

SUBREGIONAL WORK PROGRAM OF FY 2019

(TASK III)

Atlantic County - Americans with Disabilities Act (“ADA”)

Transition Plan



June 2019

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



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Introduction

On July 26, 1990, President George H. W. Bush signed into law the Americans with Disabilities Act (“ADA”). The ADA prohibits discrimination and ensures equal opportunity for persons with disabilities in employment, state and local government services, public accommodations, commercial facilities, and transportation. There are five separate Titles (sections) of the Act relating to different aspects of potential discrimination. Title II of the Act states that in the event that structural changes to facilities will be undertaken to achieve program accessibility, a public entity that employs 50 or more persons shall develop a transition plan setting forth the steps necessary to complete such changes. Title II protects qualified individuals with disabilities from discrimination on the basis of disability in services, activities, programs, or benefits provided by State and local government entities. It specifically addresses the subject of making public services and public transportation accessible to those with disabilities.

In accordance with Title II, Atlantic County (“County”) has an ADA Transition Plan (updated Aug 2003). The purpose of this Addendum to that document is to provide further guidance on ADA requirements and compliance for future improvements within County Right-Of-Way (“ROW”) including, but not limited to, sidewalks, pedestrian paths, curb ramps, street crossings, crosswalks, median crossings, public transit stops, and pedestrian activated signal systems. The major categories for those future improvements are new construction, reconstruction, reconditioning and resurfacing, and public requested alterations. The plan will be used to prioritize future projects to bring existing pedestrian facilities into compliance with the ADA. It is understood that ultimately all facilities, old and new, must be brought into compliance; therefore a realistic schedule for the listing, surveying, and correcting of existing ROW facilities to achieve full ADA compliance is contained herein. The County recognizes that this Addendum is an official document, but must be updated periodically as tasks are complete and as more information becomes available. Therefore, it should be regarded as a living document that incorporates evolving planning, and used as a monitoring tool.

The Atlantic County Division of Engineering understands that accessibility, not only for disabled persons, but for all persons utilizing our roadways, whether it is by vehicle, foot, wheelchair, bicycle, et cetera, improves quality of life. The goal is to design and build roadways and sidewalks so that they are safe and accessible for everyone. There is also an understanding that the required corrections for 100% ADA compliance and accessibility throughout County ROW is not an overnight transition. The County can and will, however, through the approval process of all future improvement projects, perform an ADA compliance checklist review to ensure accessibility for any future work performed on County ROW; which is detailed in this Addendum to the Transition Plan. This Addendum will also provide recommendations for maintenance on existing ADA compliant ROW facilities. Last but not least, Atlantic County acknowledges that inaction regarding ADA compliance constitutes discrimination; therefore, it is highly encouraged that anyone with, or on behalf of someone with, a disability who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services, activities, programs, or benefits by Atlantic County Government to do so as soon as possible. This Addendum details the procedure and includes a simplified form to facilitate the filing of a grievance against the County on the basis of disability whereby the request for ADA compliance, to provide an accessible path to the complainant on County ROW, is directly forwarded from the County ADA coordinator to the Division of Engineering with the highest priority.

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APPENDICIES LIST (as of June 21,2017)

| APPENDIX | DOCUMENT NAME | DATE |
|----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|
| A | Atlantic County Route Information | JUNE-17 |
| B | Sidewalk Map Data | JUNE-17 |
| C | ADA Requirements | JUNE-17 |
| D | Locations of Interest in Atlantic County | JUNE-17 |
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| H | Complete Streets Policies City of Atlantic City Borough of Buena City of Brigantine City of Northfield City of Egg Harbor Township of Hammonton City of Linwood City of Margate City of Pleasantville City of Somers Point | 12/06/2011 10/14/2014 09/04/2013 10/27/2015 12/13/2012 11/18/2013 02/16/2011 09/19/2013 11/21/2011 09/13/2012 |

Background

ADA Transition Plan Requirements

According to the ADA, a public agency is required to prepare an ADA Transition Plan if physical or structural modifications to facilities are required to provide access to programs or services. Title II of the ADA regulates government agencies, with its primary goal being to ensure that all of their programs and services are accessible to individuals with disabilities. Therefore, this Transition Plan for the County of Atlantic specifically focuses on and addresses requirements set forth by Title II of the ADA. The full HTML version of the Americans with Disabilities Act Title II Regulations as issued by the United States Department of Justice can be found here:

https://www.ada.gov/regs2010/titleII_2010/titleII_2010_regulations.htm#title2regs. The ADA Transition Plan is limited to evaluating physical barriers; however, an analysis of the programs and services rendered by the County is also important to determine what physical changes are necessary.

Generally, the ADA Transition Plan lists existing barriers in the public right-of-way under the County's jurisdiction, and schedules which barriers to remove to provide access for individuals with disabilities to County programs. The County is required to provide access to all of its programs, but is not required to remove all architectural barriers in all of its facilities. In addition to making physical improvements, government agencies can choose among various administrative solutions, such as relocating or modifying a particular program, to obtain overall program access.

The ADA Transition Plan is required by four Department of Justice rules to address the following aspects of accessibility:

- (1) If a public entity has responsibility or authority over streets, roads or walkways, its ADA Transition Plan shall include a schedule for providing curb ramps or other sloped areas where pedestrian walks cross curbs, giving priority to walkways serving entities covered by the ADA, including State and local government offices and facilities, transportation, places of public accommodation, and employers, followed by walkways serving other areas;
- (2) The ADA Transition Plan shall identify physical obstacles in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities;
- (3) The ADA Transition Plan shall describe the methods that will be used to make the facilities accessible; and
- (4) The ADA Transition Plan shall specify the schedule for taking the steps necessary to achieve compliance with the ADA and, if the time period of the ADA Transition Plan is longer than one year, identify steps that will be taken during each year of the transition period.

In creating priorities, it is the County's intent to evaluate all areas of potential deficiency, and to make structural changes where necessary. The assignment of priorities is intended to facilitate public review

and to address specific concerns of the local disabled community. It must be emphasized that it is the intent for all individuals with disabilities to be reasonably accommodated by the County.

Description of Program Accessibility

The final Rules and Regulations of the ADA describe the requirements for program accessibility (Code of Federal Regulations, Title 28, Part 35, Subpart D). A public entity shall operate each service, program or activity, when viewed in its entirety, so that it is accessible to and usable by individuals with disabilities. The ADA does not require the public entity to make all of its existing facilities accessible, nor does it require a public entity to take any action that would fundamentally alter the nature of a service, program, or activity. Also, it does not require implementation of the ADA that would result in undue financial and administrative burdens. In such cases where documentation is provided in keeping with strict procedures outlined in the ADA, there are various methods that may be appropriate for providing program accessibility in lieu of making actual physical changes to facilities.

With these facts in mind, the first step in determining what structural changes to existing facilities are necessary is to develop an understanding of the specific public programs and activities occurring at existing facilities within the County. This section attempts to describe the programs and activities in the public right-of-way. It should be noted that this section is not intended to be a self-evaluation, as described in the ADA. A self-evaluation includes an analysis of *all* programs and services offered by a public entity. The self evaluation may include communications, publications, employment and many other factors that are separate from proposed structural or physical modifications to facilities.

The activity of using the public right-of-way may be considered a program in two different ways:

(1) Streets, sidewalks, and curb ramps may be part of a continuous path of travel between activities or programs at various public and private facilities located on adjacent properties, such as public offices, schools, parks and recreational facilities, public service agencies, hospitals and health clinics, police facilities and public housing uses.

(2) Streets, sidewalks and curb ramps may themselves represent a program of public pedestrian activities that are essential to the usage and enjoyment of a public environment.

The Department of Justice's Title II Technical Assistance Manual points out that a public entity's programs related to streets, sidewalks and curb ramps may be prioritized with respect to relative importance and frequency of usage. It further describes that program accessibility would not require all streets, sidewalks and curb ramps to be fully accessible as required by current codes. A determination of what public rights-of-way are required to be accessible may vary from jurisdiction to jurisdiction.

The ADA and Its Relationship to Other Laws

Title II of ADA is companion legislation to two previous Federal statutes and regulations: The Architectural Barriers Act of 1968 and Section 504 of the Rehabilitation Act of 1973. The Architectural Barriers Act of 1968 is a Federal law that requires facilities designed, built, altered, or leased with Federal funds to be accessible. The Architectural Barriers Act marks one of the first efforts to ensure access to the built environment. Section 504 of the Rehabilitation Act of 1973 is a Federal law that

protects qualified individuals from discrimination based on their disability. The nondiscrimination requirements of the law apply to employers and organizations that receive financial assistance from any Federal department or agency. Title II of ADA extended this coverage to all state and local government entities, regardless of whether they receive Federal funding. When addressing accessibility needs and requirements, it is important to note that ADA and Title II do not supersede or preempt state or local laws that may offer equivalent or greater protections.

Atlantic County's ADA Transition Plan

As mentioned in the Introduction, this document should be regarded as a living document that incorporates evolving planning, and used as a monitoring tool. This means as time goes by, and physical changes come about within the County, the transition plan will in some form need to incorporate the progress, deterioration, and any new requirements as they relate to ADA compliance within County ROW. To facilitate future revisions to the transition plan, the intent is for the foundation of the document to remain unchanged until completely necessary while the attachments, listed as Appendices, are updated regularly as new data become available. The appendices, specifically those targeting the County's self evaluation, would be at the forefront when evaluating the County's ADA deficiencies. The appendices are alphabetically listed and dated according to the last revision to track any changes. When the foundation of the document requires a change, the County's ADA Transition Plan will be released with a new date along with all current appendices.

While the general consensus around the country is that full ADA compliance on public right-of-way is an extremely difficult achievement, Atlantic County Government understands that the task is not impossible. As collective knowledge improves, means & methods advance, and technology evolves public rights-of-way will eventually be accessible to everyone. The unfortunate truth is that currently it is not, and many barriers exist within the County ROW which prohibits access by disabled persons. This not only creates unnecessary difficulty to the disabled individual, but also hurts the community, because like all Americans, someone with a disability has equal freedoms to contribute to society and must be given equal access to do so.

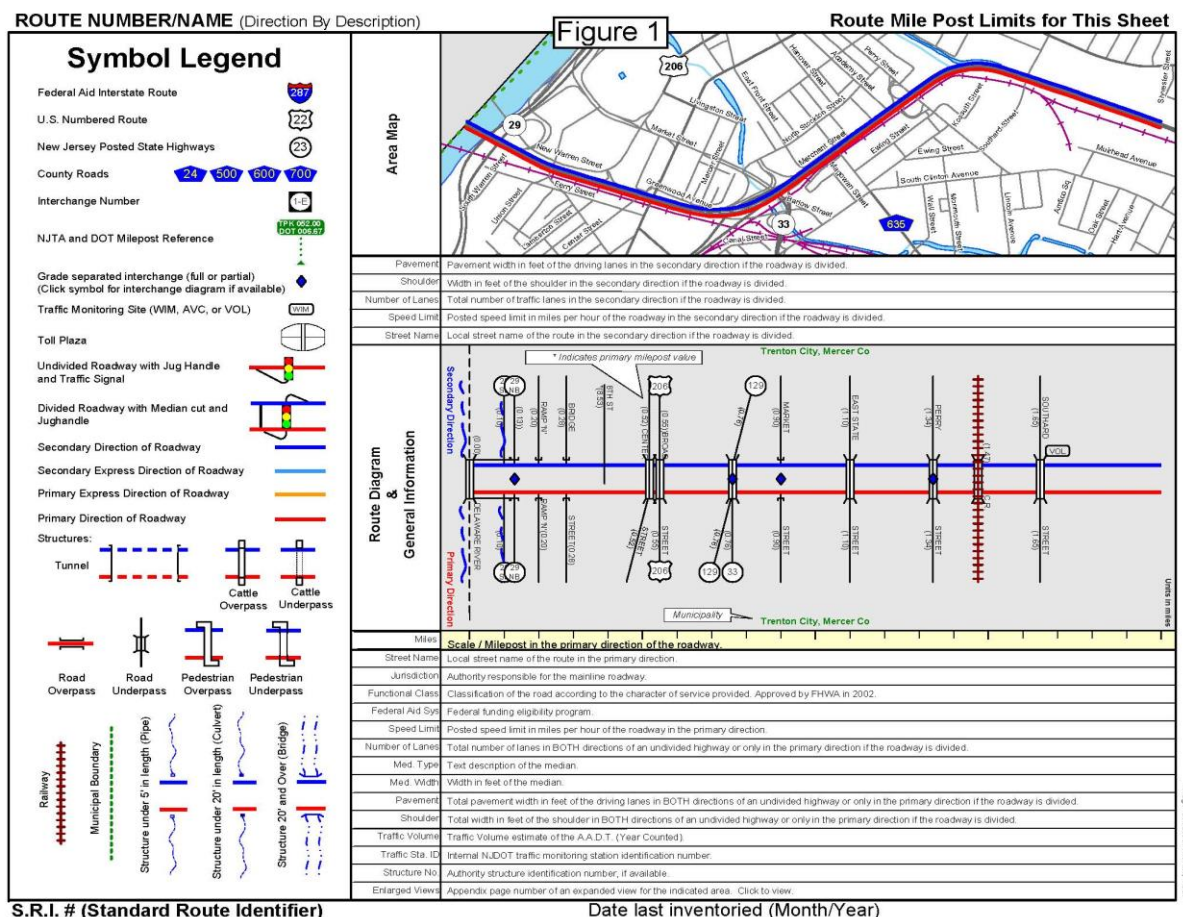
Self-Evaluation

Existing Right-Of Way Facilities

It is the goal of the County to ensure all facilities, roadways, and structures which are designed, constructed, and maintained by the County are ADA compliant. The County is currently adding to an inventory developed by the New Jersey Department of Transportation (“NJDOT”); which will list all sidewalks and curb ramps along its 370+ miles of County roadway. As explained in NJDOT’s ADA Transition Plan, the development of such an inventory is the most challenging part of the Transition Plan due to a lack of budgetary and staff resources to undertake and complete this time-consuming and complicated task.

The first step in the County ROW self evaluation process was to create a complete listing of all County Routes. The table was created using data from the 2015 edition of the New Jersey Straight Line Diagrams (“SLD”) issued by the NJDOT. *Figure 1 – NJDOT SLD Legend* illustrates the standard format of the available SLD data. Approximately 12,000 centerline miles of public roadways in New Jersey have been mapped using this format by the NJDOT. The NJDOT SLDs can be found online here:

<http://www.state.nj.us/transportation/refdata/sldiag/>.



The data pulled from the straight line diagrams and entered into **Appendix A – Atlantic County Route List** includes the County Route number, all road names associated with the route (including regional information unassociated with the SLDs), municipality, terminal points, total length, and shoulder widths. The NJDOT provides updates to their Straight Line Diagrams every few years.

The rationale behind incorporating shoulder widths into Appendix A is that physical striped shoulders provide safer navigation for pedestrians and bicyclists when a separate pathway or sidewalk along the road is not provided. It should be noted that, unless restricted, roads are to be shared by all users including pedestrians and bicyclists. The Federal Highway Administration (“FHWA”) conducted safety research using a factor called the Crash Reduction Factor (“CRF”). The research provided evidence that paved shoulders reduce pedestrian crashes by 70% as opposed to a similar road without treatment. Shoulders improve safety for all users; providing motorists with additional room to avoid crashes and with a recovery area, for bicyclists – a place to ride, and for pedestrians – a place to walk or travel by wheelchair and other power-driven mobility devices. To accommodate bicyclists, The American Association of State Highway and Transportation Officials (“AASHTO”) requires a 4-foot or greater paved shoulder width, continuous along the length of the roadway and through intersections. The required width is increased when presented with various factors such as the presence of guardrail or vehicle speeds. The Atlantic County Land Development Standards (“LDS”), last updated in June 2002, and currently undergoing another update, requires a minimum shoulder of 6-foot for all new developer improvements along County ROW. This shoulder width provides a comfortable and fully accessible means of travel for both bicycle and pedestrian users.

The FHWA also conducted research on the safety factors involved with the inclusion of sidewalks along roads. It was found that sidewalks increase the pedestrian CRF by 88% as opposed to a similar road without treatment. The County LDS states that sidewalks may be installed within the County ROW if it is required by any zoning, subdivision, site plan or other ordinance of the municipality in which the land is being developed. The County also reserves the right to require the installation of sidewalk in order to protect pedestrian traffic in the LDS and exhibits an effort to do so with all new building developments along County ROW when feasible. The County has adopted NJDOT Roadway and Bridge Construction details (2007 Edition) which incorporate ADA requirements to ensure new sidewalk and curb ramp construction is ADA compliant. The more relevant details in this regard include CD-606-1 Concrete Sidewalk (public sidewalk curb ramp), CD-606-2 Detectable Warning Surface, CD-606-3 Concrete Sidewalk (Public sidewalk curb ramp tables), CD-606-4 Concrete Sidewalk (Public sidewalk curb ramp tables), CD-606-5 Concrete and HMA - Driveway and Sidewalk, CD-606-6 Concrete and HMA Island.

A County Sidewalk Inventory Project was conducted in October 2008 using data collected between July 2006 and September 2007. *Figure 2 – Sidewalks, Paths and Bike Lanes* displays the information that was inventoried in map form. **Appendix B – Sidewalk Map Data** lists the information contained within the sidewalk portion of the map data. Appendix B also provides information on the material construction of the sidewalk as well as the widths. The County plans to build on this inventory to identify all sidewalks along the County ROW as well as a listing of current barriers along pedestrian paths. The inventory will be further developed to include specific information regarding curb ramps as well. Atlantic County plans to mimic NJDOT in their development of a phased schedule for providing curb ramps along pedestrian

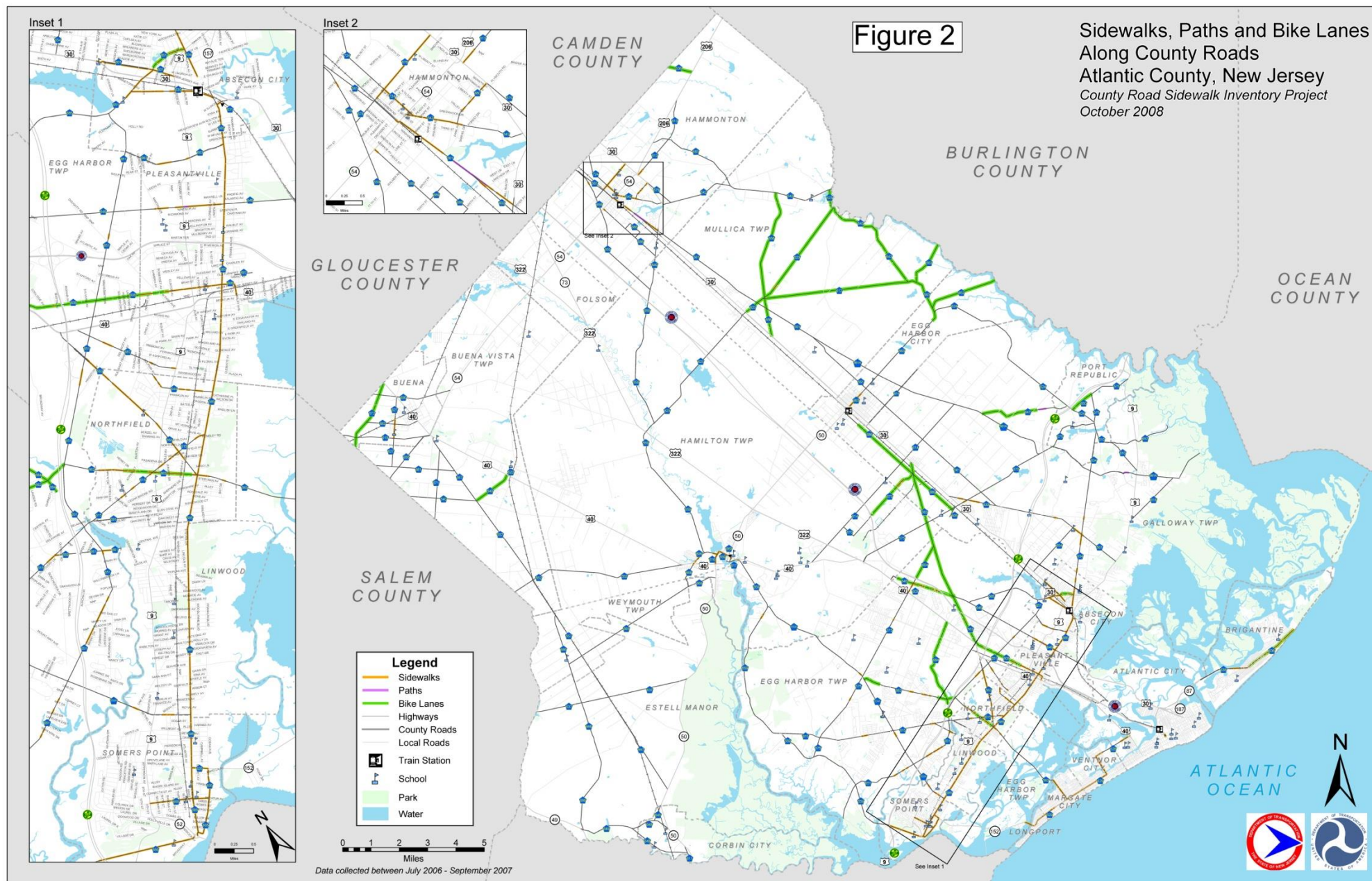
crossings where NJDOT has identified and inventoried physical barriers through analysis of state roadway data. The *US Department of Justice ADA Best Practices Tool Kit for State and Local Governments* states:

After conducting your assessment to figure out where ADA compliant curb ramps are needed, prioritize the locations. If locations constructed or altered post-ADA do not have ADA-compliant curb ramps, they must be installed at all of those locations. Other priorities include, in descending order, curb ramps at pre-ADA locations with pedestrian crossings providing access to local government facilities, bus stops and other transportation services, public accommodations, business districts, and residential areas.

It should be noted that while many past and future County roadway improvement projects within the County ROW include the construction of sidewalk, maintenance is the responsibility of the adjoining property owner as defined by municipal ordinance. This position is further recognized by municipalities' adoption of municipal resolutions in support of a "Complete Streets" policy, namely:

- City of Atlantic City (2011)
- Borough of Buena (2014)
- City of Brigantine (2013)
- City of Northfield (2015)
- City of Egg Harbor (2012)
- Township of Hammonton (2013)
- City of Linwood (2011)
- City of Margate (2013)
- City of Pleasantville (2011)
- City of Somers Point (2012)

Another tool the County plans to utilize for its ADA self-evaluation is an ongoing signal inventory project headed by the South Jersey Transportation Planning Organization ("SJTPO"). The consultant, Taylor Wiseman & Taylor, along with two sub-consultants are currently developing a detailed inventory of signal equipment at approximately 430 locations in the Atlantic, Cape May, and Salem Counties. The information will be uploaded to a cloud based ArcGIS site where a detailed listing of signal equipment (including pedestrian heads and push buttons) can be obtained for each intersection. Signal plans and photos of the intersection, curb ramps, and equipment are also included and can be easily accessed through the ArcGIS inventory system. These efforts will assist the County in analyzing existing curb ramps, push buttons, cross walks, and pedestrian heads at signalized intersections; where pedestrian crossings are required by the Manual on Uniform Traffic Control Devices ("MUTCD"). Aside from the SJTPO signal inventory, Atlantic County is in the process of completing the inventory for all other remaining sidewalks, to ensure a barrier-free path and compliant curb ramps at sidewalk to adjoining curbs are provided. Eventually all ROW will need to be physically surveyed. Surveying in this case refers to visiting the particular location by a trained accessibility surveyor and obtaining measurements, dimensions, gradients, and/or other visual determinations as appropriate on the particular location.



Moving Forward

In order to make certain that all projects comply with applicable ADA standards, the County has developed **Appendix C – ADA Requirements** in order to better communicate those standards. These checklists provided in Appendix C are intended to be used for plan review, design, and post construction compliance by Atlantic County Government. The checklists were developed using the Department of Justice’s 2010 ADA Standards for Accessible Design and Accessibility Guidelines (2010 “ADAAG”), the Department of Transportation 2006 Standards for Transportation Facilities (2006 DOT standards), the Manual on Uniform Traffic Control Devices (“MUTCD”), and the New Jersey Department of Transportation (“NJDOT”) Roadway Design Manual. The United States Access Board, an independent federal agency established by section 502 of the Rehabilitation Act (29 U.S.C. 792) responsible for developing and updating design guidelines for the ADAAG, published new guidelines in the Federal Register on July 26, 2011. These guidelines, known as the Public Right-Of-Way Accessibility Guidelines (“PROWAG”) have not yet been codified into federal regulations; however, as existing standards do not adequately communicate certain details, language and guidelines from PROWAG are used. The United States Access Board states that when the guidelines are adopted, with or without additions and modifications, as accessibility standards in regulations issued by other federal agencies implementing the Americans with Disabilities Act, Section 504 of the Rehabilitation Act, and the Architectural Barriers Act, compliance with the accessibility standards is mandatory.

The Atlantic County LDS adopted in June 2002 provide procedures and standards for review of land development by Atlantic County. The Atlantic County Development Review Committee (“DRC”) exists within the department and as a subcommittee of the County’s Planning Advisory Board, pursuant to N.J.S.A. 40:27-6.8. The DRC holds meetings to review proposed site and/or subdivision plans on County roads to ensure the County Land Development Standards are utilized. A key review phase during a DRC meeting is ADA compliance. Once a new site plan is approved and construction commences, the activity within County highway right-of-way or property under the jurisdiction of the County Engineer’s Office is subject to inspection and approval by the County Engineer’s Office as defined in Atlantic County Ordinance No. 4-2010. The ordinance further mandates that construction, as far as is practicable, shall conform in quality and appearance to similar County construction. Material shall conform to the NJ Department of Transportation’s “Standard Specifications for Road and Bridge Construction”, current edition, and related standards of the Atlantic County Division of Engineering, and any updates or superseding editions, unless otherwise specified in the permit. If the County Engineer’s Office inspector determines that the permittee is providing insufficient traffic protection or that some other deficiency exists, the County Engineer’s Office inspector shall prohibit the permittee from conducting further activity until the permittee corrects the deficiency.

Following formal approval or County issuance of a certificate of occupancy, the grading, paving, curbing, repairing and maintenance of all sidewalks shall be the responsibility of the owner of the respective premises fronting on such sidewalks, as defined by municipal ordinance. These municipal ordinances regarding curb and sidewalk are upheld whether the new construction project on County ROW is initiated by a private developer, municipality, the County, and/or State. This progression will ensure long-term ADA compliance for all future County ROW developments that incorporate the ADA.

Schedule

The schedule appearing in the September 2013 NJDOT ADA 504/Transition plan has highly influenced the goals listed in this section, therefore the County's schedule is similar to that of NJDOT's schedule. This section includes a series of concrete steps that Atlantic County can undertake to support the phased-in approach to compliance discussed at the outset of this Plan. These activities will need to be adjusted or revised as necessary in accordance with known and available resources, which have not been determined as of the writing of this Transition Plan.

Atlantic County's current program and activities are geared toward making incremental, but steady progress to develop the baseline tools to create a full Transition Plan with the required elements. Ideally, Atlantic County can accomplish this stretch goal within an intermediate timeframe (6-15 years), depending on the success of the inventory process and the ability to dedicate necessary funding.

Immediate Activities (Current Year)

- 1.) Amend the ADA Transition Plan based on existing inventory efforts and continue to identify sources of funding for installing curb ramps.
- 2.) Secure dedicated funding to incorporate ADA upgrades.
- 3.) Hold periodic meetings within the County's Engineering Division to develop procedures for project selection to take into account the prioritization of ADA needs by location.
- 4.) Develop ADA compliance training for County employees working on construction projects.
- 5.) Ensure ADA upgrades on programmed projects.
- 6.) Continue conducting field inspections to ensure ADA compliance.
- 7.) Engage those in the disabled community in the ADA planning process.

Short-Term Activities (2 to 5 Years)

- 1.) Secure dedicated funding for incorporating ADA upgrades.
- 2.) Continue public outreach efforts with respect to the Self-Evaluation and Transition Plan processes.
- 3.) Ensure ADA upgrades on programmed projects.
- 4.) Amend the ADA Transition Plan based on existing inventory efforts.
- 5.) Introduce and continue training activities on ADA compliance.

Intermediate-Term Activities (6 to 9 Years)

In order to effectively evaluate ADA performance and compliance, the Transition Plan should be updated periodically as the short-term goals are met and facilities are inventoried. Intermediate goals include the following tasks:

- 1.) Update ADA Transition Plan (All sections if applicable).
- 2.) Complete inventory of Atlantic County's pedestrian facilities.
- 3.) Continue training activities on ADA compliance.
- 4.) Continue public outreach efforts with respect to the Self-Evaluation and Transition Plan processes.
- 5.) Ensure ADA upgrades on programmed projects.

Long-Term Activities (10-15 Years)

Long-term goals aim to achieve the highest level of compliance with ADA regulations and incorporate ADA-related activities into the day-to-day activities of Atlantic County. These goals are targeted for accomplishment within a 15-year timeframe.

- 1.) Ensure that all County facilities built after 1992 comply with ADA standards.
- 2.) Continue public outreach efforts with respect to the Self-Evaluation and Transition Plan processes.
- 3.) Use the ADA inventory database to improve compliance efforts.
- 4.) Incorporate ADA compliance into the day-to-day work of Atlantic County.
- 5.) Complete and monitor annual progress of the curb ramp installation schedule.
- 6.) Satisfy all the required elements of the Transition Plan.
- 7.) Develop target date for bringing County ROW into total ADA compliance.

Future Projects & Budget

As mentioned previously in the Description of Program Accessibility section, The Department of Justice's Title II Technical Assistance Manual points out that a public entity's programs related to streets, sidewalks and curb ramps may be prioritized with respect to relative importance and frequency of usage. For road projects, previous methods for project selection have taken into account something called the Pavement Condition Index ("PCI"), a numerical index between 0 and 100 used to indicate the general condition of a pavement. *Figure 3 – 2016*



Pavement Condition Index is a map display of the

County's PCI in 2016. The 2017 map is currently being updated. This led to the development of **Appendix D – Locations of Interest in Atlantic County**, a spreadsheet listing buildings and facilities within the County in close proximity to a County Route. The buildings/facilities included are Assembly Halls, Healthcare Buildings, Places of Worship, Public Facilities, Recreational Facilities, Schools, Senior Facilities, and Other. *Figure 4 – Curb Enhancement For ADA Compliance* displays the data in Appendix D in Map form. The goal is to use the public locations referenced in Appendix D in conjunction with the PCI maps and other factors, to assist in project selection. For example, project selection for two roads with similar pavement conditions can now be prioritized based on the public ROW needs. Since the County's budget is limited, this method is the best approach to ensure ADA improvements are expedited at high demand pedestrian areas while maintaining the County's road improvement needs.

Appendix E – 4-Year Look Ahead Schedule of County ADA Improvements is a list of projects the County's Engineering Division has on schedule to be designed, either in-house or through hired consultants. The schedule is updated and altered based on the County's ability to dedicate necessary funding, therefore placement does not guarantee a firm completion date.

As mentioned in the Introduction, the County's ADA Transition Plan details the procedure and includes a simplified form, **Appendix F - Atlantic County Government ADA Grievance Form For Public Right-Of-Way** to facilitate the filing of a grievance against the County on the basis of disability whereby the request for ADA compliance, to provide an accessible path to the complainant on County ROW, is directly forwarded from the County ADA coordinator to the Division of Engineering with the highest priority. The County will come up with a solution to provide permanent ADA accessibility if warranted. The County, as required, will make determinations on funding, designer selection, and contractor selection. Further information is provided in the Grievance Procedures and Instructions section.

