

Professors: Carlomusto/ Ruckert

FINAL

Director/ Writer: Ryan Grabow

Date: Spring 2003

Time: 15 minutes

TIME	VIDEO	AUDIO
0:00	<p>BLACK D IN CLOSEUP OF CAR D TO SHOT OF LIGHT TRAFFIC</p> <p>C TO SHOT OF HOUSES C TO SHOT OF MAJOR ROAD</p>	<p><u>OCA</u>: THERE IS NO DOUBT THAT THE AUTOMOBILE HELPED BRING ABOUT THE GREATEST PHENOMENON IN LONG ISLAND'S HISTORY: SUBURBS. BECAUSE OF THE AUTOMOBILE, LONG ISLAND WAS NO LONGER JUST A PLACE TO GO TO THE BEACH, IT WAS A PLACE TO LIVE.</p>
0:15	<p>CUT TO SHOT OF TALENT BY THE SIDE OF A ROAD SLOWLY WALKING TOWARD CAMERA</p>	<p><u>TALENT</u>: OF COURSE, TO DRIVE TO LONG ISLAND, YOU NEED ROADS. AS YOU CAN IMAGINE, DEVELOPERS SUCH AS ROBERT MOSES HAD A FIELD DAY DRAWING LINES ACROSS A MAP AND TRYING TO MAKE THEM INTO ROADWAYS. THIS VIDEO IS ABOUT WHAT THEY DIDN'T BUILD AND WHAT THEIR PLANS EFFECTED. HOPEFULLY, YOU'LL LEARN A FEW THINGS ABOUT A ROAD YOU DRIVE ON EVERY DAY. I'M RYAN GRABOW, AND WE'RE GOING FOR A DRIVE THROUGH THE COUNTRY.</p>
0:35	<p>OPENING</p>	<p>OPENING</p>
0:40	<p>C TO STILL OF FARM (PAN)</p> <p>C TO STILL OF HORSE AND BUGGY C TO STILL OF OLD TRAIN</p> <p>C TO STILL OF MOTOR PARKWAY C TO STILL OF OLD CAR C TO STILL OF EARLY PKWY.</p>	<p>MUSIC IN BG</p> <p><u>OCA</u>: IN THE 19TH CENTURY, LONG ISLAND WAS A VAST PLACE LITTERED WITH WOODS AND FARMS. AS NEW YORK CITY GREW, THE CITY LOOKED TO THE NEARBY LAND FOR RESOURCES, RECREATION, AND DEVELOPMENT.</p> <p>WHEN VANDERBILT BUILT THE MOTOR PARKWAY, IT WAS ONE OF THE FIRST ROADWAYS DESIGNED FOR AUTOMOBILES. ANOTHER LOCAL FIRST IS THE SOUTHERN STATE PARKWAY, AMONG THE FIRST EXPRESSWAYS EVER BUILT, BROUGHT TO YOU BY ROBERT MOSES.</p>
1:00	<p>D TO BLACK</p> <p>C TO STILL OF MOSES C TO SHOT OF PARK</p> <p>C TO SHOT OF URBAN SCENE</p> <p>C TO SHOT OF DEMOLITION C TO STILL OF PARKWAY MAP</p>	<p>MUSIC FADES</p> <p>IN 1924, ROBERT MOSES WAS APPOINTED HEAD OF BOTH THE NEW YORK STATE COUNCIL OF PARKS AND THE LONG ISLAND STATE PARK COMMISSION. FROM THE 1920'S THROUGH THE 1960'S, HE USED THESE AND OTHER POWERFUL POSITIONS HE HELD TO RENOVATE NEW YORK CITY. ALTHOUGH HIS METHODS WE'RE NOT ALWAYS POPULAR, MOSES WAS VERY EFFECTIVE IN BUILDING THE SYSTEM OF PARKWAYS THAT SPAN THE NEW YORK METROPOLITAN AREA.</p>

