CITY COUNCIL **The City of Orange Township, New Jersey**

DATE _____ **NUMBER** 63-2025

TITLE: **AN ORDINANCE TO AMEND SECTION §200-40, SCHEDULE IX: STOP INTERSECTIONS, OF THE CITY OF ORANGE TOWNSHIP CITY CODE**

WHEREAS, it is the policy of the City of Orange Township to regulate, in a manner consistent with the interests of the citizens of the City of Orange Township, the location of Stop Signs on City roadways;

WHEREAS, Representatives from Bright View Engineering performed a site visit at the intersection of Lincoln Avenue and Jackson Street/Minton Place to investigate a request to install an All-Way Stop;

WHEREAS, currently, there is no Stop Signs at the intersection of Lincoln Avenue and Jackson Street/Minton Place;

WHEREAS, Representatives from Bright View Engineering performed their on-site visit and are recommending an "All Way Stop", which would include adding Stop Signs in both directions on Lincoln Avenue and Jackson Street/Minton Place; (see attached report)

WHEREAS, the below changes will allow for an All Way Stop at the intersection of Lincoln Avenue and Jackson Street/Minton Place;

NOW, THEREFORE, BE IT ORDAINED, that Section §200-40, Schedule IX of the Code of the City of Orange Township be amended and supplemented as follows; and

200-40 Schedule IX: Stop Intersections

Intersection	**Stop Sign On**
Lincoln Avenue and Jackson Street/Minton Place	**Lincoln Avenue and Jackson Street/Minton Place (All Way Stop)**

Purpose: Allow an All Way Stop at the intersection of Lincoln Avenue and Jackson Street/Minton Place.

Fiscal Impact: None.

Trisha A. Scipio
Acting Deputy Clerk

Adrienne K. Wooten
Council President

Approved:

Dwayne D. Warren, Esq., Mayor

APPROVED AS TO FORM, SUFFICIENCY AND LEGALITY

Bright View Engineering
Moving you forward

April 11, 2025

VIA EMAIL
mmayes@orangenj.gov

Marty Mayes
Director of Public Works
City of Orange Township
Department of Public Works & Engineering
29 North Day Street, Room 304
Orange, New Jersey 07050
978-885-1921

Re: All-Way Stop Evaluation
Lincoln Avenue & Jackson Street/Minton Place
City of Orange Township, Essex County, New Jersey
250115

Dear Mr. Mayes:

Bright View Engineering (*BVE here-in*) was tasked with performing an analysis to determine if an All-Way Stop configuration is appropriate for the intersection of Lincoln Avenue & Jackson Street in the City of Orange Township, Essex County, New Jersey.

BVE, in coordination with the City of Orange Township (*Township here-in*), collected data during various site visits to assess the existing conditions at the project intersection. The collected data and observations were utilized to determine if the existing traffic conditions in the project area justify the implementation of the new traffic pattern. This analysis was performed per the standards set forth within NJSA 39:4-8, 39:4-138 & 39:4-197 (*Title 39*), the applicable requirements of the Manual on Uniform Traffic Control Devices (*MUTCD)* and AASHTO - A Policy on Geometric Design of Highways and Streets (*The Green Book*). The following points were considered within the scope of our study:

- An inventory of the roadway facilities in the project vicinity, including the existing physical and traffic operating characteristics;
- Data collection including traffic volume and crash data;
- All-Way Stop Analysis; and
- Summary and Conclusions.

70 South Orange Avenue, Suite 109
Livingston, New Jersey 07039

P.O. Box 99
Roseland, NJ 07068

C: (732) 236-7557 T: (973) 228-0999 F: (201) 753-3904
BrightViewEngineering.com

I. EXISTING CONDITIONS

Multiple field investigations were conducted to obtain an inventory of existing roadway conditions, posted traffic controls, adjacent land uses, lane configurations of the roadways in the study area, and existing vehicular and pedestrian traffic patterns. The following is a brief description of the roadways:

The intersection of Lincoln Avenue and Jackson Street is a four-legged intersection with a stop control on the westbound approach of Jackson Street. A flashing beacon is located at the study intersection where it flashes a red signal for vehicles on Jackson Street. We also note that vehicles are prohibited from parking or standing at the corners of the study intersection.

