

TRAFFIC PLAN

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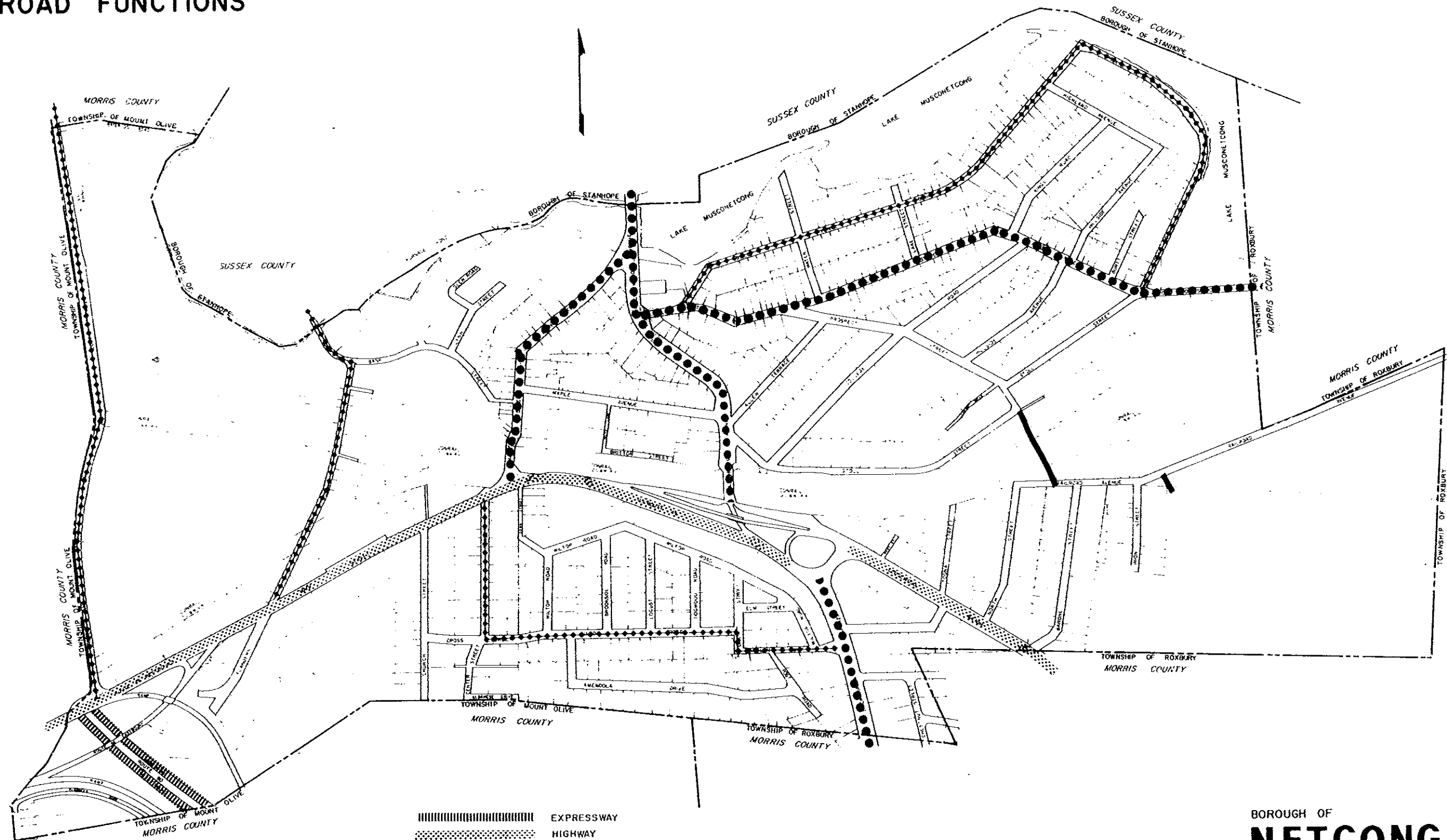
The Borough of Netcong lies at the intersection of major north/south and east/west roads, Routes 46, 206 and 80. With the construction of Route 80 much of the through regional traffic has been removed from Route 46. However, increased local traffic can be seen on road arteries within the Borough due to increased development brought on by the easy access enabled by Route 80. In response to new development and because of advantageous access, major commercial centers will seek to locate near the intersections of major highways. This will add additional traffic to local road arteries.

The Master Plan classifies all roads, existing and proposed, within one of five categories, namely, Expressways, Highways, Arterial Roads, Collector Roads, and Minor Streets.

