

DISCLAIMER

THIS IS AN UNOFFICIAL DOCUMENT UNTIL APPROVED BY GOVERNING BODY

AGENDA:

MAYOR AND BOROUGH COUNCIL

MEETING NO. 4

DATE: 2/8/16

7:00 P.M.

BUSINESS (X)

REGULAR ()

SPECIAL ()

ROLL CALL:	Mayor Krenzel	()			Atty: _____
	Clm. Ciulla	()	Clm. Jones	()	Eng: _____
	Clm. Gurchensky	()	Clm. Trenga	()	Adm: _____
	Clm. Haussermann	()	Clm. Hutchison	()	: _____

Public Announcement - Chapter 231, P. L. 1975

PUBLIC COMMENTS (agenda items only)

MINUTES

Minutes of Meeting No. 3 held on January 25, 2016

REPORTS

1. CFO/Treasurer
2. Professional staff
3. Departments

NEW BUSINESS

- Authorize 2016 Temporary Budget Emergency Appropriations
- Approve USDA Rural Development Loan/Grant Program Application - Construction of new firehouse
- Approve Reliable Fire Company Boot Drive request (Attachment A)
- Approve Engine Co. 1 Boot Drive request (Attachment B)
- Appoint Brian Olsen as Member of Reliable Fire Company, SRFD (Attachment C)
- Fireworks (Attachment D)

UNFINISHED BUSINESS

- Improvements to Intersection of Reid, Main and Ferry Streets (Attachment E)
- Approve Middlesex County Office of Emergency Management Multi-Jurisdictional Hazard Mitigation Plan

COUNCIL COMMENTS

EXECUTIVE SESSION

Litigation

ADJOURNMENT

A

SOUTH RIVER FIRE DEPARTMENT

Reliable Fire Company
www.southriverfiredepartment.org



Est. 1896
P.O. BOX 214
SOUTH RIVER, NEW JERSEY 08882

JAN 22 2016

ENGINE COMPANY #1
George St. - Fire Headquarters
Station Number 732-257-9217
Station Fax 732-613-6107

RELIABLE FIRE CO.
George St. - Fire Headquarters
Station Number 732-257-9217
Station Fax 732-613-6107

SUMMIT ENGINE CO.
Appleby Ave. - Station #2
Station Number 732-254-5577
Station Fax 732-613-6108

January 18, 2016

Mayor & Council
48 Washington St.
South River, N.J. 08882

*PAT,
Agenda
8 Feb
2016
FHD*

Gentlemen:

The Reliable Fire Company is requesting authorization for a booting drive at the intersection of Prospect Street and the Old Bridge Turnpike from 8:00 am to 2:00 pm on the following dates.

- April 2 ,2016 with a rain date of April 3, 2016
- October 1, 2016 with a rain date of October 2,2016

Respectfully

Thomas Swenticky, Secretary
CC:file, chief

cc: Police Chief

B

ENGINE COMPANY NUMBER ONE

GEORGE STREET FIREHOUSE

SOUTH RIVER, NJ 08882

2/3/2016

Mayor and Council
Borough of South River
48 Washington Street
South River,, NJ 08882

RECEIVED

FEB - 3 2016

BOROUGH CLERK

Mayor and Council

Engine Company Number One of the South River Fire Department is requesting permission to hold a Boot Drive on Saturday, May14, 2016 from the hours of 9AM to 3PM at the intersection of Prospect Street and Old Bridge Turnpike.

Engine Company understands that there are certain requirements that are imposed with this approval and agrees to abide by those requirements.

Thank you for your cooperation in this matters.

Respectfully submitted,

Arthur Londensky

Arthur Londensky, Financial Secretary

Engine Company Number One

*cc: F. Carr
Police Chief*

SOUTH RIVER FIRE DEPARTMENT

Reliable Fire Company

www.southriverfiredepartment.org



Est. 1896

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JAN 22 2016

ENGINE COMPANY #1

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RELIABLE FIRE CO.

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Station Fax 732-613-6108

January 18, 2016

Borough of South River

48 Washington Street

South River, N.J. 08882

ATTENTION Mr. F. Carr, Business Administrator

Dear Mr. Carr

Please be advised that Mr. Brain Olsen has been accepted as a member of the Reliable Fire Company. Mr. Olsen's appointment was approved at the company meeting of January 8, 2016.

Sincerely,

Thomas Swenticky, Sec.

CC: Fire Chief, file

*PAT
Agenda
8 Feb
2016
Ols
Fred*

D

From: Lakisha Thomas
Sent: Thursday, January 07, 2016 12:54 PM
To: John Krenzel <jkrenzel@southrivernj.org>
Cc: Frederick Carr <fcarr@southrivernj.org>
Subject: Fireworks 2016

Good afternoon,

I am in the process of working on my calendar for this year. I would like to know if the fireworks will be held around the 4th of July, please keep in mind the 4th is on a Monday this year so would we hold the event on Wednesday, June 29th, rain date 30th or Wednesday, July 6th, rain date the 7th or do we continue the End of Summer which would be Wednesday August 24th, rain date 25th. I have added a few pros and cons for fireworks around the 4th and the end of summer for you, the Mayor and the governing body to review. If you have any question please let me know. Thank you.

Pros I see for the end of the Summer:

1. Lower price of the fireworks.
2. No competition with fireworks from neighboring towns.
3. More availability with vendors because there is no competition.
4. Brings families out of their homes for more than just fireworks.
5. Much more of a challenge to prepare.

Cons for end of the Summer:

1. Breaking tradition.

Pros for fireworks around the 4th of July:

1. Keeping tradition.

Cons for fireworks around the 4th of July:

1. More expensive fireworks.
2. Less availability with vendors because there is more competition and our firework time frame is much less than other towns, so the vendors will go where they can make a better profit.

*Lakisha Thomas
South River Parks & Recreation
Program Coordinator
55 Reid Street
South River NJ 08882
Phone (732) 254-4412 Fax (732)238-2269*

E

Patricia Oconnor

From: Frederick Carr
Sent: Tuesday, November 24, 2015 10:37 AM
To: Debbie Jones; James Gurchensky; James Jones; Jim Hutchison; John Krenzel; Michael Trenga; Patricia Oconnor; Ryan Jones ; Shawn Haussermann; Tony Ciulla
Cc: Koch, Bruce; Denis P. Kelly, Esq.; aew@gm-law.net
Subject: Improvements to Intersection of Reid, Main and Ferry Street

Good Morning,

I have just spoken to Richard Wallner, the County Engineer, and passed on the request of the Mayor and Council to halt all work on the project until such time as the Borough and the County can have meeting to discuss our concerns with regards to the project and get a better understanding as to what the history of the traffic issue is and why we are doing the work recommended.

The meeting will most likely take place in the New Year.

Thanks

Frederick C. Carr
Borough Administrator
Borough of South River
48 Washington Street
South River, NJ 08882
(732) 257 - 1999 ext. 120
(848) 992 - 6357 (Cell)

WARNING: Email received by or sent to Borough officials is subject to the Open Public Records Act [OPRA]. This means that absent some specific privilege, all such communications are considered a public record and are subject to publication and/or dissemination to the public upon request.

Patricia Oconnor

From: Frederick Carr
Sent: Tuesday, November 10, 2015 10:42 AM
To: Debbie Jones; James Gurchensky; James Jones; Jim Hutchison; John Krenzel; Michael Trenga; Patricia Oconnor; Ryan Jones ; Shawn Haussermann; Tony Ciulla
Subject: FW: Main, Reid and Ferry Improvements - 1
Attachments: 20151109204212.pdf

Good Morning,

See attached information with regards to the Main, Reid and Ferry Improvements.

Bruce and I have spoken this morning and I have requested that he contact Middlesex County to inquire as to why the project is being done?

