

Appendix 10

Transportation

Rail Ridership

LIRR Expansion Project

Ridership Forecast Methodology and Analysis

Proposed Approach

- Focus is on forecasting station-by-station ONs/OFFs to provide inputs required for analyzing traffic effects related to the proposed LIRR project
- Given the expedited schedule for the SEQRA environmental review, it was determined that it would be most efficient to work with available stations counts and systemwide growth trends

Analysis Output/Needs

Traffic analysis necessitates the following data inputs:

- Station-by-station boardings for the seven stations within the project limits:
 - Floral Park
 - New Hyde Park
 - Merillon Avenue
 - Mineola
 - Carle Place
 - Westbury
 - Hicksville
- For each station, estimate boardings (ONs) and alightings (OFFs) for the AM and PM peak 1-hour periods for the eastbound and westbound directions.
- For each station, estimate mode of access/egress

Base Data Inputs

- 2014 – Station-based count data to determine current conditions (LIRR O-D Study).
- 2011 – 2015 branch and systemwide ridership growth trends (based on LIRR Annual Ridership Books).

Methodology

The overall proposed approach is to ‘grow’ existing station ONs and OFFs (2014 O-D Study) with an appropriate annual growth rate, based on recent trends shown in train-based data (see Attachment 2). Annual growth in station ONs/OFFs will be based on branch and systemwide growth trends for the period 2011 – 2015, in order to avoid anomalies associated with the economic downturn between 2008 and 2010. Peak train ridership hour will be determined based on LIRR 2014 station-based count data, primarily ridership counts by 15-minute time increments for the westbound AM Peak period and the

westbound PM Reverse Peak period. Access mode characteristics will also be based on the 2014 O-D Study results, which included mode of access on a station-by-station basis.

2014 Station-Based Data

Attachment 1 presents 2014 ridership count data for each of the seven stations in the LIRR Expansion Project study area. For the four hour AM and PM peak periods, count data covers ONs and OFFs for the Westbound AM Peak and PM Reverse Peak and for the Eastbound PM Peak and AM Reverse Peak. In addition, systemwide count data are also presented by 15-minute increments for ONs in the AM Peak and PM Reverse Peak periods (see Attachment 5). These data are used to determine the percentage of riders boarding the system for the peak one-hour during the AM Peak and the PM Reverse Peak periods. This percentage was used to determine 2014 peak hour ridership as an input for analysis of potential traffic impacts at each station in the project study area.

The 2014 data also include mode of access on a station-by-station basis for the Westbound AM Peak and PM Reverse Peak periods (see Attachment 3 for overall data and Attachment 4 for commutation trips only). Given that mode of access/egress is being estimated for use in traffic analysis, certain categories were combined in order to simplify calculations, for instance the taxi and “dropped off” (kiss-and-ride) modes were combined, since both represent an auto-based mode where a driver drops off someone at the station and then leaves in the same car. Attachment 3 has been used for both mode of access and egress, with the exception of Eastbound AM Reverse Peak OFFs; in this case, Attachment 4 was used due to the assumption that these riders were essentially all riders leaving the station on the way to a job.

2015 Train-Based Data

Attachments 2 and 2A present 2015 train-based ridership count data for the LIRR system. These count data were then inflated by LIRR from 2015 to develop 2020 No-Build, 2020 Build, 2040 No-Build, and 2040 Build systemwide ridership estimates. The notes at the bottom of the table indicate the procedure for inflating the 2015 counts to the no build and build scenarios. Specific growth factors for each scenario were determined by dividing the inflated estimates by the original 2015 counts, separately for the AM and PM peaks. Based on recent trends, the AM peak period annual growth factor for is 1.3 percent per year and the PM peak period annual growth factor is 1.7 percent per year.

2015 No Build

- Apply AM and PM peak period annual growth factors, respectively, to 2014 station boardings to create 2015 Existing Conditions ONs/OFFs by station.

2020 No Build

- Apply AM and PM peak period annual growth factors, respectively, to 2015 Existing Conditions to estimate 2020 No-Build ONs/OFFs by station.

2020 Build

- 2020 Build includes one additional westbound train and eight additional eastbound trains during the four hour AM peak period and one additional eastbound and eight additional westbound trains during the four hour PM peak period:

- Assume no measurable change in peak period, peak direction ridership.
- For AM peak period eastbound ridership, apply a 17 percent growth factor to account for increased eastbound service frequency (Reverse Peak service). This growth factor is based on experience with the Port Washington branch, where off-peak service was added in both directions (from hourly to half-hourly service), resulting in a 17 percent increase in ridership. This scale of improvement is comparable to the increased eastbound AM peak period service for the LIRR Expansion Project and serves as a proxy for ridership sensitivity to the eight new AM peak period eastbound trains and eight new PM peak period westbound trains.
- Apply AM and PM peak period annual growth factors, respectively, to 2015 Existing Conditions to estimate 2020 Build ONs/OFFs by station.

2040 No Build

- Includes East Side Access (ESA), but not the LIRR Expansion Project
- Follows same methodology as the 2020 No-Build, applying a growth factor to 2020 No-Build with added growth for East Side Access (20% in 2023-2024, see Table 1).
- Apply AM and PM annual growth factors, respectively, to 2015 Existing Conditions to estimate 2040 No-Build ONs/OFFs by station.

2040 Build

- To 2040 No-Build, add 17% growth to account for increased eastbound AM and westbound PM peak period service (eight new trains).
- Apply AM and PM peak period annual growth factors, respectively, to 2015 Existing Conditions to estimate 2040 Build ONs/OFFs by station.

Traffic Analysis

The development and implementation of the ridership methodology has been a collaborative effort primarily between AECOM/Gannett Fleming, VHB, and LIRR. The next steps to be taken by VHB will involve converting the ridership data (ONs/OFFs) at each station into vehicular trips for assignment to the roadway network for traffic analysis. This will be accomplished by assuming an average occupancy rate for each type of vehicular trip (i.e., drive-alone, carpool, taxi/dropped-off, etc.), then completing the division.

Ridership Forecasts and Mode of Access Analysis

Ridership by Station

Table 1 consolidates the systemwide ridership projections received from LIRR in Attachments 1 and 1A, used as the basis for developing 2015 Existing, 2020 No Build, 2020 Build, 2040 No Build, and 2040 Build Conditions at each of the seven study area stations. These data cover both AM and PM 4-hour peak periods, for both westbound and eastbound travel. Data and analysis in the document were not

rounded and therefore may vary slightly from data presented in the LIRR Expansion Project Draft Environmental Impact Statement (Chapter 10).

Table 1: Overall Ridership in the Study Area

	2015 Base		2020 No-Build (w/o ESA)		2020 Build (w/o ESA)		2040 No-Build (w/ ESA)		2040 Build (w/ ESA)	
Time Period	West- bound	East- bound	West- bound	East- bound	West- bound	East- bound	West- bound	East- bound	West- bound	East- bound
AM Peak Period	45,600	5,060	48,648	5,398	48,648	6,313	76,238	6,992	76,238	8,235
PM Peak Period	5,600	37,190	6,083	40,395	7,117	40,395	8,466	67,472	9,906	67,472

Source: LIRR 2015

Table 2 presents 2020 No Build, 2020 Build, 2040 No Build, and 2040 Build peak hour ridership estimates for each of the seven stations in the Study Area (for calculations see Ridership Summary tab). Ridership projections cover boardings (ONs) and alightings (OFFs) for the westbound AM peak and PM reverse peak periods and for the eastbound PM peak and AM reverse peak periods. These projections were developed in a two-step process:

- 1) Using the LIRR 2014 station-based 4-hour peak period boardings and alightings (shown in Attachment 1), values were inflated by one year to 2015 and then multiplied by a peak hour factor, in order to focus on the one hour timeframe needed for traffic analysis at each station. Peak hour factors were developed using the LIRR ridership by arrival time at each station data in Attachment 5. For each of the morning and evening peak hours, the four consecutive 15-minute time increments with the highest number of boardings (morning) or alightings (evening) were totaled to determine the respective peak hour factor. It should be noted that this method results in a conservative estimate of boardings and alightings, since peak ridership hours typically occur before (morning) and after (evening) the respective traffic peak hours.
- 2) Based on forecast growth for morning and evening peak periods by direction (as presented in Table 1, a set of growth factors were developed to then forecast ons/off by station by time of day and direction. Table 2 presents the 2020 and 2040 No Build and Build Ridership by Station.

Table 2: No Build and Build Ridership Forecasts by Station

2020 No Build Peak Hour Ridership Projections (without ESA)								2020 Build Peak Hour Ridership Projections (without ESA)									
Station	Westbound				Eastbound				Station	Westbound				Eastbound			
	AM Peak		PM Reverse Peak		AM Reverse Peak		PM Peak			AM Peak		PM Reverse Peak		AM Reverse Peak		PM Peak	
	On	Off	On	Off	On	Off	On	Off		On	Off	On	Off	On	Off	On	Off
Floral Park	509	4	42	5	11	29	2	418	Floral Park	509	4	49	5	13	34	2	418
New Hyde Park	624	24	69	22	12	44	26	544	New Hyde Park	624	24	81	25	14	52	26	544
Merillon Avenue	298	6	32	9	2	15	9	261	Merillon Avenue	298	6	38	10	3	18	9	261
Mineola	1,422	315	402	92	68	348	248	994	Mineola	1,422	315	471	108	79	407	248	994
Carle Place	140	2	20	5	1	15	4	107	Carle Place	140	2	23	6	2	17	4	107
Westbury	538	25	79	18	12	116	19	453	Westbury	538	25	93	22	14	136	19	453
Hicksville	2,739	336	430	78	87	349	276	2,225	Hicksville	2,739	336	503	92	101	408	276	2,225
Total	6,270	713	1,076	229	193	916	584	5,003	Total	6,270	713	1,258	268	225	1,072	584	5,003
2040 No Build Peak Hour Ridership Projections (with ESA)								2040 Build Peak Hour Ridership Projections (with ESA)									
Station	Westbound				Eastbound				Station	Westbound				Eastbound			
	AM Peak		PM Reverse Peak		AM Reverse Peak		PM Peak			AM Peak		PM Reverse Peak		AM Reverse Peak		PM Peak	
	On	Off	On	Off	On	Off	On	Off		On	Off	On	Off	On	Off	On	Off
Floral Park	798	6	59	6	15	38	3	698	Floral Park	798	6	69	7	17	44	3	698
New Hyde Park	978	38	97	30	15	58	43	909	New Hyde Park	978	38	113	35	18	68	43	909
Merillon Avenue	466	10	45	12	3	20	14	436	Merillon Avenue	466	10	53	14	4	24	14	436
Mineola	2,229	494	560	129	88	451	414	1,660	Mineola	2,229	494	655	150	104	531	414	1,660
Carle Place	219	4	27	7	2	19	7	179	Carle Place	219	4	32	8	2	22	7	179
Westbury	843	40	110	26	15	150	32	757	Westbury	843	40	129	30	18	177	32	757
Hicksville	4,293	527	598	109	112	452	462	3,717	Hicksville	4,293	527	700	128	132	532	462	3,717
Total	9,826	1,118	1,497	319	250	1,187	975	8,356	Total	9,826	1,118	1,752	373	294	1,398	975	8,356

Source: Gannett Fleming/AECOM 2016

Mode of Access/Egress

The 2014 O-D survey conducted by LIRR assessed transportation mode of access for all westbound boarding passengers and for those westbound boarding passengers with the specific purpose of commuting to work, at each of the stations in the Study Area (see Attachments 3 and 4). These data were used to quantify the fraction of passengers arriving at each station for the following modes: 1) Carpooled and parked, 2) Drove alone and parked, 3) Other/Subway/Not applicable, 4) Bus, 5) Taxi/Dropped off, and 6) Walk/Bicycle.

The 2014 LIRR O-D survey provides information about westbound boarding passengers. Westbound AM travel was the focus of the survey and supports the significance of the LIRR commuter rail service for passengers living in Long Island and working in Manhattan. In general, passengers that drive, take the bus, or walk (or use another mode) to the rail station in the morning, then return to drive, take the bus, or walk (or use another mode) home in the evening. However, in the relatively recent past, a growing number of passengers have been using the LIRR system for more non-traditional commute trips. In other words, a growing number of riders use the LIRR system to access jobs not in Manhattan, but in a variety of locations, including further east from where they live, in Long Island.

In general, the fractions developed based on arrival mode of “all” westbound boarding passengers were used in specifying mode of access/egress for 2020 and 2040 No Build and Build Conditions (see Table 3). Where the fractions for westbound “commute trips only” have been used, this decision was based on recent observations of passenger behavior at Study Area stations. Again, it should be noted that assumptions for this analysis were made conservatively to estimate potential traffic impacts at Study Area stations.

Table 3: 2014 O-D Mode of Access

2014 OD Survey: Mode of Access																	
AM Peak (Westbound) Ons									PM Reverse Peak (Westbound) Ons								
Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total	Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total
Mode									Mode								
Carpooled and Parked	20	62	23	147	8	75	277	612	Carpooled and Parked	5	6	0	56	0	0	52	119
Drove Alone and Parked	418	492	177	1,633	99	712	4,065	7,596	Drove Alone and Parked	22	18	19	181	0	17	219	476
Other/Subway/NA	5	16	0	13	0	7	20	61	Other/Subway/NA	0	12	0	73	4	20	40	149
Bus	3	22	0	58	0	0	97	180	Bus/Shuttle Bus	0	35	9	183	16	0	144	387
Taxi/Dropped Off	193	425	180	581	55	271	941	2,646	Taxi/Dropped Off	21	51	18	265	0	95	314	764
Walk/Bicycle	468	414	235	554	137	146	218	2,172	Walk/Bicycle	52	62	25	341	22	50	229	781
Total	1,107	1,431	615	2,986	299	1,211	5,618	13,267	Total	100	184	71	1,099	42	182	998	2,676
AM Peak (Westbound) Ons - Percent Boardings by mode									PM Reverse Peak (Westbound) Ons - Percent Boardings by mode								
Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Average by Mode	Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Average by Mode
Mode Fraction									Mode Fraction								
Carpooled and Parked	2%	4%	4%	5%	3%	6%	5%	4%	Carpooled and Parked	5%	3%	0%	5%	0%	0%	5%	3%
Drove Alone and Parked	38%	34%	29%	55%	33%	59%	72%	46%	Drove Alone and Parked	22%	10%	27%	16%	0%	9%	22%	15%
Other/Subway/NA	0%	1%	0%	0%	0%	1%	0%	0%	Other/Subway/NA	0%	7%	0%	7%	10%	11%	4%	5%
Bus	0%	2%	0%	2%	0%	0%	2%	1%	Bus/Shuttle Bus	0%	19%	13%	17%	38%	0%	14%	14%
Taxi/Dropped Off	17%	30%	29%	19%	18%	22%	17%	22%	Taxi/Dropped Off	21%	28%	25%	24%	0%	52%	31%	26%
Walk/Bicycle	42%	29%	38%	19%	46%	12%	4%	27%	Walk/Bicycle	52%	34%	35%	31%	52%	27%	23%	36%
Total	100%	100%	100%	100%	100%	100%	100%	100%	Total	100%	100%	100%	100%	100%	100%	100%	100%
PM Reverse Peak (Westbound) Ons for Commutation Only																	
Assumed for AM Reverse Peak (Eastbound) Offs																	
Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total									
Mode																	
Carpooled and Parked	0	0	0	18	0	0	18	36									
Drove Alone and Parked	2	18	9	78	0	9	118	234									
Other/Subway/NA	0	6	0	73	4	7	34	124									
Bus/Shuttle Bus	0	35	9	164	16	0	141	365									
Taxi/Dropped Off	4	27	0	160	0	67	179	437									
Walk/Bicycle	44	50	7	267	18	43	166	595									
Total	50	136	25	760	38	126	656	1791									
Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Average by Mode									
Mode Fraction																	
Carpooled and Parked	0%	0%	0%	2%	0%	0%	3%	1%									
Drove Alone and Parked	4%	13%	36%	10%	0%	7%	18%	13%									
Other/Subway/NA	0%	4%	0%	10%	11%	6%	5%	5%									
Bus/Shuttle Bus	0%	26%	36%	22%	42%	0%	21%	21%									
Taxi/Dropped Off	8%	20%	0%	21%	0%	53%	27%	18%									
Walk/Bicycle	88%	37%	28%	35%	47%	34%	25%	42%									
Total	100%	100%	100%	100%	100%	100%	100%	100%									

Source: Gannett Fleming/AECOM 2016

Consistent with the projections shown in Table 2, for the 2020 No Build, 2020 Build, 2040 No Build, and 2040 Build Conditions, mode of access has been calculated for eight combinations of direction and peak period (Morning Peak Westbound Ons, Morning Reverse Peak Eastbound Ons, Evening Peak Eastbound Ons, Evening Reverse Peak Westbound Ons, Evening Peak Eastbound Offs, Evening Reverse Peak Westbound Offs, Morning Peak Westbound Offs, and Morning Reverse Peak Eastbound Offs) (see Tables 4 - 7). The complete set of 32 tables has been created simply by multiplying individual columns of data in Table 2 by the mode of access fractions in Table 3.

For traffic analysis at the Study Area stations, it is necessary to look at the incremental change in passengers, and ultimately traffic, compared to the existing levels in 2015. To do that, it is necessary to create a set of tables for 2015 Existing Conditions consistent with those shown in Tables 4 - 7. Table 8 presents the 2015 Total Ons/Offs and serves as the basis for then estimating the incremental change in 2020 and 2040 No Build and Build conditions when compared to 2015. Tables 9 – 12 present the incremental change in Ons/Offs for each of the future year conditions. For example, Table 9 shows the incremental change of 393 in Morning Peak Westbound Ons, estimated as the difference between the 2015 Morning Peak Westbound Ons value of 5877 and the 2020 No Build Condition value of 6270 as presented in Table 4.

Once the incremental change in passenger boardings and alightings has been determined, a final step was completed, simply to reduce the overall number of tables for each of the No Build and Build Conditions. Traffic analysis in the area near a station relies on the number of passengers arriving and leaving the station, but not on the direction the passengers go to or come from on the train. Therefore, tables for passengers arriving at the station (to board the train) have been added together and tables for passengers leaving the station (alighting from the train) have been added together, thereby cutting the number of summary tables for each No Build and Build Condition in half (see Tables 13 - 17).

The next step in the process involves converting the ridership data (ONs and OFFs) at each station into vehicular trips for assignment to the roadway network for traffic analysis (see Chapter 10, Traffic for discussion of this process).

Table 4: 2020 No Build (without ESA) by Mode of Access by Time Period and Direction

2020 No Build Ridership Projections (without ESA) by Mode of Access/Egress									2020 No Build Ridership Projections (without ESA) by Mode of Access/Egress								
AM Peak Westbound Ons									AM Reverse Peak Eastbound Ons								
Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total	Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total
Mode									Mode								
Carpooled and Parked	9	27	11	70	4	33	135	289	Carpooled and Parked	1	0	0	3	0	0	5	9
Drove Alone and Parked	192	214	86	778	46	316	1982	3615	Drove Alone and Parked	2	1	1	11	0	1	19	36
Other/Subway/NA	2	7	0	6	0	3	10	28	Other/Subway/NA	0	1	0	5	0	1	3	10
Bus/Shuttle Bus	1	10	0	28	0	0	47	86	Bus/Shuttle Bus	0	2	0	11	1	0	12	27
Taxi/Dropped Off	89	185	87	277	26	120	459	1243	Taxi/Dropped Off	2	3	1	16	0	6	27	56
Walk/Bicycle	215	180	114	264	64	65	106	1009	Walk/Bicycle	6	4	1	21	1	3	20	55
Total	509	624	298	1422	140	538	2739	6270	Total	11	12	2	68	1	12	87	193
PM Peak Eastbound Ons									PM Reverse Peak Westbound Ons								
Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total	Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total
Mode									Mode								
Carpooled and Parked	0	1	0	12	0	1	14	29	Carpooled and Parked	2	2	0	21	0	0	22	45
Drove Alone and Parked	1	9	2	136	1	11	200	360	Drove Alone and Parked	9	7	9	66	0	7	94	193
Other/Subway/NA	0	0	0	1	0	0	1	2	Other/Subway/NA	0	5	0	27	2	9	17	59
Bus/Shuttle Bus	0	0	0	5	0	0	5	10	Bus/Shuttle Bus	0	13	4	67	8	0	62	154
Taxi/Dropped Off	0	8	3	48	1	4	46	110	Taxi/Dropped Off	9	19	8	97	0	41	135	310
Walk/Bicycle	1	7	3	46	2	2	11	72	Walk/Bicycle	22	23	11	125	10	22	99	312
Total	2	26	9	248	4	19	276	584	Total	42	69	32	402	20	79	430	1074

2020 No Build Ridership Projections (without ESA) by Mode of Access/Egress									2020 No Build Ridership Projections (without ESA) by Mode of Access/Egress								
PM Peak Eastbound Offs									PM Reverse Peak Westbound Offs								
Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total	Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total
Mode									Mode								
Carpooled and Parked	8	24	10	49	3	28	110	230	Carpooled and Parked	0	1	0	5	0	0	4	10
Drove Alone and Parked	158	187	75	544	35	266	1610	2876	Drove Alone and Parked	1	2	2	15	0	2	17	40
Other/Subway/NA	2	6	0	4	0	3	8	23	Other/Subway/NA	0	1	0	6	0	2	3	13
Bus/Shuttle Bus	1	8	0	19	0	0	38	67	Bus/Shuttle Bus	0	4	1	15	2	0	11	34
Taxi/Picked Up	73	162	76	193	20	101	373	998	Taxi/Picked Up	1	6	2	22	0	10	25	66
Walk/Bicycle	177	157	100	184	49	55	86	808	Walk/Bicycle	2	7	3	29	3	5	18	67
Total	418	544	261	994	107	453	2225	5003	Total	5	22	9	92	5	18	78	229
AM Peak Westbound Offs									AM Reverse Peak Eastbound Offs								
Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total	Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total
Mode									Mode								
Carpooled and Parked	0	1	0	16	0	2	17	35	Carpooled and Parked	0	0	0	8	0	0	10	18
Drove Alone and Parked	1	8	2	172	1	15	243	443	Drove Alone and Parked	1	6	6	36	0	8	63	119
Other/Subway/NA	0	0	0	1	0	0	1	3	Other/Subway/NA	0	2	0	33	2	6	18	61
Bus/Shuttle Bus	0	0	0	6	0	0	6	12	Bus/Shuttle Bus	0	11	6	75	6	0	75	173
Taxi/Picked Up	1	7	2	61	0	6	56	133	Taxi/Picked Up	2	9	0	73	0	62	95	241
Walk/Bicycle	2	7	2	59	1	3	13	87	Walk/Bicycle	26	16	4	122	7	40	88	303
Total	4	24	6	315	2	25	336	713	Total	29	44	15	348	15	116	349	916

Source: Gannett Fleming/AECOM 2016

Table 5: 2020 Build (without ESA) by Mode of Access by Time Period and Direction

2020 Build Ridership Projections (without ESA) by Mode of Access/Egress									2020 Build Ridership Projections (without ESA) by Mode of Access/Egress								
AM Peak Westbound Ons									AM Reverse Peak Eastbound Ons								
Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total	Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total
Mode									Mode								
Carpooled and Parked	9	27	11	70	4	33	135	289	Carpooled and Parked	1	0	0	4	0	0	5	10
Drove Alone and Parked	192	214	86	778	46	316	1982	3615	Drove Alone and Parked	3	1	1	13	0	1	22	42
Other/Subway/NA	2	7	0	6	0	3	10	28	Other/Subway/NA	0	1	0	5	0	2	4	12
Bus/Shuttle Bus	1	10	0	28	0	0	47	86	Bus/Shuttle Bus	0	3	0	13	1	0	15	31
Taxi/Dropped Off	89	185	87	277	26	120	459	1243	Taxi/Dropped Off	3	4	1	19	0	7	32	65
Walk/Bicycle	215	180	114	264	64	65	106	1009	Walk/Bicycle	7	5	1	25	1	4	23	65
Total	509	624	298	1422	140	538	2739	6270	Total	13	14	3	79	2	14	101	225
PM Peak Eastbound Ons									PM Reverse Peak Westbound Ons								
Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total	Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total
Mode									Mode								
Carpooled and Parked	0	1	0	12	0	1	14	29	Carpooled and Parked	2	3	0	24	0	0	26	55
Drove Alone and Parked	1	9	2	136	1	11	200	360	Drove Alone and Parked	11	8	10	78	0	9	110	226
Other/Subway/NA	0	0	0	1	0	0	1	2	Other/Subway/NA	0	5	0	31	2	10	20	69
Bus/Shuttle Bus	0	0	0	5	0	0	5	10	Bus/Shuttle Bus	0	15	5	78	9	0	73	180
Taxi/Dropped Off	0	8	3	48	1	4	46	110	Taxi/Dropped Off	10	23	10	114	0	48	158	363
Walk/Bicycle	1	7	3	46	2	2	11	72	Walk/Bicycle	26	27	13	146	12	25	115	366
Total	2	26	9	248	4	19	276	584	Total	49	81	38	471	23	93	503	1258

2020 Build Ridership Projections (without ESA) by Mode of Access/Egress									2020 Build Ridership Projections (without ESA) by Mode of Access/Egress								
PM Peak Eastbound Offs									PM Reverse Peak Westbound Offs								
Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total	Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total
Mode									Mode								
Carpooled and Parked	8	24	10	49	3	28	110	230	Carpooled and Parked	0	1	0	6	0	0	5	11
Drove Alone and Parked	158	187	75	544	35	266	1610	2876	Drove Alone and Parked	1	2	3	18	0	2	20	46
Other/Subway/NA	2	6	0	4	0	3	8	23	Other/Subway/NA	0	2	0	7	1	2	4	15
Bus/Shuttle Bus	1	8	0	19	0	0	38	67	Bus/Shuttle Bus	0	5	1	18	2	0	13	40
Taxi/Picked Up	73	162	76	193	20	101	373	998	Taxi/Picked Up	1	7	3	26	0	11	29	77
Walk/Bicycle	177	157	100	184	49	55	86	808	Walk/Bicycle	3	9	4	34	3	6	21	78
Total	418	544	261	994	107	453	2225	5003	Total	5	25	10	108	6	22	92	268
AM Peak Westbound Offs									AM Reverse Peak Eastbound Offs								
Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total	Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total
Mode									Mode								
Carpooled and Parked	0	1	0	16	0	2	17	35	Carpooled and Parked	0	0	0	10	0	0	11	21
Drove Alone and Parked	1	8	2	172	1	15	243	443	Drove Alone and Parked	1	7	7	42	0	10	73	140
Other/Subway/NA	0	0	0	1	0	0	1	3	Other/Subway/NA	0	2	0	39	2	8	21	72
Bus/Shuttle Bus	0	0	0	6	0	0	6	12	Bus/Shuttle Bus	0	13	7	88	7	0	88	203
Taxi/Picked Up	1	7	2	61	0	6	56	133	Taxi/Picked Up	3	10	0	86	0	72	111	282
Walk/Bicycle	2	7	2	59	1	3	13	87	Walk/Bicycle	30	19	5	143	8	46	103	355
Total	4	24	6	315	2	25	336	713	Total	34	52	18	407	17	136	408	1072

Source: Gannett Fleming/AECOM 2016

Table 6: 2040 No Build (with ESA) by Mode of Access by Time Period and Direction

2040 No Build Ridership Projections (with ESA) by Mode of Access/Egress									2040 No Build Ridership Projections (with ESA) by Mode of Access/Egress								
AM Peak Westbound Ons									AM Reverse Peak Eastbound Ons								
Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total	Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total
Mode									Mode								
Carpooled and Parked	14	42	17	110	6	52	212	454	Carpooled and Parked	1	0	0	4	0	0	6	12
Drove Alone and Parked	301	336	134	1219	73	495	3106	5665	Drove Alone and Parked	3	1	1	14	0	1	25	46
Other/Subway/NA	4	11	0	10	0	5	15	44	Other/Subway/NA	0	1	0	6	0	2	4	13
Bus/Shuttle Bus	2	15	0	43	0	0	74	135	Bus/Shuttle Bus	0	3	0	15	1	0	16	35
Taxi/Dropped Off	139	290	137	434	40	189	719	1948	Taxi/Dropped Off	3	4	1	21	0	8	35	72
Walk/Bicycle	337	283	178	413	100	102	167	1581	Walk/Bicycle	8	5	1	27	1	4	26	72
Total	798	978	466	2229	219	843	4293	9826	Total	15	15	3	88	2	15	112	250
PM Peak Eastbound Ons									PM Reverse Peak Westbound Ons								
Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total	Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total
Mode									Mode								
Carpooled and Parked	0	2	1	20	0	2	23	48	Carpooled and Parked	3	3	0	29	0	0	31	66
Drove Alone and Parked	1	15	4	227	2	19	334	602	Drove Alone and Parked	13	9	12	92	0	10	131	268
Other/Subway/NA	0	0	0	2	0	0	2	4	Other/Subway/NA	0	6	0	37	3	12	24	82
Bus/Shuttle Bus	0	1	0	8	0	0	8	17	Bus/Shuttle Bus	0	18	6	93	10	0	86	214
Taxi/Dropped Off	0	13	4	81	1	7	77	184	Taxi/Dropped Off	12	27	11	135	0	58	188	432
Walk/Bicycle	1	13	6	77	3	4	18	121	Walk/Bicycle	31	33	16	174	14	30	137	435
Total	3	43	14	414	7	32	462	975	Total	59	97	45	560	27	110	598	1497

2040 No Build Ridership Projections (with ESA) by Mode of Access/Egress									2040 No Build Ridership Projections (with ESA) by Mode of Access/Egress								
PM Peak Eastbound Offs									PM Reverse Peak Westbound Offs								
Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total	Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total
Mode									Mode								
Carpooled and Parked	13	39	16	82	5	47	183	385	Carpooled and Parked	0	1	0	7	0	0	6	14
Drove Alone and Parked	264	312	126	908	59	445	2690	4803	Drove Alone and Parked	1	3	3	21	0	2	24	55
Other/Subway/NA	3	10	0	7	0	4	13	38	Other/Subway/NA	0	2	0	9	1	3	4	18
Bus/Shuttle Bus	2	14	0	32	0	0	64	112	Bus/Shuttle Bus	0	6	2	21	3	0	16	47
Taxi/Picked Up	122	270	128	323	33	169	623	1667	Taxi/Picked Up	1	8	3	31	0	13	34	92
Walk/Bicycle	295	263	167	308	82	91	144	1350	Walk/Bicycle	3	10	4	40	4	7	25	93
Total	698	909	436	1660	179	757	3717	8356	Total	6	30	12	129	7	26	109	319
AM Peak Westbound Offs									AM Reverse Peak Eastbound Offs								
Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total	Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total
Mode									Mode								
Carpooled and Parked	0	2	0	24	0	2	26	55	Carpooled and Parked	0	0	0	11	0	0	12	23
Drove Alone and Parked	2	13	3	270	1	23	381	694	Drove Alone and Parked	2	8	7	46	0	11	81	155
Other/Subway/NA	0	0	0	2	0	0	2	5	Other/Subway/NA	0	3	0	43	2	8	23	80
Bus/Shuttle Bus	0	1	0	10	0	0	9	19	Bus/Shuttle Bus	0	15	7	97	8	0	97	224
Taxi/Picked Up	1	11	3	96	1	9	88	209	Taxi/Picked Up	3	11	0	95	0	80	123	313
Walk/Bicycle	2	11	4	92	2	5	20	136	Walk/Bicycle	33	21	6	158	9	51	114	393
Total	6	38	10	494	4	40	527	1118	Total	38	58	20	451	19	150	452	1187

Source: Gannett Fleming/AECOM 2016

Table 7: 2040 Build (with ESA) by Mode of Access by Time Period and Direction

2040 Build Ridership Projections (with ESA) by Mode of Access/Egress									2040 Build Ridership Projections (with ESA) by Mode of Access/Egress								
AM Peak Westbound Ons									AM Reverse Peak Eastbound Ons								
Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total	Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total
Mode									Mode								
Carpooled and Parked	14	42	17	110	6	52	212	454	Carpooled and Parked	1	1	0	5	0	0	7	14
Drove Alone and Parked	301	336	134	1219	73	495	3106	5665	Drove Alone and Parked	4	2	1	17	0	2	29	54
Other/Subway/NA	4	11	0	10	0	5	15	44	Other/Subway/NA	0	1	0	7	0	2	5	15
Bus/Shuttle Bus	2	15	0	43	0	0	74	135	Bus/Shuttle Bus	0	3	0	17	1	0	19	41
Taxi/Dropped Off	139	290	137	434	40	189	719	1948	Taxi/Dropped Off	4	5	1	25	0	9	42	85
Walk/Bicycle	337	283	178	413	100	102	167	1581	Walk/Bicycle	9	6	1	32	1	5	30	85
Total	798	978	466	2229	219	843	4293	9826	Total	17	18	4	104	2	18	132	294
PM Peak Eastbound Ons									PM Reverse Peak Westbound Ons								
Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total	Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total
Mode									Mode								
Carpooled and Parked	0	2	1	20	0	2	23	48	Carpooled and Parked	3	4	0	33	0	0	36	77
Drove Alone and Parked	1	15	4	227	2	19	334	602	Drove Alone and Parked	15	11	14	108	0	12	154	314
Other/Subway/NA	0	0	0	2	0	0	2	4	Other/Subway/NA	0	7	0	44	3	14	28	96
Bus/Shuttle Bus	0	1	0	8	0	0	8	17	Bus/Shuttle Bus	0	22	7	109	12	0	101	251
Taxi/Dropped Off	0	13	4	81	1	7	77	184	Taxi/Dropped Off	14	31	13	158	0	67	220	505
Walk/Bicycle	1	13	6	77	3	4	18	121	Walk/Bicycle	36	38	19	203	17	35	161	509
Total	3	43	14	414	7	32	462	975	Total	69	113	53	655	32	129	700	1752

2040 Build Ridership Projections (with ESA) by Mode of Access/Egress									2040 Build Ridership Projections (with ESA) by Mode of Access/Egress								
PM Peak Eastbound Offs									PM Reverse Peak Westbound Offs								
Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total	Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total
Mode									Mode								
Carpooled and Parked	13	39	16	82	5	47	183	385	Carpooled and Parked	0	1	0	8	0	0	7	16
Drove Alone and Parked	264	312	126	908	59	445	2690	4803	Drove Alone and Parked	2	3	4	25	0	3	28	64
Other/Subway/NA	3	10	0	7	0	4	13	38	Other/Subway/NA	0	2	0	10	1	3	5	21
Bus/Shuttle Bus	2	14	0	32	0	0	64	112	Bus/Shuttle Bus	0	7	2	25	3	0	18	55
Taxi/Picked Up	122	270	128	323	33	169	623	1667	Taxi/Picked Up	2	10	4	36	0	16	40	107
Walk/Bicycle	295	263	167	308	82	91	144	1350	Walk/Bicycle	4	12	5	47	4	8	29	109
Total	698	909	436	1660	179	757	3717	8356	Total	7	35	14	150	8	30	128	373
AM Peak Westbound Offs									AM Reverse Peak Eastbound Offs								
Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total	Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total
Mode									Mode								
Carpooled and Parked	0	2	0	24	0	2	26	55	Carpooled and Parked	0	0	0	13	0	0	15	27
Drove Alone and Parked	2	13	3	270	1	23	381	694	Drove Alone and Parked	2	9	8	55	0	13	96	182
Other/Subway/NA	0	0	0	2	0	0	2	5	Other/Subway/NA	0	3	0	51	2	10	28	94
Bus/Shuttle Bus	0	1	0	10	0	0	9	19	Bus/Shuttle Bus	0	17	8	115	9	0	114	264
Taxi/Picked Up	1	11	3	96	1	9	88	209	Taxi/Picked Up	4	13	0	112	0	94	145	368
Walk/Bicycle	2	11	4	92	2	5	20	136	Walk/Bicycle	39	25	7	187	10	60	135	463
Total	6	38	10	494	4	40	527	1118	Total	44	68	24	531	22	177	532	1398

Source: Gannett Fleming/AECOM 2016

Table 8: 2015 – Total Ridership by Mode of Access, Time Period, and Direction

2015 Existing Ridership by Mode of Access/Egress									2015 Existing Ridership by Mode of Access/Egress								
AM Peak Westbound Ons									AM Reverse Peak Eastbound Ons								
Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total	Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total
Mode									Mode								
Carpooled and Parked	9	25	10	66	4	31	127	271	Carpooled and Parked	1	0	0	3	0	0	4	8
Drove Alone and Parked	180	201	80	729	43	296	1858	3388	Drove Alone and Parked	2	1	1	10	0	1	18	33
Other/Subway/NA	2	7	0	6	0	3	9	27	Other/Subway/NA	0	1	0	4	0	1	3	10
Bus/Shuttle Bus	1	9	0	26	0	0	44	81	Bus/Shuttle Bus	0	2	0	11	1	0	12	25
Taxi/Dropped Off	83	174	82	259	24	113	430	1165	Taxi/Dropped Off	2	3	1	15	0	6	26	52
Walk/Bicycle	202	169	107	247	60	61	100	945	Walk/Bicycle	5	4	1	20	1	3	19	52
Total	477	585	279	1333	131	504	2568	5877	Total	11	11	2	64	1	11	81	181
PM Peak Eastbound Ons									PM Reverse Peak Westbound Ons								
Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total	Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total
Mode									Mode								
Carpooled and Parked	0	1	0	11	0	1	13	26	Carpooled and Parked	2	2	0	19	0	0	21	44
Drove Alone and Parked	1	8	2	125	1	10	184	332	Drove Alone and Parked	9	6	8	61	0	7	87	178
Other/Subway/NA	0	0	0	1	0	0	1	2	Other/Subway/NA	0	4	0	25	2	8	16	54
Bus/Shuttle Bus	0	0	0	4	0	0	4	9	Bus/Shuttle Bus	0	12	4	62	7	0	57	142
Taxi/Dropped Off	0	7	2	44	1	4	43	101	Taxi/Dropped Off	8	18	8	89	0	38	125	285
Walk/Bicycle	1	7	3	42	2	2	10	67	Walk/Bicycle	20	22	11	115	10	20	91	288
Total	2	24	8	228	4	18	254	538	Total	39	64	30	371	18	73	396	990
2015 Existing Ridership by Mode of Access/Egress									2015 Existing Ridership by Mode of Access/Egress								
PM Peak Eastbound Offs									PM Reverse Peak Westbound Offs								
Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total	Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total
Mode									Mode								
Carpooled and Parked	7	22	9	45	3	26	101	212	Carpooled and Parked	0	1	0	4	0	0	4	9
Drove Alone and Parked	145	172	69	500	33	245	1482	2648	Drove Alone and Parked	1	2	2	14	0	2	16	36
Other/Subway/NA	2	6	0	4	0	2	7	21	Other/Subway/NA	0	1	0	6	0	2	3	12
Bus/Shuttle Bus	1	8	0	18	0	0	35	62	Bus/Shuttle Bus	0	4	1	14	2	0	10	31
Taxi/Picked Up	67	149	70	178	18	93	343	919	Taxi/Picked Up	1	6	2	21	0	9	23	61
Walk/Bicycle	163	145	92	170	45	50	80	744	Walk/Bicycle	2	7	3	26	2	5	17	62
Total	385	501	240	915	99	417	2049	4606	Total	4	20	8	85	5	17	72	211
AM Peak Westbound Offs									AM Reverse Peak Eastbound Offs								
Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total	Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total
Mode									Mode								
Carpooled and Parked	0	1	0	15	0	1	16	33	Carpooled and Parked	0	0	0	8	0	0	9	17
Drove Alone and Parked	1	8	2	162	1	14	228	415	Drove Alone and Parked	1	6	5	33	0	8	59	112
Other/Subway/NA	0	0	0	1	0	0	1	3	Other/Subway/NA	0	2	0	31	1	6	17	58
Bus/Shuttle Bus	0	0	0	6	0	0	5	12	Bus/Shuttle Bus	0	11	5	70	6	0	70	162
Taxi/Picked Up	1	7	2	58	0	5	53	125	Taxi/Picked Up	2	8	0	69	0	58	89	226
Walk/Bicycle	1	7	2	55	1	3	12	81	Walk/Bicycle	24	15	4	115	6	37	83	284
Total	4	23	6	296	2	24	315	668	Total	27	42	14	326	14	109	327	859

Source: Gannett Fleming/AECOM 2016.

Table 9: 2020 No Build – Incremental Ridership by Mode of Access, Time Period, and Direction

2020 No-Build Ridership (without ESA) Increment by Mode of Access/Egress									2020 No-Build Ridership (without ESA) Increment by Mode of Access/Egress								
AM Peak Westbound Ons									AM Reverse Peak Eastbound Ons								
Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total	Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total
Mode									Mode								
Carpooled and Parked	1	2	1	4	0	2	8	18	Carpooled and Parked	0	0	0	0	0	0	0	1
Drove Alone and Parked	12	13	5	49	3	20	124	226	Drove Alone and Parked	0	0	0	1	0	0	1	2
Other/Subway/NA	0	0	0	0	0	0	1	2	Other/Subway/NA	0	0	0	0	0	0	0	1
Bus/Shuttle Bus	0	1	0	2	0	0	3	5	Bus/Shuttle Bus	0	0	0	1	0	0	1	2
Taxi/Picked Up	6	12	5	17	2	8	29	78	Taxi/Picked Up	0	0	0	1	0	0	2	4
Walk/Bicycle	13	11	7	17	4	4	7	63	Walk/Bicycle	0	0	0	1	0	0	1	3
Total	32	39	19	89	9	34	172	393	Total	1	1	0	4	0	1	5	12
PM Peak Eastbound Ons									PM Reverse Peak Westbound Ons								
Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total	Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total
Mode									Mode								
Carpooled and Parked	0	0	0	1	0	0	1	2	Carpooled and Parked	0	0	0	2	0	0	2	4
Drove Alone and Parked	0	1	0	11	0	1	16	29	Drove Alone and Parked	1	1	1	5	0	1	7	15
Other/Subway/NA	0	0	0	0	0	0	0	0	Other/Subway/NA	0	0	0	2	0	1	1	5
Bus/Shuttle Bus	0	0	0	0	0	0	0	1	Bus/Shuttle Bus	0	1	0	5	1	0	5	12
Taxi/Picked Up	0	1	0	4	0	0	4	9	Taxi/Picked Up	1	2	1	8	0	3	11	25
Walk/Bicycle	0	1	0	4	0	0	1	6	Walk/Bicycle	2	2	1	10	1	2	8	25
Total	0	2	1	20	0	2	22	46	Total	3	6	3	32	2	6	34	85

2020 No-Build Ridership (without ESA) Increment by Mode of Access/Egress									2020 No-Build Ridership (without ESA) Increment by Mode of Access/Egress								
PM Peak Eastbound Offs									PM Reverse Peak Westbound Offs								
Station	Floral Park	New Hyde	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total	Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total
Mode									Mode								
Carpooled and Parked	1	2	1	4	0	2	9	18	Carpooled and Parked	0	0	0	0	0	0	0	1
Drove Alone and Parked	13	15	6	43	3	21	128	228	Drove Alone and Parked	0	0	0	1	0	0	1	3
Other/Subway/NA	0	0	0	0	0	0	1	2	Other/Subway/NA	0	0	0	0	0	0	0	1
Bus/Shuttle Bus	0	1	0	2	0	0	3	5	Bus/Shuttle Bus	0	0	0	1	0	0	1	3
Taxi/Picked Up	6	13	6	15	2	8	30	79	Taxi/Picked Up	0	0	0	2	0	1	2	5
Walk/Bicycle	14	12	8	15	4	4	7	64	Walk/Bicycle	0	1	0	2	0	0	1	5
Total	33	43	21	79	9	36	177	397	Total	0	2	1	7	0	1	6	18
AM Peak Westbound Offs									AM Reverse Peak Eastbound Offs								
Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total	Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total
Mode									Mode								
Carpooled and Parked	0	0	0	1	0	0	1	2	Carpooled and Parked	0	0	0	1	0	0	1	1
Drove Alone and Parked	0	1	0	11	0	1	15	28	Drove Alone and Parked	0	0	0	2	0	1	4	7
Other/Subway/NA	0	0	0	0	0	0	0	0	Other/Subway/NA	0	0	0	2	0	0	1	4
Bus/Shuttle Bus	0	0	0	0	0	0	0	1	Bus/Shuttle Bus	0	1	0	5	0	0	5	11
Taxi/Picked Up	0	0	0	4	0	0	4	8	Taxi/Picked Up	0	1	0	5	0	4	6	15
Walk/Bicycle	0	0	0	4	0	0	1	5	Walk/Bicycle	2	1	0	8	0	2	6	19
Total	0	2	0	20	0	2	21	45	Total	2	3	1	22	1	7	22	57

Source: Gannett Fleming/AECOM 2016

Table 10: 2020 Build – Incremental Ridership by Mode of Access, Time Period, and Direction

2020 Build Ridership (without ESA) Increment by Mode of Access/Egress									2020 Build Ridership (without ESA) Increment by Mode of Access/Egress								
AM Peak Westbound Ons									AM Reverse Peak Eastbound Ons								
Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total	Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total
Mode									Mode								
Carpooled and Parked	0	0	0	0	0	0	0	0	Carpooled and Parked	0	0	0	1	0	0	1	2
Drove Alone and Parked	0	0	0	0	0	0	0	0	Drove Alone and Parked	0	0	0	2	0	0	3	6
Other/Subway/NA	0	0	0	0	0	0	0	0	Other/Subway/NA	0	0	0	1	0	0	1	2
Bus/Shuttle Bus	0	0	0	0	0	0	0	0	Bus/Shuttle Bus	0	0	0	2	0	0	2	5
Taxi/Picked Up	0	0	0	0	0	0	0	0	Taxi/Picked Up	0	1	0	3	0	1	5	9
Walk/Bicycle	0	0	0	0	0	0	0	0	Walk/Bicycle	1	1	0	4	0	1	3	9
Total	0	0	0	0	0	0	0	0	Total	2	2	0	12	0	2	15	33
PM Peak Eastbound Ons									PM Reverse Peak Westbound Ons								
Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total	Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total
Mode									Mode								
Carpooled and Parked	0	0	0	0	0	0	0	0	Carpooled and Parked	0	0	0	3	0	0	4	8
Drove Alone and Parked	0	0	0	0	0	0	0	0	Drove Alone and Parked	2	1	1	11	0	1	16	33
Other/Subway/NA	0	0	0	0	0	0	0	0	Other/Subway/NA	0	1	0	5	0	1	3	10
Bus/Shuttle Bus	0	0	0	0	0	0	0	0	Bus/Shuttle Bus	0	2	1	11	1	0	11	26
Taxi/Picked Up	0	0	0	0	0	0	0	0	Taxi/Picked Up	2	3	1	16	0	7	23	53
Walk/Bicycle	0	0	0	0	0	0	0	0	Walk/Bicycle	4	4	2	21	2	4	17	53
Total	0	0	0	0	0	0	0	0	Total	7	12	6	68	3	13	73	183
2020 Build Ridership (without ESA) Increment by Mode of Access/Egress									2020 Build Ridership (without ESA) Increment by Mode of Access/Egress								
PM Peak Eastbound Offs									PM Reverse Peak Westbound Offs								
Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total	Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total
Mode									Mode								
Carpooled and Parked	0	0	0	0	0	0	0	0	Carpooled and Parked	0	0	0	1	0	0	1	2
Drove Alone and Parked	0	0	0	0	0	0	0	0	Drove Alone and Parked	0	0	0	3	0	0	3	7
Other/Subway/NA	0	0	0	0	0	0	0	0	Other/Subway/NA	0	0	0	1	0	0	1	2
Bus/Shuttle Bus	0	0	0	0	0	0	0	0	Bus/Shuttle Bus	0	1	0	3	0	0	2	6
Taxi/Picked Up	0	0	0	0	0	0	0	0	Taxi/Picked Up	0	1	0	4	0	2	4	11
Walk/Bicycle	0	0	0	0	0	0	0	0	Walk/Bicycle	0	1	1	5	0	1	3	11
Total	0	0	0	0	0	0	0	0	Total	1	4	1	16	1	3	13	39
AM Peak Westbound Offs									AM Reverse Peak Eastbound Offs								
Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total	Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total
Mode									Mode								
Carpooled and Parked	0	0	0	0	0	0	0	0	Carpooled and Parked	0	0	0	1	0	0	2	3
Drove Alone and Parked	0	0	0	0	0	0	0	0	Drove Alone and Parked	0	1	1	6	0	1	11	20
Other/Subway/NA	0	0	0	0	0	0	0	0	Other/Subway/NA	0	0	0	6	0	1	3	10
Bus/Shuttle Bus	0	0	0	0	0	0	0	0	Bus/Shuttle Bus	0	2	1	13	1	0	13	29
Taxi/Picked Up	0	0	0	0	0	0	0	0	Taxi/Picked Up	0	1	0	12	0	10	16	41
Walk/Bicycle	0	0	0	0	0	0	0	0	Walk/Bicycle	4	3	1	21	1	7	15	51
Total	0	0	0	0	0	0	0	0	Total	5	8	3	59	2	20	59	155

Source: Gannett Fleming/AECOM 2016.

