



# Long Island Rail Road Expansion Project Floral Park to Hicksville

## Final Environmental Impact Statement Appendix 13 Construction

April 2017

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

2020 No Build Weekday AM Peak Hour					2020 Construction Weekday AM				Improved Condition				Improvement Measures	
INTERSECTION & APPROACH	Mvt.	V/C	Control		Mvt.	V/C	Peak Hour		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
SIGNALIZED INTERSECTIONS														
COVERT AVENUE														
Covert Avenue at Jericho Turnpike (Rt. 25)														
Covert Avenue  Jericho Turnpike (Rt. 25)	NB	L	0.94	80.3	F	L	0.47	47.9	D					- Improvements not required.
		TR	0.95	87.2	F	TR	0.12	44.4	D					
	SB	LTR	0.59	58.6	E	LTR	0.51	52.6	D					
		EB	L	0.08	16.8	B	L	0.10	11.0					
		TR	1.07	79.3	E	TR	0.81	24.4	C					
		WB	L	0.93	77.0	E	L	0.37	13.5					
	TR		0.64	22.4	C	TR	0.72	19.5	B					
	Overall Intersection	-	0.98	63.7	E	-	0.71	24.1	C					
Covert Avenue at LIRR Grade Crossing														
Covert Avenue	NB	T	0.71	37.9	D	-	-	-	-					- This grade crossing would be closed for construction.
	SB	T	0.47	29.8	C	-	-	-	-					
Overall Intersection	-	0.41	34.7	C	-	-	-	-						
Covert Avenue at Stewart Avenue														
Covert Avenue (north leg)	NB	LT	0.70	10.3	B	LT	0.14	1.4	A	LT	0.13	3.5	A	- Modify signal timing plan: Shift 10 s of green time from the joint NB/SB phase to the joint NB and WB phase. Shift 12 s of green time from the joint SB and EB phase to the joint NB and WB phase. [Joint NB/SB green time will shift from 18.5 s to 8.5 s; Joint EB and SB green time will shift from 20 s to 8 s; Joint NB and WB green time will shift from 17 s to 39s]. - Restripe NB Covert Av approach as one 10-foot through lane and two 10-foot right-turn lanes.
	SB	TR	0.68	27.6	C	TR	0.15	20.1	C	TR	0.20	24.4	C	
Covert Avenue (south leg)	NB	T	0.96	47.7	D	T	0.18	20.4	C	T	0.46	29.8	C	
		R	0.78	13.3	B	R	1.51	247.8	F	R	0.64	7.0	A	
Stewart Avenue	SB	LT	0.55	3.6	A	LT	0.13	1.7	A	LT	0.18	9.0	A	
	EB	LR	0.45	27.9	C	LR	0.45	28.8	C	LR	0.58	34.0	C	
	WB	L	0.30	15.7	B	L	0.48	16.5	B	L	0.38	11.4	B	
		R	0.48	17.5	B	R	0.09	13.7	B	R	0.07	9.5	A	
Overall Intersection	-	-	19.2	B	-	-	138.1	F	-	-	10.4	B		
SOUTH 12TH STREET														
South 12th Street at Jericho Turnpike (Rt. 25)														
South 12th Street	NB	LR	0.69	49.2	D	LR	0.96	56.6	E	L	0.91	57.4	E	- Modify signal timing plan: Shift 1 s green time from the EB/WB phase to the NB phase EB/WB green time will shift from 49.7 s to 48.7 s; NB green time will shift from 35 s to 36 s]. - Prohibit parking on SB S. 12th Street for 100 feet from the intersection and shift centerline on S. 12th Street 7 feet to the west. - Prohibit parking on NB S. 12th Street approach for 75 feet from the stopbar and restripe as one 13 foot left-turn lane and one 10 foot right-turn lane. - Prohibit parking on EB Jericho Turnpike approach for 175 feet from the stopbar and restripe as two 10 foot through lanes and one 10 foot right-turn lane.
		-	-	-	-	-	-	-	-	R	0.21	29.4	C	
Jericho Turnpike (Rt. 25)	EB	TR	0.84	23.7	C	TR	0.98	48.2	D	T	0.89	35.1	D	
		-	-	-	-	-	-	-	-	R	0.13	15.9	B	
	WB	L	0.42	12.0	B	L	0.59	31.0	C	L	0.49	13.8	B	
	T	0.61	3.3	A	T	0.77	6.2	A	T	0.76	7.8	A		
Overall Intersection	-	0.81	16.8	B	-	0.98	34.5	C	-	0.91	26.2	C		
South 12th Street at LIRR Grade Crossing														
South 12th Street	NB	T	0.18	23.8	C	T	0.56	32.4	C					- Improvements not required.
	SB	T	0.13	23.0	C	T	0.39	27.9	C					
Overall Intersection	-	0.10	23.5	C	-	0.32	30.6	C						

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

2020 No Build Weekday AM Peak Hour						2020 Construction Weekday AM				Improved Condition				Improvement Measures		
INTERSECTION & APPROACH	Mvt.	V/C	Control		LOS	Mvt.	V/C	Control		Mvt.	V/C	Control			LOS	
			Delay	LOS				Delay	LOS			Delay	LOS			
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	1.07	102.0	F	L	0.80	31.5	C	- Partially improved. - Prohibit parking on the EB approach for 250 feet from the stopbar and restripe existing parking lane as an 8 foot right-turn lane. - Prohibit parking on the WB approach for 250 feet from the stopbar and restripe existing parking lane as an 8 foot right-turn lane. - Modify signal timing plan: shift 2 s green time from the WB phase to the EB protected left-turn phase, 4 s green time from the EB phase to the WB left-turn phase, 8 s green time from the EB/WB phase to the NB protected left-turn phase, 3 s green time from the SB phase to the NB protected left-turn phase, and 9 s green time from the SB protected left-turn phase to the NB phase [EB protected left-turn green time will shift from 7 s to 9 s; WB protected left-turn green time will shift from 7 s to 11 s; EB green time will shift from 41.7 s to 29.7 s; WB green time will shift from 41.7 s to 31.7 s; NB protected left-turn green time will shift from 14 s to 25 s; SB protected left-turn green time will shift from 14 s to 13 s; NB green time will shift from 25 s to 34 s; SB green time will shift from 25 s to 22 s].		
		TR	1.08	97.8	F	TR	1.51	278.5	F	TR	1.13	107.8	F			
	SB	L	0.80	46.3	D	L	0.80	46.8	D	L	0.83	51.6	D			
		TR	0.73	43.1	D	TR	0.74	44.2	D	TR	0.72	42.4	D			
	EB	L	0.98	89.7	F	L	0.91	68.0	E	L	0.97	81.3	F			
		TR	1.07	70.7	E	TR	0.95	41.0	D	TR	0.97	44.4	D			
	WB	-	-	-	F	-	-	-	-	R	0.63	26.0	C			
		L	1.10	129.8	F	L	1.37	224.7	F	L	1.15	138.9	F			
	TR	0.92	47.7	D	TR	0.87	41.6	D	TR	0.92	55.4	E				
	-	-	-	-	-	-	-	-	-	R	0.28	32.7	C			
Overall Intersection	-	1.05	68.0	E	-	1.37	116.3	F	-	1.14	66.8	E				
New Hyde Park Road at LIRR Grade Crossing																
New Hyde Park Road	NB	T	0.63	33.7	C	T	0.84	43.6	D	- Improvements not required.						
	SB	T	0.32	26.0	C	T	0.41	27.9	C							
Overall Intersection	-	0.36	31.1	C	-	0.48	38.4	D								
New Hyde Park Road at Stewart Avenue																
New Hyde Park Road	NB	LTR	1.02	60.0	E	LTR	1.64	324.6	F	LTR	1.09	83.0	F	- Partially improved. - Modify signal phasing and timing plan: NB/SB phase would have 40 s green time; EB/WB protected left-turn phase would have 18 s green time; EB/WB phase would have 14 s green time; EB/WB protected left-turn phases will have 3 s yellow and 2 s all-red time; NB/SB and EB/WB phases will have 4.5 s yellow and 2 s all-red time.		
	SB	LTR	0.51	21.3	C	LTR	1.50	157.1	F	LTR	0.85	36.2	D			
	EB	L	0.29	24.7	C	L	1.39	221.1	F	L	0.91	43.4	D			
		TR	0.76	32.0	C	TR	0.52	20.8	C	TR	0.74	32.6	C			
	WB	L	0.37	17.6	B	L	0.28	12.0	B	L	0.38	29.4	C			
		TR	0.34	16.0	B	TR	0.29	10.7	B	TR	0.79	41.5	D			
	Overall Intersection	-	0.87	37.7	D	-	1.39	166.8	F	-	1.04	52.3	D			
	UNSIGNALIZED INTERSECTIONS															
	SOUTH 12TH STREET															
	South 12th Street/Jefferson Street at Stewart Avenue															
Jefferson Street	NB	LTR	-	27.2	D	LTR	-	239.2	F	LTR	0.05	23.6	C	- Install temporary actuated traffic signal with the following signal phasing and timing plan: NB/SB S. 12th St/Jefferson St will have 16 s green time; EB/WB Stewart Av will have 62 s green time; all phases will have 4 s yellow and 2 s all-red time.		
	SB	LTR	-	35.9	E	LTR	-	Err	F	LTR	0.70	33.8	C			
	EB	LTR	-	0.7	A	LTR	-	7.9	A	LTR	0.83	14.0	B			
	WB	LTR	-	0.4	A	LTR	-	0.5	A	LTR	0.28	5.8	A			
	Overall Intersection	-	-	2.5	A	-	-	1365.8	F	-	0.80	14.1	B			
NEW HYDE PARK ROAD																
New Hyde Park Road at Clinch Avenue																
New Hyde Park Road	SB	LT	-	7.0	A	LT	-	8.8	A	- Improvements not required.						
	WB	LR	-	22.6	C	LR	-	36.2	E							
Overall Intersection	-	-	4.6	A	-	-	5.6	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 Covert Avenue at the LIRR Main Line grade crossing and the New Hyde Park Road grade crossing of the LIRR Main Line tracks would remain operational.

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

2020 No Build Weekday PM Peak Hour						2020 Construction Weekday PM				Improved Condition				Improvement Measures
INTERSECTION & APPROACH	Mvt.	V/C	Control		LOS	Peak Hour		Control Delay	LOS	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	0.34	69.5	E					- Improvements not required.
		TR	0.22	57.5	E	TR	0.04	66.3	E					
	SB	LTR	0.56	76.2	E	LTR	0.54	74.2	E					
		EB	L	0.09	25.0	C	L	0.10	10.2	B				
	Jericho Turnpike (Rt. 25)	TR	1.08	93.4	F	TR	0.66	17.7	B					
		WB	L	0.87	65.1	E	L	0.40	11.9	B				
	TR	0.72	21.7	C	TR	0.76	16.9	B						
Overall Intersection	-	0.98	65.5	E	-	0.72	19.0	B						
Covert Avenue at LIRR Grade Crossing														
Covert Avenue	NB	T	0.38	21.7	C	-	-	-	-					- This grade crossing would be closed for construction.
	SB	T	0.67	29.5	C	-	-	-	-					
Overall Intersection	-	0.43	26.7	C	-	-	-	-						
Covert Avenue at Stewart Avenue														
Covert Avenue (north leg)	NB	LT	0.49	1.8	A	LT	0.14	1.0	A	LT	0.14	0.7	A	- Modify signal timing plan: Shift 4 s of green time from the joint NB/SB phase to the joint NB and WB phase. Shift 4 s of green time from the joint SB and EB phase to the joint NB and WB phase. [Joint NB/SB green time will shift from 18.5 s to 14.5 s; Joint EB and SB green time will shift from 20 s to 16 s; Joint NB and WB green time will shift from 17 s to 25s].
	SB	TR	0.83	30.2	C	TR	0.30	21.5	C	TR	0.36	24.2	C	
Covert Avenue (south leg)	NB	T	0.33	19.1	B	T	0.13	19.9	B	T	0.28	24.2	C	
		R	0.89	45.0	D	R	1.70	351.6	F	R	0.34	5.6	A	
Stewart Avenue	SB	LT	0.67	5.3	A	LT	0.29	1.4	A	LT	0.32	1.5	A	
	EB	LR	0.37	26.3	C	LR	0.44	28.8	C	LR	0.44	28.8	C	
	WB	L	0.74	25.1	C	L	0.90	29.7	C	L	0.82	21.9	C	
	R	0.63	24.0	C	R	0.17	14.2	B	R	0.15	12.5	B	- Restripe NB Covert Av approach as one 10-foot through lane and two 10-foot right-turn lanes.	
Overall Intersection	-	-	21.1	C	-	-	90.3	F	-	-	13.8	B		
SOUTH 12TH STREET														
South 12th Street at Jericho Turnpike (Rt. 25)														
South 12th Street	NB	LR	0.74	74.6	E	LR	1.31	224.3	F	L	0.91	82.0	F	- Modify signal timing plan: Shift 11 s green time from the EB/WB phase to the NB phase [EB/WB green time will shift from 92.7 s to 81.7 s; NB green time will shift from 26 s to 37 s]. - Prohibit parking on SB S. 12th Street for 100 feet from the intersection and shift centerline on S. 12th Street 7 feet to the west. - Prohibit parking on NB S. 12th Street approach for 75 feet from the stopbar and restripe as one 13 foot left-turn lane and one 10 foot right-turn lane. - Prohibit parking on EB Jericho Turnpike approach for 175 feet from the stopbar and restripe as two 10 foot through lanes and one 10 foot right-turn lane.
		-	-	-	-	-	-	-	-	R	0.20	47.0	D	
Jericho Turnpike (Rt. 25)	EB	TR	0.70	15.6	B	TR	0.92	33.5	C	T	0.83	31.5	C	
		-	-	-	-	-	-	-	-	R	0.34	18.4	B	
	WB	L	0.41	5.3	A	L	0.82	63.3	E	L	0.72	43.3	D	
	T	0.64	2.3	A	T	0.62	2.4	A	T	0.67	3.3	A		
Overall Intersection	-	0.71	12.3	B	-	0.99	46.1	D	-	0.85	25.9	C		
South 12th Street at LIRR Grade Crossing														
South 12th Street	NB	T	0.13	17.6	B	T	0.43	22.6	C					- Improvements not required.
	SB	T	0.18	18.3	B	T	0.69	30.3	C					
Overall Intersection	-	0.12	18.0	B	-	0.44	27.3	C						

