

IV. LARGE IMPACT STRATEGIES

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IV. LARGE IMPACT STRATEGIES

The Southampton Transportation Advisory Task Force developed numerous recommendations in an attempt to address the transportation difficulties and challenges confronting Southampton. Some are site specific, such as:

- “Restrict left turns from Halsey Lane onto Montauk Highway,” in Bridgehampton or
- “Interconnect the parking areas on the northern side of Main Street (behind the store) from Lumber Lane to Corwith Road” in Bridgehampton.

Some are global, while unlikely to result in a significant decrease in traffic congestion that may enhance traffic flow, such as:

- “Evaluate and expand traffic calming programs,” or
- “Evaluate the potential effectiveness of roundabouts, along with other traffic designs (e.g., continuous flow intersections) as an alternative to both electronic (signalized and mechanical) signage controlled intersections.”

While others are aimed at improving safety and aesthetics, but will not provide congestion relief, such as:

- “All road infrastructure efforts should wherever possible include burial of adjacent utility lines and the removal of telephone poles....”, or
- “Any solutions should preserve the historic, rural character of the community through the use of abundant landscaping and traffic calming.”

Each of these and many other recommendations need to be further evaluated to see how they fit into an overall plan to improve Southampton’s Transportation System. The implementation of many of these recommendations will enhance the safety, capacity and aesthetic quality of the transportation system. The committee’s recommendations that relate specifically to either safety or capacity enhancements to the existing highway system generally fall under the more general category of “Access Management” while the aesthetic enhancements can be placed under “Traffic Calming” measures. Much of the Land Committee’s Recommendations dealt with the hamlets of Bridgehampton and Water Mill. Access Management and Traffic Calming Strategies should be developed on a Town-wide basis and then tailored to specific hamlets within the Town. In the end, each proposed technique must be evaluated by qualified professionals based on the individual circumstances of a particular location or hamlet area.

The principals of Access Management are discussed in Section V.B. entitled, “Access Management Strategies.” Recommendations for Town Access Management of its

roadways are continued in Section V.C. entitled, “Access Management Recommendations.” These recommendations are further refined in Section VII.D. entitled, “Hamlet Strategies” which reviews the transportation elements of each current Hamlet Plan and discusses some of the specific recommendations of the Land Committee with respect to Water Mill and Bridgehampton.

Most of the recommendations generated by the Southampton Transportation Advisory Task Force are not “large impact strategies” that are going to result in significant change in traffic congestion in the future; however, there were several such recommendations made. The “large impact strategies” that will be discussed in this segment of the report results from a single recommendation, a series of cohesive recommendations or by taking several recommendations together to form a single strategy.

A. County Road 39 Improvements

With regard to County Road 39, The 1999 Comprehensive Plan Update¹⁰ stated the following:

“For County Road 39, three at times contradictory goals should be addressed: (1) improve the steady volume and safety of traffic flow, yet (2) improve access to the existing business centers on County Road 39, and (3) improve the visual appearance of the corridor as the principal gateway to Southampton.”

“County Road 39 generally now consists of one eastbound lane and one to two westbound lanes.”

“In 1994, the Town commissioned a study that provides a thorough analysis of existing conditions along County road 39, and provides a series of recommendations and alternatives for County Road 39’s upgrade, as follows:

- “Short-term: Working within the existing rights-of-way, (1) re-stripe County Road 39 to extend the four-lane configuration (two westbound, one eastbound, one center lane for left turns), and (2) re-stripe and/or widen particular intersections (St. Andrews Road, Magee Street, and David White’s Lane).”
- “Intermediate-term: Working generally within the rights-of-way, (1) reconfigure the roadway to make the four-lane configuration continuous, (2) redesign the more problematic intersections (Hill Station road, Tuckahoe Road, Tuckahoe Lane, Magee Street,

¹⁰ 1999 Southampton Town Comprehensive Plan, pp. 392-393.

Sandy Hollow Road/Sebonac Road and North Sea Road), and (3) reconstruct the St. Andrews Road bridge.”

- “Long-term: (1) Redesign additional intersection (Shrubland Road and Montauk Highway), and (2) as eastbound traffic increases, and as Suffolk County proposes, significantly enlarge the rights-of-way, entailing the reconstruction of County Road 39 as a continuous five-lane thoroughfare (two westbound, two eastbound, and one center lane for left turns).”

“These recommendations are intended to improve traffic flow, access and safety along County Road 39. The following specific recommendations are made within the context of a proposed overall plan for traffic flow, access, safety and design improvements (as discussed later).”¹¹

- “Prepare an official Town street map, showing, for County Road 39, where a dedication of land would be required (in connection with site plan approvals for new development and redevelopment) in order to create the approximately 80-foot rights-of-way required to implement the long-term recommendations above, or further recommendations for the County Road 39 Corridor Study to be undertaken by Suffolk County, in the event that the Town supports these long-term improvements. This would reduce the acquisition cost for NYSDOT and Suffolk County, and, in the long run, any hardship for property owners who might otherwise develop their properties unmindful of the long-term plans for the thoroughfare.”
- “Approach commercial property owners about shared access/egress. This may involve making property owners aware of existing zoning incentives (e.g., the shared parking regulations recently adopted by the Town); in some cases, it may require public expenditure (e.g., to pay for landscaping improvements). County Road 39 retail businesses just east of Shrubland Road, west of Tuckahoe Lane and near Magee Street are a particular priority.”
- “Provide a rear access road alongside the railroad rights-of-way just west of Tuckahoe Lane, providing shared access/egress for businesses on the south side of County Road 39, in connection with reduced access / egress along County Road 39 itself. To the extent practical, create a similar access road on the north side as well.”

¹¹ 1999 Southampton Town Comprehensive Plan, pp. 393-396.

- “Consider reducing turns from a number of streets. As examples, consider closing Greenfield Road (refer to A on Map 14), and prohibiting left turns from Shrubland Road, St. Andrews Road, Hubbard Lane, Bishop’s Lane and Sandy Hollow Road.”
- “Implement the redesign of C.R. 39, Sebonac Road and Sandy Hollow Road intersection, including the installation of a traffic signal.”
- “Time new and existing traffic signals to allow steady passage of cars west to east and east to west, depending on day of the week and time of day.”

“The recommendations above are predicated on an implicit quid pro quo. The Town, for its part, is expected to apply its full regulatory powers to shape development so as to reduce traffic conflicts and reduce the ultimate cost of street improvements; but the County and State, for their part, are expected to redesign County Road 39 so as to improve safety and ensure throughput while enhancing existing businesses and property values along the thoroughfare (and scenic qualities of the gateway into eastern Southampton Town.)”

“Guaranteeing that all of the recommendations go forward simultaneously will require a partnership between the Town, Village or Southampton, County and State, as well as between government and private property owners and business. Towards this end, an Advisory Task Force should be created, with membership drawn from all of these concerned entities and groupings, to assure that the tripartite goals of improving traffic, bolstering businesses and enhancing scenery are kept in balance. This Task Force should be activated in time to provide input on the County Road 39 Corridor Study, which should be initiated in 1999.”

“Further towards the end of integrating priorities, the upgrade of County Road 39 should be segmented geographically, into “Access and Design Management Areas.” The initial priority should then be placed on the thoroughfare from Tuckahoe Road to Sandy Hollow Road, where (1) traffic bottlenecks and conflicts are acute, but also where (2) comprehensive plan studies have recommended rezonings and urban design improvements to shore up local businesses, and (3) other Town-sponsored planning studies provide a land use vision.”¹²

The Town Board did establish the Transportation Advisory Task Force, providing it with a town-wide charge of duty to consider “the movement of people, goods and services throughout the Town”, in the various transportation modes by land, sea and air.

¹² 1999 Southampton Town Comprehensive Plan, p. 396 and Southampton Town Department of Planning and Natural Resources Draft and Tuckahoe Corridor Study 1993.

It should be noted that the short-term improvements recommended by the 1999 Comprehensive Plan were largely implemented by the Suffolk County DPW. In addition, two of the “more problematic intersections” recommended for intermediate improvements (C.R. 39 at Sandy Hollow Road and C.R. 39 at North Sea Road) have been reconstructed. The proposed reconstruction currently being considered would implement the remaining recommendations of the 1999 Comprehensive Plan regarding improvements to C.R. 39 and its intersections. Other recommendations regarding access management and land use issues are being further evaluated in this report and the environmental studies that will be undertaken in connection with the preliminary design of the proposed Suffolk County Improvement.

Proposed County Project to Reconstruct County Road 39

The Land Committee of the Southampton Transportation Advisory Task Force developed a series of recommendations for the reconstruction of County Road 39. On a parallel course the Suffolk County Department of Public Works (SCDPW) has developed several improvement alternatives for the same segment of highway, including a “No Build” or “No Nothing” alternative. The County’s alternatives will be evaluated in the next phase of the County project during the preliminary design and environmental assessment of the alternative’s impacts. The project, should it go forward with one of the design alternatives currently under consideration by the SCDPW will accommodate existing and future traffic growth projections¹³ until the year 2029, if traffic growth patterns remain constant at the present rate. With a reduction in the existing growth rate, the “congestion-free life” of the project can be extended; with accelerated traffic growth, it may not last that long. Coupled with other traffic demand reducing strategies, such as improved transit and rail systems, the proposed improvement could be all that is ever needed.

The SCDPW has completed a planning study of potential improvements to be undertaken on County Road 39. The Study recommends that several alternative designs be evaluated in the preliminary design and environment assessments of the proposed project.

One alternative involves the reconstruction of County Road 39 for its entire length within the study area (Sunrise Highway terminus to Montauk Highway) to consist of two travel lanes in each direction. The proposed cross section also includes a median area which could be constructed as a two-way left-turn lane (TWLTL) along the roadway’s entire length. A 1.80M (6 ft.) shoulder would be provided on either side of the widened road.

The safety shoulder on the side of the roadway is designed to provide the following benefits:

- Aid in recovery of temporary loss of control

¹³ Traffic growth projections based upon current zoning, economic growth indicators (such as new housing unit building permit activity), employment center locations, etc.

- Store vehicles off traveled way in emergency
- Aids in routine maintenance operations
- Provides clear area free of obstructions
- Aids in horizontal sight distance
- Aids in maximizing traffic flow and capacity
- Helps keep storm water flow off of travel lane
- Aids police enforcement of traffic laws

It is evident that the lack of shoulder on County Road 39 is currently a hindrance to the smooth flow of traffic at the present time. For this and the benefits noted above, the proposed shoulder on County Road 39 is considered in all design alternatives.