Table 11: 2040 No Build – Incremental Ridership by Mode of Access, Time Period, and Direction

2040 No-Build Ridership (with ESA) Increment by Mode of Access/Egress									2040 No-Build Ridership (with ESA) Increment by Mode of Access/Egress								
AM Peak Westbound Ons									AM Reverse Peak Eastbound Ons								
Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total	Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total
Mode									Mode								
Carpooled and Parked	5	15	6	40	2	19	77	164	Carpooled and Parked	0	0	0	0	0	0	1	1
Drove Alone and Parked	109	122	49	441	26	179	1124	2050	Drove Alone and Parked	0	0	0	1	0	0	2	4
Other/Subway/NA	1	4	0	4	0	2	6	16	Other/Subway/NA	0	0	0	1	0	0	0	1
Bus/Shuttle Bus	1	5	0	16	0	0	27	49	Bus/Shuttle Bus	0	0	0	1	0	0	2	3
Taxi/Picked Up	50	105	49	157	15	68	260	705	Taxi/Picked Up	0	0	0	2	0	1	3	7
Walk/Bicycle	122	102	64	150	36	37	60	572	Walk/Bicycle	1	0	0	3	0	0	2	7
Total	289	354	169	807	79	305	1554	3556	Total	1	1	0	9	0	1	11	24
PM Peak Eastbound Ons									PM Reverse Peak Westbound Ons								
Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total	Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total
Mode									Mode								
Carpooled and Parked	0	1	0	8	0	1	9	19	Carpooled and Parked	1	1	0	8	0	0	9	19
Drove Alone and Parked	0	6	2	91	1	8	134	242	Drove Alone and Parked	4	3	3	26	0	3	37	76
Other/Subway/NA	0	0	0	1	0	0	1	2	Other/Subway/NA	0	2	0	10	1	3	7	23
Bus/Shuttle Bus	0	0	0	3	0	0	3	7	Bus/Shuttle Bus	0	5	2	26	3	0	24	60
Taxi/Picked Up	0	5	2	32	1	3	31	74	Taxi/Picked Up	3	8	3	38	0	16	53	121
Walk/Bicycle	0	5	2	31	1	2	7	49	Walk/Bicycle	9	9	4	49	4	9	39	122
Total	1	17	6	166	3	13	185	391	Total	17	27	13	158	8	31	168	421

2040 No-Build Ridership (with ESA) Increment by Mode of Access/Egress									2040 No-Build Ridership (with ESA) Increment by Mode of Access/Egress								
PM Peak Eastbound Offs									PM Reverse Peak Westbound Offs								
Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total	Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total
Mode									Mode								
Carpooled and Parked	5	16	7	33	2	19	74	154	Carpooled and Parked	0	0	0	2	0	0	2	4
Drove Alone and Parked	106	125	50	364	24	179	1079	1928	Drove Alone and Parked	0	1	1	6	0	1	7	16
Other/Subway/NA	1	4	0	3	0	2	5	15	Other/Subway/NA	0	1	0	2	0	1	1	5
Bus/Shuttle Bus	1	6	0	13	0	0	26	45	Bus/Shuttle Bus	0	2	0	6	1	0	4	13
Taxi/Picked Up	49	108	51	130	13	68	250	669	Taxi/Picked Up	0	2	1	9	0	4	10	26
Walk/Bicycle	118	106	67	124	33	37	58	542	Walk/Bicycle	1	3	1	11	1	2	7	26
Total	280	365	175	666	72	304	1492	3353	Total	2	9	3	36	2	7	31	90
AM Peak Westbound Offs									AM Reverse Peak Eastbound Offs								
Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total	Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total
Mode									Mode								
Carpooled and Parked	0	1	0	9	0	1	9	20	Carpooled and Parked	0	0	0	2	0	0	3	5
Drove Alone and Parked	1	5	1	98	0	8	138	251	Drove Alone and Parked	0	2	2	11	0	2	19	35
Other/Subway/NA	0	0	0	1	0	0	1	2	Other/Subway/NA	0	1	0	10	0	2	5	18
Bus/Shuttle Bus	0	0	0	3	0	0	3	7	Bus/Shuttle Bus	0	3	2	22	2	0	22	51
Taxi/Picked Up	0	4	1	35	0	3	32	76	Taxi/Picked Up	1	3	0	22	0	18	28	71
Walk/Bicycle	1	4	1	33	1	2	7	49	Walk/Bicycle	8	5	1	36	2	12	26	90
Total	2	14	3	179	1	14	191	404	Total	9	13	5	103	4	34	103	271

Source: Gannett Fleming/AECOM 2016

Table 12: 2040 Build – Incremental Ridership by Mode of Access, Time Period, and Direction

2040 Build Ridership (with ESA) Increment by Mode of Access/Egress									2040 Build Ridership (with ESA) Increment by Mode of Access/Egress								
AM Peak Westbound Ons									AM Reverse Peak Eastbound Ons								
Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total	Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total
Mode									Mode								
Carpooled and Parked	0	0	0	0	0	0	0	0	Carpooled and Parked	0	0	0	1	0	0	1	2
Drove Alone and Parked	0	0	0	0	0	0	0	0	Drove Alone and Parked	1	0	0	3	0	0	4	8
Other/Subway/NA	0	0	0	0	0	0	0	0	Other/Subway/NA	0	0	0	1	0	0	1	2
Bus/Shuttle Bus	0	0	0	0	0	0	0	0	Bus/Shuttle Bus	0	1	0	3	0	0	3	6
Taxi/Picked Up	0	0	0	0	0	0	0	0	Taxi/Picked Up	1	1	0	4	0	1	6	13
Walk/Bicycle	0	0	0	0	0	0	0	0	Walk/Bicycle	1	1	0	5	0	1	5	13
Total	0	0	0	0	0	0	0	0	Total	3	3	1	16	0	3	20	44
PM Peak Eastbound Ons									PM Reverse Peak Westbound Ons								
Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total	Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total
Mode									Mode								
Carpooled and Parked	0	0	0	0	0	0	0	0	Carpooled and Parked	1	1	0	5	0	0	5	11
Drove Alone and Parked	0	0	0	0	0	0	0	0	Drove Alone and Parked	2	2	2	16	0	2	22	46
Other/Subway/NA	0	0	0	0	0	0	0	0	Other/Subway/NA	0	1	0	6	0	2	4	14
Bus/Shuttle Bus	0	0	0	0	0	0	0	0	Bus/Shuttle Bus	0	3	1	16	2	0	15	36
Taxi/Picked Up	0	0	0	0	0	0	0	0	Taxi/Picked Up	2	5	2	23	0	10	32	73
Walk/Bicycle	0	0	0	0	0	0	0	0	Walk/Bicycle	5	6	3	30	2	5	23	74
Total	0	0	0	0	0	0	0	0	Total	10	16	8	95	5	19	102	255
2040 Build Ridership (with ESA) Increment by Mode of Access/Egress									2040 Build Ridership (with ESA) Increment by Mode of Access/Egress								
PM Peak Eastbound Offs									PM Reverse Peak Westbound Offs								
Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total	Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total
Mode									Mode								
Carpooled and Parked	0	0	0	0	0	0	0	0	Carpooled and Parked	0	0	0	1	0	0	1	2
Drove Alone and Parked	0	0	0	0	0	0	0	0	Drove Alone and Parked	0	1	1	4	0	0	4	9
Other/Subway/NA	0	0	0	0	0	0	0	0	Other/Subway/NA	0	0	0	1	0	0	1	3
Bus/Shuttle Bus	0	0	0	0	0	0	0	0	Bus/Shuttle Bus	0	1	0	4	0	0	3	8
Taxi/Picked Up	0	0	0	0	0	0	0	0	Taxi/Picked Up	0	1	1	5	0	2	6	16
Walk/Bicycle	0	0	0	0	0	0	0	0	Walk/Bicycle	1	2	1	7	1	1	4	16
Total	0	0	0	0	0	0	0	0	Total	1	5	2	22	1	4	19	54
AM Peak Westbound Offs									AM Reverse Peak Eastbound Offs								
Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total	Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total
Mode									Mode								
Carpooled and Parked	0	0	0	0	0	0	0	0	Carpooled and Parked	0	0	0	2	0	0	2	4
Drove Alone and Parked	0	0	0	0	0	0	0	0	Drove Alone and Parked	0	1	1	8	0	2	14	27
Other/Subway/NA	0	0	0	0	0	0	0	0	Other/Subway/NA	0	0	0	8	0	1	4	14
Bus/Shuttle Bus	0	0	0	0	0	0	0	0	Bus/Shuttle Bus	0	3	1	17	1	0	17	40
Taxi/Picked Up	0	0	0	0	0	0	0	0	Taxi/Picked Up	1	2	0	17	0	14	22	56
Walk/Bicycle	0	0	0	0	0	0	0	0	Walk/Bicycle	6	4	1	28	2	9	20	70
Total	0	0	0	0	0	0	0	0	Total	7	10	4	80	3	27	80	211

Source: Gannett Fleming/AECOM 2016

Table 13: 2015 - Summary of Ridership Ons/Off By Mode of Access by Time Period and Direction

2015 Ridership by Mode of Access/Egress									2015 Ridership by Mode of Access/Egress								
AM Peak Hour Ons									AM Peak Hour Offs								
Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total	Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total
Mode									Mode								
Carpooled and Parked	9	26	10	69	4	31	131	280	Carpooled and Parked	0	1	0	22	0	1	24	50
Drove Alone and Parked	183	202	81	739	43	297	1876	3422	Drove Alone and Parked	2	13	7	195	1	22	287	527
Other/Subway/NA	2	7	0	10	0	4	12	36	Other/Subway/NA	0	2	0	33	1	6	18	60
Bus/Shuttle Bus	1	11	0	36	1	0	56	106	Bus/Shuttle Bus	0	11	5	76	6	0	76	174
Taxi/Dropped Off	85	177	82	275	24	119	456	1217	Taxi/Dropped Off	3	15	2	126	0	63	142	351
Walk/Bicycle	207	173	107	267	61	64	118	997	Walk/Bicycle	25	22	6	170	7	40	95	365
Total	488	596	281	1397	132	515	2649	6058	Total	31	64	20	622	16	132	642	1527
PM Peak Hour Ons									PM Peak Hour Offs								
Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total	Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total
Mode									Mode								
Carpooled and Parked	2	3	0	30	0	1	33	70	Carpooled and Parked	7	22	9	49	3	26	105	221
Drove Alone and Parked	9	14	10	186	1	17	271	509	Drove Alone and Parked	146	174	71	514	33	247	1498	2684
Other/Subway/NA	0	4	0	26	2	8	17	57	Other/Subway/NA	2	7	0	10	0	4	10	33
Bus/Shuttle Bus	0	13	4	66	7	0	62	151	Bus/Shuttle Bus	1	12	1	32	2	0	46	93
Taxi/Dropped Off	8	25	10	134	1	42	167	387	Taxi/Dropped Off	68	154	72	199	18	102	366	980
Walk/Bicycle	21	28	14	157	11	22	101	354	Walk/Bicycle	165	152	95	196	48	55	96	806
Total	40	88	38	599	22	91	650	1528	Total	389	521	248	1000	103	434	2121	4817

Source: Gannett Fleming/AECOM 2016

Table 14: 2020 No Build - Summary of Ridership by Mode of Access by Time Period and Direction

2020 No-Build Ridership by Mode of Access/Egress									2020 No-Build Ridership by Mode of Access/Egress								
AM Peak Hour Ons									AM Peak Hour Offs								
Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total	Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total
Mode									Mode								
Carpooled and Parked	1	2	1	5	0	2	9	19	Carpooled and Parked	0	0	0	1	0	0	2	3
Drove Alone and Parked	12	14	5	49	3	20	125	229	Drove Alone and Parked	0	1	0	13	0	1	19	35
Other/Subway/NA	0	0	0	1	0	0	1	2	Other/Subway/NA	0	0	0	2	0	0	1	4
Bus/Shuttle Bus	0	1	0	2	0	0	4	7	Bus/Shuttle Bus	0	1	0	5	0	0	5	12
Taxi/Dropped Off	6	12	5	18	2	8	30	81	Taxi/Dropped Off	0	1	0	8	0	4	9	23
Walk/Bicycle	14	12	7	18	4	4	8	67	Walk/Bicycle	2	1	0	11	0	3	6	24
Total	33	40	19	93	9	34	177	405	Total	2	4	1	42	1	9	43	102
PM Peak Hour Ons									PM Peak Hour Offs								
Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total	Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total
Mode									Mode								
Carpooled and Parked	0	0	0	3	0	0	3	6	Carpooled and Parked	1	2	1	4	0	2	9	19
Drove Alone and Parked	1	1	1	16	0	1	23	44	Drove Alone and Parked	13	15	6	44	3	21	129	231
Other/Subway/NA	0	0	0	2	0	1	1	5	Other/Subway/NA	0	1	0	1	0	0	1	3
Bus/Shuttle Bus	0	1	0	6	1	0	5	13	Bus/Shuttle Bus	0	1	0	3	0	0	4	8
Taxi/Dropped Off	1	2	1	12	0	4	14	33	Taxi/Dropped Off	6	13	6	17	2	9	32	84
Walk/Bicycle	2	2	1	14	1	2	9	31	Walk/Bicycle	14	13	8	17	4	5	8	69
Total	3	8	3	52	2	8	56	132	Total	34	45	21	86	9	37	183	415

Source: Gannett Fleming/AECOM 2016

Table 15: 2020 Build - Summary of Ridership Ons/Offs by Mode of Access by Time Period and Direction

2020 Build Ridership by Mode of Access/Egress									2020 Build Ridership by Mode of Access/Egress								
AM Peak Hour Ons									AM Peak Hour Offs								
Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total	Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total
Mode									Mode								
Carpooled and Parked	0	0	0	1	0	0	1	2	Carpooled and Parked	0	0	0	1	0	0	2	3
Drove Alone and Parked	0	0	0	2	0	0	3	6	Drove Alone and Parked	0	1	1	6	0	1	11	20
Other/Subway/NA	0	0	0	1	0	0	1	2	Other/Subway/NA	0	0	0	6	0	1	3	10
Bus/Shuttle Bus	0	0	0	2	0	0	2	5	Bus/Shuttle Bus	0	2	1	13	1	0	13	29
Taxi/Dropped Off	0	1	0	3	0	1	5	9	Taxi/Dropped Off	0	1	0	12	0	10	16	41
Walk/Bicycle	1	1	0	4	0	1	3	9	Walk/Bicycle	4	3	1	21	1	7	15	51
Total	2	2	0	12	0	2	15	33	Total	5	8	3	59	2	20	59	155
PM Peak Hour Ons									PM Peak Hour Offs								
Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total	Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total
Mode									Mode								
Carpooled and Parked	0	0	0	3	0	0	4	8	Carpooled and Parked	0	0	0	1	0	0	1	2
Drove Alone and Parked	2	1	1	11	0	1	16	33	Drove Alone and Parked	0	0	0	3	0	0	3	7
Other/Subway/NA	0	1	0	5	0	1	3	10	Other/Subway/NA	0	0	0	1	0	0	1	2
Bus/Shuttle Bus	0	2	1	11	1	0	11	26	Bus/Shuttle Bus	0	1	0	3	0	0	2	6
Taxi/Dropped Off	2	3	1	16	0	7	23	53	Taxi/Dropped Off	0	1	0	4	0	2	4	11
Walk/Bicycle	4	4	2	21	2	4	17	53	Walk/Bicycle	0	1	1	5	0	1	3	11
Total	7	12	6	68	3	13	73	183	Total	1	4	1	16	1	3	13	39

Source: Gannett Fleming/AECOM 2016

Table 16: 2040 No Build - Summary of Ridership Ons/Off by Mode of Access by Time Period and Direction

2040 No-Build Ridership by Mode of Access/Egress									2040 No-Build Ridership by Mode of Access/Egress								
AM Peak Hour Ons									AM Peak Hour Offs								
Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total	Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total
Mode									Mode								
Carpooled and Parked	5	15	6	40	2	19	77	165	Carpooled and Parked	0	1	0	11	0	1	12	25
Drove Alone and Parked	109	122	49	442	26	179	1127	2055	Drove Alone and Parked	1	6	3	108	0	11	156	286
Other/Subway/NA	1	4	0	4	0	2	6	17	Other/Subway/NA	0	1	0	11	0	2	6	20
Bus/Shuttle Bus	1	6	0	17	0	0	28	52	Bus/Shuttle Bus	0	4	2	26	2	0	25	58
Taxi/Dropped Off	51	105	49	159	15	69	264	712	Taxi/Dropped Off	1	7	1	56	0	21	60	147
Walk/Bicycle	123	103	65	152	36	37	63	579	Walk/Bicycle	8	9	3	69	3	13	33	139
Total	290	355	169	815	80	306	1565	3580	Total	11	27	8	282	6	49	294	675
PM Peak Hour Ons									PM Peak Hour Offs								
Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total	Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total
Mode									Mode								
Carpooled and Parked	1	2	0	16	0	1	18	38	Carpooled and Parked	5	16	7	35	2	19	75	158
Drove Alone and Parked	4	9	5	117	1	11	171	317	Drove Alone and Parked	106	126	51	370	24	179	1086	1943
Other/Subway/NA	0	2	0	11	1	3	7	25	Other/Subway/NA	1	5	0	5	0	3	7	20
Bus/Shuttle Bus	0	5	2	29	3	0	28	67	Bus/Shuttle Bus	1	7	0	19	1	0	30	58
Taxi/Dropped Off	4	13	5	70	1	19	84	195	Taxi/Dropped Off	49	111	52	138	13	72	260	695
Walk/Bicycle	9	14	7	80	5	10	46	171	Walk/Bicycle	119	108	68	135	34	39	65	568
Total	18	45	18	324	10	44	354	813	Total	282	373	178	702	74	311	1522	3443

Source: Gannett Fleming/AECOM 2016

Table 17: 2040 Build - Summary of Ridership Ons/Off by Mode of Access by Time Period and Direction

2040 Build Ridership by Mode of Access/Egress									2040 Build Ridership by Mode of Access/Egress								
AM Peak Hour Ons									AM Peak Hour Offs								
Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total	Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total
Mode									Mode								
Carpooled and Parked	0	0	0	1	0	0	1	2	Carpooled and Parked	0	0	0	2	0	0	2	4
Drove Alone and Parked	1	0	0	3	0	0	4	8	Drove Alone and Parked	0	1	1	8	0	2	14	27
Other/Subway/NA	0	0	0	1	0	0	1	2	Other/Subway/NA	0	0	0	8	0	1	4	14
Bus/Shuttle Bus	0	1	0	3	0	0	3	6	Bus/Shuttle Bus	0	3	1	17	1	0	17	40
Taxi/Dropped Off	1	1	0	4	0	1	6	13	Taxi/Dropped Off	1	2	0	17	0	14	22	56
Walk/Bicycle	1	1	0	5	0	1	5	13	Walk/Bicycle	6	4	1	28	2	9	20	70
Total	3	3	1	16	0	3	20	44	Total	7	10	4	80	3	27	80	211
PM Peak Hour Ons									PM Peak Hour Offs								
Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total	Station	Floral Park	New Hyde Park	Merillon Avenue	Mineola	Carle Place	Westbury	Hicksville	Total
Mode									Mode								
Carpooled and Parked	1	1	0	5	0	0	5	11	Carpooled and Parked	0	0	0	1	0	0	1	2
Drove Alone and Parked	2	2	2	16	0	2	22	46	Drove Alone and Parked	0	1	1	4	0	0	4	9
Other/Subway/NA	0	1	0	6	0	2	4	14	Other/Subway/NA	0	0	0	1	0	0	1	3
Bus/Shuttle Bus	0	3	1	16	2	0	15	36	Bus/Shuttle Bus	0	1	0	4	0	0	3	8
Taxi/Dropped Off	2	5	2	23	0	10	32	73	Taxi/Dropped Off	0	1	1	5	0	2	6	16
Walk/Bicycle	5	6	3	30	2	5	23	74	Walk/Bicycle	1	2	1	7	1	1	4	16
Total	10	16	8	95	5	19	102	255	Total	1	5	2	22	1	4	19	54

Source: Gannett Fleming/AECOM 2016

Ridership Summary

Compared to Existing Conditions, passenger ridership will increase in the 2020 No Build as a result of the opening of the Double Track Project between Ronkonkoma and Farmingdale. Under 2040 No Build Conditions, passenger ridership will increase further, compared to Existing Conditions, due to the opening of the East Side Access Project. However, as shown in Table 2, in comparing 2020 No Build to 2020 Build Conditions and 2040 No Build to 2040 Build Conditions, peak period ridership in the peak direction remains the same, while peak period ridership in the off-peak direction increases. This pattern reflects the passenger rail operations plan developed for the LIRR Expansion Project, in which peak period, peak direction trains increase by only one, while peak period, reverse-peak direction trains increase by eight, during the morning and evening peak periods.

Attachments

- 1. 2014 Ridership by Station and 2015 Ridership by Branch**
- 2. AM Train Based Trend Calculations Backup (Method 1)**
- 2A. PM Train Based Trend Calculations Backup (Method 1)**
- 3. Mode of Access from 2014 OD Survey AM Peak WB and PM Reverse Peak (WB)**
- 4. Trip Purpose Q1 from 2014 OD Survey PM Reverse Peak (WB) for Commutation Only**
- 5. LIRR Westbound Ridership by Station Arrival Time of Day**

Attachment 1 - 2014 Ridership by Station and 2015 Ridership by Branch

Attachment 2

LIRR Expansion Ridership Forecasts - Draft Scenarios

Last

Update: 5/6/16 Revised to include Hempstead Branch Counts

	5-YEAR				Change from 2015		% Change from 2015	
	Existing	Growth	No Build	Build	No	Build	No	Build
	2015	Rate ¹	2020	2020 ²	2020	2020	2020	2020
AM Peak WB	45,600	1.3%	48,648	48,648	3,048	3,048	6.7%	6.7%
AM Peak EB	5,060	1.3%	5,398	6,316	338	1,256	6.7%	24.8%
Total MLC	50,660		54,046	54,963	3,386	4,303	6.7%	8.5%
	25-YEAR				Change from 2015		Change from 2015	
	Existing	Growth	No Build	Build	No	Build	No	Build
	2015	Rate ¹	2040 ³	2040 ⁴	2040	2040	2040	2040
AM Peak WB	45,600	1.3%	76,238	76,238	30,638	30,638	67.2%	67.2%
AM Peak EB	5,060	1.3%	6,992	8,235	1,932	3,175	38.2%	62.7%
Total MLC	50,660		83,230	84,473	32,570	33,813	64.3%	66.7%

Notes / Assumptions:

1. "Growth Rate" is the annual average rate of rate growth from 2011 to 2015 in Westbound AM Peak Ridership. This serves as the background growth rate and is based on LIRR Ridership Books (train counts).
2. 2020 Build Eastbound is 17% greater than 2020 Eastbound No Build, reflecting percent increase in ridership observed when Pt. Washington branch increased off-peak service to half-hourly.
3. 2040 No Build Westbound was increased by an additional 20% in 2023 to account for East Side Access ridership, based on proposed fleet growth. Growth is then assumed to resume at the 1.3% rate from 2023 to 2040.
4. 2040 Build Eastbound was increased by 17% in 2020 (See Note 2), then grown at 1.3% annually until 2040.

Attachment 2A PM Travel

LIRR Expansion Ridership Forecasts - Draft Scenarios

Last

Update: 5/16/16 Includes Hempstead Branch Counts

	5-YEAR				Change from 2015		% Change from 2015	
	Existing	Growth	No Build	Build	No	Build	No	Build
	2015	Rate ¹	2020	2020 ²	2020	2020	2020	2020
PM Peak EB	37,190	1.7%	40,395	40,395	3,205	3,205	8.6%	8.6%
PM Peak WB	5,600	1.7%	6,083	7,117	483	1,517	8.6%	27.1%
Total MLC	42,790		46,478	47,512	3,688	4,722	8.6%	11.0%
	25-YEAR				Change from 2015		Change from 2015	
	Existing	Growth	No Build	Build	No	Build	No	Build
	2015	Rate ¹	2040 ³	2040 ⁴	2040	2040	2040	2040
PM Peak EB	37,190	1.7%	67,472	67,472	30,282	30,282	81.4%	81.4%
PM Peak WB	5,600	1.7%	8,466	9,906	2,866	4,306	51.2%	76.9%
Total MLC	42,790		75,938	77,377	33,148	34,587	77.5%	80.8%

Notes / Assumptions:

1. "Growth Rate" is the annual average rate of growth from 2011 to 2015 in Eastbound PM Peak Ridership. Estimated in the same way as the AM rate of 1.3%, the 1.7 % serves as the background growth rate and is based on LIRR Ridership Books (train counts).
2. 2020 Build Westbound is 17% greater than 2020 Westbound No Build, reflecting percent increase in ridership observed when Pt. Washington branch increased off-peak service to half-hourly.
3. 2040 No Build Eastbound was increased by an additional 20% in 2023 to account for East Side Access ridership, based on proposed fleet growth. Growth is then assumed to resume at the 1.7% rate from 2023 to 2040.
4. 2040 Build Westbound was increased by 17% in 2020 (See Note 2), then grown at 1.7% annually until 2040.

Attachment 3 – Mode of Access to 2014 Origin Station from 2014 OD Survey AM Peak & PM Reverse Peak

AM Peak (WB)

AM Peak WB Ons								
Mode in AM Peak	Floral Park	New Hyde Park	Merillon	Mineola	Carle Place	Westbury	Hicksville	Grand Total
Carpooled and parked	20	62	23	147	8	75	277	611
Drove alone and parked	418	492	177	1,633	99	712	4,065	7,595
Other		2						2
Bicycle	4	7		6			13	29
Bus	3	22		58		-	97	180
Taxi	11	9		21		8	23	73
Subway	-	5		-	-		4	8
Walked	464	407	235	548	137	146	205	2,141
Dropped Off	182	416	180	560	55	264	918	2,576
NA	5	9	-	13	0	7	16	49
Grand Total	1,108	1,431	615	2,985	299	1,210	5,617	13,265
Control Count	1,088	1,333	636	3,039	299	1,149	5,854	13,398
AM Peak Percentage								
Mode in AM Peak	Floral Park %	New Hyde Park %	Merillon %	Mineola %	Carle Place %	Westbury %	Hicksville %	Grand Total
Carpooled and parked	1.8%	4.3%	3.7%	4.9%	2.6%	6.2%	4.9%	4.6%
Drove alone and parked	37.7%	34.4%	28.8%	54.7%	33.0%	58.8%	72.4%	57.3%
Other	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bicycle	0.3%	0.5%	0.0%	0.2%	0.0%	0.0%	0.2%	0.2%
Bus	0.3%	1.5%	0.0%	1.9%	0.0%	0.0%	1.7%	1.4%
Taxi	1.0%	0.6%	0.0%	0.7%	0.0%	0.7%	0.4%	0.5%
Subway	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%
Walked	41.8%	28.5%	38.2%	18.3%	45.9%	12.0%	3.6%	16.1%
Dropped Off	16.5%	29.0%	29.3%	18.8%	18.5%	21.8%	16.3%	19.4%
NA	0.5%	0.6%	0.0%	0.4%	0.0%	0.6%	0.3%	0.4%
Grand Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Source: LIRR 2014OD Survey, Q8, Daypart= AM Peak, Q7 Station								

PM Reverse Peak (WB)

PM Peak WB Ons								
Mode in PM Reverse Peak	Floral Park	New Hyde Park	Merillon	Mineola	Carle Place	Westbury	Hicksville	Grand Total
Carpooled and parked	5	6	-	56		-	52	119
Drove alone and parked	22	18	19	181	-	17	219	476
Other				10			6	17
Bicycle		7		24		3	10	44
Shuttle Bus		7		42			19	68
Bus	-	28	9	141	16	-	125	319
Taxi	2	6	9	80	-	27	82	206
Subway		6	-	38	4	11	18	77
Walked	52	55	25	317	22	50	219	741
Was dropped off	19	45	9	185	-	68	232	559
NA	-	6	-	25	-	9	16	57
Grand Total	100	184	72	1,098	42	186	999	2,682
Control Count	103	169	79	980	48	193	1,047	2,619
PM Peak Reverse Percentage								
Mode in PM Reverse Peak	Floral Park %	New Hyde Park %	Merillon %	Mineola %	Carle Place %	Westbury %	Hicksville %	Grand Total
Carpooled and parked	5.0%	3.2%	0.0%	5.1%	0.0%	0.0%	5.2%	4.4%
Drove alone and parked	21.6%	9.7%	26.1%	16.5%	0.0%	9.2%	22.0%	17.7%
Other	0.0%	0.0%	0.0%	0.9%	0.0%	0.0%	0.6%	0.6%
Bicycle	0.0%	4.0%	0.0%	2.1%	0.0%	1.6%	1.0%	1.6%
Shuttle Bus	0.0%	3.8%	0.0%	3.9%	0.0%	0.0%	1.9%	2.5%
Bus	0.0%	15.4%	13.0%	12.8%	37.7%	0.0%	12.5%	11.9%
Taxi	2.1%	3.2%	13.0%	7.3%	0.0%	14.4%	8.2%	7.7%
Subway	0.0%	3.2%	0.0%	3.4%	9.8%	6.1%	1.8%	2.9%
Walked	52.2%	29.8%	35.3%	28.8%	53.0%	27.0%	22.0%	27.6%
Was dropped off	45.3%	24.2%	13.0%	16.9%	0.0%	36.5%	23.3%	20.8%
NA	0.0%	3.2%	0.0%	2.3%	0.0%	5.1%	1.6%	2.1%
Grand Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Source: LIRR 2014OD Survey, Q8, Daypart= PM Reverse Peak, Q7 Station								

Attachment 4 – Trip Purpose Q1 from 2014 OD Survey PM Reverse Peak (WB)

Purpose PM Reverse Peak	Carle Place	Floral Park	Hicksville	Merillon	Mineola	New Hyde Park	Westbury	Grand Total
Commuting work/school	38	48	514	16	668	114	103	1,791
Recreation	-	19	147	28	180	18	9	401
Personal business	4	11	89		87	18	33	242
For business reasons	-	17	89	9	48	6	9	178
Shopping	-	3	10	9	9		10	42
Traveling to/from JFK			-		15	6		21
Other			4					4
#NULL!	-	-	3	-	-	-	-	3
Grand Total	42	100	999	72	1,098	184	186	2,682
Purpose PM Reverse Peak	Carle Place %	Floral Park %	Hicksville %	Merillon %	Mineola %	New Hyde Park%	Westbury %	Grand Total %
Commuting work/school	91%	48%	51%	22%	61%	62%	55%	67%
Recreation	0%	19%	15%	39%	16%	10%	5%	15%
Personal business	10%	11%	9%	0%	8%	10%	18%	9%
For business reasons	0%	17%	9%	13%	4%	3%	5%	7%
Shopping	0%	3%	1%	13%	1%	0%	6%	2%
Traveling to/from JFK	0%	0%	0%	0%	1%	3%	0%	1%
Other	0%	0%	0%	0%	0%	0%	0%	0%
#NULL!	0%	0%	0%	0%	0%	0%	0%	0%
Grand Total	100%	100%	100%	101%	100%	100%	100%	100%
Source: LIRR 2014 OD Survey, daypart = PM Reverse Peak, Q1 = Purpose, Q7								



Attachment 4 – Mode of Access from 2014 OD Survey PM Reverse Peak (WB) for Commutation only

PM Reverse Peak Commute Access Mode	Carle Place	Floral Park	Hicksville	Merillon	Mineola	New Hyde Park	Westbury	Grand Total
Carpooled and parked			18		18	-	-	36
Drove alone and parked	-	2	118	9	78	18	9	234
Other			6		10			17
Bicycle			6		16	7	3	32
Shuttle Bus			19		37	7		63
Bus	16	-	122	9	127	28		302
Taxi		2	55		40	-	12	109
Subway	4		15	-	38		7	64
Walked	18	44	160	7	251	43	40	562
Dropped Off		2	124	-	120	27	55	328
#NULL!		-	13		25	6	-	44
Grand Total	38	50	656	25	760	136	126	1,791
PM Reverse Peak Commute Access Mode	% Carle Place	% Floral Park	% Hicksville	% Merillon	% Mineola	% New Hyde Park	% Westbury	% Grand Total
Carpooled and parked	0%	0%	3%	0%	2%	0%	0%	2%
Drove alone and parked	0%	4%	18%	38%	10%	13%	7%	13%
Other	0%	0%	1%	0%	1%	0%	0%	1%
Bicycle	0%	0%	1%	0%	2%	5%	2%	2%
Shuttle Bus	0%	0%	3%	0%	5%	5%	0%	4%
Bus	42%	0%	19%	38%	17%	21%	0%	17%
Taxi	0%	4%	8%	0%	5%	0%	10%	6%
Subway	11%	0%	2%	0%	5%	0%	6%	4%
Walked	48%	87%	24%	27%	33%	32%	32%	31%
Dropped Off	0%	4%	19%	0%	16%	20%	44%	18%
#NULL!	0%	0%	2%	0%	3%	4%	0%	2%
Grand Total	100%	100%	100%	100%	100%	100%	100%	100%
Source: LIRR 2014 OD Survey, daypart = PM Reverse Peak, Q1 = commute work/school, Q7,Q8								

Attachment 5 – LIRR Westbound Ridership by Station Arrival Time of Day

Westbound Ons Systemwide

AM Peak Increment	Riders (Level1 Linked Wt)
5:00-5:14	604
5:15-5:29	1,571
5:30-5:44	1,489
5:45-5:59	2,447
6:00-6:14	3,392
6:15-6:29	5,731
6:30-6:44	5,744
6:45-6:59	8,436
7:00-7:14	10,110
7:15-7:29	11,577
7:30-7:44	9,807
7:45-7:59	8,180
8:00-8:14	8,516
8:15-8:29	5,785
8:30-8:44	4,483
8:45-8:59	3,205
9:00-9:14	1,741
9:15-9:29	843
9:30-9:44	152
9:45-9:59	50

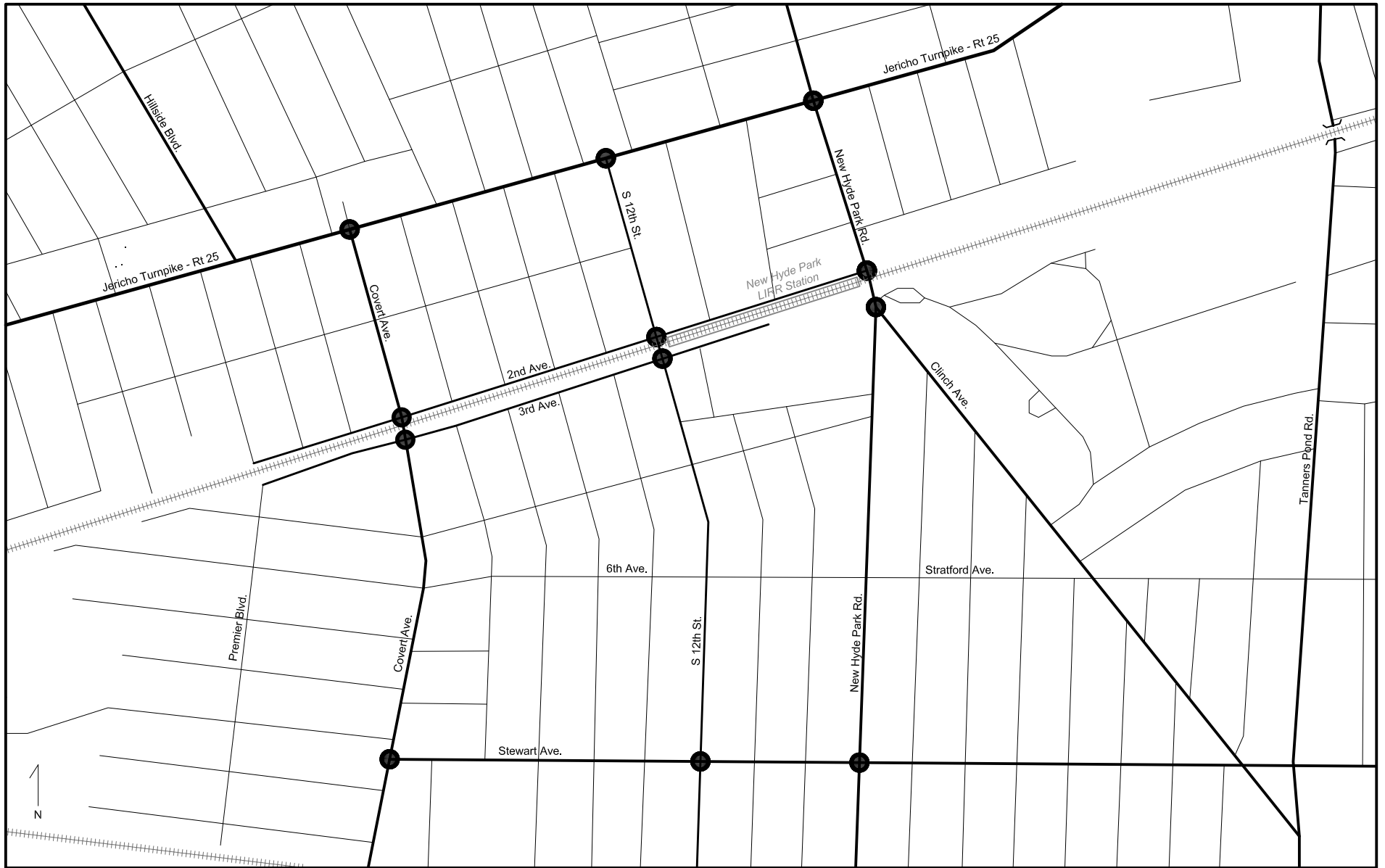
Westbound Ons Systemwide

PM Reverse Peak Increment	Riders (Level1 Linked Wt)
15:00-15:14	287
15:15-15:29	406
15:30-15:44	566
15:45-15:59	480
16:00-16:14	907
16:15-16:29	1,071
16:30-16:44	895
16:45-16:59	1,049
17:00-17:14	1,115
17:15-17:29	672
17:30-17:44	825
17:45-17:59	485
18:00-18:14	320
18:15-18:29	592
18:30-18:44	999
18:45-18:59	419
19:00-19:14	308
19:15-19:29	129
19:30-19:44	47
19:45-19:59	36

Source: 2014 LIRR OD Survey

Derived from Q12HM (When was your train scheduled to depart the origin station)

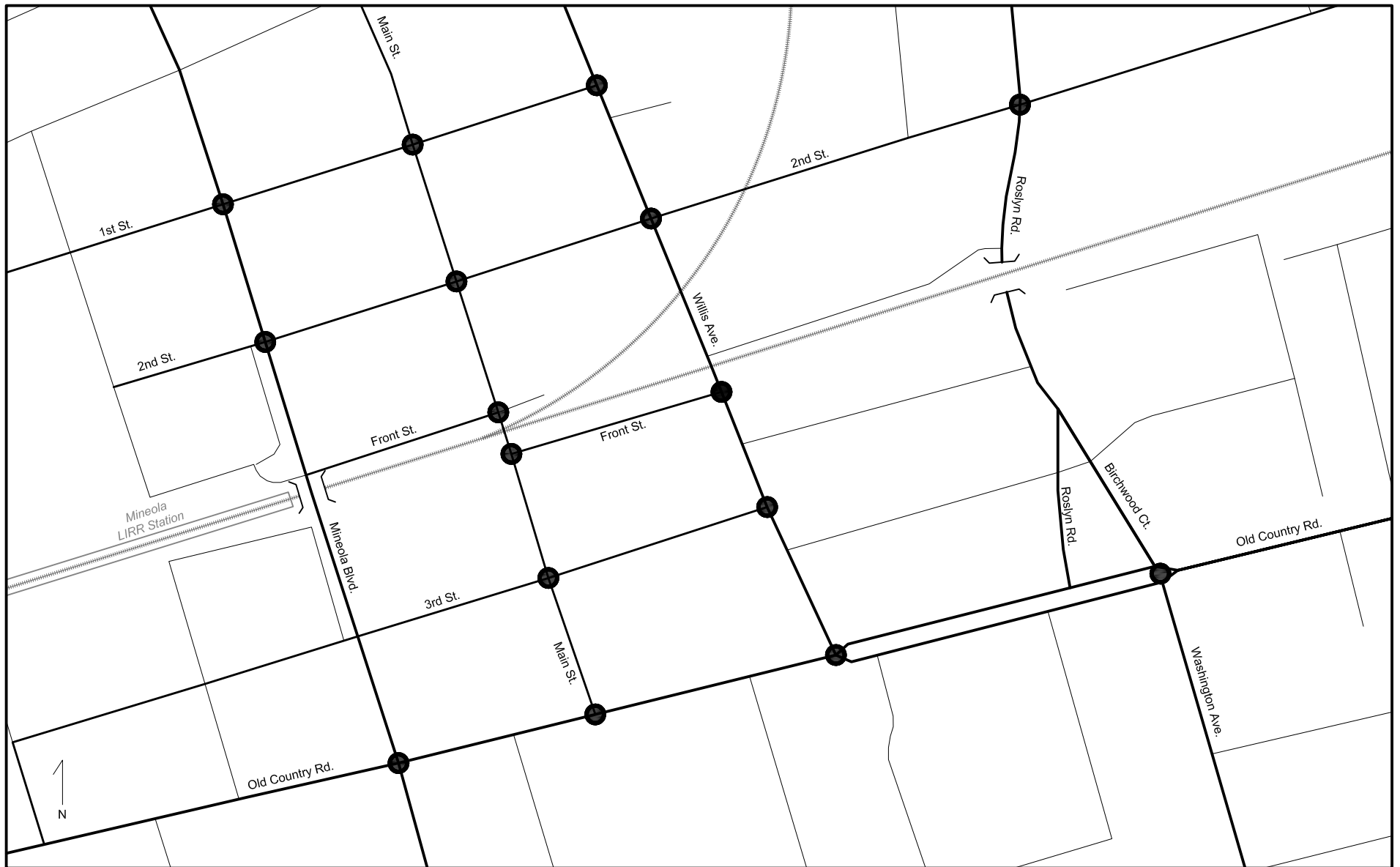
Traffic



LIRR Main Line Project EIS
Traffic Study Area
New Hyde Park

0 250 500 feet

● Study Area Intersection Analyzed



LIRR Main Line Project EIS
 Traffic Study Area
 Mineola

0 100 200 feet

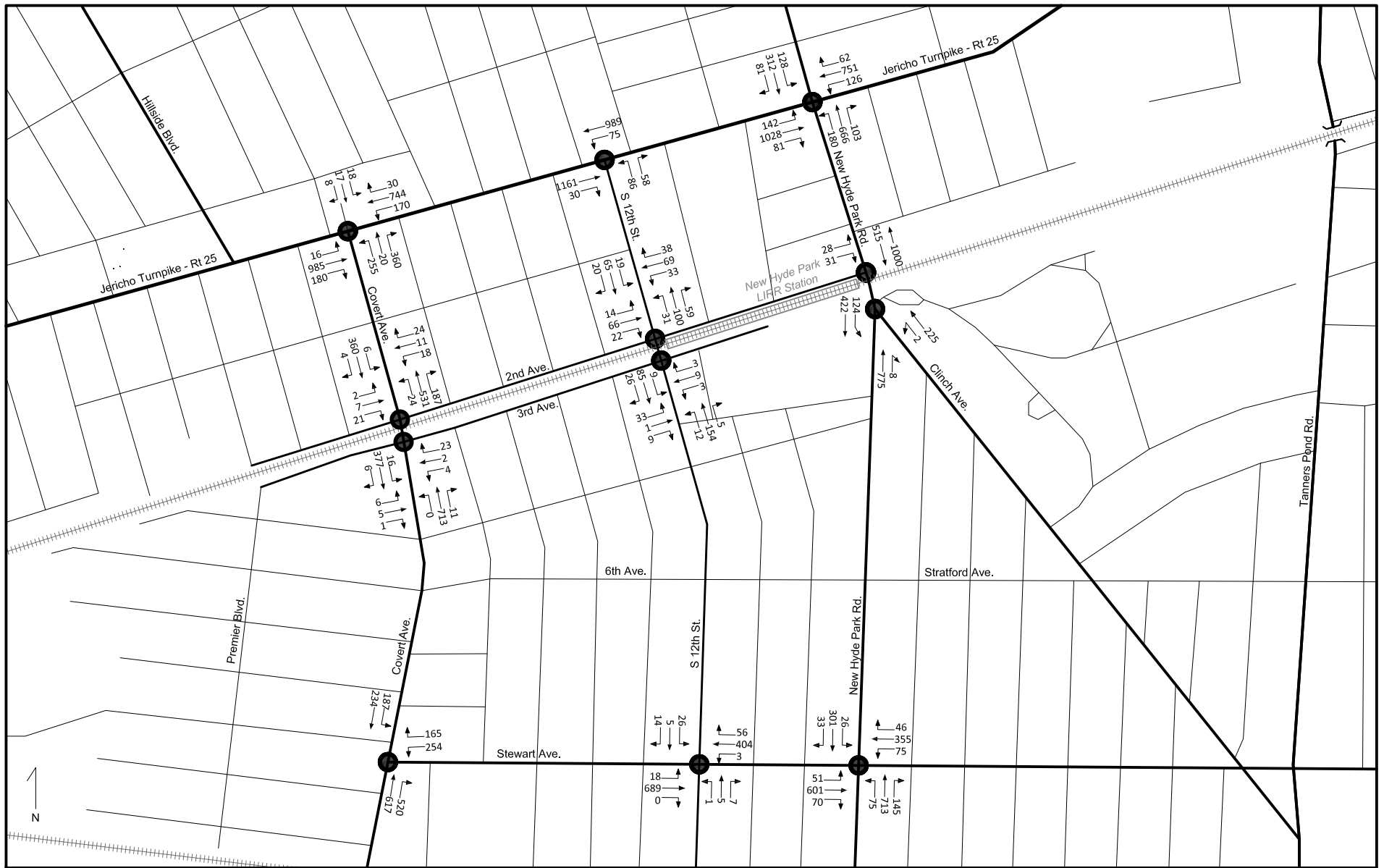
● Study Area Intersection Analyzed



LIRR Main Line Project EIS
Traffic Study Area
Westbury

0 250 500 feet

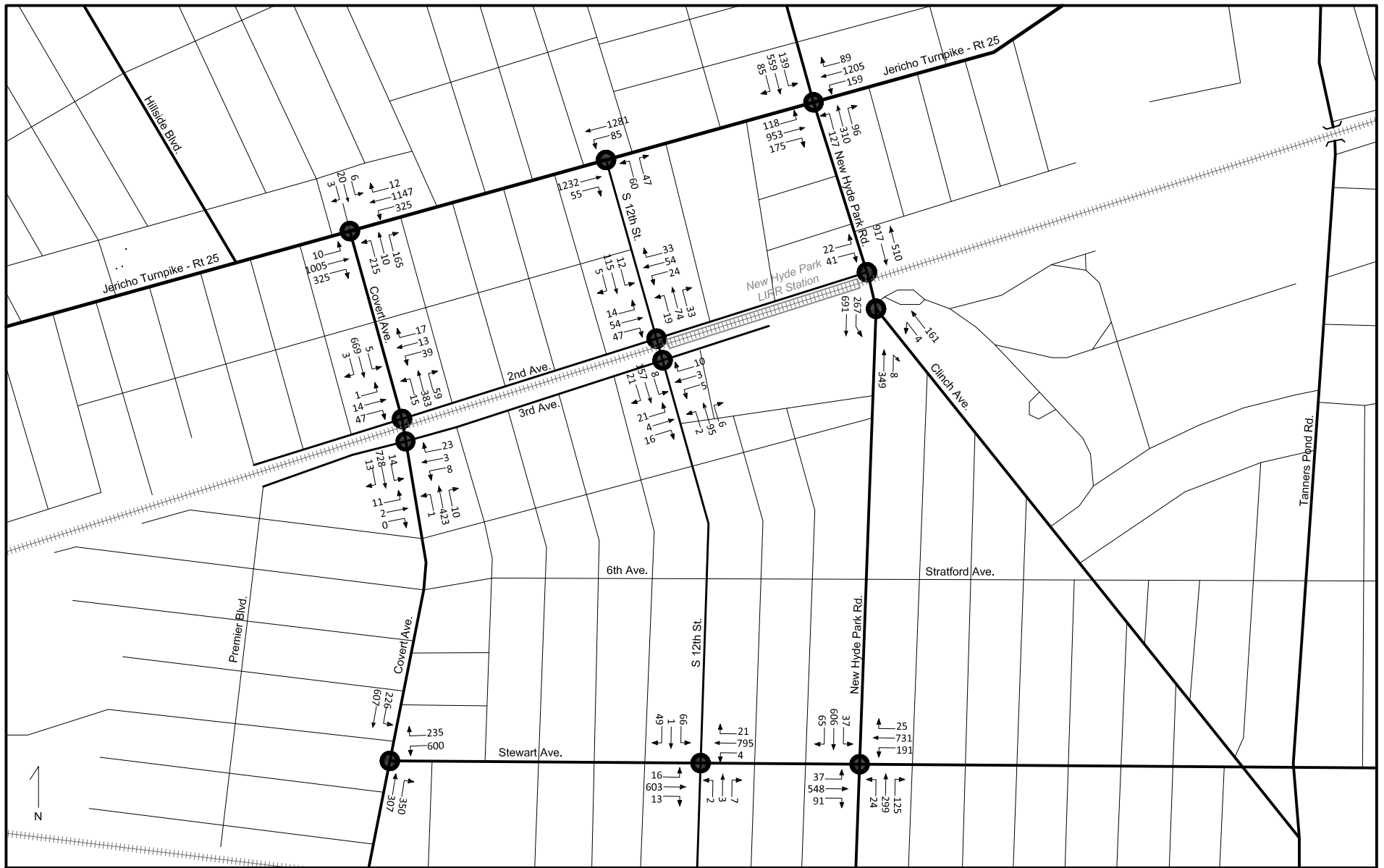
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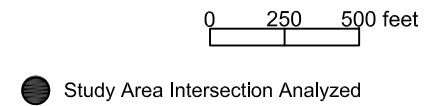
0 250 500 feet

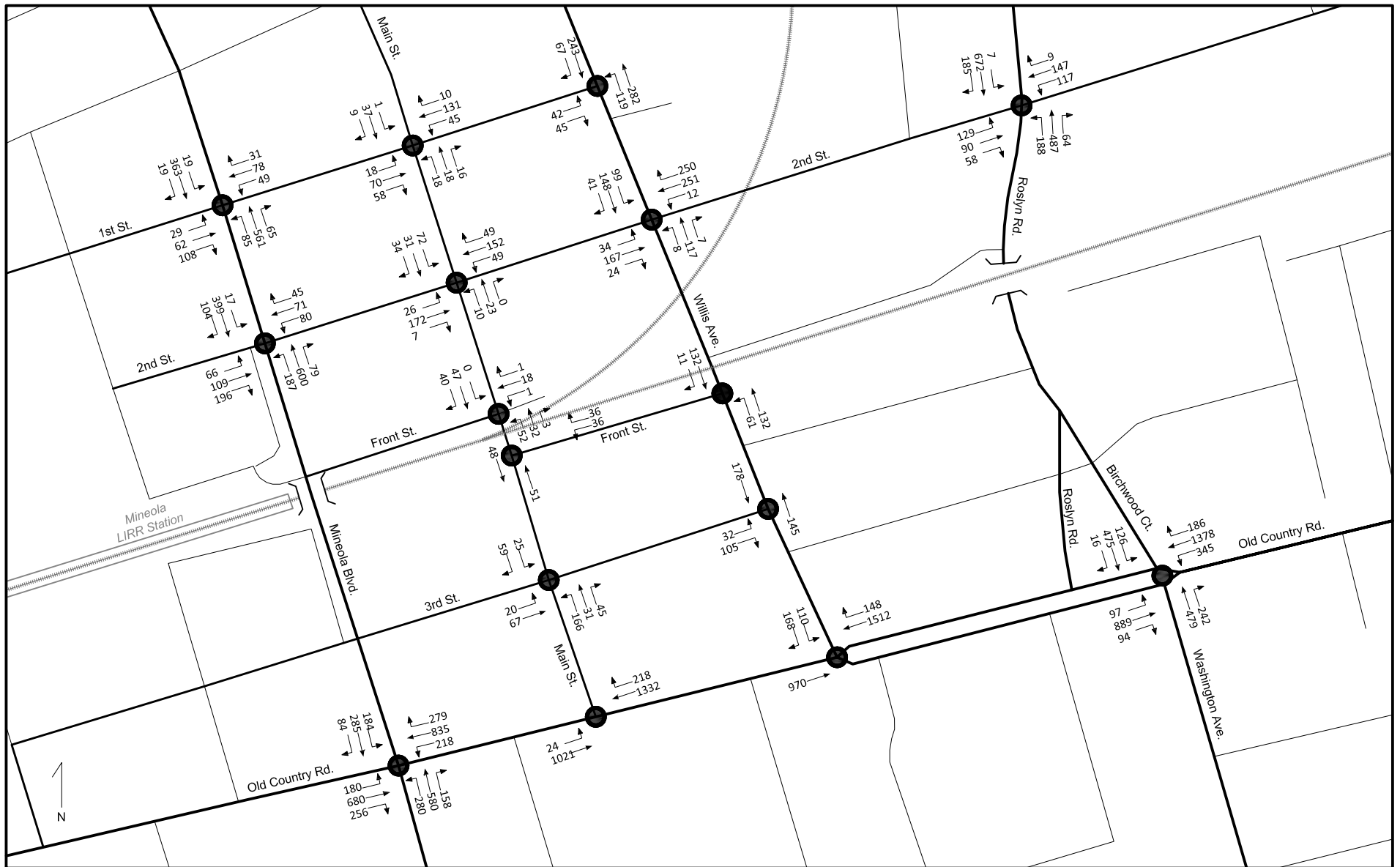
LIRR Main Line Project EIS
Existing AM Peak Hour Traffic Volumes
New Hyde Park

● Study Area Intersection Analyzed

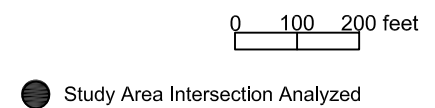


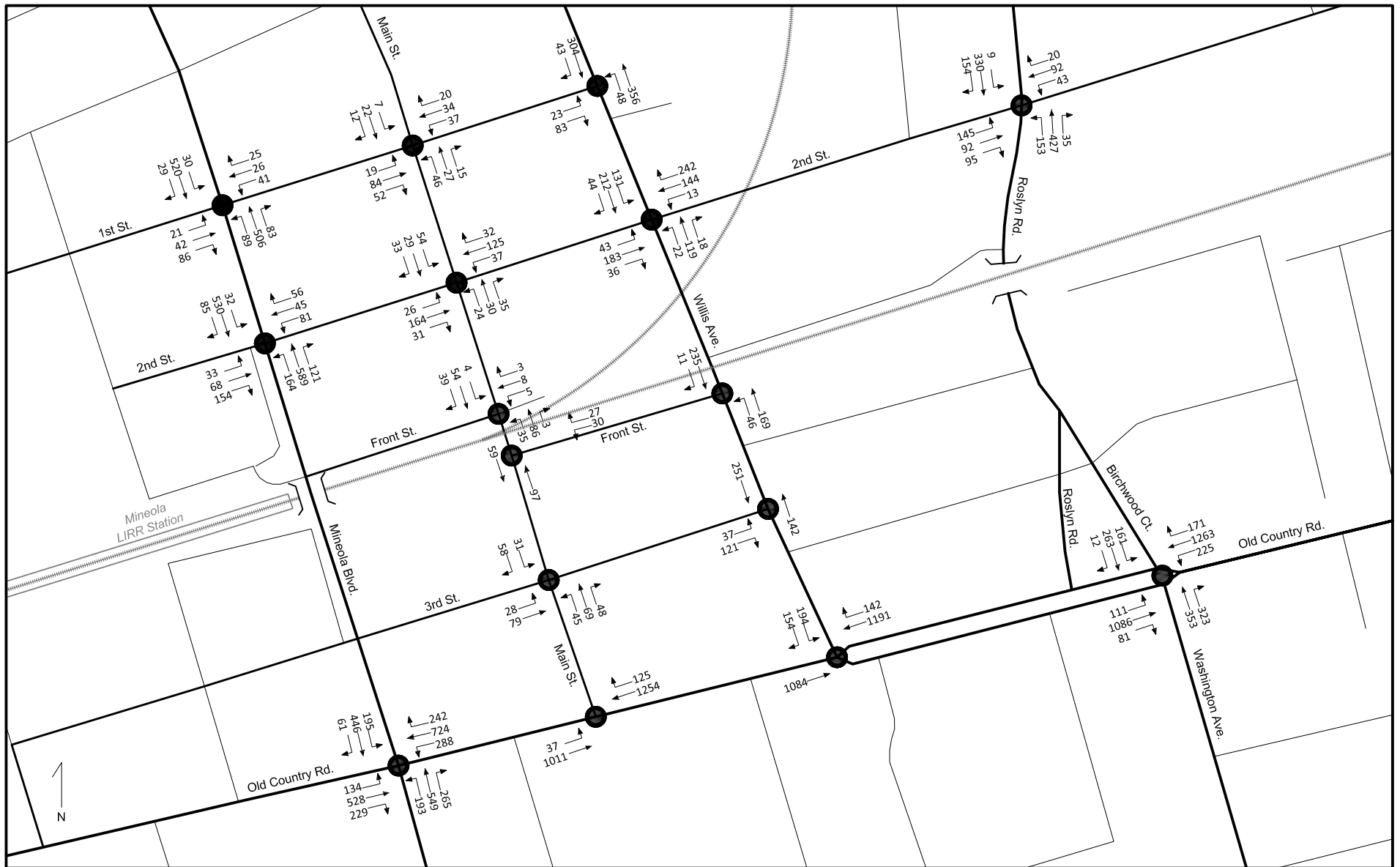
LIRR Main Line Project EIS
Existing PM Peak Hour Traffic Volumes
New Hyde Park