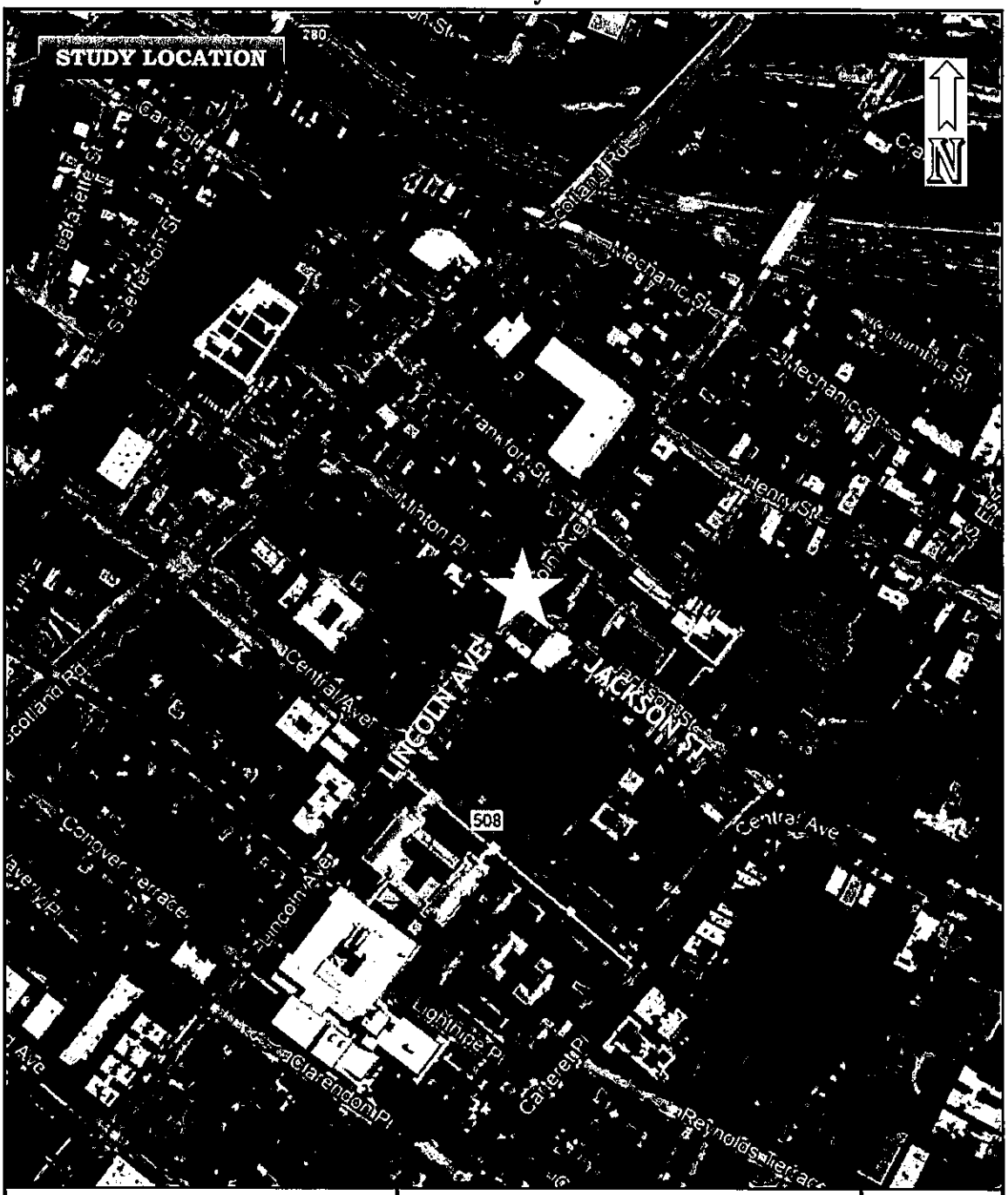
Lincoln Avenue is a north to south roadway in the City of Orange Township that spans approximately 1.34 miles between Main Street and Heywood Avenue. Lincoln Avenue is classified as an Urban Major Collector at its intersection with Jackson Street per the available NJDOT Straight Line Diagram (*July 2015*). The speed limit on the roadway is posted at 25 MPH It is our opinion that a 25 MPH speed limit is appropriate and conforms with the guidance set forth within the New Jersey Statutes Title 39. Lincoln Avenue provides an approximate pavement width of 32 ft and allows for bi-directional travel with one travel lane for each approach. On-street parking is permitted along both sides of the roadway.

Lincoln Avenue is surrounded by residential houses, commercial establishments, the Orange Fire Department, the Orange Preparatory Academy, Orange High School, the Lincoln Avenue Elementary School, and various sports fields and courts (Central Field, Tennis Courts, Basketball Courts, Volleyball Court, Central Playground, and a Pool).

Jackson Street / Minton Place is a one-way westbound local roadway in the City of Orange Township that spans approximately 1,400 ft between Scotland Road and S Essex Avenue. Minton Place is located west of Lincoln Avenue and Jackson Street is located east of Lincoln Avenue. There is no available NJDOT Straight Line Diagram for this roadway. The speed limit on Jackson Street is 25 MPH. It is our opinion that a 25 MPH speed limit is appropriate and conforms with the guidance set forth within the New Jersey Statutes Tite 39. The roadway has an approximate width of 30 ft and provides two (2) parking aisles on each side of the roadway.

Minton Street is surrounded by residential houses on both sides of the roadway. Jackson Street is surrounded by residential houses and the Orange Dental Center on the south side of the roadway and the Lincoln Avenue Elementary School is located on the north side of the roadway at its intersection with Lincoln Avenue.

FIGURE 1 – Study Location



Bright View Engineering *Moving you forward*	**All-Way STOP Evaluation Lincoln Avenue & Jackson Street City of Orange Township, Essex County, NJ**	**FIGURE** 1

70 South Orange Avenue, Suite 109
Livingston, New Jersey 07039

PO Box 99
Roseland, NJ 07068

C: (732) 236-7557 T: (973) 228-0999 F: (201) 753-3904
BrightViewEngineering.com

II. DATA COLLECTION

CRASH HISTORY DATA

Based on the NJ Safety Voyager, we observe that there were ten (10) reported crashes at the intersection of Lincoln Avenue & Jackson Street.