Figure IV-1 presents a cross section of the alternative, which depicts a TWLTL in the median area and 1.80M (6 ft.) shoulders. The required R.O.W. is 28.0M (91.8 ft.). This will require property acquisition of 7.88M (25.8 ft.) on the section of County Road 39 west of North Sea Road where the existing R.O.W. is generally 20.12M (66 ft.). East of North Sea Road, the existing R.O.W. is 24.38M (80 ft.) and requires a lesser taking of 3.6M (11.8 ft.). This right-of-way acquisition will be in general, split evenly on both sides of the roadway.

The second alternative would provide two lanes in each direction, 6 foot shoulders, but instead of the continuous two-way left turn lane a raised median would be used with dedicated left turn lanes provided only at currently signalized intersections and at Hills Station Road and Tuckahoe Lane, which are currently unsignalized. Figure IV-2 presents a cross section of this alternative depicting a raised median area and 1.8M (6 ft.) shoulders. The construction of a raised median will affect traffic patterns into and out of properties along County Road 39. This effect will be most acute in regard to larger commercial vehicles, necessitating truck jughandle turns.

The obvious effect of any type of raised median is the physical obstacle to left turns into and out of adjacent properties. This reduces movements to right turns in and out only. Unless the adjacent property has frontage on a side street with a median opening, vehicles approaching from or departing to the opposite direction must negotiate a U-turn or utilize other roadways to turn around.

In the case of passenger cars, the proposed design will provide adequate width for them to make a U-turn at the next intersection. As depicted on Figure IV-3, even a small single-unit truck cannot negotiate this maneuver. To account for the commercial traffic on County Road 39, if a median were constructed, a system of jughandles would need to be put in place to allow for turnaround of larger vehicles. This would require the use of existing roadways and/or construction of some new ones. An example of a portion of this system is presented conceptually on Figure IV-4. The spacing and location of these turnarounds would depend on the level of service afforded to larger vehicles and what level of inconvenience decision makers believe they should be subject to, given funding resources.

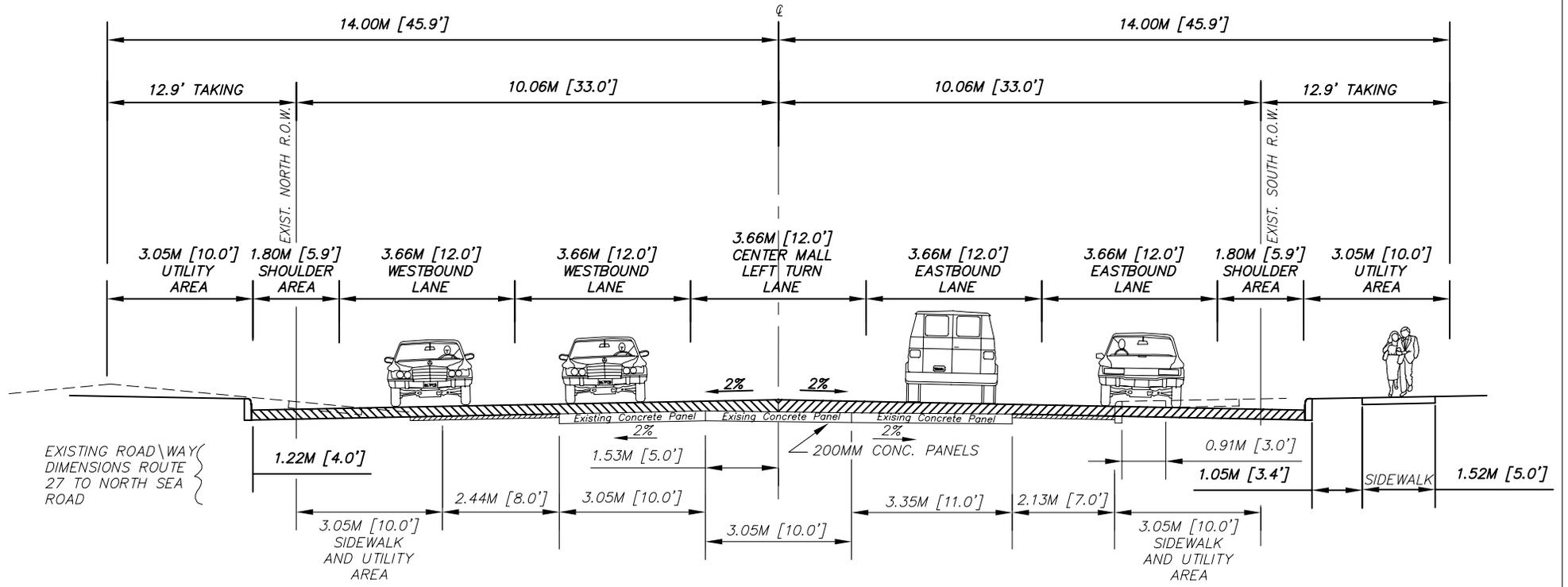


FIGURE IV-1
ALTERNATE 1
PROPOSED TYPICAL SECTION C.R. 39
 TWO LANES IN EACH DIRECTION WITH A CENTER
 TWO-WAY LEFT TURN LANE AND SIX FOOT SHOULDERS

