

Appendix C234

Intersection Storage Lengths Table

Intersection	Lane Group Movement	control type	Storage/ Link Length (Feet)	2019 No Build Condition												2019 Build Condition with Mitigation												PROJECT IMPACTS				
				Morning Peak Hour				Evening Peak Hour				Saturday Midday Peak Hour				Morning Peak Hour				Evening Peak Hour				AM		PM						
				LOS	Delay	V/C	95% Queue	LOS	Delay	V/C	95% Queue	LOS	Delay	V/C	95% Queue	LOS	Delay	V/C	95% Queue	LOS	Delay	V/C	95% Queue	LOS	Delay	V/C	95% Queue	Deterioration in LOS	Project Delay (Seconds)	Deterioration in LOS	Project Delay (Seconds)	
Stewart Ave & Quentin Roosevelt Blvd (1)																																
Eastbound	Left	400	B	16.4	0.20	32	C	31.7	0.59	122	B	19.5	0.52	109	B	16.6	0.21	32	C	32.0	0.59	122	B	19.4	0.52	109	no	0.20	no	0.30		
	Thru		C	33.6	0.73	393	F	174.8	>1.0	#946	C	26.9	0.66	302	C	33.9	0.73	390	F	170.0	>1.0	#909	C	26.7	0.64	294	no	0.30	no	(4.80)		
	Right		C	33.6	0.73	393	F	174.8	>1.0	#946	C	26.9	0.66	302	C	33.9	0.73	390	F	170.0	>1.0	#909	C	26.7	0.64	294	no	0.30	no	(4.80)		
Westbound	Total	C	33.1	0.73	-	F	166.4	>1.0	-	C	24.7	0.66	-	C	33.4	0.73	-	F	161.6	>1.0	-	C	25.9	0.64	-	no	0.30	no	(4.80)			
	Left	C	23.6	0.66	165	D	48.0	0.83	233	B	16.3	0.53	97	C	23.7	0.66	161	C	26.4	0.87	250	B	15.4	0.52	91	no	0.10	no	(21.60)			
	Thru	C	27.2	0.73	531	D	48.0	0.89	524	C	26.0	0.63	330	C	28.3	0.75	544	D	49.1	0.88	513	C	26.3	0.63	331	no	1.10	no	1.10			
Northbound	Right	C	27.2	0.73	531	D	49.1	0.89	524	C	26.0	0.63	330	C	28.3	0.75	544	D	49.1	0.88	513	C	26.3	0.63	331	no	1.10	no	0.00			
	Total	C	26.5	0.73	-	D	48.8	0.89	-	C	24.0	0.63	-	C	27.4	0.75	-	D	50.2	0.88	-	C	24.2	0.63	-	no	0.90	no	1.40			
	Left	C	27.7	0.53	201	D	54.7	0.91	#324	C	23.2	0.45	180	C	28.5	0.58	228	F	86.8	>1.0	#437	C	23.1	0.44	182	C	23.1	0.44	182	no	0.80	yes
Southbound	Thru	C	33.2	0.30	145	E	64.4	0.90	412	C	33.4	0.48	213	C	33.5	0.36	181	E	77.8	0.97	#466	C	33.4	0.49	221	no	0.30	no	13.40			
	Right	A	2.2	0.25	27	C	31.3	0.70	359	A	3.1	0.18	27	A	2.2	0.26	27	C	32.3	0.72	384	A	3.1	0.19	27	no	0.00	no	1.00			
	Total	B	18.8	0.53	-	D	48.3	0.91	-	C	22.6	0.48	-	C	20.3	0.58	-	E	60.2	>1.0	-	C	22.7	0.49	-	yes	1.50	yes	11.90			
Total	Left	C	24.5	0.25	72	E	61.9	0.88	#337	C	22.4	0.42	116	C	24.4	0.27	71	E	63.5	0.88	#337	C	22.3	0.43	115	no	(0.10)	no	1.60			
	Thru	D	42.1	0.58	200	D	52.1	0.64	290	D	35.8	0.39	139	D	42.6	0.57	193	D	35.6	0.36	129	no	0.50	no	2.40							
	Right	B	11.6	0.06	20	A	8.0	0.07	21	A	6.0	0.15	33	B	11.8	0.06	21	A	5.9	0.15	33	no	0.20	no	0.40							
Total	Total	D	37.7	0.58	-	D	53.5	0.88	-	C	26.7	0.42	-	D	37.9	0.57	-	E	55.4	0.88	-	C	26.2	0.43	-	no	0.20	yes	1.90			
		C	28.2	-	-	F	81.7	-	-	C	24.7	-	-	C	28.5	-	-	F	83.3	-	-	C	24.6	-	-	no	0.50	no	1.60			
	Westbury Blvd & Charles Lindbergh Blvd (2)																															
Eastbound	Thru	C	23.4	0.60	183	B	15.7	0.06	30	B	16.0	0.01	7	C	23.2	0.60	183	B	15.5	0.06	30	B	17.7	0.01	7	no	(0.20)	no	(0.20)			
	Right	B	12.2	0.59	108	C	20.4	0.54	176	A	6.3	0.32	28	B	13.6	0.63	124	C	32.7	0.82	314	A	6.8	0.35	32	no	1.40	no	12.30			
	Total	B	17.5	0.60	-	B	19.9	0.54	-	A	6.6	0.32	-	B	18.0	0.63	-	C	31.5	0.82	-	A	7.1	0.35	-	no	0.50	yes	11.60			
Westbound	Left	B	19.2	0.22	33	C	22.8	0.49	76	B	16.2	0.03	7	B	19.1	0.21	33	C	22.4	0.48	76	B	18.0	0.03	8	no	(0.10)	no	(0.40)			
	Thru	B	16.3	0.08	26	C	30.2	0.76	152	B	16.0	0.02	6	B	16.2	0.02	6	C	29.2	0.75	152	B	17.8	0.02	7	no	(0.10)	no	(1.00)			
	Total	B	17.9	0.22	-	C	27.8	0.76	-	B	16.1	0.03	-	B	17.8	0.21	-	C	27.0	0.75	-	B	17.9	0.03	-	no	(0.10)	no	(0.80)			
Southbound	Left	A	8.4	0.11	51	B	10.9	0.05	31	A	4.0	0.00	1	A	8.4	0.11	51	B	11.3	0.05	31	A	3.0	0.00	1	no	0.00	no	0.40			
	Thru	A	8.0	0.22	75	B	12.4	0.43	188	A	3.6	0.14	26	A	8.0	0.22	77	B	13.2	0.46	201	A	3.5	0.15	30	no	0.00	no	0.80			
	Right	A	2.2	0.31	35	B	10.7	0.59	230	A	1.1	0.15	13	A	2.2	0.28	34	B	13.8	0.68	307	A	1.0	0.19	14	no	0.00	no	3.10			
Total	Total	A	6.3	0.31	-	B	11.8	0.59	-	A	2.9	0.15	-	A	6.4	0.28	-	B	13.3	0.68	-	A	2.8	0.19	-	no	0.10	no	1.50			
		B	11.3	-	-	B	17.0	-	-	A	3.8	-	-	B	11.8	-	-	B	19.5	-	-	A	3.7	-	-	no	0.50	no	2.50			
	Hempstead Turnpike & Oak Street (3)																															
Eastbound	Left	F	84.0	0.72	169	E	77.1	0.52	111	E	66.1	0.47	95	E	59.5	0.67	144	F	107.0	0.87	#135	E	55.6	0.43	81	no	(24.50)	yes	29.90			
	Thru	C	20.3	0.65	612	D	46.6	0.92	#1036	C	23.0	0.67	575	C	23.3	0.80	632	D	35.9	0.92	887	C	24.0	0.82	663	no	3.00	no	(10.70)			
	Right	A	8.5	0.02	14	B	16.1	0.02	19	A	9.9	0.02	14	A	6.5	0.02	11	A	8.3	0.02	12	A	6.6	0.02	11	no	(2.00)	no	(7.80)			
Westbound	Total	C	29.1	0.72	-	D	48.8	0.92	-	C	26.8	0.67	-	C	28.2	0.80	-	D	41.0	0.92	-	C	26.1	0.82	-	no	(0.90)	no	(7.80)			
	Left	F	146.4	>1.0	m#357	F	108.4	0.68	m175	F	110.8	0.76	#230	D	41.1	0.70	m173	F	127.6	0.94	m#169	D	45.8	0.76	m#147	no	(105.30)	no	19.20			
	Thru	A	4.9	0.54	106	C	32.9	0.98	#1192	B	10.2	0.44	313	A	2.3	0.61	m48	D	36.6	0.98	#1143	A	4.5	0.53	117	no	(2.60)	yes	3.70			
Northbound	Right	A	5.7	0.54	m98	B	13.2	0.29	m70	A	8.1	0.10	30	A	2.9	0.55	m41	A	7.6	0.26	m98	A	4.0	0.11	m23	no	(2.80)	no	(5.60)			
	Total	B	18.4	>1.0	-	C	34.5	0.98	-	C	22.1	0.76	-	A	5.9	0.70	-	D	37.7	0.98	-	A	8.7	0.76	-	no	(12.50)	yes	3.20			
	Left	E	76.8	0.29	71	F	102.0	0.80	#205	E	69.9	0.48	47	E	62.7	0.32	60	F	138.6	0.99	#223	E	75.2	0.62	43	no	(14.10)	no	36.60			
Southbound	Thru	E	76.8	0.29	71	F	102.0	0.80	#205	E	69.9	0.48	47	E	62.7	0.32	60	F	138.6	0.99	#223	E	75.2	0.62	43	no	(14.10)	no	36.60			
	Right	E	76.8	0.29	71	F	102.0	0.80	#205	E	69.9	0.48	47	E	62.7	0.32	60	F	138.6	0.99	#223	E	75.2	0.62	43	no	(14.10)	no	36.60			
	Total	E	76.8	0.29	-	F	102.0	0.80	-	E	69.9	0.48	-	E	62.7	0.32	-	F	138.6	0.99	-	E	75.2	0.62	-	no	(14.10)	no	36.60			
Total	Left	E	75.6	0.59	135	E	68.6	0.79	308	E	61.9	0.39	81	E	63.5	0.65	110	F	94.3	0.99	#335	D	53.3	0.37	74	no	(12.10)	yes	25.70			
	Thru	E	77.3	0.48	128	E	65.1	0.60	252	E	70.3	0.49	110	E	74.1	0.65	#134	E	68.7	0.61	124	no	(3.20)	no	5.20							
	Right	E	76.2	0.43	108	E	63.0	0.53	212	E	70.0	0.48	103	E	71.5	0.59	#108	E	68.5	0.60	117	no	(4.70)	no	4.00							
Total	Total	E	76.1	0.59	-	E	66.9	0.79	-	E	66.2	0.49	-	E	67.8	0.65	-	F	84.8	0.99	-	E	62.2	0.61	-	no	(8.30)	yes	17.90			
		C	28.2	-	-	D	47.4	-	-	C	29.6	-	-	C	21.1	-	-	D	49.2	-	-	C	23.6	-	-	no	(7.10)	no	1.80			
	Hempstead Tpke & California Ave/Hofstra (4)																															
Eastbound	Left	F	81.5	0.43	m90	E	68.2	0.53	m91	E	58.8	0.39	m73	D	45.2	0.43	m50	E	67.3	0.53	m72	D	41.4	0.40	m47	no	(36.30)	no	(0.90)			
	Thru	B	19.1	0.58	205	C	32.1	0.82	495	C	26.6	0.53	301	C	31.3	0.93	#567	D	48.2	>1.0	#866	D	40.2	0.99	#563	yes	12.20	yes	16.10			
	Right	A	1.8	0.19	16	B	11.2	0.30	m97	A	9.5	0.09	m30	A	4.1	0.24	m26	A	6.2	0.32	m59	A	4.2	0.13	m14	no	2.30	no	(5.00)			
Westbound	Total	B	19.3	0.58	-	C	30.9	0.82	-	C	26.9	0.53	-	C	29.4	0.93	-	D	44.7	>1.0	-	D	38.7	0.99	-	yes	10.10	yes	13.80			
	Left	F	345.4	>1.0	m#925	F	220.4	>1.0	m#507	F	94.0	0.73	m225	E	59.6	0.93	m#355	E	60.2	>1.0	m#320	F	81.0	0.94	m#259	no	(285.80)	no	(160.20)			
	Thru	A	9.3	0.73	226	A	7.8	0.66	m161	B	1																					

