

= New York State Route 135 =

New York State Route 135 ( NY 135 ) is a 10 @. @ 66 @- @ mile ( 17 @. @ 16 km ) state highway in eastern Nassau County , New York , in the United States . The route is a limited @- @ access highway that connects Seaford with Syosset . The highway runs from Merrick Road ( unsigned County Route 27 or CR 27 ) in Seaford to NY 25 in Syosset . In between , NY 135 passes through Bethpage and Plainview and serves Bethpage State Park . The highway is ceremoniously designated as the Ralph J. Marino Expressway ; however , it is more commonly known as the Seaford ? Oyster Bay Expressway .

The origins of the expressway date back to 1954 when engineering pioneer Robert Moses proposed that a highway be built between Wantagh and Oyster Bay . Although communities along the proposed path of the highway opposed its construction , Moses eventually won the grant . Right @- @ of @- @ way was taken in 1958 , and construction began in 1959 . In 1967 , the name of the expressway was renamed from the Wantagh ? Oyster Bay Expressway to its current name . The expressway was completed to its current length in 1969 ; however , a stub exists at each end of the highway . The freeway was designated as NY 135 by 1964 .

Around 1970 , Robert Moses returned his focus to the expressway , proposing that the highway be extended north from Syosset . This extension would include a long bridge to Rye in Westchester County across the Long Island Sound . The plan received support until it was brought to the federal government , at which point towns began opposing his plans . Governor Nelson Rockefeller canceled the proposed extension in 1973 . In 2007 , a developer proposed building a 16 @- @ mile ( 26 km ) tunnel to Rye instead . There have also been plans for a southern extension to Jones Beach , but none have been acted on .

= = Route description = =

The Seaford ? Oyster Bay Expressway northbound lanes begins at the onramp from Merrick Road ( unsigned CR 27 ) near the outer limits of downtown Seaford in southeastern Nassau County . There is an aging sign at the southern terminus , depicting the highway as " NY 135 " and showing the nearest control city as Oyster Bay . The offramp begins at a commercial building and turns to the northeast , heading through some trees . After a short distance , the onramp merges into the northbound lanes of the expressway .

The expressway progresses northward from the onramp , crossing over Waverly Avenue and passing the first guide sign for exit 2 ( NY 27 ) , about 0 @. @ 5 miles ( 0 @. @ 8 km ) ahead from this point . The highway widens to three lanes in each direction as it comes upon the interchange with NY 27 . The highway progresses its way northward through the interchange and passes by the first NY 135 northbound shield in the middle of the exit . Trees mainly separate the expressway from the nearby highways and communities . After a short distance , the onramp from NY 27 merges into the northbound lanes , and the highway continues northward .

On the southbound side , across from the onramp , the southbound lanes split for exit 2E , set specifically for the eastbound alignment of NY 27 . Shortly afterward the expressway crosses under both directions of NY 27 on separate bridges . After that , Seamans Neck Road becomes the service road to the expressway , running parallel to the east . There is a bridge over Clark Street in the nearby community of Massapequa , where West Seamans Neck Road , the southbound service road , ends . After a short distance , Seamans Neck Road ends at exit 3 for NY 105 .

After a while , the expressway passes the North Wantagh Park , and connects to the Southern State Parkway at exit 4 . There , the expressway makes a curve to the northeast , crossing over Cordwood Lane on an overpass . The direction of the expressway begins to straighten , until exit 5 , where it encounters NY 107 . Soon after , the expressway comes upon exit 6 , which is for Boundary Avenue , a connector to the nearby Bethpage State Parkway . From there , the expressway turns to the north and begins to parallel the Bethpage Parkway as it meets NY 24 ( Hempstead Turnpike ) .

North of NY 24 in Bethpage , NY 135 has an exit leading to Powell Avenue and Plainview Road , the latter serving as a local continuation of the Bethpage Parkway . At this point , the median of the

expressway widens as the route heads northward . The wide median was originally constructed to allow the Bethpage Parkway to be extended north to the Caumsett State Parkway and Caumsett State Park . The wide median ends just before exit 9 as the lanes of NY 135 come back together for the exit with Cherry Avenue and Broadway . After interchange 9 , the expressway enters Plainview as it crosses over Haypath Road .