<p>1:25</p>	<p>C TO SHOT OF EXPY. C TO HEAVIER SHOT C TO HEAVIER STILL C TO GRIDLOCK</p>	<p>AS NEW YORK CITY GROWS IN POPULATION, SO DOES THE ISLAND. AS MORE PEOPLE MOVED OUT TO NASSAU AND SUFFOLK COUNTIES, AND GOT CARS, AND USED THEM TO COMMUTE TO THE CITY, THE MORE ROADS WE NEEDED TO HANDLE THE TRAFFIC.</p>
<p>1:37</p>	<p>C TO TALENT BY ROADWAY</p>	<p><u>TALENT</u>: THE ROADS IN THESE COUNTIES, AS WELL AS THOSE IN THE CITY, WE'RE CONSTANTLY BEING UPGRADED. TWO THINGS HAPPENED: EXISTING ROADS WOULD BE IMPROVED AND NEW ROADS WOULD BE BUILT. SURE, THE PEOPLE WHO WERE LOOKING TO MOVE TO THE ISLAND LOVED THIS, BUT WHAT ABOUT THOSE WHO WERE ALREADY HERE?</p>
<p>1:55</p>	<p>C TO NSP GRAPHIC C TO UPPER CLASS HOMES C TO NSP GRAPHIC C TO SHOT OF NSP BY 495</p>	<p><u>OCA</u>: DID YOU EVER WONDER WHY THERE'S THAT DENT IN THE NORTHERN STATE PARKWAY? THE EXPLANATION IS SIMPLE, OLD RICH PEOPLE IN WESTBURY WHO DIDN'T WANT COMMON FOLK DRIVING THROUGH THEIR NIEGHBORHOOD. THE SECTION IS KNOWN AS "OBJECTOR'S BEND" AND WAS COMPLETED IN 1934. WHEN THE RESIDENTS OF WESTBURY SAW THE BEAUTIFULLY LANDSCAPED PARKWAY, THEY ACTUALLY COMPAINED ABOUT THE DIFFICULT ACCESS.</p>
<p>2:20</p>	<p>C TO SHOT OF SUNRISE C TO SHOT OF 27 SHIELD C TO SUNRISE GRAPHIC ADD SECTION ADD SECTION HIGHLIGHT 27A</p>	<p>SUNRISE HIGHWAY IS A MAJOR ARTERY THROUGH LONG ISLANDS SOUTH SHORE, BEARING THE ROUTE NUMBER NY 27, THE 71 MILE HIGHWAY BEGAN AS A ROUTE OUT TO MASSAPEQUA IN THE 1920'S. BY 1940, SUNRISE HIGHWAY WAS EXTENDED OUT TO GREAT RIVER. IN 1953, IT WENT OUT TO EAST PATCHOGUE. AS IT WAS BUILT, THE HIGHWAY TOOK ON THE NUMBER 27. MONTAUK HIGHWAY, WHICH WAS ALREADY ROUTE 27, WAS GRADUALLY CHANGED TO 27A.</p>
<p>2:45</p>	<p>HIGHLIGHT PHILLIS DR AND EXPAND W/ WIPE EFFECT C TO TALENT BY PHILLIS DR.</p>	<p><u>TALENT</u>: IT MAY BE HARD TO BELIEVE, BUT THIS RESIDENTIAL STREET WAS ONCE PART OF SUNRISE HIGHWAY. I'M STANDING BY PHILLIS DRIVE IN EAST PATCHOGUE, WHICH CONNECTED THE END OF SUNRISE TO MONTAUK. NOT BAD FOR A TWO-LANE ROAD.</p>
<p>2:55</p>	<p>C TO SUNRISE GRAPHIC: ADD SECTION C TO STILL OF CONSTRUCTION C TO SUNRISE EXPY. SHOT</p>	<p><u>OCA</u>: FIVE YEARS LATER, WORK BEGAN ON THE EXPRESSWAY BETWEEN EXITS 54 AND 66 IN SOUTHAMPTON. ONCE THAT WAS COMPLETED, THE EXISITING HIGHWAY WAS CONVERTED TO AN EXPRESSWAY, A PROJECT WHICH TOOK UNTIL 1998 TO FINISH.</p>

<p>3:07</p>	<p>C TO ANOTHER SHOT SLOWLY DEFOCUS C TO BUSY LIE, ZOOM OUT FAST</p>	<p>SUNRISE HIGHWAY MAY BE ONE OF LONG ISLAND'S PREMIERE EXPRESSWAYS, BUT IT CAN'T COMPARE TO THE ISLAND'S ONE AND ONLY INTERSTATE HIGHWAY, 495, THE LIE.</p>
<p>3:15</p>	<p>C TO 495 SHIELD C TO 495 GRAPHIC C TO SHOT OF LIGHT TRAFFIC C TO ANOTHER SHOT C TO ANOTHER SHOT C TO SHOT OF HOV LANE</p>	<p>THE FIRST SEGMENT OF THE LONG ISLAND EXPRESSWAY OPENED IN MANHATTAN IN 1940, THE LAST OPENED IN RIVERHEAD IN 1972. IT'S PURPOSE WAS TO ALLIEVIATE PRESENT AND FUTURE TRAFFIC PROBLEMS. SPANNING THE CENTER OF THE ISLAND, THE LIE IS WELL POSITIONED TO DO IT'S JOB. LIKE MANY ROADS HERE, THIS HIGHWAY WAS SUPPOSED TO BE REVOLUTIONARY, WITH PLANS TO BUILD A SECOND DECK ON IT, A RAILWAY DOWN THE CENTER, AND A HOV LANE, THE LATTER OF WHICH IS BEING INSTALLED TODAY.</p>
<p>3:35</p>	<p>C TO L.I. GRAPHIC WITH LINES GRADUALLY APPEARING ALL OVER C TO FAST MOTION SHOT OF TRAFFIC C TO FAST MOTION DRIVING SHOT</p>	<p>BG MX <u>OCA</u>: IN THE BEGINNING OF THE 21ST CENTURY, LONG ISLAND HAS OVER FIVE THOUSAND LANE MILES OF ROADWAY CARRYING A MILLION CARS EACH DAY. IF NOT FOR THE HIGHWAYS BUILT IN THE 20TH CENTURY, WE WOULD BE DEALING WITH 24/7 GRIDLOCK. END MX</p>
<p>3:47</p>	<p>C TO TALENT IN UNDEVELOPED AREA</p>	<p><u>TALENT</u>: BUT HEY, WHAT ABOUT THE HIGHWAYS PLANNED BUT NEVER BUILT? WOULDN'T THEY HAVE EASED TRAFFIC FURTHER? WELL, BEFORE WE CAN DECIDE THAT, WE NEED TO TAKE A LOOK AT WHAT NEVER WAS.</p>
<p>3:55</p>	<p>C TO STILL OF 135 END C TO SHOT OF THE SOUND, ZOOM OUT C TO 135 GRAPHIC C TO SIGN FOR 135 (W/ NAME)</p>	<p><u>OCA</u>: COULD THIS BE THE ROAD TO RYE? NO, THIS A DEAD END, THE NORTHERN TERMINATING POINT OF THE SEAFORD-OYSTER BAY EXPRESSWAY. THE RYE I'M TALKING ABOUT IS IN WESTCHESTER COUNTY AT THE OTHER END OF A BRIDGE ACROSS THE LONG ISLAND SOUND THAT WAS NEVER BUILT. THE "WANTAGH-OYSTER BAY EXPRESSWAY" WAS BUILT IN THE 60'S AS A NORTH-SOUTH ROUTE THROUGH EASTERN NASSAU COUNTY. THE NAME WAS CHANGED TO AVOID CONFUSION WITH THE NEARBY WANTAGH PARKWAY.</p>
<p>4:16</p>	<p>C TO TALENT BY HWY. END</p>	<p><u>TALENT</u>: OKAY, SO IT WAS EASY TO CHANGE THE NAME BECAUSE IT ACTUALLY BEGINS IN SEAFORD. BUT WHAT ABOUT OYSTER BAY? THE ROAD ENDS IN WESTBURY!</p>

