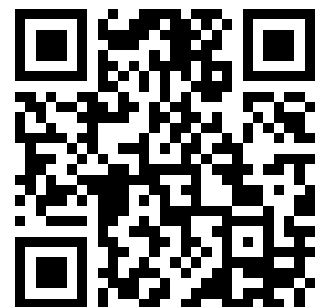

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DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DRAFT ENVIRONMENTAL IMPACT STATEMENT
PURSUANT TO SECTION 102(2)(c) P. L. 91-190

FOR

SUNRISE HIGHWAY EXTENSION
ROUTE 27
SHINNECOCK HILLS TO EAST OF AMSGANSETT

PIN 0375.00
PIN 0362.01
PIN 0362.02
PIN 0362.03

TOWNS OF SOUTHAMPTON AND EAST HAMPTON
SUFFOLK COUNTY

SEPTEMBER, 1971

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ALBANY, NEW YORK 12226

FHWA-NY-720854-D

Summary



Dated September 15, 1971

This is the draft Environmental Impact Statement for the Sunrise Highway Extension, Route 27, from Shinnecock Hills to east of Amagansett in the Towns of Southampton and East Hampton, in Suffolk County, New York. The proposed project is administrative.

Environmental Impacts:

The proposed improvement will reduce congestion on the existing highway and street network as well as provide a transportation service necessary to support the existing and future development of the resort and recreational area. All alternates will dislocate some occupied properties, all of which are located in the Town of Southampton. All of the alternates will have a varying impact upon the character of adjacent residential neighborhoods, which will be directly proportional to the proximity of the residences to the proposed facility. None of the alternates involve the taking of nor will have any adverse effect upon, any developed recreational or park lands. All alternates will afford advantages for the movement of fire protection and emergency vehicles to the serviced areas. Area wide pollution from vehicular emissions and noise levels are generally reduced as the level of service of an improved facility is increased. All alternates affect or may affect by their proximity, various ponds which could create a minor disturbance to the ecological balance of a land or water area. There is no adverse effect upon the value of the area. This proposed project will not substantially alter the pattern of behavior of wildlife nor interfere with the breeding, nesting, or feeding grounds.

Unavoidable Adverse Environmental Effects:

There will be an increase in air and noise pollution to some properties adjacent to these alternate locations, although there will be an overall reduction in both of these for the entire area. There will be dislocation of occupied properties varying from 36 to 93 residential, 11 to 22 commercial, and 0 to 13 industrial properties for the various alternates. There will be a loss of prime farmland which would be acquired and not be available for farming purposes. The acquisition of some woodland is necessary, due to the alternate highway locations. However, only a portion of the woodland within our acquisition lines would be cleared and grubbed of all vegetation.

Alternatives:

The alternative of not improving the transportation system on the south fork of Long Island was considered as well as an improvement along the existing Montauk Highway. In addition to the above, five alternate routes were considered on new location.

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INTRODUCTION

The purpose of this statement is to identify all significant environmental impacts resultant from the construction and extension of Sunrise Highway, Route 27, as an expressway facility from its present terminus at Shinnecock Hills to east of Amagansett in the Towns of Southampton and East Hampton, Suffolk County, New York. This statement is a prerequisite to obtaining location approval from the Federal Highway Administration for this project and is required by Section 102(2)(c) of the National Environmental Policy Act of 1969 (P.L. 91-190).

The New York State Department of Transportation has carefully considered the environmental impact of alternate locations for the extension of Sunrise Highway. It has prepared two comprehensive Project Information Reports which were distributed to Federal, State, and local agencies prior to the public hearing held on February 25, 1970, and February 26, 1970.

A. Project Information Report 1 - is intended to advise State and Federal agencies and local public officials and agencies of the proposed project, including its identification, location, function, major features, and alternates being actively considered. The distribution process of this report enables the Department of Transportation to obtain the views of Federal, State, and local contact agencies on the need for the project and the alternates being considered. For list of agencies and public officials to whom the Project Information Report 1 was distributed, see the appendix.

B. Project Information Report 2 - summarizes the results of a continued technical investigation and examination of the social, economic, and environmental affects of the actively considered location alternates presented in Report 1, and presents the Department's comparative analysis of their relative advantages and disadvantages.

DESCRIPTION OF PROJECT

This project, the extension of Sunrise Highway, Route 27, from Shinnecock Hills to east of Amagansett, is located on the south fork of Long Island, in the Towns of Southampton and East Hampton, in the County of Suffolk.

