

From: [SuDru](#)
To: [Patti Chacker](#)
Subject: OPRA request - Documents pertaining to the placement of a stop sign
Date: Saturday, August 17, 2024 11:50:54 AM

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Dear Cherry Hill Township,

This is a request for public records made under OPRA and the common law right of access. I am not required to fill out an official form. Please acknowledge receipt of this message.

All of the following documents pertaining to the placement of a stop sign adjacent to the property located at 161 Valley Run Drive since January 2019 to present.

- (1) Permit applications made to the Township for driveway construction at 161 Valley Run Drive, including any maps, charts or drawings;
- (2) Permit applications made to the Township for removal of the stop sign, including any maps, charts or drawings;
- (3) All permit applications made to the Township for moving the stop sign to a different location;
- (4) All Township studies/reports/notes concerning any move or proposed move of the stop sign and any objections thereto;
- (5) All Township approvals and permits relating to the move or proposed move of the stop sign;
- (6) All Township engineer certifications pertaining to the move or proposed move of the stop sign;
- (7) All Township engineer's statements of reasons for or against the move or proposed move of the stop sign;
- (8) All Township ordinances, resolutions, or regulations pertaining to the move or proposed move of the stop sign;
- (9) All letters of transmittal from the Township Clerk to the NJ Commissioner of Transportation following the adoption of any ordinances, resolutions, or regulations pertaining to the move of the stop sign;
- (10) All detailed information provided by the Township Clerk to the NJ Commissioner of Transportation pursuant to N.J.S.A. 39:4-8 as to the streets, intersections, and signs affected by the adopted ordinances, resolutions, or regulations pertaining to the move of the stop sign;
- (11) All traffic count, crash, and speed sampling data provided by the Township Clerk to the NJ Commissioner of Transportation pursuant to N.J.S.A. 39:4-8 pertaining to any move or proposed move of the stop sign;
- (12) All approvals by the NJ Commissioner of Transportation of any ordinances, resolutions, or regulations adopted by the Township pertaining to the move of the stop sign.

Yours faithfully,

SuDru

Please deliver records electronically via email to the below UNIQUE address for all replies to this request:

opra+request-64955-4b3b91ec@requests.opramachine.com

Is pchacker@chnj.gov the wrong address for OPRA requests to Cherry Hill Township? If so, please contact us using this form:

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Please note that in some cases publication of requests and responses will be delayed.

If you find this service useful as an OPRA custodian, please ask your web manager to link to us from your organisation's website.

Steve Musilli, C.P.W.M.

From: Steve Musilli, C.P.W.M.
Sent: Friday, June 14, 2024 12:54 PM
To: Kathleen Cullen; Cosmas Diamantis
Cc: Danielle Hammond; Jay Sklivas; Brian Bauerle; George Redmond; Dawn Smith
Subject: RE: Valley Run/Ormond Ave. Intersection
Attachments: MUTCD Info.pdf; Approx site line.png; Site Triangles- NJDOT Manual.png; Sight triangle Inspection.pdf; Twp Sight Triangle.png

Hello Kathy, Cos

I finally had the opportunity to physically inspect the Ormond Ave./ Valley Run Intersection for the allowable sight distances at the intersection.

Utilizing the NJDOT Design Manual the intersection meets the recommended sight distances for 25 MPH speed. (see attached pdf). In Addition, whereas the NJDOT utilizes the criteria of 3.5' height as a sight obstruction, our municipal ordinance notes a maximum height of 3.0'. Finally, where the NJDOT does not identify a "height below" the township identifies 8'. So, by municipal ordinance, no obstruction should fall between a 3' to 8' sight "window".

With the above in mind I would note that although the high grass is currently not a violation, it will exceed this height in a few weeks. Interestingly enough, the front/corner yard lawn plantings do not obstruct the NJDOT sight triangle but overhanging branches of the front yard tree are within the 3' to 8' "window" and therefor are a violation of the zoning ordinance. This violation can be easily abated by simply trimming back a few low lying branches.

Kathy,

In regard to your question of if Section 2B.14 would apply, as the sight distances are met at the intersection this provision would not be applicable.

My recommendation at this time is to complete the following:

- Remove the stop bar

- Move the sign forward approximately 6'
- Leave the ADA ramp and pedestrian cross walk in place
- In lieu if a formal violation, simply request that the homeowner maintain the high grass at a maximum height of 3' and to remove all branches from tree to constitute a violation by being within the site triangle within the "window" of 3' to 8' in height.

If you have any questions or comments please feel free to reach out.

Steven T. Musilli
 Director of Engineering
 Cherry Hill Township
 820 Mercer Street
 Cherry Hill, NJ 08002

Phone: 856-424-3203 (Engineering)
 Phone: 856-424-4422 (DPW)

smusilli@chtownship.com

Remember to REUSE REDUCE RECYCLE !

From: Kathleen Cullen <KCullen@chnj.gov>
Sent: Sunday, June 9, 2024 5:09 PM
To: Steve Musilli, C.P.W.M. <SMusilli@chnj.gov>; Cosmas Diamantis <CDiamantis@chnj.gov>
Cc: Danielle Hammond <DHammond@chnj.gov>; Jay Sklivas <JSklivas@chnj.gov>; Brian Bauerle <BBauerle@chnj.gov>
Subject: RE: Valley Run/Ormond Ave. Intersection

Thanks for this, Steve. I wonder if this section might be applicable:

Section 2B.14 All-Way Stop Control Warrant B: Sight Distance

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.

I also wonder if it would be helpful if I reach out to the home owner and asked to meet with her and show her what the issue is and ask if she could kindly relocate or cut back the garden?

Let us know what you find in the field.

Thanks again,

Kathy Cullen | Director of Community Development | Cherry Hill Township

820 Mercer Street | Cherry Hill, NJ 08002 | Mobile: (609) 280-6516 | kcullen@chnj.gov



From: Steve Musilli, C.P.W.M. <SMusilli@chnj.gov>

Sent: Sunday, June 9, 2024 9:47 AM

To: Cosmas Diamantis <CDiamantis@chnj.gov>; Kathleen Cullen <KCullen@chnj.gov>

Cc: Danielle Hammond <DDHammond@chnj.gov>; Jay Sklivas <JSklivas@chnj.gov>; Brian Bauerle <BBauerle@chnj.gov>

Subject: Valley Run/Ormond Ave. Intersection

Cos, Kathy

Attached PDF is the technical data from the MUTCD – Manual of Uniform Traffic Control Devices. This is the federal guideline that defines the standards used by road managers nationwide to install and maintain traffic control devices on all streets, highways, pedestrian and bicycle facilities, and site roadways open to public travel.”

STOP SIGN

Following review, the installed of the stop bar was inappropriate and at this time will be removed during our next round of line striping (scheduled shortly). There is no need to relocate the stop sign forward as the current location is within the appropriate guidelines. This is not to say we cannot relocate the sign only that the sign is currently compliant. It appears by the google earth image that the site distance to the Valley Run approach to the intersection is restricted. By design, the site distance (for reaction time to stop) is 155’ . With this in mind it appears appropriate to place a ‘Stop Ahead” sign on Valley Road at some distance a minimum of 155’ from the intersection. I would recommend that we choose a location greater than 155’ and between two properties (house #155 and 157).

