



Chapter 47 – STATE HIGHWAY ACCESS MANAGEMENT CODE

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Subchapter 1 – PURPOSE, SCOPE, AND GENERAL PROVISIONS

(§§ 16:47-1.1 – 16:47-1.3)

Section 16:47-1.1 – Purpose

(a) The purpose of this chapter is to provide a system of access management to protect and enhance the safety and efficiency of the State highway system and the public investment in that system, pursuant to N.J.S.A. 27:7-89et seq. This purpose is achieved through the regulation of access to the State highway system.

(b) Nothing set forth in this chapter shall be interpreted as requiring the Department to construct or improve access to the State highway system or make other improvements related thereto. The Department will not expend public funds to assist a lot or site owner in obtaining access to a State highway.

Section 16:47-1.2 – Scope

(a) This chapter provides for the regulation of access to the State highway system through the issuance of an access permit. Access permits may be revised or revoked.

(b) State highway access will be allowed subject to the provisions of this chapter. Non-State highway access may be required when that non-State highway access will improve the safety and efficiency of the State highway. State highway access may be denied when non-State highway access is available. The governmental agency having jurisdiction and control of a road providing non-State highway access shall not prohibit the non-State highway access, but may seek appropriate mitigation from the lot or site owner associated with the traffic using the non-State highway access.

(c) In accordance with the State Highway Access Management Act, the Department may acquire, by purchase or condemnation, any right of access to any State highway after determining that it is necessary to protect the public health, safety, and welfare. In addition, the Department may revise or revoke an access permit after determining that alternative access will be made available which meets the standards set forth in this chapter for the lot or site served by the access permit and that this action would be consistent with the purposes of the State Highway Access Management Act. Further, the Department may build new roads or acquire access easements to provide alternative access to an existing developed lot or site that has no other means of access to any street other than a State highway.

(d) The Department may adjust, modify, or remove a driveway or a street that provides access to the State highway to further the purposes of this chapter. This work may be



done in conjunction with State highway projects advanced by the Department or others with Department approval, or through separate access projects. The Department will provide alternative access if it makes such alterations.

Section 16:47-1.3 – General provisions

(a) The Department determines if an access permit is necessary and what type of permit is required, based on the provisions of this chapter.

(b) An access permit provides the lot or site owner:

1. The ability to construct a driveway or street between a State highway and a lot or site under the terms and conditions of that permit; and
2. The ability to use, maintain, repair, and perform in-kind replacement of a driveway or street between a State highway and a lot or site, under the terms and conditions of that permit and subject to the provisions of N.J.A.C. 16:41, Highway Occupancy Permits.

(c) An access permit is issued to a lot, site, or street and not to individual driveways. An access permit remains valid even if lot ownership changes.

(d) An executed access permit that requires construction within the State highway right-of-way grants approval to perform that work. This approval has a defined timeframe, which may have a one-time extension, and shall expire if the work is not completed and accepted by the Department within that timeframe.

(e) An access permit becomes valid pursuant to the provisions of N.J.A.C. 16:47-10.10. A valid permit does not expire, but can become invalid under certain conditions described at N.J.A.C. 16:47-10.12.

(f) A valid permit allows for a defined volume of traffic to access the State highway via a permitted driveway or street; however, the permit does not guarantee the means by which traffic movements are accomplished presently or in the future on the State highway including, but not limited to, left-turn access, traffic signals, or median openings.

(g) When the Commissioner denies an access application or revokes an existing access permit, or issues an access permit that requires non-State highway access, the decision of the Commissioner with regard to the appropriate means of access shall be final, notwithstanding the action of any municipal or county body to the contrary. Any subsequent municipal or county review shall abide by the Commissioner's decision. The municipality or county may require additions or changes in the design of the development in accordance with any applicable provisions of its development review



ordinances, provided that such additional requirements do not conflict with the Commissioner's decision.

(h) The Department will determine the need for maximum trip limitations for a lot or site based on lot conformance as found in N.J.A.C. 16:47-5.1 and 5.2. A lot or site determined to be nonconforming is subject to maximum trip limitations and will not be permitted access to the State highway for development sizes or uses that generate trips between it and the State highway that exceed these trip limits, notwithstanding any zoning variances granted by a municipality, unless the lot or site is grandfathered, in which case the provisions of N.J.A.C. 16:47-8.3(c) apply. A conforming lot or site does not have maximum trip limitations. Conforming and nonconforming lots or sites are subject to the same requirements for a new access permit.

(i) The Commissioner may not approve an application for an access permit if the additional site traffic would create an unacceptable condition that could not be mitigated. Access shall not be permitted to a State highway if the desirable typical section for the State highway segment, as shown in N.J.A.C. 16:47 Appendix B-2, incorporated herein by reference, does not have sufficient capacity, at the bottom of Level of Service (LOS) D for rural State highway segments and the bottom of LOS E for urban State highway segments, to carry existing traffic plus traffic to be generated by the lot or site. Access also may not be granted if the lot or site owner's fair share obligation is insufficient to resolve safety and operational problems caused by site traffic. Proposed access, otherwise in conformance with this chapter, may be modified or denied if site-specific State highway efficiency and safety considerations so warrant. The Department may require traffic operational analyses for any application where safety or operational concerns have been identified and the analyses can be used to substantiate the concerns raised.

(j) Absent the existence of municipal or county access codes, when the Department assumes temporary jurisdiction over a street, in connection with a State highway project advanced by the Department or others, the provisions of this chapter shall apply to the street within the construction limits of the State highway project until the project is completed.

(k) The Department will not be responsible for mitigating any impact to any street as part of an access permit approval; however, the lot or site owner may be responsible for mitigating any such impact through the municipal and county approval processes.

(l) The Department encourages the sharing of driveways, non-State highway access, frontage roads, reverse frontage roads, and other similar measures to minimize the number of driveways on the State highway system.



Subchapter 2 - ACCESS CLASSIFICATIONS

(§§ 16:47-2.1 – 16:47-2.3)

Section 16:47-2.1 - Definitions

The following words and terms, when used in this chapter, shall have the following meanings unless the context clearly indicates otherwise. Words in the singular shall include the plural and words in the plural shall include the singular where the context so requires.

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

“Access classification” means an identification system for regulating access to all State highways, based on function, environment, and traffic characteristics. 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 envelope” means the segment of a lot or site frontage on a State highway within which a driveway may be located pursuant to an access management plan.

“Access level” or “AL” means the allowable turning movements between a State highway and a lot or site based on the access classification.

“Access management plan” or “AMP” means a plan showing where driveways can occur for each lot or site on a specific State highway segment and the identification and location of future improvements to highway capacity and operation. An AMP is developed jointly by the Department, the municipality, other interested parties, and the county, if a county road intersects the State highway.

“Access permit” means a permit issued by the Department allowing for the construction, maintenance, closure, and use of a driveway or street that provides State highway access for a lot or site, for lot subdivision, or lot consolidation.

“Adjustment of driveway” means changing the width of the curblin opening of a driveway by five feet or less, changing the location of a driveway by 10 feet or less, moving a driveway away from the centerline of the State highway (such as when the State highway is widened), or changing the elevation or profile of a driveway, in conjunction with a State highway project advanced by the Department or others.



"Administrative permit" means an access permit issued by the Department, at no cost to the lot owner and not requiring execution by the owner.

"Alternative access" means access that is provided when driveways are modified or removed as a result of actions by the Department in implementing a State highway project advanced by the Department or others and that has been administratively determined to satisfy the criteria set forth in N.J.S.A. 27:7-89 et seq., and this chapter.

"Applicant" means the current owner of a lot, site, or street applying for an access permit.

"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.

"Bifurcated driveway" means a single driveway with a physical island separating the ingress traffic from the egress traffic. The distance between the ingress and egress lanes shall be a maximum of 130 feet measured centerline to centerline of the curblines openings. Curb cuts separated by a distance of more than 130 feet are considered two driveways.

"Border area" means that portion of the right-of-way (ROW) that lies between the curblines and the ROW line.

"Certificate of construction acceptance" means a document issued by the Department to indicate that the applicant 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.

"Certificate of final acceptance" means a document issued by the Department, subsequent to the issuance of a certificate of construction acceptance, for all permits subject to developer agreements to indicate that the applicant has satisfactorily met all of the conditions of the permit and developer agreement.

"Channelized right turn lane" means a lane for exclusive right turns that is separated from other traffic by an island.

"Collector-distributor lane" means a supplementary lane, approximately one-quarter to one-half mile in length, designed to accommodate right-turn access to and from the State highway at more than one driveway or street and normally terminating at an intersection or an interchange ramp. Collector-distributor lanes are not intended for through traffic and are not physically separated from through lanes.



“Commissioner” means the Commissioner of the New Jersey Department of Transportation or such person as the Commissioner may designate, when legally permissible.

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

“Convenience market with gas pumps” means any facility that sells gasoline and has a building size of 3,000 square feet or less for the primary purpose of selling convenience items such as food, beverages, newspapers, and magazines, regardless of the number of fuel pumps.

“Convenient” means, as it applies to alternative access, that the route between a State highway and a lot or site is direct and does not require excessive travel time, and that any altered driveway is compatible with the business or use on the lot or site.

“Corner clearance” means the distance along the curblines between the point of curvature of the corner radius at an intersection and the point of curvature of the lot’s nearest curblines opening.

“Corner lot” means a lot located at the intersection of a State highway and a street, having contiguous frontage meeting at the intersection of the State highway and street. Lots abutting a jughandle or ramp will not be considered as corner lots for the purpose of calculating conformance.

“Curblines” means the outer edge of the shoulder or paved highway furthest away from the travel lane, whether curbed or not.

“Curblines opening” means the driveway’s maximum width at the curblines. If the driveway is curbed, the opening dimension is measured between the points of tangency of the driveway radii.

“Day” means calendar day, unless otherwise specified.

“Department” means the New Jersey Department of Transportation.

“Design standards” means the standards and parameters for design as contained in N.J.A.C. 16:47 Appendix E, which is incorporated herein by reference.

“Designated center” means a Center having a compact form of development with one or more cores and residential neighborhoods that has been officially recognized as such by the State Planning Commission, which is defined in the Glossary at Appendix D of the



State Development and Redevelopment Plan adopted March 1, 2001. The State Development and Redevelopment Plan and related maps are available at the New Jersey Department of State, Office for Planning Advocacy website at: <http://nj.gov/state/planning/plan.html>.

“Desirable typical section” or “DTS” means the Department’s long-range plan for State highway configurations, as shown in N.J.A.C. 16:47 Appendix B-2. Each DTS shows the number of through lanes for that highway segment.

“Developer agreement” means an agreement between the Department and another party, which outlines obligations required by an access permit.

“Direct” means, as it applies to alternative access, that the route between a State highway and a lot or site is apparent, visible, or has a limited number of turns.

“Director” means the manager of the division within the Department responsible for making access determinations, or his or her designee.

“Diverted link” means trips that are diverted from the traffic volume on roadways within the vicinity of the generator and require a diversion from those roadways to another roadway to gain access to the lot or site.

“Divided highway” means a highway separated by a physical median.

“Driveway” means a private roadway providing access between a State highway or street and a lot or site that does not exist in its own right-of-way. A driveway provides ingress, egress, or both. A driveway is not a State highway or street.

“Driveway width” means the narrowest width of a driveway measured across the driveway parallel to the State highway or street, and located between the curblineline and the State highway or street ROW line.

“Edge clearance” means the distance measured along the curblineline from the extended lot line to the curblineline opening.

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

“Existing use” means the permitted size and type of land use that exists, or that apparently exists, on a lot or site at the time an access application is submitted or at the



time the Department notifies the lot or site owner of an access alteration. See N.J.A.C. 16:47 Appendix F-1.2, Development Description, for further information on land use.

“Extended lot line” means a line perpendicular to the highway centerline, at each end of the lot frontage, extending from the ROW line to the curblines.

“Fair share obligation” means the proportionate mitigation obligation by a lot or site owner to correct LOS violations, identified through a traffic analysis, for traffic impacts attributable to the development of the lot or site for which a permit has been requested. Mitigation may include, but not be limited to, construction of offsite improvements or financial contributions, as determined by the Department.

“Frontage” means the length of a lot line along the State highway ROW line.

“Frontage road” means a service road, usually parallel to and separated from 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, county, or municipal facility.

“Grandfathered permit” means the access permit assumed to exist for a lot or site with State highway access prior to September 21, 1992, if no permit has been subsequently issued for the lot or site. A grandfathered permit allows continued use of the driveway and the size and type of land use on the lot or site as of that date, and is subject to the same permit conditions had a permit been issued.

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

“Highway control” means regulation and management of the State highway system including, but not limited to, controlling access; reviewing permits for roadway openings, driveways, and utilities; reviewing all proposed geometric changes; and setting speed limits, no parking zones, and other traffic controls.

“In-kind replacement” means complete or partial removal of a driveway within the State highway ROW and reconstruction of the driveway at the exact same location, with the exact same dimensions, geometric design, and materials. To be considered in-kind replacement, no relocation or change in dimensions or materials, such as adding a curb where none exists, can occur. In-kind replacement may require a highway occupancy permit pursuant to N.J.A.C. 16:41.



"Inscribed circle area" means the border area along the circumference of the outer edges of the circulatory roadway of a roundabout.

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

"Intersection" means the location where two or more State highways, or a combination of a State highway and a street, cross at grade. A driveway may be an approach to an intersection, but will not be considered a street.

"Jughandle" means an at-grade ramp provided at or between intersections to permit motorists to make indirect left turns and/or U-turns. Jughandles exit from the right lane of a highway in advance of an intersection with a street (forward jughandle), or past the intersection with a street (reverse loop jughandle). Jughandles may also serve driveways.

"Jurisdiction" means highway control or maintenance responsibility. Jurisdiction may be permanent or temporary, as in the case of streets within the construction limits of Department projects.

"Level of service" or "LOS" means the operating conditions along a State highway or street or at a particular intersection. LOS designations range from a "best case" of "A" to a "worst case" of "F" and reflect factors, such as speed, travel time, freedom to maneuver, traffic interruptions, and delay.

"Limited access highway" means a State highway, especially designed for through traffic, to which abutting lot owners have no right to access.

"Lot" means a single tax map parcel.

"Lot centerline" means the mid-point of the State highway frontage of the lot.

"Lot consolidation" means the combination of two or more tax map parcels, at least one of which fronts a State highway.

"Lot owner" means the owner of the lot as per the deed. A lot owner may be a private or public entity. The term does not include a contract purchaser, tenant, developer, or holders of easements or licenses.

"Lot subdivision" means the division of a tax map parcel into two or more tax map parcels, at least one of which fronts on a State highway.



"Maintenance" means the continuous work or in-kind replacement required to repair or service a driveway, street, State highway, or structure due to deterioration, and to preserve its general character without alteration in any of its component factors.

"Major access application" or "major access permit" means an access application or permit for a lot or site with an expected two-way traffic volume of 500 or more daily trips between it and a State highway.

"Major with planning review access application" or "major with planning review access permit" means an access application or permit for a lot or site with an expected two-way traffic volume of 500 or more daily trips and 200 or more new trips in any peak hour between it and a State highway.

"Major traffic generator" means a use that generates 500 or more daily trips between a State highway and a lot or site.

"Maximum trip limits" mean the greatest number of trips per A.M., P.M., or weekend peak hours permitted between a State highway and a nonconforming lot or site.

"Median" means a physical feature that divides a State highway and separates traffic traveling in opposite directions.

"Median opening" means a paved area between opposing directions of a divided State highway. A median opening is designed to permit traffic to cross at least one direction of travel.

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

"Milepost" means the location along a State highway as identified in the Department's Straight Line Diagram utilizing the primary direction for that State highway.

"Minor access application" or "minor access permit" means an access application or permit for a lot or site with an expected two-way traffic volume of less than 500 daily trips between it and a State highway.

"Modification of driveway" means changes to driveways in conjunction with the implementation of a State highway improvement advanced by the Department or others, with Department approval, which changes the number of driveways, the width of a driveway by more than five feet, or the location of a driveway by more than 10 feet. It includes replacing all ingress or all egress between a State highway and a lot or site with ingress or egress via a private easement on a different lot or site; or elimination of



ingress, egress, or both between one State highway and a lot or site, while still providing ingress, egress, or both between a different State highway and the lot or site. Modification of driveway does not refer to changes made by a lot or site owner to his or her own driveway.

“Nonconforming lot” means a lot that does not meet the standards for spacing between lot centerlines and is subject to maximum trip limitations. Any lot on a State highway designated AL 2 in N.J.A.C. 16:47 Appendix B-2 shall be considered a nonconforming lot.

“Non-State highway access” or “NHSA” means access between a public street and a lot or site. The access can be either across the lot or site’s property lines, by way of a permanent easement across an adjacent lot, or by a private street to the public street. An emergency driveway shall not constitute non-State highway access.

“Pass-by” means a trip made as an intermediate stop at a lot or site on the way from an origin to a primary trip destination, without a route diversion.

“Peak hour” means the 60 consecutive minutes during which the highest traffic volume occurs along a State highway or street, or through a driveway. Generally, there is an A.M. and P.M. weekday peak hour and one weekend peak hour.

“Pre-application meeting” means an advisory meeting between a lot or site owner or their representative and Department representatives before the submission of an application.

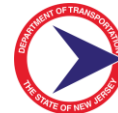
“Ramp” means, as it applies to measuring conformance of lots, a turning roadway that connects grade-separated highways or streets. Ramps are usually one way.

“Reasonable access to the general system of streets and State highways” means access between a State highway or a public street and a lot or site, either across the lot or site’s property lines or across adjacent lots or sites’ property lines via an easement.

“Removal of driveway” means the removal of all ingress between a State highway and a lot or site or all egress between a State highway and a lot or site, or both.

“Reverse frontage” means frontage on an access road constructed at the rear of a lot or site fronting a State highway.

“Revised access permit” means a driveway access permit that has been issued to reflect changes to a lot or site’s driveway while still maintaining State highway access. Where the revisions to existing and grandfathered driveway permits are initiated by the



Department, or others with Department approval, the revisions will be documented through the issuance of an administrative permit.

“Revocation” means termination of an access permit by the Commissioner, when all State highway access is removed after a determination that alternative access will be available for use at the conclusion of the highway project.

“Right-of-way” or “ROW” means property and property rights, including border areas, with defined boundaries intended for use as a State highway or street.

“Right-of-way line” or “ROW line” means the outer edge of a State highway or street, separating the State highway or street from each abutting lot or site.

“Rural area” means any area of the State that is not within Planning Area 1, Planning Area 2, or a designated center whose boundaries are shown on the approved maps of the State Development and Redevelopment Plan available at the New Jersey Department of State, Office for Planning Advocacy website at: <http://nj.gov/state/planning/plan.html>, or rural areas within the Pinelands Area, the Hackensack Meadowlands District, or the Highlands Region.

“Setback” means the distance between the ROW line and permanent structures.

“Shared driveway” means the only driveway between a State highway and two or more adjoining lots or sites. A shared driveway may be located on one of the lots or it may straddle the lot line between two lots. A lot or site with a shared driveway may also have non-State highway access.

“Shoulder” means the portion of the roadway between the edge of the travel lanes and the curblines, generally intended to accommodate stopped vehicles or emergency use.

“Significant increase in traffic” means an increase of 100 or more trips in any peak hour, measured cumulatively from the last executed permit or, if applicable, grandfathered volumes established for the lot or site.

“Single-family residence and business driveway” means a driveway serving a combination of private residence and business uses with an expected two-way traffic volume of less than 500 daily trips between a State highway and a lot or site. The operator of the business shall be the occupant of the residence.

“Single-family residential” means a lot either with one single-family residential unit or vacant and zoned for one single-family residential unit.



“Site” means the use of more than one lot for a development, such as a shopping center or an office complex, where the lots are contiguously situated and function interdependently, in whole or in substantial part, for purposes of site circulation. Ownership of the lots may be by one or more parties. The combination of the lots will be treated as one lot for purposes of determining conformance.

“Specialty retail center” means a shopping center consisting of a maximum of 20,000 total square feet, with a minimum of two shops. Centers of this type generate low traffic volumes and include tenants, such as real estate offices, dance studios, and florists. Centers with high traffic generators including, but not limited to, fast food restaurants with or without drive-thru windows, banks, delicatessens, and post offices, shall be classified as shopping centers. This definition supersedes the definition found in ITE’s Trip Generation Manual. Lot or site owners applying for a specialty retail designation shall be required to deed restrict the lot from high traffic generating uses and provide the Department with a copy of the restricted deed before the permit is executed.

“Splitter island” means a raised or painted area on an approach to a roundabout used to separate entering traffic from exiting traffic, deflect and slow entering traffic, and provide a refuge area for pedestrians crossing the road in two stages.

“State highway” means a thoroughfare under highway control by the State or under State jurisdiction.

“State highway access” means a driveway on a lot or site, or an easement over an adjacent lot or site’s frontage, that allows for vehicular movement between a State highway and a lot or site.

“Street” means any improved thoroughfare other than a State highway, which serves more than one lot or site and exists within its own right-of-way, separate from the lot or site it serves. Typically, connections are provided along its length with other streets as part of an established roadway master plan. Streets can be either publicly or privately owned. A paper street, which is shown only on a municipal plan or tax map and does not exist physically, is not considered a street until it is constructed.

“Street application” or “street permit” means an application or permit for closing a street, changing the number of lanes on a State highway or on an existing street intersecting a State highway, or constructing a new street intersecting a State highway.

“Street closure” means the elimination of access, both ingress and egress, between a State highway and a street. This usually involves the creation of a cul-de-sac or dead end on the street being closed. Closure of a public street requires the adoption of an



ordinance for street vacation by the governing body having jurisdiction over the street and subsequent approval of the ordinance by the Commissioner.

“Substantial completion” means that all work is complete, with the exception of landscaping items listed in the specifications of the particular contract, removal of soil erosion and sediment control measures, final cleanup, and repair of unacceptable work.

“Sufficient design” means, as it applies to alternative access, that the alternative access route, the alternative access driveway, and any necessary on-site circulation improvements have been designed to applicable standards, and can carry the size, type, and volume of traffic for the existing use as of the date of notice to the lot or site owner.

“Super convenience market/gas station” means any facility that sells gasoline and has a building size greater than 3,000 square feet for the primary purpose of selling convenience items such as food, beverages, newspapers, and magazines, regardless of the number of fuel pumps.

“Temporary driveway permit” means a permit for time-limited access for a specific lot or site, use, and estimated volume of traffic. 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.

“Thoroughfare” means a State highway or a street. A thoroughfare is not a driveway.

“Traffic impact study” means a report that identifies and analyzes the impact of all traffic being generated by a lot or site utilizing a State highway, regardless of how the traffic accesses the State highway system, in both the build and no-build condition. The report includes an analysis of mitigation measures and a calculation of fair share obligation.

“Travel demand management plan” means a set of strategies and policies intended to alleviate traffic problems through improved management of trip demand. The plan is structured to reduce the use of single occupancy vehicles or to encourage travel during less congested time periods.

“Trip” means a single or one direction vehicle movement, with either the origin or the destination (entering or exiting) inside a lot or site.

“Trip limit” means the number of vehicle trips between a State highway and a lot or site.

“Urban area” means an area of the State that is included in Planning Area 1, Planning Area 2, or a designated center whose boundaries are shown on the approved maps of the State Development and Redevelopment Plan available at the New Jersey



Department of State, Office for Planning Advocacy website at: <http://nj.gov/state/planning/plan.html>, or an area within the Pinelands Area, the Hackensack Meadowlands District, or the Highlands Region.

“Valid permit” means a permit for which a certificate of construction acceptance has been issued by the Commissioner. For permits involving a developer agreement, a certificate of final acceptance must also be issued by the Commissioner. Grandfathered permits are considered valid permits. When no construction by the applicant is involved, permits become valid upon execution by the Commissioner.

“Waiver” means the Department’s intentional relinquishment of its right to wholly enforce provisions of this chapter. A waiver may either reduce or eliminate requirements.

“Well-marked” means, as it applies to alternative access, that generic signage directs motorists both to and from a State highway and the business or use on the lot or site.

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 - DESIGNATION OF LIMITED ACCESS

(§§ 16:47-3.1 – 16:47-3.17)

Section 16:47-3.1 - General requirements

Limited access highways include, but are not limited to, interstates, toll roads, freeways, and certain State highways. Limited access highways shall be designated Access Level 1



(AL 1), having fully controlled access, with access being prohibited except at grade-separated interchanges.

Section 16:47-3.2 – Procedures

After ensuring that adequate access is available, the Commissioner may propose the designation of limited access for any segment of the State highway system. The proposal will be initiated by notice to the mayor or chief governing official of any municipality within which the subject State highway segment is located. Notification will also be made to the governing body of any county within which the segment is located, the appropriate metropolitan planning organization, elected representatives of the legislative district, and any contiguous municipality or county if the proposed designation will affect traffic patterns in such municipality or county.

Section 16:47-3.3 – Public notice and hearing

The Commissioner will hold a public hearing for the designation of limited access at a location within one of the affected municipalities. A minimum of notice of 15 days of the public hearing will be provided in a local newspaper of general circulation and by return receipt requested mail to owners of a lot or site within the State highway segment and to all municipalities and counties located along and within 200 feet beyond the ends of the segment. The notice will give the time and place of the hearing and provide for the receipt of public comments.

Section 16:47-3.4 – Decision

(a) The Commissioner will decide upon the limited access designation considering the safe and efficient movement of people and goods and any public comments. The Commissioner's written determination will include the reasons for the decision and address the public comments.

(b) Notice of the decision will be provided to all municipalities and counties located along and within 200 feet beyond the ends of the segment.

(c) The designation of a limited access State highway segment will be promulgated as an amendment to this chapter, pursuant to the Administrative Procedure Act, N.J.S.A. 52:14B-1 et seq., and the Uniform Administrative Procedure Rules, N.J.A.C. 1:1.

Section 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:

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:

Abbreviation	Meaning
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:

$$v = 50 + \left(\frac{L + R}{2 \times S} \right)^2 \times A \times 100$$

$$L_{\max} = S$$

$$R_{\max} = S$$

$$A_{\max} = 3.0$$

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:

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

$$L_{\max} = S$$

$$R_{\max} = S$$

$$A_{\max} = 2.0$$

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 "Trip Generation, 6th Edition," 1997 or 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 X 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 X 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 Highway Administration 1988 edition or a superseding edition). Unsignalized access points, whether on conforming or nonconforming 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.

Section 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.

Section 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 3-2 and their meanings are as follows:

Abbreviation	Meaning
L.L.	Lot Line
R.	Radius
CL.	Centerline of Highway
E.	Edge Clearance
E.L.L.	Extended Lot Line
E.T.W.	Edge of Traveled Way
MAX.	Maximum
MIN.	Minimum
R.O.W.	Right-of-Way
S.W.	Sidewalk
VAR.	Variable Dimension
P.	Parking Offset
S.	Setback
Y.	Access Point Angle
W.	Access Point Width
C.O.	Curblin Opening

(c) All portions of the driveway shall be within the extended lot lines. The edge clearance (E) shall not be less than 12 feet (3.6 meters). This is measured from the extended lot line along the curblin to the beginning of the curblin opening.

(d) The curblin opening (C.O.) shall be as follows:

1. Residential: 12 feet (3.6 meters) to 30 feet (9.1 meters).



2. Non-residential: minimum 24 feet (7.2 meters), maximum desirable 50 feet (15.25 meters).

(e) Driveway width (W) shall be as follows:

1. Residential: Eight feet (2.4 meters) to 26 feet (7.9 meters).
2. Non-residential as follows:
 - i. One-way operation: Entrance or exit minimum 20 feet (6.1 meters), maximum desirable 34 feet (10.4 meters) and maximum allowable 40 feet (12.2 meters).
 - ii. Two-way operation: minimum 20 feet (6.1 meters), maximum allowable 46 feet (14 meters).
 - iii. Fire House: maximum allowable 100 feet (30.5 meters).
3. The driveway width construction may vary from the driveway width shown in the permit by up to five feet (1.5 meters), provided that the maximum width and other requirements of this subsection are not violated.

(f) Street width (W) shall be as follows:

1. Residential: 24 feet (7.2 meters) to 50 feet (15.25 meters).
2. Non-residential: 30 feet (9.1 meters) minimum.

(g) The access point angle (Y) shall be as follows:

1. One-way operation: 45 degrees minimum.
2. Two-way operation: As close to 90 degrees to the State highway as site conditions will permit with a minimum of 60 degrees.

(h) Radius (R) shall be as follows:

1. Residential: 15 feet (4.5 meters) maximum. Refer to Figure C-3, Appendix C.
2. Non-residential: Refer to Figures C-2 and C-4, Appendix C.

(i) The distance between driveways shall be 24 feet (7.2 meters) minimum as measured between curblines openings.

(j) The area between access points and extending from the curb or shoulder line to the right-of-way line shall be raised six inches (150 millimeters) above the surface of the adjacent drives and seeded, sodded, or otherwise improved.

(k) The corner clearance shall be measured between the end of the curb return of the intersecting street and the beginning of the curb return or beginning of the depressed curb for the driveway as illustrated in Appendix K incorporated herein by reference. The distance shall be as follows:

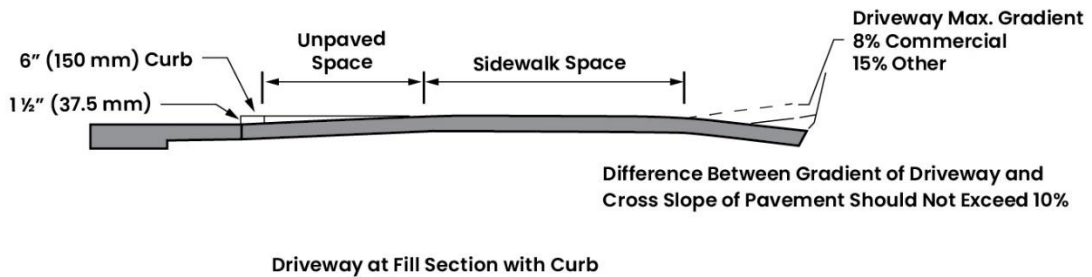
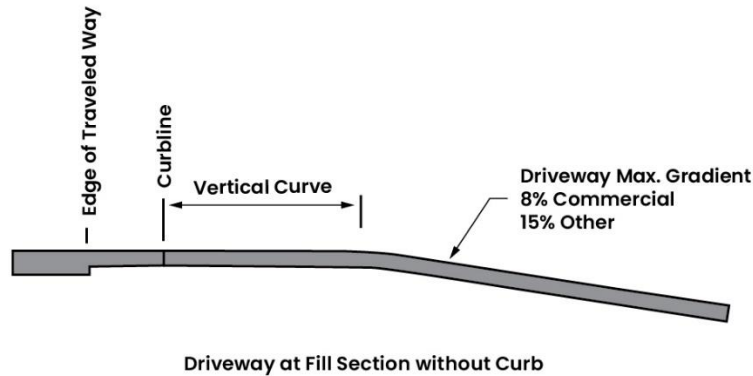
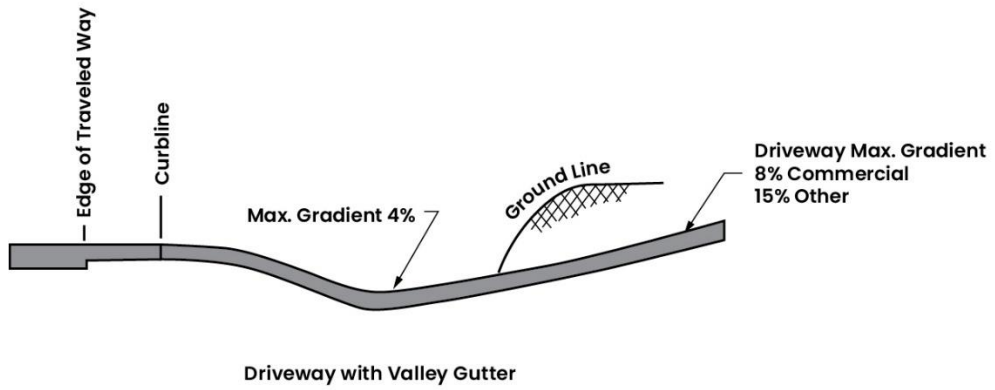
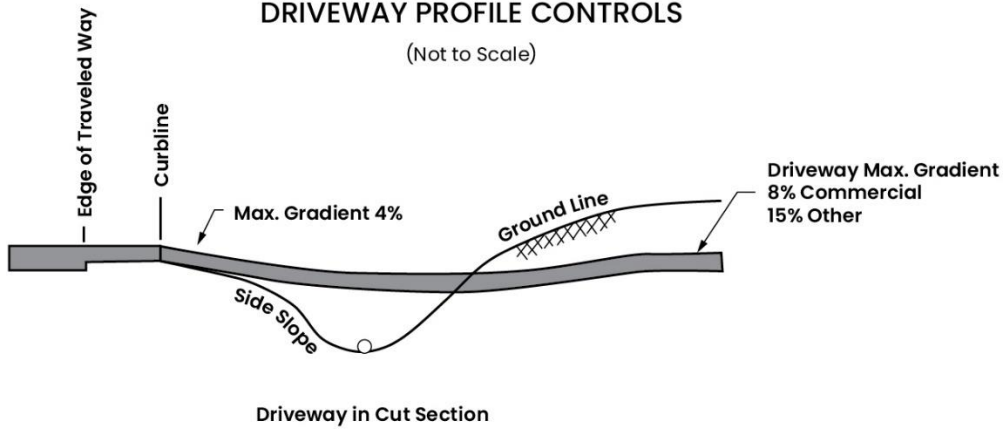
1. A minimum of 12 feet (3.6 meters) for single-family residential driveways.
2. A minimum of 50 feet (15.25 meters) for all driveways in the vicinity of unsignalized intersections, except for single-family residential driveways, on any one of the following:
 - i. All access level 6 roadways;
 - ii. All roadways with a posted speed limit of 25 miles per hour (40 kph); or
 - iii. All locations with at least a 10 foot (three meter) shoulder.
3. A minimum of 100 feet (30.5 meters) for all driveways in the vicinity of signalized intersections and locations not covered in (k) 1 and 2 above.

(l) Figure 3-1 below shows driveway profile controls. The use of a swale or pipe underdrain for proper drainage of uncurbed portions of highways is indicated. The bottom profile shows a driveway sloping upward to the sidewalk to assure proper drainage. Beyond the sidewalk the driveway may slope either upward or downward depending upon the topography at the site. Where curbs are used along the roadway and sidewalks are provided or contemplated, the grade of the driveway should usually fit the plane of the sidewalk. If the difference in elevation of the curblines and the sidewalk is such that this is not practical, then the sidewalk should be lowered to provide a suitable grade for the driveway. In such case, the surface of the sidewalk should be sloped gently from either side of the driveway. Vertical curves on driveways should be flat enough to prevent dragging of the vehicle undercarriage and to provide adequate sight distance.

1. Maximum grades: four percent within 25 feet (7.5 meters) of curblines for driveways; four percent within 50 feet (15.25 meters) of curblines for streets.

Figure 3.1:
DRIVEWAY PROFILE CONTROLS

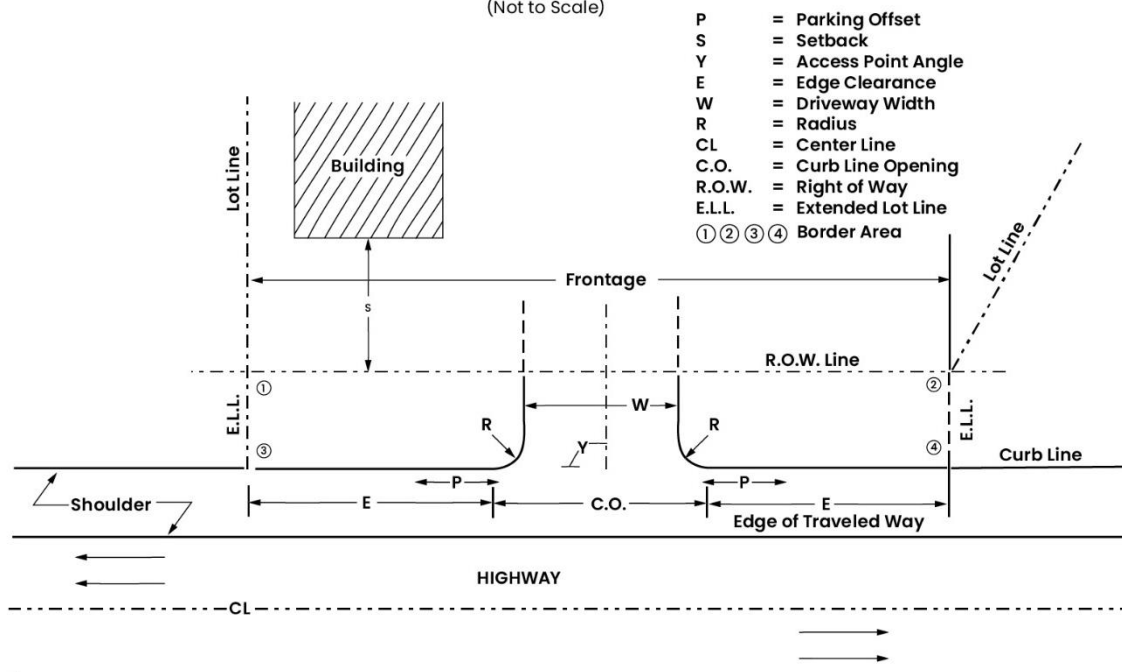
(Not to Scale)



(m) Figure 3-2 below is a diagrammatic sketch and layout to illustrate and suggest geometrical designs for driveways for major traffic generators. Figure 3-2 shows a driveway on a four-lane undivided highway. The preferred angle of the drive is 90 degrees. Lot frontage, the volume of traffic, and the design vehicle will be the determining factors governing the size radii used. The starting points of the radii must have the minimum edge clearance of 12 feet (3.6 meters). If there is an island in the driveway, the island must be offset by a minimum of three feet (0.9 meters) from the curbline. The minimum area of an island is 75 square feet (seven square meters).

Figure 3.2:
SINGLE DRIVE
DIAGRAMMATIC FOR ILLUSTRATING DEFINITIONS

(Not to Scale)



(n) Curb construction is indicated on the following sketches. On such designs, the Department requires the construction of nine inch (225 millimeter) by 18 inch (450 millimeter) white concrete vertical curb (See Figure 3-3). Curb depressions may be omitted when constructing driveways which have curbed radii and are always omitted when constructing street intersections. All islands must be paved with either concrete or bituminous concrete.

(o) The parking offset (P) shall be a minimum of 10 feet (three meters) beyond the curbline opening.



(p) When a driveway is constructed, the location may vary from the location shown in the permit by up to 10 feet (three meters), provided that the requirements in this subsection for edge clearance, corner clearance and distance between access points are met.

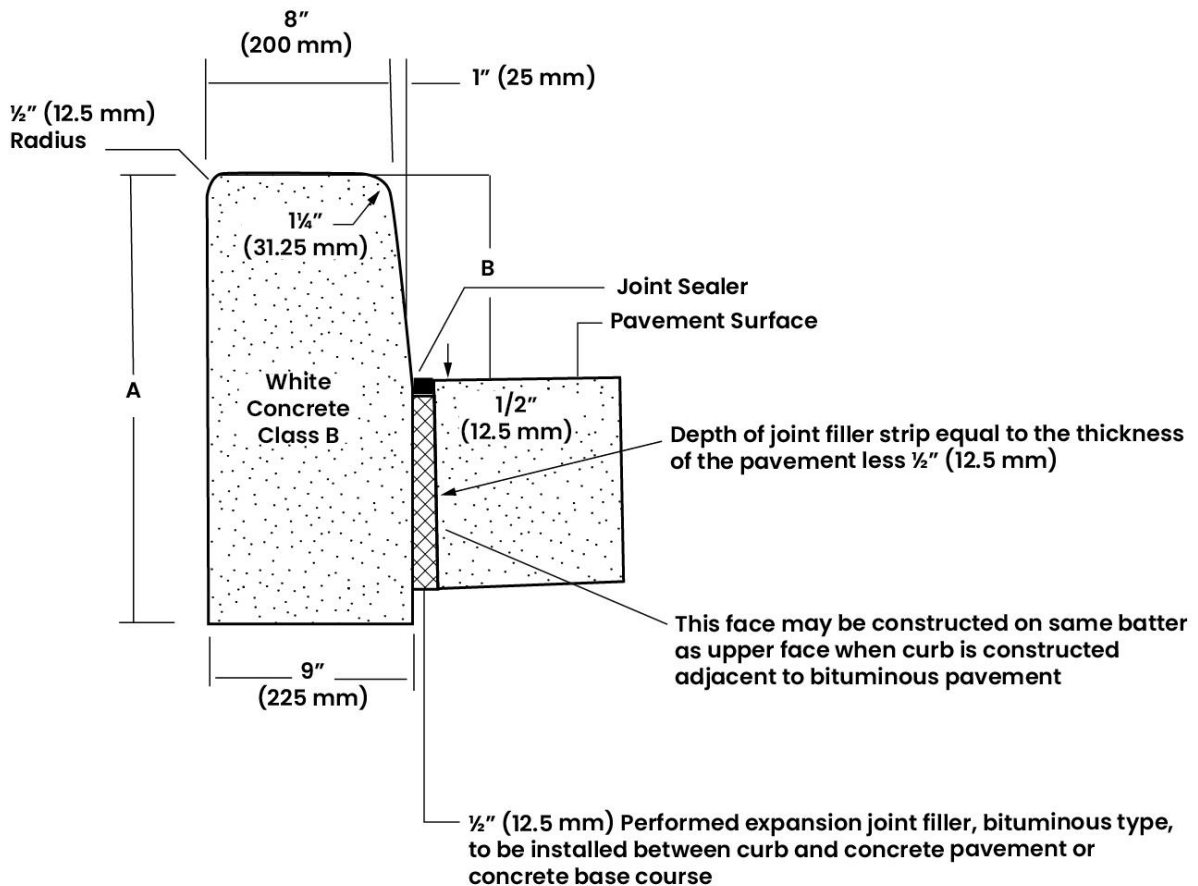
(q) The Department may approve one emergency access on a lot which has no other means to address emergency access. The Department will consider the merits of the requested emergency access on a case-by-case basis based on need, safety, and conformity to this Access Code. In no event shall such a driveway be approved unless all of the following conditions are met:

1. As part of the access application, the lot owner shall provide the Department with an official letter from the head of the emergency service unit which supports the need for an emergency access. The Department may also accept as supporting documentation general requirements such as fire codes;
2. Neither depressed curb nor curb returns shall be provided at the emergency access;
3. The sidewalk area shall not be paved. It shall be strengthened by gravel or pavers over which grass shall be grown. This requirement supersedes the provisions of N.J.A.C. 16:47-3.10(a). If there is existing or proposed sidewalk, the sidewalk across the emergency access shall be strengthened to support emergency vehicles; and
4. The emergency access shall have sufficient length in advance of any gate to allow the anticipated emergency vehicles to temporarily park in the driveway without interfering with highway traffic.

(r) Emergency access shall not be counted as an access point for the purposes of determining the number of access points under N.J.A.C. 16:47-3.5(c).

Figure 3.3:
WHITE CONCRETE VERTICAL CURB

(Not to Scale)



Transverse joints 1/2" (12.5 mm) wide shall be installed in the curb 20'-0" (6.0 m) apart and shall be filled with preformed bituminous-impregnated fiber joint filler recessed 1/4" (6.25 mm) in from front face and top of curb. Expansion joints thru and adjacent to the curb shall be included in the unit price bid for curb.

Curb Size	DIM. A	DIM. B
9' X 16' (225 mm x 400 mm)	16' (400 mm)	4' (100 mm)
9' X 18' (225 mm x 460 mm)	18' (460 mm)	6' (150 mm)
9' X 20' (225 mm x 500 mm)	20' (500 mm)	8' (200 mm)
9' X 22' (225 mm x 550 mm)	22' (550 mm)	10' (250 mm)

Section 16:47-3.9 – Curb

(a) The Department may require curb construction along any frontage. A need for curb construction shall be noted as a condition of the permit. The Department is not responsible for maintaining curb.

(b) All curb to be constructed within State highway right-of-way shall be white concrete, Class “B”, air-entrained, and shall conform to “Standard Specifications for Road and Bridge Construction” and Figure 3-3 following N.J.A.C. 16:47-3.8(o). White concrete is composed of white cement, white sand, and light-colored coarse aggregate. The Department may allow grey curb in an area where grey curb exists.

(c) Class “B” concrete shall be 3000 PSI (26 megapascals) mix.

(d) The alignment shall be as shown on the plans. The grade of the top of the curb shall parallel the grade of the highway and shall satisfy the height requirements listed in (d) 1 and 2 below. The grade of the curblines at depressed curbs shall be 1 1/2 inches (40 millimeters) higher than the grade of the highway.

1. For highways with a design speed of 50 mph (80 kph) or greater, the curb size shall not exceed nine inch (225 millimeters) by 16 inch (400 millimeters), with a four-inch (100 millimeters) face; and
2. For highways with a design speed of less than 50 mph (80 kph), the curb size should desirably be nine inch (225 millimeters) by 16 inch (400 millimeters), with a four-inch (100 millimeters) face. Where there may be sidewalks, nine inch (225 millimeters) by 18 inch (450 millimeters), with a six-inch (150 millimeters) face, may be used.

(e) Expansion joints shall be provided in curb adjacent to joints in abutting concrete pavement and at approximately equal distances of not more than 20 feet (six meters), except as otherwise specified as a condition of a permit.

(f) The curb top shall be finished with a wood float to an even, smooth and dense surface and, as soon as the forms can be removed, the face shall be similarly finished. The edges of the curb shall be rounded to the required radius with suitable edging tools.

(g) Where curb exists or is to be constructed, all driveways are to have depressed curbs, constructed in accordance with Figure 3-4 below.

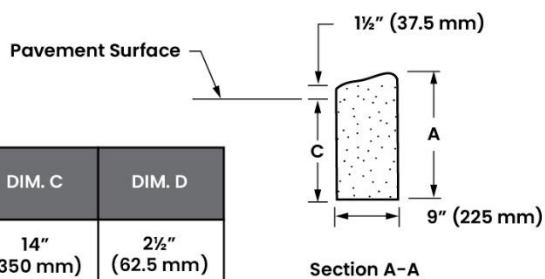
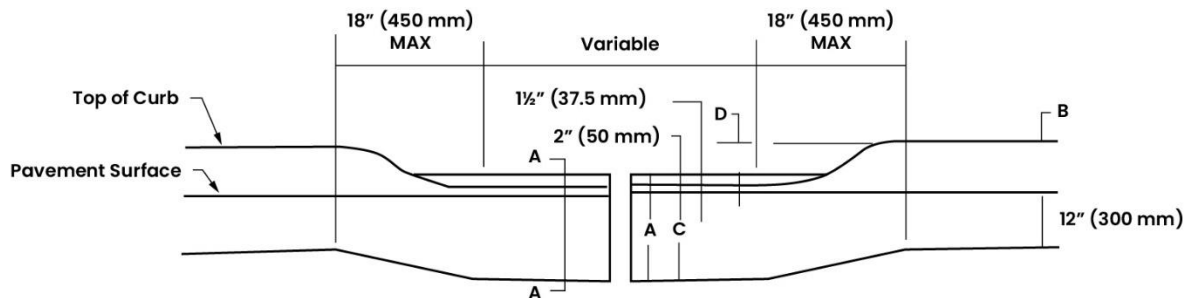
1. To construct a depressed curb when curbing exists, the permittee will be required to entirely remove that section of existing curb to a joint and replace it with new curb.

2. Depressed curbs will not be provided on new highway construction unless the improvement of the abutting lot is in progress or is contemplated in the immediate future, in which case the lot owner must first obtain an access permit.
3. The top of the depressed section of curb shall be 1 1/2 inches (40 millimeters) higher than and parallel to the established curblines grade.
4. Depressed curb shall not be constructed as an integral part of concrete ramps or aprons.
5. Existing monolithic curb shall be chiseled off to a line 1 1/2 inches (40 millimeters) above curblines grade after which the broken surface shall be finished with a 1:2 Portland cement mortar mixture to present a smooth and even surface.

(h) The approach ends shall have a 10 foot (three meter) transition, from a two inch (50 millimeter) face to the appropriate four or six inch (100 or 150 millimeter) face, as shown on the following Figure 3-5 below. The approach ends of curbed islands shall also have 10 foot (three meter) transitions, from a two inch (50 millimeter) face to the appropriate four or six inch (100 or 150 millimeter) face, as shown on Figure 3-4 below. All transitions shall have joints at the four or six inch (100 or 150 millimeter) face end.

Figure 3.4:
METHOD OF DEPRESSING CURB AT DRIVEWAYS

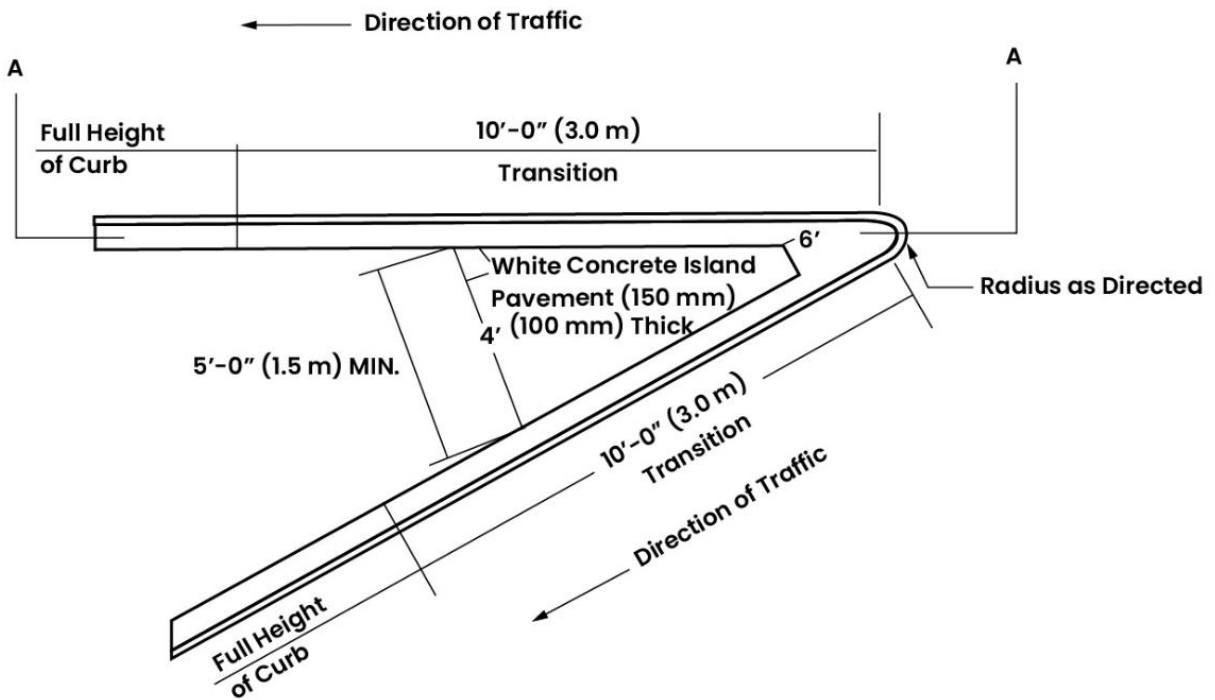
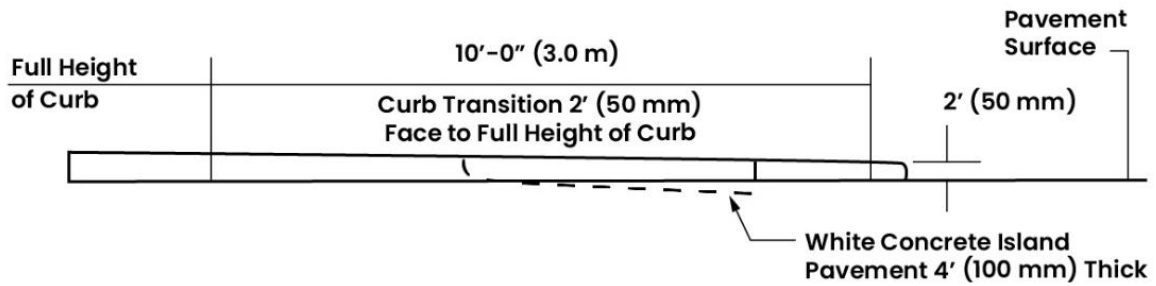
(Not to Scale)



Curb Size	DIM. A	DIM. B	DIM. C	DIM. D
9' X 16' (225 mm x 400 mm)	16" (400 mm)	4" (100 mm)	14" (350 mm)	2 1/2" (62.5 mm)
9' X 18' (225 mm x 460 mm)	18" (460 mm)	6" (150 mm)	16" (400 mm)	4 1/2" (112.5 mm)
9' X 20' (225 mm x 500 mm)	20" (500 mm)	8" (200 mm)	18" (460 mm)	6 1/2" (162.5 mm)
9' X 22' (225 mm x 550 mm)	22" (550 mm)	10" (250 mm)	20" (500 mm)	8 1/2" (212.5 mm)

Figure 3.5:
CURB TRANSITION

(Not to Scale)



(a) The sidewalk area shall be graded to comply with the requirements of 16:47-3.9(d), which is either four or six inches (100 or 150 millimeters) above the shoulder grade of the highway and have a minimum of four inches (100 millimeters) of topsoil, which shall either be fertilized, seeded, and mulched or sodded in accordance with "Standard Specifications for Road and Bridge Construction." Planting may be done with the approval of the Department; however, clear zones and sight distance standards shall be met. The Department favors the construction of sidewalk; however, sidewalks are not required unless specified by the Department, the applicant, or local ordinance. Curb ramps for the physically handicapped shall be provided when required by Section 5-07.2 of the "New Jersey Department of Transportation Design Manual-Roadway." The Department is not responsible for maintaining sidewalk.

(b) Concrete sidewalk shall be as follows:

1. Concrete sidewalk to be constructed within State highway right-of-way shall be Class B air-entrained concrete, and shall conform to the requirements set forth in "Standard Specifications for Road and Bridge Construction" unless specifically otherwise allowed in the permit. The subgrade shall also be prepared in accordance with these specifications.
2. The concrete proportion shall consist of one part Portland cement, two parts sand, and four parts crushed stone or washed gravel as provided in "Standard Specifications for Road and Bridge Construction," Section 914, and be constructed no less than four inches (100 millimeters) thick.
3. Alignment and grade shall be as shown on the plans.
4. Transverse expansion joints shall be one-half inch (13 millimeters) wide, provided at intervals of not more than 20 feet (six meters), and filled with prefabricated bituminous cellular type joint filler.
5. Longitudinal joints shall be one-quarter inch (six millimeters) wide, provided between curbs and abutting sidewalks, and filled with bituminous type joint filler.
6. Transverse surface grooves shall be cut in sidewalk between expansion joints at intervals equal to the sidewalk width.
7. Slope shall be one-quarter inch per foot (two percent) rising from the top of the adjacent curb.
8. The top of the sidewalk shall be finished with a wood float, followed by brushing with a wet soft-hair brush to a neat and workmanlike surface. All edges shall be neatly rounded to one-quarter inch.

Section 16:47-3.11 - Installation of drainage pipes

(a) The Department has jurisdiction over ditches and construction of drainage facilities that fall within the limits of its right-of-way or easement. Maintenance of drainage



facilities within the Department's right-of-way or easement shall be the responsibility of the Department, unless a permit specifies otherwise.

(b) Where ditches exist, drainage pipes of size and material approved by the Department are to be installed beneath driveways.

(c) Where ditches exist and conditions are favorable, installation of a continuous drainage pipe of proper size may be permitted.

1. Where installation of drainage pipe exceeds 350 feet (107 meters) in length, a manhole must be constructed midway between the ends. Installation of drainage pipe longer than 350 feet (107 meters) will not be permitted without intermittent manholes.
2. All runs of drainage pipe must be terminated at manholes, inlets, flared end sections, or headwalls.

Section 16:47-3.12 - General restrictions

(a) The Department will not assume any cost involved in the installation of drainage facilities required as part of an access permit.

(b) No part of highway right-of-way shall be used for any private purpose or uses associated with private purposes. The sidewalk area shall be kept clear of buildings, sales exhibits, signs, parking areas, service equipment, and appurtenances.

(c) Trimming or removal of trees or shrubbery within highway right-of-way is not authorized, except as indicated in 16:47-3.15(b).

(d) No advertising signs or devices shall be erected on or overhanging State highway right-of-way, nor shall any portion thereof be used for the display of merchandise. The Department can only authorize the erection and maintenance of signs on public property that are regulatory, directional, and warning signs allowed by State laws or authorized by the Department in conjunction with alternative access as set forth in 16:47-4.3(n)5.

(e) No person shall place, maintain, or display upon or in view of any highway, any unauthorized traffic sign, device, or other contrivance which purports to be or is an imitation of, or of such a nature as to be mistaken for, an official traffic sign or which attempts to direct the movement of traffic or which hides from view or interferes with the effectiveness of any official sign and no person shall place or maintain, nor shall any public authority permit upon any highway, any traffic sign, or any traffic signal bearing thereon or on its support, any commercial advertising.



(f) The permittee shall properly safeguard all work performed under the permit and maintain sufficient warning lights, Department approved signs, and safety devices for the protection of the traveling public until the work has been completed.

(g) New access points, if approved by the Department through the permit process, shall be constructed by the lot owner at the lot owner's expense. If there is a concurrent highway improvement project, the Department may provide for construction of the approved access points, at the lot owner's expense.

(h) All work authorized by a permit and performed by a lot owner shall be so conducted that there shall be no interference with any Department structure or facility, on, over, or under the highway, unless permitted by the Department, and shall not interfere with any concurrent work being done as part of a highway improvement project.

(i) Unless curb or curb returns are installed, the Department will not approve construction of driveways closer than five feet (1.5 meters) to inlets or catch basins.

(j) Where a lot adjacent to the highway is to be filled to the highway grade, the permittee may be required to make provision, at his own expense, for disposition of highway drainage by installing pipes of adequate size and material, inlets, catch basins, manholes, headwalls, and ditches as may be necessary to protect the State's drainage rights. Interference with drainage installations must be avoided. The existing cross-section and drainage of highways shall not be disturbed. The longitudinal flow of water along the curblines shall not be interrupted, and it shall be the responsibility of the permittee to make adequate provision for all transverse, lateral, and longitudinal drainage affecting his construction.

(k) No openings shall be permitted in newly constructed or resurfaced highways for a period of five years, without the consent of the Commissioner. This restriction does not apply to the construction of access points.

(l) The Department will not authorize construction work within the limits of its right-of-way which will adversely affect the stability, appearance, or designed function of the highway itself, or any of its component or auxiliary structures.

(m) All lighting, sprinklers, heaters, landscape ties, and other equipment for roadside establishments must be located off highway right-of-way. The Department shall not be responsible for maintenance or replacement of any such appurtenances within its right-of-way, whether authorized by permit or not.



(n) The Department will not approve any access plan that routes site traffic to or through another lot unless the applicant provides adequate documentation of permission from the other lot owner.

Section 16:47-3.13 – Relocations or removals within driveway areas

(a) The Department has jurisdiction over all structures within the limits of its right-of-way and easements.

(b) Removal of curb is not authorized, except in accordance with 16:47-3.9.

(c) Permission may be obtained for the relocation of an inlet where storm sewers, highway grades, and other conditions are favorable. All work will be at the expense of the permittee and shall be constructed in accordance with Department "Standard Specifications for Road and Bridge Construction".

(d) The permittee shall remove guide rail once the fill behind the guide rail has been completed to the satisfaction of the Department. The guide rail remains the property of the State and shall be delivered, undamaged, to the location specified in the permit.

(e) The permittee shall relocate regulatory, directional and warning signs, at the permittee's expense, providing a satisfactory location can be found.

(f) The Department may allow the relocation of State-owned electrical facilities providing a new location satisfactory to the Department can be found. This also applies to pavement detectors, pullboxes, conduits, and other constituent parts. Relocations shall be at the permittee's expense. Where structures are owned by a county or municipality, the applicant shall obtain written county or municipal permission before access is requested.

(g) Permission may be granted for construction of a driveway which requires the relocation of a utility pole or fire hydrant. Utility poles and fire hydrants shall not be permitted on channeling islands. Utility poles and fire hydrants should be relocated as close to the right-of-way line as possible. The relocation shall be arranged by the permittee with the utility company or municipality. The Department will not pay for relocation, except as required pursuant to 27:7-44.9. Should a utility pole have attached to it service connections for any State-owned facility, the Department will relocate the service at the permittee's expense.

(h) Relocation of utility poles carrying the Department's lighting system usually cannot be permitted. These are placed in accordance with a carefully designed spacing pattern. However, should a new design be appropriate, it shall be at the permittee's expense.



(i) At locations on highways where metal pole lighting exists, electrical conduit or direct buried high voltage cables are located adjacent to the inside of curb, at a depth of approximately 18 inches (460 millimeters) below the top of curb. Extreme care must be exercised not to damage conduit or cables during removal of curb and construction of access points. It will be necessary to protect cables by encasing them in fiber conduit with an envelope of concrete. The permittee shall notify the Department District Electrical Supervisor at least three working days prior to any excavation adjacent to curb.

(j) When applications require movement or relocation of highway facilities by the Department, the applicant shall assume all expenses involved in the movement or relocation of the highway facilities and any expenses for additional facilities necessitated by the move. The Department will have the work completed.

Section 16:47-3.14 – Materials and workmanship

(a) Construction within highway right-of-way is subject to inspection and approval by the Department.

1. The work, as far as is practicable, must conform in quality and appearance to similar Department construction.
2. Materials shall conform to the Department "Standard Specifications for Road and Bridge Construction", unless otherwise specified in this Access Code or in the permit.
3. The Department may assign an inspector to the job whose time and expenses shall be charged to the permittee.

(b) The cost of construction work and materials shall be entirely at the permittee's expense. The Department will not share in any expense or do any construction work pertaining to driveways.

Section 16:47-3.15 – General information

(a) The Department will not expend public funds in assisting abutting lot owners to obtain access to the highway.

