C. The Joint Use Corridor

The Land Committee of the Transportation Advisory Task Force developed two recommendations that concerned differing use of the existing LIRR rights-of-way east of County Road 39. Those recommendations were:

> *"The Land Committee endorsed as a long-range concept, the "Joint Use Corridor" to be located along the Long Island Railroad right-of-way, extending from County Road 39 eastward to the East Hampton Airport. This limited access road/rail corridor would have the potential for alleviating a significant portion of the traffic which is attempting to simply pass through the Water Mill and Bridgehampton communities in its trek eastward. The Land Committee recognizes that such an important undertaking is fraught with difficulty, and therefore recommends that it be approved only after appropriate technical studies (planning, environmental, engineering, economic, etc.) show that it is feasible. As a first step, the Land Committee recommends the evaluation of this alternative by SEEDS (Sustainable East End Development Strategies)."*

As noted previously, the LIRR right-of-way is underutilized when compared to the adjacent highway system. During the typical weekday, the LIRR may carry a few hundred passengers during an entire day. The adjacent highway system (i.e., Route 27 Montauk Highway in Water Mill) carries that many vehicles in less than fifteen minutes. Several trains on Friday afternoon/evening in the summer carry up to 1,200 passengers past Southampton. Montauk Highway carries a similar volume in a one hour period at the same time. Providing inter-hamlet trains with feeder bus service would dramatically increase use of LIRR rights-of-way and potentially reduce use of the adjacent highway system. Whether that plan is enough to provide sufficient transportation capacity in the future needs to be evaluated more fully.

Scenario One:

Replacing the LIRR with a Highway

The location of the Joint Use Corridor is shown in Figure IV-14, Joint Use Corridor. The Corridor lies along the Long Island Rail Road tracks and right-of-way and extends from County Road 39 to Townline Road and Southampton's border with East Hampton.

Ideally, it would extend into East Hampton Town. Two alternatives for this corridor should be considered. One would consider the removal of the LIRR tracks and replacement with a roadway. There is 66 feet of right-of-way available along the LIRR from C.R. 39 east through the Village of East Hampton. Additional right-of-way is available at existing and former train stations. Within the right-of-way two lanes in each

Long Island Sound

Bridgehampton R.R. Station

Southampton R.R. Station

Mecox Bay

Atlantic Ocean

NOYAC RD

MILLSTONE RD

SCUTTLE HOLE RD

MITCHELL LA

CR79

SAGG RD

WATER MILL TOWN RD

NYS RT27

PERSONAGE LA

HEDGES LA

DANIELS LA

PAULS LA

MECOX RD

ATLANTIC AVE

CR38

CR52

CR39

HEAD OF THE PONDS RD

HAMPTON RD

CR94

HILL ST

N

W

E

S

LEGEND

EXISTING STATIONS

JOINT USE CORRIDOR ROADWAY

0 0.25 0.5 1 1.5 2 MILES

FIGURE IV-14
PROPOSED JOINT USE CORRIDOR
TOWN OF SOUTHAMPTON

direction with six foot shoulders on each side could be provided with a three feet allowed on either side for fencing and buffering. Acquisition of additional right-of-way would be necessary to provide interchanges or at-grade intersections.

In such a plan one issue to overcome would be the summer Friday and Sunday trains that carry over a thousand travelers beyond the Southampton train station. During the weekend, and on Saturday bus service, operated on the new roadway could easily be substituted for the rail service with the bus or buses meeting the LIRR at the Southampton Station. In order to overcome the summer weekend problem, **a new station and visitors center could be designed east of C.R. 39. The station would be designed specifically to accommodate the transfer of up to 1,500 passengers into up to 30 buses, which would then continue the trip to points further east.** Such a transfer avails an opportunity to provide direct connecting service to Water Mill, Sag Harbor, Sagaponack and Amagansett, which are not currently serviced by the trains or not served by the Cannonball. **The buses could easily be accommodated on the new two-lane highway, (constructed on the LIRR right-of-way) which would have a minimum capacity of 3,000 vehicles per hour.**

Another service the LIRR provides is freight service, which reduces the number of trucks using the highway facilities. Freight service to Southampton east of Southampton Village and the Town of East Hampton is sporadic and could easily be replaced by trucks. There is not enough freight to require the construction of a separate freight transfer facility in Southampton. **Rather, the freight would need to be broken down onto trucks much further west then Southampton Town and trucked via the LIE, Sunrise Highway and County Road 39 to the new roadway. In this way, heavy trucks would not burden the historic Main Streets of Water Mill and Bridgehampton.**

Within the Town of Southampton changing the use of the LIRR corridor from a train facility to a highway facility may test well in relieving the capacity deficiencies within the eastern portion of the Town.

Scenario Two:

The "Joint Use Corridor"

The Joint Use Corridor envisioned adding a highway within the existing right-of-way of the Long Island Rail Road, not replacing it. The new highway would begin at a County Road 39 and extend eastward through the Town of Southampton and into East Hampton. For the purpose of this examination it will be assumed that the Joint Use Corridor will extend to Townline Road, which will be used to carry traffic back to Montauk Highway. A far better solution would be to carry the joint use corridor into East Hampton Town to at least Stephen Hands Path.

The Joint Use Corridor, as originally discussed in the SITS Report of June 2003, incorporated the following principals:

1. "Establish needed transportation access to the east, but utilizing existing rights-of-way (Long Island Rail Road) on a joint basis (rail and toll-road)."
2. "Restrict access to this joint use corridor by motor vehicle, to a maximum of three egress points along its entire length (7.2 miles)."

