

*Public Information Meeting

Tuesday, February 16, 2016

Readington Road (C.R. 637)

Reconstruction

from Dreahook Road to Harlan School Road
Branchburg Township, Somerset County
Readington Township, Hunterdon County

Presented by:



Somerset County
Engineering

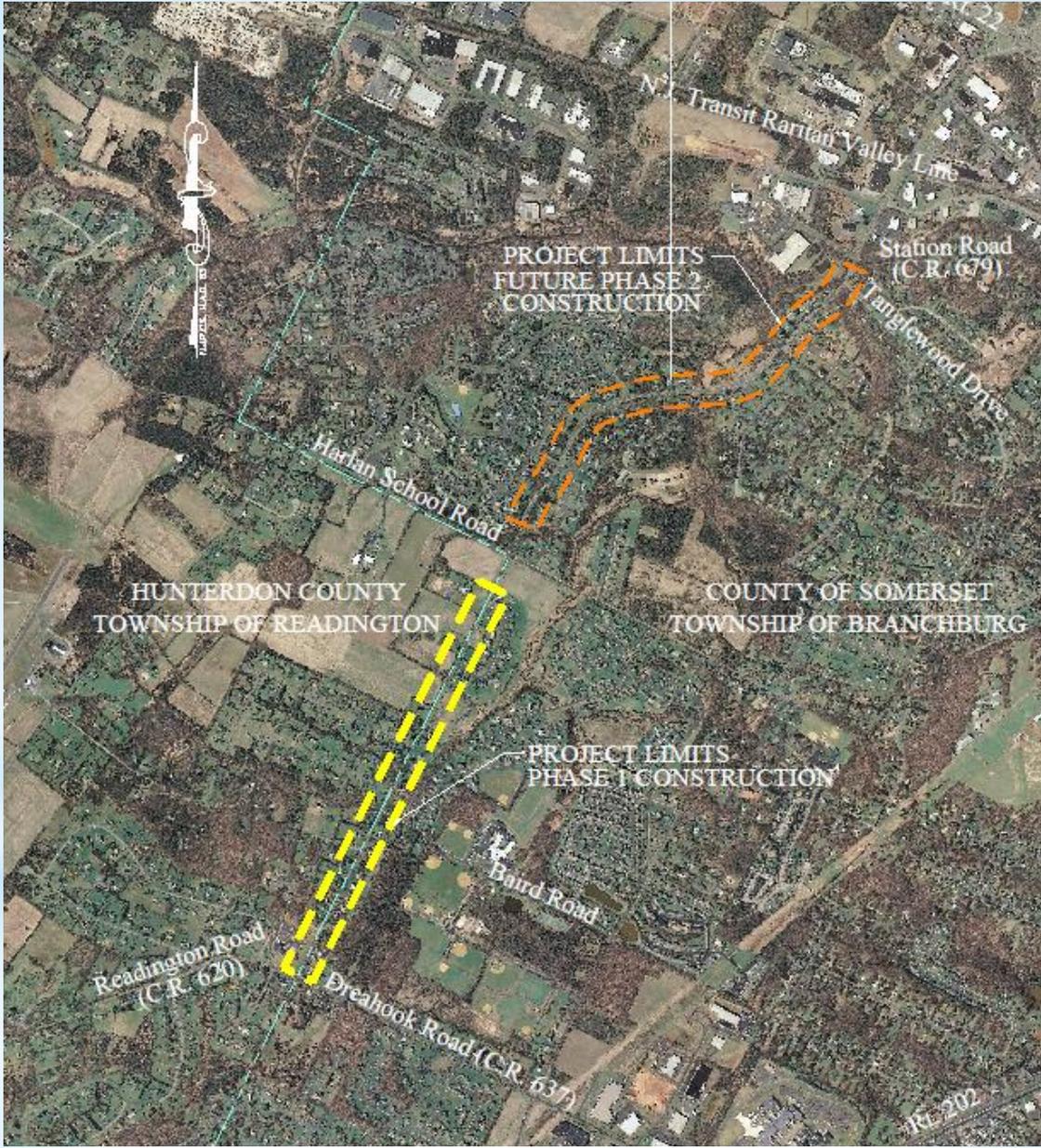
In Association with:



* Meeting Purpose

- To present the final construction plans to local officials, residents, and the general public before moving the project to construction.
- During this meeting we will:
 - Review the history of the project development to date
 - Review the key points of the Roadway Needs Analysis Study first presented at the Public Information Meeting held on March 31, 2009.
 - Review the goals and design plans first presented at the Public Information Meeting held on August 2, 2012.
 - Present the details of the project and the plans for construction and staging of the work.
 - Open the floor to comments and questions from the public

* Project Area



* Completed Work Tasks

➤ Initial studies

- Land Surveys
- Environmental Assessments/Wetlands Delineation
- Geotechnical Investigation with Soil Borings
- Traffic investigation: counts, accident analysis, traffic signal evaluation

➤ Conceptual Plan Development

- Alternatives Analysis: plans, reports, and estimates

➤ Outreach - 2007 to present

- Notices to residents about phases of studies and design
- Meetings with Local Officials
- Public Information Meetings: 3-31-09, 8-2-12
- Created project webpage

➤ Regulated environmental studies and permits

- Archaeological Survey and Architectural Assessment
- NJDEP Wetlands, endangered species assessments
- NJDEP Flood Hazard area permit
- NJDEP storm water management permit
- Somerset-Union soil erosion control permit

➤ Construction Plan Development

➤ Land Acquisition: easements and property parcels

* Traffic Analysis Findings

* Traffic Conditions

- Average (2-Way) Traffic Volume was 10,100 vehicles (2011)

* Crash Rates

- The study period (2005-2007) indicated 72 accidents within the project limits
- The rate of rear end collisions is **20% higher** than the Statewide Average. This type is generally caused by congested conditions and poor sight distance:
 - 23% occurred at the Baird Road intersection
 - Currently no left turn lanes or wide shoulders at this location
- Crashes during dusk and nighttime is nearly **50% greater** than the statewide average
 - 74% of the rear end crashes occurred at dusk or at night
 - Likely involving a significant amount of motorists completing their evening commute from Rt. 22 into the residential developments on the east side of Readington Road.

* Existing Roadway Conditions

Lack of Adequate Shoulder Width



Does not provide room for accident avoidance maneuvers or pull over areas, impedes turning movements, and is not pedestrian and bicycle friendly.