Intersection	Lane Group Movement	control type	Storage/ Link Length (Feet)	2019 No Build Condition												2019 Build Condition with Mitigation												PROJECT IMPACTS																																																																																							
				Morning Peak Hour				Evening Peak Hour				Saturday Midday Peak Hour				Morning Peak Hour				Evening Peak Hour				AM		PM																																																																																									
				LOS	Delay	V/C	95% Queue	LOS	Delay	V/C	95% Queue	LOS	Delay	V/C	95% Queue	LOS	Delay	V/C	95% Queue	LOS	Delay	V/C	95% Queue	LOS	Delay	V/C	95% Queue	Deterioration in LOS	Project Delay (Seconds)	Deterioration in LOS	Project Delay (Seconds)																																																																																				
Hempstead Tpke & Earle Ovington Blvd/Uniondale Ave (5)				F	129.9	>1.0	#462	F	94.8	0.92	m#355	E	55.7	0.59	m#96	E	56.7	>1.0	m#315	F	133.5	>1.0	m#401	D	36.4	0.73	m107	no	(73.20)	no	38.70	no	(23.40)	no	(104.20)	no	(30.20)	no	(36.60)	no	(36.90)	no	(69.20)	no	(7.50)	no	(20.50)	no	(21.70)	no	(7.70)	no	3.00	no	0.40	no	(14.80)	no	(9.00)	no	(14.80)	yes	72.00	no	104.90	no	392.20	no	104.90	no	392.20	no	87.30	no	328.30	yes	4.30	no	(90.20)	no	9.60	no	(89.90)	no	(45.40)	no	(132.40)	no	(7.70)	no	(102.00)	no	(10.70)	no	(25.30)																				
Earle Ovington Blvd & Hofstra/Coliseum Pre-Paid (6)				C	22.6	0.08	13	C	26.4	0.38	54	C	30.2	0.69	148	D	35.9	0.10	19	E	59.7	0.65	#91	C	32.4	0.73	151	yes	13.30	yes	33.30	yes	13.30	yes	33.30	no	4.70	no	(8.40)	yes	7.60	yes	12.00	no	26.70	no	6.70	no	23.00	no	23.00	no	9.10	no	6.60	no	20.90	no	#DIV/0!	no	20.90	no	#DIV/0!	no	8.70	no	0.00	no	13.40	no	7.70	yes	8.80	yes	8.10	yes	8.80	yes	8.10	yes	8.80	yes	8.40	no	0.00	no	0.00	no	4.80	yes	8.60	no	3.20	no	3.60	no	3.20	no	3.60	no	3.20	no	3.60	no	3.30	no	4.00	no	3.30	no	4.00	no	7.90	yes	6.30
Earle Ovington Blvd & Charles Lindbergh EB/Coliseum VIP (7)				C	27.9	0.46	97	D	49.2	0.90	#782	B	17.1	0.26	64	C	34.5	0.54	124	E	76.1	>1.0	#907	B	20.0	0.33	91	no	6.60	yes	26.90	no	7.10	no	8.10	no	0.00	no	0.00	yes	5.00	yes	17.80	no	6.00	no	2.50	no	0.00	no	0.09	no	0.00	no	0.00	no	3.00	yes	24.60	no	(1.30)	no	(0.50)	no	2.60	yes	21.60	yes	13.70	yes	27.60	yes	13.70	yes	27.60	no	0.20	no	2.40	no	3.10	yes	11.30	no	2.70	no	16.20																												
Earle Ovington Blvd/Nassau Community & Charles Lindbergh WB (8)				D	47.8	0.94	#614	C	22.2	0.62	279	B	15.2	0.25	70	E	55.4	0.97	#782	C	31.8	0.75	#434	B	15.5	0.32	87	yes	7.60	no	9.60	no	8.40	yes	7.50	yes	30.70	yes	16.00	no	11.90	yes	9.70	yes	19.90	no	5.60	yes	5.40	no	0.20	no	0.00	no	0.00	yes	14.00	yes	3.10	yes	12.00	no	4.70	no	0.00	no	0.00	yes	11.00	no	4.60	yes	13.20	yes	6.50																																								
Charles Lindbergh Blvd & Merrick Avenue (9)				C	25.9	0.50	87	C	26.4	0.60	134	C	24.8	0.35	62	C	26.2	0.54	100	D	47.9	0.91	#246	C	25.5	0.46	87	no	0.30	yes	21.50	no	0.00	no	0.00	no	0.30	yes	21.50	no	0.70	no	(1.00)	no	(3.30)	yes	9.90	no	0.80	no	(21.50)	no	0.00	no	0.10	no	0.00	no	(17.00)	no	(1.40)	no	(2.90)																																																				

Intersection	Lane Group Movement	control type	Storage/ Link Length (Feet)	2019 No Build Condition												2019 Build Condition with Mitigation												PROJECT IMPACTS			
				Morning Peak Hour				Evening Peak Hour				Saturday Midday Peak Hour				Morning Peak Hour				Evening Peak Hour				AM		PM					
				LOS	Delay	V/C	95% Queue	LOS	Delay	V/C	95% Queue	LOS	Delay	V/C	95% Queue	LOS	Delay	V/C	95% Queue	LOS	Delay	V/C	95% Queue	LOS	Delay	V/C	95% Queue	Deterioration in LOS	Project Delay (Seconds)	Deterioration in LOS	Project Delay (Seconds)
Old Country Road & Mineola Blvd/Franklin Ave (18)																															
Eastbound	Left	130	E	76.8	>1.0	#241	D	48.9	0.87	#202	B	19.4	0.38	62	F	84.2	>1.0	#256	D	52.4	0.89	#211	B	19.5	0.39	62	yes	7.40	no	3.50	
	Thru		D	46.1	0.93	#352	D	37.5	0.82	272	C	31.8	0.70	216	D	48.7	0.94	#367	D	37.8	0.83	278	C	31.9	0.71	224	no	2.60	no	0.30	
Right	Right	200	A	4.8	0.26	44	B	14.2	0.35	116	A	4.4	0.24	41	A	5.0	0.27	46	B	14.5	0.36	119	A	4.8	0.25	44	no	0.20	no	0.30	
	Total		D	47.1	>1.0	-	D	35.2	0.87	-	C	25.1	0.70	-	D	50.2	>1.0	-	D	36.1	0.89	-	C	25.4	0.71	-	no	3.10	no	0.90	
Westbound	Left	170	D	50.0	0.86	#197	F	127.2	>1.0	#329	D	35.6	0.79	#185	D	47.7	0.84	#189	F	137.4	>1.0	#338	C	33.3	0.76	#169	no	(2.30)	no	10.20	
	Thru		C	30.4	0.64	225	D	36.6	0.81	270	C	26.3	0.55	207	C	30.9	0.66	234	D	37.3	0.82	279	C	26.4	0.57	214	no	0.50	no	0.70	
Right	Right	170	B	15.7	0.41	153	B	16.5	0.47	172	A	3.9	0.29	50	B	15.6	0.40	148	B	16.8	0.48	176	A	4.3	0.30	55	no	(0.10)	no	0.30	
	Total		C	30.4	0.86	-	D	52.6	>1.0	-	C	23.5	0.79	-	C	30.3	0.84	-	E	55.2	>1.0	-	C	22.9	0.76	-	no	(0.10)	yes	2.60	
Northbound	Left	400	C	29.5	0.72	#165	C	32.4	0.73	#139	B	17.2	0.46	90	C	27.9	0.66	#148	C	28.1	0.68	100	B	17.5	0.46	91	no	(1.60)	no	(4.30)	
	Thru		D	46.6	0.94	#420	E	56.6	1.00	#480	C	26.2	0.76	255	D	49.3	0.69	#427	E	63.5	>1.0	#496	C	26.4	0.76	259	no	2.70	no	6.90	
Right	Right	400	D	46.6	0.94	#420	E	56.6	1.00	#480	C	26.2	0.76	255	D	49.3	0.95	#427	E	63.5	>1.0	#496	C	26.4	0.76	259	no	2.70	no	6.90	
	Total		D	43.0	0.94	-	D	53.0	1.00	-	C	24.7	0.76	-	D	45.0	0.95	-	E	58.8	>1.0	-	C	25.0	0.76	-	no	2.00	yes	5.80	
Southbound	Left	200	D	45.8	0.83	#194	E	56.9	0.91	#236	D	39.7	0.81	#221	D	49.0	0.85	#206	E	59.4	0.92	#242	D	39.6	0.81	#219	no	3.20	no	2.50	
	Thru		C	25.7	0.49	170	C	28.5	0.67	261	C	22.0	0.45	164	C	25.7	0.49	171	C	28.0	0.65	258	C	22.5	0.46	171	no	0.00	no	(0.50)	
Right	Right	200	C	25.7	0.49	170	C	28.5	0.67	261	C	22.0	0.45	164	C	25.7	0.49	171	C	28.0	0.65	258	C	22.5	0.46	171	no	0.00	no	(0.50)	
	Total		C	31.6	0.83	-	D	35.5	0.67	-	C	27.7	0.81	-	C	32.7	0.85	-	D	35.9	0.92	-	C	27.8	0.81	-	no	1.10	no	0.40	
Total			D	39.3	-	-	D	44.8	-	-	C	25.1	-	-	D	41.1	-	-	D	47.4	-	-	C	25.0	-	-	no	1.80	no	2.60	
Old Country Road & Glen Cove Road/Clinton Road (19)																															
Eastbound	Left	600	F	87.9	0.88	#243	F	98.0	0.92	#336	F	90.5	0.84	252	F	87.9	0.88	#243	F	90.5	0.88	#332	F	86.0	0.85	#252	no	0.00	no	(7.50)	
	Thru		D	36.8	0.57	426	F	166.0	0.90	800	C	34.2	0.57	481	D	37.2	0.59	445	F	165.5	0.93	#872	C	33.9	0.57	497	no	0.40	no	(0.50)	
Right	Right	200	B	11.3	0.07	37	B	17.0	0.12	67	B	10.8	0.15	68	B	11.7	0.08	40	B	17.4	0.10	58	B	10.8	0.16	75	no	0.40	no	0.40	
	Total		D	46.2	0.88	-	F	149.7	0.92	-	D	43.5	0.84	-	D	46.2	0.88	-	F	149.6	0.93	-	D	42.0	0.85	-	no	0.00	no	(0.10)	
Westbound	Left	300	F	90.9	0.83	165	F	103.8	0.90	m#221	F	95.7	0.82	m209	F	91.2	0.82	163	F	99.6	0.88	m#230	F	88.6	0.80	m184	no	0.30	no	(4.20)	
	Thru		F	130.4	>1.0	#1059	D	43.7	0.89	m693	C	22.3	0.60	m300	F	134.3	>1.0	#1082	D	43.1	0.90	m705	C	22.2	0.62	m323	no	3.90	no	(0.60)	
Right	Right	300	C	20.9	0.57	378	E	55.7	0.90	m1005	C	34.0	0.86	m1100	C	20.8	0.60	415	E	55.1	0.91	m1028	D	35.2	0.88	m#1141	no	(0.10)	no	(0.60)	
	Total		F	113.2	>1.0	-	D	52.2	0.90	-	C	33.2	0.86	-	F	116.0	>1.0	-	D	51.2	0.91	-	C	31.8	0.88	-	no	2.80	no	(1.00)	
Northbound	Left	175	F	87.1	0.70	143	F	98.1	0.82	#191	F	114.4	0.81	#200	F	83.8	0.64	117	F	96.2	0.80	#179	F	99.1	0.83	#219	no	(3.30)	no	(1.90)	
