

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 77	D 11177	. 1 1				tion Weekd		MAIN LIN				
		2020 No	Build We	eekday AM	reak Hour			k Hour			Improve	d Condition		
INTERSECTION & APPRO	ОАСН	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Improvement Measures
SIGNALIZED INTERSECTIONS	S													
COVERT AVENUE														
Covert Avenue at Jericho Turnpiko	e (Rt. 25)													
Covert Avenue	NB	L	0.94	80.3	F	L	0.47	47.9	D					- Improvements not required.
	SB	TR LTR	0.95 0.59	87.2 58.6	F E	TR LTR	0.12 0.51	44.4 52.6	D D					
Jericho Turnpike (Rt. 25)	EB	LIK	0.39	16.8	В	LIK	0.31	11.0	В					
		TR	1.07	79.3	E	TR	0.81	24.4	C					
	WB	L	0.93	77.0	E	L	0.37	13.5	В					
		TR	0.64	22.4	С	TR	0.72	19.5	В					
	Overall Intersection		0.98	63.7	E	-	0.71	24.1	C					
Covert Avenue at LIRR Grade Cro	ossing													
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	ı -	0.41	34.7	C	-	-	-	-					
Covert Avenue at Stewart Avenue														
Covert Avenue (north leg)	NB	LT	0.70	10.3	В	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
	SB	TR	0.68	27.6	C	TR	0.15	20.1	C	TR	0.20	24.4	C	phase to the joint NB and WB phase. Shift 12 s of green time from the joint
Covert Avenue (south leg)	NB	T R	0.96 0.78	47.7 13.3	D B	T R	0.18	20.4	C F	T R	0.46 0.64	29.8 7.0	C A	SB and EB phase to the joint NB and WB phase. [Joint NB/SB green time
	SB	LT	0.78	3.6	A	LT	0.13	1.7	A	LT	0.04	9.0	A	will shift from 18.5 s to 8.5 s; Joint EB and SB green time will shift from 2 to 8 s; Joint NB and WB green time will shift from 17 s to 39sl.
Stewart Avenue	EB	LR	0.45	27.9	C	LR	0.45	28.8	C	LR	0.58	34.0	C	- Restripe NB Covert Av approach as one 10-foot through lane and two 10-f
	WB	L R	0.30 0.48	15.7 17.5	B B	L R	0.48 0.09	16.5 13.7	B B	L R	0.38	11.4 9.5	B A	right-turn lanes.
	Overall Intersection		0.46	19.2	В		0.09	138.1	F		0.07	10.4	В	
SOUTH 12TH STREET														
South 12th Street at Jericho Turnp													_	
South 12th Street	NB	LR	0.69	49.2	D	LR -	0.96	56.6	E -	L R	0.91	57.4 29.4	E C	- Modify signal timing plan: Shift 1 s green time from the EB/WB phase to the
Jericho Turnpike (Rt. 25)	EB	TR	0.84	23.7	C	TR	0.98	48.2	D	T	0.21	35.1	D	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 sl.
* ` ´		-	-	-	-	-	-	-	-	R	0.13	15.9	В	- Prohibit parking on SB S. 12th Street for 100 feet from the intersection and
	WB	L T	0.42	12.0	В	L	0.59	31.0	C	L	0.49	13.8	В	shift centerline on S. 12th Street 7 feet to the west.
		1	0.61	3.3	A	T	0.77	6.2	A	T	0.76	7.8	A	<ul> <li>Prohibit parking on NB S. 12th Street approach for 75 feet from the stopba and restripe as one 13 foot left-turn lane and one 10 foot right-turn lane.</li> </ul>
	Overall Intersection		0.81	16.8	В	-	0.98	34.5	С	-	0.91	26.2	С	<ul> <li>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.</li> </ul>
South 12th Street at LIRR Grade (														
South 12th Street	NB	T T	0.18	23.8	С	T T	0.56	32.4	C					- Improvements not required.
	SB	1	0.13	23.0	С	1	0.39	27.9	С					
	Overall Intersection	ı -	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

					CONSTRU					MAIN LIN	E UNDE	RPASS		
		2020 No	Build We	ekday AM	Peak Hour	2020		<u>tion Weekd</u> k Hour	ay AM		Improve	d Condition		
				Control			<u>1 (a</u>	Control				Control		
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Improvement Measures
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	С	- Partially improved.
	SB	TR L	1.08 0.80	97.8 46.3	F D	TR L	1.51 0.80	278.5 46.8	F D	TR L	1.13 0.83	107.8 51.6	F D	<ul> <li>Prohibit parking on the EB approach for 250 feet from the stopbar and restripe existing parking lane as an 8 foot right-turn lane.</li> </ul>
	30	TR	0.73	43.1	D	TR	0.74	44.2	D	TR	0.72	42.4	D	- Prohibit parking on the WB approach for 250 feet from the stopbar and
Jericho Turnpike (Rt. 25)	EB	L	0.98	89.7	F	L	0.91	68.0	E	L	0.97	81.3	F	restripe existing parking lane as an 8 foot right-turn lane.
		TR	1.07	70.7	E	TR	0.95	41.0	D -	TR R	0.97 0.63	44.4 26.0	D C	protected left-turn phase, 4 s green time from the EB phase to the WB left-
	WB	L	1.10	129.8	F	L	1.37	224.7	F	L	1.15	138.9	F	turn phase, 8 s green time from the EB/WB phase to the NB protected left-
		TR	0.92	47.7	D	TR	0.87	41.6	D	TR	0.92	55.4	E	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
		-	-	-	-	-	-	-	-	R	0.28	32.7	С	phase [EB protected left-turn green time will shift from 7 s to 9 s; WB
Overall In	ntersection	ı -	1.05	68.0	E	-	1.37	116.3	F	-	1.14	66.8	E	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 23 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].
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 In	ntersection	ı -	0.36	31.1	С		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.
Stewart Avenue	SB EB	LTR L	0.51 0.29	21.3 24.7	C C	LTR L	1.50 1.39	157.1 221.1	F F	LTR L	0.85 0.91	36.2 43.4	D D	<ul> <li>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</li> </ul>
Steviari Trestae	LD	TR	0.76	32.0	Č	TR	0.52	20.8	C	TR	0.74	32.6	C	phase would have 14 s green time; EB/WB protected left-turn phases will
	WB	L	0.37	17.6	В	L	0.28	12.0	В	L	0.38	29.4	C	have 3 s yellow and 2 s all-red time; NB/SB and EB/WB phases will have 4.5
		TR	0.34	16.0	В	TR	0.29	10.7	В	TR	0.79	41.5	D	s yellow and 2 s all-red time.
Overall In	ntersection	ı -	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 A	venue													
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
South 12th Street	SB EB	LTR LTR	-	35.9	E	LTR LTR	-	Err 7.9	F	LTR	0.70 0.83	33.8	C B	timing plan: NB/SB S. 12th St/Jefferson St will have 16 s green time; EB/WE
Stewart Avenue	WB	LTR	-	0.7 0.4	A A	LTR	-	0.5	A A	LTR LTR	0.83	14.0 5.8	A A	Stewart Av will have 62 s green time; all phases will have 4 s yellow and 2 s all-red time.
0 11				2.5					F		0.00			an-red tine.
Overall In	itersection	1 -	•	2.5	A	•	•	1365.8	r	-	0.80	14.1	В	
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.
Clinch Avenue	WB	LR	-	22.6	C	LR	-	36.2	E					
Overall In	ntersection	ı -	-	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	Ruild W	eekday PM			Construct	tion Weekd	JE LIRR N a <u>y PM</u>	MAIN LIN		RPASS d Condition		
		2020 NO	) Bulla W		reak mour		Peal	k Hour			Improve			
INTERSECTION & APPRO	DACH	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Improvement Measures
SIGNALIZED INTERSECTIONS														
COVERT AVENUE														
Covert Avenue at Jericho Turnpike Covert Avenue	( <b>Rt. 25</b> )	L TR	1.07 0.22	147.1 57.5	F E	L TR	0.34 0.04	69.5 66.3	E E					- Improvements not required.
Jericho Turnpike (Rt. 25)	SB EB	LTR L TR	0.56 0.09 1.08	76.2 25.0 93.4	E C F	LTR L TR	0.54 0.10 0.66	74.2 10.2 17.7	E B B					
	WB	L TR	0.87 0.72	65.1 21.7	E C	L TR	0.40 0.76	11.9 16.9	B B					
	Overall Intersection	ı -	0.98	65.5	E	-	0.72	19.0	В					
Covert Avenue at LIRR Grade Cro	ossing NB SB	T T	0.38 0.67	21.7 29.5	C C	-	-	-	-					- This grade crossing would be closed for construction.
	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
Covert Avenue (south leg)	SB NB	TR T	0.83 0.33	30.2 19.1	C B	TR T	0.30 0.13	21.5 19.9	C B	TR T	0.36 0.28	24.2 24.2	C C	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
2,	SB	R LT	0.89 0.67	45.0 5.3	D	R	1.70	351.6	F	R	0.34 0.32	5.6	A	from 18.5 s to 14.5 s; Joint EB and SB green time will shift from 20 s to 16 s;
Stewart Avenue	EB	L1 LR	0.67	26.3	A C	LT LR	0.29 0.44	1.4 28.8	A C	LT LR	0.32	1.5 28.8	A C	Joint NB and WB green time will shift from 17 s to 25s].
	WB	L R	0.74 0.63	25.1 24.0	C C	L R	0.90 0.17	29.7 14.2	C B	L R	0.82 0.15	21.9 12.5	C B	- Restripe NB Covert Av approach as one 10-foot through lane and two 10-foot right-turn lanes.
	Overall Intersection	ı -	-	21.1	С	-	-	90.3	F	-	-	13.8	В	
SOUTH 12TH STREET														
South 12th Street at Jericho Turnpi			0.54		-	1.0		22.1.2	-		0.04		-	
South 12th Street  Jericho Turnpike (Rt. 25)	NB EB	LR - TR	0.74 - 0.70	74.6 - 15.6	E - B	LR - TR	1.31 - 0.92	224.3	F - C	L R T	0.91 0.20 0.83	82.0 47.0 31.5	F D C	<ul> <li>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].</li> </ul>
sereno rumpike (kt. 25)		-	-	-	-		-	-		R	0.34	18.4	В	<ul> <li>Prohibit parking on SB S. 12th Street for 100 feet from the intersection and</li> </ul>
	WB	L T	0.41 0.64	5.3 2.3	A A	L T	0.82	63.3 2.4	E A	L T	0.72 0.67	43.3 3.3	D A	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
	Overall Intersection	ı -	0.71	12.3	В	-	0.99	46.1	D	-	0.85	25.9	С	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.
South 12th Street at LIRR Grade C South 12th Street	Crossing NB	Т	0.13	17.6	В	Т	0.43	22.6	С					- Improvements not required.
	SB	T	0.18	18.3	В	T	0.69	30.3	Č					
	Overall Intersection	ı -	0.12	18.0	В	-	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 W	eekday PM l	Peak Hour	2020		tion Weekd	ay PM		Improve	d Condition		
							Peal	K Hour						
INTERSECTION & API	PROACH	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Improvement Measures
NEW HYDE PARK ROAD				-				-				-		_
New Hyde Park Road at Jerich	no Trummilto (Dt. 25)													
New Hyde Park Road at Jerich 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
,		TR	0.77	62.4	E	TR	1.04	110.0	F	TR	0.86	66.0	E	restripe existing parking lane as an 8 foot right-turn lane.
	SB	L	0.70	50.0	D	L	0.84	68.4	Е	L	0.76	50.5	D	- Prohibit parking on the WB approach for 250 feet from the stopbar and
	ED.	TR	1.09	123.7	F	TR	1.09	123.7	F	TR	0.90	68.2	Е	restripe existing parking lane as an 8 foot right-turn lane.
Jericho Turnpike (Rt. 25)	EB	L TR	0.89 1.03	100.8 58.8	F E	L TR	0.84 1.07	83.5 72.2	F E	L T	0.88 0.71	90.6 28.5	F C	- Modify signal timing plan: Shift 1 s green time from the EB/WB protected lef
		-	-	-	-	-	-	-	-	R	0.87	42.7	D	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
	WB	L	0.91	84.8	F	L	1.27	200.9	F	Ĺ	0.95	71.3	E	from the EB/WB phase to the NB/SB phase [EB/WB protected left-turn green
		TR	1.00	64.3	E	TR	0.95	54.7	D	T	0.87	48.5	D	time will shift from 14 s to 13 s; EB/WB green time will shift from 67.7 s to
		-	-	-	-	-	-	-	-	R	0.24	30.0	C	60.7 s; NB/SB protected left-turn green time will shift from 17 s to 21 s;
	Overall Intersection		1.00	73.0	E	_	1.19	86.8	F	_	0.92	51.7	D	NB/SB green time will shift from 29 s to 33 s].
New Hyde Park Road at LIRR			0.21	20.0			0.44	24.0						
New Hyde Park Road	NB SB	T T	0.31	20.0 23.7	B C	T T	0.41 0.62	21.8 26.9	C C					- Improvements not required.
	35	1	0.50	23.7	C	1	0.62	26.9	C					
	Overall Intersection	-	0.32	22.4	C	-	0.40	24.9	C					
New Hyde Park Road at Stewa	rt Avenue													
New Hyde Park Road	NB	LTR	0.51	23.3	C	LTR	0.75	34.1	С	LTR	0.49	20.3	C	- Partially improved.
3	SB	LTR	0.78	30.1	C	LTR	1.46	243.5	F	LTR	1.07	76.2	Е	- Modify signal phasing and timing plan: NB/SB phase would have 38.5 s
Stewart Avenue	EB	L	0.31	25.7	C	L	1.33	206.7	F	L	0.83	41.1	D	green time; EB/WB protected left-turn phase would have 10.5 s green time;
	WID	TR	0.76	32.7	С	TR	0.59	25.1	C	TR	0.79	36.4	D	EB/WB phase would have 23 s green time; EB/WB protected left-turn phases
	WB	L TR	0.73 0.51	33.4 10.7	C B	L TR	0.62 0.47	19.4 9.4	B A	L TR	0.80 0.97	35.8 42.5	D D	will have 3 s yellow and 2 s all-red time; NB/SB and EB/WB phases will have
	Overall Intersection		0.78	24.8	C	-	1.28	103.3	F	1K	1.00	47.8	D	4.5 s yellow and 2 s all-red time.
	Overall Intersection		0.76	24.0	C	-	1.20	103.3	r		1.00	47.0	ь	
UNSIGNALIZED INTERSEC	TIONS													
SOUTH 12TH STREET														
South 12th Street/Jefferson Str	eet at Stewart Avenue													
Jefferson Street	NB	LTR	_	31.8	D	LTR	-	369.8	F	LTR	0.03	15.7	В	- Install temporary actuated traffic signal with the following signal phasing and
South 12th Street	SB	LTR	-	54.0	F	LTR	-	880.4	F	LTR	0.90	42.1	D	timing plan: NB/SB S. 12th St/Jefferson St will have 24 s green time; EB/WF
Stewart Avenue	EB	LTR	-	0.9	A	LTR	-	4.4	A	LTR	0.86	23.2	C	Stewart Av will have 54 s green time; all phases will have 4 s yellow and 2 s
	WB	LTR	-	0.3	A	LTR	-	0.3	A	LTR	0.64	14.4	В	all-red time.
	Overall Intersection		-	5.6	A	-	-	224.4	F	-	0.88	24.3	C	
NEW HYDE PARK ROAD														
New Hyde Park Road at Clinch	A vonue													
New Hyde Park Road at Clinci New Hyde Park Road	1 Avenue SB	LT	_	6.8	A	_	_	11.1	В					- 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.