Thanks

Frederick C. Carr
Borough Administrator
Borough of South River
48 Washington Street
South River, NJ 08882
(732) 257 - 1999 ext. 120
(848) 992 - 6357 (Cell)

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From: Koch, Bruce
Sent: Tuesday, November 10, 2015 9:03 AM
To: 'fcarr@southrivenj.org'
Cc: John Krenzel; 'Patricia Oconnor'
Subject: Main, Reid and Ferry Improvements

Fred: Attached is a brief chronology of the history of this project. I don't have a copy of an Interlocal Agreement in my files. That leads me to believe the County may have chosen to do this project. I will drop off a full set of plans to you today. I will send you another email with a few key sheets of the plans in it. The borough approved this Concept Plan in November of 2010 via Resolution 2010-357. Please let me know if you would like any additional information. Thanks,

BRUCE M. KOCH, PE, PP, CME
Principal

3141 Bordentown Ave., Parlin,
NJ 08859
P:732.727.8000 F:732.727.3989
BKoch@cmeusa1.com
www.cmeusa1.com



**Consulting & Municipal
ENGINEERS**



Patricia Oconnor

From: Koch, Bruce <BKoch@cmeusa1.com>
Sent: Tuesday, November 10, 2015 9:03 AM
To: fcarr@southrivenj.org
Cc: John Krenzel; Patricia Oconnor
Subject: Main, Reid and Ferry Improvements
Attachments: 20151109204212.pdf

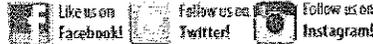
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BRUCE M. KOCH, PE, PP, CME
Principal



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JOHN H. ALLGAIR, 1983-01
DAVID J. SAMUEL, P.E., P.P.
JOHN J. STEFANI, P.E., L.S., P.P.
JAY B. CORNELL, P.E., P.P.
MICHAEL J. McCLELLAND, P.E., P.P.
GREGORY R. VALES, P.E., P.P.

TIMOTHY W. GILLEN, P.E., P.P.
BRUCE M. KOCH, P.E., P.P.
ERNEST J. PETERS, JR., P.E., P.P.
LOUIS J. PLOSKONKA, P.E.
TREVOR J. TAYLOR, P.E.
BEHRAM TURAN, P.E.

December 10, 2010

County of Middlesex
Department of Engineering
PO Box 871
333 Townsend Street
New Brunswick, NJ 08903

Attn: John J. Reiser, Jr. P.E., PLS
County Engineer

**Re: Improvements to the Intersection of Main Street,
Reid Street and Ferry Street
South River, New Jersey
Our File No.: PSR00042.02**

Dear Mr. Reiser:

As you are aware, we previously forwarded a Borough Resolution selecting Alternate 4A for the above referenced project. Please be advised we have reviewed the revised limits of milling and resurfacing, shown on the Final Concept Plan Alternate 4, and approve same.

Should you have any questions regarding this matter, please do not hesitate to contact this office.

Very truly yours,

Bruce M. Koch, P.E., P.P., C.M.E.
Borough Engineer's Office

BMK/bmk
Enclosure

cc: Mayor Raymond T. Eppinger
Borough Administrator
Borough Clerk





JOHN H. ALLGAIR, PE, PP, LS (1983-2001)
DAVID J. SAMUEL, PE, PP, CME
JOHN J. STEFANI, PE, LS, PP, CME
JAY B. CORNELL, PE, PP, CME
MICHAEL J. McCLELLAND, PE, PP, CME
GREGORY R. VALES, PE, PP, CME

TIMOTHY W. GILLEN, PE, PP, CME
BRUCE M. KOCH, PE, PP, CME
LOUIS J. PLOSKONKA, PE, CME
TREVOR J. TAYLOR, PE, PP, CME
BEHRAM TURAN, PE, LSRP

September 24, 2015

Mayor and Borough Council
Borough of South River
48 Washington Street
South River, New Jersey 08882

Re: Improvements to the Intersections of:
Main Street (CR 535), Reid Street and
Ferry Street
Phase Two Submission Review #2
South River, New Jersey
Our File No.: PSR00002.D6

Dear Mayor and Borough Council:

In accordance with your authorization, our office has reviewed the above referenced Phase II plan submission as prepared for the Middlesex County Engineering Department by Hatch, Mott and MacDonald. The following comments are offered with regard to same:

Project Overview

The project generally consists of the improvements to the existing signalized intersection of Main Street and Reid Street including signaling the Ferry Street intersection. The project limits on Main Street are approximately from Obert Street to approximately 150 feet east of Water Street. Pursuant to the Borough's request, the limits of the project were extended to Obert Street to meet the limits of the previously completed Main Street and Thomas Street Intersection improvement project. The project limits on Reid Street extend from Main Street to George Street. The construction plans appear to have been designed in general conformance with the Alternative 4A concept plan, as accepted by the Borough.

As you are aware, Alternate 4 was designed to be implemented in three (3) phases to minimize initial costs. Phase A maintains the existing lane configurations but signalizes the Ferry Street intersection incorporating same into the Main Street and Reid Street signal controller. Ferry Street will be restriped to accommodate dedicated left and right turn lanes which would result in the loss of 4 parking spaces. Milling and overlaying of the existing pavement is also proposed including the installation of new concrete curbing and sidewalk and drainage improvements. This alternative would



Mayor and Borough Council
September 24, 2015
Page 2

reduce the delay on Ferry Street but would do so at the expense of the LOS for Reid Street. In addition, by signaling Ferry Street, turn-type accidents would be addressed since Ferry Street would operate under a protective phase.

Technical Comments

1. As previously noted, the plans propose a pedestrian crossing on Main Street at approximate station 2+80 which is located at the eastern corner of Stephen Street. A pedestrian crossing does not currently exist at this location since there is a crossing approximately 75' to the west at Obert Street. The proposed crossing will eliminate four (4) additional parking spaces. We recommend that the County review the need for the additional pedestrian crossing.
2. We recommend that Ferry Street be milled and overlaid up to the limits of the striping modifications which is approximately station 31+35.
3. We recommend that the proposed traffic signal be provided with emergency pre-emption devices similar to the installation at the Main Street and Thomas intersection.
4. We respectfully request that the County confirm that the proposed design will meet and/or maintain the spirit of the previously installed streetscape designs along Main Street including street trees and flower boxes.
5. The following comments pertain to the proposed curb ramp designs:
 - a. For clarity, we recommend that the proposed topographic features to remain following construction, including drainage and striping should be delineate on the plans.
 - b. It appears that the slope for the landing for curb ramp #2 is greater than the maximum allowable 2%.
 - c. It appears that the slope for the top and bottom landings for curb ramp #3 are greater than the maximum allowable 2%.
 - d. The existing inlet should be delineated on the plan for the ramp #12, if same is to remain.
 - e. For curb ramps 15 and 16, verify curb ramp numbers shown on detail. The designer should consider eliminating Reid Street crossing from curb ramp 16 to -17, since same is an uncontrolled crossing which does not currently exist.
6. The plans should indicate the new parking meter locations since the parking space striping appears to have been modified.



Mayor and Borough Council
September 24, 2015
Page 3

7. The following comments pertain to the storm water management design (Please note that a revised Storm Water Management Report was not submitted):
- a. As indicated on the plans and drainage report, the discharge point for the proposed Main Street storm sewer system will be an existing 30" RCP which discharges to an existing headwall at approximately station 10+00 left, on the old Laffin property. The plans propose the connection of a 24" RCP and 36" RCP to the existing 30" pipe. The drainage report indicates that several proposed drainage structures will surcharge and flood under the proposed conditions since the existing 30" RCP outfall pipe and a portion of the proposed storm sewer piping is undersized. We recommend that the Borough request that the County review this matter further and consider designing the proposed storm sewer system to accommodate the 25 year storm event, as part of this project.
 - b. The plans should be revised to indicate where the two Type "B" inlets on Main Street, Station 9+67, discharge.
 - c. It appears that the grate elevations do not match between the drainage report and the plan sheets.
 - d. The plans should be revised to indicate if the Type "B" inlet at Station 8+25 Right on Main Street will be removed or remain. If same will remain, its discharge point should be noted. In addition, as noted in 4e above, if the inlet is to remain, it should be delineated on the curb ramp detail for ramp #12.

Should you have any questions regarding this matter, please do not hesitate to contact this office.

Very truly yours,

Bruce M. Koch, P.E., P.P., C.M.E.
Borough Engineer's Office

BMK/RR/rr

cc: All Council Members
Borough Administrator
Borough Clerk
Borough Attorney
Director of Public Works
Richard Wallner, P. E., County Engineer
Michael J. Kling, P. E., Hatch Mott MacDonald



JOHN H. ALLGAIER, 1983-01
DAVID J. SAMUEL, P.E., P.P.
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LOUIS J. PLOSKONKA, P.E.
TREVOR J. TAYLOR, P.E.
BEHRAM TURAN, P.E.

