



Mayor and Common Council Borough of Flemington

October 24, 2022

Council Meeting Room and Online

I. Call to Order

1. Statement regarding OPMA

This meeting is called pursuant to the provisions of the Open Public Meetings Law. This meeting of October 24, 2022 was included in a list-of-meetings notice sent to the Hunterdon County Democrat and Courier-News on Jan. 5, 2022, posted on the bulletin board at Borough Hall on that date, and has remained continuously posted as required. In addition, a copy of this notice is and has been available to the public and is on file in the office of the Borough Clerk.

II. Work Session (7:00 PM)

III. Regular Meeting (7:30 PM)

Flag Salute

Roll Call:

| | |
|-------------------|------------------------|
| Betsy Driver | Mayor |
| Jessica Hand | Council Vice President |
| Malik Johnston | Council Member |
| Jeremy Long | Council President |
| Tony Parker | Council Member |
| Elizabeth Rosetti | Council Member |
| Kimberly Tilly | Council Member |

1. Mayor's Report
2. Council Members' Reports
 - Council Vice President Hand
 - Council Member Johnston
 - Council President Long
 - Council Member Parker
 - Council Member Rosetti
 - Council Member Tilly
3. Public Comments - Session I (up to 3 minutes each, for a maximum of 30 minutes)
4. Approval of Minutes

Motion To: **Approve Minutes: October 11, 2022 Regular Council Meeting**

APPROVE EXECUTIVE SESSION MINUTES: OCTOBER 11, 2022 COUNCIL MEETING

5. Consent Agenda

1. RESOLUTION 2022-210: REFUNDING OVERPAYMENT FOR FIRE INSPECTION FEE
2. RESOLUTION 2022-211: AUTHORIZING TURKEY TROT STREET CLOSURES NOVEMBER 24, 2022

Regular Agenda (Start)

This meeting is being held in conformance with the Open Public Meetings Act.

1. ORDINANCE 2022-20: 2022-20 : 2ND READING & PUBLIC HEARING: ESTABLISHING HANDICAP PARKING SPACES ON THE 200 MAIN STREET PROPERTY
2. ORDINANCE 2022-21: 2022-21 : 2ND READING & PUBLIC HEARING: ADDING SECTION1-5 TO THE BOROUGH CODE, ENTITLED "VIOLATIONS AND PENALTIES"
3. ORDINANCE 2022-22: 2022-22 : 2ND READING & PUBLIC HEARING: ADDING AND AMENDING LEAD PAINT AND FIRE PREVENTION CODE REQUIREMENTS
4. ORDINANCE 2022-23: 2022-23 : 2ND READING & PUBLIC HEARING: BOND ORDINANCE FOR VARIOUS CAPITAL IMPROVEMENTS
5. ORDINANCE 2022-24: 2022-24 : 2ND READING & PUBLIC HEARING: ADDING TWO CROSSWALKS ON STANGL ROAD
6. ORDINANCE 2022-25: 2022-25 : 2ND READING & PUBLIC HEARING: IMPLEMENTING ONE-WAY LIMITS ON CORCORAN STREET AND NORTH PLACE
7. ORDINANCE 2022-26: 2022-26: 1ST READING: ESTABLISHING A MID-BLOCK CROSSWALK AT SPRING STREET
8. ORDINANCE 2022-27: 2022-27 : 1ST READING: EMERGENCY EASEMENT FOR POLICE DEPARTMENT ACCESS
9. RESOLUTION 2022-212: AUTHORIZING THE RARITAN TOWNSHIP ENGINEER TO SUBMIT A JOINT APPLICATION WITH THE BOROUGH OF FLEMINGTON FOR A STORMWATER TECHNICAL ASSISTANCE GRANT TO CONDUCT A STORMWATER UTILITY FEASIBILITY STUDY
7. Public Comments - Session II (up to 3 minutes each, for a maximum of 30 minutes)
8. Attorney's Report
9. Payment of the Bills

Motion To: **Pay the Bills in the Amount of \$2,274,590.14**

Executive Session for Any Other Applicable Matter Identified During the Regular Meeting (Action May Be Taken)

1. RESOLUTION 2022-213: 2022-213 : EXECUTIVE SESSION TO DISCUSS NEGOTIATION OF POTENTIAL AMENDMENT OF RDA FOR LIBERTY VILLAGE

Adjournment

Motion To: **Adjourn**

Mayor and Common Council

38 Park Avenue
Flemington, NJ 08822

Meeting: 10/24/22 07:30 PM
Department: Governing Body
Category: Contract
Prepared By: Michael J. Humphrey
Initiator: Michael J. Humphrey
Sponsors:

SCHEDULED

AGENDA ITEM (ID # 3927)

DOC ID: 3927

Execitve Minutes

Mayor and Common Council

38 Park Avenue
Flemington, NJ 08822

Meeting: 10/24/22 07:30 PM
Department: Governing Body
Category: Financial Approval
Prepared By: Michael J. Humphrey
Initiator: Michael J. Humphrey
Sponsors:

SCHEDULED**RESOLUTION 2022-210**

DOC ID: 3922

Refunding Overpayment for Fire Inspection Fee

WHEREAS, the Flemington Community Partnership, a non-profit organization, is holding the Harvest Festival event on October 22, 2022 on Stangl Road; and

WHEREAS, Diane Murray, owner of Grandma Emma's Corp., is a vendor for the Harvest Festival; and

WHEREAS, the owner has paid the \$100 fee for a Fire Inspection from the Borough of Flemington; and

WHEREAS, the Borough of Flemington's fee is \$54 for Fire Inspection, resulting in an overpayment of \$46 by the owner.

NOW THEREFORE BE IT RESOLVED, by the Mayor and Common Council of the Borough of Flemington, County of Hunterdon, State of New Jersey, that a refund in the amount of \$46.00 be issued to Diane Murray, owner of Grandma Emma's Corp., for the Fire Inspection fee.

Adopted: October 24, 2022

Attest:

Betsy Driver, Mayor

Michael Humphrey, Acting Borough Clerk

Mayor and Common Council

38 Park Avenue
Flemington, NJ 08822

Meeting: 10/24/22 07:30 PM
Department: Governing Body
Category: Board Policy
Prepared By: Michael J. Humphrey
Initiator: Michael J. Humphrey
Sponsors:

SCHEDULED**RESOLUTION 2022-211**

DOC ID: 3921

Authorizing Turkey Trot Street Closures November 24, 2022

WHEREAS, the Center for Educational Advancement's annual Turkey Trot will be held on Thanksgiving Day, Nov. 24, 2022; and

WHEREAS, the need to close the following streets in stages between the hours of 6:00 a.m. and 11 a.m. is essential to the event:

Main Street from Church Street to North Main Street

North Main Street to Hopewell Avenue

Hopewell Avenue to East Main Street

East Main Street to New Jersey Avenue

New Jersey Avenue to Elwood Avenue

Elwood Avenue to Pennsylvania Avenue

Pennsylvania Avenue to Broad Street

Broad Street to New York Avenue

New York Avenue to Elwood Avenue

Elwood Avenue to Emery Avenue

Emery Avenue to Broad Street

Broad Street to Church Street

Church Street to Central Avenue

Central Avenue to Mine Street

Mine Street to Shields Avenue

Shields Avenue to Bonnell Street

Bonnell Street to Park Avenue

Park Avenue to Mine Street

Mine Street to Main Street

and

WHEREAS, the need to ban parked cars from 8:00 a.m. to 10:30 a.m. in the following locations is necessary to conduct the race safely:

South side of Bonnell Street;

South side of New York Avenue between Broad Street and Elwood Avenue;

East side of Elwood Avenue between New York Avenue and Emery Avenue;

South side of Emery Avenue between Elwood Avenue and Broad Street;
and

WHEREAS, the Flemington Borough Police Department has reviewed and approved this request;

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Common Council of the Borough of Flemington, County of Hunterdon, State of New Jersey, that the above streets are closed between the hours of 6:00 a.m. and 11 a.m., and that parking is banned on the south side of Bonnell Street from 8:00 a.m. to 10:30 a.m. on November 24, 2022, for the annual Turkey Trot.

Adopted: October 24, 2022

Attest:

Betsy Driver, Mayor

Michael Humphrey, Acting Borough Clerk

BOROUGH OF FLEMINGTON

PARADE PERMIT APPLICATION

(Or similar displays & events in public places)

Please Type or Print

Purpose of Event: CEA/ Johanna Foods Annual Turkey Trot (Non Profit- Human Services)

Locations or Roadways to be used (Show on Map):

Portion of Street, Sidewalk, Public Place to be used: Shown on Map

Contact / Applicant name, address & telephone numbers: Michael Skoczek,
(c) 908- 310-2612, (w) 908-782-1480 ext 246

Organization represented address & telephone numbers: CEA- Center for Educational Advancement;
11 Minneakoning Road, Flemington NJ 08822; 908-782-1480

Chairperson, authorized person in charge, names of committee members:
Michael Skoczek, 908- 310-2612, 908-782-1480 ext 246

Date of Event: November 24, 2022

Start Time: 9:30am

End Time: 11:30am

Total Hours (including setup & Cleanup): 6am-1pm

Number of Persons Participating in Event: 3,500

Numbers of units, groups, displays or vehicles:

Estimated attendance: 5,000

Number of Vehicles:

Types of Vehicles:

Interval between units, groups, displays or vehicles (time and distance):

Are animals to be used: YES NO

If so, specify type: N/A

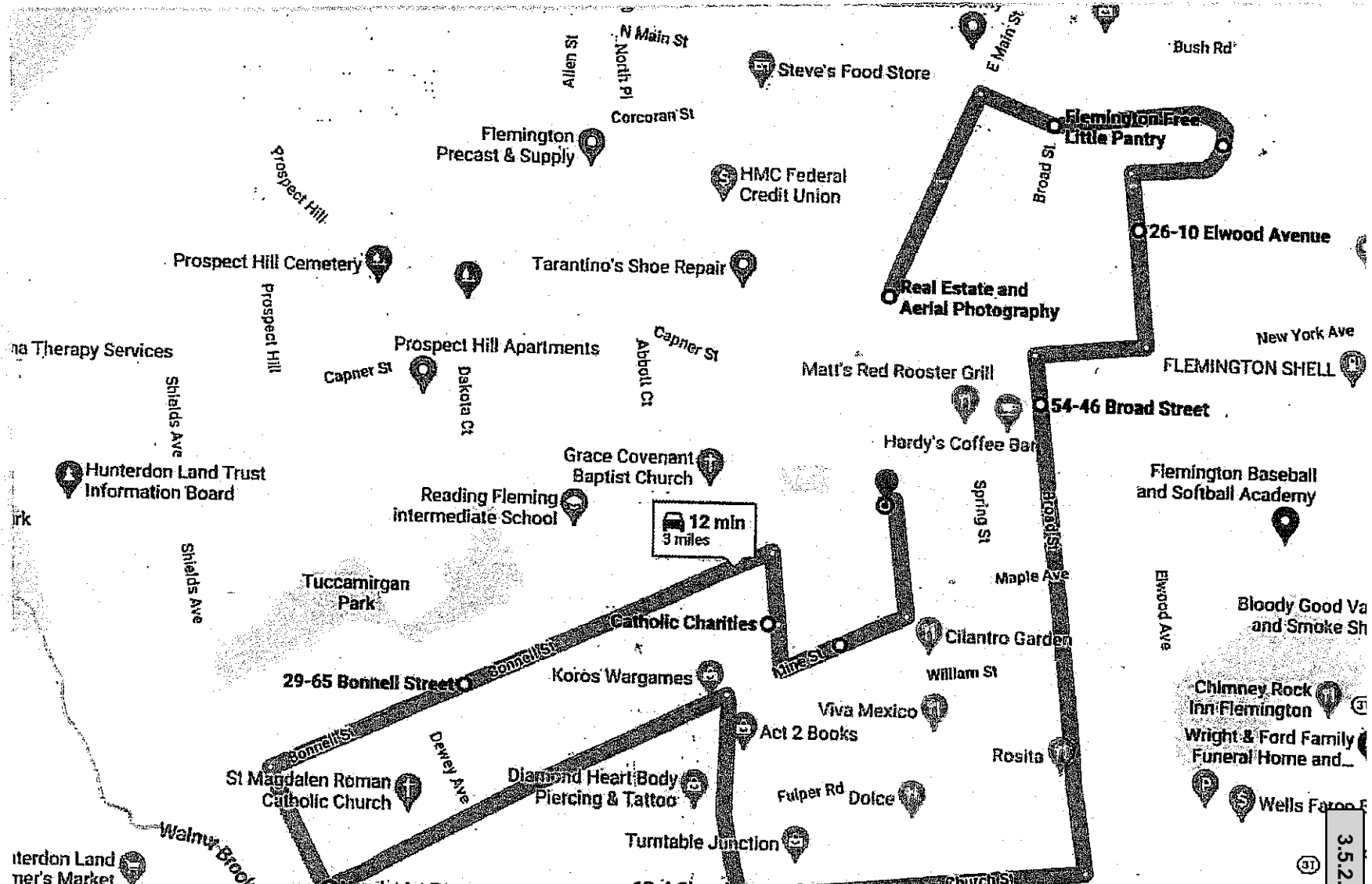
If the event is designed to be held, on or behalf of, or for any person other than the applicant communication from said person or organization must accompany this application.

If the event will use or traverse any State or County road within the Borough of Flemington written authorization from said Agency must accompany this application.

Additional information:

Attachment: Turkey Trot Application 2022 (2022-211 : Authorizing Turkey Trot Street Closures November 24, 2022)

| | | |
|----------------------------|---------|-------------------------|
| Signature of applicant: | | Date: September 7, 2022 |
| OFFICIAL USE ONLY | | |
| Approved: | Denied: | Date: |
| Chief of Police Signature: | | |



Mayor and Common Council

38 Park Avenue
Flemington, NJ 08822

Meeting: 10/24/22 07:30 PM
Department: Governing Body
Category: Council Ordinance
Prepared By: Michael J. Humphrey
Initiator: Michael J. Humphrey
Sponsors:

TABLED**ORDINANCE 2022-20**

DOC ID: 3903

Establishing Handicap Parking Spaces on the 200 Main Street Property

WHEREAS, N.J.S.A. 39:4 - 197 confers upon the Borough a right to establish resident handicapped off-street parking in order to preserve and safeguard the public health, safety and welfare; and

WHEREAS, pursuant to N.J.S.A. 39:4 -197.5, any municipality may, by ordinance establish restricted parking spaces in front of residences, schools, hospitals and other public buildings and in shopping and business districts for use by persons who have been issued special vehicle identification cards by the Division of Motor Vehicles pursuant to the provisions of section 2 of P.L.1949, c. 280 (C. 39:4-205), when using a motor vehicle on which is displayed a certificate, for which a special vehicle identification card has been issued, pursuant to section 3 of said law (C. 39:4-206).; and

WHEREAS, the Borough of Flemington Council does deem it necessary to and in the best interest of its residents to provide for three (3) parking spaces restricted to use by handicapped persons on the property designated as Block 42, Lot 9 on the Tax Maps of the Borough of Flemington and known as 200 Main Street (the "Property");

WHEREAS, two (2) parking spaces in the parking lot servicing the Property are already restricted to use by handicapped persons, but such is not noted in the Borough Code; and

WHEREAS, the Borough has entered into a contract to purchase the Property and anticipates the closing will occur on or about October 4, 2022.

NOW, THEREFORE BE IT ORDAINED by the Borough of Flemington Council as follows:

SECTION 1. Section 7A-13, Schedule XIII, entitled "Parking Restricted in Certain Parking Lots for Use by Handicapped Persons," is amended to reflect the following:

| Location of Parking Lot | Parking Spaces Restricted |
|---|---|
| Parking lot servicing property known as 200 Main Street | Three parking spaces appropriately marked, one located on the driveway entrance and two located in the rear of the parking lot. |

SECTION 2. All ordinances or parts of ordinances in conflict or inconsistent with any part of this Ordinance are hereby repealed to the extent that they are in conflict or inconsistent.

SECTION 3. If any section, provision, or part of provision of this Ordinance shall be held to be unenforceable or invalid by any court, such holding shall not affect the validity of this Ordinance, or any part thereof, other than the part so held unenforceable or invalid.

SECTION 5. This Ordinance shall take effect after passage and publication in the manner provided by law.

Introduced: September 27, 2022

Adopted: October 24, 2022

Attest:

Betsy Driver, Mayor

Michael Humphrey, Acting Borough Clerk

HISTORY:

09/27/22

Governing Body

INTRODUCED

Next: 10/24/22

Mayor and Common Council

38 Park Avenue
Flemington, NJ 08822

Meeting: 10/24/22 07:30 PM
Department: Governing Body
Category: Council Ordinance
Prepared By: Michael J. Humphrey
Initiator: Michael J. Humphrey
Sponsors:

TABLED**ORDINANCE 2022-21**

DOC ID: 3905

Adding Section 1-5 to the Code of the Borough of Flemington, Entitled “Violations and Penalties”

WHEREAS, Mayor and Council wish to amend the Borough Code to provide for a “catch-all” provision setting forth maximum penalties for violations of the Borough Code where a penalty is not specifically set forth.

NOW, THEREFORE, BE IT ORDAINED, by the Borough Council of the Borough of Flemington, in the County of Hunterdon and State of New Jersey, as follows:

SECTION 1. Chapter 1 of the Borough Code, entitled “General”, shall be and hereby is amended by adding a new section, 1-5, “Violations and Penalties” as follows:

A. Whenever no specific penalty is provided in the Code of the Borough of Flemington or in any other ordinance of the Borough for the punishment of an act which is prohibited or which is declared to be unlawful or an offense or for the nonperformance of an act which is required to be done, the violation of any such provision shall be punished by a fine not exceeding \$1,250, by a period of community service not to exceed 90 days, or by imprisonment for a term not exceeding 90 days; provided, however, that when the maximum penalty fixed by an applicable state statute is less, by force of said statute or by judicial construction, than any penalty fixed in the Code, then the limitation of such state statute shall be applicable.

B. A separate offense shall be deemed committed on each day during or on which a violation of the Code or of any other ordinance of the Borough, punishable by fine or imprisonment, or both, occurs or continues.

C. The imposition of a fine or imprisonment as punishment for a violation of the Code or of any other ordinances of the Borough shall not be deemed to be in lieu of any other provision therein providing for revocation or suspension of any license or permit issued thereunder.

D. The provisions of this section shall be applicable to the violation of any ordinance adopted as an amendment of or addition to the Code of the Borough of Flemington and in which no other penalty provision is included.

SECTION 2. All ordinances or parts of ordinances in conflict or inconsistent with any part of this Ordinance are hereby repealed to the extent that they are in conflict or inconsistent.

SECTION 3. If any section, provision, or part of provision of this Ordinance shall be held to be unenforceable or invalid by any court, such holding shall not affect the validity of this Ordinance, or any part thereof, other than the part so held unenforceable or invalid.

SECTION 4. This Ordinance shall take effect after passage and publication in the manner provided by law.

Introduced: September 27, 2022

Adopted: October 24, 2022

Attest:

Betsy Driver, Mayor

Michael Humphrey, Acting Borough Clerk

HISTORY:

09/27/22

Governing Body

INTRODUCED

Next: 10/24/22

Mayor and Common Council

38 Park Avenue
Flemington, NJ 08822

Meeting: 10/24/22 07:30 PM
Department: Governing Body
Category: Council Ordinance
Prepared By: Michael J. Humphrey
Initiator: Michael J. Humphrey
Sponsors:

TABLED**ORDINANCE 2022-22**

DOC ID: 3907

Amending and Supplementing Chapter 9 of the Flemington Borough Code Regarding Requirements for Inspection for Lead-Based Paint and Fire Prevention in Residential Dwellings

WHEREAS, the Borough of Flemington regulates residential units, including rental units, through Chapter 9 of the Borough Code, entitled "Buildings and Housing;"

WHEREAS, pursuant to P.L. 2021, c.182, all municipalities are required to inspect single-family, two-family, and multiple rental dwelling units located within the municipality at tenant turnover for lead-based paint hazards; and

WHEREAS, the requirements for certain fire inspections for rental and for sale units are inconsistent with Chapter 8 of the Borough Code, entitled "Fire Prevention Code;" and

WHEREAS, it is in the best interests of the residents of the Borough of Flemington to amend the Borough Code at this time to require inspections for lead-based paint in residential rental dwellings to conform with this State law and to amend provisions to be consistent with the Borough's Fire Prevention Code.

NOW THEREFORE BE IT ORDAINED, by the Mayor and Borough Council of the Borough of Flemington, County of Hunterdon, State of New Jersey, as follows:

Section 1. Section 9-2.3, entitled "Inspections," is hereby amended and supplemented as follows (additions noted in bold italic **thus** and deletions noted in strikethrough ~~thus~~):

The Building Inspector and/or the Health Officer and/or the Sanitary Inspector and/or the Fire Marshal/Fire Official **and / or Lead-Based Paint Inspector** or ~~his~~ **any or their** designees of the Borough of Flemington are hereby authorized and directed to make inspections to determine the condition of dwellings, dwelling units, rooming units, and premises located within the Borough of Flemington in order that they may perform their duties of safeguarding the health and safety of the occupants of dwellings and of the general public. For the purpose of making such inspections the Building Inspector and/or the Health Officer and/or the Sanitary Inspector and/or the Fire Marshal/Fire Official **and / or Lead-Based Paint Inspector** or ~~his~~ **any or their** designees of the Borough are hereby authorized to enter, examine and survey at all reasonable times all dwellings, dwelling units, rooming units, and premises. The owner or occupant of every dwelling, dwelling unit, and rooming unit, or the person in charge thereof, shall give the Building Inspector and/or the Health Officer and/or the Sanitary Inspector and/or the Fire Marshal/Fire Official **and / or Lead-Based Paint Inspector** or ~~his~~ **any or their** designees of the Borough free access to such dwelling, dwelling unit or rooming unit and its premises at all reasonable times for the purpose of such inspection,

examination and survey. Every occupant of a dwelling or dwelling unit shall give the owner thereof, or his agent or employee, access to any part of such dwelling or dwelling unit, or its premises, at all reasonable times for the purpose of making such repairs or alterations as are necessary to effect compliance with the provisions of this section or with any lawful rule or regulation adopted or any lawful order issued pursuant to the provisions of this section.

Section 2. Section 9-2.4, entitled "Violations," is hereby amended and supplemented as follows (additions noted in bold italic **thus** and deletions noted in strikethrough ~~thus~~):

Whenever the Building Inspector and/or the Health Officer and/or the Sanitary Inspector and/or the Fire Marshal/Fire Official **and / or Lead-Based Paint Inspector** or ~~his~~ **any or their** designees of the Borough determines that there are reasonable grounds to believe that there has been a violation of any provision of ~~this section~~ **Chapter**, or of any rule or regulation adopted pursuant thereto, they shall give notice of such alleged violation to the person or persons responsible therefor as hereinafter provided. Such notice shall:

- a. Be put in writing;
- b. Include a statement of the reasons why it is being issued;
- c. Allow a reasonable time for the performance of any act it requires; and
- d. Be served upon the owner or his agent, or the occupant, as the case may require; provided that such notice shall be deemed to be properly served upon such owner or agent, or upon such occupant, if a copy thereof is served upon him personally; or if a copy thereof is sent by registered mail to his last known address; or if a copy thereof is posted in a conspicuous place in or about the dwelling affected by the notice; or if he is served with such notice by any other method authorized or required under the laws of this State. Such notice may contain an outline of remedial action which, if taken, will effect compliance with the provisions of this section and with rules and regulations adopted pursuant thereto.

Section 3. Section 9-2.5, entitled "Hearing Provisions," is hereby amended and supplemented as follows (additions noted in bold italic **thus** and deletions noted in strikethrough ~~thus~~):

- a. Any person affected by any ~~notice or order of the Building Inspector~~ which has been issued in connection with the enforcement of **Section 9-2** ~~any provision of this section~~, or of any rule or regulation adopted pursuant thereto, may request

and shall be granted a hearing on the matter before the Building Inspector ~~and/or the Health Officer and/or the sanitary inspector and/or the Fire Marshal/Fire Official~~ or his **any or their** designees of the Borough provided such person shall file in the office of the Borough Clerk a written petition requesting such hearing and setting forth a brief statement of the grounds therefor within 10 days after the day the notice was served. Upon receipt of such petition the borough clerk shall set a time and place for such hearing and shall give the petitioner written notice thereof. At such hearing the petitioner shall be given an opportunity to be heard and to show why such notice should be modified or withdrawn. The hearing shall be commenced not later than 10 days after the day on which the petition was filed; provided that upon application of the petitioner the Borough Clerk may postpone the date of the hearing for a reasonable time beyond such ten-day period, if in his judgment the petitioner has submitted a good and sufficient reason for such postponement. After such hearing the Building Inspector ~~and/or the Health Officer and/or the Sanitary Inspector and/or the Fire Marshal/Fire Official~~ or his **their** designees shall sustain, modify, or withdraw the notice, depending upon their findings as to whether the provisions of this section and of the rules and regulations adopted pursuant thereto have been complied with. If the Building Inspector ~~and/or Health Officer and/or the Sanitary Inspector and/or the Fire Marshal/Fire Official~~ or **their** designees sustains or modifies such notice, it shall be deemed to be an order. Any notice served pursuant to this section shall automatically become an order if a written petition for a hearing is not filed in the office of the Borough Clerk within 10 days after such notice is served. The proceedings at such hearing, including the findings and decision of the Building Inspector ~~and/or the Health Officer and/or the Sanitary Inspector and/or the Fire Marshal/Fire Official~~ or his **their** designees shall be summarized, reduced to writing, and entered as a matter of public record in the office of the Borough Clerk. Such record shall also include a copy of every notice or order issued in connection with the matter. Any person aggrieved by the decision of the Building Inspector ~~and/or Health Officer and/or the Sanitary Inspector and/or the Fire Marshal/Fire Official~~ **or their** designees may seek relief therefrom in any court of competent jurisdiction, as provided by the laws of the state.

- b. Pursuant to the Uniform Fire Safety Act, any person aggrieved by any order of the Fire Marshal / Fire Official issued in connection with enforcement of Section 9-3 shall have the right to appeal to the construction board of appeals of Hunterdon County.***

- c. ***Any person aggrieved by any order of the Housing Enforcement Officer issued in connection with enforcement of Section 9-4, shall have the right to appeal to a court of competent jurisdiction.***
- d. ***Any person aggrieved by any order of the Construction Code Official, Lead Paint Inspector or his/ her designee issued in connection with enforcement of Section 9-5, shall have the right to appeal to a court of competent jurisdiction.***
- e. Whenever the building inspector and/or the Health Officer and/or the Sanitary Inspector and/or the Fire Marshal/Fire Official ***and / or Lead-Based Paint Inspector*** or ~~his~~ ***any or their*** designees finds that an emergency exists which requires immediate action to protect the public health, or safety, they may, without notice or hearing, issue an order reciting the existence of such an emergency and requiring that such action be taken as he deems necessary to meet the emergency. Notwithstanding the other provisions of this section, such order shall be effective immediately. Any person to whom such order is directed shall comply therewith immediately, but upon petition to the Borough Clerk shall be afforded a hearing as soon as possible. After such hearing, depending upon their findings as to whether the provisions of this section and all the rules and regulations adopted pursuant thereto have been complied with, the Building Inspector and/or the Health Officer and/or the Sanitary Inspector and/or the Fire Marshal/Fire Official ***and / or Lead-Based Paint Inspector*** or ~~his~~ ***any or their*** designees shall continue such order in effect, or modify it, or revoke it.

Section 4. Section 9-2.6, entitled "Power and Authority of Building Inspector, Health Officer, and / or Sanitary Inspector and / or the Fire Marshall / Fire Official or his designee," is hereby amended and supplemented as follows (additions noted in bold italic ***thus*** and deletions noted in strikethrough ~~thus~~):

Power and Authority of Building Inspector, Health Officer, and / or Sanitary Inspector and / or the Fire Marshall / Fire Official ***and / or Lead-Based Paint Inspector*** or ~~his~~ ***any or their*** designees

The Building Inspector and/or the Health Officer and/or the Sanitary Inspector and/or the Fire Marshal/Fire Official ***and / or Lead-Based Paint Inspector*** or ~~his~~ ***any or their*** designees are hereby authorized and empowered to make and adopt such written rules and regulations as ~~he~~ ***they*** may deem necessary for the proper enforcement of the provisions of this ***chapter section***; provided, however, that such rules and regulations shall not be in conflict with the provisions of this ***chapter section***, nor in anywise alter, amend or supersede any of the provisions

thereof. The Building Inspector and/or the Health Officer and/or the Sanitary Inspector and/or the Fire Marshal/Fire Official **and / or Lead-Based Paint Inspector** or ~~his~~ **any or their** designees shall file a certified copy of all rules and regulations which they may adopt in their office and in the office of the Clerk of the Borough.

Section 5. Section 9-3 of the Borough Code, entitled "Smoke Detectors," is renamed "Fire Prevention Inspections for Sale and Rental Properties" and amended as follows (additions noted in bold italic **thus** and deletions noted in strikethrough ~~thus~~):

9-3.1. Definitions

No change.

§ 9-3.2. Approved **Smoke Detectors, Carbon Monoxide Detectors, and Portable Fire Extinguishers** Required.

~~Each dwelling unit shall have a minimum of one electric or battery operated smoke detector device for each sleeping area. Any such detector shall bear a seal, tested and listed by an approved rating organization and shall comply in design to all applicable State, Federal or industrial requirements.~~

The following requirements shall be applicable to and satisfied by applicants for a certificate of smoke alarm, carbon monoxide alarm, and portable fire extinguisher compliance (CSACMAPFEC) prior to the issuance of a certificate of compliance:

a. Smoke alarms. Smoke alarms shall be maintained in accordance with NFPA 72, their listing, and manufacturer specifications. Smoke alarms shall be located as specified in N.J.A.C. 5:70-4.19. Smoke alarms located and maintained in accordance with approvals contingent with a certificate of occupancy issued in accordance with the State Uniform Construction Code Act that concurrently satisfy the requirements of N.J.A.C. 5:70-4.19 shall also satisfy this section.

b. Carbon monoxide alarms. Carbon monoxide alarms shall be maintained in accordance with NFPA 720, their listing, and manufacturer specifications. Carbon monoxide alarms shall be located as specified in N.J.A.C. 5:70-4.19. Carbon monoxide alarms located and maintained in accordance with approvals contingent with a certificate of occupancy issued in accordance with the State Uniform Construction

Code Act that concurrently satisfy the requirements of N.J.A.C. 5:70-4.19 shall also satisfy this section.

c. Portable fire extinguishers. A portable fire extinguisher shall be installed and maintained in accordance with N.J.A.C. 5:70-4.19(e).

d. Fire alarm systems. Residential premises that contain installed fire alarm systems as defined in the Uniform Construction Code may be required to submit documentation of testing and maintenance evidencing that the system is maintained in good working order prior to the issuance of a CSACMAPFEC. The Fire Official and his/her designee shall assure such documentation meets or exceeds the criteria contained within NFPA 72. Fire alarm systems may only be substituted for requirements of N.J.A.C. 5:70-4.19 when installed in accordance with the State Uniform Construction Code Act and when received a proper certificate of approval or been installed prior to the receipt of a certificate of occupancy.

§ 9-3.3.Compliance With Section. <<https://ecode360.com/34748237>>

The owner of each dwelling unit **that is sold, leased, or otherwise made subject to a change of occupancy for residential purposes shall have a CSACMAPFEC obtained by the owner prior to said change of occupancy in accordance with N.J.A.C. 5:70-2.3 which evidences compliance with N.J.A.C. 5:70-4.19.** ~~shall cause the same to be brought into compliance with terms and provisions of this section by January 1, 1980, provided, however, after the effective date of this section:~~

a. No dwelling unit shall be sold or the occupancy thereof changed unless and until the dwelling unit has been brought into compliance with the terms and provisions of this section;

b. No structural change or repair **requiring a permit under the Uniform Construction Code or the Uniform Fire Code** ~~of a value in excess of \$500.00~~ shall be made to a dwelling unit unless and until the dwelling unit is brought into compliance with the terms and provisions of this section; and

c. No **continued certificate of occupancy or** certificate of occupancy shall be issued by the construction official for a dwelling unit unless and until the applicant therefore shall have first complied with all the terms and conditions of this section.

§ 9-3.4. ~~Intentionally left blank~~ **Installation and Maintenance.**

~~Smoke detectors shall be capable of being installed and maintained by the person or persons entitled to occupy the dwelling unit. Smoke detectors shall consist of an assembly incorporating the detector, control equipment and the alarm sounding device in one unit. They shall have a power supply consisting of a monitored battery or a cord connection to an electrical receptacle which is fitted with a plug restrainer device. The plug in receptacle shall not be controlled by any switch other than that of the main power supply. Two or more single station smoke detectors assemblies may be interconnected so that actuation of one causes all integral or separate audible alarms to operate.~~

§ 9-3.5. ~~Intentionally left blank.~~ **Activation of Smoke Detectors.**

~~Upon activation, the smoke detector shall provide an audible alarm which is to be so distributed and have such character so that it can be heard in all rooms of the dwelling unit with its doors closed. The audible signals shall be distinctive from other audible signaling devices which may be used for other purposes in the dwelling unit. The smoke detector shall be designed for and capable of either self restoration or manual restoration to normal conditions for operation. No provisions shall be made for deactivation of the audible alarm other than by reactivation of the system.~~

§ 9-3.6. Modification of Provisions.

No change.

§ 9-3.7 Certification by Owner Prior to Sale. <<https://ecode360.com/34748237>>

No change.

§ 9-3.8 Tax Collector to Issue Statement to Persons Requesting Tax Search.
<<https://ecode360.com/34748237>>

No change.

§ 9-3.9. Certificate of Continued Use. <<https://ecode360.com/34748237>>

No change.

§ 9-3.10. Inspections. <<https://ecode360.com/34748237>>

~~During the month of March, 1980, the fire official or agents designated by him shall inspect each dwelling unit to determine compliance with this section. Thereafter, **Each dwelling unit shall be inspected upon a change in residential occupancy (i.e. upon sale or tenant turnover. However, the fire official shall inspect each dwelling unit at least**~~

once every three years. ~~The fire official or agents designated by him shall inspect dwelling units on a schedule to be determined by the fire official provided, however, that an inspection shall be made by the fire official at least once every three years.~~

§9-3.11. Fees. Fees for the issuance of a CSACMAPFEC shall be charged in accordance with Borough Code Section 8-15.

Section 6. Section 9-4.3 of the Borough Code entitled "Application for Landlord's Registration Statement," shall be amended by adding additional application requirements by adding subsections (i) and (j):

- (i) Owners / landlords of dwelling units subject to the lead-based paint inspection requirements of Borough Code Section 9-5 shall provide up-to-date information on any anticipated tenant turnover dates and results of previously conducted lead-based paint inspections.
- (j) copies of any lead-free certifications issued pursuant to N.J.A.C. 5:17.
- (k) information regarding the most recent inspection for a certificate of smoke alarm, carbon monoxide alarm, and portable fire extinguisher compliance (CSACMAPFEC).

Section 7. Section 9-5 of the Borough Code entitled, "Lead-Based Paint Inspections," shall be added as follows:

§9-5.1. Required Inspections.

- a. Required Initial Inspection. The owner, landlord, and / or agent of every single-family, two-family, and / or multiple dwelling unit offered for rental shall be required to obtain an inspection of the unit for lead-based paint hazards within two years of the effective date of P.L. 2021, c. 182 (i.e. by July 22, 2024), or upon tenant turnover, whichever is earlier.
- b. Required Recurring Inspection. After the initial inspection required by Section 9-5.1(a) of the Borough Code, the owner, landlord, and/or agent of such dwelling unit offered for rental shall be required to obtain an inspection of the unit for lead-based paint hazards every three years, or at tenant turnover, whichever is earlier.

9-5.2. Standards. Inspections for lead-based paint in rental dwelling units shall be governed by the standards set forth in N.J.S.A. 52:27D-437.1 et seq., and N.J.S.A. 55:13A-1 et seq., as may be amended from time to time.

9-5.3. Exceptions. A dwelling unit in a single-family, two-family, or multiple rental dwelling shall not be subject to inspection and evaluation for the presence of lead-based paint hazards if the unit:

- (i) has been certified to be free of lead-based paint;
- (ii) was constructed during or after 1978; (
- (iii) is in a multiple dwelling that has been registered with the Department of Community Affairs as a multiple dwelling for at least 10 years, either under the current or a previous owner, and has no outstanding lead violations from the most recent cyclical inspection performed on the multiple dwelling under the "Hotel and Multiple Dwelling Law," P.L.1967, c.76 (C.55:13A-1 et seq.);
- (iv) is a single-family or two-family seasonal rental dwelling which is rented for less than six months duration each year by tenants that do not have consecutive lease renewals; or
- (v) has a valid lead-safe certification in accordance with N.J.S.A. 52:27D-437.16(d)(2). Lead-safe certificates are valid for two years. If the lead-safe certificate has expired, and there will be a tenant turnover, an inspection will be necessary before the three-year inspection cycle deadline.

9-5.4. Lead-Based Paint Inspector.

- a. Creation of Office. The Office of Flemington Lead-Based Paint Inspector is hereby established.
- b. Appointment. The Mayor shall nominate, with the advice and consent of the Borough Council, appoint a Lead-Based Paint Inspector.
- c. Term of Office. The term of office of the Lead-Based Paint Inspector shall run from the date of the appointment to the 31st day of December immediately following such appointment.

9-5.4. Application and Notice. Whenever any rental dwelling unit subject to this Section 9-5 is scheduled for a change in occupancy, the then current owner shall provide written notice to the Borough Clerk that an inspection is needed at least 20 days prior to the scheduled change. Such notice shall be made with a completed application on a form to be provided by the Borough Clerk.

9-5.5. Time for inspections. The Borough shall designate 6 days per year, approximately every two months, where the Borough's Lead-Based Paint Inspector shall be available to conduct inspections of dwelling units. If the owner or landlord of a dwelling unit requires inspections outside of such time period, they shall hire a private

lead evaluation contractor who is certified to provide lead paint inspection services by the Department of Community Affairs to satisfy the requirements of this section

Inspection fees shall be paid prior to the inspection. No inspections or re-inspections shall take place unless all fees are paid. Scheduled inspections or re-inspections may be canceled by the Borough unless the completed application and required fees have been received by the Borough at least 24 hours prior to the scheduled inspection or on the last working day prior to the scheduled inspection.

9-5.6. Failure to show for an inspection.

A no-show for a scheduled lead paint inspection shall be subject to a \$50 re-inspection fee in addition to all other inspection fees. A no-show inspection means:

1. The owner/agent fails to meet inspector within 10 minutes of the appointed time for inspection or reinspection;
2. The owner/agent does not have a key or is unable to give the Lead Paint Inspector or designee access to the premises for the scheduled inspection or reinspection; or
3. Electrical power to a premises is disconnected.

9-5.7. Production of Lead-Safe Certifications. In accordance with N.J.S.A. 52:27D-437.16(e), property owners shall:

- a. Provide evidence of a valid lead-safe certification and the most recent tenant turnover to the Borough Clerk at the time of the cyclical inspection required pursuant to the Hotel and Multiple Dwelling Law (N.J.S.A. 55:13A-1 et seq.).
- b. Provide evidence of a valid lead-safe certification to new tenants of the property at the time of tenant turnover and shall affix a copy of such certification as an exhibit to the tenant's or tenants' lease.
- c. Maintain a record of the lead-safe certification which shall include the name or names of the unit's tenant or tenants if the inspection was conducted during a period of tenancy.

9-5.8. If lead-based paint hazards are identified, then the owner of the dwelling shall remediate the hazards through abatement or lead-based paint hazard control mechanisms in accordance with N.J.S.A. 52:27D-437.16(d). Upon the remediation of the lead-based paint hazard, the Borough Lead-Based Paint Inspector or designee, as may be applicable, or the owner's private lead inspector, shall conduct an additional inspection of the unit to certify that the hazard no longer exists.

9-5.9. If no lead-based paint hazards are identified, then the Borough Lead-Based Paint Inspector or designee or the owner's private lead inspector shall certify the

dwelling as lead safe on a form prescribed by the Department of Community Affairs, which shall be valid for two years and shall be filed with the Borough Clerk and Lead-Based Paint Inspector.

9-5.10. Records. The Borough Lead-Based Paint Inspector shall maintain up-to-date information on inspection schedules, inspection results, tenant turnover and a record of all lead-free certifications issued pursuant to N.J.A.C. 5:17. § 171-29.

9-5.11. Fees for lead-based paint inspections.

a. In addition to all other fees due under this Chapter 9, additional fees in the following amounts shall be paid for each lead-based paint inspection. Said fee shall be dedicated to meeting the costs of implementing and enforcing this section and shall not be used for any other purpose.

(i) Fees for a New Jersey Certified Lead Paint Inspector / Rick Assessor Inspection and Lead Wipe Sample Analysis shall be set by resolution each year by the Borough Mayor and Council to reflect actual charges for such services by the appointed Lead-Based Paint Inspector.

(ii) New Jersey Department of Community Affairs Inspection Fee - \$20 per unit. This fee shall be waived if the property owner or landlord can provide proof that the Department of Community Affairs has already assessed such fee pursuant to N.J.S.A. 52:27D-437.10.

b. Alternatively, a dwelling owner or landlord may directly hire a private lead evaluation contractor who is certified to provide lead paint inspection services by the Department of Community Affairs to satisfy the requirements of this section, in which case only a fee for filing a lead-safe certification in the amount of \$25 shall be due.

c. In a common interest community, any inspection fee charged shall be the responsibility of the unit owner and not the homeowners' association, unless the association is the owner of the unit.

9-5.12. Violations and Penalties.

The Borough and the Construction Code Official shall be authorized to conduct investigations and issue penalties to enforce a property owner's failure to comply with N.J.S.A. 52:27D-437.16 or this Section.

In accordance with N.J.S.A. 52:27D-437.19, the penalties for a violation of this section shall be as follows:

a. If a property owner has failed to conduct the required inspection or initiate any remediation efforts, the owner shall be given 30 days to cure the violation.

- b. If the property owner has not cured the violation after 30 days, the property owner shall be subject to a penalty not to exceed \$1,000 per week until the required inspection has been conducted or remediation efforts have been initiated.

Introduced: September 27, 2022

Adopted: October 24, 2022

Attest:

Betsy Driver, Mayor

Michael Humphrey, Acting Borough Clerk

HISTORY:

09/27/22

Governing Body

INTRODUCED

Next: 10/24/22

Mayor and Common Council

38 Park Avenue
Flemington, NJ 08822

Meeting: 10/24/22 07:30 PM
Department: Governing Body
Category: Bond Ordinance
Prepared By: Michael J. Humphrey
Initiator: Michael J. Humphrey
Sponsors:

TABLED**ORDINANCE 2022-23**

DOC ID: 3910

Bond Ordinance Providing for Various 2022 Capital Improvements, in and for the Borough of Flemington, in the County of Hunterdon, State of New Jersey; Appropriating \$2,108,000 Therefor and Authorizing the Issuance of \$2,002,600 Bonds or Notes of the Borough to Finance Part of the Cost Thereof

BE IT ORDAINED AND ENACTED BY THE BOROUGH COUNCIL OF THE BOROUGH OF FLEMINGTON, IN THE COUNTY OF HUNTERDON, STATE OF NEW JERSEY
(not less than two-thirds of all members thereof affirmatively concurring) **AS FOLLOWS:**

SECTION 1. The improvement or purpose described in Section 3 of this bond ordinance is hereby authorized as a general improvement or purpose to be undertaken by the Borough of Flemington, in the County of Hunterdon, State of New Jersey (the "Borough"). For the said improvement or purpose stated in Section 3, there is hereby appropriated the sum of \$2,108,000, said sum being inclusive of \$105,400 as the amount of down payment for said improvements or purposes as required by the Local Bond Law, N.J.S.A. 40A:2-1 et seq., as amended and supplemented (the "Local Bond Law"). The down payment is now available therefor by virtue of either provisions or a provision in a previously adopted budget or budgets of the Borough for down payment or for capital improvement purposes or from moneys actually held by the Borough.

SECTION 2. For the financing of said improvement or purpose

described in Section 3 hereof, and to meet the part of the \$2,108,000 appropriation not provided for by application hereunder of the down payment, negotiable bonds of the Borough are hereby authorized to be issued in the principal amount of \$2,002,600 pursuant to the Local Bond Law. In anticipation of the issuance of said bonds and to temporarily finance said improvement or purpose, negotiable notes of the Borough in the principal amount not exceeding \$2,002,600 are hereby authorized to be issued pursuant to and within the limitations prescribed by said Local Bond Law.

SECTION 3. (a) The improvements hereby authorized and purposes for the financing of which said obligations are to be issued include, but are not limited to, the following:

| <u>Description</u> | <u>Appropriation</u> | <u>Authorization</u> | <u>Down Payment</u> | <u>Useful Life</u> |
|--|----------------------|----------------------|---------------------|--------------------|
| (i) <u>Fire Department</u> - Acquisition And Installation, As Applicable, Of Various Equipment Including, But Not Limited To, A Non-Passenger Sport Utility Vehicle And Self-Contained Breathing Apparatus; | \$128,000 | \$121,600 | \$6,400 | 5 years |
| (ii) <u>Fire Department</u> - Acquisition Of A Fire Ladder Truck And Related Apparatus; | \$1,630,000 | \$1,548,500 | \$81,500 | 10 years |
| (iii) <u>Police Department</u> - Acquisition And Installation, As Applicable, Of Various Equipment Including, But Not Limited To, A Non-Passenger | \$150,000 | \$142,500 | \$7,500 | 5 years |

Sport Utility Vehicle, Alcotest,
Computer Hardware And
Software And Phone System;

(iv) **Department Of Public Works** \$50,000 \$47,500 \$2,500 5 years

- Acquisition And Installation, As
Applicable, Of Various
Equipment Including, But Not
Limited To, An Asphalt Hot Patch
Trailer And Mowers;

(v) **Office Of Emergency** \$50,000 \$47,500 \$2,500 5 years

Management - Acquisition And
Installation, As Applicable, Of
Various Equipment Including, But
Not Limited To, A Message Board
Trailer And Computer Hardware,
Software and Laptops; and

(vi) **Building Improvements** - \$100,000 \$95,000 \$5,000 10 years

Various Improvements To
Borough Buildings And Grounds
Including, But Not Limited To, The
Repair And/Or Replacement Of
Windows, Roofing And Heating
Ventilation And Air Conditioning
Systems.

TOTAL \$2,108,000 \$2,002,600 \$105,400

0

(b) All such improvements or purposes set forth in Section 3(a) shall include, but are not limited to, as applicable, all engineering, architectural and design work, surveying, construction planning, preparation of plans and specifications, permits, bid documents, construction inspection and contract administration, and also shall include all work, materials, equipment, accessories, labor and appurtenances necessary therefor or incidental thereto and all in

accordance with the plans and specifications therefor on file in the Office of the Clerk of the Borough and available for public inspection and hereby approved.

(c) The estimated maximum amount of bonds or notes to be issued for said improvement or purpose is \$2,002,600.

(d) The estimated cost of said improvement or purpose is \$2,108,000, the excess thereof over the said estimated maximum amount of bonds or notes to be issued therefor is the down payment available for said improvement or purpose in the amount of \$105,400.

SECTION 4. In the event the United States of America, the State of New Jersey, the County of Hunterdon and/or a private entity make a contribution or grant in aid to the Borough, for the improvement and purpose authorized hereby and the same shall be received by the Borough prior to the issuance of the bonds or notes authorized in Section 2 hereof, then the amount of such bonds or notes to be issued shall be reduced by the amount so received from the United States of America, the State of New Jersey, the County of Hunterdon and/or a private entity. In the event, however, that any amount so contributed or granted by the United States of America, the State of New Jersey, the County of Hunterdon and/or a private entity, shall be received by the Borough after the issuance of the bonds or notes authorized in Section 2 hereof, then such funds shall be applied to the payment of the bonds or notes so issued and shall be used for no other purpose.

SECTION 5. All bond anticipation notes issued hereunder shall mature at such times as may be determined by the Chief Financial Officer of the Borough, provided that no note shall mature later than one (1) year from its date unless such bond anticipation notes are permitted to mature at such later date in accordance with applicable law. The notes shall bear interest at such rate or rates and be in such form as may be determined by the Chief Financial Officer. The Chief Financial Officer of the Borough shall determine all matters in connection with the notes issued pursuant to this bond ordinance, and the signature of the Chief Financial Officer upon the notes shall be conclusive evidence as to all such determinations. All notes issued hereunder may be renewed from time to time in accordance with the provisions of N.J.S.A. 40A:2-8(a). The Chief Financial Officer is hereby authorized to sell part or all of the notes from time to time at public or private sale and to deliver them to the purchaser thereof upon receipt of payment of the purchase price and accrued interest thereon from their dates to the date of delivery thereof. The Chief Financial Officer is directed to report in writing to the governing body at the meeting next succeeding the date when any sale or delivery of the notes pursuant to this bond ordinance is made. Such report must include the principal amount, the description, the interest rate, and the maturity schedule of the notes so sold, the price obtained and the name of the purchaser.

SECTION 6. The Capital Budget of the Borough is hereby amended

to conform with the provisions of this bond ordinance, and to the extent of any inconsistency herewith, a resolution in the form promulgated by the Local Finance Board showing full detail of the amended Capital Budget as approved by the Director of the Division of Local Government Services, New Jersey Department of Community Affairs, will be on file in the Office of the Clerk and will be available for public inspection.

SECTION 7. The following additional matters are hereby determined, declared, recited and stated:

(a) The improvement or purpose described in Section 3 of this bond ordinance is not a current expense and is an improvement or purpose which the Borough may lawfully undertake as a general improvement or purpose, and no part of the cost thereof has been or shall be specially assessed on property specially benefited thereby.

(b) The average period of usefulness of said improvement or purpose within the limitations of said Local Bond Law, according to the reasonable life thereof computed from the date of the said bonds authorized by this bond ordinance, is 9.10 years.

(c) The supplemental debt statement required by the Local Bond Law has been duly made and filed in the Office of the Clerk of the Borough and a complete executed duplicate thereof has been filed in the Office of the Director of the Division of Local Government Services, New Jersey Department of

Community Affairs, and such statement shows that the gross debt of the Borough as defined in the Local Bond Law is increased by the authorization of the bonds or notes provided for in this bond ordinance by \$2,002,600 and the said obligations authorized by this bond ordinance will be within all debt limitations prescribed by said Local Bond Law.

(d) An aggregate amount not exceeding \$35,000 for items of expense listed in and permitted under section 20 of the Local Bond Law is included in the estimated cost indicated herein for the purpose or improvement hereinbefore described.

SECTION 8. The full faith and credit of the Borough are hereby pledged to the punctual payment of the principal of and the interest on the obligations authorized by this bond ordinance. The obligations shall be direct, unlimited obligations of the Borough, and the Borough shall be obligated to levy *ad valorem* taxes upon all the taxable property within the Borough for the payment of the obligations and the interest thereon without limitation as to rate or amount.

SECTION 9. The Borough hereby declares the intent of the Borough to issue the bonds or bond anticipation notes in the amount authorized in Section 2 of this bond ordinance and to use proceeds to pay or reimburse expenditures for the costs of the purposes described in Section 3 of this bond ordinance. This Section 9 is a declaration of intent within the meaning and for purposes of Treasury

Regulations § 1.100-2 or any successor provisions of federal income tax law.

SECTION 10. The Borough Chief Financial Officer is hereby authorized to prepare and to update from time to time as necessary a financial disclosure document to be distributed in connection with the sale of obligations of the Borough and to execute such disclosure document on behalf of the Borough. The Borough Chief Financial Officer is further authorized to enter into the appropriate undertaking to provide secondary market disclosure on behalf of the Borough pursuant to Rule 10c2-12 of the Securities and Exchange Commission (the "Rule") for the benefit of holders and beneficial owners of obligations of the Borough and to amend such undertaking from time to time in connection with any change in law, or interpretation thereof, provided such undertaking is and continues to be, in the opinion of a nationally recognized bond counsel, consistent with the requirements of the Rule. In the event that the Borough fails to comply with its undertaking, the Borough shall not be liable for any monetary damages, and the remedy shall be limited to specific performance of the undertaking.

SECTION 11. The Borough is hereby authorized to acquire the Property and to negotiate an agreement of sale or any other document for the aforesaid acquisition of the Property. The Mayor, Chief Financial Officer, Borough Attorney, Borough Administrator, and the Borough Clerk are each hereby authorized, as applicable, to negotiate, approve, execute, attest, deliver and perform said agreement of sale and any and all documents necessary to

acquire said Property.

SECTION 12. The Borough covenants to maintain the exclusion from gross income under Section 103(a) of the Code of the interest on all bonds and notes issued under this ordinance.

SECTION 13. This bond ordinance shall take effect twenty (20) days after the first publication thereof after final adoption and approval by the Mayor, as provided by the Local Bond Law.

INTRODUCED ON FIRST READING
DATED: October 11, 2022

MICHAEL HUMPHREY,
Acting Borough Clerk

ADOPTED ON SECOND READING
DATED: October 24, 2022

MICHAEL HUMPHREY,
Acting Borough Clerk

APPROVAL BY THE MAYOR ON THIS ____ DAY OF _____, 2022.

BETSY DRIVER
Mayor

HISTORY:

10/11/22

Governing Body

INTRODUCED

Next: 10/24/22

Mayor and Common Council

38 Park Avenue
Flemington, NJ 08822

Meeting: 10/24/22 07:30 PM
Department: Governing Body
Category: Council Ordinance
Prepared By: Michael J. Humphrey
Initiator: Michael J. Humphrey
Sponsors:

TABLED**ORDINANCE 2022-24**

DOC ID: 3912

Adding Two Crosswalks on Stangl Road

WHEREAS, N.J.S.A. 39:4-8, provides that a municipality may establish by ordinance, the installation or placement of mid-block or intersection cross walks; and

WHEREAS, the Borough of Flemington Police Department (the "Police Department") has recommended the installation of two crosswalks on Stangl Road to manage pedestrian traffic and provide a safe crossing for pedestrians patronizing the businesses and restaurants on Stangl Road; and

WHEREAS, the Borough Engineer conducted a traffic study for the Stangl Road Pedestrian Midblock Crossings in Flemington Borough; and

WHEREAS, the Borough Engineer has recommended the following locations for the crosswalks:

- Midblock crosswalk being approximately 175 feet to the south of Mine Street along Stangl Road connecting to the left and right curb island extensions;
- Intersection crosswalk approximately near the unsignalized intersection of Reasoner Lane and Stangl Road by the Lone Eagle Brewing Company;

NOW THEREFORE BE IT ORDAINED, by the Mayor and Common Council by the Borough of Flemington, County of Hunterdon, State of New Jersey as follows:

1. The Borough Police Department is authorized to install the two crosswalks as set forth above.
2. Section 7A-18, Schedule XVIII of the Code of the Borough of Flemington entitled, "Mid-Block Crosswalks," is amended to add the following:

| Name of Street | Location |
|----------------|--|
| Stangl Road | Beginning at a point 175 feet south of Mine Street along Stangl Road connecting to the left and right curb island extensions |

3. In the event any section, part or provision of this Ordinance shall be held unconstitutional or invalid by any Court, such holding shall not affect the

validity of this Ordinance or any remaining part of this Ordinance other than the part held unconstitutional or invalid.