(b) Only ground cover which will not exceed 12 inches (300 millimeters) in height at full maturity may be allowed within the sidewalk area, subject to Department approval. Plantings shall not interfere with sight distance.

(c) Dedications or donations of land shall comply with prevailing Federal laws and Federal Highway Administration regulations.



(d) All pavement markings on State highways, including acceleration and deceleration lane markings, and signing installed for the operation of the State highway shall be maintained by the Department. All pavement markings and signing required for the operation of access points, such as stop bars and stop signs for access points, shall be maintained by the permittee, regardless of the owner of the right-of-way.

(e) Nothing contained in this Access Code shall preclude review of an access application by the Department at the same time as the applicant is before a municipality or county for local approvals. An applicant may seek access approval from the Department or local approvals in whichever order the applicant prefers.

Section 16:47-3.16 - Municipal and county actions

(a) As of September 21, 1992, no lot abutting a State highway shall be subdivided in a manner which would create additional lots abutting that highway unless all the abutting lots created are conforming under the Access Code, restricted from access to the State highway, or established pursuant to 16:47-3.5(d)2. Subdivisions are considered to be created on the date of preliminary municipal approval. Direct access from subdivided lots to a State highway shall only be permitted by the Department if the access meets the requirements of conforming lots under this Access Code. Nonconforming lots in existence as of September 21, 1992 shall not be subdivided in a manner which would make them less conforming, except that those nonconforming lots on State highways classified as access level 2 may be subdivided because of the creation of new street intersections.

(b) When the Department either denies an access application or revokes an existing access permit because alternative access is available or issues an access permit allowing direct access and requiring alternative access, the decision of the Department with regard to the appropriate access location shall be final, the action of any municipal or county body to the contrary notwithstanding. Any subsequent municipal or county review shall abide by the Department's decision. The municipality or county may require additions or changes in the design of the development in accordance with any applicable provisions of its development review ordinances provided that such additional requirements do not conflict with the Department's decision.

(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 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 Bureau of Major Access Permits within 30 days of receipt of a duplicate copy of the application from the applicant as required in 16:47-4.3(n).

Section 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.

Subchapter 4 – ACCESS CLASSIFICATIONS AND LEVELS

(§§ 16:47-4.1 – 16:47-4.43)

Section 16:47-4.1 – General requirements

(a) An access classification system is established for the State highway system. This system is based on the access class, the environment within which the highway is located (such as whether it is in an urban or rural area), the speed limit, and the desirable typical section (DTS), of the State highway. The access classification system identifies both the access level (AL) and DTS for each segment of the State highway system. Descriptions and diagrams of these access levels can be found in N.J.A.C. 16:47 Appendix C. The access classification system matrix is found in N.J.A.C. 16:47 Appendix A.

(b) The access levels for the State highway system establish the allowable left-turn movements from a State highway to a lot, site, or street, and range from AL 1 (most restrictive) to AL 6 (least restrictive) are as follows:

1. AL 1—fully controlled access. Access is prohibited except at grade-separated interchanges. Examples of fully controlled access roadways include interstates, freeways, and limited access State highways.
2. AL 2—left-turn movements from a State highway via street intersections, grade-separated interchanges, or to a nonconforming lot driveway where the Commissioner determines that non-State highway access is not available.
3. AL 3—left-turn movements from a State highway via a signalized jughandle. The jughandle may or may not be at the lot or site driveway or street.
4. AL 4—left-turn movements from a State highway via a left-turn lane where warranted by traffic volumes and design requirements. The left-turn lane will be at the driveway or street for an undivided State highway, but may or may not be at the driveway or street for a divided State highway.
5. AL 5—left-turn movements from a State highway to a lot, site, or street. A left-turn lane may be required where warranted by traffic volumes and design requirements.
6. AL 6—left-turn movements from a State highway to a lot, site, or street. A left-turn lane may be required where warranted by traffic volumes and design requirements. Frontage roads and service roads that parallel State highways are included in this classification.



(c) Right-turn movements from a State highway to a lot or site are not allowed on AL 2 State highways where the Commissioner determines that non-State highway access is available. If non-State highway access is not available, right-turn movements to and from the nonconforming lot driveway are generally allowed.

(d) Right-turn movements from a State highway are generally allowed on all AL 3 through AL 6 State highways, unless otherwise precluded due to design or safety considerations.

(e) Left and right-turn movements from a lot or site to a State highway are generally allowed on all AL 3 through AL 6 State highways, unless otherwise prohibited by regulation or by the highway configuration.

Section 16:47-4.2 - Requirements for each State highway segment

The access classification, AL, DTS, and the cell number designation for any particular State highway segment are determined by referring to N.J.A.C. 16:47 Appendices A, B-1, and B-2. Access classification applies to both sides of the State highway, unless otherwise noted.

Section 16:47-4.3 - Procedures for changes in access classification

(a) A change in the access classification of a State highway segment may affect the AL, the limits of the segment, the DTS, and its cell number designation in N.J.A.C. 16:47 Appendix A. The access classification matrix in N.J.A.C. 16:47 Appendix A will be used to determine the designation of the segment in N.J.A.C. 16:47 Appendix B-2. A change in the designation of urban or rural environment or in the designation of high or low speed could result in a change in the access classification shown in N.J.A.C. 16:47 Appendix B-2.

(b) Any person may request a change in the access classification of a State highway segment, including, but not limited to, the AL, the DTS, and the access class. Requests for proposed changes shall be for the following minimum segment lengths:

1. Accessible principal arterials—one mile;
2. Minor arterials—one-half mile;
3. Major or minor collectors—one-half mile; and
4. Local roads—one-half mile.

(c) In evaluating requests for a change in the access classification of a State highway segment, the Commissioner will take into consideration the existing access classifications of adjacent State highway segments and the municipal and county road networks, conformance with municipal and county master plans and development



ordinances, the State Development and Redevelopment Plan, access classification criteria set forth in N.J.A.C. 16:47-4.1, and other appropriate factors relevant to the request.

(d) For each request for a change in access classification four hard copies and one electronic copy (either disc or flash drive) shall be submitted to the Department at the following address:

Director, Division of Statewide Planning
New Jersey Department of Transportation
1035 Parkway Avenue
PO Box 600
Trenton, New Jersey 08625-0600

(e) The requestor shall notify all lot owners located along, and within 200 feet beyond the ends of, the State highway segment that a change in classification is being requested and advise them that they have 10 days in which to submit to the Department, at the above address, comments regarding the proposed change. Proof of service of the notice shall be included with the request package referenced below. At the time of notification to lot owners, the requestor shall inform the Department, by letter to the above address, of the intent to request a change in classification and to identify the requested change.

(f) The request package shall include the following information:

1. A description of the State highway segment, including segment length, existing speed limit, whether divided or undivided, the existing number of through lanes in each direction, the current access classification for the State highway segment, and the proposed access classification;
2. A map at a scale of one inch equals 200 feet, or one inch equals 400 feet, showing the following:
 - i. Route number, the State highway segment for which the change is proposed, the municipalities and counties within which the segment is located, the cross streets nearest the end of the segment, and, if available, the limits by milepost;
 - ii. The existing right of way lines for the entire segment;
 - iii. If a change in DTS is proposed, the anticipated ROW width associated with the proposed DTS, as found in N.J.A.C. 16:47 Appendix B-1; and
 - iv. Identification whether the State highway segment is located within the Highlands, Pinelands, or Meadowlands boundary lines or within a Coastal Area

Facility Review Act (CAFRA) zone by depicting those boundaries on the map, as applicable;

3. A map at a scale that shows the entire requested State highway segment for which the change is proposed, on one sheet of 8.5-inch by 11-inch paper, incorporating all adjacent State and county roadways within two miles of the State highway segment and a depiction of Highlands, Pinelands, Meadowlands, or CAFRA boundaries, as applicable;
4. A graphic (such as a cross-section or overhead view) showing the proposed change on 8.5-inch by 11-inch sheets. One sheet shall be provided for each different cross-section, AL, DTS, or speed limit change being requested and shall include the number of through lanes and ROW width;
5. In table format, identification by route and milepost of the existing access classification, including AL, DTS, and cell number, followed by the proposed access classification including AL, DTS, and cell number for each State highway segment within the limits of the request;
6. Existing land uses and size of use within one mile of the limits of the segment;
7. A list of lots or sites that have pending development applications filed with the municipal planning board or zoning board of adjustment and the nature of such applications;
8. Existing zoning and any proposed zoning changes introduced by the zoning board, but not yet enacted;
9. The planned characteristics of the area through which the State highway segment passes;
10. Whether the segment is listed as part of any county or State evacuation routes;
11. A statement of justification supporting the proposed change, identifying factors including municipal and county master plans, the State Development and Redevelopment Plan, and adopted plans of the Highlands, Meadowlands, and Pinelands that would indicate that the State highway segment's present access classification requires modification and identifying the negative consequences, if any, of retaining the current access classification in a narrative limited to no more than 15 single-sided text pages. Copies of existing, adopted planning documents of any kind will not be accepted as the justification statement, and shall only be utilized as supplemental information;
12. Any other relevant data supporting the need to change the access classification; and
13. Copies of notices and proofs of service as required in this section.

(g) Within 20 days of receipt of a request for a change in access classification, the Division of Statewide Planning will notify the requestor, in writing, whether the request package is complete. If the request package is incomplete, the notice will list those items



needed to complete the request. Within 60 days of receipt of a notice that the request package is incomplete, the requestor shall submit such additional information as is necessary to complete the request. Within 20 days of receipt of the additional information, the Division of Statewide Planning will notify the requestor whether or not the request package is complete. The request will be rejected if the Director, Division of Statewide Planning, determines that the information has not been submitted within the specified time periods.

(h) Within 10 days of notifying a requestor that the request package is complete, the Director, Division of Statewide Planning, will forward a copy of the completed request to the clerks of all municipalities and counties in which the State highway segment is located, the metropolitan planning organization, or any other interested agency or entity deemed appropriate for the area in which the change in access classification is being requested.

(i) Within 50 days of notifying a requestor that the access classification change request package is complete, the Commissioner will advise the requestor, in writing, whether the classification change request has been accepted or rejected and will provide the requestor with reasons for the decision.

(j) Within 20 days of receipt of a decision rejecting a change in access classification, the requestor may submit a written appeal of the decision to the Commissioner to the address found at (d) above. The requestor must set forth the reasons for the appeal and must set forth, in full, any additional information supporting the request for a change in access classification.

(k) Within 30 days of receipt of a written appeal, the Commissioner will advise the requestor, in writing, of the final agency decision on the appeal, and the reasons for the decision.

(l) Any accepted change in the access classification of a State highway segment will be promulgated as an amendment to this chapter, pursuant to the Administrative Procedure Act, N.J.S.A. 52:14B-1 et seq., and the Uniform Administrative Procedure Rules, N.J.A.C. 1:1.

(m) Any request to change the access classification of a State highway segment made pursuant to the procedures described in this subchapter is in addition to, and not in lieu of, any other administrative or other remedy a person may have under the Administrative Procedure Act, N.J.S.A. 52:14B-1 et seq., or any other law.



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 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 "Trip Generation 6th Edition," 1997 or 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 Bureau 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 "Trip Generation, 6th Edition," 1997 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.

Section 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

Form	Processing Time (IN DAYS)		
	Minor	Major	Major with Planning Review
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



Form	Processing Time (IN DAYS)		
	Minor	Major	Major with Planning Review
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.

Section 16:47-4.6 – Permits and permit fees

(a) The nonrefundable 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	Application Fee Each Lot	Permit Fee Each Lot	Renewal Fee Each Lot
Single-Family Residential Driveway	\$60.00	\$25.00	\$25.00
Residence and Business Driveway	\$130.00	\$45.00	\$45.00
Government Driveway	\$265.00	\$880.00	\$440.00
Minor	\$465.00	\$150.00	\$150.00
Major	\$6,600	\$2,200	\$440.00
Major with Planning Review	\$15,800	\$5,300	\$440.00
Concept Reviews	\$880.00	—	—
Street Intersection	\$265.00	\$880.00	\$440.00
Street Improvement	\$10.00	\$45.00	\$45.00
Lot Subdivision or Consolidation	\$350.00	\$90.00	—
Temporary Access Permit	\$350.00	\$90.00	—

(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, 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 that 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. The permittee shall submit a new application, with supporting documentation as set forth in the checklists in 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.

(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 again 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 Bureau of Major Access Permits, whichever issued the permit, in writing within 30 days of the date of such resolution or removal. The Department reserves the right to evaluate 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 Bureau of Major Access Permits.

(o) Every permit authorizing construction shall contain a condition stating that the permit is not valid until the permittee obtains a confirmation number from the One-Call Damage Prevention System, in accordance with 48:2-83, and provides the confirmation number to the Department office issuing the access permit.

Section 16:47-4.7 - Companion Department permits

Access permits do not cover all types of occupancy of the Department's right-of-way. 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.

Section 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.

(h) 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.

Section 16:47-4.9 – Minor access permits checklist for single-family residential and residence and business combined

(a) Applications for minor access permits for single-family residential and residence and business combined shall be accompanied by four copies of a detailed sketch or plan to a scale of one inch equals 30 feet (1=300 for metric) or one inch equals 50 feet (1=600 for metric) showing the location and type of proposed driveways in relation to the curblines. The Department may require additional copies of the plans. Plan sheet size shall not exceed 24 inches (594 millimeters) by 36 inches (841 millimeters). Topographic features shall be shown for the lot frontage and the frontage of the adjacent lots.

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

1. Copy of tax map showing block number, lot number and lot lines;
2. Right-of-way line from Department desirable typical section;

3. Setback and location of structures;
4. Curb—existing and proposed;
5. Sidewalks—existing and proposed;
6. Trees within Department right-of-way;
7. Signs—regulatory, warning, directional, and private;
8. Utility poles;
9. Locations of all lot driveways—existing and proposed;
10. Driveway width;
11. Driveway alignment with respect to the highway;
12. Curblin openings;
13. Highway electrical installations;
14. Corner clearance;
15. Edge clearance;
16. Percentage of traffic anticipated to use each access point on the lot;
17. Type of driveway and apron construction (concrete, bituminous, gravel);
18. Justification for exceptions to design standards;
19. Length of lot frontage along highway;
20. Distance to nearest traffic signals if less than 250 feet (75 meters)— preceding (in feet or meters) following (in feet or meters);
21. Zoning designation for lot;
22. Waivers requested;
23. Location of any access easements on the lot;
24. Applicability of the Pinelands Act; and
25. 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.

Section 16:47-4.10 - Minor access permits checklist for other minor traffic generators

(a) Applications for minor access permits for other minor traffic generators shall be accompanied by four 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). Plan sheet size shall not exceed 24 inches (594 millimeters) by 36 inches (841 millimeters). The Department may require additional copies of the plans. Topographic features shall be shown on both sides of undivided roads and one side of divided roads for 500 feet (150 meters) beyond the lot frontage in each direction.

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



1. Lot location map (Maps should 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. Setback and location of structures;
5. Curb-existing and proposed;
6. Sidewalks-existing and proposed;
7. Trees within Department right-of-way;
8. Signs-regulatory, warning, directional, and private;
9. Utility poles;
10. Highway electrical installations;
11. Locations of all lot driveways-existing and proposed;
12. Driveway width;
13. Driveway alignment with respect to the highway;
14. Curblin openings;
15. Edge clearance;
16. Type of driveway and apron construction (concrete, bituminous, gravel);
17. Contours-existing and proposed;
18. Corner clearance;
19. Driveway and island radii;
20. Percentage of traffic anticipated to use each access point on the lot;
21. Number of lanes on the highway;
22. Speed-change lanes (acceleration, deceleration, left turn slots);
23. Lane and shoulder widths;
24. Typical pavement sections (within Department right-of-way)-existing and proposed including cross slopes, widths, pavement types, and thicknesses;
25. Location of centerline on undivided highways and median of divided highways;
26. Location of existing median openings on divided highways;
27. Location of existing driveways on opposite side of undivided highways;
28. Dimensions from the lot line to the edge of pavement;
29. 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;
30. Parking facilities and internal traffic circulation;
31. Highway traffic striping-existing and proposed;
32. Construction details;
33. Justification for exceptions to design standards;
34. Length of lot frontage along highway;
35. Distance to nearest traffic signal if less than 250 feet (75 meters)- preceding (in feet or meters) following (in feet or meters);
36. Zoning designation for lot;



37. Waivers requested;
38. Location of any access easements on the lot;
39. Applicability of the Pinelands Act; and
40. 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.

Section 16:47-4.11 – Major access permits process

(a) The Bureau of Major Access Permits 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.

(b) A major application will be reviewed and either approved or denied within a maximum of 90 days. If the application is approved, the Bureau 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.

(c) The applicant shall submit the completed and signed permit documents and permit fee to the Bureau of Major Access Permits within 180 calendar days of the Bureau of Major Access Permits' 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) The permittee shall notify the Regional Maintenance Office in writing after the permittee constructs the access and meets all conditions of the permit. The Regional Maintenance Office will notify the permittee if any corrective action is required by the permittee within 30 calendar days of its receipt of the notice.

(f) If the Bureau 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 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.

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.

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

(a) Potential applicants shall request a pre-application conference with the Bureau 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 Bureau 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 Bureau 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 Bureau 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. The scope of study shall include:

1. A site plan;
2. Trip generation, which shall include:
 - i. A land use code used from the Institute of Traffic Engineers publication entitled *"Trip Generation, 6th Edition," 1997* or 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;

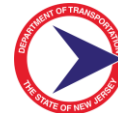
- ii. A tabular summary indicating the entering, exiting, and total trips for A.M., P.M., and weekend peak hours and the weekday and weekend daily trips;
 - iii. A pass-by credit, with a statement providing support for its appropriateness, including illustrations showing this credit;
3. Trip distribution documentation of rationale and procedures, including a gravity model or site-specific survey; and
 4. A site traffic assignment, which shall include:
 - i. A total site traffic assignment figure for each peak hour trip analyzed pursuant to 16:47-4.30(d)1i;
 - ii. A graphic depiction indicating the half-trips associated with each municipality included in the study, indicating the halfway point between the municipality and the site; and
 - iii. A scope of study figure indicating each analysis point and its associated trips as in (d)4ii above. This graphic shall be by direction of travel, either to or from the site, and include all halfway points and their associated trips. This shall also be done for weekday and weekend daily trips and indicate where the 10 percent limit is reached.

(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 16:47-4.13(a). The Bureau 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 Bureau 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 Bureau 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 submit 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 Bureau of Major Access Permits within 180 days of the Bureau 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 Bureau 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 the 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.

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. Curblin 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 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.

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 Bureau of Major Access Permits will issue a letter providing conceptual approval or rejection of the applicant's concept. If the concept is rejected, the Bureau 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.

Section 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 16:47-4.36;
23. Location of any access easements on the lot; and
24. Travel demand management plan (optional).

Section 16:47-4.17 – Reserved

Section 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 in the public interest. The Bureau of Major Access Permits shall notify the applicant of such a determination. When the Bureau 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 Bureau of Major Access Permits with copies of any other agency approvals required for work within ultimate, proposed Department right-of-way.

Section 16:47-4.19 – Street intersection or street improvement permits

(a) Street intersection applications shall be submitted to Bureau 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 property owner. When the Department responds to the applicant and furnishes permit documents for signature, the permit must be signed by an official of the county or municipality, if the street is to be constructed on public property, or a property owner, if the street is to be constructed on private property.

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

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

1. Applications for increases in the number of lanes intersecting the State highway shall be processed in the same manner as those for a new street.
2. Applications that do not involve an increase in the number of lanes intersecting the State highway are street improvement applications. These applications shall be accompanied by six copies of a plan with the intersection enlarged at a scale of one inch equals 30 feet (1=300 for metric) showing such detail as curb, gutter, sidewalk, curb radii, and drainage structures. These applications shall be signed



by a county official, municipal official, or a developer. When the Department responds to the applicant and furnishes permit documents for signature, the permit shall be signed by an official of the county or municipality.

3. The applicant shall provide traffic counts obtained pursuant to 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.

Section 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 encumbered, or any rights held by others. Said report is to be issued by a title company authorized to do business in the State of New Jersey.

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



Section 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 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 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 16:47-3.4 or 40 percent minimum highway band width, whichever is more restrictive, if the traffic signal is proposed at the new access point;
10. Use of the green time, in seconds, shall accommodate pedestrian movement;
11. Use of trip generation estimates based on the Institute of Transportation Engineers publication entitled "Trip Generation, 6th Edition," 1997 or superseding edition, or superseding rates adopted by the Department;
12. Information, data, and reference sources shall be documented;
13. Evaluation of the level of service and delays for all traffic movements;
14. Accurate and legible diagrams;
15. Documentation of all assumptions and adjustment factors;
16. Comparative analysis of all available alternatives including a no-build alternative;
17. A summary analysis that clearly indicates when level of service and delay standards are or are not met;
18. Safety analysis, including the interaction of adjacent conflict points and movements;



19. A conceptual design showing all geometric elements and dimensions with a detailed explanation of any elements that may need a waiver; and
20. Any additional supporting information and analyses, including waivers, if applicable.

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

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

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

Section 16:47-4.22 - Reserved

Section 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:

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

Section 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 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.

Section 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 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.

Section 16:47-4.26 - Signalized intersection standards

(a) Signalized intersection standards for determining fair-share contributions for State highway approaches are as follows:

1. The general standards listed in 16:47-4.24 apply. LOS will be measured by stopped delay per vehicle per Table 9-1 of the "1994 Highway Capacity Manual," Special Report 209, or superseding issue.
2. For all movements at:
 - i. Study locations, applicable to an urban lot, on all approaches operating at LOS A, B, C, D, or E, under the no-build condition; deterioration by 25 percent of the difference between the no-build condition to the bottom of LOS E (60 seconds) will be allowed. If a traffic movement or a lane group on all



- approaches operates under the no-build condition at LOS F, no deterioration will be allowed. Exceptions may be made to the delay standards for left turn lanes and jughandles, but the left turns and jughandles must not back up onto the through lanes;
- ii. Study locations, applicable to a rural lot, on all approaches operating at LOS A, B, C, or D under the no-build condition, deterioration by 25 percent of the difference between the no-build condition to the bottom of LOS D (40 seconds) will be allowed. If a traffic movement or a lane group on all approaches operates under the no-build condition at LOS E or F, no deterioration will be allowed. Exceptions may be made to the delay standards for left turn lanes and jughandles, but the left turns and jughandles must not back up onto the through lanes.
3. Delay will be used to compare build and no-build conditions for values of V/C ratios up to the lesser of 1.2 or the reciprocal of the peak-hour factor ($1/PHF$). V/C ratios will be used to compare build and no-build conditions when the no-build V/C ratio exceeds the lesser of 1.2 or the reciprocal of the peak-hour factor ($1/PHF$).
 4. If any no-build movement on any approach:
 - i. For study locations, applicable to an urban lot operating at a V/C ratio greater than 1.2, then the build conditions shall not increase the V/C ratio on that movement.
 - ii. For study locations, applicable to a rural lot operating at a LOS E or F (delay equal to or greater than 40 seconds), then the build conditions shall not increase the delay on that movement. Also, a no-build V/C ratio exceeding 1.2 shall not be increased.
 5. Comments on the interaction of conflicting movements at adjacent driveways and roadways are required.
 6. If there is a traffic signal within 2,640 feet (805 meters) of the lot, an arterial analysis may be required.
- (b) If a new approach is added to an existing signalized intersection, the new approach shall operate at LOS C based on the build year traffic volumes and in accordance with (a) above. All proposed new signalized intersections shall operate, at minimum, at LOS C for all approaches.



Section 16:47-4.27 – Unsignalized intersection standards

(a) The general standards listed in 16:47-4.24 apply to an unsignalized intersection. LOS will be measured by average total delay per Table 10-3 of the “1994 Highway Capacity Manual,” Special Report 209, or superseding issue.

(b) The applicant shall perform the unsignalized intersection analysis for determining fair-share financial contributions, which should be based on the levels of service, delay, and traffic volumes at the appropriate peak hour. Turns may not cause excessive disruption to through traffic and may not be allowed when acceptance of substandard gaps is promoted. In some cases elimination of the movement and diversion of the demand to a nearby location is the preferred treatment. Comments on the interaction of conflicting movements at adjacent access points may be required.

(c) For a study location at street intersections, the maximum allowable build delay for each movement shall be determined as follows:

Level of Service	Urban	Rural
A – B	15	15
C, D, E	5 more than no-build, up to 45	N/A
C – D	N/A	5 more than no-build, up to 30
E	N/A	No worse than no-build
F	No worse than no-build	No worse than no-build

(d) For site driveways, the maximum allowable build delay for each movement shall be determined as follows:

Level of Service	Urban	Rural
A – E	45	30
F	No worse than no-build	No worse than no-build

Section 16:47-4.28 – Weaving area standards

(a) The general standards listed in 16:47-4.24 apply for freeways. LOS will be measured by weaving speed and non-weaving speed and conform with the values shown in Table 4-6 of the “1994 Highway Capacity Manual,” Special Report 209, or superseding issue.

(b) For non-freeways, the potential for site traffic to deteriorate weaving area traffic flow and the methods to quantify such deterioration shall be discussed at the pre-application meeting. Although weaving and non-weaving speeds are independent, it is desirable that these speeds be balanced. The addition of build traffic shall maintain the balance.



Section 16:47-4.29 – Ramp standards

(a) Ramp standards are based on density, the primary measure of effectiveness, and the level of service criteria shown in Table 5-2 of the “1994 Highway Capacity Manual” Special Report 209, or superseding issue.

(b) For a study location, applicable to an urban lot on State highway segments, with:

1. A merge or diverge influence area which operates at LOS A-C under the no-build condition, the maximum allowable deterioration shall be 25 percent of the difference between no-build density and 35 pc/mi/ln.
2. A merge or diverge influence area which operates at LOS D-E under the no-build condition, the maximum allowable degradation shall correspond to either 25 percent of the difference between the no-build density and 35 pc/mi/ln or 25 percent of the difference between the no-build flow rates in the influence area and the capacity values in Table 5-1, where the no-build densities exceed 35 pc/mi/ln.
3. A merge or diverge influence area which operates under the no-build conditions at LOS F, no deterioration will be allowed.

(c) For a study location, applicable to a rural lot on State highway segments, and with:

1. A merge or diverge influence area which operates at LOS A-D under the no-build condition, the maximum allowable degradation is 25 percent of the difference between the no-build density and 35 pc/mi/ln.
2. A merge or diverge influence area which operates at LOS E or F under the no-build condition no degradation of either density or capacity is allowed.

Section 16:47-4.30 – Traffic impact studies for major access and concept review applications

(a) A traffic impact study is required for those concept review applications 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 and all major access applications with a planning review. The pages of the traffic impact study shall be numbered and the topics shall be addressed in the same sequence as they appear in this subsection. The study shall be completed and sealed by a New Jersey licensed professional engineer.

(b) A traffic impact study shall include a narrative summary as follows:



1. The narrative summary should be in the beginning of the report and should indicate the size and type of development and the proposed access plan. It should either indicate that the access points are in conformance with the Access Code or refer to the waiver request accompanying the application.
2. The narrative summary should establish that the LOS standards set forth in 16:47-4.24 through 4.29 are met. If they are not met, the narrative summary shall evaluate and provide detailed justification for the applicant's proposals.
3. Figures should show the location of the lot and access points.
4. Any fair-share financial contributions determined necessary to mitigate traffic impacts according to 16:47-4.34 shall be generally described and illustrated.
5. Any improvements not required by these rules, but desired by the applicant, should be presented along with facts indicative of their workability.
6. Issues raised at the pre-application conference shall be addressed in summary form.

(c) A traffic impact study shall include a development description, including the following:

1. The applicant and development name;
2. A location map;
3. A development description based on sizes and land use types which are compatible with those land uses listed in the Institute of Transportation Engineers publication entitled "Trip Generation, 6th Edition," 1997 or superseding edition or other uses listed by the Department. For land uses not listed in this source or when an applicant believes these uses are not representative, the Department may accept alternative evidence of representative uses;
4. Unique functional or operational activities which relate to atypical trip making activity such as ridesharing participation, bus intercept areas, recreational use facilities, or travel demand management plans;
5. Development staging identifying the year of development activities per stage and proposed access plans;
6. A transportation system inventory, which is a description of the physical, functional and operational characteristics of the study area highway system and, where appropriate, local transit service. The description should provide, where pertinent, data on:
 - i. Peak-hour volumes;
 - ii. Number of lanes;
 - iii. Cross section;

- iv. Intersection traffic signals and configuration;
 - v. Traffic signal progression;
 - vi. Percentage of heavy trucks;
 - vii. Grades;
 - viii. Adjacent access point locations;
 - ix. Jurisdiction;
 - x. Transit routes and stops;
 - xi. Transit frequency.
- 7. Shared access agreements; and
 - 8. Proposed transportation improvements.

(d) A traffic impact study shall include a traffic analysis. Extensive documentation is required for the Department to review and accept the traffic volumes presented in a traffic analysis. The logic and calculations that provide these volumes must be shown.

- 1. For trip generation, applicants shall use the Institute of Transportation Engineers publication entitled "Trip Generation, 6th Edition," 1997 or superseding edition, or superseding rates adopted by the Department. For land uses not listed in this source or when an applicant believes these rates are not representative, the Department may accept alternative evidence of representative rates. The rates shall be summarized in tabular form for each analysis time period and indicate size, type, and appropriate ITE land use code. The applicant must seek prior approval from the Department or request a waiver for trip generation rates other than those specified above. The documentation must cite specific locations and describe the land use in detail. Facts supporting the use of rates from these locations must be supplied.
 - i. The peak-hour traffic analysis must identify site, roadway, and coincidental peak-hour conditions, and the beginning and end of the peak-hour used. It shall show the combination of site and background traffic which causes the most critical impacts. The peak-hour will generally be the A.M. and P.M. weekday highway peak-hours. The Department may, depending on development characteristics, require analysis of other peak-hours, such as Saturday afternoon or evening. In the event that the least peak-hour of

- generation of the A.M., P.M., and Saturday conditions evaluated is 50 percent or less of the maximum peak-hour generation, a traffic analysis shall not be required for the least peak-hour.
- ii. For mixed-use developments, internal trips should be addressed in the trip distribution section.
2. For trip distribution, the procedure and rationale shall be documented. Trip tables for each land use on the lot shall be shown. The documentation shall tie the trip table to the data source, such as U.S. Census Journey to Work, marketing studies, or employment data. Where existing travel patterns are used for all or a component of the site's traffic, an explanation is required as to why the expected patterns are likely to replicate these existing patterns.
 3. The traffic assignment shall follow logically from the trip distribution. Any special conditions must be explained.
 - i. Peak-hour traffic volumes covering the analysis area shall be depicted graphically. They must identify site generated, primary, passby, and total traffic.
 - ii. Entering and exiting traffic shall be routed on public roadways and the applicant's lot. Routing on any other lot shall meet the requirements of 16:47-3.12(n).
 4. Support shall be provided for any credits or reductions for passby trips or mixed-use developments. Included shall be an explanation of how these trips are being captured and a demonstration that the existing traffic volume is high enough to support the rates used. Because of the highly judgmental nature of passby trips, it is important to discuss them at the pre-application conference. An agreement on the rates or an agreement on the approved can be reached at the conference.
 5. The study locations shall be established pursuant to 16:47-4.36.

(e) A traffic impact study may include a travel demand management plan. This is an optional plan. The trip reduction anticipated in an approved travel demand management plan shall be deemed to reduce the site trips, thereby also reducing site traffic impacts and associated fair share financial obligations.

(f) Highway traffic volumes shall be prepared for the build year or such other years as may be appropriate due to development staging or programmed highway improvements. The traffic volumes shall be determined by applying background traffic growth rates, prepared pursuant to 16:47-4.38, to traffic counts, obtained pursuant to



16:47-4.37. The traffic volumes shall represent the traffic volumes anticipated on the date the access is to open.

(g) The traffic impact study shall include a capacity analysis.

1. The "1994 Highway Capacity Manual" (HCM), Special Report 209, or superseding issue is the standard for capacity analysis. The use of other procedures must be justified and documented. Capacity work sheets must be provided as an appendix to the traffic impact study. The Department will accept calculations performed using computer software based on the HCM. The Department preference is for McTrans software. The applicant shall obtain the approval of the Bureau of Major Access Permits before using any other software. Any deviation from the HCM accepted values shall be fully documented. Default values shall not be used when actual values are reasonably available or obtainable.
2. Capacity analysis shall be performed at each access point for the lot and the study locations identified in 16:47-4.36. The interaction of conflicting traffic movements shall be addressed in the traffic impact study.
3. Impacts should be evaluated with and without development traffic and with and without any proposed transportation improvements for the build years. For staged developments, no-build analyses for latter stages are not to include traffic and improvements from earlier stages of the development.
4. Alternate access availability shall be addressed.
5. The no-build analysis of future years shall be based on traffic signal timing which is possible with the existing traffic signal hardware and will be appropriate for the future year no-build traffic volumes. The build analysis may use traffic signal timing changes which are possible with the existing traffic signal hardware and comply with the standards for progression pursuant to 16:47-4.21(a)6.
6. Summary tables shall show, as appropriate to the type of analysis, volume, number of lanes, green time, volume to capacity ratio, delay, LOS, and reserve capacity for each lane group or movement on each approach. These tables shall facilitate comparison of build and no-build conditions and of existing and improved configurations based on the LOS standards. Sample summary tables are shown in Appendix M, incorporated herein by reference.
7. A fair share analysis prepared pursuant to 16:47-4.34 shall be included.

Section 16:47-4.31 - Design standards

(a) For improvements made to all State highways, except interstate highways, Department design standards shall apply. These standards are set forth in the American Association of State Highway Transportation Officials (AASHTO) publication "A Policy on Geometric Design of Highway and Streets," incorporated herein by reference, and the



“New Jersey Department of Transportation Design Manual–Roadway” and the “New Jersey Department of Transportation Design Manual–Bridges and Structures”. In the case of a discrepancy, the Department manual will govern over the AASHTO publication.

(b) For interstate highways, the design standards are defined in the AASHTO publication “A Policy on Design Standards Interstate System,” incorporated herein by reference. All new highway improvements shall conform to these standards. However, if it proves to be infeasible to do so, the highway improvements shall be designed to the interstate standards that were in effect at the time of the original interstate construction.

Section 16:47-4.32 – Appeal process

(a) The appeal process for minor permits is as follows:

1. The applicant shall submit a written request for reconsideration to the Regional Maintenance Office within 30 days of a notice of rejection or unacceptable permit conditions. The request shall include reasons for the appeal. Within seven days of receipt, the Regional Maintenance Office shall forward the request to the Regional Maintenance Engineer, with pertinent documents, and advise the applicant of this action.
2. Within 10 days of receipt of the reconsideration request, the Regional Maintenance Engineer will determine whether to grant the reconsideration request. If the request is granted, the Regional Maintenance Engineer will schedule a meeting, within 30 days of receipt of the request for reconsideration, with the applicant and provide the applicant with an opportunity to present additional information in support of the application.
3. The Regional Maintenance Engineer shall render a decision in writing within 15 days of the meeting and so notify the applicant. If the Regional Maintenance Engineer denies the applicant’s request for reconsideration or if the applicant does not agree with the decision of the Regional Maintenance Engineer, the applicant may submit an appeal to the Executive Director for Regional Operations within 15 days.
4. The Executive Director for Regional Operations shall schedule an informal hearing within 10 days of receipt of the applicant’s appeal. The Executive Director for Regional Operations may conduct the hearing or designate the Manager of the Bureau of Major Access Permits as the hearing officer. At the hearing, the applicant will be afforded an opportunity to present further information justifying the acceptance of the access plan.
5. In reaching the final agency decision, the Executive Director for Regional Operations shall consider the information presented at the hearing and the recommendation of the hearing officer if designated and the criteria set forth in

the Act and these rules, the lot owner's right of reasonable access to the general system of streets and highways in the State and the public's right and interest in a safe and efficient highway system. The Executive Director for Regional Operations shall render the final agency decision, with reasons, within 10 days of the informal hearing and so notify the applicant in writing.

(b) The appeal process for all major permits, concept reviews, and developer agreements shall be as follows:

1. The applicant shall submit a written request for reconsideration to the Bureau of Major Access Permits within 30 days of a notice of rejection or unacceptable permit conditions. The request shall include reasons for the appeal.
2. Within 10 days of receipt of the reconsideration request, the Manager of the Bureau of Major Access Permits will determine whether to grant the reconsideration request. If the request is granted, the Manager of the Bureau of Major Access Permits will schedule a meeting, within 30 days of the reconsideration request, with the applicant and provide the applicant with an opportunity to present additional information in support of the application.
3. The Manager of the Bureau of Major Access Permits shall render a decision in writing within 15 days of the meeting and so notify the applicant. If the Manager of the Bureau of Major Access Permits denies the applicant's request for reconsideration or if the applicant does not agree with the decision of the Manager of the Bureau of Major Access Permits, the applicant may submit an appeal to the Director, Division of Design Services, within 15 days.
4. The Director, Division of Design Services, shall schedule an informal hearing within 10 days of receipt of the applicant's appeal. The Director, Division of Design Services, may conduct the hearing or designate a Bureau Manager as hearing officer. At the hearing, the applicant will be accorded an opportunity to present further information justifying the acceptance of the access plan.
5. In reaching the final agency decision, the Director, Division of Design Services, shall consider the information presented at the hearing and the recommendation of the hearing officer if designated and the criteria set forth in the Act and these regulations, the lot owner's right of reasonable access to the general system of streets and highways in the State and the public's right and interest in a safe and efficient highway system. The Director, Division of Design Services, shall render the final agency decision, with reasons, within 10 days of the informal hearing and so notify the applicant in writing.

Section 16:47-4.33 – Highway improvement projects and permits

(a) The Department, either in conjunction with its construction projects, in conjunction with projects advanced by others, or through separate access projects, may adjust, modify, or revoke highway access permits, to provide access in compliance with this Access Code. Such Department activities shall be classified as either an adjustment of access, a modification of access or a revocation of access. If the Department determines that compliance with the Access Code is not reasonably attainable or would leave the property without reasonable access to the general system of streets and highways, it shall adjust, modify, or revoke access based upon maximum achievement of the goals and purposes of the Access Code.

(b) Adjustment of access shall be as follows:

1. This is restricted to 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, such as when the highway is widened, or changing the elevation or profile of an access point.
2. Lot owners will not be notified individually of the Department's decision to adjust an access point unless right-of-way is also being acquired. Public notice of the highway improvement project will be provided prior to the beginning of construction.
3. The Department may issue permits to the owners of lots that did not have issued permits or lots with grandfathered permits.

(c) Modification of access shall be as follows:

1. This is restricted to 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). The changes shall be in accordance with the requirements of 16:47-3.4, 3.5 and 3.8. The modifications shall enable continuation of the apparent existing use on the lot.
2. The Department shall notify each lot owner in writing of the proposed access modification and provide the lot owner with a plan showing the modification prior to beginning construction.
3. If a lot owner who has received a notice of access modification initiates the sale of the lot before the Department modifies the access permit, the lot owner shall provide the lot purchaser with a copy of the notice of the pending modification. The Department shall not be responsible for providing notice to a lot purchaser.
4. The lot owner shall respond to the Department in writing within 30 days of receipt of the notice, advising the Department of either the acceptance of the

modification plan or the appeal of the plan. The Department shall deem the lot owner's failure to respond to the notice as a waiver of the owner's opportunity for an informal meeting and informal hearing.

5. Upon receipt of an appeal of a modification plan, the Manager of the Bureau of Major Access Permits shall schedule an informal meeting with the lot owner to resolve any differences. Thereafter, the Manager of the Bureau of Major Access Permits shall issue a decision in writing within 30 days of the meeting and shall so notify the lot owner. The lot owner shall be further advised that, if the lot owner does not agree with the decision, the lot owner may submit an appeal to the Director, Division of Design Services, within 30 days.
6. The Director, Division of Design Services, shall schedule an informal hearing within 10 days of receipt of the lot owner's appeal. The Director, Division of Design Services, may conduct the hearing or designate a Bureau Manager as hearing officer. At the hearing, the lot owner will be accorded an opportunity to present further information regarding objections to the modification plan.
7. In reaching the final agency decision, the Director, Division of Design Services, shall consider the information presented at the hearing and the recommendation of the hearing officer if designated and the criteria set forth in the Act and these regulations, the lot owner's right of reasonable access to the general system of streets and highways in the State and the public's right and interest in a safe and efficient highway system. The Director, Division of Design Services, shall render the final agency decision, with reasons, within 30 days of the informal hearing and so notify the lot owner, in writing.
8. The Department shall issue permits to the owners of lots with modified access.

(d) Revocation of access shall be as follows:

1. This is restricted to eliminating direct ingress, egress, or ingress and egress and providing access to a street, highway, easement, service road or common driveway other than the subject State highway.
2. For a lot that is used for purposes more intense than it is zoned for, the existing use shall be used to classify which revocation standards apply. Prior to revocation, the Department shall determine that the lot has reasonable access to the general system of streets and highways in the State, other than its State highway access, and that:
 - i. For a lot zoned or used for commercial purposes, has access onto any parallel or perpendicular street, highway, easement, service road, or common driveway, which is of sufficient design to support commercial traffic to the site, and is situated so that motorists will have a convenient, direct, and well-marked means of reaching the site and returning to the State highway.



- Commercial purposes include, but are not limited to, wholesale facilities, retail facilities, service establishments, office buildings, research buildings, and residential parcels of at least 25 acres and at least four residential units per acre;
- ii. For a lot zoned or used for industrial purposes, has access onto any improved public street, highway, access road, or easement across an industrial access road, which is of sufficient design to support necessary truck and employee access as required by the industry;
 - iii. For a lot zoned or used for residential or agricultural purposes (except as provided in (d)2i above), has access onto any improved public street or highway; and
 - iv. In making the determinations required in (d)2 i and ii above, the Department shall evaluate the lot under the conditions that exist as of the date of the notice provided pursuant to (d)3i below.
3. The Department shall provide to the lot owner and all lessees, at least 90 days prior to any hearing:
- i. A notice of the Department's intention to revoke an access permit;
 - ii. A plan depicting reasonable alternative access and signing, as described in (d)9 below; and
 - iii. A plan depicting any improvements the Department will make to provide the access.
4. The Department shall provide the lot owner with written notice of the owner's right to request a hearing in accordance with the provisions of the Administrative Procedure Act, 52:14B-1 et seq., and the Uniform Administrative Procedure Rules, N.J.A.C. 1:1. Any such request must be made within 30 days of the lot owner's receipt of the notice of the Department's intention to revoke an access permit. The Department shall deem the lot owner's failure to respond to the notice as a waiver of the owner's right to a hearing.
5. If a lot owner who has received a notice of access revocation pursuant to (d)3 i above initiates the sale of the lot or leases to a new tenant before the Department revokes the access permit, the lot owner shall provide the lot purchaser or new tenant with a copy of the notice of the pending revocation. The Department shall not be responsible for providing notice to a lot purchaser or new tenant.

6. The Department may hold an informal meeting with the lot owner to resolve any differences.
7. The Department shall file a copy of the plan with the municipal clerk and the planning board secretary of the municipality in which the lot is located. If the alternative access is to a county road, the Department shall also send a copy of the plan to the county clerk and county planning board.
8. The Department shall provide all necessary assistance in the establishment of the alternative access. Such assistance shall include, but not be limited to, the costs and expenses associated with:
 - i. Removal of existing driveways;
 - ii. Construction of alternative access;
 - iii. Engineering design;
 - iv. On-site circulation improvements to accommodate the changes in access;
 - v. Landscaping to replace that disturbed by the changes in access;
 - vi. Replacement of directional and identifying signs as provided in (d)9 below;
 - vii. Acquisition of lands or rights or interests in lands to accommodate the changes in access; and
 - viii. Acquisition of any other right required to accommodate the changes in access.
9. For property meeting the definition of commercial property in (d)2 i above, the Department shall erect on the State highway and on connecting local highways suitable signs directing motorists to the new access location. When the Department provides signing for alternative access, it shall use generic, white messages on green or blue background signs of no more than eight square feet (0.75 square meters). The signing shall be placed in locations designated by the Commissioner and shall be maintained for a period of one year after the opening of the alternative access, after which time the Department may remove the signs or replace them with general signs, such as "Business District," "Service Road," or "All Services."
10. The Department shall provide the necessary roadway pavement structure and road widths meeting municipal standards for municipal roads and county standards for county roads for local roads traversed by traffic using the alternative access in lieu of the State highway access. The Department shall



administer this provision as shown in Appendix H, incorporated herein by reference. The Department shall also provide a level of service to accommodate existing traffic plus site-generated traffic meeting the requirements of 16:47-4.24 through 4.29. The Department shall not have responsibility for maintaining these local roads.

II. The Department shall issue permits to the owners of lots with alternative access.

(e) Permits issued by the Department for the activities in (a) through (d) above shall be at no cost to the lot owners.

Section 16:47-4.34 – Fairshare financial contributions

(a) The Department may require fair-share financial contributions towards the cost of constructing capacity improvements to the State highway system necessitated by traffic attributable to the development of the lot at those study locations determined in accordance with N.J.A.C. 16:47-4.36 where the LOS violates the standards set forth in N.J.A.C. 16:47-4.24 through 4.29. These improvements may include roadway and structure widenings, frontage roads, intersection improvements, structures, reverse frontage roads, and alternative access. Alternately, the Department may permit the applicant to construct the improvement at the applicant's expense and under Department supervision.

(b) Those improvements which benefit only the applicant shall be entirely the applicant's responsibility and are not considered in the fair share determination. Examples of this are acceleration and deceleration lanes for access points, left turn slots which only provide access to a site, and traffic signals located at the applicant's driveways.

(c) If a lot falls within the boundaries of a designated Transportation Development District (TDD) and the development is subject to a TDD fee assessment, then the Department can only require financial contributions towards the cost of constructing capacity improvements to the State highway system outside the TDD boundaries.

(d) Applicants are responsible for the fair share of the cost of mitigation at each study area location where a LOS violation occurs as determined by analysis pursuant to N.J.A.C. 16:47-4.36.

(e) Site traffic is comprised of the LOS violation component and the acceptable component, as follows: $\text{Site Traffic} = \text{LOS Violation Component} + \text{Acceptable Component}$. The LOS violation component is comprised of those site generated trips which violate the LOS standards at study locations determined in accordance with N.J.A.C. 16:47-4.36. The acceptable component is comprised of those site-generated trips which do not violate the LOS standards.



(f) Mitigation at each location pursuant to (a) above shall add capacity sufficient to accommodate the anticipated increase in traffic between build and no-build conditions at the time the access opens without violations of the LOS standards in N.J.A.C. 16:47-4.24 through 4.29. Mitigation shall also be compatible with, but shall not exceed, the desirable typical section for the State highway segment as shown in Appendix B.

(g) The capacity increase created by mitigation shall be equal to the capacity after mitigation minus the capacity before mitigation as reflected in the following formula: Capacity Increase = Capacity After Mitigation – Capacity Before Mitigation. “Capacity” means the maximum traffic volume possible with LOS E. Capacity before mitigation will be that of the analysis point’s existing configuration under prevailing traffic conditions, such as peak-hour factor and heavy vehicle factor, given the pattern of existing traffic. Capacity after mitigation will be that of the analysis point’s proposed (mitigated) configuration under prevailing traffic conditions, such as peak-hour factor and heavy vehicles factor, given the pattern of existing traffic combined with site traffic. When more than one measure of level of service is possible at an analysis point, such as the various movements at an intersection, then the most sensitive measure shall determine the capacity. Traffic volumes for all movements shall be factored by a constant so that all movements will remain a fixed percentage of the total volume at the analysis point until the maximum attainable volume is achieved without the capacity of any movement being exceeded. The sum of the traffic volumes of all movements is the capacity for that analysis point. At signalized intersections where the level of service of each movement is not a direct function of the traffic volume of another movement, each lane group may be factored independently to determine its capacity, and the lane group capacities added to determine the capacity of the entire intersection. In factoring the lane groups, the traffic volumes should not exceed those that can be reasonably expected to occur at the entire intersection. Capacity Increase = Capacity After Mitigation – Capacity Before Mitigation

(h) The fair share proportion at a location shall be equal to the LOS violation component divided by the capacity increase, as reflected in the following formula:

$$\text{Fair Share Proportion} = \frac{\text{LOS Violation Component}}{\text{Capacity Increase}}$$

(i) The cost of mitigation at a location shall be the cost for the Department to provide the mitigation. This includes:

1. Design of the mitigation;
2. Right-of-way appraisal and acquisition;
3. Construction of the mitigation;
4. Management of the construction; and



5. Environment cleanup, permits and mitigation. Mitigation Cost = Sum of the above mitigation elements

(j) The fair share at a location shall be equal to the fair share proportion times the cost of the mitigation, as reflected in the following formula: Fair Share = Fair Share Proportion x Mitigation Cost.

(k) The fair-share financial contribution shall be equal to the sum of the applicant's fair shares at all locations where level of service violations occur. If, in the Department's sole discretion, it does not anticipate that the mitigation identified for a location in (f) above will be implemented within 15 years of the date of the permit, then the applicant shall have no fair share responsibility at that location. If the application qualifies for reduced fees as set forth in N.J.A.C. 16:47-4.6(b), then the total fair share for the residential component of the lot shall be reduced by the same proportion as the low and moderate income units to the total number of units covered by the application.

(l) If the Department permits the applicant to construct highway improvements under (a) above, then these improvements are to be at locations, studied in accordance with N.J.A.C. 16:47-4.36, where LOS violations occur. In determining the highway improvement to be constructed as a condition of permit approval, the Department shall consider the needs of the applicant and the public.

(m) The Department shall hold all fair-share financial contributions in a designated account which shall identify the fair share amount for each location. Funds may be expended on any of the activities listed in (i) above for any locations identified in (d) above. The Department and the applicant may agree to apply the fair share financial contribution to improvements at less than all of the identified locations. The Department shall refund any contribution and accrued interest applicable to the improvement of an identified location if the improvement is not implemented within 15 years. The refund shall be made to the owner of the lot at the end of the 15 years.

(n) If the Department accepts a right-of-way dedication, the value of dedicated lands shall be a credit against the fair share financial contribution.

(o) The Department will not require fair share financial contributions towards the cost of highway improvements which the Department does not expect will be constructed within 15 years. However, the Department may not approve applications if it finds unacceptable the condition that would be caused by the addition of site traffic to a location which will not be improved within 15 years.



(p) The Department may release fair share financial contributions and accrued interest, or any portion thereof, to any federal, state, regional, or local entity, or to any person or private entity as the Department deems appropriate for the implementation of highway improvements at locations identified in (d) above.

Section 16:47-4.35 – Waivers

(a) No waivers or other relief from design standards or other provisions of N.J.A.C. 16:47-3 and 4 may be granted unless the waiver can be granted without substantial detriment to the safety and operation of the highway and without substantially impairing the intent and purpose of the Act and this Access Code. The Department will not grant waivers from fees, but may waive application requirements or the requirements for applicants.

(b) If an applicant wishes to seek a waiver, a request must be submitted as an attachment to the permit application. A request for waiver form (MT-159) shall be prepared by the applicant. The request for waiver shall state reasons why a waiver is appropriate and include documentation to support the waiver.

(c) If a waiver is granted, the approval of the waiver will be incorporated in the conditions of the permit.

(d) Possible bases for waiver requests include, but are not limited to:

1. Existing substandard conditions;
2. Existing social, economic or environmental constraints;
3. Unique character of a lot;
4. Unreasonableness of strict application of the Access Code under particular circumstances;
5. A boundary such as urban/rural, speed limit, or access classification falling within the frontage of the lot;
6. A lot within an urban enterprise zone;
7. Conflict between the requirements of the Access Code and the requirements of:
 - i. The Pinelands Commission or the Pinelands Protection Act, 13:18A-1 et seq.;
 - ii. CAFRA;
 - iii. The Freshwater Wetlands Act, 13:9B-1 et seq.;
 - iv. The Stream Encroachment Act, 58:16A-50 et seq.;
 - v. Federal Flood Hazard Zone Regulations;



- vi. Delaware River Basin Commission;
 - vii. Delaware and Raritan Canal Commission; and
 - viii. Meadowlands Commission.
8. Lower access classification or capacity of the State highway than that applicable to an intersecting county or municipal street;
 9. Municipal, county or other approving agency imposition of conditions beyond the control of the applicant. If this occurs during the Department application process and the applicant provides documentation of these conditions, the Department will not require a new application and fees as specified in 16:47-4.8(h), 4.11(h) and 4.13(i);
 10. Low or moderate income housing, proposed pursuant to the Fair Housing Act, 52:27D-301 et seq., or under court settlement; and
 11. The applicant can provide evidence that the major or minor type of permit which the Department would determine pursuant to 16:47-4.4 is inappropriate. This may include alternative evidence for traffic generation, pursuant to 16:47-4.4(f), which differs from the information in Appendix E.

(e) Any waiver granted shall only be considered a waiver of a particular standard or provision. It shall not constitute an approval of an application.

(f) The Department shall not grant a waiver associated with 16:47-3.5(a)4 which would reduce the spacing distance to less than the distance required at five miles per hour (approximately 8 kph) less than the posted speed limit.

(g) The Department shall not grant a waiver associated with 16:47-3.8(d)2 for a curblin opening exceeding 80 feet (24 meters). The Department may approve curblin openings and driveway widths for non-residential driveways which exceed, but are as close as possible to, the maximum desirable width when:

1. There is no highway shoulder or auxiliary lane and at least two large trucks per peak hour or 10 large trucks per day will use the driveway; and
2. The geometry precludes safe turns as a result of the shape of the lot or its location on the highway.

(h) The Department shall not grant a waiver associated with 16:47-3.3(d) which would reduce the interchange spacing distance to less than one-half mile (805 meters) on a State segment classified as urban or to less than one mile (1,600 meters) on a State highway segment classified as rural.



Section 16:47-4.36 – Traffic impact study area

(a) Traffic impact study locations shall be established as follows:

1. The half of each trip furthest from the site shall be eliminated. The applicant's responsibility for all trips between the lot and another destination ceases at the midpoint of each trip. This determination shall be made based on a trip table which identifies origins and destinations.
2. Those locations exceeding both 100 new half-trips during the critical peak hour(s), determined in accordance with 16:47-4.30(d)1i and 10 percent of the anticipated daily site traffic shall be analyzed. Intersections, uninterrupted flow sections, weaving sections, merges, and diverges are examples of locations which shall be analyzed.
3. When determining whether the new 100 peak hour half trips and the 10 percent of the anticipated daily site traffic in accordance with (a)2 above have been met, the following criteria shall be utilized:

i. For signalized intersections:

(1) The number of existing separate traffic signal phases shall be determined;

(2) For each signal phase, the number of new site-generated peak hour half trips assigned to each traffic movement on each approach shall be determined. When a traffic movement is allotted green time in two or more signal phases, the traffic volume based on the percentage of the available green time for traffic movement shall be proportional;

(3) For each signal phase, the site-generated traffic volumes that conflict shall be added together. In the event that the signal phasing and geometry preclude traffic conflict, the highest site-generated half trips traffic volume for any given signal phase by direction shall be considered the traffic volume in conflict. The higher traffic volume in conflict under each signal phase shall be taken;

(4) The traffic volumes for all traffic signal phases obtained in (a)3i(3) above shall be added. This is the total number of new site-generated peak hour vehicle trip impacts for determining study area locations at the signalized intersection;

(5) If the total number of new site-generated peak hour half trips is greater than or equal to 100, then this location may be a study area location and the

above four steps shall be repeated for anticipated daily site-generated traffic. If the number is less than 100, then the signalized intersection is not a study area location; and

(6) If the total number of new site-generated daily half trips at the location is greater than or equal to 10 percent of the new site-generated daily trips, then this location is a study area location. If the number is less than 10 percent, then the signalized intersection is not a study area location.

ii. For divided highways, at ramps and ramp junctions, unsignalized intersections, uninterrupted flow sections, weaving sections, merges and diverges, the assignment of site-generated traffic volumes within the half trip length shall be determined as follows:

(1) Turning site trips are defined as that component of the site-generated traffic volume, within the half trip length, which will turn on to or off of the highway within 1,500 feet (457.5 meters) of a highway access point. Through site trips are defined as that component of the site traffic volume, within the half trip length, which will not turn on to or off of the highway within 1,500 feet (457.5 meters) of a highway access point;

(2) Through site trips shall be uniformly distributed among the through lanes on the highway. Assign turning site trips to the right-most through lane;

(3) If the total number of turning site trips plus through site trips in the right-most through lane during the peak hour is greater than or equal to 100, then this location may be a study area location and this test shall be repeated for anticipated daily site-generated traffic. If the number during the peak hour is less than 100, then the location is not a study area location; and

(4) If the total number of turning site-generated daily trips is greater than or equal to 10 percent of the daily trips, then this location is a study area location. If the number is less than 10 percent, then the location is not a study area location.

iii. For all other locations, the general standards in accordance with (a)1 and 2 above shall be applied.

4. Driveways to lots except for the applicant's driveways shall not be considered study area locations. However, signalized driveways shall be addressed when progression is analyzed pursuant to 16:47-3.4(b)2, 3.4(c)2 and 4.30(c)6v.



Section 16:47-4.37 – Traffic counts

- (a) Traffic counts shall be taken by the applicant or, if available at the Department, obtained from the Department for study area locations.
- (b) Traffic counts shall be shown by 15-minute intervals over a period long enough to establish a peak hour. This period is generally two hours. During this period, there shall be no conditions such as detours, accidents, or inclement weather that could affect traffic volumes. Traffic counts shall not be taken on or near holidays or other special events when traffic may not be representative of average daily traffic.
- (c) Only traffic counts performed outside the seasonal peak period (in tourist or recreational areas) shall be adjusted to the peak period. Traffic count data taken within 12 months of the application date are required. Classified manual turning-movement counts for one day shall be supported by one week of machine counts. To be acceptable, a manual count must be within 10 percent of the machine count on each approach that day, considering the total for the manual counting period. Weekday peak-hour manual counts shall be factored to agree with the weekday machine count for the highest hour of the week. Saturday manual counts, if within 10 percent of the machine counts, need not be factored but shall encompass the machine peak hour for the day. The number of two-way, all lane, machine counters shall be no less than the number of signalized intersections to be counted. Generally, the counters shall be placed to cordon the State highway limits of the study area. All counts shall be included in the traffic impact study as an appendix. The Department may require evidence of proper calibration of automatic traffic recorder (ATR) equipment.
- (d) Vehicle classification must be sufficient to address the needs of the capacity analysis in 16:47-4.30(g). However, where large percentages of multi-axle vehicles are present it may be necessary to more finely stratify the classification in order to conform to the machine count.
- (e) At or after a pre-application meeting, the Department may approve alternative proposals for counting programs as long as they conform to the intent of (b) through (d) above.

Section 16:47-4.38 – Background traffic growth rates

- (a) The Department shall publish background traffic growth rates which cover the entire State.
- (b) These rates are only for use for access applications submitted to the Department.



(c) The Department shall update these rates every two years.

(d) Background traffic growth rates do not include specific developments. Applicants shall add to background traffic the average anticipated traffic from major traffic generators, located on the State highway system and within the study area, which:

1. Existed, but were inactive, at the time that the applicant took traffic counts, including developments that were issued an access permit by the Department but have not yet been constructed;
2. Were under construction at the time the applicant took traffic counts;
3. Opened since the applicant took traffic counts; and
4. Were issued an access permit by the Department since the applicant took traffic counts.

Section 16:47-4.39 - Reserved

Section 16:47-4.40 - Lot consolidation or subdivision permits process

(a) The Regional Maintenance Office will determine whether an application meets the criteria for the type of application applied for and the application is acceptable for review. The Regional Maintenance Office will then send a written notice of these determinations to the applicant within 10 days of receipt. Applicants shall submit to the Bureau of Major Access Permits applications that are companion applications to major access permit applications in accordance with 16:47-4.7.

(b) The application will be reviewed and either approved or denied within a maximum of 45 days. If the application is approved, the Regional Maintenance Office will request that the applicant submit the permit documents and the permit fee. A permit will be issued within a maximum of 50 days of receipt of a complete application if the application is approved.

(c) The applicant shall submit the completed and signed permit documents and permit fee to the Regional Maintenance Office within 180 calendar 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) 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.

(f) If the applicant changes the proposed lot consolidation or subdivision 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 lot consolidation or subdivision, however, a new application and fee shall always be submitted.

(g) A lot consolidation or subdivision permit only applies to lot consolidation or subdivision. Such a permit does not authorize any physical change, only changes to lot lines. Any change to an existing access point or the addition or removal of an access point must be authorized by an access permit instead.

Section 16:47-4.41 - Lot consolidation or subdivision permits checklist

(a) Applications for lot consolidations or subdivisions shall be accompanied by two 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).

(b) The following information shall be submitted for both the lot consolidation and subdivision applications:

1. Site location map (The Key map must reference at least two cross streets on each side of the property, milepost, north arrow and scale);
2. Zoning designation for lot;
3. Copy of tax map showing existing: block number, lot number and lot lines;
4. Topography, on the lot and its frontage;
5. Length of lot frontage along highway and frontage of next adjacent non-single-family residential lots;
6. Locations of all existing lot driveways;
7. Curblin openings;
8. Driveway width;
9. Driveway alignment with respect to the highway;
10. Edge clearance;
11. Corner clearance;
12. Driveway and island radii;



13. Number of existing units for residential use; rooms for hotels and motels; square footage for retail, office, and warehouse; or appropriate unit of measure for other land use;
14. Type of vehicles anticipated;
15. Percentage of traffic anticipated to use each access point on each lot;
16. Dimensions from the lot line to the edge of pavement;
17. Copies of transmittals of duplicate applications to the municipal clerk and county planning board; and
18. A copy of the deed or the preliminary subdivision approval.

Section 16:47-4.42 – Temporary permits process

(a) The Regional Maintenance Office shall determine whether an application meets the criteria for the type of application applied for and the application is acceptable for review. The Regional Maintenance Office shall send a written notice of these determinations to the applicant within 10 days of receipt.

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

(c) The applicant shall submit the completed and signed permit documents and permit fee to the Regional Maintenance Office within 30 calendar 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) 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.

