Long Island Rail Road Expansion Project

Floral Park to Hicksville

Final Environmental Impact Statement

Appendix 10

Transportation

April 2017

Long Island Rail Road Expansion Project

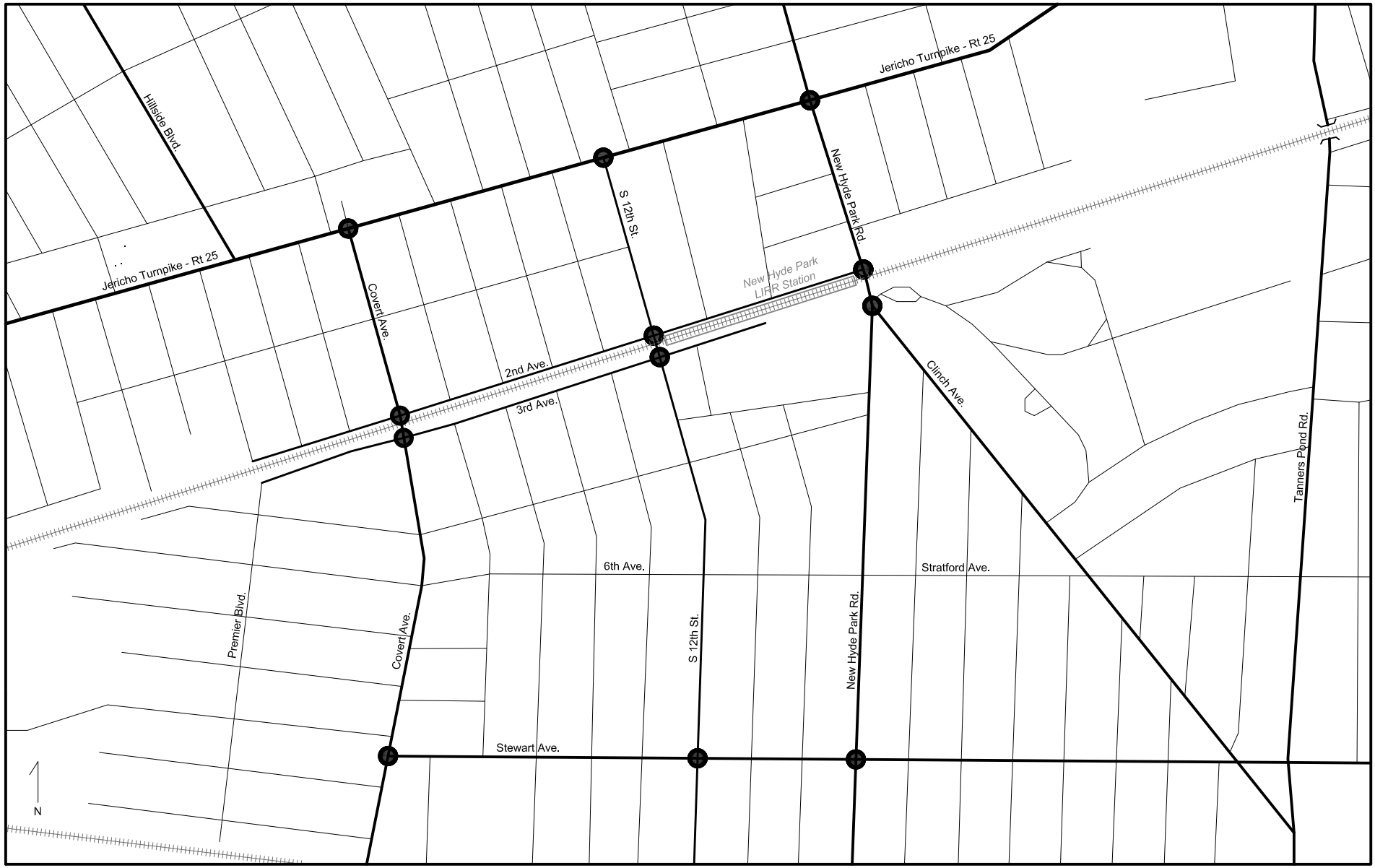
Floral Park to Hicksville

Final Environmental Impact Statement

Appendix 10

Transportation—Traffic Study Area Maps

April 2017



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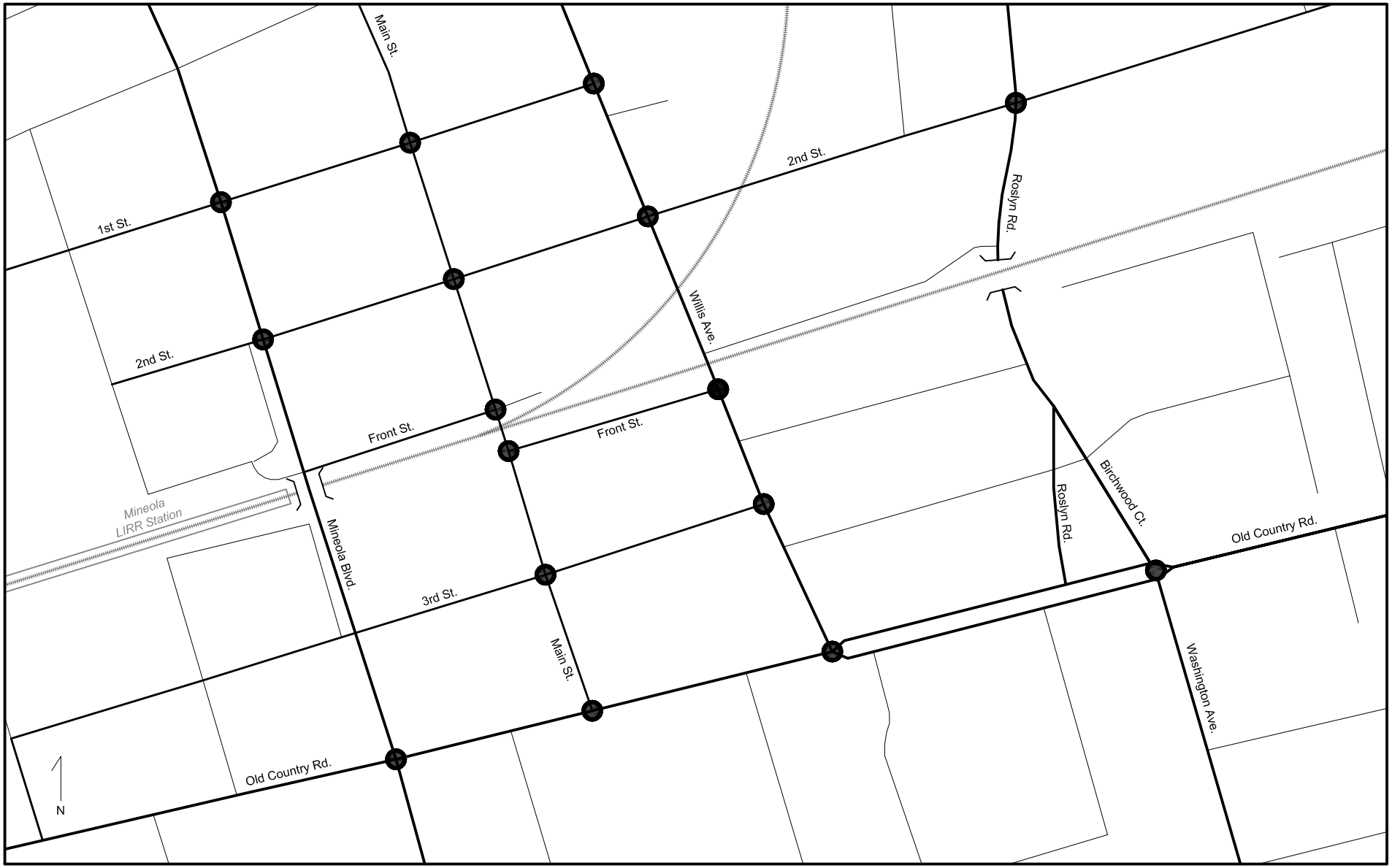
Study Area Intersection Analyzed

LIRR Main Line Project EIS
Traffic Study Area
New Hyde Park



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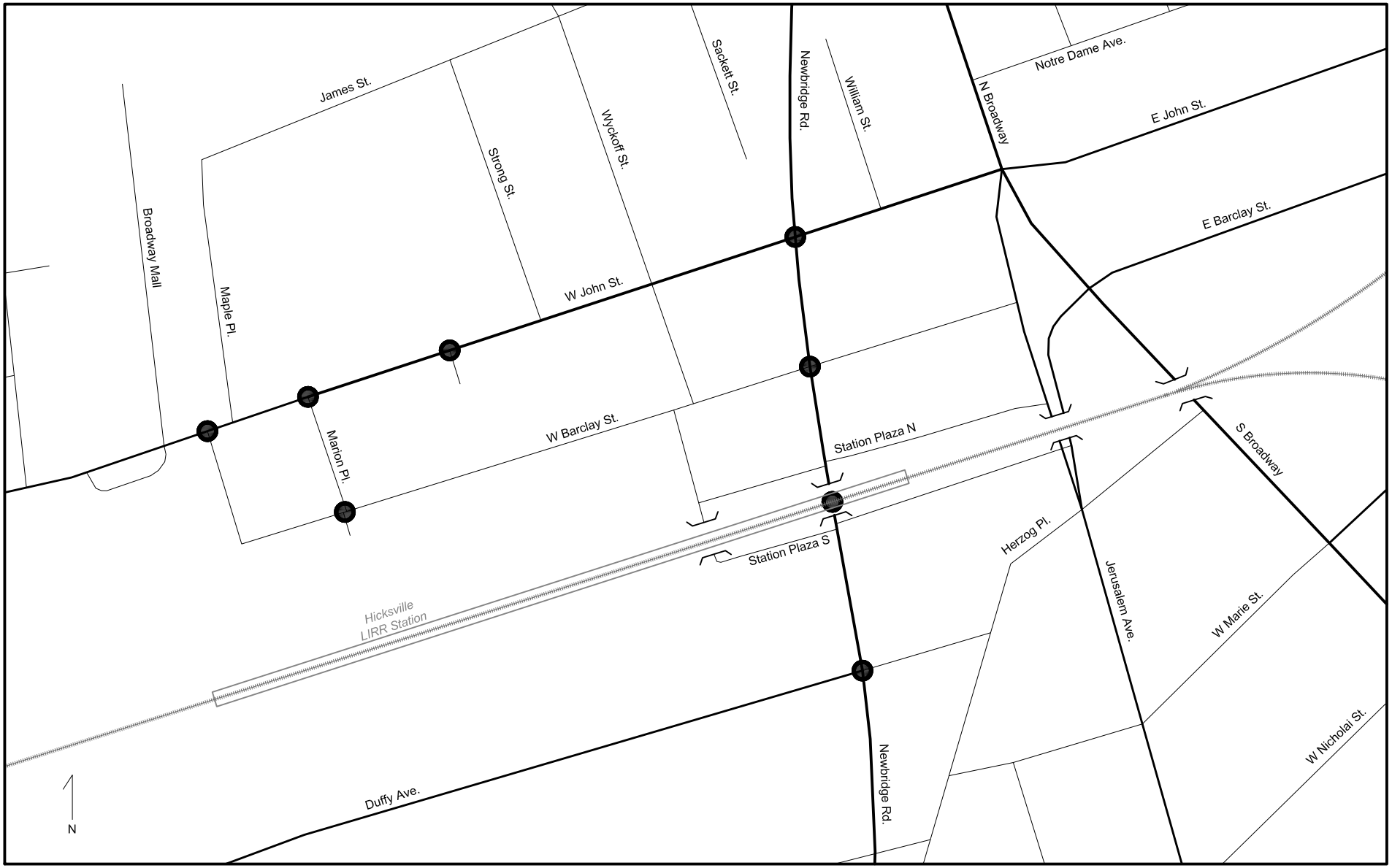
Study Area Intersection Analyzed

LIRR Main Line Project EIS
Traffic Study Area
Mineola

LIRR Main Line Project EIS
Traffic Study Area
Westbury

0 250 500 feet

Study Area Intersection



0 100 200 feet

Study Area Intersection

LIRR Main Line Project EIS
Traffic Study Area
Hicksville

Long Island Rail Road Expansion Project

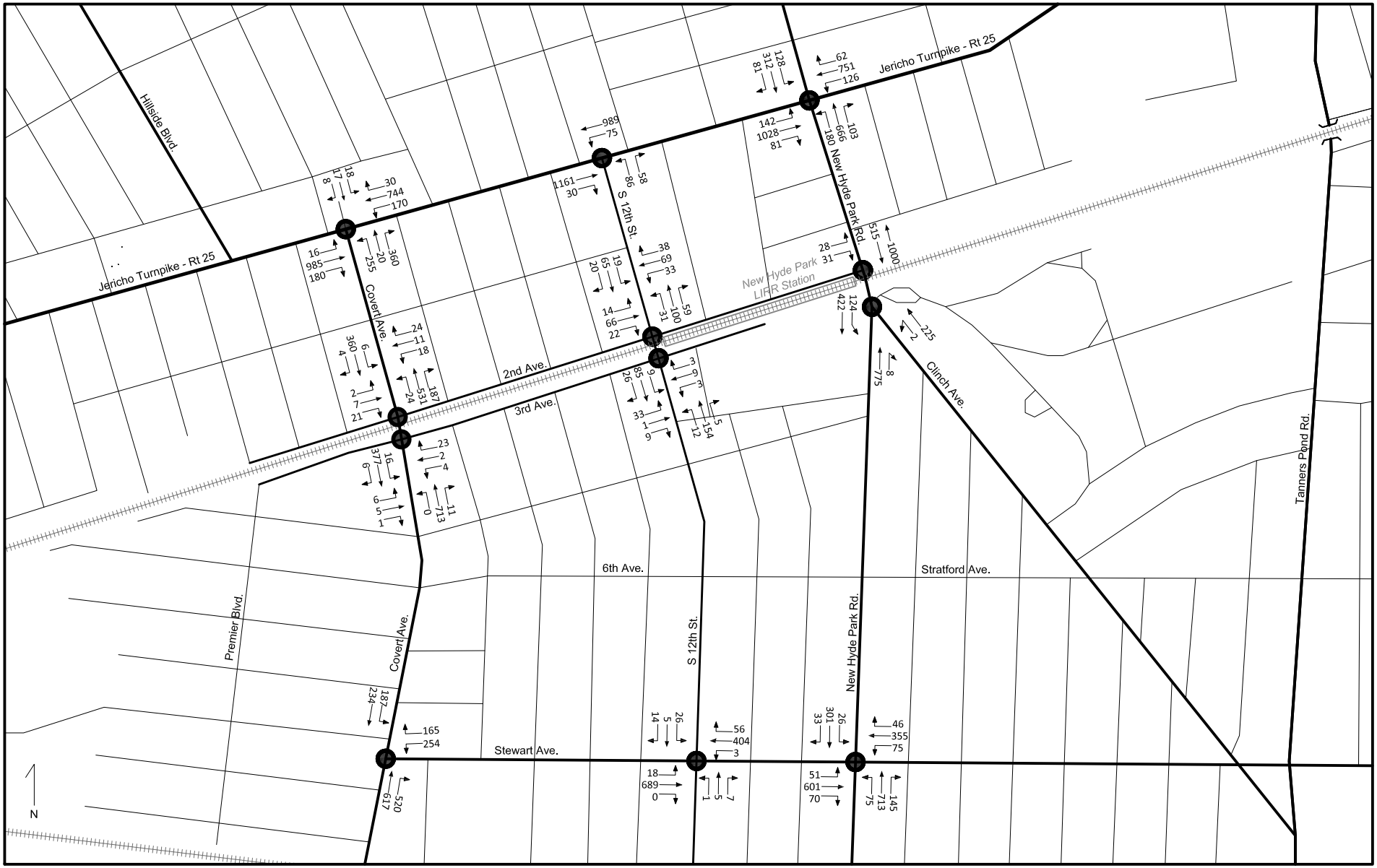
Floral Park to Hicksville

Final Environmental Impact Statement

Appendix 10

Transportation—Traffic Volume Maps

April 2017



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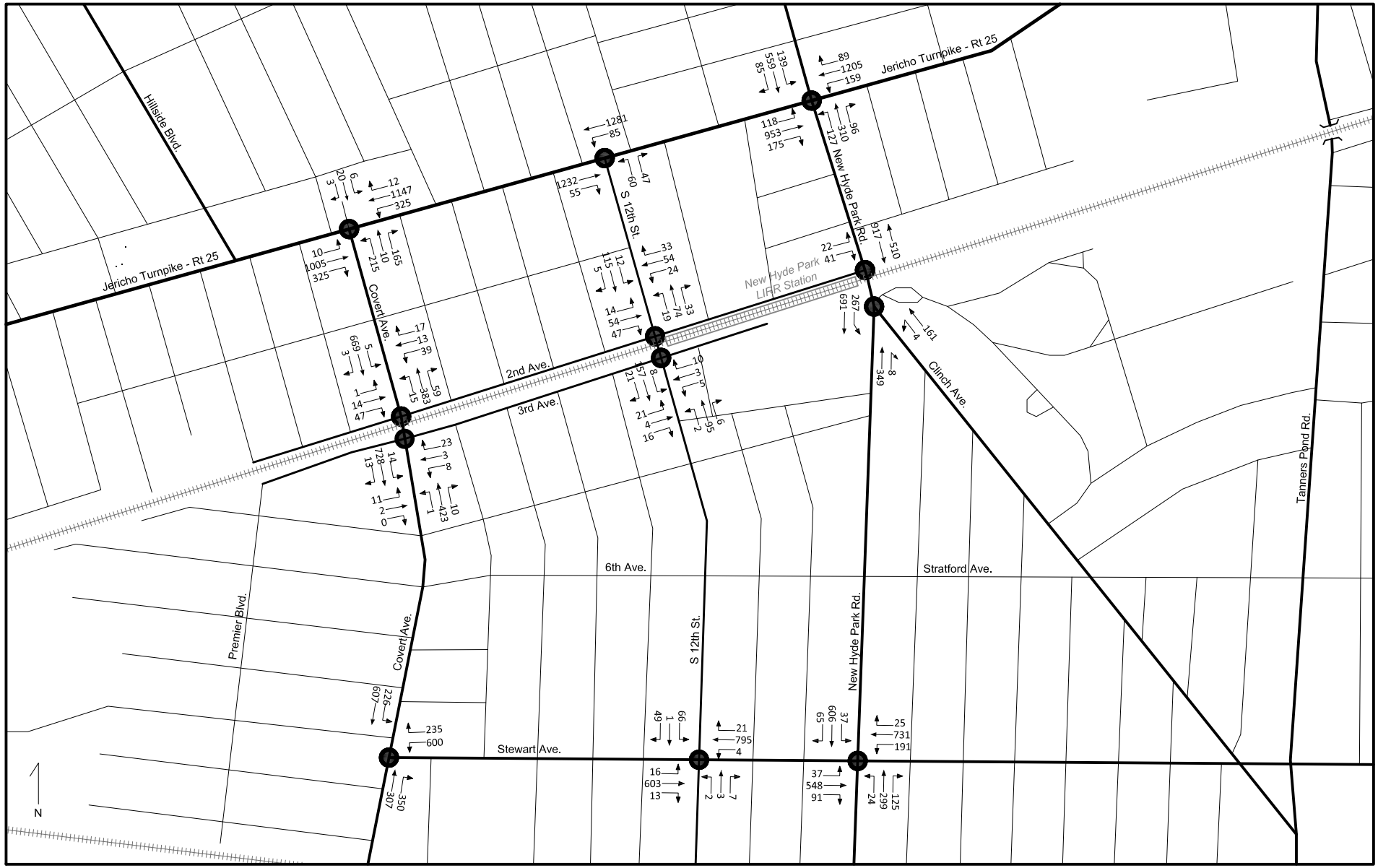
Study Area Intersection Analyzed

LIRR Main Line Project EIS
Existing AM Peak Hour Traffic Volumes
New Hyde Park



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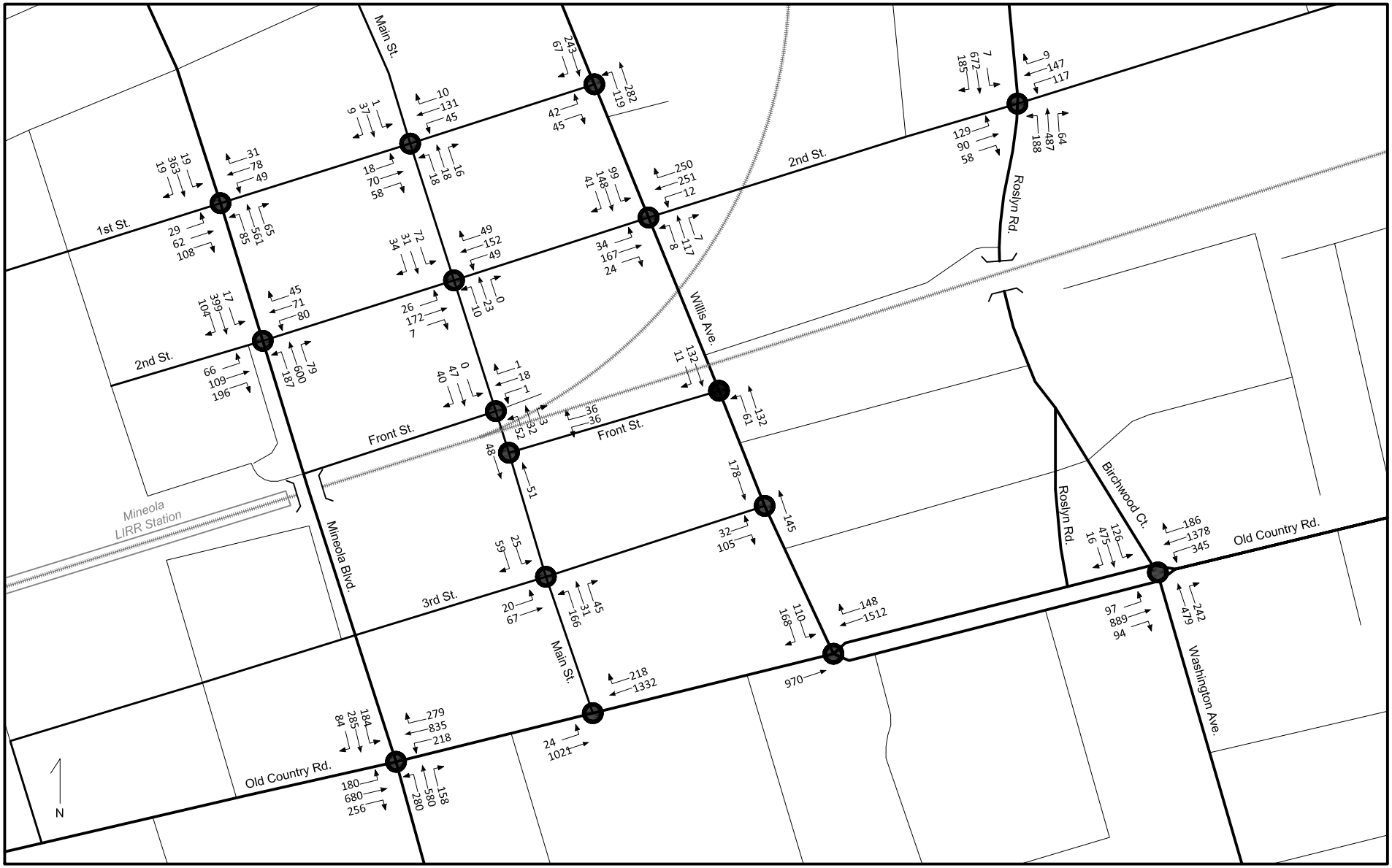
Existing PM Peak Hour Traffic Volumes
New Hyde Park



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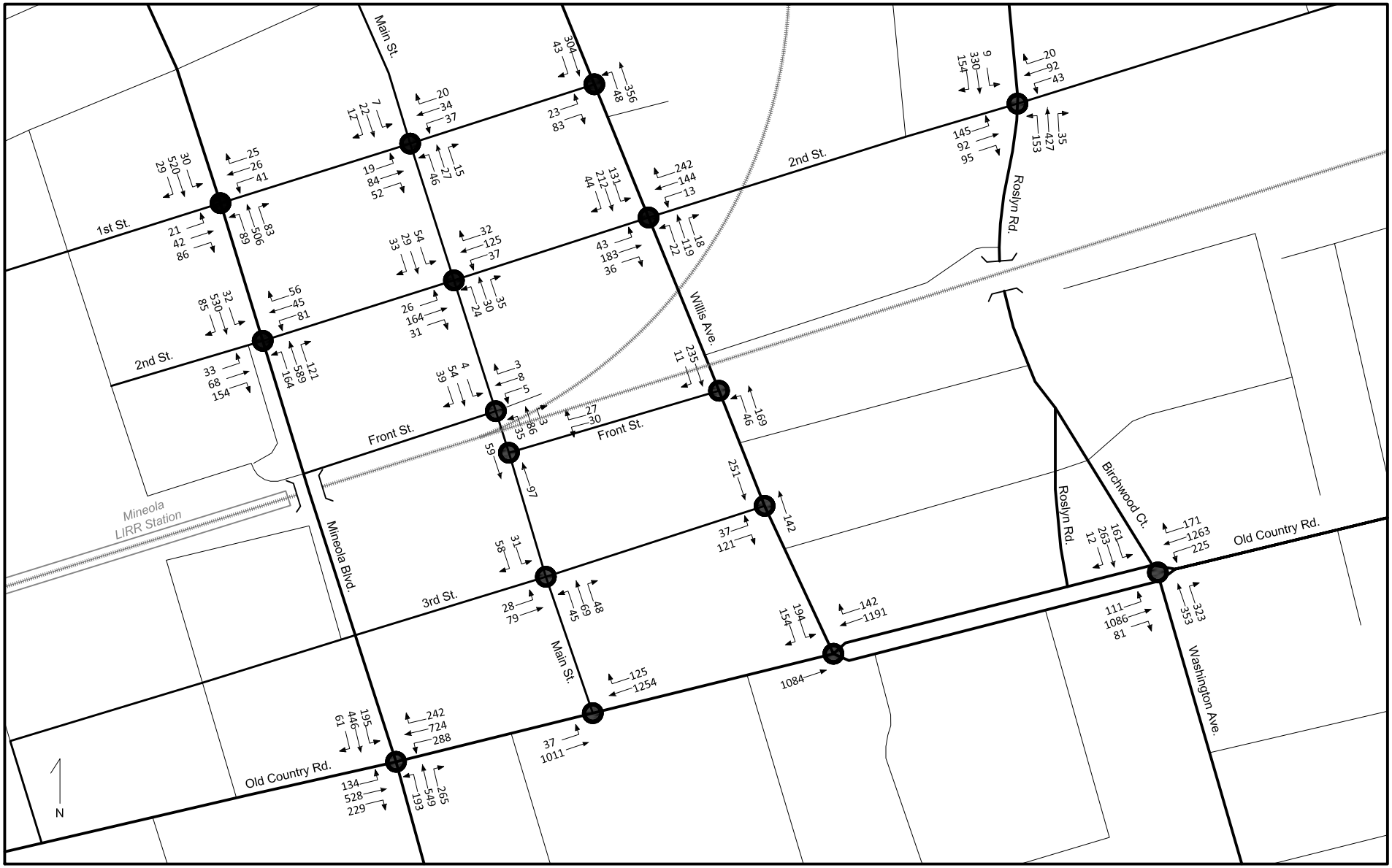
Study Area Intersection Analyzed

LIRR Main Line Project EIS
Existing AM Peak Hour Traffic Volumes
Mineola



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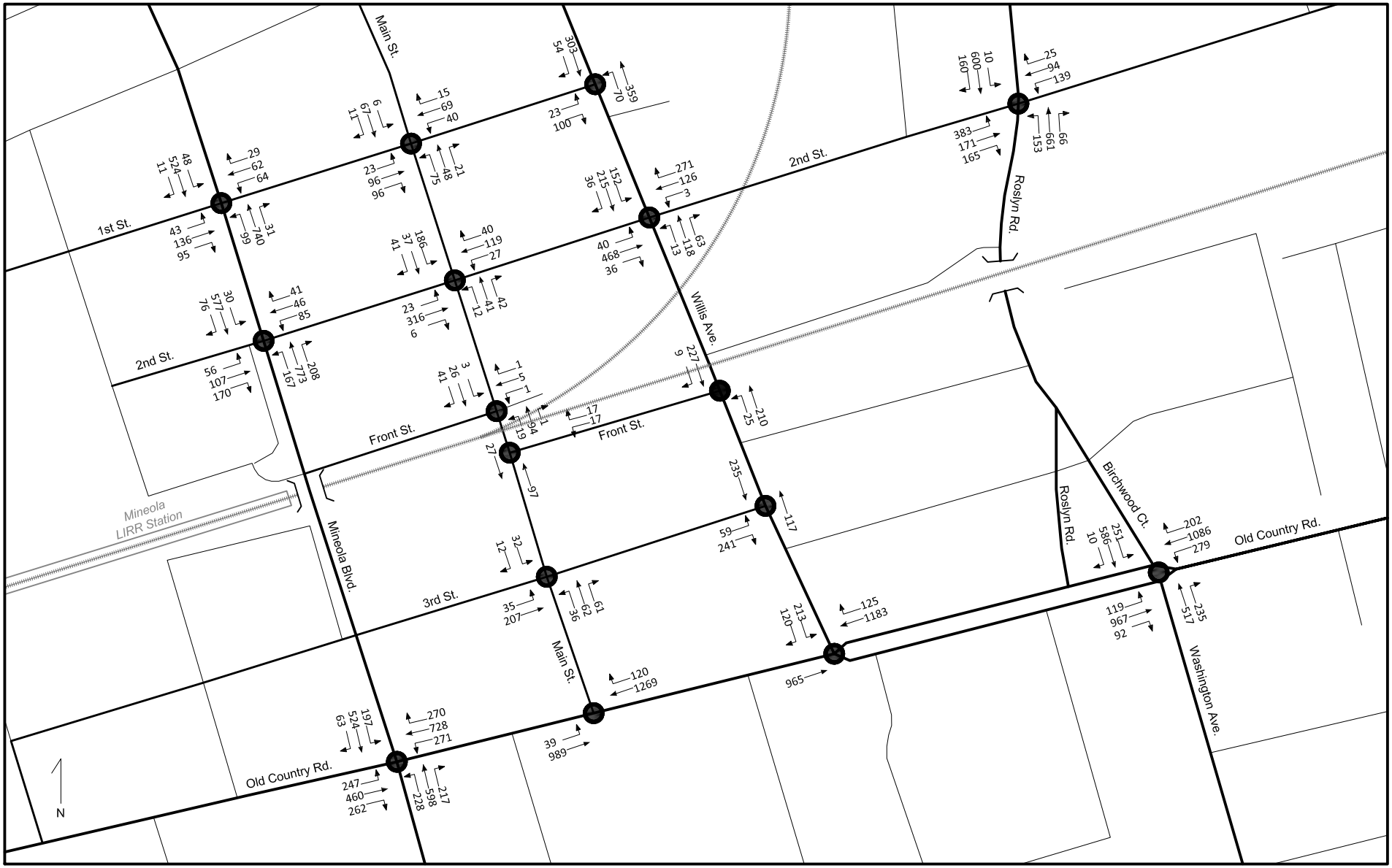
Study Area Intersection Analyzed

LIRR Main Line Project EIS
Existing Midday Peak Hour Traffic Volumes
Mineola



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Study Area Intersection Analyzed

LIRR Main Line Project EIS
Existing PM Peak Hour Traffic Volumes
Mineola

LIRR Main Line Project EIS
Existing AM Peak Hour Traffic Volumes
Westbury

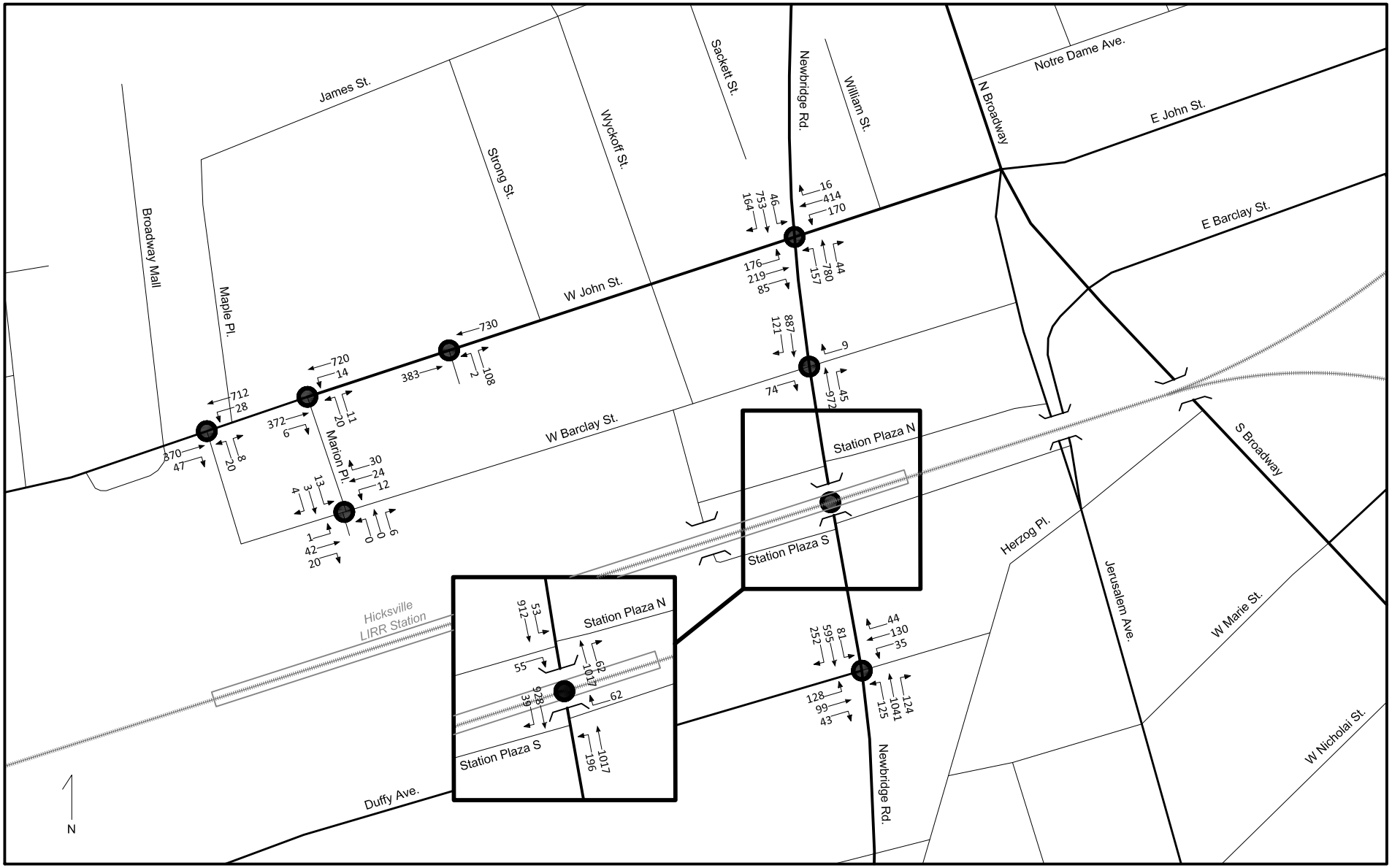
0 250 500 feet

Study Area Intersection Analyzed

LIRR Main Line Project EIS
Existing PM Peak Hour Traffic Volumes
Westbury

0 250 500 feet

Study Area Intersection Analyzed



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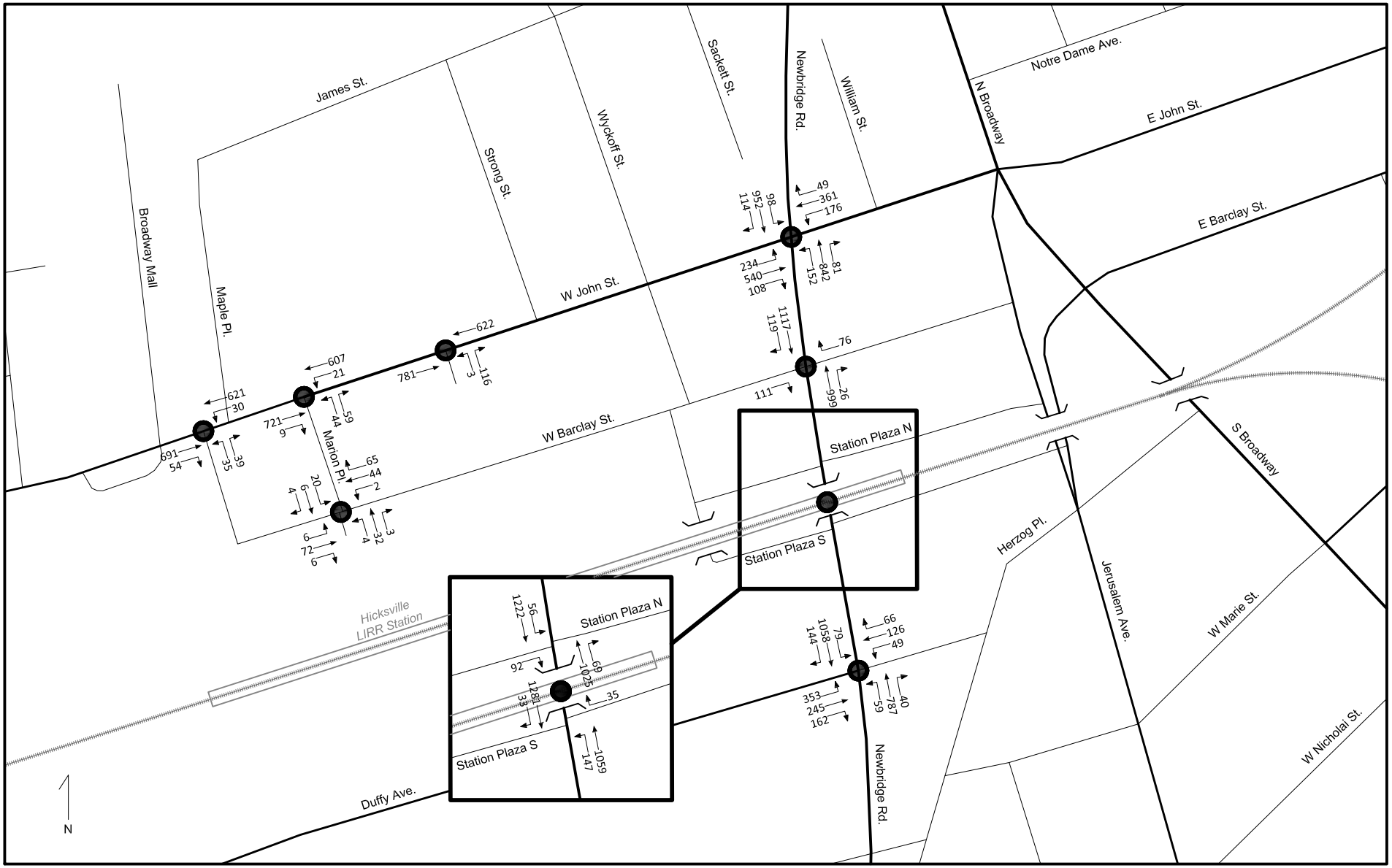
Study Area Intersection Analyzed

LIRR Main Line Project EIS
Existing AM Peak Hour Traffic Volumes
Hicksville



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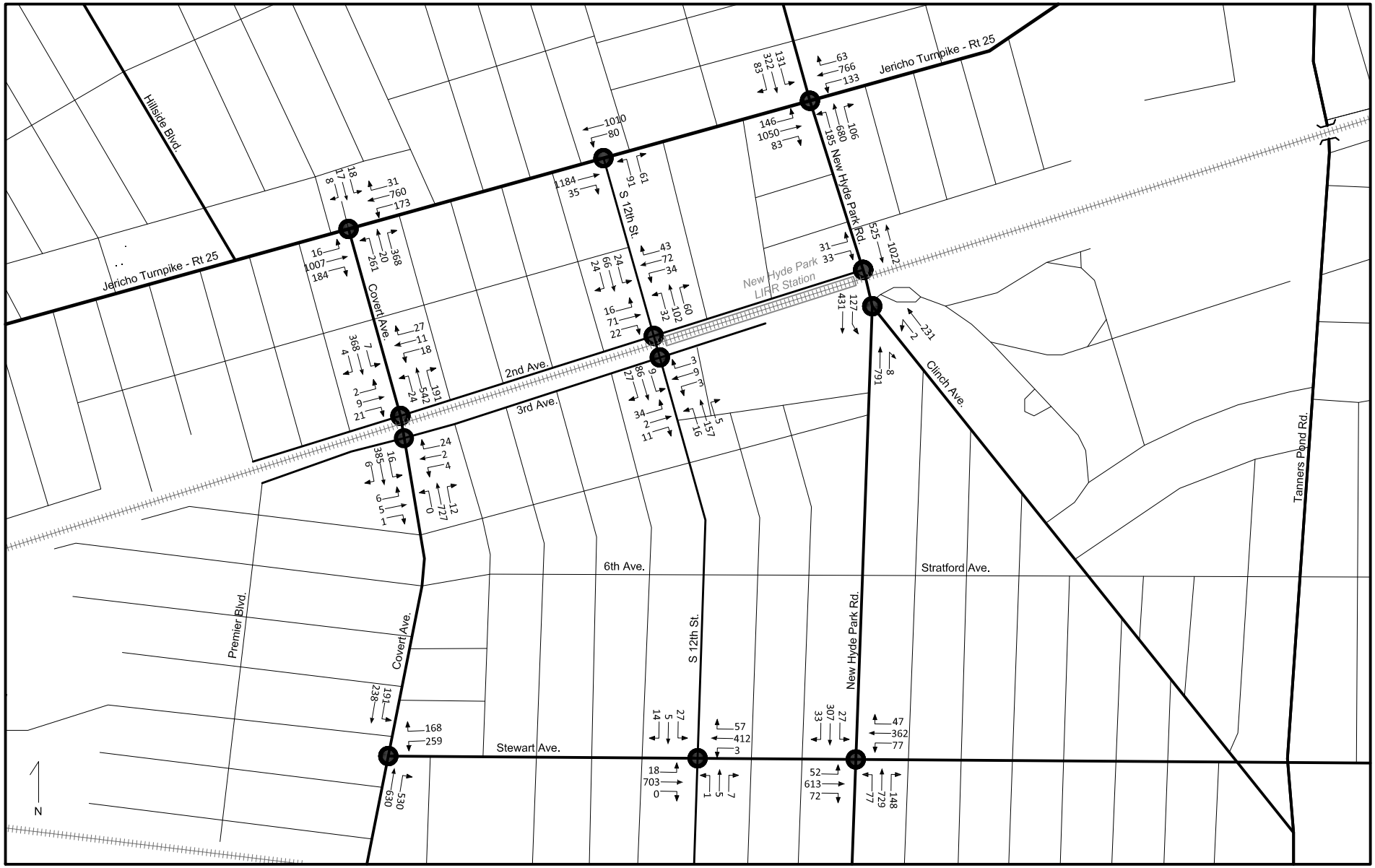
Study Area Intersection Analyzed

LIRR Main Line Project EIS
Existing PM Peak Hour Traffic Volumes
Hicksville



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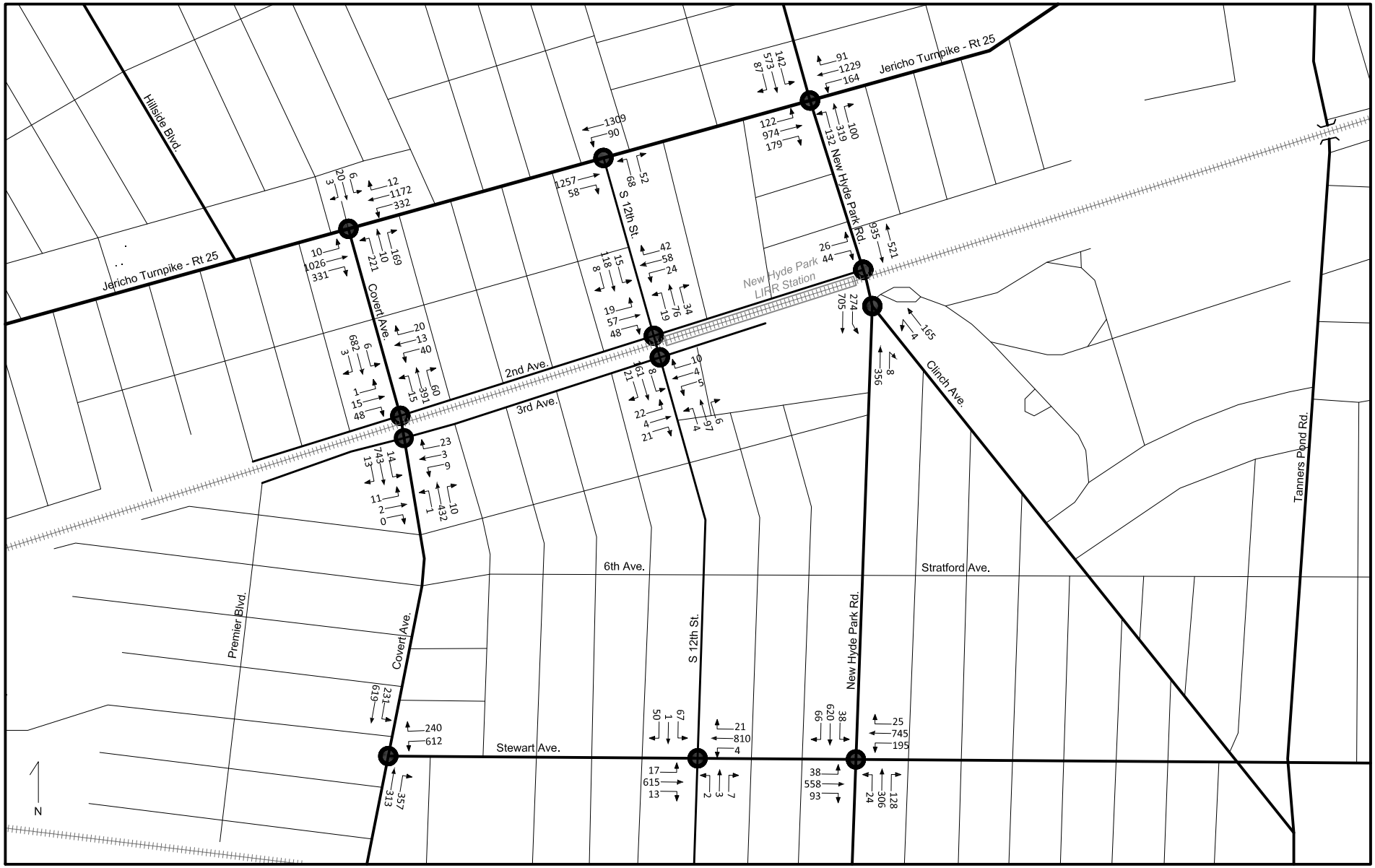
Study Area Intersection Analyzed

LIRR Main Line Project EIS
2020 No Build -- AM Peak Hour Traffic Volumes
New Hyde Park



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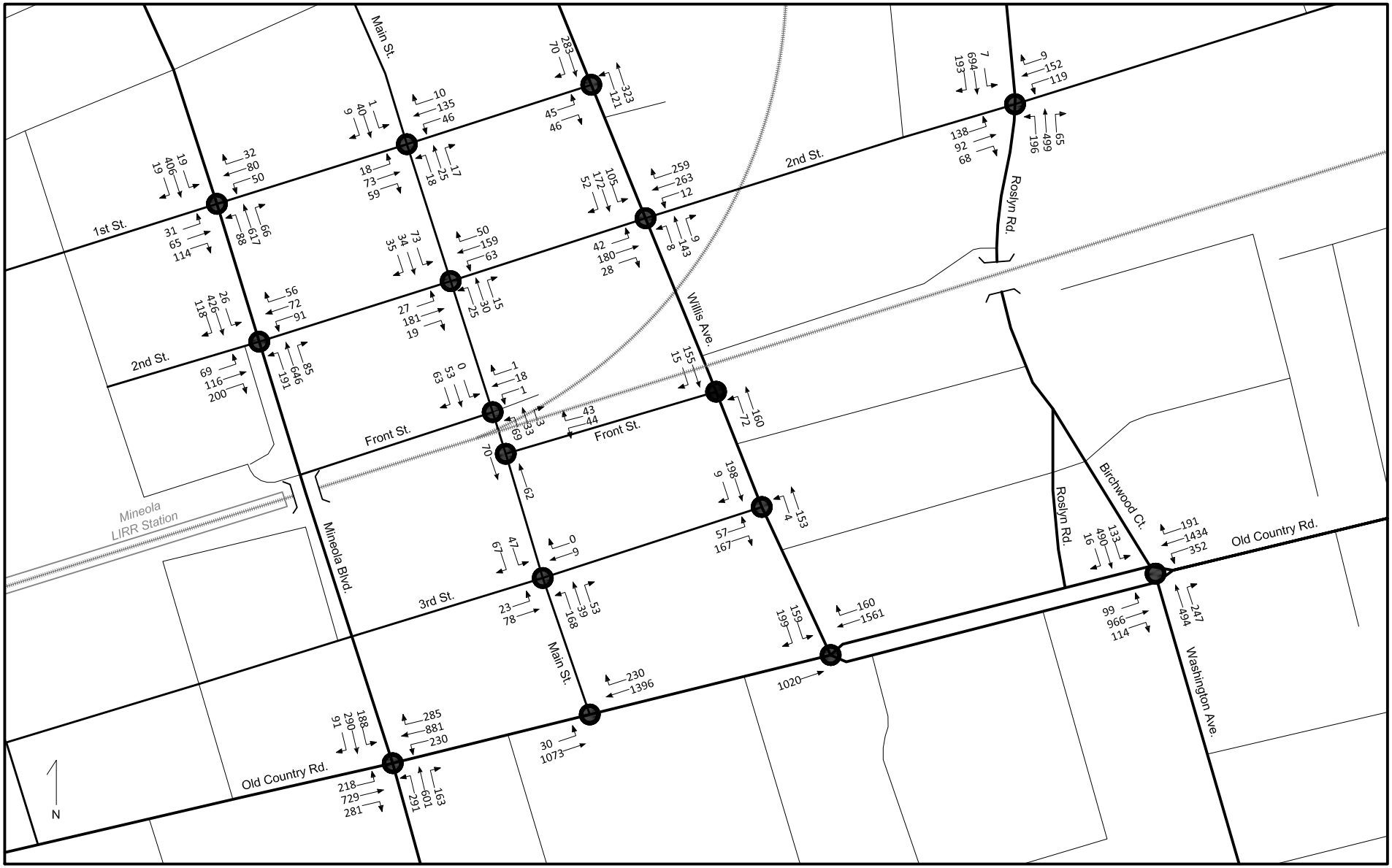
Study Area Intersection Analyzed

LIRR Main Line Project EIS
2020 No Build -- PM Peak Hour Traffic Volumes
New Hyde Park



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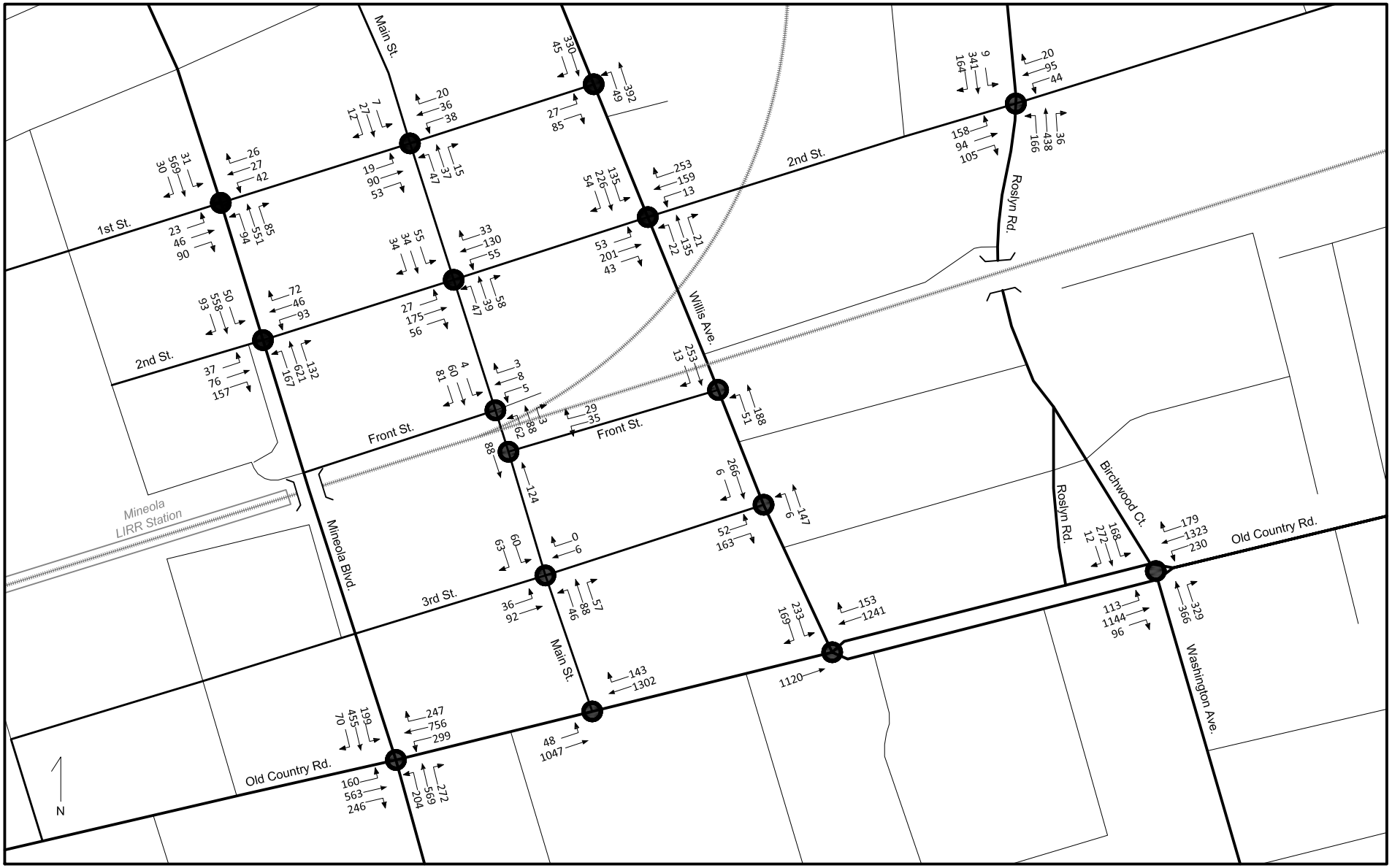
Study Area Intersection Analyzed

LIRR Main Line Project EIS
2020 No Build -- AM Peak Hour Traffic Volumes
Mineola



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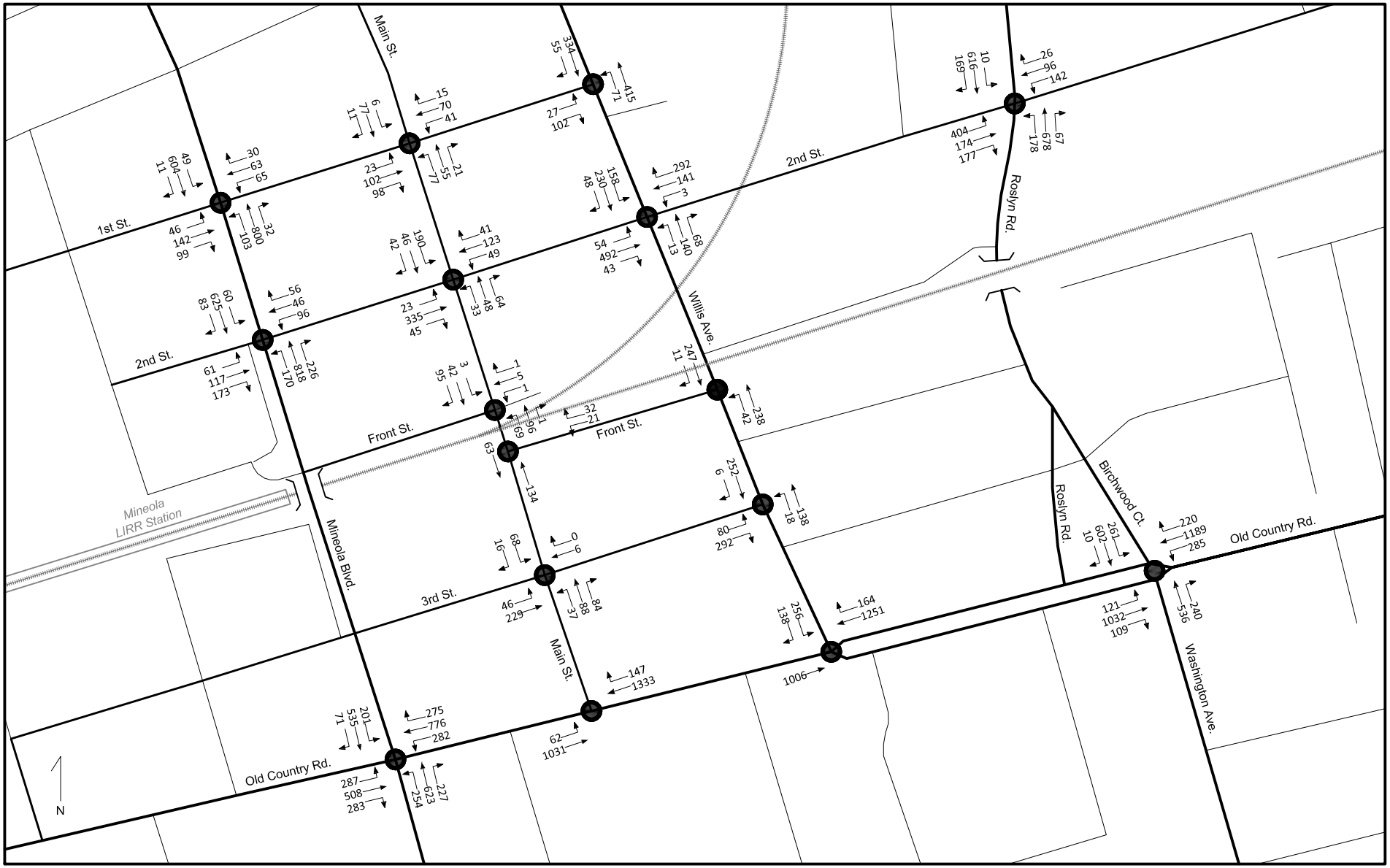
Study Area Intersection Analyzed

LIRR Main Line Project EIS
2020 No Build -- Midday Peak Hour Traffic Volumes
Mineola



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Study Area Intersection Analyzed

LIRR Main Line Project EIS
2020 No Build -- PM Peak Hour Traffic Volumes
Mineola

LIRR Main Line Project EIS
2020 No Build -- AM Peak Hour Traffic Volumes
Westbury

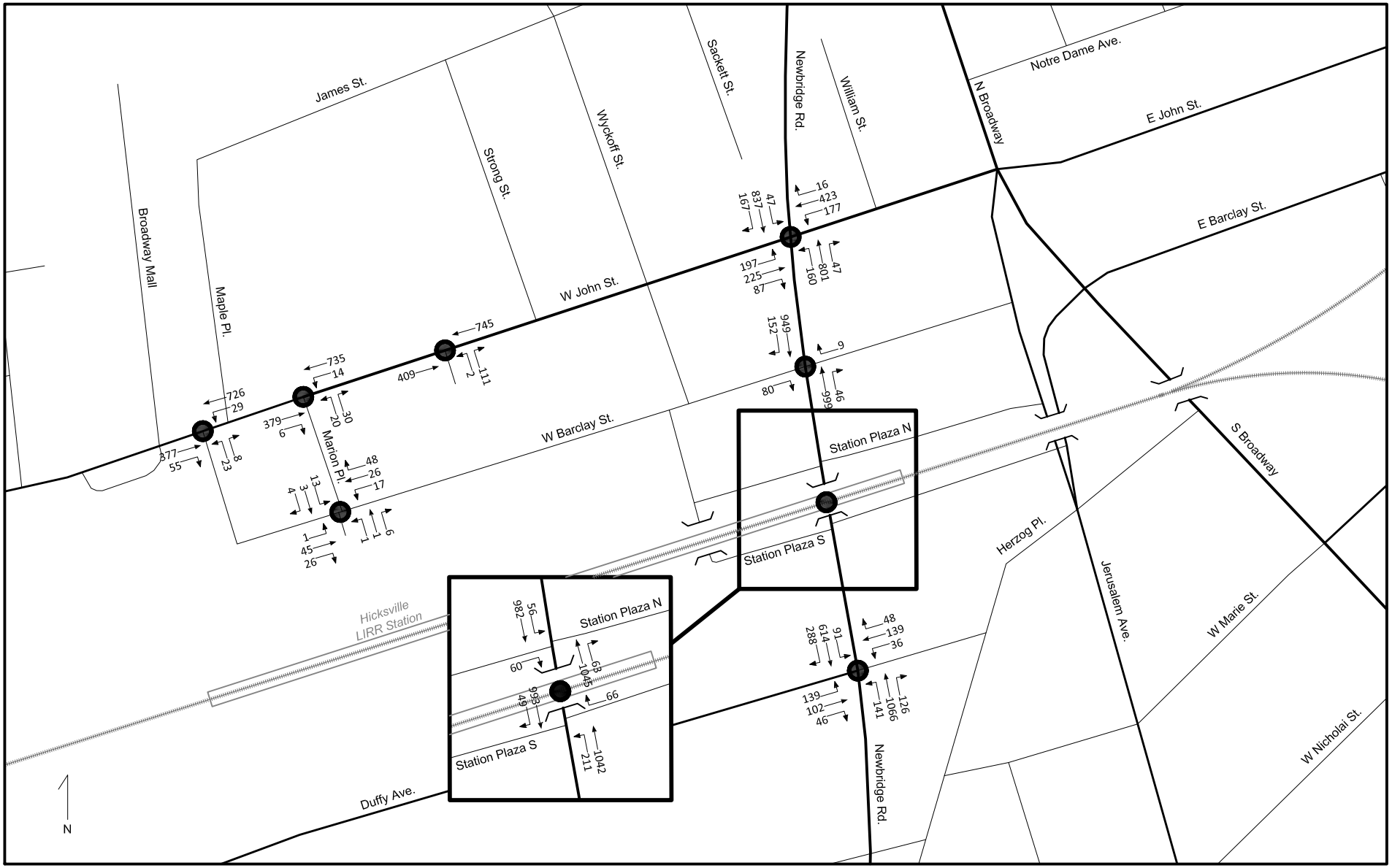
0 250 500 feet

Study Area Intersection Analyzed

LIRR Main Line Project EIS
2020 No Build -- PM Peak Hour Traffic Volumes
Westbury

0 250 500 feet

Study Area Intersection Analyzed



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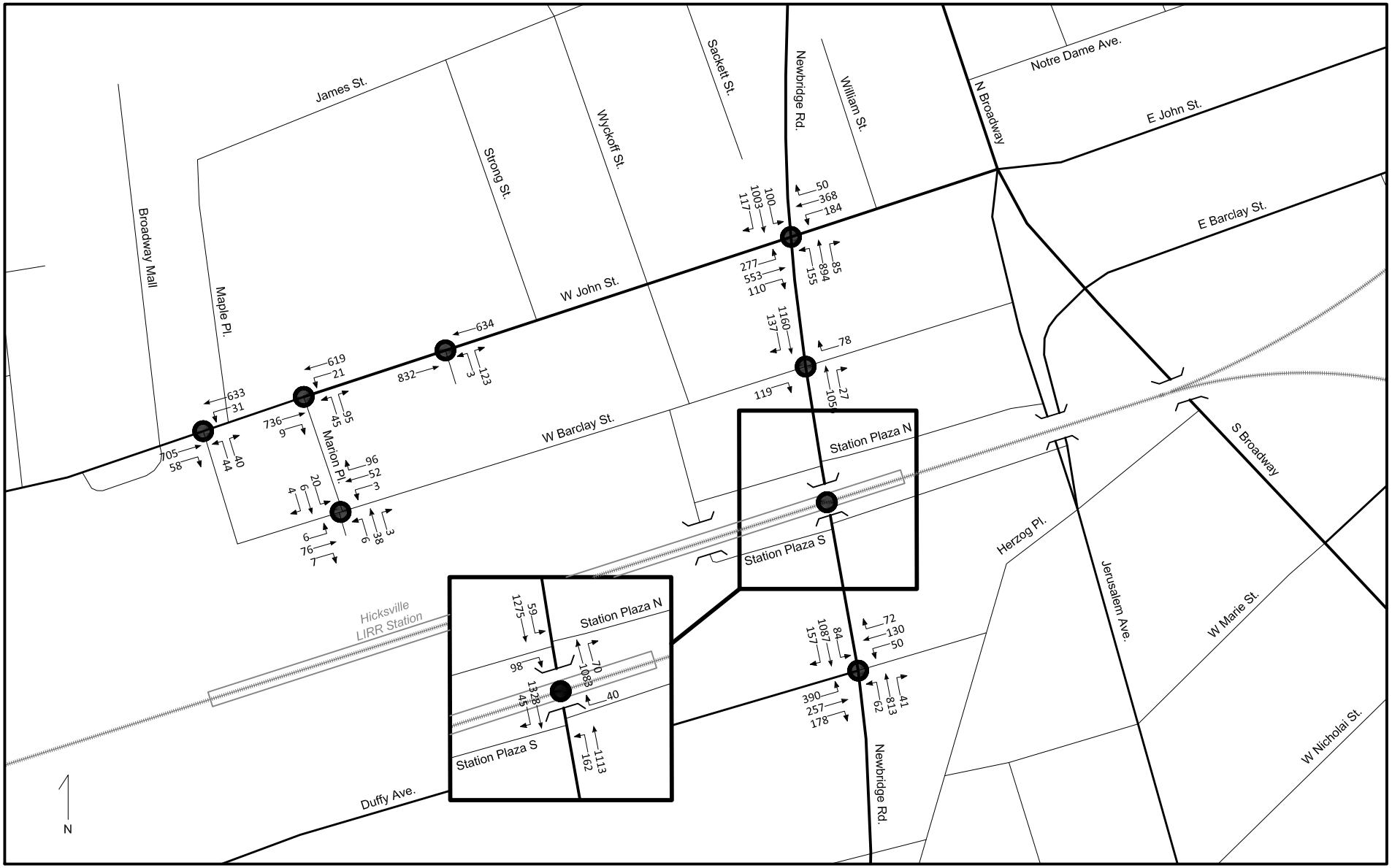
Study Area Intersection Analyzed

LIRR Main Line Project EIS
2020 No Build -- AM Peak Hour Traffic Volumes
Hicksville



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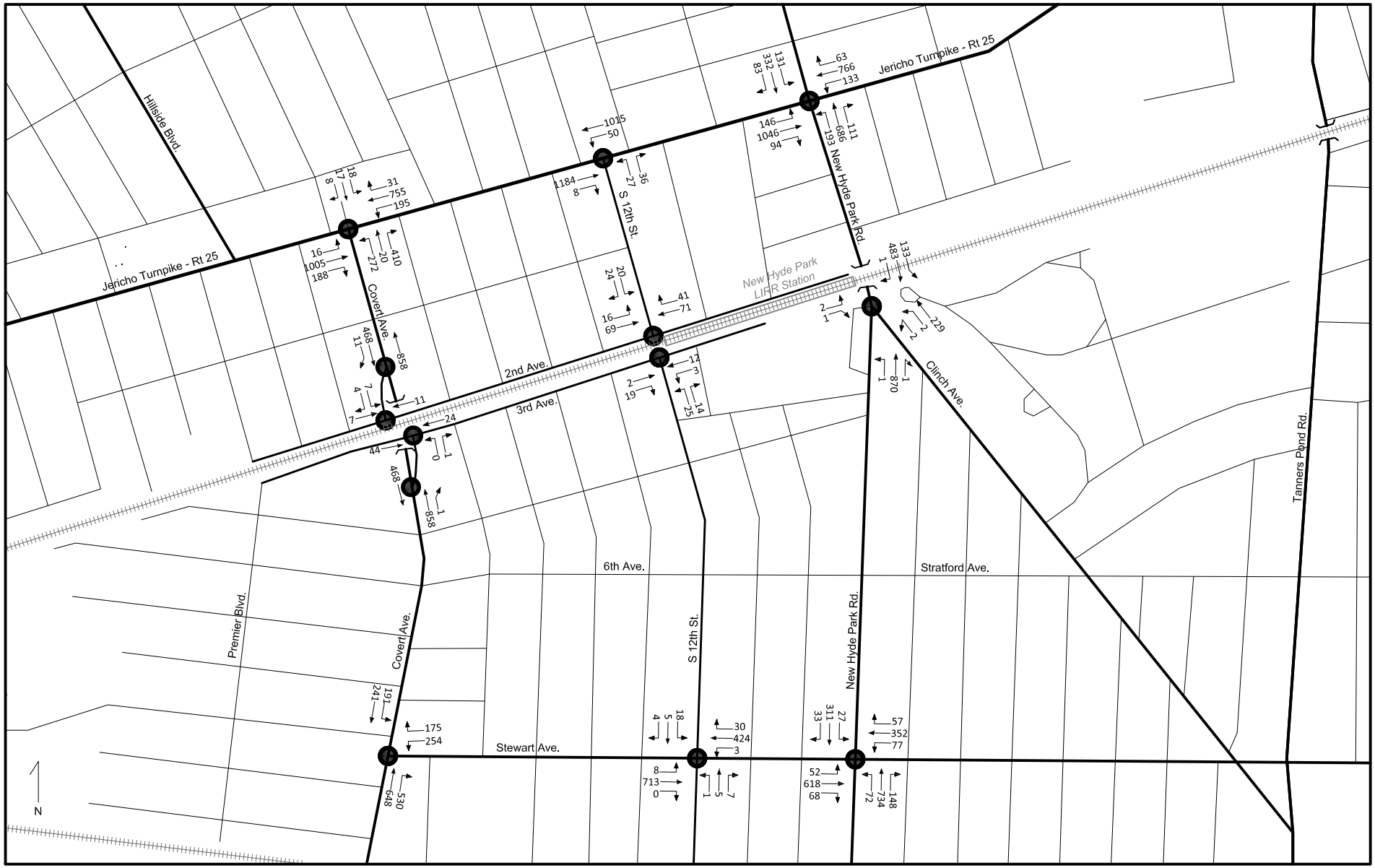
Study Area Intersection Analyzed

LIRR Main Line Project EIS
2020 No Build -- PM Peak Hour Traffic Volumes
Hicksville



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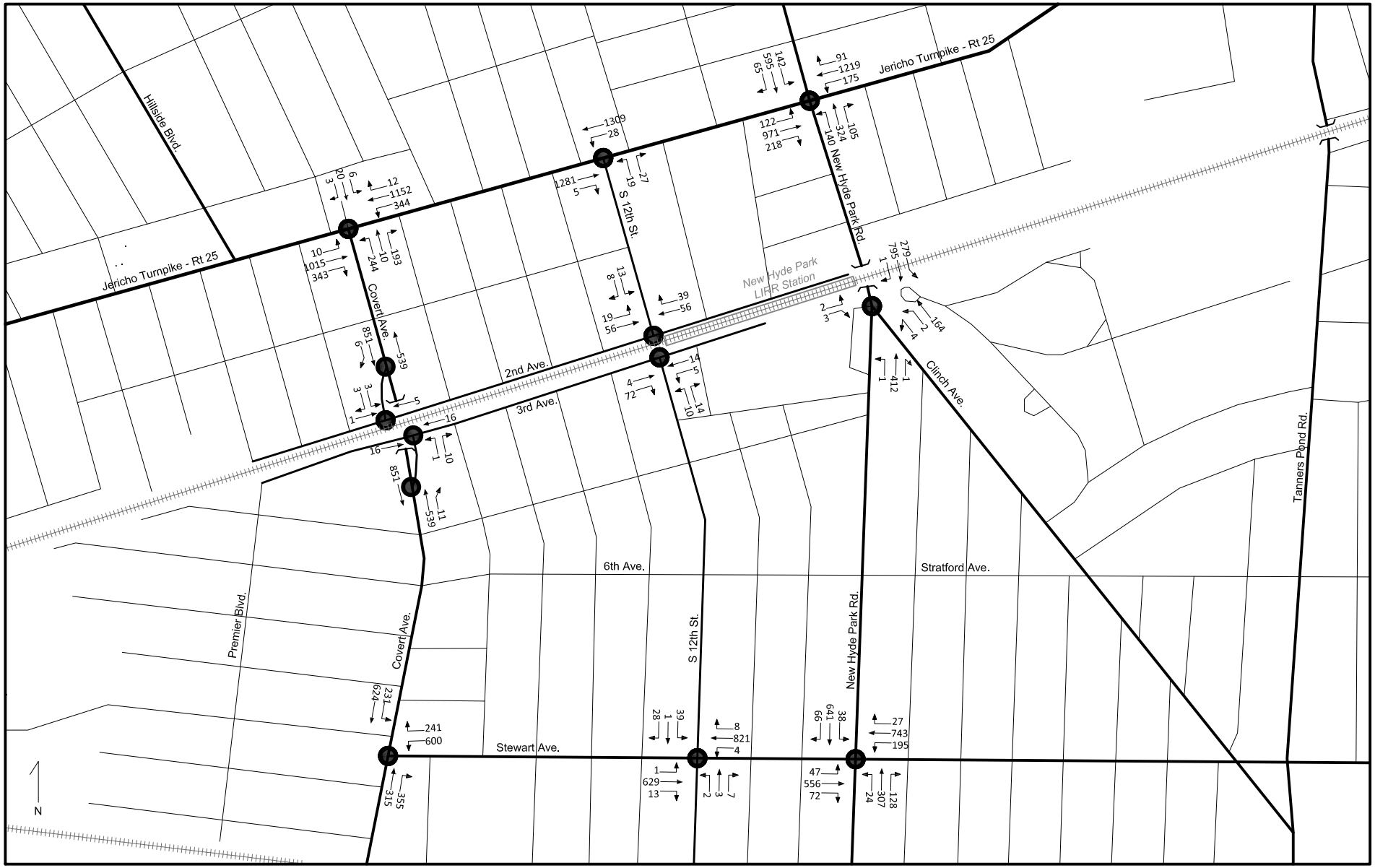
Study Area Intersection Analyzed

LIRR Main Line Project EIS
2020 Build Option 1 -- AM Peak Hour Traffic Volumes
New Hyde Park



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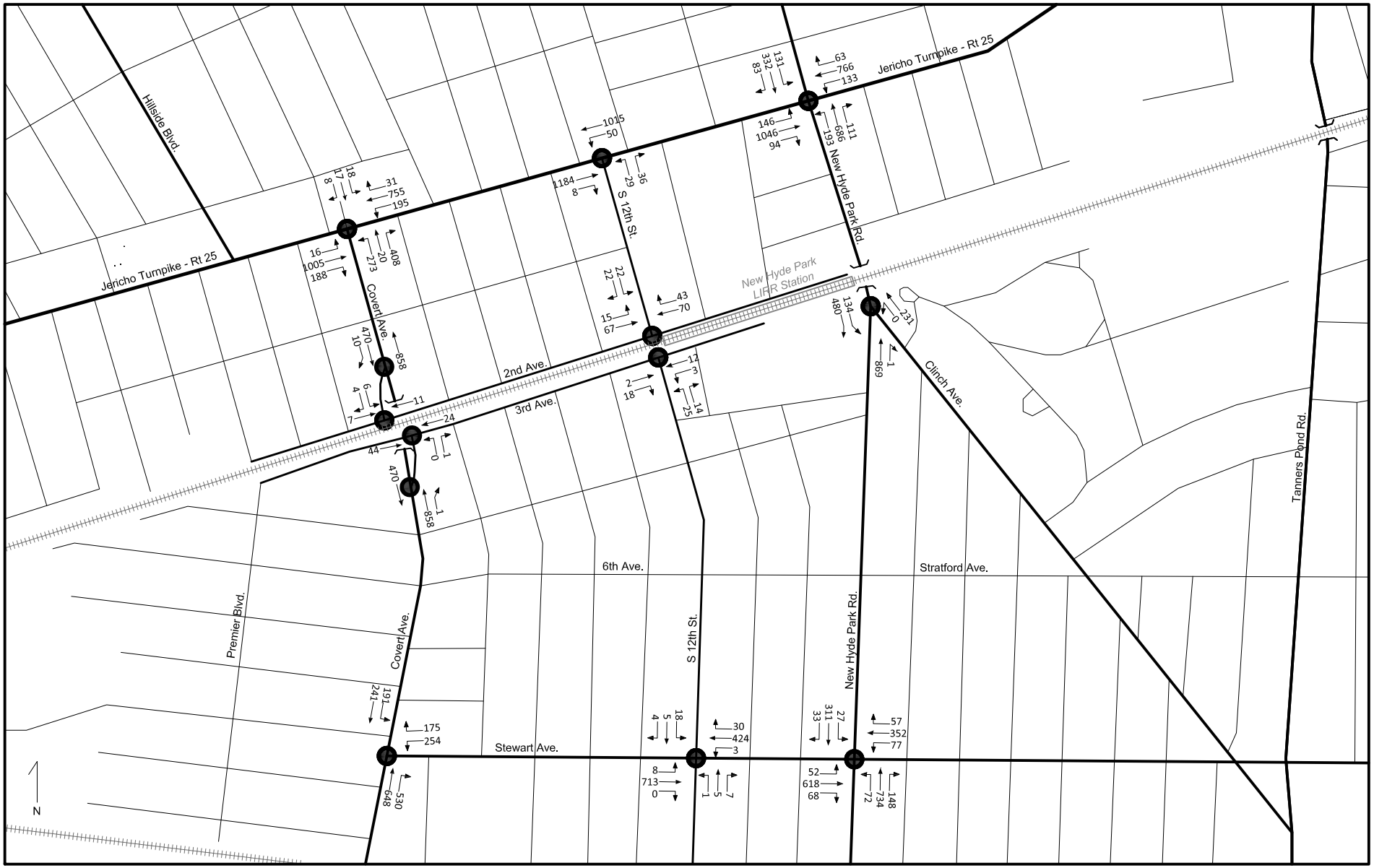
Study Area Intersection Analyzed

LIRR Main Line Project EIS
2020 Build Option 1 -- PM Peak Hour Traffic Volumes
New Hyde Park



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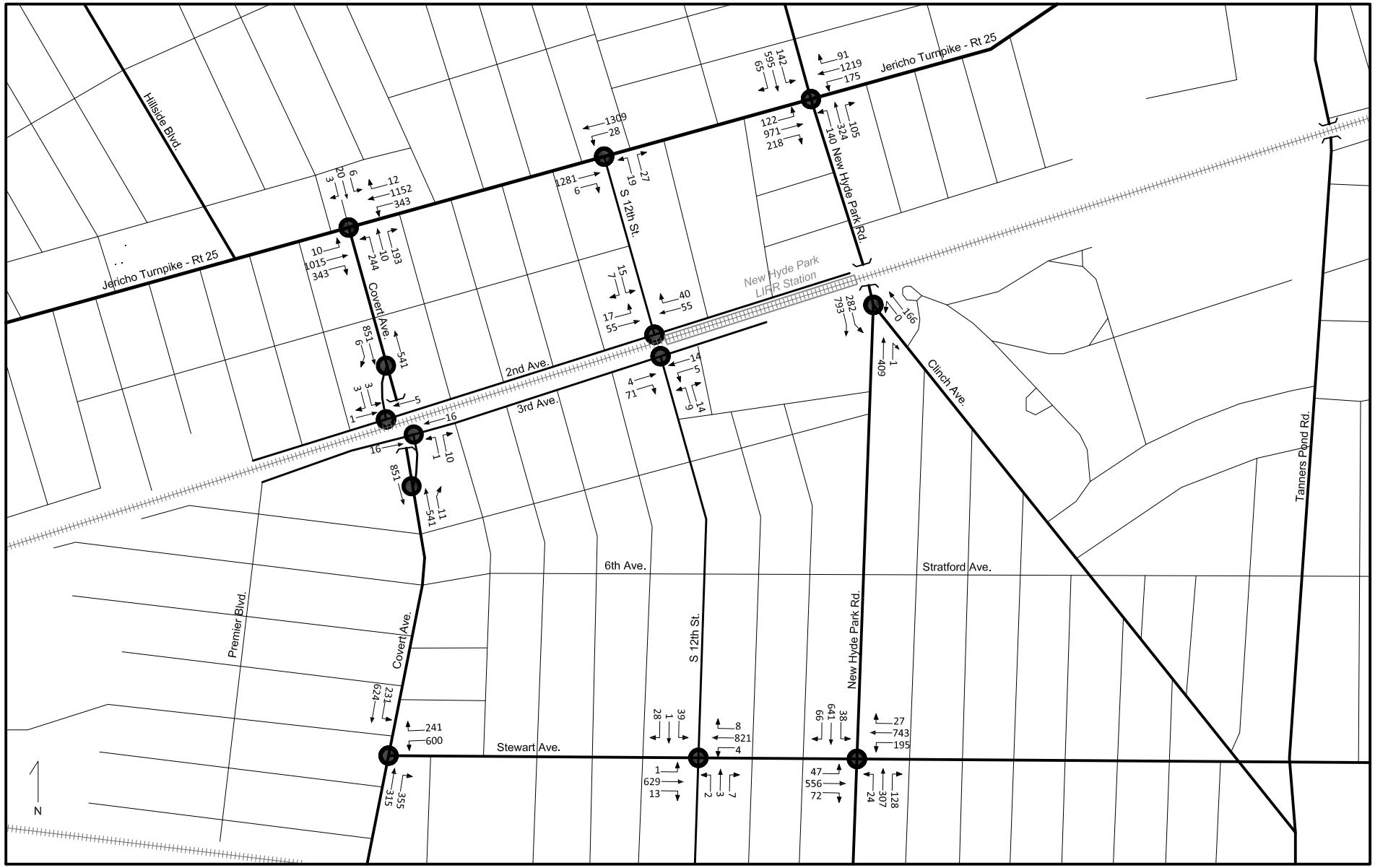
Study Area Intersection Analyzed

LIRR Main Line Project EIS
2020 Build Option 2 -- AM Peak Hour Traffic Volumes
New Hyde Park



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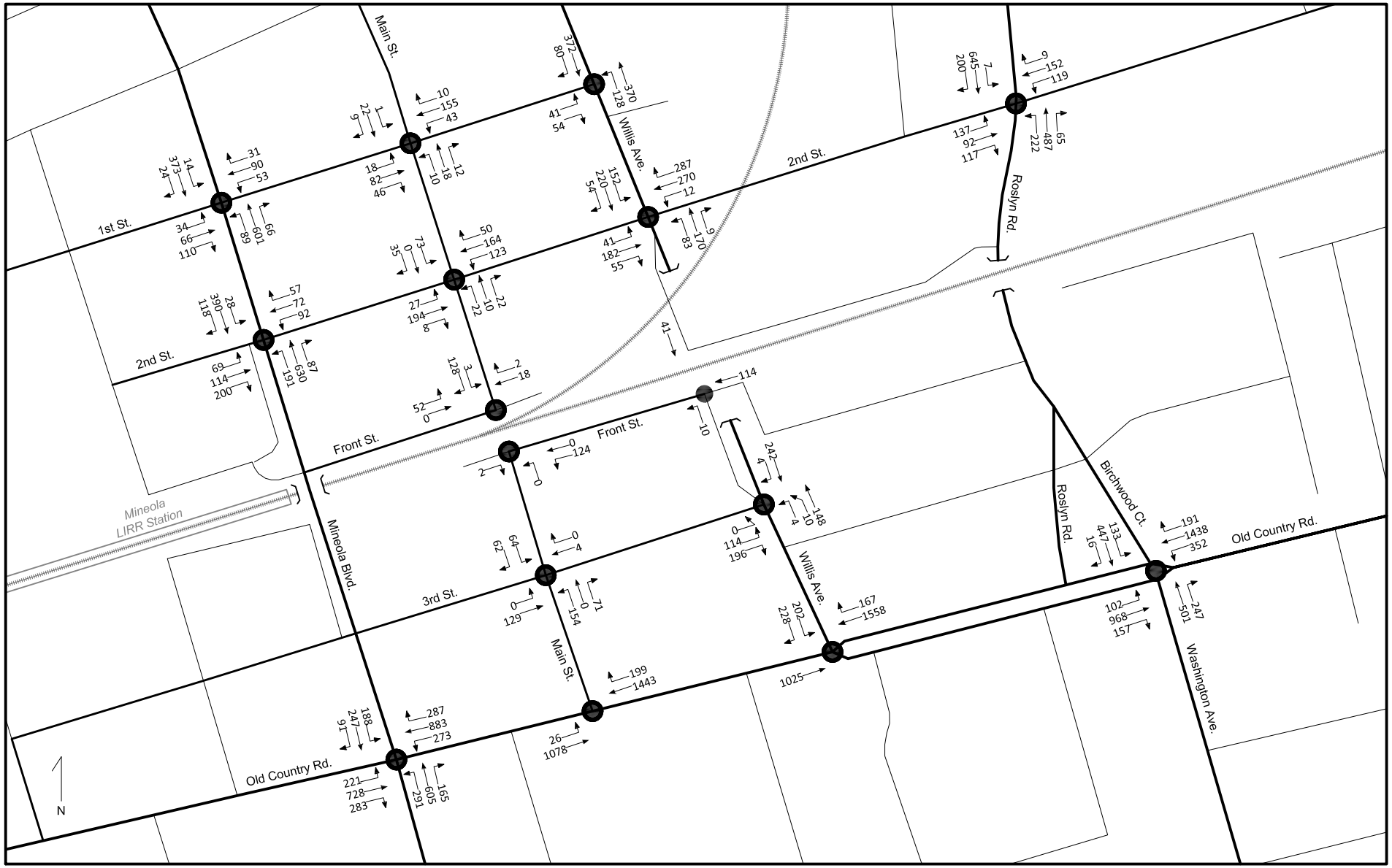
Study Area Intersection Analyzed

LIRR Main Line Project EIS
2020 Build Option 2 -- PM Peak Hour Traffic Volumes
New Hyde Park



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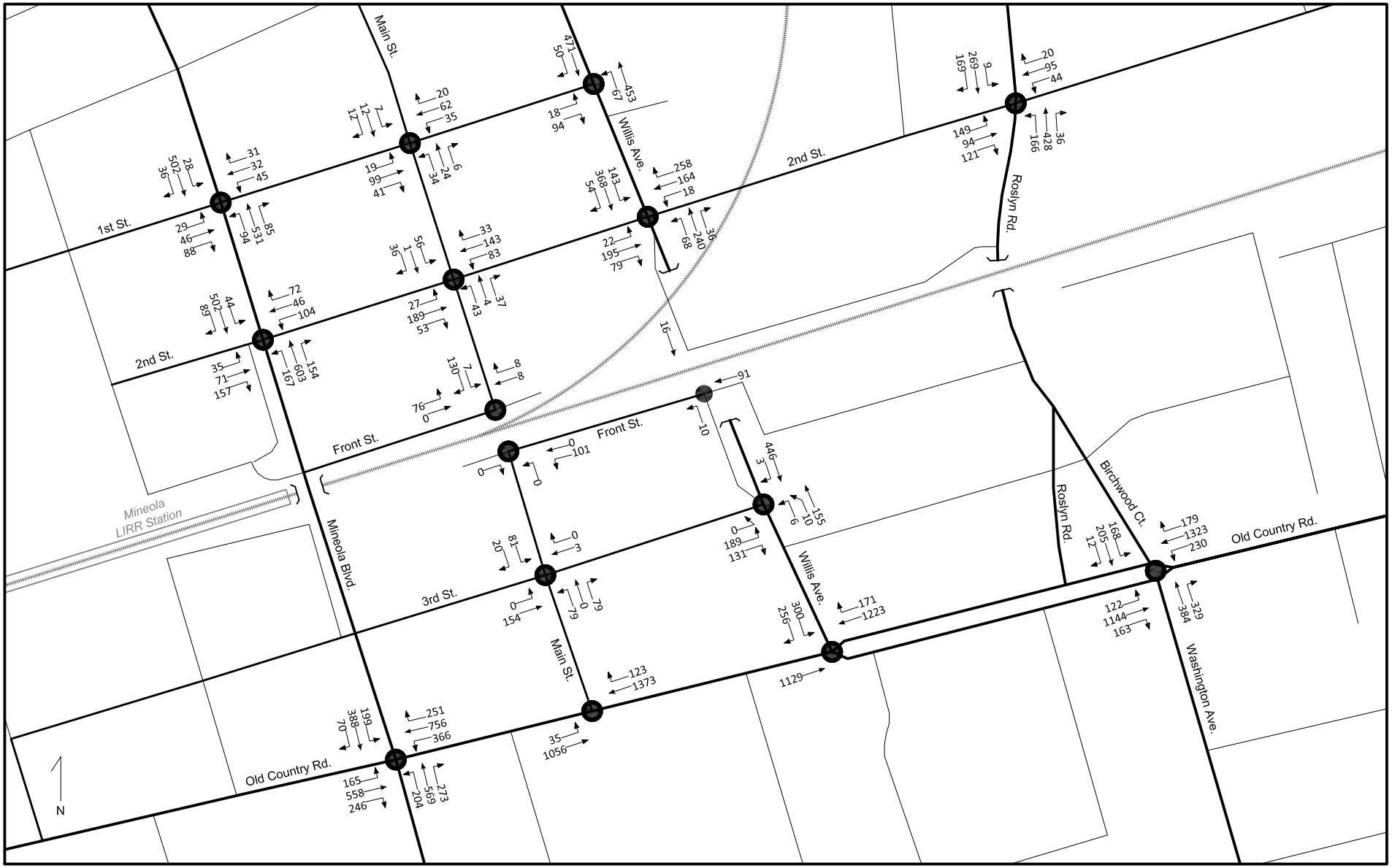
Study Area Intersection Analyzed

LIRR Main Line Project EIS
2020 Build Option 1 -- AM Peak Hour Traffic Volumes
Mineola



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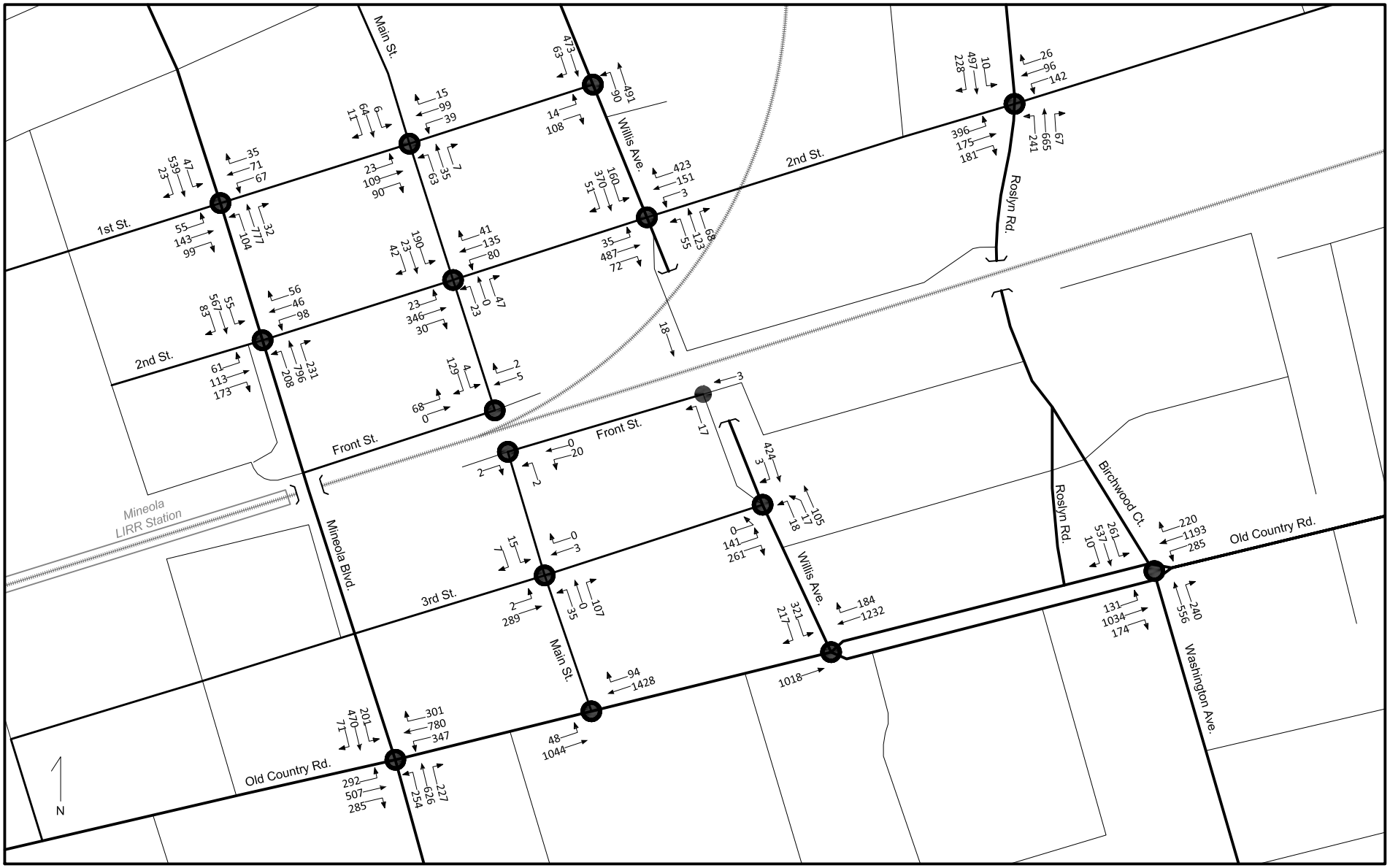
Study Area Intersection Analyzed

LIRR Main Line Project EIS
2020 Build Option 1 -- Midday Peak Hour Traffic Volumes
Mineola



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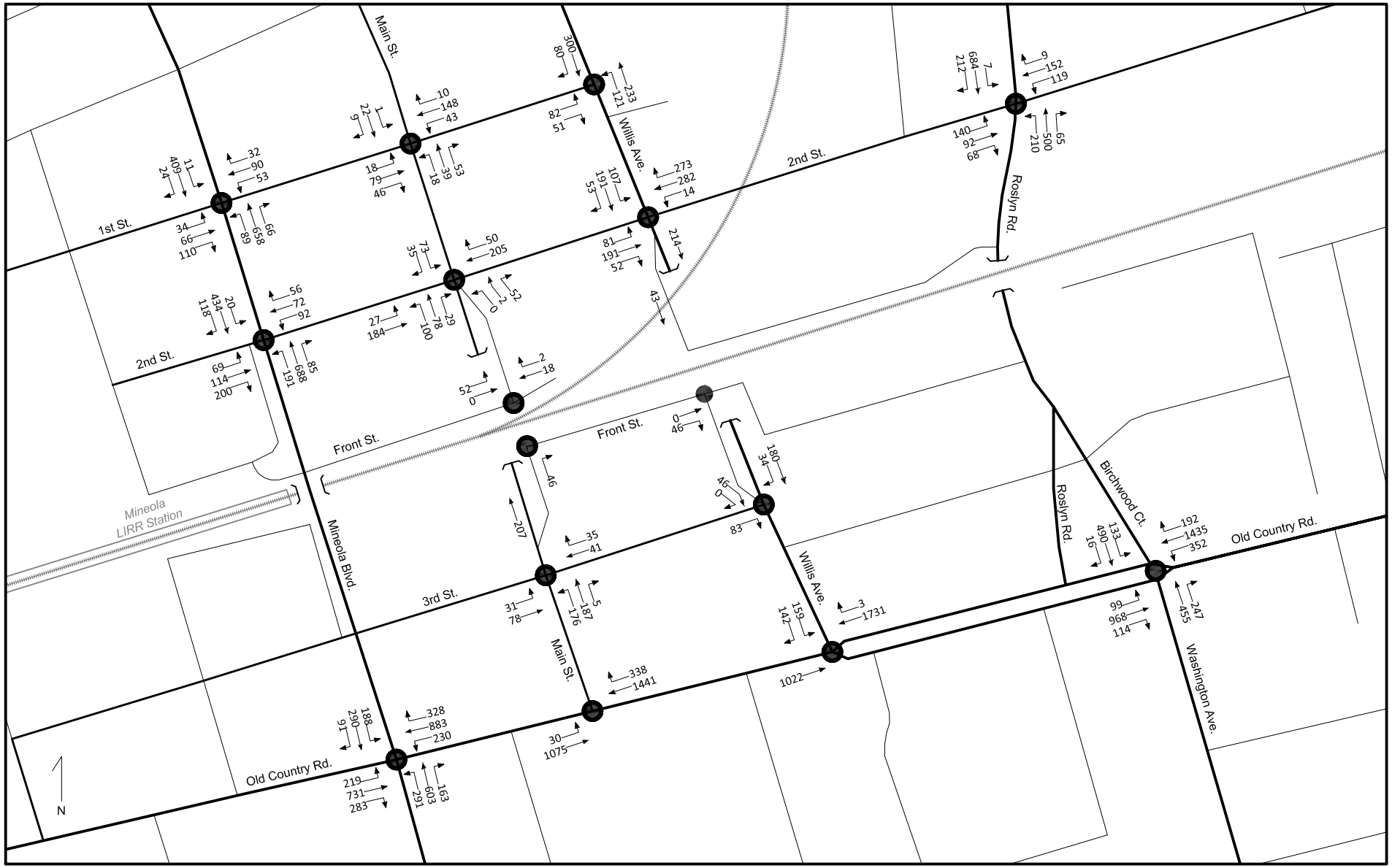
Study Area Intersection Analyzed

LIRR Main Line Project EIS
2020 Build Option 1 -- PM Peak Hour Traffic Volumes
Mineola



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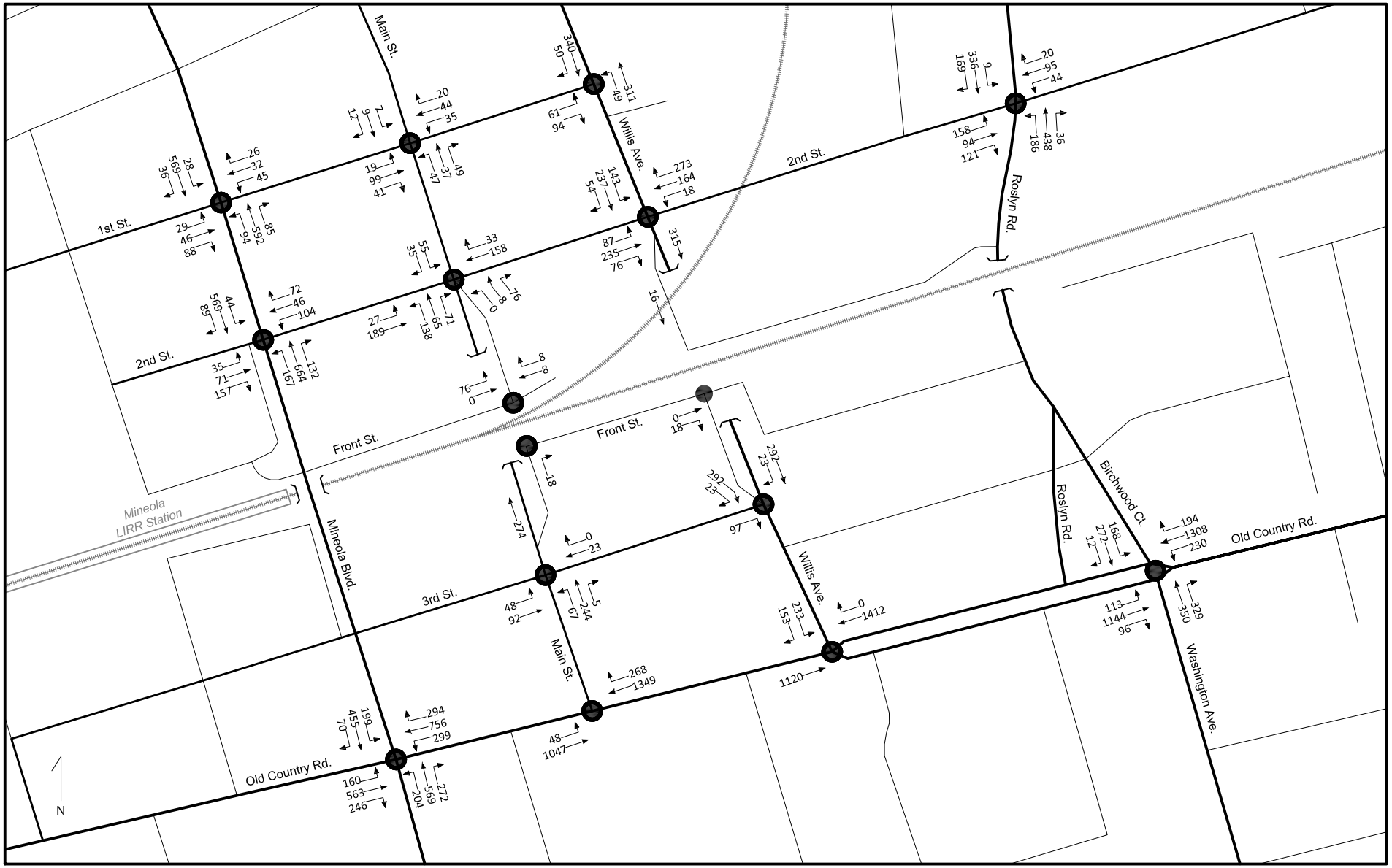
Study Area Intersection Analyzed

LIRR Main Line Project EIS
2020 Build Option 2 -- AM Peak Hour Traffic Volumes
Mineola



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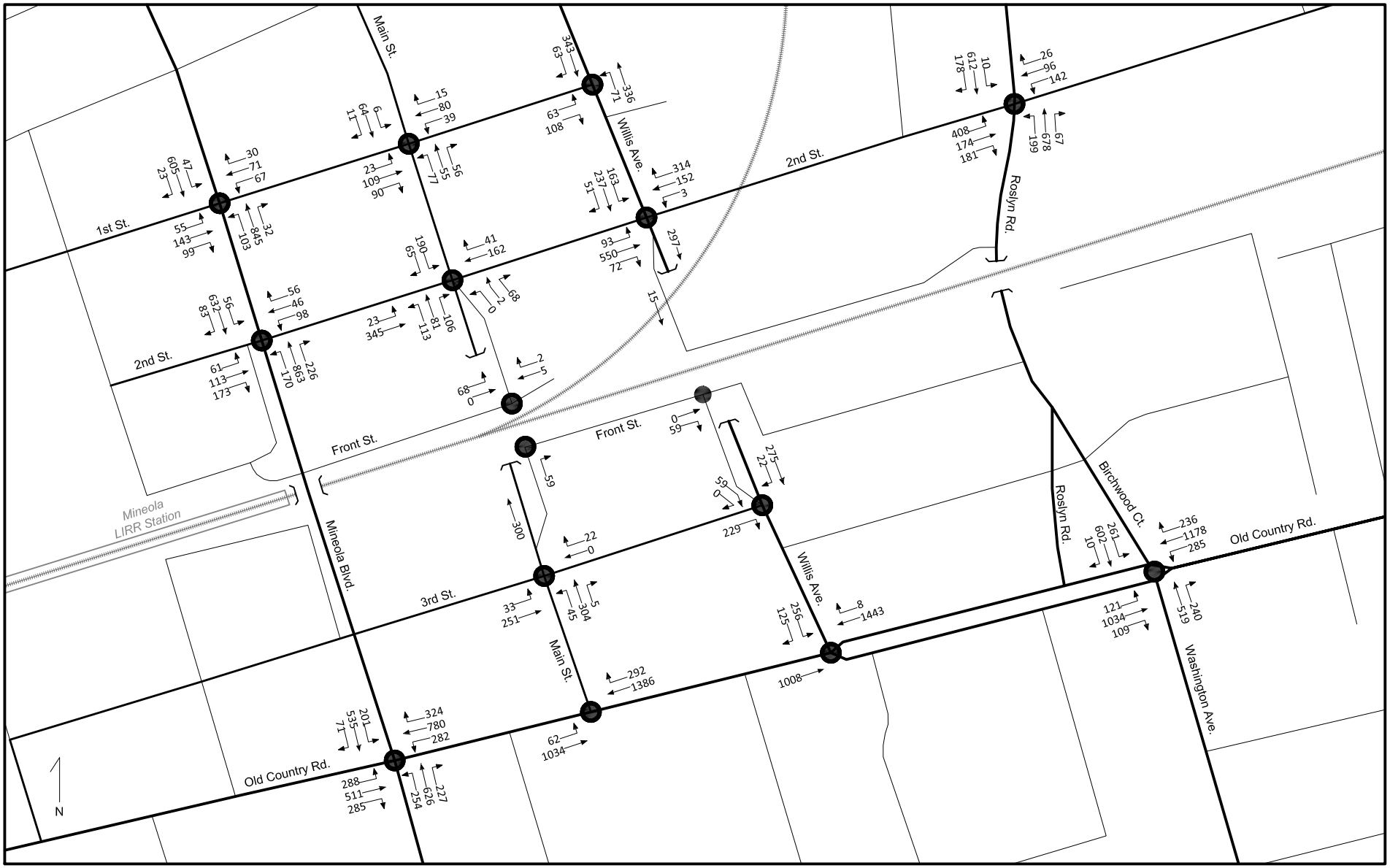
Study Area Intersection Analyzed

LIRR Main Line Project EIS
2020 Build Option 2 -- Midday Peak Hour Traffic Volumes
Mineola