4. All ordinances or parts thereof which are inconsistent with the provisions of this Ordinance are hereby repealed to the extent of their inconsistencies.
5. This Ordinance shall take effect immediately upon its final passage and publication as required by law.

Introduced: October 11, 2022

Adopted: October 24, 2022

Attest:

Betsy Driver, Mayor

Michael Humphrey, Acting Borough Clerk

HISTORY:

10/11/22

Governing Body

INTRODUCED

Next: 10/24/22



TRAFFIC STUDY REPORT

FOR THE

STANGL ROAD PEDESTRIAN MIDBLOCK CROSSINGS

LOCATED IN THE BOROUGH OF FLEMINGTON

HUNTERDON COUNTY, NEW JERSEY

September 2022

Prepared By:

James C. Watson, P.E., PTOE
N.J. LIC. NO. 24GE04452800

Kevin E. Chen, P.E., PTOE
N.J. LIC. NO. 24GE04870000



CONSULTING AND MUNICIPAL ENGINEERS
3141 BORDENTOWN AVENUE, PARLIN, NEW JERSEY 08859 (732) 727-8000
1460 ROUTE 9 SOUTH, HOWELL, NEW JERSEY 07731 (732) 462-7400

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



September 14, 2022

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
 LAURA J. NEUMANN, PE, PP
 DOUGLAS ROHMEYER, PE, CFM, CME
 ROBERT J. RUSSO, PE, PP, CME
 JOHN J. HESS, PE, PP, CME

Mr. Michael Campion
 Director of Public Works
 Borough of Flemington
 38 Park Avenue
 Flemington, NJ 08822

**Re: Traffic Study Report
 Stangl Road Pedestrian Midblock Crossings
 Borough of Flemington, Hunterdon County, New Jersey
 Our File No. PFM00501.01**

Dear Mr. Campion:

Introduction

it is our understanding that the Borough of Flemington is considering the installation of one or more pedestrian midblock crosswalks adjacent to local businesses on Stangl Road. The first crosswalk location is approximately 175 feet to the south of Mine Street along Stangl Road connecting to the left and right curb island extensions, and the second crosswalk location is approximately near the unsignalized intersection of Reasoner Lane and Stangl Road by the Lone Eagle Brewing Co. At your request, CME Associates has prepared this Traffic Study Report for the proposed midblock pedestrian crossing locations along Stangl Road between Reasoner Lane and Mine Street located in the Borough Flemington. It is our understanding that the Borough is considering the construction of one or more midblock crosswalk locations including the necessary signing, striping, and advanced warning devices associated with such installations. The purpose of this study is to review the existing traffic, pedestrian, speed, collision, and sight distance data to develop the appropriate midblock crosswalk treatments that should be implemented.

Evaluation of Existing Conditions

Stangl Road is a local road that is approximately 2,160 feet +/- in length under the jurisdiction of the Borough of Flemington, which services local businesses, retail stores, restaurants, and an outlet shopping mall. Along Stangl Road, there are existing 90° parking spaces that provide parking for patrons shopping at the various businesses. This roadway is approximately 32 feet wide with one lane of travel in each direction between the parking spaces for the majority of its length. Under the Borough of Flemington's 7A-11 ordinance, Stangl Road has a posted and visible speed limit of 15 mph. There is double yellow centerline striping throughout the entire length of Stangl Road, but no striping other than crosswalk and intersection approach striping between the intersections of NJ Route 12 and Mine Street with Stangl Road currently exist. It should be noted that there are two (2) horizontal curves to the north of Reasoner Lane and six

Attachment: Stangl Road Final Traffic Report - 2022.09.14 Signed (002) (2022-24 : Adding Two Crosswalks on Stangl Road)



Mr. Michael Campion
 Director of Public Works
 Borough of Flemington
 Re: Stangl Road Midblock Pedestrian Crossings
 Traffic Study Report

September 14, 2022
 Our File No. PFM00501.01
 Page 2

(6) horizontal curves to the south of Reasoner Lane along with railroad tracks just to the east of Stangl Road. The current speed limit list under the Borough of Flemington's municipal code has been included in the appendix.

Traffic Counts

Our subconsultant TechniQuest installed an automatic traffic counter between June 8, 2022 and June 14, 2022 along Stangl Road and performed a 12-hour pedestrian count on June 11, 2022. The AADT on this roadway is 1,982 vehicles and the highest peak hour for pedestrian crossings occurred between 3PM and 4PM on June 11, 2022 with 172 pedestrians. The MUTCD states that new marked crosswalks alone should not be installed across uncontrolled roadways where the speed limit exceeds 40 miles per hour; the roadway has four or more lanes of travel without a raised median or pedestrian refuge island, and an AADT of 12,000 vehicles per day or greater. Since the site-specific data falls below these thresholds, this site is a candidate for installing a midblock crosswalk. The full traffic count data can be found in the Appendix.

Collision Data Collection and Analyses

We have reviewed the accident data collected by the Borough of Flemington Police Department over the last three (3) years. Of the sixteen (16) accidents that occurred along Stangl Road over the last three (3) years, one (1) collision involved a pedestrian. This pedestrian involved collision occurred where a large box truck was parked in the northbound lane of Stangl Road, which blocked any visibility of pedestrians attempting to cross the road from the eastern part of Stangl Road to the western side. As the motorist was travelling in the northbound direction, a pedestrian ran in to the roadway before the motorist was able to stop in time, causing the collision with the pedestrian. Additionally, there were one (1) rear-end collision, one (1) right-angle collision, eight (8) collisions where a parked vehicle was struck, one (1) left-turn / U-turn collision, two (2) backing collisions, and two (2) fixed object collisions.

It should be noted that a majority of the collisions within the last three (3) years consisted of motorists being struck while backing out of the parking spaces along Stangl Road. Furthermore, driver inattention was a common contributing factor in the collisions reported. It stands to reason that a marked midblock crossing alone will not be sufficient to bring attention to pedestrians attempting to cross Stangl Road, especially for a midblock crossing considering the presence of horizontal curves. Therefore, additional supplemental signing, striping, and advanced warning equipment will be necessary in order to increase visibility of the proposed midblock crossings, especially with the high number of 172 pedestrians using the crosswalk in the peak hour. The full collision report history can be found in the Appendix.



Mr. Michael Campion
 Director of Public Works
 Borough of Flemington
 Re: Stangl Road Midblock Pedestrian Crossings
 Traffic Study Report

September 14, 2022
 Our File No. PFM00501.01
 Page 3

Review of Sight Distances and AASHTO Standards

It should be noted that based on the posted speed limit of 15 miles per hour, the design speed of Stangl Road would be 20 miles per hour for an existing roadway (as per the NJDOT Design Manual's stipulation of adding 5 mph to the posted speed to establish the design speed of existing roadways). The minimum stopping sight distance according to AASHTO is 115 feet. Based on our visual observations, the existing stopping sight distance along Stangl Road near the first location of the proposed midblock crosswalk, which is approximately 175 feet to the south of Mine Street along Stangl Road on the left and right curb islands, is 470 feet in the southbound direction and 200 feet in the northbound direction. The stopping sight distance at the second location of the proposed midblock crosswalk location near the unsignalized intersection of Reasoner Lane by Lone Brewing Eagle Co. in the southbound direction appears to be 140 feet and 170 feet in the northbound direction. It should be noted that since there are existing 90° parking spaces along Stangl Road, (visibility of pedestrians for motorists travelling along Stangl Road to recognize and stop for pedestrians attempting to cross Stangl Road if there are vehicles parked in the spaces near the proposed midblock crosswalk locations is limited). For this reason, consideration should be given to the placement of advance crosswalk warning signs to alert motorists of pedestrians that may be crossing at both proposed midblock crosswalk locations at the unsignalized intersection of Reasoner Lane and Mine Street.

Review of Speed Data

Based on our review of the speed data provided by the Borough of Flemington Police Department between the dates of June 15, 2022 and July 15, 2022, the northbound 85th percentile speed was recorded as 16.15 miles per hour and the southbound 85th percentile speed was recorded as 19.16 miles per hour along Stangl Road. It should be noted that, Stangl Road between NJ Route 12 and Mine Street has posted 15 mph speed limit signs throughout the roadway. As previously noted, there were 16 collisions along Stangl Road between NJ Route 12 and Mine Street. Of the collisions reported within the past 3 years, speeding did not present a factor in any of the collisions reported. However, since the proposed midblock crosswalk locations are in the vicinity of parking spaces which could limit the view of pedestrians attempting to cross Stangl Road, additional crosswalk improvements to enhance the visibility of these locations will be necessary. The speed data received from the Borough of Flemington Police Department can be found in the Appendix.



Mr. Michael Campion
 Director of Public Works
 Borough of Flemington
 Re: Stangl Road Midblock Pedestrian Crossings
 Traffic Study Report

September 14, 2022
 Our File No. PFM00501.01
 Page 4

Recommendations and Considerations

Based on our review of the data collected and the existing conditions, a midblock crosswalk can be installed at the two (2) locations being considered by the Borough of Flemington. The first location of the proposed midblock crosswalk being approximately 175 feet to the south of Mine Street along Stangl Road connecting to the left and right curb island extensions, and the second crosswalk location which is approximately near the unsignalized intersection of Reasoner Lane and Stangl Road by the Lone Eagle Brewing Company. For the second location, we recommend that the Borough construct curb island extensions. This will allow for pedestrians to cross at a point closer to the travel-way and not immediately next to a parking stall, where a vehicle might obstruct the view of pedestrians. It should also be noted that installing a midblock crosswalk at the second location will call for parking spaces to be eliminated. Should the Borough decide to install the midblock crosswalks, we recommend that the proposed midblock crosswalks be installed with the following items:

- Rectangular Rapid Flashing Beacons (RRFB) with push button operation;
- Advance crosswalk warning signs before a horizontal curve where the midblock crosswalk would not readily be visible;
- A crosswalk illuminator, which is a light installed on top of each RRFB assembly on each side to light up the marked crosswalk;
- Additional crosswalk enhancements to increase visibility of the midblock crossing to motorists

It should be noted that the Rectangular Rapid Flashing Beacons and the lighted advanced warning signs can both be solar-powered provided that the panel is allowed clear southern exposure to the sun. These features should be installed on both approaches along each proposed midblock crosswalk. The proposed midblock crosswalk will also need depressed curbs, ADA accessible ramps, detectable warning surfaces, an ordinance or resolution from the Borough of Flemington, appropriate striping in accordance with the MUTCD including but not limited to crosswalk lines with longitudinal lines a minimum of 6 feet wide, and additional edge gore striping to shorten the distance of active roadway that the pedestrians must travel to utilize the crossing.



Mr. Michael Campion
Director of Public Works
Borough of Flemington
Re: Stangl Road Midblock Pedestrian Crossings
Traffic Study Report

September 14, 2022
Our File No. PFM00501.01
Page 5

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

Very truly yours,
CME ASSOCIATES

James C. Watson, P.E., PTOE
Project Manager

Kevin E. Chen, P.E., PTOE
Professional Engineer

TECHNICAL APPENDIX

FOR TRAFFIC STUDY REPORT FOR

Stangl Road Pedestrian Midblock Crossings

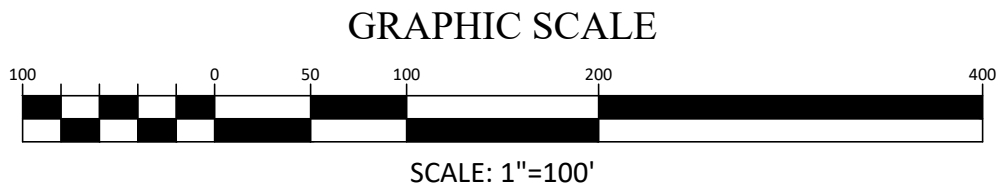
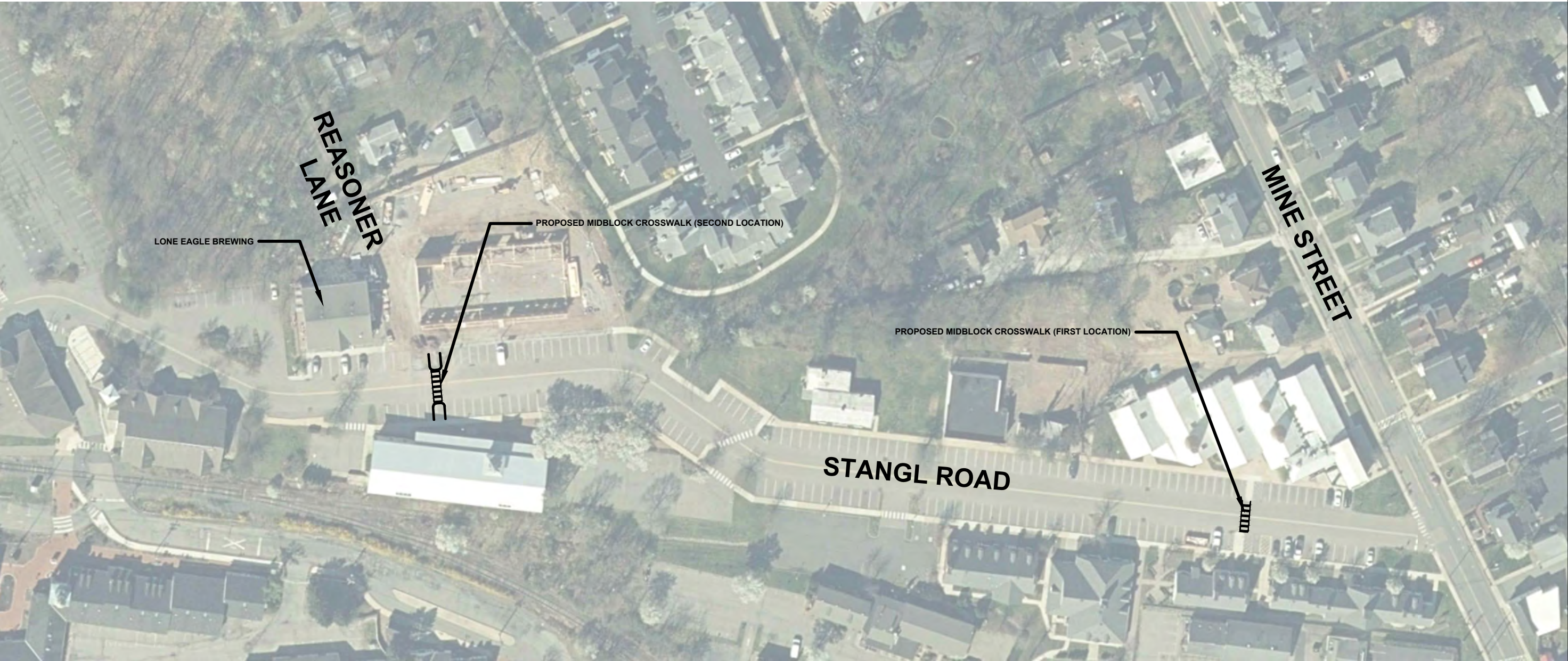
- Study Area Map
- Traffic Counts
- Crash Summary Table and Crash Reports
- Borough of Flemington Speed Limit Ordinance
- Speed Data



Study Area Map

For

Stangl Road Pedestrian Midblock Crossings



BOROUGH OF FLEMINGTON, NEW JERSEY
STANGL ROAD MIDBLOCK CROSSWALK STUDY AREA MAP



CONSULTING AND MUNICIPAL ENGINEERS



Traffic Counts

For

Stangl Road Pedestrian Midblock Crossings

TechniQuest Corporation

32 Jefferson Plaza
Princeton, NJ 08540

Phone: 732-274-9500 Fax: 732-274-9510
www.TechniQuestCorporation.Com

Site Code: 034-01
Date Start: 08-Jun-22
Stangl Road South of Mine Street

| Start Time | 08-Jun-22 Wed | SB | | NB | | Combined | | 09-Jun Thu | SB | | NB | | Combined | |
|------------|------------------|-------|-------|-------|-------|----------|-------|---------------|-------|-------|-------|-------|----------|-------|
| | | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. |
| 12:00 | | * | 12 | * | 19 | * | 31 | | 0 | 9 | 0 | 18 | 0 | 27 |
| 12:15 | | * | 12 | * | 25 | * | 37 | | 0 | 6 | 0 | 11 | 0 | 17 |
| 12:30 | | * | 15 | * | 7 | * | 22 | | 0 | 9 | 0 | 15 | 0 | 24 |
| 12:45 | | * | 6 | * | 14 | * | 20 | | 0 | 7 | 0 | 20 | 0 | 27 |
| 01:00 | | * | 20 | * | 13 | * | 33 | | 0 | 9 | 2 | 19 | 2 | 28 |
| 01:15 | | * | 10 | * | 19 | * | 29 | | 0 | 16 | 0 | 16 | 0 | 32 |
| 01:30 | | * | 9 | * | 24 | * | 33 | | 0 | 11 | 0 | 17 | 0 | 28 |
| 01:45 | | * | 15 | * | 13 | * | 28 | | 0 | 18 | 0 | 17 | 0 | 35 |
| 02:00 | | * | 12 | * | 20 | * | 32 | | 0 | 13 | 0 | 25 | 0 | 38 |
| 02:15 | | * | 17 | * | 7 | * | 24 | | 0 | 13 | 0 | 9 | 0 | 22 |
| 02:30 | | * | 22 | * | 25 | * | 47 | | 0 | 10 | 0 | 25 | 0 | 35 |
| 02:45 | | * | 11 | * | 15 | * | 26 | | 0 | 11 | 0 | 22 | 0 | 33 |
| 03:00 | | * | 16 | * | 19 | * | 35 | | 0 | 9 | 0 | 22 | 0 | 31 |
| 03:15 | | * | 14 | * | 17 | * | 31 | | 0 | 15 | 0 | 14 | 0 | 29 |
| 03:30 | | * | 15 | * | 17 | * | 32 | | 0 | 14 | 0 | 16 | 0 | 30 |
| 03:45 | | * | 13 | * | 16 | * | 29 | | 0 | 28 | 0 | 8 | 0 | 36 |
| 04:00 | | * | 12 | * | 21 | * | 33 | | 0 | 11 | 0 | 17 | 0 | 28 |
| 04:15 | | * | 17 | * | 21 | * | 38 | | 0 | 23 | 0 | 12 | 0 | 35 |
| 04:30 | | * | 29 | * | 22 | * | 51 | | 0 | 15 | 2 | 23 | 2 | 38 |
| 04:45 | | * | 32 | * | 40 | * | 72 | | 0 | 32 | 0 | 38 | 0 | 70 |
| 05:00 | | * | 12 | * | 34 | * | 46 | | 1 | 27 | 2 | 31 | 3 | 58 |
| 05:15 | | * | 14 | * | 23 | * | 37 | | 2 | 25 | 1 | 17 | 3 | 42 |
| 05:30 | | * | 16 | * | 17 | * | 33 | | 0 | 16 | 0 | 15 | 0 | 31 |
| 05:45 | | * | 10 | * | 16 | * | 26 | | 4 | 18 | 0 | 16 | 4 | 34 |
| 06:00 | | * | 17 | * | 21 | * | 38 | | 0 | 17 | 0 | 22 | 0 | 39 |
| 06:15 | | 3 | 12 | 0 | 22 | 3 | 34 | | 1 | 30 | 0 | 28 | 1 | 58 |
| 06:30 | | 19 | 25 | 11 | 22 | 30 | 47 | | 3 | 25 | 2 | 31 | 5 | 56 |
| 06:45 | | 3 | 26 | 8 | 19 | 11 | 45 | | 5 | 30 | 2 | 16 | 7 | 46 |
| 07:00 | | 3 | 9 | 7 | 9 | 10 | 18 | | 2 | 9 | 8 | 15 | 10 | 24 |
| 07:15 | | 4 | 18 | 2 | 11 | 6 | 29 | | 11 | 9 | 3 | 26 | 14 | 35 |
| 07:30 | | 5 | 19 | 8 | 21 | 13 | 40 | | 5 | 15 | 4 | 18 | 9 | 33 |
| 07:45 | | 6 | 16 | 3 | 16 | 9 | 32 | | 7 | 6 | 10 | 11 | 17 | 17 |
| 08:00 | | 10 | 5 | 6 | 18 | 16 | 23 | | 11 | 9 | 7 | 25 | 18 | 34 |
| 08:15 | | 13 | 19 | 4 | 14 | 17 | 33 | | 5 | 8 | 11 | 12 | 16 | 20 |
| 08:30 | | 8 | 21 | 1 | 39 | 9 | 60 | | 7 | 8 | 10 | 14 | 17 | 22 |
| 08:45 | | 17 | 8 | 3 | 18 | 20 | 26 | | 11 | 6 | 3 | 18 | 14 | 24 |
| 09:00 | | 7 | 3 | 6 | 20 | 13 | 23 | | 13 | 9 | 6 | 22 | 19 | 31 |
| 09:15 | | 16 | 11 | 7 | 4 | 23 | 15 | | 10 | 14 | 9 | 28 | 19 | 42 |
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| 09:45 | | 12 | 3 | 17 | 5 | 29 | 8 | | 12 | 1 | 9 | 11 | 21 | 12 |
| 10:00 | | 16 | 1 | 12 | 4 | 28 | 5 | | 12 | 0 | 12 | 6 | 24 | 6 |
| 10:15 | | 14 | 0 | 9 | 4 | 23 | 4 | | 13 | 1 | 11 | 1 | 24 | 2 |
| 10:30 | | 8 | 0 | 15 | 0 | 23 | 0 | | 15 | 0 | 9 | 4 | 24 | 4 |
| 10:45 | | 22 | 0 | 19 | 0 | 41 | 0 | | 20 | 1 | 17 | 0 | 37 | 1 |
| 11:00 | | 25 | 0 | 13 | 2 | 38 | 2 | | 18 | 0 | 6 | 4 | 24 | 4 |
| 11:15 | | 14 | 0 | 12 | 0 | 26 | 0 | | 10 | 0 | 8 | 1 | 18 | 1 |
| 11:30 | | 9 | 0 | 14 | 0 | 23 | 0 | | 12 | 0 | 11 | 0 | 23 | 0 |
| 11:45 | | 13 | 0 | 9 | 0 | 22 | 0 | | 14 | 0 | 17 | 3 | 31 | 3 |
| Total | | 262 | 579 | 191 | 734 | 453 | 1313 | | 237 | 566 | 194 | 783 | 431 | 1349 |
| Day Total | | 841 | | 925 | | 1766 | | | 803 | | 977 | | 1780 | |
| % Total | | 14.8% | 32.8% | 10.8% | 41.6% | | | | 13.3% | 31.8% | 10.9% | 44.0% | | |
| Peak | - | 10:45 | 04:00 | 10:30 | 04:30 | 10:30 | 04:15 | - | 10:15 | 06:00 | 10:00 | 04:30 | 10:00 | 04:30 |
| Vol. | - | 70 | 90 | 59 | 119 | 128 | 207 | - | 66 | 102 | 49 | 109 | 109 | 208 |
| P.H.F. | | 0.700 | 0.703 | 0.776 | 0.744 | 0.780 | 0.719 | | 0.825 | 0.850 | 0.721 | 0.717 | 0.736 | 0.743 |

Attachment: Stangl Road Final Traffic Report - 2022.09.14 Signed (002) (2022-24 : Adding Two Crosswalks on Stangl Road)

TechniQuest Corporation

32 Jefferson Plaza
Princeton, NJ 08540

Phone: 732-274-9500 Fax: 732-274-9510
www.TechniQuestCorporation.Com

Site Code: 034-01
Date Start: 08-Jun-22
Stangl Road South of Mine Street

| Start Time | 10-Jun-22 | | SB | | NB | | Combined | | 11-Jun Sat | SB | | NB | | Combined | |
|------------|-----------|-------|-------|-------|-------|-------|----------|------|------------|-------|-------|-------|-------|----------|-------|
| | Fri | | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. |
| 12:00 | | | 0 | 21 | 2 | 22 | 2 | 43 | | 0 | 41 | 0 | 26 | 0 | 67 |
| 12:15 | | | 0 | 16 | 0 | 17 | 0 | 33 | | 0 | 48 | 0 | 39 | 0 | 87 |
| 12:30 | | | 1 | 12 | 0 | 14 | 1 | 26 | | 0 | 32 | 1 | 26 | 1 | 58 |
| 12:45 | | | 0 | 17 | 0 | 14 | 0 | 31 | | 0 | 37 | 0 | 36 | 0 | 73 |
| 01:00 | | | 0 | 14 | 0 | 25 | 0 | 39 | | 0 | 31 | 0 | 26 | 0 | 57 |
| 01:15 | | | 0 | 22 | 0 | 25 | 0 | 47 | | 0 | 36 | 0 | 31 | 0 | 67 |
| 01:30 | | | 0 | 22 | 0 | 19 | 0 | 41 | | 0 | 38 | 0 | 35 | 0 | 73 |
| 01:45 | | | 0 | 13 | 0 | 25 | 0 | 38 | | 0 | 25 | 0 | 34 | 0 | 59 |
| 02:00 | | | 0 | 15 | 0 | 24 | 0 | 39 | | 0 | 34 | 2 | 37 | 2 | 71 |
| 02:15 | | | 0 | 29 | 0 | 29 | 0 | 58 | | 0 | 26 | 0 | 36 | 0 | 62 |
| 02:30 | | | 0 | 18 | 0 | 22 | 0 | 40 | | 0 | 27 | 0 | 27 | 0 | 54 |
| 02:45 | | | 0 | 22 | 0 | 20 | 0 | 42 | | 0 | 24 | 0 | 34 | 0 | 58 |
| 03:00 | | | 0 | 18 | 0 | 16 | 0 | 34 | | 0 | 22 | 0 | 41 | 0 | 63 |
| 03:15 | | | 0 | 13 | 0 | 22 | 0 | 35 | | 0 | 24 | 0 | 39 | 0 | 63 |
| 03:30 | | | 0 | 13 | 0 | 30 | 0 | 43 | | 0 | 28 | 0 | 39 | 0 | 67 |
| 03:45 | | | 0 | 12 | 0 | 29 | 0 | 41 | | 0 | 20 | 0 | 23 | 0 | 43 |
| 04:00 | | | 0 | 11 | 0 | 16 | 0 | 27 | | 0 | 14 | 0 | 31 | 0 | 45 |
| 04:15 | | | 1 | 23 | 0 | 28 | 1 | 51 | | 0 | 15 | 0 | 27 | 0 | 42 |
| 04:30 | | | 0 | 15 | 2 | 15 | 2 | 30 | | 0 | 16 | 0 | 29 | 0 | 45 |
| 04:45 | | | 0 | 21 | 1 | 11 | 1 | 32 | | 0 | 21 | 0 | 40 | 0 | 61 |
| 05:00 | | | 0 | 14 | 0 | 22 | 0 | 36 | | 0 | 12 | 0 | 23 | 0 | 35 |
| 05:15 | | | 0 | 25 | 0 | 17 | 0 | 42 | | 0 | 19 | 0 | 16 | 0 | 35 |
| 05:30 | | | 1 | 26 | 1 | 17 | 2 | 43 | | 0 | 19 | 0 | 19 | 0 | 38 |
| 05:45 | | | 9 | 24 | 0 | 29 | 9 | 53 | | 1 | 25 | 1 | 15 | 2 | 40 |
| 06:00 | | | 2 | 20 | 2 | 21 | 4 | 41 | | 0 | 23 | 0 | 20 | 0 | 43 |
| 06:15 | | | 4 | 32 | 1 | 17 | 5 | 49 | | 1 | 15 | 0 | 20 | 1 | 35 |
| 06:30 | | | 3 | 29 | 3 | 21 | 6 | 50 | | 2 | 9 | 4 | 18 | 6 | 27 |
| 06:45 | | | 2 | 33 | 7 | 31 | 9 | 64 | | 2 | 11 | 2 | 19 | 4 | 30 |
| 07:00 | | | 5 | 40 | 6 | 26 | 11 | 66 | | 5 | 10 | 3 | 19 | 8 | 29 |
| 07:15 | | | 4 | 20 | 3 | 28 | 7 | 48 | | 0 | 19 | 3 | 14 | 3 | 33 |
| 07:30 | | | 3 | 16 | 5 | 20 | 8 | 36 | | 3 | 10 | 3 | 13 | 6 | 23 |
| 07:45 | | | 7 | 17 | 5 | 25 | 12 | 42 | | 12 | 19 | 1 | 6 | 13 | 25 |
| 08:00 | | | 11 | 19 | 12 | 28 | 23 | 47 | | 6 | 9 | 21 | 16 | 27 | 25 |
| 08:15 | | | 8 | 21 | 10 | 23 | 18 | 44 | | 12 | 16 | 10 | 21 | 22 | 37 |
| 08:30 | | | 6 | 16 | 6 | 13 | 12 | 29 | | 4 | 4 | 12 | 21 | 16 | 25 |
| 08:45 | | | 14 | 6 | 6 | 8 | 20 | 14 | | 16 | 3 | 10 | 22 | 26 | 25 |
| 09:00 | | | 17 | 7 | 6 | 15 | 23 | 22 | | 27 | 5 | 13 | 9 | 40 | 14 |
| 09:15 | | | 6 | 2 | 11 | 26 | 17 | 28 | | 26 | 1 | 12 | 17 | 38 | 18 |
| 09:30 | | | 13 | 7 | 15 | 23 | 28 | 30 | | 19 | 4 | 20 | 9 | 39 | 13 |
| 09:45 | | | 14 | 0 | 14 | 7 | 28 | 7 | | 28 | 1 | 20 | 19 | 48 | 20 |
| 10:00 | | | 15 | 7 | 14 | 13 | 29 | 20 | | 27 | 1 | 18 | 1 | 45 | 2 |
| 10:15 | | | 12 | 2 | 14 | 13 | 26 | 15 | | 25 | 3 | 18 | 6 | 43 | 9 |
| 10:30 | | | 11 | 1 | 11 | 5 | 22 | 6 | | 23 | 5 | 23 | 5 | 46 | 10 |
| 10:45 | | | 10 | 1 | 15 | 5 | 25 | 6 | | 33 | 1 | 28 | 2 | 61 | 3 |
| 11:00 | | | 12 | 0 | 13 | 2 | 25 | 2 | | 32 | 1 | 25 | 0 | 57 | 1 |
| 11:15 | | | 14 | 0 | 10 | 2 | 24 | 2 | | 35 | 0 | 31 | 0 | 66 | 0 |
| 11:30 | | | 16 | 0 | 13 | 0 | 29 | 0 | | 35 | 0 | 38 | 0 | 73 | 0 |
| 11:45 | | | 19 | 0 | 12 | 0 | 31 | 0 | | 40 | 0 | 31 | 0 | 71 | 0 |
| Total | | | 240 | 732 | 220 | 880 | 460 | 1612 | | 414 | 804 | 350 | 1006 | 764 | 1810 |
| Day Total | | | 972 | | 1100 | | 2072 | | | 1218 | | 1356 | | 2574 | |
| % Total | | | 11.6% | 35.3% | 10.6% | 42.5% | | | | 16.1% | 31.2% | 13.6% | 39.1% | | |
| Peak | - | 11:00 | 06:15 | 09:30 | 06:30 | 09:30 | 06:15 | | - | 11:00 | 12:00 | 11:00 | 02:45 | 11:00 | 12:00 |
| Vol. | - | 61 | 134 | 57 | 106 | 111 | 229 | | - | 142 | 158 | 125 | 153 | 267 | 285 |
| P.H.F. | | 0.803 | 0.838 | 0.950 | 0.855 | 0.957 | 0.867 | | | 0.888 | 0.823 | 0.822 | 0.933 | 0.914 | 0.819 |

Attachment: Stangl Road Final Traffic Report - 2022.09.14 Signed (002) (2022-24 : Adding Two Crosswalks on Stangl Road)

TechniQuest Corporation

32 Jefferson Plaza

Princeton, NJ 08540

Phone: 732-274-9500 Fax: 732-274-9510

www.TechniQuestCorporation.Com

Site Code: 034-01

Date Start: 08-Jun-22

Stangl Road South of Mine Street

| Start Time | 12-Jun-22 | | SB | | NB | | Combined | | 13-Jun | | SB | | NB | | Combined | |
|------------|-----------|-------|-------|-------|-------|-------|----------|-----|--------|-------|-------|-------|-------|-------|----------|--|
| | Sun | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | Mon | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | | |
| 12:00 | | 0 | 27 | 0 | 21 | 0 | 48 | | 0 | 29 | 0 | 18 | 0 | 47 | | |
| 12:15 | | 0 | 21 | 0 | 18 | 0 | 39 | | 0 | 40 | 0 | 18 | 0 | 58 | | |
| 12:30 | | 0 | 19 | 1 | 18 | 1 | 37 | | 0 | 27 | 0 | 14 | 0 | 41 | | |
| 12:45 | | 0 | 23 | 1 | 26 | 1 | 49 | | 0 | 27 | 0 | 11 | 0 | 38 | | |
| 01:00 | | 0 | 23 | 0 | 16 | 0 | 39 | | 0 | 28 | 0 | 11 | 0 | 39 | | |
| 01:15 | | 0 | 18 | 0 | 16 | 0 | 34 | | 0 | 32 | 0 | 11 | 0 | 43 | | |
| 01:30 | | 0 | 19 | 0 | 26 | 0 | 45 | | 0 | 21 | 0 | 13 | 0 | 34 | | |
| 01:45 | | 0 | 13 | 0 | 25 | 0 | 38 | | 0 | 35 | 0 | 18 | 0 | 53 | | |
| 02:00 | | 0 | 24 | 0 | 17 | 0 | 41 | | 0 | 33 | 0 | 8 | 0 | 41 | | |
| 02:15 | | 0 | 18 | 0 | 23 | 0 | 41 | | 0 | 28 | 0 | 9 | 0 | 37 | | |
| 02:30 | | 0 | 21 | 0 | 32 | 0 | 53 | | 0 | 30 | 0 | 21 | 0 | 51 | | |
| 02:45 | | 0 | 16 | 0 | 18 | 0 | 34 | | 0 | 28 | 0 | 20 | 0 | 48 | | |
| 03:00 | | 0 | 20 | 0 | 17 | 0 | 37 | | 0 | 30 | 0 | 11 | 0 | 41 | | |
| 03:15 | | 0 | 10 | 0 | 26 | 0 | 36 | | 0 | 50 | 0 | 20 | 0 | 70 | | |
| 03:30 | | 0 | 10 | 0 | 19 | 0 | 29 | | 0 | 40 | 0 | 29 | 0 | 69 | | |
| 03:45 | | 0 | 7 | 0 | 27 | 0 | 34 | | 0 | 47 | 0 | 23 | 0 | 70 | | |
| 04:00 | | 0 | 9 | 0 | 18 | 0 | 27 | | 1 | 48 | 0 | 25 | 1 | 73 | | |
| 04:15 | | 0 | 11 | 0 | 21 | 0 | 32 | | 0 | 42 | 1 | 13 | 1 | 55 | | |
| 04:30 | | 0 | 27 | 0 | 9 | 0 | 36 | | 0 | 32 | 0 | 17 | 0 | 49 | | |
| 04:45 | | 0 | 13 | 0 | 16 | 0 | 29 | | 0 | 33 | 0 | 21 | 0 | 54 | | |
| 05:00 | | 0 | 11 | 0 | 22 | 0 | 33 | | 0 | 6 | 0 | 18 | 0 | 24 | | |
| 05:15 | | 0 | 5 | 0 | 11 | 0 | 16 | | 0 | 6 | 0 | 16 | 0 | 22 | | |
| 05:30 | | 0 | 7 | 0 | 15 | 0 | 22 | | 0 | 10 | 0 | 16 | 0 | 26 | | |
| 05:45 | | 2 | 6 | 0 | 15 | 2 | 21 | | 6 | 16 | 0 | 20 | 6 | 36 | | |
| 06:00 | | 0 | 4 | 0 | 20 | 0 | 24 | | 4 | 2 | 0 | 14 | 4 | 16 | | |
| 06:15 | | 0 | 3 | 1 | 15 | 1 | 18 | | 1 | 11 | 0 | 11 | 1 | 22 | | |
| 06:30 | | 1 | 7 | 0 | 6 | 1 | 13 | | 3 | 8 | 4 | 11 | 7 | 19 | | |
| 06:45 | | 0 | 4 | 0 | 4 | 0 | 8 | | 4 | 6 | 7 | 6 | 11 | 12 | | |
| 07:00 | | 3 | 3 | 0 | 8 | 3 | 11 | | 4 | 9 | 5 | 13 | 9 | 22 | | |
| 07:15 | | 4 | 5 | 2 | 4 | 6 | 9 | | 13 | 10 | 6 | 10 | 19 | 20 | | |
| 07:30 | | 4 | 6 | 2 | 7 | 6 | 13 | | 39 | 13 | 9 | 16 | 48 | 29 | | |
| 07:45 | | 3 | 3 | 0 | 4 | 3 | 7 | | 9 | 10 | 10 | 16 | 19 | 26 | | |
| 08:00 | | 4 | 3 | 2 | 2 | 6 | 5 | | 26 | 8 | 14 | 8 | 40 | 16 | | |
| 08:15 | | 5 | 3 | 8 | 8 | 13 | 11 | | 24 | 12 | 8 | 11 | 32 | 23 | | |
| 08:30 | | 12 | 2 | 8 | 2 | 20 | 4 | | 19 | 4 | 8 | 13 | 27 | 17 | | |
| 08:45 | | 8 | 2 | 9 | 2 | 17 | 4 | | 17 | 1 | 15 | 13 | 32 | 14 | | |
| 09:00 | | 10 | 1 | 5 | 1 | 15 | 2 | | 13 | 2 | 19 | 13 | 32 | 15 | | |
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| 09:45 | | 7 | 2 | 13 | 3 | 20 | 5 | | 19 | 1 | 10 | 6 | 29 | 7 | | |
| 10:00 | | 14 | 0 | 5 | 1 | 19 | 1 | | 20 | 0 | 11 | 1 | 31 | 1 | | |
| 10:15 | | 5 | 0 | 3 | 1 | 8 | 1 | | 18 | 0 | 14 | 0 | 32 | 0 | | |
| 10:30 | | 11 | 0 | 7 | 0 | 18 | 0 | | 32 | 0 | 2 | 0 | 34 | 0 | | |
| 10:45 | | 12 | 0 | 7 | 0 | 19 | 0 | | 22 | 0 | 10 | 0 | 32 | 0 | | |
| 11:00 | | 14 | 0 | 14 | 0 | 28 | 0 | | 12 | 0 | 10 | 0 | 22 | 0 | | |
| 11:15 | | 16 | 0 | 18 | 0 | 34 | 0 | | 15 | 0 | 6 | 0 | 21 | 0 | | |
| 11:30 | | 16 | 0 | 21 | 0 | 37 | 0 | | 30 | 0 | 15 | 0 | 45 | 0 | | |
| 11:45 | | 23 | 0 | 16 | 0 | 39 | 0 | | 11 | 0 | 7 | 0 | 18 | 0 | | |
| Total | | 185 | 427 | 152 | 561 | 337 | 988 | | 384 | 828 | 211 | 590 | 595 | 1418 | | |
| Day Total | | 612 | 713 | 1325 | 1212 | 801 | 2013 | | | | | | | | | |
| % Total | | 14.0% | 32.2% | 11.5% | 42.3% | | | | 19.1% | 41.1% | 10.5% | 29.3% | | | | |
| Peak | - | 11:00 | 12:00 | 11:00 | 01:45 | 11:00 | 12:00 | - | 07:30 | 03:15 | 08:30 | 03:15 | 07:30 | 03:15 | | |
| Vol. | - | 69 | 90 | 69 | 97 | 138 | 173 | - | 98 | 185 | 56 | 97 | 139 | 282 | | |
| P.H.F. | | 0.750 | 0.833 | 0.821 | 0.758 | 0.885 | 0.883 | | 0.628 | 0.925 | 0.737 | 0.836 | 0.724 | 0.966 | | |

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TechniQuest Corporation

32 Jefferson Plaza
Princeton, NJ 08540

Phone: 732-274-9500 Fax: 732-274-9510
www.TechniQuestCorporation.Com

Site Code: 034-01
Date Start: 08-Jun-22
Stangl Road South of Mine Street

| Start Time | 14-Jun-22 | | SB | | NB | | Combined | | 15-Jun | SB | | NB | | Combined | |
|------------|-----------|------------|-------|-------|-------|-------|----------|-----|--------|------|-------|------|-------|----------|------|
| | Tue | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | Wed | | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. |
| 12:00 | | 0 | 35 | 0 | 13 | 0 | 48 | | 0 | * | 1 | * | 1 | * | |
| 12:15 | | 0 | 32 | 0 | 16 | 0 | 48 | | 2 | * | 1 | * | 3 | * | |
| 12:30 | | 0 | 29 | 1 | 30 | 1 | 59 | | 0 | * | 0 | * | 0 | * | |
| 12:45 | | 0 | 37 | 0 | 19 | 0 | 56 | | 0 | * | 0 | * | 0 | * | |
| 01:00 | | 0 | 40 | 0 | 28 | 0 | 68 | | 0 | * | 0 | * | 0 | * | |
| 01:15 | | 0 | 27 | 0 | 24 | 0 | 51 | | 0 | * | 0 | * | 0 | * | |
| 01:30 | | 0 | 19 | 0 | 20 | 0 | 39 | | 0 | * | 0 | * | 0 | * | |
| 01:45 | | 0 | 35 | 0 | 16 | 0 | 51 | | 0 | * | 0 | * | 0 | * | |
| 02:00 | | 0 | 28 | 0 | 22 | 0 | 50 | | 0 | * | 0 | * | 0 | * | |
| 02:15 | | 0 | 35 | 0 | 15 | 0 | 50 | | 0 | * | 0 | * | 0 | * | |
| 02:30 | | 0 | 28 | 0 | 20 | 0 | 48 | | 0 | * | 0 | * | 0 | * | |
| 02:45 | | 0 | 26 | 0 | 16 | 0 | 42 | | 0 | * | 0 | * | 0 | * | |
| 03:00 | | 0 | 28 | 0 | 12 | 0 | 40 | | 0 | * | 0 | * | 0 | * | |
| 03:15 | | 0 | 29 | 0 | 6 | 0 | 35 | | 0 | * | 1 | * | 1 | * | |
| 03:30 | | 0 | 48 | 0 | 20 | 0 | 68 | | 0 | * | 0 | * | 0 | * | |
| 03:45 | | 0 | 33 | 0 | 36 | 0 | 69 | | 0 | * | 0 | * | 0 | * | |
| 04:00 | | 0 | 40 | 0 | 21 | 0 | 61 | | 0 | * | 0 | * | 0 | * | |
| 04:15 | | 0 | 35 | 0 | 13 | 0 | 48 | | 0 | * | 0 | * | 0 | * | |
| 04:30 | | 0 | 20 | 2 | 17 | 2 | 37 | | 3 | * | 1 | * | 4 | * | |
| 04:45 | | 0 | 17 | 0 | 27 | 0 | 44 | | 0 | * | 0 | * | 0 | * | |
| 05:00 | | 0 | 14 | 0 | 23 | 0 | 37 | | 0 | * | 0 | * | 0 | * | |
| 05:15 | | 0 | 19 | 0 | 21 | 0 | 40 | | 1 | * | 0 | * | 1 | * | |
| 05:30 | | 0 | 19 | 1 | 19 | 1 | 38 | | 1 | * | 2 | * | 3 | * | |
| 05:45 | | 2 | 36 | 0 | 29 | 2 | 65 | | 10 | * | 0 | * | 10 | * | |
| 06:00 | | 3 | 27 | 0 | 32 | 3 | 59 | | 3 | * | 0 | * | 3 | * | |
| 06:15 | | 4 | 18 | 1 | 26 | 5 | 44 | | 2 | * | 0 | * | 2 | * | |
| 06:30 | | 3 | 15 | 2 | 23 | 5 | 38 | | 4 | * | 4 | * | 8 | * | |
| 06:45 | | 3 | 18 | 5 | 19 | 8 | 37 | | 1 | * | 9 | * | 10 | * | |
| 07:00 | | 5 | 15 | 7 | 18 | 12 | 33 | | 3 | * | 6 | * | 9 | * | |
| 07:15 | | 7 | 14 | 12 | 23 | 19 | 37 | | 6 | * | 2 | * | 8 | * | |
| 07:30 | | 16 | 10 | 11 | 21 | 27 | 31 | | 13 | * | 11 | * | 24 | * | |
| 07:45 | | 4 | 22 | 12 | 24 | 16 | 46 | | * | * | * | * | * | * | |
| 08:00 | | 21 | 10 | 10 | 29 | 31 | 39 | | * | * | * | * | * | * | |
| 08:15 | | 20 | 4 | 7 | 14 | 27 | 18 | | * | * | * | * | * | * | |
| 08:30 | | 13 | 8 | 7 | 18 | 20 | 26 | | * | * | * | * | * | * | |
| 08:45 | | 19 | 3 | 3 | 9 | 22 | 12 | | * | * | * | * | * | * | |
| 09:00 | | 29 | 6 | 7 | 19 | 36 | 25 | | * | * | * | * | * | * | |
| 09:15 | | 16 | 4 | 10 | 15 | 26 | 19 | | * | * | * | * | * | * | |
| 09:30 | | 16 | 7 | 8 | 10 | 24 | 17 | | * | * | * | * | * | * | |
| 09:45 | | 19 | 4 | 5 | 17 | 24 | 21 | | * | * | * | * | * | * | |
| 10:00 | | 16 | 0 | 12 | 4 | 28 | 4 | | * | * | * | * | * | * | |
| 10:15 | | 14 | 1 | 10 | 4 | 24 | 5 | | * | * | * | * | * | * | |
| 10:30 | | 20 | 0 | 13 | 4 | 33 | 4 | | * | * | * | * | * | * | |
| 10:45 | | 25 | 0 | 4 | 3 | 29 | 3 | | * | * | * | * | * | * | |
| 11:00 | | 28 | 1 | 14 | 3 | 42 | 4 | | * | * | * | * | * | * | |
| 11:15 | | 26 | 1 | 10 | 1 | 36 | 2 | | * | * | * | * | * | * | |
| 11:30 | | 33 | 1 | 8 | 1 | 41 | 2 | | * | * | * | * | * | * | |
| 11:45 | | 41 | 0 | 12 | 0 | 53 | 0 | | * | * | * | * | * | * | |
| Total | | 403 | 898 | 194 | 820 | 597 | 1718 | | 49 | 0 | 38 | 0 | 87 | 0 | |
| Day Total | | 1301 | | 1014 | | 2315 | | | 49 | | 38 | | 87 | | |
| % Total | | 17.4% | 38.8% | 8.4% | 35.4% | | | | 56.3% | 0.0% | 43.7% | 0.0% | | | |
| Peak | - | 11:00 | 03:30 | 07:15 | 05:45 | 11:00 | 03:30 | - | 06:45 | - | 06:45 | - | 06:45 | - | |
| Vol. | - | 128 | 156 | 45 | 110 | 172 | 246 | - | 23 | - | 28 | - | 51 | - | |
| P.H.F. | | 0.780 | 0.813 | 0.938 | 0.859 | 0.811 | 0.891 | | 0.442 | | 0.636 | | 0.531 | | |
| ADT | ADT 1,982 | AADT 1,982 | | | | | | | | | | | | | |

Attachment: Stangl Road Final Traffic Report - 2022.09.14 Signed (002) (2022-24 : Adding Two Crosswalks on Stangl Road)

32 Jefferson Plaza
Princeton, NJ 08540

Phone: 732.274.9500, Fax: 732.274.9510

www.techniquestcorporation.com

Site: 034-01

Loc: Stangle Rd btwn Mine St & Reasoner L

Machine: 0399

Surveyor: AS

File Name : 034-01

Site Code : 034-01

Start Date : 6/11/20

Page No : 1

Groups Printed- Peds

| Start Time | Stangl Road Southbound | | | | | Westbound | | | | | Stangl Road Northbound | | | | | Eastbound | | | | | Int. To |
|-------------|------------------------|------|-------|------|------------|-----------|------|-------|------|------------|------------------------|------|-------|------|------------|-----------|------|-------|------|------------|---------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 13 | 2 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 18 | 3 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 21 | 3 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 9 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 61 | 11 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 3 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 11 | 2 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 20 | 3 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 13 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 49 | 10 |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 9 | 1 |
| 01:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 1 |
| 01:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 21 | 2 |
| 02:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 20 | 3 |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 1 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 15 | 2 |
| 02:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 10 | 2 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 52 | 10 |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 35 | 5 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 34 | 6 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 17 | 2 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 10 | 2 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 76 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 96 | 17 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 1 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 1 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 16 | 4 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 283 | 283 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 295 | 295 | 57 |
| Apprch % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 100 | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 51 | |

Attachment: Stangl Road Final Traffic Report - 2022.09.14 Signed (002) (2022-24 : Adding Two Crosswalks on Stangl Road)



Crash Table Summary and Crash Reports

For

Stangl Road Pedestrian Midblock Crossings

STANGL ROAD COLLISION REPORT SUMMARY

3.6.5.a

Collision Report Summary - Page 1

Date Range Reported: 01/01/2019 - 06/04/2022

Total Number of Collisions: 16

*Not represented in collision diagram

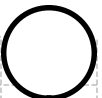
| Report # | Date | Time | Location | Direction of Travel | Distance | Location 2 | Type of Collision | Kil. | Inj. | Road Conditions |
|----------|------------|-------|-------------|---------------------|--------------|--------------------|---------------------------|------|------|-----------------|
| 19026852 | 2/23/2019 | 9:53 | Stangl Road | - | - | 12 Stangl Road | Fixed Object | - | - | Dry |
| 19036178 | 3/13/2019 | 10:31 | Stangl Road | - | - | 50 Stangl Road | Fixed Object | - | - | Dry |
| 19038497 | 3/17/2019 | 18:29 | Stangl Road | - | 500 ft. | N of NJSH Route 12 | Struck Parked Vehicle | - | - | Dry |
| 19055681 | 4/17/2019 | 18:06 | Stangl Road | Southbound | - | 2 Stangl Road | Pedestrian | - | 1 | Dry |
| 19125379 | 8/24/2019 | 20:45 | Stangl Road | Southbound | - | 44 Stangl Road | Struck Parked Vehicle | - | - | Dry |
| 19176659 | 11/28/2019 | 9:16 | Stangl Road | - | 100 ft. | S of Mine Street | Struck Parked Vehicle | - | - | Dry |
| 20035235 | 3/3/2020 | 18:33 | Stangl Road | Northbound | - | 44 Stangl Road | Left Turn / U-Turn | - | - | Wet |
| 20117454 | 7/24/2020 | 13:48 | Stangl Road | Westbound | - | Stangl Road | Struck Parked Vehicle | - | - | Dry |
| 20133086 | 8/16/2020 | 17:15 | Stangl Road | - | 0.25 Mi | S of Chruch Street | Struck Parked Vehicle | - | - | Dry |
| 20203675 | 12/9/2020 | 12:48 | Stangl Road | Northbound | 100 ft. | N of Reasoner Lane | Right-Angle | - | - | Wet |
| 21179497 | 10/3/2021 | 11:37 | Stangl Road | - | 75 ft. | S of Mine Street | Struck Parked Vehicle | - | - | Dry |
| 21220202 | 12/8/2021 | 17:34 | Stangl Road | - | - | 13 Stangl Road | Backing | - | - | Dry |
| 22046411 | 3/10/2022 | 18:59 | Stangl Road | Southbound | Intersection | NJSH Route 12 | Same Direction - Rear End | - | - | Dry |
| 22050272 | 3/16/2022 | 15:15 | Stangl Road | - | - | Stangl Road | Struck Parked Vehicle | - | - | Dry |
| 22064436 | 4/6/2022 | 14:01 | Stangl Road | - | 500 ft. | S of Mine Street | Backing | - | - | Wet |
| 22104783 | 6/4/2022 | 15:46 | Stangl Road | Westbound | - | Stangl Road | Struck Parked Vehicle | - | - | Dry |

Attachment: Stangl Road Final Traffic Report - 2022.09.14 Signed (002) (2022-24 : Adding Two Crosswalks

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|------|----|--|--|--------------------------------|--|---|--|--|--|---|--|----|--|---|--|-------------------------------------|--|--|--|-------------------------------------|--|--|--|---|--|---|--|--|--|--|--|--|--|---|--|--|--|--|--|--|--|-------------------------------|--|--|--|--|--|--|--|---|--|--|--|--|--|--|--|---|--|--|--|--|--|--|--|--|--|--|--|
| 96 | 05 | Page 1 of 3 | | <input type="checkbox"/> Fatal | | New Jersey Police Crash Investigation Report | | | | | | | | | | <input type="checkbox"/> Reportable | | <input checked="" type="checkbox"/> Non-Reportable | | <input type="checkbox"/> Change Rep | | 3.6.5.a | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 97 | 01 | 1. Case Number | | | | 19026852 | | | | | | | | | | 10. Crash Occurred On: | | | | 12 STANGL RD | | 11. Speed Limit | | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 98 | 01 | 2. Police Dept. of | | | | FLEMINGTON BORO PD | | | | Code | | 01 | | Road Name | | | | Dir | | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 99 | 07 | 3. Station/Preinct | | | | - | | | | At Intersection with | | | | <input type="checkbox"/> N <input type="checkbox"/> E <input type="checkbox"/> S <input type="checkbox"/> W | | | | 18. Speed Limit | | | | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 100a | 01 | 4. Date of Crash | | | | mm dd yy | | | | 5. Day of Week | | | | 6. Time (use 2400 hrs.) | | | | 7. Municipality Code | | | | 8. Total Killed | | | | 9. Total Injured | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 100b | 04 | 23. Veh. # | | | | 01 | | | | 24. Policy No. | | | | 0377991B2130D | | | | 25. NJ Ins. Code | | | | 962 | | | | 53. Veh. # | | | | 54. Policy No. | | | | 55. NJ Ins. Code | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 101 | 02 | 26. Driver's First Name | | | | ANN | | | | Initial | | | | M | | | | Last Name | | | | PALIANI | | | | 29. Sex | | | | F | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 102 | 01 | 27. Number & Street | | | | 518 CYPRESS COURT | | | | 57. Number & Street | | | | - | | | | - | | | | - | | | | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 103 | 01 | 28. City | | | | FLEMINGTON | | | | State | | | | NJ | | | | Zip | | | | 08822 | | | | 58. City | | | | - | | | | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 104 | 01 | 30. Eyes | | | | 04 | | | | DLC Class | | | | D- | | | | Restrictions | | | | - | | | | - | | | | - | | | | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 105 | 08 | 32. Driver's License Number | | | | P0278 | | | | 04674 | | | | 58784 | | | | 33. DOB | | | | mm dd yy | | | | 080178 | | | | 34. Expires | | | | mm yy | | | | 0821 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 106 | - | 35. Owner's First Name | | | | - | | | | Initial | | | | - | | | | Last Name | | | | - | | | | - | | | | - | | | | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 107 | - | 36. Number & Street | | | | - | | | | 66. Number & Street | | | | - | | | | - | | | | - | | | | - | | | | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 108 | 01 | 37. City | | | | - | | | | State | | | | - | | | | Zip | | | | - | | | | - | | | | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 109 | - | 38. Make | | | | HON | | | | 39. Model | | | | ACC | | | | 40. Color | | | | BK | | | | 41. Year | | | | 2017 | | | | 42. Plate No. | | | | H16JKY | | | | 43. State | | | | NJ | | | | | | | | | | | | | | | | | | | | | | | |
| 110 | 01 | 44. VIN | | | | 1HGC R2F80HA049914 | | | | 45. Expires | | | | 11/21 | | | | 74. VIN | | | | - | | | | - | | | | - | | | | - | | | | - | | | | - | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 111 | - | 46. Vehicle Removed to: | | | | - | | | | 76. Vehicle Removed to: | | | | - | | | | - | | | | - | | | | - | | | | - | | | | - | | | | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 112 | - | <input checked="" type="checkbox"/> Driven | | | | <input type="checkbox"/> Towed Disabled | | | | <input type="checkbox"/> Towed Disabled & Impounded | | | | <input type="checkbox"/> Driven | | | | <input type="checkbox"/> Towed Disabled | | | | <input type="checkbox"/> Towed Disabled & Impounded | | | | <input type="checkbox"/> Left at Scene | | | | <input type="checkbox"/> Towed Impounded | | | | <input type="checkbox"/> Left at Scene | | | | <input type="checkbox"/> Towed Impounded | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 113 | - | 47. Authority | | | | <input checked="" type="checkbox"/> Owner | | | | <input type="checkbox"/> Driver | | | | <input type="checkbox"/> Police | | | | 77. Authority | | | | <input type="checkbox"/> Owner | | | | <input type="checkbox"/> Driver | | | | <input type="checkbox"/> Police | | | | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 114 | - | 48. Alcohol/Dug Test | | | | Given: <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> Refused | | | | Type: <input type="checkbox"/> Breath <input type="checkbox"/> Blood <input type="checkbox"/> Urine | | | | Results: 0. - % <input type="checkbox"/> Pending | | | | 49. Hazardous Material | | | | <input type="checkbox"/> None <input type="checkbox"/> On Board <input type="checkbox"/> Spill | | | | 78. Alcohol/Dug Test | | | | Given: <input type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> Refused | | | | Type: <input type="checkbox"/> Breath <input type="checkbox"/> Blood <input type="checkbox"/> Urine | | | | Results: 0. - % <input type="checkbox"/> Pending | | | | 79. Hazardous Material | | | | <input type="checkbox"/> None <input type="checkbox"/> On Board <input type="checkbox"/> Spill | | | | | | | | | | | | | | | | | | | | | | | |
| 115 | - | 50. Camer No. | | | | <input type="checkbox"/> USDOT | | | | <input type="checkbox"/> None | | | | <input type="checkbox"/> MCMX | | | | 51. GVW R / GCW R (trucks & buses only) | | | | <input type="checkbox"/> ≤ 10,000 lbs. | | | | <input type="checkbox"/> 10,001 - 26,000 lbs. | | | | <input type="checkbox"/> ≥ 26,001 lbs. | | | | 80. Camer No. | | | | <input type="checkbox"/> USDOT | | | | <input type="checkbox"/> None | | | | <input type="checkbox"/> MCMX | | | | 81. GVW R / GCW R (trucks & buses only) | | | | <input type="checkbox"/> ≤ 10,000 lbs. | | | | <input type="checkbox"/> 10,001 - 26,000 lbs. | | | | <input type="checkbox"/> ≥ 26,001 lbs. | | | | | | | |
| 116 | 04 | 52. Motor Carrier or Government Entity | | | | - | | | | 82. Motor Carrier or Government Entity | | | | - | | | | - | | | | - | | | | - | | | | - | | | | - | | | | - | | | | - | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 117 | - | Num ber & Street | | | | - | | | | Num ber & Street | | | | - | | | | - | | | | - | | | | - | | | | - | | | | - | | | | - | | | | - | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | City | | | | - | | | | State | | | | - | | | | Zip | | | | - | | | | - | | | | - | | | | - | | | | - | | | | - | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 135. Damage to Other Property | | | | <input type="checkbox"/> Yes (If Yes, describe) | | | | <input checked="" type="checkbox"/> No | | | | - | | | | - | | | | - | | | | - | | | | - | | | | - | | | | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Oper. | | | | 136. Charge | | | | - | | | | 137. Sum m ons No. | | | | - | | | | Oper. | | | | 138. Charge | | | | - | | | | 139. Sum m ons No. | | | | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Oper. | | | | 140. Charge | | | | - | | | | 141. Sum m ons No. | | | | - | | | | Oper. | | | | 142. Charge | | | | - | | | | 143. Sum m ons No. | | | | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 83 | | | | 84 | | | | 85 | | | | 86 | | | | 87 | | | | 88 | | | | 89 | | | | 90 | | | | 91 | | | | 92 | | | | 93 | | | | 94 | | | | 95 | | | | Names & Addresses of Occupants If Deceased, Date & Time of Death | | | | | | | | | | | | | | | |
| | | A | | | | 01 | | | | 01 | | | | 01 | | | | - | | | | 40 | | | | F | | | | - | | | | - | | | | - | | | | 11 | | | | 04 | | | | - | | | | - | | | | ANN M PALIANI 518 CYPRESS COURT FLEMINGTON NJ 08822 | | | | | | | | | | | |
| | | B | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

[illegible]

Show NORTH by Arrow



(Not to Scale)

SEE NJTR-1B

Driver #1 stated that she did not see the guide wire for the utility pole that was in the parking spot. There was no damage to the guide wire just marks on the plastic bumper cover on the vehicle.

