

CHAPTER 47

STATE HIGHWAY ACCESS MANAGEMENT CODE

Authority

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

Source and Effective Date

R.1997 d.165, effective March 13, 1997.
See: 28 N.J.R. 3731(a), 28 N.J.R. 4383(a), 29 N.J.R. 1353(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 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 As part of R.1997 d.165, effective April 7, 1997, Appendix L, LOS Standards for Signalized Intersections was repealed and Appendix N, Street Intersection and Improvement Permit Applications was recodified as Appendix L; and Appendix M-1, Sample Capacity Analysis Summary Table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with Traffic Signal, and Appendix M-2, Sample Capacity Analysis Summary Table Unsignalized Intersection, were repealed.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: Source and Effective Date. See, also, section annotations.

Executive Order No. 66(1978) Expiration Date

Chapter 47, State Highway Access Management Code, expires on March 13, 2002.

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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.

“Adjustment of access” means changes to an access point, in conjunction with the implementation of a highway improvement project, which result in changing the width of an access point by five feet (1.5 meters) or less, changing the location of an access point by 10 feet (three meters) or less, moving an access point away from the centerline of the highway, or changing the elevation or profile of an access point.

“Alternative access” means the ability of any vehicle to enter a State highway indirectly through another improved roadway instead of directly from a lot across its State highway frontage. Emergency or service access shall not be construed as alternative access.

“Applicant” means a private party or entity, municipality, county, or any public agency applying for an access permit. The applicant shall own the lot where the access is sought.

“Applicant time” means a period of time between a Department request for revisions or information and its receipt by the Department. Time during this period is not counted in the Department time frames. Following a determination that an application is incomplete or unacceptable for review by a Regional Maintenance Office or the Office of Major Access Permits, time frames will be reset to the beginning of that step of that unit’s review time. The Department will publish a list of steps and the associated time frames for each type of application.

“Application approval” means Department approval or acceptance of a proposed highway access plan, for which a permit may be granted.

“Application conference” means a meeting held between the applicant and Department representatives during the review process.

“Arterial” means a transportation route, which may have signalized intersections, that primarily serves through traffic and provides access as a secondary function.

“Authority” means the governing body or public official charged with the jurisdiction for control and maintenance of a highway.

“Auxiliary lane” means a lane striped for use, such as an acceleration lane or deceleration lane, but not for through traffic use.

“Band width” means the time in elapsed seconds between the passing of the first and last possible vehicle in a group of vehicles moving at the design speed through a progressive traffic signal system.

“Berm” means the area from the curblines to the right-of-way line. It is generally raised six inches (150 millimeters). This is also the sidewalk, border, or utility area (see “sidewalk area”).

“Bifurcated driveway” means a private roadway with two separate road openings, one for ingress to, and one for egress from, a street or highway.

“Car” means any motorized vehicle having two or more axles.

“Certificate of acceptance” means a document by the Office of Major Access Permits to indicate that the permit-

tee for a major permit with a planning review has satisfactorily met the construction conditions of the permit. This certificate is required in advance of using the access and obtaining a certificate of occupancy.

“Change of lot use” means any alteration of the functions performed on a lot.

“Collector road” means the classification category for roads that primarily serve intra-county trips characterized by moderate volume and speed, and that provide for land access, traffic circulation, and access to arterial routes.

“Commissioner” means the Commissioner of the New Jersey Department of Transportation or such persons as may be designated by the Commissioner.

“Complete application” means an access application satisfying Department form and content requirements set forth in this Access Code, thereby making it acceptable for Department review.

“Component factors” means the road; right-of-way; grading, surface, and subsurface drainage provisions; curbs, gutters, catch basins, foundations, shoulders and slopes, wearing surfaces, bridges, culverts, retaining walls, intersections, private entrances, guiderails, trees, illumination, guideposts and signs, ornamentation, and monuments.

“Concept review application” means an access application for a general analysis of the access and highway improvements associated with a future major access application.

“Conforming lot” means a lot which meets the standards for spacing between lot centerlines.

“Corner clearance (C)” means the distance along the curblines between the point of curvature of the corner radius and the point of curvature of the nearest curblines opening at an intersection.

“Corner lot” means a lot with one frontage on a State highway and an adjacent frontage on a road that intersects the State highway.

“County road” means a road taken over by, controlled by, built by, maintained by, or otherwise under the jurisdiction of the county.

“Curblines” means a line, whether curbing exists or not, which is the outer edge of the shoulder or paved highway.

“Curblines opening (C.O.)” means the overall opening dimension at the curblines measured between the points of tangency of the driveway radii if curbing exists or the maximum width of opening at the curblines if curbing does not exist.

“Daily traffic movements” means the highest estimated two-way traffic volume using a lot during a 24-hour period.

“Day” means calendar day, unless otherwise specified.

“Deficiency meeting” means a meeting held at the request of the Department or the applicant between the applicant and DOT Department representatives to discuss an incomplete or unacceptable application.

“Department” means the New Jersey Department of Transportation.

“Department time” means the period of time between receipt of a complete permit application and fee by the Department and issuance of a permit, less any applicant time.

“Depressed curb” means a 1½ inch (40 millimeters) face curb within a curblin opening.

“Design standards” means standards for design based on one or more of the following:

1. “New Jersey Department of Transportation Design Manual—Roadway”, March 3, 1987 or superseding issue, available from the Bureau of Quality Management Services, Configuration Management.

2. “New Jersey Department of Transportation Design Manual—Bridges and Structures,” 1987 or superseding issue, available from the Bureau of Quality Management Services, Configuration Management.

3. “A Policy on Design Standards Interstate System”, 1987 or superseding issue, available through American Association of State Highway and Transportation Officials, Suite 225, 444 North Capitol St., N.W., Washington, D.C. 20001.

4. “Guide and Regulations for Highway Access Permits”, 1991 or superseding issue which contains this Access Code and additional information, available from the Department’s Regional Maintenance Offices.

5. Supplemental specifications SI-89 ELECT and standard details, or superseding issue available from the Bureau of Quality Management Services, Configuration Management.

6. Institute of Transportation Engineers “5th Edition Trip Generation”, 1991 or superseding issue, available through Institute of Transportation Engineers, 525 School St., S.W., Suite 410, Washington, D.C. 20024-2729, ITE Publ. No. 1R-016B.

7. 1994 “Highway Capacity Manual” Special Report 209, or superseding issue available through Transportation Research Board, National Research Council, 2101 Constitution Avenue, N.W., Washington, D.C. 20418.

8. “Bicycle Compatible Roadways and Bikeways”, April 1996, or superseding issue available from the Bureau of Suburban Mobility.

9. “Manual on Uniform Traffic Control Devices for Streets and Highways” (MUTCD), 1988 or superseding issue, available through Institute of Transportation Engineers, 525 School St., S.W., Suite 410, Washington, D.C. 20024-2729.

10. Hamelink, M.D., “Volume Warrants for Left-Turn Storage Lanes at Unsignalized Grade Intersections,” Highway Research Record 211, National Research Council, available through Transportation Research Board, 2101 Constitution Ave. N.W., Washington, D.C. 20418, 1967.

11. Stover, Virgil G. and Koepke, Frank J., “Transportation and Land Development,” Institute of Transportation Engineers, 525 School Street S.W., Suite 410, Washington, D.C. 20024-2729, 1988.

12. Standard Specifications for Road and Bridge Construction, New Jersey Department of Transportation, 1989 or superseding edition, available from the Bureau of Quality Management Services, Configuration Management.

13. Jack E. Leisch, “Capacity Analysis Techniques for Design of Signalized Intersections”, Figure 9, U.S. Department of Transportation, Federal Highway Administration.

14. “A Policy on Geometric Design of Highways and Streets, 1994” or superseding issue, available through American Association of State Highway and Transportation Officials, Suite 225, 444 North Capitol St., N.W., Washington, D.C. 20001.

15. Pline, James L., editor, “Traffic Engineering Handbook, 4th edition,” 1992 or superseding edition, available through the Institute of Transportation Engineers, 525 School St., S.W., Suite 410, Washington, D.C. 20024-2729.

“Designated center” means a specific area where a compact form of development (exists or is planned) with a core or node (focus of residential, commercial and service development) which is listed in Appendix C of the State Development and Redevelopment Plan adopted June 12, 1992 or superseding issue, or other designated center officially recognized by the State Planning Commission. Other designated centers, recognized after the June 12, 1992 adoption of the State Development and Redevelopment Plan or superseding issue are shown on the approved Resource, Planning and Management Maps of the State Plan and Redevelopment Plan available at the Office of State Planning.

“Desirable typical section” means the Department’s long range plan for State highway configurations, as shown in Appendix B. Each desirable typical section shows the number of through lanes. It does not generally show auxiliary lanes. If the Department changes the desirable typical section of a State highway segment, the access classification and access level may also change.

“Developer agreement” means a contract between the Department and a lot owner which allows a lot abutting a highway to have access to the highway and requires the Department and lot owner to satisfy special obligations.

“Distance between driveways (D)” means the distance measured along the curblines between curblines of two adjacent driveways.

“Divided highway” means a highway having access on only one side of the direction of travel.

“Driveway” means a private roadway providing access to a street or highway. A driveway is not a road, street, boulevard, highway, or parkway.

“Driveway angle (Y)” means the angle between the driveway centerline and curblines.

“Driveway width (W)” means the narrowest width of driveway, within the sidewalk area, measured perpendicular to the driveway.

“Edge clearance (E)” means the distance measured along the curblines from the extended lot line to the curblines opening.

“Emergency access” means a driveway which shall only be used by police, fire, and emergency service vehicles when responding to an emergency service situation. Such driveways shall not include the access to a police station, fire house, or emergency service facility.

“Expansion of lot use” means any increase in the floor area or function performed on a lot.

“Expiration” means the formal termination of an access permit.

“Extended lot line (E.L.L.)” means a line, radial or perpendicular to the highway centerline, at each end of the frontage, extending from the right-of-way line to the curblines.

“Fair share financial contribution” means the sum of the applicant’s proportionate costs at each location where level of service violations occur. The proportionate costs must have a rational nexus with the traffic growth attributable to the development of the lot for which the permit is requested.

“Fire house” means a lot where fire service vehicles are stored.

“Floor area ratio” means the sum of the area of all floors of buildings or structures, gross floor area, compared to the total area of the lot.

“Freeway” means a multi-lane divided highway having a minimum of two lanes in each direction and limited access.

“Frontage” means the length along the highway right-of-way line of a single lot between the side lot lines. If a lot has more than one frontage on a State highway, the most conforming frontage shall be considered as the frontage of the lot.

“Frontage road” means a service road, usually parallel to the State highway, designed to reduce the number of streets and driveways that intersect a State highway.

“Government driveway” means an entrance or driveway exclusively serving a public school, Federal, State, municipal, or county facility.

“Grandfathered permit” means the access permit assumed to exist for a lot with access prior to July 1, 1976 when no subsequent or previous permit has been issued for the lot. A grandfathered permit allows continuation of the lot access and use in existence on July 1, 1976. See Appendix G. Grandfathered permits are subject to the same regulations as actual permits.

“Half-trip” means half the distance of a vehicle trip.

“High speed rural” means the access classification for roadways in planning areas other than Planning Area 1, Planning Area 2 or a designated center whose boundaries are shown on the approved Resource, Planning and Management Maps of the State Development and Redevelopment Plan adopted by the State Planning Commission or rural areas within the Pinelands or within the Hackensack Meadowlands District as identified by the Access Code Appendix B where the posted speed limit is 50 miles per hour (mph) (80 kilometers per hour (kph)), or greater.

“High speed urban” means the access classification for roadways in urban Planning Area 1, Planning Area 2, or a designated center whose boundaries are shown on the approved Resource, Planning and Management Maps of the State Development and Redevelopment Plan adopted by the State Planning Commission, or urban areas within the Pinelands or within the Hackensack Meadowlands District as identified by the Access Code Appendix B where the posted speed limit is 45 mph (70 kph) or greater.

“Highway” means a public right-of-way, whether open or improved or not, including all existing factors of improvements.

“Improvement” means the original work on a road or right-of-way which converts it into a road which shall, with reasonable repairs thereto, at all seasons of the year, be firm, smooth, and convenient for travel. “Improvement” shall consist of location; grading; surface and subsurface drainage provisions, including curbs, gutters, catch basins, foundations, shoulders and slopes, wearing surface, bridges, culverts, retaining walls, intersections, private entrances, guard rails, shade trees, illumination, guideposts and signs, ornamentation and monumenting. “Improvement” also may

consist of alterations to driveways and local streets, acquisition of right-of-way, construction of service roads, and other actions designed to enhance the functional integrity of a highway. All of these component factors need not be included in an original improvement.

“Improvement capacity” means the difference between the highway capacity after it has been improved and the capacity which existed before the improvement. These capacities are determined at the level of service boundary between E and F, as defined by the “1994 Highway Capacity Manual” Special Report 209, with the exception of non-State highway approaches to signalized intersections where a volume to capacity (V/C) ratio of 1.2 on the side street approach applies.

“Intensity of use” means the number of dwelling units per acre for residential development and floor area ratio for nonresidential development, such as commercial, office, and industrial.

“Interchange” means a grade-separated, bridged, system of access to and from highways where vehicles may move from one roadway to another without crossing mainline streams of traffic.

“Intersection” means the location where two or more roadways, other than driveways, cross at grade, without a bridge. The intersection is the largest area encompassing the curb returns, stop bars, and crosswalks.

“Joint planning process” means the process of developing a draft access management plan.

“Level of service (LOS)” means a description of traffic conditions along a given roadway or at a particular intersection. The level of service ranges from “A”, which is the best, to “F”, which is the worst. It reflects factors such as speed, travel time, freedom to maneuver, traffic interruptions, and delay. The “1994 Highway Capacity Manual” Special Report 209 has a detailed description of this concept.

“Limited access highway” means a highway, especially designed for through traffic, over which abutting lot owners have no right to light, air, or direct access. Interstate highways, parkways, and freeways are considered limited access highways.

“Local road” means the access classification for roads whose purpose is to provide direct access to abutting land and roads of higher classification. Mobility is lower than for other classifications and through movements are discouraged, especially in urban areas.

“Lot” means a single tax map parcel or two or more tax lot parcels which are in common ownership, have a unity of use and are contiguous. All land adjacent to a State highway is considered to be part of a lot.

“Lot centerline” means the mid-point of the State highway frontage of the lot. For partial denial of access lots, the lot centerline is presumed to be the point of beginning or ending of the denial of access. See Appendix I-3.

“Lot consolidation or subdivision applications (or permits)” means applications (or permits) addressing two or more lots to be combined into one lot or one lot to become two or more lots.

“Low speed rural” means the access classification for roadways in rural planning areas other than Planning Area 1, Planning Area 2 or a designated center whose boundaries are shown on the approved Resource, Planning and Management Maps of the State Development and Redevelopment Plan adopted by the State Planning Commission or rural areas within the Pinelands or within the Hackensack Meadowlands District as determined by the Access Code Appendix B with posted speed limits 45 mph (70 kph) or less.

“Low speed urban” means the access classification for roadways in urban Planning Area 1, Planning Area 2, or a designated center whose boundaries are shown on the approved Resource, Planning and Management Maps of the State Development and Redevelopment Plan adopted by the State Planning Commission or rural areas within the Pinelands or within the Hackensack Meadowlands District as identified by the Access Code Appendix B with posted speed limits 40 mph (60 kph) or less.

“Maintenance” means the continuous work or in kind replacement required to hold a driveway, road or structure against deterioration due to wear and tear, and to preserve the general character of the original improvement without alteration in any of its component factors.

“Major access applications (or permits)” means access applications (or permits) for lots with an expected two-way traffic volume of 500 or more vehicle trips per day directly accessing a State highway to and from the use or uses.

“Major access applications (or permits) with planning review” means access applications (or permits) for lots with an expected two-way traffic volume of 500 or more vehicle trips per day directly accessing a State highway and with an expected peak-hour volume of 200 or more vehicle trips directly accessing a State highway to and from the use or uses.

“Major collector” means a type of collector road in rural areas that serves important intra-county traffic corridors and provides service to major traffic generators.

“Major traffic generator” means the use or uses which generates a total of 500 or more vehicle trips per day directly accessing a State highway to and from the use or uses.

“Maximum vehicular use limits” means the greatest number of vehicles per A.M., P.M. or Saturday peak hour allowed to access a nonconforming lot.

“Median” means that portion of a divided highway that separates traffic proceeding in opposite directions.

“Median opening” means a paved area bisecting opposite directions of a divided roadway. A median opening is designed to permit traffic to cross at least one direction of travel.

“Midblock lot” means a lot with one frontage on a State highway that is between two other lots that have frontage on a State highway.

“Minor access applications (or permits)” means access applications (or permits) for lots with an expected two-way traffic volume of less than 500 vehicle trips per day directly accessing a State highway to and from the use or uses.

“Minor arterial” means the access classification for roadways that serve trips of moderate length. Access to abutting properties is minimized, controlled, or regulated. These highways interconnect with, and augment, the principal highway system. Mobility is less than on accessible principle arterials.

“Minor collector” means a type of collector road in rural areas that serves smaller places and towns and connects local traffic.

“Minor traffic generator” means the use or uses which generates less than a total of 500 vehicle trips per day, to and from the use or uses.

“Modification of access” means changes to access in conjunction with the implementation of a highway improvement project, which results in changing the number of access points, changing the width of an access point by more than five feet (1.5 meters), or changing the location of an access point by more than 10 feet (three meters).

“Monolithic curb” means a curb and gutter constructed as one unit.

“Multi-lane undivided highway” means a highway consisting of three or more lanes with two or more lanes designated for one direction and with no physical barriers separating opposite directions of travel.

“Nonconforming lot” means a lot in existence prior to the adoption of the Access Code which does not meet the standards for spacing between lot centerlines.

“Outparcel” means a lot, adjacent to a roadway, that interrupts the frontage of another lot.

“Outside radius (R)” means the outside or larger curve radius on a driveway.

“Parkway” means a type of limited access highway.

“Partial denial of access lot” means a lot which has had some portion of its potential State highway access through its frontage prohibited by the Department. This prohibition is recorded either in a deed or a Declaration of Taking.

“Passby” means a vehicle which stops at the site after coming directly from the traffic stream going by the site headed for an ultimate destination other than the site.

