

Appendix 13
Construction

Construction Traffic

TABLE XX
LIRR Main Line Project DEIS
2020 NO BUILD vs. 2020 CONSTRUCTION WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - NEW HYDE PARK
CONSTRUCTION OF COVERT AVENUE LIRR MAIN LINE UNDERPASS

| INTERSECTION & APPROACH | 2020 No Build Weekday AM Peak Hour | | | | 2020 Construction Weekday AM Peak Hour | | | | Improved Condition | | | | Improvement Measures | |
|--|------------------------------------|-----|-------------|-------------|--|-----|-------------|-------------|--------------------|-----|-------------|-------------|------------------------------|---|
| | Mvt. | V/C | Control | | Mvt. | V/C | Control | | Mvt. | V/C | Control | | | |
| | | | Delay | LOS | | | Delay | LOS | | | Delay | LOS | | |
| SIGNALIZED INTERSECTIONS | | | | | | | | | | | | | | |
| COVERT AVENUE | | | | | | | | | | | | | | |
| Covert Avenue at Jericho Turnpike (Rt. 25) | | | | | | | | | | | | | | |
| Covert Avenue | NB | L | 0.94 | 80.3 | F | L | 0.93 | 77.6 | E | | | | - Improvements not required. | |
| | | TR | 0.95 | 87.2 | F | TR | 0.97 | 92.3 | F | | | | | |
| | SB | LTR | 0.59 | 58.6 | E | LTR | 0.59 | 59.4 | E | | | | | |
| Jericho Turnpike (Rt. 25) | EB | L | 0.08 | 16.8 | B | L | 0.08 | 14.7 | B | | | | | |
| | | TR | 1.07 | 79.3 | E | TR | 0.95 | 41.9 | D | | | | | |
| | WB | L | 0.93 | 77.0 | E | L | 0.50 | 21.1 | C | | | | | |
| | | TR | 0.64 | 22.4 | C | TR | 0.65 | 22.7 | C | | | | | |
| Overall Intersection | - | | 0.98 | 63.7 | E | - | 0.89 | 45.9 | D | | | | | |
| Covert Avenue at LIRR Grade Crossing | | | | | | | | | | | | | | |
| Covert Avenue | NB | T | 0.71 | 37.9 | D | T | 0.71 | 37.9 | D | | | | | - Improvements not required. |
| | SB | T | 0.47 | 29.8 | C | T | - | - | - | | | | | |
| Overall Intersection | - | | 0.41 | 34.7 | C | - | 0.41 | 37.9 | D | | | | | |
| Covert Avenue at Stewart Avenue | | | | | | | | | | | | | | |
| Covert Avenue (north leg) | NB | LT | 0.70 | 10.3 | B | LT | 0.62 | 7.2 | A | | | | - Improvements not required. | |
| | SB | TR | 0.68 | 27.6 | C | TR | 0.15 | 20.1 | C | | | | | |
| Covert Avenue (south leg) | NB | T | 0.96 | 47.7 | D | T | 0.96 | 47.7 | D | | | | | |
| | | R | 0.78 | 13.3 | B | R | 0.77 | 12.4 | B | | | | | |
| | SB | LT | 0.55 | 3.6 | A | LT | 0.13 | 1.6 | A | | | | | |
| Stewart Avenue | EB | LR | 0.45 | 27.9 | C | LR | 0.48 | 28.8 | C | | | | | |
| | WB | L | 0.30 | 15.7 | B | L | 0.48 | 16.7 | B | | | | | |
| | | R | 0.48 | 17.5 | B | R | 0.47 | 17.0 | B | | | | | |
| Overall Intersection | - | - | 0.48 | 19.7 | B | - | - | 20.3 | C | | | | | |
| SOUTH 12TH STREET | | | | | | | | | | | | | | |
| South 12th Street at Jericho Turnpike (Rt. 25) | | | | | | | | | | | | | | |
| South 12th Street | NB | LR | 0.69 | 49.2 | D | LR | 0.69 | 49.2 | D | LR | 0.69 | 49.2 | D | - Prohibit parking on EB Jericho Tpke approach for 250 ft from the stopbar. - Restripe EB Jericho Tpke approach from two 11 ft lanes and an 8 ft parking lane to two 10 ft through lanes and a 10 ft right-turn lane. - Restripe WB Jericho Turnpike approach as two 10 ft through lanes and one 13 ft left-turn lane. |
| Jericho Turnpike (Rt. 25) | EB | TR | 0.84 | 23.7 | C | TR | 0.97 | 37.1 | D | T | 0.84 | 23.0 | C | |
| | | - | - | - | - | - | - | - | - | R | 0.11 | 9.8 | A | |
| | WB | L | 0.42 | 12.0 | B | L | 0.52 | 26.3 | C | L | 0.44 | 18.5 | B | |
| | | T | 0.61 | 3.3 | A | T | 0.57 | 3.0 | A | T | 0.60 | 3.5 | A | |
| Overall Intersection | - | | 0.81 | 16.8 | B | - | 0.89 | 24.9 | C | - | 0.81 | 16.9 | B | |
| South 12th Street at LIRR Grade Crossing | | | | | | | | | | | | | | |
| Covert Avenue | NB | T | 0.18 | 23.8 | C | T | 0.18 | 23.8 | C | | | | - Improvements not required. | |
| | SB | T | 0.13 | 23.0 | C | T | 0.39 | 27.9 | C | | | | | |
| Overall Intersection | - | | 0.1 | 23.5 | C | - | 0.23 | 26.6 | C | | | | | |
| NEW HYDE PARK ROAD | | | | | | | | | | | | | | |
| New Hyde Park Road at Jericho Turnpike (Rt. 25) | | | | | | | | | | | | | | |
| New Hyde Park Road | NB | L | 0.75 | 37.1 | D | L | 0.75 | 37.1 | D | L | 0.77 | 40.4 | D | - Prohibit parking on EB and WB Jericho Tpke approaches for 250 feet from the stopbar. - Shift the centerline on the EB Jericho Tpke approach 1 ft to the north. Restripe EB approach as one 11 ft left turn lane, two 10 ft through lanes, and one 10 ft right turn lane. - Shift the centerline on the WB Jericho Tpke approach 1 ft to the south. Restripe WB approach as one 11 ft left turn lane, two 10 ft through lanes, and one 10 ft right turn lane. - Modify signal timing plan: Shift 4 s green time from the EB/WB phase to the EB/WB protected left-turn phase. Shift 1 s green time from the NB/SB protected left-turn phase to the EB/WB protected left-turn phase. [EB/WB protected left turn green time will shift from 7 s to 12 s; EB/WB through green time will shift from 41.7 s to 37.7 s; NB/SB green time will shift from 14 s to 13 s] |
| | | TR | 1.08 | 97.8 | F | TR | 1.08 | 97.8 | F | TR | 1.09 | 102.6 | F | |
| | SB | L | 0.80 | 46.3 | D | L | 0.80 | 46.3 | D | L | 0.84 | 52.4 | D | |
| | | TR | 0.73 | 43.1 | D | TR | 0.73 | 43.1 | D | TR | 0.74 | 43.8 | D | |
| Jericho Turnpike (Rt. 25) | EB | L | 0.98 | 89.7 | F | L | 0.91 | 58.9 | E | L | 0.68 | 31.6 | C | |
| | | TR | 1.07 | 70.7 | E | TR | 1.19 | 121.5 | F | T | 1.07 | 72.1 | E | |
| | | - | - | - | - | - | - | - | - | R | 0.46 | 26.5 | C | |
| | WB | L | 1.10 | 129.8 | F | L | 1.57 | 310.9 | F | L | 1.04 | 102.8 | F | |
| | | TR | 0.92 | 47.7 | D | TR | 0.87 | 41.6 | D | T | 0.79 | 38.7 | D | |
| | | - | - | - | - | - | - | - | - | R | 0.22 | 26.5 | C | |
| Overall Intersection | - | | 1.05 | 68.0 | E | - | 1.30 | 91.8 | F | - | 1.04 | 63.1 | E | |

TABLE XX
LIRR Main Line Project DEIS
2020 NO BUILD vs. 2020 CONSTRUCTION WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - NEW HYDE PARK
CONSTRUCTION OF COVERT AVENUE LIRR MAIN LINE UNDERPASS

| INTERSECTION & APPROACH | 2020 No Build Weekday AM Peak Hour | | | | 2020 Construction Weekday AM Peak Hour | | | | Improved Condition | | | | Improvement Measures | |
|---|------------------------------------|-------------|-------------|----------|--|-------------|-------------|----------|--------------------|-------------|-------------|----------|----------------------|--|
| | Mvt. | V/C | Control | | Mvt. | V/C | Control | | Mvt. | V/C | Control | | | |
| | | | Delay | LOS | | | Delay | LOS | | | Delay | LOS | | |
| New Hyde Park Road at LIRR Grade Crossing | | | | | | | | | | | | | | |
| New Hyde Park Road | NB | T | 0.63 | 33.7 | C | T | - | - | - | | | | | - The proposed underpass that carries New Hyde Park Road under the LIRR Main Line tracks would be operational during this phase of construction. |
| | SB | T | 0.32 | 26.0 | C | T | - | - | - | | | | | |
| Overall Intersection | - | 0.36 | 31.1 | C | - | - | - | - | - | | | | | |
| New Hyde Park Road at Stewart Avenue | | | | | | | | | | | | | | |
| New Hyde Park Road | NB | LTR | 1.02 | 60.0 | E | LTR | 1.13 | 96.5 | F | LTR | 1.05 | 67.7 | E | - Modify signal timing plan: Shift 7.5 s green time from the EB/WB phase to the NB/SB phase [EB/WB green time will shift from 47 s to 39.5 s; NB/SB green time will shift from 30 s to 37.5 s]. |
| | SB | LTR | 0.51 | 21.3 | C | LTR | 1.24 | 53.9 | D | LTR | 1.08 | 40.9 | D | |
| Stewart Avenue | EB | L | 0.29 | 24.7 | C | L | 0.31 | 26.2 | C | L | 0.35 | 28.4 | C | |
| | TR | | 0.76 | 32.0 | C | TR | 0.73 | 32.2 | C | TR | 0.82 | 37.7 | D | |
| | WB | L | 0.37 | 17.6 | B | L | 0.35 | 17.2 | B | L | 0.39 | 20.9 | C | |
| | TR | | 0.34 | 16.0 | B | TR | 0.35 | 16.5 | B | TR | 0.38 | 17.5 | B | |
| Overall Intersection | - | 0.87 | 37.7 | D | - | 0.93 | 56.8 | E | - | 0.92 | 45.2 | D | | |
| UNSIGNIALIZED INTERSECTIONS | | | | | | | | | | | | | | |
| <u>SOUTH 12TH STREET</u> | | | | | | | | | | | | | | |
| South 12th Street/Jefferson Street at Stewart Avenue | | | | | | | | | | | | | | |
| Jefferson Street | NB | LTR | - | 27.2 | D | LTR | - | 26.1 | D | LTR | 0.04 | 9.5 | A | - Install temporary actuated traffic signal with the following signal phasing and timing plan: NB/SB phase will have 16 s green time; EB/WB phase will have 32 s green time; all phases will have 4 s yellow and 2 s all-red time. |
| South 12th Street | SB | LTR | - | 35.9 | E | LTR | - | 268.2 | F | LTR | 0.45 | 11.4 | B | |
| Stewart Avenue | EB | LTR | - | 0.7 | A | LTR | - | 0.9 | A | LTR | 0.50 | 8.6 | A | |
| | WB | LTR | - | 0.4 | A | LTR | - | 0.3 | A | LTR | 0.52 | 8.8 | A | |
| Overall Intersection | - | - | 2.5 | A | - | - | 49.2 | E | - | 0.49 | 9.2 | A | | |
| <u>NEW HYDE PARK ROAD</u> | | | | | | | | | | | | | | |
| New Hyde Park Road at Clinch Avenue | | | | | | | | | | | | | | |
| New Hyde Park Road | NB | TR | - | 0.0 | - | TR | - | 0.0 | A | | | | | - Improvements not required. |
| | SB | LT | - | 7.0 | - | LT | - | 11.3 | B | | | | | |
| Clinch Avenue | WB | LR | - | 22.6 | C | LR | - | 23.3 | C | | | | | |
| Overall Intersection | - | - | 4.6 | A | - | - | 4.1 | A | - | - | - | - | - | |

Notes

- (1): Control delay is measured in seconds per vehicle.
- (2): Overall intersection V/C ratio is the critical lane groups' V/C ratio.
- (3): Shading denotes adversely impacted traffic movement.
- (4): The construction scenario analyzed includes closure of southbound Covert Avenue at the LIRR Main Line grade crossing and assumes the proposed underpass that carries New Hyde Park Road under the LIRR Main Line tracks is operational.

TABLE XX
LIRR Main Line Project DEIS
2020 NO BUILD vs. 2020 CONSTRUCTION WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - NEW HYDE PARK
CONSTRUCTION OF COVERT AVENUE LIRR MAIN LINE UNDERPASS

| INTERSECTION & APPROACH | 2020 No Build Weekday PM Peak Hour | | | | 2020 Construction Weekday PM Peak Hour | | | | Improved Condition | | | | Improvement Measures | |
|--|------------------------------------|-------------|-------------|----------|--|-------------|--------------|----------|--------------------|-------------|-------------|----------|------------------------------|--|
| | Mvt. | V/C | Control | | Mvt. | V/C | Control | | Mvt. | V/C | Control | | | |
| | | | Delay | LOS | | | Delay | LOS | | | Delay | LOS | | |
| SIGNALIZED INTERSECTIONS | | | | | | | | | | | | | | |
| COVERT AVENUE | | | | | | | | | | | | | | |
| Covert Avenue at Jericho Turnpike (Rt. 25) | | | | | | | | | | | | | | |
| Covert Avenue | NB | L | 1.07 | 147.1 | F | L | 1.08 | 148.5 | F | | | | - Improvements not required. | |
| | | TR | 0.22 | 57.5 | E | TR | 0.22 | 57.5 | E | | | | | |
| | SB | LTR | 0.56 | 76.2 | E | LTR | 0.56 | 76.2 | E | | | | | |
| Jericho Turnpike (Rt. 25) | EB | L | 0.09 | 25.0 | C | L | 0.09 | 14.5 | B | | | | | |
| | | TR | 1.08 | 93.4 | F | TR | 0.75 | 27.5 | C | | | | | |
| | WB | L | 0.87 | 65.1 | E | L | 0.48 | 19.6 | B | | | | | |
| | | TR | 0.72 | 21.7 | C | TR | 0.72 | 21.7 | C | | | | | |
| Overall Intersection | - | 0.98 | 65.5 | E | - | 0.78 | 36.1 | D | | | | | | |
| Covert Avenue at LIRR Grade Crossing | | | | | | | | | | | | | | |
| Covert Avenue | NB | T | 0.38 | 21.7 | C | T | 0.44 | 22.9 | C | | | | - Improvements not required. | |
| | SB | T | 0.67 | 29.5 | C | T | - | - | - | | | | | |
| Overall Intersection | - | 0.43 | 26.7 | C | - | 0.28 | 22.9 | C | | | | | | |
| Covert Avenue at Stewart Avenue | | | | | | | | | | | | | | |
| Covert Avenue (north leg) | NB | LT | 0.49 | 1.8 | A | LT | 0.35 | 1.0 | A | LT | 0.34 | 0.9 | A | - Modify signal timing plan: Shift 3 s green time from the SB (south leg) / EB phase to the NB/SB (both legs) phase and shift 8 s green time from the SB (south leg) / EB phase to the NB (north leg) / WB phase. [SB (south leg) / EB green time will shift from 20 s to 9 s; NB/SB (both legs) green time will shift from 18.5 s to 21.5 s; NB (north leg) / WB green time will shift from 17 s to 25 s] |
| | SB | TR | 0.83 | 30.2 | C | TR | 0.30 | 21.5 | C | TR | 0.26 | 18.9 | B | |
| Covert Avenue (south leg) | NB | T | 0.33 | 19.1 | B | T | 0.39 | 22.5 | C | T | 0.34 | 19.7 | B | |
| | | R | 0.89 | 45.0 | D | R | 1.07 | 91.4 | F | R | 0.91 | 49.4 | D | |
| | SB | LT | 0.67 | 5.3 | A | LT | 0.29 | 1.6 | A | LT | 0.29 | 2.9 | A | |
| Stewart Avenue | EB | LR | 0.37 | 26.3 | C | LR | 0.45 | 28.7 | C | LR | 0.55 | 32.0 | C | |
| | WB | L | 0.74 | 25.1 | C | L | 0.91 | 30.6 | C | L | 0.95 | 37.7 | D | |
| | | R | 0.63 | 24.0 | C | R | 0.50 | 17.1 | B | R | 0.52 | 18.3 | B | |
| Overall Intersection | - | - | 18.1 | B | - | - | 26.6 | C | - | - | 24.0 | C | | |
| SOUTH 12TH STREET | | | | | | | | | | | | | | |
| South 12th Street at Jericho Turnpike (Rt. 25) | | | | | | | | | | | | | | |
| South 12th Street | NB | LR | 0.74 | 74.6 | E | LR | 0.74 | 74.6 | E | LR | 0.74 | 74.6 | E | - Prohibit parking on EB Jericho Tpke approach for 250 ft from the stopbar. - Restripe EB Jericho Tpke approach from two 11 ft lanes and an 8 ft parking lane to two 10 ft through lanes and a 10 ft right-turn lane. |
| Jericho Turnpike (Rt. 25) | EB | TR | 0.70 | 15.6 | B | TR | 0.98 | 43.1 | D | T | 0.74 | 17.6 | B | |
| | | - | - | - | - | - | - | - | - | R | 0.24 | 9.7 | A | |
| | WB | L | 0.41 | 5.3 | A | L | 0.77 | 62.1 | E | L | 0.67 | 35.8 | D | |
| | | T | 0.64 | 2.3 | A | T | 0.58 | 1.9 | A | T | 0.60 | 2.1 | A | |
| Overall Intersection | - | 0.71 | 12.3 | B | - | 0.92 | 30.0 | C | - | 0.74 | 14.9 | B | | |
| South 12th Street at LIRR Grade Crossing | | | | | | | | | | | | | | |
| Covert Avenue | NB | T | 0.13 | 17.6 | B | T | 0.13 | 17.6 | B | | | | - Improvements not required. | |
| | SB | T | 0.18 | 18.3 | B | T | 0.69 | 30.3 | C | | | | | |
| Overall Intersection | - | 0.12 | 18 | B | - | 0.44 | 28.3 | C | | | | | | |
| NEW HYDE PARK ROAD | | | | | | | | | | | | | | |
| New Hyde Park Road at Jericho Turnpike (Rt. 25) | | | | | | | | | | | | | | |
| New Hyde Park Road | NB | L | 0.79 | 61.4 | E | L | 0.79 | 61.4 | E | L | 0.79 | 61.4 | E | - Prohibit parking on EB and WB Jericho Tpke approaches for 250 feet from the stopbar. - Shift the centerline on the EB Jericho Tpke approach 1 ft to the north. - Restripe EB approach as one 11 ft left turn lane, two 10 ft through lanes, and one 10 ft right turn lane. - Shift the centerline on the WB Jericho Tpke approach 1 ft to the south. - Restripe WB approach as one 11 ft left turn lane, two 10 ft through lanes, and one 10 ft right turn lane. |
| | | TR | 0.77 | 62.4 | E | TR | 0.77 | 62.4 | E | TR | 0.77 | 62.4 | E | |
| | SB | L | 0.70 | 50.0 | D | L | 0.70 | 50.0 | D | L | 0.70 | 50.0 | D | |
| | | TR | 1.09 | 123.7 | F | TR | 1.09 | 123.7 | F | TR | 1.09 | 123.7 | F | |
| Jericho Turnpike (Rt. 25) | EB | L | 0.89 | 100.8 | F | L | 0.84 | 79.7 | E | L | 0.74 | 37.8 | D | |
| | | TR | 1.03 | 58.8 | E | TR | 1.22 | 134.5 | F | T | 0.80 | 40.4 | D | |
| | | - | - | - | - | - | - | - | - | R | 0.72 | 41.1 | D | |
| | WB | L | 0.91 | 84.8 | F | L | 1.35 | 239.0 | F | L | 0.98 | 80.5 | F | |
| | | TR | 1.00 | 64.3 | E | TR | 0.95 | 54.7 | D | T | 0.81 | 39.3 | D | |
| | | - | - | - | - | - | - | - | - | R | 0.20 | 24.6 | C | |
| Overall Intersection | - | 1.00 | 73.0 | E | - | 1.22 | 101.4 | F | - | 1.00 | 57.1 | E | | |

