

NEWTON AVENUE (CR 604) SIGNAL AND ALIGNMENT IMPROVEMENTS

KAIGHN AVENUE/4TH STREET TO PINE STREET/7TH STREET | CAMDEN | NJ



IMPROVE TRAFFIC SIGNALS, SAFETY, ROADWAY AND UNDERGROUND INFRASTRUCTURE

Camden County, Cooper Ferry’s Partnership and SJH Engineering, P.C., in conjunction with Camden City, are undertaking a concept development study for the Newton Avenue (CR604) Signal and Alignment Improvement between Kaighn Avenue/4th Street and Pine Street/7th Street in Camden City.

Newton Avenue runs diagonally across other streets within the corridor and serves as a collector between the Bergen Square and Gateway neighborhoods and provides direct access to the Campbell Soup Company and Cooper University Hospital. The project segment deficiencies include operational issues due to many intersections with more than four approaches, non-ADA compliant curb ramps, unsafe pedestrian crossing conditions, deterioration of roadway pavement and sidewalks and aging of underground infrastructure.

PROJECT LOCATION

The project limits are along Newton Ave. from the Kaighn Ave./4th Street intersection to Pine Street/ 7th Street intersection.

CRASHES

2015: 34 crashes, 19 injuries, 6 involving pedestrians
 2016: 43 crashes, 19 injuries, 4 involving pedestrians
 2017: 31 crashes, 11 injuries, 4 involving pedestrians

TRAFFIC

Northern Section (Newton Ave. & Pine St./7th St.)
 AM Peak – 401 vehicles, 238 pedestrians
 PM Peak – 452 vehicles, 258 pedestrians

Southern Section (Newton Ave. & Kaighn Ave./4th St.)
 AM Peak – 71 vehicles, 61 pedestrians
 PM Peak – 113 vehicles, 81 pedestrians

