animal crashes, and the remaining 10 (28%) crashes were rear-end, non-collision event, pedal cycle, overturned, and same direction sideswipe crashes. There were 10 (28%) crashes that resulted in injuries and 26 (78%) crashes that resulted in property damage only. All but 13 of the crashes occurred with dry roadway conditions and 23 of the 36 crashes occurred during daylight hours.

A Summary of the crashes provided in the attached **TABLE 2**.

**TABLE 2
CRASH SUMMARY
COMMISSIONERS PIKE (CR 581) AND WATSONS MILL ROAD (CR 672)**

Date	Crash Time	Crash Type	Light Condition	Roadway Condition	Severity
2/7/2015	10:05 AM	Fixed Object	Daylight	Wet	Injury
2/14/2015	2:41 PM	Overtaken	Dusk	Wet	Injury
2/27/2015	4:49 PM	Right Angle	Daylight	Wet	Injury
4/1/2015	3:26 PM	Right Angle	Daylight	Wet	Injury
1/27/2016	4:31 AM	Non-Fixed Object	Dark – No Street Lights	Wet	Property Damage
4/19/2016	5:16 PM	Right Angle	Daylight	Wet	Property Damage
6/12/2016	3:04 PM	Right Angle	Daylight	Wet	Property Damage
10/3/2016	1:21 PM	Right Angle	Daylight	Wet	Property Damage
11/12/2016	12:44 PM	Fixed Object	Daylight	Wet	Property Damage
12/1/2016	11:44 AM	Right Angle	Daylight	Wet	Injury
12/1/2016	11:44 AM	Fixed Object	Daylight	Wet	Property Damage
1/6/2017	9:44 PM	Side Swipe	Dark – No Street Lights	Dry	Property Damage
1/29/2017	6:58 PM	Animal	Dark – No Street Lights	Dry	Property Damage
1/30/2017	2:59 PM	Right Angle	Daylight	Dry	Injury
2/21/2017	3:20 PM	Right Angle	Daylight	Dry	Property Damage
2/26/2017	3:34 PM	Right Angle	Daylight	Dry	Property Damage
5/17/2017	3:25 PM	Rear-End	Daylight	Dry	Property Damage
7/30/2017	4:02 PM	Right Angle	Daylight	Dry	Injury
6/18/2018	5:34 PM	Animal	Daylight	Dry	Property Damage
11/8/2018	3:53 PM	Bicycle	Daylight	Dry	Injury
1/12/2019	9:51 PM	Fixed Object	Dark – No Street Lights	Snowy	Property Damage
1/15/2019	6:43 AM	Fixed Object	Dawn	Snowy	Property Damage
1/16/2019	5:00 PM	Right Angle	Dusk	Dry	Property Damage
1/23/2019	8:17 PM	Right Angle	Dark – No Street Lights	Dry	Injury
7/11/2019	3:41 PM	Rear-End	Daylight	Dry	Property Damage
9/5/2019	2:02 PM	Right Angle	Daylight	Dry	Injury
10/13/2019	8:10 PM	Animal	Dark – No Street Lights	Dry	Property Damage
10/20/2019	10:40 PM	Non-Collision Event	Dark – No Street Lights	Dry	Property Damage
11/15/2019	3:32 PM	Right Angle	Daylight	Dry	Property Damage
1/22/2020	8:22 AM	Right Angle	Daylight	Dry	Property Damage
2/29/2020	6:17 PM	Animal	Dark – No Street Lights	Dry	Property Damage
6/2/2020	12:32 PM	Right Angle	Daylight	Dry	Property Damage
8/1/2020	2:32 PM	Right Angle	Daylight	Dry	Property Damage
10/9/2020	10:48 PM	Animal	Dark – No Street Lights	Dry	Property Damage
10/22/2020	8:52 AM	Right Angle	Daylight	Dry	Property Damage
11/19/2020	5:53 PM	Animal	Dusk	Dry	Property Damage

The full summary of all the crash data and a crash diagram for Commissioners Pike (CR 581) and Watsons Mill Road (CR 672) are found in **APPENDIX B**.

To analyze the crash data at the intersection, the crash rate for each condition and crash type was compared to the most recent crash rates for unsignalized intersections on County roadway systems provided by the NJDOT (2020). There were certain crash types at the intersection that were higher than the NJDOT crash rates. See the comparisons below in **TABLE 3**.

TABLE 3
CRASH SUMMARY COMPARISONS
COMMISSIONERS PIKE (CR 581) AND WATSONS MILL ROAD (CR 672)

Description	NJDOT Crash Rate	Intersection Crash Rate	Difference in Crash Rates
Right Angle	39.3%	44%	+4.7%
Crashes with Injury	30.3%	28%	-2.3%

Multi-way Stop Warrant Analysis

The intersection of Commissioners Pike (CR 581) and Watsons Mill Road (CR 672) has the major road stop controlled. The intersection was evaluated for multi-way stop control.

Chapter 2B of the MUTCD identifies the following criteria for the consideration of a multi-way stop control:

- Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation.
- The vehicular volume entering the intersection from the major street approaches averages at least 300 vehicles per hour for any 8 hours of an average day; and the combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches averages at least 200 units per hour for the same 8 hours, with an average delay to minor street vehicular traffic of at least 30 seconds per vehicle during the highest hour.
- Where the previous two criteria are not satisfied but where the crash and volume criteria are both satisfied to 80 % of the minimum volumes.
- Need to control left-turn conflicts.
- Need to control vehicle/pedestrian conflicts.
- Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless cross traffic is also required to stop.

Multi-way Stop Warrant Analysis (MUTCD – Warrant 2B.07 – Multi-way Stop Evaluation)

Condition A: Where traffic signal control is justified, the multi-way stop is an interim measure to quickly control traffic while arrangements are being made.

Result: **Not Applicable**

Condition B: 5 or more reported crash in a 12-month period that is susceptible to correction by a multi-way stop installation.

In 2019, there were 5 right angle crashes, a type that is susceptible to correction by a multi-way stop (right turn, left turn, and angle).

Result: There were 5 crashes susceptible to correction reported in a 12-month period. Therefore, **Condition B is satisfied**.

Condition C: Minimum Volumes & Delay

In order to meet minimum volume criteria for a multi-way stop vehicular volume entering the intersection from the major street approaches averages at least 300 vehicles per hour for any 8 hours of an average day; and the combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches averages at least 200 units per hour for the same 8 hours, with an average delay to minor street vehicular traffic of at least 30 seconds per vehicle during the highest hour. Where the 85th percentile approach speed of the major street exceeds 40 MPH, the minimum volume warrants are reduced by 30%. The posted speed on the major street Commissioners Pike (CR 581) is 40 MPH and the measured 85th percentile speed approximately 52 MPH thus meeting the requirement for reduced minimum volumes. A summary of the volume evaluation is shown in **TABLE 4**.

Count Date: 5/13/2022

Qualifiers:

40 MPH speed exceeded criteria applicable: Yes

85th Percentile speed on Major Street above 40 MPH: Yes

(Posted Speed Limit: 40, 85th Percentile Speed: 52 MPH)

**TABLE 4
MULTI-WAY STOP EVALUATION
MINIMUM VOLUME REQUIREMENTS
COMMISSIONERS PIKE (CR 581) AND WATSONS MILL ROAD (CR 672)**

Roadway	Required Hourly Volume	Average 8 Hour Volume	# Hours That Meet Required Volume
Commissioners Pike (CR 581)	210*	120*	0
Watsons Mill Road (CR 672)	140**	42**	0

*Average vehicular volume entering the intersection from the major street (total of both approaches)

**Average combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street (total of both approaches)

Requirement: Volumes for common Eight (8) hours above minimums.

Result: **Condition C is not met** for the either the major or minor street approaches.

Optional Criteria:

A multi-way stop control can be installed at a two-way stop-controlled intersection where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection reasonably safely, unless the conflicting cross street is required to stop.

A sight distance evaluation was conducted at the study intersection in accordance with the guidelines contained in the NJDOT Roadway Design Manual and A Policy on Geometric Design of Highways and Streets, 7th Edition. **TABLE 5** details the findings of the sight distance evaluation.

**TABLE 5
MULTI-WAY STOP EVALUATION
SIGHT DISTANCE
COMMISSIONERS PIKE (CR 581) AND WATSONS MILL ROAD (CR 672)**

Approach	Speed Limit (MPH)	Sight Distance (ft.)					
		Required Stopping Sight Distance	Recommended			Actual	
			P	SU	WB	To Left	To Right
Commissioners Pike (CR 581) eastbound	55*	495'	610'/530'	770'/690'	930'/850'	1000'+	1000'+
Commissioners Pike (CR 581) westbound			610'/530'	770'/690'	930'/850'	950'	1000'+

##/## = Left-Turn/Right-Turn or Cross

*Speed limit on Watsons Mill Road (CR 672) used to calculate minimum sight distance. The actual speed limit is 50 MPH; however, the design (or enforceable) speed is 55 MPH.

Result: As shown on **TABLE 5** the sight distances on both approaches are adequate.

It should be noted that there are farm fields on the northeast corner of the intersection. The sight distance measurements were conducted in early June when there were no crops in the field. In the summer months if tall crops, such as corn, are planted there is the potential for reduced sight distances to the north.

Intersection Improvements

Upon evaluation of the intersection of Commissioners Pike (CR 581) and Watsons Mill Road (CR 672) the following intersection improvement items were identified for the County's consideration:

Traffic Control

It is recommended that the intersection of Commissioners Pike (CR 581) and Watsons Mill Road (CR 672) be changed from a two-way stop controlled to a 4-way stop controlled intersection. Stop signs (R1-1) with reflectors on the supports and "All Stop" signs (R1-3P) are to be added at the northwest and southeast corners of the intersection. In addition, "All Stop" signs (R1-3P) are to be added to the existing stop signs on Commissioners Pike (CR 581). Advanced warning "Stop Ahead" signs (W3-1) are to be added approximately 500' from intersection on Watsons Mill Road (CR 672).

The existing stop signs located on the approaches of Commissioners Pike (CR 581) are in good condition and do not need replacing.

Pavement Markings

The pavement markings on Commissioners Pike (CR 581) and Watsons Mill Road (CR 672) are relatively new and in good shape. The pavement markings on Commissioners Pike (CR 581) are in fair condition and functional, but it is recommended as part of the intersection improvements that the rumble strips on Commissioners Pike (CR 581) be refreshed. As part to the recommended conversion from a two-way stop to a 4-way stop, stop lines, and rumble strips are to be added to Watsons Mill Road (CR 672).

Signing

As previously mentioned, stop signs, "all stop" signs, and "stop ahead" signs are to be added to the intersection.

The above improvements will mitigate the right-angle crashes at the intersection. The recommended improvements are illustrated on **FIGURE C1** in **Appendix C**.

The estimated cost of the improvements for County consideration is approximately \$8,054. The engineer's estimate is included in **APPENDIX D**.

Alloway-Aldine Road (CR 611) and Watsons Mill Road (CR 672)

The intersection of Alloway-Aldine Road (CR 611) and Watsons Mill Road (CR 672) is a four-leg intersection in Alloway Township with stop control on Watsons Mill Road (CR 672). Each approach contains one (1) shared left turn/through/right turn lane and one receiving lane.

The following County roadways make up the intersection:

- **Alloway-Aldine Road (CR 611)** is an east-west oriented Rural Major Collector. Within the study area, Alloway-Aldine Road (CR 611) is 34' wide and designated two-way with one travel lane and no shoulder in each direction. Passing is allowed for the eastbound traffic east of Watsons Mill Road (CR 672). The speed limit is not posted on Alloway-Aldine Road (CR 611) and New Jersey law sets speed limits as 50 MPH on roadways unless otherwise posted or in school zones, business, or residential districts.
- **Watsons Mill Road (CR 672)** is a north-south oriented Rural Major Collector. Within the study area, Watsons Mill Road (CR 672) is 26' wide and designated two-way with one travel lane in each direction. No shoulder is provided in either direction. The speed limit is not posted on Watsons Mill Road (CR 672) and New Jersey law sets speed limits as 50 MPH on roadways unless otherwise posted or in school zones, business, or residential districts.



Photo 7: Alloway-Aldine Road (CR 611) looking east.



Photo 8: Alloway-Aldine Road (CR 611) looking west.



Photo 9: Watsons Mill Road (CR 672) looking north.



Photo 10: Watsons Mill Road (CR 672) looking south.

Existing Conditions

At the intersection of Alloway-Aldine Road (CR 611) and Watsons Mill Road (CR 672) the pavement is in generally good condition and both approaches of Watsons Mill Road have been resurfaced. The pavement located at the remaining legs of the intersection are in fair condition. The pavement markings at the intersection are in fair condition.

There is no curbing present at the intersection. There are no pedestrian accommodations provided at the intersection (sidewalks, crosswalks, ADA Ramps) and there are no indications of heavy pedestrian use (worn paths in the grass). One (1) streetlight is provided at the southwest corner of the intersection and no other streetlights are provided at the intersection.

There is a single, large stop sign (R1-1) with reflectors on u-post supports located at the stop line of the northbound approach of Watsons Mill Road (CR 672) and a small stop sign (R1-1) with reflectors on one (1) support located at the stop line of the southbound approach of Watsons Mill Road (CR 672). There are also "Stop Ahead" signs (W3-1) provided on each approach of Watsons Mill Road (CR 672) approximately 730' and 700' prior to the intersection for the northbound and southbound approaches, respectively. The W3-1 sign on the northbound approach is undersized and should be replaced with a larger sign to increase visibility.

There are no pedestrian accommodations provided at the intersection (sidewalks, ADA ramps, or crosswalks) and there are no indications of heavy pedestrian use (worn paths in the grass). No streetlights are provided at the intersection or along any approaches of Alloway-Aldine Road (CR 611) and Watsons Mill Road (CR 672).

The site distance evaluation of the existing condition showed that the available intersection site distance for the southbound approach of Watsons Mill Road (CR 672) (left turn, right turn, and cross) is 450 ft due to vegetation outside of ROW and horizontal curve, which is lower than the required site distance of 530 ft in accordance with AASHTO Green Book, 2018, 7th edition. No site distance issues were observed for other turning movements.

Existing Traffic Volumes

Automatic Traffic Recorder (ATR) counts were conducted from Monday, May 16th, 2022, through Friday, May 20th, 2022, at the intersection of Alloway-Aldine Road (CR 611) and Watsons Mill Road (CR 672) and included volume and speed data. Alloway-Aldine Road (CR 611) is classified as a Rural Major Collector with an average bi-directional traffic volume of approximately 970 vehicles per day west of Watsons Mill Road (CR 672), and an average bi-directional traffic volume of approximately 1,126 vehicles per day east of Watsons Mill Road (CR 672), based on the ATR. Watsons Mill Road (CR 672) is classified as a Rural Major Collector with an average bi-directional traffic volume of approximately 100 vehicles per day north of Alloway-Aldine Road (CR 611), and an average bi-directional traffic volume of approximately 273 vehicles south of Alloway-Aldine Road (CR 611), based on the ATR.

The hourly traffic volumes are summarized in **TABLE 6** and the count data is provided in **APPENDIX A**.

TABLE 6
ATR VOLUME SUMMARY
ALLOWAY-ALDINE ROAD (CR 611) AND WATSONS MILL ROAD (CR 672)

Time	Alloway-Aldine Road (CR 611) (Eastbound Approach)		Alloway-Aldine Road (CR 611) (Westbound Approach)		Watsons Mill Road (CR 672) (Southbound Approach)	
	EB	WB	EB	WB	NB	SB
6:00-7:00 AM	36	29	29	37	19	2
7:00-8:00 AM	57	58	54	74	10	5
8:00-9:00 AM	32	36	46	49	15	6
9:00-10:00 AM	37	37	31	41	3	5
10:00-11:00 AM	49	21	30	38	4	5
11:00 AM -12:00 PM	33	33	29	39	5	6
12:00 – 1:00 PM	36	34	27	58	8	4
1:00 – 2:00 PM	33	29	37	40	5	14
2:00 – 3:00 PM	46	54	55	54	17	15
3:00 – 4:00 PM	58	53	52	64	24	11
4:00 – 5:00 PM	41	65	56	74	49	45
5:00 – 6:00 PM	42	42	46	72	26	41
6:00 – 7:00 PM	26	35	47	35	1	13
7:00 – 8:00 PM	20	29	32	33	5	2

Crash Analysis

Crash data for the intersection of Alloway-Aldine Road (CR 611) and Watsons Mill Road (CR 672) for the five-year period from 2015 to 2020 was obtained through Imperial Traffic & Data Collection. Crashes are broken down by type, location, time of day, month and year, roadway conditions and severity.

Between 2015 and 2020, there were 24 crashes at or near the intersection of Alloway-Aldine Road (CR 611) and Watsons Mill Road (CR 672). Of the 24 crashes, 6 occurred in 2015, 3 crashes occurred in 2016, 3 crash occurred in 2017, 4 crashes occurred in 2018, 4 crashes occurred in 2019, and 4 crashes occurred in 2020. Of the 24 crashes, 11 (46%) were right angle crashes, 5 (21%) were animal crashes, and the remaining 8 (33%) crashes were rear-end, fixed object, and backing crashes. There were 6 (25%) crashes that resulted in injuries and 18 (75%) crashes that resulted in property damage only. All but 9 of the crashes occurred with dry roadway conditions and 16 of the 24 crashes occurred during daylight hours.

A crash summary is provided in the attached **TABLE 7**.

TABLE 7
CRASH SUMMARY
ALLOWAY-ALDINE ROAD (CR 611) AND WATSONS MILL ROAD (CR 672)

Date	Crash Time	Crash Type	Light Condition	Roadway Condition	Severity
2/14/2015	2:44 PM	Right Angle	Daylight	Wet	Property Damage
3/2/2015	N/A	Animal	Dark – No Street Lights	Wet	Property Damage
4/17/2015	3:52 PM	Right Angle	Daylight	Wet	Property Damage
5/7/2015	1:11 PM	Right Angle	Daylight	Wet	Property Damage
6/13/2015	1:18 PM	Right Angle	Daylight	Wet	Property Damage
9/2/2015	6:56 AM	Rear-End	Dawn	Wet	Property Damage
4/27/2016	2:42 PM	Right Angle	Daylight	Wet	Property Damage
6/16/2016	9:40 PM	Animal	Dark – Street Lights On – Cont.	Wet	Property Damage
7/28/2016	7:09 PM	Fixed Object	Daylight	Wet	Property Damage
9/22/2017	1:51 PM	Right Angle	Daylight	Dry	Injury
10/7/2017	12:23 PM	Right Angle	Daylight	Dry	Injury
10/28/2017	9:13 PM	Right Angle	Dark – Street Lights On – Cont.	Dry	Property Damage
4/27/2018	12:52 PM	Backing	Daylight	Dry	Property Damage
6/1/2018	5:13 AM	Right Angle	Dawn	Dry	Property Damage
6/12/2018	4:34 PM	Right Angle	Daylight	Dry	Injury
12/8/2018	2:57 PM	Right Angle	Daylight	Dry	Property Damage
1/20/2019	7:12 PM	Animal	Dark – Street Lights On – Cont.	Dry	Property Damage
6/14/2019	4:12 PM	Right Angle	Daylight	Dry	Injury
10/23/2019	8:48 AM	Fixed Object	Daylight	Dry	Injury
11/16/2019	3:49 PM	Animal	Daylight	Dry	Property Damage
1/18/2020	5:18 PM	Animal	Dusk	Dry	Property Damage
2/4/2020	8:01 PM	Fixed Object*	Dark – Street Lights On – Cont.	Dry	Injury
7/20/2020	11:36 AM	Rear-End	Daylight	Dry	Property Damage
11/28/2020	10:31 AM	Fixed Object	Daylight	Dry	Property Damage

*Involved Drugs or Alcohol

The summary of all the crash data and a crash diagram for the intersection of Alloway-Aldine Road (CR 611) and Watsons Mill Road (CR 672) are found in **APPENDIX B**

To analyze the crash data at the intersection, the crash rate for each condition and crash type was compared to the most recent crash rates for unsignalized intersections on County roadway systems provided by the NJDOT (2020). There were certain crash types at the intersection that were significantly higher than the NJDOT crash rates. See the comparisons below in **TABLE 3**.

TABLE 8
CRASH SUMMARY COMPARISONS
ALLOWAY-ALDINE ROAD (CR 611) AND WATSONS MILL ROAD (CR 672)

Description	NJDOT Crash Rate	Intersection Crash Rate	Difference in Crash Rates
Right Angle	39.3%	46%	+6.7%
Crashes with Injury	30.3%	25%	-5.3%

Multi-way Stop Warrant Analysis

The intersection of Alloway-Aldine Road (CR 611) and Watsons Mill Road (CR 672) has Watsons Mill Road (CR 672) under stop control. The intersection was evaluated for multi-way stop control.

Multi-way Stop Warrant Analysis (MUTCD – Warrant 2B.07 – Multi-way Stop Evaluation)

Condition A: Where traffic signal control is justified, the multi-way stop is an interim measure to quickly control traffic while arrangements are being made.

Result: **Not Applicable**

Condition B: 5 or more reported crash in a 12-month period that is susceptible to correction by a multi-way stop installation.

Result: Although there were a significant number of correctable crashes over the five-year period, there were no 12-month periods between 2015 and 2020 where there were five crashes reported that were susceptible to correction. Therefore, **Condition B is not met.**

Condition C: Minimum Volumes & Delay

In order to meet minimum volume criteria for a multi-way stop vehicular volume entering the intersection from the major street approaches averages at least 300 vehicles per hour for any 8 hours of an average day; and the combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches averages at least 200 units per hour for the same 8 hours, with an average delay to minor street vehicular traffic of at least 30 seconds per vehicle during the highest hour. Where the 85th percentile approach speed of the major street exceeds 40 MPH, the minimum volume warrants are reduced by 30%. The speed on the major street Alloway-Aldine Road (CR 611) is 50 MPH and the measured 85th percentile speed is 53 MPH thus meeting the requirement for reduced minimum volumes. A summary of the volume evaluation is shown in **TABLE 8.**

Count Date: 5/20/2022

Qualifiers:

85th Percentile speed on Major Street above 40 MPH: Yes

40 MPH speed exceeded criteria applicable: Yes

(Posted Speed Limit: 50 MPH, 85th Percentile Speed: 53 MPH)

**TABLE 9
MULTI-WAY STOP EVALUATION
MINIMUM VOLUME REQUIREMENTS
ALLOWAY-ALDINE ROAD (CR 611) AND WATSONS MILL ROAD (CR 672)**

Roadway	Required Hourly Volume	Average 8 Hour Volume	# Hours That Meet Required Volume
Alloway-Aldine Road (CR 611)	210*	107*	0
Watsons Mill Road (CR 672)	140**	39**	0

*Average vehicular volume entering the intersection from the major street (total of both approaches)

**Average combined vehicular, pedestrian & bicycle volume entering the intersection from the minor street (total of both approaches)

Requirement: Average volumes for common Eight (8) hours above minimums.

Result: **Condition C is not met** for either approach.

Optional Criteria:

A multi-way stop control can be installed at a two-way stop-controlled intersection where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection reasonably safely unless the conflicting cross street is required to stop.

A sight distance evaluation was conducted at the study intersection in accordance with the guidelines contained in the NJDOT Roadway Design Manual. **TABLE 9** details the findings of the evaluation.

**TABLE 10
MULTI-WAY STOP EVALUATION
SIGHT DISTANCE
ALLOWAY-ALDINE ROAD (CR 611) AND WATSONS MILL ROAD (CR 672)**

Approach	Speed Limit (MPH)	Sight Distance (ft.)					
		Required Stopping Distance	Recommended			Actual	
			P	SU	WB	To Left	To Right
Watsons Mill Road (CR 672) northbound	55*	495'	610'/530'	770'/690'	930'/850'	1000'+	1000'+
Watsons Mill Road (CR 672) southbound			610'/530'	770'/690'	930'/850'	1000'+	450'

##/## = Left-Turn/Right-Turn or Cross

*Speed Limit on Alloway-Aldine Road (CR 611) used to calculate minimum sight distance. The actual speed limit is 50 MPH; however, the design (or enforceable) speed is 55 MPH.

Result: As shown on **TABLE 9**, the sight distance from the southbound approach of Watsons Mill Road (CR 672) does not meet the recommended sight distance for a roadway, due to vegetation outside of the ROW and the horizontal curve, with a 55 MPH on both approaches.

Intersection Improvements

Upon evaluation of the unsignalized intersection of Alloway-Aldine Road (CR 611) and Watsons Mill Road (CR 672), the following intersection improvement items were identified for the County's consideration:

Traffic Control

It is recommended that the intersection of Alloway-Aldine Road (CR 611) and Watsons Mill Road (CR 672) be changed from its current configuration of a traditional 2-way stop controlled intersection to a 4-way stop controlled intersection. New stop signs (R1-1) with "All Stop" signs (R1-3P) with reflectors on the supports are to be added and stop lines should be placed on Alloway-Aldine Road (CR 611). New "All Stop" signs (R1-3P) are to be added to the existing stop signs on both approaches of Watsons Mill Road (CR 672). In addition, advanced "Stop Ahead" signs (W3-1) are to be added approximately 500' from intersection on the approaches of Alloway-Aldine Road (CR 611). The existing flashing yellow signals for Alloway-Aldine Road (CR 611) are to be changed to flashing red.

Pavement Markings

The pavement markings on Alloway-Aldine Road (CR 611) and Watsons Mill Road (CR 672) be changed to reflect the proposed traffic control revision. As part to the recommended conversion from a two-way stop to a 4-way stop, stop lines, and rumble strips are to be added to Alloway-Aldine Road (CR 611). In addition, it is recommended that rumble strips be added to Watsons Mill Road (CR 672).

Signing

As previously mentioned, stop signs, "stop ahead" signs are to be added to the intersection. The existing undersized W3-1 on the northbound approach of Watsons Mill Road is to be replaced with a larger sign.

The recommended improvements are illustrated on **FIGURE C2** in **Appendix C**.

The estimated cost of the improvements for County consideration is approximately \$8,734. The engineer's estimate is included in **APPENDIX D**.

Jericho Road (CR 626) and Harmersville-Pecks Corner Road (CR 667)

The intersection of Jericho Road (CR 626) and Harmersville-Pecks Corner Road (CR 667) is a four-leg intersection in Quinton Township with stop control on Jericho Road (CR 626). Each approach contains one left turn/through/right turn lane and one receiving lane.

The following County roadways make up the intersection:

- **Jericho Road (CR 626)** is a north-south oriented Rural Minor Collector. Within the study area, Perkintown Road is 32' wide and designated two-way with one travel lane in each direction. A 4' wide shoulder is provided in each direction. The speed limit on Jericho Road (CR 626) is not posted and New Jersey law sets speed limits as 50 MPH on roadways unless otherwise posted or in school zones, business, or residential districts.
- **Harmersville-Pecks Corner Road (CR 667)** is an east-west oriented Rural Major Collector. Within the study area, Harmersville-Pecks Corner Road (CR 667) is 24' wide and designated two-way with one travel lane in each direction. No shoulder is provided in either direction. The posted speed limit on Harmersville-Pecks Corner Road (CR 667) is 50 MPH.



Photo 11: Harmersville-Pecks Corner Road (CR 667) looking east



Photo 12: Harmersville-Pecks Corner Road (CR 667) looking west



Photo 13: Jericho Road (CR 626) looking north



Photo 14: Jericho Road (CR 626) looking south

Existing Conditions

The pavement at the intersection of Jericho Road (CR 626) and Harmersville-Pecks Corner Road (CR 667) is in fair condition with some areas of cracking and evidence of pothole repair. It should be noted that the patchwork and cracking is present at the southern and northwestern sections of the intersection (See Photos 15 and 16). The stop lines on Jericho Road (CR 626) are showing signs of wear.

There is a single, large stop sign (R1-1) with reflectors on u-post supports located at the stop line of the northbound approach of Jericho Road (CR 626) and a small stop sign (R1-1) with reflectors on one (1) support located at the stop line of the southbound approach of Jericho Road (CR 626). There are also "Stop Ahead" signs (W3-1) provided on each approach of Jericho Road (CR 626) approximately 485' and 750' prior to the intersection for the northbound and southbound approaches, respectively.

There are no pedestrian accommodations (sidewalk, crosswalks, etc..) provided at the intersection. There are no indications of heavy pedestrian use (worn paths in the grass) that would indicate a need for pedestrian accommodations. There is no curbing provided at the intersection.

The site distance evaluation of the existing condition showed that the available intersection site distance for the northbound approach of Jericho Road (CR 626) (left turn, right turn, or cross) is 625' to the left due to vegetation outside of ROW and a horizontal curve, which is lower than the required site distance of 530 ft in accordance with AASHTO Green Book, 2018, 7th edition. The site distance evaluation of the existing condition showed that the available intersection site

distance for the southbound approach of Jericho Road (CR 626) (left turn, right turn, and cross) is 593' and 648' to the left and right, respectively. These distances are adequate for passenger cars but are lower than the required 690' for single unit trucks in accordance with AASHTO Green Book, 2018. 7th edition.



Photo 15: Southern side of the intersection – pothole repair



Photo 16: Northwestern corner of the intersection – pothole repair

Existing Traffic Volumes

Automatic Traffic Recorder (ATR) counts were conducted at the intersection from Monday, May 23rd, 2022, through Friday, May 27th, 2022, and included volume and speed data. Jericho Road (CR 626) is a Rural Minor Collector with an average bi-directional traffic volume of approximately 15 vehicles per day north of Harmersville-Pecks Corner Road (CR 667), and an average bi-directional traffic volume of approximately 53 vehicles per day south of Harmersville-Pecks Corner Road (CR 667), based on the ATR. Harmersville-Pecks Corner Road (CR 667) is a Rural Major Collector with an average bi-directional traffic volume of approximately 709 vehicles per day east of Jericho Road (CR 626), and an average bi-directional traffic volume of approximately 756 vehicles per day west of Jericho Road (CR 626), based on the ATR.

Daily traffic volumes are summarized in **TABLE 11** and is provided in **APPENDIX A**.

TABLE 11
ATR VOLUME SUMMARY
JERICO ROAD (CR 626) AND HARMERSVILLE-PECKS CORNER ROAD (CR 667)

Time	Harmersville-Pecks Corner Road (CR 667) (Eastbound Approach)		Harmersville-Pecks Corner Road (CR 667) (Westbound Approach)		Jericho Road (CR 626) (Northbound Approach)		Jericho (CR 626) (Southbound Approach)	
	EB	WB	EB	WB	NB	SB	NB	SB
6:00-7:00 AM	34	92	26	95	1	0	0	0
7:00-8:00 AM	27	22	18	25	3	1	0	0
8:00-9:00 AM	17	12	14	23	5	9	2	1
9:00-10:00 AM	21	19	12	15	2	0	2	1
10:00-11:00 AM	6	13	17	13	2	0	1	1
11:00 AM -12:00 PM	17	16	11	23	1	1	3	0
12:00 – 1:00 PM	25	26	16	22	0	3	0	2
1:00 – 2:00 PM	18	23	32	21	2	1	0	0
2:00 – 3:00 PM	37	15	37	16	0	1	0	0
3:00 – 4:00 PM	64	30	55	33	4	10	0	0
4:00 – 5:00 PM	44	51	33	49	4	5	4	1
5:00 – 6:00 PM	32	43	26	47	5	2	0	2
6:00 – 7:00 PM	23	30	33	23	2	1	0	1
7:00 – 8:00 PM	13	20	8	19	1	1	1	0

Crash Analysis

Crash data for the intersection of Jericho Road (CR 626) and Harmersville-Pecks Corner Road (CR 667) for the five-year period from 2015 to 2020 was obtained through Imperial Traffic & Data Collection. Crashes are broken down by type, location, time of day, month and year, roadway conditions and severity.

Between 2015 and 2020, there were 11 crashes at or near the intersection of Jericho Road (CR 626) and Harmersville-Pecks Corner Road (CR 667). Of the 11 crashes, 1 crash occurred in 2015, 4 crashes occurred in 2016, 2 crashes occurred in 2017, 1 crash occurred in 2018, 1 crash occurred in 2019, and 2 crashes occurred in 2020. Of the 11 crashes, 6 (55%) were right angle crashes, 2 (18%) were fixed object crashes, and the remaining crashes (27%) were animal and non-fixed object crashes. There were 7 (64%) crashes that resulted in injuries and 4 (36%) crashes that resulted in property damage only. All but 5 of the crashes occurred with dry roadway conditions and 4 of the 11 crashes occurred during daylight hours.

A Summary of the crashes provided in the attached **TABLE 12**.

TABLE 12
CRASH SUMMARY
JERICO ROAD (CR 626) AND HARMERSVILLE-PECKS CORNER ROAD (CR 667)

Date	Crash Time	Crash Type	Light Condition	Roadway Condition	Severity
11/19/2015	4:55 PM	Animal	Daylight	Wet	Property Damage
3/14/2016	6:01 AM	Non-Fixed Object	Dawn	Wet	Injury

6/2/2016	5:08 PM	Right Angle	Daylight	Wet	Property Damage
8/1/2016	12:54 PM	Right Angle	Daylight	Wet	Injury
10/8/2016	7:19 PM	Right Angle	Dusk	Wet	Injury
11/3/2017	1:38 AM	Fixed Object	Dark – No Street Lights	Dry	Injury
11/12/2017	4:24 AM	Fixed Object	Dark – No Street Lights	Dry	Property Damage
11/8/2018	5:45 PM	Right Angle	Dusk	Dry	Property Damage
8/19/2019	4:02 PM	Right Angle	Daylight	Dry	Injury
8/7/2020	9:34 PM	Non-Fixed Object	Dark – No Street Lights	Dry	Injury
9/23/2020	6:42 PM	Right Angle	Dusk	Dry	Injury

The full summary of all the crash data and a crash diagram for Jericho Road (CR 626) and Harmersville-Pecks Corner Road (CR 667) are found in **APPENDIX B**.

To analyze the crash data at the intersection, the crash rate for each condition and crash type was compared to the most recent crash rates for unsignalized intersections on County roadway systems provided by the NJDOT (2020). There were certain crash types at the intersection that were significantly higher than the NJDOT crash rates. See the comparisons below in **TABLE 13**.

TABLE 13
CRASH SUMMARY COMPARISONS
JERICO ROAD (CR 626) AND HARMERSVILLE-PECKS CORNER ROAD (CR 667)

Description	NJDOT Crash Rate	Intersection Crash Rate	Difference in Crash Rates
Right Angle	39.3%	55%	+15.7%
Crashes with Injury	30.3%	64%	+33.7%

Multi-way Stop Warrant Analysis

The intersection of Jericho Road (CR 626) and Harmersville-Pecks Corner Road (CR 667) has Jericho Road (CR 626) stop controlled. The intersection was evaluated for multi-way stop control.

Chapter 2B of the MUTCD identifies the following criteria for the consideration of a multi-way stop control:

- Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation.
- The vehicular volume entering the intersection from the major street approaches averages at least 300 vehicles per hour for any 8 hours of an average day; and the combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches averages at least 200 units per hour for the same 8 hours, with an average delay to minor street vehicular traffic of at least 30 seconds per vehicle during the highest hour.
- Where the previous two criteria are not satisfied but where the crash and volume criteria are both satisfied to 80 % of the minimum volumes.
- Need to control left-turn conflicts.
- Need to control vehicle/pedestrian conflicts.

- Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless cross traffic is also required to stop.

Multi-way Stop Warrant Analysis (MUTCD – Warrant 2B.07 – Multi-way Stop Evaluation)

Condition A: Where traffic signal control is justified, the multi-way stop is an interim measure to quickly control traffic while arrangements are being made.

Result: **Not Applicable**

Condition B: 5 or more reported crash in a 12-month period that is susceptible to correction by a multi-way stop installation.

Result: Although there were a number of correctable crashes during the five-year period, there were no instances of 5 correctable crashes reported in a 12-month period. Therefore, **Condition B is not satisfied.**

Condition C: Minimum Volumes & Delay

In order to meet minimum volume criteria for a multi-way stop vehicular volume entering the intersection from the major street approaches averages at least 300 vehicles per hour for any 8 hours of an average day; and the combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches averages at least 200 units per hour for the same 8 hours, with an average delay to minor street vehicular traffic of at least 30 seconds per vehicle during the highest hour. Where the 85th percentile approach speed of the major street exceeds 40 MPH, the minimum volume warrants are reduced by 30%. The posted speed on the major street Harmersville-Pecks Corner Road (CR 667) is 50 MPH and the measured 85th percentile speed is 50 MPH thus meeting the requirement for reduced minimum volumes. A summary of the volume evaluation is shown in **TABLE 14.**

Count Date: 5/27/2022

Qualifiers:

40 MPH speed exceeded criteria applicable: Yes

85th Percentile speed on Major Street above 40 MPH: Yes

(Posted Speed Limit: 50 MPH, 85th Percentile Speed: 50 MPH)

**TABLE 14
MULTI-WAY STOP EVALUATION
MINIMUM VOLUME REQUIREMENTS
JERICO ROAD (CR 626) AND HARMERSVILLE-PECKS CORNER ROAD (CR 667)**

Roadway	Required Hourly Volume	Average 8 Hour Volume	# Hours That Meet Required Volume
Harmersville-Pecks Corner Road (CR 667)	210*	84*	0
Jericho Road (CR 626)	140**	8**	0

*Average vehicular volume entering the intersection from the major street (total of both approaches)

**Average combined vehicular, pedestrian & bicycle volume entering the intersection from the minor street (total of both approaches)

Requirement: Volumes for common Eight (8) hours above minimums.

Result: **Condition C is not met** for the major or minor street approaches.

Optional Criteria:

A multi-way stop control can be installed at a two-way stop-controlled intersection where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection reasonably safely, unless the conflicting cross street is required to stop.

A sight distance evaluation was conducted at the study intersection in accordance with the guidelines contained in the NJDOT Roadway Design Manual. **TABLE 15** details the findings of the sight distance evaluation.

**TABLE 15
MULTI-WAY STOP EVALUATION
SIGHT DISTANCE
JERICHO ROAD (CR 626) AND HARMERSVILLE-PECKS CORNER ROAD (CR 667)**

Approach	Speed Limit (MPH)	Sight Distance (ft.)					
		Required Stopping Sight Distance	Recommended			Actual	
			P	SU	WB	To Left	To Right
Jericho Road (CR 626) northbound	55*	495'	610'/530'	770'/690'	930'/850'	625'	1000'+
Jericho Road (CR 626) southbound			610'/530'	770'/690'	930'/850'	593'	648'

##/## = Left-Turn/Right-Turn or Cross

*Speed limit on Harmersville-Pecks Corner Road (CR 667) used to calculate minimum sight distance. The actual speed limit is 50 MPH; however, the design (or enforceable) speed is 55 MPH.

Result: As shown on **TABLE 16** the sight distance from the southbound approach of Jericho Road (CR 626) to both the left and right does not meet the recommended sight distance for any of the vehicle classes due to vegetation located outside of the ROW along with the horizontal curve. The sight distance from the northbound approach of Jericho Road (CR 626) to the left does not meet the recommended sight distance for single unit trucks or tractor trailers.

It should be noted that there are farm fields on the northwest and southwest corners of the intersection. The sight distance measurements were conducted in early June when there were no crops in the field. In the summer months if tall crops, such as corn, are planted there is the potential for reduced sight distances.

Intersection Improvements

Upon evaluation of the stop-controlled intersection of Harmersville Pecks-Corner Road (CR 667) and Jericho Road (CR 626) the following intersection improvement items were identified for the County's consideration:

Traffic Control

It is recommended that the intersection of Harmersville Pecks-Corner Road (CR 667) and Jericho Road (CR 626) be changed from a two-way stop controlled to a 4-way stop controlled intersection. Stop signs (R1-1) with reflectors on the supports and "All Stop" signs (R1-3P) are to be added at the northeast and southwest corners of the intersection. In addition, "All Stop" signs (R1-3P) are to be added to the existing right side stop signs on Perkiotown Road. Advanced warning "Stop Ahead" signs (W3-1) are to be added approximately 500' from intersection on both approaches of Harmersville-Pecks Corner Road (CR 667).

Pavement Markings

It is recommended as part of the intersection improvements that the existing stop lines on Jericho Road (CR 626) be refreshed. As part of the recommended conversion from a two-way stop to a 4-way stop, stop lines, and rumble strips are to be added to both approaches of Harmersville-Pecks Corner Road (CR 667). It is also recommended that rumble strips be added to the Jericho Road (CR 626) approaches.

Signing

As previously mentioned, stop signs, “all stop” signs, and “stop ahead” signs are to be added to the intersection in addition to the new stop signs (R1-1) on Harmersville-Pecks Corner Road (CR 667).

The above improvements will mitigate the right-angle crashes at the intersection and address the sight distance issues at the intersection. The recommended improvements are illustrated on **FIGURE C3** in **Appendix C**.

The estimated cost of the identified improvements for the County’s consideration are approximately \$8,518. The engineer’s estimate is for the improvements is included in **APPENDIX D**.

Conclusions

Three (3) intersections in Salem County, New Jersey were studied as part of an intersection/roadway improvement analysis. After analysis of the existing conditions at each of the intersections and at study corridor, the following recommendations were developed for the county’s consideration:

Commissioners Pike (CR 581) and Watsons Mill Road (CR 672)

- Intersection be changed from a two-way stop to a 4-way stop controlled intersection
- Stop signs with reflectors on supports and “All Stop” signs be added to the northwest and southeast corners of the intersection
- “All Stop” signs are to be added to the existing stop signs on Commissioners Pike (CR 581)
- Advanced warning “Stop Ahead” signs are to be added on Watsons Mill Road (CR 672)
- Existing stop sign on the northwest corner of the intersection be replaced
- Rumble Strips on the westbound approach of Commissioners Pike (CR 581) should be refreshed
- Stop lines and rumble strips are to be added to Watsons Mill Road (CR 672)
- Restriping intersection to reflect proposed condition

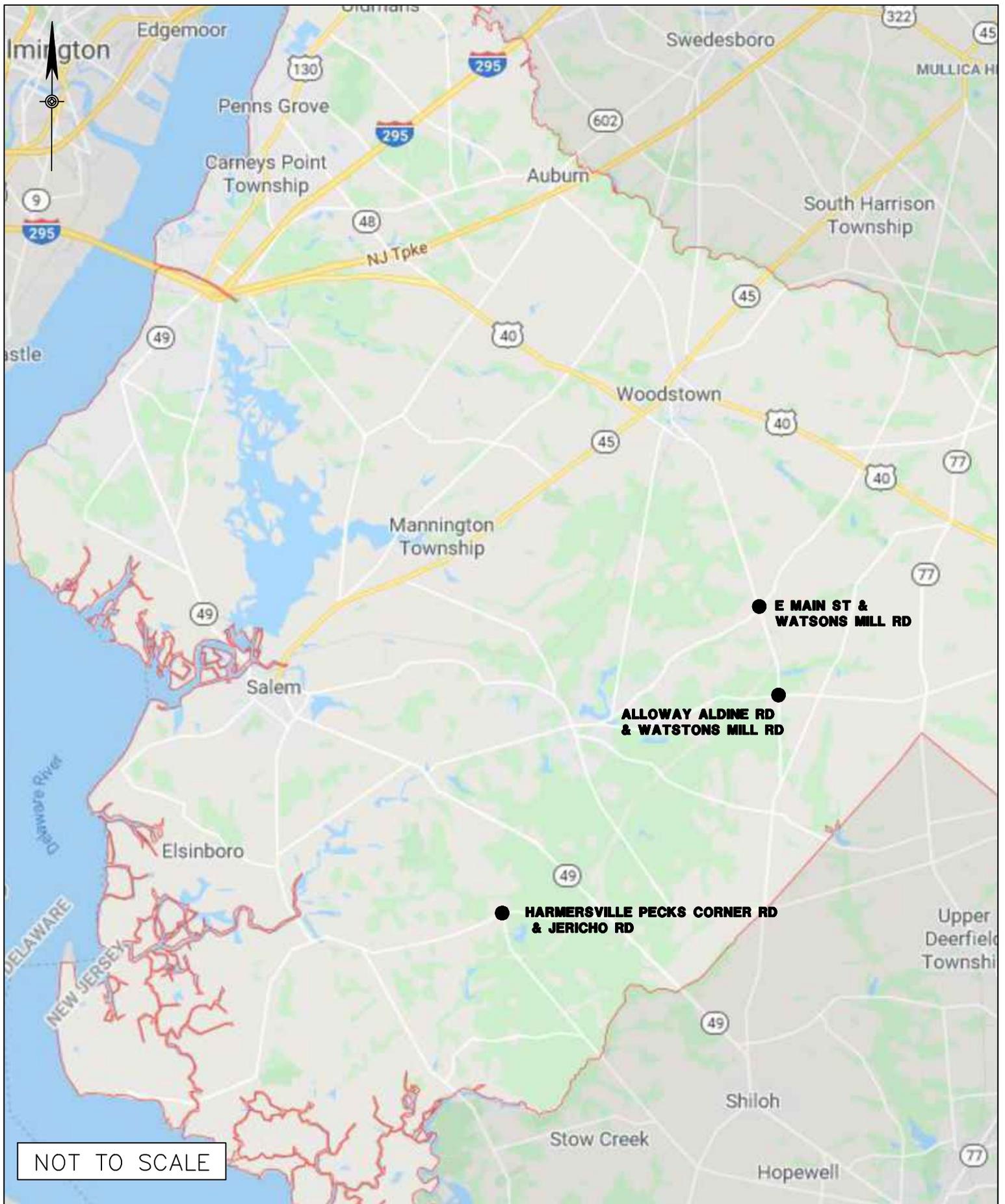
Alloway-Aldine Road (CR 611) and Watsons Mill Road (CR 672)

- Intersection be changed from a two-way to a 4-way stop controlled intersection
- Stop signs with reflectors on supports and “All Stop” signs be added to the southwest and northeast corners of the intersection
- “All Stop” signs are to be added to the existing stop signs on Watsons Mill Road (CR 672)
- Advanced warning “Stop Ahead” signs to be added on Alloway-Aldine Road (CR 611)
- Change the current flashing yellow signals for the approaches of Alloway-Aldine Road (CR 611) to flashing red
- Rumble strips to be added on Alloway-Aldine Road (CR 611)
- Restriping intersection to reflect proposed operating condition

Jericho Road (CR 626) and Harmersville-Pecks Corner Road (CR 667)

- Intersection be changed from a two-way stop to a 4-way stop controlled intersection
- Stop signs with reflectors on supports and “All Stop” signs be added to the northeast and southwest corners of the intersection
- “All Stop” signs are to be added to the existing stop signs on Jericho Road (CR 626)
- Advanced warning “Stop Ahead” signs are to be added on Harmersville-Pecks Corner Road (CR 667)
- Stop lines are to be added on Harmersville-Pecks Corner Road (CR 667)
- Rumble strips are to be added to all four approaches of Jericho Road (CR 626) and Harmersville-Pecks Corner Road (CR 667)
- Restriping intersection to reflect proposed operating condition

Although these recommendations have been developed, it is ultimately up to the County to weigh the costs and benefits and determine whether to implement any or all the proposed improvement options.