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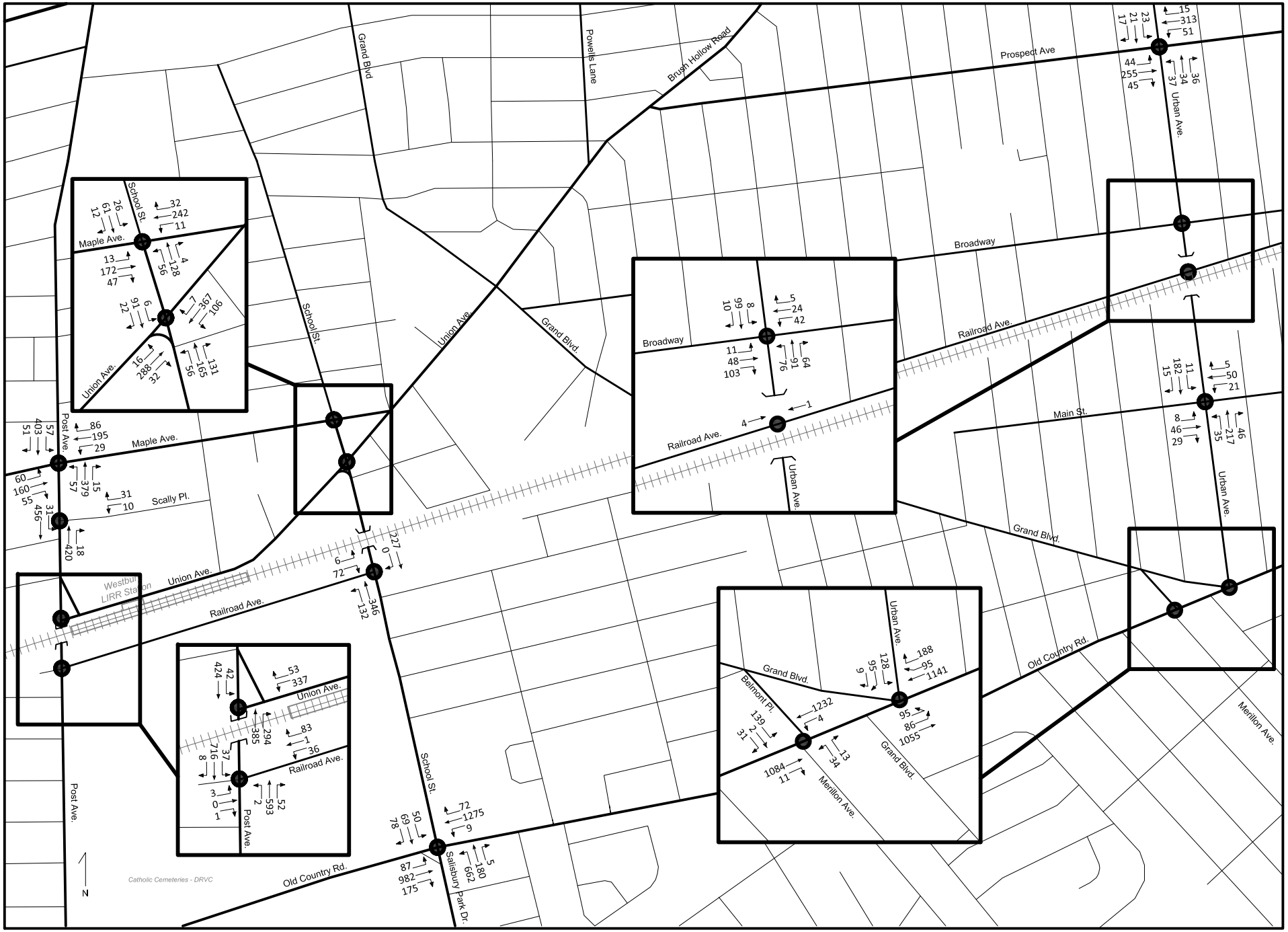
Study Area Intersection Analyzed

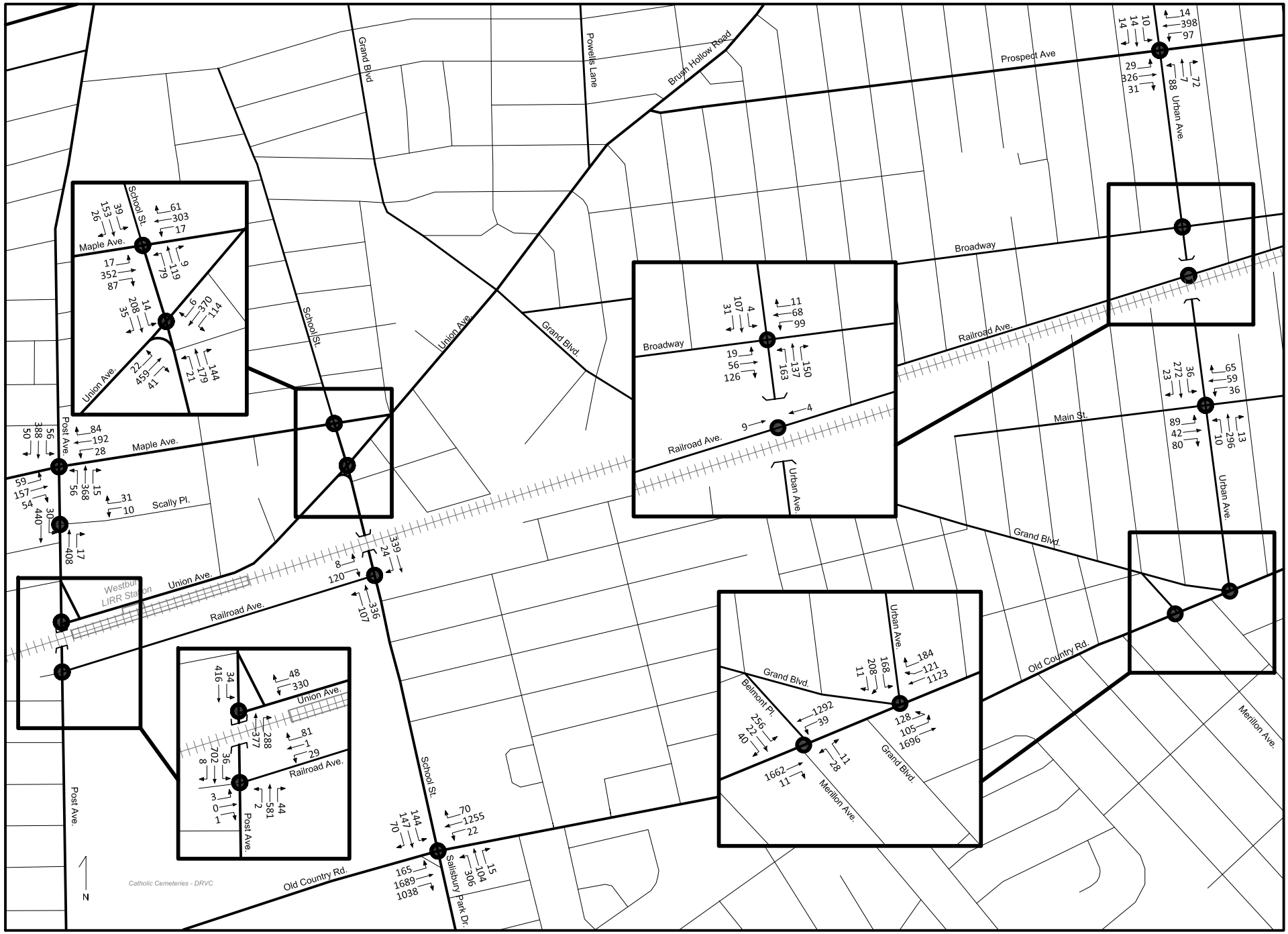
LIRR Main Line Project EIS
2020 Build Option 2 -- PM Peak Hour Traffic Volumes
Mineola



LIRR Main Line Project EIS
2020 Build -- AM Peak Hour Traffic Volumes
Westbury

0 250 500 feet

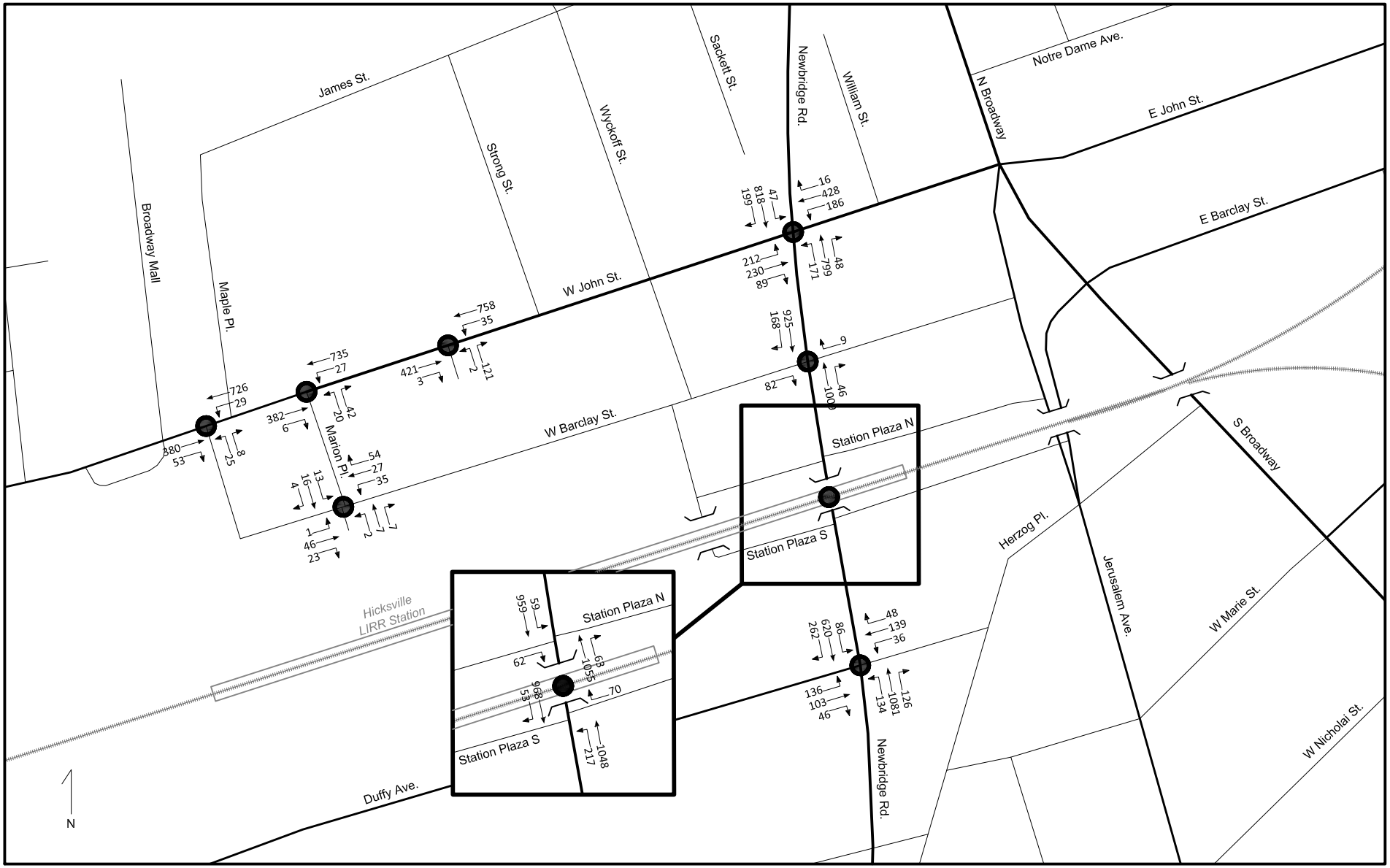
Study Area Intersection Analyzed



LIRR Main Line Project EIS
2020 Build -- PM Peak Hour Traffic Volumes
Westbury

0 250 500 feet

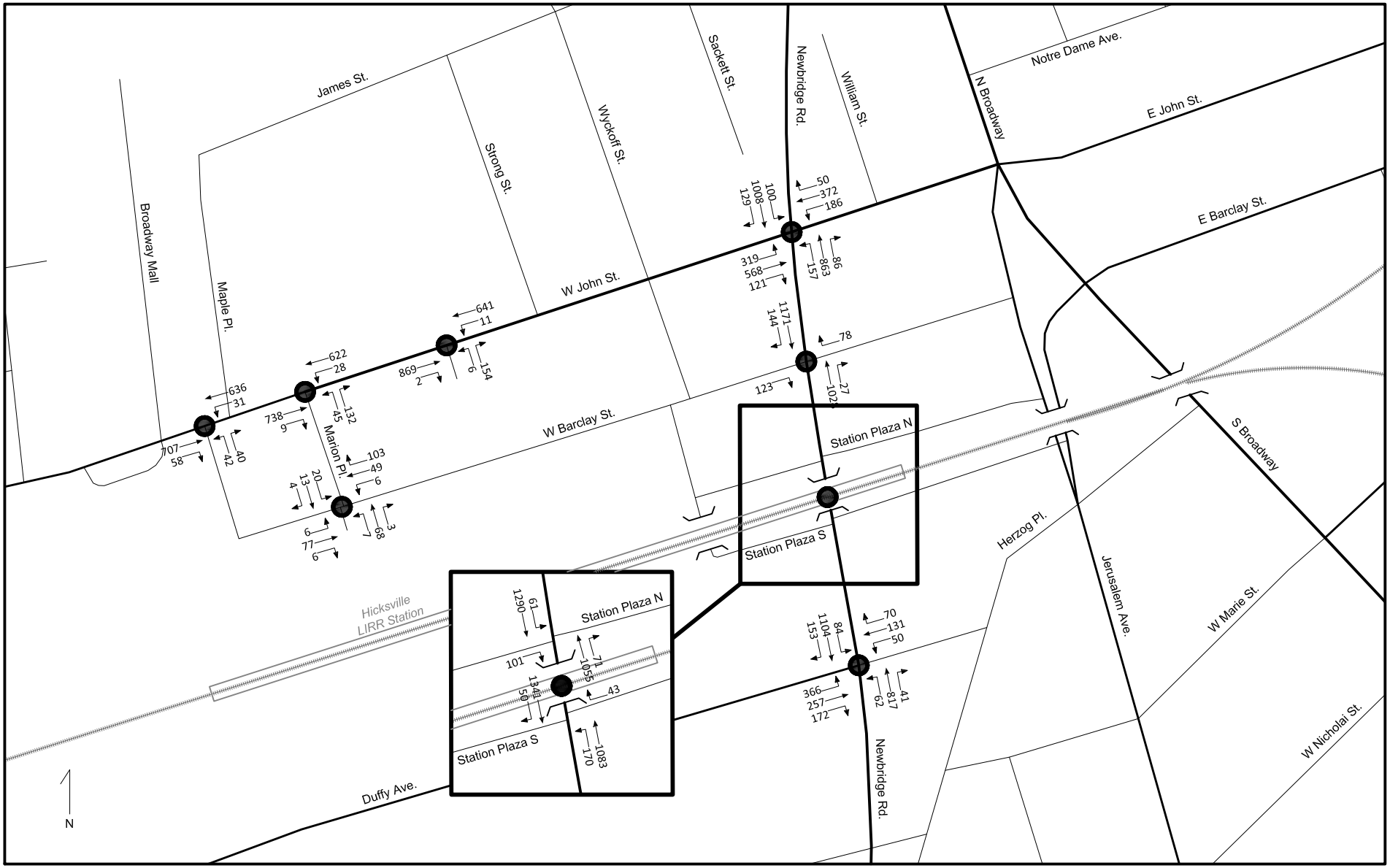
Study Area Intersection Analyzed



0 100 200 feet

Study Area Intersection Analyzed

LIRR Main Line Project EIS
2020 Build -- AM Peak Hour Traffic Volumes
Hicksville



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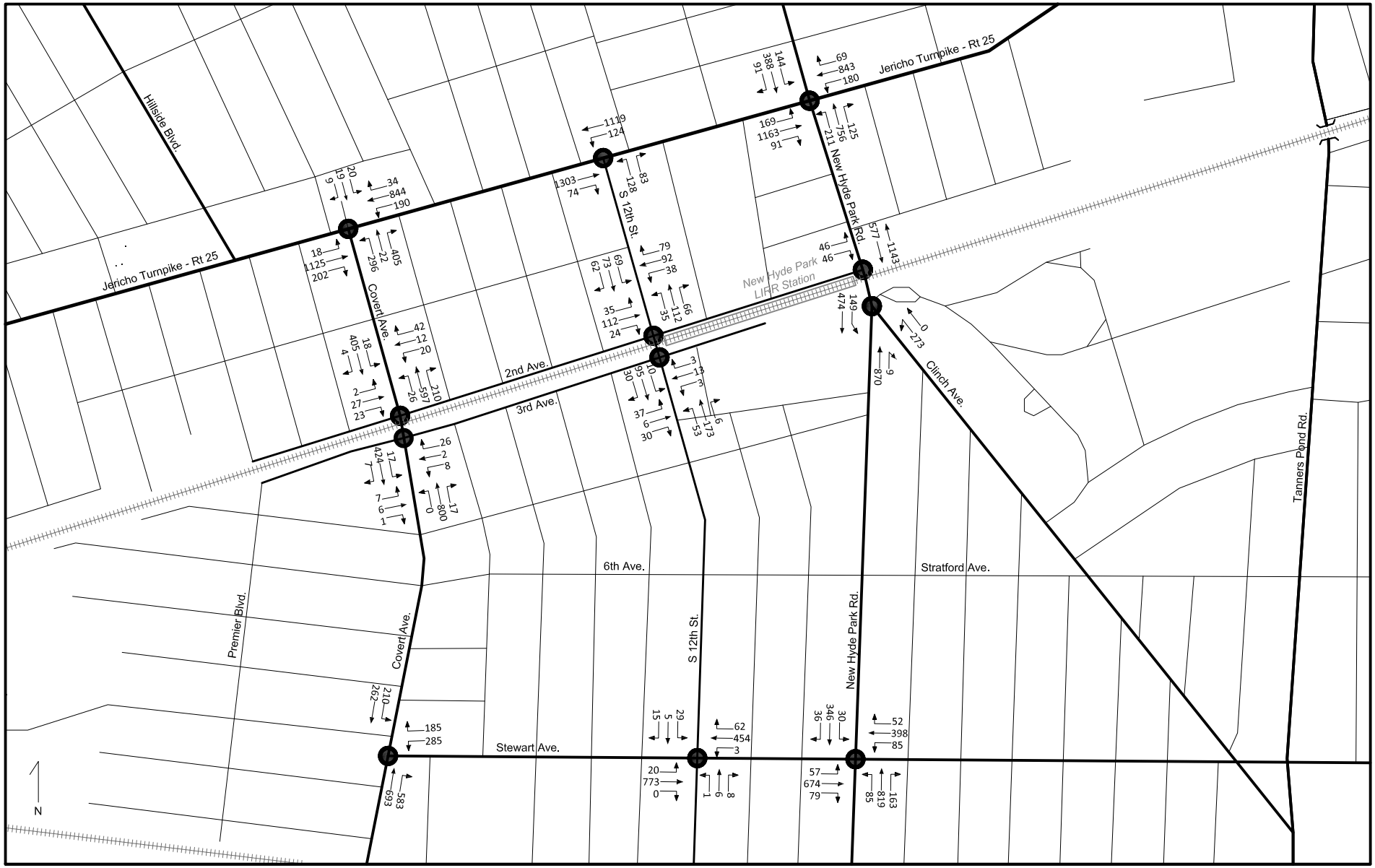
Study Area Intersection Analyzed

LIRR Main Line Project EIS
2020 Build -- PM Peak Hour Traffic Volumes
Hicksville



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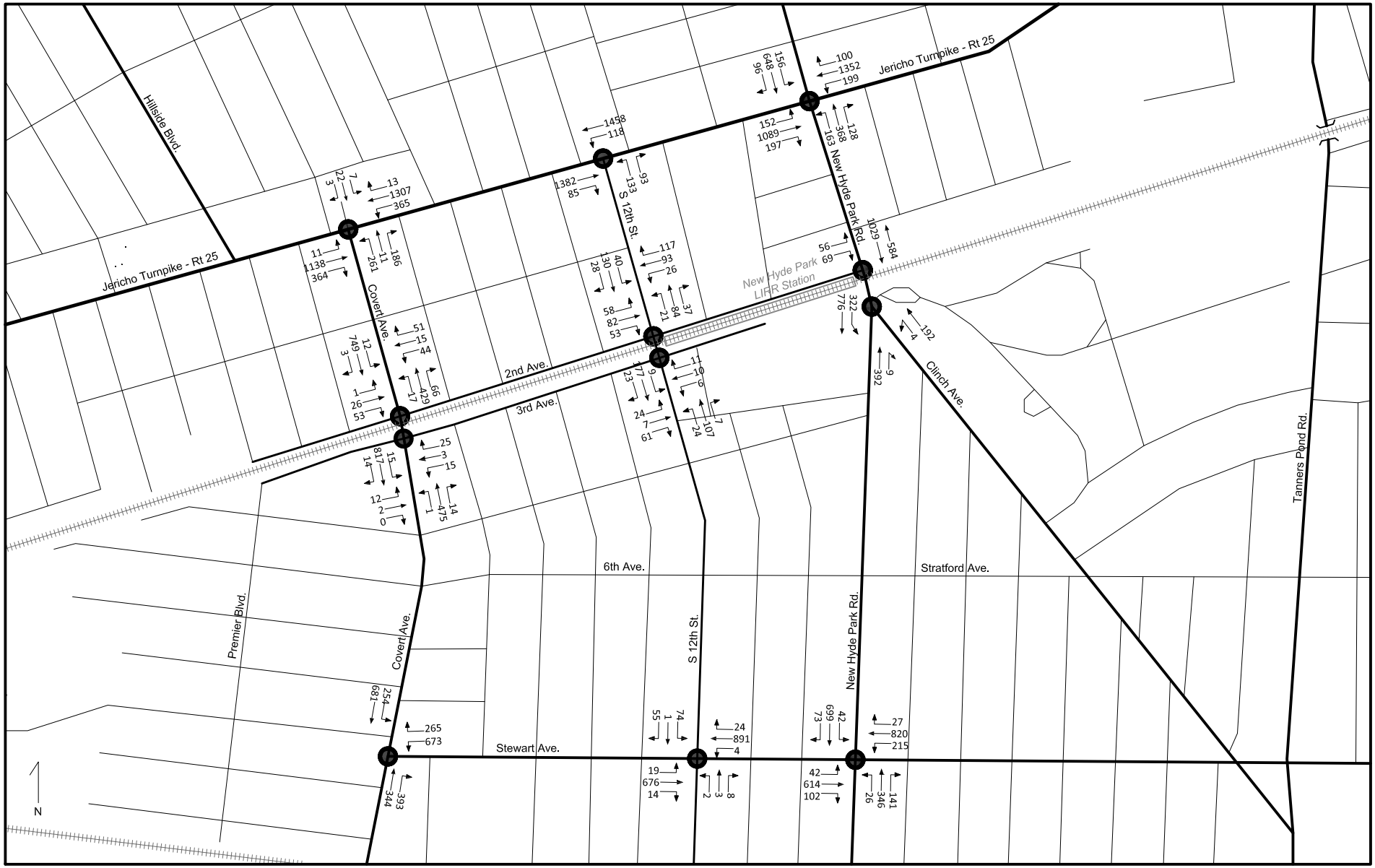
Study Area Intersection Analyzed

LIRR Main Line Project EIS
2040 No Build -- AM Peak Hour Traffic Volumes
New Hyde Park



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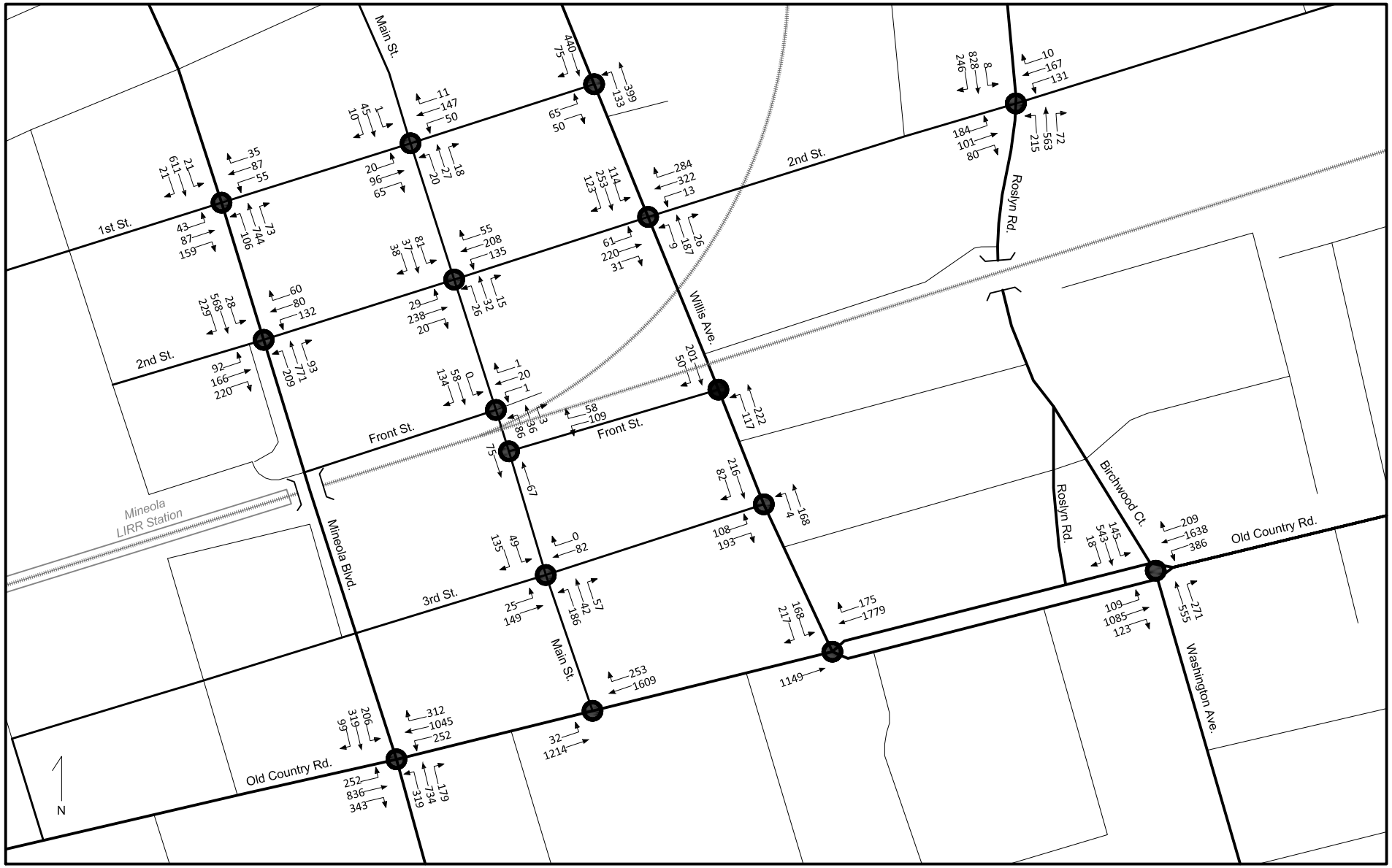
Study Area Intersection Analyzed

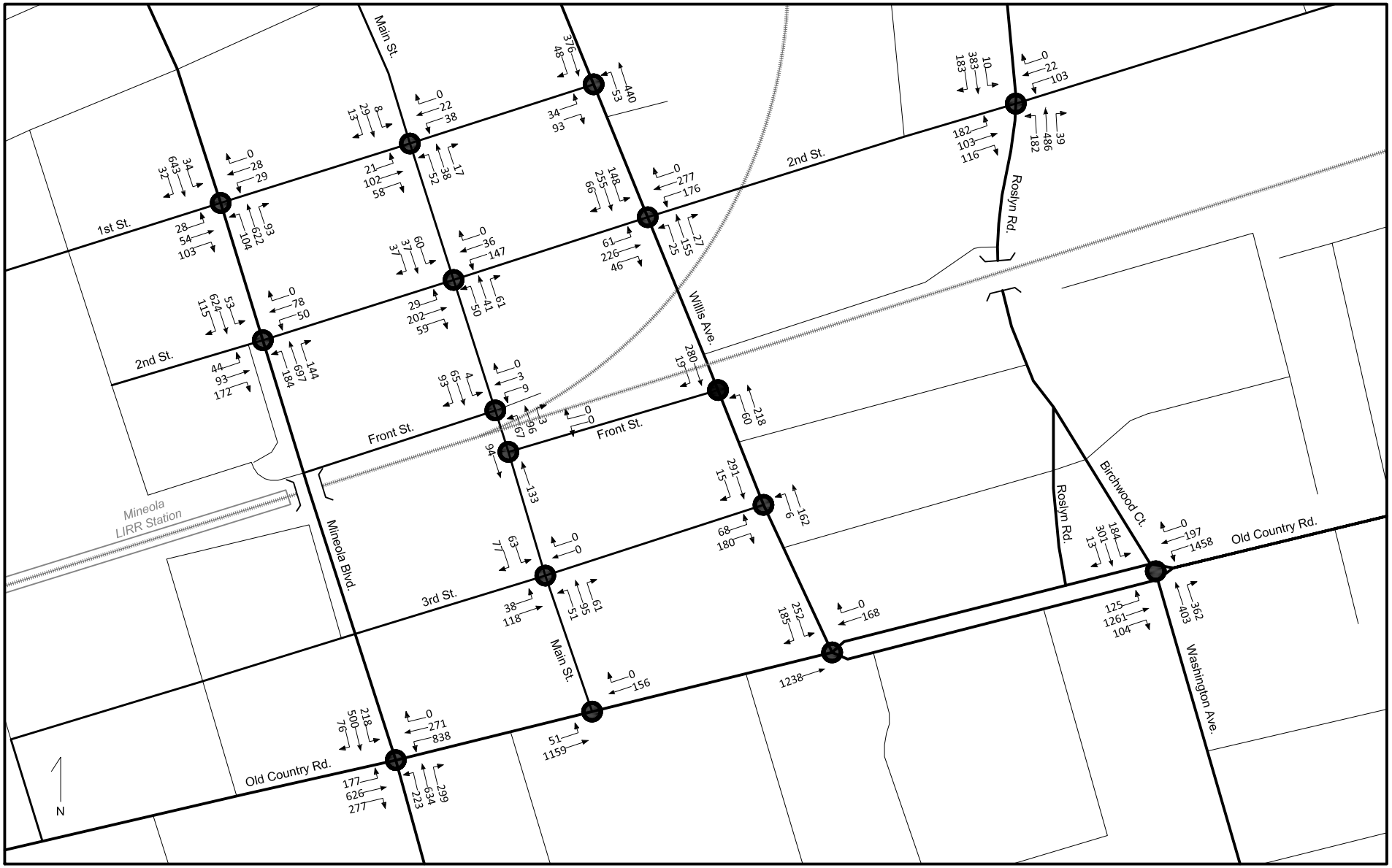
LIRR Main Line Project EIS
2040 No Build -- PM Peak Hour Traffic Volumes
New Hyde Park



0 100 200 feet

Study Area Intersection Analyzed

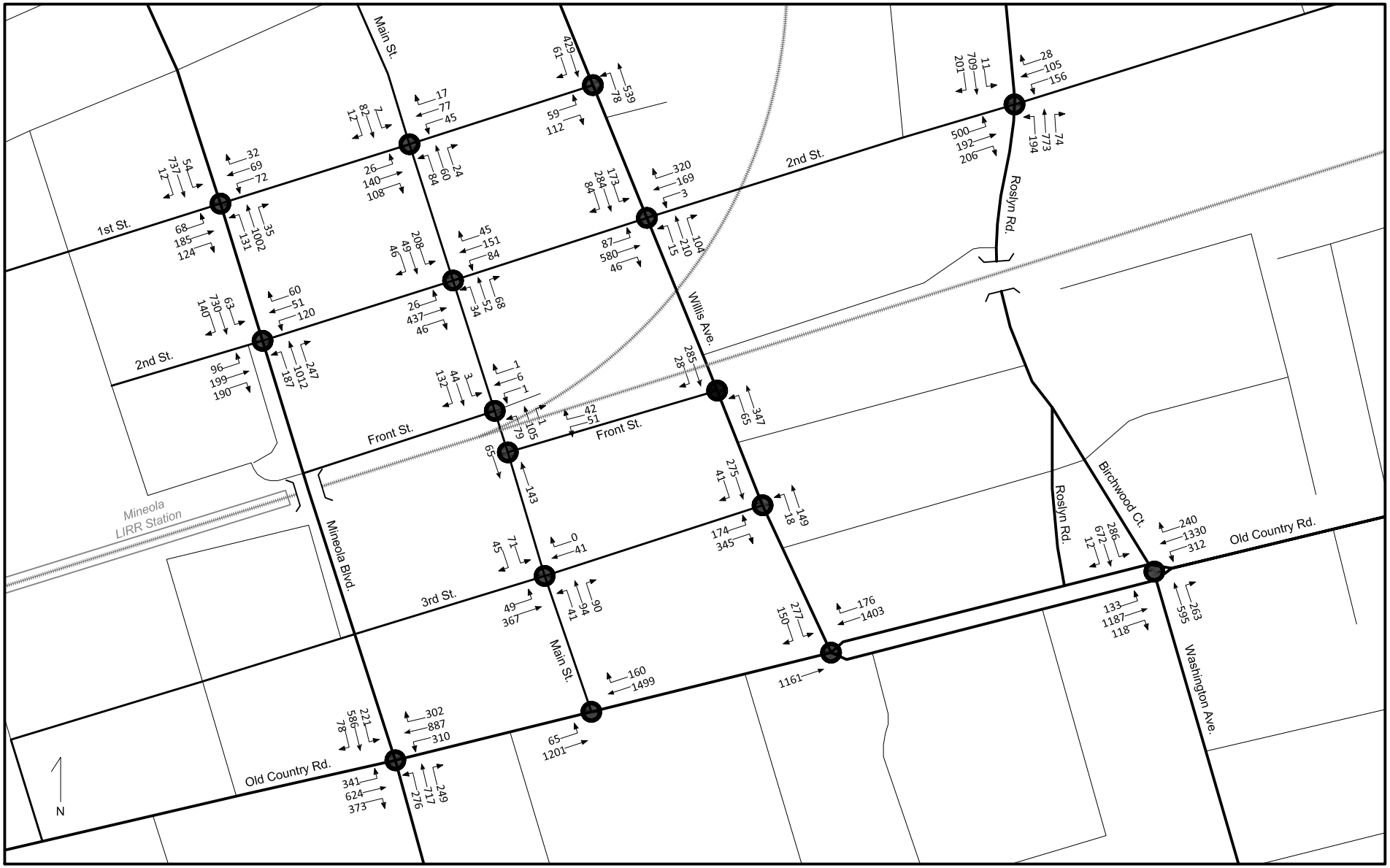
LIRR Main Line Project EIS
2040 No Build -- AM Peak Hour Traffic Volumes
Mineola



0 100 200 feet

Study Area Intersection Analyzed

LIRR Main Line Project EIS
2040 No Build -- Midday Peak Hour Traffic Volumes
Mineola



0 100 200 feet

Study Area Intersection Analyzed

LIRR Main Line Project EIS
2040 No Build -- PM Peak Hour Traffic Volumes
Mineola

LIRR Main Line Project EIS
2040 No Build -- AM Peak Hour Traffic Volumes
Westbury

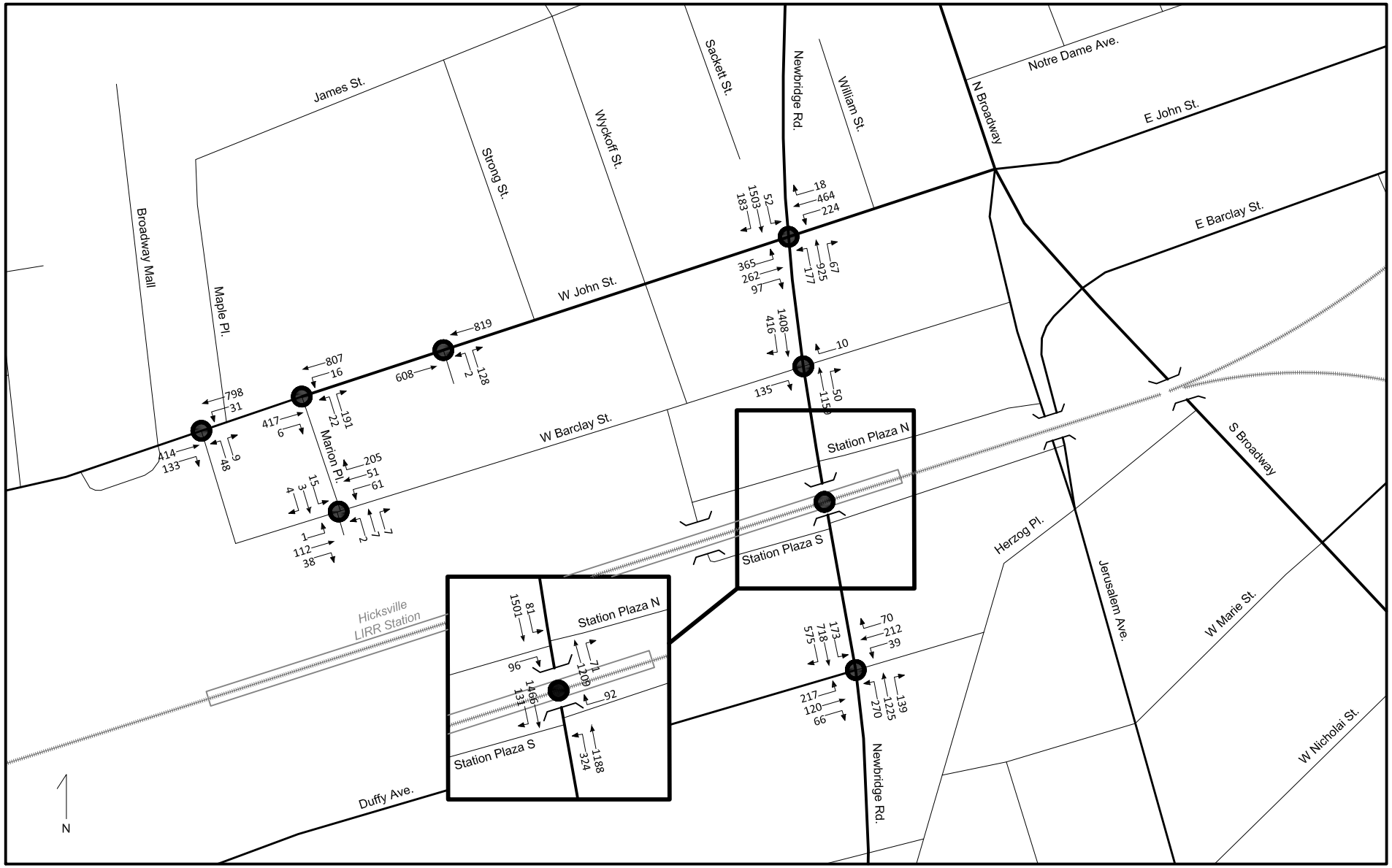
0 250 500 feet

Study Area Intersection Analyzed

LIRR Main Line Project EIS
2040 No Build -- PM Peak Hour Traffic Volumes
Westbury

0 250 500 feet

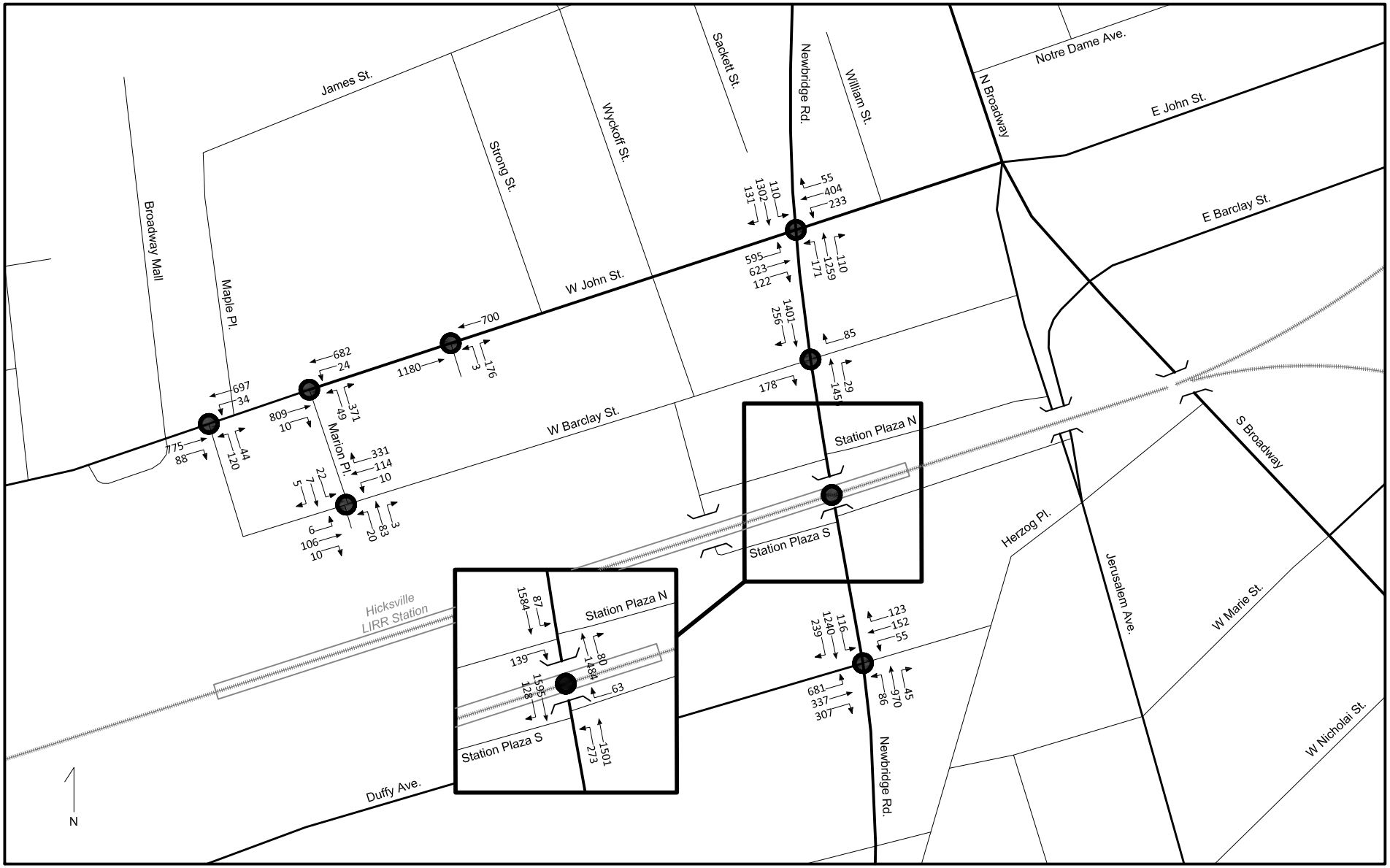
Study Area Intersection Analyzed



0 100 200 feet

Study Area Intersection Analyzed

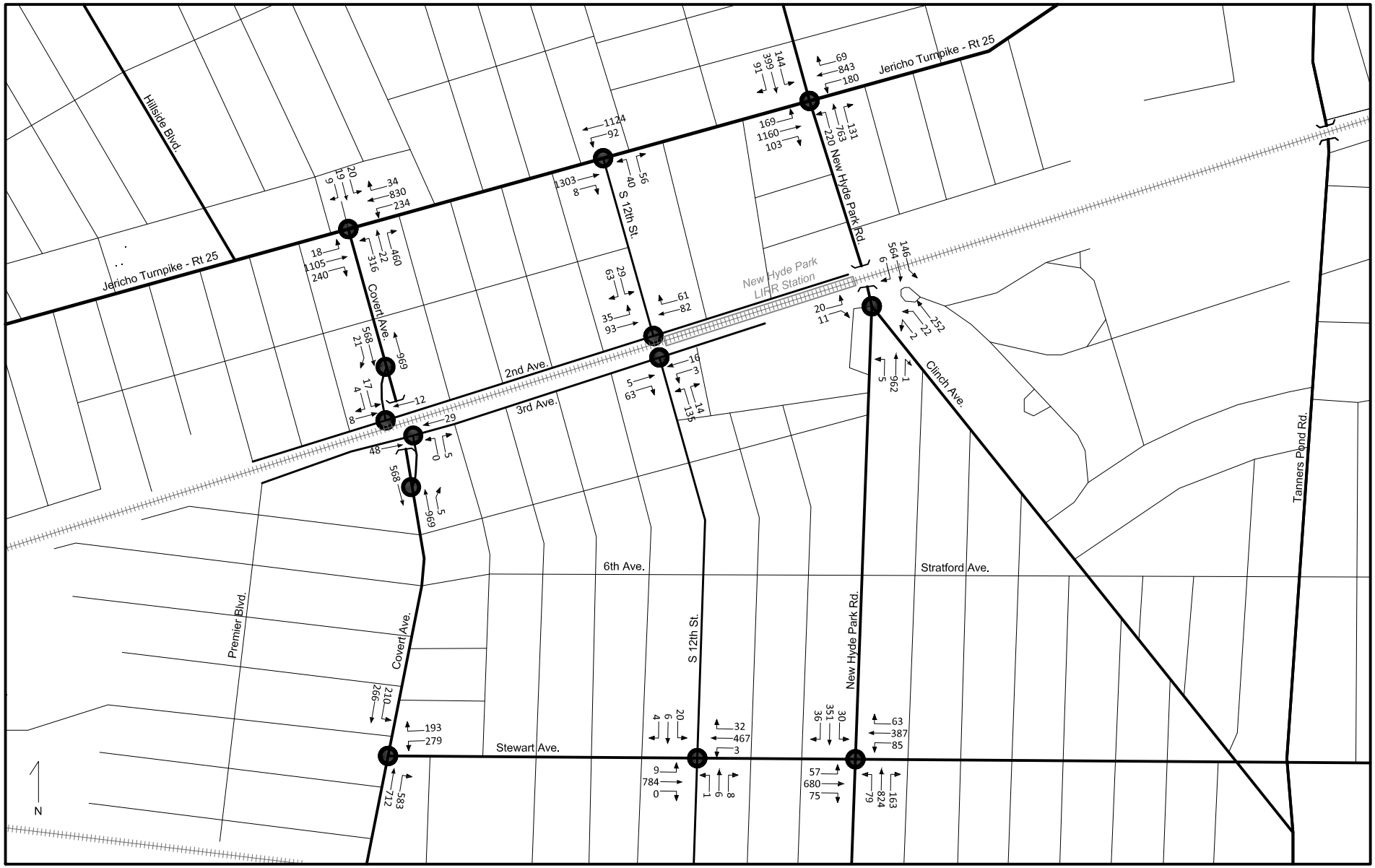
LIRR Main Line Project EIS
2040 No Build -- AM Peak Hour Traffic Volumes
Hicksville



0 100 200 feet

Study Area Intersection Analyzed

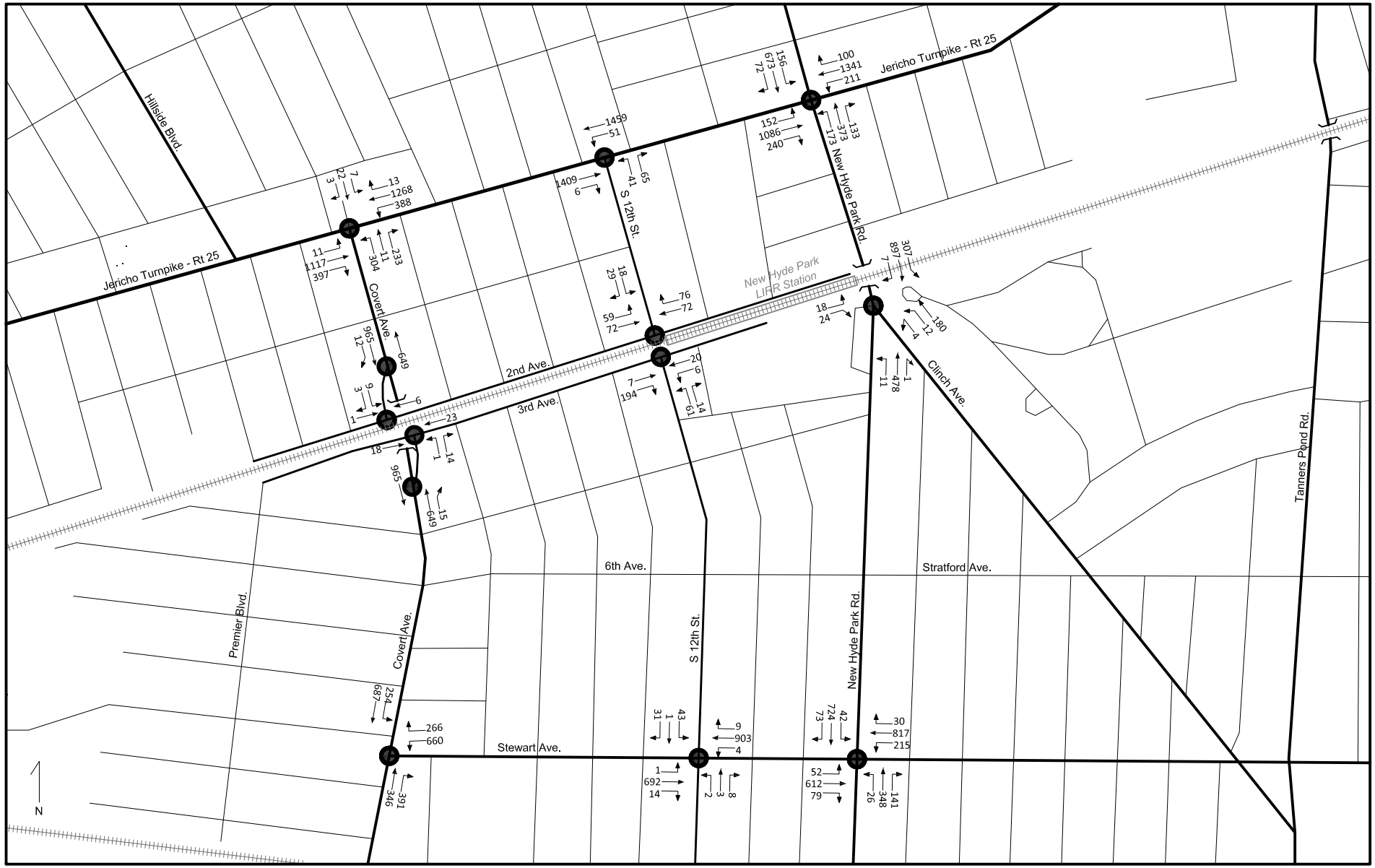
LIRR Main Line Project EIS
2040 No Build -- PM Peak Hour Traffic Volumes
Hicksville



0 250 500 feet

Study Area Intersection Analyzed

LIRR Main Line Project EIS
2040 Build Option 1 -- AM Peak Hour Traffic Volumes
New Hyde Park



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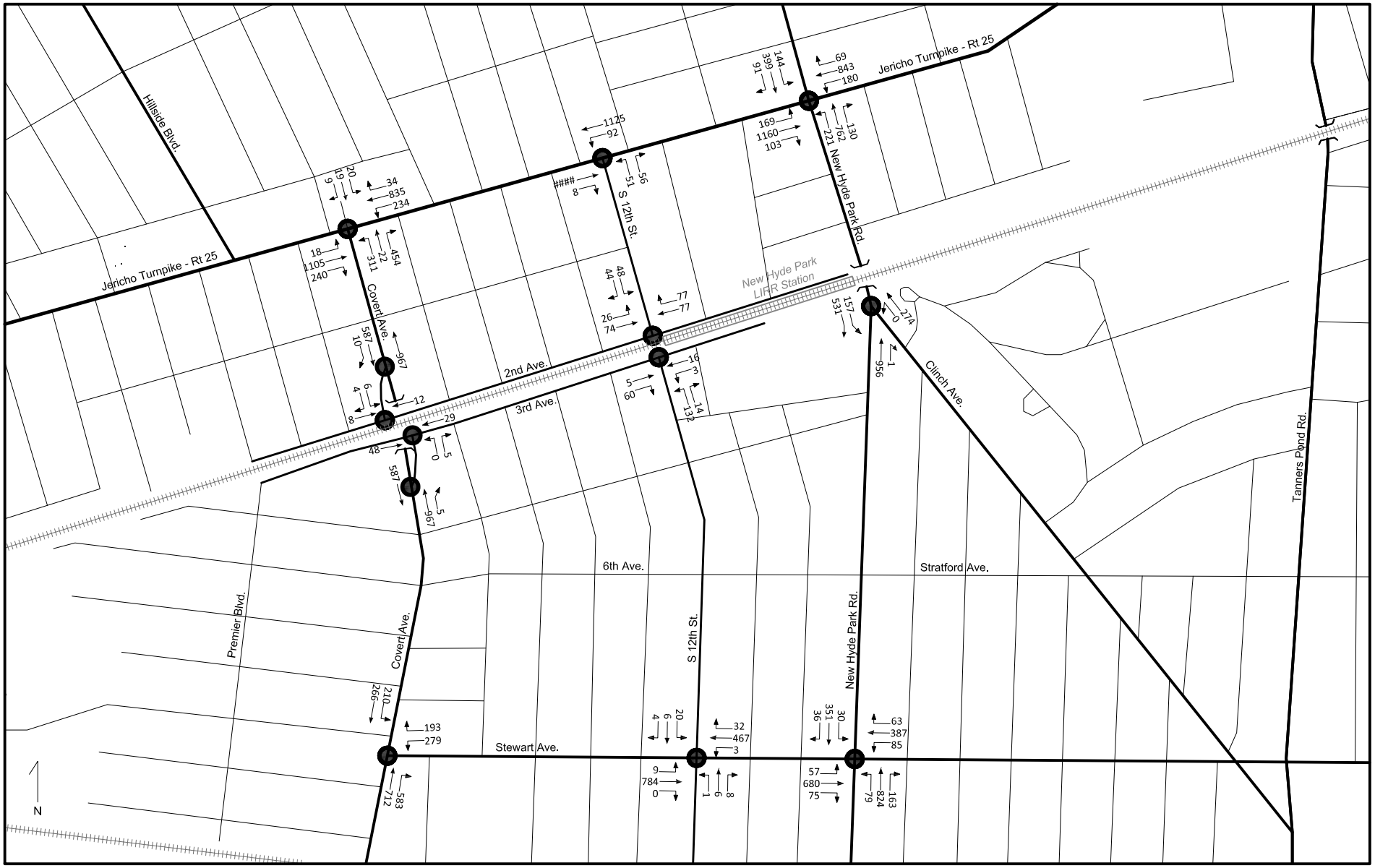
Study Area Intersection Analyzed

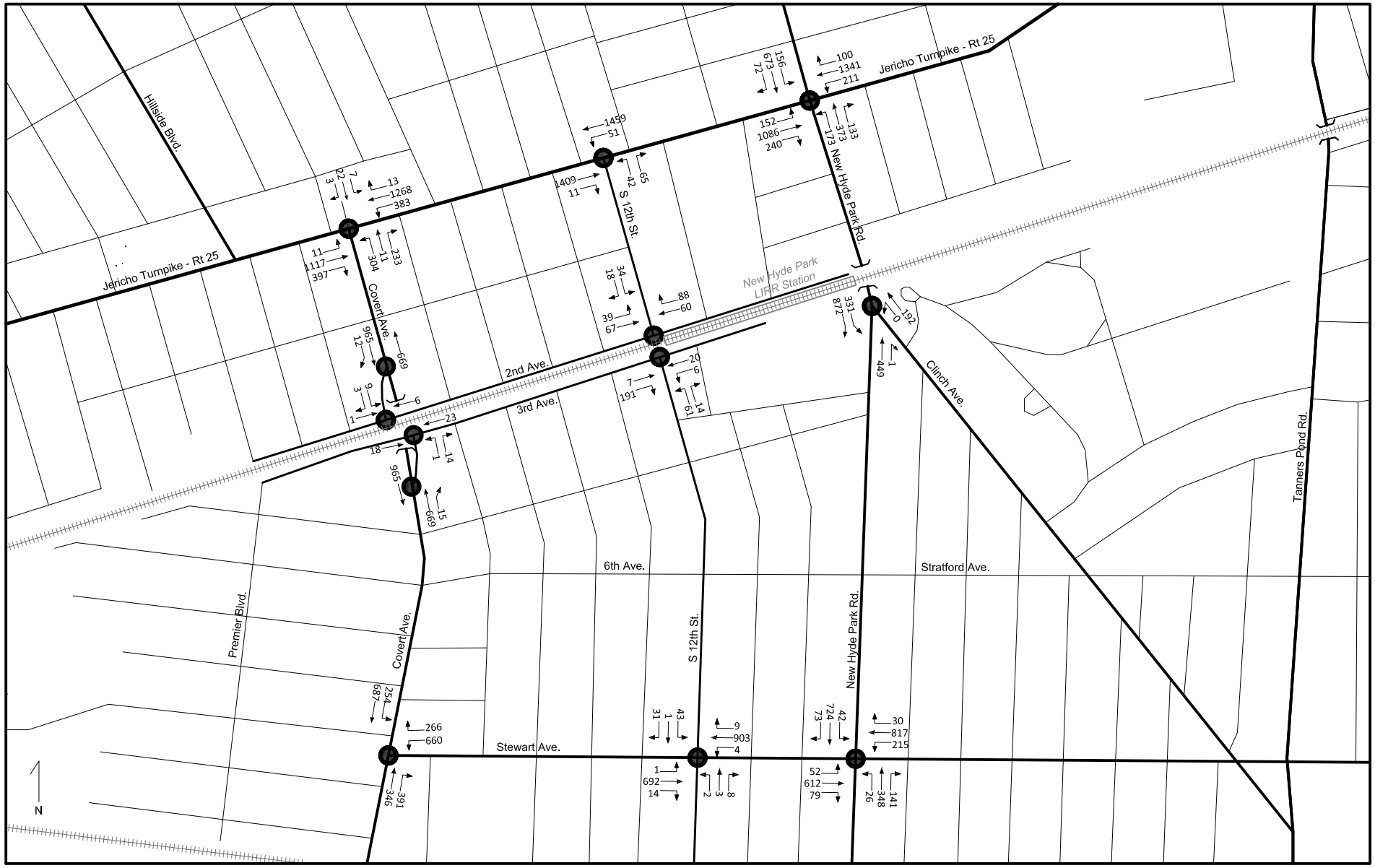
LIRR Main Line Project EIS
2040 Build Option 1 -- PM Peak Hour Traffic Volumes
New Hyde Park



0 250 500 feet

Study Area Intersection Analyzed

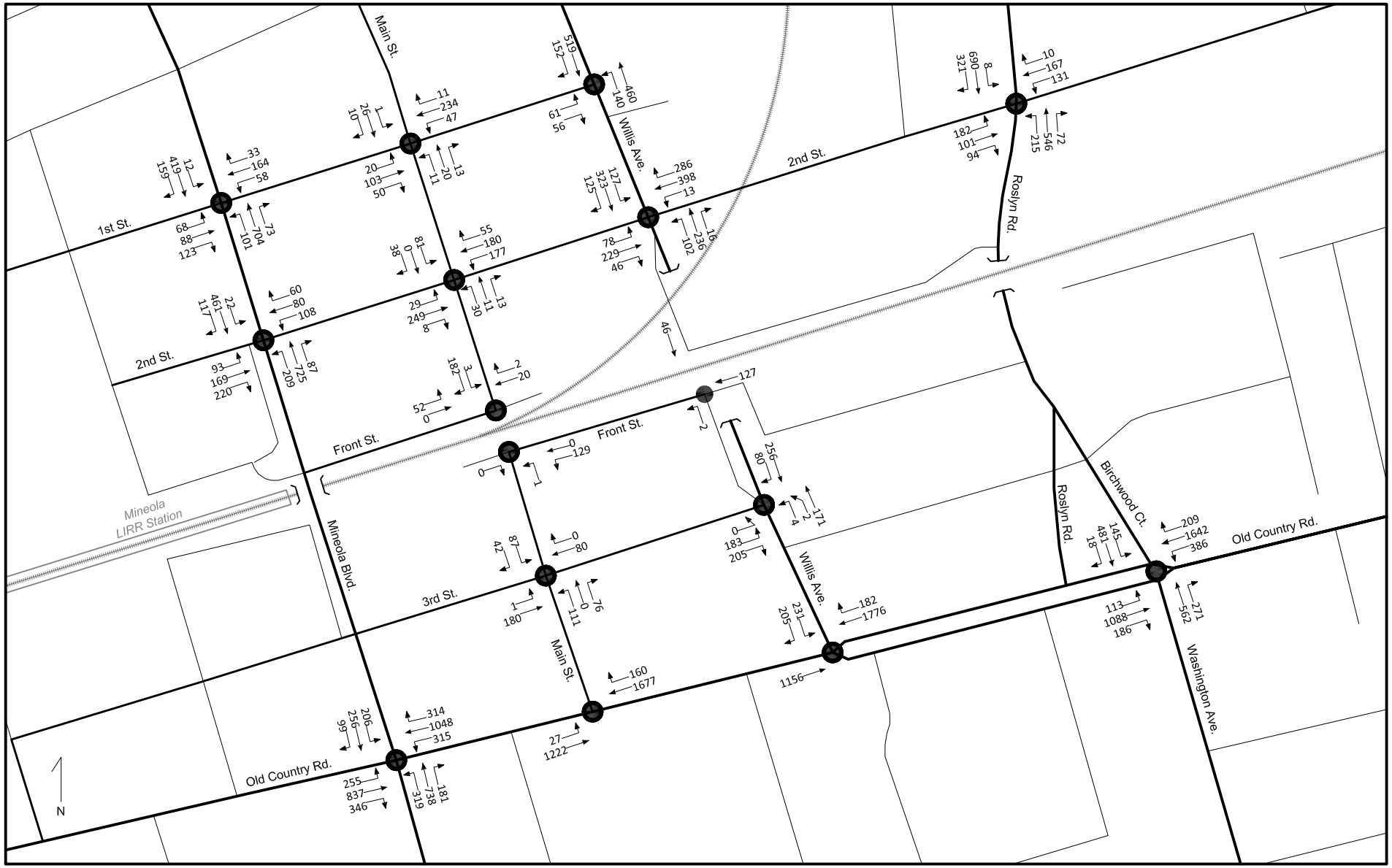
LIRR Main Line Project EIS
2040 Build Option 2 -- AM Peak Hour Traffic Volumes
New Hyde Park



0 250 500 feet

Study Area Intersection Analyzed

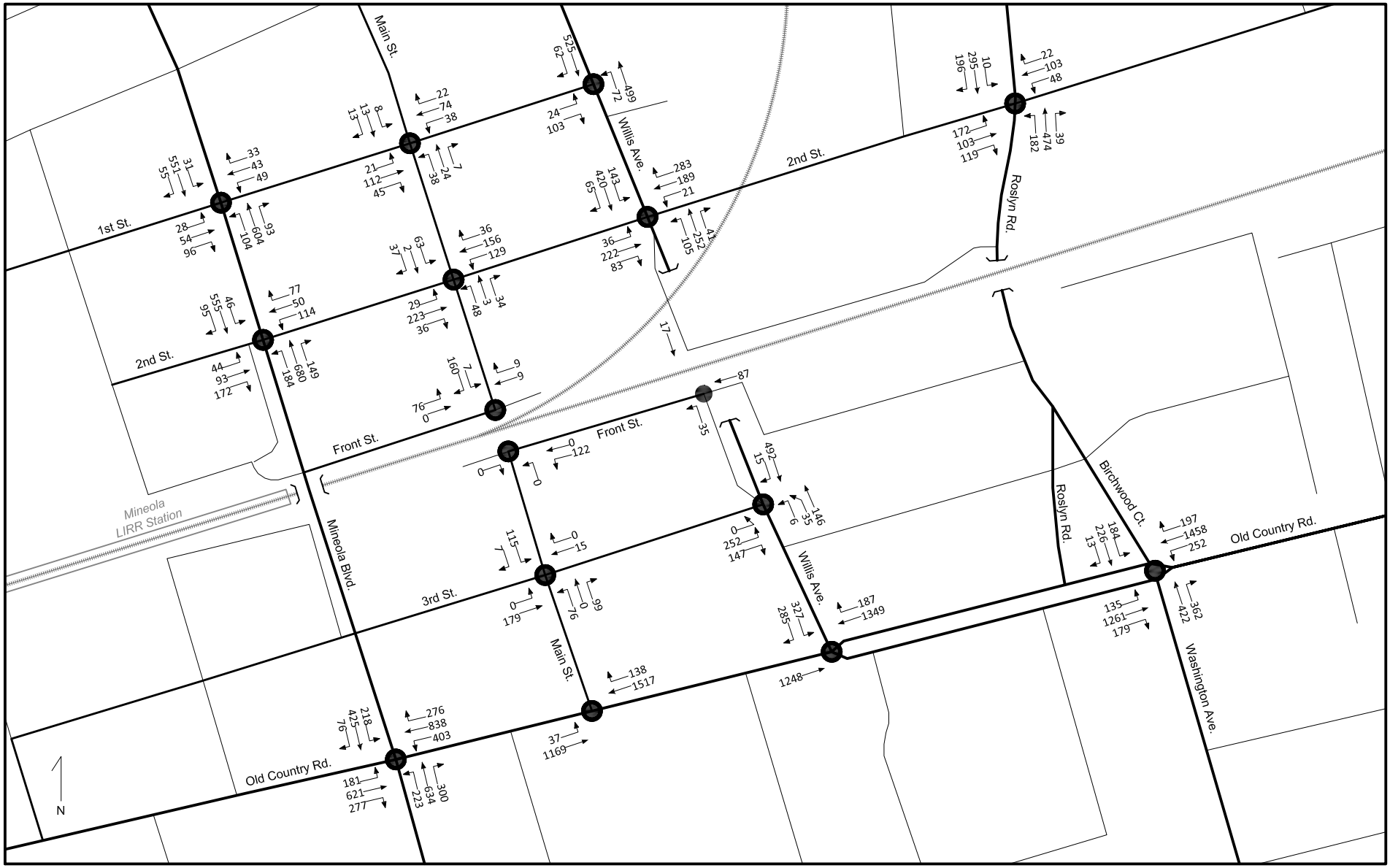
LIRR Main Line Project EIS
2040 Build Option 2 -- PM Peak Hour Traffic Volumes
New Hyde Park



0 100 200 feet

Study Area Intersection Analyzed

LIRR Main Line Project EIS
2040 Build Option 1 -- AM Peak Hour Traffic Volumes
Mineola



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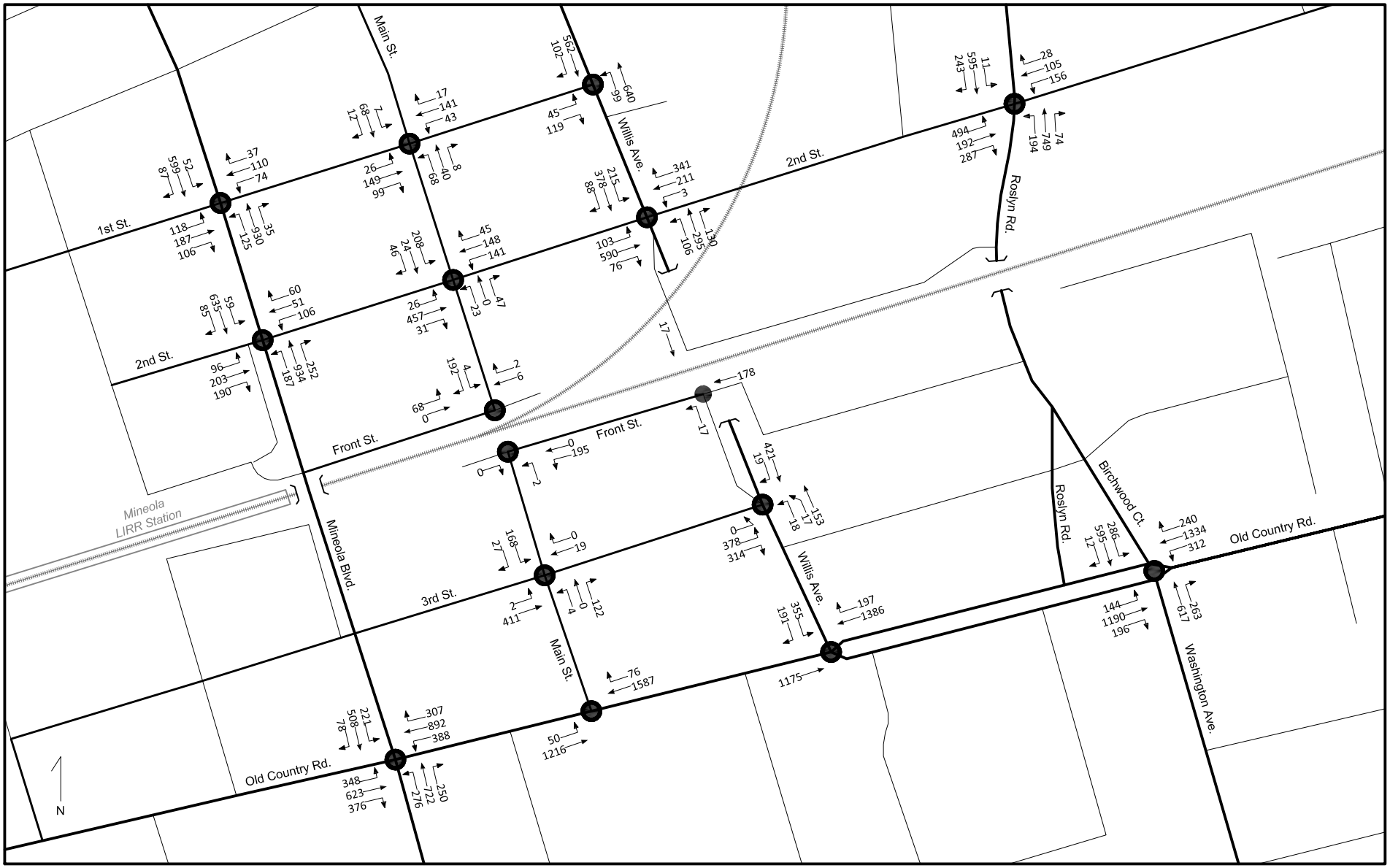
Study Area Intersection Analyzed

LIRR Main Line Project EIS
2040 Build Option 1 -- Midday Peak Hour Traffic Volumes
Mineola



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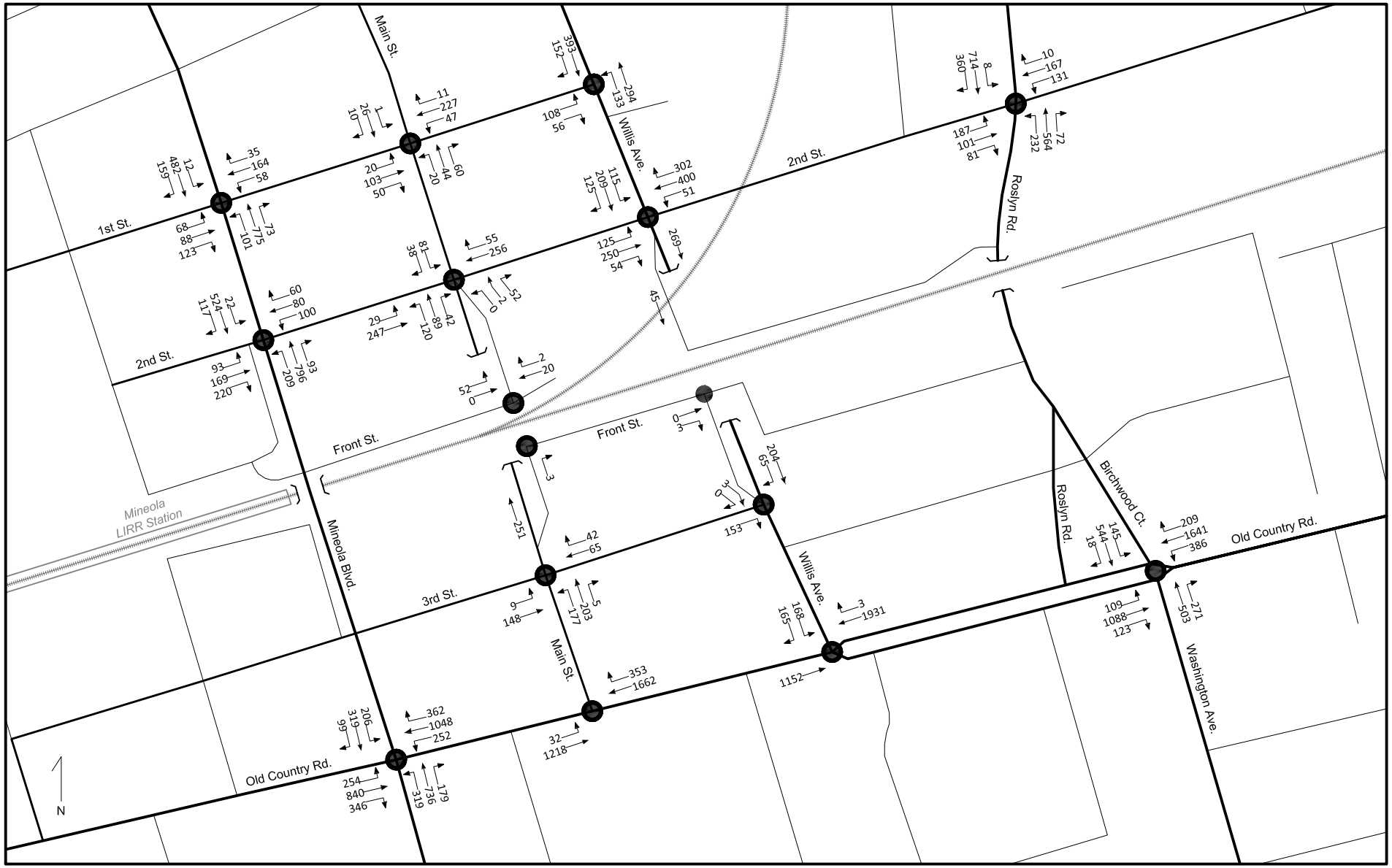
Study Area Intersection Analyzed

LIRR Main Line Project EIS
2040 Build Option 1 -- PM Peak Hour Traffic Volumes
Mineola



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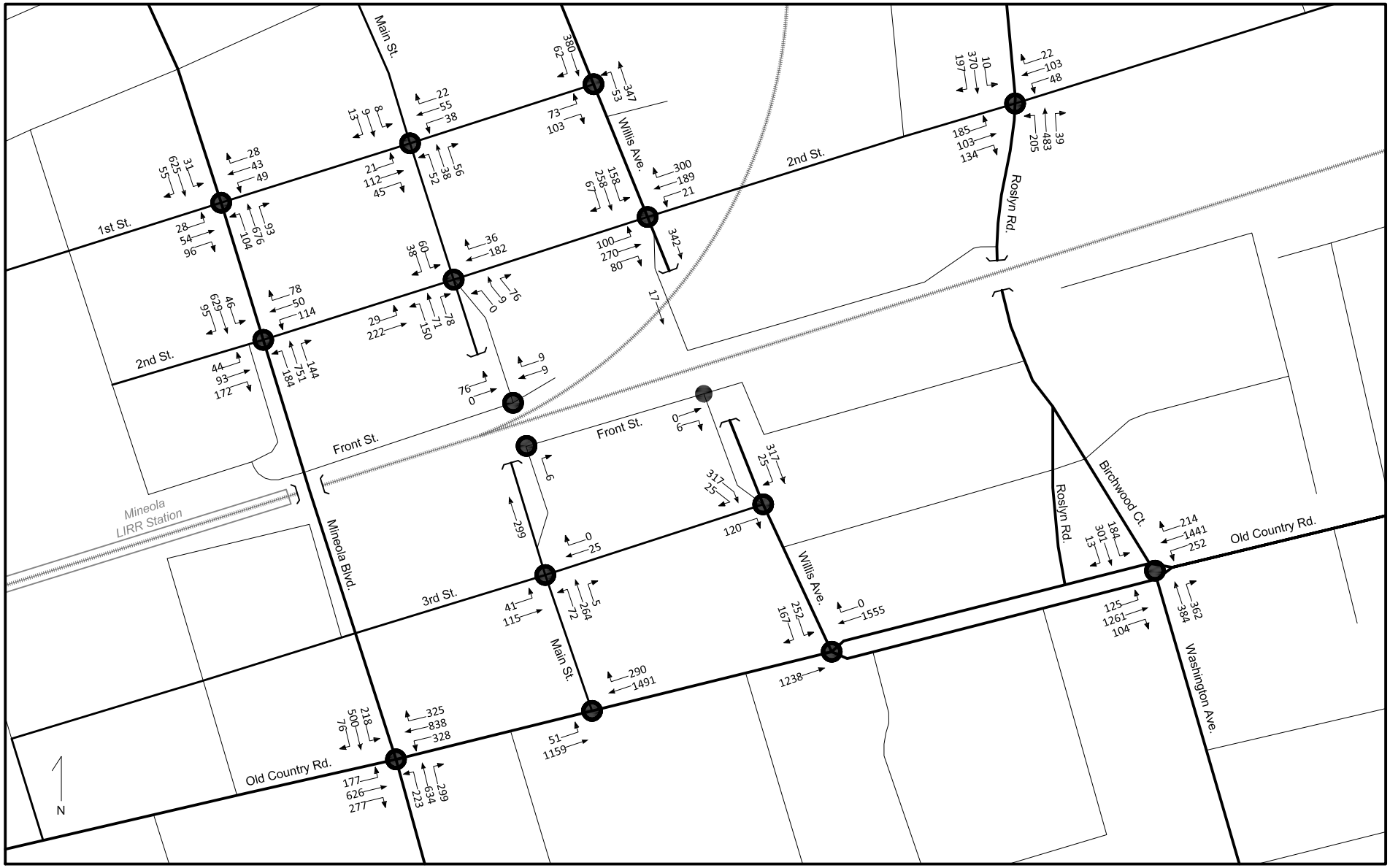
Study Area Intersection Analyzed

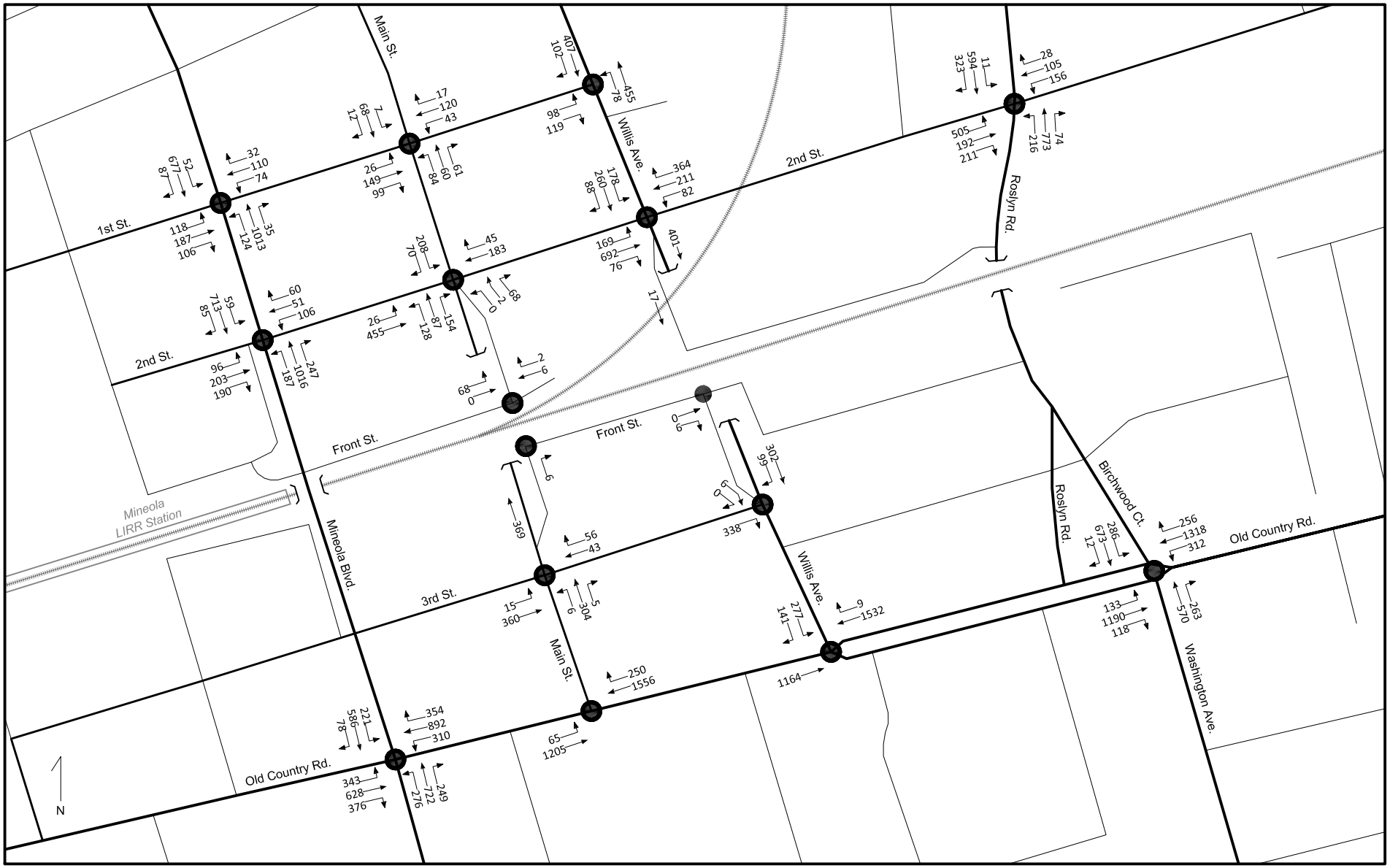
LIRR Main Line Project EIS
2040 Build Option 2 -- AM Peak Hour Traffic Volumes
Mineola



0 100 200 feet

Study Area Intersection Analyzed

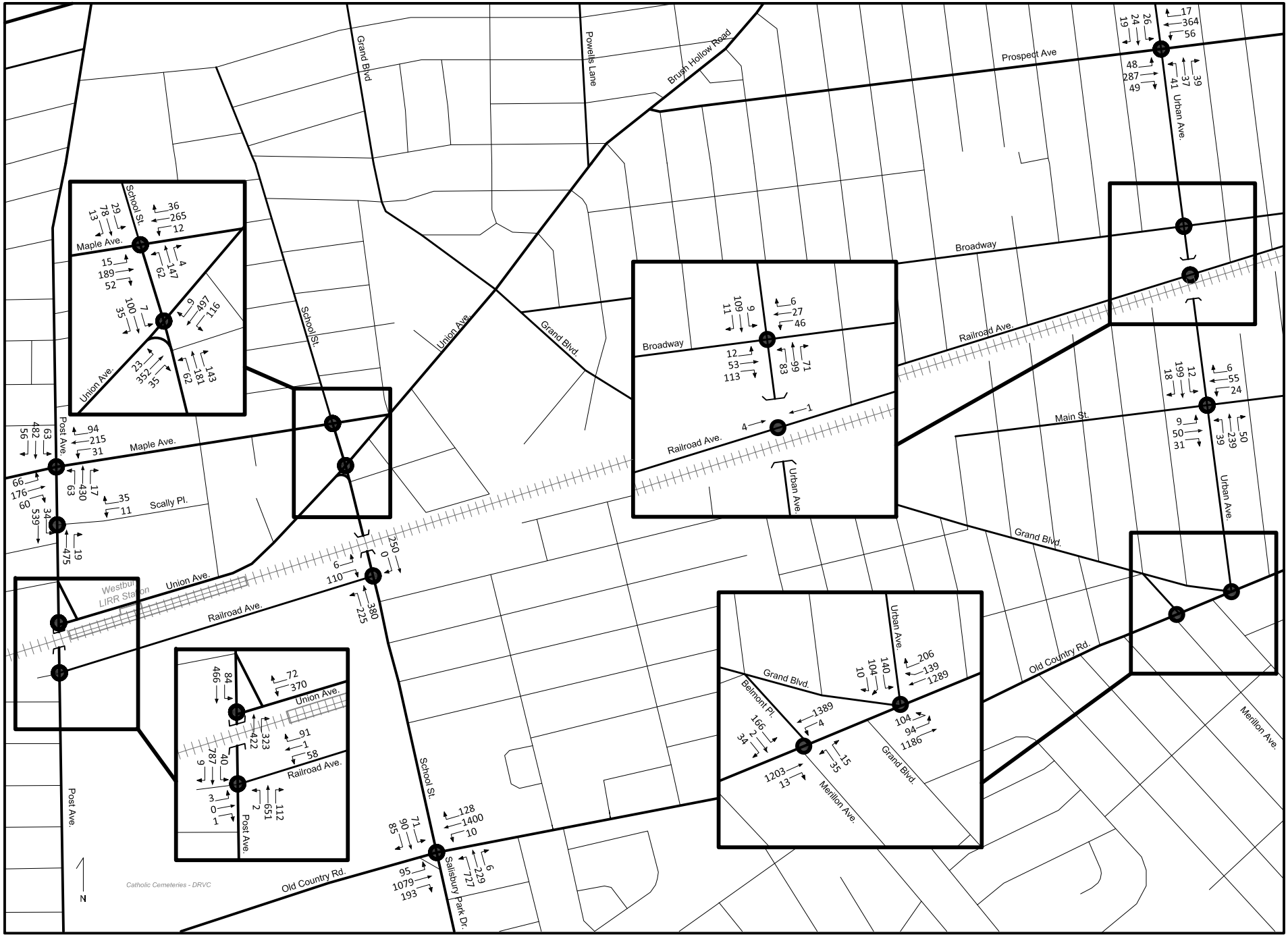
LIRR Main Line Project EIS
2040 Build Option 2 -- Midday Peak Hour Traffic Volumes
Mineola



0 100 200 feet

Study Area Intersection Analyzed

LIRR Main Line Project EIS
2040 Build Option 2 -- PM Peak Hour Traffic Volumes
Mineola



LIRR Main Line Project EIS
2040 Build -- AM Peak Hour Traffic Volumes
Westbury

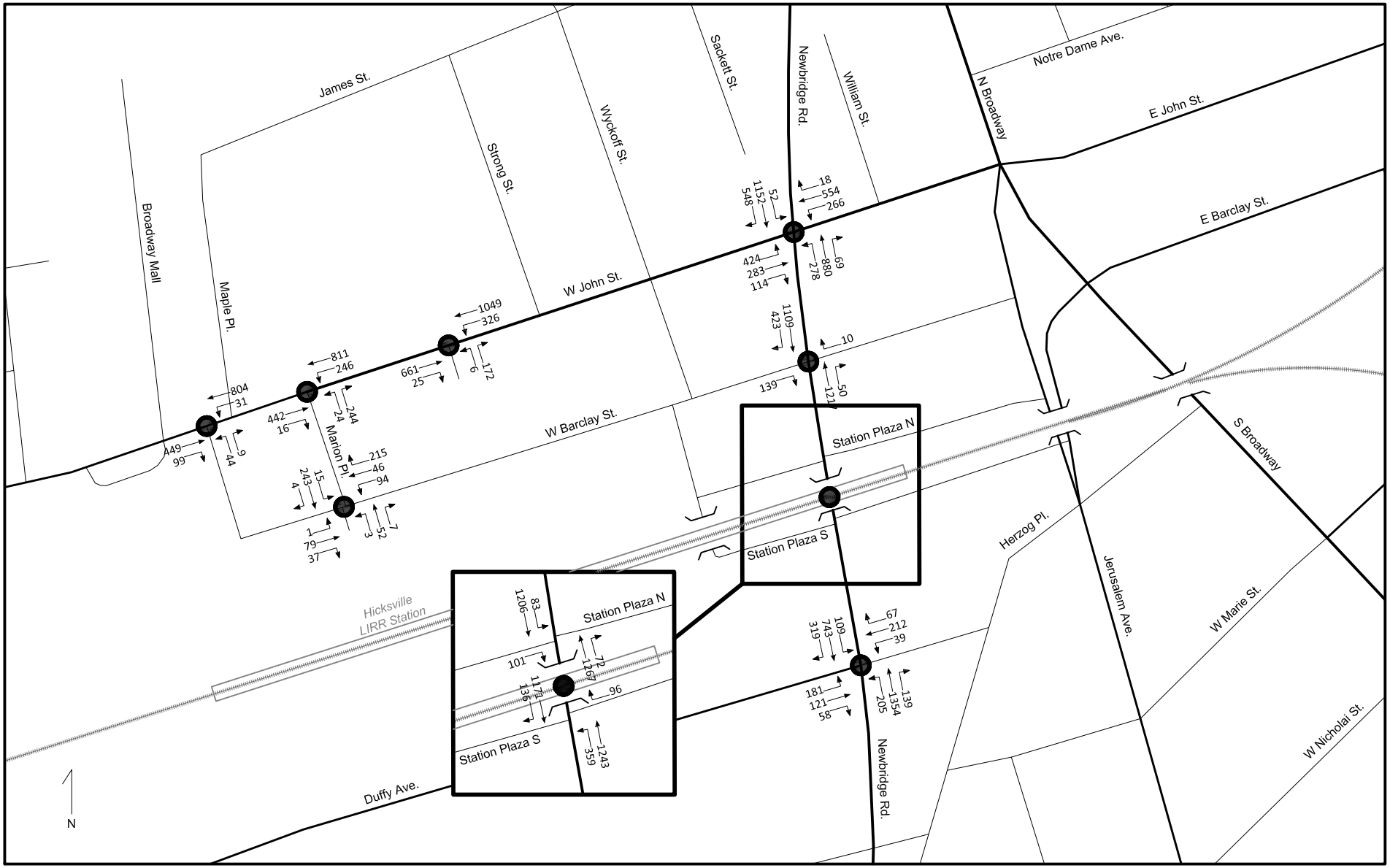
0 250 500 feet

Study Area Intersection Analyzed

LIRR Main Line Project EIS
2040 Build -- PM Peak Hour Traffic Volumes
Westbury

0 250 500 feet

Study Area Intersection Analyzed



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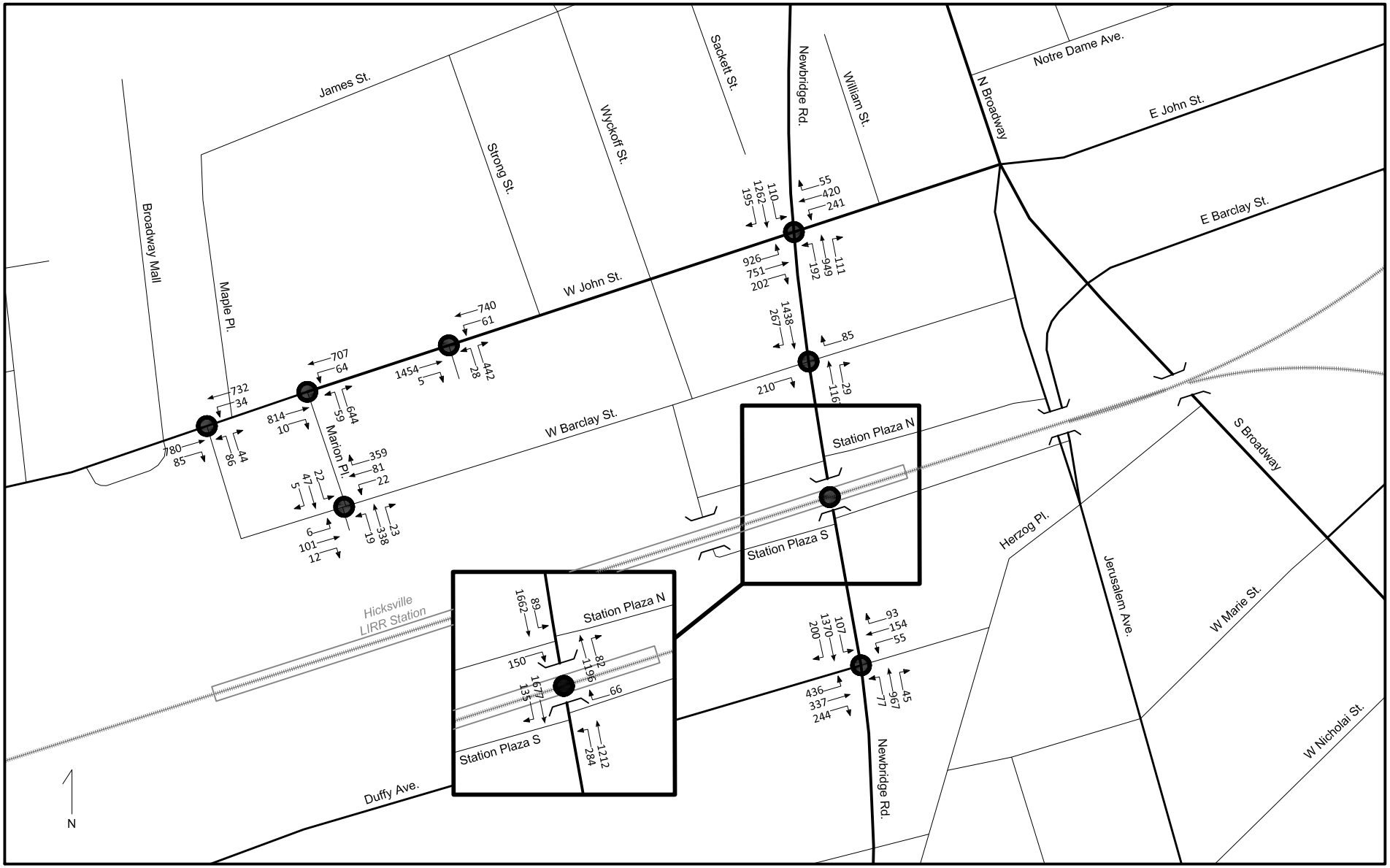
Study Area Intersection Analyzed

LIRR Main Line Project EIS
2040 Build -- AM Peak Hour Traffic Volumes
Hicksville



0 100 200 feet

Study Area Intersection Analyzed

LIRR Main Line Project EIS
2040 Build -- PM Peak Hour Traffic Volumes
Hicksville

Long Island Rail Road Expansion Project

Floral Park to Hicksville

Final Environmental Impact Statement

Appendix 10

Transportation—Levels of Service Tables

April 2017

LIRR Main Line Project FEIS
2016 EXISTING TRAFFIC LEVELS OF SERVICE - NEW HYDE PARK

INTERSECTION & APPROACH		Weekday AM Peak Hour Mvt.	V/C	Control Delay	LOS	Weekday PM Peak Hour Mvt.	V/C	Control Delay	LOS
SIGNALIZED INTERSECTIONS									
COVERT AVENUE									
Covert Avenue at Jericho Turnpike (Rt. 25)									
Covert Avenue	NB	L	0.93	78.0	E	L	1.05	138.6	F
		TR	0.92	79.8	E	TR	0.22	57.5	E
	SB	LTR	0.59	58.6	E	LTR	0.56	76.2	E
Jericho Turnpike (Rt. 25)	EB	L	0.08	16.8	B	L	0.09	24.7	C
		TR	1.05	71.1	E	TR	1.05	81.9	F
	WB	L	0.90	68.6	E	L	0.87	64.5	E
		TR	0.63	21.9	C	TR	0.70	21.2	C
Overall Intersection		**-**	**0.96**	**58.4**	**E**	**-**	**0.96**	**60.2**	**E**
Covert Avenue at LIRR Grade Crossing									
Covert Avenue	NB	T	0.69	37.3	D	T	0.38	21.5	C
	SB	T	0.46	29.6	C	T	0.66	29.0	C
Overall Intersection		**-**	**0.40**	**34.2**	**C**	**-**	**0.42**	**26.3**	**C**
Covert Avenue at Stewart Avenue									
Covert Avenue (north leg)	NB	LT	0.68	9.5	A	LT	0.47	1.7	A
	SB	TR	0.67	27.3	C	TR	0.79	27.7	C
Covert Avenue (south leg)	NB	T	0.94	44.3	D	T	0.31	18.6	B
		R	0.77	12.7	B	R	0.85	39.2	D
	SB	LT	0.54	3.5	A	LT	0.65	4.9	A
Stewart Avenue	EB	LR	0.44	27.9	C	LR	0.37	26.4	C
	WB	L	0.30	15.7	B	L	0.74	25.3	C
		R	0.48	17.5	B	R	0.63	24.2	C
Overall Intersection		**-**	**-**	**18.8**	**B**	**-**	**-**	**17.1**	**B**
SOUTH 12TH STREET									
South 12th Street at Jericho Turnpike (Rt. 25)									
South 12th Street	NB	LR	0.67	48.8	D	LR	0.70	72.5	E
Jericho Turnpike (Rt. 25)	EB	TR	0.81	21.5	C	TR	0.68	14.3	B
	WB	L	0.38	7.3	A	L	0.37	2.6	A
		T	0.59	3.2	A	T	0.62	2.1	A
Overall Intersection		**-**	**0.78**	**15.4**	**B**	**-**	**0.69**	**11.2**	**B**
South 12th Street at LIRR Grade Crossing									
South 12th Street	NB	T	0.18	23.7	C	T	0.13	17.5	B
	SB	T	0.13	23.0	C	T	0.18	18.2	B
Overall Intersection		**-**	**0.10**	**23.4**	**C**	**-**	**0.11**	**17.9**	**B**
NEW HYDE PARK ROAD									
New Hyde Park Road at Jericho Turnpike (Rt. 25)									
New Hyde Park Road	NB	L	0.72	35.0	C	L	0.77	60.0	E
		TR	1.05	88.9	F	TR	0.74	60.9	E
	SB	L	0.79	44.5	D	L	0.67	47.9	D
		TR	0.71	42.2	D	TR	1.05	110.8	F
Jericho Turnpike (Rt. 25)	EB	L	0.93	72.5	E	L	0.84	87.8	F
		TR	1.05	62.8	E	TR	1.00	53.5	D
	WB	L	1.05	112.6	F	L	0.86	71.9	E
		TR	0.90	45.4	D	TR	0.98	58.9	E
Overall Intersection		**-**	**1.01**	**61.7**	**E**	**-**	**0.97**	**66.5**	**E**
New Hyde Park Road at LIRR Grade Crossing									
New Hyde Park Road	NB	T	0.61	33.2	C	T	0.30	19.9	B
	SB	T	0.31	25.9	C	T	0.49	23.5	C
Overall Intersection		**-**	**0.35**	**30.7**	**C**	**-**	**0.31**	**22.2**	**C**
New Hyde Park Road at Stewart Avenue									
New Hyde Park Road	NB	LTR	0.98	49.6	D	LTR	0.49	22.9	C
	SB	LTR	0.48	20.5	C	LTR	0.75	28.9	C
Stewart Avenue	EB	L	0.29	24.9	C	L	0.29	25.6	C
		TR	0.75	31.9	C	TR	0.76	32.5	C
	WB	L	0.36	17.4	B	L	0.71	32.2	C
		TR	0.33	16.0	B	TR	0.51	10.8	B
Overall Intersection		**-**	**0.85**	**33.6**	**C**	**-**	**0.76**	**24.3**	**C**

LIRR Main Line Project FEIS
2016 EXISTING TRAFFIC LEVELS OF SERVICE - NEW HYDE PARK

INTERSECTION & APPROACH		Weekday AM Peak Hour Mvt.	V/C	Control Delay	LOS	Weekday PM Peak Hour Mvt.	V/C	Control Delay	LOS
UNSIGNALIZED INTERSECTIONS									
COVERT AVENUE									
Covert Avenue at Second Avenue									
Covert Avenue	NB	LTR	-	0.9	A	LTR	-	0.7	A
	SB	LTR	-	0.5	A	LTR	-	0.2	A
Second Avenue	EB	LTR	-	29.2	D	LTR	-	26.1	D
	WB	LTR	-	44.9	E	LTR	-	49.1	E
Overall Intersection		**-**	**-**	**3.5**	**A**	**-**	**-**	**4.9**	**A**
Covert Avenue at Third Avenue									
Covert Avenue	NB	LTR	-	0.0	A	LTR	-	0.2	A
	SB	LTR	-	1.5	A	LTR	-	0.5	A
Third Avenue	EB	LTR	-	52.1	F	LTR	-	64.9	F
	WB	LTR	-	30.3	D	LTR	-	33.9	D
Overall Intersection		**-**	**-**	**2.4**	**A**	**-**	**-**	**2.6**	**A**
SOUTH 12TH STREET									
South 12th Street at Second Avenue									
South 12th Street	SB	LTR	-	9.6	A	LTR	-	9.4	A
Second Avenue	EB	LTR	-	9.3	A	LTR	-	9.0	A
	WB	LTR	-	10.4	B	LTR	-	9.4	A
Overall Intersection		**-**	**-**	**9.9**	**A**	**-**	**-**	**9.3**	**A**
South 12th Street at Third Avenue									
South 12th Street	NB	LTR	-	9.0	A	LTR	-	8.2	A
Third Avenue	EB	LTR	-	8.3	A	LTR	-	8.0	A
	WB	LTR	-	8.0	A	LTR	-	7.7	A
Overall Intersection		**-**	**-**	**8.7**	**A**	**-**	**-**	**8.1**	**A**
South 12th Street/Jefferson Street at Stewart Avenue									
Jefferson Street	NB	LTR	-	26.4	D	LTR	-	30.4	D
South 12th Street	SB	LTR	-	34.1	D	LTR	-	48.7	E
Stewart Avenue	EB	LTR	-	0.7	A	LTR	-	0.9	A
	WB	LTR	-	0.4	A	LTR	-	0.3	A
Overall Intersection		**-**	**-**	**2.4**	**A**	**-**	**-**	**5.1**	**A**
NEW HYDE PARK ROAD									
New Hyde Park Road at Second Avenue									
Second Avenue	EB	LR	-	15.7	C	LR	-	12.8	B
Overall Intersection		**-**	**-**	**0.8**	**A**	**-**	**-**	**0.7**	**A**
New Hyde Park Road at Clinch Avenue									
New Hyde Park Road	SB	LT	-	6.8	A	LT	-	6.7	A
Clinch Avenue	WB	LR	-	21.6	C	LR	-	15.4	C
Overall Intersection		**-**	**-**	**4.4**	**A**	**-**	**-**	**3.9**	**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.

LIRR Main Line Project FEIS
2016 EXISTING TRAFFIC LEVELS OF SERVICE - MINEOLA

INTERSECTION & APPROACH		Weekday AM Peak Hour Mvt.	V/C	Control Delay	LOS	Weekday Midday Peak Hour Mvt.	V/C	Control Delay	LOS	Weekday PM Peak Hour Mvt.	V/C	Control Delay	LOS
SIGNALIZED INTERSECTIONS													
MINEOLA BOULEVARD													
Mineola Boulevard / Franklin Avenue at Old Country Road													
Franklin Avenue	NB	L	0.67	21.7	C	L	0.64	22.7	C	L	0.68	24.0	C
		TR	0.81	35.8	D	TR	0.82	38.3	D	TR	0.84	38.9	D
Mineola Boulevard	SB	L	0.67	24.7	C	L	0.81	36.6	D	L	0.77	33.3	C
		TR	0.41	27.7	C	TR	0.54	28.7	C	TR	0.58	29.9	C
Old Country Road	EB	L	0.79	37.4	D	L	0.66	34.7	C	L	0.84	43.3	D
		T	0.91	50.8	D	T	0.81	47.3	D	T	0.64	38.9	D
		R	0.50	24.7	C	R	0.63	33.4	C	R	0.62	31.4	C
	WB	L	0.79	37.3	D	L	0.86	42.7	D	L	0.77	34.2	C
		T	1.05	82.0	F	T	0.84	43.5	D	T	1.04	86.1	F
		R	0.59	27.6	C	R	0.49	24.6	C	R	0.64	31.6	C
Overall Intersection		**-**	**0.87**	**44.2**	**D**	**-**	**0.88**	**37.0**	**D**	**-**	**0.88**	**43.6**	**D**
Mineola Boulevard at Second Street													
Mineola Boulevard	NB	L	0.58	12.5	B	L	0.55	11.7	B	L	0.60	15.1	B
		TR	0.40	9.4	A	TR	0.38	8.3	A	TR	0.53	10.5	B
	SB	L	0.08	15.0	B	L	0.13	13.9	B	L	0.15	0.15	A
		TR	1.04	73.5	E	TR	1.05	68.4	E	TR	1.05	1.05	A
Second Street	EB	L	0.21	17.2	B	L	0.13	19.0	B	L	0.21	21.2	C
		TR	0.72	25.8	C	TR	0.63	25.1	C	TR	0.74	31.3	C
	WB	LTR	0.74	31.1	C	LTR	0.67	28.9	C	LTR	0.77	39.5	D
Overall Intersection		**-**	**0.85**	**31.3**	**C**	**-**	**0.85**	**31.5**	**C**	**-**	**0.89**	**32.4**	**C**
Mineola Boulevard at First Street													
Mineola Boulevard	NB	LTR	0.46	8.1	A	LTR	0.88	21.0	C	LTR	0.64	10.6	B
	SB	L	0.07	5.7	A	L	0.14	5.4	A	L	0.28	9.6	A
		TR	0.45	8.6	A	TR	0.65	11.0	B	TR	0.64	13.0	B
First Street	EB	LTR	0.74	40.5	D	LTR	0.61	34.8	C	LTR	0.82	45.5	D
	WB	LTR	0.74	44.2	D	LTR	0.56	34.0	C	LTR	0.79	49.6	D
Overall Intersection		**-**	**0.53**	**16.4**	**B**	**-**	**0.87**	**19.1**	**B**	**-**	**0.75**	**19.2**	**B**
WILLIS AVENUE													
Willis Avenue at Old Country Road													
Willis Avenue	SB	L	0.45	43.8	D	L	0.64	46.3	D	L	0.73	51.6	D
		R	0.78	60.4	E	R	0.59	44.8	D	R	0.49	42.4	D
Old Country Road	EB	T	0.49	4.4	A	T	0.50	7.1	A	T	0.49	5.6	A
	WB	TR	0.69	10.1	B	TR	0.57	9.4	A	TR	0.59	9.0	A
Overall Intersection		**-**	**0.74**	**12.6**	**B**	**-**	**0.61**	**13.3**	**B**	**-**	**0.65**	**12.6**	**B**
Willis Avenue at LIRR Grade Crossing													
Willis Avenue	NB	T	0.19	41.4	D	T	0.14	12.8	B	T	0.32	41.5	D
	SB	T	0.21	41.8	D	T	0.20	13.6	B	T	0.36	42.5	D
Overall Intersection		**-**	**0.10**	**41.6**	**D**	**-**	**0.16**	**13.3**	**B**	**-**	**0.16**	**42.0**	**D**
Willis Avenue at Second Street													
Willis Avenue	NB	LTR	0.13	7.1	A	LTR	0.17	5.8	A	LTR	0.19	10.0	A
	SB	LTR	0.40	9.8	A	LTR	0.54	9.9	A	LTR	0.65	17.9	B
Second Street	EB	LTR	0.51	30.8	C	LTR	0.64	34.9	C	LTR	0.87	42.4	D
	WB	LT	0.75	39.5	D	LT	0.65	36.5	D	LT	0.31	27.2	C
		R	0.30	28.8	C	R	0.21	29.3	C	R	0.22	26.4	C
Overall Intersection		**-**	**0.49**	**24.1**	**C**	**-**	**0.56**	**21.8**	**C**	**-**	**0.72**	**28.3**	**C**
MAIN STREET													
Main Street at LIRR Grade Crossing													
Main Street	NB	T	0.13	40.0	D	T	0.10	12.3	B	T	0.17	38.2	D
	SB	T	0.07	38.8	D	T	0.05	11.7	B	T	0.04	35.6	D
Overall Intersection		**-**	**0.06**	**39.6**	**D**	**-**	**0.08**	**12.1**	**B**	**-**	**0.08**	**37.7**	**D**
ROSLYN ROAD													
Roslyn Road / Washington Avenue at Old Country Road													
Washington Avenue	NB	T	0.77	39.1	D	T	0.68	36.2	D	T	0.79	40.6	D
		R	0.21	17.8	B	R	0.68	29.4	C	R	0.34	21.5	C
Roslyn Road	SB	L	0.46	20.6	C	L	0.51	19.4	B	L	0.69	24.3	C
		TR	0.42	21.3	C	TR	0.25	18.3	B	TR	0.44	19.8	B
Old Country Road	EB	L	0.58	27.6	C	L	0.60	24.6	C	L	0.58	25.8	C
		T	1.01	66.8	E	T	1.01	60.9	E	T	1.04	75.5	E
		R	0.07	25.5	C	R	0.06	21.5	C	R	0.07	25.9	C
	WB	L	0.91	48.1	D	L	0.80	31.2	C	L	0.88	43.7	D
		T	1.06	68.8	E	T	1.01	55.6	E	T	0.94	43.5	D
		R	0.38	20.3	C	R	0.40	21.2	C	R	0.45	24.7	C
Overall Intersection		**-**	**0.90**	**49.5**	**D**	**-**	**0.84**	**43.9**	**D**	**-**	**0.88**	**42.8**	**D**

LIRR Main Line Project FEIS
2016 EXISTING TRAFFIC LEVELS OF SERVICE - MINEOLA

INTERSECTION & APPROACH		Weekday AM Peak Hour				Weekday Midday Peak Hour				Weekday PM Peak Hour			
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS
Roslyn Road at Second Street													
Roslyn Road	NB	L	0.66	20.6	C	L	0.43	12.9	B	L	0.59	20.2	C
		TR	0.74	21.1	C	TR	0.58	15.8	B	TR	0.94	42.0	D
	SB	LTR	0.98	55.2	E	LTR	0.57	25.0	C	LTR	0.89	43.0	D
Second Street	EB	L	0.44	23.4	C	L	0.39	19.6	B	L	0.83	34.2	C
		TR	0.53	33.3	C	TR	0.63	31.8	C	TR	0.88	54.0	D
	WB	L	0.45	22.2	C	L	0.23	24.7	C	L	0.56	26.7	C
		TR	0.72	38.8	D	TR	0.43	31.4	C	TR	0.37	33.5	C
Overall Intersection		**-**	**0.82**	**36.4**	**D**	**-**	**0.64**	**22.3**	**C**	**-**	**1.01**	**40.1**	**D**
UNSIGNALIZED INTERSECTIONS													
MAIN STREET													
Main Street at Old Country Road													
Old Country Road	EB	L	-	17.0	C	L	-	12.9	B	L	-	13.0	B
Overall Intersection		**-**	**-**	**0.3**	**A**	**-**	**-**	**0.3**	**A**	**-**	**-**	**0.2**	**A**
Main Street at First Street													
Main Street	NB	LTR	-	8.5	A	LTR	-	8.6	A	LTR	-	10.2	B
	SB	LTR	-	8.6	A	LTR	-	8.2	A	LTR	-	9.2	A
First Street	EB	LTR	-	9.0	A	LTR	-	8.7	A	LTR	-	10.4	B
	WB	LTR	-	9.6	A	LTR	-	8.5	A	LTR	-	9.6	A
Overall Intersection		**-**	**-**	**9.2**	**A**	**-**	**-**	**8.6**	**A**	**-**	**-**	**10.0**	**A**
Main Street at Second Street													
Main Street	NB	LTR	-	9.3	A	LTR	-	9.4	A	LTR	-	11.3	B
	SB	LTR	-	10.4	B	LTR	-	9.7	A	LTR	-	16.9	C
Second Street	EB	LTR	-	10.4	B	LTR	-	10.5	B	LTR	-	18.8	C
	WB	LTR	-	11.3	B	LTR	-	10.5	B	LTR	-	12.9	B
Overall Intersection		**-**	**-**	**10.7**	**B**	**-**	**-**	**10.2**	**B**	**-**	**-**	**16.1**	**C**
Main Street at Front Street (North side of LIRR Tracks)													
Main Street	NB	LTR	-	4.4	A	LTR	-	2.4	A	LTR	-	1.3	A
	SB	LTR	-	0.0	A	LTR	-	0.5	A	LTR	-	0.5	A
	WB	LTR	-	11.5	B	LTR	-	10.6	B	LTR	-	10.4	B
Overall Intersection		**-**	**-**	**3.4**	**A**	**-**	**-**	**2.2**	**A**	**-**	**-**	**1.5**	**A**
Main Street at Front Street (South side of LIRR Tracks)													
Front Street	WB	LR	-	9.2	A	LR	-	9.8	A	LR	-	9.5	A
Overall Intersection		**-**	**-**	**3.9**	**A**	**-**	**-**	**3.0**	**A**	**-**	**-**	**2.3**	**A**
Main Street at Third Street													
Main Street	NB	LTR	-	9.7	A	LTR	-	8.6	A	LTR	-	9.5	A
	SB	LR	-	8.0	A	LR	-	7.8	A	LR	-	8.5	A
Third Street	EB	LT	-	8.9	A	LT	-	8.8	A	LT	-	11.2	B
Overall Intersection		**-**	**-**	**9.1**	**A**	**-**	**-**	**8.5**	**A**	**-**	**-**	**10.3**	**B**
WILLIS AVENUE													
Willis Avenue at First Street													
Willis Avenue	NB	LT	-	3.9	A	LT	-	1.7	A	LT	-	2.4	A
First Street	EB	LR	-	20.6	C	LR	-	14.8	B	LR	-	19.3	C
Overall Intersection		**-**	**-**	**4.8**	**A**	**-**	**-**	**2.7**	**A**	**-**	**-**	**3.6**	**A**
Willis Avenue at Front Street													
Willis Avenue	NB	LT	-	3.0	A	LT	-	2.3	A	LT	-	1.7	A
Overall Intersection		**-**	**-**	**1.7**	**A**	**-**	**-**	**1.1**	**A**	**-**	**-**	**0.9**	**A**
Willis Avenue at Third Street													
Third Street	EB	L	-	11.4	B	L	-	12.2	B	L	-	11.4	B
		R	-	10.2	B	R	-	10.7	B	R		11.7	B
Overall Intersection		**-**	**-**	**3.4**	**A**	**-**	**-**	**3.1**	**A**	**-**	**-**	**5.4**	**A**

Notes
(1): Control delay is measured in seconds per vehicle.
(2): Overall intersection V/C ratio is the critical lane groups' V/C ratio.

