



Attachment D

Study Area Intersection Descriptions

**26841.01: Sands Integrated Resort
Traffic Impact Study Attachments
Attachment D – Study Area Intersection Descriptions**





Intersection Conditions

Evaluation of the transportation impacts associated with the Proposed Project requires a thorough understanding of the existing transportation conditions in the Study Area. Roadway geometry, traffic control, and multimodal accommodations were gathered based upon field data collection and a desktop review and are described in detail below.

Study Intersections

The Study Area for the Proposed Project includes the following intersections, as required by the Final Scope of the DGEIS. The detailed descriptions of key intersections include the geometric conditions and traffic control characteristics. (Figure 1):

1. Hempstead Turnpike at James Doolittle Boulevard
2. Hempstead Turnpike at Glenn Curtiss Boulevard/Nassau Coliseum Main Entrance
3. Hempstead Turnpike at Cunningham Avenue/Memorial Sloan Kettering (MSK) Entrance
4. Hempstead Turnpike at MSK Entrance
5. Hempstead Turnpike at Earle Ovington Boulevard/Uniondale Avenue
6. Earle Ovington Boulevard at Hofstra East Gate Road/Site Access
7. Charles Lindbergh Boulevard EB at Earle Ovington Boulevard/Site Access
8. Charles Lindbergh Boulevard WB at Earle Ovington Boulevard/Nassau Community College
9. Charles Lindbergh Boulevard EB at James Doolittle Boulevard/Site Access
10. Charles Lindbergh Boulevard WB at Nassau Community College Perimeter Road
11. Merrick Avenue at Charles Lindbergh Boulevard
12. Hempstead Turnpike at Merrick Avenue
13. Hempstead Turnpike at Eisenhower Park Pedestrian Entrance
14. Hempstead Turnpike at Coolidge Drive
15. Hempstead Turnpike at Park Boulevard/East Meadow Avenue
16. Merrick Avenue at Glenn Curtiss Boulevard/Peters Gate
17. Hempstead Turnpike at California Avenue/Hofstra Boulevard
18. Hempstead Turnpike at Oak Street/Hofstra South Campus Driveway
19. Front Street & Merrick Avenue
20. Front Street & Uniondale Avenue
21. Front Street & California Avenue
22. Fulton Avenue at Peninsula Boulevard/Bennett Avenue
23. Fulton Avenue at Clinton Street

24. Fulton Avenue at N Franklin Street
25. Franklin Avenue at Stewart Avenue
26. Old Country Road at Franklin Avenue/Mineola Boulevard
27. Old Country Road at Clinton Road/Glen Cove Road
28. Old Country Road at Merchants Concourse/Ellison Avenue
29. Old Country Road at Merrick Avenue/Post Avenue
30. Merrick Avenue at Stewart Avenue/Park Boulevard
31. Stewart Avenue at Endo Boulevard/Merchants Concourse
32. Stewart Avenue at Quentin Roosevelt Boulevard/South Street
33. Stewart Avenue at Clinton Road
34. Oak Street at Commercial Avenue
35. Commercial Avenue at Quentin Roosevelt Boulevard
36. Charles Lindbergh Boulevard at Westbury Boulevard (Meadow Street)
37. Charles Lindbergh Boulevard Westbound at U-Turn (near Earle Ovington Boulevard)
38. Charles Lindbergh Boulevard Eastbound at Coliseum North Exit Gate
39. Earle Ovington Boulevard at Coliseum Media/Staff Parking
40. Hempstead Turnpike Westbound at Meadowbrook Parkway Southbound Off Ramp
41. Hempstead Turnpike Westbound at Meadowbrook Parkway Northbound Off Ramp
42. Hempstead Turnpike Eastbound at Meadowbrook Parkway Southbound Off Ramp
43. Hempstead Turnpike Eastbound at Meadowbrook Parkway Northbound Off Ramp
44. Hempstead Turnpike at Front Street
45. Hempstead Turnpike at Carman Avenue/3rd Street
46. Hempstead Turnpike at Newbridge Road
47. Merrick Avenue at Bellmore Avenue
48. Merrick Avenue at North Jerusalem Road
49. Merrick Avenue at Jerusalem Avenue
50. Uniondale Avenue at Jerusalem Avenue
51. Uniondale Avenue/Brookside Avenue at Nassau Road
52. Stewart Avenue at Ring Road West (Roosevelt Field)
53. Old Country Road at Roosevelt Field Mall Entrance
54. Old Country Road at Salisbury Park Drive/School Street
55. Merrick Avenue at Corporate Drive
56. Merrick Avenue at Privado Road
57. Jericho Turnpike at Post Avenue/Post Road
58. Main Street/2nd Street at Franklin Avenue
59. Main Street at Meadow Street
60. Meadow Street at Washington Avenue

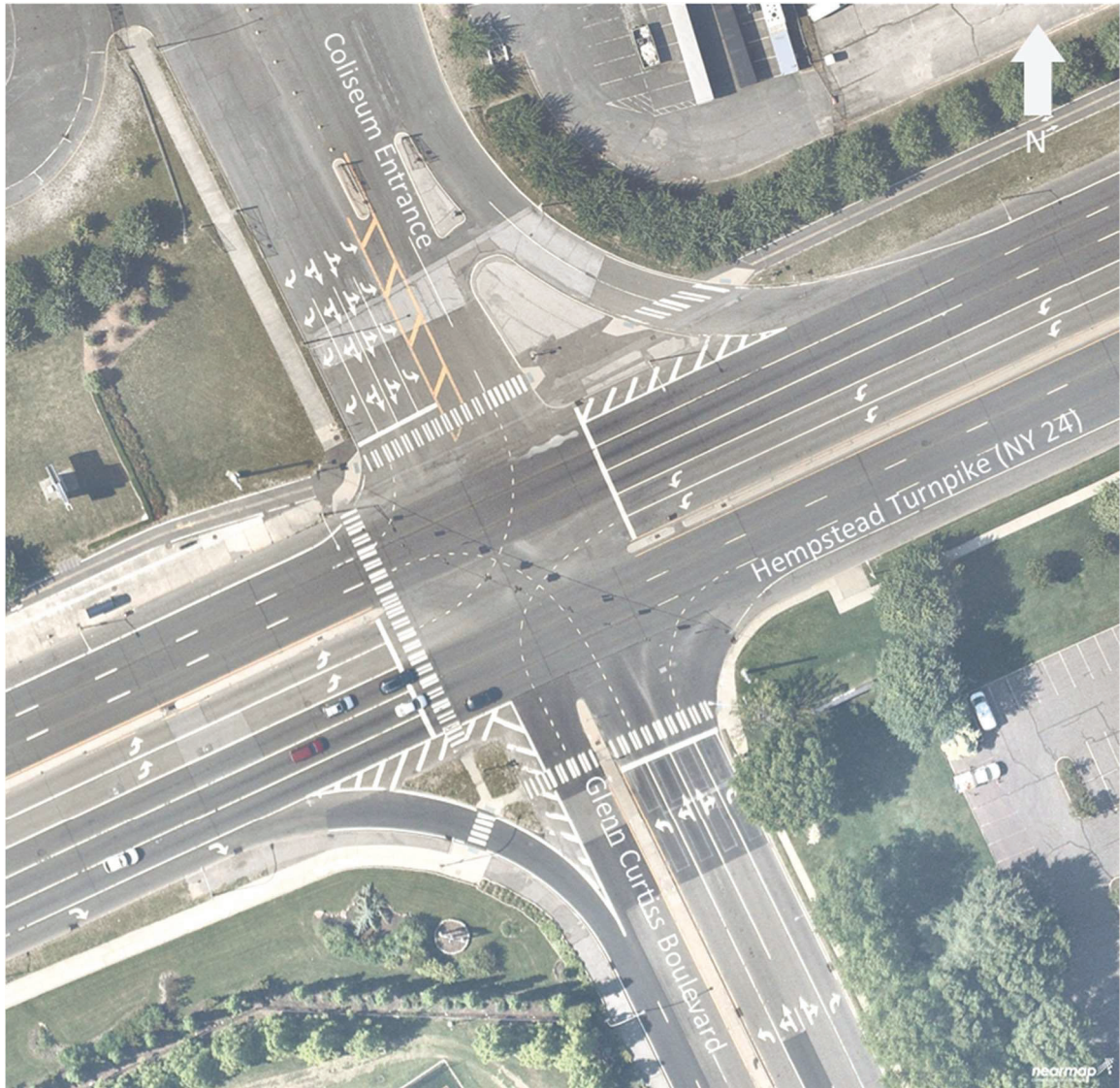
61. Meadow Street at Clinton Road
62. Meadow Street at Lindbergh Street
63. Westbury Boulevard at Lindbergh Street
64. Oak Street at Westbury Boulevard/Meadow Street
65. Hempstead Turnpike at Franklin Avenue/Perimeter E/Hospital Street
66. Washington Street at W. Columbus Street (Hempstead Train Station Access)

(1) Hempstead Turnpike at James Doolittle Boulevard



Hempstead Turnpike at James Doolittle Boulevard is a three-legged unsignalized intersection, with James Doolittle Boulevard being the stop-controlled approach. Hempstead Turnpike is a divided east-west roadway. At this location only Hempstead Turnpike westbound rights-in and James Doolittle Boulevard southbound rights-out are permitted. The Hempstead Turnpike eastbound approach provides three through lanes. The Hempstead Turnpike westbound approach provides two through lanes and a shared through/right-turn lane. A two-way 10-foot-wide bike path exists along the north side of Hempstead Turnpike and a sidewalk exists along the south side of Hempstead Turnpike. No marked crosswalks, pedestrian pushbuttons, or pedestrian signals are provided at this intersection.

(2) Hempstead Turnpike at Glenn Curtiss Boulevard/Nassau Coliseum Main Entrance



Hempstead Turnpike at Glenn Curtiss Boulevard/Nassau Coliseum Main Entrance is a four-legged signalized intersection. The divided east-west Hempstead Turnpike provides two exclusive left-turn lanes, three through lanes and an exclusive channelized and yield controlled right-turn lane on both the eastbound and the westbound approaches. Both Glenn Curtiss Boulevard, on the northbound approach, and the Nassau Coliseum Main Entrance, on the southbound approach, provide an exclusive left-turn lane, a shared left-turn/through lane, a shared through/right-turn lane, and an exclusive right-turn lane.

The two-way 10-foot-wide bike path exists along the north side of Hempstead Turnpike. Sidewalks exist along the south side of Hempstead Turnpike, along both sides of the south leg (northbound approach) of Glen Curtiss Boulevard and along the west side of the north leg (southbound approach) of Glen Curtiss Boulevard. There are pedestrian crosswalks with pedestrian push buttons and countdown timers to cross the eastbound, northbound, and southbound approaches. Right-turns on red are not permitted on the northbound and southbound approaches.

The intersection is controlled by a multi-phase coordinated traffic signal with the following phasing:

- › Hempstead Turnpike protected eastbound and westbound left-turn movements
- › Hempstead Turnpike eastbound and westbound movements
- › Glen Curtiss Boulevard southbound approach
- › Glen Curtiss Boulevard northbound approach

(3 & 4) Hempstead Turnpike at Cunningham Avenue & Hempstead Turnpike at Memorial Sloan Kettering (MSK) Entrance



Hempstead Turnpike at the Memorial Sloan Kettering (MSK) Entrance Driveway and Hempstead Turnpike at Cunningham Avenue are two three-legged signalized intersections that are controlled by the same controller. Cunningham Avenue runs northbound and MSK Entrance runs southbound. On the westbound approach, the divided east-west Hempstead Turnpike provides an exclusive left-turn lane, three through lanes and an exclusive right-turn lane (for MSK traffic) at Cunningham Avenue and three through lanes and an exclusive right-turn lane at MSK Entrance. On the eastbound approach, Hempstead Turnpike provides two exclusive left-turn lanes and three through lanes at the MSK Entrance and two through lanes and a shared through/right-turn lane at Cunningham Avenue. Cunningham Avenue provides a single shared left-turn/right-turn lane on the northbound approach and the MSK Entrance provides two right-turn lanes on the southbound approach.

The two-way 10-foot-wide bike path exists along the north side of Hempstead Turnpike. Sidewalks exist along the south side of Hempstead Turnpike, along both sides of Cunningham Avenue and along the west side of the MSK Entrance. There are pedestrian crosswalks to cross the westbound

approach (at Cunningham Avenue) intersection. There are pedestrian push buttons and pedestrian signals to cross the westbound and southbound approaches.

At the MSK Entrance east-west U-turns and right-turns on red on the westbound and southbound approaches are not permitted, although the turning movement counts show that uturns occur in the eastbound direction.

The two intersections are controlled by a multi-phase traffic signal with the following phasing:

- › Hempstead Turnpike protected eastbound and westbound left-turn movements with a southbound right-turn overlap
- › Hempstead Turnpike eastbound and westbound movements
- › Cunningham Avenue northbound left and right turn movements and MSK Entrance southbound right turn movements with eastbound left-turn movements

(5) Hempstead Turnpike at Earle Ovington Boulevard/Uniondale Avenue



Hempstead Turnpike at Earle Ovington Boulevard/Uniondale Avenue is a four-legged signalized intersection. The divided east-west Hempstead Turnpike provides two exclusive left-turn lanes, three through lanes and an exclusive right-turn lane on the eastbound approach. On the Hempstead Turnpike westbound approach, it provides two exclusive left-turn lanes, three through lanes and an exclusive yield controlled channelized right-turn lane. The Uniondale Avenue northbound approach provides an exclusive left-turn lane, a shared left-turn/through lane, and a shared through/right-turn lane. The Earle Ovington Boulevard southbound approach provides an exclusive left-turn lane, a shared left-turn/through lane, a shared through/right-turn lane, and an exclusive right-turn lane.

There is a pedestrian bridge over Hempstead Turnpike immediately west of the intersection. The two-way 10-foot-wide bike path exists along the north side of Hempstead Turnpike and continues along both sides of the Earle Ovington Boulevard north leg (southbound approach). Sidewalks exist along the south side of Hempstead Turnpike and along both sides of the Earle Ovington Boulevard south leg (northbound approach).

There are pedestrian crosswalks with pedestrian push buttons and count down timers to cross the eastbound, northbound, and southbound approaches. Right-turns on red are not permitted on the eastbound, northbound, and southbound approaches.

The intersection is controlled by a multi-phase coordinated traffic signal with the following phasing:

- › Hempstead Turnpike protected eastbound and westbound left-turn movements
- › Hempstead Turnpike eastbound and westbound movements
- › Earle Ovington Boulevard northbound approach
- › Earle Ovington Boulevard southbound approach

(6) Earle Ovington Boulevard at Hofstra East Gate Road/Nassau Coliseum Access



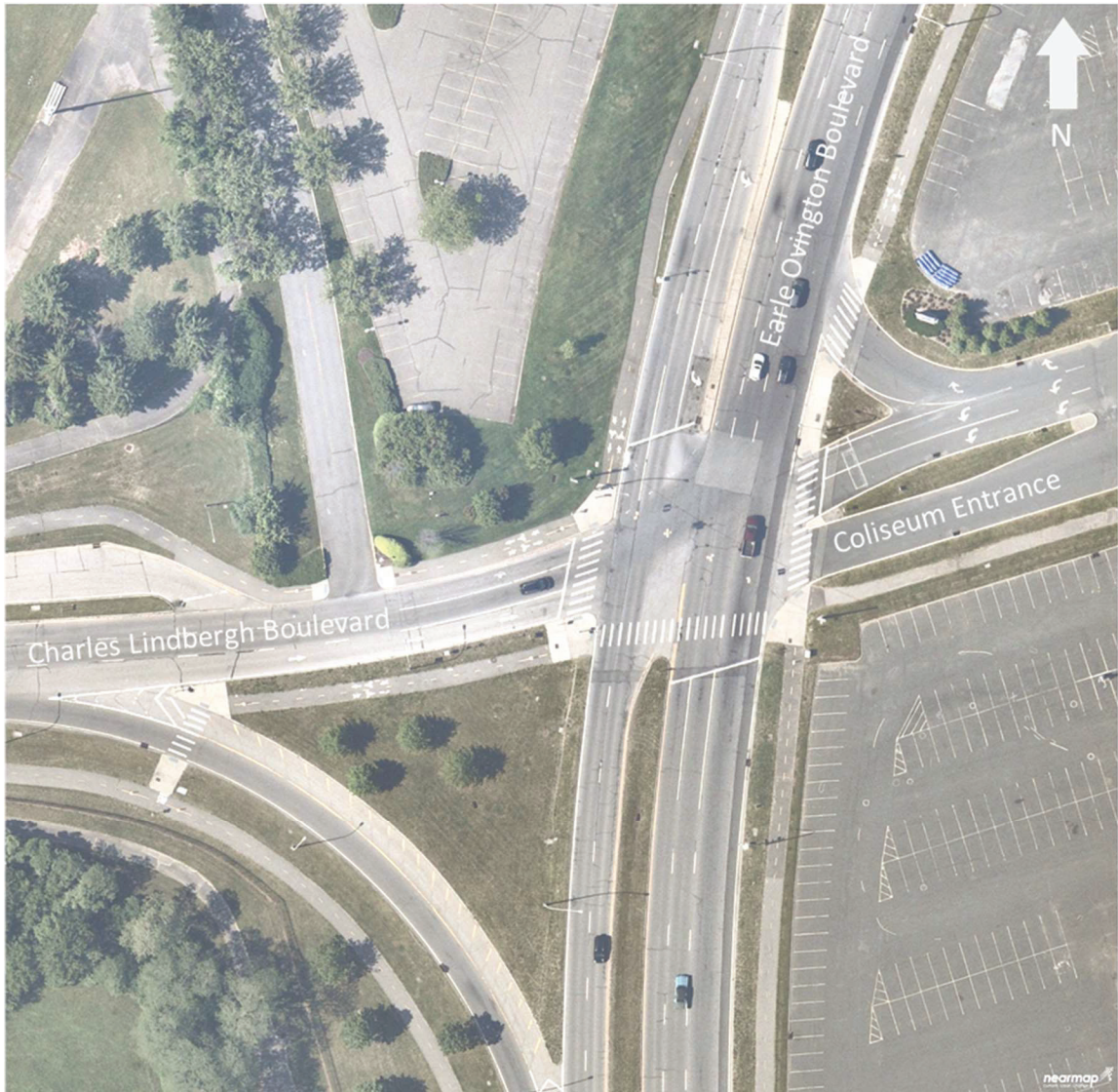
Earle Ovington Boulevard at Hofstra East Gate Road/Site Access is a four-legged signalized intersection. The divided north-south Earle Ovington Boulevard provides an exclusive left-turn lane, three through lanes and an exclusive right-turn lane on the northbound approach. The Earle Ovington Boulevard southbound approach provides an exclusive left-turn lane, two through lanes and a shared through/right-turn lane. The Hofstra East Gate Road eastbound approach provides a single lane for shared left-turn/through/right-turn movements. The Coliseum Pre-Paid Entrance (Site Access) on the westbound approach provides an exclusive left-turn lane and a shared through/right-turn lane.