DATE	STREET	CROSS STREET	CRASH TYPE	CIRCUMSTANCE
6/5/21	Lincoln Ave	Jackson St	Right Angle	Driver Inattention
7/6/21	Jackson St	Lincoln Ave	Right Angle	Driver Inattention
1/10/22	Jackson St	Lincoln Ave	Right Angle	Failed to Obey Stop
6/22/22	Lincoln Ave	Jackson St	Rear End	Failed to Yield ROW
7/8/22	Lincoln Ave	Minton Pl	Struck Parked Veh.	Alcohol Involved
12/19/22	Jackson St	Lincoln Ave	Right Angle	Driver Inattention
2/6/23	Lincoln Ave	Jackson St	Right Angle	Driver Inattention
5/18/23	Lincoln Ave	Jackson St	Pedestrian	Failed to Yield Ped
10/5/23	Jackson St	Lincoln Ave	Right Angle	Failed to Yield ROW
12/5/23	Lincoln Ave	Jackson St	Struck Parked Veh.	Unsafe Speed

Based on the crash data provided, we identified ten (10) total reported crashes at the study intersection from 2021 to 2023 (3 years). The reported crashes are as follows: six (6) *Right Angle*, two (2) *Struck Parked Vehicle*, one (1) *Rear End*, and one (1) *Pedestrian* type crashes. The intersection of Lincoln Avenue and Jackson Street experienced a crash frequency of approximately 2.67 incidents within a 12-month period.

TRAFFIC VOLUME DATA

Traffic volume data was collected at the study intersection on April 8, 2025, between the hours of 1:00PM and 7:00PM and on April 9, 2025, between the hours of 6:00AM and 1:00PM. We observed that the morning peak hour is 7:45AM-8:45AM and the evening peak hour is 2:45PM-3:45PM.

Table 2 – Traffic Volume Data

Roadway	Lincoln Avenue	Jackson Street	*Total*
AM Peak Hour (7:45AM-8:45AM)	498	166	***664***
PM Peak Hour (2:45PM-3:45PM)	400	145	***545***
13 Hr. Volume (6:00AM – 7:00PM)	4216	1179	***5395***

PEDESTRIAN AND BICYCLE VOLUME DATA

Pedestrian and Bicycle traffic was collected concurrently with the traffic volume data. We note that the Lincoln Avenue has significant pedestrian and bicycle traffic. **Table 3** provides the roadway peak hour and 13-hour volume data for pedestrians and cyclists.

Table 3 – Traffic Volume Data

Roadway	Lincoln Avenue		Jackson Street		*Total*	
	Bikes	Peds	Bikes	Peds	*Bikes*	*Peds*
AM Peak Hour (7:45AM-8:45AM)	6	145	0	504	***6***	***649***
PM Peak Hour (2:45PM-3:45PM)	1	274	0	504	***1***	***778***
13 Hr. Volume (6:00AM – 7:00PM)	32	624	3	1828	***35***	***2452***

III. ALL-WAY STOP ANALYSIS

We utilized the following criteria in evaluating the study location for the application of an All-Way STOP treatment. Based upon MUTCD, 11th Edition, Section 2B.12-17, All-Way Stop Control, the following justification is provided:

Warrant A – Crash Experience	***Satisfied***
Warrant B – Sight Distance	***Satisfied***
Warrant C – Transition to Signal/Yield Control at Circular Intersection	Not Applicable
Warrant D – 8-Hour Volume	***Partially Satisfied***
Warrant E – Other Factors	***Satisfied***

Section 2B.12 <u>All-Way Stop Control</u>

Support:
01 The provisions in the following sections describe warrants for the recommended engineering study to determine all-way stop control. Warrants are not a substitute for engineering judgment. The fact that a warrant for a particular traffic control device is met is not conclusive justification to install or not install all-way stop control. Because each intersection will have unique characteristics that affect its operational performance or safety, it is the engineering study for a given intersection that is ultimately the basis for a decision to install or not install all-way stop control.
02 All-way stop controls at intersections with substantially differing approach volumes can reduce the effectiveness of these devices for all roadway users.
Guidance:
03 The decision to establish all-way stop control at an unsignalized intersection should be based on an engineering study. The engineering study for all-way stop control should include an analysis of factors related to the existing operation and safety at the intersection, the potential to improve these conditions, and the applicable factors contained in the following all-way stop control warrants:

- *A. All-Way Stop Control Warrant A: Crash Experience (see Section 2B.13)*
- *B. All-Way Stop Control Warrant B: Sight Distance (see Section 2B.14)*
- *C. All-Way Stop Control Warrant C: Transition to Signal Control or Transition to Yield Control at a Circular Intersection (see Section 2B.15)*
- *D. All-Way Stop Control Warrant D: 8-Hour Volume (Vehicles, Pedestrians, Bicycles) (see Section 2B.16)*
- *E. All-Way Stop Control Warrant E: Other Factors (see Section 2B.17)*

Option:
04 The decision to install all-way stop control on site roadways open to public travel may be based on engineering judgment.
Standard:
05 The satisfaction of an all-way stop control warrant or warrants shall not in itself require the installation of all-way stop control at an unsignalized intersection.