As the expressway passes through Plainview it passes beneath Old Country Road at exit 10 . Seven interchanges north of the Southern State Parkway , NY 135 comes upon the Northern State Parkway at exit 12 . Just after , there is a partial cloverleaf interchange ( exit 13 ) with the Long Island Expressway ( I @-@ 495 ) in Locust Grove . The expressway continues north of I @-@ 495 , heading through Locust Grove to interchanges 14E and 14W . Here , NY 135 ends and merges into NY 25 ( the Jericho Turnpike ) . A stub built for the possible extension of the expressway sits nearby . All traffic merges onto NY 25 west from there .

= = History = =

= = = Planning and construction = = =

In 1954 , the New York State Department of Public Works ( NYSDPW ) unveiled plans for a six @-@ lane expressway that would go from the Wantagh State Parkway in Wantagh to NY 106 in Oyster Bay . Unlike the Western Nassau Expressway , a highway proposed two years earlier that would go through densely populated areas in western Nassau County , this roadway would go through lightly populated areas , meaning that acquiring the necessary right @-@ of @-@ way would be easier . Under Robert Moses ' original plans for the highway , the northern terminus of the expressway would be placed near brand new local ferry terminals in Oyster Bay . From there , commuters could connect to the city of Stamford , Connecticut , 12 miles ( 19 km ) to the north by way of ferries across Long Island Sound . The proposed highway was added to the New York State Highway Law as follows , with annotations in brackets :

... Seaford ? Oyster Bay expressway , beginning at a point on the Wantagh parkway in the vicinity of the hamlet of Wantagh , thence running generally through or near the hamlets of Seaford , Bethpage and Plainview to a point on state highway nine thousand twenty @-@ one [ NY 106 ] south of the village of Oyster Bay ; ...

One of the major problems with the proposed alignment of the expressway was that it divided each community that it passed through . This was met by protests from all of the communities . To remedy the concerns , Lewis Waters , the Oyster Bay Town Supervisor , proposed a new alignment for the expressway . Under his plan , it would now begin at the Ocean Parkway in Tobay Beach , cross Great South Bay and enter West Amityville at Clocks Boulevard . From West Amityville , the expressway was to turn to the northeast near the current @-@ day Sunrise Mall , and progress its way through Massapequa and Farmingdale into Bethpage State Park . The highway was to cross through Bethpage State Park using the old right @-@ of @-@ way for the Bethpage State Parkway through the communities of Old Bethpage and Plainview . From there , it would veer to the northwest , approaching and intersecting with the Jericho Turnpike ( NY 25 ) about 0 @.@ 75 @-@ mile ( 1 @.@ 21 km ) from its current northern terminus . At the Long Island Rail Road 's Port Jefferson Branch , it would follow the originally planned alignment , but would end at NY 25A instead of NY 106 .

This plan , supported by the residents of Oyster Bay , would require the acquisition of 185 residential homes . In comparison , the alignment planned by Moses would result in the elimination of 450 homes . However , Moses ' plan won out , to much of their dismay .

In 1958 , NYSDPW acquired the right @-@ of @-@ way for the highway . From Seaford north to the Southern State Parkway near Plainedge , the right @-@ of @-@ way followed the alignment of Seamans Neck Road , then an uninterrupted local road extending from Merrick Road in Seaford north to NY 107 and Union Avenue in Levittown . Also in 1958 , the Nassau County Department of Public Works signed over 100 county highways around the county . According to the 1959 Master

Plan for the county by the public works department , Seamans Neck Road was initially designated as CR 191 , but only from Merrick Road to the proposed interchange between the expressway and NY 105 , where Seamans Neck Road would meet the new highway . The CR 191 designation was eventually eliminated .

Construction commenced on the expressway a year later , with the section from Old Country Road ( exit 10 ) to Jericho Turnpike ( exits 14E and 14W ) opening in June 1962 . Construction continued rapidly , with the section from Old Country Road down to the Southern State Parkway ( exit 4 ) being completed only a year later . The incomplete expressway was designated as NY 135 by 1964 .

From there , the construction slowed , with the final piece from Merrick Road ( CR 27 ) to the Southern State Parkway opening to traffic in late 1969 . The resulting highway extended for 10 @. @ 66 miles ( 17 @. @ 16 km ) from Seaford to Syosset , but not to Oyster Bay as its name implied .

= = = Extension proposals = = =

= = = Bridge to Rye = = =

In 1957 , a plan for a bridge to Westchester County across Long Island Sound was first proposed by Charles H. Sells , a former commissioner for the New York State Department of Public Works . His proposal for the Oyster Bay ? Rye Bridge , along with the eastern Orient Point ? Watch Hill Bridge were two proposed bridge routes off Long Island . Sells , however , suggested that the bridges not be constructed until Long Island 's traffic and commuting began to increase .