The two-way 10-foot-wide bike path exists along both sides of Earle Ovington Boulevard. A sidewalk exists along the south side of the Coliseum Pre-Paid Entrance (Site Access) east leg (westbound approach).

There are pedestrian crosswalks with pedestrian push buttons and pedestrian signals to cross the eastbound, westbound, and southbound approaches. The intersection is controlled by a multi-phase signal with the following phasing:

- › Earle Ovington Boulevard protected northbound and southbound left-turn movements
- › Earle Ovington Boulevard northbound and southbound movements
- › East Gate Road eastbound and Nassau Coliseum Access westbound approach

(7) Charles Lindbergh Boulevard EB at Earle Ovington Boulevard/Nassau Coliseum Access



Earle Ovington Boulevard at Charles Lindbergh Boulevard EB/Coliseum VIP Entrance is a four-legged signalized intersection. The divided north-south Earle Ovington Boulevard provides three through lanes and a shared through/right-turn lane on the northbound approach. The Earle Ovington Boulevard southbound approach consists of an exclusive left-turn lane and two through lanes. The Charles Lindbergh Boulevard eastbound approach is a one-way road and allows only eastbound travel. At this approach, there are two exclusive left-turn lanes, a through lane, and a free channelized right-turn lane. The Coliseum VIP Entrance westbound approach provides two exclusive left-turn lanes, and a yield controlled channelized right-turn lane.

The two-way 10-foot-wide bike path exists along both sides Earle Ovington Boulevard. A sidewalk exists along the south side of the Coliseum Pre-Paid Entrance (Site Access) east leg (westbound approach).

There are pedestrian crosswalks with pedestrian push buttons and pedestrian signals to cross the eastbound, westbound, and northbound approaches. The intersection is controlled by a multi-phase signal with the following phasing:

- › Earle Ovington Boulevard southbound movement
- › Earle Ovington Boulevard northbound and southbound through movements with permitted southbound left-turns
- › Charles Lindbergh Boulevard EB eastbound and Nassau Coliseum Access westbound protected left-turn movements
- › Charles Lindbergh Boulevard EB eastbound movements

(8) Charles Lindbergh Boulevard WB at Earle Ovington Boulevard/Nassau Community College



Earle Ovington Boulevard at Charles Lindbergh Boulevard WB is a four-legged signalized intersection with three active approaches. Charles Lindbergh Boulevard WB is one-way and permits only westbound traffic. The divided north-south Earle Ovington Boulevard provides two exclusive left-turn lanes and two through lanes on the northbound approach and two through lanes and a free channelized right-turn lane on the southbound approach. On the westbound approach, Charles Lindbergh Boulevard WB provides an exclusive left-turn lane, a shared left-turn/through lane, a shared through/right-turn lane, and an exclusive right-turn lane.

The two-way 10-foot-wide bike path exists along the west side of Earle Ovington Boulevard, along the north side of Charles Lindbergh Boulevard east leg (westbound approach), and along both sides of the Charles Lindbergh Boulevard west leg of the intersection. Sidewalks exist along both sides of the Earle Ovington Boulevard north leg (southbound approach).

There are pedestrian crosswalks with pedestrian push buttons and signals to cross all four approaches. The intersection is controlled by a multi-phase signal with the following phasing:

- › Earle Ovington Boulevard northbound and southbound movements
- › Earle Ovington Boulevard northbound movements
- › Charles Lindbergh Boulevard WB through and right turn and pedestrian movements
- › Charles Lindbergh Boulevard WB movements

(9 and 10) Charles Lindbergh Boulevard EB at James Doolittle Boulevard/Site Access & Charles Lindbergh Boulevard WB at Nassau Community College Perimeter Road



Charles Lindbergh Boulevard EB at James Doolittle Boulevard and Charles Lindbergh Boulevard WB at Perimeter Road (NCC) are considered as two unsignalized three-legged intersections, each with two active approaches. The two intersections are separated as Charles Lindbergh Boulevard is divided by a grassy median at this location.

Northbound James Doolittle Boulevard intersects eastbound Charles Lindbergh Boulevard and provides yield controlled channelized northbound right-turn lanes. Charles Lindbergh Boulevard eastbound at James Doolittle Boulevard is a one-way roadway, permitting only eastbound traffic and provides three through lanes, a shared through/right-turn lane and an exclusive right-turn lane.

Southbound Perimeter Road from Nassau Community College intersects Charles Lindbergh Boulevard and provides a yield controlled channelized southbound right-turn lane. Charles Lindbergh Boulevard WB at Perimeter Road is a one-way roadway and allows westbound traffic only and provides three through lanes and a shared through/right-turn lane.

(11) Merrick Avenue at Charles Lindbergh Boulevard



Merrick Avenue at Charles Lindbergh Boulevard is a three-legged signalized intersection. The Merrick Avenue northbound approach provides an exclusive left-turn lane and two through lanes. The Merrick Avenue southbound approach provides two through lanes and a yield controlled channelized right-turn lane. West of the intersection, the Charles Lindbergh Boulevard eastbound approach consists of an exclusive left-turn lane, a shared through/right-turn lane and an exclusive right turn that becomes two exclusive left-turn lanes at the signalized intersection. The two-way 10-foot-wide bike path exists along the east side of Merrick Avenue. There are no pedestrian crosswalks or other accommodations at this intersection.

The intersection is controlled by a multi-phase signal controller with the following phasing:

- › Merrick Avenue northbound and southbound movements
- › Merrick Avenue northbound movements
- › Charles Lindbergh Boulevard eastbound movements

(12) Hempstead Turnpike at Merrick Avenue



Hempstead Turnpike at Merrick Avenue is a four-legged signalized intersection. East-west Hempstead Turnpike provides an exclusive left-turn lane, three through lanes, and an exclusive right-turn lane on the eastbound approach and provides an exclusive left-turn lane, three through lanes and a shared through/right-turn lane on the westbound approach. Merrick Avenue on the northbound approach provides two exclusive left-turn lanes, a through lane, and a shared through/right-turn lane. The Merrick Avenue southbound approach provides two exclusive left-turn lanes, two through lanes, and an exclusive right-turn lane. No U-turn movements are permitted in the eastbound direction. Right turn on reds are not permitted for any approaches of the intersection.

The two-way 10-foot-wide bike path exists along the east side of Merrick Avenue (southbound approach) and along the north side of Hempstead Turnpike for the west leg (eastbound approach) approaching Merrick Avenue. Sidewalks exist at all four corners of the intersection with sidewalks extending along the Hempstead Turnpike east leg (westbound approach), along the south side of Hempstead Turnpike west leg (eastbound approach) and along both sides of the Merrick Avenue south leg (northbound approach).

There are pedestrian crosswalks with pedestrian push buttons and signals to cross all four approaches. The intersection is controlled by a multi-phase signal with the following phasing:

- › Hempstead Turnpike eastbound and westbound protected left-turn movements with Merrick Avenue southbound right-turn overlap
- › Hempstead Turnpike eastbound and westbound through and right-turn movements
- › Merrick Avenue northbound and southbound protected left-turn movements with Hempstead Turnpike eastbound right-turn overlap
- › Merrick Avenue northbound and southbound through and right-turn movements

(13) Hempstead Turnpike at Eisenhower Park Pedestrian Entrance



Hempstead Turnpike at Eisenhower Park Pedestrian Entrance is a three-legged signalized intersection with two active approaches. The divided east-west Hempstead Turnpike provides an exclusive U-turn lane, two through lanes, and a shared through/right-turn lane on the eastbound approach and it provides an exclusive left-turn lane and three through lanes on the westbound approach. The Eisenhower Park Pedestrian Entrance is located on the north side of the intersection and an ingress only driveway (one-way southbound movement) to a Sonic Restaurant is located on the south side of the intersection.

Sidewalks exist along both sides of Hempstead Turnpike. There is a pedestrian crosswalk with pedestrian push buttons to cross the westbound approach. The intersection is controlled by a two-phase signal.

(14) Hempstead Turnpike at Coolidge Drive



Hempstead Turnpike at Coolidge Drive is a three-legged signalized intersection. The divided east-west Hempstead Turnpike provides an exclusive U-turn lane, two through lanes, and a shared through/right-turn lane on the eastbound approach and an exclusive left-turn lane and three through lanes on the westbound approach. The Coolidge Drive northbound approach provides an exclusive left-turn lane and an exclusive right-turn lane. Right-turns on red are not permitted on the northbound approach.

Sidewalks exist along both sides of Hempstead Turnpike. There is a pedestrian crosswalk with pedestrian push buttons, and pedestrian signals to cross the westbound approach. The intersection is controlled by a multi-phase signal with the following phasing:

- › Hempstead Turnpike westbound movements
- › Hempstead Turnpike eastbound U-turns and through movements and westbound through movements
- › Coolidge Drive northbound movements

(15) Hempstead Turnpike at Park Boulevard/East Meadow Avenue



Hempstead Turnpike at Park Boulevard/East Meadow Avenue is a four-legged signalized intersection. The divided east-west Hempstead Turnpike provides an exclusive left-turn lane, two through lanes and a shared through/right-turn lane on the eastbound approach and it provides an exclusive left-turn lane, three through lanes, and an exclusive right-turn lane on the westbound approach. The East Meadow Avenue northbound approach and the divided Park Boulevard southbound approach each provide two exclusive left-turn lanes and a shared through/right-turn lane. No U-turn movements are permitted in the westbound direction, although the turning movement counts show that uturns occur.

Sidewalks exist along both sides of Hempstead Turnpike and along East Meadow Avenue. There are pedestrian crosswalks with pedestrian push buttons and pedestrian signals to cross the eastbound, northbound, and southbound approaches. Right-turns on red are not permitted on any of the approaches at this location.

The intersection is controlled by a multi-phase signal with the following phasing:

- › Hempstead Turnpike eastbound approach movements
- › Hempstead Turnpike eastbound and westbound through and right turn movements
- › Hempstead Turnpike westbound approach
- › Park Boulevard southbound approach movements with westbound right-turn overlap
- › East Meadow Drive northbound approach movements with eastbound right-turn overlap

(16) Merrick Avenue at Glenn Curtiss Boulevard/Peters Gate



Merrick Avenue at Glenn Curtiss Boulevard/Peters Gate is a four-legged signalized intersection. The divided north-south Merrick Avenue provides two exclusive left-turn lanes, a through lane, and a shared through/right-turn lane on the northbound approach and it provides an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on the southbound approach. The Glenn Curtiss Boulevard eastbound approach provides a shared left-turn/through lane and two exclusive signal controlled channelized right-turn lanes. The Peters Gate westbound approach provides a single shared left-turn/through/right-turn lane.

Sidewalks exist on both sides of each of the roadways. There is a pedestrian crosswalk with pedestrian push buttons and pedestrian signals to cross the southbound approach. The intersection is controlled by a multi-phase signal with the following phasing:

- › Merrick Avenue northbound protected left-turn and through movements with eastbound right-turn overlap
- › Merrick Avenue northbound and southbound through and right turn movements with permitted left-turns
- › Glen Curtiss Boulevard eastbound and Peters Gate westbound movements

(17) Hempstead Turnpike at California Avenue/Hofstra Boulevard



Hempstead Turnpike at California Avenue/Hofstra Boulevard is a four-legged signalized intersection. The divided east-west Hempstead Turnpike provides an exclusive left-turn lane, three through lanes, and an exclusive right-turn lane on both the eastbound and westbound approaches. The California Avenue northbound approach provides a shared left-turn/through lane and an exclusive right-turn lane. The Hofstra Boulevard southbound approach provides an exclusive left-turn lane, a through lane, and an exclusive right-turn lane.

The two-way 10-foot-wide bike path exists along the north side of Hempstead Turnpike. Sidewalks exist at all four corners of the intersection with sidewalks extending along the south side of Hempstead Turnpike and along both sides of California Avenue and Hofstra Boulevard.

There are pedestrian crosswalks across all approaches and pedestrian push buttons and pedestrian signals are available to cross the eastbound and westbound approaches. Right-turns on red are not permitted on any of the four approaches at this location. The intersection is controlled by a multi-phase signal with the following phasing:

- › Hempstead Turnpike eastbound and westbound protected left-turn movements
- › Hempstead Turnpike eastbound and westbound through and right turn movements
- › California Avenue northbound and Hofstra Boulevard southbound movements

(18) Hempstead Turnpike at Oak Street/Hofstra South Campus Driveway



Hempstead Turnpike at Oak Street/Hofstra South Campus Driveway is a four-legged signalized intersection. The divided east-west Hempstead Turnpike provides two exclusive left-turn lanes, two through lanes, and an exclusive right-turn lane on the eastbound approach and an exclusive left-turn lane, two through lanes and an exclusive right-turn lane on the westbound approach. The Hofstra Driveway northbound approach provides a single shared left-turn/through/right-turn lane. The Oak Street southbound approach provides two exclusive left-turn lanes, a shared through/right-turn lane, and an exclusive right-turn lane.

The two-way 10-foot-wide bike path exists along the north side of Hempstead Turnpike along the east leg (westbound approach). Sidewalks exist at all four corners of the intersection with sidewalks extending along the south side of Hempstead Turnpike on the east leg, along both sides of Hempstead Turnpike on the west leg, on the west side of the Hofstra Driveway, and along both sides of Oak Street. There is a pedestrian bridge over Hempstead Turnpike eastbound approach.

There are pedestrian crosswalks across the eastbound, northbound, and southbound approaches and pedestrian push buttons and pedestrian signals to cross the eastbound and southbound approaches. Right-turns on red are not allowed on the eastbound, northbound, and southbound approaches. The intersection is controlled by a multi-phase signal with the following phasing:

- › Hempstead Turnpike eastbound movements
- › Hempstead Turnpike eastbound and westbound through and right-turn movements
- › Hempstead Turnpike westbound protected left-turns and through and right turn movements
- › Oak Street southbound movements with Hempstead Turnpike westbound right-turn overlap
- › Hofstra Driveway northbound movements

(19) Front Street at Merrick Avenue



Front Street at Merrick Avenue is a four-legged signalized intersection. North-south Merrick Avenue provides an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on the northbound approach and an exclusive left-turn lane, two through lanes and an exclusive right-turn lane on the southbound approach. The Front Street eastbound approach provides an exclusive left-turn lane, a through lane, and an exclusive right-turn lane. The Front Street westbound approach provides an exclusive left-turn lane, a through lane, and a shared through/right-turn lane.

Sidewalks exist at all four corners of the intersection with sidewalks extending along both sides of each of the roadways. There are pedestrian crosswalks with pedestrian push buttons and pedestrian signals to cross all four approaches. Right turns on red are not permitted on the northbound and southbound approaches.

The intersection is controlled by a multi-phase signal with the following phasing:

- › Front Street eastbound and westbound protected left-turn movements

- › Front Street eastbound and westbound throughs, right-turns and permitted left-turns
- › Hempstead Turnpike northbound and southbound protected left-turn movements
- › Hempstead Turnpike northbound and southbound throughs, right-turns and permitted left-turns

(20) Front Street at Uniondale Avenue



Front Street at Uniondale Avenue is a four-legged signalized intersection. North-south Uniondale Avenue provides an exclusive left-turn lane and a shared through/right-turn lane on both the northbound and the southbound approaches. The Front Street eastbound approach provides an exclusive left-turn lane, a through lane, and an exclusive right-turn lane. The Front Street westbound approach provides an exclusive left-turn lane and a shared through/right-turn lane. Right-turns on red are not permitted on the eastbound and westbound approaches.

Sidewalks exist at all four corners of the intersection with sidewalks extending along both sides of each of the roadways. There are pedestrian crosswalks with pedestrian push buttons and pedestrian signals to cross all four approaches. The intersection is controlled by a multi-phase signal with the following phasing:

- › Front Street westbound movements
- › Front Street eastbound and westbound throughs, right-turns, and permitted left-turns
- › Uniondale Avenue northbound movements
- › Uniondale Avenue northbound and southbound throughs, right-turns, and permitted left-turns

(21) Front Street at California Avenue



Front Street at California Avenue is a four-legged signalized intersection. North-south California Avenue provides a single shared left-turn/through/right-turn lane on both the northbound and the southbound approaches. Front Street, which runs east-west, provides an exclusive left-turn lane and a shared through/right-turn lane on both the eastbound and the westbound approaches. Right-turns on red are not permitted on any of the approaches at this location.

Sidewalks exist at all four corners of the intersection with sidewalks extending along both sides of each of the roadways. There are pedestrian crosswalks with pedestrian push buttons and pedestrian signals to cross all four approaches. The intersection is controlled by a two-phase signal.