LIRR Main Line Project FEIS
2016 EXISTING TRAFFIC LEVELS OF SERVICE - WESTBURY

INTERSECTION & APPROACH		Weekday AM Peak Hour Mvt.	V/C	Control Delay	LOS	Weekday PM Peak Hour Mvt.	V/C	Control Delay	LOS
SIGNALIZED INTERSECTIONS									
POST AVENUE									
Post Avenue at Maple Avenue									
Post Avenue	NB	L	0.27	10.2	B	L	0.72	41.8	D
		TR	0.53	11.9	B	TR	0.88	32.0	C
	SB	L	0.21	9.3	A	L	0.72	44.3	D
		TR	0.61	13.2	B	TR	0.86	30.0	C
Maple Avenue	EB	L	0.31	12.9	B	L	0.43	11.8	B
		TR	0.62	15.8	B	TR	1.00	54.3	D
	WB	L	0.12	12.0	B	L	0.31	11.0	B
		TR	0.69	17.8	B	TR	0.55	12.5	B
Overall Intersection		**-**	**0.64**	**13.9**	**B**	**-**	**0.94**	**32.5**	**C**
Post Avenue at Union Avenue									
Post Avenue	NB	T	0.56	13.9	B	T	0.66	15.4	B
		R	0.24	1.9	A	R	0.34	2.2	A
	SB	LT	0.89	31.0	C	LT	1.04	62.5	E
Union Avenue	WB	L	0.66	16.5	B	L	0.62	15.6	B
		R	0.05	10.9	B	R	0.04	11.0	B
Overall Intersection		**-**	**0.79**	**17.4**	**B**	**-**	**0.86**	**26.7**	**C**
Post Avenue at Railroad Avenue									
Post Avenue	NB	L	0.02	4.7	A	L	0.07	5.8	A
		TR	0.75	13.1	B	TR	0.95	28.3	C
	SB	L	0.21	6.8	A	L	0.57	19.7	B
		TR	0.72	11.4	B	TR	0.80	13.9	B
Railroad Avenue	EB	LTR	0.01	14.5	B	LTR	0.10	14.8	B
	WB	LTR	0.26	15.7	B	LTR	0.32	15.9	B
Overall Intersection		**-**	**0.62**	**12.3**	**B**	**-**	**0.79**	**20.5**	**C**
SCHOOL STREET									
School Street at Maple Avenue									
School Street	NB	LTR	0.46	14.7	B	LTR	0.51	16.3	B
	SB	LTR	0.31	13.5	B	LTR	0.50	16.1	B
Maple Avenue	EB	LTR	0.43	8.9	A	LTR	0.62	11.9	B
	WB	LTR	0.42	8.8	A	LTR	0.57	11.1	B
Overall Intersection		**-**	**0.44**	**10.9**	**B**	**-**	**0.57**	**13.2**	**B**
School Street at Union Avenue									
School Street	NB	LTR	0.71	21.0	C	LTR	0.71	23.7	C
	SB	LTR	0.23	13.8	B	LTR	0.55	19.6	B
Union Avenue	EB	L	0.09	8.6	A	L	0.07	7.6	A
		T	0.39	10.1	B	T	0.50	10.0	A
		R	0.03	8.3	A	R	0.03	7.4	A
	WB	L	0.60	14.7	B	L	0.72	22.7	C
		TR	0.56	11.6	B	TR	0.42	9.4	A
Overall Intersection		**-**	**0.65**	**14.1**	**B**	**-**	**0.72**	**15.4**	**B**
School Street at LIRR Grade Crossing									
School Street	NB	T	0.29	17.2	B	T	0.35	26.1	C
	SB	T	0.19	15.6	B	T	0.37	26.5	C
Overall Intersection		**-**	**0.22**	**16.6**	**B**	**-**	**0.23**	**26.3**	**C**
School Street at Old Country Road									
School Street	NB	L	0.99	86.4	F	L	0.71	57.5	E
		TR	0.75	62.2	E	TR	0.50	52.3	D
	SB	L	0.26	55.3	E	L	0.56	55.3	E
		TR	0.84	87.4	F	TR	0.90	88.4	F
Old Country Road	EB	L	0.66	39.0	D	L	0.86	62.4	E
		T	0.58	23.6	C	T	0.93	37.2	D
		R	0.14	17.5	B	R	0.91	40.7	D
	WB	L	0.11	19.8	B	L	0.32	27.8	C
		TR	0.94	48.1	D	TR	0.86	37.3	D
Overall Intersection		**-**	**0.91**	**48.7**	**D**	**-**	**0.90**	**43.2**	**D**
URBAN AVENUE									
Urban Avenue at Prospect Avenue									
Urban Avenue	NB	LTR	0.57	39.4	D	LTR	0.72	43.3	D
	SB	LTR	0.45	36.7	D	LTR	0.17	30.1	C
Prospect Avenue	EB	L	0.10	4.2	A	L	0.09	5.6	A
		TR	0.37	6.0	A	TR	0.50	9.7	A
	WB	L	0.09	4.1	A	L	0.20	6.5	A
		TR	0.47	7.3	A	TR	0.56	10.8	B
Overall Intersection		**-**	**0.48**	**13.5**	**B**	**-**	**0.59**	**16.1**	**B**

LIRR Main Line Project FEIS
2016 EXISTING TRAFFIC LEVELS OF SERVICE - WESTBURY

INTERSECTION & APPROACH		Weekday AM Peak Hour Mvt.	V/C	Control Delay	LOS	Weekday PM Peak Hour Mvt.	V/C	Control Delay	LOS
Urban Avenue at LIRR Grade Crossing									
Urban Avenue	NB	T	0.18	9.7	A	T	0.42	22.2	C
	SB	T	0.19	9.8	A	T	0.31	20.0	B
Overall Intersection		**-**	**0.15**	**9.8**	**A**	**-**	**0.27**	**21.2**	**C**
Urban Avenue at Old Country Road									
Urban Avenue	SB	L	0.67	46.5	D	L	0.69	44.3	D
		R	0.16	36.7	D	R	0.72	48.8	D
Old Country Road	EB	L	0.75	49.2	D	L	0.79	42.8	D
		T	0.45	8.4	A	TR	0.69	8.9	A
	WB	TR	0.92	31.7	C	TR	0.93	34.4	C
Overall Intersection		**-**	**0.84**	**25.6**	**C**	**-**	**0.86**	**25.2**	**C**
OLD COUNTRY ROAD									
Old Country Road at Belmont Place / Merillon Avenue									
Belmont Place	NB	L	0.18	35.9	D	L	0.14	31.3	C
		R	0.10	35.2	D	R	0.06	30.6	C
Merllon Avenue	SB	L	0.71	48.0	D	L	0.79	47.6	D
		R	0.05	34.9	C	R	0.16	31.4	C
Old Country Road	EB	TR	0.48	6.9	A	TR	0.74	13.3	B
	WB	L	0.06	3.2	A	L	0.60	15.6	B
		T	0.59	6.7	A	TR	0.63	2.8	A
									A
Overall Intersection		**-**	**0.61**	**10.5**	**B**	**-**	**0.75**	**13.0**	**B**
UNSIGNALIZED INTERSECTIONS									
Post Avenue at Scally Place									
Post Avenue	SB	LT	-	1.1	A	LT	-	1.4	A
Scally Place	WB	LR	-	12.2	B	LR	-	13.5	B
Overall Intersection		**-**	**-**	**1.4**	**A**	**-**	**-**	**1.6**	**A**
School Street at Railroad Avenue									
School Street	NB	LT	-	3.6	A	LT	-	2.8	A
Railroad Avenue	EB	LR	-	12.3	B	LR	-	14.7	B
Overall Intersection		**-**	**-**	**3.4**	**A**	**-**	**-**	**3.0**	**A**
Urban Avenue at Broadway									
Urban Avenue	NB	LTR	-	9.4	A	LTR	-	13.6	B
	SB	LTR	-	9.0	A	LTR	-	10.2	B
Broadway	EB	LTR	-	9.0	A	LTR	-	10.5	B
	WB	LTR	-	8.8	A	LTR	-	11.2	B
Overall Intersection		**-**	**-**	**9.1**	**A**	**-**	**-**	**11.9**	**B**
Urban Avenue at Railroad Avenue									
Urban Avenue	NB	LTR	-	1.7	A	LTR	-	2.4	A
	SB	LTR	-	0.2	A	LTR	-	0.0	A
Railroad Avenue	EB	LTR	-	10.6	B	LTR	-	15.7	C
	WB	LTR	-	15.5	C	LTR	-	36.0	E
Overall Intersection		**-**	**-**	**3.2**	**A**	**-**	**-**	**5.7**	**A**
Urban Avenue at Main Street									
Urban Avenue	NB	LTR	-	13.1	B	LTR	-	20.9	C
	SB	LTR	-	11.1	B	LTR	-	21.4	C
Main Street	EB	LTR	-	10.5	B	LTR	-	17.4	C
	WB	LTR	-	10.4	B	LTR	-	15.8	C
Overall Intersection		**-**	**-**	**11.8**	**B**	**-**	**-**	**19.3**	**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.

LIRR Main Line Project FEIS
2017 EXISTING TRAFFIC LEVELS OF SERVICE - HICKSVILLE

INTERSECTION & APPROACH		Weekday AM Peak Hour Mvt.	V/C	Control Delay	LOS	Weekday PM Peak Hour Mvt.	V/C	Control Delay	LOS
SIGNALIZED INTERSECTIONS									
NEWBRIDGE ROAD (RT. 106)									
Newbridge Road (Rt. 106) at Duffy Avenue									
Newbridge Road (Rt. 106)	NB	L	0.33	13.4	B	L	0.51	29.3	C
		TR	0.78	30.0	C	TR	0.67	37.9	D
	SB	L	0.50	18.9	B	L	0.48	23.5	C
		T	0.42	11.9	B	T	0.86	33.7	C
		R	0.95	103.7	F	R	0.48	29.1	C
Duffy Avenue	EB	L	0.72	58.4	E	L	0.83	41.9	D
		T	0.26	38.6	D	T	0.43	27.6	C
		R	0.04	35.9	D	R	0.23	24.8	C
	WB	LTR	0.70	58.5	E	LTR	0.81	68.5	E
Overall Intersection		**-**	**0.86**	**36.0**	**D**	**-**	**0.85**	**36.5**	**D**
Newbridge Road (Rt. 106) at Station Plaza									
Newbridge Road (Rt. 106)	NB	L	0.33	17.8	B	L	0.32	30.0	C
		T	0.56	17.3	B	T	0.53	8.9	A
	SB	L	0.16	15.4	B	L	0.17	3.0	A
		T	0.48	30.8	C	T	0.62	6.5	A
Station Plaza (North)	EB	R	0.22	40.6	D	R	0.32	46.6	D
Station Plaza (South)	WB	R	0.76	84.4	F	R	0.79	105.1	F
Overall Intersection		**-**	**-**	**25.4**	**C**	**-**	**-**	**12.2**	**B**
Newbridge Road (Rt. 106) at West John Street									
Newbridge Road (Rt. 106)	NB	L	0.69	23.8	C	L	0.84	85.8	F
		TR	0.58	27.5	C	TR	0.68	17.9	B
	SB	L	0.28	21.1	C	L	0.50	23.6	C
		TR	0.86	44.3	D	TR	0.90	49.1	D
West John Street	EB	L	0.82	58.9	E	L	0.87	56.3	E
		T	0.46	49.9	D	T	0.81	57.2	E
		R	0.08	46.1	D	R	0.10	42.3	D
	WB	L	0.63	47.0	D	L	0.82	82.0	F
		TR	0.79	57.4	E	TR	0.72	77.3	E
Overall Intersection		**-**	**0.82**	**41.5**	**D**	**-**	**0.91**	**48.8**	**D**
UNSIGNALIZED INTERSECTIONS									
Newbridge Road (Rt. 106) at West Barclay Street									
West Barclay Street	EB	R	-	10.4	B	R	-	11.1	B
	WB	R	-	9.5	A	R	-	10.1	B
Overall Intersection		**-**	**-**	**0.5**	**A**	**-**	**-**	**1.1**	**A**
West Barclay Street at West John Street									
West Barclay Street	NB	LR	-	17.8	C	LR	-	24.4	C
West John Street	WB	L	-	8.7	A	L	-	10.8	B
Overall Intersection		**-**	**-**	**0.8**	**A**	**-**	**-**	**1.6**	**A**
Marion Place at West John Street									
Marion Place	NB	LR	-	14.1	B	LR	-	27.0	D
West John Street	WB	LT	-	0.6	A	LT	-	2.1	A
Overall Intersection		**-**	**-**	**0.6**	**A**	**-**	**-**	**2.6**	**A**
Marion Place at West Barclay Street									
Marion Place	NB	LTR	-	8.7	A	LTR	-	11.2	B
	SB	LTR	-	9.7	A	LTR	-	11.2	B
West Barclay Street	EB	LTR	-	0.1	A	LTR	-	0.4	A
	WB	LTR	-	1.8	A	LTR	-	0.4	A
Overall Intersection		**-**	**-**	**2.3**	**A**	**-**	**-**	**3.6**	**A**
LIRR Parking Lot Exit at West John Street									
LIRR Parking Lot Exit	NB	LR	-	10.7	B	LR	-	13.7	B
Overall Intersection		**-**	**-**	**1.0**	**A**	**-**	**-**	**1.2**	**A**

Notes
(1): Control delay is measured in seconds per vehicle.
(2): Overall intersection V/C ratio is the critical lane groups' V/C ratio.

LIRR Main Line Project FEIS
2020 NO BUILD TRAFFIC LEVELS OF SERVICE - NEW HYDE PARK

INTERSECTION & APPROACH		Weekday AM Peak Hour Mvt.	V/C	Control Delay	LOS	Weekday PM Peak Hour Mvt.	V/C	Control Delay	LOS
SIGNALIZED INTERSECTIONS									
COVERT AVENUE									
Covert Avenue at Jericho Turnpike (Rt. 25)									
Covert Avenue	NB	L	0.94	80.3	F	L	1.07	147.1	F
		TR	0.95	87.2	F	TR	0.22	57.5	E
	SB	LTR	0.59	58.6	E	LTR	0.56	76.2	E
Jericho Turnpike (Rt. 25)	EB	L	0.08	16.8	B	L	0.09	25.0	C
		TR	1.07	79.3	E	TR	1.08	93.4	F
	WB	L	0.93	77.0	E	L	0.87	65.1	E
		TR	0.64	22.4	C	TR	0.72	21.7	C
Overall Intersection		**-**	**0.98**	**63.7**	**E**	**-**	**0.98**	**65.5**	**E**
Covert Avenue at LIRR Grade Crossing									
Covert Avenue	NB	T	0.71	37.9	D	T	0.38	21.7	C
	SB	T	0.47	29.8	C	T	0.67	29.5	C
Overall Intersection		**-**	**0.41**	**34.7**	**C**	**-**	**0.43**	**26.7**	**C**
Covert Avenue at Stewart Avenue									
Covert Avenue (north leg)	NB	LT	0.70	10.3	B	LT	0.49	1.8	A
	SB	TR	0.68	27.6	C	TR	0.83	30.2	C
Covert Avenue (south leg)	NB	T	0.96	47.7	D	T	0.33	19.1	B
		R	0.78	13.3	B	R	0.89	45.0	D
	SB	LT	0.55	3.6	A	LT	0.67	5.3	A
Stewart Avenue	EB	LR	0.45	27.9	C	LR	0.37	26.3	C
	WB	L	0.30	15.7	B	L	0.74	25.1	C
		R	0.48	17.5	B	R	0.63	24.0	C
Overall Intersection		**-**	**-**	**19.7**	**B**	**-**	**-**	**18.1**	**B**
SOUTH 12TH STREET									
South 12th Street at Jericho Turnpike (Rt. 25)									
South 12th Street	NB	LR	0.69	49.2	D	LR	0.74	74.6	E
Jericho Turnpike (Rt. 25)	EB	TR	0.84	23.7	C	TR	0.70	15.6	B
	WB	L	0.42	12.0	B	L	0.41	5.3	A
		T	0.61	3.3	A	T	0.64	2.3	A
Overall Intersection		**-**	**0.81**	**16.8**	**B**	**-**	**0.71**	**12.3**	**B**
South 12th Street at LIRR Grade Crossing									
South 12th Street	NB	T	0.18	23.8	C	T	0.13	17.6	B
	SB	T	0.13	23.0	C	T	0.18	18.3	B
Overall Intersection		**-**	**0.10**	**23.5**	**C**	**-**	**0.12**	**18.0**	**B**
NEW HYDE PARK ROAD									
New Hyde Park Road at Jericho Turnpike (Rt. 25)									
New Hyde Park Road	NB	L	0.75	37.1	D	L	0.79	61.4	E
		TR	1.08	97.8	F	TR	0.77	62.4	E
	SB	L	0.80	46.3	D	L	0.70	50.0	D
		TR	0.73	43.1	D	TR	1.09	123.7	F
Jericho Turnpike (Rt. 25)	EB	L	0.98	89.7	F	L	0.89	100.8	F
		TR	1.07	70.7	E	TR	1.03	58.8	E
	WB	L	1.10	129.8	F	L	0.91	84.8	F
		TR	0.92	47.7	D	TR	1.00	64.3	E
Overall Intersection		**-**	**1.05**	**68.0**	**E**	**-**	**1.00**	**73.0**	**E**
New Hyde Park Road at LIRR Grade Crossing									
New Hyde Park Road	NB	T	0.63	33.7	C	T	0.31	20.0	B
	SB	T	0.32	26.0	C	T	0.50	23.7	C
Overall Intersection		**-**	**0.36**	**31.1**	**C**	**-**	**0.32**	**22.4**	**C**
New Hyde Park Road at Stewart Avenue									
New Hyde Park Road	NB	LTR	1.02	60.0	E	LTR	0.51	23.3	C
	SB	LTR	0.51	21.3	C	LTR	0.78	30.1	C
Stewart Avenue	EB	L	0.29	24.7	C	L	0.31	25.7	C
		TR	0.76	32.0	C	TR	0.76	32.7	C
	WB	L	0.37	17.6	B	L	0.73	33.4	C
		TR	0.34	16.0	B	TR	0.51	10.7	B
Overall Intersection		**-**	**0.87**	**37.7**	**D**	**-**	**0.78**	**24.8**	**C**

LIRR Main Line Project FEIS
2020 NO BUILD TRAFFIC LEVELS OF SERVICE - NEW HYDE PARK

INTERSECTION & APPROACH		Weekday AM Peak Hour Mvt.	V/C	Control Delay	LOS	Weekday PM Peak Hour Mvt.	V/C	Control Delay	LOS
UNSIGNALIZED INTERSECTIONS									
COVERT AVENUE									
Covert Avenue at Second Avenue									
Covert Avenue	NB	LTR	-	0.9	A	LTR	-	0.7	A
	SB	LTR	-	0.6	A	LTR	-	0.2	A
Second Avenue	EB	LTR	-	33.1	D	LTR	-	27.7	D
	WB	LTR	-	48.8	E	LTR	-	54.4	F
Overall Intersection		**-**	**-**	**3.9**	**A**	**-**	**-**	**5.5**	**A**
Covert Avenue at Third Avenue									
Covert Avenue	NB	LTR	-	0.0	A	LTR	-	0.2	A
	SB	LTR	-	1.5	A	LTR	-	0.5	A
Third Avenue	EB	LTR	-	55.6	F	LTR	-	70.5	F
	WB	LTR	-	31.6	D	LTR	-	38.6	E
Overall Intersection		**-**	**-**	**2.5**	**A**	**-**	**-**	**2.9**	**A**
SOUTH 12TH STREET									
South 12th Street at Second Avenue									
South 12th Street	SB	LTR	-	10.1	B	LTR	-	9.7	A
Second Avenue	EB	LTR	-	9.7	A	LTR	-	9.4	A
	WB	LTR	-	10.9	B	LTR	-	9.8	A
Overall Intersection		**-**	**-**	**10.2**	**B**	**-**	**-**	**9.6**	**A**
South 12th Street at Third Avenue									
South 12th Street	NB	LTR	-	9.2	A	LTR	-	8.4	A
Third Avenue	EB	LTR	-	8.4	A	LTR	-	8.1	A
	WB	LTR	-	8.1	A	LTR	-	7.8	A
Overall Intersection		**-**	**-**	**8.9**	**A**	**-**	**-**	**8.2**	**A**
South 12th Street/Jefferson Street at Stewart Avenue									
Jefferson Street	NB	LTR	-	27.2	D	LTR	-	31.8	D
South 12th Street	SB	LTR	-	35.9	E	LTR	-	54.0	F
Stewart Avenue	EB	LTR	-	0.7	A	LTR	-	0.9	A
	WB	LTR	-	0.4	A	LTR	-	0.3	A
Overall Intersection		**-**	**-**	**2.5**	**A**	**-**	**-**	**5.6**	**A**
NEW HYDE PARK ROAD									
New Hyde Park Road at Second Avenue									
Second Avenue	EB	LR	-	16.2	C	LR	-	13.2	B
Overall Intersection		**-**	**-**	**0.8**	**A**	**-**	**-**	**0.8**	**A**
New Hyde Park Road at Clinch Avenue									
New Hyde Park Road	SB	LT	-	7.0	A	LT	-	6.8	A
Clinch Avenue	WB	LR	-	22.6	C	LR	-	15.8	C
Overall Intersection		**-**	**-**	**4.6**	**A**	**-**	**-**	**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.

LIRR Main Line Project FEIS
2020 NO BUILD TRAFFIC LEVELS OF SERVICE - MINEOLA

INTERSECTION & APPROACH		Weekday AM Peak Hour Mvt.	V/C	Control Delay	LOS	Weekday Midday Peak Hour Mvt.	V/C	Control Delay	LOS	Weekday PM Peak Hour Mvt.	V/C	Control Delay	LOS
SIGNALIZED INTERSECTIONS													
MINEOLA BOULEVARD													
Mineola Boulevard / Franklin Avenue at Old Country Road													
Franklin Avenue	NB	L	0.71	24.3	C	L	0.68	24.8	C	L	0.77	29.9	C
		TR	0.83	38.5	D	TR	0.84	40.3	D	TR	0.87	42.6	D
Mineola Boulevard	SB	L	0.71	28.2	C	L	0.85	44.6	D	L	0.81	41.2	D
		TR	0.42	28.9	C	TR	0.56	29.7	C	TR	0.61	31.7	C
Old Country Road	EB	L	0.86	44.6	D	L	0.75	40.7	D	L	0.90	54.5	D
		T	0.95	59.0	E	T	0.87	54.0	D	T	0.70	42.3	D
		R	0.55	26.8	C	R	0.68	36.3	D	R	0.66	33.8	C
	WB	L	0.83	44.4	D	L	0.91	54.0	D	L	0.83	42.4	D
		T	1.17	129.4	F	T	0.92	53.6	D	T	1.17	136.5	F
		R	0.63	31.1	C	R	0.52	26.4	C	R	0.67	35.1	D
Overall Intersection		**-**	**0.92**	**57.0**	**E**	**-**	**0.92**	**42.1**	**D**	**-**	**0.94**	**56.1**	**E**
Mineola Boulevard at Second Street													
Mineola Boulevard	NB	L	0.60	13.6	B	L	0.56	13.2	B	L	0.62	17.0	B
		TR	0.44	9.9	A	TR	0.41	9.1	A	TR	0.57	11.5	B
	SB	L	0.13	15.7	B	L	0.23	16.1	B	L	0.32	19.6	B
		TR	1.14	105.7	F	TR	1.14	101.5	F	TR	1.16	109.3	F
Second Street	EB	L	0.23	17.3	B	L	0.15	18.8	B	L	0.23	21.1	C
		TR	0.73	26.1	C	TR	0.62	24.4	C	TR	0.74	31.0	C
	WB	LTR	0.85	44.8	D	LTR	0.77	35.6	D	LTR	0.87	55.1	E
Overall Intersection		**-**	**0.93**	**41.5**	**D**	**-**	**0.92**	**42.7**	**D**	**-**	**0.99**	**45.3**	**D**
Mineola Boulevard at First Street													
Mineola Boulevard	NB	LTR	0.52	9.0	A	LTR	1.02	51.5	D	LTR	0.74	13.4	B
	SB	L	0.08	6.0	A	L	0.15	5.8	A	L	0.33	11.1	B
		TR	0.50	9.6	A	TR	0.71	12.9	B	TR	0.74	16.3	B
First Street	EB	LTR	0.77	41.9	D	LTR	0.63	35.3	D	LTR	0.84	46.9	D
	WB	LTR	0.75	44.2	D	LTR	0.58	34.7	C	LTR	0.80	50.4	D
Overall Intersection		**-**	**0.58**	**17.1**	**B**	**-**	**0.99**	**32.8**	**C**	**-**	**0.83**	**21.4**	**C**
WILLIS AVENUE													
Willis Avenue at Old Country Road													
Willis Avenue	SB	L	0.62	47.4	D	L	0.77	54.2	D	L	0.85	62.9	E
		R	0.86	70.0	E	R	0.65	47.4	D	R	0.55	43.6	D
Old Country Road	EB	T	0.52	4.7	A	T	0.52	7.2	A	T	0.51	5.9	A
	WB	TR	0.73	11.6	B	TR	0.59	9.8	A	TR	0.65	10.2	B
Overall Intersection		**-**	**0.79**	**15.2**	**B**	**-**	**0.66**	**14.8**	**B**	**-**	**0.72**	**14.9**	**B**
Willis Avenue at LIRR Grade Crossing													
Willis Avenue	NB	T	0.23	42.4	D	T	0.16	17.3	B	T	0.36	42.6	D
	SB	T	0.25	42.8	D	T	0.23	18.5	B	T	0.39	43.4	D
Overall Intersection		**-**	**0.12**	**42.6**	**D**	**-**	**0.18**	**18.0**	**B**	**-**	**0.18**	**43.0**	**D**
Willis Avenue at Second Street													
Willis Avenue	NB	LTR	0.16	7.6	A	LTR	0.19	6.3	A	LTR	0.22	10.8	B
	SB	LTR	0.47	11.1	B	LTR	0.59	11.4	B	LTR	0.72	21.2	C
Second Street	EB	LTR	0.60	32.5	C	LTR	0.72	37.9	D	LTR	0.93	49.7	D
	WB	LT	0.76	40.3	D	LT	0.67	37.0	D	LT	0.34	27.2	C
		R	0.33	28.9	C	R	0.22	29.1	C	R	0.24	26.2	C
Overall Intersection		**-**	**0.55**	**24.4**	**C**	**-**	**0.62**	**23.1**	**C**	**-**	**0.79**	**31.9**	**C**
MAIN STREET													
Main Street at LIRR Grade Crossing													
Main Street	NB	T	0.15	40.6	D	T	0.13	16.8	B	T	0.25	39.9	D
	SB	T	0.10	39.4	D	T	0.08	16.0	B	T	0.10	36.6	D
Overall Intersection		**-**	**0.07**	**40.1**	**D**	**-**	**0.10**	**16.5**	**B**	**-**	**0.11**	**39.0**	**D**
ROSLYN ROAD													
Roslyn Road / Washington Avenue at Old Country Road													
Washington Avenue	NB	T	0.79	40.2	D	T	0.70	37.3	D	T	0.80	41.5	D
		R	0.24	18.0	B	R	0.71	30.8	C	R	0.36	21.4	C
Roslyn Road	SB	L	0.48	20.9	C	L	0.54	20.0	B	L	0.73	26.0	C
		TR	0.43	21.5	C	TR	0.26	18.5	B	TR	0.45	19.8	B
Old Country Road	EB	L	0.60	29.1	C	L	0.55	22.7	C	L	0.59	27.2	C
		T	1.12	104.0	F	T	1.07	80.3	F	T	1.14	111.0	F
		R	0.09	26.4	C	R	0.07	22.0	C	R	0.08	26.7	C
	WB	L	0.93	51.1	D	L	0.80	32.5	C	L	0.88	44.5	D
		T	1.10	86.6	F	T	1.10	84.6	F	T	1.04	66.9	E
		R	0.39	20.9	C	R	0.44	22.5	C	R	0.49	25.7	C
Overall Intersection		**-**	**0.93**	**63.5**	**E**	**-**	**0.89**	**57.9**	**E**	**-**	**0.92**	**57.2**	**E**

LIRR Main Line Project FEIS
2020 NO BUILD TRAFFIC LEVELS OF SERVICE - MINEOLA

INTERSECTION & APPROACH		Weekday AM Peak Hour Mvt.	V/C	Control Delay	LOS	Weekday Midday Peak Hour Mvt.	V/C	Control Delay	LOS	Weekday PM Peak Hour Mvt.	V/C	Control Delay	LOS
Roslyn Road at Second Street													
Roslyn Road	NB	L	0.69	22.3	C	L	0.48	13.5	B	L	0.68	24.5	C
		TR	0.76	22.6	C	TR	0.60	16.4	B	TR	0.95	46.0	D
	SB	LTR	1.04	70.4	E	LTR	0.60	26.2	C	LTR	0.95	53.5	D
Second Street	EB	L	0.46	23.2	C	L	0.42	19.5	B	L	0.89	41.7	D
		TR	0.56	33.8	C	TR	0.65	32.8	C	TR	0.92	61.9	E
	WB	L	0.46	22.3	C	L	0.24	25.3	C	L	0.59	27.7	C
		TR	0.73	39.5	D	TR	0.45	32.0	C	TR	0.37	33.7	C
Overall Intersection		**-**	**0.85**	**42.6**	**D**	**-**	**0.66**	**23.0**	**C**	**-**	**1.04**	**46.4**	**D**
UNSIGNALIZED INTERSECTIONS													
MAIN STREET													
Main Street at Old Country Road													
Old Country Road	EB	L	-	19.1	C	L	-	13.8	B	L	-	14.4	B
Overall Intersection		**-**	**-**	**0.4**	**A**	**-**	**-**	**0.3**	**A**	**-**	**-**	**0.4**	**A**
Main Street at First Street													
Main Street	NB	LTR	-	8.7	A	LTR	-	8.8	A	LTR	-	10.6	B
	SB	LTR	-	8.7	A	LTR	-	8.3	A	LTR	-	9.6	A
First Street	EB	LTR	-	9.2	A	LTR	-	8.9	A	LTR	-	10.9	B
	WB	LTR	-	9.8	A	LTR	-	8.6	A	LTR	-	9.8	A
Overall Intersection		**-**	**-**	**9.3**	**A**	**-**	**-**	**8.7**	**A**	**-**	**-**	**10.4**	**B**
Main Street at Second Street													
Main Street	NB	LTR	-	10.1	B	LTR	-	11.1	B	LTR	-	15.6	C
	SB	LTR	-	11.1	B	LTR	-	10.6	B	LTR	-	25.6	D
Second Street	EB	LTR	-	11.5	B	LTR	-	12.2	B	LTR	-	43.9	E
	WB	LTR	-	13.0	B	LTR	-	12.2	B	LTR	-	18.1	C
Overall Intersection		**-**	**-**	**11.8**	**B**	**-**	**-**	**11.7**	**B**	**-**	**-**	**29.5**	**D**
Main Street at Front Street (North side of LIRR Tracks)													
Main Street	NB	LTR	-	5.1	A	LTR	-	3.5	A	LTR	-	3.6	A
	SB	LTR	-	0.0	A	LTR	-	0.4	A	LTR	-	0.3	A
	EB	LTR	-	11.9	B	LTR	-	12.3	B	LTR	-	12.8	B
	WB	LTR	-	12.6	B	LTR	-	11.7	B	LTR	-	12.6	B
Overall Intersection		**-**	**-**	**4.5**	**A**	**-**	**-**	**4.2**	**A**	**-**	**-**	**3.7**	**A**
Main Street at Front Street (South side of LIRR Tracks)													
Front Street	WB	LR	-	9.4	A	LR	-	10.3	B	LR	-	10.2	B
Overall Intersection		**-**	**-**	**3.8**	**A**	**-**	**-**	**2.8**	**A**	**-**	**-**	**2.3**	**A**
Main Street at Third Street													
Main Street	NB	LTR	-	10.4	B	LTR	-	9.3	A	LTR	-	11.1	B
	SB	LR	-	8.7	A	LR	-	8.5	A	LR	-	9.6	A
Third Street	EB	LT	-	9.4	A	LT	-	9.4	A	LT	-	13.8	B
	WB	TR	-	8.3	A	TR	-	8.1	A	TR	-	8.6	A
Overall Intersection		**-**	**-**	**9.7**	**A**	**-**	**-**	**9.1**	**A**	**-**	**-**	**12.2**	**B**
WILLIS AVENUE													
Willis Avenue at First Street													
Willis Avenue	NB	LT	-	3.8	A	LT	-	1.7	A	LT	-	2.4	A
First Street	EB	LR	-	25.3	D	LR	-	16.5	C	LR	-	24.6	C
Overall Intersection		**-**	**-**	**5.3**	**A**	**-**	**-**	**2.9**	**A**	**-**	**-**	**4.2**	**A**
Willis Avenue at Front Street													
Willis Avenue	NB	LT	-	3.1	A	LT	-	2.3	A	LT	-	2.5	A
Overall Intersection		**-**	**-**	**1.8**	**A**	**-**	**-**	**1.2**	**A**	**-**	**-**	**1.4**	**A**
Willis Avenue at Third Street													
Willis Avenue	NB	LT	-	0.2	A	LT	-	0.3	A	LT	-	1.0	A
Third Street	EB	LR	-	14.1	B	LR	-	13.8	B	LR	-	16.9	C
Overall Intersection		**-**	**-**	**5.8**	**A**	**-**	**-**	**4.6**	**A**	**-**	**-**	**8.2**	**A**

Notes
(1): Control delay is measured in seconds per vehicle.
(2): Overall intersection V/C ratio is the critical lane groups' V/C ratio.

LIRR Main Line Project FEIS
2020 NO BUILD TRAFFIC LEVELS OF SERVICE - WESTBURY

INTERSECTION & APPROACH		Weekday AM Peak Hour Mvt.	V/C	Control Delay	LOS	Weekday PM Peak Hour Mvt.	V/C	Control Delay	LOS
SIGNALIZED INTERSECTIONS									
POST AVENUE									
Post Avenue at Maple Avenue									
Post Avenue	NB	L	0.28	10.7	B	L	0.78	51.2	D
		TR	0.55	12.3	B	TR	0.90	34.9	C
	SB	L	0.23	9.6	A	L	0.81	58.2	E
		TR	0.63	13.9	B	TR	0.88	32.2	C
Maple Avenue	EB	L	0.32	12.8	B	L	0.45	11.9	B
		TR	0.62	15.9	B	TR	1.02	60.1	E
	WB	L	0.13	11.9	B	L	0.33	11.1	B
		TR	0.69	18.0	B	TR	0.56	12.7	B
Overall Intersection		**-**	**0.66**	**14.3**	**B**	**-**	**0.96**	**35.8**	**D**
Post Avenue at Union Avenue									
Post Avenue	NB	T	0.58	14.5	B	T	0.68	16.3	B
		R	0.24	1.9	A	R	0.35	2.2	A
	SB	LT	0.93	36.8	D	LT	1.12	90.0	F
Union Avenue	WB	L	0.67	16.5	B	L	0.63	15.5	B
		R	0.05	10.8	B	R	0.04	10.9	B
Overall Intersection		**-**	**0.81**	**19.4**	**B**	**-**	**0.90**	**35.4**	**D**
Post Avenue at Railroad Avenue									
Post Avenue	NB	L	0.02	4.8	A	L	0.07	5.9	A
		TR	0.77	14.3	B	TR	0.98	34.3	C
	SB	L	0.26	7.7	A	L	0.59	21.5	C
		TR	0.74	12.0	B	TR	0.82	15.0	B
Railroad Avenue	EB	LTR	0.01	14.4	B	LTR	0.09	14.7	B
	WB	LTR	0.30	15.9	B	LTR	0.38	16.2	B
Overall Intersection		**-**	**0.65**	**13.1**	**B**	**-**	**0.82**	**23.7**	**C**
SCHOOL STREET									
School Street at Maple Avenue									
School Street	NB	LTR	0.46	14.8	B	LTR	0.52	16.5	B
	SB	LTR	0.32	13.6	B	LTR	0.50	16.2	B
Maple Avenue	EB	LTR	0.44	9.0	A	LTR	0.63	12.4	B
	WB	LTR	0.43	8.9	A	LTR	0.58	11.4	B
Overall Intersection		**-**	**0.45**	**10.9**	**B**	**-**	**0.58**	**13.5**	**B**
School Street at Union Avenue									
School Street	NB	LTR	0.73	23.3	C	LTR	0.73	25.6	C
	SB	LTR	0.23	15.0	B	LTR	0.55	20.6	C
Union Avenue	EB	L	0.09	8.8	A	L	0.07	7.8	A
		T	0.39	10.3	B	T	0.51	10.3	B
		R	0.03	8.5	A	R	0.03	7.6	A
	WB	L	0.68	19.5	B	L	0.77	29.1	C
		TR	0.55	11.8	B	TR	0.43	9.7	A
Overall Intersection		**-**	**0.70**	**15.4**	**B**	**-**	**0.76**	**16.7**	**B**
School Street at LIRR Grade Crossing									
School Street	NB	T	0.30	17.4	B	T	0.37	26.4	C
	SB	T	0.21	15.8	B	T	0.38	26.8	C
Overall Intersection		**-**	**0.22**	**16.7**	**B**	**-**	**0.23**	**26.6**	**C**
School Street at Old Country Road									
School Street	NB	L	1.01	94.1	F	L	0.71	57.8	E
		TR	0.79	66.4	E	TR	0.51	52.7	D
	SB	L	0.28	55.8	E	L	0.63	58.9	E
		TR	0.86	91.1	F	TR	0.95	101.3	F
Old Country Road	EB	L	0.68	41.2	D	L	0.88	66.1	E
		T	0.59	23.8	C	T	0.95	40.0	D
		R	0.14	17.5	B	R	0.93	44.7	D
	WB	L	0.11	19.9	B	L	0.32	28.8	C
		TR	0.97	52.3	D	TR	0.88	39.0	D
Overall Intersection		**-**	**0.93**	**52.2**	**D**	**-**	**0.92**	**46.3**	**D**
URBAN AVENUE									
Urban Avenue at Prospect Avenue									
Urban Avenue	NB	LTR	0.58	39.8	D	LTR	0.73	43.3	D
	SB	LTR	0.46	36.7	D	LTR	0.16	29.8	C
Prospect Avenue	EB	L	0.11	4.2	A	L	0.09	5.7	A
		TR	0.38	6.1	A	TR	0.52	10.1	B
	WB	L	0.10	4.1	A	L	0.20	6.7	A
		TR	0.48	7.5	A	TR	0.57	11.3	B
Overall Intersection		**-**	**0.50**	**13.6**	**B**	**-**	**0.61**	**16.4**	**B**

LIRR Main Line Project FEIS
2020 NO BUILD TRAFFIC LEVELS OF SERVICE - WESTBURY

INTERSECTION & APPROACH		Weekday AM Peak Hour Mvt.	V/C	Control Delay	LOS	Weekday PM Peak Hour Mvt.	V/C	Control Delay	LOS
Urban Avenue at LIRR Grade Crossing									
Urban Avenue	NB	T	0.18	9.8	A	T	0.43	22.4	C
	SB	T	0.19	9.9	A	T	0.31	20.1	C
Overall Intersection		**-**	**0.15**	**9.8**	**A**	**-**	**0.28**	**21.4**	**C**
Urban Avenue at Old Country Road									
Urban Avenue	SB	L	0.68	46.2	D	L	0.69	44.5	D
		R	0.18	36.6	D	R	0.74	50.0	D
Old Country Road	EB	L	0.78	53.5	D	L	0.89	52.8	D
		T	0.47	8.7	A	T	0.71	9.0	A
	WB	TR	0.95	35.9	D	TR	0.92	32.1	C
Overall Intersection		**-**	**0.87**	**28.0**	**C**	**-**	**0.91**	**25.1**	**C**
OLD COUNTRY ROAD									
Old Country Road at Belmont Place / Merillon Avenue									
Belmont Place	NB	L	0.18	35.7	D	L	0.13	31.0	C
		R	0.10	34.9	C	R	0.06	30.4	C
Merllon Avenue	SB	L	0.71	47.7	D	L	0.80	47.8	D
		R	0.05	34.6	C	R	0.17	31.3	C
Old Country Road	EB	TR	0.49	7.1	A	TR	0.76	14.1	B
	WB	L	0.06	3.0	A	L	0.68	23.3	C
		T	0.61	6.7	A	TR	0.65	2.9	A
									A
Overall Intersection		**-**	**0.63**	**10.5**	**B**	**-**	**0.77**	**13.5**	**B**
UNSIGNALIZED INTERSECTIONS									
Post Avenue at Scally Place									
Post Avenue	SB	LT	-	1.1	A	LT	-	1.5	A
Scally Place	WB	LR	-	12.3	B	LR	-	13.7	B
Overall Intersection		**-**	**-**	**1.4**	**A**	**-**	**-**	**1.6**	**A**
School Street at Railroad Avenue									
School Street	NB	LT	-	3.9	A	LT	-	3.0	A
Railroad Avenue	EB	LR	-	13.5	B	LR	-	17.6	C
Overall Intersection		**-**	**-**	**3.7**	**A**	**-**	**-**	**3.8**	**A**
Urban Avenue at Broadway									
Urban Avenue	NB	LTR	-	9.5	A	LTR	-	14.0	B
	SB	LTR	-	9.0	A	LTR	-	10.3	B
Broadway	EB	LTR	-	9.1	A	LTR	-	10.7	B
	WB	LTR	-	8.8	A	LTR	-	11.4	B
Overall Intersection		**-**	**-**	**9.2**	**A**	**-**	**-**	**12.1**	**B**
Urban Avenue at Railroad Avenue									
Urban Avenue	NB	LTR	-	1.7	A	LTR	-	2.5	A
	SB	LTR	-	0.2	A	LTR	-	0.0	A
Railroad Avenue	EB	LTR	-	10.6	B	LTR	-	16.1	C
	WB	LTR	-	15.9	C	LTR	-	38.0	E
Overall Intersection		**-**	**-**	**3.3**	**A**	**-**	**-**	**6.0**	**A**
Urban Avenue at Main Street									
Urban Avenue	NB	LTR	-	13.4	B	LTR	-	22.3	C
	SB	LTR	-	11.2	B	LTR	-	23.0	C
Main Street	EB	LTR	-	10.6	B	LTR	-	18.3	C
	WB	LTR	-	10.5	B	LTR	-	16.5	C
Overall Intersection		**-**	**-**	**12.0**	**B**	**-**	**-**	**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.

LIRR Main Line Project FEIS
2020 NO BUILD TRAFFIC LEVELS OF SERVICE - HICKSVILLE

INTERSECTION & APPROACH		Weekday AM Peak Hour Mvt.	V/C	Control Delay	LOS	Weekday PM Peak Hour Mvt.	V/C	Control Delay	LOS
SIGNALIZED INTERSECTIONS									
NEWBRIDGE ROAD (RT. 106)									
Newbridge Road (Rt. 106) at Duffy Avenue									
Newbridge Road (Rt. 106)	NB	L	0.38	14.3	B	L	0.54	30.8	C
		TR	0.83	33.7	C	TR	0.70	39.4	D
	SB	L	0.57	25.6	C	L	0.54	28.4	C
		T	0.45	12.3	B	T	0.90	36.7	D
		R	1.16	163.7	F	R	0.57	32.4	C
Duffy Avenue	EB	L	0.78	63.8	E	L	0.92	53.9	D
		T	0.26	37.6	D	T	0.45	27.5	C
		R	0.04	35.0	C	R	0.27	24.9	C
	WB	LTR	0.71	57.9	E	LTR	0.83	71.1	E
Overall Intersection		**-**	**1.01**	**44.9**	**D**	**-**	**0.91**	**39.7**	**D**
Newbridge Road (Rt. 106) at Station Plaza									
Newbridge Road (Rt. 106)	NB	L	0.36	13.9	B	L	0.35	32.8	C
		T	0.58	19.0	B	T	0.57	10.5	B
	SB	L	0.16	14.8	B	L	0.17	3.1	A
		T	0.52	33.4	C	T	0.66	7.1	A
Station Plaza (North)	EB	R	0.26	42.0	D	R	0.35	47.3	D
Station Plaza (South)	WB	R	0.77	83.4	F	R	0.71	82.8	F
Overall Intersection		**-**	**-**	**28.3**	**C**	**-**	**-**	**13.8**	**B**
Newbridge Road (Rt. 106) at West John Street									
Newbridge Road (Rt. 106)	NB	L	0.78	41.3	D	L	0.89	99.1	F
		TR	0.61	28.6	C	TR	0.73	20.0	B
	SB	L	0.30	21.9	C	L	0.55	25.9	C
		TR	0.96	57.2	E	TR	0.96	58.4	E
West John Street	EB	L	0.90	73.6	E	L	1.01	88.5	F
		T	0.46	49.3	D	T	0.82	56.8	E
		R	0.08	45.4	D	R	0.11	41.9	D
	WB	L	0.65	46.0	D	L	0.85	87.1	F
		TR	0.79	56.0	E	TR	0.75	78.6	E
Overall Intersection		**-**	**0.92**	**47.5**	**D**	**-**	**1.00**	**55.1**	**E**
UNSIGNALIZED INTERSECTIONS									
Newbridge Road (Rt. 106) at West Barclay Street									
West Barclay Street	EB	R	-	11.0	B	R	-	11.6	B
	WB	R	-	9.5	A	R	-	10.3	B
Overall Intersection		**-**	**-**	**0.5**	**A**	**-**	**-**	**1.1**	**A**
West Barclay Street at West John Street									
West Barclay Street	NB	LR	-	18.9	C	LR	-	28.9	D
West John Street	WB	L	-	8.8	A	L	-	11.0	B
Overall Intersection		**-**	**-**	**0.9**	**A**	**-**	**-**	**2.0**	**A**
Marion Place at West John Street									
Marion Place	NB	LR	-	13.1	B	LR	-	28.6	D
West John Street	WB	LT	-	0.6	A	LT	-	2.1	A
Overall Intersection		**-**	**-**	**0.8**	**A**	**-**	**-**	**3.4**	**A**
Marion Place at West Barclay Street									
Marion Place	NB	LTR	-	9.1	A	LTR	-	12.0	B
	SB	LTR	-	10.1	B	LTR	-	11.8	B
West Barclay Street	EB	LTR	-	0.1	A	LTR	-	0.4	A
	WB	LTR	-	1.9	A	LTR	-	0.5	A
Overall Intersection		**-**	**-**	**2.2**	**A**	**-**	**-**	**3.6**	**A**
LIRR Parking Lot Exit at West John Street									
LIRR Parking Lot Exit	NB	LR	-	10.9	B	LR	-	14.4	B
Overall Intersection		**-**	**-**	**1.0**	**A**	**-**	**-**	**1.2**	**A**

Notes
(1): Control delay is measured in seconds per vehicle.
(2): Overall intersection V/C ratio is the critical lane groups' V/C ratio.

LIRR Main Line Project FEIS
2020 BUILD OPTION 1 TRAFFIC LEVELS OF SERVICE - NEW HYDE PARK

INTERSECTION & APPROACH		Weekday AM Peak Hour Mvt.	V/C	Control Delay	LOS	Weekday PM Peak Hour Mvt.	V/C	Control Delay	LOS
SIGNALIZED INTERSECTIONS									
COVERT AVENUE									
Covert Avenue at Jericho Turnpike (Rt. 25)									
Covert Avenue	NB	L	0.97	87.1	F	L	1.19	185.5	F
		TR	1.11	131.8	F	TR	0.24	57.8	E
	SB	LTR	0.60	60.3	E	LTR	0.56	76.2	E
Jericho Turnpike (Rt. 25)	EB	L	0.08	16.9	B	L	0.09	25.8	C
		TR	1.08	80.9	F	TR	1.10	104.1	F
	WB	L	1.07	118.1	F	L	0.88	65.0	E
		TR	0.64	22.6	C	TR	0.71	21.4	C
Overall Intersection		**-**	**1.06**	**74.3**	**E**	**-**	**1.01**	**73.1**	**E**
Covert Avenue at Stewart Avenue									
Covert Avenue (north leg)	NB	LT	0.73	11.4	B	LT	0.49	1.8	A
	SB	TR	0.68	27.7	C	TR	0.83	29.8	C
Covert Avenue (south leg)	NB	T	0.98	53.1	D	T	0.33	19.0	B
		R	0.78	13.3	B	R	0.87	42.6	D
	SB	LT	0.56	3.6	A	LT	0.66	5.2	A
Stewart Avenue	EB	LR	0.45	27.9	C	LR	0.36	26.0	C
	WB	L	0.30	15.7	B	L	0.75	25.5	C
		R	0.50	17.7	B	R	0.65	24.9	C
Overall Intersection		**-**	**-**	**21.0**	**C**	**-**	**-**	**17.6**	**B**
SOUTH 12TH STREET									
South 12th Street at Jericho Turnpike (Rt. 25)									
South 12th Street	NB	LR	0.45	47.4	D	LR	0.34	63.4	E
Jericho Turnpike (Rt. 25)	EB	TR	0.72	14.1	B	TR	0.64	11.1	B
	WB	L	0.24	1.3	A	L	0.13	0.6	A
		T	0.56	2.5	A	T	0.62	2.0	A
Overall Intersection		**-**	**0.69**	**9.7**	**A**	**-**	**0.61**	**7.6**	**A**
NEW HYDE PARK ROAD									
New Hyde Park Road at Jericho Turnpike (Rt. 25)									
New Hyde Park Road	NB	L	0.79	40.5	D	L	0.82	65.9	E
		TR	1.09	103.4	F	TR	0.78	63.6	E
	SB	L	0.80	46.4	D	L	0.71	50.8	D
		TR	0.75	44.0	D	TR	1.10	126.7	F
Jericho Turnpike (Rt. 25)	EB	L	0.98	90.4	F	L	0.88	91.3	F
		TR	1.08	75.6	E	TR	1.07	76.5	E
	WB	L	1.10	129.9	F	L	1.02	117.4	F
		TR	0.92	47.7	D	TR	0.99	62.5	E
Overall Intersection		**-**	**1.05**	**70.8**	**E**	**-**	**1.04**	**79.3**	**E**
New Hyde Park Road at Clinch Avenue									
New Hyde Park Road	NB	LTR	0.52	6.7	A	LTR	0.22	4.0	A
	SB	L	0.61	10.8	B	L	0.59	7.4	A
		TR	0.56	7.4	A	TR	0.78	10.5	B
Kiss and Ride	EB	LR	0.01	16.1	C	LR	0.02	25.1	D
Clinch Avenue	WB	LTR	0.39	18.1	C	LTR	0.15	25.8	D
Overall Intersection		**-**	**0.55**	**8.9**	**A**	**-**	**0.67**	**9.9**	**A**
New Hyde Park Road at Stewart Avenue									
New Hyde Park Road	NB	LTR	1.02	58.3	E	LTR	0.51	23.2	C
	SB	LTR	0.51	21.4	C	LTR	0.79	30.4	C
Stewart Avenue	EB	L	0.30	24.7	C	L	0.38	26.8	C
		TR	0.76	32.0	C	TR	0.75	32.3	C
	WB	L	0.37	17.6	B	L	0.72	32.4	C
		TR	0.34	16.0	B	TR	0.52	10.8	B
Overall Intersection		**-**	**0.87**	**37.0**	**D**	**-**	**0.78**	**24.7**	**C**
UNSIGNALIZED INTERSECTIONS									
COVERT AVENUE									
Covert Avenue at Second Avenue									
Covert Avenue	SB	LR	-	9.1	A	LR	-	9.0	A
Overall Intersection		**-**	**-**	**4.6**	**A**	**-**	**-**	**5.4**	**A**
Covert Avenue at Third Avenue									
Covert Avenue	NB	LR	-	9.2	A	LR	-	9.1	A
Overall Intersection		**-**	**-**	**0.1**	**A**	**-**	**-**	**1.9**	**A**

LIRR Main Line Project FEIS
2020 BUILD OPTION 1 TRAFFIC LEVELS OF SERVICE - NEW HYDE PARK

INTERSECTION & APPROACH		Weekday AM Peak Hour Mvt.	V/C	Control Delay	LOS	Weekday PM Peak Hour Mvt.	V/C	Control Delay	LOS
SOUTH 12TH STREET									
South 12th Street at Second Avenue									
South 12th Street	SB	LR	-	7.9	A	LR	-	7.3	A
Second Avenue	EB	LT	-	8.1	A	LT	-	7.7	A
	WB	TR	-	8.3	A	TR	-	7.6	A
Overall Intersection		**-**	**-**	**8.1**	**A**	**-**	**-**	**7.6**	**A**
South 12th Street at Third Avenue									
South 12th Street	NB	LR	-	7.3	A	LR	-	7.4	A
Third Avenue	EB	TR	-	6.8	A	TR	-	6.9	A
	WB	LT	-	7.3	A	LT	-	7.4	A
Overall Intersection		**-**	**-**	**7.1**	**A**	**-**	**-**	**7.2**	**A**
South 12th Street/Jefferson Street at Stewart Avenue									
Jefferson Street	NB	LTR	-	26.2	D	LTR	-	28.5	D
South 12th Street	SB	LTR	-	34.3	D	LTR	-	30.2	D
Stewart Avenue	EB	LTR	-	0.3	A	LTR	-	0.1	A
	WB	LTR	-	0.4	A	LTR	-	0.3	A
Overall Intersection		**-**	**-**	**1.7**	**A**	**-**	**-**	**2.2**	**A**

Notes
(1): Control delay is measured in seconds per vehicle.
(2): Overall intersection V/C ratio is the critical lane groups' V/C ratio.

LIRR Main Line Project FEIS
2020 BUILD OPTION 2 TRAFFIC LEVELS OF SERVICE - NEW HYDE PARK

INTERSECTION & APPROACH		Weekday AM Peak Hour Mvt.	V/C	Control Delay	LOS	Weekday PM Peak Hour Mvt.	V/C	Control Delay	LOS
SIGNALIZED INTERSECTIONS									
COVERT AVENUE									
Covert Avenue at Jericho Turnpike (Rt. 25)									
Covert Avenue	NB	L	0.97	87.9	F	L	1.19	185.5	F
		TR	1.10	129.2	F	TR	0.24	57.8	E
	SB	LTR	0.59	59.4	E	LTR	0.56	76.2	E
Jericho Turnpike (Rt. 25)	EB	L	0.08	16.9	B	L	0.09	25.7	C
		TR	1.08	80.9	F	TR	1.10	103.3	F
	WB	L	1.07	118.1	F	L	0.88	65.1	E
		TR	0.64	22.6	C	TR	0.71	21.4	C
Overall Intersection		**-**	**1.06**	**73.9**	**E**	**-**	**1.01**	**72.8**	**E**
Covert Avenue at Stewart Avenue									
Covert Avenue (north leg)	NB	LT	0.73	11.4	B	LT	0.49	1.8	A
	SB	TR	0.68	27.7	C	TR	0.83	29.8	C
Covert Avenue (south leg)	NB	T	0.98	53.1	D	T	0.33	19.0	B
		R	0.78	13.3	B	R	0.87	42.6	D
	SB	LT	0.56	3.6	A	LT	0.66	5.2	A
Stewart Avenue	EB	LR	0.45	27.9	C	LR	0.36	26.0	C
	WB	L	0.30	15.7	B	L	0.75	25.5	C
		R	0.50	17.7	B	R	0.65	24.9	C
Overall Intersection		**-**	**-**	**21.0**	**C**	**-**	**-**	**17.6**	**B**
SOUTH 12TH STREET									
South 12th Street at Jericho Turnpike (Rt. 25)									
South 12th Street	NB	LR	0.46	47.4	D	LR	0.34	63.4	E
Jericho Turnpike (Rt. 25)	EB	TR	0.72	14.2	B	TR	0.64	11.1	B
	WB	L	0.24	1.3	A	L	0.13	0.6	A
		T	0.56	2.5	A	T	0.62	2.0	A
Overall Intersection		**-**	**0.69**	**9.8**	**A**	**-**	**0.61**	**7.6**	**A**
NEW HYDE PARK ROAD									
New Hyde Park Road at Jericho Turnpike (Rt. 25)									
New Hyde Park Road	NB	L	0.79	40.5	D	L	0.82	65.9	E
		TR	1.09	103.4	F	TR	0.78	63.6	E
	SB	L	0.80	46.4	D	L	0.71	50.8	D
		TR	0.75	44.0	D	TR	1.10	126.7	F
Jericho Turnpike (Rt. 25)	EB	L	0.98	90.5	F	L	0.88	91.2	F
		TR	1.08	75.6	E	TR	1.07	76.5	E
	WB	L	1.10	129.9	F	L	1.02	117.4	F
		TR	0.92	47.7	D	TR	0.99	62.5	E
Overall Intersection		**-**	**1.05**	**70.8**	**E**	**-**	**1.04**	**79.3**	**E**
New Hyde Park Road at Stewart Avenue									
New Hyde Park Road	NB	LTR	1.02	58.3	E	LTR	0.51	23.2	C
	SB	LTR	0.51	21.4	C	LTR	0.79	30.4	C
Stewart Avenue	EB	L	0.30	24.7	C	L	0.38	26.8	C
		TR	0.76	32.0	C	TR	0.75	32.3	C
	WB	L	0.37	17.6	B	L	0.72	32.4	C
		TR	0.34	16.0	B	TR	0.52	10.8	B
Overall Intersection		**-**	**0.87**	**37.0**	**D**	**-**	**0.78**	**24.7**	**C**
UNSIGNALIZED INTERSECTIONS									
COVERT AVENUE									
Covert Avenue at Second Avenue									
Covert Avenue	SB	LR	-	9.1	A	LR	-	9.0	A
Overall Intersection		**-**	**-**	**4.4**	**A**	**-**	**-**	**5.4**	**A**
Covert Avenue at Third Avenue									
Covert Avenue	NB	LR	-	9.2	A	LR	-	9.1	A
Overall Intersection		**-**	**-**	**0.1**	**A**	**-**	**-**	**1.9**	**A**

LIRR Main Line Project FEIS
2020 BUILD OPTION 2 TRAFFIC LEVELS OF SERVICE - NEW HYDE PARK

INTERSECTION & APPROACH		Weekday AM Peak Hour Mvt.	V/C	Control Delay	LOS	Weekday PM Peak Hour Mvt.	V/C	Control Delay	LOS
SOUTH 12TH STREET									
South 12th Street at Second Avenue									
South 12th Street	SB	LR	-	7.9	A	LR	-	7.3	A
Second Avenue	EB	LT	-	8.0	A	LT	-	7.7	A
	WB	TR	-	8.3	A	TR	-	7.6	A
Overall Intersection		**-**	**-**	**8.1**	**A**	**-**	**-**	**7.6**	**A**
South 12th Street at Third Avenue									
South 12th Street	NB	LR	-	7.3	A	LR	-	7.4	A
Third Avenue	EB	TR	-	6.8	A	TR	-	6.9	A
	WB	LT	-	7.3	A	LT	-	7.4	A
Overall Intersection		**-**	**-**	**7.1**	**A**	**-**	**-**	**7.1**	**A**
South 12th Street/Jefferson Street at Stewart Avenue									
Jefferson Street	NB	LTR	-	26.2	D	LTR	-	28.5	D
South 12th Street	SB	LTR	-	34.3	D	LTR	-	30.2	D
Stewart Avenue	EB	LTR	-	0.3	A	LTR	-	0.1	A
	WB	LTR	-	0.4	A	LTR	-	0.3	A
Overall Intersection		**-**	**-**	**1.7**	**A**	**-**	**-**	**2.2**	**A**
NEW HYDE PARK ROAD									
New Hyde Park Road at Clinch Avenue									
New Hyde Park Road	SB	LT	-	11.8	B	LT	-	10.1	B
Clinch Avenue	WB	R	-	21.8	C	R	-	12.5	B
Overall Intersection		**-**	**-**	**4.1**	**A**	**-**	**-**	**2.9**	**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.

LIRR Main Line Project FEIS
2020 NO BUILD vs. 2020 BUILD OPTION 1 WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - NEW HYDE PARK

		2020 No Build Weekday AM Peak Hour				2020 Build Weekday AM Peak Hour				Mitigation				
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mitigation Measures**
SIGNALIZED INTERSECTIONS														
COVERT AVENUE														
Covert Avenue at Jericho Turnpike (Rt. 25)														
Covert Avenue	NB	L	0.94	80.3	F	L	0.97	87.1	F	L	0.83	55.2	E	- Modify intersection configuration: Prohibit exits from driveway on north side of intersection to eliminate SB approach; reroute exiting vehicles to use driveway on North 6th Street.
		TR	0.95	87.2	F	TR	1.11	131.8	F	TR	0.89	65.5	E	
	SB	LTR	0.59	58.6	E	LTR	0.60	60.3	E	-	-	-	-	
Jericho Turnpike (Rt. 25)	EB	L	0.08	16.8	B	L	0.08	16.9	B	L	0.07	12.8	B	
		TR	1.07	79.3	E	TR	1.08	80.9	F	TR	0.93	38.4	D	- Modify signal phasing and timing plan: Eliminate SB phase and shift time to other phases as follows: EB/WB protected left-turn green time will shift from 6 s to 10 s; EB/WB green time will shift from 48.7 s to 53.7 s; NB green time will shift from 21.4 s to 29.4 s.
	WB	L	0.93	77.0	E	L	1.07	118.1	F	L	0.85	52.4	D	
		TR	0.64	22.4	C	TR	0.64	22.6	C	TR	0.55	15.2	B	
Overall Intersection		**-**	**0.98**	**63.7**	**E**	**-**	**1.06**	**74.3**	**E**	**-**	**0.91**	**38.0**	**D**	
Covert Avenue at LIRR Grade Crossing														
Covert Avenue	NB	T	0.71	37.9	D	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.47	29.8	C	-	-	-	-					
Overall Intersection		**-**	**0.41**	**34.7**	**C**	**-**	**-**	**-**	**-**					
Covert Avenue at Stewart Avenue														
Covert Avenue (north leg)	NB	LT	0.70	10.3	B	LT	0.73	11.4	B					- Mitigation not required.
	SB	TR	0.68	27.6	C	TR	0.68	27.7	C					
Covert Avenue (south leg)	NB	T	0.96	47.7	D	T	0.98	53.1	D					
		R	0.78	13.3	B	R	0.78	13.3	B					
	SB	LT	0.55	3.6	A	LT	0.56	3.6	A					
Stewart Avenue	EB	LR	0.45	27.9	C	LR	0.45	27.9	C					
	WB	L	0.30	15.7	B	L	0.30	15.7	B					
		R	0.48	17.5	B	R	0.50	17.7	B					
Overall Intersection		**-**	**-**	**19.7**	**B**	**-**	**-**	**21.0**	**C**					
SOUTH 12TH STREET														
South 12th Street at Jericho Turnpike (Rt. 25)														
South 12th Street	NB	LR	0.69	49.2	D	LR	0.45	47.4	D					- Mitigation not required.
Jericho Turnpike (Rt. 25)	EB	TR	0.84	23.7	C	TR	0.72	14.1	B					
	WB	L	0.42	12.0	B	L	0.24	1.3	A					
		T	0.61	3.3	A	T	0.56	2.5	A					
Overall Intersection		**-**	**0.81**	**16.8**	**B**	**-**	**0.69**	**9.7**	**A**					
South 12th Street at LIRR Grade Crossing														
South 12th Street	NB	T	0.18	23.8	C	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.13	23.0	C	-	-	-	-					
Overall Intersection		**-**	**0.10**	**23.5**	**C**	**-**	**-**	**-**	**-**					

LIRR Main Line Project FEIS
2020 NO BUILD vs. 2020 BUILD OPTION 1 WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - NEW HYDE PARK

		2020 No Build Weekday AM Peak Hour				2020 Build Weekday AM Peak Hour				Mitigation				
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mitigation 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	0.79	40.5	D					- Mitigation not required.
		TR	1.08	97.8	F	TR	1.09	103.4	F					
	SB	L	0.80	46.3	D	L	0.80	46.4	D					
		TR	0.73	43.1	D	TR	0.75	44.0	D					
Jericho Turnpike (Rt. 25)	EB	L	0.98	89.7	F	L	0.98	90.4	F					
		TR	1.07	70.7	E	TR	1.08	75.6	E					
	WB	L	1.10	129.8	F	L	1.10	129.9	F					
		TR	0.92	47.7	D	TR	0.92	47.7	D					
Overall Intersection		**-**	**1.05**	**68.0**	**E**	**-**	**1.05**	**70.8**	**E**					
New Hyde Park Road at LIRR Grade Crossing														
New Hyde Park Road	NB	T	0.63	33.7	C	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.32	26.0	C	-	-	-	-					
Overall Intersection		**-**	**0.36**	**31.1**	**C**	**-**	**-**	**-**	**-**					
New Hyde Park Road at Stewart Avenue														
New Hyde Park Road	NB	LTR	1.02	60.0	E	LTR	1.02	58.3	E					- Mitigation not required.
	SB	LTR	0.51	21.3	C	LTR	0.51	21.4	C					
Stewart Avenue	EB	L	0.29	24.7	C	L	0.30	24.7	C					
		TR	0.76	32.0	C	TR	0.76	32.0	C					
	WB	L	0.37	17.6	B	L	0.37	17.6	B					
		TR	0.34	16.0	B	TR	0.34	16.0	B					
Overall Intersection		**-**	**0.87**	**37.7**	**D**	**-**	**0.87**	**37.0**	**D**					
UNSIGNALIZED INTERSECTIONS														
COVERT AVENUE														
Covert Avenue at Second Avenue														
Covert Avenue	NB	LTR	-	0.9	A	-	-	-	-					- Mitigation not required.
	SB	LTR	-	0.6	A	LR	-	9.1	A					- In Build: Roadway grade crossing eliminated with underpass. Covert Avenue service road dead-ended on either side of tracks.
Second Avenue	EB	LTR	-	33.1	D	-	-	-	-					
	WB	LTR	-	48.8	E	-	-	-	-					
Overall Intersection		**-**	**-**	**3.9**	**A**	**-**	**-**	**4.6**	**A**					
Covert Avenue at Third Avenue														
Covert Avenue	NB	LTR	-	0.0	A	LR	-	9.2	A					- Mitigation not required.
	SB	LTR	-	1.5	A	-	-	-	-					- In Build: Roadway grade crossing eliminated with underpass. Covert Avenue service road dead-ended on either side of tracks.
Third Avenue	EB	LTR	-	55.6	F	-	-	-	-					
	WB	LTR	-	31.6	D	-	-	-	-					
Overall Intersection		**-**	**-**	**2.5**	**A**	**-**	**-**	**0.1**	**A**					

LIRR Main Line Project FEIS
2020 NO BUILD vs. 2020 BUILD OPTION 1 WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - NEW HYDE PARK

		2020 No Build Weekday AM Peak Hour				2020 Build Weekday AM Peak Hour				Mitigation				
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mitigation Measures**
SOUTH 12TH STREET														
South 12th Street at Second Avenue														
South 12th Street	SB	LTR	-	10.1	B	LR	-	7.9	A					- Mitigation not required.
Second Avenue	EB	LTR	-	9.7	A	LT	-	8.1	A					- In Build: Roadway grade crossing eliminated. Covert Avenue dead-ended on either side of tracks.
	WB	LTR	-	10.9	B	TR	-	8.3	A					
Overall Intersection		**-**	**-**	**10.2**	**B**	**-**	**-**	**8.1**	**A**					
South 12th Street at Third Avenue														
South 12th Street	NB	LTR	-	9.2	A	LR	-	7.3	A					- Mitigation not required.
Third Avenue	EB	LTR	-	8.4	A	TR	-	6.8	A					- In Build: Roadway grade crossing eliminated. Covert Avenue dead-ended on either side of tracks.
	WB	LTR	-	8.1	A	LT	-	7.3	A					
Overall Intersection		**-**	**-**	**8.9**	**A**	**-**	**-**	**7.1**	**A**					
South 12th Street/Jefferson Street at Stewart Avenue														
Jefferson Street	NB	LTR	-	27.2	D	LTR	-	26.2	D					- Mitigation not required.
South 12th Street	SB	LTR	-	35.9	E	LTR	-	34.3	D					
Stewart Avenue	EB	LTR	-	0.7	A	LTR	-	0.3	A					
	WB	LTR	-	0.4	A	LTR	-	0.4	A					
Overall Intersection		**-**	**-**	**2.5**	**A**	**-**	**-**	**1.7**	**A**					
NEW HYDE PARK ROAD														
New Hyde Park Road at Second Avenue														
Second Avenue	EB	LR	-	16.2	C	-	-	-	-					- In Build: This intersection will be eliminated.
Overall Intersection		**-**	**-**	**0.8**	**A**	**-**	**-**	**-**	**-**					
New Hyde Park Road at Clinch Avenue														
New Hyde Park Road	NB	-	-	-	-	LTR	0.52	6.7	A					- Mitigation not required.
	SB	-	-	-	-	L	0.61	10.8	B					- This intersection would be signalized as part of the Build condition.
		LT	-	7.0	A	TR	0.56	7.4	A					
Kiss and Ride	EB	-	-	-	-	LR	0.01	16.1	B					
Clinch Avenue	WB	LR	-	22.6	C	LTR	0.39	18.1	B					
Overall Intersection		**-**	**-**	**4.6**	**A**	**-**	**0.55**	**8.9**	**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 significantly impacted traffic movement requiring mitigation.

LIRR Main Line Project FEIS
2020 NO BUILD vs. 2020 BUILD OPTION 1 WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - NEW HYDE PARK

INTERSECTION & APPROACH		2020 No Build Weekday PM Peak Hour				2020 Build Weekday PM Peak Hour				Mitigation				Mitigation Measures
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
SIGNALIZED INTERSECTIONS														
COVERT AVENUE														
Covert Avenue at Jericho Turnpike (Rt. 25)														
Covert Avenue	NB	L	1.07	147.1	F	L	1.19	185.5	F	L	0.94	97.6	F	- Modify intersection configuration: Prohibit exits from driveway on north side of intersection to eliminate SB approach; reroute exiting vehicles to use driveway on North 6th Street.
		TR	0.22	57.5	E	TR	0.24	57.8	E	TR	0.22	51.8	D	
	SB	LTR	0.56	76.2	E	LTR	0.56	76.2	E	-	-	-	-	
Jericho Turnpike (Rt. 25)	EB	L	0.09	25.0	C	L	0.09	25.8	C	L	0.08	20.6	C	
		TR	1.08	93.4	F	TR	1.10	104.1	F	TR	0.95	53.5	D	- Modify signal phasing and timing plan: Eliminate SB phase and shift time to other phases as follows: EB/WB protected left-turn green time will shift from 29 s to 40 s; EB/WB green time will shift from 59.7 s to 63.7 s; NB green time will shift from 21.4 s to 29.4 s.
	WB	L	0.87	65.1	E	L	0.88	65.0	E	L	0.90	70.3	E	
		TR	0.72	21.7	C	TR	0.71	21.4	C	TR	0.65	15.5	B	
Overall Intersection		**-**	**0.98**	**65.5**	**E**	**-**	**1.01**	**73.1**	**E**	**-**	**0.94**	**44.6**	**D**	
Covert Avenue at LIRR Grade Crossing														
Covert Avenue	NB	T	0.38	21.7	C	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.67	29.5	C	-	-	-	-					
Overall Intersection		**-**	**0.43**	**26.7**	**C**	**-**	**-**	**-**	**-**					
Covert Avenue at Stewart Avenue														
Covert Avenue (north leg)	NB	LT	0.49	1.8	A	LT	0.49	1.8	A					- Mitigation not required.
	SB	TR	0.83	30.2	C	TR	0.83	29.8	C					
Covert Avenue (south leg)	NB	T	0.33	19.1	B	T	0.33	19.0	B					
		R	0.89	45.0	D	R	0.87	42.6	D					
	SB	LT	0.67	5.3	A	LT	0.66	5.2	A					
Stewart Avenue	EB	LR	0.37	26.3	C	LR	0.36	26.0	C					
	WB	L	0.74	25.1	C	L	0.75	25.5	C					
		R	0.63	24.0	C	R	0.65	24.9	C					
Overall Intersection		**-**	**-**	**18.1**	**B**	**-**	**-**	**17.6**	**B**					
SOUTH 12TH STREET														
South 12th Street at Jericho Turnpike (Rt. 25)														
South 12th Street	NB	LR	0.74	74.6	E	LR	0.34	63.4	E					- Mitigation not required.
Jericho Turnpike (Rt. 25)	EB	TR	0.70	15.6	B	TR	0.64	11.1	B					
	WB	L	0.41	5.3	A	L	0.13	0.6	A					
		T	0.64	2.3	A	T	0.62	2.0	A					
Overall Intersection		**-**	**0.71**	**12.3**	**B**	**-**	**0.61**	**7.6**	**A**					
South 12th Street at LIRR Grade Crossing														
South 12th Street	NB	T	0.13	17.6	B	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.18	18.3	B	-	-	-	-					
Overall Intersection		**-**	**0.12**	**18.0**	**B**	**-**	**-**	**-**	**-**					

LIRR Main Line Project FEIS
2020 NO BUILD vs. 2020 BUILD OPTION 1 WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - NEW HYDE PARK

		2020 No Build Weekday PM Peak Hour				2020 Build Weekday PM Peak Hour				Mitigation				
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mitigation 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	0.82	65.9	E	L	0.82	65.9	E	- Modify the existing parking regulation along the south side of
		TR	0.77	62.4	E	TR	0.78	63.6	E	TR	0.78	63.6	E	Jericho Turnpike (250 feet upstream of the stop bar): allow 1 HR
	SB	L	0.70	50.0	D	L	0.71	50.8	D	L	0.71	50.8	D	parking from 8:00AM to 5:00PM instead of 8:00AM to 7:00PM,
		TR	1.09	123.7	F	TR	1.10	126.7	F	TR	1.10	126.7	F	and provide "No Standing" regulations from 5:00PM - 6:00PM,
Jericho Turnpike (Rt. 25)	EB	L	0.89	100.8	F	L	0.88	91.3	F	L	0.82	76.7	E	to reduce friction from parking maneuvers.
		TR	1.03	58.8	E	TR	1.07	76.5	E	TR	1.03	66.2	E	- Modify signal timing plan: Shift 3 s green time from the EB/WB phase to the
	WB	L	0.91	84.8	F	L	1.02	117.4	F	L	0.90	88.8	F	the EB/WB protected left-turn phase [EB/WB protected left-turn green time
		TR	1.00	64.3	E	TR	0.99	62.5	E	TR	1.01	69.3	E	shifts from 19 s to 22 s; EB/WB green time shifts from 74 s to 71 s.]
Overall Intersection		**-**	**1.00**	**73.0**	**E**	**-**	**1.04**	**79.3**	**E**	**-**	**1.01**	**76.6**	**E**	
New Hyde Park Road at LIRR Grade Crossing														
New Hyde Park Road	NB	T	0.31	20.0	B	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.50	23.7	C	-	-	-	-					
Overall Intersection		**-**	**0.32**	**22.4**	**C**	**-**	**-**	**-**	**-**					
New Hyde Park Road at Stewart Avenue														
New Hyde Park Road	NB	LTR	0.51	23.3	C	LTR	0.51	23.2	C					- Mitigation not required.
	SB	LTR	0.78	30.1	C	LTR	0.79	30.4	C					
Stewart Avenue	EB	L	0.31	25.7	C	L	0.38	26.8	C					
		TR	0.76	32.7	C	TR	0.75	32.3	C					
	WB	L	0.73	33.4	C	L	0.72	32.4	C					
		TR	0.51	10.7	B	TR	0.52	10.8	B					
Overall Intersection		**-**	**0.78**	**24.8**	**C**	**-**	**0.78**	**24.7**	**C**					
UNSIGNALIZED INTERSECTIONS														
COVERT AVENUE														
Covert Avenue at Second Avenue														
Covert Avenue	NB	LTR	-	0.7	A	-	-	-	-					- Mitigation not required.
	SB	LTR	-	0.2	A	LR	-	9.0	A					- In Build: Roadway grade crossing eliminated with underpass. Covert Avenue
Second Avenue	EB	LTR	-	27.7	D	-	-	-	-					service road dead-ended on either side of tracks.
	WB	LTR	-	54.4	F	-	-	-	-					
Overall Intersection		**-**	**-**	**5.5**	**A**	**-**	**-**	**5.4**	**A**					
Covert Avenue at Third Avenue														
Covert Avenue	NB	LTR	-	0.2	A	LR	-	9.1	A					- Mitigation not required.
	SB	LTR	-	0.5	A	-	-	-	-					- In Build: Roadway grade crossing eliminated with underpass. Covert Avenue
Third Avenue	EB	LTR	-	70.5	F	-	-	-	-					service road dead-ended on either side of tracks.
	WB	LTR	-	38.6	E	-	-	-	-					
Overall Intersection		**-**	**-**	**2.9**	**A**	**-**	**-**	**1.9**	**A**					

LIRR Main Line Project FEIS
2020 NO BUILD vs. 2020 BUILD OPTION 1 WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - NEW HYDE PARK

		2020 No Build Weekday PM Peak Hour				2020 Build Weekday PM Peak Hour				Mitigation				
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mitigation Measures**
SOUTH 12TH STREET														
South 12th Street at Second Avenue														
South 12th Street	SB	LTR	-	9.7	A	LR	-	7.3	A					- Mitigation not required.
Second Avenue	EB	LTR	-	9.4	A	LT	-	7.7	A					- In Build: Roadway grade crossing eliminated. Covert Avenue dead-ended on either side of tracks.
	WB	LTR	-	9.8	A	TR	-	7.6	A					
Overall Intersection		**-**	**-**	**9.6**	**A**	**-**	**-**	**7.6**	**A**					
South 12th Street at Third Avenue														
South 12th Street	NB	LTR	-	8.4	A	LR	-	7.4	A					- Mitigation not required.
Third Avenue	EB	LTR	-	8.1	A	TR	-	6.9	A					- In Build: Roadway grade crossing eliminated. Covert Avenue dead-ended on either side of tracks.
	WB	LTR	-	7.8	A	LT	-	7.4	A					
Overall Intersection		**-**	**-**	**8.2**	**A**	**-**	**-**	**7.2**	**A**					
South 12th Street/Jefferson Street at Stewart Avenue														
Jefferson Street	NB	LTR	-	31.8	D	LTR	-	28.5	D					- Mitigation not required.
South 12th Street	SB	LTR	-	54.0	F	LTR	-	30.2	D					
Stewart Avenue	EB	LTR	-	0.9	A	LTR	-	0.1	A					
	WB	LTR	-	0.3	A	LTR	-	0.3	A					
Overall Intersection		**-**	**-**	**5.6**	**A**	**-**	**-**	**2.2**	**A**					
NEW HYDE PARK ROAD														
New Hyde Park Road at Second Avenue														
Second Avenue	EB	LR	-	13.2	B	-	-	-	-					- In Build: This intersection will be eliminated.
Overall Intersection		**-**	**-**	**0.8**	**A**	**-**	**-**	**-**	**-**					
New Hyde Park Road at Clinch Avenue														
New Hyde Park Road	NB	-	-	-	-	LTR	0.22	4.0	A					- Mitigation not required.
	SB	-	-	-	-	L	0.59	7.4	A					- This intersection would be signalized as part of the Build condition.
		LT	-	6.8	A	TR	0.78	10.5	B					
Kiss and Ride	EB	-	-	-	-	LR	0.02	25.1	D					
Clinch Avenue	WB	LR	-	15.8	C	LTR	0.15	25.8	D					
Overall Intersection		**-**	**-**	**4.0**	**A**	**-**	**0.67**	**9.9**	**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 significantly impacted traffic movement requiring mitigation.

LIRR Main Line Project FEIS
2020 NO BUILD vs. 2020 BUILD OPTION 2 WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - NEW HYDE PARK

INTERSECTION & APPROACH		2020 No Build Weekday AM Peak Hour				2020 Build Weekday AM Peak Hour				Mitigation				Mitigation Measures
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
SIGNALIZED INTERSECTIONS														
COVERT AVENUE														
Covert Avenue at Jericho Turnpike (Rt. 25)														
Covert Avenue	NB	L	0.94	80.3	F	L	0.97	87.9	F	L	0.83	55.8	E	- Modify intersection configuration: Prohibit exits from driveway on north side of intersection to eliminate SB approach; reroute exiting vehicles to use driveway on North 6th Street.
		TR	0.95	87.2	F	TR	1.10	129.2	F	TR	0.88	64.6	E	
	SB	LTR	0.59	58.6	E	LTR	0.59	59.4	E	-	-	-	-	
Jericho Turnpike (Rt. 25)	EB	L	0.08	16.8	B	L	0.08	16.9	B	L	0.07	12.8	B	
		TR	1.07	79.3	E	TR	1.08	80.9	F	TR	0.93	38.4	D	- Modify signal phasing and timing plan: Eliminate SB phase and shift time to other phases as follows: EB/WB protected left-turn green time will shift from 6 s to 10 s; EB/WB green time will shift from 48.7 s to 53.7 s; NB green time will shift from 21.4 s to 29.4 s.
	WB	L	0.93	77.0	E	L	1.07	118.1	F	L	0.85	52.4	D	
		TR	0.64	22.4	C	TR	0.64	22.6	C	TR	0.55	15.2	B	
Overall Intersection		**-**	**0.98**	**63.7**	**E**	**-**	**1.06**	**73.9**	**E**	**-**	**0.91**	**37.9**	**D**	
Covert Avenue at LIRR Grade Crossing														
Covert Avenue	NB	T	0.71	37.9	D	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.47	29.8	C	-	-	-	-					
Overall Intersection		**-**	**0.41**	**34.7**	**C**	**-**	**-**	**-**	**-**					
Covert Avenue at Stewart Avenue														
Covert Avenue (north leg)	NB	LT	0.70	10.3	B	LT	0.73	11.4	B					- Mitigation not required.
	SB	TR	0.68	27.6	C	TR	0.68	27.7	C					
Covert Avenue (south leg)	NB	T	0.96	47.7	D	T	0.98	53.1	D					
		R	0.78	13.3	B	R	0.78	13.3	B					
	SB	LT	0.55	3.6	A	LT	0.56	3.6	A					
Stewart Avenue	EB	LR	0.45	27.9	C	LR	0.45	27.9	C					
	WB	L	0.30	15.7	B	L	0.30	15.7	B					
		R	0.48	17.5	B	R	0.50	17.7	B					
Overall Intersection		**-**	**-**	**19.7**	**B**	**-**	**-**	**21.0**	**C**					
SOUTH 12TH STREET														
South 12th Street at Jericho Turnpike (Rt. 25)														
South 12th Street	NB	LR	0.69	49.2	D	LR	0.46	47.4	D					- Mitigation not required.
Jericho Turnpike (Rt. 25)	EB	TR	0.84	23.7	C	TR	0.72	14.2	B					
	WB	L	0.42	12.0	B	L	0.24	1.3	A					
		T	0.61	3.3	A	T	0.56	2.5	A					
Overall Intersection		**-**	**0.81**	**16.8**	**B**	**-**	**0.69**	**9.8**	**A**					
South 12th Street at LIRR Grade Crossing														
South 12th Street	NB	T	0.18	23.8	C	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.13	23.0	C	-	-	-	-					
Overall Intersection		**-**	**0.10**	**23.5**	**C**	**-**	**-**	**-**	**-**					

LIRR Main Line Project FEIS
2020 NO BUILD vs. 2020 BUILD OPTION 2 WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - NEW HYDE PARK

		2020 No Build Weekday AM Peak Hour				2020 Build Weekday AM Peak Hour				Mitigation				
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mitigation 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	0.79	40.5	D					- Mitigation not required.
		TR	1.08	97.8	F	TR	1.09	103.4	F					
	SB	L	0.80	46.3	D	L	0.80	46.4	D					
		TR	0.73	43.1	D	TR	0.75	44.0	D					
Jericho Turnpike (Rt. 25)	EB	L	0.98	89.7	F	L	0.98	90.5	F					
		TR	1.07	70.7	E	TR	1.08	75.6	E					
	WB	L	1.10	129.8	F	L	1.10	129.9	F					
		TR	0.92	47.7	D	TR	0.92	47.7	D					
Overall Intersection		**-**	**1.05**	**68.0**	**E**	**-**	**1.05**	**70.8**	**E**					
New Hyde Park Road at LIRR Grade Crossing														
New Hyde Park Road	NB	T	0.63	33.7	C	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.32	26.0	C	-	-	-	-					
Overall Intersection		**-**	**0.36**	**31.1**	**C**	**-**	**-**	**-**	**-**					
New Hyde Park Road at Stewart Avenue														
New Hyde Park Road	NB	LTR	1.02	60.0	E	LTR	1.02	58.3	E					- Mitigation not required.
	SB	LTR	0.51	21.3	C	LTR	0.51	21.4	C					
Stewart Avenue	EB	L	0.29	24.7	C	L	0.30	24.7	C					
		TR	0.76	32.0	C	TR	0.76	32.0	C					
	WB	L	0.37	17.6	B	L	0.37	17.6	B					
		TR	0.34	16.0	B	TR	0.34	16.0	B					
Overall Intersection		**-**	**0.87**	**37.7**	**D**	**-**	**0.87**	**37.0**	**D**					
UNSIGNALIZED INTERSECTIONS														
COVERT AVENUE														
Covert Avenue at Second Avenue														
Covert Avenue	NB	LTR	-	0.9	A	-	-	-	-					- Mitigation not required.
	SB	LTR	-	0.6	A	LR	-	9.1	A					- In Build: Roadway grade crossing eliminated with underpass. Covert Avenue service road dead-ended on either side of tracks.
Second Avenue	EB	LTR	-	33.1	D	-	-	-	-					
	WB	LTR	-	48.8	E	-	-	-	-					
Overall Intersection		**-**	**-**	**3.9**	**A**	**-**	**-**	**4.4**	**A**					
Covert Avenue at Third Avenue														
Covert Avenue	NB	LTR	-	0.0	A	LR	-	9.2	A					- Mitigation not required.
	SB	LTR	-	1.5	A	-	-	-	-					- In Build: Roadway grade crossing eliminated with underpass. Covert Avenue service road dead-ended on either side of tracks.
Third Avenue	EB	LTR	-	55.6	F	-	-	-	-					
	WB	LTR	-	31.6	D	-	-	-	-					
Overall Intersection		**-**	**-**	**2.5**	**A**	**-**	**-**	**0.1**	**A**					

LIRR Main Line Project FEIS
2020 NO BUILD vs. 2020 BUILD OPTION 2 WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - NEW HYDE PARK

		2020 No Build Weekday AM Peak Hour				2020 Build Weekday AM Peak Hour				Mitigation				
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mitigation Measures**
SOUTH 12TH STREET														
South 12th Street at Second Avenue														
South 12th Street	SB	LTR	-	10.1	B	LR	-	7.9	A					- Mitigation not required.
Second Avenue	EB	LTR	-	9.7	A	LT	-	8.0	A					- In Build: Roadway grade crossing eliminated. Covert Avenue dead-ended on either side of tracks.
	WB	LTR	-	10.9	B	TR	-	8.3	A					
Overall Intersection		**-**	**-**	**10.2**	**B**	**-**	**-**	**8.1**	**A**					
South 12th Street at Third Avenue														
South 12th Street	NB	LTR	-	9.2	A	LR	-	7.3	A					- Mitigation not required.
Third Avenue	EB	LTR	-	8.4	A	TR	-	6.8	A					- In Build: Roadway grade crossing eliminated. Covert Avenue dead-ended on either side of tracks.
	WB	LTR	-	8.1	A	LT	-	7.3	A					
Overall Intersection		**-**	**-**	**8.9**	**A**	**-**	**-**	**7.1**	**A**					
South 12th Street/Jefferson Street at Stewart Avenue														
Jefferson Street	NB	LTR	-	27.2	D	LTR	-	26.2	D					- Mitigation not required.
South 12th Street	SB	LTR	-	35.9	E	LTR	-	34.3	D					
Stewart Avenue	EB	LTR	-	0.7	A	LTR	-	0.3	A					
	WB	LTR	-	0.4	A	LTR	-	0.4	A					
Overall Intersection		**-**	**-**	**2.5**	**A**	**-**	**-**	**1.7**	**A**					
NEW HYDE PARK ROAD														
New Hyde Park Road at Second Avenue														
Second Avenue	EB	LR	-	16.2	C	-	-	-	-					- In Build: This intersection will be eliminated.
Overall Intersection		**-**	**-**	**0.8**	**A**	**-**	**-**	**-**	**-**					
New Hyde Park Road at Clinch Avenue														
New Hyde Park Road	SB	LT	-	7.0	A	LT	-	11.8	B					- Mitigation not required.
Clinch Avenue	WB	LR	-	22.6	C	R	-	21.8	C					
Overall Intersection		**-**	**-**	**4.6**	**A**	**-**	**-**	**4.1**	**A**					

Notes
(1): Control delay is measured in seconds per vehicle.
(2): Overall intersection V/C ratio is the critical lane groups' V/C ratio.
(3): Shading denotes significantly impacted traffic movement requiring mitigation.

LIRR Main Line Project FEIS
2020 NO BUILD vs. 2020 BUILD OPTION 2 WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - NEW HYDE PARK

INTERSECTION & APPROACH		2020 No Build Weekday PM Peak Hour				2020 Build Weekday PM Peak Hour				Mitigation				Mitigation Measures
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
SIGNALIZED INTERSECTIONS														
COVERT AVENUE														
Covert Avenue at Jericho Turnpike (Rt. 25)														
Covert Avenue	NB	L	1.07	147.1	F	L	1.19	185.5	F	L	0.94	97.6	F	- Modify intersection configuration: Prohibit exits from driveway on north side of intersection to eliminate SB approach; reroute exiting vehicles to use driveway on North 6th Street.
		TR	0.22	57.5	E	TR	0.24	57.8	E	TR	0.22	51.8	D	
	SB	LTR	0.56	76.2	E	LTR	0.56	76.2	E	-	-	-	-	
Jericho Turnpike (Rt. 25)	EB	L	0.09	25.0	C	L	0.09	25.7	C	L	0.08	20.5	C	
		TR	1.08	93.4	F	TR	1.10	103.3	F	TR	0.95	53.3	D	- Modify signal phasing and timing plan: Eliminate SB phase and shift time to other phases as follows: EB/WB protected left-turn green time will shift from 29 s to 40 s; EB/WB green time will shift from 59.7 s to 63.7 s; NB green time will shift from 21.4 s to 29.4 s.
	WB	L	0.87	65.1	E	L	0.88	65.1	E	L	0.90	70.4	E	
		TR	0.72	21.7	C	TR	0.71	21.4	C	TR	0.65	15.5	B	
Overall Intersection		**-**	**0.98**	**65.5**	**E**	**-**	**1.01**	**72.8**	**E**	**-**	**0.94**	**44.5**	**D**	
Covert Avenue at LIRR Grade Crossing														
Covert Avenue	NB	T	0.38	21.7	C	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.67	29.5	C	-	-	-	-					
Overall Intersection		**-**	**0.43**	**26.7**	**C**	**-**	**-**	**-**	**-**					
Covert Avenue at Stewart Avenue														
Covert Avenue (north leg)	NB	LT	0.49	1.8	A	LT	0.49	1.8	A					- Mitigation not required.
	SB	TR	0.83	30.2	C	TR	0.83	29.8	C					
Covert Avenue (south leg)	NB	T	0.33	19.1	B	T	0.33	19.0	B					
		R	0.89	45.0	D	R	0.87	42.6	D					
	SB	LT	0.67	5.3	A	LT	0.66	5.2	A					
Stewart Avenue	EB	LR	0.37	26.3	C	LR	0.36	26.0	C					
	WB	L	0.74	25.1	C	L	0.75	25.5	C					
		R	0.63	24.0	C	R	0.65	24.9	C					
Overall Intersection		**-**	**-**	**18.1**	**B**	**-**	**-**	**17.6**	**B**					
SOUTH 12TH STREET														
South 12th Street at Jericho Turnpike (Rt. 25)														
South 12th Street	NB	LR	0.74	74.6	E	LR	0.34	63.4	E					- Mitigation not required.
Jericho Turnpike (Rt. 25)	EB	TR	0.70	15.6	B	TR	0.64	11.1	B					
	WB	L	0.41	5.3	A	L	0.13	0.6	A					
		T	0.64	2.3	A	T	0.62	2.0	A					
Overall Intersection		**-**	**0.71**	**12.3**	**B**	**-**	**0.61**	**7.6**	**A**					
South 12th Street at LIRR Grade Crossing														
South 12th Street	NB	T	0.13	17.6	B	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.18	18.3	B	-	-	-	-					
Overall Intersection		**-**	**0.12**	**18.0**	**B**	**-**	**-**	**-**	**-**					

LIRR Main Line Project FEIS
2020 NO BUILD vs. 2020 BUILD OPTION 2 WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - NEW HYDE PARK

		2020 No Build Weekday PM Peak Hour				2020 Build Weekday PM Peak Hour				Mitigation				
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mitigation 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	0.82	65.9	E	L	0.82	65.9	E	- Modify the existing parking regulation along the south side of
		TR	0.77	62.4	E	TR	0.78	63.6	E	TR	0.78	63.6	E	Jericho Turnpike (250 feet upstream of the stop bar): allow 1 HR
	SB	L	0.70	50.0	D	L	0.71	50.8	D	L	0.71	50.8	D	parking from 8:00AM to 5:00PM instead of 8:00AM to 7:00PM,
		TR	1.09	123.7	F	TR	1.10	126.7	F	TR	1.10	126.7	F	and provide "No Standing" regulations from 5:00PM - 6:00PM,
Jericho Turnpike (Rt. 25)	EB	L	0.89	100.8	F	L	0.88	91.2	F	L	0.82	76.6	E	to reduce friction from parking maneuvers.
		TR	1.03	58.8	E	TR	1.07	76.5	E	TR	1.03	66.3	E	- Modify signal timing plan: Shift 3 s green time from the EB/WB phase to the
	WB	L	0.91	84.8	F	L	1.02	117.4	F	L	0.90	88.8	F	the EB/WB protected left-turn phase [EB/WB protected left-turn green time
		TR	1.00	64.3	E	TR	0.99	62.5	E	TR	1.01	69.3	E	shifts from 19 s to 22 s; EB/WB green time shifts from 74 s to 71 s.]
Overall Intersection		**-**	**1.00**	**73.0**	**E**	**-**	**1.04**	**79.3**	**E**	**-**	**1.01**	**76.6**	**E**	
New Hyde Park Road at LIRR Grade Crossing														
New Hyde Park Road	NB	T	0.31	20.0	B	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.50	23.7	C	-	-	-	-					
Overall Intersection		**-**	**0.32**	**22.4**	**C**	**-**	**-**	**-**	**-**					
New Hyde Park Road at Stewart Avenue														
New Hyde Park Road	NB	LTR	0.51	23.3	C	LTR	0.51	23.2	C					- Mitigation not required.
	SB	LTR	0.78	30.1	C	LTR	0.79	30.4	C					
Stewart Avenue	EB	L	0.31	25.7	C	L	0.38	26.8	C					
		TR	0.76	32.7	C	TR	0.75	32.3	C					
	WB	L	0.73	33.4	C	L	0.72	32.4	C					
		TR	0.51	10.7	B	TR	0.52	10.8	B					
Overall Intersection		**-**	**0.78**	**24.8**	**C**	**-**	**0.78**	**24.7**	**C**					
UNSIGNALIZED INTERSECTIONS														
COVERT AVENUE														
Covert Avenue at Second Avenue														
Covert Avenue	NB	LTR	-	0.7	A	-	-	-	-					- Mitigation not required.
	SB	LTR	-	0.2	A	LR	-	9.0	A					- In Build: Roadway grade crossing eliminated with underpass. Covert Avenue
Second Avenue	EB	LTR	-	27.7	D	-	-	-	-					service road dead-ended on either side of tracks.
	WB	LTR	-	54.4	F	-	-	-	-					
Overall Intersection		**-**	**-**	**5.5**	**A**	**-**	**-**	**5.4**	**A**					
Covert Avenue at Third Avenue														
Covert Avenue	NB	LTR	-	0.2	A	LR	-	9.1	A					- Mitigation not required.
	SB	LTR	-	0.5	A	-	-	-	-					- In Build: Roadway grade crossing eliminated with underpass. Covert Avenue
Third Avenue	EB	LTR	-	70.5	F	-	-	-	-					service road dead-ended on either side of tracks.
	WB	LTR	-	38.6	E	-	-	-	-					
Overall Intersection		**-**	**-**	**2.9**	**A**	**-**	**-**	**1.9**	**A**					

LIRR Main Line Project FEIS
2020 NO BUILD vs. 2020 BUILD OPTION 2 WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - NEW HYDE PARK

		2020 No Build Weekday PM Peak Hour				2020 Build Weekday PM Peak Hour				Mitigation				
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mitigation Measures**
SOUTH 12TH STREET														
South 12th Street at Second Avenue														
South 12th Street	SB	LTR	-	9.7	A	LR	-	7.3	A					- Mitigation not required.
Second Avenue	EB	LTR	-	9.4	A	LT	-	7.7	A					- In Build: Roadway grade crossing eliminated. Covert Avenue dead-ended on either side of tracks.
	WB	LTR	-	9.8	A	TR	-	7.6	A					
Overall Intersection		**-**	**-**	**9.6**	**A**	**-**	**-**	**7.6**	**A**					
South 12th Street at Third Avenue														
South 12th Street	NB	LTR	-	8.4	A	LR	-	7.4	A					- Mitigation not required.
Third Avenue	EB	LTR	-	8.1	A	TR	-	6.9	A					- In Build: Roadway grade crossing eliminated. Covert Avenue dead-ended on either side of tracks.
	WB	LTR	-	7.8	A	LT	-	7.4	A					
Overall Intersection		**-**	**-**	**8.2**	**A**	**-**	**-**	**7.1**	**A**					
South 12th Street/Jefferson Street at Stewart Avenue														
Jefferson Street	NB	LTR	-	31.8	D	LTR	-	28.5	D					- Mitigation not required.
South 12th Street	SB	LTR	-	54.0	F	LTR	-	30.2	D					
Stewart Avenue	EB	LTR	-	0.9	A	LTR	-	0.1	A					
	WB	LTR	-	0.3	A	LTR	-	0.3	A					
Overall Intersection		**-**	**-**	**5.6**	**A**	**-**	**-**	**2.2**	**A**					
NEW HYDE PARK ROAD														
New Hyde Park Road at Second Avenue														
Second Avenue	EB	LR	-	13.2	B	-	-	-	-					- In Build: This intersection will be eliminated.
Overall Intersection		**-**	**-**	**0.8**	**A**	**-**	**-**	**-**	**-**					
New Hyde Park Road at Clinch Avenue														
New Hyde Park Road	SB	LT	-	6.8	A	LT	-	10.1	B					- Mitigation not required.
Clinch Avenue	WB	LR	-	15.8	C	R	-	12.5	B					
Overall Intersection		**-**	**-**	**4.0**	**A**	**-**	**-**	**2.9**	**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 significantly impacted traffic movement requiring mitigation.

