




INTEROFFICE MEMORANDUM

TO: File

FROM: Eric Miller, Supervising Engineering Aide 

DATE: February 20, 2019

SUBJECT: Union Valley Road – Camden Place

The *Manual on Uniform Traffic Control Devices* (MUTCD) is the Federal document that governs the size, shape, color and placement of road signs. The four main categories of signs are Regulatory, Advisory, Guidance and Construction. For this analysis the Regulatory and Advisory signs along Union Valley Road between Gould Road and Marshall Hill Road are included.

Regulatory Signs are defined as the range of signs that are utilized to indicate or enforce traffic laws and regulations that are subject to penalty when disregarded (predominantly white plus STOP, YIELD, WRONG WAY, etc.).

Advisory Signs are defined as the range of signs that convey a general warning and do not result in penalties if disregarded (predominantly yellow).

Within West Milford road sign placement is recorded and maintained via the *Sign Authorization* manual. This internal document lists all of the **Regulatory** and **Advisory** signs along main roads within the Township. With respect to Passaic County roads within West Milford, the Township is responsible for the maintenance of **Regulatory** signs and the County is responsible for **Advisory** signs.

On January 17, 2019, Engineering Division staff performed an inspection to compare the *Sign Authorization* to the existing conditions along the subject section of Union Valley Road. The results of the inspection (attached) were submitted to the Chief of Police on January 22, 2019. According to the *Sign Authorization* there are 5 **Regulatory** and 22 **Advisory** signs missing.

A review of the video, provided by the inquiring resident, demonstrates a lack of understanding of the distinction between **Regulatory** and **Advisory** signs. However, the concerns raised by the resident are not without merit.

The ten-year accident history, compiled by the Police Department, shows 27 reported motor vehicle accidents. Excluding interactions with wildlife and mechanical related issues there are 18 total accidents of which half are single vehicle leaving the roadway. Although there was no traffic count performed for this analysis, local knowledge indicates an ADT (Average

Daily Traffic) of less than 10,000. The service level of this roadway comparing ADT to crash experience is not to be considered poor. There are other factors to be considered that cannot be quantified, such as near misses that force vehicles to engage the centerline rumble strips. The rumble strip activations likely occur frequently at the historically problematic Camden Place intersection. The Township has previously prohibited left hand turns exiting Camden Place onto Union Valley Road. There has since been complaints about right hand turns exiting Camden Place which, at times, likely engage the rumble strips.

Title 39 – Motor Vehicles and Traffic Regulations govern New Jersey public roadways to include speed limits. Speed limits are established by speed survey (85th percentile), special conditions or by statutory limits set forth, as follows:

34:4-98 Rates of Speed. Subject to the provisions of R.S.39:4-96 and R.S.39:4-97 and except in those instances where a lower speed is specified in this chapter, it shall be prima facie lawful for the driver of a vehicle to drive it at speed not exceeding the following:

- a. Twenty-five miles per hour, when passing through a school zone during recess, when the presence of children are going to or leaving school, during opening or closing hours;
- b. (1) Twenty-five miles per hour in any business or residential district;
(2) Thirty-five miles per hour in any suburban business or residential district;
- c. Fifty miles per hour in all other locations, except as otherwise provided in the “Sixty-Five MPH Speed Limit Implementation Act”, pursuant to Section 2 of P.L. 1997, c.415 (C:39:4-98.3 et al)

Considering increased development and increased traffic volumes in the decades since the Union Valley Road speed limits were established, the following recommendations are offered:


- 1. Reduce the speed limit to 35 MPH within the suburban residential section of Union Valley Road between Sussex Drive and Concord Road.
- 2. Close Camden Place. The sight distance is substandard and cannot be mitigated within the right-of-way. At the very least Camden Place should be one way, entrance only from Union Valley Road. However, closure is preferred because turning movements will undoubtedly result in passing traffic engaging the rumble strips. There are two alternate means to access the Crescent Park development (Sussex Drive and Monmouth Avenue) and there should be no adverse impact on traffic operations as a result of closing the road. The road closure should be implemented on a one-year trial basis and made permanent upon a positive re-evaluation.