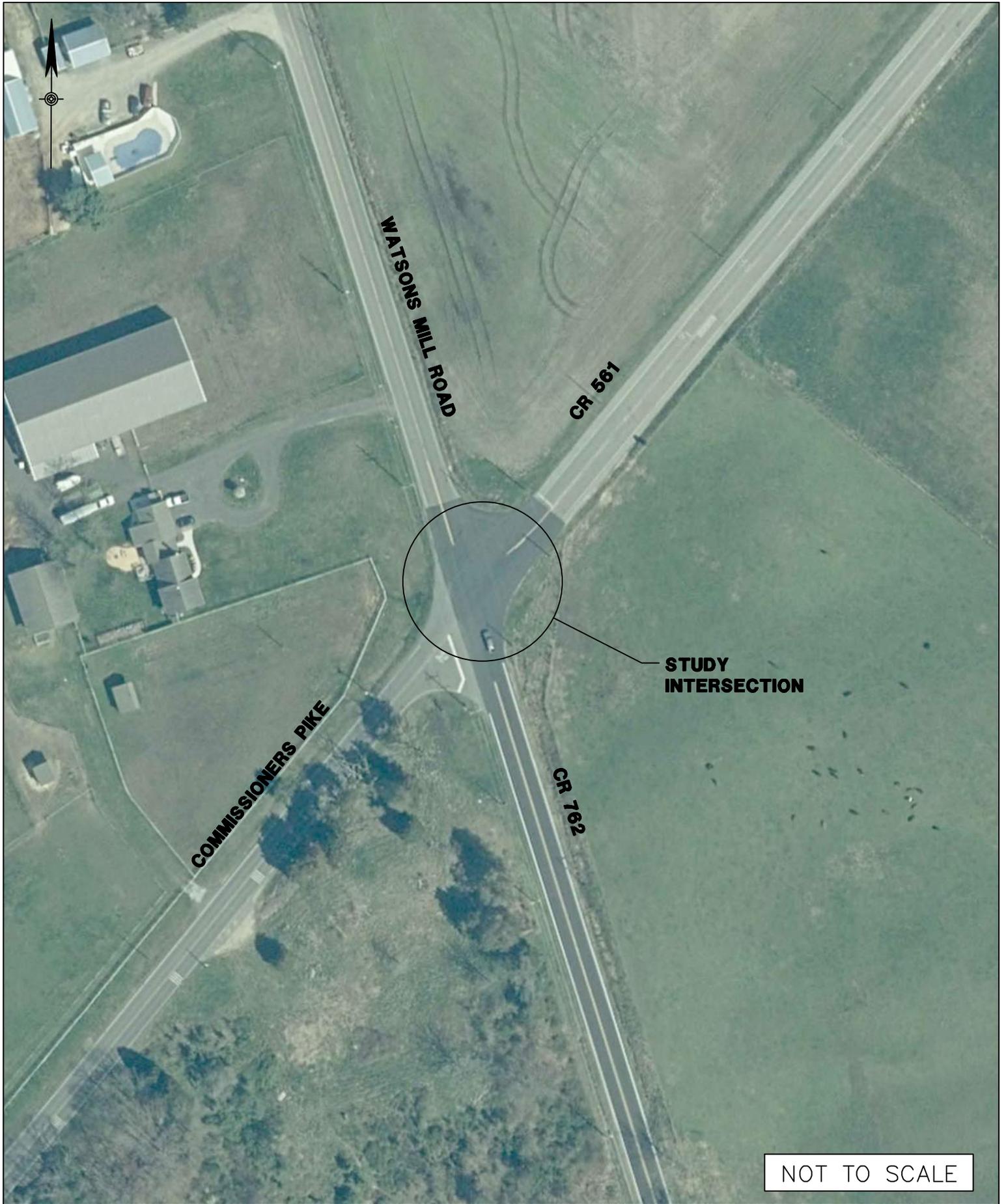
NOT TO SCALE



PENNONI ASSOCIATES INC.
 CONSULTING ENGINEERS
 515 GROVE STREET
 HADDON HEIGHTS, NJ

ROADWAY IMPROVEMENT STUDY
 Salem County, New Jersey

FIGURE 1
 Project Area



PENNONI ASSOCIATES INC.
CONSULTING ENGINEERS
515 GROVE STREET
HADDON HEIGHTS, NJ

ROADWAY IMPROVEMENT STUDY

Salem County, New Jersey

FIGURE 2

Commissioners Pike
(CR 581) &
Watsons Mill Rd (CR 672)



NOT TO SCALE



PENNONI ASSOCIATES INC.
CONSULTING ENGINEERS
515 GROVE STREET
HADDON HEIGHTS, NJ

ROADWAY IMPROVEMENT STUDY
Salem County, New Jersey

FIGURE 3

Alloway-Aldine Rd
(CR 611) &
Watsons Mill Rd (CR 672)



NOT TO SCALE



PENNONI ASSOCIATES INC.
CONSULTING ENGINEERS
515 GROVE STREET
HADDON HEIGHTS, NJ

ROADWAY IMPROVEMENT STUDY
Salem County, New Jersey

FIGURE 4

Harmersville-Pecks
Corner Rd (CR 667) &
Jericho Rd (CR 626)

SALEM COUNTY INTERSECTION IMPROVEMENTS

APPENDIX A

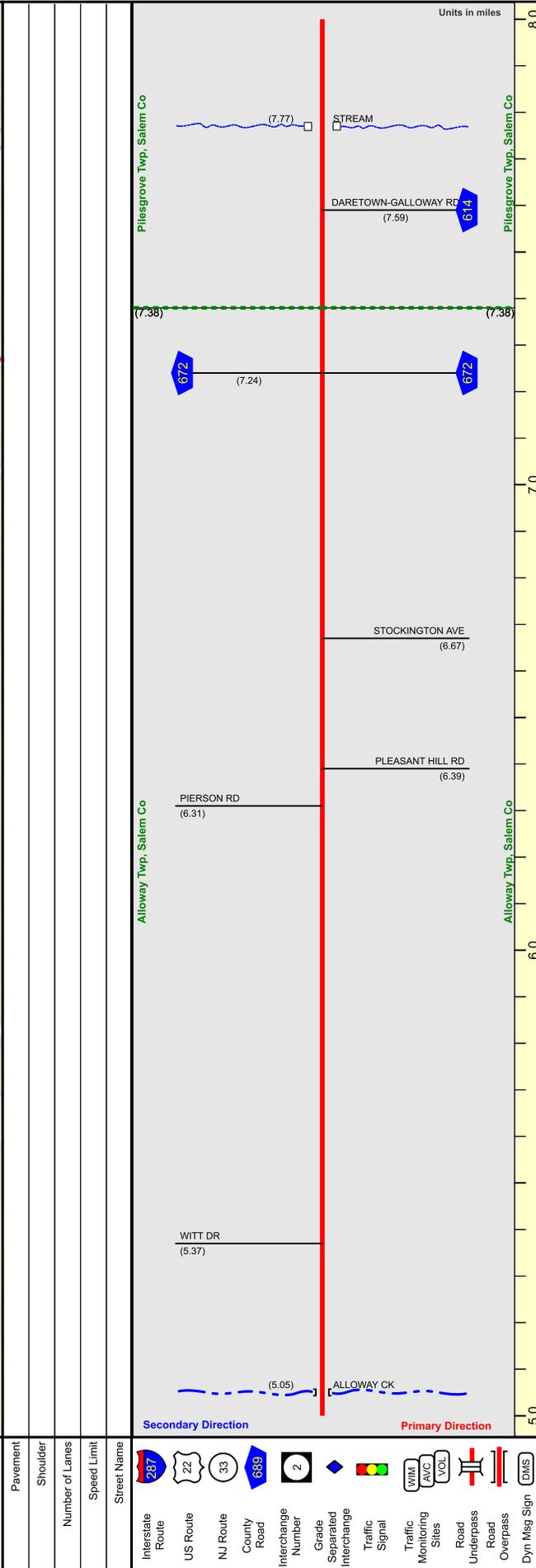
TRAFFIC COUNT DATA

Mile Posts: 5.000 - 8.000

ROUTE 581 (South to North)



Secondary Direction
Primary Direction



Street Name		Commissioner's Pike	
Jurisdiction	County	County	
Functional Class	Rural Major Collector	Rural Major Collector	
Federal Aid - NHS Sy	STP	STP	
Control Section			
Speed Limit	30	30	
Number of Lanes	2	2	
Med. Type	None	None	
Med. Width			
Pavement	20	24	
Shoulder	1	4	
Traffic Volume			
Traffic Sta. ID			
Structure No.	1701074		
Enlarged Views			

SRI = 00000581

Date last inventoried: June 2012

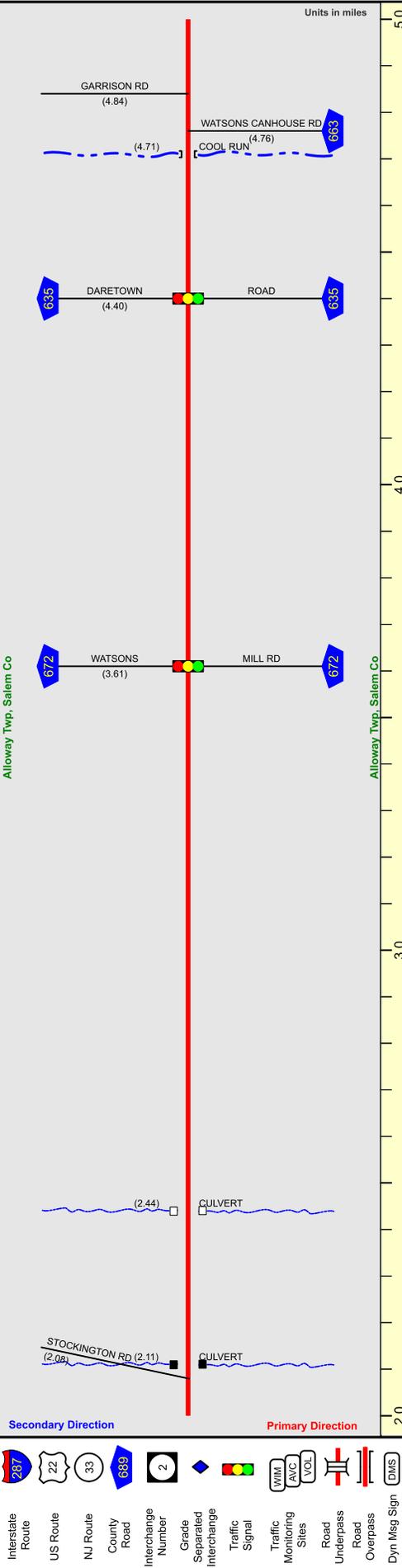
Mile Posts: 2.000 - 5.000

SALEM COUNTY 611 (West to East)



Secondary Direction
Primary Direction

Pavement
Shoulder
Number of Lanes
Speed Limit
Street Name



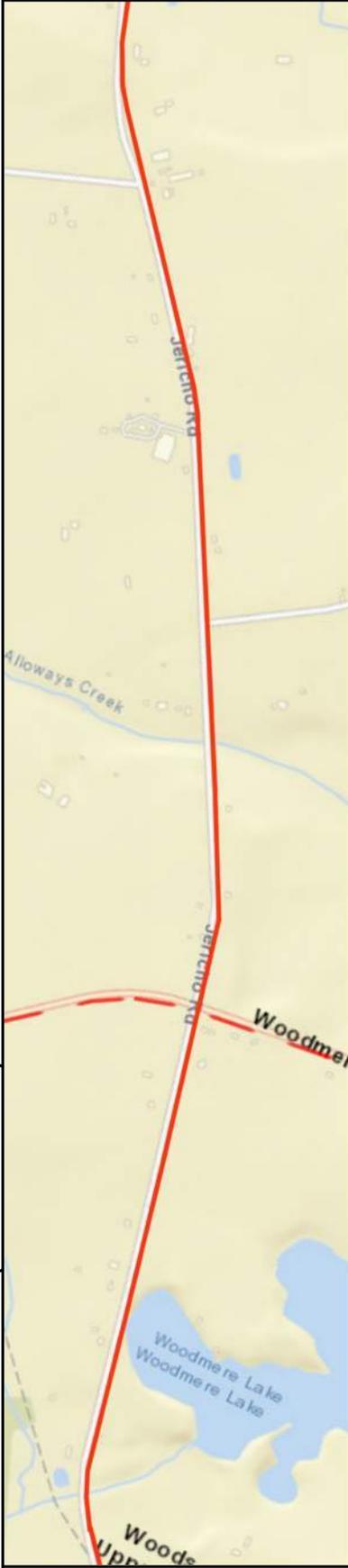
Street Name	County
Jurisdiction	Rural Major Collector
Functional Class	STP
Federal Aid - NHS Sy	50
Control Section	2
Speed Limit	None
Number of Lanes	22
Med. Type	4
Med. Width	30
Pavement	36
Shoulder	6
Traffic Volume	998 (2019)
Traffic Sta. ID	13710
Structure No.	
Enlarged Views	

SRI = 17000611

Date last inventoried: June 2011

Mile Posts: 2.000 - 5.000

SALEM COUNTY 626 (South to North)



Legend	
	Secondary Direction
	Primary Direction
	Interstate Route
	US Route
	NJ Route
	County Road
	Interchange Number
	Grade
	Separated Interchange
	Traffic Signal
	Traffic Monitoring Sites
	AVC
	LVOL
	Road
	Underpass
	Overpass
	Dyn. Msg. Sign

Street Name	Units in miles
	2.0
	2.28
	2.32
	2.52
	2.55
	2.96
	3.21
	3.32
	3.56
	3.72
	4.03
	4.31
	4.81
	5.0

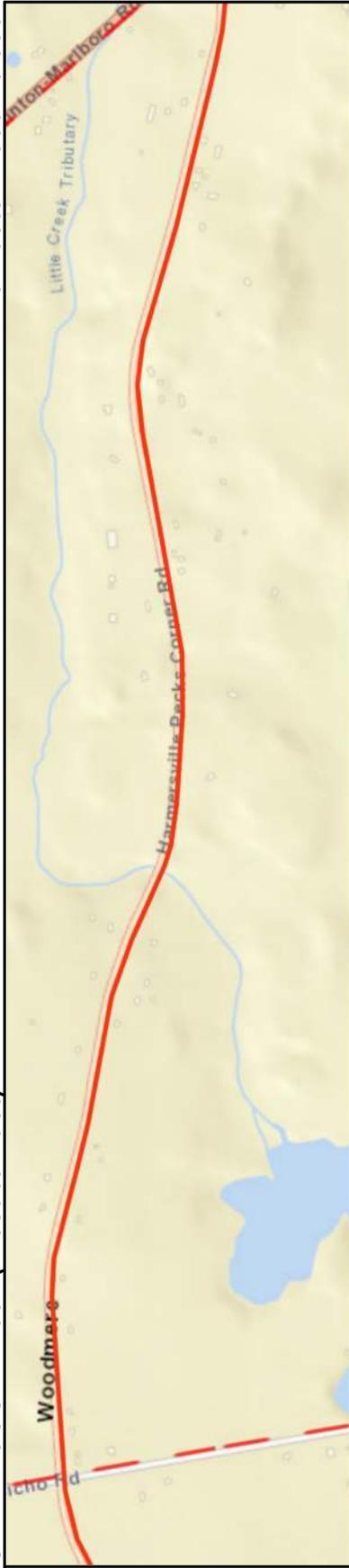
Street Name	Jericho Road
Jurisdiction	County
Functional Class	Rural Minor Collector
Federal Aid - NHS Sy	Non-Federal Aid
Control Section	
Speed Limit	50
Number of Lanes	2
Med. Type	None
Med. Width	22
Pavement	
Shoulder	1
Traffic Volume	809 (2019)
Traffic Sta. ID	13713
Structure No.	
Enlarged Views	

SRI = 17000626

Date last inventoried: June 2011

Mile Posts: 2.000 - 5.000

SALEM COUNTY 667 (West to East)



Pavement	
Shoulder	
Number of Lanes	
Speed Limit	
Street Name	
	Quinton Twp, Salem Co (3.41) STREAM Quinton Twp, Salem Co (2.03) STREAM (2.02)
Secondary Direction Primary Direction	Jericho Road (2.58)
Units in miles 2.0 3.0 4.0 5.0	

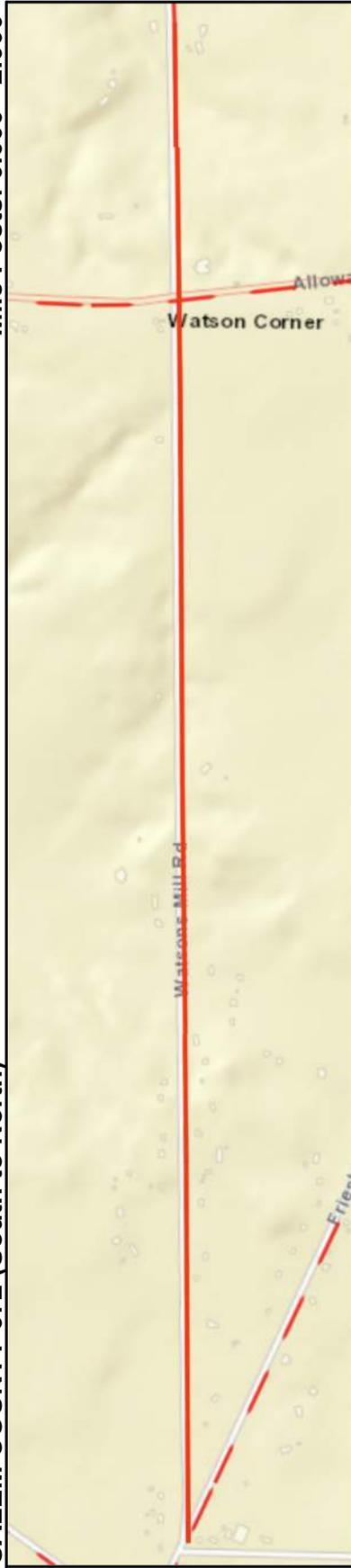
Street Name	Hammersville-Pecks Corner Road
Jurisdiction	County
Functional Class	Rural Major Collector
Federal Aid - NHS Sy	STP
Control Section	
Speed Limit	25
Number of Lanes	2
Med. Type	None
Med. Width	22
Pavement	
Shoulder	1
Traffic Volume	
Traffic Sta. ID	
Structure No.	995
Enlarged Views	

Date last inventoried: June 2011

SRI = 17000667

Mile Posts: 0.000 - 2.000

SALEM COUNTY 672 (South to North)



Secondary Direction Primary Direction	Pavement Shoulder Number of Lanes Speed Limit Street Name Interstate Route US Route NJ Route County Road Interchange Number Grade Separated Interchange Traffic Signal Traffic Monitoring Sites Road Underpass Road Overpass Dyn. Msg Sign	Alloway Twp, Salem Co Alloway Twp, Salem Co Watson Mill Road County Rural Major Collector STP 25 2 None 20 1 Begin Salem County 672 MP=0.00	-1.0 0.0 1.0 2.0 Units in miles
	287 22 33 689 2 Traffic Signal WIM AVC LVOL Road Underpass Road Overpass Dyn. Msg Sign	Alloway Twp, Salem Co Alloway Twp, Salem Co Watson Mill Road County Rural Major Collector STP 25 2 None 20 1 Begin Salem County 672 MP=0.00	-1.0 0.0 1.0 2.0 Units in miles

Date last inventoried: June 2011

SRI = 17000672

Mile Posts: 2.000 - 5.000

SALEM COUNTY 672 (South to North)



Pavement	
Shoulder	
Number of Lanes	
Speed Limit	
Street Name	
Interstate Route US Route NJ Route County Road Interchange Number Grade Separated Interchange Traffic Signal Traffic Monitoring Sites Road Underpass Road Overpass Dyn. Msg Sign	287 22 33 689 2 ◆ 🚦 WIM AVC VOL 🚧 🚧 🚧 🚧
Secondary Direction Primary Direction	(2.13) COOL RUN (2.29) CULVERT (2.95) PLEASANT HILL RD (3.07) STREAM (3.22) ALLOWAY CK (3.35) COMMISSIONERS (3.65) ALLOWAY CK (3.74) ALLOWAY CK (4.04) CULVERT (4.73) ALLEN DR (4.78) ROBBINS ROAD (4.87) AVIS MILL RD
Alloway Twp, Salem Co Pilesgrove Twp, Salem Co	Watson Mill Road Yorktown Road

Street Name	Watson Mill Road
Jurisdiction	County
Functional Class	Rural Major Collector
Federal Aid - NHS Sy	STP
Control Section	
Speed Limit	25
Number of Lanes	2
Med. Type	None
Med. Width	
Pavement	20
Shoulder	1
Traffic Volume	
Traffic Sta. ID	2,402 (2017)
Structure No.	111732
Enlarged Views	

Date last inventoried: June 2011

SRI = 17000672

Site Code: 581001 File Name: CR 581 Commissioners Pike
 Station ID: CR 581 Commissioners Pike 1 Date Printed: 5/13/2022
 Location 1: Between CR 614 and CR 672 Start Date: 5/9/2022
 Location 2: Pole #S3116 End Date: 5/13/2022
 Latitude: 0.000000 GPS Accuracy: 0ft
 Longitude: 0.000000 Location Verified: No

Combined Lanes

Peak Analysis

Classes Excluded From Peaks: None

Date	AM Peak	Hour Volume	Highest Interval Time	Highest Interval Volume	Peak Hour Factor	Pm Peak	Hour Volume	Highest Interval Time	Highest Interval Volume	Peak Hour Factor
5/9/2022	10:59	36	11:43	20	0.45	16:01	135	16:43	43	0.78
5/10/2022	07:16	141	07:40	43	0.82	14:32	146	14:35	42	0.87
5/11/2022	06:46	127	06:49	35	0.91	15:30	157	15:48	49	0.80
5/12/2022	06:17	121	06:29	37	0.82	15:45	170	16:29	52	0.82
5/13/2022	07:12	116	07:15	38	0.76	No Volume				

Pace Speed - MPH

Classes Excluded From Pace: None

Speed	Number	Percent
41 - 50	3,661	60%

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	6,082
Total Greater Than 50.0	1,385
Percent Greater Than 50.0	22.8%

Mean, Median, and Mode Averages

Mean:	45.5
Median (50th %):	45.9
Mode:	47.2

Site Code: 581001
 Station ID: CR 581 Commissioners Pike
 Location 1: Between CR 614 and CR 672
 Location 2: Pole #S3116
 Latitude: 0.000000
 Longitude: 0.000000

File Name: CR 581 Commissioners Pike
 Date Printed: 5/13/2022
 Start Date: 5/9/2022
 End Date: 5/13/2022
 GPS Accuracy: 0ft
 Location Verified: No

Length Statistics

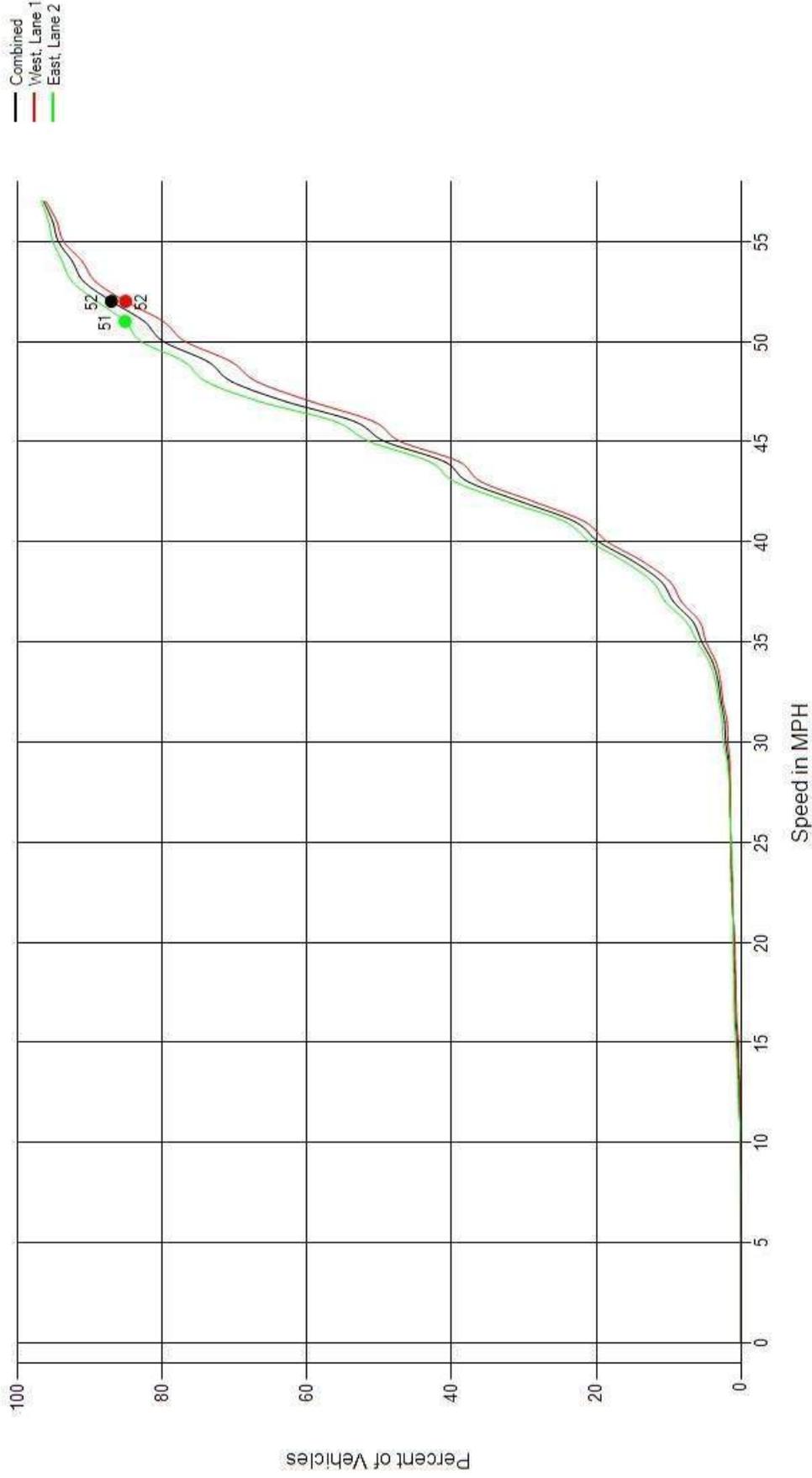
<= 95 <= 239 <= 479 <= 839 > 839
 60 5455 481 77 9
 1.0% 89.7% 7.9% 1.3% 0.1%

AADT

Date	Lane	Volume	User	Daily	ADT	Season	AADT
5/9/2022	West, Lane 1	455	1.00	1.00	455	1.00	455
5/9/2022	East, Lane 2	407	1.00	1.00	407	1.00	407
5/9/2022	Day Total	862			862		862
5/10/2022	West, Lane 1	803	1.00	1.00	803	1.00	803
5/10/2022	East, Lane 2	809	1.00	1.00	809	1.00	809
5/10/2022	Day Total	1,612			1,612		1,612
5/11/2022	West, Lane 1	781	1.00	1.00	781	1.00	781
5/11/2022	East, Lane 2	725	1.00	1.00	725	1.00	725
5/11/2022	Day Total	1,506			1,506		1,506
5/12/2022	West, Lane 1	792	1.00	1.00	792	1.00	792
5/12/2022	East, Lane 2	808	1.00	1.00	808	1.00	808
5/12/2022	Day Total	1,600			1,600		1,600
5/13/2022	West, Lane 1	236	1.00	1.00	236	1.00	236
5/13/2022	East, Lane 2	266	1.00	1.00	266	1.00	266
5/13/2022	Day Total	502			502		502
Total		6082			6082		6082
Average		1216			1216		1216

Site Code:	581001	File Name:	CR 581 Commissioners Pike 1
Station ID:	CR 581 Commissioners Pike 2	Date Printed:	5/13/2022
Location 1:	Between CR 614 and CR 672	Start Date:	5/9/2022
Location 2:	Pole #S3116	End Date:	5/13/2022
Latitude:	0.000000	GPS Accuracy:	0ft
Longitude:	0.000000	Location Verified:	No

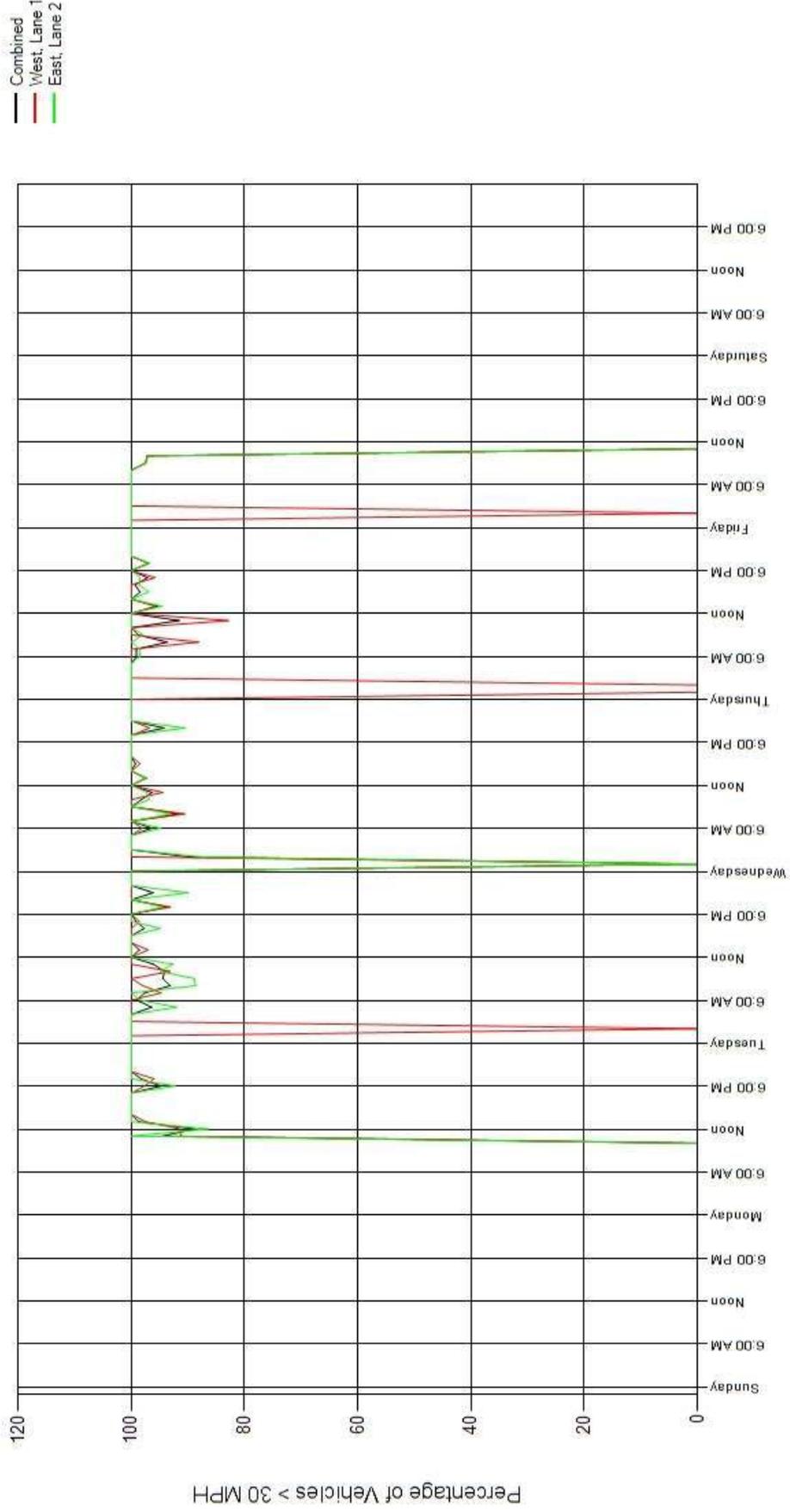
Cumulative Speed (in MPH)



File Name: CR 581
 Commissioners Pike
 1
 Date Printed: 5/13/2022
 Start Date: 5/9/2022
 End Date: 5/13/2022
 GPS Accuracy: 0ft
 Location Verified: No

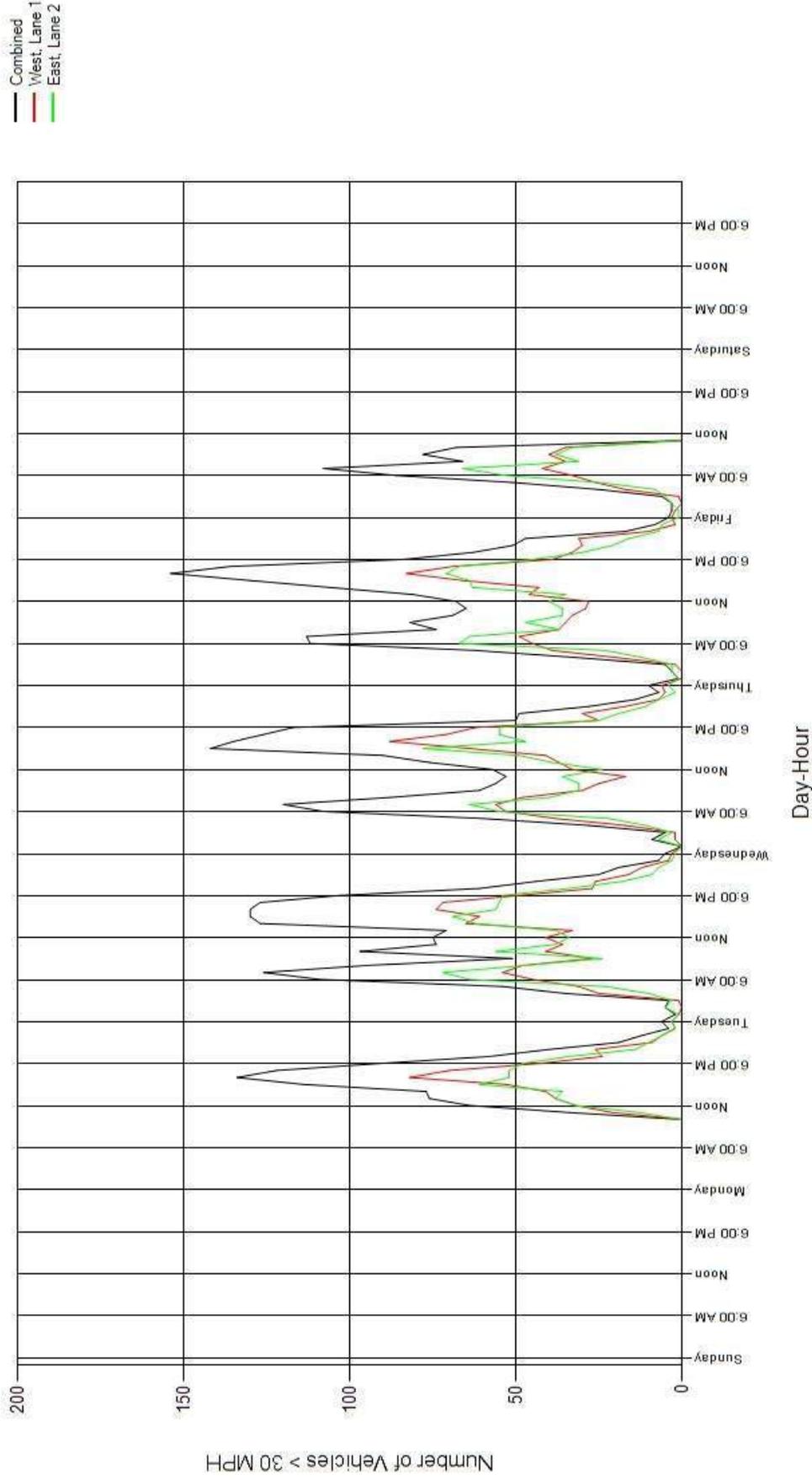
Site Code: 581001
 Station ID: CR 581
 Commissioners Pike
 2
 Location 1: Between CR 614
 and CR 672
 Location 2: Pole #S3116
 Latitude: 0.000000
 Longitude: 0.000000

Percentage of Vehicles Traveling Greater Than 30 MPH



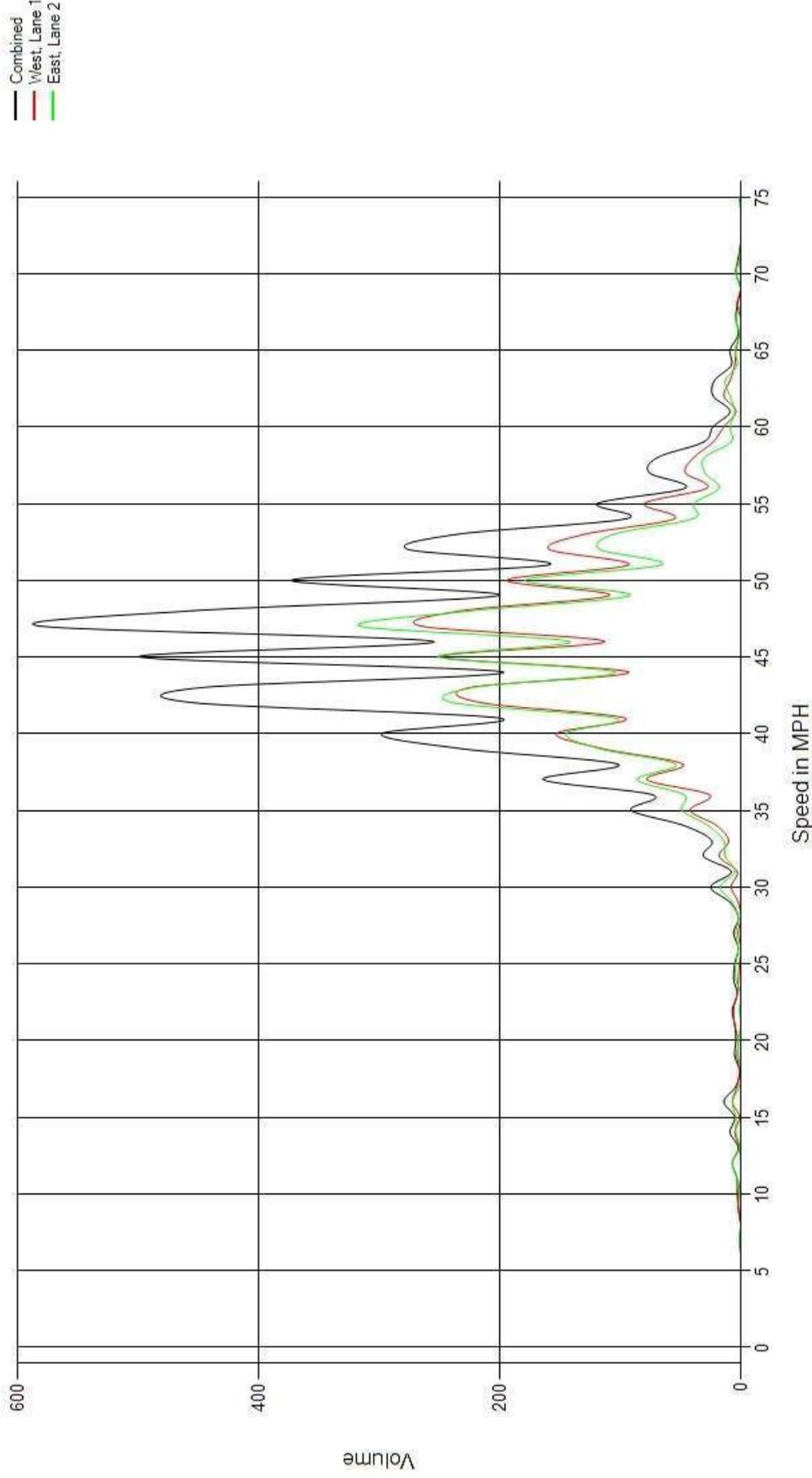
Site Code: 581001
 Station ID: CR 581 Commissioners Pike 2
 Location 1: Between CR 614 and CR 672
 Location 2: Pole #S3116
 Latitude: 0.000000
 Longitude: 0.000000
 File Name: CR 581 Commissioners Pike 1
 Date Printed: 5/13/2022
 Start Date: 5/9/2022
 End Date: 5/13/2022
 GPS Accuracy: 0ft
 Location Verified: No

Number of Vehicles Traveling Greater Than 30 MPH



Site Code:	581001	File Name:	CR 581 Commissioners Pike 1
Station ID:	CR 581 Commissioners Pike 2	Date Printed:	5/13/2022
Location 1:	Between CR 614 and CR 672	Start Date:	5/9/2022
Location 2:	Pole #S3116	End Date:	5/13/2022
Latitude:	0.000000	GPS Accuracy:	0ft
Longitude:	0.000000	Location Verified:	No

Number of Vehicles Traveling At A Given Speed - Total



SPEED DATA ANALYSIS

Location



Between CR 614 and CR 672
Pole #S3116
Latitude: 0 0' 0.000"
Longitude: 0 0' 0.000"

Analysis Time Period



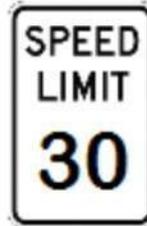
Start	End
5/9/2022	5/13/2022
12:00 AM	12:00 AM