August 9, 2010

Mayor and Borough Council
Borough of South River
48 Washington Street
South River, New Jersey 08882

**Re: Improvements to the Intersections of:
Main Street (CR 535), Reid Street and
Ferry Street
Phase One Submission Review #1
South River, New Jersey
Our File No.: PSR00002.D6**

Dear Mayor and Borough Council:

In accordance with your authorization, our office has reviewed the above referenced Concept Study Report and Plans as prepared for the Middlesex County Engineering Department by Hatch, Mott and MacDonald, dated June 7, 2010. A total of five (5) alternatives were prepared for the intersections which range in scope from optimizing the existing timing to complete realignment of the intersection. The existing Main Street and Reid Street signalized intersection operates at acceptable levels of service under current conditions and also under 20 year projected volumes. However, the Ferry Street, unsignalized leg of the intersection currently operates at an unacceptable level of service (LOS) E during the PM peak hour and deteriorates to operational failure at the project 20 year volumes. A description of each alternative is summarized below.

Alternate "1"

Alternate 1 proposes the optimization of the existing signal timing only. There are no other improvements proposed. The timing changes would reduce the overall intersection delay to the signalized legs of the Main Street and Reid Street intersections but would not address the delay on Ferry Street. The LOS for each intersection for each design year for the AM/PM peak hours are noted in the table below:



JOHN H. ALLGAIER, 1983-01
 DAVID J. SAMUEL, P.E., P.P.
 JOHN J. STEFANI, P.E., L.S., P.P.
 JAY B. CORNELL, P.E., P.P.
 MICHAEL J. McCLELLAND, P.E., P.P.
 GREGORY R. VALES, P.E., P.P.



Mayor and Borough Council
 August 9, 2010
 Page 2

TIMOTHY W. GILLEN, P.E., P.P.
 BRUCE M. KOCH, P.E., P.P.
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 TREVOR J. TAYLOR, P.E.
 BEHRAM TURAN, P.E.

<u>Intersection:</u>	<u>Year</u>	<u>Overall LOS (AM)</u>	<u>Overall LOS (PM)</u>
Main St and Reid St	2010	A	B
	2030	B	D
Main St & Ferry St	2010	C	E
	2030	F	F

Alternate "2"

Alternate 2 proposes the installation of all new modern signal equipment including image detection and pedestrian control facilities but proposes to maintain the existing lane configuration. Milling and overlaying of the existing pavement is also proposed including the installation of new concrete curbing and sidewalk and drainage improvements. The cost estimate for Alternate 2 is approximately \$690,000.00. The alternate will improve the LOS at the Main Street and Reid Street intersection but does not address the delay on Ferry Street. The LOS for each intersection for each design year for the AM/PM peak hours are noted in the table below:

<u>Intersection:</u>	<u>Year</u>	<u>Overall LOS (AM)</u>	<u>Overall LOS (PM)</u>
Main St and Reid St	2010	A	B
	2030	B	D
Main St & Ferry St (NB)	2010	C	E
	2030	F	F

Alternate "3"

Alternate 3 is similar to Alternative 2; however, this alternative provides bicycle accommodations along Main Street eastbound between Ferry Street and Water Street. In order to accommodate the shared bicycle lane, the eastbound outer lane on Main Street would be widened to 14'. This would reduce the sidewalk width in this area. The report indicates that Reid Street is currently considered bicycle compatible base on the current speed limit and width of roadway. The cost estimate



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TIMOTHY W. GILLEN, P.E., P.P.
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Mayor and Borough Council
 August 9, 2010
 Page 3

for Alternate 3 is approximately \$880,000.00. The LOS for each intersection for each design year for the AM/PM peak hours are the same as Alternative 2 noted above.

Alternate "4"

Alternate 4 has been designed to be implemented in three (3) phases to minimize initial costs. Phase A maintains the existing lane configurations but signalizes the Ferry Street intersection incorporating same into the Main Street and Reid Street signal controller. Ferry Street would be restriped to accommodate dedicated left and right turn lanes which would result in the loss of 4 parking spaces. Milling and overlaying of the existing pavement is also proposed including the installation of new concrete curbing and sidewalk and drainage improvements. This alternative would reduce the delay on Ferry Street but would do so at the expensive of the LOS for Reid Street. In addition, by signalizing Ferry Street, turn-type accidents would be addressed since Ferry Street would operate under a protective phase. The cost estimate for Alternate 4A is approximately \$845,000.00. The LOS for each intersection for each design year for the AM/PM peak hours are noted in the table below:

<u>Intersection:</u>	<u>Year</u>	<u>Overall LOS (AM)</u>	<u>Overall LOS (PM)</u>
Main St and Reid St	2010	B	C
	2030	C	F
Main St & Ferry St (NB)	2010	C	D
	2030	D	D

Phase B would implement striping changes to the westbound Main Street right turn only lane, changing same to a shared through and right turn lane. The westbound Main Street outside lane through movement would be extended 100' beyond Reid Street and end via a 245' taper. The construction of this lane and taper would result in the loss of approximately 10 parking spaces on the westbound side Main Street. The cost estimate for Alternate 4B is approximately \$845,000.00. The LOS for each intersection for each design year for the AM/PM peak hours are noted in the table below:



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Mayor and Borough Council
 August 9, 2010
 Page 4

<u>Intersection:</u>	<u>Year</u>	<u>Overall LOS (AM)</u>	<u>Overall LOS (PM)</u>
Main St and Reid St	2010	B	C
	2030	C	F
Main St & Ferry St (NB)	2010	D	D
	2030	D	D

Phase C proposes the widening of westbound Main Street to provide an exclusive right turn only lane in addition to the improvements proposed in Phase A and B. This would allow the shared through and right turn lane proposed in Phase B to become a through movement only. The cost estimate for implementing Alternate 4, Phase A through C is approximately \$955,000.00. This does not include right of way acquisition which the report estimates to be approximately \$1,000,000.00. The full acquisition of three (3) commercial parcels for the widening would be required. The LOS for each intersection for each design year for the AM/PM peak hours are noted in the table below:

<u>Intersection:</u>	<u>Year</u>	<u>Overall LOS (AM)</u>	<u>Overall LOS (PM)</u>
Main St and Reid St	2010	B	C
	2030	B	E
Main St & Ferry St (NB)	2010	D	D
	2030	D	E

Alternate "5"

Alternate 5 proposes the realignment of Reid Street to the west creating a four (4) leg, cross type intersection with Main Street and Ferry Street. This alternative does reduce the overall delay at the intersection but due to the separate phases proposed for Reid and Ferry Streets, the green time for Main Street would be reduced. Also, it would require the full acquisition of seven (7) commercial properties including the Bank of America building. The report indicates that the disadvantages of this alternative outweigh the benefits and therefore this alternative



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Mayor and Borough Council
August 9, 2010
Page 5

TIMOTHY W. GILLEN, P.E., P.P.
BRUCE M. KOCH, P.E., P.P.
ERNEST J. PETERS, JR., P.E., P.P.
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BEHRAM TURAN, P.E.

should not be considered. The cost estimate for Alternate 5 is approximately \$965,000.00. Please note that LOS where not supplied for this alternative.

Conclusion

In order to better evaluate the alternative plans proposed, we would like to obtain the accident data for the intersections from the consultant. By copy of this letter, we request that the consultant forward the data to our office for review. In addition, it appears that there will be a portion of Main Street from the end of the Main Street and Thomas Street Intersection Improvement project which terminates at the Obert Street intersection and the beginning of this project. On behalf of the Borough of South River, we respectfully request that the County extend the limits of this project to address this gap.

Should you have any questions regarding this matter, please do not hesitate to contact this office.

