APPENDIX K
Alternatives

TABLE 1
BELMONT PARK REDEVELOPMENT CIVIC AND LAND USE IMPROVEMENT PROJECT EIS
2021 NO ARENA ALTERNATIVE TRAFFIC LEVELS OF SERVICE

		Weekday AM Peak Hour				Weekday PM Peak Hour				Saturday Midday Peak Hour				Saturday PM Peak Hour				Saturday Night Peak Hour			
				Control				Control				Control				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
SIGNALIZED INTERSECTIONS																					
HEMPSTEAD TURNPIKE																					
Hempstead Turnpike at Wellington Road																					
Hempstead Turnpike	EB	TR	0.39	8.6	A	TR	0.51	8.8	A	TR	0.61	9.8	A	TR	0.51	10.0	A	TR	0.30	6.2	A
	WB	L	0.06	5.4	A	L	0.14	9.2	A	L	0.12	5.7	A	L	0.17	5.0	A	L	0.03	7.7	A
		T	0.52	16.0	B	T	0.33	10.3	B	T	0.47	8.5	A	T	0.53	8.2	A	T	0.24	8.7	A
Wellington Road	NB	LR	0.78	54.8	D	LR	0.65	47.7	D	LR	0.71	49.8	D	LR	0.72	50.8	D	LR	0.60	46.0	D
Overall Intersection		-	**0.60**	**15.7**	**B**	-	**0.53**	**11.4**	**B**	-	**0.64**	**11.1**	**B**	-	**0.59**	**11.0**	**B**	**-**	**0.35**	**9.9**	**A**
Hempstead Turnpike at Locustwood Boulevard/Gate 5 Road																					
Hempstead Turnpike	EB	L	0.59	19.4	B	L	0.22	9.0	A	L	2.42	686.4	F	L	0.52	29.4	C	L	0.09	5.9	A
		TR	0.31	10.3	B	TR	0.41	11.2	B	TR	0.51	19.0	B	TR	0.46	22.9	C	TR	0.25	5.6	A
	WB	L	0.12	8.8	A	L	0.10	7.2	A	L	0.20	13.2	B	L	0.15	13.1	B	L	0.05	8.0	A
		TR	0.65	14.6	B	TR	0.35	9.3	A	TR	0.66	19.1	B	TR	0.57	18.4	B	TR	0.25	8.3	A
Locustwood Boulevard	NB	LT	0.61	50.1	D	LT	0.56	50.7	D	LT	0.45	34.0	C	LT	0.48	34.8	C	LT	0.22	44.2	D
		R	0.02	38.4	D	R	0.02	39.2	D	R	0.02	28.4	C	R	0.01	28.2	C	R	0.02	42.6	D
Gate 5 Road	SB	LTR	0.18	39.7	D	LTR	0.32	41.5	D	LTR	0.96	71.6	E	LTR	1.82	415.0	F	LTR	0.05	42.8	D
Overall Intersection		-	**0.63**	**15.4**	**B**	-	**0.46**	**13.3**	**B**	-	**2.05**	**108.7**	**F**	-	**0.96**	**113.1**	**F**	**-**	**0.26**	**9.2**	**A**
Hempstead Turnpike at Sterling Road																					
Hempstead Turnpike	EB	TR	0.46	7.4	A	TR	0.68	8.6	A	TR	0.70	9.7	A	TR	0.69	8.8	A	TR	0.38	7.8	A
	WB	L	0.05	7.1	A	L	0.10	13.1	B	L	0.14	13.7	B	L	0.12	13.0	B	L	0.01	7.1	A
		T	0.69	13.6	B	T	0.41	9.4	A	T	0.56	12.7	B	T	0.54	11.3	B	T	0.31	7.1	A
Sterling Road	NB	LR	0.34	42.5	D	LR	0.26	42.2	D	LR	0.30	42.3	D	LR	0.33	42.3	D	LR	0.19	42.0	D
Overall Intersection		-	**0.69**	**11.9**	**B**	-	**0.63**	**9.5**	**A**	-	**0.66**	**11.7**	**B**	-	**0.65**	**10.6**	**B**	**-**	**0.36**	**8.1**	**A**
Hempstead Turnpike at Gallant Fox Road/Biltmore Avenue																					
Hempstead Turnpike	EB	L	0.39	20.3	C	L	0.10	5.1	A	L	0.19	5.2	A	L	0.16	5.7	A	L	0.04	2.8	A
		TR	0.53	9.0	A	TR	0.71	15.4	B	TR	0.83	13.8	B	TR	0.88	16.5	B	TR	0.38	6.3	A
	WB	L	0.04	8.0	A	L	0.05	9.1	A	L	0.11	16.5	B	L	0.08	15.8	B	L	0.01	6.6	A
		TR	0.97	32.7	C	TR	0.54	14.8	B	TR	0.73	22.1	C	TR	0.75	22.4	C	TR	0.37	11.3	B
Biltmore Avenue	NB	LR	0.55	48.6	D	LR	0.45	46.9	D	LR	0.53	47.7	D	LR	0.45	46.8	D	LR	0.40	49.2	D
Gallant Fox Road	SB	LR	0.47	49.8	D	LR	0.63	54.0	D	LR	0.64	53.8	D	LR	0.79	63.3	E	LR	0.35	48.2	D
Overall Intersection		-	**-**	**24.9**	**C**	-	**-**	**15.8**	**B**	-	**-**	**20.2**	**C**	-	**-**	**22.6**	**C**	**-**	**-**	**8.4**	**A**
Hempstead Turnpike at Gotham Avenue																					
Hempstead Turnpike	EB	TR	0.59	14.8	B	TR	0.72	16.6	B	TR	0.75	17.1	B	TR	0.79	18.3	B	TR	0.40	7.0	A
	WB	L	0.05	6.2	A	L	0.14	4.3	A	L	0.11	6.3	A	L	0.12	6.6	A	L	0.04	0.7	A
		T	0.69	7.0	A	T	0.42	3.3	A	T	0.52	4.3	A	T	0.55	4.4	A	T	0.31	1.7	A
Gotham Avenue	NB	LR	0.61	44.9	D	LR	0.35	42.4	D	LR	0.35	42.5	D	LR	0.35	42.4	D	LR	0.35	44.8	D
Overall Intersection		-	**0.73**	**11.9**	**B**	-	**0.67**	**11.6**	**B**	-	**0.71**	**11.8**	**B**	-	**0.74**	**12.4**	**B**	**-**	**0.40**	**5.5**	**A**
Hempstead Turnpike at Holland Avenue																					
Hempstead Turnpike	EB	TR	0.48	1.7	A	TR	0.58	1.8	A	TR	0.64	2.9	A	TR	0.66	3.3	A	TR	0.33	1.5	A
	WB	L	0.05	6.0	A	L	0.13	8.5	A	L	0.11	7.0	A	L	0.16	7.9	A	L	0.03	6.0	A
		T	0.63	14.3	B	T	0.45	10.1	B	T	0.54	10.3	B	T	0.55	10.3	B	T	0.32	6.7	A
Holland Avenue	NB	LR	0.22	43.1	D	LR	0.09	42.5	D	LR	0.05	42.4	D	LR	0.13	42.7	D	LR	0.08	42.5	D
Overall Intersection		-	**0.58**	**9.8**	**A**	-	**0.53**	**6.1**	**A**	-	**0.58**	**6.7**	**A**	-	**0.61**	**7.1**	**A**	**-**	**0.30**	**4.7**	**A**
Hempstead Turnpike at Plainfield Avenue																					
Hempstead Turnpike	EB	L	0.43	20.9	C	L	0.51	12.4	B	L	0.62	17.8	B	L	0.57	18.1	B	L	0.20	3.7	A
		T	0.43	4.9	A	T	0.47	3.5	A	T	0.57	5.3	A	T	0.54	4.5	A	T	0.30	4.6	A
	WB	TR	0.69	7.6	A	TR	0.50	5.5	A	TR	0.58	5.8	A	TR	0.60	5.5	A	TR	0.34	5.1	A
Plainfield Avenue	SB	L	0.06	44.7	D	L	0.04	45.6	D	L	0.13	44.7	D	L	0.11	44.7	D	L	0.03	43.3	D
		R	0.77	50.6	D	R	0.72	48.3	D	R	0.68	46.5	D	R	0.70	49.1	D	R	0.44	41.0	D
Overall Intersection		-	**0.71**	**10.8**	**B**	-	**0.57**	**8.4**	**A**	-	**0.66**	**8.9**	**A**	-	**0.63**	**8.5**	**A**	**-**	**0.36**	**6.7**	**A**
Hempstead Turnpike at Elmont Road																					
Hempstead Turnpike	EB	LTR	0.63	10.7	B	LTR	0.67	8.2	A	LTR	0.73	8.1	A	LTR	0.69	6.6	A	LTR	0.35	2.3	A
	WB	LTR	0.80	20.7	C	LTR	0.56	12.4	B	LTR	0.70	14.3	B	LTR	0.69	13.3	B	LTR	0.35	6.7	A
Elmont Road	NB	L	0.82	52.5	D	L	0.79	59.3	E	L	0.84	64.4	E	L	0.69	46.3	D	L	0.41	39.5	D
		TR	0.90	55.6	E	TR	0.48	34.1	C	TR	0.57	37.2	D	TR	0.47	36.2	D	TR	0.31	38.2	D
	SB	L	0.95	119.0	F	L	0.67	43.0	D	L	0.84	64.4	E	L	0.61	41.6	D	L	0.32	38.6	D
		TR	0.56	33.5	C	TR	0.81	49.6	D	TR	0.67	41.5	D	TR	0.58	39.0	D	TR	0.44	39.6	D
Overall Intersection		-	**0.85**	**27.7**	**C**	-	**0.71**	**19.3**	**B**	-	**0.76**	**19.6**	**B**	-	**0.69**	**15.9**	**B**	**-**	**0.37**	**10.9**	**B**
Hempstead Turnpike at Louis Avenue & School Road/Marguerite Avenue																					
Hempstead Turnpike	EB	LTR	0.88	52.2	D	LTR	1.08	96.0	F	LTR	1.08	93.7	F	LTR	1.08	92.6	F	LTR	0.68	40.8	D
	WB	L	0.20	11.9	B	L	0.37	20.3	C	L	0.38	21.9	C	L	0.44	25.3	C	L	0.16	7.4	A
		TR	0.59	13.3	B	TR	0.46	10.7	B	TR	0.58	14.7	B	TR	0.61	15.4	B	TR	0.29	6.3	A
School Road	NB	LT	0.64	63.3	E	LT	0.47	57.0	E	LT	0.53	57.9	E	LT	0.54	55.3	E	LT	0.44	59.6	E
		R	0.42	29.2	C	R	0.39	29.1	C	R	0.70	39.5	D	R	0.51	32.2	C	R	0.17	23.5	C
Marguerite Avenue	SB	L	0.30	53.6	D	L	0.33	53.3	D	L	0.25	49.0	D	L	0.23	50.5	D	L	0.27	57.3	E
		TR	0.56	59.4	E	TR	0.62	62.4	E	TR	0.80	74.2	E	TR	0.61	59.3	E	TR	0.39	59.4	E
Overall Intersection		-	**0.74**	**30.2**	**C**	-	**0.76**	**49.5**	**D**	-	**0.87**	**51.3**	**D**	-	**0.83**	**49.5**	**D**	**-**	**0.48**	**23.5**	**C**

(1) Control delay is measured in seconds per vehicle
(2) Overall intersection V/C ratio is the critical lane groups' V/C ratio.
Shading denotes a movement with a significant adverse traffic impact.

TABLE 1
BELMONT PARK REDEVELOPMENT CIVIC AND LAND USE IMPROVEMENT PROJECT EIS
2021 NO ARENA ALTERNATIVE TRAFFIC LEVELS OF SERVICE

		Weekday AM Peak Hour				Weekday PM Peak Hour				Saturday Midday Peak Hour				Saturday PM Peak Hour				Saturday Night Peak Hour			
				Control				Control				Control				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Hempstead Turnpike at Terrace Avenue																					
Hempstead Turnpike	EB	L	0.41	13.2	B	L	0.42	8.9	A	L	1.06	85.2	F	L	0.74	28.9	C	L	0.13	3.1	A
		T	0.45	4.2	A	T	0.53	5.2	A	T	0.56	7.4	A	T	0.50	5.2	A	T	0.25	2.6	A
	WB	TR	0.79	13.5	B	TR	0.59	8.7	A	TR	0.70	10.7	B	TR	0.67	10.2	B	TR	0.39	6.9	A
Terrace Avenue	NB	LTR	0.24	43.1	D	LTR	0.39	43.5	D	LTR	0.77	56.4	E	LTR	0.48	43.8	D	LTR	0.24	44.8	D
	SB	R	0.29	35.4	D	R	0.65	46.0	D	R	1.08	114.6	F	R	0.92	71.7	E	R	0.39	35.6	D
Overall Intersection		-	**0.66**	**11.1**	**B**	-	**0.58**	**11.0**	**B**	-	**1.06**	**31.5**	**C**	-	**0.77**	**17.3**	**B**	**-**	**0.38**	**8.5**	**A**
Hempstead Turnpike at Stone Street																					
Hempstead Turnpike	EB	L	0.15	6.6	A	L	0.19	7.2	A	L	0.91	55.5	E	L	0.32	9.8	A	L	0.03	5.1	A
		TR	0.44	6.5	A	TR	0.53	7.8	A	TR	0.57	8.5	A	TR	0.56	8.2	A	TR	0.29	5.9	A
	WB	L	0.03	1.2	A	L	0.09	2.3	A	L	0.07	2.1	A	L	0.09	3.4	A	L	0.01	1.8	A
		TR	0.61	4.6	A	TR	0.46	3.8	A	TR	0.62	4.0	A	TR	0.54	5.5	A	TR	0.30	3.5	A
Stone Street	NB	LTR	0.20	44.7	D	LTR	0.29	45.0	D	LTR	0.33	45.1	D	LTR	0.36	45.3	D	LTR	0.14	44.7	D
	SB	L	0.38	46.8	D	L	0.58	49.1	D	L	0.91	87.1	F	L	0.65	52.5	D	L	0.38	46.7	D
		LT	0.38	46.8	D	LT	0.57	48.1	D	LT	0.89	81.6	F	LT	0.62	50.8	D	LT	0.36	46.3	D
		R	0.03	5.6	A	R	0.06	6.7	A	R	0.10	7.4	A	R	0.10	7.2	A	R	0.03	5.3	A
Overall Intersection		-	**0.55**	**7.2**	**A**	-	**0.51**	**9.8**	**A**	-	**0.85**	**16.7**	**B**	-	**0.55**	**10.9**	**B**	**-**	**0.29**	**7.5**	**A**
Hempstead Turnpike at Jacob Street																					
Hempstead Turnpike	EB	L	0.12	3.5	A	L	0.06	2.8	A	L	0.16	3.7	A	L	0.01	2.6	A	L	0.00	2.1	A
		TR	0.40	2.5	A	TR	0.50	3.6	A	TR	0.56	4.3	A	TR	0.52	3.7	A	TR	0.28	2.4	A
	WB	L	0.03	0.7	A	L	0.11	2.0	A	L	0.07	1.4	A	L	0.10	1.5	A	L	0.03	0.5	A
		TR	0.56	1.5	A	TR	0.40	1.9	A	TR	0.52	1.6	A	TR	0.45	1.5	A	TR	0.25	0.8	A
Jacob Street	NB	LTR	0.36	44.6	D	LTR	0.47	43.6	D	LTR	0.38	43.1	D	LTR	0.44	43.4	D	LTR	0.37	44.7	D
	SB	LTR	0.22	43.0	D	LTR	0.10	39.6	D	LTR	0.17	40.8	D	LTR	0.27	41.2	D	LTR	0.01	41.4	D
Overall Intersection		-	**0.54**	**3.1**	**A**	-	**0.49**	**4.3**	**A**	-	**0.53**	**4.1**	**A**	-	**0.51**	**4.3**	**A**	**-**	**0.29**	**2.9**	**A**
Hempstead Turnpike at Belmont Boulevard																					
Hempstead Turnpike	EB	L	0.01	9.8	A	L	0.10	7.5	A	L	0.31	12.5	B	L	0.00	9.0	A	L	0.00	4.0	A
		TR	0.48	9.2	A	TR	0.59	10.7	B	TR	0.64	13.2	B	TR	0.60	9.5	A	TR	0.30	4.1	A
	WB	L	0.19	6.1	A	L	0.27	7.0	A	L	0.30	10.4	B	L	0.23	6.6	A	L	0.08	2.3	A
		TR	0.65	9.6	A	TR	0.50	6.5	A	TR	0.74	12.3	B	TR	0.54	6.6	A	TR	0.31	3.3	A
Belmont Boulevard	NB	LT	0.48	43.7	D	LT	0.33	40.1	D	LT	0.35	40.0	D	LT	0.41	43.2	D	LT	0.23	44.3	D
		R	0.34	41.9	D	R	0.30	39.7	D	R	0.43	40.9	D	R	0.28	41.7	D	R	0.13	43.4	D
	SB	LT	0.02	39.1	D	LT	0.38	40.6	D	LT	0.24	38.9	D	LT	0.01	39.5	D	LT	0.00	0.0	A
		R	0.01	39.0	D	R	0.21	38.8	D	R	0.24	38.9	D	R	0.02	39.6	D	R	0.00	0.0	A
Overall Intersection		-	**0.62**	**11.0**	**B**	-	**0.53**	**11.5**	**B**	-	**0.65**	**14.7**	**B**	-	**0.56**	**9.5**	**A**	**-**	**0.30**	**4.6**	**A**
Hempstead Turnpike at Benson Avenue/West Gate																					
Hempstead Turnpike	EB	L	0.65	32.9	C	L	0.43	11.1	B	L	0.65	30.9	C	L	0.56	16.9	B	L	0.12	2.6	A
		TR	0.60	10.9	B	TR	0.68	9.5	A	TR	0.73	12.1	B	TR	0.70	10.0	B	TR	0.31	3.1	A
	WB	LTR	0.82	25.8	C	LTR	0.59	16.4	B	LTR	0.83	24.6	C	LTR	0.66	18.5	B	LTR	0.34	9.2	A
Benson Avenue	NB	LTR	0.69	53.0	D	LTR	0.45	45.1	D	LTR	0.59	48.3	D	LTR	0.62	49.7	D	LTR	0.34	45.0	D
West Gate	SB	LTR	0.84	68.5	E	LTR	0.71	53.8	D	LTR	0.77	57.5	E	LTR	0.62	48.0	D	LTR	0.47	48.3	D
Overall Intersection		-	**0.80**	**24.0**	**C**	-	**0.66**	**15.3**	**B**	-	**0.78**	**21.6**	**C**	-	**0.68**	**16.7**	**B**	**-**	**0.35**	**8.4**	**A**
Hempstead Turnpike at Hill Avenue/Landau Avenue																					
Hempstead Turnpike	EB	LTR	0.68	26.2	C	LTR	0.63	19.2	B	LTR	0.68	19.5	B	LTR	0.67	18.8	B	LTR	0.29	7.8	A
	WB	L	0.06	9.9	A	L	0.17	8.6	A	L	0.18	9.0	A	L	0.26	8.5	A	L	0.03	4.3	A
		TR	0.91	26.7	C	TR	0.63	11.7	B	TR	0.80	14.4	B	TR	0.63	8.4	A	TR	0.33	5.3	A
Hill Avenue	NB	LTR	0.67	57.7	E	LTR	0.64	57.7	E	LTR	0.64	57.7	E	LTR	0.64	57.5	E	LTR	0.46	56.0	E
Landau Avenue	SB	LTR	0.94	98.0	F	LTR	0.67	58.9	E	LTR	0.62	57.3	E	LTR	0.60	57.6	E	LTR	0.45	58.8	E
Overall Intersection		-	**0.88**	**32.8**	**C**	-	**0.64**	**19.6**	**B**	-	**0.75**	**19.8**	**B**	-	**0.65**	**17.3**	**B**	**-**	**0.35**	**9.6**	**A**
Hempstead Turnpike at Butler Boulevard/Crown Avenue																					
Hempstead Turnpike	EB	L	0.17	2.4	A	L	0.07	2.0	A	L	0.10	2.7	A	L	0.08	2.3	A	L	0.02	1.7	A
		TR	0.49	3.1	A	TR	0.53	3.0	A	TR	0.53	3.0	A	TR	0.50	3.0	A	TR	0.26	2.1	A
	WB	L	0.06	4.4	A	L	0.14	5.1	A	L	0.13	4.0	A	L	0.14	4.1	A	L	0.05	1.5	A
		TR	0.57	6.4	A	TR	0.45	7.7	A	TR	0.57	5.9	A	TR	0.50	6.9	A	TR	0.26	2.9	A
Butler Avenue	NB	LTR	0.63	55.7	E	LTR	0.33	50.5	D	LTR	0.52	55.2	E	LTR	0.40	50.9	D	LTR	0.40	54.0	D
Crown Avenue	SB	LTR	0.17	46.7	D	LTR	0.29	50.1	D	LTR	0.24	51.0	D	LTR	0.17	48.5	D	LTR	0.05	50.3	D
Overall Intersection		-	**0.56**	**7.9**	**A**	-	**0.48**	**7.0**	**A**	-	**0.55**	**6.3**	**A**	-	**0.48**	**6.7**	**A**	**-**	**0.27**	**4.5**	**A**
Hempstead Turnpike at Meacham Avenue/Covert Avenue																					
Hempstead Turnpike	EB	L	0.61	40.8	D	L	0.36	29.4	C	L	0.58	36.5	D	L	0.47	28.1	C	L	0.16	14.8	B
		T	0.59	46.9	D	T	0.63	39.0	D	T	0.68	38.8	D	T	0.53	34.3	C	T	0.28	18.1	B
		R	0.33	19.3	B	R	0.66	31.3	C	R	0.60	29.5	C	R	0.74	39.4	D	R	0.22	35.0	C
	WB	L	0.20	18.4	B	L	0.40	17.3	B	L	0.46	18.0	B	L	0.40	15.9	B	L	0.15	10.7	B
		TR	0.72	33.5	C	TR	0.54	26.2	C	TR	0.74	31.9	C	TR	0.61	27.0	C	TR	0.29	15.9	B
Meacham Avenue	NB	L	0.79	51.8	D	L	0.86	61.8	E	L	0.89	66.4	E	L	0.73	46.1	D	L	0.19	42.1	D
		T	0.94	78.4	E	T	0.48	43.0	D	T	0.68	49.4	D	T	0.39	43.5	D	T	0.52	50.0	D
		R	0.24	35.2	D	R	0.30	35.3	D	R	0.36	36.3	D	R	0.43	37.6	D	R	0.37	43.5	D
Covert Avenue	SB	L	0.55	37.1	D	L	0.34	35.1	D	L	0.46	36.4	D	L	0.35	36.3	D	L	0.42	38.8	D
		T	0.73	51.6	D	T	0.80	58.2	E	T	0.59	47.0	D	T	0.70	51.8	D	T	0.39	46.3	D
		R	0.62	47.4	D	R	0.89	77.1	E	R	0.87	75.0	E	R	0.85	71.1	E	R	0.36	46.2	D
Overall Intersection		-	**0.78**	**45.1**	**D**	-	**0.70**	**40.2**	**D**	-	**0.78**	**40.6**	**D**	-	**0.67**	**36.3**	**D**	**-**	**0.36**	**26.1**	**C**

(1) Control delay is measured in seconds per vehicle
(2) Overall intersection V/C ratio is the critical lane groups' V/C ratio.
Shading denotes a movement with a significant adverse traffic impact.

TABLE 1
BELMONT PARK REDEVELOPMENT CIVIC AND LAND USE IMPROVEMENT PROJECT EIS
2021 NO ARENA ALTERNATIVE TRAFFIC LEVELS OF SERVICE

		Weekday AM Peak Hour				Weekday PM Peak Hour				Saturday Midday Peak Hour				Saturday PM Peak Hour				Saturday Night Peak Hour			
				Control				Control				Control				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
ELMONT ROAD																					
Elmont Road at Foster Meadow Road/Atherton Avenue & School Road																					
Foster Meadow Road	EB	L	0.07	29.7	C	L	0.19	30.7	C	L	0.17	29.9	C	L	0.17	30.2	C	L	0.07	35.5	D
		TR	0.03	29.4	C	TR	0.10	29.8	C	TR	0.06	28.9	C	TR	0.05	29.1	C	TR	0.01	35.1	D
Atherton Avenue	WB	LTR	0.71	42.7	D	LTR	0.72	42.6	D	LTR	0.76	45.3	D	LTR	0.74	45.1	D	LTR	0.55	41.9	D
Elmont Road	NB	LT	0.36	14.2	B	LT	0.19	13.6	B	LT	0.21	14.8	B	LT	0.17	13.6	B	LT	0.07	7.6	A
		R	0.34	5.4	A	R	0.33	5.4	A	R	0.46	6.6	A	R	0.37	5.8	A	R	0.15	2.5	A
	SB	LTR	0.26	13.4	B	LTR	0.34	15.2	B	LTR	0.28	15.6	B	LTR	0.29	14.8	B	LTR	0.11	7.8	A
School Road	SWB	LT	0.40	34.7	C	LT	0.55	35.1	D	LT	0.44	32.9	C	LT	0.52	34.6	C	LT	0.42	36.4	D
		R	0.01	32.0	C	R	0.01	30.7	C	R	0.02	29.7	C	R	0.01	30.6	C	R	0.01	33.7	C
Overall Intersection		-	**0.48**	**17.9**	**B**	-	**0.51**	**20.3**	**C**	-	**0.60**	**19.7**	**B**	-	**0.53**	**20.0**	**B**	-	**0.27**	**17.0**	**B**
PLAINFIELD AVENUE																					
Plainfield Avenue at Carnation Avenue																					
Carnation Avenue	EB	LT	0.52	20.5	C	LT	0.83	34.3	C	LT	0.55	22.4	C	LT	0.55	22.3	C	LT	0.36	23.2	C
		R	0.08	16.8	B	R	0.10	17.4	B	R	0.09	18.4	B	R	0.07	18.4	B	R	0.03	21.3	C
	WB	LTR	0.93	46.3	D	LTR	0.54	21.0	C	LTR	0.54	22.0	C	LTR	0.43	20.7	C	LTR	0.33	22.9	C
Plainfield Avenue	NB	L	0.44	11.6	B	L	0.21	8.1	A	L	0.21	6.4	A	L	0.15	5.9	A	L	0.05	3.3	A
		TR	0.64	14.1	B	TR	0.34	8.8	A	TR	0.44	8.2	A	TR	0.37	7.4	A	TR	0.09	3.5	A
	SB	LTR	0.48	11.3	B	LTR	0.49	10.5	B	LTR	0.35	7.3	A	LTR	0.32	7.0	A	LTR	0.12	3.6	A
Overall Intersection		-	**0.74**	**21.7**	**C**	-	**0.60**	**17.4**	**B**	-	**0.47**	**12.8**	**B**	-	**0.41**	**12.4**	**B**	-	**0.16**	**12.2**	**B**
Plainfield Avenue at Tulip Avenue																					
Tulip Avenue	EB	LTR	0.49	13.6	B	LTR	0.69	16.8	B	LTR	0.59	14.4	B	LTR	0.50	11.3	B	LTR	0.22	5.1	A
	WB	LTR	0.62	15.3	B	LTR	0.49	11.8	B	LTR	0.46	11.4	B	LTR	0.45	10.0	B	LTR	0.18	4.8	A
Plainfield Avenue	NB	LTR	1.00	69.5	E	LTR	0.56	25.5	C	LTR	0.87	42.5	D	LTR	0.80	37.0	D	LTR	0.35	26.8	C
	SB	LTR	0.84	37.3	D	LTR	0.84	38.3	D	LTR	0.80	35.2	D	LTR	0.78	34.3	C	LTR	0.47	27.8	C
Overall Intersection		-	**0.75**	**34.5**	**C**	-	**0.74**	**22.4**	**C**	-	**0.68**	**25.8**	**C**	-	**0.59**	**21.9**	**C**	-	**0.27**	**13.5**	**B**
Plainfield Avenue at Woodbine Court/Magnolia Avenue																					
Woodbine Court	EB	LTR	1.08	118.6	F	LTR	0.93	66.1	E	LTR	0.83	49.0	D	LTR	0.79	43.8	D	LTR	0.41	32.2	C
Magnolia Avenue	WB	LTR	1.02	82.3	F	LTR	0.54	29.7	C	LTR	0.49	29.2	C	LTR	0.48	29.2	C	LTR	0.20	30.6	C
Plainfield Avenue	NB	LTR	0.48	8.1	A	LTR	0.32	6.5	A	LTR	0.40	6.8	A	LTR	0.35	6.2	A	LTR	0.09	2.6	A
	SB	LTR	0.55	9.3	A	LTR	0.52	8.7	A	LTR	0.47	7.6	A	LTR	0.43	7.0	A	LTR	0.13	2.8	A
Overall Intersection		-	**0.70**	**37.3**	**D**	-	**0.62**	**21.7**	**C**	-	**0.55**	**16.7**	**B**	-	**0.51**	**15.8**	**B**	-	**0.17**	**10.7**	**B**
Plainfield Avenue at Elizabeth Street																					
Elizabeth Street	EB	LTR	0.56	26.1	C	LTR	0.43	26.3	C	LTR	0.50	28.6	C	LTR	0.40	27.4	C	LTR	0.29	30.3	C
	WB	LTR	0.44	23.7	C	LTR	0.38	25.8	C	LTR	0.51	29.0	C	LTR	0.41	27.7	C	LTR	0.11	28.5	C
Plainfield Avenue	NB	TR	0.42	6.0	A	TR	0.29	3.9	A	TR	0.34	3.5	A	TR	0.28	3.2	A	TR	0.09	1.8	A
	SB	LTR	0.38	5.7	A	LTR	0.42	4.7	A	LTR	0.32	3.4	A	LTR	0.26	3.1	A	LTR	0.11	1.9	A
Overall Intersection		-	**0.45**	**9.4**	**A**	-	**0.42**	**7.0**	**A**	-	**0.36**	**6.3**	**A**	-	**0.29**	**5.9**	**A**	-	**0.12**	**4.6**	**A**
JERICHO TURNPIKE																					
Jericho Turnpike at Plainfield Avenue/Emerson Avenue																					
Jericho Turnpike	EB	L	0.12	16.2	B	L	0.09	17.0	B	L	0.12	17.1	B	L	0.12	13.5	B	L	0.02	6.8	A
		TR	0.76	31.1	C	TR	0.63	28.0	C	TR	0.84	35.1	D	TR	0.48	20.4	C	TR	0.22	8.6	A
	WB	L	0.94	64.0	E	L	0.84	31.3	C	L	0.92	59.9	E	L	0.56	12.0	B	L	0.17	3.9	A
		TR	0.54	20.4	C	TR	0.56	17.8	B	TR	0.56	19.4	B	TR	0.57	17.5	B	TR	0.25	6.5	A
Plainfield Avenue	NB	LTR	1.08	107.1	F	LTR	0.89	65.1	E	LTR	0.92	62.7	E	LTR	0.87	58.1	E	LTR	0.38	44.9	D
Emerson Avenue	SB	LTR	0.41	34.4	C	LTR	0.35	37.5	D	LTR	0.30	31.3	C	LTR	0.32	34.0	C	LTR	0.20	43.1	D
Overall Intersection		-	**1.01**	**43.7**	**D**	-	**0.88**	**30.3**	**C**	-	**0.94**	**36.4**	**D**	-	**0.68**	**25.0**	**C**	-	**0.27**	**12.3**	**B**
Jericho Turnpike at Depan Avenue/Willis Avenue																					
Jericho Turnpike	EB	L	0.16	3.7	A	L	0.16	3.3	A	L	0.18	4.7	A	L	0.16	4.2	A	L	0.06	2.1	A
		TR	0.53	7.4	A	TR	0.39	4.9	A	TR	0.52	8.7	A	TR	0.39	6.4	A	TR	0.17	3.3	A
	WB	L	0.02	5.1	A	L	0.03	3.3	A	L	0.13	4.9	A	L	0.05	4.0	A	L	0.02	3.1	A
		TR	0.42	7.7	A	TR	0.46	6.4	A	TR	0.48	8.2	A	TR	0.48	7.9	A	TR	0.26	4.4	A
Depan Avenue	NB	LTR	0.54	67.7	E	LTR	0.44	73.5	E	LTR	0.41	64.9	E	LTR	0.29	63.8	E	LTR	0.25	55.2	E
Willis Avenue	SB	LTR	0.34	64.1	E	LTR	0.41	73.4	E	LTR	0.51	66.5	E	LTR	0.26	63.6	E	LTR	0.20	54.7	D
Overall Intersection		-	**0.54**	**10.3**	**B**	-	**0.45**	**8.1**	**A**	-	**0.51**	**11.0**	**B**	-	**0.44**	**9.0**	**A**	-	**0.25**	**5.5**	**A**
Jericho Turnpike at Cherry Lane																					
Jericho Turnpike	EB	L	0.24	4.6	A	L	0.37	10.0	B	L	0.34	6.4	A	L	0.16	4.7	A	L	0.03	1.9	A
		T	0.54	5.8	A	T	0.48	8.4	A	T	0.52	6.2	A	T	0.39	4.7	A	T	0.17	2.1	A
	WB	TR	0.53	10.1	B	TR	0.67	17.6	B	TR	0.60	12.8	B	TR	0.55	10.3	B	TR	0.28	4.4	A
Cherry Lane	SB	LR	0.51	53.0	D	LR	0.80	61.8	E	LR	0.56	49.0	D	LR	0.47	47.5	D	LR	0.29	51.4	D
Overall Intersection		-	**0.56**	**9.5**	**A**	-	**0.70**	**17.5**	**B**	-	**0.60**	**11.4**	**B**	-	**0.54**	**9.7**	**A**	-	**0.28**	**5.2**	**A**
Jericho Turnpike at South 5th Street/Hillside Boulevard																					
Jericho Turnpike	EB	L	0.31	13.0	B	L	0.33	15.9	B	L	0.44	17.8	B	L	0.25	12.0	B	L	0.07	3.8	A
		TR	0.69	21.1	C	TR	0.59	19.3	B	TR	0.66	23.3	C	TR	0.47	15.7	B	TR	0.18	5.6	A
	WB	L	0.23	10.3	B	L	0.19	13.9	B	L	0.30	23.6	C	L	0.16	16.2	B	L	0.02	10.1	B
		TR	0.78	25.9	C	TR	0.77	24.2	C	TR	0.81	39.5	D	TR	0.69	28.0	C	TR	0.33	11.3	B
South 5th Street	NB	LR	0.04	49.8	D	LR	0.04	69.7	E	LR	0.02	57.0	E	LR	0.02	58.2	E	LR	0.00	63.7	E
Hillside Boulevard	SB	LR	0.63	48.1	D	LR	0.75	69.7	E	LR	0.80	66.6	E	LR	0.74	66.3	E	LR	0.53	62.8	E
Overall Intersection		-	**0.67**	**25.1**	**C**	-	**0.70**	**26.2**	**C**	-	**0.72**	**34.4**	**C**	-	**0.63**	**25.8**	**C**	-	**0.33**	**11.8**	**B**
Jericho Turnpike at Covert Avenue																					
Jericho Turnpike	EB	L	0.06	23.7	C	L	0.04	23.5	C	L	0.10	21.6	C	L	0.04	18.4	B	L	0.01	6.3	A
		TR	0.78	34.7	C	TR	0.72	47.0	D	TR	0.77	45.8	D	TR	0.56	29.9	C	TR	0.26	7.7	A
	WB	L	0.76	31.6	C	L	0.68	32.5	C	L	0.65	28.0	C	L	0.60	12.2	B	L	0.23	3.8	A
		TR	0.48	12.8	B	TR	0.43	10.3	B	TR	0.52	13.7	B	TR	0.51	11.6	B	TR	0.26	6.0	A
Covert Avenue	NB	L	0.75	50.3	D	L	0.85	83.1	F	L	0.77	60.8	E	L	0.69	54.6	D	L	0.60	58.5	E
		TR	0.80	55.1	E	TR	0.18	53.5	D	TR	0.25	44.2	D	TR	0.15	45.1	D	TR	0.08	50.2	D
Overall Intersection		-	**0.79**	**31.9**	**C**	-	**0.74**	**36.8**	**D**	-	**0.75**	**34.2**	**C**	-	**0.64**	**24.2**	**C**	-	**0.31**	**13.7**	**B**

(1) Control delay is measured in seconds per vehicle
(2) Overall intersection V/C ratio is the critical lane groups' V/C ratio.
Shading denotes a movement with a significant adverse traffic impact.