* Existing Roadway Conditions

Lack of Curbing / Variable Roadway Width



Causes soil erosion and destabilizes roadway edge



Inconsistent roadway width promotes driver confusion

* Existing Roadway Conditions

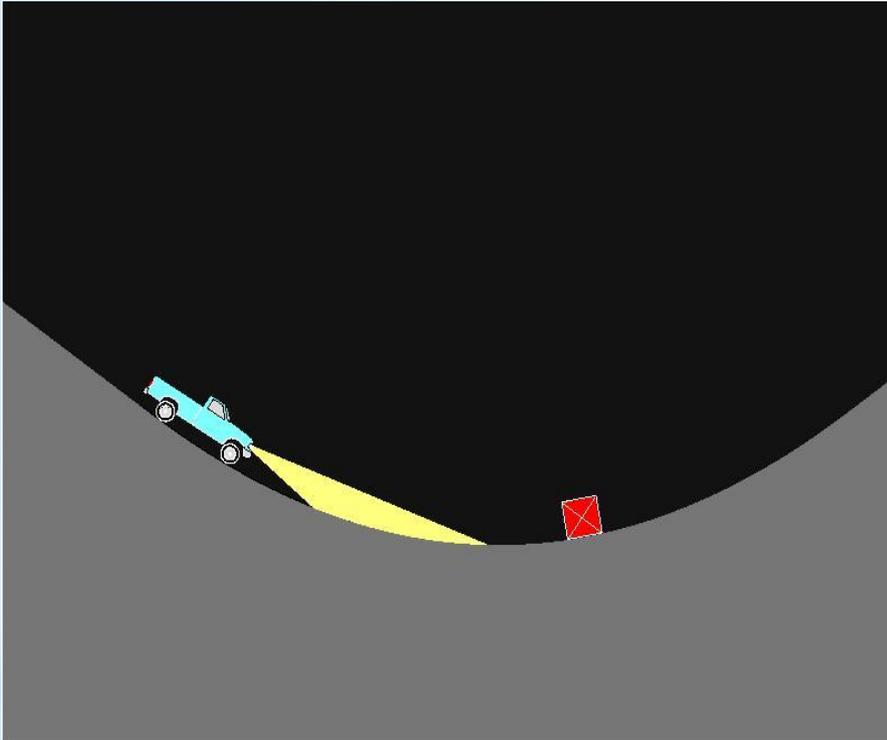
Substandard Vertical Curves



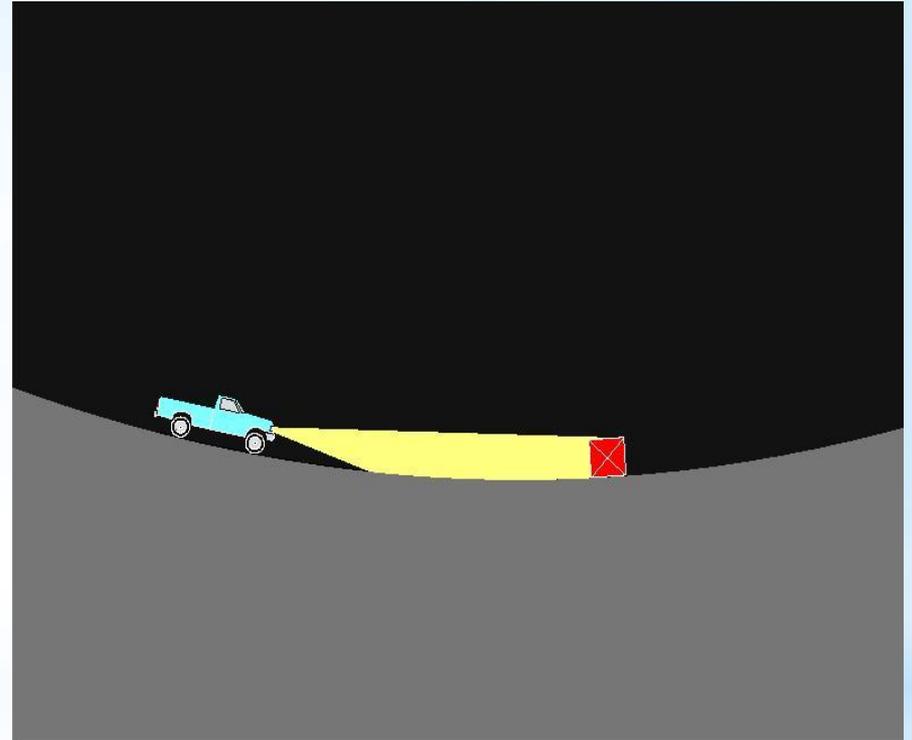
Insufficient sight distance at crest curves reduces the time drivers have to brake for stopped vehicles or objects in the roadway