The proposed project which is about 23 miles in length, begins at the present easterly terminus of Sunrise Highway at Shinnecock Hills and extends eastward to a connection with Montauk Highway in the vicinity of Promised Land and Napeague, east of Amagansett. (See Figures 1 to 6 in appendix)

The following are the project identification numbers and their termini for this project:

PIN 0375.00 - Springdale Road to Water Mill Towd Road

PIN 0362.01 - Water Mill Towd Road to Bridgehampton-Sag Harbor Turnpike

PIN 0362.02 - Bridgehampton-Sag Harbor Turnpike to Stephen Hands Path

PIN 0362.03 - Stephen Hands Path to Montauk Highway, Route 27

The increased recreational travel on Route 27, known locally as Montauk Highway, on the south fork of Long Island, has made it necessary to initiate the study of the extension of Sunrise Highway by the Department.

The proposed construction of the Sunrise Highway Extension from Shinnecock Hills to east of Amagansett as a controlled access facility, will be a vital link in the Regional Transportation network of highways now serving the south fork of Long Island. The facility will serve all the communities on the southern peninsula with traffic entering the south fork on the portion of Route 27 now completed and opened to traffic. This proposed route will decrease travel time and reduce traffic congestion in communities between Southampton and Montauk. It will enable traffic destined for recreational areas to bypass communities and thus separate through and local traffic. In addition, the route will encourage growth, provide business opportunities, and enhance the comfort and convenience of living, working, and playing in this region.

Since it is anticipated that the extension of Sunrise Highway will not have an adverse affect upon, nor require the taking of any publicly owned land from existing parks, recreational areas, or wildlife and waterfowl refuge, or any land from historic sites, a review in conformance with Section 4(f) of the Department of Transportation Act is not considered necessary.

The alternate locations which are being actively considered have been fully described in Project Information Reports 1 and 2, and are the same which were presented at the Corridor Public Hearing.

A brief description of the general location alternates is as follows: (See Figures 1 to 6 in appendix)

ALTERNATE A (Consisting of Segments 1,7,8,9,6)

Beginning at the easterly terminus of the Sunrise Highway at Shinnecock Hills, this alternate extends toward the Long Island Railroad and follows the north side of the Railroad to Steven Hands Path and, passing near the intersection of Three-Mile Harbor Road and Springy Banks Road and the intersection of Springs-Fireplace Road and Abrahams Path, it continues to Acabonack Road. There it turns southeast and parallel to Stoney Hill Road, continuing southerly and crossing the Railroad, and merging with Montauk Highway near Napeague Lane. The planned facility for Alternate A requires a right-of-way varying from 270 to 500 feet wide.

ALTERNATE B (Consisting of Segments 1,2,3,10,9,6)

Beginning at the easterly terminus of the Sunrise Highway at Shinnecock Hills, this alternate extends toward the Long Island Railroad, and follows the north side of the Railroad to Tuckahoe Road. East of Tuckahoe Road, the highway crosses the existing railroad, which will be realigned to the south of the highway, and then crosses the old railbed to the south of the highway, and then crosses the old railbed near Magee Street. It then extends in a northeasterly direction through the intersection of County Road 39, Sandy Hollow Road, and Sebonac Road, and extends just north of Mill Pond. From here, it continues to the south of Head of the Pond Road, between Long Pond and Goldfish Pond, and then easterly to Haines Path, where it joins the railroad. It then follows the same alignment as Alternate A. The planned facility for Alternate B requires a right-of-way varying from 270 to 500 feet wide.

ALTERNATE C (Consisting of Segments 1,2,3,11a, 11b, 5,6)

Beginning at the easterly terminus of the Sunrise Highway at Shinnecock Hills, this alternate follows the same line as Alternate B to the intersection of County Road 39, Sandy Hollow Road, and Sebonac Road. From there it heads almost due north and passing to the east of Little Fresh Pond, continuing north, it passes Great Hill Road and Towd Road east of North Seas, and meets Middle Line Road at Roses Grove Road. Middle Line Road is then followed easterly to Millstone Road, where it turns to the east, and crosses the Long Island Lighting Company transmission line until it meets Toppings Path. It then follows the Long Island Lighting Company lines to east of Town Line Road. Then east of Town Line Road, the alternate bears northwest about one-half mile north of the intersection

of Northwest Road and Steven Hands Path, at which point it turns east to a point just south of the intersection of Springy Banks Road and Three-Mile Harbor Road. From this point, it follows a path common to Alternates A and B. The planned facility for Alternate C requires a right-of-way varying from 320 to 500 feet wide.

ALTERNATE D (Consisting of Segments 1,2,3,4a,4b, 5, 6)

Beginning at the easterly terminus of the Sunrise Highway in the same manner as Alternates B and C, to the intersection of Sandy Hollow Road, County Road 39, and Sebonac Road, this alternate then turns northeast, and meets the Long Island Lighting Company transmission line at Edge of Woods Road. It follows the tower line to a point past Millstone Road, where it turns east to a point on Brick Kiln Road, where it meets the path of Alternate C. The planned facility for Alternate D requires a right-of-way varying from 320 to 500 feet wide.

