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Route I-287 is a major circumferential route of the National System of Interstate and Defense Highways, as established by the Federal Aid Highway Act of 1956. It will extend from Route I-95 in Middlesex County, New Jersey to Route I-95 near the New York State-Connecticut border. As a circumferential route, Route I-287 will bypass the densely populated urban and industrial areas comprising the New York Metropolitan Area.

The presently approved corridor for this portion of Route I-287 begins at Main Road (U. S. Route 202) in the Township of Montville and extends through the Borough of Lincoln Park, the Township of Wayne, the Borough of Franklin Lakes, and terminates at the New York State line in the Township of Mahwah, County of Bergen.

This route will enable the Counties of Morris, Passaic and Bergen and their municipalities to plan and accomodate population and industrial growth in an orderly manner, beneficial to the people and the development of the area.

Status:

1. The corridor public hearings for Route I-287 from Main Road (U. S. Route 202) to Route 17 were held on July 15, and July 20, 1965 and June 23, 1966.
2. Route I-287 in Middlesex and Somerset Counties is complete and open to traffic.
3. Route I-287 in Morris County from the Somerset County border to Morristown is presently graded. The section from Morristown to south of Route 10 is awaiting Federal authorization for advertisement. The Route 287 interchange with Route 10 is presently under construction.
4. The portion of Route I-287 from Route 10 to Main Road (U. S. Route 202) in Morris County is complete and open to traffic.

The subject of today's design public hearing is the 4.9 mile portion of Route I-287 from Main Road (U. S. Route 202) in the Township of Montville to and including structures over the Pompton River in the Borough of Lincoln Park, County of Morris. The estimated cost for this project is \$20.0 million. A full interchange will be provided in the Township of Montville at Main Road (U. S. Route 202) by the addition of two ramps and an interchange is proposed at Beaver Brook Road in the Borough of Lincoln Park.

Two additional design public hearings will be held for the remainder of Route I-287. The next hearing will include the portion from the Pompton River to the Passaic-Bergen County line, and the final design hearing will include the remaining portions from the Passaic-Bergen County line to the New York State line in the Township of Mahwah.

Upon completion of these design public hearings, the public will be given the opportunity to comment on other corridor alignments for this route at a special meeting. The date, time and location of this meeting will be announced.

ROUTE I-287

Main Road (U. S. Route 202) to the Pompton River

SOCIAL, ECONOMIC AND ENVIRONMENTAL CONSIDERATIONS

The design process for Route I-287 involves social, economic and environmental considerations. These considerations include the following:

Fast, Safe and Efficient Transportation - Measurable benefits to users of the interstate highway system occur in the form of time savings, reduced operating costs, and fewer accidents. To achieve maximum benefits, it is necessary to design a facility that will provide the proper level of service for potential users. This proposed facility will provide this service by constructing three lanes in each direction with a 60 foot median. The proposed project will be safe by accepted engineering standards, and will be capable of carrying the expected traffic volumes.

The controlled access provided on the interstate system has been shown to reduce accident rates in the corridors where interstate highways have been built. These reductions reflect the main design characteristics for increased safety built into interstate highways and, therefore, into this project.

National Defense - Route I-287 is an important link in the national system of interstate and defense highways. The 42,500 mile network of interstate routes is selected to serve strategic areas and objectives. Convenient, safe and speedy access by the interstate system is vital to the country. This project will conform to the latest design criteria and standards for such highways as established by the American Association of State Highway Officials and the Federal Highway Administration.

Employment and Economic Activity - Route I-287 will increase the accessibility of this area and, therefore, may have a beneficial effect on the economy of the area. Easy access to employment and retail centers contributes positively to economic stability.

Parks, Recreational Opportunities and Natural and Historic Landmarks - This project does not infringe on any recreational or park land. It also will not affect any natural or historical landmarks.

Aesthetics - This design will provide an aesthetically acceptable roadway. The 60 foot median and roadside areas will be landscaped, thus providing a pleasing effect. In addition, every effort has been made to blend the proposed alignment with the surrounding topography.

Fire Protection - Fire protection in the vicinity of this project is provided by both the Montville Township and Lincoln Park Borough Volunteer Fire Companies. No fire department facilities or areas served by them will be adversely affected by construction of this project.

Public Utilities - Construction of a major highway facility usually requires the relocation of some existing utilities. Plans for the relocation of utilities affected by construction of Route I-287 will be coordinated with the utility companies to insure that essential services to the public will be maintained at all times. The tracks of the Erie Lackawanna Railroad will be relocated in one area, but service on this railroad will be maintained at all times.

