2022 AMENDMENT TO THE RE-EXAMINATION REPORT OF THE MASTER PLAN



BOROUGH OF HAMPTON
HUNTERDON COUNTY | NEW JERSEY

JULY 25, 2022

KMA
KYLE + McMANUS ASSOCIATES
POLICY
PLANNING
DESIGN

Traffic Flow Ideas:

1. **MacKenzie Road/Route 31** would require changes. The attached map better visualizes the changes. We could end MacKenzie at Maple Ave though move Maple closer to Route 31. The entry moved further north would allow more visibility of traffic coming from bridge curve and allow time to get across to southbound lane. The other is to reconfigure Johnson Rd into MacKenzie by adding curved deceleration lane northbound into MacKenzie Road area verses current 90degree turn requiring vehicles to slow to 5mph creating potential accidents.

   2nd Option is to run underpass from Mackenzie to southbound lane of route 31.

   Note: concern expressed about construction upheaval and who would absorb the cost.

2. **Bypass from Valley Road** Haberman property to Route 31 with connections to other streets in Hampton. See attached Map to visualize change. This involves putting in a four-way intersection at Haberman property. A new two-lane road up through Haberman south side property to railroad tracks running length to Rte. 31. By condemning railway from valley road to Route 31 and replace tracks with roadway and bridge replacement over Main Street with ingress/egress added from e.g., Railroad Ave, East Grand Street, W Grand Street, Borough DPW...would allow better flow and elevate Main Street traffic burden with new development. The road would run to an intersection under the bridge to a lane up to Route 31 south and the northbound lane down under bridge to continue to Valley Road. The roadway would be vehicle and no truck traffic to keep noise down and due to Shurts Road and Maple Ave (Asbury) are not designed for trucks or trucks making turns. The Route 31 bridge could have option of connecting Starglo alongside Glen Gardner farm to the under-bridge intersection. The current MacKenzie then could be terminated.

   This would allow traffic to easily flow along bypass and not through town of 1500 vehicles a day (Shurts bridge study had pre Haberman development at 900 cars daily on Valley to Main Street) that would be potential traffic through Main Street. The other is this plan would eliminate the need for Route 31 light at south Main St by lowering traffic on local streets.

   Note: concern expressed that the property is owned by railroad and would not be released based on long term option to reinstate the line. Site is also a candidate for Rails to Trails path. Lastly, volume of proposed traffic may not justify the cost and disruption of town infrastructure.

or

3. **Valley Rd** can be changed from two lane **to one way from** Valley Road Church west bound to Haberman property and east bound out of Haberman requires only going out Valley to Shurts to Asbury Anderson. It staggers traffic flow but still maintains connectivity to town.

   Note: Concern that locate townships may have issues with increased traffic on their roads.

or

4. **Main Street**- Add stop signs at Bowlby, Wells and Lower Skillman to slow traffic through town and make it less advantageous to cutting through on Main to avoid route 31 morning and evening backups.

5. **South Main and Route 31 intersection**: Petition State to put in light to handle additional traffic or round about (traffic circle) to allow flow of traffic. Washington State does this very effectively for same size roads of Route 31 and Main. I can provide pics if this option is viable.

6. **List of Valley Road Improvements:**
   Valley Road is currently outdated width/size and road surface is beyond repair. A complete resurfacing with addition of traffic calming devices (like Musconetcong River Road islands) to slow traffic. Also build an adjoining bike path vs concrete walkway to keep in visual appeal to country road. This is a very attractive idea plus a safety benefit for the increased foot/bike traffic.

   By moving above ground electrical etc. below grade would make more appealing and add to space needed to put in bike path alongside road. Also, monies from each utility company noted and Haberman could aid in overall construction project costs.

   The following to be underground:
   -Run water line full length of Valley Road (Hampton Water Auth)
   -Run gas main full length of Valley Road (Elizabethtown Gas)
   -Run electrical lines, etc... full length of Valley Road (JCP&L)
   -Run sewer line to run off basins to be built at Haberman property...full length of Valley (Haberman future investment)
   -Run cable and high-speed internet the full Valley Road (Verizon, Century Link)
   -Put decorative street level lighting poles to provide lower light pollution yet effective walkway visual full length of Valley
   -Put exercise stops along path running parallel to road with decorative plantings.