SIGHT TRIANGLE

I have attached a street view of the intersection stopping at Valley Run and turning left onto Ormond Ave.

I have also attached the NJDOT's Design Manual – Roadway At Grade Intersections. The appropriate engineered design site triangle is at following:

- Initial line of site = 10' off the gutterline extended (desired)
- 25 MPH: looking left = 280', looking right 240'
- 35 MPH: looking left = 390', looking right 335'

From reviewing the street view only, it appears that intersection provides for the appropriate sight distances looking both left and right (upon removal/maintenance of the high grass around the street sign). We would need to complete a field inspection to verify compliance with this design criteria.

I will visit the location tomorrow morning to confirm my assumption of both the site distance approach to the intersection (distance to identify a stop condition) as well as the site triangles at the intersection itself.

Thanks all.

Steven T. Musilli
Director of Engineering
Cherry Hill Township
820 Mercer Street
Cherry Hill, NJ 08002

Phone: 856-424-3203 (Engineering)

Phone: 856-424-4422 (DPW)

smusilli@chtownship.com

Remember to REUSE REDUCE RECYCLE !

Guidance:

- 04 *The YIELD signs should be installed on opposing minor-street approaches (for a four-leg intersection) or on the minor-street approach (for a three-leg intersection). When two intersecting roadways have relatively equal volumes, speeds, and other characteristics, yield control should be installed on the approach that conflicts the most with established pedestrian crossing activity, school walking routes, or bicycle crossing activity.*

Standard:

- 05 **A YIELD sign shall be used to require road users to yield the right-of-way to other traffic at the entrance to a roundabout. YIELD signs at roundabouts shall be used to control the approach roadways and shall not be used to control the circulatory roadway.**
- 06 **YIELD signs shall not be placed on all of the approaches to an intersection, except at roundabouts.**

Section 2B.11 Minor Road Stop Control**Guidance:**

- 01 *Stop control on the minor-road approach or approaches to an intersection should be considered when engineering judgment indicates that one or more of the following conditions exist:*
- A. *A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway.*
 - B. *Crash records indicate that:*
 - 1. *For a four-leg intersection, there are three or more reported crashes in a 12-month period or six or more reported crashes in a 36-month period. The crashes should be susceptible to correction by installation of minor-road stop control.*
 - 2. *For a three-leg intersection, there are three or more reported crashes in a 12-month period or five or more reported crashes in a 36-month period. The crashes should be susceptible to correction by installation of minor-road stop control.*
 - C. *The intersection is of a lower functional classification road with a higher functional classification road.*
 - D. *Conditions that previously supported the installation of all-way stop control no longer exist.*
- 02 *On low-volume rural roads, a STOP sign should be considered at an intersection where engineering judgment indicates that Item C in Paragraph 1 of this Section is applicable or where the intersection has inadequate sight distance for the operating vehicle speeds.*

Section 2B.12 All-Way Stop Control**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 All-Way Stop Control Warrant A: Crash Experience**Option:**

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

Section 2B.14 All-Way Stop Control Warrant B: Sight Distance**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.

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

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

Section 2B.17 All-Way Stop Control Warrant E: Other Factors**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.

Section 2B.18 STOP Sign or YIELD Sign Placement**Standard:**

- 01 The STOP or YIELD sign shall be installed on the near side of the intersection on the right-hand side of the approach to which it applies. When the STOP or YIELD sign is installed at this required location and the sign visibility is restricted, a Stop Ahead sign (see Section 2C.35) shall be installed in advance of the STOP sign or a Yield Ahead sign (see Section 2C.35) shall be installed in advance of the YIELD sign.
- 02 The STOP or YIELD sign shall be located as close as practicable to the intersection it regulates, while optimizing its visibility to the road user it is intended to regulate.
- 03 STOP signs and YIELD signs shall not be mounted on the same post.

Support:

- 04 Section 2A.05 contains information about mounting signs back-to-back with a STOP or YIELD sign.

Guidance:

- 05 *STOP or YIELD signs should not be placed farther than 50 feet from the edge of the pavement of the intersected roadway (see Drawing F in Figure 2A-3).*
- 06 *Supplemental plaques used in conjunction with a STOP or YIELD sign should be limited to those specified for such use in this Manual.*

Option:

- 07 Where drivers proceeding straight ahead must yield to traffic approaching from the opposite direction, such as at a one-lane bridge, a TO ONCOMING TRAFFIC (R1-2aP) plaque (see Figure 2B-1) may be mounted below the YIELD sign.
- 08 Where drivers must yield to traffic in a multi-lane roundabout, a TO TRAFFIC IN CIRCLE (R1-2bP) or TO ALL LANES (R1-2cP) plaque (see Figure 2B-1) may be mounted below the YIELD sign.

Support:

- 09 Figure 2A-3 shows examples of some typical placements of STOP signs and YIELD signs.
- 10 Section 2A.13 contains additional information about separate and combined mounting of other signs with STOP or YIELD signs.

Guidance:

- 11 *Stop lines that are used to supplement a STOP sign should be located as described in Section 3B.19. Yield lines that are used to supplement a YIELD sign should be located as described in Section 3B.19.*
- 12 *Where there is a marked crosswalk at the intersection, the STOP sign should be installed in advance of the edge of the crosswalk that is nearest to the approaching traffic.*
- 13 *Except at roundabouts and channelized right-turn lanes, where there is a marked crosswalk at the intersection, the YIELD sign should be installed in advance of the edge of the crosswalk that is nearest to the approaching traffic.*
- 14 *Where two roads intersect at an acute angle, the STOP or YIELD sign should be positioned at an angle or shielded, so that the legend is out of view of traffic to which it does not apply.*
- 15 *If a raised splitter island is available on the left-hand side of a multi-lane roundabout approach, an additional YIELD sign should be placed on the left-hand side of the approach.*

Option:

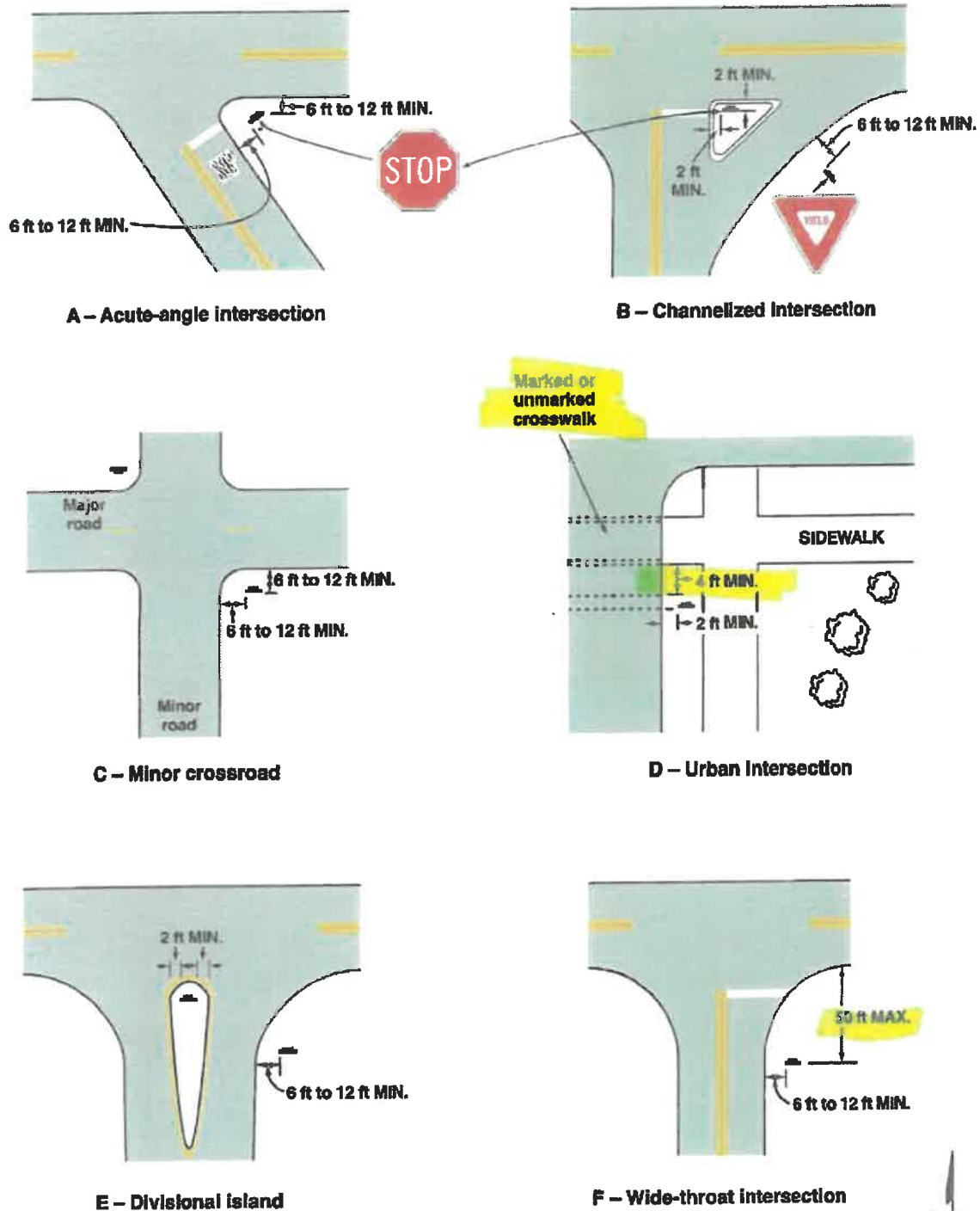
- 16 If a raised splitter island is available on the left-hand side of a single-lane roundabout approach, an additional YIELD sign may be placed on the left-hand side of the approach.
- 17 At wide-throat intersections or where two or more approach lanes of traffic exist on the signed approach, an additional STOP or YIELD sign may be installed on the left-hand side of the road and/or a stop or yield line may be used to improve observance of the right-of-way control. At channelized intersections or at divided roadways separated by a median or divisional island, the additional STOP or YIELD sign may be placed on a channelizing island, or in the median or on the divisional island. An additional STOP or YIELD sign may also be placed overhead facing the approach at the intersection to improve observance of the right-of-way control.

Standard:

- 18 **More than one STOP sign or more than one YIELD sign shall not be placed on the same support facing in the same direction.**

Option:

- 19 For a yield-controlled channelized right-turn movement onto a roadway without an acceleration lane and for an entrance ramp onto a freeway or expressway without an acceleration lane, a NO MERGE AREA (W4-5aP) supplemental plaque (see Section 2C.45) may be mounted below a Yield Ahead (W3-2) sign and/or below a YIELD (R1-2) sign when engineering judgment indicates that road users would expect an acceleration lane to be present.

Figure 2A-3. Examples of Locations for Some Typical Signs at Intersections

Note: Lateral offset is a minimum of 6 feet measured from the edge of the shoulder, or 12 feet measured from the edge of the traveled way. See Section 2A.16 for lower minimums that may be used in urban areas, or where lateral offset space is limited.

Section 3B.19 Stop and Yield Lines**Option:**

- 01 Stop lines may be used to indicate the point behind which vehicles are required to stop in compliance with a STOP (R1-1) sign, a Stop Here for Pedestrians (R1-5b) sign, a Stop Here for School Crossing (R1-5c) sign, a Stop Here for Trail Crossing (R1-5e) sign, or some other traffic control device that requires vehicles to stop, except YIELD signs that are not associated with passive grade crossings.

Standard:

- 02 Stop lines shall consist of solid white lines extending across approach lanes to indicate the point at which the stop is intended or required to be made.
- 03 Except as provided in Section 8C.03, stop lines shall not be used at locations where drivers are required to yield in compliance with a YIELD (R1-2) sign, a Yield Here to Pedestrians (R1-5) sign, a Yield Here to School Crossings (R1-5a) sign, a Yield Here to Trail Crossings (R1-5d) sign, or at locations on uncontrolled approaches where drivers or bicyclists are required by State law to yield to pedestrians.

Guidance:

- 04 Stop lines should be used to indicate the point behind which vehicles are required to stop in compliance with a traffic control signal (see Section 4D.08).
- 05 Stop lines should be 12 to 24 inches wide.

Option:

- 06 Stop lines may be omitted at ramp control signals.

Support:

- 07 Section 4J.02 contains information regarding the use and application of stop lines in conjunction with a pedestrian hybrid beacon.

Standard:

- 08 If used, a yield line pavement marking shall not be installed without a Yield (R1-2) sign, a Yield Here to Pedestrians (R1-5) sign, a Yield Here to School Crossings (R1-5a) sign, a Yield Here to Trail Crossings (R1-5d) sign, or some other traffic control device that requires vehicles to yield (see Figure 3B-16).
- 09 Yield lines shall not be used at locations where drivers are required to stop in compliance with a STOP (R1-1) sign, a Stop Here for Pedestrians (R1-5b) sign, a Stop Here for School Crossing (R1-5c) sign, a Stop Here for Trail Crossing (R1-5e) sign, a traffic control signal, or some other traffic control device.
- 10 Yield lines shall consist of a row of solid white isosceles triangles pointing toward approaching vehicles extending across approach lanes to indicate the point at which the yield is intended or required to be made.

Option:

- 11 If a yield line marking is used on a bicycle facility, a Bicycles Yield to Pedestrians (R9-6) sign (see Section 9B-12) may be used.

Guidance:

- 12 The individual triangles comprising the yield line should have a base of 12 to 24 inches wide and a height equal to 1.5 times the base. The space between the triangles should be 3 to 12 inches.
- 13 If used, stop and yield lines should be placed a minimum of 4 feet in advance of the nearest crosswalk line at controlled intersections, except for yield lines at roundabouts as provided for in Section 3D.04 and at midblock crosswalks. In the absence of a marked crosswalk, the stop line or yield line should be placed at the desired stopping or yielding point, but should not be placed more than 30 feet or less than 4 feet from the nearest edge of the intersecting traveled way.

Standard:

- 14 If yield (stop) lines are used at a crosswalk that crosses an uncontrolled multi-lane approach, Yield Here to (Stop Here for) Pedestrians (R1-5 series) signs (see Section 2B.19) shall be used.

