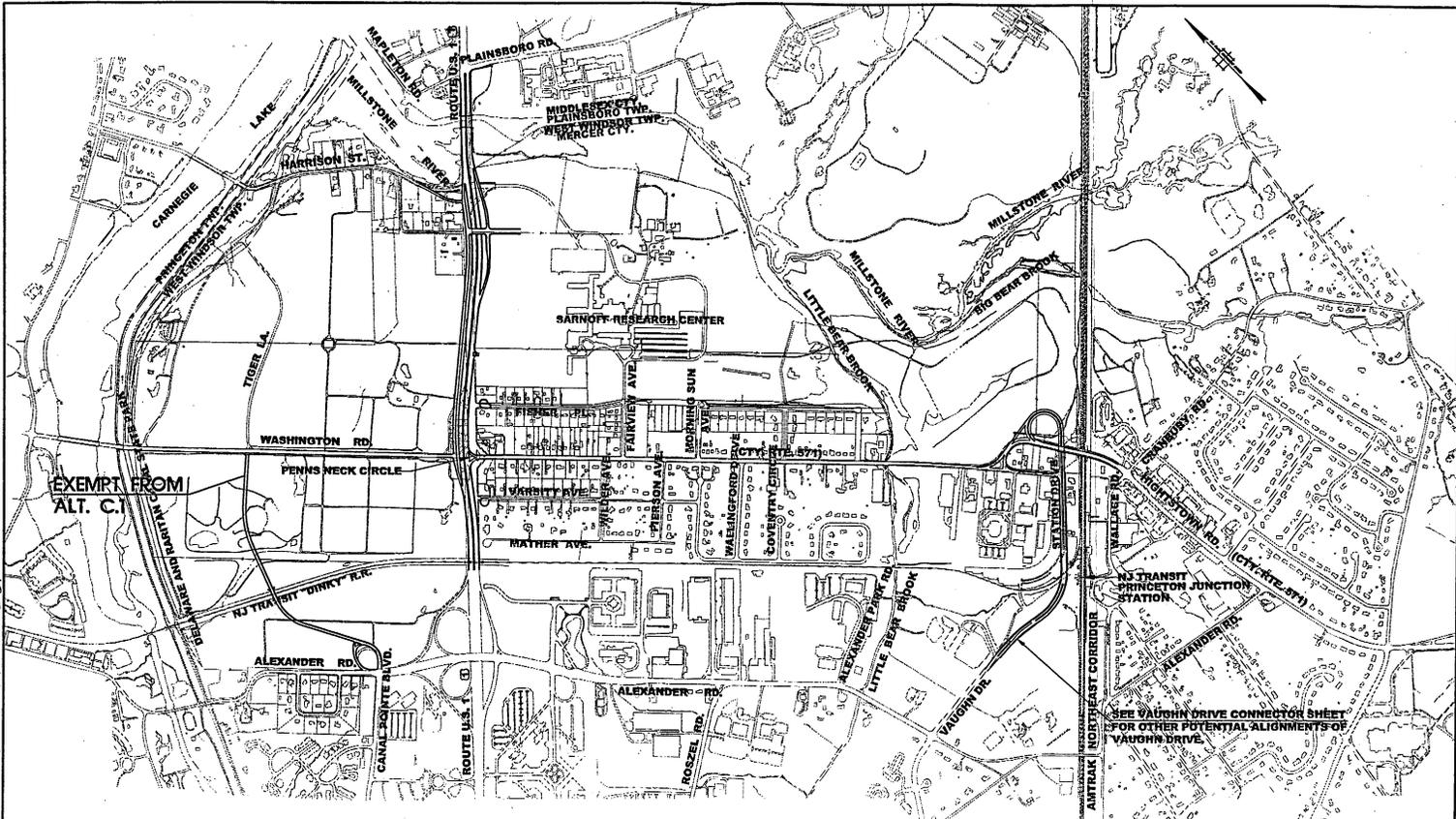


DATE: 11/1/02 - 10A.1.2-5



LEGEND:

- PROPOSED IMPROVEMENTS
- EXISTING CONDITIONS

NEW JERSEY DEPARTMENT OF TRANSPORTATION
 PENNS NECK AREA
 ENVIRONMENTAL IMPACT STATEMENT
 ACTION ALTERNATIVE C, C.1

DATE: NOV. 2002
 SCALE: 1"=1000'

FIGURE 2-14

D. Action Alternatives (D, D.1 and D.2)

The D alternatives would provide Route 1 in-a-cut, which shifts the alignment of Route 1 slightly to the west, and a new grade-separated diamond interchange in the vicinity of Harrison Street. Alternative D and D.1 provide single-lane one-way frontage roads both east and west of Route 1 between Washington Road and the Harrison Street interchange. Alternative D.2 provides a two-lane, one-way frontage road east and west of Route 1.