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

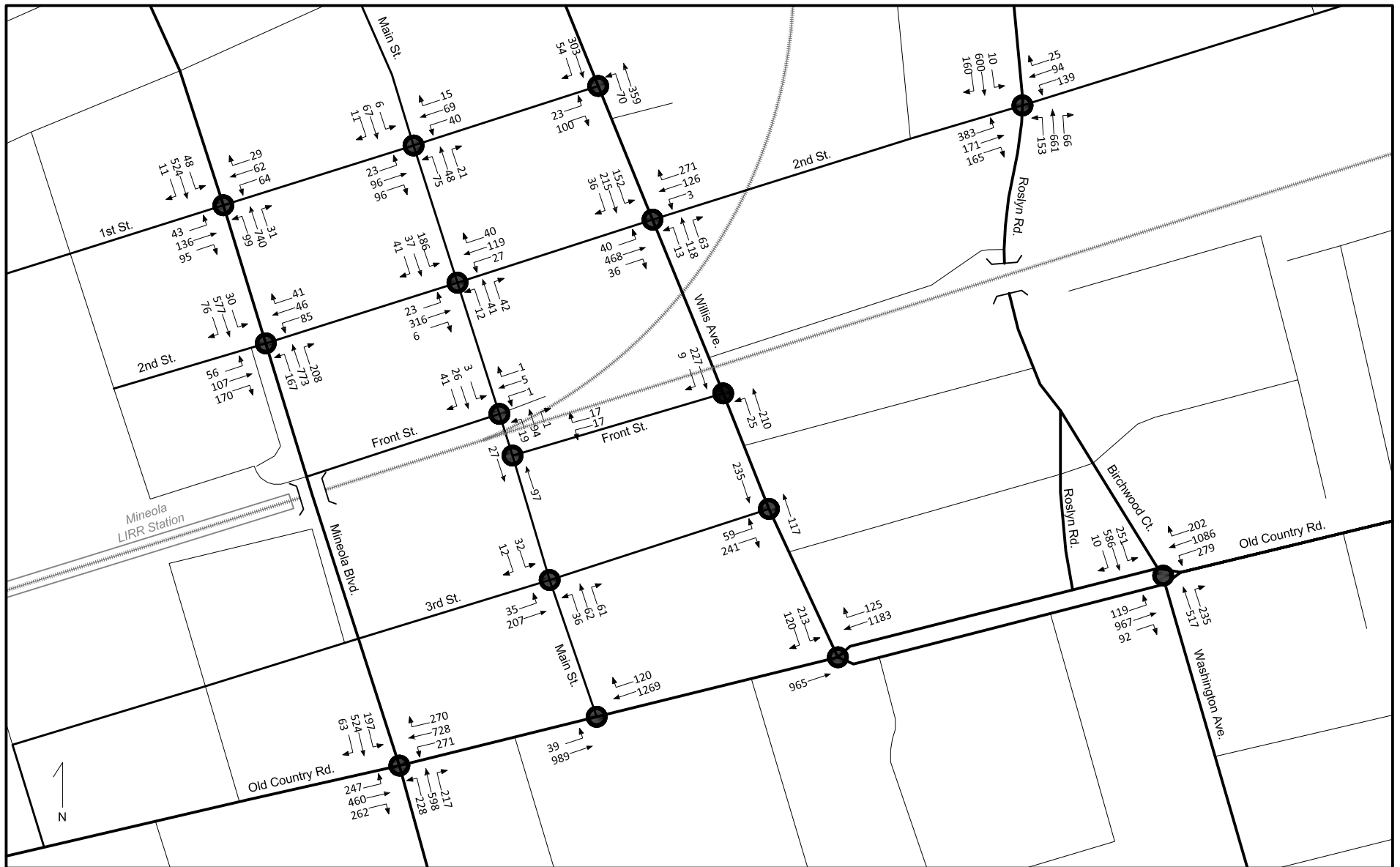




LIRR Main Line Project EIS
Existing Midday Peak Hour Traffic Volumes
Mineola

0 100 200 feet

● Study Area Intersection Analyzed



0 100 200 feet

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

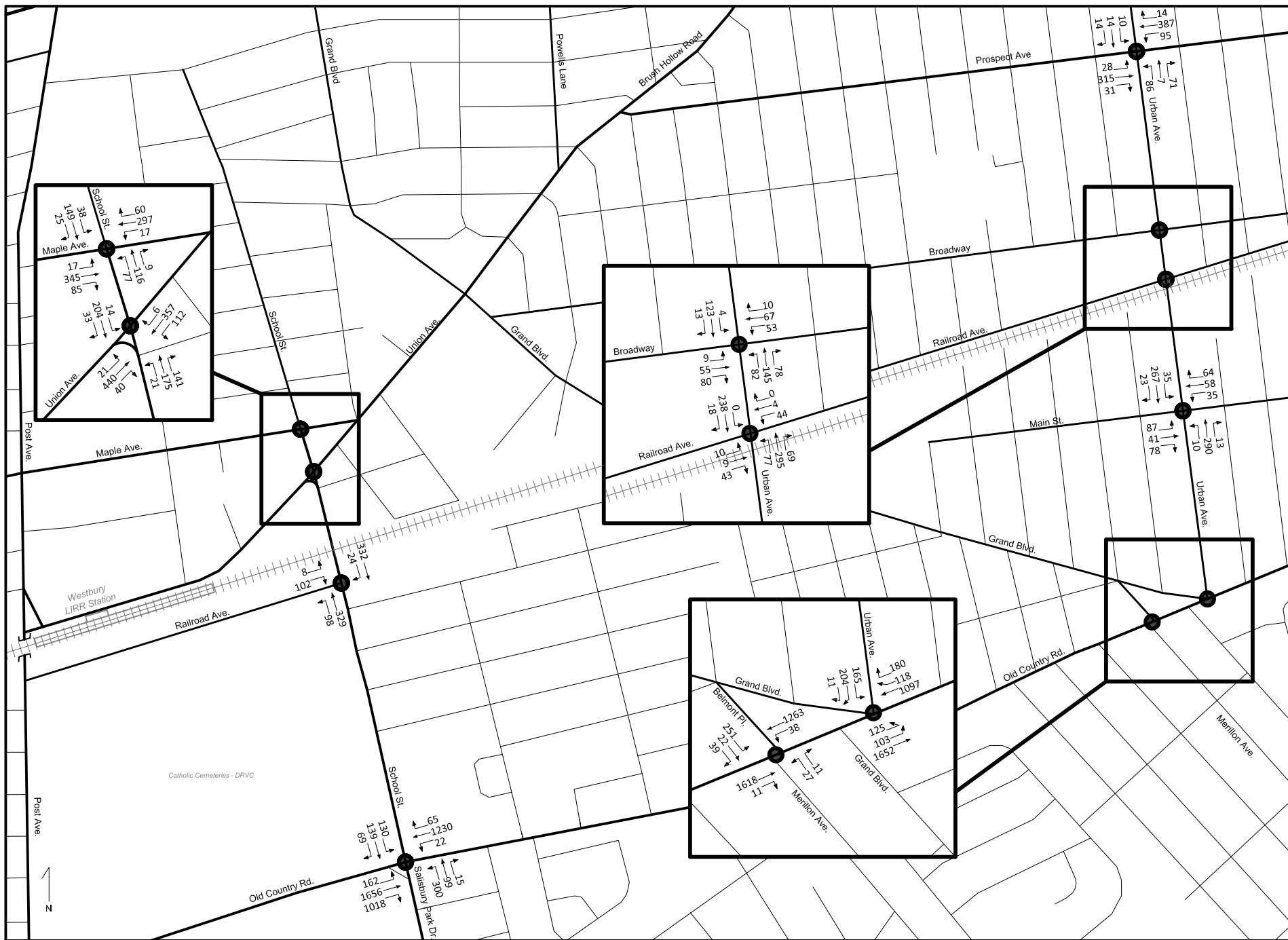
● Study Area Intersection Analyzed



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

0 250 500 feet

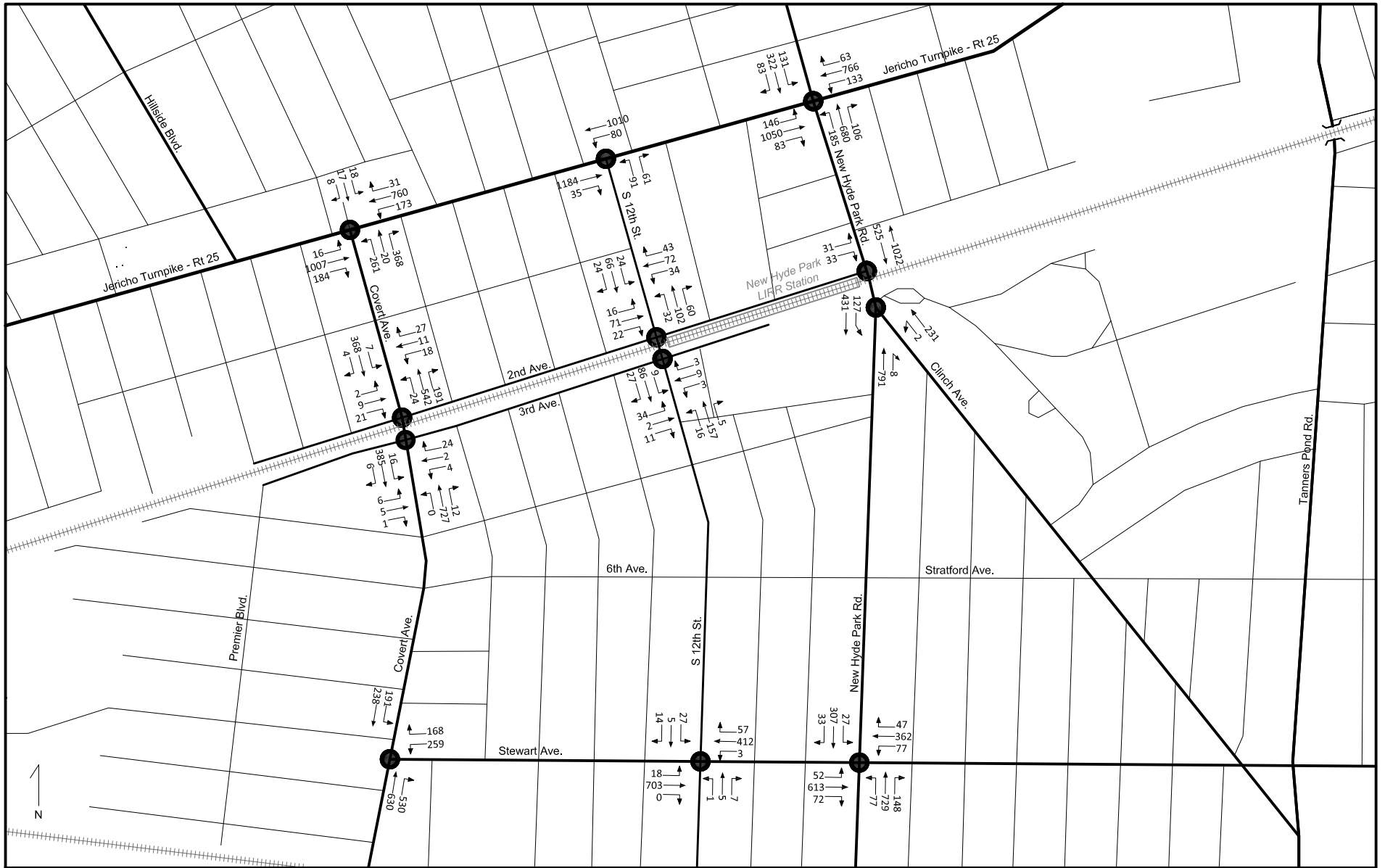
● Study Area Intersection Analyzed



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

0 250 500 feet

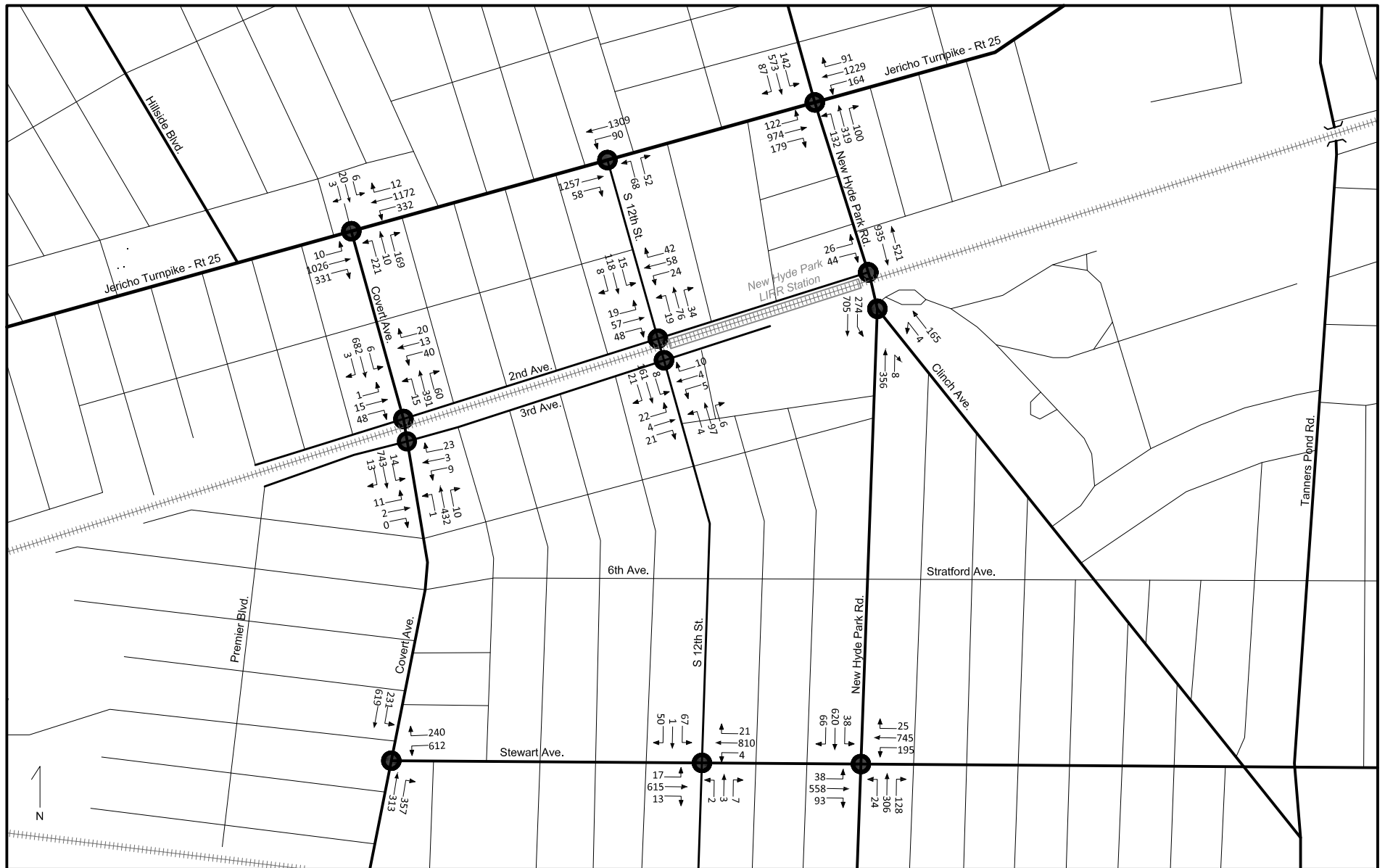
● Study Area Intersection Analyzed



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

0 250 500 feet

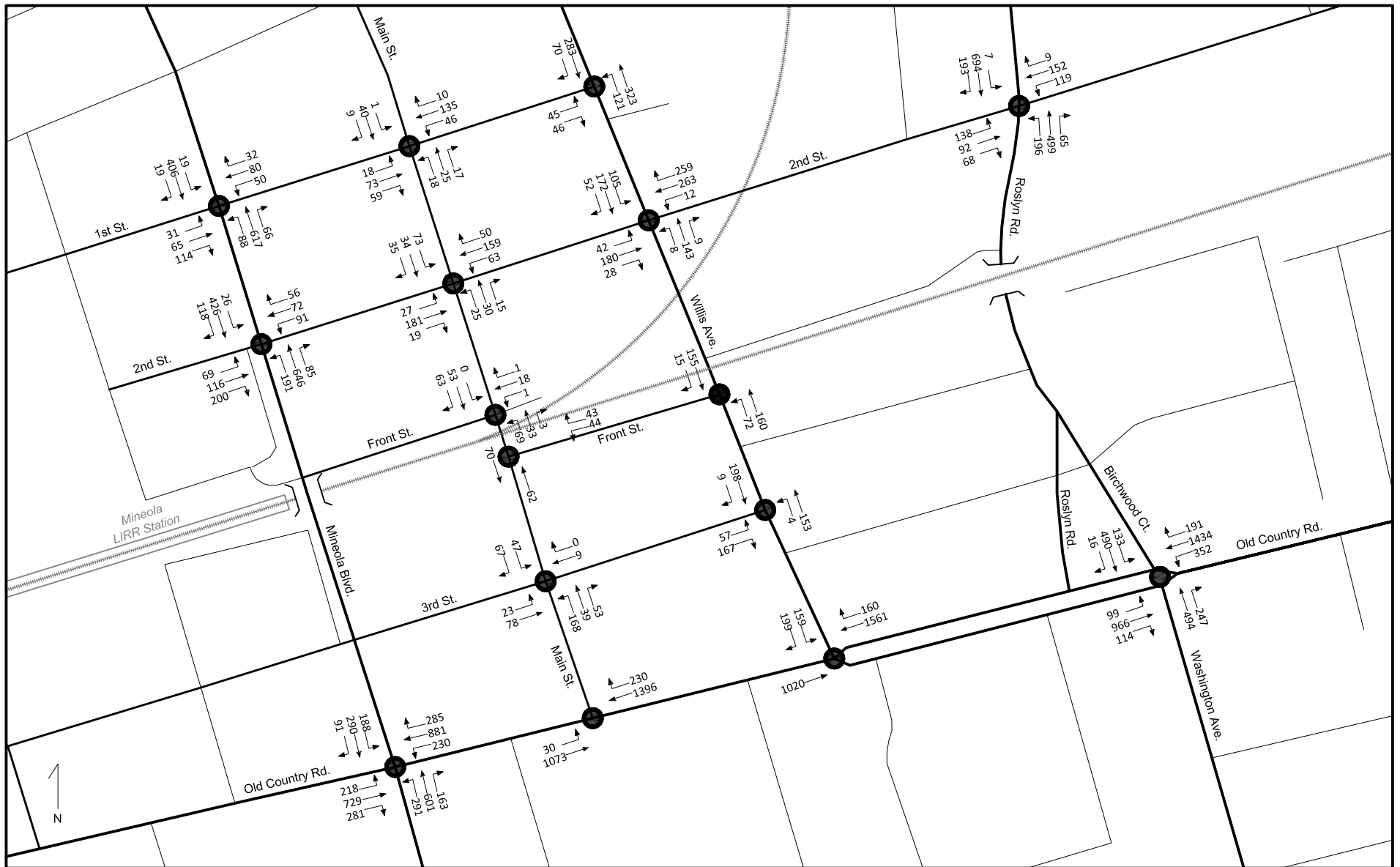
● Study Area Intersection Analyzed



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

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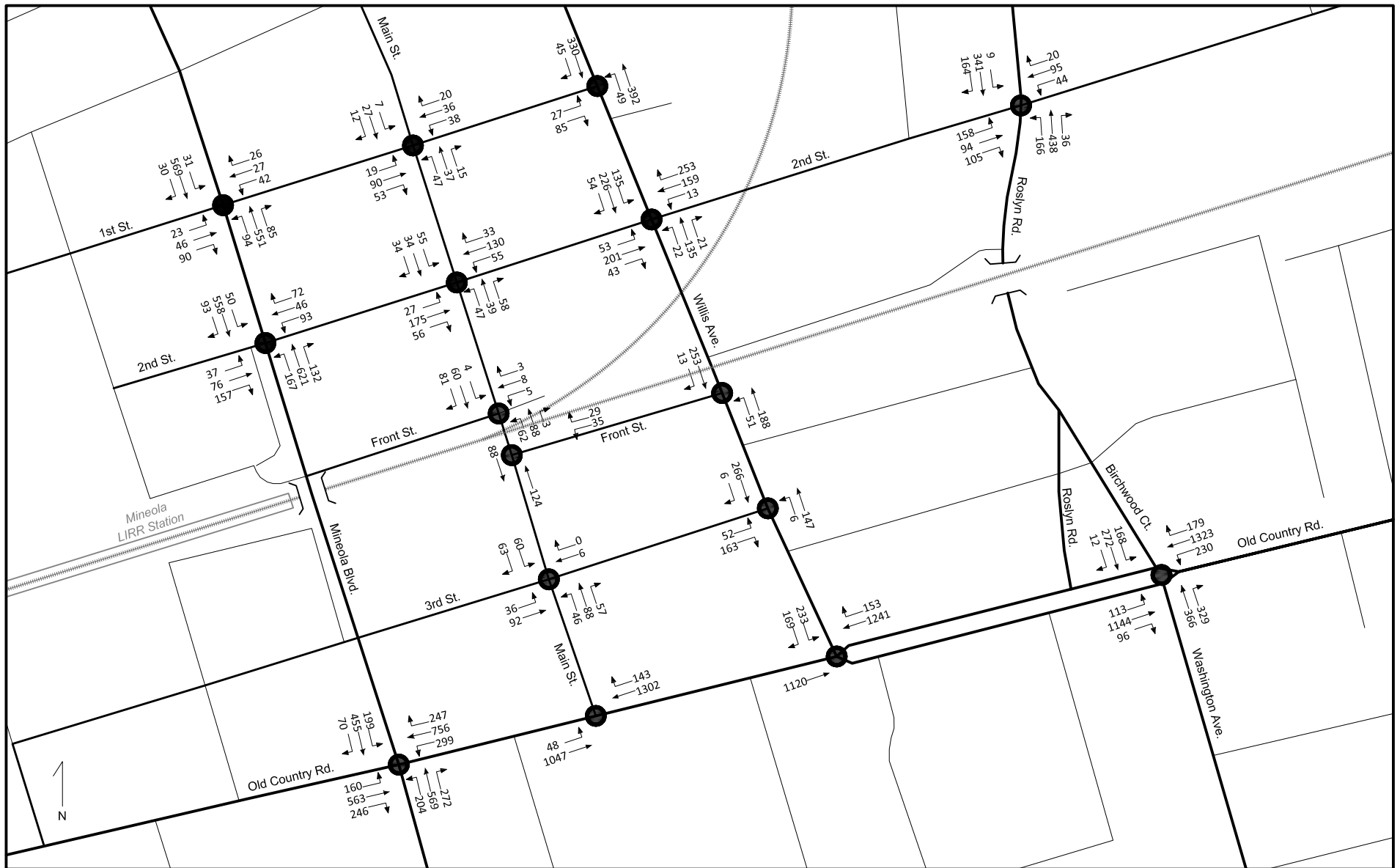
● Study Area Intersection Analyzed



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

0 100 200 feet

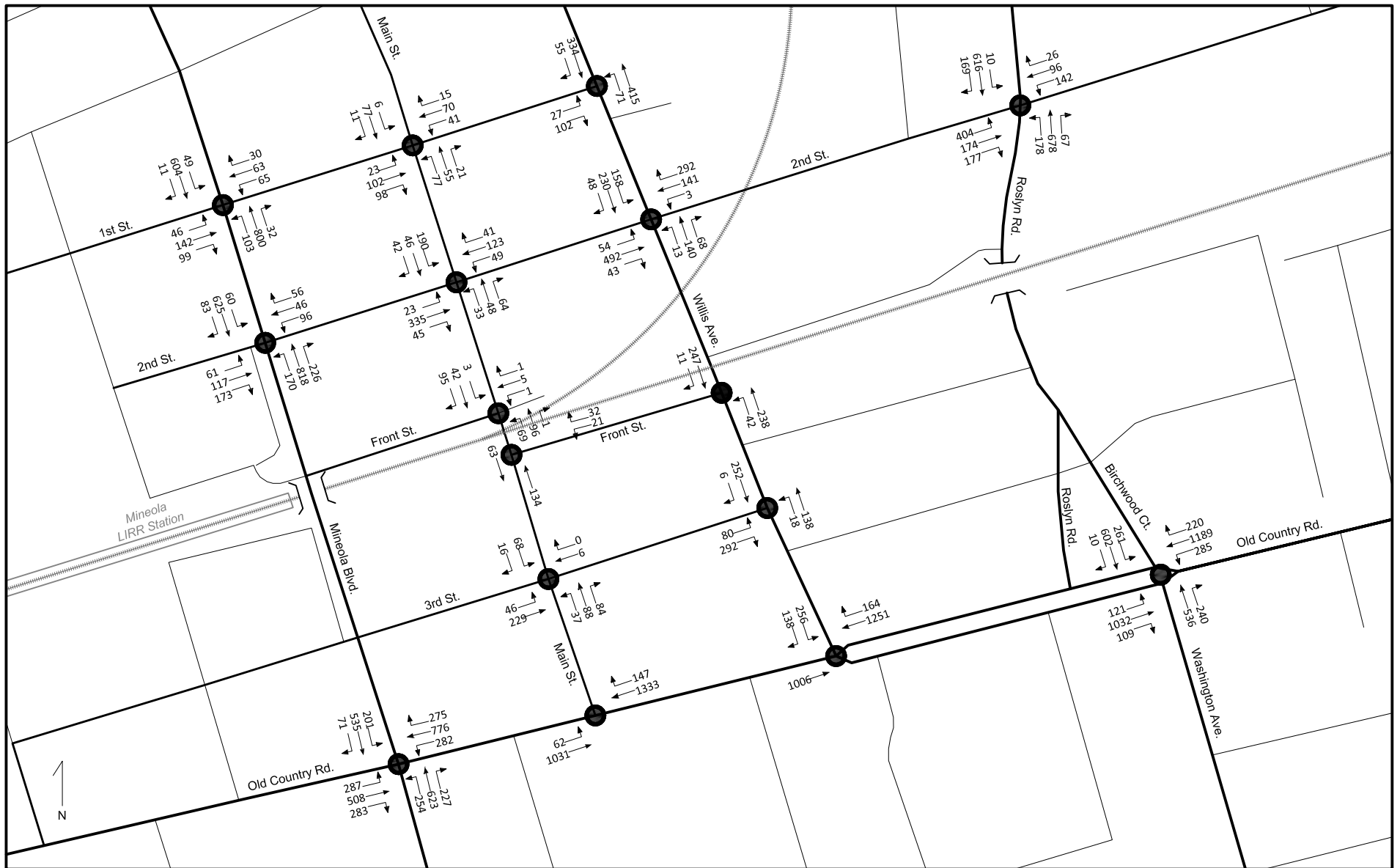
● Study Area Intersection Analyzed



0 100 200 feet

● Study Area Intersection Analyzed

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



0 100 200 feet

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

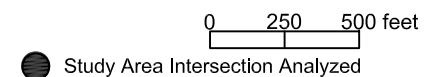
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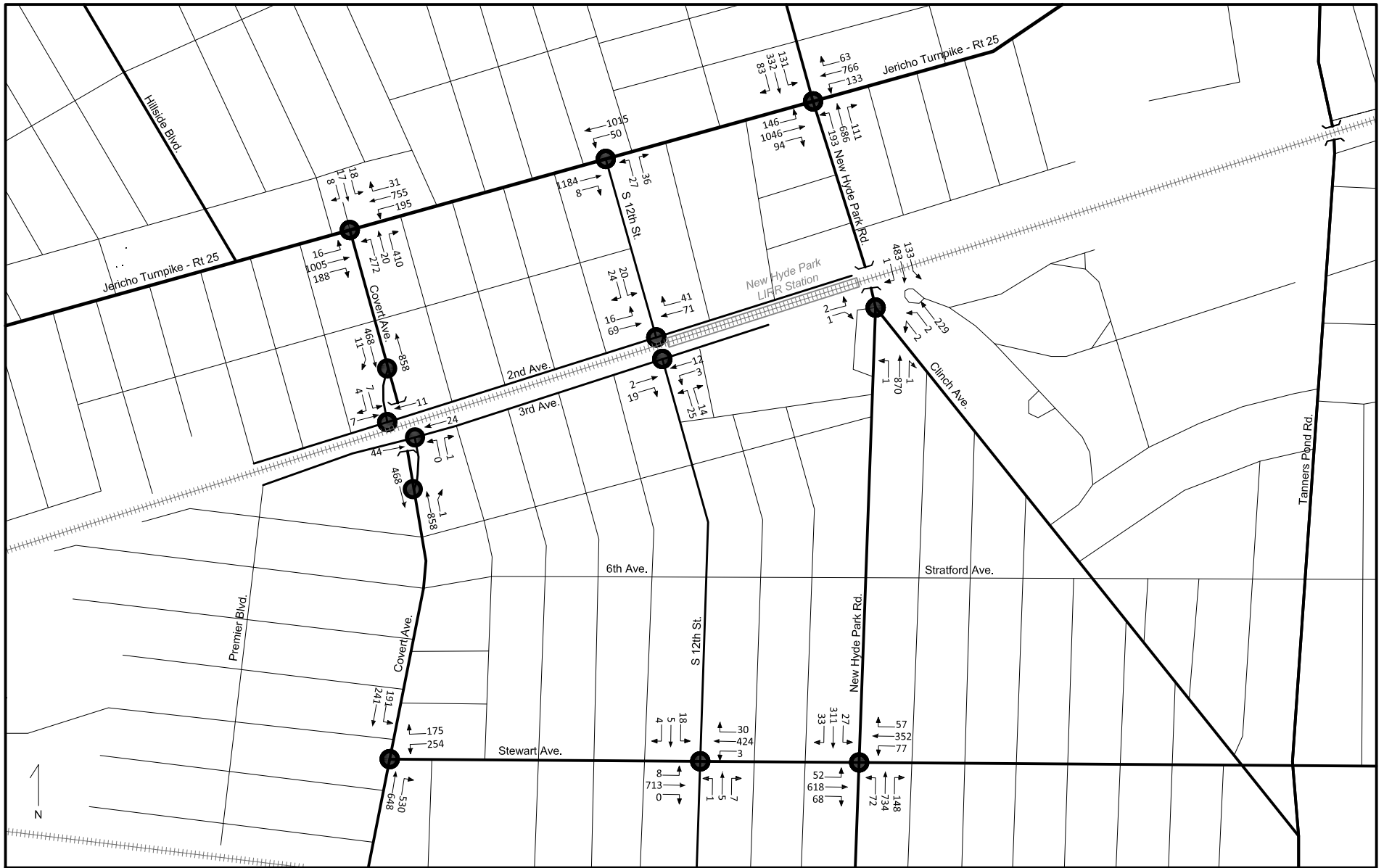


LIRR Main Line Project EIS
2020 No Build -- AM Peak Hour Traffic Volumes
Westbury

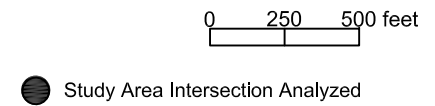


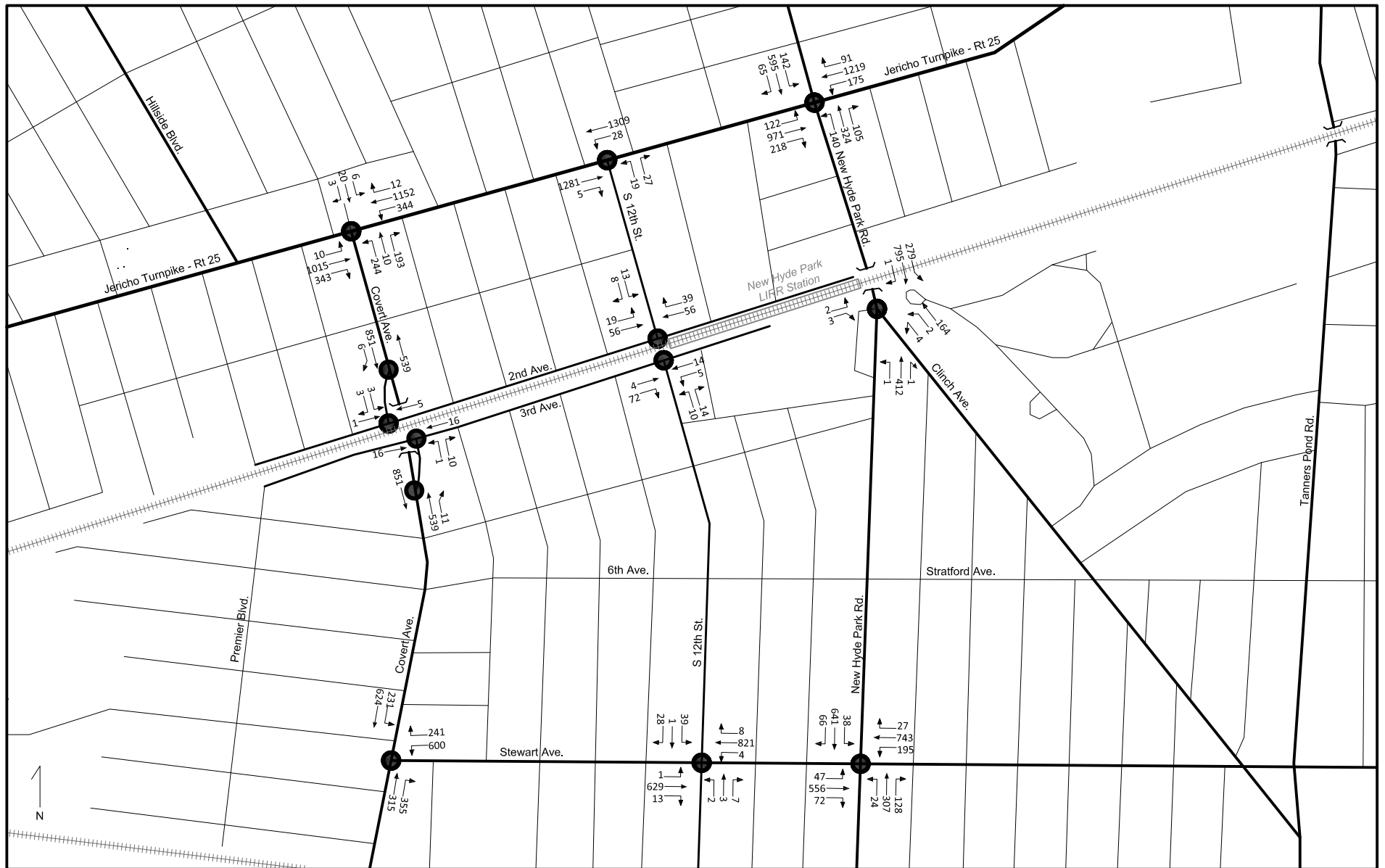
LIRR Main Line Project EIS
2020 No Build -- PM Peak Hour Traffic Volumes
Westbury





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

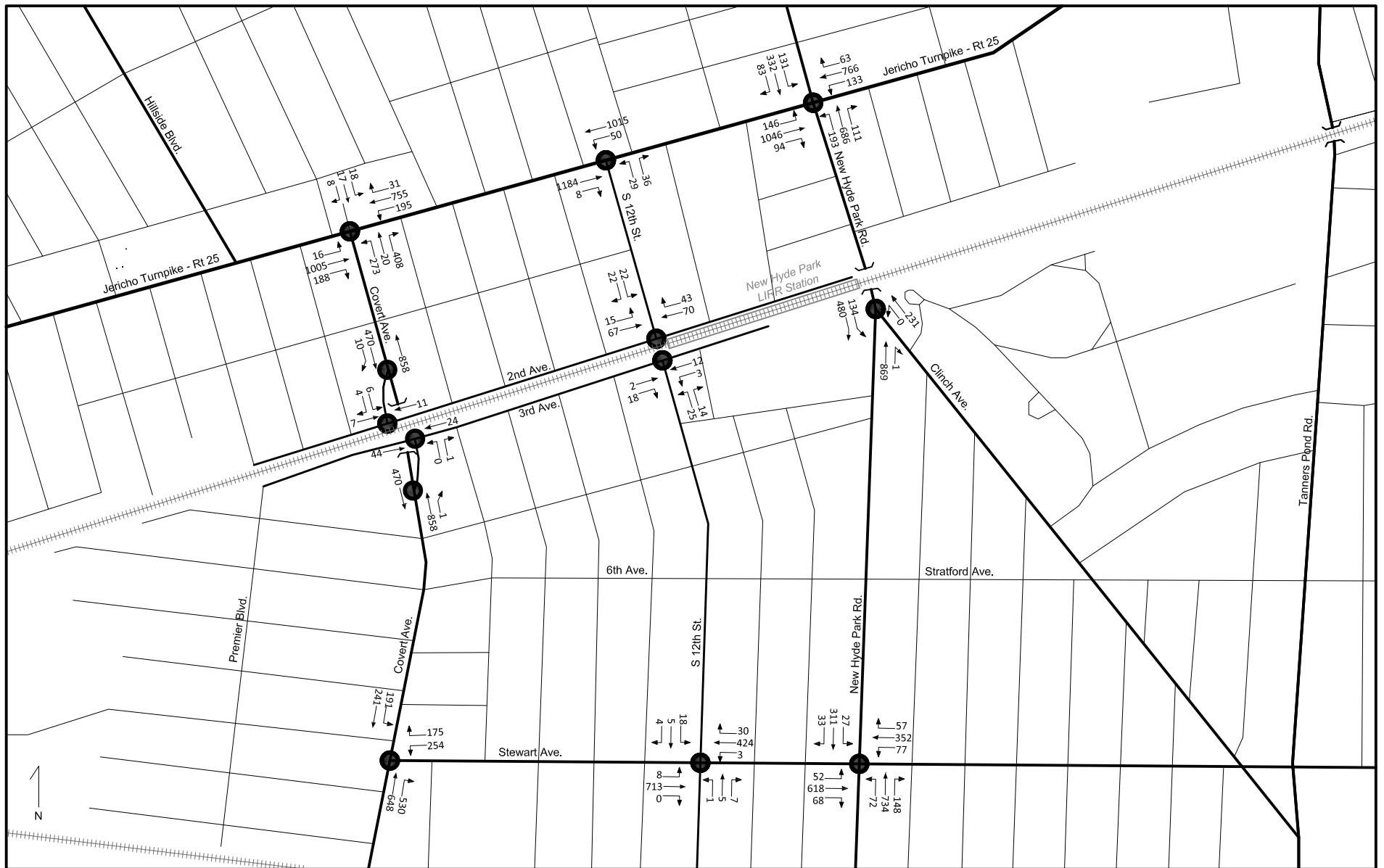




0 250 500 feet

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

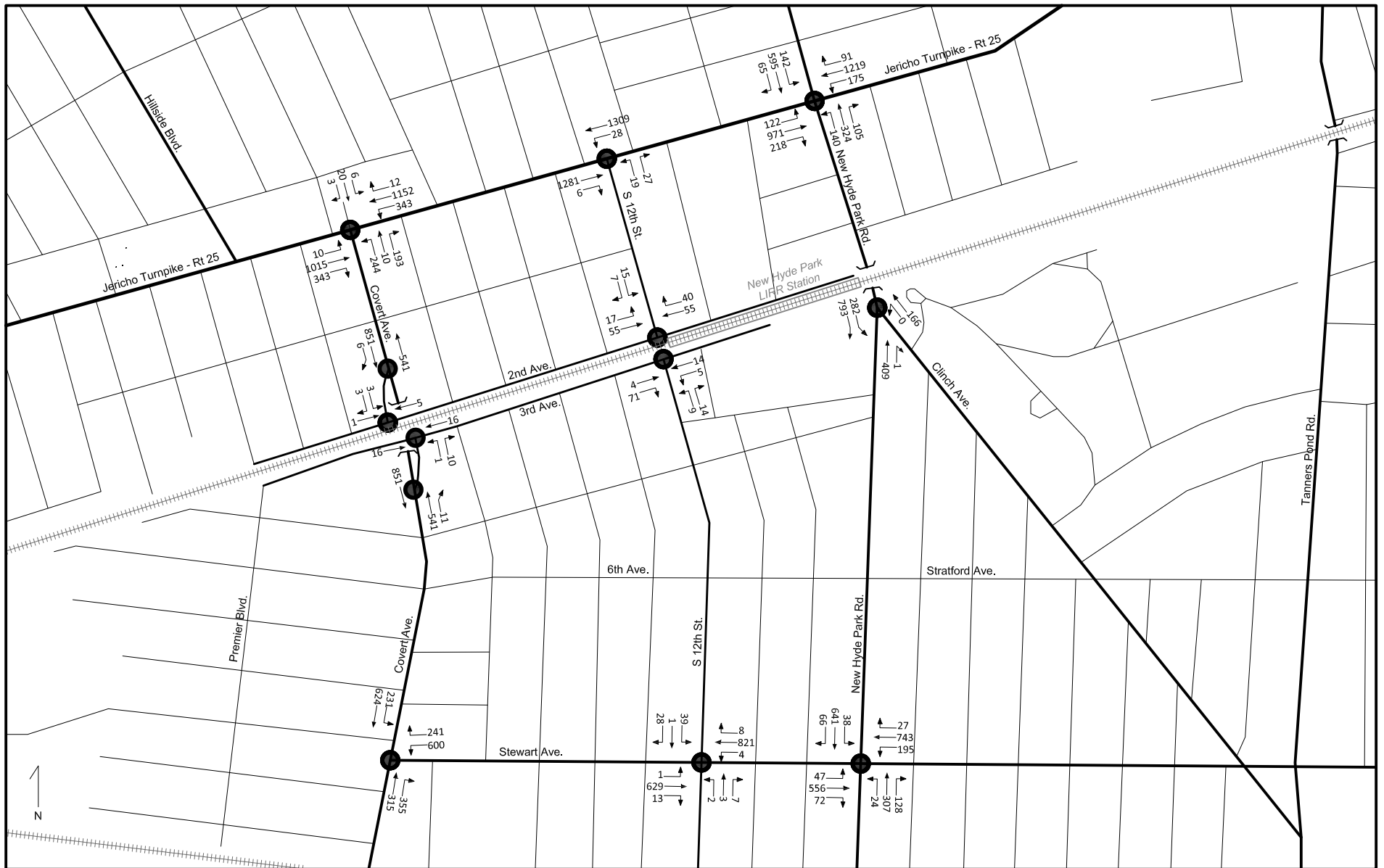
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LIRR Main Line Project EIS
2020 Build Option 2 -- AM Peak Hour Traffic Volumes
New Hyde Park

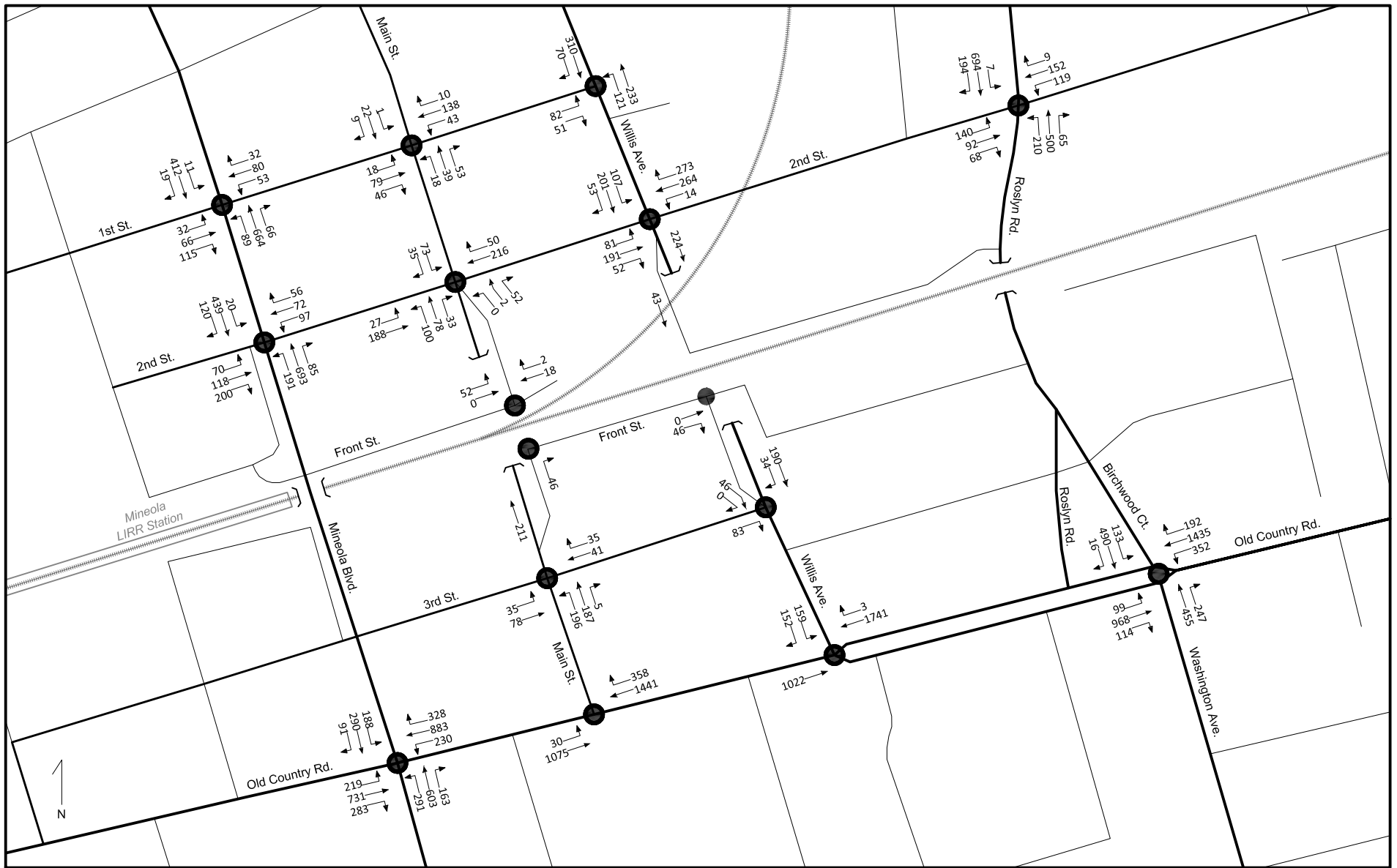
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LIRR Main Line Project EIS
2020 Build Option 2 -- PM Peak Hour Traffic Volumes
New Hyde Park

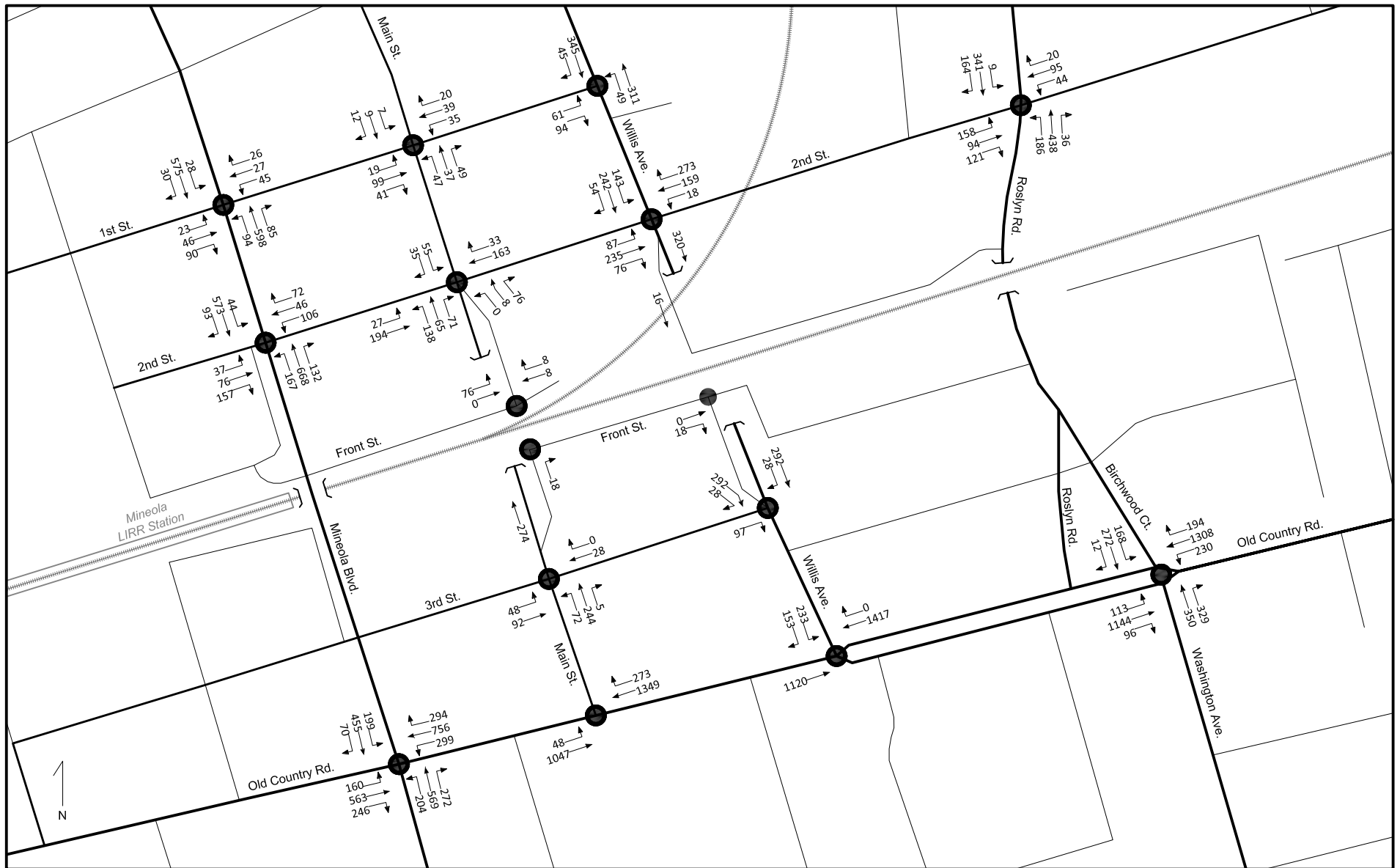
● Study Area Intersection Analyzed



0 100 200 feet

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

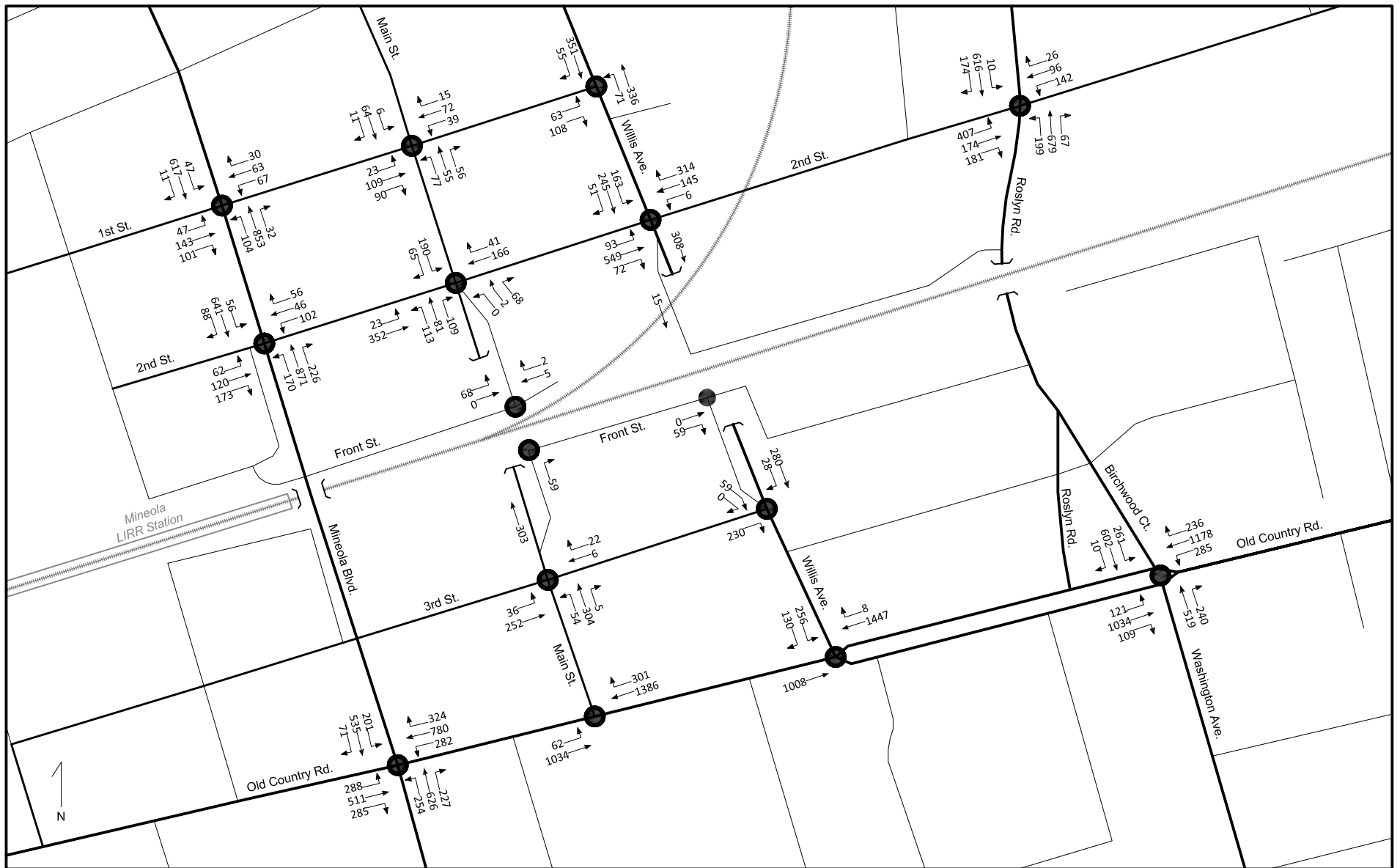
● Study Area Intersection Analyzed



0 100 200 feet

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

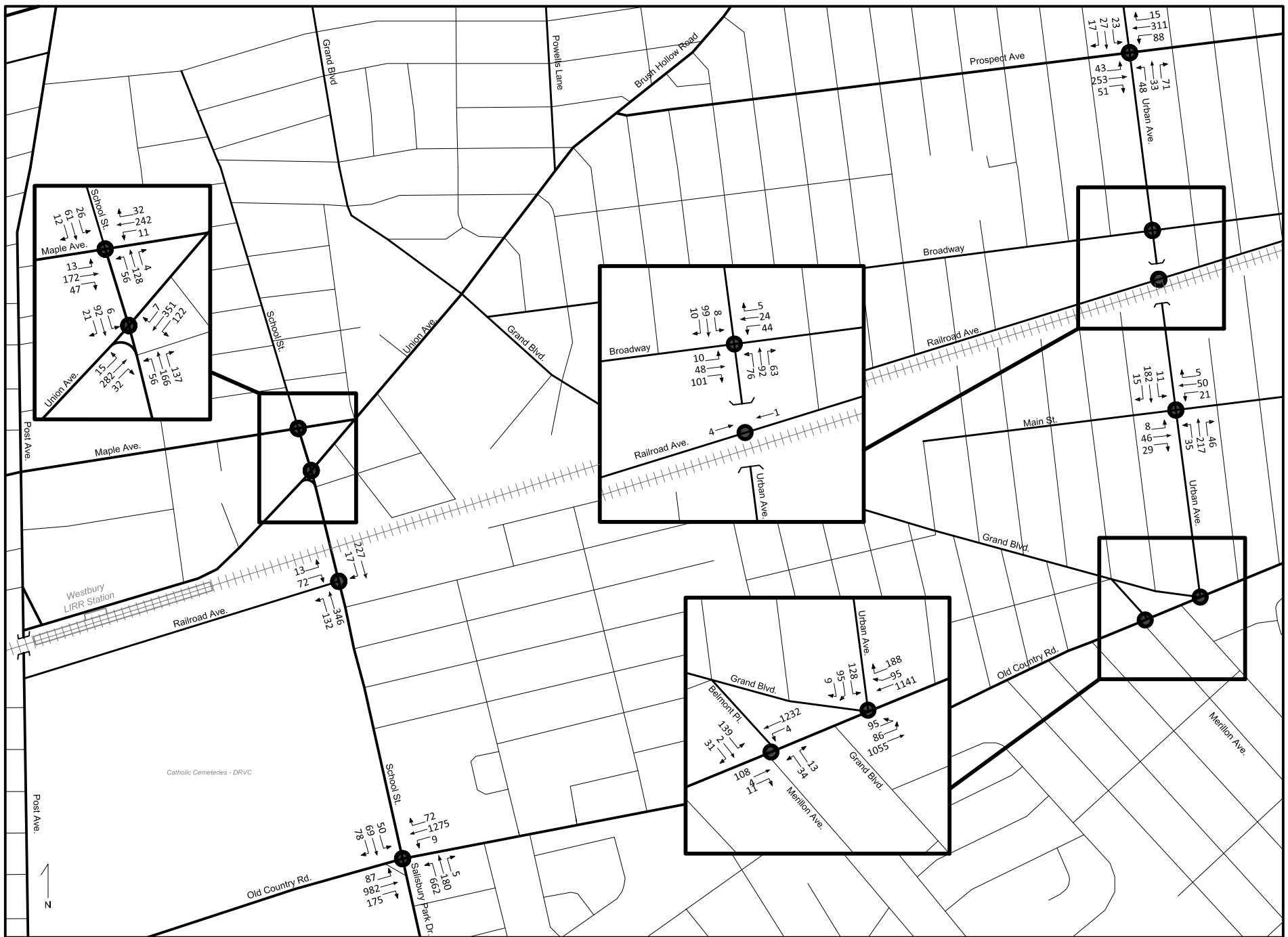
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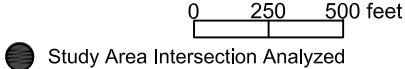
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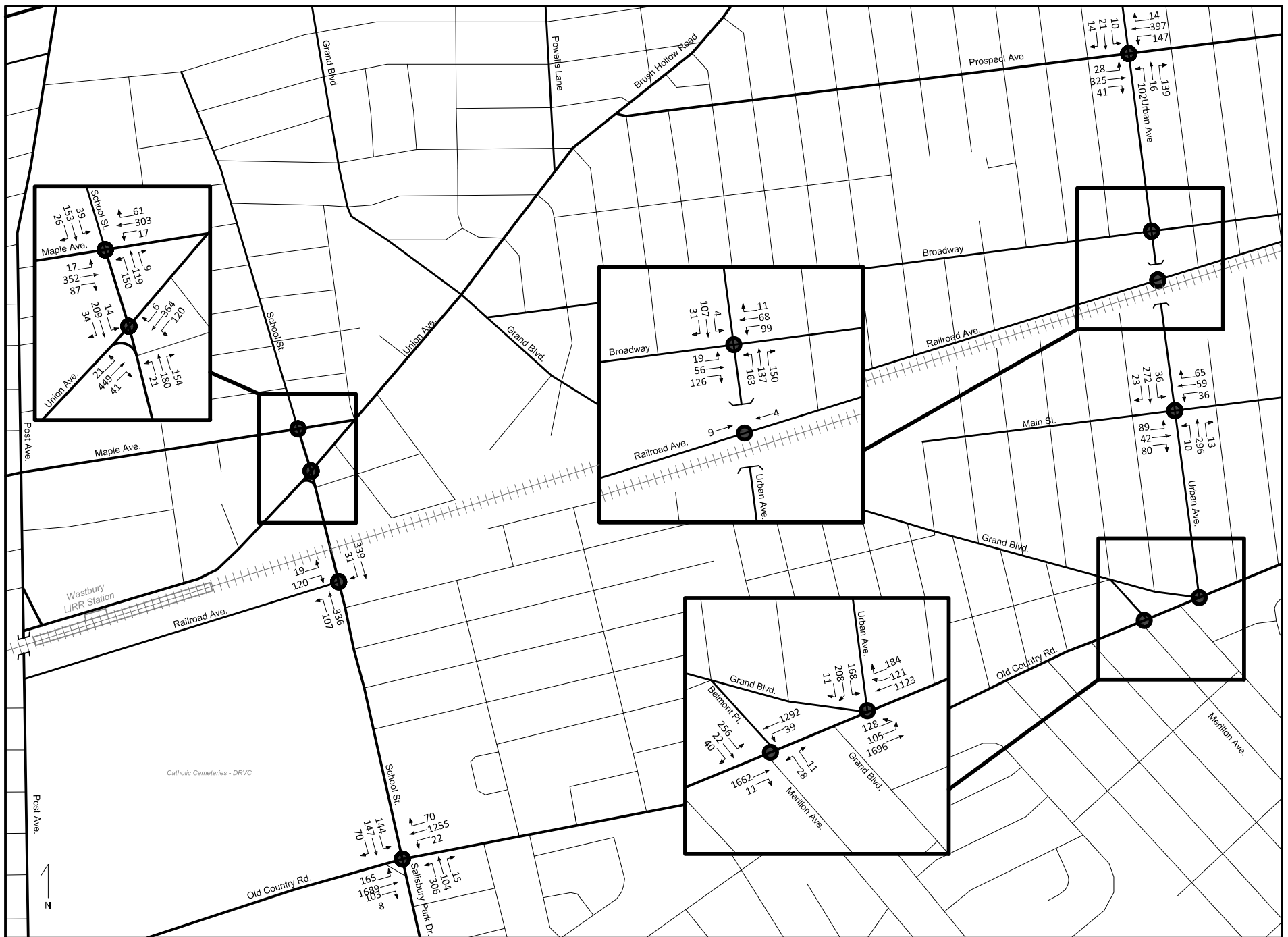
LIRR Main Line Project EIS
2020 Build Option 2 -- PM Peak Hour Traffic Volumes
Mineola

● Study Area Intersection Analyzed

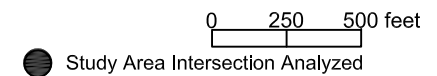


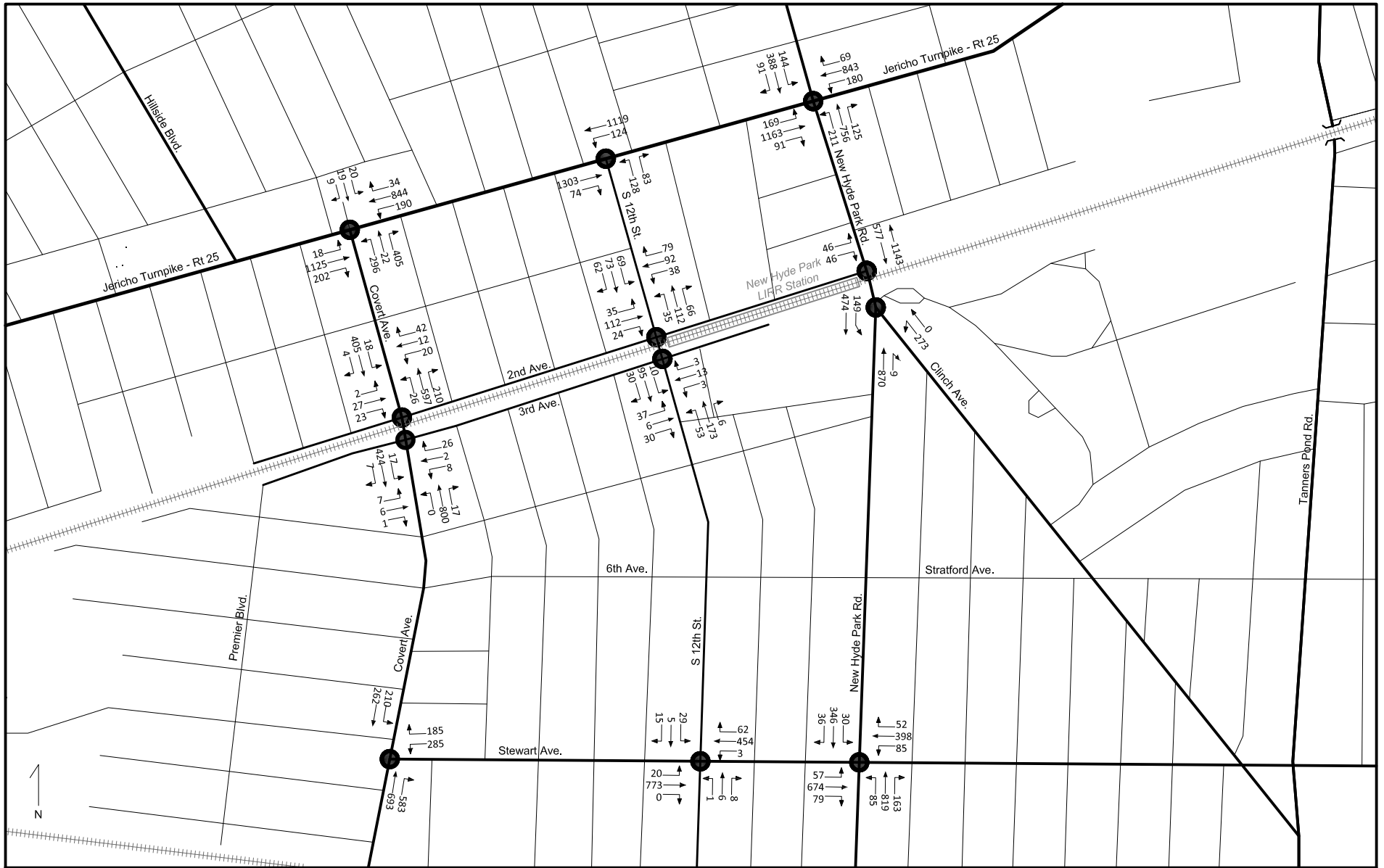
LIRR Main Line Project EIS
 2020 Build -- AM Peak Hour Traffic Volumes
 Westbury