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

2020 No Build Weekday PM Peak Hour					2020 Construction Weekday PM Peak Hour				Improved Condition					Improvement Measures	
INTERSECTION & APPROACH	Mvt.	V/C	Control	LOS	Mvt.	V/C	Control	LOS	Mvt.	V/C	Control	LOS			
			Delay				Delay				Delay				
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	61.6	E	L	0.69	46.0	D	- Prohibit parking on the EB approach for 250 feet from the stopbar and restripe existing parking lane as an 8 foot right-turn lane. - Prohibit parking on the WB approach for 250 feet from the stopbar and restripe existing parking lane as an 8 foot right-turn lane. - Modify signal timing plan: Shift 1 s green time from the EB/WB protected left-turn phase to the NB/SB protected left-turn phase, 3 s green time from the EB/WB phase to the NB/SB protected left-turn phase, and 4 s green time from the EB/WB phase to the NB/SB phase [EB/WB protected left-turn green time will shift from 14 s to 13 s; EB/WB green time will shift from 67.7 s to 60.7 s; NB/SB protected left-turn green time will shift from 17 s to 21 s; NB/SB green time will shift from 29 s to 33 s].	
		TR	0.77	62.4	E	TR	1.04	110.0	F	TR	0.86	66.0	E		
	SB	L	0.70	50.0	D	L	0.84	68.4	E	L	0.76	50.5	D		
		TR	1.09	123.7	F	TR	1.09	123.7	F	TR	0.90	68.2	E		
	Jericho Turnpike (Rt. 25)	L	0.89	100.8	F	L	0.84	83.5	F	L	0.88	90.6	F		
		TR	1.03	58.8	E	TR	1.07	72.2	E	T	0.71	28.5	C		
	WB	-	-	-	-	-	-	-	-	R	0.87	42.7	D		
		L	0.91	84.8	F	L	1.27	200.9	F	L	0.95	71.3	E		
		TR	1.00	64.3	E	TR	0.95	54.7	D	T	0.87	48.5	D		
		-	-	-	-	-	-	-	-	R	0.24	30.0	C		
Overall Intersection	-	1.00	73.0	E	-	1.19	86.8	F	-	0.92	51.7	D			
New Hyde Park Road at LIRR Grade Crossing															
New Hyde Park Road	NB	T	0.31	20.0	B	T	0.41	21.8	C					- Improvements not required.	
	SB	T	0.50	23.7	C	T	0.62	26.9	C						
Overall Intersection	-	0.32	22.4	C	-	0.40	24.9	C							
New Hyde Park Road at Stewart Avenue															
New Hyde Park Road	NB	LTR	0.51	23.3	C	LTR	0.75	34.1	C	LTR	0.49	20.3	C	- Partially improved. - Modify signal phasing and timing plan: NB/SB phase would have 38.5 s green time; EB/WB protected left-turn phase would have 10.5 s green time; EB/WB phase would have 23 s green time; EB/WB protected left-turn phases will have 3 s yellow and 2 s all-red time; NB/SB and EB/WB phases will have 4.5 s yellow and 2 s all-red time.	
	SB	LTR	0.78	30.1	C	LTR	1.46	243.5	F	LTR	1.07	76.2	E		
Stewart Avenue	EB	L	0.31	25.7	C	L	1.33	206.7	F	L	0.83	41.1	D		
	TR	0.76	32.7	C	TR	0.59	25.1	C	TR	0.79	36.4	D			
WB	L	0.73	33.4	C	L	0.62	19.4	B	L	0.80	35.8	D			
	TR	0.51	10.7	B	TR	0.47	9.4	A	TR	0.97	42.5	D			
Overall Intersection	-	0.78	24.8	C	-	1.28	103.3	F	-	1.00	47.8	D			
UNSIGNALIZED INTERSECTIONS															
SOUTH 12TH STREET															
South 12th Street/Jefferson Street at Stewart Avenue															
Jefferson Street	NB	LTR	-	31.8	D	LTR	-	369.8	F	LTR	0.03	15.7	B	- Install temporary actuated traffic signal with the following signal phasing and timing plan: NB/SB S. 12th St/Jefferson St will have 24 s green time; EB/WB Stewart Av will have 54 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	-	880.4	F	LTR	0.90	42.1	D		
Stewart Avenue	EB	LTR	-	0.9	A	LTR	-	4.4	A	LTR	0.86	23.2	C		
	WB	LTR	-	0.3	A	LTR	-	0.3	A	LTR	0.64	14.4	B		
Overall Intersection	-	-	5.6	A	-	-	224.4	F	-	0.88	24.3	C			
NEW HYDE PARK ROAD															
New Hyde Park Road at Clinch Avenue															
New Hyde Park Road	SB	LT	-	6.8	A	-	-	11.1	B					- Improvements not required.	
Clinch Avenue	WB	LR	-	15.8	C	-	-	22.7	C						
Overall Intersection	-	-	4.0	A	-	-	3.5	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 Covert Avenue at the LIRR Main Line grade crossing and the New Hyde Park Road grade crossing of the LIRR Main Line tracks would remain operational.

**LIRR Main Line Project FEIS**  
**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**

2020 No Build Weekday AM Peak Hour					2020 Construction Weekday AM				Improved Condition				Improvement Measures				
INTERSECTION & APPROACH	Mvt.	V/C	Control		Mvt.	V/C	Peak Hour		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								
Jericho Turnpike (Rt. 25)	SB	LTR	0.59	58.6	E	LTR	0.59	58.6	E								
		EB	L	0.08	16.8	B	L	0.08	16.8					B			
	WB	TR	1.07	79.3	E	TR	1.08	79.6	E								
		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	-	-	-	- Improvements not required.							
		SB	T	0.47	29.8	C	T	-	-					-			
Overall Intersection	-	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								
Stewart Avenue	SB	LT	0.55	3.6	A	LT	0.55	3.6	A								
		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.							
		EB	TR	0.84	23.7	C	TR	0.84	23.7					C			
Jericho Turnpike (Rt. 25)	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																	
South 12th Street	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									

**LIRR Main Line Project FEIS**  
**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**

2020 No Build Weekday AM Peak Hour					2020 Construction Weekday AM				Improved Condition				Improvement Measures		
INTERSECTION & APPROACH	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control				
			Delay	LOS			Delay	LOS			Delay	LOS			
<b><u>NEW HYDE PARK ROAD</u></b>															
<b>New Hyde Park Road at Jericho Turnpike (Rt. 25)</b>															
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						
Jericho Turnpike (Rt. 25)	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						
	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						
<b>New Hyde Park Road at LIRR Grade Crossing</b>															
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						
<b>New Hyde Park Road at Stewart Avenue</b>															
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 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		
<b><u>UNSIGNALIZED INTERSECTIONS</u></b>															
<b><u>SOUTH 12TH STREET</u></b>															
<b>South 12th Street/Jefferson Street at Stewart Avenue</b>															
Jefferson Street	NB	LTR	-	27.2	D	LTR	-	27.7	D	- Improvements not required.					
	SB	LTR	-	35.9	E	LTR	-	37.6	E						
South 12th Street	EB	LTR	-	0.7	A	LTR	-	0.7	A						
	WB	LTR	-	0.4	A	LTR	-	0.4	A						
Overall Intersection		-	-	2.5	A	-	-	2.6	A						
<b><u>NEW HYDE PARK ROAD</u></b>															
<b>New Hyde Park Road at Clinch Avenue</b>															
New Hyde Park Road	SB	LT	-	7.0	A	-	-	-	-	- Clinch Avenue would be closed at New Hyde Park Road during this phase of construction.					
	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. The proposed underpass that carries Covert Avenue under the LIRR Main Line tracks would be operational.

**LIRR Main Line Project FEIS**  
**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**

<u>2020 No Build Weekday PM Peak Hour</u>					<u>2020 Construction Weekday PM</u>				<u>Improved Condition</u>				Improvement Measures	
INTERSECTION & APPROACH	Mvt.	V/C	Control	LOS	Mvt.	V/C	Peak Hour	LOS	Mvt.	V/C	Control	LOS		
			Delay				Delay				Delay			
<b>SIGNALIZED INTERSECTIONS</b>														
<u>COVERT AVENUE</u>														
<b>Covert Avenue at Jericho Turnpike (Rt. 25)</b>														
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					
Jericho Turnpike (Rt. 25)	SB	LTR	0.56	76.2	E	LTR	0.56	76.2	E					
	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					
<b>Overall Intersection</b>		<b>-</b>	<b>0.98</b>	<b>65.5</b>	<b>E</b>	<b>-</b>	<b>0.98</b>	<b>65.6</b>	<b>E</b>					
<b>Covert Avenue at LIRR Grade Crossing</b>														
Covert Avenue	NB	T	0.38	21.7	C	T	-	-	-	- Improvements not required.				
		SB	T	0.67	29.5	C	T	-	-					-
<b>Overall Intersection</b>		<b>-</b>	<b>0.43</b>	<b>26.7</b>	<b>C</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>					
<b>Covert Avenue at Stewart Avenue</b>														
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						
<b>Overall Intersection</b>		<b>-</b>	<b>-</b>	<b>19.7</b>	<b>B</b>	<b>-</b>	<b>-</b>	<b>19.7</b>	<b>B</b>					
<u>SOUTH 12TH STREET</u>														
<b>South 12th Street at Jericho Turnpike (Rt. 25)</b>														
South 12th Street Jericho Turnpike (Rt. 25)	NB	LR	0.74	74.6	E	LR	0.74	74.6	E	- Improvements not required.				
		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					
<b>Overall Intersection</b>		<b>-</b>	<b>0.71</b>	<b>12.3</b>	<b>B</b>	<b>-</b>	<b>0.71</b>	<b>12.3</b>	<b>B</b>					
<b>South 12th Street at LIRR Grade Crossing</b>														
South 12th Street	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
<b>Overall Intersection</b>		<b>-</b>	<b>0.12</b>	<b>18.0</b>	<b>B</b>	<b>-</b>	<b>0.12</b>	<b>18.0</b>	<b>B</b>					



**LIRR Main Line Project FEIS**  
**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**

2020 No Build Weekday PM Peak Hour						2020 Construction Weekday PM				Improved Condition				Improvement Measures
INTERSECTION & APPROACH	Mvt.	V/C	Control		LOS	Mvt.	V/C	Control		Mvt.	V/C	Control		
			Delay	LOS				Delay	LOS			Delay	LOS	
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	0.81	63.5	E					- Improvements not required.
		TR	0.77	62.4	E	TR	0.77	62.4	E					
	SB	L	0.70	50.0	D	L	0.70	50.1	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						
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	-	30.8	D					- Improvements not required.
South 12th Street	SB	LTR	-	54.0	F	LTR	-	49.1	E					
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	-	-	5.2	A						
NEW HYDE PARK ROAD														
New Hyde Park Road at Clinch Avenue														
New Hyde Park Road	SB	LT	-	6.8	A	-	-	-	-					- Clinch Avenue would be closed at New Hyde Park Road during this phase of construction.
	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. The proposed underpass that carries Covert Avenue under the LIRR Main Line tracks would be operational.

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

2020 No Build Weekday AM Peak Hour					2020 Construction Weekday AM Peak Hour				Improved Condition				Improvement Measures		
INTERSECTION & APPROACH		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
SIGNALIZED INTERSECTIONS															
MINEOLA BOULEVARD															
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. - Restripe WB Second St approach as one 10 ft left-turn lane and one 10 ft shared through-right lane. - 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).	
		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		
		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		
	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		
WILLIS AVENUE															
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						

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

2020 No Build Weekday AM Peak Hour						2020 Construction Weekday AM Peak Hour				Improved Condition				Improvement Measures	
INTERSECTION & APPROACH		Hour				Hour				Hour					
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
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						
Old Country Road	EB	TR	0.43	21.5	C	TR	0.42	21.0	C						
		L	0.60	29.1	C	L	0.60	30.1	C						
	WB	T	1.12	104.0	F	T	1.08	91.4	F						
		R	0.09	26.4	C	R	0.08	27.6	C						
		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. - 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 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). - EB right-turn movement would get a green arrow when NB left-turns have a protected phase.	
	TR	0.76	22.6	C	TR	0.78	25.8	C	TR	0.69	18.3	B			
Second Street	SB	LTR	1.04	70.4	E	LTR	1.16	120.5	F	LTR	1.04	75.7	E		
	EB	L	0.46	23.2	C	L	0.42	23.8	C	L	0.59	33.3	C		
TR		0.56	33.8	C	TR	0.83	50.1	D	T	0.37	36.4	D			
WB	-	-	-	-	-	-	-	-	-	R	0.36	22.6	C		
	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						

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

2020 No Build Weekday AM Peak Hour						2020 Construction Weekday AM Peak Hour				Improved Condition				Improvement Measures
INTERSECTION & APPROACH						Hour								
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control 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	
	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					
	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					
	EB	LT	-	9.4	A	LT	-	9.7	A					
Overall Intersection		-	-	9.7	A	-	-	10.4	B					
WILLIS AVENUE														
Willis Avenue at First Street														
Willis Avenue	NB	LT	-	3.8	A	LT	-	4.0	A					- Improvements not required.
	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.

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

2020 No Build Weekday PM Peak Hour					2020 Construction Weekday PM Peak Hour				Improved Condition				Improvement Measures	
INTERSECTION & APPROACH	Mvt.	V/C	Control		LOS	Mvt.	V/C	Hour		Mvt.	V/C	Control		
			Delay					Delay	LOS			Delay	LOS	
SIGNALIZED INTERSECTIONS														
MINEOLA BOULEVARD														
Mineola Boulevard / Franklin Avenue at Old Country Road														
Franklin Avenue	NB	L	0.77	29.9	C	L	0.81	34.2	C					- Improvements not required.
		TR	0.87	42.6	D	TR	0.87	42.2	D					
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. - Restripe WB Second St approach as one 10 ft left-turn lane and one 10 ft shared through-right lane. - 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).
		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	
		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	
	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	
WILLIS AVENUE														
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	

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

2020 No Build Weekday PM Peak Hour					2020 Construction Weekday PM Peak Hour				Improved Condition				Improvement Measures	
INTERSECTION & APPROACH	Control Delay				LOS	Hour				Control Delay				LOS
	Mvt.	V/C	Control Delay	LOS		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
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					
	WB	R	0.08	26.7	C	R	0.04	27.2	C					
		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.
	TR		0.95	46.0	D	TR	0.99	55.6	E	TR	0.95	41.5	D	
Second Street	SB	LTR	0.95	53.5	D	LTR	1.11	102.4	F	LTR	0.98	58.3	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.
		EB	L	0.89	41.7	D	L	0.84	36.0	D	L	0.92	46.1	
	WB	TR	0.92	61.9	E	TR	1.49	269.9	F	T	0.49	32.1	C	
		-	-	-	-	-	-	-	-	R	0.81	35.7	D	
		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	- 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.														
UNSIGNALIZED 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						

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

2020 No Build Weekday PM Peak Hour						2020 Construction Weekday PM Peak Hour				Improved Condition				Improvement Measures
INTERSECTION & APPROACH		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	-	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	
	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					
	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					
	EB	LT	-	14.1	B	LT	-	20.2	C					
Third Street														
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.
	EB	LR	-	24.6	C	LR	-	30.6	D					
First Street														
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.