TABLE XX
LIRR Main Line Project DEIS
2020 NO BUILD vs. 2020 CONSTRUCTION WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - NEW HYDE PARK
CONSTRUCTION OF COVERT AVENUE LIRR MAIN LINE UNDERPASS

| INTERSECTION & APPROACH | 2020 No Build Weekday PM Peak Hour | | | | 2020 Construction Weekday PM Peak Hour | | | | Improved Condition | | | | Improvement Measures | |
|---|------------------------------------|-------------|-------------|----------|--|-------------|--------------|----------|--------------------|-------------|-------------|----------|--|--|
| | Mvt. | V/C | Control | | Mvt. | V/C | Control | | Mvt. | V/C | Control | | | |
| | | | Delay | LOS | | | Delay | LOS | | | Delay | LOS | | |
| New Hyde Park Road at LIRR Grade Crossing | | | | | | | | | | | | | | |
| New Hyde Park Road | NB | T | 0.31 | 20.0 | B | T | - | - | - | | | | - The proposed underpass that carries New Hyde Park Road under the LIRR Main Line tracks would be operational during this phase of construction. | |
| | SB | T | 0.50 | 23.7 | C | T | - | - | - | | | | | |
| Overall Intersection | - | 0.32 | 22.4 | C | - | - | - | - | - | | | | | |
| New Hyde Park Road at Stewart Avenue | | | | | | | | | | | | | | |
| New Hyde Park Road | NB | LTR | 0.51 | 23.3 | C | LTR | 0.56 | 23.3 | C | | | | - Unimproved adverse Impact. | |
| | SB | LTR | 0.78 | 30.1 | C | LTR | 1.19 | 121.5 | F | | | | | |
| Stewart Avenue | EB | L | 0.31 | 25.7 | C | L | 0.33 | 27.4 | C | | | | | |
| | | TR | 0.76 | 32.7 | C | TR | 0.74 | 33.3 | C | | | | | |
| | WB | L | 0.73 | 33.4 | C | L | 0.72 | 32.7 | C | | | | | |
| | | TR | 0.51 | 10.7 | B | TR | 0.54 | 11.4 | B | | | | | |
| Overall Intersection | - | 0.78 | 24.8 | C | - | 0.98 | 55.3 | E | | | | | | |
| UNSIGNALIZED INTERSECTIONS | | | | | | | | | | | | | | |
| SOUTH 12TH STREET | | | | | | | | | | | | | | |
| South 12th Street/Jefferson Street at Stewart Avenue | | | | | | | | | | | | | | |
| Jefferson Street | NB | LTR | - | 31.8 | D | LTR | - | 88.4 | F | LTR | 0.04 | 12.3 | B | - Install temporary actuated traffic signal with the following signal phasing and timing plan: NB/SB phase will have 16 s green time; EB/WB phase will have 32 s green time; all phases will have 4 s yellow and 2 s all-red time. |
| South 12th Street | SB | LTR | - | 54.0 | F | LTR | - | 413.8 | F | LTR | 0.82 | 26.4 | C | |
| Stewart Avenue | EB | LTR | - | 0.9 | A | LTR | - | 1.1 | A | LTR | 0.43 | 9.7 | A | |
| | WB | LTR | - | 0.3 | A | LTR | - | 0.2 | A | LTR | 0.68 | 12.3 | B | |
| Overall Intersection | - | - | 5.6 | A | - | - | 117.3 | F | - | 0.74 | 14.9 | B | | |
| NEW HYDE PARK ROAD | | | | | | | | | | | | | | |
| New Hyde Park Road at Clinch Avenue | | | | | | | | | | | | | | |
| New Hyde Park Road | NB | TR | - | 0.0 | - | TR | - | 0.0 | A | | | | - Improvements not required. | |
| | SB | LT | - | 6.8 | - | LT | - | 9.7 | A | | | | | |
| Clinch Avenue | WB | LR | - | 15.8 | C | LR | - | 17.6 | B | | | | | |
| Overall Intersection | - | - | 4.0 | A | - | - | 3.2 | A | | | | | | |

Notes

- (1): Control delay is measured in seconds per vehicle.
- (2): Overall intersection V/C ratio is the critical lane groups' V/C ratio.
- (3): Shading denotes adversely impacted traffic movement.
- (4): The construction scenario analyzed includes closure of southbound Covert Avenue at the LIRR Main Line grade crossing and assumes the proposed underpass that carries New Hyde Park Road under the LIRR Main Line tracks is operational.

TABLE XX
LIRR Main Line Project DEIS
2020 NO BUILD vs. 2020 CONSTRUCTION WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - NEW HYDE PARK
CONSTRUCTION OF NEW HYDE PARK ROAD LIRR MAIN LINE UNDERPASS

| INTERSECTION & APPROACH | 2020 No Build Weekday AM Peak Hour | | | | 2020 Construction Weekday AM Peak Hour | | | | Improved Condition | | | | Improvement Measures |
|--|------------------------------------|-------------|-------------|----------|--|-------------|-------------|----------|--------------------|-----|---------|-----|------------------------------|
| | Mvt. | V/C | Control | | Mvt. | V/C | Control | | Mvt. | V/C | Control | | |
| | | | Delay | LOS | | | Delay | LOS | | | Delay | LOS | |
| SIGNALIZED INTERSECTIONS | | | | | | | | | | | | | |
| COVERT AVENUE | | | | | | | | | | | | | |
| Covert Avenue at Jericho Turnpike (Rt. 25) | | | | | | | | | | | | | |
| Covert Avenue | NB | L | 0.94 | 80.3 | F | L | 0.94 | 80.3 | F | | | | - Improvements not required. |
| | | TR | 0.95 | 87.2 | F | TR | 0.95 | 87.2 | F | | | | |
| | SB | LTR | 0.59 | 58.6 | E | LTR | 0.59 | 58.6 | E | | | | |
| Jericho Turnpike (Rt. 25) | EB | L | 0.08 | 16.8 | B | L | 0.08 | 16.8 | B | | | | |
| | | TR | 1.07 | 79.3 | E | TR | 1.08 | 79.6 | E | | | | |
| | WB | L | 0.93 | 77.0 | E | L | 0.93 | 77.0 | E | | | | |
| | | TR | 0.64 | 22.4 | C | TR | 0.64 | 22.4 | C | | | | |
| Overall Intersection | - | 0.98 | 63.7 | E | - | 0.98 | 63.9 | E | | | | | |
| Covert Avenue at LIRR Grade Crossing | | | | | | | | | | | | | |
| Covert Avenue | NB | T | 0.71 | 37.9 | D | T | 0.71 | 37.9 | D | | | | - Improvements not required. |
| | SB | T | 0.47 | 29.8 | C | T | 0.47 | 29.8 | C | | | | |
| Overall Intersection | - | 0.41 | 34.7 | C | - | 0.41 | 34.7 | C | | | | | |
| Covert Avenue at Stewart Avenue | | | | | | | | | | | | | |
| Covert Avenue (north leg) | NB | LT | 0.70 | 10.3 | B | LT | 0.70 | 10.3 | B | | | | - Improvements not required. |
| | SB | TR | 0.68 | 27.6 | C | TR | 0.68 | 27.6 | C | | | | |
| Covert Avenue (south leg) | NB | T | 0.96 | 47.7 | D | T | 0.96 | 47.7 | D | | | | |
| | | R | 0.78 | 13.3 | B | R | 0.78 | 13.3 | B | | | | |
| | SB | LT | 0.55 | 3.6 | A | LT | 0.55 | 3.6 | A | | | | |
| Stewart Avenue | EB | LR | 0.45 | 27.9 | C | LR | 0.45 | 27.9 | C | | | | |
| | WB | L | 0.30 | 15.7 | B | L | 0.30 | 15.7 | B | | | | |
| | | R | 0.48 | 17.5 | B | R | 0.48 | 17.5 | B | | | | |
| Overall Intersection | - | - | 19.7 | B | - | - | 19.7 | B | | | | | |
| SOUTH 12TH STREET | | | | | | | | | | | | | |
| South 12th Street at Jericho Turnpike (Rt. 25) | | | | | | | | | | | | | |
| South 12th Street | NB | LR | 0.69 | 49.2 | D | LR | 0.69 | 49.2 | D | | | | - Improvements not required. |
| Jericho Turnpike (Rt. 25) | EB | TR | 0.84 | 23.7 | C | TR | 0.84 | 23.7 | C | | | | |
| | WB | L | 0.42 | 12.0 | B | L | 0.42 | 11.9 | B | | | | |
| | | T | 0.61 | 3.3 | A | T | 0.61 | 3.3 | A | | | | |
| Overall Intersection | - | 0.81 | 16.8 | B | - | 0.81 | 16.8 | B | | | | | |
| South 12th Street at LIRR Grade Crossing | | | | | | | | | | | | | |
| Covert Avenue | NB | T | 0.18 | 23.8 | C | T | 0.18 | 23.8 | C | | | | - Improvements not required. |
| | SB | T | 0.13 | 23.0 | C | T | 0.13 | 23.0 | C | | | | |
| Overall Intersection | - | 0.10 | 23.5 | C | - | 0.10 | 23.5 | C | | | | | |
| NEW HYDE PARK ROAD | | | | | | | | | | | | | |
| New Hyde Park Road at Jericho Turnpike (Rt. 25) | | | | | | | | | | | | | |
| New Hyde Park Road | NB | L | 0.75 | 37.1 | D | L | 0.75 | 37.2 | D | | | | - Improvements not required. |
| | | TR | 1.08 | 97.8 | F | TR | 1.08 | 98.7 | F | | | | |
| | SB | L | 0.80 | 46.3 | D | L | 0.80 | 46.3 | D | | | | |
| | | TR | 0.73 | 43.1 | D | TR | 0.73 | 43.1 | D | | | | |
| Jericho Turnpike (Rt. 25) | EB | L | 0.98 | 89.7 | F | L | 0.98 | 89.6 | F | | | | |
| | | TR | 1.07 | 70.7 | E | TR | 1.07 | 71.1 | E | | | | |
| | WB | L | 1.10 | 129.8 | F | L | 1.12 | 136.6 | F | | | | |
| | | TR | 0.92 | 47.7 | D | TR | 0.92 | 47.7 | D | | | | |
| Overall Intersection | - | 1.05 | 68.0 | E | - | 1.06 | 68.6 | E | | | | | |

TABLE XX
LIRR Main Line Project DEIS
2020 NO BUILD vs. 2020 CONSTRUCTION WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - NEW HYDE PARK
CONSTRUCTION OF NEW HYDE PARK ROAD LIRR MAIN LINE UNDERPASS

| INTERSECTION & APPROACH | 2020 No Build Weekday AM Peak Hour | | | | | 2020 Construction Weekday AM Peak Hour | | | | Improved Condition | | | | Improvement Measures | |
|---|------------------------------------|-------------|-------------|----------|-----|--|-------------|----------|-----|--------------------|-------------|----------|-----|--|------------------------------|
| | Mvt. | V/C | Control | | LOS | Mvt. | V/C | Control | | Mvt. | V/C | Control | | | LOS |
| | | | Delay | LOS | | | | Delay | LOS | | | Delay | LOS | | |
| New Hyde Park Road at LIRR Grade Crossing | | | | | | | | | | | | | | | |
| New Hyde Park Road | NB | T | 0.63 | 33.7 | C | T | 1.16 | 127.5 | F | | | | | | - Unimproved adverse Impact |
| | SB | T | 0.32 | 26.0 | C | T | 0.61 | 34.4 | C | | | | | | |
| Overall Intersection | - | 0.36 | 31.1 | C | - | 0.66 | 95.9 | F | | | | | | | |
| New Hyde Park Road at Stewart Avenue | | | | | | | | | | | | | | | |
| New Hyde Park Road | NB | LTR | 1.02 | 60.0 | E | LTR | 1.12 | 93.4 | F | LTR | 1.04 | 63.1 | E | - Modify signal timing plan: Shift 5 s of green time from the WB lead phase to the NB/SB phase. Shift 1.5 s of green time from the EB/WB phase to the NB/SB phase. [WB lead green time will shift from 12 s to 7 s; EB/WB green time will shift from 30 s to 28.5 s; NB/SB green time will shift from 30 s to 36.5 s]. | |
| | SB | LTR | 0.51 | 21.3 | C | LTR | 2.02 | 37.1 | D | LTR | 1.72 | 31.4 | C | | |
| Stewart Avenue | EB | L | 0.29 | 24.7 | C | L | 0.36 | 25.7 | C | L | 0.38 | 26.8 | C | | |
| | | TR | 0.76 | 32.0 | C | TR | 0.76 | 32.0 | C | TR | 0.80 | 34.3 | C | | |
| | WB | L | 0.37 | 17.6 | B | L | 0.37 | 17.7 | B | L | 0.43 | 20.9 | C | | |
| | | TR | 0.34 | 16.0 | B | TR | 0.50 | 18.0 | B | TR | 0.52 | 19.8 | B | | |
| Overall Intersection | - | 0.87 | 37.7 | D | - | 0.94 | 50.0 | D | - | 0.93 | 39.9 | D | | | |
| UNSIGNALIZED INTERSECTIONS | | | | | | | | | | | | | | | |
| SOUTH 12TH STREET | | | | | | | | | | | | | | | |
| South 12th Street/Jefferson Street at Stewart Avenue | | | | | | | | | | | | | | | |
| Jefferson Street | NB | LTR | - | 27.2 | D | LTR | - | 27.3 | D | | | | | | - Improvements not required. |
| South 12th Street | SB | LTR | - | 35.9 | E | LTR | - | 36.1 | E | | | | | | |
| Stewart Avenue | EB | LTR | - | 0.7 | A | LTR | - | 0.7 | A | | | | | | |
| | WB | LTR | - | 0.4 | A | LTR | - | 0.4 | A | | | | | | |
| Overall Intersection | - | - | 2.5 | A | - | - | 2.5 | A | | | | | | | |
| NEW HYDE PARK ROAD | | | | | | | | | | | | | | | |
| New Hyde Park Road at Clinch Avenue | | | | | | | | | | | | | | | |
| New Hyde Park Road | NB | TR | - | 0.0 | - | - | - | - | - | | | | | - Clinch Avenue would be closed at New Hyde Park Road during this phase of construction. | |
| | SB | LT | - | 7.0 | - | - | - | - | - | | | | | | |
| Clinch Avenue | WB | LR | - | 22.6 | C | - | - | - | - | | | | | | |
| Overall Intersection | - | - | 4.6 | A | - | - | - | - | - | | | | | | |

Notes

- (1): Control delay is measured in seconds per vehicle.
- (2): Overall intersection V/C ratio is the critical lane groups' V/C ratio.
- (3): Shading denotes adversely impacted traffic movement.
- (4): The construction scenario analyzed includes one lane in each direction on New Hyde Park Road at the LIRR Main Line grade crossing and closure of Clinch Avenue at New Hyde Park Road.