(f) A temporary permit shall be valid for a maximum of one year. No extensions of time shall be allowed.



(g) The temporary access point shall be removed prior to the expiration of the permit. The permit shall establish the date for removal. The permit shall also address the restoration of the State highway right-of-way.

(h) There shall be no more than one temporary access point per lot.

Section 16:47-4.43 - Temporary permits checklist

(a) Applications for temporary permits shall be accompanied by two 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). Plan sheet size shall not exceed 24 inches (594 millimeters) by 36 inches (841 millimeters).

(b) The following information shall be submitted for temporary permit applications:

1. Site location map (The Key map must reference at least two cross streets on each side of the property, milepost, north arrow and scale);
2. Copy of tax map showing existing: block number, lot number and lot lines;
3. Topography, on the lot and its frontage;
4. Length of lot frontage along highway;
5. Locations of all existing lot driveways;
6. Curblin openings;
7. Driveway width;
8. Driveway alignment with respect to the highway;
9. Edge clearance;
10. Corner clearance;
11. Driveway geometry;
12. Type of vehicles anticipated;
13. Estimated 24-hour traffic anticipated to use the access point; and
14. Dimensions from the lot line to the edge of pavement.

Subchapter 5 - PROCEDURE FOR CHANGES IN CLASSIFICATION

(§§ 16:47-5.1 – 16:47-5.6)

Section 16:47-5.1 - Lot or site conformance

(a) The Department has established acceptable spacing standards between adjacent lots or sites to manage the distance between driveways accessing a State highway. These standards are described as lot or site conformance spacing distance requirements and are measured as the spacing between lot or site centerlines. Lots or sites that do not meet the spacing requirements are considered nonconforming lots and



are subject to maximum trip limitations. Municipal or county streets that are under Department jurisdiction, but are not numbered State highways, will be considered as non-State highways for the purpose of calculating conformance.

(b) Two or more tax map parcels that constitute a site will be considered one lot for the purpose of determining conformance.

(c) Two or more adjacent lots can be treated as a single lot if they have a shared driveway. This condition must be recorded in the deeds for each lot. The determination of conformance shall then be made for the combination of lot frontages. If the combination is conforming, then no maximum trip limitations shall be applied. If the combination is nonconforming, then the maximum trip limitations set forth in N.J.A.C. 16:47-5.2 shall be applied based upon the combined frontage and acreage of the lots and distributed between the lots at the owners' discretion.

(d) Conformance will not be applied to streets.

(e) Conformance will be applied as follows:

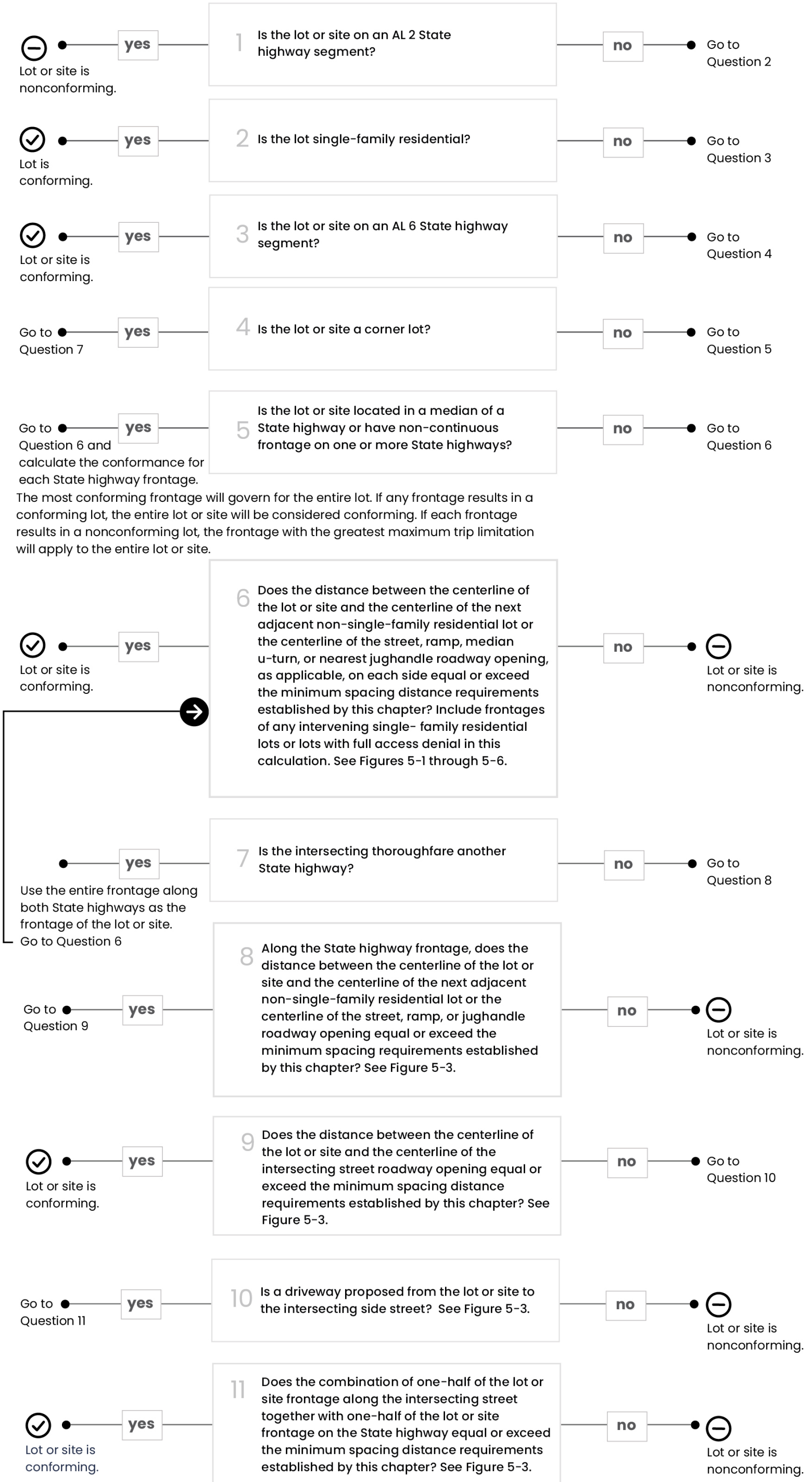
1. Any lot or site on a State highway segment designated AL 2 will be a nonconforming lot.
2. Any single-family residential lot on a State highway segment not designated AL 1 or AL 2 will be a conforming lot.
3. Any lot or site on a State highway segment designated AL 6 will be a conforming lot.

(f) The conformance of lots or sites not described in (e) above will be determined using the spacing distances in Table 1 in conjunction with Figures 5-1 through 5-10 and the lot conformance flow chart found below.

TABLE 1 – SPACING DISTANCE REQUIREMENTS

Posted Speed Limit (mph)	Distance (feet)
20	85
25	105
30	125
35	150
40	185
45	230
50	275
55	330

LOT OR SITE CONFORMANCE



KEY

- ✓ Lot or site in conforming
- ⊖ Lot or site is not conforming



(g) In calculating conformance, when a street, ramp, or jughandle is the next non-single-family residential lot, measurements shall be made to the center of the street, ramp, or nearest jughandle roadway opening as applicable. The center of the roadway opening measurement shall be the midpoint between the points of tangency of the curb radii if curbing exists or the centerline of the pavement if there is no curbing. If the side street intersection includes a channelized right turn lane, the center of the roadway opening shall be measured to the midpoint of the channelized right turn lane as previously described.

(h) In measuring the frontage of lots with partial access denial for the calculation of conformance, the access denial will be ignored and the full frontage included in the measurement.

(i) In calculating conformance, lots with full access denial will be treated as single-family residences and skipped over but the frontage will be included in measuring the distance to the centerline of the next non-single-family residential lot, street, ramp, or jughandle roadway opening.

In Figures 5-1, 5-2A, and 5-2B, midblock Lot 2 is conforming if the distance between its centerline and the centerlines of each of the next adjacent, non-single-family residential lots or the distance to the centerline of a street, ramp, or jughandle roadway opening, as applicable, is greater than or equal to the spacing distance. A single-family residential lot 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. Similarly, frontage designated as access denial on any lot shall be included in that lot's frontage when determining the distance to the centerline of the next adjacent non-single-family residential lot, or the centerline of the street, ramp, or nearest jughandle roadway opening.

Figure 5-1:
MEASURING MIDBLOCK LOTS FOR CONFORMANCE

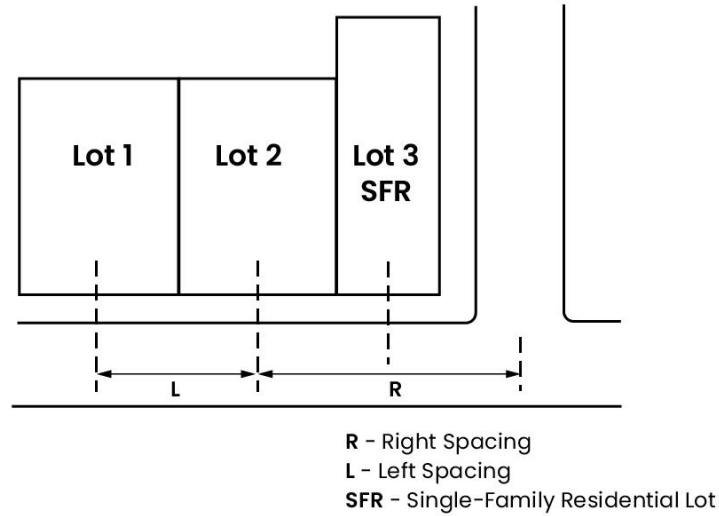


Figure 5-2A:
MEASURING CONFORMANCE
WITH LOTS THAT HAVE FULL DENIAL OF ACCESS

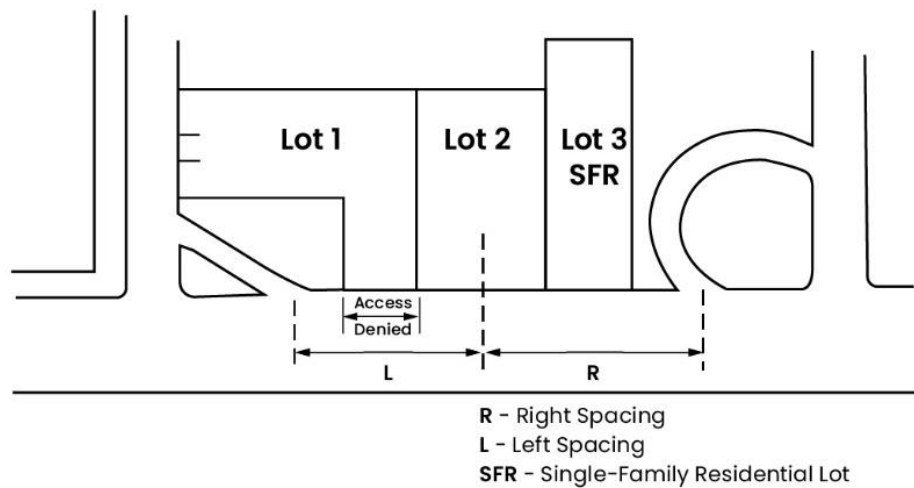
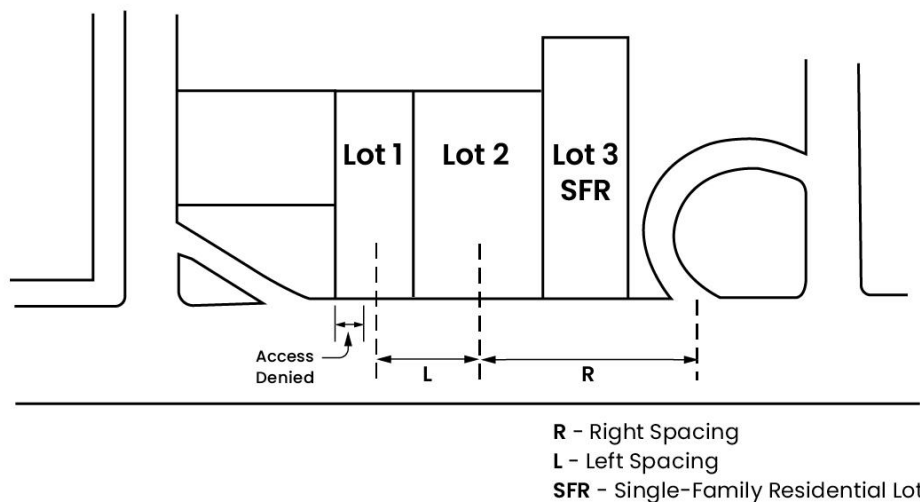


Figure 5-2B:
MEASURING CONFORMANCE WITH LOTS THAT
HAVE PARTIAL DENIAL OF ACCESS

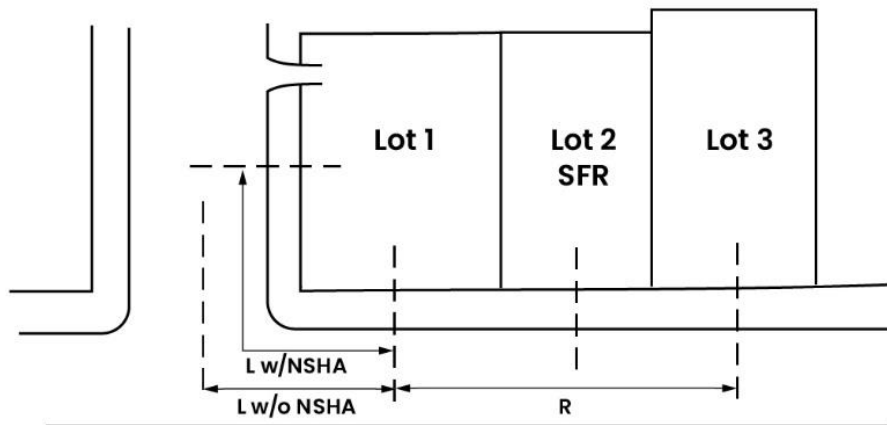


In Figure 5-3, corner Lot 1 is conforming if the distance between its centerline and the centerline of the next adjacent, non-single-family residential lot is greater than or equal to the spacing distance and the conditions of either (1) or (2) below are met. A single-family residential lot shall not be considered an adjacent lot, but its frontage shall be included when determining the distance to the centerline of the next adjacent lot. Similarly, frontage designated as access denial on any lot shall be included in that lot's frontage when determining the distance to the centerline of the next adjacent non-single-family residential lot, or the centerline of the street, ramp, or nearest jughandle roadway opening.

(1) When non-State highway access will not be provided to the adjacent side street and 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; or

(2) When non-State highway 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.

Figure 5-3:
MEASURING CORNER LOTS FOR CONFORMANCE



- R - Right Spacing
- Lw/NSHA - Left Spacing with Non-State Highway Access
- Lw/o NSHA - Left Spacing without Non-State Highway Access
- SFR - Single-Family Residential Lot

In Figures 5-4 and 5-5, Lot 1 with noncontinuous frontage on one or more State highways is conforming if the distance between the centerline of either Frontage 1 or Frontage 2 and the centerlines of each of the next adjacent, non-single-family residential lot or the distance to the centerline of a street, ramp, or jughandle opening, as applicable, is greater than or equal to the spacing distance. If both frontages are nonconforming, the lot or site is nonconforming and the most conforming frontage with the greatest maximum trip limitation will apply to the entire lot or site.

Figure 5-4:
MEASURING LOTS WITH NONCONTINUOUS FRONTAGE ON ONE HIGHWAY FOR CONFORMANCE

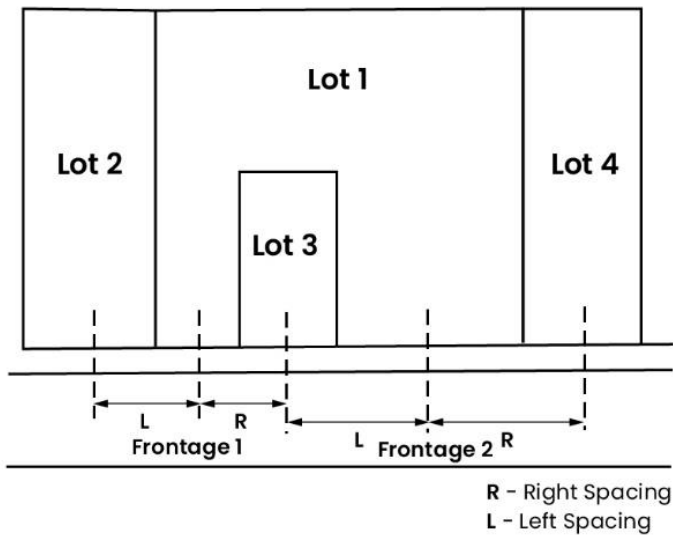
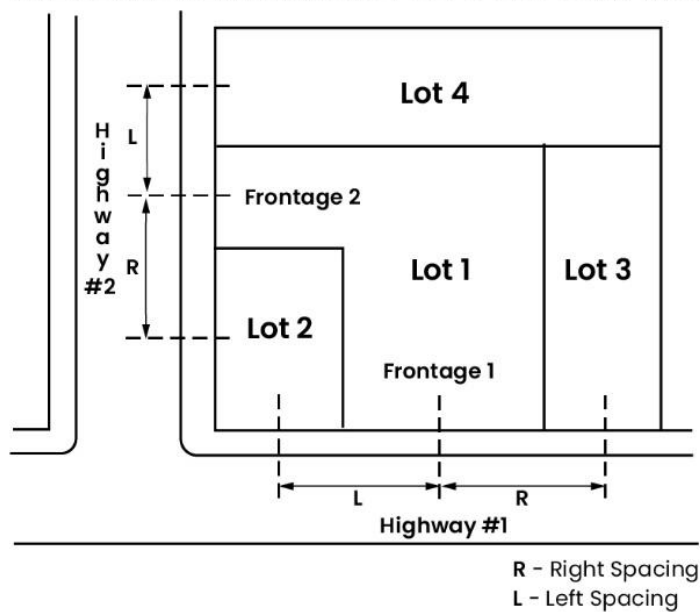
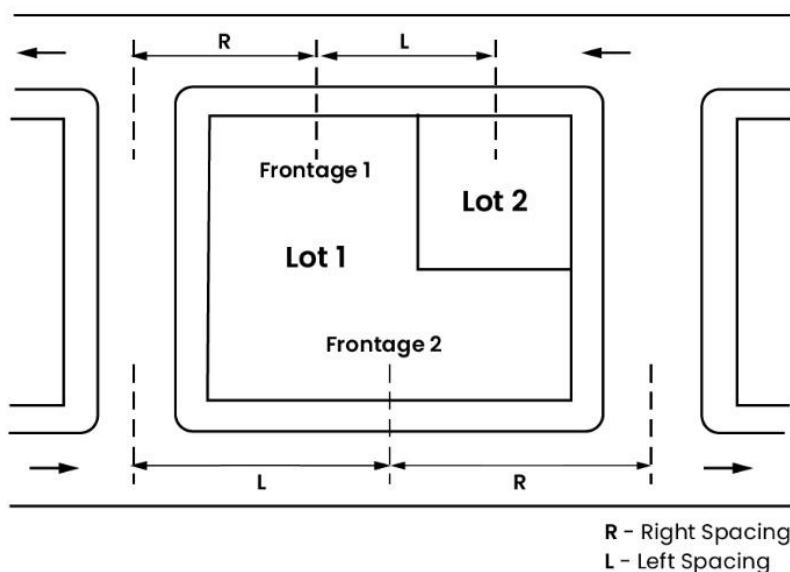


Figure 5-5:
MEASURING LOTS WITH NONCONTINUOUS FRONTAGE ON MULTIPLE HIGHWAYS FOR CONFORMANCE



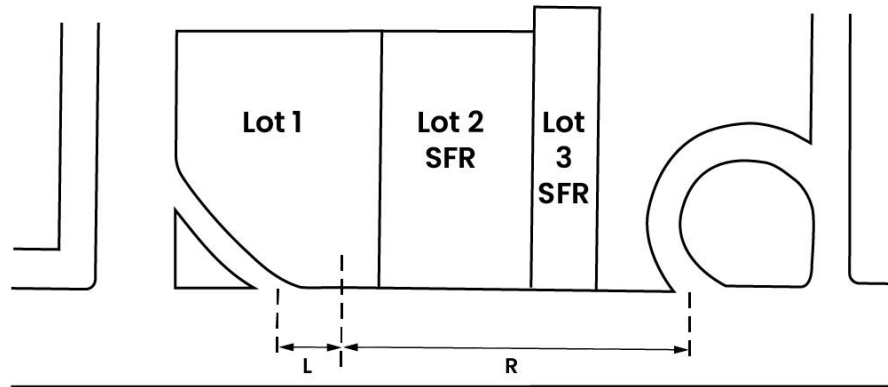
In Figure 5-6, Lot 1 located in the median of a State highway is conforming if the distance between the centerline of either Frontage 1 or Frontage 2 and the centerlines of each of the next non-single-family residential lot or the distance to the centerline of a median u-turn or crossing opening, as applicable, is greater than or equal to the spacing distance. If both frontages are nonconforming, the lot or site is nonconforming and the most conforming frontage with the greatest maximum trip limitation will apply to the entire lot or site.

**Figure 5-6:
MEASURING LOTS LOCATED IN THE MEDIAN
OF A HIGHWAY FOR CONFORMANCE**



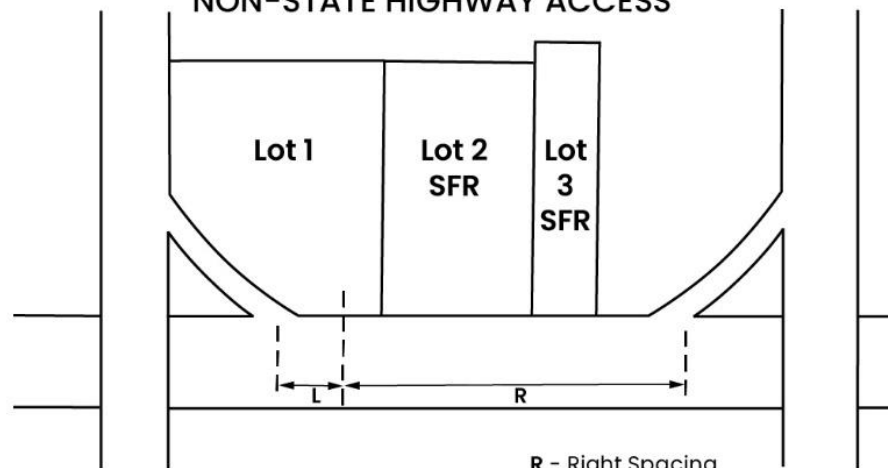
In Figures 5-7 and 5-8, Lot 1 is conforming if the distance between its centerline along its State highway frontage and the centerline of the next jughandle or ramp opening is greater than or equal to the spacing distance. Lots abutting jughandles and ramps are not considered corner lots for determining conformance.

Figure 5-7:
MEASURING CONFORMANCE WITH LOTS
ABUTTING JUGHANDLES WITH OR WITHOUT
NON-STATE HIGHWAY ACCESS



R - Right Spacing
 L - Left Spacing
 SFR - Single-Family Residential Lot

Figure 5-8:
MEASURING CONFORMANCE WITH LOTS
ABUTTING RAMPS WITH OR WITHOUT
NON-STATE HIGHWAY ACCESS

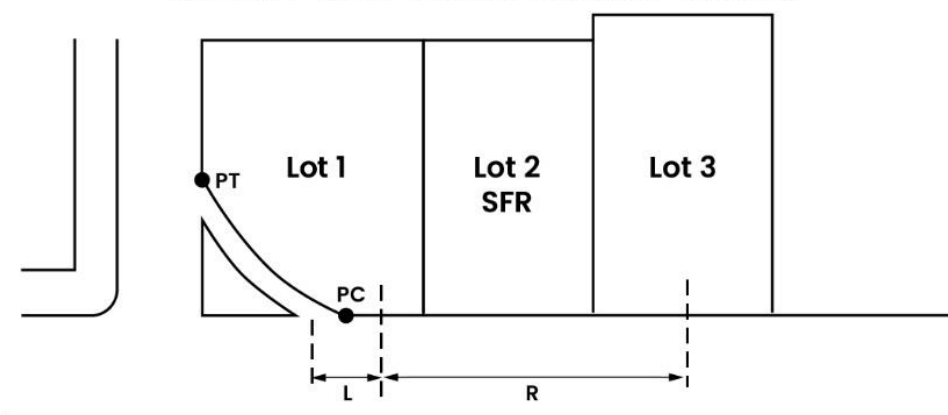


R - Right Spacing
 L - Left Spacing
 SFR - Single-Family Residential Lot

In Figures 5-9 and 5-10, Lot 1 is a corner lot with a channelized right turn lane. Lot 1 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 (1) or (2) below are met. A single-family residential lot shall not be considered an adjacent lot, but its frontage shall be included when determining the distance to the centerline of the next adjacent lot. Similarly, frontage designated as access denial on any lot shall be included in that lot's frontage when determining the distance to the centerline of the next adjacent non-single-family residential lot, or the centerline of the street, ramp, or nearest jughandle roadway opening.

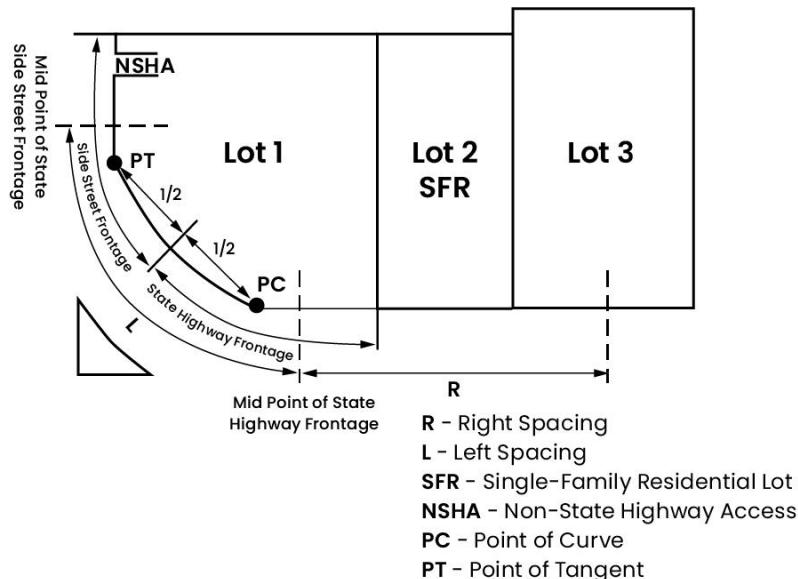
1. When non-State highway access will not be provided to the adjacent side street and the distance between the lot centerline and the centerline of the adjacent channelized right turn lane is greater than or equal to the spacing distance; or
2. When non-State highway access will be provided to the adjacent 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. Both the State highway frontage and the side street frontage shall include half of the arc distance around the channelized right turn in the measurements for this calculation.

**Figure 5-9:
MEASURING CONFORMANCE WITH CORNER
LOTS AND CHANNELIZED RIGHT TURN LANE
WITHOUT NON-STATE HIGHWAY ACCESS**



R - Right Spacing
L - Left Spacing
SFR - Single-Family Residential Lot
PC - Point of Curve
PT - Point of Tangent

Figure 5-10:
MEASURING CONFORMANCE WITH CORNER LOTS
AND CHANNELIZED RIGHT TURN LANE WITH
NON-STATE HIGHWAY ACCESS ON THE SIDE STREET



Section 16:47-5.2 – Trip limitations for nonconforming lots or sites

(a) A nonconforming lot or site is subject to maximum trip limitations that shall not be exceeded and shall be made a condition of the access permit issued for that lot or site. On lots or sites with access to both State highways and streets, maximum trip limitations only apply to the State highway access.

(b) Maximum trip limitations shall be determined as follows:

1. The abbreviations and meaning of the variables used in the formulas below are as follows:
 - i. S – Spacing distance, based on the posted speed limit and N.J.A.C. 16:47-5.1(f).
 - ii. L – Left distance between the lot or site centerline and either the centerline of the next adjacent non-single-family residential lot, or the centerline of the street, ramp, or nearest jughandle roadway opening as applicable, the centerline of the adjacent intersecting street roadway opening for a corner lot, or one-half of the State highway frontage plus one-half of the intersecting

street frontage for a corner lot with access to the intersecting street. The maximum distance for L cannot exceed S.

iii. R – Right distance measured the same as L above. The maximum distance for R cannot exceed S.

iv. A – Area of the lot or site expressed in acres, but no greater than 3.0 on an urban State highway and 2.0 on a rural State highway.

v. V – Maximum peak hour trips (total to and from the lot or site).

2. For lots or sites on an urban State highway, the highest A.M., P.M., or weekend maximum peak hour trips for the driveway between a State highway and a lot or site shall be determined using the following formula:

$$v = 50 + \left(\frac{L + R}{2 \times S} \right)^2 \times A \times 100$$

$$L_{\max} = S$$

$$R_{\max} = S$$

$$A_{\max} = 3.0$$

3. For lots or sites on a rural State highway, the highest A.M., P.M., or weekend maximum peak hour trips for the driveway between a State highway and a lot or site shall be determined using the following formula:

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

$$L_{\max} = S$$

$$R_{\max} = S$$

$$A_{\max} = 2.0$$

4. The maximum peak hour trips (V) will be increased by 15 percent (V = 1.15) if a lot or site has features in (b)4i below. For a lot or site having both of these features, there is a maximum increase of V[max] = 1.3V. No increase pursuant to (b)4i below shall apply to nonconforming lots created under N.J.A.C. 16:47-6.2(a). No increase in the maximum trip limitations shall be given to any lot created by the subdivision of a nonconforming lot.

i. A shared driveway. V will not be increased for a lot or site that has more than one driveway between a State highway and the lot or site. Motorists must be able to drive directly between all of the lots; or



ii. Access to a street other than the State highway. Driveways on municipal or county streets that are under Department jurisdiction but are not numbered State highways will be considered as non-State highway access for the purpose of calculating a maximum peak hour trip bonus described above. The non-State highway access does not have to be to an intersecting side street to be given this bonus.

Section 16:47-5.3 – Review of application

Within 20 days of receipt of an application for a change in classification, the Division of Transportation Systems Planning shall notify the applicant whether or not the application is complete. If the application is incomplete, the notice shall list those items needed to complete the application. Within 60 days of receipt of a notice that an application is incomplete, the applicant may submit such additional information as is necessary to complete the application. Within 20 days of receipt of the additional information, the Division of Transportation Systems Planning shall notify the applicant whether or not the application is complete. The application shall be rejected if the Director, Division of Transportation Systems Planning, determines that a complete application has not been submitted within the specified time periods.

Section 16:47-5.4 – Notice to counties, municipalities, and metropolitan planning organizations

Within 10 days of notifying an applicant that an application is complete, the Director, Division of Transportation Systems Planning, shall forward a copy of the completed application to the clerks of all counties and municipalities in which the segment is located and the metropolitan planning organization associated with the segment.

Section 16:47-5.5 – Decision on request for change in classification

(a) A decision on the request for a change in classification shall be made by the Assistant Commissioner, Planning, Research and Local Government Services. In evaluating the application, the Assistant Commissioner shall consider the existing access classifications of adjacent segments of the State highway system and the county and municipal road networks, conformity with municipal and county master plans and development ordinances and with the State Development and Redevelopment Plan, access classification criteria set forth in 16:47-2.1, and other appropriate factors.

(b) Within 50 days of receipt of a complete application, the Assistant Commissioner, Planning, Research and Local Government Services shall advise the applicant in writing whether or not the classification change request has been accepted or rejected and, in either case, shall provide the applicant with reasons for the decision.



(c) Any accepted change in the access classification of a segment of highway shall be promulgated as an amendment to N.J.A.C. 16:47-2.1, pursuant to the Administrative Procedure Act, 52:14B-1et seq. A proposed change is subject to a public comment period of 30 days.

Section 16:47-5.6 – Appeal of a decision rejecting a change in access classification

(a) Within 20 days of receipt of a decision rejecting a change in access classification, the applicant may appeal the decision to the Commissioner in writing. The applicant must set forth the reasons for the appeal and must set forth, in full, any additional information supporting the request for a change in classification.

(b) Within 30 days of receipt of an appeal, the Commissioner shall advise the applicant in writing of the final agency decision and the reasons for the decision.

Subchapter 6 – LOT SUBDIVISION, LOT CONSOLIDATION, AND NEW STREET INTERSECTIONS (§§ 16:47-6.1 – 16:47-6.12)

Section 16:47-6.1 – General provisions for lot subdivision and lot consolidation

State highway access is granted to a lot or site in its entirety, not to the lot owner. Any change to the lot, including the size or the frontage on the State highway by lot subdivision or lot consolidation, shall require a new access permit pursuant to N.J.A.C. 16:47-8. Such a permit does not authorize any physical change to the lot, only changes to the lot lines.

Section 16:47-6.2 – Lot subdivision

(a) A conforming lot fronting on a State highway can be subdivided in a manner that would create:

1. Conforming lots consistent with the provisions of this chapter;
2. One conforming lot and one nonconforming lot; however, the nonconforming lot must have a shared driveway with a conforming lot;
3. A combination of conforming and nonconforming lots. The maximum number of allowable driveways, including shared driveways, shall be based on the number of conforming lots that could potentially be created from the existing conforming lot prior to subdivision; or

4. Only nonconforming lots, if all of the resulting lots are prohibited from access to the State highway by deed restriction or if all lots created utilize a shared driveway. The maximum number of shared driveways shall be based on the number of conforming lots that could potentially be created from the existing conforming lot prior to subdivision.

(b) A nonconforming lot fronting on a State highway can be subdivided if the resulting lots have only one shared driveway, regardless of the number of lots created by the subdivision.

(c) A shared driveway for nonconforming lots created by subdivision shall be the only State highway access for the lots and requires a deed restriction, in perpetuity, for each lot utilizing the shared driveway.

(d) Nonconforming lots on State highways classified as AL 2 may be subdivided to create new street intersections if the resulting lots are prohibited access to the State highway through deed restriction, and they access the State highway through the new street.

(e) Lot subdivision resulting from the dedication of right-of-way to the Department as a condition of an access permit will not require a lot subdivision permit or permit fee.

Section 16:47-6.3 – Lot consolidation

Two or more existing nonconforming lots may be consolidated to create a conforming lot or a lot that is less nonconforming.

Section 16:47-6.4 – New street intersections

(a) On all State highways classified as AL 3, 4, and 5, a new street intersection may be created only if it does not result in nonconforming lots on either side of the intersection or if the nonconforming lots created only have access to the new street and are deed restricted to indicate the same.

(b) On all State highways classified as AL 2, new street intersections may be created even if they cause nonconforming lots to be more nonconforming. New street intersections will only be approved if the resultant lots only have access to the new street and are deed restricted to indicate that access to the State highway is prohibited.

(c) New street intersections that propose new traffic signals must meet the requirements of N.J.A.C. 16:47 Appendix G, incorporated herein by reference.



Section 16:47-6.5 – Process

(a) The Department may propose the development of an access management plan for any lots fronting on any segment of the State highway system. The proposal shall be initiated by notice to:

1. The mayor of any municipality within which the subject highway segment is located;
2. The mayor of any other municipality within which any proposed improvements designed to provide access to lots fronting on the segment are located;
3. The mayor of any municipality whose local roads would provide access from the lots covered by the access management plan to the subject highway segment;
4. The chief governing official of any county within which the segment is located if a county road intersects such segment;
5. The mayor or chief governing official of any contiguous municipality and chief governing official of any county if the improvements contemplated by the access management plan necessitate coordinated improvements in such municipality or county or if the cooperation of such municipality and county is otherwise necessary;
6. The heads of transportation development districts within which the proposed improvements or lots for which access is designed are located;
7. The heads of transportation management associations whose geographical jurisdiction encompasses all or a portion of a subject highway segment;
8. The heads of independent toll road authorities having jurisdiction over a roadway or ramp intersecting the subject highway segment; and
9. The heads of the metropolitan planning organizations whose geographical jurisdiction encompasses all or a portion of a subject highway segment.

(b) Any municipality may notify the Department by letter addressed to the Commissioner of Transportation, Attention: Director, Division of Transportation Systems Planning, NJ Department of Transportation, 1035 Parkway Avenue, PO Box 609, Trenton, NJ 08625-0609, of a proposal to develop an access management plan for lots fronting on a subject highway segment, provided that the municipality is one within which such segment is located or is one within which improvements proposed to be made as part of the plan are located or within which a municipal road which would provide access to the lots fronting on the segment is located. At the same time, the municipality shall notify those persons identified in (a) above. Any county interested in initiating an access management plan for a State highway shall ask the affected municipalities to proceed as required in this subsection.

(c) The public agency initiating the proposal shall bear 50 percent of the cost of developing the access management plan, and the remaining cost shall be shared equally by the other public agencies participating in the joint planning process, except that the expenses for reproduction, travel, communication, and supplies shall be borne by each public agency. Costs to be shared shall include the time of on-staff professionals and of consultants. In the case of joint initiation, one public agency shall be designated as the initiator and shall be responsible for conveying the 50 percent cost share to the Department.

(d) The Commissioner shall arrange for a preliminary meeting or meetings as soon as practical between representatives of the Division of Transportation Systems Planning and the public agencies that received notice pursuant to (a) above. In the case of a municipally initiated proposal, however, the first meeting shall take place not later than 60 days after receipt by the Commissioner of the notice from the municipality. At the meeting or meetings, the public agency initiating the proposal shall present such proposal in such detail as it deems appropriate.

(e) The Commissioner, within 30 days of the last preliminary meeting, shall send to the represented public agencies written notice of the Department's decision whether or not to proceed with the development of the access management plan.

(f) Should the invited municipalities and counties decide to proceed with the development of the access management plan, the municipal governing body or county board of chosen freeholders shall, after receipt of a written notice from the Commissioner indicating that the Department agrees to proceed, adopt resolutions:

1. Agreeing to enter into the joint planning process with the Department;
2. Agreeing to share in the cost of developing such plan, either by providing in-kind services or cash contributions, and specifying the respective shares of each municipality and county and of the Department; and
3. Designating a primary contact person who shall be authorized to act on behalf of the municipality or county.

(h) Should any of the heads of organizations listed in (a) 6 through 9 above receiving notice decide to participate in the development of the access management plan, they shall notify the Commissioner thereof, in writing, and, when so doing, designate a primary contact person.

(g) The Commissioner, shall notify each primary contact person, within 120 days of sending the notice pursuant to (e) above, that all resolutions have been received and that the joint planning process may begin. The date of this notice shall be known as the



start date for the proposed access management plan. The Commissioner may also, at his or her discretion, provide such notification even if:

1. A municipality or county does not submit such resolution, in which case the access management plan shall not set forth means of access to or improvements on lots within such county or municipality; or
2. An independent toll road authority, transportation development district, transportation management association, or metropolitan planning organization fails to provide notice.

(i) The primary contact people shall constitute the working committee for the access management plan and shall be jointly responsible for maintaining the progress of the work activities. The committee shall be chaired by the Department's primary contact person. Meetings shall be held as often as necessary to formulate the access management plan, but no less than once a month. All primary contact people shall receive advance written notice of the meetings.

(j) A progress report signed by all members of the working committee shall be submitted to the Commissioner every 90 days from the start date.

(k) The committee shall submit the proposed access management plan, in the form of the report and map set forth in 16:47-6.4, to the Commissioner within 360 days of the start date or such later time as may be agreed to by the Commissioner upon a showing by the working committee that completion within the required time is impractical. The extension shall be no greater than 180 days. At the time the proposed access management plan is submitted, each contact person, other than the Department representative, shall submit a resolution from the governing body of his or her municipality or county approving the draft access management plan. At such time, the working committee shall also submit such background reports as are necessary. Such reports shall include at least the names of the working committee members, a chronicle of the start and the completion dates of the different tasks, copies of all municipal and county resolutions, and a complete set of all progress reports and such engineering plans as have been prepared in support of the access management plan.

Section 16:47-6.6 – Public notice and hearing

(a) Upon completion and submission of the access management plan, the Department, municipalities, and counties participating in the joint planning process shall hold a public hearing thereon at a location designated by the Commissioner. A minimum of 15 days notice thereof shall be provided in a local newspaper of general circulation and by mail to owners of lots for which access is designed and upon which any improvements set forth in the plan are located, and to all municipalities and counties located within 200



feet (60 meters) of such lots. The notice shall give the time and place of the hearing and provide that public comments on the proposed plan may be made to the Commissioner.

(b) The working committee shall meet and review the comments made during the public comment period within 60 days after the public comment period. It shall make whatever amendments to the access management plan are appropriate in light of the comments and within 60 days of such meeting, submit any revisions to the plan to the Commissioner. Such revisions shall be signed by all members of the working committee. Revisions that propose changes in the location, but not the number, of driveways and streets shall be classified as minor revisions and shall not require a new public hearing. All other revisions shall be classified as major, unless otherwise designated by the Commissioner, and shall require a new public hearing.

Section 16:47-6.7 - Incorporation

Upon completion of the review of public comments by the working committee and such revisions to the access management plan conditions as may be made, the governing body of the municipality which participated in the joint planning process shall incorporate the access management plan into its land development ordinances and the planning board of such municipality shall amend its master plan to incorporate the access management plan. Certified copies of the ordinances and master plan amendments shall be forwarded to the Commissioner.

Section 16:47-6.8 - Termination or withdrawal

(a) The Commissioner may terminate the work activity if the working committee fails to complete the draft access management plan or to review the public comments and revise the access plan in a timely manner, or the municipalities or counties fail to adopt the ordinance and master plan amendments. In the case of withdrawal by the Department, the work activity shall terminate.

(b) Any participant in the joint planning process may withdraw at any time by so notifying all other participants thereof. The notice shall state the reasons for such withdrawal. In the case of withdrawal by a municipality, the work activity shall terminate in that municipality.

(c) Upon withdrawal or termination, each party shall pay its share of the cost expended to date for developing the access management plan.



Section 16:47-6.9 – Adoption

Within 60 days of receipt of all of the municipal ordinances and master plan amendments, the Commissioner shall incorporate the access management plan into the Access Code in the manner established for adoption of rules pursuant to the Administrative Procedure Act, 52:14B-1 et seq.

Section 16:47-6.10 – Access permit coordination

Upon the adoption of the access management plan, access permits along the highway segment will be processed according to N.J.A.C 16:47-4.17.

Section 16:47-6.11 – Revisions

(a) The Commissioner and any municipality, county, or other noticed public agency listed in 16:47-6.5 (a) which participates in an access management plan may request a revision therein by mailing a letter to all participants setting forth the proposed changes. Within 60 days of such notification, the Commissioner shall schedule a meeting of all members of the original working committee, or such successors as are designated to discuss the revisions. This subsequent working committee shall at least contain representatives from the Department and the municipality. The Commissioner shall determine within 30 days of such meeting whether the proposed revisions are major or minor. The Commissioner shall classify proposed revisions as minor whenever such revisions propose changes in the location of, but not in the number of, driveways or streets which are the subject of the access management plan or whenever it is determined that the proposed revisions should otherwise be treated as minor. All other proposed revisions shall be treated as major. Major revisions may require additional study and shall require public notice and hearing as set forth by 16:47-6.6. Major revisions shall also require acceptance by the working committee, adoption of conforming municipal and county ordinances and master plan amendments, and incorporation into the Access Code by the Commissioner. Revisions shall be completed and submitted within the time frame and in the manner set forth in (b) and (c) below.

(b) Minor revisions shall require acceptance by the working committee, adoption of conforming municipal and county ordinance and master plan amendments, and incorporation into the Access Code by the Commissioner. They shall be accepted by the working committee within 90 days of the first meeting of the committee. The party initiating the proposed revisions shall be responsible for all costs associated with reevaluating and changing the access management plan.

(c) Major revisions may require additional study and shall meet all requirements set forth in 16:47-6.5 through 6.9.



Section 16:47-6.12 – Adopted access management plans

(a) Adopted access management plans, incorporated by reference into this chapter in accordance with 16:47-6.9, are listed in this section. Copies of said plans shall be available from the municipal clerk of the affected municipalities and through the Commissioner, Attention: Director of Transportation Systems Planning, PO Box 600, 1035 Parkway Avenue, Trenton, NJ 08625-0600. Either agency is permitted to charge a fee to cover costs of reproducing and shipping the document to any interested party. The procedure by which an adopted Access Management Plan may be revised is contained in 16:47-6.11.

(b) The following municipalities have approved access management plans:

1. The “Final Report: Route 34, Colts Neck, Highway Access Management Plan,” covering the State highway segment from milepost 12.28 to milepost 13.71, dated April 4, 1997, the plan sheets for the “Access Management Plan for New Jersey Route 34” dated January 15, 1996 (Plan Sheets 2A, 2B and 3) and September 12, 1996 (Plan Sheet 1), and the revised plan sheets for the “Route 34 Access Management Plan, Minor Revision No. 1” covering mileposts 12.74 to 12.99, dated March 12, 2004, and “Route 34 Access Management Plan, Minor Revision No. 2 (Plan Sheet 1),” covering mileposts 12.28 to 12.70, dated January 18, 2005 are incorporated into this chapter by reference. The plans may be obtained from the following source:

Township Clerk, Township of Colts Neck
124 Cedar Drive
Colts Neck, NJ 07722

2. The report for the “NJ Route 72 Access Management Plan Study and Transportation Needs Analysis” covering the State highway segment from mileposts 18.06 to 28.13, in Stafford Township, dated August 1997, and the plan sheets for “Access Management Plan for New Jersey Route 72,” dated July 29, 1997, and supplemented by the design plans for Minor Revision No. 1, dated April 24, 2001 from mileposts 21.69 to 22.99; Minor Revision No. 2, from milepost 18.3, Block 77, Lots 2, 4, 5 and 1.02, dated March 19, 2004; Minor Revision No. 3, milepost 22, Block 27, Lot 1; Block 42, Lot 14.01, dated March 19, 2004; Revision No. 4, dated September 1, 2007, for changes to Block 42.01, Lot 2, milepost 18.4; Block 25, Lot 26, milepost 21.5; Block 75, Lots 2, 3, 4.01, 5, Block 77, Lot 1.06 and Block 120, Lot 15 from mileposts 22.00 to 22.99; Block 74, Lots 3, 6.01 and 6.02, milepost 23; Block 147.107, Lots 142.02 and 151.02, milepost 24.6, may be obtained from the following source:



Township Clerk, Stafford Township
775 East Bay Avenue
Manahawkin, NJ 08050-3498

Subchapter 7 - GENERAL CONDITIONS AND RESTRICTIONS OF PERMITS (§§ 16:47-7.1 – 16:47-7.3)

Section 16:47-7.1 - General conditions

- (a) All improvements made to a State highway shall conform to the requirements found at N.J.A.C. 16:47 Appendix E.
- (b) Traffic control features and devices within the State highway ROW and easements, including, but not limited to, traffic signals, channelizing islands, medians, and median openings are considered operational and safety features of the State highway, and do not provide a particular means of access to a lot or site. Traffic control features within the State highway ROW may be installed, removed, or modified at any time by the Commissioner to promote efficient traffic operations or traffic safety.
- (c) All pavement markings on State highways, including acceleration and deceleration lane markings, and signage installed for the operation of the State highway shall be maintained by the Department and may be removed or modified by the Commissioner, at any time, to promote efficient traffic operations or traffic safety. All pavement markings and signage required for the operation of a driveway or street, such as stop bars and stop signs, shall be maintained by the lot or site owner.
- (d) The Department has jurisdiction over all structures within the State highway ROW and easements including, but not limited to, guide rail, curb, drainage systems, regulatory signs, directional and warning signs, and electrical facilities. Relocation or removal of any of these facilities, at the lot or site owner's expense, may be approved by the Commissioner in conjunction with an access permit. Relocation of State highway facilities and any additional expenses necessitated by the relocation, by the Department in conjunction with an access permit, shall be at the lot or site owner's expense.

Section 16:47-7.2 - General restrictions

- (a) Pursuant to N.J.S.A. 27:7-26, the Department will not permit openings in newly constructed or resurfaced State highways for a period of five years after the construction or resurfacing, without the consent of the Commissioner. This restriction does not apply to the construction of driveways. If openings are allowed, the lot or site owner shall be



required to mill and resurface the section of roadway to the limits and standards established by the Department.

(b) Border areas shall be kept clear of buildings, sales exhibits, signs, parking areas, service equipment, and appurtenances. The Department will not be responsible for maintenance or replacement of any such appurtenances within the State highway ROW, whether authorized by permit or not.

(c) The provisions of N.J.A.C. 16:41, Highway Occupancy Permits, shall apply to:

1. The use of State highway ROW for any private purpose or uses associated with private purpose, including, but not limited to, lighting, sprinklers, or landscaping structures;
2. Trimming or removal of trees, shrubbery, or any other vegetation within the State highway ROW, in conjunction with an access permit, and shall not be authorized unless specified in the access permit; and
3. The placement, maintenance, or display of any unauthorized traffic control device which could be mistaken for an official traffic control device, which attempts to direct the movement of traffic, or which hides from view or interferes with the effectiveness of any official traffic control device.

(d) All roadside signs or outdoor advertising signage shall comply with the requirements of N.J.A.C. 16:41C, Roadside Sign Control and Outdoor Advertising.

Section 16:47-7.3 - Decision

(a) The Commissioner shall decide upon the limited access designation considering the safe and efficient movement of people and goods and the public comments. The Commissioner's written determination shall include the reasons for the decision and address the public comments.

(b) Notice of decision shall be provided to all municipalities and counties located within 200 feet (60 meters) of the highway segment.

(c) The designation of a limited access highway segment shall be promulgated as an amendment to this subsection, pursuant to the Administrative Procedures Act, 52:14B-1et seq.



Subchapter 8 - PERMITS (§§ 16:47-8.1 – 16:47-8.6)

Section 16:47-8.1 - General requirements

(a) A lot or site owner shall apply for and obtain an access permit, pursuant to the provisions of this chapter, before undertaking any of the activities listed in this subsection.

1. Constructing one or more driveways or streets intersecting a State highway, including emergency driveways;
2. Changing any existing driveway or street intersecting a State highway, whether within or outside the State highway ROW including, but not limited to, addition of a traffic signal, street closures, changing the number of lanes, driveway removals, changing the width of a driveway, changing the location of a driveway, and changing oneway/two-way operations;
3. Expanding the land use on a lot or site having one or more existing driveways or streets connecting to a State highway, to the extent that a significant increase in traffic results;
4. Changing the use on a lot or site having one or more existing driveways or streets connecting to a State highway, to the extent that a significant increase in traffic results;
5. Subdividing a lot fronting on a State highway, or consolidating two or more lots, at least one of which fronts on a State highway;
6. Constructing a temporary driveway fronting on a State highway;
7. Initiating any activity that may interfere with the free and safe movement of traffic on a State highway; and
8. Increasing the number of trips between a State highway and a private street to the extent that a significant increase in traffic results.

(b) Access permits are issued to a lot or street, not individual driveways. Access permits remain valid if lot ownership changes.

(c) A lot or site owner does not need a new access permit to perform maintenance or in-kind replacement. Other Department-issued permits may be needed as referenced in N.J.A.C. 16:47-8.6.

(d) Nothing in this chapter shall preclude review of an access application by the Department at the same time that a lot or site owner is before a municipality or county for local approvals. A lot or site owner may seek access approval from the Department or local approvals in whichever order the owner prefers.



(e) Copies of access permits shall be available upon request from the appropriate permits office.

Section 16:47-8.2 – Letter of No Interest

(a) A lot or site owner may request, in writing, that the Department issue a Letter of No Interest. The request shall be sent to the following:

New Jersey Department of Transportation
Manager, Bureau of Major Access Permits
PO Box 600
Trenton, NJ 08625-0600

1. Requests for issuance of such a letter shall include a plan showing existing conditions and a proposed site plan, both of which indicate size and type of land use; a copy of the municipal tax map showing the lot or site in question and the adjacent lots on either side; and the lot conformance calculations as described in N.J.A.C. 16:47-5.1.
2. Requests shall explain why the owner believes that his or her plans for development of the lot or site do not require issuance of a permit and shall specifically set forth why the owner believes that the development plans do not include any of the activities requiring issuance of a permit set forth above.

(b) The Department will respond to a request for a Letter of No Interest within 60 days by issuing a final agency decision on the need for an access permit.

Section 16:47-8.3 – Grandfathered permits

(a) All driveways and streets in existence prior to September 21, 1992, shall be considered grandfathered and to have been constructed in accordance with the provisions of this chapter, if no permit was issued. Lots with grandfathered permits are subject to the requirements of this chapter.

(b) Nonconforming lots or sites with grandfathered permits are subject to maximum trip limitations, as described at N.J.A.C. 16:47-5.2. These lots or sites are subject to these maximum trip limitations, whether or not a significant increase in traffic occurs as a result of an activity described in N.J.A.C. 16:47-8.1(a).

(c) Nonconforming lots or sites with grandfathered permits for which the existing size and type of land use causes the trip generation to exceed the maximum trip limitations for the lot or site, will only be granted a permit under N.J.A.C. 16:47-8.1(a) if the proposed



use will not exceed the trip generation granted under the grandfathered permit. Any proposed highway improvements must benefit the State highway.

(d) A determination as to whether a permit for a lot or site is grandfathered or a new permit is needed shall be made as follows (View the graphic of the [Grandfathered Permits Flowchart](#)):

GRANDFATHERING PERMITS QUESTIONS	GRANDFATHERING PERMITS DETERMINATION
1. Does the lot or site owner have a valid permit issued by the Department?	Yes. Lot or site is not grandfathered. No. Go to Question 2.
2. Does the Department have a valid permit on file for the lot or site?	Yes. Lot or site is not grandfathered. No. Go to Question 3.
3. Is the driveway between the State highway and the lot or site as it exists today, the same as the driveway that existed on September 21, 1992?	Yes. Lot or site is grandfathered and allows for the continued use of the driveway and the size and type of land use that existed on September 21, 1992. Go to Question 4. No. Lot or site is not grandfathered and a permit is required.
4. Has the land use changed since September 21, 1992?	Yes. A new permit may be required depending on trip generation and lot conformance. No. Lot or site is grandfathered and allows for continuation of the size and type of land use that existed on September 21, 1992. Changes to the size and type of land use may require a new permit. See N.J.A.C. 16:47-8.1(a).

Section 16:47-8.4 – Permit types

(a) There are five types of access permits, based on the activity to be undertaken, as described in this subsection and shown at N.J.A.C. 16:47-8.5, Table 2:

1. Driveway permits, including emergency driveway and driveway removals;
2. Street permits, including permanent street closures;
3. Lot subdivision permits;
4. Lot consolidation permits; and
5. Temporary driveway permits.



Section 16:47-8.5 – Permit categories

(a) Permit categories are based on the traffic generated on a lot or site and those trips that utilize a State highway to access the developed lot or site, whether by a driveway between a State highway and a lot or site or through adjacent street intersections. Deductions can be made for internal trips; however, no deductions shall be allowed for pass-by trips when determining the permit category.

(b) Permit categories are based on the highest average daily weekday and weekend trip generation of the lot or site and the highest average A.M., P.M., or weekend peak hour trip generation of the lot or site. Trip generation shall be determined in accordance with the provisions of this chapter including, but not limited to, the provisions of N.J.A.C. 16:47 Appendix F-1.4, Scope of Study.

(c) If the lot or site owner either fails to specify a land use or specifies “flexspace” in the access application, the Department will consider the land use to be the highest potential trip generator and the corresponding permit category will apply.

(d) There are three categories of driveway permits as determined by the Department, based on the trip generation of the lot or site described in N.J.A.C. 16:47 Appendix F. These categories are described in this subsection and shown in Table 2 below:

1. Minor driveway permit–required for any lot or site with less than 500 daily trips between it and a State highway. Permits associated exclusively with driveway removals or emergency driveways shall be categorized as minor, regardless of the trip generation on the lot or site;
2. Major driveway permit–required for any lot or site with 500 or more daily trips between it and a State highway; and
3. Major with planning review driveway permit–required for any lot or site with 500 or more daily trips and 200 or more new trips in any peak hour between it and a State highway.

(e) There are three categories of street permits associated with development, as described in this subsection and shown in Table 2 below:

1. Minor street permit–associated with development generating less than 500 daily trips at the intersection;
2. Major street permit–associated with development generating 500 or more daily trips at the intersection; and
3. Major with planning review street permit–associated with development generating 500 or more daily trips and 200 or more new trips in any peak hour at the intersection.



(f) A street permit not associated with development, or associated with a municipality or county completing a master plan street that is part of a transportation infrastructure grid network, shall be categorized as minor.

(g) Changes to existing streets, which involve only geometric and grade changes, but do not change the number of lanes, may be constructed under a highway occupancy permit, pursuant to N.J.A.C. 16:41 and approval by the Department’s Operations Permit Office.

(h) There are two categories of lot subdivision or lot consolidation permits based on the trip generation of the lot, as described in this subsection and shown in Table 2 below:

1. Minor—associated with development generating less than 500 daily trips between a State highway and a lot; and
2. Major—associated with development generating 500 or more daily trips between a State highway and a lot.

(i) All temporary driveway permits shall be categorized as minor.

TABLE 2- PERMIT TYPES AND CATEGORIES

Permit Type	Permit Categories		
	Minor	Major	Major with Planning Review
1. Driveway Permits			
Single-Family Residential	X	—	—
Single-Family Residence and Business	X	—	—
Non-Residential	X	X	X
Government	X	X	X
Emergency Driveway	X	X	—
Driveway Removal	X	X	—
2a. Street Permits associated with development	X	X	X
2b. Street Permits not associated with development	X	—	—
3. Lot Subdivision Permits	X	X	—
4. Lot Consolidation Permits	X	X	—
5. Temporary Driveway Permits	X	—	—



Section 16:47-8.6 – Additional Department permits

(a) Applicants undertaking activities that require an access permit and a highway occupancy permit for drainage, curb, sidewalks, handicap ramps, landscaping, tree trimming, vegetation control, unclassified landscaping, grading, guiderail, crosswalks, bus shelters or benches, or lane or shoulder closings on State highways pursuant to N.J.A.C. 16:41, Highway Occupancy Permits, shall submit one access application for the combination of these activities. The Department may issue a single access permit to authorize all of these activities for the lot or site consistent with the provisions of N.J.A.C. 16:41 and this chapter.

(b) Other permits or approvals requiring application separate from an access permit issued pursuant to this chapter may be necessary for occupancy of the State highway ROW. These permits or approvals include, but are not limited to, those issued pursuant to: N.J.A.C. 16:25, Utility Accommodation; 16:27, Traffic Regulations and Standards for Traffic Control Devices; 16:41, Highway Occupancy Permits, for actions other than those referenced above; 16:41B, Newspaper Boxes on State Highway Right-of-Way; and 16:41C, Roadside Control and Outdoor Advertising.

(c) An access permit may be issued for construction of a driveway or street that requires the relocation of public or private utility facilities. Utility relocations shall be the responsibility of the lot or site owner and at the owner's expense. Should a utility have attached to it a State-owned facility connection, the Department will relocate the service connection at the lot or site owner's expense. Separate permits, as required by N.J.A.C. 16:41, shall be obtained by the utility company for utility relocations.

Subchapter 9 – ACCESS APPLICATIONS (§§ 16:47-9.1 – 16:47-9.9)

Section 16:47-9.1 – General provisions

(a) Applications shall reflect current conditions, as they exist at the time of application, and shall include, as appropriate, all State, county, municipal, or private projects that have been advertised for construction or awarded in the vicinity of the proposed driveway or street. Information about currently advertised Department projects, those planned for advertisement, or those that have already been awarded can be found on the Department's website at:

<http://www.state.nj.us/transportation/business/procurement/ConstrServ/>. The Department's Bureau of Major Access Permits or Operations Permit Office and local governments should be contacted to determine if such projects may affect the application.



(b) If the lot or site is to be served by one or more driveways between it and the State highway, as well as non-State highway access, a description of the distribution of vehicles using State highway driveways and non-State highway access shall be provided.

(c) Prior to submitting any access application for development within the Pinelands Area, the Highlands Region, or the Hackensack Meadowlands District, a lot or site owner shall give required notice to the New Jersey Pinelands Commission, the New Jersey Highlands Council, or the New Jersey Meadowlands Commission, as appropriate, pursuant to applicable law. The application submitted to the Department shall indicate the lot or site owner's compliance with any notice requirements.

(d) Subsequent to filing an access application, if an applicant unilaterally makes changes to either the size or type of land use, or design or location of proposed driveways or streets, thereby requiring re-review of the application by the Department, the access application shall be considered withdrawn. Once withdrawn, to be reconsidered, a new application and the appropriate fee shall be submitted. If the lot or site owner changes the proposed development or access plan in response to Department, municipal or county comments, a new application and fee will not be required.

(e) Applicants undertaking more than one activity that requires an access permit, such as driveway access, lot subdivision, or streets, shall submit a separate application for each activity. However, only one application fee will be required, which will be the highest applicable fee, pursuant to N.J.A.C. 16:47-9.8.

Section 16:47-9.2 - Applications for staged development

Applications for staged development may be approved if the access plan at each stage of development satisfies design standards as required pursuant to this chapter. All known development stages, including the size and type of land use for each stage, shall be shown on the application plans, with an indication of the sequence for construction of each stage.

Section 16:47-9.3 - Concurrent applications

When the Department receives applications from two or more applicants that affect the same State highway segment, the Department will coordinate the review of the applications and determine the fair share obligation needed for the combined sites, proportioned between the lot or site owners based on the volumes of traffic generated by their sites accessing the State highway segment as determined by the Department.

Section 16:47-9.4 – Pre-application process

(a) A pre-application meeting is intended to provide a lot or site owner with guidance on the access application process, familiarize the Department with the proposed development, and identify potential issues that should be addressed in the access application. Guidance provided at this meeting shall not be deemed to constitute final Department approval.

(b) A pre-application meeting is mandatory when applying for a major with planning review permit, a permit for a new street, and when a new traffic signal is proposed. A pre-application meeting is not required when applying for a major permit, but may be held if requested. Meetings are not normally necessary when applying for a minor permit.