ALTERNATE E (Consisting of Segments 1,2,3,11a,12,4b,5,6)

Beginning at the easterly terminus of the Sunrise Highway in the same manner as Alternate C, this alternate follows Alternate C to approximately 2,000 feet north of the existing intersection of Majors Path and Edge of Woods Road and Little Fresh Pond Road; thence it bears northeasterly, passing near the northerly boundary of the former Mackay Radio Station property. Continuing in an easterly direction, it joins Alternate D in the proximity of Watermill-Towd Path and then follows Alternate D to its terminus east of Amagansett. The planned facility for Alternate E requires a right-of-way varying from 320 to 500 feet wide. In effect, Alternate E is a combination of portions of Alternates C and D.

PROBABLE ENVIRONMENTAL IMPACT

The corridor through which this project passes, is mostly rural in nature, with present developments being basically along the existing highways. There are many large tracts of undeveloped woodland and farms located in this corridor. The Town of Southampton occupies the greater part of the lower peninsula on the east end of Long Island. Suffolk County Airport, the Shinnecock Indian Reservation, and Southampton College, a branch of Long Island University, are located in the Town. The Town of East Hampton occupies the far eastern end of the south fork of Long Island. Two State Parks, namely, Hither Hills

and Montauk Point, are located in the Town, as well as the Coast Guard and Military Reservations in the vicinity of Montauk Point. East Hampton Airport is situated at the Town's west end.

The population in the Town of Southampton has increased from 27,000 in 1960 to 36,000 in 1970, while in the Town of East Hampton, the population has increased from 8,800 in 1960 to 11,000 in 1970. The projected population to 1985 for the Town of Southampton is 67,000 and for the Town of East Hampton, 22,000.

The proposed improvement will reduce congestion on the existing highway and street network, as well as provide a transportation service necessary to support the existing and future development of the resort and recreational area. The proposed project will benefit the permanent residents as well as the summer residents in providing a safe and adequate highway facility. It will also provide a transportation facility to satisfy the daily travel demands of the sports fishermen who will be using the fishing fleet at Montauk. The proposed improvement is a part of the regional highway network.

The proposed project location will have some impact upon existing development. The displacement of the following number of families, commercial establishments, and industrial properties will be necessary for each of the alternates considered:

	<u>Residential</u>	<u>Commercial</u>	<u>Industrial</u>
Alternate A	93	22	13
Alternate B	53	14	2
Alternate C	41	14	1
Alternate D	36	11	0
Alternate E	40	14	0

All of these occupied properties are located in the Town of Southampton at locations where the proposed improvement crosses existing County and Town roads. It is anticipated that suitable replacement housing would be readily available for all relocatess except for those homes whose market value is below \$15,000, where relocation may be more difficult.

However, no serious difficulty is anticipated at this time in our relocation schedule, since there are several listings in this range for suitable replacement housing. It is estimated that Alternate A affects nine, Alternate B affects fifteen, Alternate C affects eleven, Alternate D affects ten, and Alternate E affects eleven such relocatees, whose homes are valued below the \$15,000 category.

Based on current real estate market conditions, it is anticipated that suitable replacement housing would be available for all those replaced.

The problem of relocation has been lessened since recently enacted legislation permits payment of supplemental housing benefits to owner/occupants and tenants, and unlimited moving expenses with the proper documentation.

All alternates will have some impact upon the character of the adjacent residential neighborhoods. Impact refers to the different positive and negative environmental effects inherent in living in close proximity to the proposed facility, such as visual effect which could be pleasant or annoying, the affect of air and noise pollution which generally is considered to be detrimental, and the safety as it affects the public. In general, the overall effect will be directly proportional to the proximity of the residences to the proposed facility. Alternate A affects some established residential areas or subdivisions, while Alternates B, C, D, and E affect only a group of individual scattered houses. Alternate A does not bisect the existing communities, since it follows and is adjacent to and north of the Long Island Railroad. Alternate B, however, does divide the communities and farmland lying to the north of the Long Island Railroad. Alternate C does divide the communities through which it passes, since it follows the existing street and road system where the existing development has occurred and where the future development will occur.

Between the Long Island Railroad and Edge of Woods Road, Alternate D does bisect the community through which it passes; however, east of Edge of Woods Road, this alternate follows the towers of the Long Island Lighting Company, which is the line of demarcation between the woodland and the farmland. Alternate E is the same as the westerly portion of Alternate C, and the easterly portion of Alternate D.