**LIRR Main Line Project FEIS**  
**2020 NO BUILD vs. 2020 CONSTRUCTION WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - MINEOLA**  
**CONSTRUCTION OF MAIN STREET LIRR MAIN LINE UNDERPASS**

2020 No Build Weekday AM Peak Hour					2020 Construction Weekday AM Peak Hour				Improved Condition				Improvement Measures	
INTERSECTION & APPROACH	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
SIGNALIZED INTERSECTIONS														
MINEOLA BOULEVARD														
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 gren 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						
WILLIS AVENUE														
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						



**LIRR Main Line Project FEIS**  
**2020 NO BUILD vs. 2020 CONSTRUCTION WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - MINEOLA**  
**CONSTRUCTION OF MAIN STREET LIRR MAIN LINE UNDERPASS**

2020 No Build Weekday AM Peak Hour						2020 Construction Weekday AM Peak Hour				Improved Condition				Improvement Measures	
INTERSECTION & APPROACH	Mvt.	V/C	Control		LOS	Mvt.	V/C	Hour		Mvt.	V/C	Control			
			Delay	LOS				Delay	LOS			Delay	LOS		
MAIN STREET															
Main Street at LIRR Grade Crossing															
Main Street	NB	T	0.15	40.6	D	-	-	-	-					- This grade crossing would be closed for construction.	
	SB	T	0.10	39.4	D	-	-	-	-						
Overall Intersection	-	0.07	40.1	D		-	-	-	-						
ROSLYN ROAD															
Roslyn Road / Washington Avenue at Old Country Road															
Washington Avenue	NB	T	0.79	40.2	D	T	0.75	38.1	D	T	0.75	38.8	D	- Modify signal timing plan: Shift 4 s of green time from the EB protected left-turn phase to the WB phase. [EB protected left turn green time will shift from 12 s to 8 s; WB green time will shift from 30 s to 34 s].	
		R	0.24	18.0	B	R	0.23	17.7	B	R	0.23	18.1	C		
Roslyn Road	SB	L	0.48	20.9	C	L	0.46	20.3	C	L	0.47	20.8	C		
		TR	0.43	21.5	C	TR	0.43	21.2	C	TR	0.44	21.6	B		
Old Country Road	EB	L	0.60	29.1	C	L	0.56	26.1	C	L	0.59	27.4	C		
		T	1.12	104.0	F	T	1.15	114.0	F	T	1.12	101.9	F		
		R	0.09	26.4	C	R	0.09	26.2	C	R	0.09	26.0	C		
	WB	L	0.93	51.1	D	L	0.91	46.2	D	L	0.92	48.5	D		
			T	1.10	86.6	F	T	1.16	108.8	F	T	1.13	96.1		E
		R	0.39	20.9	C	R	0.41	21.7	C	R	0.40	21.2	C		
Overall Intersection	-	0.93	63.5	E		-	0.94	72.0	E	-	0.93	65.8	E		
Roslyn Road at Second Street															
Roslyn Road	NB	L	0.69	22.3	C	L	0.71	23.5	C					- Improvements not required.	
		TR	0.76	22.6	C	TR	0.78	23.4	C						
	SB	LTR	1.04	70.4	E	LTR	1.06	77.4	E						
Second Street	EB	L	0.46	23.2	C	L	0.47	23.3	C						
		TR	0.56	33.8	C	TR	0.53	33.2	C						
	WB	L	0.46	22.3	C	L	0.45	22.6	C						
		TR	0.73	39.5	D	TR	0.73	40.2	D						
Overall Intersection	-	0.85	42.6	D		-	0.86	45.3	D						
UNSIGNALIZED INTERSECTIONS															
MAIN STREET															
Main Street at Old Country Road															
Old Country Road	EB	L	-	19.2	C	L	-	22.6	C					- Improvements not required.	
Overall Intersection	-	-	0.4	A		-	-	0.3	A						
Main Street at First Street															
Main Street	NB	LTR	-	8.7	A	LTR	-	8.5	A					- Improvements not required.	
	SB	LTR	-	8.7	A	LTR	-	8.5	A						
First Street	EB	LTR	-	9.2	A	LTR	-	9.9	A						
	WB	LTR	-	9.8	A	LTR	-	9.8	A						
Overall Intersection	-	-	9.3	A		-	-	9.6	A						
Main Street at Second Street															
Main Street	NB	LTR	-	10.1	B	LTR	-	8.7	A					- Improvements not required.	
	SB	LTR	-	11.1	B	LTR	-	10.0	A						
Second Street	EB	LTR	-	11.5	B	LTR	-	11.3	B						
	WB	LTR	-	13.0	B	LTR	-	11.2	B						
Overall Intersection	-	-	11.8	B		-	-	10.9	B						

**LIRR Main Line Project FEIS**  
**2020 NO BUILD vs. 2020 CONSTRUCTION WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - MINEOLA**  
**CONSTRUCTION OF MAIN STREET LIRR MAIN LINE UNDERPASS**

<u>2020 No Build Weekday AM Peak Hour</u>						<u>2020 Construction Weekday AM Peak Hour</u>				<u>Improved Condition</u>				<u>Improvement Measures</u>
INTERSECTION & APPROACH		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 LIRR Main Line tracks is operational.

**LIRR Main Line Project FEIS**  
**2020 NO BUILD vs. 2020 CONSTRUCTION WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - MINEOLA**  
**CONSTRUCTION OF MAIN STREET LIRR MAIN LINE UNDERPASS**

2020 No Build Weekday PM Peak Hour						2020 Construction Weekday PM Peak Hour				Improved Condition				Improvement Measures
INTERSECTION & APPROACH		Mvt.	V/C	Control		Mvt.	V/C	Hour		Mvt.	V/C	Control		
				Delay	LOS			Delay	LOS			Delay	LOS	
SIGNALIZED INTERSECTIONS														
MINEOLA BOULEVARD														
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.
		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	- 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	0.61	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	- 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].
		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	TR	0.74	16.3	B	TR	0.76	17.1	B					
EB		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						
WILLIS AVENUE														
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	
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	
		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		

**LIRR Main Line Project FEIS**  
**2020 NO BUILD vs. 2020 CONSTRUCTION WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - MINEOLA**  
**CONSTRUCTION OF MAIN STREET LIRR MAIN LINE UNDERPASS**

2020 No Build Weekday PM Peak Hour					2020 Construction Weekday PM Peak Hour				Improved Condition				Improvement Measures		
INTERSECTION & APPROACH	Mvt.	V/C	Control		LOS	Mvt.	V/C	Hour		Mvt.	V/C	Control			
			Delay	LOS				Control	Delay			Control	Delay		LOS
MAIN STREET															
Main Street at LIRR Grade Crossing															
Main Street	NB	T	0.25	39.9	D	-	-	-	-					- This grade crossing would be closed for construction.	
	SB	T	0.10	36.6	D	-	-	-	-						
Overall Intersection		-	0.11	39.0	D	-	-	-	-						
ROSLYN ROAD															
Roslyn Road / Washington Avenue at Old Country Road															
Washington Avenue	NB	T	0.80	41.5	D	T	0.79	40.9	D					- Improvements not required.	
		R	0.36	21.4	C	R	0.36	21.6	C						
Roslyn Road	SB	L	0.73	26.0	C	L	0.72	25.5	C						
		TR	0.45	19.8	B	TR	0.45	19.9	B						
Old Country Road	EB	L	0.59	27.2	C	L	0.60	27.2	C						
		T	1.14	111.0	F	T	1.13	106.3	F						
		R	0.08	26.7	C	R	0.08	26.4	C						
	WB	L	0.88	44.5	D	L	0.88	44.5	D						
		T	1.04	66.9	E	T	1.03	63.8	E						
		R	0.49	25.7	C	R	0.53	26.2	C						
Overall Intersection		-	0.92	57.2	E	-	0.92	55.3	E						
Roslyn Road at Second Street															
Roslyn Road	NB	L	0.68	24.5	C	L	0.76	29.7	C	L	0.77	30.5	C	- Modify signal timing plan: Shift 2 s of green time from the NB lead phase to the NB/SB phase. [NB lead green time will shift from 15 s to 13 s; NB/SB green time will shift from 25 s to 27 s].	
		TR	0.95	46.0	D	TR	0.96	48.3	D	TR	0.96	48.3	D		
	SB	LTR	0.95	53.5	D	LTR	1.00	65.0	E	LTR	0.99	62.0	E		
Second Street	EB	L	0.89	41.7	D	L	0.88	40.9	D	L	0.88	40.9	D		
		TR	0.92	61.9	E	TR	0.93	63.1	E	TR	0.93	63.1	E		
	WB	L	0.59	27.7	C	L	0.60	27.7	C	L	0.60	27.7	C		
		TR	0.37	33.7	C	TR	0.37	33.6	C	TR	0.37	33.6	C		
Overall Intersection		-	1.04	46.4	D	-	1.04	50.5	D	-	1.04	49.7	D		
UNSIGNALIZED INTERSECTIONS															
MAIN STREET															
Main Street at Old Country Road															
Old Country Road	EB	L	-	14.7	B	L	-	16.1	C					- Improvements not required.	
Overall Intersection		-	-	0.4	A	-	-	0.3	A						
Main Street at First Street															
Main Street	NB	LTR	-	10.6	B	LTR	-	9.9	A					- Improvements not required.	
	SB	LTR	-	9.6	A	LTR	-	9.4	A						
First Street	EB	LTR	-	10.9	B	LTR	-	11.6	B						
	WB	LTR	-	9.8	A	LTR	-	9.6	A						
Overall Intersection		-	-	10.4	B	-	-	10.5	B						
Main Street at Second Street															
Main Street	NB	LTR	-	15.6	C	LTR	-	10.7	B					- Improvements not required.	
	SB	LTR	-	25.6	-	LTR	-	16.7	C						
Second Street	EB	LTR	-	43.9	-	LTR	-	32.1	D						
	WB	LTR	-	18.1	C	LTR	-	13.5	B						
Overall Intersection		-	-	29.5	D	-	-	0.0	A						

**LIRR Main Line Project FEIS**  
**2020 NO BUILD vs. 2020 CONSTRUCTION WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - MINEOLA**  
**CONSTRUCTION OF MAIN STREET LIRR MAIN LINE UNDERPASS**

<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>	
INTERSECTION & APPROACH	Mvt.	V/C	Control	LOS	Mvt.	V/C	Control	LOS	Mvt.	V/C	Control	LOS		
			Delay				Delay				Delay			
<b>Main Street at Third Street</b>														
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						
 <b><u>WILLIS AVENUE</u></b>														
<b>Willis Avenue at First Street</b>														
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 LIRR Main Line tracks is operational.

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

		<u>2020 No Build Weekday</u>				<u>2020 Constructoin Weekday</u>				<u>Improved Condition</u>				<u>Improvement Measures</u>	
		<u>AM Peak Hour</u>				<u>AM Peak Hour</u>									
		<u>Control Delay</u>				<u>Control Delay</u>									
<u>INTERSECTION &amp; APPROACH</u>		<u>Mvt.</u>	<u>V/C</u>	<u>Control Delay</u>	<u>LOS</u>	<u>Mvt.</u>	<u>V/C</u>	<u>Control Delay</u>	<u>LOS</u>	<u>Mvt.</u>	<u>V/C</u>	<u>Control Delay</u>	<u>LOS</u>		
<b>SIGNALIZED INTERSECTIONS</b>															
<b><u>POST AVENUE</u></b>															
<b>Post Avenue at Maple Avenue</b>															
Post Avenue	NB	L	0.28	10.7	B	L	0.29	10.7	B					- Improvements not required.	
		TR	0.55	12.3	B	TR	0.56	12.4	B						
Maple Avenue	SB	L	0.23	9.6	A	L	0.23	9.7	A						
		TR	0.63	13.9	B	TR	0.64	14.0	B						
	EB	L	0.32	12.8	B	L	0.32	12.8	B						
		TR	0.62	15.9	B	TR	0.62	15.9	B						
	WB	L	0.13	11.9	B	L	0.13	11.9	B						
		TR	0.69	18.0	B	TR	0.69	18.0	B						
<b>Overall Intersection</b>		<b>-</b>	<b>0.66</b>	<b>14.3</b>	<b>B</b>	<b>-</b>	<b>0.66</b>	<b>14.3</b>	<b>B</b>						
<b>Post Avenue at Union Avenue</b>															
Post Avenue	NB	T	0.58	14.5	B	T	0.61	16.3	B	T	0.55	14.2	B	- Modify signal timing plan: Shift 4 s of green time from the WB phase to the NB/SB phase [WB green time will shift from 27 s to 23 s; NB/SB green time will shift from 20 s to 24 s].	
		R	0.24	1.9	A	R	0.24	1.8	A	R	0.24	1.7	A		
Union Avenue	SB	LT	0.93	36.8	D	LT	1.05	68.7	E	LT	0.89	31.5	C		
		L	0.67	16.5	B	L	0.74	18.2	B	L	0.80	23.3	C		
	WB	L	0.05	10.8	B	R	0.05	10.3	B	R	0.05	12.1	B		
<b>Overall Intersection</b>		<b>-</b>	<b>0.81</b>	<b>19.4</b>	<b>B</b>	<b>-</b>	<b>0.90</b>	<b>29.6</b>	<b>C</b>	<b>-</b>	<b>0.85</b>	<b>19.5</b>	<b>B</b>		
<b>Post Avenue at Railroad Avenue</b>															
Post Avenue	NB	L	0.02	4.8	A	L	0.02	4.9	A					- Improvements not required.	
		TR	0.77	14.3	B	TR	0.77	14.3	B						
Railroad Avenue	SB	L	0.26	7.7	A	L	0.26	7.7	A						
		TR	0.74	12.0	B	TR	0.81	14.4	B						
	EB	LTR	0.01	14.4	B	LTR	0.01	14.4	B						
		WB	LTR	0.30	15.9	B	LTR	0.30	15.9	B					
	<b>Overall Intersection</b>		<b>-</b>	<b>0.65</b>	<b>13.1</b>	<b>B</b>	<b>-</b>	<b>0.68</b>	<b>14.2</b>	<b>B</b>					
	<b><u>SCHOOL STREET</u></b>														
<b>School Street at Maple Avenue</b>															
School Street	NB	LTR	0.46	14.8	B	LTR	0.46	14.8	B					- Improvements not required.	
		LTR	0.32	13.6	B	LTR	0.32	13.6	B						
Maple Avenue	EB	LTR	0.44	9.0	A	LTR	0.44	9.0	A						
		WB	LTR	0.43	8.9	A	LTR	0.43	8.9	A					
<b>Overall Intersection</b>		<b>-</b>	<b>0.45</b>	<b>10.9</b>	<b>B</b>	<b>-</b>	<b>0.45</b>	<b>10.9</b>	<b>B</b>						

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

<u>2020 No Build Weekday</u>					<u>2020 Constructoin Weekday</u>					<u>Improved Condition</u>				<u>Improvement Measures</u>
		<u>AM Peak Hour</u>				<u>AM Peak Hour</u>								
<u>INTERSECTION &amp; APPROACH</u>		<u>Mvt.</u>	<u>V/C</u>	<u>Control Delay</u>	<u>LOS</u>	<u>Mvt.</u>	<u>V/C</u>	<u>Control Delay</u>	<u>LOS</u>	<u>Mvt.</u>	<u>V/C</u>	<u>Control Delay</u>	<u>LOS</u>	
<b>School Street at Union Avenue</b>														
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					
<b>Overall Intersection</b>		<b>-</b>	<b>0.70</b>	<b>15.4</b>	<b>B</b>	<b>-</b>	<b>0.74</b>	<b>17.6</b>	<b>B</b>					
<b>School Street at LIRR Grade Crossing</b>														
School Street	NB	T	0.30	17.4	B	T	0.34	18.0	B					- Improvements not required.
	SB	T	0.21	15.8	B	T	0.21	15.8	B					
<b>Overall Intersection</b>		<b>-</b>	<b>0.22</b>	<b>16.7</b>	<b>B</b>	<b>-</b>	<b>0.25</b>	<b>17.2</b>	<b>B</b>					
<b>School Street at Old Country Road</b>														
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	
<b>Overall Intersection</b>		<b>-</b>	<b>0.93</b>	<b>52.2</b>	<b>D</b>	<b>-</b>	<b>0.94</b>	<b>53.1</b>	<b>D</b>	<b>-</b>	<b>0.94</b>	<b>55.5</b>	<b>E</b>	
<u>URBAN AVENUE</u>														
<b>Urban Avenue at Prospect Avenue</b>														
Urban Avenue	NB	LTR	0.58	39.8	D	LTR	0.13	36.9	D					- Improvements not required.
	SB	LTR	0.46	36.7	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					
<b>Overall Intersection</b>		<b>-</b>	<b>0.50</b>	<b>13.6</b>	<b>B</b>	<b>-</b>	<b>0.50</b>	<b>9.1</b>	<b>A</b>					
<b>Urban Avenue at LIRR Grade Crossing</b>														
Urban Avenue	NB	T	0.18	9.8	A	-	-	-	-					- This grade crossing would be closed for construction.
	SB	T	0.19	9.9	A	-	-	-	-					
<b>Overall Intersection</b>		<b>-</b>	<b>0.15</b>	<b>9.8</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>					