147. Badge #
49626

148. Reviewer
MARIASCHIN, M

Badge #
49587

149. Case Status ☐ Pending ☒ Complete

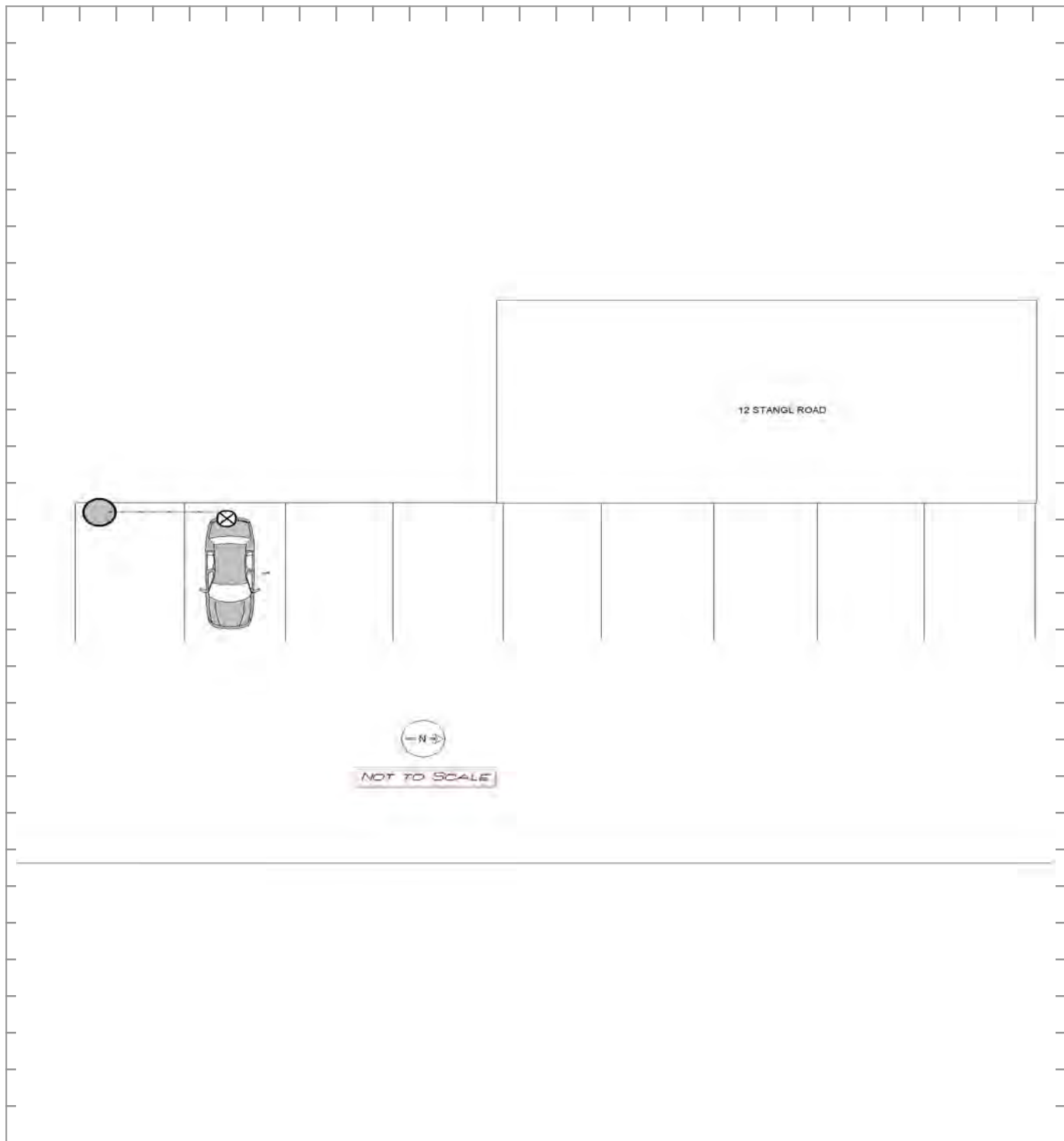
New Jersey Police Crash Investigation Report
Motor Vehicle Crash Diagram

Police Dept: FLEMINGTON BORO PD Code: 01

Station: - Case No: 19026852

144 Crash Diagram (NOT TO SCALE)

○ Indicate
North



Attachment: Stangl Road Final Traffic Report - 2022.09.14 Signed (002) (2022-24 : Adding Two Crosswalks on Stangl Road)

KYDD, D

49626

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|----|--|----|---|----|---|----|---|----|---|----|---|----|--|--|--|--|---|--|---|--|---|--|--------------|--|--|--|--|--|
| 96 | 05 | Page 1 of 3 | | Fatal | | New Jersey Police Crash Investigation Report | | | | | | | | | | <input checked="" type="checkbox"/> Reportable | | <input type="checkbox"/> Non-Reportable | | <input type="checkbox"/> Change Rep | | 3.6.5.a | | | | | | | |
| 97 | 01 | 1. Case Number | | 19036178 | | | | | | | | | | 10. Crash Occurred On: | | 50 STANGL RD | | 11. Speed Limit | | - | | - | | | | | | | |
| 98 | 01 | 2. Police Dept. of | | Code | | FLEMINGTON BORO PD 01 | | | | | | | | | | Road Name | | Dir | | 12. Route No. | | Suffix | | 13. Milepost | | | | | |
| 99 | 07 | 3. Station/Preinct | | - | | | | | | | | | | At Intersection with | | <input type="checkbox"/> Feet | | <input type="checkbox"/> Miles | | of: | | 18. Speed Limit | | - | | | | | |
| 100a | 01 | 4. Date of Crash | | 5. Day of Week | | 6. Time (use 2400 hrs.) | | 7. Municipality Code | | 8. Total Killed | | 9. Total Injured | | 19. To: | | 17. Cross Road Name/Route No. | | <input type="checkbox"/> NB | | <input type="checkbox"/> EB | | - | | | | | | | |
| 100b | 04 | 23. Veh. # | | 24. Policy No. | | 25. NJ Ins. Code | | 53. Veh. # | | 54. Policy No. | | 55. NJ Ins. Code | | 21. Latitude | | 20. Route Name/Route No. | | 22. Longitude | | - | | - | | | | | | | |
| 101 | 01 | 26. Driver's First Name | | Initial | | Last Name | | 29. Sex | | 56. Driver's First Name | | Initial | | Last Name | | 59. Sex | | - | | - | | - | | | | | | | |
| 102 | 01 | 27. Number & Street | | 1 TURNBERRY WAY | | | | | | | | | | 57. Number & Street | | - | | | | | | | | | | | | | |
| 103 | 01 | 28. City | | State | | Zip | | 58. City | | State | | Zip | | - | | - | | - | | - | | - | | | | | | | |
| 104 | 01 | 30. Eyes | | DL Class | | Restrictions | | Endorsements | | 31. State | | 60. Eyes | | DL Class | | Restrictions | | Endorsements | | 61. State | | - | | | | | | | |
| 105 | 11 | 32. Driver's License Number | | 33. DOB | | 34. Expires | | 62. Driver's License Number | | 63. DOB | | 64. Expires | | - | | - | | - | | - | | - | | | | | | | |
| 106 | - | 35. Owner's First Name | | Initial | | Last Name | | 65. Owner's First Name | | Initial | | Last Name | | - | | - | | - | | - | | - | | | | | | | |
| 107 | - | 36. Number & Street | | - | | | | | | | | | | 66. Number & Street | | - | | | | | | | | | | | | | |
| 108 | 01 | 37. City | | State | | Zip | | 67. City | | State | | Zip | | - | | - | | - | | - | | - | | | | | | | |
| 109 | - | 38. Make | | 39. Model | | 40. Color | | 41. Year | | 42. Plate No. | | 43. State | | 68. Make | | 69. Model | | 70. Color | | 71. Year | | 72. Plate No. | | | | | | | |
| 110 | 01 | 44. VIN | | 45. Expires | | 74. VIN | | 75. Expires | | - | | - | | - | | - | | - | | - | | - | | | | | | | |
| 111 | - | 46. Vehicle Removed to: | | - | | | | | | | | | | 76. Vehicle Removed to: | | - | | | | | | | | | | | | | |
| 112 | - | <input checked="" type="checkbox"/> Driven | | <input type="checkbox"/> Towed Disabled | | <input type="checkbox"/> Towed Disabled & Impounded | | <input type="checkbox"/> Driven | | <input type="checkbox"/> Towed Disabled | | <input type="checkbox"/> Towed Disabled & Impounded | | <input type="checkbox"/> Left at Scene | | <input type="checkbox"/> Towed Impounded | | <input type="checkbox"/> Left at Scene | | <input type="checkbox"/> Towed Impounded | | - | | | | | | | |
| 113 | - | 47. Authority | | <input checked="" type="checkbox"/> Owner | | | | | | | | | | 77. Authority | | <input type="checkbox"/> Owner | | | | | | | | | | | | | |
| 114 | - | 48. Alcohol/Dug Test | | Given: <input checked="" type="checkbox"/> No | | <input type="checkbox"/> Yes | | <input type="checkbox"/> Refused | | 49. Hazardous Material | | <input type="checkbox"/> None | | <input type="checkbox"/> On Board | | <input type="checkbox"/> Spill | | 78. Alcohol/Dug Test | | Given: <input checked="" type="checkbox"/> No | | <input type="checkbox"/> Yes | | | | | | | |
| 115 | - | Type: <input type="checkbox"/> Breath | | <input type="checkbox"/> Blood | | <input type="checkbox"/> Urine | | Results: 0. - % | | <input type="checkbox"/> Pending | | Hazard Class | | Placard No. | | - | | 79. Hazardous Material | | Type: <input type="checkbox"/> Breath | | <input type="checkbox"/> Blood | | | | | | | |
| 116 | 04 | 50. Carrier No. | | <input type="checkbox"/> USDOT | | <input type="checkbox"/> None | | 51. GVW R / GCW R (trucks & buses only) | | <input type="checkbox"/> ≤ 10,000 lbs. | | <input type="checkbox"/> 10,001 - 26,000 lbs. | | <input type="checkbox"/> ≥ 26,001 lbs. | | 80. Carrier No. | | <input type="checkbox"/> USDOT | | <input type="checkbox"/> None | | 81. GVW R / GCW R (trucks & buses only) | | | | | | | |
| 117 | - | 52. Motor Carrier or Government Entity | | - | | | | | | | | | | 82. Motor Carrier or Government Entity | | - | | | | | | | | | | | | | |
| 135. Damage to Other Property <input checked="" type="checkbox"/> Yes (If Yes, describe) <input type="checkbox"/> No | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LIGHT POLE AT 50 STANGL ROAD DESTROYED, OWNED BY FLEMINGTON BORO. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Oper. | | 136. Charge | | 39:4-129 | | | | | | | | | | 137. Summons No. | | Oper. | | 138. Charge | | 39:4(97) | | | | | | | | | |
| 01 | | 140. Charge | | 39:4(97) | | | | | | | | | | 141. Summons No. | | 01 | | 142. Charge | | 39:4(97) | | | | | | | | | |
| 01 | | 143. Summons No. | | E19000668 | | | | | | | | | | 144. Summons No. | | - | | 145. Summons No. | | - | | | | | | | | | |
| A | | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | Names & Addresses of Occupants If Deceased, Date & Time of Death | | | | | | | | | | | | | | |
| B | | 01 | 01 | 01 | - | 70 | F | - | - | - | 11 | 00 | - | - | DEBORAH K HOLCOMB 1 TURNBERRY WAY NEW HOPE PA 18938 | | | | | | | | | | | | | | |
| C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Show NORTH by Arrow
(Not to Scale)

SEE NJTR-1B

145. Crash Description/Narrative

****Box 25 -NAIC 25178, State Farm Mutual**

Damage indicated that a vehicle left the roadway, struck the curb, traveled across the sidewalk, and came to rest against the light pole base. The crash happened with enough force to knock the large cement base down and snap the pole.

At approximately 1300 hrs., Deborah Holcomb called to report hitting the pole on March 12th. She stated that she did not think she needed to call the police because she assumed the road was managed by a private company for Liberty Village.

146. Officer's Signature
BIVONA, L

147. Badge #
49548

148. Reviewer
MARIASCHIN, M

Badge #
49587

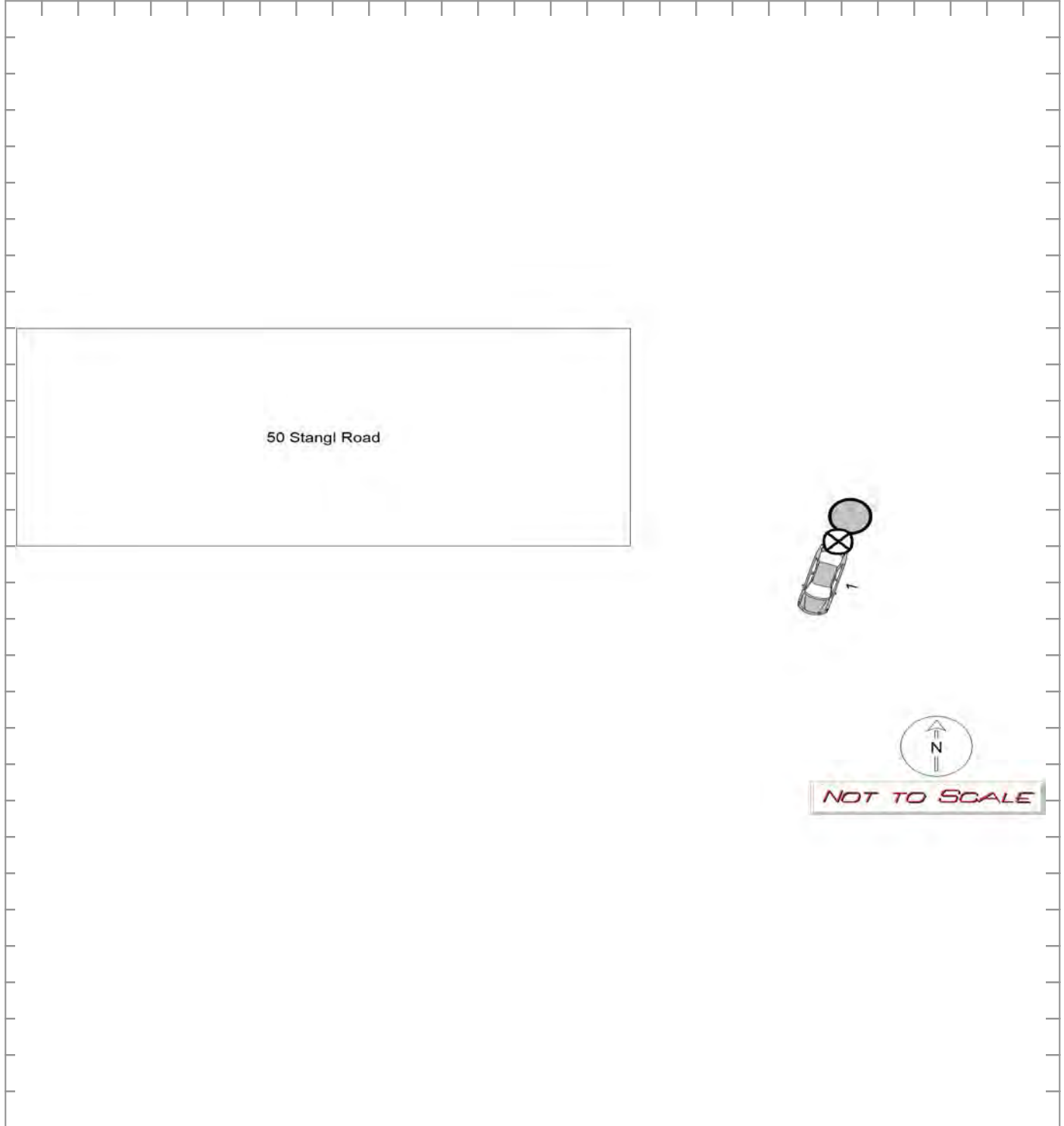
149. Case Status ☐ Pending ☒ Complete

New Jersey Police Crash Investigation Report
Motor Vehicle Crash Diagram

Police Dept: FLEMINGTON BORO PD Code: 01

Station: - Case No: 19036178

144 Crash Diagram (NOT TO SCALE)



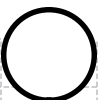
Attachment: Stangl Road Final Traffic Report - 2022.09.14 Signed (002) (2022-24 : Adding Two Crosswalks on Stangl Road)

BIVONA, L

49548

[illegible]

144. Crash Diagram



Show NORTH by Arrow
(Not to Scale)

SEE NJTR-1B

145. Crash Description/Narrative

VEHICLE #2 WAS PARKED IN A PARKING SPOT AT APPROXIMATELY 1:00 PM. AT APPROXIMATELY 6:30 PM THE OWNER CAME OUTSIDE TO FIND DAMAGE TO HIS PARKED VEHICLE. THE DAMAGE WAS NOTED FROM THE REAR PASSENGERS SIDE DOOR EXTENDING TO THE FRONT PASSENGERS SIDE DOOR. THE DAMAGE WAS MOST LIKELY CAUSED BY A VEHICLE STRIKING VEHICLE #2 AS IT BACKED OUT OF THE PARKING SPOT NEXT TO VEHICLE #2.

146. Officer's Signature
EMANUELE, F

147. Badge #
491332

148. Reviewer
HRIBIK, L

Badge #
49588

149. Case Status ☐ Pending ☒ Complete

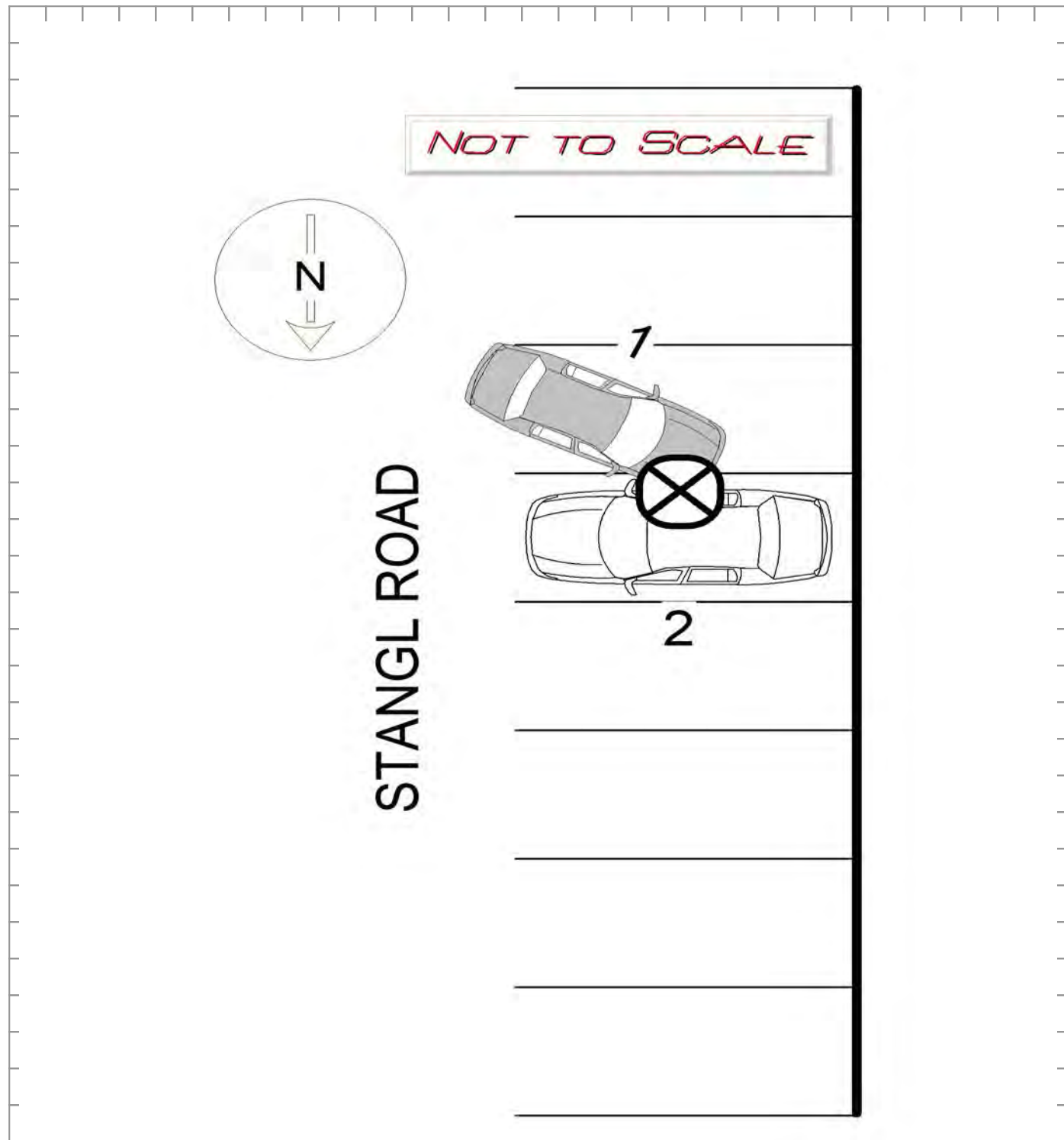
New Jersey Police Crash Investigation Report
Motor Vehicle Crash Diagram

Police Dept: FLEMINGTON BORO PD Code: 01

Station: - Case No: 19038497

144 Crash Diagram (NOT TO SCALE)

○ Indicate North



Attachment: Stangl Road Final Traffic Report - 2022.09.14 Signed (002) (2022-24 : Adding Two Crosswalks on Stangl Road)

EMANUELE, F

491332

| | | | | | | | | | | | | | | | |
|--|----|--|--|--------------------------------|--|--|--|--|--|---|--|-------------------------------------|--|------------------------|--|
| 96 | 05 | Page 2 of 6 | | <input type="checkbox"/> Fatal | | New Jersey Police Crash Investigation Report | | <input checked="" type="checkbox"/> Reportable | | <input type="checkbox"/> Non-Reportable | | <input type="checkbox"/> Change Rep | | 3.6.5.a | |
| 97 | 01 | 1. Case Number | | 19055681 | | 10. Crash Occurred On: | | 2 STANGL RD | | S | | 11. Speed Limit | | 118b | |
| 98 | 01 | 2. Police Dept. of | | FLEMINGTON BORO PD | | Code | | 01 | | Road Name | | Dir | | 118c | |
| 99 | 07 | 3. Station/Preinct | | | | At Intersection with | | | | N | | E | | 119a | |
| 100a | 01 | 4. Date of Crash | | mm dd yy | | 5. Day of Week | | Su M Tu W Th F Sa | | 6. Time (use 2400 hrs.) | | 7. Municipality Code | | 8. Total Killed | |
| 100b | 04 | 23. Veh. # | | P1 | | 24. Policy No. | | | | 25. NJ Ins. Code | | 53. Veh. # | | 54. Policy No. | |
| 101 | 02 | 26. Driver's First Name | | SAIGE | | Initial | | G | | Last Name | | SHOUDT | | 29. Sex | |
| 102 | 01 | 27. Number & Street | | 18 MAPLE AVE | | 57. Number & Street | | | | 58. City | | State | | Zip | |
| 103 | 01 | 28. City | | FLEMINGTON | | State | | NJ | | Zip | | 08822 | | 61. State | |
| 104 | 02 | 30. Eyes | | - | | DL Class | | - | | Restrictions | | - | | Endorsements | |
| 105 | 13 | 32. Driver's License Number | | - | | 33. DOB | | mm dd yy | | 34. Expires | | mm yy | | 64. Expires | |
| 106 | - | 35. Owner's First Name | | - | | Initial | | - | | Last Name | | - | | 65. Owner's First Name | |
| 107 | - | 36. Number & Street | | - | | 66. Number & Street | | - | | 67. City | | State | | Zip | |
| 108 | - | 37. City | | - | | 68. Make | | 39. Model | | 40. Color | | 41. Year | | 42. Plate No. | |
| 109 | - | 38. Make | | - | | 69. Model | | 70. Color | | 71. Year | | 72. Plate No. | | 73. State | |
| 110 | - | 44. VIN | | - | | 45. Expires | | mm yy | | 74. VIN | | 75. Expires | | mm yy | |
| 111 | - | 46. Vehicle Removed to: | | - | | 76. Vehicle Removed to: | | - | | 77. Authority | | Owner | | Driver | |
| 112 | - | 47. Authority | | - | | 78. Alcohol/Drug Test | | Given: No Yes Refused | | Type: Breath Blood Urine | | Results: 0.00 % | | Pending | |
| 113 | - | 48. Alcohol/Drug Test | | - | | 79. Hazardous Material | | Given: No Yes Refused | | Type: Breath Blood Urine | | Results: 0.00 % | | Pending | |
| 114 | - | 49. Hazardous Material | | - | | 80. CamerNo. | | USDOT | | MCMX | | 81. GVWR / GCWR | | (trucks & buses only) | |
| 115 | - | 50. CamerNo. | | - | | 82. Motor Carrier or Government Entity | | - | | 83. GVWR / GCWR | | 84. GVWR / GCWR | | (trucks & buses only) | |
| 116 | 04 | 51. GVWR / GCWR | | - | | 85. Motor Carrier or Government Entity | | - | | 86. GVWR / GCWR | | 87. GVWR / GCWR | | (trucks & buses only) | |
| 117 | - | 52. Motor Carrier or Government Entity | | - | | 88. GVWR / GCWR | | - | | 89. GVWR / GCWR | | 90. GVWR / GCWR | | (trucks & buses only) | |
| 135. Damage to Other Property <input type="checkbox"/> Yes (If Yes, describe) <input checked="" type="checkbox"/> No | | | | | | | | | | | | | | | |
| Oper. 136. Charge 137. Summons No. Oper. 138. Charge 139. Summons No. | | | | | | | | | | | | | | | |
| Oper. 140. Charge 141. Summons No. Oper. 142. Charge 143. Summons No. | | | | | | | | | | | | | | | |
| Names & Addresses of Occupants If Deceased, Date & Time of Death | | | | | | | | | | | | | | | |
| A | | | | | | | | | | | | | | | |
| B | | | | | | | | | | | | | | | |
| C | | | | | | | | | | | | | | | |
| D | | | | | | | | | | | | | | | |

Show NORTH by Arrow
(Not to Scale)

SEE NJTR-1B

144. Crash Diagram

145. Crash Description/Narrative

Box 25: NAIC 24147, Old Republic Insurance Company

Upon arrival, I observed pedestrian 1, a female later identified as Saige Shoudt, laying on the ground about 15 feet in front of a vehicle 2 which was parked straddling the double yellow center line of Stangl. Shoudt was crying and holding her face. I observed Shoudt to be alert and conscious. Shoudt attempted to stand up and I instructed her to remain laying down so she did not aggravate possible injuries she may have sustained. Flemington Raritan First Aid and Rescue Squad (FRFARS) arrived on scene, began treating Shoudt and placed her in the back of the ambulance. Paramedics also arrived and Shoudt was later transported to Hunterdon Medical Center (HMC).

I met with the driver of vehicle 2, identified as Evyanna Catanzareti. Catanzareti stated she was driving north down Stangl road when she observed a large box truck(vehicle 1) parked in the

146. Officer's Signature
ALA, D

147. Badge #
491737

148. Reviewer
BULLMAN, B

Badge #
49648

149. Case Status ☐ Pending ☒ Complete

New Jersey Police Crash Investigation Report

Police Dept: FLEMINGTON BORO PD Code: 01

Motor Vehicle Crash Description

Station: - Case No: 19055681

145 Crash Description

roadway of the north bound lane. Catanzareti attempted to pass the truck, at approximately 20-25 mph, on the opposite side of the roadway. When she was passing the front of the box truck, a female (Shoudt) ran out from the front of the truck and in front of Catanzareti's vehicle. This left Catanzareti with little reaction time to apply her brakes and Shoudt was struck with the front end of vehicle 2. Catanzareti advised she stopped her vehicle and had not moved it since. She was advised to leave the vehicle where it was at this time. Catanzareti advised she was not injured and denied any medical attention. The truck(vehicle 1) Catanzareti advised she was driving around had since moved and she did not observe it to be in the area.

Dawn M. Em (908-303-7338), mother of Shoudt arrived on scene asking what happened. Patrol advised Em, that Shoudt was struck by a vehicle while attempting to cross the street. Patrol directed Em to Shoudt's location with FRFARS.

A witness to the accident, Addy Raich (08/07/2007), came to me during my investigation. She advised that she is friends with Shoudt and was with her at the time of the accident. Raich told me at the time of the accident Shoudt and her were making a video through an application on Raich's cell phone of Shoudt running across the street towards her. Raich had only filmed Shoudt before she crossed the roadway. The video was viewed and showed the exact location of Shoudt and vehicle 1. In the video, Shoudt walks into the roadway in front of vehicle 1 and appears to look for any traffic in the roadway before she walked back towards the nearby sidewalk. Raich provided a copy of the video to patrol. Judy Raich (845-323-3556) the mother to A. Raich, was on scene during questioning. Raich also pointed to a box truck that was parked about 200 feet down Stangl and advised that the truck was the one parked in the roadway at the time of the accident.

I then met with another witness to the accident, identified as Ken Silverman, who advised he was working on the pump systems when he observed a car drive around the box truck as a small girl ran into the roadway and was struck by the car. Silverman advised Shoudt was conscious after the accident.

Cpl. Bullman made contact with the driver of vehicle 1, identified as Anthony M. Delgrosso (03/15/1956, ph: 610-217-3368, 1102 Center St, Bethlehem, Pa 18018, PA DL #: 17992028), and gathered his credentials for the accident report. Delgrosso advised he had been parked at the accident location and that he tried to park as far out of the roadway as possible but do to the size

ALA, D

491737

New Jersey Police Crash Investigation Report
Motor Vehicle Crash DescriptionPolice Dept: FLEMINGTON BORO PD Code: 01
Station: - Case No: 19055681

145 Crash Description

of the truck he is unable to remove it completely from the roadway.

I instructed Hunterdon County Communications to have the on call detective from the Hunterdon County Prosecutors Office (HCPO) contact me. I received a call from HCPO Detective Phil Striker at 1824 hours and advised him of the accident. Striker advised the prosecutors office would not be responding at this time.

Detective Godown of the Flemington Borough Police Dept. was notified and responded to the scene. Detective Godown photographed the scene. Detective Godown spoke with Catanzareti and gathered a statement from her.

Once the scene was photographed, Detective Godown and I then responded to HMC to speak with Shoudt and her mother.

When at HMC we spoke with Shoudt. She advised she was crossing Stangl Road to put her bags down and then her and her friend were going to do something. Shoudt then stated she remembers crossing the street, looking right and then being struck by the car and passing out. Shoudt advised the accident was her fault and she wished the driver of the vehicle who struck her would not be charged. Shoudt was still waiting to hear the results of Shoudt's MRI and X-rays when we cleared HMC.

At approximately 0030 hours, I contacted HMC to follow up on Shoudt's status and the nurses advised she had been discharged with a concussion.

Attachment: Stangl Road Final Traffic Report - 2022.09.14 Signed (002) (2022-24 : Adding Two Crosswalks on Stangl Road)

ALA, D

491737

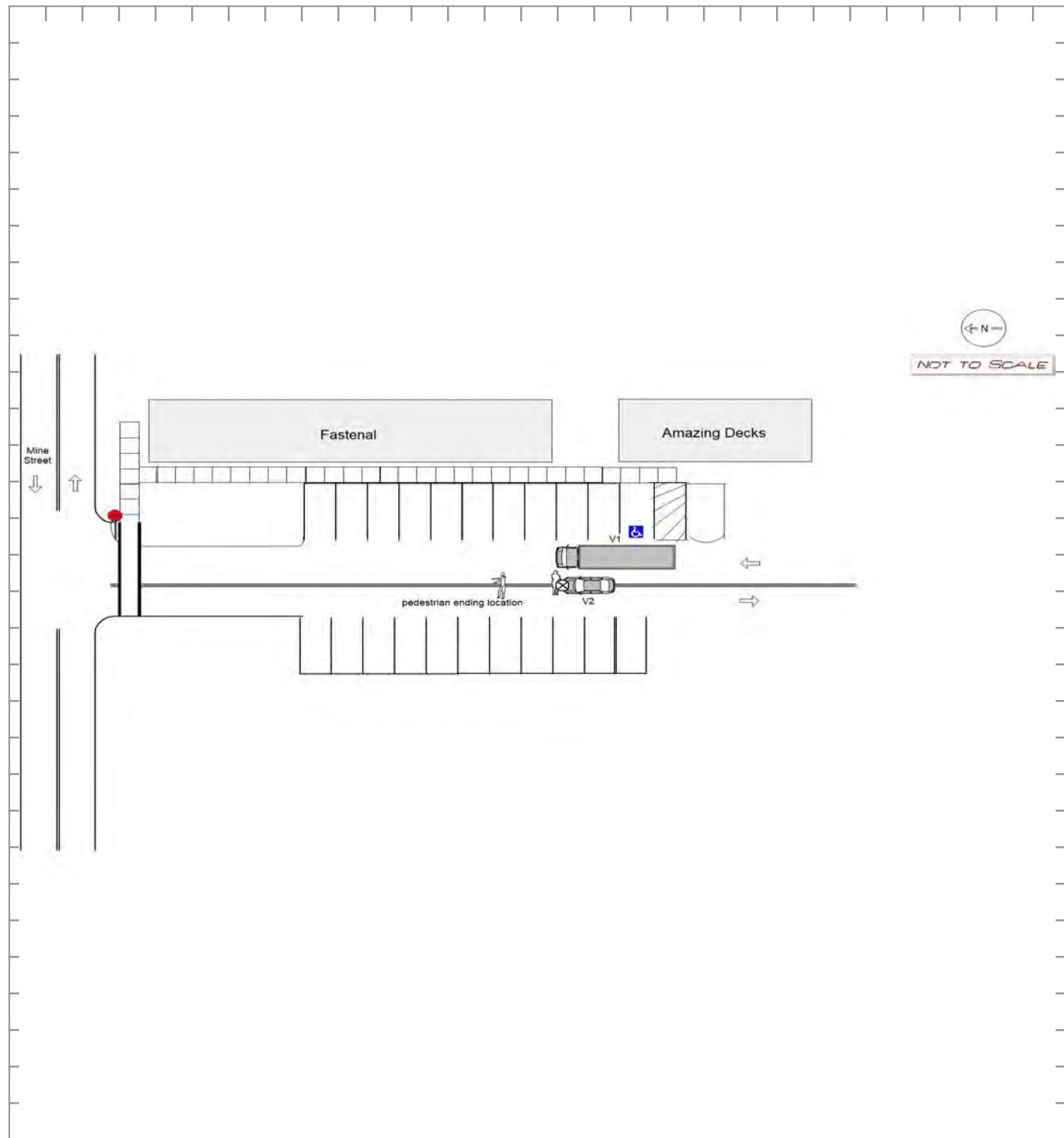
New Jersey Police Crash Investigation Report
Motor Vehicle Crash Diagram

Police Dept: FLEMINGTON BORO PD Code: 01

Station: - Case No: 19055681

144 Crash Diagram (NOT TO SCALE)

○ Indicate North



Attachment: Stangl Road Final Traffic Report - 2022.09.14 Signed (002) (2022-24 : Adding Two Crosswalks on Stangl Road)

ALA, D

491737

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|------|----|--|--|---|--|---|--|--|--|---|--|---|--|---|--|---|--|------------------|--|------------------|--|-------------|--|---|--|
| 96 | 05 | Page 1 of 3 | | Fatal | | New Jersey Police Crash Investigation Report | | <input checked="" type="checkbox"/> Reportable | | <input type="checkbox"/> Non-Reportable | | <input type="checkbox"/> Change Rep | | 3.6.5.a | | | | | | | | | | | |
| 97 | 01 | 1. Case Number | | 19125379 | | 10. Crash Occurred On: | | 44 STANGL RD | | S | | 11. Speed Limit | | 25 | | | | | | | | | | | |
| 98 | 05 | 2. Police Dept. of | | FLEMINGTON BORO PD | | Code | | 01 | | Road Name | | Dir | | 12. Route No. | | | | | | | | | | | |
| 99 | 09 | 3. Station/Preinct | | | | At Intersection with | | | | Feet | | Miles | | 13. Milepost | | | | | | | | | | | |
| 100a | 01 | 4. Date of Crash | | mm dd yy | | 5. Day of Week | | Su M Tu W Th F Sa | | 6. Time (use 2400 hrs.) | | 7. Municipality Code | | 8. Total Killed | | | | | | | | | | | |
| 100b | 04 | 23. Veh. # | | 01 | | 24. Policy No. | | 00 | | 25. NJ Ins. Code | | 00 | | 53. Veh. # | | | | | | | | | | | |
| 101 | 02 | 26. Driver's First Name | | Initial | | Last Name | | 00 | | 29. Sex | | - | | 56. Driver's First Name | | | | | | | | | | | |
| 102 | 01 | 27. Number & Street | | 00 00 | | 57. Number & Street | | - | | 58. City | | State | | Zip | | | | | | | | | | | |
| 103 | 01 | 28. City | | 00 | | State | | - | | Zip | | 00 | | 58. City | | | | | | | | | | | |
| 104 | 02 | 30. Eyes | | DL Class | | Restrictions | | Endorsements | | 31. State | | - | | 60. Eyes | | | | | | | | | | | |
| 105 | 06 | 32. Driver's License Number | | 00 | | 33. DOB | | mm dd yy | | 34. Expires | | mm yy | | 62. Driver's License Number | | | | | | | | | | | |
| 106 | 00 | 35. Owner's First Name | | Initial | | Last Name | | - | | 65. Owner's First Name | | Initial | | Last Name | | | | | | | | | | | |
| 107 | 02 | 36. Number & Street | | - | | 66. Number & Street | | 81 MICKLITZ DR | | 67. City | | State | | Zip | | | | | | | | | | | |
| 108 | 00 | 37. City | | - | | 67. City | | POTTSTOWN | | 68. Make | | 69. Model | | 70. Color | | | | | | | | | | | |
| 109 | 04 | 38. Make | | BMW | | 39. Model | | SDN | | 40. Color | | 41. Year | | 42. Plate No. | | | | | | | | | | | |
| 110 | 00 | 44. VIN | | 00 - - - - - | | 45. Expires | | -- -- | | 74. VIN | | 3 G Y F N E E Y 8 A S 6 4 3 4 0 3 | | 75. Expires | | | | | | | | | | | |
| 111 | 01 | 46. Vehicle Removed to: | | - | | 76. Vehicle Removed to: | | - | | 47. Authority | | - | | 77. Authority | | | | | | | | | | | |
| 112 | 00 | 48. Alcohol/Dug Test | | Given: <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> Refused | | Type: <input type="checkbox"/> Breath <input type="checkbox"/> Blood <input type="checkbox"/> Urine | | Results: 0. - - - % <input type="checkbox"/> Pending | | 49. Hazardous Material | | None <input type="checkbox"/> On Board <input type="checkbox"/> Spill | | 78. Alcohol/Dug Test | | | | | | | | | | | |
| 113 | - | 47. Authority | | - | | 77. Authority | | - | | 50. CamerNo. | | USDOT <input type="checkbox"/> MCMX <input type="checkbox"/> None | | 80. CamerNo. | | | | | | | | | | | |
| 114 | 00 | 52. Motor Carrier or Government Entity | | - | | 82. Motor Carrier or Government Entity | | - | | 51. GVW R / GCW R (trucks & buses only) | | ≤ 10,000 lbs. <input type="checkbox"/> 10,001 - 26,000 lbs. <input type="checkbox"/> ≥ 26,001 lbs. <input type="checkbox"/> | | 81. GVW R / GCW R (trucks & buses only) | | | | | | | | | | | |
| 115 | - | 50. CamerNo. | | - | | 80. CamerNo. | | - | | 135. Damage to Other Property | | Yes (If Yes, describe) <input type="checkbox"/> No <input checked="" type="checkbox"/> | | 136. Charge | | | | | | | | | | | |
| 116 | - | 52. Motor Carrier or Government Entity | | - | | 82. Motor Carrier or Government Entity | | - | | 137. Summons No. | | - | | 138. Charge | | | | | | | | | | | |
| 117 | - | 50. CamerNo. | | - | | 80. CamerNo. | | - | | 139. Summons No. | | - | | 140. Charge | | | | | | | | | | | |
| | | | | | | | | | | | | | | 141. Summons No. | | - | | 142. Charge | | 143. Summons No. | | - | | | |
| | | | | | | | | | | | | | | 144. Charge | | - | | 145. Summons No. | | - | | 146. Charge | | - | |
| | | | | | | | | | | | | | | 147. Charge | | - | | 148. Summons No. | | - | | 149. Charge | | - | |
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| | | | | | | | | | | | | | | 519. Charge | | - | | 520. Summons No. | | - | | 521. Charge | | - | |
| | | | | | | | | | | | | | | 522. Charge | | - | | 523. Summons No. | | - | | | | | |

Show NORTH by Arrow
(Not to Scale)

SEE NJTR-1B

145. Crash Description/Narrative

BOX 55: PA INSURANCE: TRAVELERS PROPERTY CASUALTY INSURANCE COMPANY

146. Officer's Signature
CANALE, P

147. Badge #
4916351

148. Reviewer
MARIASCHIN, M

Badge #
49587

149. Case Status ☐ Pending ☒ Complete

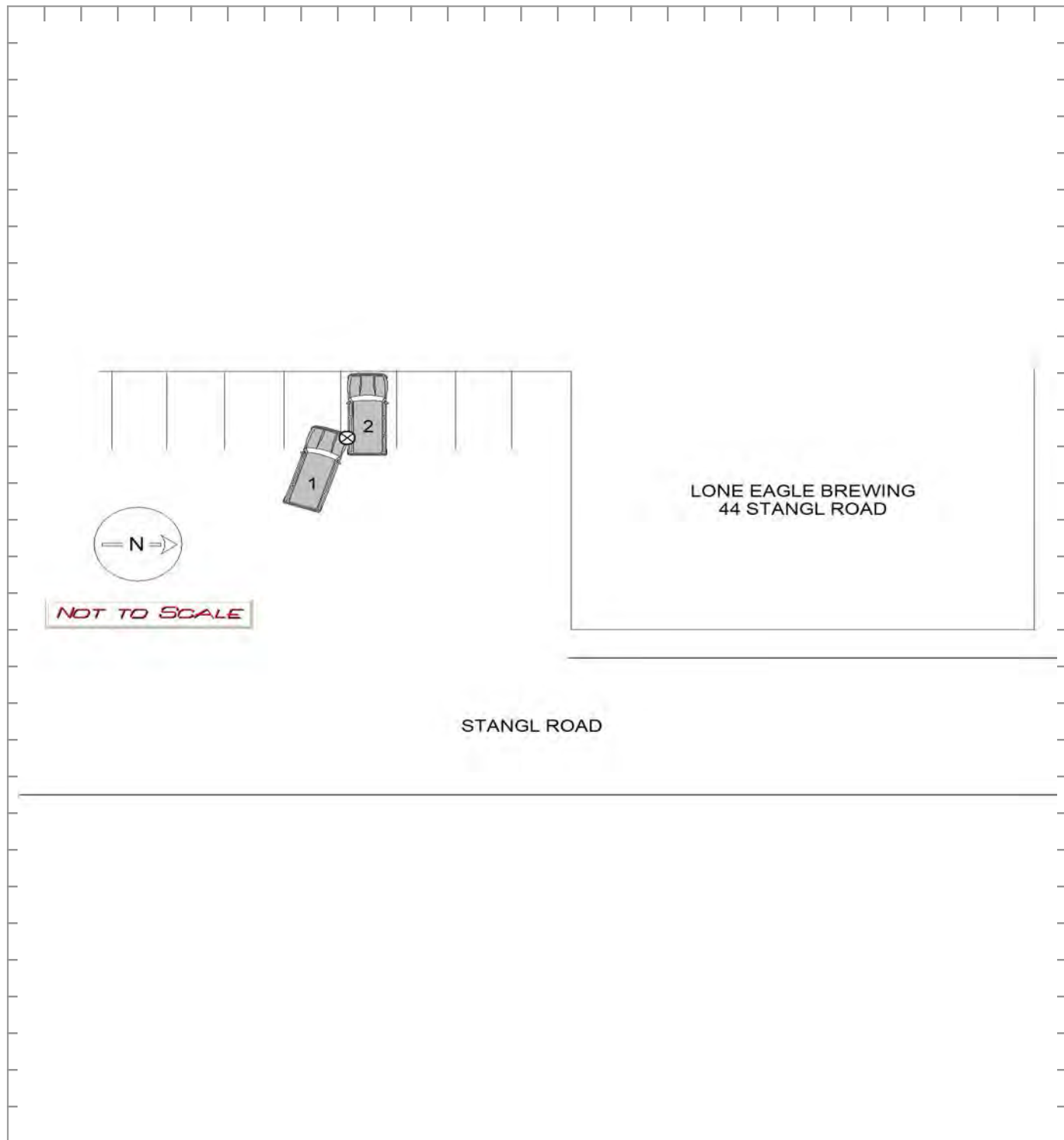
New Jersey Police Crash Investigation Report
Motor Vehicle Crash Diagram

Police Dept: FLEMINGTON BORO PD Code: 01

Station: - Case No: 19125379

144 Crash Diagram (NOT TO SCALE)

○ Indicate North



Attachment: Stangl Road Final Traffic Report - 2022.09.14 Signed (002) (2022-24 : Adding Two Crosswalks on Stangl Road)

CANALE, P

4916351

| | | | | | | | | | | | |
|------|----|--|------------------------|--|----------------------|-------------------------|-----------------------|------------------|-----|----|---|
| 96 | - | Page 1 of 3 | Fatal | New Jersey Police Crash Investigation Report | Reportable | Non-Reportable | Change Rep | 3.6.5.a | | | |
| 97 | 01 | 1. Case Number | 19176659 | 10. Crash Occurred On: | STANGL RD | 11. Speed Limit | 25 | 118b | 02 | | |
| 98 | 01 | 2. Police Dept. of | FLEMINGTON BORO PD | Code | 01 | 12. Route No. | | 119a | 2 | | |
| 99 | 07 | 3. Station/Preinct | | 100 | At Intersection with | MINE ST | 18. Speed Limit | 119b | - | | |
| 100a | 01 | 4. Date of Crash | 11/28/19 | 5. Day of Week | Sa | 6. Time (use 2400 hrs.) | 0916 | 120a | 0 | | |
| 100b | 04 | 23. Veh. # | 01 | 24. Policy No. | * | 25. NJ Ins. Code | * | 120b | 0 | | |
| 101 | 02 | 26. Driver's First Name | DHWANIL | Initial | T | Last Name | KADAKIA | 121a | - | | |
| 102 | 01 | 27. Number & Street | 18 COLTS LANE | 29. Sex | M | 56. Driver's First Name | | 121b | - | | |
| 103 | 01 | 28. City | FLEMINGTON | State | NJ | Zip | 08822 | 122 | 1 | | |
| 104 | 02 | 30. Eyes | 02 | DLC Class | D- | Restrictions | 1-- | 123 | 1 | | |
| 105 | 06 | 32. Driver's License Number | K0089 | 16783 | 05982 | 33. DOB | 051598 | 124 | 0 | | |
| 106 | - | 35. Owner's First Name | TOWNSHIP OF RARITAN | Initial | | Last Name | | 125 | 1 | | |
| 107 | - | 36. Number & Street | 1 MUNICIPAL DRIVE | 66. Number & Street | 814 POPLAR COURT | 67. City | FLEMINGTON | 126a | 2 | | |
| 108 | 04 | 37. City | FLEMINGTON | State | NJ | Zip | 08822 | 126b | - | | |
| 109 | 04 | 38. Make | FORD | 39. Model | EXPLORER | 40. Color | WT | 126c | - | | |
| 110 | 03 | 44. VIN | 1FMMFK16527LA61111 | 45. Expires | 03/22 | 74. VIN | 2FMTK4J9XFBB79033 | 126d | - | | |
| 111 | 01 | 46. Vehicle Removed to: | | 76. Vehicle Removed to: | | 75. Expires | 07/20 | 126e | 2 | | |
| 112 | 04 | 47. Authority | Owner | Driver | Police | 77. Authority | Owner | 127a | 2 | | |
| 113 | - | 48. Alcohol/Drug Test | No | Yes | Refused | 78. Alcohol/Drug Test | No | 127b | - | | |
| 114 | - | 49. Hazardous Material | None | On Board | Spill | 79. Hazardous Material | None | 127c | - | | |
| 115 | - | 50. Camer No. | USDOT | None | 10000 lbs. | 10001-26000 lbs. | 26001 lbs. | 127d | - | | |
| 116 | 04 | 52. Motor Carrier or Government Entity | TOWNSHIP OF RARITAN | 82. Motor Carrier or Government Entity | | 81. GVW R / GCW R | (trucks & buses only) | 127e | 2 | | |
| 117 | 04 | 135. Damage to Other Property | Yes (If Yes, describe) | No | 136. Charge | 137. Summons No. | 138. Charge | 139. Summons No. | 133 | 0 | |
| | | 140. Charge | 141. Summons No. | 142. Charge | 143. Summons No. | | | | 134 | 0 | |
| A | 01 | 01 | 01 | 05 | 21 | M | - | - | 11 | 04 | DHWANIL T KADAKIA 18 COLTS LANE FLEMINGTON NJ 08822 |
| B | | | | | | | | | | | |
| C | | | | | | | | | | | |
| D | | | | | | | | | | | |

Show NORTH by Arrow
(Not to Scale)

SEE NJTR-1B

145. Crash Description/Narrative

V1 was backing up on Stangl Road and struck V2 that was parked in a parking spot.