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-	2020 N	Duild W		NSTRUCTION			tion Weekda							
		<u>∠0∠0 N0</u>	DUIG WE	ekday AM	reak mour		Pea	k Hour			mprove	d Condition		
INTERSECTION & APP	ROACH	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Improvement Measures
				-				-				-		
SIGNALIZED INTERSECTION	NS													
COVERT AVENUE														
Covert Avenue at Jericho Turnp	ike (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 EB	LTR L	0.59 0.08	58.6 16.8	E B	LTR L	0.59 0.08	58.6 16.8	E B					
Jericho Turnpike (Rt. 23)	EB	TR	1.07	79.3	Б Е	TR	1.08	79.6	E					
	WB	L	0.93	77.0	E	L	0.93	77.0	E					
		TR	0.64	22.4	Č	TR	0.64	22.4	Č					
	Overall Intersection	ı -	0.98	63.7	E	-	0.98	63.9	E					
Covert Avenue at LIRR Grade (														
Covert Avenue	NB	T	0.71	37.9	D	T	-	-	-					- Improvements not required.
	SB	T	0.47	29.8	C	T	-	-	-					
	Overall Intersection	ı -	0.41	34.7	C	-		-	-					
Covert Avenue at Stewart Avenu														
Covert Avenue (north leg)	NB	LT	0.70	10.3	В	LT	0.70	10.3	В					- Improvements not required.
Covert Trende (north log)	SB	TR	0.68	27.6	C	TR	0.68	27.6	C					Improvements not required.
Covert Avenue (south leg)	NB	T	0.96	47.7	D	T	0.96	47.7	D					
		R	0.78	13.3	В	R	0.78	13.3	В					
S:	SB	LT	0.55	3.6	A	LT	0.55	3.6	A					
Stewart Avenue	EB WB	LR L	0.45 0.30	27.9 15.7	C B	LR L	0.45	27.9 15.7	C B					
	WB	R	0.30	17.5	В	R	0.30	17.5	В					
	Overall Intersection	ı -		19.7	В	-		19.7	В					
SOUTH 12TH STREET														
South 12th Street at Jericho Tur	npike (Rt. 25)													
South 12th Street	NB	LR	0.69	49.2	D	LR	0.69	49.2	D					- Improvements not required.
Jericho Turnpike (Rt. 25)	EB	TR	0.84	23.7	C	TR	0.84	23.7	C					
	WB	L T	0.42 0.61	12.0 3.3	B A	L T	0.42	11.9 3.3	B A					
						1								
	Overall Intersection	٠ -	0.81	16.8	В	-	0.81	16.8	В					
South 12th Street at LIRR Grad	e Crossing													
South 12th Street at LIKK Grad South 12th Street	NB	T	0.18	23.8	С	T	0.18	23.8	С					- Improvements not required.
	SB	T	0.13	23.0	Č	T	0.13	23.0	Č					1
	Overall Intersection	٠ -	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

				CO	NSTRUCTI					KK MAIN	LINE UI	NDERPASS		
		2020 No	Build We	eekday AM l	Peak Hour	2020		tion Weekda	ay AM		Improve	d Condition		
				Control			Pea	<u>k Hour</u> Control				Control		
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Improvement Measures
INTERESCITORY IS INTRODUCT			1,10	Demy	200	112111	1,0	Delay	200	112114	1,10	Demy	200	Improvement incusates
NEW HYDE PARK ROAD														
New Hyde Park Road at Jericho Turnpike (Rt	. 25)													
New Hyde Park Road	NB	L	0.75	37.1	D	L	0.75	37.2	D					- Improvements not required.
•		TR	1.08	97.8	F	TR	1.08	98.7	F					
	SB	L	0.80	46.3	D	L	0.80	46.3	D					
		TR	0.73	43.1	D	TR	0.73	43.1	D					
Jericho Turnpike (Rt. 25)	EB	L	0.98	89.7	F	L	0.98	89.6	F					
	WD	TR	1.07	70.7	E F	TR	1.07	71.1	E F					
	WB	L TR	1.10 0.92	129.8 47.7	r D	L TR	1.12 0.92	136.6 47.7	r D					
			0.72	47.7		110	0.72	47.7	Ь					
Overall I	ntersection	-	1.05	68.0	E	-	1.06	68.6	E					
New Hyde Park Road at LIRR Grade Crossin	ισ													
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	С					1
Overall I	ntersection	-	0.36	31.1	С	-	0.66	95.9	F					
New Hyde Park Road at Stewart Avenue														
New Hyde Park Road	NB	LTR	1.02	60.0	E	LTR	1.12	93.4	F	LTR	1.04	63.1	Е	- Modify signal timing plan: Shift 5 s of green time from the WB lead phase to
,	SB	LTR	0.51	21.3	C	LTR	2.02	37.1	D	LTR	1.72	31.4	C	the NB/SB phase. Shift 1.5 s of green time from the EB/WB phase to the
Stewart Avenue	EB	L	0.29	24.7	C	L	0.36	25.7	C	L	0.38	26.8	C	NB/SB phase. [WB lead green time will shift from 12 s to 7 s; EB/WB green
		TR	0.76	32.0	C	TR	0.76	32.0	C	TR	0.80	34.3	C	time will shift from 30 s to 28.5 s; NB/SB green time will shift from 30 s to
	WB	L	0.37	17.6	В	L	0.37	17.7	В	L	0.43	20.9	C	36.5 sl.
		TR	0.34	16.0	В	TR	0.50	18.0	В	TR	0.52	19.8	В	
Overall I	ntersection	-	0.87	37.7	D	-	0.94	50.0	D	-	0.93	39.9	D	
UNSIGNALIZED INTERSECTIONS														
SOUTH 12TH STREET	<u></u>													
South 12th Street/Jefferson Street at Stewart A	A venue													
Jefferson Street	NB	LTR	-	27.2	D	LTR	-	27.7	D					- Improvements not required.
South 12th Street	SB	LTR	-	35.9	E	LTR	-	37.6	E					
Stewart Avenue	EB	LTR	-	0.7	A	LTR	-	0.7	A					
	WB	LTR	-	0.4	A	LTR	-	0.4	A					
Overall I	ntersection			2.5	A	-		2.6	A					
NEW HYDE PARK ROAD														
New Hyde Park Road at Clinch Avenue														
New Hyde Park Road	SB	LT	-	7.0	A	-	-	-	-					- Clinch Avenue would be closed at New Hyde Park Road during this phase of
Clinch Avenue	WB	LR	-	22.6	C	-	-	-	-					construction.
Ovoroll I	ntersection		_	4.6	A		_		_					
Overall I	mer section		-	4.0	A	-	-	-	-					

- (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

				eekdav PM I	NSTRUCTI Peak Hour		Construct	tion Weekda		•		d Condition		
		2020 INC	Duna W		cak Houi		Peal	k Hour			Improved			
NTERSECTION & APP	PROACH	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Improvement Measures
IGNALIZED INTERSECTIO	ONS													
COVERT AVENUE														
Covert Avenue at Jericho Turnp														
Covert Avenue	NB	L TR	1.07 0.22	147.1 57.5	F	L	1.07	147.1	F					- Improvements not required.
	SB	LTR	0.22	76.2	E E	TR LTR	0.22 0.56	57.5 76.2	E E					
ericho Turnpike (Rt. 25)	EB	LIK	0.09	25.0	C	LIK	0.09	25.0	C					
Tieno Turipike (Rt. 23)	ED	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					
	WB	TR	0.72	21.7	Č	TR	0.72	21.8	Č					
	Overall Intersection	-	0.98	65.5	E	-	0.98	65.6	E					
Covert Avenue at LIRR Grade	Charaina													
overt Avenue at LIKK Grade (	Crossing	T	0.38	21.7	С	T								- Improvements not required.
OVERT AVEILUE	SB	T	0.38	21.7	C	T	-	-						- improvements not required.
							-	-	_					
	Overall Intersection	•	0.43	26.7	С	-	-	-	-					
Covert Avenue at Stewart Aven	nue													
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	В	T	0.33	19.1	В					
		R	0.89	45.0	D	R	0.89	45.0	D					
	SB	LT	0.67	5.3	A	LT	0.67	5.3	A					
tewart Avenue	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	С					
	Overall Intersection	-	-	19.7	В	•	-	19.7	В					
OUTH 12TH STREET														
outh 12th Street at Jericho Tur														
outh 12th Street	NB	LR	0.74	74.6	E	LR	0.74	74.6	E					- Improvements not required.
ericho Turnpike (Rt. 25)	EB	TR	0.70	15.6	В	TR	0.70	15.6	В					
	WB	L	0.41	5.3	A	L	0.41	5.3	A					
		T	0.64	2.3	A	T	0.64	2.3	A					
	Overall Intersection	-	0.71	12.3	В	-	0.71	12.3	В					
outh 12th Street at LIRR Grad	de Crossing													
outh 12th Street	NB	T	0.13	17.6	В	T	0.13	17.6	В					- Improvements not required.
	SB	Ť	0.18	18.3	В	T	0.18	18.3	В					1
	Overall Intersection	-	0.12	18.0	В	-	0.12	18.0	В					

## 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

								ion Weekd						
		2020 No	Build We	eekday PM l	Peak Hour			k Hour			Improve	d Condition		
	D.O. I. OVY		****	Control	* 0.7		****	Control	* 0.0		*****	Control	* 0.0	
INTERSECTION & APP	ROACH	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Improvement Measures
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.
	SB	TR L	0.77 0.70	62.4 50.0	E D	TR L	0.77 0.70	62.4 50.1	E D					
	35	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 TR	0.91 1.00	84.8 64.3	F E	L TR	0.93 1.00	88.4 64.3	F E					
		IK				1 K								
	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	В	T	0.56	26.3	С					- 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 Stewar														
New Hyde Park Road	NB	LTR	0.51	23.3	C	LTR	0.58	25.0	С					- Unimproved adverse Impact.
Stewart Avenue	SB EB	LTR L	0.78 0.31	30.1 25.7	C C	LTR L	1.33 0.35	186.5 26.4	F C					
Stewart Avenue	ED	TR	0.76	32.7	C	TR	0.33	32.7	C					
	WB	L	0.73	33.4	C	L	0.73	31.6	C					
		TR	0.51	10.7	В	TR	0.61	12.9	В					
	Overall Intersection	-	0.78	24.8	C		1.05	71.7	E					
UNSIGNALIZED INTERSECT	TIONS													
SOUTH 12TH STREET														
South 12th Street/Jefferson Stre	et 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 WB	LTR LTR	-	0.9 0.3	A A	LTR LTR	-	0.9 0.3	A A					
	WB	LIK	-		А	LIK	-		А					
	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
Clinch Avenue	WB	LR	-	15.8	C	-	-	-	-					construction.
	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	Ruild Wo	ekday AM l				n Weekday	MAIN LII AM Peak			d Condition		Improvement Measures
	•	2020 110	Duna We	-	eak Hour		E	<u>Iour</u>			Improve		ļ.	improvement vicasures
INTERSECTION & APPRO	DACH	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 Aven														
Franklin Avenue	NB	L	0.71	24.3	C	L	0.79	29.3	C					- Improvements not required.
Mineola Boulevard	SB	TR L	0.83 0.71	38.5 28.2	D C	TR L	0.83 0.71	38.3 28.7	D C					
Milieola Boulevalu	ЗБ	TR	0.71	28.9	C	TR	0.71	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	t NB	L	0.60	13.6	В	L	0.64	18.3	В	L	0.65	16.1	В	- Prohibit parking on WB Second St approach for
Mineola Boulevard	NB	TR	0.60	9.9		TR	0.64	18.3	В	TR	0.65	10.5	В	Pronibit parking on WB Second St approach for 150 ft from the stopbar.
	SB	L	0.44	15.7	A B	I.	0.49	20.5	C	L	0.13	15.9	В	- Restripe WB Second St approach as one 10 ft lef
	30	TR	1.14	105.7	F	TR	1.38	210.9	F	TR	1.13	103.4	F	turn lane and one 10 ft shared through-right lane.
Second Street	EB	L	0.23	17.3	В	L	0.19	15.4	В	L	0.20	17.5	В	- Modify signal timing plan: Shift 2 s green time
		TR	0.73	26.1	С	TR	0.58	19.4	В	TR	0.71	25.5	C	from NB Mineola Blvd lead left-turn phase to
	WB	LTR	0.85	44.8	D	LTR	0.91	51.0	D	L	0.84	47.2	D	NB/SB Mineola Blvd phase (NB lead left-turn
		-	-	-	-	-	-	-	-	TR	0.23	17.6	В	green time shifts from 12 s to 10 s; NB/SB green
	Overall Intersection		0.93	41.5	D	-	1.03	70.9	E	-	0.94	40.4	D	time shifts from 20 s to 22 s).
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
	SB	L	0.08	6.0	A	L	0.08	6.5	A	L	0.08 0.52	6.6	A	from NB/SB Mineola Blvd to EB/WB First Stree (NB/SB green time shifts from 55 s to 51 s;
First Street	EB	TR LTR	0.50	9.6 41.9	A D	TR LTR	0.51	10.3 38.5	B D	TR LTR	0.52	10.5 35.4	B D	EB/WB green time shifts from 23 s to 27 s).
rust succi	WB	LTR	0.77	44.2	D	LTR	0.73	61.2	E	LTR	0.71	51.8	D	EB/WB great time simts from 23 s to 27 s).
	Overall Intersection		0.58	17.1	В		0.62	19.2	В		0.62	18.0	В	
WILLIS AVENUE														
Willis Avenue at Old Country Road	l													
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	В	TR	0.66	8.8	A					
(	Overall Intersection	-	0.79	15.2	В	-	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	В	LTR	0.45	11.4	В					* · · · · · · · · · · · · · · · · · · ·
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