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BELMONT PARK REDEVELOPMENT CIVIC AND LAND USE IMPROVEMENT PROJECT EIS
2021 NO ARENA ALTERNATIVE TRAFFIC LEVELS OF SERVICE

		Weekday AM Peak Hour				Weekday PM Peak Hour				Saturday Midday Peak Hour				Saturday PM Peak Hour				Saturday Night Peak Hour			
				Control				Control				Control				Control				Control	
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
Jericho Turnpike at New Hyde Park Road																					
Jericho Turnpike	EB	L	0.77	38.2	D	L	0.57	25.3	C	L	0.55	23.5	C	L	0.41	21.4	C	L	0.19	21.6	C
		TR	0.93	46.8	D	TR	0.96	57.6	E	TR	0.97	58.2	E	TR	0.73	36.9	D	TR	0.45	30.5	C
	WB	L	0.79	51.7	D	L	0.64	46.6	D	L	0.51	30.7	C	L	0.35	17.4	B	L	0.17	9.1	A
		TR	0.87	41.3	D	TR	0.73	32.9	C	TR	0.71	31.1	C	TR	0.69	28.1	C	TR	0.34	14.7	B
New Hyde Park Road	NB	L	0.62	29.0	C	L	0.62	50.3	D	L	0.60	39.3	D	L	0.43	40.0	D	L	0.26	44.2	D
		TR	1.05	87.6	F	TR	0.74	64.0	E	TR	0.79	58.1	E	TR	0.73	56.4	E	TR	0.32	51.1	D
	SB	L	0.60	31.8	C	L	0.65	48.8	D	L	0.58	40.5	D	L	0.51	38.4	D	L	0.27	43.8	D
		TR	0.54	37.7	D	TR	0.87	72.1	E	TR	0.71	54.7	D	TR	0.66	52.1	D	TR	0.46	52.2	D
Overall Intersection		-	**0.92**	**51.0**	**D**	-	**0.86**	**50.8**	**D**	-	**0.82**	**46.3**	**D**	-	**0.65**	**37.2**	**D**	-	**0.39**	**29.6**	**C**
JAMAICA AVENUE																					
Jamaica Avenue at 212th Place/Hempstead Avenue																					
Jamaica Avenue	EB	TR	0.69	14.9	B	TR	0.89dr	18.5	B	TR	0.74	23.6	C	TR	0.86dr	22.0	C	TR	0.32	14.8	B
	WB	LT	0.71	17.1	B	LT	0.46	13.8	B	LT	0.67	20.0	B	LT	0.54	17.1	B	LT	0.27	16.6	B
212th Place	SB	LTR	0.90	71.0	E	LTR	0.91	67.2	E	LTR	0.58	35.8	D	LTR	0.45	32.3	C	LTR	0.28	28.7	C
Overall Intersection		-	**0.76**	**22.8**	**C**	-	**0.78**	**24.9**	**C**	-	**0.68**	**23.6**	**C**	-	**0.60**	**21.2**	**C**	-	**0.30**	**17.6**	**B**
Jamaica Avenue at 213th Street/Hempstead Avenue																					
Jamaica Avenue	EB	LTR	0.41	3.9	A	LTR	0.36	3.1	A	LTR	0.46	5.5	A	LTR	0.36	5.0	A	LTR	0.17	5.3	A
	WB	LTR	0.61	13.2	B	LTR	0.43	10.3	B	LTR	0.58	19.4	B	LTR	0.54	18.6	B	LTR	0.23	13.8	B
Hempstead Avenue	NB	L	1.05	105.9	F	L	0.61	48.6	D	L	0.71	41.6	D	L	0.52	34.4	C	L	0.31	29.4	C
		LT	1.03	98.2	F	LT	0.57	46.0	D	LT	0.67	39.4	D	LT	0.51	33.8	C	LT	0.30	29.2	C
		R	0.15	36.1	D	R	0.18	36.5	D	R	0.20	27.6	C	R	0.15	26.7	C	R	0.05	25.4	C
Overall Intersection		-	**0.75**	**39.7**	**D**	-	**0.48**	**17.1**	**B**	-	**0.63**	**22.3**	**C**	-	**0.53**	**19.4**	**B**	-	**0.26**	**17.1**	**B**
Jamaica Avenue at Springfield Boulevard																					
Jamaica Avenue	EB	L	0.51	40.6	D	L	0.29	27.4	C	L	0.38	30.9	C	L	0.29	27.2	C	L	0.19	23.8	C
		TR	0.51	28.2	C	TR	0.41	26.3	C	TR	0.43	26.6	C	TR	0.33	25.0	C	TR	0.15	22.7	C
	WB	LTR	0.99	63.4	E	LTR	0.75	37.2	D	LTR	0.88	47.6	D	LTR	0.65	32.4	C	LTR	0.24	23.9	C
Springfield Boulevard	NB	L	0.60	39.7	D	L	0.60	40.3	D	L	0.78	54.5	D	L	0.62	38.8	D	L	0.11	23.8	C
		TR	1.07	86.4	F	TR	0.89	54.7	D	TR	0.80	44.2	D	TR	0.66	36.4	D	TR	0.41	28.7	C
	SB	L	1.15	209.6	F	L	0.68	51.3	D	L	0.66	46.6	D	L	0.30	28.4	C	L	0.10	23.8	C
		TR	0.51	29.8	C	TR	0.57	31.1	C	TR	0.44	28.3	C	TR	0.36	26.9	C	TR	0.15	23.8	C
Overall Intersection		-	**0.96**	**61.4**	**E**	-	**0.74**	**37.6**	**D**	-	**0.76**	**39.1**	**D**	-	**0.59**	**30.9**	**C**	-	**0.29**	**24.9**	**C**
HEMPSTEAD AVENUE																					
Hempstead Avenue at Springfield Boulevard																					
Hempstead Avenue	EB	L	1.05	154.0	F	L	0.69	52.1	D	L	0.88	106.3	F	L	0.76	66.9	E	L	0.25	23.6	C
		TR	0.87	38.8	D	TR	1.05	74.1	E	TR	1.02	63.1	E	TR	0.86	37.1	D	TR	0.53	25.2	C
	WB	L	0.97	109.6	F	L	1.22	191.4	F	L	1.36	245.1	F	L	1.25	197.2	F	L	0.52	31.4	C
		TR	1.05	71.4	E	TR	0.86	37.2	D	TR	1.06	77.2	E	TR	0.92	42.8	D	TR	0.59	26.5	C
Springfield Boulevard	NB	L	0.43	25.9	C	L	0.35	24.5	C	L	0.42	25.4	C	L	0.36	23.7	C	L	0.11	18.8	B
		TR	1.22	135.2	F	TR	0.52	23.9	C	TR	0.52	23.8	C	TR	0.48	23.1	C	TR	0.24	19.8	B
	SB	L	1.39	275.0	F	L	0.65	35.7	D	L	0.81	50.6	D	L	0.53	29.7	C	L	0.25	20.8	C
		TR	0.45	22.6	C	TR	0.57	24.9	C	TR	0.41	22.0	C	TR	0.41	21.8	C	TR	0.17	19.0	B
Overall Intersection		-	**1.06**	**85.1**	**F**	-	**0.83**	**49.7**	**D**	-	**0.97**	**62.3**	**E**	-	**0.76**	**42.0**	**D**	-	**0.36**	**24.3**	**C**
Hempstead Avenue at 224th Street																					
Hempstead Avenue	EB	T	0.77	19.7	B	T	0.87	24.6	C	T	0.74	18.5	B	T	0.72	18.0	B	T	0.41	12.8	B
	WB	T	0.82	14.7	B	T	0.49	7.0	A	T	0.67	9.4	A	T	0.61	7.6	A	T	0.36	6.5	A
224th Street	SB	L	0.19	21.4	C	L	0.27	22.5	C	L	0.24	22.0	C	L	0.24	22.0	C	L	0.19	21.4	C
	SB	R	0.28	22.9	C	R	0.24	22.3	C	R	0.28	22.9	C	R	0.26	22.7	C	R	0.24	22.3	C
Overall Intersection		-	**0.61**	**17.5**	**B**	-	**0.64**	**18.6**	**B**	-	**0.56**	**14.9**	**B**	-	**0.54**	**14.1**	**B**	-	**0.35**	**11.5**	**B**
Hempstead Avenue at 225th Street																					
Hempstead Avenue	EB	TR	1.13	81.9	F	-	-	-	-	TR	1.09	64.2	E	TR	1.08	60.6	E	-	-	-	-
		-	-	-	-	T	1.35	180.5	F	-	-	-	-	-	-	-	-	T	0.49	12.8	B
		-	-	-	-	DefR	1.22	121.7	F	-	-	-	-	-	-	-	-	DefR	0.80	23.2	C
	WB	DefL	0.72	35.8	D	DefL	1.06	100.2	F	DefL	1.23	157.4	F	DefL	1.11	108.6	F	-	-	-	-
		T	0.72	14.5	B	T	0.50	10.8	B	T	0.63	12.6	B	T	0.63	12.5	B	LT	0.34	9.1	A
225th Street	NB	L	0.30	27.3	C	L	0.09	24.4	C	L	0.15	25.1	C	L	0.10	24.6	C	L	0.06	24.1	C
		R	1.03	83.8	F	R	0.56	33.2	C	R	0.53	32.5	C	R	0.46	30.6	C	R	0.31	27.6	C
Overall Intersection		-	**1.07**	**51.4**	**D**	-	**1.05**	**92.8**	**F**	-	**1.04**	**50.6**	**D**	-	**0.88**	**44.8**	**D**	-	**0.60**	**15.1**	**B**
UNSIGNALIZED INTERSECTIONS																					
PLAINFIELD AVENUE																					
Plainfield Avenue at Elmont Road/Burtis Place																					
Burtis Place	WB	LTR	0.05	13.1	B	LTR	0.03	13.2	B	LTR	0.07	13.7	B	LTR	0.03	13.8	B	LTR	0.02	9.9	A
Plainfield Avenue	NB	LTR	0.50	23.1	C	LTR	0.65	29.9	D	LTR	0.59	25.2	D	LTR	0.43	17.7	C	LTR	0.15	11.0	B
Overall Intersection		-	**0.38**	**4.0**	**A**	-	**0.46**	**7.0**	**A**	-	**0.45**	**5.8**	**A**	-	**0.40**	**4.3**	**A**	-	**0.25**	**2.8**	**A**
Plainfield Avenue at Cherry Street																					
Cherry Street	WB	LR	0.19	10.7	B	LR	0.06	9.3	A	LR	0.09	9.6	A	LR	0.06	9.1	A	LR	0.03	7.8	A
Plainfield Avenue	NB	TR	0.78	23.1	C	TR	0.50	12.2	B	TR	0.67	16.4	C	TR	0.53	12.3	B	TR	0.19	8.1	A
	SB	LT	0.66	17.5	C	LT	0.80	22.9	C	LT	0.61	14.7	B	LT	0.52	12.2	B	LT	0.20	8.2	A
Overall Intersection		-	**0.41**	**19.6**	**C**	-	**0.48**	**18.6**	**C**	-	**0.43**	**15.3**	**C**	-	**0.37**	**12.1**	**B**	-	**0.20**	**8.1**	**A**
HEMPSTEAD AVENUE																					
Hempstead Avenue at Cross Island Parkway Southbound off-ramp																					
Cross Island Parkway Southbound Off-ramp	NB	R	1.27	159.6	F	R	0.96	52.8	F	R	1.64	311.4	F	R	1.15	105.3	F	R	0.49	13.1	B
Overall Intersection		-	**0.70**	**32.3**	**D**	-	**0.59**	**10.6**	**B**	-	**0.84**	**87.5**	**F**	-	**0.65**	**24.4**	**C**	-	**0.40**	**3.1**	**A**
Hempstead Avenue at Cross Island Parkway Northbound off-ramp																					
Cross Island Parkway Northbound Off-ramp	SB	R	0.64	28.8	D	R	0.86	38.5	E	R	1.32	187.1	F	R	1.21	145.7	F	R	0.66	20.1	C
Overall Intersection		-	**0.55**	**1.7**	**A**	-	**0.58**	**5.5**	**A**	-	**0.69**	**22.6**	**C**	-	**0.71**	**16.3**	**C**	-	**0.50**	**4.0**	**A**

(1) Control delay is measured in seconds per vehicle
(2) Overall intersection V/C ratio is the critical lane groups' V/C ratio.
Shading denotes a movement with a significant adverse traffic impact.

Table 2: 2021 No Arena Alternative Cross Island Parkway Levels of Service

	Segment	Weekday AM Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Saturday PM Peak Hour			Saturday Night Peak Hour		
		Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS
Northbound	Merge segment at the Southern State Parkway on-ramp	5.0	156.7	F	51.2	29.5	D	51.2	31.3	D	26.6	72.5	F	51.7	24.8	C
	Merge segment at the on-ramp from Linden Blvd	7.1	147.7	F	47.1	32.1	D	49.9	32.5	D	20.4	81.3	F	51.2	25.7	C
	Mainline between the Linden Blvd on-ramp and Belmont Racetrack off-ramp (Exit 26A)	10.3	136.6	F	43.3	39.2	E	51.0	35.8	E	22.2	86.6	F	51.7	27.7	D
	Diverge segment at the Belmont Racetrack off-ramp (Exit 26A)	26.9	63.0	F	51.3	31.9	D	48.4	36.8	E	34.0	56.6	F	51.2	28.4	D
	Mainline between the Belmont Racetrack off-ramp and on-ramp (Exit 26A)	19.9	68.6	F	51.9	32.3	D	50.2	35.7	E	22.5	86.8	F	51.5	28.5	D
	Weaving segment between the Belmont Racetrack on-ramp (Exit 26A) and the Hempstead Ave off-ramp	20.2	66.6	F	33.7	38.8	E	28.6	50.9	F	15.9	100.7	F	42.1	26.6	C
	Mainline between the Hempstead Ave off-ramp and on-ramp	16.7	75.9	F	50.9	29.9	D	50.2	30.7	D	24.3	67.1	F	51.4	23.3	C
	Merge segment at the Hempstead Ave on-ramp	19.4	65.4	F	46.7	31.2	D	44.8	33.1	D	16.5	90.8	F	47.1	25.3	C
	Mainline between the Hempstead Ave on-ramp and the Belmont Racetrack (Exit 26D) on-ramp	45.7	35.5	E	51.3	32.9	D	50.9	35.4	E	18.8	95.6	F	51.5	27.0	D
	Weaving segment between the Belmont Racetrack (Exit 26D) on-ramp and off-ramp	35.9	33.1	D	44.3	31.8	D	44.7	34.0	D	25.5	64.2	F	39.0	26.0	C
	Mainline between the Belmont Racetrack (Exit 26D) on-ramp and the Jamaica Ave off-ramp	47.0	34.5	D	51.1	33.1	D	50.9	35.4	E	22.3	83.3	F	51.4	26.9	D
	Diverge segment at the off-ramp to Jamaica Ave	45.7	33.4	D	50.1	29.5	D	49.8	31.8	D	26.2	73.9	F	51.4	24.1	C
	Mainline between the Jamaica Ave off-ramp and on-ramp	38.7	42.9	E	48.8	30.6	D	51.0	31.5	D	27.0	60.1	F	51.5	24.4	C
	Merge segment at the Jamaica Ave on-ramp	24.2	54.5	F	36.4	30.9	D	38.7	31.4	D	20.3	59.9	F	40.7	23.9	C
	Mainline north of the Jamaica Ave on-ramp	21.8	75.0	F	49.6	31.1	D	50.9	32.8	D	26.9	61.6	F	51.4	25.1	C
Southbound	Diverge segment at the off-ramp to Jamaica Ave	50.3	34.6	D	50.4	32.4	D	51.7	29.1	D	25.8	74.5	F	51.7	26.6	C
	Mainline between the Jamaica off-ramp and the Jamaica Ave on-ramp	51.1	30.6	D	48.1	37.0	E	51.3	29.4	D	20.6	78.9	F	51.6	28.2	D
	Merge segment at the Jamaica Ave on-ramp	41.3	32.5	D	43.1	39.0	E	48.6	29.1	D	14.3	93.4	F	49.9	27.7	C
	Mainline between the Jamaica Ave on-ramp and the Belmont Racetrack (Exit 26D) off-ramp	50.8	34.5	D	46.0	39.9	E	51.4	31.0	D	16.3	101.9	F	51.7	28.1	D
	Diverge segment at the Belmont Racetrack (Exit 26D) off-ramp	50.5	33.8	D	47.7	38.3	E	50.6	30.2	D	19.3	111.4	F	38.8	27.5	C
	Mainline between the Belmont Racetrack (Exit 26D) off-ramp and on ramp	51.3	34.1	D	48.0	38.5	E	51.6	30.3	D	14.7	112.0	F	51.7	27.2	D
	Merge segment at the Belmont Racetrack (Exit 26D) on-ramp	38.4	34.1	D	36.1	38.3	E	44.1	30.5	D	14.1	111.8	F	38.7	26.8	C
	Mainline between the Belmont Racetrack (Exit 26D) on-ramp and the Hempstead Ave WB off-ramp	50.6	35.1	E	48.9	39.0	E	50.7	31.3	D	15.8	102.5	F	51.2	27.1	D
	Diverge segment at the Hempstead Ave WB off-ramp	49.3	33.8	D	49.0	38.6	E	51.0	28.6	D	20.1	101.8	F	51.5	25.4	C
	Mainline between the Hempstead Ave WB off-ramp and on-ramp	50.7	32.7	D	47.8	41.8	E	51.4	28.8	D	21.4	72.4	F	51.6	27.6	D
	Merge segment at the Hempstead Ave WB on-ramp	35.7	35.5	E	35.4	44.1	F	40.2	29.7	D	15.9	84.2	F	41.9	28.7	D
	Weaving segment between the Hempstead Ave WB on-ramp and Hempstead Ave EB off-ramp	38.9	44.1	F	42.5	46.9	F	44.4	34.3	D	16.4	100.1	F	48.1	30.3	D
	Diverge segment at the Hempstead Ave EB off-ramp	33.9	41.2	E	37.4	44.7	F	36.4	33.1	D	18.0	93.7	F	40.7	29.9	D
	Mainline between the Hempstead Ave EB off-ramp and on-ramp	50.2	30.9	D	46.5	46.8	F	50.9	32.2	D	12.7	115.4	F	51.5	31.6	D
	Weaving segment between the Hempstead Ave EB on-ramp and the Belmont Racetrack (Exit 26A) off-ramp	46.1	31.0	D	38.5	46.9	F	45.9	30.1	D	9.9	124.8	F	46.1	30.0	D
	Mainline between the Belmont Racetrack (Exit 26A) off-ramp and on-ramp	51.2	33.6	D	47.9	45.3	F	51.5	30.1	D	12.2	130.8	F	51.8	29.6	D
	Merge segment at the Belmont Racetrack (Exit 26A) on-ramp	50.9	34.5	D	50.8	37.1	E	51.4	29.4	D	27.0	52.2	F	51.6	27.9	C
	Mainline between the Belmont Racetrack (Exit 26A) on-ramp and the Linden Blvd off-ramp	51.0	34.1	D	50.7	38.5	E	51.0	31.6	D	44.7	40.2	E	51.3	28.2	D
	Diverge segment at the off-ramp to Linden Blvd	48.5	33.1	D	50.7	36.5	E	51.4	30.1	D	51.2	32.4	D	51.4	26.9	C
	Mainline between the Linden Blvd off-ramp and on-ramp	51.2	31.2	D	50.5	37.0	E	51.4	30.6	D	51.9	32.7	D	51.6	27.3	D
	Merge segment at the Linden Blvd on-ramp	39.5	30.4	D	37.1	37.6	E	40.4	29.8	D	39.6	32.2	D	41.6	26.3	C
	Diverge segment at the Southern State Parkway off-ramp	50.2	32.2	D	43.6	42.7	E	46.9	33.5	D	48.4	35.8	E	49.0	28.7	D

Note: Shading denotes highway segments with significant adverse traffic impacts

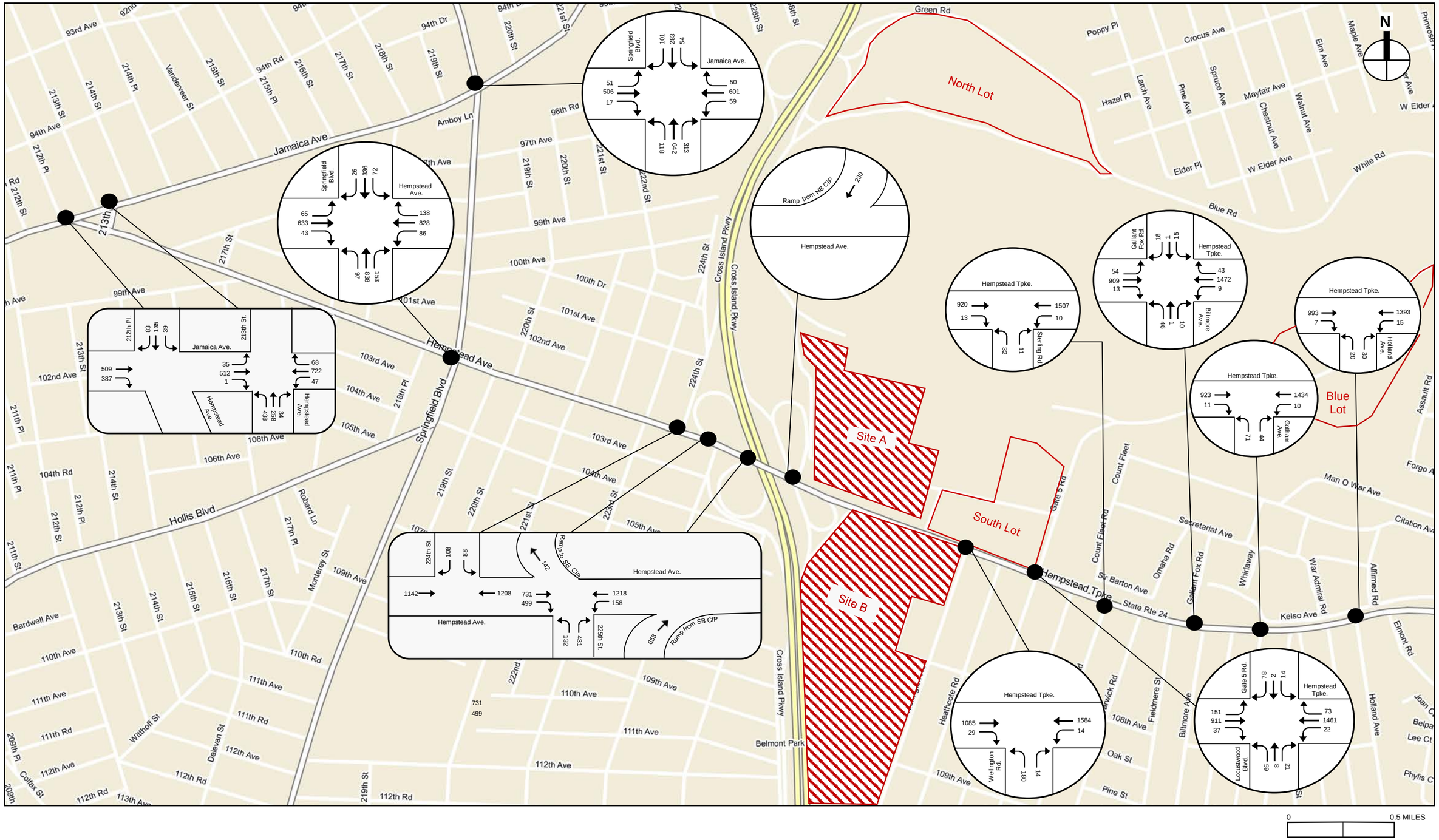
Table 3: 2021 No Arena Alternative Cross Island Parkway Vehicle Demand Analysis

Scenario		Segment	Weekday AM Peak Hour				Weekday PM Peak Hour				Saturday Midday Peak Hour				Saturday PM Peak Hour				Saturday Night Peak Hour			
			Veh. Demand	Veh. Served	Unmet Demand	% Served	Veh. Demand	Veh. Served	Unmet Demand	% Served	Veh. Demand	Veh. Served	Unmet Demand	% Served	Veh. Demand	Veh. Served	Unmet Demand	% Served	Veh. Demand	Veh. Served	Unmet Demand	% Served
No Arena Alternative	Northbound	Merge segment at the Southern State Parkway on-ramp	3,648	2,971	677	81%	4,419	4,419	0	100%	4,722	4,721	1	100%	4,590	4,545	45	99%	3,676	3,676	0	100%
		Mainline between the Hempstead Ave off-ramp and on-ramp	4,131	3,776	355	91%	4,289	4,289	0	100%	4,366	4,366	0	100%	4,594	4,439	155	97%	3,519	3,519	0	100%
		Mainline at Hillside Ave overpass	5,614	5,080	534	90%	4,805	4,805	0	100%	5,370	5,370	0	100%	5,523	5,220	303	95%	4,043	4,026	17	100%
	Southbound	Merge segment at the Southern State Parkway on-ramp	4,957	4,929	28	99%	4,474	4,465	9	100%	4,211	4,211	0	100%	4,397	4,340	57	99%	3,823	3,788	35	99%
		Mainline between the Hempstead Ave off-ramp and on-ramp	5,194	5,043	151	97%	5,392	5,352	40	99%	4,512	4,512	0	100%	4,894	4,676	218	96%	4,057	4,008	49	99%
		Mainline at Hillside Ave overpass	4,857	4,676	181	96%	5,479	5,464	15	100%	4,442	4,442	0	100%	5,183	5,040	143	97%	4,007	3,949	58	99%
With Action	Northbound	Merge segment at the Southern State Parkway on-ramp	3,648	2,971	677	81%	5,991	4,761	1,230	79%	4,805	4,800	5	100%	6,097	4,596	1,501	75%	3,734	3,734	0	100%
		Mainline between the Hempstead Ave off-ramp and on-ramp	4,131	3,776	355	91%	5,073	4,813	260	95%	4,437	4,437	0	100%	5,301	4,660	641	88%	3,876	3,861	15	100%
		Mainline at Hillside Ave overpass	5,614	5,080	534	90%	4,880	4,880	0	100%	6,585	6,149	436	93%	5,641	5,267	374	93%	6,019	5,572	447	93%
	Southbound	Merge segment at the Southern State Parkway on-ramp	4,957	4,929	28	99%	6,160	4,556	1,604	74%	4,304	4,304	0	100%	6,041	4,947	1,094	82%	3,887	3,852	35	99%
		Mainline between the Hempstead Ave off-ramp and on-ramp	5,194	5,043	151	97%	6,383	5,694	689	89%	5,386	5,336	50	99%	5,895	5,183	712	88%	5,103	5,062	41	99%
		Mainline at Hillside Ave overpass	4,857	4,676	181	96%	5,535	5,461	74	99%	5,507	5,413	94	98%	5,234	5,028	206	96%	5,751	5,608	143	98%

Table 4: 2021 No Arena Alternative Highway Interchange Levels of Service

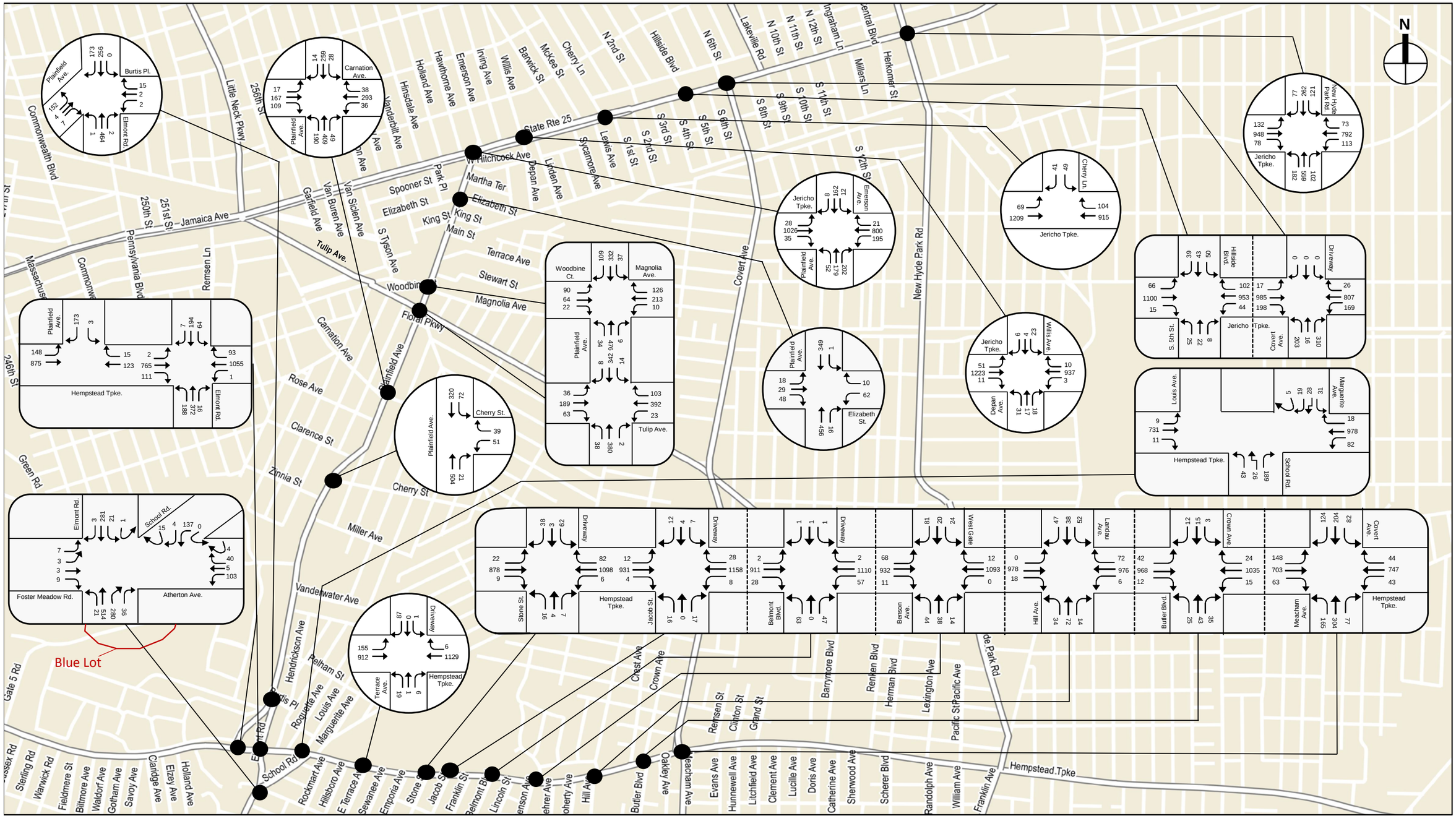
ID[1]	Segment Name	Type	Weekday AM Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Saturday PM Peak Hour			Saturday Night Peak Hour		
			Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS
1	Merge segment on SB CIP at on-ramp from WB LIE	Merge	51.0	21.8	C	51.0	18.7	B	51.0	22.1	C	50.0	23.8	C	51.0	20.7	C
2	Weaving segment between ramps from NB & SB CIP and ramps to EB LIE & EB LIE Service Road	Weave	37.3	32.6	D	35.0	32.6	D	33.1	34.5	D	41.9	23.7	B	44.6	17.9	B
3	EB LIE Mainline upstream of on-ramp from NB & SB CIP	Major Merge	55.0	31.2	D	55.0	25.2	C	55.0	26.7	D	55.0	26.1	D	55.0	21.4	C
	EB LIE Mainline downstream of on-ramp from NB & SB CIP		54.2	36.9	E	55.0	29.9	D	55.0	32.3	D	55.0	31.6	D	55.0	25.8	C
4	Merge segment on SB CIP at on-ramp from WB GCP	Merge	50.0	25.5	C	51.0	19.3	B	50.0	25.2	C	50.0	23.4	C	51.0	21.4	C
5	Merge segment on EB GCP at on-ramp from NB CIP	Merge	48.0	31.2	D	51.0	20.6	C	50.0	24.0	C	51.0	21.7	C	51.0	11.1	B

Notes:
(1) See Figure 11-2 for locations



2021 No Arena Alternative Traffic Volumes - Local Street Network
Weekday AM Peak Hour

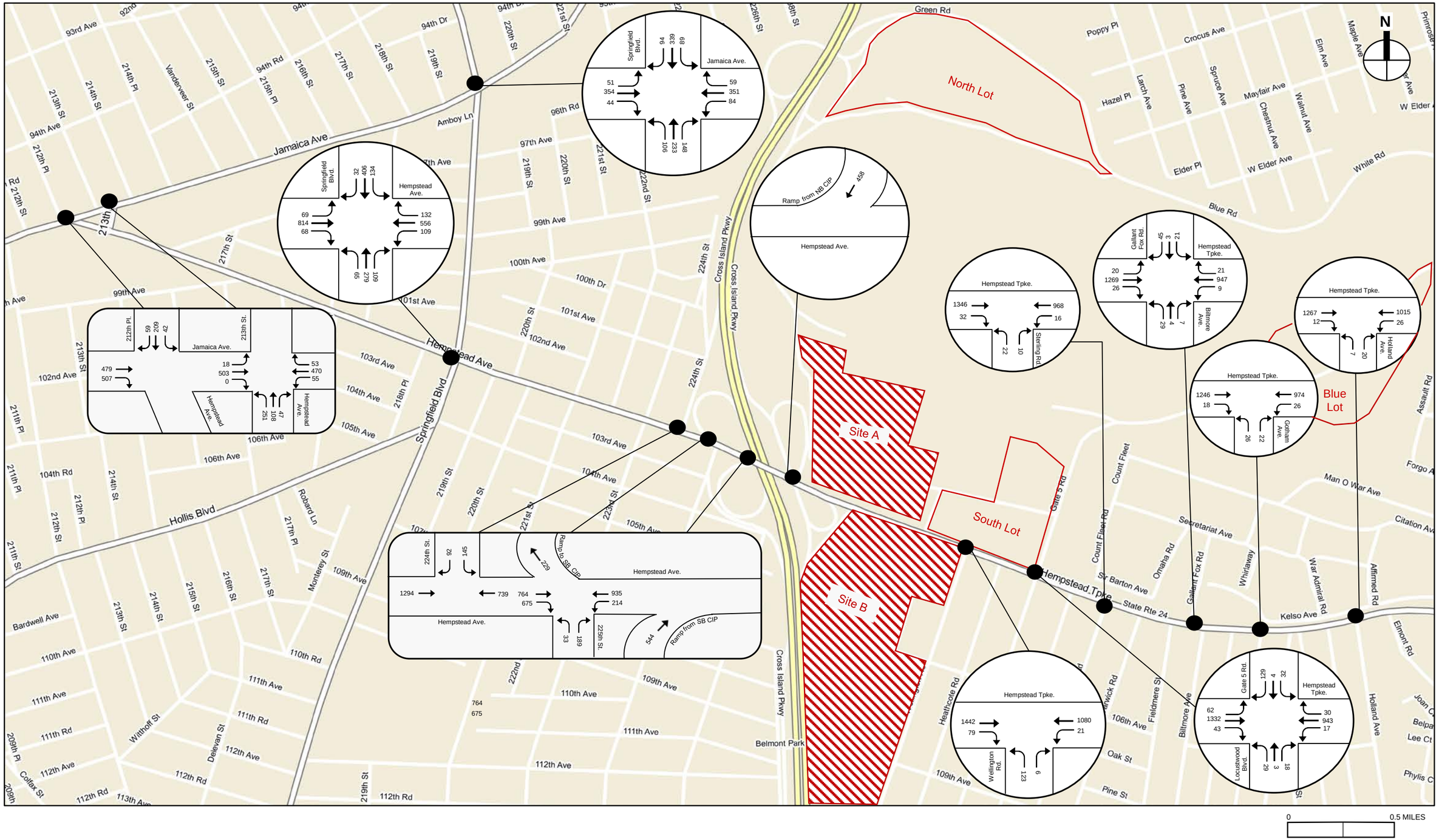
Figure 1A



- - - - - *Break Line (Volumes do not balance across breaks)*

0 0.25 MILES

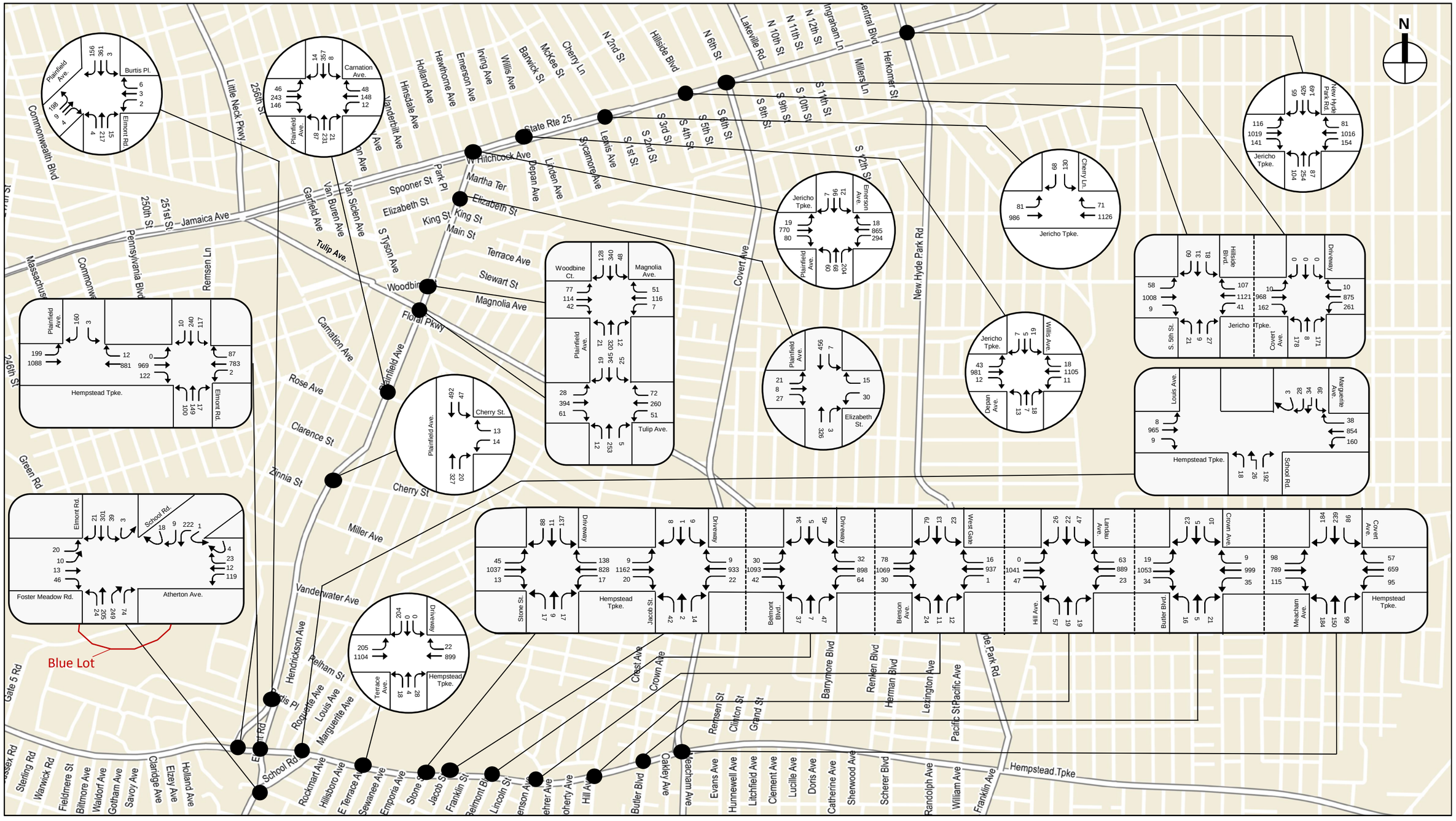
2021 No Arena Alternative Traffic Volumes - Local Street Network
Weekday AM Peak Hour
Figure 1B



