

= Loop Parkway =

The Loop Parkway (also known as the Loop) is a 2 @. @ 65 @- @ mile (4 @. @ 26 km) parkway in Nassau County , New York , in the United States . It serves the barrier islands south of Long Island itself , beginning on Long Beach Barrier Island at an intersection with Lido Boulevard in Point Lookout . From here , it heads generally east ? west across Alder and Meadow islands to an interchange with the Meadowbrook State Parkway on Jones Island , a part of Jones Beach State Park located just north of Jones Beach Island . The islands served by the Loop Parkway are separated by narrow channels of water , all of which connect to Jones Inlet . The parkway is maintained by the New York State Department of Transportation (NYSDOT) and inventoried by the department as New York State Route 908C (NY 908C) , an unsigned reference route .

The highway was built in 1934 as the Long Beach Loop Causeway , funded with money from the Reconstruction Finance Corporation . It was completed six months ahead of schedule and officially opened on October 27 , 1934 , by Robert Moses , then a candidate for Governor of New York , and New York City Mayor Fiorello LaGuardia . The plans to fund the highway included the implementation of tolls , which went into effect on January 2 , 1935 . These tollbooths , once considered the murder site of Sonny Corleone in Mario Puzo 's The Godfather , were closed in 1978 as part of Governor Hugh Carey 's efforts to establish that year 's state budget .

= = Route description = =

The Loop Parkway begins at an at @- @ grade intersection with Lido Boulevard on the eastern end of Long Beach Barrier Island in the neighborhood of Point Lookout . It proceeds north as a four @- @ lane divided highway , crossing over Reynolds Channel to reach Alder Island , one of several islands comprising Jones Beach State Park . Here , the road slowly bends eastward as it runs across the marshy island . Two U @- @ turn ramps are built into the median near the western end of the island , serving as the only intersections or interchanges of any kind on Alder Island . The Loop Parkway heads east from Alder Island , traversing Long Creek on a drawbridge leading to Meadow Island . The road quickly continues northeast across the island with no connections via interchanges or intersections .

At the eastern edge of the island , the highway reaches Swift Creek , another channel separating Meadow Island from Jones Island . The parkway crosses the waterway and immediately enters a trumpet interchange with the Meadowbrook State Parkway . The right @- @ of @- @ way of the Loop Parkway connects to and from the northbound direction of the Meadowbrook Parkway while two other ramps provide access to the southbound Meadowbrook Parkway . The Loop Parkway handled an average of 30 @, @ 520 vehicles per day in 2011 according to estimates made by NYSDOT . Traffic along the highway has steadily increased since 2003 , when the department recorded a daily average of 24 @, @ 740 vehicles .

= = History = =

= = = Construction = = =

The Loop Parkway , originally envisioned as the Long Beach Loop Causeway , was conceived as part the original design for the Long Island Parkway System , developed by Robert Moses and the Long Island State Park Commission (LISPC) in 1924 . Moses wanted a parkway system to alleviate congestion on " unattractive " local roads . The system was designed to connect several parks that were under construction at the time , including Jones Beach State Park , Bethpage State Park and Sunken Meadow State Park . In 1927 , the parkway system was linked to parkways within New York City 's boroughs of Brooklyn and Queens , and in 1929 , Jones Beach State Park and the Ocean Parkway opened , providing access to the mainland via the Jones Beach Causeway (now part of the Wantagh State Parkway) .

In May 1933 , construction began on the Meadowbrook State Parkway and the Long Beach Loop Causeway . It was financed by the Reconstruction Finance Corporation in Washington D.C. , which loaned \$ 5 @, @ 050 @, @ 000 (1933 USD) to the LISPC for the new parkways . It was proposed that the loan would be repaid in 25 years . The two highways would be connected by way of a trumpet interchange on Jones Island , with a total of 10 @, @ 100 @, @ 000 cubic yards (7 @, @ 700 @, @ 000 m³) of hydraulic fill was used to build both parkways , and a new channel for boats heading to South Oyster Bay was constructed as part of the projects . The roadway of the 2 @. @ 5 @- @ mile (4 @. @ 0 km) Loop Causeway would be made of macadam pavement and be 44 feet (13 m) wide and help connect mainland Long Island to Jones Beach and Long Beach .

Both roadways were expected to be completed by January 1 , 1935 . They were ultimately completed in October 1934 , six months ahead of schedule . The Long Beach Loop Causeway was opened to extreme fanfare on October 27 , 1934 , as was the Meadowbrook State Parkway with parades celebrating the event were held in Freeport and Rockville Centre , and they were attended by Robert Moses , at the time a candidate for Governor of New York , and Fiorello LaGuardia , the Mayor of New York City .

= = = Tolls = = =

When the Jones Beach State Park Authority was given the loan by the Reconstruction Finance Corporation in March 1933 , a toll was planned for both the Meadowbrook Causeway and the Long Beach Loop Causeway to help repay the loan . Tollbooths were constructed , and a 25 @- @ cent toll (1935 USD) went into effect on both roadways on January 2 , 1935 . On that day , the supervisor with the LISPC reported that 300 people used the highway .

In 1975 , the Jones Beach Parkway Authority raised the toll on the Southern State Parkway from to 25 cents , while the Loop Parkway retained its 25 cent toll . The change faced immediate criticism from the New York State Legislature , and the Democratic members tried to rescind the toll hike . The power Robert Moses still had in a deal with the State of New York made sure that only his authority could choose when to raise and rollback tolls . However , the deals never prohibited the state from buying out the bonds the authority had themselves and thus take over the roads maintained by the Jones Beach Parkway Authority . Governor Hugh Carey had yet to craft the \$ 12 billion state budget for 1978 , and he proposed a deal to forgo the \$ 24 million (1978 USD) debt that the agency had accumulated and eliminate the toll on the Loop Parkway by taking over the roads .

After the governor and his department decided that the state could do without the \$ 3 @. @ 8 million (1978 USD) that the toll would produce each year , a bill permitting the state to take over the Loop Parkway was passed on March 31 , 1978 . The removal of the tolls helped Governor Carey gain enough support to pass that year 's state budget . The decision to eliminate the Loop Parkway tolls was influenced by Long Beach Supervisor Hannah Komanoff , who also unsuccessfully fought to have the tollbooth on the Atlantic Beach Bridge removed in 1979 .

In Mario Puzo 's 1969 novel , The Godfather , Sonny Corleone was in the process of running to go settle a years @- @ long dispute with Carlo Rizzi when he drove his Buick across Jones Beach from the Wantagh State Parkway (mentioned as the Jones Beach Causeway) towards the " causeway that would take him over the water from Long Beach " . However , when Corleone approached the toll on the Jones Beach Causeway , the toll @- @ taker fumbled his money and soon two men approached him with guns along with a fake toll @- @ taker from another booth . All three men shot Corleone and flew back via car to the Meadowbrook Parkway and into Long Beach via the Loop Parkway . A common misconception is that the murder occurred on either the Loop or the Meadowbrook parkways ; however , the book specifies that the event occurred at the tollbooth on the Wantagh State Parkway .

= = Exit list = =

The entire route is in Nassau County . All exits are unnumbered .