***Box 24 and 25:**
Somerset County Joint Insurance Fund

146. Officer's Signature
ZYTko, G

147. Badge #
491736

148. Reviewer
HRIBIK, L

Badge # 49588

149. Case Status ☐ Pending ☒ Complete

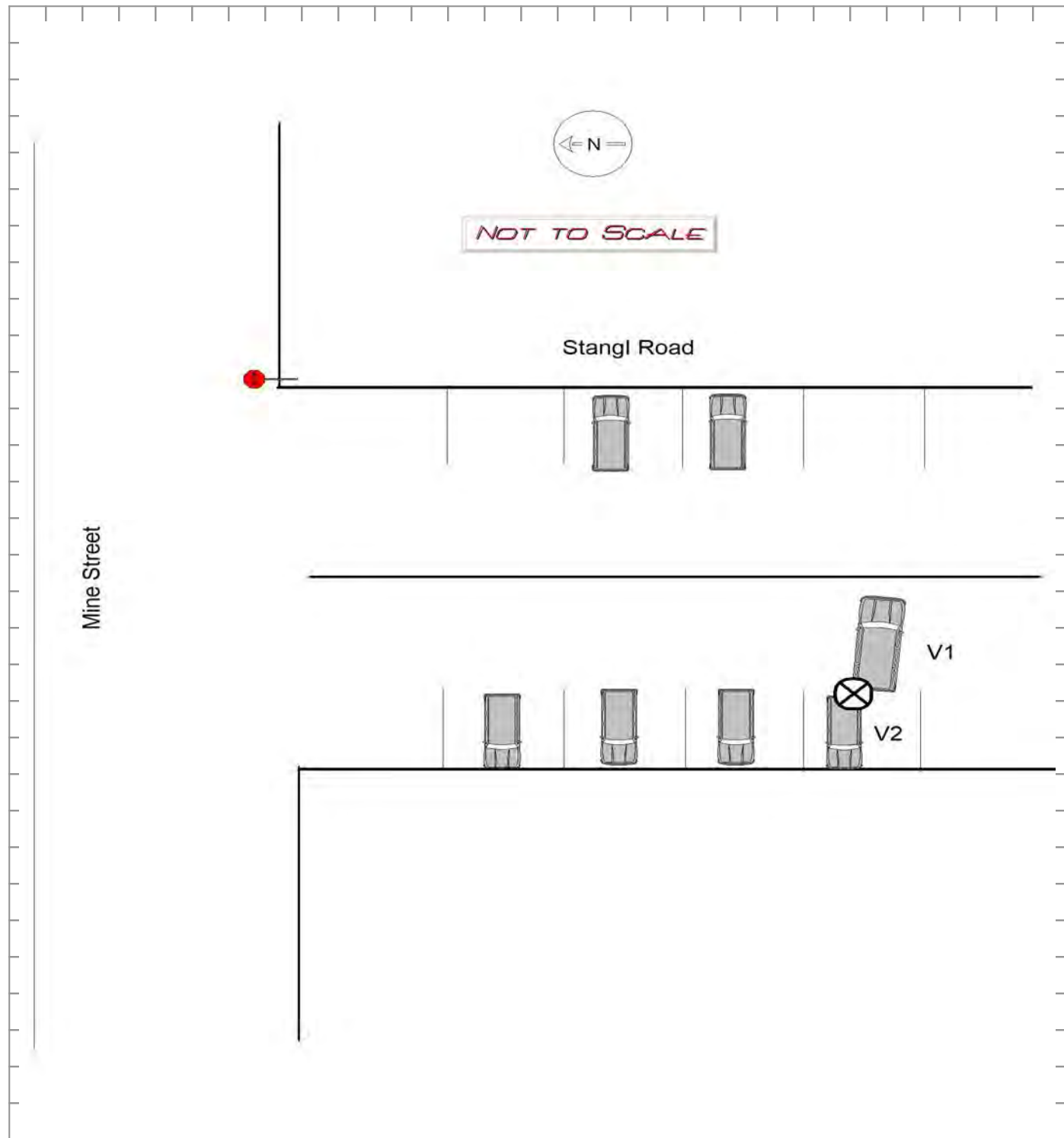
New Jersey Police Crash Investigation Report
Motor Vehicle Crash Diagram

Police Dept: FLEMINGTON BORO PD Code: 01

Station: - Case No: 19176659

144 Crash Diagram (NOT TO SCALE)

○ Indicate North



Attachment: Stangl Road Final Traffic Report - 2022.09.14 Signed (002) (2022-24 : Adding Two Crosswalks on Stangl Road)

ZYTKO, G

491736

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------------------------|----|--------------------------|--|-----------------------|--|--|--|--|--|---|--|-------------------------------------|--|-------------------------|--|---------------------------------------|--|-------------|--|--------------------|--|----|--|----|--|---|--|---|--|---|--|---|--|----|--|----|--|---|--|---|--|--|--|
| 96 | 05 | Page 1 of 3 | | Fatal | | New Jersey Police Crash Investigation Report | | <input checked="" type="checkbox"/> Reportable | | <input type="checkbox"/> Non-Reportable | | <input type="checkbox"/> Change Rep | | 3.6.5.a | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 97 | 01 | 1. Case Number | | 20035235 | | 10. Crash Occurred On: | | 44 STANGL RD | | 11. Speed Limit | | N | | 2 | | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 98 | 06 | 2. Police Dept. of | | FLEMINGTON BORO PD | | Code | | 01 | | 12. Route No. | | Suffix | | 13. Milepost | | 18. Speed Limit | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 99 | 07 | 3. Station/Preinct | | | | At Intersection with | | | | 14 | | 15 | | 16 | | 19. To: 17. Cross Road Name/Route No. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 100a | 01 | 4. Date of Crash | | mm dd yy | | 5. Day of Week | | Su Mo Tu We Th Fr Sa | | 6. Time (use 2400 hrs.) | | 7. Municipality Code | | 8. Total Killed | | 9. Total Injured | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 100b | 04 | 23. Veh. # | | 01 | | 24. Policy No. | | A102170122 | | 25. NJ Ins. Code | | 058 | | 53. Veh. # | | 54. Policy No. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 101 | 02 | 26. Driver's First Name | | Initial | | Last Name | | AMIL | | 29. Sex | | M | | 56. Driver's First Name | | 57. Sex | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 102 | 02 | 27. Number & Street | | 7 PACKERS ISLAND LANE | | 28. City | | FLEMINGTON | | State | | NJ | | Zip | | 08822 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 103 | 02 | 30. Eyes | | 0 2 | | DLC Class | | D - | | Restrictions | | 0 1 - - | | Endorsements | | 0 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 104 | 02 | 31. State | | NJ | | 32. Driver's License Number | | T3143 03900 11022 | | 33. DOB | | mm dd yy | | 34. Expires | | mm dd yy | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 105 | 07 | 35. Owner's First Name | | Initial | | Last Name | | THAHA V MOHAMED | | 36. Number & Street | | 7 PACKERS ISLAND LN | | 37. City | | FLEMINGTON | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 106 | - | 38. Make | | MB | | 39. Model | | E50 | | 40. Color | | BL | | 41. Year | | 2005 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 107 | - | 42. Plate No. | | C15GML | | 43. State | | NJ | | 44. VIN | | WD B U F 7 0 J 8 5 A 7 1 8 4 4 5 | | 45. Expires | | 04/21 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 108 | 01 | 46. Vehicle Rem oved to: | | SUPERIOR TOWING LOT | | 47. Authority | | Police | | 48. Alcohol/Drug Test | | Given: No | | 49. Hazardous Material | | None | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 109 | 04 | 50. CamerNo. | | USDOT | | 51. GVW R / GCW R | | (trucks & buses only) | | 52. Motor Carrier or Governm ent Entry | | - | | 53. GVW R / GCW R | | (trucks & buses only) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 110 | 01 | 54. GVW R / GCW R | | (trucks & buses only) | | 55. GVW R / GCW R | | (trucks & buses only) | | 56. GVW R / GCW R | | (trucks & buses only) | | 57. GVW R / GCW R | | (trucks & buses only) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 111 | 01 | 58. GVW R / GCW R | | (trucks & buses only) | | 59. GVW R / GCW R | | (trucks & buses only) | | 60. GVW R / GCW R | | (trucks & buses only) | | 61. GVW R / GCW R | | (trucks & buses only) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 112 | - | 62. GVW R / GCW R | | (trucks & buses only) | | 63. GVW R / GCW R | | (trucks & buses only) | | 64. GVW R / GCW R | | (trucks & buses only) | | 65. GVW R / GCW R | | (trucks & buses only) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 113 | - | 66. GVW R / GCW R | | (trucks & buses only) | | 67. GVW R / GCW R | | (trucks & buses only) | | 68. GVW R / GCW R | | (trucks & buses only) | | 69. GVW R / GCW R | | (trucks & buses only) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 114 | - | 70. GVW R / GCW R | | (trucks & buses only) | | 71. GVW R / GCW R | | (trucks & buses only) | | 72. GVW R / GCW R | | (trucks & buses only) | | 73. GVW R / GCW R | | (trucks & buses only) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 115 | - | 74. GVW R / GCW R | | (trucks & buses only) | | 75. GVW R / GCW R | | (trucks & buses only) | | 76. GVW R / GCW R | | (trucks & buses only) | | 77. GVW R / GCW R | | (trucks & buses only) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 116 | 01 | 78. GVW R / GCW R | | (trucks & buses only) | | 79. GVW R / GCW R | | (trucks & buses only) | | 80. GVW R / GCW R | | (trucks & buses only) | | 81. GVW R / GCW R | | (trucks & buses only) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 117 | 01 | 82. GVW R / GCW R | | (trucks & buses only) | | 83. GVW R / GCW R | | (trucks & buses only) | | 84. GVW R / GCW R | | (trucks & buses only) | | 85. GVW R / GCW R | | (trucks & buses only) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 135. Damage to Other Property | | | | | | | | | | | | | | | | Yes (If Yes, describe) | | No | | | | | | | | | | | | | | | | | | | | | | | | | |
| 136. Charge | | | | | | | | | | | | | | | | 137. Sum m ons No. | | 138. Charge | | 139. Sum m ons No. | | | | | | | | | | | | | | | | | | | | | | | |
| 140. Charge | | | | | | | | | | | | | | | | 141. Sum m ons No. | | 142. Charge | | 143. Sum m ons No. | | | | | | | | | | | | | | | | | | | | | | | |
| Names & Addresses of Occupants | | | | | | | | | | | | | | | | If Deceased, Date & Time of Death | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A | | | | | | | | | | | | | | | | 01 | | 01 | | 01 | | 05 | | 17 | | M | | - | | - | | - | | 11 | | 04 | | - | | - | | AMIL THAHA 7 PACKERS ISLAND LANE FLEMINGTON NJ 08822 | |
| B | | | | | | | | | | | | | | | | 02 | | 01 | | 01 | | 05 | | 62 | | M | | - | | - | | - | | 11 | | 04 | | - | | - | | GARY GITCH 9 CROSSWAY CLINTON NJ 08809 | |
| C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Show NORTH by Arrow
(Not to Scale)

144. Crash Diagram

SEE NJTR-1B

145. Crash Description/Narrative

146. Officer's Signature
ALA, D

ALA, D

147. Badge #
491737

148. Reviewer
MARIASCHIN, M

Badge #
49587

149. Case Status ☐ Pending ☒ Complete

Packet Pg. 77

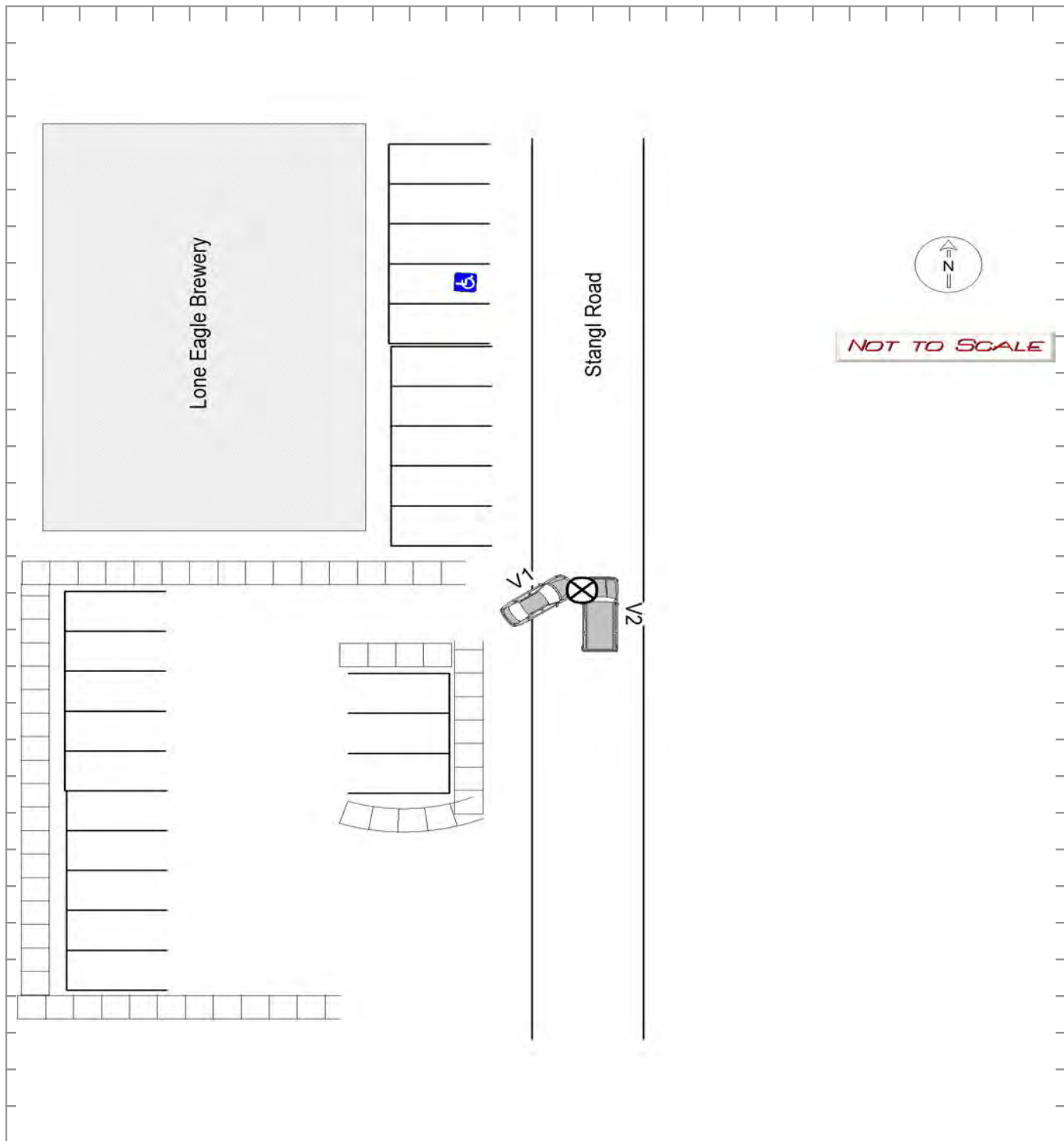
New Jersey Police Crash Investigation Report
Motor Vehicle Crash Diagram

Police Dept: FLEMINGTON BORO PD Code: 01

Station: - Case No: 20035235

144 Crash Diagram (NOT TO SCALE)

○ Indicate North



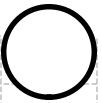
Attachment: Stangl Road Final Traffic Report - 2022.09.14 Signed (002) (2022-24 : Adding Two Crosswalks on Stangl Road)

ALA, D

491737

[illegible]

144. Crash Diagram



Show NORTH by Arrow
(Not to Scale)

SEE NJTR-1B

145. Crash Description/Narrative

Vehicle 2 was parked when it was struck by Vehicle 1, an unknown motorist.

146. Officer's Signature

ALA, D

147. Badge #

491737

148. Reviewer

MARIASCHIN, M

Badge #

49587

149. Case Status

☒ Pending ☐ Complete

NJTR-1 (Rev. 01/17)

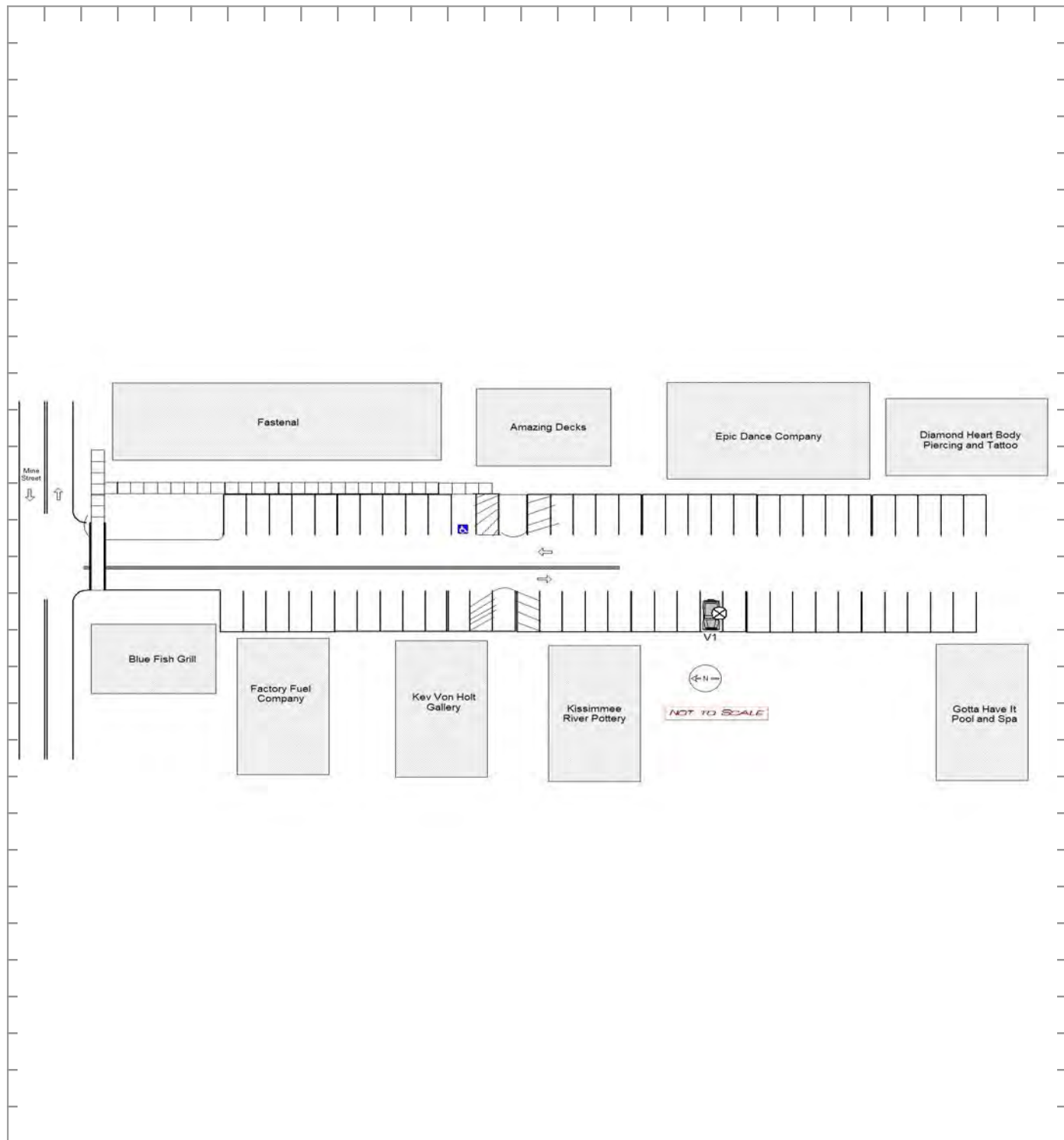
New Jersey Police Crash Investigation Report
Motor Vehicle Crash Diagram

Police Dept: FLEMINGTON BORO PD Code: 01

Station: - Case No: 20117454

144 Crash Diagram (NOT TO SCALE)

○ Indicate
North



Attachment: Stangl Road Final Traffic Report - 2022.09.14 Signed (002) (2022-24 : Adding Two Crosswalks on Stangl Road)

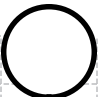
ALA, D

491737

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|------|----|--|--|--------------------|--|--|--|------------------------|--|-------------------------|--|-----------------------------------|--|--|--|------------------------|--|--------------------|--|--------------------------|--|-----------------------|--|-------------------|--|-----------------------|--|--------------------------------|--|-----------------------------------|--|---------------|--|--------------------|--|---------------|--|---|--|---------|--|
| 96 | 05 | Page 1 of 3 | | Fatal | | New Jersey Police Crash Investigation Report | | | | | | | | | | Reportable | | Non-Reportable | | Change Rep | | 3.6.5.a | | | | | | | | | | | | | | | | | | | |
| 97 | 01 | 1. Case Number | | 20133086 | | 10. Crash Occurred On: | | STANGL RD | | - | | 11. Speed Limit | | 25 | | - | | - | | - | | - | | 118b | | | | | | | | | | | | | | | | | |
| 98 | 01 | 2. Police Dept. of | | FLEMINGTON BORO PD | | Code | | 01 | | Road Name | | Dir | | - | | 12. Route No. | | Suffix | | 13. Milepost | | 18. Speed Limit | | 119a | | | | | | | | | | | | | | | | | |
| 99 | 07 | 3. Station/Preinct | | - | | .25 | | At Intersection with | | Feet | | Miles | | S | | W | | of | | MINE ST | | - | | 119b | | | | | | | | | | | | | | | | | |
| 100a | 01 | 4. Date of Crash | | mm dd yy | | 5. Day of Week | | Sa | | 6. Time (use 2400 hrs.) | | 7. Municipality Code | | 8. Total Killed | | 9. Total Injured | | 21. Latitude | | 20. Route Name/Route No. | | 22. Longitude | | 120a | | | | | | | | | | | | | | | | | |
| 100b | 04 | 23. Veh. # | | 01 | | 24. Policy No. | | 00 | | 25. NJ Ins. Code | | 00 | | 53. Veh. # | | 54. Policy No. | | 1020972A0730 | | 55. NJ Ins. Code | | 962 | | 120b | | | | | | | | | | | | | | | | | |
| 101 | 02 | 26. Driver's First Name | | Initial | | Last Name | | 00 | | 29. Sex | | - | | 56. Driver's First Name | | Initial | | Last Name | | 59. Sex | | - | | 121a | | | | | | | | | | | | | | | | | |
| 102 | 01 | 27. Number & Street | | 00 | | 57. Number & Street | | - | | 121b | | - | | 121c | | - | | 121d | | - | | 121e | | 121f | | | | | | | | | | | | | | | | | |
| 103 | 05 | 28. City | | 00 | | State | | - | | Zip | | - | | 58. City | | - | | State | | - | | Zip | | - | | | | | | | | | | | | | | | | | |
| 104 | 02 | 30. Eyes | | - | | DL Class | | - | | Restrictions | | - | | Endorsements | | - | | 31. State | | - | | 60. Eyes | | - | | | | | | | | | | | | | | | | | |
| 105 | 06 | 32. Driver's License Number | | - | | 33. DOB | | mm dd yy | | 34. Expires | | mm yy | | 62. Driver's License Number | | - | | 63. DOB | | mm dd yy | | 64. Expires | | mm yy | | | | | | | | | | | | | | | | | |
| 106 | 00 | 35. Owner's First Name | | Initial | | Last Name | | 00 | | 36. Number & Street | | 00 | | 65. Owner's First Name | | Initial | | Last Name | | 66. Number & Street | | 112 BONNEY COURT | | 124 | | | | | | | | | | | | | | | | | |
| 107 | - | 37. City | | 00 | | State | | - | | Zip | | - | | 67. City | | BRIDGEWATER | | NJ | | 88807 | | 125 | | 126a | | | | | | | | | | | | | | | | | |
| 108 | 00 | 38. Make | | 00 | | 39. Model | | 00 | | 40. Color | | - | | 41. Year | | 00 | | 42. Plate No. | | 00 | | 43. State | | - | | | | | | | | | | | | | | | | | |
| 109 | 01 | 44. VIN | | 00 | | 45. Expires | | -- | | 74. VIN | | 2 C 3 C D X B G 5 E H 2 6 8 5 0 6 | | 75. Expires | | 10/20 | | 126b | | - | | 126c | | | | | | | | | | | | | | | | | | | |
| 110 | 00 | 46. Vehicle Removed to: | | 00 | | 47. Authority | | Owner | | Driver | | Police | | 76. Vehicle Removed to: | | - | | 77. Authority | | Owner | | Driver | | Police | | | | | | | | | | | | | | | | | |
| 111 | 01 | 48. Alcohol/Drug Test | | Given: No | | Yes | | Refused | | Type: Breath | | Blood | | Urine | | Results: 0.00 | | % | | Pending | | 78. Alcohol/Drug Test | | Given: No | | Yes | | Refused | | Type: Breath | | Blood | | Urine | | Results: 0.00 | | % | | Pending | |
| 112 | 00 | 49. Hazardous Material | | None | | On Board | | Spill | | Hazard Class | | Placard No. | | 80. CamerNo. | | USDOT | | - | | - | | None | | 81. GVW R / GCW R | | (trucks & buses only) | | ≤ 10,000 lbs. | | 10,001 - 26,000 lbs. | | ≥ 26,001 lbs. | | | | | | | | | |
| 113 | - | 50. CamerNo. | | USDOT | | - | | - | | MCMX | | - | | 82. Motor Carrier or Government Entity | | - | | Num ber & Street | | - | | City | | - | | State | | Zip | | - | | - | | - | | | | | | | |
| 114 | 00 | 51. GVW R / GCW R | | - | | - | | - | | - | | - | | 83. Dam age to Other Property | | Yes (If Yes, describe) | | No | | - | | - | | - | | - | | - | | - | | - | | - | | | | | | | |
| 115 | - | 52. Motor Carrier or Government Entity | | - | | Num ber & Street | | - | | City | | - | | State | | Zip | | - | | - | | - | | - | | - | | - | | - | | - | | - | | | | | | | |
| 116 | 04 | 53. Dam age to Other Property | | - | | 135. Dam age to Other Property | | Yes (If Yes, describe) | | No | | - | | 136. Charge | | - | | 137. Sum m ons No. | | - | | 138. Charge | | - | | 139. Sum m ons No. | | - | | 140. Charge | | - | | 141. Sum m ons No. | | - | | | | | |
| 117 | 04 | 54. Dam age to Other Property | | - | | 142. Charge | | - | | 143. Sum m ons No. | | - | | 144. Charge | | - | | 145. Sum m ons No. | | - | | 146. Charge | | - | | 147. Sum m ons No. | | - | | 148. Charge | | - | | 149. Sum m ons No. | | - | | | | | |
| | | 83 | | 84 | | 85 | | 86 | | 87 | | 88 | | 89 | | 90 | | 91 | | 92 | | 93 | | 94 | | 95 | | Names & Addresses of Occupants | | If Deceased, Date & Time of Death | | | | | | | | | | | |
| | | A | | 01 | | 01 | | 00 | | - | | - | | - | | 00 | | 00 | | 0 | | 00 | | 00 | | - | | 00 00 00 00 | | | | | | | | | | | | | |
| | | B | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | Names & Addresses of Occupants If Deceased, Date & Time of Death |
|---|--|----|--|--|--|--|--|--|--|---|
| E | | 83 | | | | | | | | |
| F | | 84 | | | | | | | | |
| G | | 85 | | | | | | | | |
| H | | 86 | | | | | | | | |
| I | | 87 | | | | | | | | |
| J | | 88 | | | | | | | | |
| | | 89 | | | | | | | | |
| | | 90 | | | | | | | | |
| | | 91 | | | | | | | | |
| | | 92 | | | | | | | | |
| | | 93 | | | | | | | | |
| | | 94 | | | | | | | | |
| | | 95 | | | | | | | | |

144. Crash Diagram



Show NORTH by Arrow
(Not to Scale)

SEE NJTR-1B

145. Crash Description/Narrative

The owner of V2, Louis Triandafilou, advised he parked his vehicle on Stangl Road in front of the Stangl Factory and observed the damage on his vehicle after being gone for approximately one hour. Triandafilou further stated he did not observe any vehicles colliding into his vehicle. V2 had damage to the rear driver's side door.

146. Officer's Signature
ZYTko, G

147. Badge #
491736

148. Reviewer
HRIBIK, L

Badge #
49588

149. Case Status ☐ Pending ☒ Complete

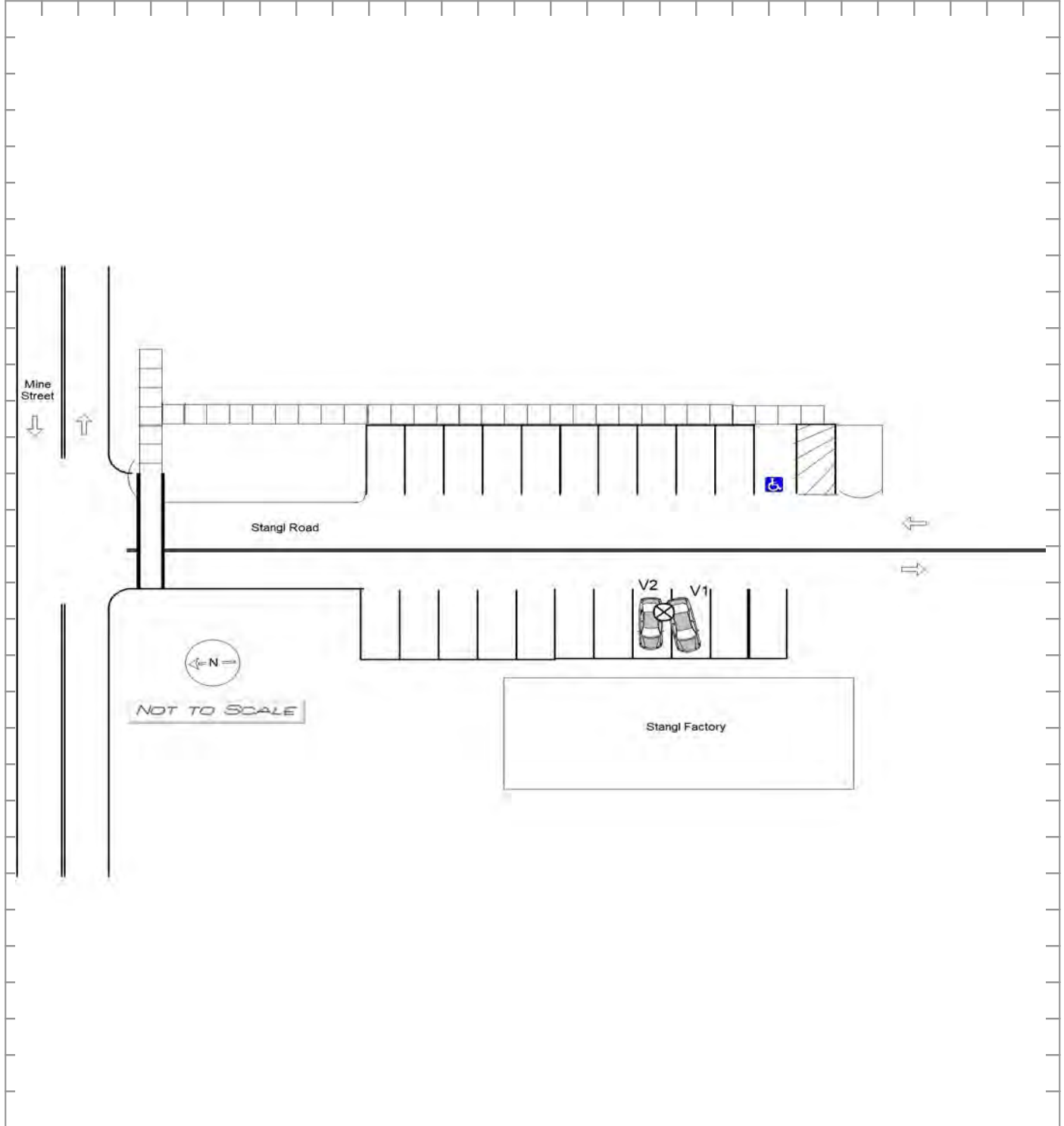
New Jersey Police Crash Investigation Report
Motor Vehicle Crash Diagram

Police Dept: FLEMINGTON BORO PD Code: 01

Station: - Case No: 20133086

144 Crash Diagram (NOT TO SCALE)

○ Indicate North



Attachment: Stangl Road Final Traffic Report - 2022.09.14 Signed (002) (2022-24 : Adding Two Crosswalks on Stangl Road)

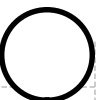
ZYTKO, G

491736

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------------------------|----|--|--|-----------------------------------|--|--|--|--|--|--|--|-------------------------------------|--|---|--|--|--|------------------|--|-----------|--|----|--|----|--|----|--|----|--|----|--|----|--|----|--|----|--|----|--|--|--|
| 96 | 05 | Page 1 of 3 | | Fatal | | New Jersey Police Crash Investigation Report | | <input checked="" type="checkbox"/> Reportable | | <input type="checkbox"/> Non-Reportable | | <input type="checkbox"/> Change Rep | | 3.6.5.a | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 97 | 01 | 1. Case Num ber | | 20203675 | | 10. Crash Occurred On: | | STANGL RD | | N | | 11. Speed Lim it | | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 98 | 01 | 2. Police Dept. of | | FLEMINGTON BORO PD | | Code | | - | | Road Nam e | | Dir | | 12. Route No. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 99 | 07 | 3. Station/Precht | | - | | 100 | | <input type="checkbox"/> At Intersection with | | <input checked="" type="checkbox"/> Feet | | <input type="checkbox"/> M iles | | 13. M ilepost | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 100a | 01 | 4. Date of Crash | | mm dd yy | | 5. Day of Week | | Su M Tu W Th F Sa | | 6. Time (use 2400 hrs.) | | 7. Municipality Code | | 8. Total Killed | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 100b | 04 | 23. Veh. # | | 01 | | 24. Policy No. | | 11294569712 | | 25. NJ Ins. Code | | 148 | | 53. Veh. # | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 101 | 02 | 26. Driver's First Name | | SIVA | | Initial | | N | | Last Name | | ADAPA | | 29. Sex | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 102 | 02 | 27. Number & Street | | 32 CLIFFORD CIR | | City | | SOMERSET | | State | | NJ | | Zip | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 103 | 03 | 28. City | | SOMERSET | | State | | NJ | | Zip | | 08873 | | 58. City | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 104 | 02 | 30. Eyes | | 0 2 | | DLC Class | | D - | | Restrictions | | 0 0 - - | | Endorsements | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 105 | 03 | 32. Driver's License Number | | A1796 | | 71775 | | 58782 | | 33. DOB | | mm dd yy | | 34. Expires | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 106 | 02 | 35. Owner's First Name | | NARAYANAR ADAPA | | Initial | | Last Name | | 62. Driver's License Number | | B0870 | | 51871 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 107 | 02 | 36. Number & Street | | 32 CLIFFORD CIRCLE | | City | | SOMERSET | | State | | NJ | | Zip | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 108 | 01 | 37. City | | SOMERSET | | State | | NJ | | Zip | | 08873 | | 67. City | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 109 | 01 | 38. Make | | TOY | | 39. Model | | CAM | | 40. Color | | BK | | 41. Year | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 110 | 01 | 44. VIN | | 4 T 1 B D 1 F K 4 C U 0 0 6 7 8 9 | | 45. Expires | | 10/20 | | 74. VIN | | K M 8 K 6 C A A 3 L U 5 2 0 3 3 2 | | 75. Expires | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 111 | 01 | 46. Vehicle Removed to: | | - | | 47. Authority | | Owner | | Driver | | Police | | 77. Authority | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 112 | - | 48. Alcohol/Drug Test | | Given: No | | Type: Breath | | Results: 0. - - % | | 49. Hazardous Material | | None | | On Board | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 113 | - | 49. Hazardous Material | | None | | On Board | | Spill | | 78. Alcohol/Drug Test | | Given: No | | Type: Breath | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 114 | - | 50. CamerNo. | | USDOT | | MCMX | | None | | 80. CamerNo. | | USDOT | | MCMX | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 115 | - | 51. GVWR / GCWR | | ≤ 10,000 lbs. | | 10,001 - 26,000 lbs. | | ≥ 26,001 lbs. | | 81. GVWR / GCWR | | ≤ 10,000 lbs. | | 10,001 - 26,000 lbs. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 116 | 01 | 52. Motor Carrier or Government Entity | | - | | 53. Motor Carrier or Government Entity | | - | | 82. Motor Carrier or Government Entity | | - | | 83. Motor Carrier or Government Entity | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 117 | 04 | 54. Number & Street | | - | | 55. City | | - | | 56. State | | - | | 57. Zip | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 135. Damage to Other Property | | | | | | | | | | | | | | <input type="checkbox"/> Yes (If Yes, describe) | | <input checked="" type="checkbox"/> No | | | | | | | | | | | | | | | | | | | | | | | | | |
| Oper. 01 | | | | | | | | | | | | | | 136. Charge | | 39:4-97 | | 137. Summons No. | | E20011618 | | | | | | | | | | | | | | | | | | | | | |
| Oper. 01 | | | | | | | | | | | | | | 140. Charge | | 39:4(88) | | 141. Summons No. | | E20011619 | | | | | | | | | | | | | | | | | | | | | |
| A | | | | | | | | | | | | | | 83 | | 84 | | 85 | | 86 | | 87 | | 88 | | 89 | | 90 | | 91 | | 92 | | 93 | | 94 | | 95 | | Names & Addresses of Occupants If Deceased, Date & Time of Death | |
| B | | | | | | | | | | | | | | 01 | | 01 | | 01 | | 05 | | 42 | | F | | - | | - | | - | | 11 | | 04 | | - | | - | | SIVA N ADAPA 32 CLIFFORD CIR SOMERSET NJ 08873 | |
| C | | | | | | | | | | | | | | 01 | | 03 | | - | | 05 | | 40 | | F | | - | | - | | - | | 11 | | 04 | | - | | - | | SRIVALLI JALADI 256 HEDGEROW RD BRIDGEWATER NJ 08807 | |
| D | | | | | | | | | | | | | | 02 | | 01 | | 01 | | 05 | | 74 | | F | | - | | - | | - | | 11 | | 04 | | - | | - | | MARGERY J BAUER 91 BROAD ST FLEMINGTON NJ 08822 | |

[illegible]

144. Crash Diagram



Show NORTH by Arrow
(Not to Scale)

SEE NJTR-1B

145. Crash Description/Narrative

VEHICLE 1 WAS TRAVELING NORTH ON STANGL RD. AND STRADDLED BOTH LANES ATTEMPTING TO GO AROUND VEHICLE 2 WHICH WAS BACKED OUT OF A PARKING SPACE. VEHICLE 1 STRUCK VEHICLE 2 AS IT ATTEMPTED TO PASS CAUSING DAMAGE ALONG THE PASSENGER SIDE OF THE VEHICLE, AND TO THE REAR BUMPER OF VEHICLE 2. DRIVER OF VEHICLE 1 DID NOT MOVE THE VEHICLE TO SHOW WHERE SHE WAS AT THE TIME OF IMPACT AND THE VEHICLE WAS STRADDLING BOTH LANES. NO INJURIES WERE REPORTED AT THE SCENE.

146. Officer's Signature
LOOKNER, D

147. Badge #
491331

148. Reviewer
MCNALLY, B

Badge #
490825

149. Case Status ☐ Pending ☒ Complete

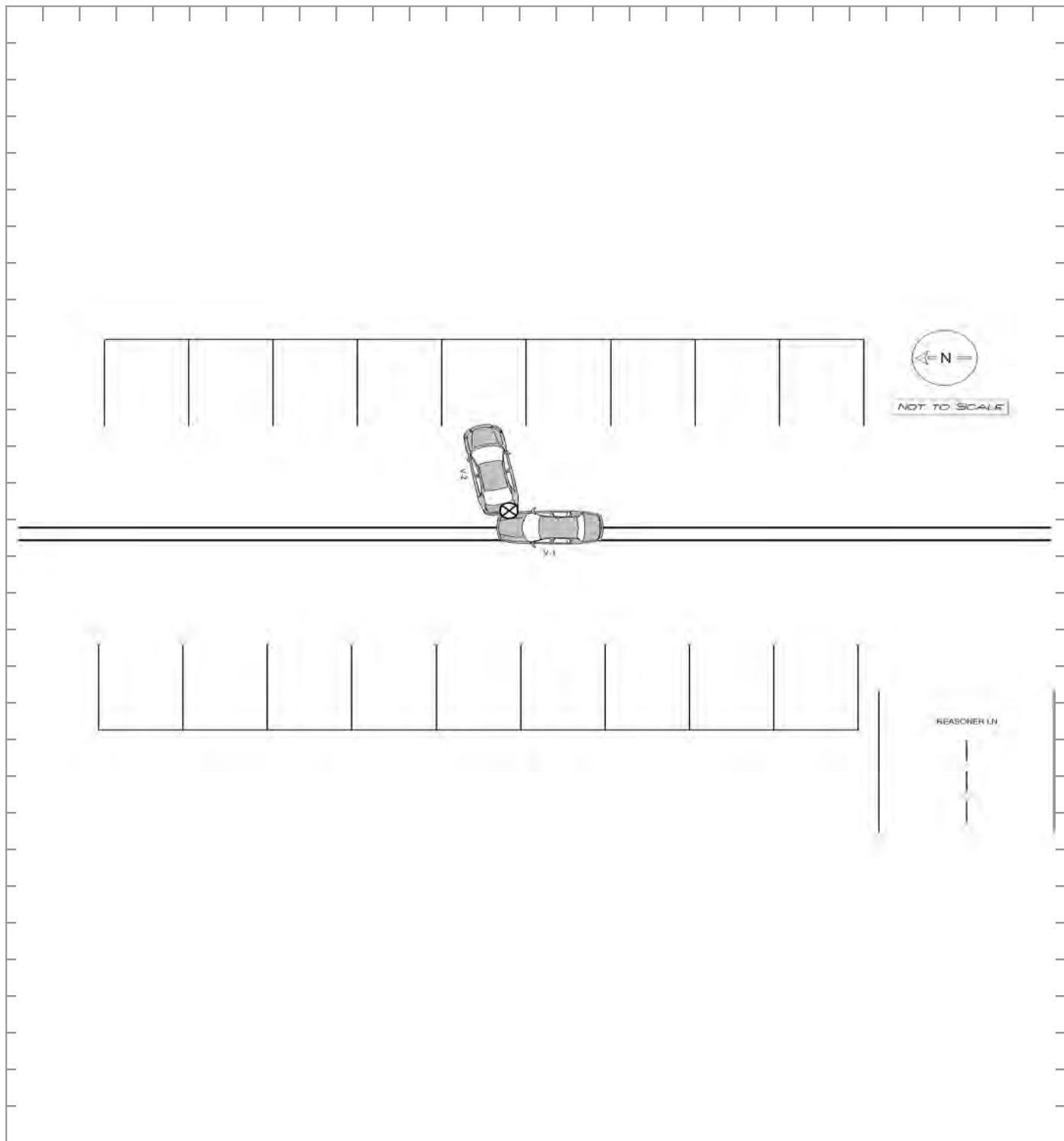
New Jersey Police Crash Investigation Report
Motor Vehicle Crash Diagram

Police Dept: FLEMINGTON BORO PD Code: -

Station: - Case No: 20203675

144 Crash Diagram (NOT TO SCALE)

○ Indicate
North



Attachment: Stangl Road Final Traffic Report - 2022.09.14 Signed (002) (2022-24 : Adding Two Crosswalks on Stangl Road)

LOOKNER, D

491331

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------------------------|----|--|--|---|--|--|--|---|--|---|--|---|--|---|--|--|--|-------|--|-------------|--|------------------|--|---|--|---|--|---|--|----|--|----|--|----|--|---|--|--|--|---|--|
| 96 | 05 | Page 1 of 3 | | Fatal | | New Jersey Police Crash Investigation Report | | <input checked="" type="checkbox"/> Reportable | | <input type="checkbox"/> Non-Reportable | | <input type="checkbox"/> Change Rep | | 3.6.5.a | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 97 | - | 1. Case Number | | 21179497 | | 10. Crash Occurred On: | | 2 STANGL RD | | 11. Speed Limit | | 25 | | 118b | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 98 | 01 | 2. Police Dept. of | | FLEMINGTON BORO PD | | Code | | 01 | | 12. Route No. | | - | | 119a | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 99 | 07 | 3. Station/Preinct | | - | | 75 | | <input checked="" type="checkbox"/> At Intersection with | | MINE ST | | 18. Speed Limit | | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 100a | 01 | 4. Date of Crash | | mm dd yy | | 5. Day of Week | | 6. Time (use 2400 hrs.) | | 7. Municipality Code | | 8. Total Killed | | 9. Total Injured | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 100b | 04 | 23. Veh. # | | 24. Policy No. | | 25. NJ Ins. Code | | 53. Veh. # | | 54. Policy No. | | 55. NJ Ins. Code | | 120a | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 101 | 02 | 26. Driver's First Name | | Initial | | Last Name | | 29. Sex | | 56. Driver's First Name | | Initial | | Last Name | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 102 | 01 | 27. Number & Street | | 16 SHERWOOD CT | | 57. Number & Street | | - | | 58. City | | State | | Zip | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 103 | 01 | 28. City | | FLEMINGTON | | State | | NJ | | Zip | | 08822 | | 121a | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 104 | 02 | 30. Eyes | | DLC Class | | Restrictions | | Endorsements | | 31. State | | 60. Eyes | | DLC Class | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 105 | 06 | 32. Driver's License Number | | W3325 | | 20074 | | 51662 | | 33. DOB | | mm dd yy | | 34. Expires | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 106 | 02 | 35. Owner's First Name | | Initial | | Last Name | | 65. Owner's First Name | | Initial | | Last Name | | 124 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 107 | 02 | 36. Number & Street | | 16 SHERWOOD CT | | 66. Number & Street | | 67 WIGGINS STREET | | 67. City | | State | | Zip | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 108 | 04 | 37. City | | FLEMINGTON | | State | | NJ | | Zip | | 08822 | | 126a | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 109 | 02 | 38. Make | | FOR | | 39. Model | | ESC | | 40. Color | | BL | | 41. Year | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 110 | 01 | 44. VIN | | 1 F M C U 9 H 6 5 L U C 6 8 4 1 9 | | 45. Expires | | 03/23 | | 74. VIN | | 5 T D K K 3 D C 0 E S 4 2 4 4 0 5 | | 75. Expires | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 111 | 01 | 46. Vehicle Removed to: | | - | | 76. Vehicle Removed to: | | - | | 77. Authority | | <input checked="" type="checkbox"/> Owner | | <input type="checkbox"/> Driver | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 112 | - | 47. Authority | | <input checked="" type="checkbox"/> Owner | | 48. A. Alcohol Test | | Given: <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> Refused | | Type: <input type="checkbox"/> Breath <input type="checkbox"/> Blood <input type="checkbox"/> Urine | | Results: 0. - % | | <input type="checkbox"/> Pending | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 113 | - | 49. Hazardous Material | | <input checked="" type="checkbox"/> None <input type="checkbox"/> On Board <input type="checkbox"/> Spill | | 50. Carrier No. | | <input type="checkbox"/> USDOT <input type="checkbox"/> MCMX | | 51. GVWR / GCWR | | <input type="checkbox"/> ≤ 10,000 lbs. <input type="checkbox"/> 10,001 - 26,000 lbs. <input type="checkbox"/> ≥ 26,001 lbs. | | 52. Motor Carrier or Government Entity | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 114 | - | 53. Motor Carrier or Government Entity | | - | | 54. Motor Carrier or Government Entity | | - | | 55. Motor Carrier or Government Entity | | - | | 56. Motor Carrier or Government Entity | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 115 | - | 57. Motor Carrier or Government Entity | | - | | 58. Motor Carrier or Government Entity | | - | | 59. Motor Carrier or Government Entity | | - | | 60. Motor Carrier or Government Entity | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 116 | 04 | 61. Motor Carrier or Government Entity | | - | | 62. Motor Carrier or Government Entity | | - | | 63. Motor Carrier or Government Entity | | - | | 64. Motor Carrier or Government Entity | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 117 | 04 | 65. Motor Carrier or Government Entity | | - | | 66. Motor Carrier or Government Entity | | - | | 67. Motor Carrier or Government Entity | | - | | 68. Motor Carrier or Government Entity | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 135. Damage to Other Property | | | | | | | | | | | | | | <input type="checkbox"/> Yes (If Yes, describe) | | <input checked="" type="checkbox"/> No | | | | | | | | | | | | | | | | | | | | | | | | | |
| Oper. | | | | | | | | | | | | | | 136. Charge | | 137. Summons No. | | Oper. | | 138. Charge | | 139. Summons No. | | | | | | | | | | | | | | | | | | | |
| Oper. | | | | | | | | | | | | | | 140. Charge | | 141. Summons No. | | Oper. | | 142. Charge | | 143. Summons No. | | | | | | | | | | | | | | | | | | | |
| A | | | | | | | | | | | | | | 01 | | 01 | | 05 | | 55 | | F | | - | | - | | - | | 11 | | 04 | | - | | - | | ELAINE M WHELAN 16 SHERWOOD CT FLEMINGTON NJ 08822 | | | |
| B | | | | | | | | | | | | | | 02 | | 03 | | 01 | | 05 | | 47 | | F | | - | | - | | - | | 11 | | 04 | | - | | - | | RASHDA Y CHAUDHARY 67 WIGGINS STREET PRINCETON NJ 08540 | |
| C | | | | | | | | | | | | | | 02 | | 04 | | 01 | | 05 | | 03 | | M | | - | | - | | - | | 11 | | 05 | | - | | - | | SALEK MARUF 67 WIGGINS STREET PRINCETON NJ 08540 | |
| D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Show NORTH by Arrow
(Not to Scale)

SEE NJTR-1B

145. Crash Description/Narrative

Packet Pg. 89

146. Officer's Signature
CRISTADORO, M

147. Badge #
491938

148. Reviewer
MCNALLY, B

Badge #
490825

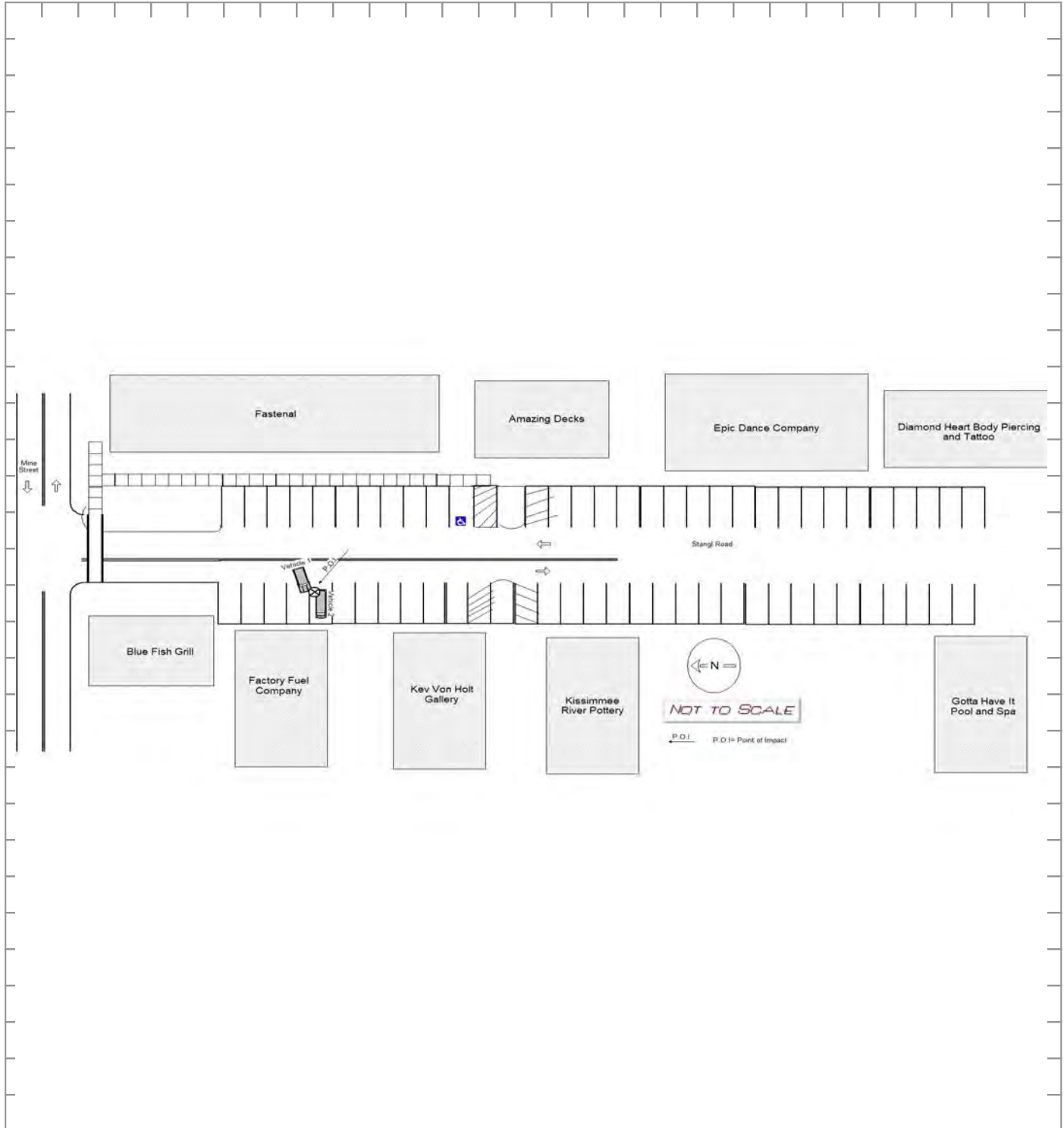
149. Case Status ☐ Pending ☒ Complete

New Jersey Police Crash Investigation Report
Motor Vehicle Crash Diagram

Police Dept: FLEMINGTON BORO PD Code: 01Station: - Case No: 21179497

144 Crash Diagram (NOT TO SCALE)

○ Indicate
North



Attachment: Stangl Road Final Traffic Report - 2022.09.14 Signed (002) (2022-24 : Adding Two Crosswalks on Stangl Road)