Note   Control   Note   Control   Note   Control   Note   Control   Note   Control   Control   Control   Note   Note   Control   Note   Cont	Improvement Measures		d Condition	<u>improved</u>				nstruction		eak Hour	<u>kday AM</u> P	<u>Build W</u> ee	<u>:020 N</u> o I	2	
NTERSECTION & APPROACH					•			<u>H</u>						=	
Station Street at LING Grade Crossing   Sign   T	LOS	LOS		V/C	Mvt.	LOS		V/C	Mvt.	LOS		V/C	Mvt.	СН	NTERSECTION & APPRO
Main Street															IAIN STREET
SB   T   0.10   39.4   D   T   0.13   40.1   D															Main Street at LIRR Grade Crossii
Committee   Comm	- Improvements not required.														Main Street
ROSLIN ROAD  ROSLIN ROAD  ROBYN ROAd / Washington Avenue at Old Country Road  ROBYN ROAD / Washington Avenue at Old Country Road  ROBYN ROAD   NB   T   0.79   40.2   D   T   0.79   42.2   D    ROBYN ROAD   ROBYN ROAD   TR   0.43   21.5   C   TR   0.42   21.0   C    DIA COUNTRY ROAD   TR   0.43   21.5   C   TR   0.42   21.0   C    DIA COUNTRY ROAD   EB   L   0.60   29.1   C   L   0.60   20.1   C    ROBYN ROAD   ROBYN R									1				1		
No.						D	40.8	0.09	-	D	40.1	0.07	-	rall Intersection	•
Vashington Avenue NB T 0.79 40.2 D T 0.79 42.2 D R 0.79 42															ROSLYN ROAD
Record Name															
SB L 0.48 20.9 C L 0.62 23.5 C TR 0.43 21.5 C TR 0.42 21.0 C McCountry Road EB L 0.60 29.1 C L 0.60 30.1 C R 0.09 26.4 C R 0.08 27.6 C WB L 0.93 51.1 D L 0.94 56.6 E T 1.10 86.6 F T 1.06 71.9 E R 0.39 20.9 C R 0.62 26.2 C  Overall Intersection - 0.93 63.5 E - 0.92 55.5 E   **Codyn Road at Second Street**  Codyn Road at Second Street**  Cod	<ul> <li>Improvements not required.</li> </ul>													NB	Vashington Avenue
TR														SB	Roslyn Road
Did Country Road    EB														30	1001g ii 100tu
R						C	30.1		L	C			L	EB	Old Country Road
NB															
T															
R   0.39   20.9   C   R   0.62   26.2   C														WB	
Roslyn Road at Second Street  Roslyn Road Boll L 0.69 22.3 C L 0.42 23.8 C L 0.42 23.8 C L 0.59 33.3 C L 0.59 33.6 C L 0.59 33.6 C L 0.42 23.6 C L 0.42															
Roslyn Road NB L 0.69 22.3 C L 1.02 80.1 F L 0.86 41.6 TR 0.76 22.6 C TR 0.78 25.8 C TR 0.69 18.3 SB LTR 1.04 70.4 E LTR 1.16 120.5 F LTR 1.04 75.7 Fecond Street EB L 0.46 23.2 C L 0.42 23.8 C L 0.59 33.3 TR 0.56 33.8 C TR 0.56 33.8 C TR 0.56 33.8 C TR 0.56 22.6 C TR 0.69 18.3 SG TR 0.56 33.8 C TR 0.56 33.8 C TR 0.56 33.8 C TR 0.56 22.6 C TR 0.57 33.3 C TR 0.57 35.4 C TR 0.59 33.3 C TR 0.57 35.4 C TR 0.57 35						E	55.5	0.92	-	E	63.5	0.93	-	rall Intersection	
toslyn Road															
TR 0.76 22.6 C TR 0.78 25.8 C TR 0.69 18.3  SB LTR 1.04 70.4 E LTR 1.16 120.5 F LTR 1.04 75.7  SB LTR 0.46 23.2 C L 0.42 23.8 C L 0.59 33.3  TR 0.56 33.8 C TR 0.83 50.1 D T 0.37 36.4  R 0.36 22.6  WB L 0.46 22.3 C L 0.55 23.6 C L 0.48 25.2  TR 0.73 39.5 D TR 0.62 34.7 C TR 0.71 41.6  Overall Intersection - 0.85 42.6 D - 0.94 67.1 E - 0.87 44.7  INSIGNALIZED INTERSECTIONS  MAIN STREET  Main Street at Old Country Road  Did Country Road  EB L - 19.2 C L - 18.7 C															
SB LTR 1.04 70.4 E LTR 1.16 120.5 F LTR 1.04 75.7 F LTR 1.04 75.7 F LTR 1.04 75.7 F LTR 1.05 13.8 C L 0.42 23.8 C L 0.59 33.3 F LTR 1.04 75.7 F LTR 1.05 13.8 C L 0.42 23.8 C L 0.59 33.3 F LTR 1.04 75.7 F LTR 1.05 13.8 C L 0.59 33.3 F LTR 1.04 75.7 F LTR 1.05 13.8 C L 0.59 33.3 F LTR 1.04 75.7 F LTR 1.05 13.8 C L 0.59 33.3 F LTR 1.04 75.7 F LTR 1.05 13.8 F LTR 1.04 75.7 F LTR 1.04	D - Shift centerline on the EB Second Street app					-			L					NB	Roslyn Road
EEOND Street  EB L 0.46 23.2 C L 0.42 23.8 C L 0.59 33.3  TR 0.56 33.8 C TR 0.83 50.1 D T 0.37 36.4  R 0.36 22.6  WB L 0.46 22.3 C L 0.55 23.6 C L 0.48 25.2  TR 0.73 39.5 D TR 0.62 34.7 C TR 0.71 41.6  Overall Intersection - 0.85 42.6 D - 0.94 67.1 E - 0.87 44.7  INSIGNALIZED INTERSECTIONS  MAIN STREET  Main Street at Old Country Road  Old Country Road  EB L - 19.2 C L - 18.7 C	B 8 feet to the north. E - Restripe EB Second Street approach from or													CD	
TR 0.56 33.8 C TR 0.83 50.1 D T 0.37 36.4 R 0.36 22.6 WB L 0.46 22.3 C L 0.55 23.6 C L 0.48 25.2 TR 0.73 39.5 D TR 0.62 34.7 C TR 0.71 41.6  Overall Intersection - 0.85 42.6 D - 0.94 67.1 E - 0.87 44.7  INSIGNALIZED INTERSECTIONS  MAIN STREET  Main Street at Old Country Road Old Country Road EB L - 19.2 C L - 18.7 C	C foot left-turn lane and one 11 foot shared thr														econd Street
WB	D right lane to one 10 foot left-turn lane, one 1								TR						
TR 0.73 39.5 D TR 0.62 34.7 C TR 0.71 41.6  Overall Intersection - 0.85 42.6 D - 0.94 67.1 E - 0.87 44.7  INSIGNALIZED INTERSECTIONS  MAIN STREET  Main Street at Old Country Road Dld Country Road EB L - 19.2 C L - 18.7 C	C through lane, and one 10 foot right-turn lane									-	-	-	-		
Overall Intersection - 0.85 42.6 D - 0.94 67.1 E - 0.87 44.7    INSIGNALIZED INTERSECTIONS   MAIN STREET   Main Street at Old Country Road   EB   L   - 19.2   C   L   - 18.7   C	C 150 feet from the stopbar. D - Modify signal timing plan: Shift 3 s green tii													WB	
INSIGNALIZED INTERSECTIONS  MAIN STREET  Main Street at Old Country Road  Mid Country Road EB L - 19.2 C L - 18.7 C	from the EB/WB lead left-turn phase to NB/				IK		34.7		IK		39.5		IK		
MAIN STREET  Main Street at Old Country Road  Old Country Road EB L - 19.2 C L - 18.7 C	D Roslyn Rd phase and 5 s green time from EF	D	44.7	0.87	-	E	67.1	0.94	-	D	42.6	0.85	-	rall Intersection	(
MAIN STREET  Main Street at Old Country Road  Old Country Road EB L - 19.2 C L - 18.7 C	lead left-turn phase to NB lead left-turn phase (NB/SB green time would shift from 25 s to														
MAIN STREET  Main Street at Old Country Road  Old Country Road EB L - 19.2 C L - 18.7 C	NB lead left-turn green time would shift from														
MAIN STREET  Main Street at Old Country Road  Old Country Road EB L - 19.2 C L - 18.7 C	to 20 s; EB/WB lead left-turn green time wo														
MAIN STREET  Main Street at Old Country Road  Old Country Road EB L - 19.2 C L - 18.7 C	shift from 15 s to 7 s).														
MAIN STREET  Main Street at Old Country Road  Old Country Road EB L - 19.2 C L - 18.7 C	- EB right-turn movement would get a green a														
MAIN STREET  Main Street at Old Country Road  Jid Country Road EB L - 19.2 C L - 18.7 C	when NB left-turns have a protected phase.														
MAIN STREET  Main Street at Old Country Road  Jid Country Road EB L - 19.2 C L - 18.7 C															UNSIGNALIZED INTERSE <u>CTIO</u>
Old Country Road EB L - 19.2 C L - 18.7 C															
Old Country Road EB L - 19.2 C L - 18.7 C															Main Street at Old Country Road
OpenII Internation A4 A A	- Improvements not required.					C	18.7	-	L	C	19.2	-	L	EB	
Overall intersection 0.4 A 0.4 A						A	0.4	-	-	A	0.4	-	-	rall Intersection	
dain Street at First Street															Jain Street at First Street
Main Street NB LTR - 8.7 A LTR - 9.0 A	- Improvements not required.					A	9.0	_	LTR	Α	8.7	_	LTR	NB	
SB LTR - 8.7 A LTR - 8.8 A												_			
First Street EB LTR - 9.2 A LTR - 9.4 A						A	9.4	-	LTR	A	9.2	-	LTR	EB	First Street
WB LTR - 9.8 A LTR - 10.3 B						В	10.3	-	LTR	A	9.8	-	LTR	WB	
Overall Intersection 9.3 A 9.7 A						A	9.7		_	A	9.3	_	-	rall Intersection	•

# 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 We	ekday AM I	Peak Hour	2020 Co		n Weekday Hour	AM Peak		Improve	d Condition	<u>1</u>	Improvement Measures
				Control			-	Control				Control		
INTERSECTION & AP	PROACH	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
Main Street at Second Street														
Main Street at Second Street	NB	LTR	_	10.1	В	LTR		11.0	В	LTR	0.28	14.2	В	- Install a temporary actuated signal with the
Main Street	SB	LTR		10.1	В	LTR	-	12.2	В	LTR	0.28	18.5	В	following signal timing plan: NB/SB phase would
Second Street	EB	LTR	-	11.1	В	LTR	-	12.2	В	LTR	0.39	7.9	A	have 26 s green time; EB/WB phase would have
Second Street	WB		-	13.0	В	LTR	-		C					22 s green time; both phases would have 4 s
	WB	LTR	-	13.0	В	LIK	-	20.8	C	LTR	0.75	14.8	В	yellow and 2 s all-red time).
	Overall Intersection	-	-	11.8	В	-		16.1	C		0.70	13.6	В	<b>,</b>
Main Street at Front Street (N	orth side of LIRR Tracks	s)												
Main Street	NB	LTR	-	5.1	A	LTR	-	4.3	A					- Improvements not required.
	SB	LTR	-	0.0	A	LTR	-	0.0	A					
Front Street	EB	LTR	-	11.9	В	LTR	-	12.7	В					
	WB	LTR	-	12.6	В	LTR	-	13.4	В					
	Overall Intersection	-	-	4.5	A	-	-	4.2	A					
Main Street at Third Street														
Main Street	NB	LTR	-	10.4	В	LTR	-	11.4	В					- Improvements not required.
	SB	LR	-	8.7	A	LR	-	8.6	A					
Third Street	EB	LT	-	9.4	A	LT	-	9.7	A					
	Overall Intersection	-	-	9.7	A	-	-	10.4	В					
WILLIS AVENUE														
Willis Avenue at First Street														
Willis Avenue	NB	LT	-	3.8	A	LT	-	4.0	A					- Improvements not required.
First Street	EB	LR	-	25.3	D	LR	-	28.9	D					
	Overall Intersection	-		5.3	A			6.3	A					

- (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

Control   No.			2020 No	Build We		RUCTION Peak Hour		onstruction	n Weekday				d Condition	1	Improvement Measures
No.   1			2020 110	Duna We	-	cak Hour		E				Improve		1	improvement ivicasures
Note   Process	INTERSECTION & APPRO	DACH	Mvt.	V/C		LOS	Mvt.	V/C		LOS	Mvt.	V/C		LOS	
Note   Process															
Tree Broke Provide Pro	SIGNALIZED INTERSECTIONS														
Second State   1	MINEOLA BOULEVARD														
timoth Bodeward at Second Street    18															
Simon   Simo	Franklin Avenue	NB													- Improvements not required.
Country Road	Mineola Boulevard	SB													
To   1,00   2,10   2,						C			33.3	C					
R	Old Country Road	EB													
No.						_									
Total   1,17   136.5   F   T   1,14   123.7   T   T   T   T   T   T   T   T   T		WB													
Reach   Part   Reach		***													
The color   The															
Intends   NB		Overall Intersection	-	0.94	56.1	E		0.94	53.1	D					
Intends   NB															
TR	Mineola Boulevard at Second Street			0.62	17.0	D	T	0.62	17.0	P	T	0.62	17.5	ъ	Deckibit posking on WD C J Ct J C
SB	Mineola Boulevard	NB													
TR		SB													- Restripe WB Second St approach as one 10 ft lef
Second Street							TR								turn lane and one 10 ft shared through-right lane.
Bird plane filts from 28   LTR   0.87   5.5.1   E   LTR   0.90   5.90   E   L   0.79   47.8   D   Blod phase filts from 28 to 22	Second Street	EB					L								- Modify signal timing plan: Shift 2 s green time
Company   Comp															from EB/WB Second St phase to NB/SB Mineola
Control   Cont		WB													
	•	Overall Intersection	_	0.99	45.3	D		1.03	70.9	E					
Inicola Boulevard   NB   LTR   0,74   13.4   B   LTR   0,76   14.5   B   LTR   0,79   15.6   B   - Modify signal timing plans Tshift 4 s green time Slatif 5 to 40 s to 41 s to 41 s to 42 s to 42 s to 43 s to 43 s to 44 s to 45 s to 41 s to 45		× 1				_				_				_	
SB	Mineola Boulevard at First Street														
TR	Mineola Boulevard														
In the section of the		SB													
WB   LTR   0.80   50.4   D   LTR   0.93   74.6   E   LTR   0.87   58.4   E	First Street	EB													
TILLIS AVENUE   TILLIS AVENU															
Fillis Avenue at Old Country Road  Fillis Avenue at Old Country Road  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 - Improvements not required.  R 0.55 43.6 D R 0.32 39.9 D - Improvements not required.  R 0.51 5.9 A T 0.5		Overall Intersection	-	0.83	21.4	c		0.88	24.1	c		0.88	23.0	C	
Fillis Avenue at Old Country Road  Fillis Avenue at Old Country Road  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 - Improvements not required.  R 0.55 43.6 D R 0.32 39.9 D - Improvements not required.  R 0.51 5.9 A T 0.5	WILLIS AVENUE														
Fillis 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  Id 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  Fillis Avenue at Second Street  Fillis Avenue at Second Street  SB 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 shifts from 57 s to 53 s;  WB LTR 0.93 49.7 D LTR 1.08 89.1 F LTR 0.95 50.7 D (NB/SB green time shifts from 31 s to 35 s).  R 0.24 26.2 C R 0.30 26.6 C R 0.30 24.0 C	<u> </u>														
R	Willis Avenue at Old Country Road			6.05	<i>(2.0</i>	Б		0.51	42.4	P					
EB T 0.51 5.9 A T 0.51 5.9 A OVERALL   TR 0.65 10.2 B TR 0.62 9.6 A   TR 0.62 9.6 A   TR 0.65 10.2 B TR 0.62 9.6 A   TR 0.62 9.6 A   TR 0.65 10.2 B TR 0.62 9.6 A   TR 0.65 10.2 B TR 0.72 10.8 B TR 0.69 10.8 C TR 0.	Willis Avenue	SB													- Improvements not required.
WB TR   0.65   10.2   B TR   0.62   9.6   A	Old Country Road	FR													
Fillis Avenue at Second Street  Fillis Avenue at Second Street  Fillis Avenue at Second Street  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 shifts from 57 s to 53 s; while the second Street EB LTR 0.93 49.7 D LTR 1.08 89.1 F LTR 0.95 50.7 D (NB/SB green time shifts from 57 s to 53 s; while the second Street R 0.24 26.2 C R 0.30 26.6 C R 0.30 24.0 C	Old Country Road														
Fillis 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 shifts from 51 s to 53 s; NB LTR 0.72 21.2 C LTR 0.69 20.8 C LTR 0.75 25.6 C from NB/SB Willis Ave to EB/WB Second Street EB LTR 0.93 49.7 D LTR 1.08 89.1 F LTR 0.95 50.7 D (NB/SB green time shifts from 57 s to 53 s; NB LT 0.34 27.2 C LT 0.32 26.8 C LT 0.29 23.8 C EB/WB green time shifts from 31 s to 35 s).  R 0.24 26.2 C R 0.30 26.6 C R 0.30 24.0 C		Overall Intersection	-	0.72	14.9	В		0.63	11.1	В					
Fillis 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 shifts from 51 s to 53 s; NB LTR 0.72 21.2 C LTR 0.69 20.8 C LTR 0.75 25.6 C from NB/SB Willis Ave to EB/WB Second Street EB LTR 0.93 49.7 D LTR 1.08 89.1 F LTR 0.95 50.7 D (NB/SB green time shifts from 57 s to 53 s; NB LT 0.34 27.2 C LT 0.32 26.8 C LT 0.29 23.8 C EB/WB green time shifts from 31 s to 35 s).  R 0.24 26.2 C R 0.30 26.6 C R 0.30 24.0 C															
SB LTR 0.72 21.2 C LTR 0.69 20.8 C LTR 0.75 25.6 C from NB/SB Willis Ave to EB/WB Second Street  EB LTR 0.93 49.7 D LTR 1.08 89.1 F LTR 0.95 50.7 D (NB/SB green time shifts from 57 s to 53 s;  WB LT 0.34 27.2 C LT 0.32 26.8 C LT 0.29 23.8 C EB/WB green time shifts from 31 s to 35 s).  R 0.24 26.2 C R 0.30 26.6 C R 0.30 24.0 C	Willis Avenue at Second Street					_						_			
cond Street EB LTR 0.93 49.7 D LTR 1.08 89.1 F LTR 0.95 50.7 D (NB/SB green time shifts from 57 s to 53 s; WB LT 0.34 27.2 C LT 0.32 26.8 C LT 0.29 23.8 C EB/WB green time shifts from 31 s to 35 s).  R 0.24 26.2 C R 0.30 26.6 C R 0.30 24.0 C	Willis Avenue														
WB LT 0.34 27.2 C LT 0.32 26.8 C LT 0.29 23.8 C EB/WB green time shifts from 31 s to 35 s).  R 0.24 26.2 C R 0.30 26.6 C R 0.30 24.0 C	Second Street														
R 0.24 26.2 C R 0.30 26.6 C R 0.30 24.0 C	Second Street														
Overall Intersection - 0.79 31.9 C - 0.83 53.0 D - 0.83 36.3 D		2													
		Overall Intersection		0.79	31.9	С	_	0.83	53.0	D	_	0.83	36.3	D	

