

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C.

ISSUED: January 2, 1975

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Forwarded to:

Superintendent  
New Jersey State Police  
Post Office Box 68  
West Trenton, New Jersey 08625  
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SAFETY RECOMMENDATION(S)

H-74-44

In its continuing investigation of the multi-vehicle collisions on the New Jersey Turnpike, between Gate 15 and U. S. Route 46, on October 23 and 24, 1973, the National Transportation Safety Board has become aware of a major safety improvement being installed on the Turnpike--an automatic traffic control and surveillance system.

As the system has been explained to us, it will provide a sophisticated means through which traffic congestion can be rapidly detected and reported on the easterly and westerly roadways and at interchanges north of Interchange 9 (except for Interchanges 14A, 14B, and 14C on the Newark Bay-Hudson County Extension). Total coverage is 36 miles. The system can detect congestion in 3 minutes--sooner than it would be detected by more frequent police patrols.

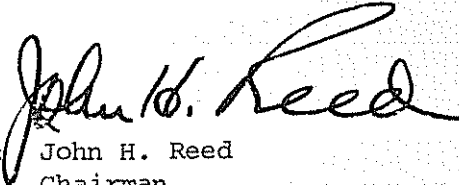
The Safety Board recognizes that such a system can be effective in the prevention of large-scale accidents, such as those which occurred on October 23 and 24, 1973. However, until such system is fully operational, additional police patrols should be used, particularly in the winter months when the incidence of fog is greatest.

The National Transportation Safety Board therefore, reiterates its recommendation of April 16, 1971, that:

The New Jersey State Police take steps to provide more frequent patrols on affected Turnpike sections when fog or other weather conditions are forecast to reduce visibility, so that earliest practical warning may be available when conditions warrant

the activation of hazard-warning and reduced-speed-limit signs. Increasing patrol frequency should take priority over routine police matters, if necessary, during periods of potentially hazardous weather or visibility conditions.

REED, Chairman, McADAMS, THAYER, BURGESS, and HALEY, Members concurred in the above recommendation.

  
By: John H. Reed  
Chairman

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NATIONAL TRANSPORTATION  
SAFETY BOARD  
DEPARTMENT OF TRANSPORTATION  
Washington, D.C. 20591

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