CC: TOWNSHIP ADMINISTRATOR
CHIEF OF POLICE
DIRECTOR OF PUBLIC WORKS
TOWNSHIP ENGINEER



INTEROFFICE MEMORANDUM

TO: File

FROM: Bob Rieder, Drafting Technician 

DATE: January 22, 2019

SUBJECT: **Union Valley Road**
Sign Authorization Inspection
Marshall Hill Road to Gould Road

On Thursday, January 17, 2019, an inspection was performed for regulatory and warning signs on Union Valley Road between Gould Road and Marshall Hill Road based on a request from the Chief of Police.

	Missing Signs	Signs Modified From <i>Sign Authorization</i>	Signs Not Listed in <i>Sign Authorization</i>
Regulatory	5	0	0
Warning	22	3	5
Total	27	3	5

The missing and modified signs with descriptions are identified below. The pertaining *Sign Authorization* pages are attached.

Facing Southbound (from Marshall Hill Road to Gould Road)

No.	Sign	Type	Location	Comment
19.	Narrow Bridge	W5-2	375' north of the center of Passaic County Bridge #430	Missing
20.	Curve, with 35 MPH Advisory	W1-2R W13-1	1,300' south of the center of Passaic County Bridge #430	Missing 35 MPH Advisory
21.	Curve modified with a thin line to indicate 35 MPH Advisory	Similar to W1-2L W13-1	845' north of Beacon Hill Road	Both Missing
23.	Speed Limit 45	R2-1	150' south of Beacon Hill Road	Missing
24.	Curve, with 35 MPH Advisory	W1-2R W13-1	200' south of Concord Road	Both Missing

No.	Sign	Type	Location	Comment
26.	Curve modified with a thin line to indicate Camden Place, with 30 MPH Advisory	Similar to W1-2L W13-1	500' north of Camden Place	Both Missing
27.	Curve, with 40 MPH Advisory	W1-2L W13-1	225' south of Stephens Road	Both Missing
29.	Speed Limit 50	R2-1	1,500' south of Sussex Drive	Missing
31.	Curve, with 45 MPH Advisory	W1-2L W13-1	1,525' north of Gould Road	Both Missing

Facing Northbound (from Gould Road to Marshall Hill Road)

No.	Sign	Type	Location	Comment
15.	Speed Limit 50	R2-1	425' north of Gould Road	Missing
20.	Curve modified with a thin line to indicate Monmouth Avenue	Similar to W1-2R	175' north of Old Milford Lane	Missing Modification
21.	Curve modified with a thin line to indicate Camden Place, with 35 MPH Advisory	Similar to W1-2R W13-1	325' south of Stephens Road	Both Missing
23.	Reverse Curve, with 35 MPH Advisory	W1-4L W13-1	750' north of Camden Place	Both Missing
24.	Curve, with 35 MPH Advisory	W1-2L W13-1	2,175' north of Camden Place	Both Missing
29.	Narrow Bridge	W5-2	2,690' north of Beacon Hill Road	Missing
31.	Curve, with 40 MPH Advisory	W1-2L W13-1	1,125' north of the center of Passaic County Bridge #430	Both Missing
33.	Speed Limit 35	R2-1	125' south of Park Lane	Missing
34.	Speed Limit 35	R2-1	985' north of Park Lane	Missing
35.	Curve modified with a thin line to indicate Marshall Hill Road with 25 MPH Advisory	Similar to W1-2L W13-1	40' south of Ridge Road	Modified Type and Location

The following signs were not listed in the *Sign Authorization* and observed along Union Valley Road. Photographs of the additional signs are provided.

Photo	Facing	Sign	Location	Type
1	Southbound	Reverse Curve, with 30 MPH Advisory	615' south of Concord Road	W1-4R W13-1
2	Southbound	Winding Road, with 35 MPH Advisory	590' north of Camden Place	W1-5 W13-1

Photo	Facing	Sign	Location	Type
3	Northbound	Reverse Curve, with 35 MPH Advisory	1,485' north of Camden Place	W1-4R W13-1
4	Northbound	Curve, with 35 MPH Advisory	650' north of Passaic County Bridge #430	W1-2R W13-1
5	Northbound	Side Road modified to indicate Stowaway Road and Pilot Avenue	265' south of Stowaway Road	Similar to W2-3



Photo 1



Photo 2



Photo 3



Photo 4



Photo 5

SIGN AUTHORIZATION

UNION VALLEY ROAD (RT. 513)