0 0.5 MILES

2021 No Arena Alternative Traffic Volumes - Local Street Network
Weekday PM Peak Hour

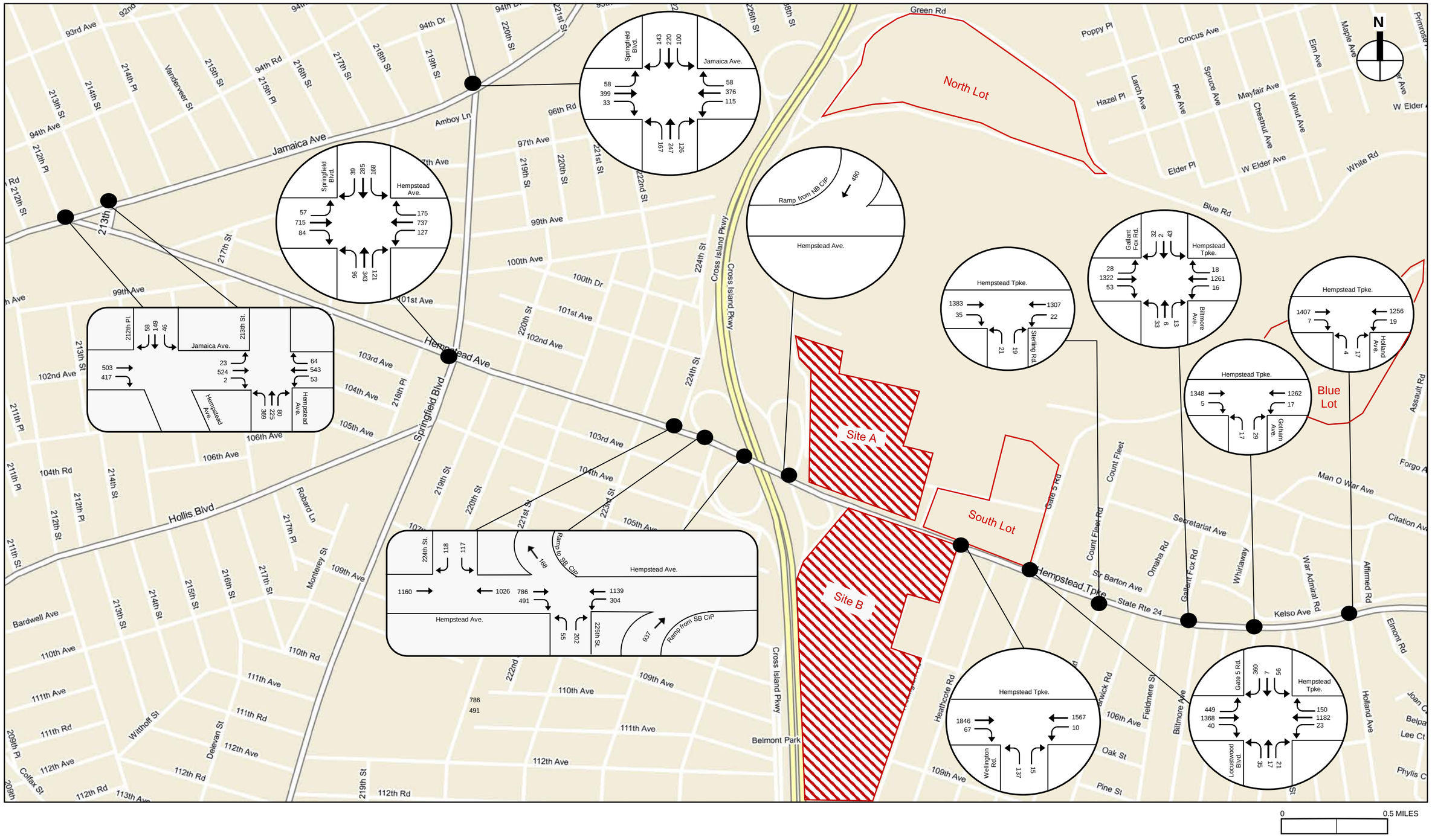
Figure 2A



- - - - - *Break Line (Volumes do not balance across breaks)*

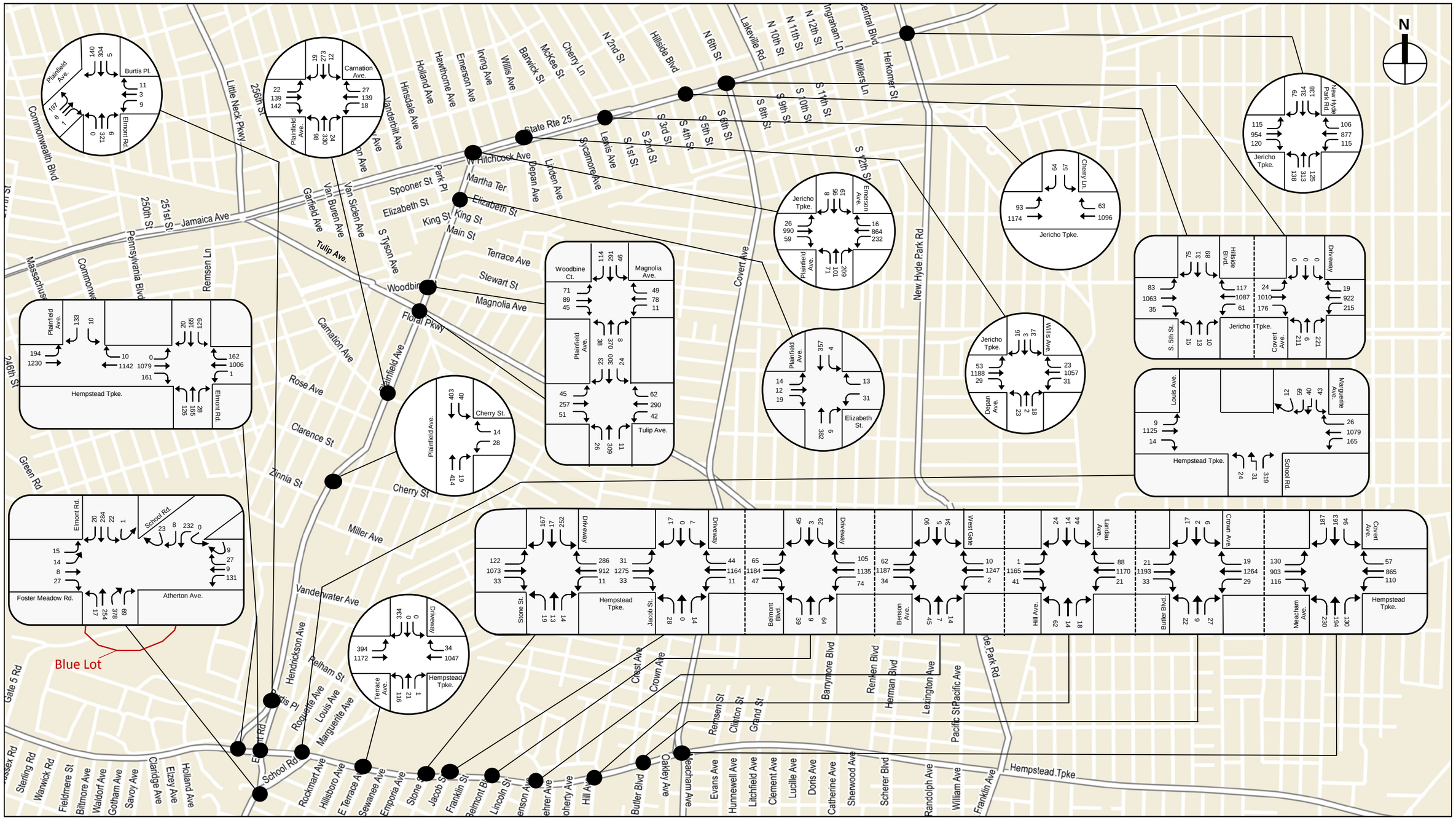
0 0.25 MILES

2021 No Arena Alternative Traffic Volumes - Local Street Network
Weekday PM Peak Hour
Figure 2B



2021 No Arena Alternative Traffic Volumes - Local Street Network
Saturday Midday Peak Hour

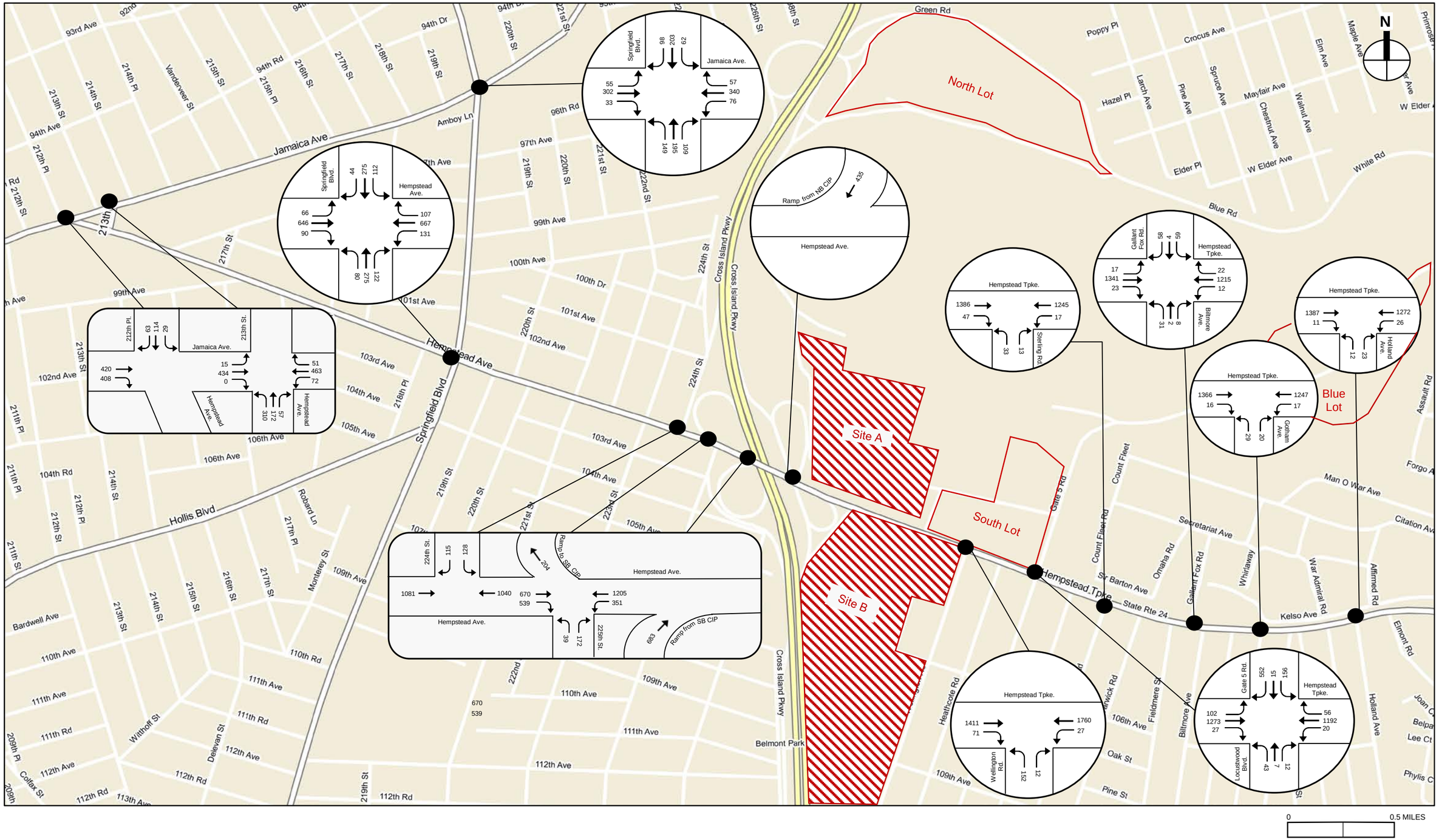
Figure 3A



- - - - - Break Line (Volumes do not balance across breaks)

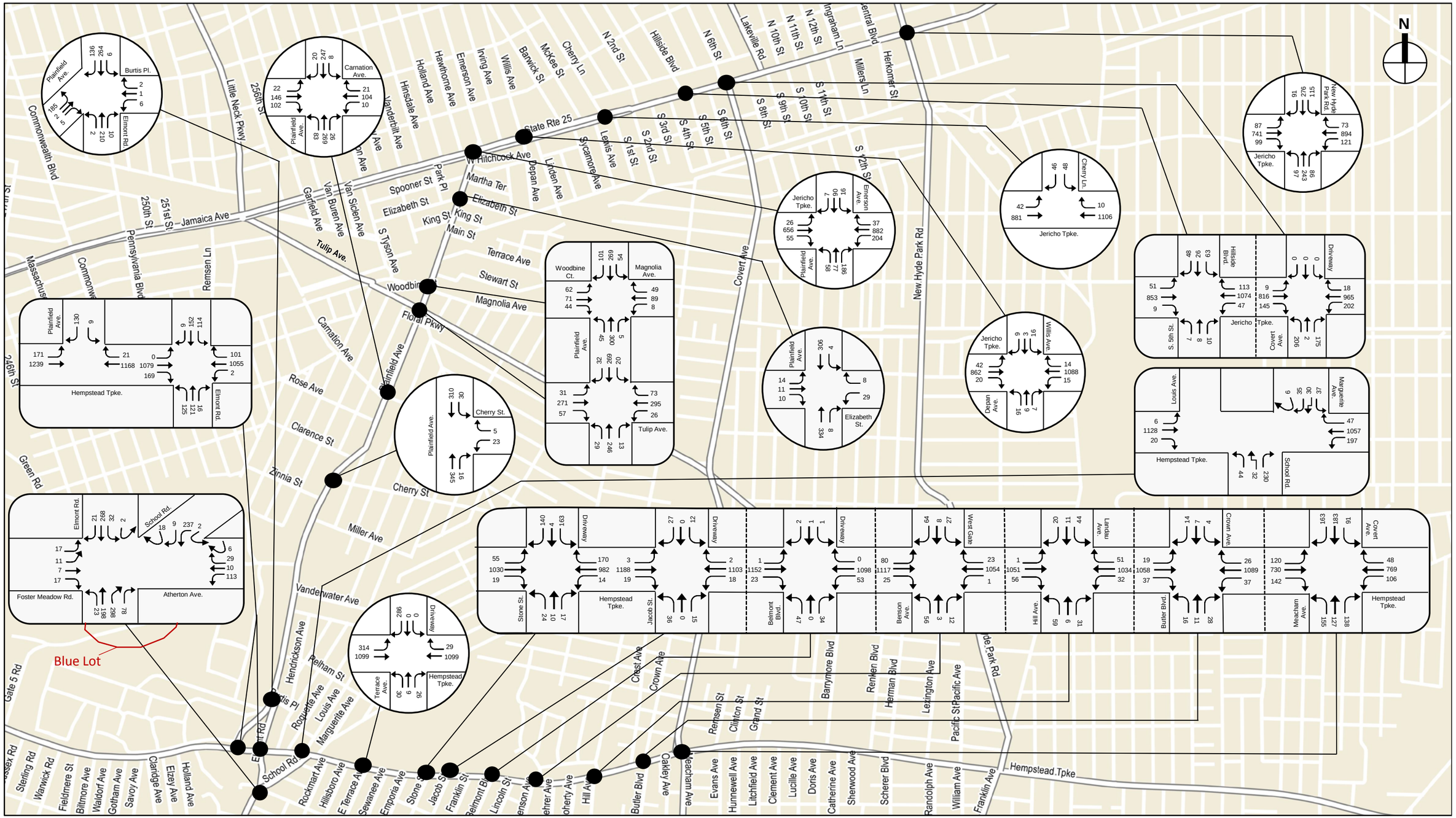
0 0.25 MILES

2021 No Arena Alternative Traffic Volumes - Local Street Network
Saturday Midday Peak Hour
Figure 3B



2021 No Arena Alternative Traffic Volumes - Local Street Network
Saturday PM Peak Hour

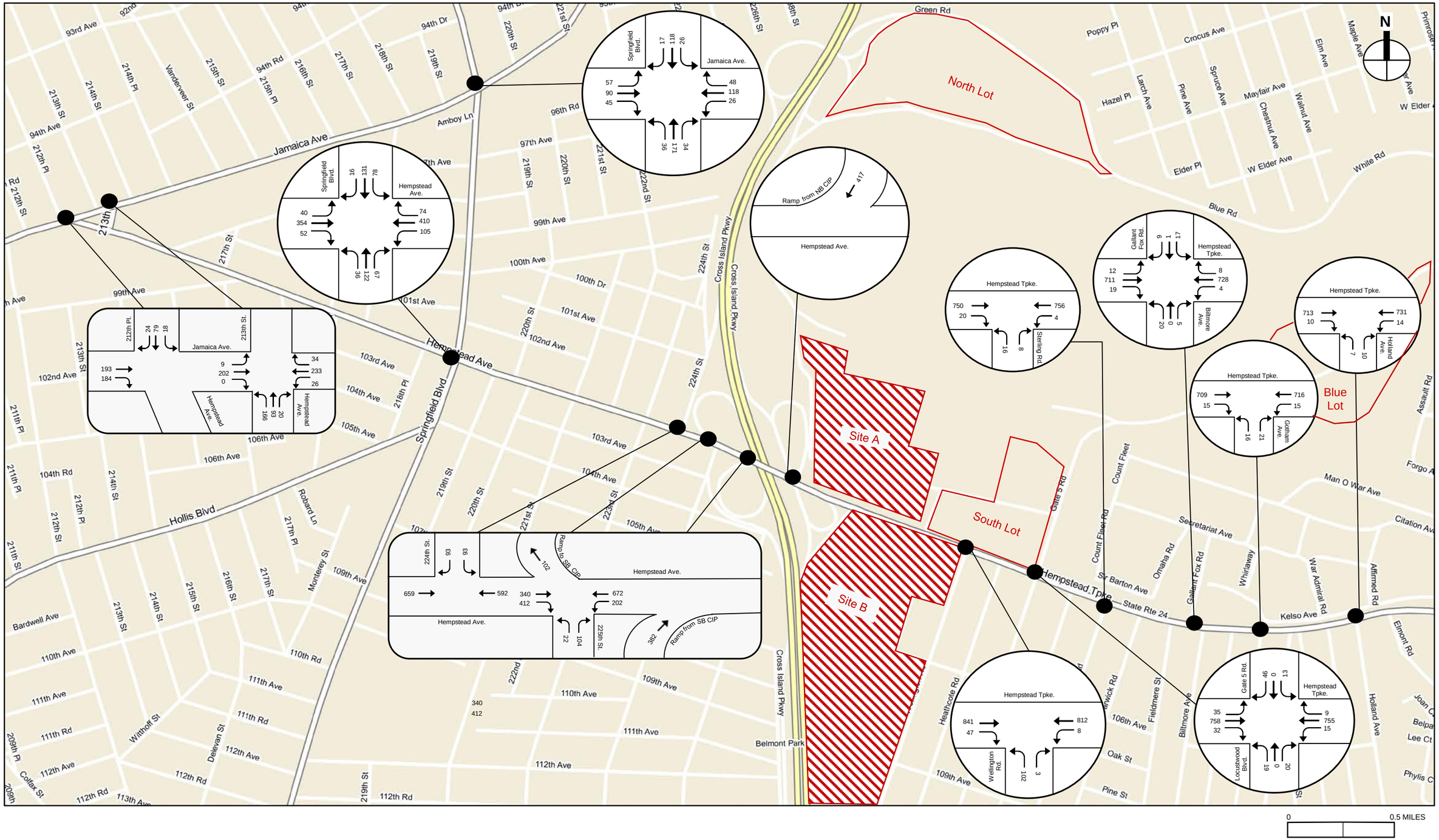
Figure 4A



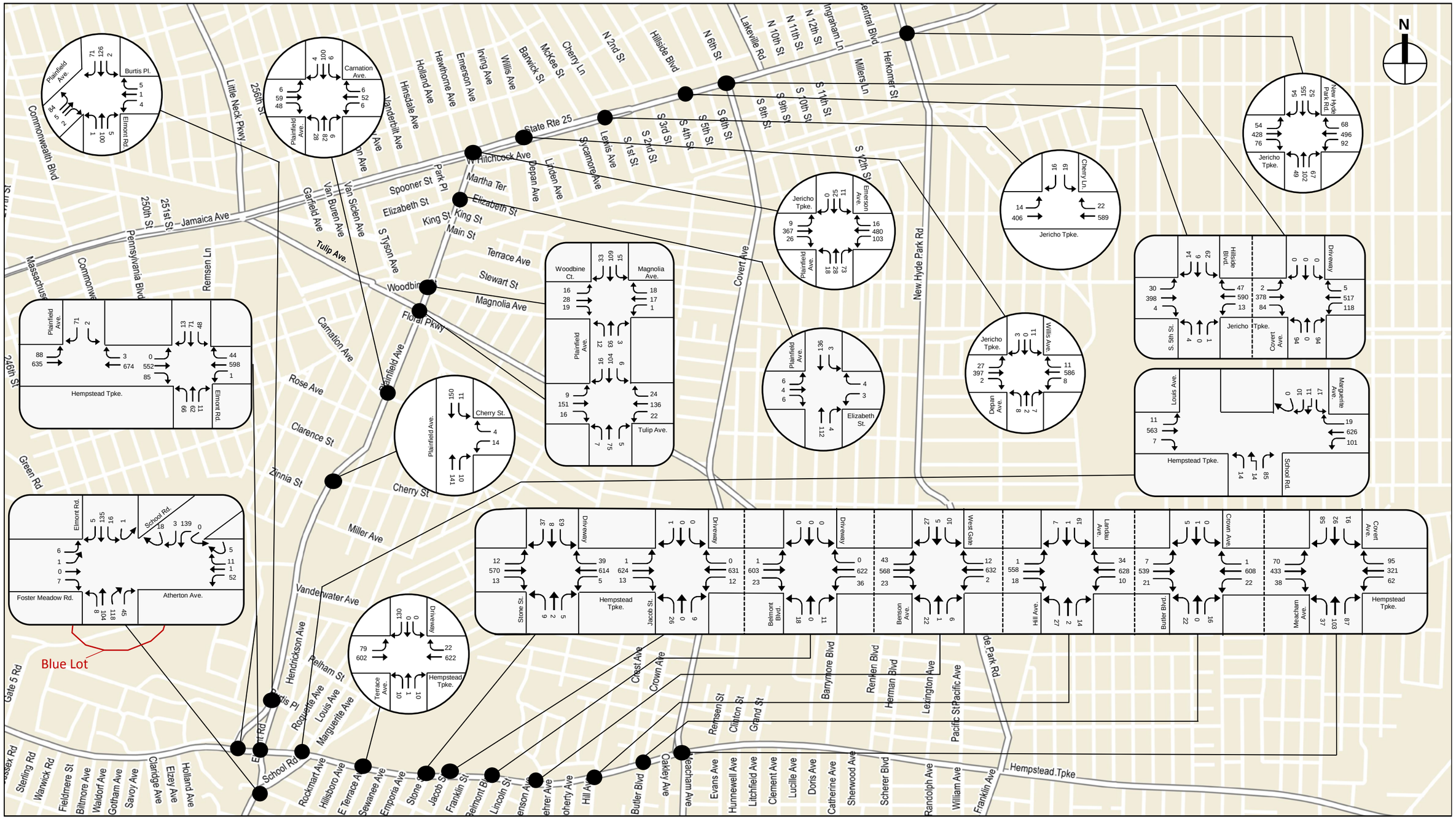
- - - - - *Break Line (Volumes do not balance across breaks)*

0 0.25 MILES

2021 No Arena Alternative Traffic Volumes - Local Street Network
Saturday PM Peak Hour
Figure 4B



2021 No Arena Alternative Traffic Volumes - Local Street Network
Saturday Night Peak Hour
Figure 5A

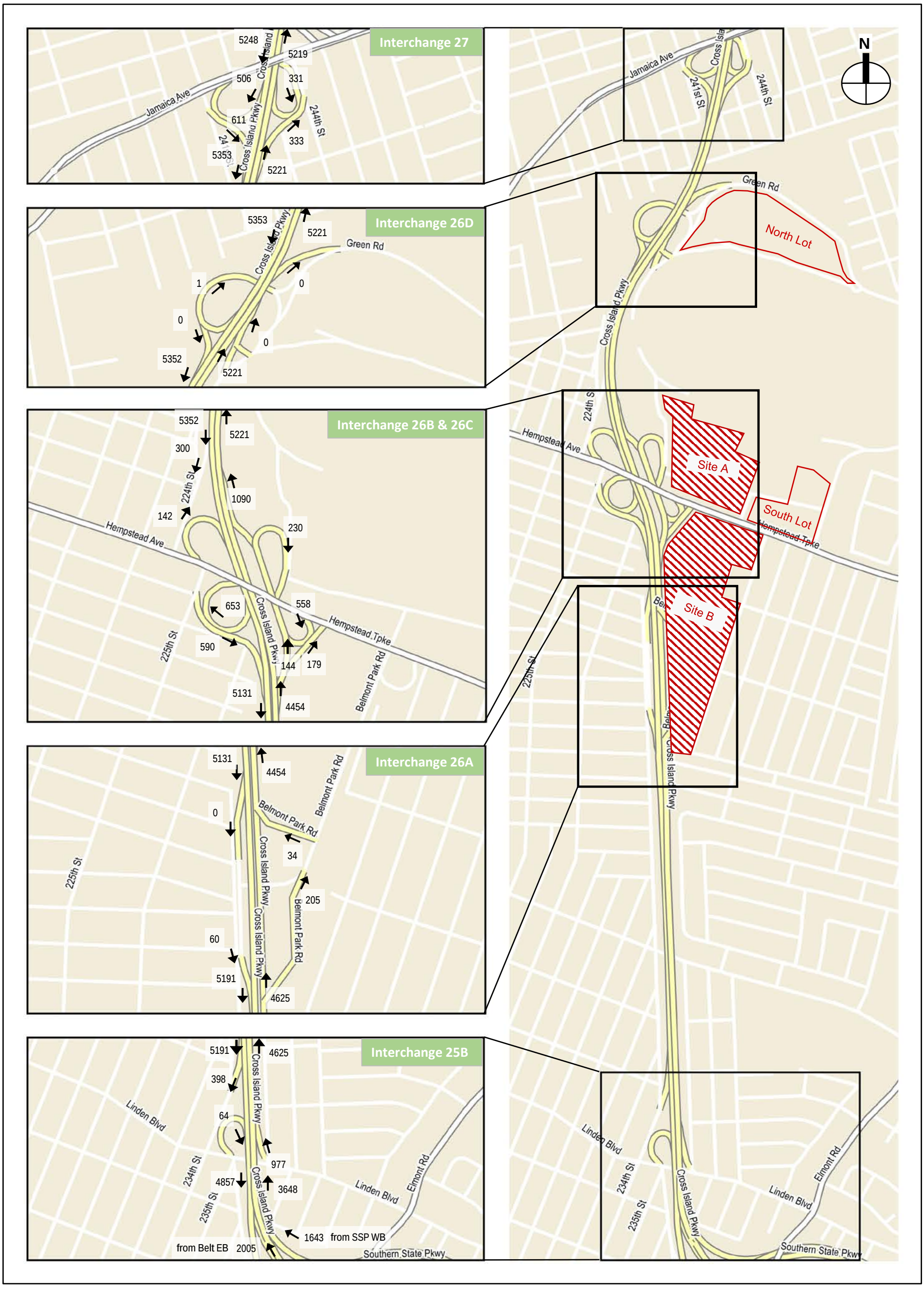


- - - - - *Break Line (Volumes do not balance across breaks)*

0 0.25 MILES

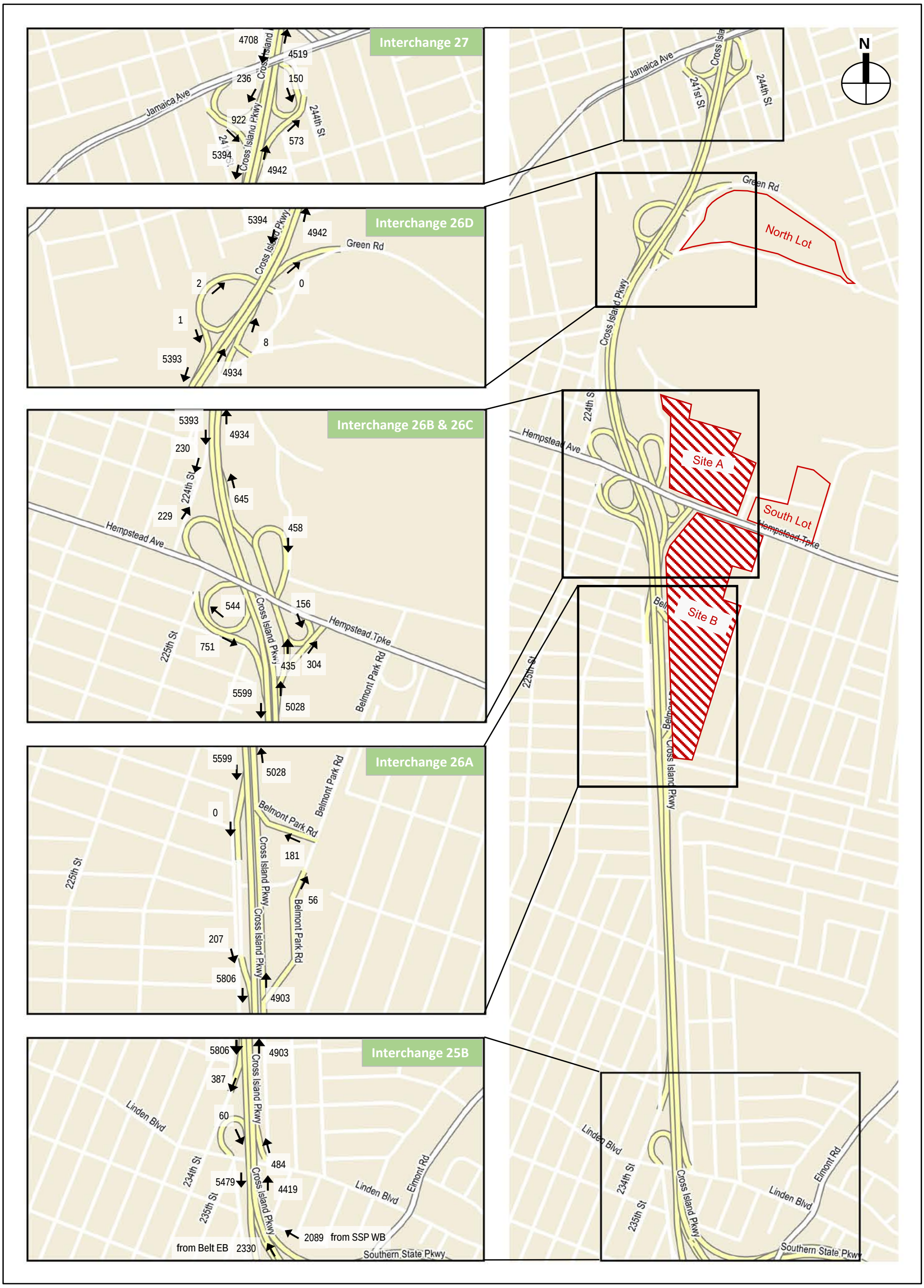
2021 No Arena Alternative Traffic Volumes - Local Street Network
Saturday Night Peak Hour