3. "Construct two lanes, with an emergency lane/paved shoulder that are depressed an average of 12 feet below grade level, to sound attenuate the road noise including controlling the line of sight and providing a more convenient evacuation route (manmade and natural disasters)."

4. "At grade level construct a single rail line to support a dual-use passenger and freight track, with proper signalization."

5. "Construct ten (2-lane) overpasses to allow separation of the rail and toll-road from the existing roadway system."

6. "Install adequate drainage system utilizing lift stations and gravity flow with outfalls."

7. "Utilize reinforced earth/geo-grid, satisfying NYSDOT specifications for roadway retaining walls."

"Operationally, this joint use corridor would function with reversible lanes changing with the time of day. This would be done to maximize traffic direction and traffic flow, compatible with demand. A toll based structure system would be in place, consistent with transportation demand management principles, using a graduated payment system (depending on vehicle type). An intelligent real-time transportation system would be employed in order to monitor traffic, from the standpoint of intermodal transportation, safety, and security."[16]

The proposed Joint Use Corridor was estimated by Transportation Consultant Dr. Bragdon to cost 66 million dollars, but it is far more likely to cost many times more. The ability to sink the roadway by twelve feet while traversing areas against wetlands and ponds creates tremendous engineering obstacles, which can be overcome, but greatly increase construction and operating costs, such as the cost of continuously pumping groundwater and storm water. There are also additional environmental concerns as to where this water will be continuously pumped to.

The Joint Use Corridor concept was based on both uses fitting into the same rights-of-way, which between County Road 39 and the Town of East Hampton is 66 feet. The

[16] SITS Report, June 2003, Dr. Clifford Bragdon, p. 135.

LIRR tracks are set in the middle of the rights-of-way. The presumption in the Joint Use Corridor is that the rail road tracks would be moved to one side and be contained within a small tight rights-of-way with on one side a twelve foot depressed roadway and on the other private property. This concept leaves the railroad with no room on either side of the tracks for maintenance operations and moves the train operation closer to private property. While this may be less important if operating under the present schedule of ten trains per day, it may have major consequences if the inter-hamlet shuttle becomes a reality and the railroad operates with 60 or more trains per day. The Joint Use Corridor proposes to sink the roadway twelve feet to reduce the noise and visual impact of a highway while doubling or tripling the cost of the construction. Increasing the train service may likely also have visual and noise issues with respect to the surrounding communities.

Another major obstacle to the Joint Use Corridor within the existing rights-of-way is that it probably cannot be built without eliminating the existing rail service during a multi-year construction period.

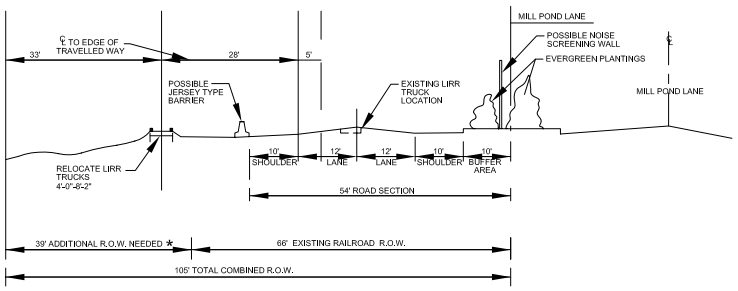
A more practical approach is to construct a new roadway adjacent to and within the railroad rights-of-way as much as possible. Figure IV-15 presents several cross sections that offer several possibilities. The basic road section for the new highway would be 54 feet wide with 15 feet of that using the existing LIRR rights-of-way and 39 feet being constructed on newly acquired property. The new roadway would be placed on the north side of the existing train tracks so as not to interfere with the existing Bridgehampton Train Station or possible re-opening of the Water Mill Station, should the inter-hamlet train become a reality.

It should also be noted that increasing inter-hamlet service may require the installation of a second track. The installation of a second track depending on which side it was installed would preclude the use of any railroad right-of-way. It is, however, appropriate to examine the construction of a new highway facility adjacent to the railroad as an option having the least potential impact of any new facility. One important reason is that the new right-of-way can be obtained without providing for, or compensating for, a right of access to the new facility, as properties abutting the railroad currently enjoy no access rights.

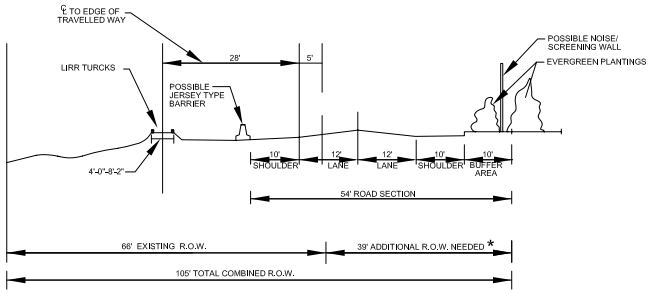
In developing the roadway there are two options. Under Option A, the roadway would be limited access with only 4 access points as follows:

- C.R. 39
- Scuttle Hole Road
- Sag Harbor-Bridgehampton Turnpike
- Townline Road (or Stephen Hands Path Road)

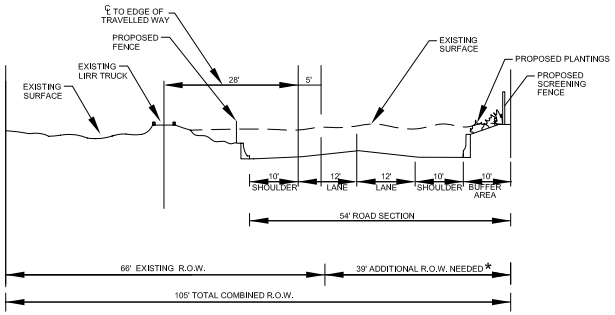
Under Option B, the roadway would be limited access but access would be provided at more cross streets via at-grade intersections.