EXPRESSWAYS

Expressways are controlled access thoroughfares designed to handle large volumes of traffic at high speeds. They are usually designed to serve passenger and truck traffic on an interstate basis or as long-haul connecting links between major population centers. Route 80 is the only major expressway in Netcong passing through the southwestern corner of the Borough.

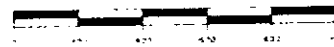
ROAD FUNCTIONS



- EXPRESSWAY
- HIGHWAY
- ARTERIAL
- COLLECTOR
- MINOR
- PROPOSED WALKWAY, BIKEWAY

BOROUGH OF
NETCONG
 MORRIS COUNTY, NEW JERSEY

PREPARED BY
MORRIS ENGINEERS
 CONSULTING ENGINEERS PLANNERS
 LEEDSWOOD, NEW JERSEY



HIGHWAYS

Highways generally carry regional or inter-municipal traffic. In order to allow for maximum capacity, safety and convenience of traffic flow, it is desirable to limit direct access from adjacent properties. Additional right-of-way should be available to widen to four lanes plus shoulders if necessary. Drainage should be provided. The only road under this classification in the Borough is Route 46.

ARTERIAL ROADS

Arterial roads serve the same purpose as highways carrying regional or inter-municipal traffic. They serve to bring traffic to and from highways in the area or to connect to principal traffic generators such as business districts, shopping centers, and industrial installations. The rights-of-way of these roads should be 66' wide. Roads classified as arterial roads are as follows:

Main Street

Ledgewood Avenue (Route 183)

Lackawanna Plaza (Route 183)

Allen Street - Port Morris Road

COLLECTOR ROADS

Collector roads are those roads which provide for internal movement within the municipality and provide a connection with arterial roads. Collector roads are not intended to accommodate long trips and, therefore are not continuous for any great length. A major difference between collector roads and arterial roads is the traffic volume to be accommodated. A 50 foot right-of-way is adequate for all collector roads within the Borough. The following roads have been classified as collector roads:

Dell Avenue - Koclas Drive

Wiltop Road - Down Street

Flanders Road - Bank Street

Love Lane

Love Lane should have a pavement width of 36 feet when it is constructed to accommodate future development in the area. Furthermore, renaming the street should be considered in order to create a more business-like opinion of the road.

MINOR STREETS

Minor streets are designed for and should handle relatively small amounts of traffic. In most cases, minor streets are residential streets

primarily designed to provide access to abutting properties. A 30 foot wide pavement within a 50 foot right-of-way is recommended for any possible future minor streets.