In seven years , Long Island underwent the transformation that Sells had expected , and the east ? west arterials between Long Island and New York City , such as the Northern State Parkway and the Long Island Expressway , were congested with commuters . Motorists bound for New England or upstate regions of New York had to take either the Throgs Neck Bridge or the Bronx ? Whitestone Bridge , and both bridges were already reaching their designed capacities . Robert Moses , chairman of the Triborough Bridge and Tunnel Authority , worked with the Department of Public Works to commission a \$ 150 @, @ 000 ( 1964 USD ) study by the firm Madigan @-@ Hyland to study the feasibility of a bridge across the sound .

Moses revealed the results of the study to the Nassau and Suffolk Regional Planning Board in February 1966 . The Oyster Bay ? Rye Bridge ( originally the Bayville ? Rye Bridge ) was proposed to complete the Interstate 287 ( I @-@ 287 ) beltway around the New York Metropolitan Area . This was to be done by constructing a 6 @. @ 1 @-@ mile ( 9 @. @ 8 km ) long cable @-@ stayed suspension bridge from the Cross @-@ Westchester Expressway ( I @-@ 287 ) in Rye to the Seaford ? Oyster Bay Expressway ( NY 135 ) in Nassau County . The proposed bridge was to cost \$ 150 million ( 1966 USD ) and had the support of Governor Nelson Rockefeller and many officials on Long Island .

However , Moses ran into a problem once the proposal was brought to the Federal Highway Administration . At this point , opposition to the bridge began to form on both sides of Long Island Sound . In addition , plans to turn the Oyster Bay area into a bird sanctuary and a protected park made working on the highway harder as building on such protected places is forbidden by law . Faced with growing opposition , Governor Rockefeller canceled the plans for the bridge on June 20 , 1973 , nine years after the first proposal by Moses .

Nine ideas were discussed in the 1950s , 1960s , and 1970s , but all were canceled . Some were reconsidered during the 1990s , but the New York State Department of Transportation ( NYSDOT ) backed away from the idea in belief that it would not relieve congestion .

= = = Highway extensions = = =

Since the demise of the proposed bridge across Long Island Sound , several proposed northward extensions of NY 135 have arisen , none of which have been acted on . In 1973 , the Tri @-@ State Transportation Commission proposed restudying the idea of extending the expressway northward

back to its originally @-@ planned northern terminus , the hamlet of Oyster Bay , even though the bridge project was shelved . The commission stated , " With the abandonment of the Oyster Bay ? Rye Bridge proposal , the need to extend the Seafood ? Oyster Bay Expressway northward to NY 25A or NY 106 should be restudied . " They added that the study would be probable , even with the abandonment of working on the NY 135 corridor .

In 1990 , the Long Island Regional Planning Board came up with a proposed multibillion @-@ dollar plan to expand the capacities of state and county highways and to improve all major roads to " satisfactory " levels by 2010 . The proposal also revisited the idea of extending the Seafood ? Oyster Bay Expressway to NY 25A in Oyster Bay via the right @-@ of @-@ way bought in the 1960s . NYSDOT reconsidered the idea a decade later in 2000 , saying it would relieve congestion in the area . They indicated that the extension may be built as either a " full @-@ build " expressway or a four @-@ lane arterial boulevard to NY 25A . However , there are no plans to do either at this time .

In 2007 , a developer proposed the idea of crossing Long Island Sound by way of a tunnel instead of a bridge . The tunnel would be 17 miles ( 27 km ) long and run from Bayville to Rye , just as the original bridge would have . To prevent the noticeable tunnel , the developer proposed building a park atop the entrance with ball fields , tennis courts , and several other amenities .

Part of the proposed northern right @-@ of @-@ way is now slated to be used for an extension of a multi @-@ use bicycle path from Bethpage State Park to the Long Island Rail Road station in Syosset . The path would be extended north to I @-@ 495 , where it would progress to the northern right @-@ of @-@ way that was once meant for use of the NY 135 extension and continue from there to the Syosset station . There would also be improvements to the hiking and biking trails , pedestrian improvements at crosswalks , the replacing of eroded areas and better parking and signage . Development of the project began in late 1993 and early 1994 ; however , construction has still not yet begun . Work on the project is expected to start in late 2009 and early 2010 and finish in late 2011 . The projected cost for the project is \$ 8 @. @ 7 million , which will be paid for through state and federal funds .