(22) Fulton Avenue at Peninsula Boulevard/Bennett Avenue



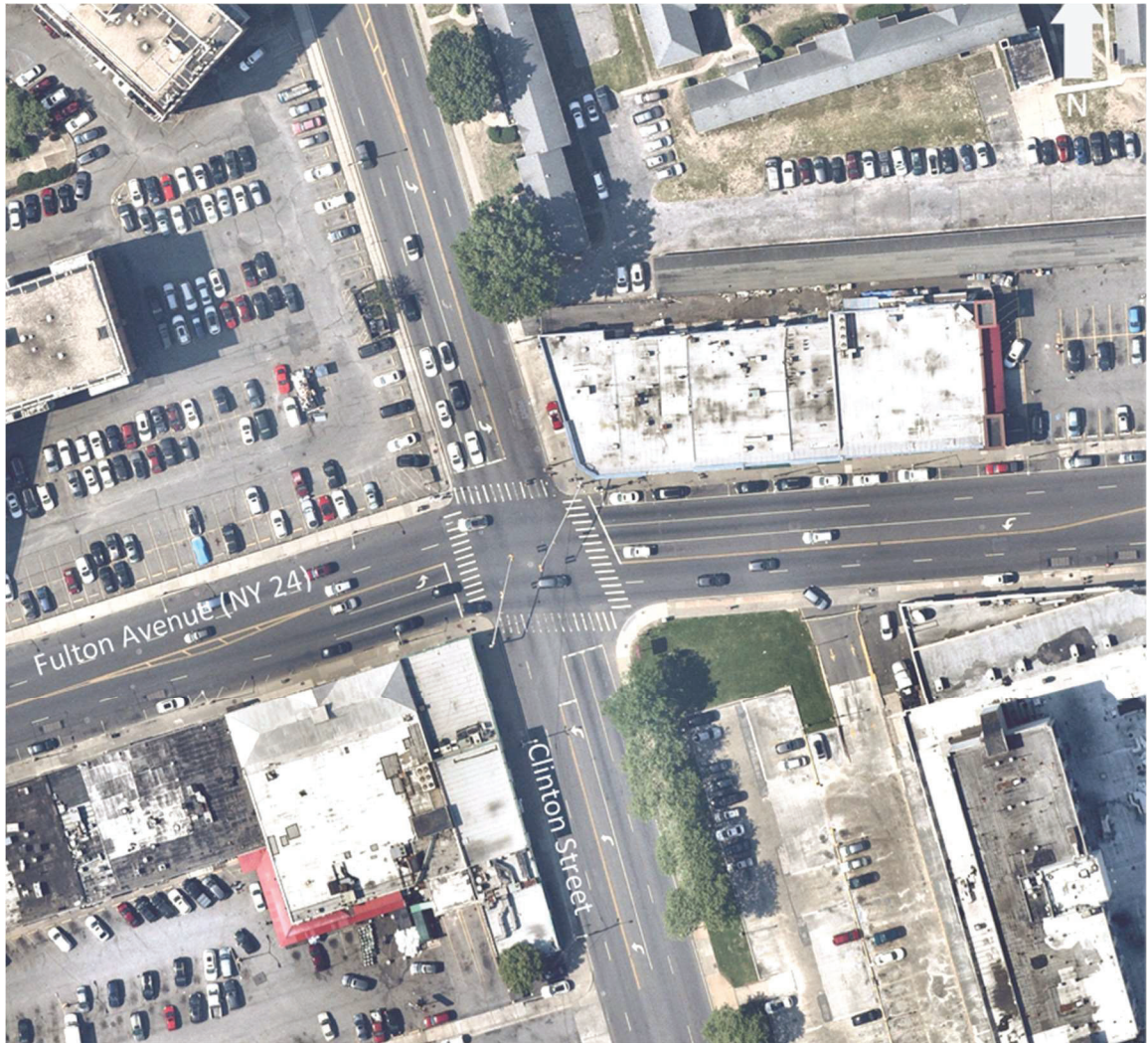
Fulton Avenue at Peninsula Boulevard/Bennett Avenue is a four-legged signalized intersection. The divided Peninsula Boulevard is travelling in a northeasterly direction at the intersection and provides an exclusive left-turn lane, a through lane, and two channelized right-turn lanes on the northbound approach and provides a shared left-turn/through lane and a shared through/right-turn lane on the Bennett Avenue southbound approach. The Fulton Avenue eastbound approach provides an exclusive left-turn lane one through lane, and a shared through/right-turn lane with an unsignalized, channelized right turn on to Peninsula Boulevard which becomes a through lane after the intersection. The Fulton Avenue westbound approach provides an exclusive left-turn lane, a through lane, and a shared through/right-turn lane.

Sidewalks exist at all four corners of the intersection with sidewalks extending along both sides of each of the roadways. There are pedestrian crosswalks across the westbound and northbound approaches with pedestrian push buttons and pedestrian signals to cross both approaches. Right-turns on red are not allowed on eastbound and southbound approaches. The intersection is controlled by a multi-phase signal with the following phasing:

- › Fulton Avenue eastbound and westbound protected left-turn movements
- › Fulton Avenue eastbound and westbound throughs, right-turns, and permitted left-turn movements
- › Peninsula Boulevard northbound and Bennett Avenue southbound throughs, right-turns, and permitted left-turn movements

It should be noted that although Fulton Avenue is a state roadway, this intersection is under the jurisdiction of NCDPW.

(23) Fulton Avenue at Clinton Street



Fulton Avenue at Clinton Street is a four-legged signalized intersection. East-west Fulton Avenue provides an exclusive left-turn lane, a through lane and a shared through/right-turn lane on both the eastbound and westbound approaches. Clinton Street provides an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on both the northbound and southbound approaches.

Sidewalks exist at all four corners of the intersection with sidewalks extending along both sides of each of the roadways. Pedestrian crosswalks with pedestrian push buttons and pedestrian signals exist to cross all four approaches. The intersection is controlled by a multi-phase signal with the following phasing:

- › Clinton Street northbound and southbound protected left-turn movements
- › Clinton Street northbound and southbound throughs, right-turns, and permitted left-turns
- › Fulton Avenue eastbound and westbound protected left-turn movements
- › Fulton Avenue eastbound and westbound throughs, right-turns, and permitted left-turns

It should be noted that although Fulton Avenue is a state roadway, this intersection is under the jurisdiction of NCDPW.

(24) Fulton Avenue at N Franklin Street



Fulton Avenue at N Franklin Street is a four-legged signalized intersection. East-west Fulton Avenue provides an exclusive left-turn lane, two through lanes, and an exclusive right-turn lane on the eastbound approach and a shared left-turn/through lane and a shared through/right-turn lane on the westbound approach. N Franklin Street provides an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on both the northbound and southbound approaches. Right-turns on red are not permitted on any of the approaches to the intersection.

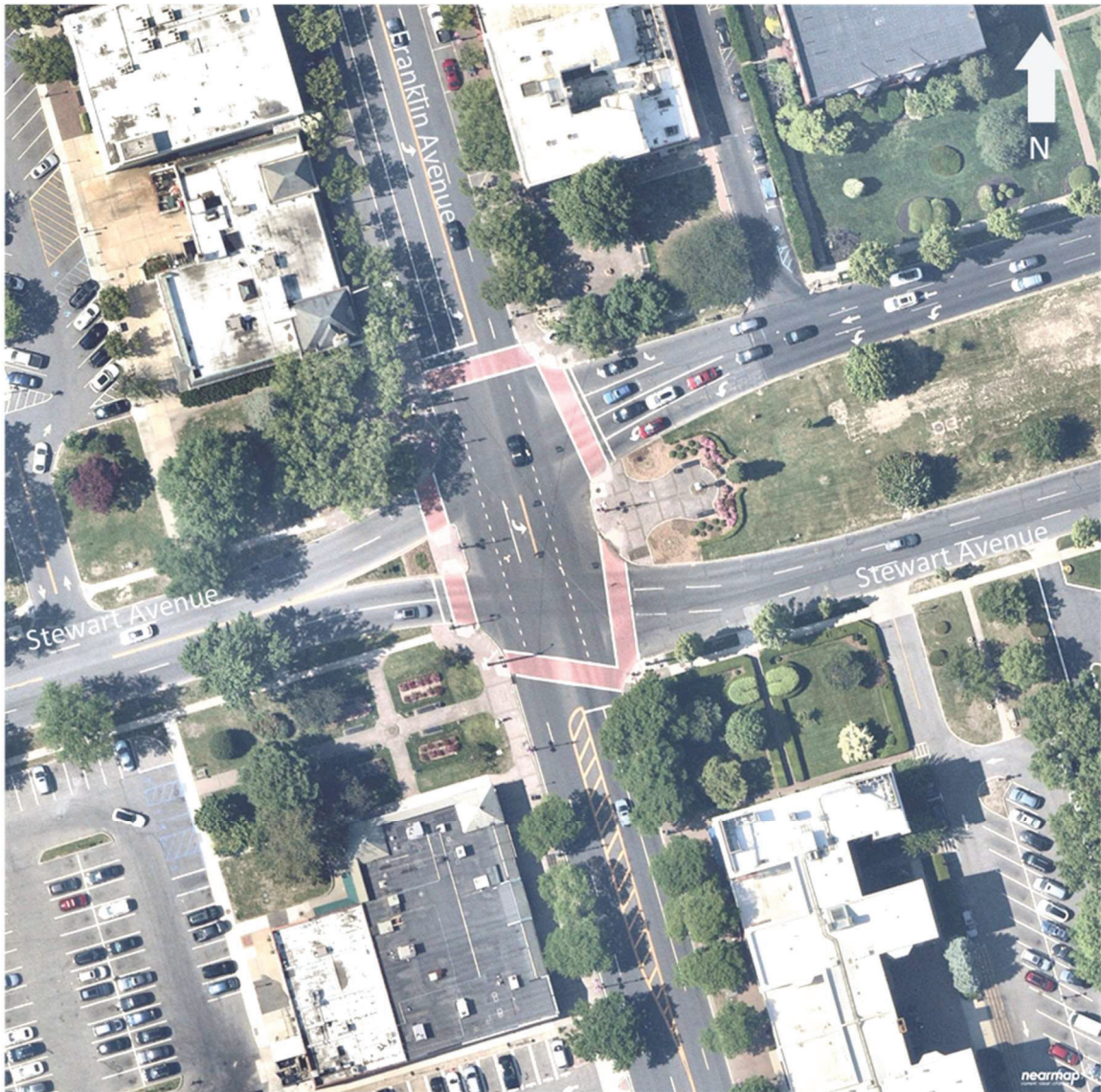
Sidewalks exist at all four corners of the intersection with sidewalks extending along both sides of each of the roadways. There are pedestrian crosswalks with pedestrian push buttons and pedestrian signals to cross all four approaches. The intersection is controlled by a multi-phase signal with the following phasing:

- › Fulton Avenue eastbound and westbound protected left-turn movements
- › Fulton Avenue eastbound and westbound throughs, right-turns, and permitted left-turns
- › N Franklin Street northbound movements

- › N Franklin Street northbound and southbound throughs, right-turns, and permitted left-turns

It should be noted that although Fulton Avenue is a state roadway, this intersection is under the jurisdiction of NCDPW.

(25) Franklin Avenue at Stewart Avenue



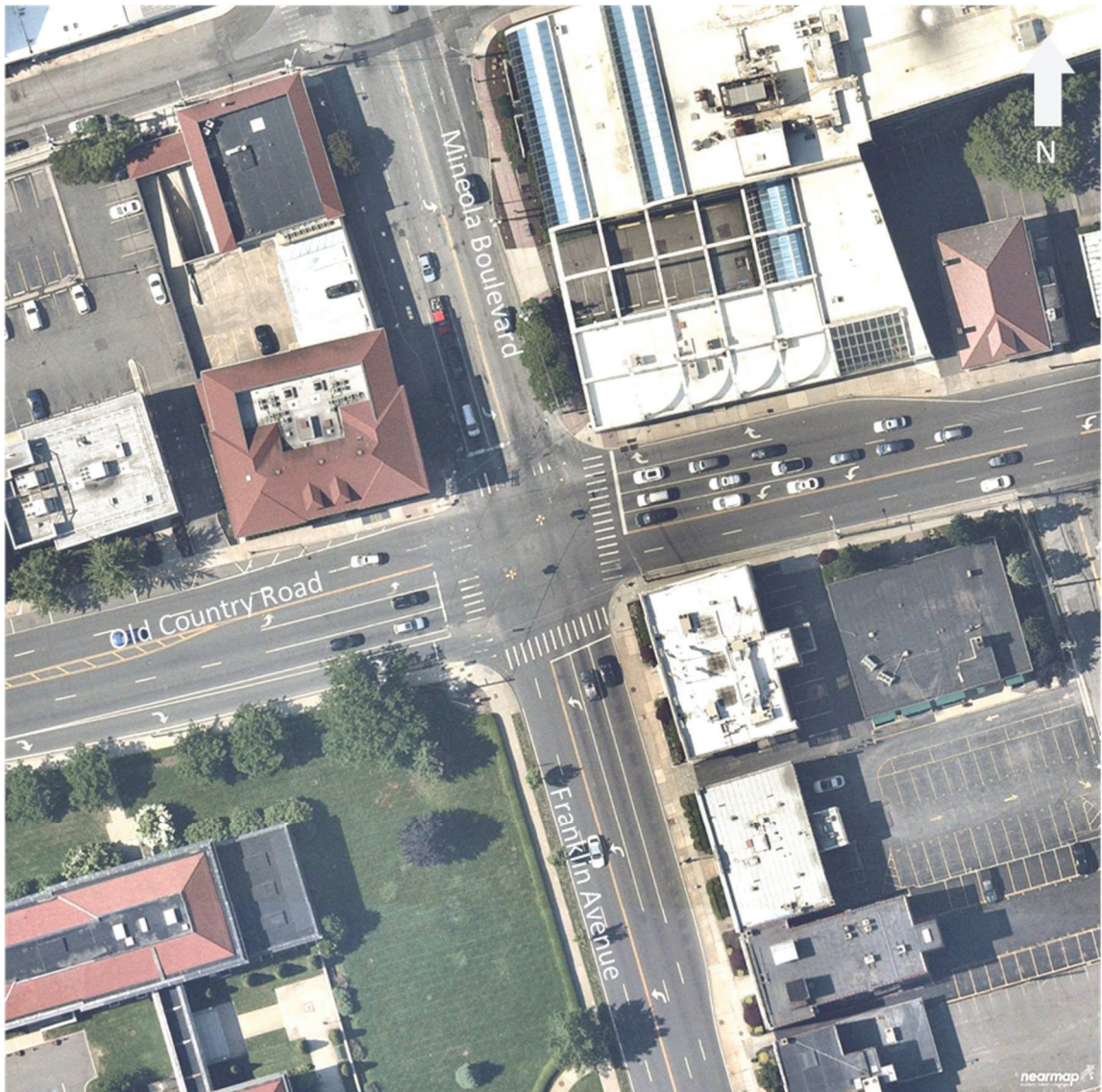
Franklin Avenue at Stewart Avenue is a four-legged signalized intersection. East-west Stewart Avenue is divided at the intersection and provides a through lane and a shared through/right-turn lane on the eastbound approach and provides an exclusive left-turn lane, two through lanes and an exclusive right-turn lane on the westbound approach. Franklin Avenue provides a through lane and a shared through/right-turn lane on the northbound approach and an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on the southbound approach. Eastbound and northbound left-turns are not permitted at this intersection.

Sidewalks exist at all four corners of the intersection with sidewalks extending along both sides of each of the roadways. There are pedestrian crosswalks with pedestrian push buttons and pedestrian signals to cross all four approaches. The intersection is controlled by a multi-phase signal with the following phasing:

- › Franklin Avenue northbound and southbound throughs, right-turns, and southbound permitted left-turns

- › Franklin Avenue southbound movements with westbound right-turn overlap
- › Stewart Avenue eastbound and westbound throughs and right-turns and westbound permitted left-turn movements
- › Stewart Avenue westbound throughs, right-turns, and protected left-turn movements

(26) Old Country Road at Franklin Avenue/Mineola Boulevard



Old Country Road at Franklin Avenue/Mineola Boulevard is a four-legged signalized intersection. East-west Old Country Road provides an exclusive left-turn lane, two through lanes, and an exclusive right-turn lane on both the eastbound and the westbound approaches. The Franklin Avenue northbound and the Mineola Boulevard southbound approach each provide an exclusive left-turn lane, a through lane, and a shared through/right-turn lane.

Sidewalks exist at all four corners of the intersection with sidewalks extending along both sides of each of the roadways. There are pedestrian crosswalks with pedestrian push buttons and pedestrian signals to cross all four approaches. Right-turns on red are not permitted on the eastbound and westbound approaches. The intersection is controlled by a multi-phase signal with the following phasing:

- › Old Country Road eastbound and westbound protected left-turn movements
- › Old Country Road eastbound and westbound throughs, right-turns and permitted left-turn movements

- › Franklin Avenue northbound and Mineola Boulevard southbound protected left-turn movements with eastbound and westbound right-turn overlaps
- › Franklin Avenue northbound and southbound throughs, right-turns and permitted left-turn movements

(27) Old Country Road at Clinton Road/Glen Cove Road



Old Country Road at Glen Cove Road/Clinton Road is a four-legged signalized intersection. The Old Country Road eastbound approach provides two exclusive left-turn lanes, three through lanes, and a free channelized right-turn lane. The Old Country Road westbound approach provides two exclusive left-turn lanes, four through lanes, and a channelized right-turn lane controlled by the signal. The Clinton Road northbound approach provides an exclusive left-turn lane, two through lanes, and a right-turn lane. The Glen Cove Road southbound approach provides two exclusive left-turn lanes, two through lanes, and a channelized right-turn lane controlled by the signal.

Sidewalks exist at all four corners of the intersection with sidewalks extending along both sides of each of the roadways. There are pedestrian crosswalks with pedestrian push buttons and pedestrian signals to cross all four approaches.

Right-turns on red are not allowed on the westbound and southbound approaches.

The intersection is controlled by a multi-phase signal with following phasing:

- › Old Country Road eastbound and westbound protected left-turn movements

- › Old County Road eastbound and westbound throughs and right-turn movements
- › Clinton Road northbound and Glen Cove Road southbound protected left-turn movements with westbound right-turn overlaps
- › Clinton Road northbound and Glen Cove Road southbound throughs and right-turns

(28) Old Country Road at Merchants Concourse/Ellison Avenue



Old Country Road at Merchants Concourse/Ellison Avenue is a four-legged, signalized intersection. The Old Country Road eastbound approach provides one exclusive left-turn lane, three through lanes, and a channelized right-turn lane controlled by a yield sign. The Old Country Road westbound approach provides one exclusive left-turn lane, two through lanes, and a shared through/right-turn lane. The Merchants Concourse northbound approach provides two exclusive left-turn lanes, a through lane, and an exclusive right-turn lane. The Ellison Avenue southbound approach provides a shared left-turn/through lane and shared through/right-turn lane.

Sidewalks exist at all four corners of the intersection with sidewalks extending along both sides of each of the roadways. There are pedestrian crosswalks with pedestrian push buttons and pedestrian signals to cross the northbound and westbound approaches.