Guidance:

- 15 If yield (stop) lines are used at a crosswalk that crosses an uncontrolled multi-lane approach, the yield (stop) line should be placed 20 to 50 feet in advance of the nearest crosswalk line (see Drawing B in Figure 3B-16).
- 16 If yield or stop lines are used in advance of a crosswalk that crosses an uncontrolled multi-lane approach, parking should be prohibited in the area between the yield or stop line and the crosswalk.

Section 2C.04 Placement of Warning Signs

Support:

- 01 Information on the placement of warning signs is contained in Sections 2A.13 through 2A.18.
- 02 The time needed for detection, recognition, decision, and reaction is called the Perception-Response Time (PRT). Table 2C-3 is provided as an aid for determining warning sign location. The distances shown in Table 2C-3 can be adjusted for roadway features, other signing, and to improve visibility.

Guidance:

- 03 Warning signs should be placed so that they provide an adequate PRT. The distances contained in Table 2C-3 should be applied with engineering judgment.
- 04 Minimum spacing between warning signs with different messages should be based on the estimated PRT for driver comprehension of and reaction to the second sign.
- 05 The effectiveness of the placement of warning signs should be periodically evaluated under both day and night conditions.

Table 2C-3. Guidelines for Advance Placement of Warning Signs

Posted or 85th-Percentile Speed	Advance Placement Distance ¹									
	Condition A: Speed reduction and lane changing in heavy traffic ²	Condition B: Deceleration to the listed advisory speed (mph) for the condition								
		0 ³	10 ⁴	20 ⁴	30 ⁴	40 ⁴	50 ⁴	60 ⁴	70 ⁴	80 ⁴
20 mph	225 ft	115 ft	N/A ⁵	—	—	—	—	—	—	—
25 mph	325 ft	155 ft	N/A ⁵	N/A ⁵	—	—	—	—	—	—
30 mph	460 ft	200 ft	N/A ⁵	N/A ⁵	—	—	—	—	—	—
35 mph	565 ft	250 ft	N/A ⁵	N/A ⁵	N/A ⁵	—	—	—	—	—
40 mph	670 ft	305 ft	100 ft ⁶	100 ft ⁶	N/A ⁵	—	—	—	—	—
45 mph	775 ft	360 ft	125 ft	100 ft ⁶	100 ft ⁶	N/A ⁵	—	—	—	—
50 mph	885 ft	425 ft	200 ft	175 ft	125 ft	100 ft ⁶	—	—	—	—
55 mph	990 ft	495 ft	275 ft	225 ft	200 ft	125 ft	N/A ⁵	—	—	—
60 mph	1,100 ft	570 ft	350 ft	325 ft	275 ft	200 ft	100 ft ⁶	—	—	—
65 mph	1,200 ft	645 ft	450 ft	400 ft	350 ft	275 ft	200 ft	100 ft ⁶	—	—
70 mph	1,250 ft	730 ft	525 ft	500 ft	450 ft	375 ft	275 ft	150 ft	—	—
75 mph	1,350 ft	820 ft	625 ft	600 ft	550 ft	475 ft	375 ft	250 ft	100 ft ⁶	—
80 mph	1,475 ft	910 ft	725 ft	700 ft	625 ft	550 ft	450 ft	350 ft	200 ft	—
85 mph	1,600 ft	1,010 ft	825 ft	800 ft	750 ft	675 ft	575 ft	450 ft	300 ft	150 ft

¹ The distances are adjusted for a sign legibility distance of 180 feet for Condition A. The distances for Condition B (with the exception of the potential stop condition) have been adjusted for a sign legibility distance of 250 feet, which is appropriate for an alignment warning symbol sign. For Conditions A and B, warning signs with less than 6-inch legend or more than four words, a minimum of 100 feet should be added to the advance placement distance to provide adequate legibility of the warning sign.

² Typical conditions are locations where the road user must use extra time to adjust speed and change lanes in heavy traffic because of a complex driving situation. Typical signs are Merge and Right Lane Ends. The distances are determined by providing the driver a PRT of 14.0 to 14.5 seconds for vehicle maneuvers (2018 AASHTO Policy, Table 3-3, Decision Sight Distance, Avoidance Maneuver E) and adjusted for a legibility distance of 180 feet for the appropriate sign.

³ Typical condition is the warning of a potential stop situation. Typical signs are Stop Ahead, Yield Ahead, Signal Ahead, and Intersection Warning signs. The distances are based on the 2018 AASHTO Policy, Table 3-1, Stopping Sight Distance, providing a PRT of 2.5 seconds, a deceleration rate of 11.2 feet/second².

⁴ Typical conditions are locations where the road user must decrease speed to maneuver through the warned condition. Typical signs are Turn, Curve, Reverse Turn, or Reverse Curve. The distance is determined by providing a 2.5 second PRT, a vehicle deceleration rate of 10 feet/second², and adjusted for a sign legibility distance of 250 feet.

⁵ No suggested distances are provided for these speeds, as the placement location is dependent on site conditions and other signing. An alignment warning sign may be placed anywhere from the point of curvature up to 100 feet in advance of the curve. However, the alignment warning sign should be installed in advance of the curve and at least 100 feet from any other signs.

⁶ The minimum advance placement distance is listed as 100 feet to provide adequate spacing between signs.

Note: Warning signs that advise road users about conditions that are not related to a specific location, such as Deer Crossing or SOFT SHOULDER, can be installed in an appropriate location, based on engineering judgment.



SIGHT DISTANCE AT INTERSECTIONS FOR LEFT, OR RIGHT TURNING & CROSSING VEHICLES WITH STOP CONTROL

FIGURE 6-A

BDC07MR-05

Intersection Sight Distance(d) Stop Control on Minor Road Two Lane Highway							
Design Speed	Left-Turn			Right-Turn or Cross			
	P	SU	WB	P	SU	WB	
25	280	350	425	240	315	385	
30	335	420	510	290	375	465	
35	390	490	595	335	440	540	
40	445	560	680	385	500	620	
45	500	630	760	430	565	695	
50	555	700	845	480	625	775	
55	610	770	930	530	690	850	
60	665	840	1015	575	750	930	
65	720	910	1100	625	815	1005	
70	775	980	1185	670	875	1085	

For highways with more than 2 lanes or when approach grade on minor road exceeds 3%, the distance (d) must be calculated using the formula: $d = 1.47V^4/a$

Design Vehicle	Time Gap, % Left-Turn	Time Gap, % Right-Turn & Cross
P	7.5 (See Notes)	6.5 (See Notes)
SU	9.5 (See Notes)	8.5 (See Notes)
WB	11.5 (See Notes)	10.5 (See Notes)

- Notes: 1. For left turn or crossing add 0.5 sec. for P and 0.7 sec. for SU & WB for each additional lane crossed.
2. For each percent the upgrade on minor road exceeds 3%, add 0.1 sec for right turn or crossing and 0.2 sec for left turn



Source: A. Policy on Geometric Design of Highways and Streets.