## 2020 NO BUILD vs. 2020 CONSTRUCTION WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - MINEOLA CONSTRUCTION OF WILLIS AVENUE LIRR MAIN LINE UNDERPASS

				CONST	RUCTION					NE UNDE	RPASS			
	2	2020 No	Build We	ekday PM I	Peak Hour	2020 Co		1 Weekday <u>Iour</u>	PM Peak		Improve	d Condition		Improvement Measures
INTERSECTION & APPR	ROACH	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 Cros	ssing													
Main Street	NB	T T	0.25	39.9	D	T	0.47	45.9	D					- Improvements not required.
	SB	1	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 Avenu														
Washington Avenue	NB	T	0.80	41.5	D	T	0.80	42.2	D					- Improvements not required.
Roslyn Road	SB	R L	0.36 0.73	21.4 26.0	C C	R L	0.38 0.83	22.0 33.7	C C					
	52	TR	0.45	19.8	В	TR	0.48	20.0	В					
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 L	0.08	26.7 44.5	C D	R L	0.04 0.88	27.2 44.9	C D					
	WB	T	1.04	66.9	E	T	0.88	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 approa
	SB	TR LTR	0.95 0.95	46.0 53.5	D D	TR LTR	0.99	55.6 102.4	E F	TR LTR	0.95 0.98	41.5 58.3	D E	8 feet to the north.     Restripe EB Second Street approach from one 1
Second Street	EB	L	0.89	41.7	D	L	0.84	36.0	D	L	0.98	46.1	D	foot left-turn lane and one 11 foot shared through
		TR	0.92	61.9	E	TR	1.49	269.9	F	T	0.49	32.1	C	right lane to one 10 foot left-turn lane, one 10 fo
		-	-	-	-	-	-	-	-	R	0.81	35.7	D	through lane, and one 10 foot right-turn lane for
	WB	L	0.59	27.7 33.7	C	L TR	0.67	31.2 33.4	C	L	0.49	27.8	C D	150 feet from the stopbar.
		TR	0.37	33.7	С	1 K	0.36	33.4	С	TR	0.55	38.4	D	<ul> <li>Modify signal timing plan: Shift 2 s green time from the NB/SB Roslyn Rd phase to the EB/W</li> </ul>
	Overall Intersection	•	1.04	46.4	D	•	1.23	100.8	F	•	1.05	43.5	D	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 INTERSECTI	IONS													
MAIN STREET														
Main Street at Old Country Road Old Country Road	I EB	L	-	14.7	В	L	-	15.6	С					- Improvements not required.
	Overall Intersection	-	-	0.4	A	-	-	0.4	A					
Main Street at First Street														
Main Street	NB	LTR	-	10.6	В	LTR	-	11.5	В					- Improvements not required.
First Street	SB EB	LTR LTR	-	9.6 10.9	A B	LTR LTR	-	9.9 11.4	A B					
rust succi	WB	LTR	-	9.8	A A	LTR	-	10.5	В					
	Overall Intersection			10.4	В		_	11.0	В					
	Overall Intersection	-	-	10.4	R	-	-	11.0	R					

## 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 We	ekday PM I	Peak Hour	2020 Co		n Weekday	PM Peak		Improve	d Condition	ı	Improvement Measures
				Control			1	<u>Hour</u> Control			_	Control		_
INTERSECTION & AP	PPROACH	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
Main Street at Second Street					_								_	
Main Street	NB	LTR	-	15.6	C	LTR	-	53.2	F	LTR	0.58	14.2	В	- Install a temporary actuated signal with the
g 16: .	SB	LTR	-	25.6	D	LTR	-	50.2	F	LTR	0.93	44.2	D	following signal timing plan: NB/SB phase would have 26 s green time; EB/WB phase would have
Second Street	EB	LTR	-	43.9	E	LTR	-	154.2	F	LTR	0.93	40.0	D	
	WB	LTR	-	18.1	С	LTR	-	40.8	Е	LTR	0.87	37.5	D	22 s green time; both phases would have 4 s yellow and 2 s all-red time).
	Overall Intersection	-	-	29.5	D	-	-	83.2	F	-	0.93	34.2	С	,
Main Street at Front Street (N	Forth side of LIRR Tracks	)												
Main Street	NB	LTR	-	3.6	A	LTR	-	2.4	A					- Improvements not required.
	SB	LTR	-	0.3	A	LTR	-	0.2	A					
Front Street	EB	LTR	-	12.8	В	LTR	-	19.8	C					
	WB	LTR	-	12.6	В	LTR	-	17.9	C					
	Overall Intersection	-	-	3.7	A	-	-	3.2	A					
Main Street at Third Street														
Main Street	NB	LTR	_	11.5	В	LTR	_	18.6	C					- Improvements not required.
	SB	LR	-	9.7	A	LR	-	11.7	В					•
Third Street	EB	LT	-	14.1	В	LT	-	20.2	C					
	Overall Intersection	-	-	12.4	В	-	-	18.0	C					
WILLIS AVENUE														
Willis Avenue at First Street														
Willis Avenue	NB	LT	-	2.4	A	LT	-	2.5	A					<ul> <li>Improvements not required.</li> </ul>
First Street	EB	LR	-	24.6	C	LR	-	30.6	D					
	Overall Intersection	-	-	4.2	A	-	-	5.4	A					

- (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 37	D 11177					Weekday	MAIN LII AM Peak			10 111		
		2020 No	Build We	ekday AM l	<u>Peak Hour</u>			<u>lour</u>			Improve	d Condition		Improvement Measures
				Control				Control				Control		
INTERSECTION & APPI	ROACH	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
SIGNALIZED INTERSECTION	NS													
MINEOLA BOULEVARD														
Mineola Boulevard / Franklin Av	enue at Old Country R	heo!												
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,
		TR	0.83	38.5	D	TR	0.83	40.2	D	TR	0.90	46.9	D	two 10 ft through lanes, and one 11 foot right-turn lan
Mineola Boulevard	SB	L	0.71	28.2	C	L	0.66	25.2	C	L	0.70	29.8	C	to one 10 ft left-turn lane, two 10 ft through lanes, an
		TR	0.42	28.9	C	TR	0.40	28.6	C	TR	0.46	32.3	C	one 14 ft right-turn lane.
Old Country Road	EB	L	0.86	44.6	D	L	0.88	49.1	D	L	0.89	50.6	D	- Modify signal timing plan: Shift 6 s of green time from
		T	0.95	59.0	E	T	0.97	64.0	E	T	0.90	49.7	D	the NB/SB through phase to the NB/SB protected left
	WD	R	0.55	26.8	C	R	0.57	29.0	C	R	0.51	24.4	C	turn phase; Shift 2 s of green time from the NB/SB
	WB	L T	0.83	44.4 129.4	D F	L T	0.84	47.8 160.9	D F	L T	0.86	49.2 126.2	D F	through phase to the EB/WB through phase. [NB/SB through green time will shift from 40 s to 32 s; NB/Sl
		R	1.17 0.63	31.1	r C	R	0.94	61.1	E	R	1.16 0.80	38.5	r D	protected left turn green time will shift from 15 s to 2
		K	0.03	31.1	C	K	0.94	01.1	Е	K	0.80	30.3	Ъ	s; EB/WB through gren time will shift from 22 s to 24
	Overall Intersection	-	0.92	57.0	E	-	0.96	66.6	E	-	0.96	57.0	E	s].
Mineola Boulevard at Second Str			0.60	12.6	D		0.60	16.2	D		0.02	20.1		Mars in the interest of the
Mineola Boulevard	NB	L	0.60 0.44	13.6 9.9	В	L	0.68 0.56	16.3	В	L	0.83	29.1 10.9	C	- Modify signal timing plan: Shift 6 s green time from
	SB	TR L	0.44	9.9 15.7	A B	TR L	0.56	11.0 16.1	B B	TR L	0.55 0.11	13.6	B B	the NB lead phase to the NB/SB phase. [NB lead gree time will shift from 12 s to 6 s; NB/SB green time will
	SB	TR	1.14	105.7	F	TR	1.20	129.4	F	TR	0.11	51.2	D D	shift from 20 s to 26 s].
Second Street	EB	L	0.23	17.3	В	L	0.21	17.4	В	L	0.98	18.6	В	sinit from 20 s to 20 sj.
Second Street	LD	TR	0.23	26.1	C	TR	0.74	27.0	C	TR	0.22	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 Stree														
Mineola Boulevard at First Stree Mineola Boulevard	t NB	LTR	0.52	9.0		LTR	0.60	10.3	В					- Improvements not required.
Mineola Boulevard	SB	LIK	0.32	6.0	A A	LIK	0.05	5.9	A					- Improvements not required.
	зь	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					
I list bucct	WB	LTR	0.75	44.2	D	LTR	0.76	45.8	D					
	Overall Intersection	-	0.58	17.1	В	-	0.64	17.4	В					
WILLIS AVENUE														
Willis Avenue at Old Country Ro	oad													
Willis Avenue Willis Avenue	SB	L	0.62	47.4	D	L	0.66	50.2	D					- Improvements not required.
	55	R	0.86	70.0	E	R	0.70	54.0	D					<u> </u>
Old Country Road	EB	T	0.52	4.7	A	T	0.52	4.4	A					
-	WB	TR	0.73	11.6	В	TR	0.70	10.2	В					
	Overall Intersection	-	0.79	15.2	В	-	0.73	12.8	В					
Willis Avenue at Second Street														
Willis Avenue	NB	LTR	0.16	7.6	A	-	-	-	-					- Improvements not required.
	SB	LTR	0.47	11.1	В	LTR	0.44	10.8	В					
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	С					
	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 N	Build W-	ekday AM F	Pook House	2020 Co	nstruction	Weekday A	AM Peak		Impuor	d Condition		Improvement Measures
		2020 NO.	build we	ekuay AMI I	eak Hour		<u>H</u>	our			mprove	u Condition		improvement weasures
				Control				Control				Control		
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	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		_	_	_					
	imersection		0.07	1012	2									
ROSLYN ROAD														
Roslyn Road / Washington Avenue at Old	Country Road	ı												
Vashington 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 fro
		R	0.24	18.0	В	R	0.23	17.7	В	R	0.23	18.1	C	the EB protected left-turn phase to the WB phase. [E
Roslyn Road	SB	L	0.48	20.9	C	L	0.46	20.3	C	L	0.47	20.8	C	protected left turn green time will shift from 12 s to 8
		TR	0.43	21.5	C	TR	0.43	21.2	C	TR	0.44	21.6	В	s; WB green time will shift from 30 s to 34 s].
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	
	2	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					<ul> <li>Improvements not required.</li> </ul>
		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 at First Street	NB	LTR	_	8.7	A	LTR		8.5	A					- Improvements not required.
man stoct	SB	LTR	-	8.7	A A	LTR	-	8.5 8.5						- Improvements not required.
Einst Street			-				-		A					
First Street	EB WB	LTR LTR	-	9.2 9.8	A A	LTR LTR	-	9.9 9.8	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	В	LTR	_	8.7	A					- Improvements not required.
	SB	LTR	_	11.1	В	LTR	_	10.0	A					
Second Street	EB	LTR	-	11.5	В	LTR	-	11.3	В					
Second Subt	WB	LTR		13.0	В	LTR	-	11.2	В					
	11.13	LIK	-	13.0	ь	LIK	-	11.2	ь					
Overall	Intersection	-	-	11.8	В	-	-	10.9	В					

## 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 We	ekday AM I	Peak Hour	2020 Cor		Weekday A	AM Peak		Improve	d Condition		Improvement Measures
				Control			_	Control				Control		
INTERSECTION & API	PROACH	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
Main Street at Third Street														
Main Street	NB	LTR	_	10.4	В	LT	-	10.5	В					- 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					
WILLIS AVENUE														
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 We	ekday PM P	Peak Hour	2020 Co		Weekday l	PM Peak		Improve	d Condition		Improvement Measures	
				Control			<u>H</u>	<u>lour</u> Control				Control		
INTERSECTION & APPROA	СН	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
SIGNALIZED INTERSECTIONS														
MINEOLA BOULEVARD														
Mineola Boulevard / Franklin Avenue	at Old Country R	heo												
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	- Restripe WB approach from one 11 ft left-turn lane,
Mineola Boulevard	SB	L TR	0.81 0.61	41.2 31.7	D C	L TR	0.75 0.58	35.6 31.4	D C	L TR	0.84 0.64	47.3 34.8	D C	two 10 ft through lanes, and one 11 foot right-turn lane to one 10 ft left-turn lane, two 10 ft through
Old Country Road	EB	L	0.90	54.5	D	L	0.38	68.4	E	L	0.64	58.4	E	lanes, and one 14 ft right-turn lane.
old Country Hold	22	T	0.70	42.3	D	T	0.67	43.4	D	T	0.60	39.1	D	- Modify signal timing plan: Shift 2 s green time from
		R	0.66	33.8	C	R	0.68	36.1	D	R	0.63	31.8	C	the NB/SB phase to the EB/WB protected left-turn
	WB	L	0.83	42.4	D	L	0.83	44.7	D	L	0.80	38.1	D	phase; shift 1 s green time from the NB/SB phase to
		T	1.17	136.5	F	T	1.25	170.0	F	T	1.16	133.5	F	the EB/WB phase; shift 1 s green time from the
		R	0.67	35.1	D	R	1.07	99.7	F	R	0.97	67.5	E	NB/SB protected left-turn phase to the EB/WB phase [NB/SB green time will shift from 40 s to 37 s;
Ove	erall Intersection	-	0.94	56.1	E	-	1.01	69.3	Е	-	0.99	60.3	Е	NB/SB great time will saint from 40 so 7/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].
Mineola Boulevard at Second Street														
Mineola Boulevard	NB	L	0.62	17.0	В	L	0.88	42.5	D	L	0.86	41.0	D	- Modify signal timing plan: Shift 2 s green time from
	an.	TR	0.57	11.5	В	TR	0.69	12.6	В	TR	0.71	13.3	В	the NB/SB phase to the EB/WB phase and shift 1 s
	SB	L TR	0.32 1.16	19.6 109.3	B F	L TR	0.43 0.99	22.9 50.5	C D	L TR	0.45 1.05	25.4 69.3	C E	green time from the NB/SB phase to the NB lead phase. [NB/SB green time will shift from 38 s to 35
Second Street	EB	L	0.23	21.1	C	L	0.99	24.5	C	L	0.22	23.4	C	s; EB/WB green time will shift from 21 s to 23 s; NB
Scenia Street	LD	TR	0.74	31.0	C	TR	0.83	43.2	D	TR	0.80	38.7	D	lead green time will shift from 6 s to 7 s].
	WB	LTR	0.87	55.1	E	LTR	0.92	78.3	Е	LTR	0.85	59.3	E	,
Ove	erall 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	В	LTR	0.90	22.0	C					<ul> <li>Improvements not required.</li> </ul>
	SB	L	0.33	11.1	В	L	0.39	13.9	В					
First Street	EB	TR LTR	0.74 0.84	16.3 46.9	B D	TR LTR	0.76 0.84	17.1 47.2	B D					
First Street	WB	LTR	0.80	50.4	D	LTR	0.73	44.0	D					
						LIK								
Ove	erall Intersection	-	0.83	21.4	С	•	0.96	24.9	С					
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	В	TR	0.66	10.6	В					
Ove	erall Intersection	-	0.72	14.9	В	-	0.72	14.7	В					
Willis Avenue at Second Street														
Willis Avenue	NB	LTR	0.22	10.8	В	_	_	-	_	-	_	-	_	- Modify signal timing plan: Shift 6 s of green time
	SB	LTR	0.72	21.2	C	LTR	0.62	17.3	В	LTR	0.69	23.2	C	from the SB phase to the EB/WB phase. [SB green
Second Street	EB	LTR	0.93	49.7	D	LTR	1.17	126.0	F	LTR	0.97	53.3	D	time will shift from 57 s to 51 s; EB/WB green time
	WB	LT	0.34	27.2	C	LT	0.58	31.6	C	LT	0.38	23.6	C	will shift from 31 s to 37 s].
		R	0.24	26.2	C	R	0.26	26.2	C	R	0.26	22.2	C	

