



I-287
Opening Ceremony

November 19, 1993

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I-287 History

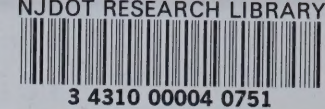
The beautiful Ramapo and Waughaw Mountains of New Jersey's highlands are the dramatic backdrop for today's ceremony marking the completion of I-287 in New Jersey. Almost four decades after the old "FAI Route 104" was first added to the nation's interstate system, motorists through the metropolitan New York-New Jersey area finally have a regional bypass. The completion of this segment creates an 89-mile interstate beltway connecting Route 440 in Staten Island to the New York Thruway (I-87) in Suffern, NY.

I-287 travels through the rich and varied panorama of New Jersey. It begins as Route 440 in Staten Island, crossing the Raritan Bay into New Jersey via the Outerbridge Crossing. It then travels westward to the New Jersey Turnpike (I-95) in Edison, where the official I-287 designation begins in the center of one of the state's

urban and business hubs. It proceeds west, then north through suburban developments and then through camping and ski areas, over the Ramapo and Pequannock Rivers. It turns east, merging with I-87 near the New York state line and continues to its terminus at I-95 in Port Chester, NY.

In addition to the interchanges with I-95, the completed I-287 also completes connections with the Garden State Parkway, I-78, I-80, the Palisades Interstate Parkway, I-684 and other major highways in New Jersey and New York.

Engineering and community coordination were the focal points of the construction of I-287 on the sections built in the 1950s, '60s and early '70s. Following final approval of the Environmental Impact Statement by the Federal Highway Administration in 1982, the final 21 miles cost \$900 million and took 11 years to complete because of the additional attention to community and
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Ribbon-cutting Ceremony

to open the final segment of I-287 in New Jersey

Master of Ceremonies

Alex DeCroce
Assemblyman, Morris County

National Anthem

The Lancers Marching Band
of Lakeland Regional High School

Guest Speakers

Governor Jim Florio
Commissioner Tom Downs

Federal, State, County and
Local Officials

Ribbon-cutting

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I-287

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environmental concerns and the unique engineering problems connected with the rock formations. This involved the relocation of 198 families and 73 businesses, detailed studies of 22 alternative alignments, 40 public hearings and 36 bridges to design.

No project ever undertaken in the state had this magnitude of cut and fill, which required careful blasting through sections of Morris, Passaic and Bergen Counties and the removal of 15 million cubic yards of earth and stone—15 times the amount excavated for the foundation of the World Trade Center.

The Wanaque River Bridge in the back ground of this ceremony—1,800 feet long and 120 feet wide—is the largest ever built in New Jersey and for the first time employs the latest seismic design elements.

Asophisticated drainage system is in place to prevent salt and oil runoff from contaminating wells and adjacent community drinking water. Extensive erosion controls and sediment cleanup are in place. A 184' pedestrian path spans the highway to access a hiking trail in Ringwood State Park. Wetlands that have been replaced will attract egrets, heron and bass; a 32-acre former cornfield in Mahwah is being converted into a wetland. It will have special boxes for roosting wood ducks among other environmental amenities.

I-287 stands as a monument to the talent and dedication of many professionals in the New Jersey Department of Transportation, of public officials and private citizens and of contractors whose mutual goals were to serve the common good and produce quality workmanship.