“Peak hour” means the 60 consecutive minutes during which the highest traffic volume occurs along a roadway or through a driveway.

“Permittee” means the owner of a lot which has an access permit or the municipality or county having a permit for a street.

“Pre-application conference” means a meeting between a potential applicant and Department representatives before the submission of an application. The pre-application conference is advisory only.

“Previously anticipated daily movements” means the estimated, 24-hour, two-way site-traffic count entered on the access application and included in the permit.

“Reconstruction” means the rebuilding of an existing improved road or access point, involving changes to its configuration.

“Regional benefit” means an improvement which serves an area wide demand for the improved movement of all traffic. The improvement should fit into overall local and regional land use and transportation plans. Regional benefit also indicates that the proposed improvement does not exclusively serve the private interests of any one lot. A region may extend as far as the study area established pursuant to N.J.A.C. 16:47-4.36, but in no case less than one intersection on either side of the proposed intersection.

“Repair” means minor repairs or minor replacements in one or more of the component factors covered by the permit which may be required by reason of storm or other cause in order that there may be restored a condition requiring only maintenance.

“Residence and business driveway” means the entrance or driveway serving a combination of private residence and business use with an expected two-way traffic volume of less than 500 vehicles per day for the combined uses.

“Revocation” means termination of an access permit by the Commissioner after a determination that alternative access is completed and available for use.

“Reverse frontage” means frontage on an access road constructed at the rear of lots fronting on the State highway.

“Right-of-way” means highway property and property rights, including easements, owned and controlled by the Department.

“Right-of-way line (R.O.W. line)” means the outer edge of State highway property, separating highway property from the abutting lots owned by others.

“Road” means a highway other than a street, boulevard, or parkway.

“Route” means a highway or set of highways including roads, streets, boulevards, parkways, bridges and culverts needed to provide direct transportation between designated points.

“Rural area” means any area of the State which is not within Planning Area 1, Planning Area 2 or a designated center whose boundaries are shown on the approved Resource, Planning and Management Maps of the State Development and Redevelopment Plan adopted by the State Planning Commission or rural areas within the Pinelands or within the Hackensack Meadowlands District as identified by the Access Code Appendix B.

“Rural lot” means a lot with 50 percent or more of its State highway frontage located in a rural area.

“Segment” means the portion of the State highway between the closest existing traffic signals on each side of or along the frontage of the applicant’s lot.

“Service station” means a motor fuel dispensing facility at which at least 75 percent of the average daily traffic purchases gasoline, petroleum products, or other services for motor vehicle services.

“Setback” means the distance between the right-of-way line and permanent structures, such as buildings, gasoline pump islands, display stands, or other artificial objects.

“Shared driveway” or “shared access” means a single driveway serving two or more adjoining lots. A shared driveway may cross a lot line, enabling a lot without direct highway access to have access to the highway.

“Shopping center” means a large retail center generally consisting of at least 20,000 total square feet, with a minimum of two stores. It may be an enclosed facility or a strip center. Shopping centers are planned, developed, owned, and managed as a unit. This definition supersedes the definition found in the ITE Trip Generation Manual for land use code 820. However, the ITE trip generation rates shall be used for the purposes of this Access Code.

“Shoulder” means the portion of the roadway that lies between the edge of the traveled way and curblines, excluding auxiliary lanes.

“Sidewalk area” means that portion of the right-of-way that lies between the curblines and right-of-way line regardless of whether a sidewalk exists.

“Signal spacing” means the distance between traffic signals along a roadway.

“Significant increase in traffic” means vehicular use exceeding the previously anticipated two-way traffic generated by a lot by:

1. 100 movements during the peak hour of the highway or the development; and
2. 10 percent of the previously anticipated daily movements. See Appendix J.

“Single family residential driveway” means the entrance or driveway exclusively serving a single-family residence.

“Site” means the lot which is the subject of an access application or permit.

“Specialty retail center” means a small strip shopping center consisting of a maximum of 20,000 total square feet, with a minimum of two shops. Retail shops included in this type of center generate low traffic volumes. Centers including high traffic generators, such as fast food restaurants with or without drive-thru, banks, delicatessens, post offices, etc., shall be classified as shopping centers. This definition supersedes the definition found in the ITE Trip Generation Manual for land use code 814. However, the ITE trip generation rates shall be used for the purposes of this Access Code.

“Start date” (for access management plans) means the date that the last resolution authorizing municipal and county participation in the joint planning process is received by the Commissioner.

“State highway” means a road owned, taken over, controlled, built, maintained, or otherwise under the jurisdiction of the State.

“State highway system” means the network of State highways.

“Street” means any public or private right-of-way, whether open or improved or not, including all existing factors of improvements, where:

1. In a distance of 1,320 feet (402 meters) on its centerline, there are 20 or more houses within 100 feet (30.5 meters) of the centerline;
2. The governing body in charge thereof and the Commissioner may declare a street; or
3. The incorporated municipality is over 12,000 in population.

“Street intersection applications (or permits)” means applications (or permits) for any new streets intersecting a State highway or increases in the number of lanes intersecting a State highway on existing streets.

“Street improvement applications (or permits)” means applications (or permits) for any change to an existing street such as geometric and grade changes, which does not increase the number of lanes intersecting the State highway.

“Study area location” means access point locations or those other locations on the State highway system exceeding both 100 new half-trips during the critical peak hour(s) and 10 percent of the anticipated daily site traffic which are analyzed in a traffic impact study. Applicant’s driveways, intersections, uninterrupted flow sections, weaving sections, merges, and diverges are examples of study locations.

“Subject highway segment” means the segment of the State highway system covered by the access management plan. If the segment is divided and forms the boundary between two or more municipalities or two or more counties, it shall be considered located within only those municipalities and counties covered by the access management plan.

“Temporary access” means time-limited access for a specific lot, use, and estimated traffic volume. Such uses may include, but are not limited to, site preparation (when done separately from construction of access pursuant to a permit) and environmental testing/monitoring.

“Theoretical driveway location (TDL)” means the center of the State highway frontage of any lot. It is used to calculate whether a lot is conforming.

“Traffic growth rate” means the rate at which traffic volumes are projected to increase over a period of time. It is expressed as a percentage that is compounded annually.

“Traffic impact study” means a report analyzing anticipated roadway conditions with and without an applicant’s development. The report includes an analysis of mitigation measures and a calculation of fair share financial contributions.

“Traffic signal” means an electrically operated device that assigns time to conflicting transportation movements. For the purposes of this Access Code, traffic control devices which are installed for the exclusive purpose of allowing pedestrians to cross the highway or traffic control devices installed to meter traffic are not considered to be traffic signals in the Access Code.

“Travel demand management plan” means a system of actions and time tables the purpose of which is to alleviate traffic problems through improved management of vehicle trip demand. The actions are structured either to reduce

the use of single occupancy vehicles or to encourage travel during less congested time period.

“Traveled way” means the portion of the roadway provided for the movement of vehicles, exclusive of shoulders and auxiliary lanes.

“Two-lane highway” means a highway consisting of two traffic lanes (one per direction).

“Undivided highway” means a highway having access on both sides of the direction of travel.

“Urban area” means an area of the State which is included in Planning Area 1, Planning Area 2 or a designated center whose boundaries are shown on the approved Resource Planning and Management Maps of the State Development and Redevelopment Plan adopted by the State Planning Commission or an area within the Pinelands or within the Hackensack Meadowlands District identified as urban by the Access Code Appendix B.

“Urban lot” means a lot with more than 50 percent of its State highway frontage located in an urban area.

“V/C ratio” means a fraction the numerator of which is the number of vehicles passing a given point in a unit of time and the denominator of which is the theoretical capacity of the roadway at that point for the same unit of time.

“Vehicle trip” means a car moving from an origination point to a destination point. This is one vehicle trip. For purposes of traffic volumes listed on permits, these trips will not be adjusted for roadway diversion. Roadway diversion estimates the percent of site trips that were already on the general system of streets and highways and not new trips specifically generated by the site.

“Weaving” means the crossing of two or more traffic streams traveling in the same general direction along a significant length of highway, without the aid of traffic control devices. Weaving areas are formed when a merge area is closely followed by a divergence area, or when an entrance ramp is closely followed by an exit ramp and the two ramps are joined by an auxiliary lane.

“Waiver” means the Department’s intentional relinquishment of its right to wholly enforce provisions of the Access Code. Waivers may either reduce or eliminate requirements.

Administrative change to “Planning review”.

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

Amended by R.1993 d.524, effective November 1, 1993.

See: 25 N.J.R. 3129(a), 25 N.J.R. 4915(b).

Amended by R.1995 d.107, effective February 21, 1995.

See: 26 N.J.R. 2549(a), 27 N.J.R. 736(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).

Added “Shopping center”, “Specialty retail center”, and “Temporary access”; deleted “Alternate work arrangement programs”, “Buspool”, “Carpool”, “Compressed workweek program”, “Employee transporta-

tion coordinator (ETC)", "Four-day forty-hour schedule or four-day work week", "Mode split", "Monitoring", "Nine-day schedule", "Planning review", "Public utility", "Rational nexus", "Resurfacing", "Satellite office", "Speed-change lane", "Take over", "Telecommuting", "Transportation management association (TMA)", and "Vanpool"; renamed "Transportation demand management plan" as "Travel demand management plan"; and amended "Access Code", "Adjustment of access", "Applicant time", "Auxiliary lane", "Berm", "Bifurcated driveway", "Certificate of acceptance", "Depressed curb", "Design standards", "Frontage", "Grandfathered permit", "High speed rural", "High speed urban", "Improvement capacity", "Level of Service (LOS)", "Low speed rural", "Low speed urban", "Modification of access", "Partial denial of access lot", "Pre-application conference", "Street", and "Vehicle trip".

Law Review and Journal Commentaries

Help is Needed to Sort Highway Access Rules. Thomas F. Carroll, III, 133 N.J.L.J. No. 8, 11 (1993).

Why Treat Highway Access Like A Public Resource? Patrick F. McAndrew, 133 N.J.L.J. No. 14, 55 (1993).

SUBCHAPTER 2. ACCESS CLASSIFICATIONS

16:47-2.1 General requirements

There are established the following access classifications for the State highway system as set forth in Appendix A of this Access Code, and incorporated herein by reference. The access classifications are based on access class, urban or rural area, speed limit, and highway configuration of the desirable typical section.

Case Notes

Doctrine of exhaustion of administrative remedies; whether proposed taking would leave property owner with reasonable highway access to be determined by jury. *Magliochetti v. State by Com'r of Transp.*, 276 N.J.Super. 361, 647 A.2d 1386 (L.1994).

16:47-2.2 Requirements for each State highway segment

The access classification, access level, cell number, and desirable typical section for any particular State highway segment shall be determined by reference to Appendix A and Appendix B of this Access Code, incorporated herein by reference. Each access classification shall be applied to both sides of the roadway, unless otherwise noted.

16:47-2.3 Access classification change

The Commissioner will evaluate requests to change access classifications pursuant to N.J.A.C. 16:47-5. An access classification change to a State highway segment may affect the milepost limits, access classification, desirable typical section, cell number, and access levels. Generally, the access classification matrix in Appendix A will be used to determine the designation in Appendix B. A change in the designation of urban or rural environment, or in the designation of high and low speed could change the access classification shown in Appendix B.

SUBCHAPTER 3. ACCESS STANDARDS

Case Notes

Concerns regarding site access, as well as concerns regarding impact of on-site conditions on off-site traffic flow and safety are appropriately addressed at site plan stage of local approval process. *Allocco and Luccarelli v. Township of Holmdel*, 299 N.J.Super. 491, 691 A.2d 430 (1997).

16:47-3.1 Access levels for access classifications

(a) There are hereby established the following access levels (AL) for the State highway system:

1. AL 1—fully controlled access: Access is prohibited on interstates, toll roads, freeways, and limited access highways, except at grade-separated interchanges. Figures C-5 and C-6 of Appendix C, Access Levels Diagrams, illustrate such access.

2. AL 2—access via street intersections or grade-separated interchanges and nonconforming lot access points, where the Department determines that alternative access is not available. The designs set forth in Figures C-7 through C-9 of Appendix C, Access Levels Diagrams, illustrate such access. For AL 2, the location standards set forth in N.J.A.C. 16:47-3.3, 3.4, and 3.5 are applicable.

3. AL 3—right-turn access to and from an access point and left-turn access via a signalized jughandle: Figures C-10 through C-13 of Appendix C, Access Levels Diagrams, illustrate such access. The jughandle may or may not be at access point. For AL 3, the location standards set forth in N.J.A.C. 16:47-3.4 and 3.5 are applicable.

4. AL 4—right-turn access to and from an access point, left-turn ingress via a left-turn lane, and left-turn egress from an access point: Figures C-14 through C-18 of Appendix C, Access Levels Diagrams, illustrate such access. The left-turn lane may or may not be at the access point for a divided highway and will be at the access point for an undivided highway. For AL 4, the location standards set forth in N.J.A.C. 16:47-3.4 are applicable if the highway is divided or if the traffic volumes at the intersection with the State highway meet the criteria for warrants set forth in Part 4C of the "Manual on Uniform Traffic Control Devices for Streets and Highways" (U.S. Department of Transportation, Federal Highway Administration 1988 edition or superseding edition). The location standards set forth in N.J.A.C. 16:47-3.3, 3.4 and 3.5 are applicable in all other cases.

5. AL 5—access to and from an access point: Figures C-19 through C-23 of Appendix C, Access Levels Diagrams, illustrate such access. Meeting traffic signal warrants is not required for the installation of a left-turn lane. For AL 5, the location standards set forth in N.J.A.C. 16:47-3.4 are applicable if the traffic volumes at the intersection of the access point with the State highway meet the criteria for warrants set forth in Part 4C of the "Manual on Uniform Traffic Control Devices for Streets and Highways" (U.S. Department of Transportation, Federal Highway Administration 1988 edition or superseding edition). The location standards set forth in N.J.A.C. 16:47-3.5 are applicable in all other cases.

1. A traffic signal shall be permitted within the segment if the applicant identifies the optimal location of future traffic signals along the segment and:

- i. The traffic signal is proposed to be placed at an optimal location identified; or
- ii. The applicant demonstrates that the standards set forth in (b) above have been met.

2. The segment used in making the determination set forth in (c)1 above shall be designated by the Commissioner, after recommendation by the applicant. In no case shall the limits for analyzing band width extend more than one traffic signal outside of the boundary of the study area established pursuant to N.J.A.C. 16:47-4.36, unless the existing area of progression extends further. In that case, the limits shall encompass the existing area of progression.

3. In identifying optimal locations for future traffic signals, the applicant shall apply Appendix D, "Optimum Spacing for Signalized Intersections for Various Progressive Speeds and Cycle Lengths," in whichever direction along the State highway the Commissioner deems appropriate and shall exclude locations where specific circumstances preclude future signalization. Traffic circles shall be considered as optimal traffic signal locations. Applicants should contact the Office of Traffic Signal and Safety Engineering for traffic signal information.

4. Minimum band width percentages on the State highway shall be calculated based upon posted speed limits and cycle lengths, unless otherwise specified by the Department, using computer software acceptable to the Commissioner, and shall assume operation of the existing traffic signals and of traffic signals at the optimal locations identified, in the latter case using the appropriate cycle based on applying Appendix D.

(d) The location of signalized access points also shall comply with the standards for unsignalized access points set forth in N.J.A.C. 16:47-3.5.

(e) Nothing in this Access Code shall be interpreted as requiring the Commissioner to authorize a traffic signal at any location. The Commissioner may, pursuant to the criteria for warrants set forth in Part 4C of the "Manual on Uniform Traffic Control Devices for Streets and Highways", U.S. Department of Transportation, Federal Highway Administration 1988 edition or superseding edition), grant the access as proposed, require design modifications as deemed necessary, restrict one or more turning movements to reduce impacts, or deny the access.

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) and (c), inserted metric reference; in (b)1i, substituted "intersection" for "traffic signal" and inserted "based on the posted speed limit for the highway"; in (b)1ii, added "As Percent (%) of Cycle Length" to table heading; in (b)2 and (c)2, inserted reference to an existing area of progression; in (b)3 and (c)3, amended traffic agency reference; and in (c)3, inserted reference to traffic circles.

16:47-3.5 Unsignalized access points

(a) The conformance of lots shall be as determined below. This is illustrated in a flowchart, Appendix F, incorporated herein by reference.

1. Any lot on a State highway segment either used for a single-family residential unit or vacant and zoned for one single-family residential unit shall be a conforming lot.

2. Any lot on a State highway segment designated access level 2 shall be a nonconforming lot, except for those described in (a)1 above. If the lot is nonconforming, the permissible vehicular use limitations set forth in (b) below shall be a condition of the permit.

3. Any lot on a State highway segment designated access level 6 shall be a conforming lot.

4. The conformance of lots not described in (a) 1, 2, or 3 above shall be determined using the following spacing distances:

SPACING DISTANCE

Posted Speed Limit in mph (kph)	Distance in feet (meters)
20 (30)	85 (26)
25 (40)	105 (32)
30 (50)	125 (38)
35 (55)	150 (46)
40 (60)	185 (57)
45 (70)	230 (70)
50 (80)	275 (84)
55 (90)	330 (100)

i. Regarding corner lots, see Appendix I-1. A corner lot is conforming if the distance between its centerline and the centerline of the next adjacent, non single-family residential lot is greater than or equal to the spacing distance and the conditions of either (a)4i (1) or (2) below are met. A lot either with one single-family residential unit or vacant and zoned for one single-family residential unit shall not be considered as an adjacent lot, but its frontage shall be included when determining the distance to the centerline of the next adjacent lot.

(1) When alternative access will not be provided to the adjacent side street, the distance between the lot centerline and the centerline of the adjacent side street right-of-way is greater than or equal to the spacing distance.

(2) When alternative access will be provided to the adjacent side street and one-half of the State highway frontage plus one-half of the side street frontage is greater than or equal to the spacing distance required on the State highway.

ii. Regarding midblock lots, see Appendix I-2. A midblock lot is conforming if the distance between its centerline and the centerlines of each of the next

adjacent, non single-family residential lots is greater than or equal to the spacing distance. A lot either with one single-family residential unit or vacant and zoned for one single-family residential unit shall not be considered as an adjacent lot, but its frontage shall be included when determining the distance to the centerline of the next adjacent lot.

iii. Regarding partial denial of access lots, see Appendix I-3. A partial denial of access lot is conforming if, in the direction access is permitted, the distance between its presumed centerline and the centerline of the next adjacent, non single-family residential lot is greater than or equal to the spacing distance. A lot either with one single-family residential unit or vacant and zoned for one single-family residential unit shall not be considered as an adjacent lot, but its frontage shall be included when determining the distance to the centerline of the next adjacent lot.