Measure distance

Click on the map to add to your path

Total distance: 127.56 ft (38.88 m)





155-199 Valley Run Dr
Cherry Hill NJ 08002
39.919495, -75.009462

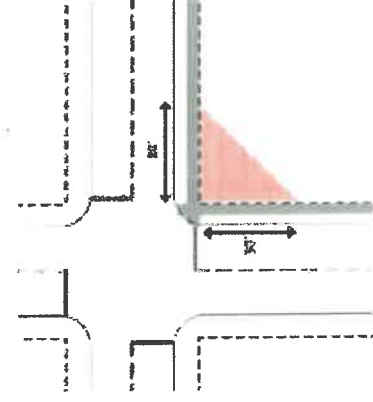


Measure distance
Click on the map to add to your path
Total distance: 45.67 ft (13.92 m)

infrastructure that is located on rooftops shall be screened from view.

- L. Vibration. There shall be no vibration which is discernible to the human senses or which is at low or high frequencies capable of causing discomfort or damage to life or property.

- M. Visibility. On the corner lot or any point of entry on a public road, nothing shall be erected, placed, planted, or allowed to grow in such a manner that obstructs the vision above the height of three (3') feet and below eight (8') feet, measured from the intersection of the right-of-way lines thirty (30') feet along the lot lines.



- N. Exterior Displays. Business establishments shall not display goods for sale purposes or coin-operated vending machines of any type beyond three (3') feet of the structure in which such business activity is carried on except for a temporary period not to exceed thirty (30) days in any one year with proper permits. Any such display shall not be



Measure distance
Click on the map to add to your path
Total distance: 127.56 ft (38.83 m)





155-199 Valley Run Dr
Cherry Hill, NJ 08002
39.919495, -75.009462



Measure distance
Click on the map to add a point: 0/20
Total distance: 45.67 ft (13.92 m)

SIGHT DISTANCE AT INTERSECTIONS FOR LEFT, OR RIGHT TURNING & CROSSING VEHICLES WITH STOP CONTROL

FIGURE: 6-A
BDC07MR-05

Intersection Sight Distance(d) Stop Control on Minor Road Two Lane Highway						
Design Speed	Left-Turn			Right-Turn or Cross		
	P	SU	WB	P	SU	WB
25	280	350	425	240	315	385
30	325	420	510	290	375	465
35	390	490	595	325	440	540
40	445	560	680	385	500	620
45	500	630	760	430	565	695
50	555	700	845	480	625	775
55	610	770	930	530	690	850
60	665	840	1015	575	750	930
65	720	910	1100	625	815	1005
70	775	980	1185	670	875	1085

For highways with more than 2 lanes or when approach grade on minor road exceeds 3%, the distance (d) must be calculated using the formula: $d = 1.47Vt^2$

Design Vehicle	Time Gap, s Left-Turn	Time Gap, s Right-Turn & Cross
P	7.5 (See Notes)	6.5 (See Notes)
SU	9.5 (See Notes)	8.5 (See Notes)
WB	11.5 (See Notes)	10.5 (See Notes)

- Notes: 1. For left turn or crossing add 0.5 sec. for P and 0.7 sec. for SU & WB for each additional lane crossed.
2. For each percent the upgrade on minor road exceeds 3%, add 0.1 sec for right turn or crossing and 0.2 sec for left turn



Source: A Policy on Geometric Design of Highways and Streets.

10' 20' 30' 40' 50' 60' 70' 80' 90' 100' 110' 120' 130' 140' 150' 160' 170' 180' 190' 200'

LEFT TURN 300' [220' Requirement (25 MPH) 390' Requirement (35 MPH)]

LEFT TURN 100' [240' Requirement (25 MPH) 330' Requirement (35 MPH)]

NOTE: SITE DISTANCE REQUIREMENTS ARE BASED ON RIGHT-TURN MOVEMENTS. SEE FIGURE 8-10A NDOT DESIGN MANUAL

W. of Monroe / Valley View
SIGHT DISTANCE INTERSECTION
6.14.24







Name of Street	Location
	b. From Route No. 38 complex northerly to Pennsauken Township line.
Evesham Avenue (County No. 544)	Entire length.
Green Tree Road (County No. 674)	Entire length.
Haddonfield Road (County No. 644)	Entire length.
Hampton Road (County No. 623)	Entire length.
Hinchman Avenue (County No. 624)	Entire length.
Kenilworth Avenue (County No. 625)	Between Route No. 38 and Chapel Avenue (No. 626).
Kings Highway (County No. 573)	Between Route No. 70 and County No. 757.
Kresson Road (County No. 671)	Entire length.
Maple Avenue (County No. 537)	Entire length.
Old Borton Mill Road (County No. 757)	Entire length.
Springdale Road (County No. 673)	Entire length.
Woodcrest Road (County No. 667)	Entire length.

§ 10-9.5. Vehicles Over Five (5) Tons Registered Gross Weight Excluded From Certain Streets.

[New; Ord. #2015-7, 4-13-15; Ord. #2015-7, 4-13-15]

Vehicles over five (5) tons registered gross weight are hereby excluded from the streets or parts of streets described herein, except for the pick-up and delivery of products and materials, on such streets.

Name of Street	Weight	Location
All Residential Municipal Streets	Over five (5) tons	Entire length

§ 10-10. ONE-WAY STREETS.

[Ord. #76, § 1, 5-24-54; Ord. #299, § 1, 10-9-61; Ord. #64-3, § 3; Ord. #69-41, § 1, 11-24-69; Ord. #73-40, § 1; Ord. #76-1, § 1, 1-27-76; Ord. #91-59, § 2, 9-11-91; Ord. #94-65 § 1; Ord. # 2005-20, 12-12-05]

The following described streets or parts of streets are hereby designated as One-Way Streets in the direction indicated.

Name of Street	Direction	Limits
Auxiliary road west of Kings Highway	North	Peppermill Road and Cherry Tree Lane.
Delwood Road	North	Between Church Road (CR#616) and Coles Avenue.
Hanover Avenue	North	Chapel Avenue and Martin Avenue.
Queen Anne Drive	West	Country Club Drive and Heartwood Drive.
Railroad Boulevard	North	Beginning at the southeasterly curblineline of Ellis Avenue to a southerly direction for a distance of 100 feet.
Third Avenue	Southerly	Between N.J. Route No. 38 and a point 250 feet southerly therefrom.

§ 10-11. THROUGH STREETS.

[Ord. #53, § 1, 9-28-53; Ord. #239, § 1, 4-11-60; Ord. #248, § 1, 7-11-60; Ord. #64-3, § 4; Ord. #67-36, § 2, 11-13-67; Ord. #75-85, § 2, 12-8-75; Ord. #76-3, § 1, 1-26-76; Ord. #79-76, § 1, 10-8-79; Ord. #85-50, § 1, 8-12-85; Ord. #89-71, § 1, 11-27-89; Ord. #92-46, § 1; Ord. #93-6, § 1, 2-8-93; Ord. #94-32, 3-29-94; Ord. #95-21, § 2, 5-22-95; Ord. #97-15, §§ I, II, 3-24-97; Ord. #98-34, § I, 10-12-98; Ord. #99-47, § I, 8-9-99; Ord. #99-48, § I, 8-9-99; Ord. #2000-15, § I, 11-13-00; Ord. #2005-18, 9-26-05; Ord. #2011-20, 7-11-11; Ord. #2013-7, 2-11-13; Ord. #2013-19, 5-28-13]

Pursuant to the provisions of N.J.S.A. 39:4-140, the streets or parts of streets described are hereby designated as Through Streets. STOP signs shall be installed on the near-right side of each street intersecting the Through Street except where Yield signs are provided for in the designation.

