



TOWNSHIP OF WEST WINDSOR

EDINBURG VILLAGE SUBCOMMITTEE OF THE PLANNING BOARD

EDINBURG VILLAGE CIRCULATION ANALYSIS AND RECOMMENDATIONS

ALAIMO GROUP
February 20, 2002

**TOWNSHIP OF WEST WINDSOR
EDINBURG VILLAGE SUBCOMMITTEE
OF THE PLANNING BOARD
FEBRUARY 20, 2002**

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**TOWNSHIP OF WEST WINDSOR
EDINBURG BYPASS FEASIBILITY STUDY UPDATE
FEBRUARY 20, 2002**

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1. EVALUATION OF ORIGINAL STUDY GOAL AND OBJECTIVES, ASSUMPTIONS, CONCLUSIONS, MAPPING AND RECOMMENDATIONS

Historic Edinburg Village is situated where Old Trenton Road (CR 535) and Edinburg Road (CR 526) meet in West Windsor Township, Mercer County. In the year 2002, these roads continue to be the routes of choice for increasing numbers of regional commuters. Most of these commuter trips originate or end in West Windsor, East Windsor, Hamilton and Washington Townships. These municipalities continue to grow, as do traffic volumes within Edinburg. Interestingly, survey results have shown that over eighty percent (80%) of the commuters impacting Edinburg originate from and are destined to locations within Mercer County. As the increasing volumes of commuters pass through Edinburg, the level of service (LOS) decreases, and the Village quality of life suffers. Population and traffic projections show a continuation of this pattern, and there is a need for concerted efforts to address these mounting traffic concerns.

Old Trenton Road is the primary arterial route that carries the greatest volume of traffic through Edinburg. Robbinsville Road approaches Edinburg from the south, just west of the Assunpink Creek bridge. Robbinsville Road is the continuation of CR 526, which serves as the second arterial route through Edinburg. Southbound through-traffic on CR 526 is required to stop at the traffic signal on Old Trenton Road, turn right and travel approximately 1,000 feet on Old Trenton Road, then turn left onto Robbinsville Road. This jog pattern of CR 526 through-traffic conflicts with Old Trenton Road through-traffic. The LOS fail at these intersections while the Village of Edinburg suffers from a series of traffic related externalities such as noise, vibration, pollution, and vehicular congestion. Pedestrian and bicyclist safety, and general quality of life issues are also significant concerns.

The goal of the Phase I and Phase II Edinburg Bypass Feasibility Study completed in 1998 was to identify and evaluate Village roadway bypass alternatives, and to provide further analysis of the selected alternative. As the significant financial and environmental impacts of the bypass alternatives became apparent in the original 1998 study, local improvements designed to relatively quickly relieve traffic congestion in Edinburg were identified as an interim alternative solution.

As another alternative, Mercer County had proposed widening Old Trenton Road from its current two lanes to four lanes. The County also proposed to make improvements to the intersection of Edinburg Road and Old Trenton Road in the center of Edinburg. This four-way intersection also involves Windsor Road (Route 641) entering from the southeast.

Options which were considered in the 1998 Study to address traffic problems in this corridor included (1) widening Old Trenton Road and continuing the present pattern of traffic through Edinburg, (2) providing a bypass arrangement around the village, and (3) interim improvements to the existing roadways. Traffic management arrangements were also considered as part of the solution. Several Edinburg bypass alignments were evaluated. One option recommended for consideration involves the bypass beginning on Old Trenton Road approximately 2,000 feet west of the Edinburg traffic signal. This bypass alternative follows a southern route terminating once again on Old Trenton Road at the intersection of Newport Drive. As part of this scenario, a secondary one-half mile bypass diverts traffic around Edinburg from CR 526 to Windsor Road (CR 641). In 1998, this option was estimated to have a construction of approximately \$20 million.

In the determination of which option is optimum, variables considered include historic significance, environmental impacts and cost effectiveness. Local, County and State interests all contribute to identifying the optimum traffic alternative for Edinburg.

The State has identified Edinburg as an existing village in the New Jersey Development and Redevelopment Plan. Edinburg's identification as a Village, one of seven such villages in Mercer County, is based on its general classification as a small center of predominately residential character with mixed uses of commercial, residential and community service. The assumption was that as a village, Edinburg incorporates local-scale economic and social functions.