Vehicles Analyzed



5,580

Speed Limit



30

Total Enforceable Violations



5,469

Average Speed



46

% Enforceable Violations



98%

Fastest Speed



94

Enforcement Rating

HIGH

Slowest Speed



9

Salem County Engineers Office
 110 5 th street Suite 600 Salem N.J. 08079

Site Code:	581001	File Name:	CR 581 Commissioners Pike 1
Station ID:	CR 581 Commissioners Pike 2	Date Printed:	5/13/2022
Location 1:	Between CR 614 and CR 672	Start Date:	5/9/2022
Location 2:	Pole #S3116	End Date:	5/13/2022
Latitude:	0.000000	GPS Accuracy:	0ft
Longitude:	0.000000	Location Verified:	No

Averaged Daily Totals

Combined	<= 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	>70 to 75	>75 to 80	>80 to 85	>85 to 90	> 90	Total
Sunday	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Monday	0	132	242	247	141	40	6	3	1	0	0	0	0	812
Tuesday	0	249	470	490	215	61	18	0	0	2	0	0	0	1,505
Wednesday	0	185	445	479	239	62	19	4	1	2	1	0	0	1,437
Thursday	0	230	481	495	229	61	16	5	1	0	1	0	1	1,520
Friday	0	72	158	154	59	21	12	1	0	0	0	0	0	477
Saturday	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	868	1,796	1,865	883	245	71	13	3	4	2	0	1	5,751

Site Code: 581002 File Name: RT 581 Commissioners Pike
 Station ID: CR 581 Commissioners Pike 2 Date Printed: 5/13/2022
 Location 1: Between Stockington Rd and CR 672 Start Date: 5/9/2022
 Location 2: Pole #S13438 End Date: 5/13/2022
 Latitude: 0.000000 GPS Accuracy: 0ft
 Longitude: 0.000000 Location Verified: No

Combined Lanes

Peak Analysis

Classes Excluded From Peaks: None

Date	AM Peak	Hour Volume	Highest Interval Time	Highest Interval Volume	Peak Hour Factor	Pm Peak	Hour Volume	Highest Interval Time	Highest Interval Volume	Peak Hour Factor
5/9/2022	11:00	14	11:44	13	0.27	17:48	87	18:21	29	0.75
5/10/2022	06:30	93	06:30	26	0.89	15:23	101	15:23	32	0.79
5/11/2022	06:52	78	07:12	23	0.85	15:08	96	15:44	36	0.67
5/12/2022	06:24	84	06:29	27	0.78	15:52	114	16:36	42	0.68
5/13/2022	07:00	69	07:13	23	0.75	No Volume				

Pace Speed - MPH

Classes Excluded From Pace: None

Speed	Number	Percent
34 - 43	2,566	65%

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	3,977
Total Greater Than 50.0	121
Percent Greater Than 50.0	3.0%

Mean, Median, and Mode Averages

Mean:	38.7
Median (50th %):	38.4
Mode:	41.0

Site Code: 581002 File Name: RT 581 Commissioners Pike
 Station ID: CR 581 Commissioners Pike 2 Date Printed: 5/13/2022
 Location 1: Between Stockington Rd and CR 672 Start Date: 5/9/2022
 Location 2: Pole #S13438 End Date: 5/13/2022
 Latitude: 0.000000 GPS Accuracy: 0ft
 Longitude: 0.000000 Location Verified: No

Length Statistics

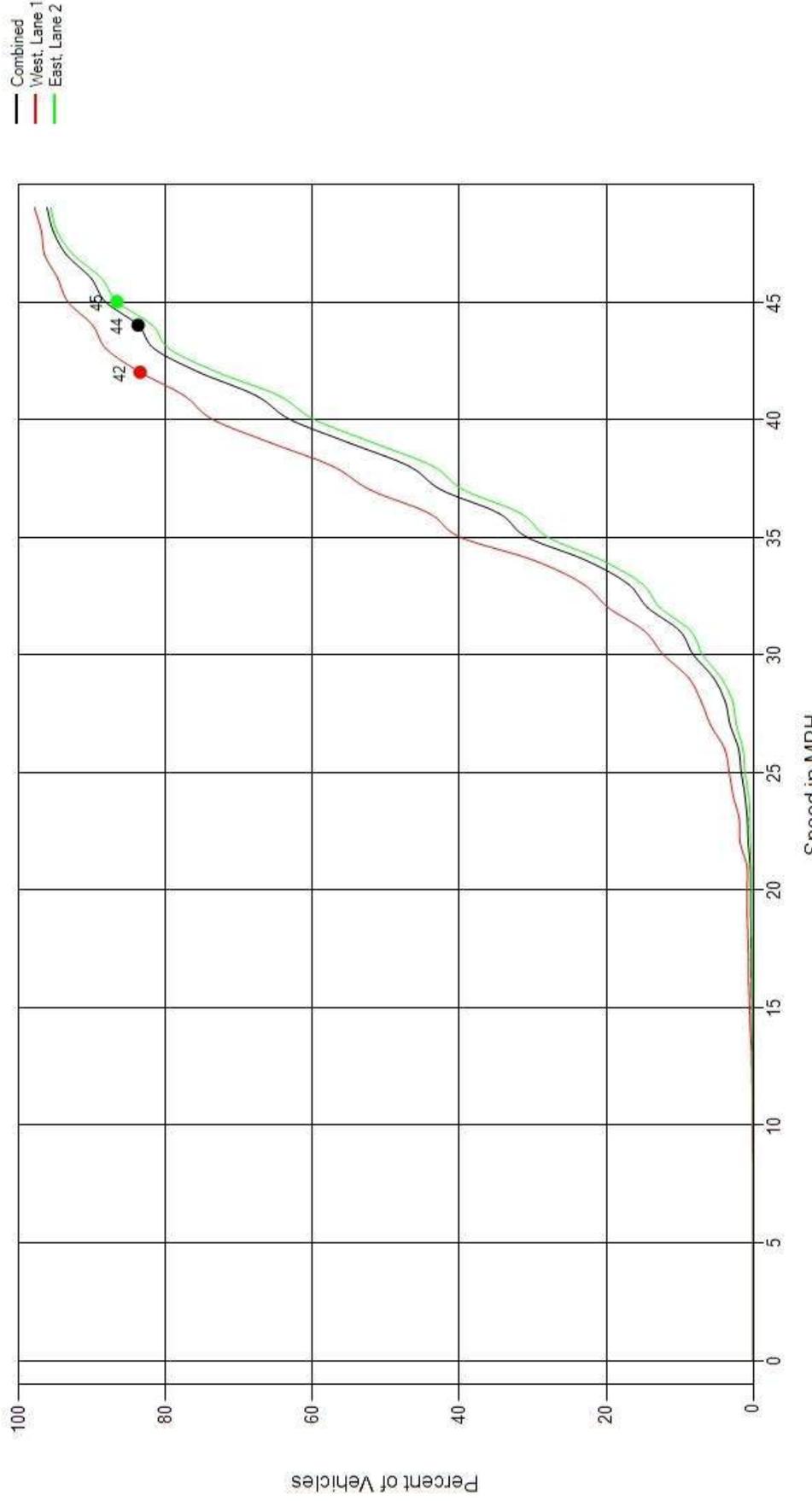
<= 95 <= 239 <= 479 <= 839 > 839
 56 3529 362 30 0
 1.4% 88.7% 9.1% 0.8% 0.0%

AADT

Date	Lane	Volume	User	Daily	ADT	Season	AADT
5/9/2022	West, Lane 1	157	1.00	1.00	157	1.00	157
5/9/2022	East, Lane 2	406	1.00	1.00	406	1.00	406
5/9/2022	Day Total	563			563		563
5/10/2022	West, Lane 1	255	1.00	1.00	255	1.00	255
5/10/2022	East, Lane 2	804	1.00	1.00	804	1.00	804
5/10/2022	Day Total	1,059			1,059		1,059
5/11/2022	West, Lane 1	225	1.00	1.00	225	1.00	225
5/11/2022	East, Lane 2	740	1.00	1.00	740	1.00	740
5/11/2022	Day Total	965			965		965
5/12/2022	West, Lane 1	279	1.00	1.00	279	1.00	279
5/12/2022	East, Lane 2	814	1.00	1.00	814	1.00	814
5/12/2022	Day Total	1,093			1,093		1,093
5/13/2022	West, Lane 1	29	1.00	1.00	29	1.00	29
5/13/2022	East, Lane 2	268	1.00	1.00	268	1.00	268
5/13/2022	Day Total	297			297		297
Total		3977			3977		3977
Average		795			795		795

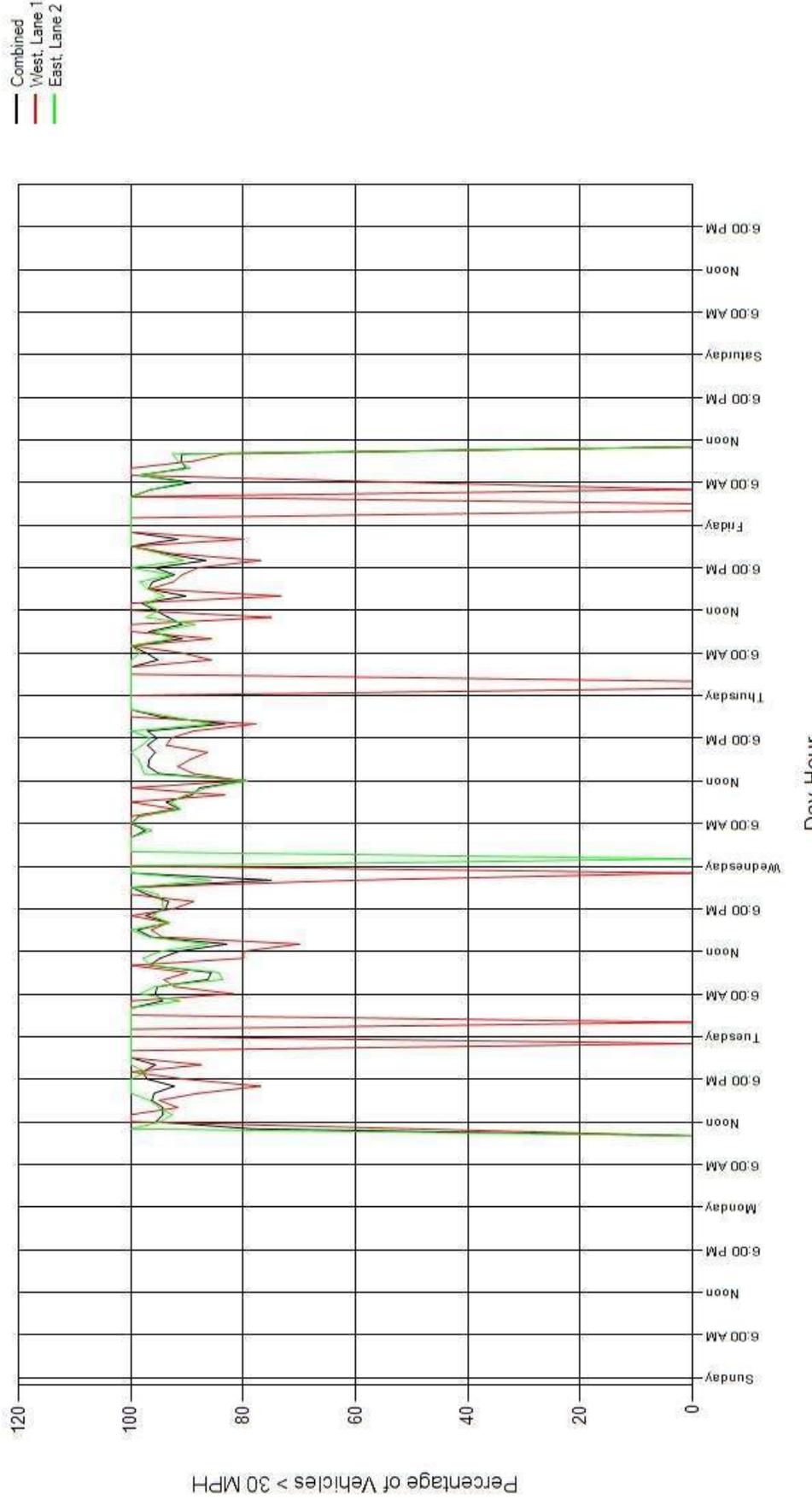
Site Code:	581002	File Name:	RT 581 Commissioners Pike 2
Station ID:	CR 581 Commissioners Pike 2	Date Printed:	5/13/2022
Location 1:	Between Stockington Rd and CR 672	Start Date:	5/9/2022
Location 2:	Pole #S13438	End Date:	5/13/2022
Latitude:	0.000000	GPS Accuracy:	0ft
Longitude:	0.000000	Location Verified:	No

Cumulative Speed (in MPH)



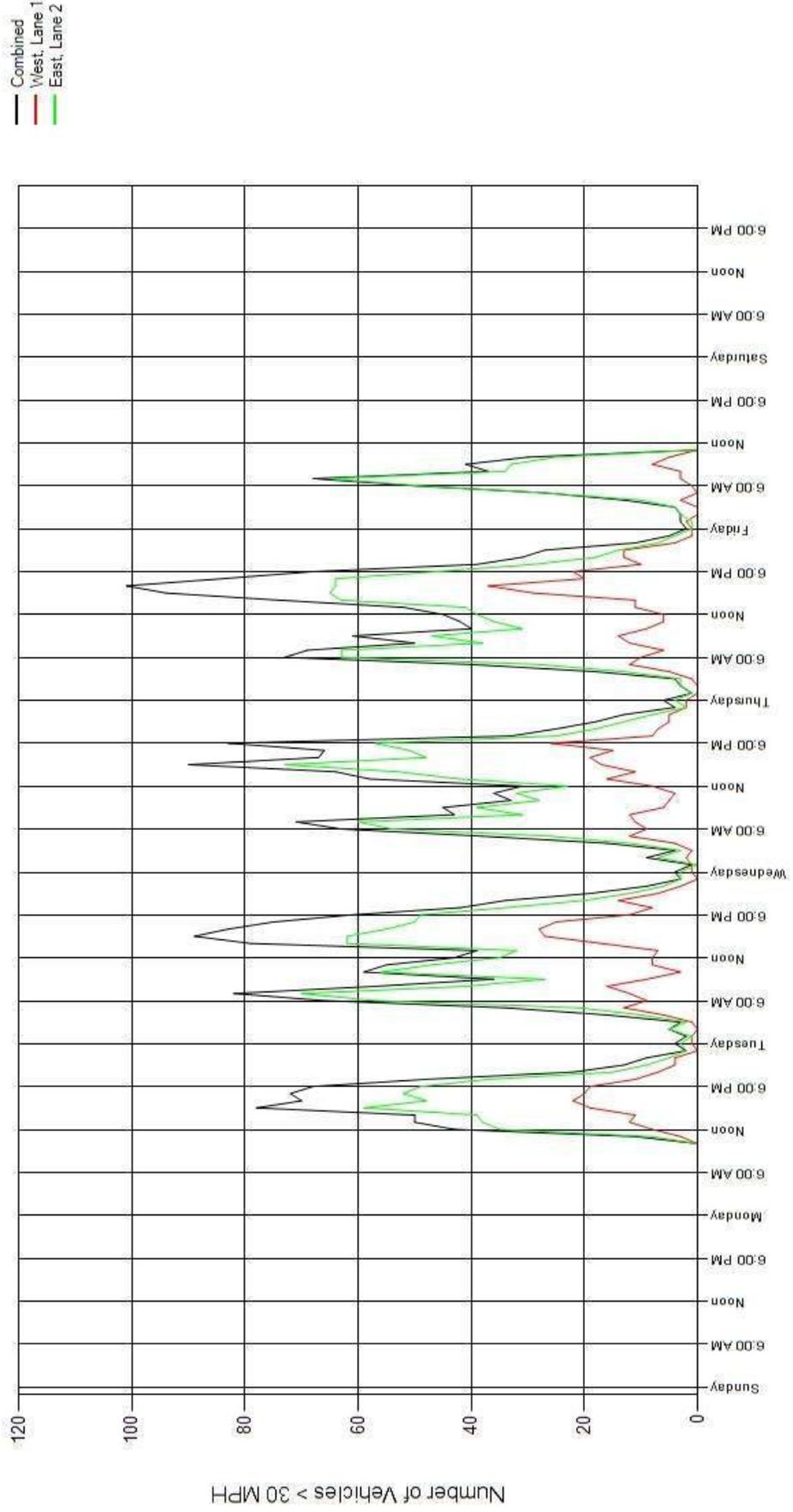
Site Code:	581002	File Name:	RT 581 Commissioners Pike 2
Station ID:	CR 581 Commissioners Pike 2	Date Printed:	5/13/2022
Location 1:	Between Stockington Rd and CR 672	Start Date:	5/9/2022
Location 2:	Pole #S13438	End Date:	5/13/2022
Latitude:	0.000000	GPS Accuracy:	0ft
Longitude:	0.000000	Location Verified:	No

Percentage of Vehicles Traveling Greater Than 30 MPH



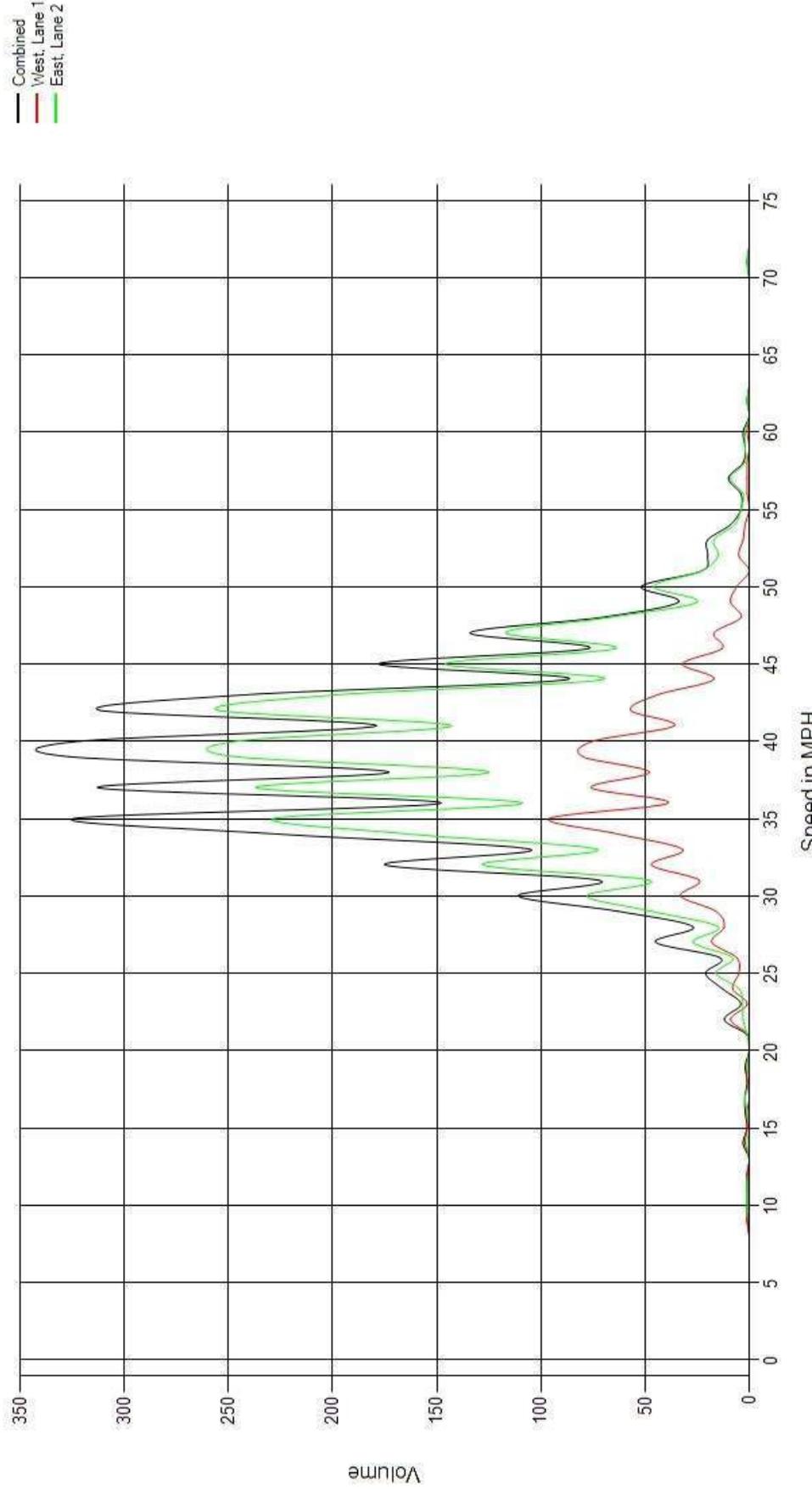
Site Code: 581002 File Name: RT 581 Commissioners Pike
 Station ID: CR 581 Commissioners Pike 2 Date Printed: 5/13/2022
 Location 1: Between Stockington Rd and CR 672 Start Date: 5/9/2022
 Location 2: Pole #S13438 End Date: 5/13/2022
 Latitude: 0.000000 GPS Accuracy: 0ft
 Longitude: 0.000000 Location Verified: No

Number of Vehicles Traveling Greater Than 30 MPH



Site Code:	581002	File Name:	RT 581 Commissioners Pike 2
Station ID:	CR 581 Commissioners Pike 2	Date Printed:	5/13/2022
Location 1:	Between Stockington Rd and CR 672	Start Date:	5/9/2022
Location 2:	Pole #S13438	End Date:	5/13/2022
Latitude:	0.000000	GPS Accuracy:	0ft
Longitude:	0.000000	Location Verified:	No

Number of Vehicles Traveling At A Given Speed - Total



SPEED DATA ANALYSIS

Location



Between Stockington Rd and
CR 672
Pole #S13438
Latitude: 0 0' 0.000"
Longitude: 0 0' 0.000"

Analysis Time Period



Start	End
5/9/2022 12:00 AM	5/13/2022 12:00 AM

Vehicles Analyzed



3,680

Speed Limit



30

Total Enforceable Violations



3,445

Average Speed



39

% Enforceable Violations



94%

Fastest Speed



71

Enforcement Rating

HIGH

Slowest Speed



9

Salem County Engineers Office
 110 5 th street Suite 600 Salem N.J. 08079

Site Code:	581002	File Name:	RT 581 Commissioners Pike 2
Station ID:	CR 581 Commissioners Pike 2	Date Printed:	5/13/2022
Location 1:	Between Stockington Rd and CR 672	Start Date:	5/9/2022
Location 2:	Pole #S13438	End Date:	5/13/2022
Latitude:	0.000000	GPS Accuracy:	0ft
Longitude:	0.000000	Location Verified:	No

Averaged Daily Totals

Combined	<= 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	>70 to 75	>75 to 80	>80 to 85	>85 to 90	> 90	Total
Sunday	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Monday	0	184	144	59	17	4	1	0	0	0	0	0	0	409
Tuesday	0	308	259	104	16	5	0	0	0	0	0	0	0	692
Wednesday	0	332	241	92	15	6	0	0	0	0	0	0	0	686
Thursday	0	359	284	98	26	6	0	0	1	0	0	0	0	774
Friday	0	99	70	15	2	1	0	0	0	0	0	0	0	187
Saturday	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1,282	998	368	76	22	1	0	1	0	0	0	0	2,748

Site Code:	672001	File Name:	CR 672 Watsons Mill 1
Station ID:	CR 672 Watsons Mill Rd 1	Date Printed:	5/13/2022
Location 1:	Between CR 581 and Pleasant Hill Rd	Start Date:	5/9/2022
Location 2:	Pole #72	End Date:	5/13/2022
Latitude:	0.000000	GPS Accuracy:	0ft
Longitude:	0.000000	Location Verified:	No

Combined Lanes

Peak Analysis

Classes Excluded From Peaks: None

Date	AM Peak	Hour Volume	Highest Interval Time	Highest Interval Volume	Peak Hour Factor	Pm Peak	Hour Volume	Highest Interval Time	Highest Interval Volume	Peak Hour Factor
5/9/2022	No Volume					15:24	47	16:07	18	0.65
5/10/2022	06:56	66	06:59	26	0.63	14:54	61	15:22	21	0.73
5/11/2022	06:28	48	06:28	19	0.63	15:19	46	15:55	19	0.61
5/12/2022	08:04	39	08:06	15	0.65	15:13	79	15:56	35	0.56
5/13/2022	06:33	78	06:55	47	0.41	No Volume				

Pace Speed - MPH

Classes Excluded From Pace: None

Speed	Number	Percent
34 - 43	948	53%

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	1,794
Total Greater Than 50.0	224
Percent Greater Than 50.0	12.5%

Mean, Median, and Mode Averages

Mean:	41.1
Median (50th %):	40.9
Mode:	42.3

Length Statistics

File Name: CR 672 Watsons Mill 1
 Date Printed: 5/13/2022
 Start Date: 5/9/2022
 End Date: 5/13/2022
 GPS Accuracy: 0ft
 Location Verified: No

Site Code: 672001
 Station ID: CR 672 Watsons Mill Rd 1
 Location 1: Between CR 581 and Pleasant Hill Rd
 Location 2: Pole #72
 Latitude: 0.000000
 Longitude: 0.000000
 <= 95 <= 239
 31 1569
 1.7% 87.5%

<= 839
 32
 1.8%

<= 479
 162
 9.0%

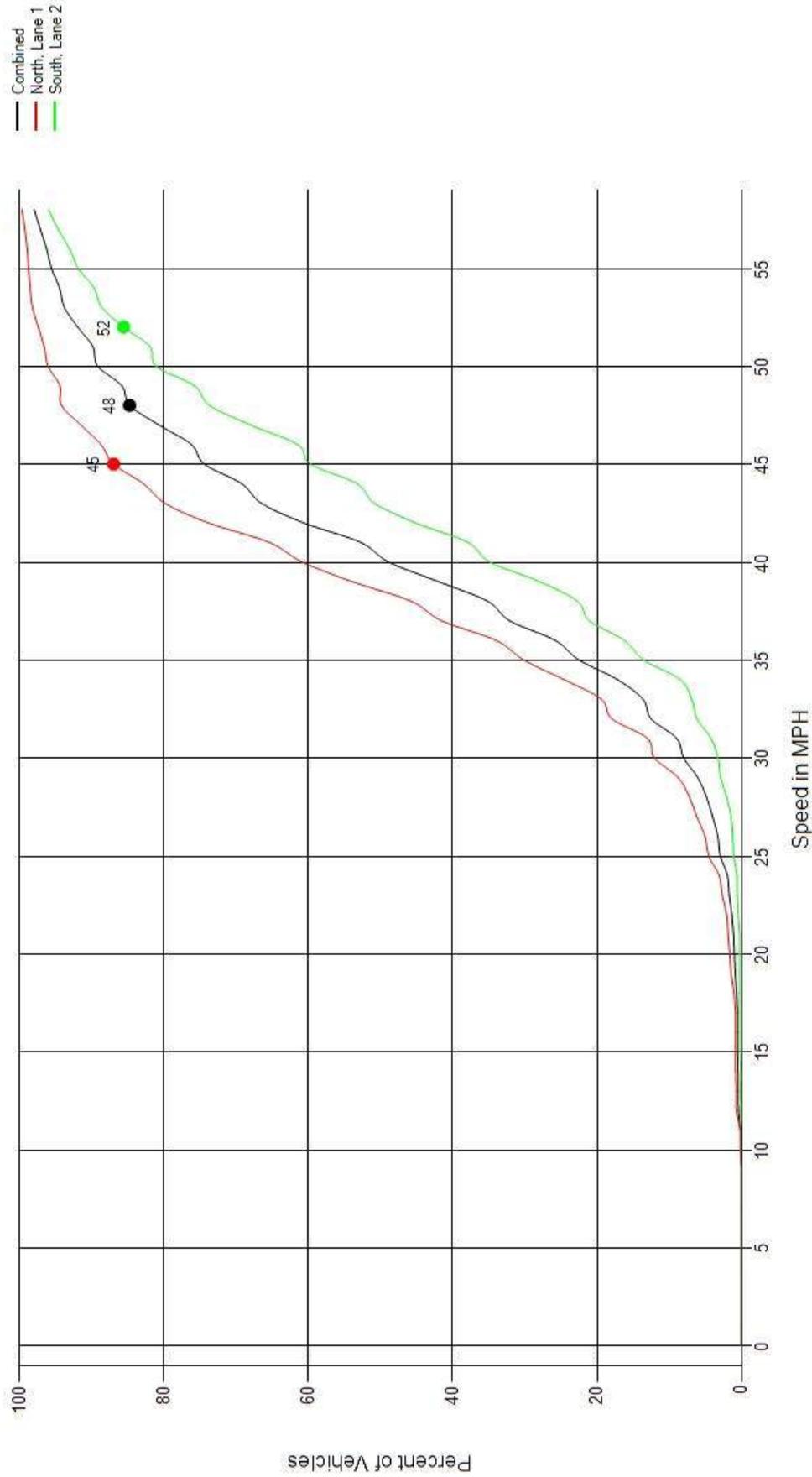
AADT

Date	Lane	Volume	User	x	Daily	=	ADT	x	Season	=	AADT
5/9/2022	North, Lane 1	110	1.00		1.00		110		1.00		110
5/9/2022	South, Lane 2	135	1.00		1.00		135		1.00		135
5/9/2022	Day Total	245					245				245
5/10/2022	North, Lane 1	285	1.00		1.00		285		1.00		285
5/10/2022	South, Lane 2	229	1.00		1.00		229		1.00		229
5/10/2022	Day Total	514					514				514
5/11/2022	North, Lane 1	220	1.00		1.00		220		1.00		220
5/11/2022	South, Lane 2	179	1.00		1.00		179		1.00		179
5/11/2022	Day Total	399					399				399
5/12/2022	North, Lane 1	247	1.00		1.00		247		1.00		247
5/12/2022	South, Lane 2	230	1.00		1.00		230		1.00		230
5/12/2022	Day Total	477					477				477
5/13/2022	North, Lane 1	106	1.00		1.00		106		1.00		106
5/13/2022	South, Lane 2	53	1.00		1.00		53		1.00		53
5/13/2022	Day Total	159					159				159
Total		1794					1794				1794
Average		359					359				359

File Name: CR 672 Watsons Mill 1
Date Printed: 5/13/2022
Start Date: 5/9/2022
End Date: 5/13/2022
GPS Accuracy: 0ft
Location Verified: No

Site Code: 672001
Station ID: CR 672 Watsons Mill Rd 1
Location 1: Between CR 581 and Pleasant Hill Rd
Location 2: Pole #72
Latitude: 0.000000
Longitude: 0.000000

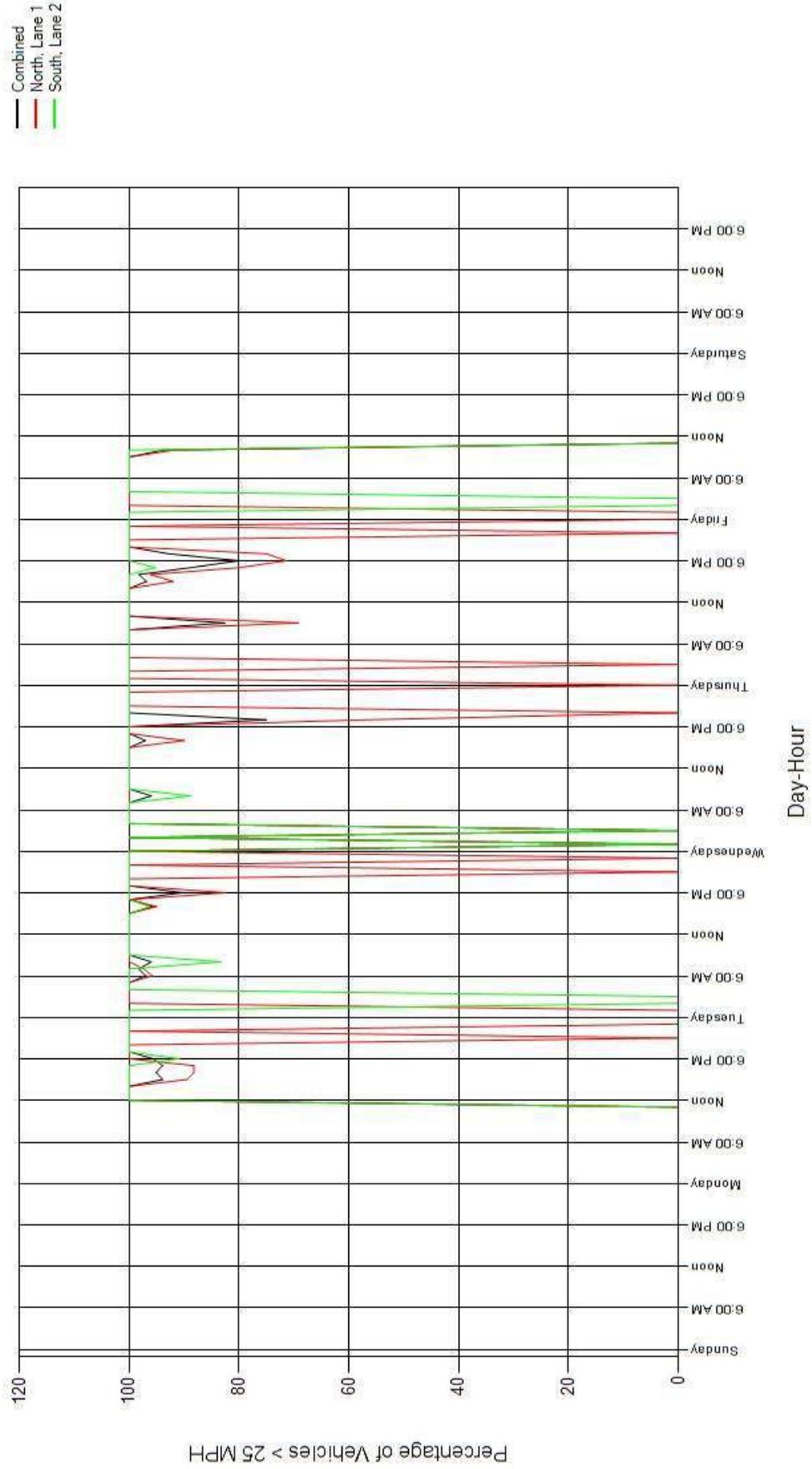
Cumulative Speed (in MPH)



File Name: CR 672 Watsons Mill 1
 Date Printed: 5/13/2022
 Start Date: 5/9/2022
 End Date: 5/13/2022
 GPS Accuracy: 0ft
 Location Verified: No

Site Code: 672001
 Station ID: CR 672 Watsons Mill Rd 1
 Location 1: Between CR 581 and Pleasant Hill Rd Pole #72
 Location 2: Pole #72
 Latitude: 0.000000
 Longitude: 0.000000

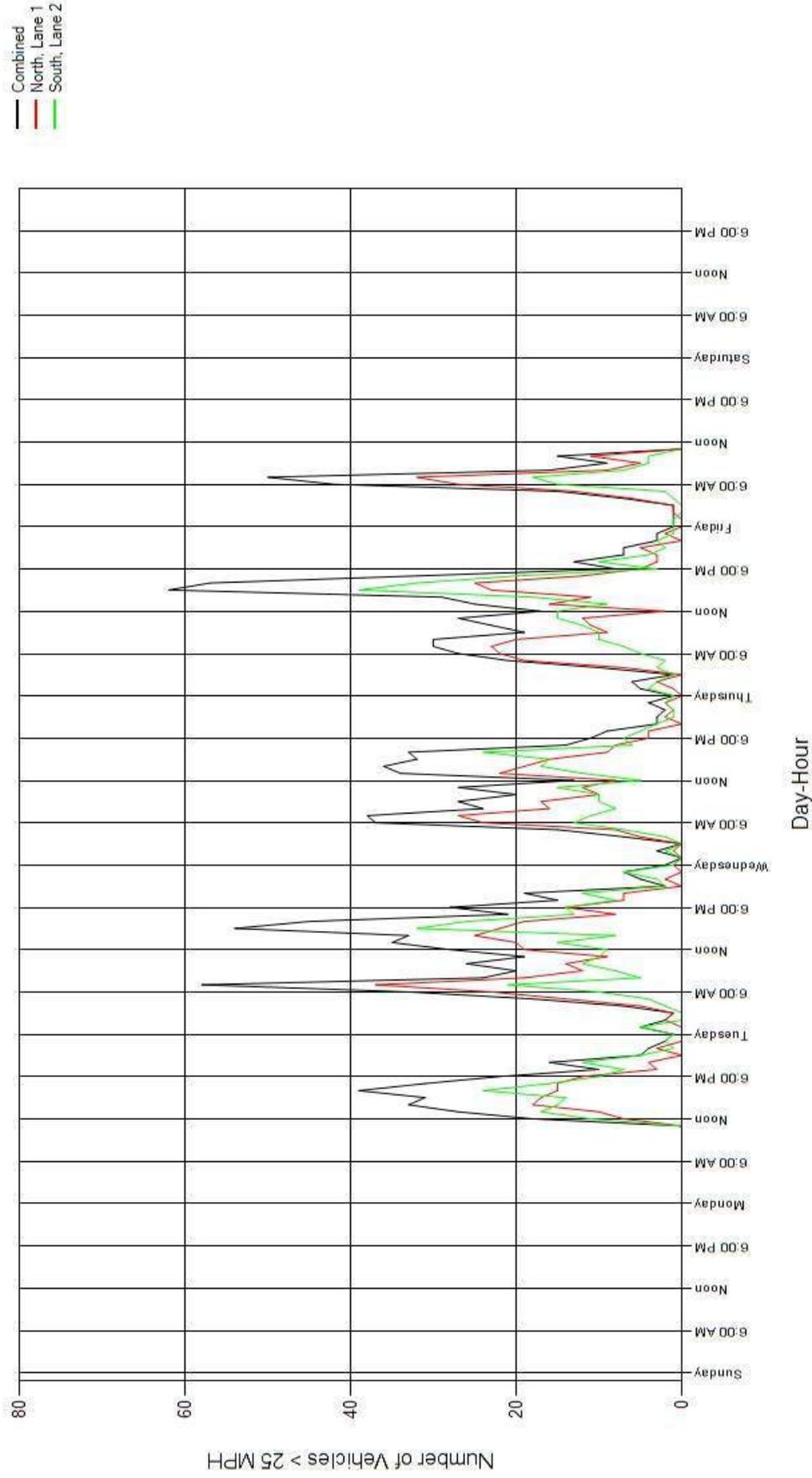
Percentage of Vehicles Traveling Greater Than 25 MPH



File Name: CR 672 Watsons
Mill 1
Date Printed: 5/13/2022
Start Date: 5/9/2022
End Date: 5/13/2022
GPS Accuracy: 0ft
Location Verified: No

Site Code: 672001
Station ID: CR 672 Watsons
Mill Rd 1
Location 1: Between CR 581
and Pleasant Hill Rd
Location 2: Pole #72
Latitude: 0.000000
Longitude: 0.000000

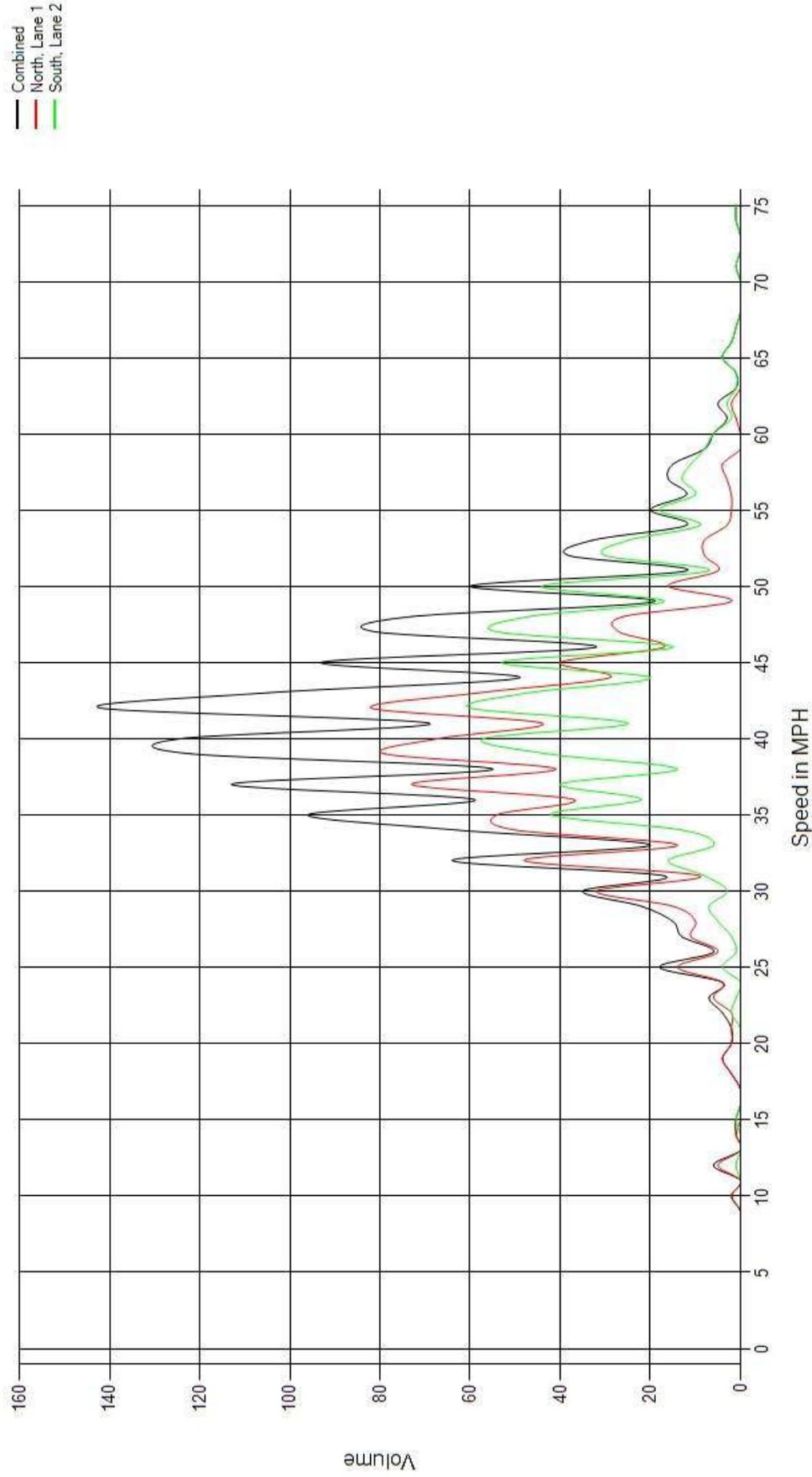
Number of Vehicles Traveling Greater Than 25 MPH



File Name: CR 672 Watsons
Mill 1
Date Printed: 5/13/2022
Start Date: 5/9/2022
End Date: 5/13/2022
GPS Accuracy: 0ft
Location Verified: No

Site Code: 672001
Station ID: CR 672 Watsons
Mill Rd 1
Location 1: Between CR 581
and Pleasant Hill Rd
Location 2: Pole #72
Latitude: 0.000000
Longitude: 0.000000

Number of Vehicles Traveling At A Given Speed - Total



Site Code: 667002
 Station ID: CR 667 Hammersville -
 Pecks Corner Rd 2
 Location 1: Between CR 626 and
 NJ Route 49
 Location 2: Pole #S34116
 Latitude: 0.000000
 Longitude: 0.000000

File Name: CR 677 Hammersville
 Pecks Corner Rd 2
 Date Printed: 5/27/2022
 Start Date: 5/23/2022
 End Date: 5/27/2022
 GPS Accuracy: 0ft
 Location Verified: No

Averaged Daily Totals

Combined	<= 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	>70 to 75	>75 to 80	>80 to 85	>85 to 90	> 90	Total
Sunday	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Monday	0	91	149	126	58	21	8	2	0	0	0	0	0	455
Tuesday	0	155	250	238	123	49	10	1	0	0	0	0	0	826
Wednesday	0	152	252	201	146	50	8	2	0	1	0	0	0	812
Thursday	0	137	219	209	125	45	12	4	0	0	1	0	0	752
Friday	0	47	75	71	52	18	1	0	0	0	0	0	0	264
Saturday	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	582	945	845	504	183	39	9	0	1	1	0	0	3,109