Name of Street	Limits
Ashbrook Road	East Valleybrook Road to Berlin Road
Astor Drive	Between Morris Drive and Garwood Drive.
Borton Mill Road	Brace Road (Route No. 154) and Pearlcroft Road.
Brick Road	Between Marlowe Road and Cherry Hill Township-Voorhees Township Corporate Line.
Brookfield Road	Entire length.
Browning Lane	a. Berlin Road and Browning Lane, (northerly approach and South Woodleigh Drive). b. Browning Lane-South Woodleigh Drive and Kresson Road (CC No. 671).
Caldwell Road	Brace Road to South Kings Highway.
Chapel Avenue	Between Kings Highway and to and including Kingston Drive.
Charleston Road	a. Covered Bridge Road to Charleston-Barcroft Drive. b. Charleston Road-Barcroft Road to 35 feet south of Willow Way.
Chelton Parkway	a. Between Route 41 (North Kings Highway) and the northern intersection with Kingston Drive. b. From the northern intersection with Kingston Drive to the southern intersection with Kingston Drive (near Route 70).
Columbia Boulevard	Between Church Road and Ivy Lane.
Cooper Run Drive	Kresson Road and the extreme terminus of Cooper Run Drive that intersects with Fox Hollow Drive.
Country Club Drive	Between Morris Drive and Queen Ann Road.
Covered Bridge Road	Between State Route No. 70 to Kresson Road.
Crooked Lane	From North Kings Highway to its terminus at Gregory Court.
Dudley Avenue	From State Street to Haddonfield Road (CR 644).
East Chapel Avenue	Between Kings Highway and Old Cuthbert Street.
East Gate-Randle Drive	Entire length.
East Valleybrook Road	West Valleybrook Road to North Valleybrook Road.
Edgemoor Road	a. Between Abington Road and Chelton Parkway. b. Between Chelton Parkway and Belle Arbor Drive.
Fox Hollow Drive	Cooper Run Drive and Cropwell Road.
Fulton Street	Between State Route No. 70 and Martin Avenue.
Greenvale Road	Between Deer Road and Holden Road.
Hadleigh Drive	Entire length.
Harrowgate Drive	a. Kresson Road and the most easterly intersection with Partridge Lane. b. Thence between the most easterly intersection with Partridge Lane to the most westerly intersection of Partridge Lane.

Name of Street	Limits
Jefferson Avenue	Entire length.
King George Road	a. Cornwell Road and Chapel Avenue. b. From Chapel Avenue to Belle Arbor Drive.
Kingston Drive	Between East Chapel Avenue and Route 70
Knollwood Drive	Between Chapel Avenue and Kings Highway.
Lamp Post Lane	Its westerly terminus at Old Orchard Road and its easterly terminus at Old Orchard Road.
Longfellow Drive	Walt Whitman Boulevard and the southerly end of Walt Whitman Boulevard.
Longstone Drive	Marlowe Road to Cropwell Road.
Maine Avenue-W. Ormond Avenue	State Route No. 70 to Route 41.
Mansfield Boulevard	Between CR 561 and the most southerly intersection with South Mansfield Boulevard.
Marlowe Road	Cropwell Road (CC No. 675) and the Cherry Hill Township boundary line-Evesham Township corporate line.
McGill Avenue-West Miami Avenue	Cooper Landing Road to Valley Run Drive.
Mercer Street	The extreme terminus of Mercer Street at the intersection of Chapel Avenue to the northern terminus of Mercer Street at the intersection of Wynwood Avenue.
Millstream Drive	Church Road and Royal Ann Lane.
Morris Drive	Entire length.
Murray Avenue	Between Sherwood Avenue and Chapel Avenue.
New York Avenue	Entire length.
North Birchwood Park Drive	Greentree Road to Springdale Road.
North Bowling Green Drive	Entire length.
North Brookfield Road	Berlin Road to South Brookfield Road.
North Valleybrook Road	Berlin Road to West Valleybrook Road.
North Woodstock Drive	Glenview Place to South Woodstock Drive
Oakview Avenue	a. Between Maple Avenue and Harvard Avenue; b. Between Harvard Avenue and Church Road.
Olive Street	State Route No. 38 and its easterly terminus.
Park Drive	State Route No. 70 and Park Boulevard (CC No. 628).
Partridge Lane	Cropwell Road and Brick Road from Cropwell Road to Harrowgate Drive.
Pearlcroft Road	Entire length.
Pennsylvania Avenue	Entire length.
Rabbit Run Road	Old Orchard Road and Cropwell Road.
Red Oak Drive	Sequoia Road to Southeast Gate Drive.
Saw Mill Road	Entire length.
Sequoia Road	Buttonwood Road to Red Oak Drive.
Sheffield Road-Forrest Road	Between Elkins Road and Kingston Drive.
South Birchwood Park Drive	State Route No.70 to Greentree Road.
South Bowling Green Drive	Entire length.
South Brookfield Road	North Brookfield Road to North Valleybrook Road.
South Forge Avenue	Valley Run Drive to West Chapel Avenue.

CHAPTER 110

AN ACT concerning municipal and county authority over roads and amending R.S.39:4-8, R.S.39:4-197, R.S.39:4-201, P.L.1945, c.284, and P.L.2004, c.107 and supplementing Title 39 of the Revised Statutes.

BE IT ENACTED by the Senate and General Assembly of the State of New Jersey:

1. R.S.39:4-8 is amended to read as follows:

Commissioner of Transportation's approval required; exceptions.

39:4-8. a. Except as otherwise provided in this section, no ordinance, resolution, or regulation concerning, regulating, or governing traffic or traffic conditions, adopted or enacted by any board or body having jurisdiction over highways, shall be of any force or effect unless the same is approved by the commissioner, according to law. The commissioner shall not be required to approve any such ordinance, resolution, or regulation, unless, after investigation by the commissioner, the same shall appear to be in the interest of safety and the expedition of traffic on the public highways. The commissioner's investigation need not include more than a review of the ordinance, resolution, or regulation, and the supporting documentation submitted by a board or body having jurisdiction over highways, unless the commissioner determines that additional investigation is warranted.

Prior to the adoption of any municipal or county ordinance, resolution, or regulation, which places any impact on roadways in an adjoining municipality or county, the governing board or body of the municipality or county shall provide appropriate notice to the adjoining municipality or county.

Notwithstanding any other provision of this section to the contrary, any municipal or county ordinance, resolution, or regulation which places any impact on a State roadway shall require the approval of the commissioner.

Where the commissioner's approval is required, a certified copy of the adopted ordinance, resolution, or regulation shall be transmitted by the clerk of the municipality or county, as applicable, to the commissioner within 30 days of adoption, together with: a copy of the municipal or county engineer's certification, a statement of the reasons for the municipal or county engineer's decision, detailed information as to the location of streets, intersections, and signs affected by the ordinance, resolution, or regulation, and traffic count, crash, and speed sampling data, when appropriate. The commissioner may invalidate the provisions of the ordinance, resolution, or regulation if the commissioner finds that the provisions of the ordinance, resolution, or regulation are inconsistent with the Manual on Uniform Traffic Control Devices for Streets and Highways, inconsistent with accepted engineering standards, are not based on the results of an accurate traffic and engineering survey, or place an undue traffic burden or impact on the State highway system, or affect the flow of traffic on the State highway system.

b. (1) A municipality may, without the approval of the commissioner, and consistent with the current standards prescribed by the Manual on Uniform Traffic Control Devices for Streets and Highways, establish by ordinance, resolution, or regulation, any of the provisions contained in R.S.39:4-197.