	Thru		E	70.3	0.85	#550	E	76.2	0.88	35	F	80.1	0.80	291	E	71.8	0.86	#566	E	73.3	0.84	326	E	72.1	0.81	300	no	1.50	no	(2.90)	
Right	Right	225	D	41.2	0.53	350	E	65.2	0.81	494	E	65.8	0.78	437	D	42.6	0.55	366	E	63.2	0.83	496	E	63.2	0.77	417	no	1.40	no	2.30	
	Total		E	63.3	0.85	-	E	74.4	0.88	-	E	78.7	0.81	-	E	64.1	0.86	-	E	73.4	0.84	-	E	72.2	0.83	-	no	0.80	no	(1.00)	
Southbound	Left	350	E	75.5	0.85	241	F	129.3	>1.0	#550	F	199.0	>1.0	#712	E	75.5	0.86	244	F	125.4	>1.0	#541	F	212.8	>1.0	#738	no	0.00	no	(3.90)	
	Thru		D	48.9	0.49	293	E	55.6	0.64	390	E	56.6	0.55	303	D	46.5	0.46	289	E	56.6	0.66	383	E	55.8	0.56	309	no	(2.40)	no	1.00	
Right	Right	525	D	44.7	0.72	543	D	41.0	0.60	465	D	43.0	0.58	398	D	41.2	0.61	462	D	41.2	0.61	462	D	43.0	0.58	401	no	(3.00)	no	0.20	
	Total		D	54.6	0.85	-	F	80.8	>1.0	-	F	122.4	>1.0	-	D	52.7	0.86	-	E	79.7	>1.0	-	F	129.4	>1.0	-	no	(1.90)	no	(1.10)	
Total			F	87.9	-	-	F	87.9	-	-	F	61.6	-	-	D	83.4	-	-	F	87.4	-	-	E	61.5	-	-	no	1.10	no	(0.50)	
Old Country Road & Roosevelt Field (20)																															
Eastbound	Left	200	E	75.9	0.22	m26	F	81.8	0.48	m60	F	82.4	0.66	m132	E	76.8	0.22	m25	F	81.8	0.49	m56	F	82.1	0.66	m130	no	0.90	no	0.00	
	Thru		B	15.2	0.52	275	F	154.2	>1.0	m#1338	D	49.8	0.85	m747	B	15.0	0.54	282	F	151.4	>1.0	m#1328	D	51.6	0.88	m759	no	(0.20)	no	(2.80)	
Right	Right	200	A	1.5	0.41	32	A	3.3	0.60	m106	A	7.6	0.57	m216	A	1.5	0.42	29	A	4.2	0.69	m142	A	7.3	0.56	m214	no	0.00	no	0.90	
	Total		B	12.4	0.52	-	F	124.1	>1.0	-	D	41.5	0.85	-	B	12.3	0.54	-	F	118.4	>1.0	-	D	43.1	0.88	-	no	(0.10)	no	(5.70)	
Westbound	Left	200	E	75.8	0.80	224	E	75.3	0.73	281	F	140.2	>1.0	#536	E	76.0	0.81	231	E	70.9	0.62	239	F	147.8	>1.0	#552	no	0.20	no	(4.40)	
	Thru		B	14.4	0.67	620	C	25.4	0.62	519	C	30.3	0.72	658	B	14.5	0.68	627	C	25.8	0.64	539	C	30.7	0.73	675	no	0.10	no	0.40	
Right	Right	200	B	14.4	0.67	620	C	25.4	0.62	519	C	30.3	0.72	658	B	14.5	0.68	627	C	25.8	0.64	539	C	30.7	0.73	675	no	0.10	no	0.40	
	Total		C	20.2	0.80	-	C	33.0	0.73	-	D	52.5	>1.0	-	C	20.4	0.81	-	C	31.7	0.64	-	D	54.4	>1.0	-	no	0.20	no	(1.30)	
Northbound	Left	170	E	73.7	0.57	102	F	149.5	>1.0	#573	F	129.3	>1.0	#552	E	73.5	0.50	90	F	151.2	>1.0	#578	F	134.2	>1.0	#565	no	(0.20)	no	1.70	
	Thru		E	75.1	0.58	131	F	220.2	>1.0	#806	F	186.7	>1.0	#787	E	74.6	0.52	113	F	219.5	>1.0	#805	F	193.6	>1.0	#802	no	(0.50)	no	(0.70)	

Intersection	Lane Group Movement	control type	Storage/ Link Length (Feet)	2019 No Build Condition												2019 Build Condition with Mitigation												PROJECT IMPACTS			
				Morning Peak Hour				Evening Peak Hour				Saturday Midday Peak Hour				Morning Peak Hour				Evening Peak Hour				AM		PM					
				LOS	Delay	V/C	95% Queue	LOS	Delay	V/C	95% Queue	LOS	Delay	V/C	95% Queue	LOS	Delay	V/C	95% Queue	LOS	Delay	V/C	95% Queue	LOS	Delay	V/C	95% Queue	Deterioration in LOS	Project Delay (Seconds)	Deterioration in LOS	Project Delay (Seconds)
Old Country Road & Merrick Avenue/Post Avenue (21)																															
Eastbound	Left	25	275	E	78.0	0.66	196	F	223.0	>1.0	#640	F	128.3	>1.0	#495	E	78.6	0.67	198	F	229.7	>1.0	#649	F	126.3	>1.0	#492	no	0.60	no	6.70
	Thru		C	31.6	0.34	216	D	46.1	0.84	709	D	37.5	0.60	418	C	32.0	0.34	215	D	46.4	0.85	716	D	38.1	0.61	422	no	0.40	no	0.30	
Westbound	Right	225	25	B	17.8	0.14	89	C	21.4	0.28	191	C	23.8	0.39	273	C	18.4	0.14	90	C	22.0	0.30	209	C	24.1	0.31	262	no	0.60	no	0.60
	Total		D	35.9	0.66	-	E	66.6	>1.0	-	D	47.5	>1.0	-	D	36.5	0.67	-	E	67.5	>1.0	-	D	47.8	>1.0	-	no	0.60	no	0.90	
Northbound	Left	300	225	F	215.3	>1.0	#812	F	146.5	>1.0	#645	E	78.3	0.88	#436	F	221.7	>1.0	#814	F	152.1	>1.0	#658	E	79.9	0.91	#483	no	6.40	no	5.60
	Thru		E	67.3	>1.0	#1290	D	41.8	0.85	809	D	43.4	0.86	776	E	76.2	>1.0	#1324	D	41.4	0.84	800	D	41.2	0.86	763	no	8.90	no	(0.40)	
Southbound	Right	200	200	E	67.3	>1.0	#1290	D	41.8	0.85	809	D	43.4	0.86	776	E	76.2	>1.0	#1324	D	41.4	0.84	800	D	41.2	0.86	763	no	8.90	no	(0.40)
	Total		F	116.3	>1.0	-	E	78.0	>1.0	-	D	53.7	0.88	-	F	123.9	>1.0	-	F	80.2	>1.0	-	D	53.2	0.91	-	no	7.60	yes	2.20	
Total	Left	500	500	E	69.8	0.78	#222	F	81.6	0.85	#249	F	156.0	>1.0	#438	F	81.7	0.85	#269	F	80.8	0.84	#243	F	167.5	>1.0	#459	yes	11.90	no	(0.80)
	Thru		E	62.5	0.64	313	F	202.3	>1.0	#804	E	66.7	0.80	#418	E	61.0	0.56	287	F	101.4	>1.0	#563	E	60.8	0.58	301	no	(1.50)	no	(100.90)	
Total	Right	400	400	C	27.1	0.65	431	F	214.7	>1.0	#1410	D	46.3	0.79	697	B	12.4	0.39	139	E	58.2	0.92	#770	C	29.9	0.53	350	no	(14.70)	no	(156.50)
	Total		D	47.9	0.78	-	F	197.3	>1.0	-	E	74.1	>1.0	-	D	40.5	0.85	-	E	75.7	>1.0	-	E	63.5	>1.0	-	no	(7.40)	no	(121.60)	
Total	Left	300	300	D	46.7	0.40	110	F	68.3	0.98	#317	E	68.9	0.77	#188	D	46.0	0.37	110	B	18.6	0.98	#317	D	52.8	0.60	171	no	(0.70)	no	(89.70)
	Thru		E	72.6	0.84	#397	F	92.5	0.97	#534	F	97.9	>1.0	#553	E	78.9	0.90	#466	F	102.0	>1.0	#571	F	102.3	>1.0	#574	no	6.30	no	9.50	
Total	Right	200	200	D	41.3	0.29	175	D	42.7	0.39	262	D	45.2	0.55	373	D	41.3	0.29	176	D	42.8	0.39	263	D	44.7	0.54	365	no	0.00	no	0.10
	Total		E	64.3	0.84	-	F	85.0	0.98	-	F	80.4	>1.0	-	E	69.4	0.90	-	F	91.3	>1.0	-	F	81.6	>1.0	-	no	5.10	no	6.30	
Total	Left	500	500	F	82.0	-	-	F	103.8	-	-	E	61.2	-	-	F	84.7	-	-	E	76.7	-	-	F	59.3	-	-	no	2.70	no	(27.10)
	Right		400	400	D	54.8	0.73	257	F	104.5	>1.0	#545	E	74.9	0.98	#427	F	94.8	0.98	#337	E	76.1	0.98	#494	E	61.9	0.91	388	yes	40.00	no
Westbound	Thru	200		200	C	22.8	0.12	81	C	30.8	0.66	412	C	25.9	0.40	223	C	21.1	0.10	70	D	42.6	0.76	490	C	32.3	0.42	242	no	(1.70)	yes
	Total		A	3.1	0.10	28	A	8.4	0.45	159	A	2.4	0.19	26	F	202.0	0.10	24	C	27.7	0.65	446	B	14.2	0.37	154	yes	198.90	yes	19.30	
Northbound	Left	550	550	D	40.0	0.73	-	D	54.0	>1.0	-	D	47.5	0.98	-	E	65.0	0.98	-	D	51.2	0.98	-	D	42.6	0.91	-	yes	25.00	no	(2.80)
	Thru		E	64.8	0.35	61	E	62.7	0.11	23	E	62.7	0.11	23	E	77.0	0.37	54	F	86.0	0.30	32	E	73.6	0.24	37	no	12.20	yes	25.00	
Southbound	Right	200	200	F	131.4	>1.0	#817	D	35.9	0.69	186	C	35.0	0.73	177	E	66.3	0.98	#677	F	83.9	0.98	#273	D	54.9	0.90	#242	no	(65.10)	yes	48.00
	Total		F	129.7	>1.0	-	D	36.2	0.69	-	D	35.4	0.73	-	E	66.6	0.98	-	F	84.0	0.98	-	E	55.4	0.90	-	no	(63.10)	yes	47.80	
Total	Left	350	350	E	65.2	0.93	#324	D	43.5	0.80	#226	D	43.8	0.75	166	F	87.0	0.99	#431	F	87.1	0.96	#312	C	32.7	0.77	170	yes	21.80	yes	43.60
	Thru		D	39.2	0.62	357	D	44.0	0.84	#537	D	43.9	0.83	487	D	44.3	0.71	398	E	62.2	0.96	#665	D	53.3	0.91	#585	no	5.10	yes	18.20	
Total	Right	200	200	D	39.2	0.62	357	D	44.0	0.84	#537	D	43.9	0.83	487	D	44.3	0.71	398	E	62.2	0.96	#665	D	53.3	0.91	#585	no	5.10	yes	18.20
	Total		D	46.5	0.93	-	D	43.9	0.84	-	D	43.9	0.83	-	E	56.6	0.99	-	E	66.2	0.96	-	D	50.0	0.91	-	yes	10.10	yes	22.30	
Total	Left	350	350	C	27.0	0.46	82	F	151.5	>1.0	#476	F	128.7	>1.0	#480	C	32.2	0.46	83	E	65.3	0.97	#414	E	65.3	0.94	#419	no	5.20	no	(71.00)
	Thru		D	47.4	0.79	367	E	56.5	0.96	#677	D	36.0	0.67	420	F	84.6	0.99	#487	D	46.6	0.89	608	D	37.0	0.67	464	yes	37.20	no	(9.90)	
Total	Right	200	200	C	27.8	0.70	432	B	12.4	0.64	342	A	6.9	0.49	192	D	52.5	0.89	#650	B	11.9	0.60	320	A	7.6	0.46	210	yes	24.70	no	(0.50)
	Total		D	38.4	0.79	-	E	58.7	>1.0	-	D	45.8	>1.0	-	E	68.7	0.99	-	D	42.2	0.97	-	C	34.3	0.94	-	yes	30.30	no	(16.50)	