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

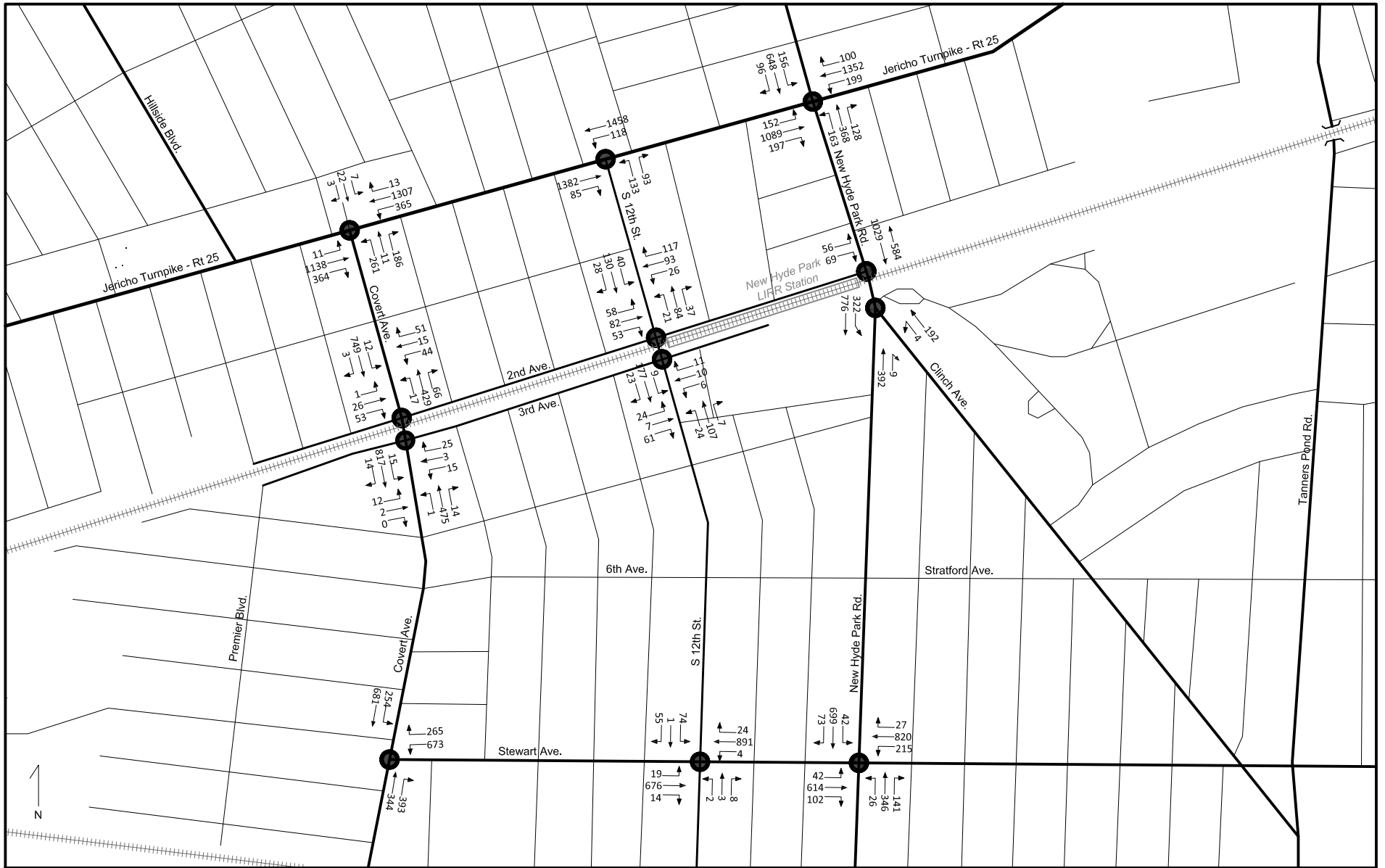




0 250 500 feet

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

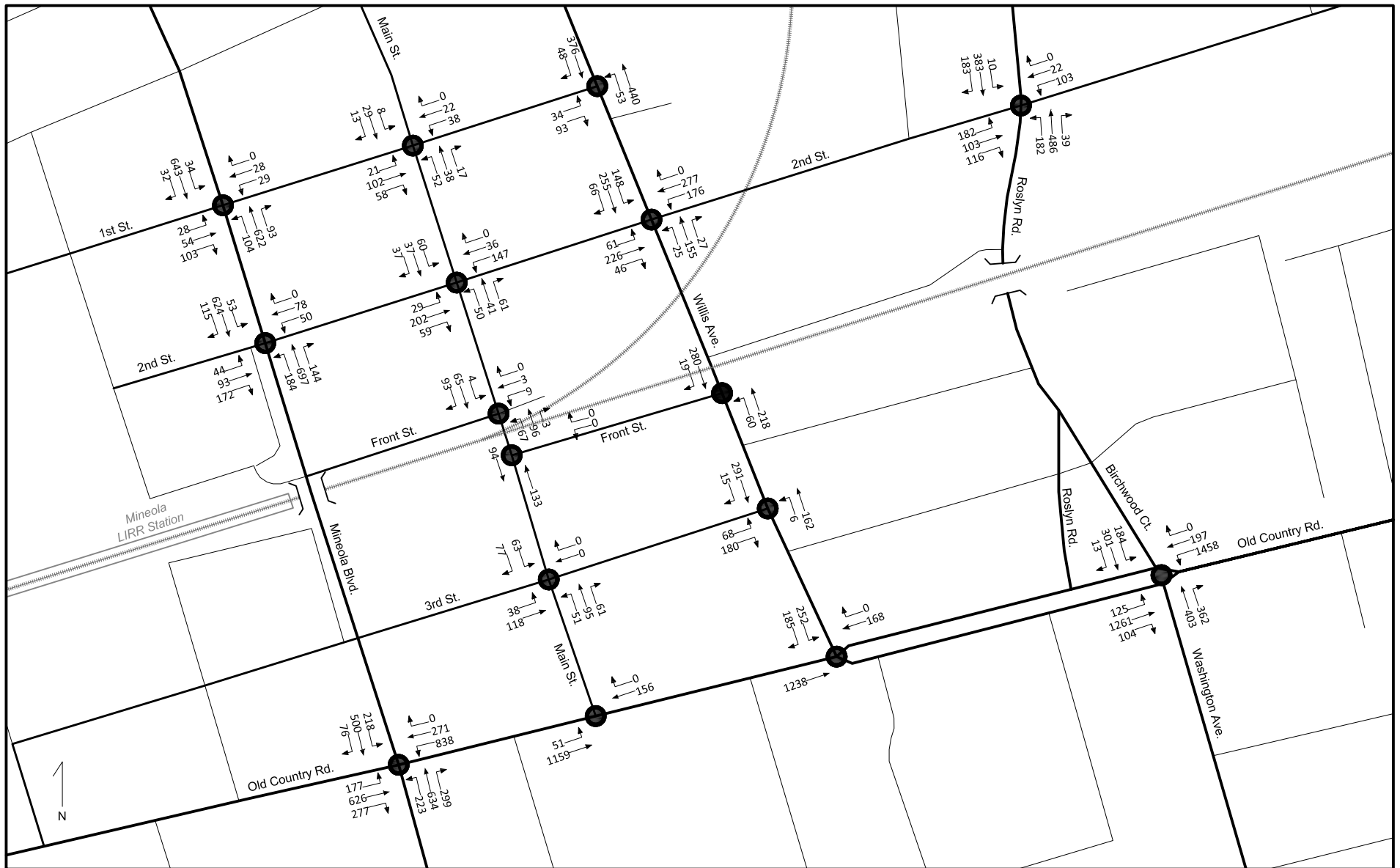
● Study Area Intersection Analyzed



0 250 500 feet

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

● Study Area Intersection Analyzed



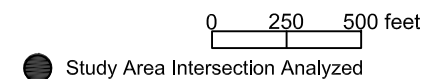
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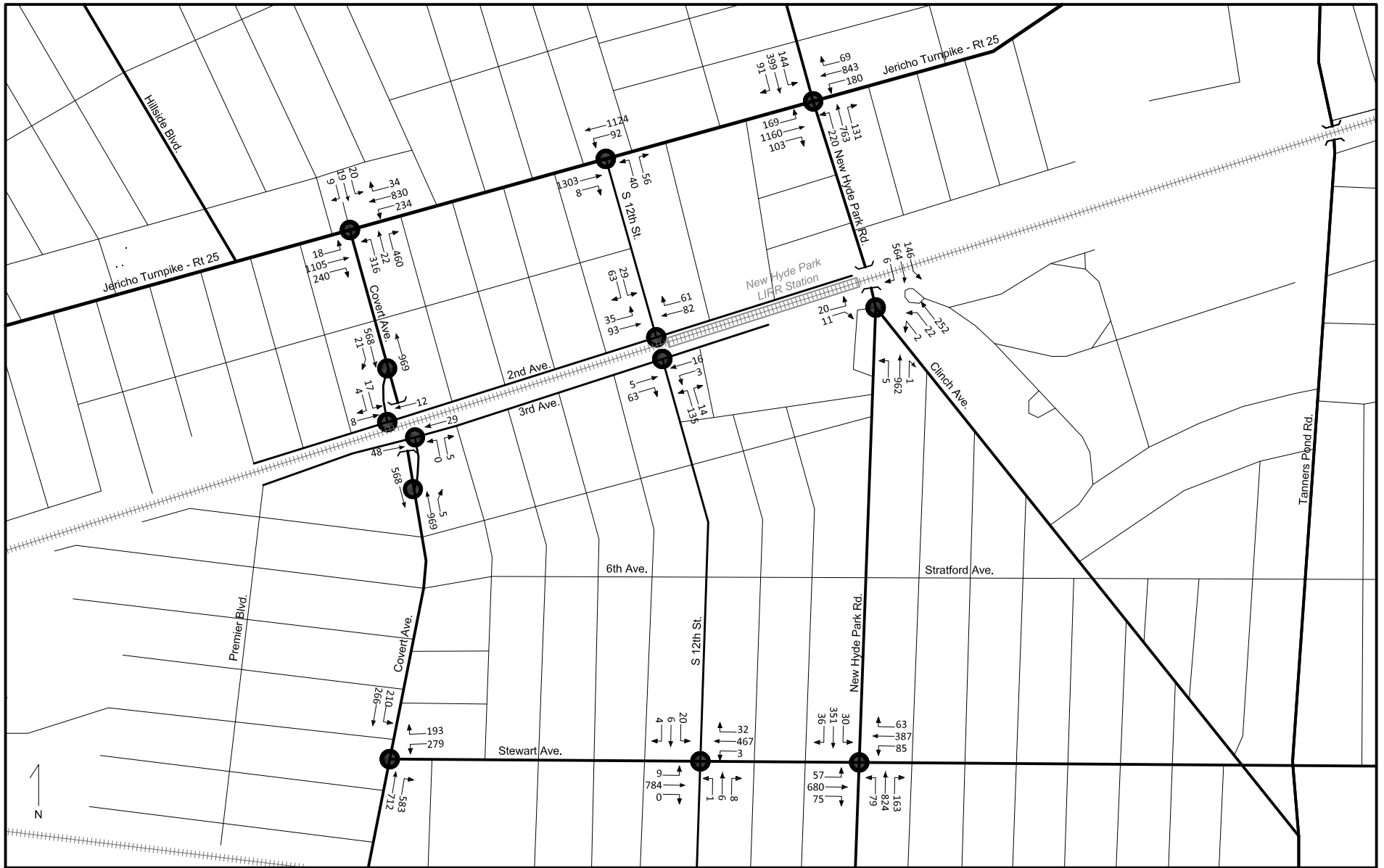
● Study Area Intersection Analyzed

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



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

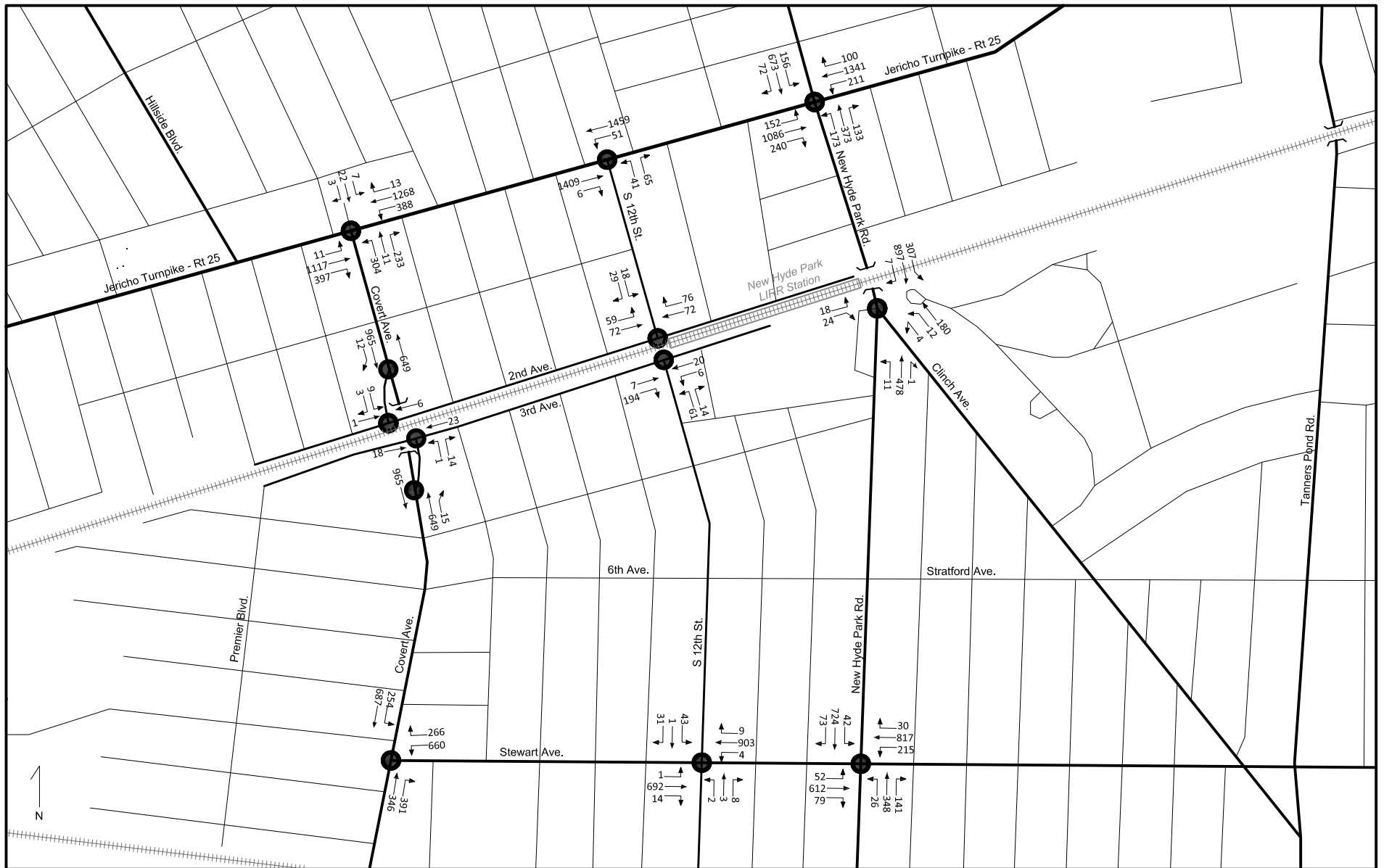




0 250 500 feet

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

● Study Area Intersection Analyzed



0 250 500 feet

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

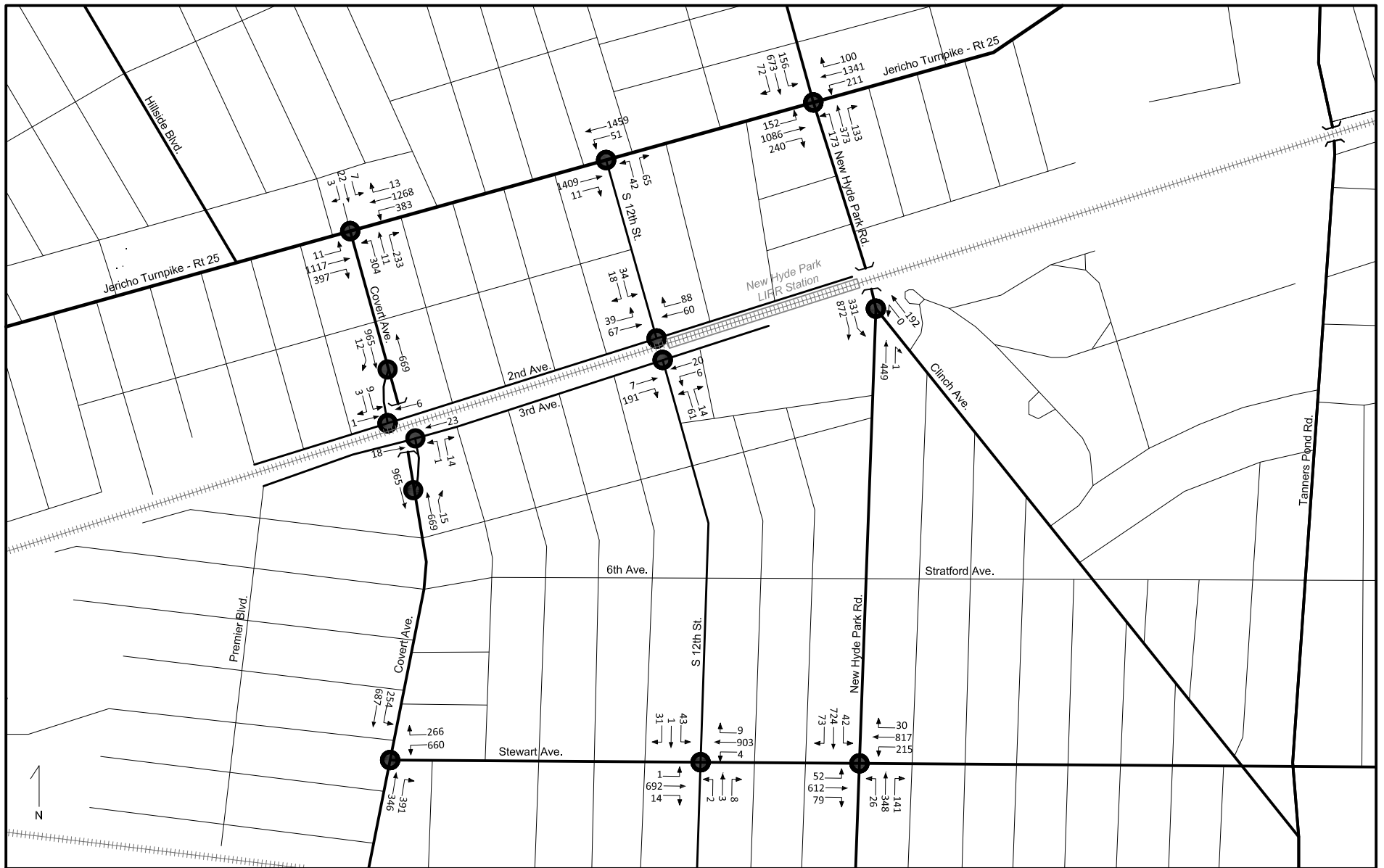
● Study Area Intersection Analyzed



0 250 500 feet

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

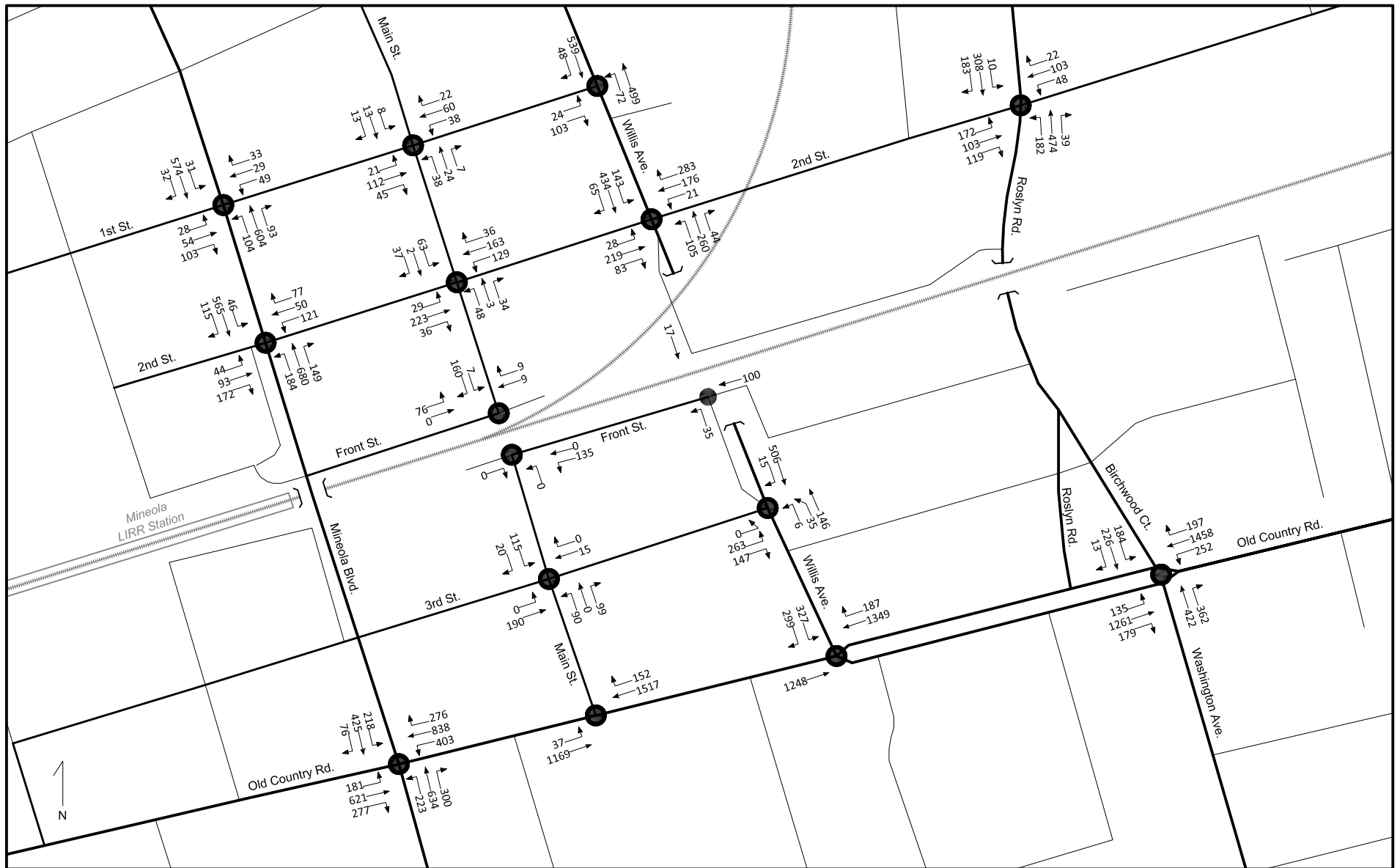
● Study Area Intersection Analyzed



0 250 500 feet

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

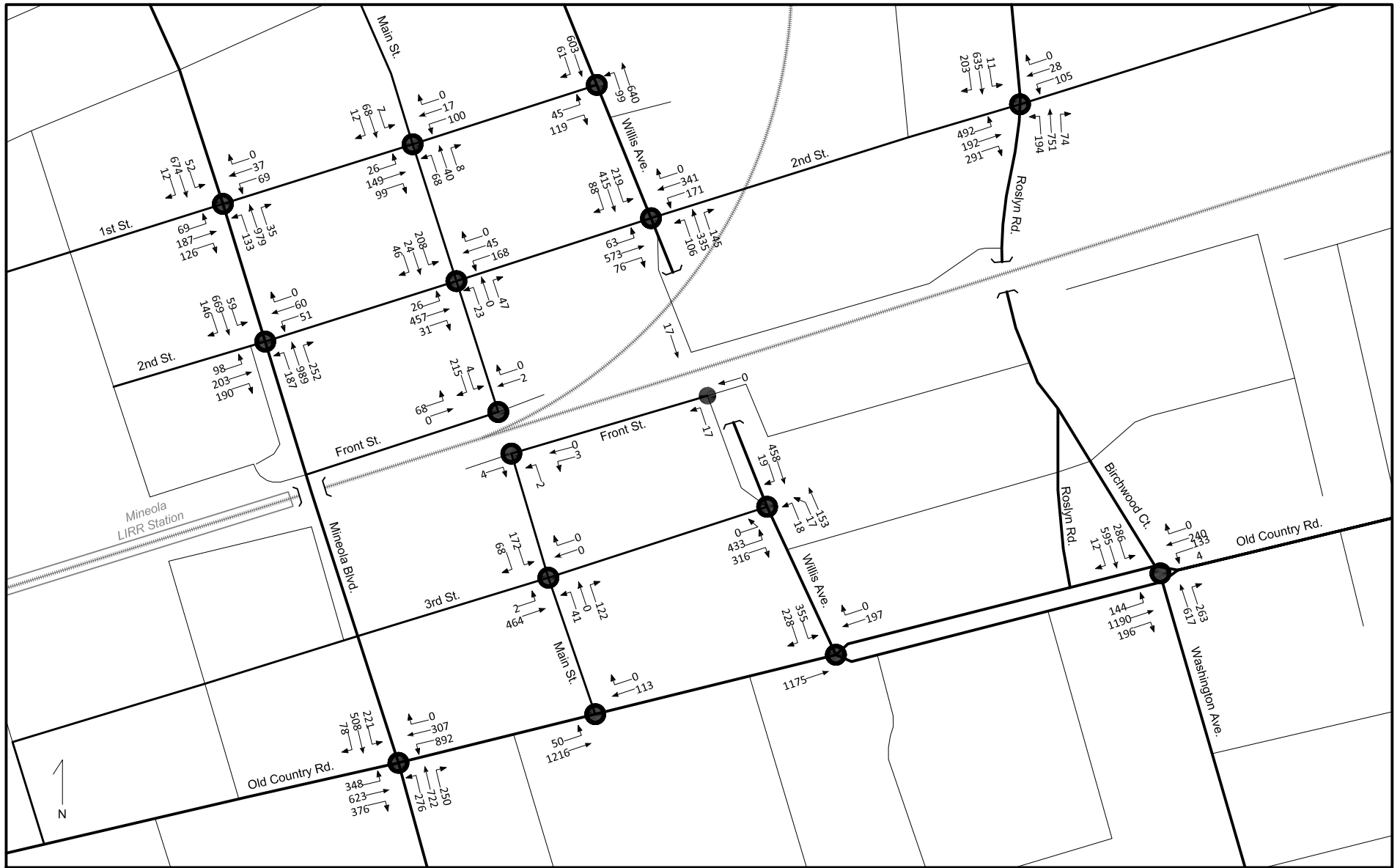
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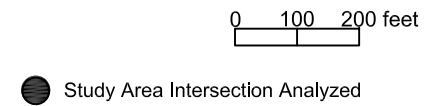
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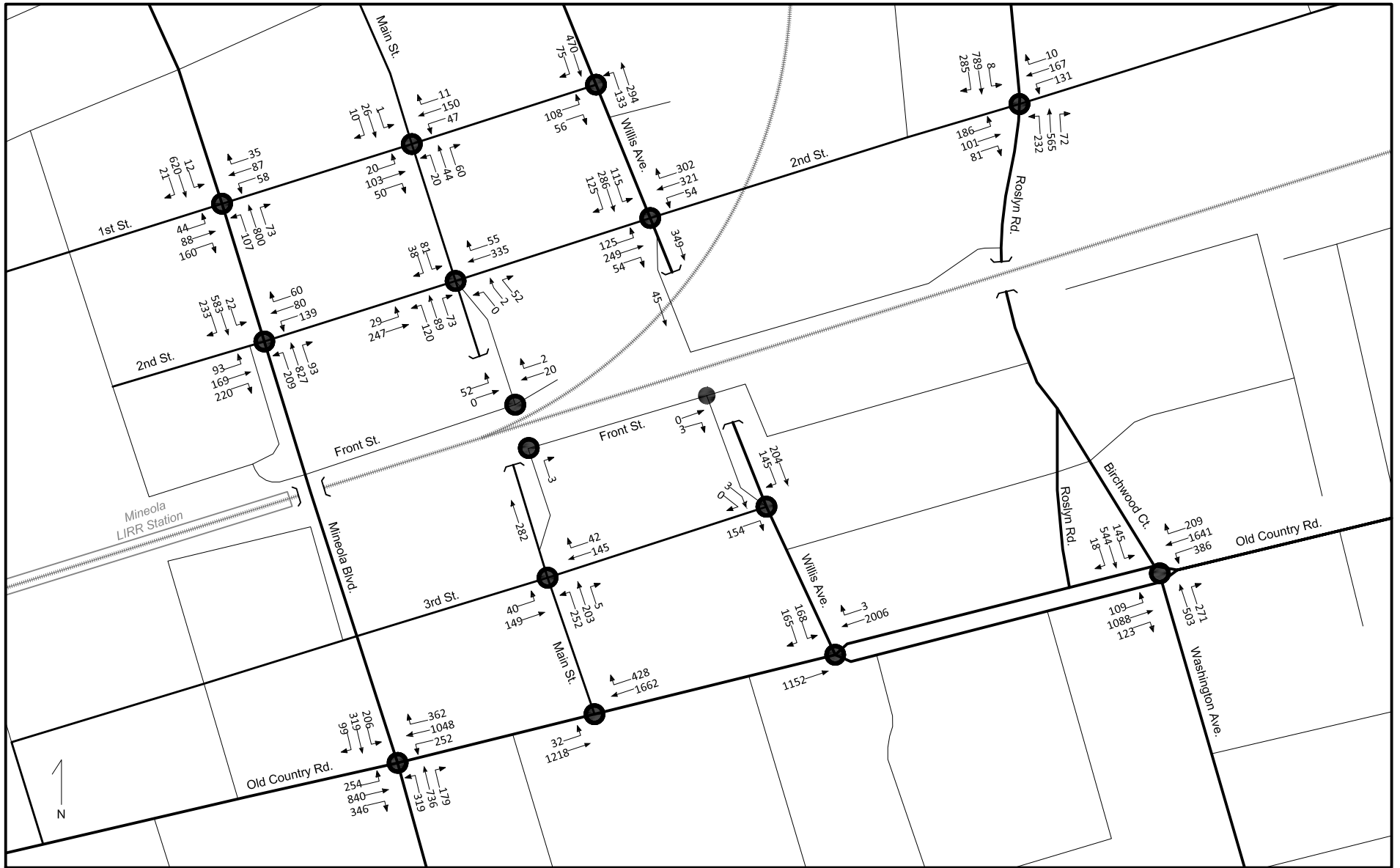
LIRR Main Line Project EIS
2040 Build Option 1 -- Midday Peak Hour Traffic Volumes
Mineola

● Study Area Intersection Analyzed



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

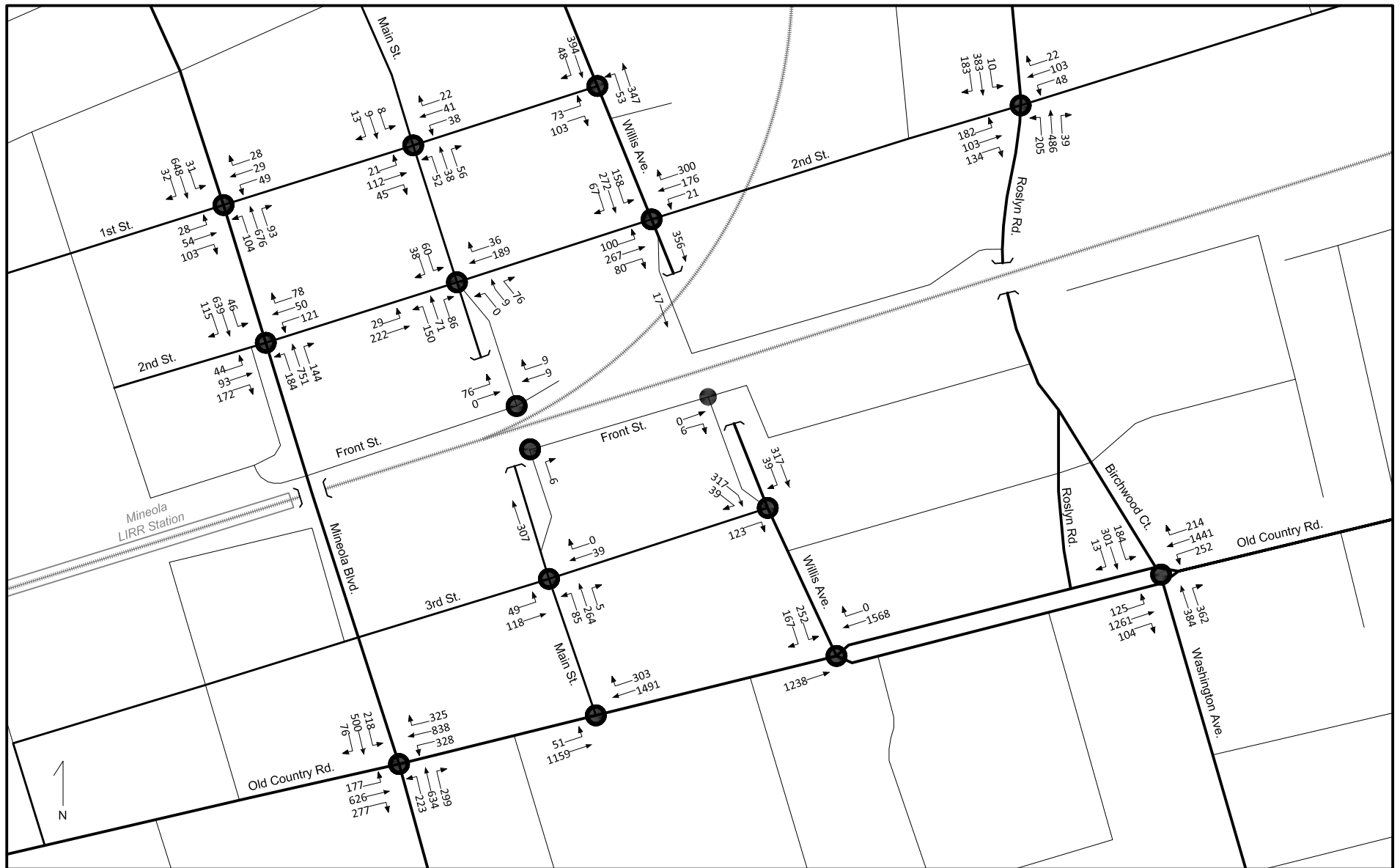




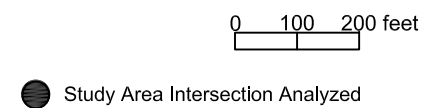
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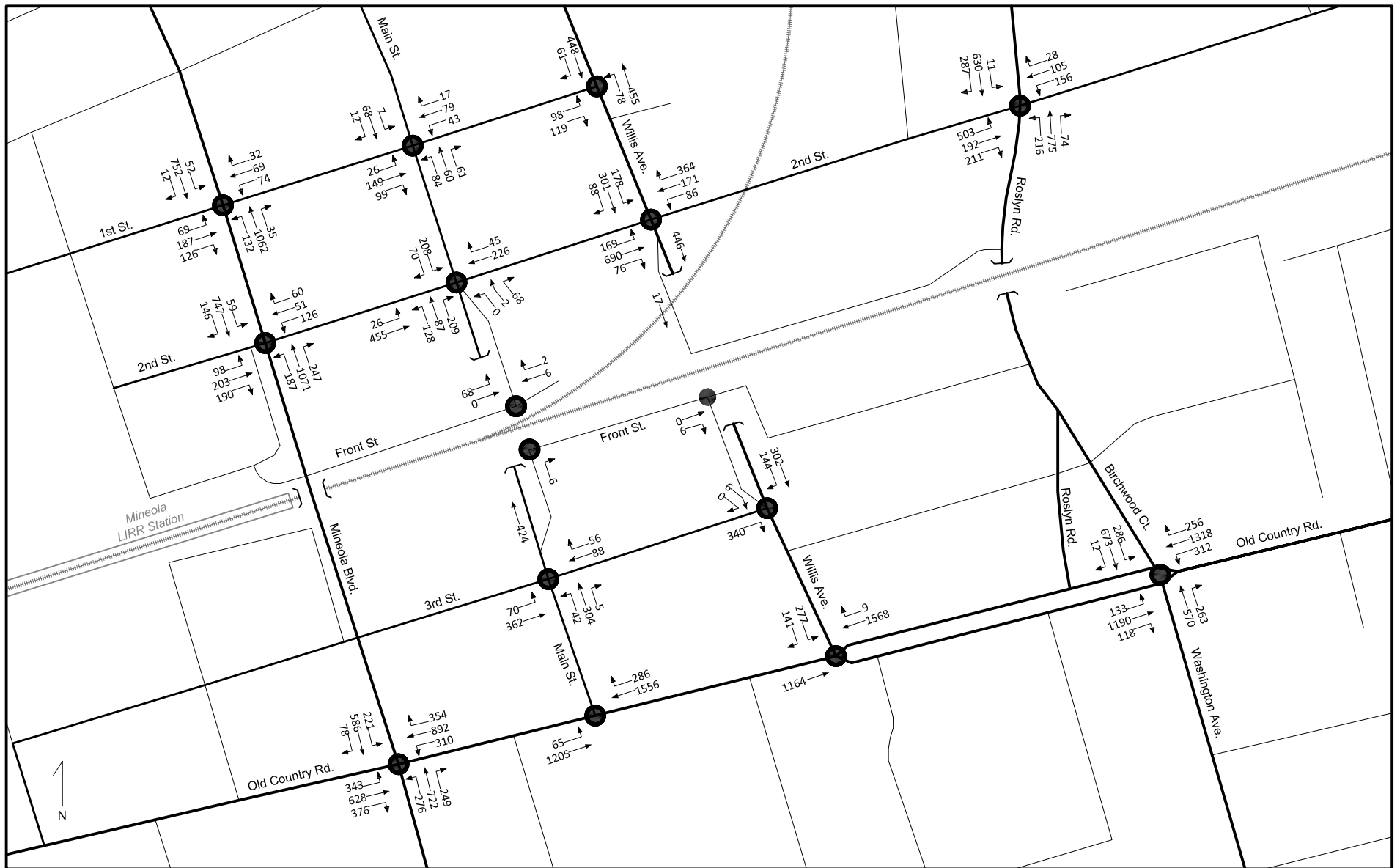
LIRR Main Line Project EIS
2040 Build Option 2 -- AM Peak Hour Traffic Volumes
Mineola

● Study Area Intersection Analyzed

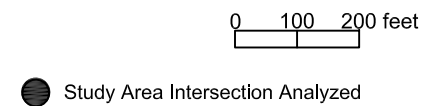


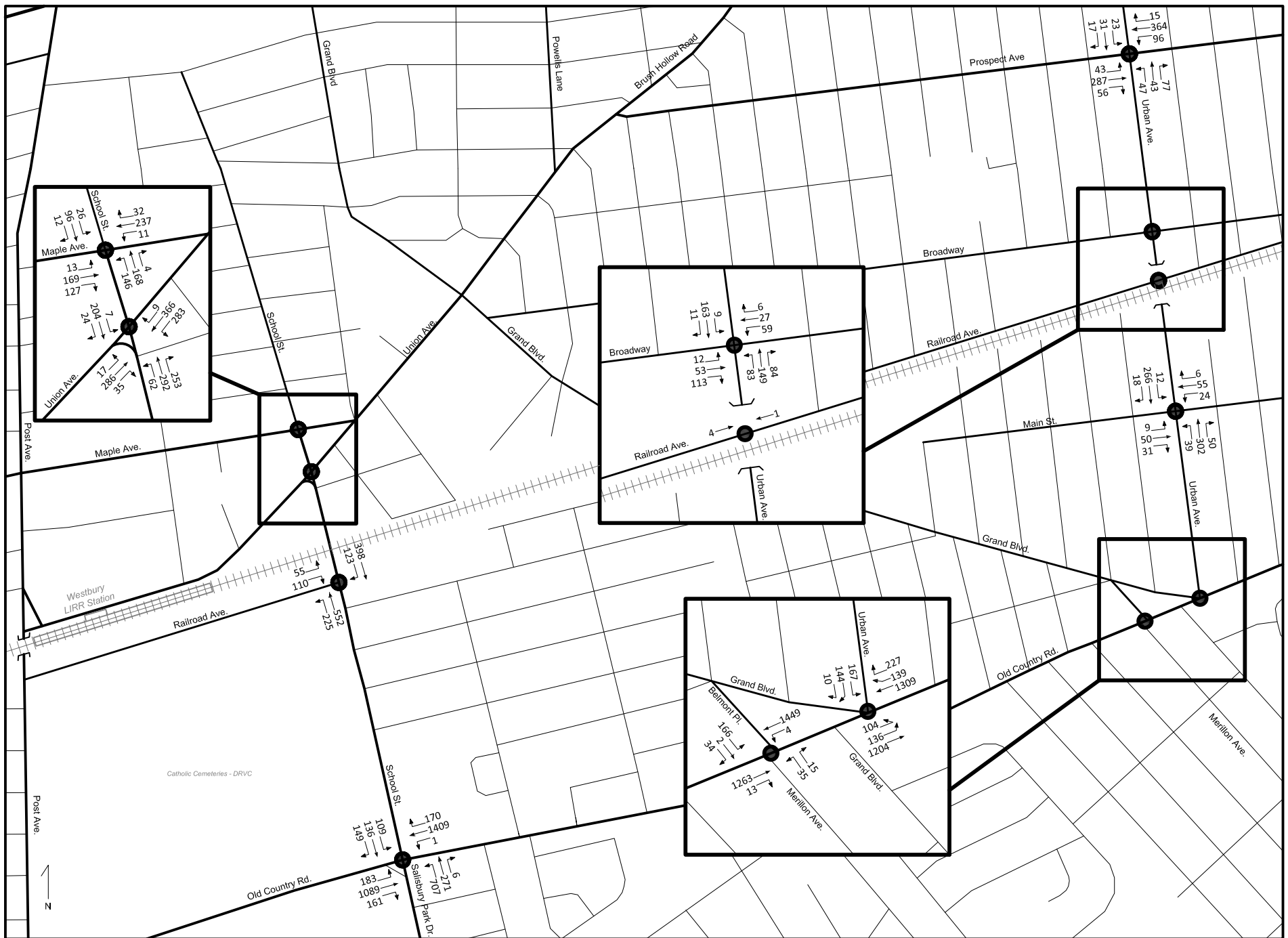
LIRR Main Line Project EIS
 2040 Build Option 2 -- Midday Peak Hour Traffic Volumes
 Mineola



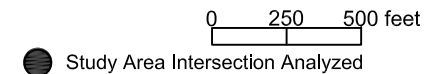


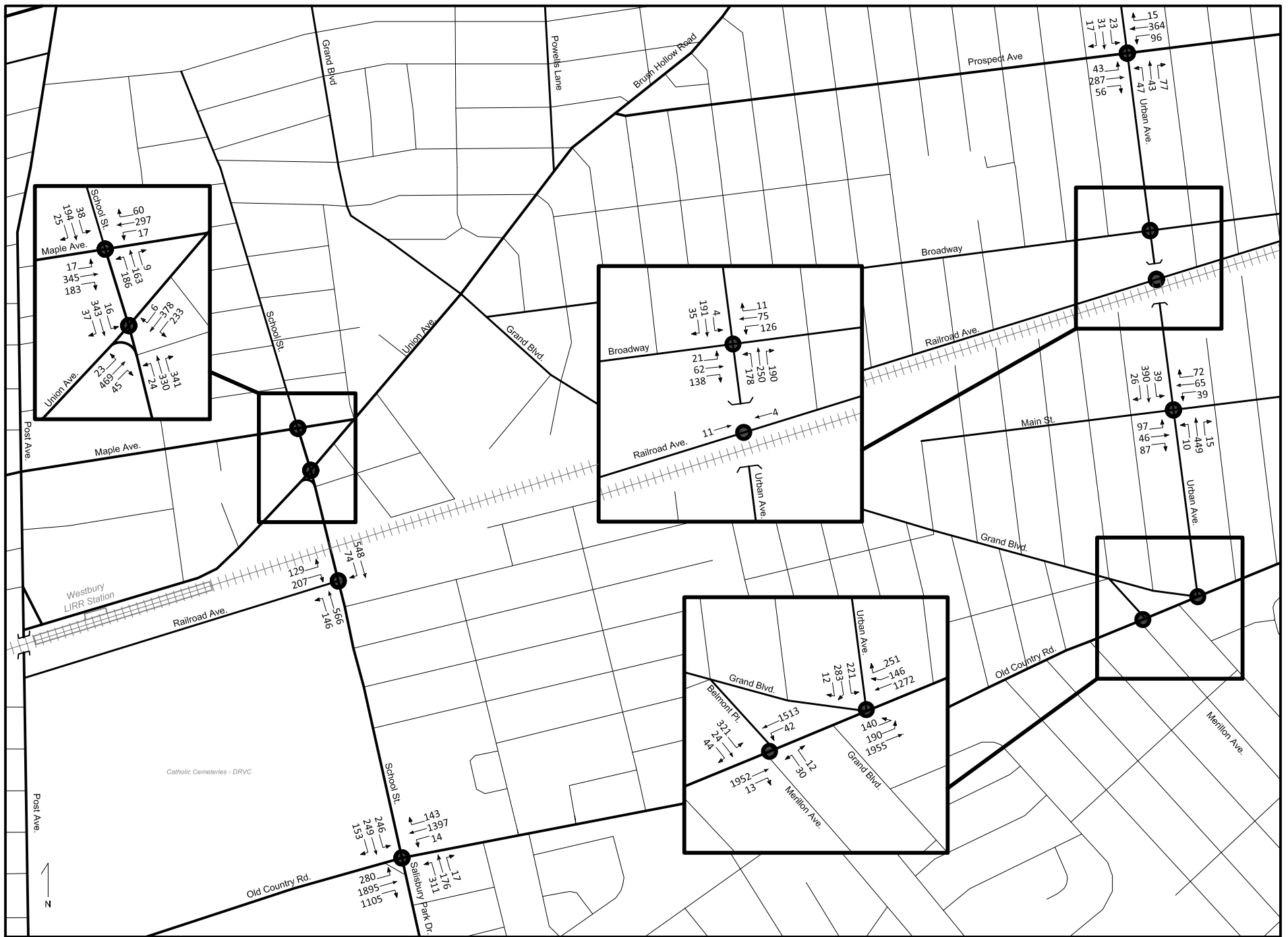
LIRR Main Line Project EIS
 2040 Build Option 2 -- PM Peak Hour Traffic Volumes
 Mineola





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





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

0 250 500 feet

● Study Area Intersection Analyzed

TABLE XX
LIRR Main Line Project DEIS
2016 EXISTING 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	
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
Jericho Turnpike (Rt. 25)	SB	LTR	0.59	58.6	E	LTR	0.56	76.2	E
	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
	EB	LR	0.44	27.9	C	LR	0.37	26.4	C
Stewart Avenue	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
	EB	TR	0.81	21.5	C	TR	0.68	14.3	B
Jericho Turnpike (Rt. 25)	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									
Covert Avenue	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	

TABLE XX
LIRR Main Line Project DEIS
2016 EXISTING 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	
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.

TABLE XX
LIRR Main Line Project DEIS
2016 EXISTING 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	
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	

TABLE XX
LIRR Main Line Project DEIS
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 Second Street	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	
	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 First 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	
	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 Second 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	
	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 Third 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	
	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 First Street	NB	LT	-	3.9	A	LT	-	1.7	A		LT	-	2.4	A	
	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.

TABLE XX
LIRR Main Line Project DEIS
2016 EXISTING TRAFFIC LEVELS OF SERVICE - WESTBURY

INTERSECTION & APPROACH	Weekday AM Peak Hour					Weekday PM Peak Hour				
	Mvt.	V/C	Control Delay	LOS		Mvt.	V/C	Control Delay	LOS	
SIGNALIZED INTERSECTIONS										
<u>SCHOOL STREET</u>										
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	0.5	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	
<u>URBAN AVENUE</u>										
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	
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	
<u>OLD COUNTRY ROAD</u>										
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	
Overall Intersection	-	0.61	10.5	B		-	0.75	13.0	B	

TABLE XX
LIRR Main Line Project DEIS
2016 EXISTING TRAFFIC LEVELS OF SERVICE - WESTBURY

INTERSECTION & APPROACH	Weekday AM Peak Hour					Weekday PM Peak Hour				
	Mvt.	V/C	Control Delay	LOS		Mvt.	V/C	Control Delay	LOS	
UNSIGNALIZED INTERSECTIONS										
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	0.51	13.1	B	LTR	0.65	20.9	C	
	SB	LTR	0.35	11.1	B	LTR	0.66	21.4	C	
Main Street	EB	LTR	0.21	10.5	B	LTR	0.53	17.4	C	
	WB	LTR	0.17	10.4	B	LTR	0.45	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.

TABLE XX
LIRR Main Line Project DEIS
2020 NO BUILD 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	
SIGNALIZED INTERSECTIONS									
COVERT AVENUE									
Covert Avenue at Jericho Turnpike (Rt. 25)									
Covert Avenue Jericho Turnpike (Rt. 25)	NB	L	0.94	80.3	F	L	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
		EB	L	0.08	16.8	B	L	0.09	25.0
		TR	1.07	79.3	E	TR	1.08	93.4	F
		WB	L	0.93	77.0	E	L	0.87	65.1
	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
		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
Stewart Avenue	SB	LT	0.55	3.6	A	LT	0.67	5.3	A
		EB	LR	0.45	27.9	C	LR	0.37	26.3
	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 Jericho Turnpike (Rt. 25)	NB	LR	0.69	49.2	D	LR	0.74	74.6	E
		EB	TR	0.84	23.7	C	TR	0.70	15.6
	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									
Covert Avenue	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 Jericho Turnpike (Rt. 25)	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
	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	

TABLE XX
LIRR Main Line Project DEIS
2020 NO BUILD 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	
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.

TABLE XX
LIRR Main Line Project DEIS
2020 NO BUILD 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	
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	

TABLE XX
LIRR Main Line Project DEIS
2020 NO BUILD 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 Second Street	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	
	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 First 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	
	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 Second 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	
	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 Third 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	
	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 First Street	NB	LT	-	3.8	A	LT	-	1.7	A		LT	-	2.4	A	
	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 Third Street	NB	LT	-	0.2	A	LT	-	0.3	A		LT	-	1.0	A	
	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.

TABLE XX
LIRR Main Line Project DEIS
2020 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
SIGNALIZED INTERSECTIONS									
SCHOOL STREET									
School Street at Maple Avenue									
School Street	NB	LTR	0.46	14.8	B	LTR	0.51	16.5	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	12.3	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	25.4	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		-	0.75	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	52.6	D
	SB	L	0.28	55.8	E	L	0.63	58.5	E
		TR	0.86	91.1	F	TR	0.95	101.2	F
Old Country Road	EB	L	0.68	41.2	D	L	0.88	67.2	E
		T	0.59	23.8	C	T	0.95	40.2	D
		R	0.14	17.5	B	R	0.93	45.0	D
	WB	L	0.11	19.9	B	L	0.33	28.9	C
		TR	0.97	52.3	D	TR	0.88	39.0	D
Overall Intersection	-	0.93	52.2	D		-	0.92	46.5	D
URBAN AVENUE									
Urban Avenue at Prospect Avenue									
Urban Avenue	NB	LTR	0.58	39.8	D	LTR	0.72	43.0	D
	SB	LTR	0.47	36.9	D	LTR	0.17	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	10.2	B
	WB	L	0.10	4.1	A	L	0.20	6.7	A
		TR	0.48	7.5	A	TR	0.57	11.4	B
Overall Intersection	-	0.50	13.6	B		-	0.61	16.4	B
Urban Avenue at LIRR Grade Crossing									
Urban Avenue	NB	T	0.18	9.8	A	T	0.43	22.3	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	0.88	52.3	D
		T	0.47	8.7	A	T	0.71	9.0	A
	WB	TR	0.95	35.9	D	TR	0.92	32.3	C
Overall Intersection	-	0.87	28.0	C		-	0.91	25.1	C

TABLE XX
LIRR Main Line Project DEIS
2020 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
OLD COUNTRY ROAD									
Old Country Road at Belmont Place / Merillon Avenue									
Belmont Place	NB	L	0.18	35.8	D	L	0.13	31.0	C
		R	0.10	35.1	D	R	0.06	30.4	C
Merillon Avenue	SB	L	0.71	48.1	D	L	0.80	47.8	D
		R	0.05	34.7	C	R	0.17	31.3	C
Old Country Road	EB	TR	0.49	7.1	A	TR	0.76	14.1	B
		L	0.06	3.0	A	L	0.68	23.3	C
		T	0.60	6.7	A	TR	0.65	2.9	A
Overall Intersection	-	0.62	10.5	B	-	0.77	13.5	B	
UNSIGNALIZED INTERSECTIONS									
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
Broadway	EB	LTR	-	9.1	A	LTR	-	10.7	B
		WB	LTR	-	8.8	A	LTR	-	11.4
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
Railroad Avenue	EB	LTR	-	10.6	B	LTR	-	16.2	C
		WB	LTR	-	15.9	C	LTR	-	37.8
Overall Intersection	-	-	3.3	A	-	-	6.0	A	
Urban Avenue at Main Street									
Urban Avenue	NB	LTR	-	13.4	B	LTR	-	22.4	C
		SB	LTR	-	11.2	B	LTR	-	23.0
Main Street	EB	LTR	-	10.6	B	LTR	-	18.2	C
		WB	LTR	-	10.5	B	LTR	-	16.5
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.

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

INTERSECTION & APPROACH	Weekday AM Peak Hour				Weekday PM Peak Hour			
	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	0.97	87.1	F	L	1.19	185.5
		TR	1.11	131.8	F	TR	0.24	57.8
	SB	LTR	0.60	60.3	E	LTR	0.56	76.2
		L	0.08	16.9	B	L	0.09	25.8
Jericho Turnpike (Rt. 25)	EB	TR	1.08	80.9	F	TR	1.10	104.1
		L	1.07	118.1	F	L	0.88	65.0
	WB	L	0.64	22.6	C	TR	0.71	21.4
		TR						
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
		TR	0.68	27.7	C	TR	0.83	29.8
Covert Avenue (south leg)	NB	T	0.98	53.1	D	T	0.33	19.0
		R	0.78	13.3	B	R	0.87	42.6
	SB	LT	0.56	3.6	A	LT	0.66	5.2
		LR	0.45	27.9	C	LR	0.36	26.0
Stewart Avenue	WB	L	0.30	15.7	B	L	0.75	25.5
		R	0.50	17.7	B	R	0.65	24.9
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
		TR	0.72	14.1	B	TR	0.64	11.1
Jericho Turnpike (Rt. 25)	WB	L	0.24	1.3	A	L	0.13	0.6
		T	0.56	2.5	A	T	0.62	2.0
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
		TR	1.09	103.4	F	TR	0.78	63.6
	SB	L	0.80	46.4	D	L	0.71	50.8
		TR	0.75	44.0	D	TR	1.10	126.7
Jericho Turnpike (Rt. 25)	EB	L	0.98	90.4	F	L	0.88	91.3
		TR	1.08	75.6	E	TR	1.07	76.5
	WB	L	1.10	129.9	F	L	1.02	117.4
		TR	0.92	47.7	D	TR	0.99	62.5
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
		L	0.61	10.8	B	L	0.59	7.4
	SB	TR	0.56	7.4	A	TR	0.78	10.5
		LR	0.01	16.1	C	LR	0.02	25.1
Kiss and Ride	EB	LR	0.39	18.1	C	LTR	0.15	25.8
Clinch Avenue	WB	LTR						
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
		LTR	0.51	21.4	C	LTR	0.79	30.4
	SB	L	0.30	24.7	C	L	0.38	26.8
		TR	0.76	32.0	C	TR	0.75	32.3
Stewart Avenue	WB	L	0.37	17.6	B	L	0.72	32.4
		TR	0.34	16.0	B	TR	0.52	10.8
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
Overall Intersection	-	-	4.6	A	-	-	5.4	A
Covert Avenue at Third Avenue								
Covert Avenue	NB	LR	-	9.2	A	LR	-	9.1
Overall Intersection	-	-	0.1	A	-	-	1.9	A

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

INTERSECTION & APPROACH	Weekday AM Peak Hour					Weekday PM Peak Hour				
	Mvt.	V/C	Control Delay	LOS		Mvt.	V/C	Control Delay	LOS	
<u>SOUTH 12TH STREET</u>										
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.