(c) All pre-application meetings require the following:

1. A pre-application meeting request shall be made in writing to the Bureau of Major Access Permits at the address found at N.J.A.C. 16:47-9.5(g).
2. Copies of the information specified in the Pre-Application Meeting Checklist found in N.J.A.C. 16:47 Appendix H-1 shall be submitted with the request for a pre-application meeting.
3. The Bureau of Major Access Permits will arrange the pre-application meeting with the lot or site owner or his or her representative, who shall be accompanied by the professional who will be preparing the access application. The lot or site owner shall notify the municipal and county engineers of the scheduled meeting at least seven days in advance of the meeting and include, with the notification, copies of all materials submitted to the Department. Copies of these notifications shall be submitted to the Department at the pre-application meeting. Attendees applying for a major with planning review permit should be prepared to discuss the study area and study locations to be analyzed in the required traffic impact study.

(d) Applications shall be submitted within 12 months of the date of the meeting. If an application is not received within this timeframe, another pre-application meeting will be held pursuant to this section prior to the submission of an application.

(e) Lot or site owners may request review of the proposed study area and study locations to be analyzed in a traffic impact study prior to requesting a pre-application meeting. Review may also be requested after a pre-application meeting, but prior to submitting an access application. The request for the review shall be accompanied by a fee in the amount of \$1,000, which shall be credited toward the application fee, and the information required to delineate the traffic impact study area and study locations as found in N.J.A.C. 16:47 Appendix F-1.4, Scope of Study. Within 30 days of the submission of this information and fee, the Department will either provide comments or concur with the proposed study area and study locations to be analyzed in the traffic impact study. If the



request for review of the study area is made prior to the pre-application meeting, the pre-application meeting will not be held until the Department review is complete.

Section 16:47-9.5 - Application requirements

(a) Applicants for all permit types, except major with planning review, shall follow the one-step application review process found at N.J.A.C. 16:47-9.6. Applicants for major with planning review permits may choose to follow either the one-step application review process found at N.J.A.C. 16:47-9.6 or the two-step application review process found at N.J.A.C. 16:47-9.7, unless otherwise directed by the Department to follow the two-step application review process.

(b) Applications for an access permit following the one-step application review process shall include the following:

1. A completed and signed application form;
2. The applicable fee as described at N.J.A.C. 16:47-9.8;
3. All required application checklist items found at N.J.A.C. 16:47 Appendix H-2;
4. All required plan checklist items found at N.J.A.C. 16:47 Appendix H-3;
5. Documentation of permission from an affected lot or site owner when site traffic is routed through another lot or site not the subject of the application; and
6. Designated contact person.

(c) Applications for an access permit following the two-step application review process shall include the following with the step one submission:

1. A completed and signed application form;
2. The applicable fee as described at N.J.A.C. 16:47-9.8;
3. All required application checklist items found at N.J.A.C. 16:47 Appendix H-2;
4. All required preliminary access plan checklist items found at N.J.A.C. 16:47 Appendix H-4;
5. Documentation of permission from an affected lot or site owner when site traffic is routed through another lot or site not the subject of the application; and
6. Designated contact person.

(d) Applications for an access permit following the two-step application review process shall include the following with the step two submission:

1. All final access plan checklist items found at N.J.A.C. 16:47 Appendix H-5.

(e) The Department will not begin processing the application until a properly signed application and the appropriate application fee have been submitted.



(f) Applications shall be submitted on forms as shown in Table 3, obtainable from any Department office shown below or from the Department’s website at <http://www.state.nj.us/transportation/eng/forms/>.

TABLE 3- APPLICATION FORMS

Permit Type	Permit Categories		
	Minor	Major	Major with Planning Review
1. Driveway Permits			
Single-Family Residential	MT-32	—	—
Single-Family Residence and Business	MT-32	—	—
Non-Residential	MT-32	MT-32	MT-32
Government	MT-32	MT-32	MT-32
Emergency Driveway	MT-32	—	—
Driveway Removal	MT-32	—	—
2a. Street Permits associated with development	MT-160	MT-160	MT-160
2b. Street Permits not associated with development	MT-160	—	—
3. Lot Subdivision	MT-155	MT-155	—
4. Lot Consolidation	MT-155	MT-155	—
5. Temporary Driveway Permits	MT-32	—	—

(g) Access applications shall be filed with the Bureau of Major Access Permits or the Operations Permit Office, as indicated in Table 4 at the following addresses:

New Jersey Department of Transportation
 Bureau of Major Access Permits
 PO Box 600
 Trenton, NJ 08625-0600

Applications for emergency driveways and driveway removals for lots or sites with existing permits shall be submitted to the Bureau of Major Access if that office issued the existing permit. If the existing permit was issued by a regional maintenance office or the Operations Permitting Office, applications shall be submitted to the Operations Permit Office. Applications for emergency driveways and driveway removals for lots or sites that have grandfathered permits, shall be submitted to the office responsible for issuing that category of permit pursuant to Table 4 below.



TABLE 4 – OFFICE RESPONSIBLE FOR PROCESSING ACCESS APPLICATIONS

Permit Type	Permit Categories		
	Minor	Major	Major with Planning Review
1. Driveway Permits			
Single-Family Residential	Operations Permit Office	—	—
Single-Family Residence and Business	Operations Permit Office	—	—
Non-Residential	Operations Permit Office	Bureau of Major Access Permits	Bureau of Major Access Permits
Government	Operations Permit Office	Bureau of Major Access Permits	Bureau of Major Access Permits
Emergency Driveway	Operations Permit Office	Bureau of Major Access Permits	—
Driveway Removal	Operations Permit Office	Bureau of Major Access Permits	—
2a. Street Permits associated with development	Bureau of Major Access Permits	Bureau of Major Access Permits	Bureau of Major Access Permits
2b. Street Permits not associated with development	Bureau of Major Access Permits	—	—
3. Lot Subdivision	Operations Permit Office	Bureau of Major Access Permits	—
4. Lot Consolidation	Operations Permit Office	Bureau of Major Access Permits	—
5. Temporary Driveway Permits	Operations Permit Office	—	—

(h) Prior to submitting a major, major with planning review, or any lot subdivision or consolidation access application, a copy of the application form and all required application and plan checklist items described in (b) and (c) above shall be sent to the municipal and county engineer, municipal clerk, and the county planning board of the municipality and county where the lot or site that is the subject of the application is located. For any major with planning review access application, copies shall also be sent to any other municipal and county engineer, and municipal clerk and county planning



board located within the study area established pursuant to N.J.A.C. 16:47 Appendix F. These submissions shall require copies of proof of service, which shall be dated and include the name of the recipient, sent by certified mail, return receipt requested; hand delivery with signed receipt; or by a delivery service; and shall advise that the recipients have 30 days to submit any comments on the application to the Department office that will receive the application.

(i) For all major and major with planning review access applications, the applicant shall provide copies of all substantive correspondence, including attachments or revised plans, to the Department and to the municipal and county engineer. The Department will provide the municipal and county engineer with copies of all substantive correspondence between the Department and the applicant.

(j) Applications shall be signed as follows:

1. All applications, other than those for street permits, shall be signed by the lot or site owner or a representative holding a completed MT-156 Power of Attorney form, which must accompany the application if the lot or site owner does not sign the application. This form can be found at <http://www.state.nj.us/transportation/eng/forms/>.
2. Applications for street permits shall be signed by a municipal or county official if the street is publicly owned, or the lot or site owner, if privately owned.
3. For applications where the driveway straddles a lot line and each lot is owned by a different owner, a separate application shall be submitted by each lot or site owner, with one application fee.
4. For applications where multiple lots constitute a site and are in different ownership, one application and fee shall be submitted. For sites with more than one driveway, the owner of one of the lots with a driveway between the State highway and the site or their representative holding a completed Form MT-156 (Power of Attorney), shall be designated as the lead applicant and shall sign the application. Each additional lot owner or their representative holding a completed Form MT-156, shall provide a signed and notarized power of attorney (Form MT-156) documenting concurrence with the application and the designation of the lead applicant.
5. For applications where multiple lots constitute a site and are in different ownership, and the multiple lots utilize a shared driveway along the State highway from one of the lots, the application shall be signed by the owner of the lot on which the shared driveway is located or by the lot owner's representative holding a completed Form MT-156. Each additional lot owner or their representative holding a completed Form MT-156 shall provide a signed and notarized power of attorney (Form MT-156) documenting concurrence with the application and the



designation of the lead applicant. Proof of permanent easements or other documentation acceptable to the Department, related to that driveway for each of the lots shall be included with the application.

Section 16:47-9.6 - One-step application review process

(a) Applications will be reviewed for checklist completeness to determine that all items described at N.J.A.C. 16:47-9.5(b) have been received. Within 15 days of receipt of the application, the Department will notify the applicant and designated contact person whether the application is checklist complete or incomplete. The technical review of the application will not commence until the application is deemed checklist complete.

(b) If the application is deemed incomplete, the Department will prepare a written notice of deficiency that lists all items that must be submitted in order for the application to be checklist complete. The applicant shall have 90 days from the date of the notice to submit the missing checklist items or the application will be considered withdrawn. After receipt of the applicant's response to the deficiency notice, the applicant and designated contact person will be notified within 15 days if the application is now deemed checklist complete. If an applicant responds within 90 days, but fails to satisfactorily resolve the deficiencies, a third submittal will be accepted within 30 days before the application will be considered withdrawn. Failure to resolve the noted deficiency within three submittals will result in the application being considered withdrawn. The Department will not reconsider applications considered withdrawn, unless a new application and application fee are submitted.

(c) A technical review of the application will commence once the application is deemed checklist complete. Within 30 days for a minor permit, and 90 days for a major or major with planning review permit, the Department will notify the applicant and designated contact person, in writing, that the access application is technically acceptable or issue the applicant a notice of technical deficiency.

(d) The notice of technical deficiency will itemize all deficiencies that must be addressed in order for the application to be technically acceptable. The notice will be made in writing and the applicant shall respond to the notice within 90 days from the date of the notice. If an applicant fails to respond and correct the requested deficient items within 90 days, the application may be considered withdrawn and reconsideration of the application may require a new application and application fee. Within 90 days of receipt of the applicant's response to the notice of technical deficiency, the Department will notify the applicant and designated contact person if the technical deficiencies have been satisfactorily resolved.



(e) If the applicant's response fails to satisfactorily resolve the technical deficiencies, the permit will be denied unless further technical reviews are determined appropriate by the Department.

(f) Additional review time may be required for applications that include work associated with a traffic signal, drainage improvements, structural review, or for Federal Highway Administration review of work on or affecting interstate highways, interchanges, or ramps. The Department will advise the applicant and designated contact person, in writing, of any anticipated additional reviews.

(g) If the application is deemed technically acceptable, the Department will issue a written notice of permit approval with appropriate permit documents to the applicant.

(h) Approved permits must be executed pursuant to N.J.A.C. 16:47-10.2.

Section 16:47-9.7 - Two-step application review process

(a) Applications will be reviewed for checklist completeness to determine that all items described at N.J.A.C. 16:47-9.5(c) have been received. Within 15 days of receipt of the application, the Department will notify the applicant and designated contact person whether the application is checklist complete or incomplete. The technical review of the application will not commence until the application is deemed checklist complete.

(b) If the application is deemed incomplete, the Department will prepare a written notice of deficiency that lists all items that must be submitted in order for the application to be checklist complete. The applicant shall have 90 days from the date of the notice to submit the missing checklist items or the application will be considered withdrawn. After receipt of the applicant's response to the deficiency notice, the applicant will be notified within 15 days if the application is now deemed checklist complete. If an applicant responds within 90 days, but fails to satisfactorily resolve the deficiencies, a third submittal will be accepted within 30 days before the application will be considered withdrawn. Failure to resolve the noted deficiency within three submittals will result in the application being considered withdrawn. The Department will not reconsider applications considered withdrawn, unless a new application and application fee are submitted.

(c) A technical review of the step one submission will commence once the application is deemed checklist complete. Within 90 days the Department will notify the applicant and designated contact person, in writing, that the step one access application is technically acceptable or issue the applicant and designated contact person a notice of technical deficiency.



(d) The notice of technical deficiency will itemize all deficiencies that must be addressed in order for the application to be technically acceptable. The notice will be made in writing and the applicant shall respond to the notice within 90 days from the date of the notice. If an applicant fails to respond and correct the requested deficient items within 90 days, the application may be considered withdrawn and reconsideration of the application may require a new application and application fee. Within 90 days of receipt of the applicant's response to the notice of technical deficiency, the Department will notify the applicant and designated contact person if the technical deficiencies have been satisfactorily resolved.

(e) If the applicant's response fails to satisfactorily resolve the technical deficiencies, the permit will be denied unless further technical reviews are determined appropriate by the Department.

(f) Additional review time may be required for applications that require Federal Highway Administration review of work on or affecting interstate highways, interchanges, or ramps. The Department will advise the applicant and designated contact person, in writing, of any anticipated additional reviews.

(g) If the step one application is deemed technically acceptable, the Department will issue a written notice to the applicant and designated contact person of approval to proceed to step two of the two-step application review process. The step two submission shall be received by the Department within 180 days of this approval notice or the application may be considered withdrawn. The applicant and designated contact person will also be advised that a developer's agreement, as described at N.J.A.C. 16:47-10.5, must be executed prior to the Department review of step two of the two-step application review process.

(h) Step two submissions will be reviewed for checklist completeness to determine that all items described at N.J.A.C. 16:47-9.5(d) have been received. Within 15 days of receipt of the application, the Department will notify the applicant and designated contact person whether the submission is checklist complete or incomplete. The technical review of the step two submission will not commence until it is deemed checklist complete and the developer's agreement has been executed.

(i) If the submission is deemed incomplete, the Department will prepare a written notice of deficiency that lists all items that must be submitted in order for the submission to be checklist complete. The applicant shall have 90 days from the date of the notice to submit the missing checklist items or the application will be considered withdrawn. After receipt of the applicant's response to the deficiency notice, the applicant will be notified within 15 days if the application is now deemed checklist complete. If an applicant



responds within 90 days, but fails to satisfactorily resolve the deficiencies, a third submittal will be accepted within 30 days before the application will be considered withdrawn. Failure to resolve the noted deficiency within three submittals will result in the application being considered withdrawn. The Department will not reconsider applications considered withdrawn unless a new application and application fee are submitted.

(j) A technical review of the step two submission will commence once the application is deemed checklist complete. Within 90 days the Department will notify the applicant and designated contact person, in writing, that the access application is technically acceptable or issue the applicant a notice of technical deficiency.

(k) The notice of technical deficiency will itemize all deficiencies that must be addressed in order for the application to be technically acceptable. The notice will be made in writing and the applicant shall respond to the notice within 90 days from the date of the notice. If an applicant fails to respond and correct the requested deficient items within 90 days, the application may be considered withdrawn and reconsideration of the application may require a new application and application fee. Within 90 days of receipt of the applicant's response to the notice of technical deficiency, the Department will notify the applicant if the technical deficiencies have been satisfactorily resolved.

(l) If the applicant's response fails to satisfactorily resolve the technical deficiencies, the permit will be denied unless further technical reviews are determined appropriate by the Department.

(m) Additional review time may be required for applications that include work associated with a traffic signal, drainage improvements, structural review, or for Federal Highway Administration review of work on or affecting interstate highways, interchanges, or ramps. The Department will advise the applicant and designated contact person, in writing, of any anticipated additional reviews.

(n) If the step two submission is deemed technically acceptable, the Department will issue a written notice of permit approval with appropriate permit documents to the applicant.

(o) Approved permits must be executed pursuant to N.J.A.C. 16:47-10.2.

Section 16:47-9.8 - Application fees

(a) The non-refundable fees for access applications are set forth in Table 5. 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 to the appropriate permits unit.

TABLE 5 – APPLICATION FEES

Permit Type	Permit Categories		
	Minor	Major	Major with Planning Review
1. Driveway Permits			
Single-Family Residential	\$ 60	—	—
Single-Family Residence and Business	\$ 130	—	—
Non-Residential	\$ 465	\$ 6,600	\$ 15,800
Government	\$ 265	\$ 265	\$ 265
Emergency Driveway	\$ 465	\$ 465	—
Driveway Removal	\$ 465	\$ 465	—
2a. Street Permits associated with development	\$ 465	\$ 6,600	\$ 15,800
2b. Street Permits not associated with development	\$ 265	—	—
3. Lot Subdivision	\$ 350	\$ 350	—
4. Lot Consolidation	\$ 350	\$ 350	—
5. Temporary Driveway Permits	\$ 350	—	—

(b) Developments that set aside at least 10 percent of the housing units 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 fees. To be eligible for this reduction, the lot or site owner shall submit the full application fee and an affidavit from the municipality, certifying that the 10 percent requirement has been met. Upon approval of access, the Department will reduce, by 10 percent, the total application and permit fees combined. Permit extension fees issued pursuant to N.J.A.C. 16:47-10.11 are not subject to reduction.

Section 16:47-9.9 – Waivers

(a) The Department may, in its discretion, based on the facts of a particular application, issue an access permit that does not meet one or more of the requirements of this chapter where it finds that compliance with those requirements is not reasonably attainable at the time that an application is submitted or that denial of the application would leave the lot or site without reasonable access to the general system of streets



and State highways. No waivers or other relief from design standards or other provisions of this chapter may be granted unless the waiver can be granted without substantial detriment to the safety and operation of the State highway system and without substantially impairing the intent and purpose of the State Highway Access Management Act and this chapter.

(b) Possible bases for waiver requests include, but are not limited to:

1. Existing substandard conditions;
2. Existing social, economic, or environmental constraints;
3. Unreasonableness of strict application of this chapter under particular circumstances;
4. Location within an urban enterprise zone;
5. Conflict between the requirements of this chapter and the requirements of:
 - i. The New Jersey Pinelands Commission or the Pinelands Protection Act, N.J.S.A. 13:18A-1 et seq.;
 - ii. The Coastal Area Facility Review Act, N.J.S.A. 13:19-1 et seq.;
 - iii. The Freshwater Wetlands Act, N.J.S.A. 13:9B-1 et seq.;
 - iv. The Stream Encroachment Act, N.J.S.A. 58:16A-50 et seq.;
 - v. The Federal Flood Hazard Zone regulations;
 - vi. The Delaware River Basin Commission;
 - vii. The Delaware and Raritan Canal Commission;
 - viii. The New Jersey Meadowlands Commission; or
 - ix. The New Jersey Highlands Council.
6. Imposition of conditions by a municipal, county, or other approving agency beyond the control of the lot or site owner, and acceptable to the Department; and
7. Low- or moderate-income housing, proposed pursuant to the Fair Housing Act, N.J.S.A. 52:27D-301 et seq., or under court settlement.

(c) The Department will not grant waivers for fees.



(d) The Department will not grant a waiver for the spacing distance requirement, found at N.J.A.C. 16:47-5.1(f), that would reduce the spacing distance to less than the distance required at five miles per hour less than the posted speed limit. If the Department issues a permit for a nonconforming lot with a waiver for a lesser spacing distance requirement, no further expansion or change in use shall be allowed that would generate additional trips using the State highway access.

(e) If a lot or site owner seeks a waiver, a request must be submitted on Waiver Form MT-159. The request for waiver shall state reasons why a waiver is appropriate and include documentation to support the waiver. This form can be found at: <http://www.state.nj.us/transportation/eng/forms/>.

(f) The granting of a waiver shall not constitute an approval of an application; it shall only be considered a waiver of a particular standard or provision.

(g) If a waiver is granted, the terms of the waiver will be incorporated into the conditions of the permit.

Subchapter 10 – PERMIT ADMINISTRATION

(§§ 16:47-10.1 – 16:47-10.13)

Section 16:47-10.1 – General provisions

(a) It is the responsibility of the lot or site owner to complete construction according to the terms and conditions of the permit in a safe and expeditious manner. Construction work shall not interfere with any Department structure or facility on, over, or under the State highway, unless permitted by the Department, and shall not interfere with any concurrent work being done as part of a State highway project advanced by the Department. The lot or site owner shall properly safeguard all work and maintain sufficient traffic safety provisions, so as to protect the traveling public until all work has been completed.

(b) If a new access permit is issued for a lot or site, the use, maintenance, and repair provisions of the existing valid permit remain effective until the completion and acceptance of the construction work specified in the new permit and the issuance of a certificate of construction acceptance for that work.

(c) Construction must begin within two years of permit execution and must be substantially complete within three years of permit execution, unless otherwise stated in the permit or extended by the Department.



(d) Driveways or streets shall be constructed by the lot or site owner at the owner's expense. If there is a concurrent State highway project advanced by the Department, the Department, in its sole discretion, may provide for construction of the approved driveway or street as part of the project, at the lot or site owner's expense, subject to terms and conditions satisfactory to the Department.

(e) Every permit, other than temporary driveway permits, will identify the daily and peak hour traffic volumes permitted for the lot or site. The baseline trips for determining a significant increase in traffic shall be the allowable trip generation shown on the permit. For grandfathered permits, the current edition of ITE's trip generation publication, or superseding rates adopted by the Department, shall be used to compute the baseline traffic. For grandfathered nonconforming lots, no expansion in the trip generation beyond the greater of the calculated maximum trip limits or the existing trip generation will be permitted.

(f) Permits issued for public streets will identify the daily and peak hour traffic volumes permitted for the street. Public streets shall not be subject to significant increase in traffic trip limits.

(g) Permits issued for private streets will be subject to significant increase in traffic trip limits. If private streets become public streets, those limits shall no longer apply.

(h) Significant increase in traffic trip limits shall not apply to a lot or site with emergency driveways, where the emergency driveway is the only access to the State highway for that lot or site. Permits issued for a lot or site adding an emergency driveway will be issued in the same category as the existing valid permit—minor, major, or major with planning review.

(i) Permits issued for lot subdivision or lot consolidation will be issued in the same category as the existing valid permit—minor, major, or major with planning review. Separate permits will be issued to each lot resulting from a lot subdivision or lot consolidation application. Each permit shall require a fee.

(j) For multiple lots:

1. Where the driveway straddles a lot line, permits will be issued to each lot, each requiring a permit fee; and
2. Where multiple lots constitute a site or two or more lots utilize a shared driveway, permits will be issued to each lot having frontage on the State highway. Permits for lots having a driveway on the State highway will require a permit fee. Lots with



no driveway on the State highway will be issued a permit for zero trips and will not require a permit fee.

(k) Access permits are transferred with ownership of the lot or site, provided that the conditions upon which the permit was issued have not changed.

Section 16:47-10.2 – Execution of permits

(a) No work shall be allowed within State highway ROW until the Department has signed, and thereby executed, the permit.

(b) Within 180 days of issuance of the notice of permit approval, the lot or site owner shall submit to the Department two signed and certified permits, complete permit documents as specified in the notice of permit approval, and the appropriate permit fee pursuant to N.J.A.C. 16:47-10.3. For public streets, permits shall be signed by a municipal or county official if the street is to be constructed on public property. For private streets, permits shall be signed by the lot or site owner.

(c) A lot or site owner that fails to respond within 180 days will have the application considered withdrawn. Reconsideration of the application shall require a new application and appropriate application fee.

(d) Upon receipt of the permit signed by the lot or site owner, permit fee, and all required permit documents, the permit will be executed by the Department within 15 days and an original signed copy of the executed permit will be returned to the lot or site owner, as appropriate.

(e) If, after execution of a permit, a lot or site owner is barred or prevented, directly or indirectly, from constructing the permitted access 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 time period specified in the permit for completing construction shall be tolled (suspended) until the legal action is decided, or a directive or order is issued. To invoke tolling of the permit construction time period, the lot or site owner shall notify, in writing, the permit unit that issued the permit and include any supporting documentation within 30 days of said legal action, directive, or order. If construction has already commenced, the lot or site owner shall immediately contact the permit unit that issued the permit to ensure that stoppage of construction does not create a hazard. The lot or site owner shall restore any disturbed area at a time and in a manner prescribed by the Department or the Department may do so at the expense of the lot or site owner. The remaining access construction time period shall resume on the date on which the legal action, directive, or order is resolved or removed. The lot or site owner shall notify, in writing, the permit unit



that issued the permit within 30 days of the date of such resolution or removal. The Department reserves the right to evaluate and modify, as it deems appropriate, the access permit conditions if the tolling period extends beyond five years from the date of the permit issuance.

Section 16:47-10.3 – Permit fees

(a) A lot or site owner shall pay all permit fees required for each permit that must be obtained.

(b) The non-refundable permit fees are set forth in Table 6 below. Fees shall be in the form of a check or money order made payable to the New Jersey Department of Transportation. Cash will not be accepted.

(c) Permit fees for applicants satisfying the requirements of N.J.A.C. 16:47-9.8(b) may be reduced.

TABLE 6–PERMIT FEES

Permit Type	Permit Categories		
	Minor	Major	Major with Planning Review
1. Driveway Permits			
Single-Family Residential	\$ 25	—	—
Single-Family Residence and Business	\$ 45	—	—
Non-Residential	\$ 150	\$ 440	\$ 440
Government	\$ 440	\$ 440	\$ 440
Emergency Driveway	\$ 150	—	—
Driveway Removal	\$ 150	—	—
2a. Street Permits associated with development	\$ 150	\$ 440	\$ 440
2b. Street Permits not associated with development	\$ 440	—	—
3. Lot Subdivision	—	—	—
4. Lot Consolidation	—	—	—
5. Temporary Driveway Permits	—	—	—



Section 16:47-10.4 – Permit conditions

(a) Permit conditions may include, but not be limited to, the following:

1. A developer agreement pursuant to N.J.A.C. 16:47-10.5;
2. A fair share agreement pursuant to N.J.A.C. 16:47-10.6;
3. A traffic signal electrical agreement as described in N.J.A.C. 16:47 Appendix G;
4. Right-of-way dedication pursuant to N.J.A.C. 16:47-10.7;
5. Those site-specific terms and conditions deemed necessary and convenient;
6. A restoration bond and a maintenance bond or certified checks in an amount sufficient to guarantee completion of the work or insure proper restoration and maintenance of the area disturbed by the lot or site owner. If it becomes necessary for Department staff or contractors to make repairs, for any reason, the cost of such work shall be borne by the lot or site owner;
7. A statement that the trip expansion limits have been reduced or eliminated for the lot or site;
8. Provisions for indemnification of the State and its employees and officials. Examples of these provisions shall be available upon request from the appropriate permits unit;
9. A requirement that the lot or site owner shall obtain and provide the Department with copies of any other agency approvals required for work within either existing or proposed State highway ROW;
10. If final plans are not approved at the time of permit issuance, a provision that no construction within the State highway ROW can occur until final plans are approved by the Department;
11. A provision that at least two weeks prior to the start of construction, the lot or site owner shall notify the Department of the anticipated start date, so that a preconstruction conference can be scheduled;
12. A provision stating that construction cannot begin until the lot or site owner obtains a confirmation number from the One-Call Damage Prevention System, in accordance with N.J.S.A. 48:2-83, and provides the confirmation number to the Department office issuing the access permit. The lot or site owner shall provide this confirmation number at least 72 hours before starting construction work. The lot or site owner shall also provide confirmation to the Department's Operations Permit Office that the Department's Bureau of Intelligent Transportation Systems has been contacted a minimum of 10 business days prior to the start of construction for a determination of any fiber optic cable or conduit facilities within the area of proposed construction, pursuant to the provisions of N.J.A.C. 16:41;
13. A provision that the lot or site owner shall notify the Department's Operations Permit Office at least 72 hours prior to the start of construction, in order that the Department may have a representative at the site; and



14. A provision that if the ownership of the lot or site changes prior to final inspection, the Department must be notified of the change in ownership and who is responsible for completing the work.

Section 16:47-10.5 – Developer agreements

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

1. Phased development and roadway improvements;
2. Right-of-way dedication;
3. Department involvement in right-of-way acquisition;
4. State highway improvements requiring daily monitoring by a resident engineer;
5. Fair share financial contributions;
6. Physical modifications to existing traffic signals or installation of new traffic signals; and
7. When Department review and inspection costs are anticipated to exceed the fees collected for the application and permit.

(b) The Department will require execution of a developer agreement prior to issuance of an access permit when the two-step application review process is being followed.

(c) The Department may also require a developer agreement as a condition of an access permit when the Department, in its sole discretion, determines it is in the public interest. No construction shall be performed within the State highway ROW prior to the execution of the developer agreement. If the lot or site owner does not respond to Department correspondence regarding the developer agreement within 90 days of the correspondence, the access application shall be considered withdrawn or, if the permit has been executed, the permit shall become invalid.

(d) A developer agreement shall include the requirement that the lot or site owner reimburse the Department for all State service costs incurred for work associated with, but not limited to, access application review, design review, and construction inspection. The estimated reimbursable Department costs will be based on estimates prepared by the Department. The actual reimbursable Department costs shall be the actual costs incurred by the Department. Any fees paid to the Department as part of the access application processes will 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) A developer agreement shall include provisions, as appropriate, for the following:



1. Escrow and safety (guarantee);
2. Performance bonds;
3. Payment bonds;
4. Fair share mitigation obligation for either construction or a financial contribution, or both;
5. Maintenance bond; or
6. Payment for State service costs.

(f) A developer agreement may also include the provision that plans and specifications may be completed after execution of the permit. The timeframes for initiating construction and reaching substantial completion found at N.J.A.C. 16:47-10.1 (c) may also be modified by the agreement.

Section 16:47-10.6 – Financial contributions

(a) When a permit requires a fair share mitigation obligation that the Department has determined can be satisfied by a non-refundable financial contribution, as described in N.J.A.C. 16:47 Appendix F-2.2, the Department will deposit these funds in a designated account.

(b) The Department will enter into a fair share agreement when the fair share mitigation obligation is being satisfied only through a financial contribution and there is no other requirement for a developer agreement. Otherwise the fair share mitigation obligation will be included in a developer agreement.

(c) A financial contribution may be expended on any of the activities described in N.J.A.C. 16:47 Appendix F-2.3d, fair share obligation determination, to implement operational improvements for any identified locations requiring mitigation. The Department will give priority to mitigating the identified locations, then to other locations that improve the State highway, first within the municipality, then within the county, and then within the region within which the lot or site is located.

(d) The Department may allow a fair share financial contribution and accrued interest, or any portion thereof, to be used by any Federal, State, regional, or local entity, or to be used by any person or private entity as the Department deems appropriate for the implementation of the improvements referenced in (c) above.

Section 16:47-10.7 – Right-of-way dedication

(a) All right-of-way dedications to the Department shall comply with prevailing laws and Federal Highway Administration regulations.



(b) All right-of-way documents required for dedications shall be prepared in conformance with the requirements of N.J.A.C. 16:47 Appendix E.

(c) Right-of-way dedications are accomplished in a multi-step process as follows:

1. Once notified that a dedication will be required, the lot or site owner shall submit to the Bureau of Major Access Permits two copies of the existing deed to the lot or site, two copies of a metes and bounds description of the land to be dedicated to the State, and two copies of a 22-inch by 36-inch General Property Parcel Map (GPPM) at a scale of one inch equals 30 feet, along with the single point of contact for this process.
2. After Department approval of the documents listed in (c)1 above, the lot or site owner will be advised to submit:
 - i. A 22-inch by 36-inch mylar of the approved GPPM at a scale of one inch equals 30 feet;
 - ii. Six prints of the GPPM signed and sealed by a New Jersey licensed land surveyor;
 - iii. Six copies of the approved metes and bounds description signed and sealed by a New Jersey licensed land surveyor;
 - iv. Two copies of a signed waiver letter from the present owner indicating his or her knowledge that the land dedicated has value and his or her willingness to waive all rights to receive compensation from the State for these lands and access rights that he or she will dedicate to the State at no cost;
 - v. Two copies of a draft, unsigned deed of conveyance or perpetual easement for the right-of-way dedication to the State with legal description and reduced copy (either 8.5-inch by 11-inch or 8.5-inch by 14-inch to match the deed size) of the GPPM attached. The lot or site owner is solely responsible for resolving and removing all liens, encumbrances, or both, from the deed prior to obtaining the title policy, with the only exception being public utility easements; and
 - vi. A single point of contact concerning any required revisions to the draft deed.
3. After approval of the documents listed in (c)2 above, the lot or site owner will be notified to execute the deed of conveyance and record it with the county. The lot or site owner will also be directed to submit one copy of the recorded deed of



conveyance and a title policy to the Department. The required title policy is to be of a nominal dollar value of \$ 5,000 and is to be evidence that the State has acquired "good and marketable title" to the parcel dedicated with no exceptions other than public utility easements, which means the parcel cannot be encumbered by any rights held by others except for public utility easements.

Section 16:47-10.8 – Construction inspection

(a) Construction within the State highway ROW is subject to inspection by the Department.

(b) For construction not subject to a developer agreement, the lot or site owner shall provide funding for an escrow to cover expenses for Department staff to conduct inspections for work conducted outside the Department's normal business hours. The Department may require the lot or site owner to hire consultant inspectors, at the owner's expense, if sufficient Department staff is not available or a specialized function is needed. Consultant inspectors must be prequalified by the Department. A list of prequalified inspectors is available on the Department's website at: <https://www.nj.gov/transportation/business/procurement/ProfServ/prequal.shtm>.

(c) For construction subject to a developer agreement, the Department may assign inspection staff to the job whose time and expenses shall be charged to the lot or site owner including, but not limited to, expenses for work conducted outside the Department's normal business hours. The Department may require the lot or site owner to hire consultant inspectors, at the owner's expense, if sufficient Department staff is not available or a specialized function is needed. Consultant inspectors must be prequalified by the Department. A list of prequalified inspectors is available on the Department's website at: <https://www.nj.gov/transportation/business/procurement/ProfServ/prequal.shtm>.

Section 16:47-10.9 – Acceptance of work and release of bonds

(a) Upon completion of construction, the lot or site owner shall notify the Department, in writing, that work has been completed and all permit requirements have been met. Within 30 calendar days of receipt of this notice, the Department will inspect the project.

(b) If, upon inspection, the project has been found acceptable, computer aided design and drafting (CADD) traffic signal and electrical as-built plans shall be prepared and submitted to the Department. Once the traffic signal and electrical as-built plans are accepted by the Department, a certificate of construction acceptance will be issued.



(c) If, upon inspection, the project has not been found acceptable, the Department will notify the lot or site owner, in writing, of any required corrective action. Upon a determination that all required corrective actions have been completed, and all required CADD traffic signal and electrical as-built plans have been submitted and accepted by the Department, the Department will issue a certificate of construction acceptance within 10 days to the lot or site owner.

(d) A conditional certificate of construction acceptance may be issued, at the sole discretion of the Department, after substantial completion of construction within the State highway ROW and prior to the completion of all work if:

1. The lot or site owner provides a performance bond or other guarantee to ensure the work will be completed; and
2. The Department finds the conditions that will exist until all work is completed are acceptable.

(e) A lot or site owner shall not use the State highway access until the Department has issued a certificate of construction acceptance or has given approval to use the State highway access prior to the completion of construction, notwithstanding any other municipal approvals including, but not limited to, certificates of occupancy. Use of the State highway access prior to issuance of a certificate of construction acceptance or Department approval shall subject the lot or site owner to penalties pursuant to N.J.S.A. 27:7-92.e and all other remedies available to the Department.

(f) Restoration guarantees will be released upon issuance of the certificate of construction acceptance and upon written request by the lot or site owner. Maintenance guarantees will be released one year after construction acceptance and upon written request of the lot or site owner.

(g) Upon fulfillment of all requirements of a developer agreement, the Department will issue a certificate of final acceptance. Upon written request of the lot or site owner, performance and payment bonds required by the developer agreement will be released upon issuance of a certificate of final acceptance and submission of a maintenance guarantee. Upon written request by the lot or site owner, the maintenance guarantees will be released one year after issuance of the certificate of final acceptance.

(h) Permits become valid once all work is completed and accepted by the Department, and the Department has issued a Certificate of Construction Acceptance and Certificate of Final Acceptance, as appropriate.



Section 16:47-10.10 – Permit validation

(a) An access permit becomes valid:

1. Immediately, for an executed permit that does not require construction within the State highway ROW;
2. When all work specified in the executed permit is completed, all permit conditions or requirements of a developer agreement are met, and the work is accepted by the Department pursuant to N.J.A.C. 16:47-10.9, for permits that require construction within the State highway ROW; or
3. When all municipal approvals are granted for lot subdivision or lot consolidation permits.

(b) A valid permit:

1. Does not expire, but can become invalid under certain conditions as defined at N.J.A.C. 16:47-10.12;
2. Grants the right to maintain and accomplish in-kind replacement of a driveway or street. This right does not expire, provided the permit remains valid; and
3. Can be revised or revoked under certain conditions as defined at N.J.A.C. 16:47-11.

Section 16:47-10.11 – Permit validation

(a) Permits specifying construction work, other than temporary permits, shall expire if all work specified in the permit is not completed within three years of the date of permit execution, unless stated otherwise in the permit or developer agreement or extended by the Department. Upon permit expiration, the Department may use the remedies described in N.J.A.C. 16:47-10.4(a)6 to restore any disturbed areas.

(b) The Department may approve a lot or site owner's request for one permit extension for a one-year period. The lot or site owner shall request this permit extension prior to the permit expiration date, in writing, from the appropriate permitting office and must include the applicable permit extension fee as shown in (f) below.

(c) If the three-year permit construction period has elapsed and a permit extension has not been requested, or has been requested and denied, the permit shall expire. To continue or resume construction, the lot or site owner shall submit an application for a new permit and fee, with supporting documentation, as set forth in this chapter.

(d) Lot subdivision or lot consolidation permits shall expire two years from the date of execution unless final municipal approval is obtained for the subdivision or consolidation within that period.



(e) Temporary driveway permits shall expire one year from the date of execution. No extensions of time shall be allowed. The temporary driveway shall be removed prior to the expiration of the permit, which shall establish the date for removal. The permit shall also address the restoration of the State highway ROW. There shall be no more than one temporary driveway per lot.

(f) Permit extension fees are as follows:

TABLE 7 – PERMIT EXTENSION FEES

Permit Type	Permit Categories		
	Minor	Major	Major with Planning Review
1. Driveway Permits			
Single-Family Residential	\$ 25	—	—
Single-Family Residence and Business	\$ 45	—	—
Non-Residential	\$ 150	\$ 440	\$ 440
Government	\$ 440	\$ 440	\$ 440
Emergency Driveway	\$ 150	—	—
Driveway Removal	\$ 150	—	—
2a. Street Permits associated with development	\$ 150	\$ 440	\$ 440
2b. Street Permits not associated with development	\$ 440	—	—
3. Lot Subdivision	—	—	—
4. Lot Consolidation	—	—	—
5. Temporary Driveway Permits	—	—	—

(g) When a lot or site owner requests extensions for multiple permits, the permit extension fee associated with each access permit being extended shall be paid.

(h) Permit extension fees will not be reduced for developments that set aside at least 10 percent of the housing units for low- and moderate-income residents, as referenced in N.J.A.C. 16:47-9.8(b).

Section 16:47-10.12 – Permit invalidation

(a) A permit shall become invalid for any of the following reasons:



1. Performance of any of the activities found at N.J.A.C. 16:47-8.1(a) without obtaining a new permit;
2. Any expansion or change in use of a lot or site that results in trip generation that exceeds the maximum trip limits established for the lot or site;
3. Failure to respond to the Department within the specified timeframe pursuant to N.J.A.C. 16:47-10.5(c);
4. Failure to comply with any permit condition or developer agreement provision;
5. Failure to remedy a violation of any permit condition; or
6. Removal of a thoroughfare from State jurisdiction.

(b) The Department will notify the lot or site owner, in writing, that the owner has 30 days within which to remedy a violation.

(c) The Department will provide written notice of the effective date of the permit invalidation and may seek the civil penalties provided for in N.J.S.A. 27:7-92e or other available remedies. Penalties shall commence on the day following the date of permit invalidation.

Section 16:47-10.13 – Permit appeal process

(a) Lot or site owners can appeal a permit denial or permit conditions they find unacceptable.

(b) The appeal process is as follows:

1. The lot or site owner shall submit a written request for an appeal meeting to the manager of the appropriate permitting office within 30 days of a notice of denial or receipt of unacceptable permit conditions. The request shall include reasons for the appeal.
2. Within 14 days of receipt of the appeal request, the manager of the appropriate permitting office will determine whether to grant the request for an appeal meeting.
3. If the Department denies the appeal request, the lot or site owner may submit an appeal to the Director of the appropriate permitting unit, within 21 days of the date of denial.
4. If the Department grants the appeal request, the appropriate permitting office will contact the lot or site owner to schedule an appeal meeting. The lot or site owner shall have the opportunity to present information supporting the appeal at that meeting.
5. The manager of the appropriate permitting office will render a decision, in writing, within 21 days of the appeal meeting and so notify the lot or site owner. The lot or site owner will be further advised that if the owner does not agree with the

decision, he or she may submit an appeal, with reasons, to the Director within 21 days of receiving notice.

6. Within 14 days of receipt of the lot or site owner's appeal, the Director will schedule a hearing and may designate a hearing officer. At the hearing, the lot or site owner will be accorded an opportunity to present information justifying the appeal. The hearing will be formal, with all testimony regarding the appeal documented by a court reporter.
7. In reaching the final agency decision, the Director will consider the information presented at the hearing, the recommendation of the hearing officer, if designated, the criteria set forth in the State Highway Access Management Act and this chapter; the lot or site owner's right of reasonable access to the general system of streets and State highways; and the public's right and interest in a safe and efficient highway system. The Director will render the final agency decision, with reasons, within 14 days of the hearing and so notify the lot or site owner in writing.

Subchapter 11 – DEPARTMENT ADJUSTMENT, MODIFICATION, AND REMOVAL OF DRIVEWAYS (§§ 16:47-11.1 – 16:47-11.4)

Section 16:47-11.1 – General provisions

(a) As described at N.J.A.C. 16:47-1.2(d), adjustment, modification, or removal of a driveway may be done in conjunction with State highway projects advanced by the Department or others, or through separate access projects. The Department may adjust, modify, or remove a driveway based upon maximum achievement of the goals and purposes of this chapter, if it determines that compliance with this chapter is not reasonably attainable or would leave the lot or site without reasonable access to the general system of streets and State highways as a result of the project. An adjustment, modification, or removal of access will allow continuation of the existing use on the lot or site.

(b) Alterations of driveways are described as follows:

1. Adjustment of a driveway is:
 - i. Changing the width of a driveway by five feet or less;
 - ii. Changing the location of a driveway by 10 feet or less;
 - iii. Moving a driveway away from the centerline of the highway, such as when the highway is widened; or

- iv. Changing the slope of a driveway;
2. Modification of a driveway is:
- i. Changing the number of driveways, the width of a driveway by more than five feet, or the location of a driveway by more than 10 feet;
 - ii. Replacing all ingress to a lot or site from a State highway or all egress from a lot or site to a State highway with ingress or egress via a private easement between a State highway and a different lot or site; or
 - iii. Eliminating ingress to a lot or site from a State highway, egress from a lot or site to a State highway, or both, while still providing ingress, egress, or both on a different State highway; and
3. Removal of a driveway based on providing non-State highway access is:
- i. Removing all ingress to a lot or site from all adjacent State highways, or all egress from a lot or site to all adjacent State highways; or
 - ii. Removing all ingress from, and all egress to, a State highway.

(c) Adjustment, modification, or removal of a driveway will result in the revision or revocation of the lot or site's existing permit and issuance of an administrative permit. The plan showing the changes will be added to the administrative permit.

(d) A change in highway designation or jurisdiction from a State highway to a local street shall not be considered a removal of all ingress to a lot or site from a State highway, removal of all egress from a lot or site to a State highway, or both, and does not require the revocation of an access permit or any action by the Department. As a permit to the State highway is no longer required, existing permits will become invalid.

(e) As appropriate, the Department will provide all necessary assistance to establish changes in driveways pursuant to this subchapter, which may include, but not be limited to, the costs and expenses associated with:

- 1. Removal of existing driveways;
- 2. Construction of alternative access;
- 3. Engineering design;
- 4. On-site circulation revisions to accommodate the changes to the driveway;
- 5. On-site landscaping to replace that which is disturbed by the changes to the driveway;

6. Replacement of directional and identifying signs;
7. Acquisition of lands or rights or interests in lands to accommodate the changes to the driveway;
8. Acquisition of any other right required to accommodate the changes to the driveway; and
9. At the Department's option, establishment of an account to reimburse lot or site owners for their construction of any of the items in (e)1 through 8 above.

(f) During construction staging, reasonable access to the general system of streets and State highways will be maintained for a lot or site until the alternative access is available for use.

Section 16:47-11.2 - Adjustment of driveways

(a) When a driveway is adjusted, existing or grandfathered permits will be revised to reflect the adjusted access and an administrative permit will be issued.

(b) The Department will provide the lot or site owner written notice if a right-of-entry is required to perform an adjustment of a driveway and the Department is not acquiring any right-of-way. The lot or site owner will not be notified if all work required to adjust a driveway can be accomplished within the State highway ROW. Public notice of the highway improvement project will be provided prior to the beginning of construction.

(c) An adjustment of a driveway may not be appealed; however, a lot or site owner may meet with the Department to discuss issues related to the adjustment of a driveway.

Section 16:47-11.3 - Modification of driveways

(a) When a driveway is modified, existing or grandfathered permits will be revised to reflect the modified access and an administrative permit will be issued.

(b) The Department will provide written notice of a proposed modification of a driveway and provide a plan showing the modification to the lot or site owner and any access easement holder, with a courtesy copy to all known lessees. If entry onto the lot or site is needed to construct the proposed modification, the Department will offer a lease agreement to the lot or site owner prior to beginning construction.

(c) If a lot or site owner has received notice of the proposed modification of access and initiates the sale of the lot or site before the alternative access is constructed, the lot or site seller shall provide the lot or site purchaser with a copy of the notice of the proposed modification of a driveway. The Department will not be responsible for providing notice to a lot or site purchaser.



(d) The lot or site owner and any access easement holder shall respond to the Department, in writing, within 45 days of receipt of the notice of the proposed modification of a driveway, advising the Department of either the acceptance of the proposed modification of a driveway or the intention to appeal the proposed modification of a driveway and the basis for that appeal. Lessees do not have the right to appeal a modification of a driveway and should advise the lot or site owner of any issues with the proposed modification of a driveway. The lot or site owner's or any access easement holder's failure to timely respond shall constitute a waiver of all appeal rights and the Department's proposed modification of access will become the final agency decision.

(e) Upon receipt of a timely notice of intention to appeal a proposed modification of a driveway, the manager overseeing the access design unit will schedule a meeting with the lot or site owner or any access easement holder to resolve the issues identified as the basis for the appeal. The manager of the unit will issue a written decision within 45 days of the meeting. The decision may be appealed to the Director, in writing, within 45 days of its receipt. That appeal must set forth the reasons for not accepting the Department's decision.

(f) The Director will schedule a hearing within 14 days of receipt of the lot or site owner's or any access easement holder's appeal, and may designate a hearing officer. At the hearing, the lot or site owner or any access easement holder may present evidence supporting objections to the proposed modification of a driveway. The hearing will be formal, with all testimony regarding the appeal documented by a court reporter. The Director will close the record when all relevant information requests made at the hearing have been submitted.

(g) The Director will provide the written final agency decision to the lot or site owner or any access easement holder within 45 days of the closing of the record or remand the matter for further consideration by the access design unit. In reaching the final agency decision, the Director will consider the evidence presented at the hearing and the provisions of the State Highway Access Management Act and this chapter.

Section 16:47-11.4 - Removal of driveways

(a) For removal of all ingress to a lot or site from a State highway or all egress from a lot or site to a State highway, the existing permit or grandfathered permit will be revised to reflect the removal of ingress or egress and the attached plan will show any non-State highway access. An administrative permit will be issued.

(b) After removal of all State highway access and establishment of the alternative access, the existing or grandfathered permit will be revoked. An administrative permit will



be issued reflecting the non-State highway access and indicating that no access will be allowed on the State highway.

(c) Prior to removal of all ingress to a lot or site from a State highway, all egress from a lot or site to a State highway, or both, the Department will determine that the lot or site will have reasonable access to the general system of streets and State highways. In addition, the following conditions must be met for alternative access:

1. For a lot or site zoned for commercial purposes, the lot or site has the use of a driveway onto a street, easement, or service road, which is of sufficient design to support commercial traffic to the business or use established on the site and is so situated that motorists will have a convenient, direct, and well-marked means of both reaching the business or use and returning to the State highway.
Commercial purposes include, but are not limited to, wholesale facilities, retail facilities, service establishments, office buildings, research buildings, and residential parcels of at least 25 acres and at least four residential units per acre;
2. For a lot or site zoned for industrial purposes, access onto any street, access road, or easement across an industrial access road, which is of sufficient design to support necessary truck and employee access as required by the industry;
3. For a lot or site zoned for residential or agricultural purposes (except as provided in (c)1 above), access onto any street; or
4. If a lot or site that is used for a purpose other than that for which it is zoned, the existing use shall be used to determine which of the additional conditions in (c)1 through 3 above must be satisfied.

(d) In making the determinations required in (c) above, the Department will evaluate the lot or site under the conditions that exist as of the date of the notice provided pursuant to (h) below.

(e) For a lot or site used for commercial purposes, the Department will erect suitable signs on the State highway and connecting streets, directing motorists to the new driveway and returning them to the State highway. For a lot or site used for industrial purposes, the Department, at its discretion, may erect such signs as it deems appropriate.

(f) When the Department provides signage, it will use generic messages on signs typically no more than eight square feet, consistent with the current Manual on Uniform Traffic Control Devices for Streets and Highways. The signage will be placed in locations designated by the Department and will be maintained for a period of one year after the opening of the alternative access, after which time the Department may remove the signs.



(g) The Department will design and construct any improvements to a municipal or county roadway required for alternative access in accordance with respective municipal and county standards. The Department will not maintain the municipal or county roadway.

(h) The Department will send a copy of the plan depicting the alternative access and signage to the municipal clerk and the planning board secretary of the municipality in which the lot or site is located. If the alternative access is to a county roadway, the Department will also send a copy of the plan to the county clerk and county planning board.

(i) The Department will provide to the lot or site owner and any access easement holder, with a courtesy copy to all known lessees:

1. A written notice of the Department's intention to revise or revoke an access permit as the result of removal of State highway access;
2. A plan depicting the alternative access and signage, as described in (f) above, and any improvements the Department intends to make to provide the alternative access; and
3. Written notice of the lot or site owner and any access easement holder's right to a meeting with the Department to resolve any issues regarding the revision or revocation of an access permit. Lessees do not have the right to meet with the Department to resolve issues regarding the revision or revocation of an access permit, and should advise the lot or site owner of any issues with the proposed revision or revocation of an access permit as the result of removal of State highway access.

(j) The lot or site owner and any access easement holder shall respond to the Department, in writing, within 45 days of receipt of the notice, advising the Department of either acceptance of the proposed revision or revocation of an access permit, or intention to appeal the proposed revision or revocation of an access permit and the basis for that appeal. The lot or site owner or any access easement holder's failure to timely respond shall be deemed a waiver of all appeal rights.

(k) Upon receipt of a timely appeal and a request for a meeting, the manager overseeing the access design unit will schedule a meeting with the lot or site owner or any access easement holder to resolve the issues identified as the basis for the appeal. The manager will issue a decision in writing within 45 days of the meeting. The Department will advise the lot or site owner or any access easement holder of the right to a hearing in accordance with the provisions of the Administrative Procedure Act, N.J.S.A. 52:14B-1 et seq., and 52:14F-1 et seq., and the Uniform Administrative Procedure Rules,



N.J.A.C. 16:47-12.1. Any such request for a hearing shall include the basis for that request and shall be made to the Department within 45 days of receipt of the decision. The lot or site owner or any access easement holder's failure to timely respond to the notice within 45 days shall be deemed a waiver of all appeal rights. If an appeal is timely filed, the Department will request that a hearing be scheduled with the Office of Administrative Law, and will so notify the lot or site owner or any access easement holder. Any such hearing shall not occur less than 90 days after the date of receipt or refusal of notification in (i)1 above.

(i) If a lot or site owner receives a notice of proposed driveway removal and initiates the sale of the lot or site or leases to a new tenant before the Department completes the driveway removal, the lot or site owner shall provide the lot or site purchaser or new tenant with a copy of the notice of the proposed driveway removal. The Department will not be responsible for providing notice to a lot or site purchaser or new tenant.

Subchapter 12 – ACCESS MANAGEMENT PLANS

(§§ 16:47-12.1 – 16:47-12.11)

Section 16:47-12.1 – Purpose and scope

(a) The Department may adopt, as supplements to this chapter, site-specific access management plans (AMPs) for individual segments of a State highway.

(b) The objective of an AMP is to provide a safe and efficient highway system by minimizing the number of driveways and reducing vehicular and pedestrian conflict points. The plan shall include any needed future operational and safety improvements, and should reflect community values and vision and identify the means of access for each lot or site on the State highway segment.

(c) Through the coordination of municipal land use regulation and the Department's control of direct State highway access pursuant to the provisions of this chapter, an AMP shall include, but not be limited to, the following:

1. An access envelope that meets the provisions of this chapter or could be approved as a waiver issued pursuant to N.J.A.C. 16:47-9.9, for each lot or site within the subject State highway segment;
2. The maximum number of driveways within each access envelope that meets the provisions of this chapter or could be approved as a waiver issued pursuant to N.J.A.C. 16:47-9.9;
3. An access envelope for non-State highway driveways, if appropriate, for each lot or site;

4. The maximum number of trips to be generated by each lot or site;
5. All existing and proposed shared driveways and common driveways, indicating existing and proposed easements. A common driveway is a driveway between a State highway and a lot or site used by more than one lot where another driveway between the State highway and the lot or site also exists;
6. Identification and location of future operational and safety improvements;
7. Trip generation thresholds and operational levels that will trigger the need for construction of highway capacity and safety improvements; and
8. A traffic signal location envelope, when appropriate, which identifies the number and general location of traffic signals within the subject State highway segment.

Section 16:47-12.2 – General provisions

(a) An AMP may be adopted for a State highway segment provided that the following conditions are met:

1. All municipalities bordering the subject State highway segment, and any county having a county road that intersects such segment, have adopted the AMP by incorporating its conditions and revised zoning as appropriate into their land development ordinances and master plans; and
2. All affected municipalities and counties agree to coordinate any necessary improvements contemplated in the AMP and have made a long-term commitment to the oversight and implementation of the adopted AMP by a written agreement with the Department, which may include, but shall not be limited to, a memorandum of understanding.

Section 16:47-12.3 – Effect of adoption

(a) An AMP, when adopted by the Department, shall be binding upon the Department and the municipality and county, as appropriate. All subsequent municipal and county approvals and decisions, as appropriate, and all subsequent access permits will be issued in accordance with the provisions of the AMP.

(b) An adopted AMP may not be modified, except in the manner set forth in N.J.A.C. 16:47-12.9 and 12.10.

(c) An adopted AMP may not be abandoned by any party without the joint agreement of all parties.



Section 16:47-12.4 – Effect on access applications prior to approval of an access management plan

The standards governing access onto the State highway system, as set forth in this chapter, shall apply to all access permits for lots within an AMP study area until an AMP is adopted. Decisions on access applications may not be delayed or deferred pending adoption of an AMP. The provisions of an AMP shall only apply to access applications deemed complete by the Department subsequent to plan adoption, unless the applicant agrees to comply with the anticipated provisions of a pending AMP.

Section 16:47-12.5 – Initiation of an access management plan

(a) Any municipality may request development of an AMP for a subject State highway segment, provided that such segment is located within its boundaries. A county may not request initiation of an AMP development for a State highway segment, but may request the affected municipality to initiate such request. Requests shall be made in writing and addressed to:

Director, Division of Statewide Planning
New Jersey Department of Transportation
1035 Parkway Avenue
PO Box 600
Trenton, NJ 08625-600

The Department, in its sole discretion, may approve or deny such request.

(b) Municipalities and counties participating in the development of an AMP shall adopt resolutions that:

1. Agree to enter into a joint planning process with the Department for the development of an AMP;
2. Agree to share the cost of developing such a plan, specifying either the level of in-kind services or cash contributions; and
3. Designate a primary contact person authorized to act on behalf of the municipality or county.

(c) Prior to the development of an AMP, the participants shall agree in writing to the allocation of costs and management responsibilities in developing such a plan.

(d) The Department may terminate the work activity by so notifying all other participants, if the AMP is not completed in a timely manner, or the municipality or county fails to



adopt the required ordinances and master plan amendments, or for any other reason. The notice will state the reasons for such termination.

Section 16:47-12.6 - Development of an access management plan

(a) Upon determination by the Department that development of an AMP should be advanced, a working committee (committee) shall be established. The committee shall direct and oversee the access management joint planning process and will include representatives of the Department and the affected municipalities, and, if the study area includes a county road, a representative of the county. It can also include, as appropriate, representatives of the county, transportation development districts, transportation management associations, metropolitan planning organizations, toll road authorities, and other agencies.

(b) A study shall be undertaken by the committee. The study area shall include in their entirety all lots or sites having frontage on the subject State highway segment, proposed improvements, and all other lots or sites on which proposed improvements will be located. The study area shall extend at least 1,000 feet beyond each end of the subject State highway segment and have a width of at least 500 feet from the centerline of such segment.

(c) A minimum of one public meeting shall be held by the committee in each affected municipality, to solicit public input in development of the AMP.

(d) Upon completing any necessary studies, a draft AMP shall be prepared. The draft AMP shall consist of a report and maps as set forth in N.J.A.C. 16:47 Appendices I-4 and I-5, incorporated herein by reference, and any other supporting documentation as may be deemed necessary.

(e) The committee shall submit the draft AMP to the municipal and county governing bodies, planning boards, and other government bodies as appropriate, to solicit agreement to present the draft AMP to the Department and to solicit public comment on the proposal.

(f) When the above agreement is reached, the committee shall submit the draft AMP to the Director of the Division of Statewide Planning for a review of its consistency with Department design standards, policies, and the provisions of this chapter. The draft AMP shall be submitted to the Department within two years of the start of studies pursuant to this section. An extension of time may be granted by the Department upon receipt of a written request from the committee that outlines a schedule for completion of work.



(g) Upon Department concurrence with the draft AMP, a public meeting affording the opportunity for public comment on the draft AMP shall be held by the initiating agency in each affected municipality. A minimum of notice of 15 days shall be provided in a local newspaper of general circulation and by mail to owners of any lot or site located within the AMP study area, and to all municipalities and counties located within 200 feet of such lots or sites within which the AMP will be located. The notice shall give the time and place of the meeting, the means for providing public comments on the draft AMP, and the location to review the responses to comments received on the draft AMP.

(h) The committee shall meet and review the comments made during the public comment period within 60 days after the close of the public comment period. The committee shall summarize the public comments, address the public comments, post the responses as provided in the public notice in (g) above, and revise the draft AMP as appropriate.

(i) A second public meeting shall be held if the committee makes amendments that would significantly impact or change the goals and objectives of the draft AMP, following the same procedures provided in this section.

Section 16:47-12.7 – Adoption of an access management plan

(a) The committee shall prepare and submit the final AMP to the affected municipalities and counties for review and adoption by a resolution of concurrence.

(b) Upon concurrence with the final AMP by the affected municipalities and counties, the committee shall submit the final AMP and local resolutions of concurrence to the Department for review and approval.

(c) Upon Department approval of the final AMP, the affected municipalities and counties shall incorporate the approved final AMP and its conditions and recommendations into their land development ordinances and master plans. The affected municipalities and counties shall submit, to the Department, certified copies of the adopted land development ordinances, master plan amendments, and, as appropriate, county resolutions.

(d) Upon receipt of the ordinances, master plan amendments, and, as appropriate, county resolutions, the Department will incorporate the approved final AMP, by reference, into this chapter in the manner established for adoption of rules pursuant to the Administrative Procedure Act, N.J.S.A. 52:14B-1 et seq. The approved final AMP shall become effective upon the publication of the notice of adoption of amendments to this chapter.



(e) The committee shall submit four hard copies and one electronic copy (either disc or flash drive) of both the adopted report and final AMP map to the Department and each affected municipality and county, as appropriate.

Section 16:47-12.8 – Implementation of an access management plan

(a) Implementation of an AMP shall be achieved through:

1. Enforcement of the municipal land development ordinances and policies that implement the provisions of the AMP;
2. The Department's issuance of permits consistent with the provisions of the AMP; and
3. The implementation of recommended roadway improvements by the appropriate agencies.

(b) A municipality issuing land development approvals and land use permits for a lot or site located within the AMP shall ensure that:

1. Land use intensities are consistent with those identified in the AMP;
2. The number of driveways between the State highway and a lot or site does not exceed the maximum number of driveways identified in the AMP;
3. The driveways between the State highway and a lot or site are located within the access envelope identified in the AMP *for* each lot or site;
4. Any lot subdivision approved subsequent to the adoption of an AMP does not create any nonconforming lot, as described in this chapter. Any subsequent lot subdivision shall not generate more trips than the maximum number allowed from the original lot or result in more driveways between the State highway and subdivided lots than allowed for in the AMP; and
5. Any subsequent lot consolidation does not generate more trips than the sum of the maximum number allowed from each of the original lots or contain more driveways between the State highway and the lot or site than the total number allowed for in the AMP.

(c) The Department, when considering an access application, will:

1. Only issue an access permit consistent with the provisions of the AMP, and require that roadway improvements resulting from access permits issued within the limits of the AMP be consistent with those identified in the AMP; and
2. Deny an access permit if trip generation thresholds or operational levels as identified in the AMP would be exceeded, until improvements identified in the AMP are constructed or an implementation plan is in place.



Section 16:47-12.9 – Modifications to an adopted access management plan

(a) The Department, or any municipality or county that participated in the development of an AMP, may propose a modification to an adopted AMP.

(b) An adopted AMP shall be modified when:

1. Conditions, standards, or policies on which the adopted AMP was based have changed, so that the plan's safety and operating goals and objectives are impaired;
2. A driveway, street, or traffic signal not identified in the adopted AMP is proposed to be added;
3. A street or traffic signal included in the adopted AMP is proposed to be removed;
4. Land use ordinances or municipal or county master plans that impact the adopted AMP are proposed to be changed;
5. Proposed land use intensities exceed those identified in the adopted AMP; or
6. Highway improvements are proposed that are not identified in the adopted AMP.