LIRR Main Line Project FEIS
2020 BUILD OPTION 1 - TRAFFIC LEVELS OF SERVICE - MINEOLA

INTERSECTION & APPROACH		Weekday AM Peak Hour Mvt.	V/C	Control Delay	LOS	Weekday Midday Peak Hour Mvt.	V/C	Control Delay	LOS	Weekday PM Peak Hour Mvt.	V/C	Control Delay	LOS
SIGNALIZED INTERSECTIONS													
MINEOLA BOULEVARD													
Mineola Boulevard / Franklin Avenue at Old Country Road													
Franklin Avenue	NB	L	0.68	22.8	C	L	0.64	23.9	C	L	0.71	25.6	C
		TR	0.83	38.6	D	TR	0.86	42.6	D	TR	0.87	42.7	D
Mineola Boulevard	SB	L	0.70	28.0	C	L	0.87	50.4	D	L	0.81	40.4	D
		TR	0.36	28.2	C	TR	0.50	29.8	C	TR	0.54	30.3	C
Old Country Road	EB	L	0.87	48.7	D	L	0.78	44.4	D	L	0.92	59.5	E
		T	1.05	88.6	F	T	0.88	56.9	E	T	0.82	50.9	D
		R	0.59	29.6	C	R	0.69	37.5	D	R	0.74	40.2	D
	WB	L	0.88	49.4	D	L	1.06	93.0	F	L	0.97	64.6	E
		T	1.18	134.6	F	T	0.88	49.4	D	T	1.19	142.6	F
		R	0.63	31.5	C	R	0.52	26.4	C	R	0.73	38.1	D
Overall Intersection		**-**	**0.92**	**64.0**	**E**	**-**	**1.00**	**46.5**	**D**	**-**	**0.98**	**60.5**	**E**
Mineola Boulevard at Second Street													
Mineola Boulevard	NB	L	0.59	13.1	B	L	0.56	12.7	B	L	0.69	18.7	B
		TR	0.43	9.9	A	TR	0.42	9.4	A	TR	0.56	11.3	B
	SB	L	0.14	15.9	B	L	0.20	16.2	B	L	0.31	20.0	B
		TR	1.07	83.2	F	TR	1.05	72.3	E	TR	1.11	92.5	F
Second Street	EB	L	0.23	17.3	B	L	0.14	18.6	B	L	0.23	21.1	C
		TR	0.73	25.8	C	TR	0.59	23.4	C	TR	0.73	30.5	C
	WB	LTR	0.86	45.3	D	LTR	0.79	37.5	D	LTR	0.87	53.9	D
Overall Intersection		**-**	**0.90**	**35.0**	**C**	**-**	**0.88**	**32.8**	**C**	**-**	**0.96**	**39.2**	**D**
Mineola Boulevard at First Street													
Mineola Boulevard	NB	LTR	0.51	9.0	A	LTR	0.94	30.6	C	LTR	0.71	12.6	B
	SB	L	0.06	5.9	A	L	0.13	5.7	A	L	0.30	10.7	B
		TR	0.47	9.3	A	TR	0.64	11.2	B	TR	0.68	14.9	B
First Street	EB	LTR	0.78	43.3	D	LTR	0.65	35.8	D	LTR	0.88	52.9	D
	WB	LTR	0.80	50.2	D	LTR	0.64	37.8	D	LTR	0.83	53.8	D
Overall Intersection		**-**	**0.58**	**18.3**	**B**	**-**	**0.93**	**24.2**	**C**	**-**	**0.82**	**22.4**	**C**
WILLIS AVENUE													
Willis Avenue at Old Country Road													
Willis Avenue	SB	L	0.75	54.0	D	L	1.00	94.1	F	L	1.02	100.1	F
		R	0.94	85.5	F	R	0.98	93.6	F	R	0.83	61.4	E
Old Country Road	EB	T	0.53	4.9	A	T	0.53	7.2	A	T	0.52	6.2	A
	WB	TR	0.74	12.5	B	TR	0.59	9.8	A	TR	0.66	10.9	B
Overall Intersection		**-**	**0.82**	**18.3**	**B**	**-**	**0.71**	**24.7**	**C**	**-**	**0.77**	**22.2**	**C**
Willis Avenue at Third Street													
Willis Avenue	NB	LT	0.77	44.7	D	LT	0.83	51.8	D	LT	0.75	47.9	D
	SB	TR	0.79	37.3	D	TR	0.91	46.9	D	TR	0.94	54.1	D
Third Street	EB	LR	0.88	43.3	D	LR	0.88	47.5	D	LR	1.08	95.3	F
Overall Intersection		**-**	**0.82**	**41.5**	**D**	**-**	**0.88**	**48.1**	**D**	**-**	**0.96**	**70.3**	**E**
Willis Avenue at Second Street													
Willis Avenue	NB	LTR	0.46	11.3	B	LTR	0.49	10.0	A	LTR	0.44	13.9	B
	SB	LTR	0.66	16.0	B	LTR	0.84	21.9	C	LTR	0.94	40.3	D
Second Street	EB	LTR	0.63	33.2	C	LTR	0.53	31.6	C	LTR	0.92	48.5	D
	WB	LT	0.77	40.3	D	LT	0.71	38.9	D	LT	0.37	27.5	C
		R	0.38	29.3	C	R	0.22	28.8	C	R	0.35	27.4	C
Overall Intersection		**-**	**0.69**	**24.7**	**C**	**-**	**0.81**	**23.8**	**C**	**-**	**0.93**	**36.1**	**D**
ROSLYN ROAD													
Roslyn Road / Washington Avenue at Old Country Road													
Washington Avenue	NB	T	0.79	40.7	D	T	0.71	37.8	D	T	0.82	42.9	D
		R	0.24	18.1	B	R	0.71	30.5	C	R	0.36	21.5	C
Roslyn Road	SB	L	0.48	20.9	C	L	0.54	20.2	C	L	0.74	26.7	C
		TR	0.39	21.0	C	TR	0.20	18.0	B	TR	0.40	19.3	B
Old Country Road	EB	L	0.61	29.7	C	L	0.58	23.4	C	L	0.62	28.2	C
		T	1.13	107.0	F	T	1.08	82.1	F	T	1.15	114.2	F
		R	0.14	27.1	C	R	0.14	22.8	C	R	0.17	27.7	C
	WB	L	0.93	51.7	D	L	0.81	33.4	C	L	0.88	45.6	D
		T	1.12	91.5	F	T	1.12	93.0	F	T	1.06	75.1	E
		R	0.40	21.2	C	R	0.44	23.2	C	R	0.50	26.4	C
Overall Intersection		**-**	**0.93**	**65.8**	**E**	**-**	**0.90**	**60.9**	**E**	**-**	**0.93**	**60.3**	**E**

LIRR Main Line Project FEIS
2020 BUILD OPTION 1 - TRAFFIC LEVELS OF SERVICE - MINEOLA

		Weekday AM Peak Hour				Weekday Midday Peak Hour				Weekday PM Peak Hour			
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**
Roslyn Road at Second Street													
Roslyn Road	NB	L	0.73	24.7	C	L	0.45	13.4	B	L	0.82	35.0	C
		TR	0.74	22.1	C	TR	0.59	16.6	B	TR	0.95	44.7	D
	SB	LTR	1.02	67.3	E	LTR	0.48	24.8	C	LTR	0.94	53.6	D
Second Street	EB	L	0.46	23.9	C	L	0.39	19.4	B	L	0.86	37.5	D
		TR	0.73	41.6	D	TR	0.69	34.2	C	TR	0.92	61.2	E
	WB	L	0.51	22.8	C	L	0.25	24.9	C	L	0.59	27.4	C
		TR	0.70	38.3	D	TR	0.42	31.5	C	TR	0.37	33.4	C
					A								
Overall Intersection		**-**	**0.84**	**41.5**	**D**	**-**	**0.67**	**22.8**	**C**	**-**	**1.03**	**45.7**	**D**
UNSIGNALIZED INTERSECTIONS													
MAIN STREET													
Main Street at Old Country Road													
Old Country Road	EB	L	-	18.9	C	L	-	13.8	B	L	-	14.2	B
Overall Intersection		**-**	**-**	**0.3**	**A**	**-**	**-**	**0.2**	**A**	**-**	**-**	**0.3**	**A**
Main Street at First Street													
Main Street	NB	LTR	-	8.4	A	LTR	-	8.5	A	LTR	-	9.7	A
	SB	LTR	-	8.4	A	LTR	-	8.1	A	LTR	-	9.2	A
First Street	EB	LTR	-	9.0	A	LTR	-	8.7	A	LTR	-	10.4	B
	WB	LTR	-	9.7	A	LTR	-	8.6	A	LTR	-	9.7	A
Overall Intersection		**-**	**-**	**9.2**	**A**	**-**	**-**	**8.6**	**A**	**-**	**-**	**9.9**	**A**
Main Street at Second Street													
Main Street	NB	LTR	-	9.6	A	LTR	-	9.9	A	LTR	-	11.5	B
	SB	LTR	-	10.5	B	LTR	-	9.8	A	LTR	-	18.5	C
Second Street	EB	LTR	-	11.1	B	LTR	-	11.5	B	LTR	-	27.1	D
	WB	LTR	-	14.6	B	LTR	-	12.3	B	LTR	-	16.9	C
Overall Intersection		**-**	**-**	**12.6**	**B**	**-**	**-**	**11.4**	**B**	**-**	**-**	**20.9**	**C**
Main Street at Front Street (North side of LIRR Tracks)													
Main Street	SB	LR	-	7.6	A	LR	-	7.5	A	LR	-	7.4	A
	EB	LT	-	8.0	A	LT	-	8.0	A	LT	-	7.9	A
	WB	TR	-	7.5	A	TR	-	7.0	A	TR	-	7.1	A
Overall Intersection		**-**	**-**	**7.6**	**A**	**-**	**-**	**7.6**	**A**	**-**	**-**	**7.5**	**A**
Main Street at Front Street (South side of LIRR Tracks)													
Front Street	NB	L	-	7.2	A	L	-	7.1	A	L	-	7.2	A
	EB	R	-	6.5	A	R	-	7.0	A	R	-	6.4	A
Main Street	WB	LT	-	7.9	A	LT	-	7.8	A	LT	-	7.3	A
Overall Intersection		**-**	**-**	**7.8**	**A**	**-**	**-**	**7.8**	**A**	**-**	**-**	**7.2**	**A**
Main Street at Third Street													
Main Street	NB	LTR	-	9.9	A	LTR	-	8.8	A	LTR	-	8.9	A
	SB	LR	-	9.1	A	LR	-	8.8	A	LR	-	8.2	A
Third Street	EB	LT	-	9.7	A	LT	-	9.6	A	LT	-	11.3	B
	WB	TR	-	8.3	A	TR	-	8.0	A	TR	-	7.9	A
Overall Intersection		**-**	**-**	**9.6**	**A**	**-**	**-**	**9.1**	**A**	**-**	**-**	**10.4**	**B**
WILLIS AVENUE													
Willis Avenue at First Street													
Willis Avenue	NB	LT	-	4.2	A	LT	-	2.5	A	LT	-	3.5	A
First Street	EB	LR	-	33.5	D	LR	-	21.2	C	LR	-	30.9	D
Overall Intersection		**-**	**-**	**6.0**	**A**	**-**	**-**	**3.2**	**A**	**-**	**-**	**4.4**	**A**
Willis Avenue at Front Street													
Front Street	WB	R	-	8.8	A	R	-	8.7	A	R	-	8.4	A
Overall Intersection		**-**	**-**	**8.1**	**A**	**-**	**-**	**7.9**	**A**	**-**	**-**	**1.2**	**A**

Notes
(1): Control delay is measured in seconds per vehicle.
(2): Overall intersection V/C ratio is the critical lane groups' V/C ratio.

LIRR Main Line Project FEIS
2020 BUILD OPTION 2 TRAFFIC LEVELS OF SERVICE - MINEOLA

INTERSECTION & APPROACH		Weekday AM Peak Hour Mvt.	V/C	Control Delay	LOS	Weekday Midday Peak Hour Mvt.	V/C	Control Delay	LOS	Weekday PM Peak Hour Mvt.	V/C	Control Delay	LOS
SIGNALIZED INTERSECTIONS													
MINEOLA BOULEVARD													
Mineola Boulevard / Franklin Avenue at Old Country Road													
Franklin Avenue	NB	L	0.71	24.1	C	L	0.68	24.8	C	L	0.76	29.7	C
		TR	0.83	38.6	D	TR	0.84	40.3	D	TR	0.87	42.8	D
Mineola Boulevard	SB	L	0.71	28.1	C	L	0.85	44.6	D	L	0.81	40.6	D
		TR	0.42	28.9	C	TR	0.56	29.7	C	TR	0.60	31.6	C
Old Country Road	EB	L	0.86	44.7	D	L	0.75	40.7	D	L	0.90	54.6	D
		T	0.96	59.8	E	T	0.87	54.0	D	T	0.71	42.7	D
		R	0.55	27.0	C	R	0.68	36.3	D	R	0.67	34.3	C
	WB	L	0.83	45.0	D	L	0.91	54.0	D	L	0.84	42.7	D
		T	1.18	134.4	F	T	0.92	53.6	D	T	1.19	141.8	F
		R	0.73	35.2	D	R	0.62	28.8	C	R	0.79	42.1	D
Overall Intersection		**-**	**0.92**	**58.2**	**E**	**-**	**0.92**	**42.1**	**D**	**-**	**0.95**	**57.5**	**E**
Mineola Boulevard at Second Street													
Mineola Boulevard	NB	L	0.60	13.7	B	L	0.56	13.6	B	L	0.61	16.8	B
		TR	0.46	10.1	B	TR	0.44	9.6	A	TR	0.59	11.8	B
	SB	L	0.11	15.6	B	L	0.21	16.4	B	L	0.32	19.7	B
		TR	1.16	114.3	F	TR	1.17	114.6	F	TR	1.17	115.1	F
Second Street	EB	L	0.23	17.3	B	L	0.14	18.6	B	L	0.23	21.1	C
		TR	0.73	25.8	C	TR	0.59	23.4	C	TR	0.73	30.5	C
	WB	LTR	0.86	44.8	D	LTR	0.79	37.5	D	LTR	0.87	53.9	D
Overall Intersection		**-**	**0.94**	**43.5**	**D**	**-**	**0.94**	**46.7**	**D**	**-**	**1.00**	**46.5**	**D**
Mineola Boulevard at First Street													
Mineola Boulevard	NB	LTR	0.55	9.5	A	LTR	1.09	72.6	E	LTR	0.79	15.3	B
	SB	L	0.05	5.8	A	L	0.14	5.8	A	L	0.34	12.0	B
		TR	0.51	9.9	A	TR	0.72	13.4	B	TR	0.76	17.7	B
First Street	EB	LTR	0.78	43.3	D	LTR	0.65	35.7	D	LTR	0.88	52.0	D
	WB	LTR	0.81	50.6	D	LTR	0.63	37.0	D	LTR	0.82	52.1	D
Overall Intersection		**-**	**0.61**	**18.3**	**B**	**-**	**1.05**	**42.7**	**D**	**-**	**0.88**	**23.6**	**C**
MAIN STREET													
Main Street at Second Street													
Main Street	NB	LTR	0.67	30.9	C	LTR	0.69	25.3	C	LTR	0.88	50.0	D
Main Street Underpass	NB	LTR	0.15	21.2	C	LTR	0.44	24.2	C	LTR	0.20	25.4	C
	SB	LR	0.37	24.8	C	LR	0.50	24.8	C	LR	0.89	55.4	E
Second Street	EB	LT	0.63	27.0	C	LT	0.64	24.3	C	LT	0.94	59.8	E
	WB	TR	0.75	32.3	C	TR	0.57	22.3	C	TR	0.58	28.9	C
Overall Intersection		**-**	**0.59**	**29.0**	**C**	**-**	**0.62**	**24.2**	**C**	**-**	**0.90**	**48.8**	**D**
WILLIS AVENUE													
Willis Avenue at Old Country Road													
Willis Avenue	SB	L	0.66	50.2	D	L	0.77	54.2	D	L	0.83	59.6	E
		R	0.66	51.0	D	R	0.59	44.6	D	R	0.48	41.9	D
Old Country Road	EB	T	0.51	4.4	A	T	0.52	7.2	A	T	0.51	6.1	A
	WB	TR	0.70	10.1	B	TR	0.58	9.5	A	TR	0.66	10.6	B
Overall Intersection		**-**	**0.72**	**12.5**	**B**	**-**	**0.64**	**14.4**	**B**	**-**	**0.72**	**14.6**	**B**
Willis Avenue at Third Street													
Willis Avenue Underpass	SB	TR	0.56	16.5	B	TR	0.65	17.2	B	TR	0.60	28.2	C
Willis Avenue Service Road	SB	TR	0.21	17.8	B	TR	0.08	18.7	B	TR	0.24	31.1	C
Third Street	EB	R	0.52	20.7	C	R	0.50	21.7	C	R	0.82	43.8	D
Overall Intersection		**-**	**0.45**	**17.7**	**B**	**-**	**0.47**	**18.2**	**B**	**-**	**0.58**	**34.9**	**C**
Willis Avenue at Second Street													
Willis Avenue	SB	LTR	0.44	11.2	B	LTR	0.55	12.6	B	LTR	0.61	17.1	B
Second Street	EB	LTR	0.84	45.0	D	LTR	0.82	42.3	D	LTR	1.18	126.6	F
	WB	LT	0.79	41.9	D	LT	0.63	34.1	C	LT	0.44	28.3	C
		R	0.38	29.1	C	R	0.23	27.8	C	R	0.26	26.2	C
Overall Intersection		**-**	**0.56**	**31.3**	**C**	**-**	**0.63**	**27.8**	**C**	**-**	**0.81**	**70.5**	**E**

LIRR Main Line Project FEIS
2020 BUILD OPTION 2 TRAFFIC LEVELS OF SERVICE - MINEOLA

INTERSECTION & APPROACH		Weekday AM Peak Hour Mvt.	V/C	Control Delay	LOS	Weekday Midday Peak Hour Mvt.	V/C	Control Delay	LOS	Weekday PM Peak Hour Mvt.	V/C	Control Delay	LOS
ROSLYN ROAD													
Roslyn Road / Washington Avenue at Old Country Road													
Washington Avenue	NB	T	0.75	38.9	D	T	0.69	36.9	D	T	0.79	41.1	D
		R	0.23	18.1	B	R	0.71	31.0	C	R	0.36	21.6	C
Roslyn Road	SB	L	0.47	20.8	C	L	0.53	19.9	B	L	0.72	25.5	C
		TR	0.44	21.6	C	TR	0.26	18.5	B	TR	0.45	19.9	B
Old Country Road	EB	L	0.60	28.4	C	L	0.55	22.3	C	L	0.59	26.9	C
		T	1.11	100.4	F	T	1.07	77.9	E	T	1.13	107.2	F
		R	0.09	25.9	C	R	0.07	21.8	C	R	0.08	26.3	C
	WB	L	0.92	48.6	D	L	0.80	32.6	C	L	0.88	44.4	D
		T	1.09	82.2	F	T	1.08	78.4	E	T	1.02	62.2	E
		R	0.39	20.4	C	R	0.47	22.8	C	R	0.52	26.0	C
Overall Intersection		**-**	**0.91**	**61.2**	**E**	**-**	**0.88**	**55.3**	**E**	**-**	**0.92**	**55.1**	**E**
Roslyn Road at Second Street													
Roslyn Road	NB	L	0.71	23.5	C	L	0.53	14.4	B	L	0.76	29.7	C
		TR	0.76	22.6	C	TR	0.60	16.8	B	TR	0.96	46.8	D
	SB	LTR	1.06	79.3	E	LTR	0.61	27.2	C	LTR	0.99	62.4	E
Second Street	EB	L	0.47	23.4	C	L	0.41	19.7	B	L	0.89	42.5	D
		TR	0.56	34.0	C	TR	0.69	34.5	C	TR	0.93	63.1	E
	WB	L	0.46	22.6	C	L	0.25	25.5	C	L	0.60	27.7	C
		TR	0.73	40.2	D	TR	0.43	32.1	C	TR	0.37	33.6	C
					A								
Overall Intersection		**-**	**0.86**	**46.0**	**D**	**-**	**0.67**	**23.7**	**C**	**-**	**1.04**	**49.6**	**D**
UNSIGNALIZED INTERSECTIONS													
MAIN STREET													
Main Street at Old Country Road													
Old Country Road	EB	L	-	23.6	C	L	-	16.0	C	L	-	17.6	C
Overall Intersection		**-**	**-**	**0.5**	**A**	**-**	**-**	**0.4**	**A**	**-**	**-**	**0.5**	**A**
Main Street at First Street													
Main Street	NB	LTR	-	9.0	A	LTR	-	8.9	A	LTR	-	11.3	B
	SB	LTR	-	8.5	A	LTR	-	8.1	A	LTR	-	9.5	A
First Street	EB	LTR	-	9.4	A	LTR	-	9.0	A	LTR	-	11.3	B
	WB	LTR	-	10.2	B	LTR	-	8.7	A	LTR	-	10.1	B
Overall Intersection		**-**	**-**	**9.6**	**A**	**-**	**-**	**8.8**	**A**	**-**	**-**	**10.8**	**B**
Main Street at Front Street (North side of LIRR Tracks)													
Front Street	EB	LT	-	9.0	A	LT	-	9.1	A	LT	-	8.9	A
	WB	TR	-	9.0	A	TR	-	8.6	A	TR	-	8.7	A
Overall Intersection		**-**	**-**	**9.0**	**A**	**-**	**-**	**9.0**	**A**	**-**	**-**	**8.9**	**A**
Main Street at Third Street													
Main Street	NB	LTR	-	13.5	B	LTR	-	12.1	B	LTR	-	18.0	C
Third Street	EB	LT	-	9.8	A	LT	-	9.9	A	LT	-	15.4	C
	WB	TR	-	8.6	A	TR	-	8.4	A	TR	-	8.5	A
Overall Intersection		**-**	**-**	**12.0**	**B**	**-**	**-**	**11.3**	**B**	**-**	**-**	**16.6**	**C**
WILLIS AVENUE													
Willis Avenue at First Street													
Willis Avenue	NB	LT	-	4.4	A	LT	-	1.9	A	LT	-	2.6	A
First Street	EB	LR	-	39.4	E	LR	-	21.4	C	LR	-	30.8	D
Overall Intersection		**-**	**-**	**9.6**	**A**	**-**	**-**	**4.5**	**A**	**-**	**-**	**5.8**	**A**
Willis Avenue at Front Street													
Willis Avenue	SB	LT	-	0.0	A	LT	-	0.0	A	LT	-	0.0	A
Overall Intersection		**-**	**-**	**0.0**	**A**	**-**	**-**	**0.0**	**A**	**-**	**-**	**0.0**	**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.

LIRR Main Line Project FEIS

2020 NO BUILD vs. 2020 BUILD OPTION 1 WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - MINEOLA

INTERSECTION & APPROACH		2020 No Build Weekday AM Peak Hour				2020 Build Weekday AM Peak Hour				Mitigation				Mitigation Measures
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
SIGNALIZED INTERSECTIONS														
MINEOLA BOULEVARD														
Mineola Boulevard / Franklin Avenue at Old Country Road														
Franklin Avenue	NB	L	0.71	24.3	C	L	0.68	22.8	C	L	0.70	25.3	C	- Restripe WB Old Country Rd approach as one 12
		TR	0.83	38.5	D	TR	0.83	38.6	D	TR	0.86	42.8	D	ft left-turn lane, two 11 ft through lanes, and one
Mineola Boulevard	SB	L	0.71	28.2	C	L	0.70	28.0	C	L	0.73	31.7	C	10 ft right-turn lane.
		TR	0.42	28.9	C	TR	0.36	28.2	C	TR	0.37	29.9	C	- Modify signal timing plan: Shift 3 s of green time
Old Country Road	EB	L	0.86	44.6	D	L	0.87	48.7	D	L	0.89	52.3	D	from the NB/SB phase to the EB/WB phase
		T	0.95	59.0	E	T	1.05	88.6	F	T	0.95	59.4	E	[NB/SB green time will shift from 40 s to 37 s;
		R	0.55	26.8	C	R	0.59	29.6	C	R	0.56	28.0	C	EB/WB green time will shift from 22 s to 25 s;
	WB	L	0.83	44.4	D	L	0.88	49.4	D	L	0.89	50.0	D	yellow and all-red times will remain unchanged].
		T	1.17	129.4	F	T	1.18	134.6	F	T	1.08	95.3	F	
		R	0.63	31.1	C	R	0.63	31.5	C	R	0.62	30.7	C	
Overall Intersection		**-**	**0.92**	**57.0**	**E**	**-**	**0.92**	**64.0**	**E**	**-**	**0.92**	**52.5**	**D**	
Mineola Boulevard at Second Street														
Mineola Boulevard	NB	L	0.60	13.6	B	L	0.59	13.1	B					- Mitigation not required.
		TR	0.44	9.9	A	TR	0.43	9.9	A					
	SB	L	0.13	15.7	B	L	0.14	15.9	B					
		TR	1.14	105.7	F	TR	1.07	83.2	F					
Second Street	EB	L	0.23	17.3	B	L	0.23	17.3	B					
		TR	0.73	26.1	C	TR	0.73	25.8	C					
	WB	LTR	0.85	44.8	D	LTR	0.86	45.3	D					
Overall Intersection		**-**	**0.93**	**41.5**	**D**	**-**	**0.90**	**35.0**	**C**					
Mineola Boulevard at First Street														
Mineola Boulevard	NB	LTR	0.52	9.0	A	LTR	0.51	9.0	A					- Mitigation not required.
	SB	L	0.08	6.0	A	L	0.06	5.9	A					
		TR	0.50	9.6	A	TR	0.47	9.3	A					
First Street	EB	LTR	0.77	41.9	D	LTR	0.78	43.3	D					
	WB	LTR	0.75	44.2	D	LTR	0.80	50.2	D					
Overall Intersection		**-**	**0.58**	**17.1**	**B**	**-**	**0.58**	**18.3**	**B**					

LIRR Main Line Project FEIS

2020 NO BUILD vs. 2020 BUILD OPTION 1 WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - MINEOLA

		2020 No Build Weekday AM Peak Hour				2020 Build Weekday AM Peak Hour				Mitigation				Mitigation Measures
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	
WILLIS AVENUE														
Willis Avenue at Old Country Road														
Willis Avenue	SB	L	0.62	47.4	D	L	0.75	54.0	D	L	0.55	37.6	D	- Modify signal phasing and timing plan: Under existing conditions, SB Willis Av and NB County Seat Dr has 23 s green time; EB/WB Old Country Rd has 72 s green time; WB lagging left-turn phase has 7 s green time. Future signal phasing and timing plans will include: WB protected left-turn phase (at County Seat Dr) and SB Willis Av will have 7.5 s green time; SB Willis Av and NB County Seat Dr will have 23.5 s green time; EB/WB Old Country Rd will have 69.5 s green time [each phase will have 3.5 s yellow and 2 s all-red time].
		R	0.86	70.0	E	R	0.94	85.5	F	R	0.69	43.5	D	
Old Country Road	EB	T	0.52	4.7	A	T	0.53	4.9	A	T	0.51	4.1	A	
	WB	TR	0.73	11.6	B	TR	0.74	12.5	B	TR	0.83	19.5	B	
Overall Intersection		**-**	**0.79**	**15.2**	**B**	**-**	**0.82**	**18.3**	**B**	**-**	**0.83**	**17.6**	**B**	
Willis Avenue at LIRR Grade Crossing														
Willis Avenue	NB	T	0.23	42.4	D	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.25	42.8	D	-	-	-	-					
Overall Intersection		**-**	**0.12**	**42.6**	**D**	**-**	**-**	**-**	**-**					
Willis Avenue at Second Street														
Willis Avenue	NB	LTR	0.16	7.6	A	LTR	0.46	11.3	B					- Mitigation not required.
	SB	LTR	0.47	11.1	B	LTR	0.66	16.0	B					
Second Street	EB	LTR	0.60	32.5	C	LTR	0.63	33.2	C					
	WB	LT	0.76	40.3	D	LT	0.77	40.3	D					
		R	0.33	28.9	C	R	0.38	29.3	C					
Overall Intersection		**-**	**0.55**	**24.4**	**C**	**-**	**0.69**	**24.7**	**C**					
MAIN STREET														
Main Street at LIRR Grade Crossing														
Main Street	NB	T	0.15	40.6	D	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.10	39.4	D	-	-	-	-					
Overall Intersection		**-**	**0.07**	**40.1**	**D**	**-**	**-**	**-**	**-**					
ROSLYN ROAD														
Roslyn Road / Washington Avenue at Old Country Road														
Washington Avenue	NB	T	0.79	40.2	D	T	0.79	40.7	D					- Mitigation not required.
		R	0.24	18.0	B	R	0.24	18.1	B					
Roslyn Road	SB	L	0.48	20.9	C	L	0.48	20.9	C					
		TR	0.43	21.5	C	TR	0.39	21.0	C					
Old Country Road	EB	L	0.60	29.1	C	L	0.61	29.7	C					
		T	1.12	104.0	F	T	1.13	107.0	F					
		R	0.09	26.4	C	R	0.14	27.1	C					
	WB	L	0.93	51.1	D	L	0.93	51.7	D					
		T	1.10	86.6	F	T	1.12	91.5	F					
		R	0.39	20.9	C	R	0.4	21.2	C					
Overall Intersection		**-**	**0.93**	**63.5**	**E**	**-**	**0.93**	**65.8**	**E**					

LIRR Main Line Project FEIS
2020 NO BUILD vs. 2020 BUILD OPTION 1 WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - MINEOLA

		2020 No Build Weekday AM Peak Hour				2020 Build Weekday AM Peak Hour				Mitigation				Mitigation Measures
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	
Roslyn Road at Second Street														
Roslyn Road	NB	L	0.69	22.3	C	L	0.73	24.7	C					- Mitigation not required.
		TR	0.76	22.6	C	TR	0.74	22.1	C					
	SB	LTR	1.04	70.4	E	LTR	1.02	67.3	E					
Second Street	EB	L	0.46	23.2	C	L	0.46	23.9	C					
		TR	0.56	33.8	C	TR	0.73	41.6	D					
	WB	L	0.46	22.3	C	L	0.51	22.8	C					
		TR	0.73	39.5	D	TR	0.70	38.3	D					
Overall Intersection		**-**	**0.85**	**42.6**	**D**	**-**	**0.84**	**41.5**	**D**					
UNSIGNALIZED INTERSECTIONS														
MAIN STREET														
Main Street at Old Country Road														
Old Country Road	EB	L	-	19.1	C	L	-	18.9	C					- Mitigation not required.
Overall Intersection		**-**	**-**	**0.4**	**A**	**-**	**-**	**0.3**	**A**					
Main Street at First Street														
Main Street	NB	LTR	-	8.7	A	LTR	-	8.4	A					- Mitigation not required.
	SB	LTR	-	8.7	A	LTR	-	8.4	A					
First Street	EB	LTR	-	9.2	A	LTR	-	9.0	A					
	WB	LTR	-	9.8	A	LTR	-	9.7	A					
Overall Intersection		**-**	**-**	**9.3**	**A**	**-**	**-**	**9.2**	**A**					
Main Street at Second Street														
Main Street	NB	LTR	-	10.1	B	LTR	-	9.6	A					- Mitigation not required.
	SB	LTR	-	11.1	B	LTR	-	10.5	B					
Second Street	EB	LTR	-	11.5	B	LTR	-	11.1	B					
	WB	LTR	-	13.0	B	LTR	-	14.6	B					
Overall Intersection		**-**	**-**	**11.8**	**B**	**-**	**-**	**12.6**	**B**					
Main Street at Front Street (North side of LIRR Tracks)														
Main Street	NB	LTR	-	5.1	A	LR	-	7.6	A					- Mitigation not required.
	SB	LTR	-	0.0	A	LT	-	8.0	A					
Front Street	EB	LTR	-	11.9	B	TR	-	7.5	A					
	WB	LTR	-	12.6	B	-	-	-	-					
Overall Intersection		**-**	**-**	**4.5**	**A**	**-**	**-**	**7.6**	**A**					
Main Street at Front Street (South side of LIRR Tracks)														
Main Street	NB	-	-	-	-	L	-	7.2	A					- Mitigation not required.
Front Street	EB	-	-	-	-	R	-	6.5	A					
	WB	LR	-	9.4	A	LT	-	7.9	A					
Overall Intersection		**-**	**-**	**3.8**	**A**	**-**	**-**	**7.8**	**A**					
Main Street at Third Street														
Main Street	NB	LTR	-	10.4	B	LTR	-	9.9	A					- Mitigation not required.
	SB	LR	-	8.7	A	LR	-	9.1	A					
Third Street	EB	LT	-	9.4	A	LT	-	9.7	A					
	WB	TR	-	8.3	A	TR	-	8.3	A					
Overall Intersection		**-**	**-**	**9.7**	**A**	**-**	**-**	**9.6**	**A**					

LIRR Main Line Project FEIS

2020 NO BUILD vs. 2020 BUILD OPTION 1 WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - MINEOLA

		2020 No Build Weekday AM Peak Hour				2020 Build Weekday AM Peak Hour				Mitigation				Mitigation Measures
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	
WILLIS AVENUE														
Willis Avenue at First Street														
Willis Avenue	NB	LT	-	3.8	A	LT	-	4.2	A					- Mitigation not required.
First Street	EB	LR	-	25.3	D	LR	-	33.5	D					
	Overall Intersection	**-**	**-**	**5.3**	**A**	**-**	**-**	**6.0**	**A**					
Willis Avenue at Front Street														
Willis Avenue	NB	LT	-	3.1	A	-	-	-	-					- Mitigation not required.
Front Street	WB	-	-	-	-	R	-	8.8	A					
	Overall Intersection	**-**	**-**	**1.8**	**A**	**-**	**-**	**8.1**	**A**					
Willis Avenue at Third Street														
Willis Avenue	NB	LT	-	0.2	A	LT	0.77	44.7	D	LT	0.63	26.9	C	- This intersection would be signalized as part of the Build condition.
	SB	-	-	-	-	TR	0.79	37.3	D	TR	0.71	25.7	C	
Third Street	EB	LR	-	14.1	B	LR	0.88	43.3	D	L	0.42	22.6	C	- Prohibit parking on EB Third St approach and WB Third St receiving side of the intersection 250 ft from the stopbar and restripe the EB approach as one 10 ft left-turn lane and one 10 ft right-turn lane.
		-	-	-	-	-	-	-	-	R	0.39	9.6	A	
	Overall Intersection	**-**	**-**	**5.8**	**A**	**-**	**0.82**	**41.5**	**D**	**-**	**0.62**	**20.9**	**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 significantly impacted traffic movement requiring mitigation.

LIRR Main Line Project FEIS

2020 NO BUILD vs. 2020 BUILD OPTION 1 WEEKDAY MIDDAY - TRAFFIC LEVELS OF SERVICE - MINEOLA

		2020 No Build Weekday MD Peak Hour				2020 Build Weekday MD Peak Hour				Mitigation				Mitigation Measures
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	
SIGNALIZED INTERSECTIONS														
MINEOLA BOULEVARD														
Mineola Boulevard / Franklin Avenue at Old Country Road														
Franklin Avenue	NB	L	0.68	24.8	C	L	0.64	23.9	C	L	0.66	26.0	C	- Restripe WB Old Country Rd approach as one 12
		TR	0.84	40.3	D	TR	0.86	42.6	D	TR	0.90	48.8	D	ft left-turn lane, two 11 ft through lanes, and one
Mineola Boulevard	SB	L	0.85	44.6	D	L	0.87	50.4	D	L	0.87	51.1	D	10 ft right-turn lane.
		TR	0.56	29.7	C	TR	0.50	29.8	C	TR	0.52	31.3	C	- Modify signal timing plan: Shift 4 s of green time
Old Country Road	EB	L	0.75	40.7	D	L	0.78	44.4	D	L	0.75	41.2	D	from the NB/SB phase to the EB/WB protected
		T	0.87	54.0	D	T	0.88	56.9	E	T	0.89	58.0	E	left-turn phase [NB/SB green time will shift from
		R	0.68	36.3	D	R	0.69	37.5	D	R	0.69	38.3	D	40 s to 36 s; EB/WB protected left-turn green time
	WB	L	0.91	54.0	D	L	1.06	93.0	F	L	0.95	63.0	E	will shift from 20 s to 24 s; yellow and all-red
		T	0.92	53.6	D	T	0.88	49.4	D	T	0.84	44.9	D	times remain unchanged].
		R	0.52	26.4	C	R	0.52	26.4	C	R	0.51	25.6	C	
Overall Intersection		**-**	**0.92**	**42.1**	**D**	**-**	**1.00**	**46.5**	**D**	**-**	**0.95**	**44.7**	**D**	
Mineola Boulevard at Second Street														
Mineola Boulevard	NB	L	0.56	13.2	B	L	0.56	12.7	B					- Mitigation not required.
		TR	0.41	9.1	A	TR	0.42	9.4	A					
	SB	L	0.23	16.1	B	L	0.20	16.2	B					
		TR	1.14	101.5	F	TR	1.05	72.3	E					
Second Street	EB	L	0.15	18.8	B	L	0.14	18.6	B					
		TR	0.62	24.4	C	TR	0.59	23.4	C					
	WB	LTR	0.77	35.6	D	LTR	0.79	37.5	D					
Overall Intersection		**-**	**0.92**	**42.7**	**D**	**-**	**0.88**	**32.8**	**C**					
Mineola Boulevard at First Street														
Mineola Boulevard	NB	LTR	1.02	51.5	D	LTR	0.94	30.6	C					- Mitigation not required.
	SB	L	0.15	5.8	A	L	0.13	5.7	A					
		TR	0.71	12.9	B	TR	0.64	11.2	B					
First Street	EB	LTR	0.63	35.3	D	LTR	0.65	35.8	D					
	WB	LTR	0.58	34.7	C	LTR	0.64	37.8	D					
Overall Intersection		**-**	**0.99**	**32.8**	**C**	**-**	**0.93**	**24.2**	**C**					

LIRR Main Line Project FEIS

2020 NO BUILD vs. 2020 BUILD OPTION 1 WEEKDAY MIDDAY - TRAFFIC LEVELS OF SERVICE - MINEOLA

		2020 No Build Weekday MD Peak Hour				2020 Build Weekday MD Peak Hour				Mitigation				Mitigation Measures
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	
WILLIS AVENUE														
Willis Avenue at Old Country Road														
Willis Avenue	SB	L	0.77	54.2	D	L	1.00	94.1	F	L	0.67	43.7	D	- Modify signal phasing and timing plan: Under existing conditions, SB Willis Av and NB County Seat Dr has 23 s green time; EB/WB Old Country Rd has 72 s green time; WB lagging left-turn phase has 7 s green time. Future signal phasing and timing plans will include: WB protected left-turn phase (at County Seat Dr) and SB Willis Av will have 7.5 s green time; SB Willis Av and NB County Seat Dr will have 23.5 s green time; EB/WB Old Country Rd will have 69.5 s green time [each phase will have 3.5 s yellow and 2 s all-red time].
		R	0.65	47.4	D	R	0.98	93.6	F	R	0.67	45.0	D	
Old Country Road	EB	T	0.52	7.2	A	T	0.53	7.2	A	T	0.55	8.2	A	
	WB	TR	0.59	9.8	A	TR	0.59	9.8	A	TR	0.69	17.6	B	
Overall Intersection		**-**	**0.66**	**14.8**	**B**	**-**	**0.71**	**24.7**	**C**	**-**	**0.70**	**19.3**	**B**	
Willis Avenue at LIRR Grade Crossing														
Willis Avenue	NB	T	0.16	17.3	B	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.23	18.5	B	-	-	-	-					
Overall Intersection		**-**	**0.18**	**18.0**	**B**	**-**	**-**	**-**	**-**					
Willis Avenue at Second Street														
Willis Avenue	NB	LTR	0.19	6.3	A	LTR	0.49	10.0	A					- Mitigation not required.
	SB	LTR	0.59	11.4	B	LTR	0.84	21.9	C					
Second Street	EB	LTR	0.72	37.9	D	LTR	0.53	31.6	C					
	WB	LT	0.67	37.0	D	LT	0.71	38.9	D					
		R	0.22	29.1	C	R	0.22	28.8	C					
Overall Intersection		**-**	**0.62**	**23.1**	**C**	**-**	**0.81**	**23.8**	**C**					
MAIN STREET														
Main Street at LIRR Grade Crossing														
Main Street	NB	T	0.13	16.8	B	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.08	16.0	B	-	-	-	-					
Overall Intersection		**-**	**0.10**	**16.5**	**B**	**-**	**-**	**-**	**-**					
ROSLYN ROAD														
Roslyn Road / Washington Avenue at Old Country Road														
Washington Avenue	NB	T	0.70	37.3	D	T	0.71	37.8	D					- Mitigation not required.
		R	0.71	30.8	C	R	0.71	30.5	C					
Roslyn Road	SB	L	0.54	20.0	B	L	0.54	20.2	C					
		TR	0.26	18.5	B	TR	0.20	18.0	B					
Old Country Road	EB	L	0.55	22.7	C	L	0.58	23.4	C					
		T	1.07	80.3	F	T	1.08	82.1	F					
		R	0.07	22.0	C	R	0.14	22.8	C					
	WB	L	0.80	32.5	C	L	0.81	33.4	C					
		T	1.10	84.6	F	T	1.12	93.0	F					
		R	0.44	22.5	C	R	0.44	23.2	C					
Overall Intersection		**-**	**0.89**	**57.9**	**E**	**-**	**0.90**	**60.9**	**E**					

2020 NO BUILD vs. 2020 BUILD OPTION 1 WEEKDAY MIDDAY - TRAFFIC LEVELS OF SERVICE - MINEOLA

		2020 No Build Weekday MD Peak Hour				2020 Build Weekday MD Peak Hour				Mitigation				Mitigation Measures
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	
Roslyn Road at Second Street														
Roslyn Road	NB	L	0.48	13.5	B	L	0.45	13.4	B					- Mitigation not required.
		TR	0.60	16.4	B	TR	0.59	16.6	B					
	SB	LTR	0.60	26.2	C	LTR	0.48	24.8	C					
Second Street	EB	L	0.42	19.5	B	L	0.39	19.4	B					
		TR	0.65	32.8	C	TR	0.69	34.2	C					
	WB	L	0.24	25.3	C	L	0.25	24.9	C					
		TR	0.45	32.0	C	TR	0.42	31.5	C					
Overall Intersection		**-**	**0.66**	**23.0**	**C**	**-**	**0.67**	**22.8**	**C**					
UNSIGNALIZED INTERSECTIONS														
MAIN STREET														
Main Street at Old Country Road														
Old Country Road	EB	L	-	13.8	B	L	-	13.8	B					- Mitigation not required.
Overall Intersection		**-**	**-**	**0.3**	**A**	**-**	**-**	**0.2**	**A**					
Main Street at First Street														
Main Street	NB	LTR	-	8.8	A	LTR	-	8.5	A					- Mitigation not required.
	SB	LTR	-	8.3	A	LTR	-	8.1	A					
First Street	EB	LTR	-	8.9	A	LTR	-	8.7	A					
	WB	LTR	-	8.6	A	LTR	-	8.6	A					
Overall Intersection		**-**	**-**	**8.7**	**A**	**-**	**-**	**8.6**	**A**					
Main Street at Second Street														
Main Street	NB	LTR	-	11.1	B	LTR	-	9.9	A					- Mitigation not required.
	SB	LTR	-	10.6	B	LTR	-	9.8	A					
Second Street	EB	LTR	-	12.2	B	LTR	-	11.5	B					
	WB	LTR	-	12.2	B	LTR	-	12.3	B					
Overall Intersection		**-**	**-**	**11.7**	**B**	**-**	**-**	**11.4**	**B**					
Main Street at Front Street (North side of LIRR Tracks)														
Main Street	NB	LTR	-	3.5	A	LR	-	7.5	A					- Mitigation not required.
	SB	LTR	-	0.4	A	LT	-	8.0	A					
Front Street	EB	LTR	-	12.3	B	TR	-	7.0	A					
	WB	LTR	-	11.7	B	-	-	-	-					
Overall Intersection		**-**	**-**	**4.2**	**A**	**-**	**-**	**7.6**	**A**					
Main Street at Front Street (South side of LIRR Tracks)														
Main Street	NB	-	-	-	-	L	-	7.1	A					- Mitigation not required.
Front Street	EB	-	-	-	-	R	-	7.0	A					
	WB	LR	-	10.3	B	LT	-	7.8	A					
Overall Intersection		**-**	**-**	**2.8**	**A**	**-**	**-**	**7.8**	**A**					
Main Street at Third Street														
Main Street	NB	LTR	-	9.3	A	LTR	-	8.8	A					- Mitigation not required.
	SB	LR	-	8.5	A	LR	-	8.8	A					
Third Street	EB	LT	-	9.4	A	LT	-	9.6	A					
	WB	TR	-	8.1	A	TR	-	8.0	A					
Overall Intersection		**-**	**-**	**9.1**	**A**	**-**	**-**	**9.1**	**A**					

LIRR Main Line Project FEIS

2020 NO BUILD vs. 2020 BUILD OPTION 1 WEEKDAY MIDDAY - TRAFFIC LEVELS OF SERVICE - MINEOLA

		2020 No Build Weekday MD Peak Hour				2020 Build Weekday MD Peak Hour				Mitigation				Mitigation Measures
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	
WILLIS AVENUE														
Willis Avenue at First Street														
Willis Avenue	NB	LT	-	1.7	A	LT	-	2.5	A					- Mitigation not required.
First Street	EB	LR	-	16.5	C	LR	-	21.2	C					
	Overall Intersection	**-**	**-**	**2.9**	**A**	**-**	**-**	**3.2**	**A**					
Willis Avenue at Front Street														
Willis Avenue	NB	LT	-	2.3	A	-	-	-	-					- Mitigation not required.
Front Street	WB	-	-	-	-	R	-	8.7	A					
	Overall Intersection	**-**	**-**	**1.2**	**A**	**-**	**-**	**7.9**	**A**					
Willis Avenue at Third Street														
Willis Avenue	NB	LT	-	0.3	A	LT	0.83	51.8	D	LT	0.73	36.9	D	- This intersection would be signalized as part of the Build condition.
	SB	-	-	-	-	TR	0.91	46.9	D	TR	0.83	32.7	C	
Third Street	EB	LR	-	13.8	B	LR	0.88	47.5	D	L	0.68	32.1	C	- Prohibit parking on EB Third St approach and WB Third St receiving side of the intersection 250 ft from the stopbar and restripe the EB approach as one 10 ft left-turn lane and one 10 ft right-turn lane.
		-	-	-	-	-	-	-	-	R	0.21	10.7	B	
	Overall Intersection	**-**	**-**	**4.6**	**A**	**-**	**0.88**	**48.1**	**D**	**-**	**0.76**	**30.7**	**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 significantly impacted traffic movement requiring mitigation.

LIRR Main Line Project FEIS

2020 NO BUILD vs. 2020 BUILD OPTION 1 WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - MINEOLA

INTERSECTION & APPROACH		2020 No Build Weekday PM Peak Hour				2020 Build Weekday PM Peak Hour				Mitigation				Mitigation Measures
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
SIGNALIZED INTERSECTIONS														
MINEOLA BOULEVARD														
Mineola Boulevard / Franklin Avenue at Old Country Road														
Franklin Avenue	NB	L	0.77	29.9	C	L	0.71	25.6	C	L	0.73	28.1	C	- Restripe WB Old Country Rd approach as one 12
		TR	0.87	42.6	D	TR	0.87	42.7	D	TR	0.91	48.2	D	ft left-turn lane, two 11 ft through lanes, and one
Mineola Boulevard	SB	L	0.81	41.2	D	L	0.81	40.4	D	L	0.80	38.8	D	10 ft right-turn lane.
		TR	0.61	31.7	C	TR	0.54	30.3	C	TR	0.56	31.6	C	- Modify signal timing plan: Shift 4 s of green time
Old Country Road	EB	L	0.90	54.5	D	L	0.92	59.5	E	L	0.88	50.1	D	from the NB/SB phase to the EB/WB protected
		T	0.70	42.3	D	T	0.82	50.9	D	T	0.77	46.8	D	left-turn phase [NB/SB green time will shift from
		R	0.66	33.8	C	R	0.74	40.2	D	R	0.71	37.5	D	40 s to 36 s; EB/WB protected left-turn green time
	WB	L	0.83	42.4	D	L	0.97	64.6	E	L	0.90	48.9	D	will shift from 20 s to 24 s; yellow and all-red
		T	1.17	136.5	F	T	1.19	142.6	F	T	1.17	133.9	F	times remain unchanged].
		R	0.67	35.1	D	R	0.73	38.1	D	R	0.75	38.5	D	
Overall Intersection		**-**	**0.94**	**56.1**	**E**	**-**	**0.98**	**60.5**	**E**	**-**	**0.97**	**57.9**	**E**	
Mineola Boulevard at Second Street														
Mineola Boulevard	NB	L	0.62	17.0	B	L	0.69	18.7	B					- Mitigation not required.
		TR	0.57	11.5	B	TR	0.56	11.3	B					
	SB	L	0.32	19.6	B	L	0.31	20.0	B					
		TR	1.16	109.3	F	TR	1.11	92.5	F					
Second Street	EB	L	0.23	21.1	C	L	0.23	21.1	C					
		TR	0.74	31.0	C	TR	0.73	30.5	C					
	WB	LTR	0.87	55.1	E	LTR	0.87	53.9	D					
Overall Intersection		**-**	**0.99**	**45.3**	**D**	**-**	**0.90**	**35.0**	**C**					
Mineola Boulevard at First Street														
Mineola Boulevard	NB	LTR	0.74	13.4	B	LTR	0.71	12.6	B					- Mitigation not required.
	SB	L	0.33	11.1	B	L	0.30	10.7	B					
		TR	0.74	16.3	B	TR	0.68	14.9	B					
First Street	EB	LTR	0.84	46.9	D	LTR	0.88	52.9	D					
	WB	LTR	0.80	50.4	D	LTR	0.83	53.8	D					
Overall Intersection		**-**	**0.83**	**21.4**	**C**	**-**	**0.82**	**22.4**	**C**					

LIRR Main Line Project FEIS

2020 NO BUILD vs. 2020 BUILD OPTION 1 WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - MINEOLA

INTERSECTION & APPROACH		2020 No Build Weekday PM Peak Hour				2020 Build Weekday PM Peak Hour				Mitigation				Mitigation Measures
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
WILLIS AVENUE														
Willis Avenue at Old Country Road														
Willis Avenue	SB	L	0.85	62.9	E	L	1.02	100.1	F	L	0.76	45.4	D	- Modify signal phasing and timing plan: Under existing conditions, SB Willis Av and NB County Seat Dr has 23 s green time; EB/WB Old Country Rd has 72 s green time; WB lagging left-turn phase has 7 s green time. Future signal phasing and timing plans will include: WB protected left-turn phase (at County Seat Dr) and SB Willis Av will have 7.5 s green time; SB Willis Av and NB County Seat Dr will have 23.5 s green time; EB/WB Old Country Rd will have 69.5 s green time [each phase will have 3.5 s yellow and 2 s all-red time].
		R	0.55	43.6	D	R	0.83	61.4	E	R	0.61	39.4	D	
Old Country Road	EB	T	0.51	5.9	A	T	0.52	6.2	A	T	0.53	6.0	A	
	WB	TR	0.65	10.2	B	TR	0.66	10.9	B	TR	0.73	16.8	B	
Overall Intersection		**-**	**0.72**	**14.9**	**B**	**-**	**0.77**	**22.2**	**C**	**-**	**0.78**	**17.7**	**B**	
Willis Avenue at LIRR Grade Crossing														
Willis Avenue	NB	T	0.36	42.6	D	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.39	43.4	D	-	-	-	-					
Overall Intersection		**-**	**0.18**	**43.0**	**D**	**-**	**-**	**-**	**-**					
Willis Avenue at Second Street														
Willis Avenue	NB	LTR	0.22	10.8	B	LTR	0.44	13.9	B					- Mitigation not required.
	SB	LTR	0.72	21.2	C	LTR	0.94	40.3	D					
Second Street	EB	LTR	0.93	49.7	D	LTR	0.92	48.5	D					
	WB	LT	0.34	27.2	C	LT	0.37	27.5	C					
		R	0.24	26.2	C	R	0.35	27.4	C					
Overall Intersection		**-**	**0.79**	**31.9**	**C**	**-**	**0.93**	**36.1**	**D**					
MAIN STREET														
Main Street at LIRR Grade Crossing														
Main Street	NB	T	0.25	39.9	D	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.10	36.6	D	-	-	-	-					
Overall Intersection		**-**	**0.11**	**39.0**	**D**	**-**	**-**	**-**	**-**					
ROSLYN ROAD														
Roslyn Road / Washington Avenue at Old Country Road														
Washington Avenue	NB	T	0.80	41.5	D	T	0.82	42.9	D					- Mitigation not required.
		R	0.36	21.4	C	R	0.36	21.5	C					
Roslyn Road	SB	L	0.73	26.0	C	L	0.74	26.7	C					
		TR	0.45	19.8	B	TR	0.40	19.3	B					
Old Country Road	EB	L	0.59	27.2	C	L	0.62	28.2	C					
		T	1.14	111.0	F	T	1.15	114.2	F					
		R	0.08	26.7	C	R	0.17	27.7	C					
	WB	L	0.88	44.5	D	L	0.88	45.6	D					
		T	1.04	66.9	E	T	1.06	75.1	E					
		R	0.49	25.7	C	R	0.50	26.4	C					
Overall Intersection		**-**	**0.92**	**57.2**	**E**	**-**	**0.93**	**60.3**	**E**					

INTERSECTION & APPROACH		2020 No Build Weekday PM Peak Hour				2020 Build Weekday PM Peak Hour				Mitigation				Mitigation Measures
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
Roslyn Road at Second Street														
Roslyn Road	NB	L	0.68	24.5	C	L	0.82	35.0	C					- Mitigation not required.
		TR	0.95	46.0	D	TR	0.95	44.7	D					
	SB	LTR	0.95	53.5	D	LTR	0.94	53.6	D					
Second Street	EB	L	0.89	41.7	D	L	0.86	37.5	D					
		TR	0.92	61.9	E	TR	0.92	61.2	E					
	WB	L	0.59	27.7	C	L	0.59	27.4	C					
		TR	0.37	33.7	C	TR	0.37	33.4	C					
Overall Intersection		**-**	**1.04**	**46.4**	**D**	**-**	**1.03**	**45.7**	**D**					
UNSIGNALIZED INTERSECTIONS														
MAIN STREET														
Main Street at Old Country Road														
Old Country Road	EB	L	-	14.4	B	L	-	14.2	B					- Mitigation not required.
Overall Intersection		**-**	**-**	**0.4**	**A**	**-**	**-**	**0.3**	**A**					
Main Street at First Street														
Main Street	NB	LTR	-	10.6	B	LTR	-	9.7	A					- Mitigation not required.
	SB	LTR	-	9.6	A	LTR	-	9.2	A					
First Street	EB	LTR	-	10.9	B	LTR	-	10.4	B					
	WB	LTR	-	9.8	A	LTR	-	9.7	A					
Overall Intersection		**-**	**-**	**10.4**	**B**	**-**	**-**	**9.9**	**A**					
Main Street at Second Street														
Main Street	NB	LTR	-	15.6	C	LTR	-	11.5	B					- Mitigation not required.
	SB	LTR	-	25.6	D	LTR	-	18.5	C					
Second Street	EB	LTR	-	43.9	E	LTR	-	27.1	D					
	WB	LTR	-	18.1	C	LTR	-	16.9	C					
Overall Intersection		**-**	**-**	**29.5**	**D**	**-**	**-**	**20.9**	**C**					
Main Street at Front Street (North side of LIRR Tracks)														
Main Street	NB	LTR	-	3.6	A	LR	-	7.4	A					- Mitigation not required.
	SB	LTR	-	0.3	A	LT	-	7.9	A					
Front Street	EB	LTR	-	12.8	B	TR	-	7.1	A					
	WB	LTR	-	12.6	B	-	-	-	-					
Overall Intersection		**-**	**-**	**3.7**	**A**	**-**	**-**	**7.5**	**A**					
Main Street at Front Street (South side of LIRR Tracks)														
Main Street	NB	-	-	-	-	L	-	7.2	A					- Mitigation not required.
Front Street	EB	-	-	-	-	R	-	6.4	A					
	WB	LR	-	10.2	B	LT	-	7.3	A					
Overall Intersection		**-**	**-**	**2.3**	**A**	**-**	**-**	**7.2**	**A**					
Main Street at Third Street														
Main Street	NB	LTR	-	11.1	B	LTR	-	8.9	A					- Mitigation not required.
	SB	LR	-	9.6	A	LR	-	8.2	A					
Third Street	EB	LT	-	13.8	B	LT	-	11.3	B					
	WB	TR	-	8.6	A	TR	-	7.9	A					
Overall Intersection		**-**	**-**	**12.2**	**B**	**-**	**-**	**10.4**	**B**					

LIRR Main Line Project FEIS

2020 NO BUILD vs. 2020 BUILD OPTION 1 WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - MINEOLA

		2020 No Build Weekday PM Peak Hour				2020 Build Weekday PM Peak Hour				Mitigation				Mitigation Measures
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	
WILLIS AVENUE														
Willis Avenue at First Street														
Willis Avenue	NB	LT	-	2.4	A	LT	-	3.5	A					- Mitigation not required.
First Street	EB	LR	-	24.6	C	LR	-	30.9	D					
	Overall Intersection	**-**	**-**	**4.2**	**A**	**-**	**-**	**4.4**	**A**					
Willis Avenue at Front Street														
Willis Avenue	NB	LT	-	2.5	A	-	-	-	-					- Mitigation not required.
Front Street	WB	-	-	-	-	R	-	8.4	A					
	Overall Intersection	**-**	**-**	**1.4**	**A**	**-**	**-**	**1.2**	**A**					
Willis Avenue at Third Street														
Willis Avenue	NB	LT	-	1.0	A	LT	0.75	47.9	D	LT	0.66	35.2	D	- This intersection would be signalized as part of the Build condition.
	SB	-	-	-	-	TR	0.94	54.1	D	TR	0.85	34.0	C	
Third Street	EB	LR	-	16.9	C	LR	1.08	95.3	F	L	0.43	25.1	C	- Prohibit parking on EB Third St approach and WB Third St receiving side of the intersection 250 ft from the stopbar and restripe the EB approach as one 10 ft left-turn lane and one 10 ft right-turn lane.
		-	-	-	-	-	-	-	-	R	0.49	13.3	B	
	Overall Intersection	**-**	**-**	**8.2**	**A**	**-**	**0.96**	**70.3**	**E**	**-**	**0.72**	**27.2**	**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 significantly impacted traffic movement requiring mitigation.

LIRR Main Line Project FEIS
2020 NO BUILD vs. 2020 BUILD OPTION 2 WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - MINEOLA

INTERSECTION & APPROACH		2020 No Build Weekday AM Peak Hour				2020 Build Weekday AM Peak Hour				Mitigation				Mitigation Measures
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
SIGNALIZED INTERSECTIONS														
MINEOLA BOULEVARD														
Mineola Boulevard / Franklin Avenue at Old Country Road														
Franklin Avenue	NB	L	0.71	24.3	C	L	0.71	24.1	C					- Mitigation not required.
		TR	0.83	38.5	D	TR	0.83	38.6	D					
Mineola Boulevard	SB	L	0.71	28.2	C	L	0.71	28.1	C					
		TR	0.42	28.9	C	TR	0.42	28.9	C					
Old Country Road	EB	L	0.86	44.6	D	L	0.86	44.7	D					
		T	0.95	59.0	E	T	0.96	59.8	E					
		R	0.55	26.8	C	R	0.55	27.0	C					
	WB	L	0.83	44.4	D	L	0.83	45.0	D					
		T	1.17	129.4	F	T	1.18	134.4	F					
		R	0.63	31.1	C	R	0.73	35.2	D					
Overall Intersection		**-**	**0.92**	**57.0**	**E**	**-**	**0.92**	**58.2**	**E**					
Mineola Boulevard at Second Street														
Mineola Boulevard	NB	L	0.60	13.6	B	L	0.60	13.7	B					- Mitigation not required.
		TR	0.44	9.9	A	TR	0.46	10.1	B					
	SB	L	0.13	15.7	B	L	0.11	15.6	B					
		TR	1.14	105.7	F	TR	1.16	114.3	F					
Second Street	EB	L	0.23	17.3	B	L	0.23	17.3	B					
		TR	0.73	26.1	C	TR	0.73	25.8	C					
	WB	LTR	0.85	44.8	D	LTR	0.86	44.8	D					
Overall Intersection		**-**	**0.93**	**41.5**	**D**	**-**	**0.94**	**43.5**	**D**					
Mineola Boulevard at First Street														
Mineola Boulevard	NB	LTR	0.52	9.0	A	LTR	0.55	9.5	A					- Mitigation not required.
	SB	L	0.08	6.0	A	L	0.05	5.8	A					
		TR	0.50	9.6	A	TR	0.51	9.9	A					
First Street	EB	LTR	0.77	41.9	D	LTR	0.78	43.3	D					
	WB	LTR	0.75	44.2	D	LTR	0.81	50.6	D					
Overall Intersection		**-**	**0.58**	**17.1**	**B**	**-**	**0.61**	**18.3**	**B**					
WILLIS AVENUE														
Willis Avenue at Old Country Road														
Willis Avenue	SB	L	0.62	47.4	D	L	0.66	50.2	D					- Mitigation not required.
		R	0.86	70.0	E	R	0.66	51.0	D					
Old Country Road	EB	T	0.52	4.7	A	T	0.51	4.4	A					
	WB	TR	0.73	11.6	B	TR	0.70	10.1	B					
Overall Intersection		**-**	**0.79**	**15.2**	**B**	**-**	**0.72**	**12.5**	**B**					
Willis Avenue at LIRR Grade Crossing														
Willis Avenue	NB	T	0.23	42.4	D	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.25	42.8	D	-	-	-	-					
Overall Intersection		**-**	**0.12**	**42.6**	**D**	-	-	-	-					

LIRR Main Line Project FEIS
2020 NO BUILD vs. 2020 BUILD OPTION 2 WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - MINEOLA

		2020 No Build Weekday AM Peak Hour				2020 Build Weekday AM Peak Hour				Mitigation				Mitigation Measures
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	
Willis Avenue at Second Street														
Willis Avenue	NB	LTR	0.16	7.6	A	-	-	-	-	-	-	-	-	- Modify signal timing plan: Shift 3 s of green time from the SB phase to the EB/WB phase [SB green time will shift from 57 s to 54 s; EB/WB green time will shift from 31 s to 34 s].
	SB	LTR	0.47	11.1	B	LTR	0.44	11.2	B	LTR	0.45	11.5	B	
Second Street	EB	LTR	0.60	32.5	C	LTR	0.84	45.0	D	LTR	0.80	40.2	D	
	WB	LT	0.76	40.3	D	LT	0.79	41.9	D	LT	0.77	38.5	D	
		R	0.33	28.9	C	R	0.38	29.1	C	R	0.35	27.4	C	
Overall Intersection		**-**	**0.55**	**24.4**	**C**	**-**	**0.56**	**31.3**	**C**	**-**	**0.56**	**28.9**	**C**	
MAIN STREET														
Main Street at LIRR Grade Crossing														
Main Street	NB	T	0.15	40.6	D	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.10	39.4	D	-	-	-	-					
Overall Intersection		**-**	**0.07**	**40.1**	**D**	**-**	**-**	**-**	**-**					
ROSLYN ROAD														
Roslyn Road / Washington Avenue at Old Country Road														
Washington Avenue	NB	T	0.79	40.2	D	T	0.75	38.9	D					- Mitigation not required.
		R	0.24	18.0	B	R	0.23	18.1	B					
Roslyn Road	SB	L	0.48	20.9	C	L	0.47	20.8	C					
		TR	0.43	21.5	C	TR	0.44	21.6	C					
Old Country Road	EB	L	0.60	29.1	C	L	0.60	28.4	C					
		T	1.12	104.0	F	T	1.11	100.4	F					
		R	0.09	26.4	C	R	0.09	25.9	C					
	WB	L	0.93	51.1	D	L	0.92	48.6	D					
		T	1.10	86.6	F	T	1.09	82.2	F					
		R	0.39	20.9	C	R	0.39	20.4	C					
Overall Intersection		**-**	**0.93**	**63.5**	**E**	**-**	**0.91**	**61.2**	**E**					
Roslyn Road at Second Street														
Roslyn Road	NB	L	0.69	22.3	C	L	0.71	23.5	C					- Mitigation not required.
		TR	0.76	22.6	C	TR	0.76	22.6	C					
	SB	LTR	1.04	70.4	E	LTR	1.06	79.3	E					
Second Street	EB	L	0.46	23.2	C	L	0.47	23.4	C					
		TR	0.56	33.8	C	TR	0.56	34.0	C					
	WB	L	0.46	22.3	C	L	0.46	22.6	C					
		TR	0.73	39.5	D	TR	0.73	40.2	D					
Overall Intersection		**-**	**0.85**	**42.6**	**D**	**-**	**0.86**	**46.0**	**D**					
UNSIGNALIZED INTERSECTIONS														
MAIN STREET														
Main Street at Old Country Road														
Old Country Road	EB	L	-	19.1	C	L	-	23.6	C					- Mitigation not required.
Overall Intersection		**-**	**-**	**0.4**	**A**	**-**	**-**	**0.5**	**A**					

LIRR Main Line Project FEIS

2020 NO BUILD vs. 2020 BUILD OPTION 2 WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - MINEOLA

		2020 No Build Weekday AM Peak Hour				2020 Build Weekday AM Peak Hour				Mitigation				Mitigation Measures
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	
Main Street at First Street														
Main Street	NB	LTR	-	8.7	A	LTR	-	9.0	A					- Mitigation not required.
	SB	LTR	-	8.7	A	LTR	-	8.5	A					
First Street	EB	LTR	-	9.2	A	LTR	-	9.4	A					
	WB	LTR	-	9.8	A	LTR	-	10.2	B					
	Overall Intersection	**-**	**-**	**9.3**	**A**	**-**	**-**	**9.6**	**A**					
Main Street at Second Street														
Main Street	NB	LTR	-	10.1	B	LTR	0.67	30.9	C	LTR	0.67	30.0	C	- This intersection would be signalized as part of the Build condition.
Main Street Underpass	NB	-	-	-	-	LTR	0.15	21.2	C	TR	0.17	21.4	C	
	SB	-	-	-	-	-	-	-	-	L	0.27	23.1	C	- Shift the centerline 1 ft to the north on the EB Second St approach. Prohibit parking on EB Second St approach for 100 ft from stopbar and 50 ft from the intersection on the EB Second St receiving side. Restripe EB Second St approach as one 10 ft left-turn lane and one 10 ft through lane.
		LTR	-	11.1	B	LR	0.37	24.8	C	R	0.12	21.0	C	
	EB	-	-	-	-	-	-	-	-	L	0.19	20.6	C	
Second Street		LTR	-	11.5	B	LT	0.63	27.0	C	TR	0.51	23.0	C	
	WB	LTR	-	13.0	B	TR	0.75	32.3	C	TR	0.75	31.4	C	
	Overall Intersection	**-**	**-**	**11.8**	**B**	**-**	**0.59**	**29.0**	**C**		**0.56**	**27.1**	**C**	- Shift the centerline 5 ft to the east on the SB Main St approach. Prohibit parking on SB Main St approach for 200 ft from the stopbar. Restripe SB Main St approach as one 12 ft left-turn lane and one 10 ft right-turn lane. - Prohibit parking on receiving side of the NB lane of Main St for 200 ft from the intersection. Restripe NB receiving side of Main St as one 11 ft lane. - Install actuated signal with a 87 s cycle length. NB service road/SB phase will have 18 s of green time; EB/WB phase will have 28 s of green time; NB Main St underpass will have 23 s of green time; all phases will have 4 s yellow and 2 s all-red.
Main Street at Front Street (North side of LIRR Tracks)														
Main Street	NB	LTR	-	5.1	A	-	-	-	-					- Mitigation not required.
	SB	LTR	-	0.0	A	-	-	-	-					
Front Street	EB	LTR	-	11.9	B	LT	-	9.0	A					
	WB	LTR	-	12.6	B	TR	-	9.0	A					
	Overall Intersection	**-**	**-**	**4.5**	**A**	**-**	**-**	**9.0**	**A**					
Main Street at Front Street (South side of LIRR Tracks)														
Main Street	NB	-	-	-	-	-	-	-	-					- In Build: This intersection will be eliminated.
Front Street	EB	-	-	-	-	-	-	-	-					
	WB	LR	-	9.4	A	-	-	-	-					
	Overall Intersection	**-**	**-**	**3.8**	**A**	**-**	**-**	**-**	**-**					
Main Street at Third Street														
Main Street	NB	LTR	-	10.4	B	LTR	-	13.5	B					- Mitigation not required.
	SB	LR	-	8.7	A	-	-	-	-					
Third Street	EB	LT	-	9.4	A	LT	-	9.8	A					
	WB	TR	-	8.3	A	TR	-	8.6	A					
	Overall Intersection	**-**	**-**	**9.7**	**A**	**-**	**-**	**12.0**	**B**					

LIRR Main Line Project FEIS
2020 NO BUILD vs. 2020 BUILD OPTION 2 WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - MINEOLA

		2020 No Build Weekday AM Peak Hour				2020 Build Weekday AM Peak Hour				Mitigation				Mitigation Measures
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	
WILLIS AVENUE														
Willis Avenue at First Street														
Willis Avenue	NB	LT	-	3.8	A	LT	-	4.4	A					- Mitigation not required.
First Street	EB	LR	-	25.3	D	LR	-	39.4	E					
	Overall Intersection	**-**	**-**	**5.3**	**A**	**-**	**-**	**9.6**	**A**					
Willis Avenue at Front Street														
Willis Avenue	NB	LT	-	3.1	A	-	-	-	-					- Mitigation not required.
	SB	-	-	-	-	LT	-	0.0	A					
	Overall Intersection	**-**	**-**	**1.8**	**A**	**-**	**-**	**0.0**	**A**					
Willis Avenue at Third Street														
Willis Avenue Underpass	SB	-	-	-	-	TR	0.56	16.5	B					- This intersection would be signalized as part of the Build condition.
Willis Avenue Service Road	SB	-	-	-	-	TR	0.21	17.8	B					
Third Street	EB	LR	-	14.1	B	R	0.52	20.7	C					
	Overall Intersection	**-**	**-**	**5.8**	**A**	**-**	**0.45**	**17.7**	**B**					

Notes
(1): Control delay is measured in seconds per vehicle.
(2): Overall intersection V/C ratio is the critical lane groups' V/C ratio.
(3): Shading denotes significantly impacted traffic movement requiring mitigation.

LIRR Main Line Project FEIS

2020 NO BUILD vs. 2020 BUILD OPTION 2 WEEKDAY MIDDAY - TRAFFIC LEVELS OF SERVICE - MINEOLA

INTERSECTION & APPROACH		2020 No Build Weekday MD Peak Hour				2020 Build Weekday MD Peak Hour				Mitigation				Mitigation Measures
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
SIGNALIZED INTERSECTIONS														
MINEOLA BOULEVARD														
Mineola Boulevard / Franklin Avenue at Old Country Road														
Franklin Avenue	NB	L	0.68	24.8	C	L	0.68	24.8	C					- Mitigation not required.
		TR	0.84	40.3	D	TR	0.84	40.3	D					
Mineola Boulevard	SB	L	0.85	44.6	D	L	0.85	44.6	D					
		TR	0.56	29.7	C	TR	0.56	29.7	C					
Old Country Road	EB	L	0.75	40.7	D	L	0.75	40.7	D					
		T	0.87	54.0	D	T	0.87	54.0	D					
		R	0.68	36.3	D	R	0.68	36.3	D					
	WB	L	0.91	54.0	D	L	0.91	54.0	D					
		T	0.92	53.6	D	T	0.92	53.6	D					
		R	0.52	26.4	C	R	0.62	28.8	C					
Overall Intersection		**-**	**0.92**	**42.1**	**D**	**-**	**0.92**	**42.1**	**D**					
Mineola Boulevard at Second Street														
Mineola Boulevard	NB	L	0.56	13.2	B	L	0.56	13.6	B	L	0.59	14.3	B	- Modify signal timing plan: Shift 3 s of green time from the NB lead phase to the NB/SB phase [NB lead phase green time will shift from 12 s to 9 s; NB/SB green time will shift from 20 s to 23 s].
		TR	0.41	9.1	A	TR	0.44	9.6	A	TR	0.44	9.6	A	
	SB	L	0.23	16.1	B	L	0.21	16.4	B	L	0.20	15.9	B	
		TR	1.14	101.5	F	TR	1.17	114.6	F	TR	1.14	103.0	F	
Second Street	EB	L	0.15	18.8	B	L	0.14	18.6	B	L	0.14	18.6	B	
		TR	0.62	24.4	C	TR	0.59	23.4	C	TR	0.59	23.4	C	
	WB	LTR	0.77	35.6	D	LTR	0.79	37.5	D	LTR	0.79	37.5	D	
Overall Intersection		**-**	**0.92**	**42.7**	**D**	**-**	**0.94**	**46.7**	**D**	**-**	**0.94**	**43.2**	**D**	
Mineola Boulevard at First Street														
Mineola Boulevard	NB	LTR	1.02	51.5	D	LTR	1.09	72.6	E	LTR	1.05	59.1	E	- Modify signal timing plan: Shift 4 s of green time from the EB/WB phase to the NB/SB phase [EB/WB green time will shift from 23 s to 19 s; NB/SB green time will shift from 45 s to 49 s].
	SB	L	0.15	5.8	A	L	0.14	5.8	A	L	0.14	5.5	A	
		TR	0.71	12.9	B	TR	0.72	13.4	B	TR	0.70	12.5	B	
First Street	EB	LTR	0.63	35.3	D	LTR	0.65	35.7	D	LTR	0.68	39.9	D	
	WB	LTR	0.58	34.7	C	LTR	0.63	37.0	D	LTR	0.68	43.2	D	
Overall Intersection		**-**	**0.99**	**32.8**	**C**	**-**	**1.05**	**42.7**	**D**	**-**	**1.03**	**37.4**	**D**	
WILLIS AVENUE														
Willis Avenue at Old Country Road														
Willis Avenue	SB	L	0.77	54.2	D	L	0.77	54.2	D					- Mitigation not required.
		R	0.65	47.4	D	R	0.59	44.6	D					
Old Country Road	EB	T	0.52	7.2	A	T	0.52	7.2	A					
	WB	TR	0.59	9.8	A	TR	0.58	9.5	A					
Overall Intersection		**-**	**0.66**	**14.8**	**B**	**-**	**0.64**	**14.4**	**B**					
Willis Avenue at LIRR Grade Crossing														
Willis Avenue	NB	T	0.16	17.3	B	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.23	18.5	B	-	-	-	-					
Overall Intersection		**-**	**0.18**	**18.0**	**B**	**-**	**-**	**-**	**-**					

LIRR Main Line Project FEIS

2020 NO BUILD vs. 2020 BUILD OPTION 2 WEEKDAY MIDDAY - TRAFFIC LEVELS OF SERVICE - MINEOLA

		2020 No Build Weekday MD Peak Hour				2020 Build Weekday MD Peak Hour				Mitigation				Mitigation Measures
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	
Willis Avenue at Second Street														
Willis Avenue	NB	LTR	0.19	6.3	A	-	-	-	-					- Mitigation not required.
	SB	LTR	0.59	11.4	B	LTR	0.55	12.6	B					
Second Street	EB	LTR	0.72	37.9	D	LTR	0.82	42.3	D					
	WB	LT	0.67	37.0	D	LT	0.63	34.1	C					
		R	0.22	29.1	C	R	0.23	27.8	C					
Overall Intersection		**-**	**0.62**	**23.1**	**C**	**-**	**0.63**	**27.8**	**C**					
MAIN STREET														
Main Street at LIRR Grade Crossing														
Main Street	NB	T	0.13	16.8	B	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.08	16.0	B	-	-	-	-					
Overall Intersection		**-**	**0.10**	**16.5**	**B**	**-**	**-**	**-**	**-**					
ROSLYN ROAD														
Roslyn Road / Washington Avenue at Old Country Road														
Washington Avenue	NB	T	0.70	37.3	D	T	0.69	36.9	D					- Mitigation not required.
		R	0.71	30.8	C	R	0.71	31.0	C					
Roslyn Road	SB	L	0.54	20.0	B	L	0.53	19.9	B					
		TR	0.26	18.5	B	TR	0.26	18.5	B					
Old Country Road	EB	L	0.55	22.7	C	L	0.55	22.3	C					
		T	1.07	80.3	F	T	1.07	77.9	E					
		R	0.07	22.0	C	R	0.07	21.8	C					
	WB	L	0.80	32.5	C	L	0.80	32.6	C					
		T	1.10	84.6	F	T	1.08	78.4	E					
		R	0.44	22.5	C	R	0.47	22.8	C					
Overall Intersection		**-**	**0.89**	**57.9**	**E**	**-**	**0.88**	**55.3**	**E**					
Roslyn Road at Second Street														
Roslyn Road	NB	L	0.48	13.5	B	L	0.53	14.4	B					- Mitigation not required.
		TR	0.60	16.4	B	TR	0.60	16.8	B					
	SB	LTR	0.60	26.2	C	LTR	0.61	27.2	C					
Second Street	EB	L	0.42	19.5	B	L	0.41	19.7	B					
		TR	0.65	32.8	C	TR	0.69	34.5	C					
	WB	L	0.24	25.3	C	L	0.25	25.5	C					
		TR	0.45	32.0	C	TR	0.43	32.1	C					
Overall Intersection		**-**	**0.66**	**23.0**	**C**	**-**	**0.67**	**23.7**	**C**					
UNSIGNALIZED INTERSECTIONS														
MAIN STREET														
Main Street at Old Country Road														
Old Country Road	EB	L	-	13.8	B	L	-	16.0	C					- Mitigation not required.
Overall Intersection		**-**	**-**	**0.3**	**A**	**-**	**-**	**0.4**	**A**					

LIRR Main Line Project FEIS

2020 NO BUILD vs. 2020 BUILD OPTION 2 WEEKDAY MIDDAY - TRAFFIC LEVELS OF SERVICE - MINEOLA

		2020 No Build Weekday MD Peak Hour				2020 Build Weekday MD Peak Hour				Mitigation				Mitigation Measures
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	
Main Street at First Street														
Main Street	NB	LTR	-	8.8	A	LTR	-	8.9	A					- Mitigation not required.
	SB	LTR	-	8.3	A	LTR	-	8.1	A					
First Street	EB	LTR	-	8.9	A	LTR	-	9.0	A					
	WB	LTR	-	8.6	A	LTR	-	8.7	A					
	Overall Intersection	**-**	**-**	**8.7**	**A**	**-**	**-**	**8.8**	**A**					
Main Street at Second Street														
Main Street	NB	LTR	-	11.1	B	LTR	0.69	25.3	C	LTR	0.67	23.6	C	- This intersection would be signalized as part of the Build condition.
Main Street Underpass	NB	-	-	-	-	LTR	0.44	24.2	C	TR	0.46	23.7	C	
	SB	-	-	-	-	-	-	-	-	L	0.40	23.3	C	- Shift the centerline 1 ft to the north on the EB Second St approach. Prohibit parking on EB Second St approach for 100 ft from stopbar and 50 ft from the intersection on the EB Second St receiving side. Restripe EB Second St approach as one 10 ft left-turn lane and one 10 ft through lane.
		LTR	-	10.6	B	LR	0.50	24.8	C	R	0.21	21.6	C	
	EB	-	-	-	-	-	-	-	-	L	0.15	18.0	B	
Second Street		LTR	-	12.2	B	LT	0.64	24.3	C	TR	0.58	22.1	C	
	WB	LTR	-	12.2	B	TR	0.57	22.3	C	TR	0.60	22.5	C	
	Overall Intersection	**-**	**-**	**11.7**	**B**	**-**	**0.62**	**24.2**	**C**		**0.59**	**22.7**	**C**	- Shift the centerline 5 ft to the east on the SB Main St approach. Prohibit parking on SB Main St approach for 200 ft from the stopbar. Restripe SB Main St approach as one 12 ft left-turn lane and one 10 ft right-turn lane. - Prohibit parking on receiving side of the NB lane of Main St for 200 ft from the intersection. Restripe NB receiving side of Main St as one 11 ft lane. - Install actuated signal with a 87 s cycle length. NB service road/SB phase will have 18 s of green time; EB/WB phase will have 28 s of green time; NB Main St underpass will have 23 s of green time; all phases will have 4 s yellow and 2 s all-red.
Main Street at Front Street (North side of LIRR Tracks)														
Main Street	NB	LTR	-	3.5	A	-	-	-	-					- Mitigation not required.
	SB	LTR	-	0.4	A	-	-	-	-					
Front Street	EB	LTR	-	12.3	B	LT	-	9.1	A					
	WB	LTR	-	11.7	B	TR	-	8.6	A					
	Overall Intersection	**-**	**-**	**4.2**	**A**	**-**	**-**	**9.0**	**A**					
Main Street at Front Street (South side of LIRR Tracks)														
Main Street	NB	-	-	-	-	-	-	-	-					- In Build: This intersection will be eliminated.
Front Street	EB	-	-	-	-	-	-	-	-					
	WB	LR	-	10.3	B	-	-	-	-					
	Overall Intersection	**-**	**-**	**2.8**	**A**	**-**	**-**	**-**	**-**					
Main Street at Third Street														
Main Street	NB	LTR	-	9.3	A	LTR	-	12.1	B					- Mitigation not required.
	SB	LR	-	8.5	A	-	-	-	-					
Third Street	EB	LT	-	9.4	A	LT	-	9.9	A					
	WB	TR	-	8.1	A	TR	-	8.4	A					
	Overall Intersection	**-**	**-**	**9.1**	**A**	**-**	**-**	**11.3**	**B**					

LIRR Main Line Project FEIS

2020 NO BUILD vs. 2020 BUILD OPTION 2 WEEKDAY MIDDAY - TRAFFIC LEVELS OF SERVICE - MINEOLA

		2020 No Build Weekday MD Peak Hour				2020 Build Weekday MD Peak Hour				Mitigation				Mitigation Measures
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	
WILLIS AVENUE														
Willis Avenue at First Street														
Willis Avenue	NB	LT	-	1.7	A	LT	-	1.9	A					- Mitigation not required.
First Street	EB	LR	-	16.5	C	LR	-	21.4	C					
	Overall Intersection	**-**	**-**	**2.9**	**A**	**-**	**-**	**4.5**	**A**					
Willis Avenue at Front Street														
Willis Avenue	NB	LT	-	2.3	A	-	-	-	-					- Mitigation not required.
	SB	-	-	-	-	LT	-	0.0	A					
	Overall Intersection	**-**	**-**	**1.2**	**A**	**-**	**-**	**0.0**	**A**					
Willis Avenue at Third Street														
Willis Avenue Underpass	SB	-	-	-	-	TR	0.65	17.2	B					- This intersection would be signalized as part of the Build condition.
Willis Avenue Service Road	SB	-	-	-	-	TR	0.08	18.7	B					
Third Street	EB	LR	-	13.8	B	R	0.50	21.7	C					
	Overall Intersection	**-**	**-**	**4.6**	**A**	**-**	**0.47**	**18.2**	**B**					

Notes

(1): Control delay is measured in seconds per vehicle.

(2): Overall intersection V/C ratio is the critical lane groups' V/C ratio.

(3): Shading denotes significantly impacted traffic movement requiring mitigation.

LIRR Main Line Project FEIS
2020 NO BUILD vs. 2020 BUILD OPTION 2 WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - MINEOLA

		2020 No Build Weekday PM Peak Hour				2020 Build Weekday PM Peak Hour				Mitigation				Mitigation Measures
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	
SIGNALIZED INTERSECTIONS														
MINEOLA BOULEVARD														
Mineola Boulevard / Franklin Avenue at Old Country Road														
Franklin Avenue	NB	L	0.77	29.9	C	L	0.76	29.7	C					- Mitigation not required.
		TR	0.87	42.6	D	TR	0.87	42.8	D					
Mineola Boulevard	SB	L	0.81	41.2	D	L	0.81	40.6	D					
		TR	0.61	31.7	C	TR	0.60	31.6	C					
Old Country Road	EB	L	0.90	54.5	D	L	0.90	54.6	D					
		T	0.70	42.3	D	T	0.71	42.7	D					
		R	0.66	33.8	C	R	0.67	34.3	C					
	WB	L	0.83	42.4	D	L	0.84	42.7	D					
		T	1.17	136.5	F	T	1.19	141.8	F					
		R	0.67	35.1	D	R	0.79	42.1	D					
Overall Intersection		**-**	**0.94**	**56.1**	**E**	**-**	**0.95**	**57.5**	**E**					
Mineola Boulevard at Second Street														
Mineola Boulevard	NB	L	0.62	17.0	B	L	0.61	16.8	B					- Mitigation not required.
		TR	0.57	11.5	B	TR	0.59	11.8	B					
	SB	L	0.32	19.6	B	L	0.32	19.7	B					
		TR	1.16	109.3	F	TR	1.17	115.1	F					
Second Street	EB	L	0.23	21.1	C	L	0.23	21.1	C					
		TR	0.74	31.0	C	TR	0.73	30.5	C					
	WB	LTR	0.87	55.1	E	LTR	0.87	53.9	D					
Overall Intersection		**-**	**0.99**	**45.3**	**D**	**-**	**1.00**	**46.5**	**D**					
Mineola Boulevard at First Street														
Mineola Boulevard	NB	LTR	0.74	13.4	B	LTR	0.79	15.3	B					- Mitigation not required.
	SB	L	0.33	11.1	B	L	0.34	12.0	B					
		TR	0.74	16.3	B	TR	0.76	17.7	B					
First Street	EB	LTR	0.84	46.9	D	LTR	0.88	52.0	D					
	WB	LTR	0.80	50.4	D	LTR	0.82	52.1	D					
Overall Intersection		**-**	**0.83**	**21.4**	**C**	**-**	**0.88**	**23.6**	**C**					
WILLIS AVENUE														
Willis Avenue at Old Country Road														
Willis Avenue	SB	L	0.85	62.9	E	L	0.83	59.6	E					- Mitigation not required.
		R	0.55	43.6	D	R	0.48	41.9	D					
Old Country Road	EB	T	0.51	5.9	A	T	0.51	6.1	A					
	WB	TR	0.65	10.2	B	TR	0.66	10.6	B					
Overall Intersection		**-**	**0.72**	**14.9**	**B**	**-**	**0.72**	**14.6**	**B**					
Willis Avenue at LIRR Grade Crossing														
Willis Avenue	NB	T	0.36	42.6	D	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.39	43.4	D	-	-	-	-					
Overall Intersection		**-**	**0.18**	**43.0**	**D**	**-**	**-**	**-**	**-**					

LIRR Main Line Project FEIS

2020 NO BUILD vs. 2020 BUILD OPTION 2 WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - MINEOLA

		2020 No Build Weekday PM Peak Hour				2020 Build Weekday PM Peak Hour				Mitigation				Mitigation Measures
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	
Willis Avenue at Second Street														
Willis Avenue	NB	LTR	0.22	10.8	B	-	-	-	-	-	-	-	-	- Modify signal timing plan: Shift 6 s of green time from the SB phase to the EB/WB phase [SB green time will shift from 57 s to 51 s; EB/WB green time will shift from 31 s to 37 s].
	SB	LTR	0.72	21.2	C	LTR	0.61	17.1	B	LTR	0.68	22.8	C	
Second Street	EB	LTR	0.93	49.7	D	LTR	1.18	126.6	F	LTR	0.97	53.5	D	
	WB	LT	0.34	27.2	C	LT	0.44	28.3	C	LT	0.29	22.6	C	
		R	0.24	26.2	C	R	0.26	26.2	C	R	0.26	22.2	C	
Overall Intersection		**-**	**0.79**	**31.9**	**C**	**-**	**0.81**	**70.5**	**E**	**-**	**0.80**	**36.9**	**D**	
MAIN STREET														
Main Street at LIRR Grade Crossing														
Main Street	NB	T	0.25	39.9	D	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.10	36.6	D	-	-	-	-					
Overall Intersection		**-**	**0.11**	**39.0**	**D**	**-**	**-**	**-**	**-**					
ROSLYN ROAD														
Roslyn Road / Washington Avenue at Old Country Road														
Washington Avenue	NB	T	0.80	41.5	D	T	0.79	41.1	D					- Mitigation not required.
		R	0.36	21.4	C	R	0.36	21.6	C					
Roslyn Road	SB	L	0.73	26.0	C	L	0.72	25.5	C					
		TR	0.45	19.8	B	TR	0.45	19.9	B					
Old Country Road	EB	L	0.59	27.2	C	L	0.59	26.9	C					
		T	1.14	111.0	F	T	1.13	107.2	F					
		R	0.08	26.7	C	R	0.08	26.3	C					
	WB	L	0.88	44.5	D	L	0.88	44.4	D					
		T	1.04	66.9	E	T	1.02	62.2	E					
		R	0.49	25.7	C	R	0.52	26.0	C					
Overall Intersection		**-**	**0.92**	**57.2**	**E**	**-**	**0.92**	**55.1**	**E**					
Roslyn Road at Second Street														
Roslyn Road	NB	L	0.68	24.5	C	L	0.76	29.7	C					- Mitigation not required.
		TR	0.95	46.0	D	TR	0.96	46.8	D					
	SB	LTR	0.95	53.5	D	LTR	0.99	62.4	E					
Second Street	EB	L	0.89	41.7	D	L	0.89	42.5	D					
		TR	0.92	61.9	E	TR	0.93	63.1	E					
	WB	L	0.59	27.7	C	L	0.60	27.7	C					
		TR	0.37	33.7	C	TR	0.37	33.6	C					
Overall Intersection		**-**	**1.04**	**46.4**	**D**	**-**	**1.04**	**49.6**	**D**					
UNSIGNALIZED INTERSECTIONS														
MAIN STREET														
Main Street at Old Country Road														
Old Country Road	EB	L	-	14.4	B	L	-	17.6	C					- Mitigation not required.
Overall Intersection		**-**	**-**	**0.4**	**A**	**-**	**-**	**0.5**	**A**					

LIRR Main Line Project FEIS

2020 NO BUILD vs. 2020 BUILD OPTION 2 WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - MINEOLA

		2020 No Build Weekday PM Peak Hour				2020 Build Weekday PM Peak Hour				Mitigation				Mitigation Measures
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	
Main Street at First Street														
Main Street	NB	LTR	-	10.6	B	LTR	-	11.3	B					- Mitigation not required.
	SB	LTR	-	9.6	A	LTR	-	9.5	A					
First Street	EB	LTR	-	10.9	B	LTR	-	11.3	B					
	WB	LTR	-	9.8	A	LTR	-	10.1	B					
	Overall Intersection	**-**	**-**	**10.4**	**B**	**-**	**-**	**10.8**	**B**					
Main Street at Second Street														
Main Street	NB	LTR	-	15.6	C	LTR	0.88	50.0	D	LTR	0.85	43.3	D	- This intersection would be signalized as part of the Build condition.
Main Street Underpass	NB	-	-	-	-	LTR	0.20	25.4	C	TR	0.26	26.2	C	
	SB	-	-	-	-	-	-	-	-	L	0.79	43.2	D	- Shift the centerline 1 ft to the north on the EB Second St approach. Prohibit parking on EB Second St approach for 100 ft from stopbar and 50 ft from the intersection on the EB Second St receiving side. Restripe EB Second St approach as one 10 ft left-turn lane and one 10 ft through lane.
		LTR	-	25.6	D	LR	0.89	55.4	E	R	0.28	26.4	C	
	EB	-	-	-	-	-	-	-	-	L	0.12	20.9	C	
Second Street		LTR	-	43.9	E	LT	0.94	59.8	E	TR	0.86	42.9	D	
	WB	LTR	-	18.1	C	TR	0.58	28.9	C	TR	0.55	25.3	C	
	Overall Intersection	**-**	**-**	**29.5**	**D**	**-**	**0.90**	**48.8**	**D**	**-**	**0.84**	**37.6**	**D**	- Shift the centerline 5 ft to the east on the SB Main St approach. Prohibit parking on SB Main St approach for 200 ft from the stopbar. Restripe SB Main St approach as one 12 ft left-turn lane and one 10 ft right-turn lane. - Prohibit parking on receiving side of the NB lane of Main St for 200 ft from the intersection. Restripe NB receiving side of Main St as one 11 ft lane. - Install actuated signal with an 87 s cycle length. NB service road/SB phase will have 20 s of green time; EB/WB phase will have 26 s of green time; NB Main St underpass will have 23 s of green time; all phases will have 4 s yellow and 2 s all-red.
Main Street at Front Street (North side of LIRR Tracks)														
Main Street	NB	LTR	-	3.6	A	-	-	-	-					- Mitigation not required.
	SB	LTR	-	0.3	A	-	-	-	-					
Front Street	EB	LTR	-	12.8	B	LT	-	8.9	A					
	WB	LTR	-	12.6	B	TR	-	8.7	A					
	Overall Intersection	**-**	**-**	**3.7**	**A**	**-**	**-**	**8.9**	**A**					
Main Street at Front Street (South side of LIRR Tracks)														
Main Street	NB	-	-	-	-	-	-	-	-					- In Build: This intersection will be eliminated.
Front Street	EB	-	-	-	-	-	-	-	-					
	WB	LR	-	10.2	B	-	-	-	-					
	Overall Intersection	**-**	**-**	**2.3**	**A**	**-**	**-**	**-**	**-**					
Main Street at Third Street														
Main Street	NB	LTR	-	11.1	B	LTR	-	18.0	C					- Mitigation not required.
	SB	LR	-	9.6	A	-	-	-	-					
Third Street	EB	LT	-	13.8	B	LT	-	15.4	C					
	WB	TR	-	8.6	A	TR	-	8.5	A					
	Overall Intersection	**-**	**-**	**12.2**	**B**	**-**	**-**	**16.6**	**C**					

LIRR Main Line Project FEIS
2020 NO BUILD vs. 2020 BUILD OPTION 2 WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - MINEOLA

		2020 No Build Weekday PM Peak Hour				2020 Build Weekday PM Peak Hour				Mitigation				Mitigation Measures
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	
WILLIS AVENUE														
Willis Avenue at First Street														
Willis Avenue	NB	LT	-	2.4	A	LT	-	2.6	A					- Mitigation not required.
First Street	EB	LR	-	24.6	C	LR	-	30.8	D					
	Overall Intersection	**-**	**-**	**4.2**	**A**	**-**	**-**	**5.8**	**A**					
Willis Avenue at Front Street														
Willis Avenue	NB	LT	-	2.5	A	-	-	-	-					- Mitigation not required.
	SB	-	-	-	-	LT	-	0.0	A					
	Overall Intersection	**-**	**-**	**1.4**	**A**	**-**	**-**	**0.0**	**A**					
Willis Avenue at Third Street														
Willis Avenue Underpass	SB	-	-	-	-	TR	0.60	28.2	C					- This intersection would be signalized as part of the Build condition.
Willis Avenue Service Road	SB	-	-	-	-	TR	0.24	31.1	C					
Third Street	EB	LR	-	16.9	C	R	0.82	43.8	D					
	Overall Intersection	**-**	**-**	**8.2**	**A**	**-**	**0.58**	**34.9**	**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 significantly impacted traffic movement requiring mitigation.

LIRR Main Line Project FEIS
2020 BUILD TRAFFIC LEVELS OF SERVICE - WESTBURY

INTERSECTION & APPROACH		Weekday AM Peak Hour Mvt.	V/C	Control Delay	LOS	Weekday PM Peak Hour Mvt.	V/C	Control Delay	LOS
SIGNALIZED INTERSECTIONS									
POST AVENUE									
Post Avenue at Maple Avenue									
Post Avenue	NB	L	0.29	10.7	B	L	0.78	51.2	D
		TR	0.55	12.4	B	TR	0.90	35.1	D
	SB	L	0.23	9.7	A	L	0.81	59.6	E
		TR	0.64	14.0	B	TR	0.88	32.3	C
Maple Avenue	EB	L	0.32	12.8	B	L	0.45	11.9	B
		TR	0.62	15.9	B	TR	1.02	60.1	E
	WB	L	0.13	11.9	B	L	0.33	11.1	B
		TR	0.69	18.0	B	TR	0.56	12.7	B
Overall Intersection		**-**	**0.66**	**14.3**	**B**	**-**	**0.96**	**36.0**	**D**
Post Avenue at Union Avenue									
Post Avenue	NB	T	0.58	14.4	B	T	0.68	16.1	B
		R	0.24	1.9	A	R	0.35	2.2	A
	SB	LT	0.99	49.7	D	LT	1.14	96.0	F
Union Avenue	WB	L	0.67	16.5	B	L	0.63	15.5	B
		R	0.05	10.8	B	R	0.04	10.9	B
Overall Intersection		**-**	**0.84**	**23.5**	**C**	**-**	**0.91**	**37.2**	**D**
Post Avenue at Railroad Avenue									
Post Avenue	NB	L	0.02	4.8	A	L	0.07	5.9	A
		TR	0.78	14.5	B	TR	0.98	35.3	D
	SB	L	0.23	7.3	A	L	0.57	20.4	C
		TR	0.74	12.0	B	TR	0.82	15.0	B
Railroad Avenue	EB	LTR	0.01	14.4	B	LTR	0.09	14.7	B
	WB	LTR	0.32	15.9	B	LTR	0.37	16.1	B
Overall Intersection		**-**	**0.66**	**13.2**	**B**	**-**	**0.82**	**24.1**	**C**
SCHOOL STREET									
School Street at Maple Avenue									
School Street	NB	LTR	0.46	14.8	B	LTR	0.52	16.6	B
	SB	LTR	0.32	13.5	B	LTR	0.50	16.2	B
Maple Avenue	EB	LTR	0.44	9.0	A	LTR	0.63	12.4	B
	WB	LTR	0.43	8.9	A	LTR	0.58	11.4	B
Overall Intersection		**-**	**0.45**	**11.0**	**B**	**-**	**0.58**	**13.6**	**B**
School Street at Union Avenue									
School Street	NB	LTR	0.72	21.4	C	LTR	0.72	25.1	C
	SB	LTR	0.23	14.0	B	LTR	0.56	20.7	C
Union Avenue	EB	L	0.11	8.9	A	L	0.08	7.7	A
		T	0.41	10.4	B	T	0.52	10.3	B
		R	0.03	8.5	A	R	0.03	7.5	A
	WB	L	0.63	16.5	B	L	0.76	27.0	C
		TR	0.60	12.3	B	TR	0.43	9.6	A
Overall Intersection		**-**	**0.67**	**14.7**	**B**	**-**	**0.74**	**16.3**	**B**
School Street at Railroad Avenue									
School Street	NB	L	0.30	4.0	A	L	0.24	5.0	A
		T	0.41	4.3	A	T	0.40	5.6	A
	SB	TR	0.20	3.5	A	TR	0.39	5.5	A
Railroad Avenue	EB	LR	0.09	18.8	B	LR	0.12	14.9	B
Overall Intersection		**-**	**0.36**	**5.4**	**A**	**-**	**0.34**	**6.7**	**A**
School Street at Old Country Road									
School Street	NB	L	1.02	94.6	F	L	0.71	57.8	E
		TR	0.80	66.7	E	TR	0.51	52.7	D
	SB	L	0.29	56.0	E	L	0.64	59.0	E
		TR	0.87	92.0	F	TR	0.96	102.2	F
Old Country Road	EB	L	0.68	41.3	D	L	0.88	66.1	E
		T	0.59	23.9	C	T	0.95	40.0	D
		R	0.14	17.6	B	R	0.93	44.7	D
	WB	L	0.11	19.8	B	L	0.32	28.8	C
		TR	0.97	52.3	D	TR	0.88	39.1	D
Overall Intersection		**-**	**0.93**	**52.4**	**D**	**-**	**0.92**	**46.4**	**D**
URBAN AVENUE									
Urban Avenue at Prospect Avenue									
Urban Avenue	NB	LTR	0.58	39.8	D	LTR	0.73	43.3	D
	SB	LTR	0.46	36.7	D	LTR	0.16	29.8	C
Prospect Avenue	EB	L	0.11	4.2	A	L	0.09	5.7	A
		TR	0.38	6.2	A	TR	0.52	10.1	B
	WB	L	0.10	4.1	A	L	0.20	6.7	A
		TR	0.48	7.5	A	TR	0.57	11.3	B
Overall Intersection		**-**	**0.50**	**13.6**	**B**	**-**	**0.61**	**16.4**	**B**

LIRR Main Line Project FEIS
2020 BUILD TRAFFIC LEVELS OF SERVICE - WESTBURY

INTERSECTION & APPROACH		Weekday AM Peak Hour Mvt.	V/C	Control Delay	LOS	Weekday PM Peak Hour Mvt.	V/C	Control Delay	LOS
Urban Avenue at Old Country Road									
Urban Avenue	SB	L	0.68	46.2	D	L	0.69	44.5	D
		R	0.18	36.6	D	R	0.74	50.0	D
Old Country Road	EB	L	0.78	53.8	D	L	0.89	52.7	D
		T	0.47	8.8	A	T	0.71	9.0	A
	WB	TR	0.95	36.0	D	TR	0.92	32.2	C
Overall Intersection		**-**	**0.87**	**28.2**	**C**	**-**	**0.91**	**25.1**	**C**
OLD COUNTRY ROAD									
Old Country Road at Belmont Place / Merillon Avenue									
Belmont Place	NB	L	0.18	35.7	D	L	0.14	31.0	C
		R	0.10	34.9	C	R	0.06	30.4	C
Merllon Avenue	SB	L	0.71	47.7	D	L	0.80	47.8	D
		R	0.05	34.6	C	R	0.17	31.3	C
Old Country Road	EB	TR	0.49	7.1	A	TR	0.76	14.1	B
	WB	L	0.06	3.0	A	L	0.69	24.3	C
		T	0.61	6.6	A	TR	0.65	2.9	A
Overall Intersection		**-**	**0.63**	**10.4**	**B**	**-**	**0.77**	**13.5**	**B**
UNSIGNALIZED INTERSECTIONS									
Post Avenue at Scally Place									
Post Avenue	SB	LT	-	1.1	A	LT	-	1.5	A
Scally Place	WB	LR	-	12.3	B	LR	-	13.7	B
Overall Intersection		**-**	**-**	**1.4**	**A**	**-**	**-**	**1.6**	**A**
Urban Avenue at Broadway									
Urban Avenue	NB	LTR	-	11.6	B	LTR	-	36.6	E
	SB	LTR	-	9.9	A	LTR	-	12.6	B
Broadway	EB	LTR	-	10.4	B	LTR	-	15.3	C
	WB	LTR	-	9.8	A	LTR	-	16.7	C
Overall Intersection		**-**	**-**	**10.7**	**B**	**-**	**-**	**24.5**	**C**
Urban Avenue at Main Street									
Urban Avenue	NB	LTR	-	13.4	B	LTR	-	22.3	C
	SB	LTR	-	11.2	B	LTR	-	23.0	C
Main Street	EB	LTR	-	10.6	B	LTR	-	18.3	C
	WB	LTR	-	10.5	B	LTR	-	16.5	C
Overall Intersection		**-**	**-**	**12.0**	**B**	**-**	**-**	**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.

LIRR Main Line Project FEIS
2020 NO BUILD vs. 2020 BUILD WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - WESTBURY

INTERSECTION & APPROACH		2020 No Build Weekday AM Peak Hour				2020 Build Weekday AM Peak Hour				Mitigation				Mitigation Measures
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
SIGNALIZED INTERSECTIONS														
POST AVENUE														
Post Avenue at Maple Avenue														
Post Avenue	NB	L	0.28	10.7	B	L	0.29	10.7	B					- Mitigation not required.
		TR	0.55	12.3	B	TR	0.55	12.4	B					
	SB	L	0.23	9.6	A	L	0.23	9.7	A					
		TR	0.63	13.9	B	TR	0.64	14.0	B					
Maple Avenue	EB	L	0.32	12.8	B	L	0.32	12.8	B					
		TR	0.62	15.9	B	TR	0.62	15.9	B					
	WB	L	0.13	11.9	B	L	0.13	11.9	B					
		TR	0.69	18.0	B	TR	0.69	18.0	B					
	Overall Intersection	**-**	**0.66**	**14.3**	**B**	**-**	**0.66**	**14.3**	**B**					
Post Avenue at Union Avenue														
Post Avenue	NB	T	0.58	14.5	B	T	0.58	14.4	B	T	0.57	14.1	B	- Modify signal phasing and timing plan: Shift 1 s of green time from the WB phase to the NB/SB phase [NB/SB green time will shift from 20 s to 21 s; WB green time will shift from 27 s to 26 s.]
		R	0.24	1.9	A	R	0.24	1.9	A	R	0.24	1.8	A	
	SB	LT	0.93	36.8	D	LT	0.99	49.7	D	LT	0.95	41.5	D	
Union Avenue	WB	L	0.67	16.5	B	L	0.67	16.5	B	L	0.67	17.2	B	
		R	0.05	10.8	B	R	0.05	10.8	B	R	0.05	11.3	B	
	Overall Intersection	**-**	**0.81**	**19.4**	**B**	**-**	**0.84**	**23.5**	**C**	**-**	**0.83**	**21.0**	**C**	
						-								
Post Avenue at Railroad Avenue														
Post Avenue	NB	L	0.02	4.8	A	L	0.02	4.8	A					- Mitigation not required.
		TR	0.77	14.3	B	TR	0.78	14.5	B					
	SB	L	0.26	7.7	A	L	0.23	7.3	A					
		TR	0.74	12.0	B	TR	0.74	12.0	B					
Railroad Avenue	EB	LTR	0.01	14.4	B	LTR	0.01	14.4	B					
	WB	LTR	0.30	15.9	B	LTR	0.32	15.9	B					
	Overall Intersection	**-**	**0.65**	**13.1**	**B**	**-**	**0.66**	**13.2**	**B**					
SCHOOL STREET														
School Street at Maple Avenue														
School Street	NB	LTR	0.46	14.8	B	LTR	0.46	14.8	B					- Mitigation not required.
	SB	LTR	0.32	13.6	B	LTR	0.32	13.5	B					
Maple Avenue	EB	LTR	0.44	9.0	A	LTR	0.44	9.0	A					
	WB	LTR	0.43	8.9	A	LTR	0.43	8.9	A					
	Overall Intersection	**-**	**0.45**	**10.9**	**B**	**-**	**0.45**	**11.0**	**B**					

LIRR Main Line Project FEIS
2020 NO BUILD vs. 2020 BUILD WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - WESTBURY

		2020 No Build Weekday AM Peak Hour				2020 Build Weekday AM Peak Hour				Mitigation				Mitigation Measures
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	
School Street at Union Avenue														
School Street	NB	LTR	0.73	23.3	C	LTR	0.72	21.4	C					- Mitigation not required.
	SB	LTR	0.23	15.0	B	LTR	0.23	14.0	B					
Union Avenue	EB	L	0.09	8.8	A	L	0.11	8.9	A					
		T	0.39	10.3	B	T	0.41	10.4	B					
		R	0.03	8.5	A	R	0.03	8.5	A					
	WB	L	0.68	19.5	B	L	0.63	16.5	B					
		TR	0.55	11.8	B	TR	0.60	12.3	B					
Overall Intersection		**-**	**0.70**	**15.4**	**B**	**-**	**0.67**	**14.7**	**B**					
School Street at LIRR Grade Crossing														
School Street	NB	T	0.30	17.4	B	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.21	15.8	B	-	-	-	-					
Overall Intersection		**-**	**0.22**	**16.7**	**B**	**-**	**-**	**-**	**-**					
School Street at Old Country Road														
School Street	NB	L	1.01	94.1	F	L	1.02	94.6	F					- Mitigation not required.
		TR	0.79	66.4	E	TR	0.80	66.7	E					
	SB	L	0.28	55.8	E	L	0.29	56.0	E					
		TR	0.86	91.1	F	TR	0.87	92.0	F					
Old Country Road	EB	L	0.68	41.2	D	L	0.68	41.3	D					
		T	0.59	23.8	C	T	0.59	23.9	C					
		R	0.14	17.5	B	R	0.14	17.6	B					
	WB	L	0.11	19.9	B	L	0.11	19.8	B					
		TR	0.97	52.3	D	TR	0.97	52.3	D					
Overall Intersection		**-**	**0.93**	**52.2**	**D**	**-**	**0.93**	**52.4**	**D**					
URBAN AVENUE														
Urban Avenue at Prospect Avenue														
Urban Avenue	NB	LTR	0.58	39.8	D	LTR	0.58	39.8	D					- Mitigation not required.
	SB	LTR	0.46	36.7	D	LTR	0.46	36.7	D					
Prospect Avenue	EB	L	0.11	4.2	A	L	0.11	4.2	A					
		TR	0.38	6.1	A	TR	0.38	6.2	A					
	WB	L	0.10	4.1	A	L	0.10	4.1	A					
		TR	0.48	7.5	A	TR	0.48	7.5	A					
Overall Intersection		**-**	**0.50**	**13.6**	**B**	**-**	**0.50**	**13.6**	**B**					
Urban Avenue at LIRR Grade Crossing														
Urban Avenue	NB	T	0.18	9.8	A	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.19	9.9	A	-	-	-	-					
Overall Intersection		**-**	**0.15**	**9.8**	**A**	**-**	**-**	**-**	**-**					

LIRR Main Line Project FEIS
2020 NO BUILD vs. 2020 BUILD WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - WESTBURY

INTERSECTION & APPROACH		2020 No Build Weekday AM Peak Hour				2020 Build Weekday AM Peak Hour				Mitigation				Mitigation Measures
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
Urban Avenue at Old Country Road														
Urban Avenue	SB	L	0.68	46.2	D	L	0.68	46.2	D					- Mitigation not required.
		R	0.18	36.6	D	R	0.18	36.6	D					
Old Country Road	EB	L	0.78	53.5	D	L	0.78	53.8	D					
		T	0.47	8.7	A	T	0.47	8.8	A					
	WB	TR	0.95	35.9	D	TR	0.95	36.0	D					
Overall Intersection		**-**	**0.87**	**28.0**	**C**	**-**	**0.87**	**28.2**	**C**					
OLD COUNTRY ROAD														
Old Country Road at Belmont Place / Merillon Avenue														
Belmont Place	NB	L	0.18	35.7	D	L	0.18	35.7	D					- Mitigation not required.
		R	0.10	34.9	C	R	0.10	34.9	C					
Merllon Avenue	SB	L	0.71	47.7	D	L	0.71	47.7	D					
		R	0.05	34.6	C	R	0.05	34.6	C					
Old Country Road	EB	TR	0.49	7.1	A	TR	0.49	7.1	A					
	WB	L	0.06	3.0	A	L	0.06	3.0	A					
		T	0.61	6.7	A	T	0.61	6.6	A					
Overall Intersection		**-**	**0.63**	**10.5**	**B**	**-**	**0.63**	**10.4**	**B**					
UNSIGNALIZED INTERSECTIONS														
Post Avenue at Scally Place														
Post Avenue	SB	LT	-	1.1	A	LT	-	1.1	A					- Mitigation not required.
Scally Place	WB	LR	-	12.3	B	LR	-	12.3	B					
Overall Intersection		**-**	**-**	**1.4**	**A**	**-**	**-**	**1.4**	**A**					
School Street at Railroad Avenue														
School Street	NB	LT	-	3.9	A	L	0.30	4.0	A					- Mitigation not required.
		-	-	-	-	T	0.41	4.3	A					- This intersection would be signalized as part of the Build condition.
	SB	-	-	-	-	TR	0.20	3.5	A					
Railroad Avenue	EB	LR	-	13.5	B	LR	0.09	18.8	B					
Overall Intersection		**-**	**-**	**3.7**	**A**	**-**	**0.36**	**5.4**	**A**					
Urban Avenue at Broadway														
Urban Avenue	NB	LTR	-	9.5	A	LTR	-	11.6	B					- Mitigation not required.
	SB	LTR	-	9.0	A	LTR	-	9.9	A					
Broadway	EB	LTR	-	9.1	A	LTR	-	10.4	B					
	WB	LTR	-	8.8	A	LTR	-	9.8	A					
Overall Intersection		**-**	**-**	**9.2**	**A**	**-**	**-**	**10.7**	**B**					

LIRR Main Line Project FEIS
2020 NO BUILD vs. 2020 BUILD WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - WESTBURY

		2020 No Build Weekday AM Peak Hour				2020 Build Weekday AM Peak Hour				Mitigation				Mitigation Measures
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	
Urban Avenue at Railroad Avenue														
Urban Avenue	NB	LTR	-	1.7	A	-	-	-	-					- This intersection would be eliminated as part of the Build condition.
	SB	LTR	-	0.2	A	-	-	-	-					
Railroad Avenue	EB	LTR	-	10.6	B	-	-	-	-					
	WB	LTR	-	15.9	C	-	-	-	-					
Overall Intersection		**-**	**-**	**3.3**	**A**	**-**	**-**	**-**	**-**					
Urban Avenue at Main Street														
Urban Avenue	NB	LTR	-	13.4	B	LTR	-	13.4	B					- Mitigation not required.
	SB	LTR	-	11.2	B	LTR	-	11.2	B					
Main Street	EB	LTR	-	10.6	B	LTR	-	10.6	B					
	WB	LTR	-	10.5	B	LTR	-	10.5	B					
Overall Intersection		**-**	**-**	**12.0**	**B**	**-**	**-**	**12.0**	**B**					

Notes
(1): Control delay is measured in seconds per vehicle.
(2): Overall intersection V/C ratio is the critical lane groups' V/C ratio.
(3): Shading denotes significantly impacted traffic movement requiring mitigation.