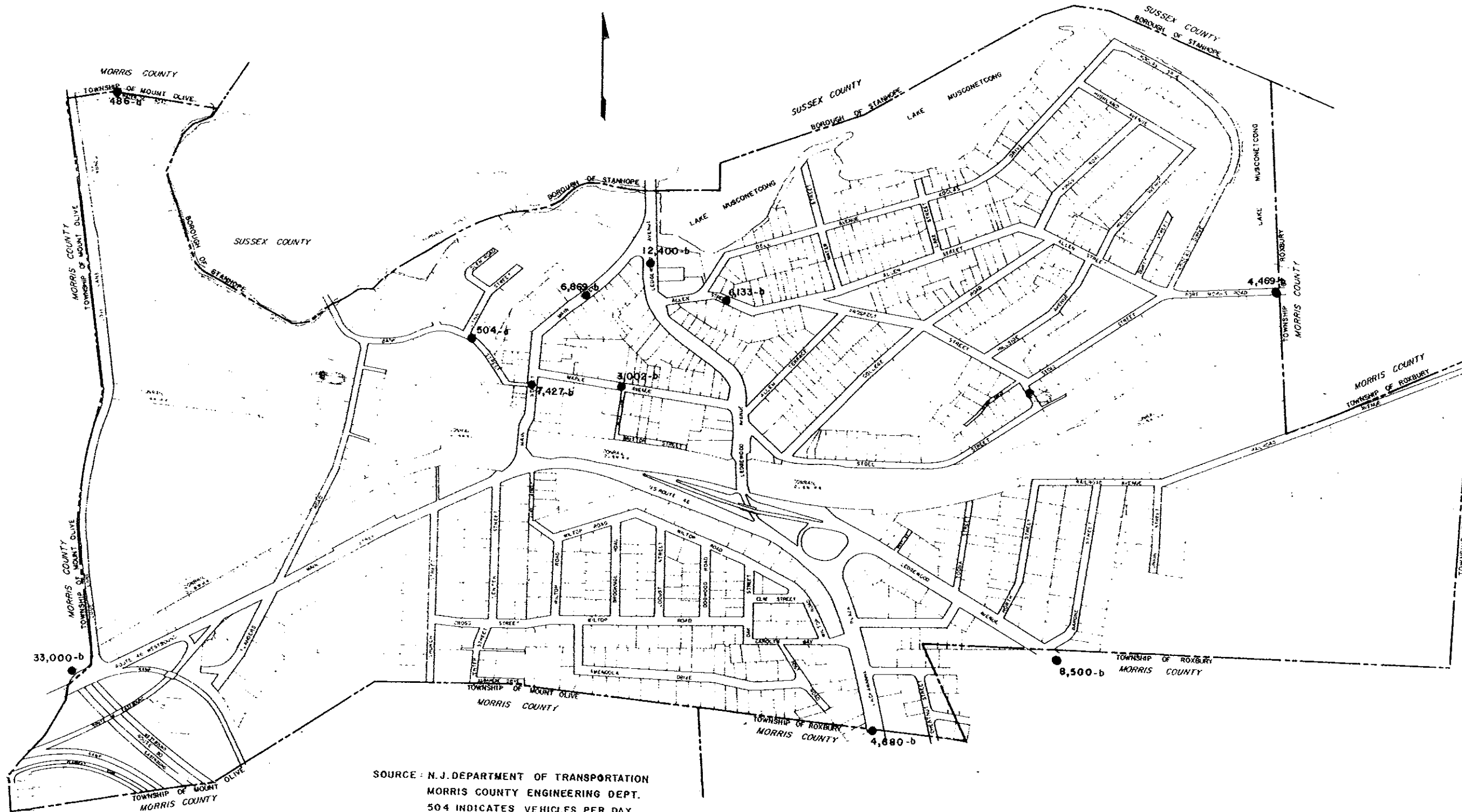
TRAFFIC VOLUME

Plate VIII entitled "Traffic Volumes" indicates the traffic volumes on State, County, and some Municipal roads. All traffic counts represent the amount of traffic in both directions within a 24-hour period. These figures are not averages but traffic counts for one particular day. Traffic counts along Route 80, county roads (Main Street, Allen Street - Port Morris Road) and Maple Avenue were taken in 1976. Traffic counts on Route 46 and municipal roads (Waterloo Road, Bank Street) were taken in 1974.

TRAFFIC ACCIDENTS

Plate IX entitled, "Traffic Accident Locations 1976" depicts the approximate locations of each of the 107 traffic accidents which occurred during 1976. Since the number of accidents in one location can vary greatly from year to year, accidents at various locations during 1977 are also tabulated in Table VI entitled, "Motor Vehicle Accident Data - 1977".

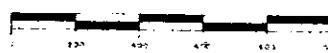
TRAFFIC VOLUMES



SOURCE: N.J. DEPARTMENT OF TRANSPORTATION
 MORRIS COUNTY ENGINEERING DEPT.
 504 INDICATES VEHICLES PER DAY
 a INDICATES 1974 TRAFFIC COUNT
 b INDICATES 1976 TRAFFIC COUNT