Villages are described in the State Plan as compact communities that offer basic consumer services for their residents and nearby residents. General criteria for village designation include commercial, industrial, office and cultural uses which offer employment, basic personal and shopping services and community activities for village residents and the environ.

Edinburg was not given a Center designation in the State Plan. Edinburg appears eligible; however, to possibly enter into the planning process for Center Designation with the New Jersey Office of State Planning (OSP). OSP Plan Endorsement for West Windsor should also be explored as part of this effort.

The Mercer County Cross Acceptance Report dated June 16, 1989 provides a description of West Windsor's desire to sewer Edinburg due to failing private sewer systems. Edinburg was classified in this adopted plan and report as an Existing Village.

The historical significance of Edinburg is described by the Historical Society of West Windsor and the New Jersey Department of Environmental Protection. Working in conjunction with longtime Edinburg resident, Bertrice Tantum, the Historical Society researched and prepared the article entitled *The Village of Edinburg*. The historic significance of Edinburg is also described in documents prepared by the Office of New Jersey Heritage, NJDEP, and in articles printed in the Princeton Recollector.

The conclusion reached in the 1998 Study remains valid: the historical and archaeological significance of the Village of Edinburg and nearby environs is well established. It continues to be recommended; however, that additional actions be taken to document the historical importance of Edinburg. These actions would include official listing of Edinburg buildings and residences in the New Jersey State Historic Register and if feasible, the National Register; a Center Designation by the Office of State Planning; and further area archaeological identification and documentation. Additional research involving American Revolution battles in and near Edinburg is also recommended.

Bypass solutions have been recognized as a transportation planning option throughout New Jersey; however, NJDOT does not establish a clear policy on implementation. Traditionally, bypasses are examined on individual merits. The New Jersey State Development and Redevelopment Plan (SDRP) does not deal significantly with bypasses. The SDRP simply views the bypass as an appropriate means of separating local traffic from through traffic in the more developed parts of the State. Environmental and social impacts, construction costs, impact to historic character, quality of life issues, public demands for the

improvements and the need for local acceptance remain the basic criteria for determining optimum alternatives to traffic issues and problems.

Mapping prepared for the 1998 study include the following:

1. Southern bypass alignment.
2. Soils mapping.
3. Preliminary wetlands mapping.
4. Floodway and flood hazard area mapping.
5. Historic sites.

Maps 1, 2 and 5 remain valid, as does the general accuracy of wetlands and flood plain mapping provided in Maps 3 and 4. An update to Maps 3 and 4 has been provided based on recent GIS mapping issued by NJDEP. This color aerial mapping data is provided as Map 1 in this report.

2. CURRENT NEW JERSEY STATE AND MERCER COUNTY REQUIREMENTS AND CONSIDERATIONS

The Village of Edinburg is situated within the Assunpink Creek Watershed. The flood hazard area and freshwater wetlands associated with the Creek are positioned within 500 feet east of the Village center. Old Trenton Road Bypass scenarios require traversing the associated Assunpink Creek flood plain and wetlands. The widening of Old Trenton Road scenarios would impact the Village's historic significance and possible archaeological findings. The southern route bypass alignment had been identified as the best of all bypass alternatives evaluated. This southern route alternative was specifically evaluated for soils, wetlands mitigation and evaluation of constructability. The following permits and approvals will be required for either the bypass or Old Trenton Road widening alternatives:

1. NJDEP Stream Encroachment Permit (Major).
2. NJDEP Freshwater Wetlands Permit (Individual Permit).
3. NJDEP Freshwater Wetlands Transition Area Waiver.
4. NJDEP Water Quality Certification.
5. Air Quality (Pollution Control).
6. Historic Preservation (Archaeological Study).
7. Natural Resources: Endangered Wildlife and Plant Species (determined at time of wetlands verification and resource value classification).
8. Mercer County Soil Conservation: Soil Erosion and Sediment Control.
9. Mercer County approval.
10. NJDOT approval.