Right-turns on red are not allowed on the southbound approach. The intersection is controlled by a multi-phase signal with following phasing:

- › Old Country Road eastbound and westbound protected left-turn movements with northbound right turn overlap
- › Old County Road eastbound and westbound throughs, right-turn and permitted left-turn movements
- › Ellison Avenue southbound movements
- › Merchants Concourse northbound movements with westbound right-turn overlap

(29) Old Country Road at Merrick Avenue/Post Avenue



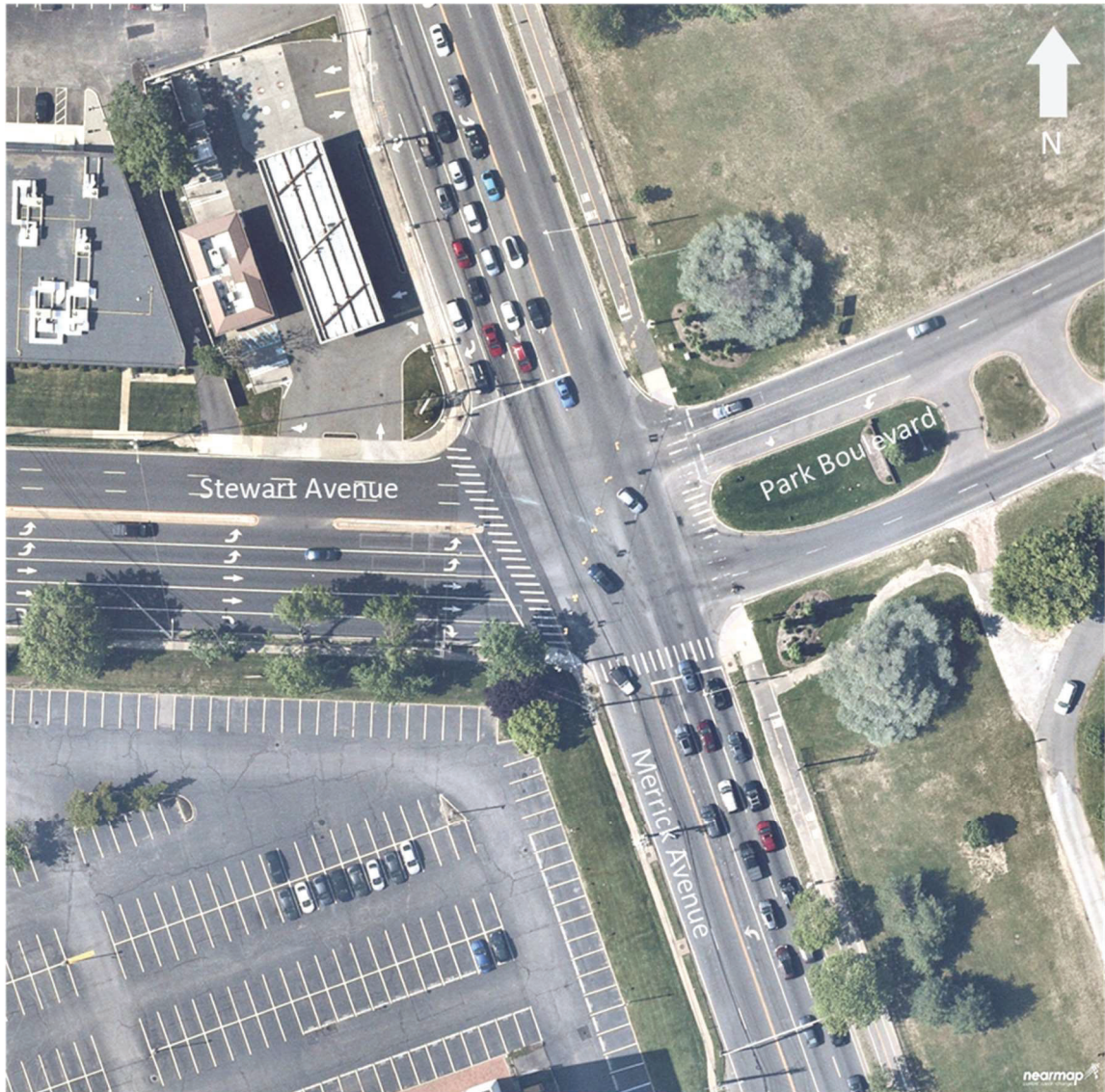
Old Country Road at Merrick Avenue/Post Avenue is a four-legged, signalized intersection. The Old Country Road eastbound approach provides one exclusive left-turn lane, two through lanes, and a shared through/right-turn lane. The Old Country Road westbound approach provides two exclusive left-turn lanes, one through lane, and a shared through/right-turn lane. The Merrick Avenue northbound approach provides one exclusive left-turn lane, one through lane, one shared through/right-turn lane and two channelized right-turn lanes controlled by the signal. The Post Avenue southbound approach provides one exclusive left-turn lane, two through lanes, and one exclusive right-turn lane.

Sidewalks exist at all four corners of the intersection with sidewalks extending along both sides of each of the roadways. There are pedestrian crosswalks with pedestrian push buttons and pedestrian signals to cross the eastbound, northbound, and southbound approaches.

Right-turns on red are not allowed on the eastbound and southbound approaches. The intersection is controlled by a multi-phase signal with the following phasing:

- › Old Country Road eastbound and westbound protected left-turn movements with northbound and southbound right turn overlaps
- › Old County Road eastbound and westbound throughs and right-turn movements
- › Merrick Avenue northbound and Post Avenue southbound protected left-turn movements
- › Merrick Avenue northbound and Post Avenue southbound throughs, right turns and permitted left-turn movements

(30) Merrick Avenue at Stewart Avenue/Park Boulevard



Merrick Avenue at Stewart Avenue/Park Boulevard is a four-legged signalized intersection. Stewart Avenue/ Park Boulevard are divided roadways. The Stewart Avenue eastbound approach provides two exclusive left-turn lanes, two through lanes, and an exclusive right-turn lane. The Park Boulevard westbound approach provides an exclusive left-turn lane, a through lane and a shared through/right-turn lane. Merrick Avenue provides an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on the northbound approach and an exclusive left-turn lane, a through lane, a shared through/right-turn lane, and an exclusive right-turn lane on the southbound approach. No U-turns are permitted in the eastbound direction.

A two-way 10-foot-wide bike path exists along the east side of Merrick Avenue and a sidewalk exists along the west side of Merrick Avenue. A sidewalk exists along both sides of Stewart Avenue on the west leg (eastbound approach) to the intersection. There are pedestrian crosswalks with pedestrian push buttons and pedestrian signals to cross the eastbound, westbound, and northbound approaches.

Right-turns on red are not permitted on the westbound, northbound, and southbound approaches. The intersection is controlled by a multi-phase signal with the following phasing:

- › Merrick Avenue northbound and southbound protected left-turn movements and eastbound right-turn overlaps
- › Merrick Avenue northbound and southbound throughs, right turns, and permitted left-turn movements
- › Stewart Avenue eastbound and westbound protected left-turn movements with southbound right turn overlaps
- › Stewart Avenue eastbound and westbound throughs and right-turn movements

(31) Stewart Avenue at Endo Boulevard/Merchants Concourse



Stewart Avenue at Merchants Concourse/Endo Boulevard is a four-legged, signalized intersection. The eastbound Stewart Avenue approach provides one exclusive left-turn lane, three through lanes, and a shared through/right-turn lane. The westbound approach provides one exclusive left-turn lane, two through lanes and a shared through/right-turn lane. The northbound Endo Boulevard approach provides an exclusive left-turn lane, a through lane and an exclusive right-turn lane. The southbound Merchants Concourse approach provides one exclusive left-turn lane, a shared left-turn/through lane, a through lane and two channelized right-turn lanes controlled by the signal.

Sidewalks exist at all four corners of the intersection with sidewalks extending along both sides of each of the roadways. There are pedestrian crosswalks with pedestrian push buttons and pedestrian signals to cross all approaches.

The intersection is controlled by a multi-phase signal with the following phasing:

- › Stewart Avenue eastbound and westbound protected left-turn movements with northbound and southbound right turn overlaps

- › Stewart Avenue eastbound and westbound throughs, right-turns, and permitted left-turn movements
- › Endo Boulevard northbound movements
- › Merchants Concourse southbound movements

(32) Stewart Avenue at Quentin Roosevelt Boulevard/South Street



Stewart Avenue at Quentin Roosevelt Boulevard/South Street is a four-legged, signalized intersection. The Stewart Avenue eastbound approach provides one exclusive left-turn lane, two through lanes, and a shared through/right-turn lane on the eastbound approach. The Stewart Avenue westbound approach provides two exclusive left-turn lanes, two through lanes, and a shared through/right-turn lane. The Quentin Roosevelt Boulevard northbound approach provides one exclusive left-turn lane, two through lanes, and two channelized right-turn lanes controlled by the signal. The South Street southbound approach has one exclusive left-turn lane, two through lanes, and an exclusive right-turn lane.

Sidewalks exist at all four corners of the intersection with sidewalks extending along both sides of each of the roadways. There are pedestrian crosswalks across the westbound, northbound, and southbound approaches with pedestrian push buttons and pedestrian signals to cross the westbound approach. The intersection is controlled by a multi-phase signal with the following phasing:

- › Stewart Avenue eastbound and westbound protected left-turn movements with northbound and southbound right turn overlaps
- › Stewart Avenue eastbound and westbound throughs and right-turn movements
- › Quentin Roosevelt Boulevard northbound and South Street southbound protected left-turn movements
- › Quentin Roosevelt Boulevard northbound and South Street southbound throughs, right-turns, and permitted left-turn movements

(33) Stewart Avenue at Clinton Road



Stewart Avenue at Clinton Road is a four-legged, signalized intersection. East-west Stewart Avenue is a divided roadway. The Stewart Avenue eastbound approach provides an exclusive left-turn lane, two through lanes, and a shared through/right-turn lane. The Stewart Avenue westbound approach provides two exclusive left-turn lanes, one through lane, and a shared through/right-turn lane. The Clinton Road northbound and southbound approaches each provide a shared left-turn/through lane and a shared through/right-turn lane. Osborne Road intersects with the Clinton Road southbound approach to the intersection. It consists of a single lane for shared left-turn/right-turn movements.

Right-turns on red are not permitted on any of the approaches at this location. Sidewalks exist at all four corners of the intersection with sidewalks extending along both sides of each of the roadways. There are pedestrian crosswalks with pedestrian push buttons and pedestrian signals to cross the westbound, northbound, and southbound approaches. The intersection is controlled by a multi-phase signal with the following phasing:

- › Stewart Avenue eastbound and westbound protected left-turn movements with northbound right turn overlaps

- › Stewart Avenue eastbound and westbound throughs and right-turn movements
- › Exclusive pedestrian phase
- › Clinton Road northbound and southbound (with Osborne Road) movements with permitted left-turn movements

(34) Oak Street at Commercial Avenue



Oak Street at Commercial Avenue is a three-legged, signalized intersection. The Commercial Avenue eastbound approach provides two through lanes and a right-turn lane. The Commercial Avenue westbound approach provides two exclusive left-turn lanes and a through lane. The Oak Street northbound approach provides two exclusive left-turn lanes and two exclusive right-turn lanes.

Sidewalks exist at all four corners of the intersection with sidewalks extending along both sides of each of the roadways. There are no pedestrian crosswalks or other pedestrian facilities at this intersection. The intersection is controlled by a multi-phase signal with the following phasing:

- › Commercial Avenue eastbound and westbound throughs, right-turns and permitted left-turn movements
- › Commercial Avenue westbound throughs, right-turns, and protected left-turn movements
- › Oak Street northbound movements with eastbound right-turn overlap

(35) Commercial Avenue at Quentin Roosevelt Boulevard



Commercial Avenue at Quentin Roosevelt Boulevard is a four-legged, signalized intersection. The Commercial Avenue eastbound approach provides an exclusive left-turn lane, a shared left-turn/through lane, a through lane, and a channelized right-turn lane. On the westbound approach, Commercial Avenue provides one exclusive left-turn lane, a through lane, and a shared through/right-turn lane. The Quentin Roosevelt Boulevard northbound approach provides one exclusive left-turn lane, two through lanes, and a shared through/right-turn lane. The southbound Quentin Roosevelt Boulevard approach provides an exclusive left-turn lane, two through lanes, and an exclusive channelized right-turn lane controlled by the signal.

There is a two-way 10-foot-wide bike path along the east side and west side of the northbound approach of Quentin Roosevelt Boulevard, and a sidewalk along the west side. There is a crosswalk along both sides of Commercial Avenue. Pedestrian crosswalks with pedestrian push buttons and pedestrian signals exist to cross the eastbound and northbound approaches. The intersection is controlled by a multi-phase signal with the following phasing:

- › Quentin Roosevelt Boulevard northbound and southbound protected left-turn movements
- › Quentin Roosevelt Boulevard northbound and southbound throughs, right-turns, and permitted left-turn movements
- › Commercial Avenue eastbound throughs, right-turns and protected left-turn movements with southbound right-turn overlap
- › Commercial Avenue eastbound and westbound throughs, right-turns and permitted left-turn movements

(36) Charles Lindbergh Boulevard at Westbury Boulevard (Meadow Street)



Charles Lindbergh Boulevard at Westbury Boulevard (Meadow Street) is a four-legged signalized intersection with three operating approaches. Charles Lindbergh Boulevard is a one-way southbound roadway. The Charles Lindbergh Boulevard southbound approach provides an exclusive left-turn lane, three through lanes and an exclusive right-turn lane. The Meadow Street eastbound approach provides one through lane and an exclusive right-turn lane. The Driveway westbound approach provides an exclusive left-turn lane and a through lane.

The two-way 10-foot-wide bike path exists along the east side of Charles Lindbergh Boulevard. Sidewalks exist along the west side of Charles Lindbergh Boulevard and along the south side of Meadow Street. There are pedestrian crosswalks, pedestrian push buttons and pedestrian signals to cross all the approaches at this intersection. The intersection is controlled by a multi-phase signal with the following phasing:

- › Charles Lindbergh Boulevard southbound approach
- › Westbury Boulevard (Meadow Street) eastbound and Driveway westbound movements

(37) Charles Lindbergh Boulevard Westbound at U-Turn (near Earle Ovington Boulevard)



Charles Lindbergh Boulevard Westbound at U-Turn is a two-legged unsignalized intersection which allowed westbound traffic on Charles Lindbergh Boulevard to travel on Eastbound Charles Lindbergh Boulevard. Charles Lindbergh Boulevard is a two-way roadway separated by a grassy median. In the westbound approach, Charles Lindbergh Boulevard provides two exclusive through lanes, one U-turn/through lane and one exclusive U-turn Lane. In the eastbound direction, Charles Lindbergh Boulevard provides four exclusive through lanes.

A two-way 10-foot-wide bike path exists on along westbound and eastbound Charles Lindbergh Boulevard, as well as along the U-turn connector between the two. There are no pedestrian facilities or sidewalks at the intersection.

(38) Charles Lindbergh Boulevard Eastbound at Coliseum North Exit Gate



Charles Lindbergh Boulevard Eastbound at Coliseum North Exit Gate is a two-legged unsignalized intersection with the Coliseum North Exit Gate operating as the stop-controlled approach. Charles Lindbergh Boulevard is a divided roadway. The Charles Lindbergh Boulevard eastbound approach provides four through lanes. The Coliseum North Exit Gate northbound approach provides one exclusive right-turn lane.

The two-way 10-foot-wide bike path exists along the south side of Charles Lindbergh Boulevard. There are no pedestrian facilities or crosswalks at the intersection.

(39) Earle Ovington Boulevard at Coliseum Media/Staff Parking



Earle Ovington Boulevard at the Coliseum Media/Staff parking access is a two-legged unsignalized intersection. The Earle Ovington Boulevard northbound approach at the Coliseum Media/Staff Parking entrance consists of three through lanes and an exclusive right-turn lane. The Coliseum Media/Staff parking access westbound approach consists of an exclusive right turn lane for existing movements. The two-way 10-foot-wide bike path exists along the east and west sides of Earle Ovington Boulevard. There are no pedestrian facilities at the intersection, except for crosswalks across the Coliseum driveway.

(40)Hempstead Turnpike Westbound at Meadowbrook Parkway Southbound Off Ramp



Hempstead Turnpike Westbound at Meadowbrook Parkway Southbound Off Ramp is a two-legged unsignalized intersection. The Hempstead Turnpike Westbound approach at Meadowbrook Off Ramp consists of three through lanes. The Meadowbrook Parkway Southbound Off Ramp approach consists of an exclusive right turn lane for exiting movements which merges onto Hempstead Turnpike. The two-way 10-foot-wide bike path exists along the north side of Hempstead Turnpike. There are no pedestrian facilities at the intersection except for crosswalks across the southbound ramp.

(41) Hempstead Turnpike Westbound at Meadowbrook Parkway Northbound Off Ramp



Hempstead Turnpike Westbound at Meadowbrook Parkway Northbound Off Ramp is a two-legged unsignalized intersection. The Hempstead Turnpike Westbound approach at Meadowbrook Off Ramp consists of three through lanes. The Meadowbrook Parkway Northbound Off Ramp approach consists of an exclusive right turn lane for exiting movements which merges onto Hempstead Turnpike. The two-way 10-foot-wide bike path exists along the north side of Hempstead Turnpike. There are no pedestrian facilities at the intersection except for crosswalks across the off ramps.

(42)Hempstead Turnpike Eastbound at Meadowbrook Parkway Southbound Off Ramp



Hempstead Turnpike Eastbound at Meadowbrook Parkway Southbound Off Ramp is a two-legged unsignalized intersection. The Hempstead Turnpike Eastbound approach at Meadowbrook Off Ramp consists of three through lanes. The Meadowbrook Parkway Southbound Off Ramp approach consists of an exclusive right turn lane for exiting movements which merges onto Hempstead Turnpike. There is a pedestrian crosswalk at the Meadowbrook Parkway Off Ramp, with a sidewalk existing along the south side of Hempstead Turnpike.