BOROUGH OF
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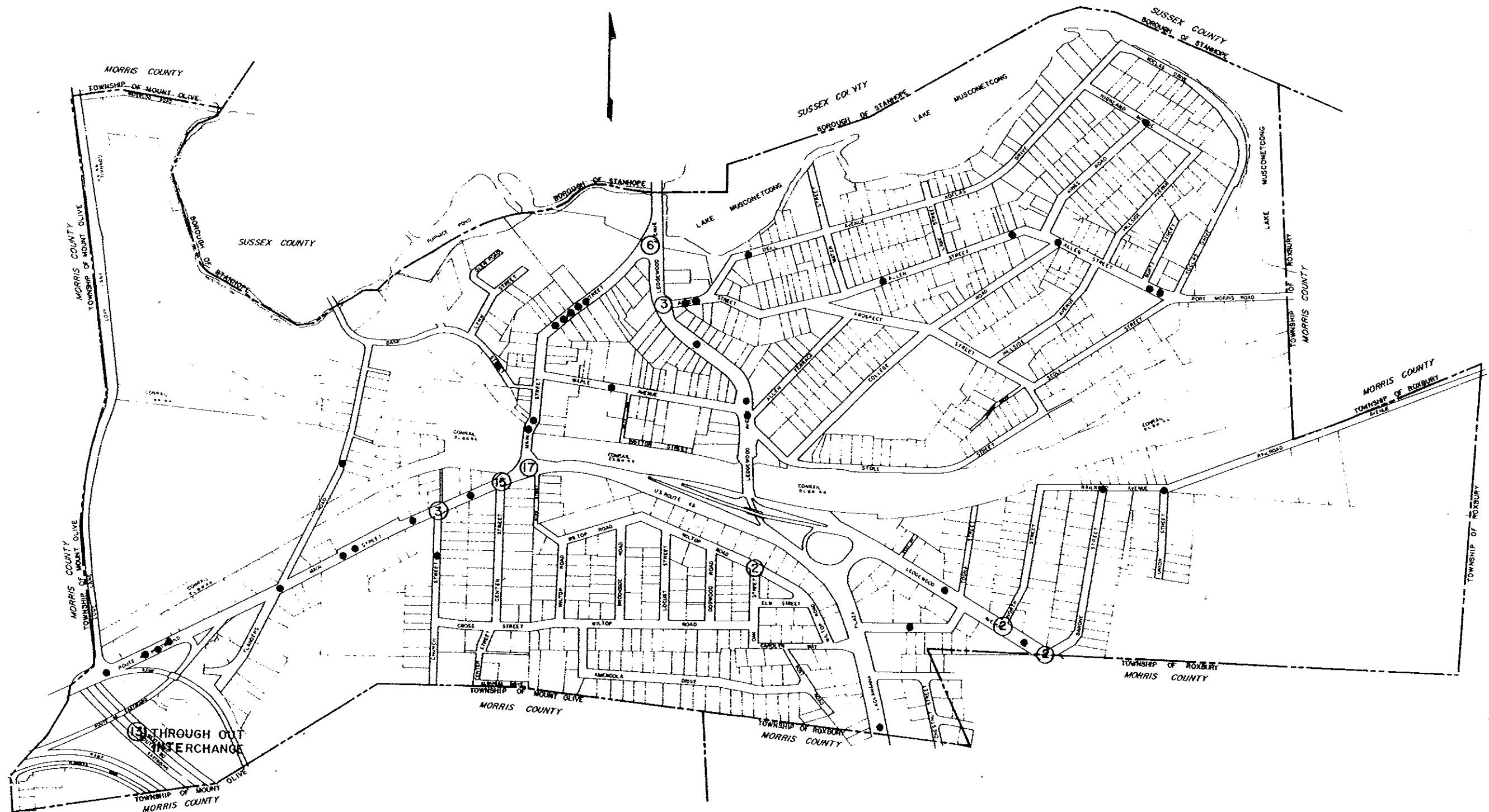
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46,900-b U.S. ROUTE 80

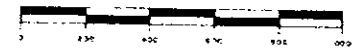
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TRAFFIC ACCIDENT LOCATIONS - 1976



BOROUGH OF
NETCONG
MORRIS COUNTY, NEW JERSEY

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LEDGERWOOD, NEW JERSEY



- ONE ACCIDENT
- ③ NO. OF ACCIDENTS AT LOCATION

SOURCE: NEW JERSEY DEPARTMENT OF TRANSPORTATION

TABLE VI

MOTOR VEHICLE ACCIDENT DATA - 1977

Location	Number of Accidents
Route 46 & Church Street	9
Route 46 & Flanders Road	7
Route 46 & Main Street	14
Route 46 (other)	<u>16</u>
Sub total	46
Route 183 & Allen Street	8
Route 183 & Main Street	16
Route 183 & Stoll Street	8
Route 183 (other)	<u>6</u>
Sub total	38
Traffic Circle	25
Allen Terrace	1
Allen Street	24
Bank Street	1
Brookside Road	1
Carolyn Way	1
Amendola Drive	1
Church Street	2
College Road	4
Dell Avenue	1
Flanders Road	3
Helen Way	1
Kings Road	3
Koclas Drive	3
Main Street	15
Main & Maple Avenue	13
Maple Avenue	5
North Street	1
Railroad Avenue	1
Stoll Street	3
Private Property	<u>41</u>
Sub total	125
Totals	234

Source: Chief of Police

This data shows that there were a few high accident locations within the Borough as follows:

<u>Accident Location</u>	<u>Number of Accidents</u>		
	<u>1975</u>	<u>1976</u>	<u>1977</u>
Route 46 & Main Street	22	17	14
Route 46 & Center Street	10	15	NA
Route 46 & Church Street	1	3	9
Route 46 & Flanders Road	1	1	7
Route 46 Traffic Circle	NA	NA	25
Route 183 & Maple Avenue	4	2	8
Route 183 & Allen Street	5	3	8
Route 183 & Main Street	1	6	16
Main Street & Maple Avenue	4	NA	13