Total	Left	500	500	E	66.8	-	-	D	52.3	-	-	D	44.7	-	-	E	64.4	-	-	D	53.6	-	-	C	43.0	-	-	no	(2.40)	no	1.30
	Right		400	400	D	36.6	0.84	317	D	35.6	0.84	293	C	30.8	0.74	244	D	36.1	0.84	313	D	36.1	0.84	296	C	33.1	0.80	282	no	(0.50)	no
Westbound	Thru	125		125	D	36.6	0.84	317	D	35.6	0.84	293	C	30.8	0.74	244	D	36.1	0.84	313	D	36.1	0.84	296	C	33.1	0.80	282	no	(0.50)	no
	Total		B	12.5	0.26	102	D	45.3	0.79	#189	D	37.1	0.74	134	D	52.2	0.86	#243	D	52.8	0.86	#243	D	41.7	0.77	147	no	(4.40)	no	7.50	
Northbound	Left	350	350	E	56.6	0.89	#264	B	15.6	0.52	218	B	14.6	0.40	152	B	12.8	0.28	113	B	15.1	0.49	211	B	14.3	0.40	155	no	0.30	no	(0.50)
	Thru		A	7.6	0.27	85	A	5.8	0.18	50	A	7.0	0.24	68	A	7.6	0.26	82	A	5.8	0.18	51	A	6.7	0.23	66	no	0.00	no	0.00	
Southbound	Right	200	200	C	25.3	89.00	-	C	20.5	0.79	-	B	18.6	0.74	-	C	23.3	0.86	-	C	22.6	0.86	-	B	19.4	0.77	-	no	(2.00)	no	2.10
	Total		F	341.5	>1.0	#791	F	113.3	>1.0	#504	F	115.2	>1.0	#551	F	345.9	>1.0	#803	F	132.4	>1.0	#519	F	102.9	>1.0	#509	no	4.40	no	19.10	
Total	Left	350	350	F	341.5	>1.0	#791	F	113.3	>1.0	#504	F	115.2	>1.0	#551	F	345.9	>1.0	#803	F	132.4	>1.0	#519	F	102.9	>1.0	#509	no	4.40	no	19.10
	Thru		D	39.4	0.53	80	F	86.4	0.99	#299	D	53.2	0.78	#198	D	46.4	0.64	82	F	93.2	>1.0	#302	F	80.5	0.93	#218	no	4.40	no	19.10	
Total	Right	200	200	C	22.4	0.54	194	C	30.7	0.84	#428	C	21.6	0.62	283	C	22.2	0.54	194	C	32.4	0.86	#430	C	23.0	0.64	283	no	(0.20)	no	1.70
	Total		C	22.4	0.54	194	C	30.7	0.84	#428	C	21.6	0.62	283	C	22.2	0.54	194	C	32.4	0.86	#430	C	23.0	0.64	283	no	(0.20)	no	1.70	
Total	Left	130	130	C	25.1	0.54	-	D	42.5	0.99	-	C	27.6	0.78	-	C	26.2	0.64	-	D	45.2	>1.0	-	C	33.9	0.93	-	no	1.10	no	2.70
	Total		F	137.0	-	-	D	50.8	-	-	D	49.8	-	-	F	138.4	-	-	E	57.0	-	-	D	47.3	-	-	no	1.40	yes	6.20	
Fulton Avenue (NY 24) & North Franklin Street (24)																															
Eastbound	Left	130	130	B	18.1	0.48	114	B	17.2	0.43	91	B	17.7	0.46	109	B	17.8	0.47	114	D	40.6	0.75	#123	B	18.0	0.47	112	no	(0.30)	yes	23.40
	Thru		B	17.9</																											

Intersection	Lane Group Movement	control type	Storage/ Link Length (Feet)	2019 No Build Condition												2019 Build Condition with Mitigation												PROJECT IMPACTS			
				Morning Peak Hour				Evening Peak Hour				Saturday Midday Peak Hour				Morning Peak Hour				Evening Peak Hour				AM		PM					
				LOS	Delay	V/C	95% Queue	LOS	Delay	V/C	95% Queue	LOS	Delay	V/C	95% Queue	LOS	Delay	V/C	95% Queue	LOS	Delay	V/C	95% Queue	LOS	Delay	V/C	95% Queue	Deterioration in LOS	Project Delay (Seconds)	Deterioration in LOS	Project Delay (Seconds)
Fulton Avenue (NY 24) & Peninsula Blvd/Bennett Avenue (25)				E	56.2	0.70	#120	F	108.3	0.91	#132	C	27.8	0.36	75	D	51.3	0.65	#118	D	47.5	0.47	#63	C	25.4	0.39	#80	no	(4.90)	no	(60.80)
Eastbound	Left		150	F	88.0	>1.0	#400	E	64.4	>1.0	#442	C	27.4	0.75	#358	E	72.6	>1.0	#412	F	122.5	>1.0	#510	C	23.5	0.72	#333	no	(15.40)	yes	58.10
	Thru			F	85.0	>1.0	-	E	67.7	>1.0	-	C	27.4	0.75	-	E	70.7	>1.0	-	F	119.9	>1.0	-	C	23.7	0.72	-	no	(14.30)	yes	52.20
	Total			F	69.3	>1.0	#291	F	102.3	>1.0	#498	C	29.8	0.82	#232	C	26.1	0.83	132	D	40.2	0.95	#270	B	13.4	0.66	93	no	(43.20)	no	(62.10)
Westbound	Left			B	12.0	0.46	138	B	14.0	0.70	348	A	8.3	0.39	155	B	12.4	0.48	141	B	18.5	0.80	382	A	8.7	0.42	160	no	0.40	no	4.50
	Thru			B	12.0	0.46	138	B	14.0	0.70	348	A	8.3	0.39	155	B	12.4	0.48	141	B	18.5	0.80	382	A	8.7	0.42	160	no	0.40	no	4.50
	Right			C	32.5	>1.0	-	D	39.2	>1.0	-	B	14.8	0.82	-	B	18.4	0.83	-	C	26.3	0.95	-	B	10.3	0.66	-	no	(14.10)	no	(12.90)
	Total			B	18.5	0.27	m27	B	17.4	0.22	19	B	14.6	0.14	16	B	18.4	0.24	m26	B	18.8	0.20	m18	B	12.1	0.16	13	no	(0.10)	no	1.40
Northbound	Left			C	31.5	0.81	#382	B	18.8	0.46	72	B	15.6	0.42	63	C	29.6	0.82	#407	C	28.4	0.77	328	B	12.4	0.39	52	no	(1.90)	yes	9.60
	Thru			A	9.2	-	-	A	8.4	-	-	A	8.6	-	-	A	9.7	-	-	A	8.2	-	-	A	9.3	-	-	no	0.50	no	(0.20)
	Right			Tx	#DIV/0!	0.81	-	Tx	#DIV/0!	0.46	-	Tx	#####	0.42	-	B	15.8	0.82	-	B	14.6	0.77	-	A	9.9	0.39	-	no	#DIV/0!	no	#DIV/0!
	Total			C	20.8	0.43	114	C	24.4	0.60	143	B	20.0	0.47	104	B	19.6	0.36	98	C	24.3	0.62	157	B	19.4	0.54	120	no	(1.20)	no	(0.10)
Southbound	Left			C	20.8	0.43	114	C	24.4	0.60	143	B	20.0	0.47	104	B	19.6	0.36	98	C	24.3	0.62	157	B	19.4	0.54	120	no	(1.20)	no	(0.10)
	Thru			C	20.8	0.43	114	C	24.4	0.60	143	B	20.0	0.47	104	B	19.6	0.36	98	C	24.3	0.62	157	B	19.4	0.54	120	no	(1.20)	no	(0.10)
	Right			C	20.8	0.43	114	C	24.4	0.60	143	B	20.0	0.47	104	B	19.6	0.36	98	C	24.3	0.62	157	B	19.4	0.54	120	no	(1.20)	no	(0.10)
	Total			D	38.4	-	-	D	37.1	-	-	B	17.9	-	-	C	29.6	-	-	D	42.1	-	-	B	14.6	-	-	no	(8.80)	no	5.00
Hempstead Turnpike & Park Blvd/East Meadow Avenue (26)				F	84.8	0.44	57	E	76.7	0.27	m29	F	105.0	0.25	m43	F	112.7	0.71	m#102	E	75.7	0.24	m16	F	113.6	0.42	m59	no	27.90	no	(1.00)
Eastbound	Left		200	C	27.1	0.53	583	F	110.5	>1.0	#1042	C	24.2	0.70	276	C	28.9	0.46	464	E	69.2	0.93	m587	C	21.1	0.58	208	no	1.80	no	(41.30)
	Thru			A	0.4	0.10	1	B	16.0	0.28	80	A	7.8	0.17	64	A	1.0	0.11	m21	C	31.6	0.26	m160	A	7.5	0.15	m60	no	0.60	yes	15.60
	Right		25	C	26.2	0.53	-	F	102.0	>1.0	-	C	23.6	0.70	-	C	29.1	0.71	-	E	66.2	0.93	-	C	22.0	0.58	-	no	2.90	no	(35.80)
	Total			E	69.1	0.41	m103	F	132.5	0.87	#311	E	72.4	0.41	134	E	72.3	0.41	m103	F	129.7	0.87	#312	E	70.7	0.41	134	no	3.20	no	(2.80)
Westbound	Left		250	B	16.4	0.82	728	D	54.4	0.68	772	C	28.8	0.42	256	C	25.1	0.89	#1180	D	54.8	0.75	815	C	30.3	0.49	295	yes	8.70	no	0.40
	Thru			A	5.3	0.72	93	A	6.8	0.24	131	A	2.6	0.24	21	A	6.5	0.74	143	A	6.0	0.24	96	A	3.0	0.25	17	no	1.20	no	(0.80)
	Right		90	B	14.6	0.82	-	D	53.8	0.87	-	C	26.4	0.42	-	C	21.4	0.89	-	D	54.0	0.87	-	C	27.7	0.49	-	yes	6.80	no	0.20
	Total			F	89.5	0.87	331	E	73.9	0.56	172	E	56.7	0.42	157	F	94.1	0.91	#358	E	71.3	0.53	178	E	56.8	0.43	161	no	4.60	no	(2.60)
Northbound	Left		100	F	259.3	>1.0	#825	E	79.4	0.63	216	E	79.4	0.84	356	F	224.9	>1.0	#759	E	71.0	0.57	216	F	80.1	0.85	360	no	(34.40)	no	(5.00)
	Thru			F	259.3	>1.0	#825	E	76.0	0.63	216	E	79.4	0.84	356	F	224.9	>1.0	#759	E	71.0	0.57	216	F	80.1	0.85	360	no	(34.40)	no	(5.00)
	Right			F	169.1	>1.0	-	E	74.7	0.63	-	E	68.4	0.84	-	F	151.9	>1.0	-	E	71.2	0.57	-	E	68.8	0.85	-	no	(17.20)	no	(3.50)
	Total			E	79.7	0.46	111	F	93.7	0.97	#535	E	68.0	0.66	218	E	73.6	0.38	111	F	97.4	0.99	#550	E	67.9	0.64	206	no	(6.10)	no	3.70
Southbound	Left		150	E	69.0	0.29	88	F	91.2	0.90	#571	E	62.4	0.45	178	E	61.6	0.24	86	F	105.2	0.98	#646	E	66.5	0.55	207	no	(7.40)	no	14.00
	Thru			E	69.0	0.29	88	F	91.2	0.90	#571	E	62.4	0.45	178	E	61.6	0.24	86	F	105.2	0.98	#646	E	66.5	0.55	207	no	(7.40)	no	14.00
	Right			E	76.9	0.46	-	F	92.8	0.90	-	E	66.5	0.66	-	E	70.6	0.38	-	F	100.1	0.98	-	E	67.5	0.55	-	no	(6.30)	no	7.30
	Total			D	43.0	-	-	F	81.6	-	-	D	35.4	-	-	D	44.2	-	-	E	67.7	-	-	C	35.0	-	-	no	1.20	no	(13.90)
Hempstead Turnpike & Front Street (NY 102) (27)				C	30.0	0.42	m609	A	8.7	0.81	m277	A	7.8	0.64	242	D	41.8	0.49	m632	B	11.7	0.84	m306	A	8.2	0.66	228	yes	11.80	yes	3.00
Eastbound	Thru		100	B	14.8	0.03	m41	A	3.3	0.12	m19	A	2.6	0.08	m21	B	19.8	0.04	m59	A	3.5	0.12	m23	A	2.6	0.08	m22	no	5.00	no	0.20