Section 2B.13 <u>All-Way Stop Control Warrant A: Crash Experience</u>

Option:
01 All-way stop control may be installed at an intersection where an engineering study indicates:
A. For a four-leg intersection, there are five or more reported crashes in a 12-month period or six or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control.
B. For a three-leg intersection, there are four or more reported crashes in a 12-month period or five or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control.

Based on the crash data provided, the study intersection meets the six (6) reported crashes in a 36-month period that are susceptible to correction by the installation of an all-way stop control. We observed six (6) reported *Right Angle* type crashes at the study intersection between 2021 and 2023 (36 months). **This warrant was satisfied.**

Section 2B.14 <u>All-Way Stop Control Warrant B: Sight Distance</u>

Option:
01 All-way stop control may be installed at an intersection where an engineering study indicates that sight distance on the minor-road approaches controlled by a STOP sign is not adequate for a vehicle to turn onto or cross the major (uncontrolled) road.
Support:
02 At such a location, a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop.

We observed that the line of sight of approaching vehicles on the minor road (Jackson Street) is obstructed by the corner of the building, However, we note that if cars pulled up closer to the intersection, they are able to have a better view of the sight lines. **This warrant was satisfied**

Section 2B.15 <u>All-Way Stop Control Warrant C: Transition to Signal Control or Transition to Yield Control at a Circular Intersection</u>

Option:
01 All-way stop control may be installed at locations where all-way stop control is an interim measure that can be installed to control traffic while arrangements are being made for the installation of a traffic control signal (see Chapter 4C) at the intersection or for the installation of yield control at a circular intersection.

This warrant is not applicable.

Section 2B.16 <u>All-Way Stop Control Warrant D: 8-Hour Volume (Vehicles, Pedestrians, Bicycles)</u>

Option:

01 All-way stop control may be installed at an intersection where an engineering study indicates:

A. The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the major street approaches is at least 300 units per hour for each of any 8 hours of a typical day; and

B. The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the minor street approaches is at least 200 units per hour for each of any of the same 8 hours.

02 If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants may be reduced to 70 percent of the values given in Items A and B in Paragraph 1 of this Section.

Based on the roadway function and characteristics, we identified Lincoln Avenue as the Major Street and Jackson Street as the Minor Street. The approach speed of both the major street and minor street is 25 MPH which is less than the 40 MPH MUTCD guideline, thus the minimum vehicular warrants of at least 300 combined vehicles, bikes, and pedestrian volume per hour for any 8 hours of an average day from the major street approach *(total of both approaches)* and at least 200 combined vehicles, bikes and pedestrian volume per hour for the same 8 hours from the minor street approach *(total of both approaches)* is the appropriate threshold. The volumes used for an All-Way Stop analysis are detailed below.

Table 4 – Traffic Volume Analysis for Lincoln Avenue & Jackson Street

Approach	Time	Major	Minor	Major	Minor
		Lincoln Avenue	Jackson Street	>300 MUTCD	>200 MUTCD
1	2:45PM-3:45PM	675	649	YES	YES
2	7:45AM-8:45AM	649	670	YES	YES
3	3:45PM-4:45PM	458	305	YES	YES
4	5:30PM-6:30PM	450	199	YES	NO
5	6:45AM-7:45AM	337	168	YES	NO
6	1:00PM-2:00PM	331	109	YES	NO
7	8:45AM-9:45AM	289	162	NO	NO
8	10:45AM-11:45AM	270	91	NO	NO

From this data we observe that the major approach hourly volumes meet 6 out of the 8 hourly volume requirement (*300 combined volume*), and the minor approach meets 3 out of the 8 hourly volume requirements (*200 combined volume*). Based on Section 2B.16 of the MUTCD, 11th Edition, the intersection of Lincoln Avenue & Jackson Street partially meets the All-Way Stop Control Warrant D: 8-Hour Volume requirements. **This warrant was partially satisfied.**

Section 2B.17 <u>All-Way Stop Control Warrant E: Other Factors</u>

Option:

01 All-way stop control may be installed at an intersection where an engineering study indicates that all-way stop control is needed due to other factors not addressed in the other all-way stop control warrants. Such other factors may include, but are not limited to, the following:

A. The need to control left-turn conflicts,

B. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where all-way stop control would improve traffic operational characteristics of the intersection, or

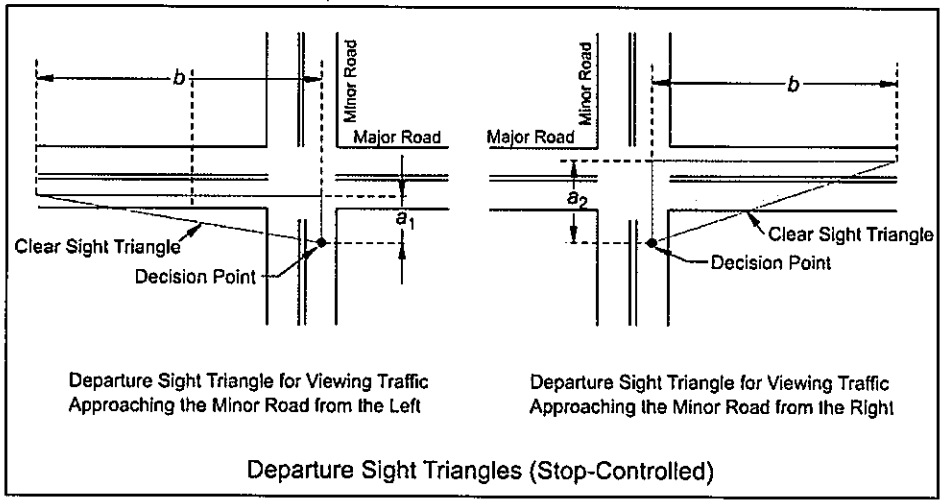
C. Where pedestrian and/or bicyclist movements support the installation of all-way stop control.