Alternatives D and D.1 include an east-side connector road through the Sarnoff property (ESC2) and a Harrison Street connector road. A distinguishing feature of D and D.1 is the alignment of the east-side connector road further south toward the center of the Sarnoff property. Other alternatives propose to locate the road along either the property's northern or southern edge. Alternative D.2 does not include an east-side connector road. All three D alternatives include a Vaughn Drive connector road.

A principal difference between Alternatives D and D.2 and Alternative D.1 involves the length of the Route 1 cut and the inclusion of a "cut-and-cover" section over Route 1 from Washington Road to Fisher Place, providing connections over Route 1 at both roads. This results in the creation of a plaza area in front of the Princeton Baptist Church at Penns Neck. D.1 would place Route 1 below grade at Washington Road only. The inclusion of the cut-and-cover plaza between Washington Road and Fisher Place in Alternative D and D.2 provides no significant traffic and circulation function. It is included in these alternatives as an option that provides an opportunity for community enhancement in the spirit of context sensitive design.

The D alternatives also differ in the location of the Harrison Street connector road. The connector road in D and D.2 would run west, parallel to Harrison Street, from the Route 1 interchange before connecting to Harrison Street near the D & R Canal. The connector road in D.1 would run west from the Route 1 interchange before cutting sharply north to connect with Harrison Street, approximately half way between Route 1 and the D&R Canal.

Route 1 Access at Harrison Street

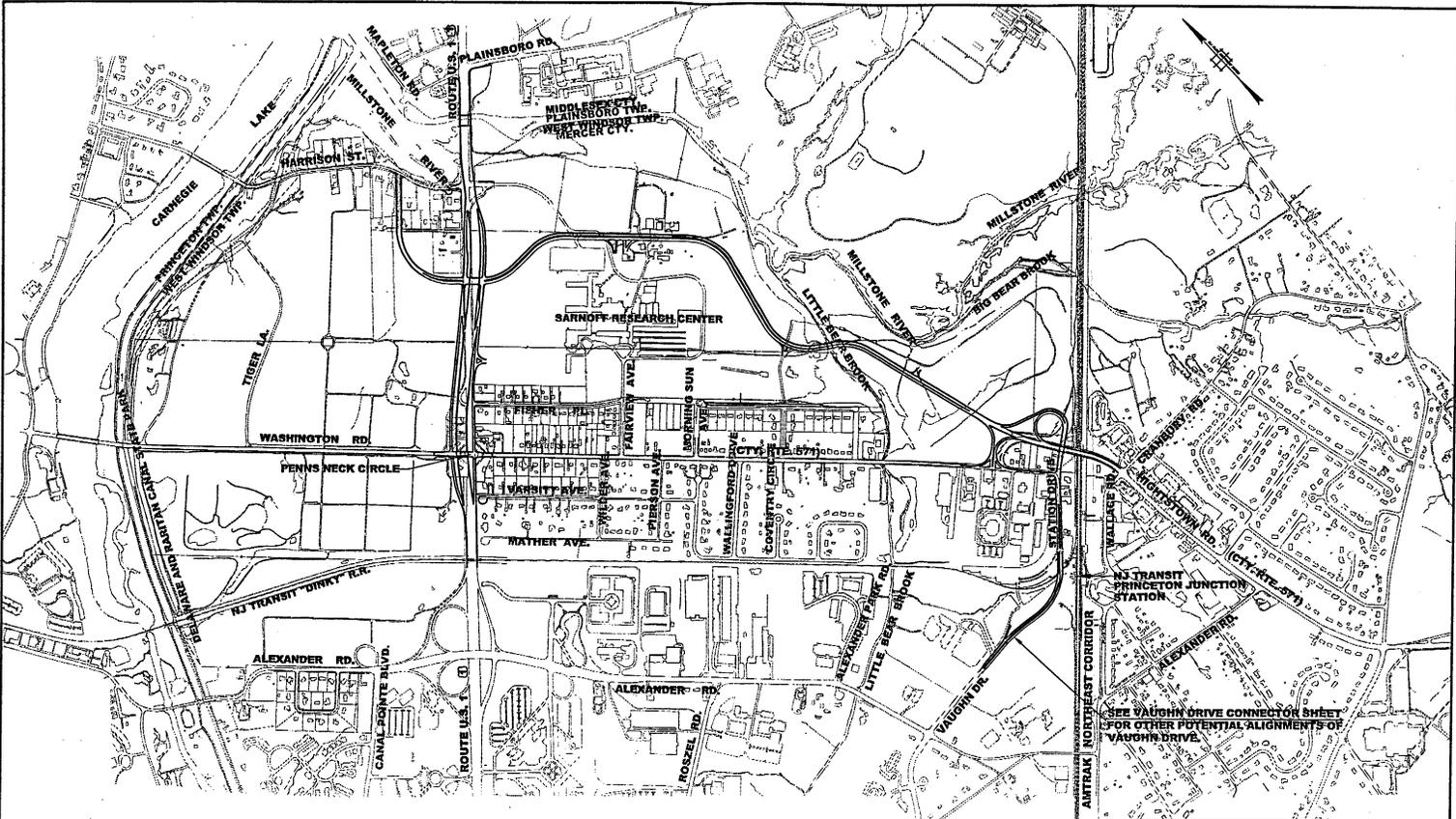
The D-series alternatives would provide direct access to and from Route 1 via the Harrison Street connector road and interchange.