	Right			B	14.8	0.03	m41	A	3.3	0.12	m19	A	2.6	0.08	m21	B	19.8	0.04	m59	A	3.5	0.12	m23	A	2.6	0.08	m22	no	5.00	no	0.20
	Hard Right			C	29.6	0.42	-	A	8.5	0.81	-	A	7.6	0.64	-	D	41.2	0.49	-	B	11.4	0.84	-	A	8.0	0.66	-	yes	11.60	yes	2.90
	Total			D	47.0	0.31	m123	E	70.6	0.62	m295	D	44.9	0.48	m259	C	32.2	0.28	m84	D	52.8	0.59	m269	D	46.8	0.48	m300	no	(14.80)	no	(17.80)
Westbound	Hard Left		220	D	47.0	0.31	m123	E	70.6	0.62	m295	D	44.9	0.48	m259	C	32.2	0.28	m84	D	52.8	0.59	m269	D	46.8	0.48	m300	no	(14.80)	no	(17.80)
	Left			A	0.5	0.62	m0	A	1.3	0.43	m6	A	0.1	0.38	0	A	2.6	0.64	m35	A	0.5	0.45	m0	A	0.1	0.40	0	no	2.10	no	(0.80)
	Thru			A	4.7	0.62	-	B	14.0	0.62	-	A	9.1	0.48	-	A	5.5	0.64	-	A	9.3	0.59	-	A	9.0	0.48	-	no	0.80	no	(4.70)
	Total			E	58.9	0.68	319	E	76.3	0.86	411	E	58.3	0.79	374	D	47.8	0.57	319	E	76.6	0.86	415	E	58.5	0.79	377	no	(11.10)	no	0.30
Northbound	Right			E	58.9	0.68	319	E	76.3	0.86	411	E	58.3	0.79	374	D	47.8	0.57	319	E	76.6	0.86	415	E	58.5	0.79	377	no	(11.10)	no	0.30
	Hard Right			E	58.9	0.68	-	E	76.3	0.86	-	E	58.3	0.79	-	D	47.8	0.57	-	E	76.6	0.86	-	E	58.5	0.79	-	no	(11.10)	no	0.30
	Total			B	16.9	-	-	B	16.7	-	-	B	14.4	-	-	D	19.2	-	-	B	16.0	-	-	B	14.4	-	-	no	2.30	no	(0.70)
Hempstead Turnpike & Carman Avenue (28)				F	222.7	>1.0	#550	E	76.1	0.86	m367	F	85.5	0.95	#314	F	231.5	>1.0	#701	F	83.7	0.89	m388	F	93.5	0.91	m#290	no	8.80	yes	7.60
Eastbound	Left		320	C	33.3	0.46	465	F	88.7	>1.0	#1314	C	32.5	0.78	664	C	31.7	0.47	531	F	117.7	>1.0	#1373	D	36.2	0.81	695	no	(1.60)	no	29.00
	Thru			C	33.3	0.46	465	F	88.7	>1.0	#1314	C	32.5	0.78	664	C	31.7	0.47	531	F	117.7	>1.0	#1373	D	36.2	0.81	695	no	(1.60)	no	29.00
	Right			F	92.9	>1.0	-	F	86.5	>1.0	-	D	41.3	0.95	-	F	95.1	>1.0	-	F	111.8	>1.0	-	D	44.9	0.91	-	no	2.20	no	25.30
	Total			F	80.6	0.19	m20	E	58.4	0.40	m91	D	45.4	0.20	m62	F	80.7	0.19	m20	E	57.6	0.40	m89	D	45.4	0.20	m61	no	0.10	no	(0.80)
Westbound	Left		250	D	50.3																										

Intersection	Lane Group Movement	control type	Storage/ Link Length (Feet)	2019 No Build Condition												2019 Build Condition with Mitigation												PROJECT IMPACTS			
				Morning Peak Hour				Evening Peak Hour				Saturday Midday Peak Hour				Morning Peak Hour				Evening Peak Hour				AM		PM					
				LOS	Delay	V/C	95% Queue	LOS	Delay	V/C	95% Queue	LOS	Delay	V/C	95% Queue	LOS	Delay	V/C	95% Queue	LOS	Delay	V/C	95% Queue	LOS	Delay	V/C	95% Queue	Deterioration in LOS	Project Delay (Seconds)	Deterioration in LOS	Project Delay (Seconds)
Hempstead Turnpike & Newbridge Road (NY 106) (29)																															
Eastbound	Left	300	F	149.8	>1.0	m#314	E	78.9	1.00	m#239	F	93.9	0.91	m#291	F	159.2	>1.0	m#323	E	66.9	0.98	m#224	F	108.3	1.00	m#341	no	9.40	no	(12.00)	
	Thru		C	20.6	0.52	95	E	61.6	0.99	m#854	C	27.3	0.70	m#372	B	14.1	0.53	126	E	69.7	>1.0	m#817	C	27.7	0.72	m#393	no	(6.50)	no	8.10	
	Right		C	20.6	0.52	95	E	61.6	0.99	m#854	C	27.3	0.70	m#372	B	14.1	0.53	126	E	69.7	0.84	m#817	C	27.7	0.72	m#393	no	(6.50)	no	8.10	
Westbound	Total		D	45.0	>1.0	-	E	63.9	1.00	-	D	39.5	0.91	-	D	41.6	>1.0	-	E	69.4	>1.0	-	D	43.6	1.00	-	no	(3.40)	no	5.50	
	Left	200	F	88.2	0.44	89	F	92.7	0.81	212	E	79.9	0.72	168	F	88.0	0.43	87	F	94.6	0.84	#230	E	79.9	0.72	168	no	(0.20)	no	1.90	
	Thru		F	80.8	>1.0	#1357	D	39.1	0.80	742	D	40.0	0.82	705	F	88.8	>1.0	#1407	D	40.2	0.82	767	D	41.4	0.85	737	no	8.00	no	1.10	
Northbound	Right		F	80.8	>1.0	#1357	D	39.1	0.80	742	D	40.0	0.82	705	F	88.8	>1.0	#1407	D	40.2	0.82	767	D	41.4	0.85	737	no	8.00	no	1.10	
	Total		F	81.0	>1.0	-	D	45.7	0.81	-	D	44.5	0.82	-	F	88.8	>1.0	-	D	47.3	0.84	-	D	45.6	0.85	-	no	7.80	no	1.60	
	Left	250	F	110.5	0.93	#295	F	90.2	0.77	186	F	82.6	0.80	209	F	116.2	0.96	#319	F	90.2	0.77	188	F	82.6	0.80	209	no	5.70	no	0.00	
Southbound	Thru		F	104.0	>1.0	#674	F	80.7	0.85	351	E	68.0	0.76	306	F	104.5	>1.0	#678	F	81.2	0.85	360	E	67.9	0.76	304	no	0.50	no	0.50	
	Right	275	D	43.8	0.47	284	D	48.7	0.43	243	D	42.1	0.41	214	D	43.9	0.47	281	D	48.2	0.42	244	D	42.3	0.41	216	no	0.10	no	(0.50)	
	Total		F	95.0	>1.0	-	E	76.5	0.85	-	E	67.3	0.80	-	F	97.0	>1.0	-	E	76.8	0.85	-	E	67.2	0.80	-	no	2.00	no	0.30	
Uniondale Avenue & Front Street (NY 102) (30)																															
Eastbound	Left	130	D	35.7	0.70	193	C	30.8	0.49	141	C	27.9	0.32	87	C	35.0	0.68	192	C	30.1	0.47	138	C	27.8	0.32	87	no	(0.70)	no	(0.70)	
	Thru		C	33.5	0.76	376	D	38.7	0.85	555	C	33.8	0.75	354	C	33.6	0.76	382	D	38.7	0.85	553	C	33.8	0.75	354	no	0.10	no	0.00	
	Right	90	B	12.6	0.17	52	B	14.3	0.20	74	B	12.7	0.17	52	B	12.7	0.17	52	B	14.3	0.20	75	B	12.7	0.34	89	no	0.10	no	0.00	
Westbound	Total		C	31.6	0.76	-	C	34.0	0.85	-	C	27.5	0.75	-	C	31.4	0.76	-	C	33.8	0.85	-	C	27.5	0.75	-	no	(0.20)	no	(0.20)	
	Left	150	B	18.7	0.45	97	C	29.3	0.76	#155	C	23.4	0.63	153	B	18.6	0.45	96	C	30.0	0.77	#160	C	23.0	0.62	149	no	(0.10)	no	0.70	
	Thru		C	22.4	0.65	352	C	21.1	0.62	400	C	20.8	0.57	305	C	22.1	0.63	342	C	20.7	0.60	383	C	20.7	0.56	300	no	(0.30)	no	(0.40)	
Northbound	Right	100	A	6.7	0.07	26	A	6.5	0.06	24	A	6.3	0.07	25	A	6.5	0.05	21	A	6.1	0.07	24	A	6.1	0.07	20	no	(0.20)	no	0.00	
	Total		C	20.5	0.65	-	C	22.6	0.76	-	C	20.6	0.63	-	C	20.2	0.63	-	C	22.7	0.77	-	C	20.4	0.62	-	no	(0.30)	no	0.10	
	Left	190	C	25.7	0.48	152	D	44.7	0.75	#182	D	37.0	0.72	#195	C	25.8	0.49	149	D	44.8	0.75	#182	D	38.1	0.73	#202	no	0.10	no	0.10	
Southbound	Thru		D	38.1	0.84	#846	D	45.3	0.86	#706	C	27.6	0.65	475	D	39.0	0.85	#849	D	46.4	0.87	#724	C	27.6	0.65	474	no	0.90	no	1.10	
	Right		D	38.1	0.84	#846	D	45.3	0.86	#706	C	27.6	0.65	475	D	39.0	0.85	#849	D	46.4	0.87	#724	C	27.6	0.65	474	no	0.90	no	1.10	
	Total		D	35.7	0.84	-	D	45.2	0.86	-	C	29.9	0.72	-	D	36.5	0.85	-	D	46.1	0.87	-	C	30.2	0.73	-	no	0.80	no	0.90	
Total	Left	65	D	54.5	0.39	#62	F	80.9	0.58	#86	D	52.5	0.50	#95	E	55.4	0.40	#65	D	53.1	0.50	#96	yes	0.90	no	(2.40)					
	Thru		D	35.8	0.50	285	F	82.3	0.99	#646	D	54.0	0.87	#572	D	36.3	0.52	290	F	84.9	1.00	#655	E	56.8	0.90	#593	no	0.50	no	2.60	
	Right		D	35.8	0.50	285	F	82.3	0.99	#646	D	54.0	0.87	#572	D	36.3	0.52	290	F	84.9	1.00	#655	E	56.8	0.90	#593	no	0.50	no	2.60	
Uniondale Avenue & Jerusalem Avenue (31)																															
Eastbound	Left	125	F	106.6	0.93	#132	E	59.2	0.66	#99	F	128.5	>1.0	#205	F	104.7	0.92	#131	E	65.7	0.71	#107	F	133.5	>1.0	#205	no	(1.90)	no	6.50	
	Thru		C	22.7	0.57	166	E	70.7	>1.0	#461	C	20.1	0.44	136	C	22.6	0.56	164	E	75.5	>1.0	#471	B	20.0	0.44	135	no	(0.10)	no	4.80	
	Right		C	22.7	0.57	166	E	70.7	>1.0	#461	C	20.1	0.44	136	C	22.6	0.56	164	E	75.5	>1.0	#471	B	20.0	0.44	135	no	(0.10)	no	4.80	
Westbound	Total		C	34.1	0.93	-	E	70.1	>1.0	-	D	46.7	>1.0	-	C	33.8	0.92	-	E	75.0	>1.0	-	D	47.9	>1.0	-	no	(0.30)	no	4.90	
	Left	100	E	61.4	0.76	#151	F	95.4	0.88	#132	C	33.5	0.52	#113	D	50.5	0.67	#133	F	87.1	0.84	#126	C	33.0	0.51	#112	no	(10.90)	no	(8.30)	
	Thru		E	60.8	>1.0	#467	C	25.9	0.71	#241	C	20.3	0.55	173	E	65.5	>1.0	#476	C	26.6	0.73	#267	C	20.4	0.56	175	no	4.70	no	0.70	
Northbound	Right		E	60.8	>1.0	#467	C	25.9	0.71	#241	C	20.3	0.55	173	E	65.5	>1.0	#476	C	26.6	0.73	#267	C	20.4	0.56	175	no	4.70	no	0.70	