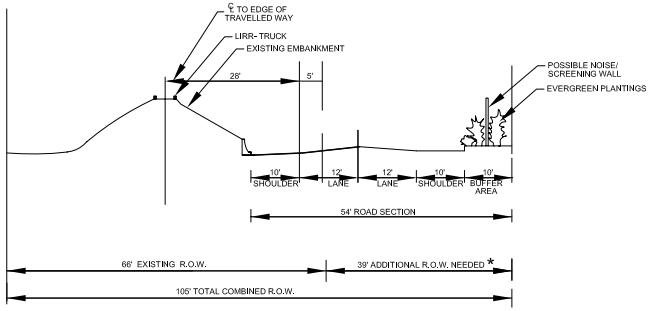
PROPOSED RELOCATION OF LIRR TRUCKS
TO THE SOUTH IN THE VICINITY OF
MILL POND LANE
WATER MILL



PROPOSED ROAD ADJACENT TO LIRR
ROAD AND RAILROAD AT SIMILIAR ELEVATION



PROPOSED ROAD ADJACENT TO LIRR
SUNKEN 4 TO 6 FEET



PROPOSED ROAD ADJACENT
TO RAISED LIRR

* NOTE:

IN THE VICINITY OF EACH AT GRADE INTERSECTION THE ADDITIONAL RIGHTS-OF-WAY WILL HAVE TO EXPAND TO PROVIDE TURN LANES AND THE SEPARATION OF TURN LANES FROM THE RAILROAD. SEE FIGURE VI-9 FOR TYPICAL INTERSECTION LAYOUTS.

DUNN ENGINEERING ASSOCIATES, P.C.
Consulting Engineers
66 Main Street
Westhampton Beach, NY 11978
(631) 288-2480

SOUTHAMPTON TRANSPORTATION PLAN

FIGURE IV-15
TRYPICAL CROSS SECTION
PROPOSED ROADWAY
JOINT USE CORRIDOR

DATE	SCALE	DEA NO.
06/23/04	N.T.S.	23057.00

DESIGNED BY	DRAFTED BY	SHEET NO.
R.H.	C.D.	OF

Under Option A, it would be possible to charge a toll for the use of the roadway but under Option B accessibility of the roadway at each at-grade intersection would make toll collection difficult. Tolls are an effective congestion management tool and can defray capitol investment. If a toll facility were constructed, a toll authority would have to be established and Federal Transportation funding would not be available.

Option A

Under Option A, the new roadway would begin at County Road 39. The new roadway would be limited access with the first access to a public highway being at Scuttle Hole Road, the next access point being Sag Harbor-Bridgehampton Turnpike (C.R. 39) and the final access being Townline Road, although the preference would be to have no access to that point, but rather continue the roadway into East Hampton Town to Stephen Hands Path Road.

At each of the access points, additional rights-of-way will need to be acquired in order to provide room for interchanges. The new highway would generally follow the grade of the railroad where possible and overpass Halsey Lane and Butler Lane, Haines Path and Old Farm Road. Constructing underpasses for these three roadways (which the LIRR currently overpasses) would necessitate a difference in elevation of almost thirty-five feet between the railroad tracks and the surface of the new highway.

Table IV-1 provides some preliminary considerations with respect to Option A and B. Table IV-2 provides information on how railroad and the new highway crossings would be accommodated. Figures IV-16 thru IV-19 show a new 54-foot roadway aligned to the north of the existing railroad.

Option B

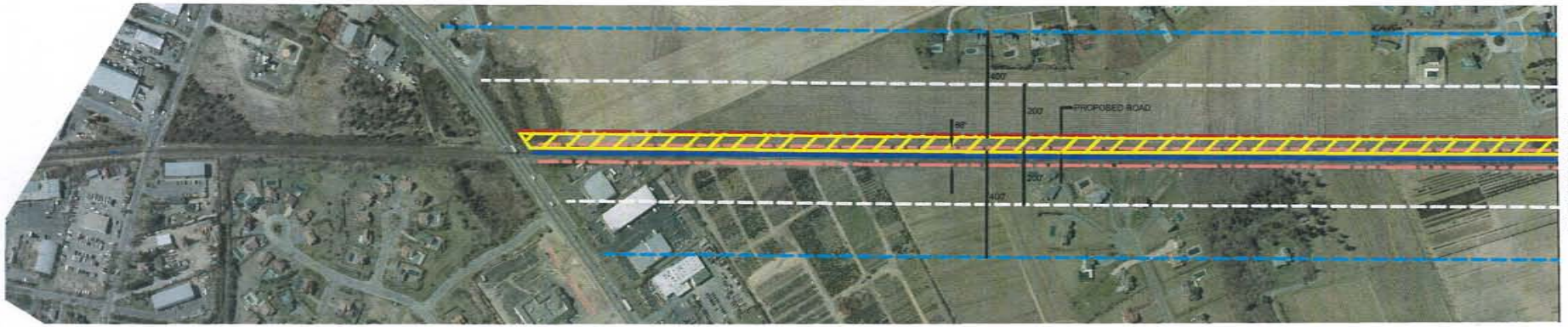
Under Option B, the new roadway would begin at County Road 39 with an at-grade intersection and follow the railroad eastward. At-grade intersections would be provided at all existing at-grade crossings with the railroad and at those locations where the railroad passes over crossing streets. All at-grade intersections would be controlled by traffic signals in order to provide the necessary safety to an intersection adjacent to an at-grade rail crossing or one whose visibility is shielded by a railroad overpass. The traffic signal would provide signal control on the opposite side of the railroad tracks as well as at the intersection itself. Figure IV-20 shows such a signal installation. The existing overpasses of Head of Pond Road, Hayground Road and Main Street/Sagg Road would be rebuilt and lengthened to carry these cross streets over the new roadway. Each of the existing LIRR overpasses of existing cross streets would be rebuilt to provide turning lanes at the new at-grade intersection, to provide greater visibility and to assure adequate vehicular clearance beneath the railroad bridge. An overpass of the LIRR over County Road 39 should also be included in order to provide additional roadway capacity in the event the inter-hamlet shuttle becomes a reality.

