



LOCATION: TOWNSHIP OF READINGTON

SPONSOR: HUNTERDON COUNTY

Flemington-Whitehouse Rd. (CR 523), Pleasant Run Rd., Stanton Rd. (CR 629) and Springtown Rd. Roundabout

Project Information

The Local Safety Program was established by the North Jersey Transportation Authority (NJTPA), in conjunction with the New Jersey Department of Transportation (NJDOT), to advance safety improvements on county and local roads within its region. Hunterdon County is receiving a federally funded grant from the Federal Highway Administration (FHWA) for a safety improvement project through the Local Safety Program to address safety issues at the intersection of Flemington-Whitehouse Rd. (CR 523), Pleasant Run Rd., Stanton Rd. (CR 629) and Springtown Rd. in the Township of Readington.

Background

The five-leg intersection of Flemington-Whitehouse Road (CR 523), Pleasant Run Road, Stanton Road (CR 629) and Springtown Road is severely skewed, with stop controlled access along the CR 629 (Stanton Rd. and Pleasant Run Rd.) approaches and a one way exit onto Springtown Road. Complicating the skewed geometry, are demanding vertical approach grades, fill slopes, and the Pleasant Run and Tributary to Pleasant Run drainage structures and retaining walls, which cross directly under the intersection. Most of the existing intersection edge of traveled way is protected with guiderail.

Project Purpose

To address safety issues, including numerous crashes, un-protected left turns, and vehicle traveling at higher than posted speeds at the intersection.

Project Need

To reduce left-turn vehicle conflicts and speed through the intersection which are both contributing to crashes. Nearly 54% of the 71 crashes that occurred between 2014 and 2017 were right angle/left-turn crashes.



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Proposed Roundabout

The proposed improvements include a modern roundabout to eliminate left-turn conflicts and moderate speed through the intersection. The roundabout will be geometrically positioned to minimize impacts to the regulated floodplain, wetlands, stream culvert and existing residences. Improvements will also include retaining walls, guiderail and drainage improvements as well as advanced signage and pavement markings on all approaches.

Modern Roundabouts are an identified Federal Highway Administration proven safety countermeasure and the preferred safety alternative for intersections. Roundabouts have been shown to reduce fatal and severe crashes by 82% at previous 2-way stop-controlled intersections. They are designed to improve safety for all users, including pedestrians and bicycles, and can substantially reduce the types of crashes that result in fatal and serious injuries (such as right angle crashes). Design features include:

- Counterclockwise Flow: Traffic travels counterclockwise around a center island
- Entry Yield Control: Vehicles entering the roundabout yield to traffic already circulating
- Low Speed: Curvature produces lower vehicle speeds, generally 15-25 MPH, throughout the roundabout

Project Schedule

Preliminary Engineering: **2018-2019**

Final Design: **2019-2021**

Anticipated Construction: **2022**

Anticipated Completion: **Summer 2023**

Contact Information

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