NO.	SIGN	TYPE	LOCATION	REMARKS
	<u>FACING NORTHBOUND</u>			
1.	Speed Limit 40	R2-1	250' north of the northerly curbline of Route 23.	
2.	Reverse Curve, with 30 MPH Advisory	W1-4R W13-1	750' north of the northerly curbline of Route 23. (50' south of Pole #BT 30-8WM)	
3.	Curve, with 35 MPH Advisory	W1-2L W13-1	2225' north of the northerly curbline of Route 23. (10' south of Pole #30-18 WM)	
4.	Speed Limit 40	R2-1	2800' north of the northerly curbline of Route 23 (opposite Pole #BT-22 WM)	
5.	Curve, with 35 MPH Advisory	W1-2L W13-1	3400' north of the northerly curbline of Route 23 (10' south of Pole #WD 208)	
6.	Speed Limit 50	R2-1	4150' north of the northerly curbline of Route 23 (opposite Pole #BT28 WM)	
7.	Curve	W1-2R	5625' north of the northerly curbline of Route 23 (10' south of Pole #WD 1105)	
8.	Side Road	W2-2	600' south of La Rue Road (10' south of Pole #WD 1109)	
9.	Speed Limit 50	R2-1	100' north of La Rue Road	
10.	Reverse Curve modified with a thin line to indicate Van Orden Rd. with 35 MPH Advisory	similar to W1-4L W13-1	500' south of Van Orden Rd. (opposite a point 150' south of Pole #BT 52)	
11.	Speed Limit 50	R2-1	835' north of Van Orden Rd. (10' south of Pole #WD 1120)	
12.	Side Road	W2-2	500' south of Oxbow Lane. (10' south of Pole #WD 1126)	
13.	Speed Limit 50	R2-1	150' north of Oxbow Lane.	

SIGN AUTHORIZATION

UNION VALLEY ROAD

NO.	SIGN	TYPE	LOCATION	REMARKS
14.	Side Road	W2-2	500' south of Gould Road (opposite a point 50' south of Pole #BT 79 WM)	
15.	Speed Limit 50	R2-1	425' north of Gould Road (opposite Pole #BT 83 WM)	
16.	Curve, with 40 MPH Advisory	W1-2L W13-1	2385' north of Gould Rd. (opposite Pole #BT 92 WM)	
17.	Reduced Speed Ahead	R2-5a	1100' south of Sussex Dr. (opposite a point 85' south of Pole #G 100)	
18.	Speed Limit 45	R2-1	600' south of Sussex Dr. (opposite a point 100' south of Pole # 97725 WM)	
19.	Side Road	W2-2	450' south of Sussex Dr. (opposite a point 75' south of Pole #3811)	
20.	Curve modified with a thin line to indicate Monmouth Ave.	similar to W1-2R	175' north of Old Milford La. (10' south of Pole #BT 3599)	
21.	Curve modified with a thin line to indicate Camden Place, with 35 MPH Advisory	similar to W1-2R W13-1	325' south of Stephens Rd. (90' south of Pole #G 87 A)	
22.	Speed Limit 45	R2-1	150' north of Camden Place.	
23.	Reverse Curve, with 35 MPH Advisory	W1-4L W13-1	750' north of Camden Place. (opposite Pole #3793)	
24.	Curve, with 35 MPH Advisory	W1-2L W13-1	2175' north of Camden Place (opposit a point 35' south of Pole #3764)	
25.	Speed Limit	R2-1		
26.	Curve, with 40 MPH Advisory	W1-2R W13-1	350' south of Beacon Hill Road (10' south of pole# G41)	