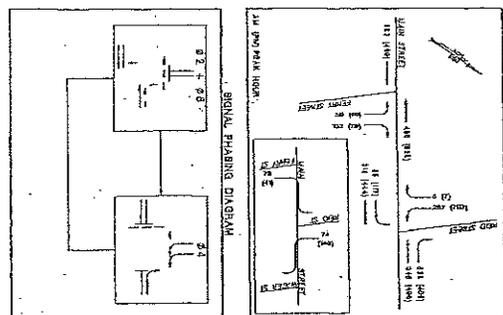
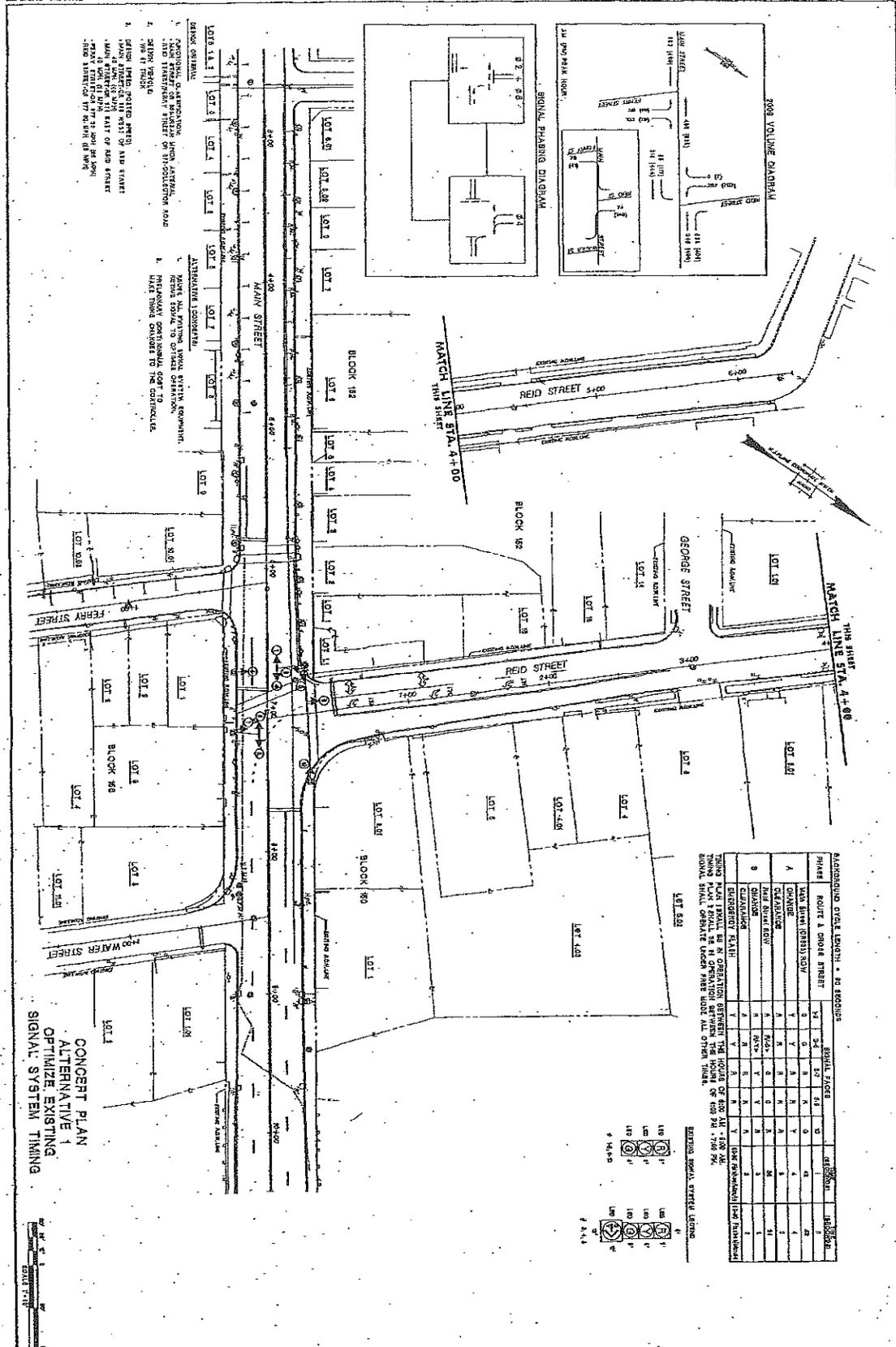
Very truly yours,

Bruce M. Koch, P.E., P.P., C.M.E.
Borough Engineer's Office

BMK/RR/rr

cc: All Council Members
Borough Administrator
Borough Clerk
Borough Attorney
Director of Public Works
John Reiser, P. E., County Engineer
Alex V. Mankiw, P. E., Hatch Mott MacDonald





MASSING OVER LENGTH - 40 FEET

PHASE	ROUTE 1 CROSS STREET	ROUTE 2	ROUTE 3	ROUTE 4	ROUTE 5	ROUTE 6	ROUTE 7	ROUTE 8	ROUTE 9	ROUTE 10	ROUTE 11	ROUTE 12
A	MAIN STREET (EXIST) NOW	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
B	ALTERNATIVE	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
C	MAIN STREET (EXIST) NOW	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
D	ALTERNATIVE	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

EXISTING SIGNAL SYSTEM LEGEND

LOT 1: [Symbol] 1
 LOT 2: [Symbol] 2
 LOT 3: [Symbol] 3
 LOT 4: [Symbol] 4
 LOT 5: [Symbol] 5
 LOT 6: [Symbol] 6
 LOT 7: [Symbol] 7
 LOT 8: [Symbol] 8
 LOT 9: [Symbol] 9
 LOT 10: [Symbol] 10
 LOT 11: [Symbol] 11
 LOT 12: [Symbol] 12

1. DESIGN LAYOUT POINTS (PHASING)
2. MAIN STREET ON WEST SIDE OF MAIN STREET
3. MAIN STREET ON EAST SIDE OF MAIN STREET
4. MAIN STREET ON WEST SIDE OF MAIN STREET
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MIDDLESEX COUNTY, NEW JERSEY
 COUNTY PROJECT NO. TR-0871

**MAIN STREET (C.R. 535), REID AVENUE
 AND FERRY STREET (WHITEHEAD AVENUE)
 INTERSECTION IMPROVEMENTS**
 BOROUGH OF SOUTH RIVER

**Hatch Mott
 MacDonald**
 Certificate No. 24624000000

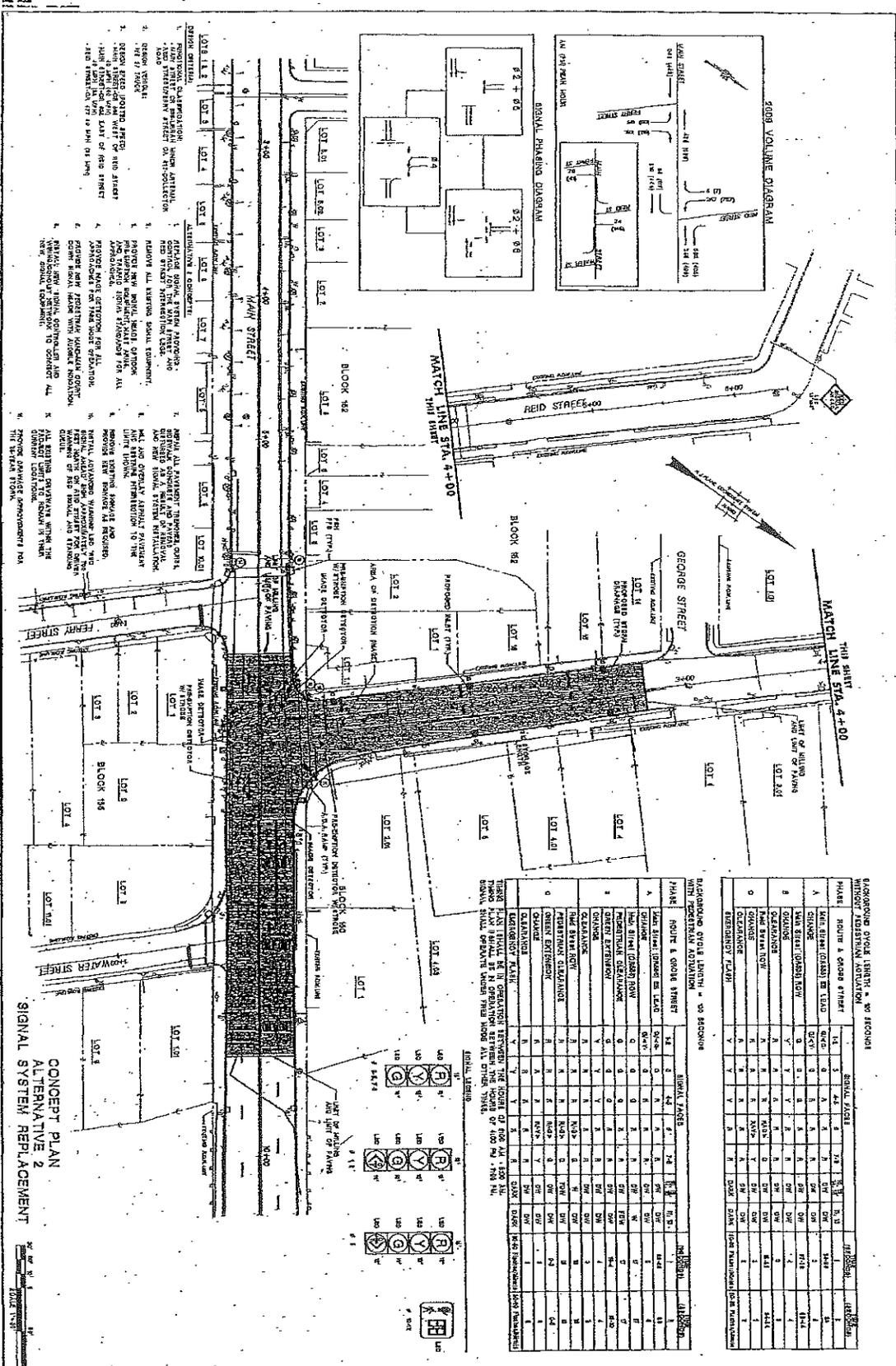
27 Broadway Street
 Newark, New Jersey 07102