<p>4:22</p>	<p>C TO 135 GRAPHIC: ADD SECTION</p> <p>CHANGE 135 SHIELDS TO 287</p> <p>C TO TRAFFIC SHOT</p> <p>C TO NATURE SHOTS</p> <p>C TO 135 GRAPHIC: UPDATE</p>	<p><u>OCA</u>: NY 135 WAS ORIGINALLY PLANNED TO GO TO THE TOWN OF OYSTER BAY AND LINK TO THE "LONG ISLAND SOUND CROSSING," A MOVE THAT WOULD HAVE CONNECTED 135 TO INTERSTATE 287 AND THAT WOULD HAVE MADE THE SEAFORD-OYSTER BAY EXPRESSWAY PART OF THAT INTERSTATE. THERE WAS A LOT OF ANTICIPATION BY THE PLANNERS, BUT IN 1973 THE IDEA WAS WIPE OUT BY ENVIRONMENTAL CONCERNS. THERE WERE PLANS TO EXTEND THE EXPRESSWAY UP TO ROUTE 25A AND DOWN TO THE WANTAGH PARKWAY, BUT THAT NEVER HAPPENED AND THE LAND RESERVED FOR THE PROJECT WAS SOLD OFF.</p>
<p>4:47</p>	<p>C TO TALENT BY SUFFOLK COUNTY SIGN</p> <p>ZOOM OUT TO REVEAL SIGN</p>	<p><u>TALENT</u>: EVEN AS IT IS, NY 135 SERVES AS A MAJOR ACCESS ROUTE TO THE LIE, SOUTHERN STATE PARKWAY, AND SUNRISE HIGHWAY. AND THAT'S GREAT FOR EASTERN NASSAU COUNTY, BUT WHAT ABOUT SUFFOLK?</p>
<p>4:55</p>	<p>C TO SHOT OF ROUTE 231</p> <p>C TO 231 GRAPHIC</p> <p>C TO SHOT OF R.O.W.</p> <p>C TO ANOTHER SHOT</p> <p>C TO 231 GRAPHIC: UPDATE</p>	<p><u>OCA</u>: IN THE LATE 60'S, WORK BEGAN ON THE BABYLON-NORTHPORT EXPRESSWAY, NY 231. THIS EXPRESSWAY WAS MEANT TO ALLEVIATE TRAFFIC ON WESTERN SUFFOLK'S NORTH-SOUTH ROUTES SUCH AS ROUTE 110 AND THE SAGTIKOS PARKWAY. THE SOUTHERN SECTION, 2.6 MILES IN LENGTH, WAS COMPLETED IN 1970. THAT'S AS FAR AS IT WENT. RESIDENTS OF THE EFFECTED AREAS DID NOT LIKE THE IDEA OF AN EXPRESSWAY GOING THROUGH THEIR BACKYARD. LIKE IT'S COUNTERPART IN NASSAU COUNTY, THEY THOUGHT ABOUT RUNNING A BRIDGE ACROSS THE SOUND TO NORWALK, BUT THAT PART OF THE PLAN WAS SHORT-LIVED.</p>
<p>5:25</p>	<p>C TO SHOT OF EXPRESSWAY</p> <p>C TO SIGN WITH ROUTE NAME</p>	<p>THE PLANNERS GAVE UP AND SOLD THE LAND SET ASIDE FOR ROUTE 231. AS FOR THE BUILT SECTION IN BABYLON, TO THIS DAY IT'S STILL CALLED THE "BABYLON-NORTHPORT EXPY."</p>
<p>5:33</p>	<p>C TO 46 GRAPHIC</p> <p>C TO SHOT OF 46</p> <p>C TO ANOTHER SHOT</p> <p>C TO 46 GRAPHIC: UPDATE</p> <p>CHANGE 46 SHIELDS TO 91</p>	<p>FURTHER EAST, ANOTHER NORTH-SOUTH EXPRESSWAY WAS IN THE WORKS, THE WILLIAM FLOYD PARKWAY. COUNTY ROAD 46 WAS COMPLETED IN 1967 BETWEEN SMITH POINT PARK ON FIRE ISLAND AND SHOREHAM. AGAIN, THIS ROUTE WAS PLANNED AS A POSSIBLE LINK ACROSS THE LONG ISLAND SOUND TO CONNECTICUT. IN THE 60'S AND 70'S, A LINK WAS PROPOSED TO NEW HAVEN, MAKING ROUTE 46 AN EXTENSION OF INTERSTATE 91.</p>