LIRR Main Line Project FEIS
2020 NO BUILD vs. 2020 BUILD WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - WESTBURY

INTERSECTION & APPROACH		2020 No Build Weekday PM Peak Hour				2020 Build Weekday PM Peak Hour				Mitigation				Mitigation Measures
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
SIGNALIZED INTERSECTIONS														
POST AVENUE														
Post Avenue at Maple Avenue														
Post Avenue	NB	L	0.78	51.2	D	L	0.78	51.2	D					- Mitigation not required.
		TR	0.90	34.9	C	TR	0.90	35.1	D					
	SB	L	0.81	58.2	E	L	0.81	59.6	E					
		TR	0.88	32.2	C	TR	0.88	32.3	C					
Maple Avenue	EB	L	0.45	11.9	B	L	0.45	11.9	B					
		TR	1.02	60.1	E	TR	1.02	60.1	E					
	WB	L	0.33	11.1	B	L	0.33	11.1	B					
		TR	0.56	12.7	B	TR	0.56	12.7	B					
	Overall Intersection	**-**	**0.96**	**35.8**	**D**	**-**	**0.96**	**36.0**	**D**					
Post Avenue at Union Avenue														
Post Avenue	NB	T	0.68	16.3	B	T	0.68	16.1	B					- Mitigation not required.
		R	0.35	2.2	A	R	0.35	2.2	A					
	SB	LT	1.12	90.0	F	LT	1.14	96.0	F					
Union Avenue	WB	L	0.63	15.5	B	L	0.63	15.5	B					
		R	0.04	10.9	B	R	0.04	10.9	B					
	Overall Intersection	**-**	**0.90**	**35.4**	**D**	**-**	**0.91**	**37.2**	**D**					
						-								
Post Avenue at Railroad Avenue														
Post Avenue	NB	L	0.07	5.9	A	L	0.07	5.9	A					- Mitigation not required.
		TR	0.98	34.3	C	TR	0.98	35.3	D					
	SB	L	0.59	21.5	C	L	0.57	20.4	C					
		TR	0.82	15.0	B	TR	0.82	15.0	B					
Railroad Avenue	EB	LTR	0.09	14.7	B	LTR	0.09	14.7	B					
	WB	LTR	0.38	16.2	B	LTR	0.37	16.1	B					
	Overall Intersection	**-**	**0.82**	**23.7**	**C**	**-**	**0.82**	**24.1**	**C**					
SCHOOL STREET														
School Street at Maple Avenue														
School Street	NB	LTR	0.52	16.5	B	LTR	0.52	16.6	B					- Mitigation not required.
	SB	LTR	0.50	16.2	B	LTR	0.50	16.2	B					
Maple Avenue	EB	LTR	0.63	12.4	B	LTR	0.63	12.4	B					
	WB	LTR	0.58	11.4	B	LTR	0.58	11.4	B					
	Overall Intersection	**-**	**0.58**	**13.5**	**B**	**-**	**0.58**	**13.6**	**B**					

LIRR Main Line Project FEIS
2020 NO BUILD vs. 2020 BUILD WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - WESTBURY

		2020 No Build Weekday PM Peak Hour				2020 Build Weekday PM Peak Hour				Mitigation				Mitigation Measures
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	
School Street at Union Avenue														
School Street	NB	LTR	0.73	25.6	C	LTR	0.72	25.1	C					- Mitigation not required.
	SB	LTR	0.55	20.6	C	LTR	0.56	20.7	C					
Union Avenue	EB	L	0.07	7.8	A	L	0.08	7.7	A					
		T	0.51	10.3	B	T	0.52	10.3	B					
		R	0.03	7.6	A	R	0.03	7.5	A					
	WB	L	0.77	29.1	C	L	0.76	27.0	C					
		TR	0.43	9.7	A	TR	0.43	9.6	A					
Overall Intersection		**-**	**0.76**	**16.7**	**B**	**-**	**0.74**	**16.3**	**B**					
School Street at LIRR Grade Crossing														
School Street	NB	T	0.37	26.4	C	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.38	26.8	C	-	-	-	-					
Overall Intersection		**-**	**0.23**	**26.6**	C	-	-	-	-					
School Street at Old Country Road														
School Street	NB	L	0.71	57.8	E	L	0.71	57.8	E					- Mitigation not required.
		TR	0.51	52.7	D	TR	0.51	52.7	D					
	SB	L	0.63	58.9	E	L	0.64	59.0	E					
		TR	0.95	101.3	F	TR	0.96	102.2	F					
Old Country Road	EB	L	0.88	66.1	E	L	0.88	66.1	E					
		T	0.95	40.0	D	T	0.95	40.0	D					
		R	0.93	44.7	D	R	0.93	44.7	D					
	WB	L	0.32	28.8	C	L	0.32	28.8	C					
		TR	0.88	39.0	D	TR	0.88	39.1	D					
Overall Intersection		**-**	**0.92**	**46.3**	**D**	**-**	**0.92**	**46.4**	**D**					
URBAN AVENUE														
Urban Avenue at Prospect Avenue														
Urban Avenue	NB	LTR	0.73	43.3	D	LTR	0.73	43.3	D					- Mitigation not required.
	SB	LTR	0.16	29.8	C	LTR	0.16	29.8	C					
Prospect Avenue	EB	L	0.09	5.7	A	L	0.09	5.7	A					
		TR	0.52	10.1	B	TR	0.52	10.1	B					
	WB	L	0.20	6.7	A	L	0.20	6.7	A					
		TR	0.57	11.3	B	TR	0.57	11.3	B					
Overall Intersection		**-**	**0.61**	**16.4**	**B**	**-**	**0.61**	**16.4**	**B**					
Urban Avenue at LIRR Grade Crossing														
Urban Avenue	NB	T	0.43	22.4	C	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.31	20.1	C	-	-	-	-					
Overall Intersection		**-**	**0.28**	**21.4**	**C**	-	-	-	-					

LIRR Main Line Project FEIS
2020 NO BUILD vs. 2020 BUILD WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - WESTBURY

		2020 No Build Weekday PM Peak Hour				2020 Build Weekday PM Peak Hour				Mitigation				Mitigation Measures
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	
Urban Avenue at Old Country Road														
Urban Avenue	SB	L	0.69	44.5	D	L	0.69	44.5	D					- Mitigation not required.
		R	0.74	50.0	D	R	0.74	50.0	D					
Old Country Road	EB	L	0.89	52.8	D	L	0.89	52.7	D					
		T	0.71	9.0	A	T	0.71	9.0	A					
	WB	TR	0.92	32.1	C	TR	0.92	32.2	C					
Overall Intersection		**-**	**0.91**	**25.1**	**C**	**-**	**0.91**	**25.1**	**C**					
OLD COUNTRY ROAD														
Old Country Road at Belmont Place / Merillon Avenue														
Belmont Place	NB	L	0.13	31.0	C	L	0.14	31.0	C					- Mitigation not required.
		R	0.06	30.4	C	R	0.06	30.4	C					
Merllon Avenue	SB	L	0.80	47.8	D	L	0.80	47.8	D					
		R	0.17	31.3	C	R	0.17	31.3	C					
Old Country Road	EB	TR	0.76	14.1	B	TR	0.76	14.1	B					
	WB	L	0.68	23.3	C	L	0.69	24.3	C					
		TR	0.65	2.9	A	TR	0.65	2.9	A					
Overall Intersection		**-**	**0.77**	**13.5**	**B**	**-**	**0.77**	**13.5**	**B**					
UNSIGNALIZED INTERSECTIONS														
Post Avenue at Scally Place														
Post Avenue	SB	LT	-	1.5	A	LT	-	1.5	A					- Mitigation not required.
Scally Place	WB	LR	-	13.7	B	LR	-	13.7	B					
Overall Intersection		**-**	**-**	**1.6**	**A**	**-**	**-**	**1.6**	**A**					
School Street at Railroad Avenue														
School Street	NB	LT	-	3.0	A	L	0.24	5.0	A					- Mitigation not required.
		-	-	-	-	T	0.40	5.6	A					- This intersection would be signalized as part of the Build condition.
	SB	-	-	-	-	TR	0.39	5.5	A					
Railroad Avenue	EB	LR	-	17.6	C	LR	0.12	14.9	B					
Overall Intersection		**-**	**-**	**3.8**	**A**	**-**	**0.34**	**6.7**	**A**					
Urban Avenue at Broadway														
Urban Avenue	NB	LTR	-	14.0	B	LTR	-	36.6	E					- Mitigation not required.
	SB	LTR	-	10.3	B	LTR	-	12.6	B					
Broadway	EB	LTR	-	10.7	B	LTR	-	15.3	C					
	WB	LTR	-	11.4	B	LTR	-	16.7	C					
Overall Intersection		**-**	**-**	**12.1**	**B**	**-**	**-**	**24.5**	**C**					

LIRR Main Line Project FEIS
2020 NO BUILD vs. 2020 BUILD WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - WESTBURY

		2020 No Build Weekday PM Peak Hour				2020 Build Weekday PM Peak Hour				Mitigation				Mitigation Measures
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	
Urban Avenue at Railroad Avenue														
Urban Avenue	NB	LTR	-	2.5	A	-	-	-	-					- This intersection would be eliminated as part of the Build condition.
	SB	LTR	-	0.0	A	-	-	-	-					
Railroad Avenue	EB	LTR	-	16.1	C	-	-	-	-					
	WB	LTR	-	38.0	E	-	-	-	-					
Overall Intersection		**-**	**-**	**6.0**	**A**	**-**	**-**	**-**	**-**					
Urban Avenue at Main Street														
Urban Avenue	NB	LTR	-	22.3	C	LTR	-	22.3	C					- Mitigation not required.
	SB	LTR	-	23.0	C	LTR	-	23.0	C					
Main Street	EB	LTR	-	18.3	C	LTR	-	18.3	C					
	WB	LTR	-	16.5	C	LTR	-	16.5	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 significantly impacted traffic movement requiring mitigation.

LIRR Main Line Project FEIS
2020 BUILD TRAFFIC LEVELS OF SERVICE - HICKSVILLE

INTERSECTION & APPROACH		Weekday AM Peak Hour Mvt.	V/C	Control Delay	LOS	Weekday PM Peak Hour Mvt.	V/C	Control Delay	LOS
SIGNALIZED INTERSECTIONS									
NEWBRIDGE ROAD (RT. 106)									
Newbridge Road (Rt. 106) at Duffy Avenue									
Newbridge Road (Rt. 106)	NB	L	0.37	14.2	B	L	0.54	31.0	C
		TR	0.83	33.5	C	TR	0.71	39.5	D
	SB	L	0.56	25.9	C	L	0.54	28.9	C
		T	0.45	11.9	B	T	0.91	38.4	D
		R	1.02	118.9	F	R	0.54	31.6	C
Duffy Avenue	EB	L	0.76	61.4	E	L	0.86	44.7	D
		T	0.26	37.7	D	T	0.45	27.5	C
		R	0.04	35.0	C	R	0.26	24.7	C
	WB	LTR	0.71	57.9	E	LTR	0.83	70.5	E
Overall Intersection		**-**	**0.92**	**39.2**	**D**	**-**	**0.89**	**39.1**	**D**
Newbridge Road (Rt. 106) at Station Plaza									
Newbridge Road (Rt. 106)	NB	L	0.37	14.1	B	L	0.37	35.7	D
		T	0.59	19.3	B	T	0.56	9.8	A
	SB	L	0.17	15.5	B	L	0.16	3.0	A
		T	0.51	33.3	C	T	0.67	7.6	A
Station Plaza (North)	EB	R	0.26	41.4	D	R	0.37	48.0	D
Station Plaza (South)	WB	R	0.77	81.5	F	R	0.73	83.6	F
Overall Intersection		**-**	**-**	**28.4**	**C**	**-**	**-**	**14.3**	**B**
Newbridge Road (Rt. 106) at West John Street									
Newbridge Road (Rt. 106)	NB	L	0.82	50.2	D	L	0.90	101.9	F
		TR	0.61	28.7	C	TR	0.71	19.9	B
	SB	L	0.30	22.5	C	L	0.54	25.3	C
		TR	1.01	69.5	E	TR	0.99	64.6	E
West John Street	EB	L	0.97	90.5	F	L	1.16	135.6	F
		T	0.46	49.3	D	T	0.83	57.7	E
		R	0.09	45.4	D	R	0.14	42.1	D
	WB	L	0.69	46.9	D	L	0.87	90.0	F
		TR	0.80	55.9	E	TR	0.74	78.3	E
Overall Intersection		**-**	**0.97**	**53.1**	**D**	**-**	**1.08**	**61.9**	**E**
UNSIGNALIZED INTERSECTIONS									
Newbridge Road (Rt. 106) at West Barclay Street									
West Barclay Street	EB	R	-	11.1	B	R	-	11.8	B
	WB	R	-	9.6	A	R	-	10.2	B
Overall Intersection		**-**	**-**	**0.5**	**A**	**-**	**-**	**1.2**	**A**
West Barclay Street at West John Street									
West Barclay Street	NB	LR	-	19.4	C	LR	-	28.3	D
West John Street	WB	L	-	8.8	A	L	-	11.0	B
Overall Intersection		**-**	**-**	**1.0**	**A**	**-**	**-**	**2.0**	**A**
Marion Place at West John Street									
Marion Place	NB	LR	-	13.3	B	LR	-	33.7	D
West John Street	WB	LT	-	1.1	A	LT	-	2.7	A
Overall Intersection		**-**	**-**	**1.1**	**A**	**-**	**-**	**4.8**	**A**
Proposed LIRR Parking Garage Exit/Marion Place at West Barclay Street									
Proposed LIRR Parking Garage Exit	NB	LTR	-	10.1	B	LTR	-	13.4	B
Marion Place	SB	LTR	-	11.4	B	LTR	-	12.9	B
West Barclay Street	EB	LTR	-	0.1	A	LTR	-	0.4	A
	WB	LTR	-	3.0	A	LTR	-	0.9	A
Overall Intersection		**-**	**-**	**3.5**	**A**	**-**	**-**	**5.2**	**A**
Proposed LIRR Parking Garage Exit at West John Street									
Proposed LIRR Parking Garage Exit	NB	LR	-	11.1	B	LR	-	16.9	C
West John Street	WB	L	-	8.4	A	L	-	9.8	A
Overall Intersection		**-**	**-**	**1.3**	**A**	**-**	**-**	**1.8**	**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.

LIRR Main Line Project FEIS
2020 NO BUILD vs. 2020 BUILD WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - HICKSVILLE

INTERSECTION & APPROACH		2020 No Build Weekday AM Peak Hour				2020 Build Weekday AM Peak Hour				Mitigation				Mitigation Measures
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
SIGNALIZED INTERSECTIONS														
NEWBRIDGE ROAD (RT. 106)														
Newbridge Road (Rt. 106) at Duffy Avenue														
Newbridge Road (Rt. 106)	NB	L	0.38	14.3	B	L	0.37	14.2	B					- Mitigation not required.
		TR	0.83	33.7	C	TR	0.83	33.5	C					
	SB	L	0.57	25.6	C	L	0.56	25.9	C					
		T	0.45	12.3	B	T	0.45	11.9	B					
		R	1.16	163.7	F	R	1.02	118.9	F					
Duffy Avenue	EB	L	0.78	63.8	E	L	0.76	61.4	E					
		T	0.26	37.6	D	T	0.26	37.7	D					
		R	0.04	35.0	C	R	0.04	35.0	C					
	WB	LTR	0.71	57.9	E	LTR	0.71	57.9	E					
Overall Intersection		**-**	**1.01**	**44.9**	**D**	**-**	**0.92**	**39.2**	**D**					
Newbridge Road (Rt. 106) at Station Plaza														
Newbridge Road (Rt. 106)	NB	L	0.36	13.9	B	L	0.37	14.1	B					- Mitigation not required.
		T	0.58	19.0	B	T	0.59	19.3	B					
	SB	L	0.16	14.8	B	L	0.17	15.5	B					
		T	0.52	33.4	C	T	0.51	33.3	C					
Station Plaza (North)	EB	R	0.26	42.0	D	R	0.26	41.4	D					
Station Plaza (South)	WB	R	0.77	83.4	F	R	0.77	81.5	F					
Overall Intersection		**-**	**-**	**28.3**	**C**	**-**	**-**	**28.4**	**C**					
Newbridge Road (Rt. 106) at West John Street														
Newbridge Road (Rt. 106)	NB	L	0.78	41.3	D	L	0.82	50.2	D	L	0.83	50.9	D	- Modify Signal timing plan: Shift 1 s of green time from NB/SB phase to EB/WB lead left turn phase. [NB permitted green time will shift from 39.9 s to 38.9 s; SB permitted green time will shift from 51.9 s to 50.9 s; EB/WB protected left turn green time will shift from 14.4 s to 15.4 s.]
		TR	0.61	28.6	C	TR	0.61	28.7	C	TR	0.62	28.8	C	
	SB	L	0.30	21.9	C	L	0.30	22.5	C	L	0.31	23.2	C	
		TR	0.96	57.2	E	TR	1.01	69.5	E	TR	0.97	58.9	E	
West John Street	EB	L	0.90	73.6	E	L	0.97	90.5	F	L	0.92	76.6	E	- Prohibit parking on SB Newbridge Rd approach for 250 ft from the stopbar (Parking is prohibited for approximately 175 ft from the stopbar in existing conditions).
		T	0.46	49.3	D	T	0.46	49.3	D	T	0.46	49.1	D	
		R	0.08	45.4	D	R	0.09	45.4	D	R	0.09	45.2	D	
	WB	L	0.65	46.0	D	L	0.69	46.9	D	L	0.66	46.1	D	
		TR	0.79	56.0	E	TR	0.80	55.9	E	TR	0.80	55.8	E	
Overall Intersection		**-**	**0.92**	**47.5**	**D**	**-**	**0.97**	**53.1**	**D**	**-**	**0.93**	**48.9**	**D**	

LIRR Main Line Project FEIS
2020 NO BUILD vs. 2020 BUILD WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - HICKSVILLE

INTERSECTION & APPROACH		2020 No Build Weekday AM Peak Hour				2020 Build Weekday AM Peak Hour				Mitigation				Mitigation Measures
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
UNSIGNALIZED INTERSECTIONS														
Newbridge Road (Rt. 106) at West Barclay Street														
West Barclay Street	EB	R	-	11.0	B	R	-	11.1	B					- Mitigation not required.
	WB	R	-	9.5	A	R	-	9.6	A					
Overall Intersection		**-**	**-**	**0.5**	**A**	**-**	**-**	**0.5**	**A**					
West Barclay Street at West John Street														
West Barclay Street	NB	LR	-	18.9	C	LR	-	19.4	C					- Mitigation not required.
West John Street	WB	L	-	8.8	A	L	-	8.8	A					
Overall Intersection		**-**	**-**	**0.9**	**A**	**-**	**-**	**1.0**	**A**					
Marion Place at West John Street														
Marion Place	NB	LR	-	13.1	B	LR	-	13.3	B					- Mitigation not required.
West John Street	WB	LT	-	0.6	A	LT	-	1.1	A					
Overall Intersection		**-**	**-**	**0.8**	**A**	**-**	**-**	**1.1**	**A**					
Proposed LIRR Parking Garage Exit/Marion Place at West Barclay Street														
Proposed LIRR Parking Garage Exit	NB	LTR	-	9.1	A	LTR	-	10.1	B					- Mitigation not required.
Marion Place	SB	LTR	-	10.1	B	LTR	-	11.4	B					
West Barclay Street	EB	LTR	-	0.1	A	LTR	-	0.1	A					
	WB	LTR	-	1.9	A	LTR	-	3.0	A					
Overall Intersection		**-**	**-**	**2.2**	**A**	**-**	**-**	**3.5**	**A**					
Proposed LIRR Parking Garage Exit at West John Street														
Proposed LIRR Parking Garage Exit	NB	LR	-	10.9	B	LR	-	11.1	B					- Mitigation not required.
West John Street	WB	-	-	-	-	L	-	8.4	A					
Overall Intersection		**-**	**-**	**1.0**	**A**	**-**	**-**	**1.3**	**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 significantly impacted traffic movement requiring mitigation.

LIRR Main Line Project FEIS
2020 NO BUILD vs. 2020 BUILD WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - HICKSVILLE

INTERSECTION & APPROACH		2020 No Build Weekday PM Peak Hour				2020 Build Weekday PM Peak Hour				Mitigation				Mitigation Measures
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
SIGNALIZED INTERSECTIONS														
NEWBRIDGE ROAD (RT. 106)														
Newbridge Road (Rt. 106) at Duffy Avenue														
Newbridge Road (Rt. 106)	NB	L	0.54	30.8	C	L	0.54	31.0	C					- Mitigation not required.
		TR	0.70	39.4	D	TR	0.71	39.5	D					
	SB	L	0.54	28.4	C	L	0.54	28.9	C					
		T	0.90	36.7	D	T	0.91	38.4	D					
		R	0.57	32.4	C	R	0.54	31.6	C					
Duffy Avenue	EB	L	0.92	53.9	D	L	0.86	44.7	D					
		T	0.45	27.5	C	T	0.45	27.5	C					
		R	0.27	24.9	C	R	0.26	24.7	C					
	WB	LTR	0.83	71.1	E	LTR	0.83	70.5	E					
Overall Intersection		**-**	**0.91**	**39.7**	**D**	**-**	**0.89**	**39.1**	**D**					
Newbridge Road (Rt. 106) at Station Plaza														
Newbridge Road (Rt. 106)	NB	L	0.35	32.8	C	L	0.37	35.7	D					- Mitigation not required.
		T	0.57	10.5	B	T	0.56	9.8	A					
	SB	L	0.17	3.1	A	L	0.16	3.0	A					
		T	0.66	7.1	A	T	0.67	7.6	A					
Station Plaza (North)	EB	R	0.35	47.3	D	R	0.37	48.0	D					
Station Plaza (South)	WB	R	0.71	82.8	F	R	0.73	83.6	F					
Overall Intersection		**-**	**-**	**13.8**	**B**	**-**	**-**	**14.3**	**B**					
Newbridge Road (Rt. 106) at West John Street														
Newbridge Road (Rt. 106)	NB	L	0.89	99.1	F	L	0.90	101.9	F	L	0.88	98.2	F	- Modify Signal timing plan: Shift 3 s of green time from NB/SB phase to EB/WB protected left turn phase. [NB permitted green time will shift from 47.9 s to 44.9 s; SB permitted green time will shift from 49.9 s to 46.9 s; EB protected left turn green time will shift from 19.4 s to 22.4 s; WB protected left turn green time will shift from 14.4 s to 17.4 s.]
		TR	0.73	20.0	B	TR	0.71	19.9	B	TR	0.75	23.5	C	
	SB	L	0.55	25.9	C	L	0.54	25.3	C	L	0.56	27.7	C	
		TR	0.96	58.4	E	TR	0.99	64.6	E	TR	0.98	62.9	E	
West John Street	EB	L	1.01	88.5	F	L	1.16	135.6	F	L	1.05	96.0	F	
		T	0.82	56.8	E	T	0.83	57.7	E	T	0.81	55.4	E	- Prohibit parking on SB Newbridge Rd approach for 250 ft from the stopbar (Parking is prohibited for approximately 175 ft from the stopbar in existing conditions).
		R	0.11	41.9	D	R	0.14	42.1	D	R	0.14	41.5	D	
	WB	L	0.85	87.1	F	L	0.87	90.0	F	L	0.80	76.9	E	
		TR	0.75	78.6	E	TR	0.74	78.3	E	TR	0.76	79.0	E	
Overall Intersection		**-**	**1.00**	**55.1**	**E**	**-**	**1.08**	**61.9**	**E**	**-**	**1.03**	**57.8**	**E**	

LIRR Main Line Project FEIS
2020 NO BUILD vs. 2020 BUILD WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - HICKSVILLE

INTERSECTION & APPROACH		2020 No Build Weekday PM Peak Hour				2020 Build Weekday PM Peak Hour				Mitigation				Mitigation Measures
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
UNSIGNALIZED INTERSECTIONS														
Newbridge Road (Rt. 106) at West Barclay Street														
West Barclay Street	EB	R	-	11.6	B	R	-	11.8	B					- Mitigation not required.
	WB	R	-	10.3	B	R	-	10.2	B					
Overall Intersection		**-**	**-**	**1.1**	**A**	**-**	**-**	**1.2**	**A**					
West Barclay Street at West John Street														
West Barclay Street	NB	LR	-	28.9	D	LR	-	28.3	D					- Mitigation not required.
West John Street	WB	L	-	11.0	B	L	-	11.0	B					
Overall Intersection		**-**	**-**	**2.0**	**A**	**-**	**-**	**2.0**	**A**					
Marion Place at West John Street														
Marion Place	NB	LR	-	28.6	D	LR	-	33.7	D					- Mitigation not required.
West John Street	WB	LT	-	2.1	A	LT	-	2.7	A					
Overall Intersection		**-**	**-**	**3.4**	**A**	**-**	**-**	**4.8**	**A**					
Proposed LIRR Parking Garage Exit/Marion Place at West Barclay Street														
Proposed LIRR Parking Garage Exit	NB	LTR	-	12.0	B	LTR	-	13.4	B					- Mitigation not required.
Marion Place	SB	LTR	-	11.8	B	LTR	-	12.9	B					
West Barclay Street	EB	LTR	-	0.4	A	LTR	-	0.4	A					
	WB	LTR	-	0.5	A	LTR	-	0.9	A					
Overall Intersection		**-**	**-**	**3.6**	**A**	**-**	**-**	**5.2**	**A**					
Proposed LIRR Parking Garage Exit at West John Street														
Proposed LIRR Parking Garage Exit	NB	LR	-	14.4	B	LR	-	16.9	C					- Mitigation not required.
West John Street	WB	-	-	-	-	L	-	9.8	A					
Overall Intersection		**-**	**-**	**1.2**	**A**	**-**	**-**	**1.8**	**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 significantly impacted traffic movement requiring mitigation.

LIRR Main Line Project FEIS
2040 NO BUILD TRAFFIC LEVELS OF SERVICE - NEW HYDE PARK

INTERSECTION & APPROACH		Weekday AM Peak Hour Mvt.	V/C	Control Delay	LOS	Weekday PM Peak Hour Mvt.	V/C	Control Delay	LOS
SIGNALIZED INTERSECTIONS									
COVERT AVENUE									
Covert Avenue at Jericho Turnpike (Rt. 25)									
Covert Avenue	NB	L	1.05	110.6	F	L	1.27	217.6	F
		TR	1.13	139.5	F	TR	0.24	57.7	E
	SB	LTR	0.67	66.7	E	LTR	0.61	79.3	E
Jericho Turnpike (Rt. 25)	EB	L	0.11	17.1	B	L	0.12	26.9	C
		TR	1.20	127.4	F	TR	1.25	166.1	F
	WB	L	1.06	116.7	F	L	0.90	68.5	E
		TR	0.72	24.9	C	TR	0.81	25.5	C
Overall Intersection		**-**	**1.11**	**96.7**	**F**	**-**	**1.10**	**101.1**	**F**
Covert Avenue at LIRR Grade Crossing									
Covert Avenue	NB	T	0.86	49.8	D	T	0.44	23.7	C
	SB	T	0.57	32.9	C	T	0.76	34.6	C
Overall Intersection		**-**	**0.45**	**43.1**	**D**	**-**	**0.47**	**30.6**	**C**
Covert Avenue at Stewart Avenue									
Covert Avenue (north leg)	NB	LT	0.82	15.1	B	LT	0.62	3.6	A
	SB	TR	0.75	29.7	C	TR	1.05	68.6	E
Covert Avenue (south leg)	NB	T	1.05	71.3	E	T	0.42	22.1	C
		R	0.87	19.3	B	R	1.12	108.9	F
	SB	LT	0.59	4.0	A	LT	0.74	6.9	A
Stewart Avenue	EB	LR	0.45	27.6	C	LR	0.35	24.3	C
	WB	L	0.34	16.4	B	L	0.80	26.5	C
		R	0.55	18.9	B	R	0.68	25.0	C
Overall Intersection		**-**	**-**	**26.4**	**C**	**-**	**-**	**31.6**	**C**
SOUTH 12TH STREET									
South 12th Street at Jericho Turnpike (Rt. 25)									
South 12th Street	NB	LR	0.77	50.4	D	LR	1.04	123.5	F
Jericho Turnpike (Rt. 25)	EB	TR	1.12	91.1	F	TR	0.85	26.8	C
	WB	L	0.66	44.6	D	L	0.66	36.8	D
		T	0.71	4.7	A	T	0.75	3.4	A
Overall Intersection		**-**	**1.00**	**51.5**	**D**	**-**	**0.90**	**25.5**	**C**
South 12th Street at LIRR Grade Crossing									
South 12th Street	NB	T	0.22	26.8	C	T	0.15	18.7	B
	SB	T	0.16	25.9	C	T	0.21	19.5	B
Overall Intersection		**-**	**0.11**	**26.4**	**C**	**-**	**0.13**	**19.2**	**B**
NEW HYDE PARK ROAD									
New Hyde Park Road at Jericho Turnpike (Rt. 25)									
New Hyde Park Road	NB	L	0.93	64.2	E	L	0.91	82.6	F
		TR	1.22	154.9	F	TR	0.94	84.0	F
	SB	L	0.86	55.6	E	L	0.85	68.3	E
		TR	0.88	53.9	D	TR	1.29	202.6	F
Jericho Turnpike (Rt. 25)	EB	L	1.29	198.5	F	L	1.07	151.7	F
		TR	1.18	115.5	F	TR	1.14	97.6	F
	WB	L	1.50	281.9	F	L	1.20	179.9	F
		TR	1.01	66.2	E	TR	1.11	100.4	F
Overall Intersection		**-**	**1.33**	**111.3**	**F**	**-**	**1.18**	**116.7**	**F**
New Hyde Park Road at LIRR Grade Crossing									
New Hyde Park Road	NB	T	0.77	41.5	D	T	0.36	21.7	C
	SB	T	0.39	29.8	C	T	0.58	26.6	C
Overall Intersection		**-**	**0.41**	**37.5**	**D**	**-**	**0.36**	**24.8**	**C**
New Hyde Park Road at Stewart Avenue									
New Hyde Park Road	NB	LTR	1.25	145.9	F	LTR	0.66	27.8	C
	SB	LTR	0.67	27.1	C	LTR	0.96	48.2	D
Stewart Avenue	EB	L	0.32	23.8	C	L	0.35	25.5	C
		TR	0.79	31.8	C	TR	0.81	33.7	C
	WB	L	0.42	19.1	B	L	0.83	38.0	D
		TR	0.36	15.7	B	TR	0.55	10.3	B
Overall Intersection		**-**	**0.99**	**71.1**	**E**	**-**	**0.92**	**30.7**	**C**

LIRR Main Line Project FEIS
2040 NO BUILD TRAFFIC LEVELS OF SERVICE - NEW HYDE PARK

INTERSECTION & APPROACH		Weekday AM Peak Hour Mvt.	V/C	Control Delay	LOS	Weekday PM Peak Hour Mvt.	V/C	Control Delay	LOS
UNSIGNALIZED INTERSECTIONS									
COVERT AVENUE									
Covert Avenue at Second Avenue									
Covert Avenue	NB	LTR	-	1.1	A	LTR	-	0.9	A
	SB	LTR	-	1.7	A	LTR	-	0.5	A
Second Avenue	EB	LTR	-	112.9	F	LTR	-	46.8	E
	WB	LTR	-	194.0	F	LTR	-	132.8	F
Overall Intersection		**-**	**-**	**16.1**	**C**	**-**	**-**	**14.8**	**B**
Covert Avenue at Third Avenue									
Covert Avenue	NB	LTR	-	0.0	A	LTR	-	0.2	A
	SB	LTR	-	1.7	A	LTR	-	0.6	A
Third Avenue	EB	LTR	-	87.8	F	LTR	-	128.3	F
	WB	LTR	-	58.4	F	LTR	-	105.6	F
Overall Intersection		**-**	**-**	**4.3**	**A**	**-**	**-**	**7.1**	**A**
SOUTH 12TH STREET									
South 12th Street at Second Avenue									
South 12th Street	SB	LTR	-	17.8	C	LTR	-	14.2	B
Second Avenue	EB	LTR	-	14.3	B	LTR	-	13.7	B
	WB	LTR	-	18.9	C	LTR	-	17.7	C
Overall Intersection		**-**	**-**	**17.4**	**C**	**-**	**-**	**15.6**	**C**
South 12th Street at Third Avenue									
South 12th Street	NB	LTR	-	11.0	B	LTR	-	10.1	B
Third Avenue	EB	LTR	-	9.3	A	LTR	-	8.9	A
	WB	LTR	-	8.7	A	LTR	-	8.6	A
Overall Intersection		**-**	**-**	**10.3**	**B**	**-**	**-**	**9.5**	**A**
South 12th Street/Jefferson Street at Stewart Avenue									
Jefferson Street	NB	LTR	-	32.9	D	LTR	-	38.9	E
South 12th Street	SB	LTR	-	47.5	E	LTR	-	110.1	F
Stewart Avenue	EB	LTR	-	0.8	A	LTR	-	1.1	A
	WB	LTR	-	0.4	A	LTR	-	0.3	A
Overall Intersection		**-**	**-**	**3.2**	**A**	**-**	**-**	**10.8**	**B**
NEW HYDE PARK ROAD									
New Hyde Park Road at Second Avenue									
Second Avenue	EB	LR	-	18.2	C	LR	-	18.0	C
Overall Intersection		**-**	**-**	**1.2**	**A**	**-**	**-**	**1.6**	**A**
New Hyde Park Road at Clinch Avenue									
New Hyde Park Road	SB	LT	-	8.1	A	LT	-	7.8	A
Clinch Avenue	WB	LR	-	32.6	D	LR	-	18.9	C
Overall Intersection		**-**	**-**	**6.6**	**A**	**-**	**-**	**4.8**	**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.

LIRR Main Line Project FEIS
2040 NO BUILD TRAFFIC LEVELS OF SERVICE - MINEOLA

INTERSECTION & APPROACH		Weekday AM Peak Hour Mvt.	V/C	Control Delay	LOS	Weekday Midday Peak Hour Mvt.	V/C	Control Delay	LOS	Weekday PM Peak Hour Mvt.	V/C	Control Delay	LOS
SIGNALIZED INTERSECTIONS													
MINEOLA BOULEVARD													
Mineola Boulevard / Franklin Avenue at Old Country Road													
Franklin Avenue	NB	L	0.78	29.9	C	L	0.77	31.1	C	L	0.84	38.1	D
		TR	0.93	50.6	D	TR	0.92	49.8	D	TR	0.96	54.3	D
Mineola Boulevard	SB	L	0.83	45.2	D	L	0.94	71.0	E	L	0.88	55.8	E
		TR	0.42	29.5	C	TR	0.60	31.8	C	TR	0.64	33.0	C
Old Country Road	EB	L	0.94	65.4	E	L	0.81	50.2	D	L	1.06	99.4	F
		T	1.18	137.5	F	T	0.99	79.1	E	T	0.95	68.8	E
		R	0.71	36.3	D	R	0.77	43.9	D	R	0.92	61.7	E
	WB	L	0.89	56.2	E	L	1.00	81.1	F	L	0.97	70.9	E
		T	1.55	299.3	F	T	1.04	84.9	F	T	1.44	253.2	F
		R	0.73	39.4	D	R	0.57	29.7	C	R	0.76	42.1	D
Overall Intersection		**-**	**1.06**	**112.0**	**F**	**-**	**1.02**	**57.9**	**E**	**-**	**1.08**	**90.5**	**F**
Mineola Boulevard at Second Street													
Mineola Boulevard	NB	L	0.68	20.3	C	L	0.62	15.6	B	L	0.68	21.2	C
		TR	0.58	15.4	B	TR	0.48	11.0	B	TR	0.76	19.4	B
	SB	L	0.19	21.3	C	L	0.28	19.4	B	L	0.63	47.7	D
		TR	2.01	489.9	F	TR	1.38	205.4	F	TR	1.68	342.7	F
Second Street	EB	L	0.25	16.0	B	L	0.16	18.2	B	L	0.29	19.7	B
		TR	0.69	22.8	C	TR	0.63	24.0	C	TR	0.76	29.8	C
	WB	LTR	1.00	75.8	E	LTR	0.85	45.5	D	LTR	1.04	97.6	F
Overall Intersection		**-**	**1.30**	**165.9**	**F**	**-**	**1.06**	**77.4**	**E**	**-**	**1.29**	**118.1**	**F**
Mineola Boulevard at First Street													
Mineola Boulevard	NB	LTR	0.81	18.8	B	LTR	1.36	186.1	F	LTR	1.15	94.0	F
	SB	L	0.12	8.2	A	L	0.19	6.6	A	L	0.58	26.2	C
		TR	0.78	19.0	B	TR	0.81	18.0	B	TR	0.92	31.8	C
First Street	EB	LTR	0.91	58.3	E	LTR	0.69	37.6	D	LTR	1.05	91.4	F
	WB	LTR	0.76	44.2	D	LTR	0.63	37.5	D	LTR	0.91	71.9	E
Overall Intersection		**-**	**0.84**	**26.6**	**C**	**-**	**1.28**	**91.8**	**F**	**-**	**1.21**	**71.9**	**E**
WILLIS AVENUE													
Willis Avenue at Old Country Road													
Willis Avenue	SB	L	0.63	47.9	D	L	0.84	61.6	E	L	0.89	69.0	E
		R	0.91	78.7	E	R	0.72	51.5	D	R	0.58	44.3	D
Old Country Road	EB	T	0.59	5.3	A	T	0.58	7.8	A	T	0.59	6.6	A
	WB	TR	0.84	15.4	B	TR	0.65	10.7	B	TR	0.73	12.3	B
Overall Intersection		**-**	**0.88**	**17.9**	**B**	**-**	**0.72**	**16.3**	**B**	**-**	**0.80**	**16.5**	**B**
Willis Avenue at LIRR Grade Crossing													
Willis Avenue	NB	T	0.39	51.8	D	T	0.19	17.7	B	T	0.57	50.6	D
	SB	T	0.45	53.4	D	T	0.26	19.0	B	T	0.51	48.6	D
Overall Intersection		**-**	**0.17**	**52.6**	**D**	**-**	**0.20**	**18.5**	**B**	**-**	**0.24**	**49.6**	**D**
Willis Avenue at Second Street													
Willis Avenue	NB	LTR	0.24	9.3	A	LTR	0.23	7.4	A	LTR	0.34	12.4	B
	SB	LTR	0.73	19.2	B	LTR	0.69	15.2	B	LTR	0.96	45.3	D
Second Street	EB	LTR	0.77	39.3	D	LTR	0.77	40.1	D	LTR	1.19	131.2	F
	WB	LT	0.84	45.2	D	LT	0.69	37.3	D	LT	0.48	28.8	C
		R	0.44	29.4	C	R	0.24	28.7	C	R	0.26	26.3	C
Overall Intersection		**-**	**0.76**	**28.4**	**C**	**-**	**0.71**	**24.7**	**C**	**-**	**1.04**	**68.3**	**E**
MAIN STREET													
Main Street at LIRR Grade Crossing													
Main Street	NB	T	0.22	47.3	D	T	0.14	17.0	B	T	0.30	42.7	D
	SB	T	0.13	45.4	D	T	0.08	16.0	B	T	0.11	38.5	D
Overall Intersection		**-**	**0.09**	**46.6**	**D**	**-**	**0.11**	**16.6**	**B**	**-**	**0.13**	**41.6**	**D**
ROSLYN ROAD													
Roslyn Road / Washington Avenue at Old Country Road													
Washington Avenue	NB	T	0.85	45.2	D	T	0.74	38.8	D	T	0.87	47.0	D
		R	0.29	17.7	B	R	0.80	36.1	D	R	0.41	21.6	C
Roslyn Road	SB	L	0.55	22.4	C	L	0.59	20.9	C	L	0.82	33.7	C
		TR	0.47	22.0	C	TR	0.28	18.4	B	TR	0.49	20.4	C
Old Country Road	EB	L	0.59	29.4	C	L	0.59	24.9	C	L	0.63	30.3	C
		T	1.37	210.3	F	T	1.25	152.2	F	T	1.39	220.2	F
		R	0.09	28.7	C	R	0.08	23.6	C	R	0.08	28.6	C
	WB	L	0.95	57.3	E	L	0.85	39.1	D	L	0.92	52.5	D
		T	1.32	180.8	F	T	1.25	150.0	F	T	1.18	124.7	F
		R	0.45	23.3	C	R	0.50	24.6	C	R	0.55	28.1	C
Overall Intersection		**-**	**1.05**	**117.5**	**F**	**-**	**0.98**	**97.0**	**F**	**-**	**1.05**	**99.3**	**F**

LIRR Main Line Project FEIS
2040 NO BUILD TRAFFIC LEVELS OF SERVICE - MINEOLA

INTERSECTION & APPROACH		Weekday AM Peak Hour Mvt.	V/C	Control Delay	LOS	Weekday Midday Peak Hour Mvt.	V/C	Control Delay	LOS	Weekday PM Peak Hour Mvt.	V/C	Control Delay	LOS
Roslyn Road at Second Street													
Roslyn Road	NB	L	0.76	29.4	C	L	0.56	15.5	B	L	0.75	30.2	C
		TR	0.88	33.3	C	TR	0.67	18.7	B	TR	1.10	87.8	F
	SB	LTR	1.31	181.9	F	LTR	0.70	29.4	C	LTR	1.45	245.8	F
Second Street	EB	L	0.59	24.3	C	L	0.47	19.8	B	L	1.10	99.6	F
		TR	0.56	34.0	C	TR	0.69	34.6	C	TR	1.04	92.7	F
	WB	L	0.50	23.3	C	L	0.27	25.8	C	L	0.71	32.8	C
		TR	0.78	43.7	D	TR	0.49	33.0	C	TR	0.39	33.7	C
Overall Intersection		**-**	**0.99**	**89.3**	**F**	**-**	**0.73**	**25.1**	**C**	**-**	**1.31**	**126.2**	**F**
UNSIGNALIZED INTERSECTIONS													
MAIN STREET													
Main Street at Old Country Road													
Old Country Road	EB	L	-	27.5	D	L	-	15.6	C	L	-	16.8	C
Overall Intersection		**-**	**-**	**0.5**	**A**	**-**	**-**	**0.4**	**A**	**-**	**-**	**0.4**	**A**
Main Street at First Street													
Main Street	NB	LTR	-	9.0	A	LTR	-	9.0	A	LTR	-	11.7	B
	SB	LTR	-	9.0	A	LTR	-	8.5	A	LTR	-	10.3	B
First Street	EB	LTR	-	10.0	A	LTR	-	9.3	A	LTR	-	13.1	B
	WB	LTR	-	10.4	B	LTR	-	8.8	A	LTR	-	10.5	B
Overall Intersection		**-**	**-**	**9.9**	**A**	**-**	**-**	**9.0**	**A**	**-**	**-**	**11.8**	**B**
Main Street at Second Street													
Main Street	NB	LTR	-	11.6	B	LTR	-	12.0	B	LTR	-	19.1	C
	SB	LTR	-	13.4	B	LTR	-	11.5	B	LTR	-	40.0	E
Second Street	EB	LTR	-	15.3	C	LTR	-	14.1	B	LTR	-	159.4	F
	WB	LTR	-	25.3	D	LTR	-	14.2	B	LTR	-	31.7	D
Overall Intersection		**-**	**-**	**19.1**	**C**	**-**	**-**	**13.3**	**B**	**-**	**-**	**82.2**	**F**
Main Street at Front Street (North side of LIRR Tracks)													
Main Street	NB	LTR	-	5.7	A	LTR	-	3.6	A	LTR	-	3.8	A
	SB	LTR	-	0.0	A	LTR	-	0.3	A	LTR	-	0.3	A
	EB	LTR	-	13.7	B	LTR	-	12.9	B	LTR	-	13.9	B
	WB	LTR	-	15.3	C	LTR	-	12.3	B	LTR	-	13.9	B
Overall Intersection		**-**	**-**	**4.2**	**A**	**-**	**-**	**4.2**	**A**	**-**	**-**	**3.7**	**A**
Main Street at Front Street (South side of LIRR Tracks)													
Front Street	WB	LR	-	10.3	B	LR	-	10.7	B	LR	-	11.2	B
Overall Intersection		**-**	**-**	**5.5**	**A**	**-**	**-**	**3.2**	**A**	**-**	**-**	**3.9**	**A**
Main Street at Third Street													
Main Street	NB	LTR	-	13.4	B	LTR	-	9.9	A	LTR	-	14.3	B
	SB	LR	-	11.2	B	LR	-	8.9	A	LR	-	11.5	B
Third Street	EB	LT	-	12.4	B	LT	-	10.2	B	LT	-	33.5	D
	WB	TR	-	10.1	B	TR	-	8.4	A	TR	-	10.0	A
Overall Intersection		**-**	**-**	**12.2**	**B**	**-**	**-**	**9.7**	**A**	**-**	**-**	**23.9**	**C**
WILLIS AVENUE													
Willis Avenue at First Street													
Willis Avenue	NB	LT	-	4.5	A	LT	-	1.8	A	LT	-	2.9	A
First Street	EB	LR	-	105.6	F	LR	-	20.8	C	LR	-	208.3	F
Overall Intersection		**-**	**-**	**16.0**	**C**	**-**	**-**	**3.5**	**A**	**-**	**-**	**29.4**	**D**
Willis Avenue at Front Street													
Willis Avenue	NB	LT	-	3.8	A	LT	-	2.5	A	LT	-	3.2	A
Overall Intersection		**-**	**-**	**2.2**	**A**	**-**	**-**	**1.3**	**A**	**-**	**-**	**1.9**	**A**
Willis Avenue at Third Street													
Willis Avenue	NB	LT	-	0.2	A	LT	-	0.3	A	LT	-	1.0	A
Third Street	EB	LR	-	22.9	C	LR	-	16.1	C	LR	-	41.6	E
Overall Intersection		**-**	**-**	**9.9**	**A**	**-**	**-**	**5.5**	**A**	**-**	**-**	**21.7**	**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.

LIRR Main Line Project FEIS
2040 NO BUILD TRAFFIC LEVELS OF SERVICE - WESTBURY

INTERSECTION & APPROACH		Weekday AM Peak Hour Mvt.	V/C	Control Delay	LOS	Weekday PM Peak Hour Mvt.	V/C	Control Delay	LOS
SIGNALIZED INTERSECTIONS									
POST AVENUE									
Post Avenue at Maple Avenue									
Post Avenue	NB	L	0.42	15.4	B	L	0.93	82.2	F
		TR	0.64	14.7	B	TR	1.06	70.9	E
	SB	L	0.30	11.6	B	L	0.89	73.8	E
		TR	0.77	18.8	B	TR	0.99	50.5	D
Maple Avenue	EB	L	0.37	12.9	B	L	0.55	13.6	B
		TR	0.65	16.3	B	TR	1.12	92.3	F
	WB	L	0.14	11.7	B	L	0.43	11.9	B
		TR	0.74	19.5	B	TR	0.62	13.7	B
Overall Intersection		**-**	**0.75**	**16.8**	**B**	**-**	**1.09**	**57.8**	**E**
Post Avenue at Union Avenue									
Post Avenue	NB	T	0.67	17.3	B	T	0.83	23.5	C
		R	0.27	1.9	A	R	0.38	2.2	A
	SB	LT	1.27	149.2	F	LT	1.73	352.6	F
Union Avenue	WB	L	0.70	17.3	B	L	0.65	15.7	B
		R	0.05	10.6	B	R	0.04	10.6	B
Overall Intersection		**-**	**1.00**	**56.8**	**E**	**-**	**1.22**	**117.3**	**F**
Post Avenue at Railroad Avenue									
Post Avenue	NB	L	0.03	5.4	A	L	0.07	7.9	A
		TR	0.99	38.7	D	TR	1.30	157.1	F
	SB	L	0.88	53.4	D	L	0.77	38.8	D
		TR	0.84	16.8	B	TR	1.06	57.7	E
Railroad Avenue	EB	LTR	0.01	14.0	B	LTR	0.06	11.9	B
	WB	LTR	0.51	16.9	B	LTR	0.59	16.1	B
Overall Intersection		**-**	**0.85**	**28.1**	**C**	**-**	**1.03**	**92.4**	**F**
SCHOOL STREET									
School Street at Maple Avenue									
School Street	NB	LTR	0.50	15.3	B	LTR	0.57	18.6	B
	SB	LTR	0.37	14.0	B	LTR	0.54	17.6	B
Maple Avenue	EB	LTR	0.49	9.9	A	LTR	0.68	14.6	B
	WB	LTR	0.48	9.7	A	LTR	0.63	13.5	B
Overall Intersection		**-**	**0.49**	**11.7**	**B**	**-**	**0.64**	**15.6**	**B**
School Street at Union Avenue									
School Street	NB	LTR	0.99	68.8	E	LTR	1.02	75.3	E
	SB	LTR	0.30	24.6	C	LTR	0.66	30.6	C
Union Avenue	EB	L	0.10	9.0	A	L	0.08	8.9	A
		T	0.35	10.7	B	T	0.51	12.1	B
		R	0.03	8.6	A	R	0.04	8.6	A
	WB	L	1.13	118.7	F	L	1.08	108.9	F
		TR	0.51	12.0	B	TR	0.43	11.3	B
Overall Intersection		**-**	**1.08**	**43.4**	**D**	**-**	**1.06**	**40.4**	**D**
School Street at LIRR Grade Crossing									
School Street	NB	T	0.40	21.9	C	T	0.54	32.6	C
	SB	T	0.34	20.7	C	T	0.48	30.9	C
Overall Intersection		**-**	**0.27**	**21.4**	**C**	**-**	**0.31**	**31.8**	**C**
School Street at Old Country Road									
School Street	NB	L	1.12	130.3	F	L	0.76	61.6	E
		TR	1.02	112.7	F	TR	0.60	57.2	E
	SB	L	0.39	57.0	E	L	0.91	95.1	F
		TR	0.96	114.6	F	TR	1.23	196.1	F
Old Country Road	EB	L	0.73	50.0	D	L	0.96	89.0	F
		T	0.65	25.6	C	T	1.04	64.9	E
		R	0.17	18.1	B	R	1.07	81.5	F
	WB	L	0.14	20.9	C	L	0.32	31.2	C
		TR	1.12	100.9	F	TR	0.97	51.8	D
Overall Intersection		**-**	**1.05**	**81.4**	**F**	**-**	**1.04**	**72.6**	**E**
URBAN AVENUE									
Urban Avenue at Prospect Avenue									
Urban Avenue	NB	LTR	0.63	41.4	D	LTR	0.76	45.0	D
	SB	LTR	0.52	37.1	D	LTR	0.18	29.1	C
Prospect Avenue	EB	L	0.13	4.6	A	L	0.11	6.3	A
		TR	0.43	7.0	A	TR	0.61	12.5	B
	WB	L	0.11	4.4	A	L	0.25	7.7	A
		TR	0.56	9.1	A	TR	0.65	13.8	B
Overall Intersection		**-**	**0.58**	**14.6**	**B**	**-**	**0.68**	**18.3**	**B**

LIRR Main Line Project FEIS
2040 NO BUILD TRAFFIC LEVELS OF SERVICE - WESTBURY

		Weekday AM Peak Hour				Weekday PM Peak Hour			
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**
Urban Avenue at LIRR Grade Crossing									
Urban Avenue	NB	T	0.21	11.7	B	T	0.48	24.6	C
	SB	T	0.22	11.8	B	T	0.36	21.7	C
Overall Intersection		**-**	**0.17**	**11.8**	**B**	**-**	**0.31**	**23.4**	**C**
Urban Avenue at Old Country Road									
Urban Avenue	SB	L	0.70	46.5	D	L	0.70	43.7	D
		R	0.24	36.4	D	R	0.79	53.7	D
Old Country Road	EB	L	0.86	67.0	E	L	1.00	70.7	E
		T	0.50	8.0	A	T	0.83	9.9	A
	WB	TR	1.11	85.2	F	TR	1.05	63.0	E
Overall Intersection		**-**	**0.99**	**54.4**	**D**	**-**	**1.01**	**38.0**	**D**
OLD COUNTRY ROAD									
Old Country Road at Belmont Place / Merillon Avenue									
Belmont Place	NB	L	0.17	33.8	C	L	0.13	28.7	C
		R	0.10	33.2	C	R	0.06	28.0	C
Merllon Avenue	SB	L	0.75	48.0	D	L	0.88	53.4	D
		R	0.10	33.2	C	R	0.20	29.2	C
Old Country Road	EB	TR	0.57	8.9	A	TR	0.89	21.7	C
	WB	L	0.08	1.3	A	L	0.86	35.0	C
		T	0.70	6.2	A	TR	0.75	3.2	A
									A
Overall Intersection		**-**	**0.71**	**11.0**	**B**	**-**	**0.89**	**18.2**	**B**
UNSIGNALIZED INTERSECTIONS									
Post Avenue at Scally Place									
Post Avenue	SB	LT	-	1.2	A	LT	-	1.8	A
Scally Place	WB	LR	-	13.0	B	LR	-	14.8	B
Overall Intersection		**-**	**-**	**1.4**	**A**	**-**	**-**	**1.8**	**A**
School Street at Railroad Avenue									
School Street	NB	LT	-	6.7	A	LT	-	4.2	A
Railroad Avenue	EB	LR	-	107.3	F	LR	-	475.7	F
Overall Intersection		**-**	**-**	**16.8**	**C**	**-**	**-**	**126.7**	**F**
Urban Avenue at Broadway									
Urban Avenue	NB	LTR	-	9.9	A	LTR	-	16.5	C
	SB	LTR	-	9.4	A	LTR	-	11.1	B
Broadway	EB	LTR	-	9.4	A	LTR	-	11.6	B
	WB	LTR	-	9.0	A	LTR	-	12.4	B
Overall Intersection		**-**	**-**	**9.5**	**A**	**-**	**-**	**13.7**	**B**
Urban Avenue at Railroad Avenue									
Urban Avenue	NB	LTR	-	1.7	A	LTR	-	2.6	A
	SB	LTR	-	0.2	A	LTR	-	0.0	A
Railroad Avenue	EB	LTR	-	10.9	B	LTR	-	18.4	C
	WB	LTR	-	17.1	C	LTR	-	59.0	F
Overall Intersection		**-**	**-**	**3.4**	**A**	**-**	**-**	**7.8**	**A**
Urban Avenue at Main Street									
Urban Avenue	NB	LTR	-	15.4	C	LTR	-	36.3	E
	SB	LTR	-	12.2	B	LTR	-	38.3	E
Main Street	EB	LTR	-	11.2	B	LTR	-	25.5	D
	WB	LTR	-	11.1	B	LTR	-	21.8	C
Overall Intersection		**-**	**-**	**13.3**	**B**	**-**	**-**	**31.7**	**D**

Notes
(1): Control delay is measured in seconds per vehicle.
(2): Overall intersection V/C ratio is the critical lane groups' V/C ratio.

LIRR Main Line Project FEIS
2040 NO BUILD TRAFFIC LEVELS OF SERVICE - HICKSVILLE

INTERSECTION & APPROACH		Weekday AM Peak Hour Mvt.	V/C	Control Delay	LOS	Weekday PM Peak Hour Mvt.	V/C	Control Delay	LOS
SIGNALIZED INTERSECTIONS									
NEWBRIDGE ROAD (RT. 106)									
Newbridge Road (Rt. 106) at Duffy Avenue									
Newbridge Road (Rt. 106)	NB	L	0.79	35.0	C	L	0.69	40.6	D
		TR	1.44	250.7	F	TR	0.86	48.3	D
	SB	L	0.63	30.8	C	L	1.02	111.0	F
		T	0.74	23.7	C	T	1.08	82.3	F
		R	3.14	1136.4	F	R	1.15	129.8	F
Duffy Avenue	EB	L	1.11	142.2	F	L	1.70	356.6	F
		T	0.25	31.2	C	T	0.57	29.0	C
		R	0.06	28.9	C	R	0.54	28.6	C
	WB	LTR	0.76	52.6	D	LTR	1.05	116.1	F
Overall Intersection		**-**	**1.96**	**281.7**	**F**	**-**	**1.44**	**112.0**	**F**
Newbridge Road (Rt. 106) at Station Plaza									
Newbridge Road (Rt. 106)	NB	L	0.60	14.9	B	L	0.56	39.7	D
		T	0.70	38.8	D	T	0.85	22.1	C
	SB	L	0.16	6.9	A	L	0.18	43.9	D
		T	0.84	48.4	D	T	0.90	14.8	B
Station Plaza (North)	EB	R	0.71	64.5	E	R	0.63	57.9	E
Station Plaza (South)	WB	R	0.70	66.6	E	R	0.53	56.8	E
Overall Intersection		**-**	**-**	**59.5**	**E**	**-**	**-**	**32.7**	**C**
Newbridge Road (Rt. 106) at West John Street									
Newbridge Road (Rt. 106)	NB	L	0.83	40.0	D	L	0.94	97.1	F
		TR	0.75	35.5	D	TR	1.08	78.7	E
	SB	L	0.41	24.5	C	L	0.72	41.7	D
		TR	1.67	348.0	F	TR	1.29	179.8	F
West John Street	EB	L	1.70	375.5	F	L	2.19	579.2	F
		T	0.51	49.3	D	T	0.88	61.1	E
		R	0.09	44.7	D	R	0.15	41.4	D
	WB	L	0.83	55.3	E	L	1.12	153.4	F
		TR	0.83	56.8	E	TR	0.76	78.0	E
Overall Intersection		**-**	**1.55**	**187.9**	**F**	**-**	**1.68**	**168.0**	**F**
UNSIGNALIZED INTERSECTIONS									
Newbridge Road (Rt. 106) at West Barclay Street									
West Barclay Street	EB	R	-	11.9	B	R	-	12.7	B
	WB	R	-	10.1	B	R	-	13.8	B
Overall Intersection		**-**	**-**	**0.6**	**A**	**-**	**-**	**1.3**	**A**
West Barclay Street at West John Street									
West Barclay Street	NB	LR	-	30.0	D	LR	-	181.8	F
West John Street	WB	L	-	9.3	A	L	-	11.9	B
Overall Intersection		**-**	**-**	**1.8**	**A**	**-**	**-**	**18.4**	**C**
Marion Place at West John Street									
Marion Place	NB	LR	-	13.8	B	LR	-	150.8	F
West John Street	WB	LT	-	0.7	A	LT	-	2.4	A
Overall Intersection		**-**	**-**	**2.3**	**A**	**-**	**-**	**34.8**	**D**
Marion Place at West Barclay Street									
Marion Place	NB	LTR	-	12.7	B	LTR	-	19.7	C
	SB	LTR	-	14.7	B	LTR	-	16.7	C
West Barclay Street	EB	LTR	-	0.1	A	LTR	-	0.4	A
	WB	LTR	-	2.9	A	LTR	-	0.8	A
Overall Intersection		**-**	**-**	**2.8**	**A**	**-**	**-**	**4.9**	**A**
LIRR Parking Lot Exit at West John Street									
LIRR Parking Lot Exit	NB	LR	-	12.6	B	LR	-	24.2	C
Overall Intersection		**-**	**-**	**1.1**	**A**	**-**	**-**	**2.3**	**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.

LIRR Main Line Project FEIS
2040 BUILD OPTION 1 TRAFFIC LEVELS OF SERVICE - NEW HYDE PARK

INTERSECTION & APPROACH		Weekday AM Peak Hour Mvt.	V/C	Control Delay	LOS	Weekday PM Peak Hour Mvt.	V/C	Control Delay	LOS
SIGNALIZED INTERSECTIONS									
COVERT AVENUE									
Covert Avenue at Jericho Turnpike (Rt. 25)									
Covert Avenue	NB	L	1.12	132.9	F	L	1.48	304.3	F
		TR	1.34	220.6	F	TR	0.28	58.2	E
	SB	LTR	0.69	70.8	E	LTR	0.62	80.1	F
Jericho Turnpike (Rt. 25)	EB	L	0.11	17.1	B	L	0.11	26.9	C
		TR	1.22	139.3	F	TR	1.27	172.9	F
	WB	L	1.31	205.0	F	L	0.96	82.0	F
		TR	0.71	24.5	C	TR	0.78	24.6	C
Overall Intersection		**-**	**1.29**	**122.1**	**F**	**-**	**1.16**	**113.2**	**F**
Covert Avenue at Stewart Avenue									
Covert Avenue (north leg)	NB	LT	0.86	16.9	B	LT	0.62	3.5	A
	SB	TR	0.75	30.0	C	TR	1.04	65.3	E
Covert Avenue (south leg)	NB	T	1.08	81.0	F	T	0.41	21.9	C
		R	0.87	19.3	B	R	1.10	99.8	F
	SB	LT	0.59	4.1	A	LT	0.74	6.9	A
Stewart Avenue	EB	LR	0.47	27.6	C	LR	0.35	24.3	C
	WB	L	0.33	16.3	B	L	0.79	26.8	C
		R	0.57	19.3	B	R	0.70	26.0	C
Overall Intersection		**-**	**-**	**28.7**	**C**	**-**	**-**	**29.8**	**C**
SOUTH 12TH STREET									
South 12th Street at Jericho Turnpike (Rt. 25)									
South 12th Street	NB	LR	0.53	45.9	D	LR	0.68	71.8	E
Jericho Turnpike (Rt. 25)	EB	TR	0.88	25.5	C	TR	0.72	14.3	B
	WB	L	0.46	19.9	B	L	0.26	1.1	A
		T	0.65	3.4	A	T	0.70	2.5	A
Overall Intersection		**-**	**0.82**	**16.6**	**B**	**-**	**0.73**	**10.8**	**B**
NEW HYDE PARK ROAD									
New Hyde Park Road at Jericho Turnpike (Rt. 25)									
New Hyde Park Road	NB	L	0.98	78.1	E	L	0.96	93.2	F
		TR	1.24	163.5	F	TR	0.96	88.1	F
	SB	L	0.86	55.6	E	L	0.86	70.7	E
		TR	0.89	56.3	E	TR	1.29	205.2	F
Jericho Turnpike (Rt. 25)	EB	L	1.29	203.8	F	L	1.07	144.2	F
		TR	1.19	119.5	F	TR	1.19	124.0	F
	WB	L	1.50	282.0	F	L	1.27	207.8	F
		TR	1.01	66.2	E	TR	1.10	97.3	F
Overall Intersection		**-**	**1.34**	**115.3**	**F**	**-**	**1.23**	**125.6**	**F**
New Hyde Park Road at Clinch Avenue									
New Hyde Park Road	NB	LTR	0.55	7.5	A	LTR	0.69	9.9	A
	SB	L	0.75	21.0	C	L	0.85	13.9	B
		TR	0.63	8.9	A	TR	0.21	29.0	D
Kiss and Ride	EB	LR	0.04	18.7	C	LR	0.14	28.9	D
Clinch Avenue	WB	LTR	0.56	22.6	C	LTR	0.26	3.9	A
Overall Intersection		**-**	**0.70**	**11.4**	**B**	**-**	**0.75**	**12.6**	**B**
New Hyde Park Road at Stewart Avenue									
New Hyde Park Road	NB	LTR	1.24	143.3	F	LTR	0.66	27.6	C
	SB	LTR	0.68	27.4	C	LTR	0.97	49.6	D
Stewart Avenue	EB	L	0.32	23.8	C	L	0.43	27.1	C
		TR	0.79	31.7	C	TR	0.79	33.4	C
	WB	L	0.42	18.9	B	L	0.82	37.2	D
		TR	0.36	15.7	B	TR	0.55	10.4	B
Overall Intersection		**-**	**0.98**	**69.9**	**E**	**-**	**0.92**	**31.1**	**C**
UNSIGNALIZED INTERSECTIONS									
COVERT AVENUE									
Covert Avenue at Second Avenue									
Covert Avenue	SB	LR	-	9.3	A	LR	-	9.1	A
Overall Intersection		**-**	**-**	**5.9**	**A**	**-**	**-**	**6.4**	**A**
Covert Avenue at Third Avenue									
Covert Avenue	NB	LR	-	9.2	A	LR	-	9.1	A
Overall Intersection		**-**	**-**	**0.4**	**A**	**-**	**-**	**1.8**	**A**

LIRR Main Line Project FEIS
2040 BUILD OPTION 1 TRAFFIC LEVELS OF SERVICE - NEW HYDE PARK

INTERSECTION & APPROACH		Weekday AM Peak Hour Mvt.	V/C	Control Delay	LOS	Weekday PM Peak Hour Mvt.	V/C	Control Delay	LOS
SOUTH 12TH STREET									
South 12th Street at Second Avenue									
South 12th Street	SB	LR	-	8.9	A	LR	-	7.9	A
Second Avenue	EB	LT	-	9.1	A	LT	-	8.7	A
	WB	TR	-	9.3	A	TR	-	8.5	A
Overall Intersection		**-**	**-**	**9.1**	**A**	**-**	**-**	**8.4**	**A**
South 12th Street at Third Avenue									
South 12th Street	NB	LR	-	9.6	A	LR	-	10.5	B
Third Avenue	EB	TR	-	8.1	A	TR	-	9.2	A
	WB	LT	-	8.1	A	LT	-	8.4	A
Overall Intersection		**-**	**-**	**8.9**	**A**	**-**	**-**	**9.7**	**A**
South 12th Street/Jefferson Street at Stewart Avenue									
Jefferson Street	NB	LTR	-	31.4	D	LTR	-	33.9	D
South 12th Street	SB	LTR	-	44.8	E	LTR	-	42.0	E
Stewart Avenue	EB	LTR	-	0.4	A	LTR	-	0.1	A
	WB	LTR	-	0.4	A	LTR	-	0.3	A
Overall Intersection		**-**	**-**	**2.2**	**A**	**-**	**-**	**2.9**	**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.

LIRR Main Line Project FEIS
2040 BUILD OPTION 2 TRAFFIC LEVELS OF SERVICE - NEW HYDE PARK

INTERSECTION & APPROACH		Weekday AM Peak Hour Mvt.	V/C	Control Delay	LOS	Weekday PM Peak Hour Mvt.	V/C	Control Delay	LOS
SIGNALIZED INTERSECTIONS									
COVERT AVENUE									
Covert Avenue at Jericho Turnpike (Rt. 25)									
Covert Avenue	NB	L	1.10	127.0	F	L	1.48	304.3	F
		TR	1.32	211.1	F	TR	0.28	58.2	E
	SB	LTR	0.69	70.8	E	LTR	0.62	80.1	F
Jericho Turnpike (Rt. 25)	EB	L	0.11	17.1	B	L	0.11	26.9	C
		TR	1.22	139.3	F	TR	1.27	172.9	F
	WB	L	1.31	205.0	F	L	0.95	78.3	F
		TR	0.71	24.6	C	TR	0.78	24.6	C
Overall Intersection		**-**	**1.28**	**120.0**	**F**	**-**	**1.16**	**112.9**	**F**
Covert Avenue at Stewart Avenue									
Covert Avenue (north leg)	NB	LT	0.86	16.9	B	LT	0.62	3.5	A
	SB	TR	0.75	30.0	C	TR	1.04	65.3	E
Covert Avenue (south leg)	NB	T	1.08	81.0	F	T	0.41	21.9	C
		R	0.87	19.3	B	R	1.10	99.8	F
	SB	LT	0.59	4.1	A	LT	0.74	6.9	A
Stewart Avenue	EB	LR	0.47	27.6	C	LR	0.35	24.3	C
	WB	L	0.33	16.3	B	L	0.79	26.8	C
		R	0.57	19.3	B	R	0.70	26.0	C
Overall Intersection		**-**	**-**	**28.7**	**C**	**-**	**-**	**29.8**	**C**
SOUTH 12TH STREET									
South 12th Street at Jericho Turnpike (Rt. 25)									
South 12th Street	NB	LR	0.57	46.7	D	LR	0.69	72.2	E
Jericho Turnpike (Rt. 25)	EB	TR	0.89	26.3	C	TR	0.72	14.5	B
	WB	L	0.47	20.2	B	L	0.27	1.1	A
		T	0.65	3.5	A	T	0.70	2.5	A
Overall Intersection		**-**	**0.83**	**17.3**	**B**	**-**	**0.73**	**11.0**	**B**
NEW HYDE PARK ROAD									
New Hyde Park Road at Jericho Turnpike (Rt. 25)									
New Hyde Park Road	NB	L	0.98	79.5	E	L	0.96	93.2	F
		TR	1.24	161.6	F	TR	0.96	88.1	F
	SB	L	0.86	55.6	E	L	0.86	70.7	E
		TR	0.89	56.3	E	TR	1.29	205.2	F
Jericho Turnpike (Rt. 25)	EB	L	1.29	203.6	F	L	1.07	144.3	F
		TR	1.19	119.5	F	TR	1.19	124.0	F
	WB	L	1.50	282.0	F	L	1.27	207.8	F
		TR	1.01	66.2	E	TR	1.10	97.3	F
Overall Intersection		**-**	**1.34**	**114.9**	**F**	**-**	**1.23**	**125.6**	**F**
New Hyde Park Road at Stewart Avenue									
New Hyde Park Road	NB	LTR	1.24	143.3	F	LTR	0.66	27.6	C
	SB	LTR	0.68	27.4	C	LTR	0.97	49.6	D
Stewart Avenue	EB	L	0.32	23.8	C	L	0.43	27.1	C
		TR	0.79	31.7	C	TR	0.79	33.4	C
	WB	L	0.42	18.9	B	L	0.82	37.2	D
		TR	0.36	15.7	B	TR	0.55	10.4	B
Overall Intersection		**-**	**0.98**	**69.9**	**E**	**-**	**0.92**	**31.1**	**C**
UNSIGNALIZED INTERSECTIONS									
COVERT AVENUE									
Covert Avenue at Second Avenue									
Covert Avenue	SB	LR	-	9.1	A	LR	-	9.1	A
Overall Intersection		**-**	**-**	**4.1**	**A**	**-**	**-**	**6.4**	**A**
Covert Avenue at Third Avenue									
Covert Avenue	NB	LR	-	9.2	A	LR	-	9.1	A
Overall Intersection		**-**	**-**	**0.4**	**A**	**-**	**-**	**1.8**	**A**

LIRR Main Line Project FEIS
2040 BUILD OPTION 2 TRAFFIC LEVELS OF SERVICE - NEW HYDE PARK

		Weekday AM Peak Hour				Weekday PM Peak Hour			
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**
SOUTH 12TH STREET									
South 12th Street at Second Avenue									
South 12th Street	SB	LR	-	9.0	A	LR	-	7.9	A
Second Avenue	EB	LT	-	8.8	A	LT	-	8.3	A
	WB	TR	-	9.4	A	TR	-	8.3	A
Overall Intersection		**-**	**-**	**9.2**	**A**	**-**	**-**	**8.2**	**A**
South 12th Street at Third Avenue									
South 12th Street	NB	LR	-	9.5	A	LR	-	10.5	B
Third Avenue	EB	TR	-	8.0	A	TR	-	9.1	A
	WB	LT	-	8.0	A	LT	-	8.4	A
Overall Intersection		**-**	**-**	**8.8**	**A**	**-**	**-**	**9.7**	**A**
South 12th Street/Jefferson Street at Stewart Avenue									
Jefferson Street	NB	LTR	-	31.4	D	LTR	-	33.9	D
South 12th Street	SB	LTR	-	44.8	E	LTR	-	42.0	E
Stewart Avenue	EB	LTR	-	0.4	A	LTR	-	0.1	A
	WB	LTR	-	0.4	A	LTR	-	0.3	A
Overall Intersection		**-**	**-**	**2.2**	**A**	**-**	**-**	**2.9**	**A**
NEW HYDE PARK ROAD									
New Hyde Park Road at Clinch Avenue									
New Hyde Park Road	SB	LT	-	13.0	B	LT	-	10.8	B
Clinch Avenue	WB	R	-	30.8	D	R	-	13.3	B
Overall Intersection		**-**	**-**	**5.7**	**A**	**-**	**-**	**3.3**	**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.

LIRR Main Line Project FEIS
2040 NO BUILD vs. 2040 BUILD OPTION 1 WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - NEW HYDE PARK

		2040 No Build Weekday AM Peak Hour				2040 Build Weekday AM Peak Hour				Mitigation				
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mitigation Measures**
SIGNALIZED INTERSECTIONS														
COVERT AVENUE														
Covert Avenue at Jericho Turnpike (Rt. 25)														
Covert Avenue	NB	L	1.05	110.6	F	L	1.12	132.9	F	L	0.91	67.2	E	- Modify intersection configuration: Prohibit exits from driveway on north side of intersection to eliminate SB approach; reroute exiting vehicles to use driveway on North 6th Street.
		TR	1.13	139.5	F	TR	1.34	220.6	F	TR	0.94	75.0	E	
	SB	LTR	0.67	66.7	E	LTR	0.69	70.8	E	-	-	-	-	
Jericho Turnpike (Rt. 25)	EB	L	0.11	17.1	B	L	0.11	17.1	B	L	0.08	14.4	B	
		TR	1.20	127.4	F	TR	1.22	139.3	F	TR	1.13	96.2	F	- Modify signal phasing and timing plan: Eliminate SB phase and shift time to other phases as follows: EB/WB protected left-turn green time will shift from 6 s to 13 s; EB/WB green time will shift from 48.7 s to 51.7 s; NB green time will shift from 21.4 s to 28.4 s.
	WB	L	1.06	116.7	F	L	1.31	205.0	F	L	0.98	88.5	F	
		TR	0.72	24.9	C	TR	0.71	24.5	C	TR	0.61	17.2	B	
Overall Intersection		**-**	**1.11**	**96.7**	**F**	**-**	**1.29**	**122.1**	**F**	**-**	**1.05**	**68.6**	**E**	
Covert Avenue at LIRR Grade Crossing														
Covert Avenue	NB	T	0.86	49.8	D	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.57	32.9	C	-	-	-	-					
Overall Intersection		**-**	**0.45**	**43.1**	**D**	**-**	**-**	**-**	**-**					
Covert Avenue at Stewart Avenue														
Covert Avenue (north leg)	NB	LT	0.82	15.1	B	LT	0.86	16.9	B					- Mitigation not required.
	SB	TR	0.75	29.7	C	TR	0.75	30.0	C					
Covert Avenue (south leg)	NB	T	1.05	71.3	E	T	1.08	81.0	F					
		R	0.87	19.3	B	R	0.87	19.3	B					
	SB	LT	0.59	4.0	A	LT	0.59	4.1	A					
Stewart Avenue	EB	LR	0.45	27.6	C	LR	0.47	27.6	C					
	WB	L	0.34	16.4	B	L	0.33	16.3	B					
		R	0.55	18.9	B	R	0.57	19.3	B					
Overall Intersection		**-**	**-**	**26.4**	**C**	**-**	**-**	**28.7**	**C**					
SOUTH 12TH STREET														
South 12th Street at Jericho Turnpike (Rt. 25)														
South 12th Street	NB	LR	0.77	50.4	D	LR	0.53	45.9	D					- Mitigation not required.
Jericho Turnpike (Rt. 25)	EB	TR	1.12	91.1	F	TR	0.88	25.5	C					
	WB	L	0.66	44.6	D	L	0.46	19.9	B					
		T	0.71	4.7	A	T	0.65	3.4	A					
Overall Intersection		**-**	**1.00**	**51.5**	**D**	**-**	**0.82**	**16.6**	**B**					
South 12th Street at LIRR Grade Crossing														
South 12th Street	NB	T	0.22	26.8	C	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.16	25.9	C	-	-	-	-					
Overall Intersection		**-**	**0.11**	**26.4**	**C**	**-**	**-**	**-**	**-**					

LIRR Main Line Project FEIS
2040 NO BUILD vs. 2040 BUILD OPTION 1 WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - NEW HYDE PARK

		2040 No Build Weekday AM Peak Hour				2040 Build Weekday AM Peak Hour				Mitigation				
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mitigation Measures**
NEW HYDE PARK ROAD														
New Hyde Park Road at Jericho Turnpike (Rt. 25)														
New Hyde Park Road	NB	L	0.93	64.2	E	L	0.98	78.1	E	L	0.93	63.9	E	- Modify the existing parking regulation along the north side of Jericho Turnpike (250 feet upstream of the stop bar): allow 1 HR parking from 8:30AM to 5:00PM instead of 8:00AM to 5:00PM, and provide "No Standing" regulations from 7:30AM - 8:30AM, to reduce friction from parking maneuvers.
		TR	1.22	154.9	F	TR	1.24	163.5	F	TR	1.22	154.8	F	
	SB	L	0.86	55.6	E	L	0.86	55.6	E	L	0.84	50.4	D	
		TR	0.88	53.9	D	TR	0.89	56.3	E	TR	0.89	56.3	E	
Jericho Turnpike (Rt. 25)	EB	L	1.29	198.5	F	L	1.29	203.8	F	L	1.27	195.6	F	
		TR	1.18	115.5	F	TR	1.19	119.5	F	TR	1.19	119.6	F	- Modify the existing parking regulation along the south side of Jericho Turnpike (250 feet upstream of the stop bar): allow 1 HR parking from 8:00AM to 5:00PM instead of 8:00AM to 7:00PM, and provide "No Standing" regulations from 5:00PM - 6:00PM, to reduce friction from parking maneuvers.
	WB	L	1.50	281.9	F	L	1.50	282.0	F	L	1.37	230.1	F	
		TR	1.01	66.2	E	TR	1.01	66.2	E	TR	0.99	59.7	E	
Overall Intersection		**-**	**1.33**	**111.3**	**F**	**-**	**1.34**	**115.3**	**F**	**-**	**1.26**	**108.4**	**F**	- Modify signal timing plan: Shift 1 s green time from the EB/WB phase to the the EB/WB protected left-turn phase and 1 s green time from the EB/WB phase to the the NB/SB protected left-turn phase [EB/WB protected left-turn green time shifts from 12 s to 13 s; EB/WB green time shifts from 48 s to 46 s; NB/SB protected left-turn green time shifts from 19 s to 20 s.]
New Hyde Park Road at LIRR Grade Crossing														
New Hyde Park Road	NB	T	0.77	41.5	D	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.39	29.8	C	-	-	-	-					
Overall Intersection		**-**	**0.41**	**37.5**	**D**	**-**	**-**	**-**	**-**					
New Hyde Park Road at Stewart Avenue														
New Hyde Park Road	NB	LTR	1.25	145.9	F	LTR	1.24	143.3	F					- Mitigation not required.
	SB	LTR	0.67	27.1	C	LTR	0.68	27.4	C					
Stewart Avenue	EB	L	0.32	23.8	C	L	0.32	23.8	C					
		TR	0.79	31.8	C	TR	0.79	31.7	C					
	WB	L	0.42	19.1	B	L	0.42	18.9	B					
		TR	0.36	15.7	B	TR	0.36	15.7	B					
Overall Intersection		**-**	**0.99**	**71.1**	**E**	**-**	**0.98**	**69.9**	**E**					
UNSIGNALIZED INTERSECTIONS														
COVERT AVENUE														
Covert Avenue at Second Avenue														
Covert Avenue	NB	LTR	-	1.1	A	-	-	-	-					- Mitigation not required.
	SB	LTR	-	1.7	A	LR	-	9.3	A					- In Build: Roadway grade crossing eliminated with underpass. Covert Avenue service road dead-ended on either side of tracks.
Second Avenue	EB	LTR	-	112.9	F	-	-	-	-					
	WB	LTR	-	194.0	F	-	-	-	-					
Overall Intersection		**-**	**-**	**16.1**	**C**	**-**	**-**	**5.9**	**A**					
Covert Avenue at Third Avenue														
Covert Avenue	NB	LTR	-	0.0	A	LR	-	9.2	A					- Mitigation not required.
	SB	LTR	-	1.7	A	-	-	-	-					- In Build: Roadway grade crossing eliminated with underpass. Covert Avenue service road dead-ended on either side of tracks.
Third Avenue	EB	LTR	-	87.8	F	-	-	-	-					
	WB	LTR	-	58.4	F	-	-	-	-					
Overall Intersection		**-**	**-**	**4.3**	**A**	**-**	**-**	**0.4**	**A**					

LIRR Main Line Project FEIS
2040 NO BUILD vs. 2040 BUILD OPTION 1 WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - NEW HYDE PARK

		2040 No Build Weekday AM Peak Hour				2040 Build Weekday AM Peak Hour				Mitigation				
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mitigation Measures**
SOUTH 12TH STREET														
South 12th Street at Second Avenue														
South 12th Street	SB	LTR	-	17.8	C	LR	-	8.9	A					- Mitigation not required.
Second Avenue	EB	LTR	-	14.3	B	LT	-	9.1	A					- In Build: Roadway grade crossing eliminated. Covert Avenue dead-ended on either side of tracks.
	WB	LTR	-	18.9	C	TR	-	9.3	A					
Overall Intersection		**-**	**-**	**17.4**	**C**	**-**	**-**	**9.1**	**A**					
South 12th Street at Third Avenue														
South 12th Street	NB	LTR	-	11.0	B	LR	-	9.6	A					- Mitigation not required.
Third Avenue	EB	LTR	-	9.3	A	TR	-	8.1	A					- In Build: Roadway grade crossing eliminated. Covert Avenue dead-ended on either side of tracks.
	WB	LTR	-	8.7	A	LT	-	8.1	A					
Overall Intersection		**-**	**-**	**10.3**	**B**	**-**	**-**	**8.9**	**A**					
South 12th Street/Jefferson Street at Stewart Avenue														
Jefferson Street	NB	LTR	-	32.9	D	LTR	-	31.4	D					- Mitigation not required.
South 12th Street	SB	LTR	-	47.5	E	LTR	-	44.8	E					
Stewart Avenue	EB	LTR	-	0.8	A	LTR	-	0.4	A					
	WB	LTR	-	0.4	A	LTR	-	0.4	A					
Overall Intersection		**-**	**-**	**3.2**	**A**	**-**	**-**	**2.2**	**A**					
NEW HYDE PARK ROAD														
New Hyde Park Road at Second Avenue														
Second Avenue	EB	LR	-	18.2	C	-	-	-	-					- In Build: This intersection will be eliminated.
Overall Intersection		**-**	**-**	**1.2**	**A**	**-**	**-**	**-**	**-**					
New Hyde Park Road at Clinch Avenue														
New Hyde Park Road	NB	-	-	-	-	LTR	0.55	7.5	A					- Mitigation not required.
	SB	-	-	-	-	L	0.75	21.0	C					- This intersection would be signalized as part of the Build condition.
		LT	-	8.1	A	TR	0.63	8.9	A					
Kiss and Ride	EB	-	-	-	-	LR	0.04	18.7	C					
Clinch Avenue	WB	LR	-	32.6	D	LTR	0.56	22.6	C					
Overall Intersection		**-**	**-**	**6.6**	**A**	**-**	**0.70**	**11.4**	**B**					

Notes
(1): Control delay is measured in seconds per vehicle.
(2): Overall intersection V/C ratio is the critical lane groups' V/C ratio.
(3): Shading denotes significantly impacted traffic movement requiring mitigation.

LIRR Main Line Project FEIS
2040 NO BUILD vs. 2040 BUILD OPTION 1 WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - NEW HYDE PARK

INTERSECTION & APPROACH		2040 No Build Weekday PM Peak Hour Mvt.	V/C	Control Delay	LOS	2040 Build Weekday PM Peak Hour Mvt.	V/C	Control Delay	LOS	Mitigation Mvt.	V/C	Control Delay	LOS	Mitigation Measures
SIGNALIZED INTERSECTIONS														
COVERT AVENUE														
Covert Avenue at Jericho Turnpike (Rt. 25)														
Covert Avenue	NB	L	1.27	217.6	F	L	1.48	304.3	F	L	1.26	208.0	F	- Modify intersection configuration: Prohibit exits from driveway on north side of intersection to eliminate SB approach; reroute exiting vehicles to use driveway on North 6th Street.
		TR	0.24	57.7	E	TR	0.28	58.2	E	TR	0.26	54.0	D	
	SB	LTR	0.61	79.3	E	LTR	0.62	80.1	F	-	-	-	-	
Jericho Turnpike (Rt. 25)	EB	L	0.12	26.9	C	L	0.11	26.9	C	L	0.10	23.2	C	
		TR	1.25	166.1	F	TR	1.27	172.9	F	TR	1.11	103.1	F	- Modify signal phasing and timing plan: Eliminate SB phase and shift time to other phases as follows: EB/WB protected left-turn green time will shift from 29 s to 47 s; EB/WB green time will remain the same at 59.7 s; NB green time will shift from 21.4 s to 26.4 s.
	WB	L	0.90	68.5	E	L	0.96	82.0	F	L	0.90	67.4	E	
		TR	0.81	25.5	C	TR	0.78	24.6	C	TR	0.70	15.8	B	
Overall Intersection		**-**	**1.10**	**101.1**	**F**	**-**	**1.16**	**113.2**	**F**	**-**	**1.08**	**73.6**	**E**	
Covert Avenue at LIRR Grade Crossing														
Covert Avenue	NB	T	0.44	23.7	C	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.76	34.6	C	-	-	-	-					
Overall Intersection		**-**	**0.47**	**30.6**	**C**	**-**	**-**	**-**	**-**					
Covert Avenue at Stewart Avenue														
Covert Avenue (north leg)	NB	LT	0.62	3.6	A	LT	0.62	3.5	A					- Mitigation not required.
	SB	TR	1.05	68.6	E	TR	1.04	65.3	E					
Covert Avenue (south leg)	NB	T	0.42	22.1	C	T	0.41	21.9	C					
		R	1.12	108.9	F	R	1.10	99.8	F					
	SB	LT	0.74	6.9	A	LT	0.74	6.9	A					
Stewart Avenue	EB	LR	0.35	24.3	C	LR	0.35	24.3	C					
	WB	L	0.80	26.5	C	L	0.79	26.8	C					
		R	0.68	25.0	C	R	0.70	26.0	C					
Overall Intersection		**-**	**-**	**31.6**	**C**	**-**	**-**	**29.8**	**C**					
SOUTH 12TH STREET														
South 12th Street at Jericho Turnpike (Rt. 25)														
South 12th Street	NB	LR	1.04	123.5	F	LR	0.68	71.8	E					- Mitigation not required.
Jericho Turnpike (Rt. 25)	EB	TR	0.85	26.8	C	TR	0.72	14.3	B					
	WB	L	0.66	36.8	D	L	0.26	1.1	A					
		T	0.75	3.4	A	T	0.70	2.5	A					
Overall Intersection		**-**	**0.90**	**25.5**	**C**	**-**	**0.73**	**10.8**	**B**					
South 12th Street at LIRR Grade Crossing														
South 12th Street	NB	T	0.15	18.7	B	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.21	19.5	B	-	-	-	-					
Overall Intersection		**-**	**0.13**	**19.2**	**B**	**-**	**-**	**-**	**-**					

LIRR Main Line Project FEIS
2040 NO BUILD vs. 2040 BUILD OPTION 1 WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - NEW HYDE PARK

INTERSECTION & APPROACH		2040 No Build Weekday PM Peak Hour				2040 Build Weekday PM Peak Hour				Mitigation				Mitigation Measures
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
NEW HYDE PARK ROAD														
New Hyde Park Road at Jericho Turnpike (Rt. 25)														
New Hyde Park Road	NB	L	0.91	82.6	F	L	0.96	93.2	F	L	0.93	83.7	F	- Modify the existing parking regulation along the north side of Jericho Turnpike (250 feet upstream of the stop bar): provide "No Standing" regulations from 5:00PM - 6:00PM to reduce friction from parking maneuvers [existing parking regulation is 1 HR parking from 8:00AM - 5:00PM.
		TR	0.94	84.0	F	TR	0.96	88.1	F	TR	0.95	84.8	F	
	SB	L	0.85	68.3	E	L	0.86	70.7	E	L	0.83	64.5	E	
		TR	1.29	202.6	F	TR	1.29	205.2	F	TR	1.29	201.3	F	
Jericho Turnpike (Rt. 25)	EB	L	1.07	151.7	F	L	1.07	144.2	F	L	1.02	126.7	F	
		TR	1.14	97.6	F	TR	1.19	124.0	F	TR	1.13	101.2	F	- Modify the existing parking regulation along the south side of Jericho Turnpike (250 feet upstream of the stop bar): allow 1 HR parking from 8:00AM to 5:00PM instead of 8:00AM to 7:00PM, and provide "No Standing" regulations from 5:00PM - 6:00PM, to reduce friction from parking maneuvers.
	WB	L	1.20	179.9	F	L	1.27	207.8	F	L	1.21	181.2	F	
		TR	1.11	100.4	F	TR	1.10	97.3	F	TR	1.05	79.5	E	
Overall Intersection		**-**	**1.18**	**116.7**	**F**	**-**	**1.23**	**125.6**	**F**	**-**	**1.18**	**110.4**	**F**	- Modify signal timing plan: Shift 1 s green time from the EB/WB phase to the the EB/WB protected left-turn phase and 1 s green time from the EB/WB phase to the the NB/SB protected left-turn phase [EB/WB protected left-turn green time shifts from 19 s to 20 s; EB/WB green time shifts from 74 s to 72 s; NB/SB protected left-turn green time shifts from 22 s to 23 s.]
New Hyde Park Road at LIRR Grade Crossing														
New Hyde Park Road	NB	T	0.36	21.7	C	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.58	26.6	C	-	-	-	-					
Overall Intersection		**-**	**0.36**	**24.8**	**C**	**-**	**-**	**-**	**-**					
New Hyde Park Road at Stewart Avenue														
New Hyde Park Road	NB	LTR	0.66	27.8	C	LTR	0.66	27.6	C					- Mitigation not required.
	SB	LTR	0.96	48.2	D	LTR	0.97	49.6	D					
Stewart Avenue	EB	L	0.35	25.5	C	L	0.43	27.1	C					
		TR	0.81	33.7	C	TR	0.79	33.4	C					
	WB	L	0.83	38.0	D	L	0.82	37.2	D					
		TR	0.55	10.3	B	TR	0.55	10.4	B					
Overall Intersection		**-**	**0.92**	**30.7**	**C**	**-**	**0.92**	**31.1**	**C**					
UNSIGNALIZED INTERSECTIONS														
COVERT AVENUE														
Covert Avenue at Second Avenue														
Covert Avenue	NB	LTR	-	0.9	A	-	-	-	-					- Mitigation not required.
	SB	LTR	-	0.5	A	LR	-	9.1	A					- In Build: Roadway grade crossing eliminated with underpass. Covert Avenue service road dead-ended on either side of tracks.
Second Avenue	EB	LTR	-	46.8	E	-	-	-	-					
	WB	LTR	-	132.8	F	-	-	-	-					
Overall Intersection		**-**	**-**	**14.8**	**B**	**-**	**-**	**6.4**	**A**					
Covert Avenue at Third Avenue														
Covert Avenue	NB	LTR	-	0.2	A	LR	-	9.1	A					- Mitigation not required.
	SB	LTR	-	0.6	A	-	-	-	-					- In Build: Roadway grade crossing eliminated with underpass. Covert Avenue service road dead-ended on either side of tracks.
Third Avenue	EB	LTR	-	128.3	F	-	-	-	-					
	WB	LTR	-	105.6	F	-	-	-	-					
Overall Intersection		**-**	**-**	**7.1**	**A**	**-**	**-**	**1.8**	**A**					

LIRR Main Line Project FEIS
2040 NO BUILD vs. 2040 BUILD OPTION 1 WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - NEW HYDE PARK

		2040 No Build Weekday PM Peak Hour				2040 Build Weekday PM Peak Hour				Mitigation				
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mitigation Measures**
SOUTH 12TH STREET														
South 12th Street at Second Avenue														
South 12th Street	SB	LTR	-	14.2	B	LR	-	7.9	A					- Mitigation not required.
Second Avenue	EB	LTR	-	13.7	B	LT	-	8.7	A					- In Build: Roadway grade crossing eliminated. Covert Avenue dead-ended on either side of tracks.
	WB	LTR	-	17.7	C	TR	-	8.5	A					
Overall Intersection		**-**	**-**	**15.6**	**C**	**-**	**-**	**8.4**	**A**					
South 12th Street at Third Avenue														
South 12th Street	NB	LTR	-	10.1	B	LR	-	10.5	B					- Mitigation not required.
Third Avenue	EB	LTR	-	8.9	A	TR	-	9.2	A					- In Build: Roadway grade crossing eliminated. Covert Avenue dead-ended on either side of tracks.
	WB	LTR	-	8.6	A	LT	-	8.4	A					
Overall Intersection		**-**	**-**	**9.5**	**A**	**-**	**-**	**9.7**	**A**					
South 12th Street/Jefferson Street at Stewart Avenue														
Jefferson Street	NB	LTR	-	38.9	E	LTR	-	33.9	D					- Mitigation not required.
South 12th Street	SB	LTR	-	110.1	F	LTR	-	42.0	E					
Stewart Avenue	EB	LTR	-	1.1	A	LTR	-	0.1	A					
	WB	LTR	-	0.3	A	LTR	-	0.3	A					
Overall Intersection		**-**	**-**	**10.8**	**B**	**-**	**-**	**2.9**	**A**					
NEW HYDE PARK ROAD														
New Hyde Park Road at Second Avenue														
Second Avenue	EB	LR	-	18.0	C	-	-	-	-					- In Build: This intersection will be eliminated.
Overall Intersection		**-**	**-**	**1.6**	**A**	**-**	**-**	**-**	**-**					
New Hyde Park Road at Clinch Avenue														
New Hyde Park Road	NB	-	-	-	-	LTR	0.69	9.9	A					- Mitigation not required.
	SB	-	-	-	-	L	0.85	13.9	B					- This intersection would be signalized as part of the Build condition.
		LT	-	7.8	A	TR	0.21	29.0	D					
Kiss and Ride	EB	-	-	-	-	LR	0.14	28.9	D					
Clinch Avenue	WB	LR	-	18.9	C	LTR	0.26	3.9	A					
Overall Intersection		**-**	**-**	**4.8**	**A**	**-**	**0.75**	**12.6**	**B**					

Notes
(1): Control delay is measured in seconds per vehicle.
(2): Overall intersection V/C ratio is the critical lane groups' V/C ratio.
(3): Shading denotes significantly impacted traffic movement requiring mitigation.

LIRR Main Line Project FEIS
2040 NO BUILD vs. 2040 BUILD OPTION 2 WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - NEW HYDE PARK

		2040 No Build Weekday AM Peak Hour				2040 Build Weekday AM Peak Hour				Mitigation				
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mitigation Measures**
SIGNALIZED INTERSECTIONS														
COVERT AVENUE														
Covert Avenue at Jericho Turnpike (Rt. 25)														
Covert Avenue	NB	L	1.05	110.6	F	L	1.10	127.0	F	L	0.90	65.6	E	- Modify intersection configuration: Prohibit exits from driveway on north side of intersection to eliminate SB approach; reroute exiting vehicles to use driveway on North 6th Street.
		TR	1.13	139.5	F	TR	1.32	211.1	F	TR	0.93	71.8	E	
	SB	LTR	0.67	66.7	E	LTR	0.69	70.8	E	-	-	-	-	
Jericho Turnpike (Rt. 25)	EB	L	0.11	17.1	B	L	0.11	17.1	B	L	0.08	14.4	B	
		TR	1.20	127.4	F	TR	1.22	139.3	F	TR	1.13	96.2	F	- Modify signal phasing and timing plan: Eliminate SB phase and shift time to other phases as follows: EB/WB protected left-turn green time will shift from 6 s to 13 s; EB/WB green time will shift from 48.7 s to 51.7 s; NB green time will shift from 21.4 s to 28.4 s.
	WB	L	1.06	116.7	F	L	1.31	205.0	F	L	0.97	84.8	F	
		TR	0.72	24.9	C	TR	0.71	24.6	C	TR	0.62	17.2	B	
Overall Intersection		**-**	**1.11**	**96.7**	**F**	**-**	**1.28**	**120.0**	**F**	**-**	**1.05**	**67.6**	**E**	
Covert Avenue at LIRR Grade Crossing														
Covert Avenue	NB	T	0.86	49.8	D	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.57	32.9	C	-	-	-	-					
Overall Intersection		**-**	**0.45**	**43.1**	**D**	**-**	**-**	**-**	**-**					
Covert Avenue at Stewart Avenue														
Covert Avenue (north leg)	NB	LT	0.82	15.1	B	LT	0.86	16.9	B					- Mitigation not required.
	SB	TR	0.75	29.7	C	TR	0.75	30.0	C					
Covert Avenue (south leg)	NB	T	1.05	71.3	E	T	1.08	81.0	F					
		R	0.87	19.3	B	R	0.87	19.3	B					
	SB	LT	0.59	4.0	A	LT	0.59	4.1	A					
Stewart Avenue	EB	LR	0.45	27.6	C	LR	0.47	27.6	C					
	WB	L	0.34	16.4	B	L	0.33	16.3	B					
		R	0.55	18.9	B	R	0.57	19.3	B					
Overall Intersection		**-**	**-**	**26.4**	**C**	**-**	**-**	**28.7**	**C**					
SOUTH 12TH STREET														
South 12th Street at Jericho Turnpike (Rt. 25)														
South 12th Street	NB	LR	0.77	50.4	D	LR	0.57	46.7	D					- Mitigation not required.
Jericho Turnpike (Rt. 25)	EB	TR	1.12	91.1	F	TR	0.89	26.3	C					
	WB	L	0.66	44.6	D	L	0.47	20.2	B					
		T	0.71	4.7	A	T	0.65	3.5	A					
Overall Intersection		**-**	**1.00**	**51.5**	**D**	**-**	**0.83**	**17.3**	**B**					
South 12th Street at LIRR Grade Crossing														
South 12th Street	NB	T	0.22	26.8	C	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.16	25.9	C	-	-	-	-					
Overall Intersection		**-**	**0.11**	**26.4**	**C**	**-**	**-**	**-**	**-**					

LIRR Main Line Project FEIS
2040 NO BUILD vs. 2040 BUILD OPTION 2 WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - NEW HYDE PARK

		2040 No Build Weekday AM Peak Hour				2040 Build Weekday AM Peak Hour				Mitigation				
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mitigation Measures**
NEW HYDE PARK ROAD														
New Hyde Park Road at Jericho Turnpike (Rt. 25)														
New Hyde Park Road	NB	L	0.93	64.2	E	L	0.98	79.5	E	L	0.94	64.6	E	- Modify the existing parking regulation along the north side of
		TR	1.22	154.9	F	TR	1.24	161.6	F	TR	1.22	153.7	F	Jericho Turnpike (250 feet upstream of the stop bar): allow 1 HR
	SB	L	0.86	55.6	E	L	0.86	55.6	E	L	0.84	50.4	D	parking from 8:30AM to 5:00PM instead of 8:00AM to 5:00PM,
		TR	0.88	53.9	D	TR	0.89	56.3	E	TR	0.89	56.3	E	and provide "No Standing" regulations from 7:30AM - 8:30AM,
Jericho Turnpike (Rt. 25)	EB	L	1.29	198.5	F	L	1.29	203.6	F	L	1.27	195.7	F	to reduce friction from parking maneuvers.
		TR	1.18	115.5	F	TR	1.19	119.5	F	TR	1.19	119.5	F	- Modify the existing parking regulation along the south side of
	WB	L	1.50	281.9	F	L	1.50	282.0	F	L	1.37	230.1	F	Jericho Turnpike (250 feet upstream of the stop bar): allow 1 HR
		TR	1.01	66.2	E	TR	1.01	66.2	E	TR	0.99	59.7	E	parking from 8:00AM to 5:00PM instead of 8:00AM to 7:00PM,
														and provide "No Standing" regulations from 5:00PM - 6:00PM,
Overall Intersection		**-**	**1.33**	**111.3**	**F**	**-**	**1.34**	**114.9**	**F**	**-**	**1.26**	**108.2**	**F**	to reduce friction from parking maneuvers.
														- Modify signal timing plan: Shift 1 s green time from the EB/WB phase to the the EB/WB protected left-turn phase and 1 s green time from the EB/WB phase to the the NB/SB protected left-turn phase [EB/WB protected left-turn green time shifts from 12 s to 13 s; EB/WB green time shifts from 48 s to 46 s; NB/SB protected left-turn green time shifts from 19 s to 20 s.]
New Hyde Park Road at LIRR Grade Crossing														
New Hyde Park Road	NB	T	0.77	41.5	D	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.39	29.8	C	-	-	-	-					
Overall Intersection		**-**	**0.41**	**37.5**	**D**	**-**	**-**	**-**	**-**					
New Hyde Park Road at Stewart Avenue														
New Hyde Park Road	NB	LTR	1.25	145.9	F	LTR	1.24	143.3	F					- Mitigation not required.
	SB	LTR	0.67	27.1	C	LTR	0.68	27.4	C					
Stewart Avenue	EB	L	0.32	23.8	C	L	0.32	23.8	C					
		TR	0.79	31.8	C	TR	0.79	31.7	C					
	WB	L	0.42	19.1	B	L	0.42	18.9	B					
		TR	0.36	15.7	B	TR	0.36	15.7	B					
Overall Intersection		**-**	**0.99**	**71.1**	**E**	**-**	**0.98**	**69.9**	**E**					
UNSIGNALIZED INTERSECTIONS														
COVERT AVENUE														
Covert Avenue at Second Avenue														
Covert Avenue	NB	LTR	-	1.1	A	-	-	-	-					- Mitigation not required.
	SB	LTR	-	1.7	A	LR	-	9.1	A					- In Build: Roadway grade crossing eliminated with underpass. Covert Avenue
Second Avenue	EB	LTR	-	112.9	F	-	-	-	-					service road dead-ended on either side of tracks.
	WB	LTR	-	194.0	F	-	-	-	-					
Overall Intersection		**-**	**-**	**16.1**	**C**	**-**	**-**	**4.1**	**A**					
Covert Avenue at Third Avenue														
Covert Avenue	NB	LTR	-	0.0	A	LR	-	9.2	A					- Mitigation not required.
	SB	LTR	-	1.7	A	-	-	-	-					- In Build: Roadway grade crossing eliminated with underpass. Covert Avenue
Third Avenue	EB	LTR	-	87.8	F	-	-	-	-					service road dead-ended on either side of tracks.
	WB	LTR	-	58.4	F	-	-	-	-					
Overall Intersection		**-**	**-**	**4.3**	**A**	**-**	**-**	**0.4**	**A**					

LIRR Main Line Project FEIS
2040 NO BUILD vs. 2040 BUILD OPTION 2 WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - NEW HYDE PARK

		2040 No Build Weekday AM Peak Hour				2040 Build Weekday AM Peak Hour				Mitigation				
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mitigation Measures**
SOUTH 12TH STREET														
South 12th Street at Second Avenue														
South 12th Street	SB	LTR	-	17.8	C	LR	-	9.0	A					- Mitigation not required.
Second Avenue	EB	LTR	-	14.3	B	LT	-	8.8	A					- In Build: Roadway grade crossing eliminated. Covert Avenue dead-ended on either side of tracks.
	WB	LTR	-	18.9	C	TR	-	9.4	A					
Overall Intersection		**-**	**-**	**17.4**	**C**	**-**	**-**	**9.2**	**A**					
South 12th Street at Third Avenue														
South 12th Street	NB	LTR	-	11.0	B	LR	-	9.5	A					- Mitigation not required.
Third Avenue	EB	LTR	-	9.3	A	TR	-	8.0	A					- In Build: Roadway grade crossing eliminated. Covert Avenue dead-ended on either side of tracks.
	WB	LTR	-	8.7	A	LT	-	8.0	A					
Overall Intersection		**-**	**-**	**10.3**	**B**	**-**	**-**	**8.8**	**A**					
South 12th Street/Jefferson Street at Stewart Avenue														
Jefferson Street	NB	LTR	-	32.9	D	LTR	-	31.4	D					- Mitigation not required.
South 12th Street	SB	LTR	-	47.5	E	LTR	-	44.8	E					
Stewart Avenue	EB	LTR	-	0.8	A	LTR	-	0.4	A					
	WB	LTR	-	0.4	A	LTR	-	0.4	A					
Overall Intersection		**-**	**-**	**3.2**	**A**	**-**	**-**	**2.2**	**A**					
NEW HYDE PARK ROAD														
New Hyde Park Road at Second Avenue														
Second Avenue	EB	LR	-	18.2	C	-	-	-	-					- In Build: This intersection will be eliminated.
Overall Intersection		**-**	**-**	**1.2**	**A**	**-**	**-**	**-**	**-**					
New Hyde Park Road at Clinch Avenue														
New Hyde Park Road	SB	LT	-	8.1	A	LT	-	13.0	B					- Mitigation not required.
Clinch Avenue	WB	LR	-	32.6	D	R	-	30.8	D					
Overall Intersection		**-**	**-**	**6.6**	**A**	**-**	**-**	**5.7**	**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 significantly impacted traffic movement requiring mitigation.

