

CHAPTER 47

STATE HIGHWAY ACCESS MANAGEMENT CODE

Authority

N.J.S.A. 27:1A-5, 27:1A-6 and 27:7-44.1; and the State Highway Access Management Act, N.J.S.A. 27:7-89 et seq., specifically 27:7-91.

Source and Effective Date

R.2002 d.22, effective December 20, 2001.
See: 33 N.J.R. 2043(a), 34 N.J.R. 507(a).

Chapter Expiration Date

In accordance with N.J.S.A. 52:14B-5.1c, Chapter 47, State Highway Access Management Code, expires on June 18, 2007. See: 39 N.J.R. 178(a).

Chapter Historical Note

Chapter 47, State Highway Access Management Code, was adopted as R.1992 d.181 and d.182, effective April 20, 1992 (operative April 20, 1992, except for the following which were operative September 21, 1992: N.J.A.C. 16:47-3.1 to 3.5; 3.8; 3.16(a) to (d), and (g) to (h); 4.3(a)6 to 8, (f), (i), (k)2 and 3, (l), (n) to (q); 4.5; 4.6(a), (b), (d), (e), (k) to (n); 4.8 to 4.21; 4.24 to 4.30; 4.33; 4.35; 4.40; and 4.41; Appendix C, Access Level Diagram (figures C-1 to C-25); Appendix D, Optimum Spacing of Signalized Intersection for Various Progressive Speeds and Cycle Length; Appendix F, Flow Chart for Determining Lot Conformance; Appendix H, Local Road Improvements; Appendix I, Measuring for Access Points; Appendix K, Measuring Corner Clearance; and Appendix L, LOS Standards for Signalized Intersections). See: 23 N.J.R. 1525(a), 23 N.J.R. 1913(a), 23 N.J.R. 2831(b), and 24 N.J.R. 1631(a).

Pursuant to Executive Order No. 66(1978), Chapter 47, State Highway Access Management Code, was readopted as R.1997 d.165, effective March 13, 1997. As part of R.1997 d.165, effective April 7, 1997, Appendix L, LOS Standards for Signalized Intersections was repealed and Appendix N, Street Intersection and Improvement Permit Applications was recodified as Appendix L; and Appendix M-1, Sample Capacity Analysis Summary Table Intersection with Traffic Signal, and Appendix M-2, Sample Capacity Analysis Summary Table Unsignalized Intersection, were repealed. See: 28 N.J.R. 3731(a), 28 N.J.R. 4383(a), 29 N.J.R. 1353(a).

Chapter 47, State Highway Access Management Code, was readopted as R.2002 d.22, effective December 20, 2001. See: Source and Effective Date. See, also, section annotations.

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SUBCHAPTER 1. DEFINITIONS

16:47-1.1 Definitions

The following words and terms, when used in this Access Code, shall have the following meanings unless the context clearly indicates otherwise:

“Access application” means a document submitted to the Department to initiate the access permit process.

“Access classification” means an identification system for regulating access, based on function, environment, and traffic characteristics. The access classification system is applicable to all streets and highways within the State. A change in the function, surrounding environment, traffic characteristics, speed limit, or desirable typical section may be a basis for changing the access classification and associated access level.

“Access Code” means the State Highway Access Management Code adopted by the Commissioner pursuant to N.J.S.A. 27:7-91 and readopted, as required by Executive Order No. 66(1978).

“Access level” means the allowable turning movements to and from access points on a State highway segment based on the highway access classification.

“Access management plan” means a plan showing the design of access for every lot on a State highway segment developed jointly by the Department, the municipality in which the highway is located, and the county, if a county road intersects the segment.

“Access permit” means a permit issued by the Department for the construction, maintenance, and use of a driveway or public street or highway connecting to a State highway.

“Access point” means the location of the intersection of a highway or street or driveway with the highway.

“Access point offset” means the distance between the centerlines of access points on opposite sides of undivided highways and the distance between the centerlines of an access point and a median opening on a divided highway.

“Accessible principal arterial” means the classification category for a roadway that is part of an interconnected network of continuous routes serving transportation corridors with high traffic volumes and long trips, the primary function of which is to provide safe and efficient service for major traffic movements in which access is subordinate.