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

INTERSECTION & APPROACH	Weekday AM Peak Hour				Weekday PM Peak Hour			
	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	0.97	87.9	F	L	1.19	185.5
		TR	1.10	129.2	F	TR	0.24	57.8
	SB	LTR	0.59	59.4	E	LTR	0.56	76.2
		L	0.08	16.9	B	L	0.09	25.7
Jericho Turnpike (Rt. 25)	EB	TR	1.08	80.9	F	TR	1.10	103.3
		L	1.07	118.1	F	L	0.88	65.1
	WB	L	0.64	22.6	C	TR	0.71	21.4
		TR						
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
		TR	0.68	27.7	C	TR	0.83	29.8
Covert Avenue (south leg)	NB	T	0.98	53.1	D	T	0.33	19.0
		R	0.78	13.3	B	R	0.87	42.6
	SB	LT	0.56	3.6	A	LT	0.66	5.2
		LR	0.45	27.9	C	LR	0.36	26.0
Stewart Avenue	WB	L	0.30	15.7	B	L	0.75	25.5
		R	0.50	17.7	B	R	0.65	24.9
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
		TR	0.72	14.2	B	TR	0.64	11.1
Jericho Turnpike (Rt. 25)	WB	L	0.24	1.3	A	L	0.13	0.6
		T	0.56	2.5	A	T	0.62	2.0
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
		TR	1.09	103.4	F	TR	0.78	63.6
	SB	L	0.80	46.4	D	L	0.71	50.8
		TR	0.75	44.0	D	TR	1.10	126.7
Jericho Turnpike (Rt. 25)	EB	L	0.98	90.5	F	L	0.88	91.2
		TR	1.08	75.6	E	TR	1.07	76.5
	WB	L	1.10	129.9	F	L	1.02	117.4
		TR	0.92	47.7	D	TR	0.99	62.5
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
		L	0.51	21.4	C	L	0.79	30.4
Stewart Avenue	EB	L	0.30	24.7	C	L	0.38	26.8
		TR	0.76	32.0	C	TR	0.75	32.3
	WB	L	0.37	17.6	B	L	0.72	32.4
		TR	0.34	16.0	B	TR	0.52	10.8
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
Overall Intersection	-	-	4.4	A	-	-	5.4	A
Covert Avenue at Third Avenue								
Covert Avenue	NB	LR	-	9.2	A	LR	-	9.1
Overall Intersection	-	-	0.1	A	-	-	1.9	A

TABLE XX
LIRR Main Line Project DEIS
2020 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	
<u>SOUTH 12TH STREET</u>									
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	
<u>NEW HYDE PARK ROAD</u>									
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.

TABLE XX
LIRR Main Line Project DEIS
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				Mitigation Measures
INTERSECTION & APPROACH	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	87.1	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. - 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.
		TR	0.95	87.2	F	TR	1.11	131.8	F	TR	0.89	65.5	E	
Jericho Turnpike (Rt. 25)	SB	LTR	0.59	58.6	E	LTR	0.60	60.3	E	-	-	-		
	EB	L	0.08	16.8	B	L	0.08	16.9	B	L	0.07	12.8	B	
	WB	TR	1.07	79.3	E	TR	1.08	80.9	F	TR	0.93	38.4	D	
		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)														
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)														
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						
Stewart Avenue	SB	LT	0.55	3.6	A	LT	0.56	3.6	A					
	EB	LR	0.45	27.9	C	LR	0.45	27.9	C					
	WB	L	0.30	15.7	B	L	0.30	15.7	B					
		R	0.48	17.5	B	R	0.50	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 Jericho Turnpike (Rt. 25)	NB	LR	0.69	49.2	D	LR	0.45	47.4	D					- Mitigation not required.
	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														
Covert Avenue	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	-	-	-	-					

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

<u>2020 No Build Weekday AM Peak Hour</u>					<u>2020 Build Weekday AM Peak Hour</u>				<u>Mitigation</u>					
INTERSECTION & APPROACH	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mitigation Measures	
<u>NEW HYDE PARK ROAD</u>														
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					
Jericho Turnpike (Rt. 25)	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					
	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						
<u>UNSIGNALIZED INTERSECTIONS</u>														
<u>COVERT AVENUE</u>														
Covert Avenue at Second Avenue														
Covert Avenue	NB	LTR	-	0.9	A	-	-	-	-				- Mitigation not required.	
	SB	LTR	-	0.6	A	LR	-	9.1	A					
Second Avenue	EB	LTR	-	33.1	D	-	-	-	-				- In Build: Roadway grade crossing eliminated with underpass. Covert Avenue service road dead-ended on either side of tracks.	
	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	-	-	-	-					
Third Avenue	EB	LTR	-	55.6	F	-	-	-	-				- In Build: Roadway grade crossing eliminated with underpass. Covert Avenue service road dead-ended on either side of tracks.	
	WB	LTR	-	31.6	D	-	-	-	-					
Overall Intersection	-	-	2.5	A	-	-	0.1	A						

TABLE XX
LIRR Main Line Project DEIS
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				Mitigation Measures
INTERSECTION & APPROACH	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<u>SOUTH 12TH STREET</u>														
South 12th Street at Second Avenue														
South 12th Street	SB	LTR	-	10.1	B	LR	-	7.9	A					- Mitigation not required. - In Build: Roadway grade crossing eliminated. Covert Avenue dead-ended on either side of tracks.
Second Avenue	EB	LTR	-	9.7	A	LT	-	8.1	A					
	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. - In Build: Roadway grade crossing eliminated. Covert Avenue dead-ended on either side of tracks.
Third Avenue	EB	LTR	-	8.4	A	TR	-	6.8	A					
	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					
<u>NEW HYDE PARK ROAD</u>														
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. - This intersection would be signalized as part of the Build condition.
	SB	-	-	-	-	L	0.61	10.8	B					
		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.

TABLE XX
LIRR Main Line Project DEIS
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				Mitigation Measures	
INTERSECTION & APPROACH	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 Jericho Turnpike (Rt. 25)	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 SI approach; reroute exiting vehicles to use driveway on North 6th Street. - 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.
		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	-	-	-	-	
		EB	L	0.09	25.0	C	L	0.09	25.8	C	L	0.08	20.6	
		TR	1.08	93.4	F	TR	1.10	104.1	F	TR	0.95	53.5	D	
		WB	L	0.87	65.1	E	L	0.88	65.0	E	L	0.90	70.3	
	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)														
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)														
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					
Stewart Avenue														
Stewart Avenue	SB	LT	0.67	5.3	A	LT	0.66	5.2	A					
	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 Jericho Turnpike (Rt. 25)	NB	LR	0.74	74.6	E	LR	0.34	63.4	E					- Mitigation not required
	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														
Covert Avenue	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	-	-	-	-						

TABLE XX
LIRR Main Line Project DEIS
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				Mitigation Measures	
INTERSECTION & APPROACH	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	0.79	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 Jericho Turnpike (250 feet upstream of the stop bar): allow 1 HF 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 signal timing plan: Shift 3 s green time from the EB/WB phase to the the EB/WB protected left-turn phase [EB/WB protected left-turn green time shifts from 19 s to 22 s; EB/WB green time shifts from 74 s to 71 s.]
	TR	0.77	62.4	E	TR	0.78	63.6	E	TR	0.78	63.6	E		
Jericho Turnpike (Rt. 25)	SB	L	0.70	50.0	D	L	0.71	50.8	D	L	0.71	50.8	D	
	TR	1.09	123.7	F	TR	1.10	126.7	F	TR	1.10	126.7	F		
	EB	L	0.89	100.8	F	L	0.88	91.3	F	L	0.82	76.7	E	
	TR	1.03	58.8	E	TR	1.07	76.5	E	TR	1.03	66.2	E		
	WB	L	0.91	84.8	F	L	1.02	117.4	F	L	0.90	88.8	F	
	TR	1.00	64.3	E	TR	0.99	62.5	E	TR	1.01	69.3	E		
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 - In Build: Roadway grade crossing eliminated with underpass. Covert Avenue service road dead-ended on either side of tracks.				
	SB	LTR	-	0.2	A	LR	-	9.0	A					
Second Avenue	EB	LTR	-	27.7	D	-	-	-	-					
	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 - In Build: Roadway grade crossing eliminated with underpass. Covert Avenue service road dead-ended on either side of tracks.				
	SB	LTR	-	0.5	A	-	-	-	-					
Third Avenue	EB	LTR	-	70.5	F	-	-	-	-					
	WB	LTR	-	38.6	E	-	-	-	-					
Overall Intersection		-	-	2.9	A	-	-	1.9	A					

TABLE XX
LIRR Main Line Project DEIS
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				Mitigation Measures
INTERSECTION & APPROACH	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<u>SOUTH 12TH STREET</u>														
South 12th Street at Second Avenue														
South 12th Street	SB	LTR	-	9.7	A	LR	-	7.3	A				- Mitigation not required - In Build: Roadway grade crossing eliminated. Covert Avenue dead-ended on either side of tracks.	
Second Avenue	EB	LTR	-	9.4	A	LT	-	7.7	A					
	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 - In Build: Roadway grade crossing eliminated. Covert Avenue dead-ended on either side of tracks.	
Third Avenue	EB	LTR	-	8.1	A	TR	-	6.9	A					
	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						
<u>NEW HYDE PARK ROAD</u>														
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 - This intersection would be signalized as part of the Build condition	
	SB	-	-	-	-	L	0.59	7.4	A					
		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.

TABLE XX
LIRR Main Line Project DEIS
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				Mitigation Measures		
INTERSECTION & APPROACH	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 SI approach; reroute exiting vehicles to use driveway on North 6th Street. - 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.	
		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	-	-	-	-		
		EB	L	0.08	16.8	B	L	0.08	16.9	B	L	0.07	12.8		B
	Jericho Turnpike (Rt. 25)	TR	L	1.07	79.3	E	TR	1.08	80.9	F	TR	0.93	38.4		D
			WB	L	0.93	77.0	E	L	1.07	118.1	F	L	0.85		52.4
	TR	L	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						
Stewart Avenue	SB	LT	0.55	3.6	A	LT	0.56	3.6	A						
	EB	LR	0.45	27.9	C	LR	0.45	27.9	C						
	WB	L	0.30	15.7	B	L	0.30	15.7	B						
		R	0.48	17.5	B	R	0.50	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	
	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															
Covert Avenue	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	-	-	-	-							

TABLE XX
LIRR Main Line Project DEIS
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					
Jericho Turnpike (Rt. 25)	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					
	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					
Second Avenue	EB	LTR	-	33.1	D	-	-	-	-				- In Build: Roadway grade crossing eliminated with underpass. Covert Avenue service road dead-ended on either side of tracks.	
	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	-	-	-	-					
Third Avenue	EB	LTR	-	55.6	F	-	-	-	-				- In Build: Roadway grade crossing eliminated with underpass. Covert Avenue service road dead-ended on either side of tracks.	
	WB	LTR	-	31.6	D	-	-	-	-					
Overall Intersection	-	-	2.5	A	-	-	0.1	A						

TABLE XX
LIRR Main Line Project DEIS
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				Mitigation Measures
INTERSECTION & APPROACH	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<u>SOUTH 12TH STREET</u>														
South 12th Street at Second Avenue														
South 12th Street	SB	LTR	-	10.1	B	LR	-	7.9	A					- Mitigation not required - In Build: Roadway grade crossing eliminated. Covert Avenue dead-ended on either side of tracks.
Second Avenue	EB	LTR	-	9.7	A	LT	-	8.0	A					
	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 - In Build: Roadway grade crossing eliminated. Covert Avenue dead-ended on either side of tracks.
Third Avenue	EB	LTR	-	8.4	A	TR	-	6.8	A					
	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					
<u>NEW HYDE PARK ROAD</u>														
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.

TABLE XX
LIRR Main Line Project DEIS
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				Mitigation Measures
INTERSECTION & APPROACH	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 SI approach; reroute exiting vehicles to use driveway on North 6th Street. - 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.
		TR	0.22	57.5	E	TR	0.24	57.8	E	TR	0.22	51.8	D	
Jericho Turnpike (Rt. 25)	SB	LTR	0.56	76.2	E	LTR	0.56	76.2	E	-	-	-	-	
	EB	L	0.09	25.0	C	L	0.09	25.7	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	
	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)														
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)														
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					
Stewart Avenue														
Stewart Avenue	SB	LT	0.67	5.3	A	LT	0.66	5.2	A					
	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 Jericho Turnpike (Rt. 25)	NB	LR	0.74	74.6	E	LR	0.34	63.4	E					- Mitigation not required
	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														
Covert Avenue	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	-	-	-	-						

TABLE XX
LIRR Main Line Project DEIS
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				Mitigation Measures	
INTERSECTION & APPROACH	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<u>NEW HYDE PARK ROAD</u>														
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 o Jericho Turnpike (250 feet upstream of the stop bar): allow 1 HF 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
	TR		0.77	62.4	E	TR	0.78	63.6	E	TR	0.78	63.6	E	
Jericho Turnpike (Rt. 25)	SB	L	0.70	50.0	D	L	0.71	50.8	D	L	0.71	50.8	D	
	TR		1.09	123.7	F	TR	1.10	126.7	F	TR	1.10	126.7	F	
	EB	L	0.89	100.8	F	L	0.88	91.2	F	L	0.82	76.6	E	
	TR		1.03	58.8	E	TR	1.07	76.5	E	TR	1.03	66.3	E	
WB	L	0.91	84.8	F	L	1.02	117.4	F	L	0.90	88.8	F	- Modify signal timing plan: Shift 3 s green time from the EB/WB phase to the the EB/WB protected left-turn phase [EB/WB protected left-turn green time shifts from 19 s to 22 s; EB/WB green time shifts from 74 s to 71 s.]	
	TR		1.00	64.3	E	TR	0.99	62.5	E	TR	1.01	69.3		E
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						
<u>UNSIGNALIZED INTERSECTIONS</u>														
<u>COVERT AVENUE</u>														
Covert Avenue at Second Avenue														
Covert Avenue	NB	LTR	-	0.7	A	-	-	-	-					- Mitigation not required
	SB	LTR	-	0.2	A	LR	-	9.0	A					
Second Avenue	EB	LTR	-	27.7	D	-	-	-	-					- In Build: Roadway grade crossing eliminated with underpass. Covert Avenue 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	-	-	-	-					
Third Avenue	EB	LTR	-	70.5	F	-	-	-	-					- In Build: Roadway grade crossing eliminated with underpass. Covert Avenue service road dead-ended on either side of tracks.
	WB	LTR	-	38.6	E	-	-	-	-					
Overall Intersection	-	-	2.9	A	-	-	1.9	A						

TABLE XX
LIRR Main Line Project DEIS
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				Mitigation Measures
INTERSECTION & APPROACH	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<u>SOUTH 12TH STREET</u>														
South 12th Street at Second Avenue														
South 12th Street	SB	LTR	-	9.7	A	LR	-	7.3	A					- Mitigation not required - In Build: Roadway grade crossing eliminated. Covert Avenue dead-ended on either side of tracks.
Second Avenue	EB	LTR	-	9.4	A	LT	-	7.7	A					
	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 - In Build: Roadway grade crossing eliminated. Covert Avenue dead-ended on either side of tracks.
Third Avenue	EB	LTR	-	8.1	A	TR	-	6.9	A					
	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						
<u>NEW HYDE PARK ROAD</u>														
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.

TABLE XX
LIRR Main Line Project DEIS
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
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	0.60	13.7	B	L	0.56	13.0	B	L	0.69	19.1	B
		TR	0.44	10.3	B	TR	0.43	9.7	A	TR	0.57	11.9	B
	SB	L	0.14	16.4	B	L	0.20	16.4	B	L	0.31	20.9	C
		TR	1.11	97.1	F	TR	1.07	79.5	E	TR	1.16	111.8	F
Second Street	EB	L	0.23	17.1	B	L	0.14	18.5	B	L	0.22	20.8	C
		TR	0.71	25.0	C	TR	0.59	23.3	C	TR	0.72	29.7	C
	WB	LTR	0.86	45.7	D	LTR	0.80	38.8	D	LTR	0.88	54.9	D
Overall Intersection	-		0.92	38.7	D	-	0.90	35.2	D	-	0.98	44.8	D
Mineola Boulevard at First Street													
Mineola Boulevard	NB	LTR	0.51	9.0	A	LTR	0.94	30.2	C	LTR	0.71	12.4	B
	SB	L	0.06	5.9	A	L	0.13	5.6	A	L	0.31	10.7	B
		TR	0.47	9.2	A	TR	0.64	11.0	B	TR	0.68	14.4	B
First Street	EB	LTR	0.77	42.2	D	LTR	0.63	35.3	D	LTR	0.85	48.7	D
	WB	LTR	0.77	47.3	D	LTR	0.62	36.7	D	LTR	0.82	53.8	D
Overall Intersection	-		0.57	17.6	B	-	0.92	23.8	C	-	0.81	21.3	C
WILLIS AVENUE													
Willis Avenue at Old Country Road													
Willis Avenue	SB	L	0.74	53.7	D	L	1.00	94.1	F	L	1.02	100.1	F
		R	0.97	94.4	F	R	1.00	99.7	F	R	0.86	65.8	E
Old Country Road	EB	T	0.53	5.0	A	T	0.57	7.2	A	T	0.52	6.2	A
	WB	TR	0.74	12.6	B	TR	0.59	9.8	A	TR	0.66	10.9	B
Overall Intersection	-		0.82	19.3	B	-	0.71	25.4	C	-	0.77	22.7	C
Willis Avenue at Third Street													
Willis Avenue	NB	LT	0.77	45.6	D	LT	0.83	53.0	D	LT	0.75	99.4	F
	SB	TR	0.80	38.7	D	TR	0.91	47.0	D	TR	0.95	48.1	D
Third Street	EB	LR	0.90	46.0	D	LR	0.88	47.6	D	LR	1.09	56.0	E
Overall Intersection	-		0.84	43.3	D	-	0.88	48.5	D	-	0.74	72.8	E
Willis Avenue at Second Street													
Willis Avenue	NB	LTR	0.46	11.2	B	LTR	0.49	9.9	A	LTR	0.44	13.9	B
	SB	LTR	0.68	16.1	B	LTR	0.84	22.0	C	LTR	0.95	41.9	D
Second Street	EB	LTR	0.61	32.7	C	LTR	0.54	31.7	C	LTR	0.92	47.5	D
	WB	LT	0.76	39.8	D	LT	0.70	38.7	D	LT	0.35	27.4	C
		R	0.36	29.2	C	R	0.22	28.9	C	R	0.35	27.4	C
Overall Intersection	-		0.70	24.3	C	-	0.81	23.8	C	-	0.94	36.3	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

TABLE XX
LIRR Main Line Project DEIS
2020 BUILD OPTION 1 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	0.73	24.6	C	L	0.45	13.4	B		L	0.81	34.6	C	
	TR		0.74	22.1	C	TR	0.59	16.6	B		TR	0.94	44.5	D	
Second Street	SB	LTR	1.02	66.9	E	LTR	0.49	24.9	C		LTR	0.94	53.5	D	
	EB	L	0.46	23.9	C	L	0.39	19.4	B		L	0.86	38.0	D	
	TR		0.73	41.6	D	TR	0.69	34.2	C		TR	0.93	61.7	E	
	WB	L	0.51	22.8	C	L	0.25	24.9	C		L	0.59	27.5	C	
	TR		0.70	38.3	D	TR	0.42	31.5	C		TR	0.37	33.4	C	
Overall Intersection	-	0.84	41.4	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	-	19.1	C	L	-	13.8	B		L	-	14.3	B	
Overall Intersection	-	-	0.3	A		-	-	0.2	A		-	-	0.3	A	
Main Street at First Street															
Main Street	NB	LTR	-	8.3	A	LTR	-	8.5	A		LTR	-	9.7	A	
	SB	LTR	-	8.3	A	LTR	-	8.0	A		LTR	-	9.2	A	
First Street	EB	LTR	-	8.9	A	LTR	-	8.7	A		LTR	-	10.4	B	
	WB	LTR	-	9.6	A	LTR	-	8.5	A		LTR	-	9.6	A	
Overall Intersection	-	-	9.1	A		-	-	8.5	A		-	-	9.8	A	
Main Street at Second Street															
Main Street	NB	LTR	-	9.7	A	LTR	-	10.0	A		LTR	-	11.6	B	
	SB	LTR	-	10.6	B	LTR	-	9.8	A		LTR	-	18.8	C	
Second Street	EB	LTR	-	11.3	B	LTR	-	11.7	B		LTR	-	28.6	D	
	WB	LTR	-	15.2	C	LTR	-	12.5	B		LTR	-	17.3	C	
Overall Intersection	-	-	13.0	B		-	-	11.5	B		-	-	21.7	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	-	7.5	A	LT	-	8.0	A		LT	-	7.9	A	
	WB	TR	-	8.0	A	TR	-	7.0	A		TR	-	7.1	A	
Overall Intersection	-	-	7.7	A		-	-	7.6	A		-	-	7.5	A	
Main Street at Front Street (South side of LIRR Tracks)															
Front Street	NB	L	-	7.5	A	L	-	7.2	A		L	-	7.3	A	
	EB	R	-	7.9	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	-	-	7.9	A		-	-	7.8	A		-	-	7.2	A	
Main Street at Third Street															
Main Street	NB	LTR	-	10.2	B	LTR	-	8.8	A		LTR	-	9.1	A	
	SB	LR	-	9.2	A	LR	-	8.8	A		LR	-	8.2	A	
Third Street	EB	LT	-	9.9	A	LT	-	9.6	A		LT	-	11.6	B	
	WB	TR	-	8.4	A	TR	-	8.0	A		TR	-	8.0	A	
Overall Intersection	-	-	9.8	A		-	-	9.2	A		-	-	10.6	B	
WILLIS AVENUE															
Willis Avenue at First Street															
Willis Avenue	NB	LT	-	4.2	A	LT	-	2.5	A		LT	-	3.5	A	
	EB	LR	-	34.0	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	-	8.9	A	R	-	8.8	A		R	-	8.5	A	
Overall Intersection	-	-	8.2	A		-	-	7.9	A		-	-	2.7	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.

TABLE XX
LIRR Main Line Project DEIS
2020 BUILD OPTION 2 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	
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	14.2	B	L	0.56	14.0	B	L	0.62	17.1	B	
		TR	0.47	10.5	B	TR	0.45	9.9	A	TR	0.61	12.5	B	
Second Street	SB	L	0.11	16.1	B	L	0.21	16.7	B	L	0.33	20.6	C	
		TR	1.19	128.6	F	TR	1.19	123.5	F	TR	1.22	134.4	F	
	EB	L	0.23	17.1	B	L	0.14	18.5	B	L	0.22	20.8	C	
		TR	0.72	25.1	C	TR	0.59	23.3	C	TR	0.72	29.7	C	
	WB	LTR	0.86	45.7	D	LTR	0.80	38.8	D	LTR	0.88	54.9	D	
		Overall Intersection	-	0.96	47.4	D	-	0.95	49.7	D	-	1.02	52.5	D
Mineola Boulevard at First Street														
Mineola Boulevard	NB	LTR	0.55	9.6	A	LTR	1.09	71.6	E	LTR	0.79	15.1	B	
		SB	L	0.05	5.8	A	L	0.14	5.7	A	L	0.34	11.9	B
First Street	TR	0.51	9.8	A	TR	0.72	13.1	B	TR	0.75	17.1	B		
		EB	LTR	0.77	42.3	D	LTR	0.63	35.3	D	LTR	0.85	48.2	D
	WB	LTR	0.78	47.6	D	LTR	0.61	36.2	D	LTR	0.81	53.0	D	
Overall Intersection	-	0.61	17.7	B	-	1.05	42.2	D	-	0.88	22.7	C		
Main Street														
Main Street at Second Street														
Main Street	NB	LTR	0.68	31.6	C	LTR	0.69	25.5	C	LTR	0.88	50.9	D	
		Main Street Underpass	LTR	0.15	21.7	C	LTR	0.45	24.4	C	LTR	0.20	25.4	C
Second Street	SB	LR	0.37	25.5	C	LR	0.50	25.0	C	LR	0.89	55.4	E	
	EB	LT	0.64	27.3	C	LT	0.64	24.5	C	LT	0.96	63.5	E	
	WB	TR	0.77	32.9	C	TR	0.58	22.3	C	TR	0.59	29.2	C	
Overall Intersection	-	0.60	29.6	C	-	0.62	24.3	C	-	0.91	50.2	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	0.70	54.0	D	R	0.59	44.6	D	R	0.50	42.2	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	10.2	B	TR	0.58	9.5	A	TR	0.66	10.6	B
Overall Intersection	-	0.73	12.8	B	-	0.65	14.4	B	-	0.72	14.7	B		
Willis Avenue at Third Street														
Willis Avenue Underpass	SB	TR	0.58	16.6	B	TR	0.65	17.3	B	TR	0.61	28.3	C	
Willis Avenue Service Road	SB	TR	0.21	18.0	B	TR	0.09	18.9	B	TR	0.24	31.8	C	
Third Street	EB	R	0.52	21.0	C	R	0.50	21.9	C	R	0.83	45.0	D	
Overall Intersection	-	0.46	17.9	B	-	0.48	18.3	B	-	0.59	35.4	E		
Willis Avenue at Second Street														
Willis Avenue Second Street	SB	LTR	0.44	10.8	B	LTR	0.55	12.6	B	LTR	0.62	17.3	B	
		EB	LTR	0.84	46.0	D	LTR	0.82	41.7	D	LTR	1.18	128.6	F
		WB	LT	0.77	40.8	D	LT	0.62	33.7	C	LT	0.58	31.8	C
			R	0.35	29.0	C	R	0.23	27.8	C	R	0.26	26.2	C
Overall Intersection	-	0.56	30.9	C	-	0.63	27.5	C	-	0.81	71.4	E		

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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
<u>ROSLYN ROAD</u>													
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
	WB	R	0.09	25.9	C	R	0.07	21.8	C	R	0.08	26.3	C
		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	47.1	D
Second Street	SB	LTR	1.05	76.2	E	LTR	0.61	27.2	C	LTR	0.99	62.9	E
		L	0.47	23.4	C	L	0.41	19.7	B	L	0.89	41.9	D
	WB	TR	0.56	34.0	C	TR	0.69	34.5	C	TR	0.93	63.1	E
		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	-	0.85	44.8	D	-	0.67	23.8	C	-	1.04	49.8	D	
<u>UNSIGNALIZED INTERSECTIONS</u>													
<u>MAIN STREET</u>													
Main Street at Old Country Road													
Old Country Road	EB	L	-	24.3	C	L	-	16.1	C	L	-	17.8	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	-	11.2	B
		SB	LTR	-	8.5	A	LTR	-	8.1	A	LTR	-	9.5
First Street	EB	LTR	-	9.4	A	LTR	-	9.0	A	LTR	-	11.2	B
		WB	LTR	-	10.0	A	LTR	-	8.6	A	LTR	-	10.0
Overall Intersection	-	-	9.5	A	-	-	8.8	A	-	-	10.7	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
Overall Intersection	-	-	9.0	A	-	-	9.0	A	-	-	8.9	A	
Main Street at Third Street													
Main Street	NB	LTR	-	14.4	B	LTR	-	12.3	B	LTR	-	19.2	C
		EB	LT	-	10.0	A	LT	-	9.9	A	LT	-	16.0
Third Street	WB	TR	-	8.7	A	TR	-	8.4	A	TR	-	8.7	A
Overall Intersection	-	-	12.7	B	-	-	11.4	B	-	-	17.5	C	
<u>WILLIS AVENUE</u>													
Willis Avenue at First Street													
Willis Avenue	NB	LT	-	4.4	A	LT	-	1.9	A	LT	-	2.6	A
		EB	LR	-	40.0	E	LR	-	21.6	C	LR	-	31.3
Overall Intersection	-	-	9.7	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.

TABLE XX
LIRR Main Line Project DEIS
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		
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 ft left-turn lane, two 11 ft through lanes, and one 10 ft right-turn lane. - Modify signal timing plan: Shift 3 s of green time from the NB/SB phase to the EB/WB phase [NB/SB green time will shift from 40 s to 37 s; EB/WB green time will shift from 22 s to 25 s; yellow and all-red times will remain unchanged].
		TR	0.83	38.5	D	TR	0.83	38.6	D	TR	0.86	42.8	D	
Mineola Boulevard	SB	L	0.71	28.2	C	L	0.70	28.0	C	L	0.73	31.7	C	
		TR	0.42	28.9	C	TR	0.36	28.2	C	TR	0.37	29.9	C	
Old Country Road	EB	L	0.86	44.6	D	L	0.87	48.7	D	L	0.89	52.3	D	
		T	0.95	59.0	E	T	1.05	88.6	F	T	0.95	59.4	E	
	WB	R	0.55	26.8	C	R	0.59	29.6	C	R	0.56	28.0	C	
		L	0.83	44.4	D	L	0.88	49.4	D	L	0.89	50.0	D	
	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	0.60	13.7	B					- Mitigation not required.
		TR	0.44	9.9	A	TR	0.44	10.3	B					
	SB	L	0.13	15.7	B	L	0.14	16.4	B					
		TR	1.14	105.7	F	TR	1.11	97.1	F					
Second Street	EB	L	0.23	17.3	B	L	0.23	17.1	B					
		TR	0.73	26.1	C	TR	0.71	25.0	C					
	WB	LTR	0.85	44.8	D	LTR	0.86	45.7	D					
		Overall Intersection	-	0.93	41.5	D	-	0.92	38.7	D				
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	9.2	A					
		EB	LTR	0.77	41.9	D	LTR	0.77	42.2	D				
First Street	WB	LTR	0.75	44.2	D	LTR	0.77	47.3	D					
		Overall Intersection	-	0.58	17.1	B	-	0.57	17.6	B				

TABLE XX
LIRR Main Line Project DEIS
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	
<u>WILLIS AVENUE</u>														
Willis Avenue at Old Country Road														
Willis Avenue Old Country Road	SB	L	0.62	47.4	D	L	0.74	53.7	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	0.97	94.4	F	R	0.72	45.2	D	
	EB	T	0.52	4.7	A	T	0.53	5.0	A	T	0.51	4.1	A	
	WB	TR	0.73	11.6	B	TR	0.74	12.6	B	TR	0.83	19.5	B	
Overall Intersection		-	0.79	15.2	B	-	0.82	19.3	B	-	0.84	17.8	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 Second Street	NB	LTR	0.16	7.6	A	LTR	0.46	11.2	B					- Mitigation not required.
	SB	LTR	0.47	11.1	B	LTR	0.68	16.1	B					
	EB	LTR	0.60	32.5	C	LTR	0.61	32.7	C					
	WB	LT	0.76	40.3	D	LT	0.76	39.8	D					
		R	0.33	28.9	C	R	0.36	29.2	C					
Overall Intersection		-	0.55	24.4	C	-	0.70	24.3	C					
<u>MAIN STREET</u>														
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	-	-	-	-					
<u>ROSLYN ROAD</u>														
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					

TABLE XX
LIRR Main Line Project DEIS
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	24.6	C					- Mitigation not required.
	TR		0.76	22.6	C	TR	0.74	22.1	C					
Second Street	SB	LTR	1.04	70.4	E	LTR	1.02	66.9	E					
	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	0.7	38.3	D					
Overall Intersection	-		0.85	42.6	D	-		0.84	41.4	D				
UNSIGNALIZED INTERSECTIONS														
MAIN STREET														
Main Street at Old Country Road														
Old Country Road	EB	L	-	19.1	C	L	-	19.1	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	-	8.3	A					- Mitigation not required.
	SB	LTR	-	8.7	A	LTR	-	8.3	A					
First Street	EB	LTR	-	9.2	A	LTR	-	8.9	A					
	WB	LTR	-	9.8	A	LTR	-	9.6	A					
Overall Intersection	-	-		9.3	A	-	-	9.1	A					
Main Street at Second Street														
Main Street	NB	LTR	-	10.1	B	LTR	-	9.7	A					- Mitigation not required.
	SB	LTR	-	11.1	B	LTR	-	10.6	B					
Second Street	EB	LTR	-	11.5	B	LTR	-	11.3	B					
	WB	LTR	-	13.0	B	LTR	-	15.2	C					
Overall Intersection	-	-		11.8	B	-	-	13.0	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	-	7.5	A					
Front Street	EB	LTR	-	11.9	B	TR	-	8.0	A					
	WB	LTR	-	12.6	B	-	-	-	-					
Overall Intersection	-	-		4.5	A	-	-	7.7	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	-	7.9	A					
	WB	LR	-	9.4	A	LT	-	7.9	A					
Overall Intersection	-	-		3.8	A	-	-	7.9	A					
Main Street at Third Street														
Main Street	NB	LTR	-	10.4	B	LTR	-	10.2	B					- Mitigation not required.
	SB	LR	-	8.7	A	LR	-	9.2	A					
Third Street	EB	LT	-	9.4	A	LT	-	9.9	A					
	WB	TR	-	8.3	A	TR	-	8.4	A					
Overall Intersection	-	-		9.7	A	-	-	9.8	A					

TABLE XX
LIRR Main Line Project DEIS
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
<u>WILLIS AVENUE</u>													
Willis Avenue at First Street													
Willis Avenue	NB	LT	-	3.8	A	LT	-	4.2	A				
First Street	EB	LR	-	25.3	D	LR	-	34.0	D				- Mitigation not required.
Overall Intersection	-	-	5.3	A		-	-	6.0	A				
Willis Avenue at Front Street													
Willis Avenue	NB	LT	-	3.1	A	-	-	-	-				
Front Street	WB	-	-	-	-	R	-	8.9	A				- Mitigation not required.
Overall Intersection	-	-	1.8	A		-	-	8.2	A				
Willis Avenue at Third Street													
Willis Avenue	NB	LT	-	0.2	A	LT	0.77	45.6	D	LT	0.62	26.7	C
	SB	-	-	-	-	TR	0.80	38.7	D	TR	0.74	26.9	C
Third Street	EB	LR	-	14.1	B	LR	0.90	46.0	D	L	0.44	23.2	C
	-	-	-	-	-	-	-	-	-	R	0.39	9.7	A
Overall Intersection	-	-	5.8	A		-	0.84	43.3	D	-	0.63	21.5	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.

TABLE XX
LIRR Main Line Project DEIS
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 ft left-turn lane, two 11 ft through lanes, and one 10 ft right-turn lane.
	TR	0.84	40.3	D	TR	0.86	42.6	D	TR	0.90	48.8	D		
Mineola Boulevard	SB	L	0.85	44.6	D	L	0.87	50.4	D	L	0.87	51.1	D	- Modify signal timing plan: Shift 4 s of green time from the NB/SB phase to the EB/WB protected left-turn phase [NB/SB green time will shift from 40 s to 36 s; EB/WB protected left-turn green time will shift from 20 s to 24 s; yellow and all-red times remain unchanged].
	TR	0.56	29.7	C	TR	0.50	29.8	C	TR	0.52	31.3	C		
Old Country Road	EB	L	0.75	40.7	D	L	0.78	44.4	D	L	0.75	41.2	D	
	T	0.87	54.0	D	T	0.88	56.9	E	T	0.89	58.0	E		
	R	0.68	36.3	D	R	0.69	37.5	D	R	0.69	38.3	D		
	WB	L	0.91	54.0	D	L	1.06	93.0	F	L	0.95	63.0	E	
	T	0.92	53.6	D	T	0.88	49.4	D	T	0.84	44.9	D		
	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	13.0	B					- Mitigation not required.
	TR	0.41	9.1	A	TR	0.43	9.7	A						
	SB	L	0.23	16.1	B	L	0.20	16.4	B					
	TR	1.14	101.5	F	TR	1.07	79.5	E						
Second Street	EB	L	0.15	18.8	B	L	0.14	18.5	B					
	TR	0.62	24.4	C	TR	0.59	23.3	C						
WB	LTR	0.77	35.6	D	LTR	0.80	38.8	D						
Overall Intersection	-	0.92	42.7	D	-	0.90	35.2	D						
Mineola Boulevard at First Street														
Mineola Boulevard	NB	LTR	1.02	51.5	D	LTR	0.94	30.2	C					- Mitigation not required.
	SB	L	0.15	5.8	A	L	0.13	5.6	A					
First Street	TR	0.71	12.9	B	TR	0.64	11.0	B						
	EB	LTR	0.63	35.3	D	LTR	0.63	35.3	D					
	WB	LTR	0.58	34.7	C	LTR	0.62	36.7	D					
Overall Intersection	-	0.99	32.8	C	-	0.92	23.8	C						

TABLE XX
LIRR Main Line Project DEIS
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		
<u>WILLIS AVENUE</u>															
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	1.00	99.7	F	R	0.69	45.7	D		
	Old Country Road	EB	T	0.52	7.2	A	T	0.57	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	25.4	C	-	0.71	19.4	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	-	-	-	-						
Willis Avenue at Second Street															
Willis Avenue	NB	LTR	0.19	6.3	A	LTR	0.49	9.9	A					- Mitigation not required.	
	SB	LTR	0.59	11.4	B	LTR	0.84	22.0	C						
Second Street	EB	LTR	0.72	37.9	D	LTR	0.54	31.7	C						
	WB	LT	0.67	37.0	D	LT	0.70	38.7	D						
		R	0.22	29.1	C	R	0.22	28.9	C						
Overall Intersection		-	0.62	23.1	C	-	0.81	23.8	C						
<u>MAIN STREET</u>															
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	-	-	-	-						
<u>ROSLYN ROAD</u>															
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						
	WB	R	0.07	22.0	C	R	0.14	22.8	C						
		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						

TABLE XX
LIRR Main Line Project DEIS
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						
Second Street	SB	LTR	0.60	26.2	C	LTR	0.49	24.9	C						
	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	-	8.0	A						
First Street	EB	LTR	-	8.9	A	LTR	-	8.7	A						
	WB	LTR	-	8.6	A	LTR	-	8.5	A						
Overall Intersection		-	-	8.7	A	-	-	8.5	A						
Main Street at Second Street															
Main Street	NB	LTR	-	11.1	B	LTR	-	10.0	A					- Mitigation not required.	
	SB	LTR	-	10.6	B	LTR	-	9.8	A						
Second Street	EB	LTR	-	12.2	B	LTR	-	11.7	B						
	WB	LTR	-	12.2	B	LTR	-	12.5	B						
Overall Intersection		-	-	11.7	B	-	-	11.5	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	-	7.2	A					- Mitigation not required.	
	EB	-	-	-	-	R	-	7.0	A						
Front Street	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	-	-	9.2	A						

TABLE XX
LIRR Main Line Project DEIS
2020 NO BUILD vs. 2020 BUILD OPTION 1 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
<u>WILLIS AVENUE</u>													
Willis Avenue at First Street													
Willis Avenue	NB	LT	-	1.7	A	LT	-	2.5	A				
First Street	EB	LR	-	16.5	C	LR	-	21.2	C				- Mitigation not required.
Overall Intersection	-	-	2.9	A		-	-	3.2	A				
Willis Avenue at Front Street													
Willis Avenue	NB	LT	-	2.3	A	-	-	-	-				
Front Street	WB	-	-	-	-	R	-	8.8	A				- Mitigation not required.
Overall Intersection	-	-	1.2	A		-	-	7.9	A				
Willis Avenue at Third Street													
Willis Avenue	NB	LT	-	0.3	A	LT	0.83	53.0	D	LT	0.73	37.2	D
	SB	-	-	-	-	TR	0.91	47.0	D	TR	0.84	32.9	C
Third Street	EB	LR	-	13.8	B	LR	0.88	47.6	D	L	0.68	32.3	C
	-	-	-	-	-	-	-	-	-	R	0.21	10.8	B
Overall Intersection	-	-	4.6	A		-	0.88	48.5	D	-	0.76	30.9	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.

TABLE XX
LIRR Main Line Project DEIS
2020 NO BUILD vs. 2020 BUILD OPTION 1 WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - MINEOLA

<u>2020 No Build Weekday PM Peak Hour</u>					<u>2020 Build Weekday PM Peak Hour</u>				<u>Mitigation</u>				<u>Mitigation Measures</u>	
INTERSECTION & APPROACH	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
SIGNALIZED INTERSECTIONS														
<u>MINEOLA BOULEVARD</u>														
Mineola Boulevard / Franklin Avenue at Old Country Road														
Franklin Avenue	NB	L	0.77	29.9	C	L	0.71	25.6	C	L	0.73	28.1	C	- Restripe WB Old Country Rd approach as one 12 ft left-turn lane, two 11 ft through lanes, and one 10 ft right-turn lane.
		TR	0.87	42.6	D	TR	0.87	42.7	D	TR	0.91	48.2	D	
Mineola Boulevard	SB	L	0.81	41.2	D	L	0.81	40.4	D	L	0.80	38.8	D	- Modify signal timing plan: Shift 4 s of green time from the NB/SB phase to the EB/WB protected left-turn phase [NB/SB green time will shift from 40 s to 36 s; EB/WB protected left-turn green time will shift from 20 s to 24 s; yellow and all-red times remain unchanged].
		TR	0.61	31.7	C	TR	0.54	30.3	C	TR	0.56	31.6	C	
Old Country Road	EB	L	0.90	54.5	D	L	0.92	59.5	E	L	0.88	50.1	D	
		T	0.70	42.3	D	T	0.82	50.9	D	T	0.77	46.8	D	
	WB	R	0.66	33.8	C	R	0.74	40.2	D	R	0.71	37.5	D	
		L	0.83	42.4	D	L	0.97	64.6	E	L	0.90	48.9	D	
		T	1.17	136.5	F	T	1.19	142.6	F	T	1.17	133.9	F	
		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	19.1	B					- Mitigation not required.
		TR	0.57	11.5	B	TR	0.57	11.9	B					
Second Street	SB	L	0.32	19.6	B	L	0.31	20.9	C					
		TR	1.16	109.3	F	TR	1.16	111.8	F					
	EB	L	0.23	21.1	C	L	0.22	20.8	C					
		TR	0.74	31.0	C	TR	0.72	29.7	C					
	WB	LTR	0.87	55.1	E	LTR	0.88	54.9	D					
Overall Intersection	-	0.99	45.3	D	-	0.92	38.7	D						
Mineola Boulevard at First Street														
Mineola Boulevard	NB	LTR	0.74	13.4	B	LTR	0.71	12.4	B					- Mitigation not required.
		SB	L	0.33	11.1	B	L	0.31	10.7	B				
First Street	TR		0.74	16.3	B	TR	0.68	14.4	B					
		EB	LTR	0.84	46.9	D	LTR	0.85	48.7	D				
	WB	LTR	0.80	50.4	D	LTR	0.82	53.8	D					
Overall Intersection	-	0.83	21.4	C	-	0.81	21.3	C						

TABLE XX
LIRR Main Line Project DEIS
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		
<u>WILLIS AVENUE</u>															
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	0.86	65.8	E	R	0.64	40.6	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	22.7	C	-	0.78	17.9	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	0.95	41.9	D						
Second Street	EB	LTR	0.93	49.7	D	LTR	0.92	47.5	D						
	WB	LT	0.34	27.2	C	LT	0.35	27.4	C						
		R	0.24	26.2	C	R	0.35	27.4	C						
Overall Intersection		-	0.79	31.9	C	-	0.94	36.3	D						
<u>MAIN STREET</u>															
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	-	-	-	-						
<u>ROSLYN ROAD</u>															
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						
	WB	R	0.08	26.7	C	R	0.17	27.7	C						
		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						

TABLE XX
LIRR Main Line Project DEIS
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
Roslyn Road at Second Street												
Roslyn Road	NB	L	0.68	24.5	C	L	0.81	34.6	C			
	TR		0.95	46.0	D	TR	0.94	44.5	D			
Second Street	SB	LTR	0.95	53.5	D	LTR	0.94	53.5	D			
	EB	L	0.89	41.7	D	L	0.86	38.0	D			
	TR		0.92	61.9	E	TR	0.93	61.7	E			
	WB	L	0.59	27.7	C	L	0.59	27.5	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	-	14.3	B			
Overall Intersection	-	-	0.4	A	-	-	0.3	A				
Main Street at First Street												
Main Street	NB	LTR	-	10.6	B	LTR	-	9.7	A			
	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	-	9.6	A			
Overall Intersection	-	-	10.4	B	-	-	9.8	A				
Main Street at Second Street												
Main Street	NB	LTR	-	15.6	C	LTR	-	11.6	B			
	SB	LTR	-	25.6	D	LTR	-	18.8	C			
Second Street	EB	LTR	-	43.9	E	LTR	-	28.6	D			
	WB	LTR	-	18.1	C	LTR	-	17.3	C			
Overall Intersection	-	-	29.5	D	-	-	21.7	C				
Main Street at Front Street (North side of LIRR Tracks)												
Main Street	NB	LTR	-	3.6	A	LR	-	7.4	A			
	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	-	7.3	A			
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	-	9.1	A			
	SB	LR	-	9.6	A	LR	-	8.2	A			
Third Street	EB	LT	-	13.8	B	LT	-	11.6	B			
	WB	TR	-	8.6	A	TR	-	8.0	A			
Overall Intersection	-	-	12.2	B	-	-	10.6	B				

TABLE XX
LIRR Main Line Project DEIS
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
<u>WILLIS AVENUE</u>													
Willis Avenue at First Street													
Willis Avenue	NB	LT	-	2.4	A	LT	-	3.5	A				
First Street	EB	LR	-	24.6	C	LR	-	30.9	D				- Mitigation not required.
Overall Intersection	-	-	4.2	A		-	-	4.4	A				
Willis Avenue at Front Street													
Willis Avenue	NB	LT	-	2.5	A	-	-	-	-				
Front Street	WB	-	-	-	-	R	-	8.5	A				- Mitigation not required.
Overall Intersection	-	-	1.4	A		-	-	2.7	A				
Willis Avenue at Third Street													
Willis Avenue	NB	LT	-	1.0	A	LT	0.75	99.4	F	LT	0.67	36.0	D
	SB	-	-	-	-	TR	0.95	48.1	D	TR	0.85	34.5	C
Third Street	EB	LR	-	16.9	C	LR	1.09	56.0	E	L	0.44	25.5	C
	-	-	-	-	-	-	-	-	-	R	0.49	13.6	B
Overall Intersection	-	-	8.2	A		-	0.74	72.8	E	-	0.72	27.7	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.

TABLE XX
LIRR Main Line Project DEIS
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		
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	14.2	B	L	0.62	14.8	B	- Modify signal timing plan: Shift 1 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 11 s; NB/SB green time will shift from 20 s to 21 s].
		TR	0.44	9.9	A	TR	0.47	10.5	B	TR	0.47	10.5	B	
	SB	L	0.13	15.7	B	L	0.11	16.1	B	L	0.11	15.8	B	
		TR	1.14	105.7	F	TR	1.19	128.6	F	TR	1.16	113.3	F	
Second Street	EB	L	0.23	17.3	B	L	0.23	17.1	B	L	0.23	17.5	B	
		TR	0.73	26.1	C	TR	0.72	25.1	C	TR	0.72	25.7	C	
	WB	LTR	0.85	44.8	D	LTR	0.86	45.7	D	LTR	0.87	48.1	D	
Overall Intersection	-	0.93	41.5	D	-	0.96	47.4	D	-	0.95	43.9	D		
Mineola Boulevard at First Street														
Mineola Boulevard	NB	LTR	0.52	9.0	A	LTR	0.55	9.6	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	9.8	A					
First Street	EB	LTR	0.77	41.9	D	LTR	0.77	42.3	D					
	WB	LTR	0.75	44.2	D	LTR	0.78	47.6	D					
Overall Intersection	-	0.58	17.1	B	-	0.61	17.7	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	0.70	54.0	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	10.2	B					
Overall Intersection	-	0.79	15.2	B	-	0.73	12.8	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	-	-	-	-						

TABLE XX
LIRR Main Line Project DEIS
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
Willis Avenue at Second Street													
Willis Avenue	NB	LTR	0.16	7.6	A	-	-	-	-	-	-	-	-
	SB	LTR	0.47	11.1	B	LTR	0.44	10.8	B	LTR	0.45	11.1	B
Second Street	EB	LTR	0.60	32.5	C	LTR	0.84	46.0	D	LTR	0.81	40.7	D
	WB	LT	0.76	40.3	D	LT	0.77	40.8	D	LT	0.75	37.8	D
		R	0.33	28.9	C	R	0.35	29.0	C	R	0.32	27.3	C
Overall Intersection	-	0.55	24.4	C		-	0.56	30.9	C	-	0.56	28.5	C
MAIN STREET													
Main Street at LIRR Grade Crossing													
Main Street	NB	T	0.15	40.6	D	-	-	-	-				
	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				
		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				
		TR	0.76	22.6	C	TR	0.76	22.6	C				
	SB	LTR	1.04	70.4	E	LTR	1.05	76.2	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		-	0.85	44.8	D				
UNSIGNALIZED INTERSECTIONS													
MAIN STREET													
Main Street at Old Country Road													
Old Country Road	EB	L	-	19.1	C	L	-	24.3	C				
Overall Intersection	-	-	0.4	A		-	-	0.5	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].

- This grade crossing would be eliminated as part of the Build condition.

- Mitigation not required.

- Mitigation not required.

- Mitigation not required.

TABLE XX
LIRR Main Line Project DEIS
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	-	10.0	A					
Overall Intersection	-	-	9.3	A	-	-	9.5	A						
Main Street at Second Street														
Main Street	NB	LTR	-	10.1	B	LTR	0.68	31.6	C	LTR	0.68	30.6		- 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. - 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 Underpass	NB	-	-	-	-	LTR	0.15	21.7	C	TR	0.17	21.9		
	SB	-	-	-	-	-	-	-	-	L	0.27	23.6		
		LTR	-	11.1	B	LR	0.37	25.5	C	R	0.12	21.4		
	EB	-	-	-	-	-	-	-	-	L	0.20	20.6		
Second Street		LTR	-	11.5	B	LT	0.64	27.3	C	TR	0.51	23.2		
	WB	LTR	-	13.0	B	TR	0.77	32.9	C	TR	0.77	32.3		
Overall Intersection	-	-	11.8	B	-	0.60	29.6	C		0.57	27.8			
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	-	14.4	B					- Mitigation not required.
	SB	LR	-	8.7	A	-	-	-	-					
Third Street	EB	LT	-	9.4	A	LT	-	10.0	A					
	WB	TR	-	8.3	A	TR	-	8.7	A					
Overall Intersection	-	-	9.7	A	-	-	12.7	B						

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

<u>2020 No Build Weekday AM Peak Hour</u>						<u>2020 Build Weekday AM Peak Hour</u>				<u>Mitigation</u>		<u>Mitigation Measures</u>		
INTERSECTION & APPROACH	Mvt.	V/C	Control Delay	LOS		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<u>WILLIS AVENUE</u>														
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	-	40.0	E					
Overall Intersection	-	-	5.3	A		-	-	9.7	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	0.58	16.6	B					- This intersection would be signalized as part of the Build condition.
Willis Avenue Service Road	SB	-	-	-	-	TR	0.21	18.0	B					
Third Street	EB	LR	-	14.1	B	R	0.52	21.0	C					
Overall Intersection	-	-	5.8	A		-	0.46	17.9	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.

TABLE XX
LIRR Main Line Project DEIS
2020 NO BUILD vs. 2020 BUILD OPTION 2 WEEKDAY MIDDAY - TRAFFIC LEVELS OF SERVICE - MINEOLA

<u>2020 No Build Weekday MD Peak Hour</u>					<u>2020 Build Weekday MD Peak Hour</u>					<u>Mitigation</u>				<u>Mitigation Measures</u>	
INTERSECTION & APPROACH	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS			
SIGNALIZED INTERSECTIONS															
<u>MINEOLA BOULEVARD</u>															
Mineola Boulevard / Franklin Avenue at Old Country Road															
Franklin Avenue	NB	L	0.68	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						
	WB	R	0.68	36.3	D	R	0.68	36.3	D						
		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	14.0	B	L	0.59	14.8	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	0.45	9.9	A	TR	0.45	9.9	A		
SB	L	0.23	16.1	B	L	0.21	16.7	B	L	0.21	16.1	B			
	TR	1.14	101.5	F	TR	1.19	123.5	F	TR	1.16	111.4	F			
Second Street	EB	L	0.15	18.8	B	L	0.14	18.5	B	L	0.14	18.5	B		
		TR	0.62	24.4	C	TR	0.59	23.3	C	TR	0.59	23.3	C		
	WB	LTR	0.77	35.6	D	LTR	0.80	38.8	D	LTR	0.80	38.8	D		
Overall Intersection	-	0.92	42.7	D	-	0.95	49.7	D	-	0.95	46.1	D			
Mineola Boulevard at First Street															
Mineola Boulevard	NB	LTR	1.02	51.5	D	LTR	1.09	71.6	E	LTR	1.05	59.2	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	5.7	A	L	0.14	5.5	A		
First Street		TR	0.71	12.9	B	TR	0.72	13.1	B	TR	0.70	12.4	B		
	EB	LTR	0.63	35.3	D	LTR	0.63	35.3	D	LTR	0.67	38.9	D		
	WB	LTR	0.58	34.7	C	LTR	0.61	36.2	D	LTR	0.66	42.0	D		
Overall Intersection	-	0.99	32.8	C	-	1.05	42.2	D	-	1.02	37.3	D			
<u>WILLIS AVENUE</u>															
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	-	0.65	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	-	-	-	-							

TABLE XX
LIRR Main Line Project DEIS
2020 NO BUILD vs. 2020 BUILD OPTION 2 WEEKDAY MIDDAY - TRAFFIC LEVELS OF SERVICE - MINEOLA

<u>2020 No Build Weekday MD Peak Hour</u>					<u>2020 Build Weekday MD Peak Hour</u>				<u>Mitigation</u>				<u>Mitigation Measures</u>
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	41.7	D				
	WB	LT	0.67	37.0	D	LT	0.62	33.7	C				
		R	0.22	29.1	C	R	0.23	27.8	C				
Overall Intersection	-	0.62	23.1	C	-	0.63	27.5	C					
<u>MAIN STREET</u>													
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	-	-	-	-					
<u>ROSLYN ROAD</u>													
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	23.8	C					
<u>UNSIGNALIZED INTERSECTIONS</u>													
<u>MAIN STREET</u>													
Main Street at Old Country Road													
Old Country Road	EB	L	-	13.8	B	L	-	16.1	C				- Mitigation not required.
Overall Intersection	-	-	0.3	A	-	-	0.4	A					

TABLE XX
LIRR Main Line Project DEIS
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	-	8.6	A					
Overall Intersection	-	-	8.7	A	-	-	8.8	A						
Main Street at Second Street														
Main Street	NB	LTR	-	11.1	B	LTR	0.69	25.5	C	LTR	0.68	23.9		- This intersection would be signalized as part of the Build condition.
Main Street Underpass	NB	-	-	-	-	LTR	0.45	24.4	C	TR	0.46	23.7		- 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.
	SB	-	-	-	-	-	-	-	-	L	0.39	23.3		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	25.0	C	R	0.20	21.6		- 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.
	EB	-	-	-	-	-	-	-	-	L	0.15	18.0		- 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.
Second Street		LTR	-	12.2	B	LT	0.64	24.5	C	TR	0.59	22.5		- 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.
	WB	LTR	-	12.2	B	TR	0.58	22.3	C	TR	0.61	22.7		
Overall Intersection	-	-	11.7	B	-	0.62	24.3	C		0.60	23.0			
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	-	12.3	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	-	-	11.4	B						

TABLE XX
LIRR Main Line Project DEIS
2020 NO BUILD vs. 2020 BUILD OPTION 2 WEEKDAY MIDDAY - TRAFFIC LEVELS OF SERVICE - MINEOLA

<u>2020 No Build Weekday MD Peak Hour</u>						<u>2020 Build Weekday MD Peak Hour</u>				<u>Mitigation</u>		<u>Mitigation Measures</u>		
INTERSECTION & APPROACH	Mvt.	V/C	Control Delay	LOS		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<u>WILLIS AVENUE</u>														
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	-	21.6	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	17.3	B					- This intersection would be signalized as part of the Build condition.
Willis Avenue Service Road	SB	-	-	-	-	TR	0.09	18.9	B					
Third Street	EB	LR	-	13.8	B	R	0.50	21.9	C					
Overall Intersection	-	-	4.6	A		-	0.48	18.3	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.