TABLE XX
LIRR Main Line Project DEIS
2020 NO BUILD vs. 2020 CONSTRUCTION WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - NEW HYDE PARK
CONSTRUCTION OF NEW HYDE PARK ROAD LIRR MAIN LINE UNDERPASS

| INTERSECTION & APPROACH | 2020 No Build Weekday PM Peak Hour | | | | 2020 Construction Weekday PM Peak Hour | | | | Improved Condition | | | | Improvement Measures |
|--|------------------------------------|-----|-------------|-------------|--|-----|-------------|-------------|--------------------|-----|---------|-----|------------------------------|
| | Mvt. | V/C | Control | | Mvt. | V/C | Control | | Mvt. | V/C | Control | | |
| | | | Delay | LOS | | | Delay | LOS | | | Delay | LOS | |
| SIGNALIZED INTERSECTIONS | | | | | | | | | | | | | |
| COVERT AVENUE | | | | | | | | | | | | | |
| Covert Avenue at Jericho Turnpike (Rt. 25) | | | | | | | | | | | | | |
| Covert Avenue | NB | L | 1.07 | 147.1 | F | L | 1.07 | 147.1 | F | | | | - Improvements not required. |
| | | TR | 0.22 | 57.5 | E | TR | 0.22 | 57.5 | E | | | | |
| | SB | LTR | 0.56 | 76.2 | E | LTR | 0.56 | 76.2 | E | | | | |
| Jericho Turnpike (Rt. 25) | EB | L | 0.09 | 25.0 | C | L | 0.09 | 25.0 | C | | | | |
| | | TR | 1.08 | 93.4 | F | TR | 1.08 | 93.6 | F | | | | |
| | WB | L | 0.87 | 65.1 | E | L | 0.87 | 65.1 | E | | | | |
| | | TR | 0.72 | 21.7 | C | TR | 0.72 | 21.8 | C | | | | |
| | Overall Intersection | - | 0.98 | 65.5 | E | - | 0.98 | 65.6 | E | | | | |
| Covert Avenue at LIRR Grade Crossing | | | | | | | | | | | | | |
| Covert Avenue | NB | T | 0.38 | 21.7 | C | T | 0.38 | 21.7 | C | | | | - Improvements not required. |
| | SB | T | 0.67 | 29.5 | C | T | 0.67 | 29.5 | C | | | | |
| | Overall Intersection | - | 0.43 | 26.7 | C | - | 0.43 | 26.7 | C | | | | |
| Covert Avenue at Stewart Avenue | | | | | | | | | | | | | |
| Covert Avenue (north leg) | NB | LT | 0.49 | 1.8 | A | LT | 0.49 | 1.8 | A | | | | - Improvements not required. |
| | SB | TR | 0.83 | 30.2 | C | TR | 0.83 | 30.2 | C | | | | |
| Covert Avenue (south leg) | NB | T | 0.33 | 19.1 | B | T | 0.33 | 19.1 | B | | | | |
| | | R | 0.89 | 45.0 | D | R | 0.89 | 45.0 | D | | | | |
| Stewart Avenue | SB | LT | 0.67 | 5.3 | A | LT | 0.67 | 5.3 | A | | | | |
| | EB | LR | 0.37 | 26.3 | C | LR | 0.37 | 26.3 | C | | | | |
| | WB | L | 0.74 | 25.1 | C | L | 0.74 | 25.1 | C | | | | |
| | | R | 0.63 | 24.0 | C | R | 0.63 | 24.0 | C | | | | |
| | Overall Intersection | - | - | 18.1 | B | - | - | 18.1 | B | | | | |
| SOUTH 12TH STREET | | | | | | | | | | | | | |
| South 12th Street at Jericho Turnpike (Rt. 25) | | | | | | | | | | | | | |
| South 12th Street | NB | LR | 0.74 | 74.6 | E | LR | 0.74 | 74.6 | E | | | | - Improvements not required. |
| Jericho Turnpike (Rt. 25) | EB | TR | 0.70 | 15.6 | B | TR | 0.70 | 15.6 | B | | | | |
| | WB | L | 0.41 | 5.3 | A | L | 0.41 | 5.3 | A | | | | |
| | | T | 0.64 | 2.3 | A | T | 0.64 | 2.3 | A | | | | |
| | Overall Intersection | - | 0.71 | 12.3 | B | - | 0.71 | 12.3 | B | | | | |
| South 12th Street at LIRR Grade Crossing | | | | | | | | | | | | | |
| Covert Avenue | NB | T | 0.13 | 17.6 | B | T | 0.13 | 17.6 | B | | | | - Improvements not required. |
| | SB | T | 0.18 | 18.3 | B | T | 0.18 | 18.3 | B | | | | |
| | Overall Intersection | - | 0.12 | 18.0 | B | - | 0.12 | 18.0 | B | | | | |
| NEW HYDE PARK ROAD | | | | | | | | | | | | | |
| New Hyde Park Road at Jericho Turnpike (Rt. 25) | | | | | | | | | | | | | |
| New Hyde Park Road | NB | L | 0.79 | 61.4 | E | L | 0.79 | 62.2 | E | | | | - Improvements not required. |
| | | TR | 0.77 | 62.4 | E | TR | 0.77 | 62.8 | E | | | | |
| | SB | L | 0.70 | 50.0 | D | L | 0.70 | 50.3 | D | | | | |
| | | TR | 1.09 | 123.7 | F | TR | 1.10 | 125.1 | F | | | | |
| Jericho Turnpike (Rt. 25) | EB | L | 0.89 | 100.8 | F | L | 0.89 | 100.9 | F | | | | |
| | | TR | 1.03 | 58.8 | E | TR | 1.03 | 59.0 | E | | | | |
| | WB | L | 0.91 | 84.8 | F | L | 0.93 | 88.4 | F | | | | |
| | | TR | 1.00 | 64.3 | E | TR | 1.00 | 64.3 | E | | | | |
| | Overall Intersection | - | 1.00 | 73.0 | E | - | 1.00 | 73.5 | E | | | | |

TABLE XX
LIRR Main Line Project DEIS
2020 NO BUILD vs. 2020 CONSTRUCTION WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - NEW HYDE PARK
CONSTRUCTION OF NEW HYDE PARK ROAD LIRR MAIN LINE UNDERPASS

| INTERSECTION & APPROACH | 2020 No Build Weekday PM Peak Hour | | | | | 2020 Construction Weekday PM Peak Hour | | | | Improved Condition | | | | Improvement Measures | |
|---|------------------------------------|-------------|-------------|----------|-----|--|-------------|----------|-----|--------------------|-----|---------|-----|----------------------|--|
| | Mvt. | V/C | Control | | LOS | Mvt. | V/C | Control | | Mvt. | V/C | Control | | | LOS |
| | | | Delay | LOS | | | | Delay | LOS | | | Delay | LOS | | |
| New Hyde Park Road at LIRR Grade Crossing | | | | | | | | | | | | | | | |
| New Hyde Park Road | NB | T | 0.31 | 20.0 | B | T | 0.56 | 26.3 | C | | | | | | - Unimproved adverse Impact. |
| | SB | T | 0.50 | 23.7 | C | T | 0.96 | 55.8 | E | | | | | | |
| Overall Intersection | - | 0.32 | 22.4 | C | - | 0.61 | 44.9 | D | | | | | | | |
| New Hyde Park Road at Stewart Avenue | | | | | | | | | | | | | | | |
| New Hyde Park Road | NB | LTR | 0.51 | 23.3 | C | LTR | 0.58 | 25.0 | C | | | | | | - Unimproved adverse Impact. |
| | SB | LTR | 0.78 | 30.1 | C | LTR | 1.33 | 186.5 | F | | | | | | |
| Stewart Avenue | EB | L | 0.31 | 25.7 | C | L | 0.35 | 26.4 | C | | | | | | |
| | | TR | 0.76 | 32.7 | C | TR | 0.76 | 32.7 | C | | | | | | |
| | WB | L | 0.73 | 33.4 | C | L | 0.73 | 31.6 | C | | | | | | |
| | | TR | 0.51 | 10.7 | B | TR | 0.61 | 12.9 | B | | | | | | |
| Overall Intersection | - | 0.78 | 24.8 | C | - | 1.05 | 71.7 | E | | | | | | | |
| UNSIGNALIZED INTERSECTIONS | | | | | | | | | | | | | | | |
| SOUTH 12TH STREET | | | | | | | | | | | | | | | |
| South 12th Street/Jefferson Street at Stewart Avenue | | | | | | | | | | | | | | | |
| Jefferson Street | NB | LTR | - | 31.8 | D | LTR | - | 31.9 | D | | | | | | - Improvements not required. |
| South 12th Street | SB | LTR | - | 54.0 | F | LTR | - | 54.1 | F | | | | | | |
| Stewart Avenue | EB | LTR | - | 0.9 | A | LTR | - | 0.9 | A | | | | | | |
| | WB | LTR | - | 0.3 | A | LTR | - | 0.3 | A | | | | | | |
| Overall Intersection | - | - | 5.6 | A | - | - | 5.6 | A | | | | | | | |
| NEW HYDE PARK ROAD | | | | | | | | | | | | | | | |
| New Hyde Park Road at Clinch Avenue | | | | | | | | | | | | | | | |
| New Hyde Park Road | NB | TR | - | 0.0 | - | - | - | - | - | | | | | | - Clinch Avenue would be closed at New Hyde Park Road during this phase of construction. |
| | SB | LT | - | 6.8 | - | - | - | - | - | | | | | | |
| Clinch Avenue | WB | LR | - | 15.8 | C | - | - | - | - | | | | | | |
| Overall Intersection | - | - | 4.0 | A | - | - | - | - | - | | | | | | |

Notes

- (1): Control delay is measured in seconds per vehicle.
- (2): Overall intersection V/C ratio is the critical lane groups' V/C ratio.
- (3): Shading denotes adversely impacted traffic movement.
- (4): The construction scenario analyzed includes one lane in each direction on New Hyde Park Road at the LIRR Main Line grade crossing and closure of Clinch Avenue at New Hyde Park Road.

TABLE XX
LIRR Main Line Project DEIS
2020 NO BUILD vs. 2020 CONSTRUCTION OPTION 2 WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - MINEOLA
CONSTRUCTION OF MAIN STREET LIRR MAIN LINE UNDERPASS

| INTERSECTION & APPROACH | 2020 No Build Weekday AM Peak Hour | | | | 2020 Construction Weekday AM Peak Hour | | | | Improved Condition | | | | Improvement Measures | |
|--|------------------------------------|-------------|---------------|----------|--|-------------|---------------|----------|--------------------|-------------|---------------|----------|----------------------|---|
| | Mvt. | V/C | Control Delay | LOS | Mvt. | V/C | Control Delay | LOS | Mvt. | V/C | Control Delay | LOS | | |
| SIGNALIZED INTERSECTIONS | | | | | | | | | | | | | | |
| <u>MINEOLA BOULEVARD</u> | | | | | | | | | | | | | | |
| Mineola Boulevard / Franklin Avenue at Old Country Road | | | | | | | | | | | | | | |
| Franklin Avenue | NB | L | 0.71 | 24.3 | C | L | 0.70 | 24.8 | C | L | 0.71 | 24.8 | C | - Restripe WB approach from one 11 ft left-turn lane, two 10 ft through lanes, and one 11 foot right-turn lane to one 10 ft left-turn lane, two 10 ft through lanes, and one 14 ft right-turn lane. |
| | | TR | 0.83 | 38.5 | D | TR | 0.83 | 40.2 | D | TR | 0.90 | 46.9 | D | |
| Mineola Boulevard | SB | L | 0.71 | 28.2 | C | L | 0.66 | 25.2 | C | L | 0.70 | 29.8 | C | - Modify signal timing plan: Shift 6 s of green time from the NB/SB through phase to the NB/SB protected left turn phase; Shift 2 s of green time from the NB/SB through phase to the EB/WB through phase. [NB/SB through green time will shift from 40 s to 32 s; NB/SB protected left turn green time will shift from 15 s to 21 s; EB/WB through green time will shift from 22 s to 24 s]. |
| | | TR | 0.42 | 28.9 | C | TR | 0.40 | 28.6 | C | TR | 0.46 | 32.3 | C | |
| Old Country Road | EB | L | 0.86 | 44.6 | D | L | 0.88 | 49.1 | D | L | 0.89 | 50.6 | D | |
| | | T | 0.95 | 59.0 | E | T | 0.97 | 64.0 | E | T | 0.90 | 49.7 | D | |
| | | R | 0.55 | 26.8 | C | R | 0.57 | 29.0 | C | R | 0.51 | 24.4 | C | |
| | WB | L | 0.83 | 44.4 | D | L | 0.84 | 47.8 | D | L | 0.86 | 49.2 | D | |
| | | T | 1.17 | 129.4 | F | T | 1.24 | 160.9 | F | T | 1.16 | 126.2 | F | |
| | | R | 0.63 | 31.1 | C | R | 0.94 | 61.1 | E | R | 0.80 | 38.5 | D | |
| Overall Intersection | - | 0.92 | 57.0 | E | - | 0.96 | 66.6 | E | - | 0.96 | 57.0 | E | | |
| Mineola Boulevard at Second Street | | | | | | | | | | | | | | |
| Mineola Boulevard | NB | L | 0.60 | 13.6 | B | L | 0.68 | 16.3 | B | L | 0.83 | 29.1 | C | - Modify signal timing plan: Shift 6 s green time from the NB lead phase to the NB/SB phase. [NB lead green time will shift from 12 s to 6 s; NB/SB green time will shift from 20 s to 26 s]. |
| | | TR | 0.44 | 9.9 | A | TR | 0.56 | 11.0 | B | TR | 0.55 | 10.9 | B | |
| | SB | L | 0.13 | 15.7 | B | L | 0.13 | 16.1 | B | L | 0.11 | 13.6 | B | |
| | | TR | 1.14 | 105.7 | F | TR | 1.20 | 129.4 | F | TR | 0.98 | 51.2 | D | |
| Second Street | EB | L | 0.23 | 17.3 | B | L | 0.21 | 17.4 | B | L | 0.22 | 18.6 | B | |
| | | TR | 0.73 | 26.1 | C | TR | 0.74 | 27.0 | C | TR | 0.76 | 29.2 | C | |
| | WB | LTR | 0.85 | 44.8 | D | LTR | 0.72 | 31.4 | C | LTR | 0.75 | 36.2 | D | |
| Overall Intersection | - | 0.93 | 41.5 | D | - | 0.92 | 44.3 | D | - | 0.88 | 27.0 | C | | |
| Mineola Boulevard at First Street | | | | | | | | | | | | | | |
| Mineola Boulevard | NB | LTR | 0.52 | 9.0 | A | LTR | 0.60 | 10.3 | B | | | | | - Improvements not required. |
| | SB | L | 0.08 | 6.0 | A | L | 0.05 | 5.9 | A | | | | | |
| | | TR | 0.50 | 9.6 | A | TR | 0.51 | 9.8 | A | | | | | |
| First Street | EB | LTR | 0.77 | 41.9 | D | LTR | 0.77 | 42.2 | D | | | | | |
| | WB | LTR | 0.75 | 44.2 | D | LTR | 0.76 | 45.8 | D | | | | | |
| Overall Intersection | - | 0.58 | 17.1 | B | - | 0.64 | 17.4 | B | - | - | - | - | | |
| <u>WILLIS AVENUE</u> | | | | | | | | | | | | | | |
| Willis Avenue at Old Country Road | | | | | | | | | | | | | | |
| Willis Avenue | SB | L | 0.62 | 47.4 | D | L | 0.66 | 50.2 | D | | | | | - Improvements not required. |
| | | R | 0.86 | 70.0 | E | R | 0.70 | 54.0 | D | | | | | |
| Old Country Road | EB | T | 0.52 | 4.7 | A | T | 0.52 | 4.4 | A | | | | | |
| | WB | TR | 0.73 | 11.6 | B | TR | 0.70 | 10.2 | B | | | | | |
| Overall Intersection | - | 0.79 | 15.2 | B | - | 0.73 | 12.8 | B | - | - | - | - | | |
| Willis Avenue at Second Street | | | | | | | | | | | | | | |
| Willis Avenue | NB | LTR | 0.16 | 7.6 | A | - | - | - | - | | | | | - Improvements not required. |
| | SB | LTR | 0.47 | 11.1 | B | LTR | 0.44 | 10.8 | B | | | | | |
| Second Street | EB | LTR | 0.60 | 32.5 | C | LTR | 0.83 | 44.3 | D | | | | | |
| | WB | LT | 0.76 | 40.3 | D | LT | 0.77 | 41.0 | D | | | | | |
| | | R | 0.33 | 28.9 | C | R | 0.35 | 29.0 | C | | | | | |
| Overall Intersection | - | 0.55 | 24.4 | C | - | 0.55 | 30.4 | C | - | - | - | - | | |