(43)Hempstead Turnpike Eastbound at Meadowbrook Parkway Northbound Off Ramp



Hempstead Turnpike Eastbound at Meadowbrook Parkway Northbound Off Ramp is a two-legged unsignalized intersection. The Hempstead Turnpike Eastbound approach at Meadowbrook Off Ramp consists of three through lanes. The Meadowbrook Parkway Northbound Off Ramp approach consists of an exclusive right turn lane for exiting movements which merges onto Hempstead Turnpike. There is a pedestrian crosswalk at the Meadowbrook Parkway Off Ramp, with a sidewalk existing along the south side of Hempstead Turnpike.

(44)Hempstead Turnpike at Front Street/4th Street



Hempstead Turnpike at Front Street/4th Street forms a five-legged signalized intersection. The Hempstead Turnpike eastbound approach consists of three through lanes and an exclusive right-turn lane. The westbound approach consists of two left-turn lanes, two through lanes and a shared through/right-turn lane. 4th Street is a one-way southeast-bound roadway. The Front Street northeast bound approach has one right-turn only and one shared right-turn/hard right-turn onto 4th Street. The southbound driveway only permits right-in/right-out movements.

Turn on red movements are prohibited for the northeast bound and eastbound approaches. Sidewalks exist at all four corners of the intersection with sidewalks extending along both sides of each of the roadways. There is a pedestrian crosswalk, push button and pedestrian signal to cross the northbound approach. The intersection is controlled with the following phasing:

- › Hempstead Turnpike westbound movements with northbound right turn overlap (AM peak hour)
- › Hempstead Turnpike eastbound and westbound through and right turn movements
- › Front Street northeast bound right-turn and westbound left-turn movements

(45) Hempstead Turnpike at Carman Avenue/3rd Street



Hempstead Turnpike and Carman Avenue/3rd Street form a four-legged signalized intersection. The Hempstead Turnpike eastbound approach consists of two exclusive left-turn lanes, two through lanes, and a shared through/right-turn lane. The Hempstead Turnpike westbound approach consists of an exclusive left-turn lane, two through lanes, and a shared through/right-turn lane. The Carman Avenue (3rd Street) northbound approach consists of an exclusive left-turn lane and a shared through/right-turn lane. The Carman Avenue southbound approach consists of an exclusive left-turn lane, a shared through/right-turn lane, and an exclusive right-turn lane.

Sidewalks exist at all four corners of the intersection with sidewalks extending along both sides of each of the roadways. There are pedestrian crosswalks, push buttons and pedestrian signals to cross all four approaches at this intersection. Right-turns on red are not permitted on any of the approaches. U-turns are prohibited on the eastbound and westbound approaches. The intersection is controlled by a multi-phase signal with the following phasing:

- › Hempstead Turnpike eastbound throughs, right-turns and protected left-turn movements with southbound right-turn overlap

- › Hempstead Turnpike eastbound and westbound throughs and right-turn movements
- › Carmen Avenue (3rd Street) northbound protected left-turn, through and right-turn movements
- › Carmen Avenue southbound protected left-turn, through and right-turn movements

(46) Hempstead Turnpike at Newbridge Road



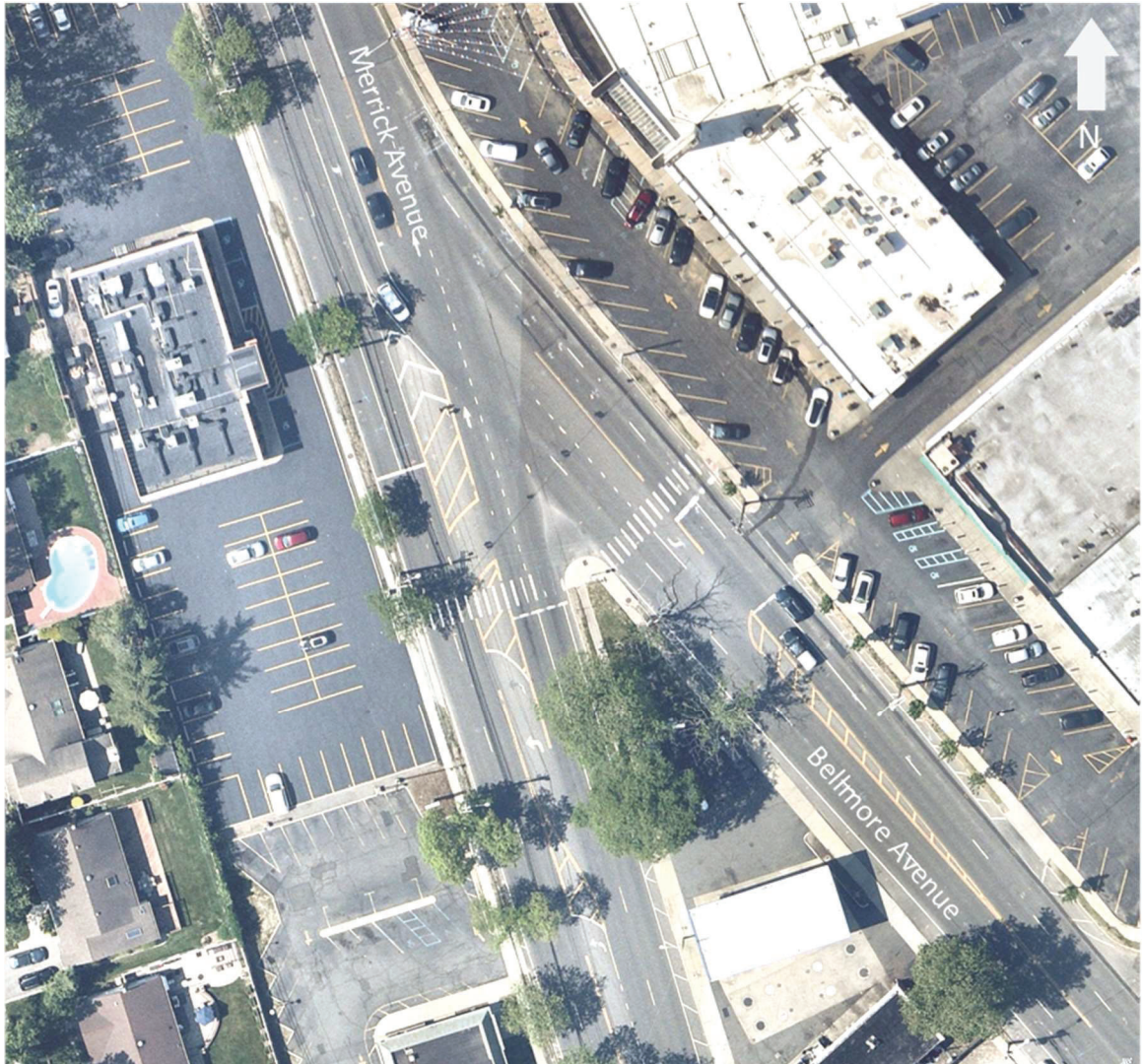
Hempstead Turnpike and Newbridge Road form a four-legged, signalized intersection. The Hempstead Turnpike eastbound approach consists of two left-turn lanes, two through lanes, and a shared through/right-turn lane. The Hempstead Turnpike westbound approach provides two left-turn lanes, two through lanes, and a shared through/right-turn lane. The Newbridge Road northbound and southbound approaches consist of two left-turn lanes, two through lanes, and a right-turn lane.

Sidewalks exist at all four corners of the intersection with sidewalks extending along both sides of each of the roadways. There are pedestrian crosswalks, push buttons and pedestrian signals to cross all four approaches at this intersection. Right-turns on red are not permitted on any of the approaches. U-turns are prohibited on the eastbound and westbound approaches. The intersection is controlled by a multi-phase signal with the following phasing:

- › Hempstead Turnpike eastbound and westbound protected left-turn movements with northbound and southbound overlaps

- › Hempstead Turnpike eastbound and westbound throughs and right-turn movements
- › Newbridge Road northbound and southbound through and right-turn movements
- › Newbridge Road northbound and southbound protected left-turn movements

(47) Merrick Avenue at Bellmore Avenue



Merrick Avenue at Bellmore Avenue is a signalized three-legged intersection with Bellmore Avenue forming the northwest bound approach and Merrick Avenue forming the northbound and southbound approaches. The northbound approach consists of a through lane and a shared through/right-turn lane. The southbound approach consists of two left-turn lanes for vehicles turning onto Bellmore Avenue or the adjoining shopping mall and two through lanes. The northwest bound Bellmore Avenue approach consists of two through-right-turn lanes to facilitate movement onto Merrick Avenue and/or into the adjoining shopping mall.

Sidewalks exist at all corners of the intersection which extend along the sides of each of the roadways. There is a pedestrian crosswalk with push buttons and pedestrian signals to cross the north and northwest bound approaches at this intersection. Right-turns on red are not permitted on northbound approach. The intersection is controlled with the following phasing:

- › Merrick Avenue northbound through movements
- › Bellmore Avenue northbound and Merrick Avenue southbound left-turn and through movements
- › Bellmore Avenue northbound movements and southbound left turn movements

(48) Merrick Avenue at North Jerusalem Road



Merrick Avenue and North Jerusalem Road form a four-legged signalized intersection. The North Jerusalem Road eastbound and westbound approaches each consist of an exclusive left-turn lane, a single through lane, and a shared through/right-turn lane. The Merrick Avenue northbound and southbound approaches each have an exclusive left-turn lane, a single through lane, and a shared through/right-turn lane.

Sidewalks exist at all four corners of the intersection with sidewalks extending along both sides of each of the roadways. There are pedestrian crosswalks and push buttons to cross all four approaches. The intersection is controlled by a multi-phase signal with the following phasing:

- › Merrick Avenue northbound and southbound movements
- › North Jerusalem Road westbound approach
- › North Jerusalem Road eastbound and westbound approaches

(49) Merrick Avenue at Jerusalem Avenue/Southern State Parkway (SSP) Westbound On-Ramp



Merrick Avenue at Jerusalem Avenue and the Southern State Parkway westbound on-ramp form a five-legged signalized intersection. The east-west Jerusalem Avenue approaches each consist of an exclusive left-turn lane, one through lane, and a shared through/right-turn lane. Merrick Avenue which runs north-south each consist of an exclusive left-turn lane, a through lane, and a shared through/right-turn lane. Traffic enters the on-ramp from all four approaches.

Sidewalks exist at all four corners of the intersection with sidewalks extending along both sides of each of the roadways. There are pedestrian crosswalks, push buttons and pedestrian signals to cross all the approaches. No right turn on red is permitted at this intersection. The intersection is controlled by a multi-phase signal with the following phasing:

- › Merrick Avenue northbound approach
- › Merrick Avenue northbound and southbound left-turn, through, and right-turn movements
- › Jerusalem Avenue westbound approach
- › Jerusalem Avenue eastbound and westbound left-turn, through, and right-turn movements

(50) Uniondale Avenue at Jerusalem Avenue



Uniondale Avenue and Jerusalem Avenue form a four-legged signalized intersection. The Jerusalem Avenue eastbound and westbound approaches each consist of exclusive left-turn lane, a single through lane, and a shared through/right-turn lane. The Uniondale Avenue northbound and southbound approaches each consist of an exclusive left-turn lane and a shared through/right-turn lane.

Sidewalks exist at all four corners of the intersection with sidewalks extending along both sides of each of the roadways. There are pedestrian crosswalks, push buttons and pedestrian signals to cross all the approaches.

The intersection is controlled by a multi-phase signal with the following phasing:

- › Jerusalem Avenue eastbound and westbound protected left-turn movements
- › Jerusalem Avenue eastbound and westbound through, right-turns and permitted left-turns
- › Uniondale Avenue northbound and southbound protected left-turn movements
- › Uniondale Avenue northbound and southbound throughs, right-turns, and permitted left-turns

(51) Uniondale Avenue/Brookside Avenue at Nassau Road



Uniondale Avenue/Brookside Avenue at Nassau Road is a four-legged signalized intersection. The Nassau Road northwest bound approach consists of an exclusive left-turn lane, two through lanes, and a right-turn lane. South of the intersection the left-turn lane becomes a two-way center left-turn lane. The Nassau Road southeast bound approach provides a shared left-turn/through lane and a shared through/right-turn lane. The Brookside Avenue northbound approach consists of an exclusive left-turn lane and a shared through/right-turn lane. The Uniondale Avenue southbound approach provides an exclusive left-turn lane and a shared through/right-turn lane.

Sidewalks exist at all four corners of the intersection with sidewalks extending along both sides of each of the roadways. There are pedestrian crosswalks, push buttons and pedestrian signals to cross the northbound and southbound approaches.

Right-turns on red are not permitted on the northwest bound approach. The intersection is controlled by a multi-phase signal with the following phasing:

- › Nassau Road northwest bound movements

- › Nassau Road northwest bound and southeast bound throughs, right-turns and permitted left-turns
- › Uniondale Avenue southbound movements
- › Brookside Avenue northbound and Uniondale Avenue southbound through, right-turns and permitted left-turn movements

(52) Stewart Avenue at Ring Road West (Roosevelt Field)



Stewart Avenue at Ring Road West (Roosevelt Field) is a three-legged signalized intersection. The Stewart Avenue eastbound approach consists of an exclusive left-turn lane and three through lanes. The Stewart Avenue westbound approach consists of a two-way center left-turn lane, two through lanes and a shared through/right-turn lane. The Ring Road (Roosevelt Field) southbound approach provides an exclusive left-turn lane, a shared left-turn/right-turn lane and an exclusive right-turn lane. No U-Turns are permitted in the eastbound direction.

Sidewalks exist at all four corners of the intersection with sidewalks extending along both sides of each of the roadways. There are pedestrian crosswalks with pedestrian push buttons and pedestrian signals to cross the westbound approach. The intersection is controlled by a multi-phase signal with the following phasing:

- › Stewart Avenue eastbound and westbound throughs, right-turns, and eastbound permitted left-turn movements
- › Stewart Avenue eastbound protected left-turn movements and the Stewart Avenue southbound right-turn overlap

- › Stewart Avenue southbound movements

(53) Old Country Road at Roosevelt Field Mall Entrance



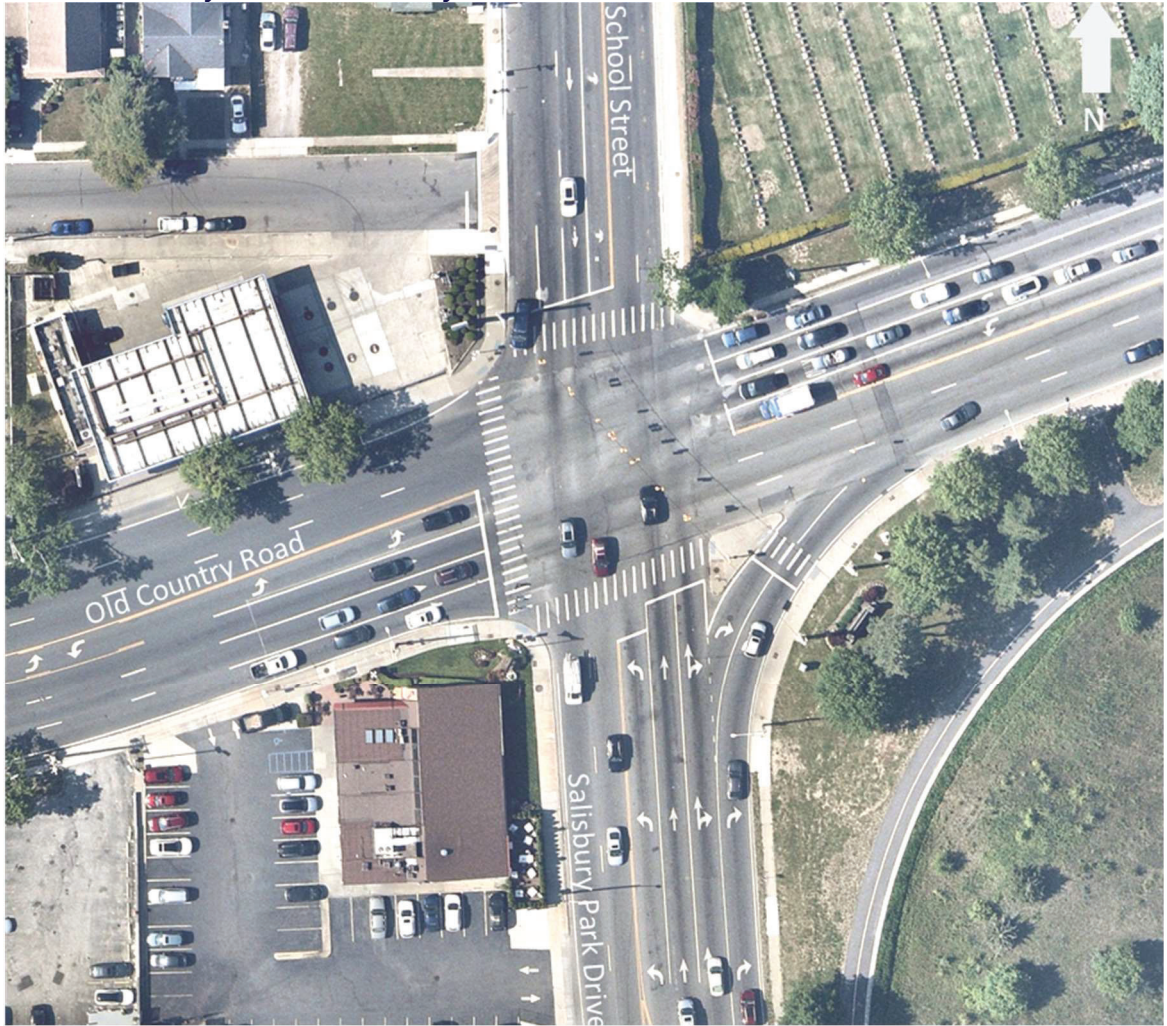
Old Country Road at Roosevelt Field Mall Entrance is a four-legged signalized intersection. The Old Country Road eastbound approach consists of an exclusive left-turn lane, three through lanes, and an exclusive channelized right-turn lane that is stop-controlled. The Old Country Road westbound approach consists of two exclusive left-turn lanes, three through lanes, and a shared through/right-turn lane. The Roosevelt Field Mall Entrance northbound approach provides two exclusive left-turn lanes, a shared left-turn/through/right-turn lane and an exclusive right-turn lane. The Roosevelt Field Mall Entrance southbound approach provides an exclusive left-turn lane, a shared left-turn/through lane, and an exclusive right-turn lane.