	Total		E	60.8	>1.0	-	C	33.0	0.88	-	C	22.3	0.55	-	E	64.2	>1.0	-	C	32.4	0.84	-	C	22.2	0.56	-	no	3.40	no	(0.60)	
	Left	170	B	10.3	0.39	51	C	20.2	0.63	66	B	13.9	0.43	34	B	10.6	0.41	54	C	20.6	0.64	69	B	14.4	0.45	37	no	0.30	no	0.40	
Southbound	Thru		C	33.8	0.87	#446	C	33.9	0.87	#418	C	33.0	0.87	#477	C	34.1	0.87	#452	C	33.7	0.86	#413	C	32.7	0.87	#471	no	0.30	no	(0.20)	
	Right		C	33.8	0.87	#446	C	33.9	0.87	#418	C	33.0	0.87	#477	C	34.1	0.87	#452	C	33.7	0.86	#413	C	32.7	0.87	#471	no	0.30	no	(0.20)	
	Total		C	29.3	0.87	-	C	31.0	0.87	-	C	30.7	0.87	-	C	29.3	0.87	-	C	30.8	0.86	-	C	30.3	0.87	-	no	0.00	no	(0.20)	
Total	Left	140	B	14.5	0.54	52	B	17.8	0.62	75	B	17.3	0.57	57	B	15.0	0.54	53	B	18.0	0.62	77	B	17.3	0.56	57	no	0.50	no	0.20	
	Thru		B	17.1	0.53	209	C	24.9	0.76	#431	C	25.0	0.80	382	B	17.4	0.53	211	C	25.5	0.77	#435	C	25.8	0.81	#400	no	0.30	no	0.60	
	Right		B	17.1	0.53	209	C	24.9	0.76	#431	C	25.0	0.80	382	B	17.4	0.53	211	C	25.5	0.77	#435	C	25.8	0.81	#400	no	0.30	no	0.60	
Merrick Avenue & Front Street (NY 102) (32)																															
Eastbound	Left	200	D	47.0	0.66	142	D	43.7	0.57	146	C	30.9	0.43	129	D	51.4	0.71	151	D	43.0	0.53	142	D	35.8	0.47	140	no	4.40	no	(0.70)	
	Thru		F	88.4	0.95	#663	E	80.0	0.91	#614	E	69.3	0.91	#679	F	88.9	0.95	#666	F	82.1	0.92	#625	F	81.6	0.95	#796	no	0.50	yes	2.10	
	Right	150	C	29.3	0.25	98	C	28.8	0.22	87	C	26.8	0.2																		

Intersection	Lane Group Movement	control type	Storage/ Link Length (Feet)	2019 No Build Condition												2019 Build Condition with Mitigation												PROJECT IMPACTS			
				Morning Peak Hour				Evening Peak Hour				Saturday Midday Peak Hour				Morning Peak Hour				Evening Peak Hour				AM		PM					
				LOS	Delay	V/C	95% Queue	LOS	Delay	V/C	95% Queue	LOS	Delay	V/C	95% Queue	LOS	Delay	V/C	95% Queue	LOS	Delay	V/C	95% Queue	LOS	Delay	V/C	95% Queue	Deterioration in LOS	Project Delay (Seconds)	Deterioration in LOS	Project Delay (Seconds)
Merrick Avenue & North Jerusalem Road (33)																															
Eastbound	Left		150	D	44.7	0.71	130	C	32.1	0.54	101	C	27.5	0.52	106	D	46.5	0.73	#135	C	32.1	0.54	95	C	29.2	0.55	107	no	1.80	no	0.00
	Thru			C	20.8	0.32	90	C	23.8	0.50	127	B	16.2	0.21	54	C	21.2	0.32	89	C	24.9	0.55	127	B	16.8	0.22	52	no	0.40	no	1.10
	Right			C	20.8	0.32	90	C	23.8	0.50	127	B	16.2	0.21	54	C	21.2	0.32	89	C	24.9	0.55	127	B	16.8	0.22	52	no	0.40	no	1.10
Westbound	Total			C	28.6	0.71	-	C	25.7	0.54	-	C	21.0	0.52	-	C	29.6	0.73	-	C	26.5	0.55	-	C	22.3	0.55	-	no	1.00	no	0.80
	Left		70	B	16.0	0.55	108	B	18.4	0.56	97	B	13.0	0.45	83	B	17.3	0.61	125	B	16.9	0.49	83	B	13.6	0.42	87	no	1.30	no	(1.50)
	Thru			B	11.6	0.34	96	B	11.3	0.21	58	A	7.7	0.15	36	B	11.5	0.34	96	B	11.7	0.20	57	A	8.3	0.14	37	no	(0.10)	no	0.40
Northbound	Right			B	11.6	0.34	96	B	11.3	0.21	58	A	7.7	0.15	36	B	11.5	0.34	96	B	11.7	0.20	57	A	8.3	0.14	37	no	(0.10)	no	0.40
	Total			B	13.0	0.55	-	B	14.2	0.56	-	B	10.2	0.45	-	B	13.9	0.61	-	B	13.7	0.49	-	B	10.9	0.42	-	no	0.90	no	(0.50)
	Left		100	C	20.2	0.14	32	C	31.6	0.37	#59	B	17.6	0.11	24	C	20.7	0.14	32	C	29.9	0.37	#58	B	16.7	0.10	23	no	0.50	no	(1.70)
Southbound	Thru			C	26.2	0.80	#374	B	16.3	0.55	243	B	14.2	0.40	185	C	32.7	0.89	#438	B	17.0	0.62	277	B	14.6	0.46	223	no	6.50	no	0.70
	Right			C	26.2	0.80	#374	B	16.3	0.55	243	B	14.2	0.40	185	C	32.7	0.89	#438	B	17.0	0.62	277	B	14.6	0.46	223	no	6.50	no	0.70
	Total			C	26.0	0.80	-	B	17.0	0.55	-	B	14.3	0.40	-	C	32.4	0.89	-	B	17.5	0.62	-	B	14.7	0.46	-	no	6.40	no	0.50
Total	Left		150	F	81.3	0.78	#114	E	57.9	0.76	#160	C	21.7	0.32	74	F	84.0	0.79	#114	F	129.9	>1.0	#173	C	28.4	0.43	#98	no	2.70	yes	72.00
	Thru			B	18.2	0.48	184	B	18.7	0.64	306	B	15.1	0.48	230	B	18.8	0.49	182	B	19.4	0.69	#336	B	14.3	0.46	215	no	0.60	no	0.70
	Right			B	18.2	0.48	184	B	18.7	0.64	306	B	15.1	0.48	230	B	18.8	0.49	182	B	19.4	0.69	#336	B	14.3	0.46	215	no	0.60	no	0.70
Total	Total			C	24.2	0.78	-	C	22.7	0.76	-	B	15.7	0.48	-	C	25.1	0.79	-	C	29.8	>1.0	-	B	15.5	0.46	-	no	0.90	no	7.10
				C	22.5	-	-	C	20.2	-	-	B	15.0	-	-	C	25.3	-	-	C	23.1	-	-	B	15.4	-	-	no	2.80	no	2.90
Hempstead Turnpike & Eisenhower Park Pedestrian Gateway (36)																															
Eastbound	U-Turn		225	C	21.2	0.24	m7	A	0.2	0.17	m0	A	0.5	0.09	m0	C	20.6	0.24	m5	A	0.3	0.21	m0	A	0.7	0.11	m0	no	(0.60)	no	0.10
	Thru			A	0.1	0.27	0	A	4.5	0.53	m35	A	0.1	0.35	0	A	0.1	0.29	m0	A	5.5	0.54	m19	A	0.1	0.37	0	no	0.00	no	1.00
	Right			A	0.1	0.27	0	A	4.5	0.53	m35	A	0.1	0.35	0	A	0.1	0.29	m0	A	5.5	0.54	m19	A	0.1	0.37	0	no	0.00	no	1.00
Westbound	Total			A	0.3	0.27	-	A	4.5	0.53	-	A	0.1	0.35	-	A	0.3	0.29	-	A	5.5	0.54	-	A	0.2	0.37	-	no	0.00	no	1.00
	U-Turn			A	0.2	0.05	m0	C	28.9	0.41	m38	A	4.8	0.31	15	A	0.3	0.05	m0	D	36.8	0.46	m37	A	6.8	0.34	39	no	0.10	yes	7.90
	Left		225	A	0.2	0.05	m0	C	28.9	0.41	m38	A	4.8	0.31	15	A	0.3	0.05	m0	D	36.8	0.46	m37	A	6.8	0.34	39	no	0.10	yes	7.90
Total	Thru			A	1.2	0.68	0	A	0.2	0.39	0	A	0.2	0.31	0	A	1.2	0.70	0	A	0.2	0.42	0	A	0.2	0.33	0	no	0.00	no	0.00
	Total			A	1.2	0.68	-	A	0.6	0.41	-	A	0.3	0.31	-	A	1.2	0.70	-	A	0.7	0.42	-	A	0.4	0.34	-	no	0.00	no	0.10
				A	0.9	-	-	A	2.8	-	-	A	0.2	-	-	A	1.0	-	-	A	3.4	-	-	A	0.3	-	-	no	0.10	no	0.60
Hempstead Turnpike & Coolidge Drive (37)																															
Eastbound	U-Turn		225	D	39.0	0.38	#41	C	22.9	0.34	m65	A	3.8	0.26	10	D	38.6	0.38	#40	C	29.1	0.41	m49	A	4.6	0.29	10	no	(0.40)	no	6.20
	Thru			A	2.4	0.38	248	D	37.3	0.63	719	A	1.3	0.44	62	A	2.5	0.39	272	E	60.3	0.65	752	A	1.3	0.46	64	no	0.10	yes	23.00
	Right			A	2.4	0.38	248	D	37.3	0.63	719	A	1.3	0.44	62	A	2.5	0.39	272	E	60.3	0.65	752	A	1.3	0.46	64	no	0.10	yes	23.00
Westbound	Total			A	2.8	0.38	-	D	37.1	0.63	-	A	1.4	0.44	-	A	2.9	0.39	-	E	59.8	0.65	-	A	1.4	0.46	-	no	0.10	yes	22.70
	U-Turn			E	76.3	0.30	m32	E	78.7	0.49	m88	F	86.8	0.32	m69	E	71.5	0.30	m31	E	76.4	0.49	m83	F	85.1	0.32	m65	no	(4.80)	no	(2.30)
	Left		240	E	76.3	0.30	310	E	78.7	0.49	79	F	86.8	0.32	m69	E	71.5	0.30	m31	E	76.4	0.49	m83	F	85.1	0.32	m65	no	(4.80)	no	(2.30)
Northbound	Thru			A	4.7	0.68	310	A	1.9	0.45	79	A	0.8	0.34	16	A	6.1	0.71	321	A	2.0	0.49	132	A	0.9	0.37	25	no	1.40	no	0.10
	Total			A	5.2	0.68	-	A	3.8	0.49	-	A	2.3	0.34	-	A	6.6	0.71	-	A	3.7	0.49	-	A	2.3	0.37	-	no	1.40	no	(0.10)
	Left			F	90.1	0.52	143	F	81.8	0.36	83	E	72.9	0.33	76	F	90.1	0.52	143	F	81.8	0.36	83	E	72.9	0.33	76	no	0.00	no	0.00
Total	Right			C	22.0	0.21	37	C	23.9	0.20	25	B	19.7	0.28	30	C	22.0	0.21	37	C	23.9	0.20	25	B	19.7	0.28	30	no	0.00	no	0.00
	Total			E	68.8	0.52	-	E	59.3	0.36	-	D	45.2	0.33	-	E	68.8	0.52	-	E	59.3	0.36	-	D	45.2	0.33	-	no	0.00	no	0.00
				A	6.1	-	-	C	23.0	-	-	A	3.0	-	-	A	6.9	-	-	C	35.0	-	-	A	3.0	-	-	no	0.80	no	12.00
Merrick Avenue & Bellmore Avenue (38)																															
Northwestbound	Thru			C	21.3	0.84	#413	A	4.4	0.38	42	A	3.0	0.27	28	C	33.3	0.95	#507	A	8.7	0.48	118	A	6.2	0.35	64	no	12.00	no	4.30
	Total			C	21.3	0.84	-	A	4.4	0.38	-	A	3.0	0.27	-	C	33.3	0.95	-	A	8.7	0.48	-	A	6.2	0.35	-	no	12.00	no	4.30
	Northbound			C	25.0	0.80	260	B	20.0	0.55	147	C	20.6	0.61	150	C	26.0	0.83	287	C	28.5	0.72	214	C	22.4	0.70	180	no	1.00	yes	8.50
