

(b) For new streets, applications for street intersections shall be accompanied by the items listed below. These applications shall be signed by a municipal official, a county official, or a property owner. When the Department responds to the applicant and furnishes permit documents for signature, the permit must be signed by an official of the county or municipality, if the street is to be constructed on public property, or a property owner, if the street is to be constructed on private property.

1. Six copies of a plan with the intersection enlarged at a scale of one inch equals 30 feet (1=300 for metric) showing such detail as curb, gutter, sidewalk, curb returns, and drainage structures;
2. Profiles; and
3. All items on the checklist for either minor application, major application, or major application with planning review, as appropriate.

(c) For existing streets, the following application requirements apply:

1. Applications for increases in the number of lanes intersecting the State highway shall be processed in the same manner as those for a new street.
2. Applications that do not involve an increase in the number of lanes intersecting the State highway are street improvement applications. These applications shall be accompanied by six copies of a plan with the intersection enlarged at a scale of one inch equals 30 feet (1=300 for metric) showing such detail as curb, gutter, sidewalk, curb radii, and drainage structures. These applications shall be signed by a county official, municipal official, or a developer. When the Department responds to the applicant and furnishes permit documents for signature, the permit shall be signed by an official of the county or municipality.
3. The applicant shall provide traffic counts obtained pursuant to N.J.A.C. 16:47-4.37.

(d) If a local government or a developer seeks either a street intersection permit or street improvement permit as a result of traffic associated with development generating an increase of 500 or more daily trips, the application shall be signed by either a municipal official, a county official, or a developer. The fee shall be the fee for either a major access application or a major access application with planning review, whichever is deemed appropriate, based on the estimated street traffic at the State highway intersection, in accordance with Appendix N.

Amended by R.1993 d.210, effective May 17, 1993.
See: 25 N.J.R. 903(a), 25 N.J.R. 1990(a).

Revised (a) and (b)2; added new (c).
Amended by R.1997 d.165, effective April 7, 1997.
See: 28 N.J.R. 3731(a), 28 N.J.R. 4383(a), 29 N.J.R. 1353(a).

Inserted new (a); recodified former (a) through (c) as (b) through (d); deleted (b)3, providing for a copy of the county or municipal resolution if passed; recodified b(4) as (b)3; and added (c)3.

Amended by R.1998 d.27, effective January 5, 1998.

See: 29 N.J.R. 4253(a), 30 N.J.R. 103(b).

In (b), in the second sentence, substituted "property owner" for "developer"; and in the third sentence, added the clause regarding who must sign the permit for public or private property.

Amended by R.2002 d.22, effective January 22, 2002.

See: 33 N.J.R. 2043(a), 34 N.J.R. 507(a).

16:47-4.20 Right-of-way dedication

(a) The Department complies with prevailing laws and Federal Highway Administration regulations for dedications and donations of land.

(b) Right-of-way dedications shall be accompanied by:

1. Two copies of a letter or agreement from the present owner indicating his knowledge that the land to be dedicated has value and his willingness to waive all rights to receive compensation from the State for these lands and access rights which he will dedicate to the State at no cost;
2. One copy of a 22 inch (594 millimeters) by 36 inch (841 millimeters) mylar General Property Parcel Map at a scale of one inch equals 30 feet (1=300 for metric).
3. Two copies of a metes and bounds description of the land to be dedicated to the State;
4. Two copies of the existing deed;
5. A deed of conveyance or perpetual easement for the right-of-way dedication to the State of New Jersey; and
6. A report of title setting forth that the State of New Jersey is vested with good and marketable title or, in the event that an easement is being conveyed, that the easement is not unencumbered, or any rights held by others. Said report is to be issued by a title company authorized to do business in the State of New Jersey.

(c) The applicant shall submit the proposed deed and the report of title to the Bureau of Major Access Permits for review and approval by the Title Unit. The applicant shall be responsible for clearing all exceptions shown on the report of title.

Administrative change to (c).

See: 25 N.J.R. 1005(b).

Amended by R.1997 d.165, effective April 7, 1997.

See: 28 N.J.R. 3731(a), 28 N.J.R. 4383(a), 29 N.J.R. 1353(a).

In (b)2, inserted metric equivalents; and in (c), changed "Bureau of Major Access Permits" to "Office of Major Access Permits".

Amended by R.1998 d.27, effective January 5, 1998.

See: 29 N.J.R. 4253(a), 30 N.J.R. 103(b).

Amended by R.2002 d.22, effective January 22, 2002.