Figure 5B

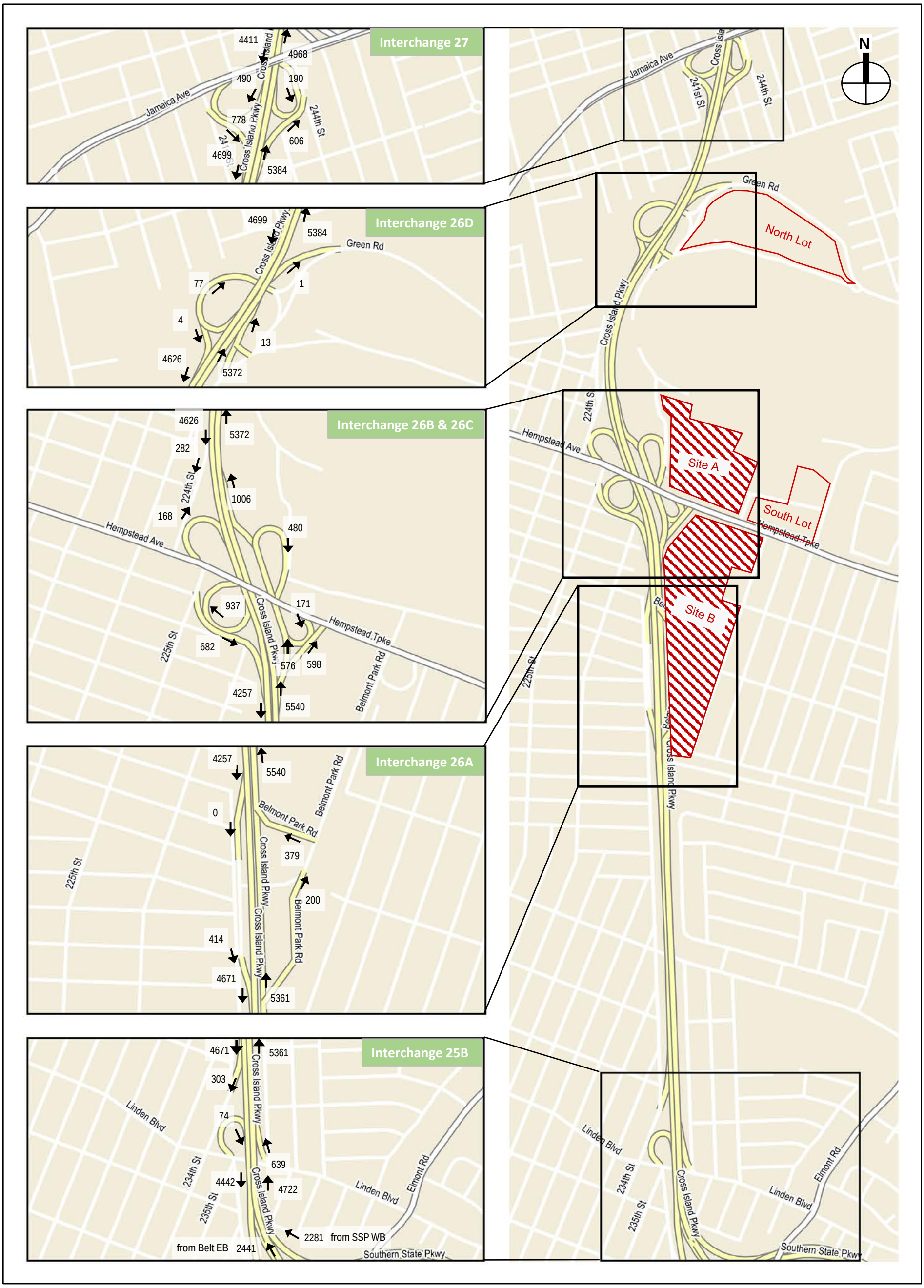


2021 No Arena Alternative Traffic Volumes - Highway Network
Weekday AM Peak Hour

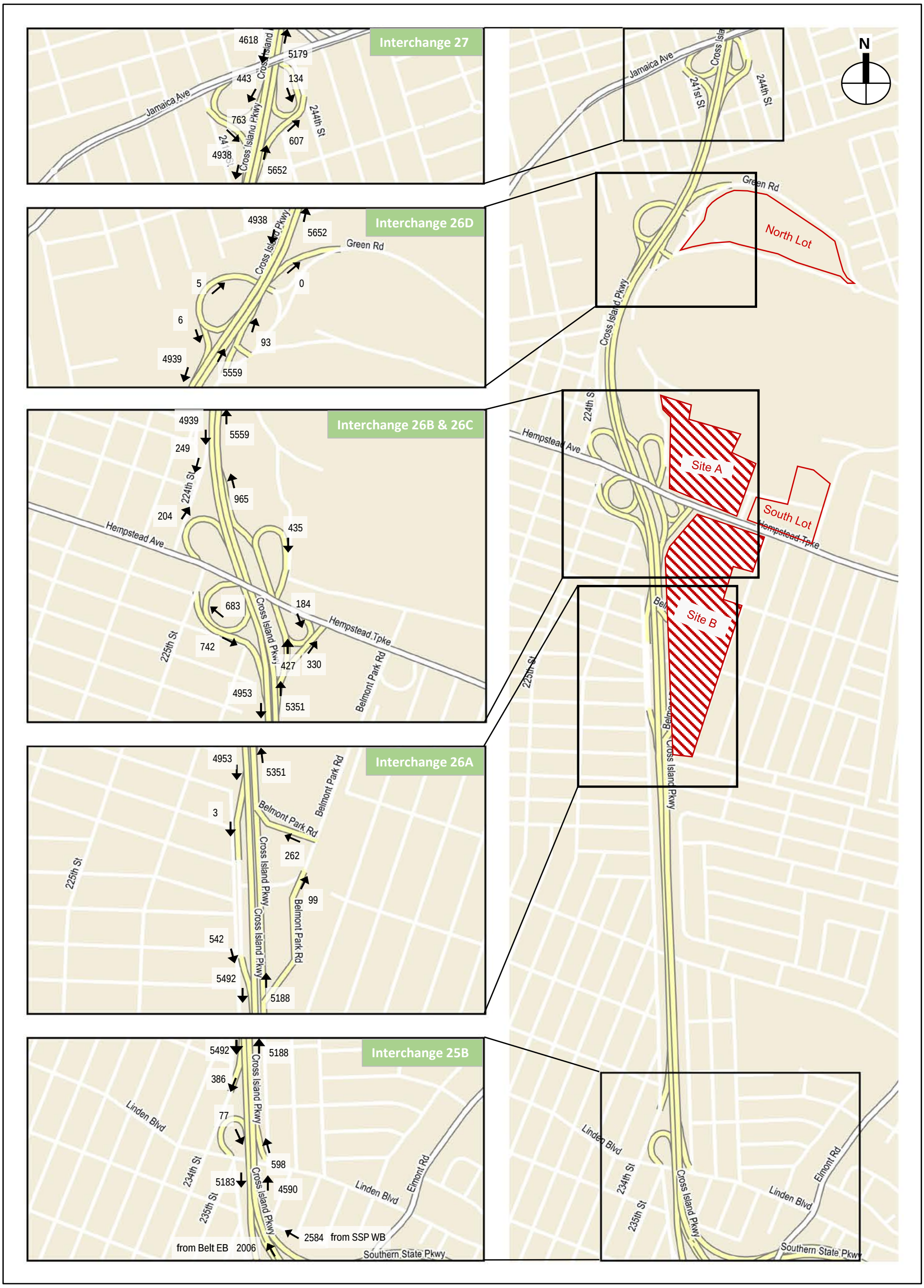
Figure 6



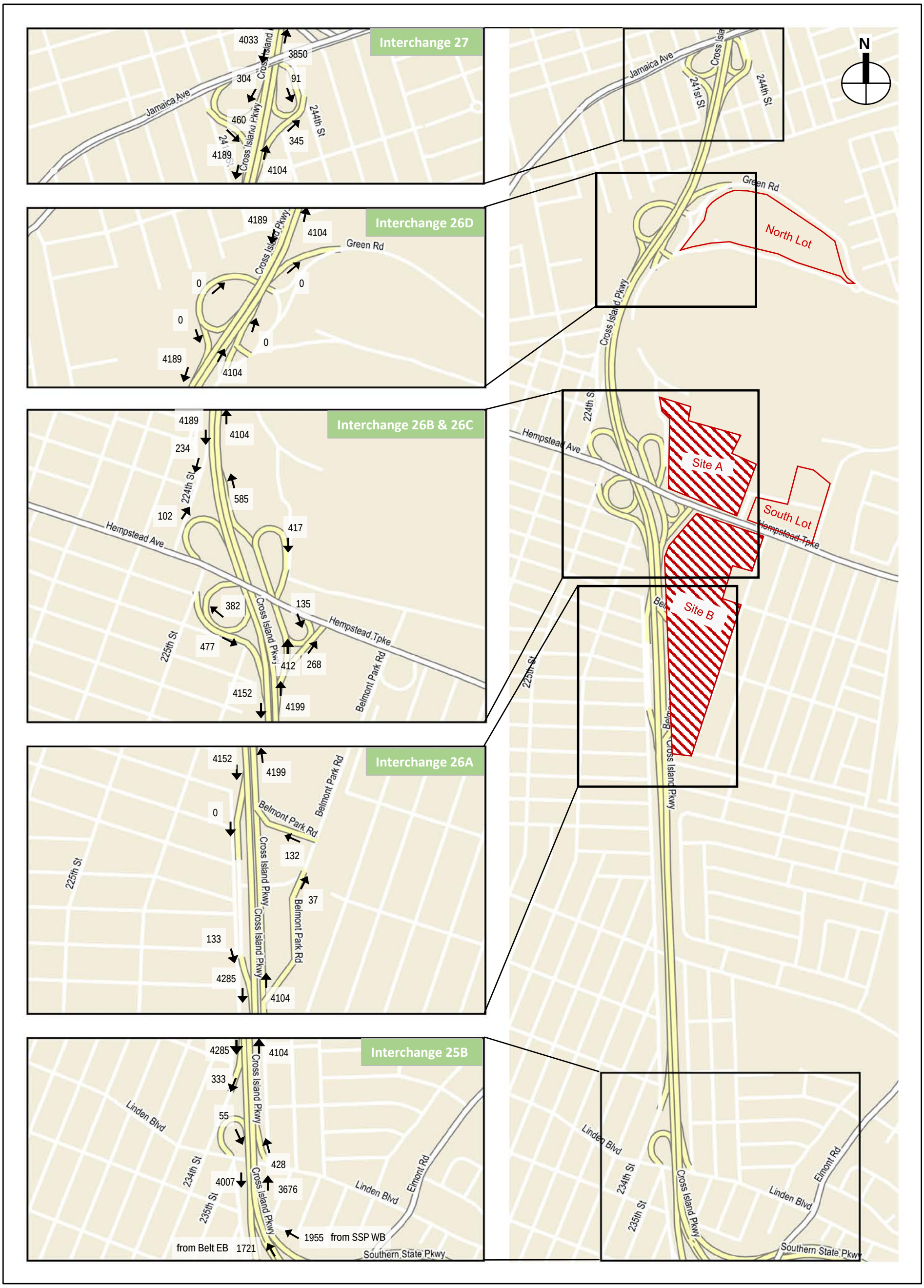
2021 No Arena Alternative Traffic Volumes - Highway Network
Weekday PM Peak Hour



2021 No Arena Alternative Traffic Volumes - Highway Network
Saturday Midday Peak Hour

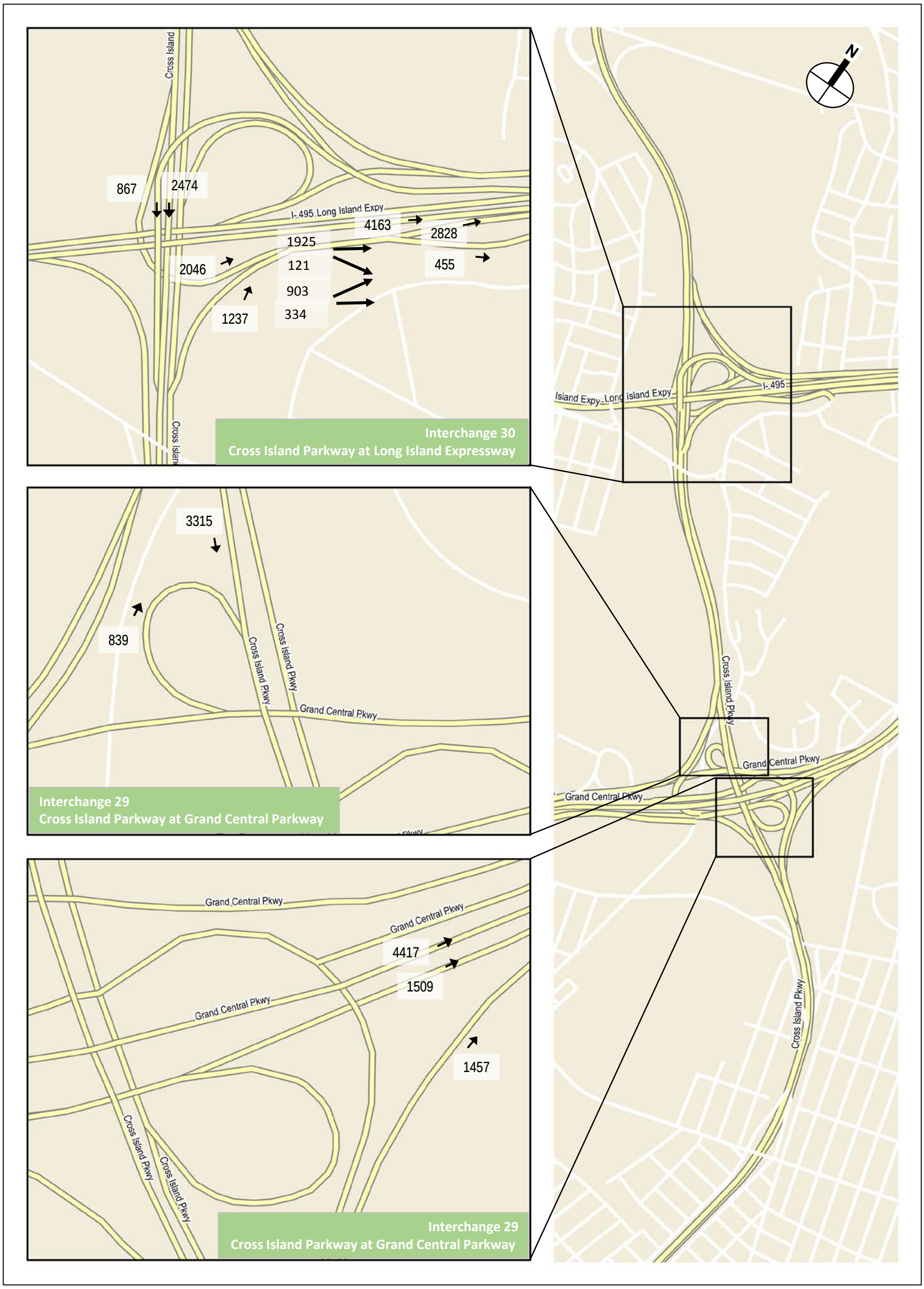


2021 No Arena Alternative Traffic Volumes - Highway Network
Saturday PM Peak Hour



2021 No Arena Alternative Traffic Volumes - Highway Network
Saturday Night Peak Hour

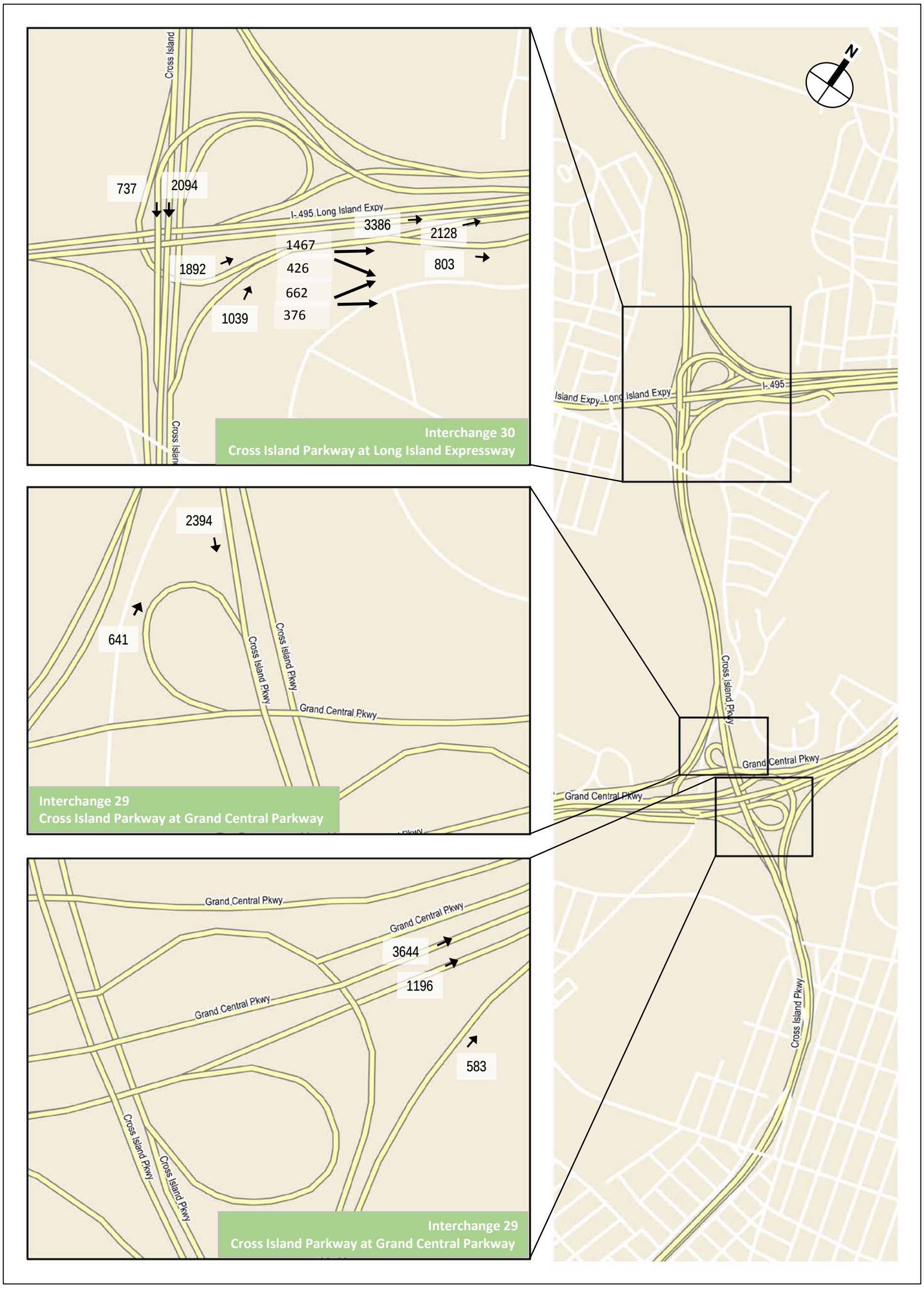
Figure 10



0 0.25 MILES

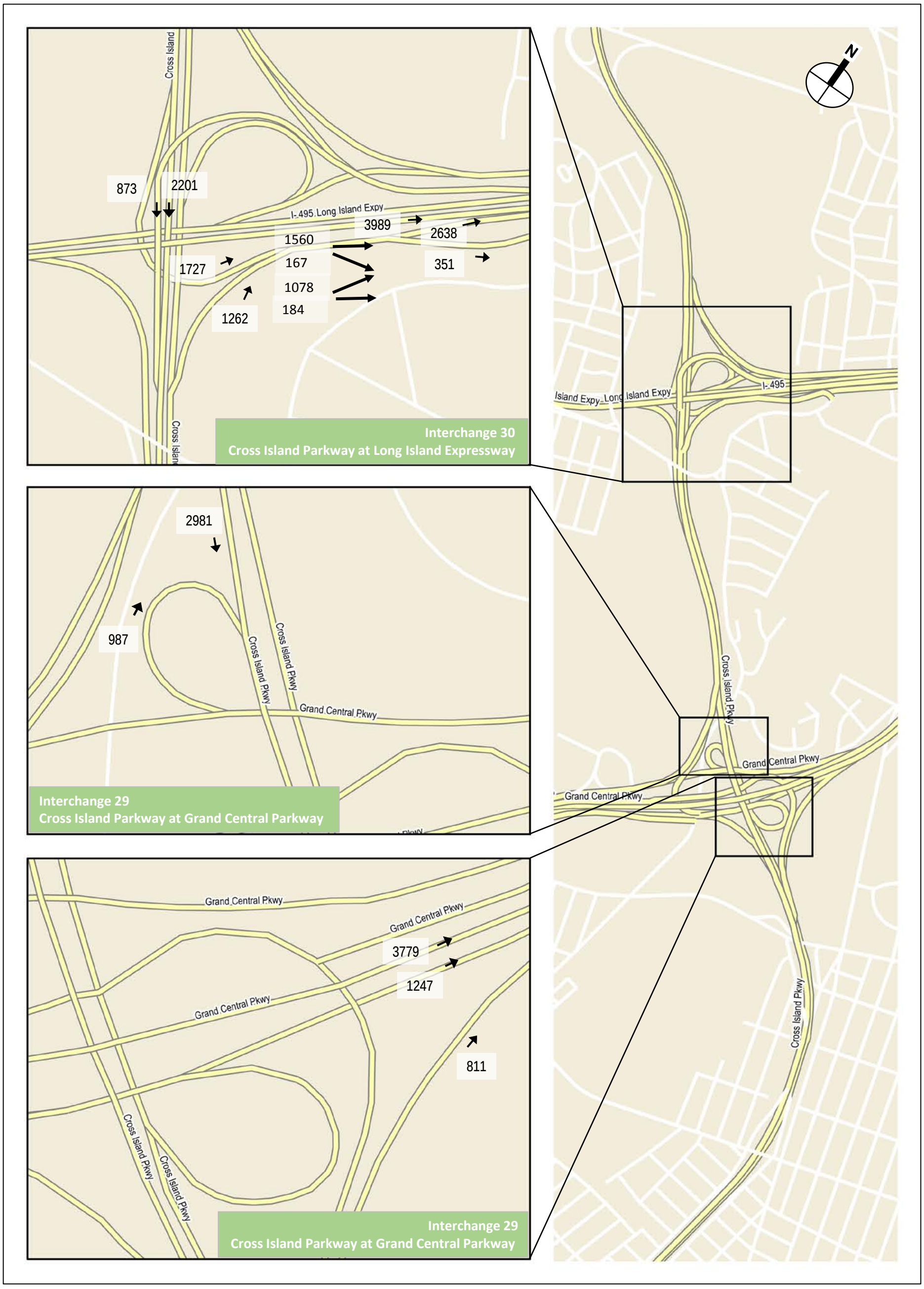
2021 No Arena Alternative Traffic Volumes
Cross Island Parkway Interchanges
Weekday AM Peak Hour

Figure 11



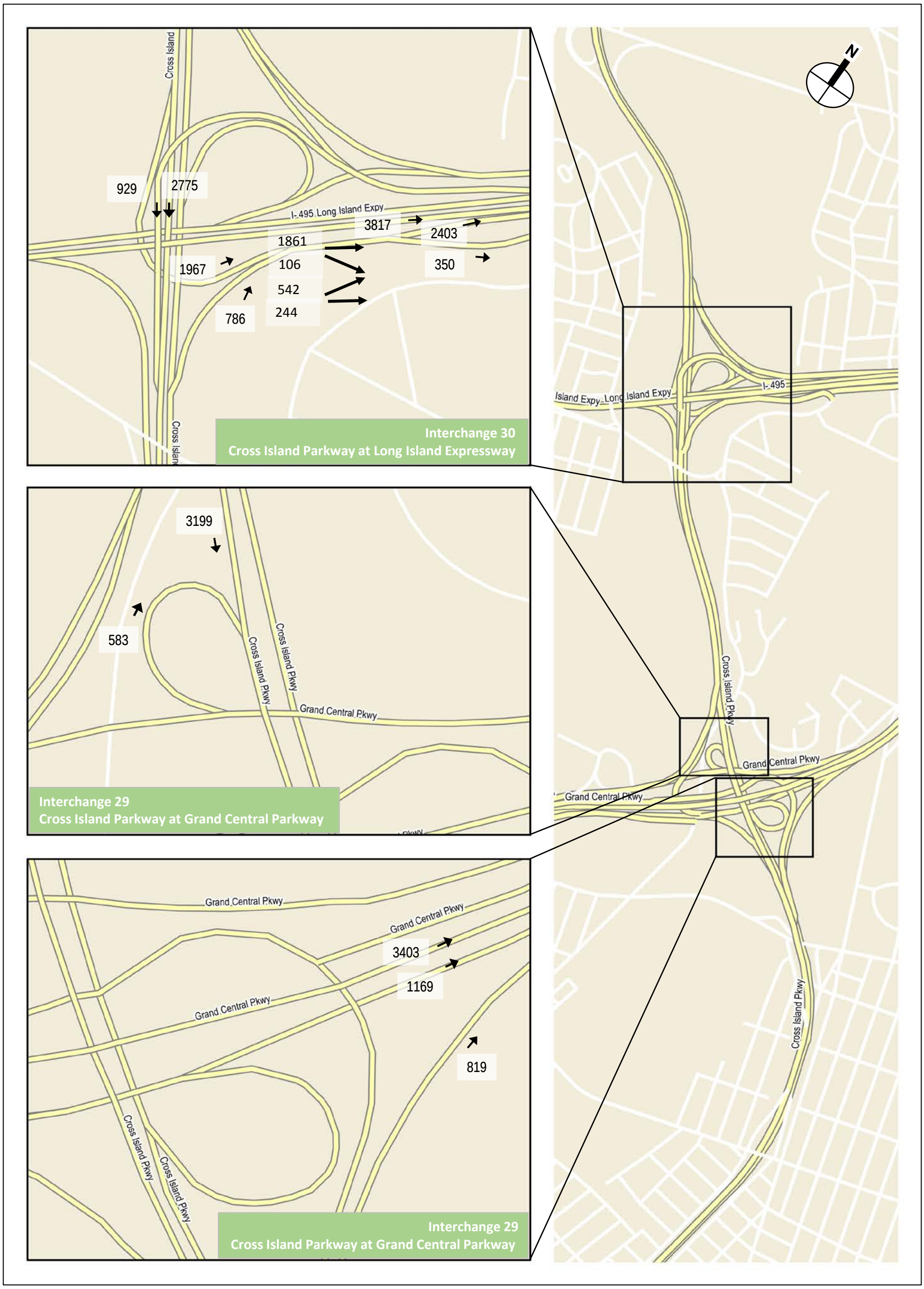
2021 No Arena Alternative Traffic Volumes
Cross Island Parkway Interchanges
Weekday PM Peak Hour

Figure 12



2021 No Arena Alternative Traffic Volumes
Cross Island Parkway Interchanges
Saturday Midday Peak Hour

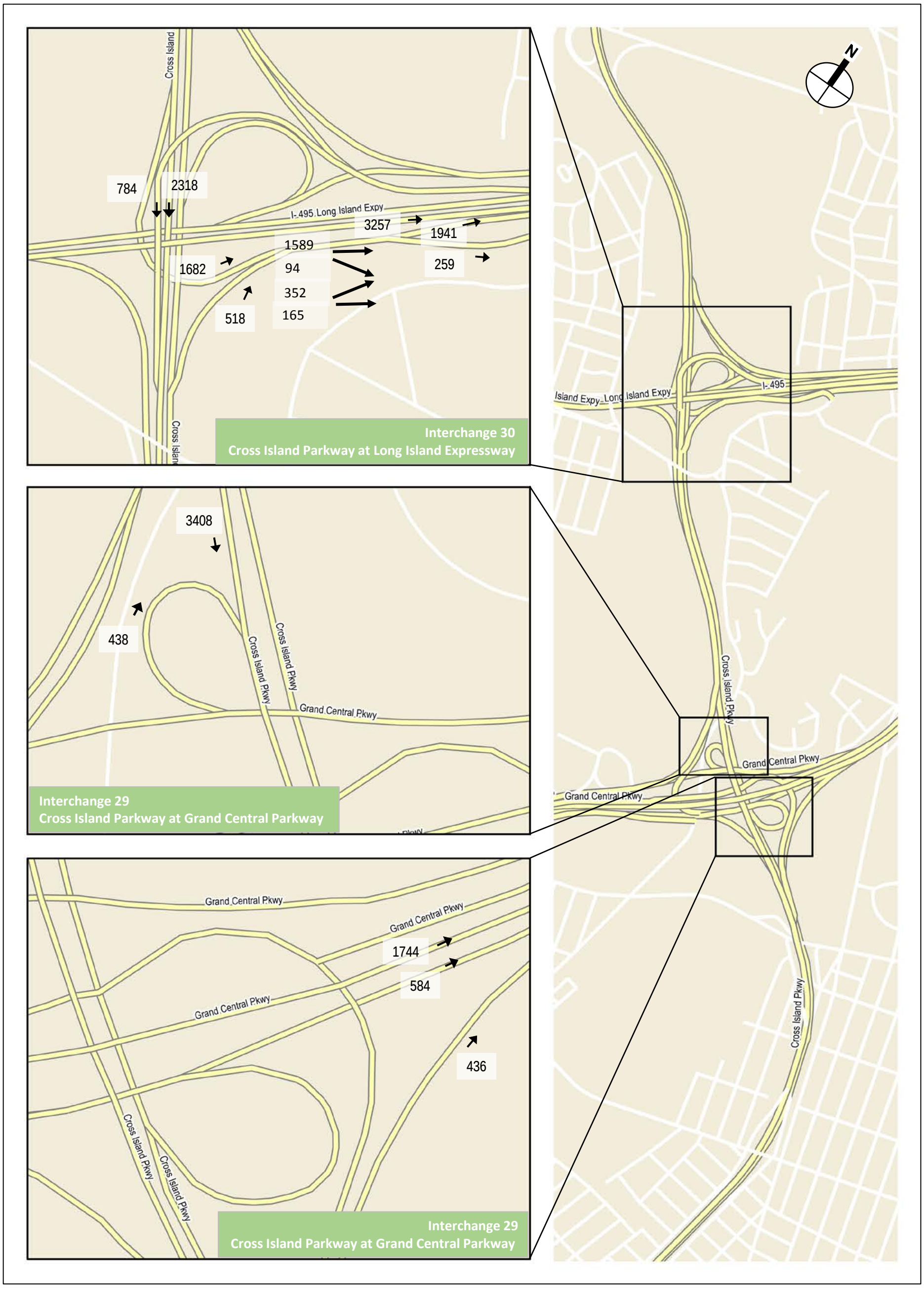
Figure 13



0 0.25 MILES

2021 No Arena Alternative Traffic Volumes
Cross Island Parkway Interchanges
Saturday PM Peak Hour

Figure 14



2021 No Arena Alternative Traffic Volumes
Cross Island Parkway Interchanges
Saturday Night Peak Hour

Figure 15

TABLE 1
BELMONT PARK REDEVELOPMENT CIVIC AND LAND USE IMPROVEMENT PROJECT EIS
2021 NO RETAIL VILLAGE ALTERNATIVE TRAFFIC LEVELS OF SERVICE

		Weekday AM Peak Hour				Weekday PM Peak Hour				Saturday Midday Peak Hour				Saturday PM Peak Hour				Saturday Night Peak Hour			
				Control				Control				Control				Control				Control	
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Delay**	**LOS**	**Mvt.**	**V/C**	**Delay**	**LOS**	**Mvt.**	**V/C**	**Delay**	**LOS**	**Mvt.**	**V/C**	**Delay**	**LOS**	**Mvt.**	**V/C**	**Delay**	**LOS**
SIGNALIZED INTERSECTIONS																					
HEMPSTEAD TURNPIKE																					
Hempstead Turnpike at Wellington Road																					
Hempstead Turnpike	EB	TR	0.38	8.4	A	TR	0.62	10.1	B	TR	0.58	9.5	A	TR	0.63	11.4	B	TR	0.33	6.4	A
	WB	L	0.05	7.5	A	L	0.20	7.8	A	L	0.11	5.4	A	L	0.23	7.0	A	L	0.03	4.4	A
		T	0.51	16.9	B	T	0.34	8.7	A	T	0.62	8.9	A	T	0.56	8.8	A	T	0.48	7.5	A
Wellington Road	NB	LR	0.78	54.8	D	LR	0.65	47.7	D	LR	0.71	49.8	D	LR	0.72	50.8	D	LR	0.60	46.0	D
Overall Intersection		-	**0.59**	**16.3**	**B**	-	**0.62**	**11.3**	**B**	-	**0.67**	**10.8**	**B**	-	**0.66**	**11.9**	**B**	**-**	**0.53**	**8.8**	**A**
Hempstead Turnpike at Locustwood Boulevard/Gate 5 Road																					
Hempstead Turnpike	EB	L	0.45	35.8	D	L	0.80	35.2	D	L	0.73	37.7	D	L	1.43	241.8	F	L	0.06	26.2	C
		TR	0.31	10.0	A	TR	0.41	10.4	B	TR	0.45	12.8	B	TR	0.42	18.3	B	TR	0.29	7.6	A
	WB	L	0.11	6.6	A	L	0.13	14.7	B	L	0.21	13.6	B	L	0.15	12.0	B	L	0.08	18.9	B
		TR	0.58	10.4	B	TR	0.54	19.3	B	TR	0.64	19.0	B	TR	0.64	18.4	B	TR	0.35	18.5	B
Locustwood Boulevard	NB	LT	0.56	46.4	D	LT	0.30	41.9	D	LT	0.35	38.9	D	LT	0.35	35.5	D	LT	0.18	40.3	D
		R	0.02	38.9	D	R	0.02	39.4	D	R	0.02	35.8	D	R	0.01	31.9	C	R	0.02	38.9	D
Gate 5 Road	SB	LT	0.13	39.7	D	LT	0.28	41.5	D	LT	0.62	45.2	D	LT	0.79	52.8	D	LT	0.57	46.0	D
		R	0.19	32.2	C	R	0.24	25.3	C	R	2.01	494.6	F	R	1.47	255.1	F	R	2.19	576.1	F
Overall Intersection		-	**0.56**	**13.3**	**B**	-	**0.57**	**18.9**	**B**	-	**1.18**	**125.9**	**F**	-	**0.97**	**89.2**	**F**	**-**	**1.08**	**212.9**	**F**
Hempstead Turnpike at Sterling Road																					
Hempstead Turnpike	EB	TR	0.46	7.8	A	TR	0.67	8.2	A	TR	0.73	12.9	B	TR	0.68	8.8	A	TR	0.45	8.2	A
	WB	L	0.05	7.1	A	L	0.10	12.0	B	L	0.15	15.2	B	L	0.12	11.7	B	L	0.02	7.8	A
		T	0.68	13.5	B	T	0.47	10.4	B	T	0.55	12.7	B	T	0.59	11.7	B	T	0.31	7.1	A
Sterling Road	NB	LR	0.34	42.5	D	LR	0.26	42.2	D	LR	0.30	42.3	D	LR	0.33	42.3	D	LR	0.19	42.0	D
Overall Intersection		-	**0.68**	**12.0**	**B**	-	**0.62**	**9.7**	**A**	-	**0.68**	**13.3**	**B**	-	**0.65**	**10.8**	**B**	**-**	**0.43**	**8.3**	**A**
Hempstead Turnpike at Gallant Fox Road/Biltmore Avenue																					
Hempstead Turnpike	EB	L	0.39	19.9	B	L	0.12	5.4	A	L	0.19	5.1	A	L	0.20	6.6	A	L	0.04	2.3	A
		TR	0.52	9.3	A	TR	0.70	15.2	B	TR	0.86	17.8	B	TR	0.86	17.3	B	TR	0.46	6.7	A
	WB	L	0.04	7.9	A	L	0.05	8.8	A	L	0.12	17.3	B	L	0.08	13.8	B	L	0.01	5.4	A
		TR	0.95	30.1	C	TR	0.62	14.8	B	TR	0.72	20.9	C	TR	0.82	21.9	C	TR	0.37	9.9	A
Biltmore Avenue	NB	LR	0.55	48.6	D	LR	0.45	46.9	D	LR	0.53	47.7	D	LR	0.45	46.8	D	LR	0.40	49.2	D
Gallant Fox Road	SB	LR	0.47	49.8	D	LR	0.63	54.0	D	LR	0.64	53.8	D	LR	0.79	63.3	E	LR	0.35	48.2	D
Overall Intersection		-	**-**	**24.7**	**C**	-	**-**	**17.0**	**B**	-	**-**	**21.1**	**C**	-	**-**	**22.5**	**C**	**-**	**-**	**9.4**	**A**
Hempstead Turnpike at Gotham Avenue																					
Hempstead Turnpike	EB	TR	0.58	14.8	B	TR	0.71	16.3	B	TR	0.79	18.7	B	TR	0.77	17.7	B	TR	0.48	8.5	A
	WB	L	0.05	6.0	A	L	0.14	6.4	A	L	0.12	7.2	A	L	0.12	8.5	A	L	0.05	0.5	A
		T	0.68	6.6	A	T	0.49	4.7	A	T	0.52	4.0	A	T	0.60	5.5	A	T	0.31	1.3	A
Gotham Avenue	NB	LR	0.61	44.9	D	LR	0.35	42.4	D	LR	0.35	42.5	D	LR	0.35	42.4	D	LR	0.35	44.8	D
Overall Intersection		-	**0.72**	**11.7**	**B**	-	**0.67**	**11.5**	**B**	-	**0.74**	**12.6**	**B**	-	**0.74**	**12.2**	**B**	**-**	**0.47**	**6.3**	**A**
Hempstead Turnpike at Holland Avenue																					
Hempstead Turnpike	EB	TR	0.48	1.7	A	TR	0.57	1.7	A	TR	0.66	3.4	A	TR	0.65	3.0	A	TR	0.39	1.6	A
	WB	L	0.05	6.1	A	L	0.13	8.4	A	L	0.12	8.2	A	L	0.15	8.4	A	L	0.04	7.0	A
		T	0.61	14.1	B	T	0.51	12.1	B	T	0.53	11.7	B	T	0.61	14.0	B	T	0.32	7.7	A
Holland Avenue	NB	LR	0.22	43.1	D	LR	0.09	42.5	D	LR	0.05	42.4	D	LR	0.13	42.7	D	LR	0.08	42.5	D
Overall Intersection		-	**0.57**	**9.6**	**A**	-	**0.52**	**7.2**	**A**	-	**0.60**	**7.5**	**A**	-	**0.60**	**9.0**	**A**	**-**	**0.36**	**4.9**	**A**
Hempstead Turnpike at Plainfield Avenue																					
Hempstead Turnpike	EB	L	0.43	20.9	C	L	0.47	17.2	B	L	0.70	18.7	B	L	0.48	17.8	B	L	0.39	5.5	A
		T	0.43	4.9	A	T	0.47	3.5	A	T	0.58	5.4	A	T	0.53	4.4	A	T	0.32	4.7	A
	WB	TR	0.67	7.2	A	TR	0.58	7.6	A	TR	0.59	6.5	A	TR	0.70	9.1	A	TR	0.35	5.8	A
Plainfield Avenue	SB	L	0.06	44.7	D	L	0.04	45.1	D	L	0.13	44.7	D	L	0.11	44.7	D	L	0.03	43.3	D
		R	0.74	49.0	D	R	0.86	57.2	E	R	0.55	38.9	D	R	0.82	53.3	D	R	0.38	39.0	D
Overall Intersection		-	**0.69**	**10.2**	**B**	-	**0.66**	**11.9**	**B**	-	**0.71**	**8.9**	**A**	-	**0.73**	**11.5**	**B**	**-**	**0.41**	**6.9**	**A**
Hempstead Turnpike at Elmont Road																					
Hempstead Turnpike	EB	LTR	0.63	10.7	B	LTR	0.67	8.2	A	LTR	0.75	8.6	A	LTR	0.68	6.3	A	LTR	0.38	2.3	A
	WB	LTR	0.79	20.4	C	LTR	0.60	13.0	B	LTR	0.70	14.3	B	LTR	0.72	14.0	B	LTR	0.35	6.7	A
Elmont Road	NB	L	0.81	51.1	D	L	0.79	59.3	E	L	0.82	60.8	E	L	0.69	46.5	D	L	0.40	39.4	D
		TR	0.90	55.6	E	TR	0.48	34.1	C	TR	0.57	37.2	D	TR	0.47	36.3	D	TR	0.31	38.2	D
	SB	L	0.95	119.0	F	L	0.67	43.0	D	L	0.84	64.4	E	L	0.62	41.9	D	L	0.32	38.6	D
		TR	0.56	33.5	C	TR	0.81	49.6	D	TR	0.67	41.5	D	TR	0.59	39.1	D	TR	0.44	39.6	D
Overall Intersection		-	**0.84**	**27.5**	**C**	-	**0.70**	**19.4**	**B**	-	**0.77**	**19.5**	**B**	-	**0.72**	**16.0**	**B**	**-**	**0.39**	**10.6**	**B**