ALEX V. MANKIW, P.E.
 Professional Engineer - NJ Lic. No. 0200000

Project: _____
 Revision: _____
 Date: _____
 Title: _____
 Author: _____
 Checked: _____
 Approved: _____
 Design: _____
 Drawn: _____
 Plotted: _____

CONCEPT PLAN
 ALTERNATIVE 1
 OPTIMIZE EXISTING
 SIGNAL SYSTEM TIMING

SCALE: 1" = 40'



1. REMOVE EXISTING SIGNAL SYSTEM AND REPLACE WITH PROPOSED SIGNAL SYSTEM.
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20. REMOVE EXISTING SIGNAL SYSTEM AND REPLACE WITH PROPOSED SIGNAL SYSTEM.

BACKGROUND CYCLE LENGTH = 90 SECONDS

MINIMUM PERMISSIBLE ACCORDION

PHASE	PHASE & CROSS STREET	PHASE	PHASE & CROSS STREET	PHASE	PHASE & CROSS STREET	PHASE	PHASE & CROSS STREET	PHASE	PHASE & CROSS STREET	PHASE	PHASE & CROSS STREET
A	Left Signal (Phase 1)	B	Through Signal (Phase 2)	C	Right Signal (Phase 3)	D	Left Signal (Phase 4)	E	Through Signal (Phase 5)	F	Right Signal (Phase 6)
G	Left Signal (Phase 7)	H	Through Signal (Phase 8)	I	Right Signal (Phase 9)	J	Left Signal (Phase 10)	K	Through Signal (Phase 11)	L	Right Signal (Phase 12)

MINIMUM PERMISSIBLE ACCORDION

PHASE	PHASE & CROSS STREET	PHASE	PHASE & CROSS STREET	PHASE	PHASE & CROSS STREET	PHASE	PHASE & CROSS STREET	PHASE	PHASE & CROSS STREET	PHASE	PHASE & CROSS STREET
M	Left Signal (Phase 13)	N	Through Signal (Phase 14)	O	Right Signal (Phase 15)	P	Left Signal (Phase 16)	Q	Through Signal (Phase 17)	R	Right Signal (Phase 18)
S	Left Signal (Phase 19)	T	Through Signal (Phase 20)	U	Right Signal (Phase 21)	V	Left Signal (Phase 22)	W	Through Signal (Phase 23)	X	Right Signal (Phase 24)

**CONCEPT PLAN
ALTERNATIVE 2
SIGNAL SYSTEM REPLACEMENT**

MIDDLESEX COUNTY, NEW JERSEY
COUNTY PROJECT NO. TR-0911

**MAIN STREET (C.R. 635), REID AVENUE
AND FERRY STREET (WHITEHEAD AVENUE)
INTERSECTION IMPROVEMENTS**

BOROUGH OF SOUTH RIVER

Hatch Mott MacDonald
27 South Street
10000, New York, NY 10003

ALEX V. MANKIN, P.E.
Professional Engineer - 10116 No. 100000000

DATE: 10/1/2011

SCALE: AS SHOWN



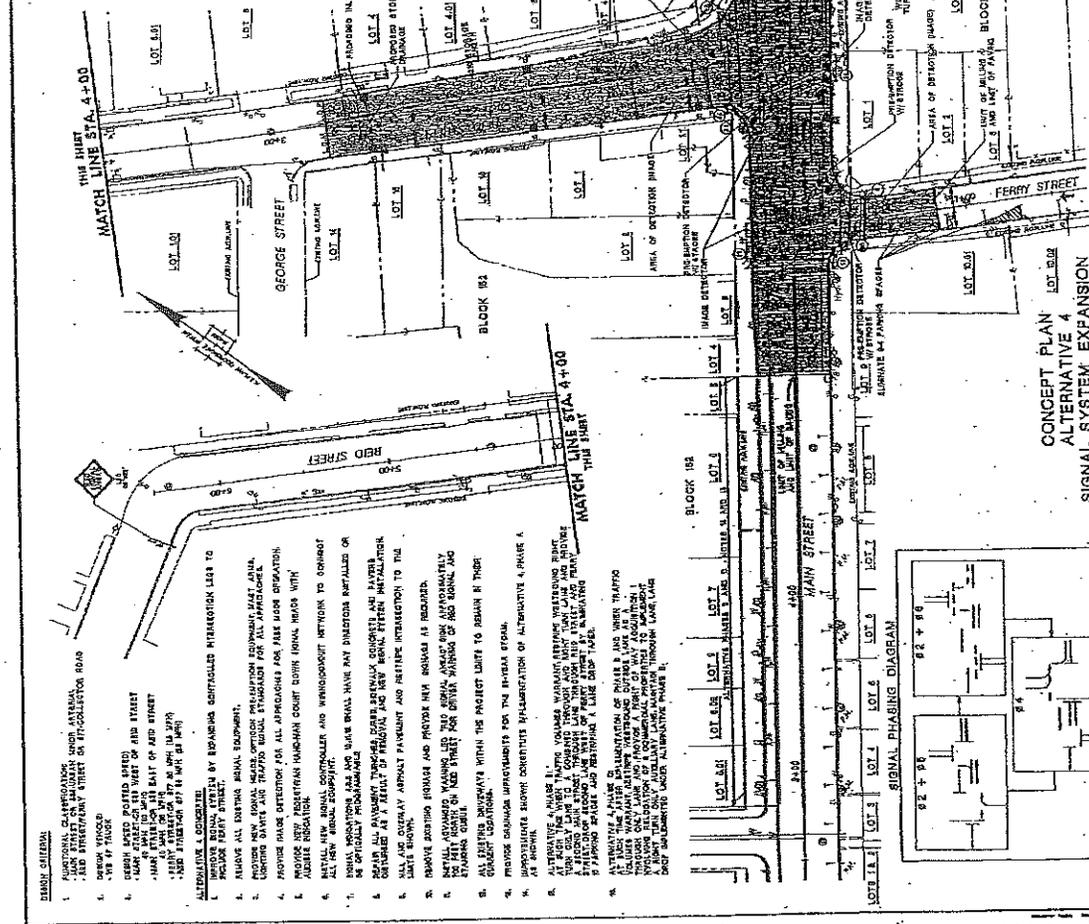
MIDDLESEX COUNTY, NEW JERSEY
 CORPUS PROJECT NO. R-698
 MAIN STREET (C.R. 559), RED AVENUE
 AND FERRY STREET IMPROVEMENTS
 BOROUGH OF SOUTH RIVER