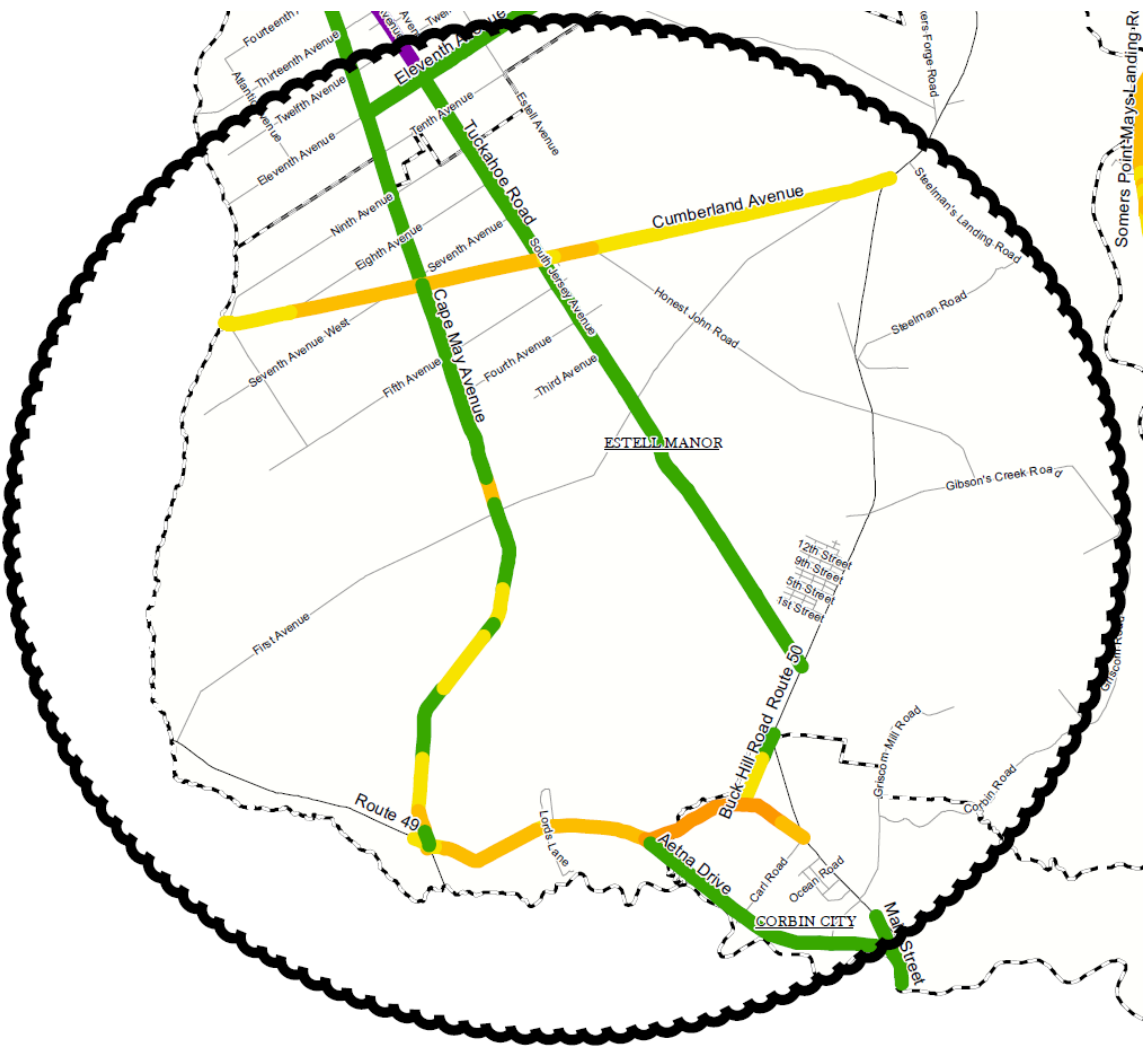
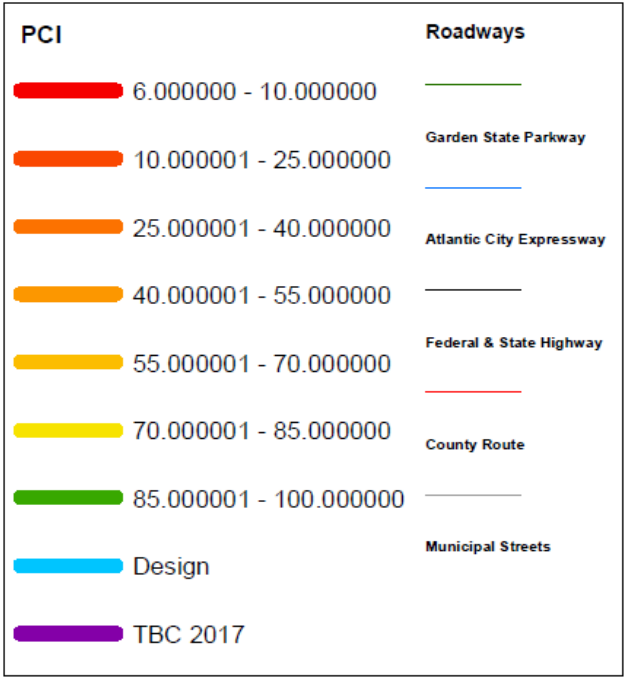
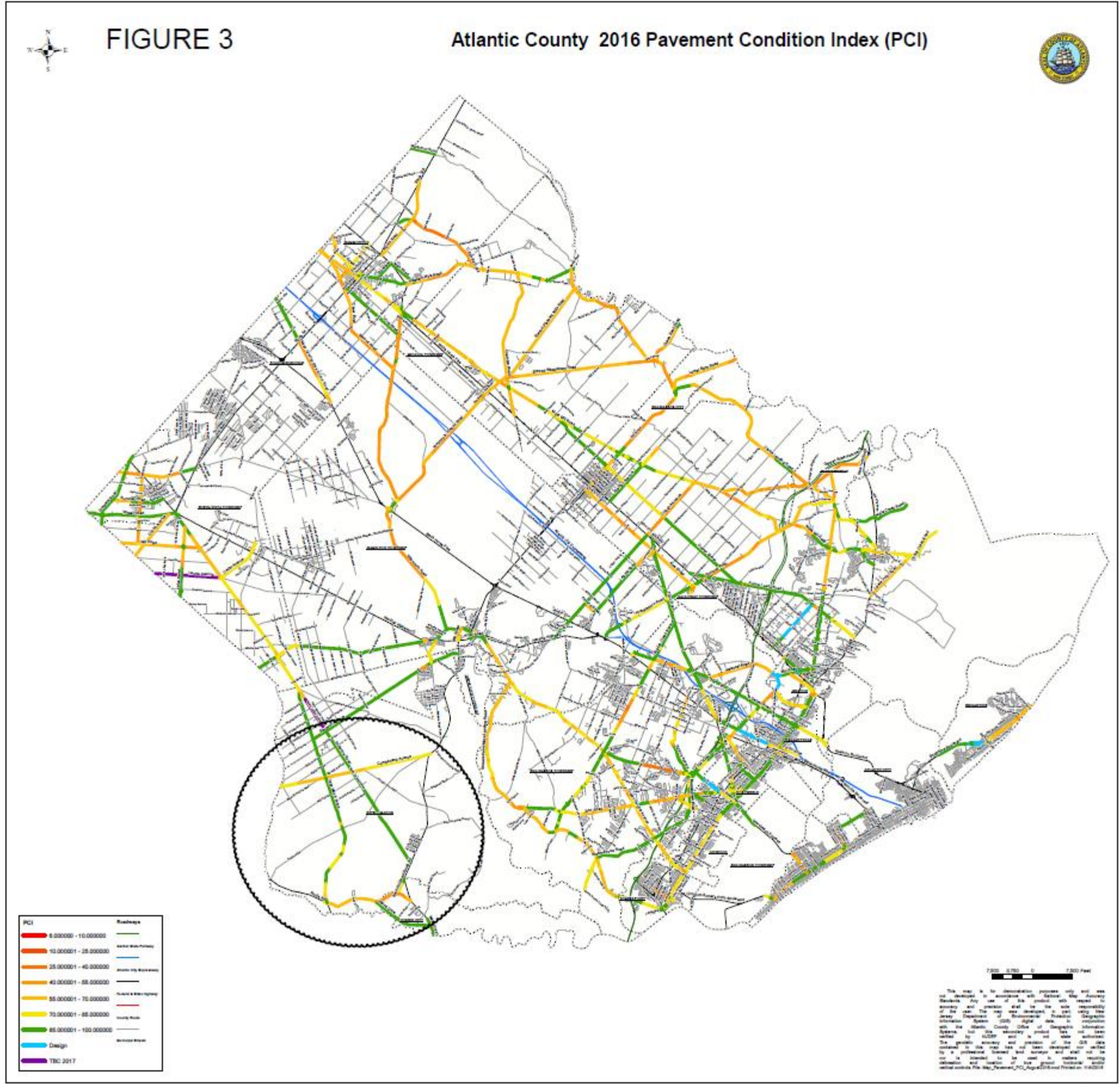
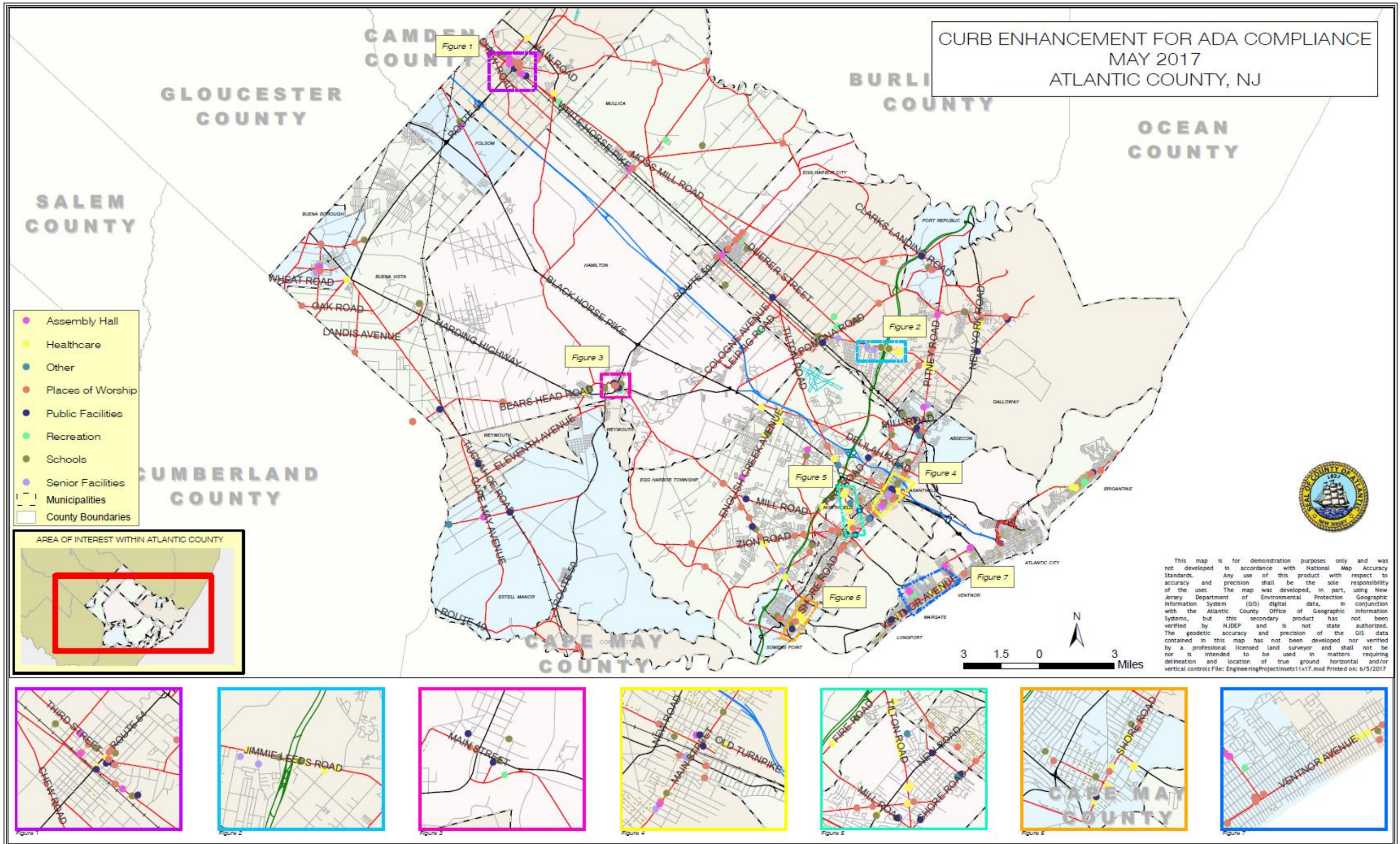


FIGURE 4

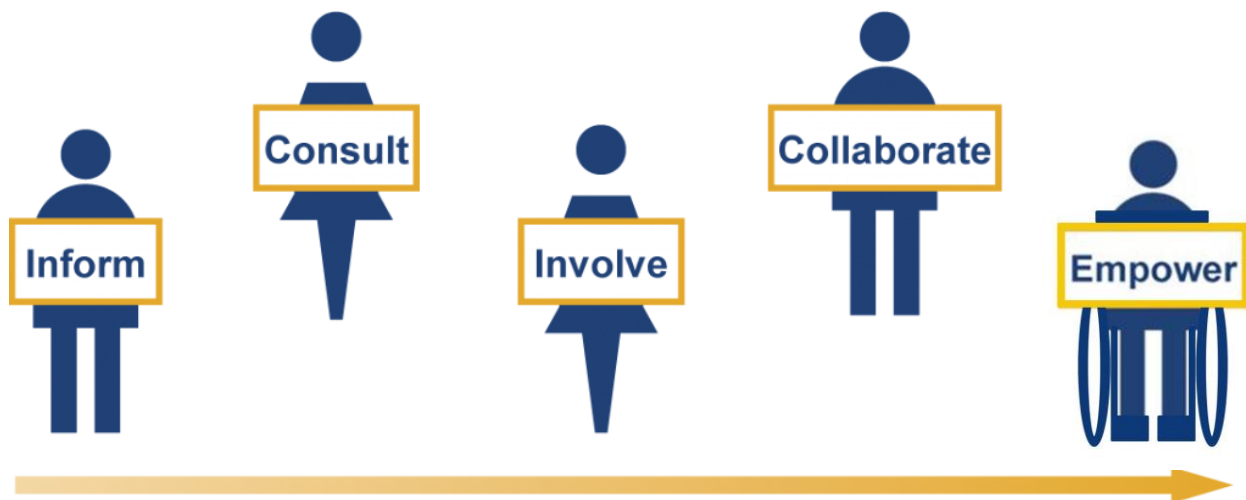


Public Participation and Input

The ADA states that a public entity is required to make available to applicants, participants, residents and other interested parties information regarding the ADA Transition Plan and its applicability to the services, programs or activities of the public entity, and to apprise the public of the protections against discrimination afforded to them by the ADA. A public entity also is required to provide an opportunity for interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the development of the ADA Transition Plan by submitting comments and making specific recommendations. The ADA also requires that a copy of the draft ADA Transition Plan shall be made available for public inspection during a formal public review period.

A public entity that employs 50 or more people is required to seek public input on its ADA Transition Plan. Beyond the legal requirements, public input is vital to assure that those affected by the County's programs, services and facilities understand the scope and nature of the County's responsibilities for providing equal access to the public.

Atlantic County plans to upload the ADA Transition Plan to the County website for public review and comments. Notice of the posting will also be made available to the public.



Grievance Procedures and Instructions

The ADA states that a public entity is required to apprise the public of the protections against discrimination afforded to them by Title II of the ADA, including information about how Title II requirements apply to its particular programs, services, and activities [28 C.F.R. § 35.106]. A public entity also is required to provide an opportunity for interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the development of policies and procedures that affect the implementation of an ADA transition plan by submitting comments and making specific recommendations.



A public entity that employs 50 or more persons is required by the ADA to adopt and publish grievance procedures providing for prompt and equitable resolution of complaints or grievances alleging any action that would be prohibited by Title II of the ADA. The County's grievance procedure is described below. Any person with a disability or any parent or guardian who represents a minor person with a disability, who believes that they have been the subject of disability-related discrimination on the basis of the denial of access to facilities, programs or services, may file a grievance or complaint.

Step 1: File a Complaint / Grievance Form

The residing Atlantic County complainant (or someone on the behalf of the complainant) should fill out the ADA Complaint / Grievance Form shown below, providing all of the information requested. The ADA Complaint / Grievance Form should be filed in writing with the ADA Program Access Coordinator within 60 days of the alleged disability-related discrimination. Upon request, reasonable accommodations will be provided in completing the form, or alternative formats of the form will be provided. The ADA Complaint / Grievance Procedure and Form may be obtained from and sent to the County of Atlantic, ADA Program Access Coordinator, Cristine Chickadel, 101 S. Shore Rd., Northfield, NJ 08225; Phone 609-645-7700 ext. 4386. (TTY uses NJ Relay 1-800-852-7899); Email cristine_chickadel@aclink.org

Step 2: An Investigation is Conducted

A notice of receipt shall be mailed to the complainant by registered mail within five days of the receipt of the complaint or grievance, and the ADA Program Access Coordinator or another authorized

representative shall begin an investigation into the merits of the complaint within 60 days. If necessary, the ADA Program Access Coordinator or another authorized representative may contact the complainant directly to obtain additional facts or documentation relevant to the grievance. If the complainant alleges misconduct on the part of the ADA Program Access Coordinator, another authorized representative may be appointed by the County Engineer to undertake the investigation if the allegations can be substantiated. If the complainant does not wish to be contacted personally, he/she should indicate it on the ADA Complaint / Grievance Form.

Step 3: A Written Decision is Prepared and Forwarded to the Complainant

The ADA Program Access Coordinator shall prepare a written decision, after full consideration of the grievance merits, no later than 75 days following the receipt of the grievance. If the complainant alleges misconduct on the part of the ADA Program Access Coordinator, another authorized representative may be appointed by the County Engineer to prepare the written decision if the allegations can be substantiated. A copy of the written decision shall be mailed to the complainant by registered mail no later than five days after preparation of the written decision.

Step 4: A Complainant May Appeal the Decision

If the complainant is dissatisfied with the written decision, the complainant may file a written appeal with the ADA Program Access Coordinator no later than 30 days from the date that the decision was mailed. The appeal must contain a statement of the reasons why the complainant is dissatisfied with the written decision, and must be signed by the complainant, or by someone authorized to sign on the complainant's behalf. A notice of receipt shall be mailed to the complainant by registered mail within five days of the receipt of the appeal. The appeal reviewers, consisting of the County Engineer, the Head of the Department of Regional Planning and Development, and the County Executive, shall act upon the appeal no later than 90 days after receipt, and a copy of the appeal reviewers' written decision shall be mailed to the complainant by registered mail no later than five days after preparation of the decision. The decision of the appeal reviewers shall be final.

The ADA Program Access Coordinator and the County Engineer shall maintain the confidentiality of all files and records relating to grievances filed, unless disclosure is authorized or required by law. Any retaliation, coercion, intimidation, threat, interference, or harassment for the filing of a grievance, or used to restrain a complainant from filing, is prohibited and should be reported immediately to the ADA Program Access Coordinator.

Included on the next page is the *Atlantic County Government ADA Grievance Form For Public Right-Of-Way*, and also included as **Appendix F**. Further information regarding the Atlantic County Office of Equal Opportunity can be found at <http://atlantic-county.org/human-resources/equal-opportunity-employer.asp>.

ATLANTIC COUNTY GOVERNMENT

Appendix F - ADA GRIEVANCE FORM FOR PUBLIC RIGHT-OF-WAY

Name of Grievant: _____

Person Preparing Complaint (if different from Grievant): _____

Relationship of Preparer to Grievant (if applicable): _____

Address of Grievant: _____

Telephone Number of Grievant: _____ Email: _____

Nature of Grievance:

Please describe the nature of the specific complaint or grievance, including any incident, barrier, or perceived denial of benefit of any service, program, or activity.

Please include the **date** and as much detail as possible on the **location** of the alleged violation. Use additional pages or attachments to substantiate your description.

Proposed Resolution or Accommodation:

Please describe what you believe should be done to resolve the grievance.

Signature of Grievant/Preparer

Date

Please return this form in hard copy or e-mail it to:

**Cristine Chickadel, ADA Coordinator Atlantic County, Department of Human Services
101 S. Shore Road, Northfield, NJ 08225
P: 609-645-7700 x4386
chickadel_cristine@aclink.org**

Definitions

Accessible

Describes a site, building, facility, or portion thereof that complies with the ADA Accessibility Guidelines. (ADAAG 3.5)

Accessible Route

A continuous unobstructed path connecting all accessible elements and spaces of a building or facility. Interior accessible routes may include corridors, floors, ramps, elevators, lifts, and clear floor space at fixtures. Exterior accessible routes may include parking access aisles, curb ramps, crosswalks at vehicular ways, walks, ramps, and lifts. (ADAAG 3.5)

Accessible Space

Space that complies with the ADAAG. (ADAAG 3.5)

Alteration

An alteration is a change to a building or facility that affects or could affect the usability of the building or facility or part thereof. Alterations include, but are not limited to, remodeling, renovation, rehabilitation, reconstruction, historic restoration, resurfacing of circulation paths or vehicular ways, changes or rearrangement of the structural parts or elements, and changes or rearrangement in the plan configuration of walls and full-height partitions. (ADAAG 3.5)

Further, each facility or part of a facility altered by, on behalf of, or for the use of, a public entity in a manner that affects or could affect the usability of the facility or part of the facility shall, to the maximum extent feasible, be altered in such manner that the altered portion of the facility is readily accessible to and usable by individuals with disabilities, if the alteration was commenced after January 26, 1992. (28 CFR §35.151(b))

Blended Transition

A raised pedestrian street crossing, depressed corner, or similar connection between the pedestrian access route at the level of the sidewalk and the level of the pedestrian street crossing that has a grade of 5 percent or less.

Circulation Path

An exterior or interior way of passage from one place to another for pedestrians, including, but not limited to, walks, hallways, courtyards, stairways, and stair landings. (ADAAG 3.5)

Complete Streets

A roadway that accommodates all travelers, particularly public transit users, bicyclists, pedestrians (including individuals of all ages and individuals with mobility, sensory, neurological, or hidden disabilities), and motorists, to enable all travelers to use the roadway safely and efficiently.

Cross Slope

The grade that is perpendicular to the direction of pedestrian travel.

Curb Line

A line at the face of the curb that marks the transition between the curb and the gutter, street, or highway.

Curb Ramp

A ramp that cuts through or is built up to the curb. Curb ramps can be perpendicular or parallel, or a combination of parallel and perpendicular ramps.

Designated agency

The Federal agency designated to oversee compliance activities for particular components of State and local governments. (28 CFR §35.104)

Detectable Warning

A standardized surface feature built in or applied to walking surfaces or other elements to warn visually impaired people of hazards on a circulation path. (ADAAG 3.5)

Discrimination

Denying disabled persons the opportunity to participate in or benefit from any program or activity. (28 CFR §35.149)

Element

An architectural or mechanical component of a *building, facility, space, or site*.

Facility

All or any portion of buildings, structures, site improvements, complexes, equipment, roads, walks, passageways, parking lots, or other real or personal property located on a site. (28 CFR §35.104; ADAAG 3.5)

Marked Crossing

A crosswalk or other identified path intended for pedestrian use in crossing a *vehicular way*.

Maximum Extent Feasible

In alteration projects, an ADA-required accessibility improvement must be installed to the maximum extent feasible; that is, to the maximum extent technically, or physically, feasible. (ADAAG 4.1.6(1)(j))

Operable Part

A component of an *element* used to insert or withdraw objects, or to activate, deactivate, or adjust the *element*.

Pedestrian Access Route

A continuous and unobstructed path of travel provided for pedestrians with disabilities within or coinciding with a pedestrian circulation path.

Pedestrian Circulation Path

A prepared exterior or interior surface provided for pedestrian travel in the public right-of-way.

Public Entity

(1) Any State or local government;

- (2) Any department, agency, special purpose district, or other instrumentality of a State or States or local government. (42 U.S.C. §12131)

Public Facility

A facility or portion of a facility constructed by, on behalf of, or for the use of a public entity subject to title II of the ADA and 28 CFR Part 35 or 49 CFR §§ 37.41, 37.43. (28 CFR §35.104)

Public Right-of-Way

Public land or property, usually in interconnected corridors, that is acquired for or dedicated to transportation purposes.

Public Use

Describes interior or exterior rooms or spaces that are made available to the general public. Public use may be provided at a building or facility that is privately or publicly owned. (ADAAG 3.5)

Qualified individual with a disability

Qualified individual with a disability means an individual with a disability who, with or without reasonable modifications to rules, policies, or practices, the removal of architectural, communication, or transportation barriers, or the provision of auxiliary aids and services, meets the essential eligibility requirements for the receipt of services or the participation in programs or activities provided by a public entity.

Ramp

A walking surface that has a *running slope* steeper than 1:20.

Running Slope

The grade that is parallel to the direction of pedestrian travel.

Site

A parcel of land bounded by a property line or a designated portion of a public right-of-way.

Space

A definable area, such as a room, toilet room, hall, *assembly area*, *entrance*, storage room, alcove, courtyard, or lobby.

Undue Burden

In determining whether undue financial and administrative burdens are created in making decisions program-wide in the transition plan, a public agency must consider all of that public agency's resources available for use in the funding and operation of the service, program, or activity. (29 CFR Part 35, App. A, discussion of §35.150, ¶ 6)

Vehicular Way.

A route provided for vehicular traffic, such as in a street, driveway, or parking *facility*.

Walk

An exterior prepared surface for pedestrian use, including pedestrian areas such as plazas and courts.

APPENDIX A:
ATLANTIC COUNTY ROUTE INFORMATION

| County Route Number | Road Name(s) | Municipality(ies) | Terminal Points | NJDOT Straight Line Diagram ("SLD") Primary Direction Designation | Route Length [Mi] | *Function Class (In Succession per NJDOT SLD Prim. Direction) | **Shoulder [Ft] (In Succession per NJDOT SLD Prim. Direction)(second ary direction in parentheses) | Shoulder Distance | Mile Post Distances | Last Inventory Date (Month- 20##) |
|---------------------------|-------------------------------------------------------|------------------------------------------------------------------|---------------------------------------|----------------------------------------------------------------------------|-------------------------|------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|----------------------|-------------------------------------------------|-----------------------------------------|
| 536 | Waterford Road (a.k.a. Chew Rd.) | Hammonton | US RT 206 to Camden County line | West to East | 0.86 | Urban Major Collector | 1 | 0.86 mi | - | Jun-12 |
| 540 | Cedar Ave. Landis Ave. | Buena Vista Twp | US RT 40 to Cumberland County line | West to East | 3.79 | Rural Minor Arterial Rural Major Collector | 6 | 1.26 mi | 39.37 (county line) to 40.63 | Jun-12 |
| | | | | | | | 4 | 1.09 mi | 40.63 to 41.72 (Tuckahoe Rd) | |
| | | | | | | | 0 | 1.44 mi | 41.72 to 43.16 (Rt. 40) | |
| 542 | Hammonton-Pleasant Mills Rd. (a.k.a. Central Ave.) | Hammonton Mullica | NJ RT 54 to Burlington County Line | West to East | 7.98 | Urban Minor Arterial Urban Major Collector Rural Major Collector | 0 | 0.77 mi | 0 (Rt. 54) to 0.77 (Park Ave) | Jun-12 |
| | | | | | | | 1 | 0.91 mi | 0.77 to 1.68 (Rt. 30) | |
| | | | | | | | 2 | 0.29 mi | 1.76 (Rt. 30) to 2.05 (Main Rd) | |
| | | | | | | | 4 | 1.78 mi | 2.05 to 3.83 (Amanda Ln) | |
| | | | | | | | 2 | 0.61 mi | 3.83 to 4.44 | |
| | | | | | | | 4 | 1.44 mi | 4.44 to 5.88 (Hawkins Rd) | |
| | | | | | | | 6 | 0.17 mi | 5.88 to 6.05 | |
| | | | | | | | 4 | 0.87 mi | 6.05 to 6.92 | |
| | | | | | | | 1 | 1.05 mi | 6.92 to 7.97 (Weekstown - Pleasant Mills Rd) | |
| 552 | Bears Head Rd. | Buena Vista Twp Hamilton Twp | Cumberland County Line to US RT 40 | West to East | 6.25 | Rural Major Collector Urban Major Collector | 6 | 0.49 mi | 21.23 (county line) to 21.72 | Jun-12 |
| | | | | | | | 4 | 0.33 mi | 21.72 to 22.05 | |
| | | | | | | | 6 | 1.59 mi | 22.05 to 23.64 | |
| | | | | | | | 4 | 3.84 mi | 23.64 to 27.48 (Rt. 40) | |
| 557 | Buena-Tuckahoe Road | Estell Manor Weymouth Twp Buena Vista Twp Buena Borough | NJ RT 50 to Gloucester County Line | South to North | 14.98 | Rural Major Collector | 2 | 14.98 mi | - | Jun-12 |

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|---------------------------|------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|------------------------------|----------------------------------------------------------------------------|-------------------------|------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|----------------------|-------------------------------------------|-----------------------------------------|
| 559 | Somers Pt- Mays Landing Rd Old Harding Hwy Mays Landing-Da Costa Rd Chew Rd (a.k.a. Second Rd) | Somers Point Egg Harbor Twp Hamilton Twp Hammonton | Shore Rd (CR 585) to 15th St | South to North | 30.5 | Urban Minor Arterial Urban Major Collector Rural Major Collector | 6 | 0.17 mi | 0 (Shore Rd) to 0.17 | Jun-12 |
| | | | | | | | 8 | 1.36 mi | 0.17 to 1.53 | |
| | | | | | | | 1 | 0.24 mi | 1.53 to 1.77 | |
| | | | | | | | 4 | 1.56 mi | 1.77 to 3.33 | |
| | | | | | | | 2 | 0.17 mi | 3.33 to 3.50 (bridge) | |
| | | | | | | | 1 | 0.59 mi | 3.50 to 4.09 (School House Rd) | |
| | | | | | | | 4 | 0.35 mi | 4.09 to 4.44 (Barrett Rd) | |
| | | | | | | | 2 | 0.79 mi | 4.44 to 5.23 (Eng. Creek Rd) | |
| | | | | | | | 1 | 0.12 mi | 5.23 to 5.35 (bridge) | |
| | | | | | | | 2 | 0.85 mi | 5.35 to 6.20 | |
| | | | | | | | 1 | 0.17 mi | 6.20 to 6.37 (Lee's Lane) | |
| | | | | | | | 2 | 1.23 mi | 6.37 to 7.60 (Betsy Scull Rd) | |
| | | | | | | | 4 | 0.95 mi | 7.60 to 8.55 | |
| | | | | | | | 2 | 0.21 mi | 8.55 to 8.76 | |
| | | | | | | | 4 | 2.82 mi | 8.76 to 11.58 (Sunny Ave) | |
| | | | | | | | 6 | 0.17 mi | 11.58 to 11.75 | |
| | | | | | | | 4 | 0.95 mi | 11.75 to 12.70 (North St) | |
| | | | | | | | 2 | 0.29 mi | 12.70 to 12.99 (Old River Rd) | |
| | | | | | | | 4 | 1.28 mi | 12.70 to 13.98 (Old River Rd) | |
| | | | | | | | 2 | 0.09 mi | 13.98 to 14.07 (River Rd) | |
| | | | | | | | 0 | 0.99 mi | 14.07 to 15.06 (Wheaton Ave) | |
| | | | | | | | 2 | 1.7 mi | 15.06 to 16.76 | |
| | | | | | | | 4 | 0.21 mi | 16.76 to 16.97 | |
| | | | | | | | 1 | 2.72 mi | 16.97 to 19.69 (bridge) | |
| | | | | | | | 4 | 0.58 mi | 19.69 to 20.27 (circle) | |
| | | | | | | | 1 (1) | 0.44 mi | 20.27 to 20.71 (Elwood-Pleasant Mills Rd) | |
| | | | | | | | 2 | 0.33 mi | 20.71 to 21.04 | |
| | | | | | | | 1 | 6.98 mi | 21.04 to 28.02 (Beech St) | |
| | | | | | | | 0 | 1.13 mi | 28.02 to 29.15 (Rt. 54) | |
| | | | | | | | 4 | 0.28 mi | 29.15 to 29.43 | |
| | | | | | | | 2 | 0.59 mi | 29.43 to 30.84 (15th St) | |

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|---------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|-----------------------------------------------------------|----------------------------------------------------------------------------|-------------------------|--------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|----------------------|----------------------------------------|-----------------------------------------|
| 559 Alt | Ocean Heights Ave Ocean Heights-Gravelly Run Rd | Somers Point Linwood Egg Harbor Twp Hamilton Twp | Shore Rd (CR 585) to Somers Pt- Mays Lndng Rd (CR 559) | South to North | 9.49 | Urban Major Collector Urban Minor Arterial | 1 | 0.19 mi | 0 (Shore Rd) to 0.19 (Abbey Rd) | Jun-12 |
| | | | | | | | 2 | 0.64 mi | 0.19 to 0.83 (bridge) | |
| | | | | | | | 4 | 1.59 mi | 0.83 to 2.42 (landfill) | |
| | | | | | | | 2 | 0.61 mi | 2.42 to 3.03 (Zion Rd) | |
| | | | | | | | 4 | 0.95 mi | 3.03 to 3.98 | |
| | | | | | | | 6 | 0.24 mi | 3.98 to 4.22 | |
| | | | | | | | 4 | 0.5 mi | 4.22 to 4.72 (Golf Ave) | |
| | | | | | | | 2 | 0.74 mi | 4.72 to 5.46 (Virginia Ave) | |
| | | | | | | | 4 | 4.03 mi | 5.46 to 9.49 (Somers Pt-Mays Lndng Rd) | |
| 561 | Jimmy Leeds Rd (a.k.a. Jim/Jimmie Leeds Rd) Duerer St Moss Mill Rd DaCosta-Hammonton Rd (a.k.a. Egg Harbor Road) Hammonton-Rosedale Rd | Galloway Twp Egg Harbor City Mullica Twp Hammonton | New York Rd (US RT 9) to Camden County Line | South to North | 23.94 | Urban Major Collector Urban Minor Arterial | 2 | 1.54 mi | 0 (Rt. 9) to 1.61 | Jun-12 |
| | | | | | | | 12 | 0.14 mi | 1.61 to 1.75 | |
| | | | | | | | 8 | 0.28 mi | 1.75 to 2.03 | |
| | | | | | | | 6 | 0.12 mi | 2.03 to 2.15 | |
| | | | | | | | 4 | 2.75 mi | 2.15 to 4.90 | |
| | | | | | | | 2 | 3.4 mi | 4.90 to 8.30 (Cologne Ave) | |
| | | | | | | | 1 | 1.79 mi | 8.30 to 10.09 (Bremen Ave) | |
| | | | | | | | 2 | 0.9 mi | 10.09 to 10.99 (Phil. Ave) | |
| | | | | | | | 1 | 0.54 mi | 10.99 to 11.53 (Hamburg Ave) | |
| | | | | | | | 0 | 2.09 mi | 11.53 to 13.62 (5th Ave) | |
| | | | | | | | 1 | 1.95 mi | 13.62 to 15.57 | |
| | | | | | | | 0 | 4.73 mi | 15.57 to 20.30 | |
| | | | | | | | 4 | 1.45 mi | 20.30 to 21.75 (11th St) | |
| | | | | | | | 0 | 0.59 mi | 21.75 to 22.34 (Orchard St) | |
| | | | | | | | 6 | 0.43 mi | 22.34 to 22.77 | |
| | | | | | | | 2 | 1.11 mi | 22.77 to 23.88 (Chew Rd) | |
| 561 Alt | Moss Mill Road Oyster Creek Rd (a.k.a. Leeds Point Rd) | Mullica Twp Egg Harbor City Galloway Twp | Duerer St (CR561) to Oyster Creek | South to North | 15.79 | Rural Major Collector Urban Major Collector Urban Minor Arterial Rural Minor Collector Urban Minor Collector | 0 | 2.26 mi | 0 to 2.26 (Smith Bowen Rd) | Aug-06 |
| | | | | | | | 3 | 0.42 mi | 2.26 to 2.68 (Rt.9) | |
| | | | | | | | 2 | 0.45 mi | 2.68 to 3.13 (divide start) | |
| | | | | | | | 14 (12) | 0.23 mi | 3.13 to 3.36 (divide end) | |
| | | | | | | | 8 | 0.45 mi | 3.36 to 3.81 (Old Pt. Rplc Rd) | |
| | | | | | | | 1 | 2.23 mi | 3.81 to 6.04 (Pt. Rplc Rd) | |
| | | | | | | | 3 | 0.2 mi | 6.04 to 6.24 (G.S.P. Ramp) | |
| | | | | | | | 5 | 0.34 mi | 6.24 to 6.58 (Pomona Rd) | |
| | | | | | | | 1 | 9.21 mi | 6.58 to 15.79 (Duerer St) | |
| 561 Bypass | Smithville Boulevard | Galloway Twp | New York Rd (US RT 9) to Moss Mill Rd (C.R. 561A) | | 0.33 | | 3 | 0.33 mi | | |
| 561 Spur | Blue Anchor Rd (a.k.a. Mays landing Rd) | Folsom Hammonton | Black Horse Pike (US RT 322) to Camden County Line | South to North | 4.14 | Urban Minor Arterial | 0 | 0.27 mi | 0 (Rt. 322) to 0.27 | Jun-14 |
| | | | | | | | 3 | 3.87 mi | 0.27 to 4.14 (county line) | |

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|---------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|----------------------------------------------------------------|----------------------------------------------------------------------------|-------------------------|----------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|----------------------|--------------------------------------------------------|-----------------------------------------|
| 563 | Jerome Ave Mill Rd Tilton Rd Egg Harbor-Green Bank Rd (a.k.a. Philadelphia Ave) Green Bank Rd | Margate Northfield Egg Harbor Twp Hamilton Twp Galloway Twp Egg Harbor City Mullica Twp | Ventnor Ave (CR 629) to Burlington County Line | South to North | 20.6 | Urban Minor Arterial Rural Minor Arterial Urban Principal Arterial Urban Major Collector Rural Major Collector | 12 | 0.83 mi | 0 to 0.83 (lagoon Dr) | Aug-06 |
| | | | | | | | 8 | 1.24 mi | 0.83 to 2.07 | |
| | | | | | | | 10 | 0.66 mi | 2.07 to 2.73 | |
| | | | | | | | 2 | 0.65 mi | 2.73 to 3.38 (Bay Dr) | |
| | | | | | | | 4 | 0.35 mi | 3.38 to 3.73 (Shore Rd) | |
| | | | | | | | 0 | 0.74 mi | 3.73 to 4.47 (Rt. 9) | |
| | | | | | | | 1 | 0.31 mi | 4.47 to 4.78 (Burton Ave) | |
| | | | | | | | 0 (0) | 1.22 mi | 4.78 to 6.0 (divide end) | |
| | | | | | | | 4 | 0.27 mi | 6.0 to 6.27 (Rt. 40/322) | |
| | | | | | | | 6 (4) | 1.7 mi | 7.14 to 8.84 (circle) | |
| | | | | | | | 8 | 0.8 mi | 8.84 to 9.64 (gov. access rd) | |
| | | | | | | | 10 | 1.03 mi | 9.64 to 10.67 (Eng. Creek Rd) | |
| | | | | | | | 6 | 0.39 mi | 10.67 to 11.06 (muni. line) | |
| | | | | | | | 8 | 1.27 mi | 11.06 to 12.33 (divide starts) | |
| | | | | | | | 6 (8) | 0.58 mi | 12.33 to 12.91 (divide ends) | |
| | | | | | | | 8 | 0.46 mi | 12.91 to 13.37 (Racetrack Rd) | |
| | | | | | | | 10 | 0.37 mi | 13.37 to 13.74 (Rt. 30) | |
| | | | | | | | 0 | 0.36 mi | 16.70 to 17.06 (Buerger St) | |
| | | | | | | | 13 | 0.5 mi | 17.06 to 17.56 (Duerer St) | |
| | | | | | | | 2 | 4.3 mi | 17.56 to 21.86 (trail) | |
| | | | | | | | 0 | 2.33 mi | 21.86 to 24.19 (county line) | |
| 575 | English Creek-Port Republic Rd (a.k.a. English Creek Ave) Wrangleboro Rd (a.k.a. Pomona Rd) Smithville-Port Rep Rd (a.k.a. Old New York Rd) Cologne-Port Republic Rd Main St | Egg Harbor Twp Hamilton Twp Galloway Twp Port Republic | Somers Pt-Mays Landing Rd (CR 559) to New York Rd (US RT 9) | South to North | 18.5 | Urban Minor Arterial Urban Major Collector Rural Major Collector | 1 | 3.48 mi | 0 (Somers Pt-Mays Ldng Rd) to 3.48 (High School Dr) | Jun-12 |
| | | | | | | | 4 | 1.32 mi | 3.48 to 4.80 (Birch Ave) | |
| | | | | | | | 2 | 0.21 mi | 4.80 to 5.01 (Locust Ave) | |
| | | | | | | | 1 | 0.17 mi | 5.01 to 5.18 (Boxwood Dr) | |
| | | | | | | | 2 (2) | 0.81 mi | 5.18 to 5.99 (Harly Rd) | |
| | | | | | | | 1 (1) | 0.76 mi | 5.99 to 6.75 (Rt. 40/322) | |
| | | | | | | | 0 (0) | 0.44 mi | 8.67 to 9.11 (Shopping Cntr Rd) | |
| | | | | | | | 1 | 0.64 mi | 9.11 to 9.75 | |
| | | | | | | | 10 | 0.42 mi | 9.75 to 10.17 (trail) | |
| | | | | | | | 1 | 0.9 mi | 10.17 to 11.07 | |
| | | | | | | | 6 | 0.55 mi | 11.07 to 11.62 | |
| | | | | | | | 1 | 0.16 mi | 11.62 to 11.78 (Genoa St) | |
| | | | | | | | 0 | 1.2 mi | 11.78 to 12.98 (Jimmy Leeds Rd) | |
| | | | | | | | 1 | 3.03 mi | 12.98 to 16.01 (Moss Mill Rd) | |
| | | | | | | | 4 | 0.62 mi | 16.55 to 17.17 (bridge) | |
| | | | | | | | 1 | 1 mi | 17.17 to 18.17 (Blakes Ln) | |
| | | | | | | | 0 | 0.32 mi | 18.17 to 18.49 (Pomona Ave) | |
| | | | | | | | 1 | 2.47 mi | 18.49 to 20.96 (Rt. 9) | |