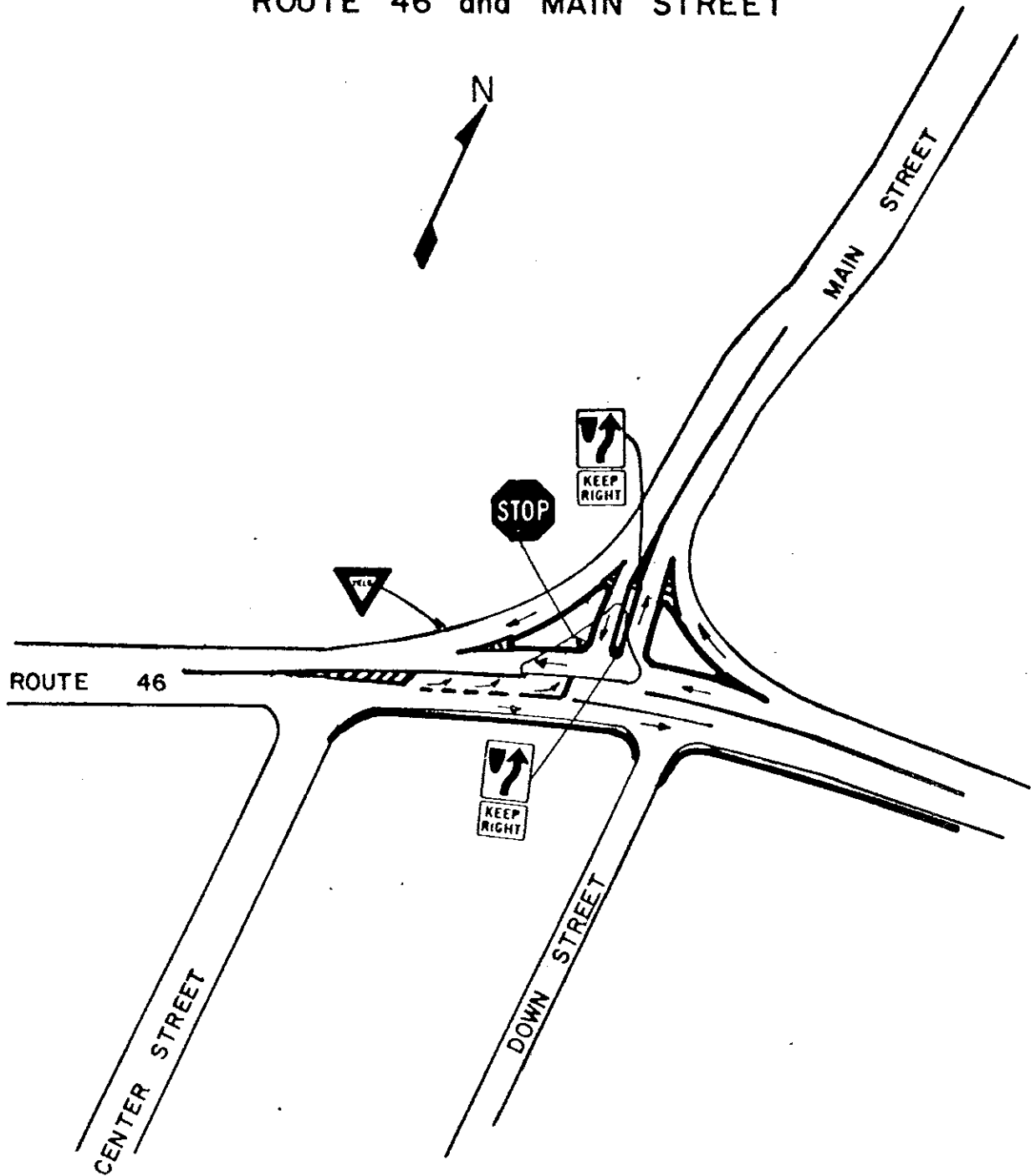
Note: Due to recording techniques some of the above data may be erroneous, however, is still useful for locating problem areas. It is recommended that the Police Department keep an exact annual tabulation at each of the above locations. Further study of the above intersections should be done.