(c) Any proposed modification to an adopted AMP, and its implementation, shall be in accordance with the provisions of this chapter and coordinated through an affected municipality or county. When modification of an adopted AMP is proposed by a municipality or county, subsequent actions including, but not limited to, all costs and activities associated with additional studies to reevaluate the adopted AMP and prepare revised maps, shall be the responsibility of the initiator.

Section 16:47-12.10 – Approval of an access management plan modification

(a) Request for a modification to an adopted AMP shall set forth the proposed changes on the AMP map and include an assessment of the impact of the modification on the goals and objectives of the AMP.

(b) The request shall be sent to the Director, Division of Statewide Planning, with copies sent to all governing bodies that adopted the AMP. Within 60 days of receiving the request, the Director, Division of Statewide Planning will convene a committee to review the proposed revisions for concurrence. This working committee shall be comprised of, at a minimum, the initiator of the request, representatives from the Department, and all affected municipalities.



(c) Any proposed modifications to an adopted AMP shall require approval of the committee and any affected municipality and county, as appropriate. A reexamination study and a public meeting affording the opportunity for public comment on the proposed modified AMP may be required if modifications to the adopted AMP are proposed that significantly impact traffic patterns, operational levels, or significantly change the access provisions for lots or sites within the limits of the adopted AMP. The public meeting shall be held by the agency initiating the modification in each affected municipality. A minimum notice of 15 days shall be provided in a local newspaper of general circulation and by mail to owners of any lot or site located within the proposed modified AMP area, and to all municipalities and counties located within 200 feet of such lots or sites. The notice shall give the time and place of the meeting, the means for providing public comments on the proposed modified AMP, and the location to review the responses to comments received on the proposed modified AMP.

(d) When approved by the committee, municipality and county, as appropriate, the proposed modified AMP shall be submitted to the Director, Division of Statewide Planning, for review of its consistency with the Department's design standards, policies, and the provisions of this chapter.

(e) Upon Department approval of the proposed modified AMP, the affected municipality and county shall incorporate the proposed modified AMP into its land development ordinances and master plan, and a revised map shall be prepared by the initiator of the modification. Certified copies of the ordinances and master plan amendments shall be submitted to the Department, along with four hard copies and one electronic copy (either disc or flash drive) of the revised map. One copy of the revised map shall be forwarded to each affected municipality and county, as appropriate.

(f) Upon receipt of the ordinances and master plan amendments, the Department will promulgate the plan amendments pursuant to N.J.A.C. 16:47- 12.7(d). The existing provisions of the adopted AMP remain in effect and permits shall continue to be issued according to those provisions, until such time as the proposed modified AMP becomes effective.

Section 16:47-12.11 – Adopted access management plans

(a) The following municipalities have adopted an AMP that are incorporated herein by reference, as revised and supplemented:

1. Colts Neck Township, covering the State highway segment of Route 34 from Route 18 to Yellow Brook, approximate mileposts 12.28 to 13.71; and
2. Stafford Township, covering State highway Route 72 in two segments: from the municipal boundary with Barnegat Township to Marsha Drive, approximate



mileposts 18.06 to 25.70; and from the western edge of Cedar Bonnet Island to the municipal boundary with Ship Bottom Boro, approximate mileposts 27.15 to 28.13.

(b) Official copies of the current version of these AMPs, including the report and maps, may be obtained from:

New Jersey Department of Transportation
Director, Division of Statewide Planning
1035 Parkway Avenue
PO Box 600
Trenton, NJ 08625-0600
609-530-5587

(c) The Department may charge a fee for reproduction and shipping costs.

Subchapter 13 - ACCESS CODE REVISIONS

(§§ 16:47-13.1 – 16:47-13.4)

Section 16:47-13.1 - Procedure

The Commissioner may modify this subchapter, as deemed appropriate, under the Administrative Procedure Act, N.J.S.A. 52:14B-1 et seq.

Section 16:47-13.2 - Legislature notice

The Commissioner will notify the Senate Transportation Committee, or its successor, and the Assembly Transportation, Public Works and Independent Authorities Committee, or its successor, of any proposed revisions to the Access Code, in writing, at the time the revisions are proposed for adoption under the provisions of the Administrative Procedure Act.

Section 16:47-13.3 - Census

The Commissioner will modify the Access Code, as appropriate, after obtaining U.S. Census information.

Section 16:47-13.4 - State Development and Redevelopment Plan

The Commissioner will modify the Access Code, as appropriate, to support an adopted State Development and Redevelopment Plan. The Commissioner will review the Access Code whenever the Plan is updated and make appropriate modifications. The



modifications will be incorporated into the Access Code in the manner established for adoption of rules pursuant to the Administrative Procedure Act, N.J.S.A. 52:14B-1 et seq.

Subchapter 14 – MUNICIPAL AND COUNTY ACCESS CODES

(§ 16:47-14.1)

Section 16:47-14.1 – General requirements

(a) Any municipality or county may adopt an access code for streets under its control, which satisfies the standards embodied in this chapter.

(b) When requirements of State, municipal, and county access codes apply to the same lot or site, the requirements of this chapter shall take precedence over the requirements of municipal and county access codes.

Appendix A – ACCESS CLASSIFICATION MATRIX

This chart is to be used in conjunction with NJ.A.C. 16:47 Appendix B-2, and provides information regarding the general characteristics of the State highway segments listed in that appendix. See NJ.A.C. 16:47 Appendix C for access level descriptions.

URBAN CHARACTERISTICS												
ACCESS CLASS	HIGH SPEED > 45 MPH						LOW SPEED < 45 MPH					
	DIVIDED		UNDIVIDED MULTI-LANE		TWO-LANE		DIVIDED		UNDIVIDED MULTI-LANE		TWO-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		UNDIVIDED MULTI-LANE		TWO-LANE		DIVIDED		UNDIVIDED MULTI-LANE		TWO-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)

Cell "0" represents AL 1. For cells with an AL designation of 3/4, the Access Level will depend on Department plans for the route.

Appendix B

STATE HIGHWAY ACCESS LEVELS BY ROUTE AND MILEPOST

ACCESS LEVEL (AL)	AL Description
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 and safety considerations)
6	Driveway access limited by edge clearance and safety considerations



DESIRABLE TYPICAL SECTIONS CODES (DTS) AND RIGHT-OF-WAY WIDTHS (ROW)
DESCRIPTION

The following table shows the maximum acceptable expanded width of State highway segments. 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.

DTS	ROW	Description
1A	Existing	Same lane, shoulder and parking conditions as exist (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.)
2A	78'	2 lanes, with shoulders or parking
2B	92'	2 lanes, with shoulders or parking, 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 (non-State highways only)
4A	114'	4 lanes, divided, with shoulders or parking
4B	90'	4 lanes, divided, without shoulders
4C	102'	4 lanes, undivided, with shoulders or parking
4D	78'	4 lanes, undivided, without shoulders
4E	102'	4 lanes, undivided, with shoulders or parking (urban situation)
4F	116'	4 lanes, undivided with shoulders or parking, 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 or parking
6B	124'	6 lanes, divided, without shoulders
6C	210'	6 lanes, divided, with CD roads
8A	172'	8 lanes, divided, with shoulders or parking
8B	148'	8 lanes, divided, without shoulders
8C	234'	8 lanes, divided, with CD roads



CELL NUMBER DESIGNATIONS(See N.J.A.C. 16:47 Appendix A)

MILEPOST

Route	Begin	End	AL	DTS	CELL
1	0.60	5.47	1	6A	0
1	5.47	5.94	3	6A	1
1	5.94	6.06	3	6C	1
1	6.06	7.20	2	6C	25
1	7.20	7.27	2	6A	25
1	7.27	10.80	3	6A	1
1	10.80	11.27	3	6B	1
1	11.27	22.41	3	6A	1
1	22.41	38.34	3	8A	1
1	38.34	40.16	3	6A	1
1	40.16	41.70	3	6A	4
1	41.70	43.11	3	6A	1
1	43.11	45.45	3	6A	4
1	45.45	48.60	1	8C	0
1	48.60	51.09	1	6C	0
1	51.09	54.61	1	4B	0
1	54.61	61.97	3	6A	4
1	61.97	62.80	3	4A	4
1	62.80	62.88	3	4A	1
1	62.88	63.17	3	6C	1
1	63.17	64.88	3	5A	1
1B	0.00	1.09	3	4A	4
1B	1.09	2.73	3	4A	1
1E	45.57	51.14	1	2A	0
1T	0.00	2.27	3	6A	1
1T	2.27	4.11	3	6A	4
3	0.00	6.00	1	8A	0
3	6.00	6.39	1	6C	0
3	6.39	7.39	1	8C	0
3	7.39	8.12	1	6C	0
3	8.12	9.18	1	8C	0



3	9.18	10.40	1	6C	0
3	10.40	10.84	1	4A	0
3E	9.12	10.24	1	4A	0
3E	10.24	10.37	1	2A	0
4	0.00	0.13	3	4B	4
4	0.13	2.00	3	4A	4
4	2.00	2.11	3	4A	1
4	2.11	2.31	3	6A	1
4	2.31	2.34	3	8C	1
4	2.34	2.37	2	8C	25
4	2.37	2.83	3	8C	1
4	2.83	3.94	3	6C	1
4	3.94	5.00	3	6A	1
4	5.00	10.83	1	6A	0
5	0.00	0.40	5	2A	6
5	0.40	0.48	5	2B	6
5	0.48	0.87	5	4F	6
5	0.87	0.98	5	2B	6
5	0.98	1.80	5	2A	6
5	1.80	2.17	4	4E	5
5	2.17	2.55	5	2A	6
5	2.55	2.80	5	4C	6
5	2.80	3.15	5	2A	6
7	0.00	0.50	4	4D	5
7	0.50	0.53	3	4A	4
7	0.53	0.62	3	4A	28
7	0.62	0.67	2	4A	25
7	0.67	1.30	2	6A	25
7	1.30	1.62	3	4A	28
7	1.62	3.57	4	4C	29
7	3.57	3.60	4	4C	2
7	3.60	4.16	4	4C	5
7	4.16	5.29	4	4D	5
7	5.99	8.26	4	4D	11
7	9.40	10.10	4	4D	11



9	3.00	3.06	4	4C	26
9	3.06	5.83	4	4C	32
9	5.83	11.00	4	4C	35
9	11.00	14.33	5	2A	36
9	14.33	15.08	5	2A	33
9	15.08	16.80	4	4C	32
9	16.80	18.04	4	4C	26
9	18.04	18.61	4	4C	29
9	18.61	23.63	4	4C	8
9	23.63	24.02	4	4C	11
9	24.02	28.42	4	4C	8
9	28.42	29.44	4	4C	11
9	29.44	30.61	4	4C	8
9	30.61	30.72	4	4C	11
9	31.84	32.22	4	4C	8
9	32.22	32.64	4	4C	2
9	32.64	35.07	4	4C	5
9	35.07	36.01	4	4C	2
9	36.01	41.96	4	4C	5
9	41.96	42.56	4	4C	2
9	42.56	42.86	4	4C	5
9	42.86	44.61	4	4C	11
9	44.61	45.33	4	4C	8
9	45.33	46.70	4	4C	35
9	46.70	47.13	4	4C	11
9	47.13	47.78	4	4C	35
9	47.78	48.37	4	4C	8
9	48.37	48.67	4	4C	11
9	48.67	49.09	4	4C	35
9	49.09	49.28	4	4C	32
9	49.28	49.38	4	4C	8
9	49.38	52.59	4	4C	32
9	54.85	55.12	4	4C	35
9	55.12	55.18	4	4C	8
9	55.18	55.52	4	4C	35



9	55.52	56.12	4	4C	8
9	56.12	57.39	4	4C	11
9	57.39	57.79	4	4C	8
9	57.79	60.11	4	4C	32
9	60.11	61.63	4	4C	8
9	61.63	62.61	4	4C	11
9	62.61	63.32	4	4A	10
9	63.32	64.76	4	4A	7
9	64.76	65.99	3	4A	10
9	65.99	68.42	3	4A	7
9	68.42	70.21	4	4F	8
9	70.21	70.55	3	4B	7
9	70.55	70.60	3	4B	10
9	70.60	71.27	4	4A	10
9	71.27	74.00	4	4A	7
9	74.00	74.51	4	4D	8
9	74.51	75.51	4	4D	11
9	75.51	76.32	4	4D	8
9	76.32	79.47	3	4A	7
9	79.47	80.29	3	4A	34
9	80.29	80.82	3	4A	7
9	80.82	81.24	4	4D	8
9	81.24	82.06	4	4D	11
9	82.06	84.01	3	4A	10
9	84.01	85.74	3	4A	7
9	85.74	89.45	3	4A	10
9	89.45	89.60	4	4A	10
9	89.60	90.10	4	4B	10
9	90.10	90.37	4	4B	7
9	90.37	91.05	3	4A	7
9	94.50	100.30	3	4A	1
9	100.30	103.13	3	4A	4
9	103.13	103.23	3	6A	4
9	103.23	114.01	3	6A	1
9	114.01	114.30	3	8A	1



9	114.30	123.18	3	6A	1
9	123.18	136.38	3	8A	1
9W	0.00	0.35	3	4B	4
9W	0.35	0.76	3	4A	4
9W	0.76	1.45	4	4E	5
9W	1.45	3.95	3	4A	4
9W	3.95	5.32	3	4A	28
9W	5.32	8.06	3	4A	4
9W	8.06	11.00	3	4A	28
9W	11.00	11.17	5	2A	30
10	0.00	5.46	3	4A	1
10	5.46	12.22	3	6A	1
10	12.22	12.79	3	8A	1
10	12.79	14.37	3	6A	1
10	14.37	15.25	3	6A	4
10	15.25	19.70	3	6A	1
10	19.70	19.80	3	4A	1
10	19.80	23.51	3	4A	4
12	0.95	1.01	4	4A	34
12	1.01	6.10	4	4C	32
12	6.10	10.45	2	4A	31
12	10.45	10.95	4	4A	34
12	10.95	11.69	4	4A	10
13	0.00	0.42	4	4D	11
13	0.42	0.56	4	4B	10
15	0.00	2.05	4	4C	11
15	2.05	2.29	3	6A	1
15	2.29	2.46	3	8B	1
15	2.46	2.67	3	6A	1
15	2.67	5.95	2	6A	25
15	5.95	8.92	1	6A	0
15	8.92	12.22	2	6A	25
15	12.22	12.87	3	6A	1
15	12.87	14.13	2	6A	25
15	14.13	16.32	4	4E	26



15	16.32	18.37	4	4E	29
15	18.37	19.53	4	4E	26
17	0.00	3.50	4	4E	5
17	3.50	4.23	3	6A	4
17	4.23	26.81	3	6A	1
18	5.14	30.30	1	4A	0
18	30.30	34.30	3	4A	1
18	34.30	34.41	3	6A	1
18	34.41	35.32	3	8A	1
18	35.32	37.02	3	6A	1
18	37.02	40.13	3	8A	1
18	40.13	40.82	3	8A	4
18	40.82	41.81	3	8A	1
18	41.81	42.28	3	6A	1
18	42.28	45.30	1	6A	0
19	0.00	0.70	1	4A	0
19	0.70	1.06	1	8A	0
19	1.06	2.46	1	6A	0
19	2.46	2.55	3	6A	1
19	2.55	2.92	3	6A	4
20	0.00	1.82	3	6A	1
20	1.82	2.12	3	6A	4
20	2.12	2.48	3	6A	1
20	2.48	2.86	3	6A	4
20	2.86	3.99	3	6A	1
21	0.00	0.70	3	6B	1
21	0.70	3.87	3	6B	4
21	3.87	3.96	3	6A	4
21	3.96	4.08	3	6A	1
21	4.08	14.35	1	6A	0
22	0.30	1.48	3	6B	4
22	1.48	2.00	3	6B	1
22	2.00	3.03	3	4A	1
22	3.03	3.82	3	6A	1
22	3.82	4.45	3	4A	1



22	4.45	4.49	3	6A	1
22	4.49	5.07	2	6A	25
22	19.25	31.50	3	4A	7
22	31.50	33.88	3	6A	7
22	33.88	37.10	3	6A	1
22	37.10	38.80	3	4A	1
22	38.80	39.26	3	6A	1
22	39.26	41.59	3	4A	1
22	41.59	60.53	3	6A	1
23	0.00	5.06	4	4D	5
23	5.06	5.67	3	6A	4
23	5.67	6.82	3	6A	1
23	8.94	9.48	3	6A	4
23	9.48	16.86	3	6A	1
23	16.86	17.50	2	6A	25
23	17.50	19.57	3	6A	28
23	19.57	26.87	2	6A	25
23	26.87	27.08	4	4C	26
23	27.08	36.61	4	4C	29
23	36.61	37.30	4	4C	26
23	37.30	38.61	4	4C	29
23	38.61	39.61	4	4C	26
23	39.61	41.39	4	4C	29
23	41.39	45.30	4	4C	26
23	45.30	45.58	4	4C	29
23	45.58	46.64	4	4C	26
23	46.64	52.63	4	4C	29
24	0.00	0.55	1	4A	0
24	0.55	1.65	1	6A	0
24	1.65	6.75	1	4A	0
24	6.75	10.42	1	6A	0
26	0.00	1.06	4	4E	11
26	1.06	1.18	4	4E	8
26	1.18	2.54	4	4E	11
27	0.00	1.49	5	1A	6



27	1.49	2.91	4	1A	3
27	2.91	3.04	5	1A	30
27	3.04	3.17	5	1A	29
27	3.17	3.32	5	1A	2
27	3.32	3.62	5	1A	6
27	3.62	4.00	5	1A	3
27	4.00	5.07	4	2B	3
27	5.07	6.13	4	2B	27
27	6.13	6.80	4	2B	3
27	6.80	9.23	4	4F	2
27	9.23	10.60	4	4F	5
27	10.60	11.55	4	4F	2
27	11.55	15.40	4	4F	5
27	16.60	18.23	4	4D	5
27	18.23	23.86	4	4F	5
27	23.86	27.18	4	4F	2
27	27.18	27.29	4	4E	2
27	27.29	38.53	4	4E	5
27Z	33.39	34.06	5	2A	6
28	0.00	2.25	5	2A	9
28	2.25	3.00	5	2A	6
28	3.00	3.70	5	2B	6
28	3.70	6.23	5	2A	6
28	6.23	6.24	4	4D	5
28	6.24	6.80	4	4D	2
28	6.80	6.86	4	4D	5
28	6.86	8.15	5	2A	6
28	8.15	12.41	4	4D	5
28	17.27	19.56	5	1A	6
28	19.56	19.72	3	1A	4
28	19.72	20.06	4	1A	5
28	20.06	22.93	5	1A	6
28	22.93	26.33	3	4A	4
28	26.33	26.44	4	2A	6
29	0.00	1.31	1	8A	0



29	1.31	1.77	1	6A	0
29	1.77	2.94	1	4A	0
29	2.94	4.29	1	6A	0
29	4.29	9.38	1	4A	0
29	9.38	9.55	3	4A	1
29	9.55	11.79	4	2A	3
29	11.79	11.95	5	2A	6
29	11.95	12.47	5	2A	30
29	12.47	12.99	4	2A	3
29	12.99	13.35	5	2A	6
29	13.35	18.07	5	2A	30
29	18.07	18.60	4	4C	29
29	18.60	18.87	5	4C	30
29	18.87	19.60	5	2A	30
29	19.60	20.06	4	4C	29
29	20.06	20.30	4	4C	35
29	20.30	23.20	5	2A	36
29	23.20	23.31	5	1A	36
29	23.31	34.26	5	1A	33
30	0.92	1.20	3	6A	1
30	1.20	3.32	3	8B	1
30	3.32	4.26	3	8A	1
30	4.26	6.40	4	4E	5
30	6.40	7.95	3	6A	4
30	7.95	13.88	3	4A	4
30	13.88	16.30	3	4A	1
30	16.30	16.31	3	4B	1
30	16.31	17.07	3	4B	4
30	17.07	18.00	3	4B	1
30	18.00	22.78	3	4A	1
30	22.78	23.67	4	4C	2
30	23.67	25.80	2	4A	25
30	25.80	27.37	3	4A	1
30	27.37	27.97	2	4A	25
30	27.97	28.12	4	4G	26



30	28.12	29.16	4	4G	2
30	29.16	31.05	4	4G	5
30	31.05	34.00	4	4G	2
30	34.00	35.10	4	4G	26
30	35.10	37.58	3	4A	1
30	37.58	40.29	2	4A	25
30	40.29	40.68	3	4A	28
30	40.68	40.79	4	4D	2
30	40.79	41.66	4	4D	5
30	41.66	42.10	4	4D	2
30	42.10	51.18	4	4G	2
30	51.18	52.04	4	4G	5
30	52.04	52.39	4	4G	2
30	52.39	52.42	4	4G	2
30	52.42	52.83	3	4A	1
30	52.83	54.39	2	4A	25
30	54.39	54.44	2	6B	25
30	54.44	55.43	3	6B	1
30	55.43	56.77	3	8B	1
30	56.77	57.20	3	8B	4
31	1.15	3.96	4	4C	5
31	3.96	4.30	4	4C	2
31	4.30	4.70	4	4F	2
31	4.70	6.11	3	4A	1
31	6.11	7.19	3	4A	28
31	7.19	12.37	4	4C	29
31	12.37	14.16	3	4A	28
31	14.16	16.36	2	4A	25
31	22.02	22.13	3	4A	4
31	23.13	23.14	3	4A	1
31	23.14	24.74	3	4A	28
31	24.74	29.94	2	4A	25
31	29.94	34.09	3	4A	1
31	34.09	42.02	2	4A	25
31	42.02	42.19	3	4A	28



31	42.19	42.30	3	4A	1
31	42.30	43.27	3	4A	4
31	43.27	44.36	3	4A	1
31	44.36	46.14	2	4A	25
31	46.14	46.24	3	4A	28
31	46.24	46.85	3	4A	4
31	46.85	47.33	3	4A	1
31	47.33	48.93	3	4A	28
32	0.00	1.18	3	4A	1
33	0.00	2.30	4	4D	5
33	2.30	5.50	4	4C	5
33	5.50	7.84	4	4C	2
33	12.42	12.70	3	4A	1
33	12.70	13.59	4	2B	3
33	13.59	13.68	5	2B	6
33	13.68	14.70	5	1A	6
33	14.70	14.77	4	4D	2
33	14.77	15.01	3	6B	1
33	15.01	19.01	3	6A	1
33	19.01	21.15	2	6A	25
33	21.15	23.59	3	6A	1
33	23.59	24.10	3	4A	1
33	24.10	24.40	2	4A	25
33	24.40	28.55	1	4A	0
33	28.55	29.34	1	4E	0
33	29.34	29.42	4	4C	2
33	29.42	32.59	4	4C	26
33	32.59	35.24	2	4A	25
33	35.24	36.08	3	4A	1
33	36.08	36.71	2	4A	25
33	36.71	37.79	3	4A	1
33	37.79	37.86	4	4C	2
33	37.86	38.29	4	4C	5
33	38.29	39.44	4	4C	2
33	39.44	39.86	4	4C	5



33	39.86	40.13	3	6A	4
33	40.13	41.38	4	4C	5
33	41.38	42.03	4	4C	11
33B	0.00	0.69	4	2A	3
33B	0.69	0.97	4	2A	27
33B	0.97	2.35	4	2A	3
33B	2.35	4.44	5	2A	6
33B	4.44	4.46	4	4G	5
33B	4.46	5.45	4	4G	2
33B	5.45	6.89	4	4G	26
34	0.00	3.52	3	4A	1
34	3.52	7.72	3	4A	7
34	8.76	12.27	2	4A	31
34	12.27	12.49	2	4A	25
34	12.49	13.73	3	4A	28
34	13.73	13.75	4	4C	29
34	13.75	20.53	4	4C	26
34	20.53	20.68	4	4C	29
34	20.68	21.19	4	4C	2
34	21.19	21.20	4	4C	5
34	21.20	23.08	4	4G	5
34	23.08	23.30	4	4G	2
34	23.30	26.79	4	4C	2
35	0.00	0.26	4	4B	34
35	0.26	0.58	5	2A	36
35	0.58	1.44	4	4A	34
35	1.44	2.07	4	6A	34
35	2.07	2.32	4	6B	34
35	2.32	2.45	4	8B	34
35	2.45	2.48	1	8B	0
35	2.48	3.51	1	6A	0
35	3.51	3.65	3	6B	28
35	3.65	3.77	3	4B	28
35	3.77	9.12	3	4A	28
35	9.12	12.42	4	4E	29



35	12.42	13.00	4	4E	5
35	13.00	14.50	3	4A	4
35	14.50	16.00	3	4A	1
35	16.00	16.04	3	4A	4
35	16.04	20.10	4	4F	5
35	20.10	21.05	3	4A	4
35	21.05	21.39	4	4D	5
35	21.39	22.30	3	6A	4
35	22.30	22.47	4	4D	5
35	22.47	22.60	3	4B	4
35	22.60	23.02	4	4D	5
35	23.02	24.61	4	4C	5
35	24.61	24.86	3	4A	4
35	24.86	24.94	3	4A	1
35	24.94	29.39	3	6A	1
35	29.39	29.50	3	6A	4
35	29.50	31.20	4	4F	5
35	31.20	32.86	4	4C	5
35	32.86	33.15	4	4D	5
35	33.15	33.80	5	2A	6
35	33.80	34.37	4	4E	5
35	34.37	34.70	3	4A	4
35	34.70	35.80	3	4A	1
35	35.80	43.91	3	6A	1
35	43.91	44.62	3	6B	1
35	44.62	45.64	3	6A	1
35	45.64	51.00	3	6A	4
35	51.00	52.32	4	4E	5
35	52.32	53.35	4	4F	5
35	53.35	54.08	4	4C	5
35	54.08	54.62	4	4C	2
35	54.62	58.07	4	4C	5
35Z	3.49	9.03	5	2A	30
35Z	12.85	14.28	5	2A	6
36	0.00	3.73	3	6A	1



36	3.73	4.00	3	6A	4
36	4.00	5.72	4	4D	5
36	5.72	6.23	3	4A	1
36	6.23	6.55	3	4A	4
36	6.55	7.36	4	4C	5
36	7.36	11.50	4	4C	29
36	11.50	11.60	4	4C	5
36	11.60	11.80	4	4D	5
36	11.80	11.85	3	5A	4
36	11.85	13.00	3	5A	1
36	13.00	19.52	3	4A	1
36	19.52	23.85	3	6A	1
36	23.85	24.18	3	6B	1
36	24.18	24.40	3	4A	1
37	0.00	2.90	3	4A	1
37	2.90	6.02	3	6A	1
37	6.02	6.50	3	4A	1
37	6.50	6.75	3	8A	1
37	6.75	12.58	3	6A	1
37	12.58	13.21	2	6A	25
37	13.21	13.39	3	6A	1
37	13.39	13.43	2	6A	25
38	0.00	12.00	3	6A	1
38	12.00	18.29	3	4A	1
38	18.29	19.19	2	4A	25
40	1.70	2.40	3	4A	1
40	2.40	5.42	2	4A	25
40	5.42	8.07	4	4C	26
40	8.07	8.57	4	4C	29
40	8.57	10.02	4	4C	26
40	10.02	10.20	4	4D	29
40	10.20	10.30	5	1A	30
40	10.30	10.44	4	1A	3
40	10.44	11.22	5	1A	6
40	11.22	11.27	4	1A	3



40	11.27	11.37	4	4C	2
40	11.37	11.67	4	4C	29
40	11.67	19.55	4	4C	26
40	19.55	19.62	4	4C	29
40	19.62	20.24	4	4C	5
40	20.24	20.27	4	4C	2
40	20.27	25.25	4	4C	26
40	25.25	26.46	4	4C	2
40	26.46	27.38	4	4C	5
40	27.38	29.16	4	4C	2
40	29.16	32.55	4	4C	26
40	32.55	33.36	2	4A	25
40	33.36	33.71	3	4A	1
40	33.71	34.56	3	4A	4
40	34.56	35.02	3	4A	1
40	35.02	35.35	3	4A	4
40	35.35	36.85	3	4A	1
40	36.85	37.90	2	4A	25
40	37.90	39.20	3	4A	1
40	39.20	40.22	2	4A	25
40	40.22	40.43	3	4A	1
40	40.43	43.98	2	4A	25
40	43.98	46.25	3	4A	1
40	46.25	46.26	4	4C	2
40	46.26	47.48	4	4C	5
40	47.48	51.71	4	4C	2
40	51.71	53.25	3	4A	1
40	53.25	58.32	3	6A	1
40	58.32	59.00	3	4A	1
40	59.00	59.66	3	4A	4
40	59.66	59.99	4	4F	5
40	59.99	60.09	3	4A	4
40	60.09	60.36	3	4A	28
40	60.36	61.62	4	4F	29
40	61.62	61.64	4	4F	2



40	61.64	63.44	3	4A	1
40	63.44	63.57	3	4A	4
40	63.57	63.97	4	4F	5
40	63.97	64.04	4	4C	5
40Z	0.00	0.08	5	2A	12
41	0.00	2.32	4	4D	8
41	2.32	3.00	4	4C	8
41	3.00	3.86	4	4F	8
41	3.86	3.90	4	4F	11
41	3.90	3.91	4	4F	5
41	3.91	4.95	4	4C	5
41	10.74	10.83	4	4F	2
41	10.83	13.02	4	4F	8
41	13.02	13.08	4	5A	7
41	13.08	14.08	3	5A	7
42	0.00	6.35	3	6A	1
42	6.35	6.40	1	6A	0
42	6.40	14.28	1	8A	0
44	0.00	0.86	6	2A	54
44	0.86	1.08	5	2A	36
44	1.08	2.56	5	2A	33
44	2.56	2.61	5	2A	9
44	2.61	6.44	5	2A	12
44	6.44	8.36	5	2A	9
44	8.36	8.80	5	2A	12
44	8.80	9.37	5	4C	12
45	0.00	0.42	4	4E	11
45	0.42	2.49	4	4E	35
45	2.49	8.80	4	4E	32
45	9.44	10.27	5	1A	12
45	10.27	10.43	5	1A	9
45	10.43	10.45	5	1A	33
45	10.45	17.01	4	4E	32
45	17.01	17.32	4	4E	35
45	17.32	17.59	4	4D	35



45	18.24	19.50	4	4E	29
45	19.50	20.93	4	4E	26
45	20.93	22.21	4	4E	2
45	22.21	22.53	4	4E	5
45	22.53	22.69	3	4A	4
45	22.69	24.90	3	4A	1
45	24.90	27.25	4	4D	5
45	27.25	28.51	4	4D	2
46	0.00	0.85	3	4A	28
46	0.85	1.39	4	4C	29
46	1.39	2.45	4	4C	26
46	2.45	3.85	4	4C	29
46	3.85	6.86	4	4C	26
46	6.86	7.45	4	4A	25
46	7.45	9.67	4	4C	26
46	9.67	10.03	4	4C	29
46	10.03	10.13	4	4C	35
46	10.13	15.78	4	4C	32
46	15.78	20.67	4	4C	35
46	20.67	21.70	4	4D	35
46	21.70	21.83	4	4D	29
46	21.83	22.40	3	4B	28
46	22.40	24.65	3	4A	28
46	24.65	26.31	2	4A	25
46	26.31	29.39	3	4A	28
46	29.39	29.61	3	4A	1
46	29.61	30.43	3	4A	4
46	30.43	30.59	3	4A	1
46	30.59	32.84	2	4A	25
46	32.84	33.33	3	4A	1
46	33.33	34.22	4	4C	2
46	34.22	35.03	4	4C	5
46	35.03	35.30	4	4C	2
46	35.30	35.38	3	4A	1
46	35.38	35.97	3	4A	1



46	35.97	36.49	3	4A	4
46	36.49	37.28	3	4A	1
46	37.28	42.31	3	4A	4
46	42.31	42.50	3	6B	4
46	42.50	43.12	3	6A	4
46	43.12	51.49	3	6A	1
46	51.49	52.07	2	6A	25
46	52.07	61.60	3	6A	1
46	61.60	62.22	3	6A	4
46	62.22	68.15	3	6A	1
46	68.15	69.00	3	8A	1
46	69.00	69.18	3	6A	1
46	69.18	69.36	4	4F	2
46	69.36	70.08	4	4F	5
46	70.08	70.42	4	4D	5
46	70.42	70.68	3	6A	4
46	70.68	70.73	3	6A	1
46	70.73	71.55	3	8B	1
46	71.55	72.09	3	6B	1
47	0.66	0.75	3	4A	4
47	0.75	1.17	3	4A	28
47	1.17	2.95	2	4A	25
47	2.95	3.15	3	4A	28
47	3.15	3.90	4	4D	35
47	3.90	5.45	4	4C	35
47	5.45	6.43	4	4C	32
47	6.43	7.15	4	4C	35
47	7.15	13.24	4	4C	32
47	13.24	14.63	4	4C	35
47	14.63	16.82	4	4C	32
47	16.82	17.43	4	4C	35
47	17.43	17.46	4	4B	34
47	17.46	17.54	3	4B	34
47	17.54	17.63	3	4B	28
47	17.63	18.46	4	4C	29



47	18.46	19.29	4	4C	2
47	19.29	19.40	4	4C	29
47	19.40	20.35	4	4C	2
47	20.35	20.91	4	4C	26
47	20.91	23.06	4	4C	32
47	23.06	23.92	4	4C	8
47	23.92	25.39	4	4C	32
47	25.39	26.63	4	4C	8
47	26.63	26.72	4	4C	35
47	26.72	27.20	4	4C	8
47	27.20	29.30	4	4C	32
47	29.30	30.92	4	4C	8
47	30.92	31.54	4	4C	32
47	31.54	31.95	4	4C	8
47	31.95	32.57	4	4C	2
47	32.57	32.84	4	4C	26
47	32.84	34.17	4	4C	2
47	34.17	34.23	4	4C	29
47	34.23	34.80	4	4C	26
47	34.80	35.08	4	2A	27
47	35.08	36.73	5	2A	33
47	36.73	36.88	4	2A	33
47	36.88	38.50	4	2A	9
47	38.50	38.82	5	2C	9
47	38.82	41.21	5	2C	12
47	41.21	41.91	5	2C	9
47	41.91	42.19	4	4G	8
47	42.19	46.05	4	4D	8
47	46.05	46.93	4	4D	11
47	46.93	47.68	4	4D	8
47	47.68	50.99	4	4C	8
47	50.99	51.78	4	4C	35
47	51.78	51.93	4	4C	32
47	51.93	52.00	4	4C	8
47	52.00	52.03	4	4D	8



47	52.03	52.14	4	4C	8
47	52.14	53.31	4	4C	11
47	53.31	53.34	4	4C	35
47	53.34	55.04	4	4C	32
47	55.04	56.15	4	4C	8
47	56.15	56.89	4	4C	11
47	56.89	58.36	4	4C	8
47	58.36	58.44	4	4D	8
47	58.44	59.96	4	4D	11
47	59.96	60.85	4	4D	8
47	60.85	62.16	4	4C	8
47	62.16	62.45	4	4C	11
47	62.83	63.35	4	4D	5
47	63.35	63.48	4	4C	5
47	63.48	64.11	4	4C	2
47	64.11	70.20	4	4C	8
47	70.20	71.54	4	4E	8
47	71.54	72.30	4	4E	11
47	72.30	72.78	4	4E	8
47	72.78	74.90	4	4E	11
47	74.90	75.19	4	4C	11
48	0.00	0.85	4	4C	11
48	0.85	2.10	4	4C	8
48	2.10	2.13	5	2A	9
48	2.13	3.28	6	2A	15
48	3.28	4.26	6	2A	39
49	0.00	0.70	5	1A	6
49	0.70	3.00	4	1A	6
49	3.00	4.08	5	1A	6
49	4.08	6.16	4	1A	3
49	6.16	6.29	4	1A	27
49	6.29	8.26	4	4C	26
49	8.26	10.10	4	4C	5
49	10.10	11.04	4	4C	29
49	11.04	12.22	4	4C	26



49	12.22	13.05	4	4C	29
49	13.05	21.03	4	4C	26
49	21.03	21.10	4	4C	29
49	21.10	21.86	4	4D	29
49	21.86	21.99	4	4D	26
49	21.99	22.10	4	4D	2
49	22.10	24.04	4	4C	2
49	24.04	26.25	4	4C	5
49	26.25	26.50	3	4B	4
49	26.50	26.71	4	4C	5
49	26.71	29.85	4	4C	2
49	29.85	34.76	4	4C	26
49	34.76	35.03	4	4C	29
49	35.03	35.13	4	2A	30
49	35.13	36.10	4	2A	6
49	36.10	37.40	4	4D	5
49	37.40	37.84	4	4D	2
49	37.84	38.10	4	4D	8
49	38.10	38.84	4	4C	8
49	38.84	41.60	4	4C	32
49	41.60	43.26	4	4C	8
49	43.26	52.82	4	4C	32
49	52.82	53.80	4	4C	8
50	0.00	0.24	3	4B	10
50	0.24	2.49	4	4C	8
50	2.49	3.35	4	4C	32
50	3.35	3.56	4	4C	35
50	3.56	4.51	4	4C	8
50	4.51	4.87	4	4C	35
50	4.87	6.10	4	4C	32
50	6.10	6.59	4	4C	35
50	6.59	6.78	4	4C	11
50	6.78	7.08	4	4C	35
50	7.08	17.22	4	4C	32
50	17.22	17.31	4	4C	35



50	17.31	18.50	4	4C	8
50	19.12	19.81	4	4C	11
50	19.81	20.80	4	4C	8
50	20.80	21.16	1	4C	0
50	21.16	23.44	4	4C	32
50	23.44	24.15	2	4A	31
50	24.15	25.49	4	4C	32
50	25.49	26.02	4	4C	35
52	0.00	1.99	3	4A	28
52	1.99	2.05	3	4A	4
52	2.05	2.74	4	4E	5
53	0.00	1.55	4	4C	2
53	1.55	3.32	4	4C	5
53	3.32	4.63	4	4E	5
53	4.63	4.66	4	4E	11
54	0.00	0.75	4	4C	8
54	0.75	6.67	4	4C	32
54	6.67	7.24	4	4C	26
54	7.24	8.00	4	4C	2
54	8.00	8.46	4	4C	26
54	8.46	8.71	2	4A	25
54	8.71	8.99	2	4A	31
54	8.99	9.06	3	4A	7
54	9.06	9.12	4	4A	7
54	9.12	9.92	4	4C	8
54	9.92	11.86	4	4C	11
55	20.00	21.75	2	4A	25
55	21.75	45.39	1	4A	0
55	45.39	45.64	2	4A	25
55	45.64	46.12	3	4A	1
55	46.12	47.28	2	4A	25
55	47.28	47.66	3	4A	1
55	47.66	48.28	2	4A	25
55	48.28	48.40	3	4A	1
55	48.40	60.54	1	4A	0



56	0.00	1.62	4	4D	8
56	1.62	2.00	4	4D	32
56	2.00	7.49	5	2A	33
56	7.49	7.54	2	4B	31
56	7.54	7.69	3	4B	7
57	0.00	1.05	4	2A	3
57	1.05	2.19	4	2A	27
57	2.19	3.06	4	2A	30
57	3.06	3.57	4	2A	27
57	3.57	4.38	4	4C	26
57	4.38	5.22	4	4C	29
57	5.22	6.39	4	4C	26
57	6.39	7.21	4	4C	29
57	7.21	8.37	4	4C	26
57	8.37	8.42	4	4C	29
57	8.42	9.10	4	4C	2
57	9.10	9.62	4	2B	3
57	9.62	9.81	5	2B	6
57	9.81	11.76	4	2B	6
57	11.76	11.90	4	2B	3
57	11.90	12.39	4	4C	2
57	12.39	12.67	4	4C	26
57	12.67	13.80	4	2A	27
57	13.80	14.51	4	2A	30
57	14.51	14.95	4	4C	30
57	14.95	15.54	4	2A	30
57	15.54	18.61	4	2A	27
57	18.61	20.53	4	2A	30
57	20.53	21.10	4	4D	29
59	0.00	0.15	4	4B	13
62	0.00	0.47	4	4C	5
63	0.00	0.06	3	4A	4
63	0.06	1.92	5	2B	6
63	1.92	3.00	5	4F	6
63	3.00	3.09	3	4A	4



64	0.00	0.32	3	4B	4
66	0.00	3.62	3	4A	1
67	0.00	1.29	4	4E	11
67	1.40	1.86	4	4E	5
68	0.00	6.85	2	4A	31
68	6.85	7.97	3	4A	7
70	0.00	5.33	3	6A	1
70	5.33	6.10	3	8A	1
70	6.10	8.50	3	6A	1
70	8.50	13.41	3	4A	1
70	13.41	14.58	3	4A	4
70	14.58	16.00	3	4A	1
70	16.00	20.10	2	4A	25
70	20.10	37.79	4	4C	26
70	37.79	39.12	4	4C	2
70	39.12	43.21	4	4C	26
70	43.21	43.45	4	4C	2
70	43.45	53.25	3	4A	1
70	53.25	54.91	3	6A	1
70	54.91	55.29	3	6A	4
70	55.29	59.50	3	4A	1
70	59.50	59.84	3	6A	1
71	0.00	0.61	5	2A	6
71	0.61	5.10	4	4D	5
71	5.42	5.90	4	4D	11
71	5.90	6.63	5	2A	12
71	6.63	7.40	4	4D	11
71	7.40	9.40	4	4E	11
71	9.40	10.48	4	4D	11
71	10.48	11.64	4	4A	10
71	11.64	12.53	4	2B	12
71	12.53	13.78	4	2C	12
71	13.78	14.79	4	4D	11
71	14.79	15.45	4	4D	8
71	15.45	15.72	4	4D	11



71	15.72	16.78	4	4C	11
72	0.00	11.47	4	4C	26
72	11.47	13.70	4	4E	26
72	13.70	18.08	2	4A	25
72	18.08	21.00	3	4A	1
72	21.00	24.10	3	6A	1
72	24.10	26.36	3	4A	1
72	26.36	27.18	2	4A	25
72	27.18	27.40	2	5A	25
72	27.40	27.55	2	6A	25
72	27.55	28.18	2	4A	25
72	28.18	28.20	2	5A	25
72	28.20	28.74	3	5A	28
73	6.24	6.37	3	6A	1
73	6.37	7.96	2	6A	25
73	7.96	32.02	3	6A	1
73	32.02	32.37	3	8A	1
73	32.37	34.10	3	6A	1
76	0.00	1.95	1	1A	0
76E	0.00	1.17	1	2A	0
77	0.00	2.20	4	4D	11
77	2.20	2.70	4	4D	8
77	2.70	3.08	5	4C	9
77	3.08	3.90	5	2A	9
77	3.90	5.06	5	1A	9
77	5.06	6.12	5	2A	9
77	6.12	7.18	5	2A	33
77	7.18	9.93	5	2A	36
77	9.93	21.34	5	2A	33
77	21.34	22.55	5	2A	36
78	4.16	17.85	1	6A	0
78	17.85	19.22	1	8A	0
78	19.22	29.85	1	6A	0
78	29.85	33.13	1	8A	0
78	33.13	48.54	1	6A	0



78	48.54	58.58	1	1A	0
78E	48.25	58.43	1	1A	0
79	0.00	0.35	4	4F	5
79	0.35	0.57	5	2B	6
79	0.57	1.75	5	2C	6
79	1.75	2.40	5	1A	6
79	2.40	2.43	4	4D	5
79	2.43	2.51	4	4D	29
79	2.51	3.55	4	4D	26
79	3.55	3.90	4	4D	2
79	3.90	4.81	4	4C	2
79	4.81	5.33	3	4A	1
79	5.33	5.38	3	4A	4
79	5.38	5.79	4	4C	5
79	5.79	9.38	4	4C	2
79	9.38	10.18	4	4C	5
79	10.18	10.50	4	4C	2
79	10.50	10.93	4	2A	3
79	10.93	12.13	5	2A	6
80	0.50	42.10	1	8A	0
80	42.10	42.90	1	8C	0
80	42.90	43.90	1	8A	0
80	43.90	46.13	1	1A	0
80	46.13	62.50	1	8A	0
80	62.50	68.54	1	1A	0
80E	43.88	67.58	1	2A	0
80E	67.58	67.97	1	4C	0
80E	67.97	68.54	1	2A	0
81	0.55	1.18	1	6A	0
82	0.00	1.90	4	4E	5
82	1.90	2.25	4	4D	5
82	2.25	2.75	4	4A	4
82	2.75	4.92	4	4E	5
83	0.00	0.24	2	4B	25
83	0.24	2.93	2	4A	25



83	2.93	3.81	3	4A	1
87	1.06	1.49	3	4A	1
88	0.00	0.30	5	2B	12
88	0.30	2.02	5	2C	12
88	2.02	3.40	5	4G	12
88	3.40	5.20	5	2C	12
88	5.20	5.26	5	2C	6
88	5.26	5.48	5	4G	6
88	5.48	8.60	5	2C	6
88	8.60	8.96	4	4D	5
88	8.96	9.64	5	2C	6
88	9.64	10.02	3	4B	4
88Z	0.00	0.12	5	6A	6
88Z	0.12	0.19	5	4A	6
90	2.00	3.22	1	8A	0
91	0.00	2.26	4	4C	11
93	0.00	0.61	5	4C	6
93	0.61	3.42	5	2A	6
94	0.13	0.62	4	4D	35
94	0.62	0.73	4	4C	35
94	0.73	1.94	4	4C	32
94	1.94	3.30	4	4C	35
94	3.30	8.77	4	4C	32
94	8.77	11.82	4	4C	35
94	11.82	12.60	4	4D	35
94	12.60	15.05	4	4C	35
94	15.05	18.45	4	4C	32
94	18.45	21.35	4	4C	35
94	21.35	21.38	4	4D	35
94	21.38	22.47	4	4D	11
94	24.91	40.13	4	4C	35
94	40.13	42.02	4	4C	11
94	42.02	42.49	4	4C	8
94	42.49	45.94	4	4C	35
95M	0.20	8.77	1	6A	0



109	1.35	1.95	4	4C	35
109	1.95	2.31	4	4A	34
109	2.31	2.50	3	4A	28
109	2.50	3.06	4	4C	29
120	0.00	0.95	3	6A	4
120	0.95	1.34	1	6A	0
120	1.34	2.65	3	6A	4
122	0.80	1.88	4	4D	5
122	1.88	2.42	4	4D	2
124	0.00	1.48	4	4E	5
124	1.48	1.50	4	4E	11
124	1.50	2.80	4	4D	11
124	2.80	3.27	5	2A	12
124	3.27	3.67	5	4C	12
124	3.67	4.39	5	2A	12
124	4.39	5.90	5	2A	6
124	5.90	7.45	4	4D	5
124	7.45	7.67	3	4A	4
124	7.67	7.74	3	4A	1
124	7.74	8.35	3	4A	28
124	8.35	8.82	3	4A	1
124	8.82	10.03	3	4A	4
124	10.03	11.70	4	4E	5
124	11.70	12.58	3	4A	4
124	12.58	13.00	4	4E	5
124	13.00	13.26	4	1A	6
124	13.26	13.29	4	1A	5
129	0.00	0.12	5	2A	6
129	0.12	0.29	5	2A	30
129	0.29	0.71	3	4A	28
129	0.71	2.41	3	4A	4
130	0.00	0.56	4	4D	11
130	0.56	2.05	4	4D	8
130	2.05	4.09	4	4D	11
130	4.09	5.28	4	4D	8



130	5.28	8.90	5	2A	9
130	8.90	8.94	6	4A	7
130	8.94	9.55	4	4A	7
130	9.55	10.57	2	4A	31
130	10.57	11.75	4	4A	7
130	11.75	12.21	2	4A	31
130	12.21	14.29	2	4A	25
130	23.61	25.11	3	4A	1
130	25.11	25.43	3	4A	4
130	25.43	25.74	3	6B	4
130	25.74	29.48	3	6B	1
130	30.48	31.93	3	6B	4
130	31.93	37.10	3	6B	1
130	37.10	45.75	3	6A	1
130	45.75	45.90	3	6A	4
130	45.90	46.67	3	8B	4
130	46.67	46.82	3	6A	4
130	46.82	55.46	3	6A	1
130	55.46	55.79	3	6A	4
130	55.79	56.44	3	8B	4
130	56.44	56.45	3	8B	1
130	56.45	60.50	3	4A	1
130	60.50	61.03	3	6A	1
130	61.03	66.93	3	4A	1
130	66.93	67.79	3	6A	1
130	67.79	70.10	3	4A	1
130	70.10	70.92	2	4A	25
130	70.92	83.46	3	4A	1
133	0.00	3.35	3	4A	1
133	3.35	3.59	3	6A	1
138	0.00	0.33	3	4A	1
138	0.33	3.52	1	4A	0
139	0.00	1.45	3	8B	1
139U	0.00	0.83	3	4A	4
140	0.00	0.78	5	2A	12



140	0.78	0.88	5	2A	36
140	0.88	0.96	6	2A	42
143	0.00	1.00	5	2A	48
143	1.00	1.93	6	2A	45
143	1.93	2.27	5	2A	48
143	2.27	2.35	6	2A	45
147	0.00	0.33	4	4D	35
147	0.33	0.42	4	4D	29
147	0.42	0.66	3	4A	28
147	0.66	3.18	2	4A	25
147	3.18	3.23	3	4A	28
147	3.23	3.54	3	4A	1
147	3.54	4.20	4	4D	5
152	0.00	0.25	4	4D	29
152	0.25	2.69	4	4D	26
152	2.69	3.16	4	4D	29
154	0.00	1.58	4	4C	5
156	0.00	1.28	6	2A	18
157	0.00	0.91	5	2A	12
159	0.00	0.45	3	4A	1
159	0.45	0.56	3	4A	7
159	0.56	0.57	4	4E	8
159	0.57	1.36	4	4E	11
161	0.00	1.10	5	4F	12
162	0.00	0.70	6	2A	45
163	0.00	0.30	6	2A	54
165	0.00	0.10	4	4A	34
165	0.10	0.26	4	4D	35
166	0.00	1.86	5	2C	12
166	1.86	1.97	4	4B	10
166	1.97	2.23	4	4B	4
166	2.23	2.33	4	4D	5
166	2.33	3.27	4	4D	2
166	3.27	3.63	4	4D	5
166	3.63	3.73	4	4D	2



167	0.00	2.76	6	2A	54
168	0.00	0.75	3	4A	1
168	0.75	1.09	4	4C	2
168	1.09	1.18	4	4C	5
168	1.18	2.67	5	2C	6
168	2.67	4.71	4	2C	3
168	4.71	7.29	5	2C	6
168	7.29	8.62	4	4C	5
168	8.62	8.99	3	4A	1
168	8.99	9.48	3	6A	1
168	9.48	9.72	3	4A	1
168	9.72	9.73	3	4A	4
168	9.73	9.85	3	4B	4
168	9.85	10.75	4	4C	5
171	0.00	0.40	4	4A	10
171	0.40	1.29	4	4F	11
172	0.00	0.35	4	4E	11
172	0.35	0.81	3	4A	10
173	0.00	0.25	5	2A	33
173	0.25	2.42	5	2B	33
173	2.42	3.94	5	2B	36
173	3.94	4.77	6	2B	48
173	4.77	6.00	6	2B	45
173	6.00	8.12	5	4F	44
173	8.12	9.79	6	2B	45
173	9.79	10.26	6	2B	48
173	10.26	10.88	6	2B	45
173	10.88	11.13	6	2B	18
173	11.13	11.70	6	2B	15
173	12.81	14.62	5	2B	12
173Z	0.00	0.68	6	2A	18
173Z	1.12	1.54	5	2A	9
173Z	1.54	1.67	5	2A	12
175	0.27	1.79	6	2A	21
175	1.79	1.80	6	2A	24



175	1.80	2.14	5	2A	12
175	2.14	2.24	5	2A	9
175	2.24	2.73	5	2A	36
175	2.73	2.95	4	4A	34
179	0.11	0.32	5	2A	36
179	0.37	1.14	4	4D	35
179	1.14	1.45	4	4D	32
179	1.45	5.58	5	2A	33
179	5.58	7.46	5	2A	36
181	0.00	4.75	5	4C	41
181	4.75	5.02	5	4C	17
181	5.02	5.82	4	4C	11
181	5.82	5.98	5	4C	14
181	5.98	7.47	5	4C	38
181Z	0.00	0.12	5	2A	12
182	0.00	0.96	4	4D	29
183	0.00	0.20	2	4B	25
183	0.20	0.26	2	4A	25
183	0.26	0.47	3	4A	1
183	0.47	0.58	3	4A	4
183	0.58	2.12	5	2B	6
184	0.00	0.32	3	6A	4
184	0.32	1.37	3	4A	4
185	0.00	0.65	3	4A	4
195	0.00	1.18	1	6A	0
195	1.18	16.10	1	4A	0
195	16.10	16.71	1	6A	0
195	16.71	34.17	1	4A	0
202	0.35	0.63	1	4A	0
202	0.63	10.97	2	4A	25
202	10.97	11.14	3	6A	28
202	11.14	11.36	3	6A	1
202	11.36	11.51	3	4A	1
202	11.51	17.62	2	4A	25
202	17.62	26.25	3	4A	1



202	26.25	28.67	4	4G	2
202	28.67	29.54	3	4A	1
202	29.54	29.65	3	4A	4
202	29.65	29.99	5	2A	6
202	29.99	30.02	4	2A	3
202	30.02	30.49	3	4A	1
202	30.49	31.51	2	4A	25
202	31.51	31.79	3	4A	10
202	31.79	32.92	5	2A	12
202	32.92	32.95	5	2A	9
202	32.95	35.94	5	2A	36
202	35.94	36.33	5	2A	9
202	36.33	37.87	5	2A	12
202	37.87	37.90	4	4C	11
202	37.90	38.98	4	4C	8
202	38.98	39.04	4	4C	35
202	39.04	41.89	5	2A	36
202	41.89	42.50	5	2A	9
202	42.50	43.90	5	2A	12
202	43.90	44.53	4	4E	11
202	44.53	45.30	4	4E	5
202	45.30	45.70	4	4C	5
202	45.70	46.31	4	4E	5
202	46.31	46.99	4	4D	5
202	50.06	50.63	3	4B	1
202	51.43	51.53	4	4C	5
202	51.53	51.82	4	4C	11
202	62.95	65.07	3	6A	1
202	65.07	65.32	3	6A	4
202	65.32	65.37	5	2A	6
202	72.37	72.69	4	4D	5
206	0.00	0.10	3	4A	1
206	0.10	1.33	4	4F	2
206	1.33	2.33	4	4F	26
206	2.33	11.06	4	4C	26



206	11.06	11.33	4	4C	2
206	11.33	12.70	4	4C	26
206	12.70	17.01	4	4C	2
206	17.01	20.64	4	4C	26
206	20.64	20.81	4	4C	2
206	20.81	23.30	4	4C	26
206	23.30	23.70	4	4F	26
206	23.70	30.36	4	4C	26
206	30.36	31.28	2	4A	25
206	31.28	32.67	4	4C	26
206	32.67	33.40	4	4C	2
206	33.40	35.46	3	4A	1
206	35.46	35.61	3	4A	4
206	36.27	38.49	3	4A	1
206	38.49	38.89	3	6A	1
206	38.89	38.90	3	6A	4
206	44.50	45.01	3	4A	4
206	45.01	48.50	5	2A	6
206	48.50	49.59	5	1A	6
206	49.59	49.72	4	1A	3
206	49.72	49.80	5	1A	30
206	49.80	51.59	5	2A	30
206	51.59	52.52	5	2C	30
206	52.52	52.90	5	2C	6
206	52.90	54.01	5	1A	6
206	54.01	54.20	4	1A	5
206	54.20	54.50	5	2B	6
206	54.50	55.92	5	2C	6
206	55.92	57.20	5	2C	30
206	57.20	57.22	5	2B	30
206	57.22	57.90	5	2B	6
206	57.90	58.26	3	4A	4
206	58.26	59.10	3	4A	28
206	59.10	62.11	2	4A	25
206	62.11	62.61	3	4A	1



206	62.61	63.05	3	4A	4
206	63.05	64.81	3	4A	1
206	64.81	66.29	3	4A	4
206	66.29	68.90	3	4A	1
206	68.90	70.63	3	6A	1
206	70.63	71.64	3	6A	4
206	78.32	78.65	2	4A	25
206	78.65	78.93	4	4C	26
206	78.93	79.10	4	4C	29
206	79.10	80.20	3	4A	28
206	80.20	83.14	2	4A	25
206	83.14	86.70	3	4A	28
206	86.70	87.20	4	4C	29
206	87.20	87.41	3	4A	28
206	87.41	89.52	2	4A	25
206	89.52	92.16	3	4A	28
206	92.16	94.57	2	4A	25
206	94.57	95.04	4	4C	26
206	95.04	98.38	2	4A	25
206	98.38	98.60	3	4A	28
206	98.60	98.72	3	4A	4
206	98.72	99.67	3	4A	1
206	99.67	100.60	3	4A	28
206	100.60	102.69	2	4A	25
206	102.69	103.09	3	4A	28
206	103.09	103.35	3	4A	4
206	103.35	104.51	5	2C	6
206	104.51	104.76	3	4A	28
206	104.76	107.46	2	4A	25
206	107.46	107.86	3	4A	28
206	107.86	108.22	3	4A	1
206	108.22	108.23	4	2B	3
206	108.23	109.97	5	2B	6
206	109.97	111.15	4	4C	5
206	111.15	111.16	3	4A	4



206	111.16	111.17	3	4A	1
206	111.17	114.14	2	4A	25
206	114.14	115.66	3	4A	28
206	115.66	116.97	3	4A	1
206	116.97	127.46	2	4A	25
206	127.46	128.24	3	4A	1
206	128.24	128.52	3	4A	4
206	128.52	129.28	3	4A	28
208	0.00	10.07	1	6A	0
278	0.00	0.90	1	6A	0
280	0.00	7.66	1	6A	0
280	7.66	12.50	1	8A	0
280	12.50	13.28	1	1A	0
280	13.28	17.25	1	6A	0
284	0.00	5.41	5	2A	36
284	5.41	7.03	5	2A	33
287	0.00	0.73	1	1A	0
287	0.73	17.82	1	8A	0
287	17.82	21.20	1	1A	0
287	21.20	42.10	1	8A	0
287	42.10	49.24	1	6A	0
287	49.24	51.60	1	8A	0
287	51.60	60.00	1	6A	0
287	60.00	63.30	1	4A	0
287	63.30	64.29	1	6A	0
287	64.29	64.94	1	4A	0
287	64.94	65.54	1	6A	0
287	65.54	67.09	1	4A	0
287	67.09	67.54	1	6A	0
287E	17.84	19.00	1	4A	0
287E	19.00	20.94	1	2A	0
295	0.95	26.40	1	6A	0
295	26.40	27.00	1	8A	0
295	27.00	42.90	1	6A	0
295	42.90	44.78	1	8A	0



295	44.78	67.79	1	6A	0
322	2.22	3.60	3	4A	28
322	3.60	4.80	3	4A	1
322	4.80	6.30	3	4A	28
322	6.30	8.46	4	4D	29
322	15.22	16.10	4	4C	2
322	16.10	16.42	4	4D	2
322	16.42	17.40	4	4D	5
322	17.75	18.43	4	4D	5
322	18.43	19.50	4	4D	2
322	19.50	23.85	4	4C	2
322	23.85	24.47	4	4C	5
322	24.47	29.18	4	4C	2
322	29.18	32.90	4	4C	26
322	32.90	34.66	2	4A	25
322	34.66	45.99	2	4A	31
322	45.99	48.70	3	4A	7
322	48.70	50.20	3	6A	7
324	0.00	1.51	6	2A	51
439	0.00	3.95	4	4E	5
440	0.00	3.10	1	6A	0
440	3.10	3.98	1	6C	0
440	18.85	20.66	3	4A	1
440	20.66	21.18	3	4A	4
440	21.18	21.87	3	4A	1
440	21.87	22.63	3	4A	4
440	22.63	23.65	3	4A	1
440	23.65	26.18	3	6A	1
495	0.79	1.87	1	6A	0
676	0.00	0.55	1	6A	0
676	0.55	0.76	1	8A	0
676	0.76	3.79	1	6A	0



Appendix B-1 - DESIRABLE TYPICAL SECTIONS FOR STATE HIGHWAYS

This chart shows the desirable typical section descriptions for State highways and the maximum acceptable expanded width of State highway segments. The width of lanes, shoulders, parking, border areas, and ROW shown are those derived from the standards for desirable geometric design elements. The ROW width needed for the construction of the highway improvement may be less than the dimensions shown when less than desirable geometric design elements are used.

A designation of 1A 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 lot or site owner to construct, highway improvements consistent with applicable design standards.

DESIRABLE TYPICAL SECTION (DTS) CODES & ROW WIDTH DESCRIPTIONS		
DTS	ROW	DESCRIPTION
1A	Existing	Same Lane, Shoulder, and Parking Conditions as Exists
2A	78 feet	Two Lanes, with Shoulders or Parking
2B	92 feet	Two Lanes, with Shoulders or Parking, with 14 feet Two-Way Left-Turn Lane
2C	68 feet	Two Lanes, without Shoulders, with 14 feet Two-Way Left-Turn Lane
2D	54 feet	Two Lanes, without Shoulders (Non-State Highways only)
4A	114 feet	Four Lanes, Divided, with Shoulders or Parking
4B	90 feet	Four Lanes, Divided, without Shoulders
4C	102 feet	Four Lanes, Undivided, with Shoulders or Parking
4D	78 feet	Four Lanes, Undivided, without Shoulders
4E	102 feet	Four Lanes, Undivided, with Shoulders or Parking (Urban Areas)
4F	116 feet	Four Lanes, Undivided, with Shoulders or Parking, with 14 feet Two-Way Left-Turn Lane
4G	92 feet	Four Lanes, Undivided, without Shoulders, with 14 feet Two-Way Left-Turn Lane



5A	131 feet	Five Lanes (Two Lanes, One Direction plus Three Lanes, Opposite Direction), Divided, with Shoulders
6A	148 feet	Six Lanes, Divided, with Shoulders or Parking
6B	124 feet	Six Lanes, Divided, without Shoulders
6C	210 feet	Six Lanes, Divided, with Collector-Distributor Roads
8A	172 feet	Eight Lanes, Divided, with Shoulders or Parking
8B	148 feet	Eight Lanes, Divided, without Shoulders
8C	234 feet	Eight Lanes, Divided, with Collector-Distributor Roads

Appendix B-2 - ACCESS LEVELS BY ROUTE AND MILEPOST

This chart provides the Access Level (AL), Desirable Typical Section (DTS), and cell number designation for each State highway, by State highway segment. Refer to N.J.A.C. 16:47 Appendix A for cell number information, which can be used to identify the Access Classification of each State highway segment. Refer to N.J.A.C. 16:47 Appendix B- 1 for more details on the DTS for each State highway segment and N.J.A.C. 16:47 Appendix C for a description of the AL.