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|---------------------------|--------------------------------------------------------|-------------------------------------------------------------------|-------------------------------------------------------------------------|----------------------------------------------------------------------------|-------------------------|---------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|----------------------|--------------------------------|-----------------------------------------|
| 585 | Shore Road Ocean Highway Main Street | Somers Point Linwood Northfield Pleasantville Absecon | NJ RT 52 to White Horse Pike (US RT 30) | South to North | 9.57 | Urban Principal Arterial Urban Minor Arterial | 0 | 9.57 mi | - | May-07 |
| 601 | New Jersey Ave | Absecon | New Rd (US 9) to White Horse Pike (US 30) (paved to Ritz Drive) | West to East | 0.96 | Urban Collector | 4 (4) | 0.62 mi | 0 to 0.62 (Highland Blvd) | Jul-11 |
| | | | | | | | 1 (4) | 0.06 mi | 0.62 to 0.68 (Mill Ave) | |
| | | | | | | | 0 (4) | 0.28 mi | 0.68 to 0.96 (Rt. 9) | |
| 602 | DaCosta-Hammonton Rd (a.k.a. Egg Harbor Road) | Hammonton | Moss Mill Rd (CR 561) to White Horse Pike (US 30) | West to East | 0.95 | Urban Local | 4 | 0.14 mi | 0 to 0.14 | Jul-11 |
| | | | | | | | 8 | 0.28 mi | 0.14 to 0.42 | |
| | | | | | | | 2 | 0.35 mi | 0.42 to 0.77 (Boyer Ave) | |
| | | | | | | | 4 | 0.15 mi | 0.77 to 0.95 (Rt. 30) | |
| 603 | English Creek-Port Republic Rd | Egg Harbor Township | A.C. Expressway R.O.W. to [45] (part) US Route 40/322 | South to North | 0.52 | Urban Minor Arterial Urban Local | 0 | 0.36 mi | 0 to 0.36 (Delilah Rd) | Jul-11 |
| | | | | | | | 1 | 0.16 mi | 0.36 to 0.52 (dead end) | |
| 604 | English Creek-Port Republic Rd | Egg Harbor Township | Tilton Rd (CR 563) to A.C. Expressway R.O.W. | South to North | 1.28 | Urban Local | 1 | 1.28 mi | - | Jul-11 |
| 605 | English Creek-Port Republic Rd | Galloway Township | Pomona Rd (CR575) to F.A.A.T.C. Boundary | South to North | 0.4 | Urban Local | 0 | 0.4 mi | - | Jul-11 |
| 606 | Old Harding Highway | Hamilton Township | Old Harding Highway (CR559) to Harding Highway (US 40) | West to East | 0.51 | Urban Major Collector | 0 | 0.08 mi | 0 to 0.08 (Leonard Ave) | Jul-11 |
| | | | | | | | 10 | 0.24 mi | 0.08 to 0.32 (Reading Ave) | |
| | | | | | | | 1 | 0.19 mi | 0.32 to 0.51 (Old Harding Hwy) | |
| 608 | Franklin Ave Washington Ave | Pleasantville | Black Horse Pike (US 40/322) to Ubiel Ave (CR563) | East to West | 3 | Urban Minor Arterial | 10 | 0.1 mi | 0 to 0.10 (Milan Ave) | Jul-11 |
| | | | | | | | 0 | 0.58 mi | 0.10 to 0.68 (Rt. 9) | |
| | | | | | | | 1 | 0.65 mi | 0.68 to 1.23 (Pedes. Wkwy) | |
| | | | | | | | 10 | 0.24 mi | 1.23 to 1.47 | |
| | | | | | | | 8 | 0.18 mi | 1.47 to 1.65 (Wilberforce Ave) | |
| | | | | | | | 4 | 0.27 mi | 1.65 to 1.92 (Fire Rd) | |
| | | | | | | | 6 | 0.39 mi | 1.92 to 2.31 (Ingham Ave) | |
| | | | | | | | 1 | 0.25 mi | 2.31 to 2.56 (Ruckreim Dr) | |
| | | | | | | | 2 | 0.44 mi | 2.56 to 3.00 (Uibel Ave) | |
| 610 | Smithville-Port Republic Rd (a.k.a.Old New York Rd) | Galloway Port Republic | US 9 at Smithville to Main St (CR575) | South to North | 2.43 | Urban Major Collector | 1 | 2.43 mi | - | Jul-11 |
| 611 | Mays Landing-Tuckahoe Rd Main St | Corbin City | NJ 50 to NJ 50 | South to North | 0.59 | Rural Local | 1 | 0.59 mi | - | Jul-11 |
| 612 | Elwood-Weekstown Rd | Mullica Township | Elwood-Pleasant Mills (CR623) to Weekstown-Pleasant Mills (CR643) | West to East | 5.18 | Rural Local | 1 | 5.18 mi | - | Jul-11 |
| 613 | Hammonton-Atsion Rd Middle Rd | Hammonton | White Horse Pike (US 30) to US 206 | South to North | 3.11 | Urban Minor Collector | 1 | 3.11 mi | - | Jul-11 |

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|---------------------------|----------------------------------------------------------------------------------------------|----------------------------------------|----------------------------------------------------------------------------|----------------------------------------------------------------------------|-------------------------|-------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|----------------------|-------------------------------|-----------------------------------------|
| 614 | Cologne Ave Cologne Port-Republic Rd | Hamilton Township Galloway Township | Harding Highway (US 40) to Moss Mill Rd (CR561 alt) | South to North | 7.53 | Urban Major Collector Rural Minor Collector | 2 | 2.69 mi | 0 to 2.69 (Holly St) | Jul-11 |
| | | | | | | | 4 | 0.33 mi | 2.69 to 3.02 (Spruce St) | |
| | | | | | | | 1 | 4.51 mi | 3.02 to 7.53 (Moss Mill Rd) | |
| 615 | Zion Rd | Northfield Egg Harbor Township | Shore Rd (CR585) to Somers Pt- Mays Landing (CR559) | West to East | 8.05 | Urban Major Collector Urban Minor Arterial | 2 | 1.45 mi | 0 to 1.45 (English Creek Ave) | Jul-11 |
| | | | | | | | 1 | 1.2 mi | 1.45 to 2.65 (Lighthouse Ln) | |
| | | | | | | | 4 | 0.3 mi | 2.65 to 2.95 | |
| | | | | | | | 10 | 0.23 mi | 2.95 to 3.18 (Almond Ave) | |
| | | | | | | | 4 | 0.66 mi | 3.18 to 3.84 | |
| | | | | | | | 2 | 0.15 mi | 3.84 to 3.99 (Robert Best Rd) | |
| | | | | | | | 1 | 0.19 mi | 3.99 to 4.18 | |
| | | | | | | | 4 | 0.85 mi | 4.18 to 5.03 (Belmont Dr) | |
| | | | | | | | 1 | 1.25 mi | 5.03 to 6.28 | |
| | | | | | | | 4 | 1.04 mi | 6.28 to 7.32 (Rt. 9) | |
| | | | | | | | 6 | 0.09 mi | 7.32 to 7.41 (Juniper Dr) | |
| | | | | | | | 2 | 0.11 mi | 7.41 to 7.52 (Willow Dr) | |
| 616 | Mill St | Hamilton Township | Harding Highway (CR559) to US 40-NJ 50 | North to South | 0.36 | Urban Major Collector | 0 | 0.36 mi | - | Jul-11 |
| | | | | | | | 1 | 0.4 mi | 0.36 to 0.72 (Mill St) | |
| 617 | Somers Pt-Mays Landing Rd (a.k.a. River Road) | Hamilton Township | US 40-NJ 50 to Somers Pt-Mays Landing Rd(CR559) | East to West | 0.36 | Urban Minor Arterial | 8 | 0.26 mi | 0 to 0.26 (Farragut Ave) | Jul-11 |
| | | | | | | | 6 | 0.1 mi | 0.26 to 0.36 (Rt. 40/322) | |
| 618 | Oyster Creek Rd (a.k.a. Leeds Point Rd) | Galloway Township | US RT 9 to Moss Mill Rd (CR 561 alt) | South to North | 2.07 | Urban Minor Collector | 1 | 2.07 mi | - | Jul-11 |
| 619 | Wheat Rd | Buena Borough | Harding Highway (US 40) to Cumberland County Line | West to East | 3.12 | Urban Minor Arterial | 4 | 0.38 mi | 0 to 0.38 | Jul-11 |
| | | | | | | | 1 | 0.19 mi | 0.38 to 0.57 | |
| | | | | | | | 2 | 0.29 mi | 0.57 to 0.86 (Fortanario Rd) | |
| | | | | | | | 4 | 1.64 mi | 0.86 to 2.50 (bridge) | |
| | | | | | | | 2 | 0.62 mi | 2.50 to 3.12 (Rt. 40) | |
| 620 | Maryland Ave | Somers Point | Bay Ave to Shore Rd (CR 585) | East to West | 0.21 | Urban Principal Arterial | 8 | 0.21 mi | - | Jul-11 |
| 622 | Cedar Ave | Buena Vista Township | Harding Highway (US 40) to Railroad Ave (municipal) | South to North | 0.32 | Rural Local | 2 | 0.32 mi | - | Jul-11 |
| 623 | Weymouth-Elwood Rd (a.k.a. Richards Ave) Elwood-Pleasant Mills Rd (a.k.a. Union Rd) | Hamilton Twp Mullica Twp | Mays Landing-DaCosta Rd (CR559) to Hammonton- Pleasant Mills (CR542) | South to North | 10.74 | Rural Minor Collector Urban Major Collector Rural Minor Collector | 1 | 2.94 mi | 0 to 2.94 | Jul-11 |
| | | | | | | | 10 | 0.35 mi | 2.94 to 3.29 | |
| | | | | | | | 4 | 0.5 mi | 3.29 to 3.79 | |
| | | | | | | | 2 | 1.45 mi | 3.79 to 5.24 | |
| | | | | | | | 1 | 1.36 mi | 5.24 to 6.60 | |
| | | | | | | | 10 | 0.16 mi | 6.60 to 6.76 | |
| | | | | | | | 2 | 0.36 mi | 6.76 to 7.12 | |
| | | | | | | | 1 | 3.61 mi | 7.12 to 10.73 | |

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|---------------------------|----------------------------------------------------------------|--------------------------------------------------|-------------------------------------------------------------------------------|----------------------------------------------------------------------------|-------------------------|---------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|
| 624 | Clarks Landing Rd | Egg Harbor City Galloway Twp Port Republic | Egg Harbor-Green Bank Rd (CR563) to Smithville-Port Republic Rd (CR575) | West to East | 7.69 | Rural Local Rural Minor Collector Urban Major Collector | 1 0 | 6.8 mi 0.89 mi | 0 to 6.80 (Chestnut Neck Rd) 6.80 to 7.69 (Mays Ldng - Pt Republic Rd) | Jul-11 |
| 627 | Central Rd | Buena Borough Buena Vista Township | Oak Rd (CR681) to Harding Highway (US 40) | South to North | 2.46 | Rural Local Urban Local Urban Major Collector | 1 8 1 | 1 mi 0.89 mi 0.57 mi | 0 to 1.00 (Wheat Rd) 1.00 to 1.89 (Edwards Ave) 1.89 to 2.46 (Rt. 40) | Jul-11 |
| 629 | Ventnor Ave Dorset Ave Wellington Ave West End Avenue | Ventnor Atlantic City | W Terminus of JFK Bridge (NJ152) to Albany Ave (US 40/322) | South to North | 5.53 | Urban Principal Arterial | 0 8 0 6 14 (6) 6 (6) | 1.24 mi 1.13 mi 1.76 mi 0.47 mi 0.6 mi 0.38 mi | 0 to 1.24 (divide begins) 1.24 to 2.37 2.37 to 4.13 (Wellington Ave) 4.13 to 4.55 (mall entrance) 4.55 to 5.15 (Raleigh Ave) 5.15 to 5.53 (Albany Blvd) | Jul-11 |
| 630 | Ohio Ave [30] | Absecon | Shore Rd (CR585) to Jeffers Landing-Absecon Rd (CR651) | West to East | 1.06 | Urban Major Collector | 0 | 1.06 mi | - | Jul-11 |
| 631 | Illinois Ave | Absecon | Shore Rd (CR585) to Absecon Blvd (US 30) | West to East | 0.15 | Urban Minor Arterial | 0 | 0.15 mi | - | Jul-11 |
| 633 | Jimmy Leeds Rd (a.k.a. Jim/Jimmie Leeds Rd) | Galloway Township | White Horse Pike (US 30) to Duerer St (CR 561) | West to East | 1.68 | Urban Minor Arterial | 1 4 16 4 1 | 0.32 mi 0.42 mi 0.17 mi 0.19 mi 0.58 mi | 0 to 0.32 (Dellanoce Ave) 0.32 to 0.74 0.74 to 0.91 (Meadows Dr) 0.91 to 1.10 1.10 to 1.68 (Duerer St) | Jul-11 |
| 634 | Pitney Rd | Galloway Township Absecon Port Republic | Church St (municipal) to Old New York Rd (CR610) | South to North | 6.24 | Urban Minor Arterial Urban Major Collector | 0 2 8 2 1 2 | 0.56 mi 0.35 mi 0.17 mi 1.76 mi 0.11 mi 3.29 mi | 0 to 0.56 (Woodcrest Ave) 0.56 to 0.91 (Crestview Ave) 0.91 to 1.08 1.08 to 2.84 (Highland Ave) 2.84 to 2.95 2.95 to 6.24 (Old New York Rd) | Jul-11 |
| 637 | Cumberland Ave | Estell Manor | NJ RT 50 to Cumberland County Line | West to East | 5.44 | Rural Local | 1 | 5.44 mi | - | Jul-11 |
| 638 | Brigantine Blvd | Brigantine | E. Terminus NJ 87 to NE R.O.W of 14th St North | South to North | 3.91 | Urban Principal Arterial | 12 (10) 1 (4) 0 4 14 | 1.29 mi 0.25 mi 0.24 mi 0.59 mi 1.54 mi | 0 to 1.29 (S. 38th St) 1.29 to 1.54 1.54 to 1.78 (Brigantine Ave) 1.78 to 2.37 (18th St) 2.37 to 3.91 (dead end) | Jul-11 |
| 640 | Mays Landing-DaCosta Rd (a.k.a.Weymouth Road) | Hamilton Twp Hammonton | White Horse Pike (US 30) to Second Rd (CR559) | South to North | 2.2 | Urban Major Collector | 1 | 2.2 mi | - | Jul-11 |
| 643 | Weekstown-Pleasant Mills Rd | Mullica Twp | Egg Harbor-Green Bank Rd (CR563) to Elwood-Pleasant Mills Rd (CR623) | South to North | 4.3 | Rural Minor Collector | 1 | 4.3 mi | - | Jul-11 |

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|---------------------------|-------------------------------------------------------|--------------------------------------------------------|------------------------------------------------------------------------|----------------------------------------------------------------------------|-------------------------|---------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|----------------------|---------------------------------|-----------------------------------------|
| 644 | Dolphin Ave | Northfield | Northfield/Pleasantville Border to Shore Rd (CR585) | North to South | 0.86 | Urban Local | 0 | 0.86 mi | - | Jul-11 |
| 645 | Buck Hill Rd, Section 2 | Corbin City | Buck Hill Rd Section 1 (CR648) to NJ RT 50 | South to North | 0.62 | Rural Local | 0 | 0.62 mi | - | Jul-11 |
| 646 | Delilah Rd | Absecon Pleasantville Hamilton Egg Harbor Twp | US 40/322 to US RT 30 | West to East | 7.68 | Urban Minor Arterial | 0 (0) | 0.15 mi | 0 to 0.15 (divide end) | Jul-11 |
| | | | | | | | 10 | 0.16 mi | 0.15 to 0.31 (E.H.T. mun. line) | |
| | | | | | | | 6 | 0.29 mi | 0.31 to 0.60 | |
| | | | | | | | 1 | 0.05 mi | 0.60 to 0.65 (English Creek Rd) | |
| | | | | | | | 4 | 0.44 mi | 0.65 to 1.09 | |
| | | | | | | | 8 | 0.39 mi | 1.09 to 1.48 (Tremont Ave) | |
| | | | | | | | 1 | 0.29 mi | 1.48 to 1.77 (Ridge Ave) | |
| | | | | | | | 8 | 0.16 mi | 1.77 to 1.93 (AC XPWY) | |
| | | | | | | | 10 (10) | 1.19 mi | 1.93 to 3.12 | |
| | | | | | | | 0 | 0.12 mi | 3.12 to 3.24 (Fork Rd) | |
| | | | | | | | 2 | 0.14 mi | 3.24 to 3.38 | |
| | | | | | | | 6 | 0.32 mi | 3.38 to 3.70 | |
| | | | | | | | 4 | 0.5 mi | 3.70 to 4.20 | |
| | | | | | | | 6 | 0.37 mi | 4.20 to 4.57 (Doughty Rd) | |
| | | | | | | | 0 | 0.61 mi | 4.57 to 5.18 (Margaret Ave) | |
| | | | | | | | 6 | 0.09 mi | 5.18 to 5.27 | |
| | | | | | | | 14 | 0.21 mi | 5.27 to 5.48 | |
| | | | | | | | 1 | 0.21 mi | 5.48 to 5.69 | |
| | | | | | | | 6 | 0.1 mi | 5.69 to 5.79 | |
| | | | | | | | 1 | 0.13 mi | 5.79 to 5.92 | |
| | | | | | | | 2 | 0.69 mi | 5.92 to 6.61 | |
| | | | | | | | 10 | 0.87 mi | 6.61 to 7.48 | |
| | | | | | | | 6 | 0.2 mi | 7.48 to 7.68 | |
| 647 | Cologne-Port Republic Rd | Galloway Twp Port-Republic | Moss Mill Rd (CR 561 alt) to Clarks Landing Rd (CR 624) | West to East | 3.16 | Rural Minor Collector | 1 | 3.16 mi | - | Jul-11 |
| 648 | Buck Hill Rd, Section 1 (a.k.a. Head of River Rd) | Corbin City Estell Manor | Head Of River Rd (CR649) to NJ RT 50 | West to East | 1.41 | Rural Local | 1 | 1.41 mi | - | Jul-11 |
| 649 | Head of River Rd (a.k.a. Aetna Drive) | Corbin City Estell Manor | Main St, Corbin City (CR611) to NJ RT 49 | East to West | 4.15 | Rural Local | 1 | 4.15 mi | - | Jul-11 |
| 650 | Cologne-Port Republic Rd (a.k.a. Chestnut Neck Rd) | Port Republic | Clarks Landing Rd (CR624) to Smithville-Port Republic Rd (CR575) | West to East | 0.87 | Rural Minor Collector | 1 | 0.87 mi | - | Jul-11 |

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|---------------------------|------------------------------------------------------------------------------------------------------------------------|----------------------------------|---------------------------------------------------------------------------|----------------------------------------------------------------------------|-------------------------|---------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|----------------------|----------------------------------|-----------------------------------------|
| 651 | Jeffers Landing-Absecon Rd (a.k.a. Jeffers Landing Rd, Steelmanville Rd, Bargaintown Rd, Fire Rd, Mill Rd) | Egg Harbor Twp Absecon | Great Egg Harbor River to Pitney Rd (CR634) | South to North | 12.64 | Rural Local Urban Major Collector Urban Minor Arterial | 0 | 0.11 mi | 0 to 0.11 (bridge) | Jul-11 |
| | | | | | | | 1 | 2.67 mi | 0.11 to 2.78 | |
| | | | | | | | 14 | 0.1 mi | 2.78 to 2.88 | |
| | | | | | | | 1 | 0.83 mi | 2.88 to 3.71 | |
| | | | | | | | 2 | 0.58 mi | 3.71 to 4.29 (Scarlett Oak Cir.) | |
| | | | | | | | 1 | 0.11 mi | 4.29 to 4.40 (Marty Ln) | |
| | | | | | | | 2 | 0.39 mi | 4.40 to 4.79 (Devon Dr) | |
| | | | | | | | 1 | 0.22 mi | 4.79 to 5.01 (Bartlett Blvd) | |
| | | | | | | | 2 | 0.39 mi | 5.01 to 5.40 (Central Ave) | |
| | | | | | | | 1 | 0.42 mi | 5.40 to 5.82 (Delaware Ave) | |
| | | | | | | | 2 | 0.85 mi | 5.82 to 6.67 (Mill Rd) | |
| | | | | | | | 1 | 1.01 mi | 6.67 to 7.68 | |
| | | | | | | | 0 | 0.8 mi | 7.68 to 8.88 (Cordery Dr) | |
| | | | | | | | 1 | 1.09 mi | 8.88 to 9.97 (Delilah Rd) | |
| | | | | | | | 8 | 0.69 mi | 9.97 to 10.66 | |
| | | | | | | | 4 | 0.39 mi | 10.66 to 11.05 | |
| | | | | | | | 1 | 0.57 mi | 11.05 to 11.62 (Algonquin Ave) | |
| | | | | | | | 0 | 0.51 mi | 11.62 to 12.13 (New Jersey Ave) | |
| | | | | | | | 6 | 0.09 mi | 12.13 to 12.22 (Delaware Ave) | |
| | | | | | | | 8 | 0.25 mi | 12.22 to 12.47 (New York Ave) | |
| | | | | | | | 0 | 0.17 mi | 12.47 to 12.64 (Pitney Rd) | |
| 652 | Lower Bank Rd | Egg Harbor City | Egg Harbor-Green Bank Rd (CR563) to Burlington County Line | West to East | 2.53 | Rural Minor Collector | 1 | 2.53 mi | - | Jul-11 |
| 654 | Sixth Ave | Galloway Twp | Jimmy Leeds Rd (CR RT 561) to White Horse Pike (US RT 30) | West to East | 2.09 | Urban Major Collector | 4 | 2.09 mi | - | Jul-11 |
| 655 | Lincoln Ave | Buena Borough Buena Vista Twp | Wheat Rd (CR 619) to Cumberland County Line | South to North | 1.9 | Rural Minor Arterial Urban Minor Arterial | 4 | 0.41 mi | 0 to 0.41 | Jul-11 |
| | | | | | | | 2 | 0.21 mi | 0.41 to 0.62 | |
| | | | | | | | 4 | 0.5 mi | 0.62 to 1.12 (Vine Rd) | |
| | | | | | | | 2 | 0.32 mi | 1.12 to 1.44 (Buena mun. line) | |
| | | | | | | | 4 | 0.46 mi | 1.44 to 1.90 (Wheat Rd) | |
| 657 | Port Republic-Motts Creek Rd | Galloway Twp. | Smithville-Port Republic Rd (CR 610) to Motts Creek | West to East | 2.29 | Urban Local Rural Local | 1 | 0.91 mi | 0 to 0.91 (Kings HWY) | Jun-11 |
| | | | | | | | 0 | 1.38 mi | 0.91 to 2.29 (dead end) | |
| 658 | Columbia Rd | Mullica Twp | Hammonton-Pleasant Mills Rd (CR 542) to White Horse Pike (US RT 30) | South to North | 5.28 | Urban Major Collector Rural Minor Collector | 1 | 5.28 mi | - | Jul-11 |
| 659 | Central Ave | Egg Harbor Twp | Zion Rd (CR 615) to Garden State Parkway R.O.W | West to East | 0.28 | Urban Local | 0 | 0.28 mi | - | Jul-11 |

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| 660 | Farragut Ave | Hamilton Twp | Somers Point-Mays Landing (CR 617) to Main St(US RT 40) | North to South | 0.16 | Urban Local | 0 | 0.16 mi | - | Jul-11 |
| 661 | Central Ave | Egg Harbor Twp | Linwood/Egg Harbor Twp Border (Patcong Creek) to Garden State Parkway R.O.W. | West to East | 0.46 | Urban Local Urban Major Collector | 0 | 0.46 mi | - | Jul-11 |
| 662 | Mill Rd | Northfield Egg Harbor Twp | Shore Rd (CR 585) to Ocean Heights Ave (CR 559 alt) | West to East | 5.07 | Urban Major Collector Urban Minor Arterial | 1 | 0.12 mi | 0 to 0.12 | Jul-11 |
| | | | | | | | 8 | 0.15 mi | 0.12 to 0.27 | |
| | | | | | | | 1 | 3.55 mi | 0.27 to 3.82 (Northfield mun. line) | |
| | | | | | | | 6 | 0.1 mi | 3.82 to 3.92 | |
| | | | | | | | 1 | 0.13 mi | 3.92 to 4.05 (Oak Dr) | |
| | | | | | | | 10 | 0.28 mi | 4.05 to 4.33 (Birch Grove Rd) | |
| | | | | | | | 4 | 0.22 mi | 4.33 to 4.55 (Rt. 9) | |
| | | | | | | | 2 | 0.33 mi | 4.55 to 4.88 (Wabash Ave) | |
| | | | | | | | 1 | 0.19 mi | 4.88 to 5.07 (Shore Rd) | |
| 663 | California Ave | Absecon | Shore Rd (CR585) to Jeffers Landing-Absecon Rd (CR 651) | West to East | 1.34 | Urban Major Collector | 1 | 0.46 mi | 0 to 0.46 | Jul-11 |
| | | | | | | | 8 | 0.22 mi | 0.46 to 0.68 | |
| | | | | | | | 6 | 0.05 mi | 0.68 to 0.73 | |
| | | | | | | | 1 | 0.14 mi | 0.73 to 0.87 (Rt. 9) | |
| | | | | | | | 6 | 0.1 mi | 0.87 to 0.97 | |
| | | | | | | | 2 | 0.88 mi | .97 to 1.34 (Shore Rd) | |
| 665 | New York Ave | Somers Point | Bay Ave to US RT 9 | West to East | 0.76 | Urban Major Collector | 0 | 0.76 mi | - | Jul-11 |
| 666 | Cape May Ave | Estell Manor Weymouth | NJ RT 49 to Buena-Tuckahoe Rd (CR557) | South to North | 8.09 | Rural Minor Collector | 0 | 0.03 mi | 0 to 0.03 (Head of the River Rd) | Jul-11 |
| | | | | | | | 4 | 4.91 mi | 0.03 to 4.94 | |
| | | | | | | | 2 | 0.76 mi | 4.94 to 5.70 | |
| | | | | | | | 4 | 2.39 mi | 5.70 to 8.09 | |
| 668 | Forty Wire Rd (a.k.a. Walkers Forge Rd) | Hamilton Twp Weymouth Twp Estell Manor | Harding Highway (US 40) to Eleventh Ave (CR669) | West to East | 0.94 | Urban Local | 1 | 0.7 mi | 0 to 0.70 | Jul-11 |
| | | | | | | | 6 | 0.18 mi | 0.70 to 0.88 (Rainbow Dr) | |
| | | | | | | | 4 | 0.06 mi | 0.88 to 0.94 (Rt. 40) | |
| 669 | Eleventh Ave | Weymouth Twp Estell Manor | NJ RT 50 to Cape May Ave (CR 666) | West to East | 6.06 | Rural Minor Collector Rural Major Collector Urban Major Collector | 3 | 6.06 mi | - | Jul-11 |
| 670 | Leipzig Ave Almond St | Hamilton Twp Galloway Twp | Tilton Rd (CR 563) to Cologne- Port Republic Rd (CR 614) | South to North | 3.58 | Urban Major Collector | 1 | 0.47 mi | 0 to 0.47 (Leipzig Ave) | Jul-11 |
| | | | | | | | 6 | 0.66 mi | 0.47 to 1.13 (Lombard St) | |
| | | | | | | | 8 | 0.44 mi | 1.13 to 1.57 | |
| | | | | | | | 1 | 1.75 mi | 1.57 to 3.32 | |
| | | | | | | | 14 | 0.15 mi | 3.32 to 3.47 | |
| | | | | | | | 1 | 0.11 mi | 3.47 to 3.58 | |

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| 671 | Union Rd | Buena Vista Twp | Cumberland County Line to Buena-Tuckahoe Rd (CR 557) | South to North | 2.46 | Rural Minor Arterial Rural Minor Collector | 1 | 2.46 mi | - | Jul-11 |
| 672 | Brewster Rd | Buena Borough | Cumberland County Line to Gloucester County Line | South to North | 2.71 | Urban Major Collector Urban Local | 1 | 1.01 mi | 0 to 1.01 (Summer Rd) | Jul-11 |
| | | | | | | | 2 | 0.38 mi | 1.01 to 2.53 (Rt. 40) | |
| | | | | | | | 1 | 2.45 mi | 2.53 to 2.71 (county line) | |
| 674 | Bremen Ave | Galloway Twp Egg Harbor City | White Horse Pike (US RT 30) to Liebig St | South to North | 2.59 | Urban Collector Rural Local | 1 | 2.4 mi | 0 to 2.40 | Jul-11 |
| | | | | | | | 0 | 0.19 mi | 2.40 to 2.59 (Liebig St) | |
| 678 | Fairview Ave and Thirteenth St | Hammonton | Chew Rd (CR 559) to White Horse Pike (US RT 30) | South to North | 1.59 | Urban Minor Arterial Urban Major Collector | 1 | 0.42 mi | 0 to 0.42 (Egg Harbor Rd) | Jul-11 |
| | | | | | | | 2 | 1.17 mi | 0.42 to 1.59 (Rt. 30) | |
| 679 | Main Rd | Hammonton | White Horse Pike (US 30) to Hammonton-Pleasant Mills Rd (CR542) | North to South | 1.08 | Urban Local | 2 | 1.08 mi | - | Jul-11 |
| 680 | Broadway | Hammonton | Central Ave (CR 542) to White Horse Pike (US 30) | South to North | 0.7 | Urban Major Collector | 1 | 0.16 mi | 0 to 0.16 (Valley Ave) | Jul-11 |
| | | | | | | | 2 | 0.4 mi | 0.16 to 0.56 (Brynmaur Dr) | |
| | | | | | | | 4 | 0.14 mi | 0.56 to 0.70 (Rt. 30) | |
| 681 | Oak Rd | Buena Vista Twp | Cumberland County Line to Buena-Tuckahoe Rd (CR 557) | West to East | 2.78 | Rural Local | 1 | 2.78 mi | - | Jul-11 |
| 682 | Summer Rd | Buena Borough | Brewster Rd (CR 672) to Harding Highway (US 40) | West to East | 1.84 | Urban Local Urban Major Collector | 1 | 0.82 mi | 0 to 0.82 | Jul-11 |
| | | | | | | | 8 | 0.18 mi | 0.82 to 1.00 | |
| | | | | | | | 10 | 0.42 mi | 1.00 to 1.20 | |
| | | | | | | | 2 | 0.64 mi | 1.20 to 1.84 (Rt. 40) | |
| 684 | Spruce Ave Fentons Mill Rd | Egg Harbor Twp. | Garden State Parkway R.O.W. to Black Horse Pike (US 40/322) | South to North | 3.2 | Urban Local Urban Major Collector | 1 | 1.49 mi | 0 to 1.49 (9th Ave) | Jul-11 |
| | | | | | | | 2 | 0.53 mi | 1.49 to 2.58 (W. Jersey Ave) | |
| | | | | | | | 1 | 0.62 mi | 2.58 to 3.20 (Rt. 40/322) | |
| 685 | Westcoat Rd (a.k.a. Taggart Dr) | Egg Harbor Twp Absecon | Delilah Rd (CR 646) to Jeffers Landing-Absecon Rd (CR 651) | East to West | 2.63 | Urban Minor Arterial | 4 | 1.05 mi | 0 to 1.05 (G.S. PKWY) | Jul-11 |
| | | | | | | | 2 | 1.58 mi | 1.05 to 2.63 (Delilah Rd) | |
| 686 | Aloe St | Galloway Twp | NJ RT 50 to English Ck-Port Republic Rd (CR 605) | West to East | 5.19 | Urban Local | 4 | 0.25 mi | 0 to 0.25 (Chicago Ave) | Jul-11 |
| | | | | | | | 1 | 4.94 mi | 0.25 to 5.19 (Eng. Creek Rd) | |
| 687 | Old Tilton Rd (a.k.a. Old Egg Harbor Rd) | Pleasantville | New Rd (US 9) to Black Horse Pike (US RT40/322) | West to East | 1.36 | Urban Major Collector | 0 | 0.17 mi | 0 to 0.17 (Fire Rd) | Jul-11 |
| | | | | | | | 8 | 0.09 mi | 0.17 to 0.26 | |
| | | | | | | | 4 | 0.28 mi | 0.26 to 0.54 | |
| | | | | | | | 14 | 0.07 mi | 0.54 to 0.61 | |
| | | | | | | | 4 | 0.75 mi | 0.61 to 1.36 (Rt. 9) | |
| 688 | First Rd | Hammonton | Bellevue Ave (NJ RT 54) to Mays Landing-DaCosta Rd (CR 640) | West to East | 2.46 | Urban Major Collector | 4 | 0.13 mi | 0 to 0.13 (Passmore Ave) | Jul-11 |
| | | | | | | | 1 | 0.73 mi | 0.13 to 0.86 (Birch Dr) | |
| | | | | | | | 2 | 0.18 mi | 0.86 to 1.04 (10th St) | |
| | | | | | | | 1 | 1.42 mi | 1.04 to 2.46 (Weymouth Rd) | |

APPENDIX A:
ATLANTIC COUNTY ROUTE INFORMATION

| County Route Number | Road Name(s) | Municipality(ies) | Terminal Points | NJDOT Straight Line Diagram ("SLD") Primary Direction Designation | Route Length [Mi] | *Function Class (In Succession per NJDOT SLD Prim. Direction) | **Shoulder [Ft] (In Succession per NJDOT SLD Prim. Direction)(second ary direction in parentheses) | Shoulder Distance | Mile Post Distances | Last Inventory Date (Month-20##) |
|---------------------|-----------------------------|----------------------------------|--------------------------------------------------------|-------------------------------------------------------------------|-------------------|---------------------------------------------------------------|----------------------------------------------------------------------------------------------------|-------------------|----------------------------|----------------------------------|
| 690 | Weymouth-Malaga Rd | Buena Borough Buena Vista Twp | Gloucester County Line to NJ RT 54 | West to East | 2.78 | Urban Collector | 1 | 0.91 mi | 0 to 0.91 | Jul-11 |
| | | | | | | Rural Major Collector | 2 | 1.87 mi | 0.91 to 2.78 (Rt. 54) | |
| 691 | Burroughs Ave | Linwood Northfield | Zion Rd (CR 615) to Oak Ave | West to East | 0.47 | Urban Local | 0 | 0.47 mi | - | Jul-11 |
| 693 | Columbia Rd | Hammonton Mullica Twp | US RT 206 to Hammonton-Pleasant Mills Rd (CR 542) | West to East | 3.42 | Urban Local Rural Local | 1 | 3.42 mi | - | Jul-11 |
| 697 | Old Turnpike | Pleasantville | Franklin Blvd to end of pavement east of Franklin Blvd | West to East | 0.23 | Urban Local | 0 | 0.23 mi | - | Jul-11 |
| 724 | Third St Wilseys Mill Rd | Hammonton | Camden County Line to Central Ave (CR542) | North to South | 1.83 | Urban Minor Arterial | 1 | 1.29 mi | 0 to 1.29 (Fairview Ave) | Jul-11 |
| | | | | | | | 0 | 0.54 mi | 1.29 to 1.83 (Central Ave) | |

*Functional Class: Classification of the road according to the character of service provided. Approved by FHWA in 2002.