The southern bypass route traverses extensive freshwater wetlands associated with the Assunpink Creek and small tributaries to the Assunpink. The southern bypass route will disturb approximately 3.6 acres of freshwater wetlands. A New Jersey Department of Environmental Protection, Freshwater Wetlands Individual Permit would be required to engage in regulated activities in a freshwater wetland, New Jersey State open water, or transition area. The New Jersey Department of Environmental Protection would only issue this type of permit if it found there were no practical alternatives to the proposed activity. An alternative shall be practicable if it is available and capable of being carried out after taking into consideration; cost, existing technology, and logistics in light of overall project purposes. An alternative shall not be excluded from consideration merely because it includes or requires an area not owned by the applicant which could reasonably be obtained, utilized, expanded, or managed in order to fulfill the basic purpose of the proposed activity. In 1998, NJDEP questioned the feasibility of relocating the Village as an alternative.

As a standard condition of a Freshwater Wetland Individual Permit, the New Jersey Department of Environmental Protection will require wetland mitigation for all wetlands to be disturbed. The wetland mitigation may include restoration, creation, enhancements, or donation of money or land or both to the mitigation bank, or to other public or private nonprofit conservation organizations. Mitigation must be performed prior to or concurrent with permitted activities that will permanently disturb wetlands or State open waters, and immediately after activities that will temporarily disturb wetlands or State open waters.

It is anticipated that NJDEP would require the creation of freshwater wetlands as the preferred mitigation method. As a condition of the creation method of mitigation, the municipality would have to sign an NJDEP approved conservation easement and register this restriction on the deed for the subject parcel. The restriction would provide that no regulated activities will occur in the created or enhanced wetland area. The restriction would require memorializing a deed restriction meeting the Department requirements, would run with the land, and be binding upon the applicant and the applicant's successors.

The floodplain/flood hazard area is the area inundated by the regulatory flood including the watercourse that creates it. The regulatory flood is the 100-year flood along non-delineated watercourses or the flood hazard area design flood along delineated watercourses. The southern bypass route will cross the Assunpink Creek approximately 1,700 feet southeast of Old Trenton Road, thus impacting the creek's floodplain.

All development within the floodplain and/or within twenty-five feet (25') of a stream channel requires a stream encroachment permit. The limits of the floodplain within the vicinity has been determined by reviewing NJDEP mapping, as the Assunpink Creek is a delineated stream. The southern bypass will disturb approximately 1.5 acres of floodplain associated with the Assunpink Creek and its tributaries. Therefore, a stream encroachment permit will be required.

Summary

The bypass alternatives and the Old Trenton Road widening alternative will require the disturbance of extensive freshwater wetlands and open waters. A Freshwater Wetlands Individual Permit will be required to perform regulated activities within the freshwater wetlands. As a condition of the freshwater wetland individual permit, NJDEP will require wetland mitigation to be completed prior to or concurrent with the bypass road construction. It is anticipated that the mitigation method chosen would be the creation of new wetlands. A 2:1 ratio of wetlands created to wetlands disturbed would be required.

The bypass alternatives including the southern bypass will cross the Assunpink Creek and extensive flood hazard areas associated with the Assunpink and its nearby tributaries. Criteria set forth in the flood hazard area control regulations, New Jersey Administrative Code Sections 7:13, dictate that a stream encroachment permit must be obtained prior to the commencement of all work within regulated areas. The flood hazard area control regulations further classify the stream encroachment permit as a major project, therefore requiring all engineering standards to be addressed during the design phase of the project.

NJDOT review will be required, along with related approvals and necessary permits. Mercer County review and approval will be required since Old Trenton Road is a county route, and regional county roads will be impacted. A complete traffic impact analysis will be required by NJDOT and Mercer County to determine the area-wide impacts of either the CR 535 widening alternative or the bypass alternatives.

Proposed freshwater wetlands rule changes published in the January 22, 2002 issue of the New Jersey Register (N.J.A.C. 7:7A-10.6) set forth the types of information that will be required by the individual permit application involving the alternatives analysis, including the Anobuild alternative. Variables involving Acost, existing technology and logistics in light of overall project purposes must be considered. These proposed rule changes strengthen the ability of NJDEP to direct applicants toward alternatives which minimize impacts to freshwater wetlands.

In conclusion, the alternatives involving significant environmental impacts including the bypass alternatives, will trigger protracted, costly requirements by NJDEP and other State (and Federal) agencies to the point that actual feasibility is seriously questioned from financial, and environmental permit approval points-of-view.