* Existing Roadway Conditions

Substandard Vertical Curves



Curve too short – obstruction not visible



Adequate curve length – obstruction visible

Illustration of sight distance at sag curves

* Existing Roadway Conditions

Baird Road Intersection



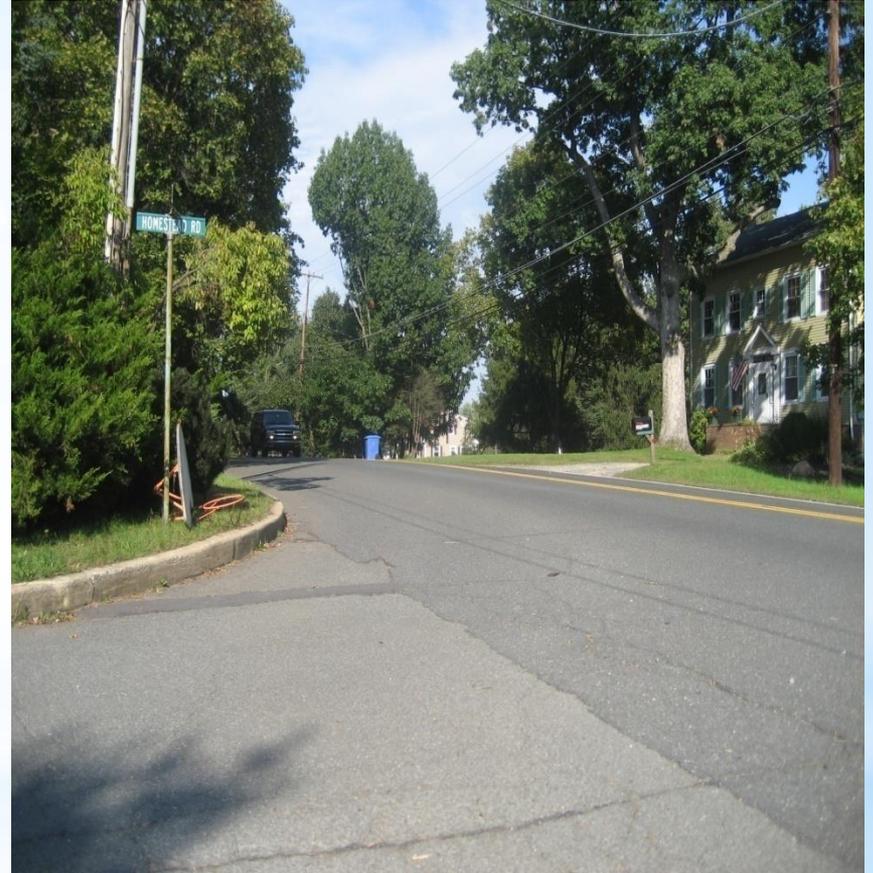
No shoulders or left turn lanes on approach to intersection

* Existing Roadway Conditions

Limited Intersection Sight Distance



Baird Road



Homestead Road

* Existing Roadway Conditions

County Bridge Structures



C0802: Bridge in poor condition and roadway too narrow for turning vehicles at Baird Road

* Existing Roadway Conditions

County Bridge Structures



C0803: Pipe Culvert in fair condition, missing guiderail on northbound side and headwall on southbound side

* List of Project Goals

- Construct new widened bridge structures
 - ✓ CO802 - 16' wide 3-sided concrete culvert
 - ✓ CO083 - replace 48" CMP with RCP and install headwall

- Construct a consistent roadway section, including widened shoulders to:
 - ✓ Provide space for emergency pull-overs
 - ✓ Provide space to escape from potential accidents or reduce their severity
 - ✓ Improve sight distance
 - ✓ Allow surface runoff to collect further away from travel lane
 - ✓ Provide space for bicycle and pedestrian use
 - ✓ Provide additional space for turning movements at intersections
 - ✓ Provide lateral clearance to signs, guide rail, and roadside objects
 - ✓ Provides space for stops at residences: ie. school buses or mail delivery
 - ✓ Provide lateral support for the pavement
 - ✓ Propose 11' wide lanes with 7' wide shoulders

- Improve vertical curves to improve sight distance along the roadway
 - ✓ Cut down crest curves to extend sight distance
 - ✓ Fill sag curves to enhance headlight projection at night

* List of Project Goals

- Upgrade the storm drainage system
 - ✓ Manage runoff, collect roadway water, provide stormwater detention and water quality treatment; all while minimizing impacts to wetlands and waterways.

- Stabilize roadway structure, reduce maintenance
 - ✓ Install granite block curb to stabilize the roadway edge and convey storm water to drainage system

- Make safety improvements at intersection of Baird Road to reduce accidents
 - ✓ Install Traffic Signal at the Baird Road intersection
 - ✓ Provide safe pedestrian crossings
 - ✓ Construct left turn lane for southbound traffic turning onto Baird
 - ✓ Minimize traffic delays for Baird Road traffic