None of the alternates involve the taking of any developed recreational or park areas. The extension of Sunrise Highway when completed, will provide improved access to the many parks and recreational and resort facilities located on the south fork of Long Island. It is not anticipated that Sunrise Highway will have any adverse affect on any recreational land nor will it require the taking of any parks or recreational areas. With the establishment of the Oceanography Center at Montauk, and the enlargement of the campus facilities at Southampton College, many added sports and cultural activities will be sponsored at these facilities. The proposed location of this route will improve the access to these functions.

An effort was made to identify historic sites, buildings of architectural heritage, and natural landmarks, including those listed in the National Register of Historic Places. It was determined that none of these sites are in the path of the alternate locations.

All alternates would have a beneficial affect on public health and safety. Overall traffic capacity on the south fork would be increased with a corresponding decrease in congestion. Traffic would be able to move more freely and with greater safety due to this reduction in congestion. Improved traffic operations would result in faster access to the Southampton Hospital located in the Town of Southampton, which is the most easterly hospital serving the south shore area extending to Montauk Point. All of the alternate locations would reduce the number of accidents which place a burden on the hospital's emergency department, particularly during the summer months when the hospital is overburdened because of the demands of the increase in population. In addition, traffic diverted to the new Sunrise Highway facility would provide relief to the existing route, resulting in greater safety for school bus operations.

All alternates will afford advantages for the movement of fire protection and emergency vehicles to the serviced areas by providing increased accessibility. Fire boundaries and access to any area will not be restricted by the location of any of the alternates.

Area wide pollution from vehicular emissions and noise levels are generally reduced as the level of service afforded by a facility is increased. Of particular significance is reducing stop and start operating conditions caused by heavy traffic at cross streets, etc. All alternate locations would reduce area levels of air and noise pollution through reduced volumes on the existing road and highway system and improved

operating conditions. However, some increase in noise levels and possible atmospheric emissions might be noticeable in the vicinity of any of the alternates. The affect on an individual property varies, depending upon its location with respect to the proposed facility.

The extension of Sunrise Highway will have no affect on existing sewage treatment systems. However, it will have some affect upon the existing water supply in that a portion of the watershed area will be paved and thereby reduce the available area for returning the storm water to the subsurface aquifers. As a matter of policy, all surface drainage would be returned to the ground in order to preserve the ground water supply by the construction of recharge basins.

To the best of our knowledge, the location will not:

1. Adversely affect the water table of the area.
2. Substantially alter the pattern of behavior of wildlife.
3. Interfere with important breeding, nesting, or feeding grounds.

All alternates affect or may affect by their proximity, various ponds located in this corridor as shown on figures 1 to 6 in the appendix. Therefore, there could be a minor disturbance to the ecological balance of a land or water area. The affects of the various alternates are as follows:

Alternate A affects Mill Pond and Long Pond by having approximately five and three quarter acres of pond area within the proposed right-of-way lines.

Alternate B affects Long Pond by having approximately two and one quarter acres of pond area within the proposed right-of-way lines.

Alternates C, D, and E affect an apparent or intermittent pond (between Long Pond and Crooked Pond) by having approximately four and one quarter acres of pond area within the proposed right-of-way lines.

Alternate A and B will have an undesirable aesthetic and visual affect due to the relatively flat land and to the requirement of having a depressed or raised main roadway in order to provide adequate crossroad connections and separations of grades. Alternates C, D, & E will not have any significant detrimental aesthetic or visual effects. The concept of expressway design is based on a free flowing curvilinear align-

ment conforming to the terrain and land forms of the area. The alignment would blend with the existing landscape while minimizing any adverse effects on the environment. The nature of the rolling countryside traversed by alternates C, D, and E make it aesthetically desirable in that separate roadway profiles be provided to blend the highway with the terrain and results in a pleasing and beautiful highway. However, on alternates D and E, between Narrow Lane and Mill Stone Road, an overlook can be provided on the high ground to give the traveling public a beautiful vista of the nearby ponds and the Atlantic Ocean located to the south. This pleasing vista would add to the aesthetics of alternates D and E.

Another factor to consider is the affect upon the natural terrain in that a raised roadway would require embankments to be placed on the existing flat topography. In addition, alternate B has a greater affect upon the prime farmland which results in splitting the large farm tracts into smaller plots which in turn would discourage the continued use of this land for agricultural purposes. Alternate C affects the woodland in that it divides this area into two smaller separate wooded areas. This may have an adverse affect upon the wildlife which presently inhabits this woodland by restricting their migration. This alternate location would act as a barrier and could prevent migration. Alternates D and E follow the approximate location of the line of demarcation between farmland and woodland. These alternates would allow the farmlands to remain in large tracts for continued utilization for agricultural purposes. Alternates D and E would also permit the retention of the woodland in one large tract and thereby helping to preserve the watershed area and a refuge for wildlife.