BACKGROUND SIGNAL LENGTH - 10 SECONDS
 WITHOUT HOPEFULLY ACTIVATION

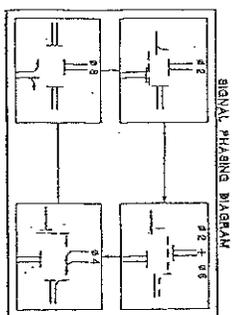
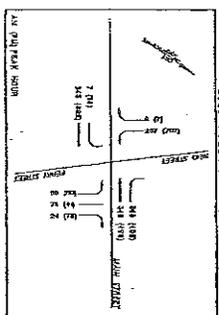
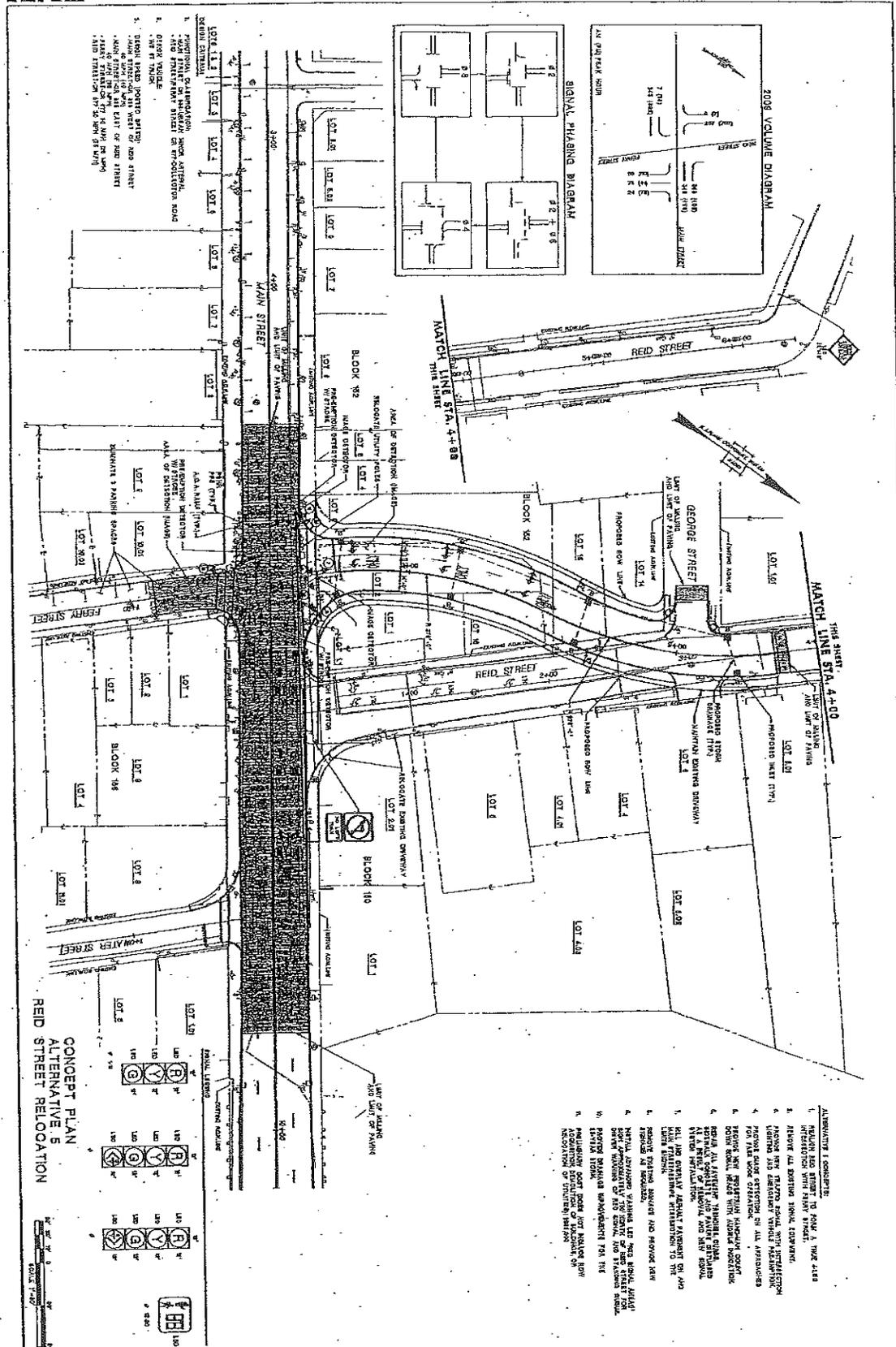
PHASE	ROUTE A CROSS STREET	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
A	MAIN STREET (CROSS) RED	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100

BACKGROUND SIGNAL LENGTH - 10 SECONDS
 WITH HOPEFULLY ACTIVATION

PHASE	ROUTE A CROSS STREET	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
A	MAIN STREET (CROSS) RED	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100



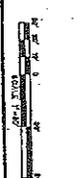
1. FUNCTIONAL CLASSIFICATION
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- PROPOSED DIMENSIONS
- ADJUST FRONT OF PROPERTY TO MATCH EXISTING ROAD
- ADJUST FRONT OF PROPERTY TO MATCH EXISTING ROAD
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- ADJUST FRONT OF PROPERTY TO MATCH EXISTING ROAD

- ALTERNATIVE 1 CONCEPTS
- RELOCATE REID STREET TO FORM A 'T' JUNCTION INTERSECTION WITH MAIN STREET.
 - REMOVE ALL EXISTING TRAFFIC SIGNALS.
 - REMOVE ALL EXISTING TRAFFIC SIGNALS.

CONCEPT PLAN
ALTERNATIVE 5
REID STREET RELOCATION



MIDDLESEX COUNTY, NEW JERSEY
COUNTY PROJECT NO. TR-099
MAIN STREET (C.R. 535), REID AVENUE
AND FERRY STREET (WHITEHEAD AVENUE)
INTERSECTION IMPROVEMENTS
BOROUGH OF SOUTH RIVER

Hatch Mott MacDonald
Civil/Structural/Transportation
27 Director Street
Middlesex, New Jersey 07091

ALEX V. MANKOW, P.E.
Professional Engineer - NJ Lic. No. 62222222

Designed	Drawn	Checked	Approved	Date
M.L.M.	C.M.			





September 13, 2010

JOHN H. ALLGAIER, 1983-01
DAVID J. SAMUEL, P.E., P.P.
JOHN J. STEFANI, P.E., L.S., P.P.
JAY B. CORNELL, P.E., P.P.
MICHAEL J. McCLELLAND, P.E., P.P.
GREGORY R. VALES, P.E., P.P.

TIMOTHY W. GILLEN, P.E., P.P.
BRUCE M. KOCH, P.E., P.P.
ERNEST J. PETERS, JR., P.E., P.P.
LOUIS J. PLOSKONKA, P.E.
TREVOR J. TAYLOR, P.E.
BEHRAM TURAN, P.E.

Mayor and Borough Council
Borough of South River
48 Washington Street
South River, New Jersey 08882

Re: **Improvements to the Intersections of:
Main Street (CR 535), Reid Street and
Ferry Street
Phase One Submission Review #1
South River, New Jersey
Our File No.: PSR00002.D6**

Dear Mayor and Borough Council:

In accordance with your authorization, our office has reviewed the above referenced Concept Study Report and Plans as prepared for the Middlesex County Engineering Department by Hatch, Mott and MacDonald, dated June 7, 2010. A total of five (5) alternatives were prepared for the intersections which range in scope from optimizing the existing timing to complete realignment of the intersection. The existing Main Street and Reid Street signalized intersection operates at acceptable levels of service under current conditions and also under 20 year projected volumes. However, the Ferry Street, unsignalized leg of the intersection currently operates at an unacceptable level of service (LOS) E during the PM peak hour and deteriorates to operational failure at the project 20 year volumes. A description of each alternative is summarized below.

Alternate "1"

Alternate 1 proposes the optimization of the existing signal timing only. There are no other improvements proposed. The timing changes would reduce the overall intersection delay to the signalized legs of the Main Street and Reid Street intersections but would not address the delay on Ferry Street. The LOS for each intersection for each design year for the AM/PM peak hours are noted in the table below:





<u>Intersection:</u>	<u>Year</u>	<u>Overall LOS (AM)</u>	<u>Overall LOS (PM)</u>
Main St and Reid St	2010	A	B
	2030	B	D
Main St & Ferry St	2010	C	E
	2030	F	F

Alternate "2"

Alternate 2 proposes the installation of all new modern signal equipment including image detection and pedestrian control facilities but proposes to maintain the existing lane configuration. Milling and overlaying of the existing pavement is also proposed including the installation of new concrete curbing and sidewalk and drainage improvements. The cost estimate for Alternate 2 is approximately \$690,000.00. The alternate will improve the LOS at the Main Street and Reid Street intersection but does not address the delay on Ferry Street. The LOS for each intersection for each design year for the AM/PM peak hours are noted in the table below:

<u>Intersection:</u>	<u>Year</u>	<u>Overall LOS (AM)</u>	<u>Overall LOS (PM)</u>
Main St and Reid St	2010	A	B
	2030	B	D
Main St & Ferry St (NB)	2010	C	E
	2030	F	F

Alternate "3"

Alternate 3 is similar to Alternative 2; however, this alternative provides bicycle accommodations along Main Street eastbound between Ferry Street and Water Street. In order to accommodate the shared bicycle lane, the eastbound outer lane on Main Street would be widened to 14'. This would reduce the sidewalk width in this area. The report indicates that Reid Street is currently considered bicycle





compatible base on the current speed limit and width of roadway. The cost estimate for Alternate 3 is approximately \$880,000.00. The LOS for each intersection for each design year for the AM/PM peak hours are the same as Alternative 2 noted above.

