HIGHWAY ACCESS STUDY RESULTS

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Road accesses and highway connections

Road accesses:
• 8 surface sites
• Analysed at 3 territorial scales

Highway connections:
• 4 possible connections
• PD Nangy
• PF Éteaux
• PG Groisy
• PJ Dingy-en-Vuache

Reminder: technical studies only, no commitment of the States

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Road accesses: analysis at 3 scales

3 scales:

- Large-scale analysis towards the structural networks: railway or motorway

- Analysis of road accesses (often departmental) from the site to a structuring network: highlighting of constraints (slopes, widths, bends, village crossings, etc.)

- Analysis of the access to the plot of land when it has to be created
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Feasibility of highway connections

Direct access to highways:

- During the construction phase
- Usually prohibited
- General interest justification: to limit impacts, ensure security
- Limitation of the inconvenience caused by the transport on local roads or through congested areas (noise, traffic, safety, damage, etc.)
- Use of service areas or rest areas (safety for the users)
- The time limited accesses - intended to be dismantled in time and the previous installations restored

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Feasibility of highway connections

Specific report has been prepared:

- Presenting the requirements and constraints of the stakeholders:
  - Security,
  - Access control in accordance to the motorway status,
  - Financial conditions (toll applied for the use of the infrastructure)

- Presented to the conceding authority (DGITM Direction Générale des Infrastructures, des Transports et des Mobilités)

- Validation on the principle (4 sites)

- Detailed connection projects to be carried out once the decision to build the FCC will be validated
PA : Ferney-Voltaire

Peri-urban environment

Well served by infrastructure (railways, highway)

Strong urban constraints (populated areas)

Cross-border issues to be managed with States

Site directly at RD35
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PD : highway connexion

Toll gate not far from the site (1900 m)

Possible North and South access

Secondary loading areas to be planned

Vigilance :
• Conveyor routing is only a principle
• Road access (from site to highway) is complex
PF : Éteaux / La Roche-sur-Foron

Rural environment

Access to highway not far

Existing railways connection further (G1), possible rail connection under consideration (G2)

Site :
• At the RD1203 for the Northern plot
• Southern plot difficult to serve

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PF : highway connexion

Highway rest area not far (1300m)

Possible North and South access

Secondary loading areas to be planned
PG : Charvonnex / Groisy

Rural environment

- Existing access to highway not simple
- Existing railways connection quite near (G2), possible rail connections under consideration (G1)

Road infrastructure nearby via the northern path:
- 100 m to create
- 750 m to enlarge/reinforce
PG : highway connexion

Highway service area not far (800m)

Possible North and South access

Secondary loading areas to be planned
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PJ : Dingy-en-Vuache/Vulbens

Quite remote rural environment

Far from infrastructures (highway, railway) : no nearby accesses

Road access quite long, with crossing of numerous hamlets

Railroad quite far (G1, G2: 7 and 9 km), possible rail connection (G3) under consideration

Connection to the plot : 800 m to enlarge/reinforce
PJ : highway connexion

Highway service area not far (800m)

Possible North and South access

Secondary loading areas to be planned

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PL : Challex

Rural environment

Close from infrastructures (highway, railway)

Railroad nearest G2 4,5 km (discussed at the moment)

Road access will have to avoid the village

Site at rue de la Craz
Conclusion

Road accesses:
- 8 surface sites
- Reinforcements/enlargements to be detailed in the next phases
- Feedback from authorities/road managers

Highway connections:
- 4 possible connections
- The feasibility of direct connections on a motorway seems possible
- Detailed connection to carry out in the next phases

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