Route 1 Access at Washington Road

The D-series alternatives would provide direct access to Route 1 southbound and from Route 1 northbound. Indirect access to Route 1 northbound would be provided via the frontage road and the Harrison Street interchange. Indirect access from Route 1 southbound would be provided via the Harrison Street interchange and the frontage road system.

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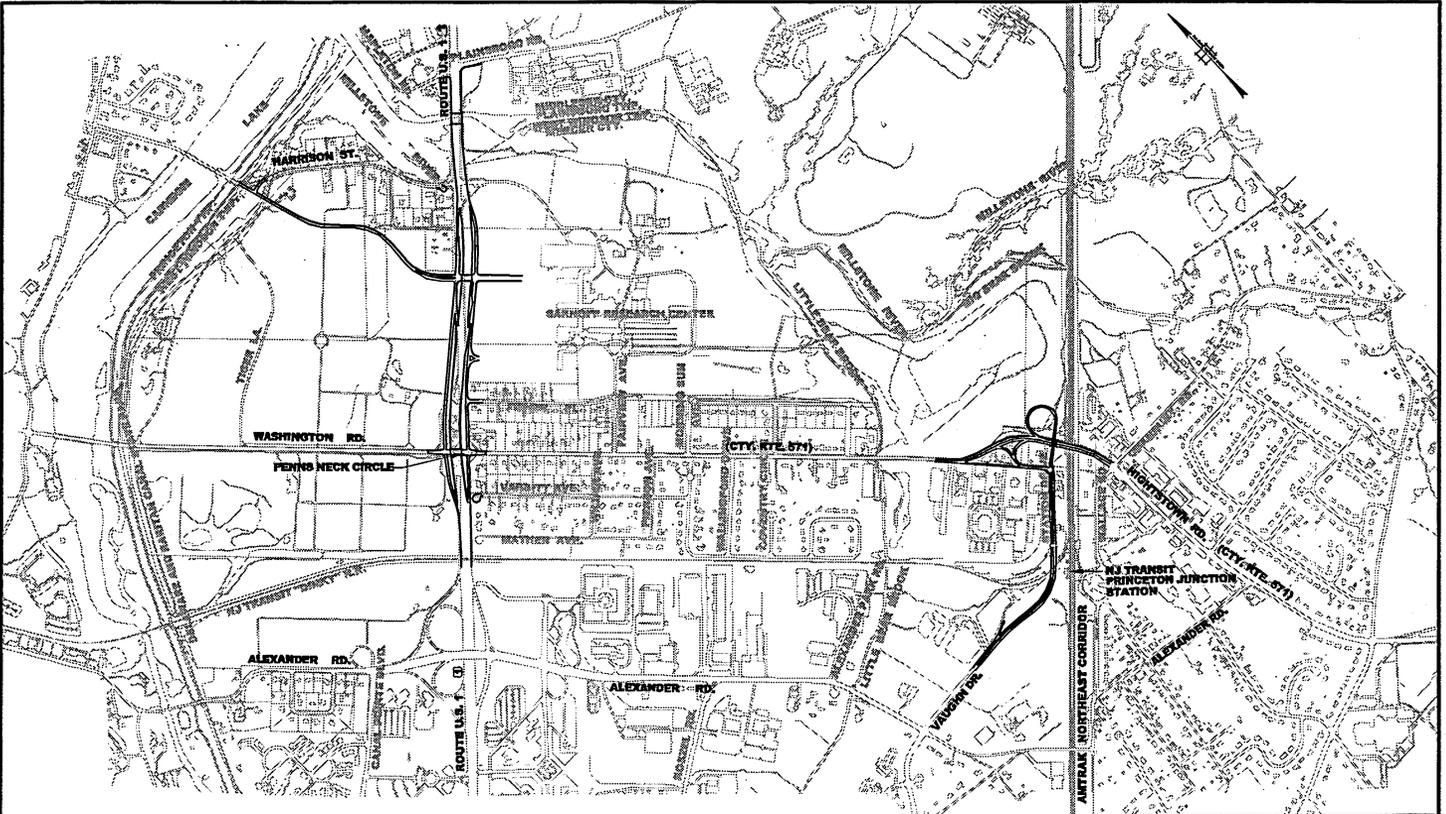
LEGEND:

- PROPOSED IMPROVEMENTS
- EXISTING CONDITIONS

SEE VAUGHN DRIVE CONNECTOR SHEET FOR OTHER POTENTIAL ALIGNMENTS OF VAUGHN DRIVE

NEW JERSEY DEPARTMENT OF TRANSPORTATION PENNS NECK AREA ENVIRONMENTAL IMPACT STATEMENT ACTION ALTERNATIVE D.1	
DATE: NOV. 2002 SCALE: 1"=1000'	FIGURE 2-16

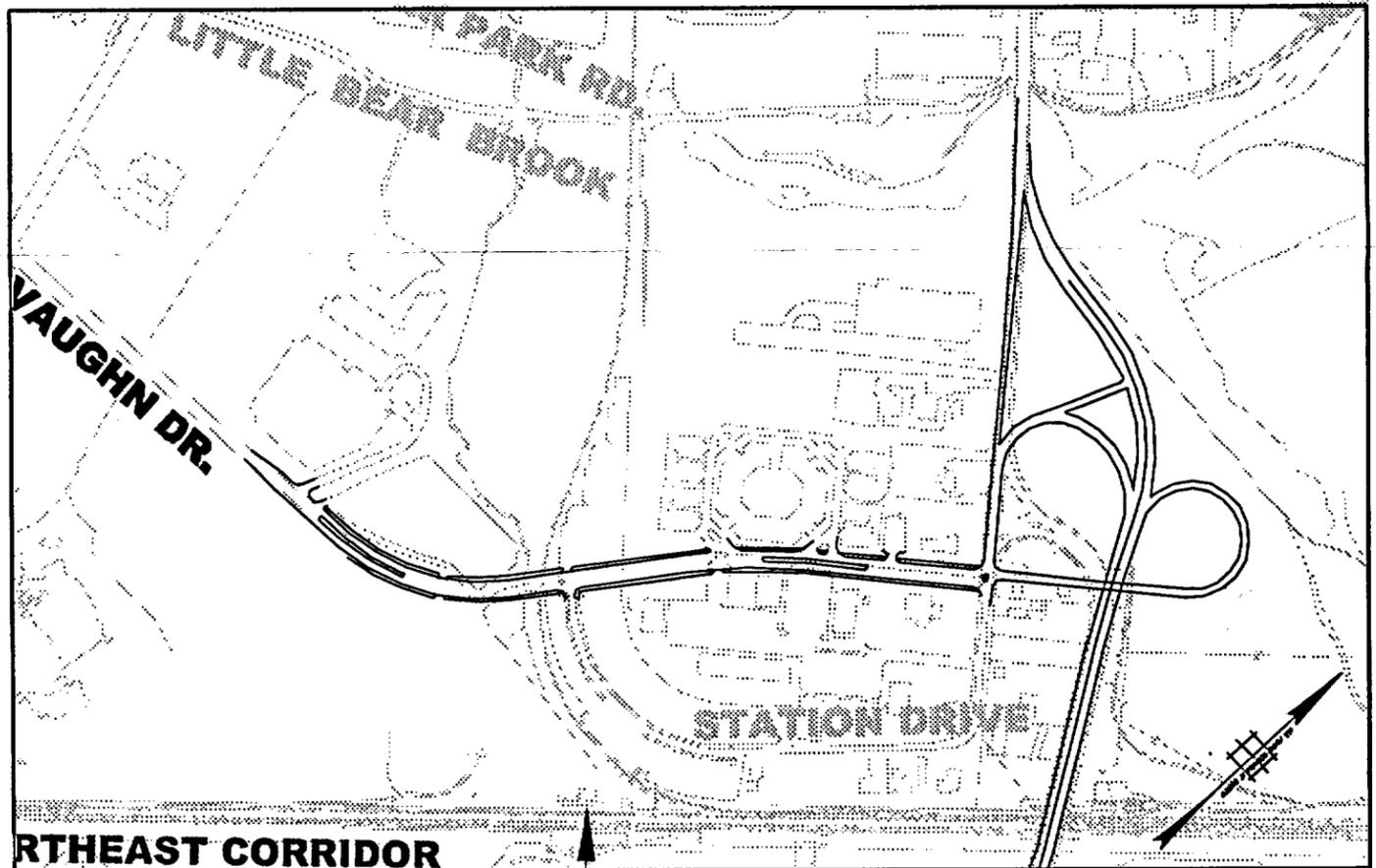
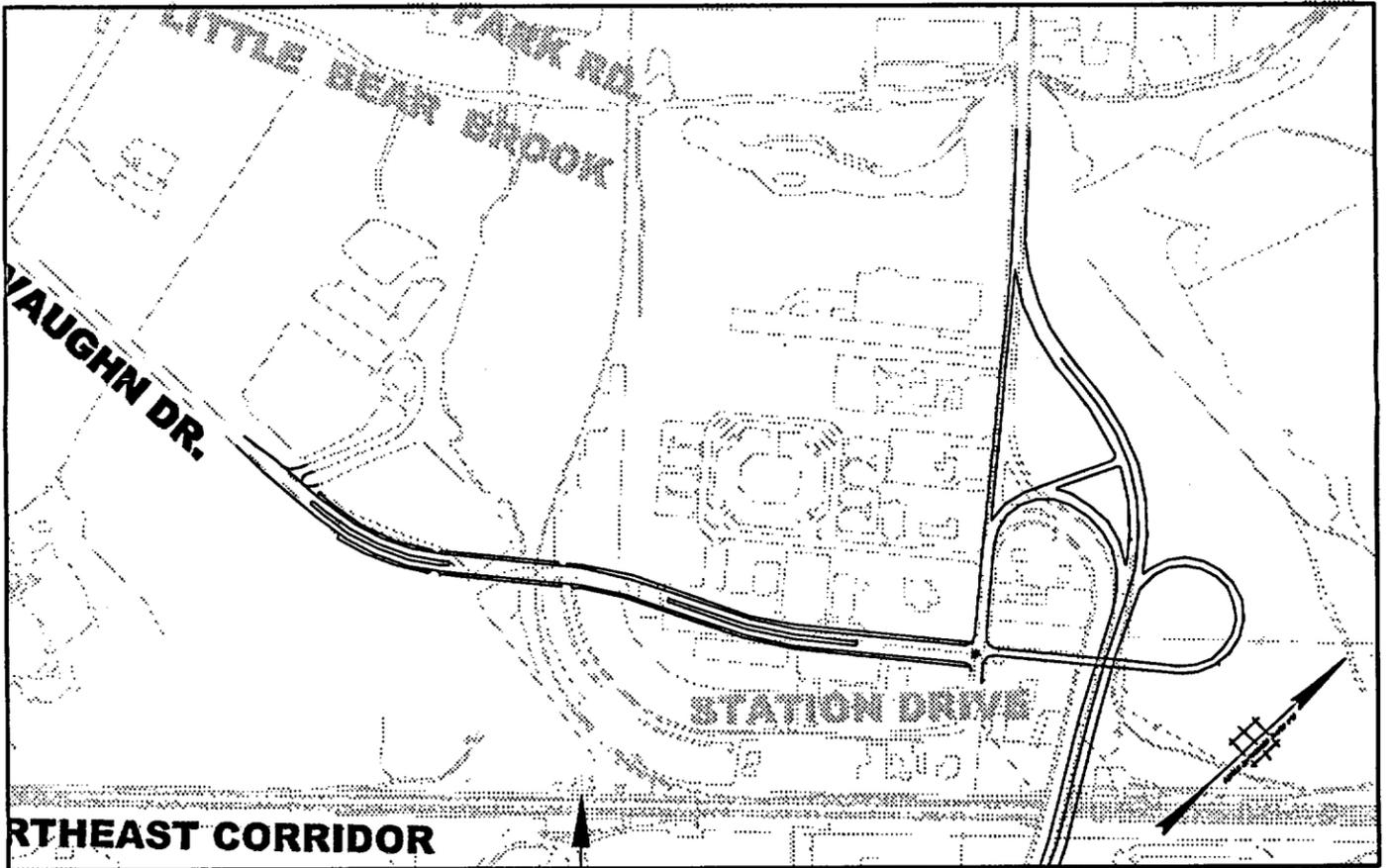
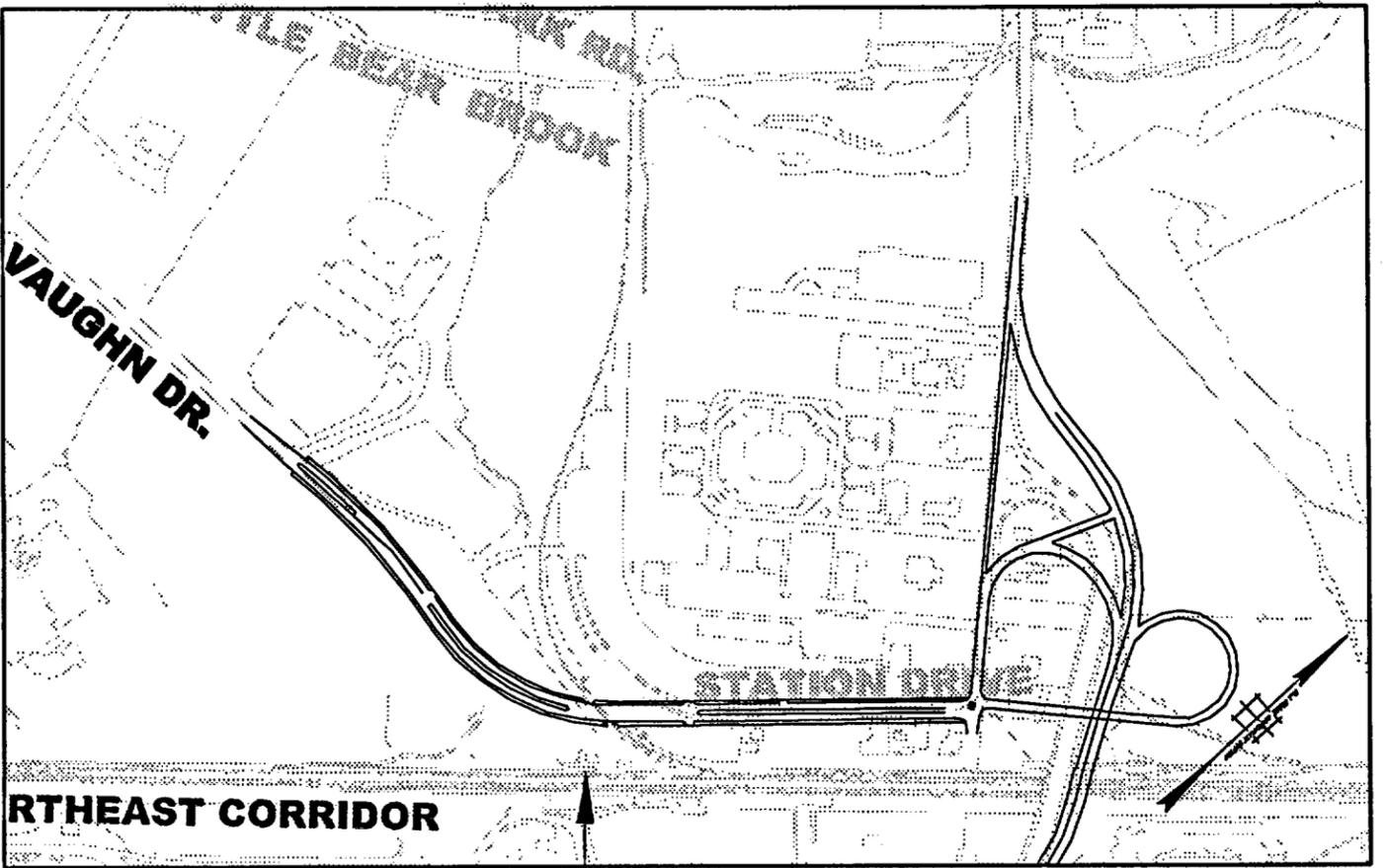
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- PROPOSED IMPROVEMENTS
- EXISTING CONDITIONS