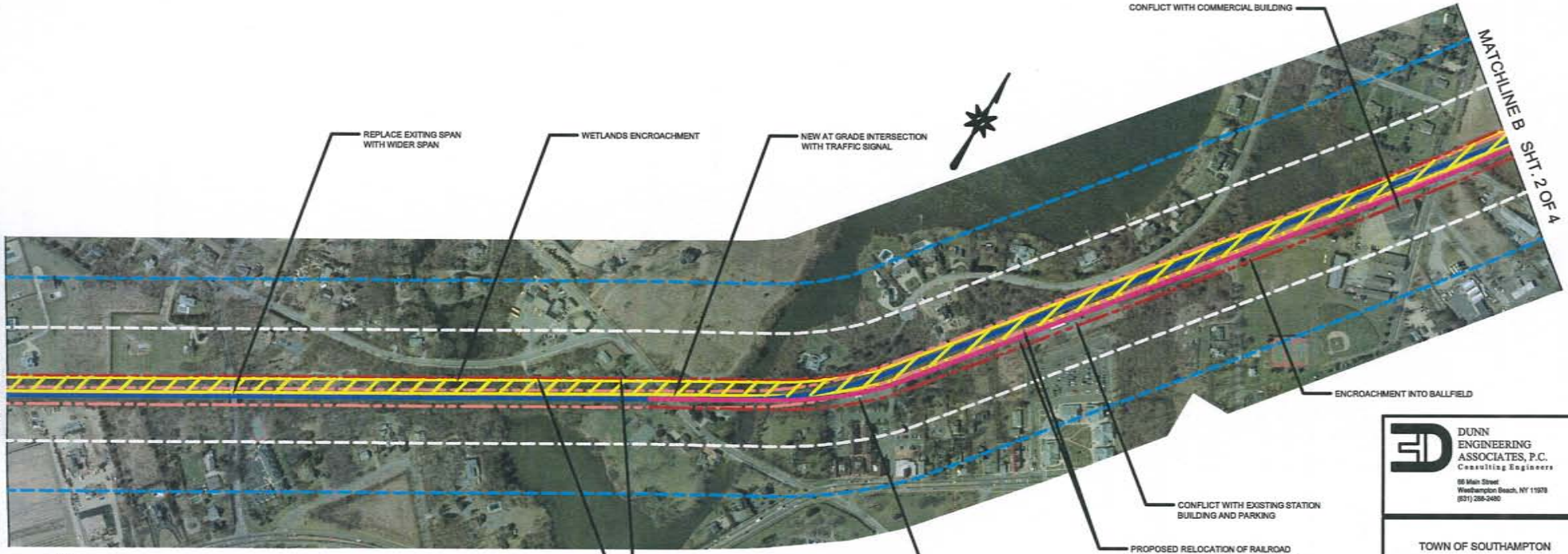
Town or Village • Roadway Segment	Length of Segment (ft)	Additional ROW Needed (ft)	No. of Houses within Proposed R.O.W.	No. of Commercial Buildings within Proposed R.O.W.	No. of Houses within 200'	No. of Houses 200' to 400'	Comments
Bet. So. Hampton & Water Mill • C.R. 39 to Head of Pond Road	5,000	39 to 63	0	0	5	9	Construct interchange at junction of C.R. 39 and bypass; reconstruct underpass at Head of Pond Road.
Village of Water Mill • Head of Pond Road to Upper Seven Ponds Road	2,000	39 to 63	2	0	5	12	Possible encroachment on wetlands at Mill Creek which may require a structure.
• Upper Seven Ponds Road to Scuttle Hole Road	6,000	39 to 63	0	1	8	18	Possible encroachment on wetlands at Mill Pond which may require a structure. Realign rail road to the south to accommodate new road adjacent to Mill Pond Lane. Realignment will affect Water Mill Community Club Property and the old Train Station Building.
Bet. Water Mill & Bridgehampton • Scuttle Hole Road to Long Pond	7,100	39 to 63	0	1	1	3	Possible encroachment on wetlands at Long Pond and Little Long Pond which may require a structure.
Village of Bridgehampton • Long Pond to Sagg Rd/Main Street	13,300	39 to 63	1	2	10	27	Possible conflict with railroad sidings. Consider closing LIRR overpasses at Narrow Lane and Old Farm Road if at-grade alternative used.
Sagaponack • Sagg Road/Main Street to Townline Road	6,000	39 to 63	0	1	14	27	