RECOMMENDATIONS

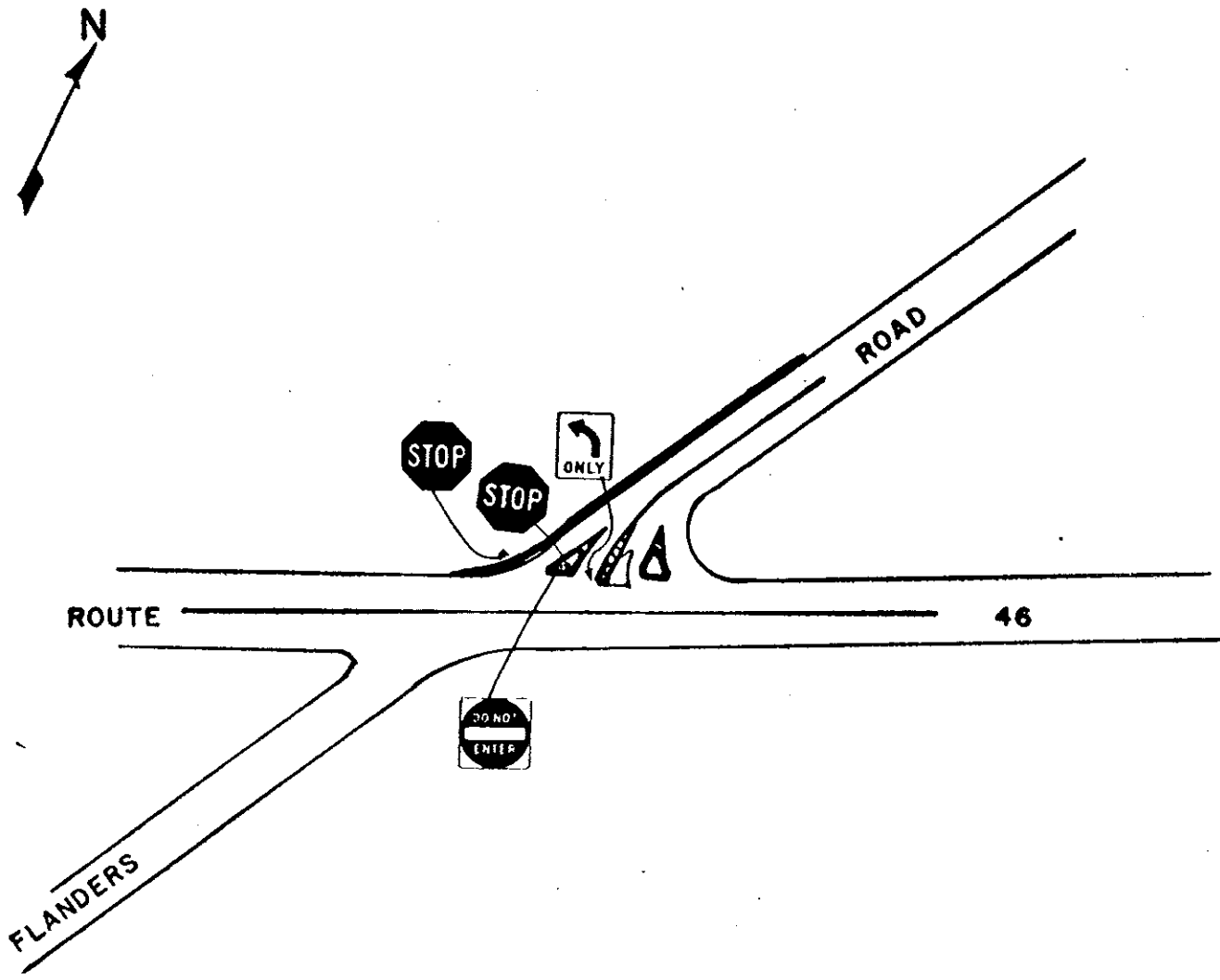
Roads within Netcong are generally adequate to carry existing traffic volumes, however the following is recommended in order to increase safety and capacity in specific areas:

- 1) The following intersections should be improved through channelization in order to increase their safety and capacity. Improved channelization will more clearly regulate traffic by assigning right-of-way, concentrating the area of conflict and allowing for more effective placement of traffic control devices. Proposed improvements are shown on accompanying preliminary sketches.
 - a) Route 46 & Main Street - Plate X-a
 - b) Route 46 & Flanders Road - Plate X-b
 - c) Route 183 & Main Street - Plate X-c
 - d) Route 183 & Allen Street - Plate X-c
 - e) Route 183 & Maple Avenue, Stoll Street, Allen Terrace - Plate X-d
- 2) Since widening Allen Street to a desirable 36 feet is impractical, other steps must be taken. The curves along Allen Street should be realigned. Since the pavement is narrow parking should only be permitted on one side of the street. Residents are encouraged to provide driveways with turn-around areas wherever feasible so as to limit the number of people backing out of their driveways into oncoming traffic.
- 3) Ledgewood Avenue (Route 183) carries a relatively heavy volume of traffic, however volumes are not expected to increase rapidly since a majority of northbound traffic has been rerouted via Route 80