# 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 Na	Build W-	ekday PM P	Pook Hown	2020 Cc	onstruction	n Weekday l	PM Peak		Imper	d Condition		Improvement Measures
		2020 NO	bulla we	ekuay Pivi P	eak nour		<u>I</u>	<u>Iour</u>			Improve	a Condition		Improvement Measures
INTERSECTION & APPROAC	сн	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 at LIKK Grade Crossing	NB	T	0.25	39.9	D	-	-	-	-					- This grade crossing would be closed for constructio
	SB	T	0.10	36.6	D	-	-	-	-					
Over	rall Intersection	-	0.11	39.0	D	-	-	-	-					
ROSLYN ROAD														
Roslyn Road / Washington Avenue at O	ld Country Road	ıl												
Vashington 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	В	TR	0.45	19.9	В					
Old Country Road	EB	L T	0.59 1.14	27.2 111.0	C F	L T	0.60 1.13	27.2 106.3	C F					
		R	0.08	26.7	F C	R	0.08	26.4	r C					
	WB	L L	0.08	44.5	D	L L	0.08	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					
Over	rall Intersection	-	0.92	57.2	E	-	0.92	55.3	E					
oslyn Road at Second Street														
oslyn Road at Second Street	NB	L	0.68	24.5	С	L	0.76	29.7	С	L	0.77	30.5	С	- Modify signal timing plan: Shift 2 s of green time
iosiyii Road	110	TR	0.95	46.0	D	TR	0.96	48.3	D	TR	0.96	48.3	D	from the NB lead phase to the NB/SB phase. [NB
	SB	LTR	0.95	53.5	D	LTR	1.00	65.0	E	LTR	0.99	62.0	E	lead green time will shift from 15 s to 13 s; NB/SB
econd Street	EB	L	0.89	41.7	D	L	0.88	40.9	D	L	0.88	40.9	D	green time will shift from 25 s to 27 s].
		TR	0.92	61.9	E	TR	0.93	63.1	E	TR	0.93	63.1	E	
	WB	L TR	0.59	27.7 33.7	C C	L TR	0.60 0.37	27.7 33.6	C C	L TR	0.60 0.37	27.7 33.6	C C	
Over	rall Intersection	-	1.04	46.4	D	- IK	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	В	L	-	16.1	C					- Improvements not required.
Over	rall Intersection	-	-	0.4	A	-	-	0.3	A					
Main Street at First Street														
Aain Street	NB	LTR	_	10.6	В	LTR	_	9.9	A					- Improvements not required.
	SB	LTR	_	9.6	A	LTR	-	9.4	A					A
irst Street	EB	LTR	-	10.9	В	LTR	-	11.6	В					
	WB	LTR	-	9.8	A	LTR	-	9.6	A					
Over	rall Intersection	-	-	10.4	В	-	-	10.5	В					
Main Street at Second Street														
Main Street	NB	LTR	_	15.6	C	LTR	_	10.7	В					- 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	В					
					_									
Over	rall Intersection	-	-	29.5	D	-	-	0.0	A					

## 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 Control						Weekday l lour	PM Peak		Improve	d Condition		Improvement Measures
				Control				Control				Control		
INTERSECTION & APPROACH	[	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
Main Street at Third Street														
Main Street	NB	LTR	-	11.5	В	LT	-	11.0	В					- Improvements not required.
Third Street	EB	LR	-	9.7	A	L	-	11.6	В					
	WB	LT	-	14.1	В	TR	-	8.3	A					
Overal	Intersection	-	-	12.4	В	-	-	11.2	В					
WILLIS AVENUE														
Willis Avenue at First Street														
Willis Avenue	NB	LT	-	2.4	A	LT	-	2.6	A					- Improvements not required.
First Street	EB	LR	-	24.6	C	LR	-	31.3	D					
Overal	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

-		2	2020 No B	uild Weekd				uctoin Wee		NE UNDEI				
		=		eak Hour				eak Hour			Improve	d Condition		Improvement Measures
				Control				Control				Control		
INTERSECTION & APPROA	ACH	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
SIGNALIZED INTERSECTIONS														
POST AVENUE														
Post Avenue at Maple Avenue														
Post Avenue	NB	L	0.28	10.7	В	L	0.29	10.7	В					- Improvements not required.
		TR	0.55	12.3	В	TR	0.56	12.4	В					
	SB	L	0.23	9.6	A	L	0.23	9.7	A					
36.1.1	_	TR	0.63	13.9	В	TR	0.64	14.0	В					
Maple Avenue	EB	L	0.32	12.8	В	L	0.32	12.8	В					
	1175	TR	0.62	15.9	В	TR	0.62	15.9	В					
	WB	L TR	0.13	11.9	B B	L TR	0.13	11.9	B B					
		IK	0.69	18.0	В	IK	0.69	18.0	В					
O	verall Intersection	-	0.66	14.3	В	-	0.66	14.3	В					
Post Avenue at Union Avenue														
Post Avenue	NB	T	0.58	14.5	В	T	0.61	16.3	В	T	0.55	14.2	В	- Modify signal timing plan: Shift 4 s of green tin
		R	0.24	1.9	A	R	0.24	1.8	A	R	0.24	1.7	A	from the WB phase to the NB/SB phase [WB
	SB	LT	0.93	36.8	D	LT	1.05	68.7	Е	LT	0.89	31.5	C	green time will shift from 27 s to 23 s; NB/SB green time will shift from 20 s to 24 s].
Union Avenue	WB	L	0.67	16.5	В	L	0.74	18.2	В	L	0.80	23.3	C	green time win shirt from 20 s to 24 sj.
		R	0.05	10.8	В	R	0.05	10.3	В	R	0.05	12.1	В	
O	verall Intersection	-	0.81	19.4	В	-	0.90	29.6	C	-	0.85	19.5	В	
Post Avenue at Railroad Avenu						-								
Post Avenue at Kanroau Avenu Post Avenue	NB	L	0.02	4.8	A	L	0.02	4.9	A					- Improvements not required.
1 OSt 7 Ivenue	TAB	TR	0.77	14.3	В	TR	0.77	14.3	В					- improvements not required:
	SB	L	0.77	7.7	A	L	0.77	7.7	A					
	SB	TR	0.74	12.0	В	TR	0.81	14.4	В					
Railroad Avenue	EB	LTR	0.01	14.4	В	LTR	0.01	14.4	В					
	WB	LTR	0.30	15.9	В	LTR	0.30	15.9	В					
O	verall Intersection	-	0.65	13.1	В		0.68	14.2	В					
SCHOOL STREET														
School Street at Maple Avenue														
School Street at Maple Avenue School Street	NB	LTR	0.46	14.8	В	LTR	0.46	14.8	В					- Improvements not required.
Sensor Silver	SB	LTR	0.32	13.6	В	LTR	0.40	13.6	В					improvements not required.
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					
_				40.0	_			40.0	_					
O	verall Intersection	-	0.45	10.9	В	-	0.45	10.9	В					

## 2020 NO BUILD vs. 2020 CONSTRUCTION WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - WESTBURY CONSTRUCTION OF URBAN AVENUE LIRR MAIN LINE UNDERPASS

										NE UNDEI	RPASS			
	2020 No Build Weekday 2020 Constructoin Weekday AM Peak Hour AM Peak Hour Improved Condition													Improvement Measures
			AM P	eak Hour			AM P	eak Hour			IIIpi ove	Condition		improvement ivieasures
				Control				Control				Control		
INTERSECTION & A	PPROACH	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
•														
School Street at Union Avenu					_				_					
School Street	NB	LTR	0.73	23.3	C	LTR	0.75	23.4	C					- Improvements not required.
TT : 4	SB	LTR	0.23	15.0	В	LTR	0.21	14.3	В					
Union Avenue	EB	L	0.09	8.8	A	L	0.13	10.1	В					
		T	0.39	10.3 8.5	B A	T	0.41 0.03	11.7 9.6	В					
	WB	R L	0.68	8.5 19.5	B B	R L	0.03	26.0	A C					
	WB	TR	0.55	19.5	В	TR	0.74	15.9	В					
		1 K	0.55	11.0	ь	1 K	0.09	13.9	ь					
	Overall Intersection	-	0.70	15.4	В	-	0.74	17.6	В					
School Street at LIRR Grade	e Crossing													
School Street	NB	T	0.30	17.4	В	T	0.34	18.0	В					- Improvements not required.
	SB	T	0.21	15.8	В	T	0.21	15.8	В					•
	Overall Intersection	-	0.22	16.7	В		0.25	17.2	В					
School Street at Old Country			4.04				4.00	0.0	-				_	
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
	CD.	TR	0.79	66.4	E	TR	0.80	67.3	E	TR	0.79	65.2	E	from the EB/WB phase to the EB/WB protected
	SB	L TR	0.28 0.86	55.8 91.1	E F	L TR	0.28 0.87	56.4 93.8	E F	L TR	0.28 0.86	55.4 90.6	E F	left-turn phase [EB/WB through green time will
Old Country Road	EB	L	0.68	41.2	r D	L	0.87	64.6	E E	L L	0.86	50.6	r D	shift from 60 s to 55 s; EB/WB protected left-tungreen time will shift from 15 s to 20 s].
Old Country Road	ED	T	0.59	23.8	C	T	0.83	23.2	C	T	0.76	23.5	C	green time will shift from 15 s to 20 sj.
		R	0.14	17.5	В	R	0.14	17.4	В	R	0.14	17.6	В	
	WB	L	0.14	19.9	В	L	0.14	20.7	C	L	0.14	21.7	C	
	W.D	TR	0.97	52.3	D	TR	0.95	50.4	D	TR	0.99	62.0	E	
	Overall Intersection	-	0.93	52.2	D	-	0.94	53.1	D	-	0.94	55.5	E	
URBAN AVENUE														
Urban Avenue at Prospect A	venne													
Urban Avenue	NB	LTR	0.58	39.8	D	LTR	0.13	36.9	D					- Improvements not required.
Ciban Avenue	SB	LTR	0.46	36.7	D	LTR	0.13	39.2	D					- Improvements not required.
Prospect Avenue	EB	L	0.11	4.2	A	L	0.18	3.6	A					
· · · · · · · · · · · · · · · · · · ·	2.0	TR	0.38	6.1	A	TR	0.35	4.5	A					
	WB	L	0.10	4.1	A	L	0.01	2.6	A					
		TR	0.48	7.5	A	TR	0.51	6.4	A					
	Overall Intersection	-	0.50	13.6	В	-	0.50	9.1	A					
Urban Avenue at LIRR Grad	de Crossina													
Urban Avenue	NB	T	0.18	9.8	A	_		_						- This grade crossing would be closed for
	SB	T	0.19	9.9	A	-	-	-	-					construction.
	Overall Intersection		0.15	9.8	A									
	Overan intersection	-	0.15	9.8	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

						OF URBA				NE UNDEF	RPASS			
		2020 No Build Weekday 2020 Constructoin Weekday Improved Condition  AM Peak Hour AM Peak Hour												
			AM Pe				AM Pe				шылоче			Improvement Measures
			*****	Control	* 0.0		*****	Control	* 0.0		*****	Control	* 0.5	
INTERSECTION & AP	PROACH	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	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	В					
	Overall Intersection	-	0.87	28.0	С	-	0.80	16.6	В					
OLD COUNTRY ROAD														
Old Country Road at Belmont			0.10	25.7	D		0.11	26.1	C					Improvements not required
Belmont Place	NB	L	0.18	35.7	D	L	0.11	26.1	С					- Improvements not required.
		R	0.10	34.9	C	R	0.06	25.6	C					
Merllon 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	В					
	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	В	-	0.74	14.7	В					
UNSIGNALIZED INTERSEC	CTIONS													
D ( ) (C     D)														
Post Avenue at Scally Place	an.													
Post Avenue	SB WB	LT LR	-	1.1	A B	LT	-	1.1	A B					- Improvements not required.
Scally Place	WB	LK	-	12.3	В	LR	-	12.2	В					
	Overall Intersection	-	-	1.4	A	-	-	1.4	A					
School Street at Railroad Aven														
School Street	NB	LT	_	3.9	A	LT	_	3.8	A					- Improvements not required.
Railroad Avenue	EB	LR	-	13.5	B	LR	-	13.7	B					- improvements not required.
Namoad Avenue	ED	LK	-	13.3	D	LK	-	13.7	Б					
	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					•
			_	9.1	A	LTR	_	8.5	A					
Broadway	EB	LTR	-											
Broadway	EB WB	LTR	-	8.8	A	LTR	-	8.1	A					

## 2020 NO BUILD vs. 2020 CONSTRUCTION WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - WESTBURY CONSTRUCTION OF URBAN AVENUE LIRR MAIN LINE UNDERPASS

		2	020 No B	uild Weekd	ay	202	0 Constru	uctoin Weel	<u>kday</u>		Immuoro	l Condition		Improvement Measures
			AM Pe	eak Hour			AM P	eak Hour			Improved	1 Condition		improvement Measures
				Control				Control				Control		
INTERSECTION & APP	ROACH	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
Urban Avenue at Railroad Aven	me													
Urban Avenue	NB	LTR	_	1.7	A	_	_	_	_					- This intersection would be eliminated as part of the
Croun rrende	SB	LTR	_	0.2	A	_	_	_	_					Build condition.
Railroad Avenue	EB	LTR	-	10.6	В	_	-	-	-					
	WB	LTR	-	15.9	C	-	-	-	-					
	Overall Intersection	-	-	3.3	A	-	-	-	-					
Urban Avenue at Main Street														
Urban Avenue	NB	LTR	-	13.4	В	LTR	-	10.2	В					- Improvements not required.
	SB	LTR	-	11.2	В	LTR	-	8.6	A					
Main Street	EB	LTR	-	10.6	В	LTR	-	9.7	A					
	WB	LTR	-	10.5	В	LTR	-	9.4	A					
	Overall Intersection	-	-	12.0	В	-		9.6	A					