(1) Control delay is measured in seconds per vehicle.
(2) Overall intersection V/C ratio is the critical lane groups' V/C ratio.
Shading denotes a movement with a significant adverse traffic impact

TABLE 1
BELMONT PARK REDEVELOPMENT CIVIC AND LAND USE IMPROVEMENT PROJECT EIS
2021 NO RETAIL VILLAGE ALTERNATIVE TRAFFIC LEVELS OF SERVICE

		Weekday AM Peak Hour				Weekday PM Peak Hour				Saturday Midday Peak Hour				Saturday PM Peak Hour				Saturday Night Peak Hour			
				Control				Control				Control				Control				Control	
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Delay**	**LOS**	**Mvt.**	**V/C**	**Delay**	**LOS**	**Mvt.**	**V/C**	**Delay**	**LOS**	**Mvt.**	**V/C**	**Delay**	**LOS**	**Mvt.**	**V/C**	**Delay**	**LOS**
Hempstead Turnpike at Louis Avenue & School Road/Marguerite Avenue																					
Hempstead Turnpike	EB	LTR	0.88	51.9	D	LTR	1.08	93.9	F	LTR	1.11	101.8	F	LTR	1.07	89.4	F	LTR	0.75	43.3	D
	WB	L	0.20	11.9	B	L	0.37	20.3	C	L	0.38	21.9	C	L	0.44	25.3	C	L	0.17	8.0	A
		TR	0.58	13.2	B	TR	0.49	11.1	B	TR	0.57	14.6	B	TR	0.64	16.1	B	TR	0.29	6.3	A
School Road	NB	LT	0.64	63.3	E	LT	0.47	57.0	E	LT	0.53	57.9	E	LT	0.54	55.3	E	LT	0.44	59.6	E
		R	0.42	29.2	C	R	0.39	29.1	C	R	0.70	39.5	D	R	0.51	32.2	C	R	0.17	23.5	C
Marguerite Avenue	SB	L	0.30	53.6	D	L	0.33	53.3	D	L	0.25	49.0	D	L	0.23	50.5	D	L	0.27	57.3	E
		TR	0.56	59.4	E	TR	0.62	62.4	E	TR	0.80	74.2	E	TR	0.61	59.3	E	TR	0.39	59.4	E
Overall Intersection		-	**0.74**	**30.2**	**C**	-	**0.77**	**47.7**	**D**	-	**0.88**	**54.7**	**D**	-	**0.84**	**47.7**	**D**	**-**	**0.51**	**25.3**	**C**
Hempstead Turnpike at Terrace Avenue																					
Hempstead Turnpike	EB	L	0.41	12.9	B	L	0.44	10.2	B	L	1.05	84.3	F	L	0.77	33.6	C	L	0.13	3.1	A
		T	0.45	4.2	A	T	0.53	5.1	A	T	0.57	7.6	A	T	0.50	5.1	A	T	0.28	2.7	A
	WB	TR	0.78	13.3	B	TR	0.63	9.2	A	TR	0.69	10.7	B	TR	0.71	10.6	B	TR	0.39	6.9	A
Terrace Avenue	NB	LTR	0.24	43.2	D	LTR	0.39	43.5	D	LTR	0.76	56.0	E	LTR	0.47	43.7	D	LTR	0.24	44.8	D
	SB	R	0.29	35.3	D	R	0.65	46.0	D	R	1.08	114.6	F	R	0.92	71.7	E	R	0.39	35.6	D
Overall Intersection		-	**0.66**	**11.0**	**B**	-	**0.60**	**11.3**	**B**	-	**1.06**	**31.2**	**C**	-	**0.78**	**17.8**	**B**	**-**	**0.38**	**8.3**	**A**
Hempstead Turnpike at Stone Street																					
Hempstead Turnpike	EB	L	0.14	6.5	A	L	0.21	7.6	A	L	0.90	53.9	D	L	0.36	10.8	B	L	0.03	5.1	A
		TR	0.44	6.5	A	TR	0.52	7.8	A	TR	0.58	8.6	A	TR	0.55	8.2	A	TR	0.32	6.0	A
	WB	L	0.03	1.2	A	L	0.09	2.1	A	L	0.07	2.2	A	L	0.09	3.3	A	L	0.01	1.8	A
		TR	0.60	4.5	A	TR	0.49	3.8	A	TR	0.62	4.0	A	TR	0.57	5.6	A	TR	0.30	3.5	A
Stone Street	NB	LTR	0.20	44.7	D	LTR	0.30	45.0	D	LTR	0.33	45.1	D	LTR	0.37	45.3	D	LTR	0.14	44.7	D
	SB	L	0.38	46.8	D	L	0.58	49.1	D	L	0.91	87.1	F	L	0.65	52.5	D	L	0.38	46.7	D
		LT	0.38	46.8	D	LT	0.57	48.1	D	LT	0.89	81.6	F	LT	0.62	50.8	D	LT	0.36	46.3	D
		R	0.03	5.6	A	R	0.06	6.8	A	R	0.10	7.4	A	R	0.10	7.2	A	R	0.03	5.3	A
Overall Intersection		-	**0.55**	**7.2**	**A**	-	**0.51**	**9.7**	**A**	-	**0.85**	**16.6**	**B**	-	**0.56**	**10.9**	**B**	**-**	**0.31**	**7.5**	**A**
Hempstead Turnpike at Jacob Street																					
Hempstead Turnpike	EB	L	0.12	3.5	A	L	0.06	3.0	A	L	0.16	3.6	A	L	0.01	2.6	A	L	0.00	2.0	A
		TR	0.40	2.5	A	TR	0.50	3.6	A	TR	0.57	4.3	A	TR	0.51	3.7	A	TR	0.31	2.4	A
	WB	L	0.03	0.7	A	L	0.11	1.9	A	L	0.07	1.4	A	L	0.10	1.4	A	L	0.03	0.6	A
		TR	0.56	1.4	A	TR	0.43	1.9	A	TR	0.52	1.6	A	TR	0.47	1.5	A	TR	0.25	0.8	A
Jacob Street	NB	LTR	0.35	44.7	D	LTR	0.47	43.6	D	LTR	0.38	43.1	D	LTR	0.44	43.4	D	LTR	0.37	44.7	D
	SB	LTR	0.22	43.1	D	LTR	0.10	39.6	D	LTR	0.17	40.8	D	LTR	0.27	41.2	D	LTR	0.01	41.4	D
Overall Intersection		-	**0.53**	**3.1**	**A**	-	**0.49**	**4.3**	**A**	-	**0.54**	**4.1**	**A**	-	**0.50**	**4.3**	**A**	**-**	**0.31**	**2.9**	**A**
Hempstead Turnpike at Belmont Boulevard																					
Hempstead Turnpike	EB	L	0.01	9.8	A	L	0.11	7.6	A	L	0.31	12.2	B	L	0.00	9.0	A	L	0.00	3.5	A
		TR	0.48	9.2	A	TR	0.59	10.6	B	TR	0.65	13.5	B	TR	0.60	9.4	A	TR	0.33	4.2	A
	WB	L	0.19	6.1	A	L	0.27	6.5	A	L	0.31	11.4	B	L	0.23	7.1	A	L	0.09	2.4	A
		TR	0.65	9.4	A	TR	0.53	7.0	A	TR	0.73	12.3	B	TR	0.56	7.3	A	TR	0.31	3.3	A
Belmont Boulevard	NB	LT	0.48	43.7	D	LT	0.34	40.2	D	LT	0.35	40.0	D	LT	0.42	43.3	D	LT	0.23	44.3	D
		R	0.34	41.9	D	R	0.30	39.7	D	R	0.43	40.9	D	R	0.28	41.7	D	R	0.13	43.4	D
	SB	LT	0.02	39.1	D	LT	0.38	40.6	D	LT	0.24	38.9	D	LT	0.01	39.5	D	LT	0.00	0.0	A
		R	0.01	39.0	D	R	0.21	38.8	D	R	0.24	38.9	D	R	0.02	39.6	D	R	0.00	0.0	A
Overall Intersection		-	**0.62**	**11.0**	**B**	-	**0.53**	**11.5**	**B**	-	**0.65**	**14.8**	**B**	-	**0.56**	**9.7**	**A**	**-**	**0.31**	**4.7**	**A**
Hempstead Turnpike at Benson Avenue/West Gate																					
Hempstead Turnpike	EB	L	0.63	30.8	C	L	0.48	12.7	B	L	0.64	29.6	C	L	0.61	21.2	C	L	0.12	2.8	A
		TR	0.60	10.8	B	TR	0.68	9.4	A	TR	0.74	12.1	B	TR	0.70	9.9	A	TR	0.34	3.4	A
	WB	LTR	0.82	25.4	C	LTR	0.63	17.1	B	LTR	0.82	24.4	C	LTR	0.69	19.3	B	LTR	0.34	9.2	A
Benson Avenue	NB	LTR	0.68	53.0	D	LTR	0.45	45.1	D	LTR	0.58	48.3	D	LTR	0.62	49.7	D	LTR	0.34	45.0	D
West Gate	SB	LTR	0.84	69.7	E	LTR	0.71	53.8	D	LTR	0.77	57.9	E	LTR	0.62	48.0	D	LTR	0.47	48.3	D
Overall Intersection		-	**0.80**	**23.8**	**C**	-	**0.65**	**15.6**	**B**	-	**0.78**	**21.5**	**C**	-	**0.67**	**17.2**	**B**	**-**	**0.35**	**8.3**	**A**
Hempstead Turnpike at Hill Avenue/Landau Avenue																					
Hempstead Turnpike	EB	LTR	0.68	26.2	C	LTR	0.63	19.4	B	LTR	0.70	20.0	B	LTR	0.67	19.0	B	LTR	0.32	8.1	A
	WB	L	0.06	9.7	A	L	0.17	8.2	A	L	0.19	9.2	A	L	0.26	8.5	A	L	0.03	4.3	A
		TR	0.90	26.2	C	TR	0.67	12.0	B	TR	0.80	14.3	B	TR	0.66	8.6	A	TR	0.33	5.3	A
Hill Avenue	NB	LTR	0.67	57.7	E	LTR	0.65	57.7	E	LTR	0.64	57.7	E	LTR	0.65	57.5	E	LTR	0.46	56.0	E
Landau Avenue	SB	LTR	0.94	98.0	F	LTR	0.67	58.9	E	LTR	0.62	57.4	E	LTR	0.61	57.7	E	LTR	0.45	58.8	E
Overall Intersection		-	**0.87**	**32.6**	**C**	-	**0.67**	**19.7**	**B**	-	**0.75**	**19.9**	**B**	-	**0.65**	**17.3**	**B**	**-**	**0.35**	**9.6**	**A**
Hempstead Turnpike at Butler Boulevard/Crown Avenue																					
Hempstead Turnpike	EB	L	0.17	2.4	A	L	0.07	2.0	A	L	0.10	3.0	A	L	0.09	2.4	A	L	0.02	1.7	A
		TR	0.49	3.0	A	TR	0.52	3.0	A	TR	0.54	3.1	A	TR	0.50	3.1	A	TR	0.28	2.1	A
	WB	L	0.06	4.4	A	L	0.14	4.9	A	L	0.13	4.1	A	L	0.14	4.0	A	L	0.05	1.5	A
		TR	0.57	6.4	A	TR	0.47	7.7	A	TR	0.57	5.8	A	TR	0.52	6.9	A	TR	0.26	2.9	A
Butler Avenue	NB	LTR	0.63	55.7	E	LTR	0.33	50.5	D	LTR	0.52	55.2	E	LTR	0.41	51.0	D	LTR	0.40	54.0	D
Crown Avenue	SB	LTR	0.17	46.7	D	LTR	0.29	50.1	D	LTR	0.24	51.0	D	LTR	0.17	48.5	D	LTR	0.05	50.3	D
Overall Intersection		-	**0.56**	**7.9**	**A**	-	**0.48**	**7.0**	**A**	-	**0.55**	**6.4**	**A**	-	**0.50**	**6.8**	**A**	**-**	**0.29**	**4.4**	**A**

(1) Control delay is measured in seconds per vehicle.
(2) Overall intersection V/C ratio is the critical lane groups' V/C ratio.
Shading denotes a movement with a significant adverse traffic impact

TABLE 1
BELMONT PARK REDEVELOPMENT CIVIC AND LAND USE IMPROVEMENT PROJECT EIS
2021 NO RETAIL VILLAGE ALTERNATIVE TRAFFIC LEVELS OF SERVICE

		Weekday AM Peak Hour				Weekday PM Peak Hour				Saturday Midday Peak Hour				Saturday PM Peak Hour				Saturday Night Peak Hour			
				Control				Control				Control				Control				Control	
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Delay**	**LOS**	**Mvt.**	**V/C**	**Delay**	**LOS**	**Mvt.**	**V/C**	**Delay**	**LOS**	**Mvt.**	**V/C**	**Delay**	**LOS**	**Mvt.**	**V/C**	**Delay**	**LOS**
Hempstead Turnpike at Meacham Avenue/Covert Avenue																					
Hempstead Turnpike	EB	L	0.60	40.6	D	L	0.38	30.3	C	L	0.58	36.3	D	L	0.49	29.8	C	L	0.17	14.8	B
		T	0.59	46.9	D	T	0.63	39.3	D	T	0.70	39.4	D	T	0.53	34.8	C	T	0.32	18.8	B
		R	0.33	19.3	B	R	0.64	30.4	C	R	0.60	29.5	C	R	0.73	38.0	D	R	0.22	34.4	C
	WB	L	0.20	18.4	B	L	0.40	17.4	B	L	0.47	18.3	B	L	0.40	16.1	B	L	0.16	11.2	B
		TR	0.71	33.3	C	TR	0.58	27.1	C	TR	0.74	32.0	C	TR	0.65	28.1	C	TR	0.29	16.6	B
Meacham Avenue	NB	L	0.79	51.8	D	L	0.86	61.7	E	L	0.89	66.4	E	L	0.72	45.6	D	L	0.19	42.1	D
		T	0.94	78.4	E	T	0.47	42.8	D	T	0.68	49.4	D	T	0.39	43.2	D	T	0.52	50.0	D
		R	0.24	35.2	D	R	0.30	35.1	D	R	0.36	36.2	D	R	0.43	37.3	D	R	0.37	43.5	D
Covert Avenue	SB	L	0.55	37.1	D	L	0.34	34.9	C	L	0.46	36.4	D	L	0.34	36.0	D	L	0.42	38.8	D
		T	0.73	51.6	D	T	0.79	57.2	E	T	0.59	47.0	D	T	0.69	51.0	D	T	0.39	46.3	D
		R	0.62	47.4	D	R	0.90	78.7	E	R	0.87	73.9	E	R	0.85	71.4	E	R	0.36	46.2	D
Overall Intersection		-	**0.78**	**45.0**	**D**	-	**0.70**	**40.4**	**D**	-	**0.78**	**40.7**	**D**	-	**0.69**	**36.6**	**D**	**-**	**0.38**	**26.2**	**C**
ELMONT ROAD																					
Elmont Road at Foster Meadow Road/Atherton Avenue & School Road																					
Foster Meadow Road	EB	L	0.07	29.7	C	L	0.19	30.7	C	L	0.17	29.9	C	L	0.17	30.2	C	L	0.07	35.5	D
		TR	0.03	29.4	C	TR	0.10	29.8	C	TR	0.06	28.9	C	TR	0.05	29.1	C	TR	0.01	35.1	D
Atherton Avenue	WB	LTR	0.71	42.7	D	LTR	0.72	42.6	D	LTR	0.76	45.3	D	LTR	0.74	45.1	D	LTR	0.55	41.9	D
Elmont Road	NB	LT	0.35	14.2	B	LT	0.19	13.6	B	LT	0.21	14.8	B	LT	0.17	13.6	B	LT	0.07	7.6	A
		R	0.34	5.4	A	R	0.33	5.4	A	R	0.46	6.6	A	R	0.37	5.8	A	R	0.15	2.5	A
	SB	LTR	0.26	13.4	B	LTR	0.34	15.1	B	LTR	0.28	15.6	B	LTR	0.28	14.8	B	LTR	0.11	7.8	A
School Road	SWB	LT	0.40	34.7	C	LT	0.55	35.1	D	LT	0.44	32.9	C	LT	0.52	34.6	C	LT	0.42	36.4	D
		R	0.01	32.0	C	R	0.01	30.7	C	R	0.02	29.7	C	R	0.01	30.6	C	R	0.01	33.7	C
Overall Intersection		-	**0.48**	**17.9**	**B**	-	**0.51**	**20.3**	**C**	-	**0.60**	**19.8**	**B**	-	**0.53**	**20.1**	**C**	**-**	**0.27**	**17.1**	**B**
PLAINFIELD AVENUE																					
Plainfield Avenue at Carnation Avenue																					
Carnation Avenue	EB	LT	0.52	20.5	C	LT	0.83	34.3	C	LT	0.55	22.4	C	LT	0.54	22.1	C	LT	0.36	23.2	C
		R	0.07	16.8	B	R	0.11	17.4	B	R	0.09	18.4	B	R	0.07	18.3	B	R	0.03	21.3	C
	WB	LTR	0.93	46.3	D	LTR	0.54	21.0	C	LTR	0.54	22.0	C	LTR	0.42	20.6	C	LTR	0.33	22.9	C
Plainfield Avenue	NB	L	0.43	11.4	B	L	0.23	8.5	A	L	0.21	6.5	A	L	0.16	6.1	A	L	0.06	3.4	A
		TR	0.64	14.0	B	TR	0.33	8.7	A	TR	0.48	8.7	A	TR	0.36	7.3	A	TR	0.16	3.8	A
	SB	LTR	0.46	11.0	B	LTR	0.58	11.9	B	LTR	0.34	7.2	A	LTR	0.40	7.7	A	LTR	0.11	3.6	A
Overall Intersection		-	**0.74**	**21.7**	**C**	-	**0.66**	**17.6**	**B**	-	**0.50**	**12.9**	**B**	-	**0.44**	**12.3**	**B**	**-**	**0.19**	**11.0**	**B**
Plainfield Avenue at Tulip Avenue																					
Tulip Avenue	EB	LTR	0.49	13.6	B	LTR	0.72	18.6	B	LTR	0.60	15.2	B	LTR	0.52	12.4	B	LTR	0.22	5.6	A
	WB	LTR	0.62	15.3	B	LTR	0.51	13.1	B	LTR	0.46	12.0	B	LTR	0.47	11.1	B	LTR	0.18	5.3	A
Plainfield Avenue	NB	LTR	0.99	65.1	E	LTR	0.52	24.4	C	LTR	0.90	45.7	D	LTR	0.74	32.3	C	LTR	0.57	28.3	C
	SB	LTR	0.81	34.8	C	LTR	0.91	45.3	D	LTR	0.76	32.2	C	LTR	0.83	37.7	D	LTR	0.43	26.3	C
Overall Intersection		-	**0.75**	**32.7**	**C**	-	**0.78**	**25.6**	**C**	-	**0.70**	**26.7**	**C**	-	**0.62**	**22.7**	**C**	**-**	**0.30**	**15.3**	**B**
Plainfield Avenue at Woodbine Court/Magnolia Avenue																					
Woodbine Court	EB	LTR	1.08	118.6	F	LTR	0.93	66.1	E	LTR	0.83	49.0	D	LTR	0.79	43.8	D	LTR	0.41	32.2	C
Magnolia Avenue	WB	LTR	1.02	82.3	F	LTR	0.54	29.7	C	LTR	0.49	29.2	C	LTR	0.48	29.2	C	LTR	0.20	30.6	C
Plainfield Avenue	NB	LTR	0.48	8.1	A	LTR	0.31	6.5	A	LTR	0.43	7.0	A	LTR	0.35	6.2	A	LTR	0.15	2.8	A
	SB	LTR	0.54	9.1	A	LTR	0.58	9.5	A	LTR	0.46	7.5	A	LTR	0.48	7.6	A	LTR	0.13	2.8	A
Overall Intersection		-	**0.70**	**37.5**	**D**	-	**0.66**	**21.5**	**C**	-	**0.55**	**16.6**	**B**	-	**0.55**	**15.7**	**B**	**-**	**0.18**	**9.5**	**A**
Plainfield Avenue at Elizabeth Street																					
Elizabeth Street	EB	LTR	0.56	26.1	C	LTR	0.43	26.3	C	LTR	0.50	28.6	C	LTR	0.40	27.4	C	LTR	0.29	30.3	C
	WB	LTR	0.44	23.7	C	LTR	0.38	25.8	C	LTR	0.51	29.0	C	LTR	0.41	27.7	C	LTR	0.11	28.5	C
Plainfield Avenue	NB	TR	0.42	6.0	A	TR	0.29	3.9	A	TR	0.37	3.7	A	TR	0.27	3.1	A	TR	0.13	2.0	A
	SB	LTR	0.37	5.6	A	LTR	0.47	5.2	A	LTR	0.31	3.4	A	LTR	0.31	3.3	A	LTR	0.11	1.9	A
Overall Intersection		-	**0.45**	**9.4**	**A**	-	**0.46**	**7.1**	**A**	-	**0.38**	**6.3**	**A**	-	**0.32**	**5.8**	**A**	**-**	**0.14**	**4.2**	**A**
JERICHO TURNPIKE																					
Jericho Turnpike at Plainfield Avenue/Emerson Avenue																					
Jericho Turnpike	EB	L	0.12	16.2	B	L	0.10	19.9	B	L	0.12	17.4	B	L	0.12	13.8	B	L	0.02	7.5	A
		TR	0.76	31.1	C	TR	0.70	33.1	C	TR	0.85	36.5	D	TR	0.49	21.0	C	TR	0.24	9.6	A
	WB	L	0.89	53.3	D	L	0.90	46.3	D	L	0.94	68.2	E	L	0.68	15.0	B	L	0.18	4.4	A
		TR	0.54	20.4	C	TR	0.57	17.9	B	TR	0.57	20.4	C	TR	0.58	17.4	B	TR	0.25	7.1	A
Plainfield Avenue	NB	LTR	1.07	103.5	F	LTR	0.89	65.8	E	LTR	0.95	67.5	E	LTR	0.88	59.0	E	LTR	0.56	46.6	D
Emerson Avenue	SB	LTR	0.40	34.3	C	LTR	0.37	37.9	D	LTR	0.29	30.3	C	LTR	0.35	34.6	C	LTR	0.21	41.8	D
Overall Intersection		-	**0.98**	**42.1**	**D**	-	**0.92**	**34.0**	**C**	-	**0.97**	**38.9**	**D**	-	**0.76**	**25.2**	**C**	**-**	**0.31**	**14.9**	**B**
Jericho Turnpike at Depan Avenue/Willis Avenue																					
Jericho Turnpike	EB	L	0.16	3.7	A	L	0.17	3.6	A	L	0.18	4.6	A	L	0.17	4.5	A	L	0.06	2.1	A
		TR	0.53	7.3	A	TR	0.39	5.0	A	TR	0.54	8.9	A	TR	0.38	6.4	A	TR	0.21	3.5	A
	WB	L	0.02	5.0	A	L	0.03	3.4	A	L	0.14	5.0	A	L	0.05	4.0	A	L	0.02	3.1	A
		TR	0.42	7.6	A	TR	0.49	6.8	A	TR	0.47	8.2	A	TR	0.50	8.2	A	TR	0.26	4.4	A
Depan Avenue	NB	LTR	0.54	67.7	E	LTR	0.47	74.0	E	LTR	0.40	64.8	E	LTR	0.32	64.3	E	LTR	0.25	55.2	E
Willis Avenue	SB	LTR	0.35	64.2	E	LTR	0.41	73.2	E	LTR	0.51	66.9	E	LTR	0.26	63.5	E	LTR	0.20	54.7	D
Overall Intersection		-	**0.53**	**10.2**	**B**	-	**0.48**	**8.4**	**A**	-	**0.52**	**11.0**	**B**	-	**0.47**	**9.2**	**A**	**-**	**0.25**	**5.4**	**A**

(1) Control delay is measured in seconds per vehicle.
(2) Overall intersection V/C ratio is the critical lane groups' V/C ratio.
Shading denotes a movement with a significant adverse traffic impact

TABLE 1
BELMONT PARK REDEVELOPMENT CIVIC AND LAND USE IMPROVEMENT PROJECT EIS
2021 NO RETAIL VILLAGE ALTERNATIVE TRAFFIC LEVELS OF SERVICE

		Weekday AM Peak Hour				Weekday PM Peak Hour				Saturday Midday Peak Hour				Saturday PM Peak Hour				Saturday Night Peak Hour			
				Control				Control				Control				Control				Control	
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Delay**	**LOS**	**Mvt.**	**V/C**	**Delay**	**LOS**	**Mvt.**	**V/C**	**Delay**	**LOS**	**Mvt.**	**V/C**	**Delay**	**LOS**	**Mvt.**	**V/C**	**Delay**	**LOS**
Jericho Turnpike at Cherry Lane																					
Jericho Turnpike	EB	L	0.24	4.5	A	L	0.40	11.1	B	L	0.34	6.3	A	L	0.17	5.0	A	L	0.04	1.9	A
		T	0.54	5.8	A	T	0.48	8.5	A	T	0.54	6.4	A	T	0.39	4.7	A	T	0.20	2.2	A
	WB	TR	0.53	10.0	B	TR	0.71	18.6	B	TR	0.59	12.7	B	TR	0.58	10.8	B	TR	0.28	4.4	A
Cherry Lane	SB	LR	0.51	52.9	D	LR	0.81	62.3	E	LR	0.56	49.0	D	LR	0.47	47.5	D	LR	0.29	51.4	D
Overall Intersection		-	**0.56**	**9.4**	**A**	-	**0.73**	**18.2**	**B**	-	**0.60**	**11.4**	**B**	-	**0.56**	**10.0**	**A**	**-**	**0.29**	**5.1**	**A**
Jericho Turnpike at South 5th Street/Hillside Boulevard																					
Jericho Turnpike	EB	L	0.31	12.9	B	L	0.38	18.5	B	L	0.45	17.7	B	L	0.26	12.7	B	L	0.08	3.8	A
		TR	0.69	21.1	C	TR	0.60	20.6	C	TR	0.68	23.8	C	TR	0.47	15.8	B	TR	0.21	5.8	A
	WB	L	0.23	10.3	B	L	0.20	15.4	B	L	0.32	24.1	C	L	0.16	16.2	B	L	0.03	10.1	B
		TR	0.77	25.7	C	TR	0.81	26.8	C	TR	0.81	39.2	D	TR	0.73	29.4	C	TR	0.33	11.3	B
South 5th Street	NB	LR	0.04	49.8	D	LR	0.04	68.4	E	LR	0.02	56.9	E	LR	0.02	58.2	E	LR	0.00	63.7	E
Hillside Boulevard	SB	LR	0.63	48.1	D	LR	0.75	69.3	E	LR	0.80	66.6	E	LR	0.75	67.1	E	LR	0.53	62.8	E
Overall Intersection		-	**0.66**	**25.0**	**C**	-	**0.73**	**28.0**	**C**	-	**0.72**	**34.3**	**C**	-	**0.66**	**26.8**	**C**	**-**	**0.33**	**11.5**	**B**
Jericho Turnpike at Covert Avenue																					
Jericho Turnpike	EB	L	0.06	23.8	C	L	0.04	23.2	C	L	0.10	22.3	C	L	0.04	18.4	B	L	0.01	6.6	A
		TR	0.78	34.7	C	TR	0.72	46.9	D	TR	0.81	48.4	D	TR	0.56	29.8	C	TR	0.29	8.5	A
	WB	L	0.76	31.5	C	L	0.68	32.3	C	L	0.65	31.1	C	L	0.60	12.1	B	L	0.25	4.0	A
		TR	0.48	12.8	B	TR	0.46	10.7	B	TR	0.52	13.7	B	TR	0.54	12.0	B	TR	0.26	6.0	A
Covert Avenue	NB	L	0.75	50.3	D	L	0.85	83.1	F	L	0.77	60.8	E	L	0.69	54.6	D	L	0.60	58.5	E
		TR	0.80	55.1	E	TR	0.18	53.5	D	TR	0.27	44.3	D	TR	0.15	45.1	D	TR	0.08	50.2	D
Overall Intersection		-	**0.79**	**31.9**	**C**	-	**0.74**	**36.3**	**D**	-	**0.77**	**35.7**	**D**	-	**0.64**	**24.0**	**C**	**-**	**0.34**	**13.7**	**B**
Jericho Turnpike at New Hyde Park Road																					
Jericho Turnpike	EB	L	0.76	37.1	D	L	0.60	26.9	C	L	0.56	23.9	C	L	0.42	21.7	C	L	0.21	20.8	C
		TR	0.93	46.8	D	TR	0.96	57.6	E	TR	0.99	63.9	E	TR	0.72	36.7	D	TR	0.50	31.4	C
	WB	L	0.79	51.7	D	L	0.65	47.6	D	L	0.51	32.9	C	L	0.35	17.3	B	L	0.18	9.5	A
		TR	0.87	41.0	D	TR	0.77	35.2	D	TR	0.71	31.3	C	TR	0.72	28.9	C	TR	0.35	15.6	B
New Hyde Park Road	NB	L	0.61	29.0	C	L	0.62	50.4	D	L	0.60	39.1	D	L	0.44	40.1	D	L	0.26	44.2	D
		TR	1.05	87.6	F	TR	0.72	63.0	E	TR	0.79	58.1	E	TR	0.73	56.4	E	TR	0.32	51.1	D
	SB	L	0.60	31.8	C	L	0.64	47.9	D	L	0.58	40.5	D	L	0.51	38.6	D	L	0.27	43.8	D
		TR	0.53	37.5	D	TR	0.88	73.4	E	TR	0.71	54.5	D	TR	0.68	52.9	D	TR	0.46	52.2	D
Overall Intersection		-	**0.92**	**50.9**	**D**	-	**0.87**	**51.4**	**D**	-	**0.83**	**48.3**	**D**	-	**0.67**	**37.5**	**D**	**-**	**0.41**	**30.1**	**C**
JAMAICA AVENUE																					
Jamaica Avenue at 212th Place/Hempstead Avenue																					
Jamaica Avenue	EB	TR	0.68	14.7	B	TR	0.90dr	18.6	B	TR	0.74	23.3	C	TR	0.86dr	22.0	C	TR	0.31	14.8	B
	WB	LT	0.71	17.1	B	LT	0.46	13.6	B	LT	0.67	19.6	B	LT	0.53	16.9	B	LT	0.28	16.7	B
212th Place	SB	LTR	0.90	71.0	E	LTR	0.91	67.2	E	LTR	0.58	35.8	D	LTR	0.45	32.3	C	LTR	0.28	28.7	C
Overall Intersection		-	**0.76**	**22.7**	**C**	-	**0.79**	**24.9**	**C**	-	**0.67**	**23.4**	**C**	-	**0.60**	**21.1**	**C**	**-**	**0.30**	**17.6**	**B**
Jamaica Avenue at 213th Street/Hempstead Avenue																					
Jamaica Avenue	EB	LTR	0.41	3.9	A	LTR	0.36	3.1	A	LTR	0.46	5.5	A	LTR	0.36	5.0	A	LTR	0.17	5.3	A
	WB	LTR	0.61	13.2	B	LTR	0.43	10.3	B	LTR	0.59	19.5	B	LTR	0.54	18.6	B	LTR	0.23	13.8	B
Hempstead Avenue	NB	L	1.05	105.9	F	L	0.61	48.3	D	L	0.69	40.9	D	L	0.52	34.3	C	L	0.32	29.5	C
		LT	1.03	98.2	F	LT	0.56	45.5	D	LT	0.66	38.8	D	LT	0.50	33.5	C	LT	0.30	29.2	C
		R	0.15	36.1	D	R	0.18	36.5	D	R	0.20	27.6	C	R	0.15	26.7	C	R	0.05	25.4	C
Overall Intersection		-	**0.75**	**39.7**	**D**	-	**0.48**	**16.9**	**B**	-	**0.63**	**22.0**	**C**	-	**0.53**	**19.2**	**B**	**-**	**0.26**	**17.1**	**B**
Jamaica Avenue at Springfield Boulevard																					
Jamaica Avenue	EB	L	0.51	40.6	D	L	0.29	27.4	C	L	0.38	30.9	C	L	0.29	27.2	C	L	0.19	23.8	C
		TR	0.51	28.2	C	TR	0.41	26.3	C	TR	0.43	26.6	C	TR	0.33	25.0	C	TR	0.15	22.7	C
	WB	LTR	0.99	63.4	E	LTR	0.75	37.3	D	LTR	0.88	47.6	D	LTR	0.65	32.5	C	LTR	0.24	23.9	C
Springfield Boulevard	NB	L	0.60	39.4	D	L	0.60	40.3	D	L	0.78	54.0	D	L	0.62	38.8	D	L	0.11	23.8	C
		TR	1.07	86.4	F	TR	0.89	54.4	D	TR	0.80	44.0	D	TR	0.66	36.3	D	TR	0.41	28.7	C
	SB	L	1.15	209.6	F	L	0.68	51.3	D	L	0.65	46.2	D	L	0.30	28.4	C	L	0.10	23.8	C
		TR	0.50	29.7	C	TR	0.57	31.1	C	TR	0.44	28.3	C	TR	0.36	26.9	C	TR	0.14	23.8	C
Overall Intersection		-	**0.96**	**61.5**	**E**	-	**0.74**	**37.5**	**D**	-	**0.76**	**39.0**	**D**	-	**0.59**	**30.9**	**C**	**-**	**0.29**	**24.9**	**C**
HEMPSTEAD AVENUE																					
Hempstead Avenue at Springfield Boulevard																					
Hempstead Avenue	EB	L	1.05	154.0	F	L	0.67	49.8	D	L	0.85	95.9	F	L	0.74	62.8	E	L	0.25	23.7	C
		TR	0.86	38.1	D	TR	1.06	75.2	E	TR	1.01	61.4	E	TR	0.86	37.1	D	TR	0.53	25.1	C
	WB	L	0.95	104.2	F	L	1.16	172.3	F	L	1.24	198.5	F	L	1.19	176.0	F	L	0.52	31.4	C
		TR	1.05	70.7	E	TR	0.85	36.4	D	TR	1.05	72.2	E	TR	0.90	41.4	D	TR	0.60	26.5	C
Springfield Boulevard	NB	L	0.43	25.9	C	L	0.35	24.5	C	L	0.42	25.4	C	L	0.36	23.7	C	L	0.11	18.8	B
		TR	1.20	130.5	F	TR	0.52	23.9	C	TR	0.51	23.6	C	TR	0.48	23.1	C	TR	0.24	19.8	B
	SB	L	1.33	251.0	F	L	0.65	35.7	D	L	0.79	47.7	D	L	0.53	29.8	C	L	0.24	20.8	C
		TR	0.45	22.6	C	TR	0.57	24.9	C	TR	0.41	22.0	C	TR	0.41	21.8	C	TR	0.17	19.0	B
Overall Intersection		-	**1.03**	**82.3**	**F**	-	**0.81**	**48.9**	**D**	-	**0.91**	**57.7**	**E**	-	**0.74**	**40.3**	**D**	**-**	**0.36**	**24.3**	**C**