**Shoulder: Total width in feet of the shoulder in BOTH directions of an undivided highway or only in the primary direction if the roadway is divided.

| APPENDIX B: SIDEWALK MAP DATA | | | | | | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|----------|--------|------------|--------|-------|-------------------------|
| | County Road # | mp_start | mp_end | material | buffer | width | Sidewalk length (in ft) |
| Hammonton-Pleasant Mills Rd. (a.k.a. Central Ave.) | 542 | 0 | 0.087 | Concrete | No | 6 | 456.90 |
| | | 0.087 | 0.108 | Brick | No | 4 | 109.53 |
| | | 0.108 | 0.77 | Concrete | Yes | 4 | 3483.71 |
| | | 1.265 | 1.363 | Concrete | Yes | 4 | 520.48 |
| Somers Pt- Mays Landing Rd Old Harding Hwy Mays Landing-Da Costa Rd Chew Rd (a.k.a. Second Rd) | 559 | 0.554 | 0.783 | Concrete | Yes | 4 | 1209.31 |
| | | 0.912 | 1.258 | Concrete | Yes | 4 | 1826.76 |
| | | 1.258 | 1.375 | Concrete | Yes | 5 | 619.74 |
| | | 13.844 | 14.07 | Concrete | No | 5 | 1194.65 |
| | | 14.41 | 14.518 | Concrete | No | 8 | 570.43 |
| | | 14.518 | 14.62 | Concrete | No | 5 | 538.78 |
| | | 14.62 | 14.772 | Concrete | Yes | 4 | 801.27 |
| | | 14.772 | 15.109 | Concrete | No | 5 | 1780.57 |
| Ocean Heights Ave Ocean Heights-Gravelly Run Rd | 559 Alt | 29.09 | 29.138 | Concrete | Yes | 4 | 253.67 |
| | | 0 | 0.15 | Concrete | No | 6 | 792.84 |
| | | 0.15 | 0.517 | Concrete | Yes | 4 | 1935.43 |
| | | 0.632 | 0.722 | Concrete | Yes | 4 | 474.12 |
| | | 1.301 | 1.332 | Concrete | Yes | 4 | 163.53 |
| | | 1.649 | 2.126 | Concrete | Yes | 4 | 2520.74 |
| | | 2.316 | 2.385 | Concrete | Yes | 4 | 364.54 |
| | | 2.661 | 2.728 | Concrete | Yes | 3 | 353.68 |
| | | 2.807 | 3.1 | Concrete | Yes | 4 | 1546.60 |
| | | 3.218 | 3.297 | Concrete | Yes | 4 | 416.75 |
| | | 3.675 | 3.81 | Concrete | Yes | 4 | 712.33 |
| | | 3.916 | 4.498 | Asphalt | Yes | 4 | 3070.77 |
| | | 4.893 | 5.316 | Concrete | Yes | 4 | 2234.73 |
| Jimmy Leeds Rd (a.k.a. Jim/Jimmie Leeds Rd) Duerer St Moss Mill Rd DaCosta-Hammonton Rd (a.k.a. Egg Harbor Road) Hammonton-Rosedale Rd | 561 | 1.059 | 1.197 | Concrete | Yes | 5 | 725.31 |
| | | 1.469 | 1.593 | Concrete | Yes | 5 | 652.63 |
| | | 3.313 | 3.474 | Concrete | Yes | 5 | 849.06 |
| | | 3.739 | 3.899 | Concrete | Yes | 5 | 843.37 |
| | | 3.981 | 4.094 | Concrete | Yes | 5 | 595.69 |
| | | 4.213 | 4.294 | Concrete | Yes | 5 | 426.36 |
| | | 4.364 | 4.412 | Concrete | Yes | 5 | 250.35 |
| | | 20.553 | 20.674 | Concrete | Yes | 5 | 638.71 |
| | | 21.839 | 21.906 | Concrete | Yes | 5 | 353.83 |
| | | 21.906 | 21.964 | Concrete | No | 10 | 303.39 |
| | | 21.964 | 22.049 | Concrete | Yes | 4 | 440.29 |
| | | 22.111 | 22.222 | Concrete | Yes | 6 | 591.26 |
| | | 22.222 | 22.305 | Concrete | No | 5 | 436.08 |
| | | 22.305 | 22.687 | Concrete | Yes | 5 | 2016.09 |
| Moss Mill Road Oyster Creek Rd (a.k.a. Leeds Point Rd) | 561 Alt | 2.673 | 2.728 | Concrete | Yes | 4 | 290.10 |
| | | 7.242 | 7.388 | Concrete | Yes | 4 | 768.96 |
| Jerome Ave Mill Rd Tilton Rd Egg Harbor-Green Bank Rd (a.k.a. Philadelphia Ave) Green Bank Rd | 563 | 0 | 0.041 | Concrete | Yes | 4 | 217.66 |
| | | 0.041 | 0.114 | Concrete | No | 6 | 385.09 |
| | | 0.114 | 0.311 | Concrete | Yes | 4 | 1041.90 |
| | | 0.311 | 0.508 | Concrete | No | 10 | 1041.49 |
| | | 0.508 | 0.571 | Concrete | Yes | 4 | 333.77 |
| | | 0.954 | 1.25 | Concrete | Yes | 4 | 1556.51 |
| | | 1.366 | 1.408 | Concrete | Yes | 4 | 222.56 |
| | | 1.663 | 1.735 | Concrete | Yes | 4 | 380.54 |
| | | 3.346 | 3.522 | Concrete | Yes | 4 | 931.10 |
| | | 3.831 | 4.242 | Concrete | Yes | 4 | 2172.21 |
| | | 4.303 | 4.442 | Concrete | No | 6 | 733.31 |
| | | 4.442 | 4.697 | Concrete | Yes | 4 | 1348.85 |
| | | 5.589 | 5.663 | Concrete | Yes | 4 | 392.52 |
| | | 5.904 | 6.084 | Worn Earth | No | 0 | 951.73 |
| | | 7.251 | 7.277 | Concrete | Yes | 4 | 138.12 |
| | | 7.703 | 7.815 | Concrete | Yes | 4 | 590.76 |
| | | 16.7 | 16.943 | Concrete | No | 10 | 1286.56 |
| | | 16.943 | 16.981 | Concrete | Yes | 4 | 201.04 |
| | | 16.981 | 17.033 | Concrete | No | 10 | 275.29 |
| | | 17.033 | 17.312 | Concrete | Yes | 4 | 1476.37 |
| English Creek-Port Republic Rd (a.k.a. English Creek Ave) Wrangleboro Rd (a.k.a. Pomona Rd) Smithville-Port Rep Rd (a.k.a. Old New York Rd) Cologne-Port Republic Rd Main St | 575 | 3.298 | 3.349 | Concrete | Yes | 4 | 271.65 |
| | | 5.037 | 5.178 | Concrete | Yes | 4 | 744.78 |
| | | 5.498 | 5.683 | Concrete | Yes | 4 | 977.88 |
| | | 5.683 | 5.742 | Concrete | No | 6 | 311.09 |
| | | 5.742 | 5.883 | Concrete | Yes | 5 | 743.14 |
| | | 5.959 | 6.105 | Concrete | Yes | 4 | 771.71 |
| | | 6.552 | 6.621 | Concrete | Yes | 5 | 365.43 |
| | | 8.767 | 8.985 | Concrete | Yes | 4 | 1152.78 |

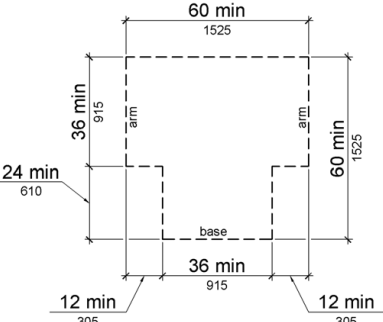
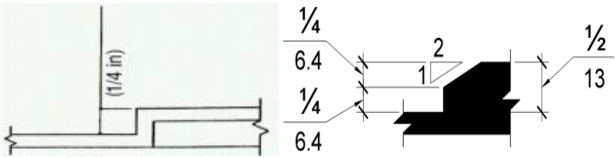
| APPENDIX B: SIDEWALK MAP DATA | | | | | | | |
|----------------------------------------------------------------------------------------------|---------------|----------|--------|------------|--------|-------|-------------------------|
| | County Road # | mp_start | mp_end | material | buffer | width | Sidewalk length (in ft) |
| Shore Road Ocean Highway Main Street | 585 | 0 | 1.822 | Concrete | Yes | 5 | 9653.12 |
| | | 1.822 | 1.893 | Concrete | Yes | 3 | 375.11 |
| | | 1.893 | 4.029 | Concrete | Yes | 4 | 11316.78 |
| | | 4.029 | 4.136 | Concrete | No | 6 | 570.36 |
| | | 4.136 | 6.147 | Concrete | Yes | 5 | 10654.83 |
| | | 6.147 | 6.893 | Concrete | No | 6 | 3951.36 |
| | | 6.893 | 7.364 | Brick | Yes | 6 | 2488.54 |
| | | 7.364 | 7.466 | Concrete | No | 8 | 542.29 |
| | | 7.466 | 8.039 | Concrete | Yes | 4 | 3039.02 |
| | | 8.039 | 8.223 | Concrete | No | 6 | 975.52 |
| | | 8.223 | 8.77 | Concrete | Yes | 4 | 2892.32 |
| | | 8.77 | 9.57 | Concrete | Yes | 5 | 4244.77 |
| New Jersey Ave | 601 | 0.01 | 0.848 | Concrete | Yes | 4 | 4711.73 |
| | | 0.848 | 0.858 | Worn Earth | No | 0 | 56.00 |
| | | 0.858 | 0.96 | Concrete | Yes | 4 | 576.31 |
| English Creek-Port Republic Rd | 603 | 0 | 0.197 | Concrete | Yes | 4 | 1034.75 |
| | | 0.366 | 0.42 | Concrete | Yes | 4 | 284.18 |
| Franklin Ave Washington Ave | 608 | 0 | 0.094 | Concrete | No | 5 | 498.21 |
| | | 0.094 | 0.174 | Concrete | Yes | 4 | 425.91 |
| | | 0.174 | 0.355 | Concrete | No | 5 | 963.20 |
| | | 0.355 | 0.405 | Concrete | Yes | 4 | 265.47 |
| | | 0.405 | 0.527 | Concrete | No | 5 | 650.55 |
| | | 0.527 | 0.588 | Concrete | Yes | 4 | 325.26 |
| | | 0.588 | 0.654 | Concrete | No | 5 | 349.94 |
| | | 0.654 | 1.062 | Concrete | Yes | 4 | 2170.59 |
| | | 1.062 | 1.128 | Concrete | No | 4 | 349.08 |
| | | 1.128 | 1.167 | Worn Earth | No | 0 | 209.11 |
| Hammonton-Atsion Rd Middle Rd | 613 | 0 | 0.084 | Concrete | Yes | 3 | 445.08 |
| Zion Rd | 615 | 3.466 | 3.839 | Concrete | Yes | 4 | 1947.15 |
| | | 4.346 | 4.397 | Concrete | Yes | 4 | 262.45 |
| | | 4.516 | 4.595 | Concrete | Yes | 4 | 408.84 |
| | | 4.747 | 4.82 | Concrete | Yes | 4 | 381.08 |
| | | 4.943 | 5.039 | Concrete | Yes | 4 | 500.13 |
| | | 5.351 | 5.404 | Concrete | Yes | 4 | 276.55 |
| | | 6.354 | 6.415 | Concrete | Yes | 4 | 318.17 |
| | | 6.512 | 6.585 | Concrete | Yes | 4 | 382.47 |
| | | 6.693 | 6.759 | Concrete | Yes | 4 | 345.62 |
| | | 7.223 | 7.378 | Concrete | No | 5 | 810.49 |
| | | 7.555 | 7.647 | Concrete | No | 8 | 481.76 |
| | | 7.647 | 7.774 | Concrete | Yes | 4 | 666.54 |
| | | 7.897 | 8.05 | Concrete | Yes | 4 | 800.23 |
| Mays Landing-Tuckahoe Rd Mill St | 616 | 0 | 0.035 | Concrete | No | 4 | 190.96 |
| | | 0.035 | 0.147 | Concrete | No | 4 | 590.91 |
| | | 0.147 | 0.156 | Concrete | No | 6 | 47.53 |
| | | 0.156 | 0.178 | Concrete | Yes | 3 | 118.93 |
| | | 0.291 | 0.36 | Concrete | No | 4 | 366.04 |
| Somers Pt-Mays Landing Rd (a.k.a. River Road) | 617 | 0.31 | 0.36 | Concrete | No | 3 | 270.14 |
| Maryland Ave | 620 | 0 | 0.052 | Concrete | No | 5 | 274.46 |
| | | 0.052 | 0.099 | Concrete | Yes | 4 | 254.05 |
| | | 0.099 | 0.176 | Concrete | No | 5 | 405.22 |
| | | 0.176 | 0.21 | Concrete | Yes | 4 | 181.88 |
| Weymouth-Elwood Rd (a.k.a. Richards Ave) Elwood-Pleasant Mills Rd (a.k.a. Union Rd) | 623 | 5.065 | 5.16 | Worn Earth | No | 0 | 500.24 |
| | | 5.16 | 5.305 | Concrete | Yes | 4 | 768.76 |
| | | 6.726 | 6.891 | Concrete | Yes | 4 | 873.46 |
| Central Rd | 627 | 0.995 | 1.245 | Concrete | Yes | 3 | 1321.82 |
| | | 1.245 | 1.263 | Concrete | No | 4 | 95.05 |
| | | 1.263 | 1.382 | Concrete | Yes | 3 | 630.15 |
| | | 1.382 | 1.399 | Concrete | No | 5 | 89.90 |
| | | 1.399 | 1.667 | Concrete | Yes | 3 | 1417.09 |
| | | 1.667 | 1.685 | Asphalt | Yes | 6 | 95.85 |
| | | 1.685 | 1.711 | Concrete | Yes | 3 | 137.10 |


| APPENDIX B: SIDEWALK MAP DATA | | | | | | | |
|------------------------------------------------------------------------------------------------------------------------|---------------|----------|--------|------------|--------|-------|-------------------------|
| | County Road # | mp_start | mp_end | material | buffer | width | Sidewalk length (in ft) |
| Ventnor Ave Dorset Ave Wellington Ave West End Avenue | 629 | 0 | 0.123 | Concrete | No | 3 | 670.50 |
| | | 0.123 | 0.635 | Concrete | No | 6 | 2774.07 |
| | | 0.635 | 1.052 | Concrete | Yes | 4 | 2273.95 |
| | | 1.052 | 1.103 | Brick | No | 8 | 275.35 |
| | | 1.103 | 1.132 | Concrete | No | 8 | 156.98 |
| | | 1.132 | 1.331 | Concrete | Yes | 5 | 1082.96 |
| | | 1.7 | 1.749 | Concrete | Yes | 5 | 265.32 |
| | | 1.749 | 1.864 | Concrete | No | 8 | 627.93 |
| | | 1.864 | 2.025 | Concrete | Yes | 4 | 873.10 |
| | | 2.025 | 2.1 | Brick | No | 8 | 407.85 |
| | | 2.1 | 2.209 | Concrete | No | 6 | 589.89 |
| | | 2.209 | 2.47 | Concrete | Yes | 5 | 1420.13 |
| | | 2.47 | 3.24 | Concrete | No | 8 | 4183.16 |
| | | 3.24 | 3.49 | Concrete | Yes | 4 | 1358.12 |
| | | 3.49 | 3.651 | Concrete | No | 8 | 873.78 |
| | | 3.651 | 4.432 | Concrete | Yes | 4 | 4246.97 |
| Ohio Ave | 630 | 0 | 0.32 | Concrete | Yes | 4 | 1700.95 |
| | | 0.32 | 0.479 | Concrete | Yes | 4 | 846.61 |
| | | 0.486 | 0.718 | Concrete | Yes | 4 | 1234.32 |
| | | 0.718 | 0.863 | Worn Earth | No | 0 | 771.87 |
| | | 0.863 | 0.922 | Concrete | Yes | 4 | 312.37 |
| | | 0.922 | 0.95 | Worn Earth | No | 0 | 148.12 |
| | | 0.95 | 1.06 | Concrete | Yes | 4 | 585.75 |
| Pitney Rd | 634 | 0 | 0.725 | Concrete | Yes | 4 | 3817.23 |
| | | 0.725 | 1.04 | Asphalt | Yes | 3 | 1660.87 |
| | | 1.487 | 1.637 | Concrete | Yes | 4 | 786.72 |
| | | 1.869 | 2.75 | Concrete | Yes | 4 | 4637.94 |
| | | 2.846 | 3.187 | Concrete | Yes | 4 | 1792.93 |
| Brigantine Blvd | 638 | 0.937 | 1.178 | Concrete | No | 5 | 1263.29 |
| | | 1.477 | 2.521 | Concrete | Yes | 5 | 5480.12 |
| | | 2.521 | 2.684 | Concrete | No | 6 | 859.68 |
| | | 2.684 | 3.247 | Concrete | Yes | 5 | 2956.79 |
| | | 3.247 | 3.53 | Concrete | Yes | 4 | 1486.22 |
| | | 3.53 | 3.642 | Concrete | Yes | 4 | 589.41 |
| | | 3.642 | 3.91 | Concrete | Yes | 5 | 1407.35 |
| Mays Landing-DaCosta Rd (a.k.a.Weymouth Road) | 640 | 2.094 | 2.2 | Concrete | Yes | 4 | 563.57 |
| Dolphin Ave | 644 | 0.329 | 0.86 | Concrete | No | 5 | 2824.35 |
| Delilah Rd | 646 | 0.638 | 0.874 | Concrete | Yes | 5 | 1279.09 |
| | | 3.184 | 3.344 | Concrete | Yes | 5 | 872.05 |
| | | 3.936 | 4.079 | Concrete | Yes | 5 | 776.35 |
| | | 4.779 | 4.868 | Concrete | Yes | 5 | 482.38 |
| | | 5.439 | 5.545 | Concrete | Yes | 5 | 575.76 |
| | | 5.815 | 5.918 | Concrete | No | 5 | 559.62 |
| | | 5.918 | 6.133 | Concrete | Yes | 5 | 1165.00 |
| | | 6.133 | 6.425 | Concrete | Yes | 5 | 1588.75 |
| | | 6.425 | 6.456 | Concrete | Yes | 5 | 166.63 |
| Jeffers Landing-Absecon Rd (a.k.a. Jeffers Landing Rd, Steelmanville Rd, Bargaintown Rd, Fire Rd, Mill Rd) | 651 | 3.502 | 3.657 | Concrete | Yes | 4 | 815.95 |
| | | 4.126 | 4.302 | Concrete | Yes | 4 | 924.98 |
| | | 4.465 | 4.584 | Concrete | Yes | 4 | 626.72 |
| | | 4.644 | 4.72 | Concrete | Yes | 4 | 401.81 |
| | | 4.768 | 4.834 | Concrete | Yes | 4 | 346.53 |
| | | 5.007 | 5.043 | Concrete | Yes | 4 | 189.10 |
| | | 5.861 | 5.9 | Concrete | Yes | 4 | 201.31 |
| | | 7.325 | 7.369 | Concrete | No | 4 | 231.98 |
| | | 7.369 | 7.455 | Concrete | No | 5 | 450.32 |
| | | 7.513 | 7.547 | Gravel | No | 0 | 181.02 |
| | | 7.585 | 7.673 | Concrete | Yes | 4 | 459.86 |
| | | 7.794 | 8.003 | Concrete | Yes | 4 | 1098.73 |
| | | 8.079 | 8.196 | Worn Earth | No | 0 | 611.82 |
| | | 9.542 | 9.756 | Concrete | Yes | 4 | 1128.02 |
| | | 10.059 | 10.154 | Concrete | Yes | 4 | 495.39 |
| | | 11.732 | 11.752 | Concrete | Yes | 4 | 105.86 |
| | | 11.752 | 11.809 | Worn Earth | Yes | 0 | 301.82 |
| | | 11.809 | 11.84 | Concrete | Yes | 4 | 161.41 |
| | | 11.84 | 11.92 | Worn Earth | No | 0 | 422.51 |
| | | 11.92 | 11.957 | Concrete | Yes | 4 | 194.86 |
| | | 11.957 | 12.016 | Concrete | No | 5 | 309.74 |
| | | 12.016 | 12.22 | Concrete | Yes | 4 | 1069.78 |
| | | 12.371 | 12.64 | Concrete | Yes | 4 | 1419.39 |
| Farragut Ave | 660 | 0.035 | 0.16 | Concrete | Yes | 4 | 746.02 |
| Central Ave | 661 | 0.262 | 0.287 | Brick | Yes | 4 | 144.72 |

APPENDIX B:
SIDEWALK MAP DATA

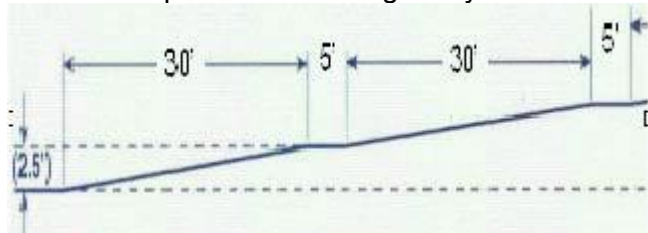
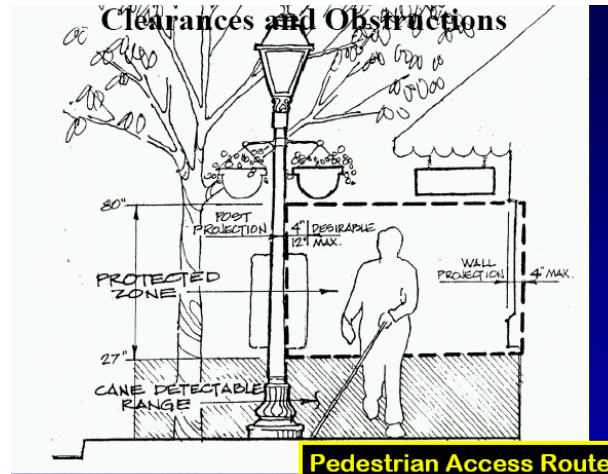
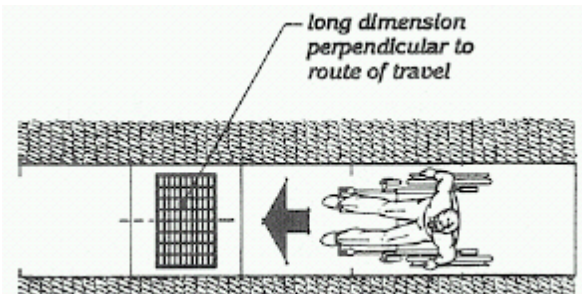
| | County Road # | mp_start | mp_end | material | buffer | width | Sidewalk length (in ft) |
|---------------------------------------------|---------------|----------|--------|----------|--------|-------|-------------------------|
| Mill Rd | 662 | 0 | 0.256 | Concrete | Yes | 4 | 1350.26 |
| | | 1.501 | 1.595 | Concrete | Yes | 4 | 496.55 |
| | | 1.774 | 1.92 | Concrete | Yes | 4 | 768.73 |
| | | 1.967 | 2.048 | Concrete | Yes | 4 | 427.37 |
| | | 2.141 | 2.225 | Concrete | Yes | 4 | 443.24 |
| | | 2.543 | 2.679 | Concrete | No | 4 | 714.79 |
| | | 3.798 | 3.898 | Concrete | Yes | 4 | 523.82 |
| | | 4.021 | 4.088 | Concrete | Yes | 4 | 354.12 |
| | | 4.198 | 4.242 | Concrete | Yes | 4 | 229.56 |
| | | 4.333 | 4.507 | Concrete | No | 4 | 919.86 |
| | | 4.799 | 4.829 | Concrete | No | 4 | 160.20 |
| | | 4.902 | 4.961 | Concrete | Yes | 4 | 309.90 |
| | | 4.995 | 5.023 | Concrete | Yes | 4 | 145.71 |
| | | 5.023 | 5.07 | Concrete | No | 5 | 247.33 |
| California Ave | 663 | 0.606 | 1.069 | Concrete | Yes | 4 | 2434.50 |
| New York Ave | 665 | 0 | 0.479 | Concrete | Yes | 6 | 2528.49 |
| | | 0.479 | 0.76 | Concrete | No | 6 | 1480.38 |
| Union Rd | 671 | 0.7 | 0.72 | Concrete | No | 4 | 105.11 |
| Bremen Ave | 674 | 0.682 | 0.713 | Concrete | Yes | 4 | 164.11 |
| | | 0.769 | 0.845 | Concrete | Yes | 4 | 401.35 |
| | | 2.405 | 2.579 | Concrete | Yes | 4 | 917.28 |
| Fairview Ave and Thirteenth St | 678 | 0.24 | 0.275 | Concrete | Yes | 3 | 185.15 |
| | | 0.45 | 0.5 | Concrete | Yes | 3 | 262.68 |
| | | 0.567 | 0.584 | Concrete | Yes | 3 | 91.60 |
| | | 0.584 | 0.601 | Concrete | No | 6 | 91.60 |
| | | 0.621 | 0.638 | Concrete | Yes | 3 | 89.48 |
| | | 0.638 | 0.649 | Concrete | No | 4 | 59.55 |
| | | 0.739 | 0.772 | Concrete | Yes | 3 | 174.84 |
| | | 0.859 | 0.885 | Concrete | Yes | 3 | 137.66 |
| | | 0.897 | 0.916 | Concrete | Yes | 3 | 100.67 |
| | | 0.924 | 1.566 | Concrete | Yes | 3 | 3407.17 |
| Broadway | 680 | 0.458 | 0.626 | Concrete | Yes | 3 | 892.05 |
| Spruce Ave Fentons Mill Rd | 684 | 0.033 | 0.08 | Concrete | Yes | 4 | 250.53 |
| Old Tilton Rd (a.k.a. Old Egg Harbor Rd) | 687 | 1.055 | 1.138 | Concrete | Yes | 4 | 443.85 |
| First Rd | 688 | 0.049 | 0.258 | Concrete | Yes | 3 | 1109.63 |
| Third St Wilseys Mill Rd | 724 | 1.29 | 1.7 | Concrete | Yes | 4 | 2206.24 |
| | | 1.7 | 1.83 | Concrete | No | 6 | 699.95 |

APPENDIX C:
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June 2017

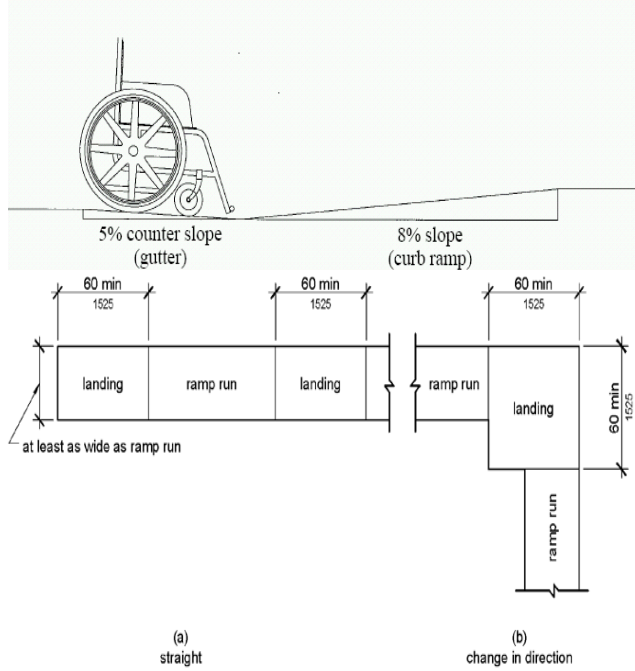
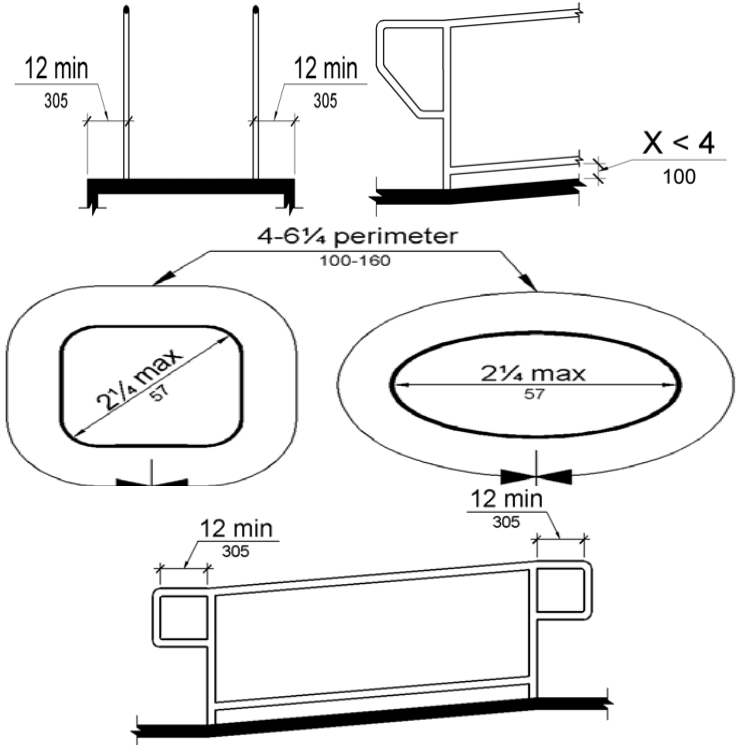
| GENERAL | | | | |
|-------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----|-----|
| Figures/Examples | Requirements | Yes | No | N/A |
| | Construction projects with alterations (defined as activities that could affect usability, such as reconstruction, rehabilitation, resurfacing, widening, etc.) have made the entire site compliant with all ADA standards. “Safe Harbor” Exception: If the site is both compliant with the 1991 ADAAG and was last altered prior to March 15, 2012, the requirements for compliance do not apply. | | | |
| | Construction projects, regardless of the work being done, do not decrease the accessibility of the site from what previously existed. | | | |
|  | All accessible routes are a minimum of 3’ wide, have 5’ by 5’ level surfaces every 200’, and provide turning space (when needed) with either a circular diameter of 5’, or a “T”-shaped configuration with each arm being at least 3’ wide and the whole space being at least 5’ | | | |
| | All level landings or surfaces have no cross or running slopes greater than 2.0%. Driveways or parking lots may be considered as landings if they meet the requirements of a landing. | | | |
| | All floor and ground surfaces along accessible routes are firm, stable, and slip resistant. This is defined as being made of either hot mix asphalt, pavers, or concrete (with concrete being preferred). | | | |
|  | Surface Level Criteria - There are no vertical height discontinuities with a lip greater than ¼” in height. Exception: a height differential below 1/2” is acceptable if it is beveled at a 2:1 slope. This requirement can be fulfilled by having the discontinuity between 0 and ¼” being vertical, and between ¼” and ½” being beveled. | | | |

| ENTRANCES | | | | |
|-------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----|-----|
| Figures/Examples | Requirements | Yes | No | N/A |
|  | A level pedestrian access route (walkway) is provided across commercial and residential entrances, meeting the following criteria: <ul style="list-style-type: none">- The walkway is at minimum 4’ wide.- Cross slope of walkway is 2% or less.- Running slope of walkway is 5% or less.- Walkway is at the same grade as the adjacent roadway.- The walkway does not have to be marked, but provides a straight line between the adjoining sidewalks or ramps.- There is not an abrupt transition from the driveway to the roadway for vehicles, i.e., vehicles will not bottom out when driving over the transition. | | | |

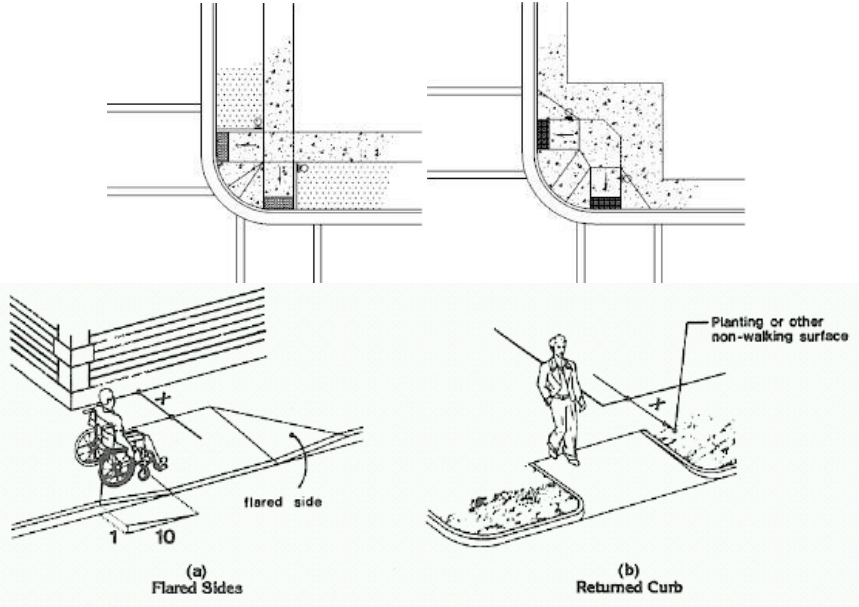
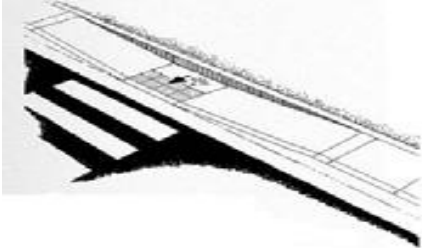
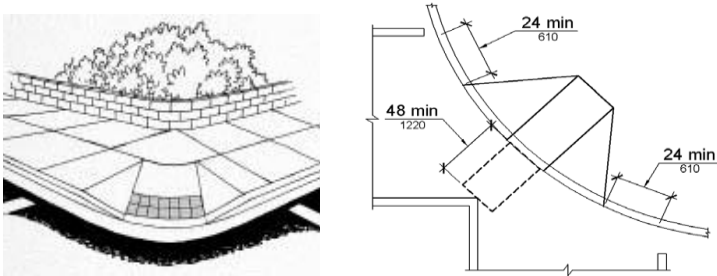
APPENDIX C:
ADA Requirements

| SIDEWALKS | | | | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----|-----|
| Figures/Examples | | Requirements | Yes | No | N/A |
| | | Sidewalks are 4' or greater in width (with 5' being preferred), with 5' x 5' level landings provided no more than 200' apart, provided that buffer strip exists between the sidewalk and the curb. If no buffer strip exists, the sidewalk is a minimum of 6' wide, with 7' being preferred. | | | |
| | | Sidewalk cross slopes are 2.0% or less. | | | |
| For example, a segment with the maximum allowed running slope of 8.33% would require 5'x 5' landing every 30'.  | | Sidewalk running slopes meet any of the following conditions: - The sidewalk is at the same grade as the roadway, regardless of how steep the roadway grade is, provided 5' by 5' landings exist every 15'. - If the sidewalk is at a different grade than the roadway, yet the running slope of the sidewalk is not greater than 5%. - If the sidewalk running slope is at a different grade than the roadway and the running slope is greater than 5%, then the sidewalk will be considered a ramp and shall meet the following requirements: o Maximum grade is 8.33% for any segment. o Maximum rise for a segment is 30". o 5' x 5' landings are located between each segment. | | | |
| | | All utility poles, light posts, traffic posts, fire hydrants, and other man-made vertical appurtenances are located outside of the sidewalk path. If right of way prevents relocation of an appurtenance, the pathway width is at minimum 32" wide and the length of the restricted pathway is no more than 2', with at least 4' between it and the next stretch of restricted pathway. | | | |
| | | Utility covers, such as manholes and water meters, have a slip resistant top, as much as possible, and meet changes in level criteria. | | | |
| | | Lift holes for manhole/utility covers do not have an opening greater than 1/2". Plugging of holes greater than 1/2" with a material approved by the engineer is acceptable as long as it is flush with the cover surface. | | | |
|  | | There are no horizontal obstructions within the sidewalk pathway. See adjacent figure for examples of what is considered acceptable, specifically: - Wall projections or signs or other objects attached to posts do not exceed 4" into the pedestrian path between 27" and 80" above the ground. Exception, signs or other objects attached to posts may project into the pedestrian pathway up to 12", but is not preferred and should be limited to 4" where possible. | | | |
|  | | If gratings are located in the sidewalk or other walkways paths, the spacing of the gratings is not greater than 1/2 in. (13 mm) wide in one direction. Gratings with elongated openings are installed so that the long dimension is perpendicular to the dominant direction of travel. | | | |

APPENDIX C:
ADA Requirements

| RAMPS | | | | |
|------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----|-----|
| Figures/Examples | Requirements | Yes | No | N/A |
|  | <p>General requirements for all ramps (including curb ramps) are:</p> <ul style="list-style-type: none">- Ramps are present where sidewalks exist.- Cross slope of ramp is 2.0% or less.- Curb lip height is ½” or less.- Street and ramp slope break is 13% or less. (See adjacent figure.)- No drainage or silt problems within ramp or at gutter line at ramp exit.- No design or maintenance obstructions within the ramp pathway. | | | |
| | <p>Ramps (excluding curb ramps) meet the flowing criteria:</p> <ul style="list-style-type: none">- Have landings at the top and bottom that meet the requirements for a level landing, and are, at minimum, 5’ long and as wide as the ramp. If the ramp changes direction, the landing between runs will be 5’ by 5’ at minimum.- Running slope of ramp is 8.33% or less and oriented to path of travel. Exception, ramps being retrofitted into existing facilities where space limitations prohibit the use of a 8.33% slope or less may have slopes and rises as follows:<ul style="list-style-type: none">o A slope between 8.33% and 10% is allowed for a maximum rise of 6”.o A slope between 10% and 12.5% is allowed for a maximum rise of 3”.o A slope steeper than 12.5% is not allowed.- The ramp is not less than 36” wide at the bottom. | | | |
|  | <p>Ramps with a rise greater than 6” have handrails, and at least 12” of space between the handrails and the edge of the ramp (this means that the ramp must be a minimum of 5’ wide in order to maintain an adequate travel path inside the handrails).</p> <ul style="list-style-type: none">- Exception: Handrails are not required for curb ramps. | | | |
| | <p>General requirements for handrails (when required) are:</p> <ul style="list-style-type: none">- They are continuous for the entire ramp run.- They extend horizontally into the landing areas a minimum of 12”.- Their top gripping surface is between 34” minimum and 38” maximum off of the ground.- They have a lower bar that is 4” maximum off of the ground.- When gripping surfaces are horizontal projections from the handrail frame, they are 1.5” minimum from the frame, and any bottom supports are no more than 1.5” from the bottom of the gripping surface.- For gripping surfaces with a circular cross section, the diameter is between 1.25” minimum, and 2” maximum.- For gripping surfaces with a non-circular cross section, the cross section perimeter will be between 4” minimum and 6.25” maximum, and the largest dimension of the cross section will be a maximum of 2.25”. | | | |

APPENDIX C: ADA Requirements

| CURB RAMPS | | | | | |
|--------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----|-----|--|
| Figures/Examples | Requirements | Yes | No | N/A | |
| | <p>General curb ramp requirements:</p> <ul style="list-style-type: none"> - Curb ramps shall be provided at all intersection corners where all corners have or will have sidewalks. - If only two adjacent corners will have sidewalks, curb ramps will be required only at those corners. - If two corners possessing sidewalks are diagonal from one another, then curb ramps will be required at those corners, and at least one of the corners adjacent to both of them. - Curb ramps will have a maximum running slope of 8.33%, a maximum length of 15', and a minimum width of 4' at the bottom. - Bottom of curb ramps are flush with roadway and have adequate drainage so puddles do not form in travel path. | | | | |
|  <p>Flared sides in path no flared sides</p> | <p>Perpendicular curb ramps meet the following criteria:</p> <ul style="list-style-type: none"> - Have at the top a level landing at least as wide as the ramp (excluding flared sides, if any) and at least 3' long. - Exception: In alterations of existing perpendicular curbed ramps, if a landing at the top cannot be established, flared sides with a maximum slope of 8.33% are to be provided. - Flared sides with a slope of 10 percent maximum, measured parallel to the curb line, are provided where a pedestrian circulation path crosses the curb ramp. If the flared sides are not in the pathway, then there is no maximum slope and can be vertical curbs. (See adjacent figure for further explanation.) | | | | |
|  | <p>Parallel ramps meet the following criteria:</p> <ul style="list-style-type: none"> - They have, at minimum, a level 4' x 4' landing at the bottom of the ramp, and a level landing at the top that is 5' long and the ramp width wide. - They have a detectable warning strip on the turning strip that extends from the transition edge to 2' back. | | | | |
|  | <p>Diagonal curb ramps meet the following criteria:</p> <ul style="list-style-type: none"> - Have a level landing at the top with a width equal to the length of the ramp, at minimum, and a length of 3', at minimum. - Have at minimum a 48" clear space at the bottom of the ramp. - If crosswalk is present, the clear space is within the crosswalk. - If the flared sides are within the pedestrian pathway, the slope of the flares must be 10% or less. In addition, at least 24" must be on either side of the flares within the crosswalk. | | | | |
| | <p>Blended transitions meet the following criteria:</p> <ul style="list-style-type: none"> - Have a minimum running slope of 5% in any direction of travel. - Have a minimum cross slope of 2% in any direction of travel. - Have a detectable warning surface along the entire edge of the street/sidewalk, where flush, that is 2' wide, at minimum. | | | | |