Sidewalks exist at all four corners of the intersection with sidewalks extending along both sides of each of the roadways. There are pedestrian crosswalks with pedestrian push buttons and pedestrian signals to cross the westbound, northbound, and southbound approaches. Right-turns on red are not permitted on the southbound approach.

The intersection is controlled by a multi-phase signal with the following phasing:

- › Old Country Road eastbound and westbound protected left-turn movements with northbound and southbound right-turn overlaps
- › Old Country Road eastbound westbound throughs and right turn movements
- › Roosevelt Field Mall southbound approach
- › Roosevelt Field Mall northbound approach and eastbound right-turn overlaps

(54) Old Country Road at Salisbury Park Drive/School Street



Old Country Road at Salisbury Park Drive/School Street is a four-legged signalized intersection. The Old Country Road eastbound approach consists of an exclusive left-turn lane, two through lanes, and an exclusive channelized right-turn channelized lane. The Old Country Road westbound approach consists of an exclusive left-turn lane, one through lane, and a shared through/right-turn lane. The Salisbury Park Drive northbound approach provides two exclusive left-turn lanes and a shared through/right-turn lane. The School Street southbound approach provides an exclusive left-turn lane and a shared through/right-turn lane.

Sidewalks exist at all four corners of the intersection with sidewalks extending along both sides of Old Country Road and along the east side of Salisbury Park Drive and School Street. There are pedestrian crosswalks with pedestrian push buttons and pedestrian signals to cross the westbound and northbound approaches. Right-turns on red are not permitted on the southbound approach. The intersection is controlled by a multi-phase signal with the following phasing:

- › Old Country Road eastbound and westbound protected left-turn movements
- › Old Country Road eastbound westbound throughs, right turns and permitted left turns
- › School Street southbound movements
- › Salisbury Park Drive northbound movements

(55) Merrick Avenue at Corporate Drive



Merrick Avenue at Corporate Drive is a three-legged signalized intersection. The Corporate Drive eastbound approach consists of two exclusive left-turn lanes and an exclusive right-turn lane. The Merrick Avenue northbound approach consists of an exclusive left-turn lane and two through lanes. The Merrick Avenue southbound approach consists of a through lane and a shared through/right-turn lane.

The two-way 10-foot-wide bike path exists along the east side of Merrick Avenue. Sidewalks exist along the west side of Merrick Avenue and along both sides of Corporate Drive. There are pedestrian crosswalks on the eastbound and northbound approaches with pedestrian push buttons to cross the northbound approach. The intersection is controlled by a multi-phase signal with the following phasing:

- › Merrick Avenue northbound and southbound movements
- › Corporate Drive eastbound movements
- › Merrick Avenue northbound movements with eastbound right-turn overlap

(56) Merrick Avenue at Privado Road

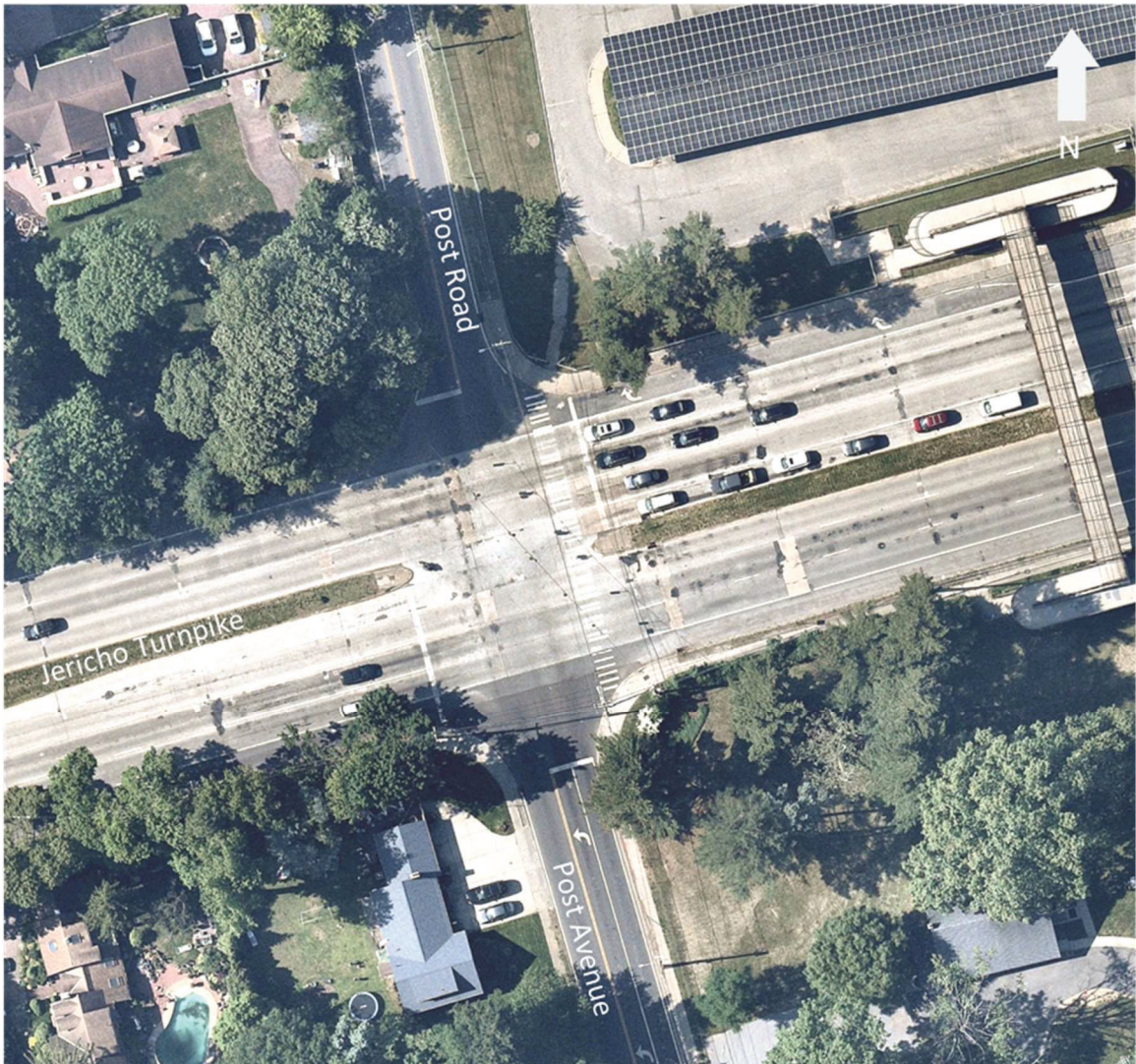


Merrick Avenue at Privado Road is a three-legged signalized intersection. The Privado Road eastbound approach consists of an exclusive left-turn lane and an exclusive right-turn lane. The Merrick Avenue northbound approach consists of an exclusive left-turn lane and three through lanes, one of which is for right-turn traffic making a northbound right turn at Merrick Avenue and Old Country Road. The Merrick Avenue southbound approach consists of a through lane and a shared through/right-turn lane.

The two-way 10-foot-wide bike path exists along the east side of Merrick Avenue. Sidewalks exist along the west side of Merrick Avenue. There are pedestrian crosswalks and pedestrian push buttons to cross the southbound approach. The intersection is controlled by a multi-phase signal with the following phasing:

- › Merrick Avenue northbound and southbound movements
- › Merrick Avenue northbound movements
- › Privado Road eastbound movements

(57) Jericho Turnpike at Post Avenue/Post Road



Jericho Turnpike at Post Avenue/Post Road is a four-legged signalized intersection. Jericho Turnpike is a divided east-west roadway. The Jericho Turnpike eastbound and westbound approaches each consist of an exclusive left-turn lane, three through lanes, and an exclusive right-turn lane. The Post Avenue northbound approach consists of an exclusive left-turn lane and a shared through/right-turn lane. The Post Road southbound approach consists of a shared left-turn/through/right-turn lane.

Sidewalks exist along both sides of the Jericho Turnpike east leg (westbound approach) and along both sides of Post Avenue. There are pedestrian crosswalks and pedestrian push buttons to cross the westbound approach. In addition, there is a pedestrian overpass spanning Jericho Turnpike to the east of the intersection. No right turns on red are permitted on the eastbound approach.

The intersection is controlled by a multi-phase signal with the following phasing:

- › Jericho Turnpike eastbound and westbound protected left-turn movements
- › Jericho Turnpike eastbound and westbound through and right-turn movements
- › Post Avenue northbound and Post Road southbound movements

(58) Main Street/2nd Street at Franklin Avenue



Main Street/2nd Avenue at Franklin Avenue is a four-legged signalized intersection. The 2nd Street eastbound approach consists of a shared left-turn/through/right-turn lane. The Main Street westbound approach consists of a shared left-turn/through lane and an exclusive right-turn lane. Franklin Avenue is a north/south roadway with an exclusive left-turn lane, one through lane and a shared through/right-turn lane for each of the northbound and southbound approaches.

Sidewalks exist along both sides of Franklin Avenue, along both sides of Main Street and along the north side of 2nd Street. There is a pedestrian crosswalk and pedestrian push button to cross the northbound approach. The intersection is controlled by a multi-phase signal with the following phasing:

- › Franklin Avenue northbound and southbound movements
- › 2nd Street and Main Street eastbound and westbound movements
- › Franklin Avenue southbound movements

(59) Main Street at Meadow Street



Main Street at Meadow Street is a three-legged unsignalized intersection with Meadow Street being the stop-controlled approach. The Main Street northwest bound approach consists of a shared through/right-turn lane. The Main Street southeast bound approach consists of a shared left-turn/through lane. The Meadow Street westbound approach consists of a shared left-turn/right-turn lane.

Sidewalks exist along both sides of each of the roadways. There are no pedestrian crosswalks or other pedestrian facilities at this intersection.

(60)Meadow Street at Washington Avenue



Meadow Street at Washington Avenue is a four-legged signalized intersection. The Meadow Street eastbound and westbound approaches each consist of a shared left-turn/through/right-turn lane. The Washington Avenue northbound and southbound approaches each consist of a shared left-turn/through lane and an exclusive right-turn lane.

Sidewalks exist along both sides of each of the roadways. Pedestrian crosswalks and pedestrian push buttons exist to cross the Meadow Street eastbound and westbound approaches. Right-turns on red are not permitted on the westbound approach.

The intersection is controlled by a two-phase signal with the following phasing:

- › Washington Avenue northbound and southbound movements
- › Meadow Street eastbound and westbound movements

(61) Meadow Street at Clinton Road



Meadow Street at Clinton Road is a four-legged signalized intersection. The Meadow Street eastbound and westbound approaches each consist of a shared left-turn/through/right-turn lane. The Clinton Road northbound southbound approaches each consist of a shared left-turn/through lane and a shared through/ right-turn lane.

Sidewalks exist along both sides of each of the roadways. There are no pedestrian crosswalks although there is a pedestrian push button that exists on the northwest traffic signal pole.

The intersection is controlled by a two-phase signal with the following phasing:

- › Clinton Road northbound and southbound movements
- › Meadow Street eastbound and westbound movements

(62)Meadow Street at Lindbergh Street



Meadow Street at Lindbergh Street is a three-legged unsignalized intersection with Lindbergh Street being the stop-controlled approach. The Meadow Street eastbound approach consists of a shared through/right-turn lane and the Meadow Street westbound approach consists of a shared left-turn/through lane. The Lindbergh Street northbound approach consists of a shared left-turn/right-turn lane.

Sidewalks exist along both sides of each of the roadways. There are no pedestrian crosswalks or other pedestrian facilities at this intersection.

(63) Westbury Boulevard at Lindbergh Street



Westbury Boulevard at Lindbergh Street is a three-legged unsignalized intersection with Lindbergh Street being the stop-controlled approach. The Westbury Boulevard eastbound approach consists of a shared left-turn/through lane and the Westbury Boulevard westbound approach consists of a shared through/right-turn lane. The Lindbergh Street southbound approach consists of a shared left-turn/right-turn lane.

Sidewalks exist along both sides of each of the roadways. There are no pedestrian crosswalks or other pedestrian facilities at this intersection.

(64) Oak Street at Westbury Boulevard/Meadow Street



Oak Street at Westbury Boulevard/Meadow Street is a four-legged signalized intersection. The Westbury Boulevard eastbound approach consists of a shared left-turn/through lane and a shared through/right-turn lane with the right-turn becoming a channelized right-turn stop controlled movement. The Meadow Street westbound approach consists of a shared left-turn/through lane, and an exclusive right-turn lane. Oak Street is a divided north/south roadway where the northbound approach provides an exclusive left-turn lane, two through lanes, and an exclusive right-turn lane. The Oak Street southbound approach provides an exclusive left-turn lane, two through lanes, and an exclusive right-turn lane.

Sidewalks exist at all four corners of the intersection with sidewalks extending along both sides of Oak Street and Westbury Boulevard, and along the south side of Meadow Street. There are pedestrian crosswalks with pedestrian push buttons to cross the eastbound, westbound, and southbound approaches.

The intersection is controlled by a multi-phase signal with the following phasing:

- › Oak Street southbound approach

- › Oak Street northbound and southbound throughs, right turns and permitted left-turn movements
- › Westbury Boulevard eastbound and Meadow Street westbound movements

(79)Hempstead Turnpike at Franklin Avenue/Perimeter E/Hospital Street



Hempstead Turnpike and Franklin Avenue/Perimeter E/Hospital Street form a four-legged signalized intersection. The Hempstead Turnpike eastbound approach consists of an exclusive left-turn lane, two through lanes, and a shared through/right-turn lane. The Hempstead Turnpike westbound approach has an exclusive left-turn lane, two through lanes, and a shared through/right-turn lane where the right turn lane is channelized with yield control onto the Perimeter E roadway. The Franklin Avenue northbound approach consists of an exclusive left-turn lane and a shared left-turn/through/right-turn lane. The Perimeter E southbound approach consists of a shared left-turn/through lane and a shared through/right-turn lane.

Sidewalks exist at all four corners of the intersection with sidewalks extending along both sides of each of the roadways. There are pedestrian crosswalks, push buttons and pedestrian signals to cross the northbound and eastbound approaches at this intersection. There is a crosswalk along the southbound approach but no pushbuttons or pedestrian signals. Right-turns on red are not permitted on the westbound approach. The intersection is controlled by a multi-phase signal with the following phasing:

- › Hempstead Turnpike eastbound and westbound protected left-turn movements
- › Hempstead Turnpike eastbound and westbound throughs and right-turn movements
- › Franklin Avenue northbound and southbound approaches

(420) Washington Street at W. Columbus Street (Hempstead Train Station Access)



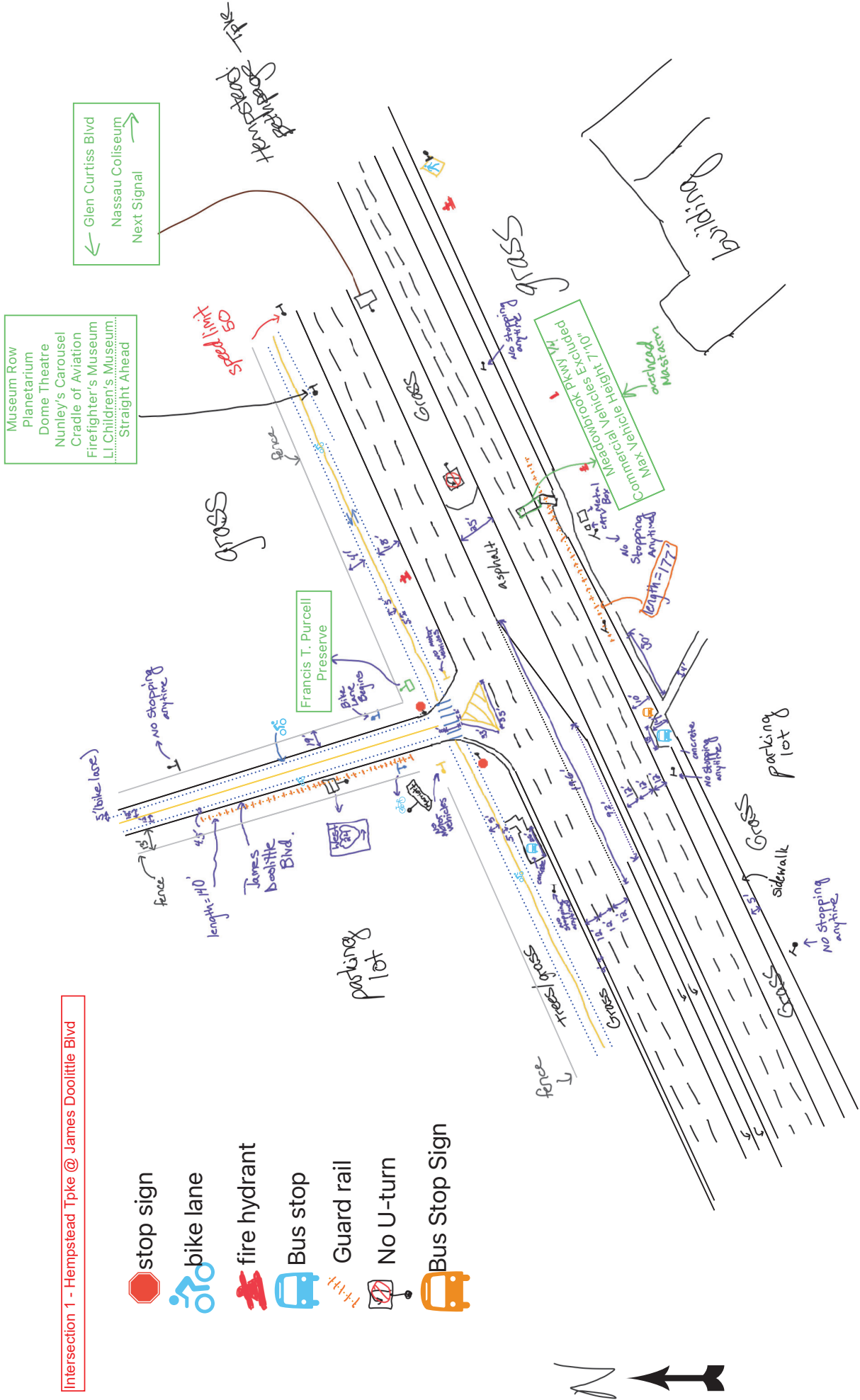
Washington Street at W. Columbus Street is a three-legged signalized intersection. The W. Columbus Street eastbound approach consists of a shared left-turn/right-turn lane. The Washington Street northbound approach consists of an exclusive left-turn lane and a through lane. The Washington Street southbound approach consists of a shared through/right-turn lane.