Table IV-1
Preliminary Engineering
New Highway Along Railroad Right-of-Way

				Future Highway/Cross Street Treatments	
Village	**RR Crossing Location**	**Existing Rail Road Crossing**	**Future Rail Road Crossing**	**Option A**	**Option B**
Southampton	County Road 39	@ Grade	Road Under	Interchange	@ Grade
Water Mill	Head of Pond Road	Road Over	Road Over	Road Over	Road Over
	Upper Seven Ponds Road	@ Grade	Closed	Closed	@ Grade
	Deerfield Road	@ Grade	@ Grade	Road Over	@ Grade
	Scuttle Hole Road	@ Grade	@ Grade	Interchange	@ Grade
	Hayground Road	Road Over	Road Over	Road Over	Road Over
Bridgehampton	Snake Hollow Road	@ Grade	@ Grade	Road Over	@ Grade
	Halsey/Butter Lane	Road Under	Road Under	Road Under	@ Grade
	Lumber Lane	@ Grade	@ Grade	Road Over	@ Grade
	Bridgehampton-Sagg Harbor Turnpike (CR 79)	@ Grade	@ Grade	Interchange	@ Grade
	Haines Path	Road Under	Road Under	Road Under	@ Grade
	Old Farm Road	Road Under	Road Under	Road Under	@ Grade
	Main Street/Sagg Road	Road Over	Road Over	Road Over	Road Over
	Ranch Court	@ Grade	@ Grade	Road Over	@ Grade
	Wainscott Harbor Road	@ Grade	@ Grade	Road Over	@ Grade
	Town Line Road	Road Under	Road Under	Interchange	@ Grade

Table IV-2
Treatment of LIRR Crossings
Within the Joint Use Corridor
Southampton Town





LEGEND:

- PROPOSED ROADWAY
- PROPOSED RAILROAD
- EXISTING RAILROAD
- PROPOSED RAILROAD R.O.W.
- EXISTING RAILROAD R.O.W.
- 200' OFFSET FROM NEW ROAD
- 400' OFFSET FROM NEW ROAD

REVISIONS			
NO.	DATE	DESCRIPTION	BY

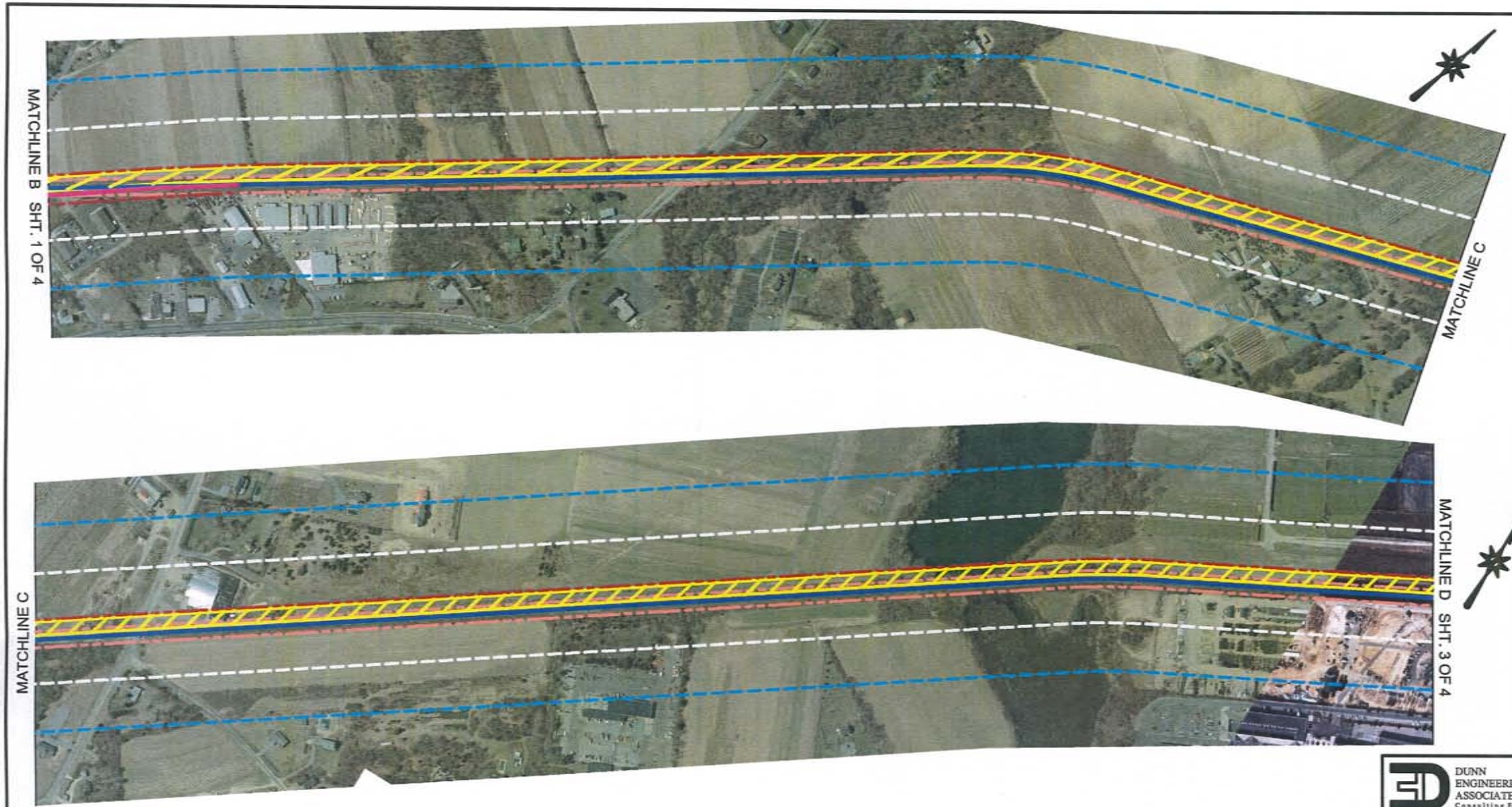
DUNN ENGINEERING ASSOCIATES, P.C.
Consulting Engineers
66 Main Street
Westhampton Beach, NY 11978
(631) 288-2480