2020 No Build Weekday					2020 Constructoin Weekday				Improved Condition				Improvement Measures	
		AM Peak Hour			AM Peak Hour									
INTERSECTION & APPROACH	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
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	35.7	D	L	0.11	26.1	C				- Improvements not required.	
		R	0.10	34.9	C	R	0.06	25.6	C					
Merillon Avenue	SB	L	0.71	47.7	D	L	0.87	49.8	D					
		R	0.05	34.6	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	0.61	6.7	A	T	0.69	4.8	A					
Overall Intersection	-	0.63	10.5	B	-	0.74	14.7	B						
UNSIGNALIZED INTERSECTIONS														
Post Avenue at Scally Place														
Post Avenue	SB	LT	-	1.1	A	LT	-	1.1	A				- Improvements not required.	
		WB	LR	-	12.3	B	LR	-	12.2	B				
Overall Intersection	-	-	1.4	A	-	-	1.4	A						
School Street at Railroad Avenue														
School Street	NB	LT	-	3.9	A	LT	-	3.8	A				- Improvements not required.	
		EB	LR	-	13.5	B	LR	-	13.7	B				
Overall Intersection	-	-	3.7	A	-	-	3.7	A						
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						



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

<u>2020 No Build Weekday</u>						<u>2020 Constructoin Weekday</u>				<u>Improved Condition</u>				<u>Improvement Measures</u>
<u>INTERSECTION &amp; APPROACH</u>		<u>AM Peak Hour</u>				<u>AM Peak Hour</u>								
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b>Urban Avenue at Railroad Avenue</b>														
Urban Avenue	NB	LTR	-	1.7	A	-	-	-	-					- This intersection would be eliminated as part of the Build condition.
	SB	LTR	-	0.2	A	-	-	-	-					
Railroad Avenue	EB	LTR	-	10.6	B	-	-	-	-					
	WB	LTR	-	15.9	C	-	-	-	-					
Overall Intersection		-	-	3.3	A	-	-	-	-					
<b>Urban Avenue at Main Street</b>														
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.

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

<u>2020 No Build Weekday</u>					<u>2020 Constructoin Weekday</u>				<u>Improved Condition</u>				<u>Improvement Measures</u>			
INTERSECTION & APPROACH	Mvt.	<u>PM Peak Hour</u>			LOS	Mvt.	<u>PM Peak Hour</u>			LOS	Mvt.	<u>Control Delay</u>			LOS	
		V/C	Control Delay				V/C	Control Delay				V/C	Control Delay			
<b>SIGNALIZED INTERSECTIONS</b>																
<u>POST AVENUE</u>																
<b>Post Avenue at Maple Avenue</b>																
Post Avenue	NB	L	0.78	51.2	D	L	0.79	53.3	D					- Improvements not required.		
		TR	0.90	34.9	C	TR	0.91	35.7	D							
	SB	L	0.81	58.2	E	L	0.82	61.0	E							
		TR	0.88	32.2	C	TR	0.88	32.7	C							
	EB	L	0.45	11.9	B	L	0.45	11.9	B							
		TR	1.02	60.1	E	TR	1.02	60.1	E							
	WB	L	0.33	11.1	B	L	0.33	11.1	B							
		TR	0.56	12.7	B	TR	0.56	12.7	B							
<b>Overall Intersection</b>		<b>-</b>	<b>0.96</b>	<b>35.8</b>	<b>D</b>	<b>-</b>	<b>0.97</b>	<b>36.3</b>	<b>D</b>							
<b>Post Avenue at Union Avenue</b>																
Post Avenue	NB	T	0.68	16.3	B	T	0.73	19.9	B	T	0.66	16.5	B	- Modify signal timing plan: Shift 4 s of green time from the WB phase to the NB/SB phase [WB green time will shift from 27 s to 23 s; NB/SB green time will shift from 20 s to 24 s].		
		R	0.35	2.2	A	R	0.34	2.0	A	R	0.35	1.9	A			
SB	LT	1.12	90.0	F	LT	1.36	192.7	F	LT	1.09	80.1	F				
	L	0.63	15.5	B	L	0.72	17.2	B	L	0.78	22.2	C				
Union Avenue	WB	R	0.04	10.9	B	R	0.04	10.2	B	R	0.04	12.0	B			
<b>Overall Intersection</b>		<b>-</b>	<b>0.90</b>	<b>35.4</b>	<b>D</b>	<b>-</b>	<b>1.05</b>	<b>65.4</b>	<b>E</b>	<b>-</b>	<b>0.95</b>	<b>33.0</b>	<b>C</b>			
<b>Post Avenue at Railroad Avenue</b>																
Post Avenue	NB	L	0.07	5.9	A	L	0.07	5.9	A					- Improvements not required.		
		TR	0.98	34.3	C	TR	0.98	34.3	C							
	SB	L	0.59	21.5	C	L	0.59	21.5	C							
		TR	0.82	15.0	B	TR	0.92	23.0	C							
	EB	LTR	0.09	14.7	B	LTR	0.09	14.7	B							
		LTR	0.38	16.2	B	LTR	0.38	16.2	B							
	<b>Overall Intersection</b>		<b>-</b>	<b>0.82</b>	<b>23.7</b>	<b>C</b>	<b>-</b>	<b>0.82</b>	<b>26.9</b>	<b>C</b>						
	<u>SCHOOL STREET</u>															
<b>School Street at Maple Avenue</b>																
School Street	NB	LTR	0.52	16.5	B	LTR	0.52	16.5	B					- Improvements not required.		
		LTR	0.50	16.2	B	LTR	0.50	16.2	B							
Maple Avenue	EB	LTR	0.63	12.4	B	LTR	0.63	12.4	B							
		LTR	0.58	11.4	B	LTR	0.58	11.4	B							
<b>Overall Intersection</b>		<b>-</b>	<b>0.58</b>	<b>13.5</b>	<b>B</b>	<b>-</b>	<b>0.58</b>	<b>13.5</b>	<b>B</b>							

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

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

INTERSECTION & APPROACH	Mvt.	2020 No Build Weekday				2020 Constructoin Weekday				Improved Condition				Improvement Measures		
		PM Peak Hour			LOS	PM Peak Hour			LOS	Control Delay			LOS			
		V/C	Control Delay			V/C	Control Delay			V/C	Control Delay					
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	0.89	52.8	D	L	0.44	24.2	C							
		T	0.71	9.0	A	T	0.70	5.3	A							
		WB	TR	0.92	32.1	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	L	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	R	0.05	24.7	C			
Merillon Avenue	SB	L	0.80	47.8	D	L	0.95	62.4	E	L	0.93	57.4	E			
		R	0.17	31.3	C	R	0.12	25.8	C	R	0.12	25.4	C			
Old Country Road	EB	TR	0.76	14.1	B	TR	0.81	19.7	B	TR	0.82	20.4	C			
		WB	L	0.68	23.3	C	L	0.79	41.7	D	L	0.79	41.5	D		
		TR	0.65	2.9	A	TR	0.66	3.2	A	TR	0.67	3.7	A			
Overall Intersection	-	0.77	13.5	B	-	0.86	20.1	C	-	0.86	19.9	B				
UNSIGNALIZED INTERSECTIONS																
Post Avenue at Scally Place																
Post Avenue	SB	LT	-	1.5	A	LT	-	1.5	A					- Improvements not required.		
		WB	LR	-	13.7	B	LR	-	13.5	B						
Overall Intersection	-	-	1.6	A	-	-	1.6	A								
School Street at Railroad Avenue																
School Street	NB	LT	-	3.0	A	LT	-	2.8	A					- Improvements not required.		
		EB	LR	-	17.6	C	LR	-	18.7	C						
Overall Intersection	-	-	3.8	A	-	-	3.8	A								
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								

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

INTERSECTION & APPROACH	<u>2020 No Build Weekday</u>				<u>2020 Constructoin Weekday</u>				<u>Improved Condition</u>		<u>Improvement Measures</u>	
	<u>PM Peak Hour</u>				<u>PM Peak Hour</u>							
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS
<b>Urban Avenue at Railroad Avenue</b>												
Urban Avenue	NB	LTR	-	2.5	A	-	-	-	-			- This intersection would be eliminated as part of the Build condition.
	SB	LTR	-	0.0	A	-	-	-	-			
Railroad Avenue	EB	LTR	-	16.1	C	-	-	-	-			
	WB	LTR	-	38.0	E	-	-	-	-			
<b>Overall Intersection</b>	-	-	<b>6.0</b>	<b>A</b>	-	-	-	-				
<b>Urban Avenue at Main Street</b>												
Urban Avenue	NB	LTR	-	22.3	C	LTR	-	8.7	A			- Improvements not required.
	SB	LTR	-	23.0	C	LTR	-	8.3	A			
Main Street	EB	LTR	-	18.3	C	LTR	-	9.1	A			
	WB	LTR	-	16.5	C	LTR	-	10.0	A			
<b>Overall Intersection</b>	-	-	<b>20.5</b>	<b>C</b>	-	-	<b>9.3</b>	<b>A</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 Urban Avenue at the LIRR Main Line grade crossing.

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

<u>2020 No Build Weekday</u>					<u>2020 Constructoin Weekday</u>					<u>Improved Condition</u>					<u>Improvement Measures</u>
INTERSECTION & APPROACH	Mvt.	V/C	Control		LOS	Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay					Delay				Delay			
SIGNALIZED INTERSECTIONS															
POST AVENUE															
Post Avenue at Maple Avenue															
Post Avenue	NB	L	0.28	10.7	B	L	0.46	14.0	B					- Improvements not required.	
		TR	0.55	12.3	B	TR	0.58	12.6	B						
Maple Avenue	SB	L	0.23	9.6	A	L	0.24	9.6	A						
		TR	0.63	13.9	B	TR	0.63	13.7	B						
	EB	L	0.32	12.8	B	L	0.27	12.6	B						
		TR	0.62	15.9	B	TR	0.67	17.5	B						
	WB	L	0.13	11.9	B	L	0.13	12.0	B						
		TR	0.69	18.0	B	TR	0.56	14.7	B						
Overall Intersection	-	0.66	14.3	B	-	0.65	14.0	B							
Post Avenue at Union Avenue															
Post Avenue	NB	T	0.58	14.5	B	T	0.79	23.2	C	T	0.79	23.2	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	0.24	1.9	A	R	0.40	2.2	A	R	0.40	2.2	A		
	SB	LT	0.93	36.8	D	LT	1.48	243.0	F	L	0.40	18.9	B		
-		-	-	-	-	-	-	-	T	0.88	30.9	C			
Union Avenue	WB	L	0.67	16.5	B	L	0.74	18.1	B	L	0.74	18.1	B		
		R	0.05	10.8	B	R	0.00	9.9	A	R	0.00	9.9	A		
Overall Intersection	-	0.81	19.4	B	-	1.11	77.2	E	-	0.81	18.6	B			
-															
Post Avenue at Railroad Avenue															
Post Avenue	NB	L	0.02	4.8	A	L	0.02	6.7	A					- Unimproved adverse impact.	
		TR	0.77	14.3	B	TR	1.20	112.8	F						
Railroad Avenue	SB	L	0.26	7.7	A	L	0.60	24.0	C						
		TR	0.74	12.0	B	TR	1.00	41.3	D						
	EB	LTR	0.01	14.4	B	LTR	0.01	11.9	B						
		WB	LTR	0.30	15.9	B	LTR	0.53	14.9	B					
Overall Intersection	-	0.65	13.1	B	-	0.95	67.2	E							
SCHOOL STREET															
School Street at Maple Avenue															
School Street	NB	LTR	0.46	14.8	B	LTR	0.38	15.3	B					- Improvements not required.	
		LTR	0.32	13.6	B	LTR	0.48	16.8	B						
Maple Avenue	EB	LTR	0.44	9.0	A	LTR	0.30	6.6	A						
		WB	LTR	0.43	8.9	A	LTR	0.39	7.0	A					
Overall Intersection	-	0.45	10.9	B	-	0.42	10.2	B							

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

<u>2020 No Build Weekday</u>					<u>2020 Constructoin Weekday</u>					<u>Improved Condition</u>				<u>Improvement Measures</u>
<u>INTERSECTION &amp; APPROACH</u>	<u>Mvt.</u>	<u>AM Peak Hour</u>			<u>LOS</u>	<u>Mvt.</u>	<u>AM Peak Hour</u>			<u>Mvt.</u>	<u>V/C</u>	<u>Control</u>		
		<u>V/C</u>	<u>Control Delay</u>				<u>V/C</u>	<u>Control Delay</u>	<u>LOS</u>			<u>Control Delay</u>	<u>LOS</u>	
<b>School Street at Union Avenue</b>														
School Street	NB	LTR	0.73	23.3	C	LTR	0.13	19.9	B					- Improvements not required.
	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					
	<b>Overall Intersection</b>	-	<b>0.70</b>	<b>15.4</b>	<b>B</b>	-	<b>0.48</b>	<b>7.0</b>	<b>A</b>					
<b>School Street at LIRR Grade Crossing</b>														
School Street	NB	T	0.30	17.4	B	-	-	-	-					- This grade crossing would be closed for construction.
	SB	T	0.21	15.8	B	-	-	-	-					
<b>Overall Intersection</b>	-	<b>0.22</b>	<b>16.7</b>	<b>B</b>	-	-	-	-	-					
<b>School Street at Old Country Road</b>														
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					
Old Country Road	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					
	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					
	<b>Overall Intersection</b>	-	<b>0.93</b>	<b>52.2</b>	<b>D</b>	-	<b>0.86</b>	<b>39.5</b>	<b>D</b>					
<u>URBAN AVENUE</u>														
<b>Urban Avenue at Prospect Avenue</b>														
Urban Avenue	NB	LTR	0.58	39.8	D	LTR	0.58	39.8	D					- Improvements not required.
	SB	LTR	0.46	36.7	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					
<b>Overall Intersection</b>	-	<b>0.50</b>	<b>13.6</b>	<b>B</b>	-	<b>0.50</b>	<b>13.6</b>	<b>B</b>						
<b>Urban Avenue at LIRR Grade Crossing</b>														
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	-	-	-	-					
<b>Overall Intersection</b>	-	<b>0.15</b>	<b>9.8</b>	<b>A</b>	-	-	-	-	-					