APPENDIX C:
ADA Requirements

| DETECTABLE WARNINGS (TRUNCATED DOMES) | | | | |
|---------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----|-----|
| Figures/Examples | Requirements | Yes | No | N/A |
| | Installed on all ramps at streets, islands, signalized commercial entrances, and railroad crossings. | | | |
| | Not installed on ramps at residential, public, or non-signalized commercial driveways. | | | |
| | The truncated domes are aligned on a square grid in the direction of pedestrian travel or installed radial to the grade break. It is recommended that the installation be done such that there are straight paths through the domes, parallel to the direction of travel, for wheeled objects. | | | |
| | The preferred location of the truncated dome surface area is flush from the back of the curb (gutter line). Exception, on large curb radii, one edge of the detectable warnings may be placed at the face of the curb to minimize the distance that the other edge is from the face of the curb; however, neither corner of the detectable warning may be more than 5' from the face of the curb line. | | | |
| | The truncated dome surface area is at minimum a 2' strip that extends the entire width of the ramp, excluding flared sides. It may extend the full length of the curb ramp, but this is not standard. | | | |
| | At blended transitions, the truncated dome surface area is to constitute the edge of the street/sidewalk, where flush, for the entire transition (that is, it would be from the face of the curb, if the curb existed), and be 2' wide, at minimum. | | | |
| | Detectable warnings contrast visually with the adjoining surface, either light-on-dark or dark-on-light (recommended bright red on concrete and bright yellow on asphalt, or brick pavers). | | | |

| CUT THROUGHS IN ISLANDS | | | | |
|-------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----|-----|
| Figures/Examples | Requirements | Yes | No | N/A |
| | The width of the cut through is at minimum 5' wide. | | | |
| | The cross slope is 2% or less. Exception, on steep grades this may not be possible, in which case, the cross slope shall not exceed the grade of the roadway. | | | |
| | The cut through is oriented with the path of travel. | | | |
| | Detectable warnings are installed on the surface of the cut through on each side, located from the street edge to 2' back. If the cut through > 6' in length, there must be a middle space of at least 2ft in length not covered by detectable warnings. If the cut through < 6' in length, then detectable warnings are not required. | | | |

| PATHWAYS OVER RAISED ISLANDS | | | | |
|------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----|-----|
| Figures/Examples | Requirements | Yes | No | N/A |
| | Pathways over raised islands meet the following criteria: <ul style="list-style-type: none">- Have curb ramps at either end that are at least as wide, at the top, as the rest of the pathway.- Are at least 5' wide if intended to be part of an unbroken crosswalk.- Are at least 5' wide if the raised island is intended to be a pedestrian refuge area. | | | |
| | At the top of each curb ramp is a level landing that is, at minimum, the same width of the ramp, has a length of 4' at minimum, and is oriented in the direction of the ramp running slope. The landings are allowed to overlap. | | | |

APPENDIX C:
ADA Requirements

| ACCESSIBLE PEDESTRIAN SIGNALS (PUSHBUTTONS) | | Yes | No | N/A |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----|-----|
| Figures/Examples | Requirements | | | |
|  | <p>Pushbuttons are a minimum 2" across in one dimension, raised (not recessed), contrast visually with the housing or mounting, and have a maximum force of 5 pounds to activate operable parts.</p> <p>The control face of the pushbuttons is installed to face the intersection and parallel to the direction of the crosswalk it serves.</p> | | | |
|  | <p>The location of pushbuttons for new construction are within longitudinal distance of 5' maximum from the crosswalk line, and 18" minimum to 6' maximum from the curb line (this measurement is taken from the center of the ramp). Exception: If physical constraints make it highly impractical to place pushbuttons in this range, maximum distance from curb line can be increased to 10'.</p> | | | |
| | <p>If two accessible pedestrian pushbuttons are placed less than 10 feet apart or on the same pole, each accessible pedestrian pushbutton will have:</p> <ul style="list-style-type: none">○ A pushbutton locator tone○ A tactile arrow○ A speech information message○ A speech "WALK" instruction | | | |
| | <p>If two accessible pedestrian pushbuttons are placed more than 10 feet apart, they will be equipped with an audible percussive tone and a tactile arrow.</p> | | | |
|  | <p>Pushbuttons are located at a height of 46" maximum and 15" minimum from the ground (with 42" being considered ideal) and within 24" reach from a level paved landing with minimum dimensions of 30" x 48". Exception: if the reach is within 10", the maximum height can be 48". They are positioned for either forward or parallel approach to the pushbutton. For existing locations, pushbuttons at a height up to 48" and a reach of 25" are acceptable as long as other ADA accessibility criterion is met, i.e., pushbuttons are ADA compliant, level landing provided, within required distances from street and crosswalk.</p> | | | |
| | <p>Where pushbuttons for the visually impaired are installed, tactile signs are to be provided that meet guidelines set forth in the EPG.</p> | | | |

APPENDIX C:
ADA Requirements

| CROSSWALKS | | | | | |
|------------------|------------------------------------------------------------------------------------------------------|-----|----|-----|--|
| Figures/Examples | Requirements | Yes | No | N/A | |
| | Minimum width of the crosswalk is 6'. | | | | |
| | Crosswalk pavement marking is 6" minimum, and white. | | | | |
| | Stop bar is at minimum 4' from the crosswalk. | | | | |
| | Running slope of crosswalk (that is, the cross slope of the road within the crosswalk) is 5% maximum | | | | |

| BUS STATIONS | | | | | |
|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----|-----|--|
| Figures/Examples | Requirements | Yes | No | N/A | |
| | Bus boarding zones are a firm, stable surface that is 8' long, at minimum, by 5' wide, at minimum, in front of the bus entrance. | | | | |
| | Bus boarding zones have a slope parallel to the road equal to the slope of the road, and a slope perpendicular to the road less than 1:48. | | | | |
| | Bus shelters contain at least one space that is a level surface that is 48" long by 30" wide, and it is connected to the boarding zone by an accessible path. | | | | |

| TRAIL PATHS | | | | | |
|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----|-----|--|
| Figures/Examples | Requirements | Yes | No | N/A | |
| | Accessible routes in trail paths comply with the requirements set out for a firm, stable, slip resistant surface. Exception: within animal enclosure areas, this does not apply. | | | | |
| | Adequate drainage exists to keep all parts of trail path dry in normal conditions. | | | | |
| | There are no horizontal obstructions within the pathway. Specifically: No objects, regardless of whether or not they are part of the natural environment, exceed 4" into the pedestrian path between 27" and 80" above the ground. Exception, signs or other objects attached to posts may project into the pedestrian pathway up to 12", but is not preferred and should be limited to 4" where possible. | | | | |

Appendix D – Locations of Interest in Atlantic County

June 2017

| Facility Type | Facility Priority | Facility ID | Facility Name | Nearby County | Curb Mods | Full Address |
|------------------------------|-------------------|-------------|--------------------------------------------------------------------------------|----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|--------------------------------------------|
| Hospitals | 1 | 1 | Atlantic Offshore Medical Association | English Creek Ave (CR 603) and Delilah Rd (CR 646) - Egg Harbor Township | Possibly 0, however DWTs are in poor condition, and curb ramps lack landing areas in many cases | 2500 English Creek Ave, Egg Harbor Twp, NJ |
| Hospitals | 1 | 2 | AtlantiCare Health Park - Hammonton | Fairview Ave (CR 678) - Hammonton | 2 to 3 | 31 Basin Rd, Hammonton, NJ |
| Hospitals | 1 | 3 | AtlantiCare Regional Medical Center, Mainland Campus | Jimmie Leeds Rd (CR 561) - Galloway | possible 2 | 65 W Jimmie Leeds Rd, Pomona, NJ |
| Hospitals | 1 | 4 | AtlantiCare Urgent Care Center - Galloway | Jimmie Leeds Rd (CR 561) - Galloway | 1 (but sidewalk is an isolated entity not connected to building or anything else, so really no point) | 59 E Jimmie Leeds Rd, Galloway Twp, NJ |
| Hospitals | 1 | 5 | AtlantiCare Urgent Care Center - Hammonton | Main Road (CR 680) and Broadway (CR 679) - Hammonton | All nearby curb ramps are ADA - compliant, but sidewalks do not extend to building | 120 S White Horse Pike, Hammonton, NJ |
| Hospitals | 1 | 6 | AtlantiCare Urgent Care Center - Somers Point | Maryland Ave (CR620) and Shore Road (CR 585)-Somers Point | 8 to 14 | 442 Shore Rd, Somers Point, NJ |
| Hospitals | 1 | 7 | Children's Specialized Hospital - Outpatient Center in Egg Harbor Township, NJ | English Creek Ave (CR 603) - Egg Harbor Township | 12 | 6104 Black Horse Pike, Egg Harbor Twp, NJ |
| Hospitals | 1 | 8 | Atlanticare Urgent Care Center | English Creek Ave (CR 603) - Egg Harbor Township | 12 | 6112 Black Horse Pike, Egg Harbor Twp, NJ |
| Hospitals | 1 | 9 | Shore Memorial Hospital | Shore Road (CR 585)-Somers Point | 6 to 10 | 1 E New York Ave, Somers Point, NJ |
| Primary Care Offices/Clinics | 4 | 10 | Advocare Advanced Primary Care | Egg Harbor Rd (CR 602) - Hammonton | possibly 24 | 108 Bellevue Ave, Hammonton, NJ |
| Primary Care Offices/Clinics | 4 | 11 | Advocare Hammonton Pediatrics | Weymouth Rd (CR 640) - Hammonton | 6 to 14 | 851 S White Horse Pike, Hammonton, NJ |
| Primary Care Offices/Clinics | 4 | 12 | AtlantiCare Physician Group | Jimmie Leeds Rd (CR 561) - Galloway | 1 possible 2 | 54 W Jimmie Leeds Rd, Galloway Twp, NJ |
| Primary Care Offices/Clinics | 4 | 13 | AtlantiCare Physician Group Primary Care Plus - Northfield | Tilton Rd (CR 563), Zion Rd (CR 615) - Northfield | 2 to 3 (though may need to address intersection of Zion, Willow, and Locust) | 1500 Zion Rd, Northfield, NJ |
| Primary Care Offices/Clinics | 4 | 14 | AtlantiCare Physician Group Primary Care Plus - Ventnor | Ventnor Ave. (CR629) - Ventnor | 4 to 8 | 7313 Ventnor Ave, Ventnor City, NJ |
| Primary Care Offices/Clinics | 4 | 15 | Brighton Pediatrics | English Creek Ave (CR 603) - Egg Harbor Township | 8 and a cut through | 59 Providence Rd, Egg Harbor Twp, NJ |
| Primary Care Offices/Clinics | 4 | 16 | CHOP Primary Care, Harborview / Smithville | Smithville Blvd (CR 561) - Galloway | No Crosswalks or Sidewalks | 50 S New York Rd, Galloway Twp, NJ |
| Primary Care Offices/Clinics | 4 | 17 | CHOP Primary Care, Harborview / Somers Point | Maryland Ave (CR620)-Somers Point | 10 | 505 Bay Ave, Somers Point, NJ |
| Primary Care Offices/Clinics | 4 | 18 | CHOP Specialty Care Center, Atlantic County | Delilah Rd (CR 646) - Mays Landing | 0 | 4009 Black Horse Pike, Hamilton Twp, NJ |
| Primary Care Offices/Clinics | 4 | 19 | Harbor Family Medicine | Ocean Heights Ave (CR 559 alt) - Egg Harbor Township | No Crosswalks or Sidewalks | 3110 Ocean Heights Ave, Egg Harbor Twp, NJ |
| Primary Care Offices/Clinics | 4 | 20 | Island Medical Associates | Tilton Rd and Ubiel Rd(CR 563) and Washington Ave (CR 608) - Egg Harbor Township | 14 (including two in front of building in where detectable warning surfaces were poorly and improperly installed) | 2628 Tilton Rd, Egg Harbor Twp, NJ |
| Primary Care Offices/Clinics | 4 | 21 | Lighthouse Medical Care | Brigantine Blvd - Brigantine | 0 | 217 34th St S, Brigantine, NJ |
| Primary Care Offices/Clinics | 4 | 22 | Med 4 Kids - Somers Point | Shore Rd (CR 585) | 8 to 16 (4 to 8 overlap with NovaCare) | 322 Shore Rd, Somers Point, NJ |
| Primary Care Offices/Clinics | 4 | 23 | Northfield VA Clinic | W Mill Rd (CR 662), Zion Rd (CR 615) - Northfield | 0 (although some DWTs are in poor condition) | 2097 New Rd, Northfield, NJ |

| | | | | | | |
|------------------------------|---|----|-------------------------------------------------------------|---------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|
| Primary Care Offices/Clinics | 4 | 24 | Reliance Medical Group - Galloway | Jimmie Leeds Rd (CR 561) and Pitney Rd (CR 634) | 0 (Everything looks compliant) | 408 E Jimmie Leeds Rd, Galloway Twp, NJ |
| Primary Care Offices/Clinics | 4 | 25 | Reliance Medical Group Office | Franklin Ave (CR 608) - Pleasantville | 1 | 122 Old Tpke, Pleasantville, NJ |
| Primary Care Offices/Clinics | 4 | 26 | Shore Physicians Group | Ventnor Ave (CR 629) | 8 to 16 | 9710 Ventnor Ave, Margate City, NJ |
| Primary Care Offices/Clinics | 4 | 27 | Smithville Medical Associates | Smithville Blvd (CR 561) - Galloway | No Crosswalks or Sidewalks | 712 Osprey Ct, Galloway Twp, NJ |
| Primary Care Offices/Clinics | 4 | 28 | Ventnor VA Clinic | Ventnor Ave. (CR629) - Ventnor | 8 to 16 | 6601 Ventnor Ave, Ventnor City, NJ |
| Specialists | 6 | 29 | Pediatric Pulmonary Asthma | Zion Rd (CR 615) | Possibly 4 along driveways | 1750 Zion Rd, Northfield, NJ |
| Specialists | 6 | 30 | Absecon Island Internal Medicine/Quest Diagnostics | Ventnor Ave. (CR629) - Ventnor | 2 to 4 | 6508 Ventnor Ave, Ventnor City, NJ |
| Specialists | 6 | 31 | AIMS Diagnostic | New Jersey Ave (CR 601) - Absecon | 4 to 10 | 434 New Jersey Ave, Absecon, NJ |
| Specialists | 6 | 32 | American Ob/Gyn Services | Pitney Rd (CR 634) and Jimmie Leeds Rd (CR 561) - Galloway | 2 on Pitney | 333 E Jimmie Leeds Rd, Galloway Twp, NJ |
| Specialists | 6 | 33 | Atlantic Cape Ob Gyn | Shore Road (CR 585)-Somers Point | 4 | 829 Shore Rd, Somers Point, NJ |
| Specialists | 6 | 34 | Atlantic Cardiology | Ventnor Ave. (CR629) - Ventnor | 8 to 16 | 2 N Richards Ave, Ventnor City, NJ |
| Specialists | 6 | 35 | Atlantic Endocrinology Associates | Ocean Heights Ave (CR 559 alt) - Egg Harbor Township | 1 | 4030 Ocean Heights Ave, Egg Harbor Twp, NJ |
| Specialists | 6 | 36 | Atlantic Gastroenterology | Fire Rd (CR 651) - Pleasantville | No Crosswalks or Sidewalks | 3205 Fire Rd, Egg Harbor Twp, NJ |
| Specialists | 6 | 37 | Atlantic Medical Imaging | Tilton Rd (CR 563) - Northfield | 0 | 1226 Tilton Rd, Northfield, NJ |
| Specialists | 6 | 38 | Fresenius Kidney Care Pomona | Jimmie Leeds Rd (CR 561) - Galloway | 0 | 406 S 1st Ave, Galloway Twp, NJ |
| Specialists | 6 | 39 | PACT Chiropractic Center | Old Harding Hwy (CR 606) - Mays Landing | 0 | 6295 Old Harding Hwy, Hamilton Twp, NJ |
| Specialists | 6 | 40 | Shore Medical Center | Zion Rd (CR 615) and Ocean Heights Ave (CR 559 Alt) - Egg Harbor Township | No Crosswalks or Sidewalks | 3007 Ocean Heights Ave, Egg Harbor Twp, NJ |
| Specialists | 6 | 41 | Shore Orthopaedic University Associates | Jimmie Leeds Rd (CR 561) - Galloway | 0 | 18 E Jimmie Leeds Rd, Galloway Twp, NJ |
| Specialists | 6 | 42 | Somers Manor Obstetrics & Gynecology | Shore Road (CR 585)-Somers Point | 5 to 8 (Overlaps with Catholic school) | 599 Shore Rd, Somers Point, NJ |
| Specialists | 6 | 43 | SpinalOne Chiropractors | Philadelphia Ave (CR 563) | Probably 0, E.H.C. uses an unusual technique with stamped bricks to create detectable warnings on curb ramps in their central business district (including the chiropractor and the Lutheran Church next door), may not be legal. | 300 Philadelphia Ave, Egg Harbor City, NJ |
| Specialists | 6 | 44 | Trocki Kouli Cosmetic Surgery Center | Tilton Rd (CR 563) - Northfield | 0 | 807 Tilton Rd, Northfield, NJ |
| Physical Therapy | 2 | 45 | Bacharach Brigantine Physical Therapy Center | Brigantine Ave - Brigantine | 8 | 3201 W Brigantine Ave, Brigantine, NJ |
| Physical Therapy | 2 | 46 | Bacharach Egg Harbor Township (EHT) Physical Therapy Center | Tilton Rd (CR 563) - Egg Harbor Township | 6 | 3022 Hingston Ave, Egg Harbor Twp, NJ |
| Physical Therapy | 2 | 47 | Bacharach Galloway Physical Therapy and Hand Center | Jimmie Leeds Rd (CR 561) and Pitney Rd (CR 634) | 0 (Everything looks compliant) | 329 E Jimmie Leeds Rd, Galloway Twp, NJ |
| Physical Therapy | 2 | 48 | Bacharach Margate Physical Therapy Center | Jerome Ave (CR 563) | 8 to 16, same building as Jewish Community center, overlaps completely with Synagogue | 501 N Jerome Ave, Margate City, NJ |
| Physical Therapy | 2 | 49 | Bacharach Somers Point Physical Therapy Center | Maryland Ave (CR 620) | 16 to 20 | 501 Bay Ave, Somers Point, NJ |
| Physical Therapy | 2 | 50 | Cape Atlantic Physical Therapy & Wellness | Tilton Rd (CR 563) - Northfield | 6 | 1213 2nd St, Northfield, NJ |
| Physical Therapy | 2 | 51 | Ivy Rehab Physical Therapy | Zion Rd (CR 615) and Ocean Heights Ave (CR 559 Alt) - Egg Harbor Township | 0 | 3007 Ocean Heights Ave, Egg Harbor Twp, NJ |

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| Physical Therapy | 2 | 52 | NovaCare - Buena | Wheat Rd (CR 619) | 0 | 112 Wheat Rd, Buena, NJ |
| Physical Therapy | 2 | 53 | NovaCare - Somers Point | Shore Rd (CR 585) | 8 to 16 (4 to 8 overlap with Med4Kids) | 19 W Johnson Ave, Somers Point, NJ |
| Physical Therapy | 2 | 54 | Olympic Physical Therapy | English Creek Ave (CR 575) | 3 and a cutthrough | 3069 English Creek Ave, Egg Harbor Twp, NJ |
| Physical Therapy | 2 | 55 | Weisman Children's Outpatient Rehabilitation Center | Tilton Rd (CR 563) - Northfield | 0 | 500 Tilton Rd, Northfield, NJ |
| Mental Health/Therapy | 19 | 56 | Amethyst Personal Growth & Counseling Services | Central Ave (CR 542) | 4 to 8 (Overlaps with Baptist Church) | 5 S 3rd St, Hammonton, NJ |
| Mental Health/Therapy | 19 | 57 | Atlanticare Behavioral Health | Tilton Rd (CR 563) - Northfield | 0 | 201 Tilton Rd, Northfield, NJ |
| Mental Health/Therapy | 19 | 58 | Atlanticare Behavioral Health | Fire Rd (CR 651) - Pleasantville | 0 | 2511 Fire Rd, Egg Harbor Township, NJ |
| Mental Health/Therapy | 19 | 59 | Mental Health Association In Atlantic County | Jimmie Leeds Rd (CR 561) - Galloway | 0 (Everything looks compliant) | 4 E Jimmie Leeds Rd, Galloway Twp, NJ |
| Nursing Homes/Senior Centers | 3 | 60 | Absecon Manor Nursing Home | Pitney Rd (CR 634) | Unknown (probably 0) | 110 E Woodland Ave, Absecon, NJ |
| Nursing Homes/Senior Centers | 3 | 61 | Egg Harbor Care Center - E.H.T. | Delilah Rd (CR 646) | 0 (everything looks compliant) | 6818 Delilah Rd, Egg Harbor Township, NJ |
| Nursing Homes/Senior Centers | 3 | 62 | Meadowview Nursing Home - Northfield | Dolphin Avenue (CR 644) | 14-18 (Overlap with Atl. Co. Dept. of Public Health) | 235 Dolphin Ave, Northfield, NJ |
| Nursing Homes/Senior Centers | 3 | 63 | Villa Raffaella Assisted Living - Pleasantville | Main St (CR 585) | 13 to 14, DWTs appear to be in poor condition (Overlap with Salem Methodist) | 915 S Main St, Pleasantville, NJ |
| Nursing Homes/Senior Centers | 3 | 64 | Seashore Gardens Living Center - Galloway | Jimmie Leeds Rd (CR 561) | 12, plus 2 island cutthroughs, and 2 sidewalk extensions/connections, part opposite AtlantiCare's Mainland hospital campus | 22 W Jimmie Leeds Rd, Galloway, NJ |
| Nursing Homes/Senior Centers | 3 | 65 | Spring Village at Galloway | Jimmie Leeds Rd (CR 561) | 12, plus 2 island cutthroughs, and 2 sidewalk extensions/connections, part opposite AtlantiCare's Mainland hospital campus | 308 S Ash Ave, Galloway Twp, NJ |
| Nursing Homes/Senior Centers | 3 | 66 | Health Center At Galloway - A Nursing & Rehabilitation Facility | Jimmie Leeds Rd (CR 561) | 12, plus 2 island cutthroughs, and 2 sidewalk extensions/connections, part opposite AtlantiCare's Mainland hospital campus | 112 Adams Ave, Galloway Twp, NJ |
| Nursing Homes/Senior Centers | 3 | 67 | Royal Suites Healthcare & Rehabilitation Center | Jimmie Leeds Rd (CR 633) | looks alright, but DWTs are adhesive products and could have been better designed | 214 W Jimmie Leeds Rd, Galloway Twp, NJ |
| Nursing Homes/Senior Centers | 3 | 68 | Somers Place - E.H.T. | Ocean Heights Ave (CR 559 Alt) and Steelmanville RD (CR 561) | 12 to 16 | 199 Steelmanville Rd, Egg Harbor Twp, NJ |
| Nursing Homes/Senior Centers | 3 | 69 | Buena Gardens Senior Apt | Central Ave (CR 627) | 12 (8 overlap with Minatola Methodist church) | 114 W Arctic Ave, Buena, NJ |
| Nursing Homes/Senior Centers | 3 | 70 | Village at St. Peter's Senior Housing - Pleasantville | Main St (CR 585) | 1 (Overlap with Our Lady Catholic Church) | 25 W Black Horse Pike, Pleasantville, NJ |
| U.S. Federal buildings | 11 | 71 | Social Security Office - E.H.T. | Fire Rd. (CR 651) | 14 | 1350 Doughty Rd, Egg Harbor Twp, NJ |
| U.S. Federal buildings | 11 | 72 | U.S. Post Office - Absecon | New Jersey Ave (CR 601) | 2 | 1001 New Jersey Ave, Absecon, NJ |
| U.S. Federal buildings | 11 | 73 | U.S. Post Office - Cologne (Galloway) | Cologne Ave (CR 614) | 0 | 807 W White Horse Pike, Galloway Twp, NJ |
| U.S. Federal buildings | 11 | 74 | U.S. Post Office - Dorothy (Weymouth) | Tuckahoe Road (CR 557) | 0 | 44 Tuckahoe Rd, Weymouth Twp, NJ |
| U.S. Federal buildings | 11 | 75 | U.S. Post Office - E.H.C. | Philadelphia Ave (CR 563) | Probably 0, E.H.C. uses an unusual technique with stamped bricks to create detectable warnings on curb ramps in their central business district (including the post office), may not be legal. | 237 Philadelphia Ave, Egg Harbor City, NJ |
| U.S. Federal buildings | 11 | 76 | U.S. Post Office - Estell Manor | Tuckahoe Road (CR 557) and Cumberland Ave (CR 637) | 0 | 156 Tuckahoe Rd, Estell Manor, NJ |
| U.S. Federal buildings | 11 | 77 | U.S. Post Office - Hammonton | Central Ave (CR 542) | Possibly 32 (need to determine if Hammonton's practice of integrating brick pavers with detectable warnings is legal)(Overlaps with Baptist and Episcopal Churches, and St. Joseph School | 114 S 3rd St, Hammonton, NJ |

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| U.S. Federal buildings | 11 | 78 | U.S. Post Office - Leeds Point (Galloway) | Moss Mill Rd (CR 561 alt) and Leeds Point Rd (CR 618) | 0 | 15 S Blackman Rd, Galloway Twp, NJ |
| U.S. Federal buildings | 11 | 79 | U.S. Post Office - Linwood | Shore Rd (CR 585) | 19 to 23 (Overlaps with Park) | 1103 Shore Rd, Linwood, NJ |
| U.S. Federal buildings | 11 | 80 | U.S. Post Office - Milmay (Buena Vista) | Broad St (CR 552) and Tuckahoe Rd (CR 557) | 0 | 225 Broad St, Buena Vista Twp, NJ |
| U.S. Federal buildings | 11 | 81 | U.S. Post Office - Minotola (Buena) | Summer Ave (CR 682) and Central Ave (CR 627) | 8 | 805 S Central Ave, Buena, NJ |
| U.S. Federal buildings | 11 | 82 | U.S. Post Office - Oceanville (Galloway) | Leeds Point Rd (CR 618) | 0 | 182 Leeds Point Rd, Galloway Twp, NJ |
| U.S. Federal buildings | 11 | 83 | U.S. Post Office - Pomona (Galloway) | Pomona Rd (CR 575) | 0 (looks okay, may need to be rechecked) | 272 W White Horse Pike, Galloway Twp, NJ |
| U.S. Federal buildings | 11 | 84 | U.S. Post Office - Port Republic | Clarks Landing Rd (CR 624) and Cologne-Port Republic Rd (CR 647) | 0 | 201 Clarks Landing Rd, Port Republic, NJ |
| County buildings | 19 | 85 | ACUA - Atlantic County Utilities Authority | Delilah Rd (CR 646) | 0 | 6700 Delilah Rd, Egg Harbor Township, NJ |
| County buildings | 19 | 86 | Atlantic County Clerk's Office (Old Atlantic County Courthouse) - Mays Landing | Main Street (CR 559), Farragut Ave (CR 660) Mays Landing | 12 to 20 (Overlaps with library, Presbyterian church and St. Vincent de Paul school) | 5901 Main St, Mays Landing, NJ |
| County buildings | 19 | 87 | Atlantic County Division of Public Health, Department of Humans Services | Dolphin Rd (CR 644) | 3 (did we just do the intersection of Dolphin and Shore?) | 40 Dolphin Ave, Northfield, NJ |
| County buildings | 19 | 88 | Atlantic County Office - Corbin City | Aetna Dr (CR 649) | 0 | 132 Carl Rd, Corbin City, NJ |
| County buildings | 19 | 89 | Atlantic County One Stop Career Center | Washington Ave (CR 608) | 5 | 12 E Washington Ave, Pleasantville, NJ |
| County buildings | 19 | 90 | Atlantic County Public Safety | English Creek Rd (CR 575) - Egg Harbor Township | No Sidewalks or Crosswalks, may need updated curb ramps in front of building | 5033 English Creek Ave, Egg Harbor Township, NJ |
| County buildings | 19 | 91 | Atlantic County Public Works | Dolphin Rd (CR 644) | 2 to 8 | 301 New Rd, Northfield, NJ |
| County buildings | 19 | 92 | Atlantic Youth Center - E.H.C. | Duerer St (CR 561) | 4 to 8 (Overlaps with Leek Memorial) | 803 Buffalo Ave, Egg Harbor City, NJ |
| Municipal buildings | 11 | 93 | Absecon Municipal Complex | Mill Rd (CR 651) | 2 | 415 Mill Rd, Absecon, NJ |
| Municipal buildings | 11 | 94 | Brigantine Municipal Building | Brigantine Blvd (CR 638) | 8 to 16 (with 4 to 8 overlapping with Presbyterian Church) | 239 14th St S, Brigantine, NJ |
| Municipal buildings | 11 | 95 | Buena Borough Office/Police Department | Central Ave (CR 627) | 8 | 616 S Central Ave, Buena, NJ |
| Municipal buildings | 11 | 96 | Egg Harbor Township Community Center | English Creek Rd (CR 575) - Egg Harbor Township | 0 (everything looks compliant) | 5045 English Creek Ave, Egg Harbor Twp, NJ |
| Municipal buildings | 11 | 97 | Egg Harbor Township Municipal Complex | Bargaintown Rd. (CR 651) and Central Ave (CR 661) | 4 (and need a way to cross the street) | 3504 Bargaintown Rd, Egg Harbor Twp, NJ |
| Municipal buildings | 11 | 98 | Egg Harbor Twp Public Works | Mill Rd (CR 662) | 0 | 6139 Mill Rd, Egg Harbor Twp, NJ |
| Municipal buildings | 11 | 99 | Estell Manor Municipal Court | Cape May Ave (CR 666) and Cumberland Ave (CR 637) - Estell Manor | No Sidewalks or Crosswalks | 148 Cumberland Ave, Estell Manor, NJ |
| Municipal buildings | 11 | 100 | Folsom Borough Municipal Court | Mays Landing- Blue Anchor Rd (CR 561 Spur) | 0 | 1701 12th St, Folsom, NJ |
| Municipal buildings | 11 | 101 | Galloway Township Municipal Complex | Jimmie Leeds Rd (CR 561) | 0 in front of complex (everything compliant) but 16 surrounding ramps need replacement, and sidewalk could be extended to intersection with 6th Avenue | 65 W Jimmie Leeds Rd, Pomona, NJ |
| Municipal buildings | 11 | 102 | Hamilton Township Municipal Utility Authority | Main Street (CR 559) Mays Landing | 0 (everything looks compliant) | 6024 Ken Scull Ave, Hamilton Twp, NJ |
| Municipal buildings | 11 | 103 | Hammonton Chamber of Commerce (train station) | Egg Harbor Rd (CR 602) | 2, possibly more | 15 S Egg Harbor Rd, Hammonton, NJ |
| Municipal buildings | 11 | 104 | Hammonton Police Department | Central Ave (CR 542) | Possibly 32 (need to determine if Hammonton's practice of integrating brick pavers with detectable warnings is legal)(Overlaps with Baptist and Episcopal Churches, and St. Joseph School | 224 Vine St, Hammonton, NJ |

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| Municipal buildings | 11 | 105 | Longport Borough Office | Ventnor Ave (CR 629) | 6 to 10 | 8 N 31st Ave, Longport, NJ |
| Municipal buildings | 11 | 106 | Margate City Commissioners Office | Ventnor Ave (CR 629) | 1 to 8 (detectable warning surfaces might need repositioning, replacing) | 1 S Washington Ave, Margate City, NJ |
| Municipal buildings | 11 | 107 | Mullica Twp Municipal Court | Elwood-Pleasant Mills Rd (CR 623) - Mullica | 2 to 8 (Overlap on 1 with Methodist church) | 4523 S White Horse Pike, Mullica Twp, NJ |
| Municipal buildings | 11 | 108 | Northfield Police Department | Shore Rd (CR 585) | 2, and several ramps may have insufficient landing spaces on top | 1600 Shore Rd, Northfield, NJ |
| Municipal buildings | 11 | 109 | Pleasantville City Hall | Main St (CR 585) and Washington Ave (CR 608) | 4 to 8 (Overlap with Pleasantville Library) | 18 N 1st St, Pleasantville, NJ |
| Municipal buildings | 11 | 110 | Port Republic City Hall | Main St (CR 575) | Unknown | 120 Main St, Port Republic, NJ |
| Municipal buildings | 11 | 111 | Smithville Community Center | Moss Mill Rd (CR 561 alt) | 0 (no sidewalks or crosswalks to building, but nearby existing ones could be extended) (Overlaps with Atlantic Prep Academy) | 4 Equestrian Dr, Galloway Twp, NJ |
| Municipal buildings | 11 | 112 | Somers Point City Hall | Shore Rd (CR 585) | 6 to 10 (with 4 to 8 overlapping with Somers Point Library) | 1 W New Jersey Ave, Somers Point, NJ |
| Public Parks | 19 | 113 | All Wars Memorial Park | Shore Rd (CR 585) | 19 to 23 (Overlaps with Post Office) | 1299 Shore Rd, Lindwood, NJ |
| Public Parks | 19 | 114 | Boyer Ave Recreational Park - Hammonton | Moss Mill Rd (CR 561 alt) | 0 | 1130 Moss Mill Rd, Hammonton, NJ |
| Public Parks | 19 | 115 | Bruno Melini Park - Buena | Central Ave (CR 627) | 2 (Overlaps with Buena Office/Police) | 616 S Central Ave, Buena, NJ |
| Public Parks | 19 | 116 | Gabriel Memorial Field - E.H.C. | Duerer St (CR 561) | 0 | 201 W Duerer St, Galloway Twp, NJ |
| Public Parks | 19 | 117 | Gaskill Park - Mays Landing | River Road (CR 617), Farragut Ave (CR 660), and Main St (CR 559) | Possibly 12 needed at Main/River/Somers Point-Mays Landing Intersection, none along River, 4 along Farragut | 40 Farragut Ave, Hamilton Twp, NJ |
| Public Parks | 19 | 118 | Green Acres Park - Absecon | Pitney Rd (CR 634) | Unknown | Green Acres Park, Absecon, NJ |
| Public Parks | 19 | 119 | Hammonton Lake Park | Egg Harbor Rd (CR 602) | 2 | 100 Sports Dr, Hammonton, NJ |
| Public Parks | 19 | 120 | Jerome Avenue Park Complex | Jerome Ave (CR 563) | 8 to 16 (with 4 to 8 overlapping with Beth-El Synagogue) | 12 Edgemar Cir, Margate City, NJ |
| Public Parks | 19 | 121 | Leek Memorial Sports Complex - E.H.C. | Duerer St (CR 561) | 4 to 8 (Overlaps with Atlantic Youth Center) | 803 Buffalo Ave, Egg Harbor City, NJ |
| Public Parks | 19 | 122 | Liepe Farm (Park) - Hamilton | Leipzig Ave (CR 670) | 0 | 3155 S Leipzig Ave, Hamilton Twp, NJ |
| Public Parks | 19 | 123 | Michael Debbi Park - Buena Vista | Cedar Ave (CR 622) | 0 | 315 Cedar Ave, Buena Vista, NJ |
| Public Parks | 19 | 124 | Mullica Township Recreational Park | Elwood-Pleasant Mills Rd (CR 623) - Mullica | 0 (no sidewalks or crosswalks) | 4616 Soccer Ln, Mullica Twp, NJ |
| Public Parks | 19 | 125 | Shark Park - Brigantine | Brigantine Blvd (CR 638) | 20 with 2 cutthroughs | 309 24th St S, Brigantine, NJ |
| Public Parks | 19 | 126 | Tartaglio Sports Complex - E.H.C. | Duerer St (CR 561) | 0 | 293 S Genoa Ave, Galloway Twp, NJ |
| Public Parks | 19 | 127 | Veterans Memorial Park | Ocean Heights Ave (CR 559 alt) - Egg Harbor Township | 0 (overlap with Wonder Years Pre-School and library) | Veterans Memorial Park, Egg Harbor Township, NJ |
| Public Parks | 19 | 128 | Veterans Park - Hammonton | Third St/Wilsey's Mill Rd (CR 724) | 0 | 330 Bellevue Ave, Hammonton, NJ |
| Schools - Pre-K | 11 | 129 | Barbarito & Beyers Preschools - Hamilton | Mill St (CR 616) | 8 | 42 Mill St, Hamilton Twp, NJ |
| Schools - Pre-K | 11 | 130 | Building Blocks Learning Center - Buena Vista | Oak Avenue (CR 681) | 0 | 3495 Oak Rd, Vineland, NJ |
| Schools - Pre-K | 11 | 131 | Community Kids Care Preschool | Ocean Heights Ave (CR 559 alt) - Egg Harbor Township | 0 (overlaps with Solid Rock Pentecostal Church) | 1140 Ocean Heights Ave, Egg Harbor Twp, NJ |
| Schools - Pre-K | 11 | 132 | Free-To-Be Child Care Center | Pomona Rd (CR 575) | 0 | 235 S Pomona Rd, Galloway Twp, NJ |
| Schools - Pre-K | 11 | 133 | Garden State Academy | Jimmie Leeds Rd (CR 561) | 0 | 5 E Jimmie Leeds Rd, Galloway Twp, NJ |
| Schools - Pre-K | 11 | 134 | Kiddie Korner | Fire Road (CR 651) | 0 (although a crosswalk and 2 curb ramps could be provided at some point) | 3152 Fire Rd, Egg Harbor Twp, NJ |
| Schools - Pre-K | 11 | 135 | Kids Choice Academy - Pleasantville | Washington Ave (CR 608) | 0 | 6806 Washington Ave, Egg Harbor Twp, NJ |
| Schools - Pre-K | 11 | 136 | Kidz Campus Preschool & Childcare - Absecon | New Jersey Ave (CR 601) | 0 | 975 New Jersey Ave, Absecon, NJ |
| Schools - Pre-K | 11 | 137 | Little Squirts Family Childcare | Bremen Ave (CR 674) | 0 | 623 Bremen Ave, Egg Harbor City, NJ |
| Schools - Pre-K | 11 | 138 | New York Avenue School | New York Ave (CR 665) | 10 to 16 | 121 W New York Ave, Somers Point, NJ |

