

NJ DEPARTMENT OF TRANSPORTATION

**State Development and Redevelopment Plan
Plan Endorsement
Opportunities and Constraints Analysis**

For:

Town of Morristown, Morris County

July 31, 2020

This document constitutes the New Jersey Department of Transportation's component of the State Opportunities and Constraints Analysis conducted as part of the Plan Endorsement process. This document provides a collection of the most recent data and information that exists in the Department pertaining to transportation features, studies, projects, grants, designations and other significant issues as applicable. The document should serve as a baseline to inform the remainder of the Plan Endorsement process. It should be understood that this assessment reflects conditions as they presently exist, and that changes may occur at any time during the Plan Endorsement process.

NJDOT has examined the following categories for pertinent data:

State Highways

Route 124	MP 0.00 – 1.50
U.S. Route 202	MP 43.87 – 46.41
Route I-287	MP 35.35 – 36.82

Straight Line Diagram sheets are attached.

State Highway Access Management Code – Access Levels and Desirable Typical Sections

According to the attached table, Route 124 from mileposts 0.00 – 1.50 is classified as Access Level 6 (driveway access limited by edge clearance and safety considerations) with a desirable typical section (DTS) of 4E (four lanes, undivided, with shoulders or parking - urban situation). There has been a change in Access Level between mileposts 0.00 and 1.50 from AL 6 to AL 4 (driveway with provision for left turn access via left turn lane), based on an update of information. The designation of a Center would not change the Access Levels for any portion of this segment.

Route 202 from mileposts 42.67 – 43.90 is classified as Access Level 5 (driveway with provision for left turn access limited by spacing requirements and safety considerations) with a DTS of 2A (two lanes with shoulders or parking). Mileposts 43.90 – 45.30 are classified as AL 5 with a DTS of 4E. Mileposts 45.30 – 45.70 are classified as AL 5 with a DTS of 4C (four lanes, undivided, with shoulders or parking). Mileposts 45.70 – 46.31 are classified as AL 4 with a DTS of 4E. Mileposts 46.31 – 46.99 are classified as AL 4 with a DTS of 4D (four lanes, undivided, without shoulders). There has been a change in Access Level between mileposts 43.90 and 45.70 from AL 5 to AL 4, based on an update of information. The designation of a Center would not change the Access Levels for any portion of this segment.

Route I-287 from mileposts 21.20 – 42.10 is classified as Access Level 1 (fully controlled access) with a DTS of 8A (eight lanes, divided, with shoulders or parking). There are no proposed AL or DTS changes. The designation of a Center would not change the Access Levels for any portion of this segment.

Congestion Management System

According to the attached charts, the Overall Congestion Assessment for Route 124 is classified as “Severely Congested” and is identified on the list of Congested Commuter Corridors on State Highways.

The Overall Congestion Assessment for Route 202 is classified as “Severely Congested” and is identified on the list of Congested Commuter Corridors on State Highways.

The Overall Congestion Assessment for I-287 also is classified as “Severely Congested” and is identified on the list of Congested Commuter Corridors on State Highways.

The Overall Assessment is based on a review of Congestion Management System (CMS) and PDA Suite Data (also attached), showing weekdays of year 2019. The congestion analysis is valid between June 2020 and June 2023. The PDA Suite was developed by the University of Maryland for the I-95 Corridor Coalition.

Major Capital Projects/Initiatives and Mitigation Projects

The FY 2020-21 Study and Development Program contains the Martin Luther King Avenue Bridge over the Whippany River. The existing bridge built in 1900 is a three-span closed spandrel stone arch which was widened in 1928 with a stone masonry arch and multiple steel stringers supported on masonry substructures. The structure is classified as structurally deficient and functionally obsolete. The superstructure is rated poor due to the deteriorated voided masonry arches and section loss of the steel stringers.

Designated Transit Villages

Morristown received a Transit Village designation in 1999, one of the first five to be designated under the Transit Village Initiative. The updated Master Plan did not appear specifically to mention the Transit Village.

Designated Scenic Byways

Not Applicable

Open Local Aid Grant Projects

Morristown received an FY 2020 Municipal Aid allotment of \$350,000 for various streets. In FY 2019, the Town received a Municipal Aid allotment of \$315,000 for Washington Street Phase IV streetscape.

A list of projects also appears Appendix D of the Municipal Self-Assessment.

Corridor Studies

Not Applicable

Local Planning Assistance Projects

Not Applicable.

Bicycle and Pedestrian Local Planning Assistance Projects

Under the Bicycle and Pedestrian Local Planning Assistance Program, the following projects were completed:

Morristown Bicycle Plan Addendum – Michael Baker – 2010

Morristown Pedestrian Investigation – Michael Baker – 2012

The addendum added enhancements to the Town's existing bicycle plan.

Morristown adopted a Complete Streets policy with a checklist on July 17, 2012.

Morristown received a \$120,000 Safe Routes to School grant in 2012 for their Sussex Avenue Safe Walking Program. According to application, the project would improve pedestrian safety for students that currently walk to Sussex Avenue School and encourage other students to walk to school.

Public Use/General Aviation Airports

The Morristown Municipal Airport is located on Columbia Turnpike (CR 510), three miles east of Morristown. In 2017, the airport received FAA matching grants of \$124,875 for Runway 5/23 Environmental Mitigation and Obstruction Removal, and \$6,750 to conduct an Environmental Assessment for RW-13-31 Off-Airport Obstruction. The airport also received a Capital Improvement grant in 2017 of \$207,375 for Fuel Farm Safety and Security Enhancement.

Rail and Truck Freight

Morristown is served by the Morristown and Erie Short Line, which is headquartered in Morristown, including their engine shops. The Bureau of Rail Services has funded the Cedar Knolls siding project in adjacent Hanover Township. Over the years, NJDOT has funded numerous projects with the Morristown and Erie Railway, although most of the projects were not in the immediate Morristown area. The Department urges that the Town consider the freight rail services as part of its future vision.

I-287 passes through Morristown, but there are no Weigh-in-Motion stations on that highway segment. In addition, traffic count tables that show truck counts are attached.

Traffic Engineering and Safety Initiatives

Work is occurring on modification of signal timings and operations along Route 124 and U.S. Route 202.

Existing and Planned Park-and-Rides

Morristown does not have any NJDOT-owned or leased park-and-rides.

Other Significant Issues

None at this time.

ATTACHMENTS

Straight Line Diagram Sheets
Access Classification Table
Congestion Management System Charts
PDA Suite Congestion Scan Analyses
Traffic Count Tables

NOTE: OPA may access NJDOT GIS data layers as needed.