Sidewalks extend along both sides of both roadways. There is a pedestrian crosswalk, push buttons and pedestrian signals to cross the southbound approach at this intersection. There is a crosswalk along the eastbound approach but no pushbuttons or pedestrian signals. The intersection is controlled with the following phasing:

- › Washington Street northbound and southbound movements
- › Washington Street northbound movements and eastbound right-turn overlap
- › W. Columbus Street eastbound and westbound movements

Intersection 1 - Hempstead Tpke @ James Doolittle Blvd

-  stop sign
-  bike lane
-  fire hydrant
-  Bus stop
-  Guard rail
-  No U-turn
-  Bus Stop Sign



Intersection 3 - Hempstead Tpke @ Cunningham Ave



Parking Lot

Memorial Sloan Kettering Cancer Center

Kellenberg

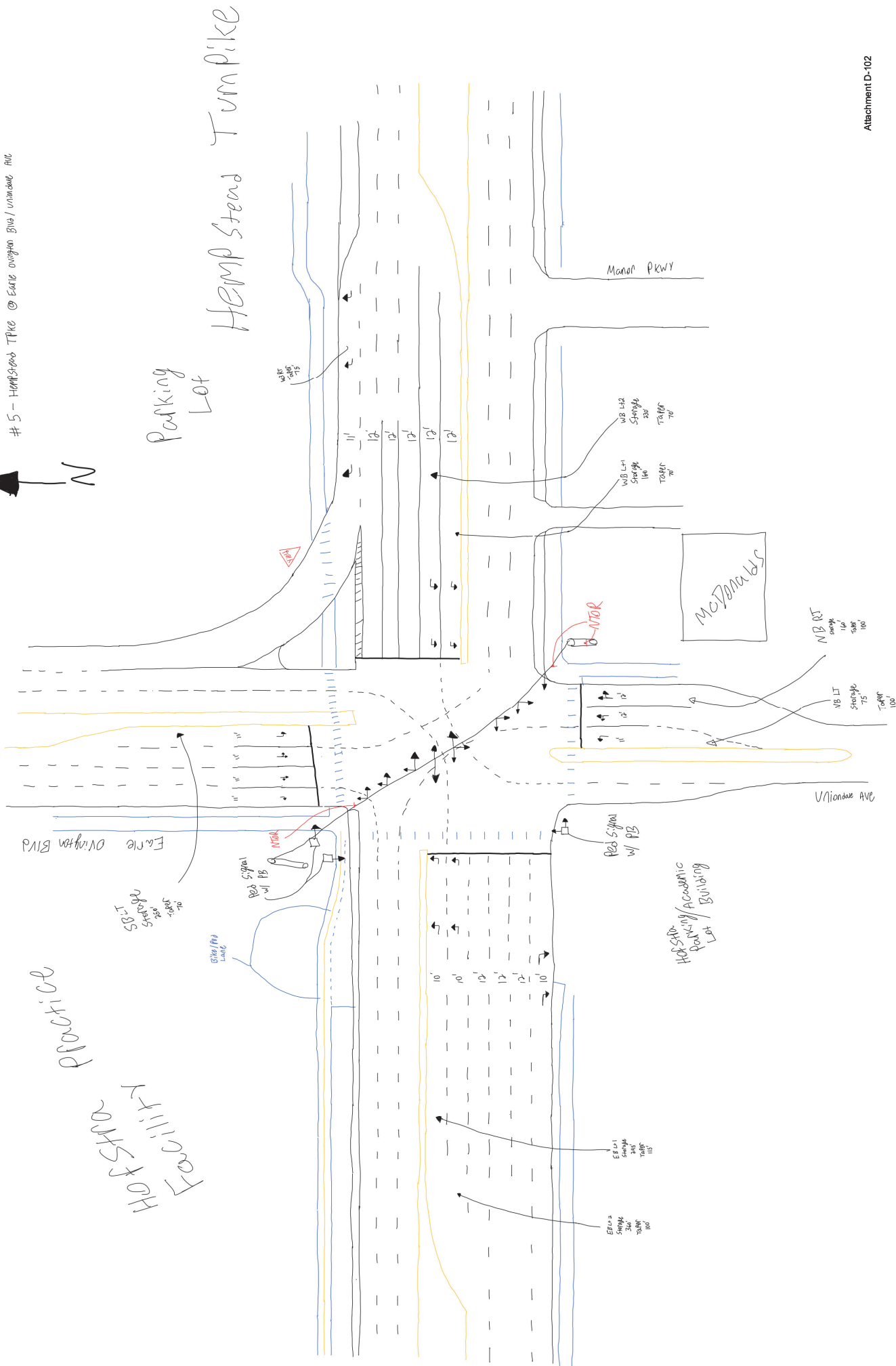
*all medians curbed

Sunoco Gas Station

both crosswalks have push buttons

-  vegetation
-  street sign
-  No U-turn

5 - Hempstead TPKE @ East Overton Blvd / Union Ave



practice
Hofstra
Faculty

Parking Lot

Hempstead Turnpike

Manor Pkwy

McDonald's

Union Ave

Hempstead Academic
Parking / Building
Lot / Building

EFLA Spring 200
TRAFF 100

EFLA Spring 200
TRAFF 100

Red Sign
w/ PB

SB LT Spring 200
TRAFF 70

SB RT Spring 200
TRAFF 70

Red Signal
w/ PB

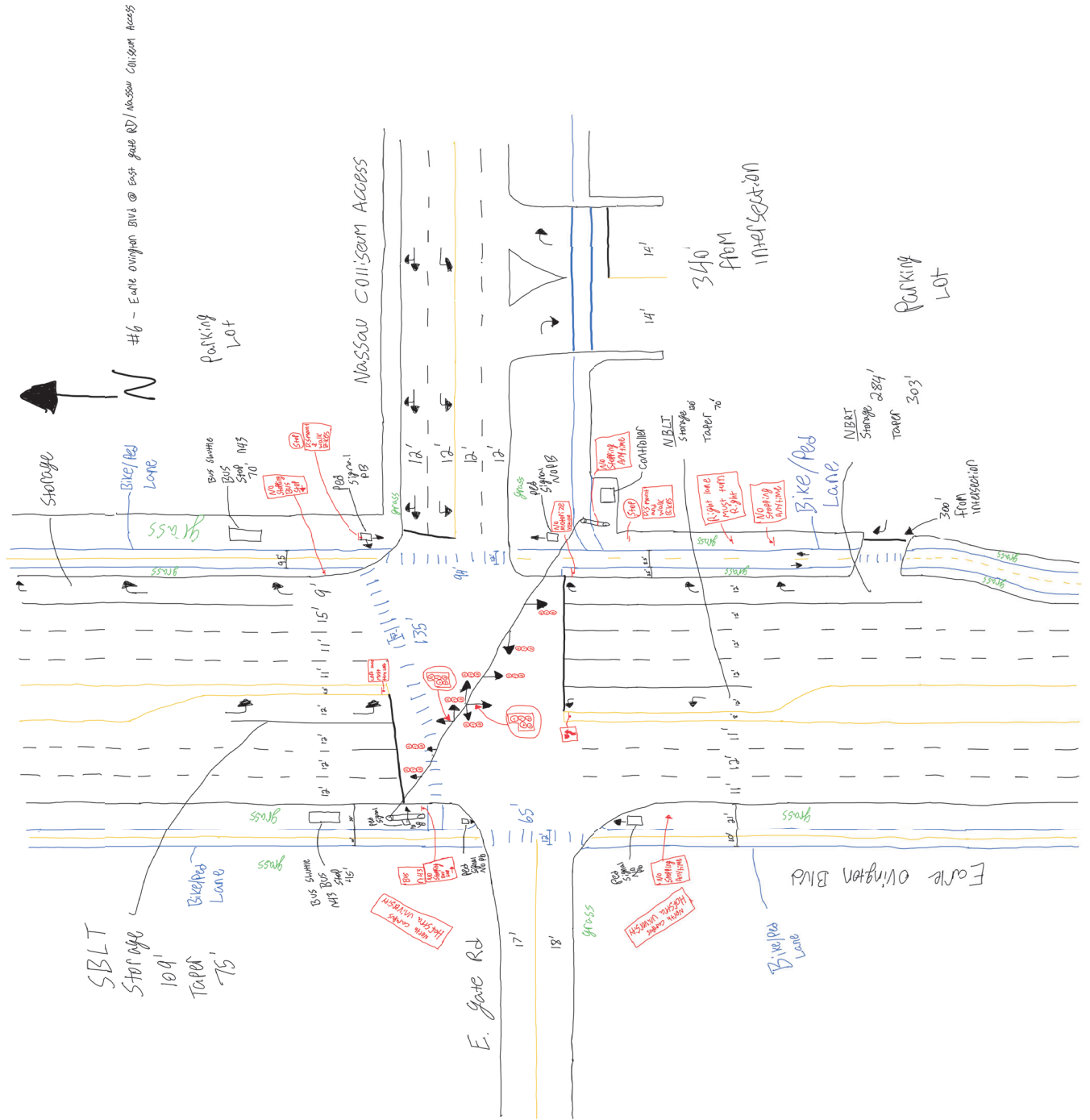
Water Spring 15

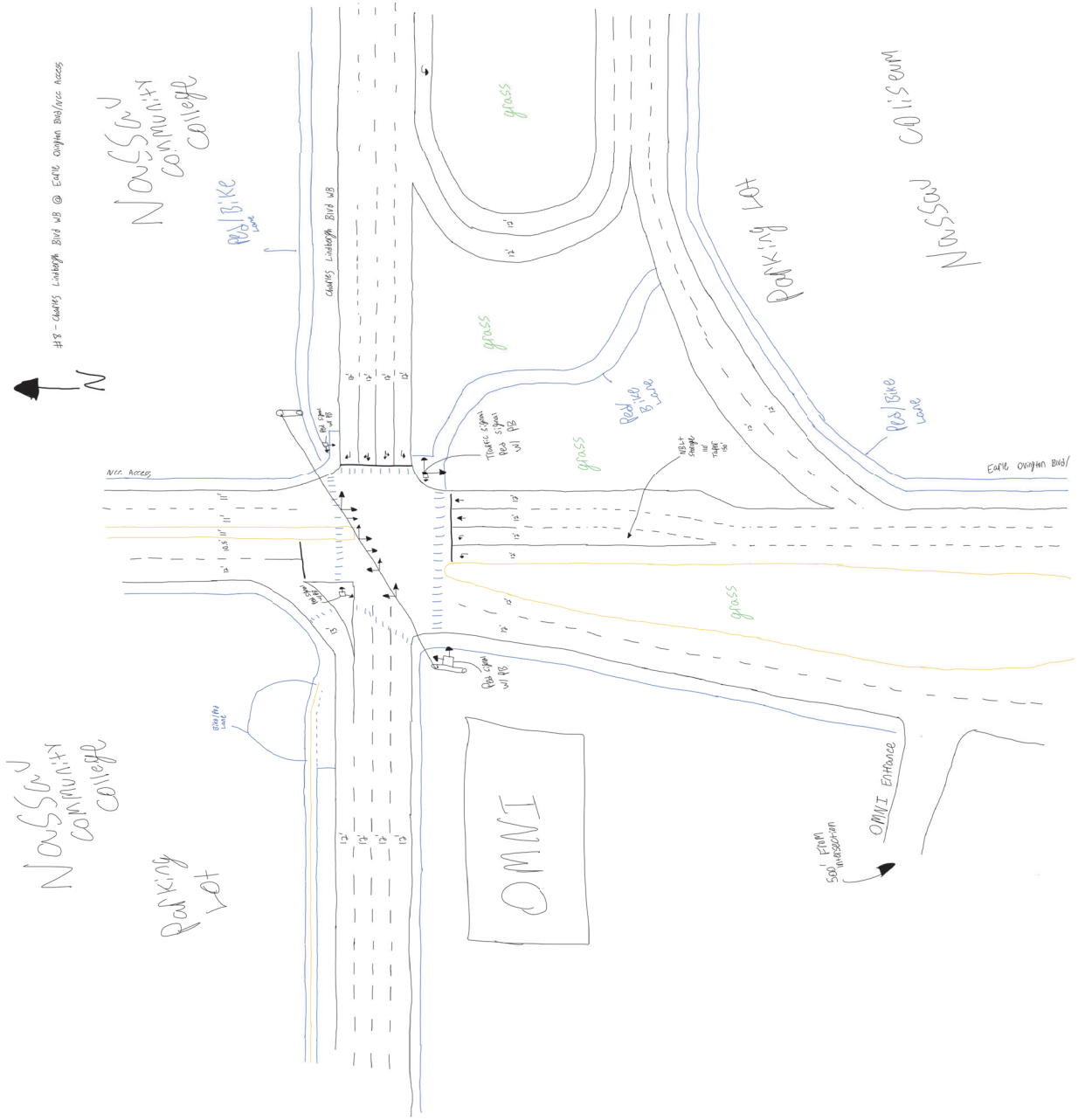
WB LT Spring 100
TRAFF 70

WB RT Spring 200
TRAFF 70

NB RT Spring 100
TRAFF 100

NB LT Spring 75
TRAFF 100





#18 - Charles Lindbergh Blvd WB @ Earth Oregon Boulevard Access



Nausa
Community
College

Parking
Lot

Nausa
Community
College

Red Bike
Lane

Charles Lindbergh Blvd WB

OMNI

Travis Spahn
Red Sign
with sign

grass

grass

Parking Lot

Red Bike
Lane

grass

Coliseum

Nausa

Earth Oregon Blvd

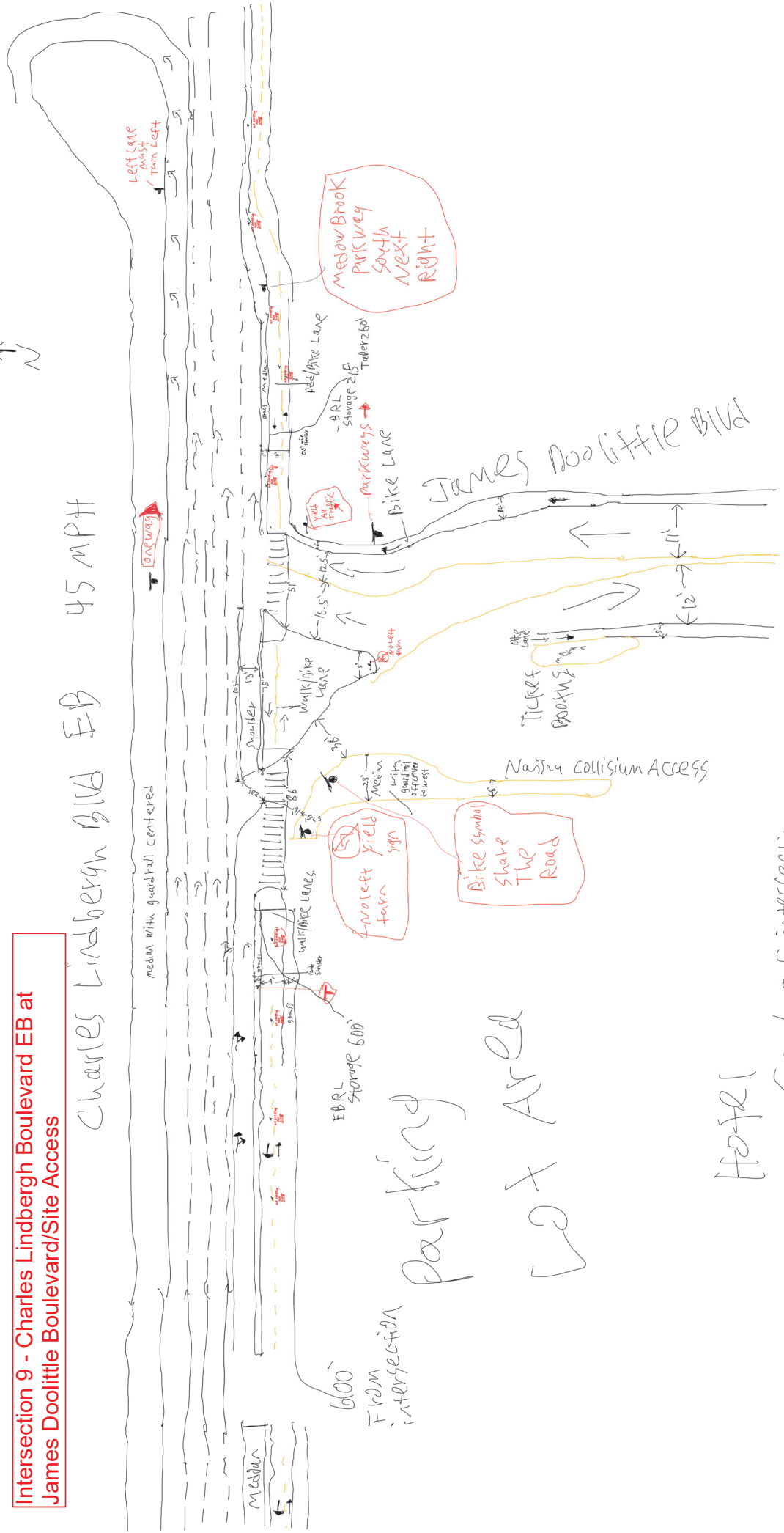
500' from
intersection

OMNI Entrance

Charles Lindbergh Blvd EB and James Doolittle Blvd

Intersection 9 - Charles Lindbergh Boulevard EB at James Doolittle Boulevard/Site Access