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| Schools - Pre-K | 11 | 139 | READ Preschool/Kindergarten - Hammonton | Chew Rd (CR 559) | 0 | 400 S Chew Rd, Hammonton, NJ |
| Schools - Pre-K | 11 | 140 | Spruce Avenue Head Start Program - E.H.T. | Spruce Ave (CR 684) | 0 | 3050 Spruce Ave, Egg Harbor Twp, NJ |
| Schools - Pre-K | 11 | 141 | Toddler Town - Hammonton | Egg Harbor Rd (CR 602) | 10 (ranging from simple repair to complete rebuild) | 425 S Egg Harbor Rd, Hammonton, NJ |
| Schools - Pre-K | 11 | 142 | Wonder Years Pre Schools | Ocean Heights Ave (CR 559 alt) - Egg Harbor Township | 0 (overlap with Veterans Memorial Park) | 2155 Ocean Heights Ave, Egg Harbor Twp, NJ |
| Schools - k-12 | 6 | 143 | Atlantic Regional School - E.H.T. | Tilton Rd. (CR 563) | 0 | 2562 Tilton Rd, Egg Harbor township, NJ |
| Schools - k-12 | 6 | 144 | Belhaven Middle School | Shore Rd (CR 585) | 6 to 12 | 1500 Wabash Ave, Linwood, NJ |
| Schools - k-12 | 6 | 145 | Buena Regional High School | Weymouth-Malaga Rd (CR 690) | 0 | 175 Weymouth Rd, Buena Vista Twp, NJ |
| Schools - k-12 | 6 | 146 | Buena Regional Middle School | Weymouth-Malaga Rd (CR 690) | 0 | 125 Weymouth Rd, Buena Vista Twp, NJ |
| Schools - k-12 | 6 | 147 | Clayton J Davenport Elementary - E.H.T. | Spruce Ave (CR 684) | unknown | 2501 Spruce Ave, Egg Harbor Township, NJ |
| Schools - k-12 | 6 | 148 | Dawes Avenue Elementary School - Somers Point | Shore Rd (CR 585) | 8 to 16 (with 4 to 8 overlapping with Grace Lutheran Church) | 22 W Dawes Ave, Somers Point, NJ |
| Schools - k-12 | 6 | 149 | Dr JP Cleary School | Wheat Rd (CR 619) and Central Ave (CR 627) | 20 to 24 | 1501 Central Ave, Minotola, NJ |
| Schools - k-12 | 6 | 150 | Egg Harbor City Community School | Duerer St (CR 561) | Possibly 2, but not required | 730 Havana Ave, Egg Harbor City, NJ |
| Schools - k-12 | 6 | 151 | Emma C Attales Middle School - Absecon | Pitney Rd (CR 634) | Unknown | 800 Irelan Ave, Absecon, NJ |
| Schools - k-12 | 6 | 152 | Estell Manor Elementary School | Cape May Ave (CR 666) and Cumberland Ave (CR 637) - Estell Manor | 0 | 128 Cape May Ave, Estell Manor, NJ |
| Schools - k-12 | 6 | 153 | Folsom Elementary School | Mays Landing- Blue Anchor Rd (CR 561 Spur) | 0 | 1357 Mays Landing Rd, Folsom, NJ |
| Schools - k-12 | 6 | 154 | Hammonton Middle School | Fairview Ave (CR 678) | 10 | 75 N Liberty St, Hammonton, NJ |
| Schools - k-12 | 6 | 155 | Jordan Road School - Somers Point | New York Ave (CR 665) | 4 to 8 | 124 Jordan Rd, Somers Point, NJ |
| Schools - k-12 | 6 | 156 | Leeds Avenue Elementary School - Pleasantville | Main St (CR 585) | 0 | 103 W Leeds Ave, Pleasantville, NJ |
| Schools - k-12 | 6 | 157 | Mullica Twp. School | Elwood-Pleasant Mills Rd (CR 623) - Mullica | No sidewalks connecting crosswalks to building, non-compliant curb ramps on building walks | 500 Elwood Rd, Mullica NJ |
| Schools - k-12 | 6 | 158 | North Main Street School - Pleasantville | Main St (CR 585) | 4 to 8, possibly another 4 for the unusual DWT that Pleasantville is using along main street | 300 N Main St, Pleasantville, NJ |
| Schools - k-12 | 6 | 159 | Northfield Community Elementary School | Mill road (CR 662) | 4 | 2101 New Rd, Northfield, NJ |
| Schools - k-12 | 6 | 160 | Oakcrest High School - Hamilton | Cologne Ave (CR 614) | 0 | 1824 Dr Dennis Forman Dr, Mays Landing, NJ |
| Schools - k-12 | 6 | 161 | Pomona Elementary School - Galloway | Jimmie Leeds Rd (CR 633) | 1 (One could also be built on corner of main entrance with apparently little trouble) | 294 Langley Ave, Galloway Twp, NJ |
| Schools - k-12 | 6 | 162 | Port Republic School District | Main St (CR 575) | Unknown | 137 Pomona Ave, Port Republic, NJ |
| Schools - k-12 | 6 | 163 | Shaner School - Mays Landing (Hamilton) | Farragut Ave (CR 660) | unknown (possibly 8?) | 5801 3rd St, Hamilton Twp, NJ |
| Schools - k-12 | 6 | 164 | South Main Street Elementary School - Pleasantville | Main St (CR 585) | 2 DWTs need replacing | 701 S Main St, Pleasantville, NJ |
| Schools - k-12 | 6 | 165 | Warren E. Sooy Elementary School - Hammonton | Fairview Ave (CR 678) | 0 | 601 N 4th St, Hammonton, NJ |
| Schools - k-12 | 6 | 166 | Washington Avenue School - Plesantville | Washington Ave (CR 608) | 4 to 8 | 5 S 3rd St, Pleasantville, NJ |
| Schools - k-12 | 6 | 167 | Weymouth Township School | 11th Ave (CR 669) | 0 | 1202 11th Ave, Weymouth, NJ |
| Schools - k-12 | 6 | 168 | William Davies Middle School - Hamilton | Cologne Ave (CR 614) | 3 to 4 | 1876 Dr Dennis Forman Dr, Mays Landing, NJ |

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| Schools - Colleges/Trade Schools | 11 | 169 | Rutgers Co-Op Ext of Atlantic/Atlantic County Schools Superintendent | Old Harding Hwy (CR 606) | 2 | 6265 Old Harding Hwy, Hamilton Twp, NJ |
| Schools - Colleges/Trade Schools | 11 | 170 | Southern Regional Institute & Educational Technology Training Center | Jimmie Leeds Rd (CR 561) | 2, and sidewalk could be extended | 10 W Jimmie Leeds Rd, Galloway Twp, NJ |
| Schools - Colleges/Trade Schools | 11 | 171 | Stockton Athletic Fields - Galloway | Pomona Rd (CR 575) | 0 | 208 S Pomona Rd, Galloway Twp, NJ |
| Schools - Colleges/Trade Schools | 11 | 172 | Stockton University | Pomona Rd (CR 575) | 0 (Overlap with Unitarian congregation) | 101 Vera King Farris Dr, Galloway, NJ |
| Schools - Private/Religious | 7 | 173 | Coastal Learning Center: Atlantic | Zion Rd (CR 615) | 3 to 8 (Overlaps with Church of the Nazarene) | 2100 Oak Ave, Northfield, NJ |
| Schools - Private/Religious | 7 | 174 | All God's Children | Fire Rd (CR 651) | 0 | 515 S Mill Rd, Absecon, NJ |
| Schools - Private/Religious | 7 | 175 | Assumption Regional Catholic School | Pitney Rd (CR 634) | 0 | 146 S Pitney Rd, Galloway, NJ |
| Schools - Private/Religious | 7 | 176 | Atlantic Christian School | Zion Rd (CR 615) | 3 | 391 Zion Rd, Egg Harbor Township, NJ |
| Schools - Private/Religious | 7 | 177 | Atlantic Prep Academy | Moss Mill Rd (CR 561 alt) | 0 (no sidewalks or crosswalks to building, but nearby existing ones could be extended) (Overlaps with Smithville Community Center) | 600 E Moss Mill Rd, Galloway Twp, NJ |
| Schools - Private/Religious | 7 | 178 | Beth Israel Nursery School - Northfield | Shore Rd (CR 585) | 10 to 14 (Overlaps with Church of Christ) | 7 Ridgewood Dr, Northfield, NJ |
| Schools - Private/Religious | 7 | 179 | Eagle Academy - E.H.T. | Bargaintown Rd. (CR 651) | 0 | 3521 Bargaintown Rd, Egg Harbor Twp, NJ |
| Schools - Private/Religious | 7 | 180 | Holy Spirit High School | California Ave (CR 663) | 4 to 6 | 500 S New Rd, Absecon, NJ |
| Schools - Private/Religious | 7 | 181 | International Academy of Atlantic City Charter School | Main St (CR 585) | 1 (Overlap with Our Lady Star of The East) | 16 W Decatur Ave, Pleasantville, NJ |
| Schools - Private/Religious | 7 | 182 | Islamic Academy Of South Jersey | English Creek Ave (CR 603) - Egg Harbor Township | unknown, probably 0 | 3056 English Creek Ave, Egg Harbor Twp, NJ |
| Schools - Private/Religious | 7 | 183 | Little Lamb's Christian Preschool - Galloway | Bremen Ave (CR 674) | 0 | 1200 W Crocus St, Galloway Twp, NJ |
| Schools - Private/Religious | 7 | 184 | Margate Community Church School | Ventnor Ave (CR 629) | 0 | 8904 Ventnor Ave, Margate City, NJ |
| Schools - Private/Religious | 7 | 185 | Saint Joseph High School Athletic Fields | Third St/Wilsey's Mill Rd (CR 724) | 0 | 193 Wood St, Hammonton, NJ |
| Schools - Private/Religious | 7 | 186 | St. Augustine Preparatory School - Buena Vista | Cedar Ave (CR 622) | 0 | Aspen Ave, Buena Vista Twp, NJ |
| Schools - Private/Religious | 7 | 187 | St. Joseph Catholic School - Hammonton | Central Ave (CR 542) | Possibly 32 (need to determine if Hammonton's practice of integrating brick pavers with detectable warnings is legal)(Overlaps with Baptist and Episcopal Churches, Police Dept, and Post Office) | 328 Vine St, Hammonton, NJ |
| Schools - Private/Religious | 7 | 188 | St. Joseph Regional Elementary School | Third St/Wilsey's Mill Rd (CR 724) | 16 (detectable warning surfaces need repair and replacement)(Overlap with St. Joseph's Elementary) | 133 N 3rd St, Hammonton, NJ |
| Schools - Private/Religious | 7 | 189 | St. Mary's Regional School | Union Rd (CR 671) | 0 | 735 Union Rd, Buena Vista Twp, NJ |
| Schools - Private/Religious | 7 | 190 | St. Vincent de Paul Regional School | Main Street (CR 559), Farragut Ave (CR 660) Mays Landing | 10 to 16 (Overlaps with library and Clerks office) | 5809 Main St, Hamilton Twp, NJ |
| Schools - Private/Religious | 7 | 191 | The Pilgrim Academy | Moss Mill Rd (CR 561 alt) | 0 | 249 N Genoa Ave, Galloway Twp, NJ |
| Schools - Private/Religious | 7 | 192 | Saint Joseph Regional School - Somers Point | Shore Rd (CR 585) | 5 to 8 (Overlaps with Catholic school) | 11 Harbor Ln, Somers Point, NJ |
| Schools - Private/Religious | 7 | 193 | Pilgrim Academy Technical High School | Cologne-Port Republic Rd (CR 647) | 0 (Same as Heavenward Church) | 247 N Genoa Ave, Galloway Twp, NJ |
| Libraries | 12 | 194 | Absecon Public Library | New Jersey Ave (CR 601) | 4 minimum, possibly more since Absecon uses a brick paver method for their DWTs that may not be compliant | 308 New Jersey Ave, Absecon, NJ |
| Libraries | 12 | 195 | Egg Harbor Township - Atlantic County Library System | Ocean Heights Ave (CR 559 alt) - Egg Harbor | 4 | 1 Swift Ave, Egg Harbor Twp, NJ |
| Libraries | 12 | 196 | Hammonton Branch - Atlantic County Library System | Egg Harbor Rd (CR 602) | 6 (some overlap with Toddler Town) | 53 Harbor Dr, Hammonton, NJ |

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| Libraries | 12 | 197 | Mays Landing Branch - Atlantic County Library System | Main Street (CR 559) Mays Landing | 10 to 14 (Overlaps with St. Vincent de Paul school and Clerks office) | 40 Farragut Ave, Hamilton Twp, NJ |
| Libraries | 12 | 198 | Otto Bruyns Public Library of Northfield | Mill Road (CR 662) | 10 | 241 W Mill Rd, Northfield, NJ |
| Libraries | 12 | 199 | Pleasantville Branch - Atlantic County Library System | Main St (CR 585) and Washington Ave (CR 608) | 4 to 8 (Overlap with Pleasantville City Hall) | 26 Martin Luther King Jr Ave, Pleasantville, NJ |
| Libraries | 12 | 200 | Somers Point Branch - Atlantic County Library System | Shore Rd (CR 585) | 4 to 8 | 801 Shore Rd, Somers Point, NJ |
| Places of Worship - African Methodist Episcopal | 15 | 201 | St. James A.M.E. Church - Hamilton | Bears Head Rd (Millville Ave) (CR 552) | 0 | 6847 Milville Ave, Hamilton, NJ |
| Places of Worship - Alliance | 15 | 202 | Atlantic Chinese Alliance Church - Ventnor | Dorset Ave (CR 629) | 8 to 16 | 300 N Dudley Ave, Ventnor City, NJ |
| Places of Worship - Alliance | 15 | 203 | Trinity Alliance Church - E.H.C. | Cologne Ave (CR 614) | 0 | 101 S Cologne Ave, Egg Harbor City, NJ |
| Places of Worship - Baptist | 15 | 204 | Corbin City Baptist Church | Main St. (CR 611) | 0 | 212 Main St, Corbin City, NJ |
| Places of Worship - Baptist | 15 | 205 | Faith Baptist Church - Pleasantville | Tilton Rd (CR 687) | 4 | 829 Tilton Rd, Pleasantville, NJ |
| Places of Worship - Baptist | 15 | 206 | Faith Bible Baptist Church | Ocean Heights Ave (CR 559 alt) - Egg Harbor Township | 0 | Barnett Ave, Egg Harbor Twp, NJ |
| Places of Worship - Baptist | 15 | 207 | First Baptist Church-Atlantic | Fire Rd (CR 651) and Delilah Rd (CR 646) - E.H.T. | May need sidewalks and curb ramps at intersection | 2601 Fire Rd, Egg Harbor Twp, NJ |
| Places of Worship - Baptist | 15 | 208 | Hammonton Baptist Church | Central Ave (CR 542) | Possibly 32 (need to determine if Hammonton's practice of integrating brick pavers with detectable warnings is legal)(Overlaps with Episcopal Church, Catholic School, Police Dept, and Post Office) | 19 S 3rd St, Hammonton, NJ |
| Places of Worship - Baptist | 15 | 209 | Mainland Baptist Church - Galloway | Pitney Rd (CR 634) | 0 | 512 S Pitney Rd, Galloway, NJ |
| Places of Worship - Baptist | 15 | 210 | Margate Community Church | Ventnor Ave (CR 629) | 0 | 8904 Ventnor Ave, Margate City, NJ |
| Places of Worship - Baptist | 15 | 211 | New Mt Calvary Baptist Church - Hamilton | Bears Head Rd (Millville Ave) (CR 552) | 0 | 6755 Millville Ave, Hamilton Twp, NJ |
| Places of Worship - Baptist | 15 | 212 | Northfield Baptist Church | Zion Rd (CR 615) | 0 (although sidewalk could be extended) | 1964 Zion Rd, Northfield, NJ |
| Places of Worship - Baptist | 15 | 213 | Rosedale Baptist Church - Hammonton | Egg Harbor Rd (CR 561) and Chew Rd (CR 559) | 0 | 115 E 15th St, Hammonton, NJ |
| Places of Worship - Baptist | 15 | 214 | Seaview Baptist Church - Linwood | Shore Rd (CR 585) | 9 to 11 | 2009 Kent Ln, Linwood, NJ |
| Places of Worship - Baptist | 15 | 215 | Shiloh Baptist Church - E.H.C. | Philadelphia Ave (CR 563) | All curb ramps compliant, but could use sidewalk connection to door | 634 Philadelphia Ave, Egg Harbor City, NJ |
| Places of Worship - Catholic-Roman | 15 | 216 | Blessed Sacrament Church-Margate | Jerome Ave (CR 563) and Ventnor Ave (CR 629) | 14 to 22 | 6 N Kenyon Ave, Margate City, NJ |
| Places of Worship - Catholic-Roman | 15 | 217 | Catholic Campus Ministry Center - Galloway | Pomona Rd (CR 575) | 0 | 235 S Pomona Rd, Galloway Twp, NJ |
| Places of Worship - Catholic-Roman | 15 | 218 | Church of St. Mary's | Union Rd (CR 671) | 0 | 736 Union Rd, Buena Vista Twp, NJ |
| Places of Worship - Catholic-Roman | 15 | 219 | Church of the Assumption - Galloway | Pitney Rd (CR 634) | 0 | 146 S Pitney Rd, Galloway Twp, NJ |
| Places of Worship - Catholic-Roman | 15 | 220 | Epiphany Church - Longport | Ventnor Ave (CR 629) | 16 to 24 | 2801 Ventnor Ave, Longport, NJ |
| Places of Worship - Catholic-Roman | 15 | 221 | Our Lady Star of The East - Pleasantville | Main St (CR 585) | 1 (Overlap with International Academy) | 205 Chestnut Ave, Pleasantville, NJ |
| Places of Worship - Catholic-Roman | 15 | 222 | St Elizabeth Seton Church - Absecon | Mill Rd (CR 651) | 12 at intersection with White Horse Pike (and intersection of Mill and W Jersey should probably be looked at, signal pole in middle of sidewalk, DWTs in poor shape, etc.) | 603 New Jersey Ave, Absecon, NJ |
| Places of Worship - Catholic-Roman | 15 | 223 | St. James Roman Catholic Church - Ventnor | Ventnor Ave (CR 629) | 4 | 100 S Stratford Ave, Ventnor City, NJ |
| Places of Worship - Catholic-Roman | 15 | 224 | St Katharine Drexel - E.H.T. | English Creek Ave (CR 603) - Egg Harbor Township | 8 to 12 | 6075 W Jersey Ave, Egg Harbor Township, NJ |

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| Places of Worship - Catholic-Roman | 15 | 225 | St Thomas Roman Catholic Church - Brigantine | Brigantine Blvd (CR 638) | 8 to 16 | 331 8th St S, Brigantine, NJ |
| Places of Worship - Catholic-Roman | 15 | 226 | St. Joseph Roman Catholic Church - Somers Point | Shore Rd (CR 585) | 10 to 14 | 612 Shore Rd, Somers Point, NJ |
| Places of Worship - Catholic-Roman | 15 | 227 | St. Joseph's Church - Hammonton | Third St/Wilsey's Mill Rd (CR 724) | 12 (detectable warning surfaces need repair and replacement)(Overlap with St. Joseph's Elementary) | 226 French St, Hammonton, NJ |
| Places of Worship - Catholic-Roman | 15 | 228 | St. Padre Pio Shrine | Weymouth-Malaga Rd (CR 690) | 0 | 101 N Central Ave, Buena, NJ |
| Places of Worship - Catholic-Other | 15 | 229 | The Cathedral of Ss. Peter and Paul Traditionalist Catholic Church | Fire Road (CR 651) - Absecon | 0 | 101 Pleasant Ave, Absecon, NJ |
| Places of Worship - Episcopalian | 15 | 230 | Christ Episcopal Church - Somers Point | Shore Rd (CR 585) | 8 to 16 (with 4 to 8 overlapping with Grace Lutheran Church) | 157 Shore Rd, Somers Point, NJ |
| Places of Worship - Episcopalian | 15 | 231 | St Marks Episcopal Church - Hammonton | Central Ave (CR 542) | Possibly 32 (need to determine if Hammonton's practice of integrating brick pavers with detectable warnings is legal)(Overlaps with Baptist Church, Police Dept, Catholic School and Post Office) | 202 S 3rd St, Hammonton, NJ |
| Places of Worship - Episcopalian | 15 | 232 | St Mark & All Saints Episcopal Church - Galloway | Pitney Rd (CR 634) | 2 | 429 S Pitney Rd, Galloway, NJ |
| Places of Worship - Hinduism | 15 | 233 | Vaikunth Hindu Jain Temple - Galloway | Pomona Rd (CR 575) | 0 | 587 S Pomona Rd, Galloway Twp, NJ |
| Places of Worship - Jehovah's Witnesses | 15 | 234 | Jehovah's Witness Kingdom Hall - Hammonton | Chew Rd (CR 559) | 0 | 75 N Chew Rd, Hammonton, NJ |
| Places of Worship - Jehovah's Witnesses | 15 | 235 | Kingdom Hall-Jehovah's Witness - E.H.T. | Bargaintown Rd (CR 651) | 0 | 3550 Bargaintown Rd, Egg Harbor Twp, NJ |
| Places of Worship - Jewish | 15 | 236 | Adat Beyt Mosheh | Moss Mill Rd (CR 561 alt) | 0 | 4304 Moss Mill Rd, Mullica Twp, NJ |
| Places of Worship - Jewish | 15 | 237 | Beth El Synagogue - Margate | Jerome Ave (CR 563) | 8 to 16 (4 overlap with Margate City Log Cabin) | 500 N Jerome Ave, Margate City, NJ |
| Places of Worship - Jewish | 15 | 238 | Temple Emeth Shalom Reform Congregation - Margate | Ventnor Ave (CR 629) | 14-20 (overlap with Blessed Sacrament R.C. Church) | 8501 Ventnor Ave, Margate City, NJ |
| Places of Worship - Jewish | 15 | 239 | Young Israel of Margate | Jerome Ave (CR 563) and Ventnor Ave (CR 629) | 14 to 26 (overlap with Blessed Sacrament Regional School) | 3 N Jasper Ave, Margate City, NJ |
| Places of Worship - Lutheran | 15 | 240 | Grace Lutheran Church - Somers Point | Shore Rd (CR 585) | 8 to 16 (overlaps with Dawes Avenue School and Episcopalian Church) | 11 E Dawes Ave, Somers Point, NJ |
| Places of Worship - Lutheran | 15 | 241 | Epiphany Lutheran Church - Pleasantville | Franklin Ave (CR 608) | 6 | 300 S Franklin Blvd, Pleasantville, NJ |
| Places of Worship - Lutheran | 15 | 242 | Peace Lutheran Church - Galloway | Pitney Rd (CR 634) | possibly 4 (crosswalk may not be wide enough and DWS may need replacement) | 328 E Great Creek Rd, Galloway Twp, NJ |
| Places of Worship - Lutheran | 15 | 243 | St. James Lutheran Church | Mays Landing- Blue Anchor Rd (CR 561 Spur) | 0 | 1339 Mays Landing Rd, Hammonton, NJ |
| Places of Worship - Lutheran | 15 | 244 | Zion Lutheran Church - E.H.C. | Philadelphia Ave (CR 563) | Probably 0, E.H.C. uses an unusual technique with stamped bricks to create detectable warnings on curb ramps in their central business district (including the church), may not be legal. | 300 Philadelphia Ave, Egg Harbor City, NJ |
| Places of Worship - Methodist | 15 | 245 | Absecon United Methodist Church | Pitney Rd (CR 634) | Unknown (Possibly 4?) | 45 W Church St, Absecon, NJ |
| Places of Worship - Methodist | 15 | 246 | Asbury United Methodist Church | Zion Rd (CR 615) | 0 | 290 Asbury Rd, Egg Harbor Twp, NJ |
| Places of Worship - Methodist | 15 | 247 | Batsto-Pleasant Mills United Methodist Church - Mullica | Nesco Rd (CR 542) and Pleasant Mills Rd (CR 623) | 0 | 4168 Pleasant Mills Rd, Mullica Twp, NJ |
| Places of Worship - Methodist | 15 | 248 | Central United Methodist Church - Linwood | Central Ave (CR 661) | Possibly 0 | 8 Marvin Ave, Linwood, NJ |
| Places of Worship - Methodist | 15 | 249 | Elwood Gaskill United Methodist Church - Mullica | Elwood-Pleasant Mills Rd (CR 623) | 2 | 425 Elwood Rd, Mullica Twp, NJ |
| Places of Worship - Methodist | 15 | 250 | Emmaus United Methodist Church - Galloway | Moss Mill Rd (CR 561 alt) | possibly 1 (Recently redone between 2013-2015, but southeast corner has no landing at top, possibly due to being right up against a cemetery plot) | 706 E Moss Mill Rd, Galloway Twp, NJ |

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| Places of Worship - Methodist | 15 | 251 | First United Methodist Church - Hammonton | Third St/Wilsey's Mill Rd (CR 724) | 0 | 398 Bellevue Ave, Hammonton, NJ |
| Places of Worship - Methodist | 15 | 252 | First United Methodist Church of Mays Landing | Main St (CR 559) - Mays Landing | 2 to 4 (overlaps with Clerk's Office and Presbyterian Church) | 6011 Main St, Hamilton Twp, NJ |
| Places of Worship - Methodist | 15 | 253 | Friendship Church - Buena | Weymouth-Malaga Rd (CR 690) | 0 | 446 E Weymouth Rd, Buena, NJ |
| Places of Worship - Methodist | 15 | 254 | Good Shepherd United Methodist - Northfield | Zion Rd (CR 615) | 3 | 202 Northfield Ave, Northfield, NJ |
| Places of Worship - Methodist | 15 | 255 | Margate Trinity Methodist Church | Ventnor Ave (CR 629) | 8 to 16 (overlaps entirely with Shore Physicians Group) | 10 S Jefferson Ave, Margate City, NJ |
| Places of Worship - Methodist | 15 | 256 | Minotola United Methodist Church | Summer Ave (CR 682) and Central Ave (CR 627) | 8 | 105 E Pacific Ave, Buena, NJ |
| Places of Worship - Methodist | 15 | 257 | Mt Pleasant United Methodist - Pleasantville | Main St (CR 585) | possibly 8 (slopes seem non compliant, and DWT almost looks like stick-ons) | 802 N Main St, Pleasantville, NJ |
| Places of Worship - Methodist | 15 | 258 | Pinelands UMC - Mullica | Columbia Rd (CR 658) and Nesco Rd (CR 542) | 0 | 3551 Nesco Rd, Mullica Twp, NJ |
| Places of Worship - Methodist | 15 | 259 | Salem United Methodist Church - Pleasantville | Main St (CR 585) | at least 2 DWTs need replacing, one corner needs reworking (Overlap with American Legion Hall) | 809 S Main St, Pleasantville, NJ |
| Places of Worship - Methodist | 15 | 260 | St Pauls United Methodist Church - Port Republic | Main St (CR 575) | Unknown (probably 0) | 144 Main St, Port Republic, NJ |
| Places of Worship - Methodist | 15 | 261 | Ventnor United Methodist Church | Ventnor Ave (CR 629) | 6 to 10 | 7117 Ventnor Ave, Ventnor City, NJ |
| Places of Worship - Methodist | 15 | 262 | Zion United Methodist Church - Egg Harbor Township | Zion Rd (CR 615) | 0 | 655 Zion Rd, Egg Harbor Twp, NJ |
| Places of Worship - Mormon | 15 | 263 | LDS Church - Egg Harbor Township | Zion Rd (CR 615) | 0 | 624 Zion Rd, Egg Harbor Twp, NJ |
| Places of Worship - Orthodox | 15 | 264 | Holy Trinity Greek Orthodox Church - E.H.T. | Mill Rd (CR 662) | 3 | 7004 Ridge Ave, Egg Harbor Twp, NJ |
| Places of Worship - Pentecostal | 15 | 265 | Eternal Refuge Pentecostal Church - Absecon | California Ave (CR 663) | 0 | 520 W California Ave, Absecon, NJ |
| Places of Worship - Pentecostal | 15 | 266 | Pentecostal Church World Wide - Buena | Central Ave (CR 627) | 8 (Overlaps with Minatola Post Office) | 106 W Atlantic Ave, Buena, NJ |
| Places of Worship - Pentecostal | 15 | 267 | Solid Rock United Pentecostal Church | Ocean Heights Ave (CR 559 alt) - Egg Harbor Township | 0 (overlaps with Community Kids Care Preschool) | 1140 Ocean Heights Ave, Egg Harbor Twp, NJ |
| Places of Worship - Pentecostal | 15 | 268 | Spanish Pentecostal Church - Hammonton | Egg Harbor Rd (CR 561) | 2, plus 2 where detectable warnings are white (Overlap with American Legion hall) | 100 French St, Hammonton, NJ |
| Places of Worship - Presbyterian | 15 | 269 | Hammonton Presbyterian Church | Third St/Wilsey's Mill Rd (CR 724) | 0 | 326 Bellevue Ave, Hammonton, NJ |
| Places of Worship - Presbyterian | 15 | 270 | Community Presbyterian Church - Brigantine | Brigantine Blvd (CR 638) | 16 to 20 | 209 16th St S, Brigantine, NJ |
| Places of Worship - Presbyterian | 15 | 271 | Faith Presbyterian Church - Northfield | Mill Rd (CR 662) | 10 (same as Northfield Library) | 232 W Mill Rd, Northfield, NJ |
| Places of Worship - Presbyterian | 15 | 272 | Mays Landing Presbyterian Church | Main St (CR 559) - Mays Landing | 2 to 4 (overlaps with Clerk's Office and Methodist Church) | 6001 Main St, Hamilton Twp, NJ |
| Places of Worship - Presbyterian | 15 | 273 | Ocean Heights Presbyterian Church | Ocean Heights Ave (CR 559 alt) - Egg Harbor Township | 0 (everything looks compliant) | 2116 Ocean Heights Ave, Egg Harbor Twp, NJ |
| Places of Worship - Presbyterian | 15 | 274 | Yang Ji Koren Presbyterian Church - Galloway | Pitney Rd (CR 634) | 4 | 437 S Pitney Rd, Galloway, NJ |
| Places of Worship - Unitarian | 15 | 275 | Unitarian Universalist Congregation | Pomona Rd (CR 575) | 0 | 75 S Pomona Rd, Galloway Twp, NJ |
| Places of Worship - Other Christian | 15 | 276 | St John's By the Sea Reformed - Ventnor | Ventnor Ave (CR 629) | 6 to 12 | 1 S Sacramento Ave, Ventnor City, NJ |
| Places of Worship - Other Christian | 15 | 277 | Way of Life Assembly of God - Ventnor | Ventnor Ave (CR 629) | 12 to 16 | 2 S Oakland Ave, Ventnor City, NJ |

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| Places of Worship - Other Christian | 15 | 278 | Mission Point Church - Somers Point | New York Ave (CR 665) | 3 to 6 | 702 9th St, Somers Point, NJ |
| Places of Worship - Other Christian | 15 | 279 | Fresh Start Church | Ocean Heights Ave (CR 559 alt) - Egg Harbor Township | 0 | 1049 Ocean Heights Ave, Egg Harbor Twp, NJ |
| Places of Worship - Other Christian | 15 | 280 | Praise Tabernacle | Ocean Heights Ave (CR 559 alt) - Egg Harbor Township | 2 (may need sidewalk extension too) | 2235 Ocean Heights Ave, Egg Harbor Twp, NJ |
| Places of Worship - Other Christian | 15 | 281 | Church of the Nazarene - Northfield | Zion Rd (CR 615) | 0 | 2151 Zion Rd, Northfield, NJ |
| Places of Worship - Other Christian | 15 | 282 | Honey Brook Bible Fellowship - E.H.T. | Zion Rd (CR 615) | 0 | 554 Zion Rd, Egg Harbor Twp, NJ |
| Places of Worship - Other Christian | 15 | 283 | Lighthouse Community Church - Pleasantville | Tilton Rd (CR 687) | at least 2, probably more | 1311 S Main St, Pleasantville, NJ |
| Places of Worship - Other Christian | 15 | 284 | Tabernacle Church-Of Christ- Pleasantville | Tilton Rd (CR 687) | 2 to 4 | 1416 McKinley Ave, Pleasantville, NJ |
| Places of Worship - Other Christian | 15 | 285 | In His Image Ministries- Pleasantville | Franklin Ave (CR 608) | 0 (although placement of signal poles seems close) | 49 E Black Horse Pike, Pleasantville, NJ |
| Places of Worship - Other Christian | 15 | 286 | Refuge Church of Christ | Washington Ave (CR 608) | 6 to 10 | 514 W Washington Ave, Pleasantville, NJ |
| Places of Worship - Other Christian | 15 | 287 | LifePoint Church | Washington Ave (CR 608) | 4 | 923 W Washington Ave, Pleasantville, NJ |
| Places of Worship - Other Christian | 15 | 288 | Scullville Bible Church - E.H.T. | Somers Point-Mays Landing Rd (CR 559) | 0 | 1545 Somers Point Rd, Egg Harbor Twp, NJ |
| Places of Worship - Other Christian | 15 | 289 | Iglesia Buenas Nuevas E.H.T | English Creek Ave (CR 603) - Egg Harbor Township | 0 (can be extended to nearby sidewalk) | 3029 English Creek Ave, Egg Harbor Twp, NJ |
| Places of Worship - Other Christian | 15 | 290 | Redeeming Love Christian E.H.C. | Pomona Rd (CR 575) | 0 | 506 S Pomona Rd, Galloway Twp, NJ |
| Places of Worship - Other Christian | 15 | 291 | Milmay Bible Church - Buena Vista | Broad St (CR 552) and Tuckahoe Rd (CR 557) | 0 | 222 Broad St, Milmay, NJ |
| Places of Worship - Other Christian | 15 | 292 | Emmanuel Church - Buena Vista | Oak Rd (CR 681) | 0 | 3448 Oak Rd, Buena Vista Twp, NJ |
| Places of Worship - Other Christian | 15 | 293 | Weekstown Community Church - E.H.C. | Weekstown-Pleasant Mills Rd | 0 | 5663 Pleasant Mills Rd, Mullica Twp, NJ |
| Places of Worship - Other Christian | 15 | 294 | New Life Wesleyan Church - E.H.C. | Duerer St (CR 561) and Philadelphia Ave (CR 563) | 2 | 800 Philadelphia Ave, Egg Harbor City, NJ |
| Places of Worship - Other Christian | 15 | 295 | Leeds Community Church - Galloway | Moss Mill Rd (CR 561 alt) | 0 | 850 E Moss Mill Rd, Galloway Twp, NJ |
| Places of Worship - Other Christian | 15 | 296 | Jesus In the Midst Ministries - Hammonton | Egg Harbor Rd (CR 602) | 6 (Built with detectable warnings, but in poor repair)(overlap with VFW post) | 340 S Egg Harbor Rd, Hammonton, NJ |
| Places of Worship - Other Christian | 15 | 297 | Calvary Chapel of Hammonton | Egg Harbor Rd (CR 602) | 0, but sidewalks could use connections/extensions, if connected to 9th St intersection, 2 required | 660 S Egg Harbor Rd, Hammonton, NJ |
| Places of Worship - Other Christian | 15 | 298 | Victory Bible Church - Hammonton | Egg Harbor Rd (CR 602) | 0, but sidewalks could use connections/extensions, if connected to 9th St intersection, 2 required | 816 S Egg Harbor Rd, Hammonton, NJ |
| Places of Worship - Other Christian | 15 | 299 | Liberty Church of Christ - Hammonton | Broadway (CR 680) | 2 | 410 S Liberty St, Hammonton, NJ |
| Places of Worship - Other Christian | 15 | 300 | Church of the Living God - E.H.C. | Philadelphia Ave (CR 563) | 2 (could use a sidewalk extension) | 1020 Philadelphia Ave, Egg Harbor City, NJ |
| Places of Worship - Other Christian | 15 | 301 | CRES Ministries - Galloway | Aloe St (CR 686) | 0 | 1409 W Broad St, Galloway Twp, NJ |
| Places of Worship - Other Christian | 15 | 302 | Redeeming Love Christian Worship Center - Galloway | Aloe St (CR 686) and Pomona Rd (CR 575) | 0 | 506 S Pomona Rd, Galloway Twp, NJ |
| Places of Worship - Other Christian | 15 | 303 | Heavenward Christian Fellowship - Galloway | Cologne-Port Republic Rd (CR 647) | 0 | 249 N Genoa Ave, Galloway Twp, NJ |
| Places of Worship - Other Christian | 15 | 304 | Beacon Evangelical Free Church - Galloway | Sixth Avenue (CR 654) | 0 | 420 S 6th Ave, Galloway Twp, NJ |