CRISTADORO, M

491938

| | | | | | | | | | | | | | | | |
|------|----|--|--|-----------------------------------|--|--|--|--|--|---|--|-------------------------------------|--|---------|--|
| 96 | 05 | Page 1 of 3 | | Fatal | | New Jersey Police Crash Investigation Report | | <input checked="" type="checkbox"/> Reportable | | <input type="checkbox"/> Non-Reportable | | <input type="checkbox"/> Change Rep | | 3.6.5.a | |
| 97 | 01 | 1. Case Number | | 21220202 | | 10. Crash Occurred On: | | 13 STANGL RD | | 11. Speed Limit | | 25 | | 118b | |
| 98 | 06 | 2. Police Dept. of | | FLEMINGTON BORO PD | | Code | | 01 | | 12. Route No. | | - | | 119a | |
| 99 | 07 | 3. Station/Preinct | | - | | At Intersection with | | - | | 13. Milepost | | - | | 119b | |
| 100a | 01 | 4. Date of Crash | | mm dd yy | | 5. Day of Week | | Su M Tu W Th F Sa | | 6. Time (use 2400 hrs.) | | 17 34 | | 119c | |
| 100b | 04 | 23. Veh. # | | 01 | | 24. Policy No. | | 941268041 | | 25. N.J. Ins. Code | | 135 | | 120a | |
| 101 | 02 | 26. Driver's First Name | | MARLEN | | Initial | | Y | | Last Name | | CRUZCARDOSO | | 120b | |
| 102 | 01 | 27. Number & Street | | 7 PROSPECT HILL APT 3A | | 28. City | | FLEMINGTON | | State | | NJ | | 121a | |
| 103 | 01 | 28. City | | FLEMINGTON | | State | | NJ | | Zip | | 08822 | | 121b | |
| 104 | 02 | 30. Eyes | | 02 | | DLC Class | | D- | | Restrictions | | - | | 122 | |
| 105 | 01 | 32. Driver's License Number | | C7691 | | 52288 | | 52842 | | 33. DOB | | mm dd yy | | 123 | |
| 106 | - | 35. Owner's First Name | | - | | Initial | | - | | Last Name | | - | | 124 | |
| 107 | - | 36. Number & Street | | - | | 37. City | | - | | State | | NJ | | 125 | |
| 108 | 04 | 37. City | | - | | State | | NJ | | Zip | | 08822 | | 126a | |
| 109 | 04 | 38. Make | | NIS | | 39. Model | | ROG | | 40. Color | | SL | | 126b | |
| 110 | 01 | 44. VIN | | 5 N 1 A T 2 M V 1 E C 7 5 9 2 9 9 | | 45. Expires | | 08/22 | | 62. Driver's License Number | | H0169 | | 126c | |
| 111 | 01 | 46. Vehicle Removed to: | | - | | 47. Authority | | Owner | | Driver | | Police | | 126d | |
| 112 | - | 48. Alcohol/Drug Test | | Given: No | | Type: Breath | | Blood | | Urine | | Results: 0.00% | | 126e | |
| 113 | - | 49. Hazardous Material | | None | | On Board | | Spill | | Hazard Class | | Placard No. | | 127a | |
| 114 | - | 50. Camer No. | | USDOT | | MCMX | | None | | 51. GVWR / GCWR | | (trucks & buses only) | | 127b | |
| 115 | - | 52. Motor Carrier or Government Entity | | - | | 53. Veh. # | | 02 | | 54. Policy No. | | F444794-2 | | 127c | |
| 116 | 04 | 54. Policy No. | | F444794-2 | | 55. N.J. Ins. Code | | 426 | | 56. Driver's First Name | | ADRIENNE | | 127d | |
| 117 | 02 | 56. Driver's First Name | | ADRIENNE | | Initial | | L | | Last Name | | HAHN | | 127e | |
| | | 57. Number & Street | | 6 MONTGOMERY DRIVE | | 58. City | | FLEMINGTON | | State | | NJ | | 128 | |
| | | 58. City | | FLEMINGTON | | State | | NJ | | Zip | | 08822 | | 129 | |
| | | 60. Eyes | | 04 | | DLC Class | | D- | | Restrictions | | - | | 130 | |
| | | 62. Driver's License Number | | H0169 | | 01173 | | 56684 | | 63. DOB | | mm dd yy | | 131 | |
| | | 64. Expires | | 06 | | 16 | | 68 | | 64. Expires | | mm dd yy | | 132 | |
| | | 66. Number & Street | | 6 MONTGOMERY DR | | 67. City | | FLEMINGTON | | State | | NJ | | 133 | |
| | | 68. Make | | ACU | | 69. Model | | RDX | | 70. Color | | GY | | 134 | |
| | | 71. Year | | 2010 | | 72. Plate No. | | R20BKY | | 73. State | | NJ | | | |
| | | 74. VIN | | 5 J 8 T B 1 H 5 1 A A 0 0 6 3 2 1 | | 75. Expires | | 10/22 | | | | | | | |
| | | 76. Vehicle Removed to: | | - | | 77. Authority | | Owner | | Driver | | Police | | | |
| | | 78. Alcohol/Drug Test | | Given: No | | Type: Breath | | Blood | | Urine | | Results: 0.00% | | | |
| | | 79. Hazardous Material | | None | | On Board | | Spill | | Hazard Class | | Placard No. | | | |
| | | 80. Camer No. | | USDOT | | MCMX | | None | | 81. GVWR / GCWR | | (trucks & buses only) | | | |
| | | 82. Motor Carrier or Government Entity | | - | | 83. Dam age to Other Property | | Yes (If Yes, describe) | | No | | | | | |
| | | 84. Dam age to Other Property | | - | | 85. Sum m ons No. | | - | | 86. Charge | | - | | | |
| | | 86. Charge | | - | | 87. Sum m ons No. | | - | | 88. Charge | | - | | | |
| | | 88. Charge | | - | | 89. Sum m ons No. | | - | | 90. Charge | | - | | | |
| | | 90. Charge | | - | | 91. Sum m ons No. | | - | | 92. Charge | | - | | | |
| | | 92. Charge | | - | | 93. Sum m ons No. | | - | | 94. Charge | | - | | | |
| | | 94. Charge | | - | | 95. Sum m ons No. | | - | | 96. Charge | | - | | | |
| | | 96. Charge | | - | | 97. Sum m ons No. | | - | | 98. Charge | | - | | | |
| | | 98. Charge | | - | | 99. Sum m ons No. | | - | | 100. Charge | | - | | | |
| | | 100. Charge | | - | | 101. Sum m ons No. | | - | | 102. Charge | | - | | | |
| | | 102. Charge | | - | | 103. Sum m ons No. | | - | | 104. Charge | | - | | | |
| | | 104. Charge | | - | | 105. Sum m ons No. | | - | | 106. Charge | | - | | | |
| | | 106. Charge | | - | | 107. Sum m ons No. | | - | | 108. Charge | | - | | | |
| | | 108. Charge | | - | | 109. Sum m ons No. | | - | | 110. Charge | | - | | | |
| | | 110. Charge | | - | | 111. Sum m ons No. | | - | | 112. Charge | | - | | | |
| | | 112. Charge | | - | | 113. Sum m ons No. | | - | | 114. Charge | | - | | | |
| | | 114. Charge | | - | | 115. Sum m ons No. | | - | | 116. Charge | | - | | | |
| | | 116. Charge | | - | | 117. Sum m ons No. | | - | | 118. Charge | | - | | | |
| | | 118. Charge | | - | | 119. Sum m ons No. | | - | | 120. Charge | | - | | | |
| | | 120. Charge | | - | | 121. Sum m ons No. | | - | | 122. Charge | | - | | | |
| | | 122. Charge | | - | | 123. Sum m ons No. | | - | | 124. Charge | | - | | | |
| | | 124. Charge | | - | | 125. Sum m ons No. | | - | | 126. Charge | | - | | | |
| | | 126. Charge | | - | | 127. Sum m ons No. | | - | | 128. Charge | | - | | | |
| | | 128. Charge | | - | | 129. Sum m ons No. | | - | | 130. Charge | | - | | | |
| | | 130. Charge | | - | | 131. Sum m ons No. | | - | | 132. Charge | | - | | | |
| | | 132. Charge | | - | | 133. Sum m ons No. | | - | | 134. Charge | | - | | | |
| | | 134. Charge | | - | | 135. Sum m ons No. | | - | | 136. Charge | | - | | | |
| | | 136. Charge | | - | | 137. Sum m ons No. | | - | | 138. Charge | | - | | | |
| | | 138. Charge | | - | | 139. Sum m ons No. | | - | | 140. Charge | | - | | | |
| | | 140. Charge | | - | | 141. Sum m ons No. | | - | | 142. Charge | | - | | | |
| | | 142. Charge | | - | | 143. Sum m ons No. | | - | | 144. Charge | | - | | | |
| | | 144. Charge | | - | | 145. Sum m ons No. | | - | | 146. Charge | | - | | | |
| | | 146. Charge | | - | | 147. Sum m ons No. | | - | | 148. Charge | | - | | | |
| | | 148. Charge | | - | | 149. Sum m ons No. | | - | | 150. Charge | | - | | | |
| | | 150. Charge | | - | | 151. Sum m ons No. | | - | | 152. Charge | | - | | | |
| | | 152. Charge | | - | | 153. Sum m ons No. | | - | | 154. Charge | | - | | | |
| | | 154. Charge | | - | | 155. Sum m ons No. | | - | | 156. Charge | | - | | | |
| | | 156. Charge | | - | | 157. Sum m ons No. | | - | | 158. Charge | | - | | | |
| | | 158. Charge | | - | | 159. Sum m ons No. | | - | | 160. Charge | | - | | | |
| | | 160. Charge | | - | | 161. Sum m ons No. | | - | | 162. Charge | | - | | | |
| | | 162. Charge | | - | | 163. Sum m ons No. | | - | | 164. Charge | | - | | | |
| | | 164. Charge | | - | | 165. Sum m ons No. | | - | | 166. Charge | | - | | | |
| | | 166. Charge | | - | | 167. Sum m ons No. | | - | | 168. Charge | | - | | | |
| | | 168. Charge | | - | | 169. Sum m ons No. | | - | | 170. Charge | | - | | | |
| | | 170. Charge | | - | | 171. Sum m ons No. | | - | | 172. Charge | | - | | | |
| | | 172. Charge | | - | | 173. Sum m ons No. | | - | | 174. Charge | | - | | | |
| | | 174. Charge | | - | | 175. Sum m ons No. | | - | | 176. Charge | | - | | | |
| | | 176. Charge | | - | | 177. Sum m ons No. | | - | | 178. Charge | | - | | | |
| | | 178. Charge | | - | | 179. Sum m ons No. | | - | | 180. Charge | | - | | | |
| | | 180. Charge | | - | | 181. Sum m ons No. | | - | | 182. Charge | | - | | | |
| | | 182. Charge | | - | | 183. Sum m ons No. | | - | | 184. Charge | | - | | | |
| | | 184. Charge | | - | | 185. Sum m ons No. | | - | | 186. Charge | | - | | | |
| | | 186. Charge | | - | | 187. Sum m ons No. | | - | | 188. Charge | | - | | | |
| | | 188. Charge | | - | | 189. Sum m ons No. | | - | | 190. Charge | | - | | | |
| | | 190. Charge | | - | | 191. Sum m ons No. | | - | | 192. Charge | | - | | | |
| | | 192. Charge | | - | | 193. Sum m ons No. | | - | | 194. Charge | | - | | | |
| | | 194. Charge | | - | | 195. Sum m ons No. | | - | | 196. Charge | | - | | | |
| | | 196. Charge | | - | | 197. Sum m ons No. | | - | | 198. Charge | | - | | | |
| | | 198. Charge | | - | | 199. Sum m ons No. | | - | | 200. Charge | | - | | | |
| | | 199. Sum m ons No. | | - | | 200. Charge | | - | | 201. Sum m ons No. | | - | | | |
| | | 200. Charge | | - | | 201. Sum m ons No. | | - | | 202. Charge | | - | | | |
| | | 201. Sum m ons No. | | - | | 202. Charge | | - | | 203. Sum m ons No. | | - | | | |
| | | 202. Charge | | - | | 203. Sum m ons No. | | - | | 204. Charge | | - | | | |
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| | | 204. Charge | | - | | 205. Sum m ons No. | | - | | 206. Charge | | - | | | |
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| | | 208. Charge | | - | | 209. Sum m ons No. | | - | | 210. Charge | | - | | | |
| | | 209. Sum m ons No. | | - | | 210. Charge | | - | | 211. Sum m ons No. | | - | | | |
| | | 210. Charge | | - | | 211. Sum m ons No. | | - | | 212. Charge | | - | | | |
| | | 211. Sum m ons No. | | - | | 212. Charge | | - | | 213. Sum m ons No. | | - | | | |
| | | 212. Charge | | - | | 213. Sum m ons No. | | - | | 214. Charge | | - | | | |
| | | 213. Sum m ons No. | | - | | 214. Charge | | - | | 215. Sum m ons No. | | - | | | |
| | | 214. Charge | | - | | 215. Sum m ons No. | | - | | 216. Charge | | - | | | |
| | | 215. Sum m ons No. | | - | | 216. Charge | | - | | 217. Sum m ons No. | | - | | | |
| | | 216. Charge | | - | | 217. Sum m ons No. | | - | | 218. Charge | | - | | | |
| | | 217. Sum m ons No. | | - | | 218. Charge | | - | | 219. Sum m ons No. | | - | | | |
| | | 218. Charge | | - | | 219. Sum m ons No. | | - | | 220. Charge | | - | | | |
| | | 219. Sum m ons No. | | - | | 220. Charge | | - | | 221. Sum m ons No. | | - | | | |
| | | 220. Charge | | - | | 221. Sum m ons No. | | - | | 222. Charge | | - | | | |
| | | 221. Sum m ons No. | | - | | 222. Charge | | - | | 223. Sum m ons No. | | - | | | |
| | | 222. Charge | | - | | 223. Sum m ons No. | | - | | 224. Charge | | - | | | |
| | | 223. Sum m ons No. | | - | | 224. Charge | | - | | 225. Sum m ons No. | | - | | | |
| | | 224. Charge | | - | | 225. Sum m ons No. | | - | | 226. Charge | | - | | | |
| | | 225. Sum m ons No. | | - | | 226. Charge | | - | | 227. Sum m ons No. | | - | | | |
| | | 226. Charge | | - | | 227. Sum m ons No. | | - | | 228. Charge | | - | | | |
| | | 227. Sum m ons No. | | - | | 228. Charge | | - | | 229. Sum m ons No. | | - | | | |
| | | 228. Charge | | - | | 229. Sum m ons No. | | - | | 230. Charge | | - | | | |
| | | 229. Sum m ons No. | | - | | 230. Charge | | - | | 231. Sum m ons No. | | - | | | |
| | | 230. Charge | | - | | 231. Sum m ons No. | | - | | 232. Charge | | - | | | |
| | | 231. Sum m ons No. | | - | | 232. Charge | | - | | 233. Sum m ons No. | | - | | | |
| | | 232. Charge | | - | | 233. Sum m ons No. | | - | | 234. Charge | | - | | | |
| | | 233. Sum m ons No. | | - | | 234. Charge | | - | | 235. Sum m ons No. | | - | | | |
| | | 234. Charge | | - | | 235. Sum m ons No. | | - | | 236. Charge | | - | | | |
| | | 235. Sum m ons No. | | - | | 236. Charge | | - | | 237. Sum m ons No. | | - | | | |
| | | 236. Charge | | - | | 237. Sum m ons No. | | - | | 238. Charge | | - | | | |
| | | 237. Sum m ons No. | | - | | 238. Charge | | - | | 239. Sum m ons No. | | - | | | |
| | | 238. Charge | | - | | 239. Sum m ons No. | | - | | 240. Charge | | - | | | |
| | | 239. Sum m ons No. | | - | | 240. Charge | | - | | 241. Sum m ons No. | | - | | | |
| | | 240. Charge | | - | | 241. Sum m ons No. | | - | | 242. Charge | | - | | | |
| | | 241. Sum m ons No. | | - | | 242. Charge | | - | | 243. Sum m ons No. | | - | | | |
| | | 242. Charge | | - | | 243. Sum m ons No. | | - | | 244. Charge | | - | | | |
| | | 243. Sum m ons No. | | | | | | | | | | | | | |

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|----------------------------|----|----|----|----|----|----|----|----|----|-------------|----|---|--|-------------|--|
| New Jersey Police | | | | | | | | | | Case Number | | 21220202 | | Page 2 of 3 | |
| Crash Investigation Report | | | | | | | | | | | | Names & Addresses of Occupants If Deceased, Date & Time of Death | | | |
| 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | | | |
| E | | | | | | | | | | | | | | | |
| F | | | | | | | | | | | | | | | |
| G | | | | | | | | | | | | | | | |
| H | | | | | | | | | | | | | | | |
| I | | | | | | | | | | | | | | | |
| J | | | | | | | | | | | | | | | |

144. Crash Diagram

Show NORTH by Arrow
(Not to Scale)

SEE NJTR-1B

145. Crash Description/Narrative

Vehicle 1 and Vehicle 2 were backing out of their parking spots and backed into each other.

| | | | | | | | | | |
|--------------------------|--|--------------|--|---------------|--|---------|--|---|--|
| 146. Officer's Signature | | 147. Badge # | | 148. Reviewer | | Badge # | | 149. Case Status | |
| ALA, D | | 491737 | | HRIBIK, L | | 49588 | | <input type="checkbox"/> Pending <input checked="" type="checkbox"/> Complete | |

NJTR-1 (Rev. 01/17)

Packet Pg. 92

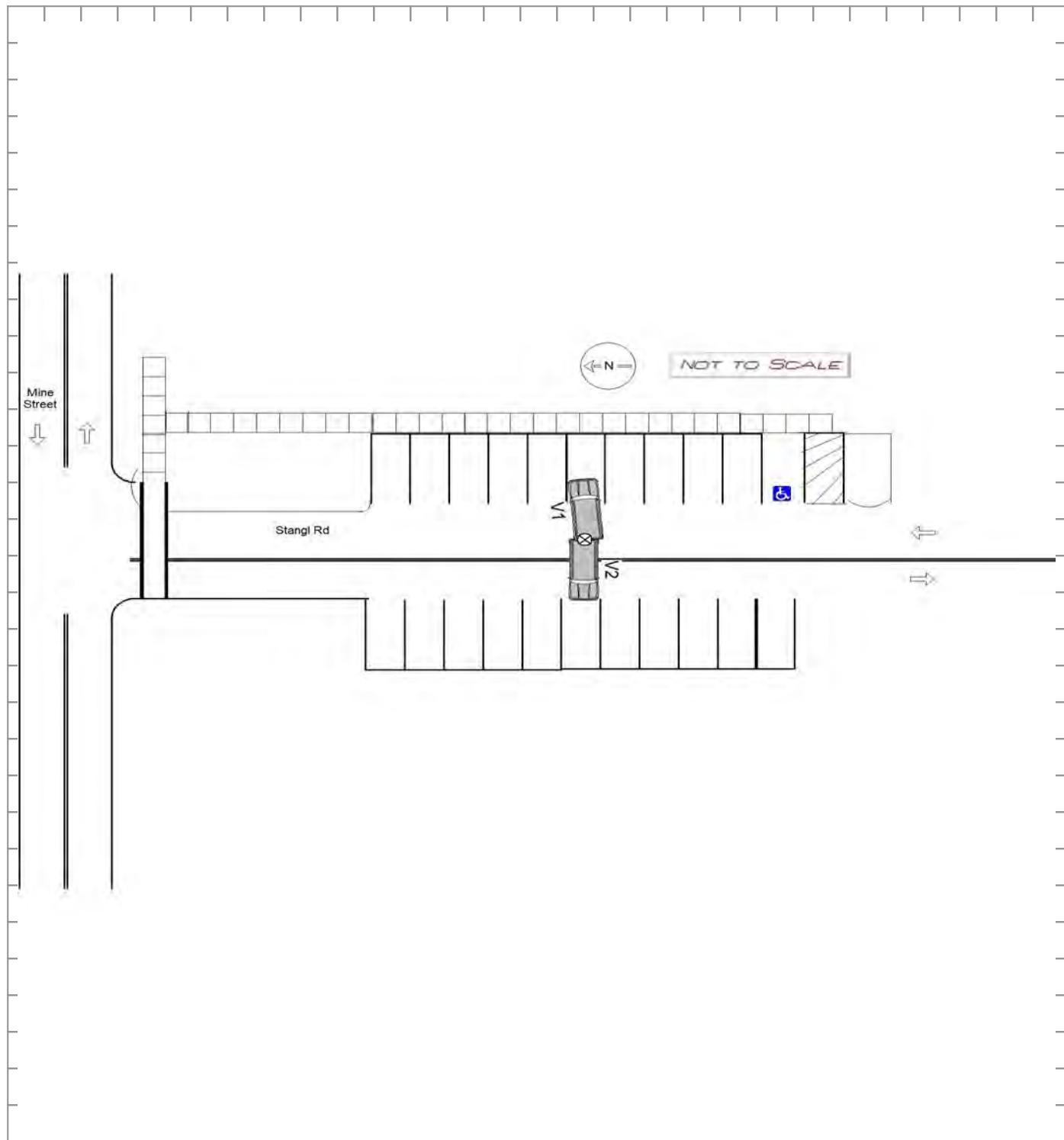
New Jersey Police Crash Investigation Report
Motor Vehicle Crash Diagram

Police Dept: FLEMINGTON BORO PD Code: 01

Station: - Case No: 21220202

144 Crash Diagram (NOT TO SCALE)

○ Indicate North



Attachment: Stangl Road Final Traffic Report - 2022.09.14 Signed (002) (2022-24 : Adding Two Crosswalks on Stangl Road)

ALA, D

491737

144. Crash Diagram

Show NORTH by Arrow
(Not to Scale)

SEE NJTR-1B

145. Crash Description/Narrative

NJTR-1 (Rev. 01/17)

146. Officer's Signature
SALEEBA, N

147. Badge #
492240

148. Reviewer
KYDD, D

Badge #
49626

149. Case Status ☐ Pending ☒ Complete

Packet Pg. 95

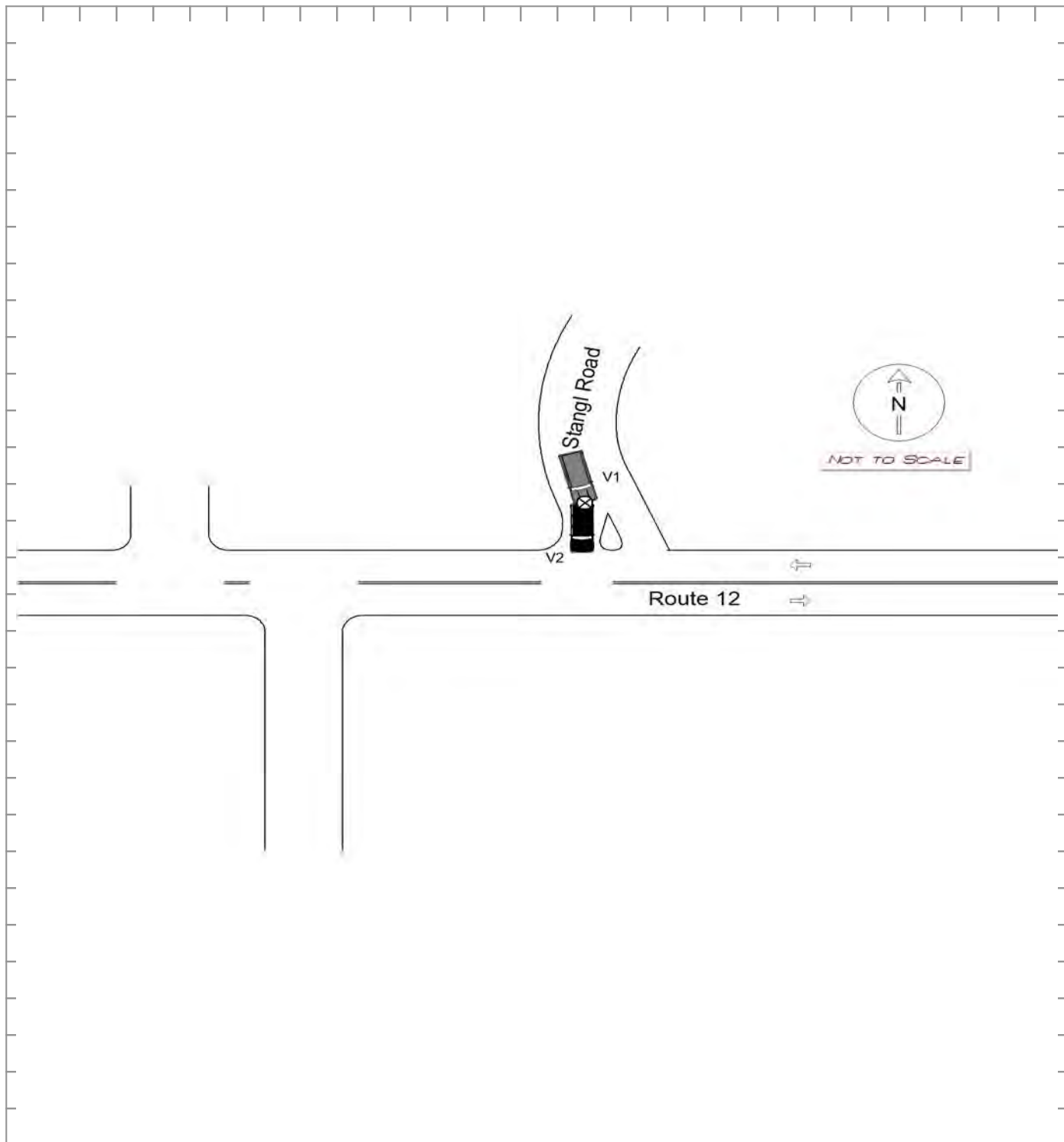
New Jersey Police Crash Investigation Report
Motor Vehicle Crash Diagram

Police Dept: FLEMINGTON BORO PD Code: 01

Station: - Case No: 22046411

144 Crash Diagram (NOT TO SCALE)

○ Indicate
North



Attachment: Stangl Road Final Traffic Report - 2022.09.14 Signed (002) (2022-24 : Adding Two Crosswalks on Stangl Road)

SALEEBA, N

492240

| | | | | | | | | | | | | | | | |
|------|----|--|--|--|--|--|--|--|--|---|--|--|--|---------|--|
| 96 | 05 | Page 1 of 3 | | Fatal | | New Jersey Police Crash Investigation Report | | <input checked="" type="checkbox"/> Reportable | | <input type="checkbox"/> Non-Reportable | | <input type="checkbox"/> Change Rep | | 3.6.5.a | |
| 97 | 01 | 1. Case Number | | 22050272 | | 10. Crash Occurred On: | | STANGL RD | | 11. Speed Limit | | 25 | | 118b | |
| 98 | 01 | 2. Police Dept. of | | FLEMINGTON BORO PD | | Code | | 01 | | 12. Route No. | | - | | 119a | |
| 99 | 07 | 3. Station/Preinct | | - | | At Intersection with | | - | | 13. Milepost | | - | | 119b | |
| 100a | 01 | 4. Date of Crash | | 03/16/22 | | 5. Day of Week | | Su M Tu W Th F Sa | | 6. Time (use 2400 hrs.) | | 1515 | | 119c | |
| 100b | 04 | 23. Veh. # | | 01 | | 24. Policy No. | | A05-231-107843-7018 | | 25. NJ Ins. Code | | 192 | | 120a | |
| 101 | 02 | 26. Driver's First Name | | BENGAL | | Last Name | | WALTERS | | 29. Sex | | M | | 120b | |
| 102 | 01 | 27. Number & Street | | 64 ELLISON ROAD | | 28. City | | SOMERSET | | State | | NJ | | 121a | |
| 103 | 01 | 30. Eyes | | 04 | | DLC Class | | D- | | Restrictions | | 01-- | | 121b | |
| 104 | 02 | 31. State | | NJ | | 32. Driver's License Number | | W03210820004474 | | 33. DOB | | 04/07/47 | | 122 | |
| 105 | 06 | 35. Owner's First Name | | - | | Last Name | | - | | 36. Number & Street | | 3 CLEARBROOK LANE | | 123 | |
| 106 | - | 37. City | | - | | State | | NJ | | Zip | | 08873 | | 124 | |
| 107 | - | 38. Make | | KIA | | 39. Model | | FOR | | 40. Color | | RD | | 125 | |
| 108 | 01 | 41. Year | | 2022 | | 42. Plate No. | | X60PNK | | 43. State | | NJ | | 126a | |
| 109 | 01 | 44. VIN | | 3KPF24AD1NE425903 | | 45. Expires | | 12/25 | | 46. Vehicle Removed to: | | - | | 126b | |
| 110 | 01 | 46. Vehicle Removed to: | | - | | 47. Authority | | Owner Driver Police | | 48. Alcohol/Drug Test | | Given: No Yes Refused | | 126c | |
| 111 | 01 | 48. Alcohol/Drug Test | | Given: No Yes Refused | | Type: Breath Blood Urine | | Results: 0.00% Pending | | 49. Hazardous Material | | None On Board Spill | | 126d | |
| 112 | - | 49. Hazardous Material | | None On Board Spill | | 50. Carrier No. | | USDOT None | | 51. GVW R / GCW R | | ≤ 10,000 lbs. 10,001 - 26,000 lbs. ≥ 26,001 lbs. | | 126e | |
| 113 | - | 50. Carrier No. | | USDOT None | | 51. GVW R / GCW R | | ≤ 10,000 lbs. 10,001 - 26,000 lbs. ≥ 26,001 lbs. | | 52. Motor Carrier or Government Entity | | - | | 127a | |
| 114 | - | 52. Motor Carrier or Government Entity | | - | | 53. Veh. # | | 02 | | 54. Policy No. | | 6070-85-37-64 | | 127b | |
| 115 | - | 53. Veh. # | | 02 | | 54. Policy No. | | 6070-85-37-64 | | 55. NJ Ins. Code | | 148 | | 127c | |
| 116 | 03 | 55. NJ Ins. Code | | 148 | | 56. Driver's First Name | | - | | Last Name | | - | | 127d | |
| 117 | 04 | 56. Driver's First Name | | - | | Last Name | | - | | 57. Number & Street | | - | | 127e | |
| | | 57. Number & Street | | - | | 58. City | | - | | State | | - | | 128 | |
| | | 58. City | | - | | State | | - | | Zip | | - | | 129 | |
| | | 59. Sex | | - | | 60. Eyes | | - | | DLC Class | | - | | 130 | |
| | | 60. Eyes | | - | | DLC Class | | - | | Restrictions | | - | | 131 | |
| | | 61. State | | - | | 62. Driver's License Number | | - | | 63. DOB | | - | | 132 | |
| | | 62. Driver's License Number | | - | | 63. DOB | | - | | 64. Expires | | - | | 133 | |
| | | 64. Expires | | - | | 65. Owner's First Name | | JOSEPH A GRECO JR | | 66. Number & Street | | 3 CLEARBROOK LANE | | 134 | |
| | | 65. Owner's First Name | | JOSEPH A GRECO JR | | 66. Number & Street | | 3 CLEARBROOK LANE | | 67. City | | FLEMINGTON | | | |
| | | 66. Number & Street | | 3 CLEARBROOK LANE | | 67. City | | FLEMINGTON | | State | | NJ | | | |
| | | 67. City | | FLEMINGTON | | State | | NJ | | Zip | | 08822 | | | |
| | | 68. Make | | HON | | 69. Model | | ACC | | 70. Color | | BK | | | |
| | | 69. Model | | ACC | | 70. Color | | BK | | 71. Year | | 2022 | | | |
| | | 70. Color | | BK | | 71. Year | | 2022 | | 72. Plate No. | | F71PNY | | | |
| | | 71. Year | | 2022 | | 72. Plate No. | | F71PNY | | 73. State | | NJ | | | |
| | | 72. Plate No. | | F71PNY | | 73. State | | NJ | | 74. VIN | | 1HGCV3F57NA003273 | | | |
| | | 73. State | | NJ | | 74. VIN | | 1HGCV3F57NA003273 | | 75. Expires | | 12/24 | | | |
| | | 74. VIN | | 1HGCV3F57NA003273 | | 75. Expires | | 12/24 | | 76. Vehicle Removed to: | | - | | | |
| | | 75. Expires | | 12/24 | | 76. Vehicle Removed to: | | - | | 77. Authority | | Owner Driver Police | | | |
| | | 76. Vehicle Removed to: | | - | | 77. Authority | | Owner Driver Police | | 78. Alcohol/Drug Test | | Given: No Yes Refused | | | |
| | | 77. Authority | | Owner Driver Police | | 78. Alcohol/Drug Test | | Given: No Yes Refused | | Type: Breath Blood Urine | | Results: 0.00% Pending | | | |
| | | 78. Alcohol/Drug Test | | Given: No Yes Refused | | Type: Breath Blood Urine | | Results: 0.00% Pending | | 79. Hazardous Material | | None On Board Spill | | | |
| | | 79. Hazardous Material | | None On Board Spill | | 80. Carrier No. | | USDOT None | | 81. GVW R / GCW R | | ≤ 10,000 lbs. 10,001 - 26,000 lbs. ≥ 26,001 lbs. | | | |
| | | 80. Carrier No. | | USDOT None | | 81. GVW R / GCW R | | ≤ 10,000 lbs. 10,001 - 26,000 lbs. ≥ 26,001 lbs. | | 82. Motor Carrier or Government Entity | | - | | | |
| | | 81. GVW R / GCW R | | ≤ 10,000 lbs. 10,001 - 26,000 lbs. ≥ 26,001 lbs. | | 82. Motor Carrier or Government Entity | | - | | 83. Sum m ons No. | | - | | | |
| | | 82. Motor Carrier or Government Entity | | - | | 83. Sum m ons No. | | - | | 84. Charge | | - | | | |
| | | 83. Sum m ons No. | | - | | 84. Charge | | - | | 85. Sum m ons No. | | - | | | |
| | | 84. Charge | | - | | 85. Sum m ons No. | | - | | 86. Charge | | - | | | |
| | | 85. Sum m ons No. | | - | | 86. Charge | | - | | 87. Charge | | - | | | |
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| | | 142. Charge | | - | | 143. Charge | | - | | 144. Charge | | - | | | |
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| | | 172. Charge | | - | | 173. Charge | | - | | 174. Charge | | - | | | |
| | | 173. Charge | | - | | 174. Charge | | - | | 175. Charge | | - | | | |
| | | 174. Charge | | - | | 175. Charge | | | | | | | | | |

144. Crash Diagram

Show NORTH by Arrow
(Not to Scale)

SEE NJTR-1B

145. Crash Description/Narrative

NJTR-1 (Rev. 01/17)

146. Officer's Signature
ALA, D

147. Badge #
491737

148. Reviewer
MCNALLY, B

Badge #
490825

149. Case Status ☐ Pending ☒ Complete

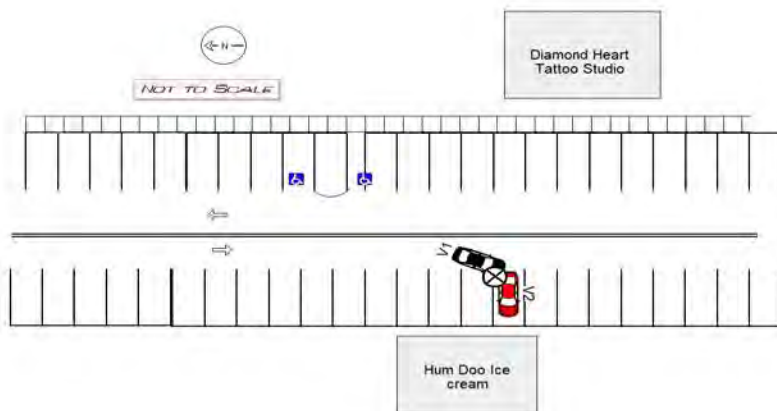
New Jersey Police Crash Investigation Report
Motor Vehicle Crash Diagram

Police Dept: FLEMINGTON BORO PD Code: 01

Station: - Case No: 22050272

144 Crash Diagram (NOT TO SCALE)

○ Indicate
North



Attachment: Stangl Road Final Traffic Report - 2022.09.14 Signed (002) (2022-24 : Adding Two Crosswalks on Stangl Road)

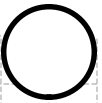
ALA, D

491737

| | | | | | | | | | | | | | | | |
|--|----|--|--|--------------------|--|--|--|---|--|--|--|--|--|----------------------------|--|
| 96 | 05 | Page 1 of 3 | | Fatal | | New Jersey Police Crash Investigation Report | | <input checked="" type="checkbox"/> Reportable | | <input type="checkbox"/> Non-Reportable | | <input type="checkbox"/> Change Rep | | 3.6.5.a | |
| 97 | 01 | 1. Case Number | | 22064436 | | 10. Crash Occurred On: | | STANGL RD | | 11. Speed Limit | | 1 | | 5 | |
| 98 | 01 | 2. Police Dept. of | | FLEMINGTON BORO PD | | Code | | 01 | | 12. Route No. | | - | | - | |
| 99 | 07 | 3. Station/Preinct | | - | | 500 | | <input type="checkbox"/> At Intersection with | | <input checked="" type="checkbox"/> Feet | | <input type="checkbox"/> N | | <input type="checkbox"/> E | |
| 100a | 01 | 4. Date of Crash | | mm dd yy | | 5. Day of Week | | Su M Tu W Th F Sa | | 6. Time (use 2400 hrs.) | | 14 01 | | 15 00 | |
| 100b | 04 | 23. Veh. # | | 01 | | 24. Policy No. | | X247182B1230Z | | 25. NJ Ins. Code | | 962 | | 53. Veh. # | |
| 101 | 02 | 26. Driver's First Name | | Initial | | Last Name | | 29. Sex | | 56. Driver's First Name | | Initial | | Last Name | |
| 102 | 02 | 27. Number & Street | | 13 MORGAN RD | | 28. City | | FLEMINGTON | | State | | NJ | | Zip | |
| 103 | 05 | 30. Eyes | | DLC Class | | Restrictions | | Endorsements | | 31. State | | NJ | | 60. Eyes | |
| 104 | 02 | 32. Driver's License Number | | R0477 | | 65863 | | 10804 | | 33. DOB | | mm dd yy | | 34. Expires | |
| 105 | 08 | 35. Owner's First Name | | Initial | | Last Name | | 36. Number & Street | | 37. City | | State | | Zip | |
| 106 | - | 38. Make | | MAZ | | 39. Model | | CX5 | | 40. Color | | WT | | 41. Year | |
| 107 | - | 42. Plate No. | | V86LNJ | | 43. State | | NJ | | 44. VIN | | J M 3 K F B D M 7 K 0 6 4 0 5 7 2 | | 45. Expires | |
| 108 | 04 | 46. Vehicle Removed to: | | - | | 47. Authority | | <input type="checkbox"/> Owner | | <input checked="" type="checkbox"/> Driver | | <input type="checkbox"/> Police | | 48. Alcohol/Drug Test | |
| 109 | 05 | 49. Hazardous Material | | - | | 50. Carrier No. | | <input type="checkbox"/> USDOT | | <input type="checkbox"/> MCMX | | <input checked="" type="checkbox"/> None | | 51. GVWR / GCWR | |
| 110 | 01 | 52. Motor Carrier or Government Entity | | - | | 53. Veh. # | | 02 | | 54. Policy No. | | F850257-7 | | 55. NJ Ins. Code | |
| 111 | 01 | 56. Driver's First Name | | Initial | | Last Name | | 59. Sex | | 62. Driver's License Number | | R0477 | | 65863 | |
| 112 | - | 57. Number & Street | | 15 BRITTON DR | | 58. City | | FLEMINGTON | | State | | NJ | | Zip | |
| 113 | - | 60. Eyes | | DLC Class | | Restrictions | | Endorsements | | 61. State | | NJ | | 63. DOB | |
| 114 | - | 64. Expires | | mm dd yy | | 65. Expires | | mm dd yy | | 66. Number & Street | | - | | 67. City | |
| 115 | - | 68. Make | | CHE | | 69. Model | | SIL | | 70. Color | | BK | | 71. Year | |
| 116 | 01 | 72. Plate No. | | W19NAP | | 73. State | | NJ | | 74. VIN | | 1 G C R Y E E D 5 M Z 1 1 2 9 6 5 | | 75. Expires | |
| 117 | 01 | 76. Vehicle Removed to: | | - | | 77. Authority | | <input type="checkbox"/> Owner | | <input type="checkbox"/> Driver | | <input type="checkbox"/> Police | | 78. Alcohol/Drug Test | |
| | | 79. Hazardous Material | | - | | 80. Carrier No. | | <input type="checkbox"/> USDOT | | <input type="checkbox"/> MCMX | | <input checked="" type="checkbox"/> None | | 81. GVWR / GCWR | |
| | | 82. Motor Carrier or Government Entity | | - | | 83. Dam age to Other Property | | <input type="checkbox"/> Yes (If Yes, describe) | | <input checked="" type="checkbox"/> No | | 84. Charge | | 136. Charge | |
| | | 85. Sum m ons No. | | - | | 86. Charge | | 137. Sum m ons No. | | 87. Charge | | 138. Charge | | 139. Sum m ons No. | |
| | | 88. Charge | | - | | 89. Charge | | 140. Charge | | 90. Charge | | 141. Charge | | 142. Charge | |
| | | 89 | | 90 | | 91 | | 92 | | 93 | | 94 | | 95 | |
| | | A | | 01 | | 01 | | 01 | | 05 | | 21 | | F | |
| | | B | | 02 | | 01 | | 01 | | 05 | | 41 | | M | |
| | | C | | | | | | | | | | | | | |
| | | D | | | | | | | | | | | | | |
| Names & Addresses of Occupants If Deceased, Date & Time of Death | | | | | | | | | | | | | | | |
| MELISSA J KRAUS 13 MORGAN RD FLEMINGTON NJ 08822 | | | | | | | | | | | | | | | |
| ROBERT C RANSONE 15 BRITTON DR FLEMINGTON NJ 08822 | | | | | | | | | | | | | | | |

[illegible]

144. Crash Diagram



Show NORTH by Arrow
(Not to Scale)

SEE NJTR-1B

145. Crash Description/Narrative

Driver #2 stated that he backed into vehicle #1 while pulling out of a spot. Driver #1 stated she was hit from behind.

146. Officer's Signature
KYDD, D

147. Badge #
49626

148. Reviewer
BULLMAN, B

Badge #
49648

149. Case Status ☐ Pending ☒ Complete

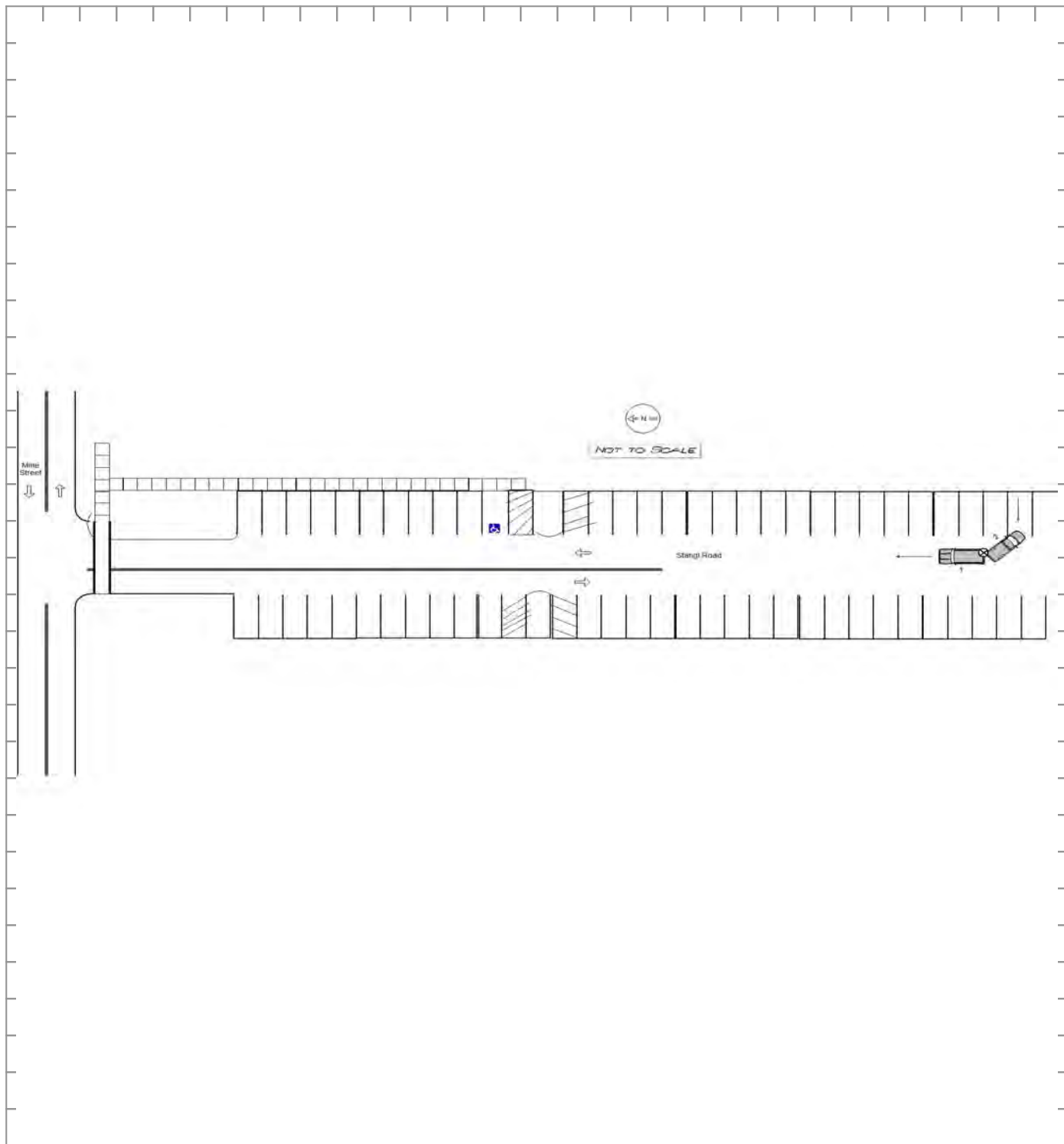
New Jersey Police Crash Investigation Report
Motor Vehicle Crash Diagram

Police Dept: FLEMINGTON BORO PD Code: 01

Station: - Case No: 22064436

144 Crash Diagram (NOT TO SCALE)

○ Indicate North



Attachment: Stangl Road Final Traffic Report - 2022.09.14 Signed (002) (2022-24 : Adding Two Crosswalks on Stangl Road)

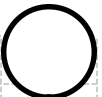
KYDD, D

49626

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------------------------|----|--|--|--------------------|--|--|--|--|--|---|--|-------------------------------------|--|---|--|--|--|------------------|--|-----|--|----|--|----|--|----|--|----|--|----|--|----|--|----|--|----|--|--|--|
| 96 | 05 | Page 1 of 3 | | Fatal | | New Jersey Police Crash Investigation Report | | <input checked="" type="checkbox"/> Reportable | | <input type="checkbox"/> Non-Reportable | | <input type="checkbox"/> Change Rep | | 3.6.5.a | | | | | | | | | | | | | | | | | | | | | | | | | |
| 97 | 01 | 1. Case Number | | 22104783 | | 10. Crash Occurred On: | | STANGL RD | | 11. Speed Limit | | 25 | | 118b | | | | | | | | | | | | | | | | | | | | | | | | | |
| 98 | 01 | 2. Police Dept. of | | FLEMINGTON BORO PD | | Code | | 01 | | 12. Route No. | | - | | 119a | | | | | | | | | | | | | | | | | | | | | | | | | |
| 99 | 07 | 3. Station/Preinct | | - | | 14 | | 15 | | 16 | | 18. Speed Limit | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 100a | 01 | 4. Date of Crash | | 06/04/22 | | 5. Day of Week | | Th | | 6. Time (use 2400 hrs.) | | 1546 | | 120a | | | | | | | | | | | | | | | | | | | | | | | | | |
| 100b | 04 | 23. Veh. # | | 01 | | 24. Policy No. | | 00 | | 25. NJ Ins. Code | | 00 | | 120b | | | | | | | | | | | | | | | | | | | | | | | | | |
| 101 | 02 | 26. Driver's First Name | | 00 | | Initial | | 0 | | Last Name | | 00 | | 121a | | | | | | | | | | | | | | | | | | | | | | | | | |
| 102 | 01 | 27. Number & Street | | 00 00 Apt#00 | | 28. City | | 00 | | State | | - | | 121b | | | | | | | | | | | | | | | | | | | | | | | | | |
| 103 | 01 | 28. City | | 00 | | State | | - | | Zip | | 00 | | 122 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 104 | 02 | 30. Eyes | | 09 | | DLC Class | | 00 | | Restrictions | | 00 - - | | 123 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 105 | 06 | 32. Driver's License Number | | 00 | | 33. DOB | | mm dd yy | | 34. Expires | | mm yy | | 124 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 106 | - | 35. Owner's First Name | | - | | Initial | | - | | Last Name | | - | | 125 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 107 | - | 36. Number & Street | | - | | 37. City | | - | | State | | - | | 126a | | | | | | | | | | | | | | | | | | | | | | | | | |
| 108 | 00 | 38. Make | | 00 | | 39. Model | | 00 | | 40. Color | | - | | 126b | | | | | | | | | | | | | | | | | | | | | | | | | |
| 109 | 01 | 41. Year | | - | | 42. Plate No. | | - | | 43. State | | - | | 126c | | | | | | | | | | | | | | | | | | | | | | | | | |
| 110 | 00 | 44. VIN | | - | | 45. Expires | | -- -- | | 74. VIN | | K N A F X 5 A 8 7 G 5 6 3 2 3 6 5 | | 126d | | | | | | | | | | | | | | | | | | | | | | | | | |
| 111 | 01 | 46. Vehicle Removed to: | | - | | 76. Vehicle Removed to: | | - | | 75. Expires | | 10/22 | | 126e | | | | | | | | | | | | | | | | | | | | | | | | | |
| 112 | 00 | 47. Authority | | - | | 77. Authority | | - | | 78. Authority | | - | | 127a | | | | | | | | | | | | | | | | | | | | | | | | | |
| 113 | - | 48. Alcohol/Drug Test | | - | | 49. Hazardous Material | | - | | 79. Hazardous Material | | - | | 127b | | | | | | | | | | | | | | | | | | | | | | | | | |
| 114 | - | 50. CamerNo. | | - | | 51. GVWR / GCWR | | - | | 80. CamerNo. | | - | | 127c | | | | | | | | | | | | | | | | | | | | | | | | | |
| 115 | - | 52. Motor Carrier or Government Entity | | - | | 53. GVWR / GCWR | | - | | 81. GVWR / GCWR | | - | | 127d | | | | | | | | | | | | | | | | | | | | | | | | | |
| 116 | - | 54. GVWR / GCWR | | - | | 55. GVWR / GCWR | | - | | 82. GVWR / GCWR | | - | | 127e | | | | | | | | | | | | | | | | | | | | | | | | | |
| 117 | 04 | 56. GVWR / GCWR | | - | | 57. GVWR / GCWR | | - | | 83. GVWR / GCWR | | - | | 128 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 135. Damage to Other Property | | | | | | | | | | | | | | <input type="checkbox"/> Yes (If Yes, describe) | | <input checked="" type="checkbox"/> No | | 131 | | | | | | | | | | | | | | | | | | | | | |
| 136. Charge | | | | | | | | | | | | | | 137. Summons No. | | 138. Charge | | 139. Summons No. | | 133 | | | | | | | | | | | | | | | | | | | |
| 140. Charge | | | | | | | | | | | | | | 141. Summons No. | | 142. Charge | | 143. Summons No. | | 134 | | | | | | | | | | | | | | | | | | | |
| 83 | | | | | | | | | | | | | | 84 | | 85 | | 86 | | 87 | | 88 | | 89 | | 90 | | 91 | | 92 | | 93 | | 94 | | 95 | | Names & Addresses of Occupants If Deceased, Date & Time of Death | |
| A | | | | | | | | | | | | | | 01 | | 01 | | 00 | | - | | - | | - | | - | | - | | 00 | | 00 | | - | | - | | 00 00 00 00 00 Apt#00 00 00 | |
| B | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

[illegible]

144. Crash Diagram



Show NORTH by Arrow
(Not to Scale)

SEE NJTR-1B

145. Crash Description/Narrative

Vehicle 1 struck Vehicle 2 which was legally parked in front of HumDoo Ice Cream.

146. Officer's Signature

ALA, D

147. Badge #
491737

148. Reviewer

Badge #

149. Case Status

☐ Pending ☒ Complete

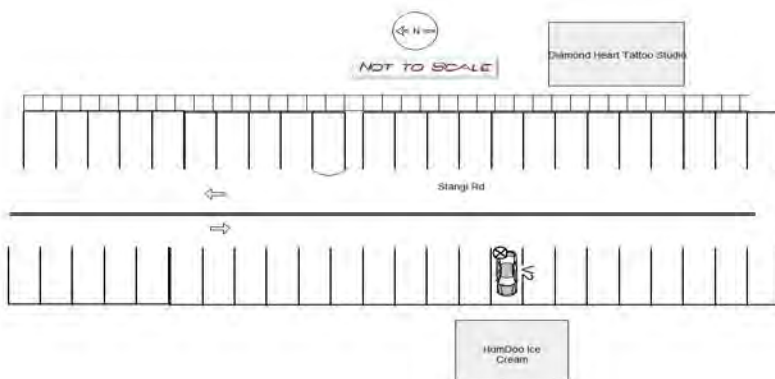
New Jersey Police Crash Investigation Report
Motor Vehicle Crash Diagram

Police Dept: FLEMINGTON BORO PD Code: 01

Station: - Case No: 22104783

144 Crash Diagram (NOT TO SCALE)

○ Indicate
North



Attachment: Stangl Road Final Traffic Report - 2022.09.14 Signed (002) (2022-24 : Adding Two Crosswalks on Stangl Road)

ALA, D

491737



**Borough of Flemington Speed Limit Ordinance
For
Stangl Road Pedestrian Midblock Crossings**

*Borough of Flemington, NJ
Wednesday, August 3, 2022*

Chapter 7A. Traffic Schedules

§ 7A-11. SCHEDULE XI: SPEED LIMITS.