SINGLE UNIT TRUCK TURNING RADIUS

PROPOSED BUS
TURNOUT

TYPICAL 2 LANE SIDE STREET APPROACH

TYPICAL 3 LANE SIDE STREET APPROACH

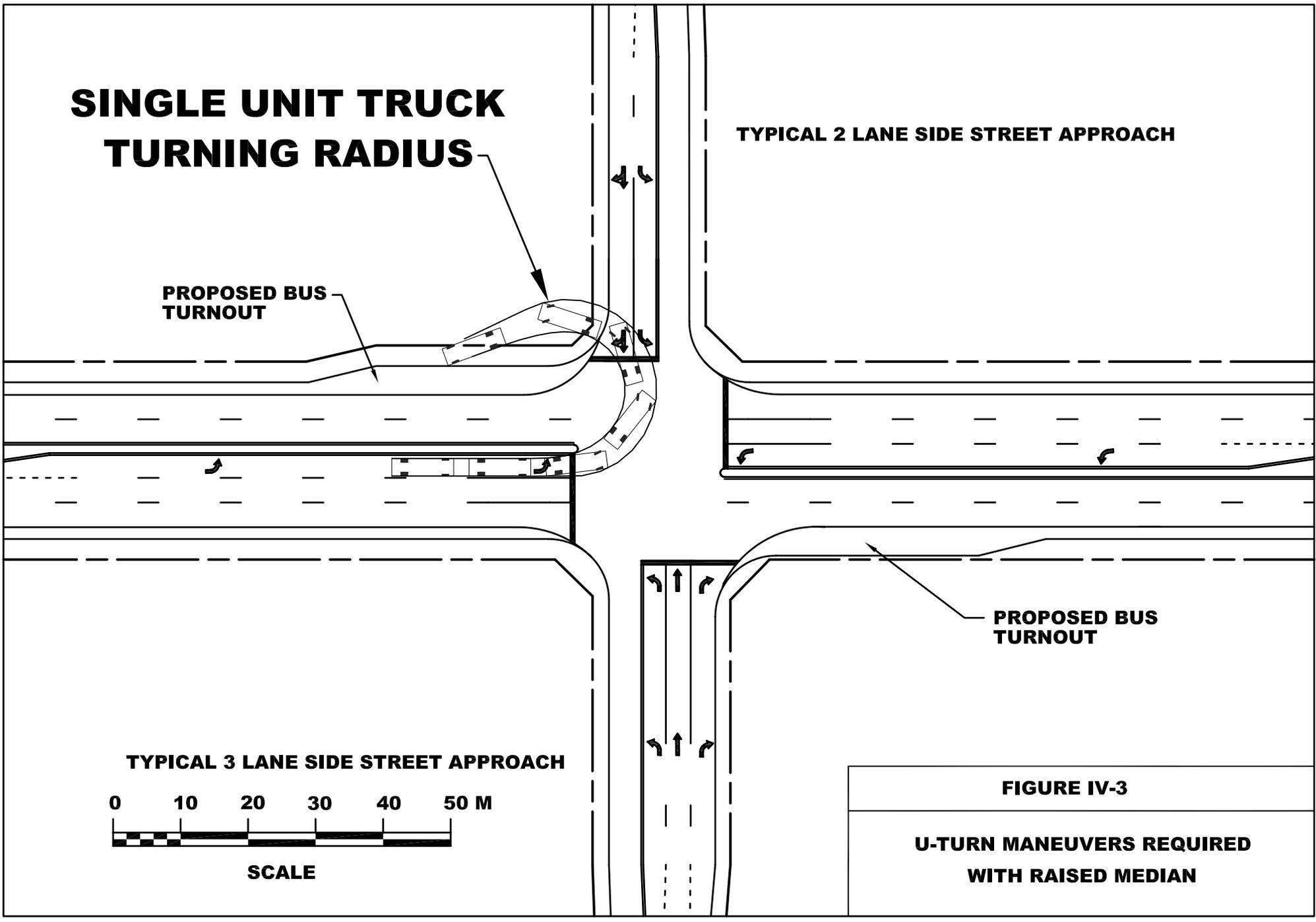


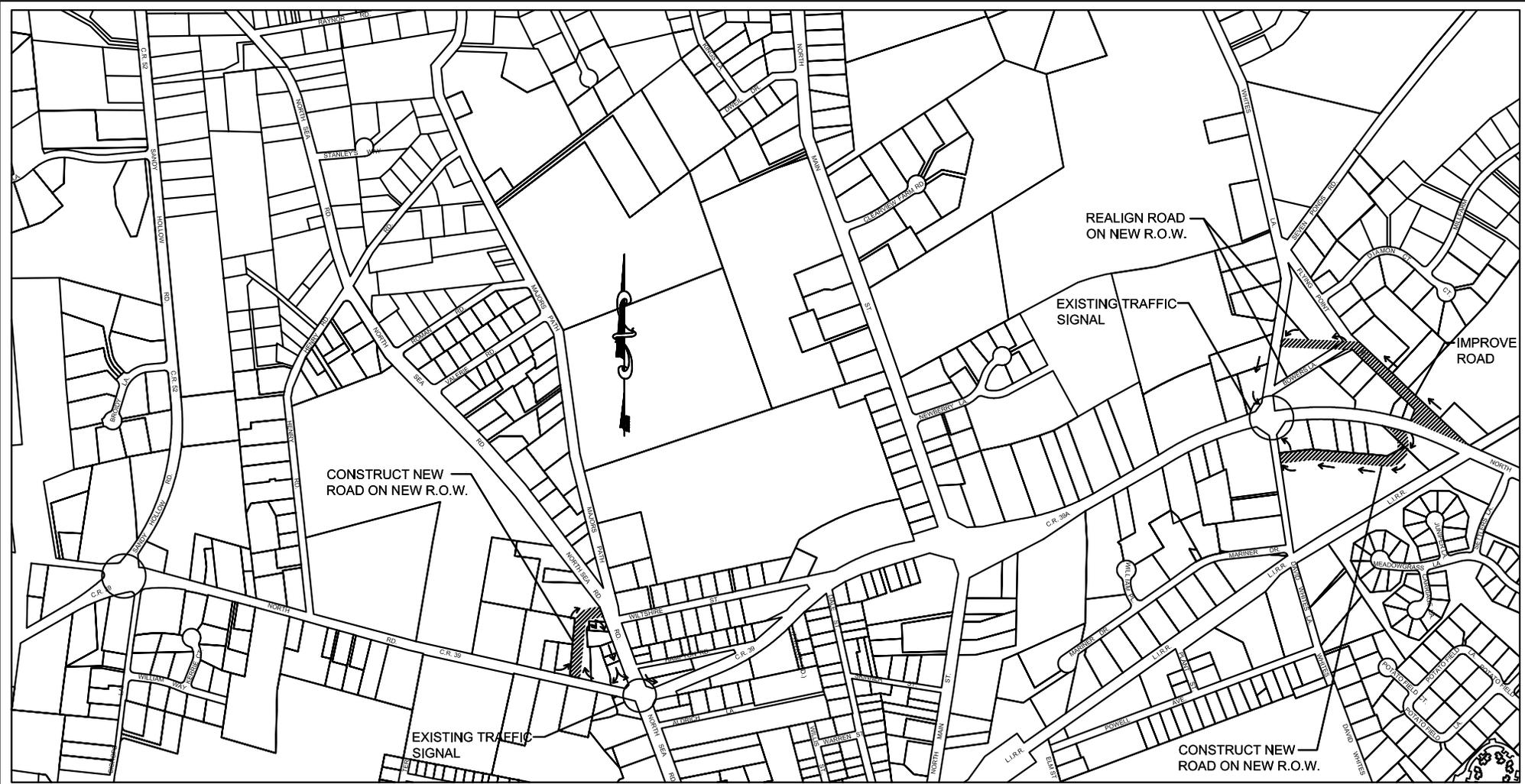
SCALE

PROPOSED BUS
TURNOUT

FIGURE IV-3

U-TURN MANEUVERS REQUIRED
WITH RAISED MEDIAN





COUNTY ROAD 39 CORRIDOR		
FIGURE IV-4 ACCESS IMPROVEMENTS TO FACILITATE USE OF FULL MEDIANS		
DUNN ENGINEERING ASSOCIATES P.C.		
DATE	SCALE	DRAWING NO.
AUGUST 2002	N.T.S.	SHEET 4 of 5

The proposition of increasing commercial traffic on side streets potentially used for jughandles or the acquisition of substantial property close to residential neighborhood is not one which adjacent residents would consider a positive change. Much of the need for these jughandles or turnaround areas can be avoided if the raised median treatment is limited to those stretches of County Road 39 that are residential in character or undeveloped. **Therefore, a third alternative for the C.R. 39 project proposed by the SCDPW is to provide a mix of raised medians and two-way left turn lanes.**

Each of the three “Build Alternatives” and the “No Build Alternative” will be fully evaluated in the environmental phase of the project.

It should be noted that all three of the “Build Alternatives” provide an improvement that will accommodate traffic in the County Road 39 Corridor successfully for a twenty-year period following completion of the project. This analysis is based upon an estimated completion of construction by the year 2009 and an average growth in peak summer traffic over the years until 2029 of 1.48%. This twenty-year life span is important to justify the substantial cost of the proposed project.¹⁴ It should be further noted that with a reduction in the existing growth rate, the “congestion-free life” of the project can be extended; with accelerated traffic growth, it may not last that long. Coupled with other traffic demand reducing strategies, such as improved transit and rail systems, the proposed improvements could be all that is ever needed.

Comparison of County Road 39 Alternatives/Recommendations

The Land Committee recommendations of the Southampton Town Transportation Task Force were provided in Section III. A Comparison of Land Committee Recommendations for C.R. 39 with County Design Alternatives,” with the Land Committee’s recommendations with the project design alternatives currently under consideration by Suffolk County is provided below:

¹⁴ It is anticipated that the project would cost between \$40 and \$50 million dollars and would use Federal Aid.

1. STATE Land Committee Recommendation: Bridge Across Saint Andrews Road

Immediate actions should be taken by Suffolk County to proceed with the design, funding and improvement of the bridge across Saint Andrews Road to accommodate 4 travel lanes (2 eastbound, 2 westbound), a median and shoulders within the existing right-of-way as stated in the 1994 Dunn Engineering Associates Report. Since this bridge is in deteriorating condition (and safety might become an important factor), and is considered a critical lynchpin to any future improvements to the long-term traffic flow in our community, its replacement should be made a high priority. Plans for the replacement and widening of this bridge should include any improvements which might be considered for long-range planning for the C.R. 39 corridor.

Comparison with SCDPW Project Design currently under consideration:

The County has given a high priority to the reconstruction of the St. Andrews Road Bridge and it will precede any longer range improvements of County Road 39. The County is currently in discussions with the Long Island Rail Road to determine if the bridge can be placed closer to the railroad using railroad rights-of-way. This would reduce potential impacts of proposed widening of C.R. 39 on both the Shinnecock Hills Golf Course, and the Southampton Golf Course, and the Montessori School.

2. STATE Land Committee Recommendation: Bridge Inspections

The C.R. 39 bridge which spans Saint Andrews Road is considered an absolutely critical element of the east-west traffic corridor on the South Fork. Similarly, the S.R. 27A bridge across Mill Pond/Mecox Bay in Water Mill is also vital. These bridges have been given little attention and show serious signs of deterioration - spalling concrete, exposed reinforcing steel bars, etc. - raising serious concerns about their safety and ultimate lifespan, given the ever-increasing traffic demand. The failure of any of these bridges would cause havoc to the transportation network of the South Fork. It is therefore recommended that at its earliest opportunity the Town retain an independent bridge inspector/engineer to make a physical examination of all of the bridges within the Town, and advise on their safety, lifespan and need for improvements to ensure that they can continue to function as future improvements are contemplated. This effort should be coordinated with the responsible County/State authorities. Any improvements required for safety should be expedited.

Comparison with SCDPW Project Design currently under consideration:

The St. Andrews Road Bridge is inspected regularly by the SCDPW and its load rating remains consistent with its design. Much of the spalling under the bridge is the concrete encasement of the structural steel girders and is not structurally significant.

Note: All bridges including County and Town facilities, are inspected at least every two years by the State on its designated representative. If a bridge is noted as deficient, it is inspected every year.

3. STATE Land Committee Recommendation: Takings

The County should proceed as quickly as possible with designing and implementing an action plan for the taking of the necessary right-of-way width to accommodate long-range future improvements to County Road 39. Road improvements and widenings have been recommended since at least 1994 in the Dunn Engineering Associates report commissioned by the Town. Since real estate values appear to only escalate as time goes on, acquisition sooner rather than later of the necessary right-of-way width is recommended. The Committee stresses that those recommendations contained in this report that do not require the acquisition of land should be fast-tracked, so as to provide relief as quickly as possible to the traffic congestion along this roadway.

Comparison with SCDPW Project Design currently under consideration:

The County cannot actively begin acquiring property until the environmental studies are complete and a Findings Statement has been approved as required by the State Environmental Quality Review Act (SEQRA). Through the development process administrated by the land use boards in the Town of Southampton (e.g., Planning Board), dedications of property to the County for the eventual widening can reduce rights-of-way costs. It is recommended that the County and the Town work together to facilitate such dedications and the eventual takings so that the property owner is not penalized by the creation of nonconformance within zoning standards which in turn diminish the value of the property. The County must compensate the property owner for any loss of property value when acquiring property.

4. STATE Land Committee Recommendations: Require Common Access Easements/Agreements

Efforts need to be proactively taken to reduce traffic conflicts (turning movements) on County Road 39. During the review of any site plan application, the Town Planning Board should require common access easements/agreements between property owners to reduce the number of curb cuts onto County Road 39, and to provide better safety to the patrons of the businesses that occur along this street frontage. It is recommended that this be done through some type of financial incentive vs. the institution of a penalty (a “carrot” vs. “stick”) toward the property owner. Research should be undertaken by the Town Intermodal Transportation and Land Use Development Division to both evaluate the potential for common access points for existing businesses and determine whether a tax incentive program, or low interest improvement loans could be established to assist in accomplishing the goal of reducing access points along this corridor. It is recommended that research also be undertaken to determine whether any monies are available from public sources (County, State, Federal, etc.) to be used to induce property owners to meet

such an objective. It is recommended that an overall plan of the existing conditions (buildings, curb cuts, parking areas, property lines, etc.) be created so that a comprehensive evaluation of how coordination of accesses can be accomplished. A plan should be developed which examines how to link parking lots and accessways, so that the connection of sites and development of common access points is logical.

Comparison with SCDPW Project Design currently under consideration:

As recommended through Common Access Easements/Agreements in Chapter VII the elimination of curb cuts through Common Access Easements/Agreements along C.R. 39 and other important highways is highly recommended.

The County has funded and facilitated a Draft Access Management Plan for C.R. 39. The Town of Southampton needs to adopt this plan as an update to its Master Plan and formulate strategies to implement the recommendations contained therein.

5. STATF Land Committee Recommendation: Eastbound/Westbound Travel Lanes

It is recommended that C.R. 39 be designed to accommodate 2 eastbound and 2 westbound travel lanes, with shoulders for vehicular safety (for breakdowns and deceleration lanes for access to existing driveways). It is recommended that the attempts be made to avoid an urbanized look by designing it without curbs (like a smaller scale design of a Sunrise Highway) with landscaped/grassy areas as medians and beyond the shoulders - giving it an aesthetically-attractive rural appearance. Since this is a highly visible entrance to the South Fork, the design of the median and the roadway edges needs to respect this important aspect of the roadway.