3. INTERIM IMPROVEMENTS UPDATE: DESIGN ALTERNATIVES

Interim solutions are available to help accommodate increasing traffic in Edinburg. Four (4) recommended improvements to local Village circulation patterns have been developed and analyzed. These interim improvements are intended to immediately help relieve downtown traffic congestion.

The interim improvements under consideration are focused within the Village. The improvements do not require major takings of private property, the moving or removal of private homes or improvements, or the major reconstruction of intersections. The interim improvements are similar to Transportation System Management (TSM) solutions, which can be installed without a significant disruption to village life, or large public expenditures. Environmental impacts are also relatively minor.

The interim improvements suggested may be implemented individually or in combination. Each improvement suggested will provide a degree of traffic relief. Together or in combination, added traffic congestion relief would be realized. The overall goal of the interim improvements is to more efficiently and effectively move present traffic through Edinburg, thereby reducing backups, time delays and loss of production, idling vehicles and resulting pollution, and related negative impacts.

The series of four (4) interim improvements or methods have been developed based on the following criteria:

1. Will not cause significant disruption to present village life.
2. Will not require major takings of private property.
3. Will not require the moving or removal of private homes or improvements.
4. Will not significantly impact the environment.
5. Will not significantly impact the historic character of the Village of Edinburg.
6. Will not require relatively large public expenditures.
7. Will not permanently alter long term planning goals and objectives for Edinburg.

Conceptual layouts for these four (4) interim improvements are provided on a survey plan included as Plan 2 in this study. The Plan 2 base survey also shows existing area structures, roadway improvements, tree lines and large individual trees, driveway locations, storm drainage improvement locations, and preliminary wetlands and transition area limits.

**4. INTERIM IMPROVEMENTS UPDATE: ENVIRONMENTAL IMPACTS ,
SOCIAL IMPACTS, CONSTRUCTION COSTS FORECAST FOR
ACCEPTABLE LEVEL OF SERVICE, AND NEW AREA DEVELOPMENTS**

The four (4) interim improvements shown on Plan 2 meet the criteria for minimizing impacts to present village life, not requiring major takings of private property nor removal of homes or improvements, not significantly impacting the environment, not requiring relatively large public expenditures, and not altering long term planning goals for Edinburg.

No identifiable negative environmental impacts appear to result from improvements 1 and 4. Improvements 2 and 3 will result in minor tree removal and/or possible minor wetlands transition area impacts and flood plain encroachment. Temporary social impacts will occur during the construction phase of approximately three (3) months. These social impacts comprise of noise during normal business hours and diversion of traffic around construction areas. No loss of historic significance will result except for the necessary relocation of one or both of the historic gas pumps located on the northeast corner of Edinburg and Old Trenton Roads.

Cost estimates for the four (4) improvement designs are as follows:

Improvement 1 Traffic control signal at Edinburg - Robinsville Road and Old Trenton Road. Restripe to allow left turn onto Edinburg-Robinsville Road. Road widening may be necessary.
\$ 135,000.00

Improvement 2 Widen Old Trenton Road for right turn movements onto Windsor Road. Upgrade existing traffic control signal.
\$ 125,000.00

Improvement 3 Widen Edinburg Road and restripe to allow right turn movements onto Old Trenton Road.
\$ 35,000.00

Improvement 4 Provide radius to allow safer turning into Edinburg Road. Relocate historic gas pumps.
\$ 5,000.00

Improvements 1, 2, 3 and 4 Total Cost Estimate: \$300,000.00

Existing a.m. and p.m. peak hour levels of service (LOS) within Edinburg range from LOS C to F. Anticipated 2010 a.m. and p.m. LOS with existing roadway conditions is generally F (see Figures 6-11 in 1998 Edinburg Study). The installation of interim improvements 1-4 has the objective to immediately, and relatively inexpensively relieve traffic congestion within the Village to a limited degree. The expected functional duration of these improvements is approximately ten (10) years. The interim improvements are forecasted to maintain at least current levels of service during these ten (10) years. Short term (within two to five years), the LOS is projected to improve.

NEW AREA DEVELOPMENTS

The planned development AWashington Town Center@ is currently under construction on a large tract at the corner of Robbinsville - Edinburg Road and Route 33. This extensive project includes various residential unit types and a commercial component. Its direct link with Edinburg will accelerate projected traffic impacts to the village; however, the long term impact of traffic from this tract was previously anticipated as part of forecasted future traffic.