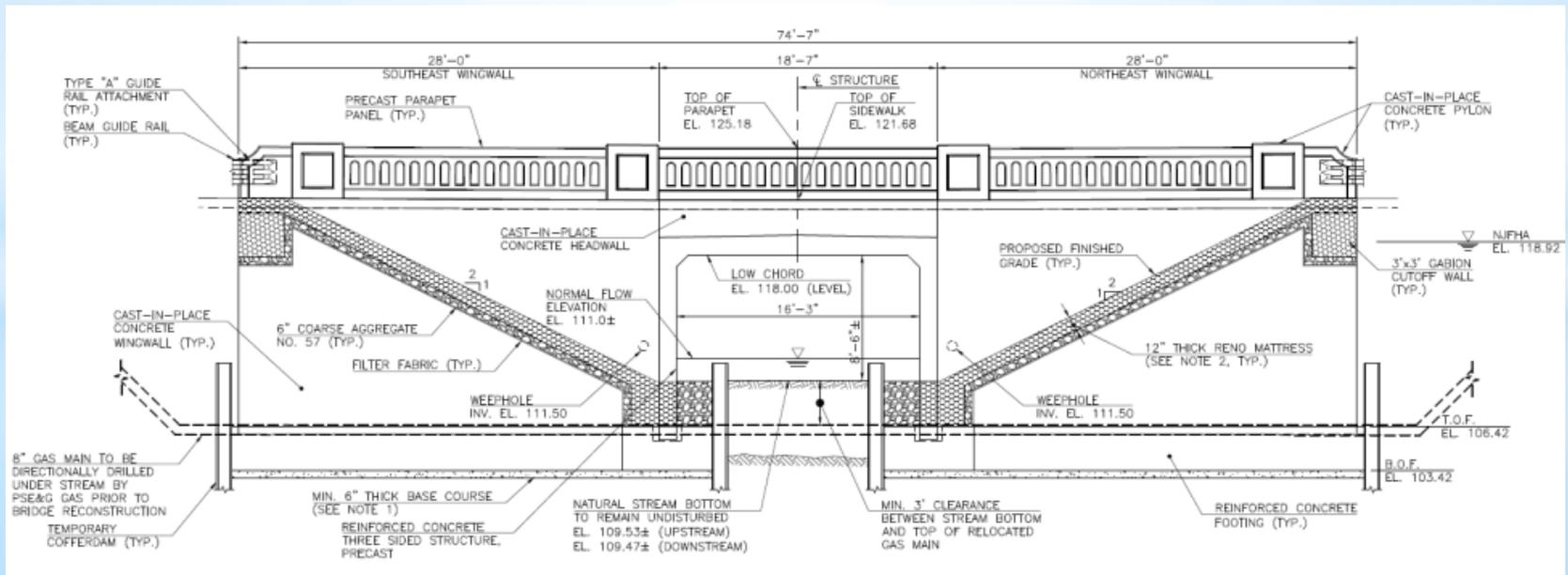
- Improve safety at all side streets and driveways
 - ✓ Improve sight lines with vegetation clearing and new shoulders

- Enhance Signing and Striping

* New Bridge C0802



Concrete rigid frame culvert with concrete retaining walls and 'open window' type parapet with pylons.



* Stormwater Management

Modify detention basin at Calgary Church to retain some water from roadway.



Underground water treatment device to collect sediment and oils.

* Road Improvements



Similar to other County roads:

- * 2 -lanes with shoulders
- * 36' wide
- * granite curb
- * storm drainage
- * concrete block retaining wall as necessary

New driveway aprons for stone and paved driveways to match into new curblines.



* Before and After



Existing road, looking south towards Baird Road, has an inconsistent and narrow roadway width

* Before and After



New road with 7' shoulders and a uniform roadway width.

* Before and After



Existing road, looking south towards Baird Road intersection, has a narrow bridge crossing with no room for left turning vehicles.