(b) The vehicular use limitations to be included as a condition of the permit for a nonconforming lot shall be determined as follows:

1. The abbreviations and meaning of the variables used in the equations below are as follows:

S Spacing distance, based on the posted speed limit and (a)4 above.

L Left distance between the lot centerline and either the centerline of the next adjacent non single-family residential lot, the centerline of the adjacent side street for a corner lot, or one-half of the State highway frontage plus one-half of the side street frontage for a corner lot with alternative access. The maximum distance for L cannot exceed S.

R Right distance measured similar to L above. The maximum distance for R cannot exceed S.

A Area of the lot expressed in acres (hectares must be converted to acres), but no greater than 3.0 on urban State highway segments and 2.0 on rural State highway segments.

V Permissible peak hour vehicular trips (total to and from the lot).

2. For urban State highway segments, the highest A.M., P.M., or Saturday permissible peak-hour vehicular trips for the direct access between the lot and the State highway shall be determined using the following formula:

$$V = 50 + \frac{L + R^2}{2 \times S} \times A \times 100$$

$$\begin{aligned} L_{\max} &= S \\ R_{\max} &= S \\ A_{\max} &= 3.0 \end{aligned}$$

3. For rural State highway segments, the highest A.M., P.M., or Saturday permissible peak-hour vehicular trips for the direct access between the lot and the State highway shall be determined using the following formula:

$$V = 50 + \frac{L + R^2}{2 \times S} \times A \times 70$$

$$\begin{aligned} L_{\max} &= S \\ R_{\max} &= S \\ A_{\max} &= 2.0 \end{aligned}$$

4. The Department shall increase the permissible peak-hour vehicular use (V) by a 15 percent bonus if a lot has either of the features in (b)4i or ii below. There is a maximum of two bonuses ($V_{\max} = 1.3V$) for those lots having both of the features in (b)4i and ii below.

i. Shared State highway access with another lot which has State highway frontage. Motorists must be able to drive directly between the two lots.

ii. Alternative access to a street other than the State highway.

5. The Commissioner shall impose a maximum vehicular use limitation, calculated using the formulas in (b)2 through 4 above, as a condition of an access permit on each nonconforming lot. The traffic generation of the lot shall not exceed the vehicular use limitation based on the average traffic operation of the use proposed on the lot, as derived from the Institute of Transportation Engineers' publication entitled 5th Edition Trip Generation, superseding edition, or superseding rates adopted by the Department. For land uses not included in these sources or when an applicant believes these rates are not representative, the Department may accept alternative evidence of representative rates. On lots with alternative access the vehicular use limitations only apply to the State highway access.

(c) The number of access points on the State highway shall be one for a nonconforming lot and shall be determined as set forth below for a conforming lot. On divided highways two one-way access points may be substituted for each two-way access point.

1. One two-way access point shall be allowed for a minor permit even if the conditions of (c)4, 5 or 6 below are met.

2. A maximum of two two-way access points may be allowed for a major permit if the second access point will significantly benefit the safety and efficiency of the State highway and meet the requirements in (c)4 or 6 below.

3. Two or three two-way access points may be allowed for a major permit with a planning review if the second and third access points will significantly benefit the safety and efficiency of the State highway and meet the requirements in (c)4, 5 or 6 below.

4. Two two-way access points may be allowed on a midblock lot which has a minimum of three times the spacing distance between the centerlines of each of the next adjacent non single-family residential lots. See Appendix I-4. ($L_2 + R_2 > 3 \times S$)

5. Three two-way access points may be allowed on a midblock lot which has a minimum of four times the spacing distance between the centerline of each of the next adjacent non-single family residential lots. See Appendix I-4. ($L_2 + R_2 > 4 \times S$)

6. A maximum of two two-way access points may be allowed on a corner lot which has at least three times the spacing distance between the centerline of the next adjacent non single-family residential lot and:

- i. The centerline of the adjacent side street; or
- ii. The centerline of the side street frontage when measured along the lot frontage and when alternative access is provided to the adjacent side street.

(d) The following provisions apply to shared access:

1. Two or more adjacent lots can be treated as a single lot if the lots share a single driveway. The determination of conformance set forth in (a)4 above, shall then be made for the combination. If the combination is conforming, then no vehicular use limitations shall be applied. If the combination is nonconforming, then the permissible vehicular use limitations set forth in (b) above shall be determined for the combination.

2. The Department will only approve a subdivision which creates a nonconforming lot if all of the following conditions are provided:

- i. The nonconforming lot created shares access with an adjacent lot;
- ii. The shared access is the only direct state highway access for the lots; and
- iii. There is a perpetual condition written into the deed for each lot establishing the shared access.

3. No bonus pursuant to (b)4i above shall apply to nonconforming lots created under (d)2 above. In addition, if a nonconforming lot is subdivided, the permissible vehicular use limitation shall not increase as a result of the subdivision.

(e) The location of unsignalized access points shall be established using the access point control dimensions set forth in N.J.A.C. 16:47-3.8 and safety considerations based on sight distance and other geometric requirements found in the "New Jersey Department of Transportation Design Manual—Roadway." Unsignalized access points shall only be located where the traffic volumes at the access points do not meet the warrants set forth in Part 4C of the "Manual on Uniform Traffic Control Devices for Streets and Highways" (U.S. Department of Transportation, Federal High-

way Administration 1988 edition or a superseding edition). Unsignalized access points, whether on conforming or non-conforming lots, shall also be subject to the following requirements:

1. Whenever possible, unsignalized access points on divided highways for major traffic generators involving left-turn ingress and egress should be located at existing median breaks, if any exist, and where access points would conform to the traffic signal spacing requirements set forth in N.J.A.C. 16:47-3.4.

2. If future traffic volumes could warrant installing a traffic signal and signalized spacing requirements cannot be met, as a condition of the access permit, the Commissioner may, at such time as future traffic volumes are reached, close the left-turn access in accordance with N.J.A.C. 16:47-4.33(b).

3. If an undivided highway becomes divided, as a condition of the access permit, the Commissioner may at such time close the left-turn access in accordance with N.J.A.C. 16:47-4.33(b).

4. For access points on a divided highway, the following apply whenever possible:

- i. The spacing of right-turn access on each side of a divided highway may be treated separately.
- ii. Where left-turns at median breaks are involved, the access shall line up or be offset from the median break by at least the minimum spacing distance or 300 feet (91.5 meters), whichever is greater.

5. Whenever possible, on undivided highways, access on both sides of the road shall be aligned. Where this is not possible, it is desirable to have the centerlines of access points offset at least 200 feet (61 meters).

6. No access point shall be located along an acceleration, deceleration, or exclusive right-turn or left-turn lane where the lane is at its full width. This prohibition does not apply:

- i. Along two-way left-turn lanes;
- ii. To a right turn in-only access point from a divided highway adjacent to a left-turn lane;
- iii. To access points on the opposite side of a highway within the limits of a right-turn lane;
- iv. To access to a lot zoned and used for a single-family residential unit; or
- v. To the portion of a deceleration lane for a reverse loop jughandle which precedes a street intersection.

7. An access point may have a bifurcated driveway with separate driveways for ingress and egress. The distance between such driveways shall be at least 50 feet (15.25 meters) measured centerline to centerline.

8. A left-turn lane shall be provided for access points on State highway segments with access level 4 when the criteria set forth in "Transportation and Land Development", Figure 5-15 and "Highway Research Record 211", "Volume Warrants for Left-Turn Storage Lanes at Unsignalized Grade Intersections", incorporated herein by reference, are met. Left-turn access shall be prohibited if the criteria have been met but there is insufficient space for a left-turn lane, unless the Commissioner determines that left-turns can be made safely, considering traffic volumes and sight distances.

9. If the criteria set forth in "Transportation and Land Development", Figure 5-15, and "Highway Research Record 211", "Volume Warrants for Left-Turn Storage Lanes at Unsignalized Grade Intersections", incorporated herein by reference, have not been met, the Commissioner may decide to permit left-turn access, pursuant to (e)8 above, if the applicant improves the highway shoulder to enable the bypassing of vehicles waiting to turn left into the access point.

10. Acceleration and deceleration lanes shall be provided in accordance with the "New Jersey Department of Transportation Design Manual—Roadway" for all State highways except for interstate highways. Acceleration and deceleration lanes on interstate highways shall be provided in accordance with the American Association of State Highway and Transportation Officials, "A Policy on Geometric Design of Highways and Streets," 1994 or superseding edition.

11. Access points shall be designed to enable vehicles to leave the State highway without restriction, queuing, or hesitation on the highway. Access shall not be approved for parking areas that require backing maneuvers within the State highway right-of-way. All off-street parking areas must include on-site maneuvering areas and aisles to permit vehicles to enter and exit the site without hesitation. An applicant shall not place a gate on Department right of way. If an access point is gated, the gate shall be a minimum of 50 feet (15.25 meters) from the curblines, and there shall be provisions for U-turns without the need for vehicles to back onto the highway.

12. Approval of an access point in accordance with the terms of the Access Code does not relieve the permittee of an obligation to provide any requirements deemed necessary under N.J.A.C. 16:47-4.34.

(f) On all State highways classified as access level 2:

1. New street intersections may be created, even if they cause nonconforming lots to be less conforming.

2. If a lot has frontage on a road other than a State highway, no direct access shall be allowed.

(g) On all State highways classified as access level 3, 4, and 5, a street proposed to extend to the State highway may only intersect a State highway if it does not create nonconforming lots on either side of the intersection or if the nonconforming lots created have no direct access to the State highway.

Amended by R.1995 d.107, effective February 21, 1995.

See: 26 N.J.R. 2549(a), 27 N.J.R. 736(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).

In (a)4, inserted metric references in table heading and table; in (b)1, substituted "Area of the lot expressed in acres (hectares must be converted to acres)" for "Acreage of the lot"; in (e), inserted metric references throughout; in (e)6, substituted "an acceleration, deceleration, or exclusive right turn or" for "a striped right"; inserted (e)6v; designated a portion of (f) as (f)1 and (g); and added (f)2.

16:47-3.6 Setback and driveway width

The Department will respect local building, zoning, and setback ordinances; variances; rules; and regulations which do not conflict with Department requirements.

16:47-3.7 Driveway surfacing

(a) The Department has jurisdiction over driveways within the limits of its right-of-way; however, the Department is not responsible for maintaining driveways.

(b) Paving of driveways shall not extend beyond the curblines into the highway shoulder or travel lane area. The existing grade of the highway shoulder or travel lane shall be maintained at all times.

(c) All driveways shall be paved with concrete or bituminous material between the curblines and the right-of-way line.

1. Bituminous driveways shall not be inferior to four inches (100 millimeters) of bituminous stabilized base with a bituminous concrete surface two inches (50 millimeters) thick. All unsuitable base material shall be removed before the driveway pavement is constructed.

2. Concrete driveways shall be constructed of Class B concrete, at least six inches (150 millimeters) thick. All unsuitable base material shall be removed before the driveway pavement is constructed.

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), substituted "shall not" for "is not to"; and in (c)1 and (c)2, inserted metric references.

16:47-3.8 Access point control dimensions for streets and driveways

(a) The requirements for residential driveways apply to single-family residential lots and combined residential and business lots. The requirements for all other driveways are referred to as non-residential.

(b) The abbreviations used in this subchapter and Figure 2 and their meanings are as follows:

(c) Municipalities are encouraged not to grant a zoning variance for a lot abutting a State highway when the traffic volume from the use would not be in conformance with the traffic volume allowed pursuant to the Access Code. The Department will not issue a permit for traffic volumes which exceed those allowed under the Access Code.

(d) The Department shall issue a Certificate of Acceptance to permittees for major access permits with a planning review and send a copy to the municipal building inspector and the municipal engineer. Municipalities shall not issue certificates of occupancy until they have received a copy of the Certificate of Acceptance.

(e) Any municipality or county may build new roads or acquire access easements, by purchase or condemnation, to provide alternative access to existing developed lots which have no other means of access except to a State highway.

(f) Any municipality or county may acquire, by purchase or condemnation, any right of access to any highway upon a determination that the public health, safety and welfare require it.

(g) Municipalities and counties are encouraged to seek appropriate mitigation from applicants when the Department requires alternative access under N.J.A.C. 16:47-3.2(a) or 4.3(p). See Appendix H, incorporated herein by reference, Cases 2 and 3.

(h) Municipalities and counties may submit comments on major access applications to the Office of Major Permits within 30 days of receipt of a duplicate copy of the application from the applicant as required in N.J.A.C. 16:47-4.3(n).

Administrative change to (h).

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

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).

Amended by R.1995 d.107, effective February 21, 1995.

See: 26 N.J.R. 2549(a), 27 N.J.R. 736(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).

In (b), inserted "or issues an access permit allowing direct access and requiring alternative access"; in (d), substituted "permits" for "points"; in (g), corrected N.J.A.C. references; and in (h), changed "Bureau of Major Permits" to "Office of Major Permits", and corrected N.J.A.C. references.

16:47-3.17 Department actions

(a) For access levels 2 through 6 along a State highway, paragraphs (a)1 and 2 below apply.

1. The Commissioner may modify a proposed access or deny an access permit application otherwise in conformance with this Access Code if site-specific highway efficiency and safety considerations so warrant.

2. Nothing set forth in this Access Code shall be interpreted as requiring the Department at its own expense to signalize, construct or improve access points on

the State highway system or make other improvements related thereto.

(b) The Department may build new roads or acquire access easements, by purchase or condemnation, to provide alternative access to existing developed lots which have no other means of access except to a State highway.

(c) The Department may acquire, by purchase or condemnation, any right of access to any highway upon a determination that the public health, safety and welfare require it.

(d) Traffic control features and devices in the Department's right-of-way, including, but not limited to, traffic signals, channelizing islands, medians, and median openings, are operational and safety characteristics of the State highway and are not means of access. At any access point, the Department may install, remove, or modify any present or future traffic control feature or device in the Department's right-of-way to promote efficient traffic operations on the State highway or traffic safety in the Department's right-of-way.

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).

Added (d).

SUBCHAPTER 4. PERMITS

16:47-4.1 Applications for staged development

Applications for staged development will be approved if the access plan at each stage of development satisfies minimum design standards. If the development is staged, the applicant shall indicate the maximum development potential, under zoning, for the undeveloped portion of the lot.

Amended by R.1993 d.524, effective November 1, 1993.

See: 25 N.J.R. 3129(a), 25 N.J.R. 4915(b).

16:47-4.2 Concurrent applications

When the Department receives an application which may affect the same section of a State highway as another application for which a permit has not yet been issued, the Department will coordinate the review of both applications and determine the fair share financial contribution or highway improvements for both sites combined. The responsibility will be proportioned between the two applicants based on their respective amounts of site traffic.

16:47-4.3 Permit process

(a) Each lot owner shall obtain a permit from the Department before performing any of the activities listed below. Separate applications and permits are needed for each street or lot having direct access to the State highway, except that the Department shall accept a single application for a street which intersects both sides of a State highway at one intersection:

1. Constructing one or more driveways or streets intersecting a State highway;

2. Changing or modifying any existing driveway or street intersecting a State highway;

3. Constructing sidewalk, curb, drainage, or any other related work within the limits of a State highway right-of-way;

4. Expanding the facilities on a lot, having access to a State highway, to the extent that a significant increase in traffic results;

5. Changing the use on a lot, having access to a State highway, to the extent that significant increase in traffic results;

6. Subdividing a lot having access to a State highway (any resultant lot which has direct State highway access needs a permit);

7. Consolidating a lot having access to a State highway; or

8. Initiating any activity which may interfere with the free and safe movement of normal highway traffic on a State highway.

(b) An access permit is not needed to perform maintenance and in-kind replacement.

(c) All driveways and streets in existence prior to July 1, 1976 shall be considered to have been constructed in accordance with an access permit, even if no permit was issued. All driveways and streets constructed after July 1, 1976 must have had permits issued or they are presumed not to have permits. The Department shall administer this provision as shown in Appendix G, incorporated herein by reference.

(d) An applicant shall complete the proper application form and submit it to the appropriate Regional Maintenance Office or the Office of Major Access Permits. The Regional Maintenance Office or the Office of Major Access Permits will determine if permits are necessary, confirm that the applicant has applied for the proper types of permits, coordinate the review with other Department offices, and issue letters confirming that permits are not needed, when appropriate.

(e) An application shall not be considered to have been submitted and processing of a permit application shall not begin, unless and until the proper fee for the application has been submitted.

(f) Applications pertain to lots, not access points. Applications for driveways can only be signed by the lot owner or a representative holding an appropriate power of attorney. A completed power of attorney form (MT-156) shall be submitted with the application when the lot owner does not sign the application. For shared access between lots, at the time of the development application for each lot, an application, signed by the owner of the lot, and separate fee shall be submitted for each lot. For easements or access through lots adjacent to the highway, the application shall be signed by the owner of the lot adjacent to the highway.

(g) Applications shall reflect conditions that exist at the time the application is submitted to the Department and include all State, county, municipal or private projects that have been advertised for construction or awarded, as appropriate.

(h) All State highways shall be identified by route number. Direction of travel shall be based on the general orientation of the route as designated by the Department. These directions may differ from the orientation of the particular highway segment.

(i) There are three different categories of access applications. They are shown in N.J.A.C. 16:47-4.4(a) and are based on the following factors:

1. Traffic generation, as determined by reference to the Institute of Transportation Engineers (ITE) publication entitled "5th Edition, Trip Generation," superseding edition, or superseding rates adopted by the Department. For land uses not listed in these sources or when an applicant believes these rates are not representative, the Department may accept alternative evidence of representative rates; and

2. Those vehicle trips which directly access a State highway.

(j) Permits expire when the permittee violates any permit conditions or when another access permit is issued for the same lot. Current forms of access permits shall be available upon request from the Office of Major Access Permits.

(k) When the Department becomes aware that a permit condition has been violated, it shall notify the permittee, in writing, that the permittee has 30 days within which to remedy the violation. Failure to remedy the violation within the specified time limit will cause expiration of the permit. The Department will provide written notice of the effective date of the expiration and may seek the civil penalties provided for in N.J.S.A. 27:7-92e or other available remedies. The penalties shall commence on the day following the date of expiration.