- a. **Immediate/Short Term:** Undertake whatever re-paving or minimal widening is needed along with the installation of a temporary concrete median/barrier so that the center turn lane can be eliminated and utilized for a second eastbound lane, thus providing 2 eastbound and 2 westbound lanes within the existing right-of-way. At Saint Andrews Bridge, some “smart” signage to allow for a reversible two lane condition where only three lanes exist should be explored (for the AM and PM peak travel periods).
- b. **Long Term:** Complete takings as necessary, and undertake the widening of C.R. 39 to permit the creation of a 4 lane road having a center landscaped median, only a limited number of left turns which would be carved out of the median at selected locations, with appropriate signage and shoulders for safety.

Comparison with SCDPW Project Design currently under consideration:

The County has determined that utilization of a reversible lane on C.R. 39 is impractical due to safety, access demands and rights-of-way issues. The County’s

proposal for C.R. 39 improvements include provision of two lanes in each direction. Three alternative median treatments are proposed. One alternative includes a median with openings only at major intersections. All currently signalized intersections plus Hill Station Road and Tuckahoe Lane are included. A second alternative provides for a continuous two-way left turn lane rather than a raised median and a third alternative calls for a mix of the two alternatives. The alternatives will be evaluated in the environmental impact review phase of the project. Enhancements to project design can also be considered during the environmental review process.

6. STATF Land Committee Recommendation: Medians and Jug Handle Turns

The center turning lanes should be eliminated throughout much of C.R. 39, and an appropriately landscaped smart median be designed in its place. Only at selected intersections should left turns be permitted, which are designed to fit within the area reserved for the landscaped median. The intersections to be considered are as follows:

- a. Tuckahoe Road @ Southampton College
- b. Magee Street
- c. North Sea Road
- d. North Main Street
- e. David Whites Lane

The remainder of the intersections should be restricted from left hand turns, with the placement of a landscaped median, consisting of native grasses and shrubs. The selection of plant materials should be designed so as to minimize the need for maintenance of any landscaped median. The aesthetic design of this median is critical, given that C.R. 39 will act as the main entrance to the South Fork communities. It should be aesthetically pleasing to the eye.

It is also recommended that in order to move traffic more smoothly through the C.R. 39 corridor, an assessment should be made of all of the existing intersections to determine whether it would be appropriate to consider permanent closures at particular locations. From our experience of travel, some intersections are considered to be unsafe, underutilized, or pose significant and unnecessary traffic conflict. The rationale for such closures would include (but not be limited to):

- Ability for travelers to find appropriate alternative accesses/streets;
- Ability to improve traffic safety (including evaluation of accident history, review of vertical/horizontal alignments and sight distances);
- Ability for such a closure to have a significant beneficial impact on traffic throughput.

A smart median is recommended for the entire length of C.R. 39, beginning with the S.R. 27 merge (to the west) and ending with Flying Point Road and Montauk Highway (to the east). The Land Committee also believes that there may be several locations along County Road 39 where traffic conflicts can be reduced through the introduction of “jug-

handle” turns. Jug-handle turns would allow vehicles to cross on-coming traffic at a limited number of controlled/signalized intersections. While the existing level of development poses serious restrictions for the introduction of these types of improvements, they should be examined. One such example is eastbound C.R. 39 at Magee Street, using Hubbard Lane to Magee Street, turning north crossing at the Magee Street traffic light to head north on North Magee Street. There may be other opportunities.

Comparison with SCDPW Project Design currently under consideration:

The County recognizes that the provision of a raised median separating traffic and preventing left turns at all but signalized intersections, will provide a safer facility with more capacity. These benefits will be weighed in the environmental process and public involvement process against the need to provide open access to commercial properties and the additional cost to complete the project. The actual make-up of the raised median that could be incorporated into the project must still be evaluated based on safety and maintainability. Guiderail or median barrier would have to meet Federal Safety Standards, if provided. Vegetation would need to be low water use material and at the same time be capable of withstanding road salts and other environmental stresses inherent in a highway median. Maintenance of the vegetative median will have to be addressed prior to its creation, including the possibility of the Town forming a Business Improvement District (special assessment district) for C.R. 39 landscape enhancements.

The County will consider restricting movements at some intersection through the use of the median. The median also provides access controls.

Should the County’s final plan install a full median along C.R. 39, provisions will have to be made to provide for truck and bus movements. Jughandles will likely be a part of such a design.

7. STATF Land Committee Recommendations: Appropriate Landscaping/Signage

Landscaping and signage should appropriately reflect our (somewhat) rural community, and soften from an aesthetic point of view the need for traffic improvements. Medians and shoulders should be landscaped, and the existing and future signage be improved to prevent the “up-island” urban feel of this main corridor. From a visual perspective, to date the current roadway does not enhance one’s sense of this being a special place upon arrival.

Comparison with SCDPW Project Design currently under consideration:

The C.R. 39 redesign will include enhanced signage to provide positive guidance to the motorist. The median can also be landscaped as was done on County Road 50 in Islip near the Hecksher State Parkway (See Figures IV-5 and IV-6). The County is considering a similar treatment on County Road 48 in Southold. It must be noted,



FIGURE IV-5
UNION BOULEVARD MEDIAN
WEST OF CONNETQUOT AVENUE
ISLIP, NEW YORK



FIGURE IV-6
UNION BOULEVARD MEDIAN
EAST OF CONNETQUOT AVENUE
ISLIP, NEW YORK

however, that the County does not typically maintain planted medians. As noted previously, it is intended that should a median treatment be used, that it should have landscaping to soften the visual impact of the roadway. Selection of plant materials will be critical. They must be low maintenance, drought resistant and able to withstand stresses caused by the highway environment such as the application of winter salts for deicing. One option, as stated earlier, is the possibility of the Town forming a Business Improvement District (special assessment district) for C.R. 39.

8. STAFT Land Committee Recommendation: Bicycles

There should be no plans whatsoever for the installation of bicycle lanes along C.R. 39. The improvement of this road is considered the only real solution for traffic throughput, is considered a major vehicular traffic corridor, and therefore is considered to be unsafe for bicycle travel (like Sunrise Highway or the Long Island Expressway). In fact, New York State has issued grant monies to the Village of Southampton for the implementation of a bicycle route along Hill Street (S.R. 27A). It is therefore recommended that bicycle lanes be encouraged to be along Montauk Highway and Hill Street, which is expected to have a reduced traffic volume once C.R. 39 is improved to it's fullest extent, and is expected to be a more safe, scenic and bucolic route for bicycle travel.

Comparison with SCDPW Project Design currently under consideration:

There are no plans for bicycle lanes to be added to C.R. 39. Six-foot shoulders will be provided between the travel lane and the edge of pavement/curb. Such a shoulder could be used bicycles but its purpose is to promote vehicle safety and improve highway drainage. It should be noted also that Sunrise Highway and the Long Island Expressway are "Limited Access Highways" and have special designation within state law which restricts bicycles and pedestrians. C.R. 39 is not a limited access highway and restriction of bicycle use may not be possible.

9. STAFT Land Committee Recommendation: Utility Relocation

Because of the close proximity of telephone poles to the existing or expanded right-of-way and the unsafe condition they current present, discussions should commence immediately with the requisite utilities to begin the process for the relocation of existing utility poles, or the preferred alternative, the burial of the utility lines, in order to accommodate future road improvement efforts. Since this is considered to be a major effort, it's design and implementation should commence immediately, so that it will not delay future road improvement work.

Comparison with SCDPW Project Design currently under consideration:

The elimination of utility poles is not currently contemplated in the design alternatives. All alternates would include the use of curb to help delineate the

roadway and protect the utility poles. The poles would be set back four feet behind the curb but in front of the sidewalk, if present. Another alternative would place the poles ten feet beyond the curb and thus behind the sidewalk, if present, but this alternative would require 3 feet more of rights-of-way. Cost is a major factor in the removal of the utility poles. In connection with the removal of poles on a one-quarter mile segment of Montauk Highway in front of the Hampton Bays Center the cost was over \$400,000 and partially financed by the Hampton Bays Lighting District (Special Assessment with the remainder by the developer of the Hampton Bays Town Center). C.R. 39 is six miles long which could add nearly \$10 million dollars to the cost of the project. In addition to burying the cables along the highway, new service connections must be provided to each customer and transformers, now located on the poles, must be either buried or located on adjacent property. Once the poles are gone, breakaway street lighting poles system would be needed to provide lighting.

The buying of utility lines in the future could be facilitated by proactive site plan requirements that reserve space for, or require ground mounted transformers that might serve multiple properties and utility easements to access the transformers. This will add cost to new developments but would reduce the eventual cost of a transfer to underground facilities. The Town, with utility companies, should consider long range planning to facilitate such a changeover.

The Town could also establish a Special Assessment District for C.R. 39 to cost share underground expenses, as was done for a portion of (C.R. 80) via the Hampton Bays Lighting District in conjunction with the new shopping center project east of Ponquogue Avenue.

10. STATE Land Committee Recommendation: Bus/Public Transportation Pulloffs

There should be a comprehensive network of bus pull-offs to facilitate ingress and egress of passengers, as well as eliminating bus/vehicle conflict that currently occurs without adequate separation. Each of these pull-off locations should include a new energy-designed bus shelter, as well as sidewalks, signage, landscaping and lighting and street furniture as determined to be appropriate. These locations should be coordinated/located with input from public transportation officials.

Comparison with SCDPW Project Design currently under consideration:

As currently proposed, all alternatives include bus turnouts at each significant intersection. Bus shelters, additional signage, lighting and sidewalk areas will be considered in the development of the C.R. 39 project design.

11. STATF Land Committee Recommendation: Sunrise Highway Intersection Merge

It is suggested that three specific recommendations be implemented together (but should not be considered on a piecemeal basis) for this area:

- a. Dramatically increase the length of the merge of the two lanes into one for Sunrise Highway, so that by the time they get near the Peconic Road overpass, they are in a single lane heading eastbound.
- b. Eliminate one of the two eastbound lanes at the North Road intersection. (Another option would be to restrict one of the two lanes to a right turn only, allowing traffic to head westbound.)
- c. Create a turn restriction during morning weekday peak periods (for example, 6:00 A.M. to 10:00 A.M.) at the Peconic Road access to eliminate the substantial bypass traffic from turning into the Hill Station Road intersection. To notify motorists, consideration should be made to installing illuminated signs (similar to school zone signs) which light up when the turn restriction is in force. The hours should be carefully reviewed since consistency is an important traffic management attribute.
- d. Combined with the creation of 2 eastbound travel lanes, this would reduce the traffic merge from a 7:1 ratio, to a 5:2 ratio (or better, if Hill Station Road traffic is reduced), which would hopefully ease a traffic conflict and allow the transitions to occur quicker and more smoothly.