LIRR Main Line Project FEIS
2040 NO BUILD vs. 2040 BUILD OPTION 2 WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - NEW HYDE PARK

INTERSECTION & APPROACH		2040 No Build Weekday PM Peak Hour				2040 Build Weekday PM Peak Hour				Mitigation				Mitigation Measures
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
SIGNALIZED INTERSECTIONS														
COVERT AVENUE														
Covert Avenue at Jericho Turnpike (Rt. 25)														
Covert Avenue	NB	L	1.27	217.6	F	L	1.48	304.3	F	L	1.26	208.0	F	- Modify intersection configuration: Prohibit exits from driveway on north side of intersection to eliminate SB approach; reroute exiting vehicles to use driveway on North 6th Street.
		TR	0.24	57.7	E	TR	0.28	58.2	E	TR	0.26	54.0	D	
	SB	LTR	0.61	79.3	E	LTR	0.62	80.1	F	-	-	-	-	
Jericho Turnpike (Rt. 25)	EB	L	0.12	26.9	C	L	0.11	26.9	C	L	0.10	22.9	C	
		TR	1.25	166.1	F	TR	1.27	172.9	F	TR	1.10	99.4	F	- Modify signal phasing and timing plan: Eliminate SB phase and shift time to other phases as follows: EB/WB protected left-turn green time will shift from 29 s to 47 s; EB/WB green time will remain the same at 59.7 s; NB green time will shift from 21.4 s to 26.4 s.
	WB	L	0.90	68.5	E	L	0.95	78.3	F	L	0.90	67.0	E	
		TR	0.81	25.5	C	TR	0.78	24.6	C	TR	0.70	15.8	B	
Overall Intersection		**-**	**1.10**	**101.1**	**F**	**-**	**1.16**	**112.9**	**F**	**-**	**1.07**	**72.1**	**E**	
Covert Avenue at LIRR Grade Crossing														
Covert Avenue	NB	T	0.44	23.7	C	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.76	34.6	C	-	-	-	-					
Overall Intersection		**-**	**0.47**	**30.6**	**C**	**-**	**-**	**-**	**-**					
Covert Avenue at Stewart Avenue														
Covert Avenue (north leg)	NB	LT	0.62	3.6	A	LT	0.62	3.5	A					- Mitigation not required.
	SB	TR	1.05	68.6	E	TR	1.04	65.3	E					
Covert Avenue (south leg)	NB	T	0.42	22.1	C	T	0.41	21.9	C					
		R	1.12	108.9	F	R	1.10	99.8	F					
	SB	LT	0.74	6.9	A	LT	0.74	6.9	A					
Stewart Avenue	EB	LR	0.35	24.3	C	LR	0.35	24.3	C					
	WB	L	0.80	26.5	C	L	0.79	26.8	C					
		R	0.68	25.0	C	R	0.70	26.0	C					
Overall Intersection		**-**	**-**	**31.6**	**C**	**-**	**-**	**29.8**	**C**					
SOUTH 12TH STREET														
South 12th Street at Jericho Turnpike (Rt. 25)														
South 12th Street	NB	LR	1.04	123.5	F	LR	0.69	72.2	E					- Mitigation not required.
Jericho Turnpike (Rt. 25)	EB	TR	0.85	26.8	C	TR	0.72	14.5	B					
	WB	L	0.66	36.8	D	L	0.27	1.1	A					
		T	0.75	3.4	A	T	0.70	2.5	A					
Overall Intersection		**-**	**0.90**	**25.5**	**C**	**-**	**0.73**	**11.0**	**B**					
South 12th Street at LIRR Grade Crossing														
South 12th Street	NB	T	0.15	18.7	B	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.21	19.5	B	-	-	-	-					
Overall Intersection		**-**	**0.13**	**19.2**	**B**	**-**	**-**	**-**	**-**					

LIRR Main Line Project FEIS
2040 NO BUILD vs. 2040 BUILD OPTION 2 WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - NEW HYDE PARK

INTERSECTION & APPROACH		2040 No Build Weekday PM Peak Hour Mvt.	V/C	Control Delay	LOS	2040 Build Weekday PM Peak Hour Mvt.	V/C	Control Delay	LOS	Mitigation Mvt.	V/C	Control Delay	LOS	Mitigation Measures
NEW HYDE PARK ROAD														
New Hyde Park Road at Jericho Turnpike (Rt. 25)														
New Hyde Park Road	NB	L	0.91	82.6	F	L	0.96	93.2	F	L	0.93	83.7	F	- Modify the existing parking regulation along the north side of Jericho Turnpike (250 feet upstream of the stop bar): provide "No Standing" regulations from 5:00PM - 6:00PM to reduce friction from parking maneuvers [existing parking regulation is 1 HR parking from 8:00AM - 5:00PM.
		TR	0.94	84.0	F	TR	0.96	88.1	F	TR	0.95	84.8	F	
	SB	L	0.85	68.3	E	L	0.86	70.7	E	L	0.83	64.5	E	
		TR	1.29	202.6	F	TR	1.29	205.2	F	TR	1.29	201.3	F	
Jericho Turnpike (Rt. 25)	EB	L	1.07	151.7	F	L	1.07	144.3	F	L	1.02	126.8	F	
		TR	1.14	97.6	F	TR	1.19	124.0	F	TR	1.13	101.1	F	- Modify the existing parking regulation along the south side of Jericho Turnpike (250 feet upstream of the stop bar): allow 1 HR parking from 8:00AM to 5:00PM instead of 8:00AM to 7:00PM, and provide "No Standing" regulations from 5:00PM - 6:00PM, to reduce friction from parking maneuvers.
	WB	L	1.20	179.9	F	L	1.27	207.8	F	L	1.21	181.2	F	
		TR	1.11	100.4	F	TR	1.10	97.3	F	TR	1.05	79.5	E	
Overall Intersection		**-**	**1.18**	**116.7**	**F**	**-**	**1.23**	**125.6**	**F**	**-**	**1.18**	**110.4**	**F**	- Modify signal timing plan: Shift 1 s green time from the EB/WB phase to the the EB/WB protected left-turn phase and 1 s green time from the EB/WB phase to the the NB/SB protected left-turn phase [EB/WB protected left-turn green time shifts from 19 s to 20 s; EB/WB green time shifts from 74 s to 72 s; NB/SB protected left-turn green time shifts from 22 s to 23 s.]
New Hyde Park Road at LIRR Grade Crossing														
New Hyde Park Road	NB	T	0.36	21.7	C	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.58	26.6	C	-	-	-	-					
Overall Intersection		**-**	**0.36**	**24.8**	**C**	**-**	**-**	**-**	**-**					
New Hyde Park Road at Stewart Avenue														
New Hyde Park Road	NB	LTR	0.66	27.8	C	LTR	0.66	27.6	C					- Mitigation not required.
	SB	LTR	0.96	48.2	D	LTR	0.97	49.6	D					
Stewart Avenue	EB	L	0.35	25.5	C	L	0.43	27.1	C					
		TR	0.81	33.7	C	TR	0.79	33.4	C					
	WB	L	0.83	38.0	D	L	0.82	37.2	D					
		TR	0.55	10.3	B	TR	0.55	10.4	B					
Overall Intersection		**-**	**0.92**	**30.7**	**C**	**-**	**0.92**	**31.1**	**C**					
UNSIGNALIZED INTERSECTIONS														
COVERT AVENUE														
Covert Avenue at Second Avenue														
Covert Avenue	NB	LTR	-	0.9	A	-	-	-	-					- Mitigation not required.
	SB	LTR	-	0.5	A	LR	-	9.1	A					- In Build: Roadway grade crossing eliminated with underpass. Covert Avenue service road dead-ended on either side of tracks.
Second Avenue	EB	LTR	-	46.8	E	-	-	-	-					
	WB	LTR	-	132.8	F	-	-	-	-					
Overall Intersection		**-**	**-**	**14.8**	**B**	**-**	**-**	**6.4**	**A**					
Covert Avenue at Third Avenue														
Covert Avenue	NB	LTR	-	0.2	A	LR	-	9.1	A					- Mitigation not required.
	SB	LTR	-	0.6	A	-	-	-	-					- In Build: Roadway grade crossing eliminated with underpass. Covert Avenue service road dead-ended on either side of tracks.
Third Avenue	EB	LTR	-	128.3	F	-	-	-	-					
	WB	LTR	-	105.6	F	-	-	-	-					
Overall Intersection		**-**	**-**	**7.1**	**A**	**-**	**-**	**1.8**	**A**					

LIRR Main Line Project FEIS
2040 NO BUILD vs. 2040 BUILD OPTION 2 WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - NEW HYDE PARK

		2040 No Build Weekday PM Peak Hour				2040 Build Weekday PM Peak Hour				Mitigation				
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mitigation Measures**
SOUTH 12TH STREET														
South 12th Street at Second Avenue														
South 12th Street	SB	LTR	-	14.2	B	LR	-	7.9	A					- Mitigation not required.
Second Avenue	EB	LTR	-	13.7	B	LT	-	8.3	A					- In Build: Roadway grade crossing eliminated. Covert Avenue dead-ended on either side of tracks.
	WB	LTR	-	17.7	C	TR	-	8.3	A					
Overall Intersection		**-**	**-**	**15.6**	**C**	**-**	**-**	**8.2**	**A**					
South 12th Street at Third Avenue														
South 12th Street	NB	LTR	-	10.1	B	LR	-	10.5	B					- Mitigation not required.
Third Avenue	EB	LTR	-	8.9	A	TR	-	9.1	A					- In Build: Roadway grade crossing eliminated. Covert Avenue dead-ended on either side of tracks.
	WB	LTR	-	8.6	A	LT	-	8.4	A					
Overall Intersection		**-**	**-**	**9.5**	**A**	**-**	**-**	**9.7**	**A**					
South 12th Street/Jefferson Street at Stewart Avenue														
Jefferson Street	NB	LTR	-	38.9	E	LTR	-	33.9	D					- Mitigation not required.
South 12th Street	SB	LTR	-	110.1	F	LTR	-	42.0	E					
Stewart Avenue	EB	LTR	-	1.1	A	LTR	-	0.1	A					
	WB	LTR	-	0.3	A	LTR	-	0.3	A					
Overall Intersection		**-**	**-**	**10.8**	**B**	**-**	**-**	**2.9**	**A**					
NEW HYDE PARK ROAD														
New Hyde Park Road at Second Avenue														
Second Avenue	EB	LR	-	18.0	C	-	-	-	-					- In Build: This intersection will be eliminated.
Overall Intersection		**-**	**-**	**1.6**	**A**	**-**	**-**	**-**	**-**					
New Hyde Park Road at Clinch Avenue														
New Hyde Park Road	SB	LT	-	7.8	A	LT	-	10.8	B					- Mitigation not required.
Clinch Avenue	WB	LR	-	18.9	C	R	-	13.3	B					
Overall Intersection		**-**	**-**	**4.8**	**A**	**-**	**-**	**3.3**	**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 significantly impacted traffic movement requiring mitigation.

LIRR Main Line Project FEIS
2040 BUILD OPTION 1 - TRAFFIC LEVELS OF SERVICE - MINEOLA

INTERSECTION & APPROACH		Weekday AM Peak Hour Mvt.	V/C	Control Delay	LOS	Weekday Midday Peak Hour Mvt.	V/C	Control Delay	LOS	Weekday PM Peak Hour Mvt.	V/C	Control Delay	LOS
SIGNALIZED INTERSECTIONS													
MINEOLA BOULEVARD													
Mineola Boulevard / Franklin Avenue at Old Country Road													
Franklin Avenue	NB	L	0.73	26.1	C	L	0.71	26.4	C	L	0.78	30.7	C
		TR	0.94	51.3	D	TR	0.92	49.8	D	TR	0.96	55.5	E
Mineola Boulevard	SB	L	0.82	45.1	D	L	0.94	71.0	E	L	0.87	55.5	E
		TR	0.35	28.6	C	TR	0.52	30.1	C	TR	0.56	31.2	C
Old Country Road	EB	L	0.96	68.8	E	L	0.82	51.3	D	L	1.09	107.0	F
		T	1.35	210.7	F	T	0.99	78.4	E	T	0.99	78.0	E
		R	0.78	42.7	D	R	0.78	44.5	D	R	0.96	71.2	E
	WB	L	0.97	70.9	E	L	1.23	157.9	F	L	1.17	136.0	F
		T	1.55	300.4	F	T	1.05	88.2	F	T	1.45	257.7	F
		R	0.73	39.6	D	R	0.59	30.2	C	R	0.77	42.8	D
Overall Intersection		**-**	**1.07**	**126.8**	**F**	**-**	**1.12**	**65.5**	**E**	**-**	**1.11**	**99.0**	**F**
Mineola Boulevard at Second Street													
Mineola Boulevard	NB	L	0.67	19.2	B	L	0.62	16.0	B	L	0.68	21.2	C
		TR	0.54	14.1	B	TR	0.49	11.5	B	TR	0.72	18.1	B
	SB	L	0.14	19.9	B	L	0.24	19.3	B	L	0.49	34.3	C
		TR	1.39	216.9	F	TR	1.25	149.5	F	TR	1.38	208.7	F
Second Street	EB	L	0.26	16.4	B	L	0.15	17.9	B	L	0.29	19.7	B
		TR	0.72	24.3	C	TR	0.61	22.9	C	TR	0.77	30.4	C
	WB	LTR	0.91	54.6	D	LTR	0.85	44.4	D	LTR	0.97	77.2	E
Overall Intersection		**-**	**1.05**	**70.3**	**E**	**-**	**0.99**	**56.7**	**E**	**-**	**1.12**	**72.9**	**E**
Mineola Boulevard at First Street													
Mineola Boulevard	NB	LTR	0.75	16.6	B	LTR	1.20	117.0	F	LTR	1.03	51.2	D
	SB	L	0.06	7.6	A	L	0.17	6.3	A	L	0.49	19.1	B
		TR	0.75	18.2	B	TR	0.73	14.1	B	TR	0.88	26.9	C
First Street	EB	LTR	1.04	93.6	F	LTR	0.68	37.2	D	LTR	1.28	179.5	F
	WB	LTR	0.91	61.5	E	LTR	0.75	45.4	D	LTR	0.97	83.4	F
Overall Intersection		**-**	**0.84**	**33.7**	**C**	**-**	**1.16**	**63.1**	**E**	**-**	**1.20**	**66.6**	**E**
WILLIS AVENUE													
Willis Avenue at Old Country Road													
Willis Avenue	SB	L	0.88	69.5	E	L	1.09	123.1	F	L	1.13	134.7	F
		R	0.87	71.4	E	R	1.10	129.9	F	R	0.73	51.8	D
Old Country Road	EB	T	0.59	5.2	A	T	0.59	7.9	A	T	0.60	6.7	A
	WB	TR	0.84	15.3	B	TR	0.65	10.8	B	TR	0.74	12.5	B
Overall Intersection		**-**	**0.88**	**19.3**	**B**	**-**	**0.78**	**31.5**	**C**	**-**	**0.86**	**25.5**	**C**
Willis Avenue at Third Street													
Willis Avenue	NB	LT	0.77	43.1	D	LT	0.83	50.3	D	LT	0.95	81.2	F
	SB	TR	0.86	38.9	D	TR	0.93	47.5	D	TR	0.96	59.4	E
Third Street	EB	LR	1.30	185.9	F	LR	1.35	208.9	F	LR	1.81	403.9	F
Overall Intersection		**-**	**0.98**	**100.4**	F	**-**	**1.03**	**106.5**	F	**-**	**1.30**	**241.4**	**F**
Willis Avenue at Second Street													
Willis Avenue	NB	LTR	0.56	15.9	B	LTR	0.73	18.0	B	LTR	0.75	22.9	C
	SB	LTR	0.92	37.6	D	LTR	0.98	43.4	D	LTR	1.35	188.8	F
Second Street	EB	LTR	1.07	51.0	D	LTR	0.64	33.7	C	LTR	1.36	204.8	F
	WB	LT	0.92	55.6	E	LT	0.76	41.1	D	LT	0.66	34.1	C
		R	0.49	29.3	C	R	0.26	28.5	C	R	0.28	26.4	C
Overall Intersection		**-**	**0.92**	**38.5**	**D**	**-**	**0.92**	**33.5**	**C**	**-**	**1.35**	**130.3**	**F**
ROSLYN ROAD													
Roslyn Road / Washington Avenue at Old Country Road													
Washington Avenue	NB	T	0.86	45.7	D	T	0.75	39.6	D	T	0.89	49.2	D
		R	0.29	17.8	B	R	0.80	35.8	D	R	0.41	21.6	C
Roslyn Road	SB	L	0.55	22.4	C	L	0.60	21.2	C	L	0.82	35.0	C
		TR	0.41	21.4	C	TR	0.21	17.9	B	TR	0.43	19.7	B
Old Country Road	EB	L	0.61	29.9	C	L	0.63	26.6	C	L	0.68	32.4	C
		T	1.38	215.0	F	T	1.25	152.6	F	T	1.40	225.5	F
		R	0.25	30.2	C	R	0.18	24.7	C	R	0.24	30.2	C
	WB	L	0.96	58.0	E	L	0.85	40.6	D	L	0.92	52.7	D
		T	1.34	187.9	F	T	1.26	155.0	F	T	1.20	133.2	F
		R	0.46	23.7	C	R	0.50	25.1	C	R	0.56	28.7	C
Overall Intersection		**-**	**1.06**	**120.8**	**F**	**-**	**0.99**	**98.6**	**F**	**-**	**1.05**	**102.9**	**F**

LIRR Main Line Project FEIS
2040 BUILD OPTION 1 - TRAFFIC LEVELS OF SERVICE - MINEOLA

INTERSECTION & APPROACH		Weekday AM Peak Hour Mvt.	V/C	Control Delay	LOS	Weekday Midday Peak Hour Mvt.	V/C	Control Delay	LOS	Weekday PM Peak Hour Mvt.	V/C	Control Delay	LOS
Roslyn Road at Second Street													
Roslyn Road	NB	L	0.76	28.5	C	L	0.52	14.5	B	L	0.75	29.7	C
		TR	0.86	30.6	C	TR	0.66	18.5	B	TR	1.06	76.7	E
	SB	LTR	1.23	147.3	F	LTR	0.55	26.3	C	LTR	1.28	173.4	F
Second Street	EB	L	0.59	24.4	C	L	0.45	19.7	B	L	1.09	95.4	F
		TR	0.62	35.7	D	TR	0.70	34.7	C	TR	1.28	180.6	F
	WB	L	0.51	23.4	C	L	0.27	25.5	C	L	0.71	32.9	C
		TR	0.77	43.4	D	TR	0.47	32.5	C	TR	0.39	33.7	C
Overall Intersection		**-**	**0.96**	**74.0**	**E**	**-**	**0.72**	**24.0**	**C**	**-**	**1.30**	**113.8**	**F**
UNSIGNALIZED INTERSECTIONS													
MAIN STREET													
Main Street at Old Country Road													
Old Country Road	EB	L	-	25.1	D	L	-	15.6	C	L	-	15.8	C
Overall Intersection		**-**	**-**	**0.4**	**A**	**-**	**-**	**0.3**	**A**	**-**	**-**	**0.3**	**A**
Main Street at First Street													
Main Street	NB	LTR	-	8.9	A	LTR	-	8.7	A	LTR	-	10.7	B
	SB	LTR	-	8.8	A	LTR	-	8.3	A	LTR	-	10.0	A
First Street	EB	LTR	-	9.8	A	LTR	-	9.0	A	LTR	-	12.5	B
	WB	LTR	-	11.6	B	LTR	-	8.9	A	LTR	-	11.1	B
Overall Intersection		**-**	**-**	**10.6**	**B**	**-**	**-**	**8.9**	**A**	**-**	**-**	**11.4**	**B**
Main Street at Second Street													
Main Street	NB	LTR	-	10.6	B	LTR	-	10.6	B	LTR	-	13.2	B
	SB	LTR	-	11.6	B	LTR	-	10.5	B	LTR	-	26.1	D
Second Street	EB	LTR	-	13.6	B	LTR	-	12.9	B	LTR	-	96.3	F
	WB	LTR	-	22.3	C	LTR	-	15.6	C	LTR	-	32.1	D
Overall Intersection		**-**	**-**	**17.4**	**C**	**-**	**-**	**13.5**	**B**	**-**	**-**	**55.8**	**F**
Main Street at Front Street (North side of LIRR Tracks)													
Main Street	SB	LR	-	0.1	A	LR	-	7.7	A	LR	-	0.3	A
	EB	LT	-	10.3	B	LT	-	8.1	A	LT	-	10.1	B
	WB	TR	-	10.8	B	TR	-	7.1	A	TR	-	9.8	A
Overall Intersection		**-**	**-**	**2.7**	**A**	**-**	**-**	**7.7**	**A**	**-**	**-**	**2.7**	**A**
Main Street at Front Street (South side of LIRR Tracks)													
Front Street	NB	L	-	7.5	A	L	-	7.2	A	L	-	8.1	A
	EB	R	-	7.0	A	R	-	7.0	A	R	-	7.3	A
Main Street	WB	LT	-	7.9	A	LT	-	7.9	A	LT	-	10.7	B
Overall Intersection		**-**	**-**	**8.5**	**A**	**-**	**-**	**7.9**	**A**	**-**	**-**	**10.7**	**B**
Main Street at Third Street													
Main Street	NB	LTR	-	10.4	B	LTR	-	9.2	A	LTR	-	10.2	B
	SB	LR	-	10.3	B	LR	-	9.6	A	LR	-	13.2	B
Third Street	EB	LT	-	11.2	B	LT	-	10.5	B	LT	-	23.9	C
	WB	TR	-	9.3	A	TR	-	8.3	A	TR	-	9.3	A
Overall Intersection		**-**	**-**	**10.5**	**B**	**-**	**-**	**9.8**	**A**	**-**	**-**	**18.4**	**C**
WILLIS AVENUE													
Willis Avenue at First Street													
Willis Avenue	NB	LT	-	5.3	A	LT	-	2.8	A	LT	-	4.9	A
First Street	EB	LR	-	259.2	F	LR	-	30.8	D	LR	-	436.1	F
Overall Intersection		**-**	**-**	**31.5**	**D**	**-**	**-**	**4.4**	**A**	**-**	**-**	**46.7**	**E**
Willis Avenue at Front Street													
Front Street	WB	R	-	8.8	A	R	-	8.9	A	R	-	9.2	A
Overall Intersection		**-**	**-**	**8.7**	**A**	**-**	**-**	**6.3**	**A**	**-**	**-**	**8.4**	**A**

Notes
(1): Control delay is measured in seconds per vehicle.
(2): Overall intersection V/C ratio is the critical lane groups' V/C ratio.

LIRR Main Line Project FEIS
2040 BUILD OPTION 2 TRAFFIC LEVELS OF SERVICE - MINEOLA

INTERSECTION & APPROACH		Weekday AM Peak Hour Mvt.	V/C	Control Delay	LOS	Weekday Midday Peak Hour Mvt.	V/C	Control Delay	LOS	Weekday PM Peak Hour Mvt.	V/C	Control Delay	LOS
SIGNALIZED INTERSECTIONS													
MINEOLA BOULEVARD													
Mineola Boulevard / Franklin Avenue at Old Country Road													
Franklin Avenue	NB	L	0.78	30.0	C	L	0.77	31.1	C	L	0.84	37.8	D
		TR	0.94	51.0	D	TR	0.92	49.8	D	TR	0.96	54.9	D
Mineola Boulevard	SB	L	0.83	45.3	D	L	0.94	71.0	E	L	0.88	55.9	E
		TR	0.42	29.6	C	TR	0.60	31.8	C	TR	0.63	33.0	C
Old Country Road	EB	L	0.95	66.7	E	L	0.81	50.2	D	L	1.07	101.3	F
		T	1.18	138.8	F	T	0.99	79.1	E	T	0.96	70.1	E
		R	0.72	36.4	D	R	0.77	43.9	D	R	0.93	63.6	E
	WB	L	0.89	56.2	E	L	1.00	81.1	F	L	0.97	70.9	E
		T	1.55	302.2	F	T	1.04	84.9	F	T	1.45	256.6	F
		R	0.85	49.1	D	R	0.69	33.3	C	R	0.89	55.8	E
Overall Intersection		**-**	**1.07**	**113.0**	**F**	**-**	**1.02**	**57.8**	**E**	**-**	**1.09**	**92.3**	**F**
Mineola Boulevard at Second Street													
Mineola Boulevard	NB	L	0.66	18.1	B	L	0.62	16.0	B	L	0.68	21.2	C
		TR	0.57	13.5	B	TR	0.53	12.0	B	TR	0.77	19.4	B
	SB	L	0.15	18.9	B	L	0.26	19.9	B	L	0.60	44.9	D
		TR	1.49	257.6	F	TR	1.39	208.9	F	TR	1.53	274.4	F
Second Street	EB	L	0.27	16.8	B	L	0.15	17.9	B	L	0.29	19.7	B
		TR	0.76	26.6	C	TR	0.61	22.9	C	TR	0.77	30.4	C
	WB	LTR	0.93	59.1	E	LTR	0.85	44.6	D	LTR	0.97	77.2	E
Overall Intersection		**-**	**1.09**	**83.5**	**F**	**-**	**1.05**	**76.4**	**E**	**-**	**1.19**	**93.2**	**F**
Mineola Boulevard at First Street													
Mineola Boulevard	NB	LTR	0.85	21.5	C	LTR	1.43	217.3	F	LTR	1.18	109.1	F
	SB	L	0.07	7.8	A	L	0.18	6.5	A	L	0.57	25.6	C
		TR	0.83	22.4	C	TR	0.82	18.2	B	TR	0.98	41.9	D
First Street	EB	LTR	1.04	94.6	F	LTR	0.68	36.9	D	LTR	1.27	176.4	F
	WB	LTR	0.91	62.4	E	LTR	0.73	44.2	D	LTR	0.97	81.6	F
Overall Intersection		**-**	**0.91**	**36.4**	**D**	**-**	**1.35**	**108.0**	**F**	**-**	**1.31**	**95.0**	**F**
MAIN STREET													
Main Street at Second Street													
Main Street	NB	LTR	0.71	29.9	C	LTR	0.73	28.6	C	LTR	1.04	86.4	F
Main Street Underpass	NB	LTR	0.24	25.3	C	LTR	0.45	26.0	C	LTR	0.21	26.0	C
	SB	LR	0.59	30.5	C	LR	0.55	27.7	C	LR	0.95	68.4	E
Second Street	EB	LT	0.72	27.3	C	LT	0.70	27.7	C	LT	1.29	179.7	F
	WB	TR	0.78	30.4	C	TR	0.62	24.1	C	TR	0.67	33.7	C
Overall Intersection		**-**	**0.71**	**29.2**	**C**	**-**	**0.67**	**26.9**	**C**	**-**	**1.09**	**100.5**	**F**
WILLIS AVENUE													
Willis Avenue at Old Country Road													
Willis Avenue	SB	L	0.64	48.5	D	L	0.84	61.6	E	L	0.88	67.0	E
		R	0.70	53.0	D	R	0.65	47.5	D	R	0.53	42.9	D
Old Country Road	EB	T	0.59	5.2	A	T	0.58	7.8	A	T	0.60	6.7	A
	WB	TR	0.79	13.5	B	TR	0.63	10.3	B	TR	0.70	11.7	B
Overall Intersection		**-**	**0.81**	**14.6**	**B**	**-**	**0.71**	**15.7**	**B**	**-**	**0.77**	**16.0**	**B**
Willis Avenue at Third Street													
Willis Avenue Underpass	SB	TR	0.49	23.2	C	TR	0.68	18.2	B	TR	0.87	41.6	D
Willis Avenue Service Road	SB	TR	0.01	26.3	C	TR	0.03	19.9	B	TR	0.04	32.1	C
Third Street	EB	R	0.72	38.2	D	R	0.57	23.7	C	R	0.89	43.5	D
Overall Intersection		**-**	**0.44**	**29.3**	**D**	**-**	**0.51**	**19.5**	**B**	**-**	**0.76**	**42.4**	**D**
Willis Avenue at Second Street													
Willis Avenue	SB	LTR	0.61	17.4	B	LTR	0.64	16.2	B	LTR	0.71	20.2	C
Second Street	EB	LTR	2.45	97.3	F	LTR	0.88	47.2	D	LTR	1.70	357.9	F
	WB	LT	1.59	311.6	F	LT	0.70	36.3	D	LT	7.22	2880.2	F
		R	0.55	30.3	C	R	0.27	27.3	C	R	0.43	28.2	C
Overall Intersection		**-**	**0.95**	**120.9**	**F**	**-**	**0.71**	**30.8**	**C**	**-**	**2.96**	**541.7**	**F**

LIRR Main Line Project FEIS
2040 BUILD OPTION 2 TRAFFIC LEVELS OF SERVICE - MINEOLA

INTERSECTION & APPROACH		Weekday AM Peak Hour Mvt.	V/C	Control Delay	LOS	Weekday Midday Peak Hour Mvt.	V/C	Control Delay	LOS	Weekday PM Peak Hour Mvt.	V/C	Control Delay	LOS
ROSLYN ROAD													
Roslyn Road / Washington Avenue at Old Country Road													
Washington Avenue	NB	T	0.80	41.8	D	T	0.72	38.2	D	T	0.84	45.1	D
		R	0.29	17.8	B	R	0.80	36.4	D	R	0.41	21.7	C
Roslyn Road	SB	L	0.52	21.7	C	L	0.58	20.9	C	L	0.80	32.1	C
		TR	0.47	22.3	C	TR	0.28	18.5	B	TR	0.50	20.5	C
Old Country Road	EB	L	0.58	28.6	C	L	0.59	24.6	C	L	0.63	30.1	C
		T	1.36	205.6	F	T	1.24	147.3	F	T	1.39	218.7	F
		R	0.09	28.3	C	R	0.08	23.3	C	R	0.08	28.4	C
	WB	L	0.94	54.6	D	L	0.85	39.0	D	L	0.91	51.4	D
		T	1.31	175.6	F	T	1.23	141.0	F	T	1.17	118.5	F
		R	0.45	22.8	C	R	0.54	25.1	C	R	0.58	28.7	C
Overall Intersection		**-**	**1.03**	**115.1**	**F**	**-**	**0.97**	**92.8**	**F**	**-**	**1.04**	**97.1**	**F**
Roslyn Road at Second Street													
Roslyn Road	NB	L	0.79	32.7	C	L	0.63	17.5	B	L	0.79	34.8	C
		TR	0.88	33.1	C	TR	0.67	19.2	B	TR	1.10	88.3	F
	SB	LTR	1.33	190.4	F	LTR	0.71	31.0	C	LTR	1.49	266.5	F
Second Street	EB	L	0.61	24.8	C	L	0.47	20.1	C	L	1.11	103.0	F
		TR	0.57	34.5	C	TR	0.73	36.6	D	TR	1.06	97.1	F
	WB	L	0.50	23.4	C	L	0.28	26.0	C	L	0.71	32.8	C
		TR	0.78	43.8	D	TR	0.46	33.1	C	TR	0.39	33.6	C
Overall Intersection		**-**	**1.00**	**92.3**	**F**	**-**	**0.74**	**26.2**	**C**	**-**	**1.33**	**133.1**	**F**
UNSIGNALIZED INTERSECTIONS													
MAIN STREET													
Main Street at Old Country Road													
Old Country Road	EB	L	-	38.5	E	L	-	19.1	C	L	-	20.1	C
Overall Intersection		**-**	**-**	**0.7**	**A**	**-**	**-**	**0.4**	**A**	**-**	**-**	**0.5**	**A**
Main Street at First Street													
Main Street	NB	LTR	-	10.0	A	LTR	-	9.3	A	LTR	-	13.0	B
	SB	LTR	-	9.2	A	LTR	-	8.3	A	LTR	-	10.5	B
First Street	EB	LTR	-	10.6	B	LTR	-	9.4	A	LTR	-	14.0	B
	WB	LTR	-	12.7	B	LTR	-	9.1	A	LTR	-	11.7	B
Overall Intersection		**-**	**-**	**11.3**	**B**	**-**	**-**	**9.2**	**A**	**-**	**-**	**12.8**	**B**
Main Street at Front Street (North side of LIRR Tracks)													
Front Street	EB	LT	-	9.1	A	LT	-	9.1	A	LT	-	8.9	A
	WB	TR	-	9.1	A	TR	-	8.6	A	TR	-	8.8	A
Overall Intersection		**-**	**-**	**9.1**	**A**	**-**	**-**	**9.0**	**A**	**-**	**-**	**8.9**	**A**
Main Street at Third Street													
Main Street	NB	LTR	-	15.8	C	LTR	-	13.3	B	LTR	-	18.4	C
Third Street	EB	LT	-	11.0	B	LT	-	10.4	B	LT	-	21.4	C
	WB	TR	-	9.3	A	TR	-	8.5	A	TR	-	9.8	A
Overall Intersection		**-**	**-**	**13.5**	**B**	**-**	**-**	**12.1**	**B**	**-**	**-**	**18.9**	**C**
WILLIS AVENUE													
Willis Avenue at First Street													
Willis Avenue	NB	LT	-	5.0	A	LT	-	2.0	A	LT	-	3.0	A
First Street	EB	LR	-	203.8	F	LR	-	30.5	D	LR	-	354.3	F
Overall Intersection		**-**	**-**	**40.2**	**E**	**-**	**-**	**6.2**	**A**	**-**	**-**	**64.7**	**F**
Willis Avenue at Front Street													
Willis Avenue	SB	LT	-	0.0	A	LT	-	0.0	A	LT	-	0.0	A
Overall Intersection		**-**	**-**	**0.0**	**A**	**-**	**-**	**0.0**	**A**	**-**	**-**	**0.0**	**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.

LIRR Main Line Project FEIS

2040 NO BUILD vs. 2040 BUILD OPTION 1 WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - MINEOLA

INTERSECTION & APPROACH		2040 No Build Weekday AM Peak Hour				2040 Build Weekday AM Peak Hour				Mitigation				Mitigation Measures
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
SIGNALIZED INTERSECTIONS														
MINEOLA BOULEVARD														
Mineola Boulevard / Franklin Avenue at Old Country Road														
Franklin Avenue	NB	L	0.78	29.9	C	L	0.73	26.1	C	L	0.77	30.3	C	- Restripe NB Franklin Av approach as one 11 ft left-turn lane, one 12 ft through lane, and one 12 ft shared through-right lane.
		TR	0.93	50.6	D	TR	0.94	51.3	D	TR	0.94	52.8	D	
Mineola Boulevard	SB	L	0.83	45.2	D	L	0.82	45.1	D	L	0.80	40.9	D	- Shift centerline 2 ft to the east and restripe SB Mineola Blvd approach as one 12 ft left-turn lane, one 10 ft through lane, and one 10 ft shared through-right lane.
		TR	0.42	29.5	C	TR	0.35	28.6	C	TR	0.36	29.8	C	
Old Country Road	EB	L	0.94	65.4	E	L	0.96	68.8	E	L	0.95	66.5	E	
		T	1.18	137.5	F	T	1.35	210.7	F	T	1.17	134.6	F	
		R	0.71	36.3	D	R	0.78	42.7	D	R	0.72	37.5	D	
	WB	L	0.89	56.2	E	L	0.97	70.9	E	L	0.94	64.0	E	- Restripe WB Old Country Rd approach as one 12 ft left-turn lane, two 11 ft through lanes, and one 10 ft right-turn lane.
		T	1.55	299.3	F	T	1.55	300.4	F	T	1.42	241.9	F	
		R	0.73	39.4	D	R	0.73	39.6	D	R	0.73	39.0	D	
	Overall Intersection	**-**	**1.06**	**112.0**	**F**	**-**	**1.07**	**126.8**	**F**	**-**	**1.05**	**101.2**	**F**	- Restripe EB Old Country Rd approach as one 10 ft left-turn lane, two 12 ft through lanes, and one 13 ft right-turn lane by reducing the existing 5 ft painted buffer between through and right-turn lane to a 1 ft buffer. - Modify signal timing plan: Shift 2 s of green time from the NB/SB phase to the EB/WB phase and 1 s of green time from the NB/SB protected left-turn phase to the EB/WB protected left-turn phase [NB/SB green time will shift from 40 s to 38 s; EB/WB green time will shift from 22 s to 24 s; NB/SB protected left-turn green time will shift from 15 s to 14 s; EB/WB protected left-turn green time will shift from 20 s to 21 s; yellow and all-red times will remain unchanged].
Mineola Boulevard at Second Street														
Mineola Boulevard	NB	L	0.68	20.3	C	L	0.67	19.2	B					- Mitigation not required.
		TR	0.58	15.4	B	TR	0.54	14.1	B					
	SB	L	0.19	21.3	C	L	0.14	19.9	B					
		TR	2.01	489.9	F	TR	1.39	216.9	F					
Second Street	EB	L	0.25	16.0	B	L	0.26	16.4	B					
		TR	0.69	22.8	C	TR	0.72	24.3	C					
	WB	-	-	-	-	-	-	-	-					
		LTR	1.00	75.8	E	LTR	0.91	54.6	D					
	Overall Intersection	**-**	**1.30**	**165.9**	**F**	**-**	**1.05**	**70.3**	**E**					
Mineola Boulevard at First Street														
Mineola Boulevard	NB	LTR	0.81	18.8	B	LTR	0.75	16.6	B	LTR	0.79	19.2	B	- Modify signal timing plan: Shift 2 s of green time from the NB/SB phase to the EB/WB phase [NB/SB green time will shift from 55 s to 51 s; EB/WB green time will shift from 23 s to 25 s; yellow and all-red times will remain unchanged].
	SB	L	0.12	8.2	A	L	0.06	7.6	A	L	0.07	8.4	A	
		TR	0.78	19.0	B	TR	0.75	18.2	B	TR	0.77	20.3	C	
First Street	EB	LTR	0.91	58.3	E	LTR	1.04	93.6	F	LTR	0.95	67.0	E	
	WB	LTR	0.76	44.2	D	LTR	0.91	61.5	E	LTR	0.82	45.5	D	
	Overall Intersection	**-**	**0.84**	**26.6**	**C**	**-**	**0.84**	**33.7**	**C**	**-**	**0.84**	**29.6**	**C**	

LIRR Main Line Project FEIS

2040 NO BUILD vs. 2040 BUILD OPTION 1 WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - MINEOLA

		2040 No Build Weekday AM Peak Hour				2040 Build Weekday AM Peak Hour				Mitigation				Mitigation Measures
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	
WILLIS AVENUE														
Willis Avenue at Old Country Road														
Willis Avenue	SB	L	0.63	47.9	D	L	0.88	69.5	E	L	0.60	38.6	D	- Modify signal phasing and timing plan: Under existing conditions, SB Willis Av and NB County Seat Dr has 23 s green time; EB/WB Old Country Rd has 72 s green time; WB lagging left-turn phase has 7 s green time. Future signal phasing and timing plans will include: WB protected left-turn phase (at County Seat Dr) and SB Willis Av will have 7.5 s green time; SB Willis Av and NB County Seat Dr will have 23.5 s green time; EB/WB Old Country Rd will have 69.5 s green time [each phase will have 3.5 s yellow and 2 s all-red time].
		R	0.91	78.7	E	R	0.87	71.4	E	R	0.59	38.9	D	
Old Country Road	EB	T	0.59	5.3	A	T	0.59	5.2	A	T	0.58	4.8	A	
	WB	TR	0.84	15.4	B	TR	0.84	15.3	B	TR	0.96	31.5	C	
	Overall Intersection	**-**	**0.88**	**17.9**	**B**	**-**	**0.88**	**19.3**	**B**	**-**	**0.89**	**23.8**	**C**	
Willis Avenue at LIRR Grade Crossing														
Willis Avenue	NB	T	0.39	51.8	D	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.45	53.4	D	-	-	-	-					
	Overall Intersection	**-**	**0.17**	**52.6**	**D**	**-**	**-**	**-**	**-**					
Willis Avenue at Second Street														
Willis Avenue	NB	LTR	0.24	9.3	A	LTR	0.56	15.9	B	LTR	0.64	19.1	B	- Prohibit parking on SB Willis Av approach for 250 ft from the stopbar and restripe the SB Willis Av approach as one 10 ft left-turn lane and one 10 ft shared through-right lane.
	SB	LTR	0.73	19.2	B	LTR	0.92	37.6	D	L	0.28	12.3	B	
		-	-	-	-	-	-	-	-	TR	0.61	17.0	B	
Second Street	EB	LTR	0.77	39.3	D	LTR	1.07	51.0	D	LTR	0.85	36.5	D	
	WB	LT	0.84	45.2	D	LT	0.92	55.6	E	LT	0.90	51.7	D	- Prohibit parking on EB Second St approach for 250 ft from the stopbar and WB Second St receiving side of the intersection.
		R	0.44	29.4	C	R	0.49	29.3	C	R	0.48	28.6	C	
	Overall Intersection	**-**	**0.76**	**28.4**	**C**	**-**	**0.92**	**38.5**	**D**	**-**	**0.73**	**29.1**	**C**	- Restripe EB Second Street approach as two 12 ft lanes. - Modify signal timing plan: Shift 1 s of green time from the NB/SB phase to the EB/WB phase [NB/SB green time will shift from 57 s to 56 s; EB/WB green time will shift from 31 s to 32 s].
MAIN STREET														
Main Street at LIRR Grade Crossing														
Main Street	NB	T	0.22	47.3	D	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.13	45.4	D	-	-	-	-					
	Overall Intersection	**-**	**0.09**	**46.6**	**D**	**-**	**-**	**-**	**-**					
ROSLYN ROAD														
Roslyn Road / Washington Avenue at Old Country Road														
Washington Avenue	NB	T	0.85	45.2	D	T	0.86	45.7	D					- Mitigation not required.
		R	0.29	17.7	B	R	0.29	17.8	B					
Roslyn Road	SB	L	0.55	22.4	C	L	0.55	22.4	C					
		TR	0.47	22.0	C	TR	0.41	21.4	C					
Old Country Road	EB	L	0.59	29.4	C	L	0.61	29.9	C					
		T	1.37	210.3	F	T	1.38	215.0	F					
		R	0.09	28.7	C	R	0.25	30.2	C					
	WB	L	0.95	57.3	E	L	0.96	58.0	E					
		T	1.32	180.8	F	T	1.34	187.9	F					
		R	0.45	23.3	C	R	0.46	23.7	C					
	Overall Intersection	**-**	**1.05**	**117.5**	**F**	**-**	**1.06**	**120.8**	**F**					

LIRR Main Line Project FEIS
2040 NO BUILD vs. 2040 BUILD OPTION 1 WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - MINEOLA

INTERSECTION & APPROACH		2040 No Build Weekday AM Peak Hour				2040 Build Weekday AM Peak Hour				Mitigation				Mitigation Measures
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
Roslyn Road at Second Street														
Roslyn Road	NB	L	0.76	29.4	C	L	0.76	28.5	C	L	0.75	28.2	C	- Restripe NB Roslyn Rd approach as one 11 ft left-turn lane and one 12 ft shared through-right lane by reducing the 5 ft shoulder lane to a 4 ft shoulder lane.
		TR	0.88	33.3	C	TR	0.86	30.6	C	TR	0.83	27.8	C	
	SB	LTR	1.31	181.9	F	LTR	1.23	147.3	F	LTR	1.24	149.2	F	
Second Street	EB	L	0.59	24.3	C	L	0.59	24.4	C	L	0.59	24.5	C	
		TR	0.56	34.0	C	TR	0.62	35.7	D	TR	0.62	35.7	D	
	WB	L	0.50	23.3	C	L	0.51	23.4	C	L	0.51	23.4	C	
		TR	0.78	43.7	D	TR	0.77	43.4	D	TR	0.78	43.7	D	
Overall Intersection		**-**	**0.99**	**89.3**	**F**	**-**	**0.96**	**74.0**	**E**	**-**	**0.95**	**74.0**	**E**	
UNSIGNALIZED INTERSECTIONS														
MAIN STREET														
Main Street at Old Country Road														
Old Country Road	EB	L	-	27.5	D	L	-	25.1	D					- Mitigation not required.
Overall Intersection		**-**	**-**	**0.5**	**A**	**-**	**-**	**0.4**	**A**					
Main Street at First Street														
Main Street	NB	LTR	-	9.0	A	LTR	-	8.9	A					- Mitigation not required.
	SB	LTR	-	9.0	A	LTR	-	8.8	A					
First Street	EB	LTR	-	10.0	A	LTR	-	9.8	A					
	WB	LTR	-	10.4	B	LTR	-	11.6	B					
Overall Intersection		**-**	**-**	**9.9**	**A**	**-**	**-**	**10.6**	**B**					
Main Street at Second Street														
Main Street	NB	LTR	-	11.6	B	LTR	-	10.6	B					- Mitigation not required.
	SB	LTR	-	13.4	B	LTR	-	11.6	B					
Second Street	EB	LTR	-	15.3	C	LTR	-	13.6	B					
	WB	LTR	-	25.3	D	LTR	-	22.3	C					
Overall Intersection		**-**	**-**	**19.1**	**C**	**-**	**-**	**17.4**	**C**					
Main Street at Front Street (North side of LIRR Tracks)														
Main Street	NB	LTR	-	5.7	A	LR	-	0.1	A					- Mitigation not required.
	SB	LTR	-	0.0	A	LT	-	10.3	B					
Front Street	EB	LTR	-	13.7	B	TR	-	10.8	B					
	WB	LTR	-	15.3	C	-	-	-	-					
Overall Intersection		**-**	**-**	**4.2**	**A**	**-**	**-**	**2.7**	**A**					
Main Street at Front Street (South side of LIRR Tracks)														
Main Street	NB	-	-	-	-	L	-	7.5	A					- Mitigation not required.
Front Street	EB	-	-	-	-	R	-	7.0	A					
	WB	LR	-	10.3	B	LT	-	7.9	A					
Overall Intersection		**-**	**-**	**5.5**	**A**	**-**	**-**	8.5	**A**					
Main Street at Third Street														
Main Street	NB	LTR	-	13.4	B	LTR	-	10.4	B					- Mitigation not required.
	SB	LR	-	11.2	B	LR	-	10.3	B					
Third Street	EB	LT	-	12.4	B	LT	-	11.2	B					
	WB	TR	-	10.1	B	TR	-	9.3	A					
Overall Intersection		**-**	**-**	**12.2**	**B**	**-**	**-**	**10.5**	**B**					

LIRR Main Line Project FEIS

2040 NO BUILD vs. 2040 BUILD OPTION 1 WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - MINEOLA

INTERSECTION & APPROACH		2040 No Build Weekday AM Peak Hour				2040 Build Weekday AM Peak Hour				Mitigation				Mitigation Measures
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
WILLIS AVENUE														
Willis Avenue at First Street														
Willis Avenue	NB	LT	-	4.5	A	LT	-	5.3	A	L	0.69	15.5	B	- Prohibit parking on the NB Willis Av approach 150 feet from the stopbar and on the northbound Willis Av receiving side for 100 feet from the intersection.
		-	-	-	-	-	-	-	-	T	0.49	6.8	A	
	SB	-	-	-	-	-	-	-	-	TR	0.74	11.2	B	
First Street	EB	LR	-	105.6	F	LR	-	259.2	F	LR	0.64	34.3	C	
	Overall Intersection	**-**	**-**	**16.0**	**C**	**-**	**-**	**31.5**	**D**	**-**	**0.71**	**13.0**	**B**	- Restripe the northbound Willis Av approach as one 10 ft left-turn pocket lane and one 10 ft through lane. - Install actuated traffic signal with the following signal phasing and timing plan: NB/SB Willis Av will have 44 s green time; EB First Street will have 24 s green time; all phases will have 4 s yellow and 2 s all-red time.
Willis Avenue at Front Street														
Willis Avenue	NB	LT	-	3.8	A	-	-	-	-					- Mitigation not required.
Front Street	WB	-	-	-	-	R	-	8.8	A					
	Overall Intersection	**-**	**-**	**2.2**	**A**	**-**	**-**	**8.7**	**A**					
Willis Avenue at Third Street														
Willis Avenue	NB	LT	-	0.2	A	LT	0.77	43.1	D	L	0.03	26.2	C	- This intersection would be signalized as part of the Build condition.
		-	-	-	-	-	-	-	-	T	0.22	7.2	A	
	SB	-	-	-	-	TR	0.86	38.9	D	TR	0.79	27.4	C	- Prohibit parking on EB Third St approach and WB Third St receiving side of the intersection 250 ft from the stopbar and restripe the EB approach as one 10 ft left-turn lane and one 10 ft right-turn lane.
Third Street	EB	LR	-	22.9	C	LR	1.30	185.9	F	L	0.51	23.2	C	
		-	-	-	-	-	-	-	-	R	0.65	27.1	C	
	Overall Intersection	**-**	**-**	**6.4**	**A**	**-**	**0.98**	**100.4**	**F**	**-**	**0.65**	**22.6**	**C**	- Prohibit parking on NB Willis Av approach 250 feet from the stopbar and restripe approach as one 10 foot left-turn lane and one 10 foot through lane.

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 significantly impacted traffic movement requiring mitigation.

LIRR Main Line Project FEIS

2040 NO BUILD vs. 2040 BUILD OPTION 1 WEEKDAY MIDDAY - TRAFFIC LEVELS OF SERVICE - MINEOLA

INTERSECTION & APPROACH		2040 No Build Weekday MD Peak Hour				2040 Build Weekday MD Peak Hour				Mitigation				Mitigation Measures
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
SIGNALIZED INTERSECTIONS														
MINEOLA BOULEVARD														
Mineola Boulevard / Franklin Avenue at Old Country Road														
Franklin Avenue	NB	L	0.77	31.1	C	L	0.71	26.4	C	L	0.76	31.2	C	- Restripe NB Franklin Av approach as one 11 ft left-turn lane, one 12 ft through lane, and one 12 ft shared through-right lane.
		TR	0.92	49.8	D	TR	0.92	49.8	D	TR	0.93	52.9	D	
Mineola Boulevard	SB	L	0.94	71.0	E	L	0.94	71.0	E	L	0.93	67.5	E	- Shift centerline 2 ft to the east and restripe SB Mineola Blvd approach as one 12 ft left-turn lane, one 10 ft through lane, and one 10 ft shared through-right lane.
		TR	0.60	31.8	C	TR	0.52	30.1	C	TR	0.55	32.6	C	
Old Country Road	EB	L	0.81	50.2	D	L	0.82	51.3	D	L	0.82	50.8	D	
		T	0.99	79.1	E	T	0.99	78.4	E	T	0.99	81.4	F	
		R	0.77	43.9	D	R	0.78	44.5	D	R	0.78	45.4	D	
	WB	L	1.00	81.1	F	L	1.23	157.9	F	L	1.02	83.5	F	- Restripe WB Old Country Rd approach as one 12 ft left-turn lane, two 11 ft through lanes, and one 10 ft right-turn lane.
		T	1.04	84.9	F	T	1.05	88.2	F	T	0.95	61.0	E	
		R	0.57	29.7	C	R	0.59	30.2	C	R	0.59	29.2	C	
	Overall Intersection	**-**	**1.02**	**57.9**	**E**	**-**	**1.12**	**65.5**	**E**	**-**	**1.01**	**55.6**	**E**	- Restripe EB Old Country Rd approach as one 10 ft left-turn lane, two 12 ft through lanes, and one 13 ft right-turn lane by reducing the existing 5 ft painted buffer between through and right-turn lane to a 1 ft buffer. - Modify signal timing plan: Shift 2 s of green time from the NB/SB phase and 1 s of green time from the NB/SB protected left-turn phase to the EB/WB protected left-turn phase [NB/SB green time will shift from 40 s to 38 s; NB/SB protected left-turn green time will shift from 15 s to 14 s; EB/WB protected left-turn green time will shift from 20 s to 24 s; yellow and all-red times will remain unchanged].
Mineola Boulevard at Second Street														
Mineola Boulevard	NB	L	0.62	15.6	B	L	0.62	16.0	B					- Mitigation not required.
		TR	0.48	11.0	B	TR	0.49	11.5	B					
	SB	L	0.28	19.4	B	L	0.24	19.3	B					
		TR	1.38	205.4	F	TR	1.25	149.5	F					
Second Street	EB	L	0.16	18.2	B	L	0.15	17.9	B					
		TR	0.63	24.0	C	TR	0.61	22.9	C					
	WB	-	-	-	-	-	-	-	-					
		LTR	0.85	45.5	D	LTR	0.85	44.4	D					
	Overall Intersection	**-**	**1.06**	**77.4**	**E**	**-**	**0.99**	**56.7**	**E**					
Mineola Boulevard at First Street														
Mineola Boulevard	NB	LTR	1.36	186.1	F	LTR	1.20	117.0	F					- Mitigation not required.
	SB	L	0.19	6.6	A	L	0.17	6.3	A					
		TR	0.81	18.0	B	TR	0.73	14.1	B					
First Street	EB	LTR	0.69	37.6	D	LTR	0.68	37.2	D					
	WB	LTR	0.63	37.5	D	LTR	0.75	45.4	D					
	Overall Intersection	**-**	**1.28**	**91.8**	**F**	**-**	**1.16**	**63.1**	**E**					

LIRR Main Line Project FEIS

2040 NO BUILD vs. 2040 BUILD OPTION 1 WEEKDAY MIDDAY - TRAFFIC LEVELS OF SERVICE - MINEOLA

INTERSECTION & APPROACH		2040 No Build Weekday MD Peak Hour				2040 Build Weekday MD Peak Hour				Mitigation				Mitigation Measures
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
WILLIS AVENUE														
Willis Avenue at Old Country Road														
Willis Avenue	SB	L	0.84	61.6	E	L	1.09	123.1	F	L	0.75	44.3	D	- Modify signal phasing and timing plan: Under existing conditions, SB Willis Av and NB County Seat Dr has 23 s green time; EB/WB Old Country Rd has 72 s green time; WB lagging left-turn phase has 7 s green time. Future signal phasing and timing plans will include: WB protected left-turn phase (at County Seat Dr) and SB Willis Av will have 7.5 s green time; SB Willis Av and NB County Seat Dr will have 23.5 s green time; EB/WB Old Country Rd will have 69.5 s green time [each phase will have 3.5 s yellow and 2 s all-red time].
		R	0.72	51.5	D	R	1.1	129.9	F	R	0.75	45.8	D	
Old Country Road	EB	T	0.58	7.8	A	T	0.59	7.9	A	T	0.60	8.2	A	
	WB	TR	0.65	10.7	B	TR	0.65	10.8	B	TR	0.75	18.9	B	
Overall Intersection		**-**	**0.72**	**16.3**	**B**	**-**	**0.78**	**31.5**	**C**	**-**	**0.79**	**20.0**	**B**	
Willis Avenue at LIRR Grade Crossing														
Willis Avenue	NB	T	0.19	17.7	B	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.26	19.0	B	-	-	-	-					
Overall Intersection		**-**	**0.20**	**18.5**	**B**	**-**	**-**	**-**	**-**					
Willis Avenue at Second Street														
Willis Avenue	NB	LTR	0.23	7.4	A	LTR	0.73	18.0	B	LTR	0.83	24.8	C	- Prohibit parking on SB Willis Av approach for 250 ft from the stopbar and restripe the SB Willis Av approach as one 10 ft left-turn lane and one 10 ft shared through-right lane.
	SB	LTR	0.69	15.2	B	LTR	0.98	43.4	D	L	0.32	9.6	A	
		-	-	-	-	-	-	-	-	TR	0.60	12.7	B	
Second Street	EB	LTR	0.77	40.1	D	LTR	0.64	33.7	C	LTR	0.56	31.6	C	
	WB	LT	0.69	37.3	D	LT	0.76	41.1	D	LT	0.76	41.1	D	- Prohibit parking on EB Second St approach for 250 ft from the stopbar and WB Second St receiving side of the intersection.
		R	0.24	28.7	C	R	0.26	28.5	C	R	0.26	28.5	C	
Overall Intersection		**-**	**0.71**	**24.7**	**C**	**-**	**0.92**	**33.5**	**C**	**-**	**0.81**	**24.0**	**D**	- Restripe EB Second Street approach as two 12 ft lanes.
MAIN STREET														
Main Street at LIRR Grade Crossing														
Main Street	NB	T	0.14	17.0	B	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.08	16.0	B	-	-	-	-					
Overall Intersection		**-**	**0.11**	**16.6**	**B**	**-**	**-**	**-**	**-**					
ROSLYN ROAD														
Roslyn Road / Washington Avenue at Old Country Road														
Washington Avenue	NB	T	0.74	38.8	D	T	0.75	39.6	D					- Mitigation not required.
		R	0.80	36.1	D	R	0.80	35.8	D					
Roslyn Road	SB	L	0.59	20.9	C	L	0.60	21.2	C					
		TR	0.28	18.4	B	TR	0.21	17.9	B					
Old Country Road	EB	L	0.59	24.9	C	L	0.63	26.6	C					
		T	1.25	152.2	F	T	1.25	152.6	F					
		R	0.08	23.6	C	R	0.18	24.7	C					
	WB	L	0.85	39.1	D	L	0.85	40.6	D					
		T	1.25	150.0	F	T	1.26	155.0	F					
		R	0.50	24.6	C	R	0.5	25.1	C					
Overall Intersection		**-**	**0.98**	**97.0**	**F**	**-**	**0.99**	**98.6**	**F**					

LIRR Main Line Project FEIS

2040 NO BUILD vs. 2040 BUILD OPTION 1 WEEKDAY MIDDAY - TRAFFIC LEVELS OF SERVICE - MINEOLA

		2040 No Build Weekday MD Peak Hour				2040 Build Weekday MD Peak Hour				Mitigation				Mitigation Measures
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	
Roslyn Road at Second Street														
Roslyn Road	NB	L	0.56	15.5	B	L	0.52	14.5	B	L	0.52	14.5	B	- Restripe NB Roslyn Rd approach as one 11 ft left-turn lane and one 12 ft shared through-right lane by reducing the 5 ft shoulder lane to a 4 ft shoulder lane.
		TR	0.67	18.7	B	TR	0.66	18.5	B	TR	0.63	17.8	B	
	SB	LTR	0.70	29.4	C	LTR	0.55	26.3	C	LTR	0.55	26.4	C	
Second Street	EB	L	0.47	19.8	B	L	0.45	19.7	B	L	0.45	19.7	B	
		TR	0.69	34.6	C	TR	0.70	34.7	C	TR	0.70	34.8	C	
	WB	L	0.27	25.8	C	L	0.27	25.5	C	L	0.27	25.5	C	
		TR	0.49	33.0	C	TR	0.47	32.5	C	TR	0.47	32.6	C	
Overall Intersection		**-**	**0.73**	**25.1**	**C**	**-**	**0.72**	**24.0**	**C**	**-**	**0.70**	**23.8**	**C**	
UNSIGNALIZED INTERSECTIONS														
MAIN STREET														
Main Street at Old Country Road														
Old Country Road	EB	L	-	15.6	C	L	-	15.6	C					- Mitigation not required.
Overall Intersection		**-**	**-**	**0.4**	**A**	**-**	**-**	**0.3**	**A**					
Main Street at First Street														
Main Street	NB	LTR	-	9.0	A	LTR	-	8.7	A					- Mitigation not required.
	SB	LTR	-	8.5	A	LTR	-	8.3	A					
First Street	EB	LTR	-	9.3	A	LTR	-	9.0	A					
	WB	LTR	-	8.8	A	LTR	-	8.9	A					
Overall Intersection		**-**	**-**	**9.0**	**A**	**-**	**-**	**8.9**	**A**					
Main Street at Second Street														
Main Street	NB	LTR	-	12.0	B	LTR	-	10.6	B					- Mitigation not required.
	SB	LTR	-	11.5	B	LTR	-	10.5	B					
Second Street	EB	LTR	-	14.1	B	LTR	-	12.9	B					
	WB	LTR	-	14.2	B	LTR	-	15.6	C					
Overall Intersection		**-**	**-**	**13.3**	**B**	**-**	**-**	**13.5**	**B**					
Main Street at Front Street (North side of LIRR Tracks)														
Main Street	NB	LTR	-	3.6	A	LR	-	7.7	A					- Mitigation not required.
	SB	LTR	-	0.3	A	LT	-	8.1	A					
Front Street	EB	LTR	-	12.9	B	TR	-	7.1	A					
	WB	LTR	-	12.3	B	-	-	-	-					
Overall Intersection		**-**	**-**	**4.2**	**A**	**-**	**-**	**7.7**	**A**					
Main Street at Front Street (South side of LIRR Tracks)														
Main Street	NB	-	-	-	-	L	-	7.2	A					- Mitigation not required.
Front Street	EB	-	-	-	-	R	-	7.0	A					
	WB	LR	-	10.7	B	LT	-	7.9	A					
Overall Intersection		**-**	**-**	**3.2**	**A**	**-**	**-**	**7.9**	**A**					
Main Street at Third Street														
Main Street	NB	LTR	-	9.9	A	LTR	-	9.2	A					- Mitigation not required.
	SB	LR	-	8.9	A	LR	-	9.6	A					
Third Street	EB	LT	-	10.2	B	LT	-	10.5	B					
	WB	TR	-	8.4	A	TR	-	8.3	A					
Overall Intersection		**-**	**-**	**9.7**	**A**	**-**	**-**	**9.8**	**A**					

LIRR Main Line Project FEIS

2040 NO BUILD vs. 2040 BUILD OPTION 1 WEEKDAY MIDDAY - TRAFFIC LEVELS OF SERVICE - MINEOLA

		2040 No Build Weekday MD Peak Hour				2040 Build Weekday MD Peak Hour				Mitigation				Mitigation Measures
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	
WILLIS AVENUE														
Willis Avenue at First Street														
Willis Avenue	NB	LT	-	1.8	A	LT	-	2.8	A	L	0.34	5.6	A	- Prohibit parking on the NB Willis Av approach 150 feet from the stopbar and on the northbound Willis Av receiving side for 100 feet from the intersection. - Restripe the northbound Willis Av approach as one 10 ft left-turn pocket lane and one 10 ft through lane. - Install actuated traffic signal with the following signal phasing and timing plan: NB/SB Willis Av will have 44 s green time; EB First Street will have 24 s green time; all phases will have 4 s yellow and 2 s all-red time.
		-	-	-	-	-	-	-	-	T	0.62	7.4	A	
	SB	-	-	-	-	-	-	-	-	TR	0.69	8.8	A	
First Street	EB	LR	-	20.8	C	LR	-	30.8	D	LR	0.27	20.8	C	
	Overall Intersection	**-**	**-**	**3.5**	**A**	**-**	**-**	**4.4**	**A**	**-**	**0.61**	**9.3**	**A**	
Willis Avenue at Front Street														
Willis Avenue	NB	LT	-	2.5	A	-	-	-	-					- Mitigation not required.
Front Street	WB	-	-	-	-	R	-	8.9	A					
	Overall Intersection	**-**	**-**	**1.3**	**A**	**-**	**-**	**6.3**	**A**					
Willis Avenue at Third Street														
Willis Avenue	NB	LT	-	0.3	A	LT	0.83	50.3	D	L	0.21	29.8	C	- This intersection would be signalized as part of the Build condition. - Prohibit parking on EB Third St approach and WB Third St receiving side of the intersection 250 ft from the stopbar and restripe the EB approach as one 10 ft left-turn lane and one 10 ft right-turn lane. - Prohibit parking on NB Willis Av approach 250 feet from the stopbar and restripe approach as one 10 foot left-turn lane and one 10 foot through lane.
		-	-	-	-	-	-	-	-	T	0.20	7.4	A	
	SB	-	-	-	-	TR	0.93	47.5	D	TR	0.85	32.1	C	
Third Street	EB	LR	-	16.1	C	LR	1.35	208.9	F	L	0.69	30.4	C	
		-	-	-	-	-	-	-	-	R	0.42	24.3	C	
	Overall Intersection	**-**	**-**	**5.5**	**A**	**-**	**1.03**	**106.5**	**F**	**-**	**0.70**	**26.7**	**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 significantly impacted traffic movement requiring mitigation.

LIRR Main Line Project FEIS

2040 NO BUILD vs. 2040 BUILD OPTION 1 WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - MINEOLA

INTERSECTION & APPROACH		2040 No Build Weekday PM Peak Hour				2040 Build Weekday PM Peak Hour				Mitigation				Mitigation Measures
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
SIGNALIZED INTERSECTIONS														
MINEOLA BOULEVARD														
Mineola Boulevard / Franklin Avenue at Old Country Road														
Franklin Avenue	NB	L	0.84	38.1	D	L	0.78	30.7	C	L	0.86	42.4	D	- Restripe NB Franklin Av approach as one 11 ft left-turn lane, one 12 ft through lane, and one 12 ft shared through-right lane.
		TR	0.96	54.3	D	TR	0.96	55.5	E	TR	0.98	59.8	E	
Mineola Boulevard	SB	L	0.88	55.8	E	L	0.87	55.5	E	L	0.89	58.8	E	- Shift centerline 2 ft to the east and restripe SB Mineola Blvd approach as one 12 ft left-turn lane, one 10 ft through lane, and one 10 ft shared through-right lane.
		TR	0.64	33.0	C	TR	0.56	31.2	C	TR	0.60	33.6	C	
Old Country Road	EB	L	1.06	99.4	F	L	1.09	107.0	F	L	0.97	71.1	E	
		T	0.95	68.8	E	T	0.99	78.0	E	T	0.95	70.2	E	
		R	0.92	61.7	E	R	0.96	71.2	E	R	0.96	70.8	E	
	WB	L	0.97	70.9	E	L	1.17	136.0	F	L	0.99	74.2	E	- Restripe WB Old Country Rd approach as one 12 ft left-turn lane, two 11 ft through lanes, and one 10 ft right-turn lane.
		T	1.44	253.2	F	T	1.45	257.7	F	T	1.41	238.2	F	
		R	0.76	42.1	D	R	0.77	42.8	D	R	0.82	48.3	D	
	Overall Intersection	**-**	**1.08**	**90.5**	**F**	**-**	**1.11**	**99.0**	**F**	**-**	**1.08**	**89.7**	**F**	- Restripe EB Old Country Rd approach as one 10 ft left-turn lane, two 12 ft through lanes, and one 13 ft right-turn lane by reducing the existing 5 ft painted buffer between through and right-turn lane to a 1 ft buffer. - Modify signal timing plan: Shift 2 s of green time from the NB/SB phase and 2 s of green time from the NB/SB protected left-turn phase to the EB/WB protected left-turn phase [NB/SB green time will shift from 40 s to 38 s; NB/SB protected left-turn green time will shift from 15 s to 13 s; EB/WB protected left-turn green time will shift from 20 s to 24 s; yellow and all-red times will remain unchanged].
Mineola Boulevard at Second Street														
Mineola Boulevard	NB	L	0.68	21.2	C	L	0.68	21.2	C					- Mitigation not required.
		TR	0.76	19.4	B	TR	0.72	18.1	B					
	SB	L	0.63	47.7	D	L	0.49	34.3	C					
		TR	1.68	342.7	F	TR	1.38	208.7	F					
Second Street	EB	L	0.29	19.7	B	L	0.29	19.7	B					
		TR	0.76	29.8	C	TR	0.77	30.4	C					
	WB	-	-	-	-	-	-	-	-					
		LTR	1.04	97.6	F	LTR	0.97	77.2	E					
	Overall Intersection	**-**	**1.29**	**118.1**	**F**	**-**	**1.12**	**72.9**	**E**					
Mineola Boulevard at First Street														
Mineola Boulevard	NB	LTR	1.15	94.0	F	LTR	1.03	51.2	D	LTR	1.16	103.8	F	- Modify signal timing plan: Shift 4 s of green time from the NB/SB phase to the EB/WB phase [NB/SB green time will shift from 45 s to 41 s; EB/WB green time will shift from 23 s to 27 s].
	SB	L	0.58	26.2	C	L	0.49	19.1	B	L	0.58	28.0	C	
		TR	0.92	31.8	C	TR	0.88	26.9	C	TR	0.95	39.5	D	
First Street	EB	LTR	1.05	91.4	F	LTR	1.28	179.5	F	LTR	1.07	95.1	F	
	WB	LTR	0.91	71.9	E	LTR	0.97	83.4	F	LTR	0.77	40.2	D	
	Overall Intersection	**-**	**1.21**	**71.9**	**E**	**-**	**1.20**	**66.6**	**E**	**-**	**1.23**	**76.6**	**E**	

LIRR Main Line Project FEIS

2040 NO BUILD vs. 2040 BUILD OPTION 1 WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - MINEOLA

		2040 No Build Weekday PM Peak Hour				2040 Build Weekday PM Peak Hour				Mitigation				Mitigation Measures
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	
WILLIS AVENUE														
Willis Avenue at Old Country Road														
Willis Avenue	SB	L	0.89	69.0	E	L	1.13	134.7	F	L	0.81	48.9	D	- Modify signal phasing and timing plan: Under existing conditions, SB Willis Av and NB County Seat Dr has 23 s green time; EB/WB Old Country Rd has 72 s green time; WB lagging left-turn phase has 7 s green time. Future signal phasing and timing plans will include: WB protected left-turn phase (at County Seat Dr) and SB Willis Av will have 7.5 s green time; SB Willis Av and NB County Seat Dr will have 23.5 s green time; EB/WB Old Country Rd will have 69.5 s green time [each phase will have 3.5 s yellow and 2 s all-red time].
		R	0.58	44.3	D	R	0.73	51.8	D	R	0.52	36.5	D	
Old Country Road	EB	T	0.59	6.6	A	T	0.60	6.7	A	T	0.61	6.9	A	
	WB	TR	0.73	12.3	B	TR	0.74	12.5	B	TR	0.83	21.0	C	
Overall Intersection		**-**	**0.80**	**16.5**	**B**	**-**	**0.86**	**25.5**	**C**	**-**	**0.87**	**19.8**	**B**	
Willis Avenue at LIRR Grade Crossing														
Willis Avenue	NB	T	0.57	50.6	D	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.51	48.6	D	-	-	-	-					
Overall Intersection		**-**	**0.24**	**49.6**	**D**	**-**	**-**	**-**	**-**					
Willis Avenue at Second Street														
Willis Avenue	NB	LTR	0.34	12.4	B	LTR	0.75	22.9	C	LTR	0.89	34.9	C	- Prohibit parking on SB Willis Av approach for 250 ft from the stopbar and restripe the SB Willis Av approach as one 10 ft left-turn lane and one 10 ft shared through-right lane.
	SB	LTR	0.96	45.3	D	LTR	1.35	188.8	F	L	0.62	21.3	C	
		-	-	-	-	-	-	-	-	TR	0.62	17.2	B	
Second Street	EB	LTR	1.19	131.2	F	LTR	1.36	204.8	F	LTR	1.19	131.1	F	
	WB	LT	0.48	28.8	C	LT	0.66	34.1	C	LT	0.66	34.1	C	- Prohibit parking on EB Second St approach for 250 ft from the stopbar and WB Second St receiving side of the intersection.
		R	0.26	26.3	C	R	0.28	26.4	C	R	0.28	26.4	C	
Overall Intersection		**-**	**1.04**	**68.3**	**E**	**-**	**1.35**	**130.3**	**F**	**-**	**0.99**	**61.0**	**E**	- Restripe EB Second Street approach as two 12 ft lanes.
MAIN STREET														
Main Street at LIRR Grade Crossing														
Main Street	NB	T	0.30	42.7	D	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.11	38.5	D	-	-	-	-					
Overall Intersection		**-**	**0.13**	**41.6**	**D**	**-**	**-**	**-**	**-**					
ROSLYN ROAD														
Roslyn Road / Washington Avenue at Old Country Road														
Washington Avenue	NB	T	0.87	47.0	D	T	0.89	49.2	D					- Mitigation not required.
		R	0.41	21.6	C	R	0.41	21.6	C					
Roslyn Road	SB	L	0.82	33.7	C	L	0.82	35.0	C					
		TR	0.49	20.4	C	TR	0.43	19.7	B					
Old Country Road	EB	L	0.63	30.3	C	L	0.68	32.4	C					
		T	1.39	220.2	F	T	1.40	225.5	F					
		R	0.08	28.6	C	R	0.24	30.2	C					
	WB	L	0.92	52.5	D	L	0.92	52.7	D					
		T	1.18	124.7	F	T	1.20	133.2	F					
		R	0.55	28.1	C	R	0.56	28.7	C					
Overall Intersection		**-**	**1.05**	**99.3**	**F**	**-**	**1.05**	**102.9**	**F**					

LIRR Main Line Project FEIS

2040 NO BUILD vs. 2040 BUILD OPTION 1 WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - MINEOLA

INTERSECTION & APPROACH		2040 No Build Weekday PM Peak Hour				2040 Build Weekday PM Peak Hour				Mitigation				Mitigation Measures
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
Roslyn Road at Second Street														
Roslyn Road	NB	L	0.75	30.2	C	L	0.75	29.7	C	L	0.76	33.2	C	- Restripe NB Roslyn Rd approach as one 11 ft left-
		TR	1.10	87.8	F	TR	1.06	76.7	E	TR	1.09	87.4	F	turn lane and one 12 ft shared through-right lane
	SB	LTR	1.45	245.8	F	LTR	1.28	173.4	F	LTR	1.45	250.5	F	by reducing the 5 ft shoulder lane to a 4 ft
Second Street	EB	L	1.10	99.6	F	L	1.09	95.4	F	L	1.07	87.9	F	shoulder lane.
		TR	1.04	92.7	F	TR	1.28	180.6	F	TR	1.07	94.6	F	- Modify signal timing plan: Shift 5 s of green time
	WB	L	0.71	32.8	C	L	0.71	32.9	C	L	0.83	43.6	D	from the EB/WB protected left-turn phase to the
		TR	0.39	33.7	C	TR	0.39	33.7	C	TR	0.28	27.4	C	EB/WB phase and 1 s of green time from the NB
														protected left-turn phase to the EB/WB phase [NB
	Overall Intersection	**-**	**1.31**	**126.2**	**F**	**-**	**1.30**	**113.8**	**F**	**-**	**1.24**	**123.0**	**F**	protected left-turn green time will shift from 15 s
														to 14 s; EB/WB protected left green time will shift
														from 15 s to 10 s; EB/WB green time will shift
														from 25 s to 31 s; yellow and all-red times will
UNSIGNALIZED INTERSECTIONS														
MAIN STREET														
Main Street at Old Country Road														
Old Country Road	EB	L	-	16.8	C	L	-	15.8	C					- Mitigation not required.
	Overall Intersection	**-**	**-**	**0.4**	**A**	**-**	**-**	**0.3**	**A**					
Main Street at First Street														
Main Street	NB	LTR	-	11.7	B	LTR	-	10.7	B					- Mitigation not required.
	SB	LTR	-	10.3	B	LTR	-	10.0	A					
First Street	EB	LTR	-	13.1	B	LTR	-	12.5	B					
	WB	LTR	-	10.5	B	LTR	-	11.1	B					
	Overall Intersection	**-**	**-**	**11.8**	**B**	**-**	**-**	**11.4**	**B**					
Main Street at Second Street														
Main Street	NB	LTR	-	19.1	C	LTR	-	13.2	B					- Mitigation not required.
	SB	LTR	-	40.0	E	LTR	-	26.1	D					
Second Street	EB	LTR	-	159.4	F	LTR	-	96.3	F					
	WB	LTR	-	31.7	D	LTR	-	32.1	D					
	Overall Intersection	**-**	**-**	**82.2**	**F**	**-**	**-**	**55.8**	**F**					
Main Street at Front Street (North side of LIRR Tracks)														
Main Street	NB	LTR	-	3.8	A	LR	-	0.3	A					- Mitigation not required.
	SB	LTR	-	0.3	A	LT	-	10.1	B					
Front Street	EB	LTR	-	13.9	B	TR	-	9.8	A					
	WB	LTR	-	13.9	B	-	-	-	-					
	Overall Intersection	**-**	**-**	**3.7**	**A**	**-**	**-**	**2.7**	**A**					
Main Street at Front Street (South side of LIRR Tracks)														
Main Street	NB	-	-	-	-	L	-	8.1	A					- Mitigation not required.
Front Street	EB	-	-	-	-	R	-	7.3	A					
	WB	LR	-	11.2	B	LT	-	10.7	B					
	Overall Intersection	**-**	**-**	**3.9**	**A**	**-**	**-**	**10.7**	**B**					
Main Street at Third Street														
Main Street	NB	LTR	-	14.3	B	LTR	-	10.2	B					- Mitigation not required.
	SB	LR	-	11.5	B	LR	-	13.2	B					
Third Street	EB	LT	-	33.5	D	LT	-	23.9	C					
	WB	TR	-	10.0	A	TR	-	9.3	A					
	Overall Intersection	**-**	**-**	**23.9**	**C**	**-**	**-**	**18.4**	**C**					

LIRR Main Line Project FEIS

2040 NO BUILD vs. 2040 BUILD OPTION 1 WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - MINEOLA

INTERSECTION & APPROACH		2040 No Build Weekday PM Peak Hour				2040 Build Weekday PM Peak Hour				Mitigation				Mitigation Measures
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
WILLIS AVENUE														
Willis Avenue at First Street														
Willis Avenue	NB	LT	-	2.9	A	LT	-	4.9	A	L	0.68	15.8	B	- Prohibit parking on the NB Willis Av approach 150 feet from the stopbar and on the northbound Willis Av receiving side for 100 feet from the intersection.
		-	-	-	-	-	-	-	-	T	0.81	13.5	B	
	SB	-	-	-	-	-	-	-	-	TR	0.83	14.5	B	
First Street	EB	LR	-	208.3	F	LR	-	436.1	F	LR	0.58	31.9	C	- Restripe the northbound Willis Av approach as one 10 ft left-turn pocket lane and one 10 ft through lane.
	Overall Intersection	**-**	**-**	**29.4**	**D**	**-**	**-**	**46.7**	**E**	**-**	**0.78**	**16.0**	**B**	- Install actuated traffic signal with the following signal phasing and timing plan: NB/SB Willis Av will have 44 s green time; EB First Street will have 24 s green time; all phases will have 4 s yellow and 2 s all-red time.
Willis Avenue at Front Street														
Willis Avenue	NB	LT	-	3.2	A	-	-	-	-					- Mitigation not required.
Front Street	WB	-	-	-	-	R	-	9.2	A					
	Overall Intersection	**-**	**-**	**1.9**	**A**	**-**	**-**	**8.4**	**A**					
Willis Avenue at Third Street														
Willis Avenue	NB	LT	-	1.0	A	LT	0.95	81.2	F	L	0.21	32.4	C	- This intersection would be signalized as part of the Build condition.
		-	-	-	-	-	-	-	-	T	0.20	9.4	A	
	SB	-	-	-	-	TR	0.96	59.4	E	TR	0.86	36.7	D	- Prohibit parking on EB Third St approach and WB Third St receiving side of the intersection 250 ft from the stopbar and restripe the EB approach as one 10 ft left-turn lane and one 10 ft right-turn lane.
Third Street	EB	LR	-	41.6	E	LR	1.81	403.9	F	L	0.79	34.0	C	
		-	-	-	-	-	-	-	-	R	0.85	39.8	D	
	Overall Intersection	**-**	**-**	**21.7**	**C**	**-**	**1.3**	**241.4**	**F**	**-**	**0.76**	**33.2**	**C**	- Prohibit parking on NB Willis Av approach 250 feet from the stopbar and restripe approach as one 10 foot left-turn lane and one 10 foot through lane.

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 significantly impacted traffic movement requiring mitigation.

LIRR Main Line Project FEIS

2040 NO BUILD vs. 2040 BUILD OPTION 2 WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - MINEOLA

INTERSECTION & APPROACH		2040 No Build Weekday AM Peak Hour				2040 Build Weekday AM Peak Hour				Mitigation				Mitigation Measures
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
SIGNALIZED INTERSECTIONS														
MINEOLA BOULEVARD														
Mineola Boulevard / Franklin Avenue at Old Country Road														
Franklin Avenue	NB	L	0.78	29.9	C	L	0.78	30.0	C					- Mitigation not required.
		TR	0.93	50.6	D	TR	0.94	51.0	D					
Mineola Boulevard	SB	L	0.83	45.2	D	L	0.83	45.3	D					
		TR	0.42	29.5	C	TR	0.42	29.6	C					
Old Country Road	EB	L	0.94	65.4	E	L	0.95	66.7	E					
		T	1.18	137.5	F	T	1.18	138.8	F					
		R	0.71	36.3	D	R	0.72	36.4	D					
	WB	L	0.89	56.2	E	L	0.89	56.2	E					
		T	1.55	299.3	F	T	1.55	302.2	F					
		R	0.73	39.4	D	R	0.85	49.1	D					
Overall Intersection		**-**	**1.06**	**112.0**	**F**	**-**	**1.07**	**113.0**	**F**					
Mineola Boulevard at Second Street														
Mineola Boulevard	NB	L	0.68	20.3	C	L	0.66	18.1	B					- Mitigation not required.
		TR	0.58	15.4	B	TR	0.57	13.5	B					
	SB	L	0.19	21.3	C	L	0.15	18.9	B					
		TR	2.01	489.9	F	TR	1.49	257.6	F					
Second Street	EB	L	0.25	16.0	B	L	0.27	16.8	B					
		TR	0.69	22.8	C	TR	0.76	26.6	C					
	WB	LTR	1.00	75.8	E	LTR	0.93	59.1	E					
Overall Intersection		**-**	**1.30**	**165.9**	**F**	**-**	**1.09**	**83.5**	**F**					
Mineola Boulevard at First Street														
Mineola Boulevard	NB	LTR	0.81	18.8	B	LTR	0.85	21.5	C	LTR	0.93	30.4	C	- Modify signal timing plan: Shift 4 s of green time from the NB/SB phase to the EB/WB phase [NB/SB green time will shift from 55 s to 51 s; EB/WB green time will shift from 23 s to 27 s].
	SB	L	0.12	8.2	A	L	0.07	7.8	A	L	0.08	9.0	A	
		TR	0.78	19.0	B	TR	0.83	22.4	C	TR	0.87	27.7	C	
First Street	EB	LTR	0.91	58.3	E	LTR	1.04	94.6	F	LTR	0.91	56.7	E	
	WB	LTR	0.76	44.2	D	LTR	0.91	62.4	E	LTR	0.79	40.8	D	
Overall Intersection		**-**	**0.84**	**26.6**	**C**	**-**	**0.91**	**36.4**	**D**	**-**	**0.92**	**34.2**	**C**	
WILLIS AVENUE														
Willis Avenue at Old Country Road														
Willis Avenue	SB	L	0.63	47.9	D	L	0.64	48.5	D					- Mitigation not required.
		R	0.91	78.7	E	R	0.70	53.0	D					
Old Country Road	EB	T	0.59	5.3	A	T	0.59	5.2	A					
	WB	TR	0.84	15.4	B	TR	0.79	13.5	B					
Overall Intersection		**-**	**0.88**	**17.9**	**B**	**-**	**0.81**	**14.6**	**B**					
Willis Avenue at LIRR Grade Crossing														
Willis Avenue	NB	T	0.39	51.8	D	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.45	53.4	D	-	-	-	-					
Overall Intersection		**-**	**0.17**	**52.6**	**D**	-	-	-	-					

LIRR Main Line Project FEIS

2040 NO BUILD vs. 2040 BUILD OPTION 2 WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - MINEOLA

		2040 No Build Weekday AM Peak Hour				2040 Build Weekday AM Peak Hour				Mitigation				Mitigation Measures
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	
Willis Avenue at Second Street														
Willis Avenue	NB	LTR	0.24	9.3	A	-	-	-	-	-	-	-	-	- Prohibit parking on the SB Willis Av approach for 150 ft from the stop bar. Restripe SB Willis Av approach as one 10 ft left-turn lane and one 10 ft shared through-right lane.
	SB	-	-	-	-	-	-	-	-	L	0.23	17.6	B	
		LTR	0.73	19.2	B	LTR	0.61	17.4	B	TR	0.77	31.8	C	
Second Street	EB	LTR	0.77	39.3	D	LTR	2.45	97.3	F	LTR	0.67	18.4	B	
	WB	LT	0.84	45.2	D	LT	1.59	311.6	F	LT	0.82	25.9	C	- Modify signal phasing and timing plan: Under existing conditions, NB/SB Willis Av has 57 s green time; EB/WB Second St has 31 s green time; both phases have 4 s yellow time and 2 s all-red time. Future signal phasing and timing plans will include: SB Willis Av phase will have 30 s green time; WB Second St will have a lead phase with 7 s green time; EB/WB Second St will have 25 s green time; each phase will have 4 s yellow and 2 s all-red time.
		R	0.44	29.4	C	R	0.55	30.3	C	R	0.31	13.4	B	
	Overall Intersection	**-**	**0.76**	**28.4**	**C**	**-**	**0.95**	**120.9**	**F**	**-**	**0.87**	**22.4**	**C**	
MAIN STREET														
Main Street at LIRR Grade Crossing														
Main Street	NB	T	0.22	47.3	D	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.13	45.4	D	-	-	-	-					
	Overall Intersection	**-**	**0.09**	**46.6**	**D**	**-**	**-**	**-**	**-**					
ROSLYN ROAD														
Roslyn Road / Washington Avenue at Old Country Road														
Washington Avenue	NB	T	0.85	45.2	D	T	0.80	41.8	D					- Mitigation not required.
		R	0.29	17.7	B	R	0.29	17.8	B					
Roslyn Road	SB	L	0.55	22.4	C	L	0.52	21.7	C					
		TR	0.47	22.0	C	TR	0.47	22.3	C					
Old Country Road	EB	L	0.59	29.4	C	L	0.58	28.6	C					
		T	1.37	210.3	F	T	1.36	205.6	F					
		R	0.09	28.7	C	R	0.09	28.3	C					
	WB	L	0.95	57.3	E	L	0.94	54.6	D					
		T	1.32	180.8	F	T	1.31	175.6	F					
		R	0.45	23.3	C	R	0.45	22.8	C					
	Overall Intersection	**-**	**1.05**	**117.5**	**F**	**-**	**1.03**	**115.1**	**F**					
Roslyn Road at Second Street														
Roslyn Road	NB	L	0.76	29.4	C	L	0.79	32.7	C					- Mitigation not required.
		TR	0.88	33.3	C	TR	0.88	33.1	C					
	SB	LTR	1.31	181.9	F	LTR	1.33	190.4	F					
Second Street	EB	L	0.59	24.3	C	L	0.61	24.8	C					
		TR	0.56	34.0	C	TR	0.57	34.5	C					
	WB	L	0.50	23.3	C	L	0.50	23.4	C					
		TR	0.78	43.7	D	TR	0.78	43.8	D					
	Overall Intersection	**-**	**0.99**	**89.3**	**F**	**-**	**1.00**	**92.3**	**F**					
UNSIGNALIZED INTERSECTIONS														
MAIN STREET														
Main Street at Old Country Road														
Old Country Road	EB	L	-	27.5	D	L	-	38.5	E					- Mitigation not required.
	Overall Intersection	**-**	**-**	**0.5**	**A**	**-**	**-**	**0.7**	**A**					

LIRR Main Line Project FEIS

2040 NO BUILD vs. 2040 BUILD OPTION 2 WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - MINEOLA

		2040 No Build Weekday AM Peak Hour				2040 Build Weekday AM Peak Hour				Mitigation				Mitigation Measures
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	
Main Street at First Street														
Main Street	NB	LTR	-	9.0	A	LTR	-	10.0	A					- Mitigation not required.
	SB	LTR	-	9.0	A	LTR	-	9.2	A					
First Street	EB	LTR	-	10.0	A	LTR	-	10.6	B					
	WB	LTR	-	10.4	B	LTR	-	12.7	B					
	Overall Intersection	**-**	**-**	**9.9**	**A**	**-**	**-**	**11.3**	**B**					
Main Street at Second Street														
Main Street	NB	LTR	-	11.6	B	LTR	0.71	29.9	C	LTR	0.26	23.0	C	- This intersection would be signalized as part of the Build condition.
Main Street Underpass	NB	-	-	-	-	LTR	0.24	25.3	C	LTR	0.67	24.4	C	
	SB	-	-	-	-	-	-	-	-	L	0.46	25.0	C	- Shift the centerline 5 ft to the north on the EB Second St approach. Prohibit parking on EB Second St approach for 250 ft from the stopbar and 50 ft from the intersection on the EB Second St receiving side. Restripe EB Second St approach as one 10 ft left-turn lane and one 14 ft through lane.
		LTR	-	13.4	B	LR	0.59	30.5	C	R	0.17	22.5	C	
Second Street	EB	-	-	-	-	-	-	-	-	L	0.21	17.6	B	
		LTR	-	15.3	C	LT	0.72	27.3	C	T	0.49	19.3	B	
	WB	LTR	-	25.3	D	TR	0.78	30.4	C	TR	0.68	23.4	C	
	Overall Intersection	**-**	**-**	**19.1**	**C**	**-**	**0.71**	**29.2**	**C**	**-**	**0.63**	**22.6**	**C**	- Prohibit parking on the WB Second St approach for 250 ft from the stopbar and prohibit parking on the WB Second St receiving side for 250 ft from the intersection. Restripe WB Second St approach as one 15 ft lane and one 4 ft shoulder. - Shift the centerline 5 ft to the east on the SB Main St approach. Prohibit parking on SB Main St approach for 250 ft from the stopbar. Restripe SB Main St approach as one 12 ft left-turn lane and one 10 ft right-turn lane. Prohibit parking on NB Main St receiving side for 250 ft from the intersection. - Install actuated signal with an 90 s cycle length. NB service road/SB phase will have 22 s of green time; EB/WB phase will have 17 s of green time; NB Main St underpass will have 33 s of green time; all phases will have 4 s yellow and 2 s all-red.
Main Street at Front Street (North side of LIRR Tracks)														
Main Street	NB	LTR	-	5.7	A	-	-	-	-					- Mitigation not required.
	SB	LTR	-	0.0	A	-	-	-	-					
Front Street	EB	LTR	-	13.7	B	LT	-	9.1	A					
	WB	LTR	-	15.3	C	TR	-	9.1	A					
	Overall Intersection	**-**	**-**	**4.2**	**A**	**-**	**-**	**9.1**	**A**					
Main Street at Front Street (South side of LIRR Tracks)														
Main Street	NB	-	-	-	-	-	-	-	-					- In Build: This intersection will be eliminated.
Front Street	EB	-	-	-	-	-	-	-	-					
	WB	LR	-	10.3	B	-	-	-	-					
	Overall Intersection	**-**	**-**	**5.5**	**A**	**-**	**-**	**-**	**-**					
Main Street at Third Street														
Main Street	NB	LTR	-	13.4	B	LTR	-	15.8	C					- Mitigation not required.
	SB	LR	-	11.2	B	-	-	-	-					
Third Street	EB	LT	-	12.4	B	LT	-	11.0	B					
	WB	TR	-	10.1	B	TR	-	9.3	A					
	Overall Intersection	**-**	**-**	**12.2**	**B**	**-**	**-**	**13.5**	**B**					

LIRR Main Line Project FEIS

2040 NO BUILD vs. 2040 BUILD OPTION 2 WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - MINEOLA

INTERSECTION & APPROACH		2040 No Build Weekday AM Peak Hour				2040 Build Weekday AM Peak Hour				Mitigation				Mitigation Measures
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
WILLIS AVENUE														
Willis Avenue at First Street														
Willis Avenue	NB	LT	-	4.5	A	LT	-	5.0	A	L	0.74	23.0	C	- Prohibit parking on the NB Willis Av approach 150 feet from the stopbar and on the northbound Willis Av receiving side for 100 feet from the intersection.
		-	-	-	-	-	-	-	-	T	0.39	8.9	A	
	SB	-	-	-	-	-	-	-	-	TR	0.74	14.7	B	
First Street	EB	LR	-	105.6	F	LR	-	203.8	F	LR	0.72	27.8	C	- Restripe the northbound Willis Av approach as one 10 ft left-turn pocket lane and one 10 ft through lane.
	Overall Intersection	**-**	**-**	**16.0**	**C**	**-**	**-**	**40.2**	**E**	**-**	**0.73**	**16.9**	**B**	- Install actuated traffic signal with the following signal phasing and timing plan: NB/SB Willis Av will have 44 s green time; EB First Street will have 24 s green time; all phases will have 4 s yellow and 2 s all-red time.
Willis Avenue at Front Street														
Willis Avenue	NB	LT	-	3.8	A	-	-	-	-					- Mitigation not required.
	SB	-	-	-	-	LT	-	0.0	A					
	Overall Intersection	**-**	**-**	**2.2**	**A**	**-**	**-**	**0.0**	**A**					
Willis Avenue at Third Street														
Willis Avenue Underpass	SB	-	-	-	-	TR	0.49	23.2	C					- This intersection would be signalized as part of the Build condition.
Willis Avenue Service Road	SB	-	-	-	-	TR	0.01	26.3	C					
Third Street	EB	LR	-	22.9	C	R	0.72	38.2	D					
	Overall Intersection	**-**	**-**	**9.9**	**A**	**-**	**0.44**	**29.3**	**D**					

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 significantly impacted traffic movement requiring mitigation.

LIRR Main Line Project FEIS

2040 NO BUILD vs. 2040 BUILD OPTION 2 WEEKDAY MIDDAY - TRAFFIC LEVELS OF SERVICE - MINEOLA

INTERSECTION & APPROACH		2040 No Build Weekday MD Peak Hour Mvt.	V/C	Control Delay	LOS	2040 Build Weekday MD Peak Hour Mvt.	V/C	Control Delay	LOS	Mitigation Mvt.	V/C	Control Delay	LOS	Mitigation Measures
SIGNALIZED INTERSECTIONS														
MINEOLA BOULEVARD														
Mineola Boulevard / Franklin Avenue at Old Country Road														
Franklin Avenue	NB	L	0.77	31.1	C	L	0.77	31.1	C					- Mitigation not required.
		TR	0.92	49.8	D	TR	0.92	49.8	D					
Mineola Boulevard	SB	L	0.94	71.0	E	L	0.94	71.0	E					
		TR	0.60	31.8	C	TR	0.60	31.8	C					
Old Country Road	EB	L	0.81	50.2	D	L	0.81	50.2	D					
		T	0.99	79.1	E	T	0.99	79.1	E					
		R	0.77	43.9	D	R	0.77	43.9	D					
	WB	L	1.00	81.1	F	L	1.00	81.1	F					
		T	1.04	84.9	F	T	1.04	84.9	F					
		R	0.57	29.7	C	R	0.69	33.3	C					
Overall Intersection		**-**	**1.02**	**57.9**	**E**	**-**	**1.02**	**57.8**	**E**					
Mineola Boulevard at Second Street														
Mineola Boulevard	NB	L	0.62	15.6	B	L	0.62	16.0	B					- Mitigation not required.
		TR	0.48	11.0	B	TR	0.53	12.0	B					
	SB	L	0.28	19.4	B	L	0.26	19.9	B					
		TR	1.38	205.4	F	TR	1.39	208.9	F					
Second Street	EB	L	0.16	18.2	B	L	0.15	17.9	B					
		TR	0.63	24.0	C	TR	0.61	22.9	C					
	WB	LTR	0.85	45.5	D	LTR	0.85	44.6	D					
Overall Intersection		**-**	**1.06**	**77.4**	**E**	**-**	**1.05**	**76.4**	**E**					
Mineola Boulevard at First Street														
Mineola Boulevard	NB	LTR	1.36	186.1	F	LTR	1.43	217.3	F	LTR	0.69	10.4	B	- Existing "No Stopping" regulations on the NB Mineola Blvd approach prohibit parking from 7:30 AM until 9:30 AM and from 4:00 PM until 6:00 PM Monday through Friday. Extend stopping prohibition regulations on the NB Mineola Blvd approach to all hours between 7:30 AM and 6:00 PM Monday through Friday to allow for two travel lanes during those hours.
	SB	L	0.19	6.6	A	L	0.18	6.5	A	L	0.20	6.9	A	
		TR	0.81	18.0	B	TR	0.82	18.2	B	TR	0.82	18.2	B	
First Street	EB	LTR	0.69	37.6	D	LTR	0.68	36.9	D	LTR	0.68	36.9	D	
	WB	LTR	0.63	37.5	D	LTR	0.73	44.2	D	LTR	0.73	44.2	D	
Overall Intersection		**-**	**1.28**	**91.8**	**F**	**-**	**1.35**	**108.0**	**F**	**-**	**0.85**	**18.2**	**B**	
WILLIS AVENUE														
Willis Avenue at Old Country Road														
Willis Avenue	SB	L	0.84	61.6	E	L	0.84	61.6	E					- Mitigation not required.
		R	0.72	51.5	D	R	0.65	47.5	D					
Old Country Road	EB	T	0.58	7.8	A	T	0.58	7.8	A					
	WB	TR	0.65	10.7	B	TR	0.63	10.3	B					
Overall Intersection		**-**	**0.72**	**16.3**	**B**	**-**	**0.71**	**15.7**	**B**					
Willis Avenue at LIRR Grade Crossing														
Willis Avenue	NB	T	0.19	17.7	B	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.26	19.0	B	-	-	-	-					
Overall Intersection		**-**	**0.20**	**18.5**	**B**	**-**	**-**	**-**	**-**					

LIRR Main Line Project FEIS

2040 NO BUILD vs. 2040 BUILD OPTION 2 WEEKDAY MIDDAY - TRAFFIC LEVELS OF SERVICE - MINEOLA

		2040 No Build Weekday MD Peak Hour				2040 Build Weekday MD Peak Hour				Mitigation				Mitigation Measures
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	
Willis Avenue at Second Street														
Willis Avenue	NB	LTR	0.23	7.4	A	-	-	-	-	-	-	-	-	- Prohibit parking on the SB Willis Av approach for 150 ft from the stop bar. Restripe SB Willis Av approach as one 10 ft left-turn lane and one 10 ft shared through-right lane.
	SB	-	-	-	-	-	-	-	-	L	0.25	9.6	A	
		LTR	0.69	15.2	B	LTR	0.64	16.2	B	TR	0.59	14.4	B	
Second Street	EB	LTR	0.77	40.1	D	LTR	0.88	47.2	D	LTR	0.74	23.1	C	
	WB	LT	0.69	37.3	D	LT	0.70	36.3	D	LT	0.61	20.3	C	- Modify signal phasing and timing plan: Under existing conditions, NB/SB Willis Av has 57 s green time; EB/WB Second St has 31 s green time; both phases have 4 s yellow time and 2 s all-red time. Future signal phasing and timing plans will include: SB Willis Av phase will have 30 s green time; WB Second St will have a lead phase with 7 s green time; EB/WB Second St will have 25 s green time; each phase will have 4 s yellow and 2 s all-red time.
		R	0.24	28.7	C	R	0.27	27.3	C	R	0.25	16.2	B	
Overall Intersection		**-**	**0.71**	**24.7**	**C**	**-**	**0.71**	**30.8**	**C**	**-**	**0.73**	**17.8**	**B**	
MAIN STREET														
Main Street at LIRR Grade Crossing														
Main Street	NB	T	0.14	17.0	B	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.08	16.0	B	-	-	-	-					
Overall Intersection		**-**	**0.11**	**16.6**	**B**	**-**	**-**	**-**	**-**					
ROSLYN ROAD														
Roslyn Road / Washington Avenue at Old Country Road														
Washington Avenue	NB	T	0.74	38.8	D	T	0.72	38.2	D					- Mitigation not required.
		R	0.80	36.1	D	R	0.80	36.4	D					
Roslyn Road	SB	L	0.59	20.9	C	L	0.58	20.9	C					
		TR	0.28	18.4	B	TR	0.28	18.5	B					
Old Country Road	EB	L	0.59	24.9	C	L	0.59	24.6	C					
		T	1.25	152.2	F	T	1.24	147.3	F					
		R	0.08	23.6	C	R	0.08	23.3	C					
	WB	L	0.85	39.1	D	L	0.85	39.0	D					
		T	1.25	150.0	F	T	1.23	141.0	F					
		R	0.50	24.6	C	R	0.54	25.1	C					
Overall Intersection		**-**	**0.98**	**97.0**	**F**	**-**	**0.97**	**92.8**	**F**					
Roslyn Road at Second Street														
Roslyn Road	NB	L	0.56	15.5	B	L	0.63	17.5	B					- Mitigation not required.
		TR	0.67	18.7	B	TR	0.67	19.2	B					
	SB	LTR	0.70	29.4	C	LTR	0.71	31.0	C					
Second Street	EB	L	0.47	19.8	B	L	0.47	20.1	C					
		TR	0.69	34.6	C	TR	0.73	36.6	D					
	WB	L	0.27	25.8	C	L	0.28	26.0	C					
		TR	0.49	33.0	C	TR	0.46	33.1	C					
Overall Intersection		**-**	**0.73**	**25.1**	**C**	**-**	**0.74**	**26.2**	**C**					
UNSIGNALIZED INTERSECTIONS														
MAIN STREET														
Main Street at Old Country Road														
Old Country Road	EB	L	-	15.6	C	L	-	19.1	C					- Mitigation not required.
Overall Intersection		**-**	**-**	**0.4**	**A**	**-**	**-**	**0.4**	**A**					

LIRR Main Line Project FEIS

2040 NO BUILD vs. 2040 BUILD OPTION 2 WEEKDAY MIDDAY - TRAFFIC LEVELS OF SERVICE - MINEOLA

		2040 No Build Weekday MD Peak Hour				2040 Build Weekday MD Peak Hour				Mitigation				Mitigation Measures
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	
Main Street at First Street														
Main Street	NB	LTR	-	9.0	A	LTR	-	9.3	A					- Mitigation not required.
	SB	LTR	-	8.5	A	LTR	-	8.3	A					
First Street	EB	LTR	-	9.3	A	LTR	-	9.4	A					
	WB	LTR	-	8.8	A	LTR	-	9.1	A					
	Overall Intersection	**-**	**-**	**9.0**	**A**	**-**	**-**	**9.2**	**A**					
Main Street at Second Street														
Main Street	NB	LTR	-	12.0	B	LTR	0.73	28.6	C	LTR	0.41	23.0	C	- This intersection would be signalized as part of the Build condition.
Main Street Underpass	NB	-	-	-	-	LTR	0.45	26.0	C	LTR	0.67	21.6	C	
	SB	-	-	-	-	-	-	-	-	L	0.38	22.9	C	- Shift the centerline 5 ft to the north on the EB Second St approach. Prohibit parking on EB Second St approach for 250 ft from the stopbar and 50 ft from the intersection on the EB Second St receiving side. Restripe EB Second St approach as one 10 ft left-turn lane and one 14 ft through lane.
		LTR	-	11.5	B	LR	0.55	27.7	C	R	0.20	21.5	C	
Second Street	EB	-	-	-	-	-	-	-	-	L	0.17	19.0	B	
		LTR	-	14.1	B	LT	0.70	27.7	C	T	0.56	22.2	C	
	WB	LTR	-	14.2	B	TR	0.62	24.1	C	TR	0.59	22.5	C	
	Overall Intersection	**-**	**-**	**13.3**	**B**	**-**	**0.67**	**26.9**	**C**	**-**	**0.58**	**22.1**	**C**	- Prohibit parking on the WB Second St approach for 250 ft from the stopbar and prohibit parking on the WB Second St receiving side for 250 ft from the intersection. Restripe WB Second St approach as one 15 ft lane and one 4 ft shoulder. - Shift the centerline 5 ft to the east on the SB Main St approach. Prohibit parking on SB Main St approach for 250 ft from the stopbar. Restripe SB Main St approach as one 12 ft left-turn lane and one 10 ft right-turn lane. Prohibit parking on NB Main St receiving side for 250 ft from the intersection. - Install actuated signal with an 90 s cycle length. NB service road/SB phase will have 22 s of green time; EB/WB phase will have 17 s of green time; NB Main St underpass will have 33 s of green time; all phases will have 4 s yellow and 2 s all-red.
Main Street at Front Street (North side of LIRR Tracks)														
Main Street	NB	LTR	-	3.6	A	-	-	-	-					- Mitigation not required.
	SB	LTR	-	0.3	A	-	-	-	-					
Front Street	EB	LTR	-	12.9	B	LT	-	9.1	A					
	WB	LTR	-	12.3	B	TR	-	8.6	A					
	Overall Intersection	**-**	**-**	**4.2**	**A**	**-**	**-**	**9.0**	**A**					
Main Street at Front Street (South side of LIRR Tracks)														
Main Street	NB	-	-	-	-	-	-	-	-					- In Build: This intersection will be eliminated.
Front Street	EB	-	-	-	-	-	-	-	-					
	WB	LR	-	10.7	B	-	-	-	-					
	Overall Intersection	**-**	**-**	**3.2**	**A**	**-**	**-**	**-**	**-**					
Main Street at Third Street														
Main Street	NB	LTR	-	9.9	A	LTR	-	13.3	B					- Mitigation not required.
	SB	LR	-	8.9	A	-	-	-	-					
Third Street	EB	LT	-	10.2	B	LT	-	10.4	B					
	WB	TR	-	8.4	A	TR	-	8.5	A					
	Overall Intersection	**-**	**-**	**9.7**	**A**	**-**	**-**	**12.1**	**B**					

LIRR Main Line Project FEIS

2040 NO BUILD vs. 2040 BUILD OPTION 2 WEEKDAY MIDDAY - TRAFFIC LEVELS OF SERVICE - MINEOLA

INTERSECTION & APPROACH		2040 No Build Weekday MD Peak Hour				2040 Build Weekday MD Peak Hour				Mitigation				Mitigation Measures
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
WILLIS AVENUE														
Willis Avenue at First Street														
Willis Avenue	NB	LT	-	1.8	A	LT	-	2.0	A	L	0.24	6.8	A	- Prohibit parking on the NB Willis Av approach 150 feet from the stopbar and on the northbound Willis Av receiving side for 100 feet from the intersection.
		-	-	-	-	-	-	-	-	T	0.51	8.2	A	
	SB	-	-	-	-	-	-	-	-	TR	0.62	9.7	A	
First Street	EB	LR	-	20.8	C	LR	-	30.5	D	LR	0.52	18.0	B	- Restripe the northbound Willis Av approach as one 10 ft left-turn pocket lane and one 10 ft through lane.
	Overall Intersection	**-**	**-**	**3.5**	**A**	**-**	**-**	**6.2**	**A**	**-**	**0.59**	**10.5**	**B**	
														- Install actuated traffic signal with the following signal phasing and timing plan: NB/SB Willis Av will have 44 s green time; EB First Street will have 24 s green time; all phases will have 4 s yellow and 2 s all-red time.
Willis Avenue at Front Street														
Willis Avenue	NB	LT	-	2.5	A	-	-	-	-					- Mitigation not required.
	SB	-	-	-	-	LT	-	0.0	A					
	Overall Intersection	**-**	**-**	**1.3**	**A**	**-**	**-**	**0.0**	**A**					
Willis Avenue at Third Street														
Willis Avenue Underpass	SB	-	-	-	-	TR	0.68	18.2	B					- This intersection would be signalized as part of the Build condition.
Willis Avenue Service Road	SB	-	-	-	-	TR	0.03	19.9	B					
Third Street	EB	LR	-	16.1	C	R	0.57	23.7	C					
	Overall Intersection	**-**	**-**	**5.5**	**A**	**-**	**0.51**	**19.5**	**B**					

Notes

(1): Control delay is measured in seconds per vehicle.

