



BIRDSALL ENGINEERING, INC.
CONSULTING & ENVIRONMENTAL ENGINEERS

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BIRDSALL SERVICES GROUP
COMPANY

Borough of Fair Lawn
Borough Hall
8-01 Fair Lawn Avenue
Fair Lawn, New Jersey 0 7410

September 22, 2003
Job No. 2-07517-0001-00

Attn: Mr. Kenneth Garrison, P.E., Borough Engineer

**Re: Traffic Calming Study and Intersection Improvements
NJ Route 4 and Midland Avenue and vicinity streets
Borough of Fair Lawn, Bergen County, New Jersey**

Dear Mr. Garrison:

Enclosed for your review is our Report on the subject project. Reference is made to our Scope of Services for the subject project. As you are aware, our scope consisted of two main study areas that are further described as follows:

Area 1: Investigate Alternatives for Traffic Calming along Arcadia, Berkshire, Cambridge, Dorchester, and Ellington Roads between Midland Avenue (C.R. 67) and Plaza Road, including dead-ending some or all of the roadways.

Area 2: Investigate the feasibility of providing a left turn lane on NJ Route 4 (Broadway) westbound at Midland Avenue (C.R. 67).

The results of the traffic counting program and analysis of the traveling speeds on the local roads are presented herein for your review. The addition of a westbound left turn lane at the existing traffic signal on Broadway (NJSH Route 4) and Midland Avenue will offer motorists traveling westbound on Route 4 direct access to Midland Avenue. Our traffic analyses indicates that the majority of westbound traffic turning right at Plaza Road is accessing Midland Avenue through local streets and the direct left turn lane will mitigate this turning volume.

The traffic volumes and travel speeds on the local roads south of Broadway between Midland Avenue and Plaza Road were measured and evaluated for traffic calming needs. Five local roads were evaluated between Plaza Road and Midland Avenue, beginning with Ellington Road and extending through Dorchester, Cambridge, Berkshire and Arcadia Roads. The volume of traffic on these roads is consistent with local roadways in close proximity to state highways and roads that offer direct access to connector roadways. The volumes on these roads increased as you near the state highway. With respect to the travel speeds on these roadways, the majority of traffic traveling on these roadways was traveling at the speed limit or at volumes in excess of the speed limit by only five miles per hour.



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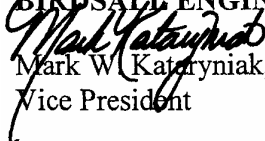
In evaluating the configuration of Broadway between Midland Avenue and Plaza Road, a westbound left turn lane can be physically constructed within the existing center of the roadway by modifying the median barrier and narrowing the widths of the existing roadway shoulders. With adherence to NJDOT Design Standards, a 200-foot left turn storage lane and the appropriate lane shift tapers can be accommodated within the approximately 700 feet between Midland Avenue and Plaza Road. The majority of traffic traveling south on Plaza Road and turning onto Midland Avenue via the aforementioned local streets originates from Plaza Road north of the jughandle. The proposed westbound left turn lane would serve a small percentage of these vehicles, but would likely accommodate all of the westbound left turning traffic from Route 4. The volume reduction on the westbound local roadways between Plaza Road and Midland Avenue, approximately 10% of the hourly traffic volume on these roads, will offer an improvement to the traffic conditions on these roads.

We understand that the NJDOT is evaluating the feasibility of constructing the left turn lane at Broadway and Midland Avenue. We feel that the construction of this left turn lane will offer a reduction in travel volume on the local streets connecting Plaza Road and Midland Avenue, redirecting this through volume onto the state highway and collector roads, which is in keeping with good engineering practices. Traffic calming on the local streets between Midland Avenue and Plaza Road may not be needed since the measured volumes on the roads illustrated that the majority of the volume on these roads was traveling within the posted speed limits. The reduction in travel volumes resulting from the left turn lane would be our first recommendation for calming traffic and improving the quality of life on these streets. We recommend that the conditions be monitored in the future after the installation of the left turn lane to see if additional measures are necessary.

We thank the Borough of Fair Lawn for the opportunity to be of service in this matter. If you wish to discuss this matter in greater detail, or have any questions in the information contained herein, please do not hesitate to contact the undersigned at (732) 380-1700 Extension 1226.

Very truly yours,

BIRDSALL ENGINEERING, INC.


Mark W. Katarzyniak, P.E.
Vice President

Encl.

cc: Hon. David Ganz, Mayor
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BIRDSALL ENGINEERING, INC.
CONSULTING & ENVIRONMENTAL ENGINEERS

TRAFFIC STUDY

INTERSECTION IMPROVEMENTS AT

NJ Route 4 (Broadway) and Midland Avenue (C.R. 67)

TRAFFIC CALMING AT

**Ellington, Dorchester, Cambridge, Berkshire and Arcadia
Roads**

Borough of Fair Lawn

Prepared for

The Borough of Fair Lawn

Bergen County, New Jersey

Prepared by

Birdsall Engineering, Inc.

**611 Industrial Way West
Eatontown, New Jersey 07724**

September 2003

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