We observed that approximately 75% of the reported crashes were *Right Angle* crashes. It is our opinion that an all-way stop at the study intersection will help control left turn conflicts for vehicles coming from the minor road (Jackson Street) to Lincoln Avenue. We also observed multiple schools located along Lincoln Avenue, with the Lincoln Avenue Elementary school located at the corner of Lincoln Avenue and Jackson Street. There is high pedestrian volume at the study intersection with at least 775 pedestrians during the afternoon peak hour. We also observed one (1) *Pedestrian* crash with injury reported at the study intersection. It is our opinion that based on these other factors, an All-Way Stop is warranted at the intersection of Lincoln Avenue & Jackson Street. **This warrant was satisfied.**

IV. RECOMMENDATIONS

Sight Distance Improvements – We observed that parking is prohibited at the corners of the intersection. We also observed that the corner of the school building is obstructing the sight lines for vehicles on Jackson Street. However, we note that if cars pulled up closer to the intersection, they are able to have better sight distance of vehicles on Lincoln Avenue.

We recommend that the Township continue to enforce parking prohibition at the corners of the intersection and remove other obstructions from sight triangles, as reasonable.



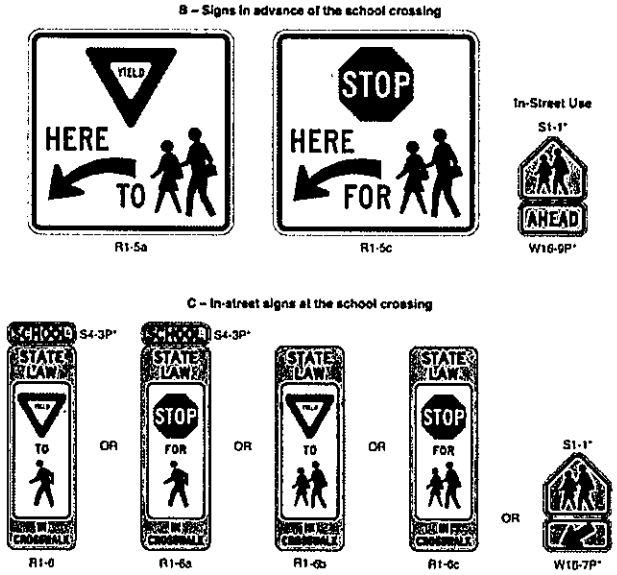
Departure Sight Triangles (Stop-Controlled)

Improve Roadway Striping and Markings - We recommend that the Township consider refreshing pavement striping and implement striping of parking aisle to better define travel lane width and encourage motorists to travel at lower speeds, prevent crashes involving parked vehicles. We also recommend that the Township add "SCHOOL" pavement markings on the roadway in accordance with the MUTCD – Chapter 7C. Markings standards and guidelines.

Figure 7C-1. Two-Lane Pavement Marking of "SCHOOL"

International Crosswalk Striping – We recommend that the Township implement an international crosswalk pattern throughout all of its pedestrian crossings. We recommend an 8' wide crosswalk for this area where school crossing signs are present. This pattern provides greater visibility for both pedestrians and motorists who approach the facility, greater painted surface area provides greater reflectivity during nighttime lighting conditions, and due to how the pattern is laid out it may require less upkeep costs for the Township due to reduced wear and tear.

Additional Signs – We recommend that the Township replace and update traffic signs and regulatory signs to meet current MUTCD standards. We also recommend providing additional signs along Lincoln Avenue to alert motorists of high pedestrian volume and school children crossing the area.



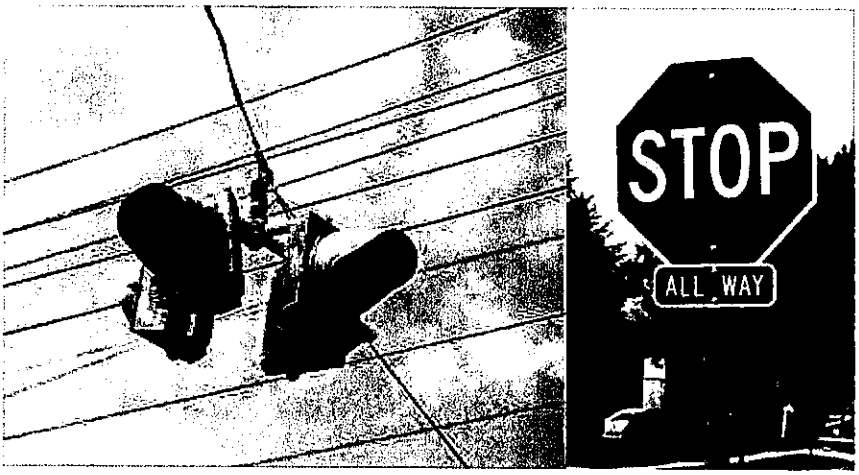
70 South Orange Avenue, Suite 109
Livingston, New Jersey 07039