(l) When the holder of an expired permit applies for a new permit, the application shall reflect the expanded or changed use as well as the continuing uses covered in the expired permit. Only traffic generated by the expanded or changed use will be used to determine the highway impacts.

(m) The Department may revoke any permit after the Commissioner determines that reasonable alternative access is available for the lot served by the permit and that elimination of direct access will benefit the safety and efficiency of the State highway. The Department shall follow the procedures set forth in N.J.A.C. 16:47-4.33(d). The permit shall not be revoked until the alternative access is completed and available for use.

(n) At the time of submission of any concept review application or any major access application, the applicant shall send, by certified mail, return receipt requested, or by hand delivery, with signed receipt, duplicate copies of the application to the municipal clerk of the municipality in which the lot is located and to the county planning board and advise that the municipality and county have 30 days to submit any comments to the Office of Major Access Permits. For any concept review application with a traffic impact study and any major access application with a planning review, duplicate copies of the application shall also be sent, by certified mail, return receipt requested, or by hand delivery, with signed receipt, to any other municipality or county within the study area established pursuant to N.J.A.C. 16:47-4.36.

(o) Prior to submitting any access application for development within the Pinelands area, the applicant shall give notice to the Pinelands Commission pursuant to N.J.A.C. 7:50-4.83. The application submitted to the Department shall indicate the applicant's compliance with the requirements of N.J.A.C. 7:50-4.81.

(p) If the Department denies direct access to a State highway because reasonable alternative access is available or if the Department requires alternative access in addition to direct State highway access because the Commissioner determines the alternative access will benefit the safety and efficiency of the State highway, the Department shall not be responsible for addressing impacts on local roads. The applicant may be responsible for addressing local road impacts through the municipal approval process and county approval process. See Appendix H.

(q) A permit expires when the use of the lot served by the permit is expanded or changed and the expansion or change results in a significant increase in traffic.

(r) A permit expires when the lot served by the permit is subdivided or consolidated with another lot.

(s) The Department may issue a permit for access not meeting the standards of this Access Code, if it finds that an access plan in compliance with the Access Code is not reasonably attainable at the time that an application is submitted or that denial of the application would leave the property without reasonable access to the general system of streets and highways. Access approved in such a permit shall be based upon maximum achievement of the goals and purposes of this Access Code.

(t) If the Department issues a permit for a nonconforming lot based on a waiver as set forth in N.J.A.C. 16:47-4.35(f), no further expansion or change in use shall be allowed which would generate additional trips using the State highway access. Provisions of this Access Code relating to a significant increase in traffic shall not apply to any such permit.

Administrative changes to (d), (g), (i) and (o).

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

Amended by R.1993 d.210, effective May 17, 1993.

See: 25 N.J.R. 903(a), 25 N.J.R. 1990(a).

Revised (n)5.

Amended by R.1993 d.524, effective November 1, 1993.

See: 25 N.J.R. 3129(a), 25 N.J.R. 4915(b).

Amended by R.1995 d.107, effective February 21, 1995.

See: 26 N.J.R. 2549(a), 27 N.J.R. 736(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).

In (a), inserted exception to separate application requirement; in (f), inserted signing requirement; deleted (i), relating to street intersection applications; recodified former (j) as (i) and inserted new (j); deleted (k); recodified former (l) through (r) as (k) through (q), and in (k), amended N.J.S.A. reference; substantially amended (m); in (n), substituted "send, by certified mail . . . with signed receipt" for "submit", inserted reference to "concept review applications", and added the last sentence; rewrote (q); added (r) through (t); and changed "Bureau of Major Access Permits" to "Office of Major Access Permits" throughout the section.

16:47-4.4 Type of permit and review determination

(a) The Department shall determine the types of applications required. Single-family residential permits, residence and business combined permits, and government driveway permits shall be classified based on the definitions in N.J.A.C. 16:47-1.1. The Department shall be guided by Appendix E and Appendix E1, Access Application Thresholds, incorporated herein by reference, in determining the other types of applications and in determining which Department units will review an application.

1. Any use generating less than 500 vehicle trips per day directly accessing a State highway to and from the lot requires a minor application.

2. Any use generating 500 or more vehicle trips directly accessing a State highway per day and less than 200 peak-hour vehicle trips to and from the lot requires a major application.

3. Any use generating 500 or more vehicle trips per day and 200 or more peak-hour vehicle trips directly accessing a State highway to and from the lot requires a major application with a planning review.

(b) The trip generation derived from the Institute of Transportation Engineers publication entitled "5th Edition Trip Generation Report" or any superseding edition or any superseding trip generation rates used by the Department shall be the basis for determining the type of application, traffic analyses for potential traffic signals, and traffic impacts. If the lot is to be served by alternative access as well as direct access to a State highway, the applicant is encouraged to discuss the distribution of vehicles between the direct access and alternative access with the Regional Maintenance Office or the Office of Major Access Permits.

(c) If the applicant either fails to specify a land use or specifies "flexspace," the Department will review the application based on a worst-case traffic scenario.

(d) No deductions shall be allowed for passby or internal trips when determining the type of permit.

(e) Peak-hour trips from traffic generation rates for applications and permits shall be the highest average rates of the A.M., P.M., and weekend peak hours found in the Institute of Transportation Engineers publication entitled "5th Edition Trip Generation Report," or superseding edition, or superseding rates adopted by the Department. Daily traffic volumes shall be the highest average rates of the weekday and weekend rates found in the same source. For land uses not listed in these sources or when an applicant believes these rates are not representative, the Department may accept alternative evidence of representative rates. The Department will not accept a series of daily, weekly, or monthly traffic counts as a basis for establishing a long-term average rate.

(f) An application for the removal of an existing driveway shall be classified as a minor permit application and minor fees shall apply to the application and permit, provided that no other construction is proposed within State highway right-of-way, the lot is not being subdivided or consolidated with any other lot and there is no significant increase in traffic. The permissible trip generation shown on the new permit shall be the same as that for the existing permit. The new permit shall be of the same type, minor, major or major with planning review, as the existing permit and the application for removal of an existing driveway shall be submitted to the same office that issues the existing type of permit.

(g) An application for the construction of emergency access shall be classified as a minor permit application and minor fees shall apply to the application and permit, provided that no other construction is proposed within State highway right-of-way, the lot is not being subdivided or consolidated with any other lot and there is no significant increase in traffic. The permissible trip generation shown on the new permit shall be the same as that for the existing permit. The new permit shall be of the same type, minor, major or major with planning review, as the existing permit and the application for the construction of an emergency driveway shall be submitted to the same office that issues the existing type of permit.

Administrative change to (c).
 See: 25 N.J.R. 1005(b).
 Administrative Correction.
 See: 25 N.J.R. 3238(b).
 Amended by R.1993 d.524, effective November 1, 1993.
 See: 25 N.J.R. 3129(a), 25 N.J.R. 4915(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).
 Deleted existing text of (b) and inserted new first sentence; recodified second sentence of former (c) as second sentence of (b) and deleted remaining text of (c); recodified former (d) through (f) as (c) through (e); in (e), substituted "weekend peak hours" for "Saturday peak hours"; and added (f) and (g).

16:47-4.5 Access permit applications

(a) The maximum time frames for the review of various types of applications are summarized below. They are for the Department only and do not include any applicant time or time for Federal Highway Administration reviews of work on interstate highways, interchanges, or ramps. The Department's check of the completeness of an application is included in these timeframes.

**DEPARTMENT TIME FOR APPLICATIONS
 ACCEPTED FOR REVIEW (IN DAYS)**

	<u>Form</u>	<u>Minor¹</u>	<u>Major</u>	<u>Major With Planning Review</u>
Single Family Residential Driveway	MT-32	35	NA	NA
Residence and Business Driveway	MT-32	35	NA	NA
Minor	MT-32	35	NA	NA
Government Driveway	MT-32	35	90	90
Major Use	MT-32	NA	90	90
Street Intersection	MT-160	35	90	90
Concept Reviews	MT-32	NA	90	90
Street Improvement	MT-158	35	NA	NA
Lot Consolidation or Subdivision	MT-155	NA	50	NA
Temporary Access Permit	No form #	35	NA	NA

Notes: (NA means Not Applicable)
 1. If a traffic signal is involved, the review may take 45 additional days.

(b) The time for the Department review of an application may be extended with the written consent of the applicant.

(c) When an applicant fails to respond to a Department request for information within 90 days of the request, the application shall be considered withdrawn.

Amended by R.1993 d.524, effective November 1, 1993.
 See: 25 N.J.R. 3129(a), 25 N.J.R. 4915(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 (a), added "Temporary Access Permit", and in the table deleted footnote 1 and recodified footnote 2 as footnote 1; deleted (c) relating to pre-applications conferences; and recodified (d) as (c).

16:47-4.6 Permits and permit fees

(a) The non-refundable fees for access applications, permits, and renewals are set forth below. Fees shall be in the form of a check or money order made payable to the Department. Cash will not be accepted. The application fee shall be submitted with the application, but the permit fee should not be submitted until the applicant returns the signed permit. The Department shall not issue a permit until the proper fee for the permit has been collected and the permit has been signed.

Type	<u>Application Fee Each Lot</u>	<u>Permit Fee Each Lot</u>	<u>Renewal Fee Each Lot</u>
Single Family Residential Driveway	\$ 35.00	\$ 15.00	\$ 15.00
Residence and Business Driveway	75.00	25.00	25.00
Government Driveway	150.00	500.00	250.00

Minor	265.00	85.00	85.00
Major	3,750.00	1,250.00	250.00
Major with Planning Review	9,000.00	3,000.00	250.00
Concept Reviews	500.00	—	—
Street Intersection	150.00	500.00	250.00
Street Improvement	5.00	25.00	25.00
Lot Subdivision or Consolidation	200.00	50.00	—
Temporary Access Permit	200.00	50.00	50.00

(b) Developments containing at least 10 percent of the housing units on the site set-aside for low and moderate income residents, pursuant to the Fair Housing Act, N.J.S.A. 52:27D-301 et seq., or under court settlement, are entitled to a 10 percent reduction in the permit fee. To be eligible for this reduction, the applicant shall submit the full application fee and an affidavit from the municipal approving authority, certifying that the 10 percent requirement has been met. Upon approval of the access, the Department will reduce the permit fee by 10 percent of the total application and permit fees combined. The renewal fees are not subject to reduction.

(c) A permit issued by the Department affords the permittee the right to construct, maintain and repair, and use a driveway or street connecting to a State highway under the terms and conditions of the permit. Approval of an access application does not accord the applicant any of these rights.

(d) A permittee may construct an access point intersecting a State highway except:

1. When the construction work under the permit, including those permits issued under N.J.A.C. 16:41, is not started within two years of the date the permit was issued, the permit expires, unless stated otherwise in the permit. The permittee shall submit a new application, with supporting documentation as set forth in the checklists in N.J.A.C. 16:47-4.9(b), 4.10(b), 4.12(b) or 4.14(b), which reflects changes and the fee appropriate at the time of the new application.

2. A permit expires if all construction work under the permit, including those permits issued under N.J.A.C. 16:41, is not completed within two years of the date the permit was issued, unless stated otherwise in the permit or extended by renewal. Upon expiration, the Department may use the remedies described in (g) below to restore any disturbed area.

(e) When the construction work under the permit, including those permits issued under N.J.A.C. 16:41, is started within two years of the date of permit issuance but cannot be completed in the indicated time, the permittee shall request an extension of time in writing from the appropriate Regional Maintenance Office and submit the required renewal fee in the form of a check or money order. The Department may approve one one-year extension.

(f) The Department may impose those site-specific terms and conditions it deems necessary and convenient when issuing permits. Every permit will include the daily and peak-hour traffic volumes permitted for the lot. The baseline traffic for determining a significant increase in traffic shall be the allowable traffic generation shown on the permit. If such figures are not shown on the permit, then the baseline traffic shall be based on the ITE trip generation rates for the use, based on the ITE edition in effect at the time the permit was issued. If there is a grandfathered permit or ITE trip generation rates did not exist for the use at the time that the permit was issued, then the trip generation rates shown in the current edition of the ITE manual shall be used to compute the baseline traffic.

(g) As a condition of any permit the Department may require a bond or certified check in an amount sufficient to guarantee or insure proper maintenance or restoration of the area disturbed by the permittee. If it becomes necessary for Department forces or contractors to make repairs, for any reason, the cost of such work shall be borne by the permittee.

(h) The permittee shall notify the Regional Maintenance Office at least 72 hours prior to starting work, in order that the Department may have a representative at the site. The access shall be completed in an expeditious and safe manner. It is the responsibility of the permittee to complete the construction of the access according to the terms and conditions of the permit.

(i) The Department will have each permit recorded in the county in which the subject lot is located. Access permits are associated with the property and not with the applicant.

(j) If, after issuance of a permit by the Department, a permittee is barred or prevented, directly or indirectly, from proceeding with the development by a legal action instituted by any State agency, political subdivision, or any other individual or party or by a directive or order issued by any State agency, political subdivision, or court of competent jurisdiction, the period of time prescribed by this Code for construction of an access point intersecting a State highway shall be tolled during the pendency of said legal action, directive, or order. The permittee shall notify the Regional Maintenance Office in writing and include its supporting documentation within 30 days of any action that may invoke this provision. If construction has already commenced, the permittee shall immediately contact the Regional Maintenance Office to ensure that the cessation of work does not create a hazard. The permittee shall restore any disturbed area at a time and in a manner prescribed by the Department or the Department may do so at the permittee's expense. The remaining access construction time shall begin to run from the date on which the legal directive or order is removed. The permittee shall notify the Regional Maintenance Office or the Office of Major Access Permits, whichever issued the permit, in writing within 30 days of the date of such resolution or removal. The Department re-

serves the right to reevaluate the access permit conditions if the tolling time extends beyond five years from the date of the permit.

(k) If the Department denies a permit, the denial letter shall set forth the reasons for the denial and include references to published policies and standards which support the denial.

(l) In order to obtain a permit, the applicant shall include a title block on the permit plans. The title block shall be located in the lower right corner of the plans and should be three inches (75 millimeters) high and seven inches (175 millimeters) wide and shall include the block, lot, municipality, county, date, and name of the lot owner.

(m) As a condition of any major with planning review permit, the Department will require that the permit expire if any expansion or change in use results in a LOS F at any site access point on a State highway. The Department will not require that the permit expire if the drop in level of service is caused by traffic attributable to other developments.

(n) All permits and developer agreements shall contain provisions for indemnification of the State, and its agents, servants, and employees. Current forms of these provisions shall be available upon request from the Office of Major Access Permits.

Administrative change to (l).

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

Amended by R.1993 d.210, effective May 17, 1993.

See: 25 N.J.R. 903(a), 25 N.J.R. 1990(a).

Revised (l).

Amended by R.1993 d.524, effective November 1, 1993.

See: 25 N.J.R. 3129(a), 25 N.J.R. 4915(b).

Amended by R.1995 d.107, effective February 21, 1995.

See: 26 N.J.R. 2549(a), 27 N.J.R. 736(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).

In (a), added "Temporary Access Permit" to the table; in (c), inserted reference to repair; deleted (i) and (j); recodified (k) and (l) as (i) and (j); in (i), added second sentence; deleted (m); recodified (n) and (o) as (k) and (l); and added new (m) and (n).

16:47-4.7 Companion Department permits

Access permits do not cover all types of occupancy of the Department's right-of-way. Other permit applications may be required in conjunction with the access application. These applications will become companion applications to the access application. They will be reviewed together. All of the required permits may be issued at the same time. The Department may accept one access application for combining activities for access, drainage, curb, sidewalk, left-turn slots, lot consolidation or subdivision and landscape and issue a single access permit to authorize all of these activities.

Amended by R.1993 d.210, effective May 17, 1993.

See: 25 N.J.R. 903(a), 25 N.J.R. 1990(a).

Revised text.

Amended by R.1995 d.107, effective February 21, 1995.

See: 26 N.J.R. 2549(a), 27 N.J.R. 736(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).

Substituted "may" for "will", regarding issuance of all required permits at the same time.

16:47-4.8 Minor access permits process

(a) The Regional Maintenance Office will determine whether an application meets the criteria for the type of application applied for and whether the application is acceptable for review, and send a written notice of these determinations to the applicant within 10 days of receipt. If the application is unacceptable, the notification will contain a request for specific additional information.

(b) A minor application will be reviewed and either approved or denied within a maximum of 30 calendar days of receipt of a complete application, unless a traffic signal is involved. If the application is approved, the Regional Maintenance Office shall request that the applicant submit the permit documents and the permit fee. Permits will be issued within a maximum of 35 calendar days of receipt of a complete application if the application is approved, unless a traffic signal is involved.

(c) The applicant shall submit the completed and signed permit documents and permit fee to the Regional Maintenance Office within 180 days of the Regional Maintenance Office notice of approval. Applicants failing to respond on time will have their applications rejected.

(d) When the Department requests information from the applicant, the step in the process and its associated time frame will restart once the Department receives the information. If the applicant does not provide the Department with the requested information within 90 days of the request, the application shall be considered withdrawn.

(e) Minor applications that require modification of traffic signals must be reviewed by the Office of Traffic Signal and Safety Engineering. Minor permits may be issued conditionally, subject to approval of traffic signal work. The final approval may extend the minor application review time by 45 days.

(f) If the Regional Maintenance Office finds either the same form deficiency or the same technical content deficiency three times in an applicant's submissions, then the application will be rejected and the applicant must reapply and submit a new application and fee.

(g) If the applicant changes the proposed development or access plan in response to Department comments, a new application and fee will not be required unless the applicant fails to eliminate all deficiencies within three submissions. If the applicant unilaterally changes the proposed development or access plan, however, a new application and fee shall always be submitted.

(g) If the applicant changes the proposed development or access plan in response to Department comments, a new application and fee will not be required unless the applicant fails to eliminate all deficiencies within three submissions. If the applicant unilaterally changes the proposed development or access plan, however, a new application and fee shall always be submitted.

Administrative corrections to (a), (c), (d) and (g).