(1) Control delay is measured in seconds per vehicle.
(2) Overall intersection V/C ratio is the critical lane groups' V/C ratio.
Shading denotes a movement with a significant adverse traffic impact

TABLE 1
BELMONT PARK REDEVELOPMENT CIVIC AND LAND USE IMPROVEMENT PROJECT EIS
2021 NO RETAIL VILLAGE ALTERNATIVE TRAFFIC LEVELS OF SERVICE

		Weekday AM Peak Hour				Weekday PM Peak Hour				Saturday Midday Peak Hour				Saturday PM Peak Hour				Saturday Night Peak Hour			
				Control				Control				Control				Control				Control	
INTERSECTION & APPROACH		**Mvt.**	**V/C**	**Delay**	**LOS**	**Mvt.**	**V/C**	**Delay**	**LOS**	**Mvt.**	**V/C**	**Delay**	**LOS**	**Mvt.**	**V/C**	**Delay**	**LOS**	**Mvt.**	**V/C**	**Delay**	**LOS**
Hempstead Avenue at 224th Street																					
Hempstead Avenue	EB	T	0.76	19.3	B	T	0.87	24.8	C	T	0.73	18.2	B	T	0.72	18.0	B	T	0.41	12.8	B
	WB	T	0.82	14.7	B	T	0.48	6.9	A	T	0.66	8.8	A	T	0.61	7.6	A	T	0.36	5.9	A
224th Street	SB	L	0.19	21.4	C	L	0.27	22.5	C	L	0.24	22.0	C	L	0.24	22.0	C	L	0.19	21.4	C
	SB	R	0.28	22.9	C	R	0.24	22.3	C	R	0.28	22.9	C	R	0.26	22.7	C	R	0.25	22.4	C
Overall Intersection		-	**0.61**	**17.3**	**B**	-	**0.64**	**18.7**	**B**	-	**0.55**	**14.6**	**B**	-	**0.54**	**14.0**	**B**	**-**	**0.35**	**11.3**	**B**
Hempstead Avenue at 225th Street																					
Hempstead Avenue	EB	TR	1.12	75.9	E	-	-	-	-	TR	1.08	59.5	E	TR	1.08	60.4	E	-	-	-	-
		-	-	-	-	T	1.36	182.6	F	-	-	-	-	-	-	-	-	T	0.49	12.8	B
		-	-	-	-	R	1.22	121.7	F	-	-	-	-	-	-	-	-	R	0.80	23.2	C
	WB	DefL	0.72	35.6	D	DefL	1.06	101.5	F	DefL	1.43	238.9	F	DefL	1.12	111.8	F	DefL	0.67	16.8	B
		T	0.72	14.4	B	T	0.50	10.7	B	T	0.65	12.9	B	T	0.62	12.4	B	T	0.40	9.6	A
225th Street	NB	L	0.30	27.3	C	L	0.09	24.4	C	L	0.15	25.1	C	L	0.10	24.6	C	L	0.06	24.1	C
		R	1.03	83.8	F	R	0.56	33.2	C	R	0.53	32.5	C	R	0.46	30.6	C	R	0.31	27.6	C
Overall Intersection		-	**1.07**	**48.9**	**D**	-	**1.06**	**93.8**	**F**	-	**1.18**	**59.4**	**E**	-	**0.88**	**45.2**	**D**	**-**	**0.63**	**15.6**	**B**
UNSIGNALIZED INTERSECTIONS																					
PLAINFIELD AVENUE																					
Plainfield Avenue at Elmont Road/Burtis Place																					
Burtis Place	WB	LTR	0.05	13.1	B	LTR	0.03	13.6	B	LTR	0.07	13.6	B	LTR	0.03	13.9	B	LTR	0.02	9.9	A
Plainfield Avenue	NB	LTR	0.50	22.9	C	LTR	0.64	28.9	D	LTR	0.70	31.1	D	LTR	0.41	17.3	C	LTR	0.30	12.2	B
Overall Intersection		-	**0.37**	**3.9**	**A**	-	**0.46**	**6.2**	**A**	-	**0.47**	**8.2**	**A**	-	**0.39**	**3.7**	**A**	**-**	**0.31**	**4.7**	**A**
Plainfield Avenue at Cherry Street																					
Cherry Street	WB	LR	0.19	10.6	B	LR	0.06	9.6	A	LR	0.09	9.6	A	LR	0.06	9.4	A	LR	0.03	8.0	A
Plainfield Avenue	NB	TR	0.77	22.5	C	TR	0.50	12.5	B	TR	0.73	18.8	C	TR	0.53	12.5	B	TR	0.30	8.9	A
	SB	LT	0.64	16.6	C	LT	0.92	36.0	E	LT	0.60	14.6	B	LT	0.63	14.8	B	LT	0.21	8.3	A
Overall Intersection		-	**0.40**	**19.0**	**C**	-	**0.53**	**27.4**	**D**	-	**0.43**	**16.6**	**C**	-	**0.41**	**13.6**	**B**	**-**	**0.20**	**8.6**	**A**
HEMPSTEAD AVENUE																					
Hempstead Avenue at Cross Island Parkway Southbound off-ramp																					
Cross Island Parkway Southbound Off-ramp	NB	R	0.94	50.4	F	R	2.96	904.0	F	R	1.35	187.7	F	R	2.94	890.5	F	R	0.49	13.1	B
Overall Intersection		**-**	**0.59**	**8.0**	**A**	**-**	**1.29**	**394.7**	**F**	**-**	**0.74**	**45.2**	**E**	**-**	**1.31**	**389.3**	**F**	**-**	**0.40**	**2.7**	**A**
Hempstead Avenue at Cross Island Parkway Northbound off-ramp																					
Cross Island Parkway Northbound Off-ramp	SB	R	0.63	28.5	D	R	0.84	36.9	E	R	1.66	340.6	F	R	1.23	156.7	F	R	1.02	80.5	F
Overall Intersection		**-**	**0.55**	**1.8**	**A**	**-**	**0.58**	**3.7**	**A**	**-**	**0.78**	**36.3**	**E**	**-**	**0.72**	**12.9**	**B**	**-**	**0.66**	**11.3**	**B**

(1) Control delay is measured in seconds per vehicle.
(2) Overall intersection V/C ratio is the critical lane groups' V/C ratio.
Shading denotes a movement with a significant adverse traffic impact

Table 2: 2021 No Retail Village Alternative Cross Island Parkway Levels of Service

	Segment	Weekday AM Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Saturday PM Peak Hour			Saturday Night Peak Hour		
		Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS
Northbound	Merge segment at the Southern State Parkway on-ramp	7.3	146.5	F	15.7	105.8	F	25.3	71.2	F	15.5	104.6	F	51.7	25.1	C
	Merge segment at the on-ramp from Linden Blvd	7.0	147.6	F	13.6	102.8	F	20.5	74.3	F	12.6	108.5	F	51.1	25.9	C
	Mainline between the Linden Blvd on-ramp and Belmont Racetrack off-ramp (Exit 26A)	10.1	137.1	F	18.6	97.8	F	23.9	77.1	F	18.1	98.6	F	51.7	27.9	D
	Diverge segment at the Belmont Racetrack off-ramp (Exit 26A)	26.0	67.0	F	51.3	34.5	D	23.1	86.2	F	51.0	33.5	D	50.9	29.1	D
	Mainline between the Belmont Racetrack off-ramp and on-ramp (Exit 26A)	19.7	69.2	F	51.9	35.0	D	18.3	92.6	F	49.7	35.8	E	42.1	39.0	E
	Weaving segment between the Belmont Racetrack on-ramp (Exit 26A) and the Hempstead Ave off-ramp	22.3	67.0	F	41.9	34.3	D	16.0	91.0	F	41.7	34.1	D	19.8	77.6	F
	Mainline between the Hempstead Ave off-ramp and on-ramp	16.8	75.7	F	51.4	30.9	D	49.6	30.7	D	49.8	30.8	D	49.6	29.0	D
	Merge segment at the Hempstead Ave on-ramp	19.5	65.2	F	46.7	32.8	D	43.1	33.2	D	37.0	41.2	E	45.6	30.8	D
	Mainline between the Hempstead Ave on-ramp and the Belmont Racetrack (Exit 26D) on-ramp	45.5	35.7	E	51.2	34.8	D	50.5	35.9	E	33.4	56.8	F	50.8	34.0	D
	Weaving segment between the Belmont Racetrack (Exit 26D) on-ramp and off-ramp	35.9	33.1	D	47.5	33.2	D	37.6	39.7	E	41.3	41.9	E	30.1	55.2	F
	Mainline between the Belmont Racetrack (Exit 26D) on-ramp and the Jamaica Ave off-ramp	47.1	34.4	D	50.9	34.8	D	49.2	39.1	E	40.0	46.6	F	47.7	41.1	E
	Diverge segment at the off-ramp to Jamaica Ave	45.4	33.6	D	49.8	31.1	D	50.1	34.5	D	37.4	48.7	F	50.5	36.3	E
	Mainline between the Jamaica Ave off-ramp and on-ramp	34.3	46.4	F	48.7	32.1	D	51.1	34.5	D	37.3	45.0	F	51.3	36.3	E
	Merge segment at the Jamaica Ave on-ramp	20.6	60.1	F	36.5	32.3	D	38.4	34.4	D	27.9	46.0	F	39.5	35.3	E
	Mainline north of the Jamaica Ave on-ramp	21.5	75.2	F	49.6	32.5	D	50.8	35.7	E	36.7	48.1	F	51.1	36.5	E
Southbound	Diverge segment at the off-ramp to Jamaica Ave	50.5	33.4	D	17.7	99.8	F	51.7	28.7	D	17.0	111.3	F	51.6	26.8	C
	Mainline between the Jamaica off-ramp and the Jamaica Ave on-ramp	51.1	29.5	D	17.1	99.8	F	51.3	28.6	D	18.0	96.6	F	51.5	28.0	D
	Merge segment at the Jamaica Ave on-ramp	42.5	31.1	D	17.5	86.9	F	48.6	28.6	D	13.7	112.6	F	49.9	27.6	C
	Mainline between the Jamaica Ave on-ramp and the Belmont Racetrack (Exit 26D) off-ramp	50.9	33.4	D	41.9	47.9	F	51.4	30.6	D	18.7	105.4	F	51.7	28.2	D
	Diverge segment at the Belmont Racetrack (Exit 26D) off-ramp	50.0	32.8	D	49.0	38.2	E	50.3	29.6	D	20.5	107.7	F	50.6	27.4	C
	Mainline between the Belmont Racetrack (Exit 26D) off-ramp and on ramp	51.4	33.0	D	49.8	38.6	E	51.5	29.5	D	16.5	112.9	F	51.6	27.2	D
	Merge segment at the Belmont Racetrack (Exit 26D) on-ramp	38.5	33.0	D	40.3	38.9	E	41.8	30.8	D	15.7	106.9	F	43.2	28.6	D
	Mainline between the Belmont Racetrack (Exit 26D) on-ramp and the Hempstead Ave WB off-ramp	51.0	33.7	D	50.3	39.0	E	50.2	33.1	D	19.8	93.9	F	50.3	31.9	D
	Diverge segment at the Hempstead Ave WB off-ramp	49.6	32.3	D	50.2	37.5	E	51.1	30.0	D	22.5	93.4	F	51.4	29.5	D
	Mainline between the Hempstead Ave WB off-ramp and on-ramp	51.2	31.2	D	48.5	39.9	E	51.4	30.2	D	28.6	61.0	F	51.5	30.3	D
	Merge segment at the Hempstead Ave WB on-ramp	36.9	33.1	D	31.7	47.0	F	39.1	31.5	D	32.3	42.5	E	40.2	31.2	D
	Weaving segment between the Hempstead Ave WB on-ramp and Hempstead Ave EB off-ramp	41.8	39.6	E	36.8	53.3	F	44.1	36.7	E	35.7	53.5	F	47.8	34.1	D
	Diverge segment at the Hempstead Ave EB off-ramp	36.3	38.1	E	33.2	47.4	F	37.2	34.9	D	30.7	44.7	F	41.7	33.1	D
	Mainline between the Hempstead Ave EB off-ramp and on-ramp	50.5	30.5	D	44.6	46.9	F	50.9	33.0	D	44.7	42.7	E	51.3	33.1	D
	Weaving segment between the Hempstead Ave EB on-ramp and the Belmont Racetrack (Exit 26A) off-ramp	45.8	31.0	D	36.9	47.1	F	46.3	31.7	D	38.9	45.8	F	46.8	32.8	D
	Mainline between the Belmont Racetrack (Exit 26A) off-ramp and on-ramp	51.1	33.7	D	45.3	48.2	F	51.4	32.3	D	34.3	57.8	F	51.5	33.5	D
	Merge segment at the Belmont Racetrack (Exit 26A) on-ramp	51.0	34.6	D	50.5	37.2	E	50.9	32.2	D	34.9	43.2	F	50.2	34.0	D
	Mainline between the Belmont Racetrack (Exit 26A) on-ramp and the Linden Blvd off-ramp	51.0	34.0	D	50.9	37.6	E	50.3	36.6	E	45.1	38.8	E	49.7	39.7	E
	Diverge segment at the off-ramp to Linden Blvd	48.3	33.1	D	50.9	35.7	E	50.3	35.2	E	51.2	31.5	D	49.5	38.2	E
	Mainline between the Linden Blvd off-ramp and on-ramp	51.2	31.1	D	49.9	36.7	E	49.4	36.1	E	51.9	31.9	D	49.3	38.3	E
	Merge segment at the Linden Blvd on-ramp	39.3	30.3	D	36.6	37.6	E	36.0	37.1	E	39.9	31.3	D	34.8	40.6	E
	Diverge segment at the Southern State Parkway off-ramp	50.2	32.1	D	43.0	42.4	E	41.7	42.5	E	49.0	34.5	D	40.8	46.2	F

Note: Shading denotes highway segments with significant adverse traffic impacts

Table 3: 2021 No Retail Village Alternative Cross Island Parkway Vehicle Demand Analysis

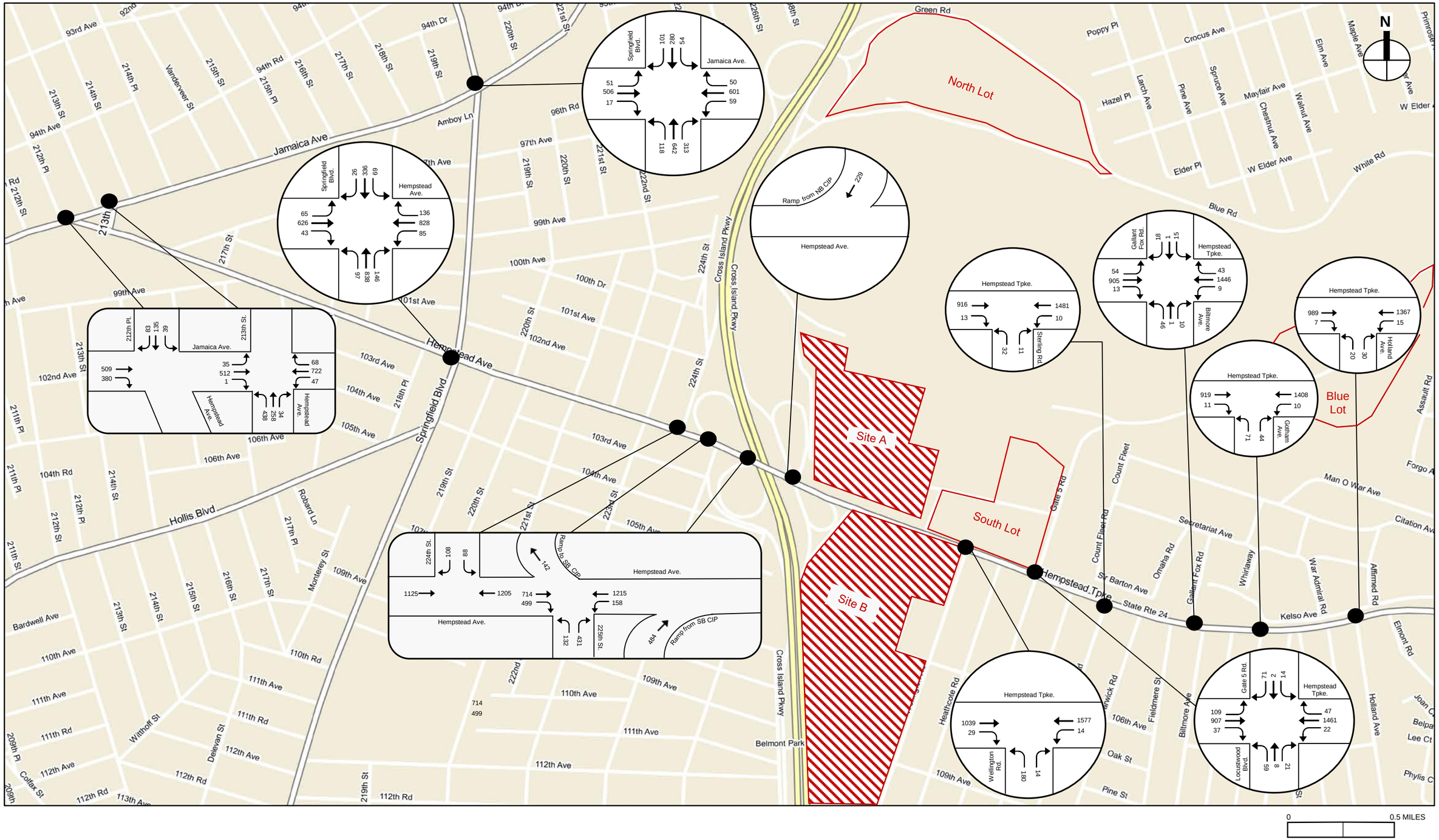
Scenario		Segment	Weekday AM Peak Hour				Weekday PM Peak Hour				Saturday Midday Peak Hour				Saturday PM Peak Hour				Saturday Night Peak Hour			
			Veh. Demand	Veh. Served	Unmet Demand	% Served	Veh. Demand	Veh. Served	Unmet Demand	% Served	Veh. Demand	Veh. Served	Unmet Demand	% Served	Veh. Demand	Veh. Served	Unmet Demand	% Served	Veh. Demand	Veh. Served	Unmet Demand	% Served
No Retail Village Alternative	Northbound	Merge segment at the Southern State Parkway on-ramp	3,475	2,933	542	84%	5,955	4,746	1,209	80%	4,639	4,441	198	96%	6,035	4,559	1,476	76%	3,711	3,711	0	100%
		Mainline between the Hempstead Ave off-ramp and on-ramp	4,113	3,788	325	92%	4,763	4,681	82	98%	4,651	4,143	508	89%	5,001	4,424	577	88%	4,182	3,992	190	95%
		Mainline at Hillside Ave overpass	5,592	5,083	509	91%	4,773	4,773	0	100%	6,333	5,801	532	92%	5,441	5,196	245	95%	5,937	5,652	285	95%
	Southbound	Merge segment at the Southern State Parkway on-ramp	4,805	4,782	23	100%	6,125	4,588	1,537	75%	4,159	4,159	0	100%	5,959	5,081	878	85%	3,868	3,831	37	99%
		Mainline between the Hempstead Ave off-ramp and on-ramp	5,025	4,889	136	97%	6,602	5,765	837	87%	4,777	4,777	0	100%	6,029	5,413	616	90%	4,802	4,753	49	99%
		Mainline at Hillside Ave overpass	4,834	4,654	180	96%	5,429	5,336	93	98%	5,241	5,199	42	99%	5,081	4,911	170	97%	5,667	5,520	147	97%
With Action	Northbound	Merge segment at the Southern State Parkway on-ramp	3,648	2,971	677	81%	5,991	4,761	1,230	79%	4,805	4,800	5	100%	6,097	4,596	1,501	75%	3,734	3,734	0	100%
		Mainline between the Hempstead Ave off-ramp and on-ramp	4,131	3,776	355	91%	5,073	4,813	260	95%	4,437	4,437	0	100%	5,301	4,660	641	88%	3,876	3,861	15	100%
		Mainline at Hillside Ave overpass	5,614	5,080	534	90%	4,880	4,880	0	100%	6,585	6,149	436	93%	5,641	5,267	374	93%	6,019	5,572	447	93%
	Southbound	Merge segment at the Southern State Parkway on-ramp	4,957	4,929	28	99%	6,160	4,556	1,604	74%	4,304	4,304	0	100%	6,041	4,947	1,094	82%	3,887	3,852	35	99%
		Mainline between the Hempstead Ave off-ramp and on-ramp	5,194	5,043	151	97%	6,383	5,694	689	89%	5,386	5,336	50	99%	5,895	5,183	712	88%	5,103	5,062	41	99%
		Mainline at Hillside Ave overpass	4,857	4,676	181	96%	5,535	5,461	74	99%	5,507	5,413	94	98%	5,234	5,028	206	96%	5,751	5,608	143	98%

Table 4: No Retail Village Alternative Highway Interchange Levels of Service

ID	Segment Name	Type	Weekday AM Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Saturday PM Peak Hour			Saturday Night Peak Hour		
			Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS
1	Merge segment on SB CIP at on-ramp from WB LIE	Merge	51.0	21.4	C	50.0	27.1	C	51.0	22.1	C	49.0	31.5	D	51.0	21.0	C
2	Weaving segment between ramps from NB & SB CIP and ramps to EB LIE & EB LIE Service Road	Weave	37.3	32.5	D	34.9	32.7	D	29.5	45.6	F	42.1	23.5	B	33.6	33.2	D
3	EB LIE Mainline upstream of on-ramp from NB & SB CIP	Major Merge	55.0	31.2	D	55.0	25.2	C	55.0	26.7	D	55.0	26.1	D	55.0	21.4	C
	EB LIE Mainline downstream of on-ramp from NB & SB CIP		54.2	36.9	E	55.0	29.9	D	54.8	34.8	D	55.0	31.5	D	55.0	30.3	D
4	Merge segment on SB CIP at on-ramp from WB GCP	Merge	50.0	24.8	C	49.0	29.6	D	50.0	25.0	C	48.0	33.3	D	51.0	21.7	C
5	Merge segment on EB GCP at on-ramp from NB CIP	Merge	48.0	31.1	D	51.0	20.6	C	50.0	26.3	C	51.0	21.6	C	51.0	15.1	B

Notes:

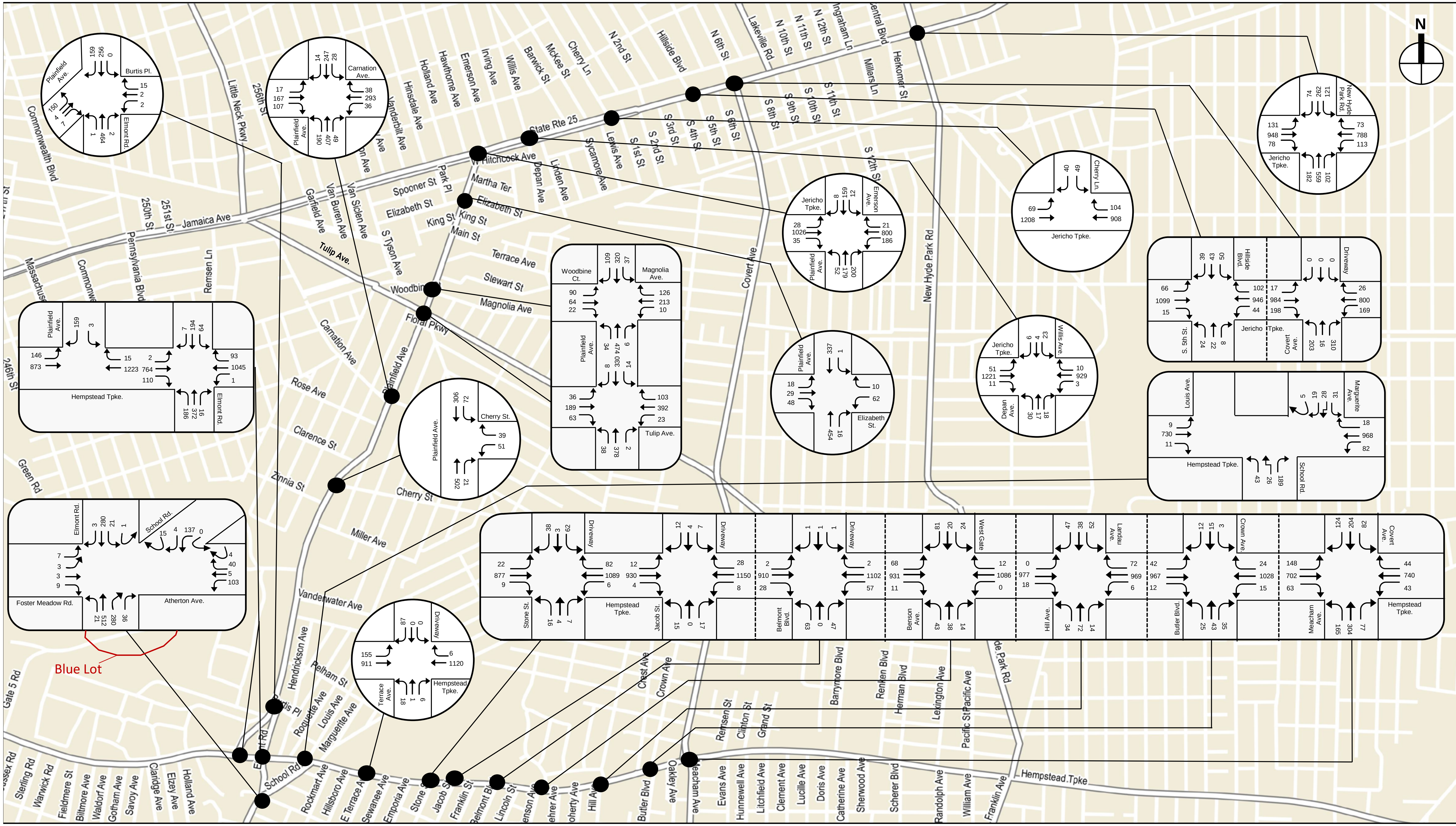
(1) See Figure 11-2 for locations.



2021 No Retail Village Alternative Traffic Volumes - Local Street Network
Weekday AM Peak Hour

BELMONT PARK REDEVELOPMENT CIVIC AND LAND USE IMPROVEMENT PROJECT

Figure 1A



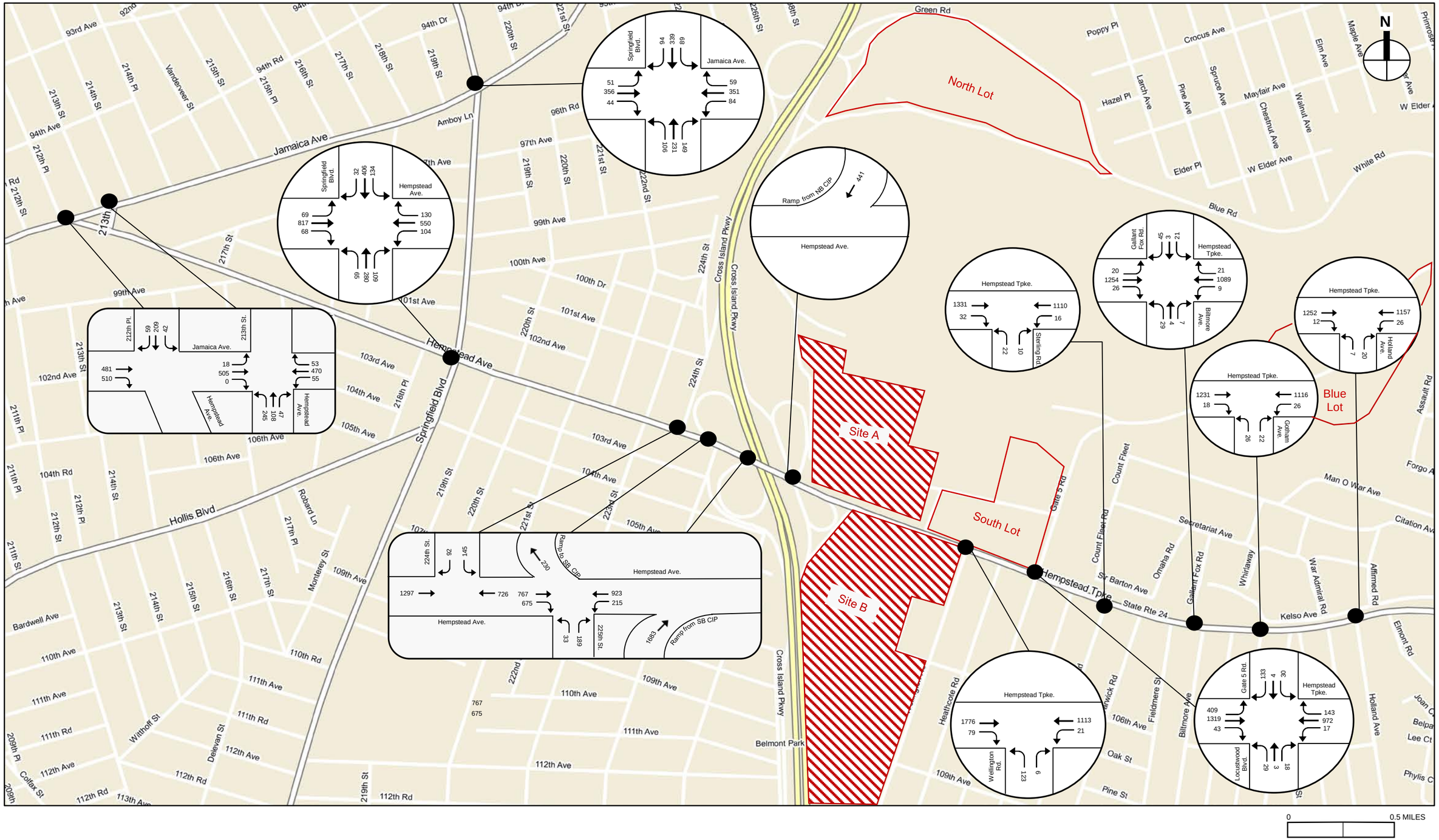
----- *Break Line (Volumes do not balance across breaks)*

0 0.25 MILES

2021 No Retail Village Alternative Traffic Volumes - Local Street Network
Weekday AM Peak Hour

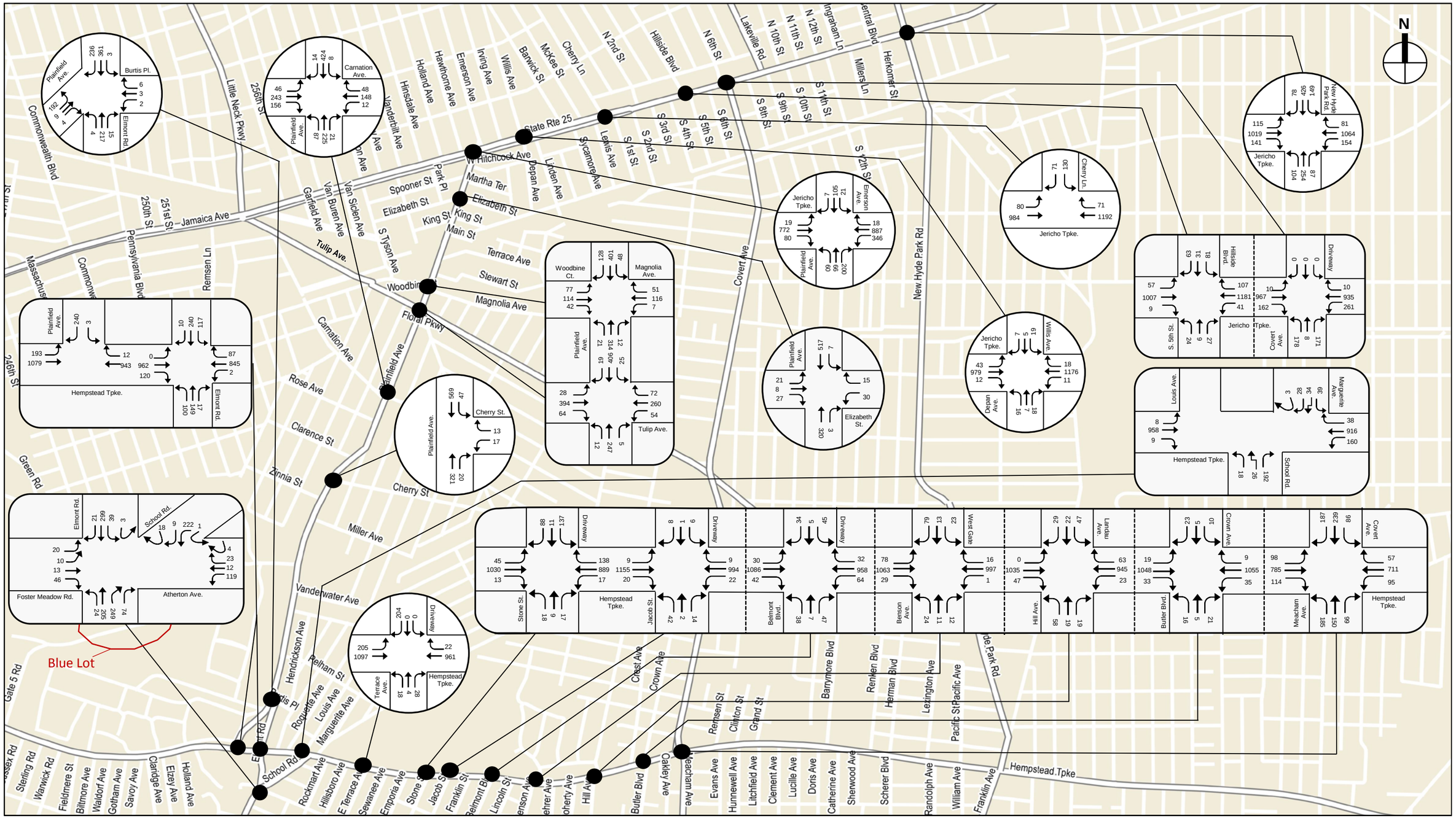
BELMONT PARK REDEVELOPMENT CIVIC AND LAND USE IMPROVEMENT PROJECT

Figure 1B



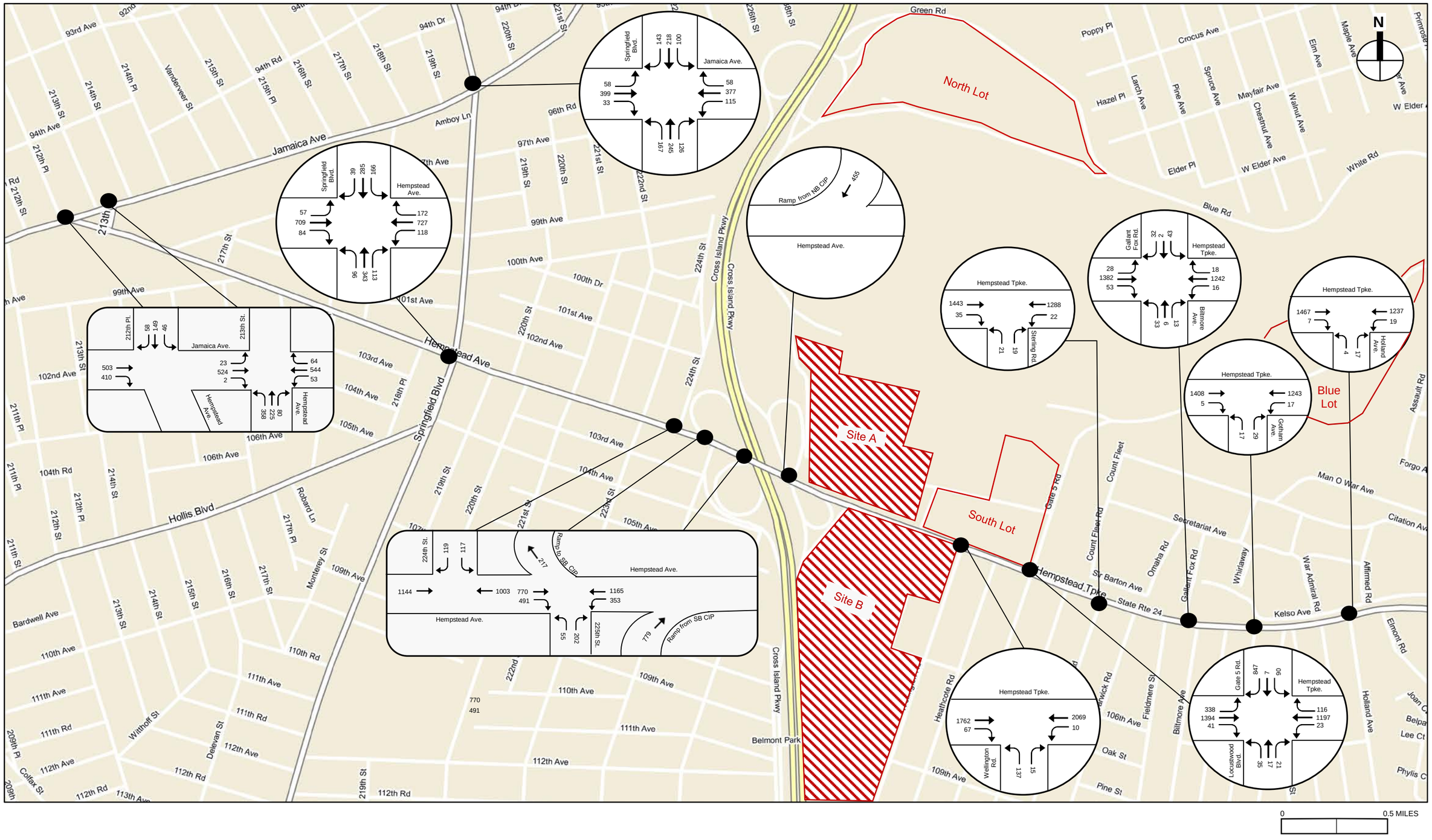
2021 No Retail Village Alternative Traffic Volumes - Local Street Network
Weekday PM Peak Hour