NEW JERSEY DEPARTMENT OF TRANSPORTATION	
PENNS NECK AREA ENVIRONMENTAL IMPACT STATEMENT	
ACTION ALTERNATIVE D.2	
DATE: NOV, 2002	FIGURE 2-17C
SCALE: 1"=1000'	



LEGEND:
 ——— PROPOSED IMPROVEMENTS
 EXISTING CONDITIONS

NEW JERSEY DEPARTMENT OF TRANSPORTATION
 PENNS NECK AREA
 ENVIRONMENTAL IMPACT STATEMENT
 VAUGHN DRIVE CONNECTOR
 ACTION ALIGNMENTS 1, 2 & 3
 WITH ALTERNATIVE D.2
 DATE: NOV. 2002
 SCALE: 1"=1000'

FIGURE 2-18

E. Action Alternative

Alternative E provides Route 1 in-a-cut at Washington Road, which shifts the alignment of Route 1 slightly to the west, frontage roads between Washington Road and a diamond interchange in the vicinity of Fisher Place, an east-side connector road through the Sarnoff property and a Harrison Street connector road on the west side of Route 1. This alternative was created in response to a Roundtable request to include an alternative that aligns the east-side connector road along the southern edge of the Sarnoff property (ESC3). This alternative is also distinctive in that it includes a diamond interchange just north of Fisher Place. Alternative E includes a Vaughn Drive connector road.