Comparison with SCDPW Project Design currently under consideration:

The proposed County Project will substantially alter the existing merge. The two thru lanes on Sunrise Highway will continue onto C.R. 39 without merging. The merge lane from North Road will be lengthened to provide for a smoother transition and the median opening at Inlet Road will be removed. It will still be necessary to carry the two eastbound lanes on North Road through the westbound Sunrise Highway lanes in order to minimize red times for westbound traffic. The two eastbound North Road lanes will be merged into a single lane before merging with the eastbound C.R. 39 lanes. This transition will be lengthened. The improvement will increase the capacity of the roadway such that congestion will not occur at this location and the need to restrict movements at other neighborhood access streets will not be necessary.

12. STATF Land Committee Recommendation: S.R. 27 Widening from eastern terminus of C.R. 39 to Head of Pond Road

S.R. 27 should be widened to accommodate two eastbound travel lanes from the C.R. 39 terminus to the area beyond Duck Walk Vineyards and Whitmore's Landscaping. The

merge transition into a single lane should be of sufficient length to allow vehicles to get into a single lane before reaching Head of Pond Road.

Comparison with SCDPW Project Design currently under consideration:

Montauk Highway (NYS Route 27) would be widened to provide two eastbound travel lanes east of Flying Point Road. The additional length of the two eastbound lanes would provide a smoother transition from two lanes to one.

13. STATF Land Committee Recommendation: Origination & Destination Data

The Transportation Advisory Task Force should be provided with the Origination and Destination Data collected in the C.R. 39 Study, along with the traffic flow maps. This information may aid the Task Force and the Land Committee in determining the appropriateness of recommendations. The Committee recognizes that the Town has requested such information both verbally and in writing, as recently as the July 30, 2001 letter to the Suffolk County Dept. of Public Works (see attached). The Committee believes that this information is vital in determining what other roadway improvements may be necessary to alleviate traffic congestion

Comparison with SCDPW Project Design currently under consideration:

Traffic data was provided by SCDPW to the Southampton Transportation Advisory Task Force in October 2001 following the Land Committee's Interim Report.

14. STATF Land Committee Recommendation: Traffic Enforcement Division

The Land Committee recommends that the Town of Southampton create a division within the Police Department which is specifically charged with traffic control and enforcement. This division should be adequately staffed, and should designate an individual to be a liaison with the community, who can be the point person to receive public comment - i.e. needs for personnel to enforce traffic ordinances. The Town should evaluate what vehicle and traffic regulations need to be modified or added to the Town Code to enhance traffic enforcement actions. The Town Intermodal Transportation and Land Use Division should explore what public funding sources are available to the Town for traffic control and enforcement.

Comparison with SCDPW Project Design currently under consideration:

A Transportation Planning and Traffic Safety Division for the Towns Department of Public Works or Department of Land Management is recommended in Chapter VI.

15. STATF Land Committee Recommendation: Timing of Improvements

Contracting for any construction work along C.R. 39 should include provisions that

require the work to be appropriately manned, expedited, and completed in such a manner so as to avoid work being conducted during the Memorial Day - Labor Day season when traffic is heaviest. Given that C.R. 39 carries such a substantial volume of traffic, the closure of a portion of this roadway to accommodate improvements will only exacerbate traffic congestion on the other outlying roads. Accordingly, the road work should be appropriately timed to avoid the heaviest usage periods.

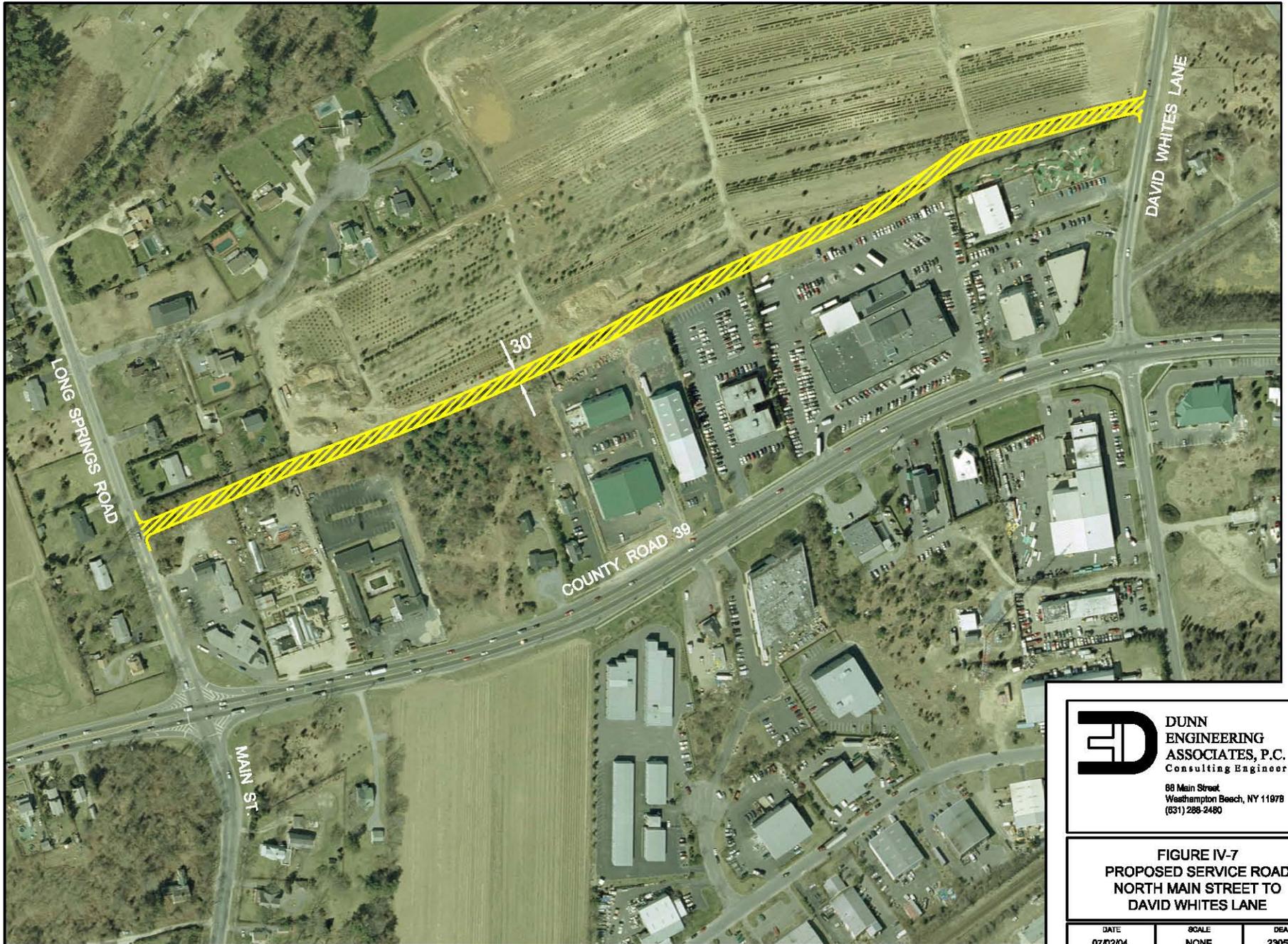
Comparison with SCDPW Project Design currently under consideration:

The County will schedule construction work to minimize interference to the public. Work should be scheduled such that lane closures will not occur during the peak summer season. The County has indicated that it will also be sensitive to the “morning rush hour” issue to minimize disruption.

Final Recommendations for County Road 39

Through the development of this report much discussion has been held with regard to County Road 39 and the County’s proposed improvement. These discussions have resulted in a refinement/modification and re-emphasis of the Town’s recommendations for the future improvement.

1. The County should consider resurfacing County Road 39 and restriping it between Flying Point Road and Sandy Hollow Road. The purpose of the restriping would be to provide two westbound thru lanes, a center left turn lane and an eastbound thru lane. While providing no relief for eastbound traffic it does provide the second westbound thru lane the eventual reconstruction would but at an earlier date.
2. The Town feels strongly that the key to improving safety and monitoring the capacity of County Road 39 is to limit access and minimize the use of traffic signals. The use of a raised landscape median with openings only at essential locations will accomplish this goal. The Town also recognizes that completely restricting access to all commercial property may create undue hardship on local businesses. These competing needs/desires must be fairly balanced. Access for trucks and other traffic that would no longer have direct access to adjacent properties should be accomplished using a variety of circulation enhancement techniques. These alternatives include:
 - a. The use of roundabouts at locations such as Sandy Hollow Road and Flying Point Road/Hampton Road, to replace existing traffic signals.
 - b. The use of service or access road such as a roadway placed along the north side of business properties on the north side of C.R. 39 between North Main Street and David White’s Lane. See Figure IV-7.



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**FIGURE IV-7
PROPOSED SERVICE ROAD
NORTH MAIN STREET TO
DAVID WHITES LANE**

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- c. Median turnarounds such as might be placed on Sunrise Highway (NYS Route 27) between the Peconic Road Bridge and the North Road intersection merge. See Figure IV-8, which shows such a median turnaround on Sunrise Highway (NYS Route 27).
- d. The use of jughandles such as at night be placed east of David White's Lane and shown in Figure IV-9.
- e. The use of "mughandles" that can be created in relative small areas (approximately 50 feet by 180 feet) and which will allow trucks and buses of all sizes to make u-turns. See Figure IV-10 for Mughandle Layout and Figure IV-11 for a possible location.

All of these techniques should be used to facilitate the use of the medians to control turning lanes.

Widened shoulders to provide continuous right turn acceleration/deceleration lanes in front of some key commercial segments.

- 3. To enhance the safety of the roadway and to create a more scenic gateway to the Hamptons it is recommended that utility poles flanking County Road 39 be removed and the lines buried. It is further recognized that the cost of this work is not traditionally included in highway improvement projects and that the Town should seek supplementary Federal Aid to cover some or all of these costs.
- 4. To help maintain the rural character of the area, particularly in the Shinnecock Hills area, sidewalk areas should be discouraged except where necessary. It is recognized that pedestrian safety and assuring pedestrian access to the public transportation system is of paramount importance. There is already some accident experience that indicates pedestrian crossings to access transit system stops, which are not in the vicinity of traffic signals with pedestrian features, may be a problem. Locations near bus stops and some residential areas may require sidewalks for pedestrian safety. The area in the vicinity to Magee Street may be an area of concern, where the presence of pedestrians is more likely due to the proximity of the Tuckahoe School, residential housing, retail business and public transit. The entire corridor should be carefully examined.
- 5. Landscaping is essential both on the median and along the sides of the road. Some of the landscaping should be evergreen to maintain a green look during the late fall to early spring period. The landscaping should not mask the commercial signage or reduce sight distance along the roadway, or for entering or exiting traffic at driveways or intersecting roadways. A landscape architect should be used to develop plans for the roads landscaping.