(2): Overall intersection V/C ratio is the critical lane groups' V/C ratio.

(3): Shading denotes significantly impacted traffic movement requiring mitigation.

LIRR Main Line Project FEIS

2040 NO BUILD vs. 2040 BUILD OPTION 2 WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - MINEOLA

INTERSECTION & APPROACH		2040 No Build Weekday PM Peak Hour				2040 Build Weekday PM Peak Hour				Mitigation				Mitigation Measures
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
SIGNALIZED INTERSECTIONS														
MINEOLA BOULEVARD														
Mineola Boulevard / Franklin Avenue at Old Country Road														
Franklin Avenue	NB	L	0.84	38.1	D	L	0.84	37.8	D	L	0.86	40.7	D	- Modify signal timing plan: Shift 1 s of green time from the NB/SB phase to the EB/WB phase. [NB/SB green time will shift from 40 s to 39 s; EB/WB green time will shift from 22 s to 23 s].
		TR	0.96	54.3	D	TR	0.96	54.9	D	TR	0.98	60.4	E	
Mineola Boulevard	SB	L	0.88	55.8	E	L	0.88	55.9	E	L	0.88	56.4	E	
		TR	0.64	33.0	C	TR	0.63	33.0	C	TR	0.65	34.1	C	
Old Country Road	EB	L	1.06	99.4	F	L	1.07	101.3	F	L	1.07	102.6	F	
		T	0.95	68.8	E	T	0.96	70.1	E	T	0.92	61.9	E	
		R	0.92	61.7	E	R	0.93	63.6	E	R	0.91	57.6	E	
	WB	L	0.97	70.9	E	L	0.97	70.9	E	L	0.97	72.2	E	
		T	1.44	253.2	F	T	1.45	256.6	F	T	1.39	229.8	F	
		R	0.76	42.1	D	R	0.89	55.8	E	R	0.87	51.8	D	
Overall Intersection		**-**	**1.08**	**90.5**	**F**	**-**	**1.09**	**92.3**	**F**	**-**	**1.08**	**87.5**	**F**	
Mineola Boulevard at Second Street														
Mineola Boulevard	NB	L	0.68	21.2	C	L	0.68	21.2	C					- Mitigation not required.
		TR	0.76	19.4	B	TR	0.77	19.4	B					
	SB	L	0.63	47.7	D	L	0.60	44.9	D					
		TR	1.68	342.7	F	TR	1.53	274.4	F					
Second Street	EB	L	0.29	19.7	B	L	0.29	19.7	B					
		TR	0.76	29.8	C	TR	0.77	30.4	C					
	WB	LTR	1.04	97.6	F	LTR	0.97	77.2	E					
Overall Intersection		**-**	**1.29**	**118.1**	**F**	**-**	**1.19**	**93.2**	**F**					
Mineola Boulevard at First Street														
Mineola Boulevard	NB	LTR	1.15	94.0	F	LTR	1.18	109.1	F					- Unmitigated impact.
	SB	L	0.58	26.2	C	L	0.57	25.6	C					
		TR	0.92	31.8	C	TR	0.98	41.9	D					
First Street	EB	LTR	1.05	91.4	F	LTR	1.27	176.4	F					
	WB	LTR	0.91	71.9	E	LTR	0.97	81.6	F					
Overall Intersection		**-**	**1.21**	**71.9**	**E**	**-**	**1.31**	**95.0**	**F**					
WILLIS AVENUE														
Willis Avenue at Old Country Road														
Willis Avenue	SB	L	0.89	69.0	E	L	0.88	67.0	E					- Mitigation not required.
		R	0.58	44.3	D	R	0.53	42.9	D					
Old Country Road	EB	T	0.59	6.6	A	T	0.60	6.7	A					
	WB	TR	0.73	12.3	B	TR	0.70	11.7	B					
Overall Intersection		**-**	**0.80**	**16.5**	**B**	**-**	**0.77**	**16**	**B**					
Willis Avenue at LIRR Grade Crossing														
Willis Avenue	NB	T	0.57	50.6	D	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.51	48.6	D	-	-	-	-					
Overall Intersection		**-**	**0.24**	**49.6**	**D**	**-**	**-**	**-**	**-**					

LIRR Main Line Project FEIS

2040 NO BUILD vs. 2040 BUILD OPTION 2 WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - MINEOLA

		2040 No Build Weekday PM Peak Hour				2040 Build Weekday PM Peak Hour				Mitigation				Mitigation Measures
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	
Willis Avenue at Second Street														
Willis Avenue	NB	LTR	0.34	12.4	B	-	-	-	-	-	-	-	-	- Prohibit parking on the SB Willis Av approach for 150 ft from the stop bar. Restripe SB Willis Av approach as one 10 ft left-turn lane and one 10 ft shared through-right lane.
	SB	-	-	-	-	-	-	-	-	L	0.41	21.6	C	
		LTR	0.96	45.3	D	LTR	0.71	20.2	C	TR	0.83	37.1	D	
Second Street	EB	LTR	1.19	131.2	F	LTR	1.70	357.9	F	LTR	0.97	38.4	D	
	WB	LT	0.48	28.8	C	LT	7.22	2880.2	F	LT	0.90	43.6	D	- Modify signal phasing and timing plan: Under existing conditions, NB/SB Willis Av has 57 s green time; EB/WB Second St has 31 s green time; both phases have 4 s yellow time and 2 s all-red time. Future signal phasing and timing plans will include: SB Willis Av phase will have 29 s green time; WB Second St will have a lead phase with 7 s green time; EB/WB Second St will have 26 s green time; each phase will have 4 s yellow and 2 s all-red time.
		R	0.26	26.3	C	R	0.43	28.2	C	R	0.29	12.5	B	
Overall Intersection		**-**	**1.04**	**68.3**	**E**	**-**	**2.96**	**541.7**	**F**	**-**	**0.99**	**33.2**	**C**	
MAIN STREET														
Main Street at LIRR Grade Crossing														
Main Street	NB	T	0.30	42.7	D	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.11	38.5	D	-	-	-	-					
Overall Intersection		**-**	**0.13**	**41.6**	**D**	**-**	**-**	**-**	**-**					
ROSLYN ROAD														
Roslyn Road / Washington Avenue at Old Country Road														
Washington Avenue	NB	T	0.87	47.0	D	T	0.84	45.1	D					- Mitigation not required.
		R	0.41	21.6	C	R	0.41	21.7	C					
Roslyn Road	SB	L	0.82	33.7	C	L	0.80	32.1	C					
		TR	0.49	20.4	C	TR	0.50	20.5	C					
Old Country Road	EB	L	0.63	30.3	C	L	0.63	30.1	C					
		T	1.39	220.2	F	T	1.39	218.7	F					
		R	0.08	28.6	C	R	0.08	28.4	C					
	WB	L	0.92	52.5	D	L	0.91	51.4	D					
		T	1.18	124.7	F	T	1.17	118.5	F					
		R	0.55	28.1	C	R	0.58	28.7	C					
Overall Intersection		**-**	**1.05**	**99.3**	**F**	**-**	**1.04**	**97.1**	**F**					
Roslyn Road at Second Street														
Roslyn Road	NB	L	0.75	30.2	C	L	0.79	34.8	C	L	0.83	40.6	D	- Modify signal timing plan: Shift 3 s of green time from the NB lead phase to the NB/SB phase. [NB lead phase green time will shift from 16 s to 13 s; NB/SB through green time will shift from 25 s to 28 s].
		TR	1.10	87.8	F	TR	1.10	88.3	F	TR	1.10	88.3	F	
	SB	LTR	1.45	245.8	F	LTR	1.49	266.5	F	LTR	1.44	243.6	F	
Second Street	EB	L	1.10	99.6	F	L	1.11	103.0	F	L	1.11	103.0	F	
		TR	1.04	92.7	F	TR	1.06	97.1	F	TR	1.06	97.1	F	
	WB	L	0.71	32.8	C	L	0.71	32.8	C	L	0.71	32.8	C	
		TR	0.39	33.7	C	TR	0.39	33.6	C	TR	0.39	33.6	C	
Overall Intersection		**-**	**1.31**	**126.2**	**F**	**-**	**1.33**	**133.1**	**F**	**-**	**1.31**	**127.0**	**F**	
UNSIGNALIZED INTERSECTIONS														
MAIN STREET														
Main Street at Old Country Road														
Old Country Road	EB	L	-	16.8	C	L	-	20.1	C					- Mitigation not required.
Overall Intersection		**-**	**-**	**0.4**	**A**	**-**	**-**	**0.5**	**A**					

LIRR Main Line Project FEIS

2040 NO BUILD vs. 2040 BUILD OPTION 2 WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - MINEOLA

INTERSECTION & APPROACH		2040 No Build Weekday PM Peak Hour				2040 Build Weekday PM Peak Hour				Mitigation				Mitigation Measures
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
Main Street at First Street														
Main Street	NB	LTR	-	11.7	B	LTR	-	13.0	B					- Mitigation not required.
	SB	LTR	-	10.3	B	LTR	-	10.5	B					
First Street	EB	LTR	-	13.1	B	LTR	-	14.0	B					
	WB	LTR	-	10.5	B	LTR	-	11.7	B					
Overall Intersection		**-**	**-**	**11.8**	**B**	**-**	**-**	**12.8**	**B**					
Main Street at Second Street														
Main Street	NB	LTR	-	19.1	C	LTR	1.04	86.4	F	LTR	0.24	25.4	C	- This intersection would be signalized as part of the Build condition.
Main Street Underpass	NB	-	-	-	-	LTR	0.21	26.0	C	LTR	0.84	37.2	D	
	SB	-	-	-	-	-	-	-	-	L	0.81	43.5	D	- Shift the centerline 5 ft to the north on the EB Second St approach. Prohibit parking on EB Second St approach for 250 ft from the stopbar and 50 ft from the intersection on the EB Second St receiving side. Restripe EB Second St approach as one 10 ft left-turn lane and one 14 ft through lane.
		LTR	-	40.0	E	LR	0.95	68.4	E	R	0.24	25.4	C	
Second Street	EB	-	-	-	-	-	-	-	-	L	0.20	26.6	C	
		LTR	-	159.4	F	LT	1.29	179.7	F	T	1.15	122.3	F	
	WB	LTR	-	31.7	D	TR	0.67	33.7	C	TR	0.65	32.3	C	
Overall Intersection		**-**	**-**	**82.2**	**F**	**-**	**1.09**	**100.5**	**F**	**-**	**0.92**	**61.3**	**E**	- Prohibit parking on the WB Second St approach for 250 ft from the stopbar and prohibit parking on the WB Second St receiving side for 250 ft from the intersection. Restripe WB Second St approach as one 15 ft lane and one 4 ft shoulder. - Shift the centerline 5 ft to the east on the SB Main St approach. Prohibit parking on SB Main St approach for 250 ft from the stopbar. Restripe SB Main St approach as one 12 ft left-turn lane and one 10 ft right-turn lane. Prohibit parking on NB Main St receiving side for 250 ft from the intersection. - Install actuated signal with an 90 s cycle length. NB service road/SB phase will have 22 s of green time; EB/WB phase will have 17 s of green time; NB Main St underpass will have 33 s of green time; all phases will have 4 s yellow and 2 s all-red.
Main Street at Front Street (North side of LIRR Tracks)														
Main Street	NB	LTR	-	3.8	A	-	-	-	-					- Mitigation not required.
	SB	LTR	-	0.3	A	-	-	-	-					
Front Street	EB	LTR	-	13.9	B	LT	-	8.9	A					
	WB	LTR	-	13.9	B	TR	-	8.8	A					
Overall Intersection		**-**	**-**	**3.7**	**A**	**-**	**-**	**8.9**	**A**					
Main Street at Front Street (South side of LIRR Tracks)														
Main Street	NB	-	-	-	-	-	-	-	-					- In Build: This intersection will be eliminated.
Front Street	EB	-	-	-	-	-	-	-	-					
	WB	LR	-	11.2	B	-	-	-	-					
Overall Intersection		**-**	**-**	**3.9**	**A**	**-**	**-**	**-**	**-**					
Main Street at Third Street														
Main Street	NB	LTR	-	14.3	B	LTR	-	18.4	C					- Mitigation not required.
	SB	LR	-	11.5	B	-	-	-	-					
Third Street	EB	LT	-	33.5	D	LT	-	21.4	C					
	WB	TR	-	10.0	A	TR	-	9.8	A					
Overall Intersection		**-**	**-**	**23.9**	**C**	**-**	**-**	**18.9**	**C**					

LIRR Main Line Project FEIS

2040 NO BUILD vs. 2040 BUILD OPTION 2 WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - MINEOLA

INTERSECTION & APPROACH		2040 No Build Weekday PM Peak Hour				2040 Build Weekday PM Peak Hour				Mitigation				Mitigation Measures
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
WILLIS AVENUE														
Willis Avenue at First Street														
Willis Avenue	NB	LT	-	2.9	A	LT	-	3.0	A	L	0.56	13.4	B	- Prohibit parking on the NB Willis Av approach 150 feet from the stopbar and on the northbound Willis Av receiving side for 100 feet from the intersection.
		-	-	-	-	-	-	-	-	T	0.73	14.7	B	
	SB	-	-	-	-	-	-	-	-	TR	0.81	17.9	B	
First Street	EB	LR	-	208.3	F	LR	-	354.3	F	LR	0.75	29.0	C	- Restripe the northbound Willis Av approach as one 10 ft left-turn pocket lane and one 10 ft through lane.
	Overall Intersection	**-**	**-**	**29.4**	**D**	**-**	**-**	**64.7**	**F**	**-**	**0.79**	**18.5**	**B**	- Install actuated traffic signal with the following signal phasing and timing plan: NB/SB Willis Av will have 44 s green time; EB First Street will have 24 s green time; all phases will have 4 s yellow and 2 s all-red time.
Willis Avenue at Front Street														
Willis Avenue	NB	LT	-	3.2	A	-	-	-	-					- Mitigation not required.
	SB	-	-	-	-	LT	-	0.0	A					
	Overall Intersection	**-**	**-**	**1.9**	**A**	**-**	**-**	**0.0**	**A**					
Willis Avenue at Third Street														
Willis Avenue Underpass	SB	-	-	-	-	TR	0.87	41.6	D					- This intersection would be signalized as part of the Build condition.
Willis Avenue Service Road	SB	-	-	-	-	TR	0.04	32.1	C					
Third Street	EB	LR	-	41.6	E	R	0.89	43.5	D					
	Overall Intersection	**-**	**-**	**21.7**	**C**	**-**	**0.76**	**42.4**	**D**					

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 significantly impacted traffic movement requiring mitigation.

LIRR Main Line Project FEIS
2040 BUILD TRAFFIC LEVELS OF SERVICE - WESTBURY

INTERSECTION & APPROACH		Weekday AM Peak Hour Mvt.	V/C	Control Delay	LOS	Weekday PM Peak Hour Mvt.	V/C	Control Delay	LOS
SIGNALIZED INTERSECTIONS									
POST AVENUE									
Post Avenue at Maple Avenue									
Post Avenue	NB	L	0.43	15.6	B	L	0.93	82.2	F
		TR	0.64	14.7	B	TR	1.07	71.9	E
	SB	L	0.30	11.6	B	L	0.89	73.8	E
		TR	0.77	18.9	B	TR	0.99	51.3	D
Maple Avenue	EB	L	0.37	12.9	B	L	0.55	13.6	B
		TR	0.65	16.3	B	TR	1.12	92.3	F
	WB	L	0.14	11.7	B	L	0.43	11.9	B
		TR	0.74	19.5	B	TR	0.62	13.7	B
Overall Intersection		**-**	**0.75**	**16.9**	**B**	**-**	**1.09**	**58.2**	**E**
Post Avenue at Union Avenue									
Post Avenue	NB	T	0.65	16.6	B	T	0.77	20.1	C
		R	0.27	1.9	A	R	0.38	2.2	A
	SB	LT	1.76	365.5	F	LT	1.75	364.3	F
Union Avenue	WB	L	0.70	17.3	B	L	0.65	15.7	B
		R	0.07	10.7	B	R	0.11	11.0	B
Overall Intersection		**-**	**1.26**	**129.9**	**F**	**-**	**1.24**	**119.9**	**F**
Post Avenue at Railroad Avenue									
Post Avenue	NB	L	0.03	5.3	A	L	0.07	7.5	A
		TR	0.99	38.2	D	TR	1.27	144.2	F
	SB	L	0.42	14.4	B	L	0.63	25.5	C
		TR	0.83	16.3	B	TR	1.03	48.6	D
Railroad Avenue	EB	LTR	0.01	14.1	B	LTR	0.07	12.3	B
	WB	LTR	0.49	16.8	B	LTR	0.52	14.9	B
Overall Intersection		**-**	**0.85**	**25.5**	**C**	**-**	**1.00**	**84.4**	**F**
SCHOOL STREET									
School Street at Maple Avenue									
School Street	NB	LTR	0.50	15.3	B	LTR	0.58	18.6	B
	SB	LTR	0.37	14.0	B	LTR	0.54	17.6	B
Maple Avenue	EB	LTR	0.49	9.9	A	LTR	0.68	14.6	B
	WB	LTR	0.48	9.7	A	LTR	0.63	13.5	B
Overall Intersection		**-**	**0.49**	**11.7**	**B**	**-**	**0.64**	**15.6**	**B**
School Street at Union Avenue									
School Street	NB	LTR	0.78	26.4	C	LTR	0.88	46.1	D
	SB	LTR	0.27	16.0	B	LTR	0.70	33.0	C
Union Avenue	EB	L	0.24	10.4	B	L	0.12	8.0	A
		T	0.48	11.9	B	T	0.60	12.1	B
		R	0.03	9.1	A	R	0.04	7.6	A
	WB	L	0.78	31.6	C	L	0.97	81.0	F
		TR	0.78	18.6	B	TR	0.46	10.2	B
Overall Intersection		**-**	**0.78**	**19.3**	**B**	**-**	**0.94**	**26.6**	**C**
School Street at Railroad Avenue									
School Street	NB	L	0.52	5.6	A	L	0.41	7.1	A
		T	0.44	4.8	A	T	0.51	7.2	A
	SB	TR	0.21	3.8	A	TR	0.49	7.0	A
Railroad Avenue	EB	LR	0.11	20.2	C	LR	0.17	12.7	B
Overall Intersection		**-**	**0.46**	**6.5**	**A**	**-**	**0.41**	**8.1**	**A**
School Street at Old Country Road									
School Street	NB	L	1.12	130.3	F	L	0.76	61.6	E
		TR	1.02	113.6	F	TR	0.60	57.3	E
	SB	L	0.40	57.2	E	L	0.93	98.0	F
		TR	0.97	115.7	F	TR	1.24	197.8	F
Old Country Road	EB	L	0.73	50.0	D	L	0.96	89.0	F
		T	0.65	25.6	C	T	1.04	64.9	E
		R	0.17	18.1	B	R	1.07	81.7	F
	WB	L	0.14	20.9	C	L	0.32	31.2	C
		TR	1.12	101.9	F	TR	0.97	52.1	D
Overall Intersection		**-**	**1.06**	**81.9**	**F**	**-**	**1.04**	**72.9**	**E**
URBAN AVENUE									
Urban Avenue at Prospect Avenue									
Urban Avenue	NB	LTR	0.63	41.4	D	LTR	0.76	45.0	D
	SB	LTR	0.52	37.1	D	LTR	0.18	29.1	C
Prospect Avenue	EB	L	0.13	4.6	A	L	0.11	6.3	A
		TR	0.43	7.0	A	TR	0.61	12.6	B
	WB	L	0.11	4.4	A	L	0.25	7.8	A
		TR	0.57	9.2	A	TR	0.65	13.9	B
Overall Intersection		**-**	**0.58**	**14.6**	**B**	**-**	**0.68**	**18.3**	**B**

LIRR Main Line Project FEIS
2040 BUILD TRAFFIC LEVELS OF SERVICE - WESTBURY

INTERSECTION & APPROACH		Weekday AM Peak Hour Mvt.	V/C	Control Delay	LOS	Weekday PM Peak Hour Mvt.	V/C	Control Delay	LOS
Urban Avenue at Old Country Road									
Urban Avenue	SB	L	0.70	46.5	D	L	0.70	43.7	D
		R	0.24	36.4	D	R	0.79	53.7	D
Old Country Road	EB	L	0.86	67.1	E	L	1.00	70.7	E
		T	0.50	8.0	A	T	0.83	9.9	A
	WB	TR	1.12	85.9	F	TR	1.05	63.4	E
Overall Intersection		**-**	**0.99**	**54.7**	**D**	**-**	**1.01**	**38.1**	**D**
OLD COUNTRY ROAD									
Old Country Road at Belmont Place / Merillon Avenue									
Belmont Place	NB	L	0.17	33.8	C	L	0.13	28.7	C
		R	0.10	33.2	C	R	0.06	28.0	C
Merllon Avenue	SB	L	0.75	48.0	D	L	0.88	53.4	D
		R	0.10	33.2	C	R	0.20	29.2	C
Old Country Road	EB	TR	0.57	8.9	A	TR	0.89	21.8	C
	WB	L	0.08	1.3	A	L	0.86	34.8	C
		T	0.71	6.2	A	TR	0.75	3.2	A
Overall Intersection		**-**	**0.71**	**11.1**	**B**	**-**	**0.89**	**18.2**	**B**
UNSIGNALIZED INTERSECTIONS									
Post Avenue at Scally Place									
Post Avenue	SB	LT	-	1.2	A	LT	-	1.9	A
Scally Place	WB	LR	-	13.2	B	LR	-	15.7	C
Overall Intersection		**-**	**-**	**1.5**	**A**	**-**	**-**	**1.9**	**A**
Urban Avenue at Broadway									
Urban Avenue	NB	LTR	-	12.8	B	LTR	-	70.2	F
	SB	LTR	-	10.5	B	LTR	-	14.2	B
Broadway	EB	LTR	-	11.1	B	LTR	-	18.4	C
	WB	LTR	-	10.3	B	LTR	-	20.0	C
Overall Intersection		**-**	**-**	**11.5**	**B**	**-**	**-**	**40.8**	**E**
Urban Avenue at Main Street									
Urban Avenue	NB	LTR	-	15.4	C	LTR	-	36.3	E
	SB	LTR	-	12.2	B	LTR	-	38.3	E
Main Street	EB	LTR	-	11.2	B	LTR	-	25.5	D
	WB	LTR	-	11.1	B	LTR	-	21.8	C
Overall Intersection		**-**	**-**	**13.3**	**B**	**-**	**-**	**31.7**	**D**

Notes
(1): Control delay is measured in seconds per vehicle.
(2): Overall intersection V/C ratio is the critical lane groups' V/C ratio.

LIRR Main Line Project FEIS
2040 NO BUILD vs. 2040 BUILD WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - WESTBURY

INTERSECTION & APPROACH		2040 No Build Weekday AM Peak Hour				2040 Build Weekday AM Peak Hour				Mitigation				Mitigation Measures
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
SIGNALIZED INTERSECTIONS														
POST AVENUE														
Post Avenue at Maple Avenue														
Post Avenue	NB	L	0.42	15.4	B	L	0.43	15.6	B					- Mitigation not required.
		TR	0.64	14.7	B	TR	0.64	14.7	B					
	SB	L	0.30	11.6	B	L	0.30	11.6	B					
		TR	0.77	18.8	B	TR	0.77	18.9	B					
Maple Avenue	EB	L	0.37	12.9	B	L	0.37	12.9	B					
		TR	0.65	16.3	B	TR	0.65	16.3	B					
	WB	L	0.14	11.7	B	L	0.14	11.7	B					
		TR	0.74	19.5	B	TR	0.74	19.5	B					
Overall Intersection		**-**	**0.75**	**16.8**	**B**	**-**	**0.75**	**16.9**	**B**					
Post Avenue at Union Avenue														
Post Avenue	NB	T	0.67	17.3	B	T	0.65	16.6	B	T	0.52	12.0	B	- Modify signal phasing and timing plan: Shift 9 s of green time from the WB phase to the NB/SB phase [NB/SB green time will shift from 20 s to 29 s; WB green time will shift from 27 s to 18 s.]
		R	0.27	1.9	A	R	0.27	1.9	A	R	0.27	1.7	A	
	SB	LT	1.27	149.2	F	LT	1.76	365.5	F	LT	1.26	145.9	F	
Union Avenue	WB	L	0.70	17.3	B	L	0.70	17.3	B	L	0.86	32.2	C	
		R	0.05	10.6	B	R	0.07	10.7	B	R	0.07	14.9	B	
Overall Intersection		**-**	**1.00**	**56.8**	**E**	**-**	**1.26**	**129.9**	**F**	**-**	**1.11**	**59.3**	**E**	
						-								
Post Avenue at Railroad Avenue														
Post Avenue	NB	L	0.03	5.4	A	L	0.03	5.3	A					- Mitigation not required.
		TR	0.99	38.7	D	TR	0.99	38.2	D					
	SB	L	0.88	53.4	D	L	0.42	14.4	B					
		TR	0.84	16.8	B	TR	0.83	16.3	B					
Railroad Avenue	EB	LTR	0.01	14.0	B	LTR	0.01	14.1	B					
	WB	LTR	0.51	16.9	B	LTR	0.49	16.8	B					
Overall Intersection		**-**	**0.85**	**28.1**	**C**	**-**	**0.85**	**25.5**	**C**					
SCHOOL STREET														
School Street at Maple Avenue														
School Street	NB	LTR	0.50	15.3	B	LTR	0.50	15.3	B					- Mitigation not required.
	SB	LTR	0.37	14.0	B	LTR	0.37	14.0	B					
Maple Avenue	EB	LTR	0.49	9.9	A	LTR	0.49	9.9	A					
	WB	LTR	0.48	9.7	A	LTR	0.48	9.7	A					
Overall Intersection		**-**	**0.49**	**11.7**	**B**	**-**	**0.49**	**11.7**	**B**					

LIRR Main Line Project FEIS
2040 NO BUILD vs. 2040 BUILD WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - WESTBURY

		2040 No Build Weekday AM Peak Hour				2040 Build Weekday AM Peak Hour				Mitigation				Mitigation Measures
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	
School Street at Union Avenue														
School Street	NB	LTR	0.99	68.8	E	LTR	0.78	26.4	C					- Mitigation not required.
	SB	LTR	0.30	24.6	C	LTR	0.27	16.0	B					
	EB	L	0.10	9.0	A	L	0.24	10.4	B					
Union Avenue		T	0.35	10.7	B	T	0.48	11.9	B					
		R	0.03	8.6	A	R	0.03	9.1	A					
	WB	L	1.13	118.7	F	L	0.78	31.6	C					
		TR	0.51	12.0	B	TR	0.78	18.6	B					
Overall Intersection		**-**	**1.08**	**43.4**	**D**	**-**	**0.78**	**19.3**	**B**					
School Street at LIRR Grade Crossing														
School Street	NB	T	0.40	21.9	C	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.34	20.7	C	-	-	-	-					
Overall Intersection		**-**	**0.27**	**21.4**	**C**	-	-	-	-					
School Street at Old Country Road														
School Street	NB	L	1.12	130.3	F	L	1.12	130.3	F					- Mitigation not required.
		TR	1.02	112.7	F	TR	1.02	113.6	F					
	SB	L	0.39	57.0	E	L	0.40	57.2	E					
		TR	0.96	114.6	F	TR	0.97	115.7	F					
Old Country Road	EB	L	0.73	50.0	D	L	0.73	50.0	D					
		T	0.65	25.6	C	T	0.65	25.6	C					
		R	0.17	18.1	B	R	0.17	18.1	B					
	WB	L	0.14	20.9	C	L	0.14	20.9	C					
		TR	1.12	100.9	F	TR	1.12	101.9	F					
Overall Intersection		**-**	**1.05**	**81.4**	**F**	**-**	**1.06**	**81.9**	**F**					
URBAN AVENUE														
Urban Avenue at Prospect Avenue														
Urban Avenue	NB	LTR	0.63	41.4	D	LTR	0.63	41.4	D					- Mitigation not required.
	SB	LTR	0.52	37.1	D	LTR	0.52	37.1	D					
Prospect Avenue	EB	L	0.13	4.6	A	L	0.13	4.6	A					
		TR	0.43	7.0	A	TR	0.43	7.0	A					
	WB	L	0.11	4.4	A	L	0.11	4.4	A					
		TR	0.56	9.1	A	TR	0.57	9.2	A					
Overall Intersection		**-**	**0.58**	**14.6**	**B**	**-**	**0.58**	**14.6**	**B**					
Urban Avenue at LIRR Grade Crossing														
Urban Avenue	NB	T	0.21	11.7	B	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.22	11.8	B	-	-	-	-					
Overall Intersection		**-**	**0.17**	**11.8**	**B**	-	-	-	-					

LIRR Main Line Project FEIS
2040 NO BUILD vs. 2040 BUILD WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - WESTBURY

		2040 No Build Weekday AM Peak Hour				2040 Build Weekday AM Peak Hour				Mitigation				Mitigation Measures
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	
Urban Avenue at Old Country Road														
Urban Avenue	SB	L	0.70	46.5	D	L	0.70	46.5	D					- Mitigation not required.
		R	0.24	36.4	D	R	0.24	36.4	D					
Old Country Road	EB	L	0.86	67.0	E	L	0.86	67.1	E					
		T	0.50	8.0	A	T	0.50	8.0	A					
	WB	TR	1.11	85.2	F	TR	1.12	85.9	F					
Overall Intersection		**-**	**0.99**	**54.4**	**D**	**-**	**0.99**	**54.7**	**D**					
OLD COUNTRY ROAD														
Old Country Road at Belmont Place / Merillon Avenue														
Belmont Place	NB	L	0.17	33.8	C	L	0.17	33.8	C					- Mitigation not required.
		R	0.10	33.2	C	R	0.10	33.2	C					
Merllon Avenue	SB	L	0.75	48.0	D	L	0.75	48.0	D					
		R	0.10	33.2	C	R	0.10	33.2	C					
Old Country Road	EB	TR	0.57	8.9	A	TR	0.57	8.9	A					
	WB	L	0.08	1.3	A	L	0.08	1.3	A					
		T	0.70	6.2	A	T	0.71	6.2	A					
Overall Intersection		**-**	**0.71**	**11.0**	**B**	**-**	**0.71**	**11.1**	**B**					
UNSIGNALIZED INTERSECTIONS														
Post Avenue at Scally Place														
Post Avenue	SB	LT	-	1.2	A	TR	-	1.2	A					- Mitigation not required.
Scally Place	WB	LR	-	13.0	B	LT	-	13.2	B					
Overall Intersection		**-**	**-**	**1.4**	**A**	**-**	**-**	**1.5**	**A**					
School Street at Railroad Avenue														
School Street	NB	LT	-	6.7	A	L	0.52	5.6	A					- Mitigation not required.
		-	-	-	-	T	0.44	4.8	A					- This intersection would be signalized as part of the Build condition.
	SB	-	-	-	-	TR	0.21	3.8	A					
Railroad Avenue	EB	LR	-	107.3	F	LR	0.11	20.2	C					
Overall Intersection		**-**	**-**	**16.8**	**C**	**-**	**0.46**	**6.5**	**A**					
Urban Avenue at Broadway														
Urban Avenue	NB	LTR	-	9.9	A	LTR	-	12.8	B	LTR	0.52	9.1	A	- Mitigation not required.
	SB	LTR	-	9.4	A	LTR	-	10.5	B	LTR	0.24	7.6	A	- Install actuated traffic signal with the following signal phasing and timing plan: NB/SB Urban Av will have 34 s green time; EB/WB Broadway will have 44 s green time; all phases will have 4 s yellow and 2 s all-red time.
Broadway	EB	LTR	-	9.4	A	LTR	-	11.1	B	LTR	0.37	10.6	B	
	WB	LTR	-	9.0	A	LTR	-	10.3	B	LTR	0.29	10.3	B	
Overall Intersection		**-**	**-**	**9.5**	**A**	**-**	**-**	**11.5**	**B**	**-**	**0.45**	**9.4**	**A**	

LIRR Main Line Project FEIS

2040 NO BUILD vs. 2040 BUILD WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - WESTBURY

		2040 No Build Weekday AM Peak Hour				2040 Build Weekday AM Peak Hour				Mitigation				Mitigation Measures
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	
Urban Avenue at Railroad Avenue														
Urban Avenue	NB	LTR	-	1.7	A	-	-	-	-					- This intersection would be eliminated as part of the Build condition.
	SB	LTR	-	0.2	A	-	-	-	-					
Railroad Avenue	EB	LTR	-	10.9	B	-	-	-	-					
	WB	LTR	-	17.1	C	-	-	-	-					
Overall Intersection		**-**	**-**	**3.4**	**A**	**-**	**-**	**-**	**-**					
Urban Avenue at Main Street														
Urban Avenue	NB	LTR	-	15.4	C	LTR	-	15.4	C					- Mitigation not required.
	SB	LTR	-	12.2	B	LTR	-	12.2	B					
Main Street	EB	LTR	-	11.2	B	LTR	-	11.2	B					
	WB	LTR	-	11.1	B	LTR	-	11.1	B					
Overall Intersection		**-**	**-**	**13.3**	**B**	**-**	**-**	**13.3**	**B**					

Notes

(1): Control delay is measured in seconds per vehicle.

(2): Overall intersection V/C ratio is the critical lane groups' V/C ratio.

(3): Shading denotes significantly impacted traffic movement requiring mitigation.

LIRR Main Line Project FEIS
2040 NO BUILD vs. 2040 BUILD WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - WESTBURY

INTERSECTION & APPROACH		2040 No Build Weekday PM Peak Hour				2040 Build Weekday PM Peak Hour				Mitigation				Mitigation Measures
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
SIGNALIZED INTERSECTIONS														
POST AVENUE														
Post Avenue at Maple Avenue														
Post Avenue	NB	L	0.93	82.2	F	L	0.93	82.2	F					- Mitigation not required.
		TR	1.06	70.9	E	TR	1.07	71.9	E					
	SB	L	0.89	73.8	E	L	0.89	73.8	E					
		TR	0.99	50.5	D	TR	0.99	51.3	D					
Maple Avenue	EB	L	0.55	13.6	B	L	0.55	13.6	B					
		TR	1.12	92.3	F	TR	1.12	92.3	F					
	WB	L	0.43	11.9	B	L	0.43	11.9	B					
		TR	0.62	13.7	B	TR	0.62	13.7	B					
	Overall Intersection	**-**	**1.09**	**57.8**	**E**	**-**	**1.09**	**58.2**	**E**					
Post Avenue at Union Avenue														
Post Avenue	NB	T	0.83	23.5	C	T	0.77	20.1	C	T	0.66	15.2	B	- Modify signal phasing and timing plan: Shift 6 s of green time from the WB phase to the NB/SB phase [NB/SB green time will shift from 20 s to 26 s; WB green time will shift from 27 s to 21 s.]
		R	0.38	2.2	A	R	0.38	2.2	A	R	0.38	2.0	A	
	SB	LT	1.73	352.6	F	LT	1.75	364.3	F	LT	1.27	147.4	F	
Union Avenue	WB	L	0.65	15.7	B	L	0.65	15.7	B	L	0.73	21.7	C	
		R	0.04	10.6	B	R	0.11	11.0	B	R	0.08	13.5	B	
	Overall Intersection	**-**	**1.22**	**117.3**	**F**	**-**	**1.24**	**119.9**	**F**	**-**	**1.05**	**53.7**	**D**	
						-								
Post Avenue at Railroad Avenue														
Post Avenue	NB	L	0.07	7.9	A	L	0.07	7.5	A					- Mitigation not required.
		TR	1.30	157.1	F	TR	1.27	144.2	F					
	SB	L	0.77	38.8	D	L	0.63	25.5	C					
		TR	1.06	57.7	E	TR	1.03	48.6	D					
Railroad Avenue	EB	LTR	0.06	11.9	B	LTR	0.07	12.3	B					
	WB	LTR	0.59	16.1	B	LTR	0.52	14.9	B					
	Overall Intersection	**-**	**1.03**	**92.4**	**F**	**-**	**1.00**	**84.4**	**F**					
SCHOOL STREET														
School Street at Maple Avenue														
School Street	NB	LTR	0.57	18.6	B	LTR	0.58	18.6	B					- Mitigation not required.
	SB	LTR	0.54	17.6	B	LTR	0.54	17.6	B					
Maple Avenue	EB	LTR	0.68	14.6	B	LTR	0.68	14.6	B					
	WB	LTR	0.63	13.5	B	LTR	0.63	13.5	B					
	Overall Intersection	**-**	**0.64**	**15.6**	**B**	**-**	**0.64**	**15.6**	**B**					

LIRR Main Line Project FEIS
2040 NO BUILD vs. 2040 BUILD WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - WESTBURY

		2040 No Build Weekday PM Peak Hour				2040 Build Weekday PM Peak Hour				Mitigation				Mitigation Measures
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	
School Street at Union Avenue														
School Street	NB	LTR	1.02	75.3	E	LTR	0.88	46.1	D					- Mitigation not required.
	SB	LTR	0.66	30.6	C	LTR	0.70	33.0	C					
	EB	L	0.08	8.9	A	L	0.12	8.0	A					
Union Avenue		T	0.51	12.1	B	T	0.60	12.1	B					
		R	0.04	8.6	A	R	0.04	7.6	A					
	WB	L	1.08	108.9	F	L	0.97	81.0	F					
		TR	0.43	11.3	B	TR	0.46	10.2	B					
Overall Intersection		**-**	**1.06**	**40.4**	**D**	**-**	**0.94**	**26.6**	**C**					
School Street at LIRR Grade Crossing														
School Street	NB	T	0.54	32.6	C	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.48	30.9	C	-	-	-	-					
Overall Intersection		**-**	**0.31**	**31.8**	C	-	-	-	-					
School Street at Old Country Road														
School Street	NB	L	0.76	61.6	E	L	0.76	61.6	E					- Mitigation not required.
		TR	0.60	57.2	E	TR	0.60	57.3	E					
	SB	L	0.91	95.1	F	L	0.93	98.0	F					
		TR	1.23	196.1	F	TR	1.24	197.8	F					
Old Country Road	EB	L	0.96	89.0	F	L	0.96	89.0	F					
		T	1.04	64.9	E	T	1.04	64.9	E					
		R	1.07	81.5	F	R	1.07	81.7	F					
	WB	L	0.32	31.2	C	L	0.32	31.2	C					
		TR	0.97	51.8	D	TR	0.97	52.1	D					
Overall Intersection		**-**	**1.04**	**72.6**	**E**	**-**	**1.04**	**72.9**	**E**					
URBAN AVENUE														
Urban Avenue at Prospect Avenue														
Urban Avenue	NB	LTR	0.76	45.0	D	LTR	0.76	45.0	D					- Mitigation not required.
	SB	LTR	0.18	29.1	C	LTR	0.18	29.1	C					
Prospect Avenue	EB	L	0.11	6.3	A	L	0.11	6.3	A					
		TR	0.61	12.5	B	TR	0.61	12.6	B					
	WB	L	0.25	7.7	A	L	0.25	7.8	A					
		TR	0.65	13.8	B	TR	0.65	13.9	B					
Overall Intersection		**-**	**0.68**	**18.3**	**B**	**-**	**0.68**	**18.3**	**B**					
Urban Avenue at LIRR Grade Crossing														
Urban Avenue	NB	T	0.48	24.6	C	-	-	-	-					- This grade crossing would be eliminated as part of the Build condition.
	SB	T	0.36	21.7	C	-	-	-	-					
Overall Intersection		**-**	**0.31**	**23.4**	**C**	-	-	-	-					

LIRR Main Line Project FEIS
2040 NO BUILD vs. 2040 BUILD WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - WESTBURY

		2040 No Build Weekday PM Peak Hour				2040 Build Weekday PM Peak Hour				Mitigation				Mitigation Measures
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	
Urban Avenue at Old Country Road														
Urban Avenue	SB	L	0.70	43.7	D	L	0.70	43.7	D					- Mitigation not required.
		R	0.79	53.7	D	R	0.79	53.7	D					
Old Country Road	EB	L	1.00	70.7	E	L	1.00	70.7	E					
		T	0.83	9.9	A	T	0.83	9.9	A					
	WB	TR	1.05	63.0	E	TR	1.05	63.4	E					
Overall Intersection		**-**	**1.01**	**38.0**	**D**	**-**	**1.01**	**38.1**	**D**					
OLD COUNTRY ROAD														
Old Country Road at Belmont Place / Merillon Avenue														
Belmont Place	NB	L	0.13	28.7	C	L	0.13	28.7	C					- Mitigation not required.
		R	0.06	28.0	C	R	0.06	28.0	C					
Merllon Avenue	SB	L	0.88	53.4	D	L	0.88	53.4	D					
		R	0.20	29.2	C	R	0.20	29.2	C					
Old Country Road	EB	TR	0.89	21.7	C	TR	0.89	21.8	C					
	WB	L	0.86	35.0	C	L	0.86	34.8	C					
		TR	0.75	3.2	A	TR	0.75	3.2	A					
Overall Intersection		**-**	**0.89**	**18.2**	**B**	**-**	**0.89**	**18.2**	**B**					
UNSIGNALIZED INTERSECTIONS														
Post Avenue at Scally Place														
Post Avenue	SB	LT	-	1.8	A	TR	-	1.9	A					- Mitigation not required.
Scally Place	WB	LR	-	14.8	B	LT	-	15.7	C					
Overall Intersection		**-**	**-**	**1.8**	**A**	**-**	**-**	**1.9**	**A**					
School Street at Railroad Avenue														
School Street	NB	LT	-	4.2	A	L	0.41	7.1	A					- Mitigation not required.
		-	-	-	-	T	0.51	7.2	A					- This intersection would be signalized as part of the Build condition.
	SB	-	-	-	-	TR	0.49	7.0	A					
Railroad Avenue	EB	LR	-	475.7	F	LR	0.17	12.7	B					
Overall Intersection		**-**	**-**	**126.7**	**F**	**-**	**0.41**	**8.1**	**A**					
Urban Avenue at Broadway														
Urban Avenue	NB	LTR	-	16.5	C	LTR	-	70.2	F	LTR	0.73	15.5	B	- Install actuated traffic signal with the following signal phasing and timing plan: NB/SB Urban Av will have 34 s green time; EB/WB Broadway will have 44 s green time; all phases will have 4 s yellow and 2 s all-red time.
	SB	LTR	-	11.1	B	LTR	-	14.2	B	LTR	0.17	8.7	A	
Broadway	EB	LTR	-	11.6	B	LTR	-	18.4	C	LTR	0.40	16.4	B	
	WB	LTR	-	12.4	B	LTR	-	20.0	C	LTR	0.69	22.4	C	
Overall Intersection		**-**	**-**	**13.7**	**B**	**-**	**-**	**40.8**	**E**	**-**	**0.71**	**16.3**	**B**	

LIRR Main Line Project FEIS

2040 NO BUILD vs. 2040 BUILD WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - WESTBURY

		2040 No Build Weekday PM Peak Hour				2040 Build Weekday PM Peak Hour				Mitigation				Mitigation Measures
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	**Mvt.**	**V/C**	**Control Delay**	**LOS**	
Urban Avenue at Railroad Avenue														
Urban Avenue	NB	LTR	-	2.6	A	-	-	-	-					- This intersection would be eliminated as part of the Build condition.
	SB	LTR	-	0.0	A	-	-	-	-					
Railroad Avenue	EB	LTR	-	18.4	C	-	-	-	-					
	WB	LTR	-	59.0	F	-	-	-	-					
Overall Intersection		**-**	**-**	**7.8**	**A**	**-**	**-**	**-**	**-**					
Urban Avenue at Main Street														
Urban Avenue	NB	LTR	-	36.3	E	LTR	-	36.3	E					- Mitigation not required.
	SB	LTR	-	38.3	E	LTR	-	38.3	E					
Main Street	EB	LTR	-	25.5	D	LTR	-	25.5	D					
	WB	LTR	-	21.8	C	LTR	-	21.8	C					
Overall Intersection		**-**	**-**	**31.7**	**D**	**-**	**-**	**31.7**	**D**					

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 significantly impacted traffic movement requiring mitigation.

LIRR Main Line Project FEIS
2040 BUILD TRAFFIC LEVELS OF SERVICE - HICKSVILLE

INTERSECTION & APPROACH		Weekday AM Peak Hour Mvt.	V/C	Control Delay	LOS	Weekday PM Peak Hour Mvt.	V/C	Control Delay	LOS
SIGNALIZED INTERSECTIONS									
NEWBRIDGE ROAD (RT. 106)									
Newbridge Road (Rt. 106) at Duffy Avenue									
Newbridge Road (Rt. 106)	NB	L	0.67	25.2	C	L	0.63	37.3	D
		TR	1.25	159.7	F	TR	0.86	48.1	D
	SB	L	0.65	30.9	C	L	0.94	80.7	F
		T	0.69	19.8	B	T	1.19	127.2	F
		R	1.57	328.0	F	R	0.88	55.5	E
Duffy Avenue	EB	L	0.93	88.0	F	L	1.05	88.2	F
		T	0.25	31.5	C	T	0.57	29.0	C
		R	0.05	29.0	C	R	0.41	26.0	C
	WB	LTR	0.75	52.7	D	LTR	0.97	94.3	F
Overall Intersection		**-**	**1.23**	**112.6**	**F**	**-**	**1.12**	**77.9**	**E**
Newbridge Road (Rt. 106) at Station Plaza									
Newbridge Road (Rt. 106)	NB	L	0.65	18.2	B	L	0.58	47.3	D
		T	0.74	32.7	C	T	0.69	15.1	B
	SB	L	0.16	3.0	A	L	0.17	40.9	D
		T	0.68	39.7	D	T	0.95	19.6	B
Station Plaza (North)	EB	R	0.81	78.2	E	R	0.71	63.7	E
Station Plaza (South)	WB	R	0.74	69.9	E	R	0.56	57.9	E
Overall Intersection		**-**	**-**	**49.0**	**D**	**-**	**-**	**32.5**	**C**
Newbridge Road (Rt. 106) at West John Street									
Newbridge Road (Rt. 106)	NB	L	0.95	57.4	E	L	1.14	168.3	F
		TR	0.74	34.9	C	TR	0.86	32.3	C
	SB	L	0.41	29.4	C	L	0.72	38.5	D
		TR	2.28	628.0	F	TR	1.34	202.9	F
West John Street	EB	L	2.13	561.7	F	L	3.36	1104.2	F
		T	0.51	47.9	D	T	1.01	86.6	F
		R	0.11	43.3	D	R	0.37	43.1	D
	WB	L	0.97	75.8	E	L	1.23	179.3	F
		TR	0.91	62.2	E	TR	0.75	75.9	E
Overall Intersection		**-**	**1.92**	**308.6**	**F**	**-**	**2.28**	**293.0**	**F**
UNSIGNALIZED INTERSECTIONS									
Newbridge Road (Rt. 106) at West Barclay Street									
West Barclay Street	EB	R	-	11.4	B	R	-	13.3	B
	WB	R	-	10.3	B	R	-	11.3	B
Overall Intersection		**-**	**-**	**0.6**	**A**	**-**	**-**	**1.5**	**A**
West Barclay Street at West John Street									
West Barclay Street	NB	LR	-	29.8	D	LR	-	98.7	F
West John Street	WB	L	-	9.3	A	L	-	11.9	B
Overall Intersection		**-**	**-**	**1.7**	**A**	**-**	**-**	**8.1**	**A**
Marion Place at West John Street									
Marion Place	NB	LR	-	41.1	E	LR	-	599.8	F
West John Street	WB	LT	-	6.3	A	LT	-	5.3	A
Overall Intersection		**-**	**-**	**8.3**	**A**	**-**	**-**	**188.8**	**F**
Proposed LIRR Parking Garage Exit/Marion Place at West Barclay Street									
Proposed LIRR Parking Garage Exit	NB	LTR	-	19.9	C	LTR	-	101.0	F
Marion Place	SB	LTR	-	62.2	F	LTR	-	956.4	F
West Barclay Street	EB	LTR	-	0.1	A	LTR	-	0.4	A
	WB	LTR	-	3.2	A	LTR	-	0.6	A
Overall Intersection		**-**	**-**	**22.7**	**C**	**-**	**-**	**119.2**	**F**
Proposed LIRR Parking Garage Exit at West John Street									
Proposed LIRR Parking Garage Exit	NB	LR	-	54.9	F	LR	-	868.3	F
West John Street	WB	L	-	12.2	B	L	-	14.5	B
Overall Intersection		**-**	**-**	**6.5**	**A**	**-**	**-**	**165.2**	**F**

Notes
(1): Control delay is measured in seconds per vehicle.
(2): Overall intersection V/C ratio is the critical lane groups' V/C ratio.

LIRR Main Line Project FEIS
2040 NO BUILD vs. 2040 BUILD WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - HICKSVILLE

INTERSECTION & APPROACH		2040 No Build Weekday AM Peak Hour				2040 Build Weekday AM Peak Hour				Mitigation				Mitigation Measures
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
SIGNALIZED INTERSECTIONS														
NEWBRIDGE ROAD (RT. 106)														
Newbridge Road (Rt. 106) at Duffy Avenue														
Newbridge Road (Rt. 106)	NB	L	0.79	35.0	C	L	0.67	25.2	C					- Mitigation not required.
		TR	1.44	250.7	F	TR	1.25	159.7	F					
	SB	L	0.63	30.8	C	L	0.65	30.9	C					
		T	0.74	23.7	C	T	0.69	19.8	B					
		R	3.14	1136.4	F	R	1.57	328.0	F					
Duffy Avenue	EB	L	1.11	142.2	F	L	0.93	88.0	F					
		T	0.25	31.2	C	T	0.25	31.5	C					
		R	0.06	28.9	C	R	0.05	29.0	C					
	WB	LTR	0.76	52.6	D	LTR	0.75	52.7	D					
Overall Intersection		**-**	**1.96**	**281.7**	**F**	**-**	**1.23**	**112.6**	**F**					
Newbridge Road (Rt. 106) at Station Plaza														
Newbridge Road (Rt. 106)	NB	L	0.60	14.9	B	L	0.65	18.2	B	L	0.64	17.1	B	- Modify signal timing plan: Shift 2 s of green time from the NB/SB phase to the EB/WB phase. [NB/SB green time will shift from 73.5 s to 71.5 s; EB/WB green time will shift from 13 s to 15 s.
		T	0.70	38.8	D	T	0.74	32.7	C	T	0.75	35.3	D	
	SB	L	0.16	6.9	A	L	0.16	3.0	A	L	0.16	2.4	A	
		T	0.84	48.4	D	T	0.68	39.7	D	T	0.69	43.9	D	
Station Plaza (North)	EB	R	0.71	64.5	E	R	0.81	78.2	E	R	0.74	67.7	E	
Station Plaza (South)	WB	R	0.70	66.6	E	R	0.74	69.9	E	R	0.66	61.0	E	
Overall Intersection		**-**	**-**	**59.5**	**E**	**-**	**-**	**49.0**	**D**	**-**	**-**	**51.1**	**D**	
Newbridge Road (Rt. 106) at West John Street														
Newbridge Road (Rt. 106)	NB	L	0.83	40.0	D	L	0.95	57.4	E	L	0.93	49.8	D	- Create a second EB left-turn lane. Restripe EB W. John St approach as two 10 ft left-turn lanes, two 10 ft through lanes, and one 10 ft right-turn lane by reducing the existing 15 ft raised median to a 5 ft raised median to create a second left-turn lane.
		TR	0.75	35.5	D	TR	0.74	34.9	C	TR	0.76	34.8	C	
	SB	L	0.41	24.5	C	L	0.41	29.4	C	L	0.42	30.8	C	
		TR	1.67	348.0	F	TR	2.28	628.0	F	T	1.31	195.6	F	- Prohibit parking on SB Newbridge Rd approach for 250 ft from the stopbar (Parking is prohibited for approximately 175 ft from the stopbar in existing conditions) and restripe the SB Newbridge Rd approach as one 10 ft left-turn lane, two 11 ft through lanes, and one 10 ft right-turn lane.
		-	-	-	-	-	-	-	-	R	1.23	158.1	F	
West John Street	EB	L	1.70	375.5	F	L	2.13	561.7	F	L	0.99	76.7	E	
		T	0.51	49.3	D	T	0.51	47.9	D	T	0.52	48.5	D	
		R	0.09	44.7	D	R	0.11	43.3	D	R	0.11	43.8	D	- Modify signal phasing and timing plan: Permit SB right turning vehicles to proceed when EB left-turns have their protected phase. Shift 1 s of green time from the EB/WB phase to the EB/WB protected left-turn phase; shift 1 s of green time from the NB/SB phase to the EB/WB protected left-turn phase; and shift 2 s green time from the SB phase to the NB protected left-turn phase [NB protected left green time will shift from 26.4 s to 28.4 s; NB green time will shift from 51.9 s to 50.9 s; SB green time will shift from 39.9 s to 36.9 s; EB/WB protected left-turn/SB protected right-turn green time will shift from 14.4 s to 16.4 s; EB/WB green time will shift from 28.9 s to 27.9 s; yellow and all-red times will remain unchanged].
	WB	L	0.83	55.3	E	L	0.97	75.8	E	L	0.92	64.2	E	
		TR	0.83	56.8	E	TR	0.91	62.2	E	TR	0.93	63.6	E	
Overall Intersection		**-**	**1.55**	**187.9**	**F**	**-**	**1.92**	**308.6**	**F**	**-**	**1.13**	**100.6**	**F**	

LIRR Main Line Project FEIS

2040 NO BUILD vs. 2040 BUILD WEEKDAY AM - TRAFFIC LEVELS OF SERVICE - HICKSVILLE

INTERSECTION & APPROACH		2040 No Build Weekday AM Peak Hour				2040 Build Weekday AM Peak Hour				Mitigation				Mitigation Measures
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
UNSIGNALIZED INTERSECTIONS														
Newbridge Road (Rt. 106) at West Barclay Street														
West Barclay Street	EB	R	-	11.9	B	R	-	11.4	B					- Mitigation not required.
	WB	R	-	10.1	B	R	-	10.3	B					
Overall Intersection		**-**	**-**	**0.6**	**A**	**-**	**-**	**0.6**	**A**					
West Barclay Street at West John Street														
West Barclay Street	NB	LR	-	30.0	D	LR	-	29.8	D					- Mitigation not required.
West John Street	WB	L	-	9.3	A	L	-	9.3	A					
Overall Intersection		**-**	**-**	**1.8**	**A**	**-**	**-**	**1.7**	**A**					
Marion Place at West John Street														
Marion Place	NB	LR	-	13.8	B	LR	-	41.1	E	LR	0.20	20.2	C	- Install actuated traffic signal with the following signal phasing and timing plan:
	EB	-	-	-	-	-	-	-	-	TR	0.31	12.2	B	EB/WB W John St will have 45 s green time; NB Marion Pl will have 35 s green time;
West John Street	WB	LT	-	0.7	A	LT	-	6.3	A	LT	0.93	29.3	C	all phases would have 3 s yellow and 2 s all-red time.
Overall Intersection		**-**	**-**	**2.3**	**A**	**-**	**-**	**8.3**	**A**	**-**	**0.63**	**23.3**	**C**	
Proposed LIRR Parking Garage Exit/Marion Place at West Barclay Street														
Proposed LIRR Parking Garage Exit	NB	LTR	-	12.7	B	LTR	-	19.9	C	LTR	-	10.0	B	- Install an All Way Stop Control (AWSC).
Marion Place	SB	LTR	-	14.7	B	LTR	-	62.2	F	LTR	-	14.5	B	
West Barclay Street	EB	LTR	-	0.1	A	LTR	-	0.1	A	LTR	-	10.9	B	
	WB	LTR	-	2.9	A	LTR	-	3.2	A	LTR	-	17.9	C	
Overall Intersection		**-**	**-**	**2.8**	**A**	**-**	**-**	**22.7**	**C**	**-**	**-**	**15.2**	**C**	
Proposed LIRR Parking Garage Exit at West John Street														
Proposed LIRR Parking Garage Exit	NB	LR	-	12.6	B	LR	-	54.9	F	LR	0.13	21.3	C	- Install actuated traffic signal with a 90 s cycle. EB/WB W John St protected left-turn
West John Street	EB	-	-	-	-	-	-	-	-	TR	0.77	27.4	C	will have 13 s green time; EB/WB W John St will have 40 s green time; NB LIRR
	WB	-	-	-	-	L	-	12.2	B	L	0.89	34.7	C	parking lot exit will have 22 s green time; all phases would have 3 secs yellow and 2
		-	-	-	-	-	-	-	-	TR	0.62	14.3	B	secs all-red time.
Overall Intersection		**-**	**-**	**1.1**	**A**	**-**	**-**	**6.5**	**A**	**-**	**0.62**	**22.0**	**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 significantly impacted traffic movement requiring mitigation.

LIRR Main Line Project FEIS
2040 NO BUILD vs. 2040 BUILD WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - HICKSVILLE

INTERSECTION & APPROACH		2040 No Build Weekday PM Peak Hour				2040 Build Weekday PM Peak Hour				Mitigation				Mitigation Measures
		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
SIGNALIZED INTERSECTIONS														
NEWBRIDGE ROAD (RT. 106)														
Newbridge Road (Rt. 106) at Duffy Avenue														
Newbridge Road (Rt. 106)	NB	L	0.69	40.6	D	L	0.63	37.3	D	L	0.73	46.6	D	- Modify signal timing plan: Shift 3 s of green time from NB protected left-turn phase and 2 s of green time from EB lead phase to NB permitted phase [NB protected left-turn phase green time will shift from 10 s to 7 s; EB protected left-turn phase green time will shift from 27 s to 25 s; EB permitted phase green time will shift from 60 secs to 58 secs; SB permitted green time will shift from 45.5 s to 50.5 s.
		TR	0.86	48.3	D	TR	0.86	48.1	D	TR	0.83	44.5	D	
	SB	L	1.02	111.0	F	L	0.94	80.7	F	L	0.88	67.3	E	
		T	1.08	82.3	F	T	1.19	127.2	F	T	1.10	83.2	F	
		R	1.15	129.8	F	R	0.88	55.5	E	R	0.83	40.1	D	
Duffy Avenue	EB	L	1.70	356.6	F	L	1.05	88.2	F	L	1.11	109.6	F	
		T	0.57	29.0	C	T	0.57	29.0	C	T	0.59	30.8	C	
		R	0.54	28.6	C	R	0.41	26.0	C	R	0.43	27.6	C	
	WB	LTR	1.05	116.1	F	LTR	0.97	94.3	F	LTR	0.97	94.3	F	
Overall Intersection		**-**	**1.44**	**112.0**	**F**	**-**	**1.12**	**77.9**	**E**	**-**	**1.12**	**64.9**	**E**	
Newbridge Road (Rt. 106) at Station Plaza														
Newbridge Road (Rt. 106)	NB	L	0.56	39.7	D	L	0.58	47.3	D					- Mitigation not required.
		T	0.85	22.1	C	T	0.69	15.1	B					
	SB	L	0.18	43.9	D	L	0.17	40.9	D					
		T	0.90	14.8	B	T	0.95	19.6	B					
Station Plaza (North)	EB	R	0.63	57.9	E	R	0.71	63.7	E					
Station Plaza (South)	WB	R	0.53	56.8	E	R	0.56	57.9	E					
Overall Intersection		**-**	**-**	**32.7**	**C**	**-**	**-**	**32.5**	**C**					
Newbridge Road (Rt. 106) at West John Street														
Newbridge Road (Rt. 106)	NB	L	0.94	97.1	F	L	1.14	168.3	F	L	0.91	99.8	F	- Create a second EB left-turn lane. Restripe EB W. John St approach as two 10 ft left-turn lanes, two 10 ft through lanes, and one 10 ft right-turn lane by reducing the existing 15 ft raised median to a 5 ft raised median to create a second left-turn lane.
		TR	1.08	78.7	E	TR	0.86	32.3	C	TR	0.91	44.8	D	
	SB	L	0.72	41.7	D	L	0.72	38.5	D	L	0.72	41.5	D	
		TR	1.29	179.8	F	TR	1.34	202.9	F	T	1.24	160.1	F	- Prohibit parking on SB Newbridge Rd approach for 250 ft from the stopbar and restripe the SB Newbridge Rd approach as one 10 ft left-turn lane, two 11 ft through lanes, and one 10 ft right-turn lane.
		-	-	-	-	-	-	-	-	R	0.31	22.4	C	
West John Street	EB	L	2.19	579.2	F	L	3.36	1104.2	F	L	1.60	311.0	F	
		T	0.88	61.1	E	T	1.01	86.6	F	T	0.96	70.1	E	- Modify signal phasing and timing plan: Permit SB right turning vehicles to proceed when EB left-turns have their protected phase. Shift 1 s of green time from the NB/SB phase to the EB/WB protected left turn phase; shift 2 s of green time from the NB/SB phase to the EB/WB phase; and shift 5 s green time from the SB phase to the NB protected left-turn phase [NB protected left green time will shift from 12.4 s to 17.4 s; NB green time will shift from 47.9 s to 44.9 s; SB green time will shift from 49.9 s to 41.9 s; EB protected left-turn/SB protected right-turn green time will shift from 19.4 s to 20.4 s; WB protected left turn green time will shift from 14.4 s to 15.4 s; EB green time will shift from 32.9 s to 34.9 s; WB green time will shift from 27.9 s to 29.9 s; yellow and all-red times will remain unchanged].
		R	0.15	41.4	D	R	0.37	43.1	D	R	0.34	41.4	D	
	WB	L	1.12	153.4	F	L	1.23	179.3	F	L	1.16	143.4	F	
		TR	0.76	78.0	E	TR	0.75	75.9	E	TR	0.70	70.2	E	
Overall Intersection		**-**	**1.68**	**168.0**	**F**	**-**	**2.28**	**293.0**	**F**	**-**	**1.41**	**129.4**	**F**	

LIRR Main Line Project FEIS
2040 NO BUILD vs. 2040 BUILD WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - HICKSVILLE

INTERSECTION & APPROACH		2040 No Build Weekday PM Peak Hour Mvt.	V/C	Control Delay	LOS	2040 Build Weekday PM Peak Hour Mvt.	V/C	Control Delay	LOS	Mitigation Mvt.	V/C	Control Delay	LOS	Mitigation Measures
UNSIGNALIZED INTERSECTIONS														
Newbridge Road (Rt. 106) at West Barclay Street														
West Barclay Street	EB	R	-	12.7	B	R	-	13.3	B					- Mitigation not required.
	WB	R	-	13.8	B	R	-	11.3	B					
Overall Intersection		**-**	**-**	**1.3**	**A**	**-**	**-**	**1.5**	**A**					
West Barclay Street at West John Street														
West Barclay Street	NB	LR	-	181.8	F	LR	-	98.7	F					- Mitigation not required.
West John Street	WB	L	-	11.9	B	L	-	11.9	B					
Overall Intersection		**-**	**-**	**18.4**	**C**	**-**	**-**	**8.1**	**A**					
Marion Place at West John Street														
Marion Place	NB	LR	-	150.8	F	LR	-	599.8	F	LR	1.01	62.1	E	- Install actuated traffic signal with a 90 s cycle. EB/WB W John St will have 43 s green time; NB Marion Pl will have 37 s green time; all phases will have 3 secs yellow and 2 secs all-red time.
	EB	-	-	-	-	-	-	-	-	TR	0.52	16.7	B	
West John Street	WB	LT	-	2.4	A	LT	-	5.3	A	LT	1.02	45.0	D	
Overall Intersection		**-**	**-**	**34.8**	**D**	**-**	**-**	**188.8**	**F**	**-**	1.02	**41.4**	**D**	
Proposed LIRR Parking Garage Exit/Marion Place at West Barclay Street														
Proposed LIRR Parking Garage Exit	NB	LTR	-	19.7	C	LTR	-	101.0	F	LTR	-	21.4	C	- Install an All Way Stop Control (AWSC).
Marion Place	SB	LTR	-	16.7	C	LTR	-	956.4	F	LTR	-	11.4	B	
West Barclay Street	EB	LTR	-	0.4	A	LTR	-	0.4	A	LTR	-	11.7	B	
	WB	LTR	-	0.8	A	LTR	-	0.6	A	LTR	-	23.9	C	
Overall Intersection		**-**	**-**	**4.9**	**A**	**-**	**-**	**119.2**	**F**	**-**	**-**	**20.4**	**C**	
Proposed LIRR Parking Garage Exit at West John Street														
Proposed LIRR Parking Garage Exit	NB	LR	-	24.2	C	LR	-	868.3	F	LR	0.83	40.6	D	- Install actuated traffic signal with a 90 s cycle. EB/WB W John St protected left-turn will have 5 s green time; EB/WB W John St will have 40 s green time; NB LIRR parking lot exit would have 30 s green time; all phases will have 3 secs yellow and 2 secs all-red time.
West John Street	EB	-	-	-	-	-	-	-	-	TR	1.02	43.9	D	
	WB	-	-	-	-	L	-	14.5	B	L	0.42	19.4	B	
										TR	0.46	11.7	B	
Overall Intersection		**-**	**-**	**2.3**	**A**	**-**	**-**	**165.2**	**F**	**-**	**0.93**	**33.3**	**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 significantly impacted traffic movement requiring mitigation.

Long Island Rail Road Expansion Project

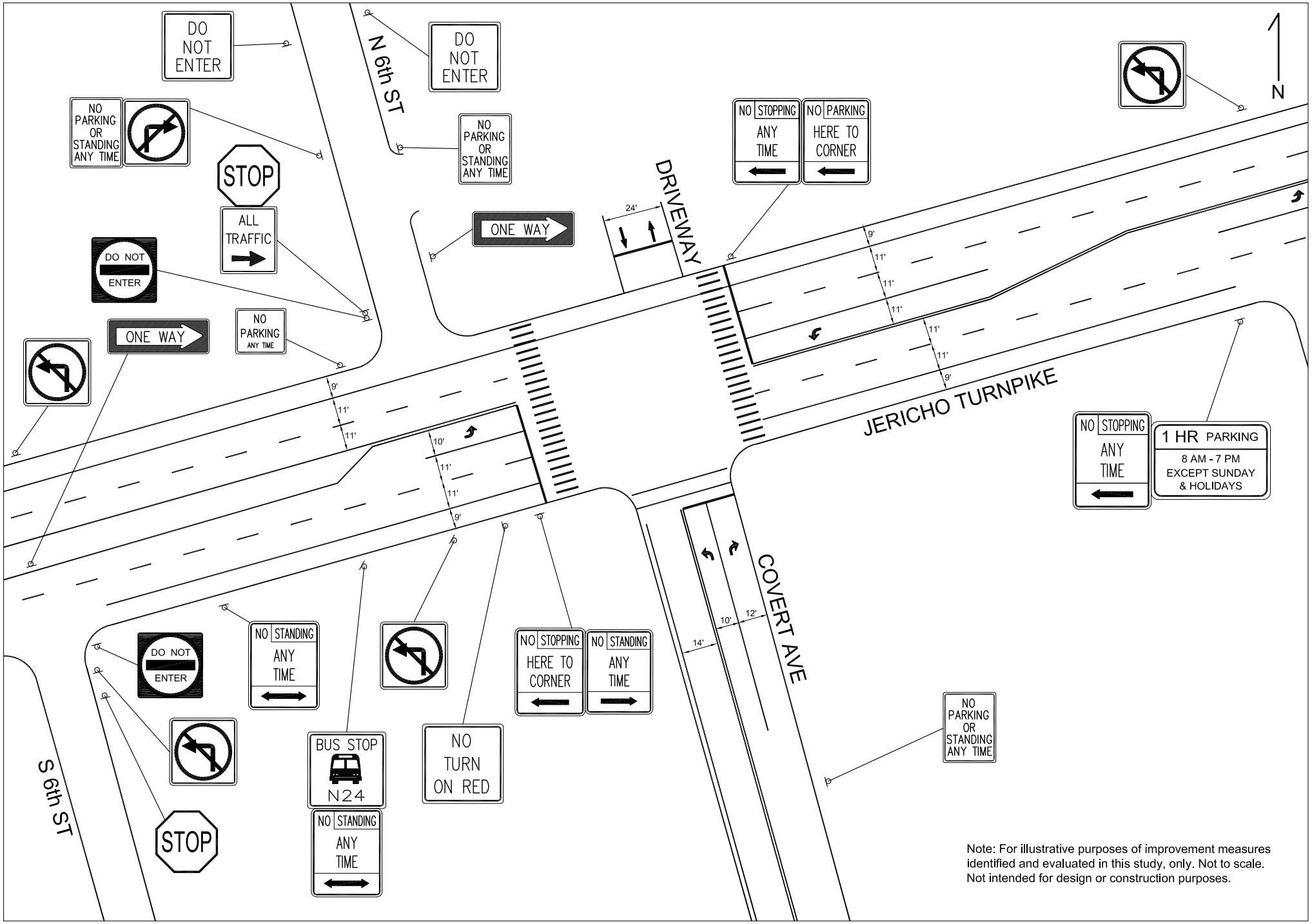
Floral Park to Hicksville

Final Environmental Impact Statement

Appendix 10

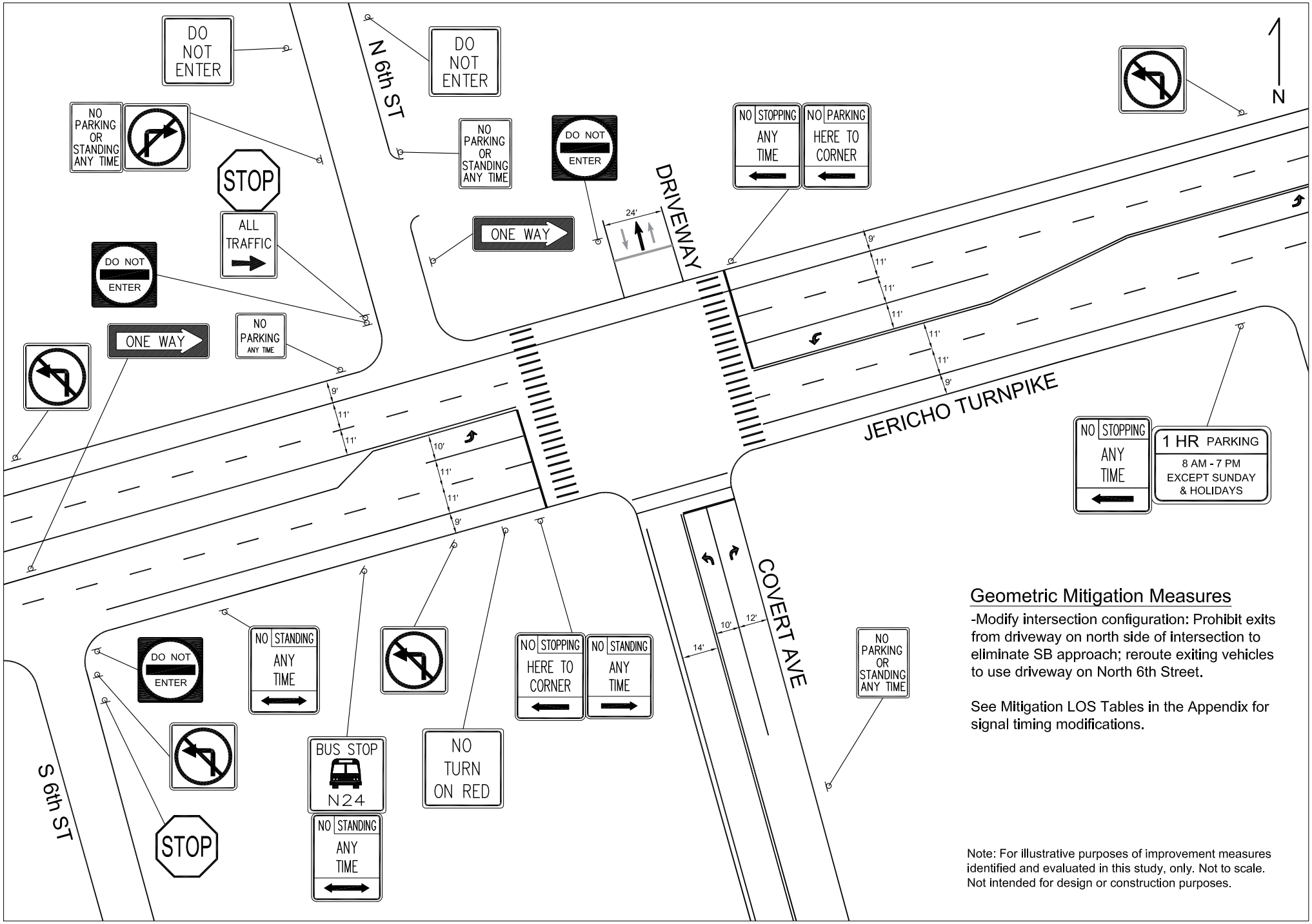
Transportation—VHB Intersection Maps

April 2017



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

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



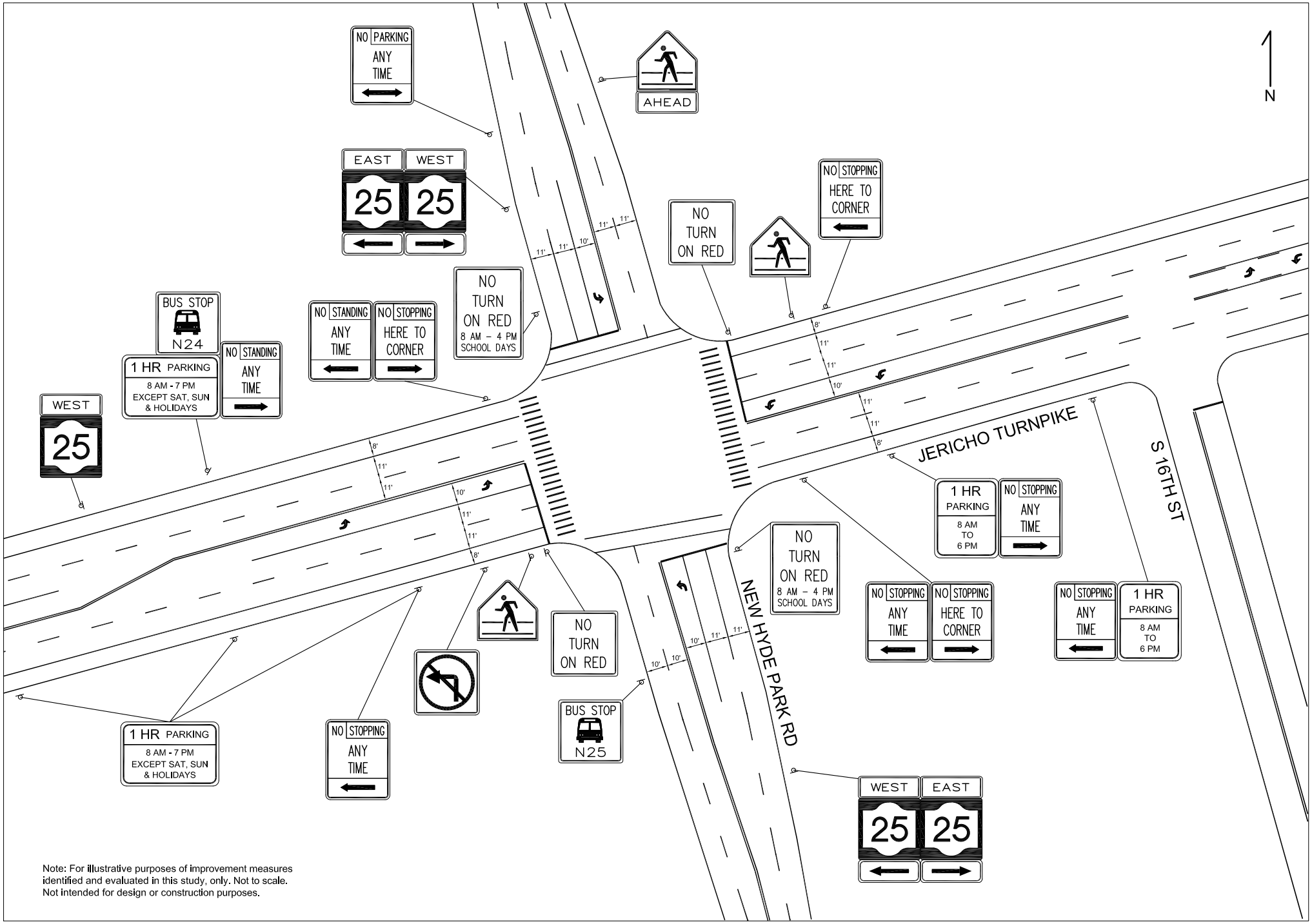
Geometric Mitigation Measures

-Modify intersection configuration: Prohibit exits from driveway on north side of intersection to eliminate SB approach; reroute exiting vehicles to use driveway on North 6th Street.

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

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

Jericho Turnpike and Covert Avenue
New Hyde Park
Mitigation Condition 2020 & 2040 - Options 1 & 2
LIRR Main Line Project



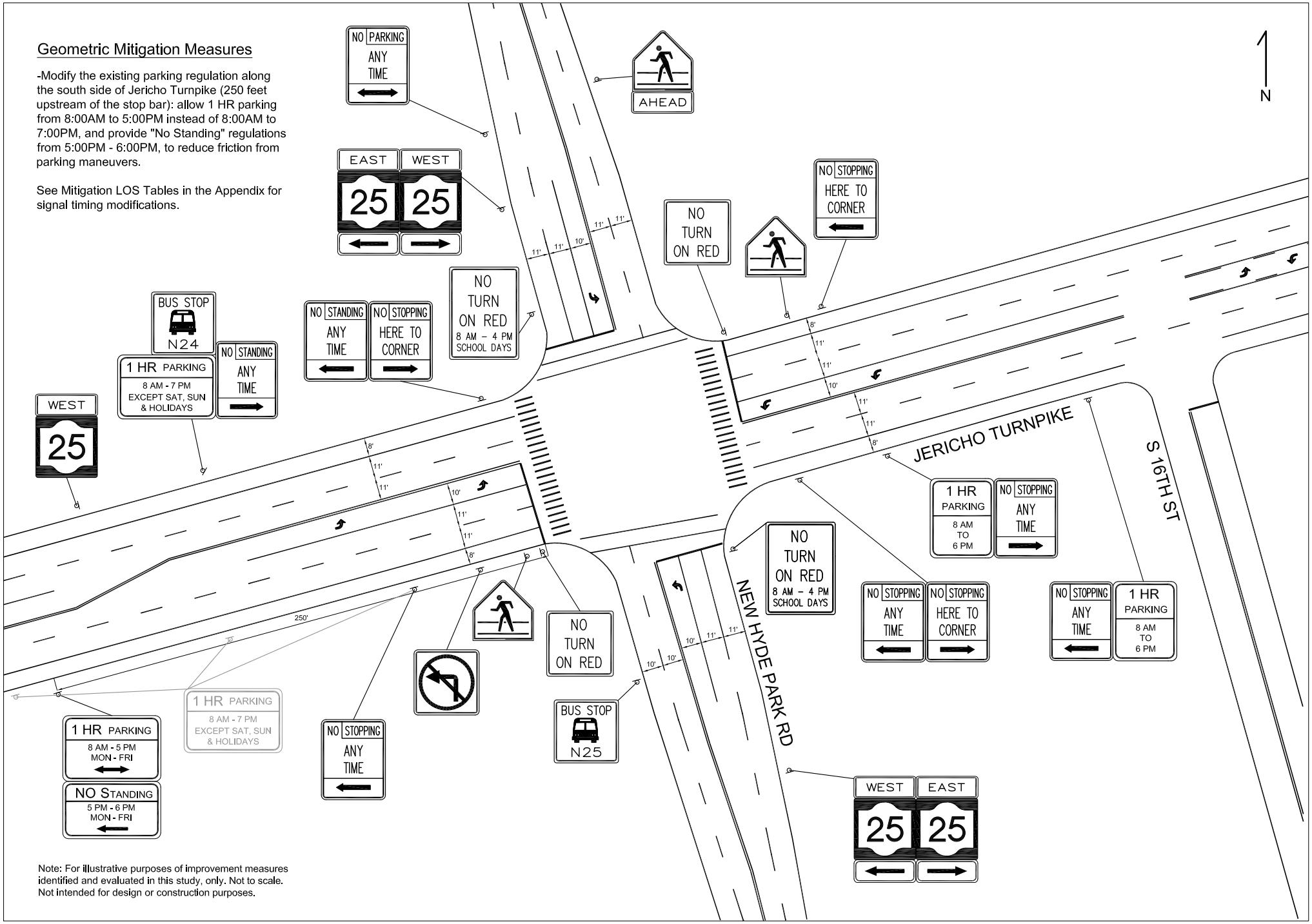
Note: For illustrative purposes of improvement measures identified and evaluated in this study, only. Not to scale. Not intended for design or construction purposes.

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

Geometric Mitigation Measures

-Modify the existing parking regulation along the south side of Jericho Turnpike (250 feet upstream of the stop bar): allow 1 HR parking from 8:00AM to 5:00PM instead of 8:00AM to 7:00PM, and provide "No Standing" regulations from 5:00PM - 6:00PM, to reduce friction from parking maneuvers.

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



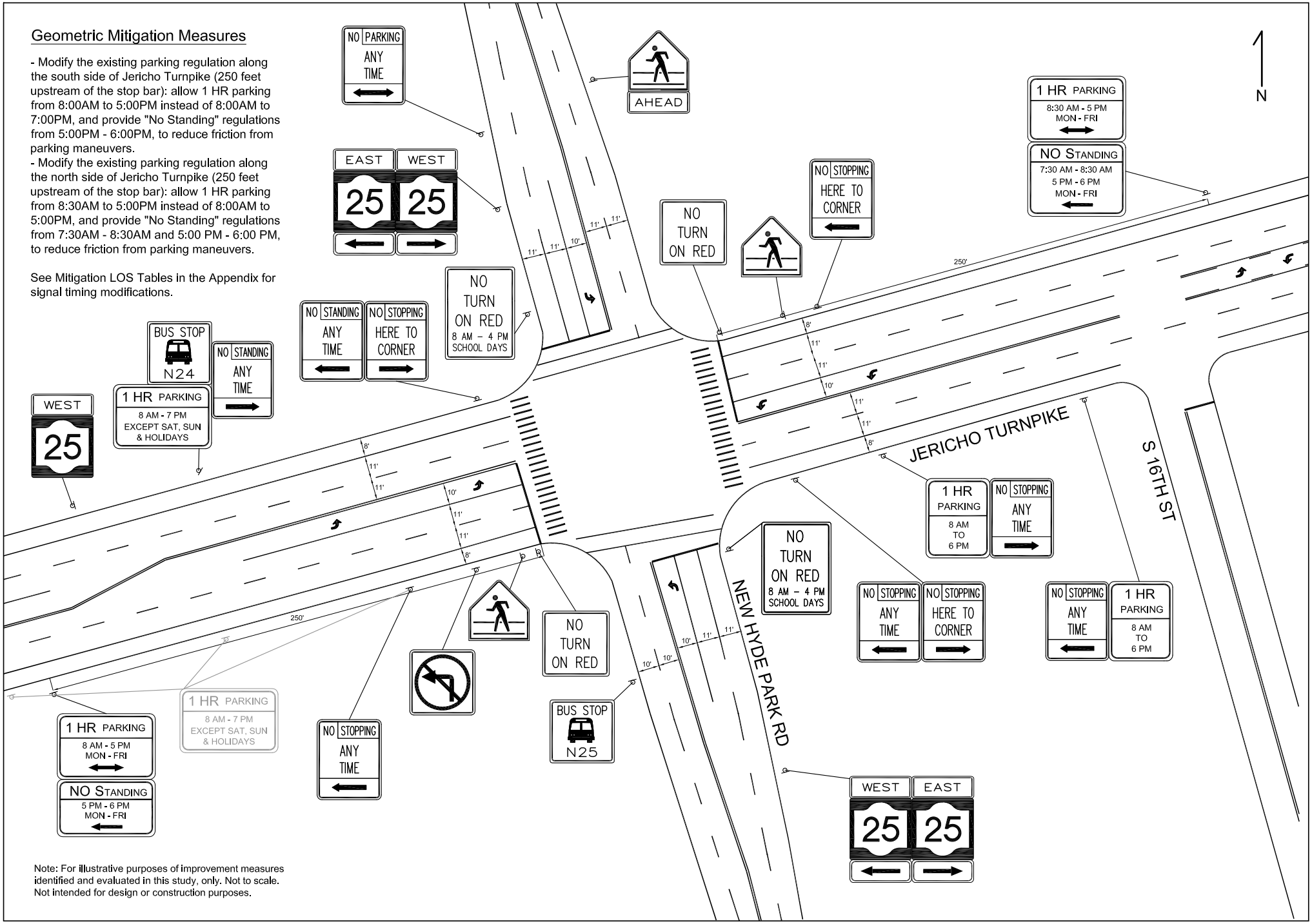
Note: For illustrative purposes of improvement measures identified and evaluated in this study, only. Not to scale. Not intended for design or construction purposes.

Jericho Turnpike and New Hyde Park Road
New Hyde Park
Mitigation Condition 2020 - Options 1 & 2
LIRR Main Line Project

Geometric Mitigation Measures

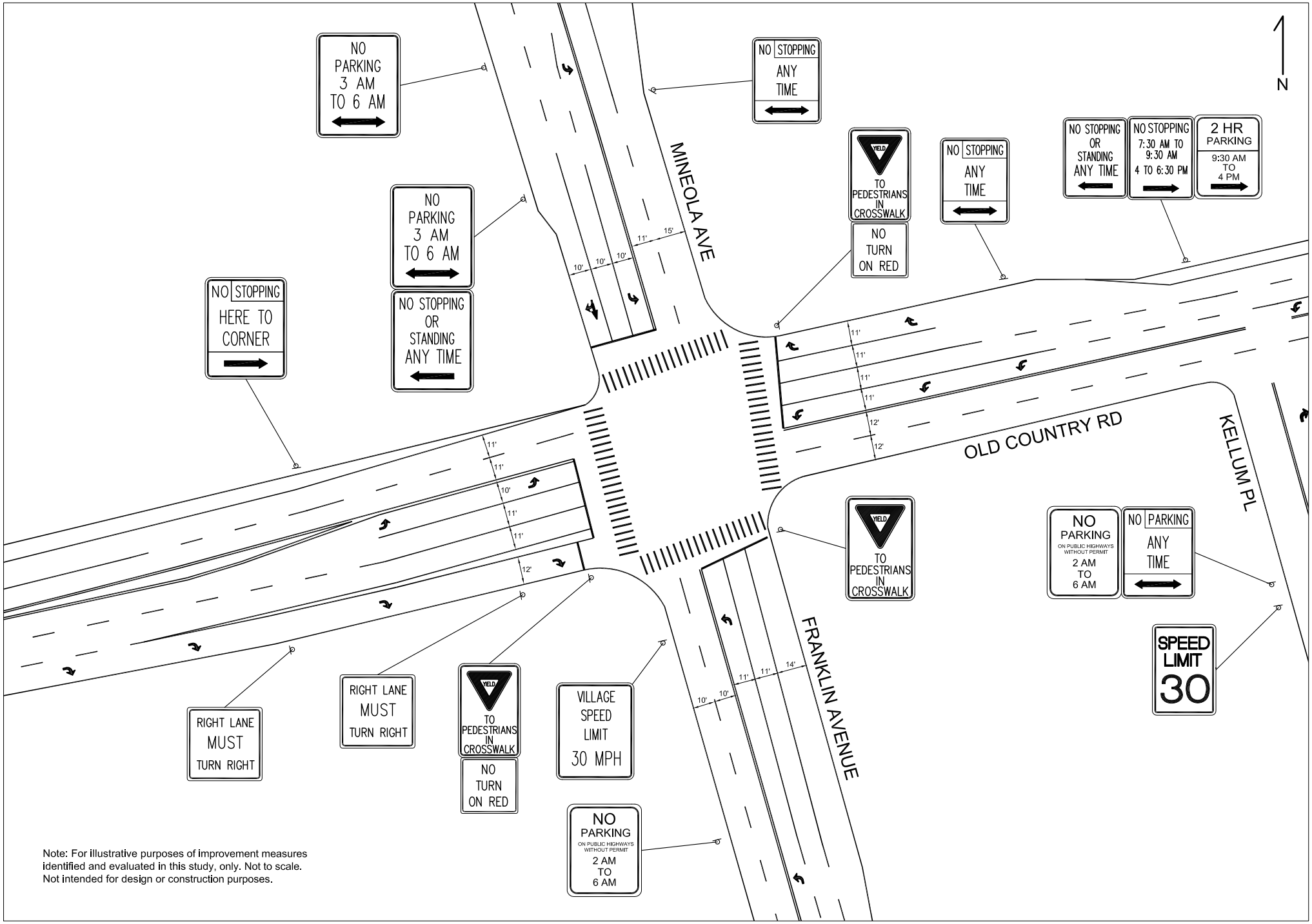
- Modify the existing parking regulation along the south side of Jericho Turnpike (250 feet upstream of the stop bar): allow 1 HR parking from 8:00AM to 5:00PM instead of 8:00AM to 7:00PM, and provide "No Standing" regulations from 5:00PM - 6:00PM, to reduce friction from parking maneuvers.
- Modify the existing parking regulation along the north side of Jericho Turnpike (250 feet upstream of the stop bar): allow 1 HR parking from 8:30AM to 5:00PM instead of 8:00AM to 5:00PM, and provide "No Standing" regulations from 7:30AM - 8:30AM and 5:00 PM - 6:00 PM, to reduce friction from parking maneuvers.

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



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

Jericho Turnpike and New Hyde Park Road
New Hyde Park
Mitigation Condition 2040 - Options 1 & 2
LIRR Main Line Project



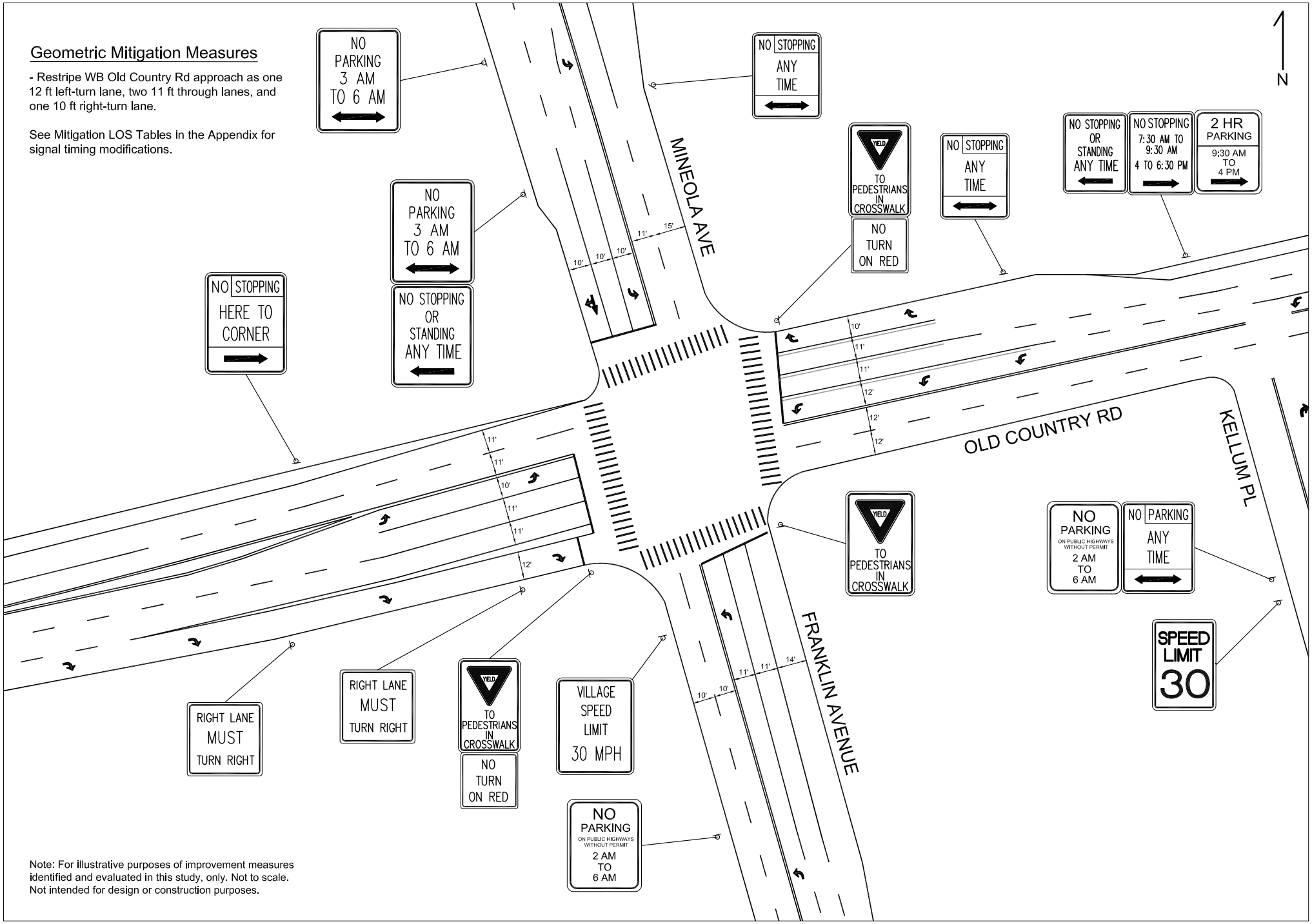
Note: For illustrative purposes of improvement measures identified and evaluated in this study, only. Not to scale. Not intended for design or construction purposes.

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

Geometric Mitigation Measures

- Restripe WB Old Country Rd approach as one 12 ft left-turn lane, two 11 ft through lanes, and one 10 ft right-turn lane.

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



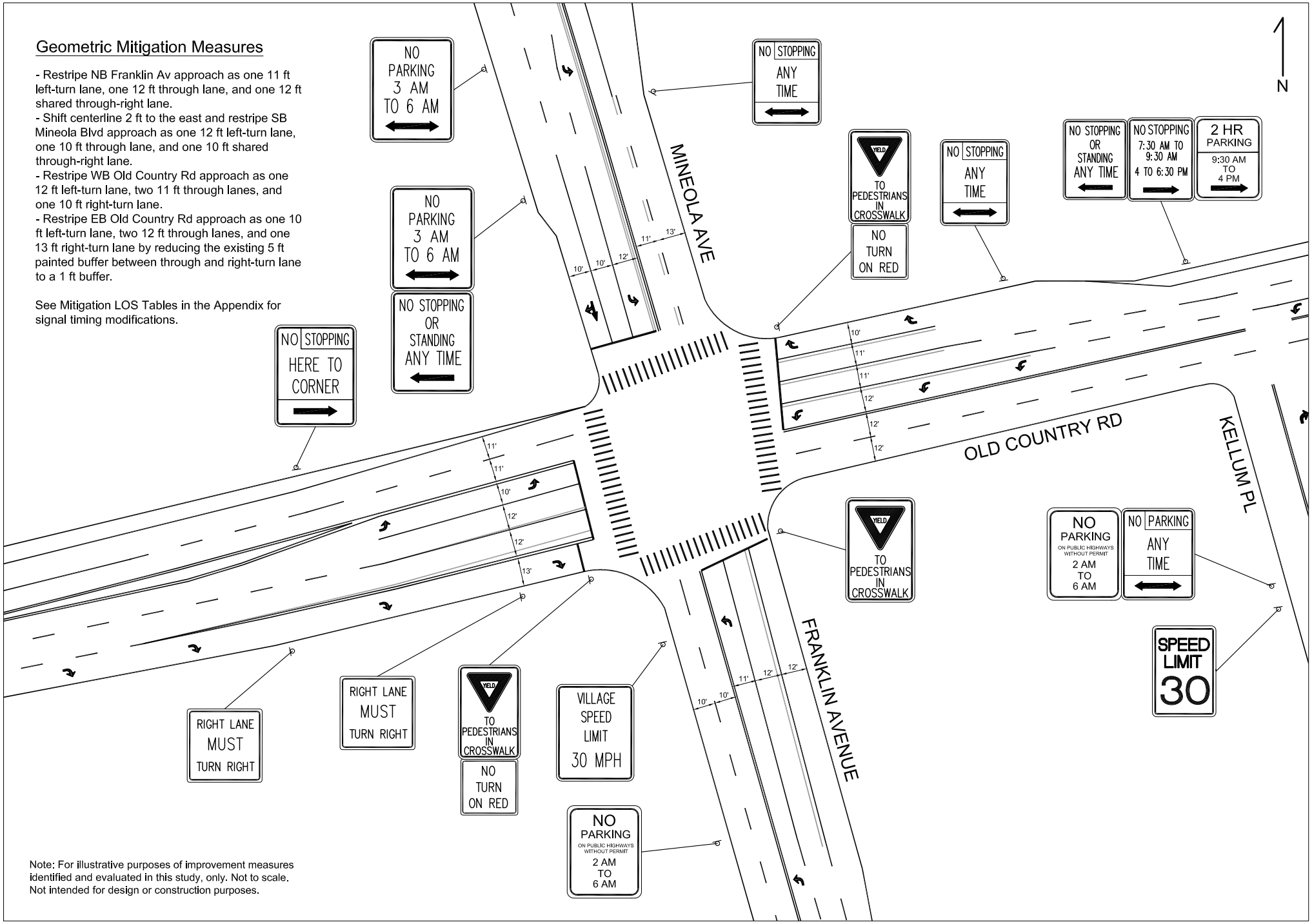
Note: For illustrative purposes of improvement measures identified and evaluated in this study, only. Not to scale. Not intended for design or construction purposes.

Old Country Road and Mineola/Franklin Avenue
Mineola
Mitigation Condition 2020 Option 1
LIRR Main Line Project

Geometric Mitigation Measures

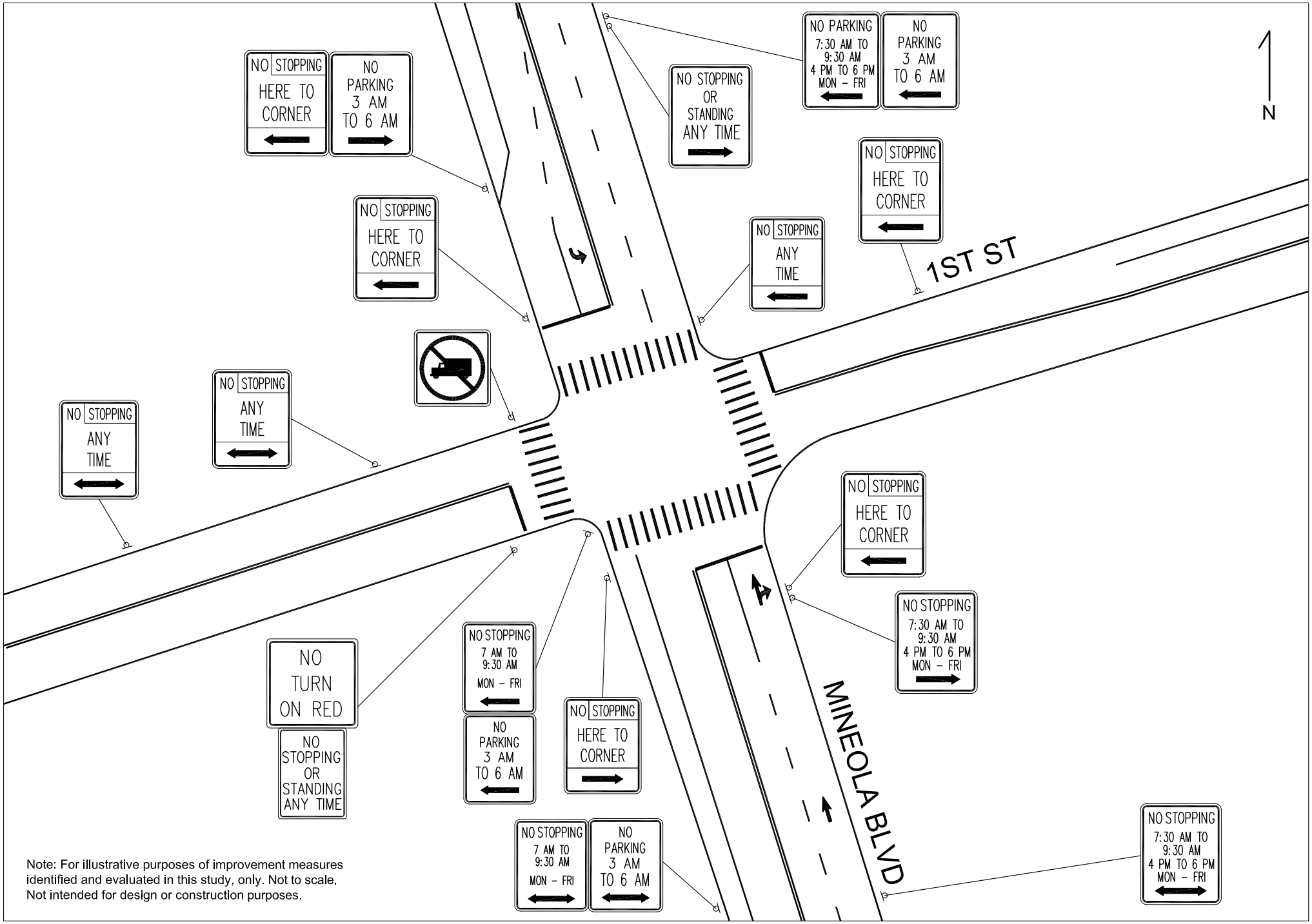
- Restripe NB Franklin Av approach as one 11 ft left-turn lane, one 12 ft through lane, and one 12 ft shared through-right lane.
- Shift centerline 2 ft to the east and restripe SB Mineola Blvd approach as one 12 ft left-turn lane, one 10 ft through lane, and one 10 ft shared through-right lane.
- Restripe WB Old Country Rd approach as one 12 ft left-turn lane, two 11 ft through lanes, and one 10 ft right-turn lane.
- Restripe EB Old Country Rd approach as one 10 ft left-turn lane, two 12 ft through lanes, and one 13 ft right-turn lane by reducing the existing 5 ft painted buffer between through and right-turn lane to a 1 ft buffer.

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



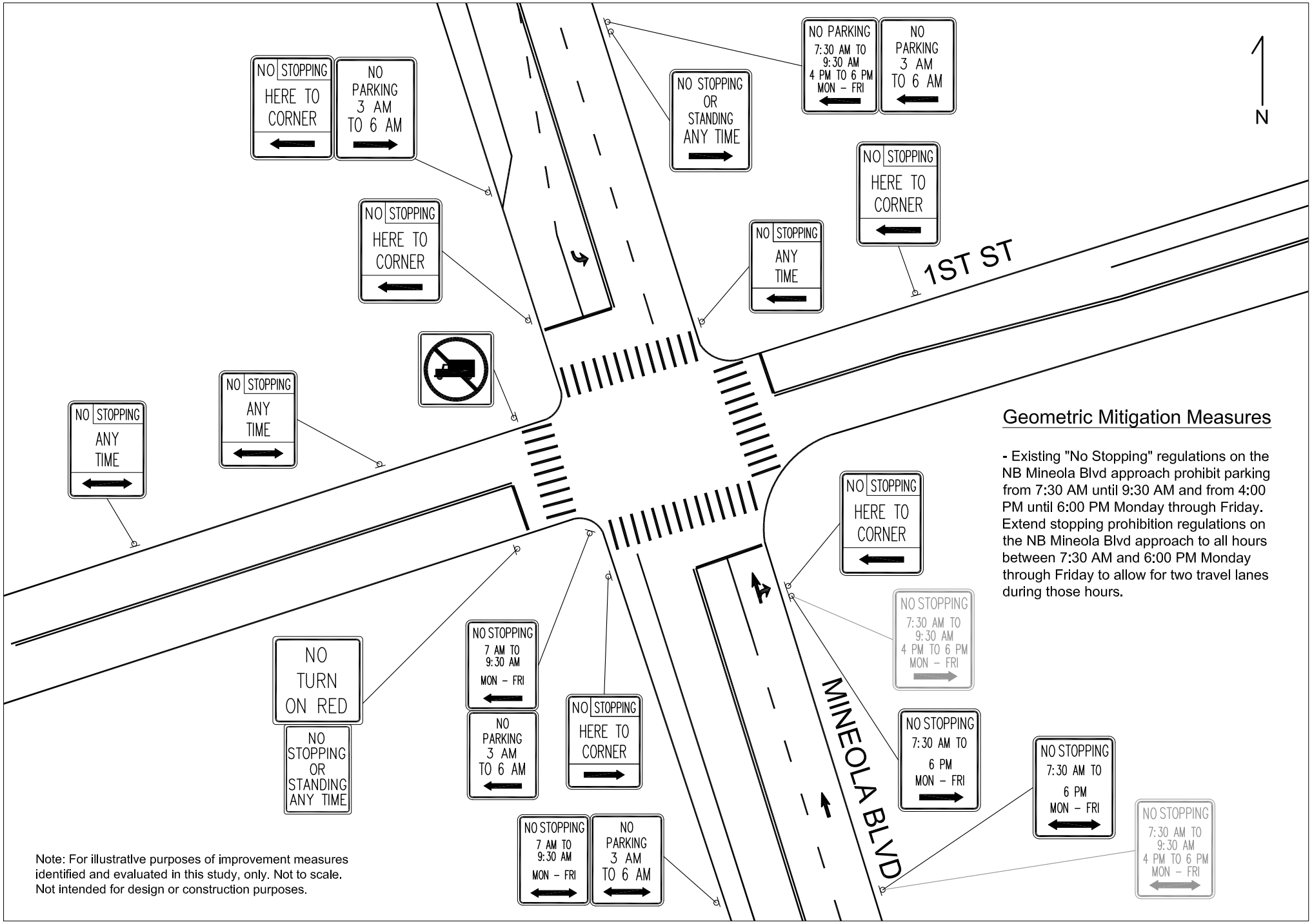
Note: For illustrative purposes of improvement measures identified and evaluated in this study, only. Not to scale. Not intended for design or construction purposes.