TABLE XX
LIRR Main Line Project DEIS
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					
	WB	R	0.66	33.8	C	R	0.67	34.3	C					
		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	0.62	17.1	B	L	0.64	18.4	B	- Modify signal timing plan: Shift 2 s of green time from the EB/WB phase to the NB/SB phase and shift 5 s of green time from the NB lead phase to the NB/SB phase. [EB/WB green time will shift from 28 s to 26 s; NB lead phase green time will shift from 17 s to 12 s; NB/SB green time will shift from 20 s to 27 s].
	TR		0.57	11.5	B	TR	0.61	12.5	B	TR	0.60	12.3	B	
	SB	L	0.32	19.6	B	L	0.33	20.6	C	L	0.32	20.0	B	
	TR		1.16	109.3	F	TR	1.22	134.4	F	TR	1.18	117.9	F	
Second Street	EB	L	0.23	21.1	C	L	0.22	20.8	C	L	0.23	21.7	C	
	TR		0.74	31.0	C	TR	0.72	29.7	C	TR	0.73	31.1	C	
	WB	LTR	0.87	55.1	E	LTR	0.88	54.9	D	LTR	0.90	62.3	E	
Overall Intersection	-	0.99	45.3	D	-	1.02	52.5	D	-	1.01	48.6	D		
Mineola Boulevard at First Street														
Mineola Boulevard	NB	LTR	0.74	13.4	B	LTR	0.79	15.1	B				- Mitigation not required.	
	SB	L	0.33	11.1	B	L	0.34	11.9	B					
First Street	TR		0.74	16.3	B	TR	0.75	17.1	B					
	EB	LTR	0.84	46.9	D	LTR	0.85	48.2	D					
	WB	LTR	0.80	50.4	D	LTR	0.81	53.0	D					
Overall Intersection	-	0.83	21.4	C	-	0.88	22.7	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	0.5	42.2	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	14.7	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	-	-	-	-						

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	0.62	17.3	B	LTR	0.69	23.2	C	
Second Street	EB	LTR	0.93	49.7	D	LTR	1.18	128.6	F	LTR	0.98	54.2	D	
	WB	LT	0.34	27.2	C	LT	0.58	31.8	C	LT	0.38	23.7	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	71.4	E	-	0.81	37.4	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					
	WB	R	0.08	26.7	C	R	0.08	26.3	C					
		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	47.1	D					
Second Street	SB	LTR	0.95	53.5	D	LTR	0.99	62.9	E					
		L	0.89	41.7	D	L	0.89	41.9	D					
	WB	TR	0.92	61.9	E	TR	0.93	63.1	E					
		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	49.8	D		
UNSIGNALIZED INTERSECTIONS														
MAIN STREET														
Main Street at Old Country Road														
Old Country Road	EB	L	-	14.4	B	L	-	17.8	C					- Mitigation not required.
Overall Intersection		-	-	0.4	A	-	-	0.5	A					

TABLE XX
LIRR Main Line Project DEIS
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	Mvt.		V/C	Control Delay		LOS																																		
Main Street at First Street																																																											
Main Street		NB	LTR	-	10.6	B	LTR	-	11.2	B																				- Mitigation not required.																													
		SB	LTR	-	9.6	A	LTR	-	9.5	A																																																	
First Street		EB	LTR	-	10.9	B	LTR	-	11.2	B																																																	
		WB	LTR	-	9.8	A	LTR	-	10.0	A																																																	
Overall Intersection		-	-		10.4	B	-	-	10.7	B																																																	
Main Street at Second Street																																																											
Main Street		NB	LTR	-	15.6	C	LTR	0.88	50.9	D	LTR	0.86	44.0	D																- This intersection would be signalized as part of the Build condition.																													
Main Street Underpass		NB	-	-	-	-	LTR	0.20	25.4	C	TR	0.24	26.5	C																																													
		SB	-	-	-	-	-	-	-	-	L	0.80	43.7	D																- Shift the centerline 1 ft to the north on the EB Second St approach. Prohibit parking on EB Second St																													
			LTR	-	25.6	D	LR	0.89	55.4	E	R	0.26	26.7	C																approach for 100 ft from stopbar and 50 ft from the intersection on the EB Second St receiving side.																													
Second Street		EB	-	-	-	-	-	-	-	-	L	0.12	20.9	C																Restripe EB Second St approach as one 10 ft left-turn lane and one 10 ft through lane.																													
			LTR	-	43.9	E	LT	0.96	63.5	E	TR	0.87	44.0	D																																													
		WB	LTR	-	18.1	C	TR	0.59	29.2	C	TR	0.55	25.4	C																																													
Overall Intersection		-	-		29.5	D	-	0.91	50.2	D	-	0.84	38.3	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	-	19.2	C																				- Mitigation not required.																													
		SB	LR	-	9.6	A	-	-	-	-																																																	
Third Street		EB	LT	-	13.8	B	LT	-	16.0	C																																																	
		WB	TR	-	8.6	A	TR	-	8.7	A																																																	
Overall Intersection		-	-		12.2	B	-	-	17.5	C																																																	

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

<u>2020 No Build Weekday PM Peak Hour</u>						<u>2020 Build Weekday PM Peak Hour</u>				<u>Mitigation</u>				<u>Mitigation Measures</u>
INTERSECTION & APPROACH	Mvt.	V/C	Control Delay	LOS		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<u>WILLIS AVENUE</u>														
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	-	31.3	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	0.61	28.3	C					- This intersection would be signalized as part of the Build condition.
Willis Avenue Service Road	SB	-	-	-	-	TR	0.24	31.8	C					
Third Street	EB	LR	-	16.9	C	-	-	-	-					
Overall Intersection	-	-	8.2	A		-	0.59	35.4	E					

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.

TABLE XX
LIRR Main Line Project DEIS
2020 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
SIGNALIZED INTERSECTIONS									
SCHOOL STREET									
School Street at Maple Avenue									
School Street	NB	LTR	0.46	14.7	B	LTR	0.52	16.5	B
	SB	LTR	0.32	13.5	B	LTR	0.51	16.2	B
Maple Avenue	EB	LTR	0.44	9.0	A	LTR	0.63	12.3	B
	WB	LTR	0.43	8.9	A	LTR	0.58	11.4	B
Overall Intersection	-	0.45	11.0	B		-	0.58	13.5	B
School Street at Union Avenue									
School Street	NB	LTR	0.74	23.6	C	LTR	0.74	25.9	C
	SB	LTR	0.23	15.1	B	LTR	0.56	20.8	C
Union Avenue	EB	L	0.09	8.8	A	L	0.07	7.8	A
		T	0.39	10.4	B	T	0.51	10.4	B
		R	0.03	8.5	A	R	0.03	7.6	A
	WB	L	0.70	20.5	C	L	0.78	30.1	C
		TR	0.55	11.8	B	TR	0.42	9.7	A
Overall Intersection	-	0.71	15.7	B		-	0.76	17.0	B
School Street at Railroad Avenue									
School Street	NB	L	0.33	5.2	A	L	0.26	5.9	A
		T	0.43	5.6	A	T	0.42	6.5	A
	SB	TR	0.23	4.6	A	TR	0.42	6.4	A
Railroad Avenue	EB	LR	0.39	19.3	B	LR	0.47	16.1	B
Overall Intersection	-	0.42	6.6	A		-	0.44	7.8	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	67.3	E
		T	0.59	23.9	C	T	0.95	40.1	D
		R	0.14	17.6	B	R	0.93	44.9	D
	WB	L	0.11	19.8	B	L	0.33	28.9	C
		TR	0.97	52.3	D	TR	0.88	39.0	D
Overall Intersection	-	0.93	52.4	D		-	0.92	46.5	D
URBAN AVENUE									
Urban Avenue at Prospect Avenue									
Urban Avenue	NB	LTR	0.58	39.8	D	LTR	0.72	43.0	D
	SB	LTR	0.47	36.9	D	LTR	0.17	29.8	C
Prospect Avenue	EB	L	0.11	4.2	A	L	0.09	5.8	A
		TR	0.38	6.2	A	TR	0.52	10.2	B
	WB	L	0.10	4.1	A	L	0.20	6.7	A
		TR	0.48	7.5	A	TR	0.58	11.4	B
Overall Intersection	-	0.50	13.6	B		-	0.61	16.4	B
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	32.1	C
Overall Intersection	-	0.87	28.2	C		-	0.91	25.1	C

TABLE XX
LIRR Main Line Project DEIS
2020 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	
OLD COUNTRY ROAD										
Old Country Road at Belmont Place / Merillon Avenue										
Belmont Place	NB	L	0.18	35.8	D	L	0.13	31.0	C	
		R	0.10	35.1	D	R	0.06	30.4	C	
Merillon Avenue	SB	L	0.71	48.1	D	L	0.80	47.8	D	
		R	0.05	34.7	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	2.9	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										
Urban Avenue at Broadway										
Urban Avenue	NB	LTR	-	11.7	B	LTR	-	36.6	E	
		SB	LTR	-	9.9	A	LTR	-	12.6	B
Broadway	EB	LTR	-	10.3	B	LTR	-	15.3	C	
		WB	LTR	-	9.9	A	LTR	-	16.7	C
Overall Intersection		-	-	10.7	B	-	-	24.6	C	
Urban Avenue at Main Street										
Urban Avenue	NB	LTR	-	13.4	B	LTR	-	22.4	C	
		SB	LTR	-	11.2	B	LTR	-	23.0	C
Main Street	EB	LTR	-	10.6	B	LTR	-	18.2	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.

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

<u>2020 No Build Weekday AM Peak Hour</u>						<u>2020 Build Weekday AM Peak Hour</u>				<u>Mitigation</u>			<u>Mitigation Measures</u>	
INTERSECTION & APPROACH	Mvt.	V/C	Control Delay	LOS		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
SIGNALIZED INTERSECTIONS														
SCHOOL STREET														
School Street at Maple Avenue														
School Street	NB	LTR	0.46	14.8	B	LTR	0.46	14.7	B					- Mitigation not required.
	SB	LTR	0.32	13.5	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					
School Street at Union Avenue														
School Street	NB	LTR	0.73	23.3	C	LTR	0.74	23.6	C					- Mitigation not required.
	SB	LTR	0.23	15.0	B	LTR	0.23	15.1	B					
Union Avenue	EB	L	0.09	8.8	A	L	0.09	8.8	A					
		T	0.39	10.3	B	T	0.39	10.4	B					
		R	0.03	8.5	A	R	0.03	8.5	A					
WB	L	0.68	19.5	B	L	0.70	20.5	C						
	TR	0.55	11.8	B	TR	0.55	11.8	B						
Overall Intersection	-	0.70	15.4	B		-	0.71	15.7	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					

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

<u>2020 No Build Weekday AM Peak Hour</u>						<u>2020 Build Weekday AM Peak Hour</u>				<u>Mitigation</u>				<u>Mitigation Measures</u>
INTERSECTION & APPROACH	Mvt.	V/C	Control Delay	LOS		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<u>URBAN AVENUE</u>														
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	0.47	36.9	D	LTR	0.47	36.9	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		-	-	-	-					
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					
<u>OLD COUNTRY ROAD</u>														
Old Country Road at Belmont Place / Merillon Avenue														
Belmont Place	NB	L	0.18	35.8	D	L	0.18	35.8	D					- Mitigation not required.
		R	0.10	35.1	D	R	0.10	35.1	D					
Merillon Avenue	SB	L	0.71	48.1	D	L	0.71	48.1	D					
		R	0.05	34.7	C	R	0.05	34.7	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	2.9	A					
		T	0.60	6.7	A	T	0.61	6.6	A					
Overall Intersection	-	0.62	10.5	B		-	0.63	10.4	B					

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

<u>2020 No Build Weekday AM Peak Hour</u>						<u>2020 Build Weekday AM Peak Hour</u>				<u>Mitigation</u>				<u>Mitigation Measures</u>
INTERSECTION & APPROACH	Mvt.	V/C	Control Delay	LOS		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
UNSIGNALIZED INTERSECTIONS														
School Street at Railroad Avenue														
School Street	NB	LT	-	3.9	A	L	0.33	5.2	A					- Mitigation not required. - This intersection would be signalized as part of the Build condition.
		-	-	-	-	T	0.43	5.6	A					
Railroad Avenue	SB	-	-	-	-	TR	0.23	4.6	A					
	EB	LR	-	13.5	B	LR	0.39	19.3	B					
Overall Intersection	-	-	3.7	A		-	0.42	6.6	A					
Urban Avenue at Broadway														
Urban Avenue	NB	LTR	-	9.5	A	LTR	-	11.7	B					- Mitigation not required.
	SB	LTR	-	9.0	A	LTR	-	9.9	A					
Broadway	EB	LTR	-	9.1	A	LTR	-	10.3	B					
	WB	LTR	-	8.8	A	LTR	-	9.9	A					
Overall Intersection	-	-	9.2	A		-	-	10.7	B					
Urban Avenue at Railroad Avenue														
Urban Avenue	NB	LTR	-	1.7	A	-	-	-	-					- In Build: This intersection will be eliminated.
	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.

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

<u>2020 No Build Weekday PM Peak Hour</u>						<u>2020 Build Weekday PM Peak Hour</u>				<u>Mitigation</u>				<u>Mitigation Measures</u>
INTERSECTION & APPROACH	Mvt.	V/C	Control Delay	LOS		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
SIGNALIZED INTERSECTIONS														
SCHOOL STREET														
School Street at Maple Avenue														
School Street	NB	LTR	0.51	16.5	B	LTR	0.52	16.5	B					- Mitigation not required.
	SB	LTR	0.50	16.2	B	LTR	0.51	16.2	B					
Maple Avenue	EB	LTR	0.63	12.3	B	LTR	0.63	12.3	B					
	WB	LTR	0.58	11.4	B	LTR	0.58	11.4	B					
Overall Intersection	-	0.58	13.5	B		-	0.58	13.5	B					
School Street at Union Avenue														
School Street	NB	LTR	0.73	25.4	C	LTR	0.74	25.9	C					- Mitigation not required.
	SB	LTR	0.55	20.6	C	LTR	0.56	20.8	C					
Union Avenue	EB	L	0.07	7.8	A	L	0.07	7.8	A					
		T	0.51	10.3	B	T	0.51	10.4	B					
	R	0.03	7.6	A	R	0.03	7.6	A						
	WB	L	0.77	29.1	C	L	0.78	30.1	C					
		TR	0.43	9.7	A	TR	0.42	9.7	A					
Overall Intersection	-	0.75	16.7	B		-	0.76	17.0	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	52.6	D	TR	0.51	52.7	D					
	SB	L	0.63	58.5	E	L	0.64	59.0	E					
		TR	0.95	101.2	F	TR	0.96	102.2	F					
Old Country Road	EB	L	0.88	67.2	E	L	0.88	67.3	E					
		T	0.95	40.2	D	T	0.95	40.1	D					
	R	0.93	45.0	D	R	0.93	44.9	D						
	WB	L	0.33	28.9	C	L	0.33	28.9	C					
		TR	0.88	39.0	D	TR	0.88	39.0	D					
Overall Intersection	-	0.92	46.5	D		-	0.92	46.5	D					

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

<u>2020 No Build Weekday PM Peak Hour</u>						<u>2020 Build Weekday PM Peak Hour</u>				<u>Mitigation</u>			<u>Mitigation Measures</u>	
INTERSECTION & APPROACH	Mvt.	V/C	Control Delay	LOS		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<u>URBAN AVENUE</u>														
Urban Avenue at Prospect Avenue														
Urban Avenue	NB	LTR	0.72	43.0	D	LTR	0.72	43.0	D					- Mitigation not required.
	SB	LTR	0.17	29.8	C	LTR	0.17	29.8	C					
Prospect Avenue	EB	L	0.09	5.7	A	L	0.09	5.8	A					
		TR	0.52	10.2	B	TR	0.52	10.2	B					
	WB	L	0.20	6.7	A	L	0.20	6.7	A					
		TR	0.57	11.4	B	TR	0.58	11.4	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	22.3	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		-	-	-	-					
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	0.88	52.3	D	L	0.89	52.7	D					
		T	0.71	9.0	A	T	0.71	9.0	A					
	WB	TR	0.92	32.3	C	TR	0.92	32.1	C					
Overall Intersection	-	0.91	25.1	C		-	0.91	25.1	C					
<u>OLD COUNTRY ROAD</u>														
Old Country Road at Belmont Place / Merillon Avenue														
Belmont Place	NB	L	0.13	31.0	C	L	0.13	31.0	C					- Mitigation not required.
		R	0.06	30.4	C	R	0.06	30.4	C					
Merillon Avenue	SB	L	0.80	47.8	D	L	0.80	47.8	D					
		R	0.17	31.3	C	R	0.17	31.3	C					
Old Country Road	EB	TR	0.76	14.1	B	TR	0.76	14.1	B					
	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					

TABLE XX
LIRR Main Line Project DEIS
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	
UNSIGNALIZED INTERSECTIONS															
School Street at Railroad Avenue															
School Street	NB	LT	-	3.0	A	L	0.26	5.9	A						- Mitigation not required. - This intersection would be signalized as part of the Build condition.
		-	-	-	-	T	0.42	6.5	A						
	SB	-	-	-	-	TR	0.42	6.4	A						
Railroad Avenue	EB	LR	-	17.6	C	LR	0.47	16.1	B						
Overall Intersection	-	-	3.8	A		-	0.44	7.8	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		-	-	24.6	C						
Urban Avenue at Railroad Avenue															
Urban Avenue	NB	LTR	-	2.5	A	-	-	-	-						- In Build: This intersection will be eliminated.
	SB	LTR	-	0.0	A	-	-	-	-						
Railroad Avenue	EB	LTR	-	16.2	C	-	-	-	-						
	WB	LTR	-	37.8	E	-	-	-	-						
Overall Intersection	-	-	6.0	A		-	-	-	-						
Urban Avenue at Main Street															
Urban Avenue	NB	LTR	-	22.4	C	LTR	-	22.4	C						- Mitigation not required.
	SB	LTR	-	23.0	C	LTR	-	23.0	C						
Main Street	EB	LTR	-	18.2	C	LTR	-	18.2	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.

TABLE XX
LIRR Main Line Project DEIS
2040 NO BUILD TRAFFIC LEVELS OF SERVICE - NEW HYDE PARK

INTERSECTION & APPROACH	Weekday AM Peak Hour				Weekday PM Peak Hour			
	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	1.05	110.6	F	L	1.27	217.6
		TR	1.13	139.5	F	TR	0.24	57.7
	SB	LTR	0.67	66.7	E	LTR	0.61	79.3
		L	0.11	17.1	B	L	0.12	26.9
Jericho Turnpike (Rt. 25)	WB	TR	1.20	127.4	F	TR	1.25	166.1
		L	1.06	116.7	F	L	0.90	68.5
		TR	0.72	24.9	C	TR	0.81	25.5
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
		T	0.57	32.9	C	T	0.76	34.6
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
		TR	0.75	29.7	C	TR	1.05	68.6
Covert Avenue (south leg)	NB	T	1.05	71.3	E	T	0.42	22.1
		R	0.87	19.3	B	R	1.12	108.9
	SB	LT	0.59	4.0	A	LT	0.74	6.9
		LR	0.45	27.6	C	LR	0.35	24.3
Stewart Avenue	WB	L	0.34	16.4	B	L	0.80	26.5
		R	0.55	18.9	B	R	0.68	25.0
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
		TR	1.12	91.1	F	TR	0.85	26.8
Jericho Turnpike (Rt. 25)	WB	L	0.66	44.6	D	L	0.66	36.8
		T	0.71	4.7	A	T	0.75	3.4
Overall Intersection	-	1.00	51.5	D	-	0.90	25.5	C
South 12th Street at LIRR Grade Crossing								
Covert Avenue	NB	T	0.22	26.8	C	T	0.15	18.7
		T	0.16	25.9	C	T	0.21	19.5
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
		TR	1.22	154.9	F	TR	0.94	84.0
	SB	L	0.86	55.6	E	L	0.85	68.3
		TR	0.88	53.9	D	TR	1.29	202.6
Jericho Turnpike (Rt. 25)	EB	L	1.29	198.5	F	L	1.07	151.7
		TR	1.18	115.5	F	TR	1.14	97.6
	WB	L	1.50	281.9	F	L	1.20	179.9
		TR	1.01	66.2	E	TR	1.11	100.4
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
		T	0.39	29.8	C	T	0.58	26.6
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
		LTR	0.67	27.1	C	LTR	0.96	48.2
Stewart Avenue	EB	L	0.32	23.8	C	L	0.35	25.5
		TR	0.79	31.8	C	TR	0.81	33.7
	WB	L	0.42	19.1	B	L	0.83	38.0
		TR	0.36	15.7	B	TR	0.55	10.3
Overall Intersection	-	0.99	71.1	E	-	0.92	30.7	C

TABLE XX
LIRR Main Line Project DEIS
2040 NO BUILD 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	
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.

TABLE XX
LIRR Main Line Project DEIS
2040 NO BUILD 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		
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		

TABLE XX
LIRR Main Line Project DEIS
2040 NO BUILD 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	0.76	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.

TABLE XX
LIRR Main Line Project DEIS
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
SIGNALIZED INTERSECTIONS									
SCHOOL STREET									
School Street at Maple Avenue									
School Street	NB	LTR	0.50	15.3	B	LTR	0.57	18.5	B
	SB	LTR	0.37	14.0	B	LTR	0.53	17.6	B
Maple Avenue	EB	LTR	0.49	9.8	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	15.5	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	0.65	30.4	C
Union Avenue	EB	L	0.09	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	43.5	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	1.01	110.9	F	TR	0.59	56.9	E
	SB	L	0.39	57.0	E	L	0.91	95.1	F
		TR	0.97	115.8	F	TR	1.23	196.1	F
Old Country Road	EB	L	0.73	50.0	D	L	0.96	90.0	F
		T	0.65	25.7	C	T	1.04	64.9	E
		R	0.17	18.2	B	R	1.07	81.5	F
	WB	L	0.15	20.8	C	L	0.32	31.2	C
		TR	1.12	100.9	F	TR	0.97	51.8	D
Overall Intersection	-	1.06	81.3	F		-	1.04	72.7	E
URBAN AVENUE									
Urban Avenue at Prospect Avenue									
Urban Avenue	NB	LTR	0.63	41.1	D	LTR	0.77	45.3	D
	SB	LTR	0.51	36.8	D	LTR	0.17	29.0	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	-	0.57	14.5	B		-	0.68	18.3	B
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	0.80	54.4	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	1.11	85.4	F	TR	1.05	62.8	E
Overall Intersection	-	0.99	54.5	D		-	1.02	38.0	D

TABLE XX
LIRR Main Line Project DEIS
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
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	0.19	29.2	C	
Old Country Road	EB	TR	0.57	8.9	A	TR	0.89	21.7	C	
		L	0.08	1.3	A	L	0.86	34.7	C	
		T	0.70	6.2	A	TR	0.75	3.2	A	
Overall Intersection			-	0.71	11.0	B	-	0.89	18.1	B
UNSIGNALIZED INTERSECTIONS										
School Street at Railroad Avenue										
School Street	NB	LT	-	6.7	A	LT	-	4.2	A	
		LR	-	107.0	F	LR	-	476.0	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	-	11.0	B	LTR	-	18.6	C	
		WB	LTR	-	16.9	C	LTR	-	60.0	F
Overall Intersection			-	-	3.5	A	-	-	8.0	A
Urban Avenue at Main Street										
Urban Avenue	NB	LTR	-	15.4	C	LTR	-	36.2	E	
		SB	LTR	-	12.3	B	LTR	-	38.3	E
Main Street	EB	LTR	-	11.2	B	LTR	-	25.6	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.

TABLE XX
LIRR Main Line Project DEIS
2040 BUILD OPTION 1 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	
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	
	Jericho Turnpike (Rt. 25)	SB	LTR	0.69	70.8	E	LTR	0.62	80.1	F	
		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 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		
	Stewart Avenue	SB	LT	0.59	4.1	A	LT	0.74	6.9	A	
		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	
		EB	TR	0.88	25.5	C	TR	0.72	14.3	B	
	Jericho Turnpike (Rt. 25)	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 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	
		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 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 at Third Avenue	Covert Avenue	NB	LR	-	9.2	A	LR	-	9.1	A	
		Overall Intersection	-	-	0.4	A	-	-	1.8	A	

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

INTERSECTION & APPROACH	Weekday AM Peak Hour				Weekday PM Peak Hour				
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<u>SOUTH 12TH STREET</u>									
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.

TABLE XX
LIRR Main Line Project DEIS
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	
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
Jericho Turnpike (Rt. 25)	SB	LTR	0.69	70.8	E	LTR	0.62	80.1	F
		EB	L	0.11	17.1	B	L	0.11	26.9
	WB	TR	1.22	139.3	F	TR	1.27	172.9	F
		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
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
Stewart Avenue	SB	LT	0.59	4.1	A	LT	0.74	6.9	A
		EB	LR	0.47	27.6	C	LR	0.35	24.3
	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
		EB	TR	0.89	26.3	C	TR	0.72	14.5
Jericho Turnpike (Rt. 25)	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
Jericho Turnpike (Rt. 25)	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
	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
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	

TABLE XX
LIRR Main Line Project DEIS
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	
<u>SOUTH 12TH STREET</u>									
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	
<u>NEW HYDE PARK ROAD</u>									
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.

TABLE XX
LIRR Main Line Project DEIS
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				Mitigation Measures
INTERSECTION & APPROACH	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	1.05	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. - 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.
		TR	1.13	139.5	F	TR	1.34	220.6	F	TR	0.94	75.0	E	
Jericho Turnpike (Rt. 25)	SB	LTR	0.67	66.7	E	LTR	0.69	70.8	E	-	-	-	-	
	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	
	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)														
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)														
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					
Stewart Avenue														
Stewart Avenue	SB	LT	0.59	4.0	A	LT	0.59	4.1	A					
	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.				
	EB	TR	1.12	91.1	F	TR	0.88	25.5	C					
Jericho Turnpike (Rt. 25)	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														
Covert Avenue	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	-	-	-	-					

TABLE XX
LIRR Main Line Project DEIS
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				Mitigation Measures		
INTERSECTION & APPROACH	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	0.93	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. - 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 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.]	
		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)	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		
	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			
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							

TABLE XX
LIRR Main Line Project DEIS
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				Mitigation Measures
INTERSECTION & APPROACH	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<u>SOUTH 12TH STREET</u>														
South 12th Street at Second Avenue														
South 12th Street	SB	LTR	-	17.8	C	LR	-	8.9	A					- Mitigation not required. - In Build: Roadway grade crossing eliminated. Covert Avenue dead-ended on either side of tracks.
Second Avenue	EB	LTR	-	14.3	B	LT	-	9.1	A					
	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. - In Build: Roadway grade crossing eliminated. Covert Avenue dead-ended on either side of tracks.
Third Avenue	EB	LTR	-	9.3	A	TR	-	8.1	A					
	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					
<u>NEW HYDE PARK ROAD</u>														
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. - This intersection would be signalized as part of the Build condition.
	SB	-	-	-	-	L	0.75	21.0	C					
		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.

TABLE XX
LIRR Main Line Project DEIS
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				Mitigation Measures	
INTERSECTION & APPROACH	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 SI approach; reroute exiting vehicles to use driveway on North 6th Street. - 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.	
		TR	0.24	57.7	E	TR	0.28	58.2	E	TR	0.26	54.0	D		
Jericho Turnpike (Rt. 25)	SB	LTR	0.61	79.3	E	LTR	0.62	80.1	F	-	-	-	-		
	EB	L	0.12	26.9	C	L	0.11	26.9	C	L	0.10	23.2	C		
	WB	TR	1.25	166.1	F	TR	1.27	172.9	F	TR	1.11	103.1	F		
		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)															
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)															
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						
Stewart Avenue	SB	LT	0.74	6.9	A	LT	0.74	6.9	A						
	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 Jericho Turnpike (Rt. 25)	NB	LR	1.04	123.5	F	LR	0.68	71.8	E					- Mitigation not required	
	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															
Covert Avenue	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	-	-	-	-						

TABLE XX
LIRR Main Line Project DEIS
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	
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 o Jericho Turnpike (250 feet upstream of the stop bar); provide "No Standing" regulations from 5:00PM - 6:00PM to reduci friction from parking maneuvers [existing parking regulation i 1 HR parking from 8:00AM - 5:00PM]. - Modify the existing parking regulation along the south side o Jericho Turnpike (250 feet upstream of the stop bar); allow 1 HF 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 signal timing plan: Shift 1 s green time from the EB/WB phase to the EB/WB protected left-turn phase and 1 s green time from the EB/WB phase to 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.]
		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	
	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	
	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		
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					
	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 - In Build: Roadway grade crossing eliminated with underpass. Covert Avenue service road dead-ended on either side of tracks.
	SB	LTR	-	0.5	A	LR	-	9.1	A					
	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 - In Build: Roadway grade crossing eliminated with underpass. Covert Avenue service road dead-ended on either side of tracks.
	SB	LTR	-	0.6	A	-	-	-	-					
	EB	LTR	-	128.3	F	-	-	-	-					
	WB	LTR	-	105.6	F	-	-	-	-					
Overall Intersection	-	-	7.1	A	-	-	1.8	A						

TABLE XX
LIRR Main Line Project DEIS
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				Mitigation Measures
INTERSECTION & APPROACH	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<u>SOUTH 12TH STREET</u>													
South 12th Street at Second Avenue													
South 12th Street	SB	LTR	-	14.2	B	LR	-	7.9	A				- Mitigation not required - In Build: Roadway grade crossing eliminated. Covert Avenue dead-ended on either side of tracks.
Second Avenue	EB	LTR	-	13.7	B	LT	-	8.7	A				
	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 - In Build: Roadway grade crossing eliminated. Covert Avenue dead-ended on either side of tracks.
Third Avenue	EB	LTR	-	8.9	A	TR	-	9.2	A				
	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				
<u>NEW HYDE PARK ROAD</u>													
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 - This intersection would be signalized as part of the Build condition
	SB	-	-	-	-	L	0.85	13.9	B				
		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.

TABLE XX
LIRR Main Line Project DEIS
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				Mitigation Measures
INTERSECTION & APPROACH	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 Jericho Turnpike (Rt. 25)	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 SI approach; reroute exiting vehicles to use driveway on North 6th Street. - 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.
		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	-	-	-	-	
		EB	L	0.11	17.1	B	L	0.11	17.1	B	L	0.08	14.4	
	WB	TR	1.20	127.4	F	TR	1.22	139.3	F	TR	1.13	96.2	F	
		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) Covert Avenue (south leg) Stewart Avenue	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				
	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					
		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 Jericho Turnpike (Rt. 25)	NB	LR	0.77	50.4	D	LR	0.57	46.7	D					- Mitigation not required
	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														
Covert Avenue	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	-	-	-	-						

TABLE XX
LIRR Main Line Project DEIS
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				Mitigation Measures	
INTERSECTION & APPROACH		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	0.93	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 Jericho Turnpike (250 feet upstream of the stop bar); allow 1 HF 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 - Modify the existing parking regulation along the south side of Jericho Turnpike (250 feet upstream of the stop bar); allow 1 HF 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 signal timing plan: Shift 1 s green time from the EB/WB phase to the EB/WB protected left-turn phase and 1 s green time from the EB/WB phase to 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.]	
		TR	1.22	154.9	F	TR	1.24	161.6	F	TR	1.22	153.7	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	203.6	F	L	1.27	195.7		F
			TR	1.18	115.5	F	TR	1.19	119.5	F	TR	1.19	119.5		F
		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	114.9	F	-	1.26	108.2	F		
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 - In Build: Roadway grade crossing eliminated with underpass. Covert Avenue service road dead-ended on either side of tracks.					
	SB	LTR	-	1.7	A	LR	-	9.1	A						
	EB	LTR	-	112.9	F	-	-	-	-						
	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 - In Build: Roadway grade crossing eliminated with underpass. Covert Avenue service road dead-ended on either side of tracks.					
	SB	LTR	-	1.7	A	-	-	-	-						
Third Avenue	EB	LTR	-	87.8	F	-	-	-	-						
	WB	LTR	-	58.4	F	-	-	-	-						
Overall Intersection		-	-	4.3	A	-	-	0.4	A						

TABLE XX
LIRR Main Line Project DEIS
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				Mitigation Measures
INTERSECTION & APPROACH	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<u>SOUTH 12TH STREET</u>														
South 12th Street at Second Avenue														
South 12th Street	SB	LTR	-	17.8	C	LR	-	9.0	A					- Mitigation not required - In Build: Roadway grade crossing eliminated. Covert Avenue dead-ended on either side of tracks.
Second Avenue	EB	LTR	-	14.3	B	LT	-	8.8	A					
	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 - In Build: Roadway grade crossing eliminated. Covert Avenue dead-ended on either side of tracks.
Third Avenue	EB	LTR	-	9.3	A	TR	-	8.0	A					
	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					
<u>NEW HYDE PARK ROAD</u>														
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.

TABLE XX
LIRR Main Line Project DEIS
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				Mitigation Measures	
INTERSECTION & APPROACH	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 SI approach; reroute exiting vehicles to use driveway on North 6th Street. - 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.	
		TR	0.24	57.7	E	TR	0.28	58.2	E	TR	0.26	54.0	D		
Jericho Turnpike (Rt. 25)	SB	LTR	0.61	79.3	E	LTR	0.62	80.1	F	-	-	-	-		
	EB	L	0.12	26.9	C	L	0.11	26.9	C	L	0.10	22.9	C		
	WB	TR	1.25	166.1	F	TR	1.27	172.9	F	TR	1.10	99.4	F		
		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)															
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)															
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						
Stewart Avenue	SB	LT	0.74	6.9	A	LT	0.74	6.9	A						
	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 Jericho Turnpike (Rt. 25)	NB	LR	1.04	123.5	F	LR	0.69	72.2	E					- Mitigation not required	
	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															
Covert Avenue	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	-	-	-	-						

TABLE XX
LIRR Main Line Project DEIS
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	
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 o Jericho Turnpike (250 feet upstream of the stop bar); provide "No Standing" regulations from 5:00PM - 6:00PM to reduci friction from parking maneuvers [existing parking regulation i 1 HR parking from 8:00AM - 5:00PM. - Modify the existing parking regulation along the south side o Jericho Turnpike (250 feet upstream of the stop bar); allow 1 HF 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 signal timing plan: Shift 1 s green time from the EB/WB phase to the EB/WB protected left-turn phase and 1 s green time from the EB/WB phase to 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.]
		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	
	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	
	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		
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					
	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 - In Build: Roadway grade crossing eliminated with underpass. Covert Avenue service road dead-ended on either side of tracks.
	SB	LTR	-	0.5	A	LR	-	9.1	A					
	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 - In Build: Roadway grade crossing eliminated with underpass. Covert Avenue service road dead-ended on either side of tracks.
	SB	LTR	-	0.6	A	-	-	-	-					
	EB	LTR	-	128.3	F	-	-	-	-					
	WB	LTR	-	105.6	F	-	-	-	-					
Overall Intersection	-	-	7.1	A	-	-	1.8	A						

TABLE XX
LIRR Main Line Project DEIS
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
<u>SOUTH 12TH STREET</u>													
South 12th Street at Second Avenue													
South 12th Street	SB	LTR	-	14.2	B	LR	-	7.9	A				- Mitigation not required - In Build: Roadway grade crossing eliminated. Covert Avenue dead-ended on either side of tracks.
Second Avenue	EB	LTR	-	13.7	B	LT	-	8.3	A				
	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 - In Build: Roadway grade crossing eliminated. Covert Avenue dead-ended on either side of tracks.
Third Avenue	EB	LTR	-	8.9	A	TR	-	9.1	A				
	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				
<u>NEW HYDE PARK ROAD</u>													
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.

TABLE XX
LIRR Main Line Project DEIS
2040 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	
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	0.68	20.3	C	L	0.62	16.2	B	L	0.68	21.2	C
		TR	0.57	15.2	B	TR	0.49	11.9	B	TR	0.75	19.1	B
	SB	L	0.15	20.9	C	L	0.25	19.8	B	L	0.56	41.2	D
		TR	1.90	439.3	F	TR	1.33	184.2	F	TR	1.58	297.4	F
Second Street	EB	L	0.26	16.1	B	L	0.15	17.7	B	L	0.30	19.8	B
		TR	0.70	22.9	C	TR	0.59	22.4	C	TR	0.77	30.1	C
	WB	LTR	1.08	100.9	F	LTR	0.86	45.6	D	LTR	1.10	116.7	F
Overall Intersection	-	1.30	148.7	F	-	1.03	68.4	E	-	1.27	103.6	F	
Mineola Boulevard at First Street													
Mineola Boulevard	NB	LTR	0.77	16.7	B	LTR	1.21	120.7	F	LTR	1.07	62.4	E
	SB	L	0.07	7.4	A	L	0.17	6.4	A	L	0.54	23.1	C
		TR	0.72	16.4	B	TR	0.73	14.2	B	TR	0.85	23.6	C
First Street	EB	LTR	0.92	59.1	E	LTR	0.69	37.6	D	LTR	1.07	96.9	F
	WB	LTR	0.79	47.1	D	LTR	0.68	40.0	D	LTR	0.94	80.1	F
Overall Intersection	-	0.81	25.7	C	-	1.15	64.4	E	-	1.15	56.9	E	
WILLIS AVENUE													
Willis Avenue at Old Country Road													
Willis Avenue	SB	L	0.85	64.2	E	L	1.09	123.1	F	L	1.13	134.7	F
		R	1.14	146.3	F	R	1.16	148.5	F	R	0.87	67.4	E
Old Country Road	EB	T	0.60	5.4	A	T	0.59	7.9	A	T	0.60	6.7	A
	WB	TR	0.84	16.1	B	TR	0.65	10.8	B	TR	0.73	12.5	B
Overall Intersection	-	0.94	26.4	C	-	0.80	33.6	C	-	0.86	26.8	C	
Willis Avenue at Third Street													
Willis Avenue	NB	LT	0.80	48.5	D	LT	0.83	50.8	D	LT	0.95	82.5	F
	SB	TR	0.94	51.5	D	TR	0.94	50.2	D	TR	1.03	77.0	E
Third Street	EB	LR	1.51	275.9	F	LR	1.39	227.4	F	LR	1.96	471.6	F
Overall Intersection	-	1.08	140.1	F	-	1.05	114.9	F	-	1.38	284.3	F	
Willis Avenue at Second Street													
Willis Avenue	NB	LTR	0.59	15.0	B	LTR	0.74	17.9	B	LTR	0.82	27.1	C
	SB	LTR	1.00	49.8	D	LTR	0.99	45.2	D	LTR	1.47	242.0	F
Second Street	EB	LTR	0.78	40.2	D	LTR	0.60	32.6	C	LTR	1.16	118.8	F
	WB	LT	0.83	45.0	D	LT	0.74	40.7	D	LT	0.48	28.9	C
		R	0.44	29.5	C	R	0.24	28.6	C	R	0.28	26.4	C
Overall Intersection	-	0.94	37.7	D	-	0.92	33.8	C	-	1.36	118.5	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	

TABLE XX
LIRR Main Line Project DEIS
2040 BUILD OPTION 1 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	0.76	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	1.07	78.0	E
Second Street	SB	LTR	1.24	149.3	F	LTR	0.57	26.8	C	LTR	1.29	178.6	F
	EB	L	0.59	24.4	C	L	0.45	19.7	B	L	1.09	94.1	F
	TR		0.62	35.7	D	TR	0.70	34.7	C	TR	1.29	186.0	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	74.7	E		-	0.72	24.1	C	-	1.30	116.2	F
UNSIGNALIZED INTERSECTIONS													
MAIN STREET													
Main Street at Old Country Road													
Old Country Road	EB	L	-	28.5	D	L	-	15.9	C	L	-	16.4	C
Overall Intersection	-	-	0.5	A		-	-	0.3	A	-	-	0.3	A
Main Street at First Street													
Main Street	NB	LTR	-	8.6	A	LTR	-	8.6	A	LTR	-	10.4	B
	SB	LTR	-	8.6	A	LTR	-	8.2	A	LTR	-	9.8	A
First Street	EB	LTR	-	9.5	A	LTR	-	9.0	A	LTR	-	12.2	B
	WB	LTR	-	10.0	A	LTR	-	8.8	A	LTR	-	10.3	B
Overall Intersection	-	-	9.6	A		-	-	8.8	A	-	-	11.0	B
Main Street at Second Street													
Main Street	NB	LTR	-	11.1	B	LTR	-	10.6	B	LTR	-	13.7	B
	SB	LTR	-	12.2	B	LTR	-	10.5	B	LTR	-	27.8	D
Second Street	EB	LTR	-	14.3	B	LTR	-	12.9	B	LTR	-	108.7	F
	WB	LTR	-	38.4	E	LTR	-	16.0	C	LTR	-	47.5	E
Overall Intersection	-	-	26.6	D		-	-	13.7	B	-	-	65.1	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	-	10.6	B	LT	-	8.1	A	LT	-	10.2	B
	WB	TR	-	11.3	B	TR	-	7.1	A	TR	-	9.9	A
Overall Intersection	-	-	2.4	A		-	-	7.7	A	-	-	2.5	A
Main Street at Front Street (South side of LIRR Tracks)													
Front Street	NB	L	-	7.7	A	L	-	7.2	A	L	-	8.3	A
	EB	R	-	6.6	A	R	-	7.0	A	R	-	6.9	A
Main Street	WB	LT	-	8.6	A	LT	-	8.0	A	LT	-	12.6	B
Overall Intersection	-	-	8.5	A		-	-	8.0	A	-	-	12.5	B
Main Street at Third Street													
Main Street	NB	LTR	-	13.9	B	LTR	-	9.6	A	LTR	-	12.8	B
	SB	LR	-	13.2	B	LR	-	9.8	A	LR	-	17.1	C
Third Street	EB	LT	-	14.4	B	LT	-	10.9	B	LT	-	48.1	E
	WB	TR	-	10.6	B	TR	-	8.4	A	TR	-	10.3	B
Overall Intersection	-	-	13.5	B		-	-	10.2	B	-	-	32.2	D
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	-	295.1	F	LR	-	31.6	D	LR	-	468.2	F
Overall Intersection	-	-	35.8	E		-	-	4.5	A	-	-	50.0	E
Willis Avenue at Front Street													
Front Street	WB	R	-	9.2	A	R	-	8.9	A	R	-	9.4	A
Overall Intersection	-	-	9.1	A		-	-	6.6	A	-	-	8.8	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.

TABLE XX
LIRR Main Line Project DEIS
2040 BUILD OPTION 2 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		
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	0.68	20.3	C	L	0.62	16.2	B	L	0.68	21.2	C	
		TR	0.62	15.9	B	TR	0.53	12.4	B	TR	0.80	20.7	C	
	SB	L	0.16	21.0	C	L	0.26	20.4	C	L	0.66	53.7	D	
		TR	2.06	511.8	F	TR	1.47	245.7	F	TR	1.73	362.7	F	
Second Street	EB	L	0.26	16.0	B	L	0.15	17.7	B	L	0.30	19.8	B	
		TR	0.70	22.9	C	TR	0.59	22.4	C	TR	0.77	30.1	C	
	WB	LTR	1.04	87.6	F	LTR	0.86	46.1	D	LTR	1.10	116.7	F	
Overall Intersection	-	1.33	172.9	F	-	1.09	89.6	F	-	1.34	125.5	F		
Mineola Boulevard at First Street														
Mineola Boulevard	NB	LTR	0.87	22.1	C	LTR	1.44	222.4	F	LTR	0.79	15.1	B	
	SB	L	0.08	7.6	A	L	0.18	6.7	A	L	0.34	11.9	B	
		TR	0.79	19.7	B	TR	0.82	18.3	B	TR	0.75	17.1	B	
First Street	EB	LTR	0.92	59.9	E	LTR	0.69	37.6	D	LTR	0.85	48.2	D	
	WB	LTR	0.79	47.3	D	LTR	0.67	39.5	D	LTR	0.81	53.0	D	
Overall Intersection	-	0.88	28.8	C	-	1.34	110.3	F	-	0.88	22.7	C		
MAIN STREET														
Main Street at Second Street														
Main Street	NB	LTR	0.80	37.9	D	LTR	0.74	29.0	C	LTR	1.19	140.3	F	
Main Street Underpass	NB	LTR	0.25	29.1	C	LTR	0.45	26.3	C	LTR	0.21	26.0	C	
	SB	LR	0.63	36.6	D	LR	0.55	28.1	C	LR	0.95	68.4	E	
Second Street	EB	LT	0.73	28.5	C	LT	0.70	28.0	C	LT	1.45	251.6	F	
	WB	TR	0.88	39.3	D	TR	0.64	24.9	C	TR	0.80	41.0	D	
Overall Intersection	-	0.80	35.6	D	-	0.68	27.4	C	-	1.20	135.9	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	0.83	14.6	B	TR	0.64	10.4	B	TR	0.72	12.0	B	
Overall Intersection	-	0.83	15.2	B	-	0.71	15.7	B	-	0.78	16.1	B		
Willis Avenue at Third Street														
Willis Avenue Underpass	SB	TR	0.65	26.4	C	TR	0.68	18.3	B	TR	0.90	45.5	D	
Willis Avenue Service Road	SB	TR	0.01	27.6	C	TR	0.03	20.5	C	TR	0.04	33.4	C	
Third Street	EB	R	0.72	38.2	D	R	0.58	24.8	C	R	0.93	53.4	D	
Overall Intersection	-	0.51	31.3	D	-	0.52	19.9	B	-	0.79	49.0	E		
Willis Avenue at Second Street														
Willis Avenue	SB	LTR	0.72	20.7	C	LTR	0.65	16.3	B	LTR	0.77	22.5	C	
Second Street	EB	LTR	1.53	99.0	F	LTR	0.87	45.9	D	LTR	1.62	319.8	F	
	WB	LT	1.43	247.5	F	LT	0.68	35.6	D	LT	5.98	2319.3	F	
		R	0.50	29.1	C	R	0.26	27.2	C	R	0.36	27.3	C	
Overall Intersection	-	0.97	94.9	F	-	0.72	30.2	C	-	2.60	415.6	F		

TABLE XX
LIRR Main Line Project DEIS
2040 BUILD OPTION 2 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
<u>ROSLYN ROAD</u>													
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
	WB	R	0.09	28.3	C	R	0.08	23.3	C	R	0.08	28.4	C
		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	0.80	33.3	C	L	0.63	17.5	B	L	0.79	34.8	C
		TR	0.88	33.0	C	TR	0.67	19.3	B	TR	1.10	89.2	F
Second Street	SB	LTR	1.33	188.1	F	LTR	0.72	31.3	C	LTR	1.51	272.3	F
		L	0.61	24.9	C	L	0.47	20.0	B	L	1.11	101.6	F
	WB	TR	0.57	34.6	C	TR	0.73	36.4	D	TR	1.06	97.1	F
		L	0.50	23.5	C	L	0.28	25.9	C	L	0.71	32.8	C
		TR	0.78	44.1	D	TR	0.46	32.9	C	TR	0.39	33.6	C
Overall Intersection	-	1.00	91.5	F	-	0.74	26.3	C	-	1.33	134.7	F	
<u>UNSIGNALIZED INTERSECTIONS</u>													
<u>MAIN STREET</u>													
Main Street at Old Country Road													
Old Country Road	EB	L	-	48.3	E	L	-	19.4	C	L	-	21.1	C
Overall Intersection	-	-	0.9	A	-	-	0.4	A	-	-	0.5	A	
Main Street at First Street													
Main Street	NB	LTR	-	9.5	A	LTR	-	9.2	A	LTR	-	12.6	B
		SB	LTR	-	8.8	A	LTR	-	8.2	A	LTR	-	10.2
First Street	EB	LTR	-	10.2	B	LTR	-	9.4	A	LTR	-	13.5	B
		WB	LTR	-	10.7	B	LTR	-	8.9	A	LTR	-	10.7
Overall Intersection	-	-	10.1	B	-	-	9.1	A	-	-	12.3	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
Overall Intersection	-	-	9.1	A	-	-	9.0	A	-	-	8.9	A	
Main Street at Third Street													
Main Street	NB	LTR	-	28.3	D	LTR	-	14.2	B	LTR	-	27.8	D
Third Street	EB	LT	-	13.7	B	LT	-	10.8	B	LT	-	38.7	E
		WB	TR	-	11.8	B	TR	-	8.8	A	TR	-	11.6
Overall Intersection	-	-	21.2	C	-	-	12.8	B	-	-	30.8	D	
<u>WILLIS AVENUE</u>													
Willis Avenue at First Street													
Willis Avenue	NB	LT	-	4.9	A	LT	-	2.0	A	LT	-	3.0	A
		EB	LR	-	233.6	F	LR	-	31.0	D	LR	-	381.0
Overall Intersection	-	-	46.1	E	-	-	6.3	A	-	-	69.7	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.

TABLE XX
LIRR Main Line Project DEIS
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		
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 and two 10 ft shared through-right lanes.
		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	- 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	1.18	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	- 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].	
	WB	L	0.89	56.2	E	L	0.97	70.9	E	L	0.94	64.0		E
		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		
Mineola Boulevard at Second Street														
Mineola Boulevard	NB	L	0.68	20.3	C	L	0.68	20.3	C	L	0.66	17.4	B	- Prohibit parking on WB Second St approach for 150 ft from the stopbar.
		TR	0.58	15.4	B	TR	0.57	15.2	B	TR	0.54	12.6	B	
	SB	L	0.19	21.3	C	L	0.15	20.9	C	L	0.14	18.2	B	- Restripe WB Second St approach as one 10 ft left-turn lane and one 10 ft shared through-right lane.
		TR	2.01	489.9	F	TR	1.90	439.3	F	TR	1.74	366.3	F	
Second Street	EB	L	0.25	16.0	B	L	0.26	16.1	B	L	0.25	16.9	B	
		TR	0.69	22.8	C	TR	0.70	22.9	C	TR	0.78	28.1	C	
	WB	-	-	-	-	-	-	-	-	L	0.89	58.9	E	
		LTR	1.00	75.8	E	LTR	1.08	100.9	F	TR	0.24	16.8	B	
Overall Intersection	-	1.30	165.9	F	-	1.30	148.7	F	-	1.17	120.5	F		
Mineola Boulevard at First Street														
Mineola Boulevard	NB	LTR	0.81	18.8	B	LTR	0.77	16.7	B					- Mitigation not required.
	SB	L	0.12	8.2	A	L	0.07	7.4	A					
		TR	0.78	19.0	B	TR	0.72	16.4	B					
First Street	EB	LTR	0.91	58.3	E	LTR	0.92	59.1	E					
	WB	LTR	0.76	44.2	D	LTR	0.79	47.1	D					
Overall Intersection	-	0.84	26.6	C	-	0.81	25.7	C						

TABLE XX
LIRR Main Line Project DEIS
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		
<u>WILLIS AVENUE</u>															
Willis Avenue at Old Country Road															
Willis Avenue	SB	L	0.63	47.9	D	L	0.85	64.2	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	1.14	146.3	F	R	0.81	51.4	D		
	Old Country Road	EB	T	0.59	5.3	A	T	0.60	5.4	A	T	0.58	4.8		A
WB		TR	0.84	15.4	B	TR	0.84	16.1	B	TR	0.96	31.5	C		
Overall Intersection		-	0.88	17.9	B	-	0.94	26.4	C	-	0.96	25.1	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	0.59	15.0	B	LTR	0.69	18.3	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. - 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. - Modify signal timing plan: Shift 2 s of green time from the EB/WB phase to the NB/SB phase [EB/WB green time will shift from 31 s to 29 s; NB/SB green time will shift from 57 s to 59 s; yellow and all-red times will remain unchanged].	
	SB	LTR	0.73	19.2	B	LTR	1.00	49.8	D	L	0.27	10.1	B		
Second Street		-	-	-	-	-	-	-	-	TR	0.67	16.0	B		
	EB	LTR	0.77	39.3	D	LTR	0.78	40.2	D	LTR	0.72	36.9	D		
	WB	LT	0.84	45.2	D	LT	0.83	45.0	D	LT	0.86	49.1	D		
		R	0.44	29.4	C	R	0.44	29.5	C	R	0.46	30.7	C		
Overall Intersection		-	0.76	28.4	C	-	0.94	37.7	D	-	0.74	26.9	D		
<u>MAIN STREET</u>															
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	-	-	-	-						
<u>ROSLYN ROAD</u>															
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						
	WB	R	0.09	28.7	C	R	0.25	30.2	C						
		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						

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LIRR Main Line Project DEIS
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		
Roslyn Road at Second Street															
Roslyn Road		NB	L	0.76	29.4	C	L	0.76	28.5	C	L	0.78	31.5	C	- Widen the south side of EB Second St for approximately 250 feet from the stopbar to allow for an 11 ft right-turn pocket lane. - Modify signal timing plan: Shift 2 s of green time from the NB/SB phase and 1 s green time from the NB protected left-turn phase to the EB/WB protected left-turn phase, and allow protected EB right-turns during the protected NB left-turn phase [NB/SB green time will shift from 25 s to 23 s; NB 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 18 s; yellow and all-red times will remain unchanged].
		TR	0.88	33.3	C	TR	0.86	30.6	C	TR	0.90	37.5	D		
		SB	LTR	1.31	181.9	F	LTR	1.24	149.3	F	LTR	1.32	187.5	F	
Second Street		EB	L	0.59	24.3	C	L	0.59	24.4	C	L	0.54	24.4	C	
		TR	0.56	34.0	C	TR	0.62	35.7	D	T	0.35	33.2	C		
		-	-	-	-	-	-	-	-	R	0.21	23.2	C		
		WB	L	0.50	23.3	C	L	0.51	23.4	C	L	0.40	18.9	B	
		TR	0.78	43.7	D	TR	0.77	43.4	D	TR	0.73	40.0	D		
Overall Intersection		-	0.99	89.3	F	-	0.96	74.7	E	-	0.96	89.4	F		
UNSIGNALIZED INTERSECTIONS															
MAIN STREET															
Main Street at Old Country Road															
Old Country Road		EB	L	-	27.5	D	L	-	28.5	D					- Mitigation not required.
Overall Intersection		-	-	0.5	A	-	-	0.5	A						
Main Street at First Street															
Main Street		NB	LTR	-	9.0	A	LTR	-	8.6	A					- Mitigation not required.
		SB	LTR	-	9.0	A	LTR	-	8.6	A					
First Street		EB	LTR	-	10.0	A	LTR	-	9.5	A					
		WB	LTR	-	10.4	B	LTR	-	10.0	A					
Overall Intersection		-	-	9.9	A	-	-	9.6	A						
Main Street at Second Street															
Main Street		NB	LTR	-	11.6	B	LTR	-	11.1	B					- Mitigation not required.
		SB	LTR	-	13.4	B	LTR	-	12.2	B					
Second Street		EB	LTR	-	15.3	C	LTR	-	14.3	B					
		WB	LTR	-	25.3	D	LTR	-	38.4	E					
Overall Intersection		-	-	19.1	C	-	-	26.6	D						
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	-	10.6	B					
Front Street		EB	LTR	-	13.7	B	TR	-	11.3	B					
		WB	LTR	-	15.3	C	-	-	-	-					
Overall Intersection		-	-	4.2	A	-	-	2.4	A						
Main Street at Front Street (South side of LIRR Tracks)															
Main Street		NB	-	-	-	-	L	-	7.7	A					- Mitigation not required.
Front Street		EB	-	-	-	-	R	-	6.6	A					
		WB	LR	-	10.3	B	LT	-	8.6	A					
Overall Intersection		-	-	5.5	A	-	-	8.5	A						
Main Street at Third Street															
Main Street		NB	LTR	-	13.4	B	LTR	-	13.9	B					- Mitigation not required.
		SB	LR	-	11.2	B	LR	-	13.2	B					
Third Street		EB	LT	-	12.4	B	LT	-	14.4	B					
		WB	TR	-	10.1	B	TR	-	10.6	B					
Overall Intersection		-	-	12.2	B	-	-	13.5	B						

TABLE XX
LIRR Main Line Project DEIS
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	
<u>WILLIS AVENUE</u>														
Willis Avenue at First Street														
Willis Avenue	NB	LT	-	4.5	A	LT	-	5.3	A	L	0.68	14.8	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. - 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	0.49	6.8	A	
	SB	-	-	-	-	-	-	-	-	-	TR	0.72	10.6	
First Street	EB	LR	-	105.6	F	LR	-	295.1	F	LR	0.64	34.3	C	
Overall Intersection		-	-	16.0	C	-	-	35.8	E	-	0.70	12.7	B	
 Willis Avenue at Front Street														
Willis Avenue	NB	LT	-	3.8	A	-	-	-	-					- Mitigation not required.
	WB	-	-	-	-	R	-	9.2	A					
Front Street														
Overall Intersection		-	-	2.2	A	-	-	9.1	A					
 Willis Avenue at Third Street														
Willis Avenue	NB	LT	-	0.2	A	LT	0.80	48.5	D	L	0.03	29.5	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	0.21	7.0	A	
	SB	-	-	-	-	TR	0.94	51.5	D	TR	0.86	32.2	C	
Third Street	EB	LR	-	22.9	C	LR	1.51	275.9	F	L	0.63	28.8	C	
	-	-	-	-	-	-	-	-	-	R	0.68	31.5	C	
Overall Intersection		-	-	6.4	A	-	1.08	140.1	F	-	0.71	27.1	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.