* Before and After



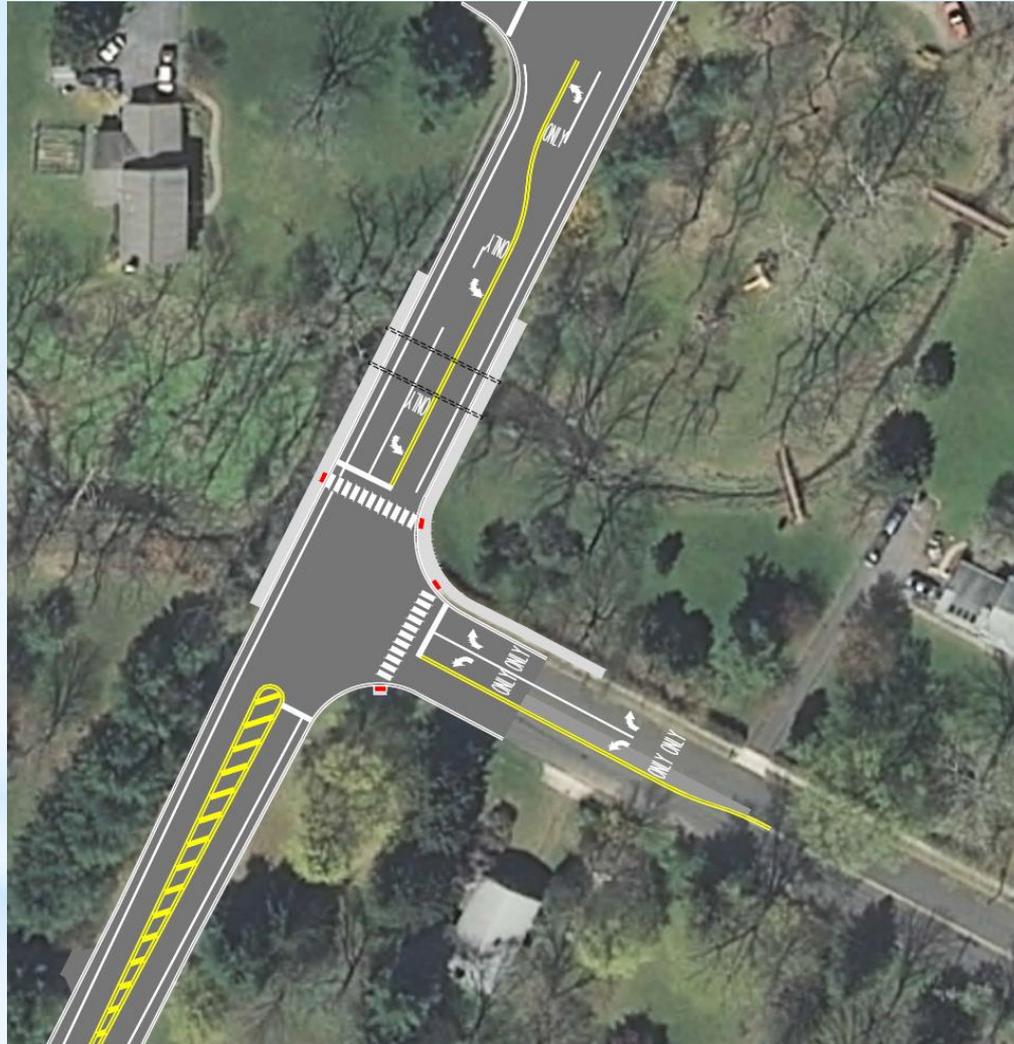
New bridge, new traffic signal, new left turn lane,
and wider shoulders

* Before and After



View from above: Existing Baird Road intersection with Readington Road

* Before and After



View from above: New Baird Road intersection with Readington Road

* Construction

* Estimated construction schedule

* May thru July 2016

- * One lane closed at a time 9 am to 4 pm weekdays.

* Roadway closes around August 1 2016 for 3 to 4 months

- * Detour in effect

- * Contractor to work at accelerated pace to gain bonus or accrue penalty

- * Site work to be staged to provide access to residential properties and local streets.

