

New Jersey Department of Transportation

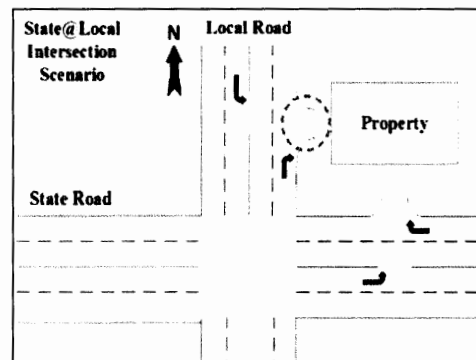
Bureau of Research

**Technical Brief****Local Access Management Regulations**

*This research identifies and recommends strategies, tools, and guidelines to facilitate access management on local (i.e., county and municipal) roads intersecting and/or impacting state highways in New Jersey.*

**Background**

New Jersey has an access management code that is highly effective, but it applies only to state highways. As the state code does not apply to local roads, conflicts with property owners/developers may arise when state highway improvements are undertaken, or new developments take place on local roads near intersections with state highways. In recent years, New Jersey Department of Transportation (NJDOT) had to deal with such issues in some instances in different parts of the state.

**Research Objectives and Approach**

The primary objective of this research is to comprehend and inform the NJDOT about the experiences and efforts of state departments of transportation (DOTs) in other parts of the country regarding the implementation of access management on local roads. The research included a review of the literature and best practices, several stakeholder meetings, structured interviews with officials from the DOTs from other states, a survey of in-state officials, case studies involving intersections between local roads and state highways, and synthesis of results.

**Findings**

The research revealed that access management practices vary substantially from state to state. In almost all cases, the codes are pertinent to state highways only. Model ordinances have been developed in some states that can be used by local governments.

The research also identified that there is considerable support among New Jersey professionals for access management on major local roads. As the state code standards are not always directly applicable to local roads, there is a need to develop guidelines and standards that are suitable to specific local governments.

The following spacing criteria were compiled from the research:

| Criteria                 | Agency                              | Posted Speed Limit (mph) |           |           |           |           |           |           |
|--------------------------|-------------------------------------|--------------------------|-----------|-----------|-----------|-----------|-----------|-----------|
|                          |                                     | 25                       | 30        | 35        | 40        | 45        | 50        | 55        |
| Minimum Access Spacing   | Minimum Access Separation (feet)    |                          |           |           |           |           |           |           |
|                          | Peer State DOTs                     | 125-245                  | 125-245   | 125-250   | 245-305   | 245-440   | 440-660   | 440-660   |
|                          | AASHTO Sight Distance               | 280 (240*)               | 335 (290) | 390 (335) | 445 (385) | 500 (430) | 555 (480) | 610 (530) |
|                          | TRB-Manual**                        | 330                      | 330       | 330       | 330       | 660       | 660       | 880       |
|                          | NJ Local Agencies                   | 150-300                  | 200-350   | 250-425   | 300-475   | 350-525   | 400-600   | 400-600   |
|                          |                                     |                          |           |           |           |           |           |           |
| Minimum Corner Clearance | Minimum Distance from Corner (feet) |                          |           |           |           |           |           |           |
|                          | NJDOT***                            | 50                       | 50        | 100       | 100       | 100       | 100       | 100       |

Notes: \* stands for right-turn-only access points with median blockage; \*\* stands for TRB Access Management Manual; \*\*\* stands for Code/Regulations/Ordinance

Major recommendations for NJDOT based on this study are:

- Encourage local governments to develop their own access management guidelines and standards that are consistent with the state code but allow more flexibility for local roads.
- Develop and reach early agreement on project-specific access management criteria, including intersection spacing criteria for state and local road intersections in highway improvement projects involving NJDOT and local governments.
- Provide incentives to local governments to establish and apply access management policies and guidelines by using an approach similar to those applied to Complete Streets.
- Adopt proactive measures such as corridor agreements with local governments for priority corridors or for segments with planned highway improvement projects, and specify the spacing criteria for state and local road intersections on selected corridors.
- Use the Stakeholder Committee established through this research to augment dialogues between NJDOT and local governments regarding local access management.

## For More Information Contact:

|                         |  |
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| NJDOT Project Manager:  | Priscilla U. Ukpah   |
|                         | 609-530-5157   |
|                         | Priscilla.Ukpah@dot.nj.gov   |
|                         |  |
| Principal Investigator: | Peter J. Jin   |
|                         | Assistant Professor  |
|                         | (848)445-8563  |
|                         | <a href="mailto:peter.j.jin@rutgers.edu">peter.j.jin@rutgers.edu</a> |

A final report is available online at: <http://www.state.nj.us/transportation/refdata/research/>.  
If you would like a copy of the full report, send an e-mail to: [Research.Bureau@dot.state.nj.us](mailto:Research.Bureau@dot.state.nj.us).

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