- (a) (Deleted by amendment, P.L.2008, c.110)
- (b) (Deleted by amendment, P.L.2008, c.110)
- (c) (Deleted by amendment, P.L.2008, c.110)
- (d) (Deleted by amendment, P.L.2008, c.110)

(2) A county may, without the approval of the commissioner, and consistent with the current standards prescribed by the Manual on Uniform Traffic Control Devices for Streets and Highways, establish by ordinance, resolution, or regulation, any of the provisions contained in R.S.39:4-197.

- (a) (Deleted by amendment, P.L.2008, c.110)
- (b) (Deleted by amendment, P.L.2008, c.110)
- (c) (Deleted by amendment, P.L.2008, c.110)
- (d) (Deleted by amendment, P.L.2008, c.110)

(3) The municipal or county engineer shall, under his seal as a licensed professional engineer, certify to the governing body of the municipality or county, as appropriate, that any designation or erections of signs or placement of pavement markings has been approved by the engineer after investigation of the circumstances, appears to the engineer to be in the interest of safety and the expedition of traffic on the public highways, and

conforms to the current standards prescribed by the Manual on Uniform Traffic Control Devices for Streets and Highways, as adopted by the commissioner.

The provisions of the ordinance, resolution, or regulation shall be consistent with the Manual on Uniform Traffic Control Devices for Streets and Highways, consistent with accepted engineering standards, based on the results of an accurate traffic and engineering survey, and not place an undue traffic burden or impact on streets in an adjoining municipality or negatively affect the flow of traffic on the State highway system.

Nothing in this subsection shall allow municipalities to designate any intersection with any highway under State or county jurisdiction as a stop or yield intersection or counties to designate any intersection with any highway under State or municipal jurisdiction as a stop or yield intersection.

c. Subject to the provisions of R.S.39:4-138, in the case of any street under municipal or county jurisdiction, a municipality or county may, without the approval of the commissioner, and consistent with the current standards prescribed by the Manual on Uniform Traffic Control Devices for Streets and Highways, by ordinance, resolution, or regulation:

- (1) prohibit or restrict general parking;
- (2) designate restricted parking under section 1 of P.L.1977, c.309 (C.39:4-197.6);
- (3) designate time limit parking;
- (4) install parking meters;
- (5) designate loading and unloading zones and taxi stands;
- (6) approve street closings for periods up to 48 continuous hours;
- (7) designate restricted parking under section 1 of P.L.1977, c.202 (C.39:4-197.5);
- (8) establish angle parking; and
- (9) reinstate or add parking on any street.

d. A municipality or county may, without the approval of the commissioner, and consistent with the current standards prescribed by the Manual on Uniform Traffic Control Devices for Streets and Highways, by ordinance, resolution, or regulation, regarding any street under its jurisdiction, install or place an in-street pedestrian crossing right-of-way sign at a marked crosswalk or unmarked crosswalk at an intersection. The installation shall be subject to guidelines issued by the commissioner after consultation with the Director of the Division of Highway Traffic Safety in the Department of Law and Public Safety. The guidelines shall be aimed at ensuring safety to both pedestrians and motorists including, but not limited to, the proper method of sign installation, dimensions, composition of material, proper placement points and maintenance. A claim against the State or a municipality or county for damage or injury under this subsection for a wrongful act or omission shall be dismissed if the municipality or county is deemed to have conformed to the guidelines required hereunder.

e. A municipality or county may, without the approval of the commissioner, and consistent with the current standards prescribed by the Manual on Uniform Traffic Control Devices for Streets and Highways, by ordinance, resolution, or regulation in any street under its jurisdiction, designate stops, stations, or stands for omnibuses. The designation shall be subject to guidelines issued by the commissioner. The guidelines shall be aimed at ensuring safety to both pedestrians and motorists including, but not limited to, the proper method of sign installation, dimensions, composition of material, proper placement points, and maintenance. A claim against the State or a municipality or county for damage or injury under this subsection for a wrongful act or omission shall be dismissed if the municipality or county is deemed to have conformed to the guidelines required hereunder.

2. R.S.39:4-197 is amended to read as follows:

Ordinance, resolution, regulation on matters covered by chapter.

39:4-197. Except as otherwise provided in R.S.39:4-8, no municipality shall pass an ordinance or resolution on a matter covered by or which alters or in any way nullifies the provisions of this chapter or any supplement to this chapter; except that a municipality may pass, without the approval of the commissioner, and consistent with the current standards prescribed by the Manual on Uniform Traffic Control Devices for Streets and Highways, ordinances or resolutions, or by ordinances or resolutions may authorize the adoption of regulations by the board, body, or official having control of traffic in the public streets, regulating special conditions existent in the municipality on the subjects and within the limitations following:

(1) Ordinance:

a. Altering speed limitations as provided in R.S.39:4-98;

b. Limiting use of streets to certain class of vehicles, except that nothing in this paragraph shall permit a municipality to pass an ordinance or resolution limiting use of streets by commercial motor vehicles without the approval of the commissioner;

c. Designating one-way streets;

d. Regulating the stopping or starting of street cars at special places, such as railroad stations, public squares or in front of certain public buildings;

e. Regulating the passage or stopping of traffic at certain congested street corners or other designated points, including the establishment of multi-way stop controls;

f. Regulating the parking of vehicles on streets and portions thereof, including angle parking as provided in R.S.39:4-135;

g. Regulating the parking of vehicles upon land owned or leased and maintained by the municipality, a parking authority or the board of education of a school district, including any lands devoted to the public parking of vehicles, the entrances thereto and exits therefrom;

h. Regulating the entrances to and exits from parking yards and parking places which are open to the public or to which the public is invited, except that this shall not apply to entrances or exits to and from State highways;

i. Designating streets or roads upon which buses and trucks over four tons gross weight may be required not to exceed specially fixed limits based on engineering and traffic investigation and to use a lower gear in descending steep declivities having a grade in excess of 5% fixing such special speed limits and providing for the use of such a gear thereon; and

j. Designating any intersection as a stop intersection and erecting appropriate signs, on streets under municipal jurisdiction if that intersection is located within 500 feet of a school, or of a playground or youth recreational facility and the street on which the stop sign will be erected is contiguous to that school, playground, or youth recreational facility. The municipal engineer shall certify to the following in regard to the designated site in which a stop intersection is being designated: (i) that both intersecting streets are under municipal jurisdiction; (ii) that the intersection is within 500 feet of a school, playground, or youth recreational facility as defined herein; and (iii) that the intersection is on a street contiguous to a school, playground, or youth recreational facility. A claim against a municipality for damage or injury under this subparagraph for a wrongful act or omission shall be dismissed if the municipality is deemed to have conformed to the provisions contained in this subparagraph.