Many examples can be cited where through careful design and blending of the roadway into the surrounding environment, the essential visual and aesthetic qualities of an area have been preserved while at the same time, providing a modern transportation facility. The location and design of this highway would provide, where possible, for the preservation of natural growth to screen the highway from abutting properties and the eastbound and westbound roadways from each other. In some cases, this has resulted in the opening up of an area to public view and usage which before was largely hidden or inaccessible. In this connection, alternates D and E have an advantage in that a vista is planned with turnouts and parking for a scenic view to the south of the ponds and the Atlantic Ocean. Alternates C, D, and E offer the opportunity to develop the areas adjacent to Long Pond as a recre-

ational facility. The preservation and development of the area adjacent to these alternates can provide a desirable panorama for the traveling public as well as help to preserve the natural vegetation in this area which is unique to Long Island.

It would be desirable to bring into public ownership this valuable natural area which adjoins these alternate route locations. It is suggested that the land acquisition procedure be coordinated with the State Department of Conservation and the County of Suffolk to accomplish this.

**UNAVOIDABLE ADVERSE
ENVIRONMENTAL EFFECTS**

The only unavoidable adverse environmental effects that will probably occur should the proposed extension of Sunrise Highway be implemented, are as follows:

1. For all alternates being considered, there will be an increase in air and noise pollution to some properties adjacent to these alternate locations, although there will be an overall reduction in both of these for the entire area due to less traffic and congestion using the existing highway network.
2. The dislocation of the following number of families, commercial establishments, and industrial properties will be necessary for each of the alternates being considered.

	<u>Residential</u>	<u>Commercial</u>	<u>Industrial</u>
Alternate A	93	22	13
Alternate B	53	14	2
Alternate C	41	14	1
Alternate D	36	11	0
Alternate E	40	14	0

However, it is anticipated that adequate relocation housing will be available in the same general area.

3. The loss of prime farmland due to the alternate locations. It is estimated that the approximate number of acres of farmland within our right-of-way acquisition lines which would be acquired and would not be available for future farming purposes are as follows:

Alternate A - 275 acres

Alternate B - 330 acres

Alternate C - 280 acres

Alternate D - 120 acres

Alternate E - 100 acres

4. The acquisition of woodland due to the alternate highway locations. It is estimated that the following approximate acres of woodland would be contained within our right-of-way acquisition lines:

Alternate A - 455 acres

Alternate B - 455 acres

Alternate C - 1075 acres

Alternate D - 1070 acres

Alternate E - 1080 acres

However, the entire woodland area within our right-of-way acquisition lines would not be cleared of all vegetation. Only that portion required for the pavement areas plus an additional 30 foot wide area for safety purposes from the edge of the pavement would be cleared and grubbed of all vegetation. Only about 44% of this area will be paved, while the other portion will be grassed. It is estimated that the approximate number of acres of woodland that would be necessary to be cleared and grubbed of all vegetation are as follows:

Alternate A - 160 acres

Alternate B - 160 acres

Alternate C - 375 acres

Alternate D - 370 acres

Alternate E - 360 acres

ALTERNATIVES

1. Do Nothing Alternative - The alternative of not improving the transportation system on the south fork of Long Island must be considered. Presently, most of this corridor is served by an existing highway network of narrow two-lane facilities. Until recently, this system had sufficient capacity to serve the recreational and resort communities in this area. However, as a result of the increase in leisure time and the increase of recreational and resort activities on the south fork, parts of this highway network during the summer and vacation seasons are presently being used to capacity.

The number of accidents for the existing Montauk Highway for the section from Shinnecock Hills to east of Amagansett is as follows:

<u>Year</u>	<u>Property Damage</u>	<u>Personal Injury</u>	<u>Fatalities</u>
1964	60	93	3
1966	92	96	6
1968	77	88	0

This can be partly attributed to increased volumes of traffic and the inadequacy of Montauk Highway.

This south fork corridor is presently served by the existing Montauk Highway, a relatively high type two-lane facility. At present, the traffic volumes on Montauk Highway within the limits of this proposed project vary from 11,000 to 17,000 vehicles per day during the summer peak season, and from 6,600 to 10,000 vehicles per day in the remaining off-peak season. It is likely that the future traffic volumes expected to use this facility will largely reflect the seasonal traffic patterns now existing on the south fork of Long Island. It is anticipated that some in-

crease in permanent residents will occur, but that the greatest increase will be in the number of summer residents, visitors, and tourists. Projected travel demand in sections along this corridor is anticipated to increase to an average daily volume by the year 2002 to between 37,000 and 60,000 vehicles per day during the peak summer season, and between 18,500 and 30,000 vehicles per day during the non-peak season.

Thus, the existing highways do not function adequately and safely during the peak summer seasons since the present traffic volumes have exceeded, and the anticipated future volumes will further exceed, the capacity of the existing highways; hence, substantial improvement will be needed in this corridor.