Alternate "4"

Alternate 4 has been designed to be implemented in three (3) phases to minimize initial costs. Phase A maintains the existing lane configurations but signalizes the Ferry Street intersection incorporating same into the Main Street and Reid Street signal controller. Ferry Street would be restriped to accommodate dedicated left and right turn lanes which would result in the loss of 4 parking spaces. Milling and overlaying of the existing pavement is also proposed including the installation of new concrete curbing and sidewalk and drainage improvements. This alternative would reduce the delay on Ferry Street but would do so at the expensive of the LOS for Reid Street. In addition, by signalizing Ferry Street, turn-type accidents would be addressed since Ferry Street would operate under a protective phase. The cost estimate for Alternate 4A is approximately \$845,000.00. The LOS for each intersection for each design year for the AM/PM peak hours are noted in the table below:

<u>Intersection:</u>	<u>Year</u>	<u>Overall LOS (AM)</u>	<u>Overall LOS (PM)</u>
Main St and Reid St	2010	B	C
	2030	C	F
Main St & Ferry St (NB)	2010	C	D
	2030	D	D

Phase B would implement striping changes to the westbound Main Street right turn only lane, changing same to a shared through and right turn lane. The westbound Main Street outside lane through movement would be extended 100' beyond Reid Street and end via a 245' taper. The construction of this lane and taper would result in the loss of approximately 10 parking spaces on the westbound side Main Street. The cost estimate for Alternate 4B is approximately \$845,000.00. The LOS for each intersection for each design year for the AM/PM peak hours are noted in the table below:





<u>Intersection:</u>	<u>Year</u>	<u>Overall LOS (AM)</u>	<u>Overall LOS (PM)</u>
Main St and Reid St	2010	B	C
	2030	C	F
Main St & Ferry St (NB)	2010	D	D
	2030	D	D

Phase C proposes the widening of westbound Main Street to provide an exclusive right turn only lane in addition to the improvements proposed in Phase A and B. This would allow the shared through and right turn lane proposed in Phase B to become a through movement only. The cost estimate for implementing Alternate 4, Phase A through C is approximately \$955,000.00. This does not include right of way acquisition which the report estimates to be approximately \$1,000,000.00. The full acquisition of three (3) commercial parcels for the widening would be required. The LOS for each intersection for each design year for the AM/PM peak hours are noted in the table below:

<u>Intersection:</u>	<u>Year</u>	<u>Overall LOS (AM)</u>	<u>Overall LOS (PM)</u>
Main St and Reid St	2010	B	C
	2030	B	E
Main St & Ferry St (NB)	2010	D	D
	2030	D	E

Alternate "5"

Alternate 5 proposes the realignment of Reid Street to the west creating a four (4) leg, cross type intersection with Main Street and Ferry Street. This alternative does reduce the overall delay at the intersection but due to the separate phases proposed for Reid and Ferry Streets, the green time for Main Street would be reduced. Also, it would require the full acquisition of seven (7) commercial properties including the Bank of America building. The report indicates that the





Mayor and Borough Council
September 13, 2010
Page 5

disadvantages of this alternative outweigh the benefits and therefore this alternative should not be considered. The cost estimate for Alternate 5 is approximately \$965,000.00. Please note that LOS were not supplied for this alternative.

Conclusion

Our office has reviewed the accident data for the Main Street and Ferry Street and Main Street and Reid Street intersections submitted by the County's engineering consultant. The data indicates that over a three year period, there were on average two accidents per year at the Ferry Street intersection and one and a third accidents per year at the Reid Street intersection. In our opinion, the accident data does not give support to one concept over another. We believe the main decision to be made by the Borough is whether to signalize the Ferry Street leg of the intersection at the expensive of the levels of service for the Main Street and Reid Street intersection. With that in mind, we would recommend that the Borough's Traffic Safety Officer be contacted to provide additional input as to which concept would be most beneficial to the Borough. In addition, as indicated in our previous letter, it appears that there will be a portion of Main Street from the end of the Main Street and Thomas Street Intersection Improvement project which terminates at the Obert Street intersection and the beginning of this project. On behalf of the Borough of South River, we respectfully request that the County extend the limits of this project to address this gap.

Should you have any questions regarding this matter, please do not hesitate to contact this office.

Very truly yours,

Bruce M. Koch, P.E., P.P., C.M.E.
Borough Engineer's Office

BMK/RR/rr

cc: All Council Members
Borough Administrator
Borough Clerk
Borough Attorney
Director of Public Works
John Reiser, P. E., County Engineer
Alex V. Mankiw, P. E., Hatch Mott MacDonald



Christopher D. Rafano
Freeholder, Director

Ronald G. Rios
Deputy Director

Carol Barrett
Stephen J. Dalina
H. James Polos
Mildred S. Scott
Blanquita B. Valenti
Freeholders



COUNTY OF MIDDLESEX
DEPARTMENT OF ENGINEERING
P.O. BOX 871, 333 TOWNSEND STREET
NEW BRUNSWICK, NJ 08903

Carol Barrett
*Chairperson, Committee of
Engineering and Planning*

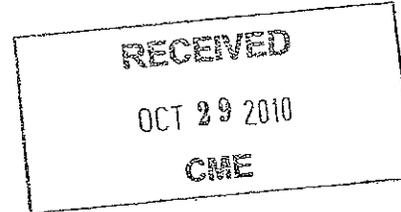
John A. Pulomena
County Administrator

John J. Reiser, Jr., P.E.
County Engineer

Richard E. Wallner, P.E.
Assistant County Engineer

Engineering:
732-745-3283
FAX: 732-937-4585

October 28, 2010



CME Associates
3141 Bordentown Avenue
Parlin, New Jersey
Attn: Mr. Bruce M. Koch, P.E., P.P.
South River Borough Engineer's Office

Re: Improvement to the Intersection of Main Street
Reid Street and Ferry Street
Borough of South River, New Jersey

Dear Mr. Koch:

The consultant Hatch Mott Macdonald submitted to you on June 4, 2010 the above captioned project Concept Plans. The Consultant provided five (5) alternatives for your Selection of Concept.

Should the Borough Government not select a concept by November 22, 2010 the County will ask the consultant to proceed with their recommendation of Alternative 4 Phase A, with the extension to meet the Main and Thomas Improvement project.

Very Truly Yours,

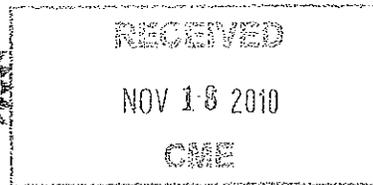

COUNTY ENGINEER

LV:bj
SoRiver\14

Christopher D. Rafano
Freeholder Director

Ronald G. Rios
Deputy Director

Carol Barrett
Stephen J. Dalina
H. James Polos
Mildred S. Scott
Blanquita B. Valenti
Freeholders



Carol Barrett
*Chairperson, Committee of
Engineering and Planning*

John A. Pulomena
County Administrator

John J. Reiser, Jr., P.E.
County Engineer

Richard E. Wallner, P.E.
Assistant County Engineer

Engineering:
732-745-3283
FAX: 732-937-4585

**COUNTY OF MIDDLESEX
DEPARTMENT OF ENGINEERING
P.O. BOX 871, 333 TOWNSEND STREET
NEW BRUNSWICK, NJ 08903**

November 17, 2010

Mr. Bruce Koch
South River Borough Engineer
c/o CME Associates
3141 Bordentown Avenue
Parlin, NJ 08859

Re: Alternative 4
Improvement to the Intersection of Main Street
Reid Street and Ferry Street
Borough of South River, N.J.