Route	Begin	End	AL	DTS	Cell
1	0.6	5.46	1	6A	0
1	5.46	5.94	3	6A	1
1	5.94	6.06	3	6C	1
1	6.06	7.2	2	6C	25
1	7.2	7.27	2	6A	25
1	7.27	10.8	3	6A	1
1	10.8	11.27	3	6B	1
1	11.27	22.41	3	6A	1
1	22.41	38.34	3	8A	1
1	38.34	40.16	3	6A	1
1	40.16	41.7	3	6A	4
1	41.7	43.11	3	6A	1
1	43.11	45.45	3	6A	4
1	45.45	48.6	1	8C	0
1	48.6	51.09	1	6C	0
1	51.09	54.61	1	4B	0



Route	Begin	End	AL	DTS	Cell
1	54.61	61.97	3	6A	4
1	61.97	62.8	3	4A	4
1	62.8	62.88	3	4A	1
1	62.88	63.17	3	6C	1
1	63.17	64.88	3	5A	1
1B	0	1.09	3	4A	4
1B	1.09	2.73	3	4A	1
1E	45.57	51.14	1	2A	0
1T	0	2.27	3	6A	1
1T	2.27	4.11	3	6A	4
3	0	6	3	8A	1
3	6	6.39	1	6C	0
3	6.39	7.39	1	8C	0
3	7.39	8.12	1	6C	0
3	8.12	9.18	1	8C	0
3	9.18	10.4	1	6C	0
3	10.4	10.84	3	4A	1
3E	9.12	10.24	1	4A	0
3E	10.24	10.37	1	2A	0
4	0	0.13	3	4B	4
4	0.13	2	3	4A	4
4	2	2.11	3	4A	1
4	2.11	2.31	3	6A	1
4	2.31	2.34	3	8C	1
4	2.34	2.37	2	8C	25
4	2.37	2.83	3	8C	1
4	2.83	3.94	3	6C	1
4	3.94	10.83	3	6A	1
5	0	0.4	5	2A	6
5	0.4	0.48	5	2B	6
5	0.48	0.87	5	4F	6
5	0.87	0.98	5	2B	6
5	0.98	1.8	5	2A	6
5	1.8	2.17	4	4E	5



Route	Begin	End	AL	DTS	Cell
5	2.17	2.55	5	2A	6
5	2.55	2.8	5	4C	6
5	2.8	3.15	5	2A	6
7	0	0.5	4	4D	5
7	0.5	0.53	3	4A	4
7	0.53	0.62	3	4A	28
7	0.62	0.67	2	4A	25
7	0.67	1.3	2	6A	25
7	1.3	1.62	3	4A	28
7	1.62	3.57	4	4C	29
7	3.57	3.6	4	4C	2
7	3.6	4.16	4	4C	5
7	4.16	5.29	4	4D	5
7	5.99	8.26	4	4D	11
7	9.4	10.1	4	4D	11
9	3	3.06	4	4C	26
9	3.06	5.83	4	4C	32
9	5.83	11	4	4C	35
9	11	14.33	5	2A	36
9	14.33	15.08	5	2A	33
9	15.08	16.8	4	4C	32
9	16.8	18.04	4	4C	26
9	18.04	18.61	4	4C	29
9	18.61	23.2	4	4C	8
9	23.2	23.49	4	2A	8
9	23.49	24.12	4	2A	11
9	24.12	28.42	4	2A	8
9	28.42	29.44	4	2A	11
9	29.44	30.61	4	4C	8
9	30.61	30.72	4	4C	11
9	31.84	32.22	4	4C	8
9	32.22	32.64	4	4C	2
9	32.64	35.07	4	4C	5
9	35.07	36.01	4	4C	2



Route	Begin	End	AL	DTS	Cell
9	36.01	41.96	4	4C	5
9	41.96	42.56	4	4C	2
9	42.56	42.86	4	4C	5
9	42.86	44.61	4	4C	11
9	44.61	45.33	4	4C	8
9	45.33	46.7	4	4C	35
9	46.7	47.13	4	4C	11
9	47.13	47.78	4	4C	35
9	47.78	48.37	4	4C	8
9	48.37	48.67	4	4C	11
9	48.67	49.09	4	4C	35
9	49.09	49.28	4	4C	32
9	49.28	49.38	4	4C	8
9	49.38	52.59	4	4C	32
9	54.85	55.12	4	4C	35
9	55.12	55.18	4	4C	8
9	55.18	55.52	4	4C	35
9	55.52	56.12	4	4C	8
9	56.12	57.39	4	4C	11
9	57.39	57.79	4	4C	8
9	57.79	60.11	4	4C	32
9	60.11	61.63	4	4C	8
9	61.63	62.61	4	4C	11
9	62.61	63.32	4	4A	10
9	63.32	64.76	4	4A	7
9	64.76	65.99	3	4A	10
9	65.99	68.42	3	4A	7
9	68.42	70.21	4	4F	8
9	70.21	70.55	3	4B	7
9	70.55	70.6	3	4B	10
9	70.6	71.27	4	4A	10
9	71.27	74	4	4A	7
9	74	74.51	4	4D	8
9	74.51	75.51	4	4D	11



Route	Begin	End	AL	DTS	Cell
9	75.51	76.32	4	4D	8
9	76.32	79.47	3	4A	7
9	79.47	80.29	3	4A	34
9	80.29	80.82	3	4A	7
9	80.82	81.24	4	4D	8
9	81.24	82.06	4	4D	11
9	82.06	84.01	3	4A	10
9	84.01	85.74	3	4A	7
9	85.74	89.45	3	4A	10
9	89.45	89.6	4	4A	10
9	89.6	90.1	4	4B	10
9	90.1	90.37	4	4B	7
9	90.37	91.05	3	4A	7
9	94.5	100.3	3	4A	1
9	100.3	103.13	3	4A	4
9	103.13	103.23	3	6A	4
9	103.23	114.01	3	6A	1
9	114.01	114.3	3	8A	1
9	114.3	123.18	3	6A	1
9	123.18	136.38	3	8A	1
9W	0	0.35	3	4B	4
9W	0.35	0.76	3	4A	4
9W	0.76	1.45	4	4E	5
9W	1.45	3.95	3	4A	4
9W	3.95	5.32	3	4A	28
9W	5.32	8.06	3	4A	4
9W	8.06	11	3	4A	28
9W	11	11.17	5	2A	30
10	0	5.46	3	4A	1
10	5.46	12.22	3	6A	1
10	12.22	12.79	3	8A	1
10	12.79	14.37	3	6A	1
10	14.37	15.25	3	6A	4
10	15.25	19.7	3	6A	1



Route	Begin	End	AL	DTS	Cell
10	19.7	19.8	3	4A	1
10	19.8	23.51	3	4A	4
12	0.95	1.01	4	4A	34
12	1.01	6.1	4	4C	32
12	6.1	8.7	2	4A	31
12	8.7	10.45	4	4A	32
12	10.45	10.95	4	4A	34
12	10.95	11.69	4	4A	10
13	0	0.42	4	4D	11
13	0.42	0.56	4	4B	10
15	0	2.05	4	4C	11
15	2.05	2.29	3	6A	1
15	2.29	2.46	3	8B	1
15	2.46	2.67	3	6A	1
15	2.67	5.95	2	6A	25
15	5.95	6.35	2	6A	31
15	6.35	6.75	2	6A	25
15	6.75	8.92	1	6A	0
15	8.92	12.22	2	6A	25
15	12.22	12.87	3	6A	1
15	12.87	14.13	2	6A	25
15	14.13	16.32	4	4E	26
15	16.32	18.37	4	4E	29
15	18.37	19.53	4	4E	26
15Z	5.38	6.44	3	6A	28
17	0	3.5	4	4E	5
17	3.5	4.23	3	6A	4
17	4.23	26.81	3	6A	1
18	5.14	30.3	1	4A	0
18	30.3	34.3	3	4A	1
18	34.3	34.41	3	6A	1
18	34.41	35.32	3	8A	1
18	35.32	37.02	3	6A	1
18	37.02	40.13	3	8A	1



Route	Begin	End	AL	DTS	Cell
18	40.13	40.82	3	8A	4
18	40.82	41.81	3	8A	1
18	41.81	42.28	3	6A	1
18	42.28	45.3	1	6A	0
19	0	0.7	1	4A	0
19	0.7	1.06	1	8A	0
19	1.06	2.46	1	6A	0
19	2.46	2.55	3	6A	1
19	2.55	2.92	3	6A	4
20	0	1.82	3	6A	1
20	1.82	2.12	3	6A	4
20	2.12	2.48	3	6A	1
20	2.48	2.86	3	6A	4
20	2.86	3.99	3	6A	1
21	0	0.7	3	6B	1
21	0.7	3.87	3	6B	4
21	3.87	3.96	3	6A	4
21	3.96	4.1	3	6A	1
21	4.1	14.35	1	6A	0
22	0.3	1.48	3	6B	4
22	1.48	2	3	6B	1
22	2	3.03	3	4A	1
22	3.03	3.82	3	6A	1
22	3.82	4.45	3	4A	1
22	4.45	4.49	3	6A	1
22	4.49	5.07	2	6A	25
22	19.25	31.5	3	4A	7
22	31.5	33.88	3	6A	7
22	33.88	37.1	3	6A	1
22	37.1	38.8	3	4A	1
22	38.8	39.26	3	6A	1
22	39.26	41.59	3	4A	1
22	41.59	60.53	3	6A	1
23	0	5.06	4	4D	5



Route	Begin	End	AL	DTS	Cell
23	5.06	5.67	3	6A	4
23	5.67	6.82	3	6A	1
23	8.94	9.48	3	6A	4
23	9.48	16.86	3	6A	1
23	16.86	17.5	2	6A	25
23	17.5	19.57	3	6A	28
23	19.57	26.87	2	6A	25
23	26.87	27.08	4	4C	26
23	27.08	36.61	4	4C	29
23	36.61	37.3	4	4C	26
23	37.3	38.61	4	4C	29
23	38.61	39.61	4	4C	26
23	39.61	41.39	4	4C	29
23	41.39	45.3	4	4C	6
23	45.3	45.58	4	4C	29
23	45.58	46.64	4	4C	26
23	46.64	52.63	4	4C	29
24	0	0.55	1	4A	0
24	0.55	1.65	1	6A	0
24	1.65	6.75	1	4A	0
24	6.75	10.42	1	6A	0
26	0	1.06	4	4E	11
26	1.06	1.18	4	4E	8
26	1.18	2.54	4	4E	11
27	0	1.49	5	1A	6
27	1.49	2.91	4	1A	3
27	2.91	3.04	5	1A	30
27	3.04	3.17	5	1A	29
27	3.17	3.32	5	1A	2
27	3.32	3.62	5	1A	6
27	3.62	4	5	1A	3
27	4	5.07	4	2B	3
27	5.07	6.13	4	2B	27
27	6.13	6.8	4	2B	3



Route	Begin	End	AL	DTS	Cell
27	6.8	9.23	4	4F	2
27	9.23	10.6	4	4F	5
27	10.6	11.55	4	4F	2
27	11.55	15.4	4	4F	5
27	16.6	18.23	4	4D	5
27	18.23	23.86	4	4F	5
27	23.86	27.18	4	4F	2
27	27.18	27.29	4	4E	2
27	27.29	38.53	4	4E	5
27Z	33.39	34.06	5	2A	6
28	0	2.25	5	2A	9
28	2.25	3	5	2A	6
28	3	3.7	5	2B	6
28	3.7	6.23	5	2A	6
28	6.23	6.24	4	4D	5
28	6.24	6.8	4	4D	2
28	6.8	6.86	4	4D	5
28	6.86	8.15	5	2A	6
28	8.15	12.41	4	4D	5
28	17.27	19.56	5	1A	6
28	19.56	19.72	3	1A	4
28	19.72	20.06	4	1A	5
28	20.06	22.93	5	1A	6
28	22.93	26.33	3	4A	4
28	26.33	26.44	4	2A	6
29	0	1.31	1	8A	0
29	1.31	1.77	1	6A	0
29	1.77	2.94	1	4A	0
29	2.94	4.29	1	6A	0
29	4.29	6.2	1	4A	0
29	6.2	6.7	3	4A	4
29	6.7	9.38	1	4A	0
29	9.38	9.55	3	4A	1
29	9.55	11.79	4	2A	3



Route	Begin	End	AL	DTS	Cell
29	11.79	11.95	5	2A	6
29	11.95	12.47	5	2A	30
29	12.47	12.99	4	2A	3
29	12.99	13.35	5	2A	6
29	13.35	18.07	5	2A	30
29	18.07	18.6	4	4C	29
29	18.6	18.87	5	4C	30
29	18.87	19.6	5	2A	30
29	19.6	20.06	4	4C	29
29	20.06	20.3	4	4C	35
29	20.3	23.2	5	2A	36
29	23.2	23.31	5	1A	36
29	23.31	34.26	5	1A	33
30	0.92	1.2	3	6A	1
30	1.2	3.32	3	8B	1
30	3.32	4.26	3	8A	1
30	4.26	6.4	4	4E	5
30	6.4	7.95	3	6A	4
30	7.95	13.88	3	4A	4
30	13.88	16.3	3	4A	1
30	16.3	16.31	3	4B	1
30	16.31	17.07	3	4B	4
30	17.07	18	3	4B	1
30	18	22.78	3	4A	1
30	22.78	23.67	4	4C	2
30	23.67	25.8	2	4A	25
30	25.8	27.37	3	4A	1
30	27.37	27.97	2	4A	25
30	27.97	28.12	4	4G	26
30	28.12	29.16	4	4G	2
30	29.16	31.05	4	4G	5
30	31.05	34	4	4G	2
30	34	35.1	4	4G	26
30	35.1	37.58	3	4A	1



Route	Begin	End	AL	DTS	Cell
30	37.58	40.29	2	4A	25
30	40.29	40.68	3	4A	28
30	40.68	40.79	4	4D	2
30	40.79	41.66	4	4D	5
30	41.66	42.1	4	4D	2
30	42.1	51.18	4	4G	2
30	51.18	52.04	4	4G	5
30	52.04	52.39	4	4G	2
30	52.39	52.42	4	4G	2
30	52.42	52.83	3	4A	1
30	52.83	54.39	2	4A	25
30	54.39	54.44	2	6B	25
30	54.44	55.43	3	6B	1
30	55.43	56.77	3	8B	1
30	56.77	57.2	3	8B	4
31	1.15	3.96	4	4C	5
31	3.96	4.3	4	4C	2
31	4.3	4.7	4	4F	2
31	4.7	6.11	3	4A	1
31	6.11	7.19	3	4A	28
31	7.19	12.37	4	4C	29
31	12.37	14.16	3	4A	28
31	14.16	16.36	2	4A	25
31	22.02	22.13	3	4A	4
31	23.13	23.14	3	4A	1
31	23.14	24.74	3	4A	28
31	24.74	29.94	2	4A	25
31	29.94	34.09	3	4A	1
31	34.09	42.02	2	4A	25
31	42.02	42.19	3	4A	28
31	42.19	42.3	3	4A	1
31	42.3	43.27	3	4A	4
31	43.27	44.36	3	4A	1
31	44.36	46.14	2	4A	25



Route	Begin	End	AL	DTS	Cell
31	46.14	46.24	3	4A	28
31	46.24	46.85	3	4A	4
31	46.85	47.33	3	4A	1
31	47.33	48.93	3	4A	28
32	0	1.18	3	4A	1
33	0	2.3	4	4D	5
33	2.3	5.5	4	4C	5
33	5.5	7.84	4	4C	2
33	12.42	12.7	3	4A	1
33	12.7	13.59	4	2B	3
33	13.59	13.68	5	2B	6
33	13.68	14.7	5	1A	6
33	14.7	14.77	4	4D	2
33	14.77	15.01	3	6B	1
33	15.01	19.01	3	6A	1
33	19.01	21.15	2	6A	25
33	21.15	23.59	3	6A	1
33	23.59	24.1	3	4A	1
33	24.1	24.4	2	4A	25
33	24.4	28.55	1	4A	0
33	28.55	29.34	1	4E	0
33	29.34	31	1	4C	0
33	31	32.59	4	4C	26
33	32.59	35.24	2	4A	25
33	35.24	36.08	3	4A	1
33	36.08	36.71	2	4A	25
33	36.71	37.79	3	4A	1
33	37.79	37.86	4	4C	2
33	37.86	38.29	4	4C	5
33	38.29	39.44	4	4C	2
33	39.44	39.86	4	4C	5
33	39.86	40.13	3	6A	4
33	40.13	41.38	4	4C	5
33	41.38	42.03	4	4C	11



Route	Begin	End	AL	DTS	Cell
33B	0	0.69	4	2A	3
33B	0.69	0.97	4	2A	27
33B	0.97	2.35	4	2A	3
33B	2.35	4.44	5	2A	6
33B	4.44	4.46	4	4G	5
33B	4.46	5.45	4	4G	2
33B	5.45	6.89	4	4G	26
34	0	3.52	3	4A	1
34	3.52	7.72	3	4A	7
34	8.76	12.27	2	4A	31
34	12.27	12.49	2	4A	25
34	12.49	13.73	3	4A	28
34	13.73	13.75	4	4C	29
34	13.75	20.53	4	4C	26
34	20.53	20.68	4	4C	29
34	20.68	21.19	4	4C	2
34	21.19	21.2	4	4C	5
34	21.2	23.08	4	4G	5
34	23.08	23.3	4	4G	2
34	23.3	26.79	4	4C	2
35	0	0.26	4	4B	34
35	0.26	0.58	5	2A	36
35	0.58	1.44	4	4A	34
35	1.44	2.07	4	6A	34
35	2.07	2.32	4	6B	34
35	2.32	2.45	4	8B	34
35	2.45	2.48	1	8B	0
35	2.48	3.51	1	6A	0
35	3.51	3.65	3	6B	28
35	3.65	3.77	3	4B	28
35	3.77	9.12	3	4A	28
35	9.12	12.42	4	4E	29
35	12.42	13	4	4E	5
35	13	14.5	3	4A	4



Route	Begin	End	AL	DTS	Cell
35	14.5	16	3	4A	1
35	16	16.04	3	4A	4
35	16.04	20.1	4	4F	5
35	20.1	21.05	3	4A	4
35	21.05	21.39	4	4D	5
35	21.39	22.3	3	6A	4
35	22.3	22.47	4	4D	5
35	22.47	22.6	3	4B	4
35	22.6	23.02	4	4D	5
35	23.02	24.61	4	4C	5
35	24.61	24.86	3	4A	4
35	24.86	24.94	3	4A	1
35	24.94	29.39	3	6A	1
35	29.39	29.5	3	6A	4
35	29.5	31.2	4	4F	5
35	31.2	32.86	4	4C	5
35	32.86	33.15	4	4D	5
35	33.15	33.8	5	2A	6
35	33.8	34.37	4	4E	5
35	34.37	34.7	3	4A	4
35	34.7	35.8	3	4A	1
35	35.8	43.91	3	6A	1
35	43.91	44.62	3	6B	1
35	44.62	45.64	3	6A	1
35	45.64	51	3	6A	4
35	51	52.32	4	4E	5
35	52.32	53.35	4	4F	5
35	53.35	54.08	4	4C	5
35	54.08	54.62	4	4C	2
35	54.62	58.07	4	4C	5
35Z	3.49	9.03	5	2A	30
35Z	12.85	14.28	5	2A	6
36	0	3.73	3	6A	1
36	3.73	4	3	6A	4



Route	Begin	End	AL	DTS	Cell
36	4	5.72	4	4D	5
36	5.72	6.23	3	4A	1
36	6.23	6.55	3	4A	4
36	6.55	7.36	4	4C	5
36	7.36	11.5	4	4C	29
36	11.5	11.6	4	4C	5
36	11.6	11.8	4	4D	5
36	11.8	11.85	3	5A	4
36	11.85	13	3	5A	1
36	13	19.52	3	4A	1
36	19.52	23.85	3	6A	1
36	23.85	24.18	3	6B	1
36	24.18	24.4	3	4A	1
37	0	2.9	3	4A	1
37	2.9	6.02	3	6A	1
37	6.02	6.5	3	4A	1
37	6.5	6.75	3	8A	1
37	6.75	12.58	3	6A	1
37	12.58	13.21	2	6A	25
37	13.21	13.39	3	6A	1
37	13.39	13.43	2	6A	25
38	0	12	3	6A	1
38	12	18.29	3	4A	1
38	18.29	19.19	2	4A	25
40	1.7	2.4	3	4A	1
40	2.4	5.42	2	4A	25
40	5.42	8.07	4	4C	26
40	8.07	8.57	4	4C	29
40	8.57	10.02	4	4C	26
40	10.02	10.2	4	4D	29
40	10.2	10.3	5	1A	30
40	10.3	10.44	4	1A	3
40	10.44	11.22	5	1A	6
40	11.22	11.27	4	1A	3



Route	Begin	End	AL	DTS	Cell
40	11.27	11.37	4	4C	2
40	11.37	11.67	4	4C	29
40	11.67	19.55	4	4C	26
40	19.55	19.62	4	4C	29
40	19.62	20.24	4	4C	5
40	20.24	20.27	4	4C	2
40	20.27	25.25	4	4C	26
40	25.25	26.46	4	4C	2
40	26.46	27.38	4	4C	5
40	27.38	29.16	4	4C	2
40	29.16	32.55	4	4C	26
40	32.55	33.36	2	4A	25
40	33.36	33.71	3	4A	1
40	33.71	34.56	3	4A	4
40	34.56	35.02	3	4A	1
40	35.02	35.35	3	4A	4
40	35.35	36.85	3	4A	1
40	36.85	37.9	2	4A	25
40	37.9	39.2	3	4A	1
40	39.2	40.22	2	4A	25
40	40.22	40.43	3	4A	1
40	40.43	43.98	2	4A	25
40	43.98	46.25	3	4A	1
40	46.25	46.26	4	4C	2
40	46.26	47.48	4	4C	5
40	47.48	51.71	4	4C	2
40	51.71	53.25	3	4A	1
40	53.25	58.32	3	6A	1
40	58.32	59	3	4A	1
40	59	59.66	3	4A	4
40	59.66	59.99	4	4F	5
40	59.99	60.09	3	4A	4
40	60.09	60.36	3	4A	28
40	60.36	61.62	4	4F	29



Route	Begin	End	AL	DTS	Cell
40	61.62	61.64	4	4F	2
40	61.64	63.44	3	4A	1
40	63.44	63.57	3	4A	4
40	63.57	63.97	4	4F	5
40	63.97	64.04	4	4C	5
40Z	0	0.08	5	2A	12
41	0	2.32	4	4D	8
41	2.32	3	4	4C	8
41	3	3.86	4	4F	8
41	3.86	3.9	4	4F	11
41	3.9	3.91	4	4F	5
41	3.91	4.95	4	4C	5
41	10.74	10.83	4	4F	2
41	10.83	13.02	4	4F	8
41	13.02	13.08	4	5A	7
41	13.08	14.08	3	5A	7
42	0	6.4	3	6A	1
42	6.4	14.28	1	8A	0
44	0	0.86	6	2A	54
44	0.86	1.08	5	2A	36
44	1.08	2.56	5	2A	33
44	2.56	2.61	5	2A	9
44	2.61	6.44	5	2A	12
44	6.44	8.36	5	2A	9
44	8.36	8.8	5	2A	12
44	8.8	9.37	5	4C	12
45	0	0.42	4	4E	11
45	0.42	2.49	4	4E	35
45	2.49	8.8	4	4E	32
45	9.44	10.27	5	1A	12
45	10.27	10.43	5	1A	9
45	10.43	10.45	5	1A	33
45	10.45	17.01	4	4E	32
45	17.01	17.32	4	4E	35



Route	Begin	End	AL	DTS	Cell
45	17.32	17.59	4	4D	35
45	18.24	19.5	4	4E	29
45	19.5	20.93	4	4E	26
45	20.93	22.21	4	4E	2
45	22.21	22.53	4	4E	5
45	22.53	22.69	3	4A	4
45	22.69	24.9	3	4A	1
45	24.9	25.55	4	4D	5
45	25.55	26.23	5	2B	6
45	26.23	27.25	4	4D	5
45	27.25	28.51	4	4D	2
46	0	0.85	3	4A	28
46	0.85	1.39	4	4C	29
46	1.39	2.45	4	4C	26
46	2.45	3.85	4	4C	29
46	3.85	6.86	4	4C	26
46	6.86	7.45	4	4A	25
46	7.45	9.67	4	4C	26
46	9.67	10.03	4	4C	29
46	10.03	10.13	4	4C	35
46	10.13	15.78	4	4C	32
46	15.78	20.67	4	4C	35
46	20.67	21.7	4	4D	35
46	21.7	21.83	4	4D	29
46	21.83	22.4	3	4B	28
46	22.4	24.65	3	4A	28
46	24.65	26.31	2	4A	25
46	26.31	29.39	3	4A	28
46	29.39	29.61	3	4A	1
46	29.61	30.43	3	4A	4
46	30.43	30.59	3	4A	1
46	30.59	32.84	2	4A	25
46	32.84	33.33	3	4A	1
46	33.33	34.22	4	4C	2



Route	Begin	End	AL	DTS	Cell
46	34.22	35.03	4	4C	5
46	35.03	35.3	4	4C	2
46	35.3	35.38	3	4A	1
46	35.38	35.97	3	4A	1
46	35.97	36.49	3	4A	4
46	36.49	37.28	3	4A	1
46	37.28	42.31	3	4A	4
46	42.31	42.5	3	6B	4
46	42.5	43.12	3	6A	4
46	43.12	51.49	3	6A	1
46	51.49	52.07	2	6A	25
46	52.07	61.6	3	6A	1
46	61.6	62.22	3	6A	4
46	62.22	68.15	3	6A	1
46	68.15	69	3	8A	1
46	69	69.18	3	6A	1
46	69.18	69.36	4	4F	2
46	69.36	70.08	4	4F	5
46	70.08	70.42	4	4D	5
46	70.42	70.68	3	6A	4
46	70.68	70.73	3	6A	1
46	70.73	71.55	3	8B	1
46	71.55	72.09	3	6B	1
47	0.66	0.75	3	4A	4
47	0.75	1.17	3	4A	28
47	1.17	2.95	2	4A	25
47	2.95	3.15	3	4A	28
47	3.15	3.9	4	4D	35
47	3.9	5.45	4	4C	35
47	5.45	6.43	4	4C	32
47	6.43	7.15	4	4C	35
47	7.15	13.24	4	4C	32
47	13.24	14.63	4	4C	35
47	14.63	16.82	4	4C	32



Route	Begin	End	AL	DTS	Cell
47	16.82	17.43	4	4C	35
47	17.43	17.46	4	4B	34
47	17.46	17.54	3	4B	34
47	17.54	17.63	3	4B	28
47	17.63	18.46	4	4C	29
47	18.46	19.29	4	4C	2
47	19.29	19.4	4	4C	29
47	19.4	20.35	4	4C	2
47	20.35	20.91	4	4C	26
47	20.91	23.06	4	4C	32
47	23.06	23.92	4	4C	8
47	23.92	25.39	4	4C	32
47	25.39	26.63	4	4C	8
47	26.63	26.72	4	4C	35
47	26.72	27.2	4	4C	8
47	27.2	29.3	4	4C	32
47	29.3	30.92	4	4C	8
47	30.92	31.54	4	4C	32
47	31.54	31.95	4	4C	8
47	31.95	32.57	4	4C	2
47	32.57	32.84	4	4C	26
47	32.84	34.17	4	4C	2
47	34.17	34.23	4	4C	29
47	34.23	34.8	4	4C	26
47	34.8	35.08	4	2A	27
47	35.08	36.73	5	2A	33
47	36.73	36.88	4	2A	33
47	36.88	38.5	4	2A	9
47	38.5	38.82	5	2C	9
47	38.82	41.21	5	2C	12
47	41.21	41.91	5	2C	9
47	41.91	42.19	4	4G	8
47	42.19	46.05	4	4D	8
47	46.05	46.93	4	4D	11



Route	Begin	End	AL	DTS	Cell
47	46.93	47.68	4	4D	8
47	47.68	50.99	4	4C	8
47	50.99	51.78	4	4C	35
47	51.78	51.93	4	4C	32
47	51.93	52	4	4C	8
47	52	52.03	4	4D	8
47	52.03	52.14	4	4C	8
47	52.14	53.31	4	4C	11
47	53.31	53.34	4	4C	35
47	53.34	55.04	4	4C	32
47	55.04	56.15	4	4C	8
47	56.15	56.89	4	4C	11
47	56.89	58.36	4	4C	8
47	58.36	58.44	4	4D	8
47	58.44	59.96	4	4D	11
47	59.96	60.85	4	4D	8
47	60.85	62.16	4	4C	8
47	62.16	62.45	4	4C	11
47	62.83	63.35	4	4D	5
47	63.35	63.48	4	4C	5
47	63.48	64.11	4	4C	2
47	64.11	70.2	4	4C	8
47	70.2	71.54	4	4E	8
47	71.54	72.3	4	4E	11
47	72.3	72.78	4	4E	8
47	72.78	74.9	4	4E	11
47	74.9	75.19	4	4C	11
48	0	0.85	4	4C	11
48	0.85	2.1	4	4C	8
48	2.1	2.13	5	2A	9
48	2.13	3.28	6	2A	15
48	3.28	4.26	6	2A	39
49	0	0.7	5	1A	6
49	0.7	3	4	1A	6



Route	Begin	End	AL	DTS	Cell
49	3	4.08	5	1A	6
49	4.08	6.16	4	1A	3
49	6.16	6.29	4	1A	27
49	6.29	8.26	4	4C	26
49	8.26	10.1	4	4C	5
49	10.1	11.04	4	4C	29
49	11.04	12.22	4	4C	26
49	12.22	13.05	4	4C	29
49	13.05	21.03	4	4C	26
49	21.03	21.1	4	4C	29
49	21.1	21.86	4	4D	29
49	21.86	21.99	4	4D	26
49	21.99	22.1	4	4D	2
49	22.1	24.04	4	4C	2
49	24.04	26.25	4	4C	5
49	26.25	26.5	3	4B	4
49	26.5	26.71	4	4C	5
49	26.71	29.85	4	4C	2
49	29.85	34.76	4	4C	26
49	34.76	35.03	4	4C	29
49	35.03	35.13	4	2A	30
49	35.13	36.1	4	2A	6
49	36.1	37.4	4	4D	5
49	37.4	37.84	4	4D	2
49	37.84	38.1	4	4D	8
49	38.1	38.84	4	4C	8
49	38.84	41.6	4	4C	32
49	41.6	43.26	4	4C	8
49	43.26	52.82	4	4C	32
49	52.82	53.8	4	4C	8
50	0	0.24	3	4B	10
50	0.24	2.49	4	4C	8
50	2.49	3.35	4	4C	32
50	3.35	3.56	4	4C	35



Route	Begin	End	AL	DTS	Cell
50	3.56	4.51	4	4C	8
50	4.51	4.87	4	4C	35
50	4.87	6.1	4	4C	32
50	6.1	6.59	4	4C	35
50	6.59	6.78	4	4C	11
50	6.78	7.08	4	4C	35
50	7.08	17.22	4	4C	32
50	17.22	17.31	4	4C	35
50	17.31	18.5	4	4C	8
50	19.12	19.81	4	4C	11
50	19.81	20.8	4	4C	8
50	20.8	21.16	1	4C	0
50	21.16	23.44	4	4C	32
50	23.44	24.15	2	4A	31
50	24.15	25.49	4	4C	32
50	25.49	26.02	4	4C	35
52	0	1.99	3	4A	28
52	1.99	2.05	3	4A	4
52	2.05	2.74	4	4E	5
53	0	1.55	4	4C	2
53	1.55	3.32	4	4C	5
53	3.32	4.63	4	4E	5
53	4.63	4.66	4	4E	11
54	0	0.75	4	4C	8
54	0.75	6.67	4	4C	32
54	6.67	7.24	4	4C	26
54	7.24	8	4	4C	2
54	8	8.46	4	4C	26
54	8.46	8.71	2	4A	25
54	8.71	8.99	2	4A	31
54	8.99	9.06	3	4A	7
54	9.06	9.12	4	4A	7
54	9.12	9.92	4	4C	8
54	9.92	11.86	4	4C	11



Route	Begin	End	AL	DTS	Cell
55	20	60.54	1	4A	0
56	0	1.62	4	4D	8
56	1.62	2	4	4D	32
56	2	7.49	5	2A	33
56	7.49	7.54	2	4B	31
56	7.54	7.69	3	4B	7
57	0	1.05	4	2A	3
57	1.05	2.19	4	2A	27
57	2.19	3.06	4	2A	30
57	3.06	3.57	4	2A	27
57	3.57	4.38	4	4C	26
57	4.38	5.22	4	4C	29
57	5.22	6.39	4	4C	26
57	6.39	7.21	4	4C	29
57	7.21	8.37	4	4C	26
57	8.37	8.42	4	4C	29
57	8.42	9.1	4	4C	2
57	9.1	9.62	4	2B	3
57	9.62	9.81	5	2B	6
57	9.81	11.76	4	2B	6
57	11.76	11.9	4	2B	3
57	11.9	12.39	4	4C	2
57	12.39	12.67	4	4C	26
57	12.67	13.8	4	2A	27
57	13.8	14.51	4	2A	30
57	14.51	14.95	4	4C	30
57	14.95	15.54	4	2A	30
57	15.54	18.61	4	2A	27
57	18.61	20.53	4	2A	30
57	20.53	21.1	4	4D	29
59	0	0.15	4	4B	13
62	0	0.47	4	4C	5
63	0	0.06	3	4A	4
63	0.06	1.92	5	2B	6



Route	Begin	End	AL	DTS	Cell
63	1.92	3	5	4F	6
63	3	3.09	3	4A	4
64	0	0.32	3	4B	4
66	0	3.62	3	4A	1
67	0	1.29	4	4E	11
67	1.4	1.86	4	4E	5
68	0	6.85	2	4A	31
68	6.85	7.97	3	4A	7
70	0	5.33	3	6A	1
70	5.33	6.1	3	8A	1
70	6.1	8.5	3	6A	1
70	8.5	13.41	3	4A	1
70	13.41	14.58	3	4A	4
70	14.58	16	3	4A	1
70	16	20.1	2	4A	25
70	20.1	37.79	4	4C	26
70	37.79	39.12	4	4C	2
70	39.12	43.21	4	4C	26
70	43.21	43.45	4	4C	2
70	43.45	53.25	3	4A	1
70	53.25	54.91	3	6A	1
70	54.91	55.29	3	6A	4
70	55.29	59.5	3	4A	1
70	59.5	59.84	3	6A	1
71	0	0.61	5	2A	6
71	0.61	5.1	4	4D	5
71	5.42	5.9	4	4D	11
71	5.9	6.63	5	2A	12
71	6.63	7.4	4	4D	11
71	7.4	9.4	4	4E	11
71	9.4	10.48	4	4D	11
71	10.48	11.64	4	4A	10
71	11.64	12.53	4	2B	12
71	12.53	13.78	4	2C	12



Route	Begin	End	AL	DTS	Cell
71	13.78	14.79	4	4D	11
71	14.79	15.45	4	4D	8
71	15.45	15.72	4	4D	11
71	15.72	16.78	4	4C	11
72	0	11.47	4	4C	26
72	11.47	13.7	4	4E	26
72	13.7	18.08	2	4A	25
72	18.08	21	3	4A	1
72	21	24.1	3	6A	1
72	24.1	26.36	3	4A	1
72	26.36	27.18	2	4A	25
72	27.18	27.4	2	5A	25
72	27.4	27.55	2	6A	25
72	27.55	28.18	2	4A	25
72	28.18	28.2	2	5A	25
72	28.2	28.74	3	5A	28
73	6.24	6.37	3	6A	1
73	6.37	7.96	2	6A	25
73	7.96	32.02	3	6A	1
73	32.02	32.37	3	8A	1
73	32.37	34.1	3	6A	1
76	0	1.95	1	1A	0
76E	0	1.17	1	2A	0
77	0	2.2	4	4D	11
77	2.2	2.7	4	4D	8
77	2.7	3.08	5	4C	9
77	3.08	3.9	5	2A	9
77	3.9	5.06	5	1A	9
77	5.06	6.12	5	2A	9
77	6.12	7.18	5	2A	33
77	7.18	9.93	5	2A	36
77	9.93	21.34	5	2A	33
77	21.34	22.55	5	2A	36
78	4.16	17.85	1	6A	0



Route	Begin	End	AL	DTS	Cell
78	17.85	19.22	1	8A	0
78	19.22	29.85	1	6A	0
78	29.85	33.13	1	8A	0
78	33.13	48.54	1	6A	0
78	48.54	58.58	1	1A	0
78E	48.25	58.43	1	1A	0
79	0	0.35	4	4F	5
79	0.35	0.57	5	2B	6
79	0.57	1.75	5	2C	6
79	1.75	2.4	5	1A	6
79	2.4	2.43	4	4D	5
79	2.43	2.51	4	4D	29
79	2.51	3.55	4	4D	26
79	3.55	3.9	4	4D	2
79	3.9	4.81	4	4C	2
79	4.81	5.33	3	4A	1
79	5.33	5.38	3	4A	4
79	5.38	5.79	4	4C	5
79	5.79	9.38	4	4C	2
79	9.38	10.18	4	4C	5
79	10.18	10.5	4	4C	2
79	10.5	10.93	4	2A	3
79	10.93	12.13	5	2A	6
80	0.5	42.1	1	8A	0
80	42.1	42.9	1	8C	0
80	42.9	43.9	1	8A	0
80	43.9	46.13	1	1A	0
80	46.13	62.5	1	8A	0
80	62.5	68.54	1	1A	0
80E	43.88	67.58	1	2A	0
80E	67.58	67.97	1	4C	0
80E	67.97	68.54	1	2A	0
81	0.55	1.18	3	6A	1
82	0	1.9	4	4E	5



Route	Begin	End	AL	DTS	Cell
82	1.9	2.25	4	4D	5
82	2.25	2.75	4	4A	4
82	2.75	4.92	4	4E	5
83	0	0.24	2	4B	25
83	0.24	2.93	2	4A	25
83	2.93	3.81	3	4A	1
87	1.06	1.49	3	4A	1
88	0	0.3	5	2B	12
88	0.3	2.02	5	2C	12
88	2.02	3.4	5	4G	12
88	3.4	5.2	5	2C	12
88	5.2	5.26	5	2C	6
88	5.26	5.48	5	4G	6
88	5.48	8.6	5	2C	6
88	8.6	8.96	4	4D	5
88	8.96	9.64	5	2C	6
88	9.64	10.02	3	4B	4
88Z	0	0.12	5	6A	6
88Z	0.12	0.19	5	4A	6
90	2	2.35	1	8A	0
90	2.35	3.2	3	8A	1
90	3.2	3.22	1	8A	0
91	0	2.26	4	4C	11
93	0	0.61	5	4C	6
93	0.61	3.42	5	2A	6
94	0.13	0.62	4	4D	35
94	0.62	0.73	4	4C	35
94	0.73	1.94	4	4C	32
94	1.94	3.3	4	4C	35
94	3.3	8.77	4	4C	32
94	8.77	11.82	4	4C	35
94	11.82	12.6	4	4D	35
94	12.6	15.05	4	4C	35
94	15.05	18.45	4	4C	32



Route	Begin	End	AL	DTS	Cell
94	18.45	21.35	4	4C	35
94	21.35	21.38	4	4D	35
94	21.38	22.47	4	4D	11
94	24.91	40.13	4	4C	35
94	40.13	42.02	4	4C	11
94	42.02	42.49	4	4C	8
94	42.49	45.94	4	4C	35
95M	0.2	8.77	1	6A	0
109	1.35	1.95	4	4C	35
109	1.95	2.31	4	4A	34
109	2.31	2.5	3	4A	28
109	2.5	3.06	4	4C	29
120	0	0.95	3	6A	4
120	0.95	2.65	3	6A	4
122	0.8	1.88	4	4D	5
122	1.88	2.42	4	4D	2
124	0	1.48	4	4E	5
124	1.48	1.5	4	4E	11
124	1.5	2.8	4	4D	11
124	2.8	3.27	5	2A	12
124	3.27	3.67	5	4C	12
124	3.67	4.39	5	2A	12
124	4.39	5.9	5	2A	6
124	5.9	7.45	4	4D	5
124	7.45	7.67	3	4A	4
124	7.67	7.74	3	4A	1
124	7.74	8.35	3	4A	28
124	8.35	8.82	3	4A	1
124	8.82	10.03	3	4A	4
124	10.03	11.7	4	4E	5
124	11.7	12.58	3	4A	4
124	12.58	13	4	4E	5
124	13	13.26	4	1A	6
124	13.26	13.29	4	1A	5



Route	Begin	End	AL	DTS	Cell
129	0	0.29	5	2A	0
129	0.29	2.41	3	4A	0
130	0	0.56	4	4D	11
130	0.56	2.05	4	4D	8
130	2.05	4.09	4	4D	11
130	4.09	5.28	4	4D	8
130	5.28	8.9	5	2A	9
130	8.9	8.94	6	4A	7
130	8.94	9.55	4	4A	7
130	9.55	10.57	2	4A	31
130	10.57	11.75	4	4A	7
130	11.75	12.21	2	4A	31
130	12.21	14.29	2	4A	25
130	23.61	25.11	3	4A	1
130	25.11	25.43	3	4A	4
130	25.43	25.74	3	6B	4
130	25.74	29.48	3	6B	1
130	30.48	31.93	3	6B	4
130	31.93	37.1	3	6B	1
130	37.1	45.75	3	6A	1
130	45.75	45.9	3	6A	4
130	45.9	46.67	3	8B	4
130	46.67	46.82	3	6A	4
130	46.82	55.46	3	6A	1
130	55.46	55.79	3	6A	4
130	55.79	56.44	3	8B	4
130	56.44	56.45	3	8B	1
130	56.45	60.5	3	4A	1
130	60.5	61.03	3	6A	1
130	61.03	66.93	3	4A	1
130	66.93	67.79	3	6A	1
130	67.79	70.1	3	4A	1
130	70.1	70.92	2	4A	25
130	70.92	83.46	3	4A	1



Route	Begin	End	AL	DTS	Cell
133	0	3.35	3	4A	1
133	3.35	3.59	3	6A	1
138	0	3.52	3	4A	1
139	0	1.45	3	8B	1
139U	0	0.83	3	4A	4
140	0	0.78	5	2A	12
140	0.78	0.88	5	2A	36
140	0.88	0.96	6	2A	42
143	0	1	5	2A	48
143	1	1.93	6	2A	45
143	1.93	2.27	5	2A	48
143	2.27	2.35	6	2A	45
147	0	0.33	4	4D	35
147	0.33	0.42	4	4D	29
147	0.42	0.66	3	4A	28
147	0.66	3.18	2	4A	25
147	3.18	3.23	3	4A	28
147	3.23	3.54	3	4A	1
147	3.54	4.2	4	4D	5
152	0	0.25	4	4D	29
152	0.25	2.69	4	4D	26
152	2.69	3.16	4	4D	29
154	0	1.58	4	4C	5
156	0	1.28	6	2A	18
157	0	0.91	5	2A	12
159	0	0.45	3	4A	1
159	0.45	0.56	3	4A	7
159	0.56	0.57	4	4E	8
159	0.57	1.36	4	4E	11
161	0	1.1	5	4F	12
162	0	0.7	6	2A	45
163	0	0.3	6	2A	54
165	0	0.1	4	4A	34
165	0.1	0.26	4	4D	35



Route	Begin	End	AL	DTS	Cell
166	0	1.86	5	2C	12
166	1.86	1.97	4	4B	10
166	1.97	2.23	4	4B	4
166	2.23	2.33	4	4D	5
166	2.33	3.27	4	4D	2
166	3.27	3.63	4	4D	5
166	3.63	3.73	4	4D	2
167	0	2.76	6	2A	54
168	0	0.75	3	4A	1
168	0.75	1.09	4	4C	2
168	1.09	1.18	4	4C	5
168	1.18	2.67	5	2C	6
168	2.67	4.71	4	2C	3
168	4.71	7.29	5	2C	6
168	7.29	7.5	4	4C	5
168	7.5	8.57	5	2B	6
168	8.57	8.62	4	4C	5
168	8.62	8.99	3	4A	1
168	8.99	9.48	3	6A	1
168	9.48	9.72	3	4A	1
168	9.72	9.73	3	4A	4
168	9.73	9.85	3	4B	4
168	9.85	10.75	4	4C	5
171	0	0.4	4	4A	10
171	0.4	1.29	4	4F	11
172	0	0.35	4	4E	11
172	0.35	0.81	3	4A	10
173	0	0.25	5	2A	33
173	0.25	2.42	5	2B	33
173	2.42	3.94	5	2B	36
173	3.94	4.77	6	2B	48
173	4.77	6	6	2B	45
173	6	8.12	5	4F	44
173	8.12	9.79	6	2B	45



Route	Begin	End	AL	DTS	Cell
173	9.79	10.26	6	2B	48
173	10.26	10.88	6	2B	45
173	10.88	11.13	6	2B	18
173	11.13	11.7	6	2B	15
173	12.81	14.62	5	2B	12
173Z	0	0.68	6	2A	18
173Z	1.12	1.54	5	2A	9
173Z	1.54	1.67	5	2A	12
175	0.27	1.79	6	2A	21
175	1.79	1.8	6	2A	24
175	1.8	2.14	5	2A	12
175	2.14	2.24	5	2A	9
175	2.24	2.73	5	2A	36
175	2.73	2.95	4	4A	34
179	0.11	0.32	5	2A	36
179	0.37	1.14	4	4D	35
179	1.14	1.45	4	4D	32
179	1.45	5.58	5	2A	33
179	5.58	7.46	5	2A	36
181	0	4.75	5	4C	41
181	4.75	5.02	5	4C	17
181	5.02	5.82	4	4C	11
181	5.82	5.98	5	4C	14
181	5.98	7.47	5	4C	38
181Z	0	0.12	5	2A	12
182	0	0.96	4	4D	29
183	0	0.2	2	4B	25
183	0.2	0.26	2	4A	25
183	0.26	0.47	3	4A	1
183	0.47	0.58	3	4A	4
183	0.58	2.12	5	2B	6
184	0	0.32	3	6A	4
184	0.32	1.37	3	4A	4
185	0	0.65	3	4A	4



Route	Begin	End	AL	DTS	Cell
195	0	1.18	1	6A	0
195	1.18	16.1	1	4A	0
195	16.1	16.71	1	6A	0
195	16.71	34.17	1	4A	0
202	0.35	0.37	1	4A	0
202	0.37	11.54	2	4A	25
202	11.54	19.04	2	4A	25
202	19.04	26.25	3	4A	1
202	26.25	28.67	4	4G	2
202	28.67	29.54	3	4A	1
202	29.54	29.65	3	4A	4
202	29.65	29.99	5	2A	6
202	29.99	30.02	4	2A	3
202	30.02	30.49	3	4A	1
202	30.49	31.51	2	4A	25
202	31.51	31.79	3	4A	10
202	31.79	32.92	5	2A	12
202	32.92	32.95	5	2A	9
202	32.95	35.94	5	2A	36
202	35.94	36.33	5	2A	9
202	36.33	37.87	5	2A	12
202	37.87	37.9	4	4C	11
202	37.9	38.98	4	4C	8
202	38.98	39.04	4	4C	35
202	39.04	41.89	5	2A	36
202	41.89	42.5	5	2A	9
202	42.5	43.9	5	2A	12
202	43.9	44.53	4	4E	11
202	44.53	45.3	4	4E	5
202	45.3	45.7	4	4C	5
202	45.7	46.31	4	4E	5
202	46.31	46.99	4	4D	5
202	50.06	50.63	3	4B	1
202	51.43	51.53	4	4C	5



Route	Begin	End	AL	DTS	Cell
202	51.53	51.82	4	4C	11
202	62.95	65.07	3	6A	1
202	65.07	65.32	3	6A	4
202	65.32	65.37	5	2A	6
202	72.37	72.69	4	4D	5
206	0	0.1	3	4A	1
206	0.1	1.33	4	4F	2
206	1.33	2.33	4	4F	26
206	2.33	11.06	4	4C	26
206	11.06	11.33	4	4C	2
206	11.33	12.7	4	4C	26
206	12.7	17.01	4	4C	2
206	17.01	20.64	4	4C	26
206	20.64	20.81	4	4C	2
206	20.81	23.3	4	4C	26
206	23.3	23.7	4	4F	26
206	23.7	30.36	4	4C	26
206	30.36	31.28	2	4A	25
206	31.28	32.67	4	4C	26
206	32.67	33.4	4	4C	2
206	33.4	35.46	3	4A	1
206	35.46	35.61	3	4A	4
206	36.27	38.49	3	4A	1
206	38.49	38.89	3	6A	1
206	38.89	38.9	3	6A	4
206	44.5	45.01	3	4A	4
206	45.01	48.5	5	2A	6
206	48.5	49.59	5	1A	6
206	49.59	49.72	4	1A	3
206	49.72	49.8	5	1A	30
206	49.8	51.59	5	2A	30
206	51.59	52.52	5	2C	30
206	52.52	52.9	5	2C	6
206	52.9	54.01	5	1A	6



Route	Begin	End	AL	DTS	Cell
206	54.01	54.2	4	1A	5
206	54.2	54.5	5	2B	6
206	54.5	55.92	5	2C	6
206	55.92	57.2	5	2C	30
206	57.2	57.22	5	2B	30
206	57.22	57.9	5	2B	6
206	57.9	58.26	3	4A	4
206	58.26	59.1	3	4A	28
206	59.1	62.11	2	4A	25
206	62.11	62.61	3	4A	1
206	62.61	63.05	3	4A	4
206	63.05	64.81	3	4A	1
206	64.81	66.29	3	4A	4
206	66.29	68.9	3	4A	1
206	68.9	70.63	3	6A	1
206	70.63	71.64	3	6A	4
206	78.32	78.65	2	4A	25
206	78.65	78.93	4	4C	26
206	78.93	79.1	4	4C	29
206	79.1	80.2	3	4A	28
206	80.2	83.14	2	4A	25
206	83.14	86.7	3	4A	28
206	86.7	87.2	4	4C	29
206	87.2	87.41	3	4A	28
206	87.41	89.52	2	4A	25
206	89.52	92.16	3	4A	28
206	92.16	94.57	2	4A	25
206	94.57	95.04	4	4C	26
206	95.04	97.9	2	4A	25
206	97.9	98.38	3	4A	28
206	98.38	98.6	3	4A	28
206	98.6	98.72	3	4A	4
206	98.72	99.67	3	4A	1
206	99.67	100.6	3	4A	28



Route	Begin	End	AL	DTS	Cell
206	100.6	102.69	2	4A	25
206	102.69	103.09	3	4A	28
206	103.09	103.35	3	4A	4
206	103.35	104.51	5	2C	6
206	104.51	104.76	3	4A	28
206	104.76	107.46	2	4A	25
206	107.46	107.86	3	4A	28
206	107.86	108.22	3	4A	1
206	108.22	108.23	4	2B	3
206	108.23	109.97	5	2B	6
206	109.97	111.15	4	4C	5
206	111.15	111.16	3	4A	4
206	111.16	111.17	3	4A	1
206	111.17	114.14	2	4A	25
206	114.14	115.66	3	4A	28
206	115.66	116.97	3	4A	1
206	116.97	127.46	2	4A	25
206	127.46	128.24	3	4A	1
206	128.24	128.52	3	4A	4
206	128.52	129.28	3	4A	28
208	0	10.07	3	6A	1
278	0	0.9	1	6A	0
280	0	7.66	1	6A	0
280	7.66	12.5	1	8A	0
280	12.5	13.28	1	1A	0
280	13.28	17.25	1	6A	0
284	0	5.41	5	2A	36
284	5.41	7.03	5	2A	33
287	0	0.73	1	1A	0
287	0.73	17.82	1	8A	0
287	17.82	21.2	1	1A	0
287	21.2	42.1	1	8A	0
287	42.1	49.24	1	6A	0
287	49.24	51.6	1	8A	0



Route	Begin	End	AL	DTS	Cell
287	51.6	60	1	6A	0
287	60	63.3	1	4A	0
287	63.3	64.29	1	6A	0
287	64.29	64.94	1	4A	0
287	64.94	65.54	1	6A	0
287	65.54	67.09	1	4A	0
287	67.09	67.54	1	6A	0
287E	17.84	19	1	4A	0
287E	19	20.94	1	2A	0
295	0.95	26.4	1	6A	0
295	26.4	27	1	8A	0
295	27	42.9	1	6A	0
295	42.9	44.78	1	8A	0
295	44.78	67.79	1	6A	0
322	2.22	3.6	3	4A	28
322	3.6	4.8	3	4A	1
322	4.8	6.3	3	4A	28
322	6.3	8.46	4	4D	29
322	15.22	16.1	4	4C	2
322	16.1	16.42	4	4D	2
322	16.42	17.4	4	4D	5
322	17.75	18.43	4	4D	5
322	18.43	19.5	4	4D	2
322	19.5	23.85	4	4C	2
322	23.85	24.47	4	4C	5
322	24.47	29.18	4	4C	2
322	29.18	32.9	4	4C	26
322	32.9	34.66	2	4A	25
322	34.66	45.99	2	4A	31
322	45.99	48.7	3	4A	7
322	48.7	50.2	3	6A	7
324	0	1.51	6	2A	51
439	0	3.95	4	4E	5
440	0	3.1	1	6A	0

Route	Begin	End	AL	DTS	Cell
440	3.1	3.98	1	6C	0
440	18.85	20.66	3	4A	1
440	20.66	21.18	3	4A	4
440	21.18	21.87	3	4A	1
440	21.87	22.63	3	4A	4
440	22.63	23.65	3	4A	1
440	23.65	26.18	3	6A	1
495	0.79	1.87	1	6A	0
676	0	0.55	1	6A	0
676	0.55	0.76	1	8A	0
676	0.76	3.79	1	6A	0

Appendix C – ACCESS LEVELS AND DIAGRAMS

C-1 The access levels (AL) for the State highway system establish the allowable left-turn movements from a State highway to a lot, site or street, and range from AL 1 (most restrictive) to AL 6 (least restrictive). A description and diagrams of these ALs are as follows:

1. AL 1 – fully controlled access. Access is prohibited except at grade-separated interchanges. Examples of fully controlled access roadways include interstates, freeways, and limited access State highways. Note that AL 1 is considered Cell “0” in N.J.A.C. 16:47 Appendix A. See Figures C-1 and C-2 below.
2. AL 2 – left-turn movements from a State highway via street intersections, grade-separated interchanges, or a nonconforming lot driveway where the Commissioner determines that non-State highway access is not available. See Figures C-3 through C-5 below.
3. AL 3 – left-turn movements from a State highway via a signalized jughandle. The jughandle may or may not be at the lot or site driveway or street. See Figures C-6 through C-9 below.
4. AL 4 – left-turn movements from a State highway via a left-turn lane where warranted by traffic volumes and design requirements. The left-turn lane will be at the driveway or street for an undivided highway, but may or may not be at the driveway or street for a divided highway. See Figures C-10 through C-14 below.
5. AL 5 – left-turn movements from a State highway to a lot, site, or street. A left-turn lane may be required where warranted by traffic volumes and design requirements. See Figures C-15 through C-19 below.



-
6. AL 6 – left-turn movements from a State highway to a lot, site, or street. A left-turn lane may be required where warranted by traffic volumes and design requirements. Frontage roads and service roads that parallel State highways are included in this classification. See Figure C-20 below.

C-2 Right-turn movements from a State highway to a lot or site are not allowed on AL 2 State highways where the Commissioner determines that non-State highway access is available. If non-State highway access is not available, right-turn movements to and from the lot are generally allowed.

C-3 Right-turn movements from a State highway are generally allowed on all AL 3 through AL 6 State highways, unless otherwise precluded due to design or safety considerations.

C-4 Left and right-turn movements from a lot or site to a State highway are generally allowed on all AL 3 through AL 6 State highways, unless otherwise prohibited by regulation or by highway configuration.