INTERSECTION IMPROVEMENT ROUTE 46 and MAIN STREET

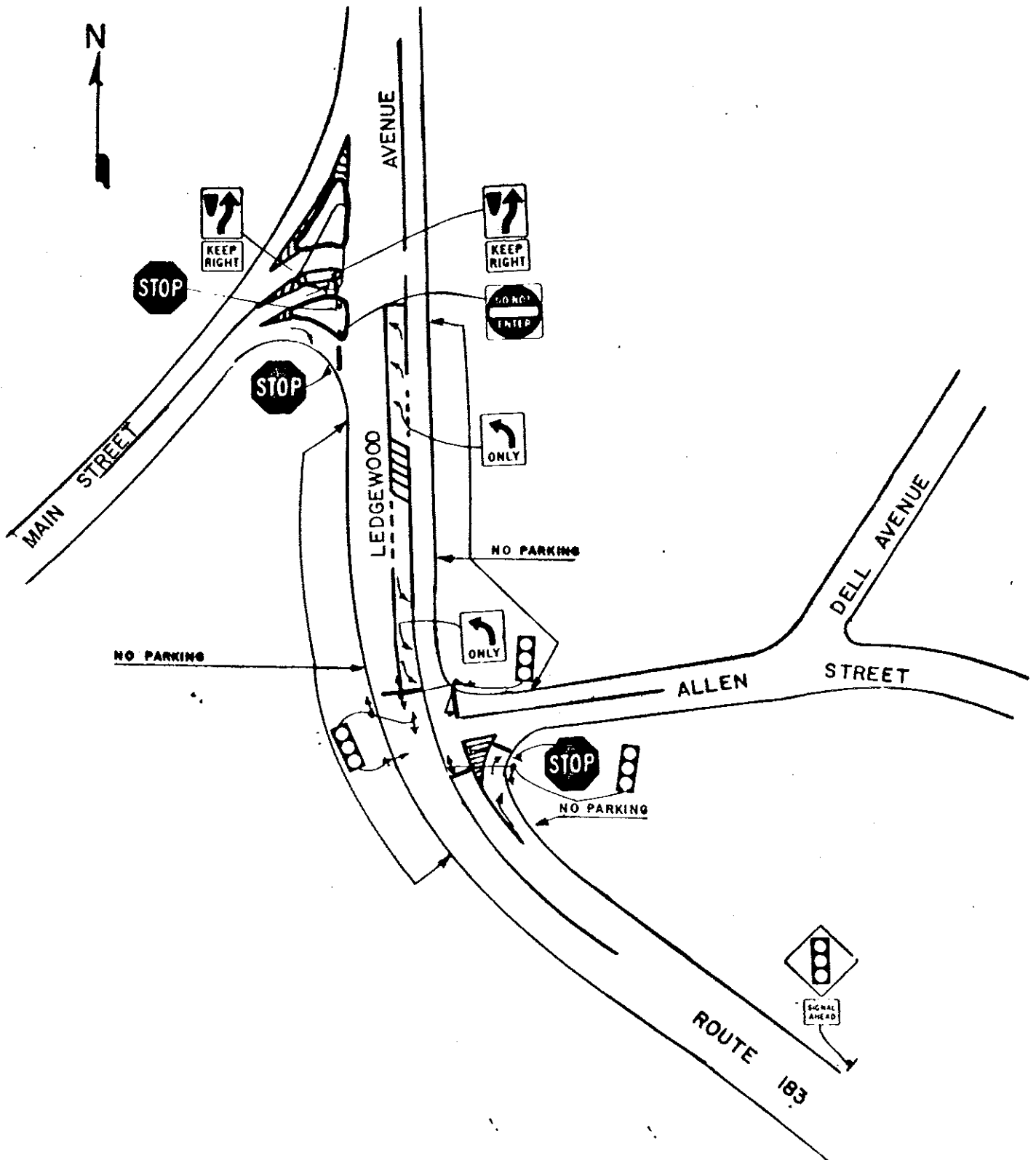


INTERSECTION IMPROVEMENT ROUTE 46 and FLANDERS ROAD



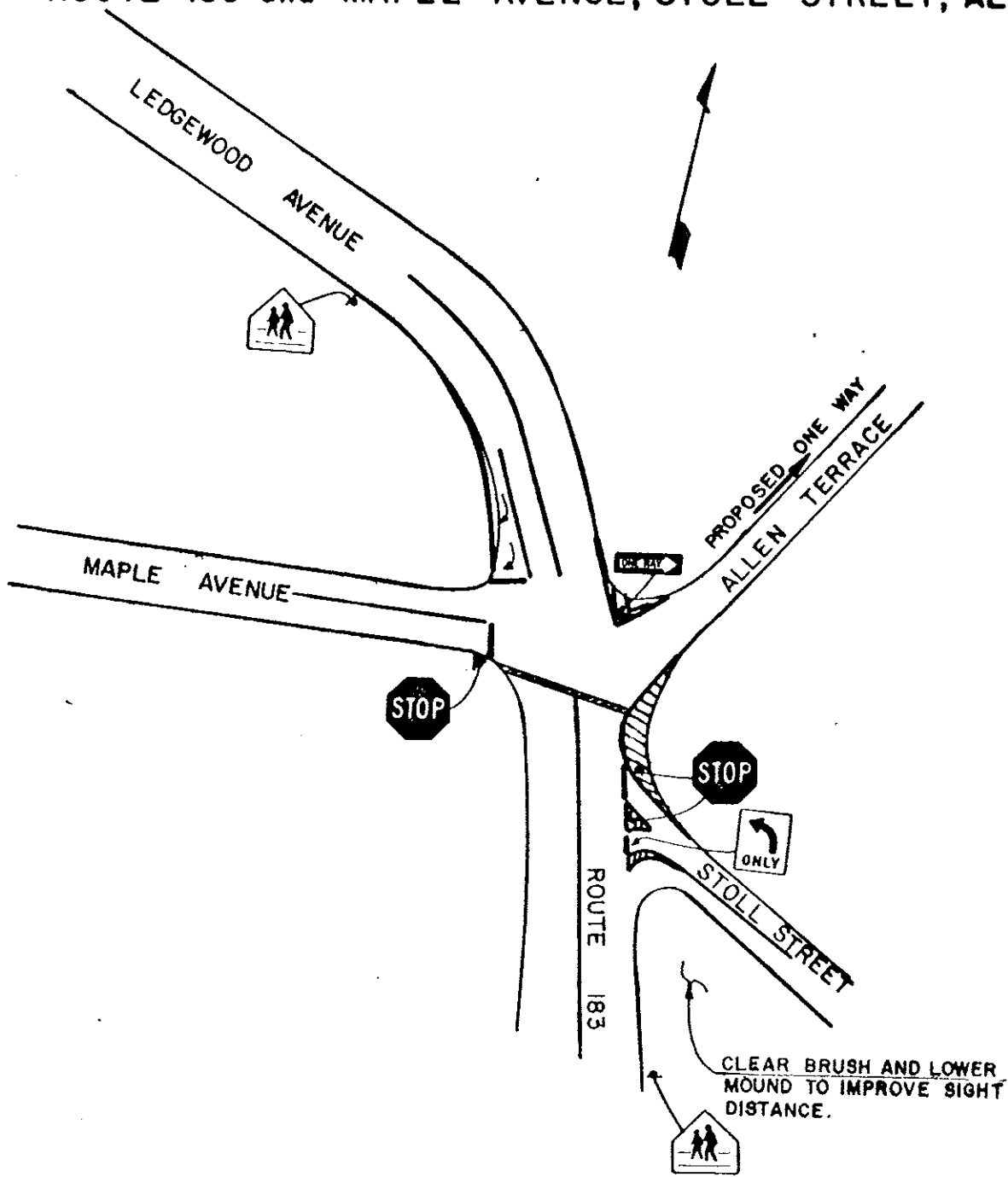
INTERSECTION IMPROVEMENT

ROUTE 183 and MAIN STREET, ALLEN STREET



INTERSECTION IMPROVEMENT

ROUTE 183 and MAPLE AVENUE, STOLL STREET, ALLEN STREET



3) Continued

and the Route 80-206 connector. Nevertheless a large volume of traffic at relatively high speeds is present. Residents are encouraged to provide driveways with turn-around areas wherever feasible so as to reduce the number of people backing into oncoming traffic.

- 4) Restrict traffic from entering Main Street from Bank Street. Parked cars along Main Street make site distances very short and dangerous for cars entering Main Street and add to congestion of the area.
- 5) Flanders Road between Bank Street and Route 46 should be widened to 36 feet including shoulders to accommodate the truck and other industrial traffic in the area.
- 6) As stated earlier Love Lane should have a pavement width of 36 feet when constructed.
- 7) Provision for another access to Bank Street from Main Street either through Conrail property or by an extension of Lynn Street in order to provide for a better flow of traffic in the business district.