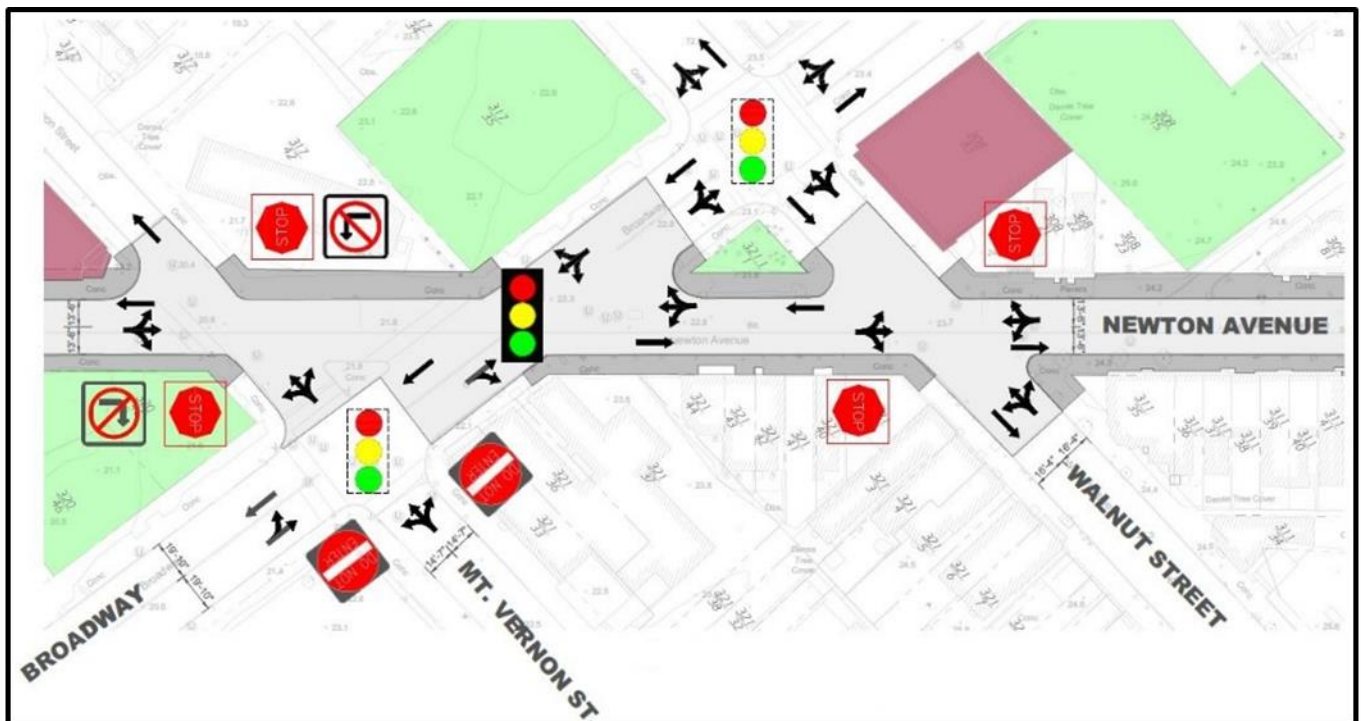
Goals of the Project

1. Enhance motor vehicle, bicycle, and pedestrian mobility while reducing accidents within the project area;
2. Upgrade signalized and unsignalized intersections for ADA compliance;
3. Evaluate Newton Ave. alignments to modify complex intersections to improve safety;
4. Upgrade/replace the underground infrastructure as required;
5. Improve roadway pavement, sidewalks striping and signing;
6. Develop a preferred alternative that is community-driven and stakeholder supported.



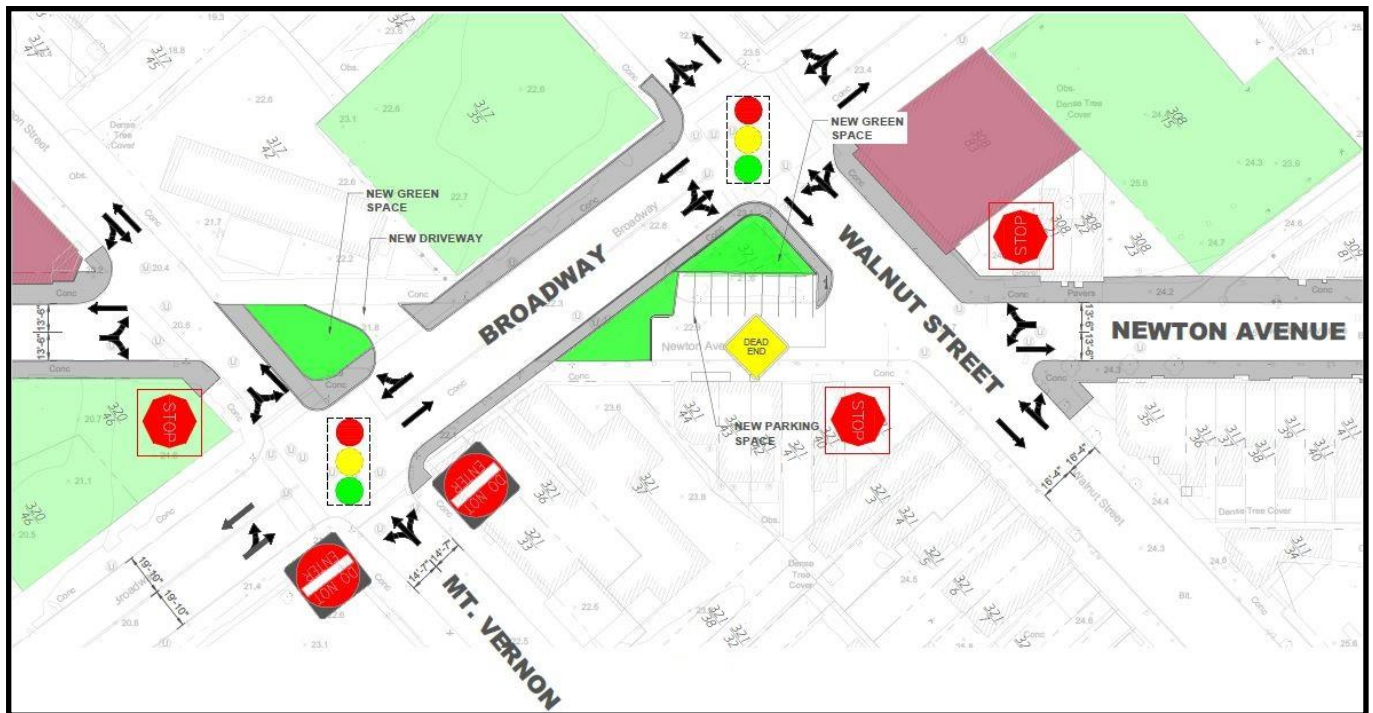
Alternatives Developed:

ALTERNATIVE 1: Existing Roadway Configuration with Signal Upgrades. This alternative includes: maintain the existing 2-way operation along Newton Ave.; upgrade all existing signals along Newton Ave. within project limits; provide Americans with Disabilities Act (ADA) ramps at all intersections; rehabilitate/replace stormwater and sanitary sewer systems; pavement rehabilitation/reconstruction; reconstruction of existing sidewalks; install new street lightings; landscape improvements.



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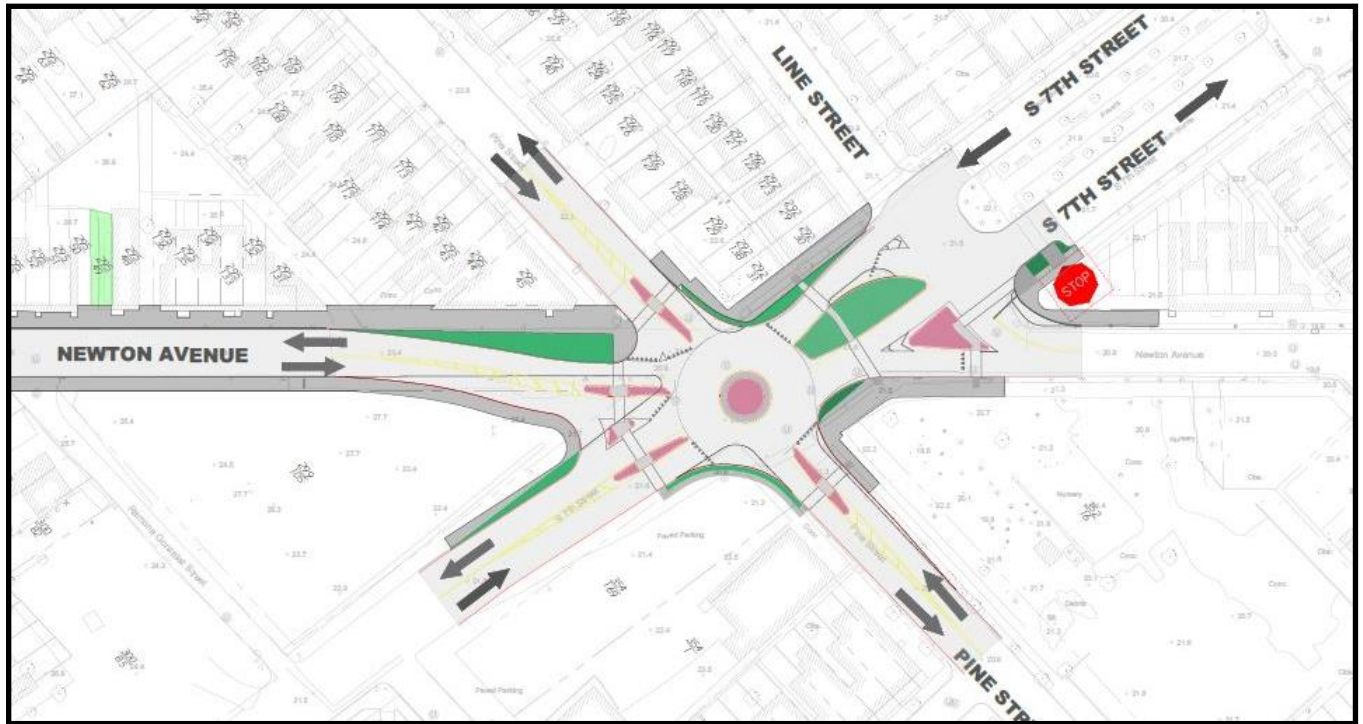
ALTERNATIVE 2: Vacate Newton Ave. between Mt. Vernon St. and Walnut St. This alternative includes: maintain 2-way operation along Newton Ave. from 4th St. to Mt. Vernon St, and from Walnut St. to 7th St; Vacate Newton Ave. between Mt. Vernon St. and Walnut St. to convert the Newton Ave./Mt. Vernon St. intersection to a T-intersection, and convert Newton Ave. at Broadway to a dead end; upgrade all remaining existing signals along Newton Ave. within project limits; provide ADA ramps at all intersections; rehabilitate/replace stormwater and sanitary sewer systems; pavement rehabilitation/reconstruction; reconstruction of existing sidewalks; install new street lightings; landscape improvements.