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 (a), deleted Bureau's notice of acceptability of the application within 30 days of its receipt; in (b), changed the maximum review time from 95 to 90 days and the maximum time for issuance of a permit from 100 to 95 days, and inserted the second sentence; deleted (c) relating to submission of permit documents and the permit fee; recodified (d) through (h) as (c) through (g); and changed "Bureau of Major Access Permits" to "Office of Major Access Permits" throughout the section.

16:47-4.12 Major access permits checklist

(a) Applications for major access permits shall be accompanied by six copies of detailed plans to a scale of one inch equals 30 feet (1 = 300 for metric) or one inch equals 50 feet (1 = 600 for metric). The Department may require additional copies of the plans. Plan sheet size shall not exceed 24 inches (594 millimeters) by 36 inches (841 millimeters). Plans prepared for local site-plan approval may not contain sufficient information for highway access approval.

(b) The following information shall be submitted with the application:

1. Lot location map (The Key map must reference at least two cross streets on each side of the lot, milepost, north arrow and scale);
2. Copy of tax map showing block number, lot number and lot lines;
3. Right-of-way line from Department desirable typical section;
4. Topography showing all highway features within 500 feet (150 meters) of the lot frontage on both sides of undivided roads and up to the centerline on divided roads;
5. Setback and location of structures;
6. Curb—existing and proposed;
7. Sidewalks—existing and proposed;
8. Trees within Department right-of-way;
9. Signs—regulatory, warning, directional, and private;
10. Utility poles;
11. Highway electrical installations;
12. Locations of all lot driveways—existing and proposed;
13. Driveway width;

14. Driveway alignment with respect to the highway;
15. Curblin openings;
16. Edge clearance;
17. Type of driveway and apron construction (concrete or bituminous);
18. Contours—existing and proposed;
19. Corner clearance;
20. Driveway and island radii;
21. Percentage of traffic anticipated to use each access point on the lot;
22. Number of lanes on the highway;
23. Speed-change lanes (acceleration, deceleration, left turn slots);
24. Lane and shoulder widths;
25. Typical pavement sections (within Department right-of-way)—existing and proposed, including cross slopes, widths, pavement types and thicknesses;
26. Location of centerline on undivided highways and median of divided highways;
27. Location of existing median openings on divided highways, within 1,000 feet (300 meters) of site;
28. Location of existing driveways on opposite side of undivided highways;
29. Dimensions from the lot line to the edge of pavement;
30. Number of new units for residential use; rooms for hotels and motels; square footage for retail, office, or warehouse; or appropriate unit of measure for other land use;
31. Parking facilities and internal traffic circulation;
32. Traffic patterns—existing and proposed;
33. Highway traffic striping—existing and proposed;
34. Construction details;
35. Type of vehicles anticipated;
36. Attachments to Department drainage system—existing and proposed;
37. Drainage calculations—existing and proposed;
38. Changes to existing traffic signals;
39. New traffic signals and MUTCD warrant numbers;
40. Length of lot frontage along highway;
41. Distance to nearest traffic signal if less than 500 feet (150 meters)—preceding (in feet or meters), following (in feet or meters);
42. Zoning designation for lot;

43. Waivers requested;
44. Copies of transmittals and proofs of service of duplicate applications to the municipal clerk and county planning board;
45. Location of any access easements on the lot;
46. Applicability of the Pinelands Act; and
47. A copy of the current deed for the lot.

(c) A temporary traffic control plan for each stage of construction may be required at the discretion of the Department.

Amended by R.1995 d.107, effective February 21, 1995.

See: 26 N.J.R. 2549(a), 27 N.J.R. 736(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).

In (a), changed the number of detailed plans to be submitted from eight to six, and added provision that Department may require submission of additional copies of the plans; rewrote (b)21; in (b)44, inserted reference to proofs of service; and inserted metric equivalents throughout the section.

16:47-4.13 Major access permits with planning review process

(a) Potential applicants shall request a pre-application conference with the Office of Major Access Permits for major applications with a planning review.

(b) Potential applicants considering submission of major applications requiring a planning review shall send the Office of Major Access Permits four copies of a letter including the following information for the proposed development:

1. Name of applicant;
2. Lot location noting route, direction, milepost, municipality and county;
3. Size and type of each different existing and proposed land use;
4. Sketch plan of site, access, and highway improvement schemes under consideration;
5. Trip generation, distribution and assignment to the driveways and streets for each land use and time period analyzed;
6. Opening date or staging for development;
7. Buildout year;
8. Suggested agenda for pre-application meeting;
9. Involvement with a Department electrical facility such as, but not limited to, a traffic signal or highway lighting;
10. Copy of tax map showing block number, lot number, and lot lines;

11. Names and titles of people anticipated to attend the pre-application meeting; and

12. Evidence that the current property owner was notified of the meeting.

(c) The Office of Major Access Permits will schedule the pre-application conference. The Department recommends the applicant be accompanied by a traffic engineer at the pre-application conference. The potential applicant shall discuss the locations to be studied and the contents of the traffic impact study with a representative of the Office of Major Access Permits at the pre-application conference.

(d) A potential applicant may request that the Department confirm the scope of study required for a traffic impact study either at or subsequent to a pre-application conference. The submission of the proposed scope of study shall be accompanied by a fee in the amount of \$500.00, which fee shall be credited toward the application fee. Within 30 days of the submission of the proposed scope of study and fee, the Department shall issue a letter confirming the scope of study, including, but not limited to, study area locations, trip generation rates, trip distribution and assignment, passby traffic, and analysis hours.

(e) An application shall be received by the Department within 12 months of the date of the pre-application meeting. If an applicant fails to meet this requirement, the applicant shall request another pre-application meeting pursuant to N.J.A.C. 16:47-4.13(a). The Office of Major Access Permits will notify the applicant in writing of acceptance or rejection of the application and verify the type of permit within 30 days of receipt by the Department.

(f) A major application with planning review will be reviewed and either approved or denied within a maximum of 90 days of receipt of a complete application. If the application is approved, the Office of Major Access Permits will request that the applicant submit the permit documents and the permit fee. A permit will be issued within a maximum of 95 days of receipt of a complete application if the application is approved.

(g) When the Department requests information from the applicant, the step in the process and its associated time frame will restart once the Department receives the information. If the applicant does not provide the Department with the requested information within 90 days of the request, the application shall be considered withdrawn.

(h) If the Office of Major Access Permits finds either the same form deficiency or the same technical content deficiency three times in an applicant's submissions, then the application will be rejected and the applicant must reapply and resubmit a new application and fee.

(i) If the applicant changes the proposed development or access plan in response to Department comments, a new application and fee will not be required unless the applicant fails to eliminate all deficiencies within three submissions. If the applicant unilaterally changes the proposed development or access plan, however, a new application and the fee shall always be submitted.

(j) The applicant shall submit the completed and signed permit documents and permit fee to the Office of Major Access Permits within 180 days of the Office of Major Access Permits notice of approval. Applicants failing to respond on time will have their applications rejected.

(k) After the permittee constructs the access and meets all conditions of the permit, the permittee shall notify the Regional Maintenance Office, in writing. Within 30 calendar days of its receipt of the notice, the Regional Maintenance Office will notify the permittee if any corrective action is required by the permittee.

(l) A Certificate of Acceptance will be issued by the Office of Major Access Permits to the permittee and a copy sent to the municipal building inspector within 10 calendar days of the Regional Maintenance Office's finding that the access conforms to the conditions of the permit. The Certificate of Acceptance may be issued after substantial completion of the construction within State right-of-way and prior to the completion of all work if the permittee provides a performance bond or other guarantee acceptable to the Department to ensure the work will be completed.

(m) The permittee shall not use the access and a municipality shall not issue a certificate of occupancy until the Department has issued a Certificate of Acceptance. Use of the access prior to issuance of a Certificate of Acceptance shall subject the permittee to penalties under N.J.S.A. 27:7-92e and all other remedies available to the Department.

Administrative changes to (a) through (e), (h), (j), (k) and (m).
See: 25 N.J.R. 1005(b).

Amended by R.1993 d.210, effective May 17, 1993.

See: 25 N.J.R. 903(a), 25 N.J.R. 1990(a).

Revised (e) and (m).

Amended by R.1993 d.524, effective November 1, 1993.

See: 25 N.J.R. 3129(a), 25 N.J.R. 4915(b).

Administrative Correction.

See: 26 N.J.R. 2299(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).

In (a), substituted "schedule" for "request" preceding "a pre-application conference"; in (b), inserted "four copies of" preceding "a letter"; inserted new (b)1, recodified (b)1 thorough 8 as (b)2 through 9, and added (b)10 through 12; recodified former (d) as the third sentence of (c); inserted new (d); in (e), amended N.J.A.C. reference, changed time for notification of acceptance or rejection of the permit from 10 to 30 days, and deleted provision requiring notice of acceptability of the application for review; in (f), changed the maximum review time from 170 to 90 days, the maximum time for issuance of a permit from 175 to 95 days, and inserted the second sentence; deleted (j); recodified (k) through (n) as (j) through (m); in (m) changed N.J.S.A. references; and changed "Bureau of Major Access Permits" to "Office of Major Access Permits" throughout the section.

16:47-4.14 Major access permits with planning review checklist

(a) Applications for major access permits with planning review shall be accompanied by three copies of the traffic impact study, six copies of detailed plans to a scale of one inch equals 30 feet (1=300 for metric) or one inch equals 50 feet (1=600 for metric). The Department may require additional copies of the plans. Plan sheet size shall not exceed 24 inches (594 millimeters) by 36 inches (841 millimeters). Plans prepared for local site-plan approval may not contain sufficient information for highway access approval.

(b) The following information shall be submitted with the application:

1. Lot location map (The Key map must reference at least two cross streets on each side of the lot, milepost, north arrow and scale);
2. Copy of tax map showing block number, lot number and lot lines;
3. Right-of-way line from Department desirable typical section;
4. Topography showing all highway features within 500 feet (150 meters) of the lot frontage on both sides of undivided roads and up to the centerline on divided roads;
5. Setback and location of structures;
6. Curb—existing and proposed;
7. Sidewalks—existing and proposed;
8. Trees within Department right-of-way;
9. Signs—regulatory, warning, directional, and private;
10. Utility poles;
11. Highway electrical installations;
12. Locations of all lot driveways—existing and proposed;
13. Location of nearest driveway on adjacent lots, including type of operation using adjacent driveways;
14. Driveway width;
15. Driveway alignment with respect to the highway;
16. Curblines openings;
17. Edge clearance;
18. Type of driveway and apron construction (concrete or bituminous);
19. Contours—existing and proposed;
20. Corner clearance;
21. Driveway and island radii;
22. Percentage of traffic anticipated to use each access point on the lot;

23. Number of lanes on the highway;
24. Speed-change lanes (acceleration, deceleration, left-turn slots);
25. Lane and shoulder widths;
26. Typical pavement sections (within Department right-of-way)—existing and proposed, including cross slopes, widths, pavement types and thicknesses;
27. Location of centerline on undivided highways and median of divided highways;
28. Location of existing median openings on divided highways;
29. Location of existing driveways on opposite side of undivided highways;
30. Dimensions from the lot line to the edge of pavement;
31. Number of new units for residential units; rooms for hotels and motels; square footage for retail, office, or warehouse; or appropriate unit of measure for other land uses;
32. Parking facilities and internal traffic circulation;
33. Traffic patterns—existing and proposed;
34. Highway traffic striping—existing and proposed;
35. Construction details;
36. Type of vehicles anticipated;
37. Attachments to Department drainage system—existing and proposed;
38. Drainage calculations—existing and proposed;
39. Changes to existing traffic signals;
40. New traffic signals and MUTCD warrant numbers;
41. Proposed site and highway transportation improvements;
42. Length of lot frontage along highway;
43. Distance to nearest traffic signal-preceding (in feet or meters), following (in feet or meters);
44. Zoning designation for lot;
45. Waivers requested;
46. Copies of transmittals and proofs of service of duplicate applications to the municipal clerk and county planning board of the municipality and county in which the site is located and any other municipality or county within the study area established pursuant to N.J.A.C. 16:47-4.36;
47. Location of any access easement on the lot;
48. Applicability of the Pinelands Act;
49. Travel demand management plan (optional); and

50. A copy of the current deed for the lot.

(c) A temporary traffic control plan for each stage of construction may be required at the discretion of the Department.

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

Added new (b)49.
Amended by R.1995 d.107, effective February 21, 1995.
See: 26 N.J.R. 2549(a), 27 N.J.R. 736(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).

In (a), changed the number of copies of the traffic impact study to be submitted from five to three, and added provision that Department may require submission of additional copies of the plans; rewrote (b)22; in (b)46, inserted reference to proofs of service and inserted "of the municipality . . . pursuant to N.J.A.C. 16:47-4.36"; and inserted metric equivalents throughout the section.

16:47-4.15 Concept review process

(a) When significant highway improvements will be involved in an access review, the applicant may initiate the access approval process through a concept review. Concept reviews may also be used for initiating the approval process for developments that are not expected to be constructed within two years of the date of an access permit. The concept review enables the applicant to obtain Department feedback without the expense of preparing detailed plans.

(b) When seeking to obtain conceptual approval for a major access permit before preparing full-scale plans, the applicant shall submit a concept review application with plans or a sketch, including the support information listed in N.J.A.C. 16:47-4.16. A traffic impact study shall be included if a planning review is required.

(c) A concept review application will be processed using the same procedure and time frames applicable to the appropriate major access permit application. At the conclusion of the concept review, the Office of Major Access Permits will issue a letter providing conceptual approval or rejection of the applicant's concept. If the concept is rejected, the Office of Major Access Permits will recommend actions necessary to achieve concept approval. If the concept is approved, the applicant must submit a permit application within two years of the date of conceptual approval. Failure to submit a permit application within two years shall result in the automatic expiration of the concept approval.

Administrative changes to (c).
See: 25 N.J.R. 1005(b).
Amended by R.1993 d.210, effective May 17, 1993.
See: 25 N.J.R. 903(a), 25 N.J.R. 1990(a).

Revised (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 (c), substituted "Office of Major Access Permits" for "Bureau of Major Access Permits".

16:47-4.16 Concept review checklist

(a) An application for concept review shall be accompanied by six copies of a plan to a scale no greater than one inch equals 100 feet (1=1,000 for metric), preferably one inch equals 50 feet (1=600 for metric). The Department may require additional copies of the plans. Plan sheets shall not exceed 24 inches (594 millimeters) by 36 inches (841 millimeters). If a planning review is required, the application shall also be accompanied by three copies of the traffic impact study. The application shall provide sufficient information to enable the Department to determine the feasibility of the proposed project, but extensive construction details are not required.

(b) The following information shall be included in the application:

1. Proposed use and size of buildings;
2. Lot location, including existing topography within 1,000 feet (300 meters) in each direction;
3. Copy of tax map showing block number, lot number and lot lines;
4. Right-of-way line from Department desirable typical section;
5. Driveway widths;
6. Driveway alignments;
7. Curblin openings;
8. Percentage of traffic anticipated to use each access point on the lot;
9. Type of construction (Concrete, bituminous, gravel, etc.);
10. Parking facilities and internal traffic circulation;
11. Speed change lanes (Acceleration, deceleration, left turn slots);
12. Traffic signals—existing and proposed;
13. Lane and shoulder widths;
14. Number of lanes on the highway;
15. Location of centerline on undivided highways and median on divided highways;
16. Location of existing median openings on divided highways;
17. Traffic pattern changes;
18. Typical section—existing and proposed, including widths and pavement types;
19. Length of lot frontage along highway;
20. Zoning designation of lot;
21. Waivers requested;

22. Copies of transmittals and proofs of service of duplicate applications to the municipal clerk and county planning board of the municipality and county in which the site is located and, for concept review applications with a traffic impact study, to any other municipality or county within the study area established pursuant to N.J.A.C. 16:47-4.36;

23. Location of any access easements on the lot; and
24. Travel demand management plan (optional).

Amended by R.1993 d.210, effective May 17, 1993.

See: 25 N.J.R. 903(a), 25 N.J.R. 1990(a).

Added new (b)24.

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 (a), changed the number of plans to be submitted from nine to six and the number of copies of the traffic impact study to be submitted from five to three, and added provision that Department may require submission of additional copies of the plans; rewrote (b)8; in (b)22, inserted reference to proofs of service; and inserted metric equivalents throughout the section.

16:47-4.17 (Reserved)

Repealed 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).

Section was "Department review times for lots addressed in approved access management plans".

16:47-4.18 Developer agreements

(a) The Department will require a developer agreement as a condition of an access permit whenever any of the following conditions exists:

1. Development and highway improvement phasing;
2. Right-of-way dedication;
3. Department involvement in right-of-way acquisition;
4. Highway improvements requiring daily monitoring by a resident engineer; or
5. Fair-share financial contributions.

(b) The Department may also require a developer agreement as a condition of an access permit, when the Department, in its sole discretion, determines that this condition is necessary and convenient as stated in N.J.S.A. 27:7-92d. The Office of Major Access Permits shall notify the applicant of such a determination. When the Office of Major Access Permits issues the permit, execution of the developer agreement shall be one of the conditions. No construction shall be performed within Department right-of-way prior to the execution of the developer agreement. If the applicant does not respond to Department correspondence regarding the developer agreement within 90 days of the correspondence, the permit expires.

(c) Applicant time for developer agreements shall include:

1. The time required by the applicant to review and approve the agreement;

2. The time to obtain local, State or Federal approvals, authorizations, resolutions, or permits; and

3. The time needed to prepare final access construction plans and related documents.

(d) Any fees paid to the Department as part of the access application and concept review processes shall be credited against any payment required pursuant to a developer agreement. The total payment required shall not be less than the total of the application and permit fees.

(e) The estimated reimbursable Department costs for access application review, design review, and construction inspection, when included in a developer agreement, shall be based on estimates prepared by the Department. The actual reimbursable Department costs shall be the actual costs incurred by the Department.

(f) The applicant shall obtain and provide the Office of Major Access Permits with copies of any other agency approvals required for work within ultimate, proposed Department right-of-way.

Administrative changes to (b), (c) and (g).

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 (a)1, changed "Project" to "Development"; deleted (a)4 and recodified (a)5 and 6 as (a)4 and 5; substantially amended (b); recodified second and third sentences of former (c) as third and fourth sentences of (b) and deleted remaining text of former (c); recodified (d) through (g) as (c) through (f); and changed "Bureau of Major Access Permits" to "Office of Major Access Permits" throughout the section.