PO Box 99
Roseland, NJ 07068

C: (732) 236-7557 T: (973) 228-0999 F: (201) 753-3904
BrightViewEngineering.com

Driver Feedback Signs - We recommend the Township to implement Driver Feedback signs along Lincoln Avenue to inform motorists about their speed and encourage them to follow the posted speed limit.

All-Way Stop – Based on our all-way stop analysis, we determined that an all-way stop is warranted at the intersection of Lincoln Avenue & Jackson Street. We recommend that the appropriate signage and striping be implemented according to the latest MUTCD standards and guidelines for an All-Way Stop Installation. Additionally, we recommend that the Township update the flashing beacon signal at the intersection to have red lights for all approaches to warn vehicles to stop at the intersection.



70 South Orange Avenue, Suite 109
Livingston, New Jersey 07039

PO Box 99
Roseland, NJ 07068

C: (732) 236-7557 T: (973) 228-0999 F: (201) 753-3904
BrightViewEngineering.com

V. SUMMARY & CONCLUSIONS

BVE has concluded that an All-Way Stop condition is warranted at this intersection based on Section 25B.14 All-Way Stop Control Warrant A: Crash Experience, and Section 2B.17 All-Way Stop Control Warrant E: Other Factors of the MUTCD, 11th Edition.

It is our recommendation that the Township consider traffic calming measures and work with its residents to improve the safety and operational characteristics at the intersection of Lincoln Avenue & Jackson Street. Based on our observations, it is our opinion that an All-Way STOP control is **warranted** at the study intersection. We present the following in support of this recommendation as well as other traffic treatments which may be considered:

- Based on Section 2B.13 of the MUTCD, 11th Edition, the intersection of Lincoln Avenue & Jackson Street **meets** the All-Way Stop Control Warrant A for Crash Experience as there are six (6) reported *Right Angle* incidents at the study intersection within a 36-month period.

- We observed that there are three (3) schools along Lincoln Avenue and the Lincoln Avenue School is located at the corner of Lincoln Avenue and Jackson Street. We observed high pedestrian traffic, particularly school children in this area. It is our opinion that an All-Way Stop control at the study intersection may help improve safety for pedestrians and motorists.

- We observed significant amount of foot traffic in this neighborhood with at least 775 pedestrians during the afternoon peak hour, it is our opinion that an All-Way Stop would improve the safety and traffic operational characteristics of the intersection.

- We recommend that the Township provide additional school signs and speed limit signs with driver feedback throughout Lincoln Avenue.

- It is our recommendation that the Township consider implementing an international crosswalk pattern throughout all of its pedestrian crossings. This striping should be comprised of white 24" thick bars, set 4' on center, and no less than 6' wide. We recommend an 8' wide crosswalk for this area where school crossing signs are present. This pattern provides greater visibility for both pedestrians and motorists who approach the facility, greater painted surface area provides greater reflectivity during nighttime lighting conditions, and due to how the pattern is laid out it may require less upkeep costs for the Township due to reduced wear and tear.

- We recommend additional improvements such replacing old and faded signs, refreshing pavement striping and markings, ensuring curb ramps are ADA compliant, enhancing the landscape of the streets by maintaining the foliage, the sidewalks, and installing additional lighting, where appropriate.

- We recommend that the Township work with property owners in the study area to improve sight distance at the intersection and clear obstructions with the sight triangles, as much as is reasonable.

- We note that the lens in the existing flashing beacon at the study intersection need to be changed from yellow to red for the Lincoln Avenue approach when implementing the All-Way Stop.

- We recommend restudying this location 6-months after the All-Way Stop is installed. A traffic signal analysis shall be conducted to determine if a full signal is warranted.

- If a full signal is not warranted, we recommend that the Township consider other traffic calming recommendations at the intersection of Lincoln Avenue & Jackson Street due to high pedestrian volumes.

Should you have any questions or require additional information please do not hesitate to contact me on (732) 236-7557.

Very truly yours,
Bright View Engineering

John J. Jahr, PTP, TSOS
Principal

Joseph A. Fishinger, Jr., PE, PP, PTOE
Director of Traffic Engineering

JJJ/as
Https://bvengr.sharepoint.com/sites/bvengr/proj/250115-ORG-LincolnJackson4WayStop/7-Reports-Analysis/Lincoln-Jackson-STOP.docx

70 South Orange Avenue, Suite 109
Livingston, New Jersey 07039

PO Box 99
Roseland, NJ 07068

C: (732) 236-7557 T: (973) 228-0999 F: (201) 753-3904
BrightViewEngineering.com

Bright View Engineering
Moving you forward

BRIGHT VIEW ENGINEERING
70 SOUTH ORANGE AVE, SUITE 109
LIVINGSTON, NEW JERSEY 07039

Lincoln Avenue & Jackson Street
City of Orange Township New Jersey
Tuesday-Wednesday, April 8-9, 2025