Figure C-1:
ACCESS LEVEL 1
FULLY CONTROLLED ACCESS

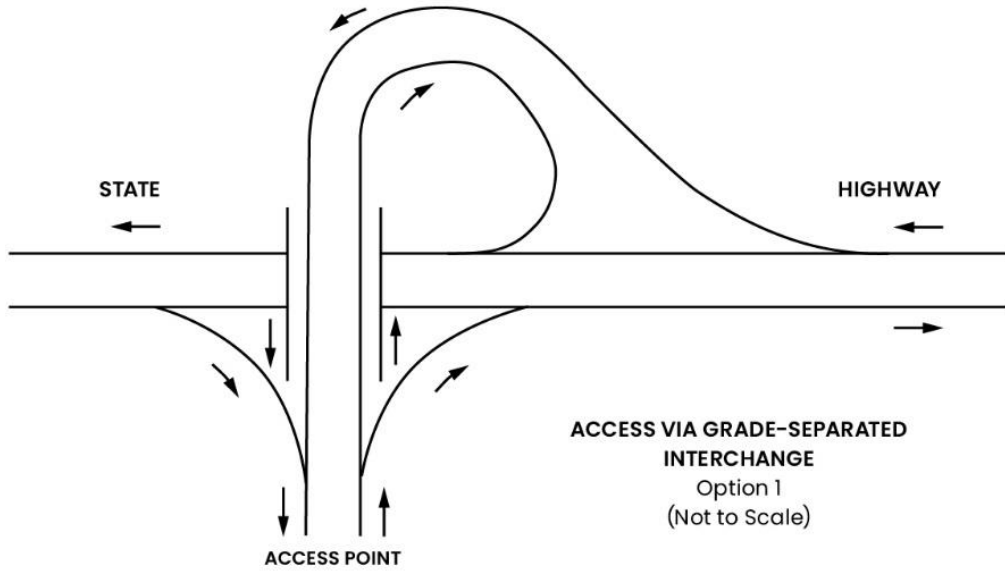
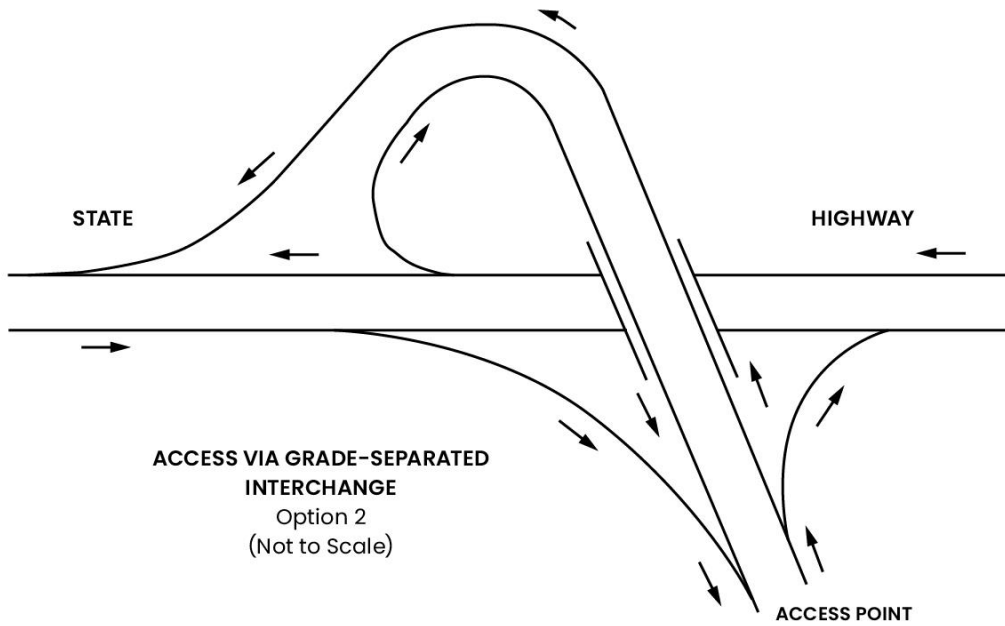


Figure C-2:
ACCESS LEVEL 1
FULLY CONTROLLED ACCESS



**Figure C-3:
ACCESS LEVEL 2
ACCESS VIA STREET INTERCHANGE**

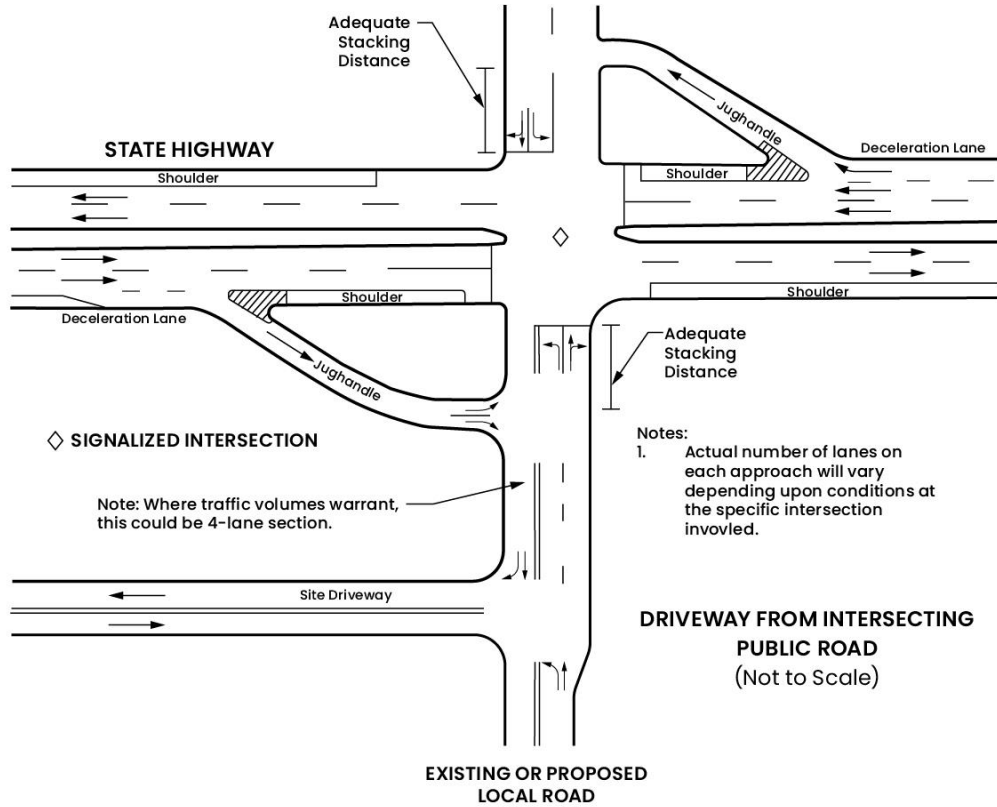


Figure C-4:
ACCESS LEVEL 2
ACCESS VIA STREET INTERCHANGE

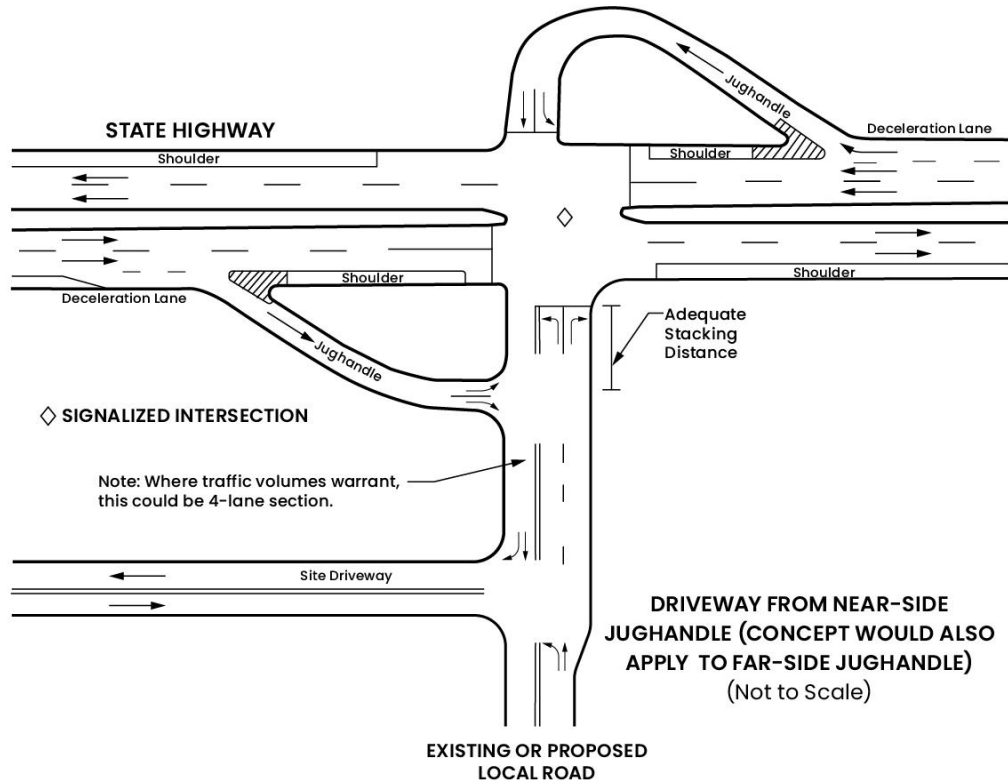


Figure C-5:
ACCESS LEVEL 2
ACCESS VIA STREET INTERCHANGE

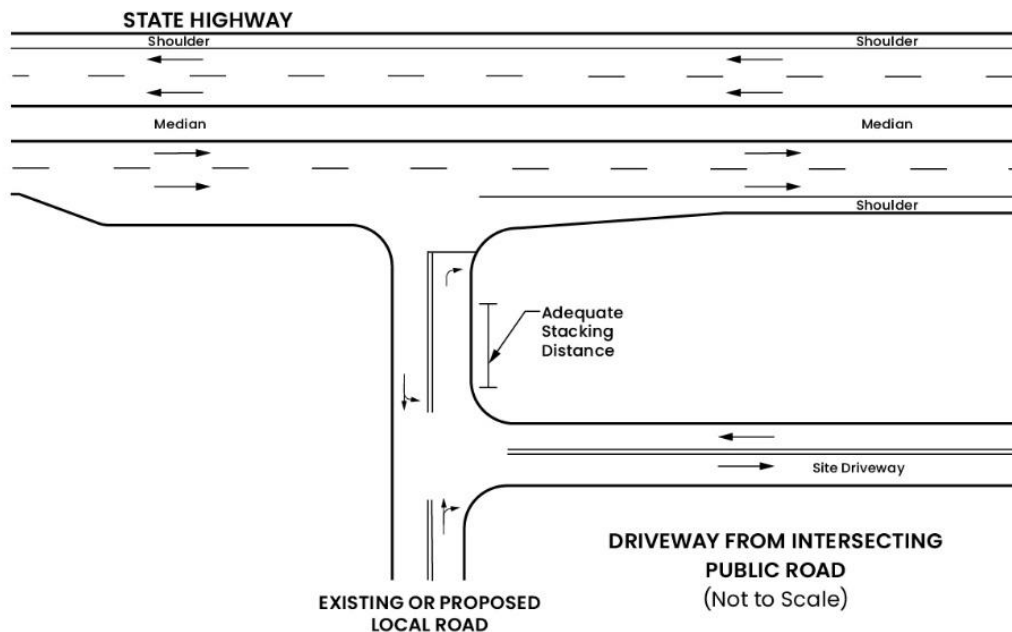
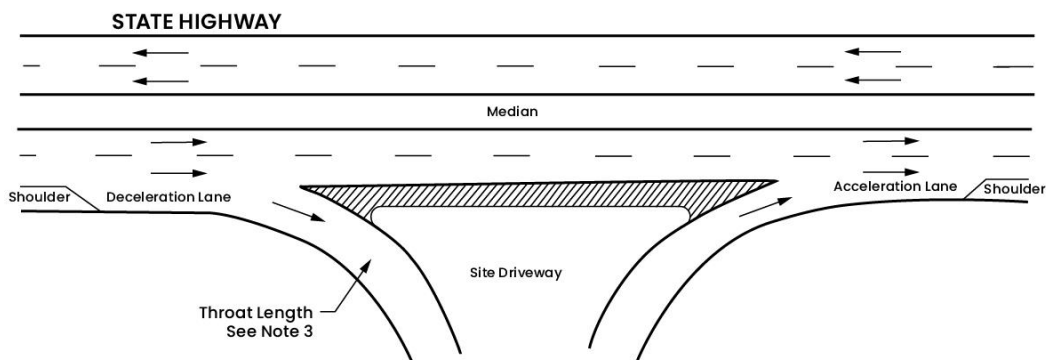


Figure C-6
ACCESS LEVEL 3
RIGHT-TURN ACCESS

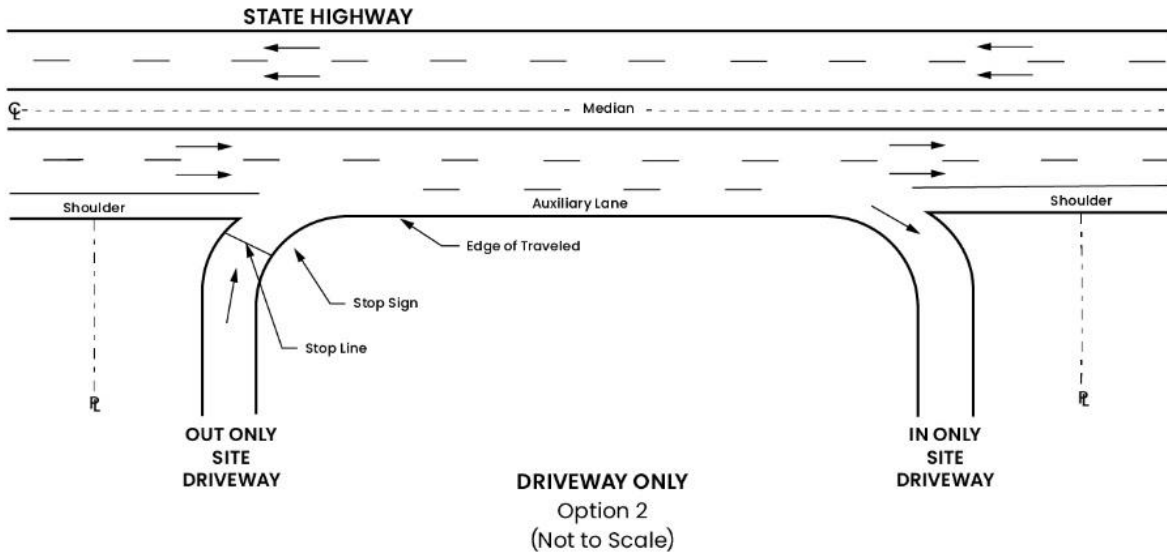


Notes:

1. Acceleration/deceleration lanes may extend beyond lot lines.
2. Driveway island has depressed approach noses.
3. Adequate throat length is required before aisle to prevent conflicting traffic movements.

DRIVEWAY ONLY
 Option 1
 (Not to Scale)

**Figure C-7:
ACCESS LEVEL 3
RIGHT-TURN ACCESS**



**Figure C-8:
ACCESS LEVEL 3
RIGHT-TURN ACCESS WITH LEFT-TURN VIA SIGNALIZED JUGHANDLE**

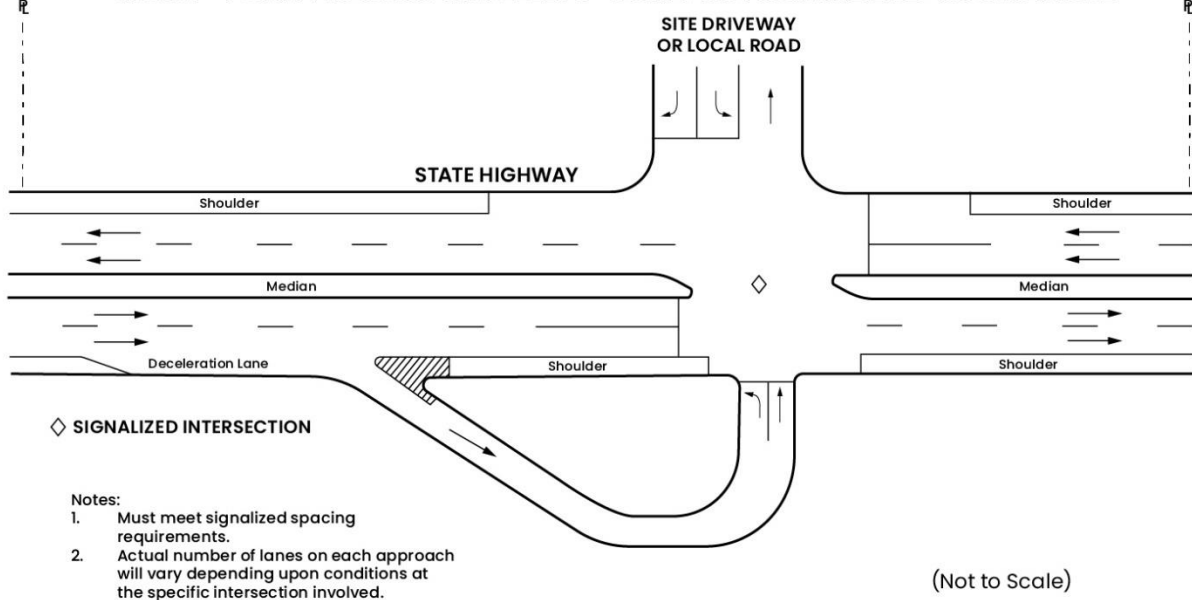


Figure C-9:
ACCESS LEVEL 3
RIGHT-TURN ACCESS WITH LEFT-TURN VIA SIGNALIZED JUGHANDLE

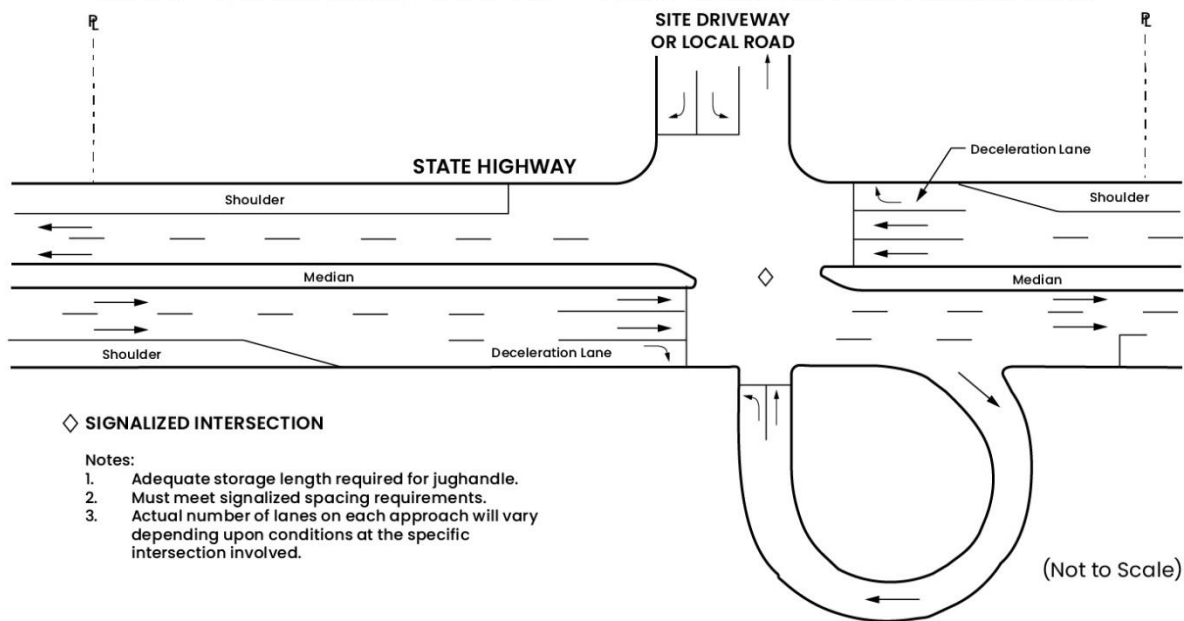


Figure C-10:
ACCESS LEVEL 4
RIGHT-TURN ACCESS AND LEFT-TURN INGRESS VIA A LEFT-TURN LANE
SIGNALIZED DRIVEWAY OR LOCAL ROAD ON UNDIVIDED HIGHWAY

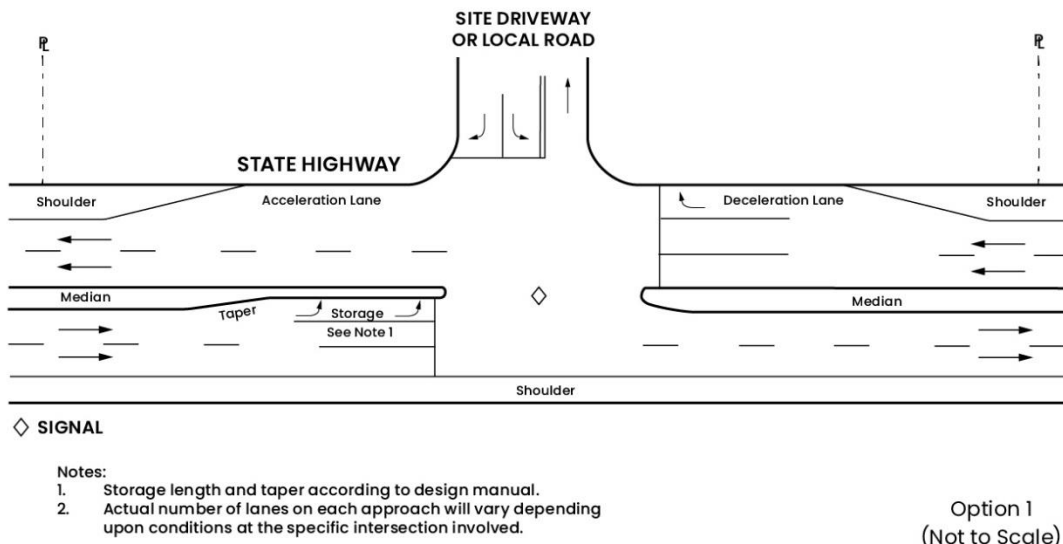
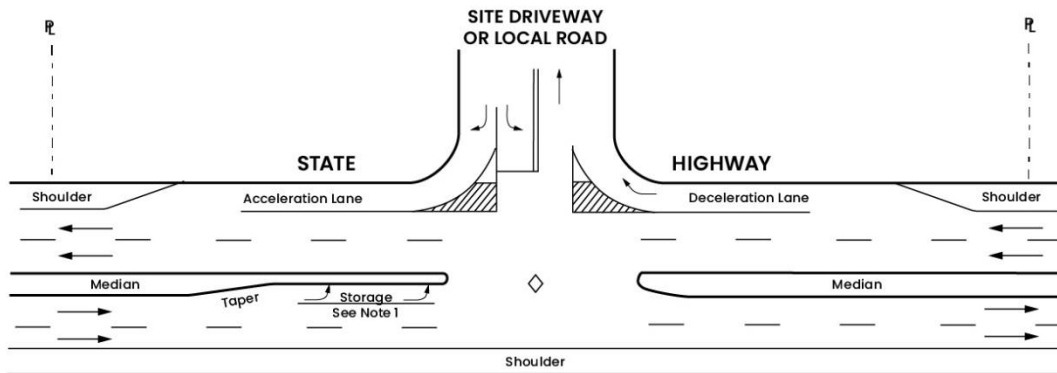


Figure C-11:
ACCESS LEVEL 4
RIGHT-TURN ACCESS AND LEFT-TURN INGRESS VIA A LEFT-TURN LANE
SIGNALIZED DRIVEWAY OR LOCAL ROAD ON DIVIDED HIGHWAY



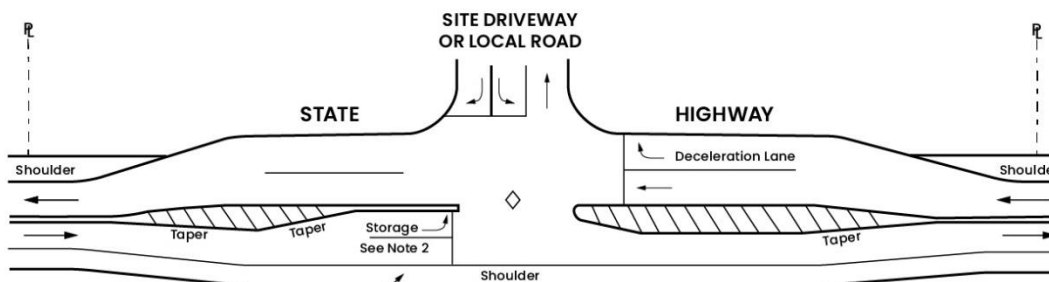
◇ SIGNAL

Notes:

1. Storage length and taper according to design manual.
2. Actual number of lanes on each approach will vary depending upon conditions at the specific intersection involved.

Option 2
(Not to Scale)

Figure C-12:
ACCESS LEVEL 4
RIGHT-TURN ACCESS AND LEFT-TURN INGRESS VIA A LEFT-TURN LANE
SIGNALIZED DRIVEWAY OR LOCAL ROAD ON UNDIVIDED HIGHWAY



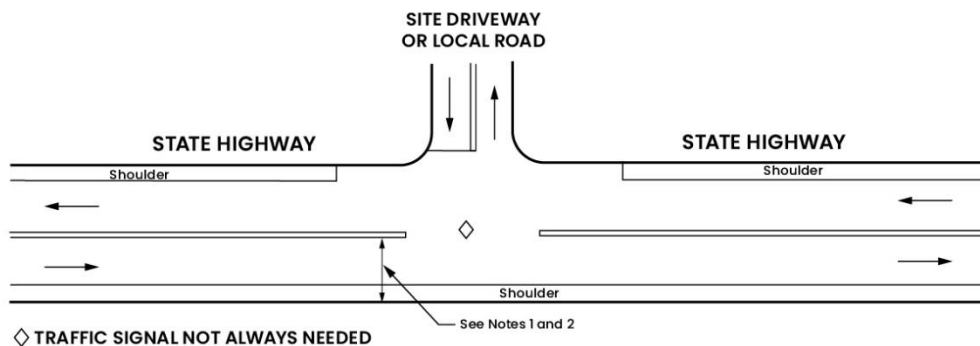
◇ SIGNAL

Notes:

1. Existing shoulder width shall be maintained.
2. Storage length and taper according to design manual.
3. Actual number of lanes on each approach will vary depending upon conditions at the specific intersection involved.

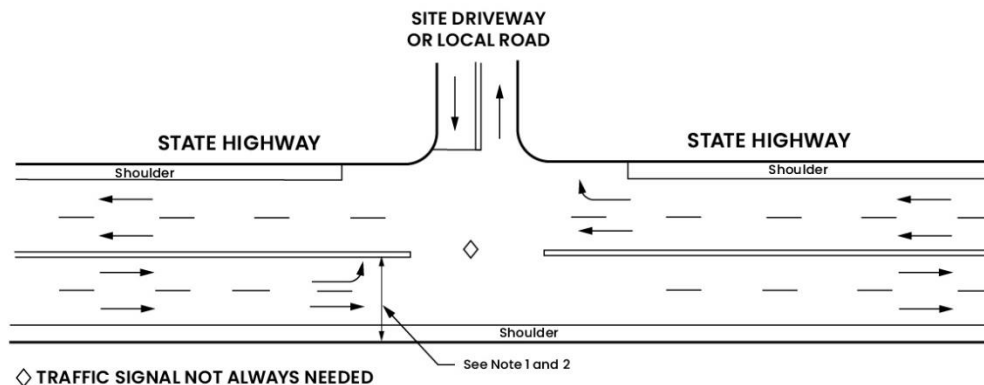
Option 1
(Not to Scale)

Figure C-15:
ACCESS LEVEL 5
ACCESS TO AND FROM THE ACCESS POINT
LEFT-TURN INGRESS CONSIDERED WITHOUT LEFT-TURN LANE



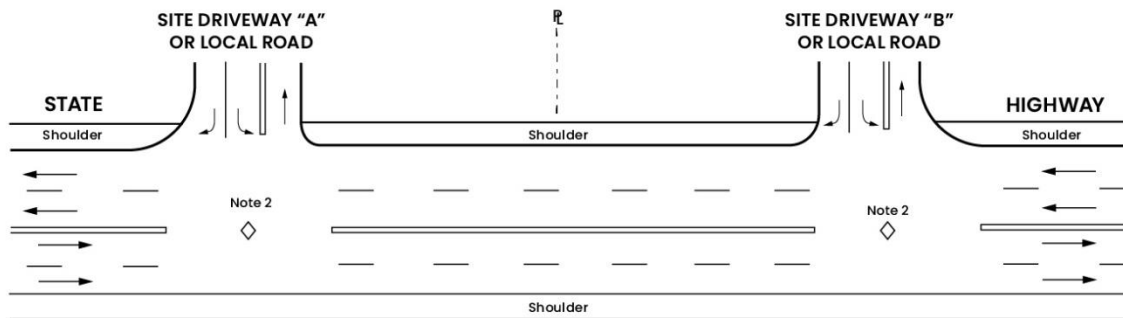
- Notes:
1. The shoulder width should be 10' to enable motorists to pass vehicles waiting to turn left.
 2. A left-turn lane may be needed.
 3. Actual number of lanes on each approach will vary depending upon conditions at the specific intersection involved.

Figure C-16:
ACCESS LEVEL 5
ACCESS TO AND FROM THE ACCESS POINT
UNSIGNALIZED DRIVEWAY OR LOCAL ROAD WITH LEFT-TURN ACCESS
(WITHOUT LEFT-TURN LANE)



- Notes:
1. On two-lane highways, the shoulder width should be 10' to enable motorists to bypass vehicles waiting to turn left.
 2. A left-turn lane may be needed.
 3. Actual number of lanes on each approach will vary depending upon conditions at the specific intersection involved.

Figure C-17:
ACCESS LEVEL 5
ACCESS TO AND FROM THE ACCESS POINT
DRIVEWAY OR LOCAL ROAD WITH PROVISION FOR LEFT-TURN LANE
(LIMITED BY SPACING REQUIREMENTS AND SAFETY CONSIDERATIONS)



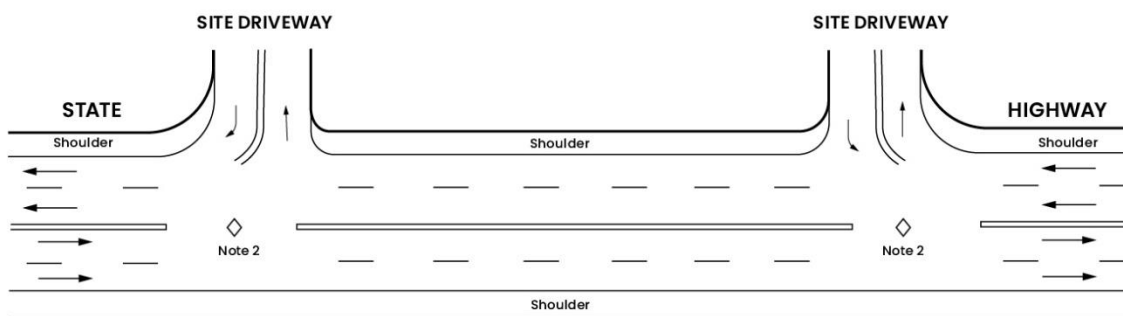
◇ TRAFFIC SIGNAL NOT ALWAYS NEEDED

Notes:

1. May have left-turn lane.
2. Multiple signals shall meet spacing requirements.
3. Actual number of lanes on each approach will vary depending upon conditions at the specific intersection involved.

Option 1
(Not to Scale)

Figure C-18:
ACCESS LEVEL 5
ACCESS TO AND FROM THE ACCESS POINT
DRIVEWAY WITH RESTRICTED PROVISION FOR LEFT-TURN ACCESS
(LIMITED BY SPACING REQUIREMENTS AND SAFETY CONSIDERATIONS)



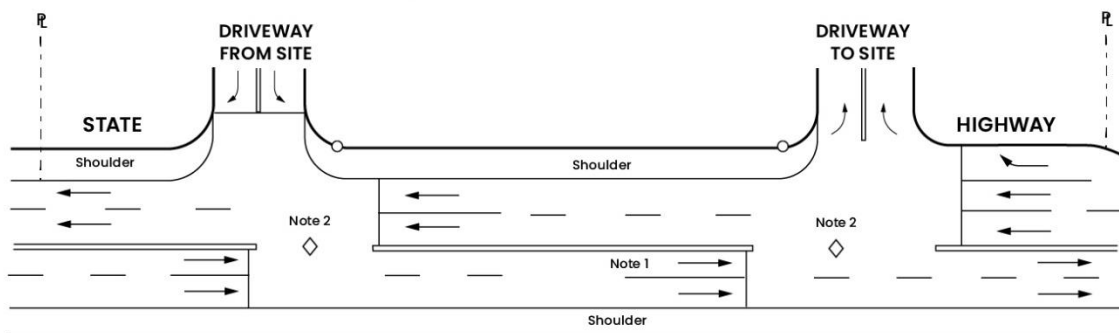
◇ TRAFFIC SIGNAL NOT ALWAYS NEEDED

Notes:

1. May have left-turn lane.
2. Multiple signals shall meet spacing requirements.
3. Actual number of lanes on each approach will vary depending upon conditions at the specific intersection involved.

Option 2
(Not to Scale)

Figure C-19:
ACCESS LEVEL 5
ACCESS TO AND FROM THE ACCESS POINT
DRIVEWAY WITH PROVISION FOR SEPARATE INGRESS AND EGRESS
(LIMITED BY SPACING REQUIREMENTS AND SAFETY CONSIDERATIONS)



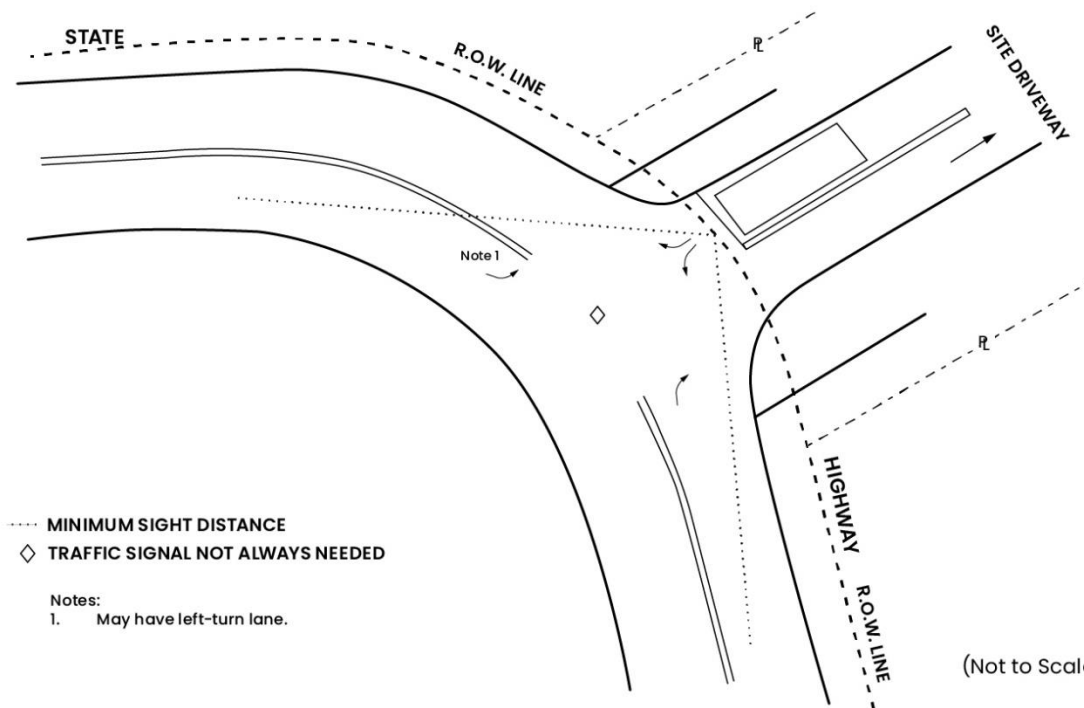
◇ TRAFFIC SIGNAL NOT ALWAYS NEEDED

Notes:

1. May have left-turn lane.
2. Multiple signals shall meet spacing requirements.
3. Actual number of lanes on each approach will vary depending upon conditions at the specific intersection involved.

Option 2
 (Not to Scale)

Figure C-20:
ACCESS LEVEL 6
ACCESS TO AND FROM THE ACCESS POINT
DRIVEWAY LIMITED ONLY BY MINIMUM EDGE CLEARANCE
AND SAFETY CONSIDERATIONS



--- MINIMUM SIGHT DISTANCE
 ◇ TRAFFIC SIGNAL NOT ALWAYS NEEDED

Notes:

1. May have left-turn lane.

(Not to Scale)



Appendix D – NUMBER AND LOCATION OF DRIVEWAYS AND INTERCHANGES

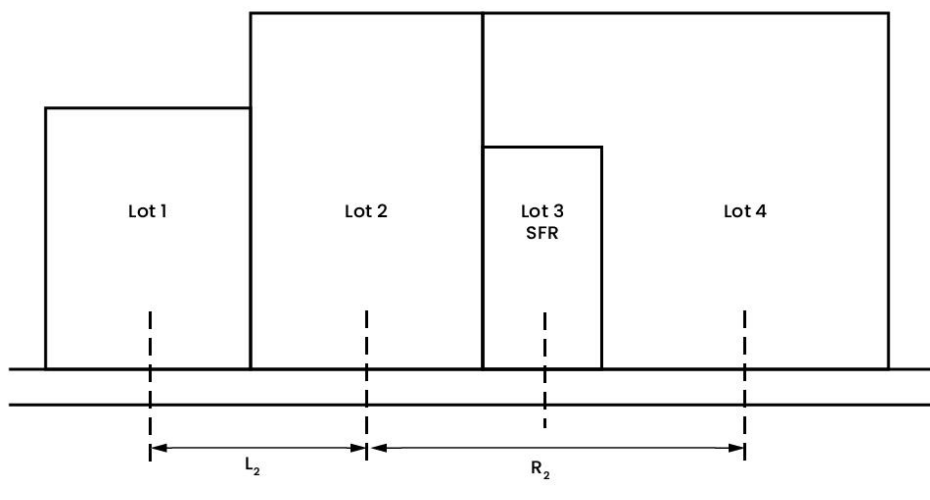
Appendix D-1 Number of Driveways

a. All lots or sites eligible for access to a State highway may be approved for one or more two-way driveways, as set forth in paragraph b. Lots or sites located on AL 2 State highways with the ability to have non-State highway access to a street other than the State highway shall not have access to the State highway. On divided State highways, two one-way driveways may be substituted for a two-way driveway. On undivided State highways, two one-way driveways may be substituted for a two-way driveway with Department approval based on safety or operational considerations.

b. The number of driveways on a State highway shall be determined as follows:

1. For nonconforming lots, the maximum number of two-way driveways shall be one.
2. For a conforming lot or site, the number of two-way driveways shall be determined as follows:
 - i. For a lot or site requiring a minor permit, one shall be allowed.
 - ii. For a lot or site requiring a major permit, a maximum of two may be allowed if, as determined by the Department, the second driveway will benefit the safety and efficiency of the State highway and meets the requirements of paragraph b3 below.
 - iii. For a lot or site requiring a major with planning review permit, two or three may be allowed if the second and third driveways, as determined by the Department, will benefit the safety and efficiency of the State highway and meet the requirements of paragraph b3 below.
3. Requirements for more than a single two-way driveway for a lot or site requiring major or major with planning review permits are as follows:
 - i. Two may be allowed on a midblock lot or site 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 Figure D-1. ($L_2 + R_2 > 3 \times S$)
 - ii. Three may be allowed on a midblock lot or site that has a minimum of four times the spacing distance between the centerline of each of the next adjacent non-single-family residential lots. See Figure D-1. ($L_2 + R_2 > 4 \times S$)

**Figure D-1:
MEASURING FOR MULTIPLE TWO-WAY DRIVEWAYS**



SFR = Single-Family Residential Lot

For Lot 2:

If Lot 2 is a conforming, major traffic generator, and L_2 plus R_2 is greater than or equal to three times the spacing distance, then Lot 2 may have 2 driveways. * $L_2 + R_2 \geq 3 \times S$ *

If Lot 2 is a conforming, major traffic generator with a planning review, and L_2 plus R_2 is greater than or equal to 4 times the spacing distance, then Lot 2 may have 3 driveways. * $L_2 + R_2 \geq 4 \times S$ *

* S = Spacing Distance *

- iii. A maximum of two may be allowed on a corner lot or site that has at least three times the spacing distance between the centerline of the next adjacent non-single-family residential lot on one side and on the other side to:
 - (a) The centerline of the adjacent side street; or
 - (b) The centerline of the side street frontage measured along the lot or site frontage, when non-State highway access is provided to that side street.
- 4. An emergency driveway shall not be counted as a driveway for the purpose of determining the number of driveways.

Appendix D-2 Location of Driveways

- a. The location of driveways shall be established using the Design Standards and Driveway Design Parameters found at NJ.A.C. 16:47 Appendix E and safety considerations based on sight distance and other geometric requirements.
- b. Driveways, whether on a conforming or nonconforming lot or site, shall also be subject to the following requirements:

1. Whenever possible, unsignalized driveways on divided State highways for major traffic generators involving left-turns to a lot or site from a State highway and egress from a lot or site to a State highway should be located at existing median breaks. In such cases, the driveway should be lined up with the median break or be located 330 feet from the median opening. For new median openings, traffic signal spacing requirements must be met. (See N.J.A.C. 16:47 Appendix G.)
2. Whenever possible, on undivided State highways, access on both sides of the road shall be aligned. Where this is not possible, it is desirable to have the centerlines of driveways offset at least 200 feet.
3. No driveway 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 driveway from a divided State highway within the limits of a left-turn lane;
 - iii. To driveways on the opposite side of a State highway within the limits of a right-turn lane;
 - iv. To access to a lot zoned or used for a single-family residential unit;
 - v. To the portion of a deceleration lane for a reverse loop jughandle that precedes a street intersection; or
 - vi. Along collector-distributor lanes.
4. No driveway shall be located along a ramp or a jughandle.
5. No new driveway shall be located within the inscribed circle area of a roundabout unless it is designed as an approach to the roundabout. No new driveway shall be located opposite the splitter island of a roundabout or within 50 feet of the end of the splitter island of a roundabout. Existing driveways located within the inscribed circle area of a proposed roundabout or within 50 feet of the end of the splitter island of a proposed roundabout will be evaluated on a case-by-case basis for safety and operational efficiency.

Appendix D-3 Location of New Interchanges

- a. A new interchange on a State highway segment shall be at least one mile from the nearest interchange on an urban State highway or at least two miles from the nearest interchange on a rural State highway. Designations for urban and rural State highways



shall be found by using N.J.A.C. 16:47 Appendices A and B-2. The distance between interchanges shall be measured from the center point of each interchange which is defined as the midpoint of the extremities of the ramp system for the interchange.

b. A new interchange shall be separated from a signalized intersection by at least the minimum traffic signal spacing requirements found at N.J.A.C. 16:47 Appendix G. The distance shall be measured from the center point of the interchange to the center point of the intersection.

c. A new interchange may be permitted when at least one of the following conditions is met:

1. Two divided multi-lane accessible principal arterials cross;
2. If a traffic signal is installed at the location proposed for the interchange and the green time available would be less than 50 percent for accessible principal arterials or less than 40 percent for minor arterials;
3. A new at-grade signalized intersection at the same location would not provide LOS C or better for the through movement of the State highway during any peak period when the closest signalized intersections on the State highway on either side of the location are currently operating at LOS C or better for the through movement on the State highway;
4. An existing at-grade signalized intersection at the proposed location operates at overall LOS F during any peak period and there is no reasonable improvement that can be made to provide sufficient capacity;
5. The minimum through band widths for State highway traffic signal progression, as described in N.J.A.C. 16:47 Appendix G, cannot be maintained; or
6. A proposed major traffic generator will be served by an existing street intersection and it would not be feasible to provide effective traffic signal progression along the State highway for both the through traffic and the traffic which would be generated by the development.

d. Interchanges proposed to serve major traffic generators may be permitted only if a regional benefit to traffic movements can be demonstrated, and at least one of the following three conditions is met:

1. The major traffic generator is located along a State highway where left-turns or access directly onto the State highway are either prohibited by this chapter or would otherwise be undesirable as determined by the Department;
2. The traffic flows entering or leaving the traffic generator would reduce the highway green time per cycle for any traffic signal which would serve the traffic



generator to less than 50 percent for accessible principal arterials and less than 40 percent for minor arterials; or

3. The location that would otherwise be signalized does not meet the traffic signal spacing criteria set forth in NJ.A.C. 16:47 Appendix G and signalization of the driveway or street would impede the progressive flow along the State highway.

Appendix E – DESIGN STANDARDS AND DRIVEWAY DESIGN

PARAMETERS

Appendix E-1 Design Standards

a. Department design standards shall apply to all improvements made to State highways, except interstate highways. These standards can be found in the publications listed below. In the case of a discrepancy, Department manuals will govern over the American Association of State Highway and Transportation Officials (AASHTO) publications or other agency standards. Applicants can also refer to the Department's website at: <http://www.nj.gov/transportation/eng/documents/ADG/> for additional information on these subjects.

1. "A Policy on Geometric Design of Highway and Streets," 6th edition, or superseding editions, incorporated herein by reference, as amended and supplemented, available from the American Association of State Highway and Transportation Officials (AASHTO), Suite 249, 444 North Capitol St. NW, Washington, DC 20001, or on its website at: <http://bookstore.transportation.org/>.
2. "New Jersey Department of Transportation Roadway Design Manual," last updated November 2015, incorporated herein by reference, as amended and supplemented, available from the Department's Engineering Documents Unit at 609-530-5587 or on the Department's website at: <http://www.nj.gov/transportation/eng/documents/RDM/>.
3. "New Jersey Department of Transportation Bridges and Structures Design Manual," 6th edition, incorporated herein by reference, as amended and supplemented, available from the Department's Engineering Documents Unit at 609-530-5587 or on the Department's website at: <http://www.nj.gov/transportation/eng/documents/BSDM/>.
4. "New Jersey Department of Transportation Standard Roadway/Traffic/Bridge Construction Details," 2016 edition, incorporated herein by reference, as amended and supplemented, available from the Department's Engineering Documents Unit at 609-530-5587 or on the Department's website at: <http://www.state.nj.us/transportation/eng/CADD/v8/>.



5. "New Jersey Department of Transportation Standard Specifications for Road and Bridge Construction," 2007 edition, incorporated herein by reference, as amended and supplemented, available from the Department's Engineering Documents Unit at 609-530-5587 or on the Department's website at: <http://www.nj.gov/transportation/eng/specs/2007/Division.shtml>.
6. "New Jersey Department of Transportation Standard Electrical Details," 2007 edition, incorporated herein by reference, as amended and supplemented, available from the Department's Engineering Documents Unit at 609-530-5587 or on the Department's website at: <http://www.nj.gov/transportation/eng/elec/TSS/CADD//eElectricalDetails.shtm>.
7. "Bicycle Compatible Roadways and Bikeways," 1996 edition, incorporated herein by reference, as amended and supplemented, available from the Office of Bicycle and Pedestrian Programs at 609-530-2765. Further information can be found on the Department's website at: <http://www.state.nj.us/transportation/commuter/bike/resources.shtm>.
8. "New Jersey Department of Transportation Sample Plans," 2016, incorporated herein by reference, as amended and supplemented, available from the Department's Engineering Documents Unit at 609-530-5587 or on the Department's website at: <http://www.state.nj.us/transportation/eng/CADD/v8/>.
9. "Trip Generation Manual," 10th edition, incorporated herein by reference, as amended and supplemented, available from the Institute of Transportation Engineers (ITE), 1627 Eye Street, NW, Suite 600, Washington, DC 20006 or through its website at: <http://www.ite.org/>.
10. "Trip Generation, 8th Edition: An ITE Informational Report," incorporated herein by reference, as amended and supplemented, available from the Institute of Transportation Engineers (ITE), 1627 Eye Street, NW, Suite 600, Washington, DC 20006 or through its website at: <http://www.ite.org/bookstore/index.asp>.
11. "Highway Capacity Manual," (HCM) 6th edition, incorporated herein by reference, as amended and supplemented, available from the Transportation Research Board, 500 Fifth Street, NW, Washington, DC 20001, or through its website at: <http://trbbookstore.org/>.
12. "Manual on Uniform Traffic Control Devices for Streets and Highways" (MUTCD), 2009 edition, incorporated herein by reference, as amended and supplemented. The MUTCD is available on the Federal Highway Administration website at: <http://mutcd.fhwa.dot.gov/> or on the AASHTO website at: <http://bookstore.transportation.org/>.
13. Hamelink, M.D. "Volume Warrants for Left-Turn Storage at Unsignalized Grade Intersections," Highway Research Record 211, 1967, incorporated herein by reference, as amended and supplemented, available through Information Services, Transportation Research Board, 500 Fifth Street, NW, Washington, DC, 202-334-2990 or through its website at: <http://trid.trb.org/view.aspx?id=114864>.



14. Leish, Jack E., "Capacity Analysis Techniques for Design of Signalized Intersections," Installment 1, Public Roads, Vol. 34, No. 9, 1967, incorporated herein by reference, as amended and supplemented, available through the Transportation Research Board website at: <http://trid.trb.org/view.aspx?id=120621>.
15. U.S. Census, "Commuting in the United States: 2009," incorporated herein by reference, as amended and supplemented, available through the U.S. Census website at:
<http://www.census.gov/prod/2011pubs/acs-15.pdf>

b. The design standards to be used for interstate highways can be found in "A Policy on Design Standards-Interstate System," 5th edition, incorporated herein by reference, as amended and supplemented, available from AASHTO, Suite 249, 444 North Capitol Street NW, Washington, DC 20001, or on the AASHTO website at: <http://bookstore.transportation.org/>. All new interstate highway improvements shall conform to these standards. The geometric design of the interstate system shall, at a minimum, comply with the standards presented in the publications; but the design of traffic barriers and drainage systems shall conform to the "New Jersey Department of Transportation Roadway Design Manual." If these standards prove to be infeasible, the highway improvements shall be designed to the interstate standards that were in effect at the time of the original interstate construction.

c. For municipal, county, or private roadways, the design standards found in the AASHTO publication "A Policy on Geometric Design of Highway and Streets" for the appropriate functional classification shall govern unless superseded by other governmental regulations. Information on availability of this publication is referenced above.

Appendix E-2 Driveway Design Parameters

Appendix E-2.1 General Provisions

- a. All driveways shall be designed to enable vehicles to leave the State highway without restriction, queuing, or hesitation on the State highway, and enter the State highway in a safe manner.
- b. Driveways shall not be approved for off-street parking areas that require backing maneuvers within the State highway ROW.
- c. All portions of a driveway shall be constructed within the extended lot lines (E.L.L. in Figure E-1 below) unless a permanent easement for shared use with an adjacent lot or site owner is contained in the recorded deed for both properties.



d. The area between driveways and extending from the curblines to the ROW line shall be raised six inches above the surface of the adjacent driveways and seeded, sodded, or otherwise improved to delineate and limit the driveway.

Appendix E-2.2 Emergency Driveways

- a. Emergency driveways shall not have depressed curbs or curb returns.
- b. Emergency driveways shall not be paved, but shall be strengthened by gravel or pavers over which grass shall be grown.
- c. An existing or proposed sidewalk across an emergency driveway shall be strengthened to support emergency vehicles.
- d. Emergency driveways shall have sufficient length in advance of any gate to allow the emergency vehicles anticipated to utilize the driveway to temporarily park in the driveway without interfering with State highway traffic.

Appendix E-2.3 Emergency Features

Table E-1 provides ranges of minimum and maximum dimensions that can be used for various driveway features. These dimensions are allowable ranges and the actual designs should be based on sound engineering judgment and approved by the Department. Single-family residential lots and combined single-family residence and business lots are considered residential in the parameters outlined below. All other lots or sites, including lots with multiple single-family residences, are considered non-residential. The abbreviations noted in parentheses are those shown in Figure E-1 that follows.

TABLE E-1—DRIVEWAY DIMENSIONS

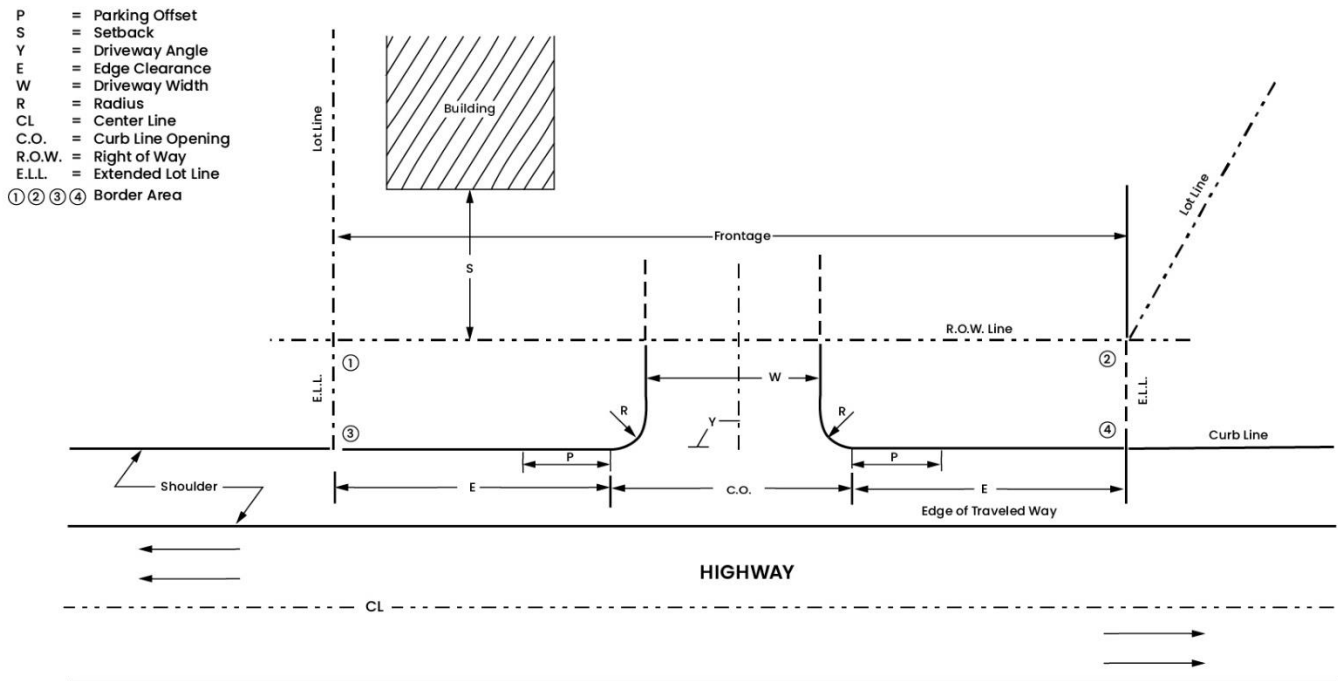
Curblines Opening (C.O.)	Residential	All – 12 feet minimum to 30 feet maximum
	Non-residential	Non-bifurcated one-way operation – 16 feet minimum to 34 feet maximum
		Non-bifurcated two-way operation – 24 feet minimum to 60 feet maximum
		Bifurcated – 80 feet maximum ingress or egress based upon Department approved site specific design vehicle and curb radii
		Firehouse – 100 feet maximum
	Residential	All – Eight feet minimum to 26 feet maximum



Driveway Width (W)	Non-residential	One-way operation – 12 feet minimum to 30 feet maximum
		Two-way operation – 20 feet minimum to 55 feet maximum
		Firehouse – 100 feet maximum
Edge Clearance (E)	Residential or Non-residential	All – 12 feet minimum
		Edge clearance is measured from the extended lot line along the curblines to the beginning of the curblines opening
Distance Between Driveways	Residential or Non-residential	All – 24 feet minimum as measured between curblines openings
Distance Between Ingress and Egress Points for Bifurcated Driveways	Residential or Non-residential	All – 130 feet maximum as measured between centerline to centerline of the curblines openings of the ingress and egress points
Driveway Angle (Y)	Residential or Non-residential	One-way operation – 45 degrees minimum
		Two-way operation – As close to 90 degrees as possible; 60 degrees minimum
Radius (R)	Residential	All – 15 feet maximum
	Non-residential	Radii shall be designed to accommodate the specific design vehicle as approved by the Department and the allowance or prohibition of proposed turning movements into or out of the driveway
Corner Clearance	Residential	All – 12 feet minimum
	Non-residential	50 feet minimum from non-signalized intersections for roadways designated AL 6, roadways that have posted speed limits of 25 miles per hour, or roadways that have paved shoulders at least 10 feet wide
		100 feet minimum for all other roadways
Driveway Grades	Residential or Non-residential	All – Four percent maximum within 25 feet of curblines
Parking Offset (P)	Residential or Non-residential	All – 25 feet minimum
Driveway Islands	Residential or Non-residential	Offset a minimum of three feet from curblines
		Minimum area shall be 75 square feet

Off-street parking areas	Shall be designed to prohibit vehicles from backing up into the driveway within 50 feet of the curbline opening
	Shall include on-site maneuvering areas and aisles to permit vehicles to enter and exit the lot or site without hesitation
Gates	Shall be located a minimum of 50 feet from the curbline
	Shall provide for U-turns without the need for vehicles to back onto the highway or shoulder
	No gates shall be constructed within State highway ROW

**Figure E-1:
SINGLE DRIVEWAY
DIAGRAMMATIC FOR ILLUSTRATING DEFINITIONS**
(Not to Scale)





Appendix E-2.4 Drainage and Driveway Grades

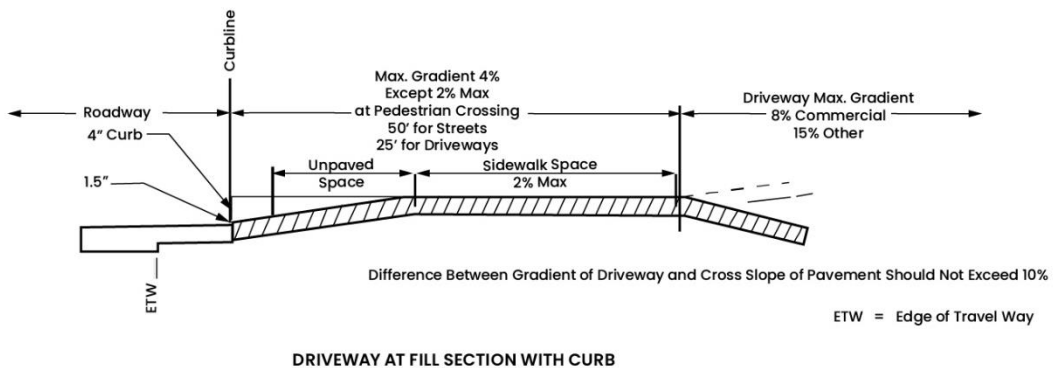
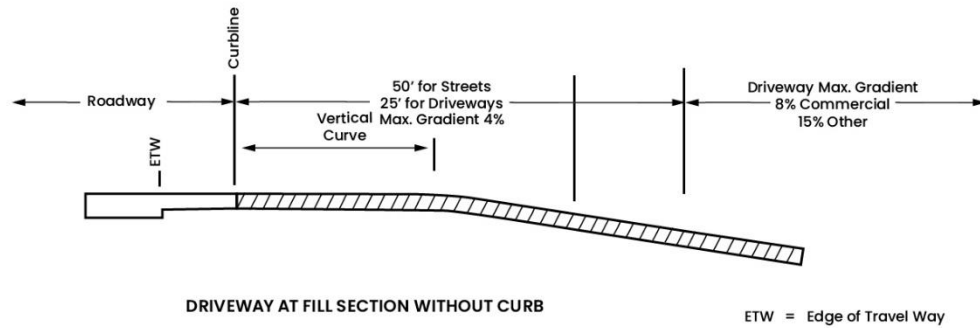
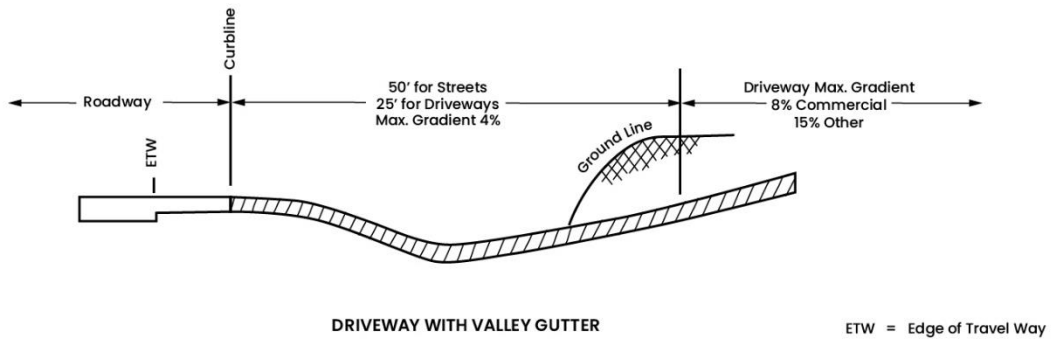
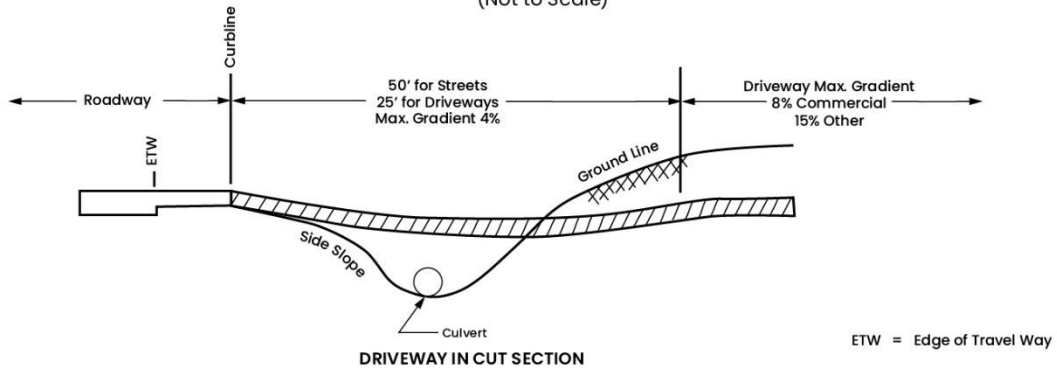
a. Connections to the Department's drainage system shall not be permitted unless approved by the Department. In no case shall the Department's drainage capacity be diminished by these connections.

b. Figure E-2 below shows driveway profile controls and illustrates the following:

1. The use of a swale or pipe underdrain for proper drainage of uncurbed portions of highway is indicated.
2. The bottom profile shows a driveway sloping upward to the sidewalk to assure proper drainage.
3. Beyond the sidewalk the driveway may slope either upward or downward depending upon the topography at the lot or site.
4. The grade of the driveway should fit the plane of the driveway where curbs are used along the roadway and sidewalks are provided or contemplated. If the difference in elevation of the curbline and the sidewalk is such that this is not practical, then the sidewalk should be lowered to provide a suitable grade for the driveway. In such a case, the surface of the sidewalk should be sloped gently from either side of the driveway.
5. Vertical curves on driveways should be flat enough to prevent dragging of the vehicle undercarriage and to provide adequate sight distance.

Figure E-2: DRIVEWAY PROFILE CONTROLS

(Not to Scale)





Appendix F – TRAFFIC IMPACT STUDIES

A traffic impact study is required for all major with planning review access applications, and may be required, at the Department’s discretion, for major access applications. The purpose of this study is to identify and analyze the impact of all traffic being generated by a lot or site utilizing the State highway, regardless of how the traffic accesses the State highway system. The study shall be completed and sealed by a New Jersey licensed professional engineer and follow the proscribed format:

Appendix F-1 Traffic Impact Study Report

The following report outline describes all topics that shall be addressed in the Traffic Impact Study Report. The report shall present the information in the sequence outlined below and all pages shall be numbered.

Appendix F-1.1 Executive Summary

The summary shall include a synopsis of each of the sections that follow. This summary shall also include the following:

- a. A statement that the Level of Service (LOS) standards set forth in F-1.8 of this appendix are met. If they are not met, the summary shall include a description of the lot or site owner’s proposal for achieving those standards either through construction of improvements to the State highway system or any proposed means of meeting the fair share obligation.
- b. Any improvements not required by these rules, but desired by the lot or site owner, should be presented along with facts supporting their feasibility and a statement indicating that the lot or site owner will have full financial responsibility for their implementation.
- c. A description of all instances where proposed access is not in conformance with the provisions of this chapter, a brief description why, and confirmation that a waiver request will accompany the application.

Appendix F-1.2 Development Description

The development description shall identify the lot or site owner and development name and shall include a location map. It shall provide a description of the development based on sizes and land use types that are comparable with those land uses listed in the ITE publication entitled “Trip Generation Manual, 10th Edition,” or superseding edition or other uses provided by the Department on its website for trip generation rates found at <http://www.state.nj.us/transportation/business/accessmgt/>. For land uses not listed in these sources or when a lot or site owner believes these uses are not representative of



his or her development type, the Department may accept alternative evidence of appropriate land uses. The Department has adopted its own definitions for some land uses that differ from those found in the ITE trip generation manual.

The development description shall also identify unique functional or operational activities occurring on the lot or site that may affect trip generation from the lot or site, such as ridesharing participation, bus intercept areas, or recreational use facilities. It shall describe, as appropriate, the development staging plan identifying the sequence of development activities, timing of staged developed and proposed access plans for each stage of development, and all existing or proposed easements for shared driveways for the development.

Appendix F-1.3 Pre-Application Meeting Summary

Issues raised at the pre-application meeting shall be presented and their resolution addressed in summary form.

Appendix F-1.4 Scope of Study

To satisfactorily delineate the traffic impact study area, all trips being generated by a lot or site and utilizing the State highway, regardless of how the traffic accesses the State highway system, must be considered. The following information shall be used to delineate the traffic impact study area:

a. Trip Generation

The ITE publication entitled "Trip Generation Manual, 10th Edition," or superseding edition, or superseding rates Amended by the Department, shall be used to calculate trip generation. Department trip generation rates shall govern over ITE rates. The ITE publication is available at <http://www.ite.org/bookstore/index.asp>. The Department's approved trip generation rates are available on the Department's website at: <http://www.state.nj.us/transportation/business/accessmgt/> or from any Department offices found at N.J.A.C. 16:47-9.5(g). Trip generation tables shall be provided in summary form for A.M. weekday peak hour, P.M. weekday peak hour, weekend peak hour, weekday daily, and weekend daily traffic volumes for each land use on the lot or site. The tables should identify size, type, and appropriate ITE or Department land use code used to establish these traffic volumes.