5:51	<p>C TO SHOT OF 495 INTERSECTION C TO 46 EXPY. SHOT</p> <p>C TO ANOTHER SHOT</p> <p>C TO ANOTHER SHOT</p>	<p>NORTH OF IT'S INTERSECTION WITH INTERSTATE 495, THE WILLIAM FLOYD PARKWAY IS PRIMARILY AN EXPRESSWAY, MAKING THE HIGHWAY EASY TO UPGRADE. HOWEVER, BY THE 1980'S, STRONG OPPOSITION FROM CONNECTICUT OFFICIALS AND THE FACT THAT THIS 19 MILE BRIDGE WOULD BE THE LONGEST AND COSTLIEST OF ALL THOSE PROPOSED HAD KILLED THE I-91 IDEA.</p>
6:06	<p>C TO TALENT</p> <p>C TO 97 GRAPHIC</p> <p>C TO TALENT</p>	<p><u>TALENT</u>: ALTHOUGH THERE IS NO FANTASY BRIDGE TO GO WITH IT, NICOLLS ROAD IS ANOTHER NORTH-SOUTH EXPRESSWAY IN SUFFOLK COUNTY. ROUTE 97 GOES FROM BLUE POINT TO STONY BROOK, MOSTLY AS EXPRESSWAY, BUT NOT TOTALLY. BUILT DURING THE 60'S AND 70'S, THIS HIGHWAY WAS SUPPOSED TO BE ALL EXPRESSWAY AND PLANS WERE MADE FOR IT TO LINK TO THE MACARTHUR AIRPORT.</p>
6:21	<p>C TO 454/ 347 GRAPHIC</p> <p>C TO SHOT OF 454 C TO SIGN W/ NAME C TO ANOTHER SHOT</p> <p>C TO ANOTHER SHOT</p> <p>C TO SHOT OF BUSINESSES</p>	<p><u>OCA</u>: ROUTES 454 AND 347 ARE POPULAR DIAGONAL ROUTES GOING IN OPPOSITE DIRECTIONS. WHILE NEITHER IS KNOWN TODAY AS AN EXPRESSWAY, BOTH WERE PLANNED THAT WAY.</p> <p>NY 454, BETTER KNOWN AS "VETERANS MEMORIAL HIGHWAY", STARTED IN THE 50'S AS A COUNTY ROAD. WHEN NEW YORK STATE TOOK IT OVER IN 1972, THEY HAD PLANS TO WIDEN THE HIGHWAY AND MAKE IT'S ENTIRE LENGTH AN EXPRESSWAY. HOWEVER, COMMERCIAL DEVELOPMENT ALONG THE HIGHWAY PUT A STOP TO THAT BY THE 80'S.</p>
6:42	<p>C TO 454/ 347 GRAPHIC C TO SHOT OF 347</p> <p>C TO SHOT SHOWING BUFFER</p> <p>C TO 347 SHIELD</p> <p>C TO 347 GRAPHIC: UPDATE</p> <p>C TO ANOTHER SHOT OF BUFFER</p> <p>C TO 347 GRAPHIC: ADD SECTIONS</p> <p>C TO ANOTHER SHOT</p>	<p>LIKE 454, ROUTE 347, BETTER KNOWN AS "NESCONSET HIGHWAY", WAS BUILT IN THE 50'S AS A COUNTY ROAD. THIS HIGHWAY WAS GIVEN MORE LAND SO IT COULD ONE DAY BE CONVERTED INTO AN EXPRESSWAY. NEW YORK STATE TOOK THE ROUTE OVER IN 1966 TO DO WHAT SUFFOLK COUNTY COULDN'T AFFORD TO. THE STATE PLAN CALLED FOR THE "NORTH SHORE EXPRESSWAY", A LIMITED-ACCESS HIGHWAY LINKING TO THE LIE, WITH SERVICE ROADS SPANNING IT'S ENTIRE LENGTH TO PORT JEFFERSON.</p> <p>MORE AMBITIOUS PROJECTS HAD THE EXPRESSWAY EXTENDING EASTWARD TO THE WILLIAM FLOYD PARKWAY, IN HOPES THAT IT WOULD BECOME AN INTERSTATE, AND WESTWARD INTO QUEENS TO LINK UP WITH INTERSTATE 678.</p> <p>WHILE SUPPORT FOR THIS HIGHWAY TIDES AND EBBS, PROPOSALS TO CONVERT 347 ARE STILL ON</p>