Without improving the existing transportation system, the following adverse effects to the environment would occur:

- a. Substantial increase in air and noise pollution due to further congestion.
- b. Limitations on attaining planned and desired development.
- c. Decreased accessibility and increased travel time, thus affecting recreation, employment, shopping, public health and safety.

Thus, no improvement is not considered to be a feasible alternate.

2. Improving Existing Montauk Highway - The alternate of upgrading and improving the existing Montauk Highway must also be considered. The existing Montauk Highway is basically a two-lane rural scenic highway which traverses the business area of the south shore communities. Any improvement through these business districts would do extensive damage, and would impair the quaintness of the communities. It would also adversely affect the tax structure of the two townships. In addition, upgrading this facility to four or more lanes of travel would not provide enough capacity to adequately satisfy the increased travel demand projected for the corridor in the year 2002. The proper aesthetics and design of the highway and structures could not be achieved, since the width of right-of-way in a business district would be a limiting factor.

In addition, this alternate proposal would have the following adverse affects to the environment:

- a. Additional air and noise pollution due to the increased traffic and congestion in the business districts of the south shore communities.
- b. There would be a significant amount of dislocation of the businesses and many antique buildings would be demolished.
- c. Decreased accessibility and increased travel time, thus affecting recreation, employment, shopping, public health and safety.

Thus, the upgrading and improvement of Montauk Highway is also not considered to be a feasible alternative, since it does not satisfy the travel demand and also adversely affects the environment.

Hence, with the above two alternatives not considered feasible, it was deemed advisable to consider alternate routes on new location. In the Project Information Reports 1 and 2, and at the Corridor Public Hearing, there were five alternate locations that were considered. These five alternate locations were previously described in this report under the section entitled, "Description of Project".

The alternate locations basically have the same advantages and disadvantages, varying only in degree; however, each do have some additional advantages and disadvantages:

1. Alternate A dislocates 93 families, the greatest number, while Alternate D dislocates 36 families, the least number. Alternate A dislocates 22 commercial establishments, the greatest number, while Alternate D dislocates 11 commercial establishments, the least number. Alternate A dislocates 13 industrial occupied properties, while Alternates D and E do not affect any.
2. Alternate B affects approximately 330 acres of farmland, the greatest amount, while Alternate E affects approximately 100 acres of farmland, the least amount.

3. Of the amount of woodland within the proposed acquisition lines, Alternates C, D, and E affect approximately 1,075 acres, while Alternates A and B affect approximately 455 acres. However, only a portion of this area of woodland is necessary to be cleared of its vegetation. Alternate C requires the greatest area which will have to be cleared which is approximately 375 acres, while Alternates A and B require the least amount, which is 160 acres.

**RELATIONSHIP BETWEEN
LOCAL SHORT-TERM USES
AND LONG-TERM PRODUCT-
IVITY**

The extension of Sunrise Highway is a portion of the Regional Transportation Plan which has been developed by the Tri-State Transportation Commission, and is shown on their interim plan. The Regional Transportation Plan attempts to minimize harmful affects to the environment, while maximizing transportation service and economic development.

In addition, the Transportation Plan developed by the Nassau-Suffolk Regional Planning Board, also indicates this route as a part of the regional transportation network.

The importance of, and the benefits derived by the Towns, are indicated in the comprehensive plan for the Town of East Hampton prepared by Edward S. Voorhis, and for the Town of Southampton, prepared by McCrosky and Reuter.

It is the desire and purpose of the community authorities to insure that the growth in permanent population and the increase in summer residents and tourists of these towns be progressed in an orderly manner. A further goal is to provide for residential, commercial, educational, and recreational facilities within a framework of appropriate land use planning and control supported by a diversified transportation system designed to effectively serve the anticipated future conditions.

The proposed extension of Sunrise Highway is of primary importance. Without it, traffic in the Towns of Southampton and East Hampton could become intolerable. Admittedly, the high level demand occurs over a three to four month summer period, due to the influx of summer residents, tourists, and visitors. This demand declines sharply during the remainder of the year. Nevertheless, as a recreational area, the Towns of Southampton and East Hampton are economically dependent upon this summer trade. These two towns help to satisfy a significant portion of the recreational needs of the New York City Metropolitan region. Unless adequate access is provided to this area, the Towns will be unable to keep pace with the growing demand for such recreational facilities.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

Whenever any land is developed or improved, a virtually irreversible resource commitment is made. However, the Towns of Southampton and East Hampton will continue to develop, regardless of the decision to construct the extension of Sunrise Highway. The Transportation facility only attempts to satisfy future travel demand and to provide a basis for orderly future development. Every precaution has been and will continue to be taken in an effort to minimize any adverse environmental affects. There does not appear to be any irreversible commitments of resources attributable to this facility itself, other than the land and resources needed for construction.