SIGN AUTHORIZATION

UNION VALLEY ROAD

NO.	SIGN	TYPE	LOCATION	REMARKS
27.	Curve, with 30 MPH Advisory	W1-2L W13-1	600' north of Beacon Hill Rd. (10' south of pole #148)	
28.	Reverse Curve, with 35 MPH Advisory	W1-4L W13-1	1725' north of Beacon Hill Rd. 75' north of Pole #153)	
29.	Narrow Bridge	W5-2	2690' north of Beacon Hill Rd. 150' north of pole #157)	
30.	Speed Limit 45	R2-1	200' north of the center of Passaic County Bridge #430.	
31.	Curve, with 40 MPH Advisory	W1-2L W13-1	1125' north of the center of Passaic County Bridge #430. (35' south of unnumbered utility pole)	
32.	Stop Ahead	W3-1	160' south of Bushwick Lane.	
33.	Speed Limit 35	R2-1	125' south of Park Lane.	
34.	Speed Limit 35	R2-1	985' north of Park Lane. (opposite Pole #97771 WM)	
35.	Curve modified with a thin line to indicate Marshall Hill Road with 25 MPH Advisory	similar to W1-2L W13-1	40' south of Ridge Road	
36.	Speed Limit 35	R2-1	135' north of Marshall Hill Road.	
37.	Speed Limit 40	R2-1	150' north of Adelaide Ter.	
38.	Speed Limit 40	R2-1	400' north of N.J. Ave. (10' north of Pole #B 92)	
39.	Reverse Curve, with 35 MPH Advisory	W1-4L W13-1	40' north of Gwyneth Road	
40.	Speed Limit 45	R2-1	250' north of Plymouth Road	
41.	Curve, with 40 MPH Advisory	W1-2L W13-1	1725' north of Plymouth Road (10' south of pole #B 63)	

SIGN AUTHORIZATION

UNION VALLEY ROAD

NO.	SIGN	TYPE	LOCATION	REMARKS
42.	Curve modified with a thin line to indicate White Road, with 25 MPH Advisory	similar to W1-2R W13-1	400' south of White Road (35' south of unnumbered utility pole)	
43.	Curve modified with a thin line to indicate Greenbrook Drive, with 20 MPH Advisory	similar to W1-2L W13-1	300' north of White Road (10' south of Pole #BT 3048 WM)	
44.	Speed Limit 35	R2-1	100' north of Greenbrook Drive	
45.	Curve modified with a thin line to indicate Warwick Tpk. with 30 MPH Advisory	similar to W1-2R W13-1	750' north of Greenbrook Drive (10' south of Pole #B 42)	
46.	School Advance	S1-1	950' north of Greenbrook Drive (in place of existing school sign)	
47.	School Speed Limit Sign Assembly a. School b. Speed Limit 25 c. When Children Are Present	S4-3 R2-1 S4-2	125' south of Warwick Turnpike (10' south of Pole #UGL 36)	
48.	Speed Limit 35	R2-1	opposite center of Elm Street	

SIGN AUTHORIZATION

UNION VALLEY ROAD (ROUTE 513)

NO.	SIGN	TYPE	LOCATION	REMARKS
	<u>FACING SOUTHBOUND</u>			
1.	Speed Limit 35	R2-1	300' south of Lakeside Road (10' north of Pole #B 31)	
2.	School Advance	S1-1	110' south of Cooley Lane (in place of existing school sign)	
3.	Curve modified with a thin line to indicate Warwick Tpk. with 25 MPH Advisory	similar to W1-2L W13-1	50' south of Elm St.	
4.	School Speed Limit sign assembly		175' south of Elm St.	
	a. School	S4-3		
	b. Speed Limit 25	R2-1		
	c. When Children are present	S4-2		
5.	Speed Limit 35	R2-1	300' south of Warwick Tpk.	
6.	Curve modified with a thin line to indicate Greenbrook Dr. with 30 MPH Advisory	similar to W1-2R W13-1	365' north of Greenbrook Dr. (50' north of unnumbered utili- ty pole)	
7.	Stop Ahead	W3-1	525' south of Greenbrook Dr. (opposite a point 50' south of Pole #BT 3047 WM)	
8.	Speed Limit 45	R2-1	265' south of White Road	
9.	Speed Limit 45	R2-1	1000' south of White Road (opposite unnumbered utility pole)	
10.	Reverse Curve, with 35 MPH Advisory	W1-4L W13-1	200' north of Plymouth Ave.	
11.	Speed Limit 40	R2-1	opposite the center of Edge- cumb Road	
12.	Speed Limit 40	R2-1	175' north of Bearfort Road	
13.	Reduced Speed Ahead	R2-5a	600' south of N.J. Ave. (opposite Pole #B 100)	

