

NJ DEPARTMENT OF TRANSPORTATION

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

For:

Township of Vernon, Sussex County

January 8, 2021

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 94 – MP 37.34 – 45.94

Straight Line Diagram sheets are attached.

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

The State Highway Access Management Code (SHAMC) has been reviewed to identify any potential changes the access classification of the Route 94 segments from mileposts 37.34 to 45.94 in Vernon Township that would result from the proposed Plan Endorsement (PE) request. More specifically, the SHAMC Appendix B segments of Route 94 have reviewed to identify if any of the access classification factors for the Appendix B segments of Route 94 would change as a result of the PE request; (namely, Environment, Access Class, Speed and Desirable Typical Section (DTS)) producing a change in the highway function. This review has identified that two (2) of the existing segments would change as a result of the PE request reflecting the change in Environment from Rural to Urban. Please note these changes do not produce a change in the Access Level of the subject highway segments. Thus, **there will be no change in the access or mobility functions of the highway as a result of the PE request.**

Please find the attached Access Classification table identifying the access classification changes that would occur with Plan Endorsement.

Congestion Management System

According to the attached charts, the Overall Congestion Assessment for Route 94 is classified as Not Congested at the time recorded.

The Overall Assessment is based on a review of Congestion Management System (CMS) and Probe Data Analytics (PDA) Suite Data (attached), showing weekdays of the year 2019. The congestion analysis is valid between October 2020 and October 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 2020-2029 Statewide Transportation Improvement Program (STIP) contains a project to examine resurfacing/rehabilitation of the pavement on Route 94 from Pleasant Valley Drive to Maple Grange Road, mileposts 38.0 to 43.0, a Limited Scope project.

This section of Route 94 was originally identified by the Pavement Management System and the Pavement and Drainage Management and Technology Office as being in need of resurfacing and localized HMA repair with a total repair area of less than 5% of the total paving area being required. However, based upon the immediate need of the pavement condition, the resurfacing portion of this project was transferred to Operations' Roadway Repair Contract #N109 in FY 2020. The project will now consist of intersection/traffic signal improvements, ADA upgrades, pedestrian improvements, drainage, guiderail replacement, bridge deck repairs, and selected areas of paving which will remain in the contract. This project will begin Final design services in January 2021 and expected to start construction in Spring 2023. Estimates costs include Final Design funding at \$2 million (federal), Right-of-Way funding at \$1.5 million (federal) and Construction funding at \$3.5 million (federal)

The local official's meeting was conducted on April 16, 2018 during the Concept Development study. This project will also be researching/identifying the icing issue occurring on Rt. 94 at MP 40.18 (Near Sand Hill Road) as reported by the Pavement Management Drainage and Icing Report.

Designated Transit Villages

Not applicable.

Designated Scenic Byways

The Western Highlands Scenic Byway travels north through Hardyston and Vernon Townships from Route 23 to the New Jersey-New York border. The Appalachian Trail crosses the route north of Vernon and there are spectacular views along this hiking trail. The Black Creek National Register Indian Site is one of only six Native American sites in New Jersey listed on the historic registers and also is located north of Vernon within the corridor. Several other historic sites are located along the Byway as well. For more information please visit the NJDOT Scenic Byways Web page at:

<https://www.state.nj.us/transportation/community/scenic/western.shtm>

Open Local Aid Grant Projects

Vernon Township received an FY 2019 Municipal Aid allotment of \$223,000 for Lake Pochung Road to provide milling and resurfacing, drainage improvements, guiderail installation, improved signage and vegetation clearing.

The Township also received an FY 2020 Municipal Aid allotment of \$225,000 for Breakneck Road, Phase II to provide milling and resurfacing, drainage improvements, traffic calming at pedestrian crossings and ADA ramps.

Corridor Studies

Not Applicable.

Local Planning Assistance Projects

In January 2005, Vernon Township received a \$200,000 Smart Growth grant (funds transferred from NJDOT to Office of Smart Growth) to conduct an Access Management Plan (AMP) study for Route 94 from County Route (CR) 517 north through Vernon Township to the border with Warwick, New York. The goal was to preserve the safety and operational integrity of Route 94 as a two-lane rural arterial, in anticipation of commercial and residential expansion resulting from construction of the Mountain Creek resort. The draft report received a public hearing in 2007. The Access Management Plan did not materialize.

Bicycle and Pedestrian Local Planning Assistance Projects

No local assistance studies have been conducted.

Vernon Township has not adopted a Complete Streets policy.

Public Use/General Aviation Airports

Not applicable.

Rail and Truck Freight

The New York, Susquehanna and Western Railway traverses Vernon Township.. In past years, the Department funded numerous improvements on this line, including several in nearby Sparta. The NYS & W runs on the former Lehigh and Hudson River Line, with freight service only and is compliant with the 286,000-pound national standard for freight cars. If Vernon Township seeks future industrial development, this freight line could provide a prime location.

There is a truck Weigh-in-Motion (WIM) on Route 94 in Hardyston Township, south of Hamburg and 3.7 miles south of the Vernon Township Line. Average of 46 large trucks (tractor-trailers) per day.

Traffic Engineering and Safety Initiatives

None have been reported at this time.

Existing and Planned Park-and-Rides

Vernon Township does not have any NJDOT-owned or leased park-and-rides at this time.

Other Significant Issues

None at this time.

ATTACHMENTS

Straight Line Diagram Sheets

Access Classification Table

Congestion Management System Charts

PDA Suite Congestion Scan Analyses

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