TOWN OF SOUTHAMPTON

FIGURE IV-16
LONG ISLAND RAILROAD CORRIDOR
WITH NEW ROAD ADJACENT
CR 39 TO DEERFIELD ROAD

DATE	SCALE	DGN NO.
02/03/04	1"=800'	23057.00

DESIGNED BY	DRAFTED BY	SHEET NO.
R.H.	T.S.B.	1 OF 4



LEGEND:

- PROPOSED ROADWAY
- PROPOSED RAILROAD
- EXISTING RAILROAD
- PROPOSED RAILROAD R.O.W.
- EXISTING RAILROAD R.O.W.
- 200' OFFSET FROM NEW ROAD
- 400' OFFSET FROM NEW ROAD

DUNN ENGINEERING ASSOCIATES, P.C.
Consulting Engineers
66 Main Street
Westhampton Beach, NY 11978
(631) 288-3480

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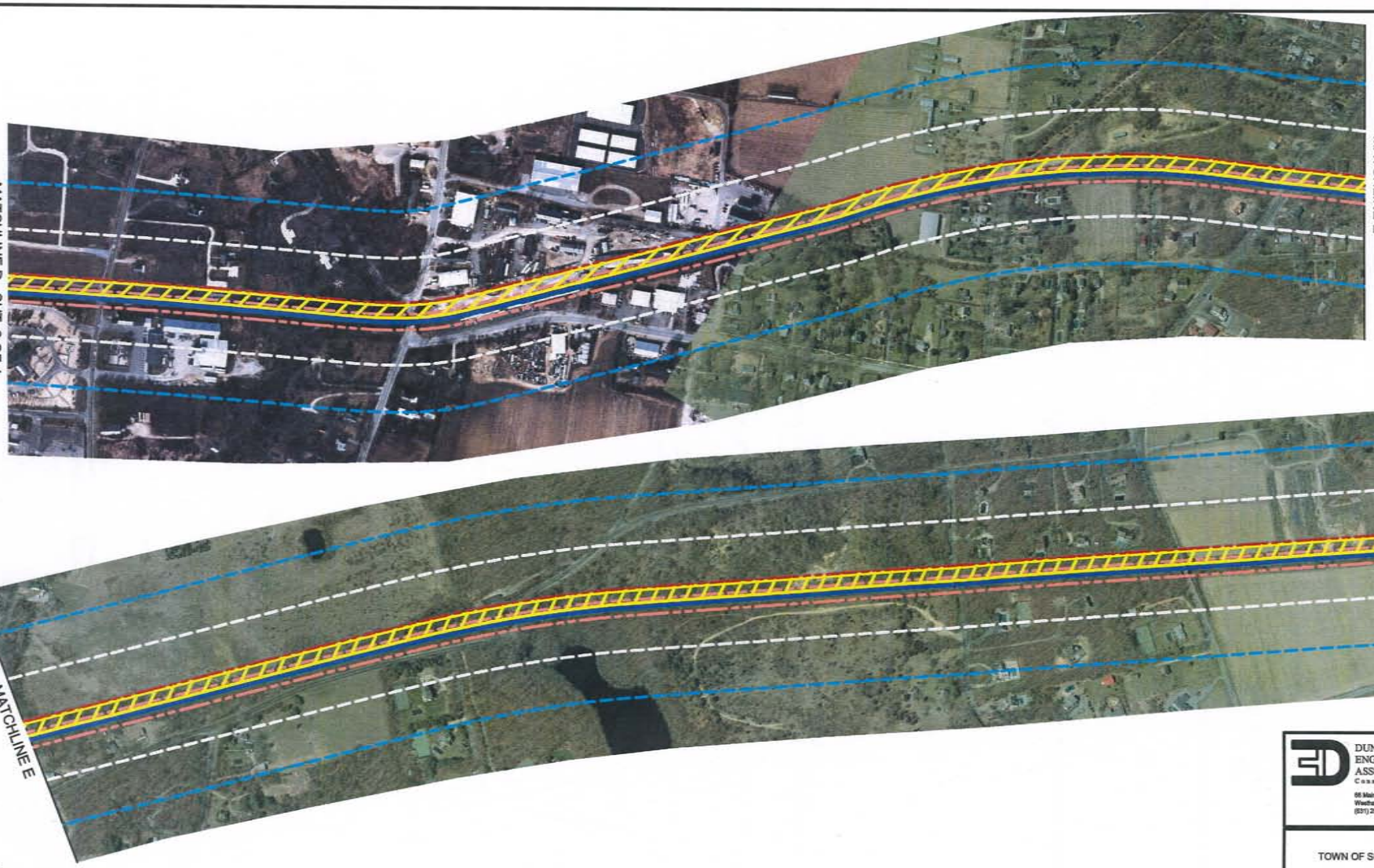
REVISIONS			
NO.	DATE	DESCRIPTION	BY

FIGURE IV-17
LONG ISLAND RAILROAD CORRIDOR
WITH NEW ROAD ADJACENT
DEERFIELD ROAD TO LONG POND

DATE	SCALE	DDA NO.
02/03/04	1"=800'	23057.00

DESIGNED BY	DRAFTED BY	SHEET NO.
R.H.	T.S.B.	2 OF 4



LEGEND:

- PROPOSED ROADWAY
- PROPOSED RAILROAD
- EXISTING RAILROAD
- PROPOSED RAILROAD R.O.W.
- EXISTING RAILROAD R.O.W.
- 200' OFFSET FROM NEW ROAD
- 400' OFFSET FROM NEW ROAD