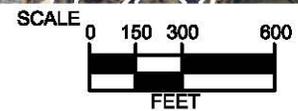
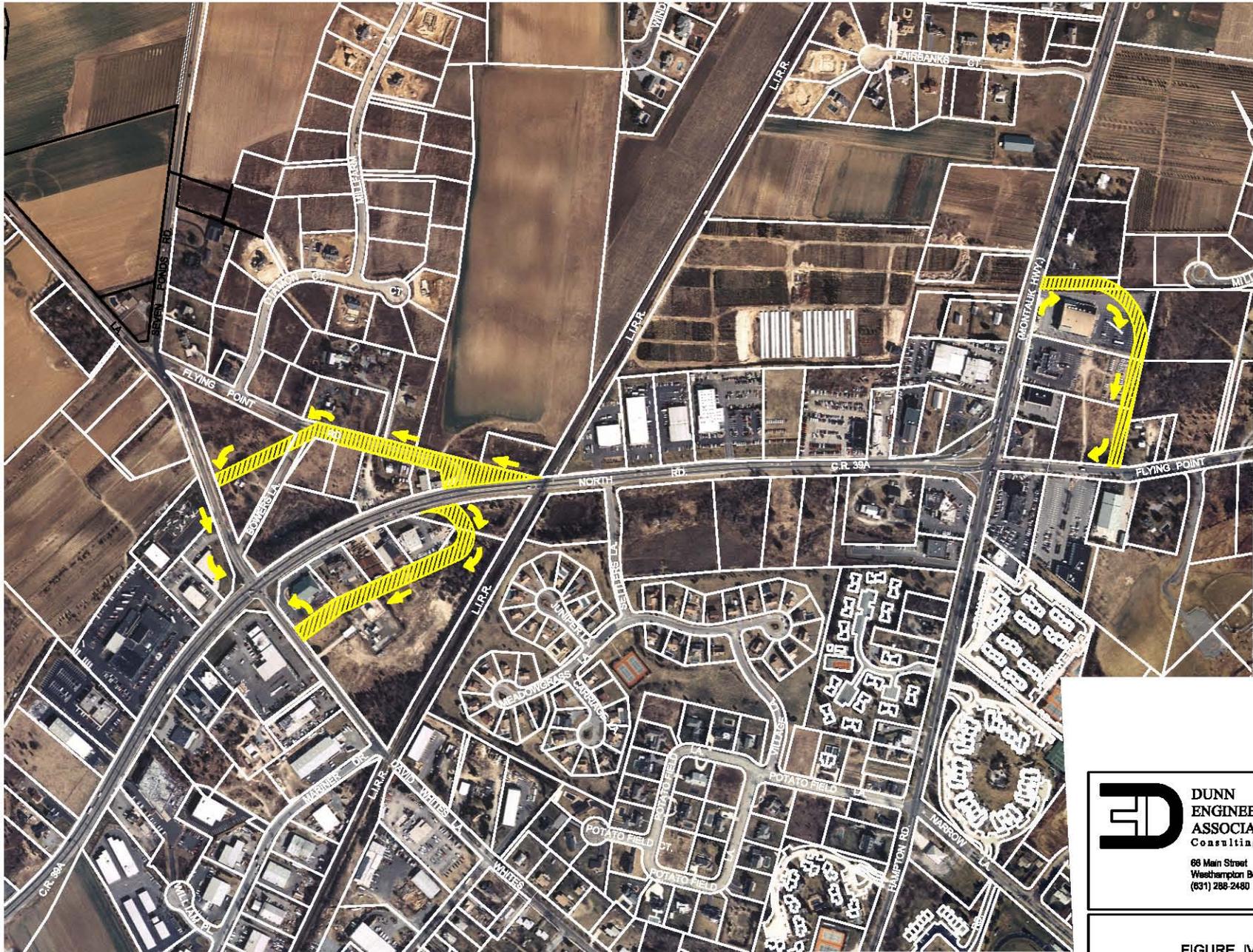


NOTE: THIS AERIAL VIEW OF CR 94 NEAR THE COUNTY CENTER IN RIVERHEAD SHOWS AN EXAMPLE OF A MEDIAN TURNAROUND. THE INTRODUCTION OF CR 94A IN THE MIDDLE OF THE TURNAROUND IS NOW CONSIDERED AN INAPPROPRIATE DESIGN FOR A HIGH VOLUME ROADWAY AS IT CREATES SHORT WEAVES ACROSS MULTIPLE LANES OF TRAFFIC. AN ALTERNATE TURNAROUND DESIGN MIGHT PLACE THE TURNAROUND "BACK TO BACK" OR USE A ONE DIRECTIONAL TURNAROUND. THE WIDTH OF THE MEDIAN IS THE SAME UNDER ALL CASES IN ORDER TO ACCOMMODATE THE TURNING RADIUS OF TRUCKS. A 180 FOOT MEDIAN IS SHOWN WITH 36 FEET OF PAVEMENT EACH SIDE. A MINIMUM MEDIAN OF 100 FEET WITH 36 FEET OF PAVEMENT EACH SIDE AND TEN FOOT UTILITY AREAS IS REQUIRED FOR A TOTAL OF 192 FEET.

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**FIGURE IV-8
MEDIAN TURNAROUND**

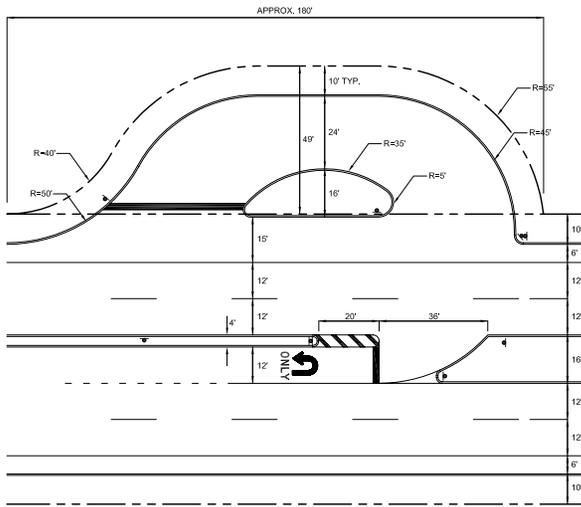
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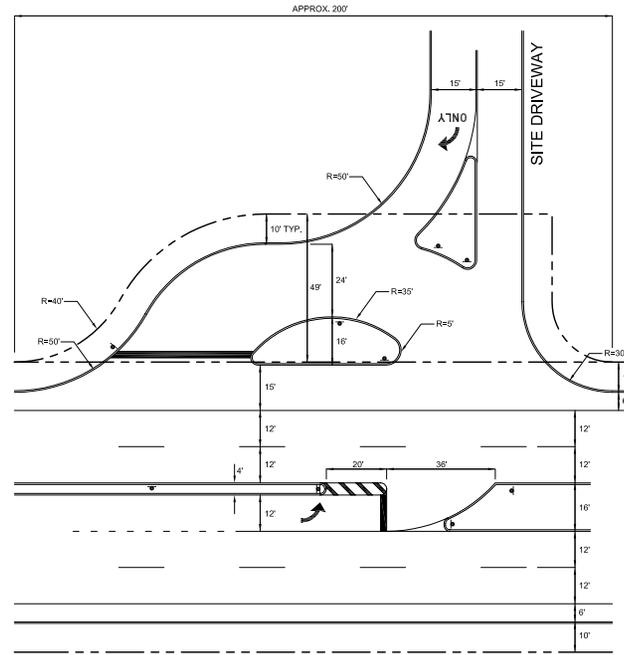
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 Westhampton Beach, NY 11976
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FIGURE IV-9
POSSIBLE "JUGHANDLE" LOCATIONS

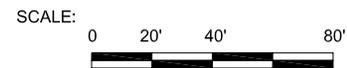
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4-LANE SECTION
U-TURN POCKET



4-LANE SECTION
U-TURN POCKET WITH
3-WAY SITE ACCESS



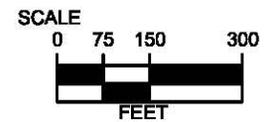
REVISIONS			
NO.	DATE	DESCRIPTION	BY

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SUFFOLK COUNTY
DEPARTMENT OF
PUBLIC WORKS

FIGURE IV-10
"MUG HANDLE"
U-TURN POCKET
TYPICAL PLAN

DATE 06/23/04	SCALE AS SHOWN	DEA. NO. 23057.00
DESIGNED BY M.J.P.	DRAFTED BY T.S.B.	SHEET NO. OF



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FIGURE IV-11
POSSIBLE "MUGHANDLE" LOCATIONS