TABLE XX
LIRR Main Line Project DEIS
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		
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 and two 10 ft shared through-right lanes.
		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	- 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	0.99	79.1	E	T	0.99	78.4	E	T	0.99	81.4	F	
	WB	R	0.77	43.9	D	R	0.78	44.5	D	R	0.78	45.4	D	- 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].
		L	1.00	81.1	F	L	1.23	157.9	F	L	1.02	83.5	F	
		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		
Mineola Boulevard at Second Street														
Mineola Boulevard	NB	L	0.62	15.6	B	L	0.62	16.2	B	L	0.60	14.6	B	- Prohibit parking on WB Second St approach for 150 ft from the stopbar.
		TR	0.48	11.0	B	TR	0.49	11.9	B	TR	0.46	9.7	A	
Second Street	SB	L	0.28	19.4	B	L	0.25	19.8	B	L	0.23	16.9	B	- Restripe WB Second St approach as one 10 ft left-turn lane and one 10 ft shared through-right lane.
		TR	1.38	205.4	F	TR	1.33	184.2	F	TR	1.22	136.7	F	
	EB	L	0.16	18.2	B	L	0.15	17.7	B	L	0.16	18.7	B	
		TR	0.63	24.0	C	TR	0.59	22.4	C	TR	0.69	26.7	C	
	WB	-	-	-	-	-	-	-	-	L	0.69	31.8	C	
		LTR	0.85	45.5	D	LTR	0.86	45.6	D	TR	0.22	19.1	B	
Overall Intersection	-	1.06	77.4	E	-	1.03	68.4	E	-	0.94	51.7	D		
Mineola Boulevard at First Street														
Mineola Boulevard	NB	LTR	1.36	186.1	F	LTR	1.21	120.7	F					- Mitigation not required.
		SB	L	0.19	6.6	A	L	0.17	6.4	A				
First Street	TR	0.81	18.0	B	TR	0.73	14.2	B						
		EB	LTR	0.69	37.6	D	LTR	0.69	37.6	D				
	WB	LTR	0.63	37.5	D	LTR	0.68	40.0	D					
		Overall Intersection	-	1.28	91.8	F	-	1.15	64.4	E				

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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		
<u>WILLIS AVENUE</u>															
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	1.16	148.5	F	R	0.79	48.7	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	-	0.80	33.6	C	-	0.81	20.4	C		
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	0.74	17.9	B	LTR	0.82	23.6	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	0.99	45.2	D	L	0.32	9.0	A		
Second Street		-	-	-	-	-	-	-	-	TR	0.60	12.1	B		
	EB	LTR	0.77	40.1	D	LTR	0.6	32.6	C	LTR	0.55	32.4	C		
	WB	LT	0.69	37.3	D	LT	0.74	40.7	D	LT	0.78	44.6	D		
		R	0.24	28.7	C	R	0.24	28.6	C	R	0.24	29.6	C		
Overall Intersection		-	0.71	24.7	C	-	0.92	33.8	C	-	0.81	24.0	D		- 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. - Modify signal timing plan: Shift 2 s of green time from the EB/WB phase to the NB/SB phase [EB/WB green time will shift from 31 s to 29 s; NB/SB green time will shift from 57 s to 59 s; yellow and all-red times will remain unchanged].
<u>MAIN STREET</u>															
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	-	-	-	-						
<u>ROSLYN ROAD</u>															
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						
	WB	R	0.08	23.6	C	R	0.18	24.7	C						
		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						

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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	0.53	14.3	B	- Widen the south side of EB Second St for approximately 250 feet from the stopbar to allow for an 11 ft right-turn pocket lane.
	TR		0.67	18.7	B	TR	0.66	18.5	B	TR	0.66	18.2	B	
	SB	LTR	0.70	29.4	C	LTR	0.57	26.8	C	LTR	0.59	26.4	C	
Second Street	EB	L	0.47	19.8	B	L	0.45	19.7	B	L	0.44	18.7	B	- Modify signal timing plan: Shift 2 s of green time from the NB/SB phase and 1 s green time from the NB protected left-turn phase to the EB/WB protected left-turn phase, and allow protected EB right-turns during the protected NB left-turn phase [NB/SB green time will shift from 25 s to 23 s; NB 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 18 s; yellow and all-red times will remain unchanged].
	TR		0.69	34.6	C	TR	0.7	34.7	C	T	0.34	26.3	C	
	-	-	-	-	-	-	-	-	-	R	0.24	17.7	B	
	WB	L	0.27	25.8	C	L	0.27	25.5	C	L	0.26	25.2	C	
	TR		0.49	33.0	C	TR	0.47	32.5	C	TR	0.52	32.8	C	
Overall Intersection		-	0.73	25.1	C	-	0.72	24.1	C	-	0.65	22.1	C	
UNSIGNALIZED INTERSECTIONS														
MAIN STREET														
Main Street at Old Country Road														
Old Country Road	EB	L	-	15.6	C	L	-	15.9	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	-	8.6	A					- Mitigation not required.
	SB	LTR	-	8.5	A	LTR	-	8.2	A					
First Street	EB	LTR	-	9.3	A	LTR	-	9.0	A					
	WB	LTR	-	8.8	A	LTR	-	8.8	A					
Overall Intersection		-	-	9.0	A	-	-	8.8	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	-	16.0	C					
Overall Intersection		-	-	13.3	B	-	-	13.7	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	-	8.0	A					
Overall Intersection		-	-	3.2	A	-	-	8.0	A					
Main Street at Third Street														
Main Street	NB	LTR	-	9.9	A	LTR	-	9.6	A					- Mitigation not required.
	SB	LR	-	8.9	A	LR	-	9.8	A					
Third Street	EB	LT	-	10.2	B	LT	-	10.9	B					
	WB	TR	-	8.4	A	TR	-	8.4	A					
Overall Intersection		-	-	9.7	A	-	-	10.2	B					

TABLE XX
LIRR Main Line Project DEIS
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 First Street	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	7.5	A	
	SB	-	-	-	-	-	-	-	-	TR	0.69	8.7	A	
	EB	LR	-	20.8	C	LR	-	31.6	D	LR	0.27	20.7	C	
Overall Intersection	-	-	3.5	A		-	-	4.5	A	-	0.60	9.3	A	
Willis Avenue at Front Street														
Willis Avenue Front Street	NB	LT	-	2.5	A	-	-	-	-					- Mitigation not required.
	WB	-	-	-	-	R	-	8.9	A					
Overall Intersection	-	-	1.3	A		-	-	6.6	A					
Willis Avenue at Third Street														
Willis Avenue Third Street	NB	LT	-	0.3	A	LT	0.83	50.8	D	L	0.21	30.8	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	0.2	7.5	A	
	SB	-	-	-	-	TR	0.94	50.2	D	TR	0.86	33.4	C	
	EB	LR	-	16.1	C	LR	1.39	227.4	F	L	0.72	31.8	C	
		-	-	-	-	-	-	-	-	R	0.41	24.6	C	
Overall Intersection	-	-	5.5	A		-	1.05	114.9	F	-	0.72	27.8	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.

TABLE XX
LIRR Main Line Project DEIS
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		
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 and two 10 ft shared through-right lanes.
		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	- 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. - 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].
		T	0.95	68.8	E	T	0.99	78.0	E	T	0.95	70.2	E	
	WB	R	0.92	61.7	E	R	0.96	71.2	E	R	0.96	70.8	E	
		L	0.97	70.9	E	L	1.17	136.0	F	L	0.99	74.2	E	
		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		
Mineola Boulevard at Second Street														
Mineola Boulevard	NB	L	0.68	21.2	C	L	0.68	21.2	C	L	0.67	19.6	B	- Prohibit parking on WB Second St approach for 150 ft from the stopbar.
		TR	0.76	19.4	B	TR	0.75	19.1	B	TR	0.72	16.1	B	
Second Street	SB	L	0.63	47.7	D	L	0.56	41.2	D	L	0.48	31.3	C	- Restripe WB Second St approach as one 10 ft left-turn lane and one 10 ft shared through-right lane.
		TR	1.68	342.7	F	TR	1.58	297.4	F	TR	1.48	248.9	F	
	EB	L	0.29	19.7	B	L	0.3	19.8	B	L	0.30	20.7	C	
		TR	0.76	29.8	C	TR	0.77	30.1	C	TR	0.85	38.4	D	
	WB	-	-	-	-	-	-	-	-	L	0.85	61.7	E	
		LTR	1.04	97.6	F	LTR	1.10	116.7	F	TR	0.28	20.5	C	
Overall Intersection	-	1.29	118.1	F	-	1.27	103.6	F	-	1.13	84.1	F		
Mineola Boulevard at First Street														
Mineola Boulevard	NB	LTR	1.15	94.0	F	LTR	1.07	62.4	E					- Mitigation not required.
	SB	L	0.58	26.2	C	L	0.54	23.1	C					
First Street		TR	0.92	31.8	C	TR	0.85	23.6	C					
	EB	LTR	1.05	91.4	F	LTR	1.07	96.9	F					
	WB	LTR	0.91	71.9	E	LTR	0.94	80.1	F					
Overall Intersection	-	1.21	71.9	E	-	1.15	56.9	E						

TABLE XX
LIRR Main Line Project DEIS
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	
<u>WILLIS AVENUE</u>														
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	0.87	67.4	E	R	0.62	39.4	D	
	Old Country Road	EB	T	0.59	6.6	A	T	0.60	6.7	A	T	0.61	6.9	
WB		TR	0.73	12.3	B	TR	0.73	12.5	B	TR	0.83	21.0	C	
Overall Intersection		-	0.80	16.5	B	-	0.86	26.8	C	-	0.87	20.2	C	
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	0.82	27.1	C	LTR	0.93	38.0	D	- 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. - 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. - Modify signal timing plan: Shift 3 s of green time from the EB/WB phase to the NB/SB phase [EB/WB green time will shift from 31 s to 28 s; NB/SB green time will shift from 57 s to 60 s; yellow and all-red times will remain unchanged].
	SB	LTR	0.96	45.3	D	LTR	1.47	242.0	F	L	0.63	20.2	C	
Second Street		-	-	-	-	-	-	-	-	TR	0.63	15.9	B	
	EB	LTR	1.19	131.2	F	LTR	1.16	118.8	F	LTR	1.14	114.7	F	
	WB	LT	0.48	28.8	C	LT	0.48	28.9	C	LT	0.63	35.6	D	
		R	0.26	26.3	C	R	0.28	26.4	C	R	0.28	28.5	C	
Overall Intersection		-	1.04	68.3	E	-	1.36	118.5	F	-	0.99	54.1	F	
<u>MAIN STREET</u>														
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	-	-	-	-					
<u>ROSLYN ROAD</u>														
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	1.4	225.5	F					
	WB	R	0.08	28.6	C	R	0.24	30.2	C					
		L	0.92	52.5	D	L	0.92	52.7	D					
		T	1.18	124.7	F	T	1.2	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					

TABLE XX
LIRR Main Line Project DEIS
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		
Roslyn Road at Second Street															
Roslyn Road		NB	L	0.75	30.2	C	L	0.75	29.7	C	L	0.72	25.5	C	- Widen the south side of EB Second St for approximately 250 feet from the stopbar to allow for an 11 ft right-turn pocket lane.
		TR		1.10	87.8	F	TR	1.07	78.0	E	TR	1.05	68.4	E	
Second Street		SB	LTR	1.45	245.8	F	LTR	1.29	178.6	F	LTR	1.22	144.7	F	- Modify signal timing plan: Shift 2 s of green time from the NB/SB phase and 1 s green time from the NB protected left-turn phase to the EB/WB protected left-turn phase, and allow protected EB right-turns during the protected NB left-turn phase [NB/SB green time will shift from 25 s to 23 s; NB 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 18 s; yellow and all-red times will remain unchanged].
		EB	L	1.10	99.6	F	L	1.09	94.1	F	L	1.10	93.4	F	
		TR		1.04	92.7	F	TR	1.29	186.0	F	T	0.51	32.0	C	
		-	-	-	-	-	-	-	-	-	R	0.63	26.8	C	
		WB	L	0.71	32.8	C	L	0.71	32.9	C	L	0.52	27.8	C	protected left-turn phase, and allow protected EB right-turns during the protected NB left-turn phase [NB/SB green time will shift from 25 s to 23 s; NB 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 18 s; yellow and all-red times will remain unchanged].
		TR		0.39	33.7	C	TR	0.39	33.7	C	TR	0.58	39.4	D	
Overall Intersection		-	1.31	126.2	F	-	1.30	116.2	F	-	1.23	80.1	F		
UNSIGNALIZED INTERSECTIONS															
MAIN STREET															
Main Street at Old Country Road															
Old Country Road		EB	L	-	16.8	C	L	-	16.4	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	-	10.4	B					- Mitigation not required.
		SB	LTR	-	10.3	B	LTR	-	9.8	A					
First Street		EB	LTR	-	13.1	B	LTR	-	12.2	B					
		WB	LTR	-	10.5	B	LTR	-	10.3	B					
Overall Intersection		-	-	11.8	B	-	-	11.0	B						
Main Street at Second Street															
Main Street		NB	LTR	-	19.1	C	LTR	-	13.7	B					- Mitigation not required.
		SB	LTR	-	40.0	E	LTR	-	27.8	D					
Second Street		EB	LTR	-	159.4	F	LTR	-	108.7	F					
		WB	LTR	-	31.7	D	LTR	-	47.5	E					
Overall Intersection		-	-	82.2	F	-	-	65.1	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	-	10.2	B					
Front Street		EB	LTR	-	13.9	B	TR	-	9.9	A					
		WB	LTR	-	13.9	B	-	-	-	-					
Overall Intersection		-	-	3.7	A	-	-	2.5	A						
Main Street at Front Street (South side of LIRR Tracks)															
Main Street		NB	-	-	-	-	L	-	8.3	A					- Mitigation not required.
Front Street		EB	-	-	-	-	R	-	6.9	A					
		WB	LR	-	11.2	B	LT	-	12.6	B					
Overall Intersection		-	-	3.9	A	-	-	12.5	B						
Main Street at Third Street															
Main Street		NB	LTR	-	14.3	B	LTR	-	12.8	B					- Mitigation not required.
		SB	LR	-	11.5	B	LR	-	17.1	C					
Third Street		EB	LT	-	33.5	D	LT	-	48.1	E					
		WB	TR	-	10.0	A	TR	-	10.3	B					
Overall Intersection		-	-	23.9	C	-	-	32.2	D						

TABLE XX
LIRR Main Line Project DEIS
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		
<u>WILLIS AVENUE</u>															
Willis Avenue at First Street															
Willis Avenue First Street	NB	LT	-	2.9	A	LT	-	4.9	A	L	0.67	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. - 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	0.81	13.5	B		
	SB	-	-	-	-	-	-	-	-	TR	0.82	13.8	B		
	EB	LR	-	208.3	F	LR	-	468.2	F	LR	0.58	31.9	C		
Overall Intersection		-	-	29.4	D	-	-	50.0	E	-	0.77	15.6	B		
Willis Avenue at Front Street															
Willis Avenue Front Street	NB	LT	-	3.2	A	-	-	-	-					- Mitigation not required.	
	WB	-	-	-	-	R	-	9.4	A						
Overall Intersection		-	-	1.9	A	-	-	8.8	A						
Willis Avenue at Third Street															
Willis Avenue Third Street	NB	LT	-	1.0	A	LT	0.95	82.5	F	L	0.22	34.4	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	9.9	A		
	SB	-	-	-	-	TR	1.03	77.0	E	TR	0.91	44.3	D		
	EB	LR	-	41.6	E	LR	1.96	471.6	F	L	0.89	44.2	D		
	-	-	-	-	-	-	-	-	-	R	0.83	38.6	D		
Overall Intersection		-	-	21.7	C	-	1.38	284.3	F	-	0.81	38.6	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.

TABLE XX
LIRR Main Line Project DEIS
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		
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	0.68	20.3	C	L	0.72	23.2	C	- Modify signal timing plan: Shift 1 s of green time from the NB lead phase to the EB/WB phase and shift 1 s of green time from NB lead phase to the NB/SB phase. [EB/WB green time will shift from 28 s to 29 s; NB lead phase green time will shift from 12 s to 10 s; NB/SB green time will shift from 20 s to 21 s].
		TR	0.58	15.4	B	TR	0.62	15.9	B	TR	0.62	16.4	B	
	SB	L	0.19	21.3	C	L	0.16	21.0	C	L	0.16	20.9	C	
		TR	2.01	489.9	F	TR	2.06	511.8	F	TR	2.00	483.7	F	
Second Street	EB	L	0.25	16.0	B	L	0.26	16.0	B	L	0.25	16.4	B	
		TR	0.69	22.8	C	TR	0.70	22.9	C	TR	0.69	22.7	C	
	WB	LTR	1.00	75.8	E	LTR	1.04	87.6	F	LTR	1.01	81.1	F	
Overall Intersection	-	1.30	165.9	F	-	1.33	172.9	F	-	1.32	164.2	F		
Mineola Boulevard at First Street														
Mineola Boulevard	NB	LTR	0.81	18.8	B	LTR	0.87	22.1	C				- Mitigation not required.	
	SB	L	0.12	8.2	A	L	0.08	7.6	A					
		TR	0.78	19.0	B	TR	0.79	19.7	B					
First Street	EB	LTR	0.91	58.3	E	LTR	0.92	59.9	E					
	WB	LTR	0.76	44.2	D	LTR	0.79	47.3	D					
Overall Intersection	-	0.84	26.6	C	-	0.88	28.8	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	0.83	14.6	B					
Overall Intersection	-	0.88	17.9	B	-	0.83	15.2	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	-	-	-	-						

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. - 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.	
	SB	-	-	-	-	-	-	-	-	L	0.22	16.2	B		
Second Street	EB	LTR	0.73	19.2	B	LTR	0.72	20.7	C	TR	0.92	44.9	D		
	EB	LTR	0.77	39.3	D	LTR	1.53	99.0	F	LTR	0.65	18.4	B		
	WB	LT	0.84	45.2	D	LT	1.43	247.5	F	LT	0.76	23.2	C		
	WB	R	0.44	29.4	C	R	0.50	29.1	C	R	0.27	13.5	B		
Overall Intersection		-	0.76	28.4	C	-	0.97	94.9	F	-	0.92	25.6	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	0.80	33.3	C	-	-	-	-	- Mitigation not required.	
	TR	0.88	33.3	C	TR	0.88	33.0	C							
Second Street	SB	LTR	1.31	181.9	F	LTR	1.33	188.1	F	-	-	-	-		
	EB	L	0.59	24.3	C	L	0.61	24.9	C	-	-	-	-		
	TR	0.56	34.0	C	TR	0.57	34.6	C	-	-	-	-			
	WB	L	0.50	23.3	C	L	0.50	23.5	C	-	-	-	-		
WB	TR	0.78	43.7	D	TR	0.78	44.1	D	-	-	-	-			
Overall Intersection		-	0.99	89.3	F	-	1.00	91.5	F	-	-	-	-		
UNSIGNALIZED INTERSECTIONS															
MAIN STREET															
Main Street at Old Country Road															
Old Country Road	EB	L	-	27.5	D	L	-	48.3	E	-	-	-	-	- Mitigation not required.	
Overall Intersection		-	-	0.5	A	-	-	0.9	A	-	-	-	-		

TABLE XX
LIRR Main Line Project DEIS
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	-	9.5	A				- Mitigation not required.	
	SB	LTR	-	9.0	A	LTR	-	8.8	A					
First Street	EB	LTR	-	10.0	A	LTR	-	10.2	B					
	WB	LTR	-	10.4	B	LTR	-	10.7	B					
Overall Intersection	-	-	9.9	A	-	-	10.1	B						
Main Street at Second Street														
Main Street	NB	LTR	-	11.6	B	LTR	0.80	37.9	D	LTR	0.26	24.1	C	- This intersection would be signalized as part of the
Main Street Underpass	NB	-	-	-	-	LTR	0.25	29.1	C	LTR	0.70	25.2	C	Build condition.
	SB	-	-	-	-	-	-	-	-	L	0.47	26.1	C	- Shift the centerline 5 ft to the north on the EB Second
		LTR	-	13.4	B	LR	0.63	36.6	D	R	0.17	23.5	C	St approach. Prohibit parking on EB Second St
Second Street	EB	-	-	-	-	-	-	-	-	L	0.34	20.7	C	approach for 250 ft from the stopbar and 50 ft from the
		LTR	-	15.3	C	LT	0.73	28.5	C	T	0.50	20.5	C	intersection on the EB Second St receiving side.
	WB	LTR	-	25.3	D	TR	0.88	39.3	D	TR	0.88	37.7	D	Restripe EB Second St approach as one 10 ft left-turn
Overall Intersection	-	-	19.1	C	-	0.80	35.6	D	-	0.72	28.5	C	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.	
													- 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	-	28.3	D				- Mitigation not required.	
	SB	LR	-	11.2	B	-	-	-	-					
Third Street	EB	LT	-	12.4	B	LT	-	13.7	B					
	WB	TR	-	10.1	B	TR	-	11.8	B					
Overall Intersection	-	-	12.2	B	-	-	21.2	C						

TABLE XX
LIRR Main Line Project DEIS
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		
<u>WILLIS AVENUE</u>														
Willis Avenue at First Street														
Willis Avenue	NB	LT	-	4.5	A	LT	-	4.9	A	L	0.73	21.8	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. - 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	0.39	8.9	A	
	SB	-	-	-	-	-	-	-	-	TR	0.72	14.2	B	
First Street	EB	LR	-	105.6	F	LR	-	233.6	F	LR	0.72	27.5	C	
Overall Intersection		-	-	16.0	C	-	-	46.1	E	-	0.72	16.5	B	
 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	0.65	26.4	C					- This intersection would be signalized as part of the Build condition.
Willis Avenue Service Road	SB	-	-	-	-	TR	0.01	27.6	C					
Third Street	EB	LR	-	22.9	C	-	-	-	-					
Overall Intersection		-	-	9.9	A	-	0.51	31.3	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.

TABLE XX
LIRR Main Line Project DEIS
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		
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	16.2	B	L	0.69	19.5	B	- Modify signal timing plan: Shift 4 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 8 s; NB/SB green time will shift from 20 s to 24 s].
		TR	0.48	11.0	B	TR	0.53	12.4	B	TR	0.53	12.4	B	
	SB	L	0.28	19.4	B	L	0.26	20.4	C	L	0.25	19.1	B	
		TR	1.38	205.4	F	TR	1.47	245.7	F	TR	1.39	210.6	F	
Second Street	EB	L	0.16	18.2	B	L	0.15	17.7	B	L	0.15	17.7	B	
		TR	0.63	24.0	C	TR	0.59	22.4	C	TR	0.59	22.4	C	
	WB	LTR	0.85	45.5	D	LTR	0.86	46.1	D	LTR	0.86	46.1	D	
Overall Intersection	-	1.06	77.4	E	-	1.09	89.6	F	-	1.09	79.0	E		
Mineola Boulevard at First Street														
Mineola Boulevard	NB	LTR	1.36	186.1	F	LTR	1.44	222.4	F	LTR	1.38	193.1	F	- Modify signal timing plan: Shift 3 s of green time from the EB/WB phase to the NB/SB phase [EB/WB green time will shift from 23 s to 20 s; NB/SB green time will shift from 45 s to 48 s].
	SB	L	0.19	6.6	A	L	0.18	6.7	A	L	0.18	6.3	A	
		TR	0.81	18.0	B	TR	0.82	18.3	B	TR	0.80	16.8	B	
First Street	EB	LTR	0.69	37.6	D	LTR	0.69	37.6	D	LTR	0.73	41.9	D	
	WB	LTR	0.63	37.5	D	LTR	0.67	39.5	D	LTR	0.73	46.8	D	
Overall Intersection	-	1.28	91.8	F	-	1.34	110.3	F	-	1.31	97.9	F		
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	0.64	10.4	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	-	-	-	-						

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. - 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.	
	SB	-	-	-	-	-	-	-	-	L	0.25	9.5	A		
Second Street		LTR	0.69	15.2	B	LTR	0.65	16.3	B	TR	0.61	14.7	B		
	EB	LTR	0.77	40.1	D	LTR	0.87	45.9	D	LTR	0.73	22.8	C		
	WB	LT	0.69	37.3	D	LT	0.68	35.6	D	LT	0.58	19.9	B		
		R	0.24	28.7	C	R	0.26	27.2	C	R	0.25	16.3	B		
Overall Intersection		-	0.71	24.7	C	-	0.72	30.2	C	-	0.75	17.7	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		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	19.3	B						
Second Street	SB	LTR	0.70	29.4	C	LTR	0.72	31.3	C						
	EB	L	0.47	19.8	B	L	0.47	20.0	B						
		TR	0.69	34.6	C	TR	0.73	36.4	D						
	WB	L	0.27	25.8	C	L	0.28	25.9	C						
		TR	0.49	33.0	C	TR	0.46	32.9	C						
	Overall Intersection		-	0.73	25.1	C	-	0.74	26.3	C					
UNSIGNALIZED INTERSECTIONS															
MAIN STREET															
Main Street at Old Country Road															
Old Country Road	EB	L	-	15.6	C	L	-	19.4	C					- Mitigation not required.	
Overall Intersection		-	-	0.4	A	-	-	0.4	A						

TABLE XX
LIRR Main Line Project DEIS
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	-	9.2	A					- Mitigation not required.	
	SB	LTR	-	8.5	A	LTR	-	8.2	A						
First Street	EB	LTR	-	9.3	A	LTR	-	9.4	A						
	WB	LTR	-	8.8	A	LTR	-	8.9	A						
Overall Intersection	-	-	9.0	A	-	-	9.1	A							
Main Street at Second Street															
Main Street	NB	LTR	-	12.0	B	LTR	0.74	29.0	C	LTR	0.42	23.4	C	- 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. - 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 Underpass	NB	-	-	-	-	LTR	0.45	26.3	C	LTR	0.67	21.8	C		
	SB	-	-	-	-	-	-	-	-	L	0.39	23.3	C		
		LTR	-	11.5	B	LR	0.55	28.1	C	R	0.20	21.8	C		
Second Street	EB	-	-	-	-	-	-	-	-	L	0.18	19.3	B		
		LTR	-	14.1	B	LT	0.70	28.0	C	T	0.56	22.4	C		
	WB	LTR	-	14.2	B	TR	0.64	24.9	C	TR	0.60	23.2	C		
Overall Intersection	-	-	13.3	B	-	0.68	27.4	C	-	0.59	22.5	C			
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	-	14.2	B					- Mitigation not required.	
	SB	LR	-	8.9	A	-	-	-	-						
Third Street	EB	LT	-	10.2	B	LT	-	10.8	B						
	WB	TR	-	8.4	A	TR	-	8.8	A						
Overall Intersection	-	-	9.7	A	-	-	12.8	B							

TABLE XX
LIRR Main Line Project DEIS
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			
<u>WILLIS AVENUE</u>															
Willis Avenue at First Street															
Willis Avenue	NB	LT	-	1.8	A	LT	-	2.0	A	L	0.23	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. - Restripe the northbound Willis Av approach as one 10 ft left-turn pocket lane and one 10 ft through lane.	
		-	-	-	-	-	-	-	-	T	0.51	8.2	A		
First Street	SB	-	-	-	-	-	-	-	-	TR	0.62	9.7	A		
	EB	LR	-	20.8	C	LR	-	31.0	D	LR	0.52	17.9	B		
Overall Intersection		-	-	3.5	A	-	-	6.3	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	18.3	B					- This intersection would be signalized as part of the Build condition.	
Willis Avenue Service Road	SB	-	-	-	-	TR	0.03	20.5	C						
Third Street	EB	LR	-	16.1	C	R	0.58	24.8	C						
Overall Intersection		-	-	5.5	A	-	0.52	19.9	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.

TABLE XX
LIRR Main Line Project DEIS
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		
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	
	WB	R	0.92	61.7	E	R	0.93	63.6	E	R	0.91	57.6	E	
		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	L	0.78	30.1	C	- Modify signal timing plan: Shift 1 s of green time from the NB lead phase to the EB/WB phase and 8 s of green time from the NB lead phase to the NB/SB phase. [EB/WB through green time will shift from 28 s to 29 s; NB/SB through green time will shift from 20 s to 28 s; NB lead phase green time will shift from 17 s to 8 s].
		TR	0.76	19.4	B	TR	0.80	20.7	C	TR	0.82	22.1	C	
	SB	L	0.63	47.7	D	L	0.66	53.7	D	L	0.66	53.2	D	
		TR	1.68	342.7	F	TR	1.73	362.7	F	TR	1.68	340.9	F	
Second Street	EB	L	0.29	19.7	B	L	0.30	19.8	B	L	0.29	19.0	B	
		TR	0.76	29.8	C	TR	0.77	30.1	C	TR	0.74	28.0	C	
WB	LTR	1.04	97.6	F	LTR	1.10	116.7	F	LTR	1.03	92.7	F		
Overall Intersection	-	1.29	118.1	F	-	1.34	125.5	F	-	1.30	118.4	F		
Mineola Boulevard at First Street														
Mineola Boulevard	NB	LTR	1.15	94.0	F	LTR	0.79	15.1	B					- Mitigation not required.
		SB	L	0.58	26.2	C	L	0.34	11.9	B				
First Street		TR	0.92	31.8	C	TR	0.75	17.1	B					
		EB	LTR	1.05	91.4	F	LTR	0.85	48.2	D				
	WB	LTR	0.91	71.9	E	LTR	0.81	53.0	D					
		Overall Intersection	-	1.21	71.9	E	-	0.88	22.7	C				
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	0.72	12.0	B				
Overall Intersection	-	0.80	16.5	B	-	0.78	16.1	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	-	-	-	-						

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. - 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.	
	SB	-	-	-	-	-	-	-	-	L	0.41	21.6	C		
Second Street		LTR	0.96	45.3	D	LTR	0.77	22.5	C	TR	0.93	48.9	D		
	EB	LTR	1.19	131.2	F	LTR	1.62	319.8	F	LTR	0.94	32.9	C		
	WB	LT	0.48	28.8	C	LT	5.98	2319.3	F	LT	0.88	40.6	D		
	R	0.26	26.3	C	R	0.36	27.3	C	R	0.29	12.5	B			
Overall Intersection		-	1.04	68.3	E	-	2.60	415.6	F	-	1.02	32.7	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	89.2	F	TR	1.10	89.2	F		
Second Street	SB	LTR	1.45	245.8	F	LTR	1.51	272.3	F	LTR	1.46	249.2	F		
	EB	L	1.10	99.6	F	L	1.11	101.6	F	L	1.11	101.6	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	134.7	F	-	1.32	128.5		F
UNSIGNALIZED INTERSECTIONS															
MAIN STREET															
Main Street at Old Country Road															
Old Country Road	EB	L	-	16.8	C	L	-	21.1	C					- Mitigation not required.	
Overall Intersection		-	-	0.4	A	-	-	0.5	A						

TABLE XX
LIRR Main Line Project DEIS
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		
Main Street at First Street														
Main Street	NB	LTR	-	11.7	B	LTR	-	12.6	B					- Mitigation not required.
	SB	LTR	-	10.3	B	LTR	-	10.2	B					
First Street	EB	LTR	-	13.1	B	LTR	-	13.5	B					
	WB	LTR	-	10.5	B	LTR	-	10.7	B					
Overall Intersection	-	-	11.8	B	-	-	12.3	B						
Main Street at Second Street														
Main Street	NB	LTR	-	19.1	C	LTR	1.19	140.3	F	LTR	0.25	26.9	C	- This intersection would be signalized as part of the
Main Street Underpass	NB	-	-	-	-	LTR	0.21	26.0	C	LTR	0.90	44.0	D	Build condition.
	SB	-	-	-	-	-	-	-	-	L	0.83	48.2	D	- Shift the centerline 5 ft to the north on the EB Second
		LTR	-	40.0	E	LR	0.95	68.4	E	R	0.24	26.8	C	St approach. Prohibit parking on EB Second St
Second Street	EB	-	-	-	-	-	-	-	-	L	0.31	30.1	C	approach for 250 ft from the stopbar and 50 ft from
		LTR	-	159.4	F	LT	1.45	251.6	F	T	1.20	146.6	F	the intersection on the EB Second St receiving side.
	WB	LTR	-	31.7	D	TR	0.80	41.0	D	TR	0.80	42.7	D	Restripe EB Second St approach as one 10 ft left-turn
Overall Intersection	-	-	82.2	F	-	1.20	135.9	F	-	0.96	71.1	E		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.
														- 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	-	27.8	D					- Mitigation not required.
	SB	LR	-	11.5	B	-	-	-	-					
Third Street	EB	LT	-	33.5	D	LT	-	38.7	E					
	WB	TR	-	10.0	A	TR	-	11.6	B					
Overall Intersection	-	-	23.9	C	-	-	30.8	D						

TABLE XX
LIRR Main Line Project DEIS
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															
Willis Avenue at First Street															
Willis Avenue	NB	LT	-	2.9	A	LT	-	3.0	A	L	0.56	13.3	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	14.8	B		
	SB	-	-	-	-					TR	0.80	17.4	B		
First Street	EB	LR	-	208.3	F	LR	-	381.0	F	LR	0.75	28.8	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		-	-	69.7	F	-	0.78	18.3	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	0.90	45.5	D	TR	0.88	39.8	D	- This intersection would be signalized as part of the Build condition.	
Willis Avenue Service Road	SB	-	-	-	-	TR	0.04	33.4	C	TR	0.04	31.8	C		
Third Street	EB	LR	-	41.6	E	R	0.93	53.4	D	R	0.87	41.9	D	- Prohibit parking on the EB Third St approach 250 ft from the stopbar from 4 PM to 7 PM Mon - Fri.	
Overall Intersection	-	-	21.7	C		-	0.79	49.0	E	-	0.75	40.7	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.

TABLE XX
LIRR Main Line Project DEIS
2040 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
SIGNALIZED INTERSECTIONS									
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	9.8	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	1.00	73.4	E	LTR	1.03	77.9	E
	SB	LTR	0.30	24.6	C	LTR	0.66	30.5	C
Union Avenue	EB	L	0.09	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	1.16	127.7	F	L	1.11	117.6	F
		TR	0.51	12.0	B	TR	0.43	11.3	B
Overall Intersection	-	1.10	46.4	D		-	1.08	42.2	D
School Street at Railroad Avenue									
School Street	NB	L	0.68	12.0	B	L	0.78	30.8	C
		T	0.46	7.0	A	T	0.57	12.7	B
	SB	TR	0.38	6.4	A	TR	0.67	14.5	B
Railroad Avenue	EB	LR	0.58	25.4	C	LR	0.66	17.2	B
Overall Intersection	-	0.65	10.3	B		-	0.72	16.3	B
School Street at Old Country Road									
School Street	NB	L	1.12	130.3	F	L	0.76	61.6	E
		TR	1.02	111.7	F	TR	0.59	57.1	E
	SB	L	0.40	57.2	E	L	0.93	98.0	F
		TR	0.98	118.9	F	TR	1.24	197.8	F
Old Country Road	EB	L	0.73	50.0	D	L	0.96	90.0	F
		T	0.65	25.7	C	T	1.04	64.9	E
		R	0.17	18.2	B	R	1.07	81.7	F
	WB	L	0.15	20.8	C	L	0.32	31.2	C
		TR	1.12	101.9	F	TR	0.97	52.1	D
Overall Intersection	-	1.06	82.0	F		-	1.05	73.0	E
URBAN AVENUE									
Urban Avenue at Prospect Avenue									
Urban Avenue	NB	LTR	0.63	41.1	D	LTR	0.77	45.3	D
	SB	LTR	0.51	36.8	D	LTR	0.17	29.0	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	14.5	B		-	0.68	18.4	B
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	0.80	54.4	D
Old Country Road	EB	L	0.86	67.1	E	L	1.00	70.6	E
		T	0.50	8.0	A	T	0.83	9.9	A
	WB	TR	1.12	86.1	F	TR	1.05	63.2	E
Overall Intersection	-	0.99	54.9	D		-	1.02	38.1	D

TABLE XX
LIRR Main Line Project DEIS
2040 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	
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	
Merillon Avenue	SB	L	0.75	48.0	D	L	0.88	53.4	D	
		R	0.10	33.2	C	R	0.19	29.2	C	
Old Country Road	EB	TR	0.57	8.9	A	TR	0.89	21.8	C	
		WB	L	0.08	1.4	A	L	0.86	34.5	C
			T	0.71	6.1	A	TR	0.75	3.2	A
Overall Intersection		-	0.71	11.0	B	-	0.89	18.2	B	
UNSIGNALIZED INTERSECTIONS										
Urban Avenue at Broadway										
Urban Avenue	NB	LTR	-	12.8	B	LTR	-	70.3	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	-	20.1	C
Overall Intersection		-	-	11.5	B	-	-	40.8	E	
Urban Avenue at Main Street										
Urban Avenue	NB	LTR	-	15.4	C	LTR	-	36.2	E	
		SB	LTR	-	12.3	B	LTR	-	38.3	E
Main Street	EB	LTR	-	11.2	B	LTR	-	25.6	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.

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

<u>2040 No Build Weekday AM Peak Hour</u>						<u>2040 Build Weekday AM Peak Hour</u>				<u>Mitigation</u>				<u>Mitigation Measures</u>
INTERSECTION & APPROACH	Mvt.	V/C	Control Delay	LOS		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
SIGNALIZED INTERSECTIONS														
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	9.8	A	LTR	0.49	9.8	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					
School Street at Union Avenue														
School Street	NB	LTR	0.99	68.8	E	LTR	1.00	73.4	E					- Mitigation not required.
	SB	LTR	0.30	24.6	C	LTR	0.30	24.6	C					
	EB	L	0.09	9.0	A	L	0.09	9.0	A					
Union Avenue		T	0.35	10.7	B	T	0.35	10.7	B					
		R	0.03	8.6	A	R	0.03	8.6	A					
	WB	L	1.13	118.7	F	L	1.16	127.7	F					
		TR	0.51	12.0	B	TR	0.51	12.0	B					
Overall Intersection	-	1.08	43.5	D		-	1.10	46.4	D					
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	1.01	110.9	F	TR	1.02	111.7	F					
Old Country Road	SB	L	0.39	57.0	E	L	0.40	57.2	E					
		TR	0.97	115.8	F	TR	0.98	118.9	F					
	EB	L	0.73	50.0	D	L	0.73	50.0	D					
		T	0.65	25.7	C	T	0.65	25.7	C					
	WB	R	0.17	18.2	B	R	0.17	18.2	B					
		L	0.15	20.8	C	L	0.15	20.8	C					
Overall Intersection	-	1.06	81.3	F		-	1.06	82.0	F					

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

<u>2040 No Build Weekday AM Peak Hour</u>					<u>2040 Build Weekday AM Peak Hour</u>					<u>Mitigation</u>				<u>Mitigation Measures</u>
INTERSECTION & APPROACH	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<u>URBAN AVENUE</u>														
Urban Avenue at Prospect Avenue														
Urban Avenue	NB	LTR	0.63	41.1	D	LTR	0.63	41.1	D				- Mitigation not required.	
	SB	LTR	0.51	36.8	D	LTR	0.51	36.8	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	-	0.57	14.5	B	-	0.58	14.5	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	-	-	-	-						
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	67.1	E	L	0.86	67.1	E					
		T	0.50	8.0	A	T	0.50	8.0	A					
	WB	TR	1.11	85.4	F	TR	1.12	86.1	F					
Overall Intersection	-	0.99	54.5	D	-	0.99	54.9	D						
<u>OLD COUNTRY ROAD</u>														
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					
Merillon 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	1.4	A					
		T	0.70	6.2	A	T	0.71	6.1	A					
Overall Intersection	-	0.71	11.0	B	-	0.71	11.0	B						

TABLE XX
LIRR Main Line Project DEIS
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
UNSIGNALIZED INTERSECTIONS														
School Street at Railroad Avenue														
School Street	NB	LT	-	6.7	A	L	0.68	12.0	B					
		-	-	-	-	T	0.46	7.0	A					
Railroad Avenue	SB	-	-	-	-	TR	0.38	6.4	A					
	EB	LR	-	107.0	F	LR	0.58	25.4	C					
Overall Intersection	-	-	-	16.8	C	-	0.65	10.3	B					
Urban Avenue at Broadway														
Urban Avenue	NB	LTR	-	9.9	A	LTR	-	12.8	B		LTR	0.30	6.0	A
	SB	LTR	-	9.4	A	LTR	-	10.5	B		LTR	0.14	4.9	A
Broadway	EB	LTR	-	9.4	A	LTR	-	11.1	B		LTR	0.58	28.0	C
	WB	LTR	-	9.0	A	LTR	-	10.3	B		LTR	0.57	29.1	C
Overall Intersection	-	-	-	9.5	A	-	-	11.5	B		-	0.36	15.0	B
Urban Avenue at Railroad Avenue														
Urban Avenue	NB	LTR	-	1.7	A	-	-	-	-					
	SB	LTR	-	0.2	A	-	-	-	-					
Railroad Avenue	EB	LTR	-	11.0	B	-	-	-	-					
	WB	LTR	-	16.9	C	-	-	-	-					
Overall Intersection	-	-	-	3.5	A	-	-	-	-					
Urban Avenue at Main Street														
Urban Avenue	NB	LTR	-	15.4	C	LTR	-	15.4	C					
	SB	LTR	-	12.3	B	LTR	-	12.3	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.

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

<u>2040 No Build Weekday PM Peak Hour</u>						<u>2040 Build Weekday PM Peak Hour</u>				<u>Mitigation</u>				<u>Mitigation Measures</u>
INTERSECTION & APPROACH	Mvt.	V/C	Control Delay	LOS		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
SIGNALIZED INTERSECTIONS														
<u>SCHOOL STREET</u>														
School Street at Maple Avenue														
School Street	NB	LTR	0.57	18.5	B	LTR	0.58	18.6	B					- Mitigation not required.
	SB	LTR	0.53	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	15.5	B		-	0.64	15.6	B					
School Street at Union Avenue														
School Street	NB	LTR	1.02	75.3	E	LTR	1.03	77.9	E					- Mitigation not required.
	SB	LTR	0.65	30.4	C	LTR	0.66	30.5	C					
Union Avenue	EB	L	0.08	8.9	A	L	0.08	8.9	A					
	T	0.51	12.1	B	T	0.51	12.1	B						
	R	0.04	8.6	A	R	0.04	8.6	A						
	WB	L	1.08	108.9	F	L	1.11	117.6	F					
	TR	0.43	11.3	B	TR	0.43	11.3	B						
	Overall Intersection	-	1.06	40.4	D	-	1.08	42.2	D					
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	0.59	56.9	E	TR	0.59	57.1	E						
Old Country Road	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						
	EB	L	0.96	90.0	F	L	0.96	90.0	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	72.7	E	-	1.05	73.0	E					

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

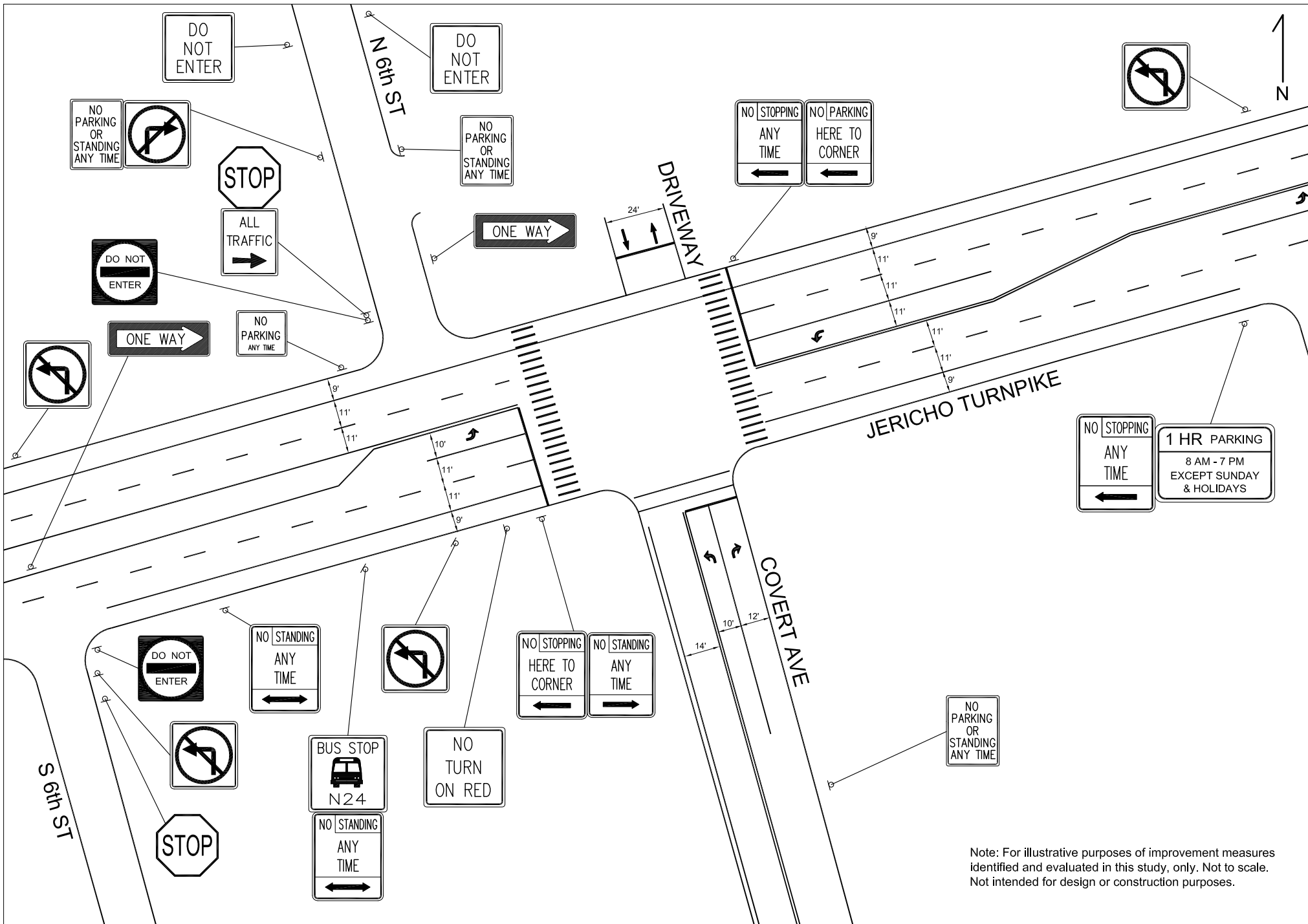
<u>2040 No Build Weekday PM Peak Hour</u>						<u>2040 Build Weekday PM Peak Hour</u>				<u>Mitigation</u>				<u>Mitigation Measures</u>
INTERSECTION & APPROACH	Mvt.	V/C	Control Delay	LOS		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<u>URBAN AVENUE</u>														
Urban Avenue at Prospect Avenue														
Urban Avenue	NB	LTR	0.77	45.3	D	LTR	0.77	45.3	D					- Mitigation not required.
	SB	LTR	0.17	29.0	C	LTR	0.17	29.0	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	18.4	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		-	-	-	-					
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	0.80	54.4	D	R	0.80	54.4	D					
Old Country Road	EB	L	1.00	70.7	E	L	1.00	70.6	E					
		T	0.83	9.9	A	T	0.83	9.9	A					
	WB	TR	1.05	62.8	E	TR	1.05	63.2	E					
Overall Intersection	-	1.02	38.0	D		-	1.02	38.1	D					
<u>OLD COUNTRY ROAD</u>														
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					
Merillon Avenue	SB	L	0.88	53.4	D	L	0.88	53.4	D					
		R	0.19	29.2	C	R	0.19	29.2	C					
Old Country Road	EB	TR	0.89	21.7	C	TR	0.89	21.8	C					
	WB	L	0.86	34.7	C	L	0.86	34.5	C					
		TR	0.75	3.2	A	TR	0.75	3.2	A					
Overall Intersection	-	0.89	18.1	B		-	0.89	18.2	B					

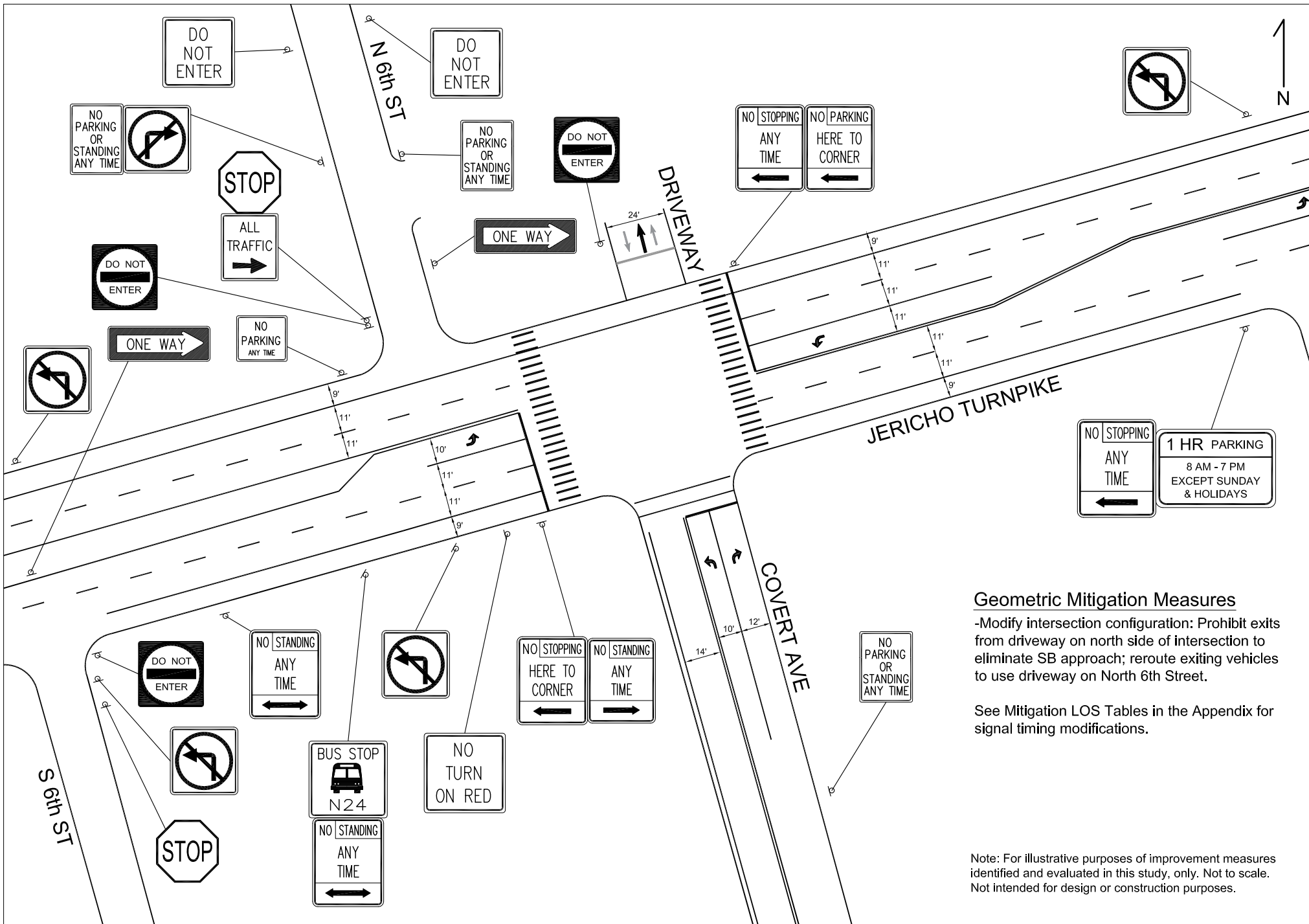
TABLE XX
LIRR Main Line Project DEIS
2040 NO BUILD vs. 2040 BUILD WEEKDAY PM - TRAFFIC LEVELS OF SERVICE - WESTBURY

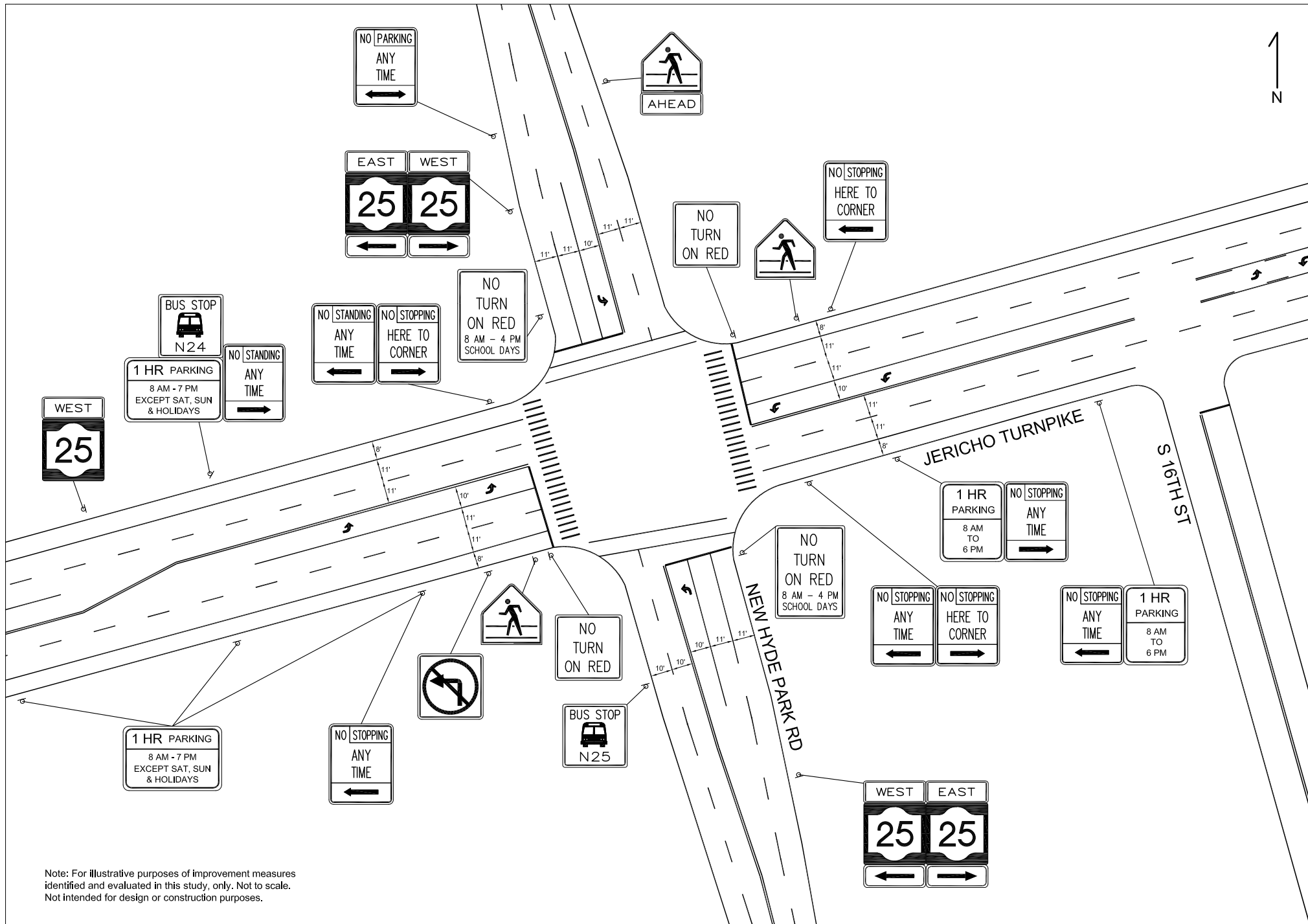
2040 No Build Weekday PM Peak Hour					2040 Build Weekday PM Peak Hour				Mitigation				Mitigation Measures	
INTERSECTION & APPROACH	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
UNSIGNALIZED INTERSECTIONS														
School Street at Railroad Avenue														
School Street	NB	LT	-	4.2	A	L	0.78	30.8	C					- Mitigation not required. - This intersection would be signalized as part of the Build condition.
		-	-	-	-	T	0.57	12.7	B					
Railroad Avenue	SB	-	-	-	-	TR	0.67	14.5	B					
	EB	LR	-	476.0	F	LR	0.66	17.2	B					
Overall Intersection	-	-	126.7	F	-	0.72	16.3	B						
Urban Avenue at Broadway														
Urban Avenue	NB	LTR	-	16.5	C	LTR	-	70.3	F	LTR	0.64	15.2	B	- Install actuated traffic signal with the following signal phasing and timing plan: NB/SB Urban Av will have 41 s green time; EB/WB Broadway will have 37 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	0.15	8.4	A	
Broadway	EB	LTR	-	11.6	B	LTR	-	18.4	C	LTR	0.45	22.5	C	
	WB	LTR	-	12.4	B	LTR	-	20.1	C	LTR	0.83	39.6	D	
Overall Intersection	-	-	13.7	B	-	-	40.8	E	-	0.70	21.2	C		
Urban Avenue at Railroad Avenue														
Urban Avenue	NB	LTR	-	2.6	A	-	-	-	-					- In Build: This intersection will be eliminated.
	SB	LTR	-	0.0	A	-	-	-	-					
Railroad Avenue	EB	LTR	-	18.6	C	-	-	-	-					
	WB	LTR	-	60.0	F	-	-	-	-					
Overall Intersection	-	-	8.0	A	-	-	-	-						
Urban Avenue at Main Street														
Urban Avenue	NB	LTR	-	36.2	E	LTR	-	36.2	E					- Mitigation not required.
	SB	LTR	-	38.3	E	LTR	-	38.3	E					
Main Street	EB	LTR	-	25.6	D	LTR	-	25.6	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.







-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.

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.

Diagram Details:

- Jericho Turnpike:**
 - Westbound: "WEST 25" shield, "1 HR PARKING 8 AM - 7 PM EXCEPT SAT, SUN & HOLIDAYS", "NO STANDING ANY TIME", "BUS STOP N24".
 - Eastbound: "EAST 25 WEST 25" shield, "1 HR PARKING 8 AM - 5 PM MON - FRI", "NO STANDING 5 PM - 6 PM MON - FRI", "1 HR PARKING 8 AM - 7 PM EXCEPT SAT, SUN & HOLIDAYS", "NO STOPPING ANY TIME".
- New Hyde Park Rd:**
 - Northbound: "NO TURN ON RED 8 AM - 4 PM SCHOOL DAYS", "NO STOPPING ANY TIME", "BUS STOP N25".
 - Southbound: "NO TURN ON RED", "NO STOPPING ANY TIME".
- Intersection:**
 - Northwest: "NO PARKING ANY TIME", "EAST 25 WEST 25", "NO TURN ON RED 8 AM - 4 PM SCHOOL DAYS", "NO STOPPING HERE TO CORNER".
 - Southwest: "NO TURN ON RED", "NO STOPPING ANY TIME", "BUS STOP N24".
 - Southeast: "NO TURN ON RED", "NO STOPPING ANY TIME", "BUS STOP N25".
 - Northwest (Corner): "NO STOPPING HERE TO CORNER", "NO TURN ON RED".
 - Southwest (Corner): "NO STOPPING ANY TIME", "NO TURN ON RED".
 - Southeast (Corner): "NO STOPPING ANY TIME", "NO TURN ON RED".
- Other Features:**
 - Dimensions: 11', 10', 8', 250'.
 - Signs: "NO STOPPING HERE TO CORNER", "NO TURN ON RED", "NO STOPPING ANY TIME", "1 HR PARKING", "NO STANDING ANY TIME", "BUS STOP", "EAST 25 WEST 25", "NO PARKING ANY TIME", "NO STOPPING HERE TO CORNER", "NO TURN ON RED", "NO STOPPING ANY TIME", "1 HR PARKING", "NO STANDING ANY TIME", "BUS STOP".
 - North Arrow: "N".