PROBLEMS AND OBJECTIONS

This section which will discuss items brought to light in the review process, will be included at the end of the review process in the text of the final Environmental Impact Statement.

STEPS TAKEN TO MINIMIZE ANY
ADVERSE ENVIRONMENTAL AFFECTS

The following is a discussion of the steps to be taken to minimize any adverse environmental affects which would occur if the subject project were implemented:

1. Provide the construction of recharging basins which will return the storm water runoff to the ground, thereby preserving the ground water supply.
2. Provide provisions that vegetation cleared from the right-of-way be disposed of by means other than resorting to open burning.
3. Although the future area wide air and noise pollution level is expected to decrease because of this project, it is possible that these levels may increase in the areas somewhat closer to and adjacent to the highway location. Every effort will be made to minimize these effects through modern design techniques. Landscaping can be utilized in an effort to reduce the affect of air and noise pollution. The highways will be depressed, where feasible, so as to minimize air and noise pollution.
4. The implementation of any of the alternate route locations of the extension of Sunrise Highway will place the highway boundary and traveled way of this route close to those residences and buildings which will remain outside our right-of-way acquisition lines. This could have an adverse affect upon the occupants of such buildings. However, this will be minimized by retaining the existing vegetation and woodland between the proposed roadway and right-of-way acquisition line as a buffer, and/or by landscaping the other open areas. In this buffer area, landscaping and/or other modern design techniques will be provided to minimize any adverse noise and visual affects.

1. The first part of the paper discusses the importance of the study of the history of the United States. It is argued that the study of the history of the United States is essential for a full understanding of the country and its people. The paper then discusses the various methods used by historians to study the history of the United States, including the use of primary and secondary sources, and the use of statistical methods.

2. The second part of the paper discusses the importance of the study of the history of the United States. It is argued that the study of the history of the United States is essential for a full understanding of the country and its people. The paper then discusses the various methods used by historians to study the history of the United States, including the use of primary and secondary sources, and the use of statistical methods.

APPENDIX

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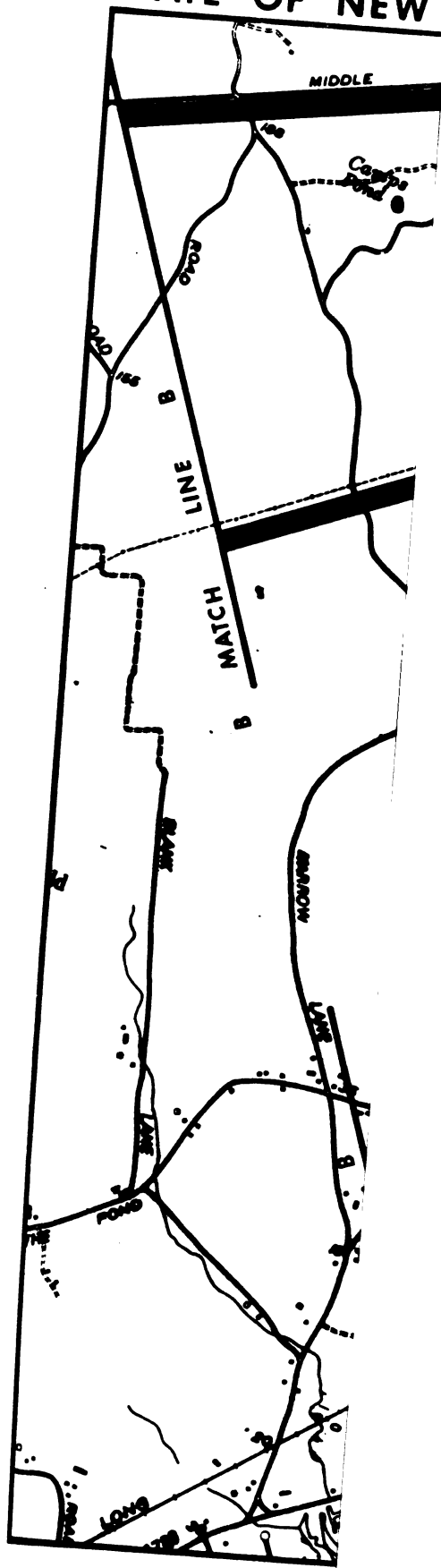