Figure 2A



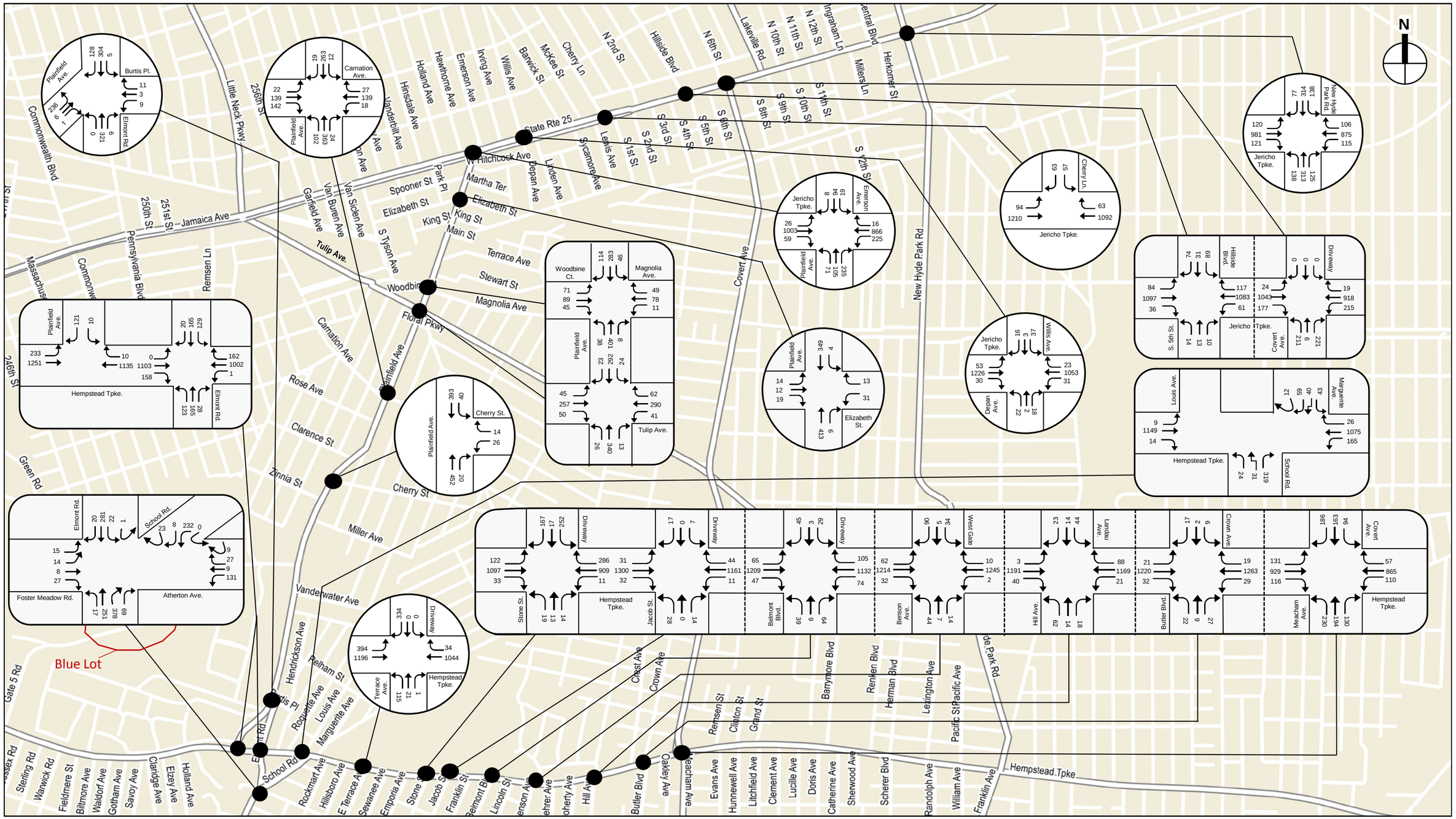
- - - - - *Break Line (Volumes do not balance across breaks)*

2021 No Retail Village Alternative Traffic Volumes - Local Street Network
Weekday PM Peak Hour
Figure 2B



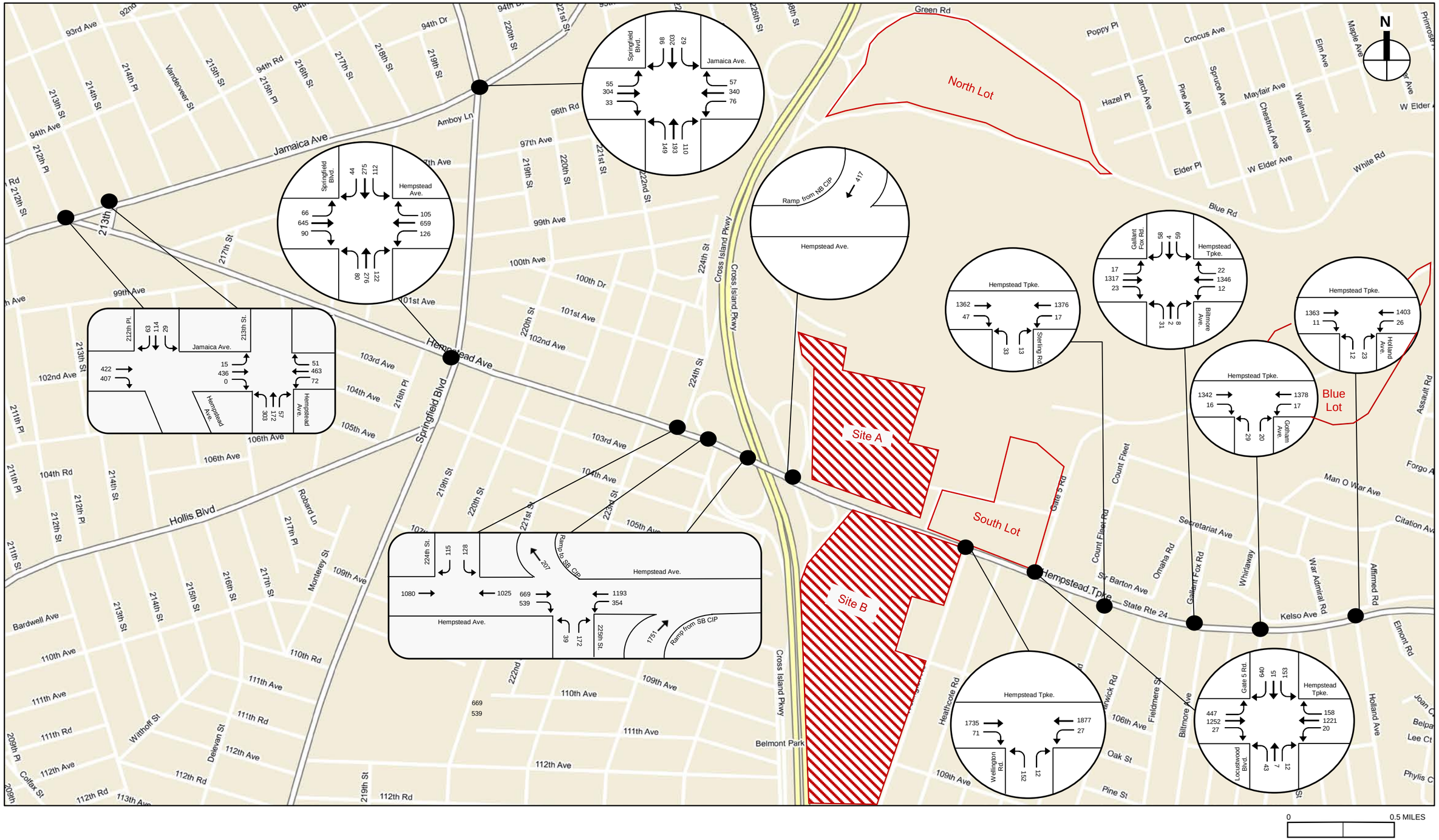
2021 No Retail Village Alternative Traffic Volumes - Local Street Network
Saturday Midday Peak Hour

Figure 3A



2021 No Retail Village Alternative Traffic Volumes - Local Street Network
Saturday Midday Peak Hour

Figure 3B



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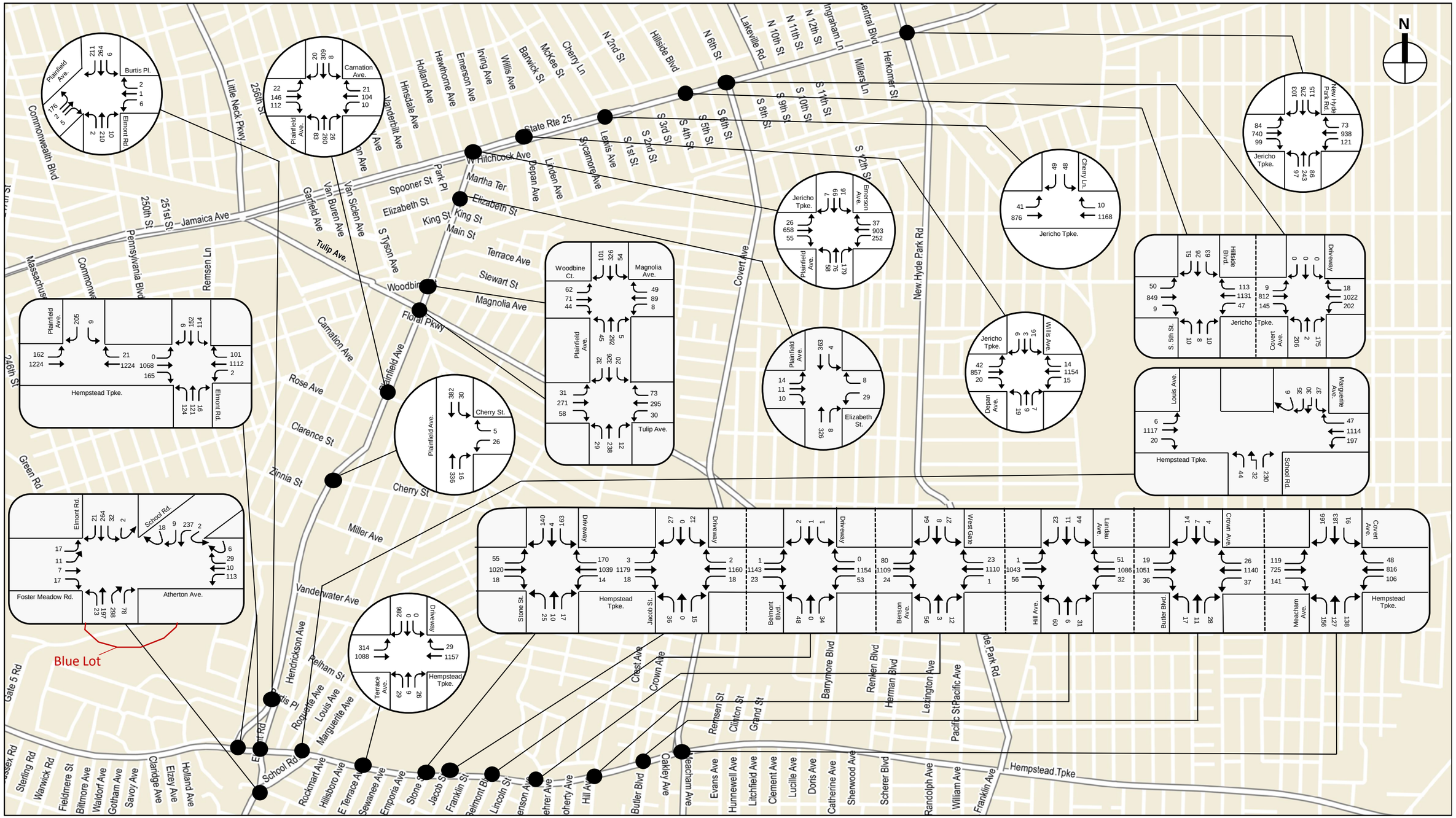
2021 No Retail Village Alternative Traffic Volumes - Local Street Network
Saturday PM Peak Hour

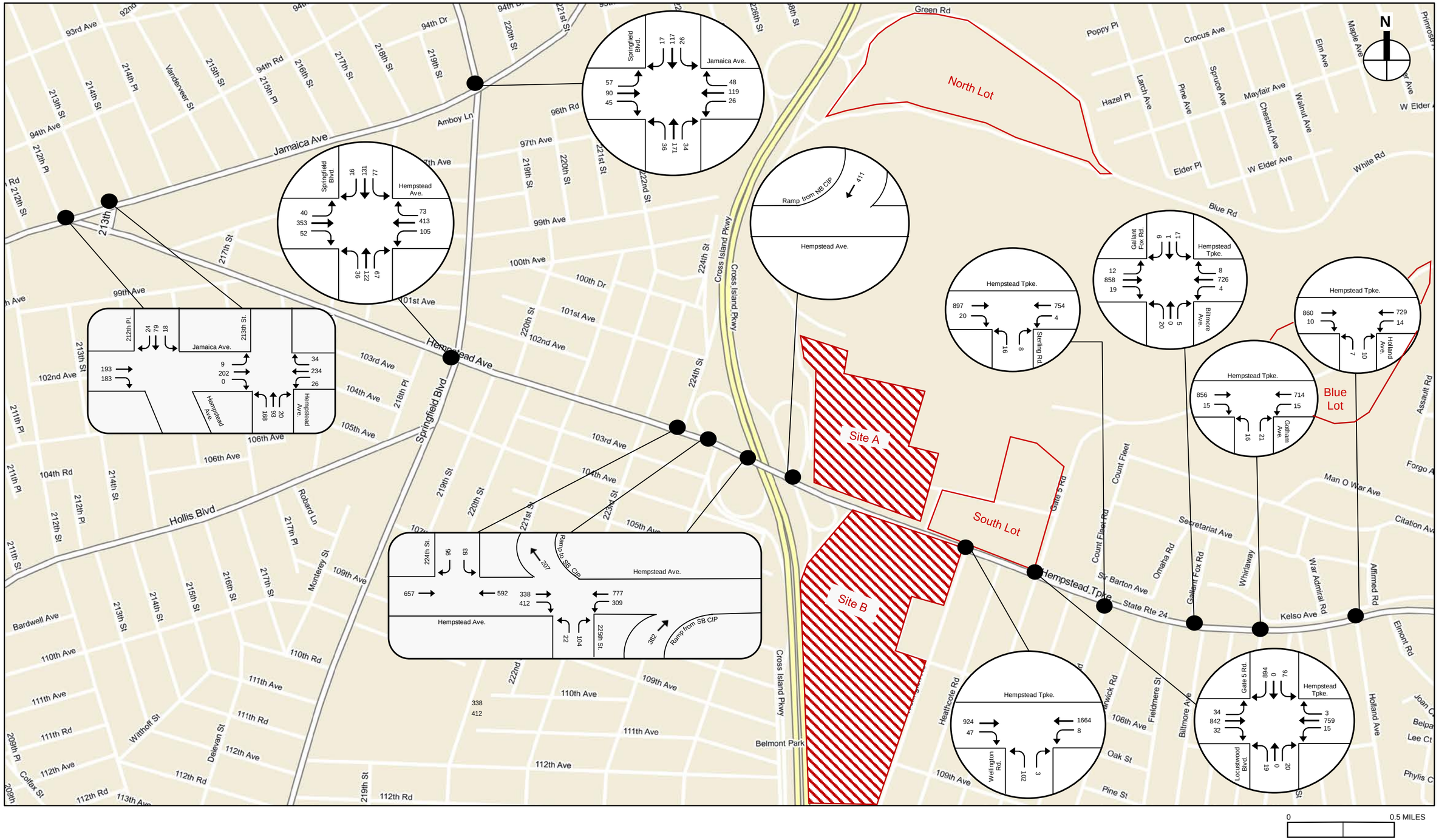
Figure 4A



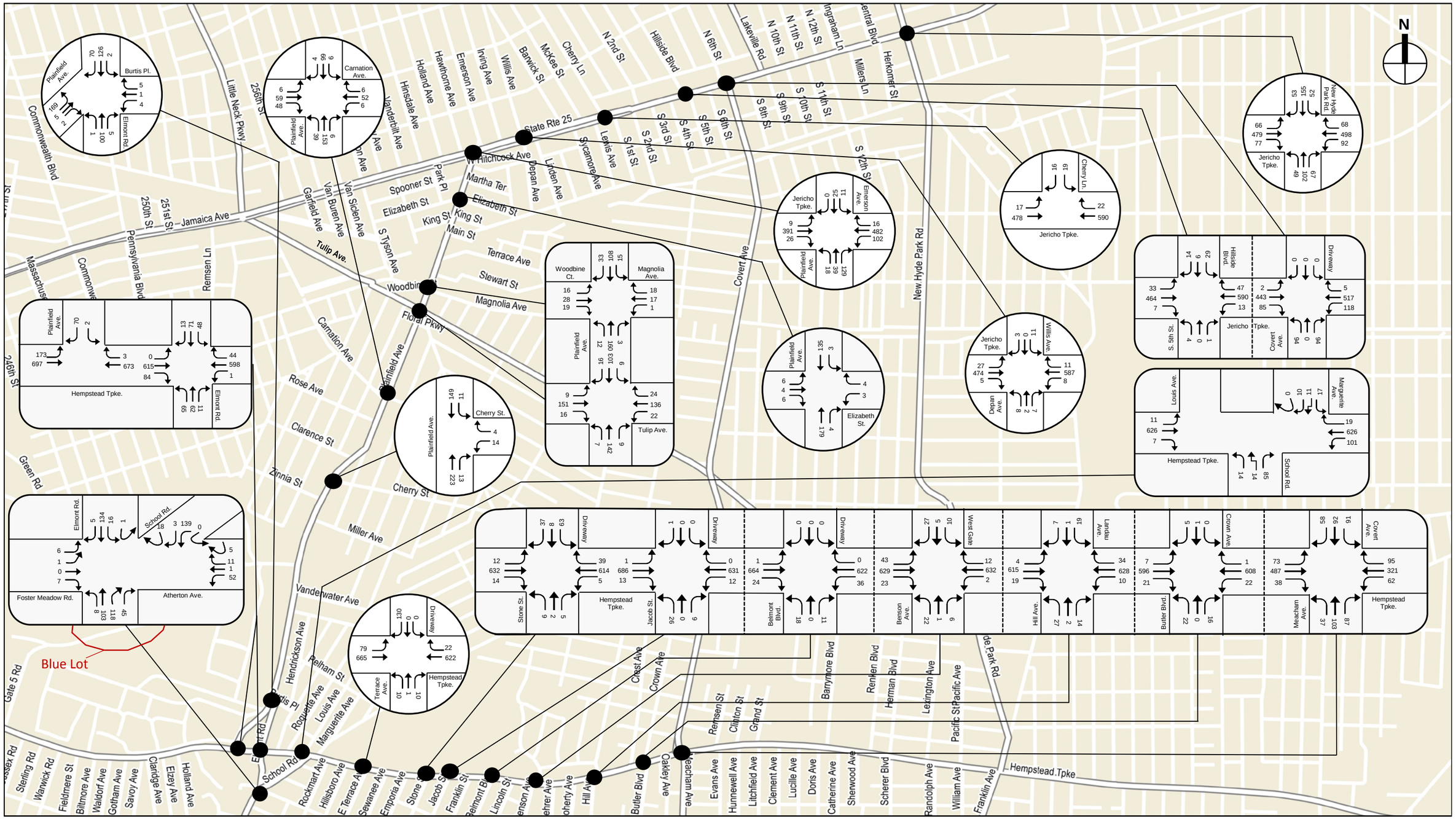
- - - - - *Break Line (Volumes do not balance across breaks)*

2021 No Retail Village Alternative Traffic Volumes - Local Street Network
Saturday PM Peak Hour

Figure 4B

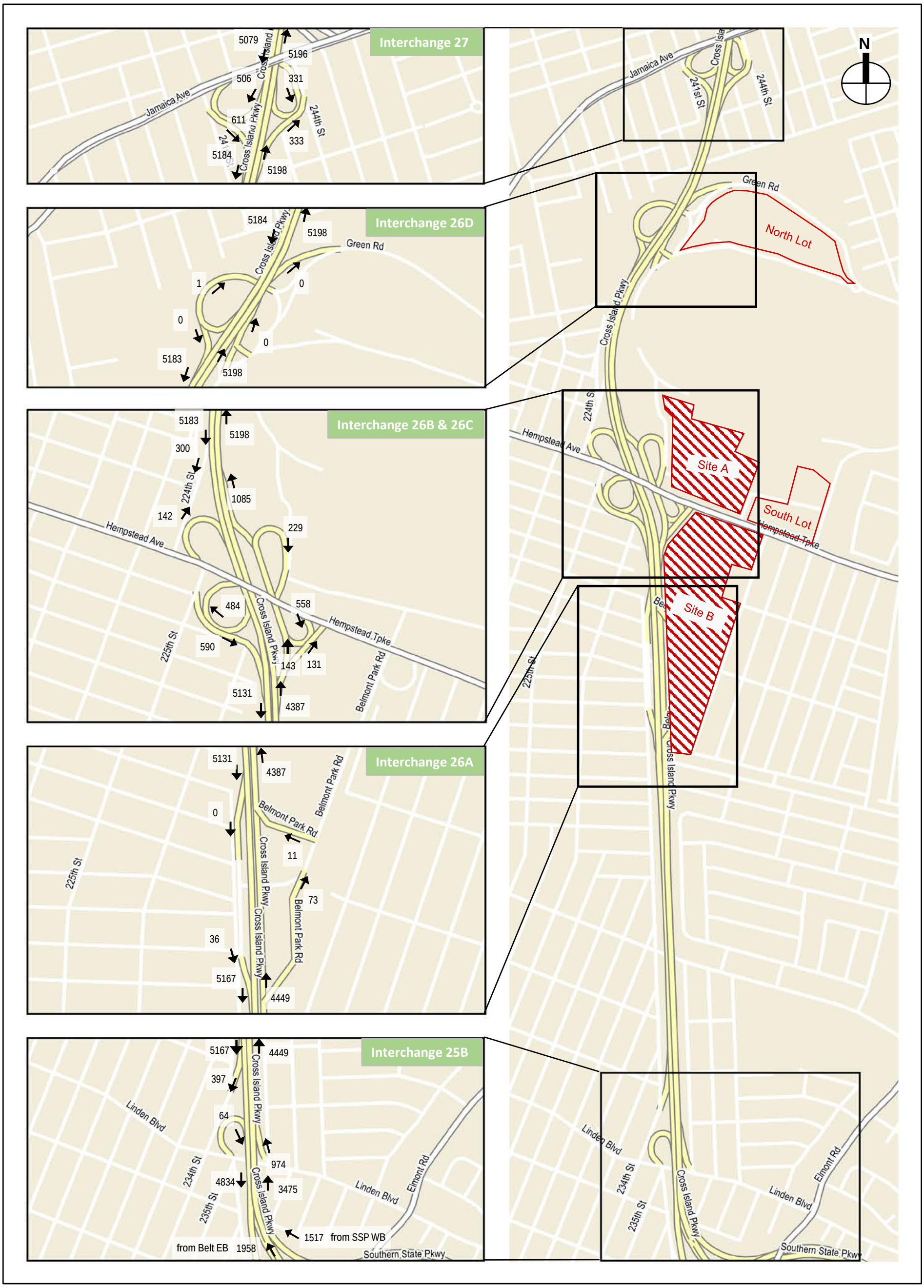


2021 No Retail Village Alternative Traffic Volumes - Local Street Network
Saturday Night Peak Hour
Figure 5A

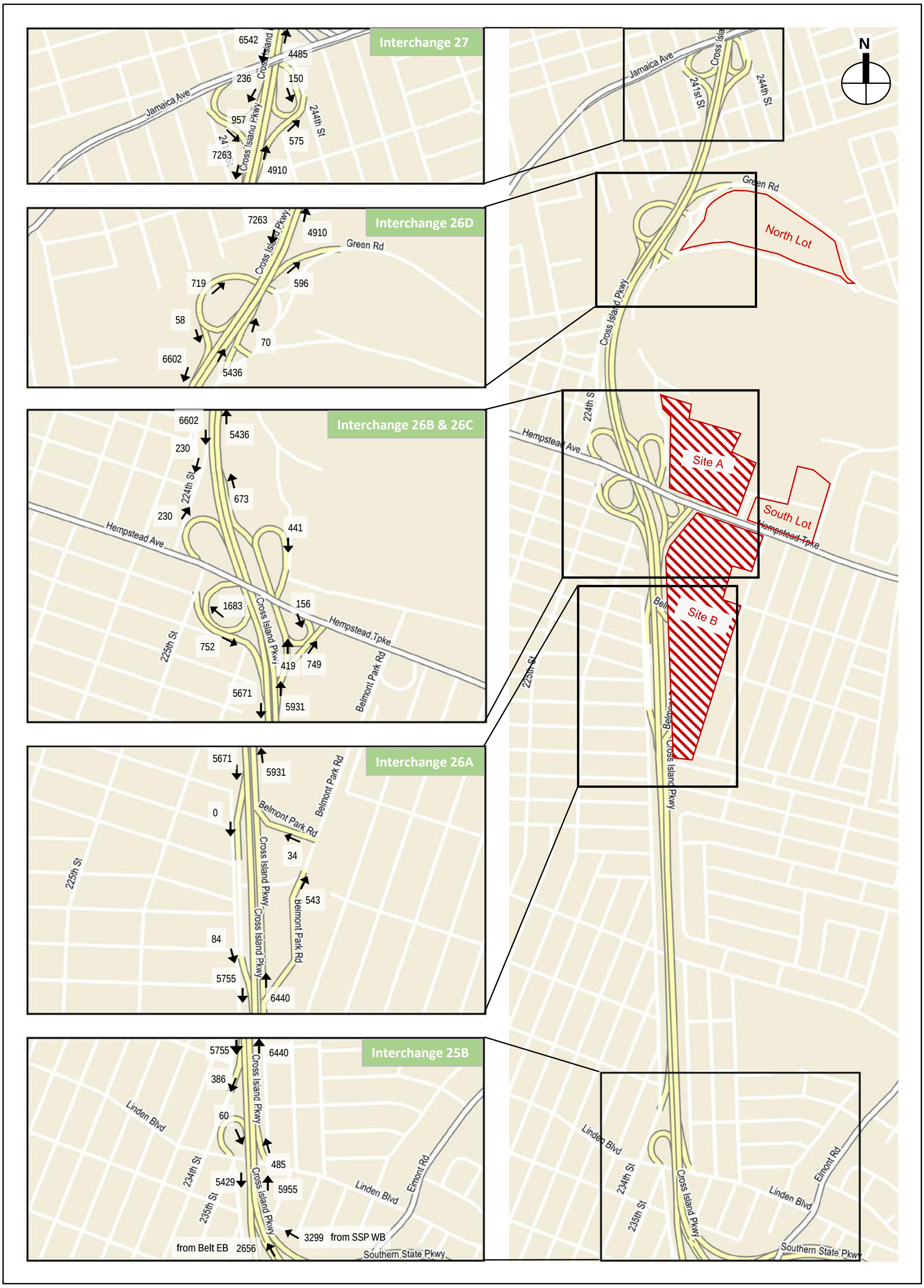


- - - - - *Break Line (Volumes do not balance across breaks)*

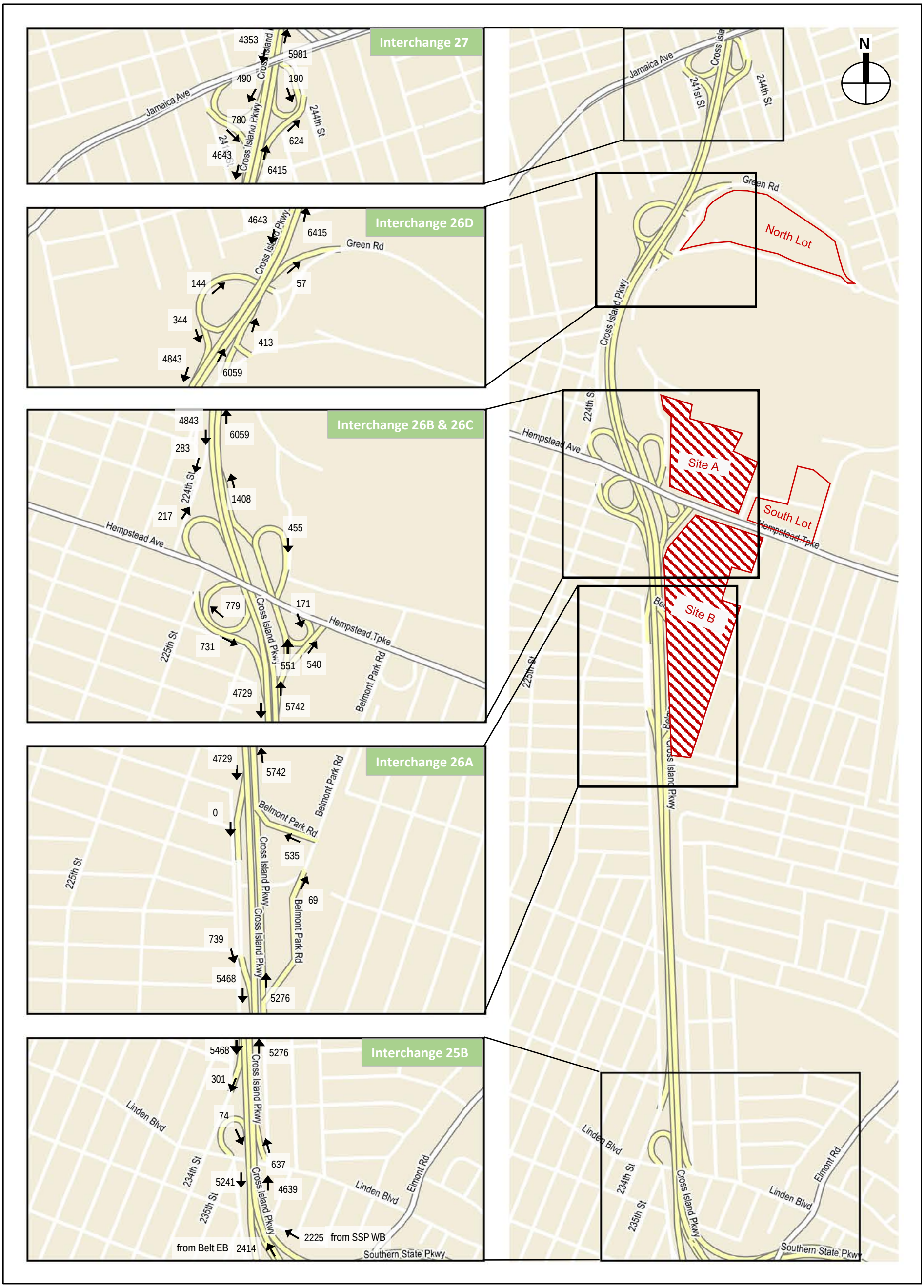
2021 No Retail Village Alternative Traffic Volumes - Local Street Network
Saturday Night Peak Hour
Figure 5B



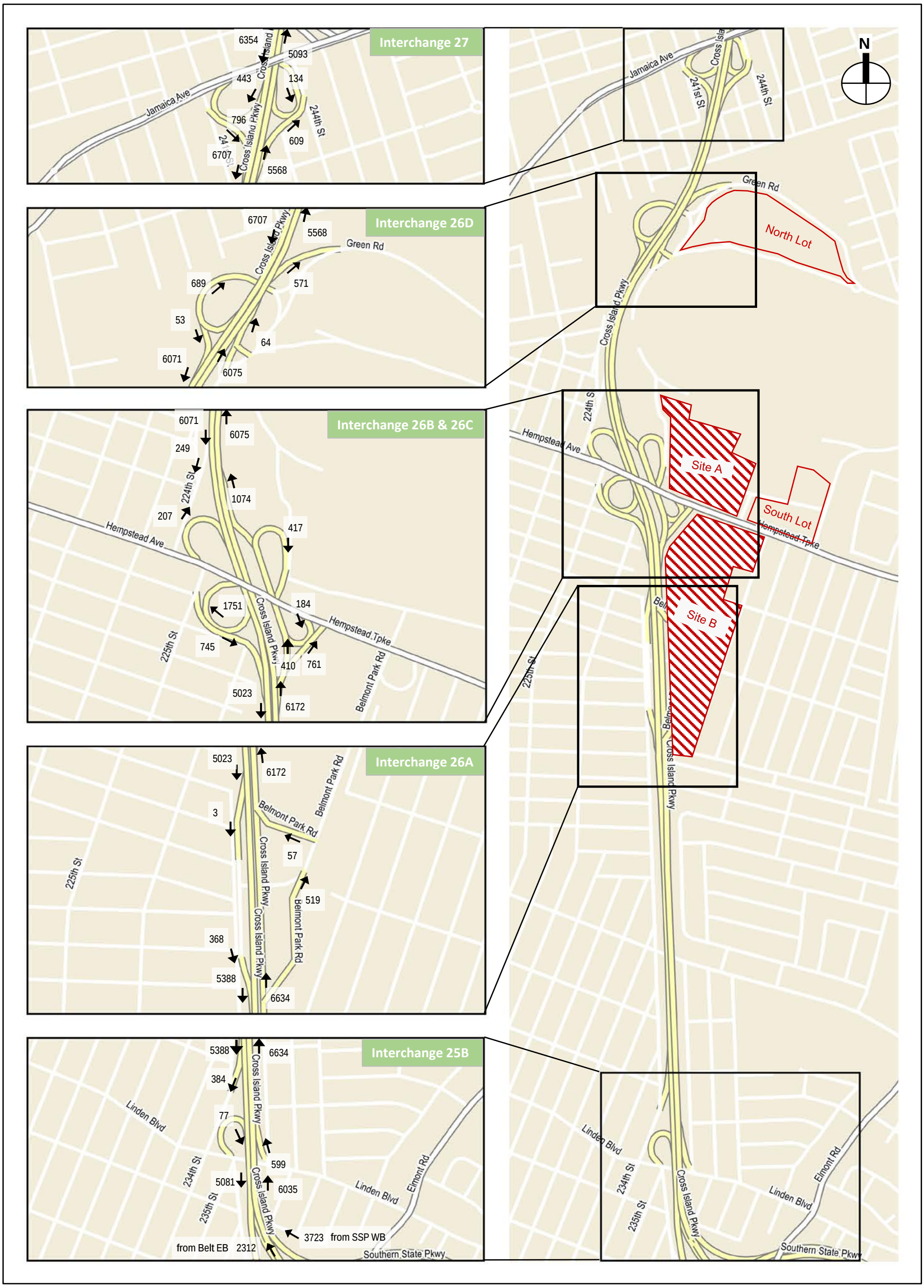
2021 No Retail Village Alternative Traffic Volumes - Highway Network
Weekday AM Peak Hour