[Ord. No. 2014-24]

In accordance with the provisions of § 7-11, the following speed limits shall be revised on the following streets or parts of the streets and all other streets at 25 m.p.h. shall remain.

| SCHEDULE XI: SPEED LIMITS | | | |
|---------------------------|-----------|------------|--|
| Name of Street | Direction | Speed | Location |
| Pennsylvania Avenue | Both | 25 m.p.h. | Pennsylvania Avenue |
| North Main Street | Both | 25, m.p.h. | a. Between the East Main Street inter-section and the North Main Street-Park Avenue intersection. |
| | | | b. Between the North Main Street-Park Avenue intersection and the northerly Flemington Borough line on North Main Street. |
| Main Street | Both | 25 m.p.h. | a. Between the inter-section of Main Street and New Jersey Route 12 and the intersection of Main Street and William Street. |
| | | | b. Between the inter-section of Main Street and William Street and the inter-section of Main Street and East Main-North Main Street. |
| East Main Street | Both | 25 m.p.h. | Between the inter-section of East Main and Main Street-North Main Street and the Borough of Flemington line. |
| Broad Street | Both | 25 m.p.h. | a. Between the inter-section of Broad Street and Route 12 and the intersection of Broad Street and Church Street. |
| | | | b. Between the inter-section of Broad Street and Church Street and the inter-section of Broad Street and New Jersey Avenue. |
| Church Street | Both | 25 m.p.h. | a. Between the inter-section of Church Street and Central Avenue and the intersection of Church Street and Main Street. |
| | | | |

| SCHEDULE XI: SPEED LIMITS | | | |
|---------------------------|-----------|-----------|---|
| Name of Street | Direction | Speed | Location |
| | Both | 25 m.p.h. | b. Between the inter-section of Church Street and Main Street and the easterly border of the Borough of Flemington. |
| Mine Street | Both | 25 m.p.h. | a. Between the inter-section of Mine Street and Main Street and the intersection of Mine Street and the Flemington branch of the Pennsylvania Railroad. |
| | Both | 25 m.p.h. | b. Between the inter-section of Mine Street and the Flemington branch of the Pennsylvania Railroad and the westerly Flemington Borough Line. |
| Capner Street | Both | 25 m.p.h. | From the Borough line to Park Avenue. |
| Reaville Avenue | Both | 25 m.p.h. | a. Between the Reaville Avenue—NJ Route 12 intersection and the Reaville Avenue—NJ Route 31—US Route 202 intersection. |
| | | | b. Between the Reaville Avenue—NJ Route 31—US Route 202 intersection and the Borough line lying to the east thereof. |
| Stangl Road | Both | 15 m.p.h. | Between the Mine Street intersection and the intersection of State Highway Route 12. |
| Walter E. Foran | Both | 25 m.p.h. | Between North Street and the Flemington/ Raritan Township corporate line. |



Speed Data

For

Stangl Road Pedestrian Midblock Crossings



Start: 2022-06-15

End: 2022-07-15

Times: 0:00-23:59

Violation Threshold: Speed Limit +

Speed Range: 1 to 1

Overall Summary

Total Days of Data: 31

Speed Limit: 15

Average Speed: 12.34

50th Percentile Speed: 12.32

85th Percentile Speed: 16.15

Pace Speed Range: 7-17

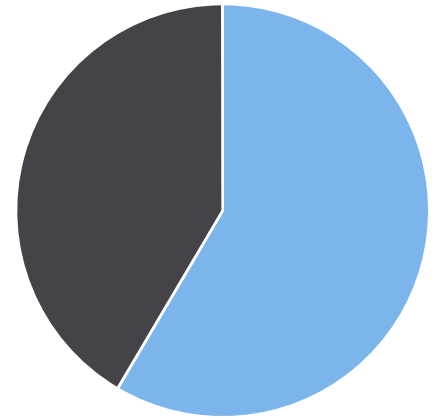
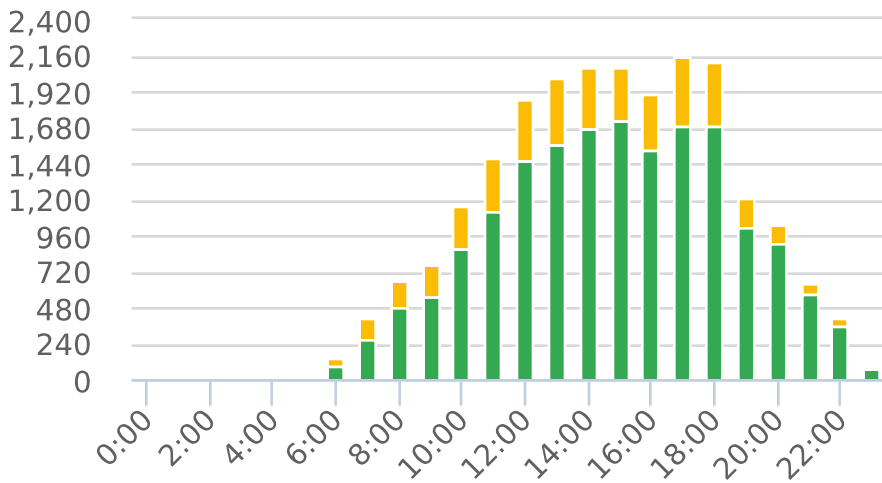
Minimum Speed: 5

Maximum Speed: 35

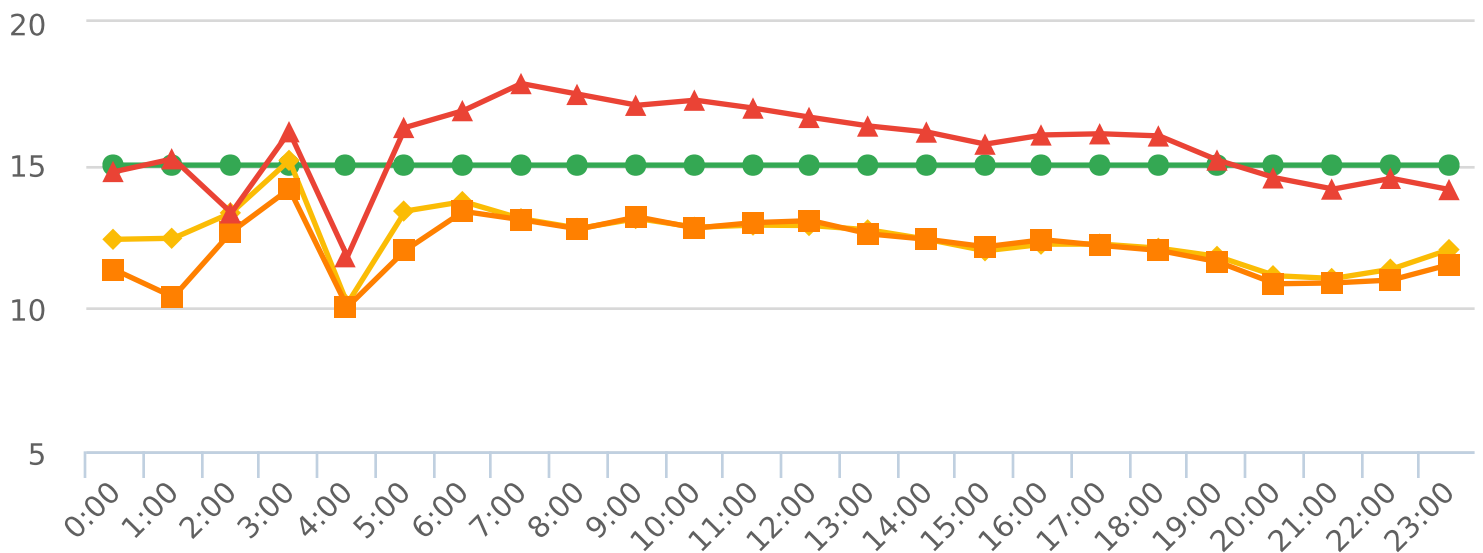
Display Mode: Unknown

Average Volume per Day: 720.4

Total Volume: 22331



■ Violators
 ■ Inside Threshold
 ■ Compliant
 ■ Vehicles Slowed
 ■ Other



● Speed Limit
 ◆ Average Speed
 ■ 50% Speed
 ▲ 85% Speed

Attachment: Stangl Road Final Traffic Report - 2022.09.14 Signed (002) (2022-24 : Adding Two Crosswalks on Stangl Road)



Start: 2022-06-15

End: 2022-07-15

Times: 0:00-23:59

Extended Speed Summary

Stangl Road NB, N^W

3.6.5.a

Violation Threshold: Speed Limit +

Speed Range: 1 to 1

| Time | Sign Mode | Speed Limit | Total # Vehicles | Total # Violator | % Violator | Avg # Vehicles | Avg # Violators | Min Speed | Max Speed | Avg Speed | 50% Speed | 85% Speed | Sign Effectiveness |
|------------------------------|-----------|-------------|------------------|------------------|------------|----------------|-----------------|-----------|-----------|-----------|-----------|-----------|--------------------|
| 0:00 | Unknown | 15 | 27 | 0 | 0.0% | 0.9 | 0.0 | 5 | 19 | 12.4 | 11.3 | 14.8 | 63.1% |
| 1:00 | Unknown | 15 | 18 | 0 | 0.0% | 0.6 | 0.0 | 6 | 21 | 12.4 | 10.4 | 15.2 | 55.6% |
| 2:00 | Unknown | 15 | 3 | 0 | 0.0% | 0.1 | 0.0 | 12 | 14 | 13.3 | 12.7 | 13.3 | 66.7% |
| 3:00 | Unknown | 15 | 6 | 0 | 0.0% | 0.2 | 0.0 | 9 | 21 | 15.2 | 14.2 | 16.2 | 66.7% |
| 4:00 | Unknown | 15 | 25 | 2 | 8.0% | 0.8 | 0.1 | 5 | 30 | 10.2 | 10.0 | 11.8 | 24.0% |
| 5:00 | Unknown | 15 | 38 | 0 | 0.0% | 1.2 | 0.0 | 5 | 23 | 13.4 | 12.0 | 16.3 | 34.2% |
| 6:00 | Unknown | 15 | 146 | 2 | 1.4% | 4.7 | 0.1 | 5 | 30 | 13.7 | 13.4 | 16.9 | 70.0% |
| 7:00 | Unknown | 15 | 413 | 5 | 1.2% | 13.3 | 0.2 | 5 | 30 | 13.1 | 13.1 | 17.8 | 66.4% |
| 8:00 | Unknown | 15 | 671 | 8 | 1.2% | 21.6 | 0.3 | 5 | 34 | 12.8 | 12.8 | 17.5 | 65.8% |
| 9:00 | Unknown | 15 | 770 | 6 | 0.8% | 24.8 | 0.2 | 5 | 30 | 13.1 | 13.2 | 17.1 | 62.4% |
| 10:00 | Unknown | 15 | 1167 | 8 | 0.7% | 37.6 | 0.3 | 5 | 33 | 12.8 | 12.8 | 17.3 | 66.0% |
| 11:00 | Unknown | 15 | 1485 | 9 | 0.6% | 47.9 | 0.3 | 5 | 32 | 12.9 | 13.0 | 17.0 | 61.7% |
| 12:00 | Unknown | 15 | 1870 | 8 | 0.4% | 60.3 | 0.3 | 5 | 32 | 12.9 | 13.1 | 16.7 | 61.1% |
| 13:00 | Unknown | 15 | 2009 | 7 | 0.3% | 64.8 | 0.2 | 5 | 27 | 12.7 | 12.6 | 16.4 | 62.5% |
| 14:00 | Unknown | 15 | 2079 | 6 | 0.3% | 67.1 | 0.2 | 5 | 29 | 12.4 | 12.4 | 16.2 | 60.2% |
| 15:00 | Unknown | 15 | 2088 | 5 | 0.2% | 67.4 | 0.2 | 5 | 29 | 12.0 | 12.1 | 15.7 | 58.1% |
| 16:00 | Unknown | 15 | 1904 | 8 | 0.4% | 61.4 | 0.3 | 5 | 27 | 12.2 | 12.4 | 16.1 | 57.1% |
| 17:00 | Unknown | 15 | 2153 | 9 | 0.4% | 69.5 | 0.3 | 5 | 35 | 12.2 | 12.2 | 16.1 | 57.8% |
| 18:00 | Unknown | 15 | 2111 | 3 | 0.1% | 68.1 | 0.1 | 5 | 28 | 12.1 | 12.0 | 16.0 | 55.5% |
| 19:00 | Unknown | 15 | 1204 | 1 | 0.1% | 38.8 | 0.0 | 5 | 28 | 11.8 | 11.6 | 15.2 | 54.8% |
| 20:00 | Unknown | 15 | 1026 | 1 | 0.1% | 33.1 | 0.0 | 5 | 26 | 11.1 | 10.9 | 14.6 | 55.9% |
| 21:00 | Unknown | 15 | 633 | 0 | 0.0% | 20.4 | 0.0 | 5 | 24 | 11.0 | 10.9 | 14.2 | 40.6% |
| 22:00 | Unknown | 15 | 403 | 0 | 0.0% | 13.0 | 0.0 | 5 | 24 | 11.4 | 11.0 | 14.5 | 33.1% |
| 23:00 | Unknown | 15 | 82 | 0 | 0.0% | 2.6 | 0.0 | 5 | 23 | 12.0 | 11.5 | 14.1 | 40.1% |
| Total Volumes/ Avg | | | 22331 | 88 | 0.4% | 720.4 | 3.1 | 5 | 35 | 12.5 | 12.1 | 15.7 | 55.8% |
| Total/Avg w/o Feedback | | | 0 | 0 | 0 | 0.0 | 0.0 | n/a | n/a | n/a | n/a | n/a | n/a |
| Total/Avg w/ Feedback | | | 22331 | 88 | 0.4% | 720.4 | 3.1 | 5 | 35 | 12.5 | 12.1 | 15.7 | 55.8% |

Attachment: Stangl Road Final Traffic Report - 2022.09.14 Signed (002) (2022-24 : Adding Two Crosswalks on Stangl Road)



Start: 2022-06-15

End: 2022-07-15

Times: 0:00-23:59

Violation Threshold: Speed Limit +

Speed Range: 1 to 1

Overall Summary

Total Days of Data: 31

Speed Limit: 15

Average Speed: 13.66

50th Percentile Speed: 13.92

85th Percentile Speed: 19.16

Pace Speed Range: 9-19

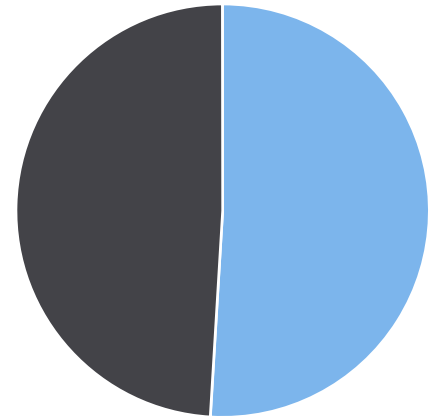
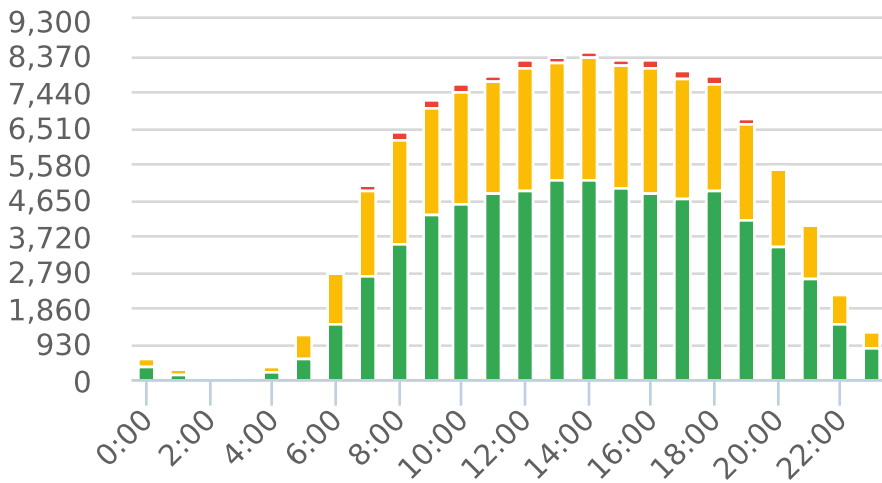
Minimum Speed: 5

Maximum Speed: 82

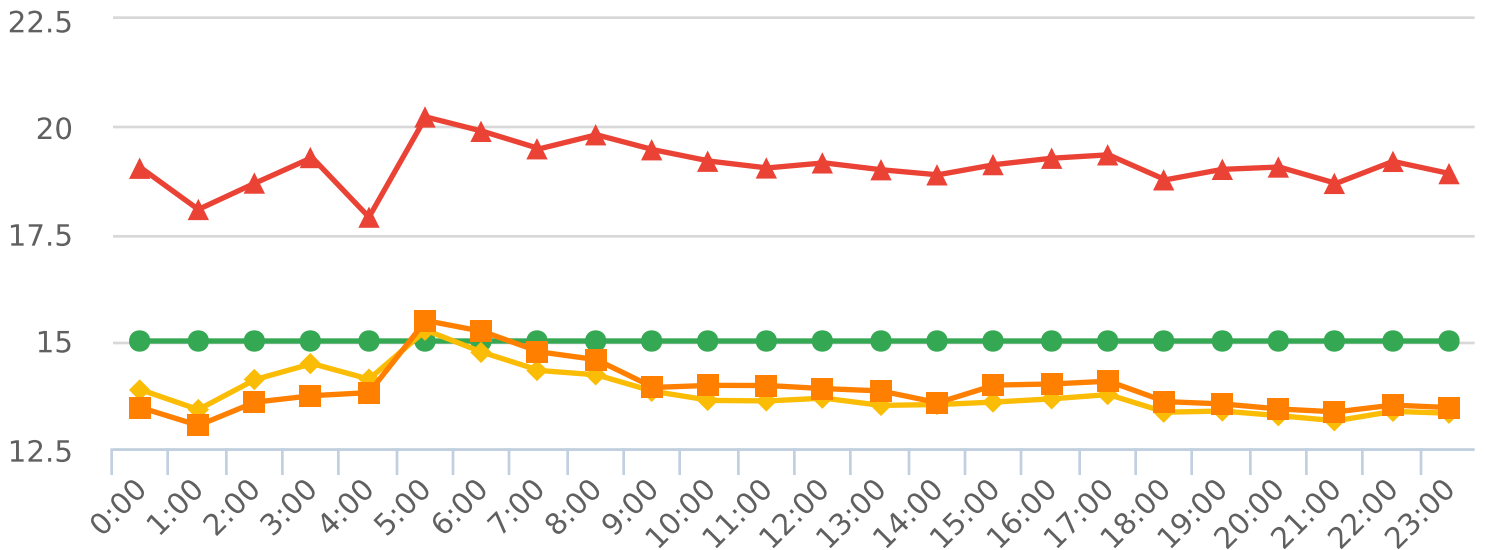
Display Mode: All Messages, Speed Display,

Average Volume per Day: 3774.5

Total Volume: 117010



Violators Inside Threshold Compliant Vehicles Slowed Other



Speed Limit Average Speed 50% Speed 85% Speed

Attachment: Stangl Road Final Traffic Report - 2022.09.14 Signed (002) (2022-24 : Adding Two Crosswalks on Stangl Road)



Start: 2022-06-15

End: 2022-07-15

Times: 0:00-23:59

Extended Speed Summary

3.6.5.a

Stangl Road , S~

Violation Threshold: Speed Limit +

Speed Range: 1 to 1

| Time | Sign Mode | Speed Limit | Total # Vehicles | Total # Violator | % Violator | Avg # Vehicles | Avg # Violators | Min Speed | Max Speed | Avg Speed | 50% Speed | 85% Speed | Sign Effectiveness |
|------|---|-------------|------------------|------------------|------------|----------------|-----------------|-----------|-----------|-----------|-----------|-----------|--------------------|
| 0:00 | All Messages, Speed Display, Single Message | 15 | 578 | 18 | 3.1% | 18.6 | 0.6 | 5 | 33 | 13.9 | 13.4 | 19.0 | 55.1% |
| 1:00 | Speed Display, All Messages, Single Message | 15 | 266 | 7 | 2.6% | 8.6 | 0.2 | 5 | 32 | 13.4 | 13.0 | 18.1 | 62.5% |
| 2:00 | All Messages, Single Message, Speed Display | 15 | 165 | 9 | 5.5% | 5.3 | 0.3 | 5 | 35 | 14.1 | 13.6 | 18.7 | 68.0% |
| 3:00 | Speed Display, All Messages, Single Message | 15 | 150 | 5 | 3.3% | 4.8 | 0.2 | 5 | 32 | 14.5 | 13.7 | 19.3 | 59.9% |
| 4:00 | All Messages, Speed Display, Single Message | 15 | 366 | 7 | 1.9% | 11.8 | 0.2 | 5 | 36 | 14.1 | 13.8 | 17.9 | 60.4% |
| 5:00 | Speed Display, All Messages, Single Message | 15 | 1188 | 46 | 3.9% | 38.3 | 1.5 | 5 | 38 | 15.3 | 15.5 | 20.2 | 55.5% |
| 6:00 | All Messages, Speed Display, Single Message | 15 | 2837 | 79 | 2.8% | 91.5 | 2.5 | 5 | 38 | 14.7 | 15.2 | 19.9 | 53.2% |
| 7:00 | Speed Display, All Messages, Single Message | 15 | 5008 | 116 | 2.3% | 161.5 | 3.7 | 5 | 37 | 14.3 | 14.7 | 19.5 | 52.8% |
| 8:00 | All Messages, Single Message, Speed Display | 15 | 6394 | 178 | 2.8% | 206.3 | 5.7 | 5 | 41 | 14.2 | 14.6 | 19.8 | 52.2% |
| 9:00 | Speed Display, All Messages, Single Message | 15 | 7232 | 171 | 2.4% | 233.3 | 5.5 | 5 | 36 | 13.8 | 13.9 | 19.5 | 50.7% |

Attachment: Stangl Road Final Traffic Report - 2022.09.14 Signed (002) (2022-24 : Adding Two Crosswalks on Stangl Road)



Start: 2022-06-15

End: 2022-07-15

Times: 0:00-23:59

Extended Speed Summary

3.6.5.a

Stangl Road , S~

Violation Threshold: Speed Limit +

Speed Range: 1 to 1

| Time | Sign Mode | Speed Limit | Total # Vehicles | Total # Violator | % Violator | Avg # Vehicles | Avg # Violators | Min Speed | Max Speed | Avg Speed | 50% Speed | 85% Speed | Sign Effectiveness |
|-------|---|-------------|------------------|------------------|------------|----------------|-----------------|-----------|-----------|-----------|-----------|-----------|--------------------|
| 10:00 | All Messages, Speed Display, Single Message | 15 | 7623 | 163 | 2.1% | 245.9 | 5.3 | 5 | 35 | 13.6 | 14.0 | 19.2 | 51.5% |
| 11:00 | Speed Display, All Messages, Single Message | 15 | 7866 | 132 | 1.7% | 253.7 | 4.3 | 5 | 37 | 13.6 | 14.0 | 19.0 | 49.0% |
| 12:00 | All Messages, Speed Display, Single Message | 15 | 8237 | 164 | 2.0% | 274.6 | 5.5 | 5 | 82 | 13.7 | 13.9 | 19.1 | 48.5% |
| 13:00 | Speed Display, All Messages, Single Message | 15 | 8370 | 178 | 2.1% | 279.0 | 5.9 | 5 | 35 | 13.5 | 13.8 | 19.0 | 48.6% |
| 14:00 | All Messages, Single Message, Speed Display | 15 | 8479 | 157 | 1.9% | 282.6 | 5.2 | 5 | 41 | 13.5 | 13.6 | 18.9 | 49.2% |
| 15:00 | Speed Display, All Messages, Single Message | 15 | 8268 | 173 | 2.1% | 275.6 | 5.8 | 5 | 39 | 13.6 | 14.0 | 19.1 | 47.6% |
| 16:00 | All Messages, Speed Display, Single Message | 15 | 8251 | 161 | 2.0% | 275.0 | 5.4 | 5 | 37 | 13.7 | 14.0 | 19.3 | 48.7% |
| 17:00 | Speed Display, All Messages, Single Message | 15 | 7959 | 153 | 1.9% | 265.3 | 5.1 | 5 | 35 | 13.8 | 14.1 | 19.3 | 49.8% |
| 18:00 | All Messages, Speed Display, Single Message | 15 | 7845 | 170 | 2.2% | 261.5 | 5.7 | 5 | 35 | 13.3 | 13.6 | 18.8 | 50.2% |
| 19:00 | Speed Display, All Messages, Single Message | 15 | 6738 | 154 | 2.3% | 224.6 | 5.1 | 5 | 37 | 13.4 | 13.5 | 19.0 | 53.4% |

Attachment: Stangl Road Final Traffic Report - 2022.09.14 Signed (002) (2022-24 : Adding Two Crosswalks on Stangl Road)



Start: 2022-06-15

End: 2022-07-15

Times: 0:00-23:59

Extended Speed Summary

Stangl Road , S

3.6.5.a

Violation Threshold: Speed Limit +

Speed Range: 1 to 1

| Time | Sign Mode | Speed Limit | Total # Vehicles | Total # Violator | % Violator | Avg # Vehicles | Avg # Violators | Min Speed | Max Speed | Avg Speed | 50% Speed | 85% Speed | Sign Effectiveness |
|------------------------|---|-------------|------------------|------------------|------------|----------------|-----------------|-----------|-----------|-----------|-----------|-----------|--------------------|
| 20:00 | All Messages, Single Message, Speed Display | 15 | 5532 | 117 | 2.1% | 184.4 | 3.9 | 5 | 42 | 13.3 | 13.4 | 19.1 | 54.7% |
| 21:00 | Speed Display, All Messages, Single Message | 15 | 4092 | 81 | 2.0% | 136.4 | 2.7 | 5 | 54 | 13.1 | 13.3 | 18.7 | 56.7% |
| 22:00 | All Messages, Speed Display, Single Message | 15 | 2304 | 67 | 2.9% | 76.8 | 2.2 | 5 | 38 | 13.4 | 13.5 | 19.2 | 58.1% |
| 23:00 | Speed Display, All Messages, Single Message | 15 | 1262 | 27 | 2.1% | 42.1 | 0.9 | 5 | 37 | 13.3 | 13.4 | 18.9 | 59.6% |
| Total Volumes/ Avg | | | 117010 | 2533 | 2.2% | 3857.7 | 83.4 | 5 | 82 | 13.8 | 13.9 | 19.1 | 54.0% |
| Total/Avg w/o Feedback | | | 0 | 0 | 0 | 0.0 | 0.0 | n/a | n/a | n/a | n/a | n/a | n/a |
| Total/Avg w/ Feedback | | | 117010 | 2533 | 2.2% | 3857.7 | 83.4 | 5 | 82 | 13.8 | 13.9 | 19.1 | 54.0% |

Attachment: Stangl Road Final Traffic Report - 2022.09.14 Signed (002) (2022-24 : Adding Two Crosswalks on Stangl Road)

Mayor and Common Council

38 Park Avenue
Flemington, NJ 08822

Meeting: 10/24/22 07:30 PM
Department: Governing Body
Category: Council Ordinance
Prepared By: Michael J. Humphrey
Initiator: Michael J. Humphrey
Sponsors:

TABLED**ORDINANCE 2022-25**

DOC ID: 3913

First Reading: Implementing One-Way Limits on Corcoran Street and North Place

WHEREAS, the Borough Engineer conducted a traffic study for the Corcoran Street and North Place One-Way Street Conversion; and

WHEREAS, the Borough Engineer has determined that one-way limits be implemented on the following streets:

- Corcoran Street - One-Way westbound from Park Avenue to Allen Street;
- North Place - One Way northbound from Corcoran Street to North Main Street;

NOW THEREFORE BE IT ORDAINED, by the Mayor and Common Council by the Borough of Flemington, County of Hunterdon, State of New Jersey that the Borough Police Department as follows:

NOW THEREFORE BE IT ORDAINED, by the Mayor and Common Council by the Borough of Flemington, County of Hunterdon, State of New Jersey as follows:

1. Section 7A-5, Schedule V of the Code of the Borough of Flemington entitled, "One-Way Streets," is amended to add the following:

| Name of Street | Direction | Location |
|-----------------|------------|---|
| Corcoran Street | Westbound | From Park Avenue to Allen Street |
| North Place | Northbound | From Corcoran Street to North Main Street |

2. The Borough Police Department is authorized to install the appropriate signage consistent with this ordinance.
3. In the event any section, part or provision of this Ordinance shall be held unconstitutional or invalid by any Court, such holding shall not affect the validity of this Ordinance or any remaining part of this Ordinance other than the part held unconstitutional or invalid.
4. All ordinances or parts thereof which are inconsistent with the provisions of this Ordinance are hereby repealed to the extent of their inconsistencies.

5. This Ordinance shall take effect immediately upon its final passage and publication as required by law.

Introduced: October 11, 2022

Adopted: October 24, 2022

Attest:

Betsy Driver, Mayor

Michael Humphrey, Acting Borough Clerk

HISTORY:

10/11/22

Governing Body

INTRODUCED

Next: 10/24/22



TRAFFIC STUDY REPORT
FOR THE
CORCORAN STREET AND NORTH PLACE ONE-WAY STREET
CONVERSION

LOCATED IN THE BOROUGH OF FLEMINGTON
HUNTERDON COUNTY, NEW JERSEY

September 2022

Prepared By:

James C. Watson, P.E., PTOE
N.J. LIC. NO. 24GE04452800

Kevin E. Chen, P.E., PTOE
N.J. LIC. NO. 24GE04870000



CONSULTING AND MUNICIPAL ENGINEERS
3141 BORDENTOWN AVENUE, PARLIN, NEW JERSEY 08859 (732) 727-8000
1460 ROUTE 9 SOUTH, HOWELL, NEW JERSEY 07731 (732) 462-7400

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



September 14, 2022

TIM W. GILLEN, PE, PP, CME (1991-2019)
 BRUCE M. KOCH, PE, PP, CME
 LOUIS J. PLOSKONKA, PE, CME
 TREVOR J. TAYLOR, PE, PP, CME
 BEHRAM TURAN, PE, LSRP
 LAURA J. NEUMANN, PE, PP
 DOUGLAS ROHMEYER, PE, CFM, CME
 ROBERT J. RUSSO, PE, PP, CME
 JOHN J. HESS, PE, PP, CME

Mr. Michael Campion
 Director of Public Works
 Borough of Flemington
 38 Park Avenue
 Flemington, NJ 08822

**Re: Traffic Study Report
 Corcoran Street and North Place One-Way Traffic Conversion
 Borough of Flemington, Hunterdon County, New Jersey
 Our File No. PFM00501.01**

Introduction

It is our understanding that, in conjunction with road improvements, consideration is being given to implementing one-way westbound vehicular traffic on Corcoran Street from Park Avenue to Allen Street, and implementing one-way northbound vehicular traffic on North Place from Corcoran Street to North Main Street. In accordance with our authorization for this traffic study, we have reviewed current roadway operations to evaluate and develop recommendations for the following potential roadway modifications:

- Conversion of Corcoran Street from a two-way roadway operation to a one-way operation in the westbound direction from Park Avenue to Allen Street;
- Conversion of North Place from a two-way operation roadway to a one-way operation in the northbound direction from Corcoran Street to North Main Street

Further, these analyses have evaluated the proposed traffic modifications under consideration during a recent field visit, in conjunction with the Manual on Uniform Traffic Control Devices the following tasks have been performed:

- A site visit was conducted on July 8, 2022 and an existing conditions inventory was performed;
- Traffic counts were performed to assess the existing traffic volumes on the intersections of Corcoran Street and Allen Street; Corcoran Street and Park Avenue; North Main Street and Garden Lane / North Place; and North Main Street and Allen Street during the AM and PM peak hours. These intersections were counted on Wednesday, June 8, 2022 from 6:00AM to 6:00PM;



Mr. Michael Campion
 Director of Public Works
 Borough of Flemington
 Re: Corcoran Street and North Place
 One-Way Traffic Conversion
 Traffic Study Report

September 14, 2022
 Our File No. PFM00501.01
 Page 2

- The operational characteristics of the intersections and adjacent roadways were evaluated;
- Alternate routes with respect to motorists displaced by the proposed operational modifications and potential impacts to adjacent roadways and Municipalities were evaluated;
- Development of recommendations for the study roadways relative to traffic and conversions from two-way roadway operations to one-way.

Existing Conditions

A field visit to the Borough of Flemington was conducted on Friday, July 8, 2022 in order to inventory the existing roadway conditions and to evaluate the potential modifications of current roadway operations on Corcoran Street, Allen Street, North Place, North Main Street, and Park Avenue.

Corcoran Street between Park Avenue and Allen Street is a local residential roadway under Municipal jurisdiction. On June 8, 2022, Manual Turning Movement counts were performed between the times of 6:00 AM and 6:00 PM. From these counts we were able to calculate that Corcoran Street has an Annual Average Daily Traffic (AADT) volume of 222 vehicles per day. Corcoran Street is approximately 24 feet wide with parking allowed only on the south side of the roadway and currently operates as a two-way roadway.

Allen Street between Corcoran Street and North Main Street is a local residential roadway under Municipal jurisdiction. On June 8, 2022, Manual Turning Movement counts were performed between the times of 6:00 AM and 6:00 PM. From these counts we were able to calculate that Allen Street has an existing Annual Average Daily Traffic (AADT) volume of 1,333 vehicles per day. Allen Street is approximately 30 feet wide with parking allowed on both sides of the roadway and currently operates as a two-way roadway.

North Place between Corcoran Street and North Main Street is a local residential roadway under Municipal jurisdiction. On June 8, 2022, Manual Turning Movement counts were performed between the times of 6:00 AM and 6:00 PM. From these counts, we were able to calculate that North Place has an existing Annual Average Daily Traffic (AADT) volume of 67 vehicles per day. North Place is approximately 18 feet wide with parking being restricted on the east side of the roadway.



Mr. Michael Campion
 Director of Public Works
 Borough of Flemington
 Re: Corcoran Street and North Place
 One-Way Traffic Conversion
 Traffic Study Report

September 14, 2022
 Our File No. PFM00501.01
 Page 3

Park Avenue between Corcoran Street and North Main Street is a local residential roadway under Municipal jurisdiction. On June 8, 2022, Manual Turning Movement counts were performed between the times of 6AM and 6PM. From these counts, we were able to calculate that Park Avenue has an existing Annual Average Daily Traffic (AADT) volume of 322 vehicles per day. Park Avenue is approximately 30 feet wide with parking only allowed on the west side of the roadway and currently operates as a one-way roadway.

North Main Street between Allen Street and Park Avenue is an urban minor arterial under Municipal jurisdiction. On June 8, 2022, Manual Turning Movement counts were performed between the times of 6AM and 6PM. From these counts we were able to calculate that Corcoran Street has an existing Annual Average Daily Traffic (AADT) volume of 7,511 vehicles per day. North Main Street is approximately 34 feet wide with parking only allowed on the west side of the roadway and currently operates as a two-way roadway.

Evaluation of Potential Impacts to Adjacent Roadways and Municipalities

The potential for impacts to adjacent municipalities including the Township of Raritan were evaluated based on the limits of the two-way to one-way street conversion along Corcoran Street between Park Avenue and Allen Street in the westbound direction, and North Place between Corcoran and North Main Street in the northbound direction. Based on the latest Highway Capacity Manual, for unsignalized intersections, Level of Service A corresponds to little or no delay (less than 10 seconds), and Level of Service F corresponds to excessive delays over 50 seconds. Level of Service C is considered a desired level of operation and Level of Service D is considered the maximum acceptable delay for most drivers in a congested urban setting. Using this methodology, a capacity analysis was performed at the intersection of Allen Street and Corcoran Street. This capacity analysis compared the level of service, as it currently operates (depicted in table 1-1), to how the intersection would operate with the redistributed trips as a result of the implementation of a one-way conversion on Corcoran Street in the westbound direction and on North Place in the northbound direction (depicted in table 1-2).

| EXISTING INTERSECTION ANALYSIS AT ALLEN STREET AND CORCORAN STREET | | |
|---|----------------|---------------|
| PEAK HOUR | DELAY | L.O.S. |
| 2022 AM | 9.3 (s) | A |
| 2022 PM | 9.1 (s) | A |

Table 1-1



Mr. Michael Campion
 Director of Public Works
 Borough of Flemington
 Re: Corcoran Street and North Place
 One-Way Traffic Conversion
 Traffic Study Report

September 14, 2022
 Our File No. PFM00501.01
 Page 4

| INTERSECTION ANALYSIS AT ALLEN STREET AND CORCORAN STREET WITH THE IMPLEMENTATION OF THE TWO-WAY TO ONE-WAY STREET CONVERSION | | |
|--|---------------------|----------------------|
| <u>PEAK HOUR</u> | <u>DELAY</u> | <u>L.O.S.</u> |
| 2022 AM | 9.3 (s) | A |
| 2022 PM | 9.1 (s) | A |

Table 1-2

The NJDOT State Highway Access Management Code defines a significant increase in traffic as: “an increase of 100 or more trips in any peak hour”. The redistributed trips when considering the implementation of a two-way to one-way street conversion of Corcoran Street and North Place fall below this threshold within the peak hour with 14 vehicles redistributed in the AM Peak Hour and 11 vehicles redistributed in the PM Peak Hour. Furthermore, in table 1-1 and 1-2 the level of service and delay for each scenario revealed that the implementation of the one-way street conversion of Corcoran Street between Park Avenue and Allen Street in the westbound direction, and North Place between Corcoran Street and North Main Street in the northbound direction will not cause significant capacity issues at the intersection of Allen Street and Corcoran Street. It should be noted that the redistributed traffic is expected to be contained within the Borough of Flemington where it currently exists and without impacts to adjacent municipalities. Furthermore, we believe that the displaced vehicle traffic would be primarily diverted to adjacent Municipal roadways including Allen Street, North Main Street, and Park Avenue.

It should also be noted that Park Avenue currently operates as a one-way street in the northbound direction between Corcoran Street and North Main Street. However, Park Avenue between Corcoran Street and Park Avenue to the south operates as a two-way roadway for approximately 60 ft. Consequently, should the Borough of Flemington implement the two-way street to one-way street conversion of Corcoran Street in the westbound direction between Park Avenue and Allen Street, then the 60 ft. portion of Park Avenue that operates as a two-way street shall be revised to a one-way street in the northbound direction between Park Avenue and North Main Street. The capacity HCS Capacity analysis has been included in the Appendix.

Recommendations and Considerations

Based on our review of the existing roadway network, alternative available routes for traffic redistribution, existing traffic data, intersection operational characteristics, and potential impacts to adjacent municipalities, we recommend that the limits of the proposed two-way street to one-way street conversion for Corcoran Street and North Place be implemented in the Borough of



Mr. Michael Campion
Director of Public Works
Borough of Flemington
Re: Corcoran Street and North Place
One-Way Traffic Conversion
Traffic Study Report

September 14, 2022
Our File No. PFM00501.01
Page 5

Flemington, Hunterdon County, New Jersey. Additionally, the proper placement of "One-Way" (R6-1) and "Do Not Enter" (R5-1) signs should be implemented in accordance with the MUTCD to assist motorists to follow the proposed modifications.

In accordance with MUTCD, considering all of the factors outlined above, an engineer's certification will be developed and an adopted Borough Resolution should be prepared to memorialize and codify the modifications for the recommended changes to be implemented by the Borough of Flemington.

Should you have any questions please feel free to contact this office.

Very truly yours,
CME ASSOCIATES

James C. Watson, P.E., PTOE
Project Manager

Kevin E. Chen, P.E., PTOE
Professional Engineer

cc: Jerome Harris

TECHNICAL APPENDIX

FOR THE STUDY OF

Corcoran Street and North Place One-Way Traffic Conversion

- Study Area Map
- Traffic Counts
- HCS Capacity Analyses



Study Area Map

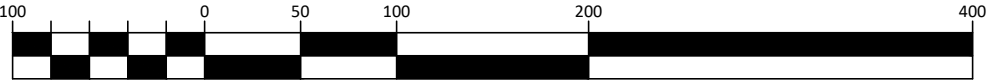
For

Corcoran Street and North Place One-Way Traffic Conversion



FLEMINGTON
PRECAST & SUPPLY

GRAPHIC SCALE



SCALE: 1"=100'

BOROUGH OF FLEMINGTON, NEW JERSEY
CORCORAN STREET LOCATION MAP



CONSULTING AND MUNICIPAL ENGINEERS



Traffic Counts

For

Corcoran Street and North Place One-Way Traffic Conversion

TechniQuest Corporation

32 Jefferson Plaza
Princeton, NJ 08540

Phone: 732.274.9500, Fax: 732.274.9510

www.techniquestcorporation.com

3.6.6.a

File Name : 031-0
Site Code : 031-0
Start Date : 6/8/20
Page No : 1

Groups Printed- Cars - Light Trucks - Heavy Trucks

| Start Time | Allen Street Southbound | | | | | Corcoran Street Westbound | | | | | Allen Street Northbound | | | | | Corcoran Street Eastbound | | | | | Int. To |
|------------|-------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|---------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 06:30 AM | 1 | 11 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 1 | 0 | 1 | 0 | 2 | : |
| 06:45 AM | 0 | 10 | 0 | 0 | 10 | 1 | 0 | 0 | 0 | 1 | 0 | 4 | 2 | 0 | 6 | 0 | 0 | 1 | 0 | 1 | : |
| Total | 1 | 21 | 0 | 0 | 22 | 1 | 0 | 0 | 0 | 1 | 0 | 10 | 2 | 0 | 12 | 1 | 0 | 2 | 0 | 3 | : |
| 07:00 AM | 0 | 7 | 1 | 0 | 8 | 1 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | : |
| 07:15 AM | 0 | 12 | 1 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 15 | 2 | 0 | 0 | 0 | 2 | : |
| 07:30 AM | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 1 | 0 | 1 | 0 | 6 | 1 | 0 | 7 | 1 | 0 | 0 | 0 | 1 | : |
| 07:45 AM | 0 | 22 | 2 | 0 | 24 | 2 | 0 | 0 | 0 | 2 | 0 | 13 | 1 | 0 | 14 | 4 | 0 | 0 | 0 | 4 | : |
| Total | 0 | 52 | 4 | 0 | 56 | 3 | 0 | 2 | 0 | 5 | 0 | 37 | 2 | 0 | 39 | 7 | 0 | 0 | 0 | 7 | 10 |
| 08:00 AM | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 1 | 0 | 1 | 0 | 15 | 0 | 0 | 15 | 1 | 0 | 0 | 0 | 1 | : |
| 08:15 AM | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 1 | : |
| 08:30 AM | 3 | 12 | 1 | 0 | 16 | 0 | 0 | 1 | 0 | 1 | 0 | 6 | 2 | 0 | 8 | 1 | 0 | 0 | 0 | 1 | : |
| 08:45 AM | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 1 | 0 | 1 | 0 | 11 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 1 | : |
| Total | 3 | 47 | 1 | 0 | 51 | 0 | 0 | 3 | 0 | 3 | 0 | 38 | 2 | 0 | 40 | 4 | 0 | 0 | 0 | 4 | : |
| 09:00 AM | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 1 | : |
| 09:15 AM | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | : |
| Total | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 1 | 14 | 0 | 0 | 15 | 1 | 0 | 0 | 0 | 1 | : |
| 03:30 PM | 0 | 7 | 3 | 0 | 10 | 0 | 1 | 5 | 0 | 6 | 0 | 12 | 0 | 0 | 12 | 3 | 0 | 0 | 0 | 3 | : |
| 03:45 PM | 0 | 8 | 3 | 0 | 11 | 1 | 0 | 4 | 0 | 5 | 0 | 17 | 0 | 0 | 17 | 1 | 0 | 0 | 0 | 1 | : |
| Total | 0 | 15 | 6 | 0 | 21 | 1 | 1 | 9 | 0 | 11 | 0 | 29 | 0 | 0 | 29 | 4 | 0 | 0 | 0 | 4 | : |
| 04:00 PM | 0 | 15 | 0 | 0 | 15 | 1 | 0 | 1 | 0 | 2 | 1 | 13 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | : |
| 04:15 PM | 0 | 9 | 1 | 0 | 10 | 0 | 0 | 2 | 0 | 2 | 2 | 13 | 0 | 0 | 15 | 0 | 0 | 2 | 0 | 2 | : |
| 04:30 PM | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 1 | 0 | 1 | 0 | 13 | 0 | 0 | 13 | 2 | 0 | 1 | 0 | 3 | : |
| 04:45 PM | 0 | 10 | 2 | 0 | 12 | 0 | 0 | 1 | 0 | 1 | 0 | 11 | 0 | 0 | 11 | 2 | 0 | 0 | 0 | 2 | : |
| Total | 0 | 43 | 3 | 0 | 46 | 1 | 0 | 5 | 0 | 6 | 3 | 50 | 0 | 0 | 53 | 4 | 0 | 3 | 0 | 7 | 1 |
| 05:00 PM | 0 | 9 | 2 | 0 | 11 | 0 | 0 | 2 | 0 | 2 | 3 | 16 | 0 | 0 | 19 | 2 | 0 | 0 | 0 | 2 | : |
| 05:15 PM | 0 | 5 | 4 | 0 | 9 | 0 | 0 | 2 | 0 | 2 | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | : |

Attachment: Corcoran Street Final Traffic Study Report - 2022.09.14 Signed (003) (2022-25 :

TechniQuest Corporation

32 Jefferson Plaza
Princeton, NJ 08540

Phone: 732.274.9500, Fax: 732.274.9510
www.techniquescorporation.com

3.6.6.a

File Name : 031-0
Site Code : 031-0
Start Date : 6/8/20
Page No : 2

Groups Printed- Cars - Light Trucks - Heavy Trucks

| | Allen Street Southbound | | | | | Corcoran Street Westbound | | | | | Allen Street Northbound | | | | | Corcoran Street Eastbound | | | | | Int. To |
|----------------|-------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|---------|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. To |
| 05:30 PM | 1 | 12 | 0 | 0 | 13 | 0 | 1 | 2 | 0 | 3 | 0 | 14 | 0 | 0 | 14 | 1 | 0 | 0 | 0 | 1 | : |
| 05:45 PM | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 1 | 0 | 10 | 1 | 1 | 1 | 0 | 3 | : |
| Total | 1 | 31 | 6 | 0 | 38 | 0 | 1 | 6 | 0 | 7 | 4 | 53 | 1 | 0 | 58 | 4 | 1 | 1 | 0 | 6 | 10 |
| 06:00 PM | 1 | 10 | 0 | 0 | 11 | 2 | 0 | 0 | 0 | 2 | 0 | 6 | 1 | 0 | 7 | 1 | 0 | 0 | 0 | 1 | : |
| 06:15 PM | 1 | 16 | 0 | 0 | 17 | 1 | 0 | 0 | 0 | 1 | 0 | 13 | 1 | 0 | 14 | 1 | 0 | 0 | 0 | 1 | : |
| Grand Total | 7 | 250 | 20 | 0 | 277 | 9 | 2 | 25 | 0 | 36 | 8 | 250 | 9 | 0 | 267 | 27 | 1 | 6 | 0 | 34 | 6 |
| Apprch % | 2.5 | 90.3 | 7.2 | 0 | | 25 | 5.6 | 69.4 | 0 | | 3 | 93.6 | 3.4 | 0 | | 79.4 | 2.9 | 17.6 | 0 | | |
| Total % | 1.1 | 40.7 | 3.3 | 0 | 45.1 | 1.5 | 0.3 | 4.1 | 0 | 5.9 | 1.3 | 40.7 | 1.5 | 0 | 43.5 | 4.4 | 0.2 | 1 | 0 | 5.5 | |
| Cars | 7 | 221 | 18 | 0 | 246 | 7 | 2 | 24 | 0 | 33 | 7 | 229 | 9 | 0 | 245 | 25 | 0 | 5 | 0 | 30 | 5 |
| % Cars | 100 | 88.4 | 90 | 0 | 88.8 | 77.8 | 100 | 96 | 0 | 91.7 | 87.5 | 91.6 | 100 | 0 | 91.8 | 92.6 | 0 | 83.3 | 0 | 88.2 | 90 |
| Light Trucks | 0 | 29 | 2 | 0 | 31 | 2 | 0 | 1 | 0 | 3 | 1 | 21 | 0 | 0 | 22 | 2 | 1 | 1 | 0 | 4 | 1 |
| % Light Trucks | 0 | 11.6 | 10 | 0 | 11.2 | 22.2 | 0 | 4 | 0 | 8.3 | 12.5 | 8.4 | 0 | 0 | 8.2 | 7.4 | 100 | 16.7 | 0 | 11.8 | 9 |
| Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| % Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

Attachment: Corcoran Street Final Traffic Study Report - 2022.09.14 Signed (003) (2022-25 :

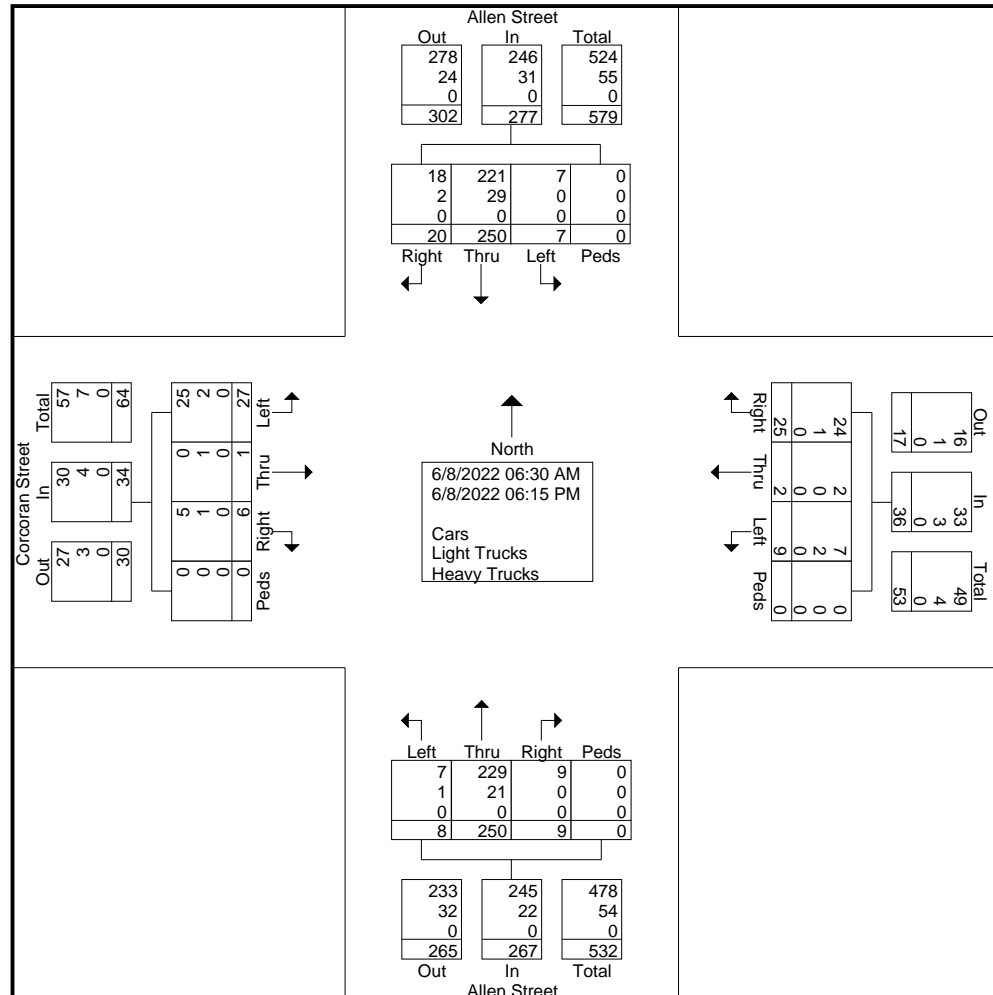
TechniQuest Corporation

32 Jefferson Plaza
Princeton, NJ 08540

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3.6.6.a

File Name : 031-0
Site Code : 031-0
Start Date : 6/8/20
Page No : 3



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Start Date : 6/8/20
Page No : 4

| | Allen Street Southbound | | | | | Corcoran Street Westbound | | | | | Allen Street Northbound | | | | | Corcoran Street Eastbound | | | | | |
|--|-------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|---------|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. To |
| Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 12 | 1 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 15 | 2 | 0 | 0 | 0 | 2 | : |
| 07:30 AM | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 1 | 0 | 1 | 0 | 6 | 1 | 0 | 7 | 1 | 0 | 0 | 0 | 1 | : |
| 07:45 AM | 0 | 22 | 2 | 0 | 24 | 2 | 0 | 0 | 0 | 2 | 0 | 13 | 1 | 0 | 14 | 4 | 0 | 0 | 0 | 4 | : |
| 08:00 AM | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 1 | 0 | 1 | 0 | 15 | 0 | 0 | 15 | 1 | 0 | 0 | 0 | 1 | : |
| Total Volume | 0 | 56 | 3 | 0 | 59 | 2 | 0 | 2 | 0 | 4 | 0 | 49 | 2 | 0 | 51 | 8 | 0 | 0 | 0 | 8 | 1: |
| % App. Total | 0 | 94.9 | 5.1 | 0 | | 50 | 0 | 50 | 0 | | 0 | 96.1 | 3.9 | 0 | | 100 | 0 | 0 | 0 | | |
| PHF | .000 | .636 | .375 | .000 | .615 | .250 | .000 | .500 | .000 | .500 | .000 | .817 | .500 | .000 | .850 | .500 | .000 | .000 | .000 | .500 | .6: |

| | | | | | | | | | | | | | | | | | | | | | |
|--|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-----|
| Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 03:30 PM | 0 | 7 | 3 | 0 | 10 | 0 | 1 | 5 | 0 | 6 | 0 | 12 | 0 | 0 | 12 | 3 | 0 | 0 | 0 | 3 | : |
| 03:45 PM | 0 | 8 | 3 | 0 | 11 | 1 | 0 | 4 | 0 | 5 | 0 | 17 | 0 | 0 | 17 | 1 | 0 | 0 | 0 | 1 | : |
| 04:00 PM | 0 | 15 | 0 | 0 | 15 | 1 | 0 | 1 | 0 | 2 | 1 | 13 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | : |
| 04:15 PM | 0 | 9 | 1 | 0 | 10 | 0 | 0 | 2 | 0 | 2 | 2 | 13 | 0 | 0 | 15 | 0 | 0 | 2 | 0 | 2 | : |
| Total Volume | 0 | 39 | 7 | 0 | 46 | 2 | 1 | 12 | 0 | 15 | 3 | 55 | 0 | 0 | 58 | 4 | 0 | 2 | 0 | 6 | 1: |
| % App. Total | 0 | 84.8 | 15.2 | 0 | | 13.3 | 6.7 | 80 | 0 | | 5.2 | 94.8 | 0 | 0 | | 66.7 | 0 | 33.3 | 0 | | |
| PHF | .000 | .650 | .583 | .000 | .767 | .500 | .250 | .600 | .000 | .625 | .375 | .809 | .000 | .000 | .853 | .333 | .000 | .250 | .000 | .500 | .9: |

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32 Jefferson Plaza
Princeton, NJ 08540