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

<u>2020 No Build Weekday</u>					<u>2020 Constructoin Weekday</u>				<u>Improved Condition</u>				<u>Improvement Measures</u>	
INTERSECTION & APPROACH	Mvt.	<u>AM Peak Hour</u>			LOS	Mvt.	<u>AM Peak Hour</u>			Mvt.	<u>Control</u>			
		V/C	Control Delay				V/C	Control Delay			V/C	Control Delay	LOS	
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					
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	35.7	D	L	0.19	35.7	D	- Improvements not required.				
		R	0.10	34.9	C	R	0.10	34.9	C					
Merillon Avenue	SB	L	0.71	47.7	D	L	0.71	47.7	D					
		R	0.05	34.6	C	R	0.05	34.6	C					
Old Country Road	EB	TR	0.49	7.1	A	TR	0.49	7.1	A					
		L	0.06	3.0	A	L	0.06	3.0	A					
		WB	T	0.61	6.7	A	T	0.61	6.7					
Overall Intersection	-	0.63	10.5	B	-	0.63	10.5	B						
UNSIGNALIZED INTERSECTIONS														
Post Avenue at Scally Place														
Post Avenue	SB	LT	-	1.1	A	LT	-	1.1	A	- Improvements not required.				
		WB	LR	-	12.3	B	LR	-	12.6					
Overall Intersection	-	-	1.4	A	-	-	1.3	A						
School Street at Railroad Avenue														
School Street	NB	LT	-	3.9	A	LT	-	7.9	A	- Improvements not required.				
		EB	LR	-	13.5	B	LR	-	9.7					
Railroad Avenue														
Overall Intersection	-	-	3.7	A	-	-	8.2	A						
Urban Avenue at Broadway														
Urban Avenue	NB	LTR	-	9.5	A	LTR	-	11.7	B	- Improvements not required.				
		SB	LTR	-	9.0	A	LTR	-	9.9					
Broadway	EB	LTR	-	9.1	A	LTR	-	10.3	B					
		WB	LTR	-	8.8	A	LTR	-	9.9					
Overall Intersection	-	-	9.2	A	-	-	10.7	B						



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

INTERSECTION & APPROACH	<u>2020 No Build Weekday</u>				<u>2020 Constructoin Weekday</u>				<u>Improved Condition</u>		<u>Improvement Measures</u>	
	<u>AM Peak Hour</u>				<u>AM Peak Hour</u>							
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS
<b>Urban Avenue at Railroad Avenue</b>												
Urban Avenue	NB	LTR	-	1.7	A	-	-	-	-			- This intersection would be eliminated as part of the Build condition.
	SB	LTR	-	0.2	A	-	-	-	-			
Railroad Avenue	EB	LTR	-	10.6	B	-	-	-	-			
	WB	LTR	-	15.9	C	-	-	-	-			
<b>Overall Intersection</b>	-	-	<b>3.3</b>	<b>A</b>	-	-	-	-				
<b>Urban Avenue at Main Street</b>												
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			
<b>Overall Intersection</b>	-	-	<b>12.0</b>	<b>B</b>	-	-	<b>12.0</b>	<b>B</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 tracks is operational.

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

<u>2020 No Build Weekday</u>					<u>2020 Constructoin Weekday</u>				<u>Improved Condition</u>				<u>Improvement Measures</u>		
INTERSECTION & APPROACH	Mvt.	<u>PM Peak Hour</u>			LOS	Mvt.	<u>PM Peak Hour</u>			Mvt.	<u>Control</u>				
		V/C	Control Delay				V/C	Control Delay			V/C	Control Delay	LOS		
<b>SIGNALIZED INTERSECTIONS</b>															
<b><u>POST AVENUE</u></b>															
<b>Post Avenue at Maple Avenue</b>															
Post Avenue	NB	L	0.78	51.2	D	L	1.40	237.2	F					- Unimproved adverse impact.	
		TR	0.90	34.9	C	TR	0.93	39.6	D						
	SB	L	0.81	58.2	E	L	0.81	59.6	E						
		TR	0.88	32.2	C	TR	0.88	32.7	C						
	EB	L	0.45	11.9	B	L	0.30	10.8	B						
		TR	1.02	60.1	E	TR	1.06	71.9	E						
	WB	L	0.33	11.1	B	L	0.33	11.1	B						
		TR	0.56	12.7	B	TR	0.45	11.6	B						
Overall Intersection		-	0.96	35.8	D	-	1.21	54.5	D						
<b>Post Avenue at Union Avenue</b>															
Post Avenue	NB	T	0.68	16.3	B	T	0.92	35.8	D	T	0.92	35.8	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	0.35	2.2	A	R	0.51	2.5	A	R	0.51	2.5	A		
	SB	LT	1.12	90.0	F	LT	2.40	655.4	F	L	0.46	25.6	C		
		-	-	-	-	-	-	-	-	T	1.13	93.8	F		
	WB	L	0.63	15.5	B	L	0.77	18.5	B	L	0.77	18.5	B		
		R	0.04	10.9	B	R	0.02	9.6	A	R	0.02	9.6	A		
	Overall Intersection		-	0.90	35.4	D	-	1.54	192.6	F	-	0.94	37.5		D
	<b>Post Avenue at Railroad Avenue</b>														
Post Avenue	NB	L	0.07	5.9	A	L	0.04	6.4	A					- Unimproved adverse impact.	
		TR	0.98	34.3	C	TR	1.32	164.4	F						
	SB	L	0.59	21.5	C	L	0.89	56.4	E						
		TR	0.82	15.0	B	TR	1.17	98.5	F						
	EB	LTR	0.09	14.7	B	LTR	0.04	12.6	B						
		WB	LTR	0.38	16.2	B	LTR	0.47	14.9	B					
	Overall Intersection		-	0.82	23.7	C	-	1.03	115.3	F					
	<b><u>SCHOOL STREET</u></b>														
<b>School Street at Maple Avenue</b>															
School Street	NB	LTR	0.52	16.5	B	LTR	0.30	13.7	B					- Improvements not required.	
	SB	LTR	0.50	16.2	B	LTR	0.54	16.4	B						
	EB	LTR	0.63	12.4	B	LTR	0.51	10.5	B						
	WB	LTR	0.58	11.4	B	LTR	0.58	11.5	B						
Overall Intersection		-	0.58	13.5	B	-	0.56	12.5	B						

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

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

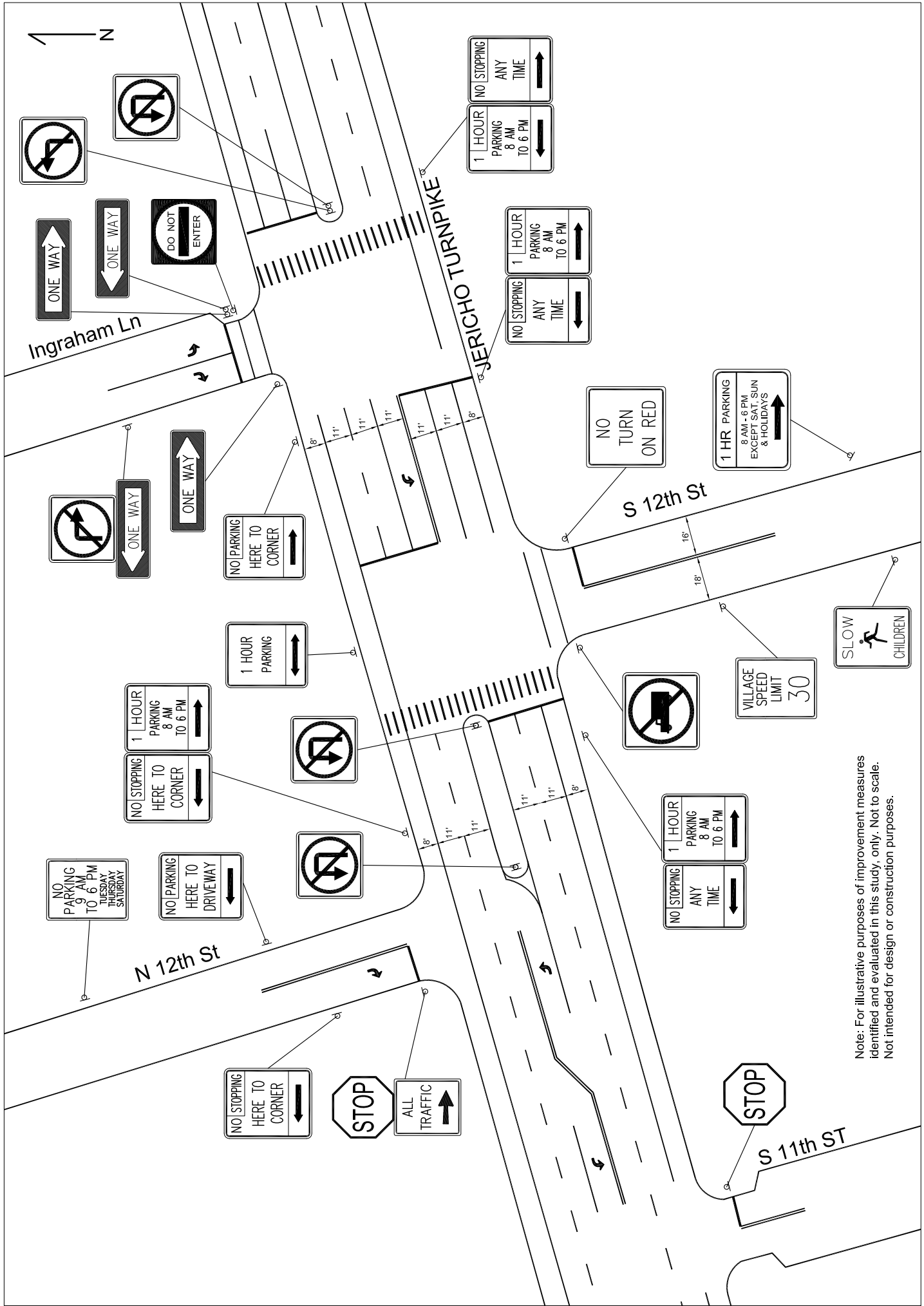
INTERSECTION & APPROACH	2020 No Build Weekday					2020 Constructoin Weekday				Improved Condition				Improvement Measures
	Mvt.	PM Peak Hour			LOS	Mvt.	PM Peak Hour			Mvt.	V/C	Control Delay	LOS	
		V/C	Control Delay				V/C	Control Delay						
Urban Avenue at Old Country Road														
Urban Avenue	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	0.89	52.8	D	L	0.89	52.8	D					
		T	0.71	9.0	A	T	0.71	9.0	A					
		WB	TR	0.92	32.1	C	TR	0.92	32.1					
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					
Merillon 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					
		L	0.68	23.3	C	L	0.68	23.3	C					
		WB	TR	0.65	2.9	A	TR	0.65	2.9					
Overall Intersection	-	0.77	13.5	B	-	0.77	13.5	B						
UNSIGNALIZED INTERSECTIONS														
Post Avenue at Scally Place														
Post Avenue	SB	LT	-	1.5	A	LT	-	1.6	A	- Improvements not required.				
		WB	LR	-	13.7	B	LR	-	14.7					
Overall Intersection	-	-	1.6	A	-	-	1.6	A						
School Street at Railroad Avenue														
School Street	NB	LT	-	3.0	A	LT	-	7.6	A	- Improvements not required.				
		EB	LR	-	17.6	C	LR	-	9.6					
Overall Intersection	-	-	3.8	A	-	-	8.3	A						
Urban Avenue at Broadway														
Urban Avenue	NB	LTR	-	14.0	B	LTR	-	36.4	E	- Improvements not required.				
		SB	LTR	-	10.3	B	LTR	-	12.6					
Broadway	EB	LTR	-	10.7	B	LTR	-	15.3	C					
		WB	LTR	-	11.4	B	LTR	-	16.6					
Overall Intersection	-	-	12.1	B	-	-	24.4	C						

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

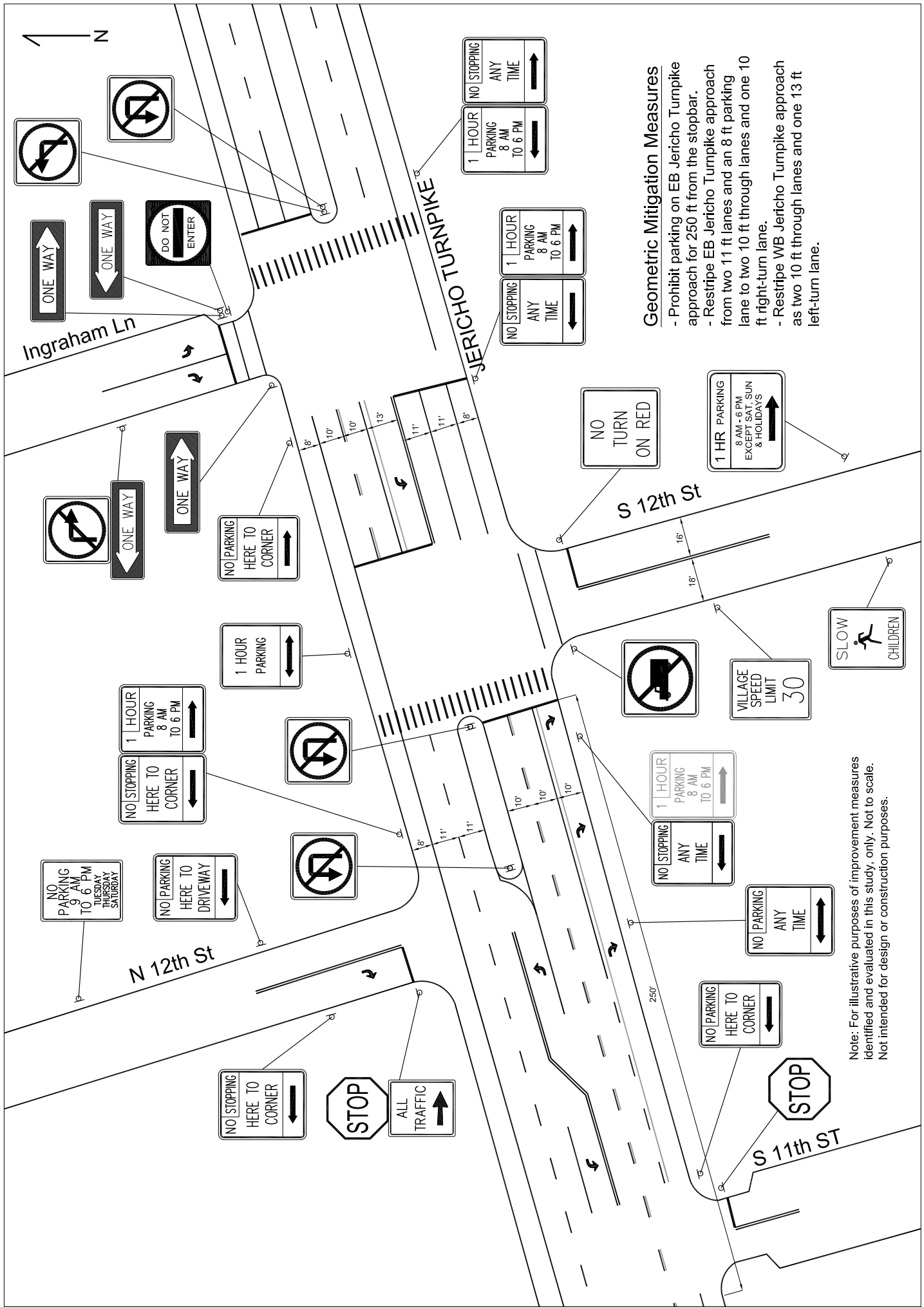
INTERSECTION & APPROACH	<u>2020 No Build Weekday</u>				<u>2020 Constructoin Weekday</u>				<u>Improved Condition</u>		<u>Improvement Measures</u>	
	<u>PM Peak Hour</u>				<u>PM Peak Hour</u>							
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS
<b>Urban Avenue at Railroad Avenue</b>												
Urban Avenue	NB	LTR	-	2.5	A	-	-	-	-			- This intersection would be eliminated as part of the Build condition.
	SB	LTR	-	0.0	A	-	-	-	-			
Railroad Avenue	EB	LTR	-	16.1	C	-	-	-	-			
	WB	LTR	-	38.0	E	-	-	-	-			
<b>Overall Intersection</b>	-	-	<b>6.0</b>	<b>A</b>	-	-	-	-				
<b>Urban Avenue at Main Street</b>												
Urban Avenue	NB	LTR	-	22.3	C	LTR	-	22.3	C			- Improvements not required.
	SB	LTR	-	23.0	C	LTR	-	22.9	C			
Main Street	EB	LTR	-	18.3	C	LTR	-	18.3	C			
	WB	LTR	-	16.5	C	LTR	-	16.4	C			
<b>Overall Intersection</b>	-	-	<b>20.5</b>	<b>C</b>	-	-	<b>20.5</b>	<b>C</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 tracks is operational.