SPEED DATA ANALYSIS

Location



Between CR 581 and Pleasant Hill Rd
Pole #72
Latitude: 0 0' 0.000"
Longitude: 0 0' 0.000"

Analysis Time Period



Start	End
5/9/2022 12:00 AM	5/13/2022 12:00 AM

Vehicles Analyzed



1,635

Speed Limit



25

Total Enforceable Violations



1,594

Average Speed



41

% Enforceable Violations



97%

Fastest Speed



82

Enforcement Rating

HIGH

Slowest Speed



10

Site Code:	672001	File Name:	CR 672 Watsons Mill 1
Station ID:	CR 672 Watsons Mill Rd 1	Date Printed:	5/13/2022
Location 1:	Between CR 581 and Pleasant Hill Rd	Start Date:	5/9/2022
Location 2:	Pole #72	End Date:	5/13/2022
Latitude:	0.000000	GPS Accuracy:	0ft
Longitude:	0.000000	Location Verified:	No

Averaged Daily Totals

Combined	<= 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	>70 to 75	>75 to 80	>80 to 85	>85 to 90	> 90	Total
Sunday	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Monday	0	59	52	42	21	9	1	1	1	0	1	0	0	187
Tuesday	0	132	144	83	32	14	4	0	2	0	0	0	0	411
Wednesday	0	101	106	56	29	17	3	2	0	0	0	0	0	314
Thursday	0	133	116	66	24	14	4	0	0	0	0	0	0	357
Friday	0	48	40	18	9	3	2	0	0	0	0	0	1	121
Saturday	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	473	458	265	115	57	14	3	3	0	1	1	0	1,390

File Name: CR 672 Watsons Mill 2
 Date Printed: 5/13/2022
 Start Date: 5/9/2022
 End Date: 5/13/2022
 GPS Accuracy: 0ft
 Location Verified: No

Site Code: 672002
 Station ID: CR 672 Watsons Mill Rd 2
 Location 1: Between CR581 and Robbins Rd
 Location 2: Pole #61
 Latitude: 0.000000
 Longitude: 0.000000

Combined Lanes

Peak Analysis

Classes Excluded From Peaks: None

Date	AM Peak	Hour Volume	Highest Interval Time	Highest Interval Volume	Peak Hour Factor	Pm Peak	Hour Volume	Highest Interval Time	Highest Interval Volume	Peak Hour Factor
5/9/2022	No Volume					15:24	95	15:52	31	0.77
5/10/2022	06:44	39	07:25	15	0.65	15:53	92	16:11	39	0.59
5/11/2022	08:36	26	08:55	9	0.72	14:15	44	14:44	17	0.65
5/12/2022	06:28	30	06:52	13	0.58	14:31	76	14:57	25	0.76
5/13/2022	06:08	42	06:50	29	0.36	No Volume				

Pace Speed - MPH

Classes Excluded From Pace: None

Speed	Number	Percent
39 - 48	916	54%

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	1,709
Total Greater Than 50.0	509
Percent Greater Than 50.0	29.8%

Mean, Median, and Mode Averages

Mean:	46.3
Median (50th %):	45.9
Mode:	42.9

Length Statistics

File Name: CR 672 Watsons Mill 2
 Date Printed: 5/13/2022
 Start Date: 5/9/2022
 End Date: 5/13/2022
 GPS Accuracy: 0ft
 Location Verified: No

Site Code: 672002
 Station ID: CR 672 Watsons Mill Rd 2
 Location 1: Between CR581 and Robbins Rd
 Location 2: Pole #61
 Latitude: 0.000000
 Longitude: 0.000000
 <= 95 <= 239
 24 1417
 1.4% 82.9%

<= 839
 59
 3.5%

<= 479
 205
 12.0%

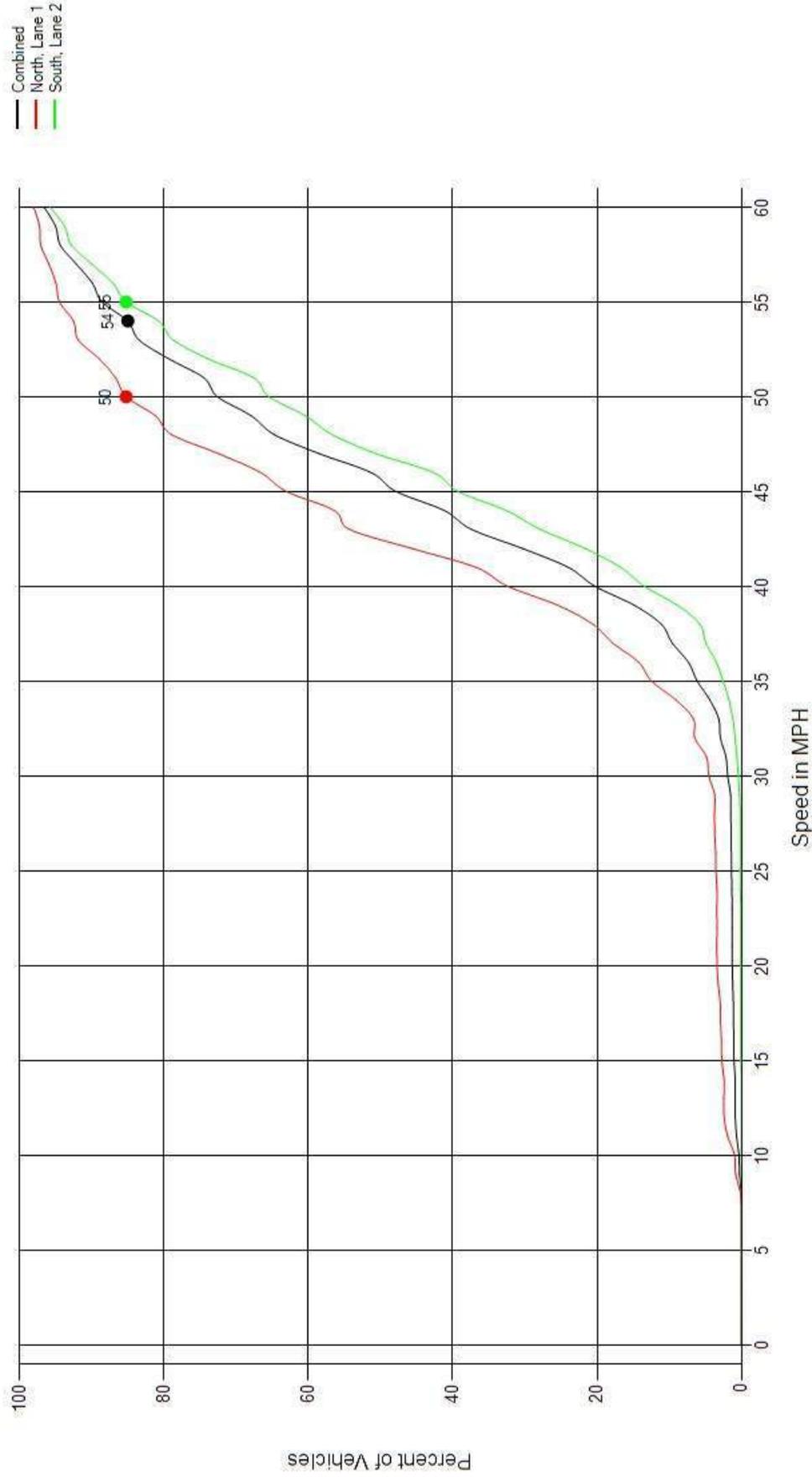
AADT

Date	Lane	Volume	User	x	Daily	=	AADT	x	Season	=	AADT
5/9/2022	North, Lane 1	123	1.00	x	1.00	=	123	x	1.00	=	123
5/9/2022	South, Lane 2	301	1.00	x	1.00	=	301	x	1.00	=	301
5/9/2022	Day Total	424					424				424
5/10/2022	North, Lane 1	184	1.00	x	1.00	=	184	x	1.00	=	184
5/10/2022	South, Lane 2	340	1.00	x	1.00	=	340	x	1.00	=	340
5/10/2022	Day Total	524					524				524
5/11/2022	North, Lane 1	117	1.00	x	1.00	=	117	x	1.00	=	117
5/11/2022	South, Lane 2	205	1.00	x	1.00	=	205	x	1.00	=	205
5/11/2022	Day Total	322					322				322
5/12/2022	North, Lane 1	124	1.00	x	1.00	=	124	x	1.00	=	124
5/12/2022	South, Lane 2	207	1.00	x	1.00	=	207	x	1.00	=	207
5/12/2022	Day Total	331					331				331
5/13/2022	North, Lane 1	69	1.00	x	1.00	=	69	x	1.00	=	69
5/13/2022	South, Lane 2	39	1.00	x	1.00	=	39	x	1.00	=	39
5/13/2022	Day Total	108					108				108
Total		1709					1709				1709
Average		341					341				341

File Name: CR 672 Watsons Mill 2
Date Printed: 5/13/2022
Start Date: 5/9/2022
End Date: 5/13/2022
GPS Accuracy: 0ft
Location Verified: No

Site Code: 672002
Station ID: CR 672 Watsons Mill Rd 2
Location 1: Between CR581 and Robbins Rd
Location 2: Pole #61
Latitude: 0.000000
Longitude: 0.000000

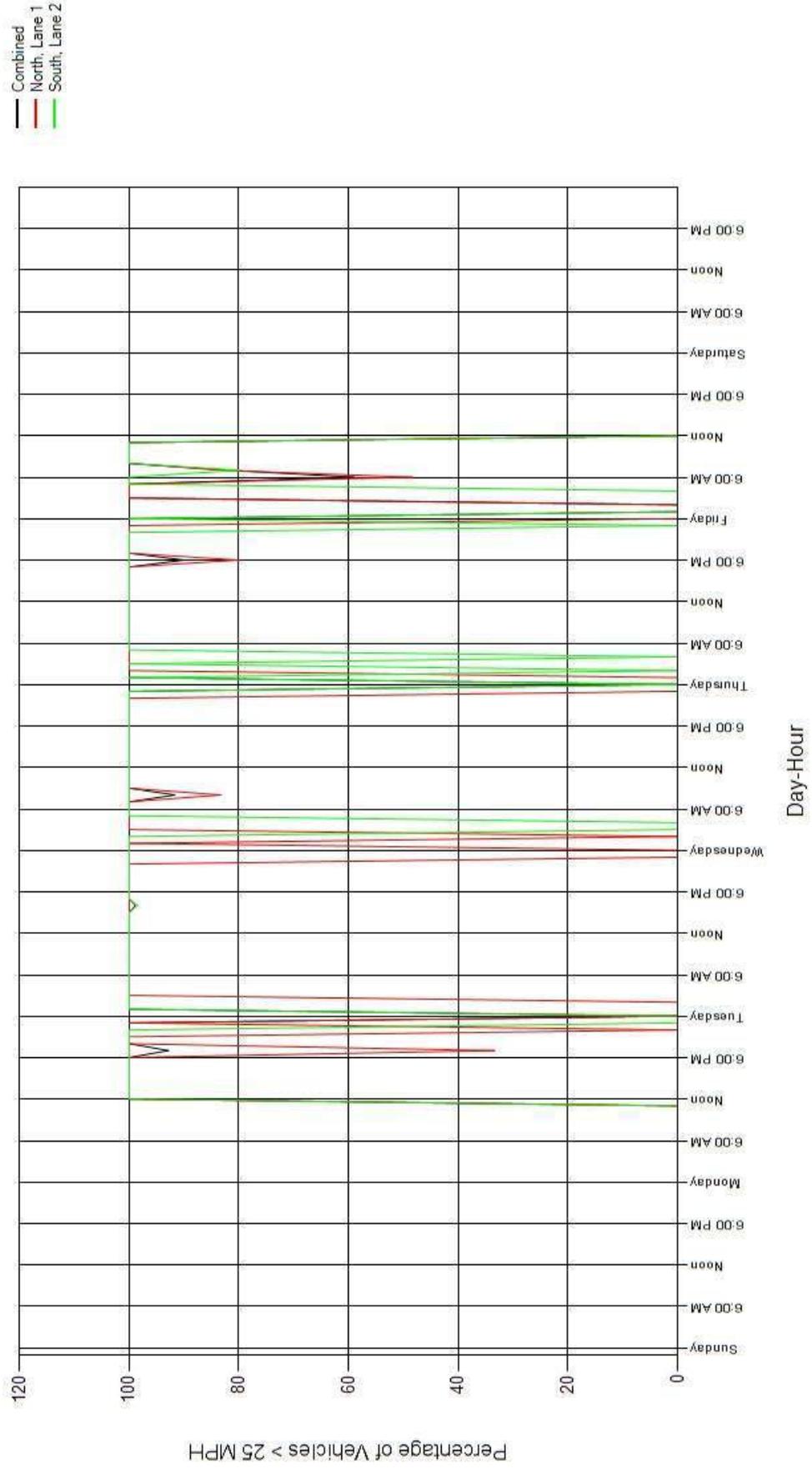
Cumulative Speed (in MPH)



File Name: CR 672 Watsons Mill 2
 Date Printed: 5/13/2022
 Start Date: 5/9/2022
 End Date: 5/13/2022
 GPS Accuracy: 0ft
 Location Verified: No

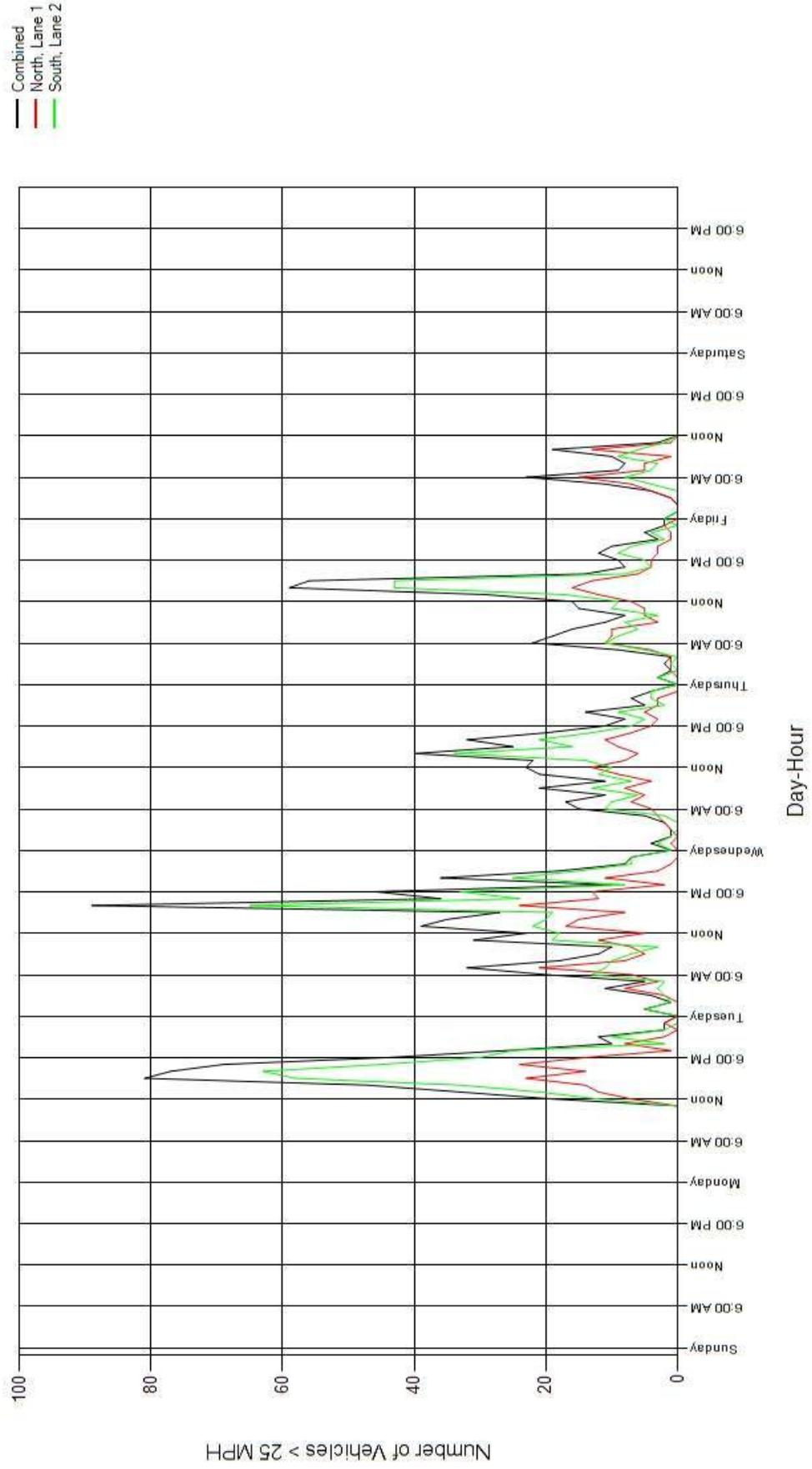
Site Code: 672002
 Station ID: CR 672 Watsons Mill Rd 2
 Location 1: Between CR581 and Robbins Rd
 Location 2: Pole #61
 Latitude: 0.000000
 Longitude: 0.000000

Percentage of Vehicles Traveling Greater Than 25 MPH



Site Code:	672002	File Name:	CR 672 Watsons Mill 2
Station ID:	CR 672 Watsons Mill Rd 2	Date Printed:	5/13/2022
Location 1:	Between CR581 and Robbins Rd	Start Date:	5/9/2022
Location 2:	Pole #61	End Date:	5/13/2022
Latitude:	0.000000	GPS Accuracy:	0ft
Longitude:	0.000000	Location Verified:	No

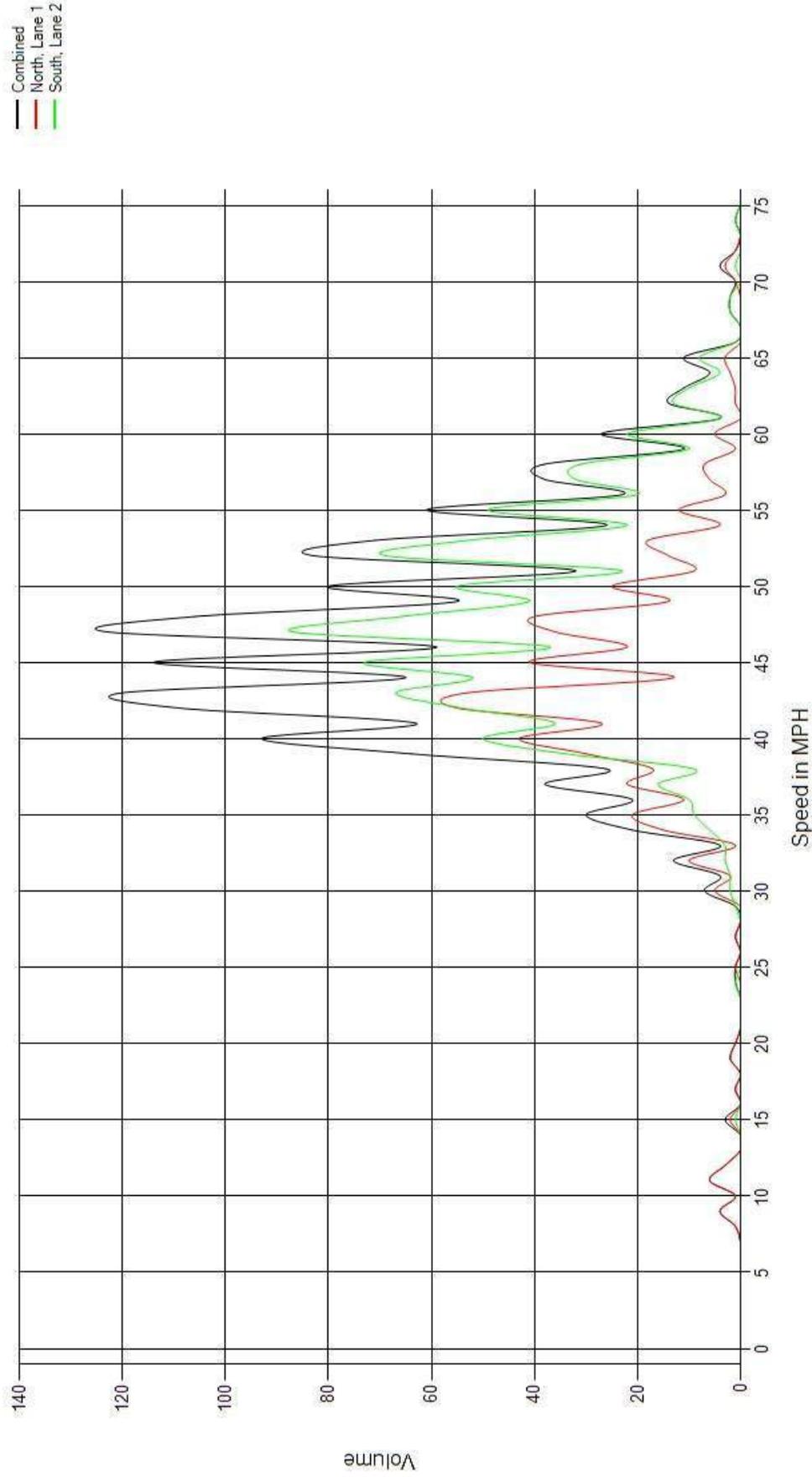
Number of Vehicles Traveling Greater Than 25 MPH



File Name: CR 672 Watsons
Mill 2
Date Printed: 5/13/2022
Start Date: 5/9/2022
End Date: 5/13/2022
GPS Accuracy: 0ft
Location Verified: No

Site Code: 672002
Station ID: CR 672 Watsons
Mill Rd 2
Location 1: Between CR581 and
Robbins Rd
Location 2: Pole #61
Latitude: 0.000000
Longitude: 0.000000

Number of Vehicles Traveling At A Given Speed - Total



SPEED DATA ANALYSIS

Location



Between CR581 and Robbins Rd
Pole #61
Latitude: 0 0' 0.000"
Longitude: 0 0' 0.000"

Analysis Time Period



Start	End
5/9/2022 12:00 AM	5/13/2022 12:00 AM

Vehicles Analyzed



1,601

Speed Limit



25

Total Enforceable Violations



1,596

Average Speed



46

% Enforceable Violations



100%

Fastest Speed



74

Enforcement Rating

HIGH

Slowest Speed



15

Site Code:	672002	File Name:	CR 672 Watsons Mill 2
Station ID:	CR 672 Watsons Mill Rd 2	Date Printed:	5/13/2022
Location 1:	Between CR581 and Robbins Rd	Start Date:	5/9/2022
Location 2:	Pole #61	End Date:	5/13/2022
Latitude:	0.000000	GPS Accuracy:	0ft
Longitude:	0.000000	Location Verified:	No

Averaged Daily Totals

Combined	<= 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	>70 to 75	>75 to 80	>80 to 85	>85 to 90	> 90	Total
Sunday	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Monday	0	56	114	109	74	42	9	0	1	0	0	0	0	405
Tuesday	0	81	149	133	82	35	12	3	4	0	0	0	0	499
Wednesday	0	41	83	73	52	33	13	2	0	0	0	0	0	297
Thursday	0	53	94	86	53	22	9	1	1	0	0	0	0	319
Friday	0	11	31	22	12	5	3	0	0	0	0	0	0	84
Saturday	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	242	471	423	273	137	46	6	6	6	0	0	0	1,604

Site Code: 611001
 Station ID: CR 611 Alloway-
 Aldine Rd
 Location 1: Between CR 672
 and Stockington Rd
 Location 2: Pole #B62927
 Latitude: 0.000000
 Longitude: 0.000000
 File Name: CR 611 Alloway
 Aldine Rd 1
 Date Printed: 5/20/2022
 Start Date: 5/16/2022
 End Date: 5/20/2022
 GPS Accuracy: 0ft
 Location Verified: No

Combined Lanes

Peak Analysis

Classes Excluded From Peaks: None

Date	AM Peak	Hour Volume	Highest Interval Time	Highest Interval Volume	Peak Hour Factor	Pm Peak	Hour Volume	Highest Interval Time	Highest Interval Volume	Peak Hour Factor
5/16/2022	10:42	60	10:48	19	0.79	15:20	110	15:49	35	0.79
5/17/2022	07:19	120	07:42	47	0.64	15:27	115	16:02	38	0.76
5/18/2022	07:18	126	07:31	42	0.75	15:48	130	15:50	43	0.76
5/19/2022	07:22	123	07:35	39	0.79	15:12	124	15:46	38	0.82
5/20/2022	07:25	112	07:30	41	0.68	No Volume				

Pace Speed - MPH

Classes Excluded From Pace: None

Speed	Number	Percent
39 - 48	2,429	51%

Vehicles Traveling Greater Than 50.0 MPH

Total Volume 4,785
 Total Greater Than 50.0 1,146
 Percent Greater Than 50.023.9%

Mean, Median, and Mode Averages

Mean: 44.7
 Median (50th %): 44.6
 Mode: 47.2

Length Statistics

File Name: CR 611 Alloway
 Aldine Rd 1
 5/20/2022
 Date Printed:
 Start Date: 5/16/2022
 End Date: 5/20/2022
 GPS Accuracy: 0ft
 Location Verified: No

Site Code: 611001
 Station ID: CR 611 Alloway-
 Aldine Rd
 Location 1: Between CR 672
 and Stockington Rd
 Location 2: Pole #B62927
 Latitude: 0.000000
 Longitude: 0.000000
 <= 95 <= 239
 71 4262
 1.5% 89.1%

<= 839
 48
 1.0%

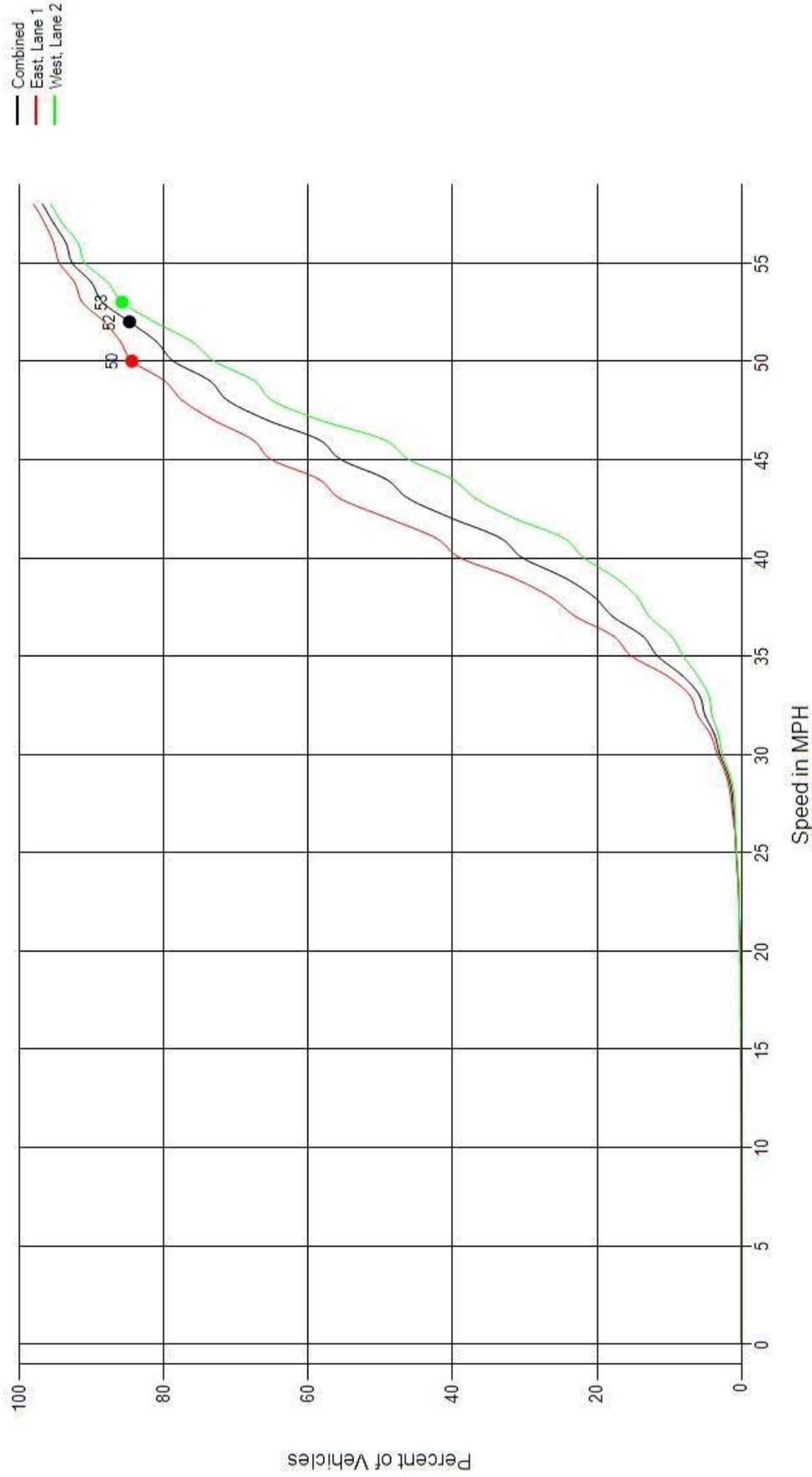
<= 479
 395
 8.3%

AADT

Date	Lane	Volume	User	Daily	ADT	x	Season	=	AADT
5/16/2022	East, Lane 1	329	1.00	1.00	329	x	1.00	=	329
5/16/2022	West, Lane 2	377	1.00	1.00	377	x	1.00	=	377
5/16/2022	Day Total	706			706				706
5/17/2022	East, Lane 1	597	1.00	1.00	597	x	1.00	=	597
5/17/2022	West, Lane 2	599	1.00	1.00	599	x	1.00	=	599
5/17/2022	Day Total	1,196			1,196				1,196
5/18/2022	East, Lane 1	613	1.00	1.00	613	x	1.00	=	613
5/18/2022	West, Lane 2	631	1.00	1.00	631	x	1.00	=	631
5/18/2022	Day Total	1,244			1,244				1,244
5/19/2022	East, Lane 1	603	1.00	1.00	603	x	1.00	=	603
5/19/2022	West, Lane 2	606	1.00	1.00	606	x	1.00	=	606
5/19/2022	Day Total	1,209			1,209				1,209
5/20/2022	East, Lane 1	231	1.00	1.00	231	x	1.00	=	231
5/20/2022	West, Lane 2	199	1.00	1.00	199	x	1.00	=	199
5/20/2022	Day Total	430			430				430
Total		4785			4785				4785
Average		957			957				957

Site Code:	611001	File Name:	CR 611 Alloway Aldine Rd 1
Station ID:	CR 611 Alloway- Aldine Rd	Date Printed:	5/20/2022
Location 1:	Between CR 672 and Stockington Rd	Start Date:	5/16/2022
Location 2:	Pole #B62927	End Date:	5/20/2022
Latitude:	0.000000	GPS Accuracy:	0ft
Longitude:	0.000000	Location Verified:	No

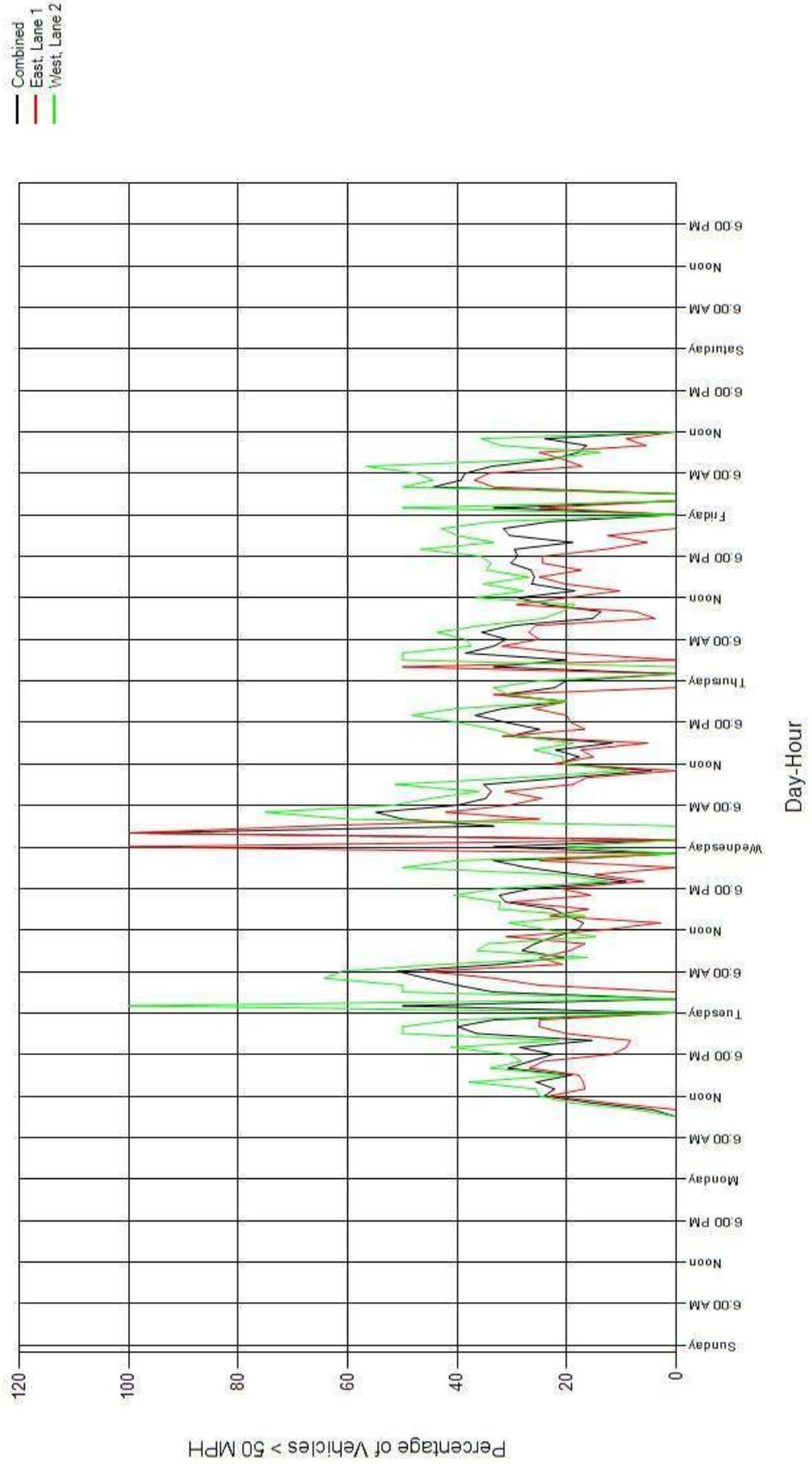
Cumulative Speed (in MPH)



Site Code: 611001
Station ID: CR 611 Alloway-
Aldine Rd
Location 1: Between CR 672
and Stockington Rd
Location 2: Pole #B62927
Latitude: 0.000000
Longitude: 0.000000

File Name: CR 611 Alloway
Aldine Rd 1
Date Printed: 5/20/2022
Start Date: 5/16/2022
End Date: 5/20/2022
GPS Accuracy: 0ft
Location Verified: No

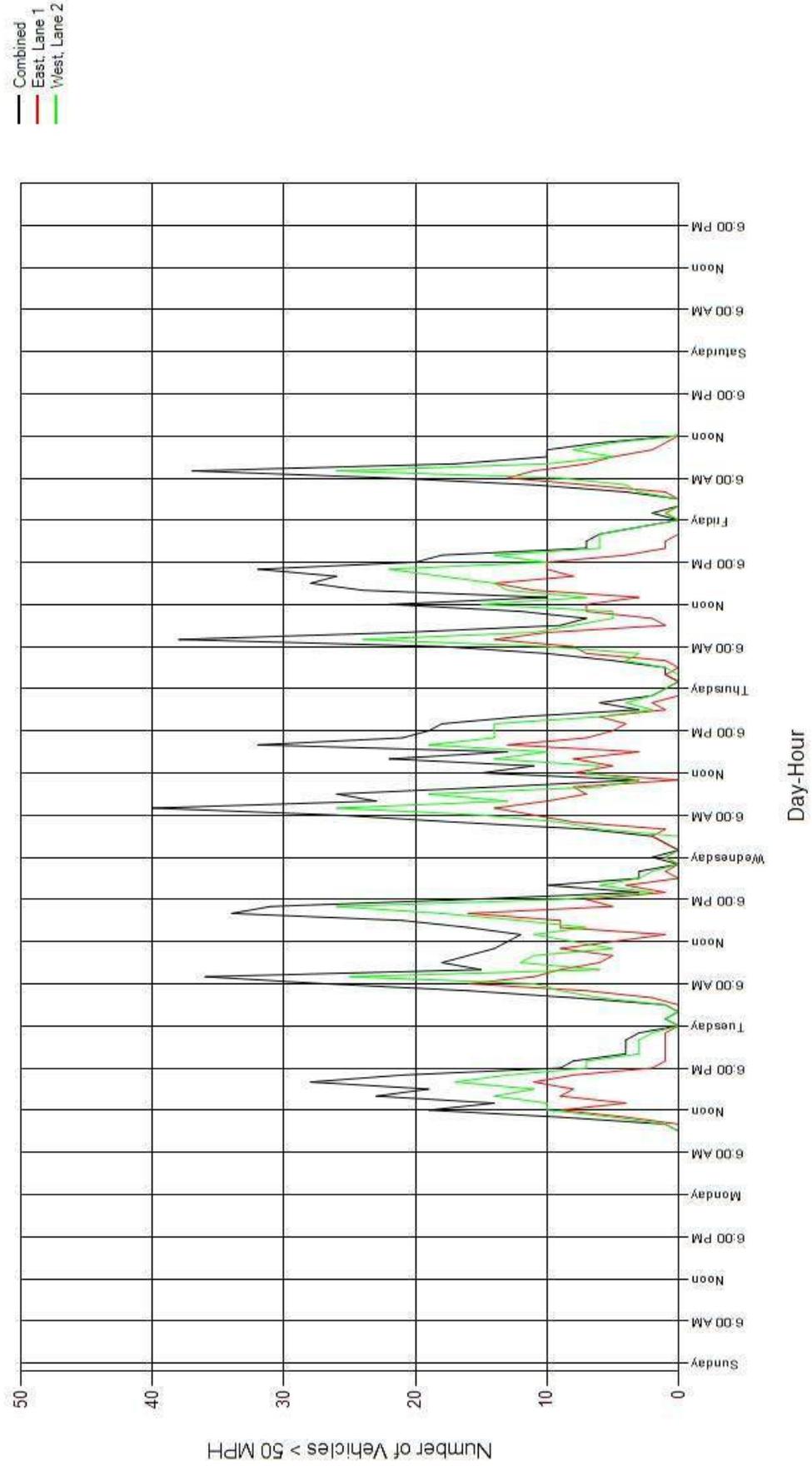
Percentage of Vehicles Traveling Greater Than 50 MPH



Site Code: 611001
Station ID: CR 611 Alloway-
Aldine Rd
Location 1: and Stockington Rd
Location 2: Pole #B62927
Latitude: 0.000000
Longitude: 0.000000

File Name: CR 611 Alloway
Aldine Rd 1
Date Printed: 5/20/2022
Start Date: 5/16/2022
End Date: 5/20/2022
GPS Accuracy: 0ft
Location Verified: No

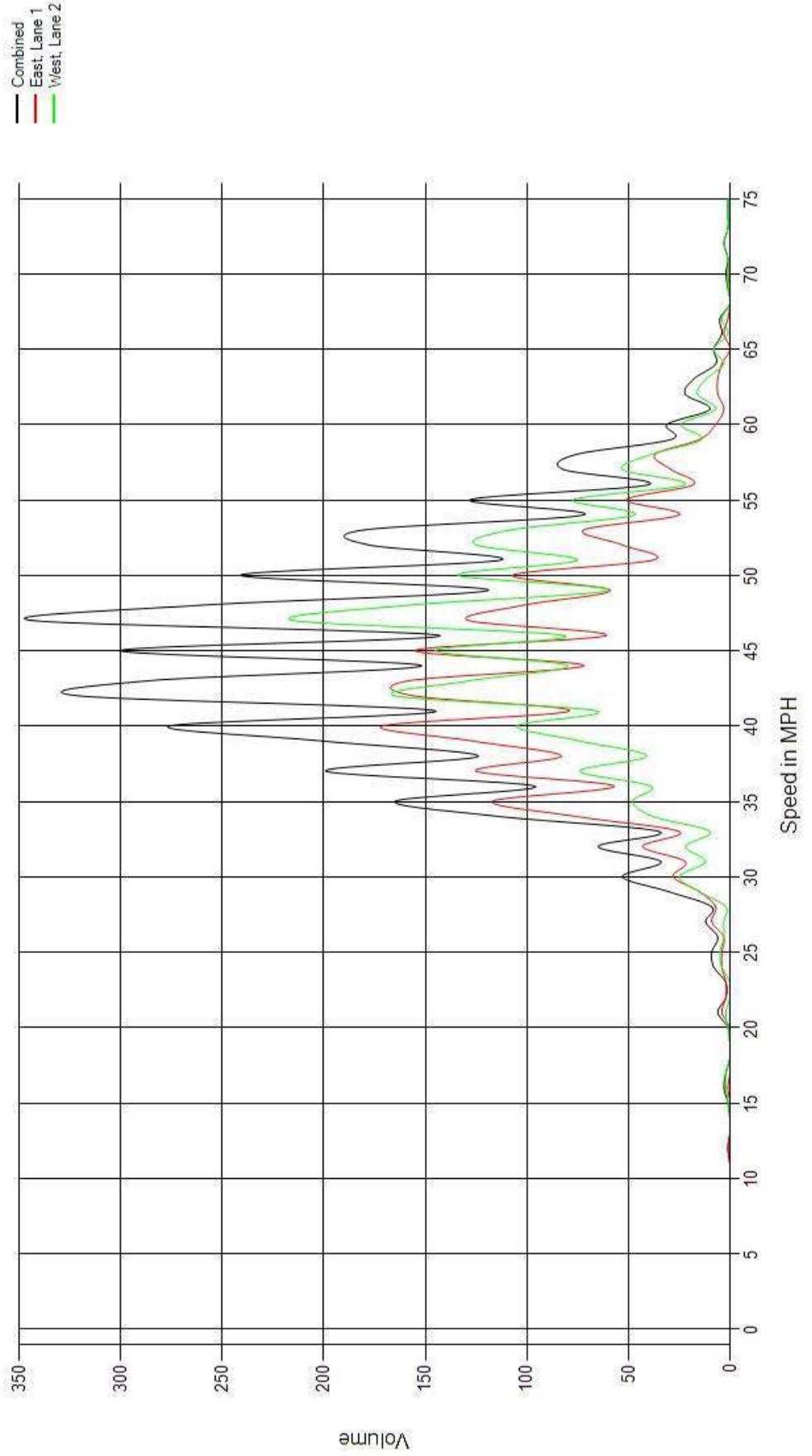
Number of Vehicles Traveling Greater Than 50 MPH



Site Code: 611001
Station ID: CR 611 Alloway-
Aldine Rd
Location 1: Between CR 672
and Stockington Rd
Location 2: Pole #B62927
Latitude: 0.000000
Longitude: 0.000000

File Name: CR 611 Alloway
Aldine Rd 1
Date Printed: 5/20/2022
Start Date: 5/16/2022
End Date: 5/20/2022
GPS Accuracy: 0ft
Location Verified: No

Number of Vehicles Traveling At A Given Speed - Total



SPEED DATA ANALYSIS

Location

Between CR 672 and
Stockington Rd
Pole #B62927
Latitude: 0 0' 0.000"
Longitude: 0 0' 0.000"



Analysis Time Period



Start	End
5/16/2022 12:00 AM	5/20/2022 12:00 AM

Vehicles Analyzed



4,355

Speed Limit



50

Total Enforceable Violations



1,040

Average Speed



45

% Enforceable Violations



24%

Fastest Speed



80

Enforcement Rating

HIGH

Slowest Speed



12

Site Code:	611001	File Name:	CR 611 Alloway Aldine Rd 1
Station ID:	CR 611 Alloway- Aldine Rd	Date Printed:	5/20/2022
Location 1:	Between CR 672 and Stockington Rd	Start Date:	5/16/2022
Location 2:	Pole #B62927	End Date:	5/20/2022
Latitude:	0.000000	GPS Accuracy:	0ft
Longitude:	0.000000	Location Verified:	No