- (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

		2	2020 No B	uild Weekd				uctoin Weel		INE CRIDER				
		=		eak Hour	<u>u,                                     </u>	202		eak Hour	uuy		Improve	d Condition		Improvement Measures
			11/11	Control			1.111	Control				Control		
INTERSECTION & APP	PROACH	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
							.,.					•		
SIGNALIZED INTERSECTION	ONS													
BOOM AVENUE														
POST AVENUE														
Post Avenue at Maple Avenue														
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					
Maple Avenue	EB	L	0.45	11.9	В	L	0.45	11.9	В					
		TR	1.02	60.1	E	TR	1.02	60.1	E					
	WB	L	0.33	11.1	В	L	0.33	11.1	В					
		TR	0.56	12.7	В	TR	0.56	12.7	В					
	Overall Intersection		0.96	35.8	D		0.97	36.3	D					
	· · · · · · · · · · · · · · · · · · ·				_				_					
B (4 (E) 4														
Post Avenue at Union Avenue	ND	T	0.69	16.2	D	T	0.72	10.0	D	T	0.66	16.5	D	M 10 1 10 1 1 010 4 6 0
Post Avenue	NB	R	0.68 0.35	16.3 2.2	B A	R	0.73 0.34	19.9 2.0	B A	T R	0.66	16.5 1.9	B A	- Modify signal timing plan: Shift 4 s of green time
	SB	LT	1.12	90.0	F	LT	1.36	192.7	F	LT	1.09	80.1	F	from the WB phase to the NB/SB phase [WB
Union Avenue	WB	L	0.63	15.5	В	L	0.72	17.2	В	L	0.78	22.2	C	green time will shift from 27 s to 23 s; NB/SB
Onion Avenue	***	R	0.03	10.9	В	R	0.72	10.2	В	R	0.78	12.0	В	green time will shift from 20 s to 24 s].
	Overall Intersection	-	0.90	35.4	D	-	1.05	65.4	E	-	0.95	33.0	C	
Post Avenue at Railroad Avenue	e													
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	В	TR	0.92	23.0	C					
Railroad Avenue	EB	LTR	0.09	14.7	В	LTR	0.09	14.7	В					
	WB	LTR	0.38	16.2	В	LTR	0.38	16.2	В					
	0 1114 4		0.02	22.5	c		0.02	26.0	c					
	Overall Intersection	-	0.82	23.7	C	-	0.82	26.9	C					
SCHOOL STREET														
School Street at Maple Avenue														
School Street at Wapie Avenue School Street	NB	LTR	0.52	16.5	В	LTR	0.52	16.5	В					- Improvements not required.
Bellost Birect	SB	LTR	0.52	16.2	В	LTR	0.50	16.2	В					- Improvements not required.
Maple Avenue	EB	LTR	0.63	12.4	В	LTR	0.63	12.4	В					
maple Avenue	WB	LTR	0.58	11.4	В	LTR	0.58	11.4	В					
	WD	LIK	0.50	11.4	ь	LIK	0.56	11.4	ь					
	Overall Intersection	-	0.58	13.5	В	-	0.58	13.5	В					

## 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

		-	0020 No D	uild Weekd				uctoin Weel		NE UNDEF	KrA55			
		4		<u>ша weeкa</u> eak Hour	<u>ay</u>	<u>202</u>		uctoin weei eak Hour	<u>uay</u>		Improve	d Condition		Improvement Measures
			1 1/11	Control			1 1/1 1	Control				Control		
INTERSECTION & A	PPROACH	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
School Street at Union Avenu														
School Street at Union Avenu	NB	LTR	0.73	25.6	С	LTR	0.80	28.6	С					- Improvements not required.
School Street	SB	LTR	0.75	20.6	C	LTR	0.51	19.6	В					- improvements not required.
Union Avenue	EB	L	0.07	7.8	A	L	0.10	9.2	A					
		T	0.51	10.3	В	T	0.53	12.1	В					
		R	0.03	7.6	A	R	0.03	8.8	A					
	WB	L	0.77	29.1	C	L	0.84	43.5	D					
		TR	0.43	9.7	A	TR	0.58	12.7	В					
	Overall Intersection	-	0.76	16.7	В	-	0.82	19.5	В					
School Street at LIRR Grade	Crossing													
School Street	NB	T	0.37	26.4	С	T	0.44	28.3	C					- Improvements not required.
	SB	T	0.38	26.8	Č	T	0.38	26.8	Č					
	Overall Intersection	-	0.23	26.6	С	-	0.27	27.6	С					
School Street at Old Country	Road													
School Street	NB	L	0.71	57.8	E	L	0.71	56.2	E	L	0.79	64.8	E	- Modify signal timing plan: Shift 7 s of green tir
		TR	0.51	52.7	D	TR	0.50	51.4	D	TR	0.56	56.9	E	from the NB phase to the EB/WB protected left
	SB	L	0.63	58.9	E	L	0.61	56.5	E	L	0.64	60.6	E	turn phase [NB green time will shift from 25 s
		TR	0.95	101.3	F	TR	0.93	92.2	F	TR	0.97	107.8	F	18 s; EB/WB protected left-turn green time wil
Old Country Road	EB	L	0.88	66.1	E	L	1.14	141.0	F	L	0.93	74.9	E	shift from 15 s to 22 s].
		T R	0.95	40.0	D D	T	0.93	37.0	D	T	0.88	31.0	C	
	WD		0.93	44.7 28.8		R	0.94 0.32	46.0	D C	R	0.92	42.1	D C	
	WB	L TR	0.32 0.88	39.0	C D	L TR	0.32	27.7 37.7	D	L TR	0.33	27.1 41.0	D	
	Overall Intersection	-	0.92	46.3	D	-	1.06	49.5	D	-	0.93	45.3	D	
URBAN AVENUE														
Urban Avenue at Prospect Av	venue													
Urban Avenue	NB	LTR	0.73	43.3	D	LTR	0.20	37.9	D					- Improvements not required.
	SB	LTR	0.16	29.8	C	LTR	0.34	39.0	D					
Prospect Avenue	EB	L	0.09	5.7	A	L	0.10	3.0	A					
		TR	0.52	10.1	В	TR	0.52	6.1	A					
	WB	L	0.20	6.7	A	L	0.03	2.6	A					
		TR	0.57	11.3	В	TR	0.59	7.4	A					
	Overall Intersection	-	0.61	16.4	В	-	0.56	8.9	A					
Urban Avenue at LIRR Grad	le Crossing													
Urban Avenue	NB	T	0.43	22.4	C	-	-	-	-					- This grade crossing would be closed for
	SB	T	0.31	20.1	C	-	-	-	-					construction.
	Overall Intersection		0.28	21.4	C	-	_	-	-					

## 2020 NO BUILD vs. 2020 CONSTRUCTION WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - WESTBURY CONSTRUCTION OF URBAN AVENUE LIRR MAIN LINE UNDERPASS

						OF URBA				NE UNDEF	RPASS			
		2		uild Weekd	ay_	202		uctoin Weel	kday		Improve	d Condition		Improvement Measures
			PM P	eak Hour			PM P	eak Hour			prove			improvement intensires
NUMBER OF COLUMN 2 : 7	DD O A CH		*****	Control	T 00	3.5 .	XII.C	Control	T 00	3.5 /	THE	Control	T 00	
INTERSECTION & AP	РКОАСН	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
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	В					
OLD COUNTRY ROAD														
Old Country Road at Belmont	Place / Merillon Avenue													
Belmont Place	NB	L	0.13	31.0	С	L	0.10	25.7	C	L	0.10	25.3	C	- Modify signal timing plan: Shift 2.5 s of green time
		R	0.06	30.4	č	R	0.05	25.2	č	R	0.05	24.7	č	from the EB/WB phase to the NB/SB phase
Merllon Avenue	SB	L	0.80	47.8	D	L	0.95	62.4	Е	L	0.93	57.4	E	[EB/WB green time will shift from 60.5 s to 58 s;
		R	0.17	31.3	C	R	0.12	25.8	C	R	0.12	25.4	c	NB/SB green time will shift from 28 s to 30.5 s].
Old Country Road	EB	TR	0.76	14.1	В	TR	0.81	19.7	В	TR	0.82	20.4	C	g
	WB	L	0.68	23.3	С	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	В		0.86	20.1	C		0.86	19.9	В	
UNSIGNALIZED INTERSE	CTIONS													
Post Avenue at Scally Place Post Avenue	SB	I T	_	1.5		LT	_	1.5						T
Scally Place	WB SB	LT LR	-	1.5 13.7	A B	LI LR	-	1.5 13.5	A B					- Improvements not required.
Scally Flace	WB	LK	-	13.7	ь	LK	-	15.5	ь					
	Overall Intersection	-	-	1.6	A	-	-	1.6	A					
School Street at Railroad Aver	nne													
School Street	NB	LT	_	3.0	A	LT	_	2.8	A					- Improvements not required.
Railroad Avenue	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	В	LTR	-	8.1	A					- Improvements not required.
	SB	LTR	-	10.3	В	LTR	-	8.0	A					
Broadway	EB	LTR	-	10.7	В	LTR	-	9.1	A					
	WB	LTR	-	11.4	В	LTR	-	9.2	A					
	Overall Intersection	-	-	12.1	В	-	-	9.0	A					

## 2020 NO BUILD vs. 2020 CONSTRUCTION WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - WESTBURY CONSTRUCTION OF URBAN AVENUE LIRR MAIN LINE UNDERPASS

		2	020 No B	uild Weekd	ay	202	0 Constru	uctoin Weel	kday_		Immuoro	l Condition		Improvement Measures
			PM Pe	eak Hour			PM P	eak Hour			Improved	Condition		improvement Measures
				Control				Control				Control		
INTERSECTION & APP	ROACH	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
Urban Avenue at Railroad Aven	ue													
Urban Avenue	NB	LTR	-	2.5	A	-	-	-	-					- This intersection would be eliminated as part of the
	SB	LTR	-	0.0	A	-	-	-	-					Build condition.
Railroad Avenue	EB	LTR	-	16.1	C	-	-	-	-					
	WB	LTR	-	38.0	E	-	-	-	-					
	Overall Intersection	-	-	6.0	A	-	-	-	-					
Urban Avenue at Main Street														
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					
	Overall Intersection	-	-	20.5	C	-		9.3	A					

## Notes

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

## 2020 NO BUILD vs. 2020 CONSTRUCTION WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - WESTBURY CONSTRUCTION OF SCHOOL STREET LIRR MAIN LINE UNDERPASS

						OF SCHO				NE UNDE	KPASS			
		2		uild Weekd	ay_	<u>202</u>		uctoin Weel	kday_		Improve	d Condition		Improvement Measures
			AM Po	eak Hour			AM P	eak Hour						
			*****	Control	* 0.0		****	Control	* 0.0		****	Control	* 0.0	
INTERSECTION & APP	PROACH	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
SIGNALIZED INTERSECTIO	ONS													
POST AVENUE														
Post Avenue at Maple Aven	nue													
Post Avenue	NB	L	0.28	10.7	В	L	0.46	14.0	В					- Improvements not required.
		TR	0.55	12.3	В	TR	0.58	12.6	В					
	SB	L	0.23	9.6	A	L	0.24	9.6	A					
		TR	0.63	13.9	В	TR	0.63	13.7	В					
Maple Avenue	EB	L	0.32	12.8	В	L	0.27	12.6	В					
		TR	0.62	15.9	В	TR	0.67	17.5	В					
	WB	L	0.13	11.9	В	L	0.13	12.0	В					
		TR	0.69	18.0	В	TR	0.56	14.7	В					
	Overall Intersection	-	0.66	14.3	В	-	0.65	14.0	В					
Post Avenue at Union Aven			0.50				0.50				0.50			GUO de la Francia de CONDE
Post Avenue	NB	T	0.58	14.5	В	T	0.79	23.2	C	T	0.79	23.2	C	<ul> <li>Shift the centerline 5 ft to the east on the SB Pos Ave approach. Restripe SB Post Ave approach a</li> </ul>
	CD.	R	0.24	1.9	A	R	0.40	2.2	A F	R	0.40	2.2	A	one 12 ft left-turn lane and one 12 ft through lan
	SB	LT	0.93	36.8	D	LT	1.48	243.0	- F	L T	0.40 0.88	18.9 30.9	B C	one 12 it left tain lane and one 12 it through lan
Union Avenue	WB	L	0.67	16.5	В	- L	0.74	18.1	В	L	0.88	18.1	В	
Ollon Avenue	WB	R	0.05	10.8	В	R	0.74	9.9	A	R	0.74	9.9	A	
	Overall Intersection	-	0.81	19.4	В		1.11	77.2	E	-	0.81	18.6	В	
Post Avenue at Railroad A	venue					•								
Post Avenue	NB	L	0.02	4.8	A	L	0.02	6.7	A					- Unimproved adverse impact.
		TR	0.77	14.3	В	TR	1.20	112.8	F					•
	SB	L	0.26	7.7	A	L	0.60	24.0	С					
		TR	0.74	12.0	В	TR	1.00	41.3	D					
Railroad Avenue	EB	LTR	0.01	14.4	В	LTR	0.01	11.9	В					
	WB	LTR	0.30	15.9	В	LTR	0.53	14.9	В					
	Overall Intersection	-	0.65	13.1	В	-	0.95	67.2	E					
SCHOOL STREET														
School Street at Maple Avenue														
School Street at Wapie Avenue School Street	NB	LTR	0.46	14.8	В	LTR	0.38	15.3	В					- Improvements not required.
SCHOOL SHEET	SB	LTR	0.46	13.6	В	LTR	0.38	16.8	В					- improvements not required.
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					

# 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

		2020 No Build Weekday  AM Peak Hour					20 Constr	uctoin Weel				d Condition		Improvement Measures
			AM P				AM P	eak Hour						
INTERSECTION & AP	PPROACH	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
chool Street at Union Avenue														
School Street	NB	LTR	0.73	23.3	C	LTR	0.13	19.9	В					- Improvements not required.
Selikoli Street	SB	LTR	0.23	15.0	В	LTR	0.11	19.8	В					- improvements not required.
Jnion Avenue	EB	L	0.09	8.8	A	L	0.58	7.3	A					
mon revenue	Lb	T	0.39	10.3	В	T	0.40	5.3	A					
		R	0.03	8.5	A	R	0.01	4.0	A					
	WB	L	0.68	19.5	В	L	0.04	4.1	A					
	""	TR	0.55	11.8	В	TR	0.48	5.7	A					
	Overall Intersection	-	0.70	15.4	В		0.48	7.0	A					
chool Street at LIRR Grade	Crossing													
School Street	NB	T	0.30	17.4	В	-	-	-	-					- This grade crossing would be closed for
	SB	T	0.21	15.8	В	-	-	-	-					construction.
	Overall Intersection	-	0.22	16.7	В	-	-	-	-					
chool Street at Old Country	Road													
chool Street	NB	L	1.01	94.1	F	L	1.01	81.1	F					- Improvements not required.
		TR	0.79	66.4	E	TR	0.25	39.1	D					
	SB	L	0.28	55.8	E	L	0.18	53.1	D					
		TR	0.86	91.1	F	TR	0.58	61.5	E					
ld Country Road	EB	L	0.68	41.2	D	L	0.35	21.2	C					
-		T	0.59	23.8	C	T	0.62	22.2	C					
		R	0.14	17.5	В	R	0.18	16.3	В					
	WB	L	0.11	19.9	В	L	0.12	15.9	В					
		TR	0.97	52.3	D	TR	0.88	33.2	C					
	Overall Intersection	-	0.93	52.2	D	-	0.86	39.5	D					
IRBAN AVENUE														
rban Avenue at Prospect Av	enue													
rban 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					
rospect Avenue	EB	L	0.11	4.2	A	L	0.11	4.2	A					
		TR	0.38	6.1	A	TR	0.38	6.1	A					
	WB	L	0.10	4.1	A	L	0.10	4.1	A					
		TR	0.48	7.5	A	TR	0.48	7.5	A					
	Overall Intersection	-	0.50	13.6	В	-	0.50	13.6	В					
rban Avenue at LIRR Grade	e Crossing													
Jrban Avenue	NB	T	0.18	9.8	A		-	-	-					- The proposed underpass that carries Urban A
	SB	T	0.19	9.9	A	-	-	-	-					under the LIRR Main Line tracks would be
	Overall Intersection		0.15	9.8	A									
	Overan intersection	-	0.15	9.8	A	-	-	-	-					