Note: For illustrative purposes of improvement measures identified and evaluated in this study, only. Not to scale. Not intended for design or construction purposes.

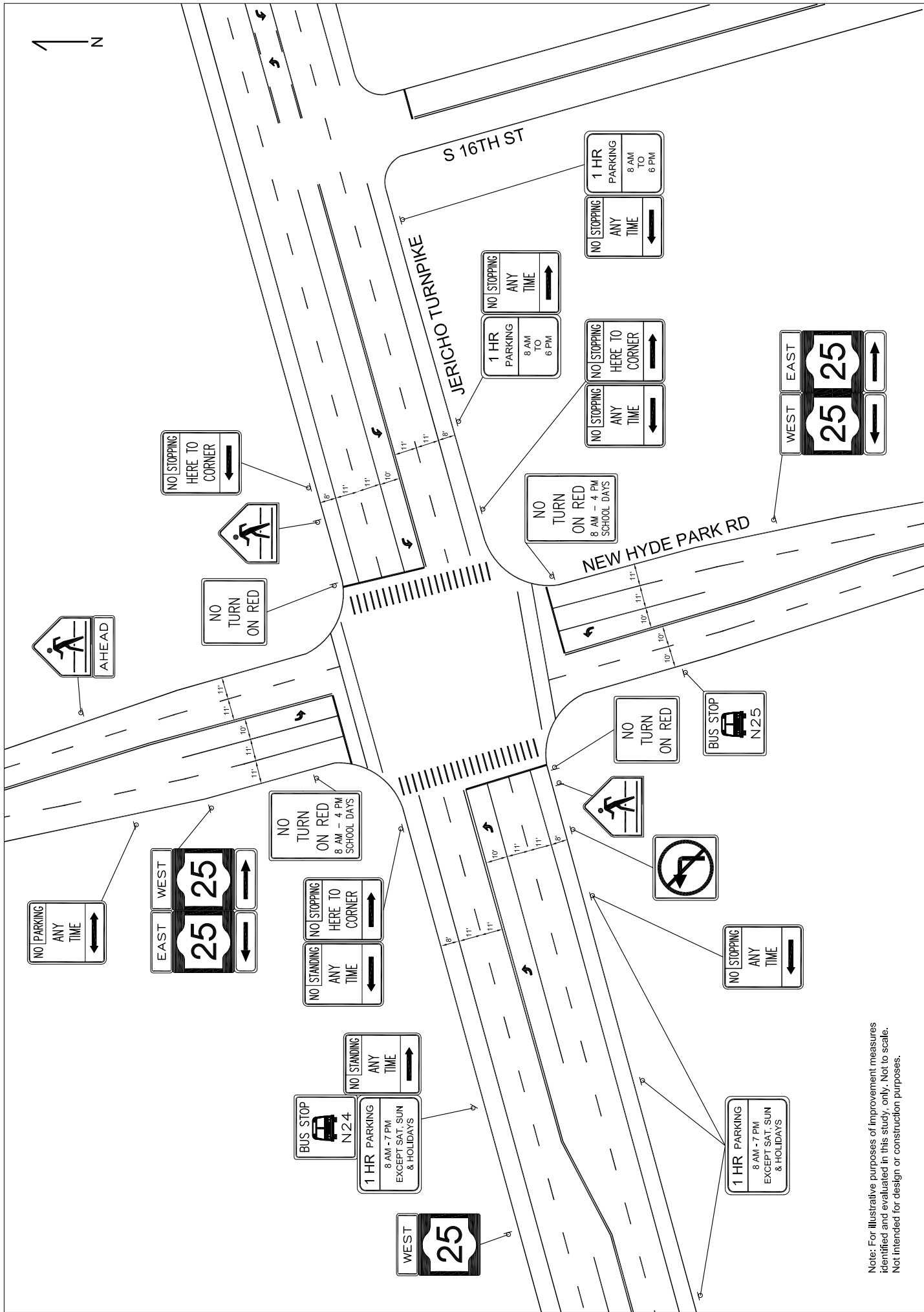


### Geometric Mitigation Measures

- Prohibit parking on EB Jericho Turnpike approach for 250 ft from the stopbar.
- Restripe EB Jericho Turnpike approach from two 11 ft lanes and an 8 ft parking lane to two 10 ft through lanes and one 10 ft right-turn lane.
- Restripe WB Jericho Turnpike approach as two 10 ft through lanes and one 13 ft left-turn lane.

Note: For illustrative purposes of improvement measures identified and evaluated in this study, only. Not to scale. Not intended for design or construction purposes.

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Note: For illustrative purposes of improvement measures identified and evaluated in this study, only. Not to scale. Not intended for design or construction purposes.

Jericho Turnpike and New Hyde Park Road  
New Hyde Park  
Existing Condition  
LIRR Main Line Project

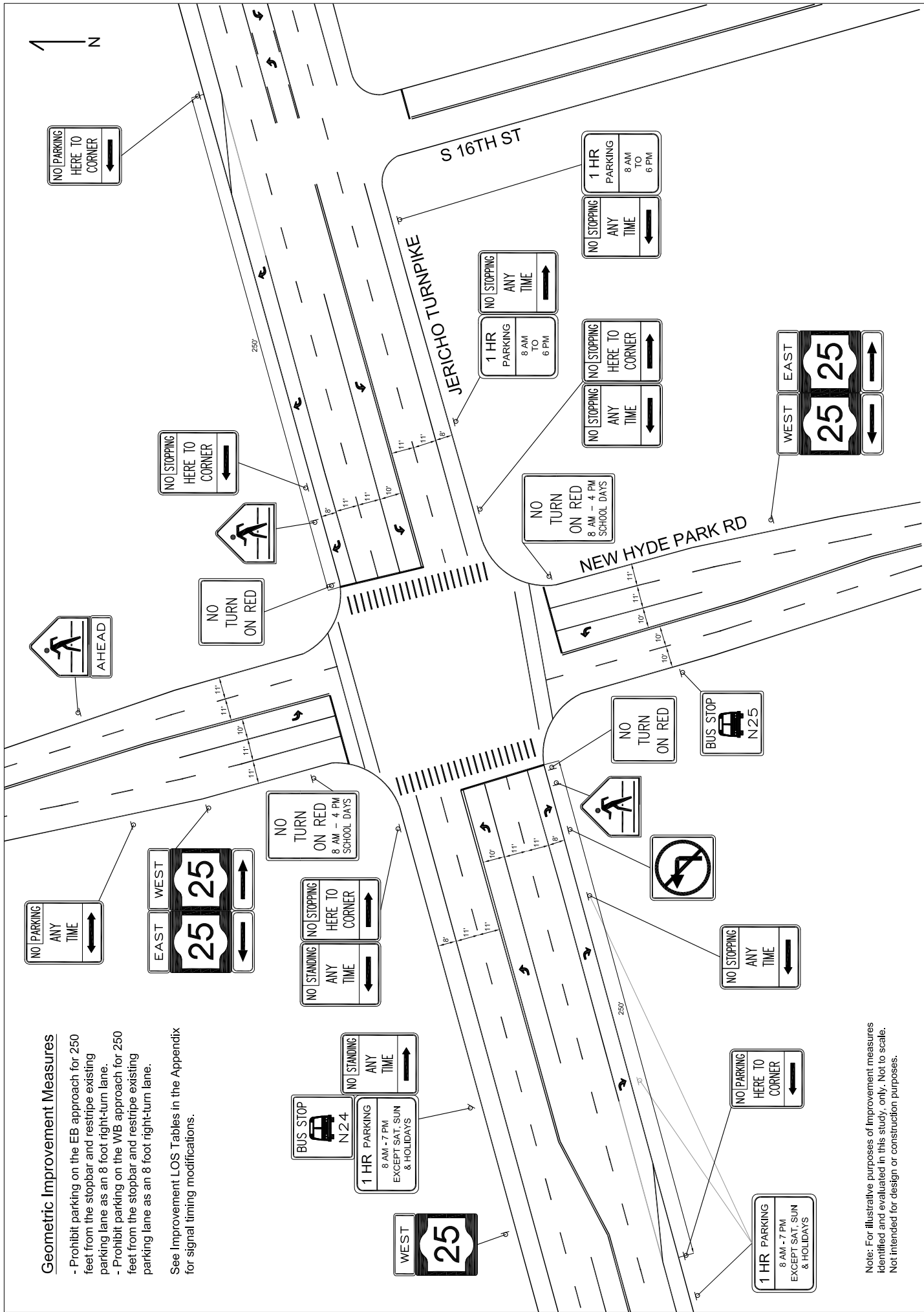




### Geometric Improvement Measures

- Prohibit parking on the EB approach for 250 feet from the stopbar and restripe existing parking lane as an 8 foot right-turn lane.
- Prohibit parking on the WB approach for 250 feet from the stopbar and restripe existing parking lane as an 8 foot right-turn lane.

See Improvement LOS Tables in the Appendix for signal timing modifications.



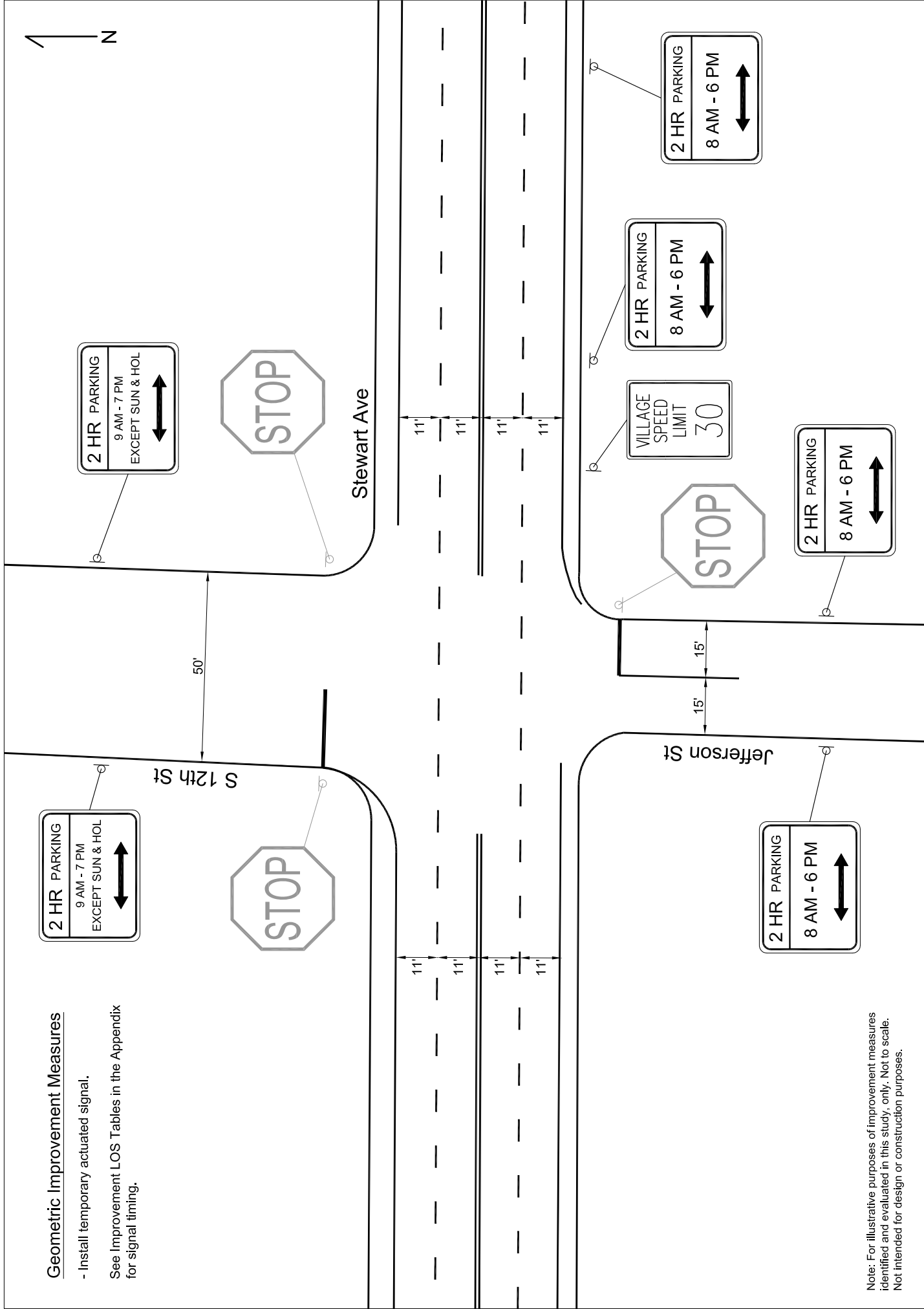
Note: For illustrative purposes of improvement measures identified and evaluated in this study, only. Not to scale. Not intended for design or construction purposes.



Geometric Improvement Measures

- Install temporary actuated signal.