Averaged Daily Totals

Combined	<= 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	>70 to 75	>75 to 80	>80 to 85	>85 to 90	> 90	Total
Sunday	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Monday	0	138	195	155	87	38	7	1	0	0	0	0	0	621
Tuesday	0	228	298	289	163	64	11	4	2	2	0	0	0	1,061
Wednesday	0	247	275	286	181	73	20	3	2	1	0	0	0	1,088
Thursday	0	198	332	283	169	62	24	3	1	2	0	0	0	1,074
Friday	0	85	104	95	71	21	3	1	2	1	0	0	0	383
Saturday	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	896	1,204	1,108	671	258	65	12	7	6	0	0	0	4,227

Site Code: 611002 **File Name:** CR 611 Alloway
Station ID: CR 611 Alloway- Aldine 2
Location 1: Between CR 672 and CR 635 **Date Printed:** 5/20/2022
Location 2: Pole #B3990 **Start Date:** 5/16/2022
Latitude: 0.000000 **End Date:** 5/20/2022
Longitude: 0.000000 **GPS Accuracy:** 0ft
Location Verified: No

Combined Lanes

Peak Analysis

Classes Excluded From Peaks: None

Date	AM Peak	Hour Volume	Highest Interval Time	Highest Interval Volume	Peak Hour Factor	Pm Peak	Hour Volume	Highest Interval Time	Highest Interval Volume	Peak Hour Factor
5/16/2022	10:58	81	11:27	28	0.72	15:23	115	15:39	38	0.76
5/17/2022	07:18	136	07:42	44	0.77	15:27	131	16:00	42	0.78
5/18/2022	07:18	138	07:31	43	0.80	15:47	143	15:47	48	0.74
5/19/2022	07:19	143	07:38	48	0.74	15:30	143	15:38	43	0.83
5/20/2022	07:25	129	07:31	44	0.73	No Volume				

Pace Speed - MPH

Classes Excluded From Pace: None

Speed	Number	Percent
39 - 48	2,808	50%

Vehicles Traveling Greater Than 50.0 MPH

Total Volume 5,632
 Total Greater Than 50.0 1,644
 Percent Greater Than 50.029.2%

Mean, Median, and Mode Averages

Mean: 45.8
 Median (50th %): 45.9
 Mode: 41.6

Length Statistics

File Name: CR 611 Alloway
 Aldine 2
 Date Printed: 5/20/2022
 Start Date: 5/16/2022
 End Date: 5/20/2022
 GPS Accuracy: 0ft
 Location Verified: No

Site Code: 611002
 Station ID: CR 611 Alloway-
 Aldine Rd 2
 Location 1: and CR 635
 Location 2: Pole #B3990
 Latitude: 0.000000
 Longitude: 0.000000
 <= 95 <= 239
 171 4546
 3.0% 80.7%

<= 839
 60
 1.1%

<= 479
 851
 15.1%

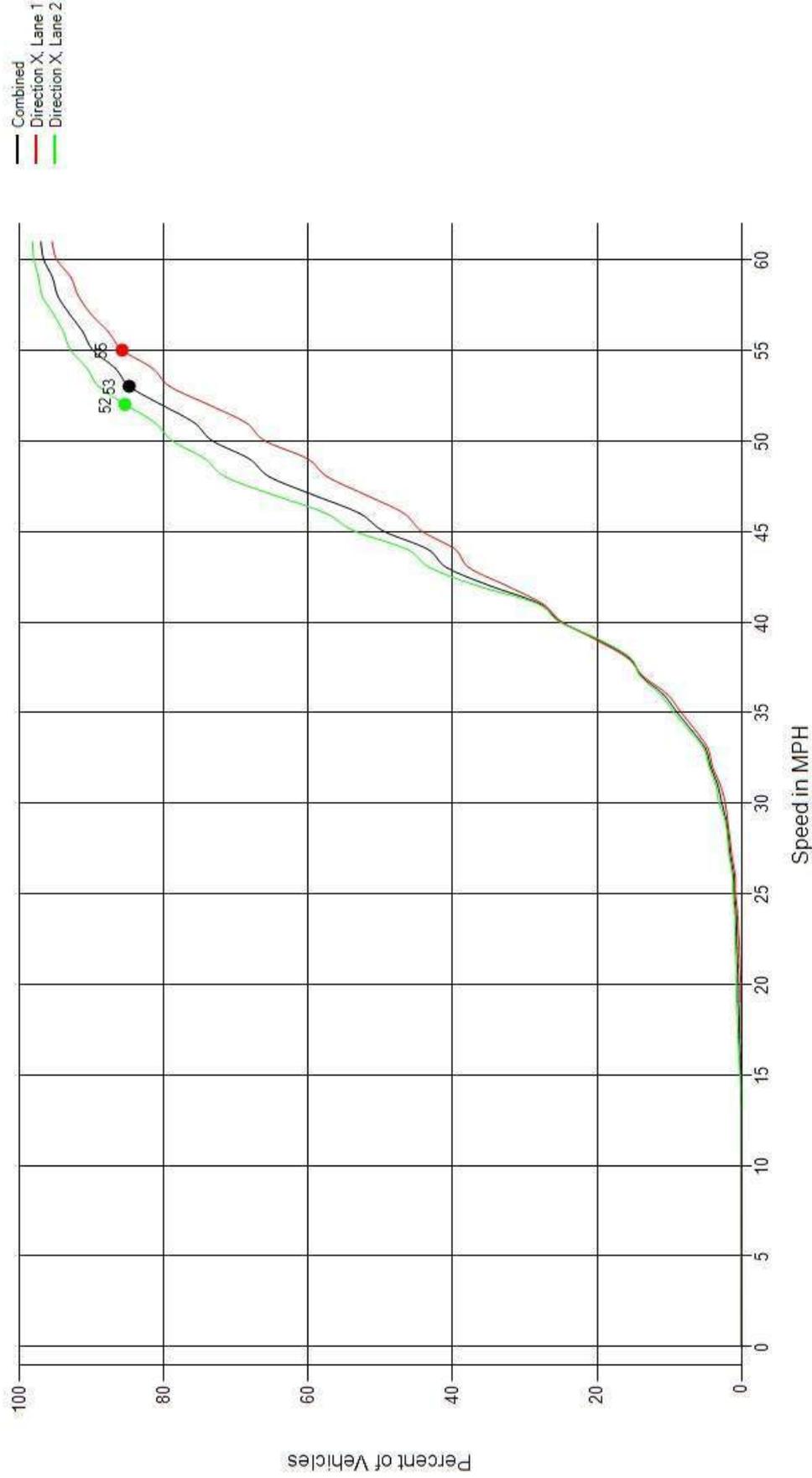
AADT

Date	Lane	Volume	User	x	Daily	=	ADT	x	Season	=	AADT
5/16/2022	Direction X, Lane 1	342	1.00		1.00		342		1.00		342
5/16/2022	Direction X, Lane 2	459	1.00		1.00		459		1.00		459
5/16/2022	Day Total	801					801				801
5/17/2022	Direction X, Lane 1	625	1.00		1.00		625		1.00		625
5/17/2022	Direction X, Lane 2	798	1.00		1.00		798		1.00		798
5/17/2022	Day Total	1,423					1,423				1,423
5/18/2022	Direction X, Lane 1	560	1.00		1.00		560		1.00		560
5/18/2022	Direction X, Lane 2	826	1.00		1.00		826		1.00		826
5/18/2022	Day Total	1,386					1,386				1,386
5/19/2022	Direction X, Lane 1	639	1.00		1.00		639		1.00		639
5/19/2022	Direction X, Lane 2	815	1.00		1.00		815		1.00		815
5/19/2022	Day Total	1,454					1,454				1,454
5/20/2022	Direction X, Lane 1	266	1.00		1.00		266		1.00		266
5/20/2022	Direction X, Lane 2	302	1.00		1.00		302		1.00		302
5/20/2022	Day Total	568					568				568
Total		5632					5632				5632
Average		1126					1126				1126

Site Code: 611002
Station ID: CR 611 Alloway-
Aldine Rd 2
Location 1: and CR 635
Location 2: Pole #B3990
Latitude: 0.000000
Longitude: 0.000000

File Name: CR 611 Alloway
Aldine 2
Date Printed: 5/20/2022
Start Date: 5/16/2022
End Date: 5/20/2022
GPS Accuracy: 0ft
Location Verified: No

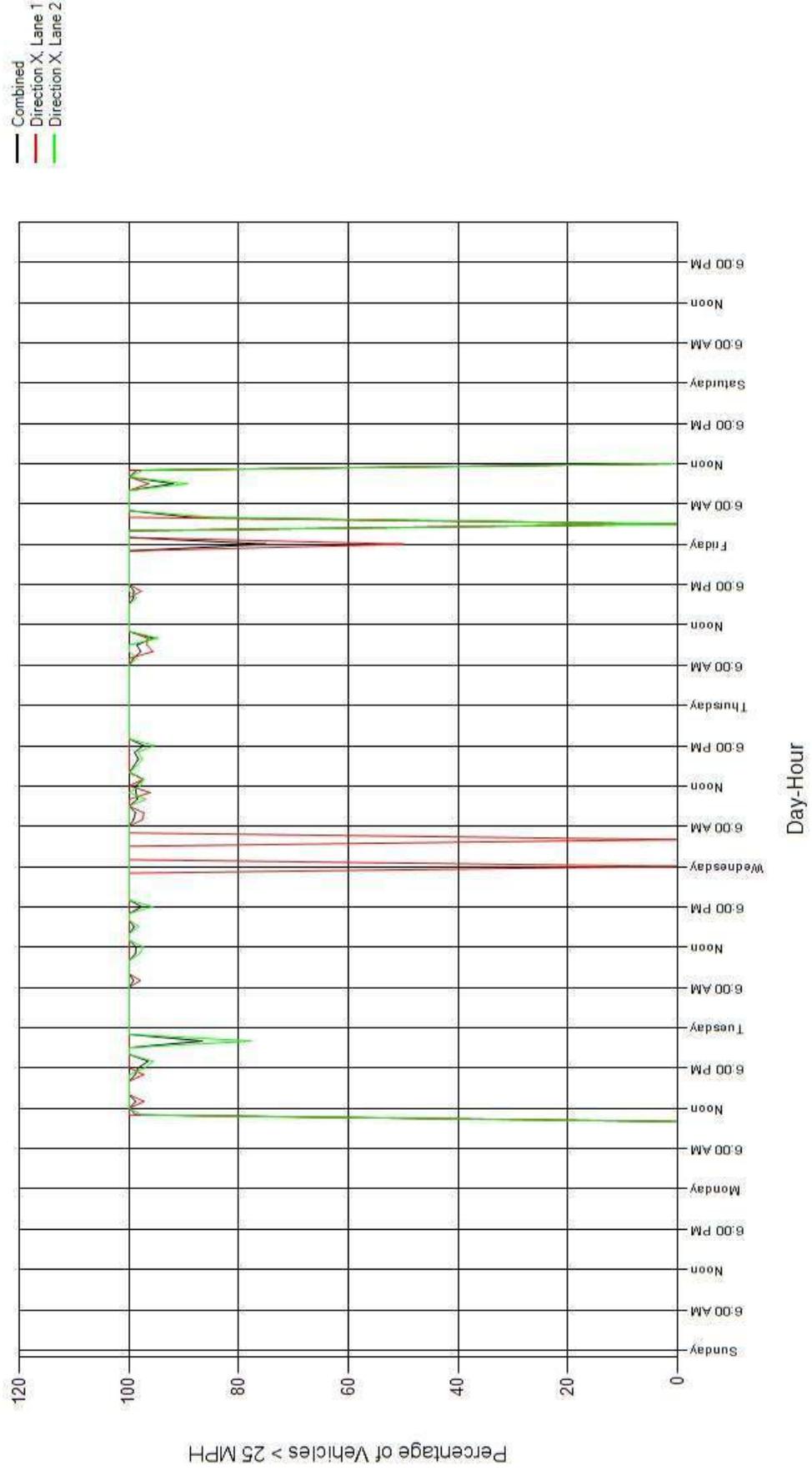
Cumulative Speed (in MPH)



File Name: CR 611 Alloway
 Aldine 2
 Date Printed: 5/20/2022
 Start Date: 5/16/2022
 End Date: 5/20/2022
 GPS Accuracy: 0ft
 Location Verified: No

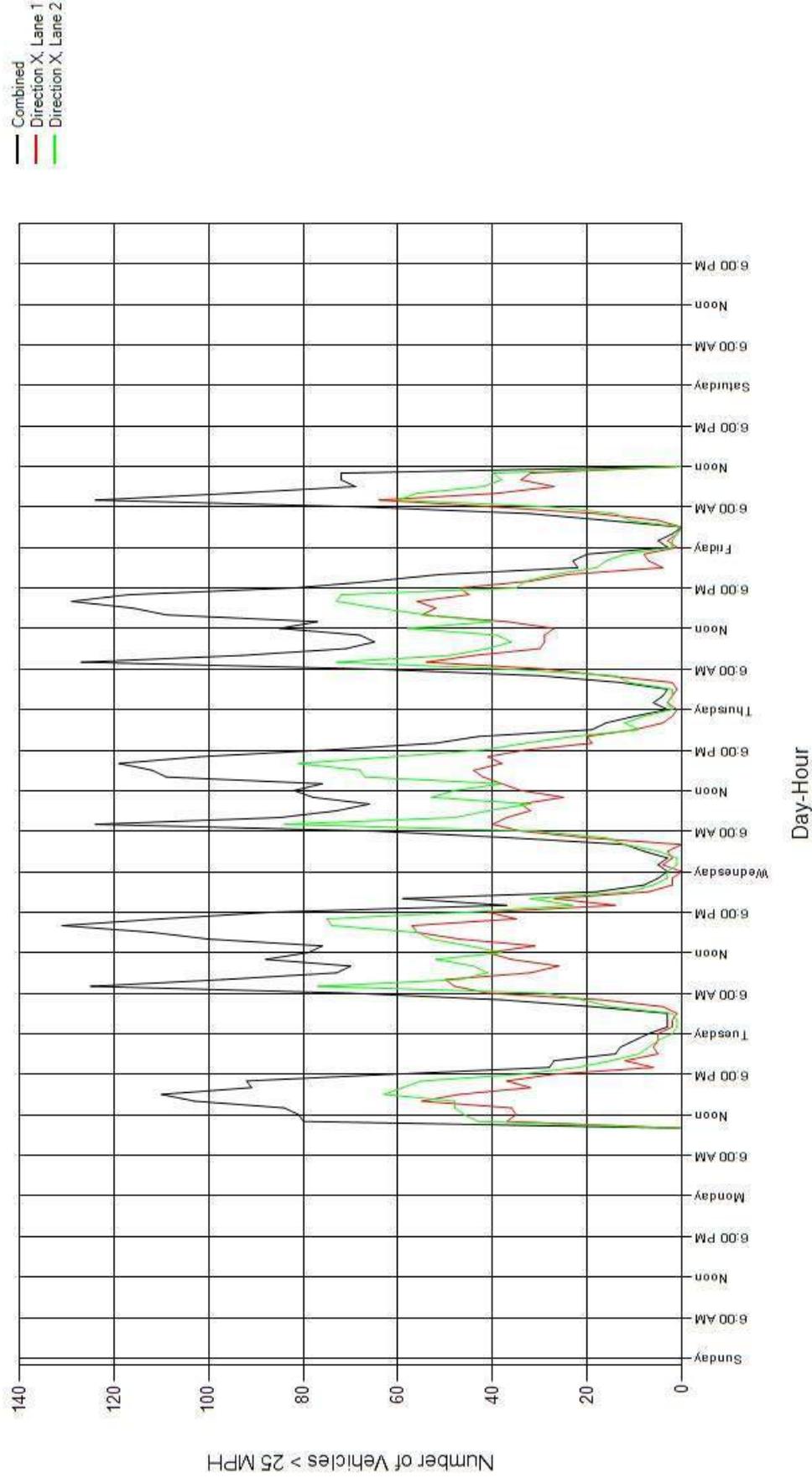
Site Code: 611002
 Station ID: CR 611 Alloway-
 Aldine Rd 2
 Location 1: Between CR 672
 and CR 635
 Location 2: Pole #B3990
 Latitude: 0.000000
 Longitude: 0.000000

Percentage of Vehicles Traveling Greater Than 25 MPH



Site Code:	611002	File Name:	CR 611 Alloway Aldine 2
Station ID:	CR 611 Alloway- Aldine Rd 2	Date Printed:	5/20/2022
Location 1:	Between CR 672 and CR 635	Start Date:	5/16/2022
Location 2:	Pole #B3990	End Date:	5/20/2022
Latitude:	0.000000	GPS Accuracy:	0ft
Longitude:	0.000000	Location Verified:	No

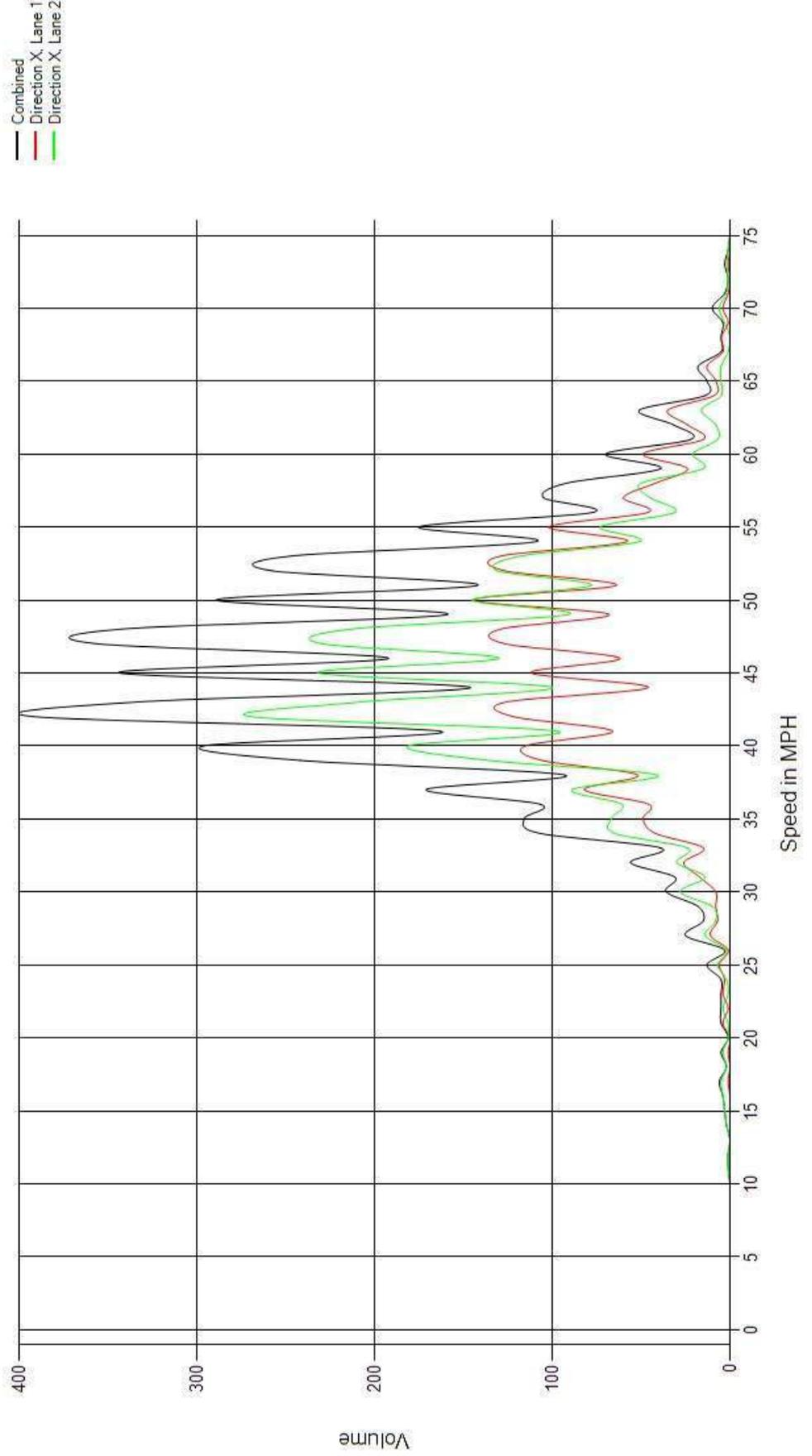
Number of Vehicles Traveling Greater Than 25 MPH



Site Code: 611002
Station ID: CR 611 Alloway-
Aldine Rd 2
Location 1: and CR 635
Location 2: Pole #B3990
Latitude: 0.000000
Longitude: 0.000000

File Name: CR 611 Alloway
Aldine 2
Date Printed: 5/20/2022
Start Date: 5/16/2022
End Date: 5/20/2022
GPS Accuracy: 0ft
Location Verified: No

Number of Vehicles Traveling At A Given Speed - Total



SPEED DATA ANALYSIS

Location



Between CR 672 and CR 635
Pole #B3990
Latitude: 0 0' 0.000"
Longitude: 0 0' 0.000"

Analysis Time Period



Start	End
5/16/2022	5/20/2022
12:00 AM	12:00 AM

Vehicles Analyzed



5,064

Speed Limit



25

Total Enforceable Violations



5,021

Average Speed



46

% Enforceable Violations



99%

Fastest Speed



79

Enforcement Rating

HIGH

Slowest Speed



11

Site Code:	611002	File Name:	CR 611 Alloway Aldine 2
Station ID:	CR 611 Alloway- Aldine Rd 2	Date Printed:	5/20/2022
Location 1:	Between CR 672 and CR 635	Start Date:	5/16/2022
Location 2:	Pole #B3990	End Date:	5/20/2022
Latitude:	0.000000	GPS Accuracy:	0ft
Longitude:	0.000000	Location Verified:	No

Averaged Daily Totals

Combined	<= 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	>70 to 75	>75 to 80	>80 to 85	>85 to 90	> 90	Total
Sunday	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Monday	0	118	189	211	127	60	23	4	0	0	0	0	0	735
Tuesday	0	216	352	350	241	88	36	11	2	1	0	0	0	1,297
Wednesday	0	251	341	278	245	87	28	10	2	1	0	0	0	1,243
Thursday	0	239	362	359	233	95	32	13	3	0	0	0	0	1,336
Friday	0	85	135	141	85	53	13	4	1	0	0	0	0	517
Saturday	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	909	1,379	1,339	931	383	132	42	8	5	0	0	0	5,128

Site Code:	672003	File Name:	CR 672 Watsons Mill Rd 3
Station ID:	CR 672 Watsons Mill Rd 3	Date Printed:	5/20/2022
Location 1:	Between CR 611 and CR 635	Start Date:	5/16/2022
Location 2:	Pole #B60645	End Date:	5/20/2022
Latitude:	0.000000	GPS Accuracy:	0ft
Longitude:	0.000000	Location Verified:	No

Combined Lanes

Peak Analysis

Classes Excluded From Peaks: None

Date	AM Peak	Hour Volume	Highest Interval Time	Highest Interval Volume	Peak Hour Factor	Pm Peak	Hour Volume	Highest Interval Time	Highest Interval Volume	Peak Hour Factor
5/16/2022	10:45	13	10:48	4	0.81	14:51	37	14:53	14	0.66
5/17/2022	07:24	27	07:58	12	0.56	15:22	58	16:06	21	0.69
5/18/2022	07:39	21	08:20	8	0.66	16:07	65	16:40	25	0.65
5/19/2022	06:17	24	06:18	13	0.46	16:08	102	16:10	39	0.65
5/20/2022	07:03	25	07:34	12	0.52	No Volume				

Pace Speed - MPH

Classes Excluded From Pace: None

Speed	Number	Percent
34 - 43	926	68%

Vehicles Traveling Greater Than 50.0 MPH

Total Volume 1,365
 Total Greater Than 50.0 21
 Percent Greater Than 50.0 1.5%

Mean, Median, and Mode Averages

Mean: 38.1
 Median (50th %): 38.4
 Mode: 39.8

Length Statistics

File Name: CR 672 Watsons
 Mill Rd 3
 Date Printed: 5/20/2022
 Start Date: 5/16/2022
 End Date: 5/20/2022
 GPS Accuracy: 0ft
 Location Verified: No

<= 239
 15 1216 89.1%
 1.1%

<= 479
 99 7.3%

<= 839
 33 2.4%
 0.1%

Site Code: 672003
 Station ID: CR 672 Watsons
 Mill Rd 3
 Location 1: Between CR 611
 and CR 635
 Location 2: Pole #B60645
 Latitude: 0.000000
 Longitude: 0.000000

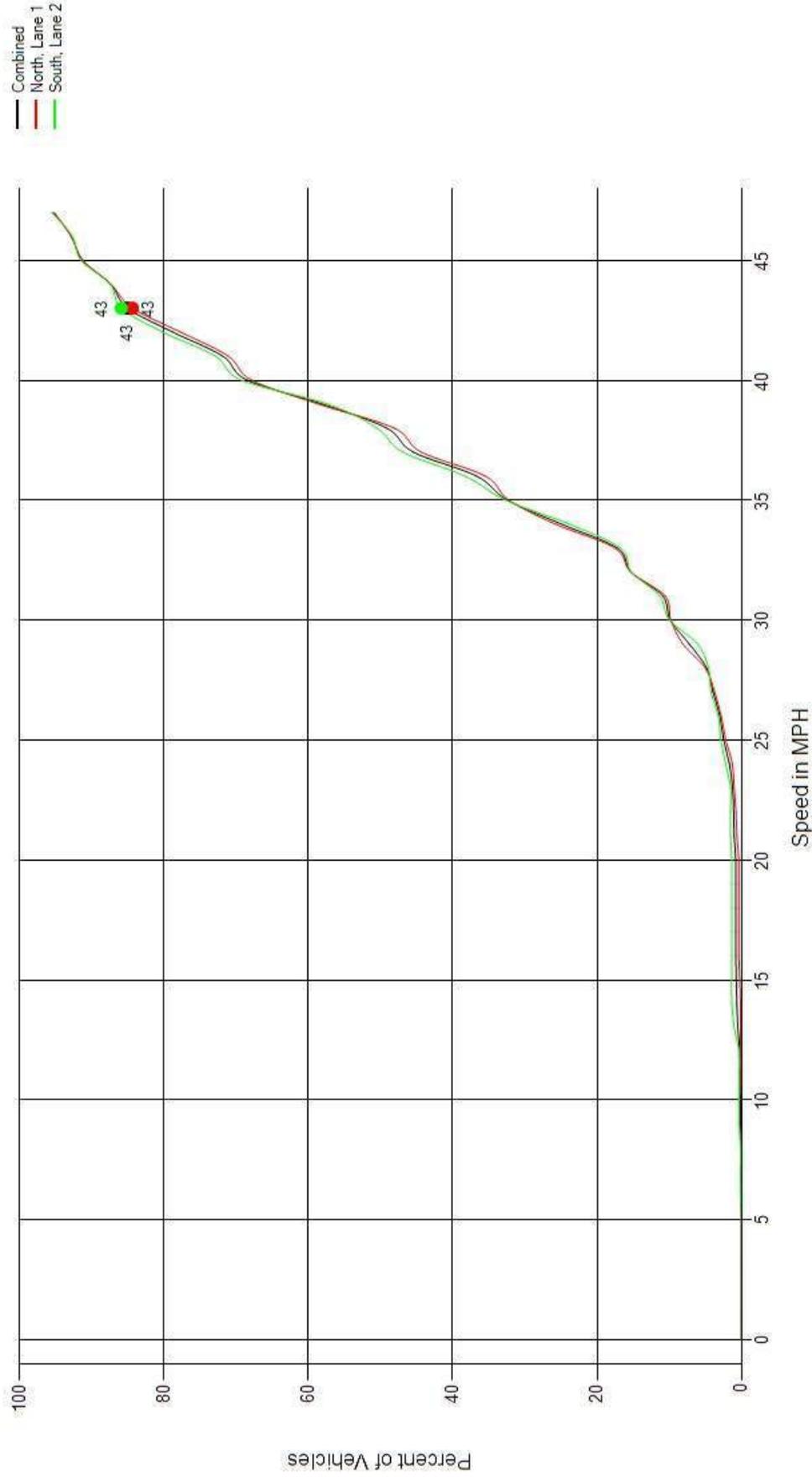
AADT

Date	Lane	Volume	User	Daily	ADT	Season	AADT
5/16/2022	North, Lane 1	87	1.00	1.00	87	1.00	87
5/16/2022	South, Lane 2	83	1.00	1.00	83	1.00	83
5/16/2022	Day Total	170			170		170
5/17/2022	North, Lane 1	199	1.00	1.00	199	1.00	199
5/17/2022	South, Lane 2	135	1.00	1.00	135	1.00	135
5/17/2022	Day Total	334			334		334
5/18/2022	North, Lane 1	202	1.00	1.00	202	1.00	202
5/18/2022	South, Lane 2	138	1.00	1.00	138	1.00	138
5/18/2022	Day Total	340			340		340
5/19/2022	North, Lane 1	225	1.00	1.00	225	1.00	225
5/19/2022	South, Lane 2	188	1.00	1.00	188	1.00	188
5/19/2022	Day Total	413			413		413
5/20/2022	North, Lane 1	62	1.00	1.00	62	1.00	62
5/20/2022	South, Lane 2	46	1.00	1.00	46	1.00	46
5/20/2022	Day Total	108			108		108
Total		1365			1365		1365
Average		273			273		273

File Name: CR 672 Watsons
Mill Rd 3
Date Printed: 5/20/2022
Start Date: 5/16/2022
End Date: 5/20/2022
GPS Accuracy: 0ft
Location Verified: No

Site Code: 672003
Station ID: CR 672 Watsons
Mill Rd 3
Location 1: Between CR 611
and CR 635
Location 2: Pole #B60645
Latitude: 0.000000
Longitude: 0.000000

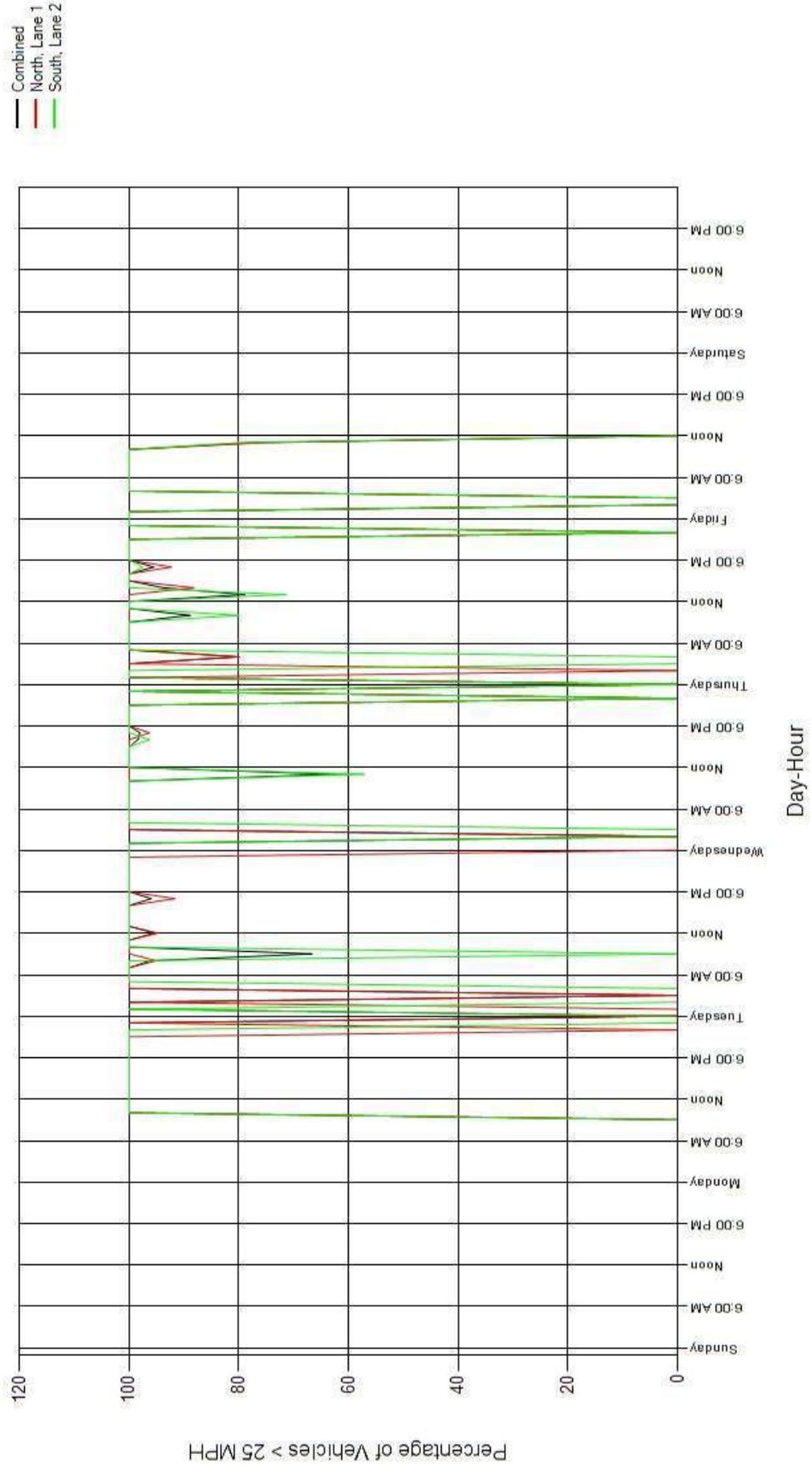
Cumulative Speed (in MPH)



File Name: CR 672 Watsons
Mill Rd 3
Date Printed: 5/20/2022
Start Date: 5/16/2022
End Date: 5/20/2022
GPS Accuracy: 0ft
Location Verified: No

Site Code: 672003
Station ID: CR 672 Watsons
Mill Rd 3
Location 1: Between CR 611
and CR 635
Location 2: Pole #B60645
Latitude: 0.000000
Longitude: 0.000000

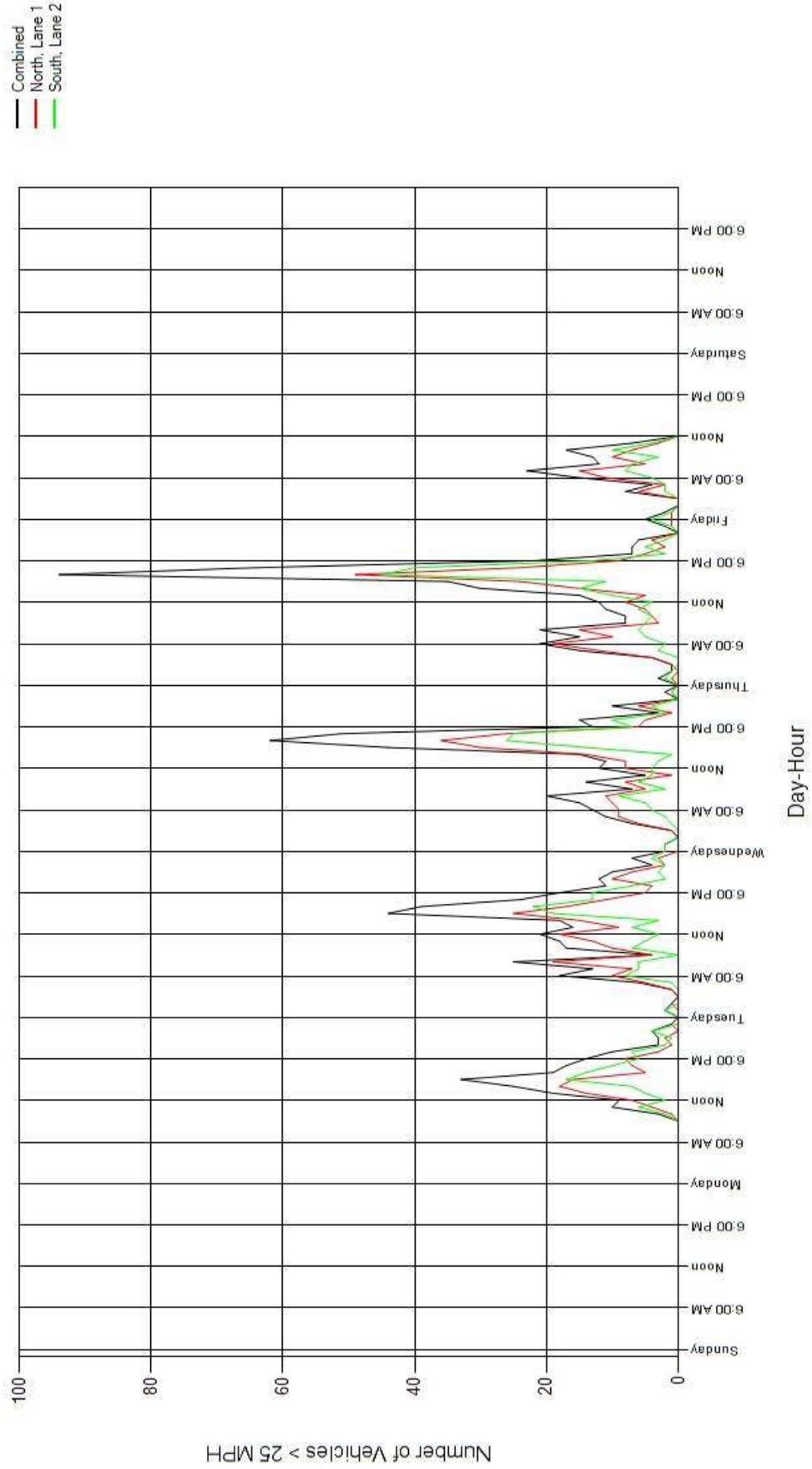
Percentage of Vehicles Traveling Greater Than 25 MPH



File Name: CR 672 Watsons
Mill Rd 3
Date Printed: 5/20/2022
Start Date: 5/16/2022
End Date: 5/20/2022
GPS Accuracy: 0ft
Location Verified: No

Site Code: 672003
Station ID: CR 672 Watsons
Mill Rd 3
Location 1: Between CR 611
and CR 635
Location 2: Pole #B60645
Latitude: 0.000000
Longitude: 0.000000

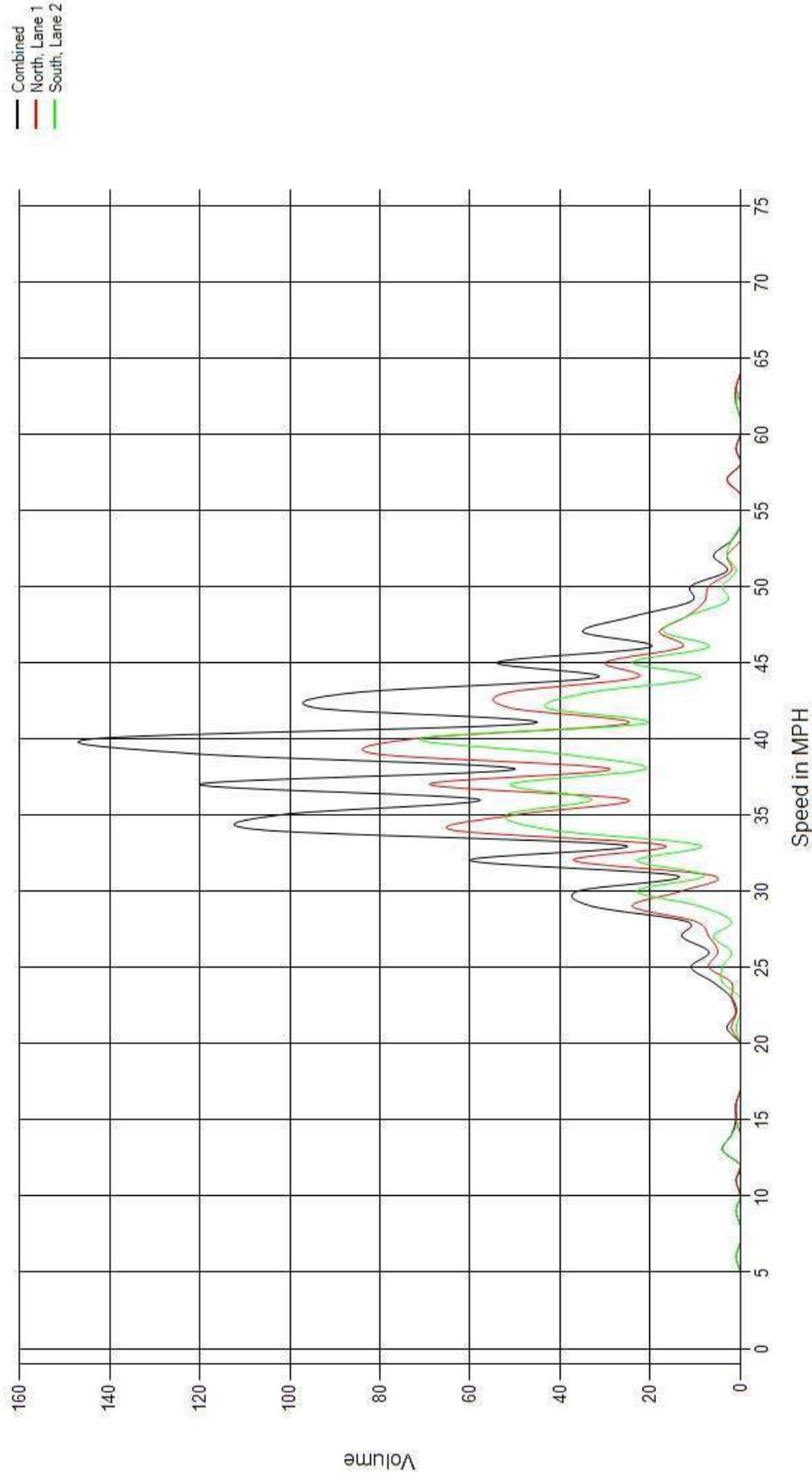
Number of Vehicles Traveling Greater Than 25 MPH



File Name: CR 672 Watsons
Mill Rd 3
Date Printed: 5/20/2022
Start Date: 5/16/2022
End Date: 5/20/2022
GPS Accuracy: 0ft
Location Verified: No

Site Code: 672003
Station ID: CR 672 Watsons
Mill Rd 3
Location 1: Between CR 611
and CR 635
Location 2: Pole #B60645
Latitude: 0.000000
Longitude: 0.000000

Number of Vehicles Traveling At A Given Speed - Total



SPEED DATA ANALYSIS

Location



Between CR 611 and CR 635
Pole #B60645
Latitude: 0 0' 0.000"
Longitude: 0 0' 0.000"

Analysis Time Period



Start	End
5/16/2022	5/20/2022
12:00 AM	12:00 AM

Vehicles Analyzed



1,257

Speed Limit



25

Total Enforceable Violations



1,231

Average Speed



38

% Enforceable Violations



98%

Fastest Speed



59

Enforcement Rating

HIGH

Slowest Speed



9

Site Code:	672003	File Name:	CR 672 Watsons Mill Rd 3
Station ID:	CR 672 Watsons Mill Rd 3	Date Printed:	5/20/2022
Location 1:	Between CR 611 and CR 635	Start Date:	5/16/2022
Location 2:	Pole #B60645	End Date:	5/20/2022
Latitude:	0.000000	GPS Accuracy:	0ft
Longitude:	0.000000	Location Verified:	No

Averaged Daily Totals

Combined	<= 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	>70 to 75	>75 to 80	>80 to 85	>85 to 90	> 90	Total
Sunday	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Monday	0	55	39	4	2	0	0	0	0	0	0	0	0	100
Tuesday	0	120	73	32	3	0	0	0	0	0	0	0	0	228
Wednesday	0	127	82	23	5	2	0	0	0	0	0	0	0	239
Thursday	0	159	86	30	1	2	0	0	0	0	0	0	0	278
Friday	0	31	32	12	0	2	0	0	0	0	0	0	0	77
Saturday	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	492	312	101	11	4	2	0	0	0	0	0	0	922

File Name: CR 672 Watsons
 Mill Rd 4
 Date Printed: 5/20/2022
 Start Date: 5/16/2022
 End Date: 5/20/2022
 GPS Accuracy: 0ft
 Location Verified: No