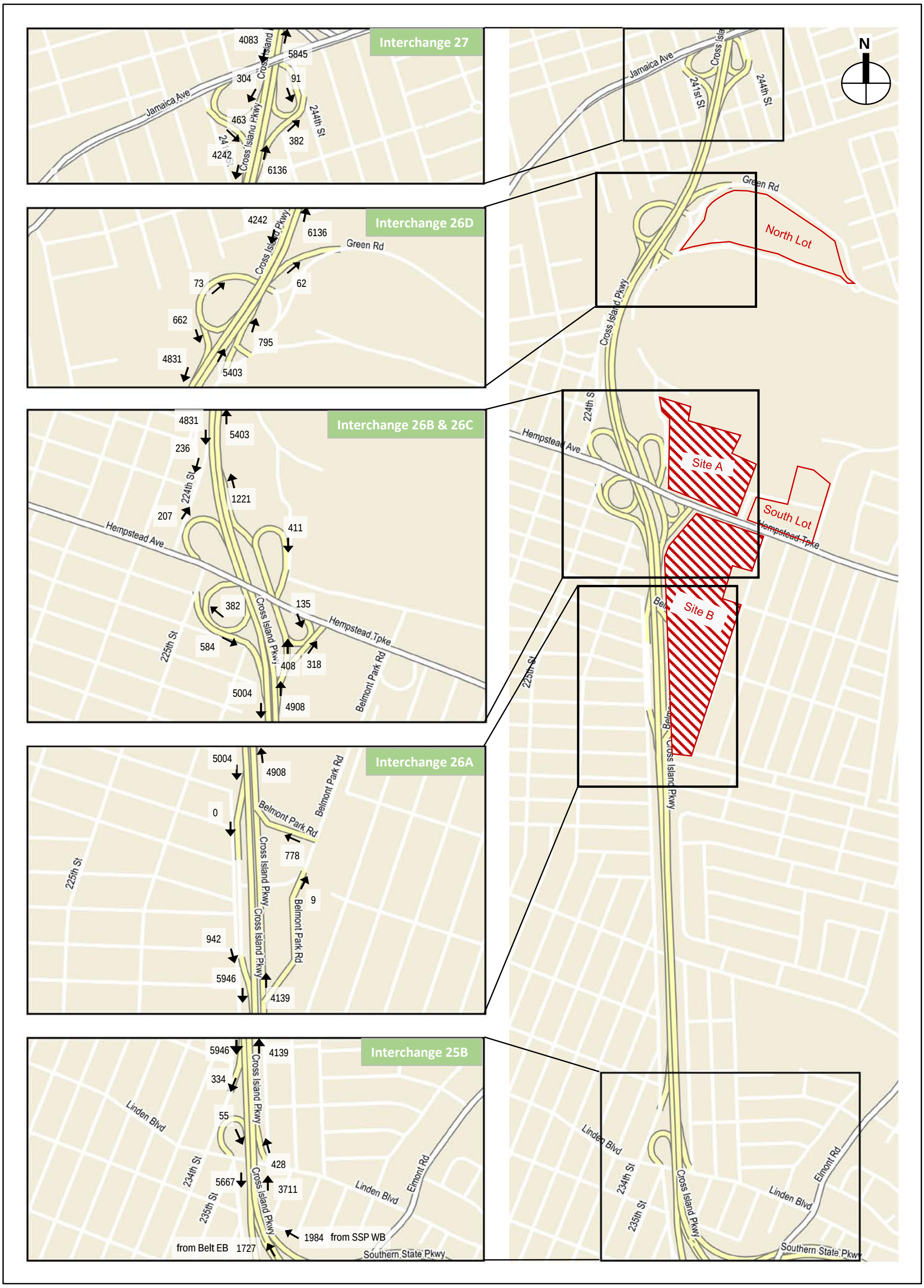
2021 No Retail Village Alternative Traffic Volumes - Highway Network
Weekday PM Peak Hour



2021 No Retail Village Alternative Traffic Volumes - Highway Network
Saturday Midday Peak Hour

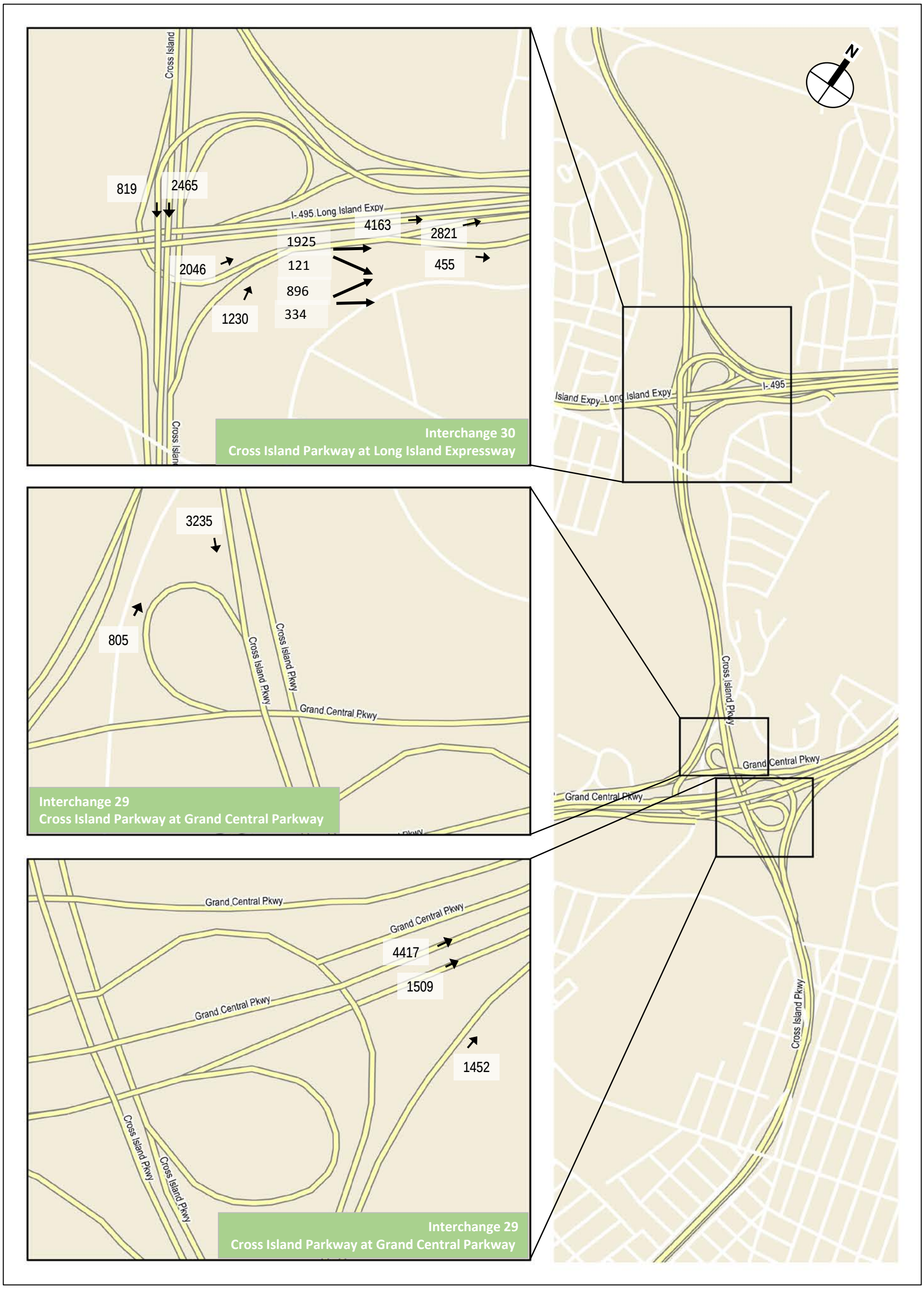


2021 No Retail Village Alternative Traffic Volumes - Highway Network
Saturday PM Peak Hour



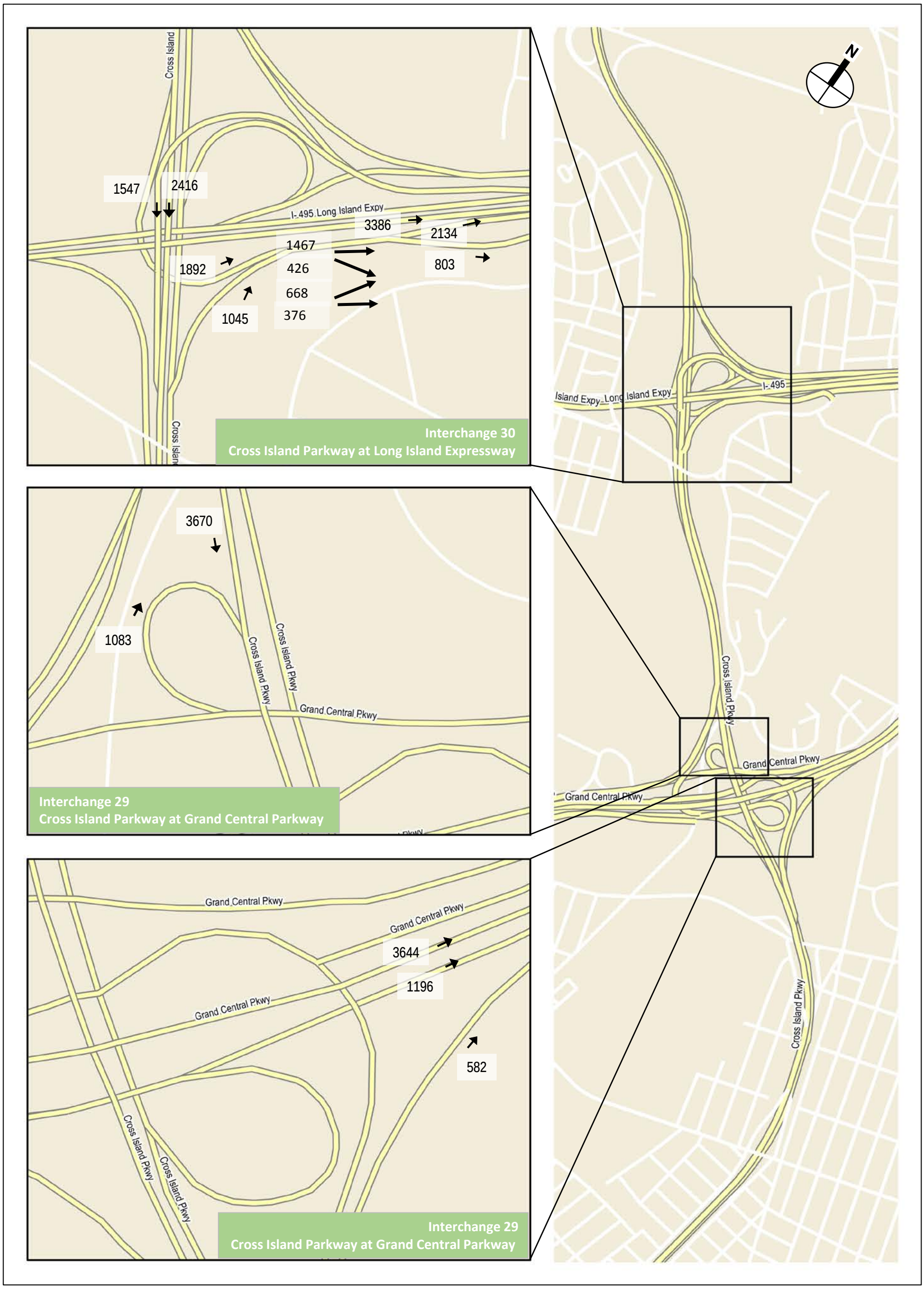
2021 No Retail Village Alternative Traffic Volumes - Highway Network
Saturday Night Peak Hour

Figure 10



2021 No Retail Village Alternative Traffic Volumes
Cross Island Parkway Interchanges
Weekday AM Peak Hour

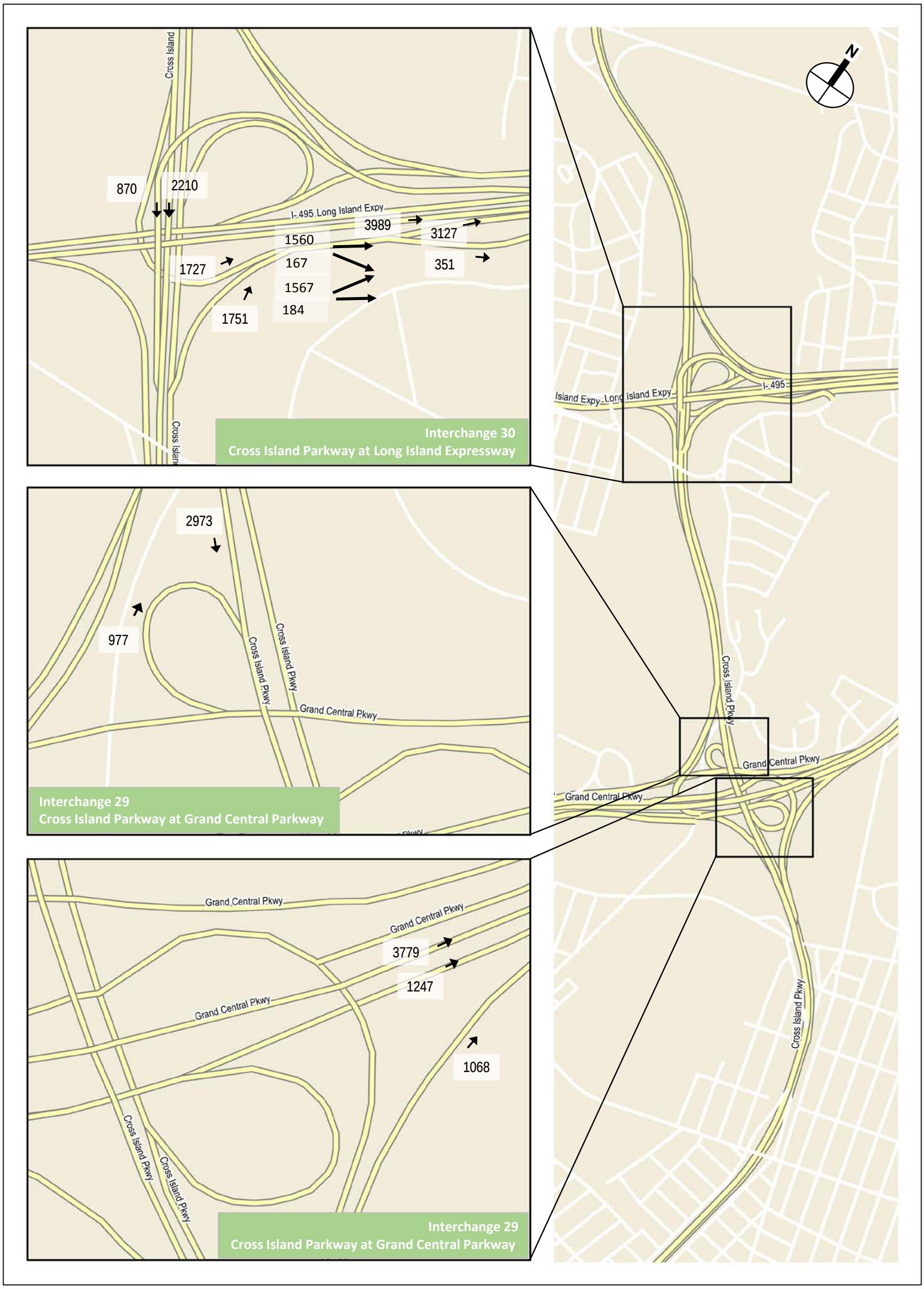
Figure 11



0 0.25 MILES

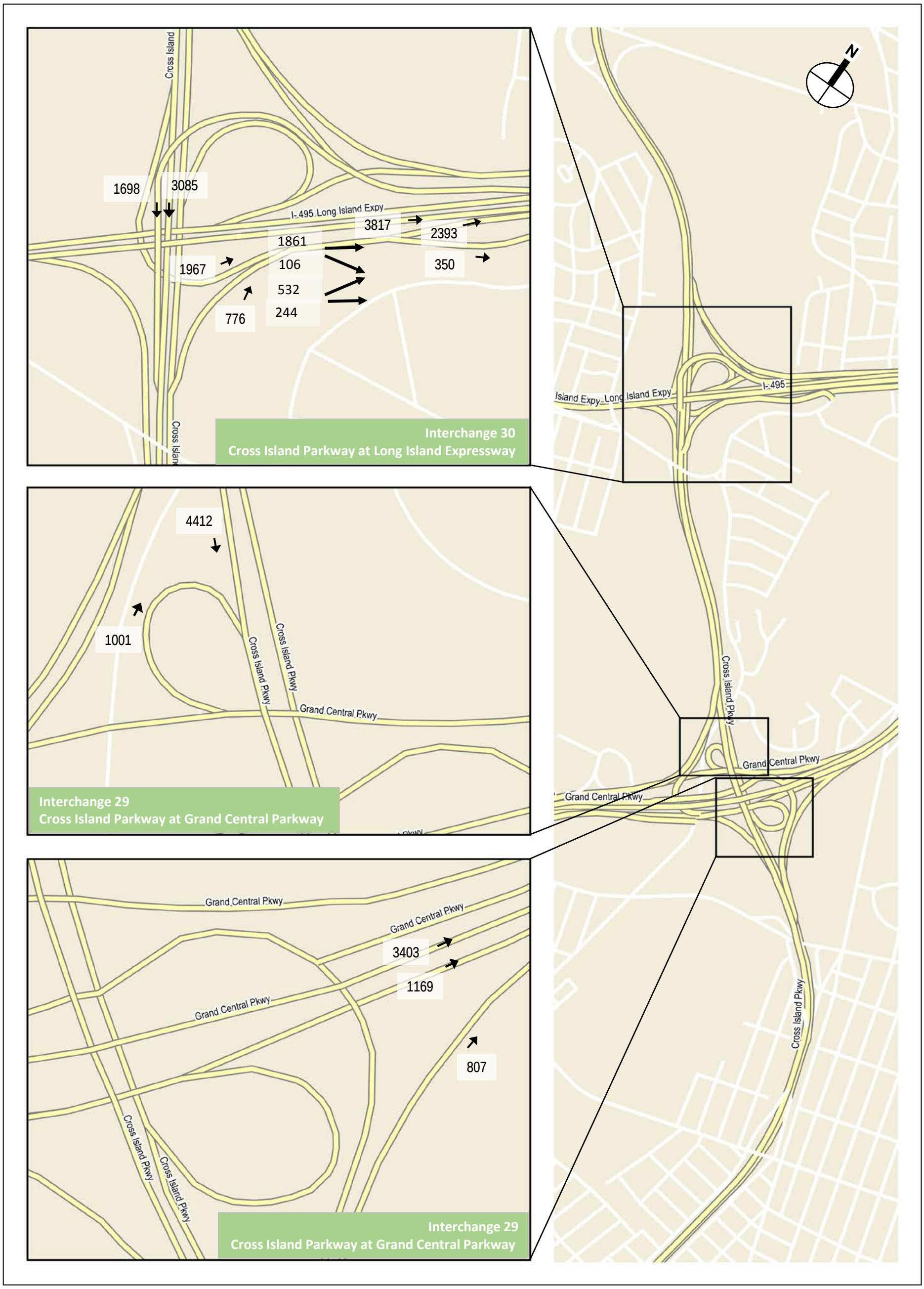
2021 No Retail Village Alternative Traffic Volumes
Cross Island Parkway Interchanges
Weekday PM Peak Hour

Figure 12



2021 No Retail Village Alternative Traffic Volumes
Cross Island Parkway Interchanges
Saturday Midday Peak Hour

Figure 13



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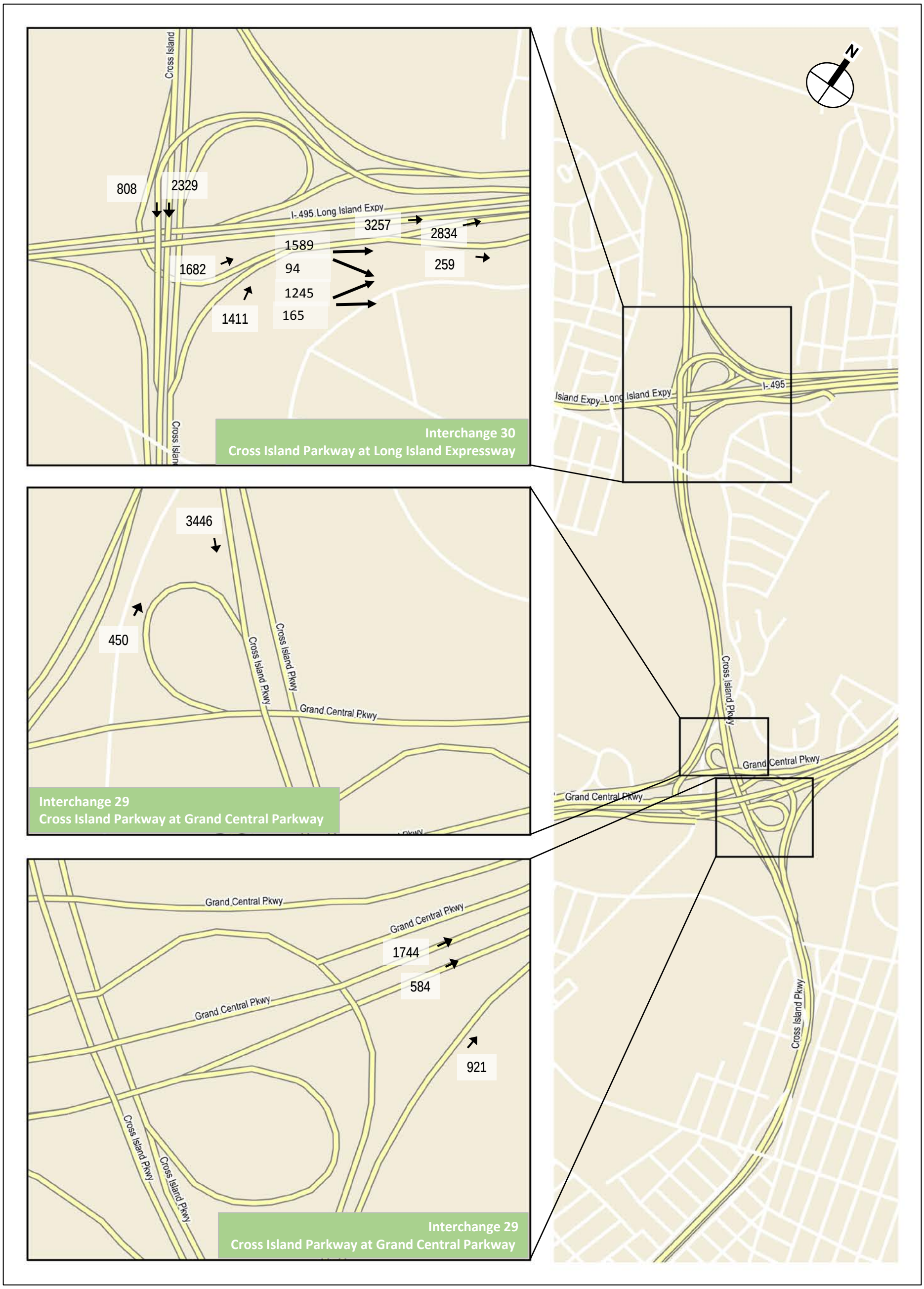
2021 No Retail Village Alternative Traffic Volumes
Cross Island Parkway Interchanges
Saturday PM Peak Hour

Figure 14



0 0.25 MILES

2021 No Retail Village Alternative Traffic Volumes
Cross Island Parkway Interchanges
Saturday Night Peak Hour

Figure 15

Belmont Park Alternate Site Plan Alternative Construction Noise
Summary of Results from RCNM Models, TNM model, and proportional model

Site (used in text)		Existing Weekday AM Noise Level	Hotel Worst Case Construction Noise Leq (dBA)	North Lot Worst Case Construction Noise Leq (dBA)	Substation Worst Case Construction Noise Leq (dBA)	Retail Village Worst Case Construction Noise Leq (dBA)	Site B Construction Noise Leq (dBA)	Arena Worst Case Construction Noise Leq (dBA)	Construction Trucks (TNM)	Construction Trucks (Proportional Model)	Worst Case On-Site Construction Noise Level (dBA)	Worst Case Construction Truck Traffic Noise Leq (dBA)	Worst Case Total Construction Noise Leq (dBA)	Total Noise Level	Incremental Change in Noise
1	Superior Road	56.1	50.8	64.5	61.3	51.0	44.1	58.3	28.9	0.0	64.5	28.9	64.5	65.1	9.0
2A	Poppy Place (open space)	56.1	53.3	67.1	59.0	51.1	43.1	59.0	32.7	0.0	67.1	32.7	67.1	67.4	11.3
3	Crocus Avenue	51.6	52.6	64.0	55.5	47.8	42.9	58.3	32.8	0.0	64.0	32.8	64.0	64.2	12.6
5	Huntley Road	55.7	56.3	41.7	49.2	63.6	69.5	68.4	0.0	0.0	69.5	0.0	69.5	69.7	14.0
5a	Wellington Road, South of 106th Street, West side of street	55.7	54.5	40.7	48.3	59.9	65.4	65.4	0.0	0.0	65.4	0.0	65.4	65.8	10.1
5b	Wellington Road, South of 109th Street, West side of street	55.7	52.6	39.2	46.9	56.9	60.8	62.1	0.0	0.0	62.1	0.0	62.1	63.0	7.3
5c	Wellington Road, North of 106th street, East side of street	55.7	56.0	41.7	44.6	61.8	61.7	67.9	0.0	0.0	67.9	0.0	67.9	68.2	12.5
5d	Wellington Road, South of 106th Street, East side of street	55.7	51.5	40.7	43.7	56.5	57.5	64.9	0.0	0.0	64.9	0.0	64.9	65.4	9.7
5e	Wellington Road, South of 109th Street, East side of street	55.7	49.5	39.2	42.3	53.6	54.8	61.4	0.0	0.0	61.4	0.0	61.4	62.4	6.7
7	Horse Track (measured to closest horse track location)	54.0	72.0	67.3	72.5	64.4	59.4	76.7	52.3	0.0	76.7	52.3	76.7	76.7	22.7
7a	Dormitory, west near Gate 5 Road	57.2	8.1	0.0	0.0	59.5	0.0	64.7	52.3	0.0	64.7	52.3	64.9	65.6	8.4
7b	Dormitory, set back in stables	54.0	55.0	0.0	0.0	55.7	0.0	61.3	0.0	0.0	61.3	0.0	61.3	62.0	8.0
7c	Dormitory, north near training track	54.0	50.6	0.0	0.0	53.0	0.0	59.3	52.3	0.0	59.3	52.3	60.1	61.0	7.0
7d	Dormitory, new dorms set back to east	54.0	48.5	0.0	0.0	49.5	0.0	55.6	0.0	0.0	55.6	0.0	55.6	57.9	3.9
7e	Dormitory, immediately adjacent to Gate 5 Road	54.0	50.6	0.0	0.0	58.0	0.0	59.3	52.3	0.0	59.3	52.3	60.1	61.0	7.0
7f	Dormitory, northwest edge near training track and Training Track	54.0	50.6	0.0	0.0	53.0	0.0	55.6	0.0	0.0	55.6	0.0	55.6	57.9	3.9
6b	Dormitory, south along Hempstead	62.8	44.8	0.0	0.0	53.0	0.0	61.8	0.0	65.4	61.8	65.4	67.0	68.4	5.6
6c	Elmont Medical	62.8	54.5	45.5	39.9	59.6	52.2	64.4	0.0	65.4	64.4	65.4	68.0	69.1	6.3
4	Spruce Avenue	55.9	51.2	56.3	50.8	50.6	51.2	57.6	44.0	0.0	57.6	44.0	57.8	60.0	4.0
2	Poppy Place (school)	56.1	52.1	62.6	55.9	50.9	42.4	57.6	30.4	0.0	62.6	30.4	62.6	63.5	7.4
6a	Anna House	62.8	50.9	40.6	38.6	53.9	46.7	58.4	0.0	65.4	58.4	65.4	66.2	67.8	5.1

Belmont Park No Arena Alternative Construction Noise
Summary of Results from RCNM Models, TNM model, and proportional model

Site (used in text)		Existing Weekday AM Noise Level	Hotel Worst Case Construction Noise Leq (dBA)	Substation Worst Case Construction Noise Leq (dBA)	Retail Village Worst Case Construction Noise Leq (dBA)	Retail Village during exteriors/interiors Noise Leq (dBA)	Construction Trucks (TNM)	Construction Trucks (Proportional Model)	Worst Case On-Site Construction Equipment (dBA)	Worst Case Construction Truck Traffic Noise Leq (dBA)	Worst Case Total Construction Noise Leq (dBA)	Total Noise Level	Incremental Change in Noise
1	Superior Road	56.1	45.5	61.3	47.9	0.0	28.9	0.0	61.3	28.9	61.3	62.4	6.3
2A	Poppy Place (open space)	56.1	47.9	59.0	47.9	0.0	32.7	0.0	59.0	32.7	59.0	60.8	4.7
3	Crocus Avenue	51.6	47.7	55.5	47.9	0.0	32.8	0.0	55.5	32.8	55.5	57.0	5.4
5	Huntley Road	55.7	62.2	49.2	67.4	61.0	0.0	0.0	67.4	0.0	67.4	67.7	12.0
5a	Wellington Road, South of 106th Street, West side of street	55.7	58.8	48.3	70.4	61.5	0.0	0.0	70.4	0.0	70.4	70.5	14.8
5b	Wellington Road, South of 109th Street, West side of street	55.7	55.1	46.9	67.4	55.7	0.0	0.0	67.4	0.0	67.4	67.7	12.0
5c	Wellington Road, North of 106th street, East side of street	55.7	59.7	44.6	65.5	58.9	0.0	0.0	65.5	0.0	65.5	65.9	10.2
5d	Wellington Road, South of 106th Street, East side of street	55.7	56.3	43.7	67.6	58.3	0.0	0.0	67.6	0.0	67.6	67.9	12.2
5e	Wellington Road, South of 109th Street, East side of street	55.7	52.6	42.3	64.9	54.4	0.0	0.0	64.9	0.0	64.9	65.4	9.7
7	Horse Track (measured to closest horse track location)	54.0	63.8	72.5	55.6	0.0	52.3	0.0	72.5	52.3	72.5	72.6	18.6
7a	Dormitory, west near Gate 5 Road	57.2	60.0	0.0	57.1	0.0	52.3	0.0	60.0	52.3	60.7	62.3	5.1
7b	Dormitory, set back in stables	54.0	54.3	0.0	57.1	0.0	0.0	0.0	57.1	0.0	57.1	58.8	4.8
7c	Dormitory, north near training track	54.0	50.6	0.0	52.1	0.0	52.3	0.0	52.1	52.3	55.2	57.7	3.7
7d	Dormitory, new dorms set back to east	54.0	46.6	0.0	52.1	0.0	0.0	0.0	52.1	0.0	52.1	56.2	2.2
7e	Dormitory, immediately adjacent to Gate 5 Road	54.0	50.6	0.0	52.1	0.0	52.3	0.0	52.1	52.3	55.2	57.7	3.7
7f	Dormitory, northwest edge near training track and Training Track	54.0	50.6	0.0	52.1	0.0	0.0	0.0	52.1	0.0	52.1	56.2	2.2
6b	Dormitory, south along Hempstead	62.8	57.7	0.0	57.1	0.0	0.0	64.6	57.7	64.6	65.4	67.3	4.6
6c	Elmont Medical	62.8	59.3	39.9	56.6	0.0	0.0	64.6	59.3	64.6	65.7	67.5	4.8
4	Spruce Avenue	55.9	50.2	50.8	50.3	0.0	44.0	0.0	50.8	44.0	51.6	57.3	1.4
2	Poppy Place (school)	56.1	47.0	55.9	47.3	0.0	30.4	0.0	55.9	30.4	55.9	59.0	2.9
6a	Anna House	62.8	53.4	38.6	52.1	0.0	0.0	64.6	53.4	64.6	64.9	67.0	4.2

Belmont Park No Retail Village Alternative Construction Noise
Summary of Results from RCNM Models, TNM model, and proportional model

Site (used in text)		Existing Weekday AM Noise Level	Hotel Worst Case Construction Noise Leq (dBA)	North Lot Worst Case Construction Noise Leq (dBA)	Substation Worst Case Construction Noise Leq (dBA)	Arena Worst Case Construction Noise Leq (dBA)	Construction Trucks (TNM)	Construction Trucks (Proportional Model)	Worst Case On-Site Construction Noise Leq (dBA)	Worst Case Construction Truck Traffic Noise Leq (dBA)	Worst Case Total Construction Noise Leq (dBA)	Total Noise Level	Incremental Change in Noise
1	Superior Road	56.1	45.5	64.5	61.3	58.3	28.9	0.0	64.5	28.9	64.5	65.1	9.0
2A	Poppy Place (open space)	56.1	47.9	67.1	59.0	59.0	32.7	0.0	67.1	32.7	67.1	67.4	11.3
3	Crocus Avenue	51.6	47.7	64.0	55.5	58.3	32.8	0.0	64.0	32.8	64.0	64.2	12.6
5	Huntley Road	55.7	62.2	41.7	49.2	68.4	0.0	0.0	68.4	0.0	68.4	68.6	12.9
5a	Wellington Road, South of 106th Street, West side of street	55.7	58.8	40.7	48.3	65.4	0.0	0.0	65.4	0.0	65.4	65.8	10.1
5b	Wellington Road, South of 109th Street, West side of street	55.7	55.1	39.2	46.9	62.1	0.0	0.0	62.1	0.0	62.1	63.0	7.3
5c	Wellington Road, North of 106th street, East side of street	55.7	59.7	41.7	44.6	67.9	0.0	0.0	67.9	0.0	67.9	68.2	12.5
5d	Wellington Road, South of 106th Street, East side of street	55.7	56.3	40.7	43.7	64.9	0.0	0.0	64.9	0.0	64.9	65.4	9.7
5e	Wellington Road, South of 109th Street, East side of street	55.7	52.6	39.2	42.3	61.4	0.0	0.0	61.4	0.0	61.4	62.4	6.7
7	Horse Track (measured to closest horse track location)	54.0	63.8	67.3	72.5	76.7	52.3	0.0	76.7	52.3	76.7	76.7	22.7
7a	Dormitory, west near Gate 5 Road	57.2	60.0	53.8	0.0	64.7	52.3	0.0	64.7	52.3	64.9	65.6	8.4
7b	Dormitory, set back in stables	54.0	54.3	53.8	0.0	61.3	0.0	0.0	61.3	0.0	61.3	62.0	8.0
7c	Dormitory, north near training track	54.0	50.6	53.8	0.0	59.3	52.3	0.0	59.3	52.3	60.1	61.0	7.0
7d	Dormitory, new dorms set back to east	54.0	46.6	53.8	0.0	55.6	0.0	0.0	55.6	0.0	55.6	57.9	3.9
7e	Dormitory, immediately adjacent to Gate 5 Road	54.0	50.6	53.8	0.0	59.3	52.3	0.0	59.3	52.3	60.1	61.0	7.0
7f	Dormitory, northwest edge near training track and Training Track	54.0	50.6	53.8	0.0	55.6	0.0	0.0	55.6	0.0	55.6	57.9	3.9
6b	Dormitory, south along Hempstead	62.8	57.7	53.8	0.0	61.8	0.0	65.4	61.8	65.4	67.0	68.4	5.6
6c	Elmont Medical	62.8	59.3	45.5	39.9	64.4	0.0	65.4	64.4	65.4	68.0	69.1	6.3
4	Spruce Avenue	55.9	50.2	56.3	50.8	57.6	44.0	0.0	57.6	44.0	57.8	60.0	4.0
2	Poppy Place (school)	56.1	47.0	62.6	55.9	57.6	30.4	0.0	62.6	30.4	62.6	63.5	7.4
6a	Anna House	62.8	53.4	40.6	38.6	58.4	0.0	65.4	58.4	65.4	66.2	67.8	5.1