Route 1 Access at Harrison Street

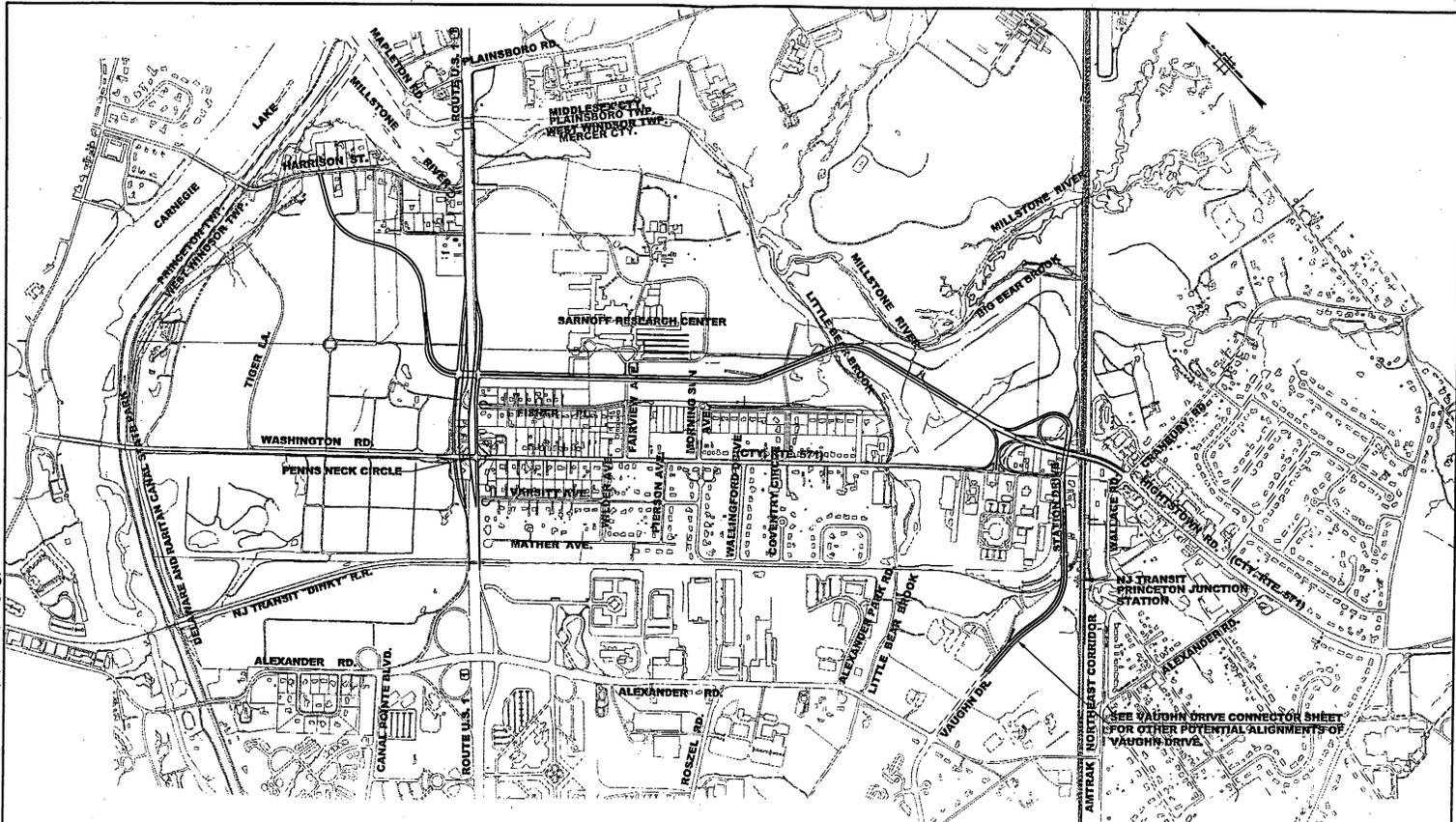
Alternative E would provide indirect access to Route 1 by means of frontage roads, connector roads and the interchange in the vicinity of Fisher Place.

Route 1 Access at Washington Road

Alternative E would provide direct access from Route 1 northbound and to Route 1 southbound; access to Route 1 northbound and from Route 1 southbound would be provided via the interchange located just north of Fisher Place and frontage road system.

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LEGEND:

- PROPOSED IMPROVEMENTS
- EXISTING CONDITIONS

SEE VAUGHN DRIVE CONNECTOR SHEET FOR OTHER POTENTIAL ALIGNMENTS OF VAUGHN DRIVE

NEW JERSEY DEPARTMENT OF TRANSPORTATION
 PENNS NECK AREA
 ENVIRONMENTAL IMPACT STATEMENT
 ACTION ALTERNATIVE E

DATE: NOV. 2002
 SCALE: 1"=1000'

FIGURE 2-19

F. Action Alternatives (F, F.1)

Alternative F provides Route 1 in-a-cut, which shifts the alignment of Route 1 slightly to the west, a grade-separated loop interchange in the vicinity of Harrison Street, an east-side connector road (ESC1) and a Harrison Street connector road. F.1 also includes a frontage road on the west side of Route 1, an exit ramp from Route 1 northbound to Washington Road and an entrance ramp to Route 1 southbound at Washington Road. Unlike the other alternatives, F and F.1 would prohibit through access from the east-side connector road to the west side Harrison Street connector road. The elimination of through access at Harrison Street was designed to maintain an equal distribution of east-west traffic into and out of the Princetons. In Alternative F, Route 1 traffic destined to and from the Princetons would use the Harrison Street interchange, while east-west traffic would use Washington Road. The F alternatives include a Vaughn Drive connector Road.

