

**Addendum to the Readington Township Master Plan**

The following pages contain amendments to the Readington Township Master Plan that were adopted by the Planning Board on June 25, 1990. These pages are intended to replace pages 125 and 126 of Master Plan adopted on January 22, 1990.

(ADDENDUM\472)

provided in the American Association of State Highway and Transportation Officials (AASHTO) design standards.

### AIRPORT

In accordance with the Airport Safety and Hazardous Zoning Act of 1983 (p.L. 1983, C-260), the Land Use Map (Plate 1) includes the location of the Airport Hazard Areas for the runways for the Solberg Airport. The airport is located in the northeastern quadrant of Readington township and is generally bordered by Pulaski Road to the north, Lightfield Road to the west, Readington Road to the south and Airport Road to the east.

Solberg Airport is located within the RR district and is flanked by existing single family detached homes. Readington Township is concerned about the land use incompatibilities which arise from operating an airport in the midst of a large single family detached housing district. It is Readington Township's desire that the airport not grow beyond being a local recreational airport. Any expansion or significant improvements proposed to the airport facilities (including runways) should be approved by the Planning Board so the impact of the expansion on the surrounding land uses and the municipal infrastructure can be properly evaluated.

To achieve the goal of preserving Solberg Airport as a local recreational airport and at the same time protecting the rights of single family residences within the surrounding RR district, it may be necessary and desirable for the Township to acquire Solberg Airport in the future and to operate it as a municipal facility open to the public.

### TRANSPORTATION DEVELOPMENT DISTRICT

On March 13, 1990, the Hunterdon County Board of Chosen Freeholders unanimously approved a Resolution authorizing the County Planning Board to file an application for the designation and delineation of a transportation development district within the Townships of Readington and Tewksbury. In accordance with the "New Jersey Transportation Development District Act of 1989", a TDD application was submitted to the New Jersey Department of Transportation (NJDOT). On April 19, 1990 NJDOT approved the establishment of the Hunterdon County Transportation Development District for Readington and Tewksbury Townships.

The TDD boundaries are shown on the attached copy of the approved TDD map. The western boundary follows the Readington Township border to the Conrail (L.V.R.R.) railroad tracks which serve as the southern boundary limits. The southern boundary extends eastward to the Readington Township/Branchburg Township border. The eastern boundary follows the Lamington River into Tewksbury Township. The northern boundary follows property lines north of Lamington Road to the western border.

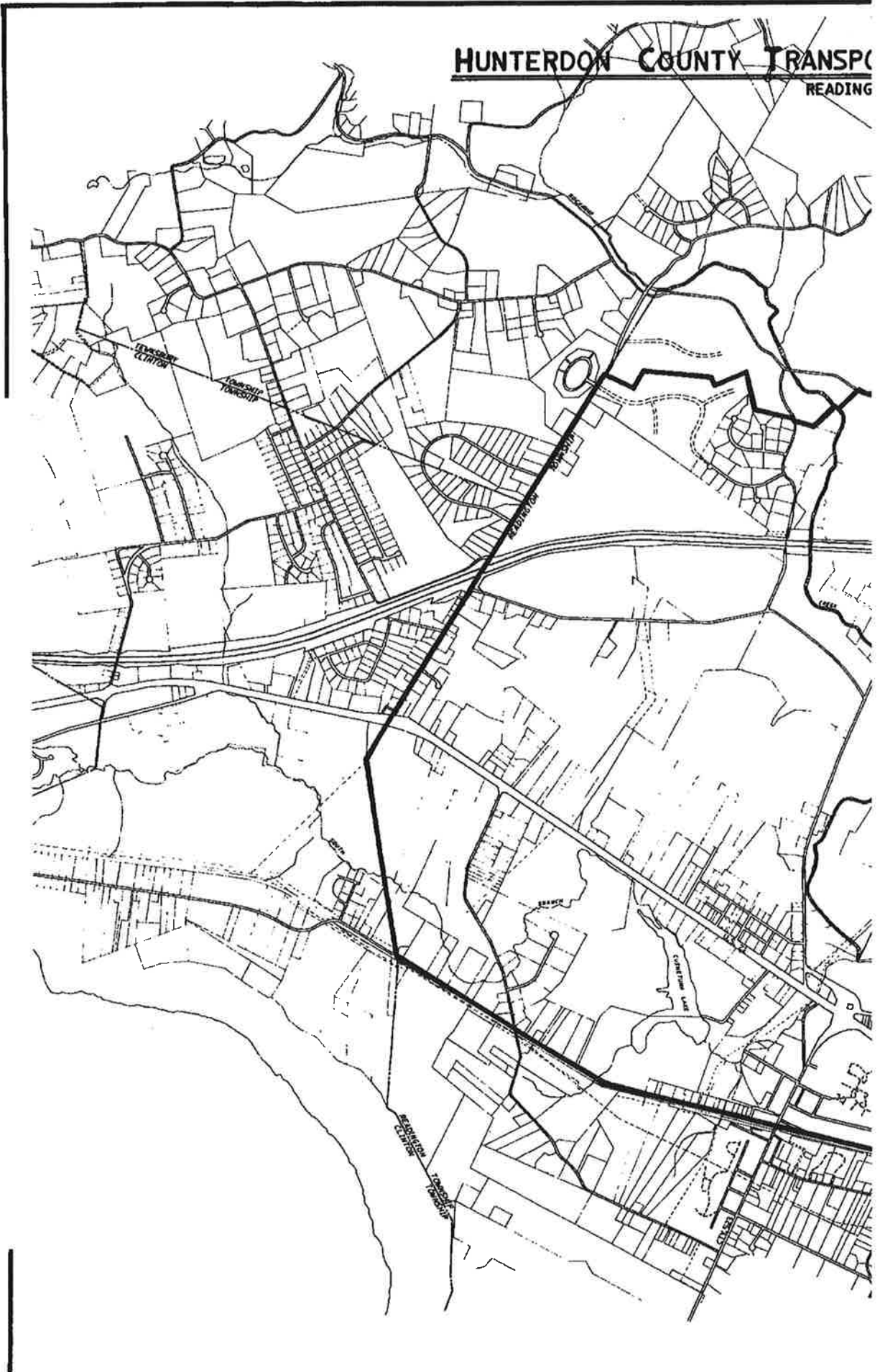
The Township of Readington in Hunterdon County is traversed by one of the most rapidly growing development corridors in New Jersey. At the eastern edge of the County, the Township has access to Interstate 78 through an interchange with County Route 523. Presently, the land adjacent to the interchange is mostly undeveloped. However, both the Readington and Tewksbury Township planning boards have received and, in concept, approved proposals for more than four million square feet of corporate office space.