16:47-4.19 Street intersection or street improvement permits

(a) Street intersection applications shall be submitted to the Office of Major Access Permits. Street improvement applications shall be submitted to the Regional Maintenance Office.

(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 developer. 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.

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.

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 Office of Major Access Permits for review and approval by the Title Bureau. 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".

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 "5th Edition Trip Generation," 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.

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.

(c) The applicant should not limit the traffic analysis focus to the specific location identified where an unacceptable deterioration of the LOS standards has been identified. In many cases it is preferable to direct site-generated traffic to other roadways. In other cases, improvements apart from the problem site may divert enough background traffic to make room for the site generated traffic and thus mitigate the impacts. Most capacity analyses assume that each intersection is acting independently; therefore, care must be taken to interpret the interactions between intersections and adjacent driveways.

(d) The following table summarizes the requirements of this section:

<u>Development Stages</u>	<u>Years to be Analyzed</u>
Single (no improvements)	Build out
Single (with improvements)	Improvement
Multiple (no improvements)	Build out of each stage
Multiple (with improvements)	Completion of each improvement

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), changed "phased" to "staged", and in (d), changed "Development Phases" to "Development Stages".

16:47-4.24 General level of service standards

(a) General LOS standards applicable to traffic from a lot are based on whether the lot is located in an urban or rural area and the LOS of the highway segments at the time the access opens. These LOS standards, and those in N.J.A.C. 16:47-4.25 through 4.29, apply to applications classified as majors with planning review.

1. For study locations, applicable to an urban lot, for highway segments anticipated to operate under the no-build condition at:

i. LOS A, B, C, D, or E, some deterioration will be allowed, provided that the LOS does not drop below LOS E;

ii. LOS F, no deterioration will be allowed.

2. For study locations, applicable to a rural lot, for highway segments anticipated to operate under the no-build condition at:

i. LOS A, B, C, or D, some deterioration will be allowed, provided that the LOS does not drop below D;

ii. LOS E or F, no deterioration will be allowed.

Amended by R.1995 d.107, effective February 21, 1995.
See: 26 N.J.R. 2549(a), 27 N.J.R. 736(c).

16:47-4.25 Uninterrupted-flow standards

(a) Uninterrupted-flow standards for determining fair-share financial contributions are as follows:

1. The general standards listed in N.J.A.C. 16:47-4.24 apply. LOS will be measured by the volume to capacity ratio (V/C) and conform to the values shown in Tables 3-1, 7-1, and 8-1 of the "1994 Highway Capacity Manual," Special Report 209, or superseding issue. Table 3-1 does not define LOS B for limited access highways having a design speed of 50 mph (80 kph). For these limited access highways, LOS B is defined as a V/C ratio equal to or less than 0.50.

2. For study locations, applicable to an urban lot, which are anticipated under the no-build condition to operate at:

i. LOS A or B, increase in the uninterrupted-flow V/C ratio to the midpoint of LOS C will be allowed;

ii. LOS C, D, or E, increase in the uninterrupted-flow V/C ratio of 0.1 will be allowed, provided that the LOS does not drop below LOS E; and

iii. LOS F, no increase in the uninterrupted-flow V/C ratio will be allowed.

3. For study locations, applicable to a rural lot, which are anticipated under the no-build condition to operate at:

i. LOS A or B, increase in the uninterrupted-flow V/C ratio to the midpoint of C will be allowed;

ii. LOS C or D increase in the uninterrupted-flow V/C ratio of 0.1 will be allowed, provided that the LOS does not drop below LOS D; and

iii. LOS E or F, no increase in the uninterrupted-flow V/C ratio will be allowed.

Amended by R.1995 d.107, effective February 21, 1995.
See: 26 N.J.R. 2549(a), 27 N.J.R. 736(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).

In (a)1, changed "1985 Highway Capacity Manual" to "1994 Highway Capacity Manual" and inserted metric equivalents.

APPENDIX A

ACCESS CLASSIFICATION MATRIX
BASED ON DESIRABLE TYPICAL SECTIONS

URBAN CHARACTERISTICS						
ACCESS CLASS	HIGH SPEED >=45 MPH			LOW SPEED <45 MPH		
	DIVIDED	UNDIV MULTI-LANE	2-LANE	DIVIDED	UNDIV MULTI-LANE	2-LANE
	ACCESS LEVEL CELL	ACCESS LEVEL CELL	ACCESS LEVEL CELL	ACCESS LEVEL CELL	ACCESS LEVEL CELL	ACCESS LEVEL CELL
ACCESSIBLE PRINCIPAL ARTERIALS	3 (1)	4 (2)	4 (3)	3 (4)	4 (5)	5 (6)
MINOR ARTERIALS	3/4 (7)	4 (8)	5 (9)	3/4 (10)	4 (11)	5 (12)
COLLECTOR ROADS	4 (13)	5 (14)	6 (15)	4 (16)	5 (17)	6 (18)
LOCAL ROADS	4 (19)	6 (20)	6 (21)	4 (22)	6 (23)	6 (24)

RURAL CHARACTERISTICS						
ACCESS CLASS	HIGH SPEED >=50 MPH			LOW SPEED <50 MPH		
	DIVIDED	UNDIV MULTI-LANE	2-LANE	DIVIDED	UNDIV MULTI-LANE	2-LANE
	ACCESS LEVEL CELL	ACCESS LEVEL CELL	ACCESS LEVEL CELL	ACCESS LEVEL CELL	ACCESS LEVEL CELL	ACCESS LEVEL CELL
ACCESSIBLE PRINCIPAL ARTERIALS	2 (25)	4 (26)	4 (27)	3 (28)	4 (29)	5 (30)
MINOR ARTERIALS	2 (31)	4 (32)	5 (33)	3/4 (34)	4 (35)	5 (36)
MAJOR COLLECTORS	3/4 (37)	5 (38)	6 (39)	4 (40)	5 (41)	6 (42)
MINOR COLLECTORS	4 (43)	5 (44)	6 (45)	4 (46)	5 (47)	6 (48)
LOCAL ROADS	4 (49)	6 (50)	6 (51)	4 (52)	6 (53)	6 (54)

- ACCESS LEVEL DESCRIPTION
- 1 FULLY CONTROLLED ACCESS (ACCESS CELL 0)
 - 2 ACCESS AT STREET INTERSECTIONS OR GRADE-SEPARATED INTERCHANGES
 - 3 RIGHT-TURN ACCESS TO AND FROM AN ACCESS POINT WITH LEFT-TURN ACCESS VIA JUGHANDLE WHERE SIGNALIZED SPACING STANDARDS MET
 - 4 RIGHT-TURN ACCESS TO AND FROM AN ACCESS POINT, LEFT-TURN INGRESS VIA A LEFT-TURN LANE, AND LEFT-TURN EGRESS FROM AN ACCESS POINT
 - 5 ACCESS TO AND FROM AN ACCESS POINT LIMITED BY SPACING REQUIREMENTS AND SAFETY CONSIDERATIONS
 - 6 ACCESS TO AND FROM AN ACCESS POINT, LIMITED BY EDGE CLEARANCE AND SAFETY CONSIDERATIONS

NOTE FOR CELLS WITH ACCESS LEVEL 3/4; ACCESS LEVEL WILL DEPEND ON DEPARTMENT PLANS FOR THE ROUTE.

APPENDIX B

APPENDIX B
STATE HIGHWAY ACCESS LEVELS BY ROUTE AND MILEPOST

ACCESS LEVEL (AL)

- 1 Fully Controlled Access
- 2 Access along Street or Interchange Only
- 3 Right-turn Access with Provision for Left-turn Access via Jughandle
- 4 Driveway with Provision for Left-turn Access via Left-turn lane
- 5 Driveway with Provision for Left-turn Access (Limited by Spacing Requirements & Safety Considerations)
- 6 Driveway Access Limited by Edge Clearance and Safety Considerations

DESIRABLE TYPICAL SECTIONS CODES (DTS) & RIGHT OF WAY WIDTHS (R.O.W.)
DESCRIPTION¹

1A	—	Existing	—	SAME LANE, SHOULDER, AND PARKING CONDITIONS AS EXIST (See Note 2)
2A	—	78'	—	2 LANES, WITH SHOULDERS
2B	—	92'	—	2 LANES, WITH SHOULDERS, WITH 14' TWO WAY LEFT TURN LANE
2C	—	68'	—	2 LANES, WITHOUT SHOULDERS, WITH 14' TWO WAY LEFT TURN LANE
2D	—	54'	—	2 LANES, WITHOUT SHOULDERS
4A	—	114'	—	4 LANES, DIVIDED, WITH SHOULDERS
4B	—	90'	—	4 LANES, DIVIDED, WITHOUT SHOULDERS
4C	—	102'	—	4 LANES, UNDIVIDED, WITH SHOULDERS
4D	—	78'	—	4 LANES, UNDIVIDED, WITHOUT SHOULDERS
4E	—	102'	—	4 LANES, UNDIVIDED, WITH SHOULDERS, PARKING (URBAN SITUATION)
4F	—	116' ⁴	—	4 LANES, UNDIVIDED, WITH SHOULDERS, WITH 14' TWO WAY LEFT TURN LANE
4G	—	92'	—	4 LANES, UNDIVIDED, WITHOUT SHOULDERS, WITH 14' TWO WAY LEFT TURN LANE
5A	—	131'	—	5 LANES, (2 LANES, 1 DIRECTION + 3 LANES, OPPOSITE DIRECTION), DIVIDED, WITH SHOULDERS
6A	—	148'	—	6 LANES, DIVIDED, WITH SHOULDERS
6B	—	124'	—	6 LANES, DIVIDED, WITHOUT SHOULDERS
6C	—	210'	—	6 LANES, DIVIDED, WITH CD ROADS
8A	—	172'	—	8 LANES, DIVIDED, WITH SHOULDERS
8B	—	148'	—	8 LANES, DIVIDED, WITHOUT SHOULDERS
8C	—	234'	—	8 LANES, DIVIDED, WITH CD ROADS

FOR CELL NUMBER SEE APPENDIX A

¹ These show the maximum acceptable expanded width of a State highway segment. The widths of lanes, shoulders, parking, sidewalk areas and rights-of-way shown are those derived from the standards for desirable geometric design elements. The right-of-way width needed for the construction of the highway improvement may be less than the dimensions shown when less than desirable widths are used.
² This designation means that social, environmental, or economic constraints may limit the desirability of State highway segment expansion. If compelling safety needs dictate, the Department will construct, or require a permittee to construct, highway improvements consistent with the design standards.

ROUTE	MILEPOST		AL	DTS	CELL	ROUTE	BEGIN	END	AL	DTS	CELL
	BEGIN	END				1&9	BEGIN	END			
						1&9	63.93	63.20	3	6C	1
						1&9	63.20	64.90	3	5A	1
1	0.60	5.46	1	6A	0	1B	0.00	2.73	3	4A	1
1	5.46	5.94	3	6A	1	1&9 T	0.00	2.29	3	6A	1
1	5.94	7.20	3	6C	1	1&9 T	2.29	4.11	3	6A	4
1	7.20	10.79	3	6A	1	3	0.00	6.00	3	8A	1
1	10.79	11.29	3	6B	1	3	6.00	10.40	1	6C	0
1	11.29	22.40	3	6A	1	3	10.40	10.73	1	4A	1
1	22.40	38.34	3	8A	1	3	10.73	10.84	3	4A	1
1&9	38.34	40.45	3	6A	1	4	0.00	2.20	3	4B	4
1&9	40.45	41.80	3	6A	4	4	2.20	10.89	3	6A	1
1&9	41.80	43.20	3	6A	1	5	0.00	0.39	5	2A	12
1&9	43.20	45.45	3	6A	4	5	0.39	0.97	4	2B	12
1&9	45.45	48.68	1	8C	0	5	0.97	1.80	4	2A	12
1&9	48.68	51.09	1	6C	0	5	1.80	2.16	4	4E	11
1&9	51.09	54.65	1	4B	0	5	2.16	3.34	6	2A	18
1&9	54.65	62.00	3	6A	4	7	0.00	0.53	4	4D	5
1&9	62.00	62.13	3	4A	10	7	0.53	1.40	3	4A	1
1&9	62.13	62.80	4	4A	10	7	1.40	1.60	3	4A	4
1&9	62.80	62.93	3	4A	4	7	1.60	4.16	4	4C	5

ROUTE	BEGIN	END	AL	DTS	CELL	ROUTE	BEGIN	END	AL	DTS	CELL
7	4.16	5.29	4	4D	11	13	0.00	0.43	4	4D	11
7	5.99	9.17	4	4D	11	13	0.43	0.58	4	4B	10
7	9.36	10.10	4	4D	11	15	0.00	2.05	4	4C	5
9	3.02	6.50	4	4C	32	15	2.05	2.29	3	6A	1
9	6.50	9.63	4	4C	35	15	2.29	2.46	3	8B	1
9	9.63	11.00	4	4C	32	15	2.46	3.66	3	6A	1
9	11.00	13.00	6	2A	42	15	3.66	6.35	2	6A	31
9	13.00	15.08	6	2A	39	15	6.35	6.75	3	6A	1
9	15.08	23.50	4	4C	32	15	6.75	14.13	1	6A	0
9	23.50	24.00	4	4C	35	15	14.13	16.70	5	4E	38
9	24.00	28.30	4	4C	32	15	16.70	18.29	5	4E	41
9	28.30	28.73	4	4C	35	15	18.20	19.52	4	4E	32
9	28.73	29.30	4	4C	29	17	0.00	3.35	4	4E	5
9	29.30	29.80	4	4C	26	17	3.35	3.50	4	4E	2
9	29.80	30.35	4	4C	32	17	3.50	26.81	3	6A	1
9	30.35	30.72	4	4C	35	18	5.14	30.85	1	4A	0
9	31.84	32.11	4	4C	29	18	30.85	34.25	3	4A	1
9	32.11	32.63	4	4C	2	18	34.25	36.94	3	6A	1
9	32.63	33.22	4	4C	5	18	36.94	41.75	3	8A	1
9	33.22	36.00	4	4C	2	18	41.75	42.00	3	6A	1
9	36.00	41.40	4	4C	5	18	42.00	43.71	1	6A	1
9	41.40	42.80	4	4C	2	19	0.00	0.70	1	4A	0
9	42.80	44.53	4	4C	5	19	0.70	2.91	1	6A	0
9	44.53	45.30	4	4C	2	20	0.00	0.70	3	6A	4
9	45.30	45.56	4	4C	35	21	0.00	0.91	2	6B	1
9	45.56	46.18	4	4C	32	21	0.91	4.00	4	6B	4
9	46.18	47.21	4	4C	35	21	4.00	4.10	3	6A	1
9	47.21	48.08	4	4C	32	21	4.10	12.45	1	6A	0
9	48.08	49.04	4	4C	35	22	0.30	0.62	1	6B	0
9	49.04	52.58	4	4C	32	22	0.62	1.47	3	6N	4
9	54.85	55.23	4	4C	32	22	1.47	2.00	3	6B	1
9	55.23	57.30	4	4C	35	22	2.00	4.45	3	4A	1
9	57.30	61.60	4	4C	32	22	4.45	5.12	1	6A	0
9	61.60	62.50	4	4C	35	22	19.22	19.39	3	4A	7
9	62.50	63.30	4	4A	34	22	19.39	20.04	3	4A	7
9	63.30	64.60	2	4A	31	22	20.04	28.60	3	4A	7
9	64.60	68.28	3	4A	34	22	28.60	30.63	3	4A	1
9	68.28	69.34	4	4F	34	22	30.63	30.92	3	4A	1
9	69.34	70.20	4	4F	7	22	30.92	31.50	3	4A	1
9	70.20	70.50	3	4B	7	22	31.50	37.10	3	6A	1
9	70.50	71.08	3	4A	10	22	37.10	41.59	3	5A	1
9	71.08	74.48	3	4A	7	22	41.59	60.53	3	6A	1
9	74.48	75.47	3	4A	10	22A	2.38	3.47	4	4D	5
9	75.47	79.15	3	4A	7	22A	3.47	3.56	4	4D	2
9	79.15	80.70	3	4A	34	22A	3.56	4.05	4	4D	2
9	80.70	81.90	4	4D	35	23	0.00	2.06	4	4D	5
9	81.90	84.22	3	4A	34	23	2.06	3.99	4	4D	2
9	84.22	86.56	3	4A	7	23	3.99	5.05	4	4D	5
9	86.56	88.75	3	4A	1	23	5.05	6.30	1	6A	0
9	88.75	89.95	3	4A	4	23	6.30	17.00	3	6A	1
9	89.95	90.97	3	4A	1	23	17.00	27.20	2	6A	25
9	94.47	100.20	3	4A	1	23	27.20	28.78	4	4C	26
9	100.20	102.96	3	4A	4	23	28.78	41.15	4	4C	29
9	102.96	123.09	3	6A	1	23	41.15	45.20	4	4C	26
9	123.09	136.25	3	8A	1	23	45.20	45.21	4	4C	29
9W	0.00	0.35	3	4B	4	23	45.21	45.80	4	4C	29
9W	0.35	0.76	3	4A	4	23	45.80	46.65	4	4C	26
9W	0.76	1.45	4	4E	5	23	46.65	52.53	4	4C	29
9W	1.45	11.00	3	4A	1	24	0.00	7.20	1	4A	0
9W	11.00	11.17	4	2A	3	24	7.20	10.59	1	6A	0
10	0.00	10.63	3	4A	1	26	0.00	0.70	4	4E	8
10	10.63	19.70	3	6A	1	26	0.70	2.10	4	4E	11
10	19.70	23.47	3	4A	1	27	0.00	1.49	5	1A	6
12	0.95	1.01	4	4A	34	27	1.49	4.00	5	1A	3
12	1.01	10.44	2	4A	31	27	4.00	6.80	4	2B	3
12	10.44	11.70	4	4A	34	27	6.80	9.50	4	4F	2