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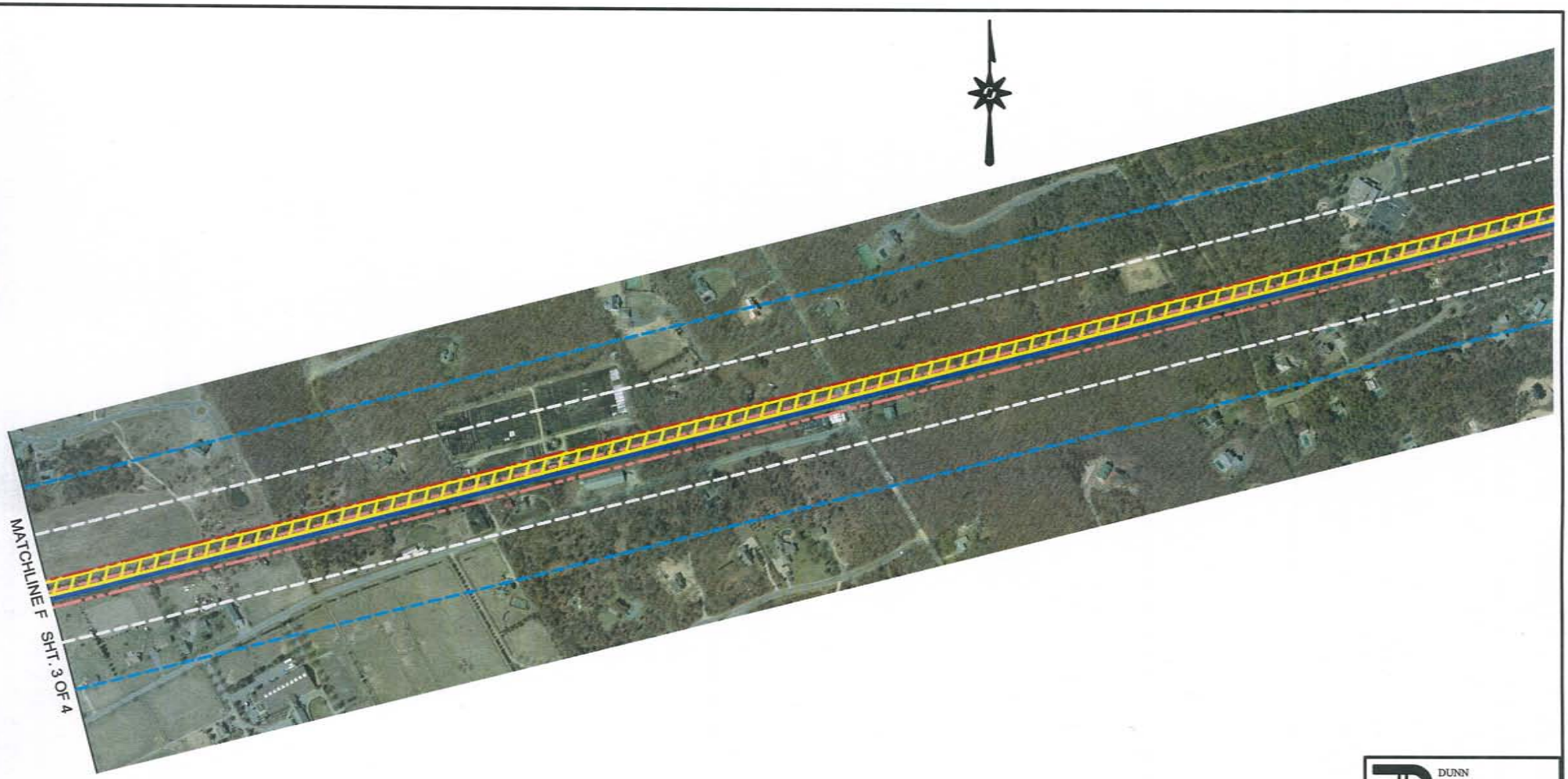
Consulting Engineers
66 Main Street
Westhampton Beach, NY 11978
(631) 288-3480

TOWN OF SOUTHAMPTON

FIGURE IV-18
LONG ISLAND RAILROAD CORRIDOR WITH NEW ROAD ADJACENT SNAKE HOLLOW ROAD AND EAST OF SAGG ROAD

REVISIONS			
NO.	DATE	DESCRIPTION	BY

DATE	SCALE	DSA NO.
02/03/04	1" = 800'	23057.00
DESIGNED BY	DRAFTED BY	SHEET NO.
R.H.	T.S.B.	3 OF 4



LEGEND:

- PROPOSED ROADWAY
- PROPOSED RAILROAD
- EXISTING RAILROAD
- PROPOSED RAILROAD R.O.W.
- EXISTING RAILROAD R.O.W.
- 200' OFFSET FROM NEW ROAD
- 400' OFFSET FROM NEW ROAD