Site Code: 672004
 Station ID: CR 672 Watson Mill
 Rd 4
 Location 1: Between CR 611
 and Pleasant Hill Rd
 Location 2: Pole #B9318
 Latitude: 0.000000
 Longitude: 0.000000

Combined Lanes

Peak Analysis

Classes Excluded From Peaks: None

Date	AM Peak	Hour Volume	Highest Interval Time	Highest Interval Volume	Peak Hour Factor	Pm Peak	Hour Volume	Highest Interval Time	Highest Interval Volume	Peak Hour Factor
5/16/2022	10:57	4	11:10	3	0.33	13:38	13	13:58	6	0.54
5/17/2022	08:55	12	08:58	6	0.50	14:29	17	14:44	8	0.53
5/18/2022	06:19	9	06:33	4	0.56	15:35	16	15:37	6	0.67
5/19/2022	09:43	9	09:43	4	0.56	16:53	32	17:36	15	0.53
5/20/2022	06:58	17	07:13	7	0.61	No Volume				

Pace Speed - MPH

Classes Excluded From Pace: None

Speed	Number	Percent
44 - 53	273	55%

Vehicles Traveling Greater Than 50.0 MPH

Total Volume 499
 Total Greater Than 50.0 234
 Percent Greater Than 50.046.9%

Mean, Median, and Mode Averages

Mean: 49.4
 Median (50th %): 49.6
 Mode: 48.5

Length Statistics

File Name: CR 672 Watsons
 Mill Rd 4
 Date Printed: 5/20/2022
 Start Date: 5/16/2022
 End Date: 5/20/2022
 GPS Accuracy: 0ft
 Location Verified: No

Site Code: 672004
 Station ID: CR 672 Watson Mill
 Location 1: Rd 4
 Location 2: Between CR 611
 and Pleasant Hill Rd
 Latitude: Pole #B9318
 Longitude: 0.000000
 <= 95 <= 239
 29 349
 5.8% 69.9%

<= 839
 23
 4.6%

<= 479
 94
 18.8%

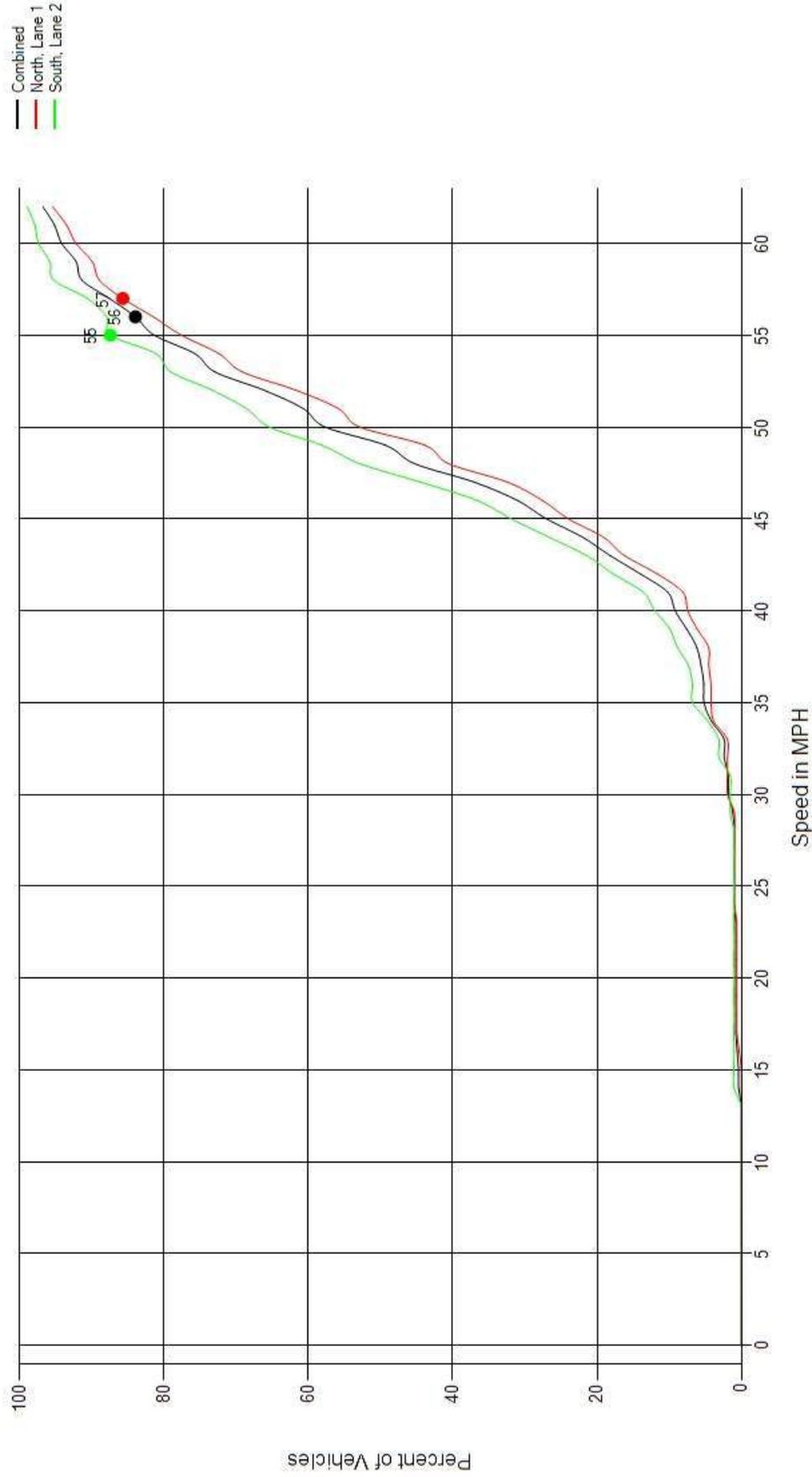
AADT

Date	Lane	Volume	User	Daily	ADT	Season	AADT
5/16/2022	North, Lane 1	30	1.00	1.00	30	1.00	30
5/16/2022	South, Lane 2	22	1.00	1.00	22	1.00	22
5/16/2022	Day Total	52			52		52
5/17/2022	North, Lane 1	82	1.00	1.00	82	1.00	82
5/17/2022	South, Lane 2	53	1.00	1.00	53	1.00	53
5/17/2022	Day Total	135			135		135
5/18/2022	North, Lane 1	44	1.00	1.00	44	1.00	44
5/18/2022	South, Lane 2	34	1.00	1.00	34	1.00	34
5/18/2022	Day Total	78			78		78
5/19/2022	North, Lane 1	103	1.00	1.00	103	1.00	103
5/19/2022	South, Lane 2	59	1.00	1.00	59	1.00	59
5/19/2022	Day Total	162			162		162
5/20/2022	North, Lane 1	49	1.00	1.00	49	1.00	49
5/20/2022	South, Lane 2	23	1.00	1.00	23	1.00	23
5/20/2022	Day Total	72			72		72
Total		499			499		499
Average		100			100		100

File Name: CR 672 Watsons
Mill Rd 4
Date Printed: 5/20/2022
Start Date: 5/16/2022
End Date: 5/20/2022
GPS Accuracy: 0ft
Location Verified: No

Site Code: 672004
Station ID: CR 672 Watson Mill
Rd 4
Location 1: Between CR 611
and Pleasant Hill Rd
Location 2: Pole #B9318
Latitude: 0.000000
Longitude: 0.000000

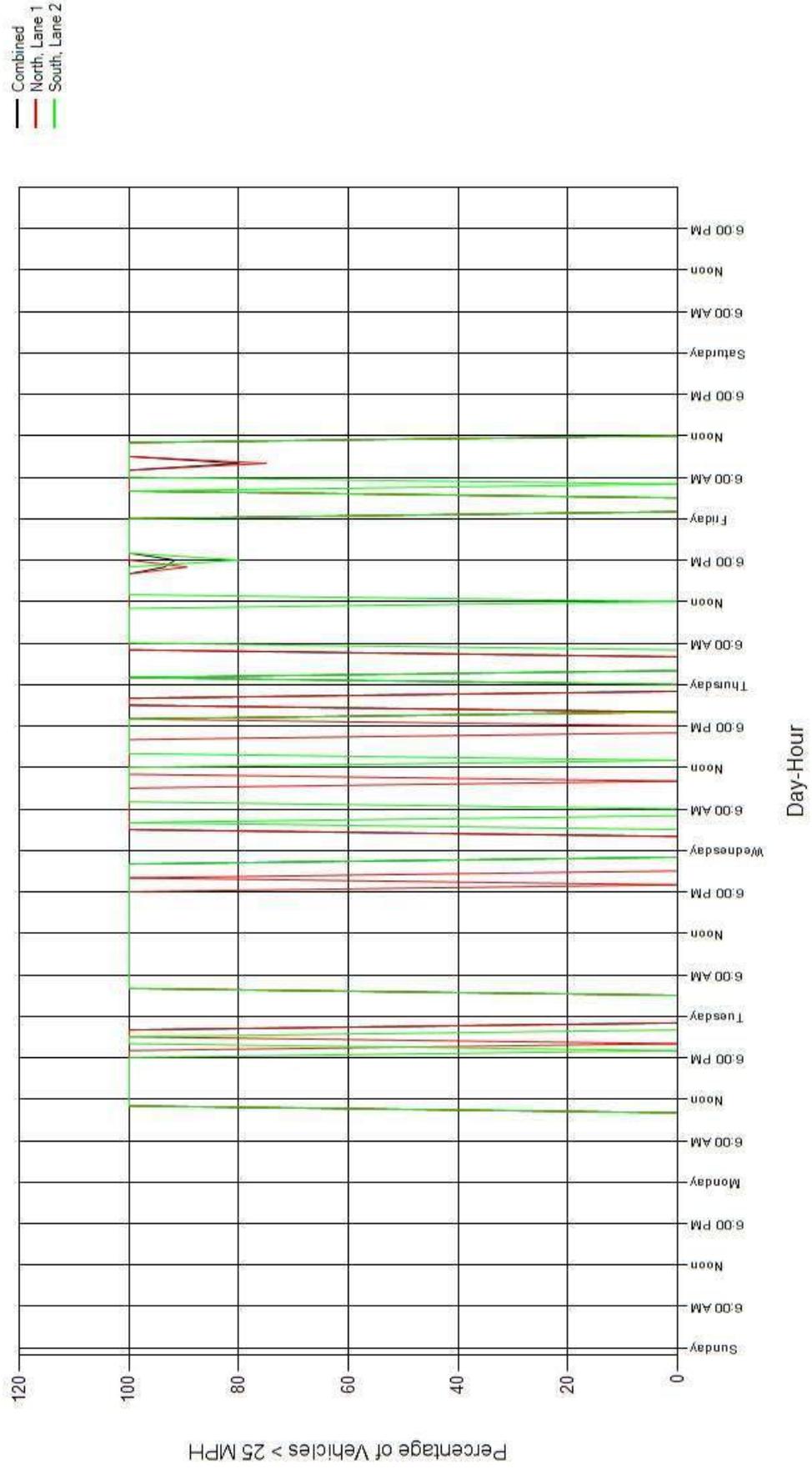
Cumulative Speed (in MPH)



File Name: CR 672 Watsons
 Mill Rd 4
 Date Printed: 5/20/2022
 Start Date: 5/16/2022
 End Date: 5/20/2022
 GPS Accuracy: 0ft
 Location Verified: No

Site Code: 672004
 Station ID: CR 672 Watson Mill
 Rd 4
 Location 1: Between CR 611
 and Pleasant Hill Rd
 Location 2: Pole #B9318
 Latitude: 0.000000
 Longitude: 0.000000

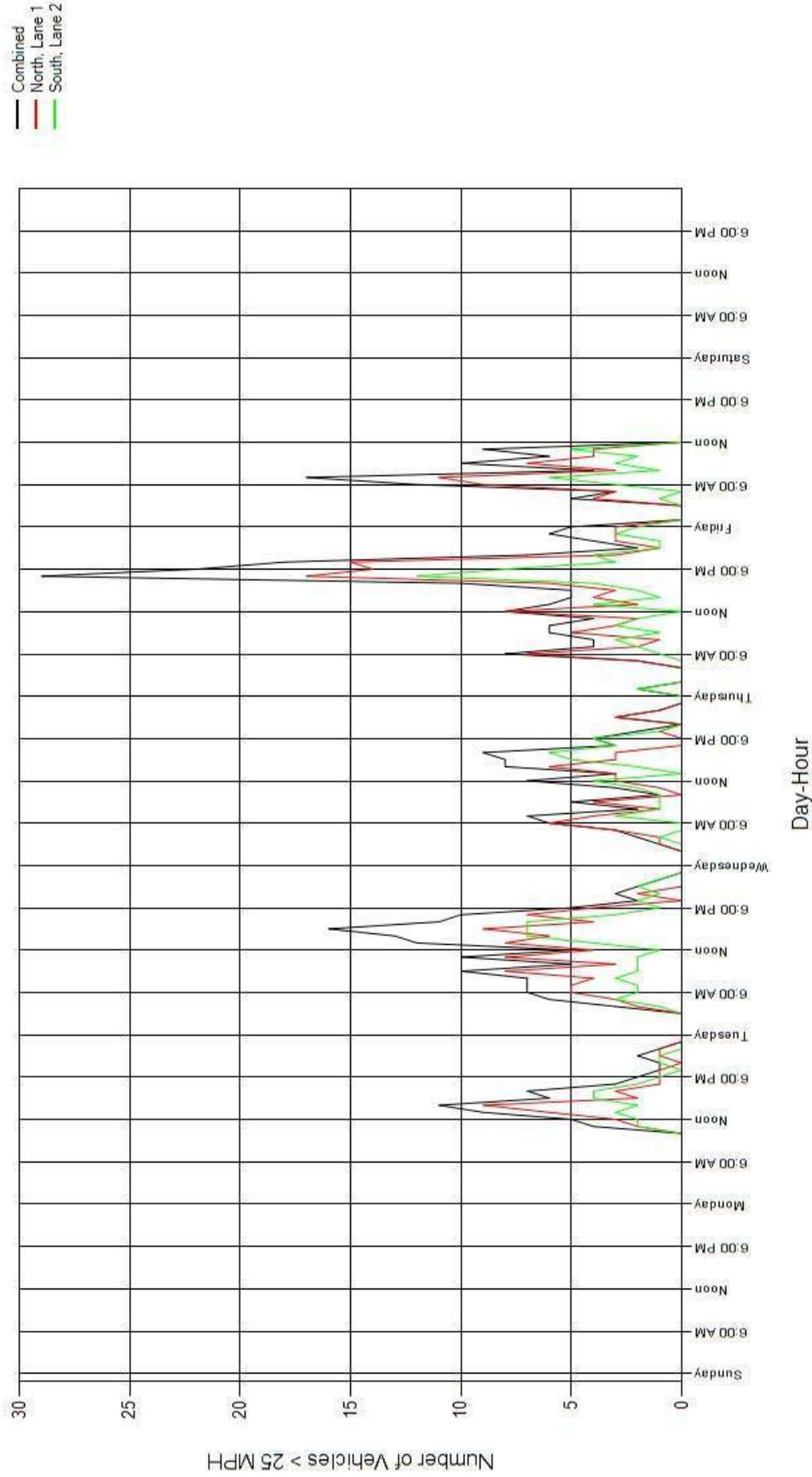
Percentage of Vehicles Traveling Greater Than 25 MPH



File Name: CR 672 Watsons
Mill Rd 4
Date Printed: 5/20/2022
Start Date: 5/16/2022
End Date: 5/20/2022
GPS Accuracy: 0ft
Location Verified: No

Site Code: 672004
Station ID: CR 672 Watson Mill
Rd 4
Location 1: Between CR 611
and Pleasant Hill Rd
Location 2: Pole #B9318
Latitude: 0.000000
Longitude: 0.000000

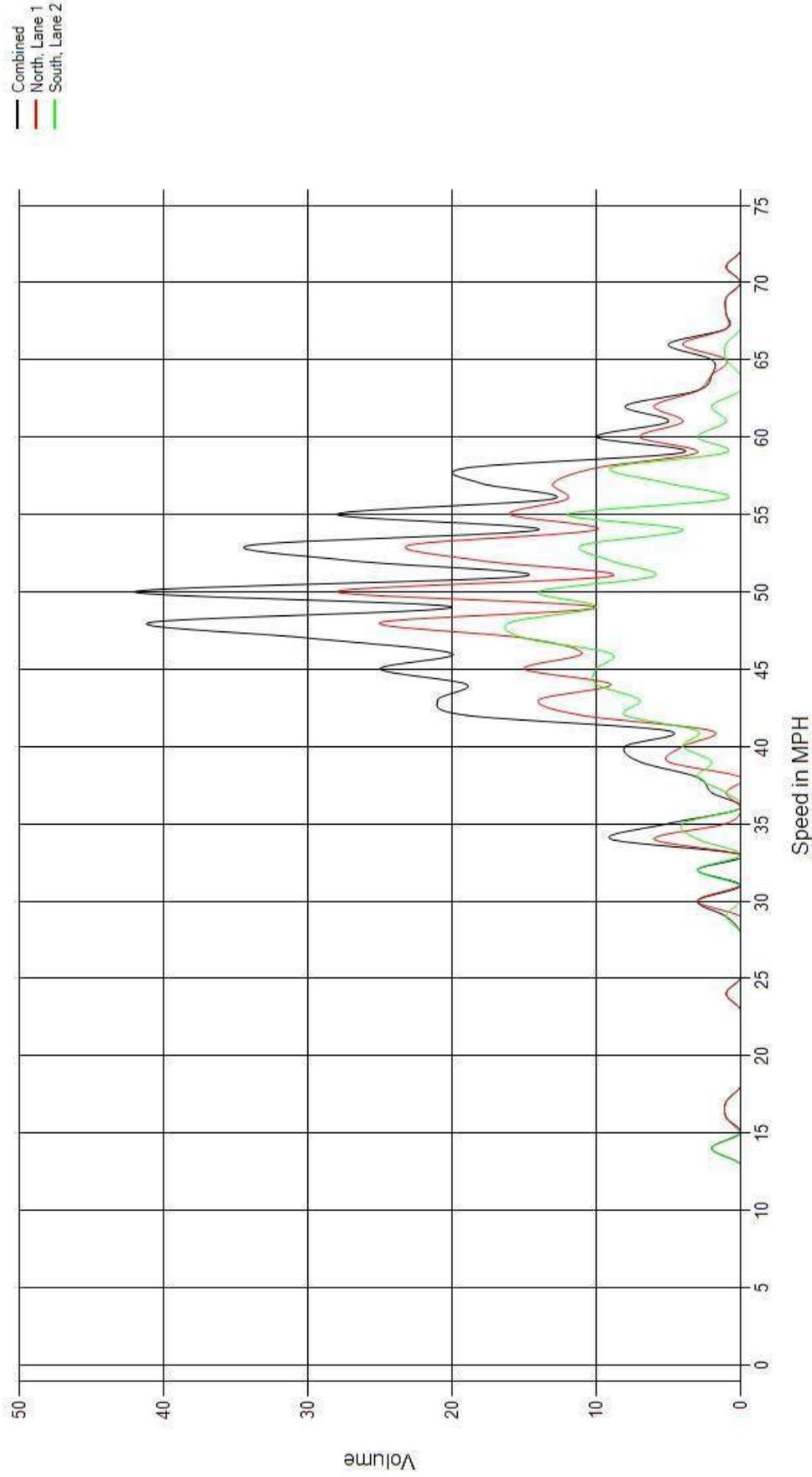
Number of Vehicles Traveling Greater Than 25 MPH



File Name: CR 672 Watsons
Mill Rd 4
Date Printed: 5/20/2022
Start Date: 5/16/2022
End Date: 5/20/2022
GPS Accuracy: 0ft
Location Verified: No

Site Code: 672004
Station ID: CR 672 Watson Mill
Rd 4
Location 1: Between CR 611
and Pleasant Hill Rd
Location 2: Pole #B9318
Latitude: 0.000000
Longitude: 0.000000

Number of Vehicles Traveling At A Given Speed - Total



SPEED DATA ANALYSIS

Location



Between CR 611 and Pleasant Hill Rd
Pole #B9318
Latitude: 0 0' 0.000"
Longitude: 0 0' 0.000"

Analysis Time Period



Start	End
5/16/2022 12:00 AM	5/20/2022 12:00 AM

Vehicles Analyzed



427

Speed Limit



25

Total Enforceable Violations



423

Average Speed



50

% Enforceable Violations



99%

Fastest Speed



71

Enforcement Rating

HIGH

Slowest Speed



14

Site Code:	672004	File Name:	CR 672 Watsons Mill Rd 4
Station ID:	CR 672 Watson Mill Rd 4	Date Printed:	5/20/2022
Location 1:	Between CR 611 and Pleasant Hill Rd	Start Date:	5/16/2022
Location 2:	Pole #B9318	End Date:	5/20/2022
Latitude:	0.000000	GPS Accuracy:	0ft
Longitude:	0.000000	Location Verified:	No

Averaged Daily Totals

Combined	<= 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	>70 to 75	>75 to 80	>80 to 85	>85 to 90	> 90	Total
Sunday	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Monday	0	4	11	11	11	4	1	1	0	0	0	0	0	43
Tuesday	0	4	26	46	30	16	7	3	0	0	0	0	0	132
Wednesday	0	3	9	23	19	14	4	0	1	0	0	0	0	73
Thursday	0	6	26	53	42	19	7	2	0	0	0	0	0	155
Friday	0	3	17	20	16	11	1	2	0	0	0	0	0	70
Saturday	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	20	89	153	118	64	20	8	1	0	0	0	0	473

Site Code: 626001 File Name: CR 626 Jericho Rd
 Station ID: CR 626 Jericho Rd 1 Date Printed: 5/27/2022
 Location 1: Between CR 667 and Mill Pond Rd Start Date: 5/23/2022
 Location 2: Pole #29796 End Date: 5/27/2022
 Latitude: 0.000000 GPS Accuracy: 0ft
 Longitude: 0.000000 Location Verified: No

Combined Lanes

Peak Analysis

Classes Excluded From Peaks: None

Date	AM Peak	Hour Volume	Highest Interval Time	Highest Interval Volume	Peak Hour Factor	Pm Peak	Hour Volume	Highest Interval Time	Highest Interval Volume	Peak Hour Factor
5/23/2022	No Volume					14:44	11	14:46	3	0.92
5/24/2022	06:33	8	06:41	3	0.67	16:38	10	17:02	4	0.63
5/25/2022	06:14	5	06:14	2	0.63	14:27	12	14:28	4	0.75
5/26/2022	07:32	18	08:08	10	0.45	15:00	14	15:00	6	0.58
5/27/2022	07:07	5	07:07	1	1.25	No Volume				

Pace Speed - MPH

Classes Excluded From Pace: None

Speed	Number	Percent
36 - 45	149	57%

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	262
Total Greater Than 50.0	29
Percent Greater Than 50.0	11.1%

Mean, Median, and Mode Averages

Mean:	41.6
Median (50th %):	41.5
Mode:	41.6

Length Statistics

File Name: CR 626 Jericho Rd
 1
 Date Printed: 5/27/2022
 Start Date: 5/23/2022
 End Date: 5/27/2022
 GPS Accuracy: 0ft
 Location Verified: No

Site Code: 626001
 Station ID: CR 626 Jericho Rd
 1
 Location 1: Between CR 667
 and Mill Pond Rd
 Location 2: Pole #29796
 Latitude: 0.000000
 Longitude: 0.000000
 <= 95 <= 239
 3 227
 1.1% 86.6%

<= 839
 5
 1.9%

<= 479
 27
 10.3%

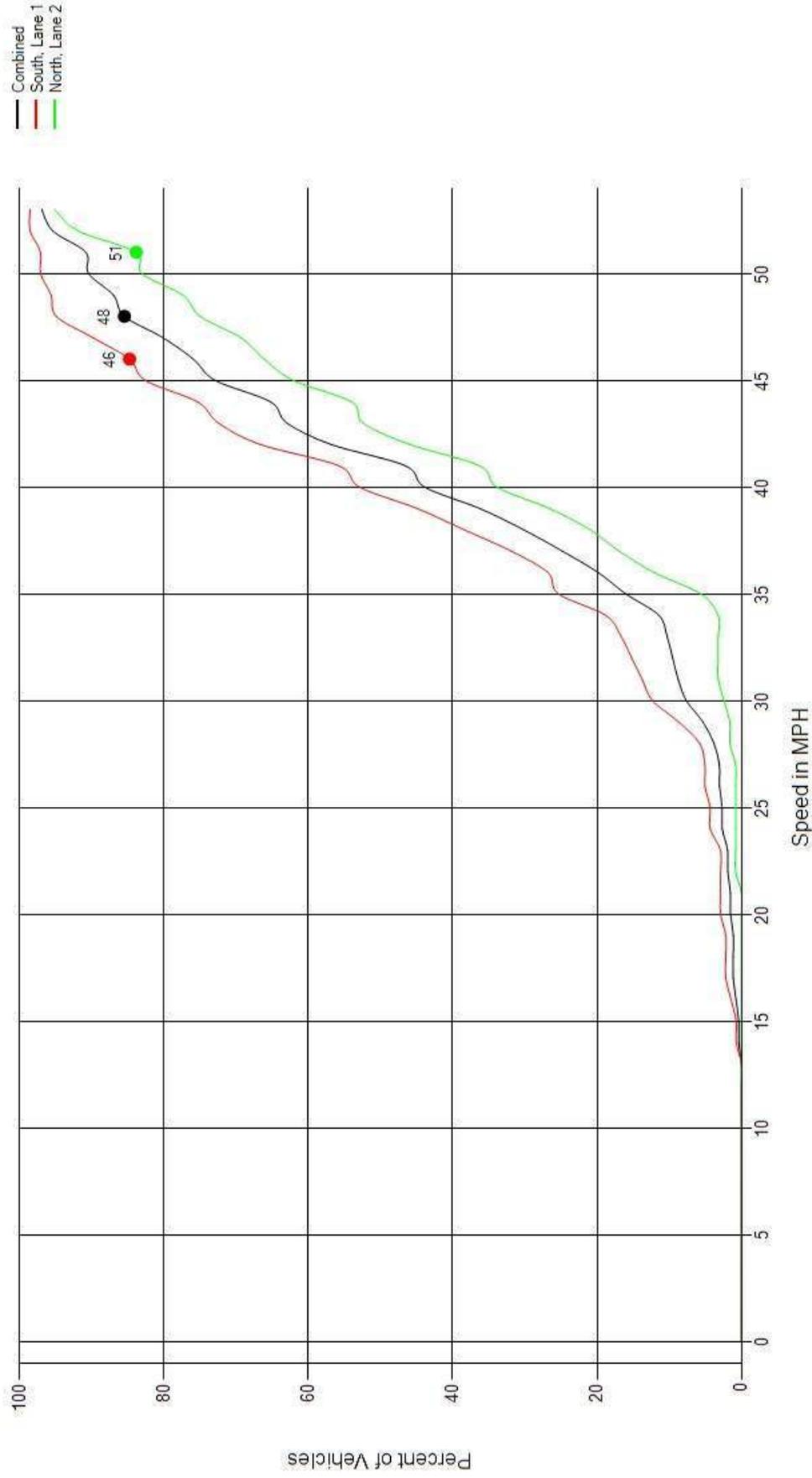
AADT

Date	Lane	Volume	User	Daily	ADT	Season	AADT
5/23/2022	South, Lane 1	30	1.00	1.00	30	1.00	30
5/23/2022	North, Lane 2	21	1.00	1.00	21	1.00	21
5/23/2022	Day Total	51			51		51
5/24/2022	South, Lane 1	31	1.00	1.00	31	1.00	31
5/24/2022	North, Lane 2	29	1.00	1.00	29	1.00	29
5/24/2022	Day Total	60			60		60
5/25/2022	South, Lane 1	36	1.00	1.00	36	1.00	36
5/25/2022	North, Lane 2	26	1.00	1.00	26	1.00	26
5/25/2022	Day Total	62			62		62
5/26/2022	South, Lane 1	38	1.00	1.00	38	1.00	38
5/26/2022	North, Lane 2	36	1.00	1.00	36	1.00	36
5/26/2022	Day Total	74			74		74
5/27/2022	South, Lane 1	3	1.00	1.00	3	1.00	3
5/27/2022	North, Lane 2	12	1.00	1.00	12	1.00	12
5/27/2022	Day Total	15			15		15
Total		262			262		262
Average		53			53		53

File Name: CR 626 Jericho Rd
1
Date Printed: 5/27/2022
Start Date: 5/23/2022
End Date: 5/27/2022
GPS Accuracy: 0ft
Location Verified: No

Site Code: 626001
Station ID: CR 626 Jericho Rd
1
Location 1: Between CR 667
and Mill Pond Rd
Location 2: Pole #29796
Latitude: 0.000000
Longitude: 0.000000

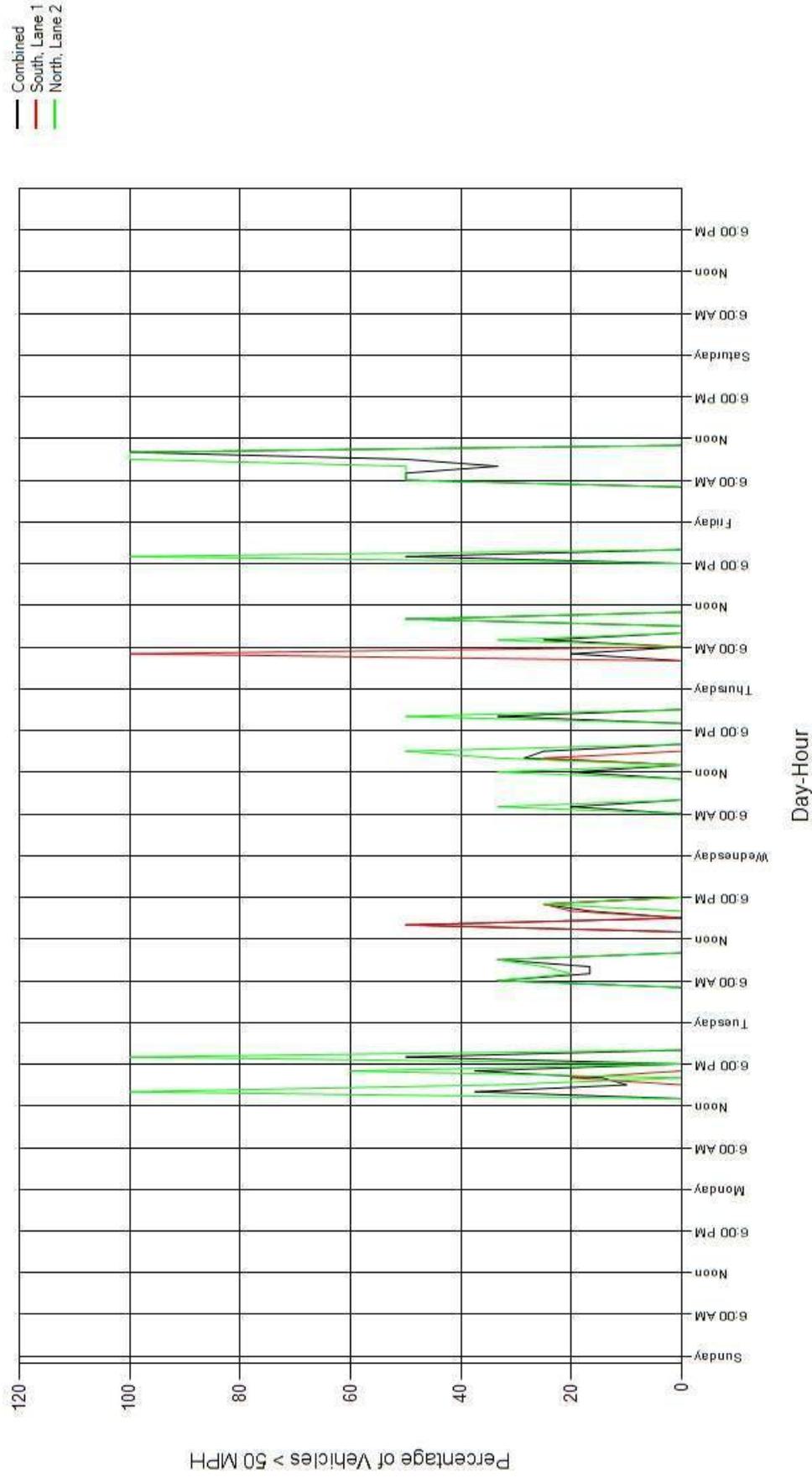
Cumulative Speed (in MPH)



File Name: CR 626 Jericho Rd
 1
 Date Printed: 5/27/2022
 Start Date: 5/23/2022
 End Date: 5/27/2022
 GPS Accuracy: 0ft
 Location Verified: No

Site Code: 626001
 Station ID: CR 626 Jericho Rd
 1
 Location 1: Between CR 667
 and Mill Pond Rd
 Location 2: Pole #29796
 Latitude: 0.000000
 Longitude: 0.000000

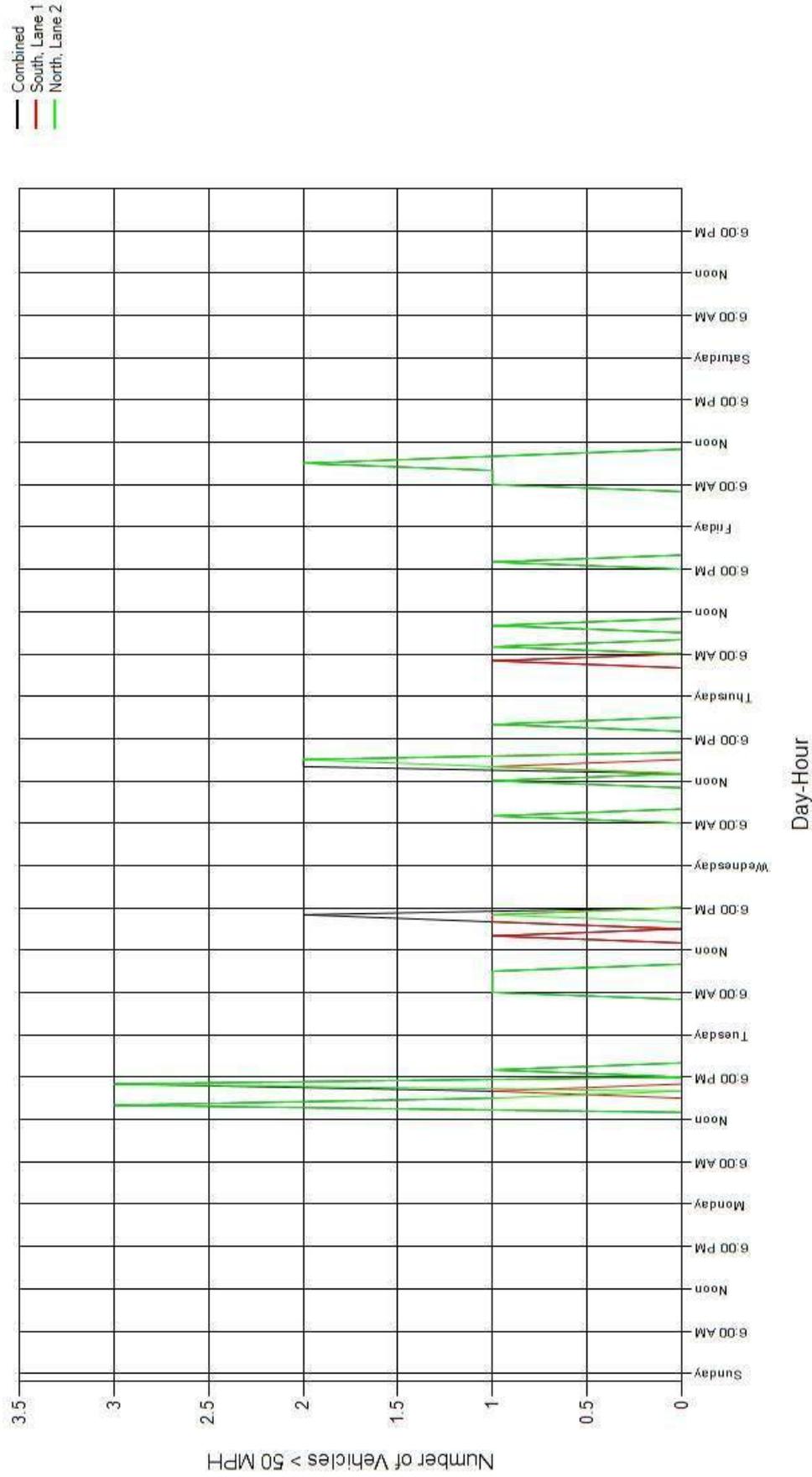
Percentage of Vehicles Traveling Greater Than 50 MPH



File Name: CR 626 Jericho Rd
 1
 Date Printed: 5/27/2022
 Start Date: 5/23/2022
 End Date: 5/27/2022
 GPS Accuracy: 0ft
 Location Verified: No

Site Code: 626001
 Station ID: CR 626 Jericho Rd
 1
 Location 1: Between CR 667
 and Mill Pond Rd
 Location 2: Pole #29796
 Latitude: 0.000000
 Longitude: 0.000000

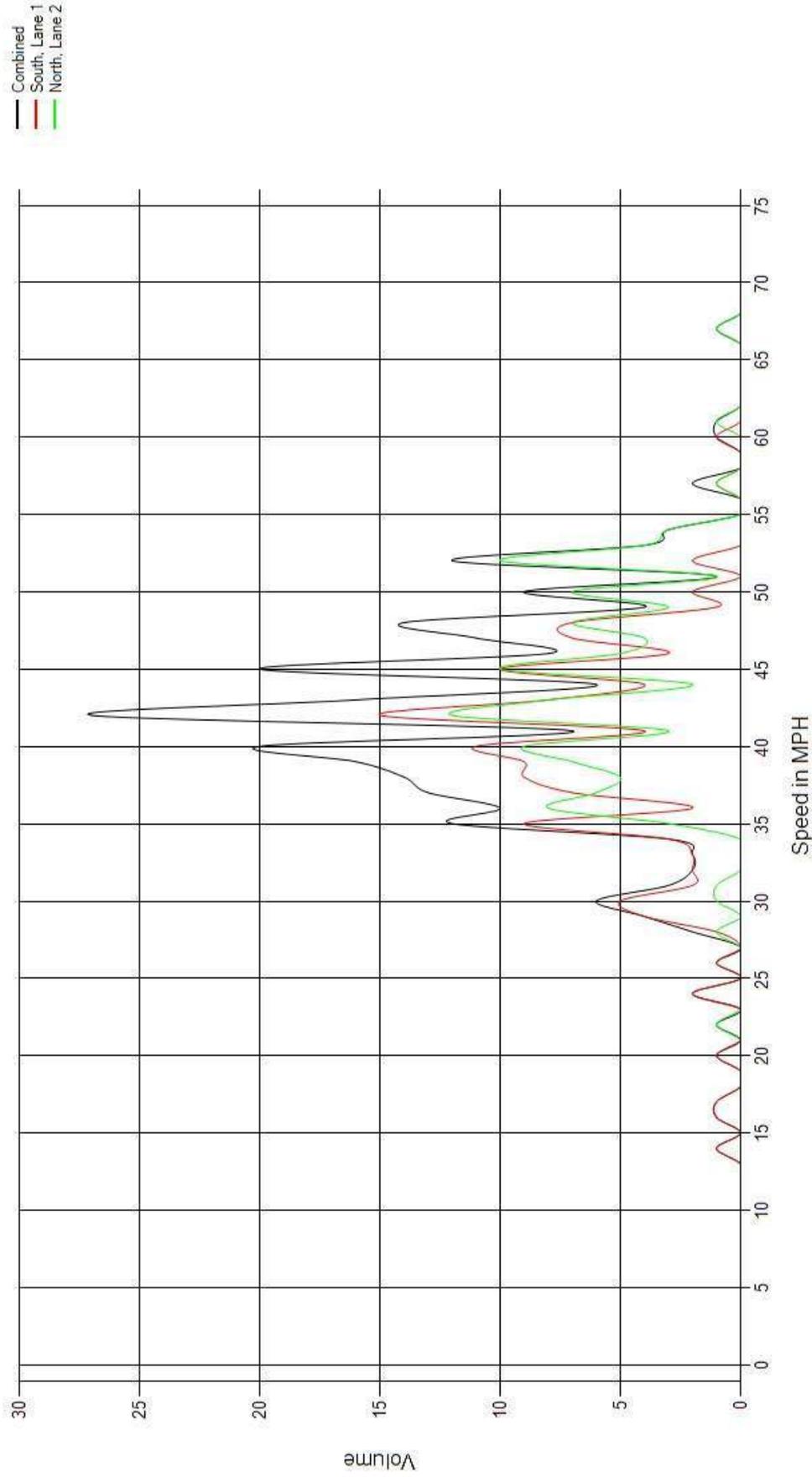
Number of Vehicles Traveling Greater Than 50 MPH



File Name: CR 626 Jericho Rd
1
Date Printed: 5/27/2022
Start Date: 5/23/2022
End Date: 5/27/2022
GPS Accuracy: 0ft
Location Verified: No

Site Code: 626001
Station ID: CR 626 Jericho Rd
1
Location 1: Between CR 667
and Mill Pond Rd
Location 2: Pole #29796
Latitude: 0.000000
Longitude: 0.000000

Number of Vehicles Traveling At A Given Speed - Total



SPEED DATA ANALYSIS

Location



Between CR 667 and Mill Pond Rd
Pole #29796
Latitude: 0 0' 0.000"
Longitude: 0 0' 0.000"

Analysis Time Period



Start	End
5/23/2022	5/27/2022
12:00 AM	12:00 AM

Vehicles Analyzed



247

Speed Limit



50

Total Enforceable Violations



25

Average Speed



42

% Enforceable Violations



10%

Fastest Speed



67

Enforcement Rating

MEDIUM

Slowest Speed



14

Site Code: 626001
 Station ID: CR 626 Jericho Rd 1
 Location 1: Between CR 667 and Mill Pond Rd
 Location 2: Pole #29796
 Latitude: 0.000000
 Longitude: 0.000000

File Name: CR 626 Jericho Rd 1
 Date Printed: 5/27/2022
 Start Date: 5/23/2022
 End Date: 5/27/2022
 GPS Accuracy: 0ft
 Location Verified: No

Averaged Daily Totals

Combined

	<= 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	>70 to 75	>75 to 80	>80 to 85	>85 to 90	> 90	Total
Sunday	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Monday	0	19	10	9	6	2	1	0	0	0	0	0	0	47
Tuesday	0	15	19	9	5	1	0	0	0	0	0	0	0	49
Wednesday	0	13	18	10	3	0	0	1	0	0	0	0	0	45
Thursday	0	21	27	14	3	0	0	0	0	0	0	0	0	65
Friday	0	5	2	4	3	0	0	0	0	0	0	0	0	14
Saturday	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	73	76	46	20	3	1	1	0	0	0	0	0	220

Site Code: 626002 **File Name:** CR 626 Jericho Rd
Station ID: CR 626 Jericho Rd **Date Printed:** 5/27/2022
Location 1: Between CR 667 and South Burden Hill Rd **Start Date:** 5/23/2022
Location 2: Pole #41 1/2 **End Date:** 5/27/2022
Latitude: 0.000000 **GPS Accuracy:** 0ft
Longitude: 0.000000 **Location Verified:** No

Combined Lanes

Peak Analysis

Classes Excluded From Peaks: None

Date	AM		Hour Volume	Highest Interval Time	Highest Interval Volume	Peak Hour Factor	PM		Hour Volume	Highest Interval Time	Highest Interval Volume	Peak Hour Factor
	Peak	Volume					Peak	Volume				
5/23/2022	No Volume											
5/24/2022	08:55	2		09:31	1	0.50	13:22	4	4	13:25	3	0.33
5/25/2022	10:21	5		10:47	3	0.42	12:42	4	4	13:20	2	0.50
5/26/2022	07:22	4		07:24	2	0.50	15:51	5	5	16:01	2	0.63
5/27/2022	08:26	4		08:56	2	0.50	12:00	3	3	12:39	3	0.25

Pace Speed - MPH

Classes Excluded From Pace: None

Speed	Number	Percent
37 - 46	44	60%

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	73
Total Greater Than 50.0	4
Percent Greater Than 50.05.5%	