TABLE XX
LIRR Main Line Project DEIS
2020 NO BUILD vs. 2020 CONSTRUCTION OPTION 2 WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - MINEOLA
CONSTRUCTION OF MAIN STREET LIRR MAIN LINE UNDERPASS

| INTERSECTION & APPROACH | 2020 No Build Weekday AM Peak Hour | | | | 2020 Construction Weekday AM Peak Hour | | | | Improved Condition | | | | Improvement Measures |
|--------------------------------------|------------------------------------|-----|---------------|------------|--|-----|---------------|------------|--------------------|-----|---------------|-----|------------------------------|
| | Mvt. | V/C | Control Delay | LOS | Mvt. | V/C | Control Delay | LOS | Mvt. | V/C | Control Delay | LOS | |
| | | | | | | | | | | | | | |
| Main Street at Third Street | | | | | | | | | | | | | |
| Main Street | NB | LTR | - | 10.4 | B | LT | - | 10.5 | B | | | | - Improvements not required. |
| Third Street | EB | LR | - | 8.7 | A | L | - | 8.8 | A | | | | |
| | WB | LT | - | 9.4 | A | TR | - | 8.4 | A | | | | |
| Overall Intersection | - | - | - | 9.7 | A | - | - | 9.9 | A | | | | |
| <u>WILLIS AVENUE</u> | | | | | | | | | | | | | |
| Willis Avenue at First Street | | | | | | | | | | | | | |
| Willis Avenue | NB | LT | - | 3.8 | A | LT | - | 4.4 | A | | | | - Improvements not required. |
| First Street | EB | LR | - | 25.3 | D | LR | - | 40.0 | E | | | | |
| Overall Intersection | - | - | - | 5.3 | A | - | - | 9.7 | A | | | | |

Notes

- (1): Control delay is measured in seconds per vehicle.
- (2): Overall intersection V/C ratio is the critical lane groups' V/C ratio.
- (3): Shading denotes adversely impacted traffic movement.
- (4): The construction scenario analyzed includes closure of northbound and southbound Main Street at the LIRR Main Line grade crossing and assumes the proposed one-way southbound underpass that carries Willis Avenue under the

TABLE XX
LIRR Main Line Project DEIS
2020 NO BUILD vs. 2020 CONSTRUCTION OPTION 2 WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - MINEOLA
CONSTRUCTION OF MAIN STREET LIRR MAIN LINE UNDERPASS

| INTERSECTION & APPROACH | 2020 No Build Weekday PM Peak Hour | | | | 2020 Construction Weekday PM Peak Hour | | | | Improved Condition | | | | Improvement Measures | | |
|--|------------------------------------|-------------|---------------|----------|--|-------------|---------------|----------|--------------------|-------------|---------------|----------|----------------------|--|--|
| | Mvt. | V/C | Control Delay | LOS | Mvt. | V/C | Hour | | Mvt. | V/C | Control Delay | LOS | | | |
| | | | | | | | Control Delay | LOS | | | | | | | |
| SIGNALIZED INTERSECTIONS | | | | | | | | | | | | | | | |
| <u>MINEOLA BOULEVARD</u> | | | | | | | | | | | | | | | |
| Mineola Boulevard / Franklin Avenue at Old Country Road | | | | | | | | | | | | | | | |
| Franklin Avenue | NB | L | 0.77 | 29.9 | C | L | 0.75 | 29.8 | C | L | 0.81 | 36.1 | D | - Partially mitigated. - Restripe WB approach from one 11 ft left-turn lane, two 10 ft through lanes, and one 11 foot right-turn lane to one 10 ft left-turn lane, two 10 ft through lanes, and one 14 ft right-turn lane. - Modify signal timing plan: Shift 2 s green time from the NB/SB phase to the EB/WB protected left-turn phase; shift 1 s green time from the NB/SB phase to the EB/WB phase; shift 1 s green time from the NB/SB protected left-turn phase to the EB/WB phase [NB/SB green time will shift from 40 s to 37 s; NB/SB protected left turn green time will shift from 15 s to 14 s; EB/WB green time will shift from 22 s to 24 s; EB/WB protected left-turn green time will shift from 20 s to 22 s]. | |
| | TR | 0.87 | 42.6 | D | TR | 0.88 | 45.2 | D | TR | 0.92 | 50.0 | D | | | |
| Mineola Boulevard | SB | L | 0.81 | 41.2 | D | L | 0.75 | 35.6 | D | L | 0.84 | 47.3 | D | | |
| | TR | 0.61 | 31.7 | C | TR | 0.58 | 31.4 | C | TR | 0.64 | 34.8 | C | | | |
| Old Country Road | EB | L | 0.90 | 54.5 | D | L | 0.96 | 68.4 | E | L | 0.92 | 58.4 | E | | |
| | | T | 0.70 | 42.3 | D | T | 0.67 | 43.4 | D | T | 0.60 | 39.1 | D | | |
| | WB | R | 0.66 | 33.8 | C | R | 0.68 | 36.1 | D | R | 0.63 | 31.8 | C | | |
| | | L | 0.83 | 42.4 | D | L | 0.83 | 44.7 | D | L | 0.80 | 38.1 | D | | |
| | T | 1.17 | 136.5 | F | T | 1.25 | 170.0 | F | T | 1.16 | 133.5 | F | | | |
| | R | 0.67 | 35.1 | D | R | 1.07 | 99.7 | F | R | 0.97 | 67.5 | E | | | |
| Overall Intersection | - | 0.94 | 56.1 | E | - | 1.01 | 69.3 | E | - | 0.99 | 60.3 | E | | | |
| Mineola Boulevard at Second Street | | | | | | | | | | | | | | | |
| Mineola Boulevard | NB | L | 0.62 | 17.0 | B | L | 0.88 | 42.5 | D | L | 0.86 | 41.0 | D | | - Modify signal timing plan: Shift 2 s green time from the NB/SB phase to the EB/WB phase and shift 1 s green time from the NB/SB phase to the NB lead phase. [NB/SB green time will shift from 38 s to 35 s; EB/WB green time will shift from 21 s to 23 s; NB lead green time will shift from 6 s to 7 s]. |
| | TR | 0.57 | 11.5 | B | TR | 0.69 | 12.6 | B | TR | 0.71 | 13.3 | B | | | |
| | SB | L | 0.32 | 19.6 | B | L | 0.43 | 22.9 | C | L | 0.45 | 25.4 | C | | |
| | | TR | 1.16 | 109.3 | F | TR | 0.99 | 50.5 | D | TR | 1.05 | 69.3 | E | | |
| Second Street | EB | L | 0.23 | 21.1 | C | L | 0.23 | 24.5 | C | L | 0.22 | 23.4 | C | | |
| | | TR | 0.74 | 31.0 | C | TR | 0.83 | 43.2 | D | TR | 0.80 | 38.7 | D | | |
| WB | LTR | 0.87 | 55.1 | E | LTR | 0.92 | 78.3 | E | LTR | 0.85 | 59.3 | E | | | |
| Overall Intersection | - | 0.99 | 45.3 | D | - | 0.96 | 31.2 | C | - | 0.97 | 34.9 | C | | | |
| Mineola Boulevard at First Street | | | | | | | | | | | | | | | |
| Mineola Boulevard | NB | LTR | 0.74 | 13.4 | B | LTR | 0.90 | 22.0 | C | | | | | - Improvements not required. | |
| | SB | L | 0.33 | 11.1 | B | L | 0.39 | 13.9 | B | | | | | | |
| First Street | EB | TR | 0.74 | 16.3 | B | TR | 0.76 | 17.1 | B | | | | | | |
| | | LTR | 0.84 | 46.9 | D | LTR | 0.84 | 47.2 | D | | | | | | |
| | WB | LTR | 0.80 | 50.4 | D | LTR | 0.73 | 44.0 | D | | | | | | |
| | | | | | | | | | | | | | | | |
| Overall Intersection | - | 0.83 | 21.4 | C | - | 0.96 | 24.9 | C | | | | | | | |
| <u>WILLIS AVENUE</u> | | | | | | | | | | | | | | | |
| Willis Avenue at Old Country Road | | | | | | | | | | | | | | | |
| Willis Avenue | SB | L | 0.85 | 62.9 | E | L | 0.83 | 59.6 | E | | | | | - Improvements not required. | |
| | R | 0.55 | 43.6 | D | R | 0.5 | 42.2 | D | | | | | | | |
| Old Country Road | EB | T | 0.51 | 5.9 | A | T | 0.52 | 6.1 | A | | | | | | |
| | WB | TR | 0.65 | 10.2 | B | TR | 0.66 | 10.6 | B | | | | | | |
| Overall Intersection | - | 0.72 | 14.9 | B | - | 0.72 | 14.7 | B | | | | | | | |
| Willis Avenue at Second Street | | | | | | | | | | | | | | | |
| Willis Avenue | NB | LTR | 0.22 | 10.8 | B | - | - | - | - | - | - | - | - | - Modify signal timing plan: Shift 6 s of green time from the SB phase to the EB/WB phase. [SB green time will shift from 57 s to 51 s; EB/WB green time will shift from 31 s to 37 s]. | |
| | SB | LTR | 0.72 | 21.2 | C | LTR | 0.62 | 17.3 | B | LTR | 0.69 | 23.2 | C | | |
| Second Street | EB | LTR | 0.93 | 49.7 | D | LTR | 1.17 | 126.0 | F | LTR | 0.97 | 53.3 | D | | |
| | WB | LT | 0.34 | 27.2 | C | LT | 0.58 | 31.6 | C | LT | 0.38 | 23.6 | C | | |
| R | | 0.24 | 26.2 | C | R | 0.26 | 26.2 | C | R | 0.26 | 22.2 | C | | | |
| Overall Intersection | - | 0.79 | 31.9 | C | - | 0.81 | 70.1 | E | - | 0.81 | 36.9 | D | | | |

TABLE XX
LIRR Main Line Project DEIS
2020 NO BUILD vs. 2020 CONSTRUCTION OPTION 2 WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - MINEOLA
CONSTRUCTION OF MAIN STREET LIRR MAIN LINE UNDERPASS

| INTERSECTION & APPROACH | <u>2020 No Build Weekday PM Peak Hour</u> | | | | <u>2020 Construction Weekday PM Peak Hour</u> | | | | <u>Improved Condition</u> | | | | <u>Improvement Measures</u> | |
|--------------------------------------|---|-----|---------------|-------------|---|-----|---------------|-------------|---------------------------|-----|---------------|-----|-----------------------------|------------------------------|
| | Mvt. | V/C | Control Delay | LOS | Mvt. | V/C | Control Delay | LOS | Mvt. | V/C | Control Delay | LOS | | |
| | Main Street at Third Street | | | | | | | | | | | | | |
| Main Street | NB | LTR | - | 11.5 | B | LT | - | 11.0 | B | | | | | - Improvements not required. |
| Third Street | EB | LR | - | 9.7 | A | L | - | 11.6 | B | | | | | |
| | WB | LT | - | 14.1 | B | TR | - | 8.3 | A | | | | | |
| Overall Intersection | - | - | - | 12.4 | B | - | - | 11.2 | B | | | | | |
| <u>WILLIS AVENUE</u> | | | | | | | | | | | | | | |
| Willis Avenue at First Street | | | | | | | | | | | | | | |
| Willis Avenue | NB | LT | - | 2.4 | A | LT | - | 2.6 | A | | | | | - Improvements not required. |
| First Street | EB | LR | - | 24.6 | C | LR | - | 31.3 | D | | | | | |
| Overall Intersection | - | - | - | 4.2 | A | - | - | 5.8 | A | | | | | |

Notes

- (1): Control delay is measured in seconds per vehicle.
- (2): Overall intersection V/C ratio is the critical lane groups' V/C ratio.
- (3): Shading denotes adversely impacted traffic movement.
- (4): The construction scenario analyzed includes closure of northbound and southbound Main Street at the LIRR Main Line grade crossing and assumes the proposed one-way southbound underpass that carries Willis Avenue under the

TABLE XX
LIRR Main Line Project DEIS
2020 NO BUILD vs. 2020 CONSTRUCTION WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - MINEOLA
CONSTRUCTION OF WILLIS AVENUE LIRR MAIN LINE UNDERPASS

| INTERSECTION & APPROACH | 2020 No Build Weekday AM Peak Hour | | | | 2020 Construction Weekday AM Peak Hour | | | | Improved Condition | | | | Improvement Measures | |
|--|------------------------------------|-------------|---------------|----------|--|-------------|---------------|----------|--------------------|-------------|---------------|----------|----------------------|---|
| | Mvt. | V/C | Control Delay | LOS | Mvt. | V/C | Control Delay | LOS | Mvt. | V/C | Control Delay | LOS | | |
| SIGNALIZED INTERSECTIONS | | | | | | | | | | | | | | |
| <u>MINEOLA BOULEVARD</u> | | | | | | | | | | | | | | |
| Mineola Boulevard / Franklin Avenue at Old Country Road | | | | | | | | | | | | | | |
| Franklin Avenue | NB | L | 0.71 | 24.3 | C | L | 0.79 | 29.3 | C | | | | | - Improvements not required. |
| | | TR | 0.83 | 38.5 | D | TR | 0.83 | 38.3 | D | | | | | |
| Mineola Boulevard | SB | L | 0.71 | 28.2 | C | L | 0.71 | 28.7 | C | | | | | |
| | | TR | 0.42 | 28.9 | C | TR | 0.49 | 29.8 | C | | | | | |
| Old Country Road | EB | L | 0.86 | 44.6 | D | L | 0.86 | 44.6 | D | | | | | |
| | | T | 0.95 | 59.0 | E | T | 0.95 | 59.0 | E | | | | | |
| | | R | 0.55 | 26.8 | C | R | 0.55 | 26.6 | C | | | | | |
| | WB | L | 0.83 | 44.4 | D | L | 0.83 | 43.7 | D | | | | | |
| | | T | 1.17 | 129.4 | F | T | 1.07 | 93.8 | F | | | | | |
| | | R | 0.63 | 31.1 | C | R | 0.63 | 31.1 | C | | | | | |
| Overall Intersection | - | 0.92 | 57.0 | E | - | 0.91 | 49.3 | D | | | | | | |
| Mineola Boulevard at Second Street | | | | | | | | | | | | | | |
| Mineola Boulevard | NB | L | 0.60 | 13.6 | B | L | 0.64 | 18.3 | B | L | 0.65 | 16.1 | B | - Prohibit parking on WB Second St approach for 150 ft from the stopbar. |
| | | TR | 0.44 | 9.9 | A | TR | 0.49 | 14.1 | B | TR | 0.44 | 10.5 | B | |
| | SB | L | 0.13 | 15.7 | B | L | 0.15 | 20.5 | C | L | 0.13 | 15.9 | B | - Restripe WB Second St approach as one 10 ft left-turn lane and one 10 ft shared through-right lane. |
| | | TR | 1.14 | 105.7 | F | TR | 1.38 | 210.9 | F | TR | 1.13 | 103.4 | F | |
| Second Street | EB | L | 0.23 | 17.3 | B | L | 0.19 | 15.4 | B | L | 0.20 | 17.5 | B | |
| | | TR | 0.73 | 26.1 | C | TR | 0.58 | 19.4 | B | TR | 0.71 | 25.5 | C | - Modify signal timing plan: Shift 2 s green time from NB Mineola Blvd lead left-turn phase to NB/SB Mineola Blvd phase (NB lead left-turn green time shifts from 12 s to 10 s; NB/SB green time shifts from 20 s to 22 s). |
| | WB | LTR | 0.85 | 44.8 | D | LTR | 0.91 | 51.0 | D | L | 0.84 | 47.2 | D | |
| | | - | - | - | - | - | - | - | - | TR | 0.23 | 17.6 | B | |
| Overall Intersection | - | 0.93 | 41.5 | D | - | 1.03 | 70.9 | E | - | 0.94 | 40.4 | D | | |
| Mineola Boulevard at First Street | | | | | | | | | | | | | | |
| Mineola Boulevard | NB | LTR | 0.52 | 9.0 | A | LTR | 0.53 | 9.8 | A | LTR | 0.54 | 10.0 | A | - Modify signal timing plan: Shift 4 s green time from NB/SB Mineola Blvd to EB/WB First Street (NB/SB green time shifts from 55 s to 51 s; EB/WB green time shifts from 23 s to 27 s). |
| | SB | L | 0.08 | 6.0 | A | L | 0.08 | 6.5 | A | L | 0.08 | 6.6 | A | |
| | | TR | 0.50 | 9.6 | A | TR | 0.51 | 10.3 | B | TR | 0.52 | 10.5 | B | |
| First Street | EB | LTR | 0.77 | 41.9 | D | LTR | 0.73 | 38.5 | D | LTR | 0.71 | 35.4 | D | |
| | WB | LTR | 0.75 | 44.2 | D | LTR | 0.87 | 61.2 | E | LTR | 0.83 | 51.8 | D | |
| Overall Intersection | - | 0.58 | 17.1 | B | - | 0.62 | 19.2 | B | - | 0.62 | 18.0 | B | | |
| <u>WILLIS AVENUE</u> | | | | | | | | | | | | | | |
| Willis Avenue at Old Country Road | | | | | | | | | | | | | | |
| Willis Avenue | SB | L | 0.62 | 47.4 | D | L | 0.40 | 43.5 | D | | | | | - Improvements not required. |
| | | R | 0.86 | 70.0 | E | R | 0.33 | 42.8 | D | | | | | |
| Old Country Road | EB | T | 0.52 | 4.7 | A | T | 0.50 | 4.2 | A | | | | | |
| | WB | TR | 0.73 | 11.6 | B | TR | 0.66 | 8.8 | A | | | | | |
| Overall Intersection | - | 0.79 | 15.2 | B | - | 0.63 | 9.2 | A | | | | | | |
| Willis Avenue at Second Street | | | | | | | | | | | | | | |
| Willis Avenue | NB | LTR | 0.16 | 7.6 | A | LTR | 0.00 | 7.0 | A | | | | | - Improvements not required. |
| | SB | LTR | 0.47 | 11.1 | B | LTR | 0.45 | 11.4 | B | | | | | |
| Second Street | EB | LTR | 0.60 | 32.5 | C | LTR | 0.71 | 36.3 | D | | | | | |
| | WB | LT | 0.76 | 40.3 | D | LT | 0.77 | 40.1 | D | | | | | |
| | | R | 0.33 | 28.9 | C | R | 0.51 | 30.8 | C | | | | | |
| Overall Intersection | - | 0.55 | 24.4 | C | - | 0.54 | 29.2 | C | | | | | | |