ROUTE	BEGIN	END	AL	DTS	CELL	ROUTE	BEGIN	END	AL	DTS	CELL
27	9.50	10.20	4	4F	5	31	34.24	42.12	2	4A	25
27	10.20	11.54	4	4F	2	31	42.12	43.56	3	4A	28
27	11.54	13.85	4	4F	5	31	43.56	46.12	2	4A	25
27	13.85	15.37	4	4E	5	31	46.12	49.00	3	4A	28
27	16.55	18.23	4	4D	5	32	0.00	1.18	3	4A	7
27	18.23	23.85	4	4F	5	33	0.00	0.20	4	4D	5
27	23.85	27.18	4	4F	2	33	1.46	2.30	4	4D	5
27	27.18	35.79	4	4E	2	33	2.30	5.50	4	4C	5
28	0.00	2.22	4	4D	2	33	5.50	7.86	4	4C	2
28	2.22	3.00	4	4D	5	33	12.39	12.70	3	6A	1
28	3.00	3.70	4	2B	5	33	12.70	13.38	4	2B	1
28	3.70	5.08	4	4D	5	33	13.38	13.68	4	4C	2
28	5.08	6.80	4	4D	2	33	13.68	14.70	4	2C	6
28	6.80	12.47	4	4D	5	33	14.70	14.77	4	4D	2
28	17.50	23.00	5	1A	6	33	14.77	15.01	3	6B	1
28	23.00	26.63	4	4A	4	33	15.01	18.90	3	6A	1
29	3.20	6.20	1	4A	0	33	18.90	24.32	2	6A	25
29	6.20	6.70	3	4A	4	33	24.32	29.30	1	4A	0
29	6.70	9.55	1	4A	0	33	29.35	29.74	4	4E	2
29	9.55	13.80	5	2A	9	33	29.74	29.91	4	4E	26
29	13.80	16.72	5	2A	36	33	29.91	33.04	4	4C	32
29	16.72	18.10	6	2A	42	33	33.04	33.25	2	4A	25
29	18.10	18.60	6	4C	41	33	33.25	36.49	3	4A	1
29	18.60	19.60	5	2A	42	33	36.49	36.65	3	4A	1
29	19.60	20.30	6	4C	41	33	36.65	38.30	3	4A	1
29	20.30	23.36	6	2A	42	33	38.30	40.28	4	4C	2
29	23.36	34.26	6	1A	39	33	40.28	40.63	1	6A	0
30	0.96	1.20	3	6A	4	33	40.63	41.82	4	4C	5
30	1.20	3.15	3	8B	1	33	41.82	42.46	4	4C	11
30	3.15	3.32	3	8B	4	33 B	0.00	0.60	1	2D	7
30	3.32	4.26	3	8A	1	33 B	0.60	2.24	4	4C	8
30	4.26	6.40	4	4E	2	33 B	2.24	2.57	3	6A	4
30	6.40	7.95	3	6A	4	33 B	2.57	3.36	5	4D	17
30	7.95	12.70	3	4A	1	33 B	3.36	3.86	4	4E	11
30	12.70	16.30	3	4A	7	33 B	3.86	4.35	5	4C	14
30	16.30	17.05	3	4B	10	33 B	4.35	5.03	5	4C	17
30	17.05	18.00	3	4B	7	34	0.00	0.33	3	4A	1
30	18.00	21.60	3	4A	7	34	0.33	7.70	3	4A	7
30	21.60	27.97	2	4A	31	34	8.75	12.60	2	4A	31
30	27.97	32.60	4	4G	2	34	12.60	20.44	4	4C	32
30	32.60	35.10	4	4G	32	34	20.44	21.20	4	4C	2
30	35.10	40.35	3	4A	32	34	21.20	22.56	4	4C	5
30	40.35	42.10	4	4A	34	34	22.56	26.79	4	4C	2
30	42.10	46.00	4	4G	32	35	0.00	0.26	4	4B	34
30	46.00	52.09	4	4G	2	35	0.26	0.58	5	2A	36
30	52.09	52.20	4	4G	2	35	0.58	1.44	4	4A	34
30	52.39	52.42	4	4G	2	35	1.44	2.07	4	6A	34
30	52.42	53.45	3	4A	1	35	2.07	2.32	4	6B	34
30	53.45	54.39	2	4A	25	35	2.32	2.48	4	8B	34
30	54.39	55.42	2	6B	25	35	2.48	3.51	1	6A	0
30	55.42	56.75	2	8B	25	35	3.51	3.65	3	6B	28
30	56.75	56.79	3	8B	28	35	3.65	3.77	3	4B	28
30	56.79	57.47	3	8B	4	35	3.77	7.29	3	4A	28
30	57.47	58.23	3	6C	4	35	7.29	9.12	4	4A	28
31	1.15	3.82	4	4C	5	35	9.12	12.76	4	4E	29
31	3.82	4.30	4	4C	2	35	12.76	13.00	4	4E	5
31	4.30	4.70	4	4F	2	35	13.00	14.55	4	4A	4
31	4.70	6.34	3	4A	1	35	14.55	16.04	3	4A	4
31	6.34	7.19	3	4A	28	35	16.04	20.10	4	4F	2
31	7.19	8.08	4	4C	29	35	20.10	20.56	3	4A	1
31	8.08	12.37	4	4C	26	35	20.56	21.05	3	4A	4
31	12.37	16.26	3	4A	25	35	21.05	21.39	4	4D	5
31	21.95	22.10	2	4A	25	35	21.39	22.30	3	6A	4
31	22.10	24.40	3	4A	28	35	22.30	24.61	4	4C	5
31	24.40	30.26	2	4A	25	35	24.61	24.94	3	4A	1
31	30.26	34.24	3	4A	1	35	24.94	29.50	3	6A	1

ROUTE	BEGIN	END	AL	DTS	CELL	ROUTE	BEGIN	END	AL	DTS	CELL
35	29.50	31.20	4	4F	5	40	53.85	56.79	3	6A	1
35	31.20	33.15	4	4C	5	40	56.79	59.00	3	4A	1
35	33.15	34.37	4	4E	5	40	59.00	59.72	3	4A	4
35	34.37	35.80	3	4A	1	40	59.72	59.98	4	4F	5
35	35.80	43.91	3	6A	1	40	59.98	60.23	3	4A	4
35	43.91	44.62	3	6B	1	40	60.23	60.37	3	4A	28
35	44.62	49.52	3	6A	1	40	60.37	61.63	4	4F	29
35	50.79	51.00	1	6A	0	40	61.63	61.65	4	4F	26
35	51.00	52.32	4	4E	5	40	61.65	63.38	2	4A	25
35	52.32	53.35	4	4F	5	40	63.38	63.57	3	4A	1
35	53.35	54.87	4	4C	2	40	63.57	63.97	4	4F	5
35	54.87	58.06	4	4C	5	40	63.97	64.07	4	4C	5
36	0.00	4.00	3	6A	1	41	0.00	2.32	4	4D	8
36	4.00	5.72	4	4D	5	41	2.32	3.00	4	4G	8
36	5.72	6.55	3	4A	4	41	3.00	3.86	4	4F	8
36	6.55	6.71	4	4C	2	41	3.86	3.91	4	4F	11
36	6.71	9.74	4	4C	29	41	3.91	4.94	4	4C	5
36	9.74	11.60	4	4C	2	41	10.68	11.95	4	4F	5
36	11.60	11.80	4	4D	2	41	11.95	13.02	4	4F	2
36	11.80	13.00	3	5A	1	41	13.02	13.98	3	5A	1
36	13.00	19.52	3	4A	1	42	0.00	6.40	3	6A	1
36	19.52	24.18	3	6A	1	42	6.40	14.28	1	8A	0
36	24.18	24.40	3	4A	1	44	0.00	1.28	6	2A	51
37	0.00	1.53	3	4A	7	44	1.28	2.60	6	2A	39
37	1.53	2.90	3	4A	1	44	2.60	6.28	5	2A	12
37	2.90	6.02	3	6A	1	44	6.28	8.40	5	2A	9
37	6.02	6.50	3	4A	1	44	8.40	9.10	5	2A	12
37	6.50	6.75	3	8A	1	44	9.10	9.60	5	2A	9
37	6.75	11.45	3	6A	01	45	0.00	0.42	4	4E	29
37	11.45	12.39	1	6A	0	45	0.42	2.32	4	4E	35
37	12.39	13.42	2	6A	25	45	2.32	8.79	4	4E	32
38	0.00	12.00	3	6A	1	45	8.79	9.23	4	4E	34
38	12.00	15.40	3	4A	1	45	9.23	10.14	4	4D	11
38	15.40	16.80	3	4A	4	45	10.14	10.45	4	4E	8
38	16.80	17.38	4	4A	1	45	10.45	16.98	4	4E	32
38	17.38	18.31	2	4C	25	45	16.98	17.32	4	4E	35
38	18.31	19.23	4	4C	32	45	17.32	17.77	4	4D	35
40	1.85	5.47	2	4A	31	45	18.16	18.35	4	4E	35
40	5.47	8.03	4	4C	32	45	18.35	20.24	4	4E	32
40	8.03	8.55	4	4C	35	45	20.24	20.88	4	4E	26
40	8.55	10.22	4	4C	32	45	20.88	20.96	4	4E	29
40	10.02	10.21	4	4D	35	45	29.96	22.13	4	4E	2
40	10.21	10.40	4	4D	8	45	22.13	22.53	4	4E	5
40	10.40	11.20	4	4D	11	45	22.53	22.59	3	4A	4
40	11.20	11.25	4	4D	35	45	22.59	24.82	3	4A	1
40	11.25	11.66	4	4C	35	45	24.82	24.90	3	4A	4
40	11.66	19.54	4	4C	32	45	24.90	26.90	5	4D	5
40	19.54	20.27	4	4C	35	45	26.90	28.51	4	4D	2
40	20.27	25.25	4	4C	32	46	0.00	0.85	1	4A	0
40	25.50	25.73	4	4C	8	46	0.85	6.86	4	2A	27
40	25.73	26.30	4	4C	2	46	6.86	7.45	4	4A	25
40	26.30	26.42	4	4C	2	46	7.45	9.63	4	4C	26
40	26.42	26.60	4	4C	5	46	9.63	10.05	4	4C	29
40	26.60	27.37	4	4C	5	46	10.05	10.12	4	4C	35
40	27.37	29.10	4	4C	2	46	10.12	15.82	4	4C	32
40	29.10	29.27	4	4C	26	46	15.82	20.63	4	4C	35
40	29.27	32.55	4	4C	32	46	20.63	21.82	4	4D	29
40	32.55	33.79	3	4A	1	46	21.82	22.40	4	4B	34
40	33.79	34.40	3	4A	4	46	22.40	22.48	4	4A	34
40	34.40	35.21	3	4A	1	46	22.48	24.58	4	4A	31
40	35.21	44.95	2	4A	31	46	24.58	25.50	3	4A	1
40	44.95	45.63	3	4A	34	46	25.50	27.12	3	4A	1
40	45.63	46.25	2	4A	31	46	27.12	28.42	3	4A	28
40	46.25	47.48	4	4C	35	46	28.42	29.60	2	4A	25
40	47.48	53.15	2	4A	31	46	29.60	30.43	3	4A	28
40	53.15	53.85	2	6A	31	46	30.43	31.52	2	4A	25

ROUTE	BEGIN	END	AL	DTS	CELL	ROUTE	BEGIN	END	AL	DTS	CELL
46	31.52	33.30	2	4A	1	49	11.00	12.30	4	4C	32
46	33.30	33.45	3	4A	1	49	12.30	12.88	4	4C	35
46	33.45	34.25	4	4C	2	49	12.88	21.10	4	4C	32
46	34.25	35.10	4	4C	5	49	21.10	21.62	4	4D	35
46	35.10	35.38	4	4C	2	49	21.62	22.10	4	4D	32
46	35.38	36.05	3	4A	1	49	21.10	23.13	4	4C	32
46	36.05	36.58	3	4A	4	49	23.13	24.50	4	4C	2
46	36.58	37.22	3	4A	1	49	24.50	26.25	4	4C	5
46	37.22	42.38	3	4A	4	49	26.25	26.50	3	4B	4
46	42.38	42.50	3	6B	4	49	26.50	26.60	4	4C	5
46	42.50	43.18	3	6A	4	49	26.60	27.20	4	4C	2
46	43.18	61.60	3	6A	1	49	27.20	29.84	4	4C	8
46	61.60	62.26	3	6A	4	49	29.84	30.80	4	4C	32
46	62.26	68.28	3	6A	1	49	30.80	31.45	4	4C	26
46	68.28	69.00	3	8A	1	49	31.45	35.03	4	4C	2
46	69.00	69.18	3	6A	1	49	35.03	36.10	4	4C	5
46	69.18	69.38	4	4F	2	49	36.10	37.37	4	4D	5
46	69.38	70.08	4	4F	5	49	37.37	38.10	4	4D	2
46	70.08	70.40	1	4D	0	49	38.10	38.37	4	4C	2
46	70.40	70.73	3	6A	4	49	38.87	40.80	4	4C	26
46	70.73	71.55	3	8B	1	49	40.80	53.78	4	4C	32
46	71.55	72.15	3	6B	1	50	0.00	0.24	3	4B	34
47	0.66	1.16	4	4A	40	50	0.24	6.18	4	4C	32
47	1.16	3.18	4	4A	37	50	6.18	7.03	4	4C	35
47	3.18	3.73	4	4D	41	50	7.03	7.15	4	4C	32
47	3.73	3.90	4	4D	35	50	7.15	18.56	4	4C	32
47	3.90	4.32	4	4C	35	50	19.18	19.67	4	4C	35
47	4.32	6.10	4	4C	32	50	19.67	20.91	4	4C	32
47	6.10	7.00	4	4C	35	50	20.91	21.20	1	4A	0
47	7.00	17.43	4	4C	32	50	21.20	23.50	4	4C	32
47	17.43	17.63	2	4B	31	50	23.50	24.20	2	4A	31
47	17.63	25.60	4	4C	32	50	24.20	25.53	4	4C	32
47	25.60	26.62	4	4C	35	50	25.53	26.08	4	4C	35
47	26.62	33.12	4	4C	32	52	0.00	1.96	4	4E	29
47	33.12	34.12	4	4C	35	52	1.96	2.74	4	4E	5
47	34.12	34.80	4	4C	32	53	0.00	1.55	4	2B	8
47	34.80	36.08	6	2A	39	53	1.55	2.35	4	4C	8
47	36.08	36.73	5	2A	33	53	2.35	3.32	4	4C	11
47	36.73	38.50	4	2A	9	53	3.32	4.66	4	4E	11
47	38.50	40.80	4	2C	12	54	0.00	1.11	4	4C	2
47	40.80	42.20	4	2C	9	54	1.11	8.20	4	4C	32
47	42.20	45.88	4	4D	8	54	8.20	8.46	4	4C	2
47	45.88	46.75	4	4D	11	54	8.46	9.12	3	4A	1
47	46.75	52.03	4	4D	8	54	9.12	9.98	4	4C	2
47	52.03	52.36	4	4C	11	54	9.98	11.88	4	4C	5
47	52.82	56.00	4	4C	8	55F	20.00	60.53	1	4A	0
47	56.00	56.78	4	4C	11	56	0.00	0.17	4	4D	8
47	56.78	58.17	4	4C	8	56	0.17	1.60	5	4D	14
47	58.17	58.29	4	4C	2	56	1.60	2.00	5	4D	38
47	58.29	59.80	4	4C	5	56	2.00	7.50	6	2A	39
47	59.80	61.96	4	4C	2	56	7.50	7.84	3	4B	7
47	61.96	62.29	4	4C	5	56	7.84	9.23	4	4D	11
47	62.66	63.15	4	4D	5	57	0.00	0.55	4	4C	26
47	63.15	64.12	4	4C	2	57	0.55	2.20	4	4C	32
47	64.12	74.00	4	4C	8	57	2.20	2.80	4	4C	35
47	74.00	74.98	4	4C	11	57	2.80	4.38	4	4C	32
48	0.00	0.61	4	4C	11	57	4.38	5.28	4	4C	35
48	0.61	0.66	4	4C	8	57	5.28	6.40	4	4C	32
48	0.66	2.10	4	4C	32	57	6.40	9.10	4	4C	35
48	2.10	4.26	6	2A	39	57	9.10	9.78	4	2B	33
49	0.00	0.70	4	4C	2	57	9.78	9.81	4	2B	27
49	0.70	3.00	4	4C	5	57	9.81	11.60	4	2B	30
49	3.00	6.29	4	4C	2	57	11.60	11.80	4	2B	36
49	6.29	8.30	4	4C	32	57	11.80	11.90	4	2B	33
49	8.30	10.10	4	4C	29	57	11.90	14.44	4	2C	32
49	10.10	11.00	4	4C	35	57	14.44	15.23	4	2B	33