Modern roundabouts

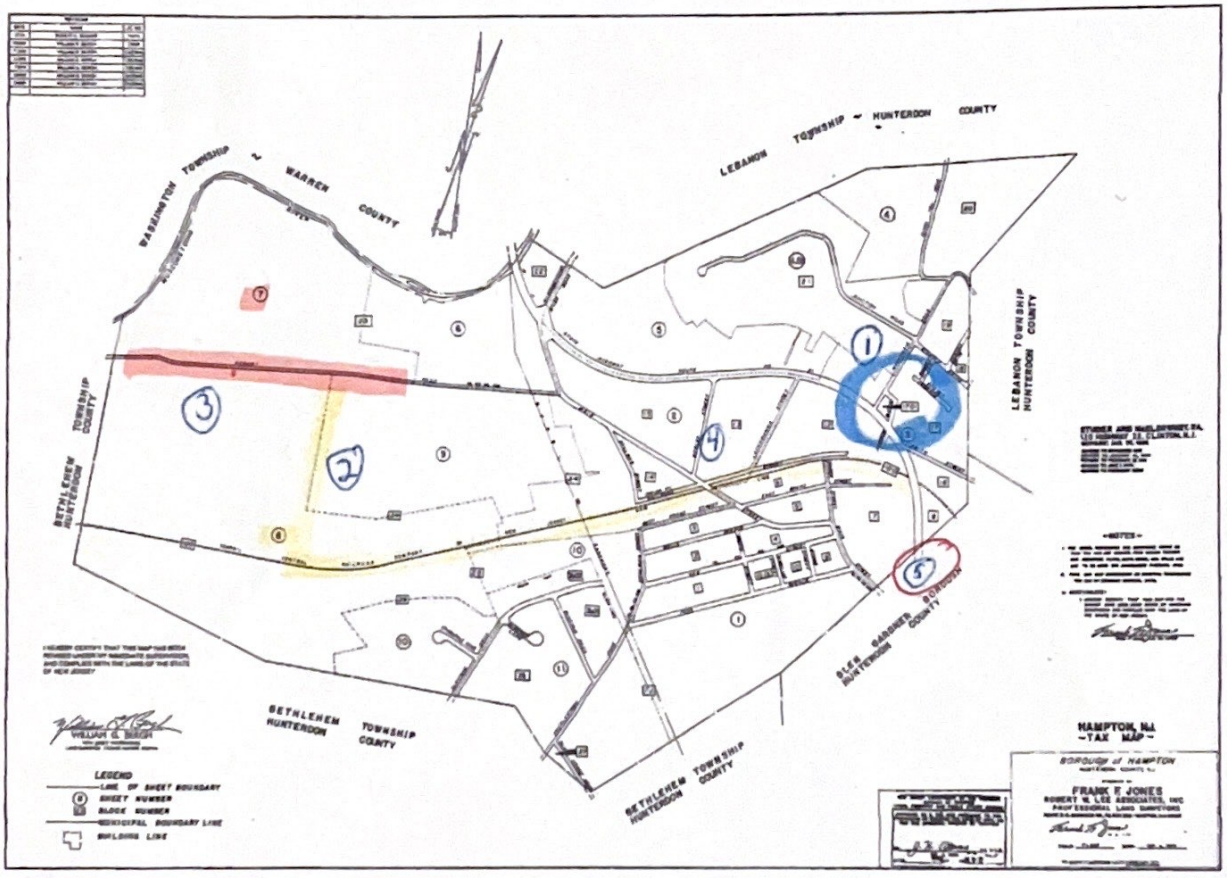
Modern roundabouts (right) are designed to accommodate vehicles of all sizes, including emergency vehicles, buses, and truck and trailer combinations. In a modern roundabout, drivers enter the intersection by navigating a gentle curve. Drivers yield at entry to traffic already in the roundabout, then proceed into the intersection and exit at their desired street.

A main feature of the modern roundabout is a raised central island. The circular shape is designed to control the direction of traffic and reduce speeds to 15 to 20 mph. It also reduces the likelihood of t-bone or head-on collisions.

The central island of many roundabouts includes a truck apron (above), a raised section of concrete that acts as an extra lane for large vehicles. The back wheels of the oversize vehicle can ride up on the truck apron so the truck can easily

Broad Street
Main Street
Brown Street
Mine Street
Bonnell Street
CR 523
CR 617
US 202
NJ 31

KEY MAP



KEY MAP