For land uses not listed in these sources or when a lot or site owner believes these traffic volumes are not representative of his or her proposed development, the Department may accept alternative evidence of representative traffic volumes. The lot or site owner must seek prior approval from the Department to request a waiver for alternate methods



for calculating trip generation. The request for a waiver must include documentation for site-specific locations, describe the land use in detail, and provide supporting documentation. Any credit or reductions for pass-by trips or mixed-use developments shall follow the methodology outlined in the ITE "Trip Generation Manual, 10th Edition, Volume 1: User's Guide and Handbook." See N.J.A.C. 16:47 Appendix E for details on availability.

b. Trip Distribution

The procedure and rationale used to establish trip distribution from the proposed lot or site shall be documented. Trip tables for each land use on the lot or site shall be shown. The documentation shall tie the trip table to the data source, such as U.S. Census "Commuting in the United States: 2009," marketing studies, gravity model, or employment data. Where existing travel patterns or other information are used for all or a component of the lot or site's traffic, an explanation is required as to why the expected patterns are likely to replicate these existing patterns. Trip distribution shall be described and illustrated by figures.

c. Trip Assignment

Trip assignment shall follow logically from the trip distribution established above. Any special deviations from this logical assignment shall be explained. Peak hour traffic volumes covering the analysis area shall be illustrated by figures and must identify lot or site generated trips broken into primary, pass-by, diverted link, and total traffic. Traffic entering and exiting the lot or site shall be routed on public roadways, the subject lot or site, or another lot or site by a permanent easement. The distribution of these trips must be discussed and the impact of any additional trips on an existing lot or site's permit addressed.

d. Determination of Study Locations

1. Study locations shall be based on trips generated to and from the lot or site and their origin and destination and illustrated by figures.
2. The lot or site owner's responsibility for all trips to and from the lot or site and either their origin or destination ceases at the midpoint of each trip. The half of each trip furthest from the lot or site shall be eliminated. This determination shall be made based on a trip table that identifies origins and destinations. Documentation must be provided that clearly illustrates the midpoint for each trip and what method was utilized to derive that location.
3. Study locations include all locations with 100 or more new half-trips during any peak hour. These locations may include:



- i. The lot or site driveway, whether signalized or not;
 - ii. The lot or site non-State highway access, whether signalized or not;
 - iii. All signalized driveways within the traffic impact study area; and
 - iv. All intersections, whether signalized or not, uninterrupted flow highway sections, highway weaving sections, highway merge sections, and highway diverge sections.
4. Unsignalized driveways, other than the lot or site owner's driveways, shall not be considered traffic impact study area locations.

Appendix F-1.5 Transportation System Inventory

a. The transportation system inventory shall describe the physical, functional, and operational characteristics of the roadway system in the traffic impact study area. Transportation system inventory data shall include, where applicable, the following:

1. Highway peak hour volumes;
2. Highway cross-section;
3. Traffic signals and configuration, including existing timing;
4. Traffic signal progression;
5. Percentage of heavy trucks;
6. Grades;
7. Jurisdictional responsibility for each road;
8. Transit routes, stops, and frequency;
9. Sidewalks and bikeways; and
10. A discussion of the interaction of conflicting movements at adjacent driveways or streets.

b. Traffic signal configurations, timing, and signal progression information can be obtained from:

Bureau of Traffic Engineering
New Jersey Department of Transportation
1035 Parkway Avenue
PO Box 600 Trenton,
NJ 08625-0600
609-530-2600



Appendix F-1.6 Traffic Signal Progression Analysis

A traffic signal progression analysis, as described in N.J.A.C. 16:47 Appendix G, will be required when the minimum signal spacing requirements found at Table G-1 are violated, or a new traffic signal is proposed within an existing coordinated traffic signal system, or if changes to phasing/timing of existing signals are proposed without adding a new traffic signal.

Appendix F-1.7 Traffic Analysis

a. Traffic Counts

Traffic counts shall be taken in a manner that establishes average annual daily traffic and daily peak hours and shall be taken within 12 months of the application date. Traffic counts shall be shown by 15-minute intervals over a period long enough to establish a peak hour, generally a two-hour period. Traffic counts shall be taken for all traffic impact study area locations or, if available, obtained from the Department. Traffic counts shall not be taken when conditions, such as detours, school closings, road construction, accidents, or inclement weather exist. Traffic counts shall not be taken on or near holidays or other special events when traffic volumes may not be representative of average daily traffic. Traffic counts performed outside the seasonal peak period in tourist or recreational areas shall be adjusted to the peak period. Counts found not to be representative will not be accepted by the Department.

Vehicle classification and manual turning movement counts for one day shall be supported by one week of machine counts. To be acceptable, a manual count must be within 10 percent of the machine count on each approach that day, considering the total for the manual counting period. Weekday peak hour manual counts shall be factored to agree with the weekday machine count for the highest hour of the week. Weekend manual counts, if within 10 percent of the machine counts, need not be factored, but shall encompass the machine peak hour for the day. The number of two-way, all lane machine counters shall be no less than the number of signalized intersections to be counted, unless otherwise waived by the Department. Generally, the counters shall be placed to cordon the State highway limits of the traffic impact study area. All counts shall be included in the traffic impact study as an appendix. The Department may require evidence of proper calibration of automatic traffic recorder (ATR) equipment.

Vehicle classification must be sufficient to address the needs of the LOS analysis; however, where large percentages of multi-axle vehicles are present it may be necessary to more finely stratify the classification in order to conform to the machine count. At or after a pre-application meeting, the Department may approve alternative proposals for counting programs, as long as they conform to the intent of this section.

b. Highway Traffic Volumes

The highway traffic volumes shall represent the traffic volumes anticipated on the date that the driveway is to open. To establish these volumes, it is necessary to identify the analysis year to be included in the study, which is the build year or other years, as may be appropriate, due to development staging or programmed highway improvements. The traffic volume shall include the traffic counts taken within the traffic impact study area to which background traffic growth rates have been applied when applicable. The background traffic growth rate is the rate at which traffic volumes are projected to increase over a period of time, expressed as a percentage that is compounded annually. The Department publishes background traffic growth rates, covering the entire State, which must be used for this analysis. The Department updates these rates every two years. Traffic from anticipated major traffic generators located on the State highway system and within the traffic impact study area shall be added to the background traffic data. Anticipated major traffic generators are existing development (vacant, inactive, or not open for business); developments that have a permit and were under construction at the time traffic counts were taken, but not yet opened; or development for which permits have been issued, but construction has not yet begun. The logic and calculations used to establish the highway traffic volumes presented in the traffic analysis shall be provided for review and acceptance by the Department. Each stage of the development of the traffic volumes shall be illustrated by figures.

c. Analysis of Study Locations

For each study location, the analysis shall identify the configuration; traffic volumes; all the variables that pertain to that type of study location including, but not limited to, turn slots, jughandles, and the queues, merges, and diverges associated with those features; travel speeds; and the delays that affect the LOS. The analysis shall be performed for each peak hour at each driveway or street for the lot or site and the study locations established pursuant to F-1.4d and using the standards found at F-1.8 of this appendix. The analysis should include: existing conditions; the no-build condition (impacts for the build year without the development traffic); the build condition (impacts for the build year with development traffic and without any proposed transportation improvements); and the build with mitigation condition (impacts for the build year with development traffic and with proposed transportation improvements). Improvements to be made by others cannot be considered as existing unless they are advertised for construction or awarded as appropriate, or, in the case of other developments, they have a valid executed permit at the time of application. For staged developments, the existing condition needs to be established only once. For each stage of development, the analysis should include the no-build, build, and build with mitigation evaluation.



The build and build with mitigation analysis for each stage of development will utilize the appropriate increased background traffic growth and the associated cumulative development traffic for that stage. The no-build analyses for each stage will not include any traffic or improvements from earlier stages of the development.

The peak hour traffic analysis must identify lot, site, State highway or street, other factors affecting the peak hour condition, and the beginning and end of the peak hour used. The peak hours analyzed will be the A.M. and P.M. weekday peak hours and the weekend peak hour and shall reflect the combination of lot or site and highway traffic that causes the most critical impacts during those periods.

When analyzing a lot or site's driveway, trip generation as determined by the ITE publication entitled "Trip Generation Manual," 10th Edition, or superseding edition, or superseding rates Amended by the Department shall be used, not the actual traffic counts for that driveway.

The Transportation Research Board's Highway Capacity Manual (HCM) is the standard for LOS analysis. The use of other procedures must be justified and documented and approved by the Department at the pre-application meeting (see N.J.A.C. 16:47-9.4). Work sheets must be provided as an appendix to the traffic impact study. Any deviation from the default values contained in the HCM shall be fully documented. Default values shall not be used when field observation indicates that they are not appropriate. Values shall be the same for the no-build and build analysis. If values are changed without justification, the Department may reject the traffic impact study. For signalized locations, the same signal timing should be used for the no-build and build without improvements.

As appropriate to the type of analysis, the study shall include summary tables that show volume, number of lanes, green time, volume to capacity ratio (V/C ratio), delay, and LOS for each lane group or movement on each approach. V/C ratio means a ratio used to measure roadway travel performance that is calculated by dividing the number of vehicles passing a given point on a State highway or street during a time interval by the theoretical capacity of the roadway at that same point for the same unit of time. Detailed printouts of the current version of the HCM software, or other comparable software as approved by the Department, for each analysis shall be included in the study.



Appendix F-1.8 Level of Service Analysis Standards

a. Introduction

LOS analysis standards are based on the current version of the HCM and shall be used to establish whether or not an LOS violation occurs by comparing the no-build condition to the build condition. If a violation occurs in the build condition, mitigation will be required.

b. Signalized Intersection Standards

LOS will be measured by control delay per vehicle, as shown in the tables contained in the HCM.

1. Urban State highway segments: For all movements at study locations on State highway segments designated urban and operating at LOS A, B, C, D, or E under the no-build condition: in the build condition, each movement may deteriorate by 25 percent of the difference in delay between the LOS in the no-build condition and the bottom of LOS E without violating the Department's LOS standards. If a traffic movement on any approach operates at LOS F in the no-build condition, no delay deterioration will be allowed for that movement. The delay deterioration for LOS F shall be expressed as the V/C ratio for that movement.
2. Rural State highway segments: For all movements at study locations on State highway segments designated rural and operating at LOS A, B, C, or D under the no-build condition: in the build condition, each movement may deteriorate by 25 percent of the difference in delay between the LOS in the no-build condition and the bottom of LOS D without violating the Department's LOS standards. If a traffic movement on any approach operates at LOS E or LOS F in the no-build condition, no delay deterioration will be allowed for that movement. The delay deterioration for LOS F shall be expressed as the V/C ratio for that movement.
3. New approach: If a new approach is added to an existing signalized intersection, all movements of the new approach shall operate at a minimum of LOS C based on the build year traffic volumes. All proposed new signalized intersections shall operate at a minimum of LOS C for all movements.

c. Unsignalized Intersection Standards

LOS will be measured by average control delay as shown in the tables contained in the HCM. The unsignalized intersection analysis shall be based on the LOS, delay and traffic volume at the peak hour.

1. Street intersections: For a study location at street intersections, the maximum allowable build delay for each movement shall be determined as follows:



2. Rural State highway segments: For study locations applicable to a State highway segment designated as rural and anticipated under the no-build condition to operate at:

- i. LOS A or B, an increase in the uninterrupted flow V/C ratio to the midpoint of C will be allowed;
- ii. LOS C or D; an increase in the uninterrupted flow V/C ratio of 0.1 will be allowed, provided that the LOS does not drop below LOS D; or
- iii. LOS E or F, no increase in the uninterrupted flow V/C ratio will be allowed.

e. Weaving Area Standards

LOS will be measured by weaving speed and non-weaving speed and shall conform with the values shown in the LOS Criteria for Weaving Sections as found in the current edition of the HCM. LOS shall not deteriorate below a LOS E in the full build condition.

f. Ramp Standards

Ramp standards are based on density, the primary measure of effectiveness, and the LOS criteria shown in tables contained in the current edition of the HCM.

1. For study locations, applicable to either urban or rural State highway segments, and with:
 - i. A merge or diverge influence area that operates at LOS A, B, C, or D under the no-build condition, the maximum allowable deterioration shall be 25 percent of the difference between no-build density and 35 passenger cars per mile per lane (the maximum density allowed under LOS D); or
 - ii. A merge or diverge influence area which operates at LOS E or F under the no-build condition, no deterioration will be allowed.

Appendix F-1.9 Level of Service Violation Component

A traffic impact study shall provide a written summary of all LOS violations identified in F-1.7, Traffic Analysis, which will be addressed in F-2, Mitigation of Traffic Impacts. LOS violations should be described in terms of the number of vehicles that create the LOS violation in the build without mitigation condition for a particular movement or lane group (LOS violation component) and the number of vehicles that can make the



particular movement without an LOS violation occurring (acceptable component) and is determined as follows:

The volume for a movement or lane group that is in violation during the build without mitigation condition will each be reduced until a violation no longer occurs for that lane group or movement. The reduced volume will then be subtracted from the total traffic for the movement or lane group in the build without mitigation condition to determine the LOS violation component for that movement or lane group. This process will be repeated for each lane group or movement in violation in the build without mitigation condition. Each LOS violation component will be added together to determine the total LOS violation component for the study location.

Appendix F-2 Mitigation of Traffic Impacts

Appendix F-2.1 Mitigation

- a. When the analysis of the study locations identifies a LOS violation, capacity improvements that mitigate that violation must be identified in a written summary. Mitigation at each location shall add capacity sufficient to accommodate the anticipated increase in traffic between build and no-build conditions at the time the access opens, without violation of the LOS standards. These improvements may include, but are not limited to, roadway and structure widenings, frontage roads, intersection improvements, structures, reverse frontage roads, auxiliary lanes, and alternative access.
- b. The proposed mitigation may not be limited to the specific location where an unacceptable deterioration of the LOS standard has been identified. Improvements apart from the violation site may divert enough background traffic to provide capacity for the lot or site-generated traffic and, thus, mitigate the impacts.
- c. Mitigation shall be compatible with, but shall not exceed, the desirable typical section for the State highway segment as shown in N.J.A.C. 16:47 Appendix B-2.
- d. Mitigation shall be based on the conditions that exist at the time the application is submitted to the Department. Improvements to be made by others cannot be considered as existing unless they are advertised for construction or under construction, another arrangement has been made to ensure the improvements will be in place, or, in the case of other developments, they have a valid executed permit at the time of application.
- e. In either urban or rural areas where a violation occurs at a signalized study location, if a traffic movement on any approach operates at a LOS F in the no-build condition, the proposed mitigation must, at a minimum, correct that violation back to the V/C ratio in the no-build condition.



f. The Department shall consider the needs of the lot or site owner and the public in determining the location or type of State highway improvements.

g. If a lot or site falls within the boundaries of a designated Transportation Development District or other transportation improvement cost sharing plan in which the Department is a participating member and the development is subject to a fee assessment as part of the plan, then the Department will only require mitigation for improvements to the State highway system outside of the Transportation Development District boundaries.

Appendix F-2.2 Mitigation Obligation

a. For each peak hour, and at all locations where a traffic analysis identifies an LOS violation, a lot or site owner shall have an obligation to propose mitigation that will correct the violation. Where mitigation is proposed, the lot or site owner shall have an obligation to provide for his or her fair share of that mitigation. The lot or site owner's fair share obligation may be satisfied in the form of constructing capacity improvements to the State highway system, or when deemed appropriate by the Department, by providing a non-refundable financial contribution. Fair share obligations may include right-of-way dedications. The value of the dedicated lands will be determined by the Department, based on their fair market value.

b. When more than one location requires mitigation, the Department and the lot or site owner may agree to consolidate the fair share obligations to provide improvements at one or more targeted locations.

c. Lot or site owners shall be 100 percent responsible for mitigation required to provide access across the lot or site frontage to the State highway or to correct LOS violations at adjacent State highway intersections, which serve their non-State highway access to their lot or site. This includes any right-of-way dedications for these improvements.

d. If the development is staged, fair share obligations may be staged, as long as the fair share obligation for each stage is fulfilled in advance of that particular stage.

Appendix F-2.3 Fair Share Obligation Determination

a. At locations where a traffic analysis has identified a, LOS violation, the capacity of the intersection where the LOS violation occurs must be determined for both the no-build and build with mitigation conditions. In determining the fair share obligation, "capacity" means the maximum traffic volume possible at the bottom of LOS E in urban areas and at the bottom of LOS D in rural areas expressed as number of vehicles. When more than one measure of LOS is possible at a study location, such as the various movements at an intersection, then the most sensitive measure shall determine the capacity. Capacity is determined as follows:



Traffic volumes for all movements shall be factored by a constant, so that all movements will remain a fixed percentage of the total volume at the study location, until the maximum attainable volume is achieved without the capacity of any movement being exceeded. The sum of the traffic volumes of all movements is the capacity for that study location. At signalized intersections where the LOS of each movement is not a direct function of the traffic volume of another movement, each lane group may be factored independently to determine its capacity, and the lane group capacities are added to determine the capacity of the entire intersection. The analysis of capacity of study locations shall follow the same guidelines provided in F-1.9, Level of Service Violation Component.

b. The values used to determine the capacity shall be the same as the values used in the analysis of the study locations. No changes to the values will be allowed without prior substantiation and approval by the Department.

c. The lot or site owner's fair share obligation for mitigation, other than that described in paragraph b above, shall be determined as follows:

1. Lot or site traffic is comprised of the LOS violation component and the acceptable component. The LOS violation component is comprised of those lot or site generated trips, which violate the LOS standards at each study location analyzed. The acceptable component is comprised of those lot or site generated trips that do not violate the LOS standards:
$$\text{Lot or Site Traffic} = \text{LOS Violation Component} + \text{Acceptable Component}$$
2. The capacity increase created by mitigation shall be equal to the capacity after mitigation minus the capacity before mitigation:
$$\text{Capacity Increase} = \text{Capacity After Mitigation} - \text{Capacity Before Mitigation}$$
3. The fair share proportion at a location shall be equal to the LOS violation component divided by the capacity increase, as reflected in the following formula:
$$\text{Fair Share Proportion} = \text{LOS Violation Component} / \text{Capacity Increase}$$

Both LOS Violation Component and Capacity Increase shall be expressed as number of vehicles.

d. The cost of mitigation at a location shall be the estimated costs for the Department to provide the mitigation at the build year for the development. This includes, but may not be limited to, all of the following:

1. Design of mitigation;
2. ROW appraisal and acquisition;
3. Utility relocations;



4. Construction of the mitigation;
5. Management of the construction; and
6. Environmental cleanup, permits, and mitigation.

e. The fair share obligation at a location shall be equal to the fair share proportion multiplied by the cost of the mitigation, as reflected in the following formula:

Fair Share Obligation = Fair Share Proportion x Mitigation Cost

f. If the application qualifies for reduced fees as set forth in N.J.A.C. 16:47-9.8(b), then the total fair share for the residential component of the lot or site shall be reduced by the same proportion of the total daily trip generation of the low- and moderate-income units to the total daily trip generation of the lot or site.

Appendix G - TRAFFIC SIGNALS

Appendix G-1 General

a. Traffic signals are traffic control devices that may be incorporated into the design plans for an access application. Approval of an access permit that includes a new or modified traffic signal in the design does not guarantee that the Department will not modify or remove the traffic signal if future conditions warrant, as provided in the traffic signal electrical agreement. Nothing in this chapter shall be interpreted as requiring the Department to authorize a traffic signal at any location. The Department may grant the access as proposed with a traffic signal, require design modifications as deemed necessary, including elimination of the traffic signal from the design, restrict one or more turning movements to reduce impacts, or deny the access.

b. The construction of a driveway or street at or near a signalized intersection usually necessitates the installation of additional traffic signal equipment. The Department will review the application proposing additional equipment and will determine whether the additional equipment is sufficient. All approved equipment shall be installed in accordance with the Department's Standard Specifications for Road and Bridge Construction and Standard Electrical Details under the Department's supervision. Traffic signal modification work and all electrical equipment shall be at the lot or site owner's expense.

Appendix G-2 Traffic Signal Study

a. Traffic signals may be approved by the Department during the application process. A study is required to be reviewed and approved by the Department for any proposed traffic signals, for revisions to existing traffic signals, or as required by the Department for operational analysis. The study shall be based on appropriate standards and manuals,



which may include, but not be limited to, the Manual on Uniform Traffic Control Devices and the Highway Capacity Manual (MUTCD) (see N.J.A.C. 16:47 Appendix E for availability).

b. The study shall be completed and sealed by a New Jersey licensed professional engineer and shall include:

1. Consideration of all existing access locations and permitted 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. The Bureau of Major Access Permits should be contacted for this information at the address found at N.J.A.C. 16:47-9.5(g);
2. Substantiation that a traffic signal is warranted utilizing the criteria listed in the current MUTCD. The warrant analysis shall address all warrants and how the proposed location either satisfies or does not satisfy the criteria for each warrant. Satisfying a traffic signal warrant shall not guarantee Department approval to install a traffic signal;
3. Analysis of current traffic data assuming permitted developments are in place, based on their estimated build-out years;
4. Documentation that the location of the proposed traffic signal is consistent with the minimum spacing requirements for signalized intersections based on posted speed and cycle length. Information on existing signal cycle length can be obtained from the Bureau of Traffic Engineering;
5. A progression analysis, consistent with the requirements of this appendix, for a new traffic signal, or if existing traffic signals do not meet the minimum spacing requirements found in Table G-1, or if changes to phasing/timing of existing traffic signals are proposed without adding a new traffic signal;
6. Documentation of information, data, assumptions, adjustment factors, and reference sources;
7. Evaluation of the LOS and delays for all traffic movements, including a comparative analysis of existing, no-build, build, and build with mitigation. If project construction is to be phased, an analysis shall be done for each phase;
8. A summary that clearly indicates when LOS and delay standards are or are not met;
9. A safety evaluation, including the interaction of adjacent conflict points and movements, as well as curvature, profile, and sight lines; and
10. A conceptual design showing all geometric elements and dimensions with a detailed explanation of any design elements that may need an exception.

Appendix G-3 Location of Traffic Signal

a. The minimum spacing for traffic signals is shown in Table G-1. Traffic circles, roundabouts, and interchanges are treated the same as existing traffic signals when determining the location of a proposed signal. Where a proposed signal is located within the limits of an AMP, as designated in N.J.A.C. 16:47-12, the proposed traffic signal can be placed only at locations identified in the AMP.

b. The Department may designate optimal traffic signal location plans. In designating optimal locations for future traffic signals, the Department may apply Table G-1 in whichever direction along the State highway is deemed appropriate and may exclude locations where specific circumstances, as determined by the Department, preclude future signalization. Such plans will be incorporated by reference into this chapter.

TABLE G-1: MINIMUM SPACING OF SIGNALIZED INTERSECTIONS FOR VARIOUS POSTED SPEEDS AND CYCLE LENGTHS

Cycle Length (sec.)	Speed (miles per hour)						
	25	30	35	40	45	50	55
	Distance 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
80	1,470	1,760	2,050	2,350	2,640	2,640	2,640
90	1,630	1,980	2,310	2,640	2,640	2,640	2,640
120	2,200	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

Appendix G-4 Traffic Signal Progression Analysis

a. Where a new traffic signal is proposed for a State highway corridor or when existing traffic signals do not meet minimum signal spacing requirements or when changes to phasing/timing of existing signals are proposed without adding a new traffic signal, a traffic signal progression analysis is required to demonstrate that traffic will continue to move through the corridor efficiently. The progression analysis requires comparison of the calculated percentage through band width, that is based upon posted speed limits and existing cycle lengths for the segment involved, with the minimum through band width as found in Table G-2. The segment length to be analyzed for through band width shall be established by referencing the Department's Straight Line Diagram found at <http://www.state.nj.us/transportation/refdata/sldiag/> for the location of proximate signals along the corridor, in conjunction with signal timing information, including existing cycle lengths, obtained from the Bureau of Traffic Engineering. When a traffic



impact study is required, the limits of the segment for analyzing band width shall not extend more than one traffic signal outside of the study area established for the traffic impact study, unless the existing area of progression extends further. In that case, the limits shall encompass the existing area of progression.

- b. The progression analysis should include the following:
 1. Documentation of information, data, and reference sources;
 2. Accurate and legible diagrams; and
 3. Documentation of all assumptions and adjustment factors.

TABLE G-2 MINIMUM THROUGH BAND WIDTH FOR STATE HIGHWAYS

Access classification may be determined by using N.J.A.C. 16:47 Appendix B-2 to find the cell number and then using N.J.A.C. 16:47 Appendix A to find the access classification related to that cell number for that segment of highway.

Access Classification of State Highway	Minimum Acceptable Through Band Width
Urban	
Accessible Principal Arterial	50 percent
Minor Arterial	40 percent
Collector and Local	30 percent
Rural	
Accessible Principal Arterial	50 percent
Minor Arterial	40 percent
Major Collector	35 percent
Minor Collector and Local	30 percent

Appendix G-5 Traffic Signal Electrical Agreements

a. A cost-sharing traffic signal electrical agreement, independent of any developer agreement, will be prepared by the Bureau of Traffic Engineering for a new traffic signal or a change to an existing traffic signal that involves:

1. The addition of a new approach leg;
2. A new lot or site owner of a privately owned approach leg; or
3. A physical realignment of the approach to a different block and lot number.

b. Execution of a traffic signal electrical agreement shall be a condition of the access permit. It shall provide for the participation of the lot or site owner, the Department and any other parties involved, in the cost of installation, maintenance, and operation of any

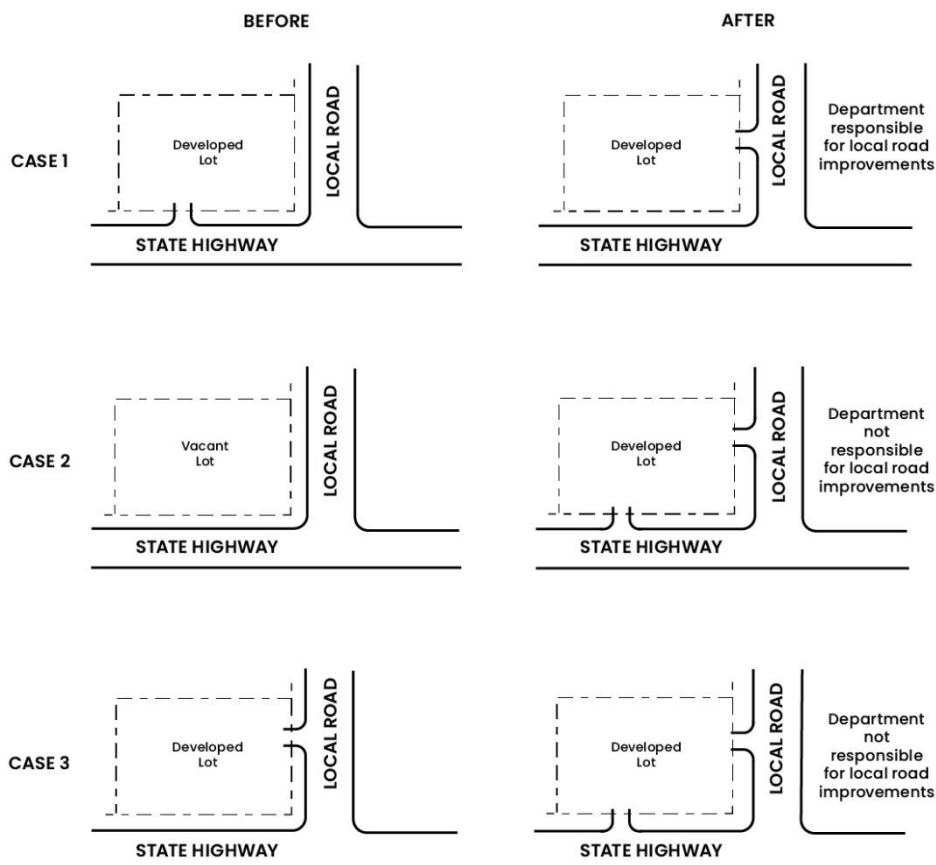
proposed traffic signal or traffic signal equipment. All parties to the traffic signal electrical agreement must sign the agreement before the traffic signal will be activated and put into operation. In addition, the traffic signal must be inspected by the Department prior to being put into operation.

Appendix G-6 Contact Information

Bureau of Traffic Engineering
 New Jersey Department of Transportation
 1035 Parkway Avenue
 PO Box 600
 Trenton, NJ 08625-0600609-530-2600

Appendix H - LOCAL ROAD IMPROVEMENTS NECESSITATED BY ALTERNATIVE ACCESS

Appendix H: LOCAL ROAD IMPROVEMENTS NECESSITATED BY ALTERNATIVES ACCESS





Appendix H-1 Pre-Application Meeting Checklist

(a) A letter requesting a pre-application meeting shall include the following information:

1. Name of the lot or site owner;
2. Lot or site location including route, direction, milepost, municipality, and county;
3. Size and type of each different existing and proposed land use and ITE land use designations. Discussion of documentation required for other than ITE land uses;
4. Opening date or plan for staging of development, including build-out year;
5. Type of permit being applied for;
6. Description of involvement with any Department electrical facility including, but not limited to, a traffic signal or highway lighting, including any proposed additions or change; and
7. Names and titles of people expected to attend the pre-application meeting.

(b) The following shall be included with the request letter:

1. Suggested agenda for the meeting;
2. One copy of a lot or site conformance determination as described in N.J.A.C. 16:47-5.1;
3. Four copies of anticipated traffic impact study area locations;
4. Four copies of the trip generation, distribution, and assignment for the lot or site's driveways or streets, for each land use and time period analyzed, including all supporting documentation and narrative description;
5. Four copies of the proposed plan or survey for the lot or site clearly showing existing and proposed buildings, including the square footage of each building, traffic patterns, access, and highway improvement schemes under consideration;
6. Four copies of the traffic signal warrant analysis addressing all warrants if a new traffic signal is involved; and
7. Four copies of the municipal tax map including municipal title block, showing block number, lot number, and lot lines.

Appendix H-2 Application Checklist

All access applications require the following information to be deemed checklist complete, unless indicated as not applicable to that particular permit:



1. One copy of the completed and signed application, appropriate fee, and any required MT-156 form, Power of Attorney;
2. One copy of the application checklist indicating the exact location of each item being submitted, including page number;
3. One copy of the municipal tax map including municipal title block, showing block number, lot number, and lot lines;
4. One copy of the current deed for the lot or site, including any easements. For street permits, this information is only required for new streets or private streets;
5. Existing and proposed percentage and turning movement volumes of traffic using each street or driveway on the lot or site, including non-State highway access. Schematic drawings and supporting documentation shall be included for all percentages provided. This information is not required for lot subdivision or consolidation permits where there is no State highway access, or for temporary driveway permits;
6. Zoning designation for the lot or site, including a copy of the municipal map indicating this information and the location of the lot or site. This information is not required for street permits;
7. Existing and proposed square footage for retail, office, or warehouse uses; number of units for residential developments; rooms for hotels and motels; or appropriate unit of measure for other land uses. Any proposed staging shall indicate the size and type of development for each stage;
8. Type and percentage of type of vehicles anticipated to use the access;
9. Description of existing and proposed attachments to any Department drainage system. This information is not required for lot subdivision or lot consolidation permits or for the preliminary access plan submission for step one of the two-step application review process;
10. Drainage calculations for existing and proposed condition. This information is not required for lot subdivision or lot consolidation permits, or for the preliminary access plan submission of step one of the two-step application review process;
11. Identification of all waivers requested including completed form MT-159, prepared pursuant to N.J.A.C. 16:47-9.9;
12. Pursuant to N.J.A.C. 16:47-9.5(h), copies of transmittals and proofs of service, which are dated and include the name of the recipient of the copy of the application, sent to the following:
 - a. Municipal engineer;
 - b. County engineer;
 - c. Municipal clerk;
 - d. County planning board in which the lot or site is located; and
 - e. Any other municipality or county within the traffic impact study area.
13. Travel demand management plan (optional);

14. Justification for exceptions to design standards. This information is not required for lot subdivision or lot consolidation permits, or for the preliminary access plan submission of step one of the two-step application review process;
15. One copy of the conformance analysis, pursuant to N.J.A.C. 16:47-5.1, for the subject lot or site;
16. Statement identifying all additional Department permits required to be applied for by the applicant;
17. Three copies of the traffic impact study for major with planning review access applications, or as required by the Department, prepared pursuant to N.J.A.C. 16:47 Appendix F. This information is not required for lot subdivision or lot consolidation permit;
18. Three copies of a traffic signal progression analysis prepared pursuant to N.J.A.C. 16:47 Appendix G if a traffic impact study is not required and a new signal is proposed or if existing traffic signals do not meet the minimum signal spacing requirements in Table G-1 or if changes to phasing/timing of existing signals are proposed without adding a new traffic signal;
19. Three copies of the traffic signal warrants analysis for new traffic signals. This information is not required for lot subdivision or lot consolidation permits;
20. Six copies of detailed plans as described in N.J.A.C. 16:47 Appendix H-3 or H-4, if following the two-step application review process, along with six copies of the plans checklist indicating the exact location, by sheet number, of each plans checklist item;
21. Discussion of mass transportation considerations that have been included in the proposed development. This could include documentation regarding bus stops, bus shelters, bus turnouts, or carpool facilities;
22. Copies of notifications provided to the Pinelands, Highlands, or Meadowlands Commissions, as appropriate; and
23. Three copies of the completed and signed Hydrology and Hydraulics Checklist for Access or Operations Permits (Developers) found in the NJDOT Roadway Design Manual Section 10.2.2 (BDC17MR-04 dated September 22, 2017).

Appendix H-3 Plans Checklist

For the one-step application review process, in addition to any plans prepared for local site plan approval, detailed plans shall be prepared at a scale of one inch equals 30 feet. Plan sheet size shall be 24 inches by 36 inches. All plan sheets shall have a title block that clearly indicates the block, lot, municipality, county, preparation date, lot or site owner, and State highway route number and milepost. The following information must be included on the final plans submitted with the access application to be checklist complete, unless indicated as not applicable to a particular permit:



1. Overall site plan clearly showing all existing and proposed site features. For street applications, this information is only required for new streets;
2. Key sheet that includes a lot or site location key map that references at least two cross streets on each side of the driveway, milepost, north arrow, and scale;
3. Note on key sheet indicating the applicability of Department standard item details and standard specifications, and a listing of all waivers requested, identified by both the applicable section reference and description of the specific waiver. This information is not required for lot subdivision and lot consolidation permits;
4. Topography showing all State highway features within 500 feet of the lot or site frontage on both sides of undivided roads and up to the centerline on divided roads, including all driveways and streets;
5. Location of nearest driveway on adjacent lots or sites, including type of land use utilizing adjacent driveways;
6. Location and type of land use utilizing existing driveways on the opposite side of undivided State highways;
7. Existing and proposed square footage and type of land use, per structure, utilizing the appropriate ITE land use code;
8. Existing and proposed setbacks and location of structures;
9. Existing and proposed contours;
10. Existing and proposed State highway ROW lines and any access restrictions or easements;
11. Anticipated ROW lines based on Department DTS (see N.J.A.C. 16:47 Appendix B-2);
12. Proposed dimensions from the lot line to the edge of pavement, including existing to remain;
13. Length of lot or site frontage along State highway;
14. Existing and proposed lot lines;
15. Proposed edge clearance;
16. Proposed corner clearance;
17. Distance to nearest traffic signals preceding and following any existing driveway or street, if it is to remain or any proposed driveway or street;
18. Existing and proposed traffic patterns for the State highway;
19. Existing and proposed parking facilities and internal traffic circulation. This information is not required for street permits;
20. Existing and proposed locations of all lot or site driveways;
21. Existing and proposed type of driveway and apron construction (concrete or bituminous). This information is not required for street permits or lot subdivision and lot consolidation permits;
22. Proposed driveway and island radii, including existing to remain;
23. Existing and proposed driveway width;
24. Existing and proposed curblin openings including dimensions;



25. Existing and proposed vertical and horizontal driveway alignment with respect to the State highway;
26. Existing and proposed curb;
27. Existing and proposed sidewalks, handicap ramps, and bicycle facilities;
28. Trees within the State highway ROW;
29. Existing and proposed utility poles;
30. Existing and proposed location of centerline on undivided State highways and median of divided State highways;
31. Existing and proposed number of lanes on the State highway;
32. Existing and proposed lane and shoulder widths;
33. Existing and proposed auxiliary lanes and jughandles including, but not limited to, acceleration, deceleration, collector-distributor, and right- and left-turn lanes;
34. Existing and proposed location of median openings on divided State highways;
35. Existing and proposed drainage facilities on both the State highway and on the lot or site including, but not limited to, inlets, manholes, pipe sizes, pipe materials, inverts, water quality structures;
36. Existing and proposed State highway traffic striping;
37. Existing and proposed signs: regulatory, warning, directional, and private, both on-site and within the State highway ROW;
38. Existing and proposed State highway electrical installations. This information is not required for lot subdivision and lot consolidation permits;
39. Changes to existing traffic signals. This information is not required for lot subdivision and lot consolidation permits;
40. New traffic signals. This information is not required for lot subdivision and lot consolidation permits;
41. Existing and proposed lighting levels on State highway pavement for the lot or site. This information is not required for lot subdivision and lot consolidation permits;
42. Existing and proposed details of typical pavement sections within the State highway ROW, including cross slopes, widths, pavement types, and thickness. This information is not required for lot subdivision and lot consolidation permits;
43. Proposed State highway transportation improvements. This information is not required for lot subdivision and lot consolidation permits;
44. Site-specific temporary traffic control plan for each stage of construction. This information is not required for lot subdivision and lot consolidation permits;
45. Construction details for any non-standard item. This information is not required for lot subdivision and lot consolidation permits; and
46. Computer aided design and drafting (CADD) submissions for traffic signal and electrical plans in accordance with the current version of the Bureau of Traffic Signal and Safety Engineering's Micro Station CADD Standards.



Appendix H-4 Preliminary Access Plans Checklist

For step one of the two-step application review process, preliminary plans shall be prepared at a scale of one inch equals 50 feet. Plan sheet size shall be 24 inches by 36 inches. All plan sheets shall have a title block which clearly indicates the block, lot, municipality, county, preparation date, lot or site owner, and State highway route number and milepost. The following information must be included for step one of the process:

1. An overall site plan and/or survey clearly showing all existing and proposed site features. For street applications, this information is only required for new streets;
2. A key sheet, which includes a lot or site location key map that references at least two cross streets on each side of the driveway, milepost, north arrow, and scale;
3. A note on the key sheet indicating the applicability of Department standard item details and standard specifications and a listing of all known waivers requested, identified by both the applicable section reference and description of the specific waiver;
4. Topography showing all State highway features within 500 feet of the lot or site frontage on both sides of undivided roads and up to the centerline on divided roads, including all driveways and streets;
5. Location of nearest driveway on adjacent lots or sites, including type of land use utilizing adjacent driveways;
6. Location and type of land use utilizing existing driveways on the opposite side of undivided State highways;
7. Existing and proposed square footage and type of land use, per structure, utilizing the appropriate ITE land use code;
8. Existing and proposed setbacks and location of structures;
9. Existing and proposed State highway ROW lines and any access restrictions or easements;
10. Anticipated ROW lines based on Department DTS (see N.J.A.C. 16:47 Appendix B-2);
11. Length of lot or site frontage along State highway;
12. Existing and proposed lot lines;
13. Proposed edge clearance;
14. Proposed corner clearance;
15. Distance to nearest traffic signals preceding and following any existing driveway or street, if it is to remain or any proposed driveway or street;
16. Existing and proposed traffic patterns for the State highway;
17. Existing and proposed parking facilities and internal traffic circulation. This information is not required for street permits;
18. Existing and proposed locations of all lot or site driveways;
19. Existing curb;
20. Existing and proposed sidewalks, handicap ramps, and bicycle facilities;

21. Trees within the State highway ROW;
22. Existing utility poles;
23. Existing and proposed location of centerline on undivided State highways and median of divided State highways;
24. Existing and proposed number of lanes on the State highway;
25. Existing and proposed lane and shoulder widths;
26. Existing and proposed auxiliary lanes and jughandles including, but not limited to, acceleration, deceleration, collector-distributor, and right- and left-turn lanes;
27. Existing and proposed locations of median openings on divided State highways;
28. Existing and proposed State highway traffic striping;
29. Existing and proposed State highway electrical installations;
30. Location of existing traffic signals to be modified; and
31. Location of new traffic signals.

Appendix H-5 Final Access Plans Checklist

For step two of the two-step application review process, in addition to the requirements for detailed final access plans described below, the following additional items are required for the step two submission:

1. Description of existing and proposed attachments to any Department drainage system.
2. Drainage calculations for existing and proposed condition.
3. Justification for exceptions to design standards.

Final Access Plans

Detailed plans shall be prepared at a scale of one inch equals 30 feet. Plan sheet size shall be 24 inches by 36 inches. All plan sheets shall have a title block that clearly indicates the block, lot, municipality, county, date, lot or site owner, and State highway route number and milepost. The following information must be included on the final plans submitted with the access application to be checklist complete, unless indicated as not applicable to a particular permit:

1. An overall site plan clearly showing all existing and proposed site features. For street applications, this information is only required for new streets;
2. A key sheet, which includes a lot or site location key map that references at least two cross streets on each side of the driveway, milepost, north arrow, and scale;
3. A note on the key sheet indicating the applicability of Department standard item details and standard specifications and a listing of all waivers requested,



identified by both the applicable section reference and description of the specific waiver;

4. Topography showing all State highway features within 500 feet of the lot or site frontage on both sides of undivided roads and up to the centerline on divided roads, including all driveways and streets;
5. Location of nearest driveway on adjacent lots or sites, including type of land use utilizing adjacent driveways;
6. Location and type of land use utilizing existing driveways on the opposite side of undivided State highways;
7. Existing and proposed square footage and type of land use, per structure, utilizing the appropriate ITE land use code;
8. Existing and proposed setbacks and location of structures;
9. Existing and proposed contours;
10. Existing and proposed State highway ROW lines and any access restrictions or easements;
11. Anticipated ROW lines based on Department DTS (see N.J.A.C. 16:47 Appendix B-2);
12. Proposed dimensions from the lot line to the edge of pavement, including existing to remain;
13. Length of lot or site frontage along State highway;
14. Existing and proposed lot lines;
15. Proposed edge clearance;
16. Proposed corner clearance;
17. Distance to nearest traffic signals preceding and following any existing driveway or street, if it is to remain or any proposed driveway or street;
18. Existing and proposed traffic patterns for the State highway;
19. Existing and proposed parking facilities and internal traffic circulation. This information is not required for street permits;
20. Existing and proposed locations of all lot or site driveways;
21. Existing and proposed type of driveway and apron construction (concrete or bituminous). This information is not required for street permits;
22. Proposed driveway and island radii, including existing to remain;
23. Existing and proposed driveway width;
24. Existing and proposed curblines including dimensions;
25. Existing and proposed vertical and horizontal driveway alignment with respect to the State highway;
26. Existing and proposed curb;
27. Existing and proposed sidewalks, handicap ramps, and bicycle facilities;
28. Trees within the State highway ROW;
29. Existing and proposed utility poles;
30. Existing and proposed location of centerline on undivided State highways and median of divided State highways;

31. Existing and proposed number of lanes on the State highway;
32. Existing and proposed lane and shoulder widths;
33. Existing and proposed auxiliary lanes and jughandles, including, but not limited to, acceleration, deceleration, collector-distributor, and right- and left-turn lanes;
34. Existing and proposed location of existing median openings on divided State highways;
35. Existing and proposed drainage facilities on both the State highway and on the lot or site including, but not limited to, inlets, manholes, pipe sizes, pipe materials, inverts, and water quality structures;
36. Existing and proposed State highway traffic striping;
37. Existing and proposed signs: regulatory, warning, directional, and private; both on-site and within the State highway ROW;
38. Existing and proposed State highway electrical installations;
39. Changes to existing traffic signals;
40. New traffic signals;
41. Existing and proposed lot or site lighting levels on State highway pavement;
42. Existing and proposed details of typical pavement sections within the State highway ROW, including cross slopes, widths, pavement types, and thickness;
43. Proposed State highway transportation improvements;
44. Site-specific temporary traffic control plan for each stage of construction;
45. Construction details for any non-standard item; and
46. Computer aided design and drafting (CADD) submissions for traffic signal and electrical plans in accordance with the current version of the Bureau of Traffic Engineering's Micro Station CADD Standards.

Appendix H-6 Access Management Plan Report Checklist

An Access Management Plan (AMP) report shall contain the following:

1. An Executive Summary;
2. The goals and objectives of the AMP;
3. The subject State highway segment by route number, directions, and milepost limits and identifying access classification of the highway;
4. All participants in the joint planning process;
5. Any transportation management associations serving the AMP study area and the identification of appropriate automobile trip reduction goals and strategies including, but not limited to, community operated transit or demand management programs;
6. All Transportation Development Districts or other transportation improvement cost-sharing plans located in whole or in part within the AMP study area;

7. Any contiguous municipality or county where proposed improvements may be located;
8. The maximum trip limitations for all nonconforming lots;
9. Analysis of existing land development patterns and traffic conditions;
10. The zoning classification for each lot within the AMP study area;
11. Identification of demographic, economic, land use, technological or other trends that may impact the AMP study area, and regional traffic volumes, such as expected major population changes, growth in compact developments and increased public transportation availability;
12. An estimate of future demand on the transportation system, based on build-out analyses of existing zoning and zoning modifications necessary to implement the goals and standards of the AMP and regional employment and residential forecasts. Estimates of demand shall also include other regulatory constraints applicable to all conforming lots and all other major potential regional traffic generators beyond the geographical limits of the AMP that would impact the AMP study area;
13. All existing, future, and shared-access driveways on the State highway and non-State highway driveways on parallel or perpendicular streets. Future driveways or streets and future shared driveways shall be indicated within an access envelope within which each driveway or street may be located, consistent with the provisions of this chapter;
14. Recommendations for changes to the State highway access classification or DTS;
15. Any existing and proposed public passenger and freight transportation facilities in the AMP study area;
16. Existing and proposed pedestrian and bicycle facilities and improvements in the AMP study area consistent with Department policy and standards;
17. Existing environmental and cultural features and constraints that may be impacted by highway improvements identified in the AMP;
18. A staged implementation plan, linked to trip generation thresholds, for capacity and operational improvements within and adjacent to the AMP study area;
19. The preliminary cost estimates and potential funding sources for infrastructure improvements needed to support the AMP;
20. The jurisdictional responsibilities of each of the participants for the improvements contemplated by the AMP;
21. The estimated timing and sequence of construction of the improvements;
22. Provisions for temporary access, as needed, pending completion of the improvements set forth in the AMP;
23. Identification of municipal land development ordinances and policies, either existing or proposed, that support the AMP and any necessary amendments needed to implement the AMP;
24. Recommendations for dedicating future ROW needs;



25. The date and place of the public meeting and disposition of public comments made during the public comment period; and
26. Other appropriate factors.

Appendix H-7 Access Management Plan Map Checklist

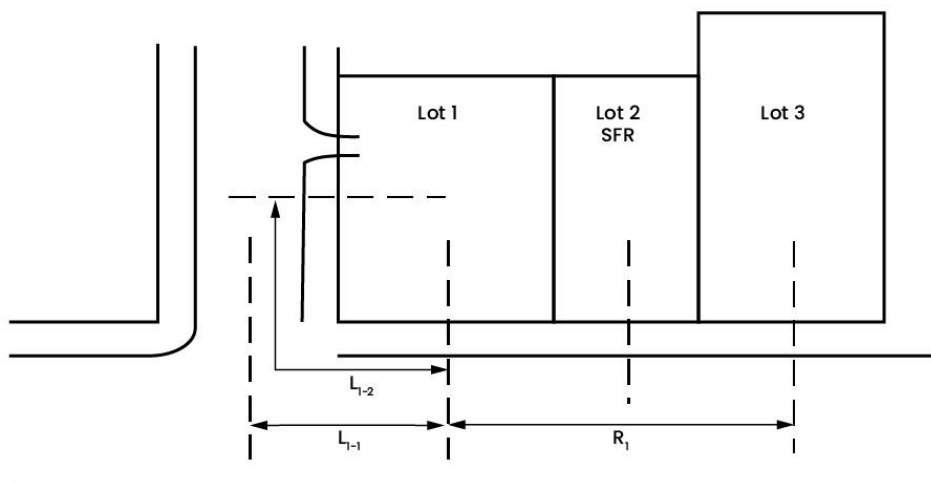
The AMP map shall be based on the AMP Report and be the primary controlling document of the AMP. The AMP map shall be at a scale of one inch equals 100 feet or one inch equals 200 feet, shall be on sheets no larger than 24 inches by 36 inches, and shall include a scaled plan setting forth in schematic form the following:

1. The subject State highway segment with route number, directions, and mileposts;
2. The study analysis area;
3. The tax map block and lot and zoning classification for each lot within the AMP study area;
4. The boundaries of all municipalities and counties located within the AMP study area;
5. Known environmental and cultural constraints, and topographical features, such as streams, lakes, and wetlands located along the highway's frontage;
6. All existing and proposed roadways and driveways intersecting the subject highway segment, including lanes and traffic patterns, and any other roadways and driveways that provide access for lots fronting on the subject State highway segment. Proposed driveways shall be indicated within an envelope within which each access point may be located, consistent with the provisions of this chapter;
7. Lot frontages where access would not be allowed identifying the reason why access is not allowed;
8. All existing and proposed traffic control devices, such as signal locations and median openings, and other operational improvements along the subject State highway segment and along other roadways as needed. Such devices and improvements shall be indicated within an envelope within which each device or improvement may be located, consistent with the provisions of this chapter;
9. All existing and proposed bicycle and pedestrian facilities and improvements;
10. Such portions of the existing and proposed local roadway network including lanes and traffic patterns;
11. Proposed improvements intended to provide access to the general systems of streets and highways for each lot having frontage on the subject State highway segment and for any other lot for which the AMP has designed access;
12. All major existing passenger and freight transit facilities; and
13. Title page with the State route, municipality, county, scale, final draft date, number of map page(s), engineering firm, name of engineer, and Professional Engineer's license number, and name of person who drew and checked the documents. All

subsequent AMP map modifications must include an attachment to the title page, which includes the revision number, revision, date, and sheet number referencing location on the AMP map.

Appendix I-1

**Figure I-1:
MEASURING CORNER LOTS FOR CONFORMANCE**



SFR = Single-Family Residential Lot
S = Spacing Distance

For Lot 1:

If R_1 for Lot 1 is less than the spacing distance, then lot is a nonconforming lot. $R_1 < S$

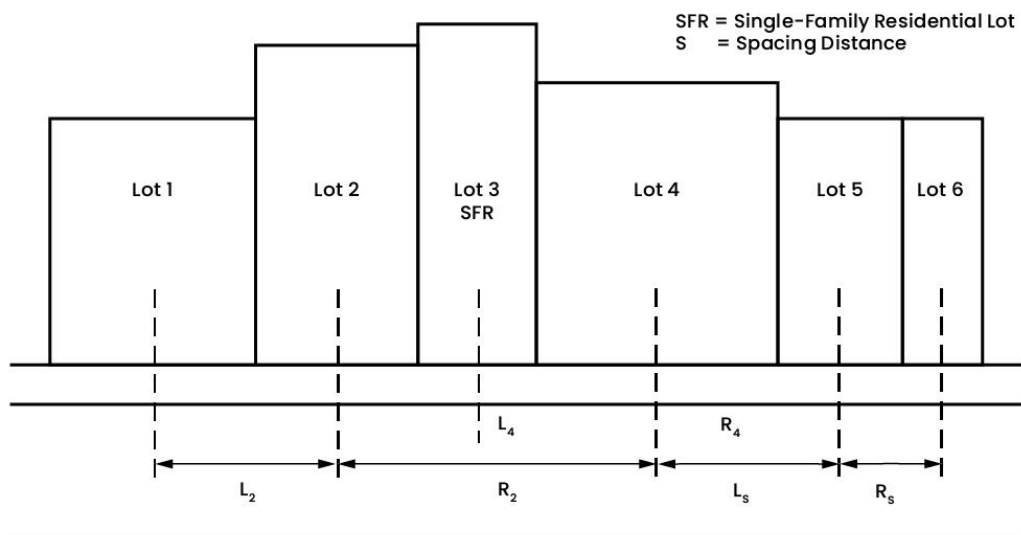
If R_1 for Lot 1 is greater than or equal to the spacing distance and if L_{1-1} for Lot 1 is greater than or equal to the spacing distance, then Lot 1 is a conforming lot. $R_1 \geq S$ and $L_{1-1} \geq S$

If R_1 for Lot 1 is greater than or equal to the spacing distance and if L_{1-1} for Lot 1 is less than the spacing distance, then Lot 1 may be a nonconforming lot. $R_1 \geq S$ and $L_{1-1} < S$

If R_1 for Lot 1 is greater than or equal to the spacing distance and if L_{1-2} for Lot 1 is greater than or equal to the spacing distance, then Lot 1 is a conforming lot if it has alternative access. $R_1 \geq S$ and $L_{1-2} \geq S$

Appendix I-2

**Figure I-2:
MEASURING MIDBLOCK LOTS FOR CONFORMANCE**



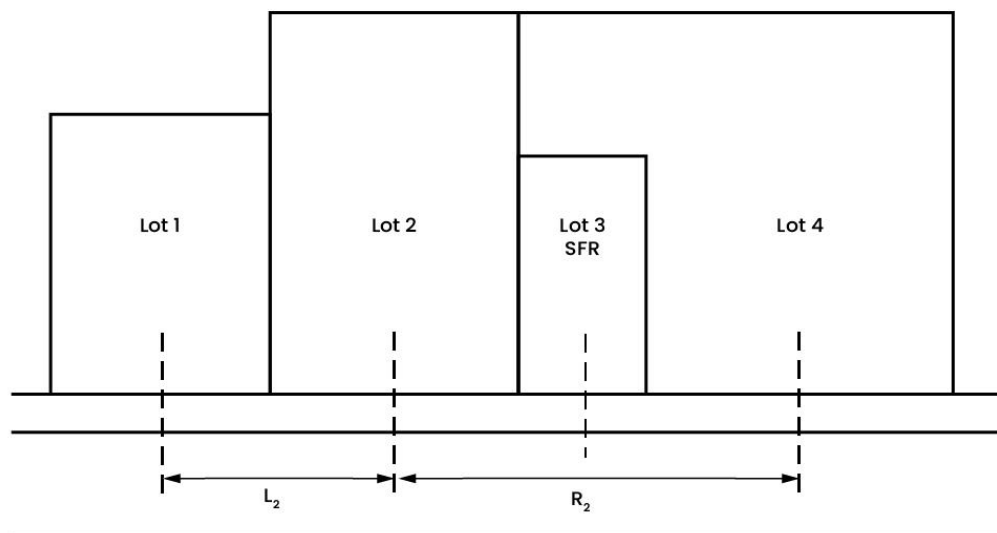
For Lot 2: If L for Lot 2 is greater than or equal to the spacing distance and if R for Lot 2 is greater than or equal to the spacing distance, then Lot 2 is a conforming lot. $R_2 \geq S$ and $L_2 \geq S$.

For Lot 4: If L for Lot 4 is greater than or equal to the spacing distance and if R for Lot 4 is greater than or equal to the spacing distance, then Lot 4 is a conforming lot. $R_4 \geq S$ and $L_4 \geq S$.

For Lot 5: If L for Lot 5 is greater than or equal to the spacing distance and if R for Lot 5 is greater than or equal to the spacing distance, then Lot 5 is a conforming lot. $R_5 \geq S$ and $L_5 \geq S$.

Appendix I-4

Figure I-4:
MEASURING FOR MULTIPLE TWO-WAY DRIVEWAYS



SFR = Single-Family Residential Lot
S = Spacing Distance

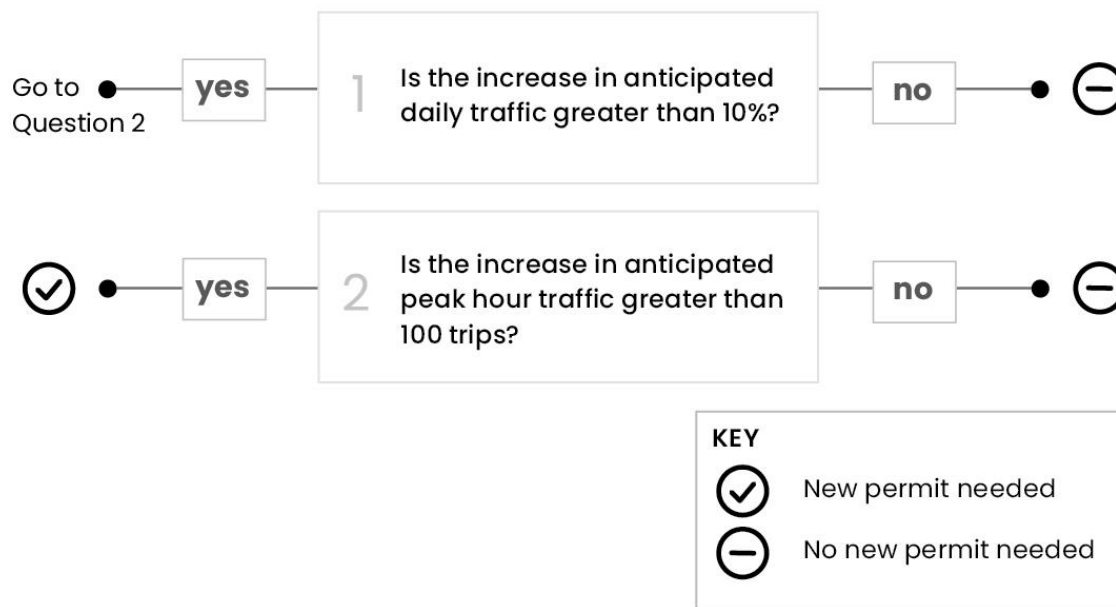
For Lot 2:

If Lot 2 is a conforming, major traffic generator, and L_2 plus R_2 is greater than or equal to three times the spacing distance, then Lot 2 may have 2 driveways. $L_2 + R_2 \geq 3 \times S$

If Lot 2 is a conforming, major traffic generator with a planning review, and L_2 plus R_2 is greater than or equal to 4 times the spacing distance, then Lot 2 may have 3 driveways. $L_2 + R_2 \geq 4 \times S$

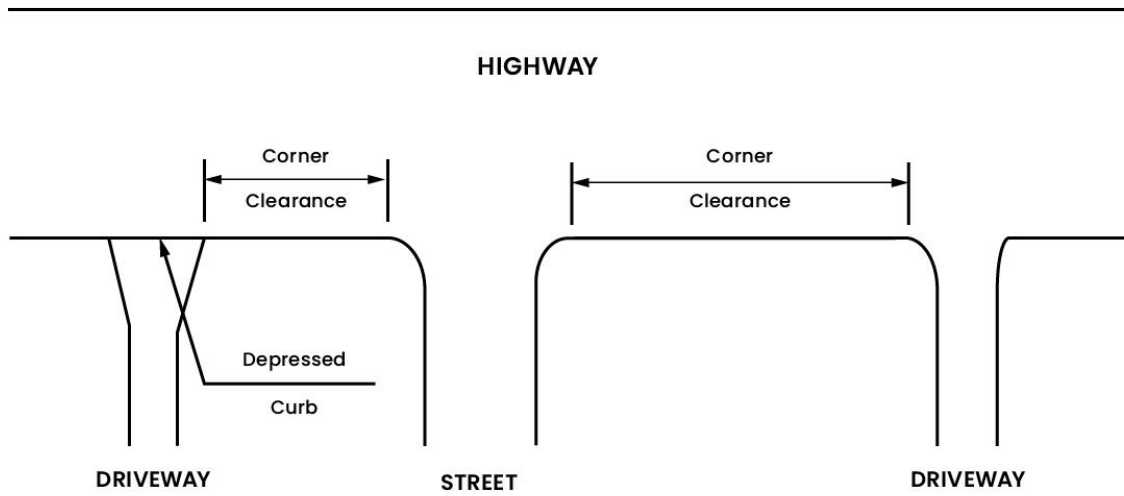
Appendix J

Figure J:
DETERMINING A SIGNIFICANT INCREASE IN TRAFFIC



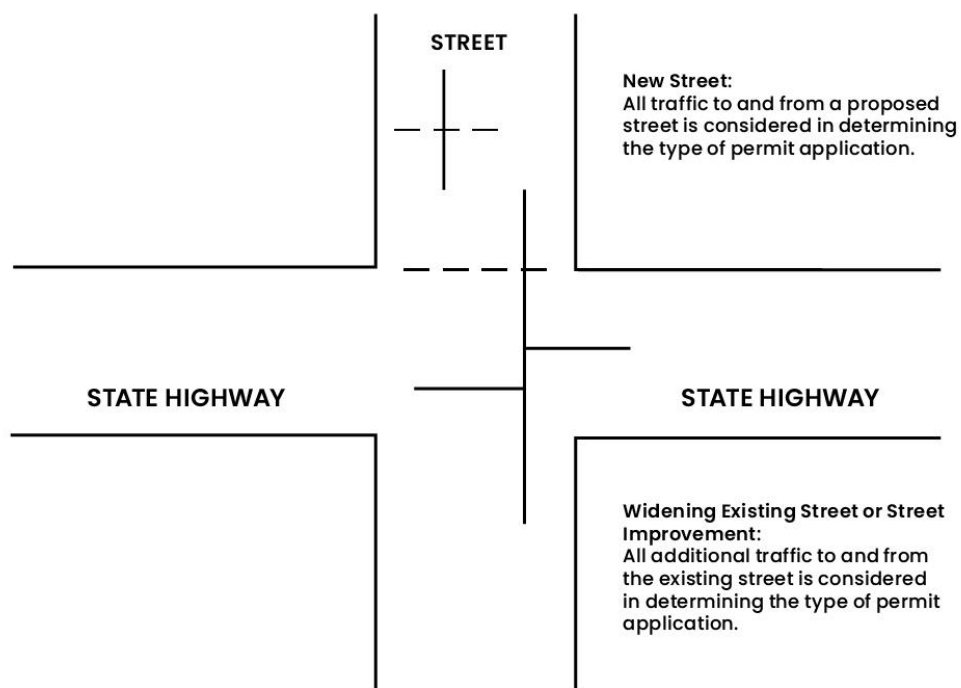
Appendix K

Appendix K: MEASURING CORNER CLEARANCE



Appendix L

Appendix L: STREET INTERSECTION AND IMPROVEMENT PERMIT APPLICATIONS



Appendix M-1 - RESERVED

Appendix M-2 - RESERVED

Appendix N - RESERVED