TABLE XX
LIRR Main Line Project DEIS
2020 NO BUILD vs. 2020 CONSTRUCTION WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - MINEOLA
CONSTRUCTION OF WILLIS AVENUE LIRR MAIN LINE UNDERPASS

| INTERSECTION & APPROACH | 2020 No Build Weekday AM Peak Hour | | | | 2020 Construction Weekday AM Peak Hour | | | | Improved Condition | | | | Improvement Measures | |
|--|------------------------------------|-------------|---------------|----------|--|-------------|---------------|----------|--------------------|-------------|---------------|----------|----------------------|--|
| | Mvt. | V/C | Control Delay | LOS | Mvt. | V/C | Control Delay | LOS | Mvt. | V/C | Control Delay | LOS | | |
| | | | | | | | | | | | | | | Hour |
| MAIN STREET | | | | | | | | | | | | | | |
| Main Street at LIRR Grade Crossing | | | | | | | | | | | | | | |
| Main Street | NB | T | 0.15 | 40.6 | D | T | 0.19 | 41.4 | D | | | | | - Improvements not required. |
| | SB | T | 0.10 | 39.4 | D | T | 0.13 | 40.1 | D | | | | | |
| Overall Intersection | - | 0.07 | 40.1 | D | - | 0.09 | 40.8 | D | | | | | | |
| ROSLYN ROAD | | | | | | | | | | | | | | |
| Roslyn Road / Washington Avenue at Old Country Road | | | | | | | | | | | | | | |
| Washington Avenue | NB | T | 0.79 | 40.2 | D | T | 0.79 | 42.2 | D | | | | | - Improvements not required. |
| | R | | 0.24 | 18.0 | B | R | 0.31 | 19.8 | B | | | | | |
| Roslyn Road | SB | L | 0.48 | 20.9 | C | L | 0.62 | 23.5 | C | | | | | |
| | TR | | 0.43 | 21.5 | C | TR | 0.42 | 21.0 | C | | | | | |
| Old Country Road | EB | L | 0.60 | 29.1 | C | L | 0.60 | 30.1 | C | | | | | |
| | T | | 1.12 | 104.0 | F | T | 1.08 | 91.4 | F | | | | | |
| | R | | 0.09 | 26.4 | C | R | 0.08 | 27.6 | C | | | | | |
| | WB | L | 0.93 | 51.1 | D | L | 0.94 | 56.6 | E | | | | | |
| | T | | 1.10 | 86.6 | F | T | 1.06 | 71.9 | E | | | | | |
| | R | | 0.39 | 20.9 | C | R | 0.62 | 26.2 | C | | | | | |
| Overall Intersection | - | 0.93 | 63.5 | E | - | 0.92 | 55.5 | E | | | | | | |
| Roslyn Road at Second Street | | | | | | | | | | | | | | |
| Roslyn Road | NB | L | 0.69 | 22.3 | C | L | 1.02 | 80.1 | F | L | 0.86 | 41.6 | D | - Shift centerline on the EB Second Street approach 8 feet to the north. |
| | TR | | 0.76 | 22.6 | C | TR | 0.78 | 25.8 | C | TR | 0.69 | 18.3 | B | |
| | SB | LTR | 1.04 | 70.4 | E | LTR | 1.16 | 120.5 | F | LTR | 1.04 | 75.7 | E | - Restripe EB Second Street approach from one 11 foot left-turn lane and one 11 foot shared through-right lane to one 10 foot left-turn lane, one 10 foot through lane, and one 10 foot right-turn lane for 150 feet from the stopbar. |
| Second Street | EB | L | 0.46 | 23.2 | C | L | 0.42 | 23.8 | C | L | 0.59 | 33.3 | C | - Modify signal timing plan: Shift 3 s green time from the EB/WB lead left-turn phase to NB/SB Roslyn Rd phase and 5 s green time from EB/WB lead left-turn phase to NB lead left-turn phase (NB/SB green time would shift from 25 s to 28 s; NB lead left-turn green time would shift from 15 s to 20 s; EB/WB lead left-turn green time would shift from 15 s to 7 s). |
| | TR | | 0.56 | 33.8 | C | TR | 0.83 | 50.1 | D | T | 0.37 | 36.4 | D | - EB right-turn movement would get a green arrow when NB left-turns have a protected phase. |
| | - | - | - | - | - | - | - | - | - | R | 0.36 | 22.6 | C | |
| | WB | L | 0.46 | 22.3 | C | L | 0.55 | 23.6 | C | L | 0.48 | 25.2 | C | |
| | TR | | 0.73 | 39.5 | D | TR | 0.62 | 34.7 | C | TR | 0.71 | 41.6 | D | |
| Overall Intersection | - | 0.85 | 42.6 | D | - | 0.94 | 67.1 | E | - | 0.87 | 44.7 | D | | |
| UNSIGNALIZED INTERSECTIONS | | | | | | | | | | | | | | |
| MAIN STREET | | | | | | | | | | | | | | |
| Main Street at Old Country Road | | | | | | | | | | | | | | |
| Old Country Road | EB | L | - | 19.2 | C | L | - | 18.7 | C | | | | | - Improvements not required. |
| Overall Intersection | - | - | 0.4 | A | - | - | 0.4 | A | | | | | | |
| Main Street at First Street | | | | | | | | | | | | | | |
| Main Street | NB | LTR | - | 8.7 | A | LTR | - | 9.0 | A | | | | | - Improvements not required. |
| | SB | LTR | - | 8.7 | A | LTR | - | 8.8 | A | | | | | |
| First Street | EB | LTR | - | 9.2 | A | LTR | - | 9.4 | A | | | | | |
| | WB | LTR | - | 9.8 | A | LTR | - | 10.3 | B | | | | | |
| Overall Intersection | - | - | 9.3 | A | - | - | 9.7 | A | | | | | | |

TABLE XX
LIRR Main Line Project DEIS
2020 NO BUILD vs. 2020 CONSTRUCTION WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - MINEOLA
CONSTRUCTION OF WILLIS AVENUE LIRR MAIN LINE UNDERPASS

| INTERSECTION & APPROACH | 2020 No Build Weekday AM Peak Hour | | | | | 2020 Construction Weekday AM Peak Hour | | | | Improved Condition | | | Improvement Measures | |
|--|------------------------------------|-----|---------|-------------|----------|--|---------|-------------|----------|--------------------|-------------|-------------|----------------------|---|
| | Mvt. | V/C | Control | | Mvt. | V/C | Control | | Mvt. | V/C | Control | | | |
| | | | Delay | LOS | | | Delay | LOS | | | Delay | LOS | | |
| Main Street at Second Street | | | | | | | | | | | | | | |
| Main Street | NB | LTR | - | 10.1 | B | LTR | - | 11.0 | B | LTR | 0.28 | 14.2 | B | - Install a temporary actuated signal with the following signal timing plan: NB/SB phase would have 26 s green time; EB/WB phase would have 22 s green time; both phases would have 4 s yellow and 2 s all-red time). |
| | SB | LTR | - | 11.1 | B | LTR | - | 12.2 | B | LTR | 0.59 | 18.5 | B | |
| Second Street | EB | LTR | - | 11.5 | B | LTR | - | 12.6 | B | LTR | 0.38 | 7.9 | A | |
| | WB | LTR | - | 13.0 | B | LTR | - | 20.8 | C | LTR | 0.75 | 14.8 | B | |
| Overall Intersection | - | - | - | 11.8 | B | - | - | 16.1 | C | - | 0.70 | 13.6 | B | |
| Main Street at Front Street (North side of LIRR Tracks) | | | | | | | | | | | | | | |
| Main Street | NB | LTR | - | 5.1 | A | LTR | - | 4.3 | A | | | | | - Improvements not required. |
| | SB | LTR | - | 0.0 | A | LTR | - | 0.0 | A | | | | | |
| Front Street | EB | LTR | - | 11.9 | B | LTR | - | 12.7 | B | | | | | |
| | WB | LTR | - | 12.6 | B | LTR | - | 13.4 | B | | | | | |
| Overall Intersection | - | - | - | 4.5 | A | - | - | 4.2 | A | | | | | |
| Main Street at Third Street | | | | | | | | | | | | | | |
| Main Street | NB | LTR | - | 10.4 | B | LTR | - | 11.4 | B | | | | | - Improvements not required. |
| | SB | LR | - | 8.7 | A | LR | - | 8.6 | A | | | | | |
| Third Street | EB | LT | - | 9.4 | A | LT | - | 9.7 | A | | | | | |
| Overall Intersection | - | - | - | 9.7 | A | - | - | 10.4 | B | | | | | |
| <u>WILLIS AVENUE</u> | | | | | | | | | | | | | | |
| Willis Avenue at First Street | | | | | | | | | | | | | | |
| Willis Avenue | NB | LT | - | 3.8 | A | LT | - | 4.0 | A | | | | | - Improvements not required. |
| First Street | EB | LR | - | 25.3 | D | LR | - | 28.9 | D | | | | | |
| Overall Intersection | - | - | - | 5.3 | A | - | - | 6.3 | A | | | | | |

Notes

- (1): Control delay is measured in seconds per vehicle.
- (2): Overall intersection V/C ratio is the critical lane groups' V/C ratio.
- (3): Shading denotes adversely impacted traffic movement.
- (4): The construction scenario analyzed includes closure of northbound and southbound Willis Avenue at the LIRR Main Line grade crossing.

TABLE XX
LIRR Main Line Project DEIS
2020 NO BUILD vs. 2020 CONSTRUCTION WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - MINEOLA
CONSTRUCTION OF WILLIS AVENUE LIRR MAIN LINE UNDERPASS

| INTERSECTION & APPROACH | 2020 No Build Weekday PM Peak Hour | | | | 2020 Construction Weekday PM Peak Hour | | | | Improved Condition | | | | Improvement Measures | |
|--|------------------------------------|-------------|---------------|----------|--|-------------|---------------|----------|--------------------|-------------|---------------|----------|----------------------|--|
| | Mvt. | V/C | Control Delay | LOS | Mvt. | V/C | Hour | | Mvt. | V/C | Control Delay | LOS | | |
| | | | | | | | Control Delay | LOS | | | | | | |
| SIGNALIZED INTERSECTIONS | | | | | | | | | | | | | | |
| <u>MINEOLA BOULEVARD</u> | | | | | | | | | | | | | | |
| Mineola Boulevard / Franklin Avenue at Old Country Road | | | | | | | | | | | | | | |
| Franklin Avenue | NB | L | 0.77 | 29.9 | C | L | 0.81 | 34.2 | C | | | | | |
| | | TR | 0.87 | 42.6 | D | TR | 0.87 | 42.2 | D | | | | | - Improvements not required. |
| Mineola Boulevard | SB | L | 0.81 | 41.2 | D | L | 0.82 | 41.8 | D | | | | | |
| | | TR | 0.61 | 31.7 | C | TR | 0.67 | 33.3 | C | | | | | |
| Old Country Road | EB | L | 0.90 | 54.5 | D | L | 0.9 | 53.3 | D | | | | | |
| | | T | 0.70 | 42.3 | D | T | 0.67 | 40.5 | D | | | | | |
| | | R | 0.66 | 33.8 | C | R | 0.64 | 31.9 | C | | | | | |
| | WB | L | 0.83 | 42.4 | D | L | 0.78 | 37.5 | D | | | | | |
| | | T | 1.17 | 136.5 | F | T | 1.14 | 123.7 | F | | | | | |
| | | R | 0.67 | 35.1 | D | R | 0.68 | 35.3 | D | | | | | |
| Overall Intersection | - | 0.94 | 56.1 | E | - | 0.94 | 53.1 | D | | | | | | |
| Mineola Boulevard at Second Street | | | | | | | | | | | | | | |
| Mineola Boulevard | NB | L | 0.62 | 17.0 | B | L | 0.62 | 17.9 | B | L | 0.63 | 17.5 | B | - Prohibit parking on WB Second St approach for 150 ft from the stopbar. |
| | | TR | 0.57 | 11.5 | B | TR | 0.59 | 13.1 | B | TR | 0.55 | 10.9 | B | |
| | SB | L | 0.32 | 19.6 | B | L | 0.34 | 21.9 | C | L | 0.31 | 18.7 | B | - Restripe WB Second St approach as one 10 ft left-turn lane and one 10 ft shared through-right lane. |
| | | TR | 1.16 | 109.3 | F | TR | 1.26 | 152.2 | F | TR | 1.15 | 104.4 | F | |
| Second Street | EB | L | 0.23 | 0.23 | A | L | 0.21 | 20.2 | C | L | 0.22 | 22.0 | C | |
| | | TR | 0.74 | 31.0 | C | TR | 0.67 | 27.0 | C | TR | 0.77 | 34.2 | C | - Modify signal timing plan: Shift 2 s green time from EB/WB Second St phase to NB/SB Mineola Blvd phase (EB/WB green time shifts from 28 s to 26 s; NB/SB green time shifts from 20 s to 22 s). |
| | WB | LTR | 0.87 | 55.1 | E | LTR | 0.90 | 59.0 | E | L | 0.79 | 47.8 | D | |
| | | - | - | - | - | - | - | - | - | TR | 0.18 | 21.6 | C | |
| Overall Intersection | - | 0.99 | 45.3 | D | - | 1.03 | 70.9 | E | - | 0.96 | 43.1 | D | | |
| Mineola Boulevard at First Street | | | | | | | | | | | | | | |
| Mineola Boulevard | NB | LTR | 0.74 | 13.4 | B | LTR | 0.76 | 14.5 | B | LTR | 0.79 | 15.6 | B | - Modify signal timing plan: Shift 4 s green time from NB/SB Mineola Blvd to EB/WB First Street (NB/SB green time shifts from 45 s to 41 s; EB/WB green time shifts from 23 s to 27 s). |
| | SB | L | 0.33 | 11.1 | B | L | 0.33 | 11.9 | B | L | 0.35 | 12.6 | B | |
| | | TR | 0.74 | 16.3 | B | TR | 0.75 | 17.4 | B | TR | 0.77 | 18.5 | B | |
| First Street | EB | LTR | 0.84 | 46.9 | D | LTR | 0.81 | 43.0 | D | LTR | 0.78 | 38.3 | D | |
| | WB | LTR | 0.80 | 50.4 | D | LTR | 0.93 | 74.6 | E | LTR | 0.87 | 58.4 | E | |
| Overall Intersection | - | 0.83 | 21.4 | C | - | 0.88 | 24.1 | C | - | 0.88 | 23.0 | C | | |
| <u>WILLIS AVENUE</u> | | | | | | | | | | | | | | |
| Willis Avenue at Old Country Road | | | | | | | | | | | | | | |
| Willis Avenue | SB | L | 0.85 | 62.9 | E | L | 0.54 | 43.1 | D | | | | | - Improvements not required. |
| | | R | 0.55 | 43.6 | D | R | 0.32 | 39.9 | D | | | | | |
| Old Country Road | EB | T | 0.51 | 5.9 | A | T | 0.51 | 5.9 | A | | | | | |
| | WB | TR | 0.65 | 10.2 | B | TR | 0.62 | 9.6 | A | | | | | |
| Overall Intersection | - | 0.72 | 14.9 | B | - | 0.63 | 11.1 | B | | | | | | |
| Willis Avenue at Second Street | | | | | | | | | | | | | | |
| Willis Avenue | NB | LTR | 0.22 | 10.8 | B | LTR | 0.00 | 9.3 | A | LTR | 0.00 | 11.0 | B | - Modify signal timing plan: Shift 4 s green time from NB/SB Willis Ave to EB/WB Second Street (NB/SB green time shifts from 57 s to 53 s; EB/WB green time shifts from 31 s to 35 s). |
| | SB | LTR | 0.72 | 21.2 | C | LTR | 0.69 | 20.8 | C | LTR | 0.75 | 25.6 | C | |
| Second Street | EB | LTR | 0.93 | 49.7 | D | LTR | 1.08 | 89.1 | F | LTR | 0.95 | 50.7 | D | |
| | WB | LT | 0.34 | 27.2 | C | LT | 0.32 | 26.8 | C | LT | 0.29 | 23.8 | C | |
| | | R | 0.24 | 26.2 | C | R | 0.30 | 26.6 | C | R | 0.30 | 24.0 | C | |
| Overall Intersection | - | 0.79 | 31.9 | C | - | 0.83 | 53.0 | D | - | 0.83 | 36.3 | D | | |