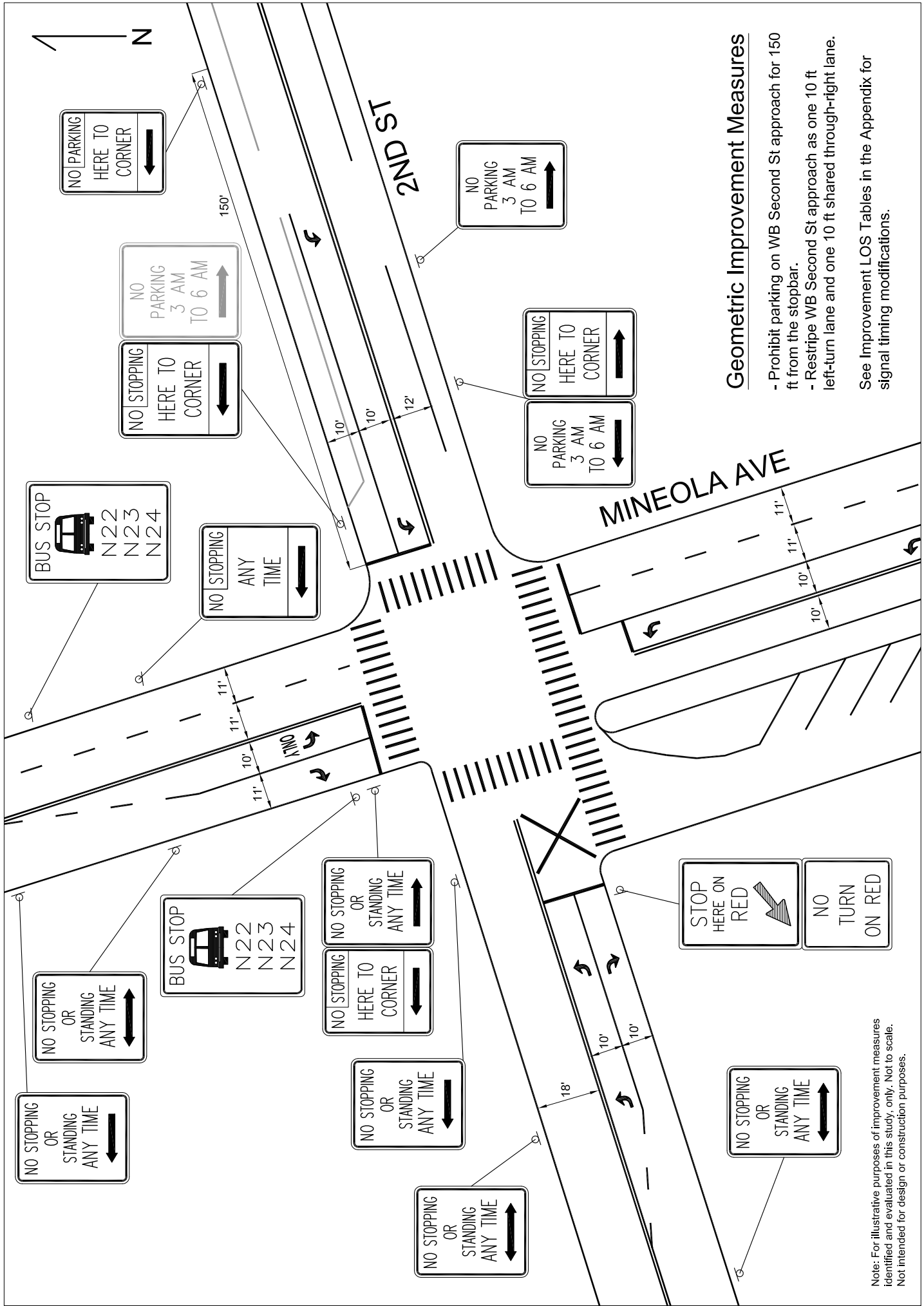
See Improvement LOS Tables in the Appendix for signal timing.



Note: For illustrative purposes of improvement measures identified and evaluated in this study, only. Not to scale. Not intended for design or construction purposes.





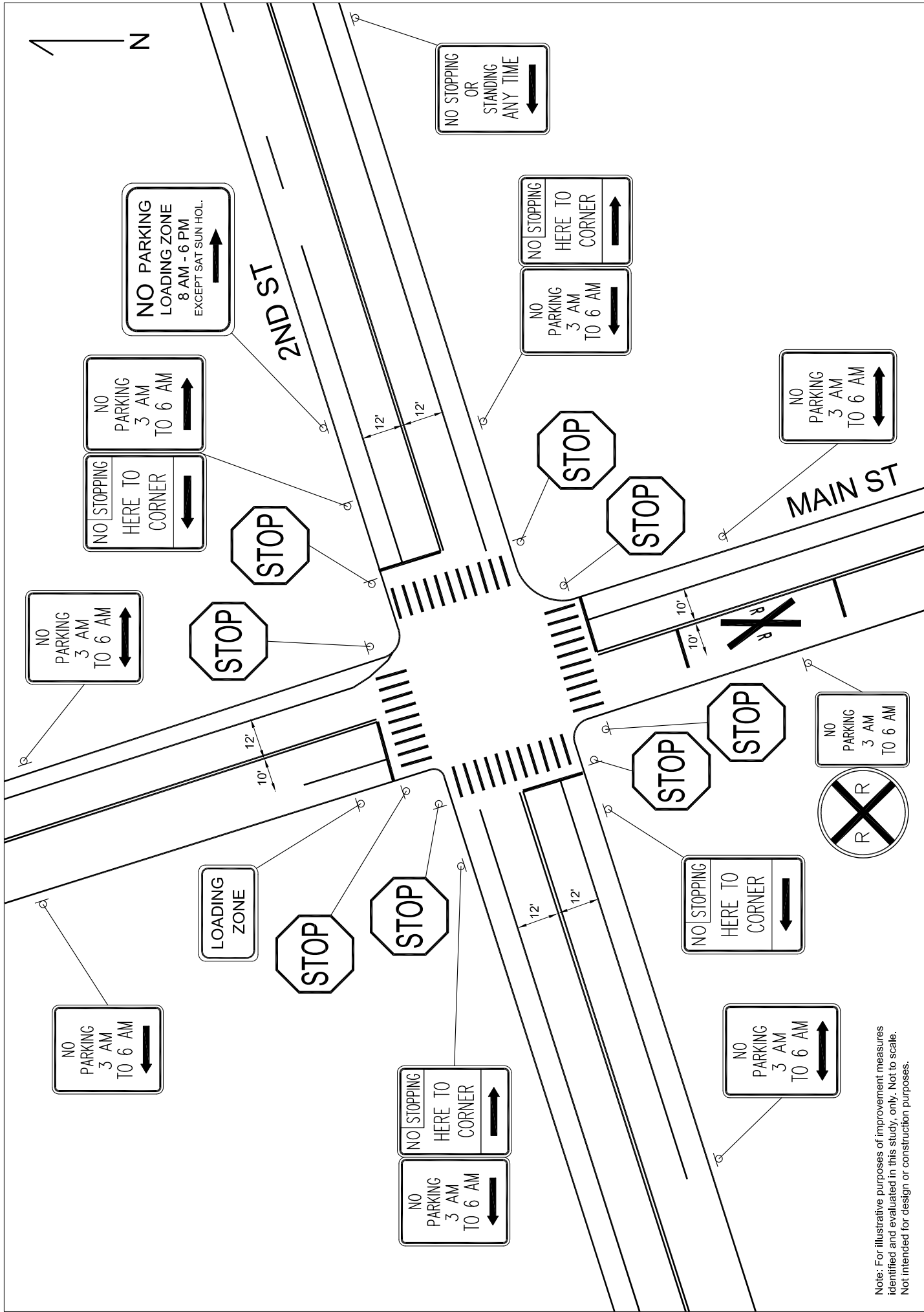


Note: For illustrative purposes of improvement measures identified and evaluated in this study, only. Not to scale. Not intended for design or construction purposes.

## Geometric Improvement Measures

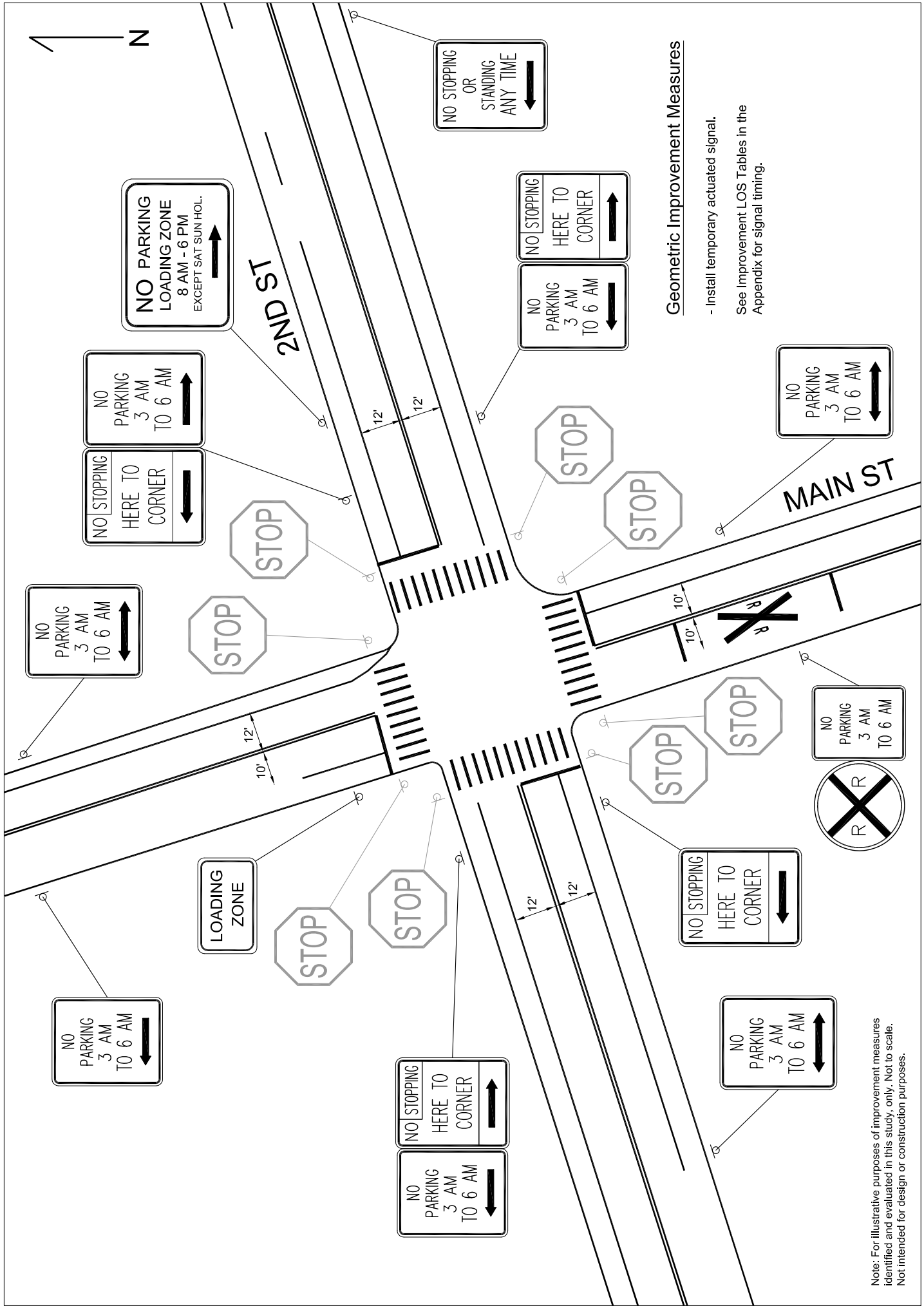
- Prohibit parking on WB Second St approach for 150 ft from the stopbar.
- Restripe WB Second St approach as one 10 ft left-turn lane and one 10 ft shared through-right lane.

See Improvement LOS Tables in the Appendix for signal timing modifications.



Note: For illustrative purposes of improvement measures identified and evaluated in this study, only. Not to scale. Not intended for design or construction purposes.



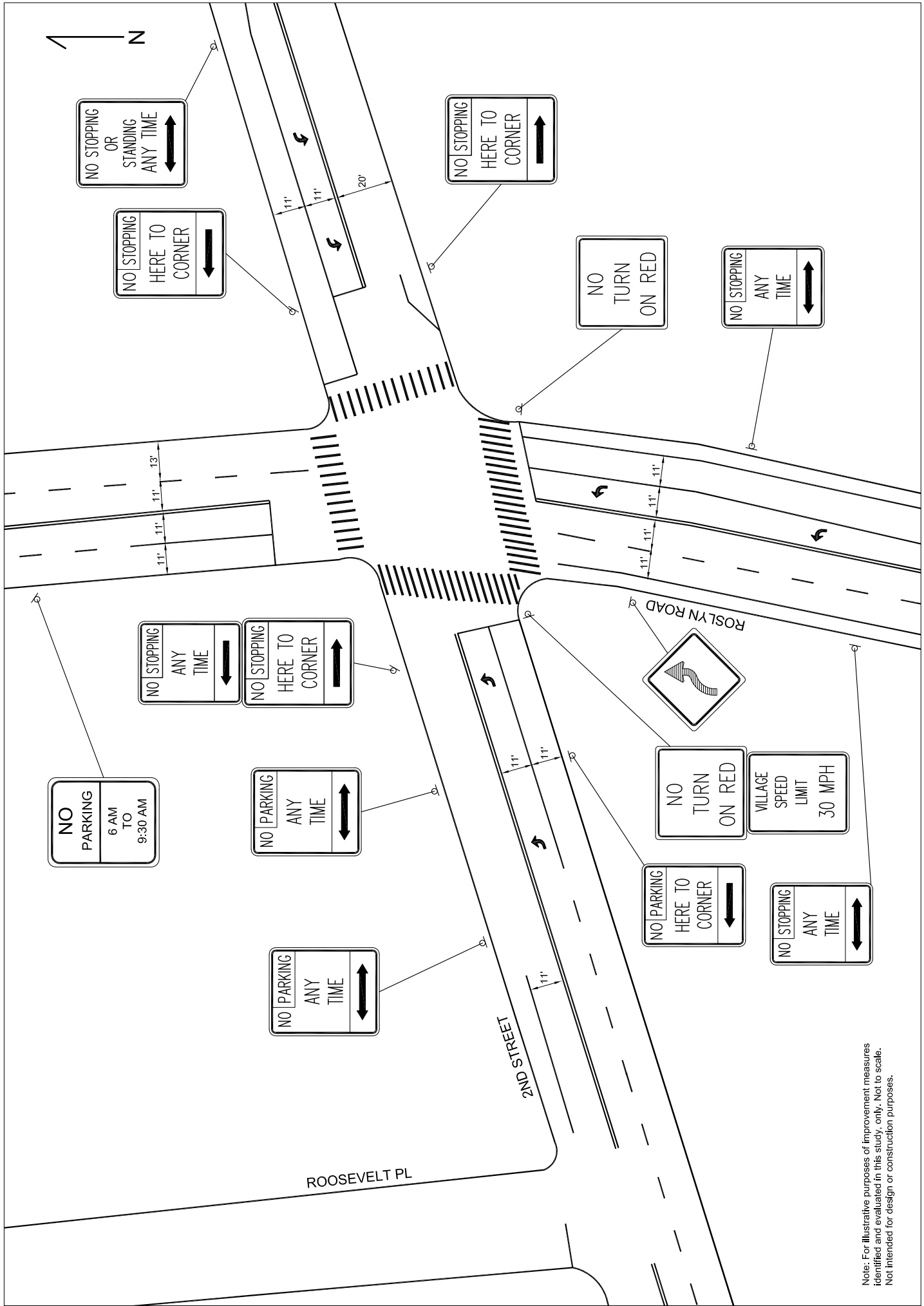


Note: For illustrative purposes of improvement measures identified and evaluated in this study, only. Not to scale. Not intended for design or construction purposes.

### Geometric Improvement Measures

- Install temporary actuated signal.
- See Improvement LOS Tables in the Appendix for signal timing.