Mean, Median, and Mode Averages

Mean:	40.2
Median (50th %):	40.9
Mode:	41.6

Site Code: 626002 File Name: CR 626 Jericho Rd
 Station ID: CR 626 Jericho Rd 2 Date Printed: 5/27/2022
 Location 1: Between CR 667 and South Burden Hill Rd Start Date: 5/23/2022
 Location 2: Pole #41 1/2 End Date: 5/27/2022
 Latitude: 0.000000 GPS Accuracy: 0ft
 Longitude: 0.000000 Location Verified: No

Length Statistics

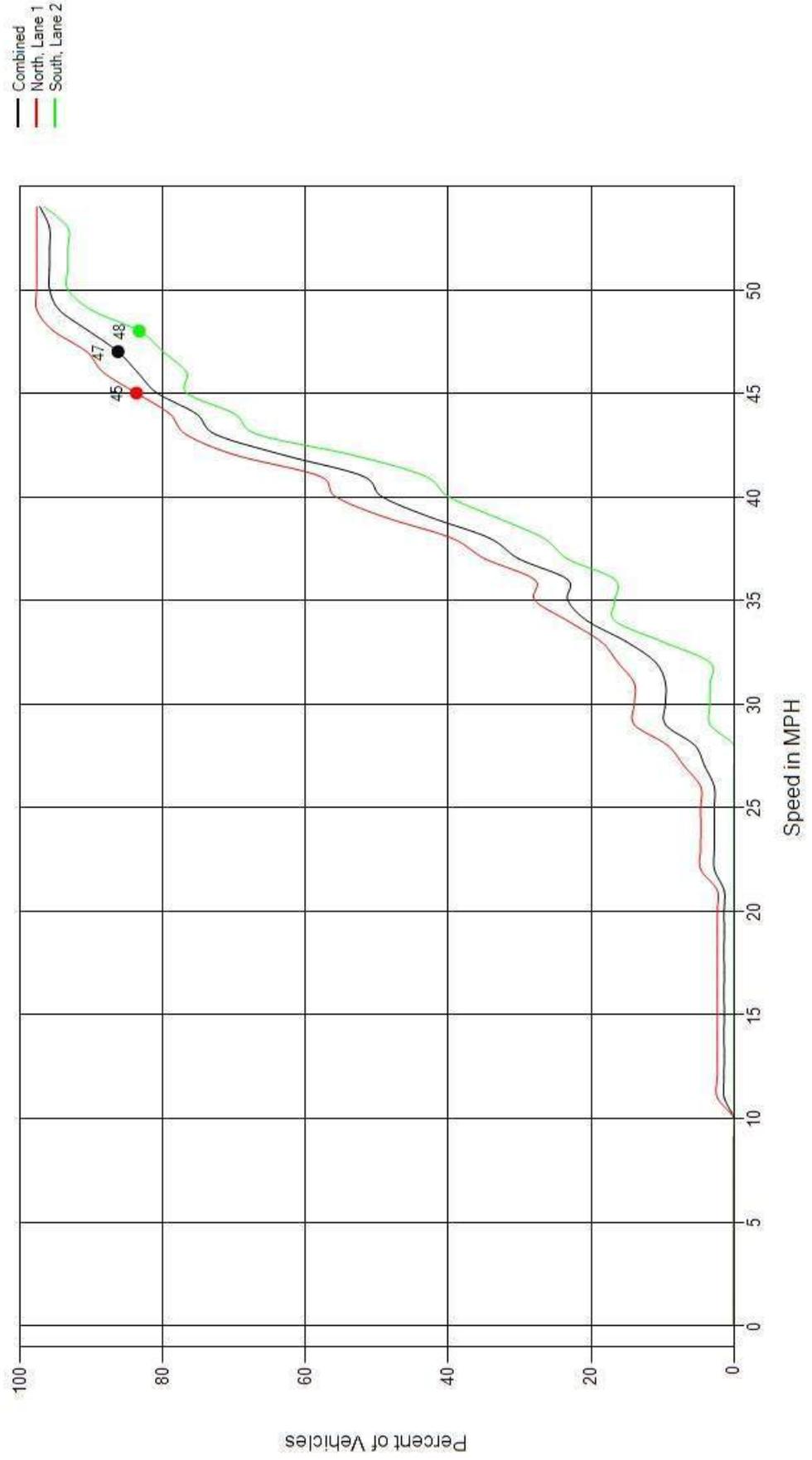
<= 95 <= 239 <= 479 <= 839 > 839
 7 46 19 1 0
 9.6% 63.0% 26.0% 1.4% 0.0%

AADT

Date	Lane	Volume	x	User	x	Daily	=	ADT	x	Season	=	AADT
5/23/2022	North, Lane 1	6	1.00	1.00	1.00	1.00		6	1.00	1.00		6
5/23/2022	South, Lane 2	3	1.00	1.00	1.00	1.00		3	1.00	1.00		3
5/23/2022	Day Total	9						9				9
5/24/2022	North, Lane 1	13	1.00	1.00	1.00	1.00		13	1.00	1.00		13
5/24/2022	South, Lane 2	8	1.00	1.00	1.00	1.00		8	1.00	1.00		8
5/24/2022	Day Total	21						21				21
5/25/2022	North, Lane 1	14	1.00	1.00	1.00	1.00		14	1.00	1.00		14
5/25/2022	South, Lane 2	10	1.00	1.00	1.00	1.00		10	1.00	1.00		10
5/25/2022	Day Total	24						24				24
5/26/2022	North, Lane 1	9	1.00	1.00	1.00	1.00		9	1.00	1.00		9
5/26/2022	South, Lane 2	6	1.00	1.00	1.00	1.00		6	1.00	1.00		6
5/26/2022	Day Total	15						15				15
5/27/2022	North, Lane 1	1	1.00	1.00	1.00	1.00		1	1.00	1.00		1
5/27/2022	South, Lane 2	3	1.00	1.00	1.00	1.00		3	1.00	1.00		3
5/27/2022	Day Total	4						4				4
Total		73						73				73
Average		15						15				15

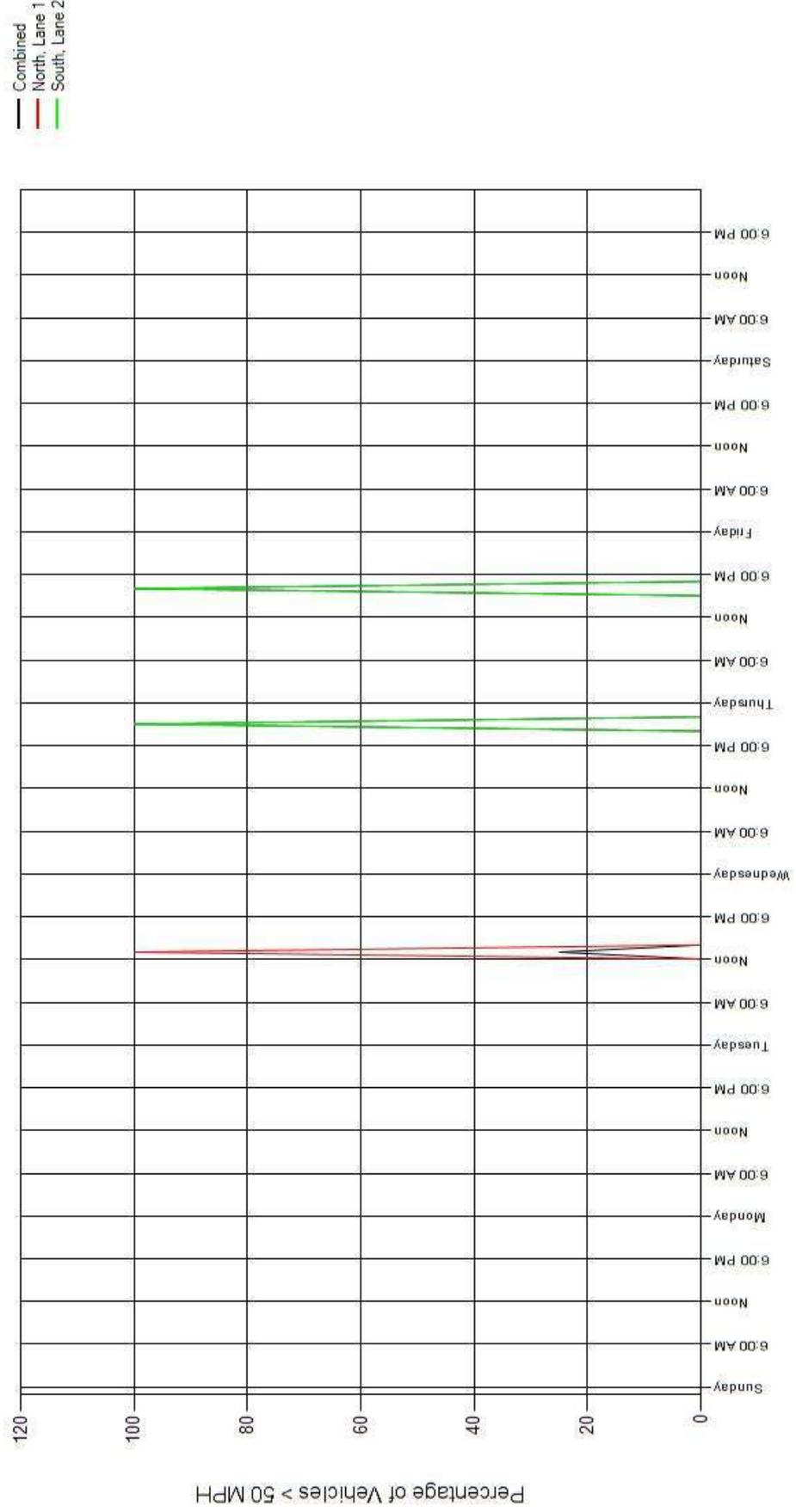
Site Code:	626002	File Name:	CR 626 Jericho Rd 2
Station ID:	CR 626 Jericho Rd 2	Date Printed:	5/27/2022
Location 1:	Between CR 667 and South Burden Hill Rd	Start Date:	5/23/2022
Location 2:	Pole #41 1/2	End Date:	5/27/2022
Latitude:	0.000000	GPS Accuracy:	0ft
Longitude:	0.000000	Location Verified:	No

Cumulative Speed (in MPH)



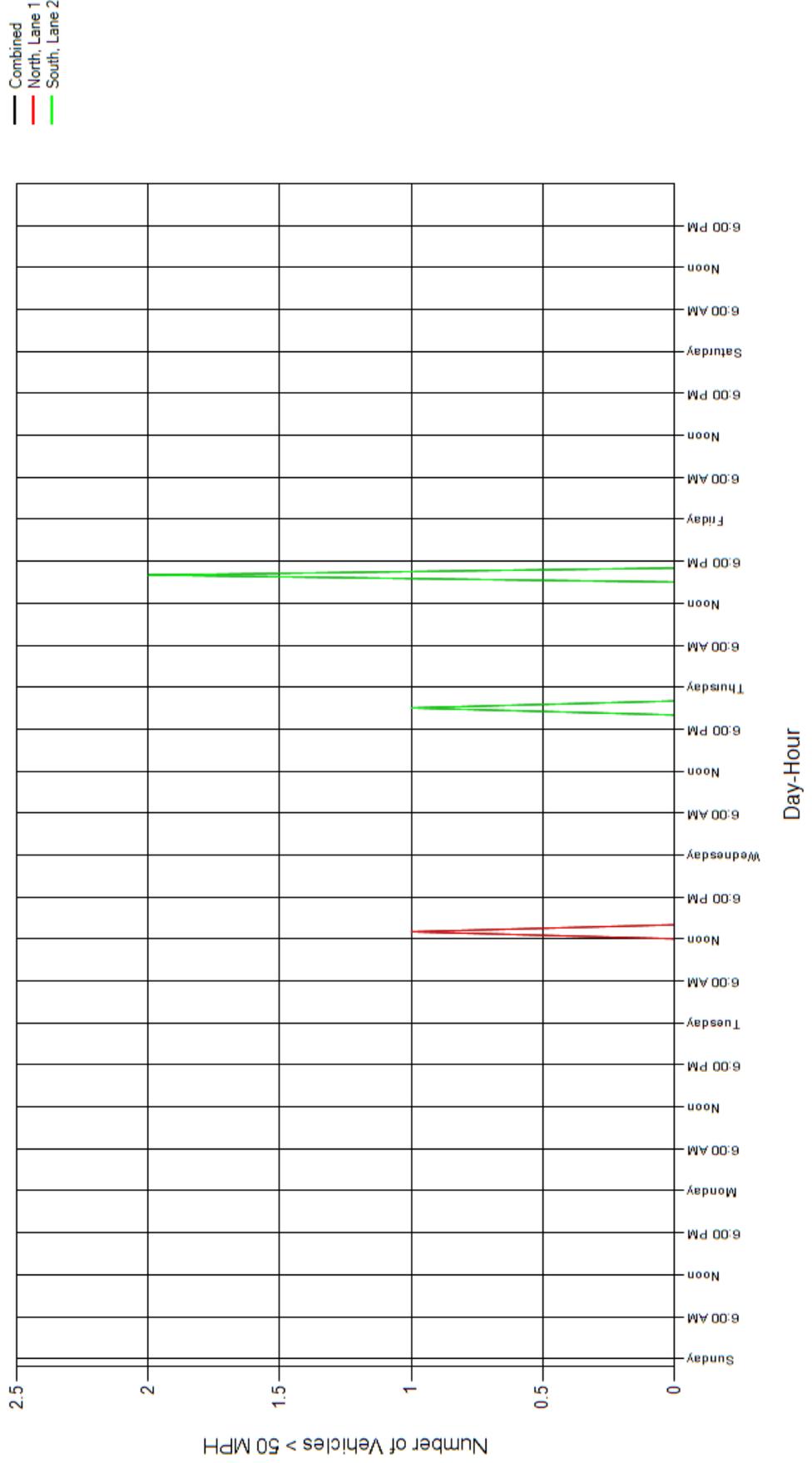
Site Code:	626002	File Name:	CR 626 Jericho Rd 2
Station ID:	CR 626 Jericho Rd 2	Date Printed:	5/27/2022
Location 1:	Between CR 667 and South Burden Hill Rd	Start Date:	5/23/2022
Location 2:	Pole #41 1/2	End Date:	5/27/2022
Latitude:	0.000000	GPS Accuracy:	0ft
Longitude:	0.000000	Location Verified:	No

Percentage of Vehicles Traveling Greater Than 50 MPH



Site Code:	626002	File Name:	CR 626 Jericho Rd 2
Station ID:	CR 626 Jericho Rd 2	Date Printed:	5/27/2022
Location 1:	Between CR 667 and South Burden Hill Rd	Start Date:	5/23/2022
Location 2:	Pole #41 1/2	End Date:	5/27/2022
Latitude:	0.000000	GPS Accuracy:	0ft
Longitude:	0.000000	Location Verified:	No

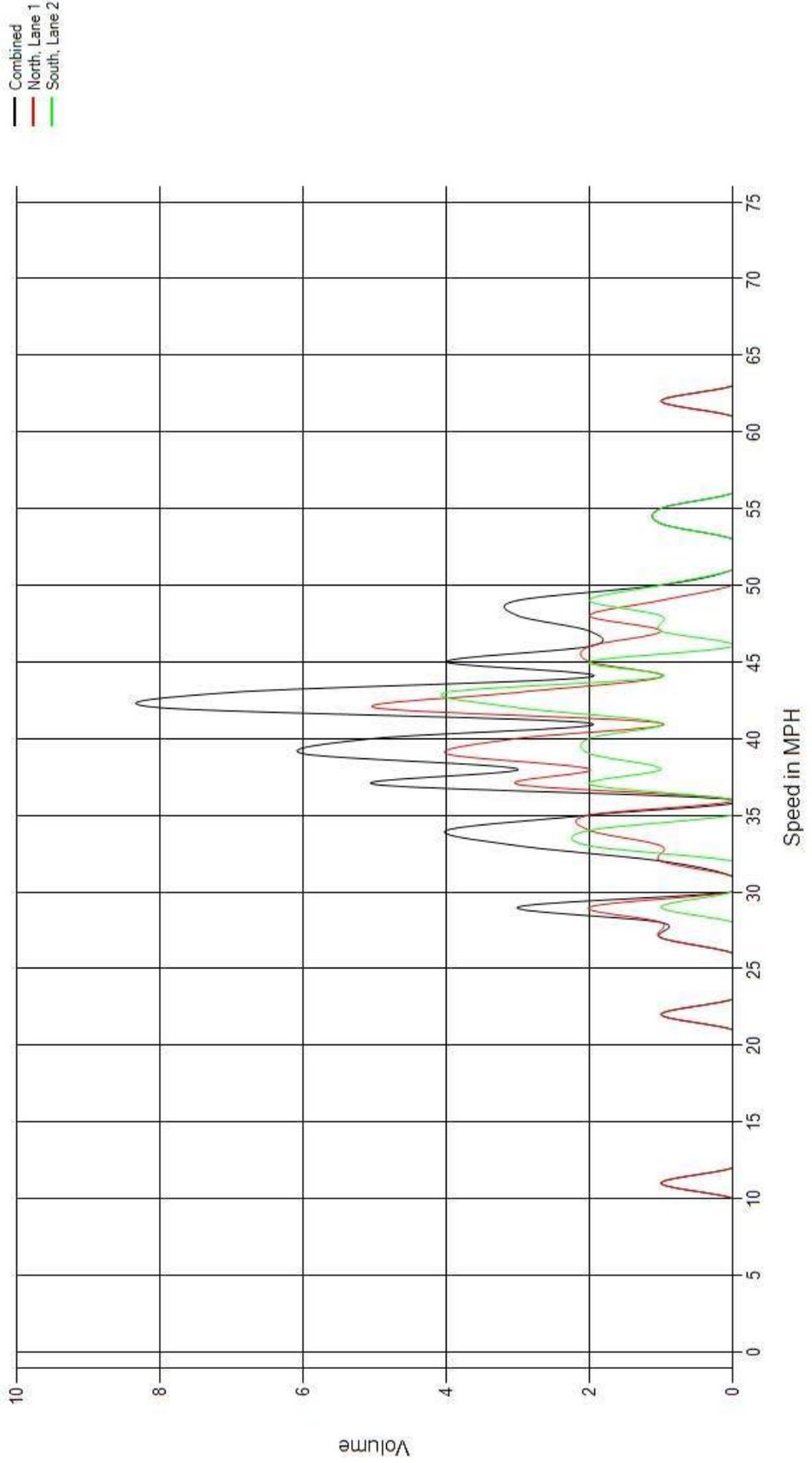
Number of Vehicles Traveling Greater Than 50 MPH



File Name: CR 626 Jericho Rd
2
Date Printed: 5/27/2022
Start Date: 5/23/2022
End Date: 5/27/2022
GPS Accuracy: 0ft
Location Verified: No

Site Code: 626002
Station ID: CR 626 Jericho Rd
2
Location 1: Between CR 667
and South Burden
Hill Rd
Location 2: Pole #41 1/2
Latitude: 0.000000
Longitude: 0.000000

Number of Vehicles Traveling At A Given Speed - Total



SPEED DATA ANALYSIS

Location



Between CR 667 and South
Burden Hill Rd
Pole #41 1/2
Latitude: 0 0' 0.000"
Longitude: 0 0' 0.000"

Analysis Time Period



Start	End
5/23/2022	5/27/2022
12:00 AM	12:00 AM

Vehicles Analyzed



69

Speed Limit



50

Total Enforceable Violations



4

Average Speed



41

% Enforceable Violations



6%

Fastest Speed



62

Enforcement Rating

LOW

Slowest Speed



11

Salem County Engineers Office
 110 5 th street Suite 600 Salem N.J. 08079

Site Code: 626002
 Station ID: CR 626 Jericho Rd 2
 Location 1: Between CR 667 and
 South Burden Hill Rd
 Location 2: Pole #41 1/2
 Latitude: 0.000000
 Longitude: 0.000000

File Name: CR 626 Jericho Rd 2
 Date Printed: 5/27/2022
 Start Date: 5/23/2022
 End Date: 5/27/2022
 GPS Accuracy: 0ft
 Location Verified: No

Averaged Daily Totals

Combined

	<= 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	>70 to 75	>75 to 80	>80 to 85	>85 to 90	> 90	Total
Sunday	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Monday	0	4	2	2	0	0	0	0	0	0	0	0	0	8
Tuesday	0	6	7	2	0	0	1	0	0	0	0	0	0	16
Wednesday	0	2	9	6	1	0	0	0	0	0	0	0	0	18
Thursday	0	5	4	1	1	0	0	0	0	0	0	0	0	11
Friday	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Saturday	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	19	23	11	2	0	1	0	0	0	0	0	0	56

File Name: CR677 HArmersville
 Pecks Corner Rd 1
 Date Printed: 5/27/2022
 Start Date: 5/23/2022
 End Date: 5/27/2022
 GPS Accuracy: 0ft
 Location Verified: No

Site Code: 667001
 Station ID: CR 667 HArmersville
 - Pecks Corner Rd 1
 Location 1: and Harasta Rd
 Location 2: Pole #BT 300 50 QU
 Latitude: 0.000000
 Longitude: 0.000000

Combined Lanes

Peak Analysis

Classes Excluded From Peaks: None

Date	AM Peak	Hour Volume	Highest Interval Time	Highest Interval Volume	Peak Hour Factor	Pm Peak	Hour Volume	Highest Interval Time	Highest Interval Volume	Peak Hour Factor
5/23/2022	10:44	40	11:28	15	0.67	16:33	119	16:42	35	0.85
5/24/2022	05:52	147	06:11	59	0.62	15:29	104	15:33	39	0.67
5/25/2022	05:29	141	06:12	55	0.64	15:25	108	15:31	47	0.57
5/26/2022	05:54	138	06:17	56	0.62	15:07	105	15:36	47	0.56
5/27/2022	05:22	84	06:06	28	0.75	No Volume				

Pace Speed - MPH

Classes Excluded From Pace: None

Speed	Number	Percent
39 - 48	1,868	49%

Vehicles Traveling Greater Than 50.0 MPH

Total Volume 3,779
 Total Greater Than 50.0 656
 Percent Greater Than 50.0 17.4%

Mean, Median, and Mode Averages

Mean: 42.7
 Median (50th %): 42.8
 Mode: 39.8

Length Statistics

File Name: CR677 HArmersville
 Pecks Corner Rd 1
 Date Printed: 5/27/2022
 Start Date: 5/23/2022
 End Date: 5/27/2022
 GPS Accuracy: 0ft
 Location Verified: No

Site Code: 667001
 Station ID: CR 667 Harmersville
 - Pecks Corner Rd 1
 Location 1: Between CR 626
 and Harasta Rd
 Location 2: Pole #BT 300 50 QU
 Latitude: 0.000000
 Longitude: 0.000000
 <= 95 <= 239
 51 3502
 1.3% 92.7%

<= 839
 29
 0.8%

<= 479
 195
 5.2%

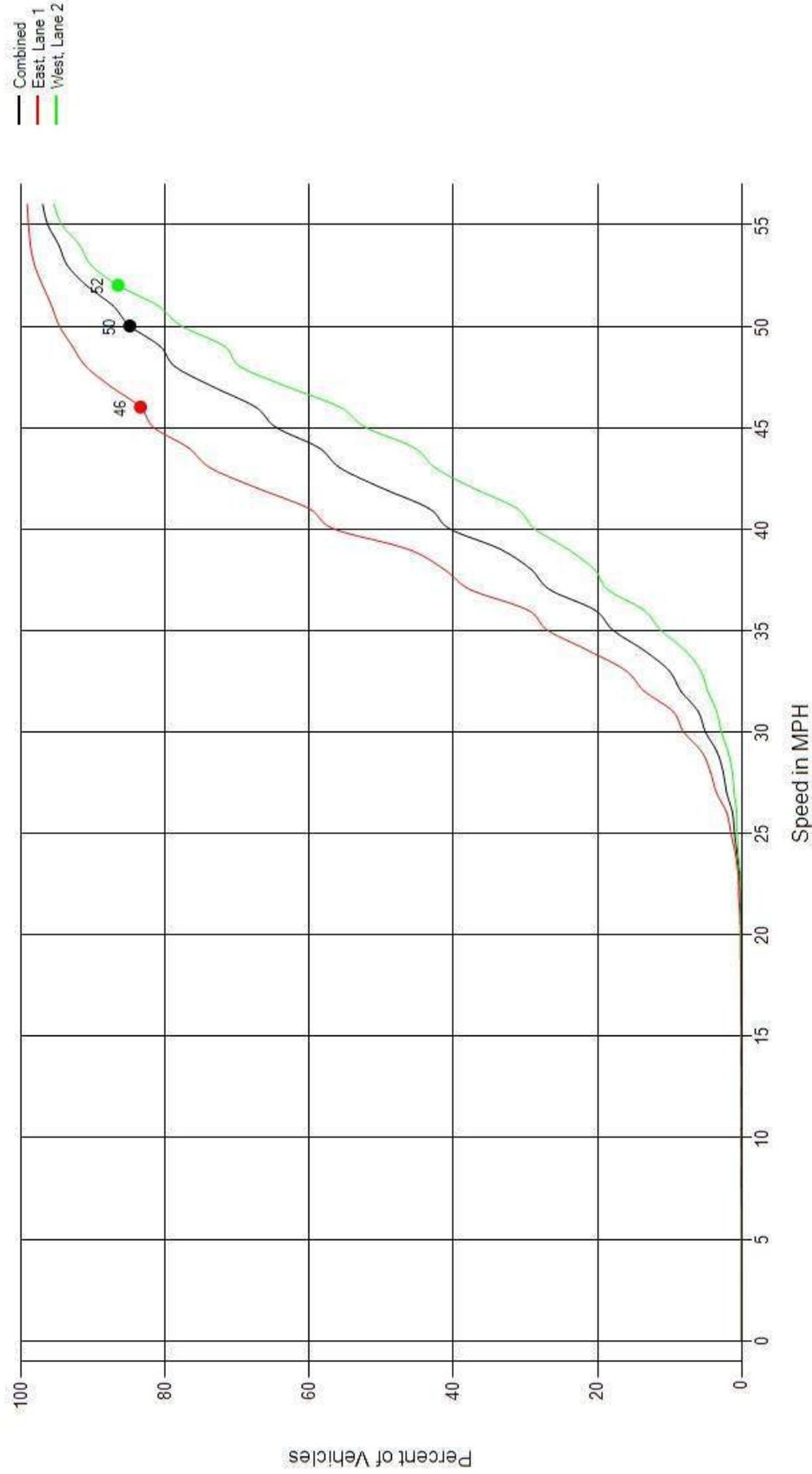
AADT

Date	Lane	Volume	User	Daily	ADT	Season	AADT
5/23/2022	East, Lane 1	288	1.00	1.00	288	1.00	288
5/23/2022	West, Lane 2	286	1.00	1.00	286	1.00	286
5/23/2022	Day Total	574			574		574
5/24/2022	East, Lane 1	420	1.00	1.00	420	1.00	420
5/24/2022	West, Lane 2	562	1.00	1.00	562	1.00	562
5/24/2022	Day Total	982			982		982
5/25/2022	East, Lane 1	427	1.00	1.00	427	1.00	427
5/25/2022	West, Lane 2	576	1.00	1.00	576	1.00	576
5/25/2022	Day Total	1,003			1,003		1,003
5/26/2022	East, Lane 1	382	1.00	1.00	382	1.00	382
5/26/2022	West, Lane 2	554	1.00	1.00	554	1.00	554
5/26/2022	Day Total	936			936		936
5/27/2022	East, Lane 1	79	1.00	1.00	79	1.00	79
5/27/2022	West, Lane 2	205	1.00	1.00	205	1.00	205
5/27/2022	Day Total	284			284		284
Total		3779			3779		3779
Average		756			756		756

File Name: CR677 Harmersville
Pecks Corner Rd 1
Date Printed: 5/27/2022
Start Date: 5/23/2022
End Date: 5/27/2022
GPS Accuracy: 0ft
Location Verified: No

Site Code: 667001
Station ID: CR 667 Harmersville
- Pecks Corner Rd 1
Location 1: Between CR 626
and Harasta Rd
Location 2: Pole #BT 300 50 QU
Latitude: 0.000000
Longitude: 0.000000

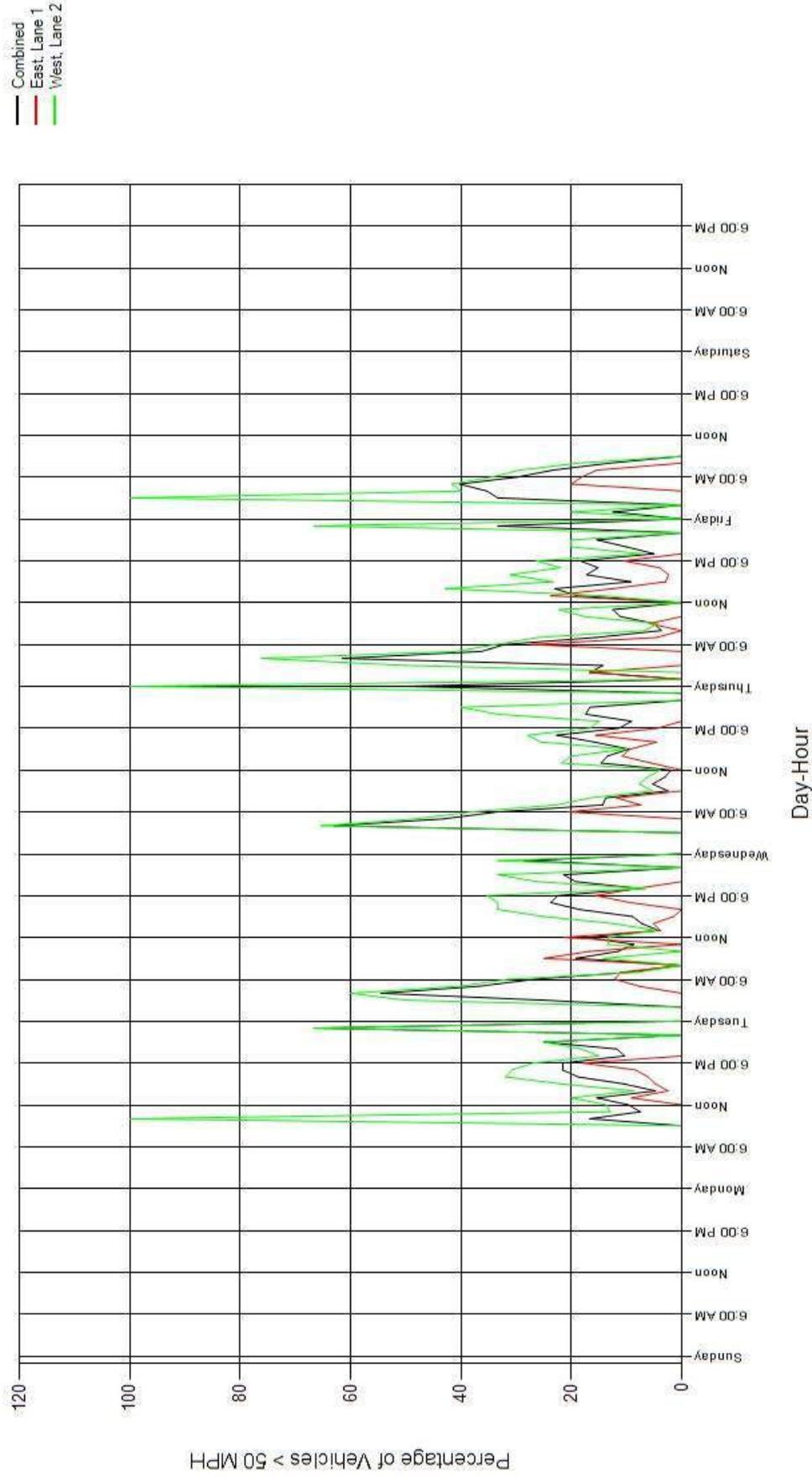
Cumulative Speed (in MPH)



File Name: CR677 Harmersville
 Pecks Corner Rd 1
 Date Printed: 5/27/2022
 Start Date: 5/23/2022
 End Date: 5/27/2022
 GPS Accuracy: 0ft
 Location Verified: No

Site Code: 667001
 Station ID: CR 667 Harmersville
 - Pecks Corner Rd 1
 Location 1: Between CR 626
 and Harasta Rd
 Location 2: Pole #BT 300 50 QU
 Latitude: 0.000000
 Longitude: 0.000000

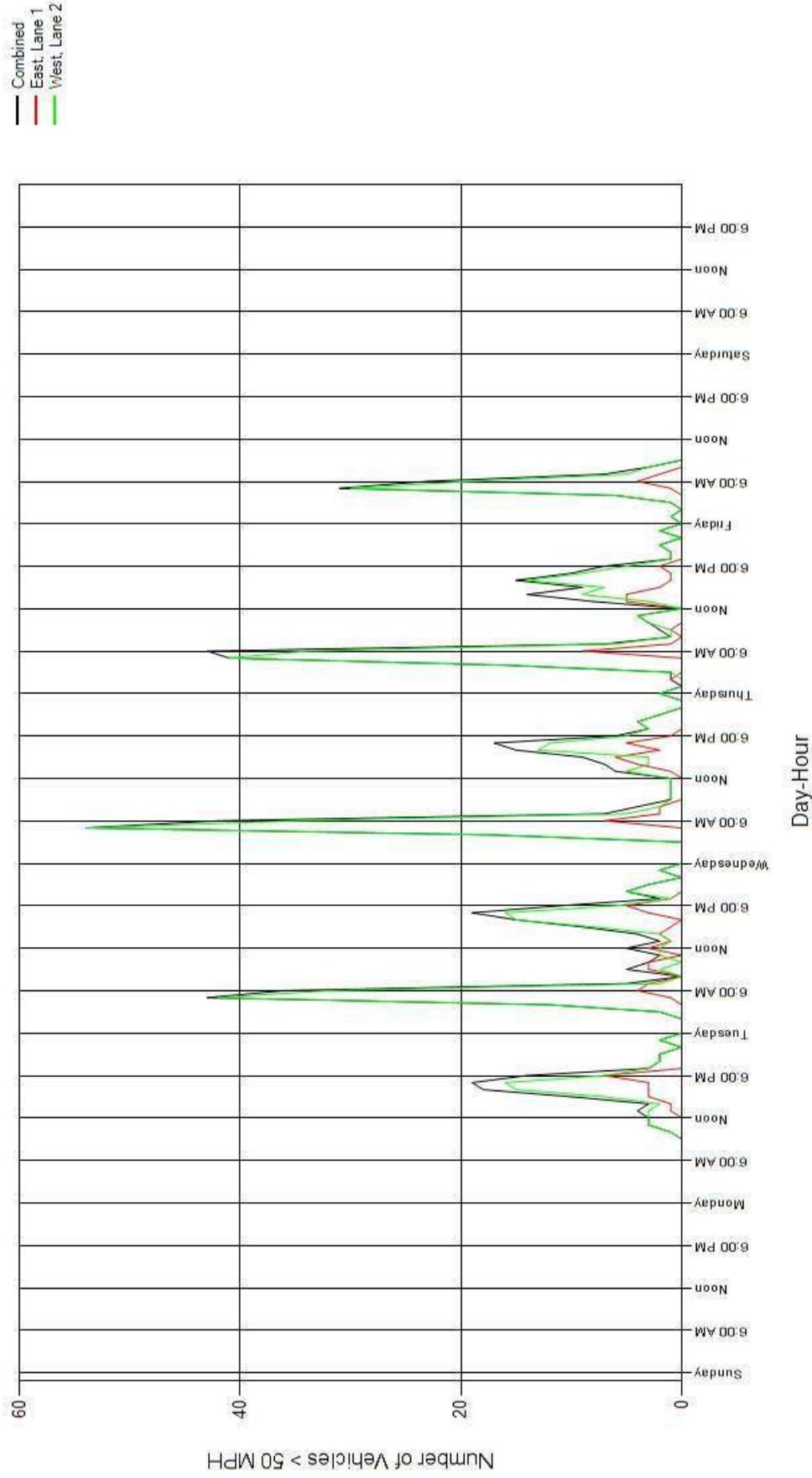
Percentage of Vehicles Traveling Greater Than 50 MPH



File Name: CR677 Harmersville
Pecks Corner Rd 1
Date Printed: 5/27/2022
Start Date: 5/23/2022
End Date: 5/27/2022
GPS Accuracy: 0ft
Location Verified: No

Site Code: 667001
Station ID: CR 667 Harmersville
- Pecks Corner Rd 1
Location 1: Between CR 626
and Harasta Rd
Location 2: Pole #BT 300 50 QU
Latitude: 0.000000
Longitude: 0.000000

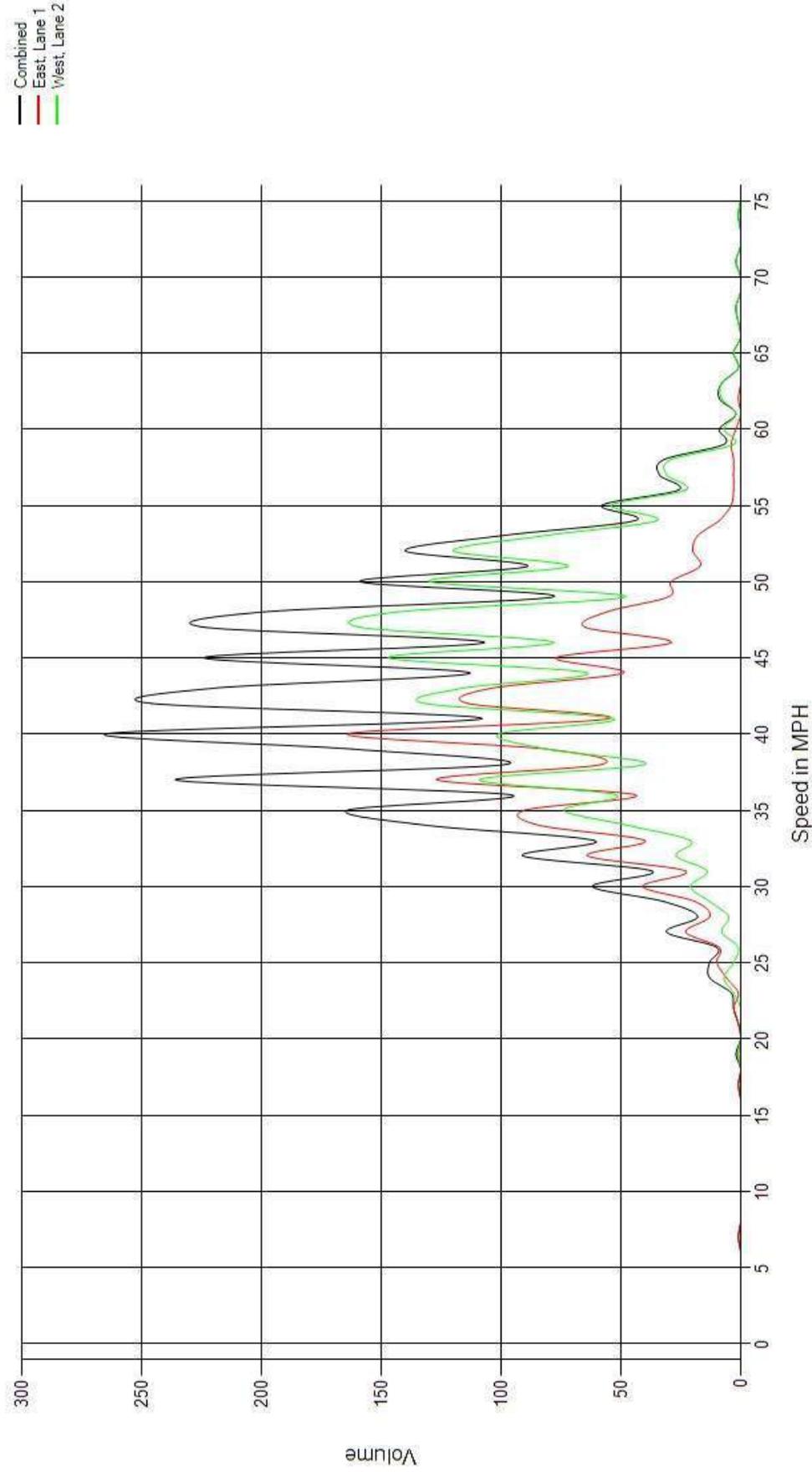
Number of Vehicles Traveling Greater Than 50 MPH



File Name: CR677 Harmersville
Pecks Corner Rd 1
Date Printed: 5/27/2022
Start Date: 5/23/2022
End Date: 5/27/2022
GPS Accuracy: 0ft
Location Verified: No

Site Code: 667001
Station ID: CR 667 Harmersville
- Pecks Corner Rd 1
Location 1: Between CR 626
and Harasta Rd
Location 2: Pole #BT 300 50 QU
Latitude: 0.000000
Longitude: 0.000000

Number of Vehicles Traveling At A Given Speed - Total



SPEED DATA ANALYSIS

Location



Between CR 626 and Harasta Rd
Pole #BT 300 50 QU
Latitude: 0 0' 0.000"
Longitude: 0 0' 0.000"

Analysis Time Period



Start	End
5/23/2022	5/27/2022
12:00 AM	12:00 AM

Vehicles Analyzed



3,495

Speed Limit



50

Total Enforceable Violations



593

Average Speed



42

% Enforceable Violations



17%

Fastest Speed



81

Enforcement Rating

MEDIUM

Slowest Speed



7

Salem County Engineers Office
 110 5 th street Suite 600 Salem N.J. 08079

Site Code: 667001
 Station ID: CR 667 Harmersville -
 Location 1: Pecks Corner Rd 1
 Location 2: Harasta Rd
 Pole #BT 300 50 QU
 Latitude: 0.000000
 Longitude: 0.000000

File Name: CR677 Harmersville
 Pecks Corner Rd 1
 Date Printed: 5/27/2022
 Start Date: 5/23/2022
 End Date: 5/27/2022
 GPS Accuracy: 0ft
 Location Verified: No

Averaged Daily Totals

Combined	<= 35	>35 to 40	>40 to 45	>45 to 50	>50 to 55	>55 to 60	>60 to 65	>65 to 70	>70 to 75	>75 to 80	>80 to 85	>85 to 90	> 90	Total
Sunday	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Monday	0	160	147	86	45	18	4	1	0	0	0	0	0	461
Tuesday	0	224	256	195	110	29	5	0	2	0	0	0	0	821
Wednesday	0	225	220	211	116	30	6	0	1	0	0	0	0	809
Thursday	0	199	220	204	118	23	7	2	0	0	1	0	0	774
Friday	0	49	68	71	42	8	1	0	0	0	0	0	0	239
Saturday	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	857	911	767	431	108	23	3	3	0	1	0	0	3,104

File Name: CR 677 Harmersville
 Pecks Corner Rd 2
 Date Printed: 5/27/2022
 Start Date: 5/23/2022
 End Date: 5/27/2022
 GPS Accuracy: 0ft
 Location Verified: No

Site Code: 667002
 Station ID: CR 667 Harmersville
 - Pecks Corner Rd 2
 Location 1: and NJ Route 49
 Location 2: Pole #S34116
 Latitude: 0.000000
 Longitude: 0.000000

Combined Lanes

Peak Analysis

Classes Excluded From Peaks: None

Date	AM Peak	Hour Volume	Highest Interval Time	Highest Interval Volume	Peak Hour Factor	Pm Peak	Hour Volume	Highest Interval Time	Highest Interval Volume	Peak Hour Factor
5/23/2022	10:56	32	11:28	13	0.62	17:10	97	17:10	29	0.84
5/24/2022	05:53	127	06:12	54	0.59	15:28	102	15:33	35	0.73
5/25/2022	05:30	113	06:09	47	0.60	16:29	94	16:33	31	0.76
5/26/2022	05:55	121	06:17	46	0.66	14:56	95	15:36	37	0.64
5/27/2022	04:56	73	05:15	36	0.51	No Volume				

Pace Speed - MPH

Classes Excluded From Pace: None

Speed	Number	Percent
39 - 48	1,853	52%

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	3,541
Total Greater Than 50.0	816
Percent Greater Than 50.0	23.0%