The 1998 Edinburg Bypass Feasibility Study included analyses of potential development from both within West Windsor, and from surrounding communities including Washington Township. The development potential of vacant lands was based on master plan future land use and zoning district classifications. Environmental resources as identified were assumed to reduce development potential. Extensive recent efforts to preserve open space will help to reduce forecasted traffic. Many other factors also effect area traffic, as described in the 1998 study.

The surrounding growth area communities beyond West Windsor which provide the greatest volume of traffic through the Village of Edinburg include the Townships of Hamilton, East Windsor, and Washington. Background traffic is also generated primarily from Princeton, Ewing, Trenton and Lawrence. Previous traffic survey work indicates that greater than eighty percent (80%) of trips through Edinburg originate from or are destined to a location within Mercer County. The large majority of motorists traveling through Edinburg drive alone, on work related trips.

A significant number of planned developments examined within the communities of West Windsor, East Windsor, Hamilton, and Washington will have a measurable impact on traffic volumes within Edinburg. Mercer County planning analyses show that these four communities provide the greatest potential for area growth and traffic generation based on planned residential and nonresidential development. These planned developments will produce significant traffic volumes in addition to flows presently being experienced.

Background traffic is defined as the normal traffic growth resulting from people's need to travel through and in an area. Due to Edinburg's critical location in the region, people need to travel in this area in order to travel to/from Princeton Borough, Princeton Township, Trenton, Hightstown and Mercerville. This traffic growth was projected by increasing the existing traffic volumes by growth rate factors of 1.25 or 2.0 percent per year over the original fourteen (14) year study period. This growth rate is also consistent with the recommended NJDOT growth factors for roadways based on monitoring traffic over the past thirty (30) years.

In conclusion, traffic from the Washington Town Center project, along with developments of other regional and area projects, was anticipated within the original study period. Immediate development of these projects will accelerate traffic flows to the village, but will eventually be blended with the projected background 2010 traffic. Furthermore, recent extensive open space preservation efforts by West Windsor, Mercer County and to a limited degree by surrounding communities, will help offset forecasted traffic impacts in the short term, and eventually help control forecasted long term background traffic growth.

5. FOUR (4) LANE ROUTE 535 ALTERNATIVE: IMPACTS TO EXISTING PROPERTIES, STRUCTURES AND ENVIRONMENTAL RESOURCES

Major improvements involving the widening of Old Trenton Road (Rout 535) to four lanes will involve impacts to wetlands, wetlands transition areas and the flood hazard area design flood associated with the Assunpink Creek. The four lane widening will require right-of-way acquisition for a length approximately 2,000 feet. Right-of-way takings on the north side of Route 535 would require the loss of six (6) historic homes and one (1) historic commercial structure. Relocation of residents would also be necessary.

Right-of-way acquisition along the south side of Route 535 would require greater impacts to wetlands in comparison to the north side ROW acquisition, and will necessitate impacting the historic hotel. NJDEP may not recommend this alternative due to the greater impacts to wetlands. The repositioning of the hotel structure to the rear of the property is the assumed course of action.

Widening Old Trenton Road will create a loss of community, defined as changes to traditional human activity patterns, decreased social unification, decreased sense of safety and security, and loss of traditional social interaction. The preliminary estimated construction related costs associated with this alternative are as follows:

<u>SCOPE</u>	<u>NORTH SIDE ACQUISITION</u>	<u>SOUTH SIDE ACQUISITION</u>
Roadway and Signals	\$ 2.0 M	\$ 2.0 M
Right-of-way acquisition	1.5 M	0.4 M
Bridge Widening	2.0 M	2.0 M
Resident relocation(s)	0.5 M	0.2 M
Structure demolitions/reposition	1.0 M	0.4 M
Contingency	<u>1.0 M</u>	<u>1.0 M</u>
Total	\$8.0 M	\$ 6.0 M

6. VILLAGE RELOCATION ALTERNATIVE

The relocation alternative for nine (9) structures along Old Trenton Road within Edinburg Village assumes that the quality of life impacts and loss of community will be so severe from the four (4) lane widening of Old Trenton Road that relocation of these impacted historic structures will be necessary. Resident relocations will also be required in accordance with legal requirements. Complete historic significance documentation for Edinburg Village is assumed.