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3.6.6.a

File Name : 031-0
Site Code : 031-0
Start Date : 6/8/20
Page No : 1

Groups Printed- Cars - Light Trucks - Heavy Trucks

| Start Time | Park Avenue Southbound | | | | | Westbound Approach Westbound | | | | | Park Avenue Northbound | | | | | Corcoran Street Eastbound | | | | | Int. To |
|------------|------------------------|------|-------|------|------------|------------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|---------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 06:30 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 3 | |
| 06:45 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | |
| Total | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 4 | 0 | 1 | 0 | 5 | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 4 | 0 | 4 | |
| 07:30 AM | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 4 | |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | |
| Total | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 0 | 0 | 9 | 1 | 0 | 9 | 0 | 10 | |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 4 | |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 0 | 0 | 8 | 2 | 0 | 4 | 0 | 6 | |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | |
| 03:30 PM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 4 | 1 | 0 | 1 | 0 | 2 | |
| 03:45 PM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | |
| Total | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 7 | 4 | 0 | 0 | 11 | 1 | 0 | 1 | 0 | 2 | |
| 04:00 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | |
| 04:15 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | |
| 04:30 PM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | |
| 04:45 PM | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | |
| Total | 0 | 3 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 13 | 8 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | |
| 05:30 PM | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 5 | 0 | 0 | 2 | 0 | 2 | |

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TechniQuest Corporation

32 Jefferson Plaza
Princeton, NJ 08540

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3.6.6.a

File Name : 031-0
Site Code : 031-0
Start Date : 6/8/20
Page No : 2

Groups Printed- Cars - Light Trucks - Heavy Trucks

| | Park Avenue Southbound | | | | | Westbound Approach Westbound | | | | | Park Avenue Northbound | | | | | Corcoran Street Eastbound | | | | | |
|----------------|------------------------|------|-------|------|------------|------------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|---------|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. To |
| 05:45 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 0 | 4 | |
| Total | 0 | 2 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 6 | 5 | 0 | 0 | 11 | 3 | 0 | 3 | 0 | 6 | |
| 06:00 PM | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | |
| 06:15 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 1 | 0 | 2 | 0 | 3 | |
| Grand Total | 0 | 11 | 12 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 38 | 29 | 0 | 0 | 67 | 12 | 0 | 22 | 0 | 34 | 11 |
| Apprch % | 0 | 47.8 | 52.2 | 0 | | 0 | 0 | 0 | 0 | | 56.7 | 43.3 | 0 | 0 | | 35.3 | 0 | 64.7 | 0 | | |
| Total % | 0 | 8.9 | 9.7 | 0 | 18.5 | 0 | 0 | 0 | 0 | 0 | 30.6 | 23.4 | 0 | 0 | 54 | 9.7 | 0 | 17.7 | 0 | 27.4 | |
| Cars | 0 | 10 | 12 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 36 | 24 | 0 | 0 | 60 | 11 | 0 | 21 | 0 | 32 | 11 |
| % Cars | 0 | 90.9 | 100 | 0 | 95.7 | 0 | 0 | 0 | 0 | 0 | 94.7 | 82.8 | 0 | 0 | 89.6 | 91.7 | 0 | 95.5 | 0 | 94.1 | 91 |
| Light Trucks | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 7 | 1 | 0 | 1 | 0 | 2 | |
| % Light Trucks | 0 | 9.1 | 0 | 0 | 4.3 | 0 | 0 | 0 | 0 | 0 | 5.3 | 17.2 | 0 | 0 | 10.4 | 8.3 | 0 | 4.5 | 0 | 5.9 | 8 |
| Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| % Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

Attachment: Corcoran Street Final Traffic Study Report - 2022.09.14 Signed (003) (2022-25 :

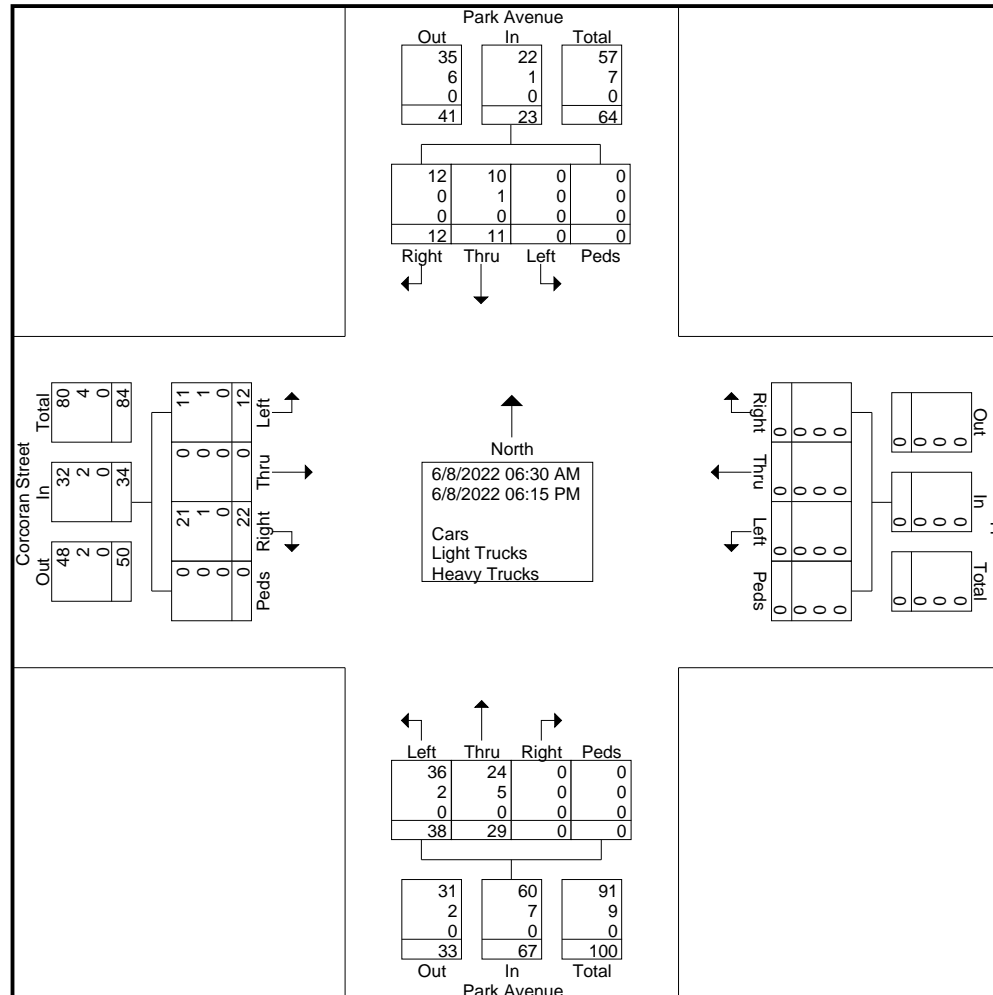
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File Name : 031-0
Site Code : 031-0
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Page No : 3



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File Name : 031-0
Site Code : 031-0
Start Date : 6/8/20
Page No : 4

| | Park Avenue Southbound | | | | | Westbound Approach Westbound | | | | | Park Avenue Northbound | | | | | Corcoran Street Eastbound | | | | | |
|--|---------------------------|------|-------|------|------------|---------------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|------------------------------|------|-------|------|------------|---------|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. To |
| Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 06:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 06:45 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 4 | 0 | 4 | |
| 07:30 AM | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 4 | |
| Total Volume | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 0 | 7 | 3 | 0 | 8 | 0 | 11 | |
| % App. Total | 0 | 75 | 25 | 0 | | 0 | 0 | 0 | 0 | | 42.9 | 57.1 | 0 | 0 | | 27.3 | 0 | 72.7 | 0 | | |
| PHF | .000 | .375 | .250 | .000 | .333 | .000 | .000 | .000 | .000 | .000 | .375 | .500 | .000 | .000 | .583 | .375 | .000 | .500 | .000 | .688 | .61 |

| | | | | | | | | | | | | | | | | | | | | | |
|--|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-----|
| Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 05:30 PM | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 5 | 0 | 0 | 2 | 0 | 2 | |
| 05:45 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 0 | 4 | |
| 06:00 PM | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | |
| 06:15 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 1 | 0 | 2 | 0 | 3 | |
| Total Volume | 0 | 5 | 3 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 7 | 4 | 0 | 0 | 11 | 4 | 0 | 6 | 0 | 10 | |
| % App. Total | 0 | 62.5 | 37.5 | 0 | | 0 | 0 | 0 | 0 | | 63.6 | 36.4 | 0 | 0 | | 40 | 0 | 60 | 0 | | |
| PHF | .000 | .625 | .375 | .000 | .667 | .000 | .000 | .000 | .000 | .000 | .583 | .333 | .000 | .000 | .550 | .333 | .000 | .750 | .000 | .625 | .71 |

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3.6.6.a

File Name : 033-0
Site Code : 033-0
Start Date : 6/8/20
Page No : 1

Groups Printed- Cars - Light Trucks - Heavy Trucks

| Start Time | Garden Lane Southbound | | | | | N Main Street Westbound | | | | | North Place Northbound | | | | | N Main Street Eastbound | | | | | Int. To |
|------------|------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|---------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 06:30 AM | 14 | 2 | 5 | 0 | 21 | 0 | 17 | 6 | 0 | 23 | 0 | 2 | 0 | 0 | 2 | 2 | 34 | 0 | 0 | 36 | 1 |
| 06:45 AM | 15 | 0 | 7 | 0 | 22 | 0 | 19 | 8 | 0 | 27 | 1 | 0 | 1 | 0 | 2 | 0 | 61 | 0 | 0 | 61 | 1 |
| Total | 29 | 2 | 12 | 0 | 43 | 0 | 36 | 14 | 0 | 50 | 1 | 2 | 1 | 0 | 4 | 2 | 95 | 0 | 0 | 97 | 1 |
| 07:00 AM | 14 | 0 | 2 | 0 | 16 | 0 | 18 | 8 | 0 | 26 | 0 | 0 | 1 | 0 | 1 | 1 | 67 | 0 | 0 | 68 | 1 |
| 07:15 AM | 16 | 0 | 5 | 0 | 21 | 0 | 29 | 7 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 5 | 91 | 0 | 0 | 96 | 1 |
| 07:30 AM | 11 | 1 | 9 | 0 | 21 | 0 | 41 | 8 | 0 | 49 | 0 | 1 | 1 | 0 | 2 | 3 | 46 | 0 | 0 | 49 | 1 |
| 07:45 AM | 10 | 0 | 9 | 0 | 19 | 1 | 28 | 11 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 2 | 82 | 0 | 0 | 84 | 1 |
| Total | 51 | 1 | 25 | 0 | 77 | 1 | 116 | 34 | 0 | 151 | 0 | 1 | 2 | 0 | 3 | 11 | 286 | 0 | 0 | 297 | 5 |
| 08:00 AM | 9 | 0 | 2 | 0 | 11 | 1 | 25 | 4 | 0 | 30 | 0 | 0 | 1 | 0 | 1 | 6 | 84 | 0 | 0 | 90 | 1 |
| 08:15 AM | 9 | 1 | 2 | 0 | 12 | 0 | 37 | 6 | 0 | 43 | 0 | 0 | 1 | 0 | 1 | 1 | 51 | 0 | 0 | 52 | 1 |
| 08:30 AM | 9 | 0 | 4 | 0 | 13 | 0 | 35 | 10 | 0 | 45 | 0 | 0 | 1 | 0 | 1 | 1 | 60 | 0 | 0 | 61 | 1 |
| 08:45 AM | 6 | 0 | 3 | 0 | 9 | 0 | 27 | 4 | 0 | 31 | 0 | 0 | 1 | 0 | 1 | 2 | 62 | 0 | 0 | 64 | 1 |
| Total | 33 | 1 | 11 | 0 | 45 | 1 | 124 | 24 | 0 | 149 | 0 | 0 | 4 | 0 | 4 | 10 | 257 | 0 | 0 | 267 | 4 |
| 09:00 AM | 5 | 0 | 1 | 0 | 6 | 0 | 28 | 5 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 48 | 1 |
| 09:15 AM | 6 | 0 | 0 | 0 | 6 | 0 | 32 | 8 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 0 | 0 | 49 | 1 |
| Total | 11 | 0 | 1 | 0 | 12 | 0 | 60 | 13 | 0 | 73 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 0 | 0 | 97 | 1 |
| 03:30 PM | 4 | 0 | 3 | 0 | 7 | 1 | 74 | 14 | 0 | 89 | 0 | 0 | 1 | 0 | 1 | 7 | 56 | 0 | 0 | 63 | 1 |
| 03:45 PM | 5 | 0 | 2 | 0 | 7 | 1 | 62 | 8 | 0 | 71 | 1 | 0 | 1 | 0 | 2 | 2 | 67 | 0 | 0 | 69 | 1 |
| Total | 9 | 0 | 5 | 0 | 14 | 2 | 136 | 22 | 0 | 160 | 1 | 0 | 2 | 0 | 3 | 9 | 123 | 0 | 0 | 132 | 3 |
| 04:00 PM | 8 | 0 | 2 | 0 | 10 | 0 | 79 | 12 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 5 | 56 | 0 | 0 | 61 | 1 |
| 04:15 PM | 13 | 0 | 3 | 0 | 16 | 1 | 61 | 13 | 0 | 75 | 0 | 1 | 0 | 0 | 1 | 7 | 61 | 0 | 0 | 68 | 1 |
| 04:30 PM | 7 | 0 | 4 | 0 | 11 | 2 | 75 | 12 | 0 | 89 | 0 | 1 | 1 | 0 | 2 | 4 | 50 | 0 | 0 | 54 | 1 |
| 04:45 PM | 10 | 0 | 2 | 0 | 12 | 0 | 74 | 15 | 0 | 89 | 1 | 2 | 0 | 1 | 4 | 3 | 48 | 1 | 0 | 52 | 1 |
| Total | 38 | 0 | 11 | 0 | 49 | 3 | 289 | 52 | 0 | 344 | 1 | 4 | 1 | 1 | 7 | 19 | 215 | 1 | 0 | 235 | 6 |
| 05:00 PM | 17 | 0 | 0 | 0 | 17 | 0 | 91 | 18 | 0 | 109 | 0 | 0 | 0 | 0 | 0 | 8 | 55 | 0 | 0 | 63 | 1 |
| 05:15 PM | 6 | 0 | 3 | 0 | 9 | 0 | 77 | 16 | 0 | 93 | 0 | 0 | 0 | 0 | 0 | 5 | 56 | 0 | 0 | 61 | 1 |

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3.6.6.a

File Name : 033-0
Site Code : 033-0
Start Date : 6/8/20
Page No : 2

Groups Printed- Cars - Light Trucks - Heavy Trucks

| | Garden Lane Southbound | | | | | N Main Street Westbound | | | | | North Place Northbound | | | | | N Main Street Eastbound | | | | | Int. To |
|----------------|---------------------------|------|-------|------|------------|----------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|----------------------------|------|-------|------|------------|---------|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. To |
| 05:30 PM | 15 | 0 | 1 | 0 | 16 | 1 | 69 | 20 | 0 | 90 | 0 | 0 | 1 | 0 | 1 | 8 | 55 | 0 | 0 | 63 | 1 |
| 05:45 PM | 19 | 0 | 3 | 0 | 22 | 0 | 61 | 21 | 0 | 82 | 0 | 0 | 0 | 0 | 0 | 3 | 46 | 0 | 0 | 49 | 1 |
| Total | 57 | 0 | 7 | 0 | 64 | 1 | 298 | 75 | 0 | 374 | 0 | 0 | 1 | 0 | 1 | 24 | 212 | 0 | 0 | 236 | 6 |
| 06:00 PM | 11 | 1 | 4 | 0 | 16 | 0 | 64 | 15 | 0 | 79 | 0 | 4 | 1 | 0 | 5 | 4 | 62 | 0 | 0 | 66 | 1 |
| 06:15 PM | 12 | 0 | 7 | 0 | 19 | 1 | 53 | 11 | 0 | 65 | 0 | 1 | 0 | 0 | 1 | 8 | 57 | 1 | 0 | 66 | 1 |
| Grand Total | 251 | 5 | 83 | 0 | 339 | 9 | 1176 | 260 | 0 | 1445 | 3 | 12 | 12 | 1 | 28 | 87 | 1404 | 2 | 0 | 1493 | 33 |
| Apprch % | 74 | 1.5 | 24.5 | 0 | | 0.6 | 81.4 | 18 | 0 | | 10.7 | 42.9 | 42.9 | 3.6 | | 5.8 | 94 | 0.1 | 0 | | |
| Total % | 7.6 | 0.2 | 2.5 | 0 | 10.3 | 0.3 | 35.6 | 7.9 | 0 | 43.7 | 0.1 | 0.4 | 0.4 | 0 | 0.8 | 2.6 | 42.5 | 0.1 | 0 | 45.2 | |
| Cars | 242 | 5 | 75 | 0 | 322 | 9 | 1122 | 247 | 0 | 1378 | 3 | 10 | 12 | 0 | 25 | 79 | 1360 | 2 | 0 | 1441 | 31 |
| % Cars | 96.4 | 100 | 90.4 | 0 | 95 | 100 | 95.4 | 95 | 0 | 95.4 | 100 | 83.3 | 100 | 0 | 89.3 | 90.8 | 96.9 | 100 | 0 | 96.5 | 95 |
| Light Trucks | 9 | 0 | 8 | 0 | 17 | 0 | 53 | 13 | 0 | 66 | 0 | 2 | 0 | 1 | 3 | 8 | 43 | 0 | 0 | 51 | 1 |
| % Light Trucks | 3.6 | 0 | 9.6 | 0 | 5 | 0 | 4.5 | 5 | 0 | 4.6 | 0 | 16.7 | 0 | 100 | 10.7 | 9.2 | 3.1 | 0 | 0 | 3.4 | 4 |
| Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| % Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 | 0 | 0 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 | 0 | 0 | 0.1 | 0 |

Attachment: Corcoran Street Final Traffic Study Report - 2022.09.14 Signed (003) (2022-25 :

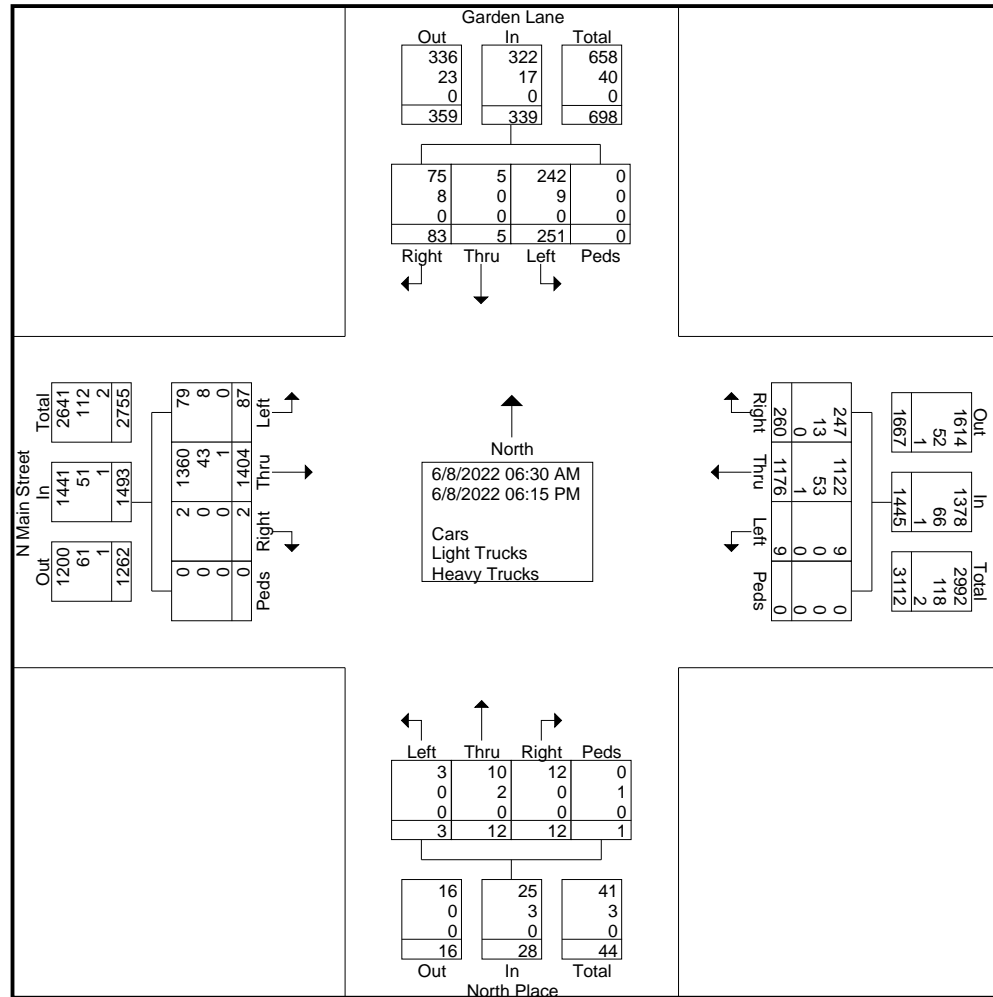
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3.6.6.a

File Name : 033-0
Site Code : 033-0
Start Date : 6/8/20
Page No : 3



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Start Date : 6/8/20
Page No : 4

| | Garden Lane Southbound | | | | | N Main Street Westbound | | | | | North Place Northbound | | | | | N Main Street Eastbound | | | | | |
|--|---------------------------|------|-------|------|------------|----------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|----------------------------|------|-------|------|------------|---------|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. To |
| Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 16 | 0 | 5 | 0 | 21 | 0 | 29 | 7 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 5 | 91 | 0 | 0 | 96 | 14 |
| 07:30 AM | 11 | 1 | 9 | 0 | 21 | 0 | 41 | 8 | 0 | 49 | 0 | 1 | 1 | 0 | 2 | 3 | 46 | 0 | 0 | 49 | 14 |
| 07:45 AM | 10 | 0 | 9 | 0 | 19 | 1 | 28 | 11 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 2 | 82 | 0 | 0 | 84 | 14 |
| 08:00 AM | 9 | 0 | 2 | 0 | 11 | 1 | 25 | 4 | 0 | 30 | 0 | 0 | 1 | 0 | 1 | 6 | 84 | 0 | 0 | 90 | 14 |
| Total Volume | 46 | 1 | 25 | 0 | 72 | 2 | 123 | 30 | 0 | 155 | 0 | 1 | 2 | 0 | 3 | 16 | 303 | 0 | 0 | 319 | 54 |
| % App. Total | 63.9 | 1.4 | 34.7 | 0 | | 1.3 | 79.4 | 19.4 | 0 | | 0 | 33.3 | 66.7 | 0 | | 5 | 95 | 0 | 0 | | |
| PHF | .719 | .250 | .694 | .000 | .857 | .500 | .750 | .682 | .000 | .791 | .000 | .250 | .500 | .000 | .375 | .667 | .832 | .000 | .000 | .831 | .857 |

| | | | | | | | | | | | | | | | | | | | | | |
|--|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | 10 | 0 | 2 | 0 | 12 | 0 | 74 | 15 | 0 | 89 | 1 | 2 | 0 | 1 | 4 | 3 | 48 | 1 | 0 | 52 | 14 |
| 05:00 PM | 17 | 0 | 0 | 0 | 17 | 0 | 91 | 18 | 0 | 109 | 0 | 0 | 0 | 0 | 0 | 8 | 55 | 0 | 0 | 63 | 14 |
| 05:15 PM | 6 | 0 | 3 | 0 | 9 | 0 | 77 | 16 | 0 | 93 | 0 | 0 | 0 | 0 | 0 | 5 | 56 | 0 | 0 | 61 | 14 |
| 05:30 PM | 15 | 0 | 1 | 0 | 16 | 1 | 69 | 20 | 0 | 90 | 0 | 0 | 1 | 0 | 1 | 8 | 55 | 0 | 0 | 63 | 14 |
| Total Volume | 48 | 0 | 6 | 0 | 54 | 1 | 311 | 69 | 0 | 381 | 1 | 2 | 1 | 1 | 5 | 24 | 214 | 1 | 0 | 239 | 64 |
| % App. Total | 88.9 | 0 | 11.1 | 0 | | 0.3 | 81.6 | 18.1 | 0 | | 20 | 40 | 20 | 20 | | 10 | 89.5 | 0.4 | 0 | | |
| PHF | .706 | .000 | .500 | .000 | .794 | .250 | .854 | .863 | .000 | .874 | .250 | .250 | .250 | .250 | .313 | .750 | .955 | .250 | .000 | .948 | .857 |

Attachment: Corcoran Street Final Traffic Study Report - 2022.09.14 Signed (003) (2022-25 :

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File Name : 033-0
Site Code : 033-0
Start Date : 6/8/20
Page No : 1

Groups Printed- Cars - Light Trucks - Heavy Trucks

| Start Time | Southbound Approach Southbound | | | | | N Main Street Westbound | | | | | Allen Street Northbound | | | | | N Main Street Eastbound | | | | | Int. To |
|------------|--------------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|---------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 06:30 AM | 0 | 0 | 0 | 0 | 0 | 4 | 19 | 0 | 0 | 23 | 5 | 0 | 2 | 0 | 7 | 0 | 32 | 8 | 0 | 40 | |
| 06:45 AM | 0 | 0 | 0 | 0 | 0 | 8 | 21 | 0 | 0 | 29 | 3 | 0 | 3 | 0 | 6 | 0 | 61 | 4 | 0 | 65 | 10 |
| Total | 0 | 0 | 0 | 0 | 0 | 12 | 40 | 0 | 0 | 52 | 8 | 0 | 5 | 0 | 13 | 0 | 93 | 12 | 0 | 105 | 10 |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 3 | 16 | 0 | 0 | 19 | 2 | 0 | 3 | 0 | 5 | 0 | 65 | 5 | 0 | 70 | 9 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 6 | 29 | 0 | 0 | 35 | 5 | 0 | 10 | 0 | 15 | 0 | 84 | 7 | 0 | 91 | 14 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 3 | 45 | 0 | 0 | 48 | 4 | 0 | 5 | 0 | 9 | 0 | 43 | 9 | 0 | 52 | 10 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 8 | 29 | 0 | 0 | 37 | 6 | 0 | 10 | 0 | 16 | 0 | 81 | 16 | 0 | 97 | 19 |
| Total | 0 | 0 | 0 | 0 | 0 | 20 | 119 | 0 | 0 | 139 | 17 | 0 | 28 | 0 | 45 | 0 | 273 | 37 | 0 | 310 | 49 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 3 | 25 | 0 | 0 | 28 | 10 | 0 | 10 | 0 | 20 | 0 | 73 | 8 | 0 | 81 | 19 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 37 | 0 | 0 | 38 | 1 | 0 | 6 | 0 | 7 | 0 | 45 | 10 | 0 | 55 | 10 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 7 | 32 | 0 | 0 | 39 | 3 | 0 | 7 | 0 | 10 | 0 | 58 | 9 | 0 | 67 | 17 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 7 | 23 | 0 | 0 | 30 | 5 | 0 | 8 | 0 | 13 | 0 | 54 | 6 | 0 | 60 | 10 |
| Total | 0 | 0 | 0 | 0 | 0 | 18 | 117 | 0 | 0 | 135 | 19 | 0 | 31 | 0 | 50 | 0 | 230 | 33 | 0 | 263 | 49 |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 2 | 27 | 0 | 0 | 29 | 5 | 0 | 5 | 0 | 10 | 0 | 39 | 3 | 0 | 42 | 8 |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 2 | 32 | 0 | 0 | 34 | 2 | 0 | 5 | 0 | 7 | 0 | 45 | 8 | 0 | 53 | 9 |
| 09:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| Total | 0 | 0 | 0 | 0 | 0 | 4 | 59 | 0 | 0 | 63 | 7 | 0 | 11 | 0 | 18 | 0 | 84 | 11 | 0 | 95 | 17 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 4 | 67 | 0 | 0 | 71 | 12 | 0 | 8 | 0 | 20 | 0 | 51 | 5 | 0 | 56 | 14 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 11 | 57 | 0 | 0 | 68 | 8 | 0 | 13 | 0 | 21 | 0 | 56 | 5 | 0 | 61 | 19 |
| Total | 0 | 0 | 0 | 0 | 0 | 15 | 124 | 0 | 0 | 139 | 20 | 0 | 21 | 0 | 41 | 0 | 107 | 10 | 0 | 117 | 29 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 8 | 71 | 0 | 0 | 79 | 8 | 0 | 8 | 0 | 16 | 0 | 55 | 5 | 0 | 60 | 19 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 6 | 57 | 0 | 0 | 63 | 10 | 0 | 4 | 0 | 14 | 0 | 62 | 8 | 0 | 70 | 14 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 3 | 77 | 0 | 0 | 80 | 11 | 0 | 6 | 0 | 17 | 0 | 48 | 4 | 0 | 52 | 14 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 5 | 72 | 0 | 0 | 77 | 9 | 0 | 5 | 0 | 14 | 0 | 50 | 7 | 0 | 57 | 14 |
| Total | 0 | 0 | 0 | 0 | 0 | 22 | 277 | 0 | 0 | 299 | 38 | 0 | 23 | 0 | 61 | 0 | 215 | 24 | 0 | 239 | 59 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 5 | 93 | 0 | 0 | 98 | 10 | 0 | 11 | 0 | 21 | 0 | 53 | 8 | 0 | 61 | 18 |

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File Name : 033-0
Site Code : 033-0
Start Date : 6/8/20
Page No : 2

Groups Printed- Cars - Light Trucks - Heavy Trucks

| | Southbound Approach Southbound | | | | | N Main Street Westbound | | | | | Allen Street Northbound | | | | | N Main Street Eastbound | | | | | Int. To |
|----------------|-----------------------------------|------|-------|------|------------|----------------------------|------|-------|------|------------|----------------------------|------|-------|------|------------|----------------------------|------|-------|------|------------|---------|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. To |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 6 | 74 | 0 | 0 | 80 | 9 | 0 | 8 | 0 | 17 | 0 | 48 | 4 | 0 | 52 | 14 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 8 | 63 | 0 | 0 | 71 | 3 | 0 | 14 | 0 | 17 | 0 | 50 | 4 | 0 | 54 | 14 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 4 | 60 | 0 | 0 | 64 | 2 | 0 | 7 | 0 | 9 | 0 | 43 | 3 | 0 | 46 | 14 |
| Total | 0 | 0 | 0 | 0 | 0 | 23 | 290 | 0 | 0 | 313 | 24 | 0 | 40 | 0 | 64 | 0 | 194 | 19 | 0 | 213 | 50 |
| 06:00 PM | 0 | 0 | 0 | 0 | 0 | 9 | 59 | 0 | 0 | 68 | 3 | 0 | 5 | 0 | 8 | 0 | 57 | 5 | 0 | 62 | 14 |
| 06:15 PM | 0 | 0 | 0 | 0 | 0 | 8 | 53 | 0 | 0 | 61 | 1 | 0 | 13 | 0 | 14 | 0 | 53 | 11 | 0 | 64 | 14 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 131 | 1138 | 0 | 0 | 1269 | 137 | 0 | 177 | 0 | 314 | 0 | 1306 | 162 | 0 | 1468 | 300 |
| Apprch % | 0 | 0 | 0 | 0 | 0 | 10.3 | 89.7 | 0 | 0 | | 43.6 | 0 | 56.4 | 0 | | 0 | 89 | 11 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 4.3 | 37.3 | 0 | 0 | 41.6 | 4.5 | 0 | 5.8 | 0 | 10.3 | 0 | 42.8 | 5.3 | 0 | 48.1 | |
| Cars | 0 | 0 | 0 | 0 | 0 | 121 | 1088 | 0 | 0 | 1209 | 129 | 0 | 164 | 0 | 293 | 0 | 1275 | 141 | 0 | 1416 | 290 |
| % Cars | 0 | 0 | 0 | 0 | 0 | 92.4 | 95.6 | 0 | 0 | 95.3 | 94.2 | 0 | 92.7 | 0 | 93.3 | 0 | 97.6 | 87 | 0 | 96.5 | 95 |
| Light Trucks | 0 | 0 | 0 | 0 | 0 | 10 | 46 | 0 | 0 | 56 | 8 | 0 | 13 | 0 | 21 | 0 | 29 | 21 | 0 | 50 | 14 |
| % Light Trucks | 0 | 0 | 0 | 0 | 0 | 7.6 | 4 | 0 | 0 | 4.4 | 5.8 | 0 | 7.3 | 0 | 6.7 | 0 | 2.2 | 13 | 0 | 3.4 | 4 |
| Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | |
| % Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0.4 | 0 | 0 | 0.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0.2 | 0 | 0 | 0.1 | 0 |

Attachment: Corcoran Street Final Traffic Study Report - 2022.09.14 Signed (003) (2022-25) :

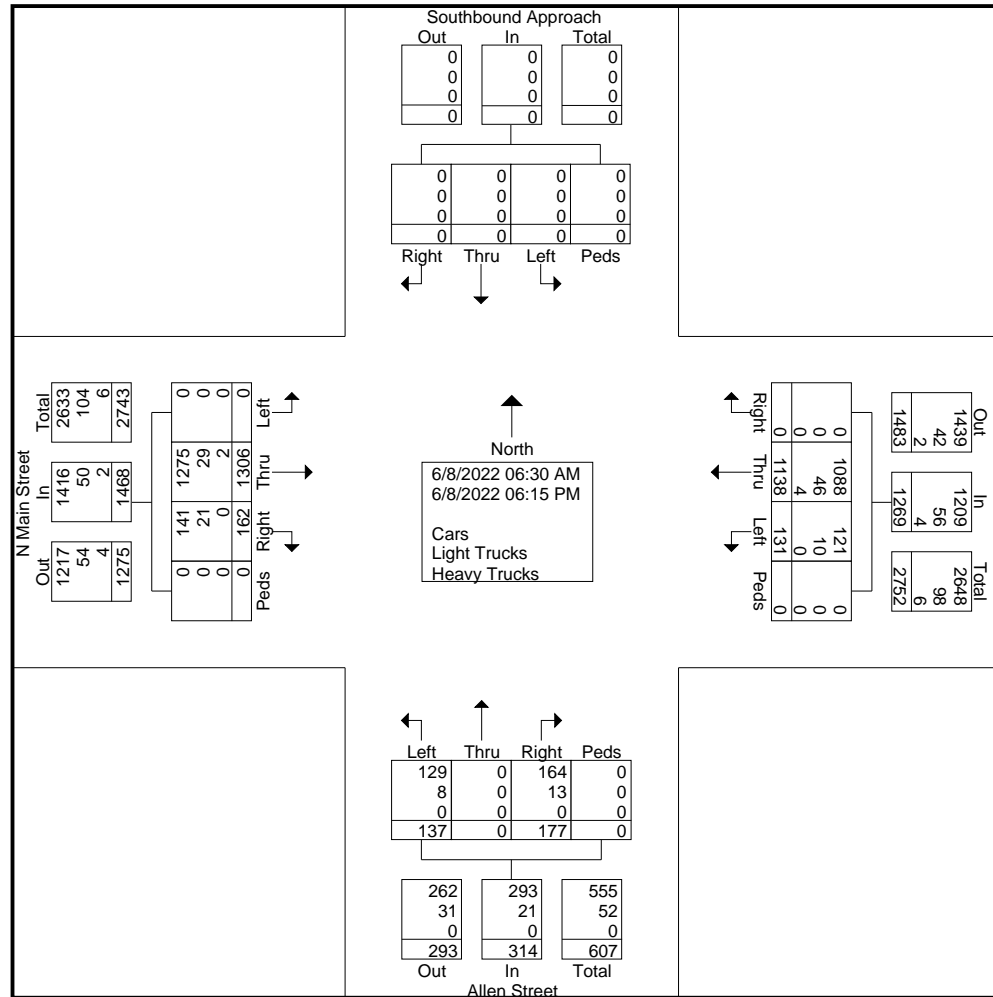
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File Name : 033-0
Site Code : 033-0
Start Date : 6/8/20
Page No : 3



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3.6.6.a

File Name : 033-0
Site Code : 033-0
Start Date : 6/8/20
Page No : 4

| | Southbound Approach Southbound | | | | | N Main Street Westbound | | | | | Allen Street Northbound | | | | | N Main Street Eastbound | | | | | |
|--|-----------------------------------|------|-------|------|------------|----------------------------|------|-------|------|------------|----------------------------|------|-------|------|------------|----------------------------|------|-------|------|------------|---------|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. To |
| Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 6 | 29 | 0 | 0 | 35 | 5 | 0 | 10 | 0 | 15 | 0 | 84 | 7 | 0 | 91 | 14 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 3 | 45 | 0 | 0 | 48 | 4 | 0 | 5 | 0 | 9 | 0 | 43 | 9 | 0 | 52 | 10 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 8 | 29 | 0 | 0 | 37 | 6 | 0 | 10 | 0 | 16 | 0 | 81 | 16 | 0 | 97 | 14 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 3 | 25 | 0 | 0 | 28 | 10 | 0 | 10 | 0 | 20 | 0 | 73 | 8 | 0 | 81 | 14 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 20 | 128 | 0 | 0 | 148 | 25 | 0 | 35 | 0 | 60 | 0 | 281 | 40 | 0 | 321 | 50 |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 13.5 | 86.5 | 0 | 0 | 0 | 41.7 | 0 | 58.3 | 0 | 0 | 0 | 87.5 | 12.5 | 0 | 0 | 0 |
| PHF | .000 | .000 | .000 | .000 | .000 | .625 | .711 | .000 | .000 | .771 | .625 | .000 | .875 | .000 | .750 | .000 | .836 | .625 | .000 | .827 | .800 |

| | | | | | | | | | | | | | | | | | | | | | |
|--|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-----|
| Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 3 | 77 | 0 | 0 | 80 | 11 | 0 | 6 | 0 | 17 | 0 | 48 | 4 | 0 | 52 | 14 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 5 | 72 | 0 | 0 | 77 | 9 | 0 | 5 | 0 | 14 | 0 | 50 | 7 | 0 | 57 | 14 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 5 | 93 | 0 | 0 | 98 | 10 | 0 | 11 | 0 | 21 | 0 | 53 | 8 | 0 | 61 | 14 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 6 | 74 | 0 | 0 | 80 | 9 | 0 | 8 | 0 | 17 | 0 | 48 | 4 | 0 | 52 | 14 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 19 | 316 | 0 | 0 | 335 | 39 | 0 | 30 | 0 | 69 | 0 | 199 | 23 | 0 | 222 | 60 |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 5.7 | 94.3 | 0 | 0 | 0 | 56.5 | 0 | 43.5 | 0 | 0 | 0 | 89.6 | 10.4 | 0 | 0 | 0 |
| PHF | .000 | .000 | .000 | .000 | .000 | .792 | .849 | .000 | .000 | .855 | .886 | .000 | .682 | .000 | .821 | .000 | .939 | .719 | .000 | .910 | .80 |

Attachment: Corcoran Street Final Traffic Study Report - 2022.09.14 Signed (003) (2022-25 :



HCS Analyses

For

Corcoran Street and North Place One-Way Traffic Conversion

HCS7 Two-Way Stop-Control Report

3.6.6.a

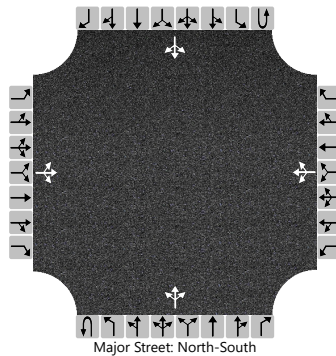
General Information

| | |
|--------------------------|--|
| Analyst | JD |
| Agency/Co. | CME ASSOCIATES |
| Date Performed | 8/4/2022 |
| Analysis Year | 2022 |
| Time Analyzed | 2022 AM Peak Hour |
| Intersection Orientation | North-South |
| Project Description | PFM501.01 Corcoran St. and North Pl. One-Way Conv. |

Site Information

| | |
|----------------------------|--------------------------|
| Intersection | Allen St and Corcoran St |
| Jurisdiction | Borough of Flemington |
| East/West Street | Corcoran Street |
| North/South Street | Allen Street |
| Peak Hour Factor | 0.92 |
| Analysis Time Period (hrs) | 0.25 |

Lanes



Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|----------------------------|-----------|----|-----|----|-----------|---|-----|---|------------|---|-----|---|------------|---|-----|--|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | |
| Number of Lanes | | 0 | 1 | 0 | | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | |
| Configuration | | | LTR | | | | LTR | | | | LTR | | | | LTR | |
| Volume (veh/h) | | 8 | 0 | 0 | | 2 | 0 | 2 | | 0 | 49 | 2 | | 0 | 56 | |
| Percent Heavy Vehicles (%) | | 3 | 3 | 3 | | 3 | 3 | 3 | | 3 | | | | 3 | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | 0 | | | | 0 | | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | | | | | | | | |
| Median Type Storage | Undivided | | | | | | | | | | | | | | | |

Critical and Follow-up Headways

| | | | | | | | | | | | | | | | |
|------------------------------|--|------|------|------|--|------|------|------|--|------|--|--|--|------|--|
| Base Critical Headway (sec) | | 7.1 | 6.5 | 6.2 | | 7.1 | 6.5 | 6.2 | | 4.1 | | | | 4.1 | |
| Critical Headway (sec) | | 7.13 | 6.53 | 6.23 | | 7.13 | 6.53 | 6.23 | | 4.13 | | | | 4.13 | |
| Base Follow-Up Headway (sec) | | 3.5 | 4.0 | 3.3 | | 3.5 | 4.0 | 3.3 | | 2.2 | | | | 2.2 | |
| Follow-Up Headway (sec) | | 3.53 | 4.03 | 3.33 | | 3.53 | 4.03 | 3.33 | | 2.23 | | | | 2.23 | |

Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | |
|---|-----|--|------|--|-----|--|------|--|-----|------|--|--|-----|------|--|
| Flow Rate, v (veh/h) | | | 9 | | | | 4 | | | 0 | | | | 0 | |
| Capacity, c (veh/h) | | | 854 | | | | 927 | | | 1532 | | | | 1543 | |
| v/c Ratio | | | 0.01 | | | | 0.00 | | | 0.00 | | | | 0.00 | |
| 95% Queue Length, Q ₉₅ (veh) | | | 0.0 | | | | 0.0 | | | 0.0 | | | | 0.0 | |
| Control Delay (s/veh) | | | 9.3 | | | | 8.9 | | | 7.4 | | | | 7.3 | |
| Level of Service (LOS) | | | A | | | | A | | | A | | | | A | |
| Approach Delay (s/veh) | 9.3 | | | | 8.9 | | | | 0.0 | | | | 0.0 | | |
| Approach LOS | A | | | | A | | | | A | | | | A | | |

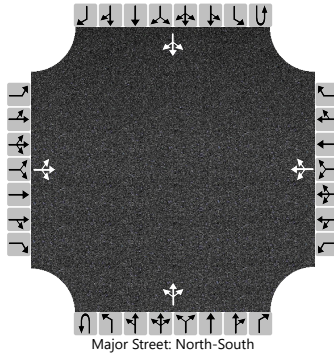
HCS7 Two-Way Stop-Control Report

3.6.6.a

General Information

| | | | |
|--------------------------|--|----------------------------|--------------------------|
| Analyst | JD | Intersection | Allen St and Corcoran St |
| Agency/Co. | CME ASSOCIATES | Jurisdiction | Borough of Flemington |
| Date Performed | 8/4/2022 | East/West Street | Corcoran Street |
| Analysis Year | 2022 | North/South Street | Allen Street |
| Time Analyzed | 2022 AM Peak Hour | Peak Hour Factor | 0.92 |
| Intersection Orientation | North-South | Analysis Time Period (hrs) | 0.25 |
| Project Description | PFM501.01 Corcoran St. and North Pl. One-Way Conv. | | |

Lanes



Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|----------------------------|-----------|----|-----|----|-----------|---|-----|----|------------|---|-----|---|------------|---|-----|--|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | |
| Number of Lanes | | 0 | 1 | 0 | | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | |
| Configuration | | | LTR | | | | LTR | | | | LTR | | | | LTR | |
| Volume (veh/h) | | 4 | 0 | 2 | | 2 | 1 | 12 | | 3 | 55 | 0 | | 0 | 39 | |
| Percent Heavy Vehicles (%) | | 3 | 3 | 3 | | 3 | 3 | 3 | | 3 | | | | 3 | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | 0 | | | | 0 | | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | | | | | | | | |
| Median Type Storage | Undivided | | | | | | | | | | | | | | | |

Critical and Follow-up Headways

| | | | | | | | | | | | | | | | |
|------------------------------|--|------|------|------|--|------|------|------|--|------|--|--|--|------|--|
| Base Critical Headway (sec) | | 7.1 | 6.5 | 6.2 | | 7.1 | 6.5 | 6.2 | | 4.1 | | | | 4.1 | |
| Critical Headway (sec) | | 7.13 | 6.53 | 6.23 | | 7.13 | 6.53 | 6.23 | | 4.13 | | | | 4.13 | |
| Base Follow-Up Headway (sec) | | 3.5 | 4.0 | 3.3 | | 3.5 | 4.0 | 3.3 | | 2.2 | | | | 2.2 | |
| Follow-Up Headway (sec) | | 3.53 | 4.03 | 3.33 | | 3.53 | 4.03 | 3.33 | | 2.23 | | | | 2.23 | |

Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | |
|---|-----|--|------|--|-----|--|------|--|-----|------|--|--|-----|------|--|
| Flow Rate, v (veh/h) | | | 7 | | | | 16 | | | 3 | | | | 0 | |
| Capacity, c (veh/h) | | | 893 | | | | 962 | | | 1550 | | | | 1537 | |
| v/c Ratio | | | 0.01 | | | | 0.02 | | | 0.00 | | | | 0.00 | |
| 95% Queue Length, Q ₉₅ (veh) | | | 0.0 | | | | 0.1 | | | 0.0 | | | | 0.0 | |
| Control Delay (s/veh) | | | 9.1 | | | | 8.8 | | | 7.3 | | | | 7.3 | |
| Level of Service (LOS) | | | A | | | | A | | | A | | | | A | |
| Approach Delay (s/veh) | 9.1 | | | | 8.8 | | | | 0.4 | | | | 0.0 | | |
| Approach LOS | A | | | | A | | | | A | | | | A | | |

HCS7 Two-Way Stop-Control Report

3.6.6.a

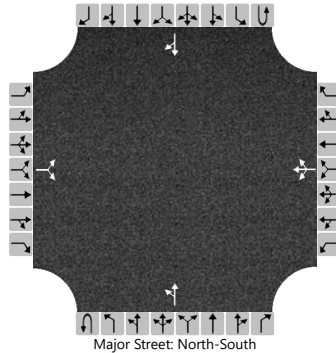
General Information

| | |
|--------------------------|--|
| Analyst | JD |
| Agency/Co. | CME ASSOCIATES |
| Date Performed | 8/4/2022 |
| Analysis Year | 2022 |
| Time Analyzed | 2022 AM PH One-Way |
| Intersection Orientation | North-South |
| Project Description | PFM501.01 Corcoran St. and North Pl. One-Way Conv. |

Site Information

| | |
|----------------------------|--------------------------|
| Intersection | Allen St and Corcoran St |
| Jurisdiction | Borough of Flemington |
| East/West Street | Corcoran Street |
| North/South Street | Allen Street |
| Peak Hour Factor | 0.92 |
| Analysis Time Period (hrs) | 0.25 |

Lanes



Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|----------------------------|-----------|----|----|----|-----------|---|-----|---|------------|----|----|---|------------|---|----|--|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | |
| Number of Lanes | | 0 | 1 | 0 | | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | |
| Configuration | | | LR | | | | LTR | | | LT | | | | | | |
| Volume (veh/h) | | 8 | | 0 | | 8 | 0 | 7 | | 0 | 49 | | | | 56 | |
| Percent Heavy Vehicles (%) | | 3 | | 3 | | 3 | 3 | 3 | | 3 | | | | | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | 0 | | | | 0 | | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | | | | | | | | |
| Median Type Storage | Undivided | | | | | | | | | | | | | | | |

Critical and Follow-up Headways

| | | | | | | | | | | | | | | | |
|------------------------------|--|------|--|------|--|------|------|------|--|------|--|--|--|--|--|
| Base Critical Headway (sec) | | 7.1 | | 6.2 | | 7.1 | 6.5 | 6.2 | | 4.1 | | | | | |
| Critical Headway (sec) | | 7.13 | | 6.23 | | 7.13 | 6.53 | 6.23 | | 4.13 | | | | | |
| Base Follow-Up Headway (sec) | | 3.5 | | 3.3 | | 3.5 | 4.0 | 3.3 | | 2.2 | | | | | |
| Follow-Up Headway (sec) | | 3.53 | | 3.33 | | 3.53 | 4.03 | 3.33 | | 2.23 | | | | | |

Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | |
|---|-----|--|------|--|-----|--|------|--|-----|------|--|--|---|--|--|
| Flow Rate, v (veh/h) | | | 9 | | | | 16 | | | 0 | | | | | |
| Capacity, c (veh/h) | | | 847 | | | | 924 | | | 1532 | | | | | |
| v/c Ratio | | | 0.01 | | | | 0.02 | | | 0.00 | | | | | |
| 95% Queue Length, Q ₉₅ (veh) | | | 0.0 | | | | 0.1 | | | 0.0 | | | | | |
| Control Delay (s/veh) | | | 9.3 | | | | 9.0 | | | 7.4 | | | | | |
| Level of Service (LOS) | | | A | | | | A | | | A | | | | | |
| Approach Delay (s/veh) | 9.3 | | | | 9.0 | | | | 0.0 | | | | | | |
| Approach LOS | A | | | | A | | | | A | | | | A | | |

HCS7 Two-Way Stop-Control Report

3.6.6.a

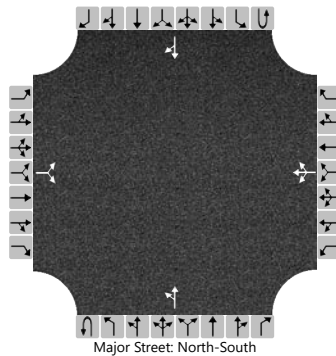
General Information

| | |
|--------------------------|--|
| Analyst | JD |
| Agency/Co. | CME ASSOCIATES |
| Date Performed | 8/4/2022 |
| Analysis Year | 2022 |
| Time Analyzed | 2022 PM PH One-Way |
| Intersection Orientation | North-South |
| Project Description | PFM501.01 Corcoran St. and North Pl. One-Way Conv. |

Site Information

| | |
|----------------------------|--------------------------|
| Intersection | Allen St and Corcoran St |
| Jurisdiction | Borough of Flemington |
| East/West Street | Corcoran Street |
| North/South Street | Allen Street |
| Peak Hour Factor | 0.92 |
| Analysis Time Period (hrs) | 0.25 |

Lanes



Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|----------------------------|-----------|----|----|----|-----------|---|-----|----|------------|----|----|---|------------|---|----|--|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | |
| Number of Lanes | | 0 | 1 | 0 | | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | |
| Configuration | | | LR | | | | LTR | | | LT | | | | | | |
| Volume (veh/h) | | 4 | | 2 | | 7 | 1 | 17 | | 3 | 55 | | | | 39 | |
| Percent Heavy Vehicles (%) | | 3 | | 3 | | 3 | 3 | 3 | | 3 | | | | | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | 0 | | | | 0 | | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | | | | | | | | |
| Median Type Storage | Undivided | | | | | | | | | | | | | | | |

Critical and Follow-up Headways

| | | | | | | | | | | | | | | | |
|------------------------------|--|------|--|------|--|------|------|------|--|------|--|--|--|--|--|
| Base Critical Headway (sec) | | 7.1 | | 6.2 | | 7.1 | 6.5 | 6.2 | | 4.1 | | | | | |
| Critical Headway (sec) | | 7.13 | | 6.23 | | 7.13 | 6.53 | 6.23 | | 4.13 | | | | | |
| Base Follow-Up Headway (sec) | | 3.5 | | 3.3 | | 3.5 | 4.0 | 3.3 | | 2.2 | | | | | |
| Follow-Up Headway (sec) | | 3.53 | | 3.33 | | 3.53 | 4.03 | 3.33 | | 2.23 | | | | | |

Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | |
|---|-----|--|------|--|-----|--|------|--|-----|------|--|--|---|--|--|
| Flow Rate, v (veh/h) | | | 7 | | | | 27 | | | 3 | | | | | |
| Capacity, c (veh/h) | | | 887 | | | | 947 | | | 1550 | | | | | |
| v/c Ratio | | | 0.01 | | | | 0.03 | | | 0.00 | | | | | |
| 95% Queue Length, Q ₉₅ (veh) | | | 0.0 | | | | 0.1 | | | 0.0 | | | | | |
| Control Delay (s/veh) | | | 9.1 | | | | 8.9 | | | 7.3 | | | | | |
| Level of Service (LOS) | | | A | | | | A | | | A | | | | | |
| Approach Delay (s/veh) | 9.1 | | | | 8.9 | | | | 0.4 | | | | | | |
| Approach LOS | A | | | | A | | | | A | | | | A | | |

mhumphrey@historicflemington.com

From: Harris, Jerome <jharris@cmeusa1.com>
Sent: Thursday, October 20, 2022 9:21 AM
To: Betsy Driver; Tilly Kimberly (ktilly@historicflemington.com); Tony Parker
Cc: mhumphrey@historicflemington.com; Campion Mike
 (mcampion@historicflemington.com); Chen, Kevin; Watson, Jim
Subject: Corcoran St. One-Way

All,

The following is a more detailed response regarding the consideration of making Corcoran Street one-way.

The bottom line is the Borough has justification for choosing to make the road one-way in either direction between Park and Allen.

For clarification purposes in the following text,, “Old Park Avenue” refers to the street west of Steve’s Food Store from Park Avenue to North Main Street, “Walter Foran Boulevard Extension” as the street on the east side of the Steve’s Food Store property, and “Park Avenue” as the street south of Steve’s Food Store.

In accordance with our authorization CME Associates reviewed current roadway operations to evaluate and develop recommendations for the following potential roadway modifications:

- Conversion of Corcoran Street from a two-way roadway operation to a one-way operation in the westbound direction from Park Avenue to Allen Street;
- Conversion of North Place from a two-way operation roadway to a one-way operation in the northbound direction from Corcoran Street to North Main Street.

The results of our analysis were contained in a report dated September 2022.

Based on our review of the existing roadway network, alternative available routes for traffic redistribution, existing traffic data, intersection operational characteristics, and potential impacts to adjacent municipalities, we concluded that the limits of the proposed two-way street to one way street conversion for Corcoran Street and North Place meet the appropriate criteria and could be implemented by the Borough through the adoption of an Ordinance.

Subsequently, we were asked to evaluate conversion of Corcoran Street from a two-way roadway operation to a one-way operation in the eastbound direction from Allen Street to Park Avenue. The amount of vehicles that will be redistributed to other roads for the conversion to one way eastbound is slightly higher compared to the conversion to one way westbound. However, in either case, there will be an insignificant amount of traffic

Attachment: Email Memo from Borough Engineer on Corcoran Street One-Way Ordinance 2022-25 (2022-25 : Implementing One-Way Limits on

redistributed and it would not be expected to create a significant impact on the roadway network.

We concluded that the road meets the criteria for being made one way eastbound from Allen to Park as well. So, the Borough has justification for choosing either direction.