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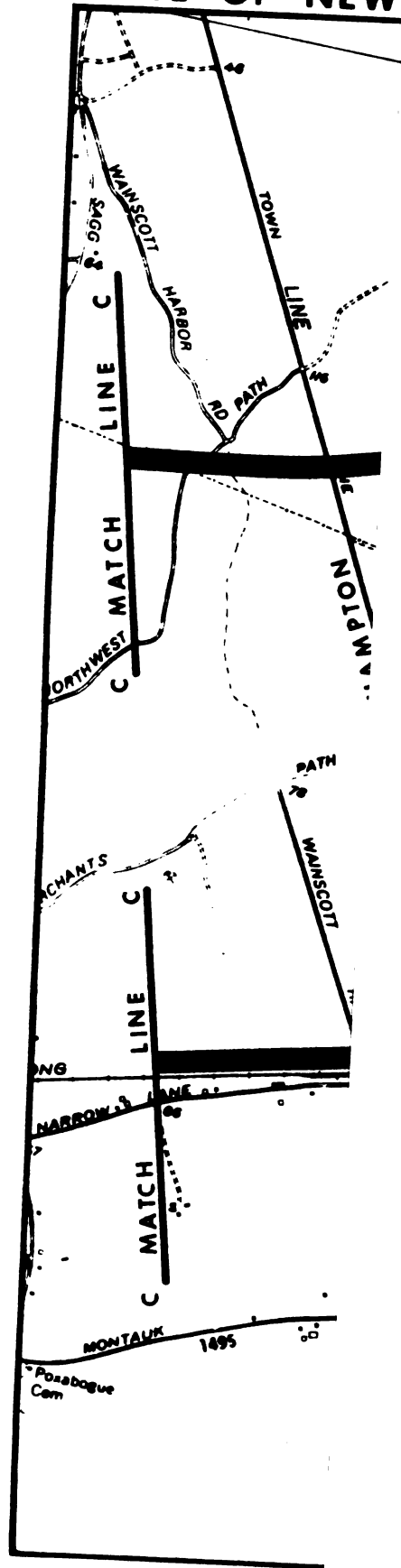
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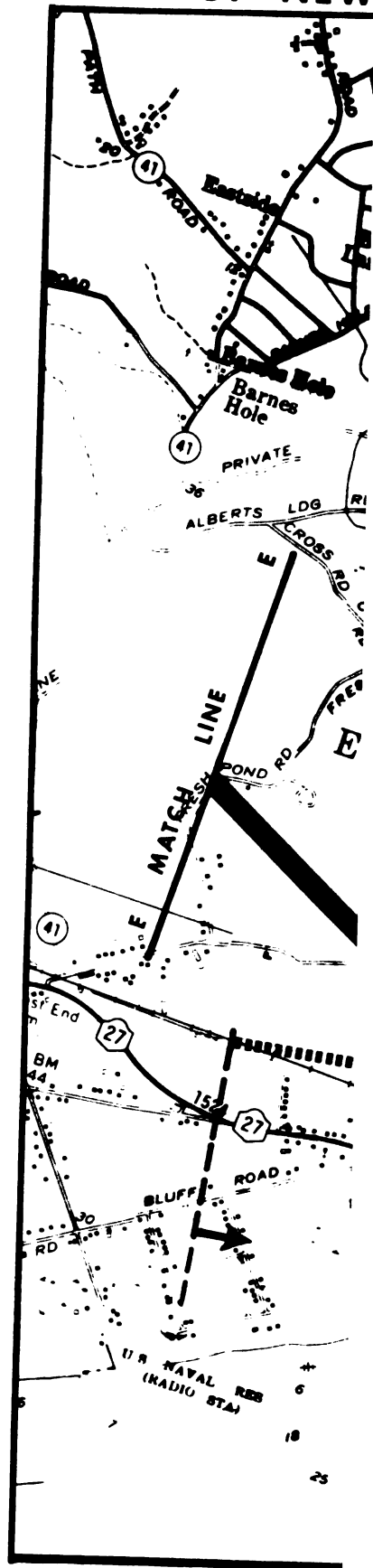
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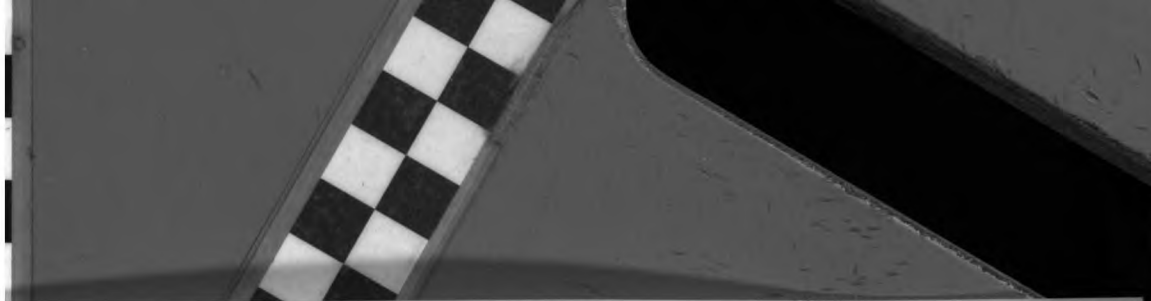


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