Sites available for relocation of nine (9) village structures are extremely limited due to the acquisition of most area vacant lands as part of the preservation efforts by West Windsor Township and Mercer County, in conjunction with the New Jersey State Open Space Preservation Program.

It is recommended that the receiving site for relocation be within one (1) mile from the village proper in order to maintain local connection with the original village location. Due to recent area open space acquisitions, however, this recommendation may be difficult to implement.

Costs associated with the relocation effort include new village land acquisition (minimum 5 acres); structure relocations; resident relocations; site roadway, driveways and related lot improvements; loss of business and incidental costs. The preliminary estimated range of costs is as follows:

<u>SCOPE</u>	<u>COST RANGE</u>
1. New village land acquisition (minimum 5 acres)	\$ 0.4 M to 0.5 M
2. Existing structure relocations	\$ 1.2 M to 1.6 M
3. Resident relocations	\$ 0.8 M to 1.0 M
4. Site improvements	\$ 0.8 M to 1.0 M
5. Loss of business	\$ 0.3 M to 0.5 M
6. Contingency	\$ <u>1.0 M to 1.2 M</u>
Total Preliminary Cost Estimate	\$ 4.5 M to 5.8 M

7. MUNICIPAL MASTER PLAN AND CIRCULATION ANALYSES: HISTORIC REVIEW

The West Windsor Township 1986 Master Plan described in the text and showed on the Circulation Plan an arterial bypass road around the Village of Edinburg following a northerly route. This northerly alignment was recommended to replace the previously proposed alignment south of the village. The northerly route was acknowledged to impact the Mercer County Park; however, elimination of one bridge crossing of the Assunpink Creek was referenced since the bypass would become a part of the long-standing Robinsville Road extension through the County Park to Edinburg Road.

The 1989 Edinburg Bypass Location and Traffic Study prepared by Orth Rogers Thompson Associates also recommended the northerly alignment.

The subsequent 1989 Planning Analysis for the Dutch Neck/Edinburg Road Systems prepared by the Dutch Neck/Edinburg Community Group concluded that the southern alignment was favored based on an environmental point of view, as well as other factors.

The West Windsor Township 1991 Circulation Master Plan Element provided for a southerly aligned Edinburg Bypass, along with a realigned Edinburg Road to direct traffic onto the bypass and away from the historic village. This Master Plan Element also described a planned village hamlet center adjacent to Edinburg and its bypass. The Transportation Improvements Districts (TID) Sub-Plan Element to the 1991 Master Plan placed the southerly aligned Edinburg Bypass within TID 4.

The West Windsor Township 1992 Master Plan Re-Examination Report reconfirms that growing traffic congestion has impacted the quality of life in Edinburg Village, and references the southern bypass around Edinburg.

The West Windsor Township 1994 Timed Growth Control Staging Sub-Plan Element to the Land Use Plan showed the southern bypass around Edinburg within Proposed Timed Growth District 4. The Edinburg Bypass and the Edinburg Road realignment were identified as projects A-13 and C-3 respectively.

West Windsor subsequently prepared the Highway Capital Improvement Program for Timed Growth Control (revised December 5, 1994). This program developed specific strategies and techniques to regulate future growth within the Township to relieve pressures on infrastructure and to preserve West Windsor quality of life.

Various Edinburg Bypass southerly alignments were evaluated as part of the series of documents and analyses prepared in 1997-1998. See Appendix 1 References.

Most recently, West Windsor Township has implemented a hugely successful Open Space Acquisition Program that provides direct benefit in reducing future impacts to municipal roadway and utility infrastructure. A large part of the open space acquired in perpetuity by West Windsor Township in conjunction with Mercer County and New Jersey State is located within Transportation Improvement District 4 and Timed Growth District 4. It is crucial to the efforts of controlling area traffic growth, providing open space vista, and maintaining community quality of life for West Windsor residents, that the Township's Open Space Acquisition Program be continued and not jeopardized.