	Southbound Lincoln Avenue						Westbound Jackson Street						Northbound Lincoln Avenue						Eastbound -						TOTAL
Time	U	L	T	R	PEDS	TOTAL	U	L	T	R	PEDS	TOTAL	U	L	T	R	PEDS	TOTAL	U	L	T	R	PEDS	TOTAL	
6:00 AM	0	0	12	4	0	16	0	0	2	1	4	3	0	1	7	0	2	8	0	0	0	0	6	0	27
6:15 AM	0	0	23	5	1	28	0	0	4	6	1	10	0	2	10	0	0	12	0	0	0	0	4	0	50
6:30 AM	0	0	21	13	1	34	0	1	7	4	5	12	0	1	18	0	0	20	0	0	0	0	5	0	66
6:45 AM	0	0	34	9	1	43	0	3	14	4	9	21	0	6	20	0	2	26	0	0	0	0	5	0	90
TOTAL	0	0	90	31	3	121	0	4	27	15	19	46	0	10	56	0	4	66	0	0	0	0	20	0	233
7:00 AM	0	0	35	10	4	45	0	6	7	7	9	22	0	2	18	0	5	20	0	0	0	0	7	0	87
7:15 AM	0	0	32	12	3	44	0	1	9	4	3	14	0	4	26	0	2	30	0	0	0	0	2	0	88
7:30 AM	0	0	48	10	6	58	0	7	16	9	24	32	0	3	35	0	9	38	0	0	0	0	19	0	128
7:45 AM	0	0	54	9	6	63	0	4	11	14	50	29	0	9	31	0	12	40	0	0	0	0	12	0	132
TOTAL	0	0	169	41	19	210	0	20	43	34	86	97	0	18	110	0	28	128	0	0	0	0	40	0	435
8:00 AM	0	0	55	16	14	71	0	5	11	11	154	27	0	2	56	0	34	58	0	0	0	0	49	0	156
8:15 AM	0	0	64	18	15	82	0	14	19	22	158	55	0	2	54	0	38	56	0	0	0	0	21	0	193
8:30 AM	0	0	58	15	15	73	0	18	14	23	43	55	1	3	52	0	11	56	0	0	0	0	17	0	184
8:45 AM	0	0	30	6	4	36	0	6	16	6	12	28	0	6	24	0	0	30	0	0	0	0	10	0	94
TOTAL	0	0	207	55	48	262	0	43	60	62	367	165	1	13	186	0	83	200	0	0	0	0	97	0	827
9:00 AM	0	0	47	10	0	57	0	2	11	4	18	17	0	4	24	0	0	28	0	0	0	0	6	0	102
9:15 AM	0	0	35	2	0	37	0	4	14	7	7	25	1	3	24	0	3	26	0	0	0	0	10	0	90
9:30 AM	0	0	25	10	1	35	0	1	9	4	8	14	0	6	21	0	0	27	0	0	0	0	7	0	78
9:45 AM	0	0	27	3	1	30	0	2	9	8	2	20	0	4	17	0	1	21	0	0	0	0	9	0	71
TOTAL	0	0	134	25	2	159	0	9	43	24	35	76	1	17	86	0	4	104	0	0	0	0	32	0	339
10:00 AM	0	0	26	7	1	33	0	5	5	4	11	14	0	5	14	0	1	19	0	0	0	0	6	0	66
10:15 AM	0	0	33	8	0	41	0	3	13	5	4	21	0	3	11	0	0	14	0	0	0	0	5	0	76
10:30 AM	0	0	31	10	1	41	0	2	10	4	2	16	1	6	12	0	1	19	0	0	0	0	5	0	76
10:45 AM	0	0	28	8	2	38	0	1	10	5	4	16	0	7	16	0	0	23	0	0	0	0	3	0	75
TOTAL	0	0	118	33	4	151	0	11	38	18	21	67	1	21	53	0	2	75	0	0	0	0	19	0	293
11:00 AM	0	0	34	6	0	40	0	0	9	1	4	10	0	7	18	0	1	25	0	0	0	0	1	0	75
11:15 AM	0	0	38	11	1	49	0	3	14	3	6	20	2	3	20	0	1	25	0	0	1	0	2	1	95
11:30 AM	0	0	35	8	7	43	0	4	9	3	3	16	0	3	15	0	1	18	0	0	0	0	5	0	77
11:45 AM	0	0	24	12	1	36	0	4	9	1	3	14	0	5	17	0	0	22	0	0	0	0	2	0	72
TOTAL	0	0	131	37	9	168	0	11	41	8	16	60	2	18	70	0	3	90	0	0	1	0	10	1	319

Bright View Engineering
Moving you forward

BRIGHT VIEW ENGINEERING
70 SOUTH ORANGE AVE, SUITE 109
LIVINGSTON, NEW JERSEY 07039

Lincoln Avenue & Jackson Street
City of Orange Township New Jersey
Tuesday-Wednesday, April 8-9, 2025