REVISIONS			
NO.	DATE	DESCRIPTION	BY

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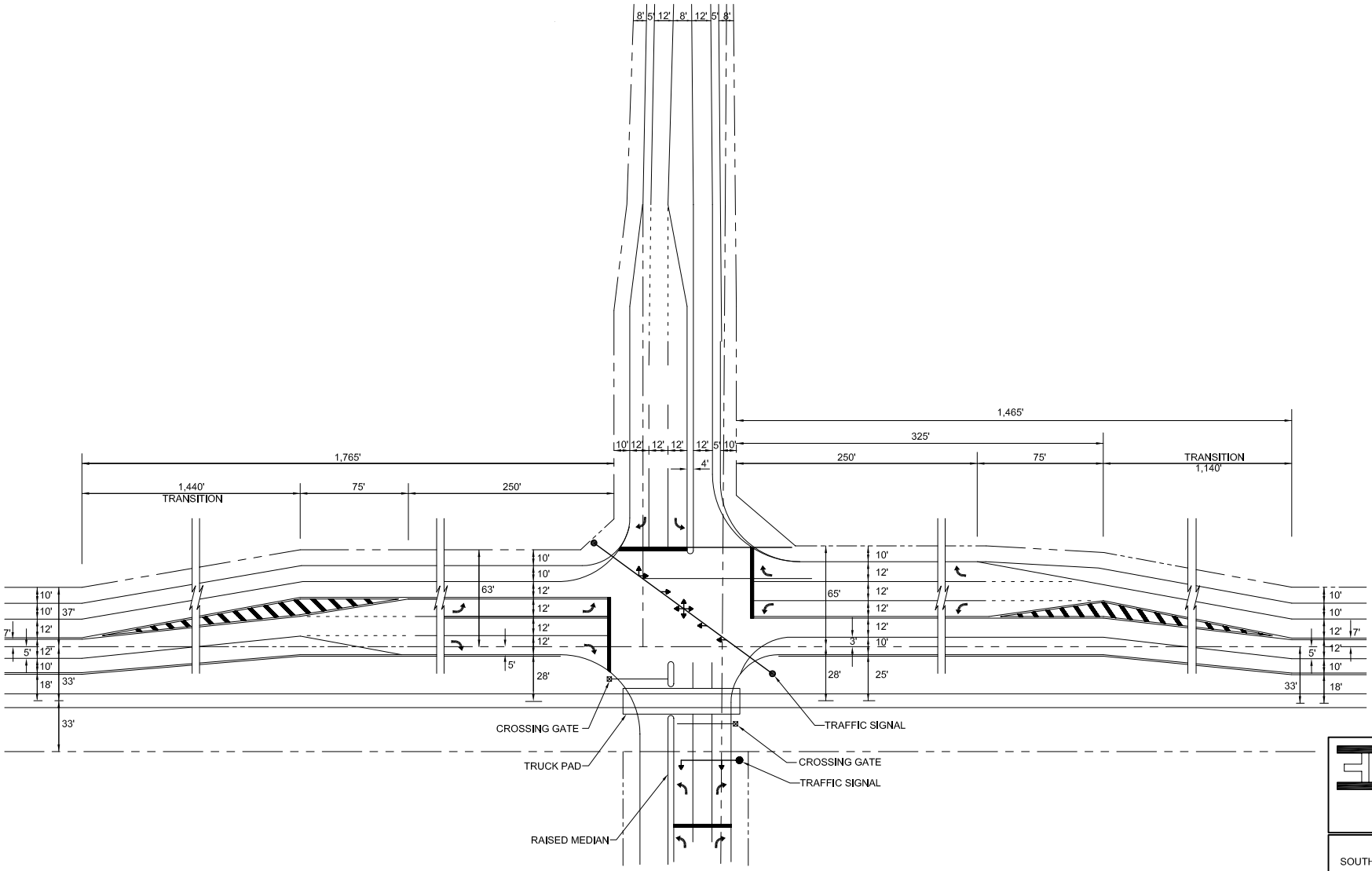
Consulting Engineers
66 Main Street
Westhampton Beach, NY 11978
(631) 288-2480

TOWN OF SOUTHAMPTON

FIGURE IV-19
LONG ISLAND RAILROAD CORRIDOR
WITH NEW ROAD ADJACENT
EAST OF SAGG ROAD
TO EAST HAMPTON

DATE	SCALE	DGN NO.
02/03/04	1" = 400'	23057.00
DESIGNED BY: R.H.	DRAFTED BY: T.S.B.	SHEET NO. 4 OF 4



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ASSOCIATES, P.C.
Consulting Engineers
66 Main Street
Westhampton Beach, NY 11978
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SOUTHAMPTON TRANSPORTATION PLAN

FIGURE IV-20
TYPICAL AT GRADE INTERSECTIONS

DATE	SCALE	DEA NO.
01/30/04	NTS	23057.00

DESIGNED BY	DRAFTED BY	SHEET NO.
RH	CD	OF

There are four existing overpasses of the railroad that would need to be extended to overpass the new highway as well as the existing railroad and there are eight at grade crossings of the railroad where either over- or underpasses of the new highway and railroad would have to be constructed. Underpass construction would present particular problems due to the presence of groundwater close to the surface. The three interchanges constructed at Scuttle Hole Road, Bridgehampton-Sag Harbor Turnpike (C.R. 79) would also require overpasses or underpasses as well as ramps to provide access to the highway.

The implementation of Option B would require far less cost in terms of structures but would raise costs relative to traffic control with the introduction of thirteen new traffic signals, all with railroad pre-emption.

Option A would provide more capacity and result in a safer facility as access would be more limited and be done via interchanges. Option B would provide approximately two-thirds of the capacity of Option A (Say 2200 vehicles per hour per direction), and because of the number of intersections, additional traffic accidents could be expected. In addition, Option B raises the issue of rail/vehicular accidents although the latest engineering practices provide substantial safeguards. It is important to recognize that the railroad abating the proposed highway on the south and since properties to the north never had highway access, there would be no need to grant it in the future. The highway could thus be free from future access that would degrade safety and capacity of the constructed facility.

Option B may well provide sufficient new highway capacity east of County Road 39 and provide a balanced system with County Road 39 once those improvements are completed.

No matter what the future use of the Long Island Rail Road Corridor east of County Road 39, the Town should act to preserve its future use by limiting growth near the rights-of-way. Whether the corridor is only used for increased train service or a joint use by rail and highway new facilities will generate additional noise that will be intrusive to nearby residences. If the joint use corridor is pursued, additional rights-of-way will be required. To minimize eventual costs, buildings should be kept as far from the rights-of-way as possible.