Southbound	Hard Right			C	25.0	0.80	260	B	20.0	0.55	147	C	20.6	0.61	150	C	26.0	0.83	287	C	28.5	0.72	214	C	22.4	0.70	180	no	1.00	yes	8.50
	Total			C	25.0	0.80	-	B	20.0	0.55	-	C	20.6	0.61	-	C	26.0	0.83	-	C	28.5	0.72	-	C	22.4	0.70	-	no	1.00	yes	8.50
	Left		280	B	11.3	0.32	53	D	52.1	>1.0	#217	B	13.9	0.70	71	B	12.4	0.35	56	D	42.6	1.00	#363	D	37.0	0.96	106	no	1.10	no	(9.50)
Total	Thru			A	0.1	0.09	0	A	0.2	0.31	0	A	0.2	0.24	0	A	0.1	0.09	0	A	0.3	0.34	0	A	0.2	0.23	0	no	0.00	no	0.10
	Total			A	5.0	0.32	-	C	25.0	>1.0	-	A	6.1	0.70	-	A	5.5	0.35	-	C	21.7	1.00	-	B	18.8	0.96	-	no	0.50	no	(3.30)
				B	19.3	-	-	C	20.2	-	-	A	9.5	-	-	C	25.3	-	-	C	20.4	-	-	B	17.5	-	-	yes	6.00	no	0.20
Stewart Avenue & Endo Boulevard/Merchants Concourse (39)																															
Eastbound	Left			D	37.8	0.58	280	F	190.1	>1.0	#1073	E	61.3	0.95	#626	D	37.8	0.58	279	F	194.0	>1.0	#1080	E	64.2	0.96	#639	no	0.00	no	3.90
	Thru			C	22.9	0.24	137	D																							

Intersection	Lane Group Movement	control type	Storage/ Link Length (Feet)	2019 No Build Condition												2019 Build Condition with Mitigation												PROJECT IMPACTS			
				Morning Peak Hour				Evening Peak Hour				Saturday Midday Peak Hour				Morning Peak Hour				Evening Peak Hour				AM		PM					
				LOS	Delay	V/C	95% Queue	LOS	Delay	V/C	95% Queue	LOS	Delay	V/C	95% Queue	LOS	Delay	V/C	95% Queue	LOS	Delay	V/C	95% Queue	LOS	Delay	V/C	95% Queue	Deterioration in LOS	Project Delay (Seconds)	Deterioration in LOS	Project Delay (Seconds)
Stewart Avenue & Ring Road West (Roosevelt Field) (40)																															
Eastbound	Left	300	C	31.1	0.85	#335	F	104.9	>1.0	#573	F	138.4	>1.0	#562	C	32.7	0.86	#346	F	102.9	>1.0	#563	F	180.2	>1.0	#625	no	1.60	no	(2.00)	
	Thru		A	3.8	0.35	77	A	6.6	0.53	179	A	4.1	0.30	65	A	3.8	0.34	76	A	6.1	0.52	167	A	4.1	0.29	64	no	0.00	no	(0.50)	
	Total		B	12.3	0.85	-	C	34.8	>1.0	-	E	62.2	>1.0	-	B	12.9	0.86	-	C	34.0	>1.0	-	F	84.8	>1.0	-	no	0.60	no	(0.80)	
Westbound	Thru	200	C	30.5	0.89	#292	C	34.8	0.91	#324	C	20.1	0.55	144	C	34.2	0.93	#313	C	33.7	0.91	#317	C	20.2	0.55	144	no	3.70	no	(1.10)	
	Right		C	30.5	0.89	#292	C	34.8	0.91	#324	C	20.1	0.55	144	C	34.2	0.93	#313	C	33.7	0.91	#317	C	20.2	0.55	144	no	3.70	no	(1.10)	
	Total		C	30.5	0.89	-	C	34.8	0.91	-	C	20.1	0.55	-	C	34.2	0.93	-	C	33.7	0.91	-	C	20.2	0.55	-	no	3.70	no	(1.10)	
Southbound	Left	200	C	24.1	0.16	35	C	25.3	0.49	103	C	25.9	0.32	62	C	24.2	0.17	36	C	25.2	0.45	90	C	24.8	0.31	62	no	0.10	no	(0.10)	
	Thru		A	2.1	0.32	28	D	40.7	>1.0	#657	A	2.9	0.56	39	A	2.0	0.30	27	D	45.9	>1.0	#662	A	3.2	0.58	44	no	(0.10)	no	5.20	
	Total		A	7.4	0.32	-	D	37.1	>1.0	-	A	8.4	0.56	-	A	7.9	0.30	-	D	41.7	>1.0	-	A	8.1	0.58	-	no	0.50	no	4.60	
Total	B	18.8	-	-	D	35.4	-	-	D	39.7	-	-	C	21.0	-	-	D	36.0	-	-	D	51.7	-	-	yes	2.20	no	0.60			
Stewart Avenue & Clinton Road (41)																															
Eastbound	Left	225	E	60.7	0.77	239	E	62.1	0.77	233	E	63.2	0.64	160	E	60.2	0.77	236	E	62.9	0.78	243	D	52.0	0.66	170	no	(0.50)	no	0.80	
	Thru		C	28.0	0.58	326	D	50.6	0.94	#620	C	33.4	0.66	313	C	27.9	0.58	329	D	51.4	0.95	#626	C	32.0	0.65	316	no	(0.10)	no	0.80	
	Total		C	28.0	0.58	326	D	50.6	0.94	#620	C	33.4	0.66	313	C	27.9	0.58	329	D	51.4	0.95	#626	C	32.0	0.65	316	no	(0.10)	no	0.80	
Westbound	Left	300	D	55.0	0.49	98	E	59.1	0.78	247	D	50.0	0.66	195	D	54.9	0.49	98	E	59.2	0.78	247	D	47.2	0.67	197	no	(0.10)	no	0.10	
	Thru		D	51.2	0.93	#638	E	55.3	0.96	#771	C	31.1	0.67	409	D	54.8	0.96	#674	E	61.6	0.99	#789	C	31.1	0.69	432	no	3.60	no	6.30	
	Total		D	51.2	0.93	#638	E	55.3	0.96	#771	C	31.1	0.67	409	D	54.8	0.96	#674	E	61.6	0.99	#789	C	31.1	0.69	432	no	3.60	no	6.30	
Northbound	Left	25	D	37.2	0.78	376	D	40.4	0.94	#340	C	26.8	0.46	214	D	36.5	0.76	365	D	37.9	0.97	285	C	26.7	0.46	212	no	(0.70)	no	(2.50)	
	Thru		D	37.2	0.78	376	D	40.4	0.94	#340	C	26.8	0.46	214	D	36.5	0.76	365	D	37.9	0.97	285	B	14.5	0.46	212	no	(0.70)	no	(2.50)	
	Total		C	22.9	0.48	279	B	18.2	0.46	274	B	13.5	0.39	228	C	22.7	0.47	272	B	18.1	0.46	270	B	14.5	0.41	242	no	(0.20)	no	(0.10)	
Southbound	Left	25	C	32.5	0.78	-	C	31.6	0.94	-	C	21.1	0.46	-	C	21.1	0.46	-	C	29.5	0.97	-	C	21.3	0.46	-	no	(0.50)	no	(2.10)	
	Thru		D	38.7	0.74	332	F	85.9	>1.0	#603	C	30.5	0.66	330	D	37.9	0.73	324	E	76.8	>1.0	#583	C	30.7	0.66	324	no	(0.80)	no	(9.10)	
	Total		D	38.7	0.74	332	F	85.9	>1.0	#603	C	30.5	0.66	330	D	37.9	0.73	324	E	76.8	>1.0	#583	C	30.7	0.66	324	no	(0.80)	no	(9.10)	
Total	D	39.1	-	-	E	55.5	-	-	C	32.2	-	-	D	39.9	-	-	E	55.5	-	-	C	31.3	-	-	no	0.80	no	0.00			
Old Country Road & Merchants Concourse/Elison Avenue (42)																															
Eastbound	Left	560	B	11.4	0.14	15	C	22.4	0.65	83	B	18.4	0.47	51	B	11.8	0.15	16	C	22.4	0.65	83	B	18.6	0.49	54	no	0.40	no	0.00	
	Thru		C	20.7	0.36	145	F	128.5	>1.0	#703	C	36.6	0.80	435	C	21.6	0.37	145	F	128.5	>1.0	#703	C	35.0	0.77	440	no	0.90	no	0.00	
	Total		A	4.8	0.13	24	A	4.1	0.38	43	A	4.4	0.46	48	A	4.8	0.14	24	A	4.1	0.38	43	A	4.3	0.45	48	no	0.00	no	0.00	
Westbound	Left	220	B	18.7	0.36	-	F	110.0	>1.0	-	C	29.7	0.80	-	B	19.6	0.37	-	F	110.0	>1.0	-	C	28.5	0.77	-	no	0.90	no	0.00	
	Thru		C	20.5	0.70	#177	E	74.3	0.97	#285	D	50.2	0.83	#306	C	24.1	0.74	#235	E	74.3	0.97	#285	D	48.2	0.83	#265	no	3.60	no	0.00	
	Total		B	18.2	0.66	419	C	29.6	0.80	417	C	25.8	0.62	419	B	19.1	0.68	437	C	29.7	0.80	419	C	26.2	0.63	425	no	0.90	no	0.10	
Northbound	Left	300	B	18.5	0.70	-	D	35.8	0.97	-	C	29.2	0.83	-	B	19.8	0.74	-	D	35.8	0.97	-	C	29.1	0.83	-	no	1.30	no	0.00	
	Thru		D	38.1	0.33	65	D	36.2	0.41	107	D	52.3	0.73	201	D	37.4	0.32	64	D	36.2	0.41	107	D	52.5	0.74	201	no	(0.70)	no	0.00	
	Total		D	42.3	0.58	130	F	86.1	1.00	#361	D	50.6	0.56	185	D	42.5	0.61	139	F	93.5	>1.0	#377	D	50.8	0.56	185	no	0.20	no	7.40	
Southbound	Left	25	A	4.9	0.24	28	C	27.8	0.54	198	B	14.2	0.40	116	A	4.9	0.23	27	C	28.0	0.54	198	B	12.7	0.41	104	no	0.00	no	0.20	
	Thru		C	29.3	0.58	-	D	52.9	1.00	-	D	40.7	0.73	-	C	29.6	0.61	-	E	56.3	>1.0	-	D	40.5	0.74	-	no	0.30	yes	3.40	
	Total		E	56.8	0.82	#197	F	266.1	>1.0	#438	D	50.9	0.75	192	E	57.2	0.82	#199	F	271.5	>1.0	#442	D	51.2	0.75	199	no	0.40	no	5.40	
Total	Left	25	E	56.8	0.82	#197	F	266.1	>1.0	#438	D	50.9	0.75	192	E	57.2	0.82	#199	F	271.5	>1.0	#442	D	51.2	0.75	199	no	0.40	no	5.40	
	Thru		E	56.8	0.82	#197	F	266.1	>1.0	#438	D	50.9	0.75	192	E	57.2	0.82	#199	F	271.5	>1.0	#442	D	51.2	0.75	199	no	0.40	no	5.40	
	Total		E	56.8	0.82	#197	F	266.1	>1.0	#438	D	50.9	0.75	192	E	57.2	0.82	#199	F	271.5	>1.0	#442	D	51.2	0.75	199	no	0.40	no	5.40	
Total	C	23.6	-	-	F	95.9	-	-	C	33.2	-	-	C	24.6	-	-	F	97.1	-	-	C	32.7	-	-	no	1.00	no	1.20			
Old Country Road & Salisbury Park Drive/School Street (43)																															
Eastbound	Left	325	E	57.1	0.75	#160	F	84.0	0.92	#279	D	37.8	0.66	101	E	63.6	0.79	#185	F	84.3	0.92	#279	D	35.5	0.61	85	no	6.50	no	0.30	
	Thru		B	19.3	0.53	421	D	43.1	0.97	#1267	C	26.0	0.76	614	B	19.5	0.54	433	D	45.3	0.98	#1289	C	26.9	0.78	642	no	0.20	no	2.20	
	Total		A	0.2	0.13	0	A	2.5	0.69	0	A	0.3	0.21	0	A	0.2	0.13	0	A	2.6	0.69	0	A	0.3	0.21	0	no	0.00	no	0.10	
Westbound	Left	200	B	20.0	0.75	-	C	31.8	0.97	-	C	21.9	0.76	-	C	21.1	0.79	-	C	33.1	0.98	-	C	22.5	0.78	-	yes	1.10	no	1.30	