# 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

		- 1	020 N. D.			OF SCHOOL				NE UNDE	MFASS			
		2		uild Weekda	ay_	202		ıctoin Weel	<u>day</u>		Improve	l Condition		Improvement Measures
			AM Pe	eak Hour			AM Po	eak Hour						
				Control				Control				Control		
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
rban Avenue at Old Country Road														
	SB	L	0.68	46.2	D	L	0.68	46.2	D					- Improvements not required.
Total Avenue	эь	R	0.18	36.6	D	R	0.18	36.6	D					- improvements not required.
Old Country Road	EB	L	0.78	53.5	D	L	0.18	53.5	D					
id Country Road	ED	T	0.78			T	0.78							
,	WB	TR	0.47	8.7 35.9	A D	TR	0.47	8.7 35.9	A D					
Overall Interse			0.87	28.0	c		0.87	28.0	С					
o rerum mutuse			0.07	2010	C		0.07	2010	Ü					
LD COUNTRY ROAD														
ld Country Road at Belmont Place / Merillon Av														
elmont Place	NB	L	0.18	35.7	D	L	0.19	35.7	D					<ul> <li>Improvements not required.</li> </ul>
		R	0.10	34.9	C	R	0.10	34.9	C					
erllon 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					
d Country Road	EB	TR	0.49	7.1	A	TR	0.49	7.1	A					
	WB	L	0.06	3.0	A	L	0.06	3.0	A					
	_	T	0.61	6.7	A	T	0.61	6.7	A					
Overall Interse	ection	-	0.63	10.5	В	-	0.63	10.5	В					
NSIGNALIZED INTERSECTIONS														
ost Avenue at Scally Place														
	SB	LT	-	1.1	A	LT	-	1.1	A					<ul> <li>Improvements not required.</li> </ul>
ally Place	WB	LR	-	12.3	В	LR	-	12.6	В					
Overall Interse	ection	-	-	1.4	A	-	-	1.3	A					
chool Street at Railroad Avenue														
	NB	LT	_	3.9	A	LT	_	7.9	A					- Improvements not required.
	EB	LR	_	13.5	В	LR	_	9.7	A					k
Overall Interse	ection	-	-	3.7	A	-	-	8.2	A					
rban Avenue at Broadway														
	NB	LTR	-	9.5	A	LTR	-	11.7	В					<ul> <li>Improvements not required.</li> </ul>
	SB	LTR	-	9.0	A	LTR	-	9.9	A					- *
roadway	EB	LTR	-	9.1	A	LTR	-	10.3	В					
	WB	LTR	-	8.8	A	LTR	-	9.9	A					
Overall Interse	ection		-	9.2	A		-	10.7	В					

## 2020 NO BUILD vs. 2020 CONSTRUCTION WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - WESTBURY CONSTRUCTION OF SCHOOL STREET LIRR MAIN LINE UNDERPASS

		2	020 No B	uild Weekd	<u>ay</u>	202	0 Constr	uctoin Weel	kday		Immuoro	l Condition		Improvement Measures
			AM P	eak Hour			AM P	eak Hour			Improved	1 Condition		improvement vieasures
				Control				Control				Control		
INTERSECTION & API	PROACH	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
Urban Avenue at Railroad Aven	nue													
Urban Avenue	NB	LTR	_	1.7	A	_	_	_	_					- This intersection would be eliminated as part of the
	SB	LTR	-	0.2	A	-	-	-	-					Build condition.
Railroad Avenue	EB	LTR	-	10.6	В	-	-	-	-					
	WB	LTR	-	15.9	C	-	-	-	-					
	Overall Intersection	-	-	3.3	A	-	-	-	-					
Urban Avenue at Main Street														
Urban Avenue	NB	LTR	-	13.4	В	LTR	-	13.4	В					- Improvements not required.
	SB	LTR	-	11.2	В	LTR	-	11.2	В					
Main Street	EB	LTR	-	10.6	В	LTR	-	10.6	В					
	WB	LTR	-	10.5	В	LTR	-	10.5	В					
	Overall Intersection	-	-	12.0	В	-		12.0	В					

## 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

						OF SCHO				NE UNDE	RPASS			
		2		uild Weekd	ay_	202		ıctoin Weel	day		Improve	d Condition		Improvement Measures
			PM P	eak Hour			PM Po	eak Hour			THIDI OVEC	u Conuntion		improvement incasures
				Control				Control				Control		
INTERSECTION & APP	ROACH	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
SIGNALIZED INTERSECTIO	NS													
DOCT AVENUE														
POST AVENUE														
Post Avenue at Maple Avenue														
Post Avenue	NB	L	0.78	51.2	D	L	1.40	237.2	F					- Unimproved adverse impact.
	SB	TR L	0.90 0.81	34.9 58.2	C E	TR L	0.93 0.81	39.6 59.6	D E					
	SB	TR	0.81	32.2	C	TR	0.81	32.7	C					
Maple Avenue	EB	L	0.45	11.9	В	L	0.30	10.8	В					
	LD	TR	1.02	60.1	E	TR	1.06	71.9	E					
	WB	L	0.33	11.1	В	L	0.33	11.1	В					
		TR	0.56	12.7	В	TR	0.45	11.6	В					
	Overall Intersection	_	0.96	35.8	D		1.21	54.5	D					
	Overall Intersection	-	0.90	33.0	ь	-	1.21	34.3	D					
Post Avenue at Union Avenue			0.50		-		0.00	25.0			0.00	25.0	ъ	
Post Avenue	NB	T	0.68	16.3	В	T	0.92	35.8	D	T	0.92	35.8	D	- Shift the centerline 5 ft to the east on the SB Post
		R	0.35	2.2	A	R	0.51	2.5	A	R	0.51	2.5	A	Ave approach. Restripe SB Post Ave approach as
	SB	LT	1.12	90.0	F	LT	2.40	655.4	F	L	0.46	25.6	C	one 12 ft left-turn lane and one 12 ft through lane.
		-	-	-	-	-	-		-	T	1.13	93.8	F	
Union Avenue	WB	L	0.63	15.5	В	L	0.77	18.5	В	L	0.77	18.5	В	
		R	0.04	10.9	В	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	
Post Avenue at Railroad Avenue						•								
Post Avenue Post Avenue	NB	L	0.07	5.9	A	L	0.04	6.4	A					- Unimproved adverse impact.
1 050 11101140		TR	0.98	34.3	C	TR	1.32	164.4	F					ommproved daverse impact.
	SB	L	0.59	21.5	C	L	0.89	56.4	Е					
		TR	0.82	15.0	В	TR	1.17	98.5	F					
Railroad Avenue	EB	LTR	0.09	14.7	В	LTR	0.04	12.6	В					
	WB	LTR	0.38	16.2	В	LTR	0.47	14.9	В					
	Overall Intersection	_	0.82	23.7	С		1.03	115.3	F					
	Overall Intersection	-	0.82	23.7	C	•	1.03	115.5	r					
SCHOOL STREET														
School Street at Maple Avenue														
School Street	NB	LTR	0.52	16.5	В	LTR	0.30	13.7	В					- Improvements not required.
	SB	LTR	0.50	16.2	В	LTR	0.54	16.4	В					,
Maple Avenue	EB	LTR	0.63	12.4	В	LTR	0.51	10.5	В					
	WB	LTR	0.58	11.4	В	LTR	0.58	11.5	В					
			0.50	40.5	_									
	Overall Intersection	-	0.58	13.5	В	•	0.56	12.5	В					

## 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

				CONST	RUCTION	OF SCHO	OL STR	EET LIRR	MAIN LI	NE UNDE	RPASS			
		2	2020 No B	uild Weekd	ay	202	20 Constru	uctoin Weel	kday_		T	d Condition		I
			PM P	eak Hour			PM P	eak Hour			<u>Improve</u>	a Condition	1	Improvement Measures
				Control				Control				Control		
INTERSECTION & A	APPROACH	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
School Street at Union Aven														
School Street	NB	LTR	0.73	25.6	C	LTR	0.07	13.8	В					<ul> <li>Improvements not required.</li> </ul>
	SB	LTR	0.55	20.6	C	LTR	0.19	14.4	В					
Union Avenue	EB	L	0.07	7.8	A	L	0.48	7.7	A					
		T	0.51	10.3	В	T	0.67	9.8	A					
		R	0.03	7.6	A	R	0.02	5.6	A					
	WB	L	0.77	29.1	C	L	0.03	5.7	A					
		TR	0.43	9.7	A	TR	0.54	8.0	A					
	Overall Intersection	-	0.76	16.7	В	-	0.52	9.6	A					
School Street at LIRR Grad	de Crossing													
School Street	NB	T	0.37	26.4	C	-	_	_	-					- This grade crossing would be closed for
	SB	T	0.38	26.8	Č	_	_	_	_					construction.
	Overall Intersection	-	0.23	26.6	С	-	-	-	-					
School Street at Old Countr	ry Road													
School Street	NB	L	0.71	57.8	E	L	0.74	50.4	D	L	0.75	53.1	D	- Modify signal timing plan: Shift 4 s of green time
		TR	0.51	52.7	D	TR	0.15	40.9	D	TR	0.15	42.6	D	from the SB phase to the EB/WB phase [SB green
	SB	L	0.63	58.9	E	L	0.36	52.9	D	L	0.38	55.3	E	time will shift from 17 s to 13 s; EB/WB green
		TR	0.95	101.3	F	TR	0.56	57.5	E	TR	0.59	61.6	E	time will shift from 60 s to 64 s].
Old Country Road	EB	L	0.88	66.1	E	L	0.40	17.0	В	L	0.39	16.5	В	
		T	0.95	40.0	D	T	0.98	43.4	D	T	0.96	37.6	D	
		R	0.93	44.7	D	R	1.02	62.7	E	R	0.99	53.9	D	
	WB	L	0.32	28.8	C	L	0.30	26.6	С	L	0.30	26.2	C	
		TR	0.88	39.0	D	TR	0.75	23.9	С	TR	0.73	22.9	C	
	Overall Intersection	-	0.92	46.3	D	-	0.91	43.3	D	-	0.90	39.1	D	
URBAN AVENUE														
Urban Avenue at Prospect A	A vonue													
Urban Avenue	NB	LTR	0.73	43.3	D	LTR	0.73	43.3	D					- Improvements not required.
Orban Avenue	SB	LTR	0.75	29.8	C	LTR	0.75	29.8	C					- mprovenions not required.
Prospect Avenue	EB	L	0.10	5.7	A	L	0.10	5.7	A					
1 rospect Avenue	ED	TR	0.52	10.1	В	TR	0.52	10.1	B					
	WB	L	0.20	6.7	A	L	0.32	6.7	A					
	""	TR	0.57	11.3	В	TR	0.57	11.3	В					
	Overall Intersection	-	0.61	16.4	В	-	0.61	16.4	В					
Urban Avenue at LIRR Gra		m	0.42	22.4										m 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Urban Avenue	NB SB	T T	0.43	22.4	Ċ	-	-	-	-					- The proposed underpass that carries Urban Avenu
	SB	1	0.31	20.1	C	-	-	-	-					under the LIRR Main Line tracks would be
	Overall Intersection	-	0.28	21.4	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

		-	020 N. D			OF SCHO				NE UNDE	MFASS			
		4		uild Weekd	ay	<u>202</u>		uctoin Weel	<u>aay</u>		Improve	l Condition		Improvement Measures
			PM Pe	ak Hour			PM P	eak Hour				~		
				Control				Control				Control		
INTERSECTION & APPROA	СН	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
rban Avenue at Old Country Road														
Jrban 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					
na Country Road	LD	T	0.71	9.0	A	T	0.71	9.0	A					
	WB	TR	0.71	32.1	C	TR	0.71	32.1	C					
Ove	erall Intersection	-	0.91	25.1	c		0.91	25.1	C					
LD COUNTRY ROAD														
ld Country Road at Belmont Place / I														
elmont Place	NB	L	0.13	31.0	C	L	0.14	31.0	C					<ul> <li>Improvements not required.</li> </ul>
		R	0.06	30.4	C	R	0.06	30.4	C					
Ierllon 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					
d Country Road	EB	TR	0.76	14.1	В	TR	0.76	14.1	В					
,	WB	L	0.68	23.3	C	L	0.68	23.3	C					
	2	TR	0.65	2.9	A	TR	0.65	2.9	A					
Ove	erall Intersection	-	0.77	13.5	В		0.77	13.5	В					
NOTON I TARR INTERPRETATIONS														
NSIGNALIZED INTERSECTIONS	•													
ost Avenue at Scally Place														
ost Avenue	SB	LT	-	1.5	A	LT	-	1.6	A					<ul> <li>Improvements not required.</li> </ul>
ally Place	WB	LR	-	13.7	В	LR	-	14.7	В					
Ove	erall Intersection	-	-	1.6	A	-	-	1.6	A					
chool Street at Railroad Avenue														
chool Street	NB	LT	_	3.0	A	LT	_	7.6	A					- Improvements not required.
ailroad Avenue	EB	LR	_	17.6	C	LR	_	9.6	A					,
						245								
Ove	erall Intersection	-	-	3.8	A	-	-	8.3	A					
rban Avenue at Broadway														
rban Avenue	NB	LTR	-	14.0	В	LTR	-	36.4	E					<ul> <li>Improvements not required.</li> </ul>
	SB	LTR	-	10.3	В	LTR	-	12.6	В					
roadway	EB	LTR	-	10.7	В	LTR	-	15.3	C					
	WB	LTR	-	11.4	В	LTR	-	16.6	C					
Ove	erall Intersection	-	-	12.1	В		-	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

	2020 No Build Weekday PM Peak Hour				2020 Constructoin Weekday PM Peak Hour				I 10 10				7 .37	
									Improved Condition				Improvement Measures	
	Control			Control				Control						
INTERSECTION & APP	ROACH	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
Urban Avenue at Railroad Aven														
Urban Avenue at Kanroad Aven Urban Avenue	nue NB	LTR	_	2.5	A			_	_					- This intersection would be eliminated as part of the
Orban Avenue	SB	LTR	-	0.0	A	-	-	_	-					Build condition.
Railroad Avenue	EB	LTR	-	16.1	Č	_		-	-					Build Condition.
Ramoud Avenue	WB	LTR	-	38.0	E	-	-	-	-					
	Overall Intersection	-	-	6.0	A	-	-	-	-					
Urban Avenue at Main Street														
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					
	Overall Intersection	-	-	20.5	C	-	-	20.5	C					