(2) Ordinance or resolution:

a. Designating through streets, as provided in article 17 of this chapter (R.S.39:4-140 et seq.); and

b. Designating and providing for the maintenance as "no passing" zones of portions of highway where overtaking and passing or driving to the left of the roadway is deemed especially hazardous.

(3) Ordinance, resolution, or regulation:

a. Designating stops, stations, or stands for omnibuses and taxis;

b. Designating curb loading zones; and

c. Designating restricted parking spaces for use by persons who have been issued special vehicle identification cards by the New Jersey Motor Vehicle Commission pursuant to the provisions of P.L.1949, c.280 (C.39:4-204 et seq.) and section 1 of P.L.1977, c.202 (C.39:4-197.5). Any person parking a motor vehicle in a restricted parking space without a special vehicle identification card shall be liable to a fine of \$250 for the first offense and, for subsequent offenses, a fine of at least \$250 and up to 90 days' community service on such terms and in such form as the court shall deem appropriate, or any combination thereof.

3. R.S.39:4-201 is amended to read as follows:

Resolutions, ordinances, regulations pertaining to traffic on county roads; notice; penalties.

39:4-201. Except as otherwise provided in R.S.39:4-8, no governing body of any county in this State may adopt resolutions, ordinances, or regulations on a matter covered by or which alters or in any way nullifies the provisions of this chapter or of any supplement thereto, except that, without the approval of the commissioner, and consistent with the current standards prescribed by the Manual on Uniform Traffic Control Devices for Streets and Highways, ordinances, resolutions, or regulations may be passed by a governing body for the supervision and regulation of traffic on any county roads of the county upon the subject matter and within the limitations prescribed in R.S.39:4-197, and the governing body may prescribe penalties for violations of the resolutions, ordinances, or regulations;

provided, however, that a fine of not less than \$50.00 be imposed upon the violator of an ordinance, resolution, or regulation, as the case may be, establishing parking spaces for the handicapped.

Matters pertaining to the supervision and regulation of traffic, to be established by ordinance, resolution, or regulation pursuant to R.S.39:4-197, shall in counties operating under the "Optional County Charter Law," P.L.1972, c.154 (C.40:41A-1 et seq.) be established by ordinance.

No ordinance, resolution, or regulation adopted pursuant to this section shall be effective unless due notice to the public is given as provided in R.S.39:4-198.

The penalties may be enforced by the proper method of procedure before a magistrate. In default of the payment of the penalty, the magistrate may commit the offender to the county jail for a period not exceeding 5 days.

4. Section 1 of P.L.2004, c.107 (C.39:4-8.9) is amended to read as follows:

C.39:4-8.9 Definitions relative to speed humps.

1. As used in this act:

"Department" means the Department of Transportation.

"Private roads" means semipublic or private roads, streets, driveways, parkways, parking areas, or other roadways owned by a private person, corporation or institution open to or used by the public for the purposes of vehicular travel by permission of such persons, corporations or institutions and not as a matter of public right.

"Speed hump" means one of several traffic calming measures which use forces of vertical acceleration to discourage speeding. For purposes of this chapter, speed humps means all vertical speed deflectors, including but not limited to, speed tables, raised crosswalks, raised intersections, and modified speed humps.

"Vertical speed deflector" means a raised area in the roadway pavement surface extending transversely across the travel way.

5. Section 2 of P.L.2004, c.107 (C.39:4-8.10) is amended to read as follows:

C.39:4-8.10 Construction of speed humps, traffic calming measures by municipality, county.

2. a. Pursuant to the provisions of section 3 of P.L.2004, c.107 (C.39:4-8.11), a municipality or county may, without the approval of the commissioner, construct a speed hump on two-lane residential streets and on one-way residential streets under municipal or county jurisdiction with a posted speed of 30 mph or less and which have fewer than 3,000 vehicles per day. The board of directors of any corporation, or the board of trustees of any corporation or other institution of a public or semipublic nature not for pecuniary profit, having control over private roads, may construct or provide for the construction of a speed hump on any private road subject to the provisions of Title 39 of the Revised Statutes, pursuant to P.L.1945, c.284 (C.39:5A-1 et seq.).

b. Pursuant to the provisions of section 3 of P.L.2004, c.107 (C.39:4-8.11), a municipality or county may, without the approval of the commissioner, construct traffic calming measures where appropriate, which may include, but are not limited to, speed humps on streets under municipal or county jurisdiction with a posted speed of 30 mph or less and which have fewer than 3,000 vehicles per day when any road construction project or repair of a street set forth in this subsection is undertaken and located within 500 feet of that street is a school or any property used for school purposes.

c. Prior to a municipality or county constructing a speed hump which places any impact on roadways in an adjoining municipality or county, the governing board or body of the municipality or county shall provide appropriate notice to the adjoining municipality or county.

d. Prior to a municipality or county constructing a speed hump which places any impact on a State roadway, the county or municipality shall obtain the approval of the commissioner.

6. Section 1 of P.L.1945, c.284 (C.39:5A-1) is amended to read as follows:

C.39:5A-1 Written request; provisions made applicable.

1. Upon the filing of a written request by a person, or by the board of directors of any corporation, or by the board of trustees of any corporation or other institution of a public or semipublic character not for pecuniary profit, incorporated under Title 15 of the Revised Statutes, with the clerk of any municipality of this State within which

the property of such person, corporation or institution is situate, that the provisions of subtitle 1, Title 39, of the Revised Statutes shall be made applicable to the semipublic or private roads, streets, driveways, trails, terraces, bridle paths, parkways, parking areas, or other roadways open to or used by the public, tenants, employees, and the members of such institutions for purposes of vehicular travel by permission of such persons, corporations, or institutions and not as matter of public right, the provisions of subtitle 1, Title 39, of the Revised Statutes, shall, in the discretion of the municipal authorities vested with the police powers in the locality within which the property of such persons, corporations, or institutions is situate, be made applicable thereto. Such written request shall contain the name and post office address of the person, corporation or institution and shall designate with reasonable accuracy the semipublic or private roads, streets, driveways, trails, terraces, bridle paths, parkways, parking areas, or other roadway open to or used by vehicular traffic, to be affected thereby.

C.39:4-8.19 Request for commissioner's review; fees; rules, regulations.

7. a. Notwithstanding the provisions of R.S.39:4-8, a municipality or county may request the commissioner's review and non-binding recommendation regarding any proposed municipal or county ordinance, resolution, or regulation that would concern, regulate, or otherwise govern traffic or traffic conditions, and for which the approval of the commissioner is not required pursuant to R.S.39:4-8, prior to the adoption or enactment of that proposed ordinance, resolution, or regulation. Any ordinance, resolution, or regulation submitted for the commissioner's review shall include a municipal or county traffic engineer's recommendation regarding the proposed traffic regulation. The commissioner shall assess a municipality or a county a non-refundable fee for the commissioner's review. All fees collected by the commissioner for the review shall be utilized by the department to offset costs incurred by the department in processing the request.

b. The commissioner shall adopt, pursuant to the "Administrative Procedure Act," P.L.1968, c.410 (C.52:14B-1 et seq.), any rules and regulations necessary to effectuate the purposes of this section, including but not limited to, establishing guidelines for the review process and applicable fees.

8. This act shall take effect immediately.

Approved December 4, 2008.