8. EDINBURG VILLAGE SUBCOMMITTEE RECOMMENDATIONS

It is recommended that West Windsor Township update the Circulation Plan Element of the Master Plan to include or address the following:

1. Provide for the installation of certain interim improvements to achieve relief from existing traffic conditions in the Village of Edinburg (See Supplemental Plan 2).
2. Implement actions to further identify and document the historic significance of the Village of Edinburg. This effort will help justify village relocation efforts if such is determined appropriate. See Appendix 2.
3. Identify and preserve a minimum five (5) acre parcel within one (1) mile of the village that could be set aside for possible village relocation.
4. Remove the bypass alternative from the West Windsor Master Plan as a feasible alternative at this time and within the foreseeable future for addressing traffic related issues within Edinburg. The continued showing of the bypass in the Master Plan at this time seriously jeopardizes Green Acres Funding of continued open space acquisition within the vicinity of Edinburg. This situation would result in exacerbating future area traffic through Edinburg.
5. Determine the optimum feasible and acceptable traffic alternative presented for the Village of Edinburg. Feasible alternatives include (1) No Build; (2) Old Trenton Road Widening; and/or (3) Village Relocation. The alternative selected would then be recommended in the updated Circulation Element of the Master Plan. The optimum alternative will have addressed municipal fiscal realities, social and environmental resource impacts and tradeoffs, and NJDOT, NJDEP and Mercer County input. The ANo-Build@ and AWiden Old Trenton Road@ alternatives without village relocation would have to be proven unacceptable based on the case for preservation and unacceptable loss of community. Without the case for preservation firmly documented, village relocation would not be justified.

9. PLANNING BOARD ACTION ON SUBCOMMITTEE RECOMMENDATIONS

On February 20, 2002, the West Windsor Township Planning Board voted to act as follows, in the order of Subcommittee Recommendations:

1. Interim Improvements. The Planning Board determined that the general concept of interim improvement #1 to be acceptable; however, the Board did not accept the recommendations shown as interim improvements 2, 3 and 4. The Planning Board recommended coordination with the Mercer County Engineer that these improvements be primarily focused on the South side of Old Trenton Road, be approved by Mercer County, and minimize impacts to the North side of Old Trenton Road.
2. Not accepted by the Planning Board.
3. Not accepted by the Planning Board.
4. Accepted by the Planning Board. Vote: 6-0; 2 abstentions.
5. Not accepted by the Planning Board.

APPENDIX 1

REFERENCES

EDINBURG BYPASS FEASIBILITY STUDY UPDATE

<u>DOCUMENT</u>	<u>DATED</u>
Phase I: Initial Study Effort	March 25, 1998
Phase II: Preliminary Study Effort	March 25, 1998
Initial Alternatives Analysis/ Alternate Roadway Layouts: 1, 1A, 1B, 2, 3, 4, 5, 6 & 7	July 30, 1997
Preliminary Construction Costs	March 26, 1998
Alternatives Impact Analysis	March 26, 1998
Interim Improvements Analysis	February 1997

APPENDIX 2

IMMEDIATE ACTIONS TO FURTHER IDENTIFY THE HISTORIC SIGNIFICANCE OF THE VILLAGE OF EDINBURG

TOWNSHIP OF WEST WINDSOR EDINBURG BYPASS FEASIBILITY STUDY UPDATE

Further establishing the historic significance of Edinburg is as critical as examining roadway and circulation alternatives designed to minimize costs and environmental impacts. Actions include the following:

5. Numerous buildings and residences within the Village have been informally identified historic, and as making a significant contribution to the tradition and history of Edinburg. The official listing of these buildings and residences on the New Jersey State Historic Register and/or the National Register would strengthen the call for village preservation or relocation.
6. Local residents and/or historic committee commitment to being proactive in the preservation of Edinburg would certainly further the cause.
7. Edinburg has been identified as an Existing village in the New Jersey State Development and Redevelopment Plan. This designation is important; however, New Jersey Office of State Planning Center Designation for the Village of Edinburg would further establish the case for preservation. The Center Designation process is a detailed planning effort focused on insuring the economic and social viability of designated centers. There are numerous assistance benefits for locations having Center designation. This effort may be part of the OSP Plan Endorsement process for West Windsor.
8. Archaeological finds have been referenced within the Edinburg area. The firm establishment of archaeological finds in the form of collections would further preserve area history.
9. The State of New Jersey archives a list of locations where American Revolution battles have taken place. The State maintains a map entitled Battles and Skirmishes of the American Revolution in New Jersey. This map indicates conflicts within the vicinity of Edinburg around January 2, 1777. Further research in this area is warranted.