	Southbound Lincoln Avenue						Westbound Jackson Street						Northbound Lincoln Avenue						Eastbound -						TOTAL
Time	U	L	T	R	PEDS	TOTAL	U	L	T	R	PEDS	TOTAL	U	L	T	R	PEDS	TOTAL	U	L	T	R	PEDS	TOTAL	
12:00 PM	0	0	30	6	0	36	0	5	15	6	3	26	0	4	21	0	4	25	0	0	0	0	4	0	87
12:15 PM	0	0	31	13	2	44	0	4	7	3	6	14	0	5	18	0	2	23	0	0	0	0	4	0	81
12:30 PM	0	0	31	6	1	37	0	3	6	0	10	11	0	3	23	0	1	26	0	0	0	0	1	0	74
12:45 PM	0	0	24	8	3	32	0	6	16	2	5	28	0	3	17	0	2	20	0	0	0	0	7	0	78
TOTAL	0	0	116	33	6	149	0	20	46	11	26	77	0	15	79	0	9	94	0	0	0	0	16	0	320
1:00 PM	0	0	47	17	0	64	0	3	15	4	6	22	0	2	16	0	1	18	0	0	0	0	6	0	104
1:15 PM	0	0	40	12	3	52	0	1	9	2	9	12	0	0	18	0	2	18	0	0	0	0	5	0	82
1:30 PM	0	0	47	12	1	59	0	0	10	3	4	13	0	0	18	0	3	18	0	0	0	0	10	0	90
1:45 PM	0	0	52	13	0	65	0	4	7	4	4	15	0	3	17	0	3	20	0	0	0	0	1	0	100
TOTAL	0	0	186	54	4	240	0	8	41	13	23	62	0	5	69	0	9	74	0	0	0	0	22	0	376
2:00 PM	0	0	37	11	1	49	0	3	16	1	25	20	0	2	13	0	1	15	0	0	0	0	6	0	83
2:15 PM	0	0	40	8	2	48	0	2	15	4	8	21	0	2	21	0	0	23	0	0	0	0	6	0	92
2:30 PM	0	0	50	10	1	60	0	2	13	7	22	22	0	6	25	0	3	31	0	0	0	0	6	0	113
2:45 PM	0	0	59	9	21	68	0	1	13	6	252	22	0	1	30	0	30	31	0	0	0	0	30	0	121
TOTAL	0	0	186	38	25	224	0	8	57	20	305	85	0	11	89	0	34	100	0	0	0	0	50	0	409
3:00 PM	0	0	50	21	169	71	0	21	18	14	134	53	0	7	30	0	32	37	0	0	0	0	27	0	181
3:15 PM	0	0	48	28	13	74	0	15	19	10	21	44	0	7	16	0	5	25	0	0	0	0	9	0	143
3:30 PM	0	0	55	11	3	68	0	6	13	7	15	26	0	4	24	0	1	28	0	0	0	0	16	0	120
3:45 PM	0	0	58	11	7	87	0	4	12	8	24	24	0	5	26	0	1	31	0	0	0	0	12	0	122
TOTAL	0	0	207	71	192	278	0	46	62	39	194	147	0	23	96	0	39	121	0	0	0	0	64	0	566
4:00 PM	0	0	49	10	29	59	0	9	20	9	33	38	0	1	36	0	3	37	0	0	0	0	33	0	134
4:15 PM	0	0	60	12	9	72	0	8	17	5	45	30	0	1	28	0	7	29	0	0	0	0	16	0	131
4:30 PM	0	0	68	11	2	77	0	4	17	4	17	25	0	3	25	0	0	28	0	0	0	0	6	0	130
4:45 PM	0	0	56	13	2	69	0	1	19	8	16	28	0	3	24	0	2	27	1	0	0	0	4	1	125
TOTAL	0	0	231	46	42	277	0	22	73	26	111	121	0	8	113	0	12	121	1	0	0	0	61	1	520
5:00 PM	0	0	76	5	3	83	0	4	17	6	10	27	0	5	28	0	1	33	1	0	0	0	10	1	144
5:15 PM	0	0	60	14	3	74	0	2	12	8	17	22	0	5	21	0	2	26	0	0	0	0	12	0	122
5:30 PM	0	0	55	10	5	65	0	3	22	7	16	32	0	3	28	0	1	28	0	0	0	0	15	0	128
5:45 PM	0	0	55	17	0	72	0	1	16	6	17	23	0	1	35	0	5	36	1	0	0	0	16	1	132
TOTAL	0	0	246	46	11	294	0	10	67	27	60	104	0	14	110	0	9	124	2	0	0	0	53	2	524
6:00 PM	0	0	63	14	4	77	0	3	8	5	11	16	0	2	29	0	4	31	0	0	0	0	6	0	124
6:15 PM	0	0	64	14	2	78	0	3	13	8	13	24	0	5	29	0	4	34	0	0	0	0	9	0	136
6:30 PM	0	0	38	12	3	50	0	2	10	3	11	15	0	4	22	0	1	26	1	0	0	0	5	1	92
6:45 PM	0	0	52	12	3	64	0	1	8	3	12	12	0	7	24	0	2	31	0	0	0	0	14	0	107
TOTAL	0	0	217	52	12	269	0	9	39	19	47	67	0	18	104	0	11	122	1	0	0	0	34	1	458