		THE TABLE, MORE ON THAT LATER.
7:17	C TO TALENT BY SUNRISE HIGHWAY, SLOW ZOOM IN	<u>TALENT</u> : WE ALREADY LEARNED ABOUT SUNRISE HIGHWAY AS IT IS TODAY, BUT THERE IS A LOT THAT WAS PLANNED AFTERWARD. NOW, WE TAKE A LOOK AT THE "ATLANTIC EXPRESSWAY."
7:25	C TO SUNRISE GRAPHIC (W/ ARROW TO FOLLOW) C TO SHOT OF 27 SHIELD C TO SHOT OF EXPRESSWAY	<u>OCA</u> : AFTER EXIT 66 ON SUNRISE HIGHWAY, THE EXPRESSWAY ENDS, THREE LANES FROM TWO ROADS BECOME ONE, AND 27A MERGES WITH 27. FROM THERE, IT'S A LONG, AWKWARD DRIVE THROUGH THE HAMPTONS. SINCE THE VERY BEGINNING, PLANNERS WERE COMING UP WITH IDEAS TO EXTEND THE EXPRESSWAY THROUGH TO MONTAUK.
7:40	C TO SUNRISE GRAPHIC: UPDATE C TO SHOT OF 495 SOUND BARRIERS C TO SHOT OF NATURE	IN 1969, THE STATE APPROVED A PLAN TO EXTEND SUNRISE HIGHWAY 23 MILES TO AMAGANSETT, WITH NATURAL BARRIERS AND A MINIMUM OF OFFRAMPS TO PRESERVE THE EAST END'S ENVIRONMENT. DESPITE POSITIVE IMPACT STUDIES, LOCALS DIDN'T LIKE THE IDEA AND SHUT DOWN THE PROJECT.
7:52	C TO SHOT OF SUNRISE C TO SUNRISE GRAPHIC: UPDATE C TO LI SOUND SHOT C TO SHOT OF SUNRISE HWY. C TO ANOTHER SHOT C TO ANOTHER SHOT C TO SHOT OF BUSINESSES C TO MORE BUSINESSES C TO SHOT OF LIGHT TURNING RED	THE FULL-ACCESS PARTS IN NASSAU AND QUEENS COUNTIES WERE ALSO DESTINED FOR EXPRESSWAY STATUS. AS EARLY AS 1941, PROPOSALS WERE MADE TO CONVERT ALL OF SUNRISE HIGHWAY, MAKING IT PART OF A GRAND SCHEME TO LINK IT TO THE LIE AND ULTIMATELY TO A BRIDGE ACROSS THE SOUND. THE PLAN CALLED FOR AN ELEVATED EIGHT TO TEN LANE HIGHWAY CO-EXISTING WITH OR REPLACING THE EXISTING ROAD. THIS "ATLANTIC EXPRESSWAY" WAS SCHEDULED FOR COMPLETION IN 1985, BUT LOCAL RESIDENTS AND BUSINESS OWNERS WHO WOULD HAVE BEEN RELOCATED OPPOSED THE IDEA, AND THE PLANS WERE ABANDONED BY THE END OF 1967.
8:17	C TO TALENT BY EXPRESSWAY	<u>TALENT</u> : HAD ENOUGH EXPRESSWAYS? WE'VE ONLY SCRATCHED THE SURFACE THUS FAR. WOULD YOU BELIEVE THERE WERE MORE NORTH-SOUTH HIGHWAYS PLANNED?
8:23	C TO TRAFFIC SHOT C TO WESTERN NASSAU EXPY. GRAPHIC C TO SHOT OF MEADOWBROOK C TO MEADOWBROOK GRAPHIC C TO TRAFFIC SHOT C TO LI SOUND SHOT (SAME ONE)	<u>OCA</u> : ANOTHER HOTLY CONTROVERSIAL ROUTE WAS THE WESTERN NASSAU EXPRESSWAY, FIRST PLANNED TO GO FROM 27A IN FREEPORT TO 25A IN ROSLYN. INSTEAD OF A NEW EXPRESSWAY, THE MEADOWBROOK PARKWAY WAS EXTENDED NORTHWARD TO THE NORTHERN PARKWAY IN 1957. THE NEED FOR THIS HIGHWAY REMAINED, HOWEVER, AND ALTERNATE PLANS WERE MADE, INCLUDING, WHAT ELSE, A BRIDGE ACROSS THE LONG ISLAND SOUND. OF COURSE, ALL PLANS WERE FAUGHT AND ULTIMATELY REJECTED.

<p>8:42</p>	<p>C TO 110 GRAPHIC</p> <p>C TO SHOT OF 110</p> <p>C TO ANOTHER SHOT</p> <p>C TO SHOT OF BUSINESSES</p> <p>C TO SHOT OF ROAD OFF TO THE SIDE</p> <p>C TO TRAFFIC SHOT</p>	<p>BROAD HOLLOW ROAD RUNS NORTH-SOUTH THROUGH EXTREME WESTERN SUFFOLK COUNTY, THIS TOO WAS A PLANNED EXPRESSWAY. PERHAPS NOT AT FIRST, BUT IN 1970 THE PROPOSAL WAS MADE TO CONVERT THE ENTIRE LENGTH OF ROUTE 110 INTO A SIX-LANE EXPRESSWAY, WITH SERVICE ROADS ALL THE WAY FROM AMITYVILLE TO HUNTINGTON STATION. THE PEOPLE WHO RUN BUSINESSES ALONG ROUTE 110 FAUGHT AND DEFEATED THE PLAN. INSTEAD, MUCH OF THE ROAD WAS WIDENED TO ACCOMIDATE MORE TRAFFIC BUT NO OTHER CHANGES WERE MADE.</p>
<p>9:05</p>	<p>C TO A.O. GRAPHIC</p> <p>C TO SHOT OF WILLIAM FLOYD</p>	<p>IN THE 60'S AND 70'S, A ROUTE WAS TO CONNECT TO NICOLLS ROAD AND LINK TO A BRIDGE OVER THE SOUND TO BRIDGEPORT. THAT ROUTE WAS COUNTY ROAD 110 IN SUFFOLK COUNTY, NAMED THE "A.O. SMITH" TURNPIKE. BUT, THE BRIDGE PLAN WAS DROPPED IN FAVOR OF THE SHOREHAM-NEW HAVEN LINK, WHICH ALSO NEVER CAME TO BE.</p>
<p>9:17</p>	<p>C TO TALENT</p>	<p><u>TALENT</u>: THOSE ARE SOME ROADS THAT HAVE BEEN PLANNED BUT NEVER BUILT, OR THAT WERE ALMOST EXPRESSWAYS BUT DIDN'T QUITE MAKE IT. BUT NOW THINK OF ROADS LIKE THE SEAFORD-OYSTER BAY EXPRESSWAY AND THE BABYLON-NORTHPORT EXPRESSWAY. THEY WERE PARTIALLY BUILT AND ARE IN USE TODAY, BUT NOT IN NEARLY THE CAPACITY THEY WERE SUPPOSED TO BE. THESE NEXT THREE ROADS ALSO HAD MAJOR PLANS THAT DIDN'T GO THROUGH ALL THE WAY...</p>
<p>9:33</p>	<p>C TO SHOT OF SUNRISE EXIT 62 SIGN</p> <p>C TO SHOT OF 111</p> <p>C TO 111 GRAPHIC</p> <p>HIGHLIGHT LAB</p> <p>HIGHLIGHT PLANT</p> <p>HIGHLIGHT BASE</p> <p>C TO SHOT OF 111</p> <p>C TO SHOT OF PINE BARRENS</p>	<p><u>OCA</u>: SUFFOLK ROUTE 111, NAMED PORT JEFFERSON- WESTHAMPTON ROAD, DOESN'T GO TO PORT JEFFERSON OR WESTHAMPTON. THIS 5 MILE STRETCH BETWEEN SUNRISE EXIT 62 AND LIE EXIT 70 IS ALL THAT EXISTS.</p> <p>ROUTE 111 WAS PLANNED AS AN EXPRESSWAY THAT WOULD PROVIDE ACCESS TO BROOKHAVEN NATIONAL LAB, CALVERTON NAVAL WEAPONS INDUSTRIAL RESERVE PLANT, AND THE SUFFOLK COUNTY AIR FORCE BASE, LINKING THEM TO PORT JEFFERSON HARBOR. WHAT STOPPED IT? THE ENVIRONMENT. SINCE THE ROUTE WOULD GO THROUGH THE ECOLOGICALLY SENSITIVE PINE BARRENS REGION, PROTESTORS GOT TOGETHER TO FIGHT THE PROJECT AND WON.</p>
<p>9:58</p>	<p>C TO SHOT OF LIE</p>	<p>WHILE I-495, THE LONG ISLAND EXPRESSWAY, WAS ORIGINALLY PLANNED THE WAY IT IS TODAY, PLANNERS DID START THINKING BIGGER IN 1969.</p>