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| Places of Worship - Other Christian | 15 | 305 | New Life Church - E.H.T. | Tilton Rd (CR 563) | 2 | 2577 Tilton Rd, Egg Harbor Twp, NJ |
| Places of Worship - Other Christian | 15 | 306 | Church of Christ - Northfield | Shore Rd (CR 585) | 10 to 14 (Overlaps with Beth Israel Nursery) | 2501 Shore Rd, Northfield, NJ |
| Places of Worship - Other Christian | 15 | 307 | Linwood Community Church | Shore Rd (CR 585) | 6 to 8 | 1838 Shore Rd, Linwood, NJ |
| Places of Worship - Other Christian | 15 | 308 | Morning Star Church - E.H.T. | Fire Road (CR 615) | 0 (everything looks compliant) | 2816 Fire Rd, Egg Harbor Twp, NJ |
| Places of Worship - Other Christian | 15 | 309 | Milmay Christian Church - Buena Vista | Tuckahoe Rd (CR 557) | 0 | 22270 Tuckahoe Rd, Buena Vista, NJ |
| Places of Worship - Other Christian | 15 | 310 | Ventnor Community Church | Ventnor Ave (CR 629) | 12 to 16 | 2 S Victoria Ave, Ventnor City, NJ |
| Places of Worship - Other Christian | 15 | 311 | Estell Manor Community Church | Cumberland Ave (CR 637) | 0 | 146 Cumberland Ave, Estell Manor, NJ |
| Other | 19 | 312 | VFW Post 3361 | Dorset Ave (CR 629) | 8 to 16 | 5800 Fulton Ave, Ventnor City, NJ |
| Other | 19 | 313 | Margate City Log Cabin | Jerome Ave (CR 563) | 4 to 8 | 8401 Wellington Ave, Margate City, NJ |
| Other | 19 | 314 | Milton & Betty Katz Jewish Community Center, Fitness Facility and Childcare | Jerome Ave (CR 563) | 8 to 16, overlaps with Beth-El Synagogue | 500 N Jerome Ave, Margate City, NJ |
| Other | 19 | 315 | Veterans of Foreign Wars - E.H.T. | Spruce Avenue (CR 684) | 0 | 128 Franklin Ave, Egg Harbor Twp, NJ |
| Other | 19 | 316 | Atlantic City Race Course | Leipzig Ave (CR 670) | 0 (No sidewalks, probably none needed for foreseeable future) | 4501 Black Horse Pike, Mays Landing, NJ |
| Other | 18 | 317 | Hamilton Mall | Leipzig Ave (CR 670) | Unknown | 4403 Black Horse Pike, Mays Landing, NJ |
| Other | 19 | 318 | American Legion - Hammonton | Egg Harbor Rd (CR 561) | 2 (Overlap with Spanish Petecostal Church) | 101 French St, Hammonton, NJ |
| Other | 19 | 319 | VFW Post 1026 | Egg Harbor Rd (CR 602) | 6 (Built with detectable warnings, but in poor repair)(overlap with Jesus in the Midst ministries) | 395 S Egg Harbor Rd, Hammonton, NJ |
| Other | 19 | 320 | Sons of Italy Lodge 1658 - Hammonton | Third St/Wilsey's Mill Rd (CR 724) | 4 to 8 | 427 N 3rd St, Hammonton, NJ |
| Other | 19 | 321 | Hammonton Swim Club | Broadway (CR 680) | 0 | 128 Berwyn Ave, Hammonton, NJ |
| Other | 17 | 322 | Teamsters Local 331 | Philadelphia Ave (CR 563) | 0 | 1 Philadelphia Ave, Egg Harbor City, NJ |
| Other | 19 | 323 | The Carriage House - Galloway | Pitney Rd (CR 634) | 0 | 25 S Pitney Rd, Galloway Twp, NJ |
| Other | 19 | 324 | Lion's Blind Center - Absecon | Pitney Rd (CR 634) | Unknown | 100 Crestview Ave, Absecon, NJ |
| Other | 19 | 325 | AC Moose Lodge 216 | West End Ave (CR 629) | 6 | 3900 West End Ave, Atlantic City, NJ |
| Other | 17 | 326 | Iron Workers Union | West End Ave (CR 629) | 6 | 3924 West End Ave, Atlantic City, NJ |
| Other | 19 | 327 | Absecon Rail Station | Ohio Ave (CR 630) | 4 to 8 | 105 Ohio Ave, Absecon, NJ |
| Other | 19 | 328 | American Legion Post 81 - Pleasantville | Main St (CR 585) | at least 2 DWTs need replacing, one corner needs reworking (Overlap with American Legion Hall) | 902 S Main St, Pleasantville, NJ |
| Other | 19 | 329 | Risley Homestead Museum | Shore Rd (CR 585) | 0 | 8 Virginia Ave, Northfield, NJ |
| Other | 19 | 330 | American Legion - Buena | Central Ave (CR 627) | 12 (8 overlaps with Minatola Post Office) | 703 S Central Ave, Buena, NJ |
| Other | 19 | 331 | The Arc of Atlantic County - E.H.T. | Delilah Rd (CR 646) | 4 (Same building as AtlantiCare and Holy Redeemer Hospice) | 6550 Delilah Rd, Egg Harbor Twp, NJ |
| Other | 19 | 332 | Estelle Manor Group Home | Cumberland Ave (CR 637) | 0 | 105 Cumberland Ave, Estell Manor, NJ |
| Other | 19 | 333 | Caring Inc - Pleasantville | Delilah Rd (CR 646) | 0 (everything looks compliant) | 407 W Delilah Rd, Pleasantville, NJ |
| Other | 19 | 334 | ATLANTIC ADULT DAY HEALTH CARE | Tilton Rd (CR 563) | 0 (everything looks compliant) | 410 Cresson Ave, Northfield, NJ |
| Hospices | 19 | 335 | Journey Hospice, LLC | Washington Ave (CR 608) - Egg Harbor Township | 5 | 6712 Washington Ave, Egg Harbor Twp, NJ |
| Hospices | 19 | 336 | Holy Redeemer Hospice-Nj Shore | Delilah Rd (CR 646) | 4 | 6550 Delilah Rd, Egg Harbor Twp, NJ |

Appendix E - 4-Year Look Ahead Schedule of County ADA Improvements

The following lists curb ramps apparently not in compliance with most recent ADA standards, but may fall under safe harbor provisions established for ramps compliant to prior ADA standards

| <u>Expected Date of Completion</u> | <u>DESIGN PRIORITY RANKING</u> | <u>TYPE</u> | <u>PROJECT NAMES</u> | <u>Approx. Limits AND/OR Location(s)</u> | <u># of Curb Ramps being Added/Modified</u> |
|------------------------------------|--------------------------------|-------------|------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2017 Fall | 1 | HWY | Brigantine Blvd., Sec. 1B, Repaving (CR638) | Harbor Beach Blvd to Brig. Circle | 13 |
| 2017 Fall | 1 | HWY | Washington Avenue | Rte 9 to Fire Road | 50 (with another 6 possible) |
| 2018 | 2 | HWY | CR561Spur aka Rte 73 (Blue Anchor Rd) - Section 1 | Rte 322 to Rte 54 (Twelfth) | 0 |
| 2018 | 2 | HWY | Delilah Road (CR 646) | English Creek Road to Sharkey Place | 21 (near hospital) |
| 2019 | 3 | HWY | Third Street (CR 724) | Old Forks Road to Wood Street | 4 |
| 2019 | 3 | HWY | Westcoat Road (CR685) | Mill road(CR651) to Delilah Road (CR646) | 2 (with another 4 possible) |
| 2020 | 4 | HWY | CR 563 (Tilton Road), | Uibel Avenue to Delilah Road | 21 |
| 2021 | 5 | HWY | CR 559 Alternate (Ocean Heights Avenue) | Harbor Ave to Salma Terrace | 2 |
| Design 2017 & Const. 2018 | 1 | | CMAQ - Ventnor Avenue (CR 629) | Longport, Margate, Ventnor (28 Signals) | 110-196 |
| 2017 | Out to Bid | BRG | Weymouth Furnace Bridge (HML-22) | Weymouth Road (CR559) over Great Egg Harbor River in Hml Twp | 0 |
| 2017 Fall | 1 | HWY | Mill Road Section 1C&1D (CR662) | Fernwood Avenue to 970'W of Spruce Ave (CR684) | 28 (with another 6 possible) |
| 2018 Spring | 1 | HWY | Jimmie Leeds Widening Section 3 | Galloway Township - East of Vera King Blvd. to West of G.S.P. | 15 (with another 6 possible) (near hospital) |
| 2018 Fall | 2 | HWY | Jimmie Leeds Widening Section 2A | East of Sixth Avenue(CR654) to West of Pitney Rd(CR634) in Galloway Twp. | 18 (with another 14 possible) |
| 2018 Spring | 2 | HWY | Mill Road- Section 2A&2B (CR662) | Philmar to Maple Run Bridge | 25 to 33 |
| 2018 | 2 | HWY | Resurfacing of Fire Road (CR651) - Sect. 6C & Mill Road - Sect. p/o 7A | Delilah (MP 9.97) to 1000 feet North of California (CR663) - MP 10.95 | 4 (with 5 possible) |
| ? | TBD | HWY | * Mill Road Section p/o 7A & p/o 7B(CR651) | 1000 No. of California Avenue/CR663 (MP 10.95) to 750' E. of Stewart Lane (M.P. 11.69) | 0 |
| 2018 | 2 | HWY | Cologne Road - Sec. 4 | WHP (SR30) to Moss Mill (????) - Sec.4 | 0 |
| 2018 Summer | 2 (NEW) | HWY | County Aid - Highway Improvement (Batch) Program | (1)Somerspoint - Mays Landing Road (CR559) - <O.Hts. To Atl.>; (2)Leipzig - Racetrack Road (CR670) - <Drosera to Tilton>; (3)Oak Avenue Sec. 1A & 1B (CR681) - <Co. Line to e. of Union> | (1)-0, (2)-7, (3)-0 |
| 2018 Summer | 2 | HWY | Central Avenue (CR627) -Sec. 1 | Oak Road (CR681) - MP 0.0 to Wheat (CR 619) - MP 1.00; Buena Vista, & Buena Borough. | 0 |
| See above OR 2019 Summer | 2 or 3 | HWY | Central Avenue (CR627)-Sec. 2A | Wheat Road (CR 619) - MP 1.00 to 1000' north of Railroad at grade Crossing (MP 1.85+); Buena Borough. | 26 (with 16 in front of school or church) (another 17 possible) |
| 2021 | T.B.D. | HWY | Central Avenue (CR627)-Sec. 2B | 1,000' No. of Railroad Crossing - MP 1.85 to Route 40 - MP 2.46; Buena Borough. | 0 (although intersection of Central and Rt 40 is signalized with pedestrian push buttons and crosswalks, but lacking sidewalks, if added, 10 curb ramps probably needed) |

| | | | | | |
|----------------------|-------------|-----|------------------------------------------------------------------------|----------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2019 | 3 | HWY | Columbia (CR693) | Middle Rd. (CR613) - MP0.59 to Pleasant Mills (CR542) - MP3.42 | 0 |
| 2019 | 3 | HWY | Sixth Avenue (CR 654) Sec p/o1B, & Sect 1C | North of Upland to So. To Jimmie Leeds Road | 4 |
| 2019 | 3 | HWY | Pomona Road (CR575) Improvement - Section 5, Phase I | M.P. 12.81 (Terry Lane to 14.50 (near Private Road/Mulchworld) | 4 possible, 8 possible at intersection of Pomona and Jimmie Leeds |
| 2020 | 4 | HWY | Pomona Road (CR575) Improvement - Section 5, Phase II | M.P. 14.50 (near Private Road/Mulchworld) to 16.01 (Moss Mill Road/CR561A) | 0 |
| 2020 | 4 | HWY | English Creek Avenue (CR603) - Sect. 1A & 1B | Rte 322/40 To Delilah Road | 20, with cutthrough, (possibly 2 more) |
| (2017 Design&) 2018 | 1 | SGN | Ocean Hts. And Blackman | E.H.T. | 0 |
| 2018 | 2 | SGN | Brigantine Avenue Signalized Intersection(s') Upgrade (CR638) | at 14th Street; | 4 (with 4 possible) |
| 2019 | 3 | SGN | SHORE ROAD & MARYLAND AVE. SIGNAL EQUIPMENT UPGRADES | SOMERSPOINT | 8 |
| 2019 | 3 | SGN | Fire and Hignston | E.H.T. | 0 |
| 2019 | 3 | SGN | LANDIS AVE., CEDAR AVE & TUCKAHOE ROAD SIGNAL EQUIP UPGRADES | B.V.T. | 0 |
| 2019 | 3 | SGN | MOSS MILL ROAD & PHILADELPHIA AVE. SIGNAL Intx. Reconfiguration/const. | E.H.C. | 0 |
| 2020 | 4 | SGN | SOMERS POINT/ M.L. & ATLANTIC AVE. SIGNAL EQUIPMENT UPGRADES | H.T. | 0 |
| 2020 | 4 | SGN | ZION ROAD & BARGAINTOWN ROAD SIGNAL EQUIPMENT UPGRADES | E.H.T. | 0 (Although sidewalks exist near intersection, they do not exist at intersection, and acquiring ROW for them would probably be too difficult due to existing structures and terrain constraints. |
| 2017 Fall | 1 | BRG | Replacement of Cotton Mill Bridge (HML-54) | Mill St.(CR559) in Hamilton Twp. over Great Egg Harbor River | 6 on south side of bridge, possible 4 on north side |
| 2018 or 2019 | 2 or 3 | BRG | Replacement of Nacote Creek Bridge (PR-07) | Old New York Rd (CR 610) in Port Republic over | 0 |
| 2018 | 2 | BRG | Replacement of Lakes Creek Bridge (EH-29) | EHT - SP-ML Rd - CR 559 over Lakes Creek | 0 |
| 2019 | 3 | BRG | Replacement of Bungalow Park Bridge (EHC-08) | E.H.C. Philadelphia Ave (CR 563) over Egg Harbor City Lake | 0 |
| 2019 | 3 (Package) | BRG | CUMBERLAND AVE. BRIDGE GUIDE RAIL (W-13) | Estell Manor - Cumberland Ave (CR 637) | 0 |
| 2019 | | BRG | POST ROAD BRIDGE GUIDE RAIL (BV-34) | Buena Vista Twp. - Post Rd. | 0 |
| 2019 | | BRG | SPRUCE AVE. GUIDE RAIL (EH-05) | EHT - Spruce Ave (CR 684) | 0 |
| 2020 | 4 | BRG | Replacement of Bridge (HML-131) | H.T. - Cologne ave (CR 614) btwn BHP and ACE | 0 |
| 2020 | 4 | BRG | Replacement of Birches Mill Bridge (HML-45) | H.T. - Bears Head Rd. (dangerous S-curve) | 0 |
| 2017 Fall | 1 | HWY | Mill Pave 2017 | VARIOUS LOCATIONS*(see notes) | ? |
| 2017 Fall | 1 | SGN | Washington Ave & Main Street | PLEASANTVILLE | 5 (2 parallel and 3 transition zones) |
| 2017 Fall | 1 | | 2-way stop beacon and 2 way warning beacon | TUCKAHOE ROAD & 11TH | 0 |
| (Design 2018 &) 2019 | 2 | | Tilton Rd(CR563), Aloe St. (CR 686), & Racetrack Road | Galloway, Twp. | 0 |
| 2017 Fall | 1 | BRG | Myrtle Street Bridge (H-14) - Guiderail Upgrades | Hammonton - Myrtle Street over Hammonton Creek | 0 |

| | | | | | |
|-------------------------|--------|-----|-------------------------------------------------------------------------------------------------------|-----------------------------------------------------|---------------------------------------|
| 2017 Summer | 1 | BRG | Mill Road Bridge (A-4) - Retaining wall and guide rail | Mill Road (CR651) Absecon fronting the dam. | 0 |
| 2018 | 2 | BRG | Pleasant Mills Dam - Inspection & upgrades | Mullica Twp. | 0 |
| 2017 Fall | 2 | BRG | Old Egg Harbor Road Bridge (HML-35) | Hml Twp - Old Egg Harbor Rd | 1-8 possible |
| 2018 | 2 | BRG | Eight Street over Penny Pot Stream Bridge (BV-2) | Folsom - Eighth Street | 0 |
| 2019 | 3 | DAM | Lake Lenape Spillway | Hml Twp - Lake Lenape Dam | see replacement of Cotton Mill Bridge |
| ? | T.B.D. | HWY | Fire Road Widening Combine 3 remaining phases info two (MAY BE TWO SEPARATE PROJECTS) | Previous Phasing Map | ? |
| ? | TBD | | Philadelphia Avenue Phase I? | TBD | ? |
| ? | TBD | | Philadelphia Avenue Phase II? | TBD | ? |
| 2019 | 2 | SGN | Main Street & West Jersey Signal upgrades to accommodate Railroad Company's Proposed crossing signal. | PLEASANTVILLE | 4 possible |
| 2020 | 3 | SGN | Flasher Upgrades | Firehouses, Schools, etc. | ? |
| 2020 | 3 | SGN | Installation of permanent Traffic Signal at Zion and Old Zion Avenues Interseciton | | ? |
| 2019 | 2 | CUL | Third Street (CR 724) and Old forks Rd. Drainage (4-2017 MAYBE INCORPORATE INTO FUTURE ROAD PROJECT) | Hammonton | ? |
| 2020 | 3 | CUL | In-House Drainage 6th Ave (CR654) (4-2017 MAYBE INCORPORATE INTO FUTURE ROAD PROJECT) | Galloway Township | ? |
| 2017 or 2018 | 1 | BRG | Dorset Ave. Bridge (V-1) FEMA & COUNTY FUNDED Hazard Mitigation Measures | Ventnor - Dorset Ave (CR 629) over Inside Thorofare | 6 to 8 |
| 2019 or 2020 | 1 | BRG | Dorset Ave. Bridge (V-1) Mechanical/Electrical Rehab. | Ventnor - Dorset Ave (CR 629) over Inside Thorofare | see above |
| (Design 2017 &) 2018 | 1 | | BV-111 | Plymouth Road (Loal) | ? |
| (Design 2017 &) 2018 | 2 | | BV-02 | | 0 |
| ? | T.B.D. | BRG | Guiderail and subsequent Repaving of 14th Street (H-35) | Folsom - Fourteenth Street | 0 |
| ? | T.B.D. | BRG | Need to rebuild Driveway from English Creek Bridge Replacement Project | | ? |
| ? | T.B.D. | BRG | Replacement - Jobs Point Bridge (EH-32) | EHT/SP | 0 |

ATLANTIC COUNTY GOVERNMENT

Appendix F - ADA GRIEVANCE FORM FOR PUBLIC RIGHTS-OF-WAY

Name of Grievant: _____

Person Preparing Complaint (if different from Grievant): _____

Relationship of Preparer to Grievant (if applicable): _____

Address of Grievant: _____

Telephone Number of Grievant: _____ Email: _____

Nature of Grievance:

Please describe the nature of the specific complaint or grievance, including any incident, barrier, or perceived denial of benefit of any service, program, or activity.

Please include the **date** and as much detail as possible on the **location** of the alleged violation. Use additional pages or attachments to substantiate your description.

Proposed Resolution or Accommodation:

Please describe what you believe should be done to resolve the grievance.

Signature of Grievant/Preparer

Date

Please return this form in hard copy or e-mail it to:

**Kathleen Quish, ADA Coordinator
Atlantic County, Department of Human Services
101 S. Shore Road, Northfield, NJ 08225
P: 609-645-7700 x4519
quish_kathleen@aclink.org**

Last Updated: June 2017

AGREEMENT BETWEEN
THE NEW JERSEY TRANSIT CORPORATION
AND
MUNICIPAL SPONSOR
FOR THE INSTALLATION AND MAINTENANCE OF BUS SHELTERS

This agreement made as of _____ by the NEW JERSEY TRANSIT CORPORATION (hereinafter "NJ TRANSIT") and the name of municipality (hereinafter "Sponsor") in the County of _____, State of New Jersey.

WITNESSETH:

WHEREAS, NJ TRANSIT desires to establish and provide for the operation and improvement of a coherent public transportation system in the most efficient and effective manner; and

WHEREAS, NJ TRANSIT desires to promote increased ridership on buses and other means of public transportation; and

WHEREAS, NJ TRANSIT desires to encourage the participation of municipal and county governments and other concerned citizens in the development of a bus shelter program; and

WHEREAS, the Sponsor desires bus shelters to be installed in order to provide a safe and convenient waiting area for the commuting public; and

WHEREAS, the Sponsor has made application by its resolution dated _____, which resolution is hereby made a part of this Agreement, to NJ

TRANSIT for the installation of _____ bus shelter(s) at certain locations within the name of municipality, and

NOW, THEREFORE, in consideration of the mutual covenants and conditions herein contained, the parties hereto covenant and agree with each other as follows:

1. NJ TRANSIT shall procure and install, at its sole expense, bus shelters at certain locations within the name of municipality, which locations are set forth in Exhibit A which is attached to and made part of this agreement.
2. The Sponsor, at the Sponsor's sole cost and expense, shall secure any and all rights-of-way necessary for the proposed bus shelter installation(s).
3. Other than as set forth in paragraph 4 hereof, the Sponsor shall do any and all preliminary work relating to installation of the bus shelters, including any utility relocations, necessary to prepare the bus shelter site(s) at the locations set forth in Exhibit A. NJ TRANSIT will ensure that the shelter itself will conform with all requirements of the Americans with Disabilities Act of 1990, 42 U.S.C. 12101 et. seq., as implemented in the Department of Justice regulations 28 CFR Part 35. The Sponsor shall bear all obligations and costs to comply with the act when necessary to provide access to the shelter involving sidewalks, curb cuts, ramps, or slopes.
4. If NJ Transit, in its sole discretion, determines that the installation of a six (6) inch deep concrete pad foundation is necessary for the bus shelter installation(s), then NJ Transit shall perform or cause to be performed the excavation or fill work related to the installation of said concrete pad.

5. The Sponsor shall obtain any and all necessary consents from adjoining property owners for installation of the bus shelter(s) at the proposed location(s).
6. The Sponsor, in accordance with N.J.S.A. 39:4-197 et. seq., shall adopt any and all resolutions and/or ordinances necessary to give legal effect to all regulatory signs and devices installed or erected in connection with the bus shelter installations. The Sponsor shall comply with N.J.S.A. 39:4-8 when adopting any ordinance or resolution pertaining to the subject bus shelters if such resolutions or ordinances pertain to regulating or governing of traffic or traffic conditions.
7. The Sponsor shall procure and, when necessary, pay for any and all necessary permits required to carry out the project.
8. The Sponsor hereby grants NJ TRANSIT and the New Jersey Department of Transportation (NJDOT), their agents, officials, employees and servant's permission to enter its right-of-way at the location(s) set forth in Exhibit A for the purpose of installing or removing bus shelters at said locations.
9. Upon the completion of the installation of the bus shelter(s), the Sponsor shall assume ownership and possession of the bus shelter(s) and retain ownership of said shelter(s) subject to the terms, conditions, reservations, and covenants set forth in this Agreement.
10. The Sponsor agrees to bear all risks of damage, loss, theft or destruction, partial or complete, of the bus shelter(s). Any and all replacements, repairs or substitutions of parts on the shelter(s) shall be at the cost and expense of the

Sponsor, and the Sponsor shall at all times at its own expense keep the bus shelter(s) in good condition and repair. The Sponsor shall provide, at its own expense, security and maintenance (including removal of graffiti and snow removal) necessary to keep the shelter(s) functional, safe, and clean. If the Sponsor fails to maintain a bus shelter so that it is no longer safe, clean or functional as determined by NJ TRANSIT, NJ TRANSIT shall notify the Sponsor in writing of such determination and after thirty (30) days from the date of said notice, may by its agents enter upon the site(s) of said bus shelter, take possession of, and remove such shelter. The Sponsor, however, shall remain liable with respect to the bus shelter as hereinafter provided until its removal. This right retained by NJ TRANSIT to retake possession of the shelter should the Sponsor fail to abide by this Agreement shall not be construed, and is not intended to impose, a duty on the part of NJ TRANSIT to inspect and maintain the shelter. The duty to inspect and maintain rests entirely with the Sponsor.

11. At no time shall the Sponsor remove or relocate a bus shelter installed pursuant to this Agreement without prior written approval of NJ TRANSIT. All costs of removal and/or relocation, if approved, shall be borne by the Sponsor.
12. The Sponsor shall defend, indemnify, protect, and save harmless the State of New Jersey, NJ TRANSIT, and NJDOT, their agents, officials, employees, and servants, against all liability, expenses and just or unjust claims made against the Sponsor, the State of New Jersey, NJ TRANSIT, NJDOT, their agents, officials, employees, and servants on account of any alleged injuries, deaths,

property damage, losses of any kind whatsoever, damages, suits, liabilities, judgments, costs and expenses (including reasonable court costs and attorney's fees) arising out of any acts or omissions of the Sponsor, its officials, agents, servants and employees in the performance of any duties, services or obligations connected with or resulting from this agreement or arising from the possession, use, and maintenance of the bus shelters, including without limitation, the delivery, possession, use or removal thereof. NJ TRANSIT assumes no liability or responsibility for the acts or omissions, whether negligent or not, of the Sponsor, its officials, employees, agents or servants by virtue of entering into this Agreement.

13. The Sponsor agrees to carry, throughout the term of this Agreement, commercial general liability insurance which covers any and all claims arising from the possession, use or maintenance of each bus shelter which is the subject of this Agreement with a minimum limit of \$1,000,000.00 per occurrence. Such insurance shall name NJ TRANSIT and Sponsor insured and shall contain a provision that no act or omission of Sponsor will affect or limit the obligation of the insurance company to pay the amount of any loss sustained. Such policy shall be non-cancellable except upon thirty (30) days advance written notice to NJ TRANSIT. The foregoing insurance coverage is not intended to, nor does it, limit the liability of the Sponsor to hold harmless the State of New Jersey, NJ TRANSIT, and the NJDOT. If the Sponsor fails to maintain the types or amounts of insurance required under the terms of this Agreement, NJ Transit shall have the right to unilaterally cancel this agreement

and to enter upon the sites of the subject bus shelters, take possession of the shelters and remove the shelters, upon 24 hours notice to Sponsor.

14. The Sponsor shall not install or permit to be installed any graphics or private advertisement on the bus shelters without the prior written approval of NJ TRANSIT.
15. Each party executing and delivering this agreement has due and proper authority to execute and deliver same.

IN WITNESS WHEREOF, the parties hereto execute this Agreement to be effective as of the day and year first written above.

ATTEST:

Clerk

Name (Type or Print):

Title (Type or Print):

SPONSOR:

Director or Presiding Officer Date

Name (Type or Print):

Title (Type or Print):

ATTEST:

NJ TRANSIT CORPORATION

By: _____
Date

The aforementioned Agreement has been reviewed and is hereby approved as to form only.

JOHN HOFFMAN
ACTING ATTORNEY GENERAL OF NEW JERSEY

BY: _____
Deputy Attorney General Date

N:\signs-shelters\spe\agreements\Agree Municipal Sponsor
June 12, 2015

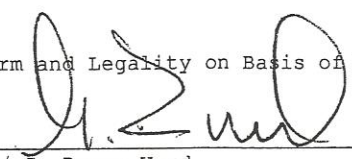
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|-----------------------------------------------|------------|
| APPENDIX H - Complete Streets Policies | |
| City of Atlantic City | 12/06/2011 |
| Borough of Buena | 10/14/2014 |
| City of Brigantine | 09/04/2013 |
| City of Northfield | 10/27/2015 |
| City of Egg Harbor | 12/13/2012 |
| Township of Hammonton | 11/18/2013 |
| City of Linwood | 02/16/2011 |
| City of Margate | 09/19/2013 |
| City of Pleasantville | 11/21/2011 |
| City of Somers Point | 09/13/2012 |

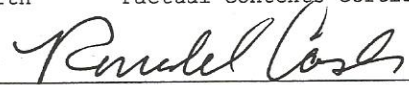
Resolution of the City of Atlantic City

No. 917

Approved as to Form and Legality on Basis of Facts Set Forth

Factual contents certified to by


City Solicitor /s/ G. Bruce Ward


Business Administrator /s/ Michael A. Scott

Revised 12/6/2011 Prepared by City Solicitor's

Office

Council Member Small & GILLIAM presents the following Resolution:

RESOLUTION ESTABLISHING AND ADOPTING A CITY OF ATLANTIC CITY COMPLETE STREETS POLICY

WHEREAS, the City of Atlantic City is committed to creating a pedestrian and bikeway system that makes walking and cycling a viable alternative to driving, and which improves bicyclist and pedestrian safety; and

WHEREAS, a Complete Street is defined as a means to provide safe access for all users by designing and operating a comprehensive, integrated, connected multi-modal network of transportation options; and

WHEREAS, the benefits of Complete Streets include improving safety for pedestrians, bicyclists, children, older citizens, non-drivers and the mobility challenged as well as those that cannot afford a car or choose to live car free; providing connections to bicycling and walking trip generators such as employment, education, residential, recreation, retail centers and public facilities; promoting healthy lifestyles; creating more livable communities; reducing traffic congestion and reliance on carbon fuels thereby reducing greenhouse gas emissions; and saving money by incorporating sidewalks, bike lanes, safe crossings and transit amenities into the initial design of a project, thus sparing the expense of retrofits later; and

WHEREAS, the City Council of the City of Atlantic City wishes to implement a Complete Streets policy though the planning, design, construction, maintenance and operation of new and retrofit transportation facilities, enabling safe access and mobility of pedestrians, bicyclists, transit users of all ages and abilities; and

NOW, THEREFORE, be it resolved that the City Council of the City of Atlantic City adopts the following Complete Streets Policy:

Purpose: To adopt a Complete Streets Policy that acknowledges and implements the concept that streets should be designed, built and retrofitted for all users: motor vehicles, pedestrians, bicyclists, transit users and people with disabilities. The City recognizes that this policy must be flexible and that all streets are different and user needs must be balanced and fit into the context of the community. Implementation of this policy will integrate the needs of all users into everyday transportation and land use decision making, and will take place through the following methods:

1. Bicycle and pedestrian ways shall be established in new construction and reconstruction projects unless one or more of the following conditions are met:

- Bicyclists and pedestrians are prohibited by law from using the roadway.
- The cost of accommodations is excessively disproportionate to cost of project, at more than twenty percent (20%) of total cost.

- Where sparse population, travel or other factors indicate an absence of need as defined by any street with a paved roadway width greater than 28 feet and less than 100 vehicles per day.
 - Detrimental environmental or social impacts outweigh the need for these accommodations
 - The safety or timing of a project is compromised by the inclusion of Complete Streets.
2. Paved shoulders should be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day consistent with NJDOT Complete Streets policy.
3. Sidewalks, shared use paths, street crossings, pedestrian signals, signs, street furniture, transit stops and facilities, and all connecting pathways shall be designed, constructed, operated and maintained so that all pedestrians, including people with disabilities, can travel safely and independently.
4. The design and development of the transportation infrastructure shall improve conditions for bicycling and walking through the following additional steps:
- Planning projects for the long-term. The design and construction of new facilities that meet the criteria in Item 1 above should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.
 - Addressing the need for bicyclists and pedestrians to cross corridors as well as travel along them. The design of intersections and interchanges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.
 - Getting exceptions approved at a senior level. Exceptions for the non-inclusion of bikeways and walkways shall be approved by a senior manager and be documented with supporting data that indicates the basis for the decision.
 - Designing facilities to the best currently available standards and guidelines. The design of facilities for bicyclists and pedestrians should follow design guidelines and standards that are commonly used, such as the AASHTO Guide for the Development of Bicycle Facilities, AASHTO's A Policy on Geometric Design of Highways and Streets, and the ITE Recommended Practice "Design and Safety of Pedestrian Facilities".
5. Exceptions to this policy are permitted and are contingent upon the presence of specific safety concerns and approval by the City Engineer prior to granting exceptions.
6. This Complete Streets Policy shall be incorporated into the next Reexamination, update, revision, amendment or adoption of the Master Plan.

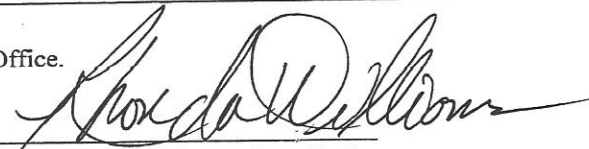
BE IT FURTHER RESOLVED, that a certified copy of this Resolution shall be sent to all Departments and Agencies having a responsibility for or connection with projects covered by the City of Atlantic City Complete Streets Policy.

tc December 6, 2011 11:00 AM

| DO NOT USE SPACE BELOW THIS LINE | | | | | | | | | | | | | |
|----------------------------------------------------------------------------|-----|-----|------|------|------|------|----------------|-----|-----|------|------|------|------|
| RECORD OF COUNCIL VOTE ON FINAL PASSAGE | | | | | | | | | | | | | |
| COUNCIL MEMBER | AYE | NAY | N.V. | A.B. | MOT. | SEC. | COUNCIL MEMBER | AYE | NAY | N.V. | A.B. | MOT. | SEC. |
| DELGADO | / | | | | | | MOORE | / | | | | | |
| GILLIAM | / | | | | | | RANDOLPH | / | | | | | |
| MANCUSO | / | | | | | | SMALL | / | | | | / | |
| MASON | | | | / | | | TIBBITT | / | | | | / | |
| MARSH, PRESIDENT | | | | | | | | | | | / | | |
| X-Indicates Vote NV-Not Voting AB-Absent MOT-Motion SEC-Second | | | | | | | | | | | | | |

This is a Certified True copy of the Original Resolution on file in the City Clerk's Office.

DATE OF ADOPTION: DECEMBER 7, 2011


/s/ Rhonda Williams, City Clerk

BOROUGH OF BUENA
COUNTY OF ATLANTIC

RESOLUTION NO. 148-14

A RESOLUTION OF THE BOROUGH OF BUENA FOR THE
ESTABLISHMENT OF A COMPLETE STREETS POLICY.

WHEREAS, Complete Streets means a comprehensive, integrated, connected, multi-modal street network that safely accommodates all road users of all abilities for all trips; and

WHEREAS, there is a high incidence of pedestrian and bicyclist accidents in New Jersey, frequently resulting in serious injury or death, indicating the need for a Complete Streets Policy; and

WHEREAS, fiscal constraints have necessitated the elimination of school courtesy busing, resulting in more children walking and bicycling to school, indicating the need for a Complete Streets Policy; and

WHEREAS, confronted with the obesity epidemic, more people are walking and bicycling as a no cost exercise alternative, indicating the need for a Complete Streets Policy; and

WHEREAS, while transit opportunities are limited in the Borough, what is available is heavily utilized, indicating the need for a Complete Streets Policy; and

WHEREAS, the benefits of Complete Streets are many and varied, including, but not limited to:

- a. improving safety for pedestrians, bicyclists and transit riders – groups that include children, older citizens, special needs populations and groups with limited transportation options;
- b. providing connections to walking and bicycling trips generators such as transit routes, employment and retail centers, and educational, recreational and public facilities, in addition to residential concentrations;
- c. promoting healthy lifestyles;
- d. creating more livable communities;
- e. reducing traffic congestion and reliance on carbon fuels, thereby reducing greenhouse gas emissions; and
- f. saving money by incorporating design elements, including, but not limited to, sidewalks, bicycle lanes, safe crossings and transit amenities, into the initial design of a project, thus sparing the expense of retrofits later; and

WHEREAS, a Complete Streets Policy would advance the Borough's Sustainable Jersey Resolution, Safe Routes to Schools Program, County Open Space Study, County Rails to Trails Plan and Downtown Parking, Circulation and Landscaping Study; and

WHEREAS, the Borough is committed to creating a street network that makes walking, bicycling and transit usage viable alternatives to driving; and

WHEREAS, the Borough is committed to creating a street network that improves the safety of pedestrians, bicyclists and transit riders; and

WHEREAS, the Borough wishes to implement a Complete Streets Policy through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities with public right-of-ways; and

WHEREAS, it is the intent of the Borough, to the extent practicable, to apply the Complete Streets Policy to all road, bridge and building projects funded through the Borough's Capital Program and Federal and State grants.

NOW, THEREFORE, BE IT RESOLVED by the Council of the Borough of Buena that the Borough adopts a Complete Streets Policy with the following goals and objectives:

1. Develop a Complete Streets Plan, which shall be adopted by Borough Council, to guide the development of a comprehensive, integrated, connected, multi-modal street network that safely accommodates all road users of all abilities for all trips. This plan will determine what design elements are needed where, factoring in the following:

- a. Master Plan Land Use and Transportation Elements;
- b. walking and bicycling trip generators such as transit routes, employment and retail centers, and educational, recreational, and public facilities, in addition to residential concentrations;
- c. traffic conditions;
- d. availability and condition of right-of-ways;
- e. environmental constraints;
- f. social impacts;
- g. scenic routes; and
- h. special needs populations and groups with limited transportation options.