When the first proposals for a southern extension of NY 135 came out in 1967 , around 25 families were relocated to clear a 7 @. @ 3 acres ( 30 @, @ 000 m2 ) right @-@ of @-@ way for the highway . By 1975 , the Tri @-@ State Transportation Commission proposed a plan to extend the highway south to the Wantagh State Parkway , which was NY 135 's originally @-@ planned southern terminus . This would have provided another connection to Jones Beach via the Wantagh Parkway . However , the idea was not acted upon and was shelved by NYSDOT in 1980 . The right @-@ of @-@ way for the extension was held onto by the state until 2004 when they sold it to Nassau County . Nassau County plans to build a county recreational trail along that right @-@ of @-@ way .

= = = Recent history and proposals = = =

There are a number of projects either in progress or in development for NY 135 . The one with active construction , however , is work by NYSDOT to repair segments of NY 135 , along with many other highways in Nassau and nearby Suffolk counties , that have concrete beginning to wear out . The project was projected to end in mid @-@ 2008 , but the department has not updated of their project site with the construction . In late 2006 , development began on a project to construct a 100 parking space Park & Ride at the interchange of NY 135 and NY 25 . Work on the project is to expected to begin in mid @-@ 2015 and end in the middle of the following year . Funds would come from the federal government and the state of New York .

Another planned NYSDOT project is the replacement of the steel barrier for the median of NY 135 from Merrick Road to NY 24 . The department will replace it with a normal concrete barrier and will also resurface the entire stretch of highway . The project is to cost \$ 41 @. @ 6 million of state and federal funding and begin in late 2010 and early 2011 . It is expected to be completed by early 2012 .

At 9 : 30 a.m. on May 24 , 1988 , a tanker truck loaded with as much as 3 @, @ 000 imperial gallons ( 14 @, @ 000 l ) of propane fuel overturned and exploded into flames along the expressway

. This caused major traffic delays and congestion as police had to shut down three of the major transportation routes in the area . Nassau County police ordered the evacuation of 1 @, @ 000 residents in the immediate area , along with nearby commuter routes , the Sunrise Highway and Long Island Rail Road 's Montauk Branch . With the possibility of an explosion , emergency personnel could not approach the tanker . Since the fire was close to the LIRR station in Seaford , a spokesman said that they had shut all service down from Wantagh to Massapequa . The Long Island Rail Road attempted using buses , but with the congestion becoming worse , they routed the buses to Hicksville , where the passengers would take a diesel train to Bethpage and nearby Babylon to continue progress eastward . The Seaford ? Oyster Bay Expressway was shut down from Merrick Road to the Southern State Parkway . Police reported that the tanker broke a rear axle , and skidded , causing it to overturn . The tank ruptured , starting the blaze . The driver , a middle @-@ aged man from Westbury , escaped with few injuries .

When the Seaford ? Oyster Bay Expressway was first built , the highway was known as the Wantagh ? Oyster Bay Expressway . The route was changed to its current name in 1967 . The change was made to both avoid confusion with the Wantagh Parkway and to accommodate a request from the community of Seaford to popularize their town . There have also been attempts to rename the expressway with dedications to various Presidents of the United States such as Theodore Roosevelt and Ronald Reagan . However , in March 2002 , the New York State Legislature officially dedicated the expressway after Ralph J. Marino , a New York State Senator from Long Island . At the time , the designation was a tribute to Marino ; however , he died just two weeks later .

Between the Powell Avenue and Broadway / Plainview Road interchanges along the expressway , the highway is divided with a large median . The lane alignment was set up so that the proposed extension of the Bethpage State Parkway would have run within the median of NY 135 . The parkway would have followed the highway for a short distance before turning to the southeast and away from NY 135 . By making this possible , the Bethpage Parkway would likely have to have been upgraded from its current super @-@ two configuration into a four @-@ lane highway .

NYSDOT had created a project page for the Bethpage Parkway extension , which was viewed by the department as a long @-@ term project . As part of the project , the parkway would have been extended north from the traffic circle with Plainview Road to NY 135 . The project was tentatively scheduled to start in mid @-@ 2025 and wrap up in early 2027 and cost \$ 27 @. @ 9 million . The page was taken down by November 2010 .

= = Exit list = =

The entire route is in Nassau County .