	<p>C TO 495 GRAPHIC: UPDATE</p> <p>C TO SAME SHOT OF SOUND</p> <p>C TO SHOT OF 495</p> <p>C TO SHOT OF 495 SHIELD</p> <p>C TO 495 GRAPHIC: UPDATE ADD SECOND BRIDGE ADD THIRD BRIDGE ADD FOURTH BRIDGE</p>	<p>THE MATTITUCK EXTENTION, APPROVED BY THE NEW YORK STATE LEGISLATURE, WOULD HAVE EXTENDED THE LIE 13 MILES EASTWARD, ALLOWING, WHAT ELSE, A BRIDGE TO CONNECTICUT. OF COURSE, NO ONE LIKED THIS OUT ON THE NORTH FORK AND THE RESIDENTS TRIED TO STOP IT. IN THE 60'S, NOT ONE BUT FOUR ROUTES WERE PROPOSED FOR BRIDGING THE LIE.: FROM RIVERHEAD TO GUILFORD, CT FROM EAST MARION TO OLD SAYBROOK, CT FROM ORIENT POINT TO NEW LONDON, CT AND, USING FISHERS ISLAND, ORIENT POINT TO WESTERLY, RI.</p>
<p>10:30</p>	<p>C TO TALENT</p>	<p><u>TALENT</u>: SPEAKING OF THE LIE, IF YOU PAY ATTENTION TO THE EXITS WHILE YOUR DRIVING, YOU'LL NOTICE THAT THERE'S NO EXIT 47. ARE WE MISSING AN INTERSECTION OR WHAT? THE ANSWER IS YES. NOW WE DIG INTO PARKWAYS AND THE ONE THAT WAS SUPPOSED TO CROSS THE LIE HERE.</p>
<p>10:41</p>	<p>C TO SHOT OF BETHPAGE PWY. C TO SHOT OF BETHPAGE PKWY. SIGN C TO SHOT OF BETHPAGE PWY.</p>	<p><u>OCA</u>: PERHAPS THE MOST INTERESTING FAILURE IN THE ENTIRE LONG ISLAND PARKWAY SYSTEM IS THE BETHPAGE PARKWAY. YOU KNOW, THAT LITTLE ONE NO ONE NOTICES. THAT 2.4 MILE LONG PARKWAY WAS SUPPOSED TO SPAN BOTH COASTS OF THE ISLAND!</p>
<p>10:50</p>	<p>C TO BETHPAGE GRAPHIC</p> <p>C TO SHOT OF PARK C TO SHOT OF PARKWAY</p> <p>C TO BETHPAGE GRAPHIC: ADD SECTION ADD SECTION FOR CAUMSETT</p> <p>C TO SHOT OF UNDEVELOPED LAND C TO SAME SHOT OF UPPER CLASS HOMES</p>	<p>OPENED IN 1936, THE BETHPAGE PARKWAY WAS INTENDED TO BRING PEOPLE FROM THE SOUTHERN STATE PARKWAY TO BETHPAGE STATE PARK. IN THE 60'S, PLANS WERE MADE TO WIDEN THE EXISTING PARKWAY AND EXTEND IT IN BOTH DIRECTIONS. SOUTHWARD IT WOULD GO THROUGH MASSAPEQUA STATE PARK TO MERRICK ROAD, NORTHWARD IT WOULD GO TO A NEW PARK ON THE NORTH SHORE. THE NECESSARY LAND WAS BAUGHT AND THE PROPOSED ROUTE MADE IT ONTO LOCAL MAPS. BUT THE RICH FOLKS DID NOT LIKE THE IDEA AND PUT A STOP TO THE PROJECT. CAUMSETT STATE PARK DID OPEN IN A LESSER CAPACITY IN 1977.</p>
<p>11:14</p>	<p>C TO SHOT OF "END" SIGN</p>	<p>EVIDENCE OF THE BETHPAGE SLASH CAUMSETT PARKWAY EXTENSION STILL EXISTS TODAY.</p>