DATE 07/02/04	SCALE AS SHOWN	DEA NO. 23057.00
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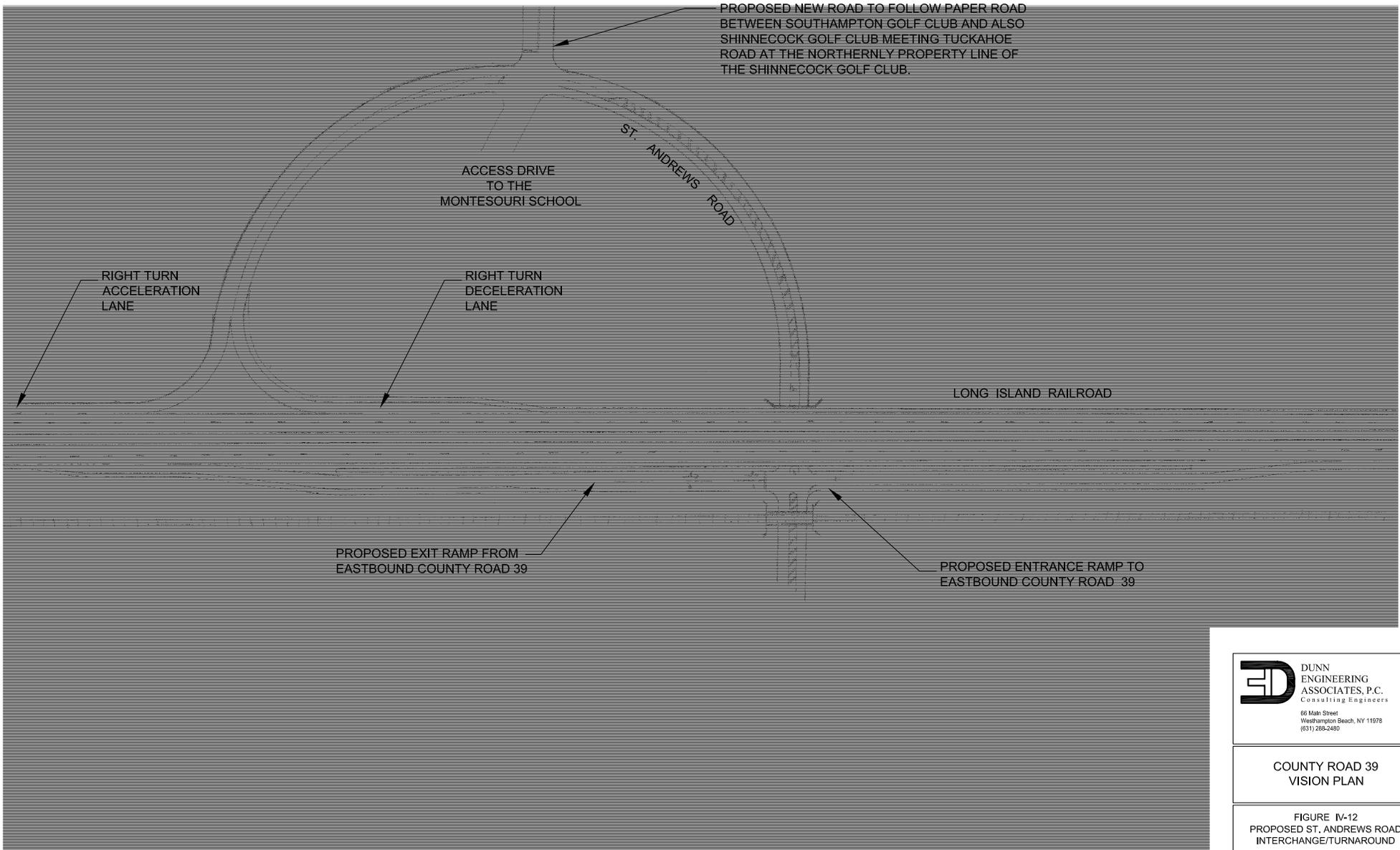
It should be noted that the County's current plan provides for the placement of a ten-foot strip of property along the highway. Typically, this land would be used for the placement of signs, sidewalks and other appurtenances necessary along the highway. Some landscaping can be provided in this area but the space limitation and the need to provide adequate sight distance for side streets and driveways along the highway will severely limit the ability to provide significant landscaping close to the roadway.

The Town currently requires a fifty foot set back of parking and other site improvements from the highway boundary in the Highway Business District that lines much of C.R. 39. This area is landscaped and provides a wide green vegetative border to the highway. Should the proposed County project go forward 13 feet of an existing buffer it could be required to provide for the road improvement. For properties which have been provided with this buffer damage to the operation of the property is minimized. Although the buffer has been reduced to 70% of the required fifty foot buffer remains, allowing for a substantial green vegetative area adjacent to the highway.

It is important that the use of the 50-foot front yard buffer be maintained along C.R. 39 and extended to other commercial uses along the roadway.

It is further recommended that the Town and County work closely with the adjacent property owners during the site plan review process, the design of the highway and property acquisition phase of the project to coordinate landscaping within the rights-of-way with that on the adjacent property.

6. The County should consider an alternative which ends at the eastbound second lane on County Road 39 between North Main Street and David White's Lane. This will allow traffic destined for Southampton Village to access the Village via the improved facility. The reduction in lanage west of David White's Lane is designed to keep the pressure off of Water Mill and Bridgehampton and the potential congestion resulting lane merge east of the LIRR tracks. The capacity to be built into the intersection of C.R. 39 at Flying Point Road/Hampton Road Montauk Highway should keep that intersection flowing well and not produce a queue which would reach the tracks.
7. The use of traffic signals should be minimized and they should be removed wherever possible. The proposed use of roundabouts at Sandy Hollow Road and at Flying Point Road/Hampton Road are examples. The existing bridge at St. Andrews Road should be examined and might be used as an alternative means of carrying traffic across County Road 39 instead of the use of a traffic signal at Tuckahoe Road. Figure IV-12, Proposed St. Andrews Road Interchange/Turnaround shows a possible interchange created around the




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**COUNTY ROAD 39
VISION PLAN**

**FIGURE IV-12
PROPOSED ST. ANDREWS ROAD
INTERCHANGE/TURNAROUND**

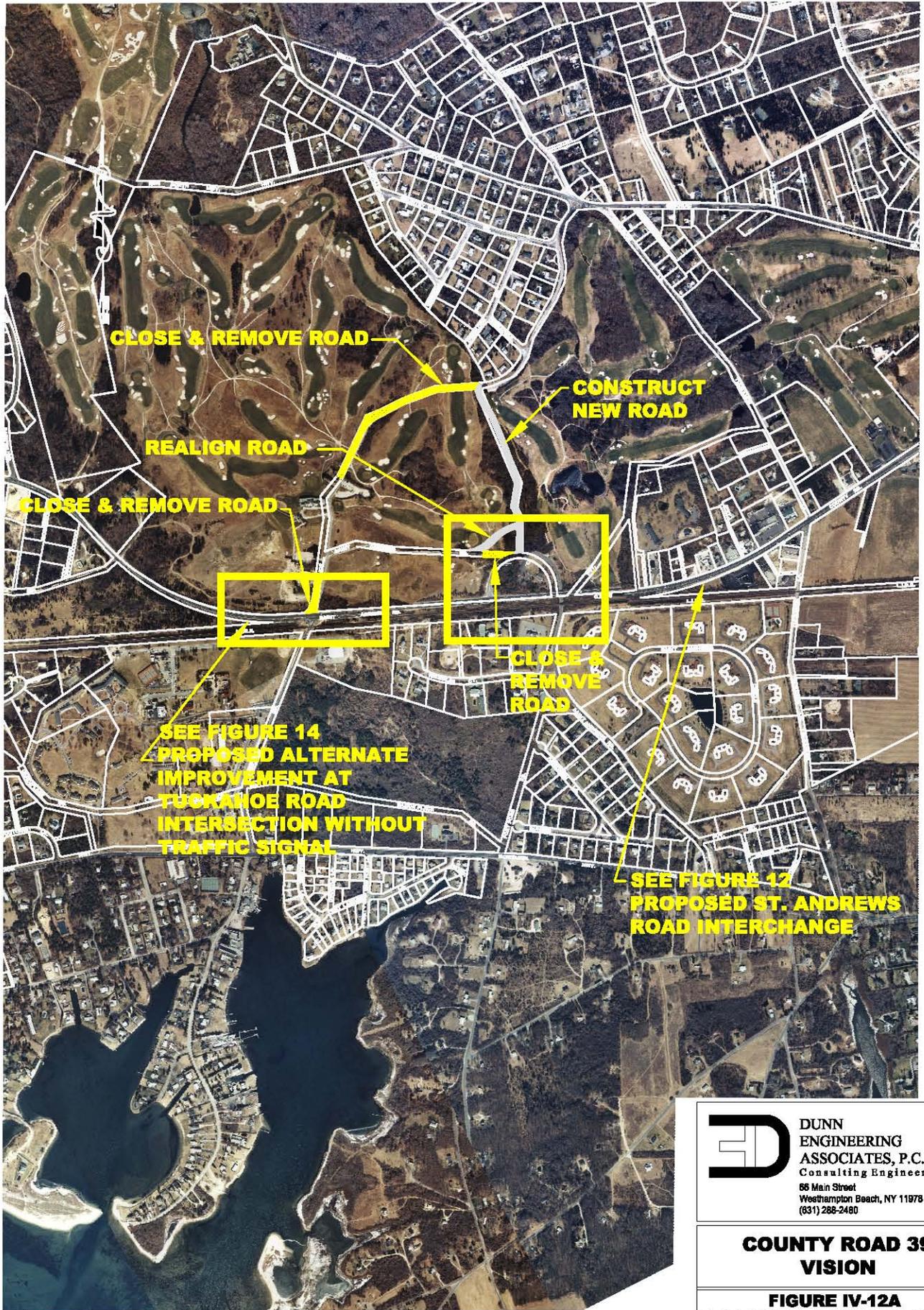
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DESIGNED BY RH	DRAWN BY CD	SHEET NO. OF

reconstructed St. Andrews Road Bridge. Ramps would be constructed to and from eastbound C.R. 39 to connect eastbound County Road 39 to St. Andrews Road. This would allow u-turns to be made from either east or west of St. Andrews Road. If the traffic signal at Tuckahoe Road were eliminated, left turns from northbound Tuckahoe Road could be accommodated by a u-turn at St. Andrews Road. Traffic wishing to access Southampton College on Montauk Highway would utilize the St. Andrews Road Interchange and St. Andrews Road to Montauk Highway.

An additional option shown in Figure IV-12A, Proposed C.R. 39 East of Hill Station Road is the construction of a new roadway between the Southampton Golf Club and the Shinnecock Golf Club. The Tuckahoe Road connection to County Road 39 would be closed and removed. Figure IV-12B, C.R. 39 at Tuckahoe Road with Median shows how the intersection may be configured if the traffic signal were removed and Tuckahoe Road north of C.R. 39 closed. Likewise, between where the proposed new road will intersect Tuckahoe Road and the Shinnecock Golf Club parking and clubhouse Tuckahoe Road would be closed and removed. The Shinnecock Golf Club would then take access off of the proposed new road via a relocated St. Andrews Road. This option would remove Tuckahoe Road from the Shinnecock Golf Course where it crosses the fairway of one of the holes. It would eliminate four pedestrian/roadway crossing conflicts. Further, it would connect the proposed St. Andrews Road interchange to Sebonac Road allowing residents in the area north and west of the Golf Course to access C.R. 39 safely and without the need for a traffic signal.

8. The Sunrise Highway (NYS Route 27) transition into County Road 39 needs to be simplified through the use of a landscaped median so that traffic from North Road (C.R. 39A to the west) and Inlet Road are not allowed to enter the eastbound traffic lanes. Both sides of the highway and the median should have enhanced landscape to signal a change in the character of the roadway.