A Transportation Development District (TDD) is a designated area which can range in size from a single development to several towns. The area within its boundaries is studied to assess what traffic trouble spots already exist and what problems will be created by proposed developments. Roadway improvements can then be recommended and a formula for allocating their cost among developers who make them necessary can be determined. The results of the study are presented in a master traffic plan, which may be implemented as is or used as the basis for downzoning existing zoning classifications, thereby avoiding traffic congestion in the first place.

After more than two years of committee meetings and staff work, Readington Township, in cooperation with Hunterdon County and Tewksbury Township, retained professional services to study the feasibility of a Transportation Development District. The primary purpose of this study was to identify the extent and nature of required roadway improvements and an equitable method of sharing the costs of these improvements. Any new development, or addition to existing developments, locating within the TDD boundaries will be assessed a fair share contribution utilizing the approved rational nexus formula. The study methods were developed so as to highlight the logical relationship between new land development projects and the need for roadway improvements.

In general, the formation of a Transportation Development District is an effective way to address the problems associated with providing transportation improvements in rapid growth areas. Based on conventional transportation modeling techniques and an equitable cost sharing methodology a public-private partnership can be created to finance the costs of necessary road improvements in an area with limited existing infrastructure. The forging of such a partnership between Hunterdon County, Readington Township and Tewksbury Township will provide a means for collective action that is not otherwise available.

**HUNTERDON COUNTY TRANSPORTATION**  
READING



# TOWNSHIP DEVELOPMENT DISTRICT (TDD)

IN & TEWKSBURY TOWNSHIPS



EDWARDS AND KELCEY, INC.  
26 SOUTH ORANGE AVENUE, LANCASTER, NEW JERSEY 07030

PRO-DRAWN BY: J. M. KELCEY, DATE: 11/27/90, SCALE: 1" = 400'