TABLE XX
LIRR Main Line Project DEIS
2020 NO BUILD vs. 2020 CONSTRUCTION WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - MINEOLA
CONSTRUCTION OF WILLIS AVENUE LIRR MAIN LINE UNDERPASS

| INTERSECTION & APPROACH | 2020 No Build Weekday PM Peak Hour | | | | 2020 Construction Weekday PM Peak Hour | | | | Improved Condition | | | | Improvement Measures | |
|--|------------------------------------|-----|---------------|-------------|--|-----|---------------|--------------|--------------------|-----|---------------|-------------|----------------------|---|
| | Mvt. | V/C | Control Delay | LOS | Mvt. | V/C | Control Delay | LOS | Mvt. | V/C | Control Delay | LOS | | |
| | | | | | | | | | | | | | | Hour |
| MAIN STREET | | | | | | | | | | | | | | |
| Main Street at LIRR Grade Crossing | | | | | | | | | | | | | | |
| Main Street | NB | T | 0.25 | 39.9 | D | T | 0.47 | 45.9 | D | | | | | - Improvements not required. |
| | SB | T | 0.10 | 36.6 | D | T | 0.20 | 38.8 | D | | | | | |
| Overall Intersection | - | - | 0.11 | 39.0 | D | - | 0.21 | 43.7 | D | | | | | |
| ROSLYN ROAD | | | | | | | | | | | | | | |
| Roslyn Road / Washington Avenue at Old Country Road | | | | | | | | | | | | | | |
| Washington Avenue | NB | T | 0.80 | 41.5 | D | T | 0.80 | 42.2 | D | | | | | - Improvements not required. |
| | R | | 0.36 | 21.4 | C | R | 0.38 | 22.0 | C | | | | | |
| Roslyn Road | SB | L | 0.73 | 26.0 | C | L | 0.83 | 33.7 | C | | | | | |
| | TR | | 0.45 | 19.8 | B | TR | 0.48 | 20.0 | B | | | | | |
| Old Country Road | EB | L | 0.59 | 27.2 | C | L | 0.59 | 28.0 | C | | | | | |
| | T | | 1.14 | 111.0 | F | T | 1.11 | 101.1 | F | | | | | |
| | R | | 0.08 | 26.7 | C | R | 0.04 | 27.2 | C | | | | | |
| | WB | L | 0.88 | 44.5 | D | L | 0.88 | 44.9 | D | | | | | |
| | T | | 1.04 | 66.9 | E | T | 0.99 | 55.3 | E | | | | | |
| | R | | 0.49 | 25.7 | C | R | 0.66 | 30.6 | C | | | | | |
| Overall Intersection | - | - | 0.92 | 57.2 | E | - | 0.96 | 51.8 | D | | | | | |
| Roslyn Road at Second Street | | | | | | | | | | | | | | |
| Roslyn Road | NB | L | 0.68 | 24.5 | C | L | 0.85 | 41.0 | D | L | 0.81 | 32.3 | C | - Shift centerline on the EB Second Street approach 8 feet to the north. - Restripe EB Second Street approach from one 11 foot left-turn lane and one 11 foot shared through-right lane to one 10 foot left-turn lane, one 10 foot through lane, and one 10 foot right-turn lane for 150 feet from the stopbar. - Modify signal timing plan: Shift 2 s green time from the NB/SB Roslyn Rd phase to the EB/WB Second St phase (NB/SB green time would shift from 25 s to 23 s; EB/WB lead left-turn green time would shift from 15 s to 17 s). - EB right-turn movement would get a green arrow when NB left-turns have a protected phase. |
| | TR | | 0.95 | 46.0 | D | TR | 0.99 | 55.6 | E | TR | 0.95 | 41.5 | D | |
| | SB | LTR | 0.95 | 53.5 | D | LTR | 1.11 | 102.4 | F | LTR | 0.98 | 58.3 | E | |
| Second Street | EB | L | 0.89 | 41.7 | D | L | 0.84 | 36.0 | D | L | 0.92 | 46.1 | D | |
| | TR | | 0.92 | 61.9 | E | TR | 1.49 | 269.9 | F | T | 0.49 | 32.1 | C | |
| | - | - | - | - | - | - | - | - | - | R | 0.81 | 35.7 | D | |
| | WB | L | 0.59 | 27.7 | C | L | 0.67 | 31.2 | C | L | 0.49 | 27.8 | C | |
| | TR | | 0.37 | 33.7 | C | TR | 0.36 | 33.4 | C | TR | 0.55 | 38.4 | D | |
| Overall Intersection | - | - | 1.04 | 46.4 | D | - | 1.23 | 100.8 | F | - | 1.05 | 43.5 | D | |
| UNIGNALIZED INTERSECTIONS | | | | | | | | | | | | | | |
| MAIN STREET | | | | | | | | | | | | | | |
| Main Street at Old Country Road | | | | | | | | | | | | | | |
| Old Country Road | EB | L | - | 14.7 | B | L | - | 15.6 | C | | | | | - Improvements not required. |
| Overall Intersection | - | - | - | 0.4 | A | - | - | 0.4 | A | | | | | |
| Main Street at First Street | | | | | | | | | | | | | | |
| Main Street | NB | LTR | - | 10.6 | B | LTR | - | 11.5 | B | | | | | - Improvements not required. |
| | SB | LTR | - | 9.6 | A | LTR | - | 9.9 | A | | | | | |
| First Street | EB | LTR | - | 10.9 | B | LTR | - | 11.4 | B | | | | | |
| | WB | LTR | - | 9.8 | A | LTR | - | 10.5 | B | | | | | |
| Overall Intersection | - | - | - | 10.4 | B | - | - | 11.0 | B | | | | | |

TABLE XX
LIRR Main Line Project DEIS
2020 NO BUILD vs. 2020 CONSTRUCTION WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - MINEOLA
CONSTRUCTION OF WILLIS AVENUE LIRR MAIN LINE UNDERPASS

| INTERSECTION & APPROACH | 2020 No Build Weekday PM Peak Hour | | | | | 2020 Construction Weekday PM Peak Hour | | | | Improved Condition | | | | Improvement Measures | |
|--|------------------------------------|-----|---------|-------------|----------|--|-----|-------------|----------|--------------------|-------------|-------------|----------|---|-----|
| | Mvt. | V/C | Control | | LOS | Mvt. | V/C | Control | | Mvt. | V/C | Control | | | LOS |
| | | | Delay | LOS | | | | Delay | LOS | | | Delay | LOS | | |
| Main Street at Second Street | | | | | | | | | | | | | | | |
| Main Street | NB | LTR | - | 15.6 | C | LTR | - | 53.2 | F | LTR | 0.58 | 14.2 | B | - Install a temporary actuated signal with the following signal timing plan: NB/SB phase would have 26 s green time; EB/WB phase would have 22 s green time; both phases would have 4 s yellow and 2 s all-red time). | |
| | SB | LTR | - | 25.6 | D | LTR | - | 50.2 | F | LTR | 0.93 | 44.2 | D | | |
| Second Street | EB | LTR | - | 43.9 | E | LTR | - | 154.2 | F | LTR | 0.93 | 40.0 | D | | |
| | WB | LTR | - | 18.1 | C | LTR | - | 40.8 | E | LTR | 0.87 | 37.5 | D | | |
| Overall Intersection | - | - | - | 29.5 | D | - | - | 83.2 | F | - | 0.93 | 34.2 | C | | |
| Main Street at Front Street (North side of LIRR Tracks) | | | | | | | | | | | | | | | |
| Main Street | NB | LTR | - | 3.6 | A | LTR | - | 2.4 | A | | | | | - Improvements not required. | |
| | SB | LTR | - | 0.3 | A | LTR | - | 0.2 | A | | | | | | |
| Front Street | EB | LTR | - | 12.8 | B | LTR | - | 19.8 | C | | | | | | |
| | WB | LTR | - | 12.6 | B | LTR | - | 17.9 | C | | | | | | |
| Overall Intersection | - | - | - | 3.7 | A | - | - | 3.2 | A | | | | | | |
| Main Street at Third Street | | | | | | | | | | | | | | | |
| Main Street | NB | LTR | - | 11.5 | B | LTR | - | 18.6 | C | | | | | - Improvements not required. | |
| | SB | LR | - | 9.7 | A | LR | - | 11.7 | B | | | | | | |
| Third Street | EB | LT | - | 14.1 | B | LT | - | 20.2 | C | | | | | | |
| | | | - | | | | - | | | | | | | | |
| Overall Intersection | - | - | - | 12.4 | B | - | - | 18.0 | C | | | | | | |
| WILLIS AVENUE | | | | | | | | | | | | | | | |
| Willis Avenue at First Street | | | | | | | | | | | | | | | |
| Willis Avenue | NB | LT | - | 2.4 | A | LT | - | 2.5 | A | | | | | - Improvements not required. | |
| First Street | EB | LR | - | 24.6 | C | LR | - | 30.6 | D | | | | | | |
| | | | - | | | | - | | | | | | | | |
| | | | - | | | | - | | | | | | | | |
| Overall Intersection | - | - | - | 4.2 | A | - | - | 5.4 | A | | | | | | |

Notes

- (1): Control delay is measured in seconds per vehicle.
- (2): Overall intersection V/C ratio is the critical lane groups' V/C ratio.
- (3): Shading denotes adversely impacted traffic movement.
- (4): The construction scenario analyzed includes closure of northbound and southbound Willis Avenue at the LIRR Main Line grade crossing.

TABLE XX
LIRR Main Line Project DEIS
2020 NO BUILD vs. 2020 CONSTRUCTION WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - WESTBURY
CONSTRUCTION OF SCHOOL STREET LIRR MAIN LINE UNDERPASS

| INTERSECTION & APPROACH | 2020 No Build Weekday | | | | 2020 Construction Weekday | | | | Improved Condition | | | | Improvement Measures | |
|---|-----------------------|-----|---------------|-------------|---------------------------|-----|---------------|--------------|--------------------|-----|---------------|-------------|----------------------|--|
| | AM Peak Hour | | | | AM Peak Hour | | | | Control Delay | | | | | |
| | Mvt. | V/C | Control Delay | LOS | Mvt. | V/C | Control Delay | LOS | Mvt. | V/C | Control Delay | LOS | | |
| SIGNALIZED INTERSECTIONS | | | | | | | | | | | | | | |
| POST AVENUE | | | | | | | | | | | | | | |
| Post Avenue at Union Avenue | | | | | | | | | | | | | | |
| Post Avenue | NB | T | 0.77 | 21.1 | C | T | 0.99 | 50.2 | D | T | 0.94 | 38.2 | D | - Shift the centerline 5 ft to the east on the SB Post Ave approach. Restripe SB Post Ave approach as one 12 ft left-turn lane and one 12 ft through lane. - Modify signal timing plan: Shift 2 s of green time from the WB phase to the NB/SB phase [WB green time will shift from 27 s to 25 s; NB/SB green time will shift from 20 s to 22 s]. |
| | | R | 0.28 | 1.9 | A | R | 0.46 | 2.3 | A | R | 0.46 | 2.3 | A | |
| | SB | - | - | - | - | - | - | - | - | L | 0.47 | 25.6 | C | |
| | | LT | 1.28 | 154.6 | F | LT | 2.54 | 718.1 | F | T | 0.96 | 41.1 | D | |
| Union Avenue | WB | L | 0.71 | 17.1 | B | L | 0.78 | 19.3 | B | L | 0.81 | 21.8 | C | |
| | | R | 0.06 | 10.5 | B | R | 0.00 | 9.6 | A | R | 0.00 | 10.4 | B | |
| Overall Intersection | - | - | 1.00 | 59.0 | E | - | 1.62 | 221.2 | F | - | 0.88 | 26.5 | C | |
| SCHOOL STREET | | | | | | | | | | | | | | |
| School Street at Union Avenue | | | | | | | | | | | | | | |
| School Street | NB | LTR | 0.73 | 23.3 | C | LTR | 0.13 | 19.9 | B | | | | | |
| | SB | LTR | 0.23 | 15.0 | B | LTR | 0.11 | 19.8 | B | | | | | |
| Union Avenue | EB | L | 0.09 | 8.8 | A | L | 0.58 | 7.3 | A | | | | | |
| | | T | 0.39 | 10.3 | B | T | 0.40 | 5.3 | A | | | | | |
| | | R | 0.03 | 8.5 | A | R | 0.01 | 4.0 | A | | | | | |
| | WB | L | 0.68 | 19.5 | B | L | 0.04 | 4.1 | A | | | | | |
| | | TR | 0.55 | 11.8 | B | TR | 0.48 | 5.7 | A | | | | | |
| Overall Intersection | - | - | 0.70 | 15.4 | B | - | 0.48 | 7.0 | A | | | | | |
| School Street at LIRR Grade Crossing | | | | | | | | | | | | | | |
| School Street | NB | T | 0.30 | 17.4 | B | - | - | - | - | | | | | - This grade crossing would be closed for construction. |
| | SB | T | 0.21 | 15.8 | B | - | - | - | - | | | | | |
| Overall Intersection | - | - | 0.22 | 16.7 | B | - | - | - | - | | | | | |
| School Street at Old Country Road | | | | | | | | | | | | | | |
| School Street | NB | L | 1.01 | 94.1 | F | L | 1.01 | 81.1 | F | | | | | - Improvements not required. |
| | | TR | 0.79 | 66.4 | E | TR | 0.25 | 39.1 | D | | | | | |
| | SB | L | 0.28 | 55.8 | E | L | 0.18 | 53.1 | D | | | | | |
| | | TR | 0.86 | 91.1 | F | TR | 0.58 | 61.5 | E | | | | | |
| Old Country Road | EB | L | 0.68 | 41.2 | D | L | 0.35 | 21.2 | C | | | | | |
| | | T | 0.59 | 23.8 | C | T | 0.62 | 22.2 | C | | | | | |
| | | R | 0.14 | 17.5 | B | R | 0.18 | 16.3 | B | | | | | |
| | WB | L | 0.11 | 19.9 | B | L | 0.12 | 15.9 | B | | | | | |
| | | TR | 0.97 | 52.3 | D | TR | 0.88 | 33.2 | C | | | | | |
| Overall Intersection | - | - | 0.93 | 52.2 | D | - | 0.86 | 39.5 | D | | | | | |
| URBAN AVENUE | | | | | | | | | | | | | | |
| Urban Avenue at Prospect Avenue | | | | | | | | | | | | | | |
| Urban Avenue | NB | LTR | 0.58 | 39.8 | D | LTR | 0.58 | 39.8 | D | | | | | - Improvements not required. |
| | SB | LTR | 0.47 | 36.9 | D | LTR | 0.46 | 36.7 | D | | | | | |
| Prospect Avenue | EB | L | 0.11 | 4.2 | A | L | 0.11 | 4.2 | A | | | | | |
| | | TR | 0.38 | 6.1 | A | TR | 0.38 | 6.1 | A | | | | | |
| | WB | L | 0.10 | 4.1 | A | L | 0.10 | 4.1 | A | | | | | |
| | | TR | 0.48 | 7.5 | A | TR | 0.48 | 7.5 | A | | | | | |
| Overall Intersection | - | - | 0.50 | 13.6 | B | - | 0.50 | 13.6 | B | | | | | |

TABLE XX
LIRR Main Line Project DEIS
2020 NO BUILD vs. 2020 CONSTRUCTION WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - WESTBURY
CONSTRUCTION OF SCHOOL STREET LIRR MAIN LINE UNDERPASS

| INTERSECTION & APPROACH | 2020 No Build Weekday | | | | 2020 Construction Weekday | | | | Improved Condition | | | Improvement Measures | | |
|--|-----------------------|-----|---------------|-------------|---------------------------|-----|---------------|-------------|--------------------|-----|---------------|----------------------|---|--|
| | AM Peak Hour | | | | AM Peak Hour | | | | Mvt. | V/C | Control Delay | | LOS | |
| | Mvt. | V/C | Control Delay | LOS | Mvt. | V/C | Control Delay | LOS | | | | | | |
| Urban Avenue at LIRR Grade Crossing | | | | | | | | | | | | | | |
| Urban Avenue | NB | T | 0.18 | 9.8 | A | - | - | - | - | | | | - The proposed underpass that carries Urban Avenue under the LIRR Main Line tracks would be | |
| | SB | T | 0.19 | 9.9 | A | - | - | - | - | | | | | |
| Overall Intersection | - | - | 0.15 | 9.8 | A | - | - | - | - | | | | | |
| Urban Avenue at Old Country Road | | | | | | | | | | | | | | |
| Urban Avenue | SB | L | 0.68 | 46.2 | D | L | 0.68 | 46.2 | D | | | | - Improvements not required. | |
| | | R | 0.18 | 36.6 | D | R | 0.18 | 36.6 | D | | | | | |
| Old Country Road | EB | L | 0.78 | 53.5 | D | L | 0.78 | 53.5 | D | | | | | |
| | | T | 0.47 | 8.7 | A | T | 0.47 | 8.7 | A | | | | | |
| | WB | TR | 0.95 | 35.9 | D | TR | 0.95 | 35.9 | D | | | | | |
| Overall Intersection | - | - | 0.87 | 28.0 | C | - | 0.87 | 28.0 | C | | | | | |
| OLD COUNTRY ROAD | | | | | | | | | | | | | | |
| Old Country Road at Belmont Place / Merillon Avenue | | | | | | | | | | | | | | |
| Belmont Place | NB | L | 0.18 | 35.8 | D | L | 0.19 | 35.7 | D | | | | - Improvements not required. | |
| | | R | 0.10 | 35.1 | D | R | 0.10 | 34.9 | C | | | | | |
| Merllon Avenue | SB | L | 0.71 | 48.1 | D | L | 0.71 | 47.7 | D | | | | | |
| | | R | 0.05 | 34.7 | C | R | 0.05 | 34.6 | C | | | | | |
| Old Country Road | EB | TR | 0.49 | 7.1 | A | TR | 0.49 | 7.1 | A | | | | | |
| | WB | L | 0.06 | 3.0 | A | L | 0.06 | 3.0 | A | | | | | |
| | | T | 0.60 | 6.7 | A | T | 0.61 | 6.7 | A | | | | | |
| Overall Intersection | - | - | 0.62 | 10.5 | B | - | 0.63 | 10.5 | B | | | | | |
| UN SIGNALIZED INTERSECTIONS | | | | | | | | | | | | | | |
| Urban Avenue at Broadway | | | | | | | | | | | | | | |
| Urban Avenue | NB | LTR | - | 9.5 | A | LTR | - | 11.7 | B | LTR | 0.32 | 6.7 | A | - Improvements not required. - Install temporary actuated traffic signal with the following signal phasing and timing plan: NB/SB Urban Av will have 25 s green time; EB/WB Broadway will have 53 s green time; all phases will have 4 s yellow and 2 s all-red time. |
| | SB | LTR | - | 9.0 | A | LTR | - | 9.9 | A | LTR | 0.15 | 5.5 | A | |
| Broadway | EB | LTR | - | 9.1 | A | LTR | - | 10.3 | B | LTR | 0.36 | 17.4 | C | |
| | WB | LTR | - | 8.8 | A | LTR | - | 9.9 | A | LTR | 0.37 | 17.6 | C | |
| Overall Intersection | - | - | - | 9.2 | A | - | - | 10.7 | B | | 0.33 | 10.9 | B | |
| Urban Avenue at Main Street | | | | | | | | | | | | | | |
| Urban Avenue | NB | LTR | - | 13.4 | B | LTR | - | 13.4 | B | | | | - Improvements not required. | |
| | SB | LTR | - | 11.2 | B | LTR | - | 11.2 | B | | | | | |
| Main Street | EB | LTR | - | 10.6 | B | LTR | - | 10.6 | B | | | | | |
| | WB | LTR | - | 10.5 | B | LTR | - | 10.5 | B | | | | | |
| Overall Intersection | - | - | - | 12.0 | B | - | - | 12.0 | B | | | | | |