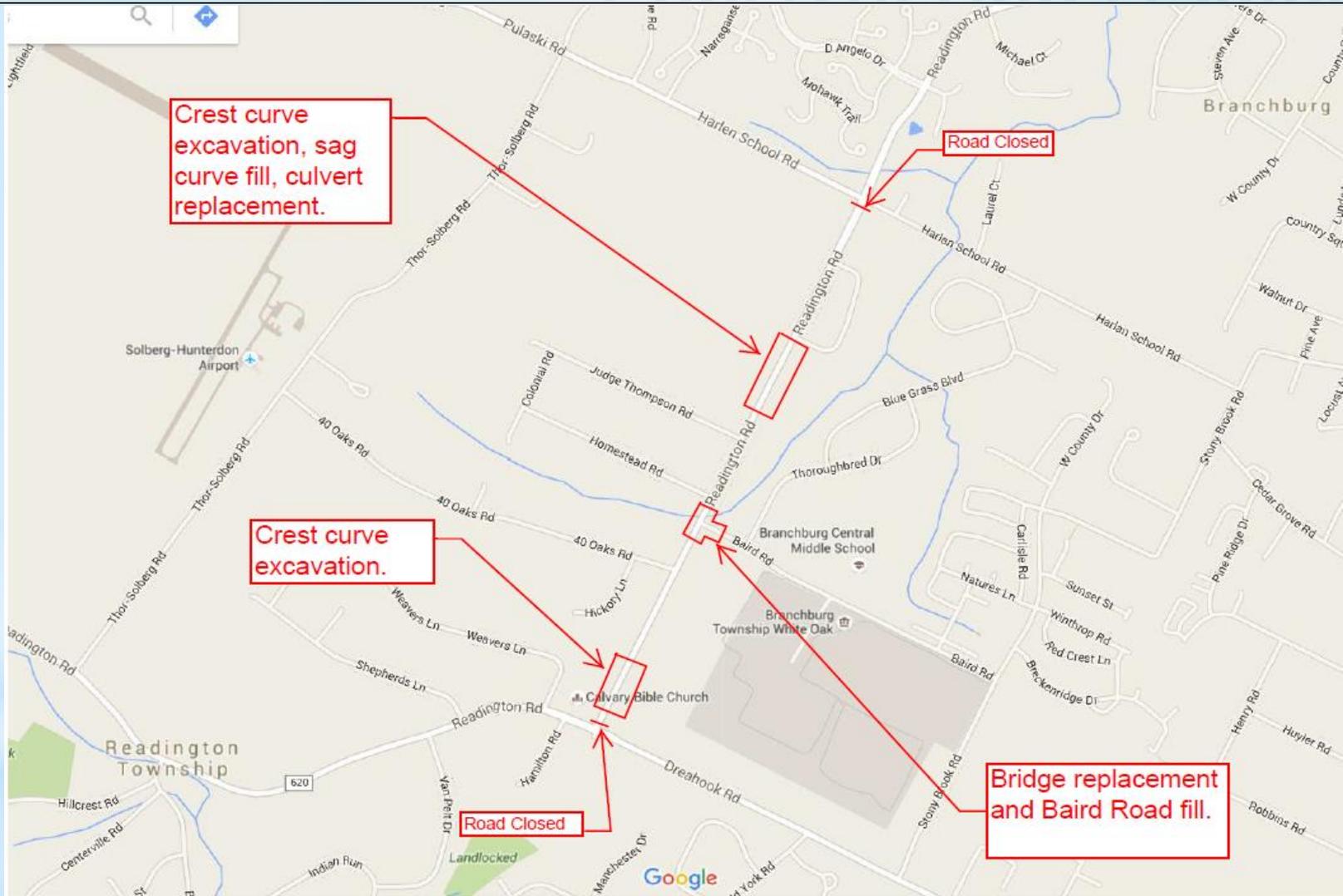
* December 2016 thru July 2017

- * One lane closed at a time 9 am to 4 pm

- * Final paving and landscaping in 2017

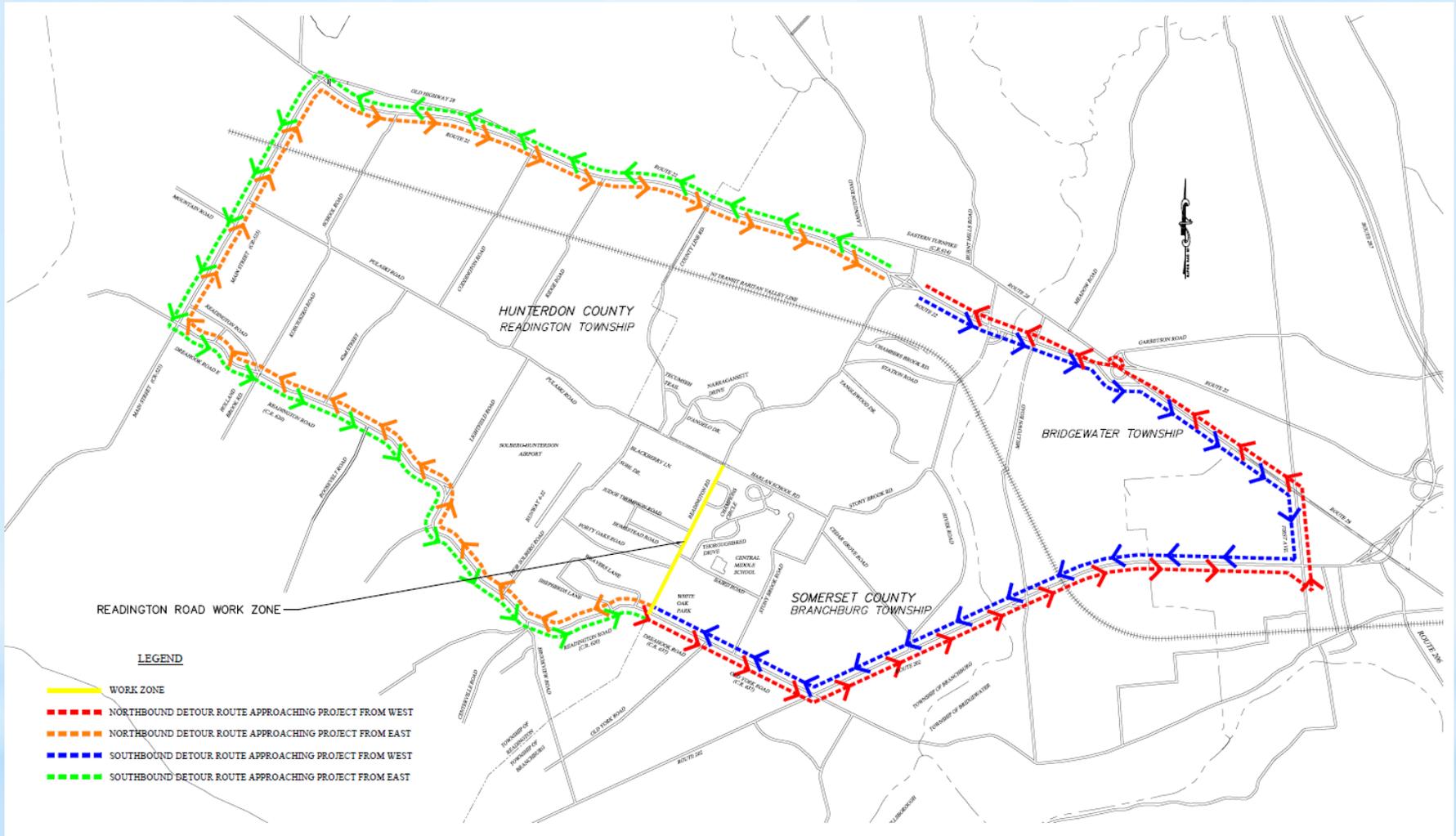


* Construction staging



3 Location of work that require full closing of the roadway. Contractor to plan work to give access to residential driveways.

* Proposed Detour Routes

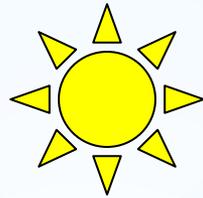


Official signed detour route:
Uses 620, 523, Route 22, Route 28, First Avenue, Route 202, and Old York/Dreahook Road

* Next Steps

- Compile comments from all interested parties.
- Finalize plans and contract documents for bidding Spring 2016.
- Estimated construction schedule:
 - Start Late Spring/Summer 2016
 - Road closure Late Summer/Fall 2016
 - Completion by July 2017

Your comments and questions?



Thank You!

Visit project webpage at:

www.co.somerset.nj.us/publicworks/engineering/ReadingtonRoad637project.html