<p>11:18</p>	<p>C TO BETHPAGE GRAPHIC: HIGHLIGHT 495 INTERSECTION C TO SHOT OF EXITS 46 AND 48</p> <p>C TO SHOT OF LIE</p>	<p>FIRST, THERE'S EXIT 47 ON THE LIE. YOU GUESSED IT, THE BETHPAGE STATE PARKWAY. NO PARKWAY, NO EXIT. THE NUMBER WAS ALLOCATED WHEN THE EXPRESSWAY WAS BEING BUILT. HOWEVER, RECENT IMPROVEMENTS TO THE LIE RENDERED IT INCOMPATIBLE WITH ANY PLANNED CROSSING IN THE FUTURE. A SIGN THAT THE PLAN IS DEAD.</p>
<p>11:30</p>	<p>C TO SHOT OF 135 SHIELD</p> <p>C TO SHOT OF GAP</p> <p>C TO BETHPAGE GRAPHIC: ADD SECTION</p>	<p>SECOND, THE SEAFORD-OYSTER BAY EXPRESSWAY HAS ANOTHER SECRET. BETWEEN EXITS 8 AND 9, THE NORTHBOUND LANES SPLIT OFF FROM THE SOUTHBOUND LANES, WITH THE SOUTHBOUND LANES ELEVATED, ONLY TO RETURN TO NORMAL AFTER A MILE. THIS IS WHERE THE BETHPAGE PARKWAY WAS TO HAVE INTERSECTED WITH ROUTE 135 USING A "SCISSORS"- TYPE INTERCHANGE.</p>
<p>11:45</p>	<p>MOVE GRAPHIC</p> <p>C TO SHOT OF CONVENTIONAL MAP (SHOWING STREETS) HIGHLIGHT R.O.W.</p>	<p>AS WE CONTINUE TO GO NORTH ALONG THE PARKWAY'S RIGHT OF WAY, WE SEE OUR THIRD CLUE. MANY OF THESE STREETS WERE BUILT BACK WHEN THE PARKWAY WAS STILL ON THE TABLE. IN PREPARATION, A STRIP OF UNDEVELOPED LAND WAS LEFT WHERE THE ROUTE WAS SUPPOSED TO GO. MANY OF THESE STREETS ACTUALLY APPEAR TO BE SERVICE ROADS OR RESIDENTIAL BARRIERS FOR THIS NON-EXISTANT PARKWAY.</p>
<p>12:00</p>	<p>C TO TALENT BY R.O.W.</p>	<p><u>TALENT</u>: WANNA TAKE A GUESS WHAT STOPPED THEM? RICH PEOPLE LIVING ON THE NORTH SHORE. THE ARGUMENT WAS ALSO MADE THAT THE SEAFORD-OYSTER BAY EXPRESSWAY RENDERED THIS PARKWAY UNNECESSARY, SINCE THEY FOLLOW SIMILAR ROUTES AND 135 HANDLES MORE TRAFFIC ANYWAY.</p>
<p>12:12</p>	<p>C TO BETHPAGE GRAPHIC</p> <p>MOVE TO SOUND SHORE GRAPHIC</p>	<p><u>OCA</u>: THOSE STREETS MAY INDICATE AN INTERSECTION BETWEEN ROADS AND A PARKWAY THAT DOESN'T EXIST. BUT SOMEWHERE AROUND CAUMSETT STATE PARK WAS A PLANNED INTERSECTION WHERE NEITHER ROAD WAS BUILT. THE TWO PRAKWAYS WERE THE CAUMSETT AND THE SOUND SHORE.</p>