Old Country Road and Mineola/Franklin Avenue
Mineola
Mitigation Condition 2040 Option 1
LIRR Main Line Project



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

Mineola Avenue and 1st Street
Mineola
Existing Condition
LIRR Main Line Project

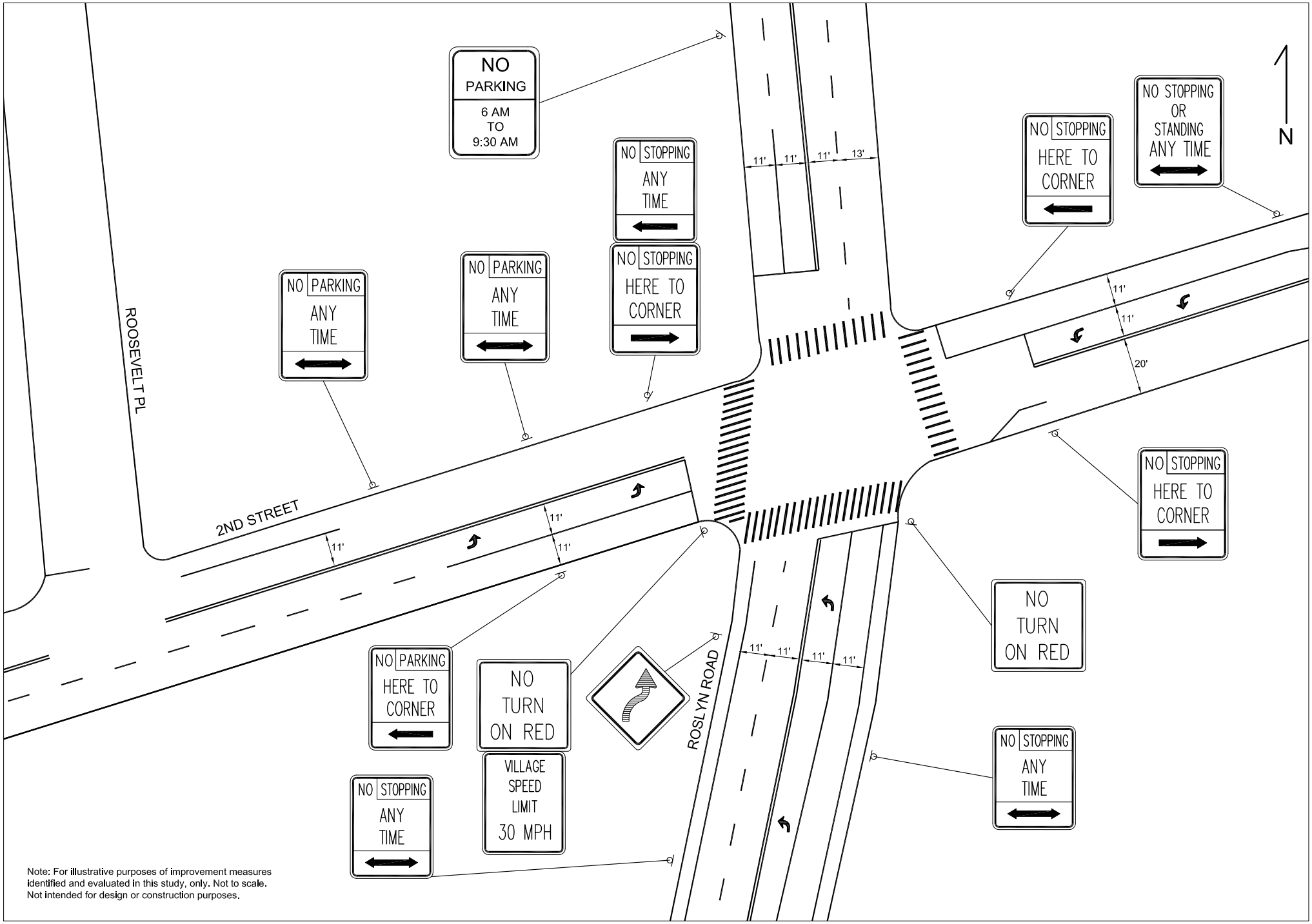


Geometric Mitigation Measures

- Existing "No Stopping" regulations on the NB Mineola Blvd approach prohibit parking from 7:30 AM until 9:30 AM and from 4:00 PM until 6:00 PM Monday through Friday. Extend stopping prohibition regulations on the NB Mineola Blvd approach to all hours between 7:30 AM and 6:00 PM Monday through Friday to allow for two travel lanes during those hours.

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

Mineola Avenue and 1st Street
Mineola
Mitigation Condition 2040 Option 2
LIRR Main Line Project



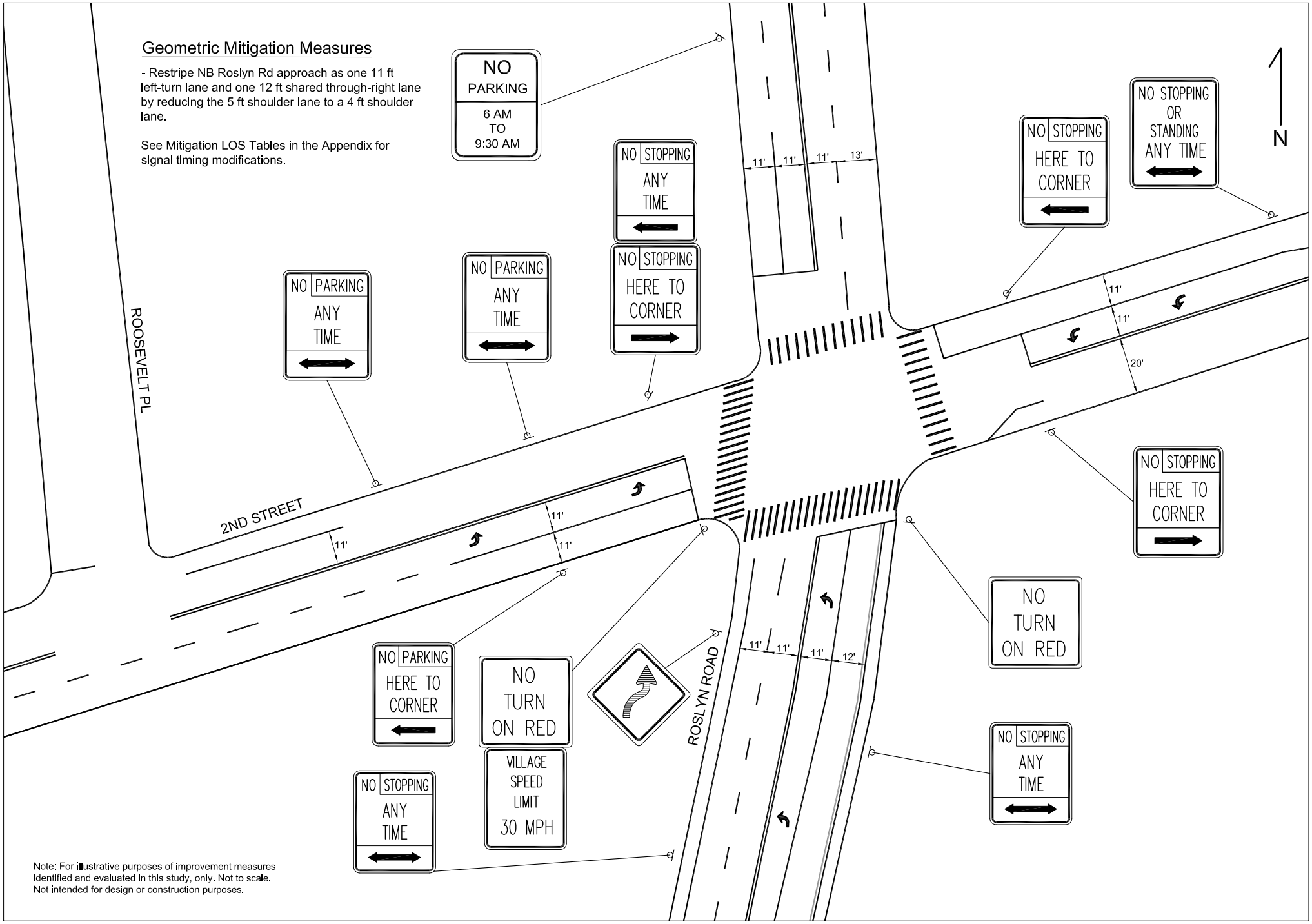
Note: For illustrative purposes of improvement measures identified and evaluated in this study, only. Not to scale. Not intended for design or construction purposes.

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

Geometric Mitigation Measures

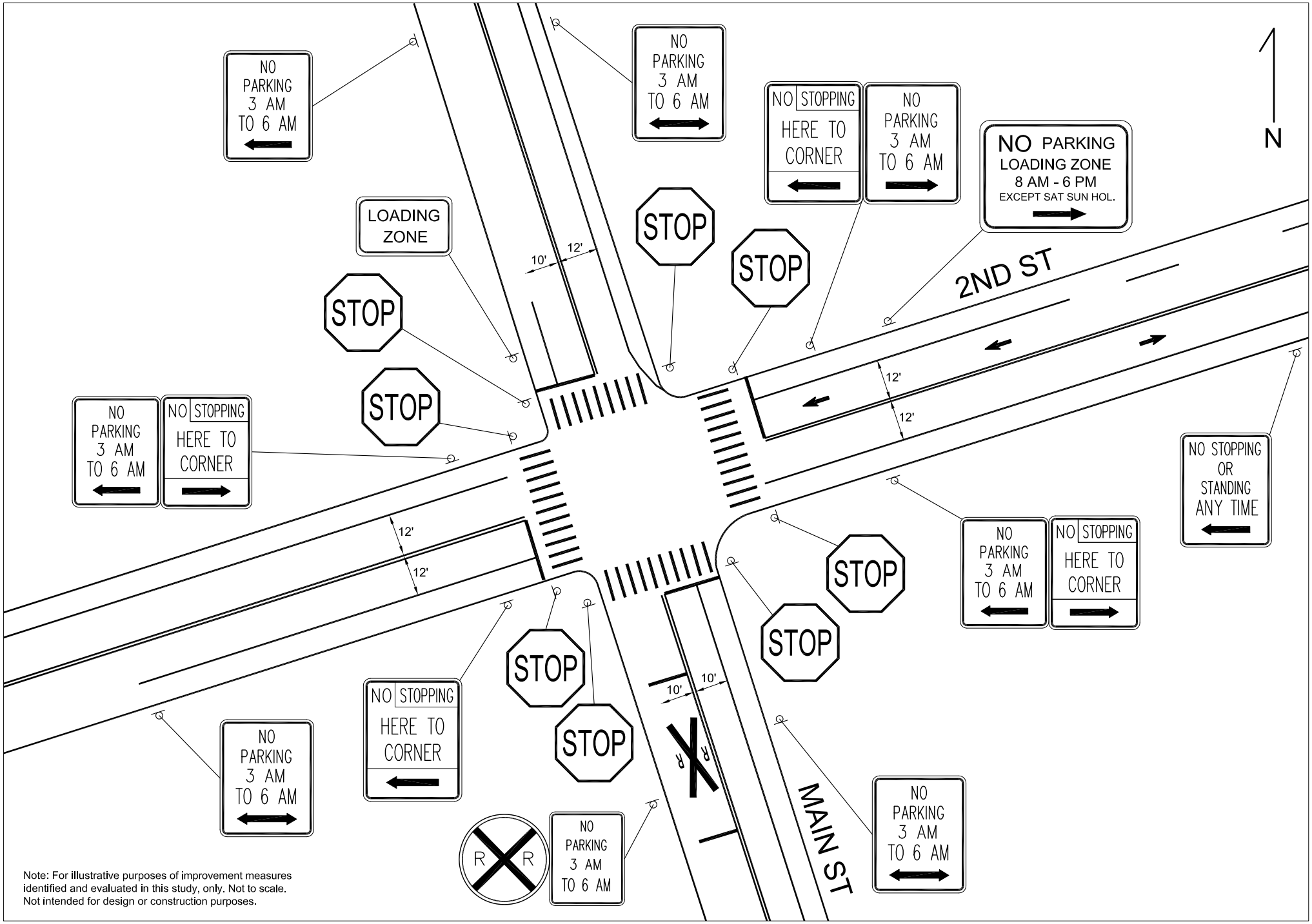
- Restripe NB Roslyn Rd approach as one 11 ft left-turn lane and one 12 ft shared through-right lane by reducing the 5 ft shoulder lane to a 4 ft shoulder lane.

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



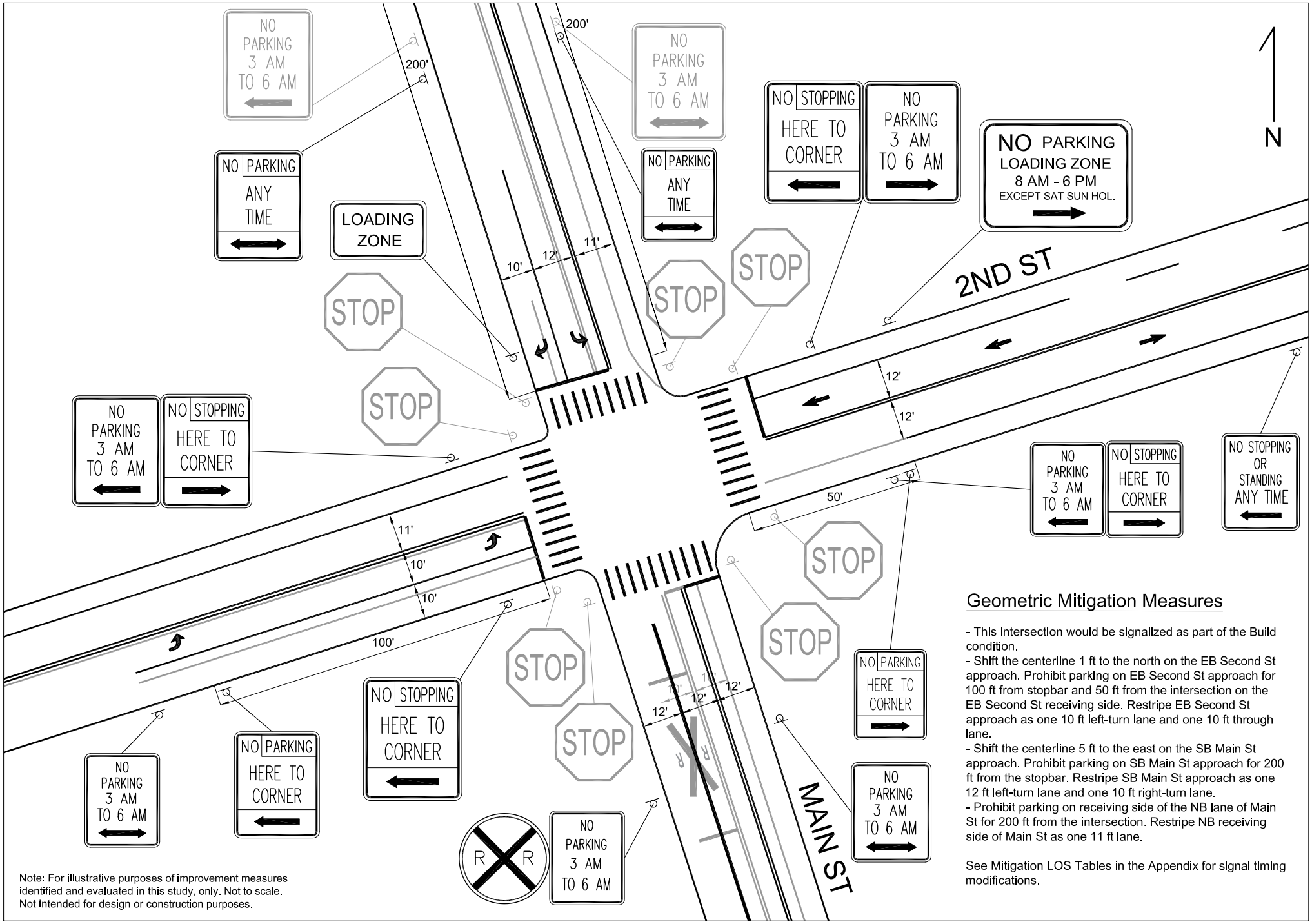
Note: For illustrative purposes of improvement measures identified and evaluated in this study, only. Not to scale. Not intended for design or construction purposes.

Roslyn Road and Second Street
Mineola
Mitigation Condition 2040 Option 1
LIRR Main Line Project



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

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



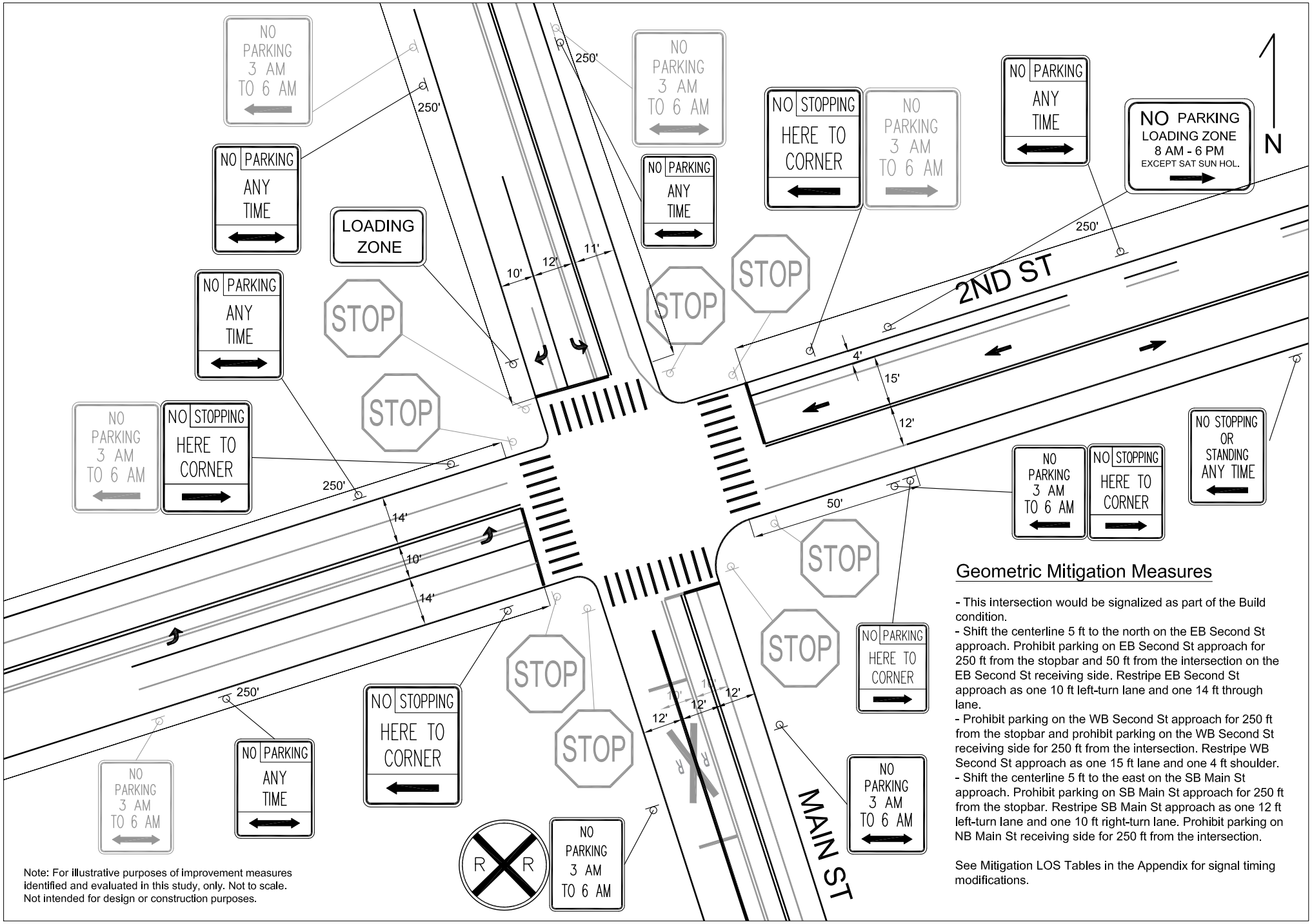
Geometric Mitigation Measures

- This intersection would be signalized as part of the Build condition.
- Shift the centerline 1 ft to the north on the EB Second St approach. Prohibit parking on EB Second St approach for 100 ft from stopbar and 50 ft from the intersection on the EB Second St receiving side. Restripe EB Second St approach as one 10 ft left-turn lane and one 10 ft through lane.
- Shift the centerline 5 ft to the east on the SB Main St approach. Prohibit parking on SB Main St approach for 200 ft from the stopbar. Restripe SB Main St approach as one 12 ft left-turn lane and one 10 ft right-turn lane.
- Prohibit parking on receiving side of the NB lane of Main St for 200 ft from the intersection. Restripe NB receiving side of Main St as one 11 ft lane.

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

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

Main Street and Second Street
Mineola
Mitigation Condition 2020 Option 2
LIRR Main Line Project



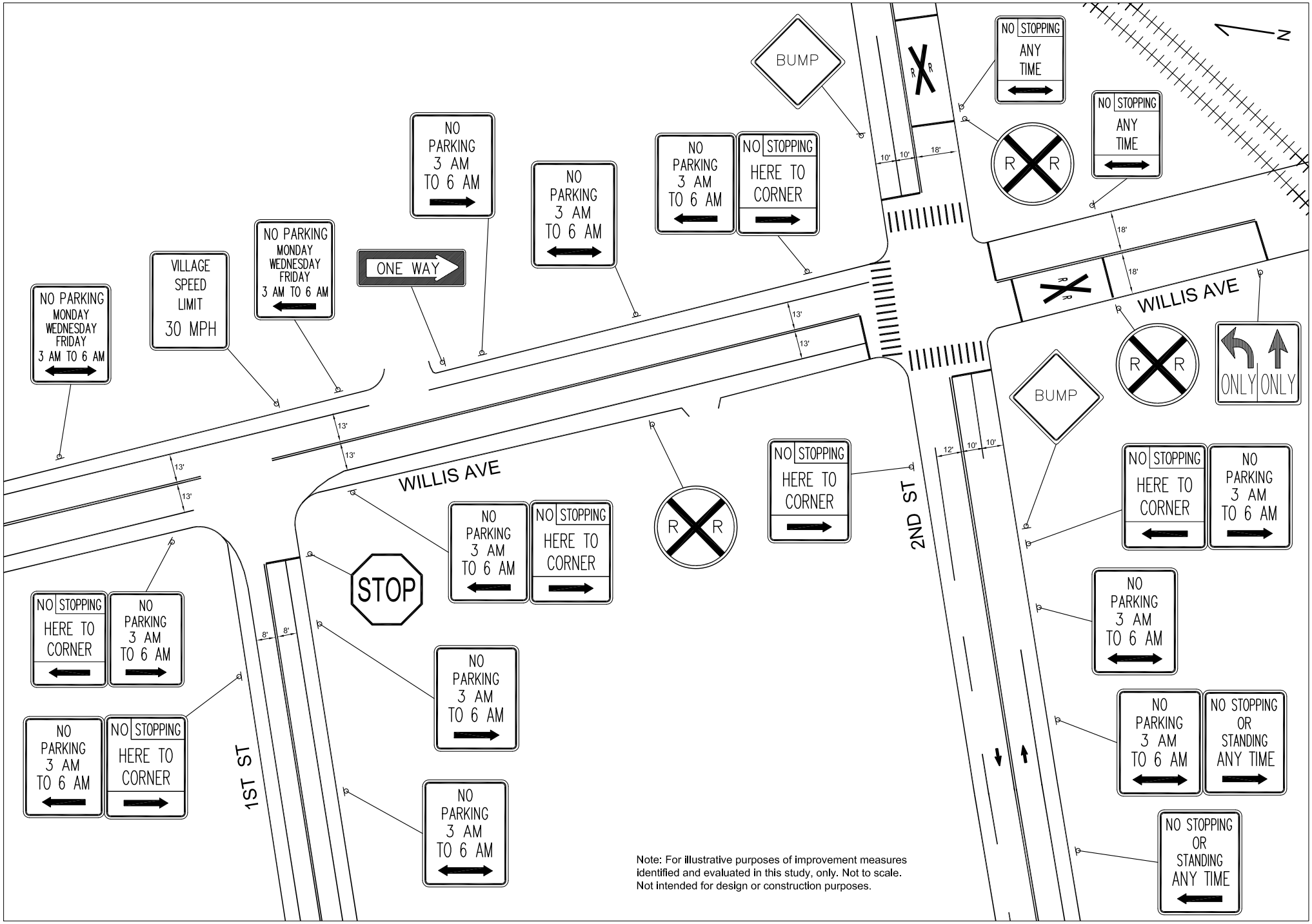
Geometric Mitigation Measures

- This intersection would be signalized as part of the Build condition.
- Shift the centerline 5 ft to the north on the EB Second St approach. Prohibit parking on EB Second St approach for 250 ft from the stopbar and 50 ft from the intersection on the EB Second St receiving side. Restripe EB Second St approach as one 10 ft left-turn lane and one 14 ft through lane.
- Prohibit parking on the WB Second St approach for 250 ft from the stopbar and prohibit parking on the WB Second St receiving side for 250 ft from the intersection. Restripe WB Second St approach as one 15 ft lane and one 4 ft shoulder.
- Shift the centerline 5 ft to the east on the SB Main St approach. Prohibit parking on SB Main St approach for 250 ft from the stopbar. Restripe SB Main St approach as one 12 ft left-turn lane and one 10 ft right-turn lane. Prohibit parking on NB Main St receiving side for 250 ft from the intersection.

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

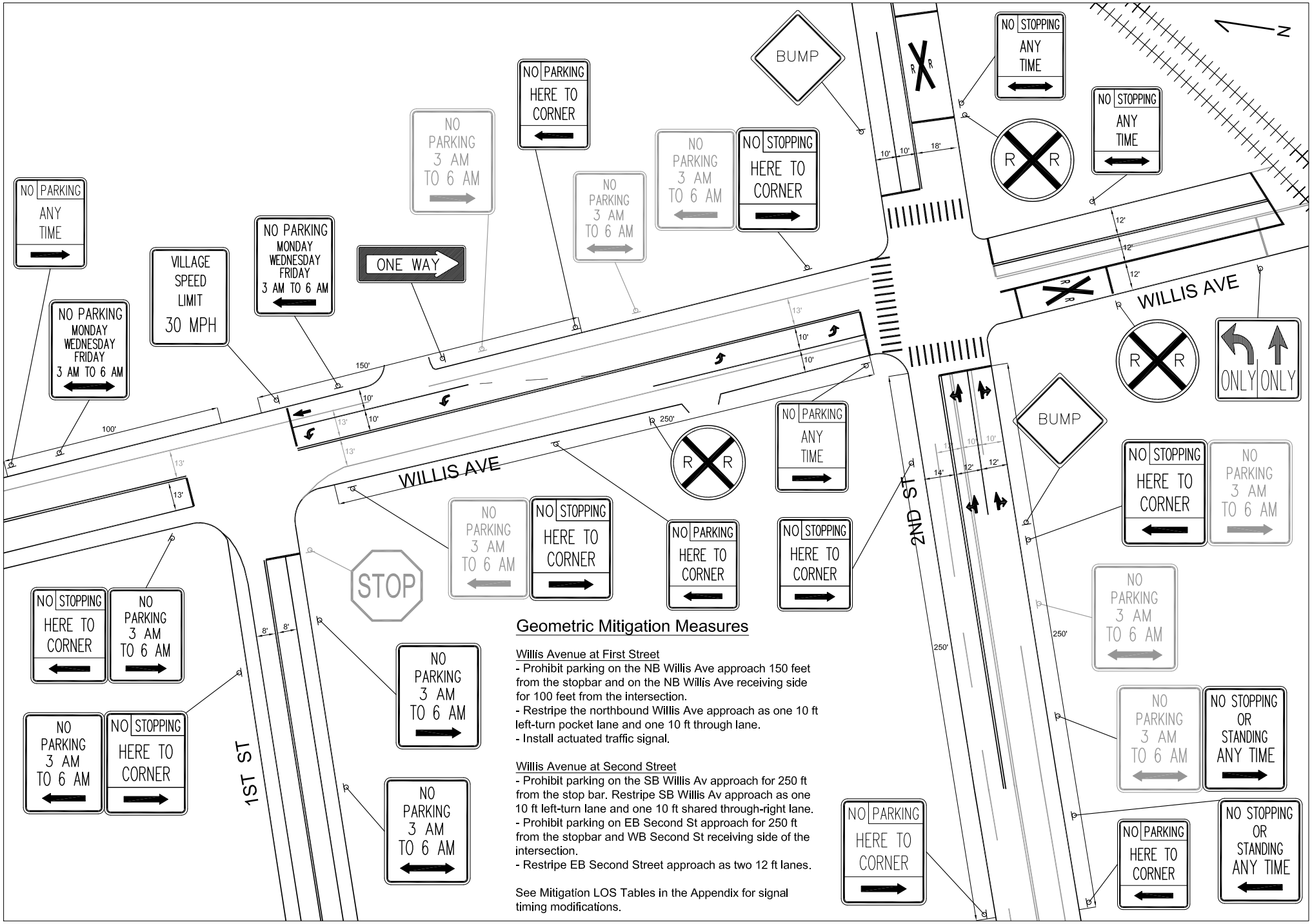
Note: For illustrative purposes of improvement measures identified and evaluated in this study, only. Not to scale. Not intended for design or construction purposes.

Main Street and Second Street
Mineola
Mitigation Condition 2040 Option 2
LIRR Main Line Project



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

Willis Avenue and First & Second Streets
Mineola
Existing Condition
LIRR Main Line Project



Geometric Mitigation Measures

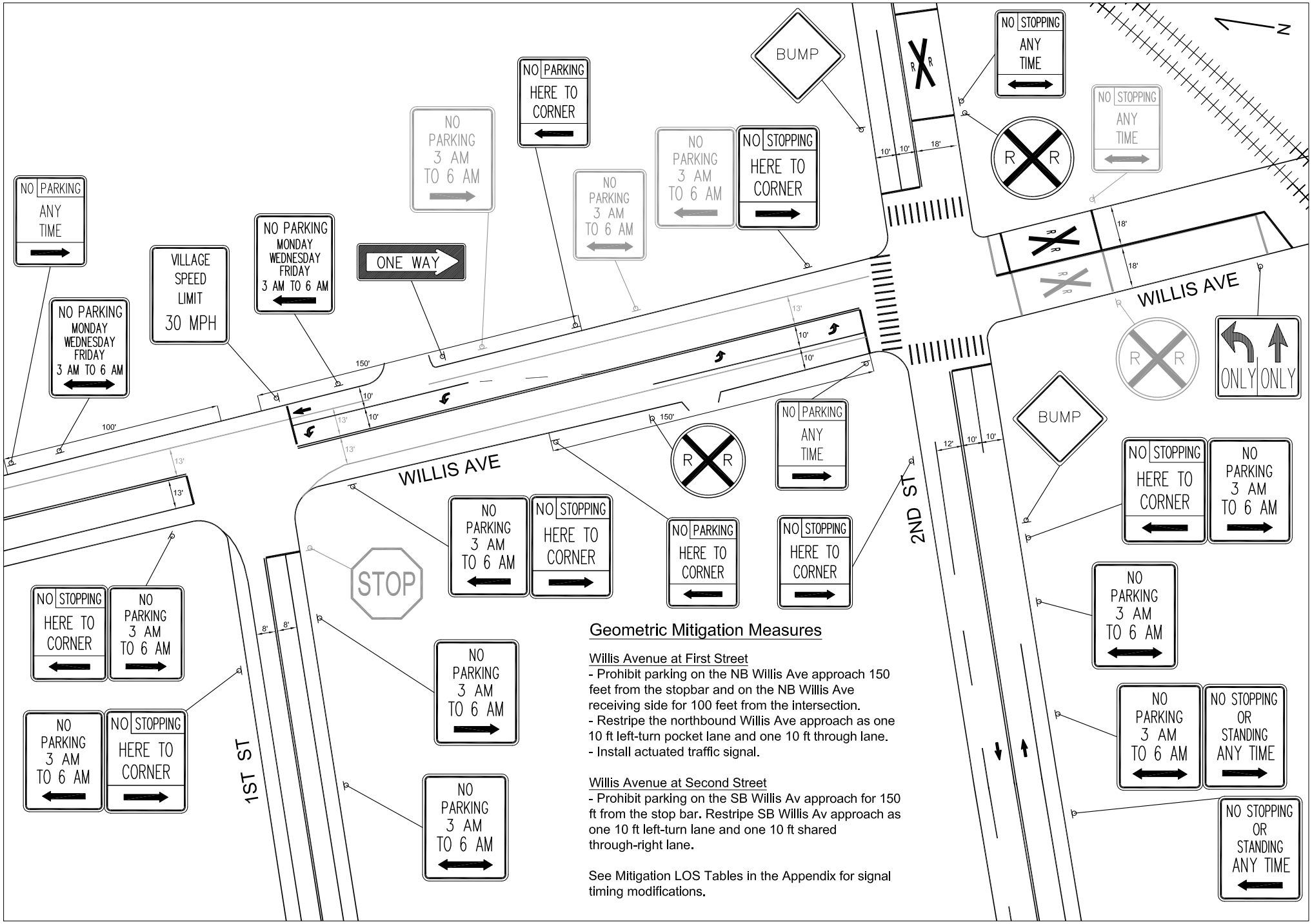
Willis Avenue at First Street
- Prohibit parking on the NB Willis Ave approach 150 feet from the stopbar and on the NB Willis Ave receiving side for 100 feet from the intersection.
- Restripe the northbound Willis Ave approach as one 10 ft left-turn pocket lane and one 10 ft through lane.
- Install actuated traffic signal.

Willis Avenue at Second Street
- Prohibit parking on the SB Willis Av approach for 250 ft from the stop bar. Restripe SB Willis Av approach as one 10 ft left-turn lane and one 10 ft shared through-right lane.
- Prohibit parking on EB Second St approach for 250 ft from the stopbar and WB Second St receiving side of the intersection.
- Restripe EB Second Street approach as two 12 ft lanes.

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

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

Willis Avenue and First & Second Streets
Mineola
Mitigation Condition 2040 Option 1
LIRR Main Line Project



Geometric Mitigation Measures

Willis Avenue at First Street

- Prohibit parking on the NB Willis Ave approach 150 feet from the stopbar and on the NB Willis Ave receiving side for 100 feet from the intersection.
- Restripe the northbound Willis Ave approach as one 10 ft left-turn pocket lane and one 10 ft through lane.
- Install actuated traffic signal.

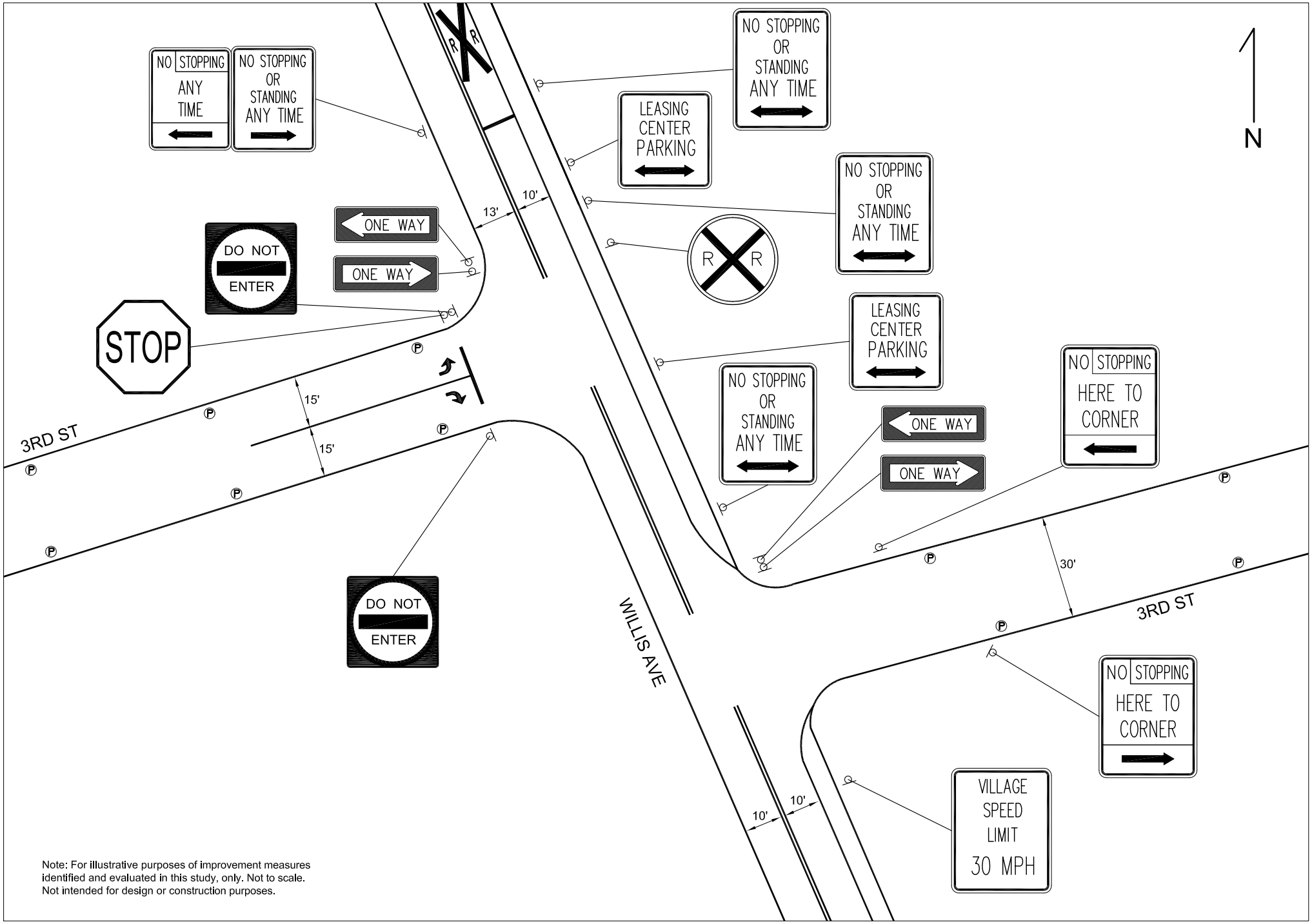
Willis Avenue at Second Street

- Prohibit parking on the SB Willis Av approach for 150 ft from the stop bar. Restripe SB Willis Av approach as one 10 ft left-turn lane and one 10 ft shared through-right lane.

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

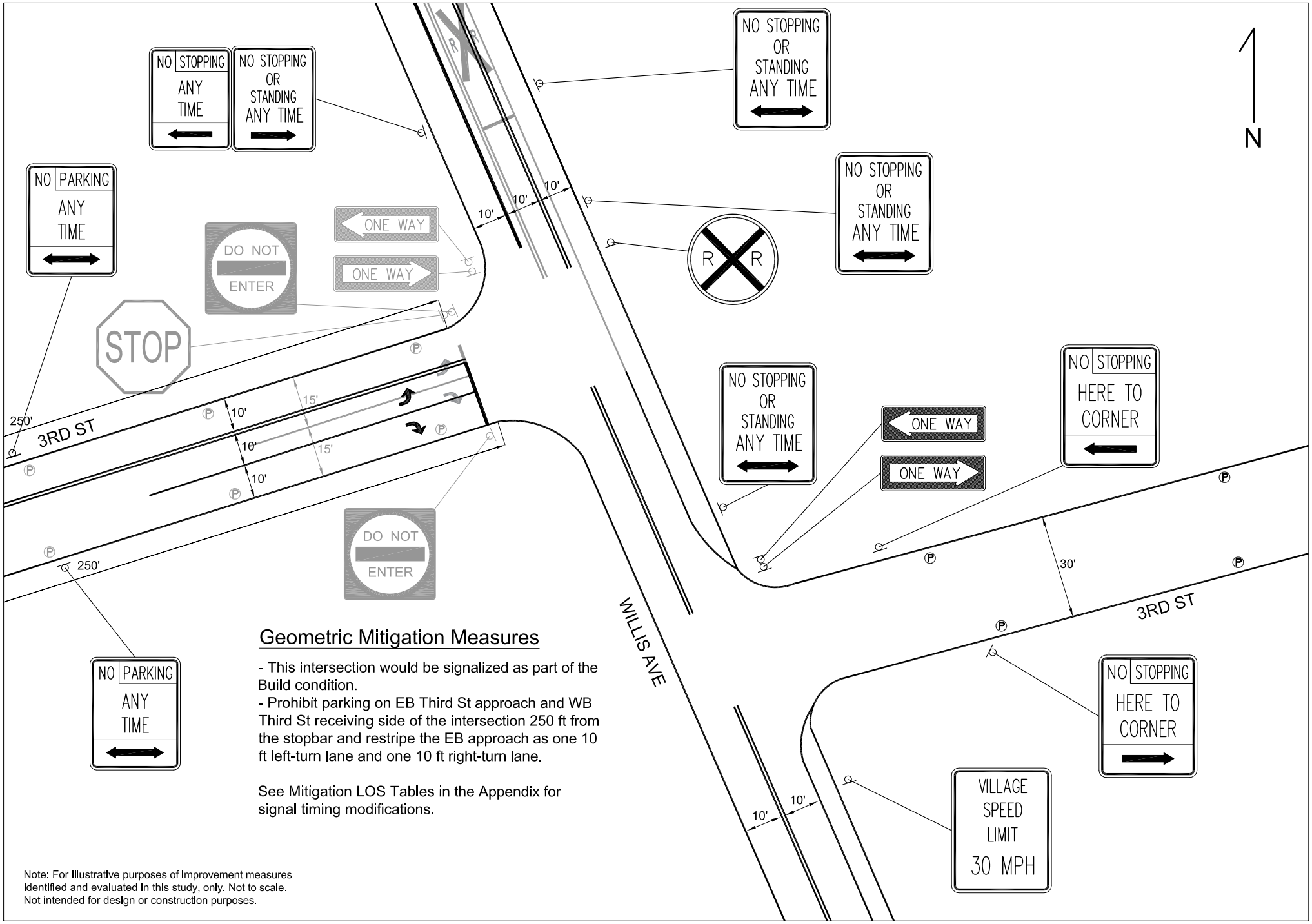
Note: For illustrative purposes of improvement measures identified and evaluated in this study, only. Not to scale. Not intended for design or construction purposes.

Willis Avenue and First & Second Streets
Mineola
Mitigation Condition 2040 Option 2
LIRR Main Line Project



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

Willis Avenue and Third Street
Mineola
Existing Condition
LIRR Main Line Project



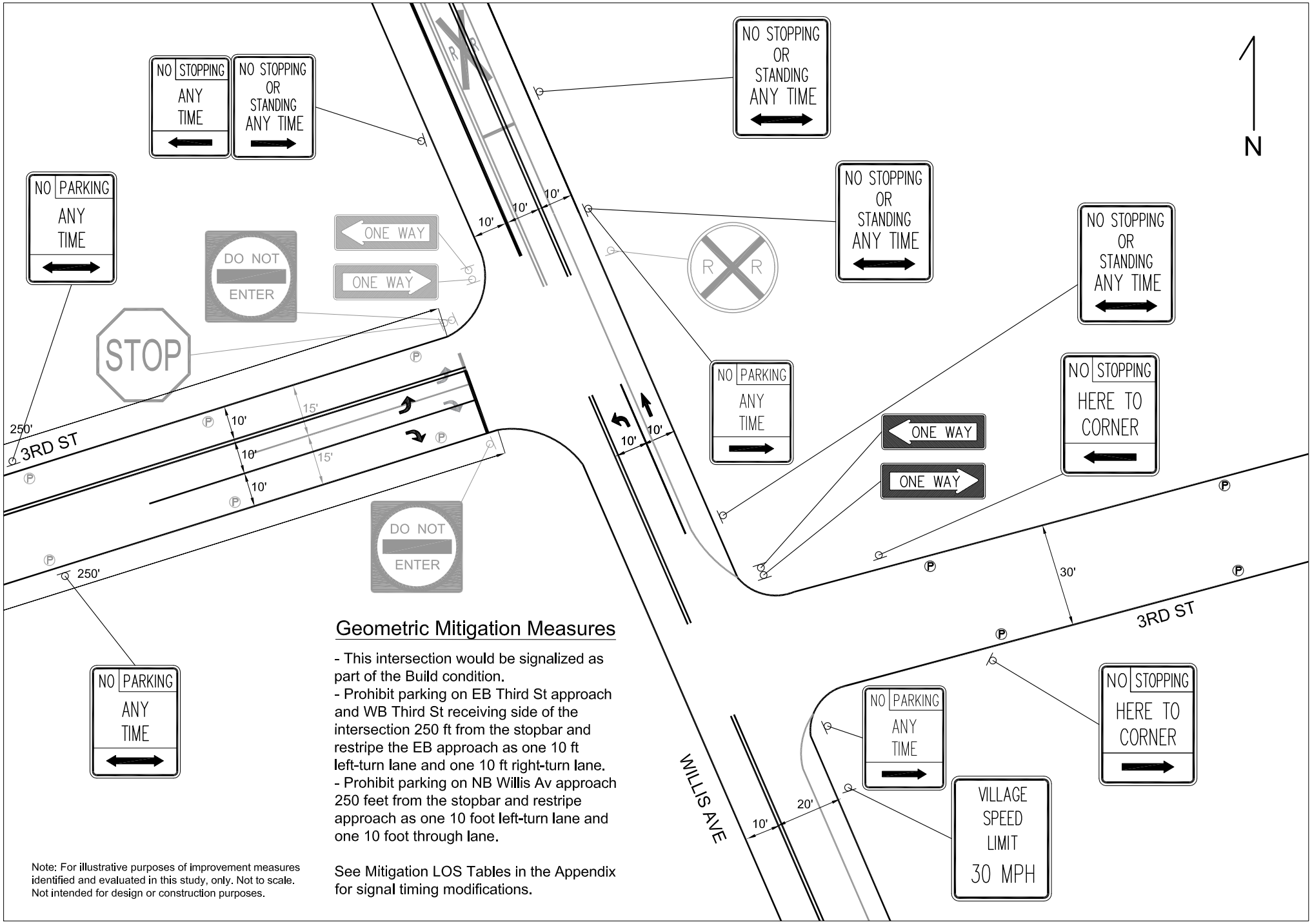
Geometric Mitigation Measures

- This intersection would be signalized as part of the Build condition.
- Prohibit parking on EB Third St approach and WB Third St receiving side of the intersection 250 ft from the stopbar and restripe the EB approach as one 10 ft left-turn lane and one 10 ft right-turn lane.

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

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

Willis Avenue and Third Street
Mineola
Mitigation Condition 2020 Option 1
LIRR Main Line Project



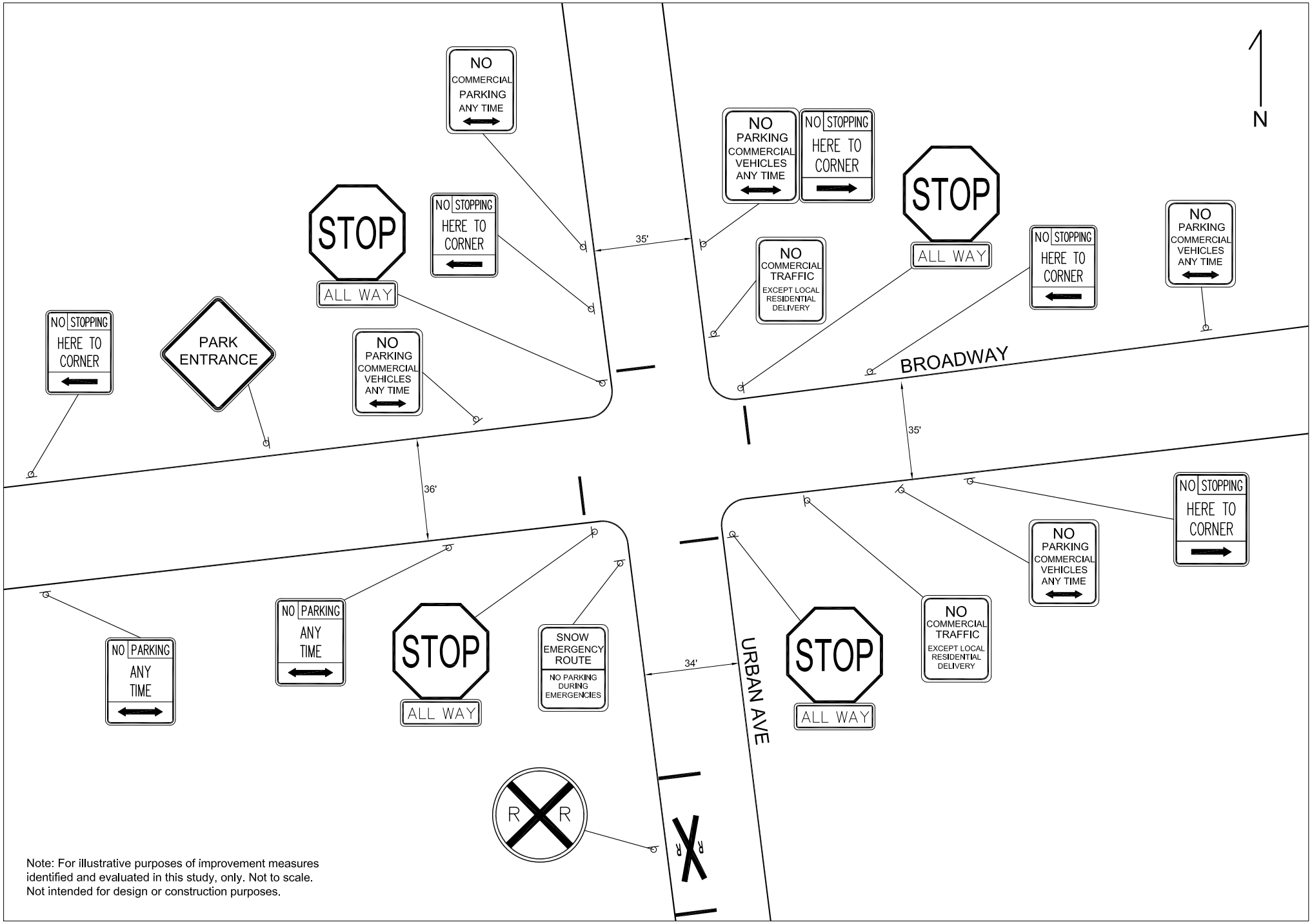
Geometric Mitigation Measures

- This intersection would be signalized as part of the Build condition.
- Prohibit parking on EB Third St approach and WB Third St receiving side of the intersection 250 ft from the stopbar and restripe the EB approach as one 10 ft left-turn lane and one 10 ft right-turn lane.
- Prohibit parking on NB Willis Av approach 250 feet from the stopbar and restripe approach as one 10 foot left-turn lane and one 10 foot through lane.

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

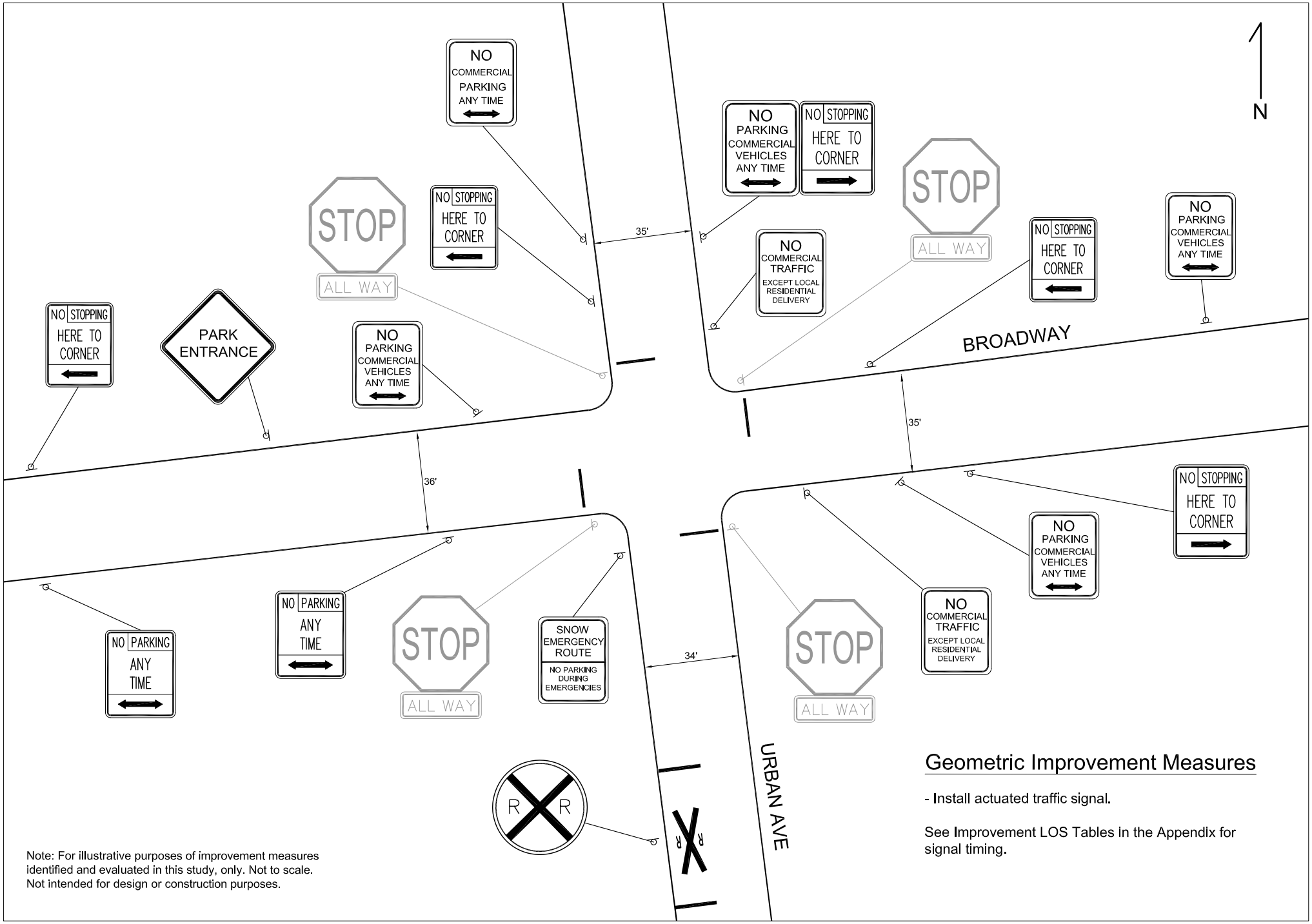
Note: For illustrative purposes of improvement measures identified and evaluated in this study, only. Not to scale. Not intended for design or construction purposes.

Willis Avenue and Third Street
Mineola
Mitigation Condition 2040 Option 1
LIRR Main Line Project



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

Urban Avenue and Broadway
Westbury
Existing Condition
LIRR Main Line Project



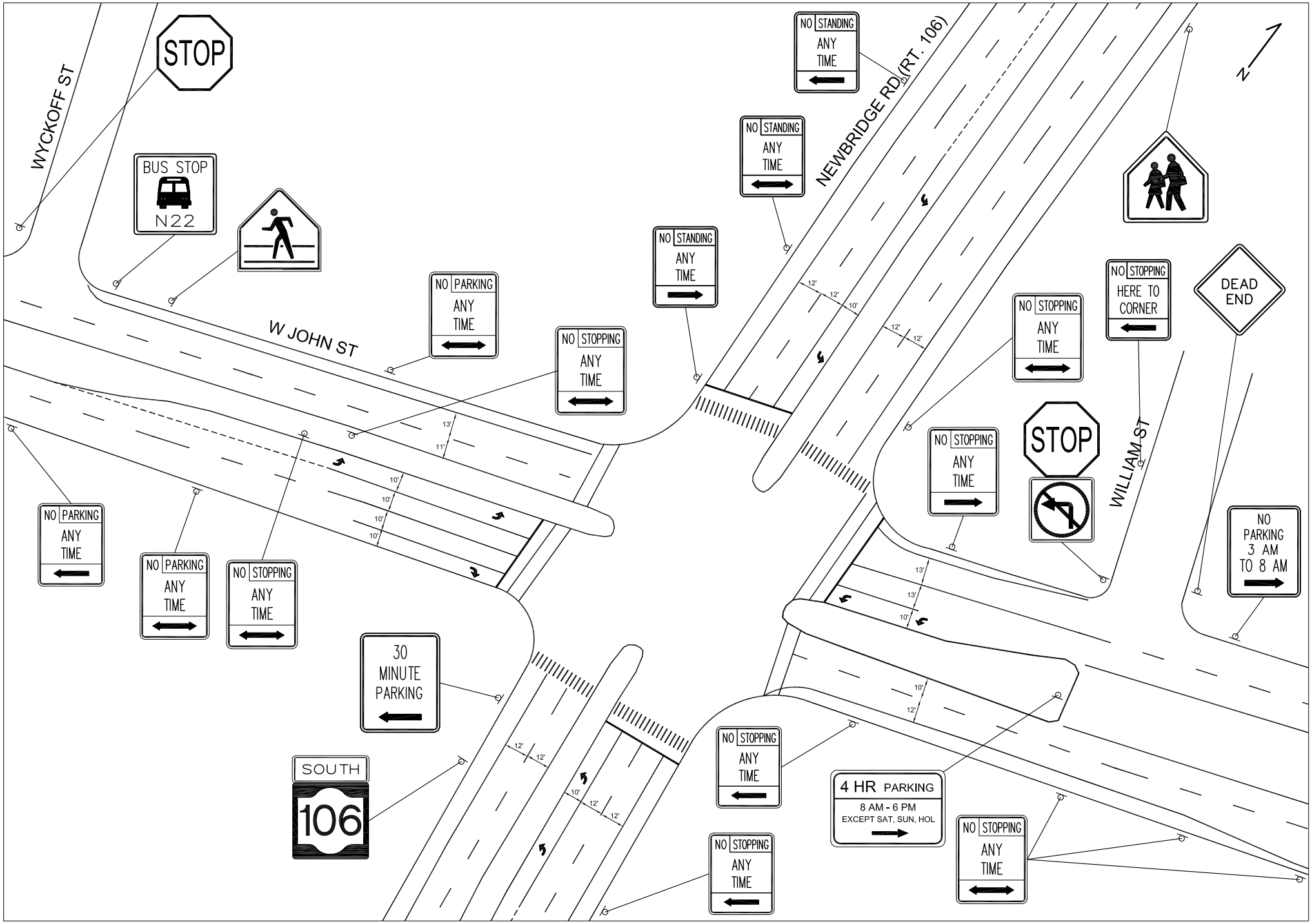
Geometric Improvement Measures

- Install actuated traffic signal.

See Improvement LOS Tables in the Appendix for signal timing.

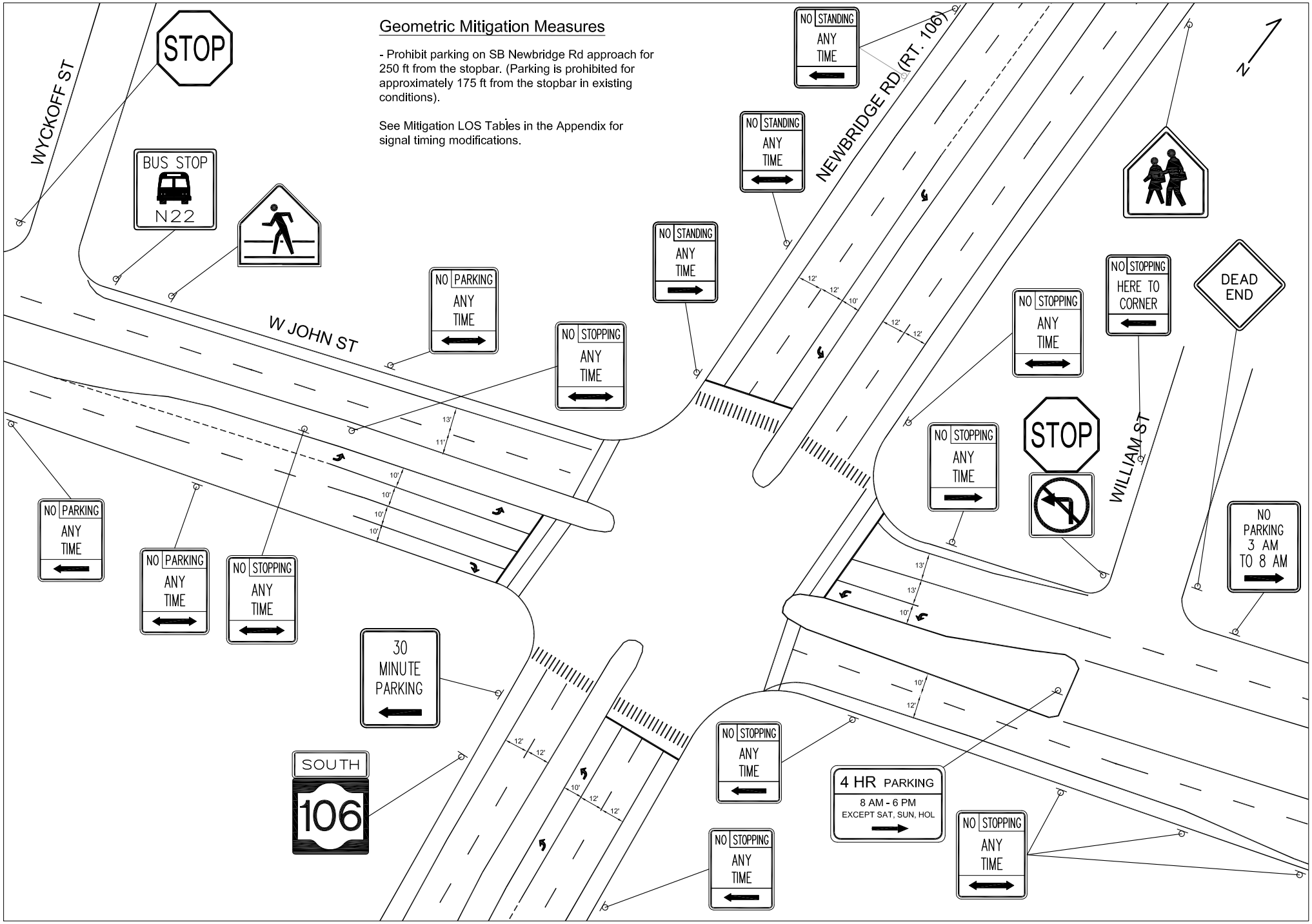
Note: For illustrative purposes of improvement measures identified and evaluated in this study, only. Not to scale. Not intended for design or construction purposes.

Urban Avenue and Broadway
Westbury
Mitigation Condition 2040
LIRR Main Line Project



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

Newbridge Road (Rt. 106) and West John Street
Hicksville
Existing Condition
LIRR Main Line Project



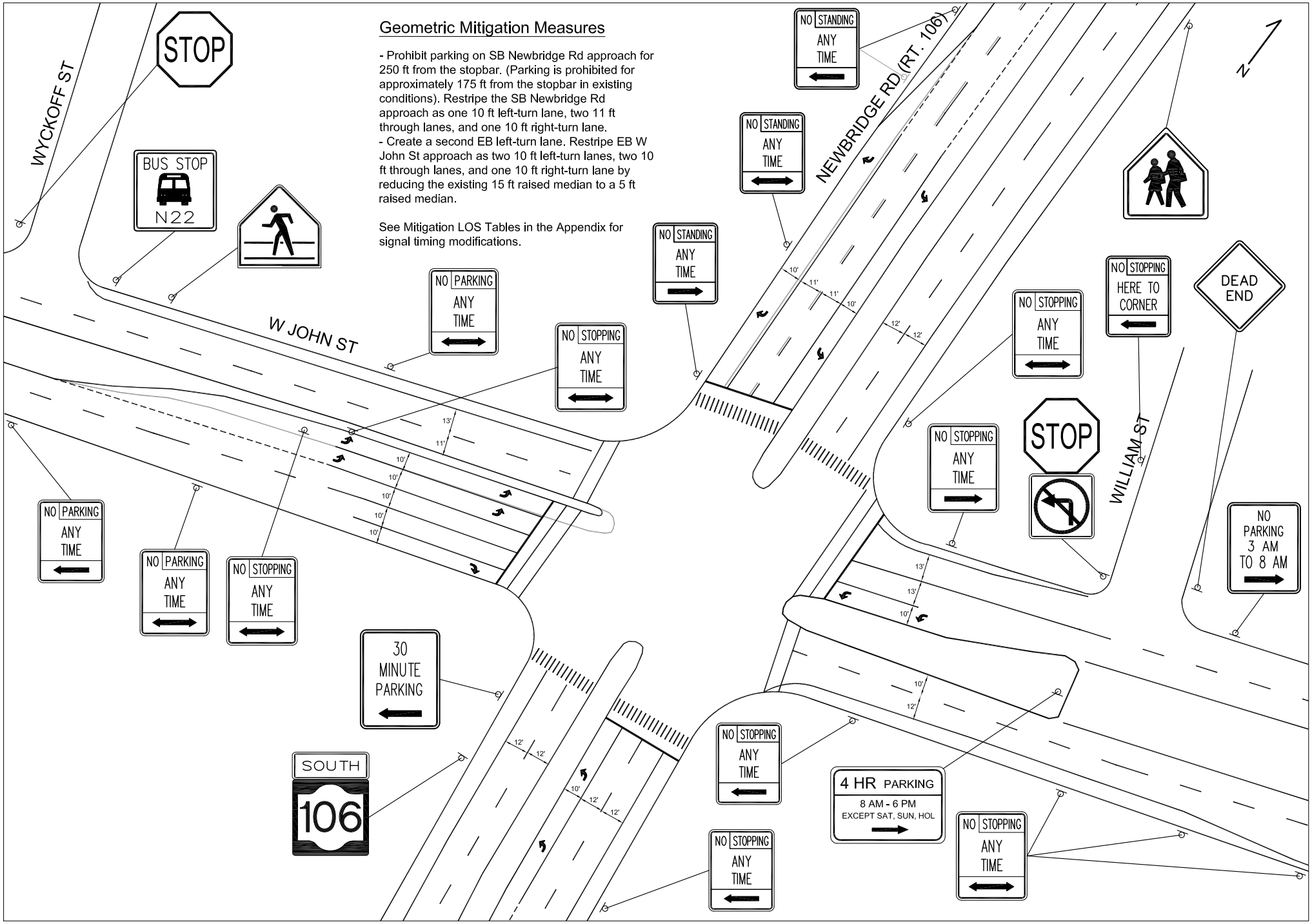
Note: For illustrative purposes of improvement measures identified and evaluated in this study, only. Not to scale. Not intended for design or construction purposes.

Newbridge Road (Rt. 106) and West John Street
Hicksville
Mitigation Condition 2020
LIRR Main Line Project

Geometric Mitigation Measures

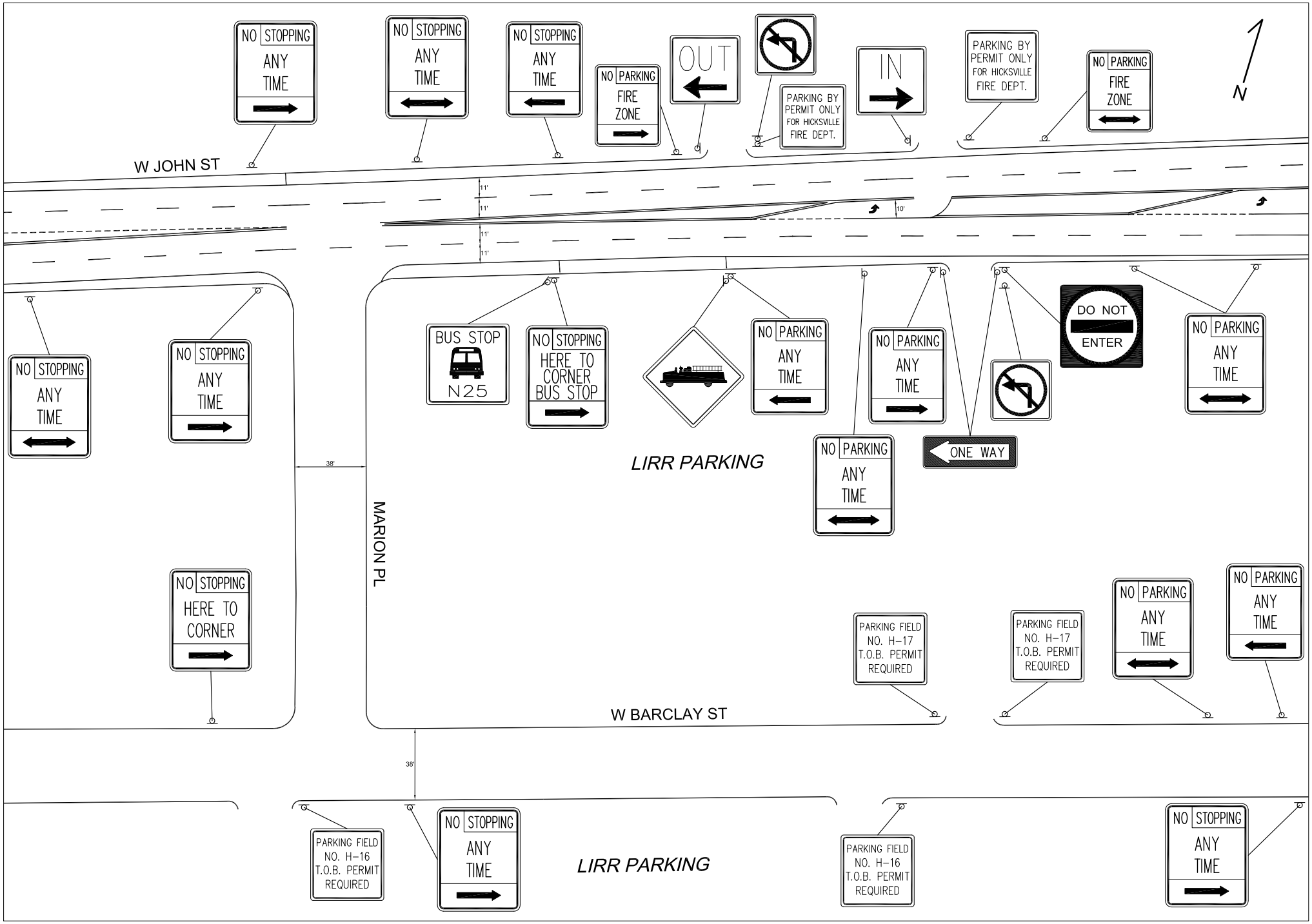
- Prohibit parking on SB Newbridge Rd approach for 250 ft from the stopbar. (Parking is prohibited for approximately 175 ft from the stopbar in existing conditions). Restripe the SB Newbridge Rd approach as one 10 ft left-turn lane, two 11 ft through lanes, and one 10 ft right-turn lane.
- Create a second EB left-turn lane. Restripe EB W John St approach as two 10 ft left-turn lanes, two 10 ft through lanes, and one 10 ft right-turn lane by reducing the existing 15 ft raised median to a 5 ft raised median.

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



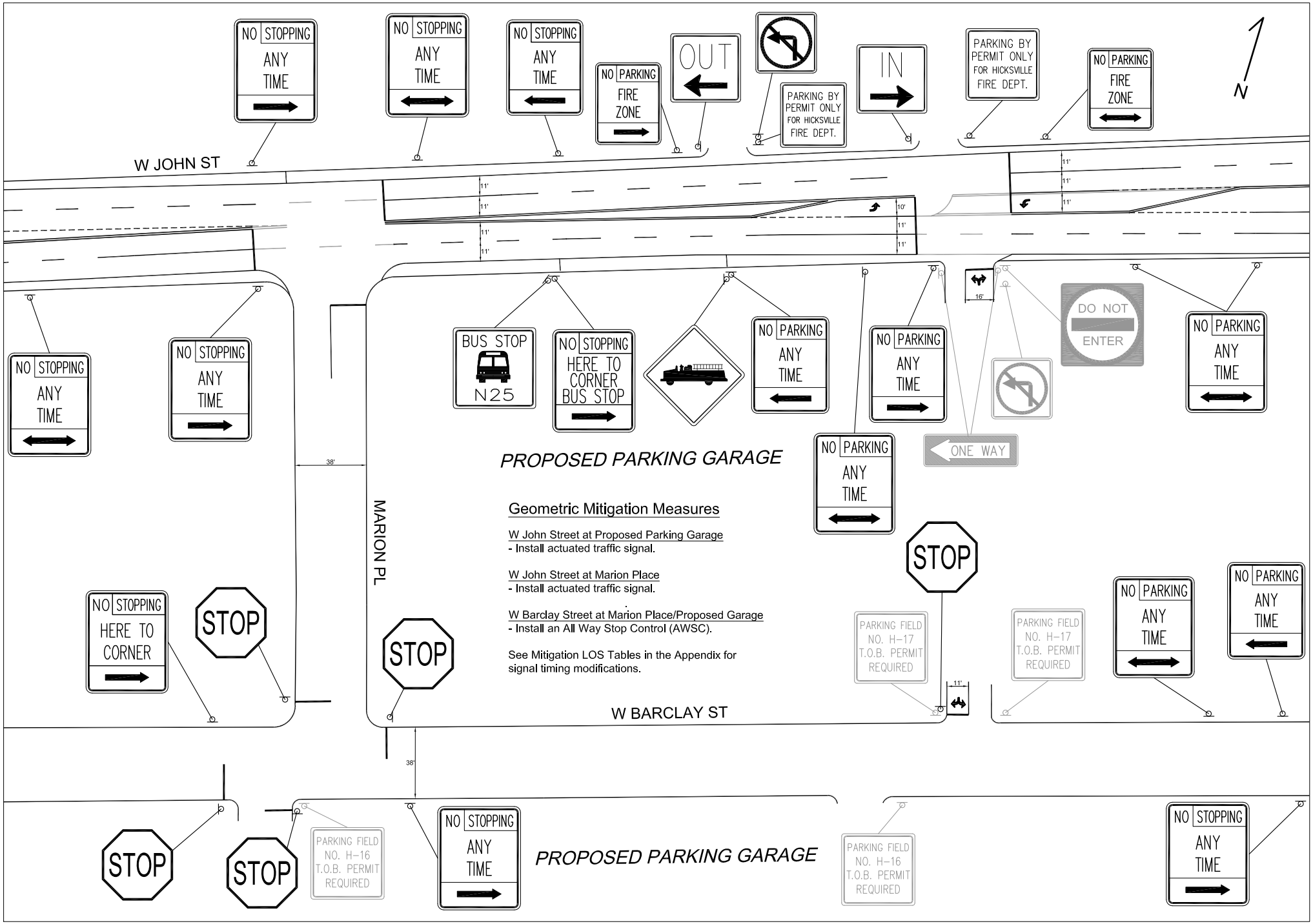
Note: For illustrative purposes of improvement measures identified and evaluated in this study, only. Not to scale. Not intended for design or construction purposes.

Newbridge Road (Rt. 106) and West John Street
Hicksville
Mitigation Condition 2040
LIRR Main Line Project



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

LIRR Parking and W John Street, Marion Place, and W Barclay Street
Hicksville
Existing Condition
LIRR Main Line Project

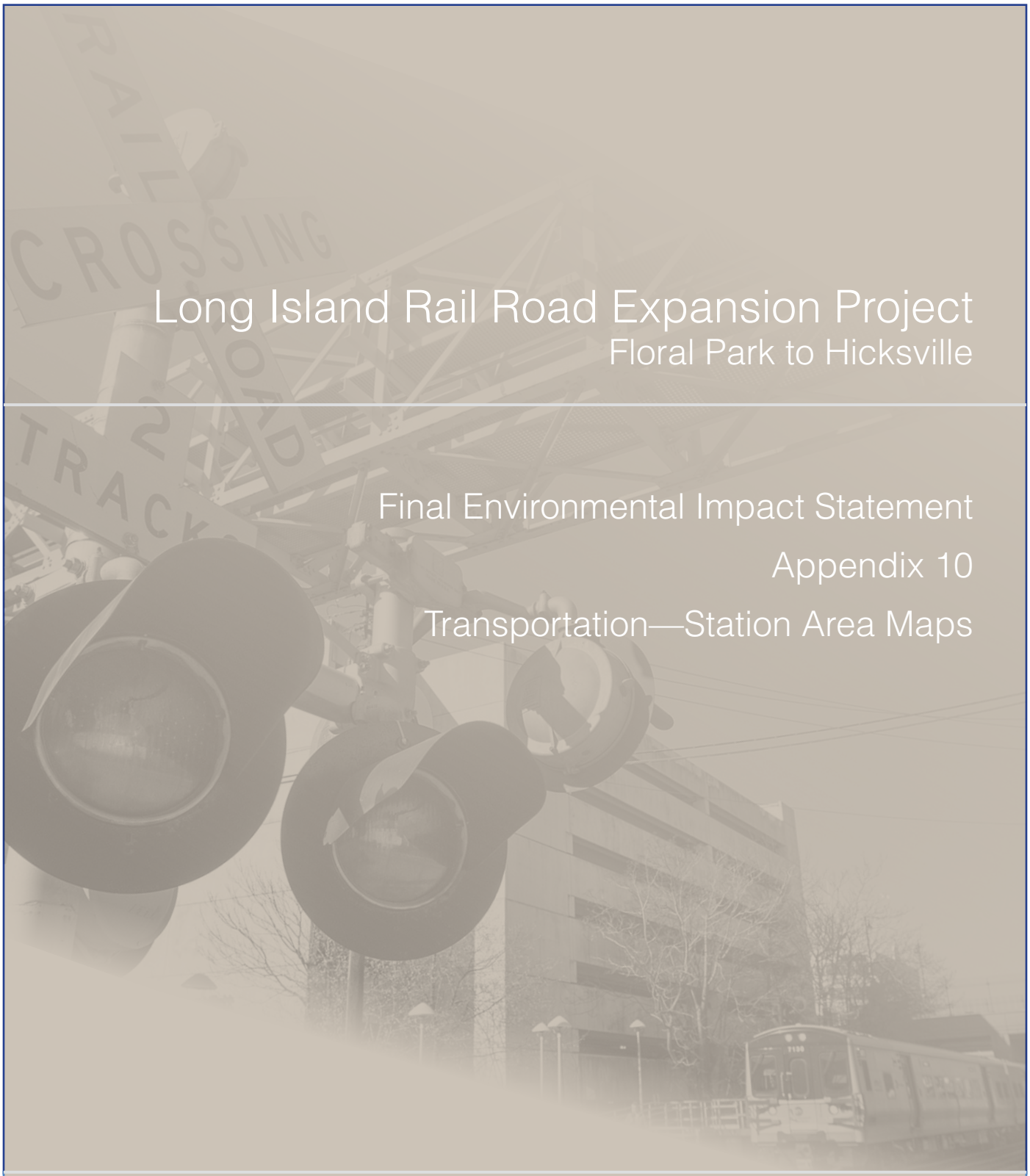


Note: For illustrative purposes of improvement measures identified and evaluated in this study, only. Not to scale. Not intended for design or construction purposes.

LIRR Parking and W John Street, Marion Place, and W Barclay Street
Hicksville
Mitigation Condition 2040
LIRR Main Line Project

Long Island Rail Road Expansion Project

Floral Park to Hicksville



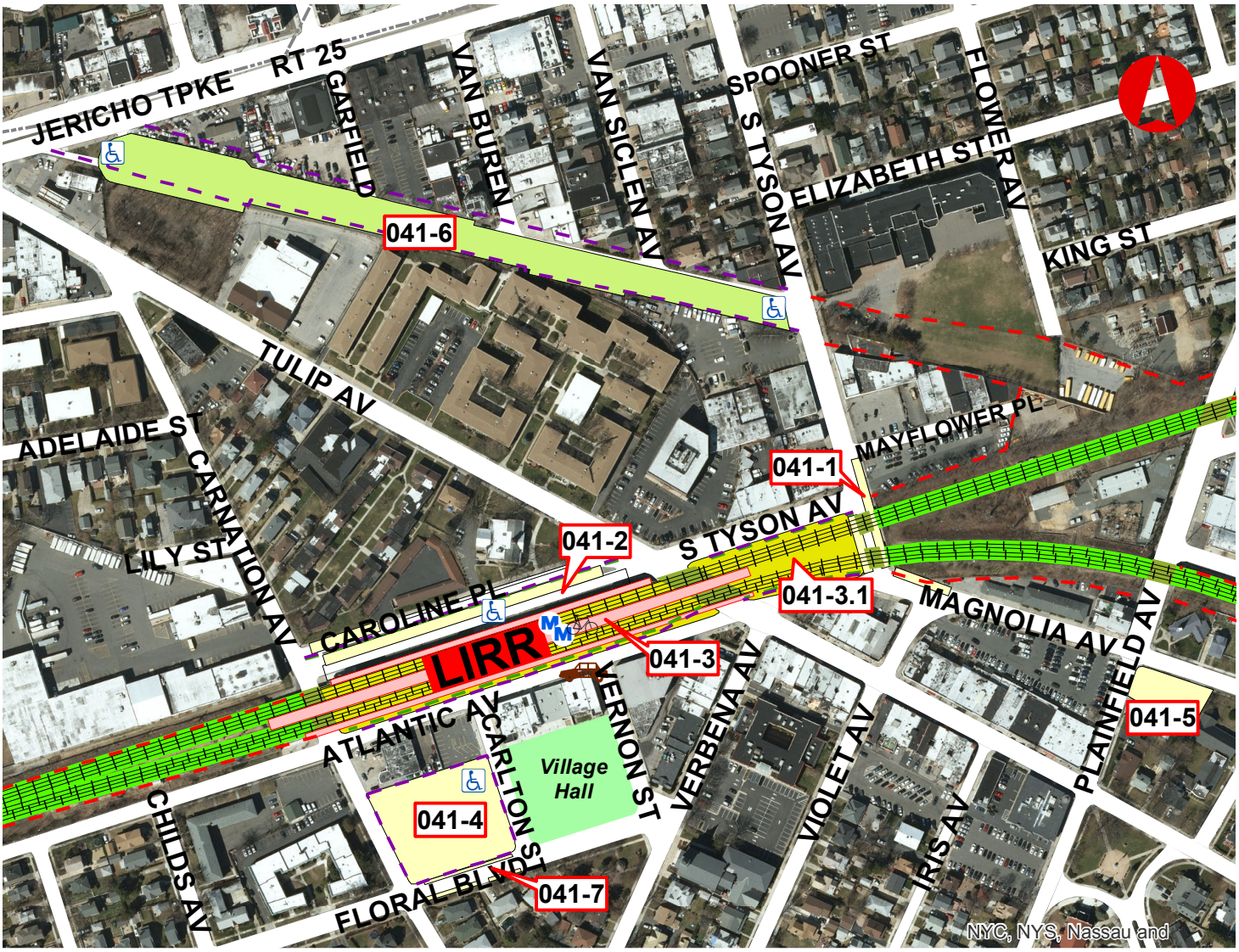
Final Environmental Impact Statement

Appendix 10

Transportation—Station Area Maps

April 2017

Floral Park Station



Radius = 1/4 mile

	Owner	Operator	Restrictions	Fees
	Village	Village	Resident	Permit (Village of Floral Park)
	LIRR	Village	None	Resident / Non-Resident permit or Daily meter
	Village	Village	None	Daily meter or multi-meter

Lots 041-2, 3/3.1, 4 and 6 are subject to Parking Program Agreement until March 31, 2033.

- M LIRR Employee
- RACK
- LOCKER
- ADA
- TAXI
- 000-0 LOT ID#

- LIRR STATION
- PLATFORM
- PED. OVERPASS
- PED. UNDERPASS

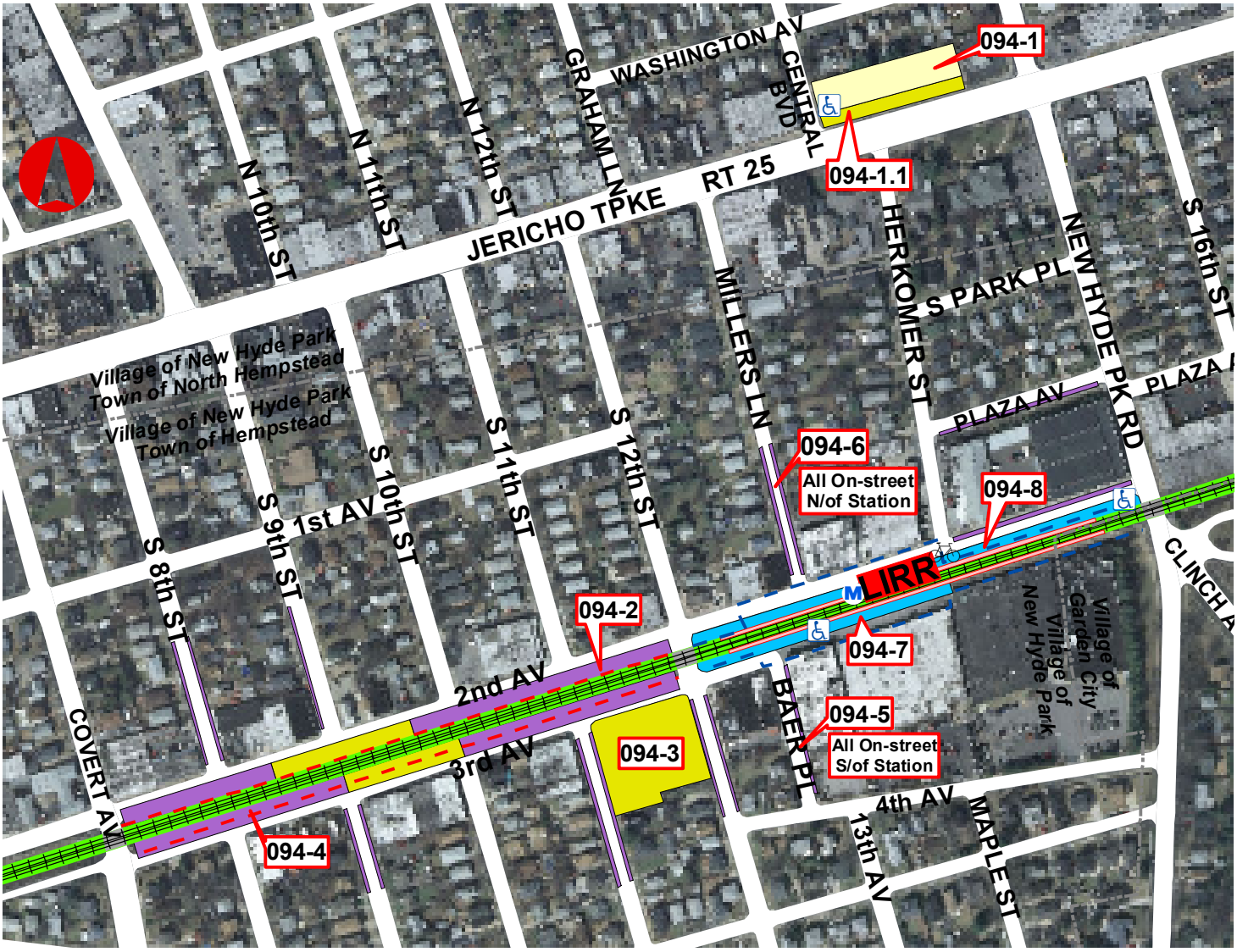
APPROXIMATE BOUNDARIES

- PKG PGM AGREEMENT
- DEED/DEDICATION
- LEASE/EASEMENT
- PROPERTY LINE
- MUNICIPAL

MTA Long Island Rail Road

1/16

New Hyde Park Station



Radius = 1/4 mile

	Owner	Operator	Restrictions	Fees	
	LIRR*	Village	None	Daily scratch-off voucher	(Village of New Hyde Park)
	Village	Village	None	Daily scratch-off voucher	
	Village	Village	Resident	Permit	(Special Permit Class A)
	Village	Village	None	Daily Meter	

Note: Village owns part of spaces in lots 094-7 and 094-8.

M LIRR Employee
RACK
LOCKER
ADA
TAXI
000-0 LOT ID#

LIRR STATION
PLATFORM
PED. OVERPASS
PED. UNDERPASS

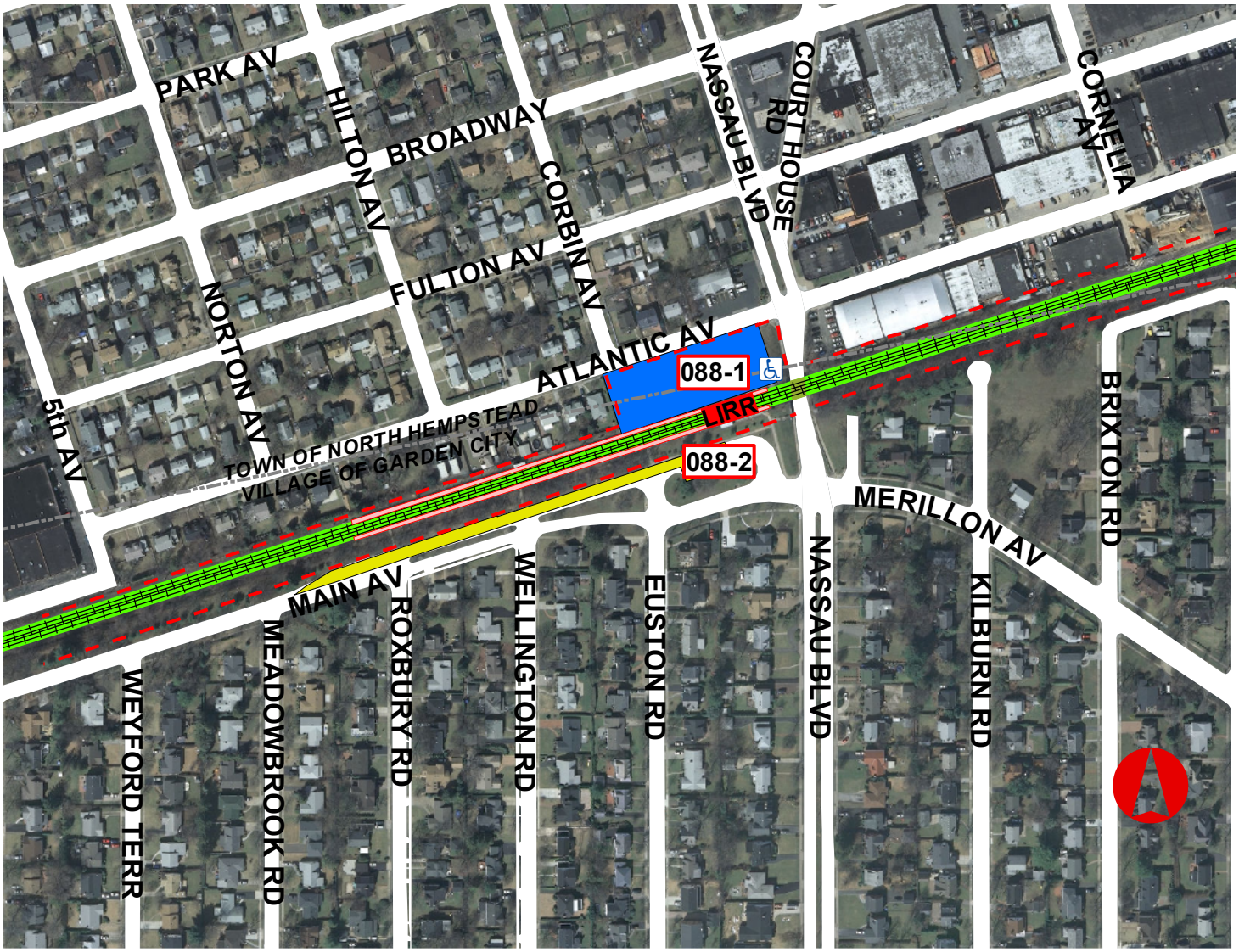
APPROXIMATE BOUNDARIES

MUNICIPAL
DEED/DEDICATION
PROPERTY LINE
LEASE/EASEMENT
PKG PGM AGREEMENT

MTA Long Island Rail Road

1/14

Merillon Ave. Station



Radius = 1/4 mile

	Owner	Operator	Restrictions	Fees	
	LIRR	LIRR	None	None	
	Village	Village	Resident	Permit	(Village of Garden City)

LIRR Employee
RACK
LOCKER
ADA
TAXI
000-0 LOT ID#

LIRR STATION
PLATFORM
PED. OVERPASS
PED. UNDERPASS

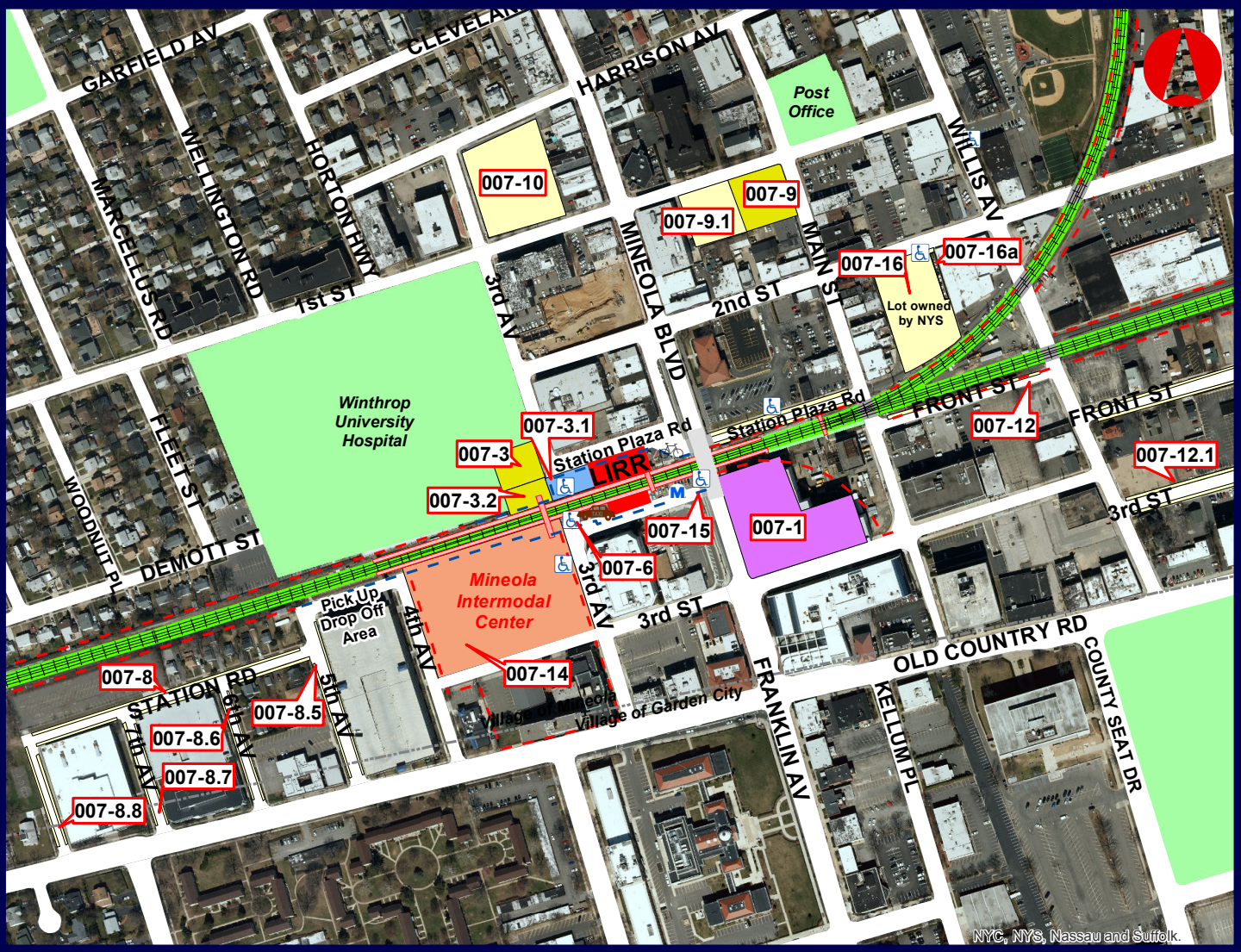
APPROXIMATE BOUNDARIES

MUNICIPAL
DEED/DEDICATION
PROPERTY LINE
LEASE/EASEMENT
PKG PGM AGREEMENT

Long Island Rail Road

3/13

Mineola Station



	Owner	Operator	Restrictions	Fees	
	Village	Village	Resident	Permit	(Village of Mineola)
	LIRR	Village	Resident	Permit	
	Village	Village	None	Daily meter	
	Private	Private	Resident	Permit	
	LIRR	Private	None	Daily meter	
	Not commuter parking				

- M LIRR Employee
- RACK
- LOCKER
- ADA
- TAXI
- 000-0 LOT ID#

- LIRR STATION
- PLATFORM
- PED. OVERPASS
- PED. UNDERPASS

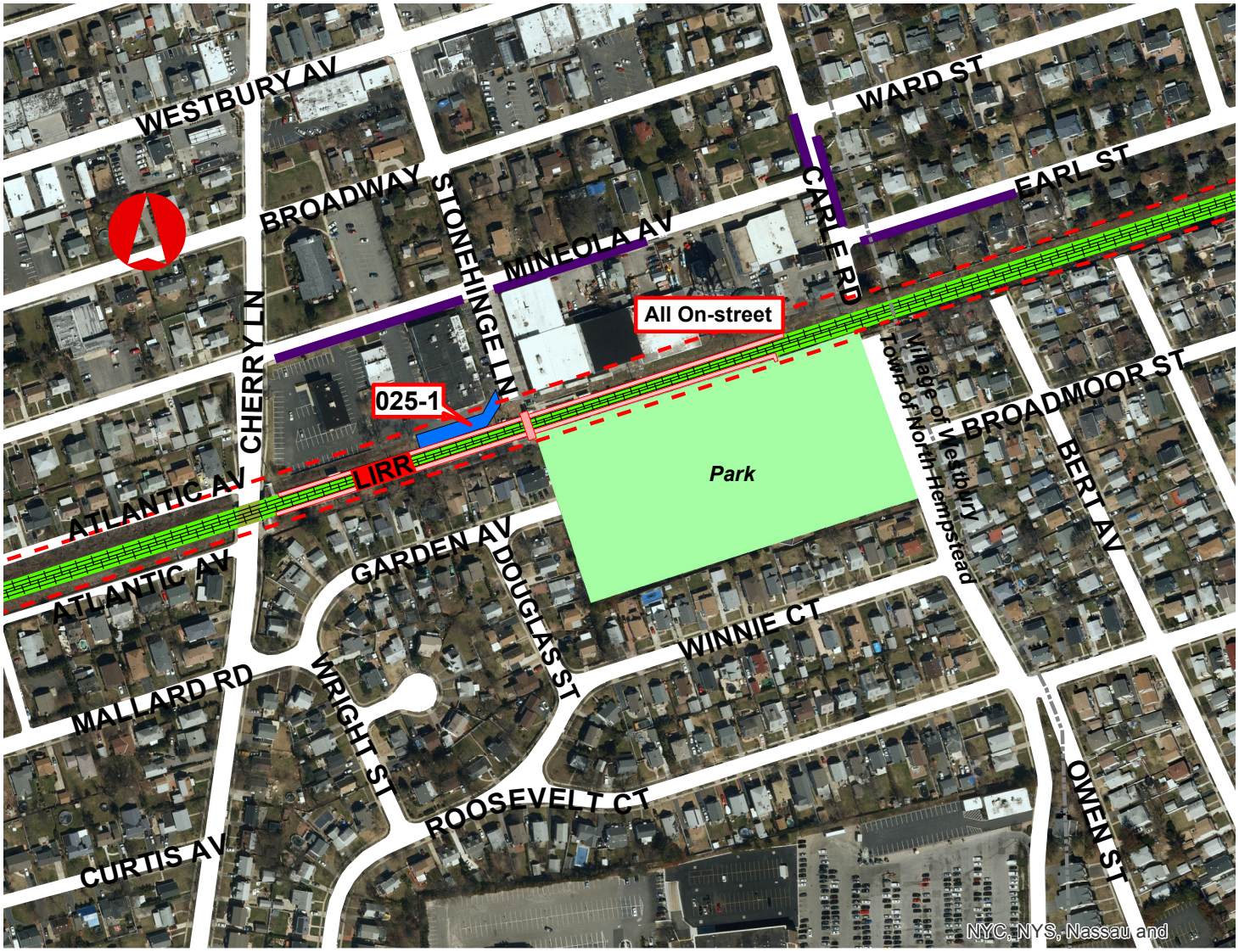
APPROXIMATE BOUNDARIES

- MUNICIPAL
- DEED/DEDICATION
- PROPERTY LINE
- LEASE/EASEMENT
- PKG PGM AGREEMENT

MTA Long Island Rail Road

3/17

Carle Place Station



Radius = 1/4 mile

	Owner	Operator	Restrictions	Fees	
	LIRR	LIRR	None	None	
	Town/Village	Town/Village	None	None	(On-street observed Town of North Hempstead; Village of Westbury)

- LIRR Employee
- RACK
- LOCKER
- ADA
- TAXI
- 000-0 LOT ID#

- LIRR STATION
- PLATFORM
- PED. OVERPASS
- PED. UNDERPASS

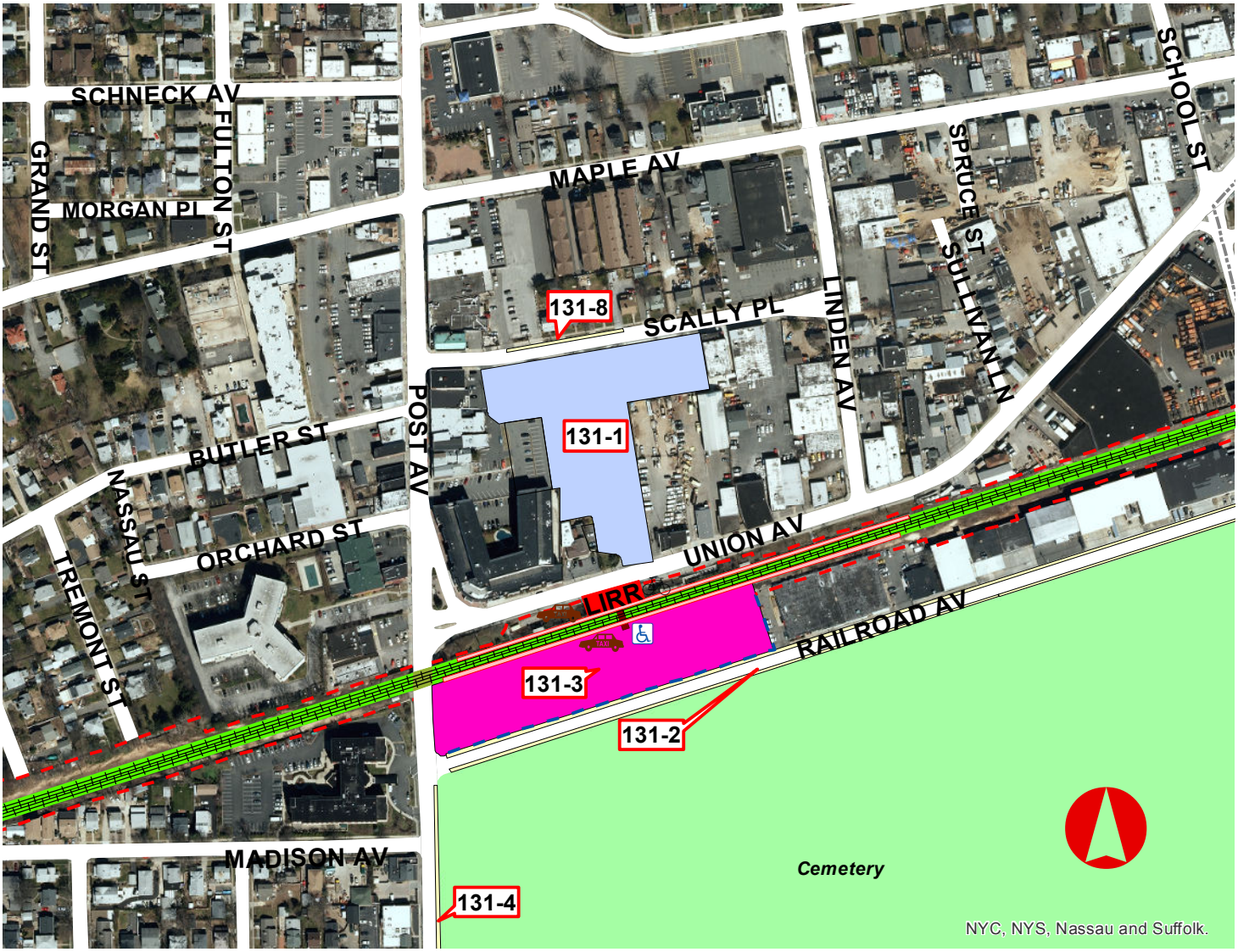
APPROXIMATE BOUNDARIES

- MUNICIPAL
- DEED/DEDICATION
- PROPERTY LINE
- LEASE/EASEMENT
- PKG PGM AGREEMENT

Long Island Rail Road

3/13

Westbury Station



Radius = 1/4 mile

	Owner	Operator	Restrictions	Fees	
	Village	Village	Resident/Non-Resident	Permit	(Village of Westbury)
	LIRR	Private	None	Daily	
	Village	Village	None	None	(On-street observed)
	Not commuter parking				

- LIRR Employee
- RACK
- LOCKER
- ADA
- TAXI
- 000-0 LOT ID#

- LIRR STATION
- PLATFORM
- PED. OVERPASS
- PED. UNDERPASS

APPROXIMATE BOUNDARIES

- MUNICIPAL
- DEED/DEDICATION
- PROPERTY LINE
- LEASE/EASEMENT
- PKG PGM AGREEMENT

Long Island Rail Road

7/15

Hicksville Station

Radius = 1/4 mile

	Owner	Operator	Restrictions	Fees	
	Town	Town	Resident	Permit	(Town of Oyster Bay)
	LIRR	Town	None	None	(ADA parking only)
	LIRR	Town	Resident	Permit	
	Private	Private	None	Permit	
	Private	Private	None	Permit or Daily	
	Town	Town	None	None	(On-street observed)
	Not commuter parking				

- M LIRR Employee
- RACK
- LOCKER
- ADA
- TAXI
- 000-0 LOT ID#

- LIRR STATION
- PLATFORM
- PED. OVERPASS
- PED. UNDERPASS

APPROXIMATE BOUNDARIES

- MUNICIPAL
- DEED/DEDICATION
- PROPERTY LINE
- LEASE/EASEMENT
- PKG PGM AGREEMENT

MTA Long Island Rail Road

10/14