Notes

- (1): Control delay is measured in seconds per vehicle.
- (2): Overall intersection V/C ratio is the critical lane groups' V/C ratio.
- (3): Shading denotes adversely impacted traffic movement.
- (4): The construction scenario analyzed includes closure of northbound and southbound School Street at the LIRR Main Line grade crossing and assumes the proposed underpass that carries Urban Avenue under the LIRR Main Line

TABLE XX
LIRR Main Line Project DEIS
2020 NO BUILD vs. 2020 CONSTRUCTION WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - WESTBURY
CONSTRUCTION OF SCHOOL STREET LIRR MAIN LINE UNDERPASS

| INTERSECTION & APPROACH | 2020 No Build Weekday | | | | 2020 Construction Weekday | | | | Improved Condition | | | | Improvement Measures | |
|---|-----------------------|-------------|---------------|----------|---------------------------|-------------|---------------|----------|--------------------|-------------|---------------|----------|--|--|
| | PM Peak Hour | | | | PM Peak Hour | | | | Control | | | | | |
| | Mvt. | V/C | Control Delay | LOS | Mvt. | V/C | Control Delay | LOS | Mvt. | V/C | Control Delay | LOS | | |
| SIGNALIZED INTERSECTIONS | | | | | | | | | | | | | | |
| POST AVENUE | | | | | | | | | | | | | | |
| Post Avenue at Union Avenue | | | | | | | | | | | | | | |
| Post Avenue | NB | T | 0.72 | 17.6 | B | T | 0.96 | 41.8 | D | T | 0.96 | 41.8 | D | - Shift the centerline 5 ft to the east on the SB Post Ave approach. Restripe SB Post Ave approach as one 12 ft left-turn lane and one 12 ft through lane. |
| | | R | 0.36 | 2.2 | A | R | 0.52 | 2.5 | A | R | 0.52 | 2.5 | A | |
| | SB | - | - | - | - | - | - | - | - | L | 0.46 | 24.7 | C | |
| | | LT | 1.19 | 116.7 | F | LT | 2.74 | 809.9 | F | T | 1.09 | 77.5 | E | |
| Union Avenue | WB | L | 0.63 | 15.6 | B | L | 0.78 | 18.9 | B | L | 0.78 | 18.9 | B | |
| | | R | 0.04 | 10.8 | B | R | 0.01 | 9.6 | A | R | 0.01 | 9.6 | A | |
| Overall Intersection | - | 0.94 | 45.2 | D | - | 1.71 | 247.6 | F | - | 0.92 | 35.8 | D | | |
| SCHOOL STREET | | | | | | | | | | | | | | |
| School Street at Union Avenue | | | | | | | | | | | | | | |
| School Street | NB | LTR | 0.73 | 25.4 | C | LTR | 0.07 | 13.8 | B | | | | | - Improvements not required. |
| | SB | LTR | 0.55 | 20.6 | C | LTR | 0.19 | 14.4 | B | | | | | |
| Union Avenue | EB | L | 0.07 | 7.8 | A | L | 0.48 | 7.7 | A | | | | | |
| | | T | 0.51 | 10.3 | B | T | 0.67 | 9.8 | A | | | | | |
| | | R | 0.03 | 7.6 | A | R | 0.02 | 5.6 | A | | | | | |
| | WB | L | 0.77 | 29.1 | C | L | 0.03 | 5.7 | A | | | | | |
| | | TR | 0.43 | 9.7 | A | TR | 0.54 | 8.0 | A | | | | | |
| Overall Intersection | - | 0.75 | 16.7 | B | - | 0.52 | 9.6 | A | - | - | - | - | | |
| School Street at LIRR Grade Crossing | | | | | | | | | | | | | | |
| School Street | NB | T | 0.37 | 26.4 | C | - | - | - | - | | | | | - This grade crossing would be closed for construction. |
| | SB | T | 0.38 | 26.8 | C | - | - | - | - | | | | | |
| Overall Intersection | - | 0.23 | 26.6 | C | - | - | - | - | - | - | - | - | | |
| School Street at Old Country Road | | | | | | | | | | | | | | |
| School Street | NB | L | 0.71 | 57.8 | E | L | 0.74 | 50.4 | D | 0.75 | 53.1 | D | - Modify signal timing plan: Shift 4 s of green time from the SB phase to the EB/WB phase [SB green time will shift from 17 s to 13 s; EB/WB green time will shift from 60 s to 64 s]. | |
| | | TR | 0.51 | 52.6 | D | TR | 0.15 | 40.9 | D | 0.15 | 42.6 | D | | |
| | SB | L | 0.63 | 58.5 | E | L | 0.36 | 52.9 | D | 0.38 | 55.3 | E | | |
| | | TR | 0.95 | 101.2 | F | TR | 0.56 | 57.5 | E | 0.59 | 61.6 | E | | |
| Old Country Road | EB | L | 0.88 | 67.2 | E | L | 0.40 | 17.0 | B | 0.39 | 16.5 | B | | |
| | | T | 0.95 | 40.2 | D | T | 0.98 | 43.4 | D | 0.96 | 37.6 | D | | |
| | | R | 0.93 | 45.0 | D | R | 1.02 | 62.7 | E | 0.99 | 53.9 | D | | |
| | WB | L | 0.33 | 28.9 | C | L | 0.30 | 26.6 | C | 0.30 | 26.2 | C | | |
| | | TR | 0.88 | 39.0 | D | TR | 0.75 | 23.9 | C | 0.73 | 22.9 | C | | |
| Overall Intersection | - | 0.92 | 46.5 | D | - | 0.91 | 43.3 | D | - | 0.90 | 39.1 | D | | |
| URBAN AVENUE | | | | | | | | | | | | | | |
| Urban Avenue at Prospect Avenue | | | | | | | | | | | | | | |
| Urban Avenue | NB | LTR | 0.72 | 43.0 | D | LTR | 0.73 | 43.3 | D | | | | | - Improvements not required. |
| | SB | LTR | 0.17 | 29.8 | C | LTR | 0.16 | 29.8 | C | | | | | |
| Prospect Avenue | EB | L | 0.09 | 5.7 | A | L | 0.09 | 5.7 | A | | | | | |
| | | TR | 0.52 | 10.2 | B | TR | 0.52 | 10.1 | B | | | | | |
| | WB | L | 0.20 | 6.7 | A | L | 0.20 | 6.7 | A | | | | | |
| | | TR | 0.57 | 11.4 | B | TR | 0.57 | 11.3 | B | | | | | |
| Overall Intersection | - | 0.61 | 16.4 | B | - | 0.61 | 16.4 | B | - | - | - | - | | |

TABLE XX
LIRR Main Line Project DEIS
2020 NO BUILD vs. 2020 CONSTRUCTION WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - WESTBURY
CONSTRUCTION OF SCHOOL STREET LIRR MAIN LINE UNDERPASS

| INTERSECTION & APPROACH | 2020 No Build Weekday | | | | 2020 Construction Weekday | | | | Improved Condition | | | Improvement Measures | | |
|--|-----------------------|-----|---------------|-------------|---------------------------|-----|---------------|-------------|--------------------|-----|---------------|----------------------|---|--|
| | Mvt. | V/C | PM Peak Hour | | Mvt. | V/C | PM Peak Hour | | Mvt. | V/C | Control Delay | | LOS | |
| | | | Control Delay | LOS | | | Control Delay | LOS | | | | | | |
| Urban Avenue at LIRR Grade Crossing | | | | | | | | | | | | | | |
| Urban Avenue | NB | T | 0.43 | 22.3 | C | - | - | - | - | | | | - The proposed underpass that carries Urban Avenue under the LIRR Main Line tracks would be | |
| | SB | T | 0.31 | 20.1 | C | - | - | - | - | | | | | |
| Overall Intersection | - | - | 0.28 | 21.4 | C | - | - | - | - | | | | | |
| Urban Avenue at Old Country Road | | | | | | | | | | | | | | |
| Urban Avenue | SB | L | 0.69 | 44.5 | D | L | 0.69 | 38.1 | D | | | | - Improvements not required. | |
| | | R | 0.74 | 50.0 | D | R | 0.74 | 38.4 | D | | | | | |
| Old Country Road | EB | L | 0.88 | 52.3 | D | L | 0.89 | 52.8 | D | | | | | |
| | | T | 0.71 | 9.0 | A | T | 0.71 | 9.0 | A | | | | | |
| | WB | TR | 0.92 | 32.3 | C | TR | 0.92 | 32.1 | C | | | | | |
| Overall Intersection | - | - | 0.91 | 25.1 | C | - | 0.91 | 25.1 | C | | | | | |
| OLD COUNTRY ROAD | | | | | | | | | | | | | | |
| Old Country Road at Belmont Place / Merillon Avenue | | | | | | | | | | | | | | |
| Belmont Place | NB | L | 0.13 | 31.0 | C | L | 0.14 | 31.0 | C | | | | - Improvements not required. | |
| | | R | 0.06 | 30.4 | C | R | 0.06 | 30.4 | C | | | | | |
| Merllon Avenue | SB | L | 0.80 | 47.8 | D | L | 0.80 | 47.8 | D | | | | | |
| | | R | 0.17 | 31.3 | C | R | 0.17 | 31.3 | C | | | | | |
| Old Country Road | EB | TR | 0.76 | 14.1 | B | TR | 0.76 | 14.1 | B | | | | | |
| | WB | L | 0.68 | 23.3 | C | L | 0.68 | 23.3 | C | | | | | |
| | | TR | 0.65 | 2.9 | A | TR | 0.65 | 2.9 | A | | | | | |
| Overall Intersection | - | - | 0.77 | 13.5 | B | - | 0.77 | 13.5 | B | | | | | |
| UN SIGNALIZED INTERSECTIONS | | | | | | | | | | | | | | |
| Urban Avenue at Broadway | | | | | | | | | | | | | | |
| Urban Avenue | NB | LTR | - | 14.0 | B | LTR | - | 36.4 | E | LTR | 0.70 | 14.7 | B | - Install temporary actuated traffic signal with the following signal phasing and timing plan: NB/SB Urban Av will have 47 s green time; EB/WB Broadway will have 31 s green time; all phases will have 4 s yellow and 2 s all-red time. |
| | SB | LTR | - | 10.3 | B | LTR | - | 12.6 | B | LTR | 0.16 | 8.8 | A | |
| Broadway | EB | LTR | - | 10.7 | B | LTR | - | 15.3 | C | LTR | 0.37 | 14.1 | B | |
| | WB | LTR | - | 11.4 | B | LTR | - | 16.6 | C | LTR | 0.56 | 16.3 | C | |
| Overall Intersection | - | - | - | 12.1 | B | - | - | 24.4 | C | | 0.64 | 14.1 | B | |
| Urban Avenue at Main Street | | | | | | | | | | | | | | |
| Urban Avenue | NB | LTR | - | 22.4 | C | LTR | - | 22.3 | C | | | | - Improvements not required. | |
| | SB | LTR | - | 23.0 | C | LTR | - | 22.9 | C | | | | | |
| Main Street | EB | LTR | - | 18.2 | C | LTR | - | 18.3 | C | | | | | |
| | WB | LTR | - | 16.5 | C | LTR | - | 16.4 | C | | | | | |
| Overall Intersection | - | - | - | 20.5 | C | - | - | 20.5 | C | | | | | |

Notes

- (1): Control delay is measured in seconds per vehicle.
- (2): Overall intersection V/C ratio is the critical lane groups' V/C ratio.
- (3): Shading denotes adversely impacted traffic movement.
- (4): The construction scenario analyzed includes closure of northbound and southbound School Street at the LIRR Main Line grade crossing and assumes the proposed underpass that carries Urban Avenue under the LIRR Main Line

TABLE XX
LIRR Main Line Project DEIS
2020 NO BUILD vs. 2020 CONSTRUCTION WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - WESTBURY
CONSTRUCTION OF URBAN AVENUE LIRR MAIN LINE UNDERPASS

| INTERSECTION & APPROACH | 2020 No Build Weekday | | | | 2020 Construction Weekday | | | | Improved Condition | | | | Improvement Measures | |
|---|-----------------------|-------------|---------------|----------|---------------------------|-------------|---------------|----------|--------------------|-------------|---------------|----------|----------------------|--|
| | AM Peak Hour | | | | AM Peak Hour | | | | | | | | | |
| | Mvt. | V/C | Control Delay | LOS | Mvt. | V/C | Control Delay | LOS | Mvt. | V/C | Control Delay | LOS | | |
| SIGNALIZED INTERSECTIONS | | | | | | | | | | | | | | |
| POST AVENUE | | | | | | | | | | | | | | |
| Post Avenue at Union Avenue | | | | | | | | | | | | | | |
| Post Avenue | NB | T | 0.77 | 21.1 | C | T | 0.81 | 24.8 | C | T | 0.81 | 24.8 | C | - Shift the centerline 5 ft to the east on the SB Post Ave approach. Restripe SB Post Ave approach as one 12 ft left-turn lane and one 12 ft through lane. |
| | | R | 0.28 | 1.9 | A | R | 0.28 | 1.8 | A | R | 0.28 | 1.8 | A | |
| | SB | - | - | - | - | - | - | - | - | L | 0.37 | 18.3 | B | |
| | | LT | 1.28 | 154.6 | F | LT | 1.52 | 262.9 | F | T | 0.92 | 34.7 | C | |
| Union Avenue | WB | L | 0.71 | 17.1 | B | L | 0.77 | 18.9 | B | L | 0.77 | 18.9 | B | |
| | | R | 0.06 | 10.5 | B | R | 0.06 | 10.0 | A | R | 0.06 | 10.0 | A | |
| Overall Intersection | - | 1.00 | 59.0 | E | - | 1.14 | 92.1 | F | - | 0.84 | 21.6 | C | | |
| SCHOOL STREET | | | | | | | | | | | | | | |
| School Street at Union Avenue | | | | | | | | | | | | | | |
| School Street | NB | LTR | 0.73 | 23.3 | C | LTR | 0.75 | 23.4 | C | | | | | - Improvements not required. |
| | SB | LTR | 0.23 | 15.0 | B | LTR | 0.21 | 14.3 | B | | | | | |
| Union Avenue | EB | L | 0.09 | 8.8 | A | L | 0.13 | 10.1 | B | | | | | |
| | | T | 0.39 | 10.3 | B | T | 0.41 | 11.7 | B | | | | | |
| | | R | 0.03 | 8.5 | A | R | 0.03 | 9.6 | A | | | | | |
| | WB | L | 0.68 | 19.5 | B | L | 0.74 | 26.0 | C | | | | | |
| | | TR | 0.55 | 11.8 | B | TR | 0.69 | 15.9 | B | | | | | |
| Overall Intersection | - | 0.70 | 15.4 | B | - | 0.74 | 17.6 | B | - | 0.74 | 17.6 | B | | |
| School Street at LIRR Grade Crossing | | | | | | | | | | | | | | |
| School Street | NB | T | 0.30 | 17.4 | B | T | 0.34 | 18.00 | B | | | | | - Improvements not required. |
| | SB | T | 0.21 | 15.8 | B | T | 0.21 | 15.80 | B | | | | | |
| Overall Intersection | - | 0.22 | 16.7 | B | - | 0.25 | 17.20 | B | - | 0.25 | 17.20 | B | | |
| School Street at Old Country Road | | | | | | | | | | | | | | |
| School Street | NB | L | 1.01 | 94.1 | F | L | 1.02 | 96.8 | F | L | 1.01 | 91.6 | F | - Modify signal timing plan: Shift 5 s of green time from the EB/WB phase to the EB/WB protected left-turn phase [EB/WB through green time will shift from 60 s to 55 s; EB/WB protected left-turn green time will shift from 15 s to 20 s]. |
| | | TR | 0.79 | 66.4 | E | TR | 0.80 | 67.3 | E | TR | 0.79 | 65.2 | E | |
| | SB | L | 0.28 | 55.8 | E | L | 0.28 | 56.4 | E | L | 0.28 | 55.4 | E | |
| | | TR | 0.86 | 91.1 | F | TR | 0.87 | 93.8 | F | TR | 0.86 | 90.6 | F | |
| Old Country Road | EB | L | 0.68 | 41.2 | D | L | 0.83 | 64.6 | E | L | 0.76 | 50.6 | D | |
| | | T | 0.59 | 23.8 | C | T | 0.57 | 23.2 | C | T | 0.57 | 23.5 | C | |
| | | R | 0.14 | 17.5 | B | R | 0.14 | 17.4 | B | R | 0.14 | 17.6 | B | |
| | WB | L | 0.11 | 19.9 | B | L | 0.11 | 20.7 | C | L | 0.11 | 21.7 | C | |
| | | TR | 0.97 | 52.3 | D | TR | 0.95 | 50.4 | D | TR | 0.99 | 62.0 | E | |
| Overall Intersection | - | 0.93 | 52.2 | D | - | 0.94 | 53.1 | D | - | 0.94 | 55.5 | E | | |
| URBAN AVENUE | | | | | | | | | | | | | | |
| Urban Avenue at Prospect Avenue | | | | | | | | | | | | | | |
| Urban Avenue | NB | LTR | 0.58 | 39.8 | D | LTR | 0.13 | 36.9 | D | | | | | - Improvements not required. |
| | SB | LTR | 0.47 | 36.9 | D | LTR | 0.37 | 39.2 | D | | | | | |
| Prospect Avenue | EB | L | 0.11 | 4.2 | A | L | 0.18 | 3.6 | A | | | | | |
| | | TR | 0.38 | 6.1 | A | TR | 0.35 | 4.5 | A | | | | | |
| | WB | L | 0.10 | 4.1 | A | L | 0.01 | 2.6 | A | | | | | |
| | | TR | 0.48 | 7.5 | A | TR | 0.51 | 6.4 | A | | | | | |
| Overall Intersection | - | 0.50 | 13.6 | B | - | 0.50 | 9.1 | A | - | 0.50 | 9.1 | A | | |