<p>12:22</p>	<p>C TO SHOT OF 135 AT END</p> <p>C TO TRAFFIC SHOT OF 135</p> <p>C TO SHOT OF PARKWAY C TO SOUND SHORE GRAPHIC: HIGHLIGHT PARKWAYS</p> <p>C TO SHOT OF RIBBON PARK</p>	<p>THE PROPOSED BRIDGE BETWEEN OYSTER BAY AND RYE WOULD HAVE MADE THE SEAFORD-OYSTER BAY EXPRESSWAY A MAJOR ARTERY THROUGH LONG ISLAND. IN 1965, WITH THE PLAN STILL BEING CONSIDERED, ROBERT MOSES PROPOSED A PARKWAY LINK TO THE BRIDGE. THE SOUND SHORE PARKWAY WAS TO BE THE NORTH SHORE'S EQUIVILENT OF THE OCEAN PARKWAY, WHICH RUNS ALONG THE ATLANTIC OCEAN. WITH THE PARKWAY PROPOSAL CAME PLANS FOR MANY NEW PARKS THAT THE ROUTE WOULD INTERSECT WITH, SPANNING 22 MILES BETWEEN GLEN COVE AND SUNKEN MEADOW STATE PARK. A GROUP FIGHTING FOR THE PRESERVATION OF THE NORTH SHORE PUT A STOP TO THIS PARKWAY.</p>
<p>12:46</p>	<p>C TO SHOT OF OCEAN PKWY.</p> <p>C TO SHOT OF BEACHES C TO SIGN FOR JONES BEACH</p> <p>C TO SHOT OF OCEAN PKWY.</p> <p>C TO OCEAN GRAPHIC</p> <p>ADD SECTION</p> <p>C TO SHOT OF OCEAN PKWY.</p>	<p>ON THE OPPOSITE SHORE, THE OCEAN PARKWAY WAS BUILT IN THE EARLY 1930'S AND SERVES LONG ISLAND'S WESTERN BEACHES, SUCH AS THE POPULAR JONES BEACH. UNDOUBTEBLY, THE PARKWAY SYSTEM HAS ALLOWED THESE BEACHES TO FLOURISH BY ALLOWING EASY ACCESS. THE OCEAN PARKWAY ENDS WHEN IT REACHES THE ROBERT MOSES CAUSEWAY. IN THE LATE 30'S, AS WELL AS THE 60'S, PLANS WERE MADE TO EXTEND THE PARKWAY TO SMITH POINT PARK AND BEYOND, IN HOPES THAT OCEAN PARKS THROUGHOUT CENTRAL SUFFOLK COULD ALSO BE HELPED. HIGH COSTS AND ENVIRONMENTAL CONCERNS BROUGHT THIS PLAN TO A HALT AND THE OCEAN PARKWAY STILL GOES ONLY AS FAR AS CAPTREE STATE PARK.</p>
<p>13:14</p>	<p>C TO OCEAN GRAPHIC: ADD SECTION</p> <p>ADD CAUSEWAY</p> <p>C TO SHOT OF OCEAN PKWY.</p>	<p>THE EARLIER, MORE AMBITIOUS PLAN TO EXTEND THE OCEAN PARKWAY HAD IT GOING ALL THE WAY TO THE HAMPTONS. HERE, ANOTHER PARKWAY WAS TO BRANCH OFF INTO HAMPTON BAYS, THE PONQUOGUE CAUSEWAY. GOING BETWEEN THE OCEAN PARKWAY EXTENTION AND MONTAUK HIGHWAY, THE PROPOSAL FOR THIS SHORT PARKWAY WAS PACKAGED WITH THE OCEAN PARKWAY PROPOSAL AND IT SUFFERED THE SAME FATE.</p>
<p>13:30</p>	<p>C TO TALENT</p>	<p><u>TALENT:</u> OTHER PROPOSALS INCLUDED EXTENDING THE NORTHERN STATE PARKWAY TO ORIENT POINT, THE SOUTHERN PARKWAY TO MONTAUK, AND THE WANTAGH INTO OLD WESTBURY. BESIDES THAT? HEY, WHO KNOWS WHAT ELSE THOSE CRAZY GUYS THOUGHT UP BUT NEVER PUT ON PAPER. IT ALMOST BOGGLES THE MIND.</p>
<p>13:44</p>	<p>C TO BUSY SHOT OF METRO AREA</p>	<p><u>OCA:</u> ONLY A CENTURY AGO, LONG ISLAND WAS MOSTLY FARMLAND. SINCE THAT TIME, IT HAS</p>

	C TO SHOT OF NEW YORK SKYLINE C TO FAST MOTION SHOT OF TRAFFIC	BECOME AN EXTENSION OF ONE OF THE WORLD'S PREMIERE METROPOLIS. IRONICALLY, AS POPULATION INCREASES, THE MORE WE NEED ROADS TO CARRY INCREASED TRAFFIC. YET, AS MORE BECOMES DEVELOPED, THE HARDER IT IS TO BUILD ROADS.
	C TO SHOT OF 135 END D TO FANTASY SHOT	IF INTERSTATE 287 CROSSED THE SOUND SHORE PARKWAY ONTO A BRIDGE TO RYE, WOULD THE THROGS NECK BRIDGE SEE A SIGNIFICANT REDUCTION IN TRAFFIC?
14:05	C TO OCEAN GRAPHIC	IF ONE COULD TAKE THE OCEAN PARKWAY TO THE HAMPTONS, WOULD THE LOCAL ENVIRONMENT BE BETTER OR WORSE?
	C TO UPPER CLASS HOMES D TO POORER HOMES	AND IF NOT FOR OBJECTORS BEND, WOULD OLD WESTBURY'S PEOPERTY VALUES HAVE PLUMMETED?
14:14	C TO TALENT	<u>OCA</u> : DIFFERENT PEOPLE HAVE DIFFERENT OPINIONS. YOU MIGHT FAVOR MORE CONVIENIENT ROUTES OR A MORE UNDEVELOPED ENVIRONMENT. STUDIES ARE MADE FOR EACH ROUTE PLANNED TO EVALUTE THEIR IMPACT ON A VARIETY OF THINGS.
14:23		ONE THING IS CERTAIN, LONG ISLAND WILL CONTINUE TO GROW AND NEW ROADS, WIDER ROADS, AND CONVERTED ROADS WILL BE NEEDED IN LONG ISLAND'S FUTURE. PROPOSALS ARE STILL ON THE TABLE FOR EXTENDING THE BETHPAGE PARKWAY TO THE SEAFORD-OYSTER BAY EXPRESSWAY, TURNING ROUTE 347 TO NESCONSET INTO A PARKWAY-LIKE "GREENWAY," AND EXTENDING THE SEAFORD-OYSTER BAY EXPRESSWAY NORTH TO ROUTE 25A.
14:40		FOR MORE INFORMATION, YOU CAN VISIT LITP2000.COM OR NYCROADS.COM. THANKS FOR WATCHING, I'M RYAN GRABOW WISHING YOU GOOD DRIVING.
14:50	C TO CREDITS (HWY. BG)	<u>MUSIC</u>
<u>15:00</u>	BLACK	

SOURCES:

Nycroads.com

Litp2000.com

New York State Dept. of Transportation website (<http://www.dot.state.ny.us/>)