SIGN AUTHORIZATION

UNION VALLEY ROAD

NO.	SIGN	TYPE	LOCATION	REMARKS
14.	Speed Limit 35	R2-1	135' north of Adelaide Terr.	
15.	Speed Limit 35	R2-1	140' south of Ridge Road	
16.	Speed Limit 45	R2-1	150' north of Bushwick Lane	
17.	Curve, with 35 MPH Advisory	W1-2L W13-1	335' south of Stowaway Road (opposite a point 75' south of unnumbered utility pole)	
18.	Reverse Curve, with 30 MPH Advisory	W1-4L W13-1	485' north of the center of Passaic County Bridge #430. (opposite Pole #BT 162)	
19.	Narrow Bridge	W5-2	375' north of the center of Passaic County Bridge #430. (opposite Pole #BT 3758)	
20.	Curve, with 35 MPH Advisory	W1-2R W13-1	1300' south of the center of Passaic County Bridge #430. (opposite Pole #154)	
21.	Curve modified with a thin line to indicate 35 MPH Advisory	similar to W1-2L W13-1	845' north of Beacon Hill Rd. (opposite pole#BT 150)	
22.	School Bus Stop Ahead	S3-1	555' north of Beacon Hill Rd. (opposite a point 50' south of Pole# 148)	
23.	Speed Limit 45	R2-1	150' south of Beacon Hill road	
24.	Curve, with 35 MPH Advisory	W1-2R W13-1	200' south of Concord road	
25.	Reverse Curve, with 30 MPH Advisory	W1-4L W13-1	1250' south of Concord Rd. (10'north of Pole# BT 3762)	
26.	Curve modified with a thin line to indicate Camden Place, with 30 MPH Advisory	similar to W1-2L W13-1	500' north of Camden Place (50' north of Pole #G 81A)	
27.	Curve, with 40 MPH Advisory	W1-2L W13-1	225' south of Stephens Rd. (10' north of Pole #G 87)	

SIGN AUTHORIZATION

UNION VALLEY ROAD

NO.	SIGN	TYPE	LOCATION	REMARKS
28.	Speed Limit 50	R2-1	675' south of Sussex Dr. (10' north of Pole #3812)	
29.	Speed Limit 50	R2-1	1500' south of Sussex Dr. (15' north of Pole #BT 99 WM)	
30.	Curve	W1-2R	2100' south of Sussex Dr. (75' north of Pole #BT 96 WM)	
31.	Curve, with 45 MPH Advisory	W1-2L W13-1	1525' north of Gould Road (100' north of Unnumbered utility pole)	
32.	Side Road	W2-2	500' north of Gould Road north of Pole #BT 83 WM)	
33.	Speed Limit 50	R2-1	250' south of Gould Road	
34.	Side Road	W2-2	500' north of Oxbow Lane. (50' north of Pole #BT 3070)	
35.	Speed Limit 50	R2-1	300' south of Oxbow Lane	
36.	Reverse Curve modified with a thin line to indicate Van Orden Road, with 35 MPH Advisory	similar to W1-4L W13-1	1085' north of Van Orden Rd. (25' north of Pole #WD 349 S)	
37.	Curve, with 35 MPH Advisory	W1-2L W13-1	75' south of Van Orden Road	
38.	Speed Limit 50	R2-1	100' south of Conklin Road	
39.	Side Road	W2-2	525' north of La Rue Road (10' north of Pole #45 WM)	
40.	Curve, with 45 MPH Advisory	W1-2L W13-1	700' south of La Rue Road (10' south of Pole #40 WM)	
41.	Curve	W1-2R	3150' south of La Rue Road (opposite Pole # WD 1100)	
42.	Reduced Speed Ahead	R2-5a	3490' south of La Rue Road (25' north of Pole #BT 28 WM)	

SIGN AUTHORIZATION

UNION VALLEY ROAD

NO.	SIGN	TYPE	LOCATION	REMARKS
43.	Speed Limit 40	R2-1	3975' south of La Rue Road (opposite Pole #WD 209)	
44.	Curve, with 35 MPH Advisory	W1-2R W13-1	3050' north of northerly curb line of Route 23. (25' north of Pole #BT 30-24 WM)	
45.	Reverse Curve, with	W1-4R	2225' north of the northerly curbline of Route 23. (opposite a point 25' north of Pole #BT 30-18 WM)	
	STOP	R1-1	On the intersecting roadways in accordance with an ordinance adopted on August 18, 1961 and approved by the Director of Motor Vehicles on September 11, 11, 1961, establishing Union Valley Road a Through Street.	