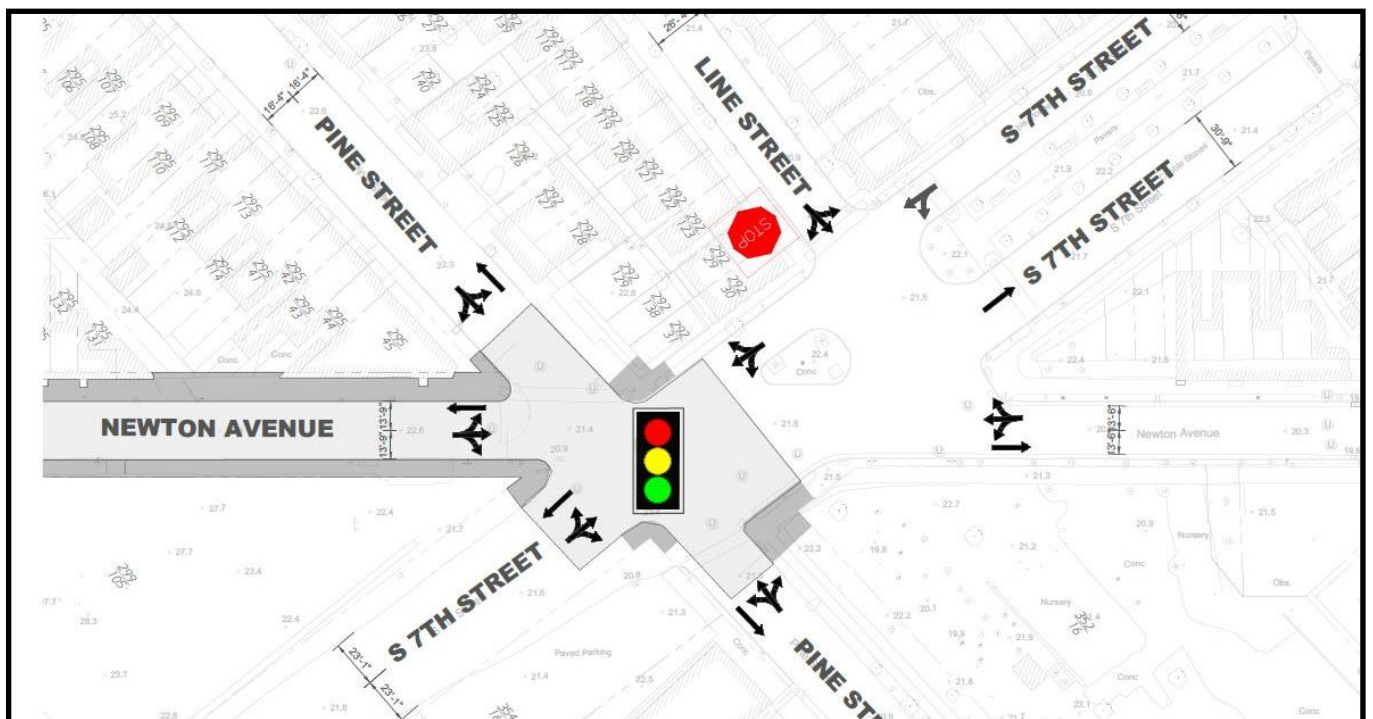
Alternatives 3a and 3b propose additional improvements at Newton Ave. and Pine Street/7th Street intersection.