**LEGEND**

TDD BOUNDARY



RECOMMENDED FOR APPROVAL, BOARD OF CHOSEN FREEHOLDERS, COUNTY OF MIDDLESEX, DATE: 5/19/90

APPROVED BY DEPUTY COMMISSIONER, NEW JERSEY DEPARTMENT OF TRANSPORTATION, DATE: 5/19/90

ORIGINAL	TKP	JMG	4-19-90
REVISION	BY	CHECKED	DATE

## SPECIFIC IMPROVEMENTS

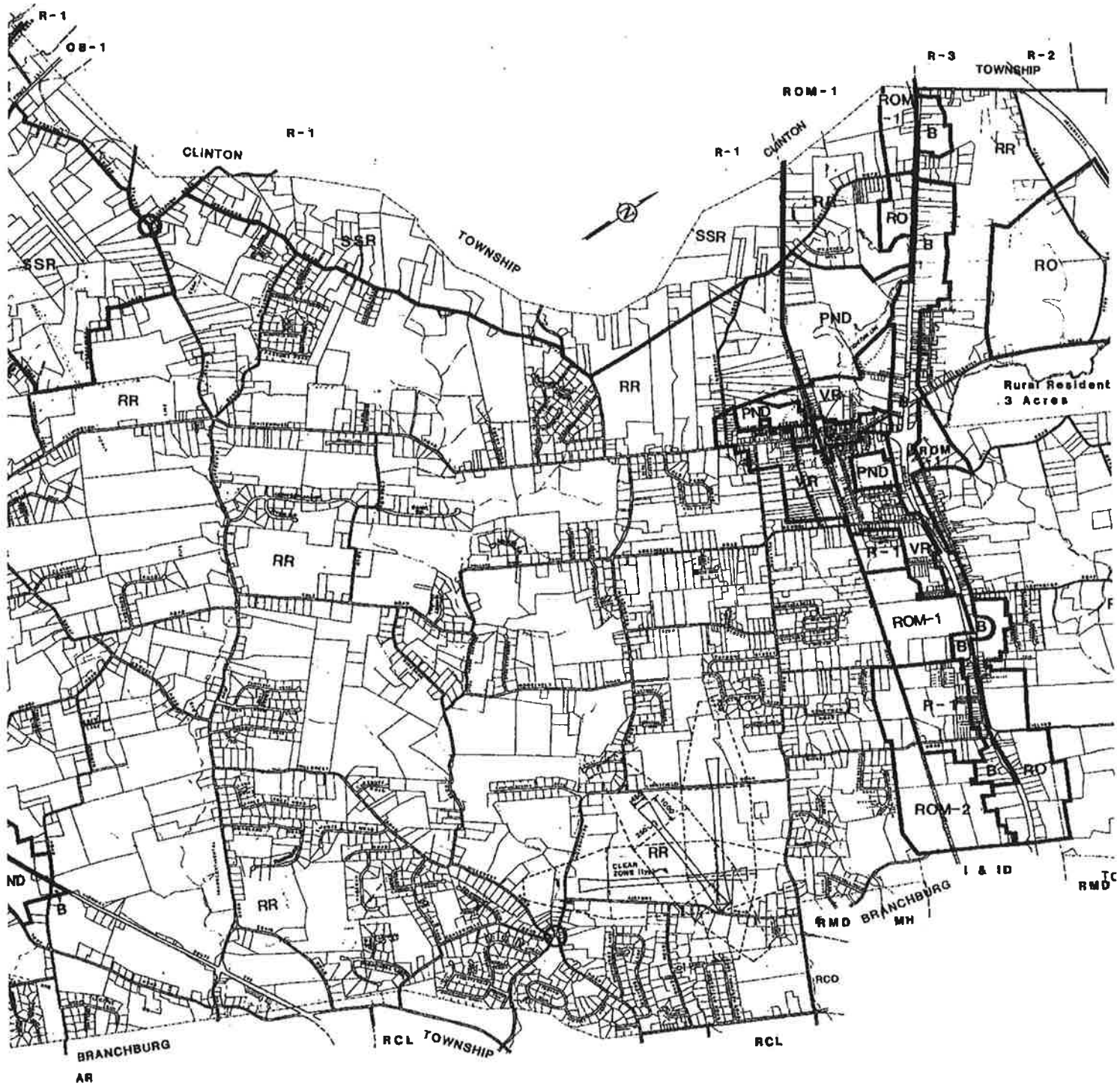
The following is a list of suggested transportation improvements in Readington Township, grouped by type. These are also shown on an attached map.

### Roadways

The openings in the median of U.S. Route 22 require improvement. The section of U.S. Route 22 in the township should be the subject of a major highway design project. Four of the ten locations in the Township with the most accidents are on this roadway. Preliminary analysis indicates that there may be too many median openings and that the median is too narrow for the simple openings that currently exist. It should therefore be possible to close most of the openings and redesign the remaining openings to higher standards, full width shoulder, "jug-handles" and traffic control devices as deemed appropriate.

In this regard, it is critical for safe and efficient traffic flow that the access road from the Van Horne Mill at Cushetunk Lake which will intersect Route 22 from the south align with the planned intersection with the Merck access road from the north.

In addition, a service road parallel to Route 22 should be planned for properties on the west bound section of the highway in the western section of the township. As development applications for this area come in, the service road should be a condition of approval. This service road would organize the interaction of traffic between the various commercial parcels and Route 22 and



- |       |                                  |    |                     |
|-------|----------------------------------|----|---------------------|
| PND   | PLANNED NEIGHBORHOOD DEVELOPMENT | B  | BUSINESS            |
| SSR   | STEEP SLOPE RESIDENTIAL          | RR | RURAL RESIDENTIAL   |
| ROM-1 | RESEARCH-OFFICE-MANUFACTURING    | VC | VILLAGE COMMERCIAL  |
| ROM-2 | RESEARCH-OFFICE-MANUFACTURING    | VR | VILLAGE RESIDENTIAL |
| RO    | RESEARCH OFFICE                  |    |                     |
| R-1   | RESIDENTIAL                      | ○  | HAMLETS             |