Public Health and Safety - The proposed project will incorporate many features to provide greater safety for the motoring public. Among these are full shoulders, three 12 foot traffic lanes, a 60 foot median, breakway signs constructed so that damage to a vehicle striking any sign is reduced to a minimum; offset or protected bridge abutments, horizontal and vertical alignment adequate for the proposed design speeds, and full control of access to prevent unauthorized and dangerous encroachment on the facility by vehicles or pedestrians. The project will provide suitable fencing where required for the safety of the residents in the area. The over or underpasses proposed for the local road network will prevent interference between interstate and local traffic.

Residential and Neighborhood Character and Location - The existing character of the neighborhood will not be adversely affected by this project. Continued development of the residential and industrially zoned areas can be expected upon completion of this project.

The existing street pattern in the vicinity of the project will not be altered. All existing roads and streets in the area are carried over or under the facility with the exception of Abbott Road. A connection for Abbott Road to Old Lane (Glen View Road), by means of a proposed access road, will be provided to preserve and service the affected properties.

Religious Institutions and Practices - None of the religious institutions in the area will be affected by this project. Access to these religious institutions from the local road network will be maintained during and after construction since the local road network will be preserved by the project.

Education - None of the schools in the vicinity of this project will be significantly affected by the proposed construction. Approximately one half acre of land of the Ryerson School property will be acquired for the proposed construction. The remaining land should be adequate for a ball field and recreational purposes.

An adjustment in the school bus transportation routes may be required in the vicinity of Abbott Road.

Conducting and Financing of Government - The conduct of local government in the area should not be adversely affected by this project. The project will not have a large impact on the cost and financing of government in either Montville Township and Lincoln Park Borough or Morris County. The project will remove 78 acres from the tax roles in Montville Township and 112 acres from the tax roles in Lincoln Park Borough. These tax revenue losses, however, should be outweighed by the increase in tax revenues that can be expected by virtue of the project's favorable effect on the economy of the region.

Conservation - The effect of the project on the natural environment will be minimized and construction operations and the movement of equipment will be controlled to preserve the existing vegetation and to avoid erosion which might result in deposits of sediment in the local streams. Provisions will be made in the construction specifications for the project to avoid any such problems.

Noise, Air and Water Pollution - Minimum grades will be provided on this project in order to reduce the noise that will emanate from the vehicles utilizing the facility. As research continues on the problem of noise control, other methods may be implemented, when proven feasible, in the construction of this project.

The combustion products emitted by the internal combustion engine; hydrocarbons, carbon monoxide, oxides of nitrogen, etc., are the most significant contributors to air pollution. Concentrations of these pollutants are determined by traffic volumes, traffic speeds, age and condition of the engines, and the number and kind of pollution control devices installed. Because of the Air Quality Act of 1967, automobile manufacturers are required to equip all automobiles with pollution control devices. As more stringent pollution abatement standards are required, less pollution should result from motor vehicle operations during the life span of this project.

The discharge of roadway drainage from the proposed project should not threaten the streams in the area. Surface run-off from highway pavements contains trace amounts of oil and grease from vehicle engine drippings and residues of chemicals used to treat highway pavements. The run-off volumes expected from this project are small in comparison with the drainage area and will be diluted to the extent that no appreciable effect is foreseen.

Property Values - The property values in the area should increase as a result of this project. Areas in the vicinity of completed interstate routes have generally appreciated in value mainly as a result of the improved access to the area. Property values in this area, therefore, should increase.

Displacement of Families and Businesses - Twenty-three families will be displaced as a result of this project. A plant nursery business will also be affected by the project. The Relocation Assistance Program of the Division of Right of Way is available to those persons who desire help in finding replacement houses and business locations.

Engineering, Right of Way and Construction Cost of the Project and Related Facilities - The cost of this project is estimated to be as follows:

Engineering	\$ 742,000
Construction	19,000,000
Right of Way	<u>1,000,000</u>
TOTAL	\$20,742,000

Maintenance and Operating Cost of the Project and Related Facilities - Costs expended for highways are of two types, first, the capital construction cost and the cost of property acquisition and, second, the annual recurring cost of operation and maintenance. Operation expenses include traffic services, such as lighting, traffic control devices, snow and ice control and highway patrol. Highway maintenance costs include those for roadway, roadside and structural upkeep. Maintenance costs on this project will be minimal and consist mainly of pavement maintenance. This facility will, of course, also require snow removal and roadside maintenance. The cost, however, to provide this service should be minimal for many years.

Operation and Use of Existing Facilities During Construction and After Completion - All existing facilities in the area of this project will be maintained during construction, including the Erie Lackawanna Railroad. The only facilities that may be closed for minimum periods of time would be the local roads, where structures are required. These roads would be closed only if alternate means of access is available. After completion of the project, of course, all facilities will be unaffected since structures are provided in all cases excepting the Abbott Road location, where an access road is proposed to provide service.