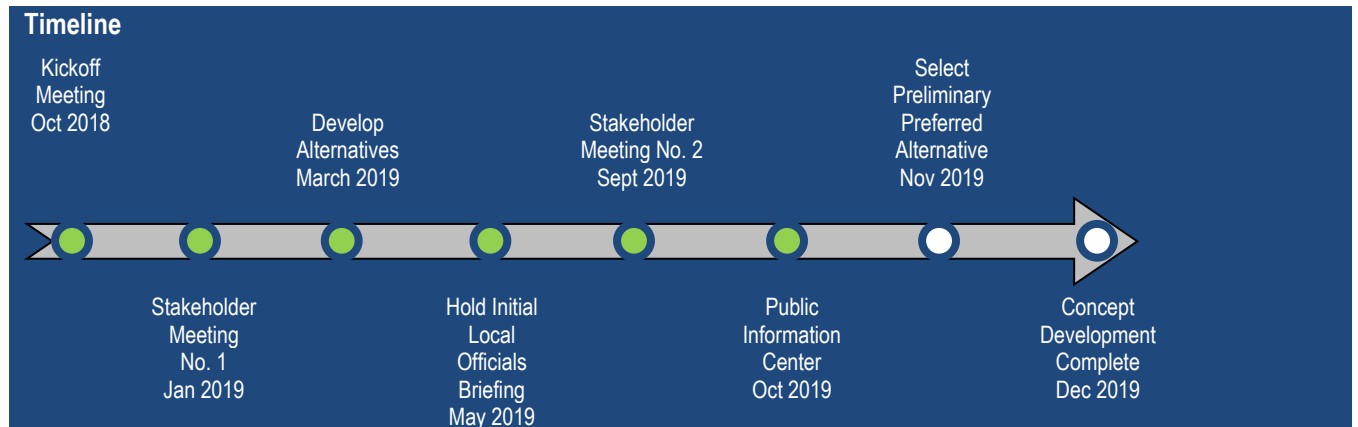
ALTERNATIVE 3a: Construct Roundabout at 7th St./Pine St. This alternative includes: maintain existing 2-way operation along Newton Ave.; upgrade all existing signals along Newton Ave. within project limits; construct roundabout at Newton and 7th St./Pine St. intersection; provide ADA ramps at all intersections; rehabilitate/replace stormwater and sanitary sewer systems; pavement rehabilitation/reconstruction; reconstruction of existing sidewalks; install new street lightings; landscape improvements.

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ALTERNATIVE 3b: Provide Traffic Signal at 7th St./Pine St. This alternative includes: maintain existing 2-way operation along Newton Ave.; upgrade all existing signals along Newton Ave. within project limits; provide signal at Newton and 7th St./Pine St. intersection; provide ADA ramps at all intersections; rehabilitate/replace stormwater and sanitary sewer systems; pavement rehabilitation/reconstruction; reconstruction of existing sidewalks; install new street lightings; landscape improvements.





Camden is seeking input from stakeholders to determine what improvements are important to the community

CONCEPT DEVELOPMENT TEAM



All comments or questions,
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