Mean, Median, and Mode Averages

Mean:	44.5
Median (50th %):	44.6
Mode:	41.0

Length Statistics

File Name: CR 677 Harmersville
 Pecks Corner Rd 2
 Date Printed: 5/27/2022
 Start Date: 5/23/2022
 End Date: 5/27/2022
 GPS Accuracy: 0ft
 Location Verified: No

Site Code: 667002
 Station ID: CR 667 Harmersville
 - Pecks Corner Rd 2
 Location 1: Between CR 626
 and NJ Route 49
 Location 2: Pole #S34116
 Latitude: 0.000000
 Longitude: 0.000000
 <= 95 <= 239
 85 3241
 2.4% 91.5%

<= 839
 15
 0.4%

<= 479
 197
 5.6%

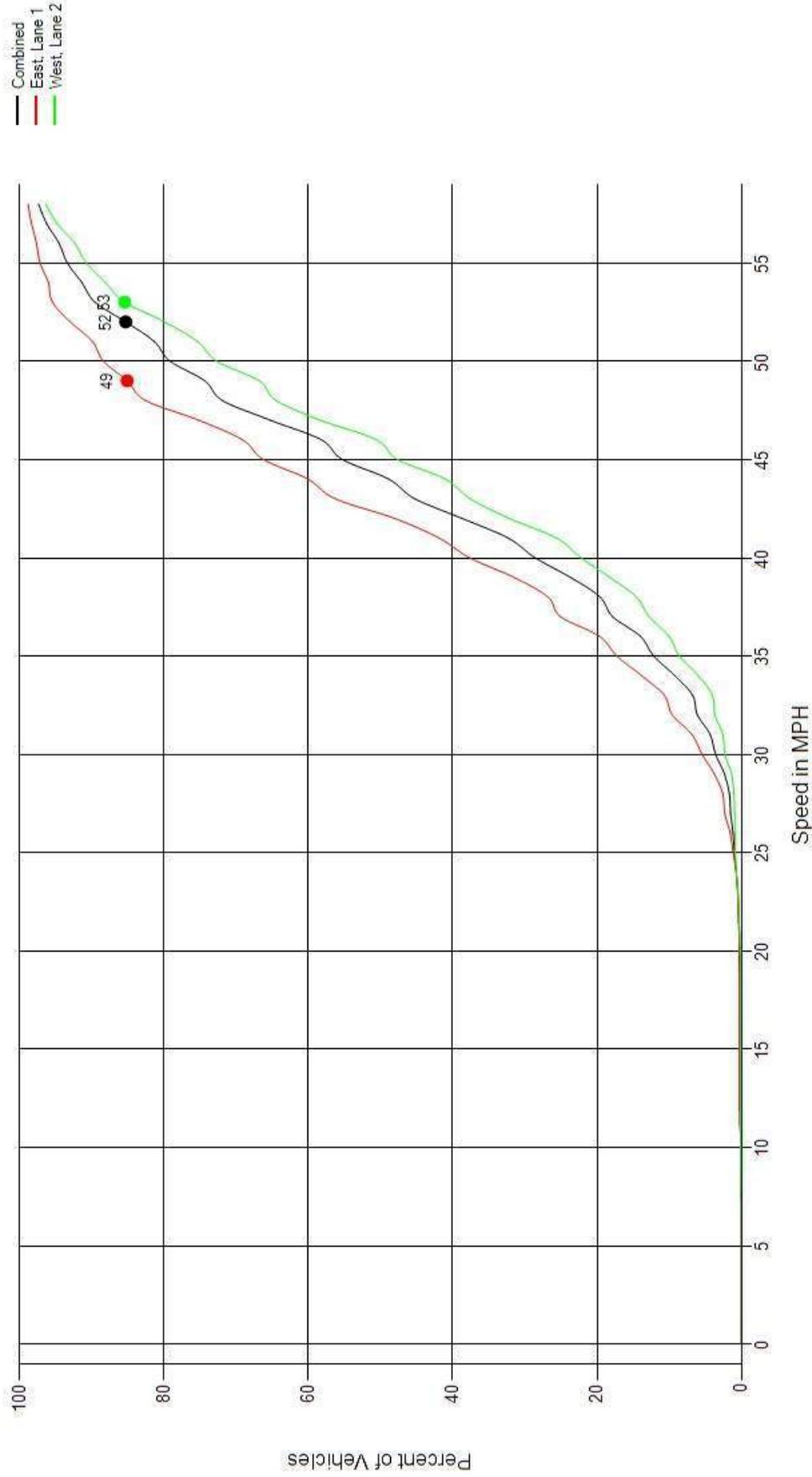
AADT

Date	Lane	Volume	User	Daily	ADT	x	Season	=	AADT
5/23/2022	East, Lane 1	266	1.00	1.00	266	x	1.00	=	266
5/23/2022	West, Lane 2	259	1.00	1.00	259	x	1.00	=	259
5/23/2022	Day Total	525			525	x		=	525
5/24/2022	East, Lane 1	385	1.00	1.00	385	x	1.00	=	385
5/24/2022	West, Lane 2	562	1.00	1.00	562	x	1.00	=	562
5/24/2022	Day Total	947			947	x		=	947
5/25/2022	East, Lane 1	375	1.00	1.00	375	x	1.00	=	375
5/25/2022	West, Lane 2	535	1.00	1.00	535	x	1.00	=	535
5/25/2022	Day Total	910			910	x		=	910
5/26/2022	East, Lane 1	341	1.00	1.00	341	x	1.00	=	341
5/26/2022	West, Lane 2	524	1.00	1.00	524	x	1.00	=	524
5/26/2022	Day Total	865			865	x		=	865
5/27/2022	East, Lane 1	91	1.00	1.00	91	x	1.00	=	91
5/27/2022	West, Lane 2	203	1.00	1.00	203	x	1.00	=	203
5/27/2022	Day Total	294			294	x		=	294
Total		3541			3541				3541
Average		709			709				709

File Name: CR 677 Harmersville
Pecks Corner Rd 2
Date Printed: 5/27/2022
Start Date: 5/23/2022
End Date: 5/27/2022
GPS Accuracy: 0ft
Location Verified: No

Site Code: 667002
Station ID: CR 667 Harmersville
- Pecks Corner Rd 2
Location 1: Between CR 626
and NJ Route 49
Location 2: Pole #S34116
Latitude: 0.000000
Longitude: 0.000000

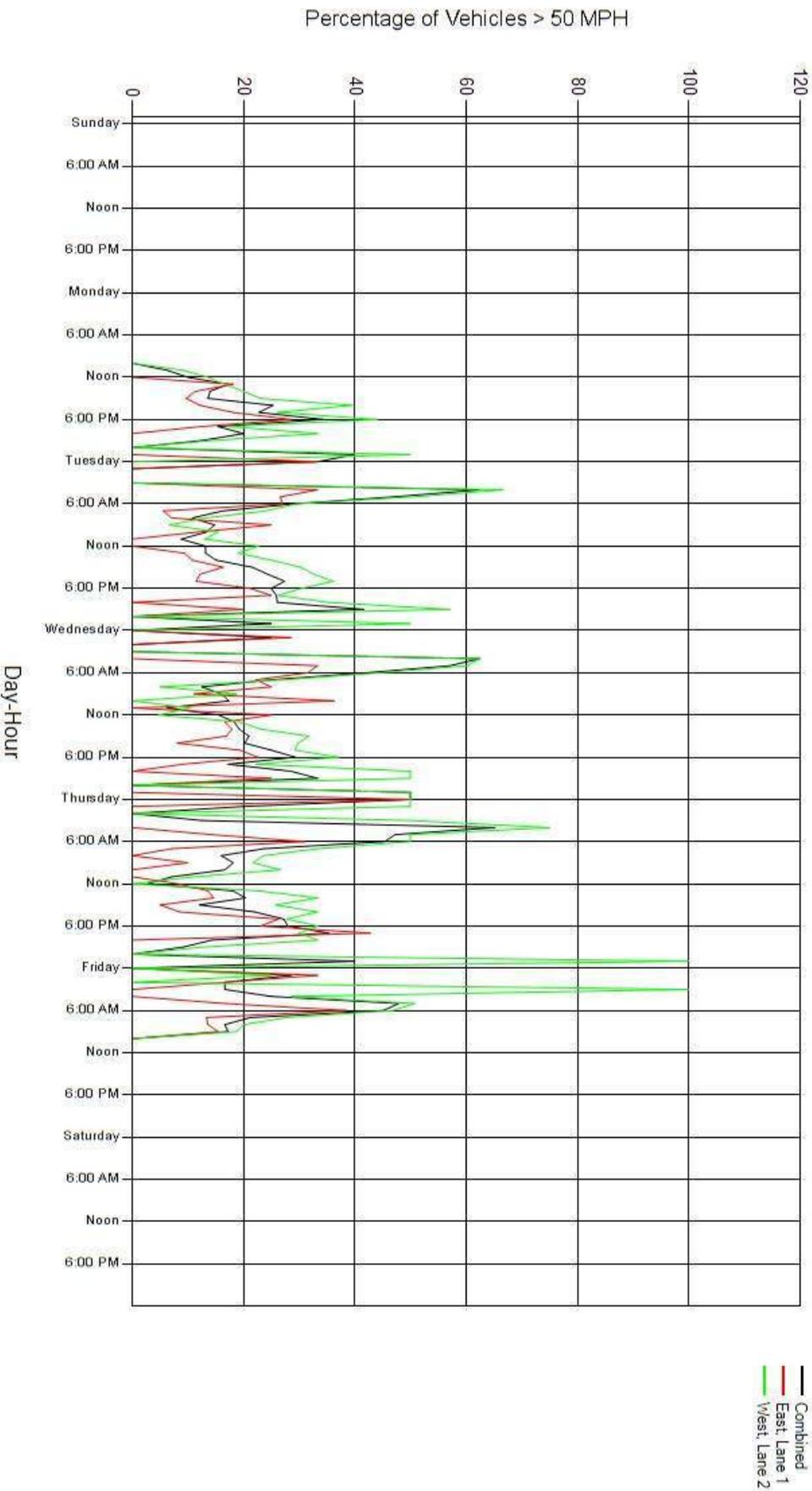
Cumulative Speed (in MPH)



Site Code: 667002
 Station ID: CR 667 Hammersville
 - Pecks Corner Rd 2
 Location 1: Between CR 626
 and NJ Route 49
 Pole #S34116
 Location 2:
 Latitude: 0.000000
 Longitude: 0.000000

File Name: CR 677 Hammersville
 Pecks Corner Rd 2
 Date Printed: 5/27/2022
 Start Date: 5/23/2022
 End Date: 5/27/2022
 GPS Accuracy: 0ft
 Location Verified: No

Percentage of Vehicles Traveling Greater Than 50 MPH

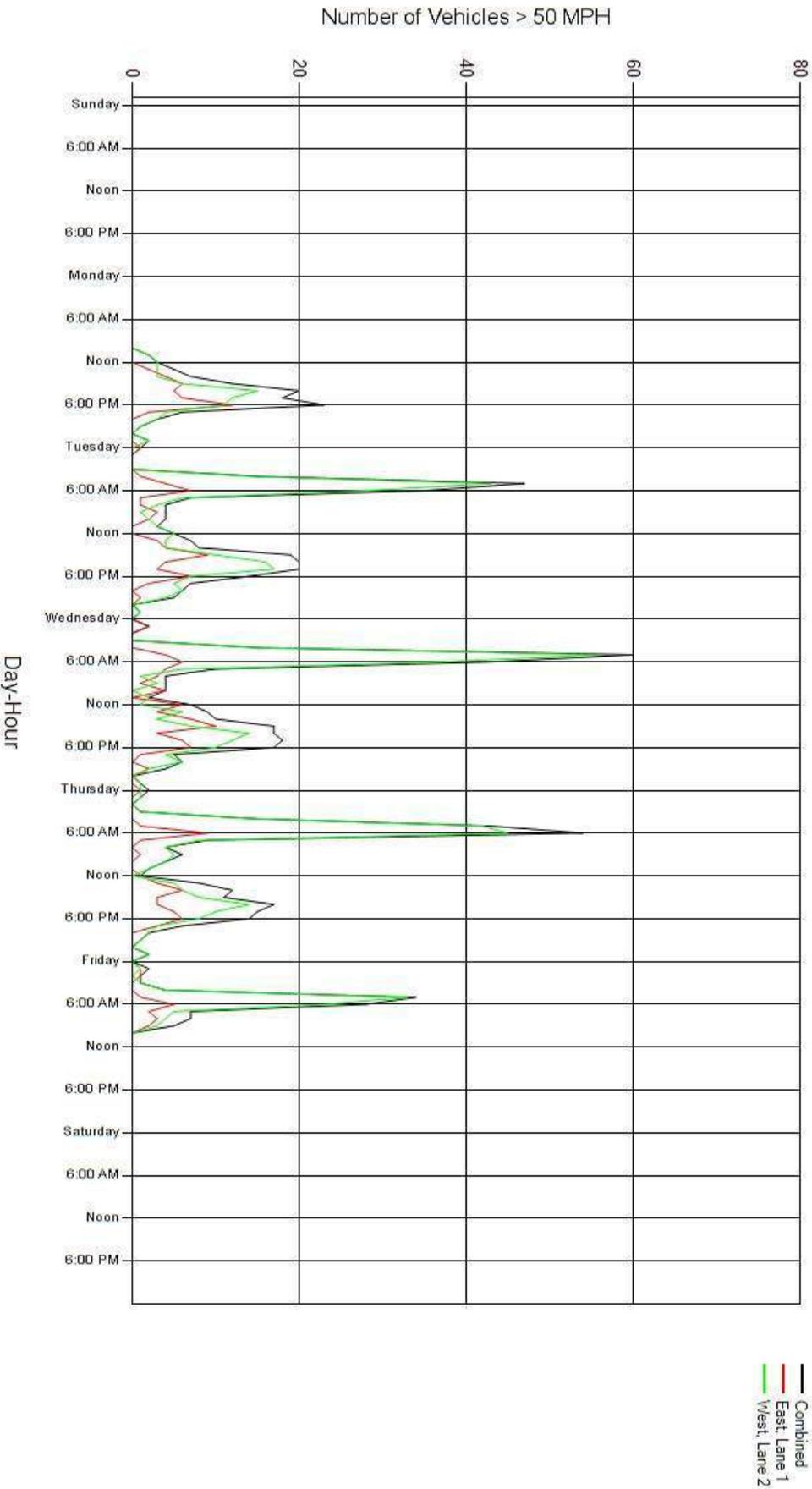


— Combined
 — East Lane 1
 — West Lane 2

Site Code: 667002
 Station ID: CR 667 Hammersville
 - Pecks Corner Rd 2
 Location 1: Between CR 626
 and NJ Route 49
 Pole #S34116
 Location 2:
 Latitude: 0.000000
 Longitude: 0.000000

File Name: CR 677 Hammersville
 Pecks Corner Rd 2
 Date Printed: 5/27/2022
 Start Date: 5/23/2022
 End Date: 5/27/2022
 GPS Accuracy: 0ft
 Location Verified: No

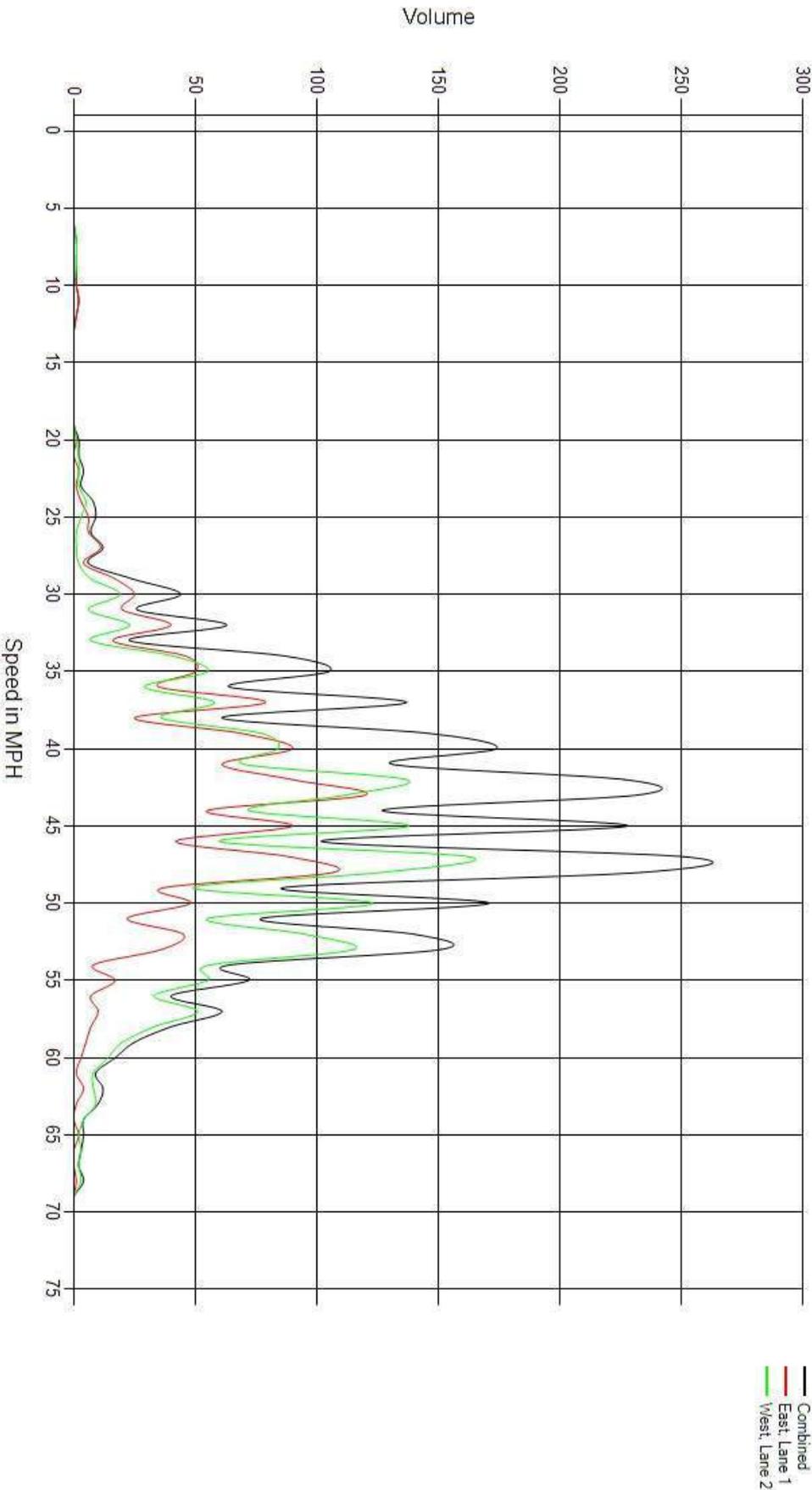
Number of Vehicles Traveling Greater Than 50 MPH



Site Code: 667002
Station ID: CR 667 Hammersville
- Pecks Corner Rd 2
Location 1: Between CR 626
and NJ Route 49
Location 2: Pole #S34116
Latitude: 0.000000
Longitude: 0.000000

File Name: CR 677 Hammersville
Pecks Corner Rd 2
Date Printed: 5/27/2022
Start Date: 5/23/2022
End Date: 5/27/2022
GPS Accuracy: 0ft
Location Verified: No

Number of Vehicles Traveling At A Given Speed - Total



SPEED DATA ANALYSIS

Location



Between CR 626 and NJ Route
49
Pole #S34116
Latitude: 0 0' 0.000"
Longitude: 0 0' 0.000"

Analysis Time Period



Start	End
5/23/2022	5/27/2022
12:00 AM	12:00 AM

Vehicles Analyzed



3,247

Speed Limit



50

Total Enforceable Violations



734

Average Speed



45

% Enforceable Violations



23%

Fastest Speed



85

Enforcement Rating

HIGH

Slowest Speed



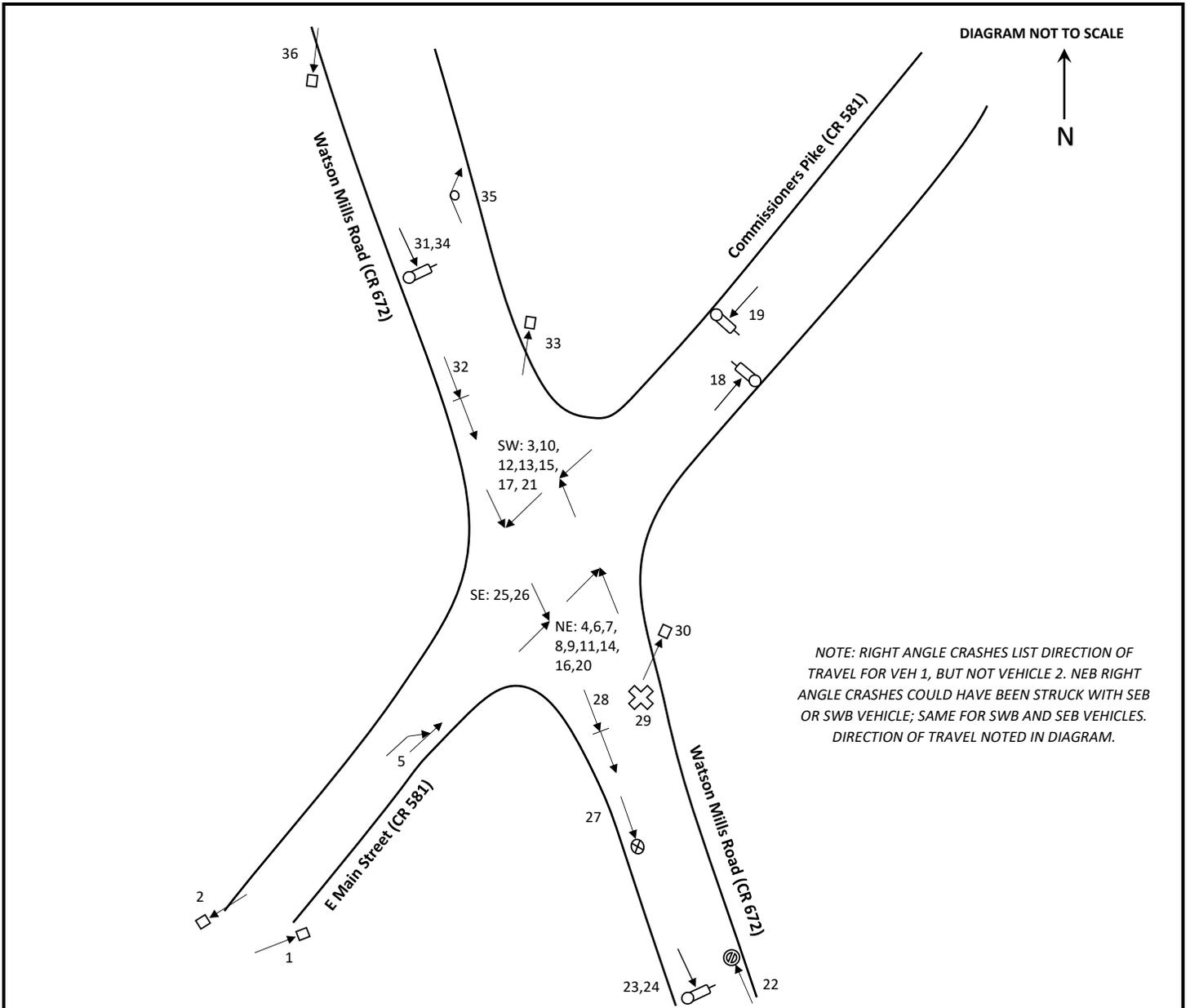
7

SALEM COUNTY INTERSECTION IMPROVEMENTS

APPENDIX B

CRASH DATA

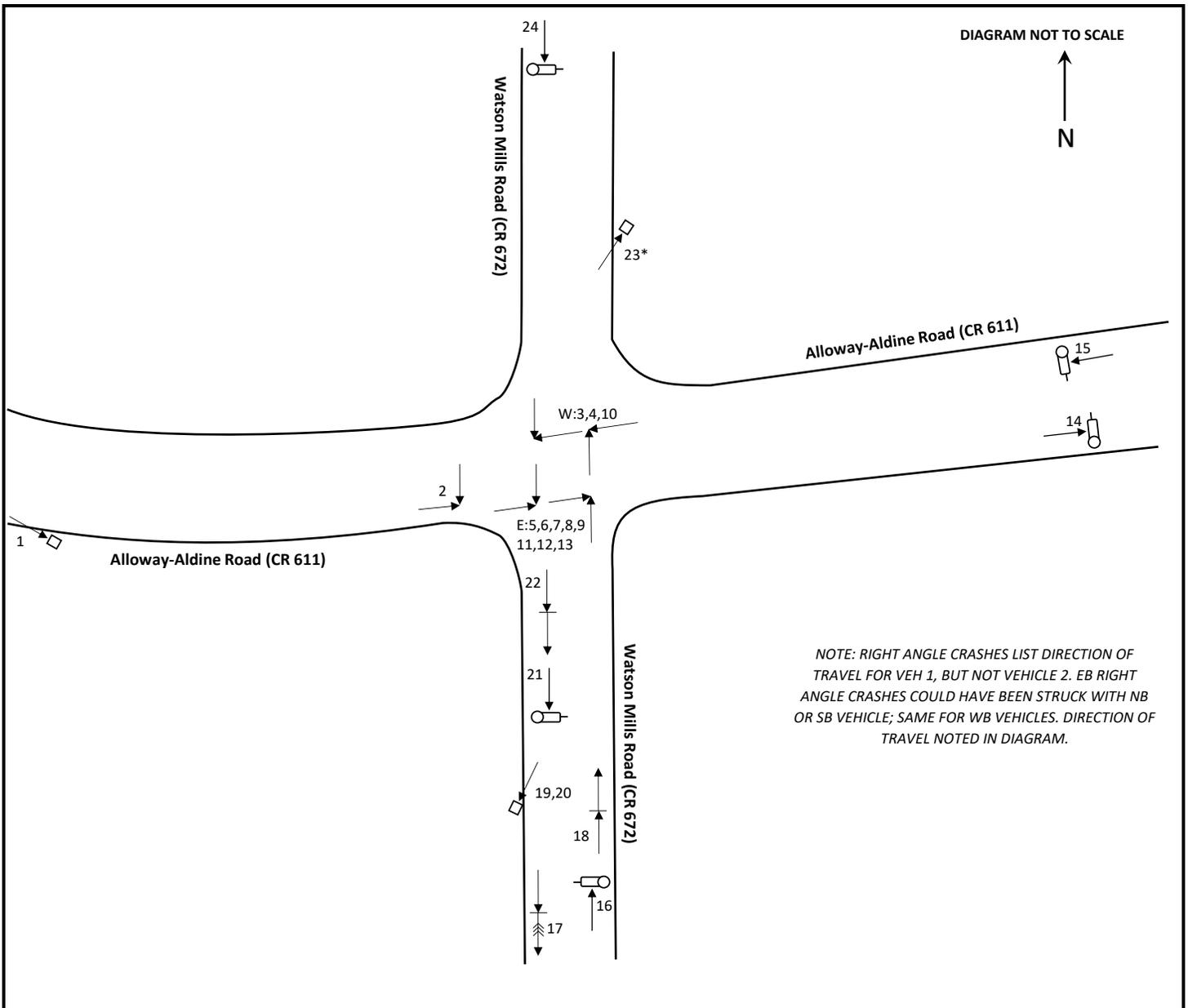
**COLLISION DIAGRAM A - COMMISSIONERS PIKE (CR 581, MP 7.24) AND WATSONS MILL ROAD (CR 672, MP 3.35)
ALLOWAY TOWNSHIP, SALEM COUNTY, NEW JERSEY**



CRASH TYPE								EPDO:		ROAD SURFACE (R/S):			
REAR-END		HIT PEDAL-CYCLE		SIDE SWIPE				1 = Property Damage Only	1 = Dry				
ANGLE		HIT NON FIXED OBJECT		OUT OF CONTROL (UNKNOWN)				5 = Injury	2 = Wet				
HEAD-ON		HIT MOVING OBJECT		OVERTURNED				3 = Snowy	3 = Snowy				
BACKING		HIT ANIMAL		PEDESTRIAN/BICYCLE				4 = Icy	4 = Icy				
TURNING MOVEMENT		HIT FIXED OBJECT		NON COLLISION EVENT				5 = Slush	5 = Slush				
								* Indicates Drugs or Alcohol	6 = Water				
								ENVIRONMENTAL CONDITIONS (E/C):	LIGHT CONDITIONS (L/C):				
								1 = Clear	1 = Daylight				
								2 = Rain	2 = Dawn				
								3 = Snow	3 = Dusk				
								4 = Fog/Smog/Smoke	4 = Dark - Street Lights Off				
								5 = Overcast	5 = Dark - No Street Lights				
								6 = Sleet/Hail/Freezing Rain	6 = Dark - Street Lights On - Cont.				
								7 = Other	7 = Dark - Street Lights On - Spot				

#	DATE	DAY	TIME	EPDO	R/S	E/C	L/C	#	DATE	DAY	TIME	EPDO	R/S	E/C	L/C
1	1/12/2019	SA	2151	P	3	4	2	8	8/1/2020	SA	1432	P	1	1	2
2	1/15/2019	TU	643	P	3	4	2	9	10/22/2020	TH	852	P	1	2	2
3	9/5/2019	TH	1402	I	1	1	2	10	1/16/2019	WE	1700	P	1	1	2
4	11/15/2019	FR	1532	P	1	1	2	11	1/23/2019	WE	2017	I	1	1	2
5	1/6/2017	FR	2144	P	1	1	2	12	6/12/2016	S	1504	P	2	1	1
6	4/19/2016	TU	1716	P	2	1	1	13	10/3/2016	M	1321	P	2	1	1
7	1/22/2020	WE	822	P	1	1	2	14	12/1/2016	TH	1144	I	2	1	1

**COLLISION DIAGRAM B - ALLOWAY-ALDINE ROAD (CR 611, MP 3.61) AND WATSONS MILL ROAD (CR 672, MP 1.64)
ALLOWAY TOWNSHIP, SALEM COUNTY, NEW JERSEY**



CRASH TYPE				EPDO:				ROAD SURFACE (R/S):			
REAR-END		HIT PEDAL-CYCLE		SIDE SWIPE		1 = Property Damage Only		1 = Dry			
ANGLE		HIT NON FIXED OBJECT		OUT OF CONTROL (UNKNOWN)		5 = Injury		2 = Wet			
HEAD-ON		HIT MOVING OBJECT		OVERTURNED		3 = Snow		3 = Snowy			
BACKING		HIT ANIMAL		PEDESTRIAN/BICYCLE		4 = Icy		4 = Icy			
TURNING MOVEMENT		HIT FIXED OBJECT		NON COLLISION EVENT		5 = Slush		5 = Slush			
						6 = Water		6 = Water			
						* Indicates Drugs or Alcohol					
						ENVIRONMENTAL CONDITIONS (E/C):		LIGHT CONDITIONS (L/C):			
						1 = Clear		1 = Daylight			
						2 = Rain		2 = Dawn			
						3 = Snow		3 = Dusk			
						4 = Fog/Smog/Smoke		4 = Dark - Street Lights Off			
						5 = Overcast		5 = Dark - No Street Lights			
						6 = Sleet/Hail/Freezing Rain		6 = Dark - Street Lights On - Cont.			
						7 = Other		7 = Dark - Street Lights On - Spot			

#	DATE	DAY	TIME	EPDO	R/S	E/C	L/C	#	DATE	DAY	TIME	EPDO	R/S	E/C	L/C
1	7/28/2016	TH	1909	P	2	2	1	8	10/28/2017	SA	2113	P	1	1	2
2	11/28/2020	SA	1031	P	1	1	2	9	4/27/2016	W	1442	P	2	1	1
3	6/12/2018	TU	1634	I	1	1	2	10	2/14/2015	SA	1444	P	2	3	1
4	9/22/2017	FR	1351	I	1	1	2	11	4/17/2015	F	1552	P	2	1	1
5	10/7/2017	SA	1223	I	1	1	2	12	5/7/2015	TH	1311	P	2	1	1
6	6/14/2019	FR	1612	I	1	1	2	13	6/13/2015	SA	1318	P	2	1	1
7	12/8/2018	SA	1457	P	1	1	2	14	6/16/2016	TH	2140	P	2	1	6

SALEM COUNTY INTERSECTION IMPROVEMENTS

APPENDIX C

CONCEPTUAL PLANS

SIGN LEGEND

R1-1	STOP	36" x 36"
R1-3P	ALL WAY	18" x 6"
W3-1	STOP AHEAD	36" x 36"



PROPOSED W3-1
(500' FROM STOPLINE)

EXISTING COUNTY ROUTE
MARKERS (JCT 581)

EXISTING W3-1
(425' TO STOP LINE)

PROPOSED RUMBLE STRIPS
(SEE DETAIL)

EXISTING COUNTY ROUTE
MARKERS (NORTH 672)

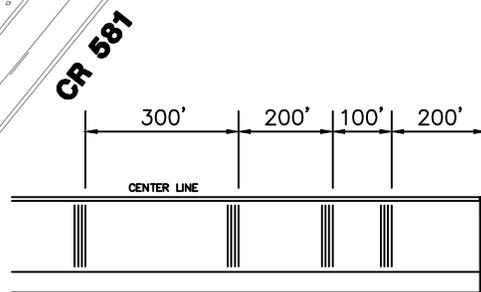
EXISTING R1-1
PROPOSED R1-3P

REFRESH
RUMBLE STRIPS
(SEE DETAIL)

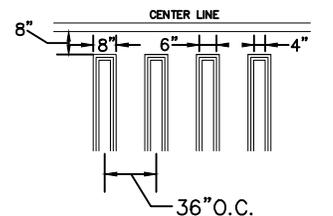
PROPOSED STOP BAR

PROPOSED R1-1
PROPOSED R1-3P

EXISTING COUNTY ROUTE
(SOUTH 581) AND
"WELCOME TO ALLOWAY
TOWNSHIP" AND
"NO LITTERING - \$1,000
FINE" MARKERS



EXISTING R2-1(40 MPH)



REFRESH RUMBLE STRIPS
(SEE DETAIL)

PROPOSED R1-1 AND R1-3P (TYP.)

EXISTING W1-2R

EXISTING R1-1
PROPOSED R1-3P

PROPOSED STOP LINE

EXISTING COUNTY ROUTE
MARKERS (JCT 581)

COMMISSIONERS PIKE

EXISTING COUNTY ROUTE
MARKERS (JCT 672)

EXISTING "SLOW MOVING
FARM EQUIPMENT" SIGN

PROPOSED RUMBLE STRIPS
(SEE DETAIL)

WATSONS MILL ROAD

EXISTING W3-1
(900' FROM STOP LINE)

PROPOSED W3-1
(500' FROM STOPLINE)

NOT TO SCALE



PENNONI ASSOCIATES INC.
CONSULTING ENGINEERS
515 GROVE STREET
HADDON HEIGHTS, NJ

ROADWAY IMPROVEMENT STUDY
Salem County, New Jersey

FIGURE C-1
Intersection at
Commissioners Pike
(CR 581) &
Watsons Mill Rd (CR 672)

EXISTING W3-1
W4-4P
(700' FROM STOP LINE)

PROPOSED RUMBLE STRIPS (TYP.)
(SEE DETAIL)

EXISTING "ADOPTA A HIGHWAY"
AND "SLOW-CHILDREN AT PLAY"

EXISTING COUNTY ROUTE
MARKERS (NORTH 672)

EXISTING R12-1 (14 TONS)

PROPOSED STOP LINE

PROPOSED R1-1 AND R1-3P
PROPOSED W3-1
(500' FROM STOP LINE)

PROPOSED RUMBLE STRIPS (TYP.)
(SEE DETAIL)

CR 672

EXISTING R1-1
PROPOSED R1-3P

CR 611

PROPOSED W3-1
(500' FROM STOP LINE)

EXISTING COUNTY ROUTE
MARKERS (WEST 611)

ALLOWAY-ALDINE ROAD

EXISTING COUNTY ROUTE
MARKERS (EAST 611)

PROPOSED R1-1
PROPOSED R1-3P

PROPOSED STOP LINE

EXISTING COUNTY ROUTE
MARKERS (JCT 672)

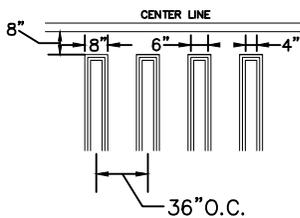
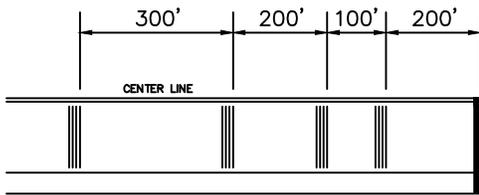
PROPOSED RUMBLE STRIPS (TYP.)
(SEE DETAIL)

REPLACE YELLOW LENSES
RED LENSES

EXISTING R1-1

WATSONS MILL ROAD

PROPOSED RUMBLE STRIPS (TYP.)
(SEE DETAIL)



EXISTING COUNTY ROUTE
MARKERS (JCT 672)

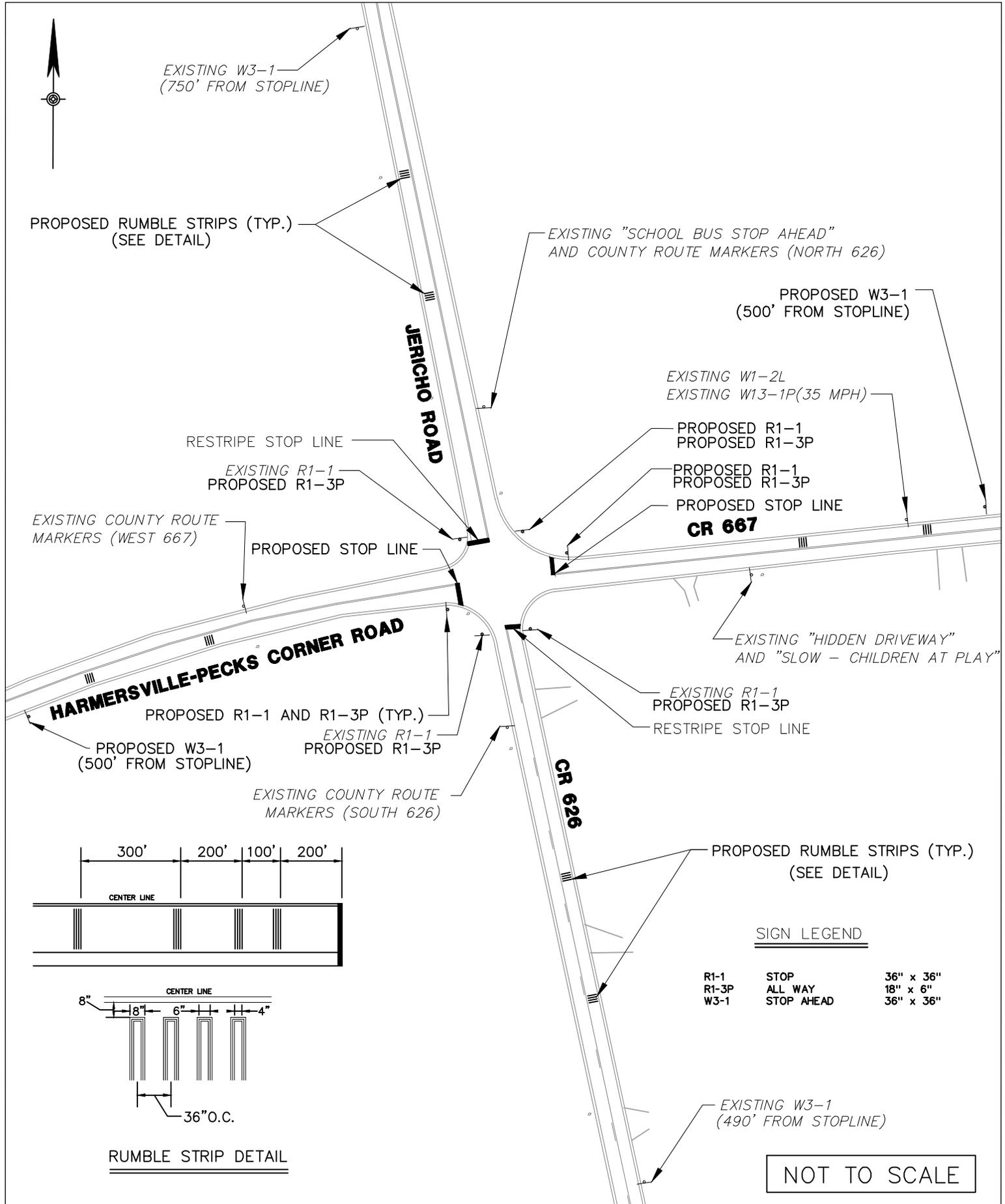
RUMBLE STRIP DETAIL

SIGN LEGEND

R1-1	STOP	36" x 36"
R1-3P	ALL WAY	18" x 6"
W3-1	STOP AHEAD	36" x 36"

REPLACE W3-1
(730' FROM STOP LINE)

NOT TO SCALE



PENNONI ASSOCIATES INC.
CONSULTING ENGINEERS
515 GROVE STREET
HADDON HEIGHTS, NJ

ROADWAY IMPROVEMENT STUDY
Salem County, New Jersey

FIGURE C-3
Intersection at
Harmersville-Pecks
Corner Rd (CR 667) &
Jericho Rd (CR 626)

SALEM COUNTY INTERSECTION IMPROVEMENTS

APPENDIX D

ENGINEER'S ESTIMATE



ENGINEER'S ESTIMATE

PROJECT NAME: Salem County Evaluation of Intersection Improvements
SITE LOCATION: Commissioners Pike (CR 581) and Watsons Mill Road (CR 672)
COUNTY PROJECT NO.: SALEM22002

DATE: 6/16/2022
REVISED:
PREPARED BY: J. McAvey
REVIEWED BY: B. Grasso

ITEM NO	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL
1	MOBILIZATION AND TRAFFIC CONTROL	1	LUMP SUM	\$5,000.00	\$5,000.00
2	TRAFFIC MARKINGS, LONG LIFE, THERMOPLASTIC*	3600	LF	\$2.50	\$9,000.00
3	REGULATORY AND WARNING SIGNS	39	SF	\$50.00	\$1,950.00

TOTAL COST **\$15,950.00**

* Quantity based on linear feet of 4" wide markings



ENGINEER'S ESTIMATE

PROJECT NAME: Salem County Evaluation of Intersection Improvements
SITE LOCATION: Alloway-Aldine Road (CR 611) and Watsons Mill Road (CR 672)
COUNTY PROJECT NO.: SALEM22002

DATE: 6/16/2022
REVISED:
PREPARED BY: J. McAvey
REVIEWED BY: B. Grasso

ITEM NO	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL
1	MOBILIZATION AND TRAFFIC CONTROL	1	LUMP SUM	\$5,000.00	\$5,000.00
2	TRAFFIC MARKINGS, LONG LIFE, THERMOPLASTIC*	3858	LF	\$2.50	\$9,645.00
3	REGULATORY AND WARNING SIGNS	48	SF	\$50.00	\$2,400.00
4	RED LENSES FOR EXISTING TRAFFIC SIGNAL*	4	UNIT	\$250.00	\$1,000.00

TOTAL COST **\$18,045.00**

- * Quantity based on linear feet of 4" wide markings
- * Assuming that the lense will be changed - not the bulb.



ENGINEER'S ESTIMATE

PROJECT NAME: Salem County Evaluation of Intersection Improvements
SITE LOCATION: Jericho Road (CR 626) and Harmersville-Pecks Corner Road (CR 667)
COUNTY PROJECT NO.: SALEM22002

DATE: 6/16/2022
REVISED:
PREPARED BY: J. McAvey
REVIEWED BY: B. Grasso

ITEM NO	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL
1	MOBILIZATION AND TRAFFIC CONTROL	1	LUMP SUM	\$5,000.00	\$5,000.00
2	TRAFFIC MARKINGS, LONG LIFE, THERMOPLASTIC*	3804	LF	\$2.50	\$9,510.00
3	REGULATORY AND WARNING SIGNS	49.5	SF	\$50.00	\$2,475.00

TOTAL COST **\$16,985.00**

* Quantity based on linear feet of 4" wide markings