TABLE XX
LIRR Main Line Project DEIS
2020 NO BUILD vs. 2020 CONSTRUCTION WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - WESTBURY
CONSTRUCTION OF URBAN AVENUE LIRR MAIN LINE UNDERPASS

| INTERSECTION & APPROACH | 2020 No Build Weekday | | | | 2020 Construction Weekday | | | | Improved Condition | | | Improvement Measures | |
|--|-----------------------|-----|---------------|-------------|---------------------------|-----|---------------|-------------|--------------------|-----|---------------|----------------------|---|
| | Mvt. | V/C | AM Peak Hour | | Mvt. | V/C | AM Peak Hour | | Mvt. | V/C | Control Delay | | LOS |
| | | | Control Delay | LOS | | | Control Delay | LOS | | | | | |
| Urban Avenue at LIRR Grade Crossing | | | | | | | | | | | | | |
| Urban Avenue | NB | T | 0.18 | 9.8 | A | - | - | - | - | | | | - This grade crossing would be closed for construction. |
| | SB | T | 0.19 | 9.9 | A | - | - | - | - | | | | |
| Overall Intersection | - | - | 0.15 | 9.8 | A | - | - | - | - | | | | |
| Urban Avenue at Old Country Road | | | | | | | | | | | | | |
| Urban Avenue | SB | L | 0.68 | 46.2 | D | L | 0.31 | 43.7 | D | | | | - Improvements not required. |
| | | R | 0.18 | 36.6 | D | R | 0.09 | 42.1 | D | | | | |
| Old Country Road | EB | L | 0.78 | 53.5 | D | L | 0.81 | 45.5 | D | | | | |
| | | T | 0.47 | 8.7 | A | T | 0.46 | 4.0 | A | | | | |
| | WB | TR | 0.95 | 35.9 | D | TR | 0.82 | 20.0 | B | | | | |
| Overall Intersection | - | - | 0.87 | 28.0 | C | - | 0.80 | 16.6 | B | | | | |
| OLD COUNTRY ROAD | | | | | | | | | | | | | |
| Old Country Road at Belmont Place / Merillon Avenue | | | | | | | | | | | | | |
| Belmont Place | NB | L | 0.18 | 35.8 | D | L | 0.11 | 26.1 | C | | | | - Improvements not required. |
| | | R | 0.10 | 35.1 | D | R | 0.06 | 25.6 | C | | | | |
| Merllon Avenue | SB | L | 0.71 | 48.1 | D | L | 0.87 | 49.8 | D | | | | |
| | | R | 0.05 | 34.7 | C | R | 0.05 | 25.5 | C | | | | |
| Old Country Road | EB | TR | 0.49 | 7.1 | A | TR | 0.57 | 13.6 | B | | | | |
| | WB | L | 0.06 | 3.0 | A | L | 0.08 | 1.6 | A | | | | |
| | | T | 0.60 | 6.7 | A | T | 0.69 | 4.8 | A | | | | |
| Overall Intersection | - | - | 0.62 | 10.5 | B | - | 0.74 | 14.7 | B | | | | |
| UN SIGNALIZED INTERSECTIONS | | | | | | | | | | | | | |
| Urban Avenue at Broadway | | | | | | | | | | | | | |
| Urban Avenue | NB | LTR | - | 9.5 | A | LTR | - | 7.8 | A | | | | - Improvements not required. |
| | SB | LTR | - | 9.0 | A | LTR | - | 7.8 | A | | | | |
| Broadway | EB | LTR | - | 9.1 | A | LTR | - | 8.5 | A | | | | |
| | WB | LTR | - | 8.8 | A | LTR | - | 8.1 | A | | | | |
| Overall Intersection | - | - | - | 9.2 | A | - | - | 8.3 | A | | | | |
| Urban Avenue at Main Street | | | | | | | | | | | | | |
| Urban Avenue | NB | LTR | - | 13.4 | B | LTR | - | 10.2 | B | | | | - Improvements not required. |
| | SB | LTR | - | 11.2 | B | LTR | - | 8.6 | A | | | | |
| Main Street | EB | LTR | - | 10.6 | B | LTR | - | 9.7 | A | | | | |
| | WB | LTR | - | 10.5 | B | LTR | - | 9.4 | A | | | | |
| Overall Intersection | - | - | - | 12.0 | B | - | - | 9.6 | A | | | | |

Notes

- (1): Control delay is measured in seconds per vehicle.
- (2): Overall intersection V/C ratio is the critical lane groups' V/C ratio.
- (3): Shading denotes adversely impacted traffic movement.
- (4): The construction scenario analyzed includes closure of northbound and southbound Urban Avenue at the LIRR Main Line grade crossing.

TABLE XX
LIRR Main Line Project DEIS
2020 NO BUILD vs. 2020 CONSTRUCTION WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - WESTBURY
CONSTRUCTION OF URBAN AVENUE LIRR MAIN LINE UNDERPASS

| INTERSECTION & APPROACH | 2020 No Build Weekday | | | | 2020 Constructoin Weekday | | | | Improved Condition | | | | Improvement Measures | |
|---|-----------------------------|-----|---------------|-------------|---------------------------|-----|---------------|-------------|--------------------|-----|---------------|-------------|----------------------|--|
| | PM Peak Hour | | | | PM Peak Hour | | | | Control | | | | | |
| | Mvt. | V/C | Control Delay | LOS | Mvt. | V/C | Control Delay | LOS | Mvt. | V/C | Control Delay | LOS | | |
| SIGNALIZED INTERSECTIONS | | | | | | | | | | | | | | |
| POST AVENUE | | | | | | | | | | | | | | |
| Post Avenue at Union Avenue | | | | | | | | | | | | | | |
| Post Avenue | NB | T | 0.72 | 17.6 | B | T | 0.78 | 21.9 | C | T | 0.78 | 21.9 | C | - Shift the centerline 5 ft to the east on the SB Post Ave approach. Restripe SB Post Ave approach as one 12 ft left-turn lane and one 12 ft through lane. |
| | | R | 0.36 | 2.2 | A | R | 0.36 | 2.1 | A | R | 0.36 | 2.1 | A | |
| | SB | - | - | - | - | - | - | - | - | L | 0.36 | 17.2 | B | |
| | | LT | 1.19 | 116.7 | F | LT | 1.49 | 247.1 | F | T | 0.91 | 32.1 | C | |
| Union Avenue | WB | L | 0.63 | 15.6 | B | L | 0.73 | 17.4 | B | L | 0.73 | 17.4 | B | |
| | | R | 0.04 | 10.8 | B | R | 0.04 | 10.1 | B | R | 0.04 | 10.1 | B | |
| | Overall Intersection | - | 0.94 | 45.2 | D | - | 1.11 | 84.6 | F | - | 0.82 | 19.1 | B | |
| SCHOOL STREET | | | | | | | | | | | | | | |
| School Street at Union Avenue | | | | | | | | | | | | | | |
| School Street | NB | LTR | 0.73 | 25.4 | C | LTR | 0.80 | 28.6 | C | | | | | - Improvements not required. |
| | SB | LTR | 0.55 | 20.6 | C | LTR | 0.51 | 19.6 | B | | | | | |
| Union Avenue | EB | L | 0.07 | 7.8 | A | L | 0.10 | 9.2 | A | | | | | |
| | | T | 0.51 | 10.3 | B | T | 0.53 | 12.1 | B | | | | | |
| | | R | 0.03 | 7.6 | A | R | 0.03 | 8.8 | A | | | | | |
| | WB | L | 0.77 | 29.1 | C | L | 0.84 | 43.5 | D | | | | | |
| | | TR | 0.43 | 9.7 | A | TR | 0.58 | 12.7 | B | | | | | |
| | Overall Intersection | - | 0.75 | 16.7 | B | - | 0.82 | 19.5 | B | | | | | |
| School Street at LIRR Grade Crossing | | | | | | | | | | | | | | |
| School Street | NB | T | 0.37 | 26.4 | C | T | 0.44 | 28.3 | C | | | | | - Improvements not required. |
| | SB | T | 0.38 | 26.8 | C | T | 0.38 | 26.8 | C | | | | | |
| | Overall Intersection | - | 0.23 | 26.6 | C | - | 0.27 | 27.6 | C | | | | | |
| School Street at Old Country Road | | | | | | | | | | | | | | |
| School Street | NB | L | 0.71 | 57.8 | E | L | 0.71 | 56.2 | E | L | 0.79 | 64.8 | E | - Modify signal timing plan: Shift 7 s of green time from the NB phase to the EB/WB protected left-turn phase [NB green time will shift from 25 s to 18 s; EB/WB protected left-turn green time will shift from 15 s to 22 s]. |
| | | TR | 0.51 | 52.6 | D | TR | 0.50 | 51.4 | D | TR | 0.56 | 56.9 | E | |
| | SB | L | 0.63 | 58.5 | E | L | 0.61 | 56.5 | E | L | 0.64 | 60.6 | E | |
| | | TR | 0.95 | 101.2 | F | TR | 0.93 | 92.2 | F | TR | 0.97 | 107.8 | F | |
| Old Country Road | EB | L | 0.88 | 67.2 | E | L | 1.14 | 141.0 | F | L | 0.93 | 74.9 | E | |
| | | T | 0.95 | 40.2 | D | T | 0.93 | 37.0 | D | T | 0.88 | 31.0 | C | |
| | | R | 0.93 | 45.0 | D | R | 0.94 | 46.0 | D | R | 0.92 | 42.1 | D | |
| | WB | L | 0.33 | 28.9 | C | L | 0.32 | 27.7 | C | L | 0.33 | 27.1 | C | |
| | | TR | 0.88 | 39.0 | D | TR | 0.85 | 37.7 | D | TR | 0.87 | 41.0 | D | |
| | Overall Intersection | - | 0.92 | 46.5 | D | - | 1.06 | 49.5 | D | - | 0.93 | 45.3 | D | |
| URBAN AVENUE | | | | | | | | | | | | | | |
| Urban Avenue at Prospect Avenue | | | | | | | | | | | | | | |
| Urban Avenue | NB | LTR | 0.72 | 43.0 | D | LTR | 0.20 | 37.9 | D | | | | | - Improvements not required. |
| | SB | LTR | 0.17 | 29.8 | C | LTR | 0.34 | 39.0 | D | | | | | |
| Prospect Avenue | EB | L | 0.09 | 5.7 | A | L | 0.10 | 3.0 | A | | | | | |
| | | TR | 0.52 | 10.2 | B | TR | 0.52 | 6.1 | A | | | | | |
| | WB | L | 0.20 | 6.7 | A | L | 0.03 | 2.6 | A | | | | | |
| | | TR | 0.57 | 11.4 | B | TR | 0.59 | 7.4 | A | | | | | |
| | Overall Intersection | - | 0.61 | 16.4 | B | - | 0.56 | 8.9 | A | | | | | |

TABLE XX
LIRR Main Line Project DEIS
2020 NO BUILD vs. 2020 CONSTRUCTION WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - WESTBURY
CONSTRUCTION OF URBAN AVENUE LIRR MAIN LINE UNDERPASS

| INTERSECTION & APPROACH | 2020 No Build Weekday | | | | 2020 Constructoin Weekday | | | | Improved Condition | | | Improvement Measures | |
|--|-----------------------|-----|---------------|-------------|---------------------------|-----|---------------|-------------|--------------------|-------------|---------------|----------------------|--|
| | PM Peak Hour | | | | PM Peak Hour | | | | Mvt. | V/C | Control Delay | | LOS |
| | Mvt. | V/C | Control Delay | LOS | Mvt. | V/C | Control Delay | LOS | | | | | |
| Urban Avenue at LIRR Grade Crossing | | | | | | | | | | | | | |
| Urban Avenue | NB | T | 0.43 | 22.3 | C | - | - | - | - | | | | - This grade crossing would be closed for construction. |
| | SB | T | 0.31 | 20.1 | C | - | - | - | - | | | | |
| Overall Intersection | - | | 0.28 | 21.4 | C | - | - | - | - | | | | |
| Urban Avenue at Old Country Road | | | | | | | | | | | | | |
| Urban Avenue | SB | L | 0.69 | 44.5 | D | L | 0.16 | 40.0 | D | | | | - Improvements not required. |
| | | R | 0.74 | 50.0 | D | R | 0.43 | 43.0 | D | | | | |
| Old Country Road | EB | L | 0.88 | 52.3 | D | L | 0.44 | 24.2 | C | | | | |
| | | T | 0.71 | 9.0 | A | T | 0.70 | 5.3 | A | | | | |
| | WB | TR | 0.92 | 32.3 | C | TR | 0.90 | 30.4 | C | | | | |
| Overall Intersection | - | | 0.91 | 25.1 | C | - | 0.81 | 18.1 | B | | | | |
| OLD COUNTRY ROAD | | | | | | | | | | | | | |
| Old Country Road at Belmont Place / Merillon Avenue | | | | | | | | | | | | | |
| Belmont Place | NB | L | 0.13 | 31.0 | C | L | 0.10 | 25.7 | C | 0.10 | 25.3 | C | - Modify signal timing plan: Shift 2.5 s of green time from the EB/WB phase to the NB/SB phase [EB/WB green time will shift from 60.5 s to 58 s; NB/SB green time will shift from 28 s to 30.5 s]. |
| | | R | 0.06 | 30.4 | C | R | 0.05 | 25.2 | C | 0.05 | 24.7 | C | |
| Merllon Avenue | SB | L | 0.80 | 47.8 | D | L | 0.95 | 62.4 | E | 0.93 | 57.4 | E | |
| | | R | 0.17 | 31.3 | C | R | 0.12 | 25.8 | C | 0.12 | 25.4 | C | |
| Old Country Road | EB | TR | 0.76 | 14.1 | B | TR | 0.81 | 19.7 | B | 0.82 | 20.4 | C | |
| | WB | L | 0.68 | 23.3 | C | L | 0.79 | 41.7 | D | 0.79 | 41.5 | D | |
| | | TR | 0.65 | 2.9 | A | TR | 0.66 | 3.2 | A | 0.67 | 3.7 | A | |
| Overall Intersection | - | | 0.77 | 13.5 | B | - | 0.86 | 20.1 | C | 0.86 | 19.9 | B | |
| UN SIGNALIZED INTERSECTIONS | | | | | | | | | | | | | |
| Urban Avenue at Broadway | | | | | | | | | | | | | |
| Urban Avenue | NB | LTR | - | 14.0 | B | LTR | - | 8.1 | A | | | | - Improvements not required. |
| | SB | LTR | - | 10.3 | B | LTR | - | 8.0 | A | | | | |
| Broadway | EB | LTR | - | 10.7 | B | LTR | - | 9.1 | A | | | | |
| | WB | LTR | - | 11.4 | B | LTR | - | 9.2 | A | | | | |
| Overall Intersection | - | | - | 12.1 | B | - | - | 9.0 | A | | | | |
| Urban Avenue at Main Street | | | | | | | | | | | | | |
| Urban Avenue | NB | LTR | - | 22.4 | C | LTR | - | 8.7 | A | | | | - Improvements not required. |
| | SB | LTR | - | 23.0 | C | LTR | - | 8.3 | A | | | | |
| Main Street | EB | LTR | - | 18.2 | C | LTR | - | 9.1 | A | | | | |
| | WB | LTR | - | 16.5 | C | LTR | - | 10.0 | A | | | | |
| Overall Intersection | - | | - | 20.5 | C | - | - | 9.3 | A | | | | |

Notes

- (1): Control delay is measured in seconds per vehicle.
- (2): Overall intersection V/C ratio is the critical lane groups' V/C ratio.
- (3): Shading denotes adversely impacted traffic movement.
- (4): The construction scenario analyzed includes closure of northbound and southbound Urban Avenue at the LIRR Main Line grade crossing.