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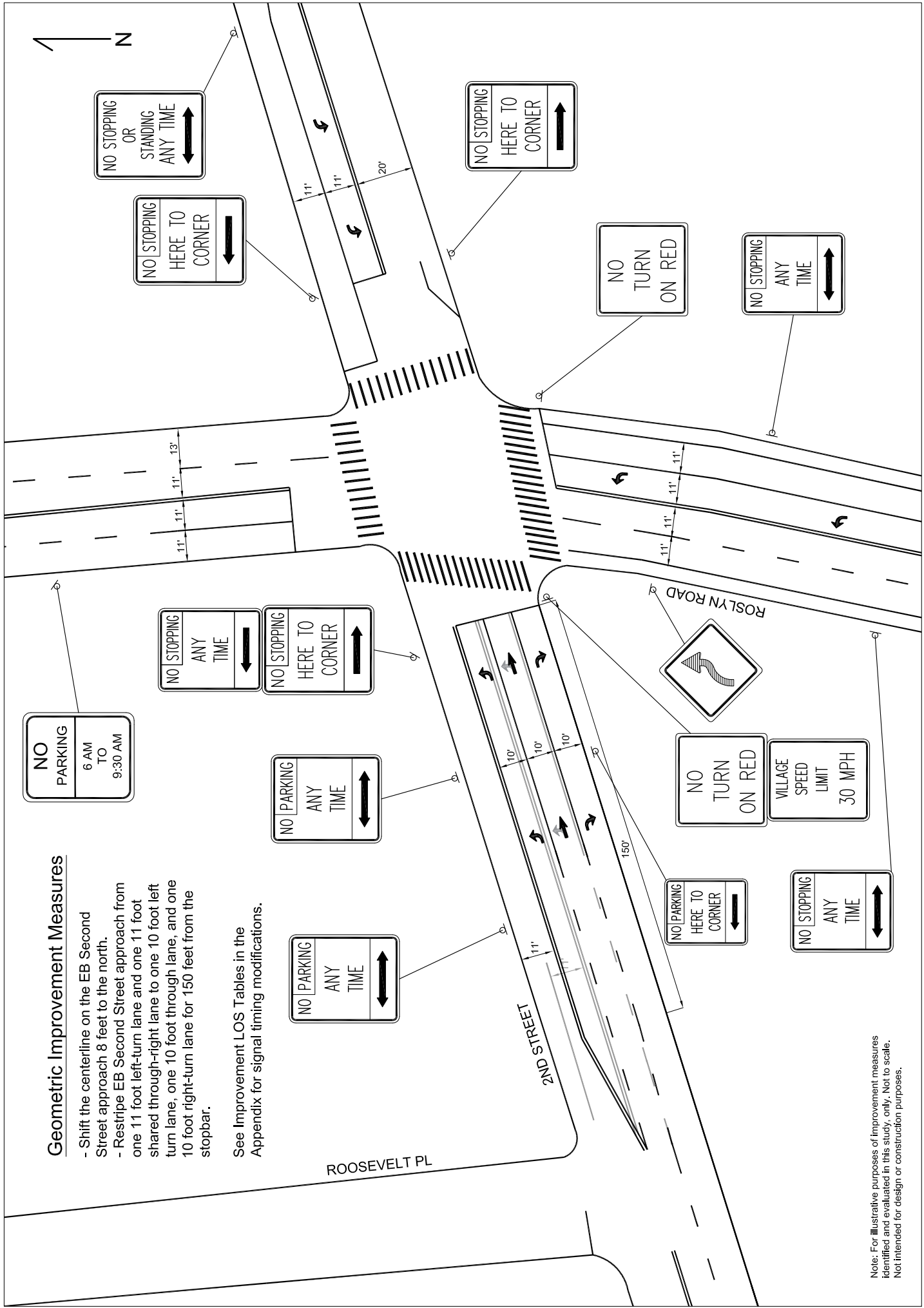




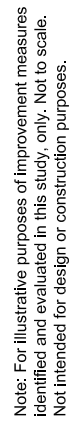
## Geometric Improvement Measures

- Shift the 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.

See Improvement LOS Tables in the Appendix for signal timing modifications.



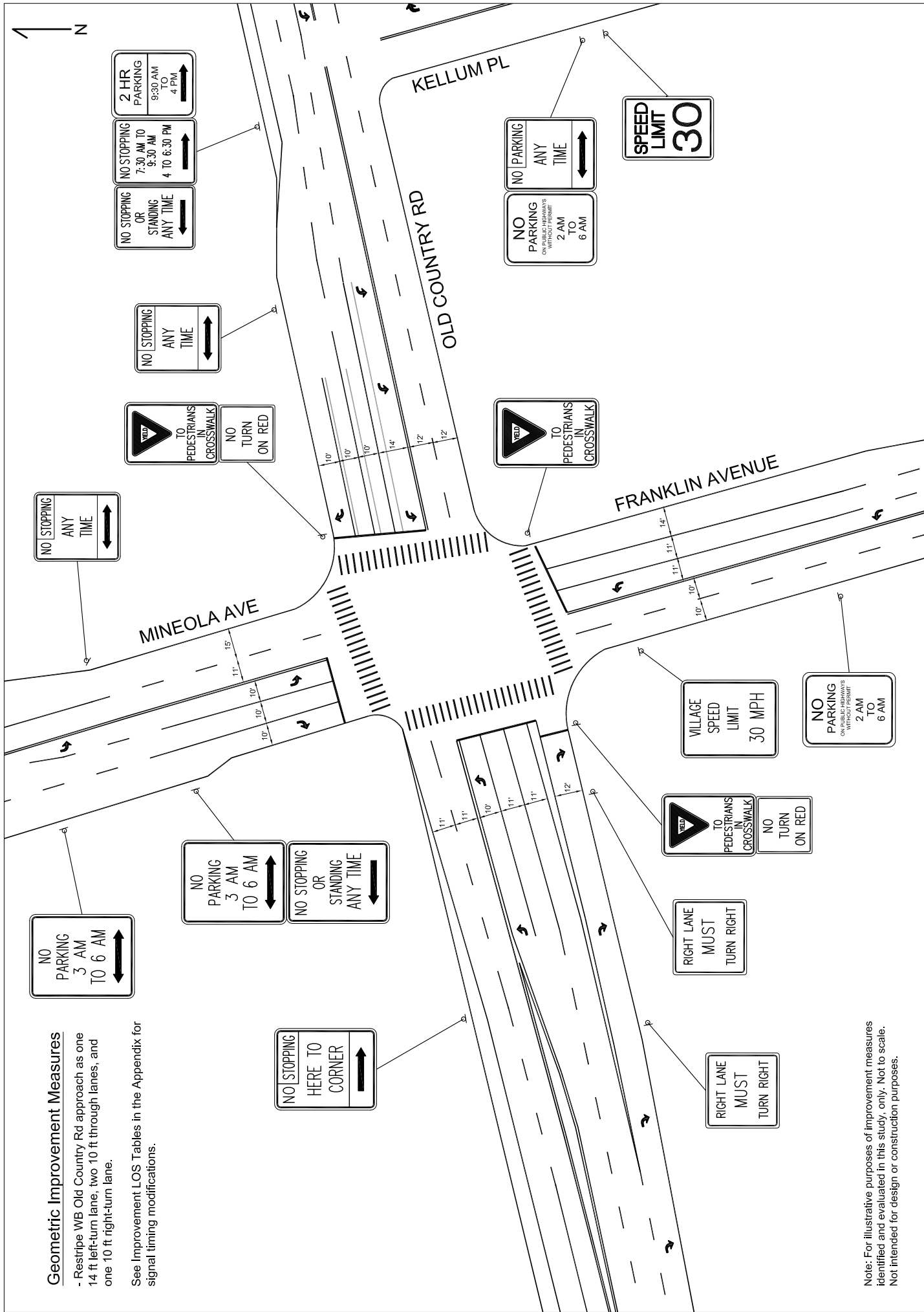
Note: For illustrative purposes of improvement measures identified and evaluated in this study, only. Not to scale. Not intended for design or construction purposes.



## Geometric Improvement Measures

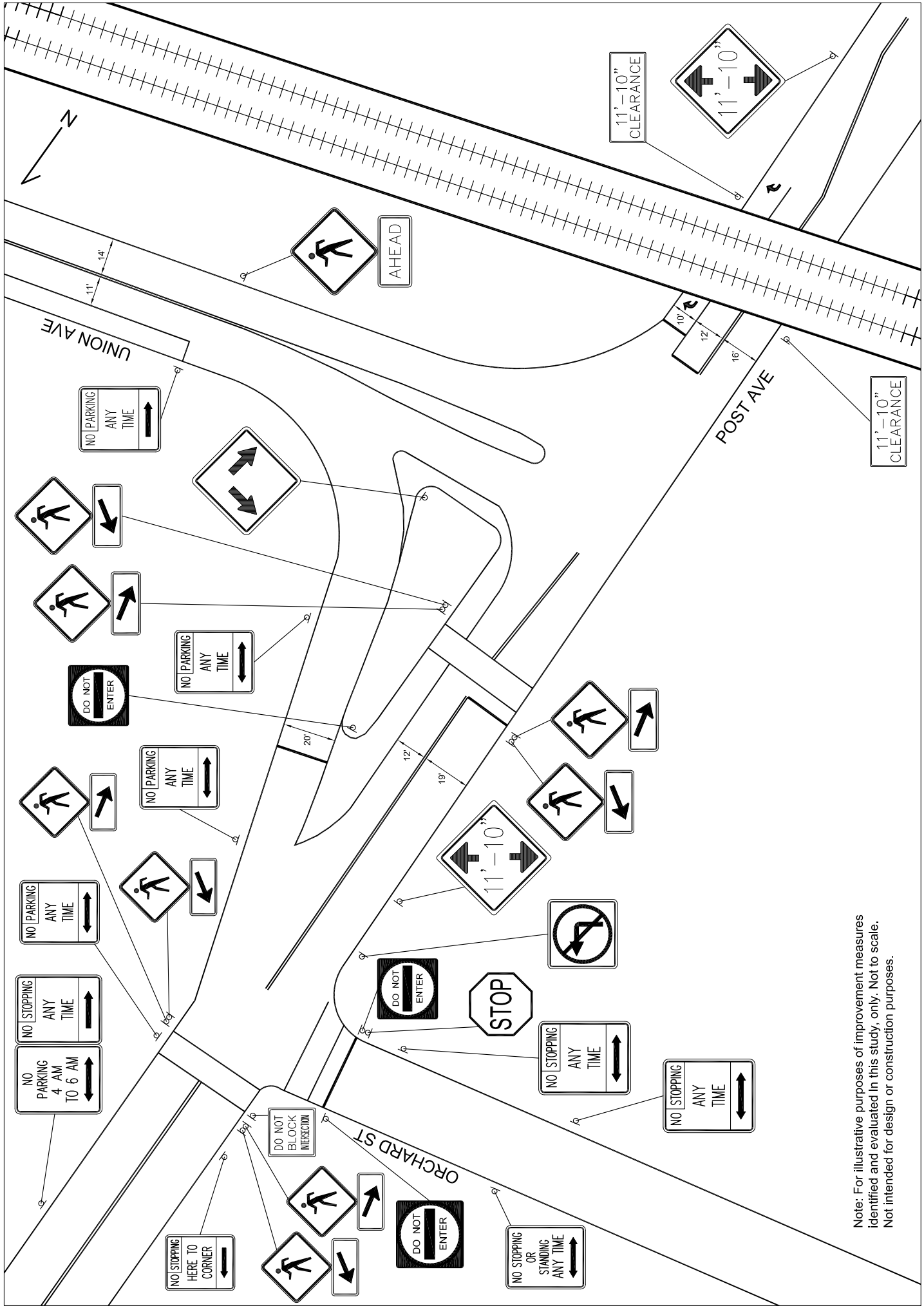
- Restripe WB Old Country Rd approach as one 14 ft left-turn lane, two 10 ft through lanes, and one 10 ft right-turn lane.

See Improvement LOS Tables in the Appendix for signal timing modifications.

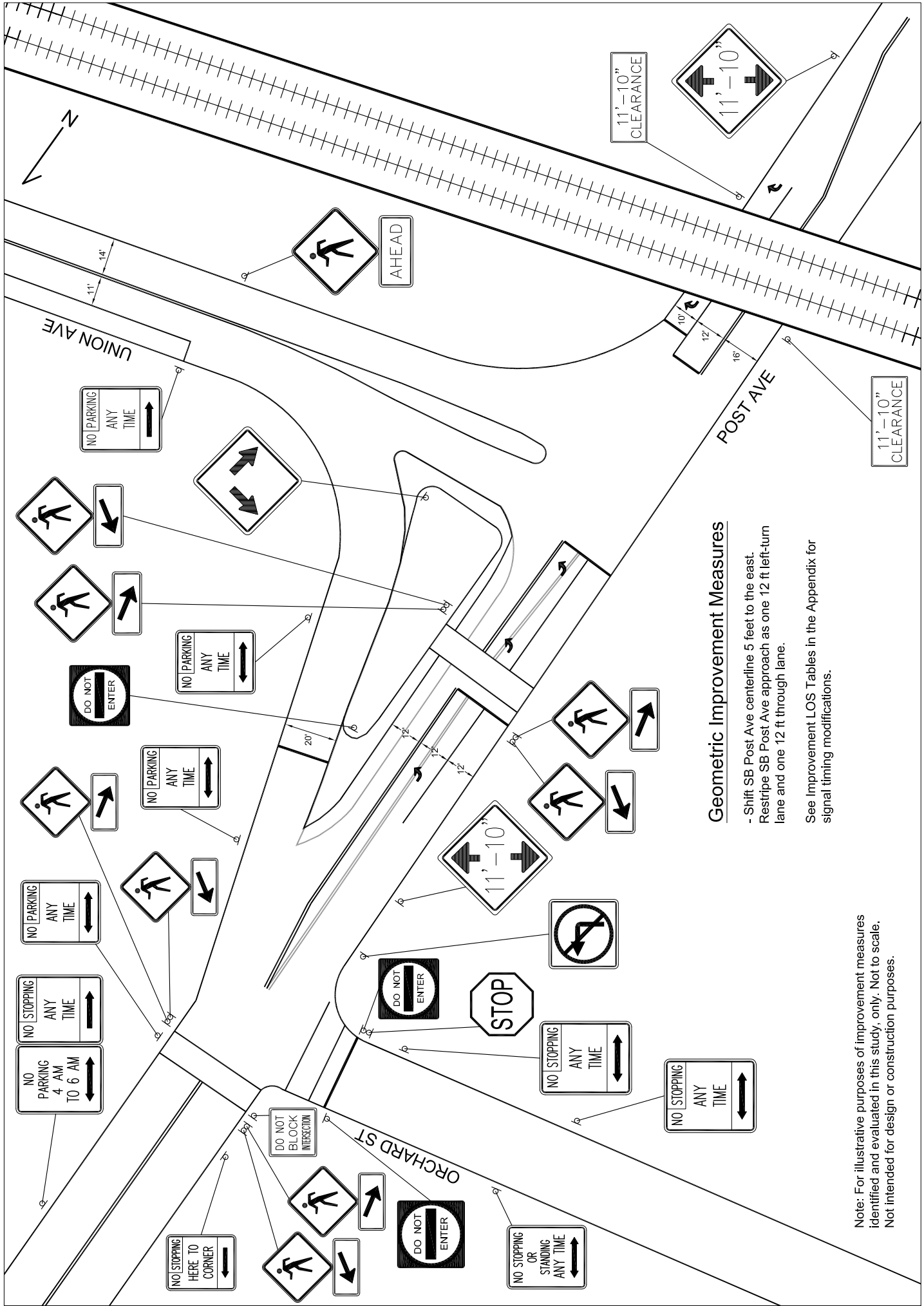


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### Geometric Improvement Measures

- Shift SB Post Ave centerline 5 feet to the east.
- Restripe SB Post Ave approach as one 12 ft left-turn lane and one 12 ft through lane.

See Improvement LOS Tables in the Appendix for signal timing modifications.

Note: For illustrative purposes of improvement measures identified and evaluated in this study, only. Not to scale. Not intended for design or construction purposes.