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

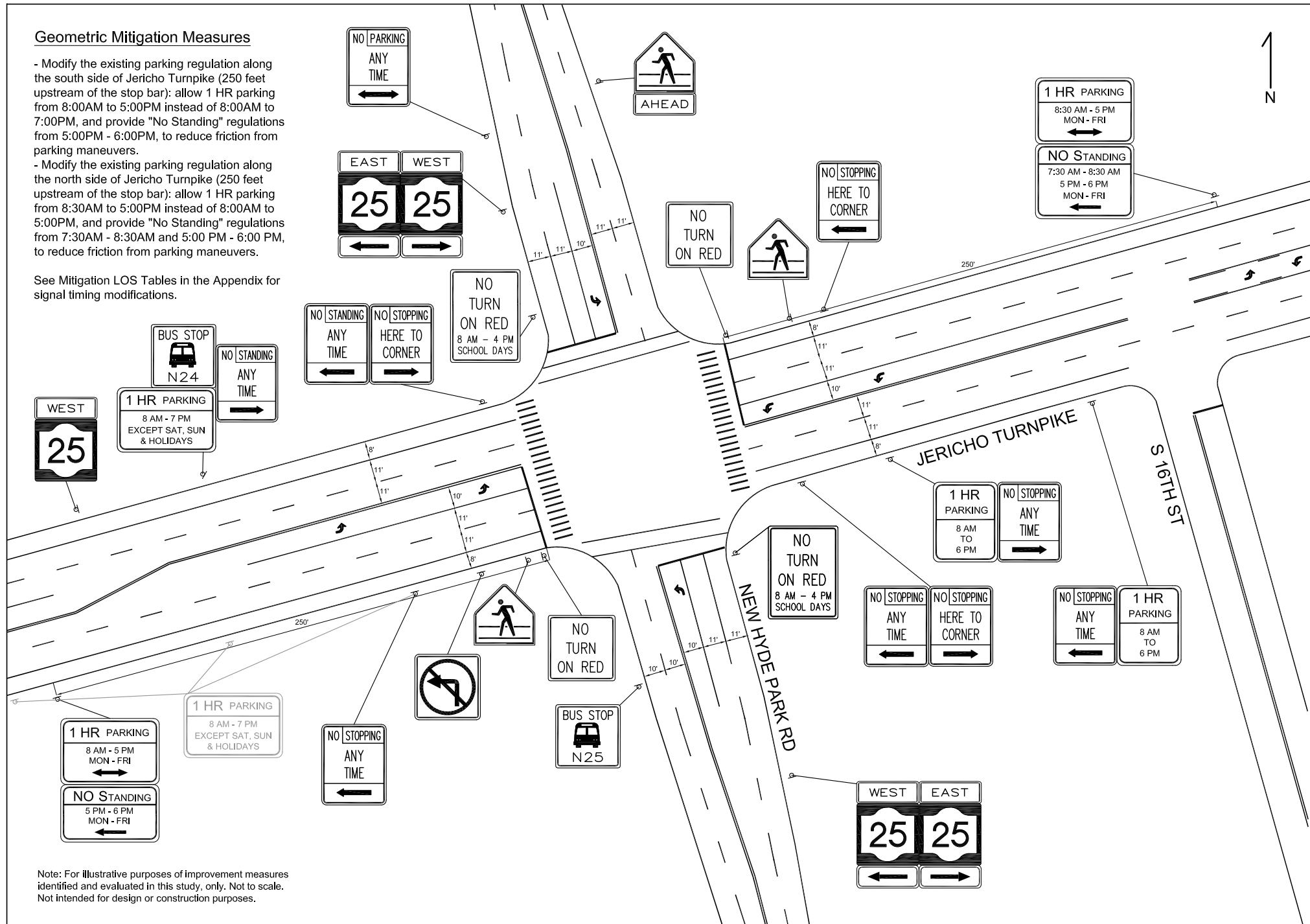


Jericho Turnpike and New Hyde Park Road
New Hyde Park
Mitigation Condition 2020 - Options 1 & 2
LIRR Main Line Project

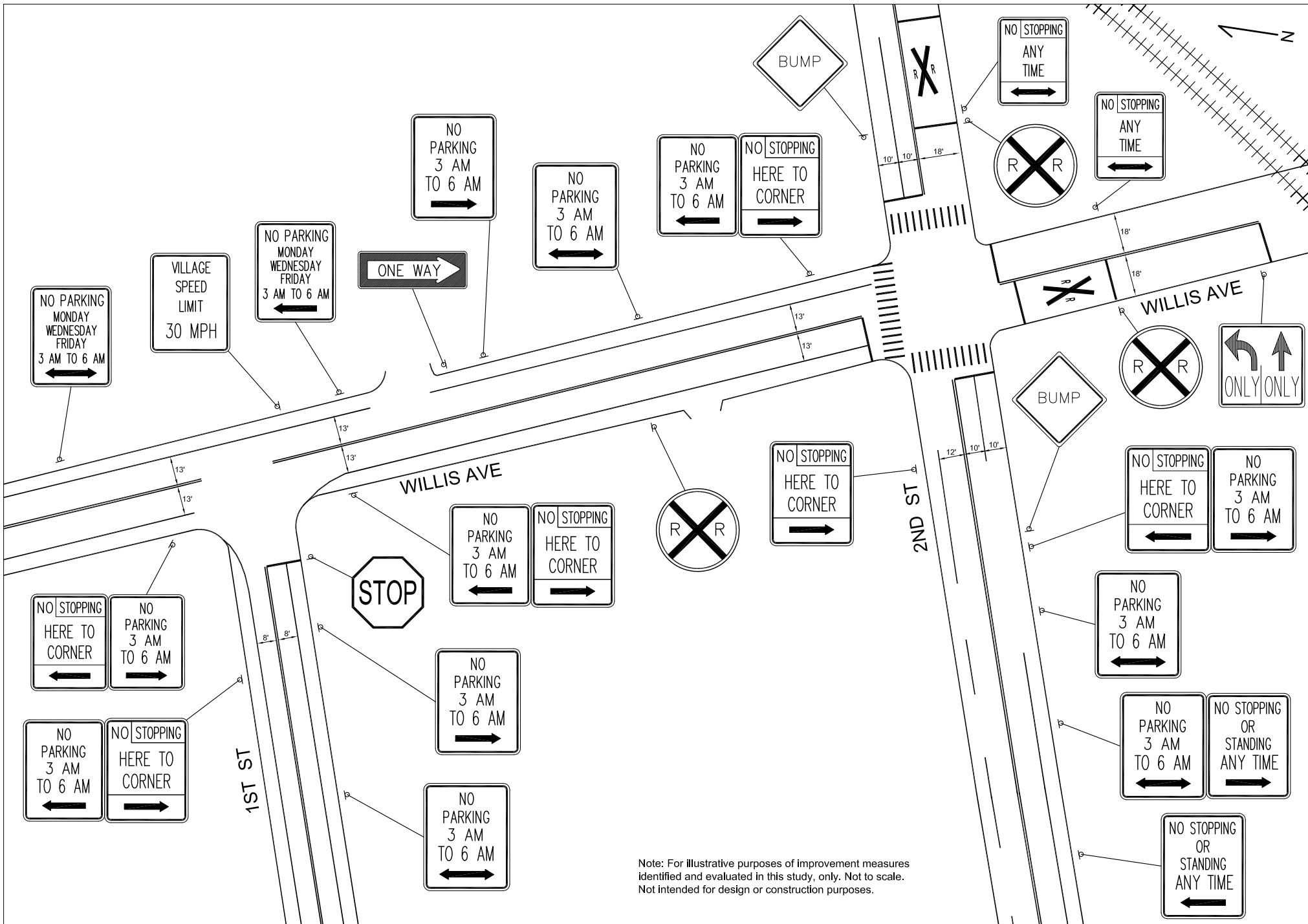
- Modify the existing parking regulation along the south side of Jericho Turnpike (250 feet upstream of the stop bar): allow 1 HR parking from 8:00AM to 5:00PM instead of 8:00AM to 7:00PM, and provide "No Standing" regulations from 5:00PM - 6:00PM, to reduce friction from parking maneuvers.

- 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.

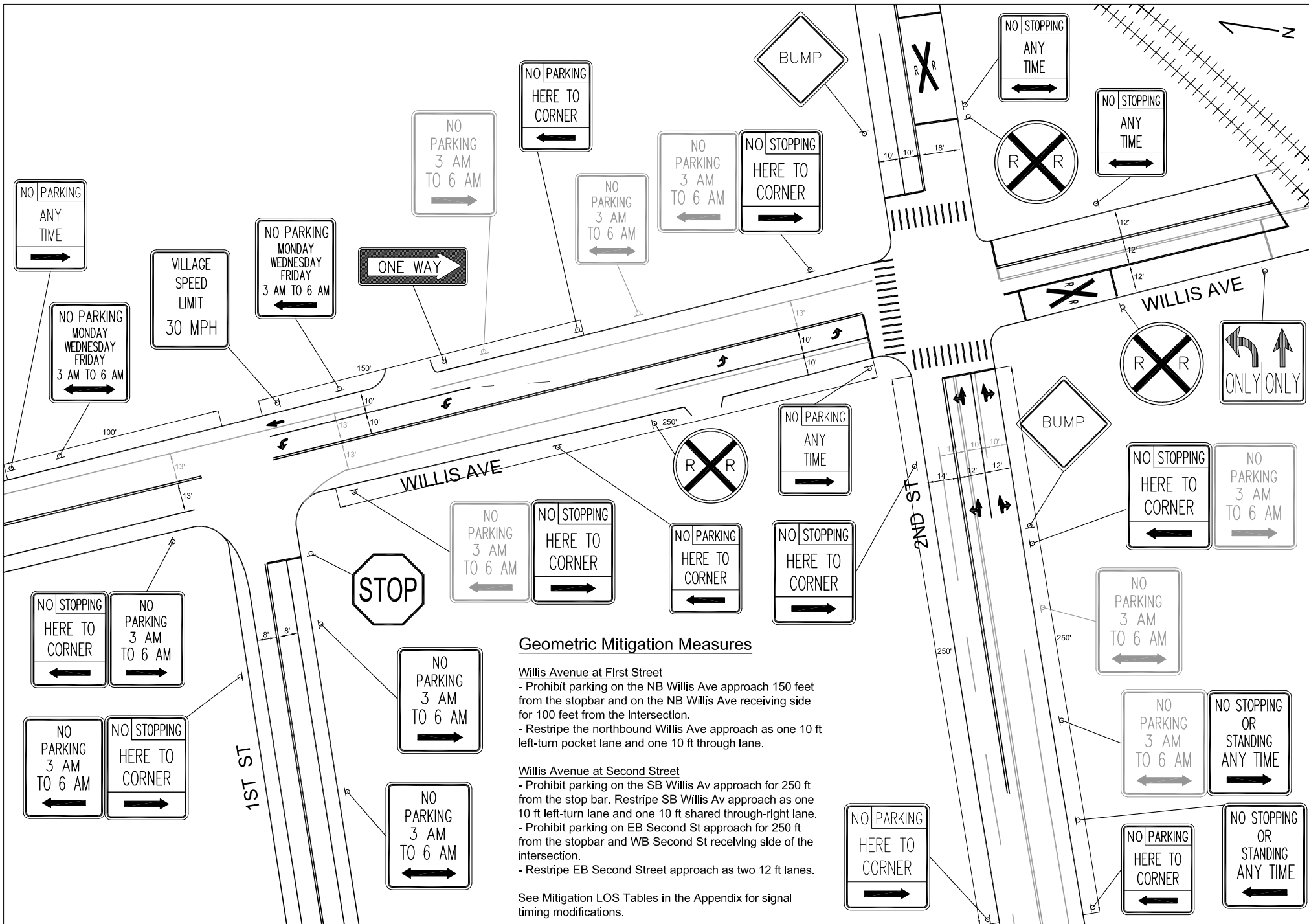
See Mitigation LOS Tables in the Appendix for signal timing modifications.



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



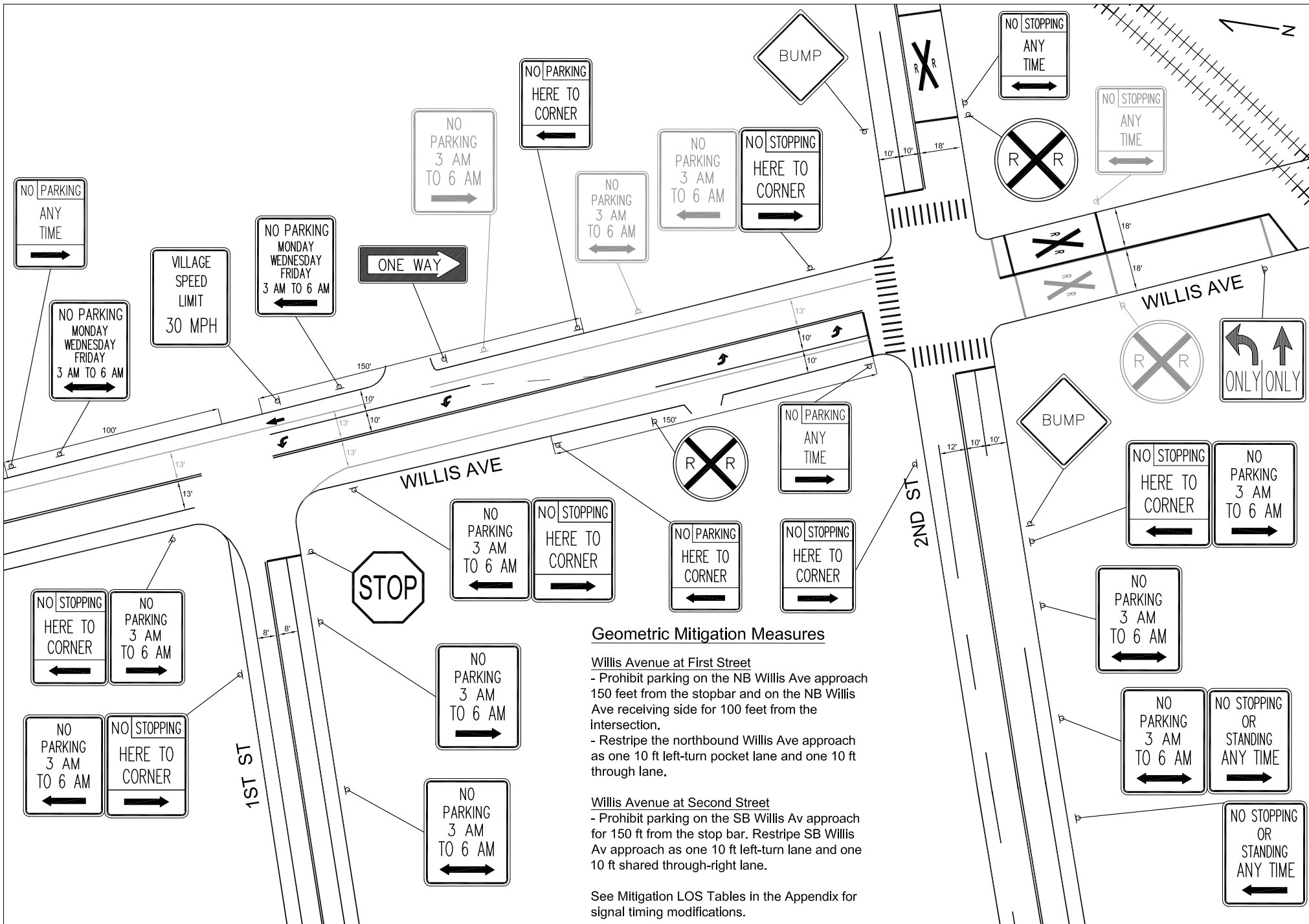
**Willis Avenue and First & Second Streets
Mineola
Existing Condition
LIRR Main Line Project**



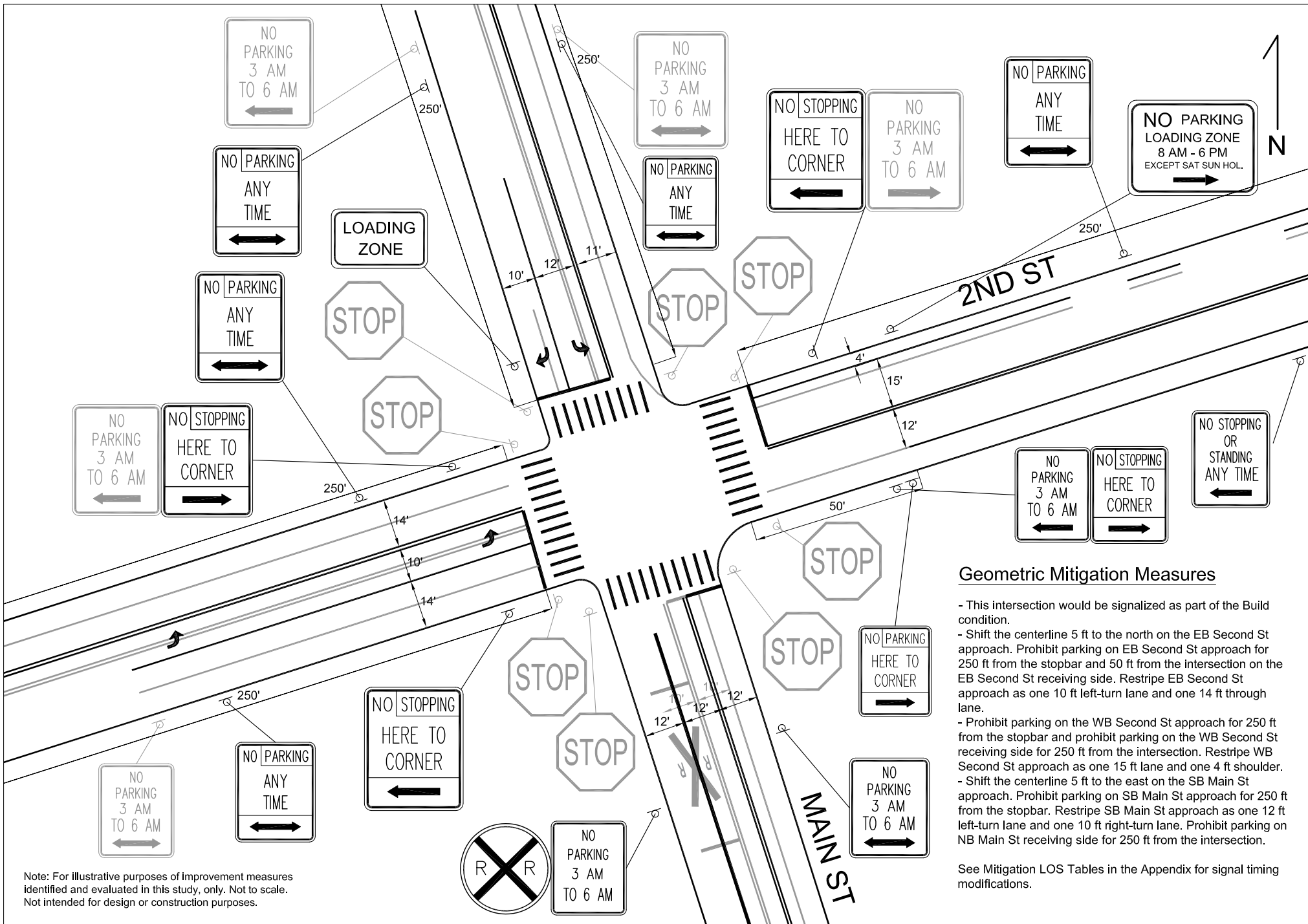
Note: For illustrative purposes of improvement measures identified and evaluated in this study, only. Not to scale. Not intended for design or construction purposes.

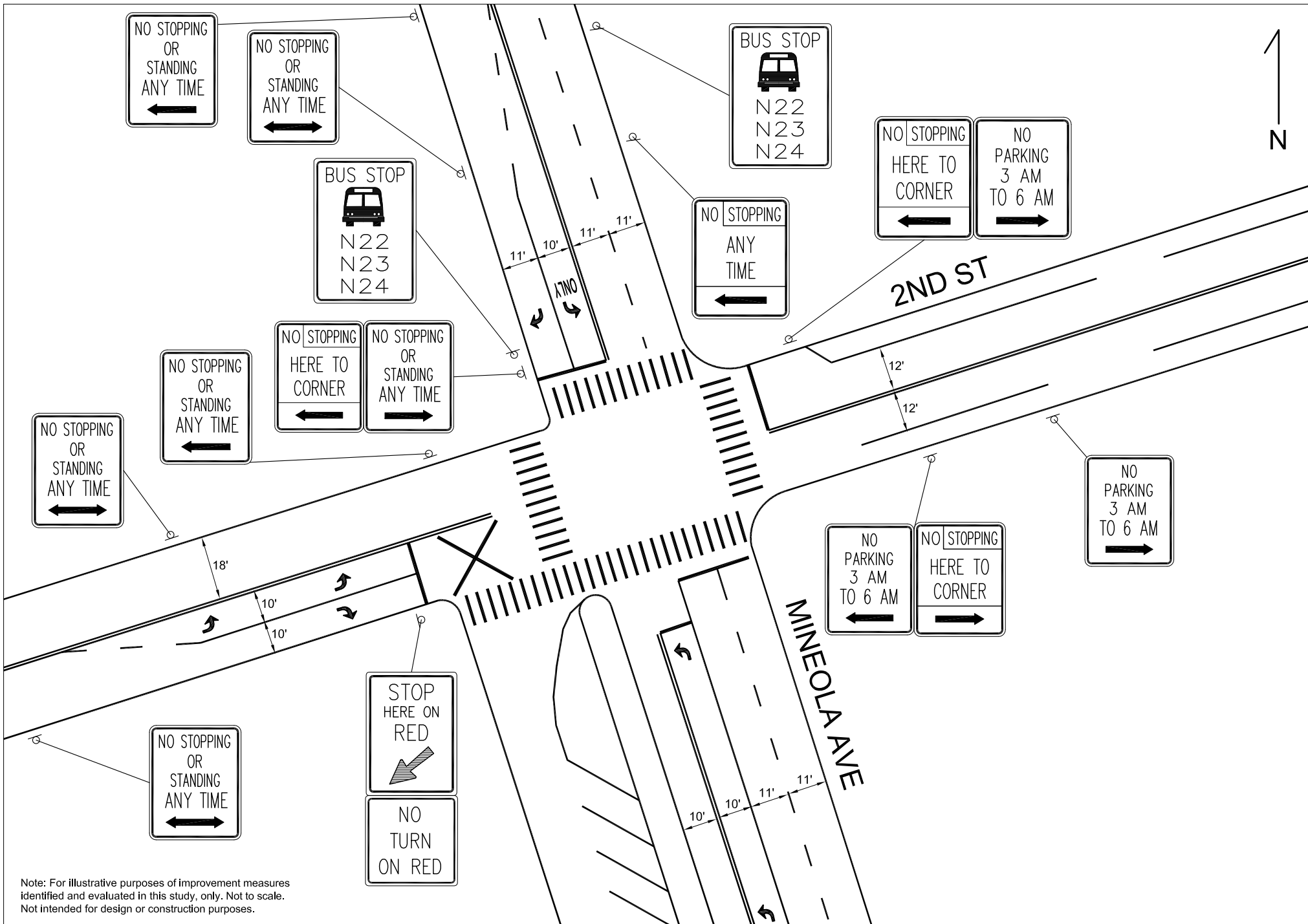
Willis Avenue and First & Second Streets
Mineola
Mitigation Condition 2040 Option 1
LIRR Main Line Project



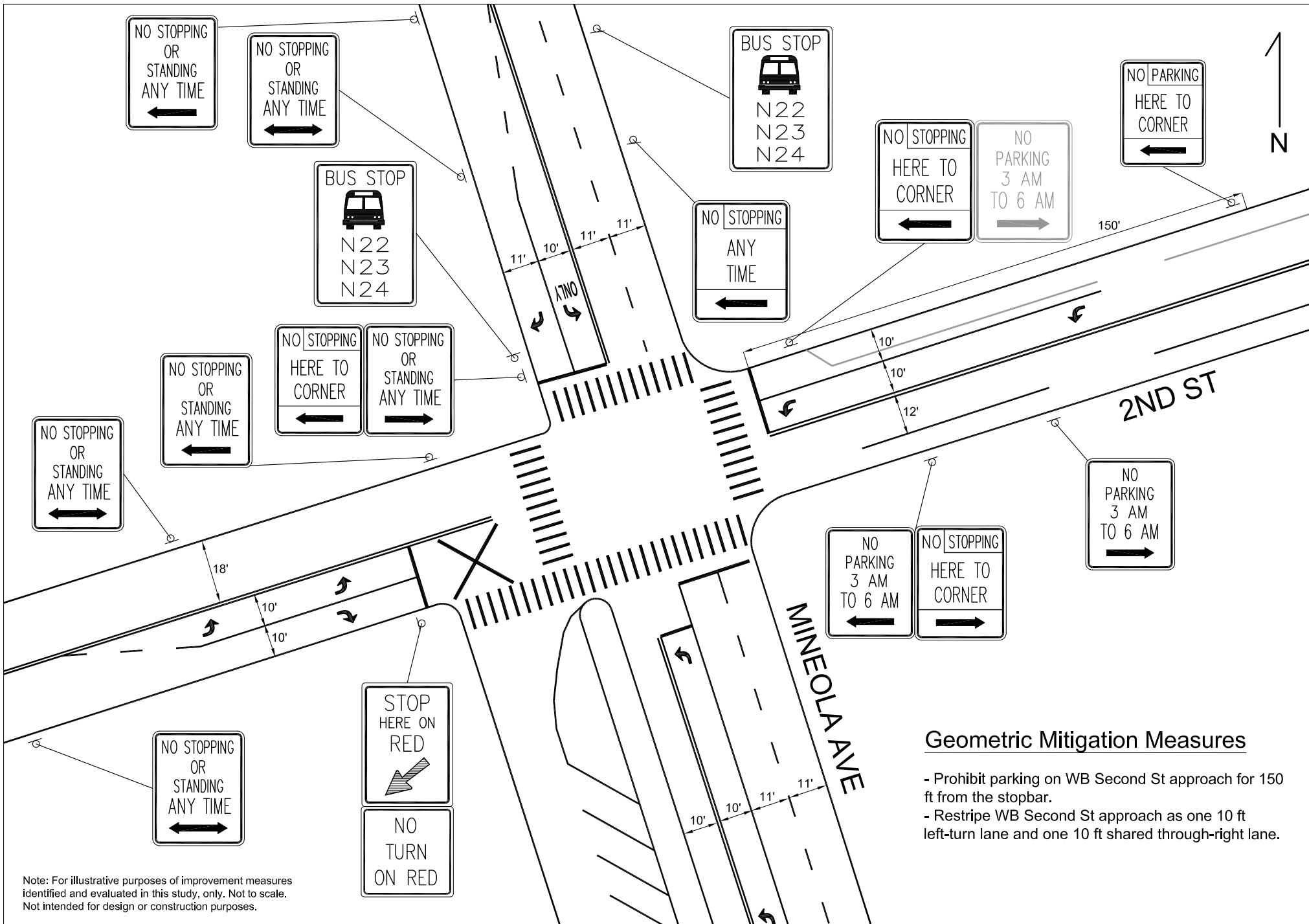


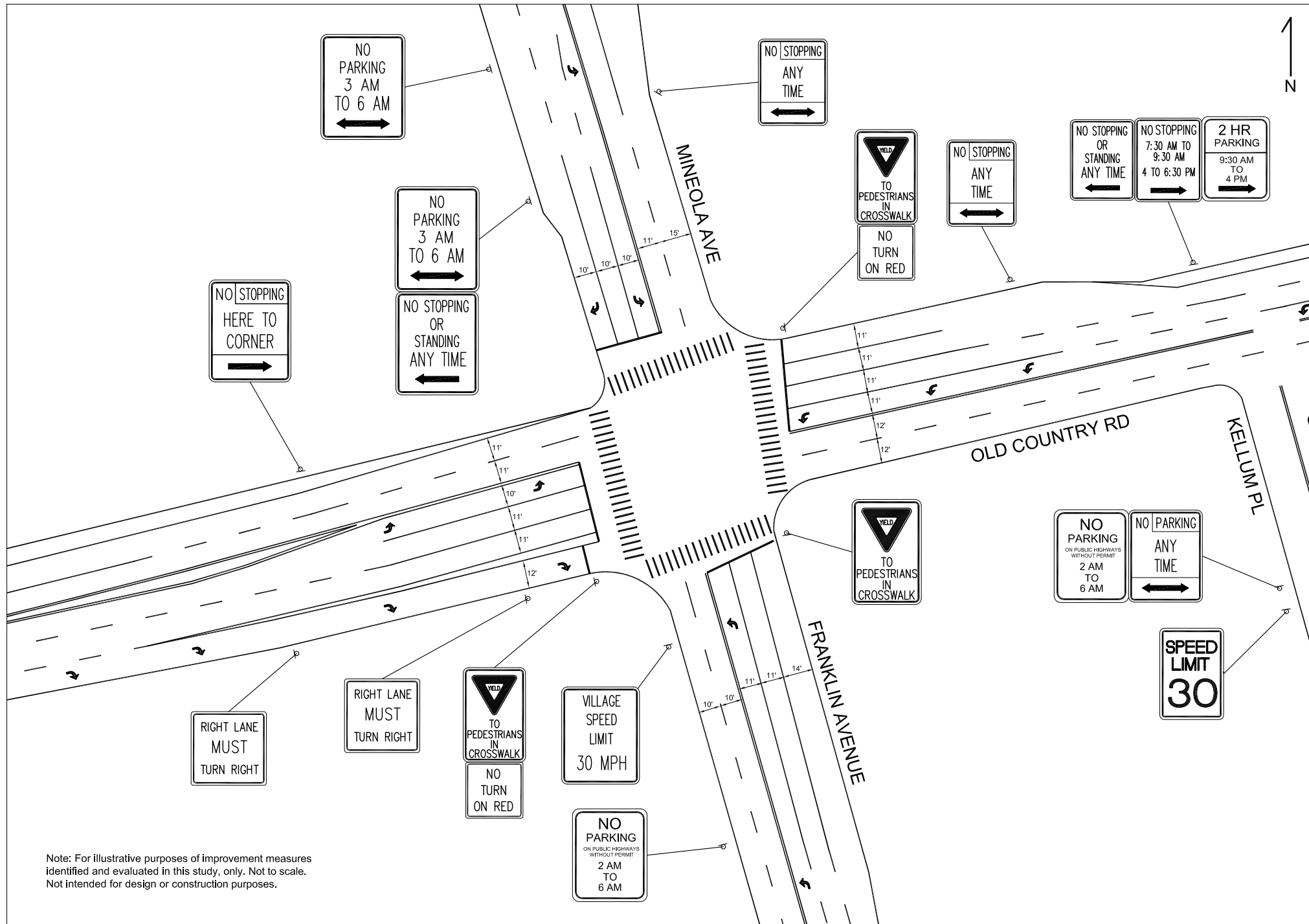
Note: For illustrative purposes of improvement measures identified and evaluated in this study, only. Not to scale. Not intended for design or construction purposes.





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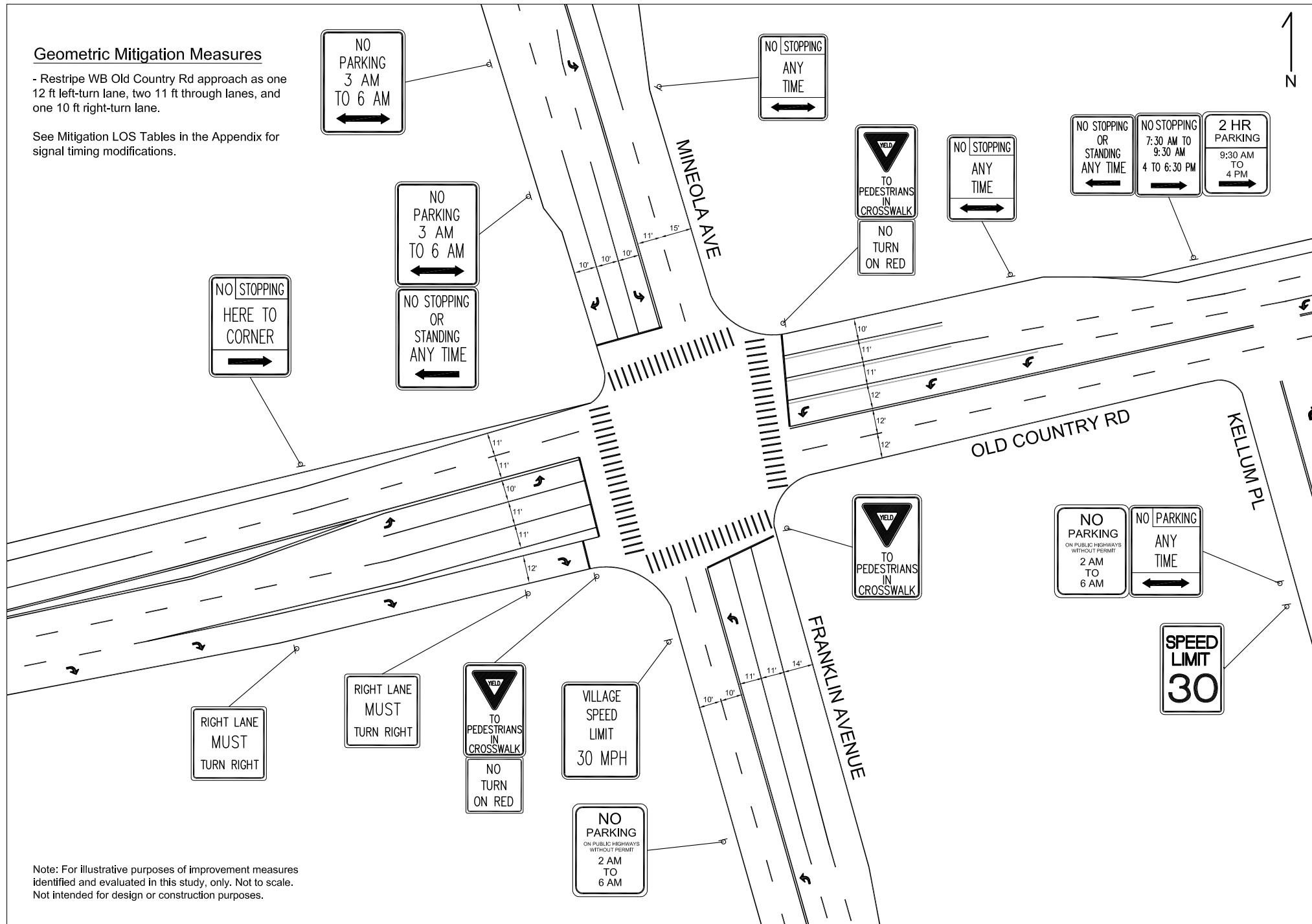




Geometric Mitigation Measures

- 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.

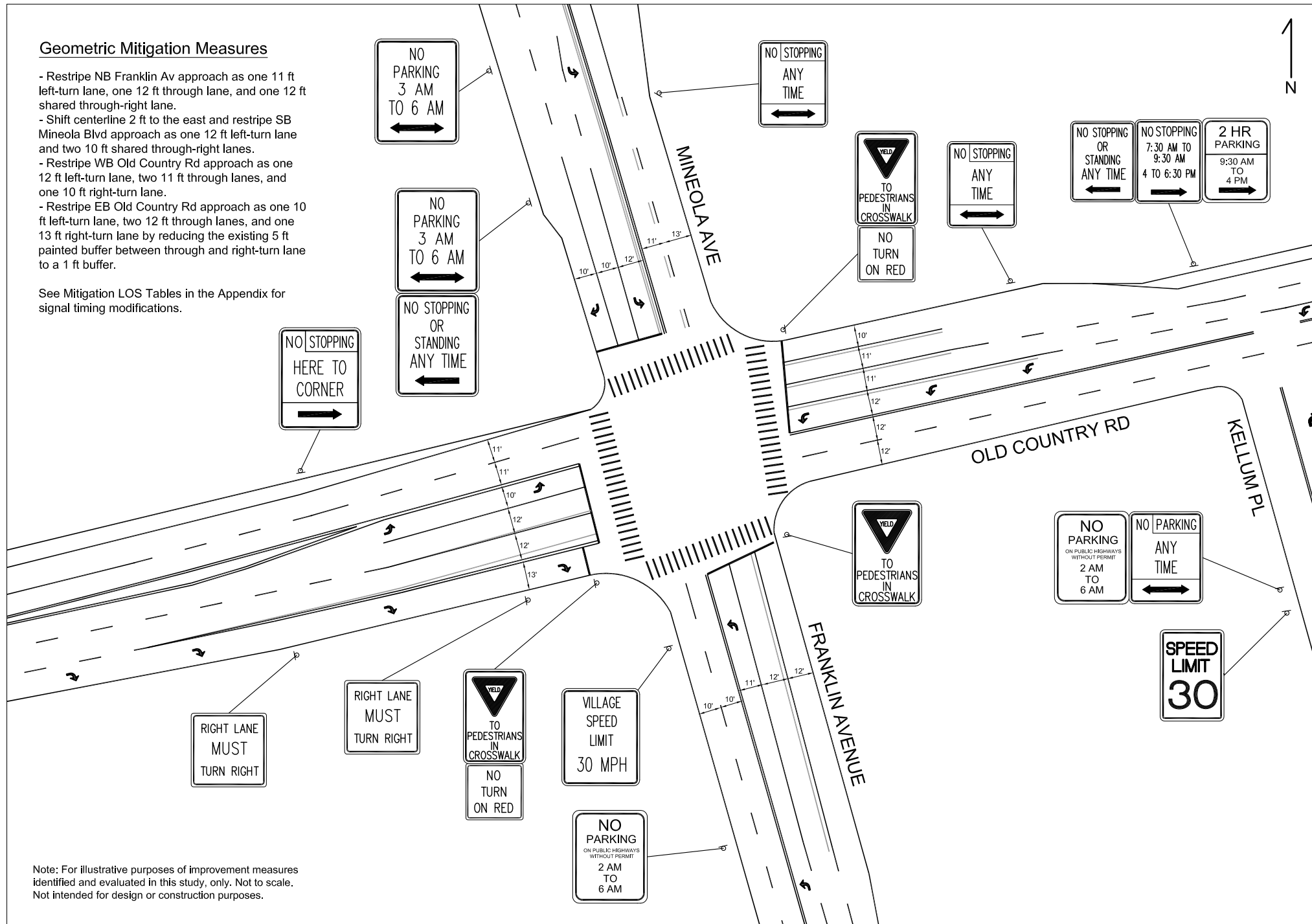


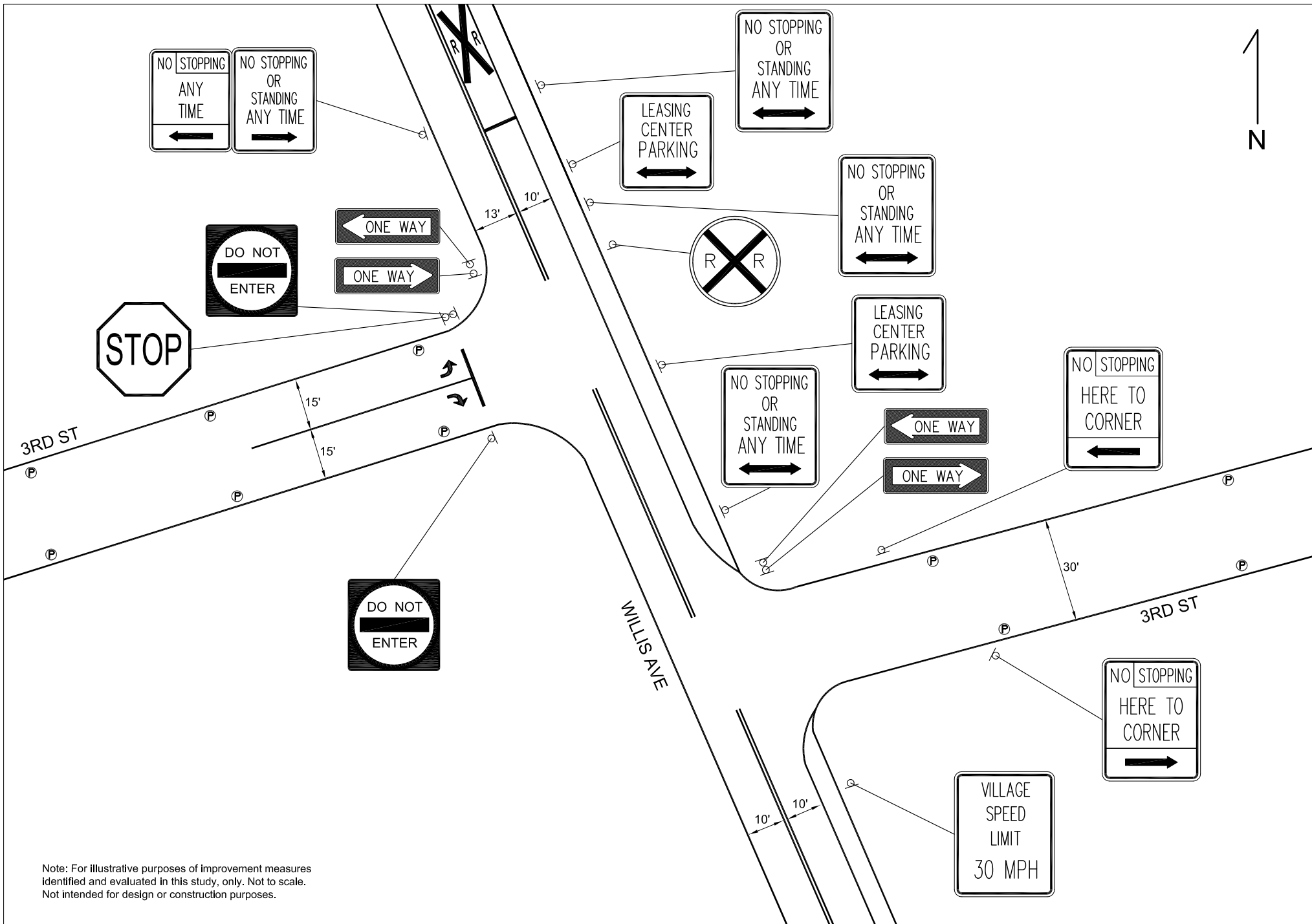
Note: For illustrative purposes of improvement measures identified and evaluated in this study, only. Not to scale. Not intended for design or construction purposes.

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 and two 10 ft shared through-right lanes.
- 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.

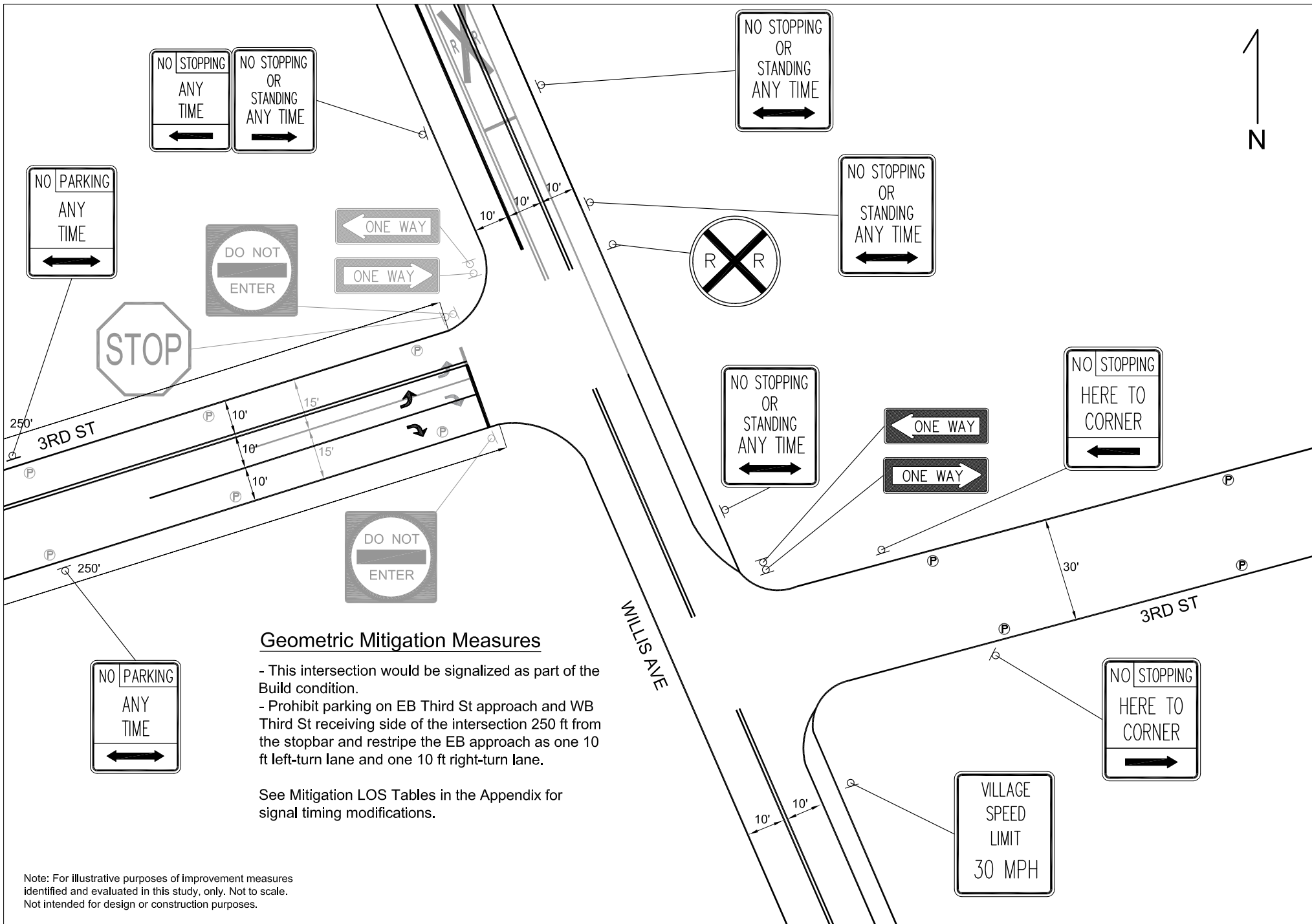


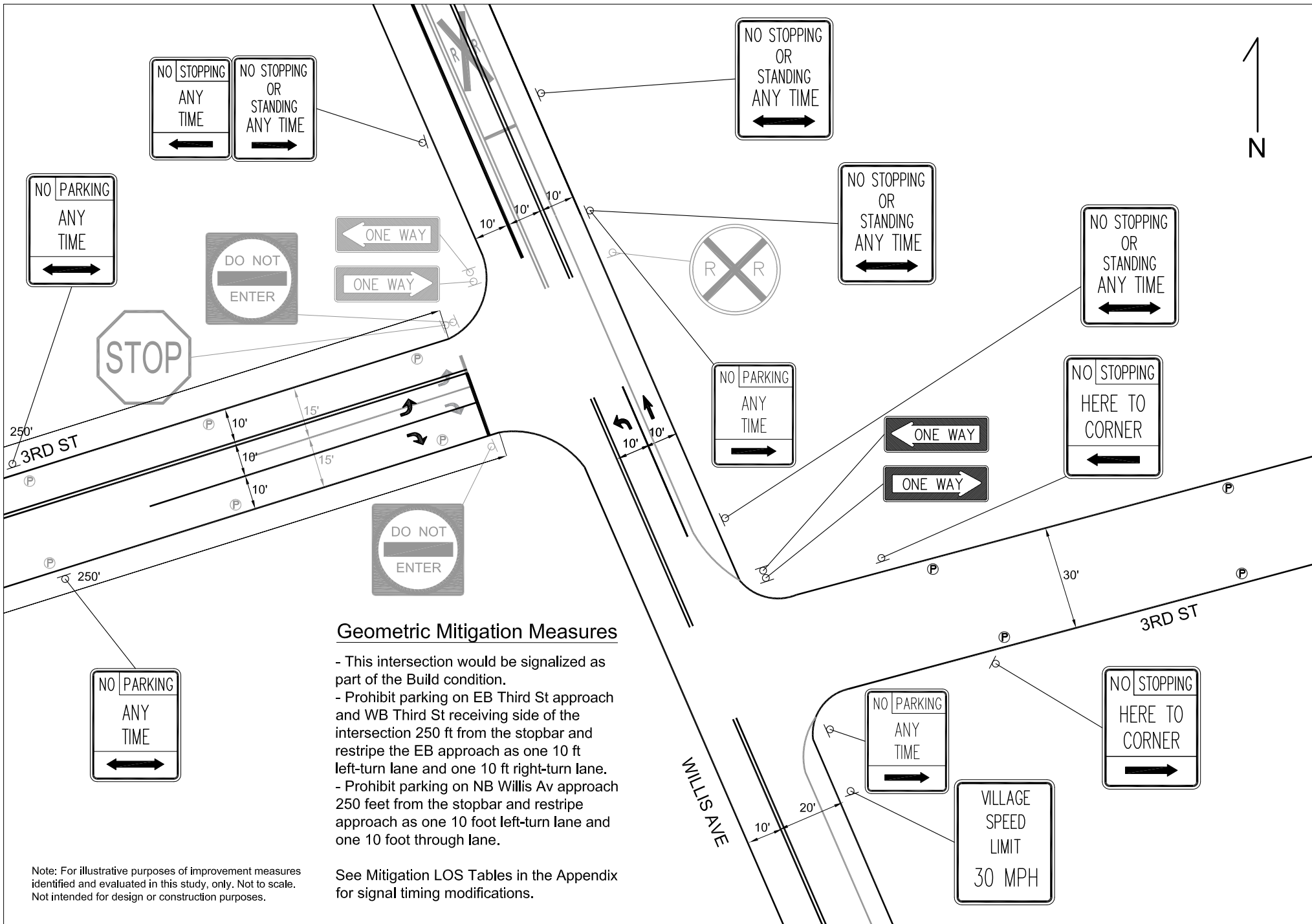


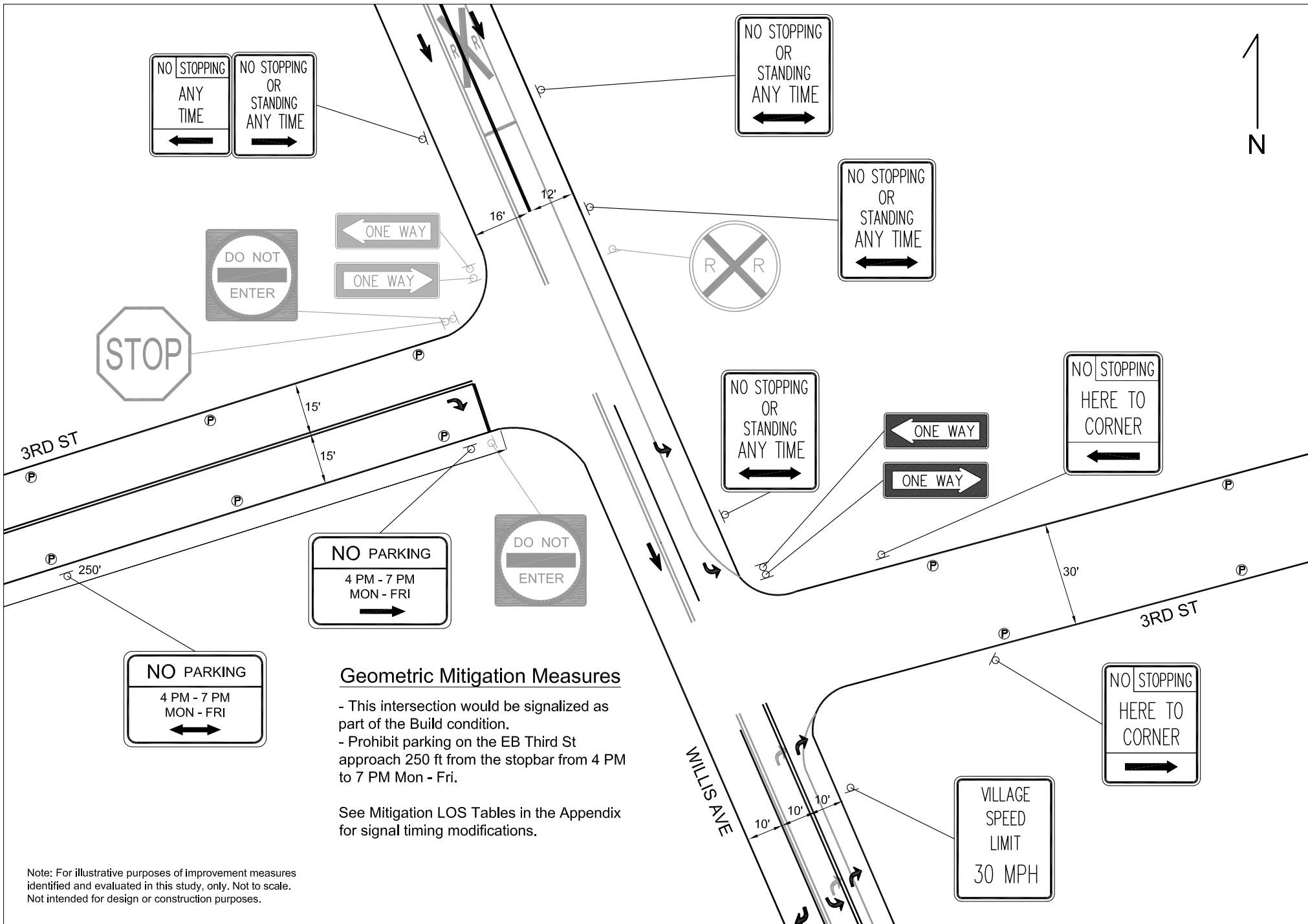
Note: For illustrative purposes of improvement measures identified and evaluated in this study, only. Not to scale. Not intended for design or construction purposes.

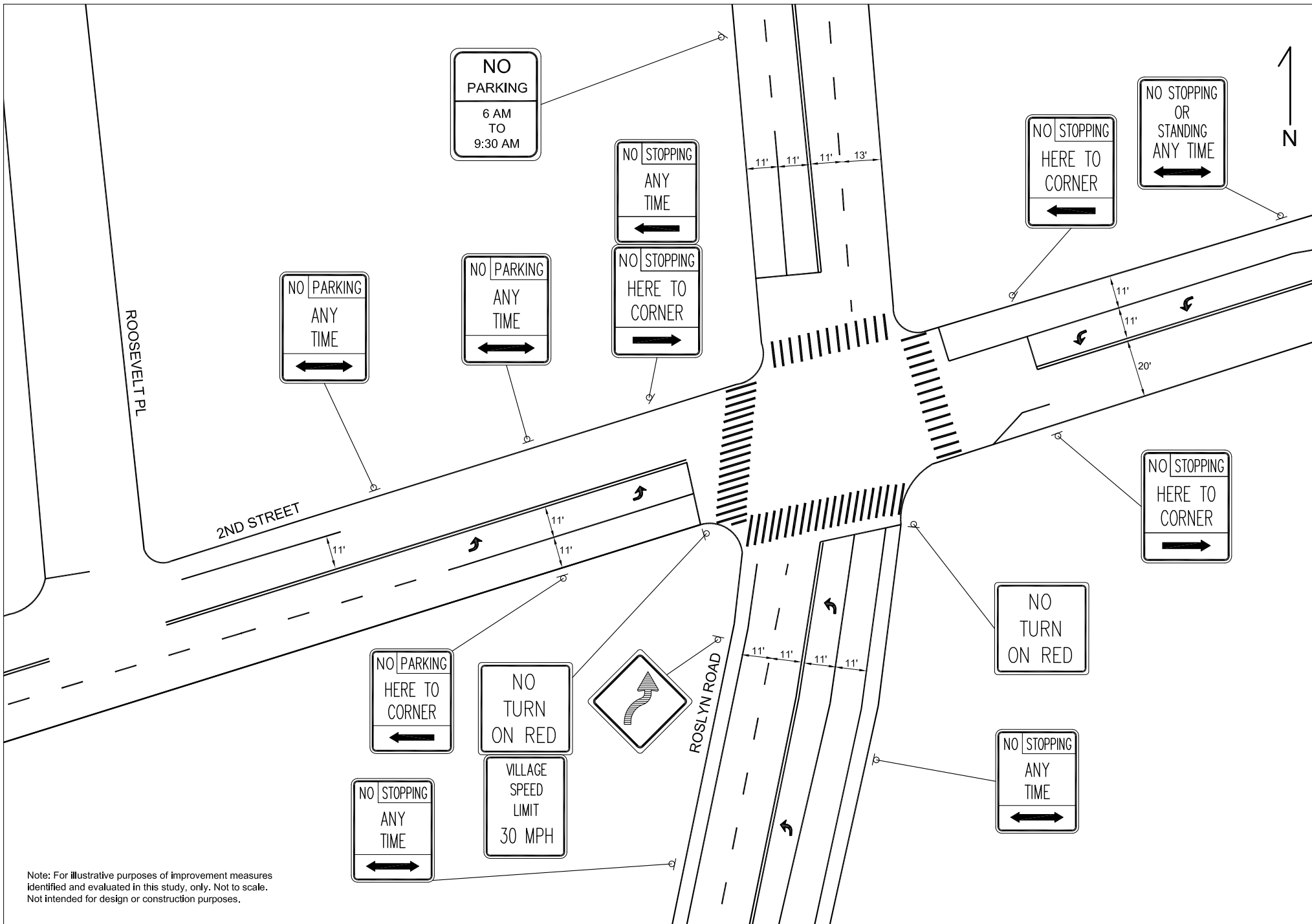


Willis Avenue and Third Street
Mineola
Existing Condition
LIRR Main Line Project







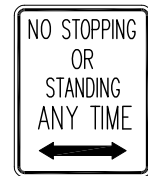
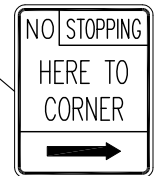
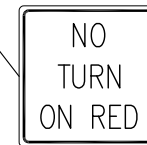
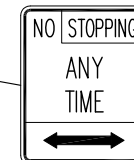
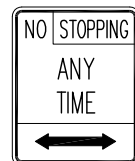
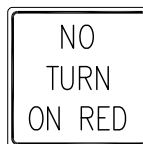
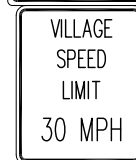


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- Widen the south side of EB Second St for approximately 250 feet from the stopbar to allow for an 11 ft right-turn pocket lane.

ROOSEVELT PL



ROSLYN ROAD