## Notes

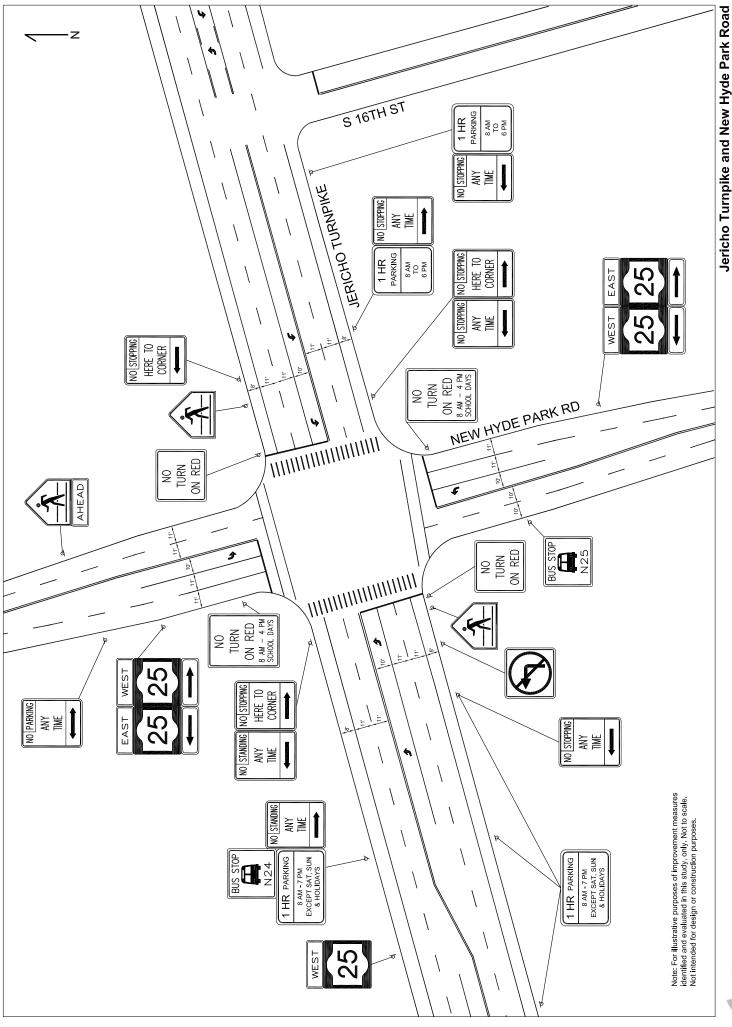
- (1): Control delay is measured in seconds per vehicle.
- (2): Overall intersection V/C ratio is the critical lane groups' V/C ratio.
- (3): Shading denotes adversely impacted traffic movement.
- (4): The construction scenario analyzed includes closure of northbound and southbound School Street at the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



outh 12th Street and Jericho Turnpike New Hyde Park *Existing Condition* LIRR Main Line Project

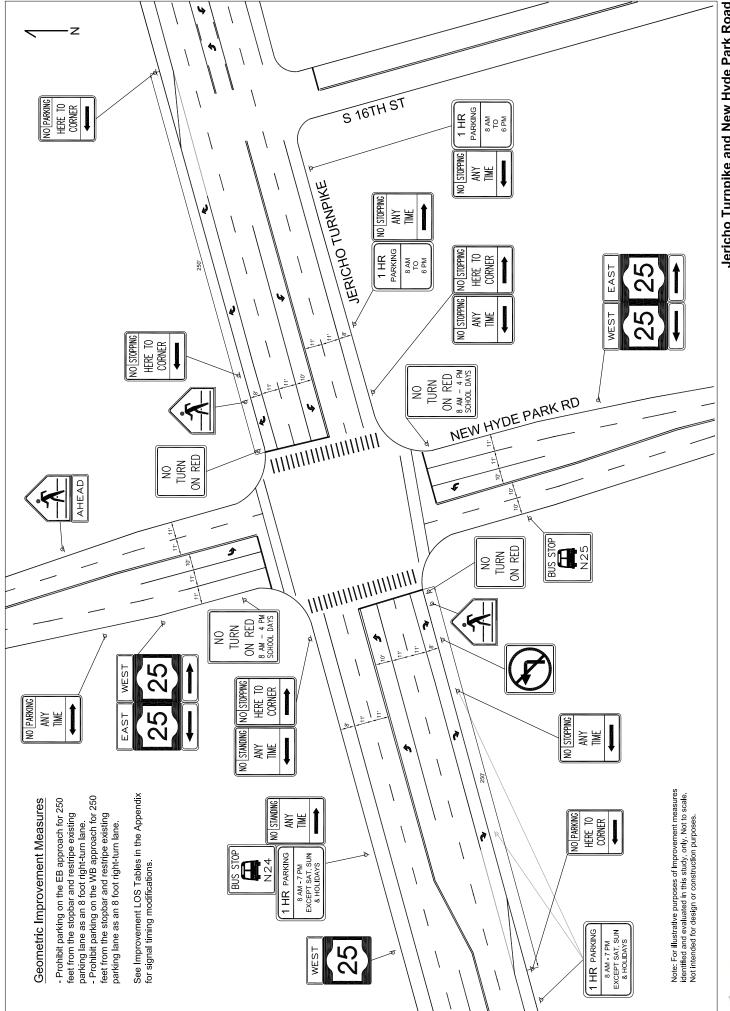


South 12th Street and Jericho Turnpike New Hyde Park Covert Avenue Construction Condition LIRR Main Line Project





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

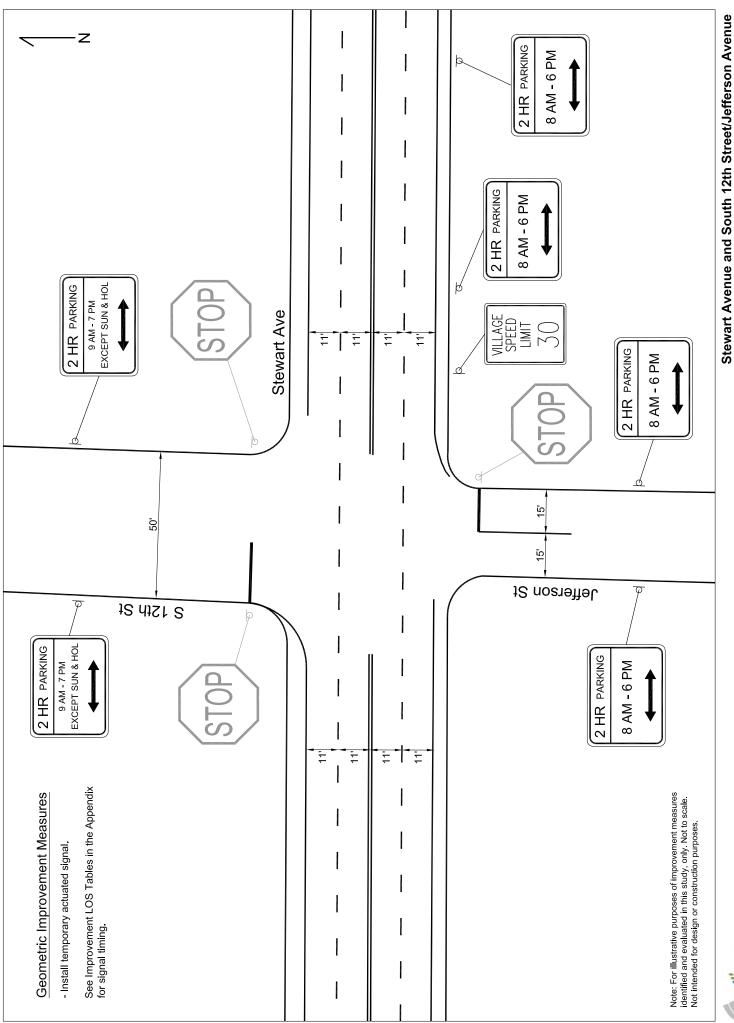




Jericho Turnpike and New Hyde Park Road New Hyde Park Covert Avenue Construction Condition LIRR Main Line Project



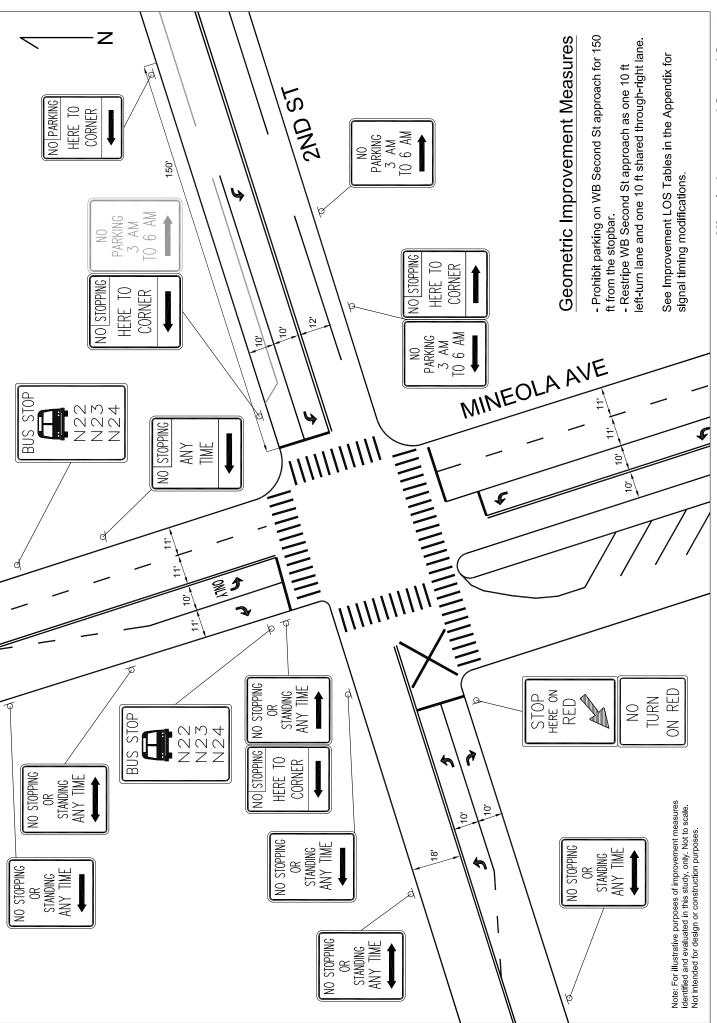
Stewart Avenue and South 12th Street/Jefferson Avenue
New Hyde Park
Existing Condition
LIRR Main Line Project







Mineola Avenue and Second Street
Mineola
Existing Condition
LIRR Main Line Project





Mineola Avenue and Second Street
Mineola
Willis Avenue Construction Condition
LIRR Main Line Project



Main Street and Second Street
Mineola
Existing Condition
LIRR Main Line Project



Main Street and Second Street
Mineola
Willis Avenue Construction Condition
LIRR Main Line Project





Roslyn Road and Second Street

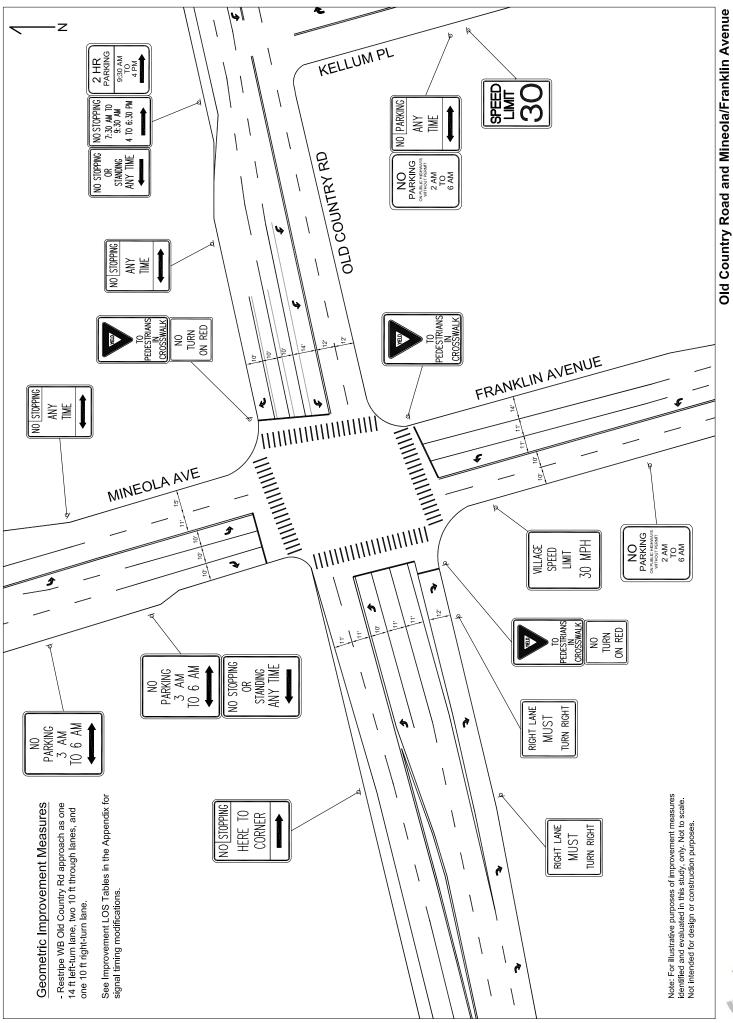
Mineola

Willis Avenue Construction Condition

LIRR Main Line Project



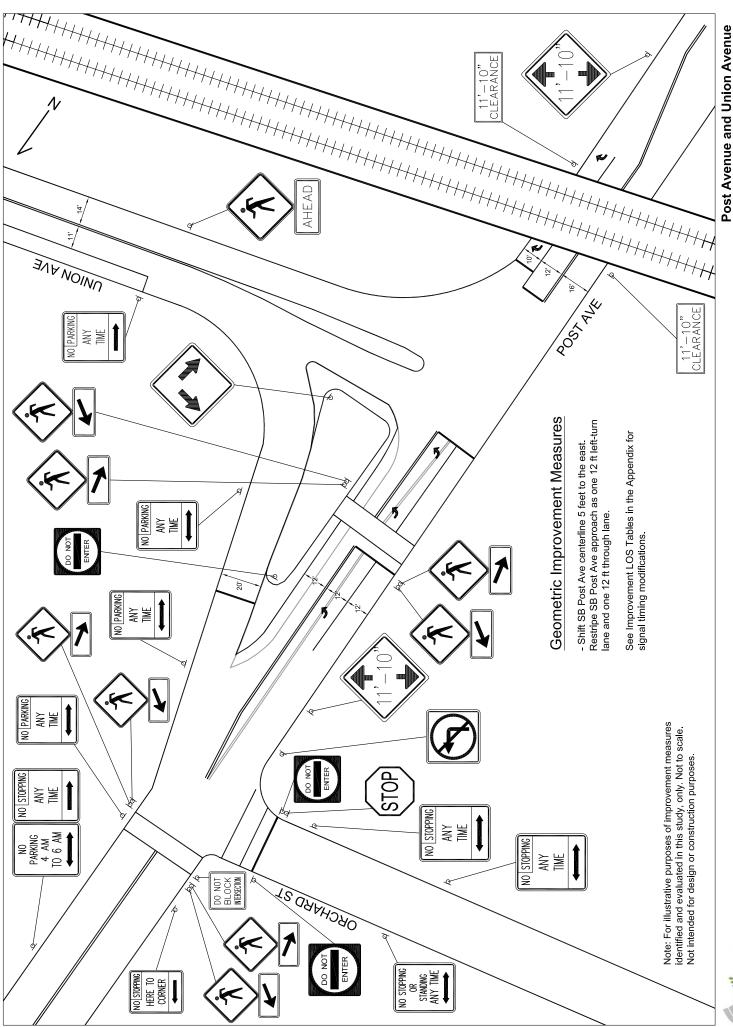
Old Country Road and Mineola/Franklin Avenue
Mineola
Existing Condition
LIRR Main Line Project







st Avenue and Union Avenue Westbury *Existing Condition* LIRR Main Line Project





Post Avenue and Union Avenue
Westbury
School Street Construction Condition
LIRR Main Line Project