	Thru		B	14.0	0.02	7	C	21.2	0.32	28	B	15.9	0.20	24	B	14.0	0.02	7	C	21.3	0.32	28	B	16.3	0.22	24	no	0.00	no	0.10	
	Total		E	59.5	>1.0	#1103	D	46.0	0.95	#1047	C	31.9	0.83	681	E	65.8	>1.0	#1138	D	47.8	0.96	#1067	C	32.1	0.83	698	no	6.30	no	1.80	
Northbound	Left	200	E	59.5	>1.0	#1103	D	46.0	0.95	#1047	C	31.9	0.83	681	E	65.8	>1.0	#1138	D	47.8	0.96	#1067	C	32.1	0.83	698	no	6.30	no	1.80	
	Thru		E	59.4	>1.0	-	D	45.5	0.95	-	C	31.6	0.83	-	E	65.6	>1.0	-	D	47.3	0.96	-	C	31.8	0.83	-	no	6.20	no	1.80	
	Total		F	107.5	>1.0	#565	E	63.5	0.67	210	D	53.2	0.62	213	F	108.8	>1.0	#565	E	63.6	0.68	213	D	53.6	0.62	213	no	1.30	no	0.10	
Southbound	Left	200	E	58.6	0.54	270	E	62.1	0.59	212	D	50.9	0.4																		

Intersection	Lane Group Movement	control type	Storage/ Link Length (Feet)	2019 No Build Condition												2019 Build Condition with Mitigation												PROJECT IMPACTS			
				Morning Peak Hour				Evening Peak Hour				Saturday Midday Peak Hour				Morning Peak Hour				Evening Peak Hour				AM		PM					
				LOS	Delay	V/C	95% Queue	LOS	Delay	V/C	95% Queue	LOS	Delay	V/C	95% Queue	LOS	Delay	V/C	95% Queue	LOS	Delay	V/C	95% Queue	LOS	Delay	V/C	95% Queue	Deterioration in LOS	Project Delay (Seconds)	Deterioration in LOS	Project Delay (Seconds)
Merrick Avenue & Jerusalem Avenue (44)																															
Eastbound	Left	75	D	43.9	0.31	55	D	37.8	0.30	86	D	38.5	0.22	60	D	43.2	0.30	55	D	37.7	0.30	86	D	38.5	0.22	60	no	(0.70)	no	(0.10)	
	Thru		D	43.2	0.60	172	D	48.8	0.82	319	D	42.7	0.60	174	D	43.0	0.61	183	D	48.8	0.82	318	D	42.9	0.60	174	no	(0.20)	no	0.00	
To Ramp	Hard Right	150	D	43.2	0.60	172	D	48.8	0.82	319	D	42.7	0.60	174	D	43.0	0.61	183	D	48.8	0.82	318	D	42.9	0.60	174	no	(0.20)	no	0.00	
	Total		D	43.3	0.60	-	D	47.8	0.82	-	D	42.3	0.79	-	D	43.0	0.61	-	D	47.7	0.82	-	D	42.4	0.60	-	no	(0.30)	no	(0.10)	
Westbound	Left	150	D	39.5	0.78	#250	E	55.4	0.88	#287	D	40.3	0.79	235	D	37.4	0.75	234	E	56.7	0.89	#296	D	41.4	0.80	239	no	(2.10)	no	1.30	
	Soft Left		D	39.5	0.78	#250	E	55.4	0.88	#287	D	40.3	0.79	235	D	37.4	0.75	234	E	56.7	0.89	#296	D	41.4	0.80	239	no	(2.10)	no	1.30	
To Ramp	Thru	180	C	29.4	0.63	289	C	21.5	0.26	127	C	22.4	0.22	90	C	29.2	0.64	297	C	21.4	0.25	123	C	22.4	0.21	86	no	(0.20)	no	(0.10)	
	Right		C	29.4	0.63	289	C	21.5	0.26	127	C	22.4	0.22	90	C	29.2	0.64	297	C	21.4	0.25	123	C	22.4	0.21	86	no	(0.20)	no	(0.10)	
Northbound	Total	180	C	32.3	0.78	-	D	35.7	0.88	-	C	32.2	0.79	-	C	31.5	0.75	-	D	36.7	0.89	-	C	33.1	0.80	-	no	(0.80)	no	1.00	
	Hard Left		C	26.2	0.71	#178	E	66.6	0.97	#326	C	22.8	0.65	135	C	21.5	0.61	144	F	94.0	>1.0	#388	C	27.4	0.72	#169	no	(4.70)	yes	27.40	
Left	Thru	150	C	26.2	0.71	#178	E	66.6	0.97	#326	C	22.8	0.65	135	C	21.5	0.61	144	F	94.0	>1.0	#388	C	27.4	0.72	#169	no	(4.70)	yes	27.40	
	Right		B	16.1	0.47	264	C	23.2	0.60	360	B	15.3	0.41	220	B	17.6	0.54	321	C	24.4	0.65	401	B	15.5	0.41	227	no	1.50	no	1.20	
Southbound	Total	150	B	16.1	0.47	264	C	23.2	0.60	360	B	15.3	0.41	220	B	17.6	0.54	321	C	24.4	0.65	401	B	15.5	0.41	227	no	1.50	no	1.20	
	Left		B	18.4	0.71	-	C	33.6	0.97	-	B	17.0	0.65	-	B	18.3	0.61	-	D	41.1	>1.0	-	B	18.3	0.72	-	no	(0.10)	yes	7.50	
Thru	Soft Right	150	C	23.8	0.15	39	D	39.9	0.45	96	C	24.0	0.18	46	C	25.9	0.19	42	E	79.5	0.83	#197	C	24.1	0.18	46	no	2.10	yes	39.60	
	Right		C	25.5	0.50	240	C	32.2	0.58	301	C	25.9	0.53	237	C	25.5	0.48	236	C	32.2	0.58	302	C	26.6	0.56	247	no	0.00	no	0.00	
To Ramp	Soft Right	150	C	25.5	0.50	240	C	32.2	0.58	301	C	25.9	0.53	237	C	25.5	0.48	236	C	32.2	0.58	302	C	26.6	0.56	247	no	0.00	no	0.00	
	Right		C	25.5	0.50	240	C	32.2	0.58	301	C	25.9	0.53	237	C	25.5	0.48	236	C	32.2	0.58	302	C	26.6	0.56	247	no	0.00	no	0.00	
Total	Total	150	C	25.4	0.50	-	C	32.9	0.58	-	C	25.8	0.53	-	C	25.5	0.48	-	D	38.6	0.83	-	C	26.5	0.56	-	no	0.10	yes	5.70	
	Total		C	27.5	-	-	D	37.0	-	-	C	26.6	-	-	C	27.1	-	-	D	41.2	-	-	C	27.3	-	-	no	(0.40)	no	4.20	
Jericho Turnpike & Post Avenue (45)																															
Eastbound	Left	200	E	68.7	0.65	#106	E	60.9	0.52	#85	C	34.9	0.10	23	E	64.2	0.60	#96	E	74.8	0.68	#120	C	33.9	0.10	22	no	(4.50)	no	13.90	
	Thru		D	37.4	0.90	#334	F	138.3	>1.0	#756	C	20.4	0.58	198	D	39.7	0.92	#364	F	144.5	>1.0	#754	C	20.6	0.62	205	no	2.30	no	6.20	
To Ramp	Right	170	C	28.2	0.44	153	D	41.3	0.80	#418	C	21.4	0.41	149	C	28.3	0.44	154	D	39.0	0.76	#362	C	20.6	0.41	141	no	0.10	no	(2.30)	
	Total		D	37.7	0.90	-	F	121.1	>1.0	-	C	20.7	0.58	-	D	39.3	0.92	-	F	126.5	>1.0	-	C	20.7	0.62	-	no	1.60	no	5.40	
Westbound	Left	500	E	65.0	0.91	#318	F	208.6	>1.0	#371	D	37.4	0.70	#199	F	85.7	0.99	#363	F	338.2	>1.0	#463	E	77.1	0.99	#327	yes	20.70	no	129.60	
	Thru		C	22.3	0.75	361	C	24.2	0.64	319	A	9.2	0.32	150	C	21.7	0.73	349	C	24.6	0.64	313	A	8.4	0.30	133	no	(0.60)	no	0.40	
To Ramp	Right	200	A	4.2	0.09	21	A	6.1	0.06	20	A	4.9	0.03	15	A	4.2	0.09	21	A	6.1	0.06	20	A	4.5	0.03	14	no	0.00	no	0.00	
	Total		C	27.8	0.91	-	D	51.6	>1.0	-	B	14.3	0.70	-	C	31.2	0.99	-	F	80.8	>1.0	-	C	26.7	0.99	-	no	3.40	yes	29.20	
Northbound	Left	220	F	137.9	>1.0	#380	E	76.6	0.96	#279	C	23.5	0.54	108	F	333.2	>1.0	#506	F	146.3	>1.0	#358	C	23.1	0.50	101	no	195.30	yes	69.70	
	Thru		D	37.4	0.80	#393	C	28.1	0.74	344	A	8.3	0.41	67	D	41.2	0.84	#422	C	29.6	0.77	373	B	18.5	0.56	131	no	3.80	no	1.50	
To Ramp	Right	220	D	37.4	0.80	#393	C	28.1	0.74	344	A	8.3	0.41	67	D	41.2	0.84	#422	C	29.6	0.77	373	B	18.5	0.56	131	no	3.80	no	1.50	
	Total		E	78.4	>1.0	-	D	42.9	0.96	-	B	14.7	0.54	-	F	171.9	>1.0	-	E	68.4	>1.0	-	C	20.2	0.56	-	yes	93.50	yes	25.50	
Southbound	Left	150	C	27.3	0.55	198	D	42.7	0.86	#454	B	17.1	0.30	71	C	32.7	0.58	245	E	57.4	0.94	#509	B	11.2	0.15	29	no	5.40	yes	14.70	
	Thru		C	27.3	0.55	198	D	42.7	0.86	#454	B	17.1	0.30	71	C	32.7	0.58	245	E	57.4	0.94	#509	B	11.2	0.15	29	no	5.40	yes	14.70	
To Ramp	Right	150	C	27.3	0.55	198	D	42.7	0.86	#454	B	17.1	0.30	71	C	32.7	0.58	245	E	57.4	0.94	#509	B	11.2	0.15	29	no	5.40	yes	14.70	
	Total		C	27.3	0.55	-	D	42.7	0.86	-	B	17.1	0.30	-	C	32.7	0.58	-	E	57.4	0.94	-	B	11.2	0.15	-	no	5.40	yes	14.70	
Total	Total	150	D	39.3	-	-	F	83.6	-	-	B	17.2	-	-	E	59.0	-	-	F	98.8	-	-	C	22.9	-	-	yes	19.70	no	15.20	
	Total		D	39.3	-	-	F	83.6	-	-	B	17.2	-	-	E	59.0	-	-	F	98.8	-	-	C	22.9	-	-	yes	19.70	no	15.20	
Peninsula Boulevard & Clinton Street (46)																															
(Clinton Ave SB) Eastbound	Right	150	B	11.0	0.39	96	F	88.3	>1.0	#627	C	21.5	0.79	205	B	12.7	0.44	120	E	72.9	>1.0	#594	C	24.0	0.81	242	no	1.70	no	(15.40)	
	Total		B	11.0	0.39	-	F	88.3	>1.0	-	C	21.5	0.79	-	B	12.7	0.44	-	E	72.9	>1.0	-	C	24.0	0.81	-	no	1.70	no	(15.40)	
(Peninsula NE bound) Northbound	Left	150	F	303.0	0.97	m306	F	206.2	0.70	m219	B	18.8	0.64	m170	F	329.7	0.97	m288	F	228.8	0.66	m186	B	19.6	0.64	m158	no	26.70	no	22.60	
	Thru		A	0.9	0.50	m0	A	0.6	0.43	m0	A	0.1	0.16	m0	A	1.8	0.55	m0	A	3.0	0.54	m2	A	0.1	0.25	m0	no	0.90	no	2.40	
(Peninsula SW bound) Southbound	Total	150	F	131.3	0.97	-	E	79.6	0.70	-	A	9.5	0.64	-	F	134.5	0.97	-	A	75.9	0.66	-	A	8.3	0.64	-	no	3.20	no	(3.70)	
	Thru		B	17.8	0.47	215	D	40.9	0.60	297	A	9.6	0.46	160	B	17.8	0.47	216	F	126.9	0.74	398	B	14.1	0.57	225	no	0.00	yes	86.00	
Total	Total																														