2. Establish a checklist of pedestrian, bicycle and transit design elements, including, but not limited to, accessible sidewalk curb ramps, crosswalks, countdown pedestrian signals, signs, median refuges, curb extensions, pedestrian scale lighting, bicycle lands, bicycle racks/lockers, shoulders and bus shelters, for consideration in all road, bridge and building projects funded through the Borough's Capital Program and Federal and State grants.

3. Evaluate pedestrian, bicycle and transit design elements from the checklist for all road, bridge and building projects, giving consideration to the following:

- a. guidance provided by the Complete Streets Plan;
- b. existing and future need for pedestrian, bicycle and transit improvements since transportation facilities are long term investments constructed for long-term use that need to anticipate both existing and future demand for walking, bicycling and transit usage so as not to

preclude the provision of these improvements;

- c. project size, local support, environmental constraints, right-of-way limitations, funding resources, and walking and/or bicycling compatibility;

- d. need for pedestrians and bicyclists to cross corridors, as well as travel along them, in a safe, accessible and convenient manner, which impacts the design of intersections, interchanges and bridges;

- e. safe, accessible and convenient accommodation of pedestrians, cyclists and transit riders;

- f. pedestrian and bicycle design standards contained in the New Jersey Roadway Design Manual, the AASHTO Guide for the Development of Bicycle Facilities, AASHTO's Guide for the Planning, Design and Operation of Pedestrian Facilities, the Manual of Uniform Traffic Control Devices and others;

- g. provisions for pedestrians, bicyclists and transit riders when closing roads, bridges or Accommodating Pedestrian and Bicycle Traffic During Construction;

- h. compliance with Title VI Environmental Justice, Americans with Disabilities Act (ADA) and principles of context sensitive design;

- i. establishment of safe routes to schools, transit facilities and recreational facilities;

and

- j. special needs populations and groups with limited transportation options.

4. Develop guidelines and process for approval of exemptions to the Complete Streets Policy, giving consideration to the following:

- a. roadway prohibitions for non-motorized users;

- b. lack of public transit facilities;

- c. absence of walking and bicycling trip generators;

- d. low population density;

- e. detrimental environmental or social impacts that outweigh the benefits of pedestrian, bicycle and transit improvements;

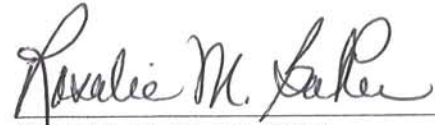
- f. cost of pedestrian, bicycle and transit improvements is excessively disproportionate to cost of project (cost of pedestrian, bicycle and transit improvements, as determined by engineering estimates, increases total project cost in excess of 5%, or as otherwise dictated by funding authority); and

- g. safety or timing of project is compromised by the inclusion of pedestrian, bicycle and transit improvements.

BE IT FURTHER RESOLVED that this policy and resultant plan shall be used as guidance for planned road, bridges and building projects, but shall not be viewed as an obligation to initiate any projects.

BE IT FURTHER RESOLVED that a certified copy of this Resolution shall be sent to all departments and agencies having a responsibility for or connection with projects covered by the Complete Streets Policy.

ADOPTED: OCTOBER 14, 2014

A handwritten signature in black ink, appearing to read "Rosalie M. Baker", written over a horizontal line.

ROSALIE M. BAKER
PRESIDENT OF COUNCIL

ATTEST:

A handwritten signature in blue ink, appearing to read "Maryann Coraluzzo", written over a horizontal line.

MARYANN CORALUZZO, CLERK

CITY OF BRIGANTINE

RESOLUTION 2013-120

RESOLUTION ESTABLISHING AND ADOPTING THE
BRIGANTINE COMPLETE STREETS POLICY

WHEREAS, the City of Brigantine is committed to creating a pedestrian and bikeway system that makes walking and cycling a viable alternative to driving, and which improves bicyclist and pedestrian safety; and

WHEREAS, a Complete Street is defined as a means to provide safe access for all users by designing and operating a comprehensive, integrated, connected multi-modal network of transportation options; and

WHEREAS, the benefits of Complete Streets include improving safety for pedestrians, bicyclists, children, older citizens, non-drivers and the mobility challenged as well as those that cannot afford a car or choose to live car free; providing connections to bicycling and walking trip generators such as employment, education, residential, recreation, retail centers and public facilities; promoting healthy lifestyles; creating more livable communities; reducing traffic congestion and reliance on carbon fuels thereby reducing greenhouse gas emissions; and saving money by incorporating sidewalks, bike lanes, safe crossings and transit amenities into the initial design of a project, thus sparing the expense of retrofits later; and

WHEREAS, the Brigantine City Council wishes to implement a Complete Streets policy through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities, enabling safe access and mobility of pedestrians, bicyclists, transit users of all ages and abilities; and

NOW, THEREFORE, be it resolved that the Brigantine City Council adopts the following Complete Streets Policy:

Purpose: To adopt a Complete Streets Policy that acknowledges and implements the concept that streets should be designed, built and retrofitted for all users: motor vehicles, pedestrians, bicyclists, transit users and people with disabilities. The City recognizes that this policy must be flexible and that all streets are different and user needs must be balanced and fit into the context of the community. Implementation of this policy will integrate the needs of all users into everyday transportation and land use decision making, and will take place through the following methods:

1. Bicycle and pedestrian ways shall be established in new construction and reconstruction projects unless one or more of the following conditions are met:

- Bicyclists and pedestrians are prohibited by law from using the roadway.
- The cost of accommodations is excessively disproportionate to cost of project, at more than twenty percent (20%) of total cost.
- Where sparse population, travel or other factors indicate an absence of need as defined by any street with a paved roadway width greater than 28 feet and less than 100 vehicles per day.
- Detrimental environmental or social impacts outweigh the need for these accommodations
- The safety or timing of a project is compromised by the inclusion of Complete Streets.

2. Paved shoulders should be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day consistent with NJDOT Complete Streets policy.

3. Sidewalks, shared use paths, street crossings, pedestrian signals, signs, street furniture, transit stops and facilities, and all connecting pathways shall be designed, constructed, operated and maintained so that all pedestrians, including people with disabilities, can travel safely and independently.

4. The design and development of the transportation infrastructure shall improve conditions for bicycling and walking through the following additional steps:

- Planning projects for the long-term. The design and construction of new facilities that meet the criteria in Item 1 above should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.
- Addressing the need for bicyclists and pedestrians to cross corridors as well as travel along them. The design of intersections and interchanges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.
- Getting exceptions approved at a senior level. Exceptions for the non-inclusion of bikeways and walkways shall be approved by a senior manager and be documented with supporting data that indicates the basis for the decision.
- Designing facilities to the best currently available standards and guidelines. The design of facilities for bicyclists and pedestrians should follow design guidelines and standards that are commonly used, such as the AASHTO Guide for the Development of Bicycle

Facilities, AASHTO's A Policy on Geometric Design of Highways and Streets, and the ITE Recommended Practice "Design and Safety of Pedestrian Facilities".

5. Exceptions to this policy are permitted and are contingent upon the presence of specific safety concerns and approval by the City Engineer prior to granting exceptions.
6. This Complete Streets Policy shall be incorporated into the next Reexamination, update, revision, amendment or adoption of the Master Plan.

BE IT FURTHER RESOLVED, that a certified copy of this Resolution shall be sent to all Departments and Agencies having a responsibility for or connection with projects covered by the Brigantine Complete Streets Policy.

THIS IS TO CERTIFY THAT THE ABOVE IS A TRUE AND
LAWFUL COPY OF A RESOLUTION ADOPTED BY THE
CITY COUNCIL OF THE CITY OF BRIGANTINE, COUNTY
OF ATLANTIC, NEW JERSEY.

AT ITS MEETING OF Sept. 4, 2013

Lynn Sweeney
LYNN SWEENEY, RMC
CITY CLERK

| RECORD VOTE OF COUNCIL ON FINAL PASSAGE | | | | |
|------------------------------------------|---|---|----|----|
| COUNCIL MEMBERS | Y | N | NV | AB |
| GUENTHER | ✓ | | | |
| KERN | | | | |
| PULLELLA | ✓ | | | ✓ |
| SIMPSON | ✓ | | | |
| McCLAY RR | ✓ | | | |
| PICARDI P | ✓ | | | |
| DeLUCRY | ✓ | | | |
| X=INDICATES VOTE NV=NOT VOTING AB=ABSENT | | | | |

**CITY OF NORTHFIELD, NJ
RESOLUTION NO. 182-2015**

**A RESOLUTION DEVELOPING COMPLETE STREETS GUIDLINES IN
THE CITY OF NORTHFIELD**

WHEREAS, the Governing Body of the City of Northfield is aware that the New Jersey Department of Transportation has developed a Complete Streets Policy with an effective date of 2009 which has a purpose of creating and implementing a Complete Streets policy in New Jersey through the planning, design, construction, maintenance and operation of public rights of way; and

WHEREAS, a complete street is defined as one which provides a safe, convenient and context-sensitive facility for all modes of travel, for users of all ages and all abilities; and

WHEREAS, subject to the considerations below, a complete streets program may better serve the needs of those who use transit by providing access to transit systems; and

WHEREAS, subject to the considerations below, a complete streets program may also have public health benefits, such as encouraging physical activity and improving air quality, by providing the opportunity for more people to bike and walk safely; and

WHEREAS, complete streets may improve access for those who do not drive motor vehicles; and

WHEREAS, the City of Northfield is in receipt of Northfield Bicycle & Pedestrian Plan: Final Report; and

WHEREAS, this Governing Body has determined that, subject to considerations such as project timing, length of project, local support or opposition, financial/budgetary, environmental or social constraints, sound engineering practices, right-of-way limitations, funding resources and limitations, bicycle and/or pedestrian compatibility and level and extent of usage, and to the extent practicable and feasible, the New Jersey Department of Transportation Complete Streets Guidelines and the Northfield Bicycle & Pedestrian Plan: Final Report should be consulted and considered for guidance in the development, implementation and construction of future right of way projects.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Northfield that the City of Northfield will consult, consider and, if feasible and practicable in the discretion of the City Council for the City of Northfield, endeavor to incorporate complete streets design considerations and practices as part of infrastructure planning and implementation with a goal of

providing safe, convenient, and context-sensitive facility for all modes of travel, for users of all ages and all abilities subject to, and after giving due consideration to considerations such as project timing, length of project, local support or opposition, financial/budgetary, environmental or social constraints, sound engineering practices, right-of-way limitations, funding resources and limitations, bicycle and/or pedestrian compatibility and level and extent of usage; and

BE IT FURTHER RESOLVED that, subject to the above considerations and except for any roadways already designed, under construction, out for public bid, the Guidelines and Reports referenced above may also serve as guidance for all future rehabilitation, reconstruction, or resurfacing of roadways; and

BE IT FURTHER RESOLVED that application of design standards shall be sufficiently flexible to permit context-sensitive design, fitting the roadway design within the context of the neighborhood, recognizing that all streets are different and user needs are to be balanced.

BE IT FURTHER RESOLVED that this Resolution shall only apply to roadways over which the City of Northfield has exclusive jurisdiction.

I, Mary Canesi, RMC, Municipal Clerk of the City of Northfield, do hereby certify that the foregoing Resolution was duly adopted at a regular meeting of the City Council of Northfield, held this 27th day of October, 2015.


Mary Canesi, RMC, Municipal Clerk

I CERTIFY THE FOREGOING TO BE A CERTIFIED
TRUE COPY OF Resolution 182-15
ADOPTED BY THE MAYOR AND COUNCIL OF
THE CITY OF NORTHFIELD, NEW JERSEY ON
THE 27th DAY OF October 2015
CLERK: Sena Carroll Deputy

Roll Call:

Aye: Dewees, Lischin, Murray, O'Neill, Travagline

Nay: Perri

Abstain:

Absent: Piergiovanni

Introduced by: **Mueller**
Seconded by: **Jiampetti**

**CITY OF EGG HARBOR CITY
RESOLUTION NO. 177 -2012**

CITY OF EGG HARBOR CITY

A RESOLUTION TO ESTABLISH A COMPLETE STREETS POLICY

WHEREAS, "Complete Streets" are defined as roadways that enable safe and convenient access for all users, including bicyclists, children, persons with disabilities, motorists, seniors, movers of commercial goods, pedestrians, and users of public transport; and,

WHEREAS, significant accomplishments have already been achieved by incorporating pedestrian safety and traffic calming measures when public streets are improved; and,

WHEREAS, the New Jersey Department of Transportation supports complete streets policies and adopted its own such policy on 3 December, 2009; and,

WHEREAS, Complete Streets are supported by the Institute of Traffic Engineers, the American Planning Association, Hudson County Division of Planning, and many other transportation, planning, and public health officials; and,

WHEREAS, Complete Streets policies support the goals of the City of Egg Harbor City Master Plan; and

WHEREAS, promoting pedestrian, bicycle, and public transportation travel as an alternative to the automobile reduces negative environmental impacts, promotes healthy living, and is less costly to the commuter; and

WHEREAS, the design and construction of new roads and facilities should anticipate future demand for biking, walking, and other alternative transportation facilities and not preclude the provision of future improvements; and,

WHEREAS, the full integration of all modes of travel in the design of streets and highways will increase the capacity and efficiency of the road network, reduce traffic congestion by improving mobility options, limit greenhouse gases, improve air quality, and enhance the general quality of life.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Egg Harbor City that all public street projects, both new construction and reconstruction (excluding maintenance) undertaken by the City of Egg Harbor City shall be designed and constructed as "Complete Streets"

whenever feasible to do so in order to safely accommodate travel by pedestrians, bicyclists, public transit, and motorized vehicles and their passengers, with special priority given to pedestrian safety, and subject to the following conditions:

- a. Pedestrian and bicycle facilities shall not be required where they are prohibited by law.
- b. Public transit facilities shall not be required on streets not serving as transit routes and the desirability of transit facilities will be determined on a project specific basis.
- c. In any project, should the cost of pedestrian, public transit, and/or bicycle facilities cause an increase in project costs in excess of 15%, as determined by engineering estimates, that would have to be funded with local tax dollars, then and in that event approval by Council must be obtained prior to bidding of the project.
- d. Significant adverse environmental impacts outweigh the positive effects of the infrastructure

Meeting Date: December 13, 2012

I, Meg Steeb, Municipal Clerk of Egg Harbor City, County of Atlantic, State of New Jersey, do hereby certify the foregoing to be a true and exact copy of a resolution duly authorized by the Common Council of Egg Harbor City on this 13th day of December, 2012.



Meg Steeb/City Clerk, RMC

*Amend
come 3*

Resolution 138-2013
Complete Streets

WHEREAS, the term "Complete Streets" describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all relevant users, including pedestrians, bicyclists, motor vehicle drivers, public transportation riders and drivers, drivers of agricultural vehicles, emergency vehicles, etc., and people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities;

WHEREAS, streets that are not designed to provide safe transport for all relevant users present a danger to pedestrians, bicyclists, and other transportation users, particularly children, older adults, and people with disabilities, and many of these related injuries and fatalities are preventable, and the severity of these dangers could readily be decreased by implementing Complete Streets approaches; and the Town of Hammonton wishes to ensure greater safety for those traveling its streets;

WHEREAS, the Federal Highway Administration has found that measurable improvements to pedestrian safety from incorporating Complete Streets principles and practices reduces the incidence of crashes by approximately 50%;

WHEREAS, the Town of Hammonton wishes to encourage walking, bicycling, and public transportation use as safe, convenient, environmentally friendly, and economical modes of transportation that promote health and independence for all people;

WHEREAS, the Town of Hammonton acknowledges the benefits and value for the public health and welfare of reducing vehicle miles traveled and increasing transportation by walking, bicycling, and public transportation in order to address a wide variety of challenges to our community;

WHEREAS, the Town of Hammonton recognizes that the careful planning and coordinated development of Complete Streets infrastructure offers long-term cost savings for taxpayers by reducing road construction, repair, and maintenance costs and expanding the tax base; improves public health and thereby lowers health care expenses; provides financial benefits to property owners, businesses, and investors through increased tourist revenue, business relocation, and property values; and decreases air and water pollution;

WHEREAS, alternatives to automobile travel should be integrated into all transportation planning in light of the fact that 25% of all car trips are to destinations within 1 mile of home, and 40% of all trips are two miles or less from home, and the Town of Hammonton wishes to encourage walking, bicycling, and public transportation use as safe, convenient, environmentally friendly, and economical modes of transportation that promote health and independence for all people;

WHEREAS, streets are a key public space, they shape the experience of residents of and visitors to the Town of Hammonton, they directly affect public health and welfare, and they provide the framework for current and future development;

WHEREAS, the Town of Hammonton recognizes the need to prepare well in advance for future transportation needs

and street design in light of changing Town demographics;

WHEREAS, the Town of Hammonton wishes to build upon its existing policies that recognize the importance of addressing the transportation needs of pedestrians, bicyclists, and public transportation riders, such as its support for Safe Routes to School;

WHEREAS, the Town of Hammonton continues to encourage public participation in community decisions concerning street design and use to ensure that such decisions: (a) result in streets that meet the needs of all users, and (b) are responsive to needs of individuals and groups that traditionally are not incorporated in public infrastructure design;

WHEREAS, the Town of Hammonton therefore, in light of the foregoing benefits and considerations, wishes to initiate a Complete Streets program and desires that its streets form a comprehensive and integrated transportation network promoting safe, equitable, and convenient travel for all users while preserving flexibility, recognizing community context, and using the latest and best design guidelines and standards;

NOW, THEREFORE, LET IT BE RESOLVED that the Town of Hammonton hereby recognizes the importance of creating Complete Streets that enable safe travel by all relevant users, including pedestrians, bicyclists, passenger vehicles, public transportation riders and drivers, agricultural vehicles, emergency vehicles, freight, etc., and people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities.

BE IT FURTHER RESOLVED that all appropriate entities with the Town of Hammonton, including but not limited to the Department of Public Works, should make Complete Streets practices a routine part of everyday operations, should approach every transportation project and program as an opportunity to improve Town streets and the transportation network for all users, and should work in coordination with other departments, agencies, and jurisdictions to achieve Complete Streets.

BE IT FURTHER RESOLVED that the Town Business Administrator/Director of Public Works should evaluate how well the streets and transportation network of the Town of Hammonton are serving each category of users.

BE IT FURTHER RESOLVED that initial and ongoing training sessions in how to integrate, accommodate, and balance the needs of all users should be provided for all relevant Town staff as staff duties and budget allow, and evidence of training in and familiarity with Complete Streets principles and practice will be expected of all planners, civil and traffic engineers, project managers, plan reviewers, inspectors, and other personnel responsible for the design and construction of streets, bridges, and other portions of the transportation network for the Town of Hammonton.

BE IT FURTHER RESOLVED that the Town's Business Administrator should report back to the Council within one year of the date of passage of this resolution regarding: the steps taken to implement this Resolution; additional steps planned; and any desired actions that would need to be taken by Council to implement the steps taken or planned.

BE IT FURTHER RESOLVED that all future projects requiring any construction, reconstruction, retrofit, maintenance, alteration, or repair of streets, bridges, or other portions of the transportation network, as well as all planning and design studies, health impact assessments, environmental reviews, and other project reviews related to such projects requiring funding or approval by the Town of Hammonton, shall incorporate Complete Streets modifications in the

planning, design, approval, and implementation processes therefor, including performance standards with measurable benchmarks reflecting the ability of users to travel in safety and comfort; and requirements to: (1) evaluate the effect of the proposed project on safe travel by all users, and (2) identify measures to mitigate any adverse impacts on such travel that are identified.

Adopted: Adopted: November 18, 2013

THE FOREGOING DOCUMENT IS HEREBY CERTIFIED
BY ME TO BE A TRUE AND CORRECT COPY OF THE
TOWN OF HAMMONTON

APRIL BOYER MAIMONE, MUNICIPAL CLERK

RESOLUTION No. 42, 2011

A RESOLUTION ADOPTING A COMPLETE STREETS POLICY FOR THE CITY OF LINWOOD

WHEREAS, the Governing Body of the City of Linwood acknowledges that streets should be designed, built and retrofitted for all users: motor vehicles, pedestrians, bicyclists, transit users and people with disabilities; and

WHEREAS, the adoption and implementation of a Complete Streets Policy will integrate the needs of all users into everyday transportation and land use decision making;

NOW, THEREFORE, BE IT RESOLVED, that the Common Council of the City of Linwood, Atlantic County, New Jersey hereby authorizes and adopts the implementation of a Complete Streets Policy for the City of Linwood that will be implemented through the following methods:


1. Bicycle and pedestrian ways shall be established in new construction and reconstruction projects unless one or more of the following conditions are met:
 - Bicyclists and pedestrians are prohibited by law from using the roadway.
 - The cost of accommodations is excessively disproportionate to cost of project, at more than twenty percent (20%) of total cost.
 - Where sparse population, travel or other factors indicate an absence of need as defined by any street with a paved roadway width greater than 28 feet and less than 100 vehicles per day.
 - Detrimental environmental or social impacts outweigh the need for these accommodations.
 - The safety or timing of a project is compromised by the inclusion of Complete Streets.
2. Paved shoulders should be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day consistent with NJDOT Complete Streets policy.
3. Sidewalks, shared use paths, street crossings (including over and undercrossings), pedestrian signals, signs, street furniture, transit stops and facilities, and all connecting pathways shall be designed, constructed, operated and maintained so that all pedestrians, including people with disabilities, can travel safely and independently.
4. The design and development of the transportation infrastructure shall improve conditions for bicycling and walking through the following additional steps:
 - Planning projects for the long-term. The design and construction of new facilities that meet the criteria in item #1 above should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.
 - Addressing the need for bicyclists and pedestrians to cross corridors as well as travel along them. The design of intersections and interchanges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.

RESOLUTION NO. 42, 2011
PAGE 2

- Getting exceptions approved at a senior level. Exceptions for the non-inclusion of bikeways and walkways shall be approved by a senior manager and be documented with supporting data that indicates the basis for the decision.
- Designing facilities to the best currently available standards and guidelines. The design of facilities for bicyclists and pedestrians should follow design guidelines and standards that are commonly used, such as the AASHTO Guide for the Development of Bicycle Facilities, AASHTO's A Policy on Geometric Design of Highways and Streets, and the ITE Recommended Practice "Design and Safety of Pedestrian Facilities".

I, Leigh Ann Napoli, RMC, Municipal Clerk of the City of Linwood, do hereby certify that the foregoing resolution was duly adopted at a Regular Meeting of the City Council of Linwood, held this 23rd day of February, 2011.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal this 23rd day of February, 2011.


LEIGH ANN NAPOLI, RMC, MUNICIPAL CLERK


RICHARD L. DEPAMPHILIS, III, MAYOR

APPROVED: February 23, 2011

COMPLETE STREETS POLICY FOR THE CITY OF LINWOOD

Purpose: to adopt a Complete Streets Policy that acknowledges and implements the concept that streets should be designed, built and retrofitted for all users: motor vehicles, pedestrians, bicyclists, transit users and people with disabilities.

Implementation of this policy will integrate the needs of all users into everyday transportation and land use decision making, and will take place through the following methods:

1. Bicycle and pedestrian ways shall be established in new construction and reconstruction projects unless one or more of the following conditions are met:

- Bicyclists and pedestrians are prohibited by law from using the roadway.
- The cost of accommodations is excessively disproportionate to cost of project, at more than twenty percent (20%) of total cost.
- Where sparse population, travel or other factors indicate an absence of need as defined by any street with a paved roadway width greater than 28 feet and less than 100 vehicles per day.
- Detrimental environmental or social impacts outweigh the need for these accommodations
- The safety or timing of a project is compromised by the inclusion of Complete Streets.

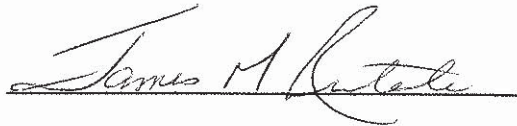
2. Paved shoulders should be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day consistent with NJDOT Complete Streets policy.

3. Sidewalks, shared use paths, street crossings (including over- and undercrossings), pedestrian signals, signs, street furniture, transit stops and facilities, and all connecting pathways shall be designed, constructed, operated and maintained so that all pedestrians, including people with disabilities, can travel safely and independently.

4. The design and development of the transportation infrastructure shall improve conditions for bicycling and walking through the following additional steps:

- Planning projects for the long-term. The design and construction of new facilities that meet the criteria in item 1) above should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.

- Addressing the need for bicyclists and pedestrians to cross corridors as well as travel along them. The design of intersections and interchanges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.
- Getting exceptions approved at a senior level. Exceptions for the non-inclusion of bikeways and walkways shall be approved by a senior manager and be documented with supporting data that indicates the basis for the decision.
- Designing facilities to the best currently available standards and guidelines. The design of facilities for bicyclists and pedestrians should follow design guidelines and standards that are commonly used, such as the AASHTO Guide for the Development of Bicycle Facilities, AASHTO's A Policy on Geometric Design of Highways and Streets, and the ITE Recommended Practice "Design and Safety of Pedestrian Facilities".

A handwritten signature in black ink, reading "James M. Rutala", written over a horizontal line.

James M. Rutala, Chair,

Linwood Environmental Commission

February 16, 2011

#184 of 2013
RESOLUTION ESTABLISHING AND ADOPTING A CITY OF MARGATE
COMPLETE STREETS POLICY

WHEREAS, the City of Margate is committed to creating a pedestrian and bikeway system that makes walking and cycling a viable alternative to driving, and which improves bicyclist and pedestrian safety; and

WHEREAS, a Complete Street is defined as a means to provide safe access for all users by designing and operating a comprehensive, integrated, connected multi-modal network of transportation options; and

WHEREAS, the benefits of Complete Streets include improving safety for pedestrians, bicyclists, children, older citizens, non-drivers and the mobility challenged as well as those that cannot afford a car or choose to live car free; providing connections to bicycling and walking trip generators such as employment, education, residential, recreation, retail centers and public facilities; promoting healthy lifestyles; creating more livable communities; reducing traffic congestion and reliance on carbon fuels thereby reducing greenhouse gas emissions; and saving money by incorporating sidewalks, bike lanes, safe crossings and transit amenities into the initial design of a project, thus sparing the expense of retrofits later; and

WHEREAS, the governing body of the City of Margate wishes to implement a Complete Streets policy through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities, enabling safe access and mobility of pedestrians, bicyclists, transit users of all ages and abilities; and

NOW, THEREFORE, be it resolved that the governing body of the City of Margate adopts the following Complete Streets Policy:

Purpose: To adopt a Complete Streets Policy that acknowledges and implements the concept that streets should be designed, built and retrofitted for all users: motor vehicles, pedestrians, bicyclists, transit users and people with disabilities. The City recognizes that this policy must be flexible and that all streets are different and user needs must be balanced and fit into the context of the community. Implementation of this policy will integrate the needs of all users into everyday transportation and land use decision making, and will take place through the following methods:

1. Bicycle and pedestrian ways shall be established in new construction and reconstruction projects unless one or more of the following conditions are met:

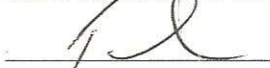
- Bicyclists and pedestrians are prohibited by law from using the roadway.
- The cost of accommodations is excessively disproportionate to cost of project, at more than twenty percent (20%) of total cost.
- Where sparse population, travel or other factors indicate an absence of need as defined by any street with a paved roadway width greater than 28 feet and less than 100 vehicles per day.
- Detrimental environmental or social impacts outweigh the need for these accommodations

- The safety or timing of a project is compromised by the inclusion of Complete Streets.
2. Paved shoulders should be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day consistent with NJDOT Complete Streets policy.
 3. Sidewalks, shared use paths, street crossings, pedestrian signals, signs, street furniture, transit stops and facilities, and all connecting pathways shall be designed, constructed, operated and maintained so that all pedestrians, including people with disabilities, can travel safely and independently.
 4. The design and development of the transportation infrastructure shall improve conditions for bicycling and walking through the following additional steps:
 - Planning projects for the long-term. The design and construction of new facilities that meet the criteria in Item 1 above should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.
 - Addressing the need for bicyclists and pedestrians to cross corridors as well as travel along them. The design of intersections and interchanges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.
 - Getting exceptions approved at a senior level. Exceptions for the non-inclusion of bikeways and walkways shall be approved by a senior manager and be documented with supporting data that indicates the basis for the decision.
 - Designing facilities to the best currently available standards and guidelines. The design of facilities for bicyclists and pedestrians should follow design guidelines and standards that are commonly used, such as the AASHTO Guide for the Development of Bicycle Facilities, AASHTO's A Policy on Geometric Design of Highways and Streets, and the ITE Recommended Practice "Design and Safety of Pedestrian Facilities".
 5. Exceptions to this policy are permitted and are contingent upon the presence of specific safety concerns and approval by the City Engineer prior to granting exceptions.
 6. This Complete Streets Policy shall be incorporated into the next Reexamination, update, revision, amendment or adoption of the Master Plan.

BE IT FURTHER RESOLVED, that a certified copy of this Resolution shall be sent to all Departments and Agencies having a responsibility for or connection with projects covered by the City of Margate Complete Streets Policy.

Date: September 19, 2013

I, **THOMAS D. HILTNER**, Clerk of Margate City, Atlantic County, do hereby certify the foregoing to be a true and correct copy of a resolution adopted by the Commissioners of the City of Margate City at a meeting of said Commission held on September 19, 2013 and said resolution was adopted by not less than a two-thirds vote of the members of the Commission.

 Thomas D. Hiltner, City Clerk

CITY OF PLEASANTVILLE
RESOLUTION NO. 161- 2011

"A RESOLUTION ESTABLISHING AND ADOPTING A
CITY OF PLEASANTVILLE COMPLETE STREET POLICY"

WHEREAS, a Complete Street is defined as a means to provide safe access for all users by designing and operating a comprehensive, integrated, connected multi-modal network of transportation options; and

WHEREAS, the benefits of Complete Streets include improving safety for pedestrians, bicyclists, children, older citizens, non-drivers and the mobility challenged as well as those that cannot afford a car or choose to live car free; providing connections to bicycling and walking trip generators such as employment, education, residential, recreation, retail centers and public facilities; promoting healthy lifestyles; creating more livable communities; reducing traffic congestion and reliance on carbon fuels thereby reducing greenhouse gas emissions; and saving money by incorporating sidewalks, bike lanes, safe crossings and transit amenities into the initial design of a project, thus sparing the expense of retrofits later; and

WHEREAS, the City Council of the City of Pleasantville wishes to implement a Complete Streets policy through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities, enabling safe access and mobility of pedestrians, bicyclists, transit users of all ages and abilities; and

NOW, THEREFORE, be it resolved that the City Council of the City of Pleasantville adopts the following Complete Streets Policy:

Purpose: To adopt a Complete Streets Policy that acknowledges and implements the concept that streets should be designed, built and retrofitted for all users: motor vehicles, pedestrians, bicyclists, transit users and people with disabilities. Implementation of this policy will integrate the needs of all users into everyday transportation and land use decision making, and will take place through the following methods:

1. Bicycle and pedestrian ways shall be established in new construction and reconstruction projects unless one or more of the following conditions are met:

- Bicyclists and pedestrians are prohibited by law from using the roadway.
- The cost of accommodations is excessively disproportionate to cost of project, at more than twenty percent (20%) of total cost.
- Where sparse population, travel or other factors indicate an absence of need as defined by any street with a paved roadway width greater than 28 feet and less than 100 vehicles per day.
- Detrimental environmental or social impacts outweigh the need for these accommodations
- The safety or timing of a project is compromised by the inclusion of Complete Streets.

2. Paved shoulders should be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day consistent with NJDOT Complete Streets policy.

3. Sidewalks, shared use paths, street crossings, pedestrian signals, signs, street furniture, transit stops and facilities, and all connecting pathways shall be designed, constructed, operated and maintained so that all pedestrians, including people with disabilities, can travel safely and independently.

4. The design and development of the transportation infrastructure shall improve conditions for bicycling and walking through the following additional steps:

- Planning projects for the long-term. The design and construction of new facilities that meet the criteria in Item 1 above should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.
- Addressing the need for bicyclists and pedestrians to cross corridors as well as travel along them. The design of intersections and interchanges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.
- Getting exceptions approved at a senior level. Exceptions for the non-inclusion of bikeways and walkways shall be approved by a senior manager and be documented with supporting data that indicates the basis for the decision.
- Designing facilities to the best currently available standards and guidelines. The design of facilities for bicyclists and pedestrians should follow design guidelines

and standards that are commonly used, such as the AASHTO Guide for the Development of Bicycle Facilities, AASHTO's A Policy on Geometric Design of Highways and Streets, and the ITE Recommended Practice "Design and Safety of Pedestrian Facilities".

5. This Complete Streets Policy shall be incorporated into the next Reexamination, update, revision, amendment or adoption of the Master Plan.

BE IT FURTHER RESOLVED, that a certified copy of this Resolution shall be sent to all Departments and Agencies having a responsibility for or connection with projects covered by the City of Pleasantville Complete Streets Policy.

Dated: November 21, 2011

CERTIFIED AS A TRUE COPY OF
A RESOLUTION ADOPTED BY COUNCIL
OF THE CITY OF PLEASANTVILLE,
ATLANTIC COUNTY, NEW JERSEY.

CLERK

November 21, 2011
Alvin V. [Signature]

**REGULAR MEETING
MAYOR AND CITY COUNCIL
September 13, 2012**

WHEREAS, the term of the successor agreement shall be from January 1, 2012 through December 31, 2016; and

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Resolution No. 170 (Continued)

WHEREAS, those terms and conditions have been memorialized in a Memorandum of Understanding which is attached hereto and made a part hereof; and

WHEREAS, that Memorandum of Understanding is hereby agreed to by this governing body.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Somers Point as follows:

5. Mayor John L. Glasser, Jr. is hereby authorized to sign the attached Memorandum of Understanding on behalf of the City.
6. The attached Memorandum of Understanding is adopted effective January 1, 2012 and may be reduced to a formal written agreement.
7. Once the formal written agreement is prepared in conformance with the Memorandum of Understanding, Mayor John L. Glasser, Jr. is hereby authorized to sign the agreement between the City of Somers Point and the Mainland PBA, Local 77, Somers Point Police Supervisors on behalf of the City.

Resolution No. 171

M/S – Triboletti/Tapp

Greg Schneider from the Engineer's Office gave a brief synopsis stating that this procedure is already in place, but we do not have a formal policy. He explained that this would also give us more point in our grant applications. Resolution No. 171 was then adopted by a unanimous vote of those present.

No. 171 of 2012

Subject: Providing for a Complete Streets Policy
Introduced by: Councilman Dill

WHEREAS, the Governing Body of the City of Somers Point has determined that it is the best interest of the City to make reasonable efforts to provide that all users of the transportation system may travel safely and conveniently on all streets and roadways within the public right-of-way; and

WHEREAS, a complete street is defined as one which provides a safe, convenient, and context-sensitive facility for all modes of travel, for users of all ages and all abilities; and

WHEREAS, complete streets program may better serve the needs of those who use transit by providing access to transit systems; and

WHEREAS, complete streets program may also have public health benefits, such as encouraging physical activity and improving air quality, by providing the opportunity for more people to bike and walk safely; and

WHEREAS, complete streets may improve access for those who cannot or choose not to drive motor vehicles; and

REGULAR MEETING MAYOR AND CITY COUNCIL

September 13, 2012

WHEREAS, complete streets may be beneficial in providing safe routes to school for children; and

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Resolution No. 171 (Continued)

WHEREAS, the New Jersey Department of Transportation has developed a complete streets policy; and

WHEREAS, this Governing Body has determined that subject to considerations such as project timing, length of project, local support, environmental or social constraints, sound engineering practices, right-of-way limitations, funding resources, bicycle and / or pedestrian compatibility and level of usage, and to the extent practicable the New Jersey Department of Transportation Complete Streets Guidelines should be considered in the development, implementation and construction of future right of way projects

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Somers Point that to the extent feasible and practicable, the City of Somers Point will endeavor to incorporate complete streets design considerations and practices as part of infrastructure planning and implementation to provide a safe, convenient, and context-sensitive facility for all modes of travel, for users of all ages and all abilities subject to, and after giving due consideration to considerations such as project timing, length of project, local support, environmental or social constraints, sound engineering practices, right-of-way limitations, funding resources, and bicycle and / or pedestrian compatibility and level of usage; and

BE IT FURTHER RESOLVED that subject to the above considerations, these design standards also serve as guidance for all existing roadway rehabilitation, reconstruction, or resurfacing, to the extent that the work required is reasonably proportional to the scale of the proposed rehabilitation, reconstruction, or resurfacing; and

BE IT FURTHER RESOLVED that application of design standards shall be flexible to permit context-sensitive design, fitting the roadway design within the context of the neighborhood, recognizing that all streets are different and user needs are to be balanced.

Old Business

Councilman D'Adamo asked the results of the sale of old Police Cars. Administrator Swain advised that he did not have the results yet.

New Business

Council agreed to add the extension of licensed premises application for Charlie's to the agenda and approved it by a unanimous vote of those present.

Raffle License application for the AM Vets was approved by a 6-0 vote with Councilman Dill recusing himself from voting as he is a member.

Raffle Licenses for the Cystic Fibrosis Foundation and the Ocean City Education Foundation were approved by a unanimous vote of those present.

Discussion of Bills

Bills were presented for discussion in the amount of \$215,061.22, and payments already made were reported in the amount of \$198,751.84 and \$2,490,427.77.

Public Portion