Route 1 Access at Harrison Street

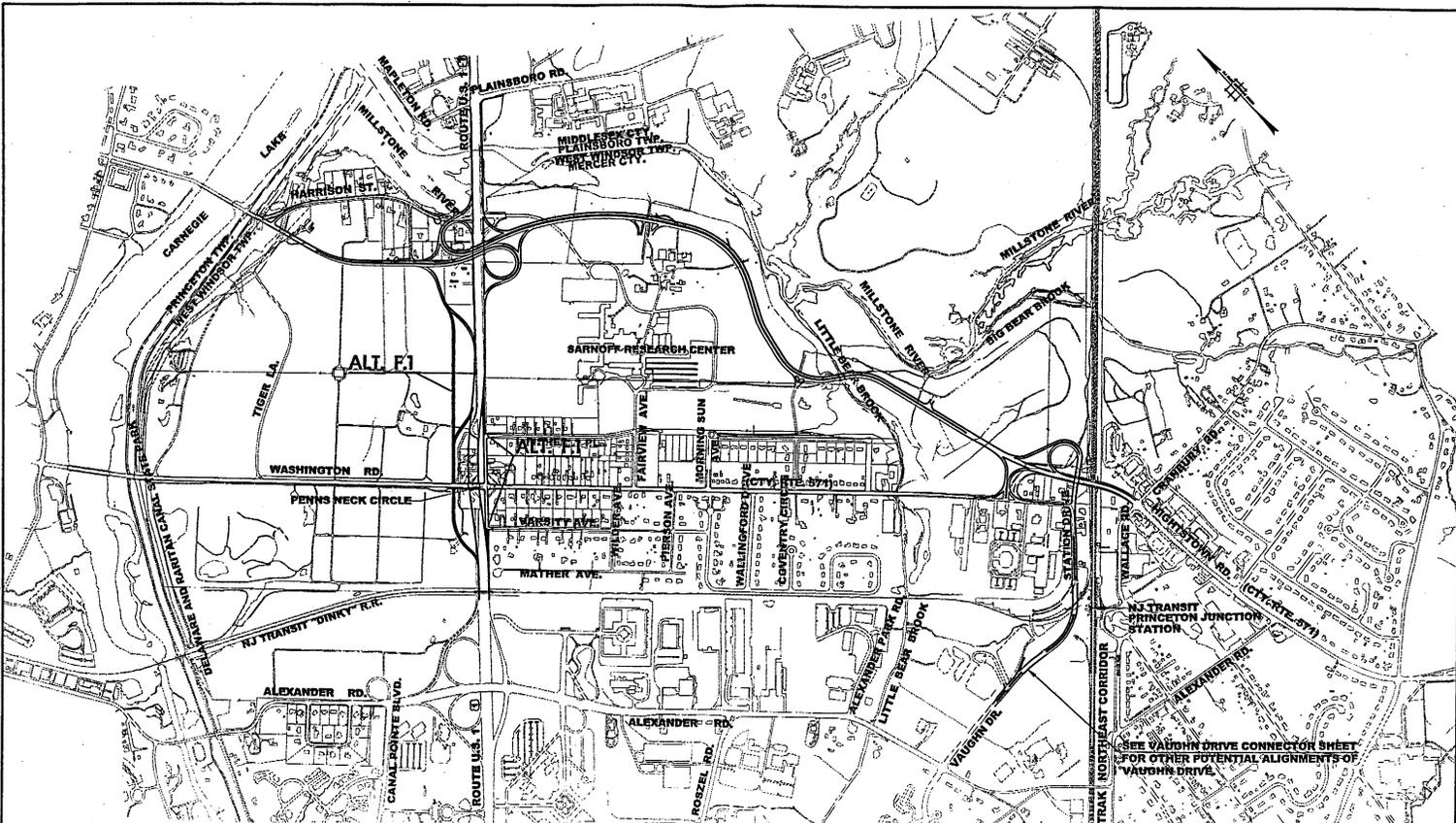
Alternatives F and F.1 would provide direct access to and from Route 1 through a loop interchange and connector roads in the vicinity of Harrison Street.

Route 1 Access at Washington Road

Alternative F would provide no access to and from Route 1 at Washington Road. Alternative F.1 would provide direct access to Route 1 southbound and from Route 1 northbound; and access to Route 1 northbound and from Route 1 southbound would be provided via frontage roads and exit and entrance ramps in the vicinity of Fisher Place.

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LEGEND:

- PROPOSED IMPROVEMENTS
- - - EXISTING CONDITIONS

SEE VAUGHTN DRIVE CONNECTOR SHEET
 FOR OTHER POTENTIAL ALIGNMENTS OF
 VAUGHTN DRIVE.

NEW JERSEY DEPARTMENT OF TRANSPORTATION	
PENNS NECK AREA ENVIRONMENTAL IMPACT STATEMENT	
ACTION ALTERNATIVE F, F.1	
DATE: NOV. 2002	FIGURE 2-20
SCALE: 1" = 1000'	