



Public Information Center

Thursday, October 10, 2019 6:00 PM to 8:00 PM
Route 31, Church Street (CR 650) to E. Main Street/Flemington Junction Road
Milepost 22.21 to 23.13
Concept Development
Raritan Township and Borough of Flemington, Hunterdon County

The New Jersey Department of Transportation (NJDOT) is committed to developing transportation improvements that best balance the transportation needs, the environment, community concerns, and cost. NJDOT will hold a **Public Information Center (PIC)** to inform local residents, officials, and the community about the **Preliminary Preferred Concept for the Route 31, Church Street (CR 650) to E. Main Street/Flemington Junction Road** project. You are encouraged to participate by providing comments at the meeting, by mail, or e-mail.

THE MEETING

The PIC meeting will be held at the **Raritan Township Council Chambers, One Municipal Drive, Flemington, NJ on Thursday, October 10, 2019 from 6-8 PM**. You will have an opportunity to review exhibits of the concept plan, ask questions, and share information with NJDOT staff members. Property owners of rental units are advised that tenants are also invited and encouraged to participate.

BACKGROUND

Route 31 is a state road that passes through Flemington Borough and Raritan Township north to south in Hunterdon County, New Jersey. The road serves both local and regional traffic providing a vital connection for traffic traveling from I-95 in the south to I-78 in the north and destinations beyond. Within the project limits, the posted speed is 40 mph. The roadway section throughout the project limits varies from one lane in each direction to two lanes in each direction plus a center turn lane.

Two studies previously analyzed Route 31 as a corridor from Church Street (MP 22.21) to River Road (MP 25.13). The study area for this Concept Development (CD) project falls within the corridor that was previously analyzed. A 2008 report identified the need to create a consistent roadway section with two lanes in each direction to mitigate operational and safety concerns. A 2013 Traffic Study evaluated the anticipated degradation of the corridor over time and prioritized portions of the corridor to be widened in phases, based on current and future operational conditions. Based on that prioritization, four breakout projects were identified. The section of Route 31 within the current project limits (Church Street to E. Main Street) was identified as the fourth breakout project needed for the corridor, which will address the inconsistency in the number of travel lanes that currently results in congestion, queuing and safety issues.

THE PROJECT

The proposed design will address existing safety and operational issues by widening Route 31 to provide a consistent roadway cross section. The roadway section will include two lanes in each direction with a 16-foot center turn lane, where feasible, and 8-foot shoulders. Substandard geometric features will be improved where possible, while preserving existing cultural and environmental features as applicable.

The widened roadway will require right-of-way acquisition for some properties within the project limits. Additionally, driveways within the limits of the roadway work will be regraded to tie into the new edge of pavement. Utility relocations will be necessary to accommodate the widened roadway. The Black River and Western Railroad Bridge, which currently restricts the roadway to its narrowest point, will be replaced with a steel through girder bridge that will mimic the look and feel of the existing bridge. The vertical clearance to the roadway below will be improved.

Traffic signal upgrades and timing adjustments will improve the flow of traffic throughout the project area.

Sidewalk inconsistency will be addressed to provide uninterrupted pedestrian travel, and Americans with Disabilities Act (ADA) compliance will be achieved by upgrading curb ramp locations and crosswalk striping.

All of the proposed improvements are anticipated to provide for a safer and more efficient roadway.

ANTICIPATED CONSTRUCTION SCHEDULE

- Start Preliminary Engineering: Fall 2020
- Start Final Design: Winter 2022
- Start Construction: Fall 2025
- End Construction: Fall 2027

For further information, please contact::

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