Dear Mr. Koch:

Enclosed is one copy of the Final Conceptual Plan for Alternative 4 for the Main Street Intersection Project. The alternative includes improvements to the Main Street and Reid Street signalized intersection as well as expansion of the traffic signal to include the Main Street and Ferry Street intersection.

The alternative has also been revised to include the resurfacing of Main Street from East of Water Street to Obert Street. This was requested by the Borough to extend the project limits westerly to meet the Main Street and Thomas Street intersection improvement project by Middlesex County.

Please provide your approval as soon as possible so that the design can proceed expeditiously.

Very Truly Yours,

COUNTY ENGINEER

LL:bj
SoRiver\16

Encl.

Middlesex County... "The Greatest County in the Land"

Christopher D. Rafano
Freeholder Director

Ronald G. Rios
Deputy Director

Carol Barrett
Stephen J. Dalina
H. James Polos
Mildred S. Scott
Blanquita B. Valenti
Freeholders



RECEIVED

NOV 23 2010

COUNTY OF MIDDLESEX
DEPARTMENT OF ENGINEERING
P.O. BOX 871, 333 TOWNSEND STREET
NEW BRUNSWICK, NJ 08903

Carol Barrett
*Chairperson, Committee of
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FAX: 732-937-4585

November 23, 2010

Mr. Alex V. Mankiw, P.E.
Hatch Mott Mac Donald
27 Bleeker Street
Millburn, N.J. 07041

Re: Improvements to the Intersection of
Main Street, Reid Street & Ferry Street
South River, N.J.

Dear Mr. Mankiw:

Enclosed, please find a Borough Resolution selecting Alternate 4A for the above referenced project.

Middlesex County Engineer's office is giving you Authorization to Proceed with the Selected Alternate 4A Phase II - Preliminary Phase Design.

Very Truly Yours,

COUNTY ENGINEER

LV:bj
SoRiverA15
Encl.

cc: Mr. Bruce Koch

Middlesex County... "The Greatest County in the Land"

Patricia Oconnor

From: Koch, Bruce <BKoch@cmeusa1.com>
Sent: Tuesday, November 10, 2015 9:24 AM
To: Frederick Carr
Cc: John Krenzel; Patricia Oconnor
Subject: Main, Reid and Ferry intersection
Attachments: Inters. Impts to Main St., Reid St., & Ferry St.pdf

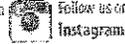
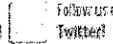
Fred: Here is the simple plans I mentioned

BRUCE M. KOCH, PE, PP, CME
Principal



**Consulting & Municipal
ENGINEERS**

3141 Bordentown Ave., Parlin,
NJ 08859
P:732.727.8000 F:732.727.3989
BKoch@cmeusa1.com
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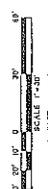
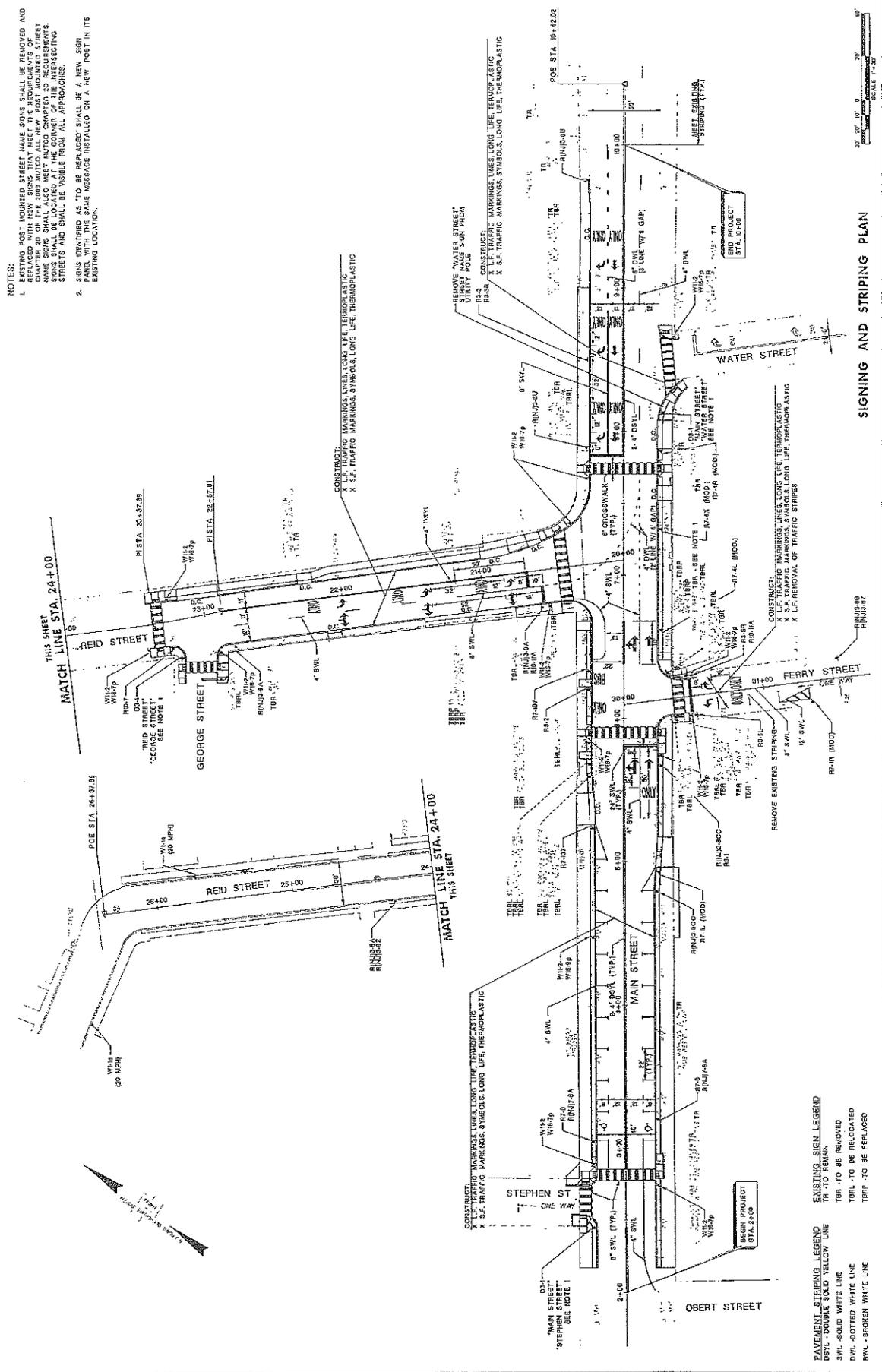




Project No.	24C4320000
Contract No.	24C4320000
Client	Middlesex County, New Jersey
Project Name	Main Street (CR 539), Reid Street and Ferry Street Improvements
Location	Borough of South River
Scale	AS SHOWN
Date	
Revision	

MIDDLESEX COUNTY, NEW JERSEY
COUNTY PROJECT NO. TR-0911
MAIN STREET (CR 539), REID STREET
AND FERRY STREET IMPROVEMENTS
BOROUGH OF SOUTH RIVER

- NOTES:**
- EXISTING PORT MOUNTED STREET NAME SIGNS SHALL BE REMOVED AND REPLACED WITH NEW SIGNS THAT MEET THE REQUIREMENTS OF THE NEW JERSEY SIGNAGE MANUAL. ALL NEW MOUNTED STREET NAME SIGNS SHALL ALSO MEET ANY ADDITIONAL REQUIREMENTS. SIGNS SHALL BE LOCATED AT THE END OF THE ADJACENT STREETS AND SHALL BE VISIBLE FROM ALL APPROACHES.
 - SIGNS IDENTIFIED AS TO BE REPLACED SHALL BE A NEW SIGN EXISTING LOCATION.



SIGNING AND STRIPING PLAN

- EXISTING SIGN LEGEND**
- R-10 - TO BE REMOVED
 - TBR - TO BE RELOCATED
 - TRP - TO BE REPLACED
- PAVEMENT STRIPING LEGEND**
- DSYL - DOUBLE SOLID YELLOW LINE
 - SWL - SOLID WHITE LINE
 - DWL - DOTTED WHITE LINE
 - BWL - BROKEN WHITE LINE