See: 33 N.J.R. 2043(a), 34 N.J.R. 507(a).

16:47-4.21 Traffic signals

(a) Traffic signals may be approved by the Office of Traffic Signal and Safety Engineering, during the application process. When a study is required for a potential

traffic signal, the study shall be completed and sealed by a New Jersey licensed professional engineer and shall include:

1. Consideration of all access that is existing and approved future access locations as well as advertised roadway and traffic signal improvements, for a distance of at least one traffic signal spacing standard in each direction;
2. Substantiation that a traffic signal is warranted by criterion listed in the current "Manual on Uniform Traffic Control Device for Streets and Highways";
3. Evaluation of current data assuming approved applications are in place based on their estimated build-out years;
4. Use of current and predicted travel speed, travel time, and delay time;
5. Documentation that the location of the potential traffic signal is consistent with N.J.A.C. 16:47-3.4;
6. Progression study using a cycle length of between 90 and 120 seconds or as determined by the Office of Traffic Signal and Safety Engineering;
7. Peak-hour operation speed obtained from the Office of Traffic Signal and Safety Engineering;
8. Use of the applicable minimum highway band width as stated in N.J.A.C. 16:47-3.4. The Office of Traffic Signal and Safety Engineering may allow a 30 percent minimum highway band width when existing band width for traffic signals on either side of the proposed traffic signal are at or below 30 percent;
9. Use of the applicable minimum highway band width as stated in N.J.A.C. 16:47-3.4 or 40 percent minimum highway band width, whichever is more restrictive, if the traffic signal is proposed at the new access point;
10. Use of the green time, in seconds, shall accommodate pedestrian movement;
11. Use of trip generation estimates based on the Institute of Transportation Engineers publication entitled "Trip Generation, 6th Edition," 1997 or superseding edition, or superseding rates adopted by the Department;
12. Information, data, and reference sources shall be documented;
13. Evaluation of the level of service and delays for all traffic movements;
14. Accurate and legible diagrams;
15. Documentation of all assumptions and adjustment factors;
16. Comparative analysis of all available alternatives including a no-build alternative;
17. A summary analysis that clearly indicates when level of service and delay standards are or are not met;

18. Safety analysis, including the interaction of adjacent conflict points and movements;

19. A conceptual design showing all geometric elements and dimensions with a detailed explanation of any elements that may need a waiver; and

20. Any additional supporting information and analyses, including waivers, if applicable.

(b) The construction of an access point at or near a signalized intersection usually necessitates the installation of additional traffic signal equipment. The Department shall review the application proposing additional equipment and shall determine whether the additional facilities are adequate. All equipment shall be installed in accordance with "Standard Specifications for Road and Bridge Construction" under Department supervision. At the request of the permittee, the Department may agree to perform the traffic signal modification. The traffic signal modification work and all electrical equipment will be at the permittee's expense.

(c) When the Office of Traffic Signal and Safety Engineering approves a traffic signal, it will prepare a cost-sharing agreement that shall be independent of any developer agreement, but shall be a condition of the permit. The traffic signal agreement will provide for the participation of the applicant and the Department in the cost of installation, maintenance, and operation of any proposed traffic signals.

(d) All traffic striping plans and traffic signal plans shall be at a scale of one inch equals 30 feet (1=300 for metric). Plan sheet size shall not exceed 24 inches (594 millimeters) by 36 inches (841 millimeters). Traffic signal designs shall be submitted in accordance with "Manual on Uniform Traffic Control Devices for Streets and Highways" requirements.

Amended by R.1997 d.165, effective April 7, 1997.

See: 28 N.J.R. 3731(a), 28 N.J.R. 4383(a), 29 N.J.R. 1353(a).

In (d), inserted metric equivalents; and changed "Bureau of Traffic Engineering and Safety Programs" to "Office of Traffic Signal and Safety Engineering" throughout the section.

Amended by R.2002 d.22, effective January 22, 2002.

See: 33 N.J.R. 2043(a), 34 N.J.R. 507(a).

In (a)11, updated reference to Institute of Transportation Engineers publication.

16:47-4.22 (Reserved)

16:47-4.23 Analysis years

(a) Traffic analyses shall be performed by the applicant for the year in which the development is fully built out.

(b) Fair-share financial contributions or highway improvements and development may be staged, as long as appropriate fair-share financial contributions are made in advance of each stage. When the fair-share financial contributions and the development are staged, the years to be analyzed will be for the years in which fair-share financial contributions are made.