Figure IV-12C, Proposed Sunrise Highway to County Road 39 Transition, shows a possible treatment that would simplify the transition from the Sunrise Highway (NYS Route 27) expressway to the County Road 39 arterial roadway, others may be considered. Figure IV-12D shows the Proposed Route 27/C.R. 39 Transition with the Turnaround on Sunrise Highway (NYS Route 27) previously shown in Figure IV-8. In this treatment North Road is separated from the Sunrise Highway/C.R. 39 transition and would become a “local” roadway. Access is provided to westbound Sunrise Highway and access from eastbound and westbound County Road 39 is provided to Inlet Road. Full access to Sunrise Highway to North Road also provided to the west at the Shinnecock Hills Interchange. Figure IV-12C shows a possible treatment designed as part of the County Road 39 reconstruction to provide a second eastbound lane. The same treatment could be utilized as an interim measure to reduce interference of the existing merge. The transition from two lanes to one would be accomplished as it

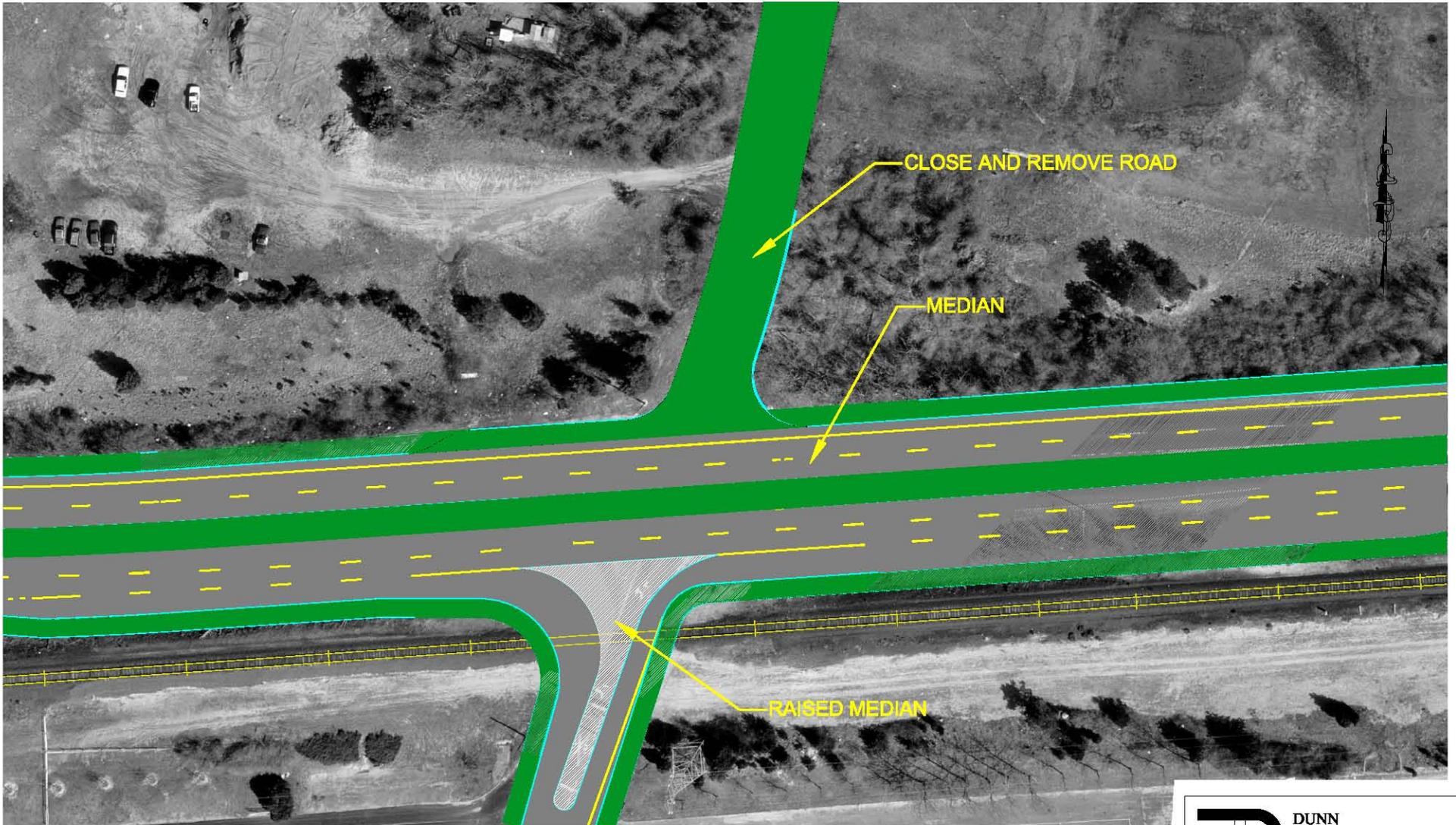



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COUNTY ROAD 39
VISION

FIGURE IV-12A
PROPOSED REALIGNMENT AT
TUCKAHOE ROAD

DATE 11/04/02	SCALE AS SHOWN	DEA NO. 23067.00
DRAWN BY R.H.	DRAFTED BY T.S.B.	SHEET NO. OF



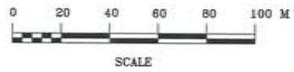
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COUNTY ROAD 39 VISION

**FIGURE IV-12B
COUNTY ROAD 39 AT
TUCKAHOE ROAD WITH
ST. ANDREWS ROAD INTERCHANGE**

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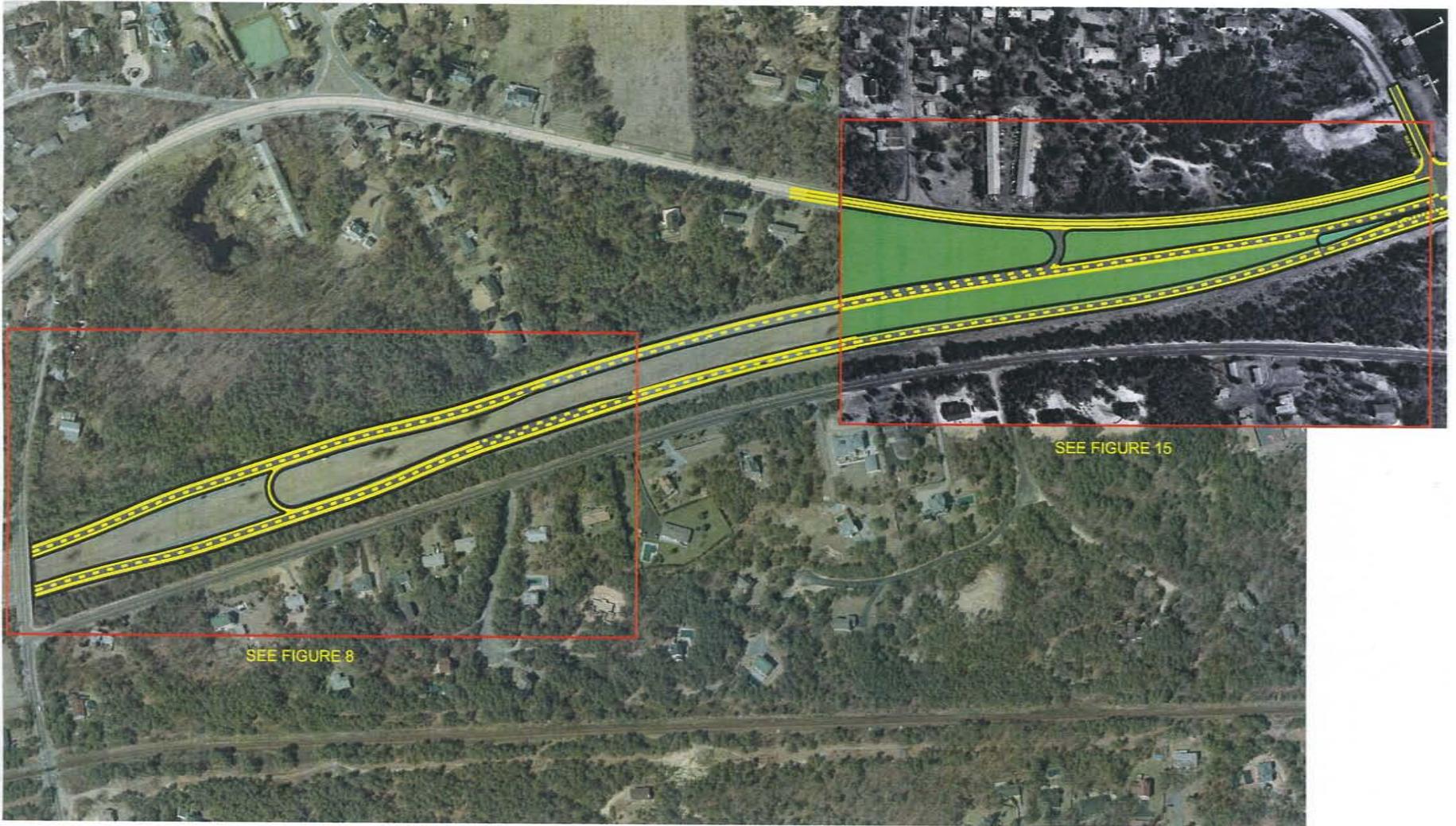


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COUNTY ROAD 39

FIGURE IV-12C
POSSIBLE RECONSTRUCTED
SUNRISE HIGHWAY/ CR 39
TRANSITION

DATE 10/27/04	SCALE NTS	DEA NO. 23057/00
DESIGNED BY RH	DRAFTED BY TB	SHEET NO. OF



SEE FIGURE 8

SEE FIGURE 15



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FIGURE IV-12D
MODIFIED TRANSITION
WITH TURNAROUND

DATE 09/29/04	SCALE 1: 5000M	DEA NO. 23057.00
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currently does. This treatment precludes traffic from North Road and Inlet Road from interfering with the smooth transition from two lanes to one lane and jumping ahead of the queue. Consideration should also be given to making Hill Station Road south of County Road 39 one way southbound to Longview Drive to prevent traffic from exiting Sunrise Highway and using local residential streets to jump the Sunrise Highway queue by making a right turn onto C.R. 39 from Hill Station Road.

9. End of “expressway” and oversized speed limit signs should also be used to inform motorists of the change in highway character.

As noted previously, the design alternatives will be evaluated in detail during the preliminary design/environmental impact analyses for the project before a final alternative is selected. The SCDPW has indicated that there will be additional public meetings and a detailed analysis of costs and benefits before any decision on final design is reached. It is anticipated that the project would cost between \$40 or \$50 million dollars and would use Federal Aid.

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