However, based on our analysis, we believe that the conversion of Corcoran Street from two-way traffic to one-way westbound would be more advantageous than one-way eastbound for the following reasons:

There would no longer be any conflicting turning movements at the unsignalized intersection of Corcoran Street and Old Park Avenue.

Other than creating a possible inconvenience for the homeowner at the southwest corner of Corcoran and Old Park Ave., there would no longer be a need for the short segment of Old Park Avenue to be two-way between the unsignalized intersection of Corcoran Street and Old Park Avenue and the unsignalized intersection of Walter Foran Boulevard Extension, Park Avenue, and Old Park Avenue.

Consideration can be given to converting that segment to one-way northbound traffic to be consistent with the segment of Old Park Avenue from Corcoran Street to North Main Street. That would eliminate any conflicting turning movements at the unsignalized intersection of Walter Foran Boulevard Extension, Park Avenue, and Old Park Avenue, improving that intersection.

Regarding the comments from a resident about our report content we would offer the following:

Regarding the dates of the work performed: The Traffic Counts were performed on June 8, 2022, a Wednesday. Performing Traffic Counts on a Weekday between Tuesday and Thursday is normal. The field visit was performed on Friday, July 8, 2022. Field Visits don't necessarily have to be on the same day as traffic counts, and often are done separately so as to not influence the traffic counts.

Regarding the information on pages 15-18 and pages 23-26. The data forms used are set up for a typical four-way intersection. In the first instance, there is no westbound approach to the Corcoran and Old Park Avenue intersection, so there is no westbound data to enter. (The file displays all zeros for that approach as a default since there were no volumes collected.) Likewise, in the second instance with the intersection of North Main Street and Allen Street there is no southbound approach, so no southbound data to enter.

The report should have said parking is not allowed on south side of Corcoran. This does not change the analysis or recommendations. Corcoran is a narrow street to start with and parking on one side makes two-way traffic very tight.

If there are any questions please let us know.

Jerry

JEROME HARRIS, PE
Project Manager



**Consulting & Municipal
ENGINEERS**

3141 Bordentown Ave., Parlin, NJ 08859
P:732.727.8000 M:732.575.9781
jharris@cmeusa1.com
www.cmeusa1.com



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Instagram!

Mayor and Common Council

38 Park Avenue
Flemington, NJ 08822

Meeting: 10/24/22 07:30 PM
Department: Governing Body
Category: Council Ordinance
Prepared By: Michael J. Humphrey
Initiator: Michael J. Humphrey
Sponsors:

SCHEDULED**ORDINANCE 2022-26**

DOC ID: 3923

Establishing a Mid-Block Crosswalk on Spring Street, Borough of Flemington, County of Hunterdon, State of New Jersey

WHEREAS, N.J.S.A. 39:4-8 permits a municipality to establish certain regulations in the interest of public safety and the expedition of traffic along roadways; and

WHEREAS, pursuant to N.J.S.A. 39:4-8, a crosswalk installed at a location that is not a designated stop-controlled intersection must be reviewed and approved by the Borough Engineer; and

WHEREAS, N.J.S.A. 39:4-8 permits a municipality to install or place an in-street pedestrian crossing right-of-way sign at a marked crosswalk, by ordinance, pursuant to N.J.S.A. 40:49-2; and

WHEREAS, upon referral from the Borough Planning Board as part of a site plan approval for the Union Hotel Redevelopment application, the Borough Council feels it would be appropriate to establish a midblock crosswalk along Spring Street ('Crosswalk') to improve safety for pedestrians that cross Spring Street when traveling between the pedestrian plaza connecting Main Street to the parking area and neighborhood along the westerly side of Spring Street; and

WHEREAS, the Borough Engineer has reviewed the proposal of installing the Crosswalk and has concluded that the Crosswalk is appropriately located at the easterly terminus of the pedestrian plaza and is needed to provide a safe crossing for pedestrians when crossing Spring Street; and

WHEREAS, the Planning Board Engineer and Borough Engineer have proposed that the Crosswalk be installed on Spring Street at the location where the Union Hotel Redevelopment pedestrian plaza ends at Spring Street ('Location'), as identified in the redeveloper's site plan; and

WHEREAS, the Borough Engineer has concluded, based on information provided by the Redeveloper's Traffic Engineer, that this Location offers adequate sight distance pursuant to the standards established by the American Association of State Highway and Transportation Officials, which distance will permit a driver to observe and safely stop before reaching the Crosswalk; and

WHEREAS, the Borough Engineer proposes that the Crosswalk be installed by the Redeveloper with appropriate signs and striping in accordance with the latest version of the Manual on Uniform Traffic Control Devices as published by the US Department of Transportation's Federal Highway Administration and adopted by

the New Jersey Department of Transportation that will serve to enhance the safety of this crosswalk; and

WHEREAS, the details of the proposed signs and striping shall be submitted to the Borough Engineer for review prior to installation.

NOW THEREFORE, BE IT ORDAINED, by the Borough Council of the Borough of Flemington, in the County of Hunterdon, and State of New Jersey as follows:

SECTION 1. The Redeveloper, in consultation with the Borough Engineer, is hereby authorized to install and maintain crosswalk markings and regulatory and warning signs in accordance with the Manual on Uniform Traffic Control Devices and guidelines established by the New Jersey Department of Transportation and in accordance with this Ordinance.

SECTION 2. Section 7A-18, Schedule XVIII of the Code of the Borough of Flemington entitled, "Mid-Block Crosswalks," is amended to add the following:

| Name of Street | Location |
|----------------|---|
| Spring Street | At the location where the eastern end of the Union Hotel Redevelopment Pedestrian Plaza intersects Spring Street as identified in the Site Plan approved by the Borough Planning Board pursuant to Resolution No. . |

SECTION 3. This Ordinance shall take effect upon final passage and publication according to law.

SECTION 4. All ordinances or parts of ordinances inconsistent herewith are hereby repealed to the extent of such inconsistency.

SECTION 5. If any section, subsection, paragraph, sentence or any part of this Ordinance is adjudged unconstitutional or invalid, such judgment shall not affect, impair or invalidate the remainder of this Ordinance not directly involved in the controversy in which such judgment shall have been rendered.

SECTION 6. This Ordinance may be renumbered for codification purposes.

Introduced: October 24, 2022

Adopted:

Attest:

Betsy Driver, Mayor

Michael Humphrey, Acting Borough Clerk



181 WEST HIGH STREET
SOMERVILLE, NJ 08876

908 927 0100p
908 927 0181f

3.6.7.a

September 19, 2022
Via Email: jharris@cmeusa1.com

Jerome Harris, P.E.
CME Associates
3141 Bordentown Avenue
Parlin, NJ 08859

Re: Flemington Courthouse Square
Spring Street – Midblock Crosswalk
Block 22.24, Lots 4-7, 12-14, 1-3 and 5
Borough of Flemington, Hunterdon County

Dear Mr. Harris:

In furtherance of our recent discussions regarding the above-referenced captioned matter, our office has reviewed the project history as well as the appropriate design standards pertaining to the installation of a midblock crosswalk along Spring Street. The midblock crosswalk would connect the easterly terminus of the pedestrian plaza of the Courthouse Square project with the easterly side of Spring Street thus allowing a connection to the residential neighborhood further east and the off-site parking lot associated with Courthouse Square.

As permitted under NJSA 39:4-8: a municipality is permitted to establish certain regulations in the interest of public safety for crosswalks at locations that are not designated STOP controlled intersections. Pursuant to NJSA 39:4-8, such locations must be reviewed and approved by the Municipal Engineer. The statute further permits a municipality to install or replace *“an in street pedestrian crossing right-of-way sign at a marked crosswalk adopted by Ordinance pursuant to NJSA 40:49-2.”*

By way of background, the midblock crosswalk was required as part of the site plan approval considered by the Borough Planning Board and as recommended by Planning Board consulting engineer Robert Clerico, P.E. of Van Cleef Engineering Associates. A significant component of the redevelopment plan includes a pedestrian “mall” to be located between the two site buildings for the project. The design would facilitate a direct pedestrian connection extending east from Court Street, across Main Street (at an existing crosswalk) and would continue further east toward Spring Street. This amenity was desired in the planning process to better connect the abutting neighborhoods to Main Street for enhanced downtown access and “walkability”.

The proposed mid-block crossing provides a logical and direct connection recognizing that in lieu of such a crossing, pedestrians would otherwise be legally “restricted” to cross at either Bloomfield Street or Chorister Place, which was felt to be unlikely. Therefore, given the potential for “jaywalking” to/from the pedestrian plaza (in the absence of the proposed crosswalk) across Spring Street, the preferred option was to formally sanction the crossing and provide appropriate signing and design elements to ensure the design would be safe.

Attachment: 2022-09-19 Harris Letter FINAL Mid Block Crosswalk (2022-26 : Establishing a Mid-Block Crosswalk at Spring Street)

FLEMINGTON COURTHOUSE SQUARE
 SPRING STREET – MIDBLOCK CROSSWALK
 BLOCK 22.24, LOTS 4-7, 12-14, 1-3 AND 5
 BOROUGH OF FLEMINGTON, HUNTERDON COUNTY

SEPTEMBER 19, 2022

The mid-block crossing would allow connectivity from Spring Street and Maple Street neighborhoods as well as the 66 surface parking lot spaces on the east side of Spring Street that were approved as part of the development. In completing this review and accompanying certification, we have reviewed the requirements prescribed under the Federal Highway Administration (FHWA), Manual on Uniform Traffic Control Devices (MUTCD)-Revision 3, 2009. We have considered the appended Federal Highway Administration recommendations for installing marked crosswalks and other needed pedestrian improvements at uncontrolled locations that includes intersection and midblock locations with no traffic signals or STOP signs on the approach to the crossing. Table I is attached from the November 2000 publication by the FHWA entitled “Safety Effect of Marked versus Unmarked Crosswalks at uncontrolled locations; Executive Summary and Recommended Guidelines.”

Table I that indicates that midblock locations are appropriate on two-lane roads with average daily traffic volumes fewer than 9,000 vehicles per day and with speed limits less than or equal to 30 miles per hour. As noted from the FHWA recommendations, an engineering study is needed to show whether the proposed location on Spring Street is suitable for a marked crosswalk. This correspondence therefore constitutes the appropriate engineering study for your consideration, which includes a site review inasmuch as actual pedestrian volumes for the crossing are not available at this time. As noted from the FHWA criteria, a recommended minimum of 20 pedestrian crossings per hour is an appropriate standard for the installation of a marked crosswalk. With the off-street parking lot of 66 spaces, the inclusion of retail/commercial uses in the redevelopment plan and with more than 30 residences within only a one block radius of the site that would use such a crossing, we find this volume can be satisfied and is a reasonable threshold to consider.

By way of background and as included with the original Traffic Study submitted for the site plan application as considered by the Planning Board, the (then) Planning Board Traffic Consultant required the installation of automatic traffic recorders (ATR) along Spring Street. The ATRs were installed in early October 2017 and show an approximate daily total of fewer than 400 vehicles per day. As such, Spring Street can be considered low volume and certainly below the minimum ADT volume criteria established in the recommendations for crosswalk installation.

Spring Street runs in a north/south orientation running parallel to Main Street and extends from its origin to the north at Bloomfield Avenue continuing south past the subject site with its southerly terminus at Williams Street. There is no posted speed limit along Spring Street and given the character of the abutting properties and location in a residential area, operates under a statutory 25 mile per hour speed limit.

Based on our review of the existing site conditions (photographs attached) in the subject site vicinity sight distance is essentially unrestricted at the proposed mid-block crossing. There is clear visibility along Spring Street for approaching traffic in both northbound and southbound directions attributed to the straight roadway alignment and generally level profile.

Attachment: 2022-09-19 Harris Letter FINAL Mid Block Crosswalk (2022-26 : Establishing a Mid-Block Crosswalk at Spring Street)



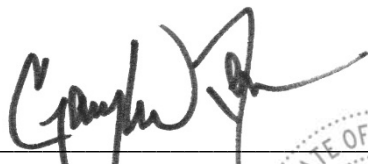
FLEMINGTON COURTHOUSE SQUARE
 SPRING STREET – MIDBLOCK CROSSWALK
 BLOCK 22.24, LOTS 4-7, 12-14, 1-3 AND 5
 BOROUGH OF FLEMINGTON, HUNTERDON COUNTY

SEPTEMBER 19, 2022

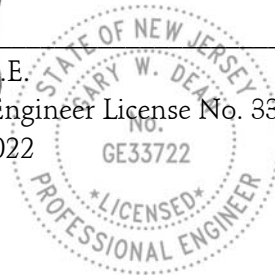
Lastly, the site plans propose lighting fixtures on the northerly edge of the proposed pedestrian crossing that will provide illumination levels between 1.2 foot-candles at the southeast corner and 4.1 foot-candles at the northwest corner allowing for appropriate visibility for nighttime conditions at the crosswalk.

To assist with the adoption by Borough Council, I have attached a DRAFT Ordinance for your convenience and/or referral to Borough Counsel for review/revision as may be appropriate.

Based on these findings, I hereby certify the proposed midblock crossing of Spring Street as depicted on the approved site plans approved by the Flemington Borough Planning Board and memorialized under Resolution 2021-08 on April 27, 2021 is located in an appropriate location, is necessary to provide enhanced pedestrian safety to cross the street and meets the appropriate engineering criteria to establish a mid-block crossing as permitted under NJSA 39:4-8.



Gary W. Dean, P.E.
 NJ Professional Engineer License No. 33722
 September 19, 2022



GWD/lrc

Attachments

16077

Hunterdon/Flemington/Stagecoach/Documents/2022-09-19 Harris Letter

cc: Jack Cust jcust@wiss.com
 Keith Dilgard keith@diamondnation.com
 Keith Cahill, P.E.
 Kyle McKenna, P.E.

Attachment: 2022-09-19 Harris Letter FINAL Mid Block Crosswalk (2022-26 : Establishing a Mid-Block Crosswalk at Spring Street)



FLEMINGTON COURTHOUSE SQUARE
 SPRING STREET – MIDBLOCK CROSSWALK
 BLOCK 22.24, LOTS 4-7, 12-14, 1-3 AND 5
 BOROUGH OF FLEMINGTON, HUNTERDON COUNTY

SEPTEMBER 19, 2022

Sight Distance of
 Proposed Mid-
 Block Crosswalk –
 Looking North



Sight Distance of
 Proposed Mid-
 Block Crosswalk –
 Looking South



Attachment: 2022-09-19 Harris Letter FINAL Mid Block Crosswalk (2022-26 : Establishing a Mid-Block Crosswalk at Spring Street)



Table 1. Recommendations for installing marked crosswalks and other needed pedestrian improvements at uncontrolled locations.*

| Roadway Type (Number of Travel Lanes and Median Type) | Vehicle ADT \leq 9,000 | | | Vehicle ADT > 9000 to 12,000 | | | Vehicle ADT < 12,000 - 15,000 | | | Vehicle ADT > 15,000 | | |
|---|--------------------------|--------|--------|------------------------------|--------|--------|-------------------------------|--------|--------|----------------------|--------|--------|
| | Speed Limit** | | | | | | | | | | | |
| | \leq 30 mph | 35 mph | 40 mph | \leq 30 mph | 35 mph | 40 mph | \leq 30 mph | 35 mph | 40 mph | \leq 30 mph | 35 mph | 40 mph |
| 2-Lanes | C | C | P | C | C | P | C | C | N | C | P | N |
| 3-Lanes | C | C | P | C | P | P | P | P | N | P | N | N |
| Multi-Lane (4 or More Lanes) With Raised Median† | C | C | P | C | P | N | P | P | N | N | N | N |
| Multi-Lane (4 or More Lanes) Without Raised Median | C | P | N | P | P | N | N | N | N | N | N | N |

* These guidelines include intersection and midblock locations with no traffic signals or stop sign on the approach to the crossing. They do not apply to school crossings. A two-way center turn lane is not considered a median. Crosswalks should not be installed at locations which could present an increased safety risk to pedestrians, such as where there is poor sight distance, complex or confusing designs, substantial volumes of heavy trucks, or other dangers, without first providing adequate design features and/or traffic control devices. Adding crosswalks alone will **not** make crossings safer, nor necessarily result in more vehicles stopping for pedestrians. Whether marked crosswalks are installed, it is important to consider other pedestrian facility enhancements, as needed, to improve the safety of the crossing (e.g., raised median, traffic signal, roadway narrowing, enhanced overhead lighting, traffic calming measures, curb extensions). **These are general recommendations; good engineering judgment should be used in individual cases for deciding where to install crosswalks.**

** Where speed limit exceeds 40 mph, marked crosswalks alone should not be used at unsignalized locations.

C = Candidate sites for marked crosswalks. Marked crosswalks must be installed carefully and selectively. Before installing new marked crosswalks, an engineering study is needed to show whether the location is suitable for a marked crosswalk. For an engineering study, a site review may be sufficient at some locations, while a more in-depth study of pedestrian volumes, vehicle speeds, sight distance, vehicle mix, etc. may be needed at other sites. It is recommended that a minimum of 20 pedestrian crossings per peak hour (or 15 or more elderly and/or child pedestrians) exist at a location before placing a high priority on the installation of a marked crosswalk alone.

P = Possible increase in pedestrian crash risk may occur if crosswalks are added without other pedestrian facility enhancements. These locations should be closely monitored and enhanced with other pedestrian crossing improvements, if necessary, before adding a marked crosswalk.

N = Marked crosswalks alone are not recommended, since pedestrian crash risk may be increased with marked crosswalks. Consider using other treatments, such as traffic signals with pedestrian signals to improve crossing safety for pedestrians.

† The raised median or crossing island must be at least 4 ft wide and 6 ft long to adequately serve as a refuge area for pedestrians in accordance with MUTCD and AASHTO guidelines.

Weather :
 Counted by:
 Board # :
 Other :

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Site Code : 16077
 Start Date: 10/02/2017
 File I.D. : C:\USERS\B:
 Page : 1

Street name : Spring St

| Begin | <-----><-----> | | | | <-----><-----> | | | | <-----><-----> | | | | <-----><-----> | | | | Monday |
|-------------|----------------|-------|------|------|----------------|------|----------|------|----------------|------|----------|------|----------------|------|----------|------|--------|
| Time | 1 | | 2 | | Combined | | Combined | | Combined | | Combined | | Combined | | Combined | | |
| | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | |
| 12:00 10/02 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| 12:15 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| 12:30 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| 12:45 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| 01:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| 01:15 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| 01:30 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| 01:45 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| 02:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| 02:15 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| 02:30 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| 02:45 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| 03:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| 03:15 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| 03:30 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| 03:45 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| 04:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| 04:15 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| 04:30 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| 04:45 | * | 5 | 5 | * | * | 0 | * | * | * | 5 | 5 | | | | | | |
| 05:00 | * | 15 | | * | * | 6 | * | * | * | 21 | | | | | | | |
| 05:15 | * | 2 | | * | * | 0 | * | * | * | 2 | | | | | | | |
| 05:30 | * | 6 | | * | * | 0 | * | * | * | 6 | | | | | | | |
| 05:45 | * | 6 | 29 | * | * | 0 | 6 | * | * | 6 | 35 | | | | | | |
| 06:00 | * | 8 | | * | * | 0 | | * | * | 8 | | | | | | | |
| 06:15 | * | 5 | | * | * | 0 | | * | * | 5 | | | | | | | |
| 06:30 | * | 2 | | * | * | 0 | | * | * | 2 | | | | | | | |
| 06:45 | * | 0 | 15 | * | * | 0 | * | * | * | 0 | 15 | | | | | | |
| 07:00 | * | 2 | | * | * | 0 | | * | * | 2 | | | | | | | |
| 07:15 | * | 3 | | * | * | 0 | | * | * | 3 | | | | | | | |
| 07:30 | * | 3 | | * | * | 0 | | * | * | 3 | | | | | | | |
| 07:45 | * | 1 | 9 | * | * | 0 | * | * | * | 1 | 9 | | | | | | |
| 08:00 | * | 4 | | * | * | 0 | | * | * | 4 | | | | | | | |
| 08:15 | * | 2 | | * | * | 0 | | * | * | 2 | | | | | | | |
| 08:30 | * | 4 | | * | * | 0 | | * | * | 4 | | | | | | | |
| 08:45 | * | 0 | 10 | * | * | 0 | * | * | * | 0 | 10 | | | | | | |
| 09:00 | * | 2 | | * | * | 0 | | * | * | 2 | | | | | | | |
| 09:15 | * | 2 | | * | * | 0 | | * | * | 2 | | | | | | | |
| 09:30 | * | 0 | | * | * | 0 | | * | * | 0 | | | | | | | |
| 09:45 | * | 0 | 4 | * | * | 0 | * | * | * | 0 | 4 | | | | | | |
| 10:00 | * | 1 | | * | * | 0 | | * | * | 1 | | | | | | | |
| 10:15 | * | 0 | | * | * | 0 | | * | * | 0 | | | | | | | |
| 10:30 | * | 0 | | * | * | 0 | | * | * | 0 | | | | | | | |
| 10:45 | * | 0 | 1 | * | * | 0 | * | * | * | 0 | 1 | | | | | | |
| 11:00 | * | 0 | | * | * | 0 | | * | * | 0 | | | | | | | |
| 11:15 | * | 0 | | * | * | 0 | | * | * | 0 | | | | | | | |
| 11:30 | * | 0 | | * | * | 0 | | * | * | 0 | | | | | | | |
| 11:45 | * | 0 | * | * | * | 0 | * | * | * | 0 | * | | | | | | |
| Totals | 0 | 73 | | 0 | 6 | 6 | | 0 | 79 | 79 | | | | | | | |
| Day Totals | | | | | | | | | | | | | | | | | |
| Split % | * | 92.4% | | * | 7.5% | | | | | | | | | | | | |

| | | | |
|-----------|-------|-------|-------|
| Peak Hour | 05:00 | 04:15 | 05:00 |
| Volume | 29 | 6 | 35 |
| P.H.F. | .48 | .25 | .41 |

Attachment: 2022-09-19 Harris Letter FINAL Mid Block Crosswalk (2022-26 : Establishing a Mid-Block Crosswalk at Spring Street)

Weather :
 Counted by:
 Board # :
 Other :

JAMAR Technologies, Inc.
 TAS for Windows
 Copyright 1999

Site Code : 16077
 Start Date: 10/02/2017
 File I.D. : C:\USERS\B:
 Page : 2

Street name : Spring St

| Begin Time | <-----> | | 1 | <-----> | | 2 | <-----> | | Combined | <-----> | | Tuesday |
|-------------|---------|-----|-------|---------|-------|-------|---------|-------|----------|---------|----|---------|
| | A.M. | | P.M. | | A.M. | P.M. | | A.M. | | P.M. | | |
| 12:00 10/03 | 0 | | 11 | | 0 | 0 | | 0 | | 11 | | |
| 12:15 | 0 | | 10 | | 0 | 0 | | 0 | | 10 | | |
| 12:30 | 0 | | 10 | | 0 | 0 | | 0 | | 10 | | |
| 12:45 | 0 | * | 8 | 39 | 0 | * | 1 | 1 | 0 | * | 9 | 40 |
| 01:00 | 0 | | 9 | | 0 | 0 | | 0 | | 9 | | |
| 01:15 | 0 | | 8 | | 0 | 0 | | 0 | | 8 | | |
| 01:30 | 0 | | 8 | | 0 | 1 | | 0 | | 9 | | |
| 01:45 | 1 | 1 | 5 | 30 | 0 | * | 0 | 1 | 1 | 1 | 5 | 31 |
| 02:00 | 1 | | 10 | | 0 | 0 | | 1 | | 10 | | |
| 02:15 | 0 | | 7 | | 0 | 0 | | 0 | | 7 | | |
| 02:30 | 0 | | 8 | | 0 | 0 | | 0 | | 8 | | |
| 02:45 | 0 | 1 | 10 | 35 | 0 | * | 0 | * | 0 | 1 | 10 | 35 |
| 03:00 | 0 | | 7 | | 0 | 0 | | 0 | | 7 | | |
| 03:15 | 0 | | 9 | | 0 | 0 | | 0 | | 9 | | |
| 03:30 | 0 | | 7 | | 0 | 0 | | 0 | | 7 | | |
| 03:45 | 0 | * | 10 | 33 | 0 | * | 0 | * | 0 | * | 10 | 33 |
| 04:00 | 0 | | 5 | | 0 | 0 | | 0 | | 5 | | |
| 04:15 | 0 | | 5 | | 0 | 2 | | 0 | | 7 | | |
| 04:30 | 0 | | 9 | | 0 | 0 | | 0 | | 9 | | |
| 04:45 | 1 | 1 | 7 | 26 | 0 | * | 0 | 2 | 1 | 7 | 28 | |
| 05:00 | 0 | | 4 | | 0 | 0 | | 0 | | 4 | | |
| 05:15 | 0 | | 13 | | 0 | 0 | | 0 | | 13 | | |
| 05:30 | 0 | | 7 | | 0 | 0 | | 0 | | 7 | | |
| 05:45 | 2 | 2 | 6 | 30 | 0 | * | 0 | * | 2 | 2 | 6 | 30 |
| 06:00 | 0 | | 8 | | 0 | 0 | | 0 | | 8 | | |
| 06:15 | 0 | | 5 | | 0 | 0 | | 0 | | 5 | | |
| 06:30 | 2 | | 3 | | 0 | 0 | | 2 | | 3 | | |
| 06:45 | 4 | 6 | 3 | 19 | 1 | 1 | 0 | * | 5 | 7 | 3 | 19 |
| 07:00 | 8 | | 4 | | 0 | 0 | | 8 | | 4 | | |
| 07:15 | 5 | | 2 | | 0 | 0 | | 5 | | 2 | | |
| 07:30 | 2 | | 3 | | 0 | 0 | | 2 | | 3 | | |
| 07:45 | 4 | 19 | 7 | 16 | 0 | * | 0 | * | 4 | 19 | 7 | 16 |
| 08:00 | 4 | | 3 | | 0 | 0 | | 4 | | 3 | | |
| 08:15 | 7 | | 3 | | 0 | 0 | | 7 | | 3 | | |
| 08:30 | 9 | | 0 | | 0 | 0 | | 9 | | 0 | | |
| 08:45 | 6 | 26 | 4 | 10 | 0 | * | 0 | * | 6 | 26 | 4 | 10 |
| 09:00 | 6 | | 2 | | 0 | 0 | | 6 | | 2 | | |
| 09:15 | 5 | | 1 | | 0 | 0 | | 5 | | 1 | | |
| 09:30 | 6 | | 0 | | 0 | 0 | | 6 | | 0 | | |
| 09:45 | 4 | 21 | 1 | 4 | 0 | * | 0 | * | 4 | 21 | 1 | 4 |
| 10:00 | 10 | | 3 | | 0 | 0 | | 10 | | 3 | | |
| 10:15 | 6 | | 0 | | 0 | 0 | | 6 | | 0 | | |
| 10:30 | 9 | | 0 | | 0 | 0 | | 9 | | 0 | | |
| 10:45 | 12 | 37 | 0 | 3 | 0 | * | 0 | * | 12 | 37 | 0 | 3 |
| 11:00 | 7 | | 1 | | 0 | 0 | | 7 | | 1 | | |
| 11:15 | 1 | | 0 | | 0 | 0 | | 1 | | 0 | | |
| 11:30 | 4 | | 0 | | 0 | 0 | | 4 | | 0 | | |
| 11:45 | 5 | 17 | 1 | 2 | 0 | * | 0 | * | 5 | 17 | 1 | 2 |
| Totals | 131 | | 247 | | 1 | 4 | | 132 | | 251 | | |
| Day Totals | | 378 | | | 5 | | | 383 | | | | |
| Split % | 99.2% | | 98.4% | | .7% | 1.5% | | | | | | |
| Peak Hour | 10:00 | | 12:00 | | 06:00 | 12:45 | | 10:00 | | 12:00 | | |
| Volume | 37 | | 39 | | 1 | 2 | | 37 | | 40 | | |
| P.H.F. | .77 | | .88 | | .25 | .5 | | .77 | | .90 | | |

Attachment: 2022-09-19 Harris Letter FINAL Mid Block Crosswalk (2022-26 : Establishing a Mid-Block Crosswalk at Spring Street)

Weather :
 Counted by:
 Board # :
 Other :

JAMAR Technologies, Inc.
 TAS for Windows
 Copyright 1999

Site Code : 16077
 Start Date: 10/02/2017
 File I.D. : C:\USERS\B:
 Page : 3

Street name : Spring St

| Begin Time | <-----><-----> | | | | ----->-----> | | | | Combined | | -----> | | Wednesday |
|-------------|----------------|-------|-------|-------|--------------|-------|------|------|----------|------|--------|------|-----------|
| | 1 | | 2 | | Combined | | | | | | | | |
| | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | |
| 12:00 10/04 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | | | | | |
| 12:15 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 9 | | | | | |
| 12:30 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 9 | | | | | |
| 12:45 | 0 | * 11 | 36 | 0 | * 0 | * 0 | 0 | * 11 | 36 | | | | |
| 01:00 | 1 | 5 | 0 | 0 | 0 | 0 | 1 | 5 | | | | | |
| 01:15 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | | | | | |
| 01:30 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 12 | | | | | |
| 01:45 | 1 | 2 10 | 33 | 0 | * 0 | * 0 | 1 | 2 10 | 33 | | | | |
| 02:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | | | | | |
| 02:15 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 13 | | | | | |
| 02:30 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | | | | | |
| 02:45 | 0 | * 5 | 31 | 0 | * 0 | * 0 | 0 | * 5 | 31 | | | | |
| 03:00 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 9 | | | | | |
| 03:15 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 12 | | | | | |
| 03:30 | 1 | 7 | 0 | 0 | 0 | 0 | 1 | 7 | | | | | |
| 03:45 | 1 | 2 8 | 36 | 0 | * 0 | * 0 | 1 | 2 8 | 36 | | | | |
| 04:00 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 9 | | | | | |
| 04:15 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | | | | | |
| 04:30 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | | | | | |
| 04:45 | 0 | * 7 | 29 | 0 | * 1 | 1 0 | 0 | * 7 | 30 | | | | |
| 05:00 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | | | | | |
| 05:15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | | | | | |
| 05:30 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | | | | | |
| 05:45 | 1 | 1 * | * | 0 | * * | * 1 | 1 | * * | 21 | | | | |
| 06:00 | 1 | * | 0 | 0 | * | * | 1 | * | | | | | |
| 06:15 | 0 | * | 0 | 0 | * | * | 0 | * | | | | | |
| 06:30 | 2 | * | 0 | 0 | * | * | 2 | * | | | | | |
| 06:45 | 4 | 7 * | * | 0 | * * | * 4 | 7 | * * | | | | | |
| 07:00 | 5 | * | 0 | 0 | * | * | 5 | * | | | | | |
| 07:15 | 3 | * | 0 | 0 | * | * | 3 | * | | | | | |
| 07:30 | 5 | * | 0 | 0 | * | * | 5 | * | | | | | |
| 07:45 | 2 | 15 * | * | 0 | * * | * 2 | 15 | * * | | | | | |
| 08:00 | 6 | * | 0 | 0 | * | * | 6 | * | | | | | |
| 08:15 | 5 | * | 0 | 0 | * | * | 5 | * | | | | | |
| 08:30 | 9 | * | 0 | 0 | * | * | 9 | * | | | | | |
| 08:45 | 5 | 25 * | * | 0 | * * | * 5 | 25 | * * | | | | | |
| 09:00 | 7 | * | 0 | 0 | * | * | 7 | * | | | | | |
| 09:15 | 8 | * | 1 | 0 | * | * | 9 | * | | | | | |
| 09:30 | 7 | * | 0 | 0 | * | * | 7 | * | | | | | |
| 09:45 | 6 | 28 * | * | 0 | 1 * | * 6 | 29 | * * | | | | | |
| 10:00 | 9 | * | 0 | 0 | * | * | 9 | * | | | | | |
| 10:15 | 2 | * | 0 | 0 | * | * | 2 | * | | | | | |
| 10:30 | 5 | * | 0 | 0 | * | * | 5 | * | | | | | |
| 10:45 | 10 | 26 * | * | 0 | * * | * 10 | 26 | * * | | | | | |
| 11:00 | 8 | * | 0 | 0 | * | * | 8 | * | | | | | |
| 11:15 | 3 | * | 0 | 0 | * | * | 3 | * | | | | | |
| 11:30 | 5 | * | 0 | 0 | * | * | 5 | * | | | | | |
| 11:45 | 14 | 30 * | * | 0 | * * | * 14 | 30 | * * | | | | | |
| Totals | 136 | 186 | 1 | 1 | 137 | 187 | | | | | | | |
| Day Totals | | 322 | | 2 | | 324 | | | | | | | |
| Split % | 99.2% | 99.4% | .7% | .5% | | | | | | | | | |
| Peak Hour | 09:15 | 01:30 | 08:30 | 04:00 | 09:15 | 01:30 | | | | | | | |
| Volume | 30 | 40 | 1 | 1 | 31 | 40 | | | | | | | |
| P.H.F. | .83 | .76 | .25 | .25 | .86 | .76 | | | | | | | |

Attachment: 2022-09-19 Harris Letter FINAL Mid Block Crosswalk (2022-26 : Establishing a Mid-Block Crosswalk at Spring Street)



GENERAL NOTES (Rev. 1/2020)

-

**Borough of Flemington
Hunterdon County, New Jersey**

ORDINANCE #2022-

**AN ORDINANCE OF THE BOROUGH OF FLEMINGTON, COUNTY OF HUNTERDON,
AND STATE OF NEW JERSEY ESTABLISHING A MID-BLOCK CROSSWALK
ON SPRING STREET, BOROUGH OF FLEMINGTON, COUNTY OF HUNTERDON,
STATE OF NEW JERSEY**

WHEREAS, N.J.S.A. 39:4-8 permits a municipality to establish certain regulations in the interest of public safety and the expedition of traffic along roadways; and

WHEREAS, pursuant to N.J.S.A. 39:4-8, a crosswalk installed at a location that is not a designated stop-controlled intersection must be reviewed and approved by the Borough Engineer; and

WHEREAS, N.J.S.A. 39:4-8 permits a municipality to install or place an in-street pedestrian crossing right-of-way sign at a marked crosswalk, by ordinance, pursuant to N.J.S.A. 40:49-2; and

WHEREAS, upon referral from the Borough Planning Board as part of a site plan approval for the Union Hotel Redevelopment application, the Borough Council feels it would be appropriate to establish a midblock crosswalk along Spring Street ('Crosswalk') to improve safety for pedestrians that cross Spring Street when traveling between the pedestrian plaza connecting Main Street to the parking area and neighborhood along the westerly side of Spring Street; and

WHEREAS, the Borough Engineer has reviewed the proposal of installing the Crosswalk and has concluded that the Crosswalk is appropriately located at the easterly terminus of the pedestrian plaza and is needed to provide a safe crossing for pedestrians when crossing Spring Street; and

WHEREAS, the Planning Board Engineer and Borough Engineer have proposed that the Crosswalk be installed on Spring Street at the location where the Union Hotel Redevelopment pedestrian plaza ends at Spring Street ('Location'), as identified in the redeveloper's site plan, attached; and

WHEREAS, the Borough Engineer has concluded that this Location offers adequate sight distance pursuant to the standards established by the American Association of State Highway and Transportation Officials, which distance will permit a driver to observe and safely stop before reaching the Crosswalk; and

WHEREAS, the Borough Engineer proposes that the Crosswalk be installed with appropriate signs and striping that will serve to enhance the safety of this crosswalk.

NOW THEREFORE, BE IT ORDAINED, by the Borough Council of the Borough of Flemington, in the County of Hunterdon, and State of New Jersey as follows:

SECTION 1. ESTABLISHMENT OF MIDBLOCK CROSSWALK ON SPRING STREET

1. The purpose of this Ordinance is to establish a midblock crosswalk at a location that is open to the public or to which the public is invited as set forth below.
2. The midblock crosswalk shall be established pursuant to the provisions of N.J.SA 39:4-8, which confers upon a municipality the right to establish certain regulations in the interest of public safety and the expedition of traffic on roadways under the municipality's jurisdiction, and N.J.SA 40:49-2, which establishes the procedure for the establishment of same.

3. The location herein is designated as a mid block crosswalk:

Name of Street

Spring Street

Location

At the location where the eastern end of the Union Hotel Redevelopment Pedestrian Plaza intersects Spring Street as identified in the approved Redevelopment Site Plan, attached.

4. Crosswalk markings and regulatory and warning signs shall be erected and maintained to effect the above designated midblock crosswalk in accordance with the Manual on Uniform Traffic Control Devices and guidelines established by the New Jersey Department of Transportation.

SECTION 2. At least three copies of said full Ordinance are on file in the Office of the Municipal Clerk for public examination and acquisition. Copies are available for inspection or acquisition during regular weekday working hours and arrangements have been made for the publication of said proposed Ordinance in pamphlet or other similar form which will be available for purchase from the Borough Clerk.

SECTION 3. This Ordinance shall take effect upon final passage and publication according to law.

SECTION 4. All ordinances or parts of ordinances inconsistent herewith are hereby repealed to the extent of such inconsistency.

SECTION 5. If any section, subsection, paragraph, sentence or any part of this Ordinance is adjudged unconstitutional or invalid, such judgment shall not affect, impair or invalidate the remainder of this Ordinance not directly involved in the controversy in which such judgment shall have been rendered.

SECTION 6. This Ordinance shall take effect immediately upon final passage, approval, and publication as required by law.

SECTION 7. This Ordinance may be renumbered for codification purposes.

NOTICE OF PENDING ORDINANCE

PUBLIC NOTICE is hereby given that the foregoing Ordinance was introduced and passed at first reading at a Regular Meeting of the Borough Committee of the Borough of Flemington held on _____. A public hearing regarding same will be held at a meeting scheduled for _____, beginning at ____ PM to be held in person at the Borough Hall, 38 Park Avenue, Flemington, NJ 08822.

All persons interested both for and against said ordinance shall be given an opportunity to be heard concerning same. A full copy of the ordinance is available on the Borough's official website <https://www.historicflemington.com> or may be obtained in print from the Borough Clerk's office during regular business hours.

Michael Humphrey
Borough Clerk

**Borough of Flemington
Hunterdon County, New Jersey**

ORDINANCE #2022-

**AN ORDINANCE OF THE BOROUGH OF FLEMINGTON, COUNTY OF HUNTERDON,
AND STATE OF NEW JERSEY ESTABLISHING A MID-BLOCK CROSSWALK
ON SPRING STREET, BOROUGH OF FLEMINGTON, COUNTY OF HUNTERDON,
STATE OF NEW JERSEY**

NOTICE OF FINAL ADOPTION

PUBLIC NOTICE is hereby given that the foregoing Ordinance was adopted at a public hearing held at a Regular Meeting of the Borough Council of the Borough of Flemington on _____.

Said meeting was held at the Borough Hall, 38 Park Avenue, Flemington, NJ 08822, at which time all persons were given the opportunity to be heard concerning same. This Ordinance shall take effect immediately upon publication, as required by law.

Michael Humphrey
Borough Clerk

Mayor and Common Council

38 Park Avenue
Flemington, NJ 08822

Meeting: 10/24/22 07:30 PM
Department: Governing Body
Category: Council Ordinance
Prepared By: Michael J. Humphrey
Initiator: Michael J. Humphrey
Sponsors:

SCHEDULED**ORDINANCE 2022-27**

DOC ID: 3924

Accepting an Emergency Access Easement Over a Portion of Block 42, Lot 16

WHEREAS, the Borough of Flemington (the "Borough") recently purchased property located at 200 Main Street and designated as Block 42, Lot 9 on the Tax Maps of the Borough of Flemington, for use, in part, as a police department headquarters; and

WHEREAS, the Property is access via a driveway on to Main Street; and

WHEREAS, the Borough requires alternate access to and from the Property via Broad Street in the event of an emergency; and

WHEREAS, the Mayor and Council of the Borough of Flemington, County of Hunterdon, State of New Jersey, wish to accept an Emergency Access Easement over a portion of property designated as Block 42, Lot 16 on the Tax Maps of the Borough of Flemington, Hunterdon County; and

WHEREAS, N.J.S.A. 40A:12-4 authorizes the Borough to accept such easement; and

WHEREAS, attached hereto is a form of easement that have been reviewed by the Borough Engineer and Borough Attorney; and

WHEREAS, it appears to the Mayor and Council that the public interest would be served by accepting the easement described herein.

NOW, THEREFORE, BE IT ORDAINED by the Mayor and Council of the Borough of Flemington, County of Hunterdon, State of New Jersey as follows:

1. The Borough of Flemington hereby accepts the above-referenced easement over a portion of the property designated as Block 42, Lot 16 on the Tax Maps of the Borough of Flemington as more particularly described in the deed of easement attached hereto.
2. The Borough Mayor, Clerk, and such Borough Professionals as are necessary, are hereby authorized and directed to take such actions to effectuate the provisions of this Ordinance including but not limited to executing the above-referenced easement in a form substantially similar to that attached hereto and made a part hereof.
3. The Borough Clerk shall, within sixty (60) days of the effective date of this Ordinance, file a copy of this Ordinance certified by her under the seal of the municipality, to be a true copy thereof, together with proof of publication thereof, in the office of the Clerk of the County of Hunterdon in accordance with the provisions of N.J.S.A. 40:67-21.

4. At least one (1) week prior to the time fixed for further consideration of this Ordinance for final passage, a copy thereof together with the notice of the introduction thereof and the time and place when and where the Ordinance will be further considered for final passage shall be mailed to every person whose lands may be affected by this Ordinance so far as may be ascertained. Said notices shall be mailed by the Borough Clerk in accordance with the provisions of N.J.S.A. 40:49-6.
5. This Ordinance shall take effect immediately after final passage, approval and publication as provided by law.
6. All Ordinances or parts of Ordinances inconsistent herewith are repealed as to such inconsistencies.
7. If any section, subsection, sentence, clause, phrase or portion of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision, and such holding shall not affect the validity of the remaining portions thereof.

Introduced: October 24, 2022

Adopted:

Attest:

Betsy Driver, Mayor

Michael Humphrey, Acting Borough Clerk

Prepared By:

Tara Ann St. Angelo, Esq.

EMERGENCY ACCESS EASEMENT

THIS EMERGENCY ACCESS EASEMENT, made this ____ day of _____, 2022, by and between:

THE BOROUGH OF FLEMINGTON, a municipal corporation of the State of New Jersey, having its principal offices at _____ (hereinafter referred to as “Grantor” or the “Borough”)

AND

_____, _____, having offices located at _____ (hereinafter “Grantor”).

WITNESSETH

WHEREAS, the Borough is the owner of certain property located at 200 Main Street, which property is known and designated as Block 42, Lot 9 on the tax maps of the Borough of Flemington (hereinafter referred to as the “Borough’s Property”); and

WHEREAS, the Borough intends to develop the Property, in part, as a headquarters for its police department; and

WHEREAS, the Property is only accessed via Main Street; and

WHEREAS, the Borough requires additional access to the Property in the case of an emergency to Broad Street; and

WHEREAS, such emergency access requires an easement over a portion of property located at 155 Broad Street and designated on the Tax Maps of the Borough of Flemington as Block 42, Lot 16 (the “Easement Area”), which is owned by Grantor; and

WHEREAS, the Easement Area is more particularly described on Exhibit A attached hereto; and

WHEREAS, the Borough intends to construct a Driveway connecting the Borough’s Property to Block 42, Lot 16, which will be accessed by an Emergency Gate; and

WHEREAS, the Borough authorized the acceptance of such easement pursuant to Ordinance No. _____, adopted on _____.

NOW, THEREFORE, for the sum of **ONE DOLLAR (\$1.00)** and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties hereby agree as follows:

1. **Grant of Emergency Access Easement.** The Grantor hereby grants to the Borough, its successors, heirs or assigns a non-exclusive easement on, over, across, and through a portion of the property designated as Block 42, Lot 16 on the Tax Maps of the Borough of Flemington more particularly described on Exhibit A attached hereto (the "Easement Area") for the purpose of ingress, egress, and access to provide fire, police, ambulance, rescue services, and other governmental or private emergency services access to the Borough's Property.

Subject to the terms of this Easement, the Borough shall have all other rights and benefits which are necessary for the full enjoyment and use of the rights herein granted, including, without limitation, the right, but not the obligation, to clear the Easement Area of obstructions which would prevent the above-referenced emergency vehicles from traversing the Easement Area, including, but not limited to disabled vehicles, snow, and tree limbs.

The Borough, and its successors and assigns, agrees to use its best efforts to perform all work requiring its use, access and possession of the Easement Area in a workmanlike manner with a minimum of inconvenience to Grantor, and to complete such work expeditiously. With the exception of the Driveway to be constructed, Grantor herein reserves the right to cross the remainder of the Easement Area for ingress and egress to and from the remainder of the Grantors' property and reserve all such rights as set forth herein.

The Grantor and its successors and / or assigns shall have the right to fully enjoy the said premises in any way which does not physically obstruct the Easement Area.

2. **Grant of Temporary Construction Easement for Construction of Driveway.** Grantee hereby agrees to construct the Driveway and associated Emergency Gate (or to cause the Driveway and associated Emergency Gate to be constructed). The Grantor hereby grants and conveys to Borough, its successors and assigns, a temporary construction easement over a portion of the Easement Area as shown on Exhibit A (the "Construction Easement Area"), as necessary so as to permit the Borough to complete (or cause to be completed) the construction of the Driveway and associated Emergency Gate.

The term of the Construction Easement Area shall begin on the date construction begins and for a period of 30 days. The Borough shall restore the Construction Easement Area to as near as possible its original condition.

3. **Term.** This Easement Agreement shall be perpetual, and shall encumber and run with the land.

4. **Obligations of Borough and Maintenance of the Emergency Access Easement.**

a. **Use of Easement Area.** The use of the Easement Area by the Borough shall be limited to ingress and egress to Broad Street of fire, police, ambulance, rescue services, and other governmental or private emergency services. Nothing herein shall be construed to neither permit public access to nor public use of the Easement Area.

b. **Construction and Use of Emergency Gate.** Borough shall install an Emergency Gate across on Driveway on the Borough's Property in accordance with Exhibit A. Such Emergency Gate shall remain closed at all times unless requires to be opened for ingress and egress of fire, police, ambulance, rescue services, and other governmental or private emergency services. The Borough shall maintain the Emergency Gate in good working order.

c. **Maintenance Obligations of Borough.** The only maintenance obligation of the Borough is to maintain the Driveway. Such maintenance obligations shall include paving and snow removal. It is expressly acknowledged hereby that, with the exception of the obligation to maintain the Driveway, the Borough does not now and will not in the future have any obligation whatsoever to clean debris or garbage, maintain or repair any pavement or roadway striping, trim any trees, or remove snow in and about the remainder of the Easement Area. If the event of snowfall, if the remainder of the Easement Area is not plowed, the Borough shall have the right, but not the obligation, to plow two passes between the Driveway and Broad Street.

5. **Reservation by Grantor / Non-Exclusive Use.** All right title and interest in and to any Easement Area described herein which may be used and enjoyed without interfering with the rights conveyed by this Easement are reserved to the Grantor; provided, however, that the Grantor, and its successors and assigns, shall not disturb, displace, damage, or interfere with the Borough's use of the Easement Area for emergency ingress and egress; or erect or maintain any structures or buildings which may interfere with the Borough's intended use of the Easement Area.

Grantor agrees and covenants that the Borough shall quietly enjoy its rights in and to the said Easement Area without disturbance and interference by the Grantor. It is understood and agreed that this Easement confers upon the Borough no rights of title to the Easement Area. Nothing herein shall be construed to limit the Grantor's right of access to and use of the Easement Area except as herein provided.

6. **Indemnification and Hold Harmless.** In consideration of the privilege herein granted, the Borough, its successors, heirs or assigns will not seek or claim any damages from the Grantor in connection with or on account of any injuries or damages arising in or on the Easement Area while being used by the Borough and its agents and employees. The Borough shall indemnify and save harmless the Grantor from all claims or damages in connection with the Borough's use of the Easement Area.

This Paragraph shall survive the expiration or termination of this Easement.

7. **Assignment / Transfer / Mortgage.** This Agreement is not assignable by Borough; and should the Borough's Property cease to be utilized as for Borough use, this Easement shall automatically be null and void and of no further force and effect. The Easement and the rights of any persons or entities to use the Easement Area as aforesaid shall automatically terminate and expire if, as and when the Borough's Property is no longer owned by Borough or otherwise used as a for Borough use.

Grantor may convey, mortgage, lease or otherwise transfer title or interest in the lands subject to this Easement provided, however, that the covenants and conditions herein remain superior to such conveyance, mortgage, lease or transfer, it being the intention of the parties that this Easement and its terms and conditions shall become a part of the chain of title and shall run with the land.

8. **Modification.** This Easement shall not be amended or modified without the written consent of Grantor and the Borough, and any such amendment or modification shall be filed of record with the Hunterdon County Clerk's Office.

9. **Grantor's Covenant.** There are no mortgages, judgments, liens, attachments, or other encumbrances which will affect the title or right of the Grantor to convey this easement to the Borough for the purposes as described herein.

10. **Notices.** Any notice permitted or required by this Easement shall be deemed received, if delivered, when actually received, or, if mailed, on the third day after mailed by certified mail, postage prepaid, to the party's address set forth in this Easement, or to such other address designated in writing to the other parties.

11. **Governing Law.** This Easement shall be governed by and construed in accordance with the laws of the State of New Jersey.

[SIGNATURE PAGES FOLLOW]

GRANTEE
THE BOROUGH OF FLEMINGTON

 Witness

By: _____
 Betsy Driver, Mayor

Date: _____

STATE OF NEW JERSEY :
 :SS
 COUNTY OF HUNTERDON :

I CERTIFY that on _____, 2022,

Betsy Driver, the signor of the foregoing instrument, personally came before me and stated under oath, to my satisfaction that:

- (a) she is the Mayor of the Borough of Flemington, the government entity named in this document;
- (b) this document was signed and delivered to represent the duly authorized and voluntary act of the Borough of Flemington;
- (c) she knows the proper seal of the corporation which was affixed to this document;
- (d) she signed this to attest to the truth of these facts.

 Attesting Witness

[seal]

Signed and sworn to before me
 This _____ day of _____, 2022

 Name:
 Notary Public of State of
 My commission expires:

GRANTEE

Witness

By: _____

Print Name: _____

Date: _____

STATE OF NEW JERSEY :
: SS.
COUNTY OF _____ :

I certify that on _____, 2022, _____, personally came before me and this person acknowledged under oath, to my satisfaction that:

- (a) Was the maker of the attached instrument;
- (b) Was authorized to and did execute this instrument as the _____ of _____, a limited liability company, the company named in this Easement, and is authorized to execute this Easement, pursuant to the Grantor's Operating Agreement;
- (c) Executed this instrument as the act of the entity named in this instrument;
- (d) The full and actual consideration paid or to be paid for the transfer of title is One Dollar (\$1.00) (such consideration is defined in N.J.S.A. 46-15-5).

Attesting Witness

Mayor and Common Council

38 Park Avenue
Flemington, NJ 08822

Meeting: 10/24/22 07:30 PM
Department: Governing Body
Category: Board Policy
Prepared By: Michael J. Humphrey
Initiator: Michael J. Humphrey
Sponsors:

SCHEDULED**RESOLUTION 2022-212**

DOC ID: 3925

Authorizing the Raritan Township Engineer to Submit a Joint Application with the Borough of Flemington for a Stormwater Technical Assistance Grant to Conduct a Stormwater Utility Feasibility Study

WHEREAS, the New Jersey Department of Environmental Protection (NJDEP) has introduced new and amended regulations regarding Stormwater Management; and

WHEREAS, all municipalities are required to modify and update their stormwater programs to conform with the new and amended regulations; and

WHEREAS, in March 2019, the Stormwater Utility Act, officially known as the "Clean Stormwater and Flood Reduction Act" was signed into law; and

WHEREAS, this Act authorizes local governments the ability to create a stormwater utility, which is a public utility that assesses fees and uses the revenue from these fees to maintain infrastructure designed to control stormwater flooding and reduce pollutants from entering into waterbodies; and

WHEREAS, a stormwater utility is currently the only mechanism that would enable the Township to dedicate these funds directly to stormwater management and thereby properly operate, maintain, repair and improve the Township's stormwater facilities; and

WHEREAS, the Borough recognizes the importance of improving and maintaining its stormwater system based on the recent flooding events in the Township and has already taken steps to identify those areas in need of attention; and

WHEREAS, the NJDEP is offering No Cost Technical Assistance Grants to determine a municipality's need for a Stormwater Utility; and

WHEREAS, the Borough is partnering with Raritan Township and the Raritan Township Municipal Utilities Authority (RTMUA) in the application for the Grant so as to address the needs of the community as a whole; and

WHEREAS, the Borough Administrator recommends that the Borough pursue this grant in an effort to save time and money in the potential establishment of a Stormwater Utility.

NOW, THEREFORE, BE IT RESOLVED that the Mayor and Council of the Borough of Flemington, County of Hunterdon, State of New Jersey authorize the Raritan Township Engineer, Paul Ferriero, to submit an application for the No Cost Technical Assistance Grant for establishing a Stormwater Utility.

BE IT FURTHER RESOLVED that Raritan Township and the Raritan Township Municipal Utilities Authority will adopt similar resolutions supporting the application for the Grant by the Township on behalf of all three entities

Adopted: October 24, 2022

Attest:

Betsy Driver, Mayor

Michael Humphrey, Acting Borough Clerk

CERTIFICATION

I, Michael Humphrey, Acting Clerk of the Borough of Flemington, County of Hunterdon, State of New Jersey, hereby certify that the foregoing resolution is a true, complete and accurate copy of a resolution adopted by the Council of the Borough of Flemington held on October 24, 2022.

Michael Humphrey,
Acting Clerk

Mayor and Common Council

38 Park Avenue
Flemington, NJ 08822

Meeting: 10/24/22 07:30 PM
Department: Governing Body
Category: Board Policy
Prepared By: Michael J. Humphrey
Initiator: Michael J. Humphrey
Sponsors:

SCHEDULED**RESOLUTION 2022-213**

DOC ID: 3929

**Executive Session to Discuss Negotiation of Potential
Amendment of RDA for Liberty Village**

WHEREAS, the Common Council of the Borough of Flemington desires to discuss and obtain attorney advice regarding negotiation of potential amendment of RDA for Liberty Village; and

WHEREAS, an executive session for this discussion is justified under N.J.S.A. 10:4-12 (7), which cites:

pending or anticipated litigation or contract negotiation other than in subsection B. (4) herein in which the public body is, or may become, a party, or matters falling within the attorney-client privilege, to the extent that confidentiality is required in order for the attorney to exercise her ethical duties as a lawyer; and

WHEREAS, a date cannot yet be given for when the minutes from the executive session may be made public;

NOW, THEREFORE, BE IT RESOLVED that the Common Council of the Borough of Flemington go into executive session for the above-started purpose.

Adopted: October 24, 2022

Attest:

Betsy Driver, Mayor

Michael Humphrey, Acting Borough Clerk