ROUTE	BEGIN	END	AL	DTS	CELL	ROUTE	BEGIN	END	AL	DTS	CELL
57	15.23	18.60	4	4C	32	79	0.57	1.75	4	2C	18
57	18.60	19.55	4	4C	35	79	1.75	2.50	5	4D	17
57	19.55	20.53	4	4C	32	79	2.50	3.90	5	4D	14
57	20.53	21.10	4	4D	29	79	3.90	4.81	5	4C	14
59	0.00	0.15	4	4B	22	79	4.81	5.08	4	4A	13
63	0.00	0.06	3	4A	4	79	5.08	5.33	4	4A	7
63	0.06	3.00	4	2B	6	79	5.33	5.38	4	4A	10
63	3.00	3.09	3	4A	4	79	5.38	5.79	4	4C	11
64	0.00	0.33	3	4B	4	79	5.79	9.38	4	4C	8
66	0.00	0.40	3	4A	10	79	9.38	10.18	4	4C	11
66	0.40	3.62	3	4A	7	79	10.18	10.95	4	4C	8
67	0.00	1.86	4	4E	11	79	10.95	11.38	4	4C	11
68	0.00	0.60	2	4A	1	79	11.38	12.13	4	4D	11
68	0.60	1.07	3	4A	1	80	0.50	42.10	1	8A	0
68	1.07	7.66	2	4A	31	80	42.10	42.90	1	8C	0
68	7.66	8.02	3	4A	7	80	42.90	43.90	1	8A	0
70	0.00	8.50	3	6A	1	80	43.90	46.13	1	1A	0
70	8.50	14.83	3	4A	1	80	46.13	62.50	1	8A	0
70	14.83	20.10	2	4A	31	80	62.50	63.35	1	1A	0
70	20.10	26.10	4	4C	32	81	0.51	1.18	3	5A	1
70	26.10	26.50	2	4C	31	82	0.00	2.65	4	4E	5
70	26.50	43.25	4	4C	32	82	2.65	3.35	4	4E	2
70	43.25	43.45	4	4C	35	82	3.35	4.25	4	4E	5
70	43.45	44.80	3	4A	34	82	4.25	4.93	4	4E	2
70	44.80	48.58	3	4A	7	83	0.00	0.24	2	4B	31
70	48.58	59.84	3	4A	1	83	0.24	3.84	2	4A	31
71	0.00	0.61	6	2A	18	87	0.00	0.57	3	8A	7
71	0.61	7.40	5	4D	17	87	0.57	0.80	3	6A	7
71	7.40	9.40	5	4E	17	87	0.80	1.72	3	4A	7
71	9.40	10.48	5	4D	17	88	0.00	0.30	4	2B	12
71	10.48	11.64	4	4A	16	88	0.30	5.21	4	2C	12
71	11.64	12.53	4	2B	17	88	5.21	8.60	4	2C	6
71	12.53	13.77	4	2C	17	88	8.60	8.96	5	4D	5
71	13.77	15.71	4	4D	11	88	8.96	9.64	4	2C	6
71	15.71	16.76	4	4C	11	88	9.64	10.02	3	4B	4
72	0.00	5.96	4	4E	32	90	2.35	3.20	3	8A	1
72	5.96	11.47	4	4C	32	91	0.00	1.30	4	4C	8
72	11.47	13.70	4	4E	32	91	1.30	2.31	4	4C	11
72	13.70	18.06	2	4A	31	93	0.00	3.52	5	2A	12
72	18.06	26.32	3	4A	7	94	0.20	0.72	4	4D	35
72	26.32	27.18	2	4A	31	94	0.72	2.55	4	4C	32
72	27.18	27.40	2	5A	31	94	2.55	3.36	4	4C	35
72	27.40	27.55	2	6A	31	94	3.36	3.91	4	4C	32
72	27.55	28.18	2	4A	31	94	3.91	9.33	4	4C	35
72	28.18	28.72	3	5A	34	94	9.33	11.82	4	4C	32
73	6.00	10.89	2	6A	31	94	11.82	12.60	4	4D	35
73	10.89	12.70	3	6A	1	94	12.60	14.80	4	4C	35
73	12.70	14.46	2	6A	31	94	14.80	21.25	4	4C	32
73	14.46	32.00	3	6A	1	94	21.35	21.55	4	4D	2
73	32.00	32.35	3	8A	1	94	21.55	22.51	4	4D	5
73	32.35	34.10	3	6A	1	94	24.89	27.68	4	4C	35
76	0.00	1.85	1	1A	0	94	27.95	32.90	4	4C	35
77	0.00	2.19	4	4D	5	94	32.90	35.15	4	4C	32
77	2.70	3.90	4	2A	3	94	35.15	45.76	4	4C	35
77	3.90	5.06	5	1A	9	95	0.00	8.77	1	6A	0
77	5.06	7.18	5	2A	33	109	1.37	1.95	4	4C	35
77	7.18	8.05	5	2A	36	109	1.95	2.50	4	4A	34
77	9.81	22.18	5	2A	33	109	2.50	3.06	4	4C	35
78	4.16	17.85	1	6A	0	120	0.00	0.95	2	6A	1
78	17.85	19.22	1	8A	0	120	0.95	2.65	3	6A	4
78	19.22	29.85	1	6A	0	124	0.00	0.40	5	4E	5
78	29.85	33.13	1	8A	0	124	0.40	1.50	5	4D	5
78	33.13	48.54	1	6A	0	124	1.50	2.80	4	4D	11
78	48.54	58.50	1	1A	0	124	2.80	4.50	5	2A	12
79	0.00	0.35	4	4F	11	124	4.50	5.90	5	2A	6
79	0.35	0.57	4	2B	12	124	5.90	7.45	4	4D	5

ROUTE	BEGIN	END	AL	DTS	CELL	ROUTE	BEGIN	END	AL	DTS	CELL
124	7.45	9.00	4	4A	19	168	2.65	4.73	4	2C	3
124	9.00	10.03	4	4A	22	168	4.73	7.38	4	2C	6
124	10.03	11.70	4	4E	5	168	7.38	8.72	4	4C	5
124	11.70	12.58	3	4A	4	168	8.72	9.79	3	4A	1
124	12.58	14.84	4	4E	5	168	9.79	9.92	3	4B	4
129	0.00	0.29	4	2A	3	168	9.92	10.81	4	4C	5
129	0.29	2.41	1	4A	0	169	0.85	2.25	3	4A	1
130	0.00	0.65	4	4D	11	169	2.25	4.65	3	4A	4
130	0.65	2.25	4	4D	8	169	4.65	5.73	3	4A	1
130	2.25	4.15	4	4D	11	171	0.00	0.08	2	4A	10
130	4.15	5.28	4	4D	8	171	0.08	1.00	4	4F	23
130	5.28	5.88	6	2A	15	172	0.00	0.35	6	4E	23
130	5.88	8.90	6	2A	39	172	0.35	0.81	3	4A	10
130	8.90	11.70	4	4A	13	173	0.00	0.25	5	2A	33
130	11.70	14.30	1	4A	0	173	0.25	0.35	4	2B	33
130	23.53	25.43	3	4A	1	173	0.35	3.19	4	2B	39
130	25.43	29.40	3	6B	1	173	3.19	4.20	4	2B	45
130	30.34	37.10	3	6B	1	173	4.20	4.50	4	2B	48
130	37.10	45.90	3	6A	1	173	4.50	12.07	4	2B	45
130	45.90	46.65	4	8B	4	173	12.43	12.80	4	2B	45
130	46.65	55.43	3	6A	1	173	12.80	13.50	4	2B	48
130	55.43	55.77	3	6A	4	173	13.50	14.62	4	2B	54
130	55.77	56.43	3	8B	4	175	0.27	1.58	6	2A	21
130	56.43	70.85	3	4A	1	175	1.58	2.15	6	2A	24
130	70.85	80.38	3	4A	7	175	2.15	2.73	6	2A	21
130	80.38	83.37	3	4A	1	175	2.73	2.90	4	4A	19
138	0.00	3.52	3	4A	1	179	0.12	0.37	6	2A	42
139	0.00	1.45	3	8B	1	179	0.37	1.13	5	4D	41
140	0.00	0.48	6	2A	18	179	1.13	1.45	5	4D	38
140	0.48	0.95	5	2A	12	179	1.45	6.13	6	2A	39
143	0.00	1.00	6	2A	48	179	6.13	7.46	6	2A	42
143	1.00	1.93	6	2A	45	181	0.00	1.65	4	4C	35
143	1.93	2.27	6	2A	48	181	1.65	4.40	5	4C	41
143	2.27	2.35	6	2A	45	181	4.40	5.98	4	4C	11
147	0.00	0.80	4	4D	35	181	5.98	7.43	5	4C	38
147	0.80	1.63	3	4D	32	182	0.00	0.98	4	4D	29
147	1.63	3.30	4	4D	35	183	0.00	0.20	2	4B	31
147	3.30	4.20	4	4D	41	183	0.20	0.43	2	4A	25
152	0.00	0.17	4	4D	5	183	0.43	0.58	3	4A	28
152	0.17	1.58	4	4D	2	183	0.58	2.12	5	2B	30
152	1.58	1.72	4	4D	5	184	0.00	0.32	3	6A	10
152	1.72	3.16	4	4D	2	184	0.32	1.37	3	4A	10
154	0.00	0.30	4	4C	11	185	0.00	1.42	3	4A	4
154	0.30	1.70	4	4C	8	187	0.00	0.47	4	4E	8
156	0.00	1.21	5	2A	12	195	0.00	34.17	1	4A	0
157	0.00	0.43	5	2A	6	202	0.37	19.04	2	4A	25
157	0.43	0.91	4	2A	3	202	19.04	26.25	3	4A	1
159	0.00	0.45	3	4A	1	202	26.25	29.00	4	4F	2
159	0.45	0.56	3	4A	4	202	29.00	29.55	3	4A	1
159	0.56	1.36	4	4E	11	202	29.55	29.69	3	4A	4
161	0.00	1.10	4	2B	12	202	29.69	30.02	3	4B	4
162	0.00	0.73	6	2A	39	202	30.02	31.12	3	4A	1
163	0.00	0.33	6	2A	51	202	31.12	31.50	2	4A	25
165	0.00	0.10	4	4A	40	202	31.50	31.80	3	4A	28
165	0.10	0.26	5	4D	41	202	31.80	32.17	4	2C	35
166	0.00	1.86	4	2C	6	202	32.17	32.56	4	2C	35
166	1.86	1.98	4	4D	5	202	32.56	32.77	5	2A	36
166	1.98	2.23	4	2C	6	202	32.77	32.95	6	2A	42
166	2.23	3.75	4	2C	3	202	32.95	34.10	6	2A	39
167	0.00	0.62	6	2A	54	202	34.10	35.80	5	2A	33
167	0.95	1.49	6	2A	51	202	35.80	36.20	5	2A	9
167	1.52	1.66	6	2A	51	202	36.20	36.40	5	2A	12
167	1.67	2.78	6	2A	51	202	36.40	37.85	4	2B	12
168	0.00	0.78	3	4A	1	202	37.85	39.06	4	4C	8
168	0.78	1.20	4	4C	2	202	39.06	39.30	5	2A	9
168	1.20	2.65	4	2C	6	202	39.30	41.03	6	2A	42

ROUTE	BEGIN	END	AL	DTS	CELL	ROUTE	BEGIN	END	AL	DTS	CELL
202	41.03	42.31	6	2A	39	206	109.93	111.10	4	4C	35
202	42.31	42.67	5	2A	9	206	111.10	114.10	2	4A	31
202	42.67	43.90	5	2A	12	206	114.10	116.28	3	4A	34
202	43.90	45.30	5	4E	11	206	116.28	128.20	2	4A	31
202	45.30	45.70	5	4C	11	206	128.20	129.22	3	4A	34
202	45.70	46.31	4	4E	11	208	0.00	11.02	3	6A	1
202	46.31	47.00	4	4D	11	278	0.00	0.90	1	6A	0
202	50.03	50.70	3	4B	1	280	0.00	7.66	1	6A	0
202	51.43	51.87	4	2C	5	280	7.66	12.50	1	8A	0
202	62.99	64.32	3	6A	1	280	12.50	13.28	1	1A	0
202	65.32	65.68	5	2A	6	280	13.28	16.80	1	6A	0
202	72.44	72.66	4	4D	5	284	0.00	0.63	5	2A	36
206	0.00	0.10	3	4A	1	284	0.63	7.03	5	2A	33
206	0.10	2.33	4	4F	2	287	0.00	0.73	1	1A	0
206	2.33	6.27	4	4C	2	287	0.73	17.82	1	8A	0
206	6.27	9.00	4	4C	26	287	17.82	21.20	1	1A	0
206	9.00	23.30	4	4C	32	287	21.20	42.10	1	8A	0
206	23.30	23.70	4	4F	32	287	42.10	60.00	1	6A	0
206	23.70	30.36	4	4C	32	287	60.00	67.54	1	4A	0
206	30.36	31.28	2	4A	31	295	0.95	26.40	1	6A	0
206	31.28	33.26	4	4C	32	295	26.40	27.00	1	8A	0
206	33.26	33.40	4	4C	8	295	27.00	42.90	1	6A	0
206	33.40	34.00	3	4A	7	295	42.90	44.78	1	8A	0
206	34.00	35.50	3	4A	1	295	44.78	68.06	1	6A	0
206	35.50	35.61	3	4A	4	322	2.24	6.30	2	4A	31
206	36.27	38.49	3	4A	1	322	6.30	10.85	4	4D	39
206	38.49	38.90	3	6A	1	322	10.85	11.53	4	4D	35
206	38.90	39.00	3	6A	4	322	11.53	14.41	4	4C	32
206	39.00	40.73	3	4A	4	322	14.41	16.10	4	4C	35
206	44.50	45.01	6	4A	23	322	16.10	16.75	4	4D	2
206	45.01	46.62	4	4C	5	322	16.75	18.55	4	4D	5
206	46.62	47.90	4	4C	29	322	18.55	19.50	4	4D	2
206	47.90	48.50	1	2A	0	322	19.50	23.05	4	4C	11
206	48.50	49.80	5	1A	30	322	23.05	24.10	4	4C	2
206	59.80	52.38	4	2C	29	322	24.10	24.50	4	4C	5
206	52.38	52.90	4	2C	2	322	24.50	26.85	4	4C	2
206	52.90	54.25	4	1A	3	322	26.85	32.90	4	4C	32
206	54.25	54.50	4	1A	5	322	32.90	48.70	2	4A	31
206	54.50	55.77	4	2C	5	322	48.70	50.10	2	6A	31
206	55.77	55.80	4	2C	2	324	0.90	1.51	6	2A	51
206	55.80	57.20	4	2C	35	439	0.00	3.94	4	4E	5
206	57.20	57.38	4	2B	11	440	0.00	3.10	1	6A	0
206	57.38	57.90	4	2B	8	440	3.10	3.98	1	6C	0
206	57.90	58.24	3	4A	1	440	17.60	23.28	3	6A	1
206	58.24	62.69	2	4A	25	495	0.80	1.97	1	6A	0
206	62.29	68.90	3	4A	1	524	0.45	0.90	4	4B	13
206	68.90	71.25	3	6A	1	676	0.00	3.79	1	6A	0
206	78.32	79.25	2	4A	25						
206	79.25	89.49	2	4A	31						
206	89.49	95.61	2	4A	25						
206	97.01	97.51	2	4A	25						
206	97.51	97.80	2	4A	31						
206	97.80	98.40	2	4A	25						
206	98.40	99.23	3	4A	28						
206	99.23	102.72	2	4A	31						
206	102.72	103.35	4	4A	34						
206	103.35	104.50	4	2C	35						
206	104.50	107.18	2	4A	31						
206	107.18	107.48	3	4A	34						
206	107.48	108.18	3	4A	1						
206	108.18	109.93	4	2B	6						

Amended by R.1993 d.210, effective May 17, 1993.

See: 25 N.J.R. 903(a), 25 N.J.R. 1990(a).

Revised milepost 322.

Amended by R.1993 d.524, effective November 1, 1993.

See: 25 N.J.R. 3129(a), 25 N.J.R. 4915(b).

Amended by R.1995 d.107, effective February 21, 1995.

See: 26 N.J.R. 2549(a), 27 N.J.R. 736(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).

For Route 41, milepost 2.32 to 3.00, DTS changed from "4C" to "4G"; for Route 46, milepost 24.58 to 25.50, AL changed from "2" to "3" and CELL changed from "31" to "1"; and for Route 46, milepost 25.50 to 27.12, AL changed from "2" to "3" and CELL changed from "25" to "1";

APPENDIX C

ACCESS PERMITTED ON STATE HIGHWAYS BASED ON DESIRABLE TYPICAL SECTION

ACCESS LEVEL	DIVIDED OR UNDIVIDED	PERMISSIBLE TURNING MOVEMENTS				LEFT TURN TREATMENTS			
		AT INTERCHANGE	AT STREET	AT CONFORMING LOT DRIVEWAY	AT NONCONFORMING LOT DRIVEWAY	LEFT TURNS AT INTERCHANGE	LEFT TURNS VIA INTERCHANGE	LEFT TURNS VIA LEFT-TURN LANE	LEFT TURNS WITHOUT LEFT-TURN LANE
1.	DIVIDED	L & R	NONE	NONE	NONE	YES	NO	NO	NO
2.	DIVIDED	L & R	L & R	NONE	R	YES	YES	NO	NO
3.	DIVIDED	L & R	L & R	L & R	L & R	YES	YES	NO	NO
4.	EITHER	L & R	L & R	L & R	L & R	YES	MAYBE	YES	NO
5.	UNDIVIDED	L & R	L & R	L & R	L & R	YES	NA	MAYBE	YES
6.	UNDIVIDED	L & R	L & R	L & R	NA	YES	NA	MAYBE	YES

ACCESS LEVEL	DIVIDED OR UNDIVIDED	APPLICABLE SPACING REQUIREMENTS			APPLICABLE DRIVEWAY DESIGN CRITERIA		
		INTERCHANGE	SIGNALIZED	UNSIGNALIZED	SAFETY PER DESIGN MANUAL	CORNER CLEARANCE	EDGE CLEARANCE
1.	DIVIDED	YES	NA	NA	YES	NA	NA
2.	DIVIDED	YES	YES	YES	YES	YES	YES
3.	DIVIDED	YES	YES	YES	YES	YES	YES
4.	EITHER	YES	YES	YES	YES	YES	YES
5.	UNDIVIDED	YES	YES	YES	YES	YES	YES
6.	UNDIVIDED	YES	YES	YES	YES	YES	YES

GENERAL NOTES

L = LEFT
R = RIGHT
NA = NOT APPLICABLE

ALL TURNING MOVEMENTS REFER TO BOTH INGRESS AND EGRESS.
A TRAFFIC SIGNAL IS INDICATED AT ALL INTERCHANGES.
IF A JUNCTION IS BY A SIGNAL, THEN PERMISSIBLE MOVEMENTS APPLY TO BOTH.
IF TRAFFIC AT ACCESS POINT NEEDS SIGNALS FOR A TRAFFIC SIGNAL, THEN THE SIGNALIZED SPACING STANDARDS MUST BE MET.
THE DEPARTMENT INTENDS TO REEVALUATE MEDIAN OPERATIONS ON DIVIDED HIGHWAYS BY ELIMINATING TRUCK HOV ASSOCIATED WITH JUNCTIONS AND LEFT TURN LANES.

8924C1 FIGURE C-1

APPENDIX D

Spacing of Signalized Intersections for Various Progressive Speeds and Cycle Lengths								Cycle Length (sec.)	Speed (mph)								
									25	30	35	40	45	50	55		
									Distances in Feet								
Cycle Length (sec.)	Speed (mph)																
	25	30	35	40	45	50	55										
	Distances in Feet																
60	1,100	1,320	1,540	1,760	1,980	2,200	2,430	70	1,280	1,540	1,800	2,050	2,310	2,500	2,640	2,640	
								80	1,470	1,760	2,050	2,350	2,640	2,640	2,640	2,640	
								90	1,630	1,980	2,310	2,640	2,640	2,640	2,640	2,640	
								120	2,200	2,640	2,640	2,640	2,640	2,640	2,640	2,640	
								150†	2,640	2,640	2,640	2,640	2,640	2,640	2,640	2,640	

† Represents maximum cycle length for actuated signal if all phases are fully used.