Charles Lindbergh Blvd EB 45 MPH



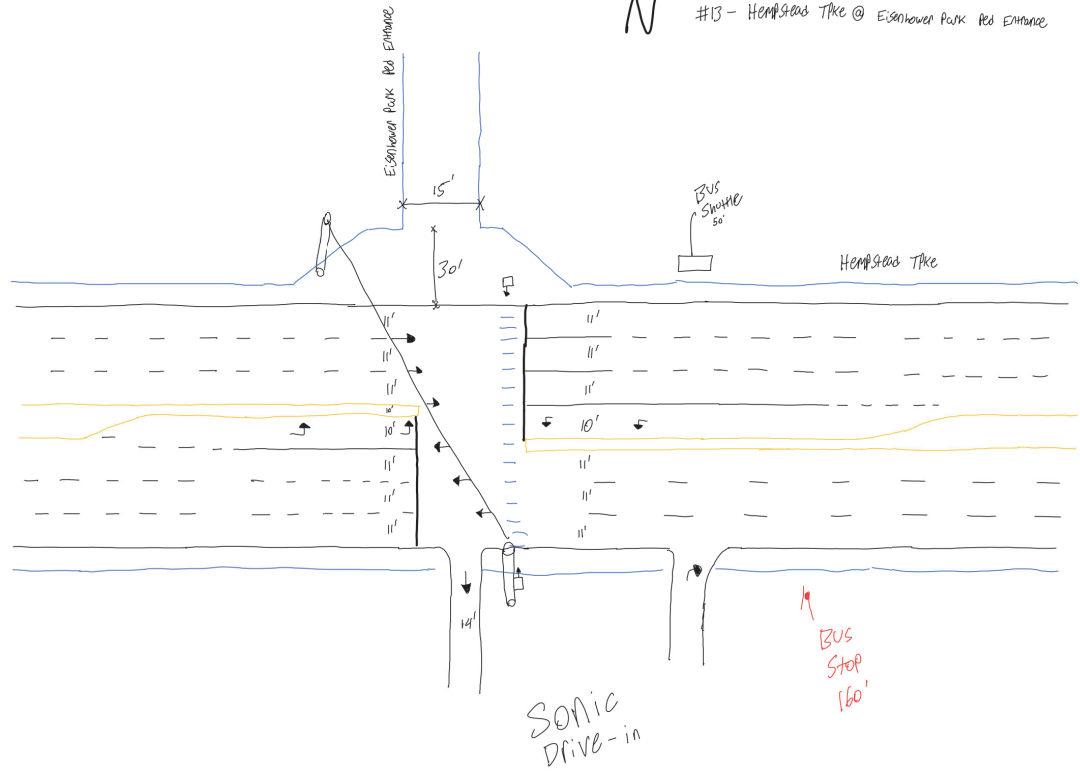
600' FIRM intersection

parking lot Area

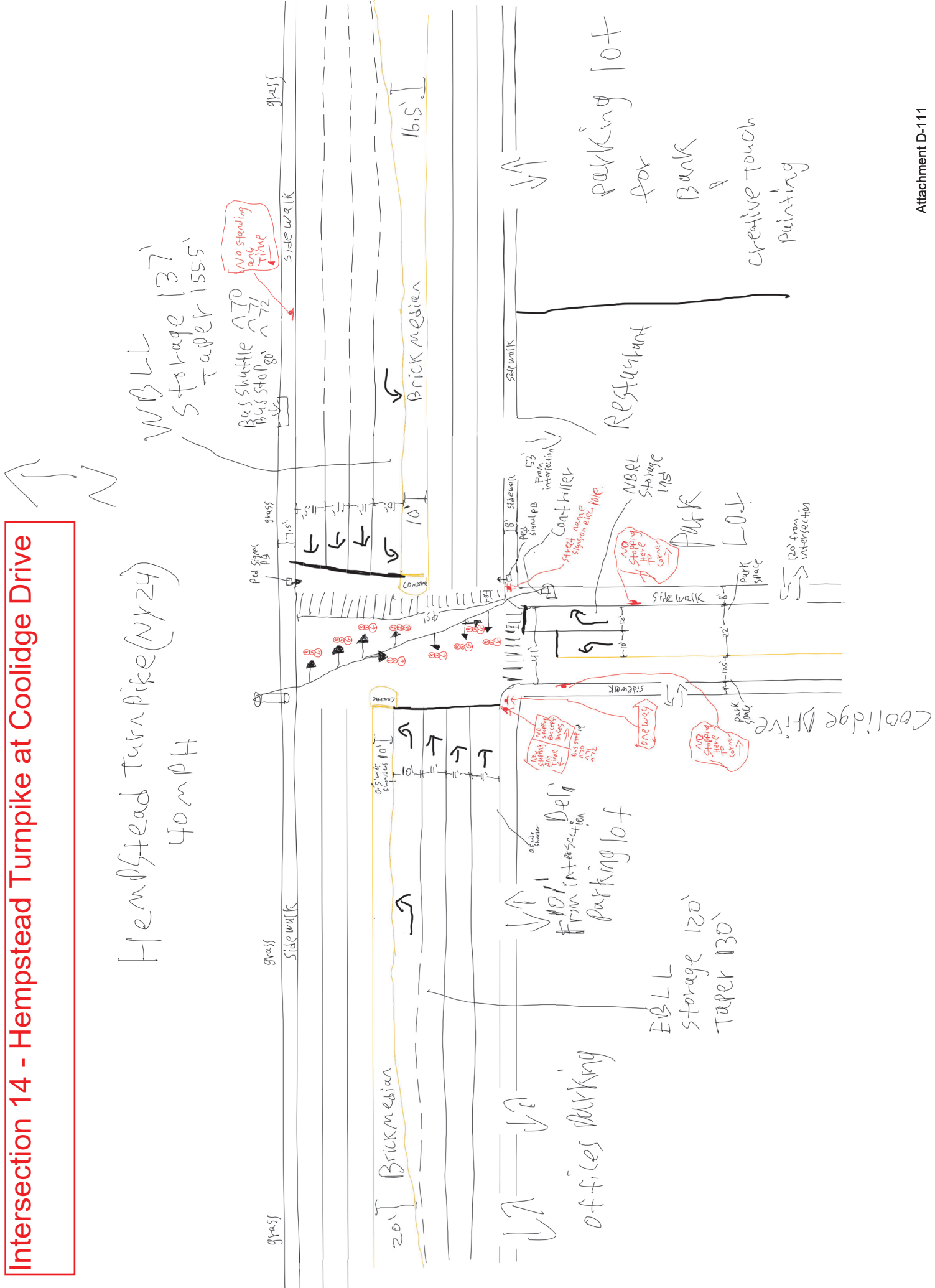
Hotel SW of intersection



#13 - Hempstead Tpk @ Eisenhower Park Red Entrance



Intersection 14 - Hempstead Turnpike at Coolidge Drive





#18- HEMPSHAW TRKE @ Oak Street/Hofstra

Hofstra
UNIVERSITY

SBL+
Storage
112'
TAPER
88'

OAK ST

Hofstra
UNIVERSITY

WB Lt
Storage
115'
TAPER
122'

WB R+
Storage
98'
TAPER
98'

Red Sign
w/ PB

Control
Box

Red Sign
w/ PB

EB Lt 1
Storage
52'
TAPER
60'

EB Lt 2
Storage
112'
TAPER
109'

Red
Bridge

EB R+
Storage
128'
TAPER
88'

Red Sign
w/ PB

Hofstra
UNIVERSITY

Parking
Lot

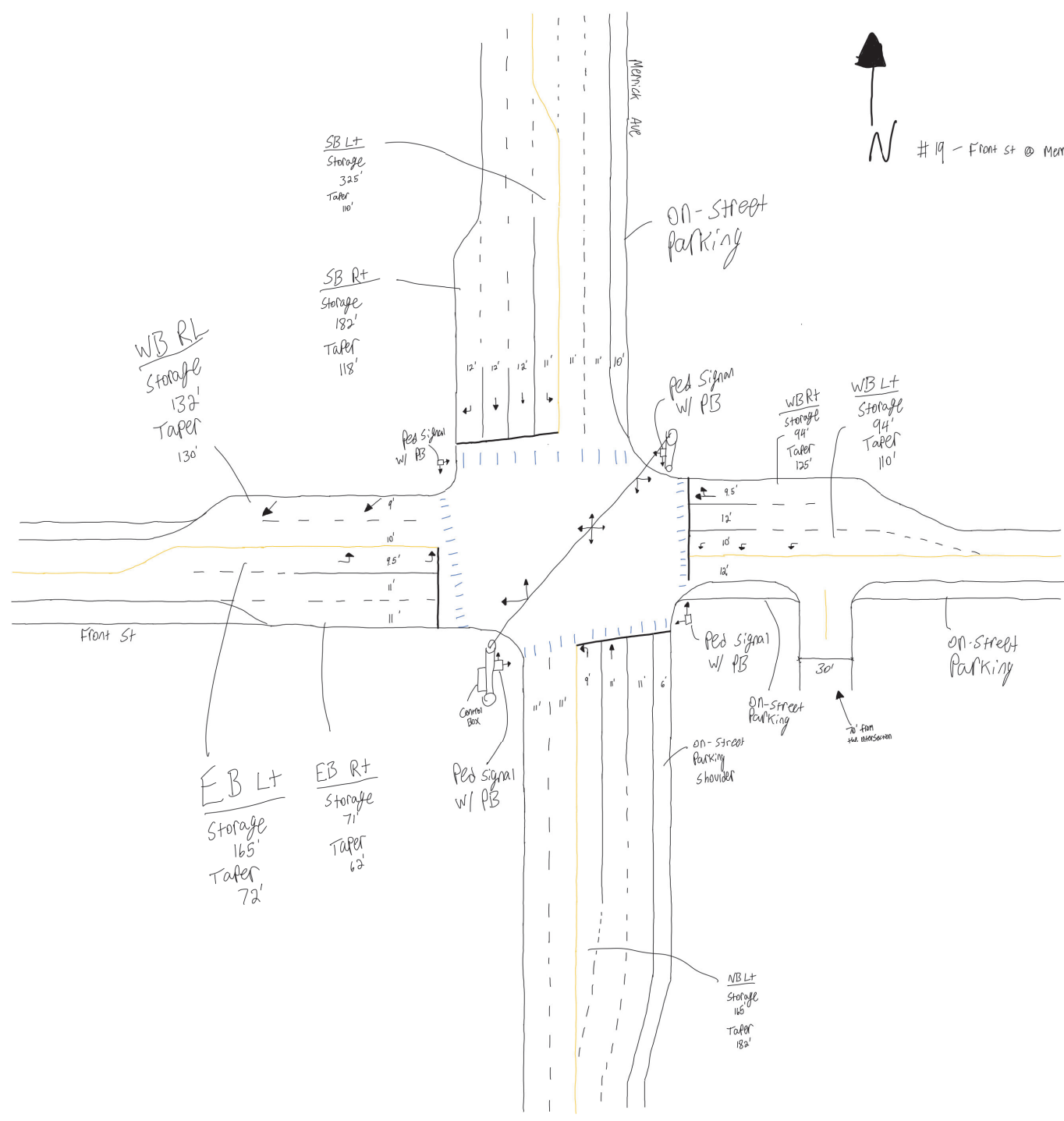
Hofstra
Admission

HEMPSHAW TRKE

NO PARKING



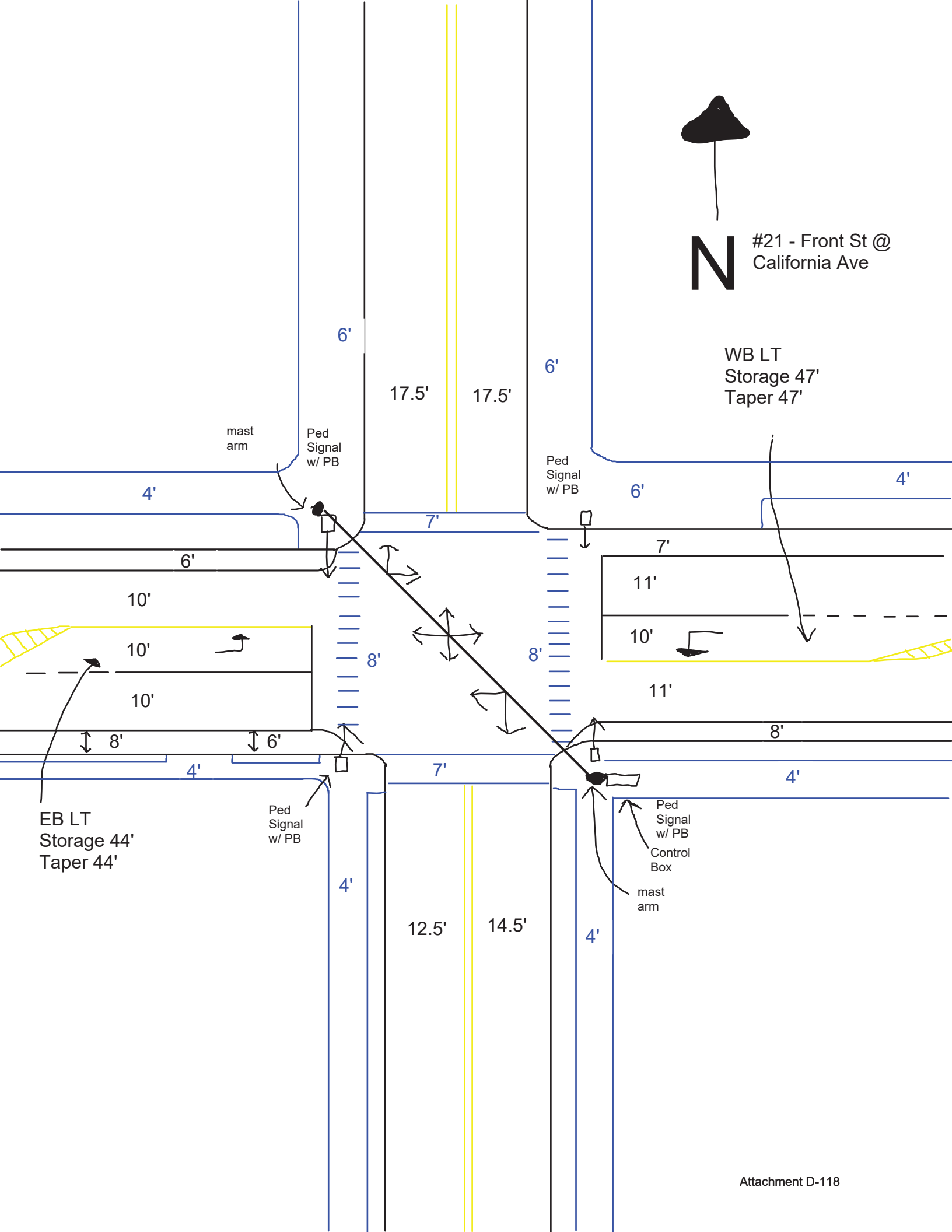
#19 - Front St @ Merrick Ave



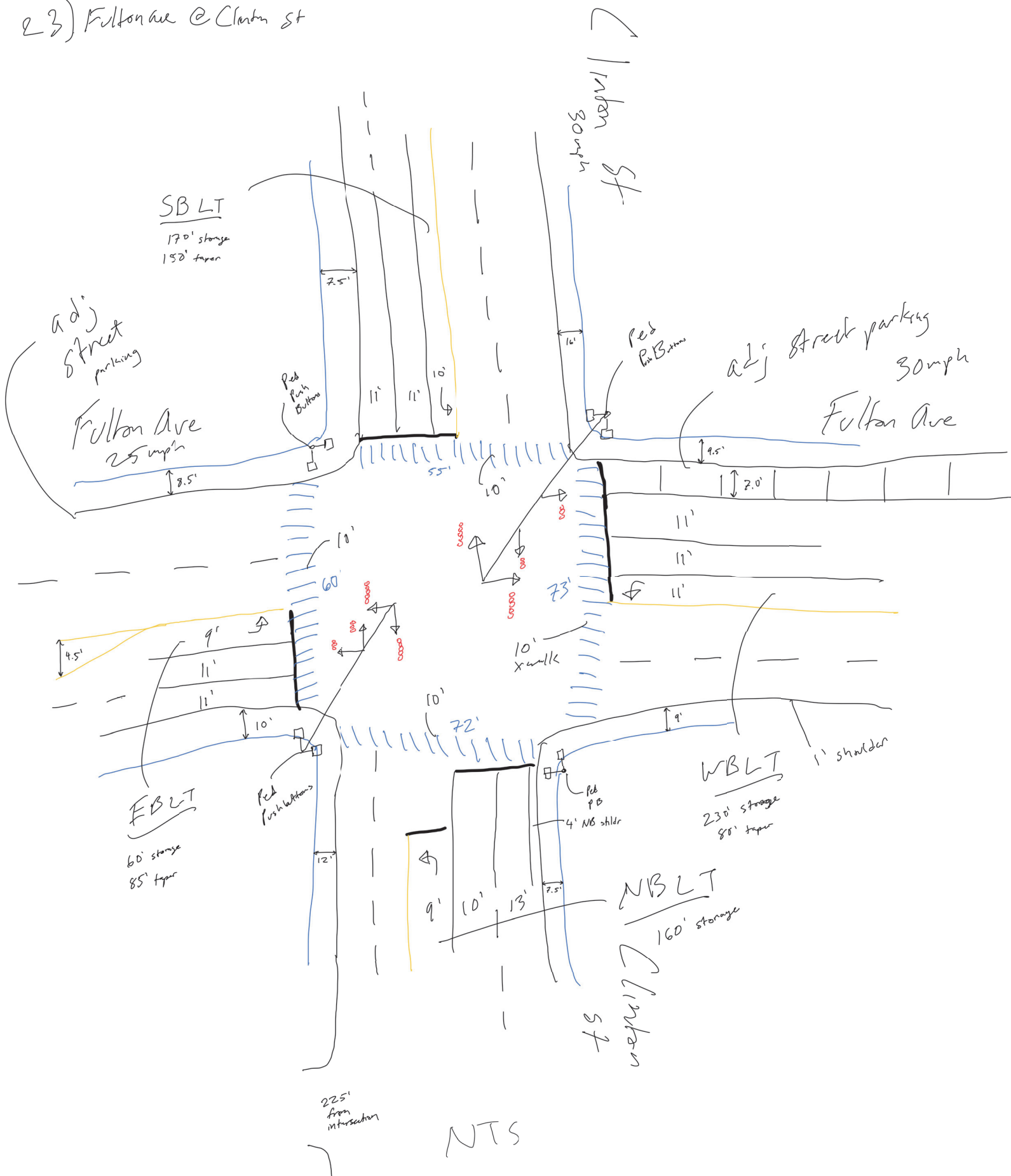


N

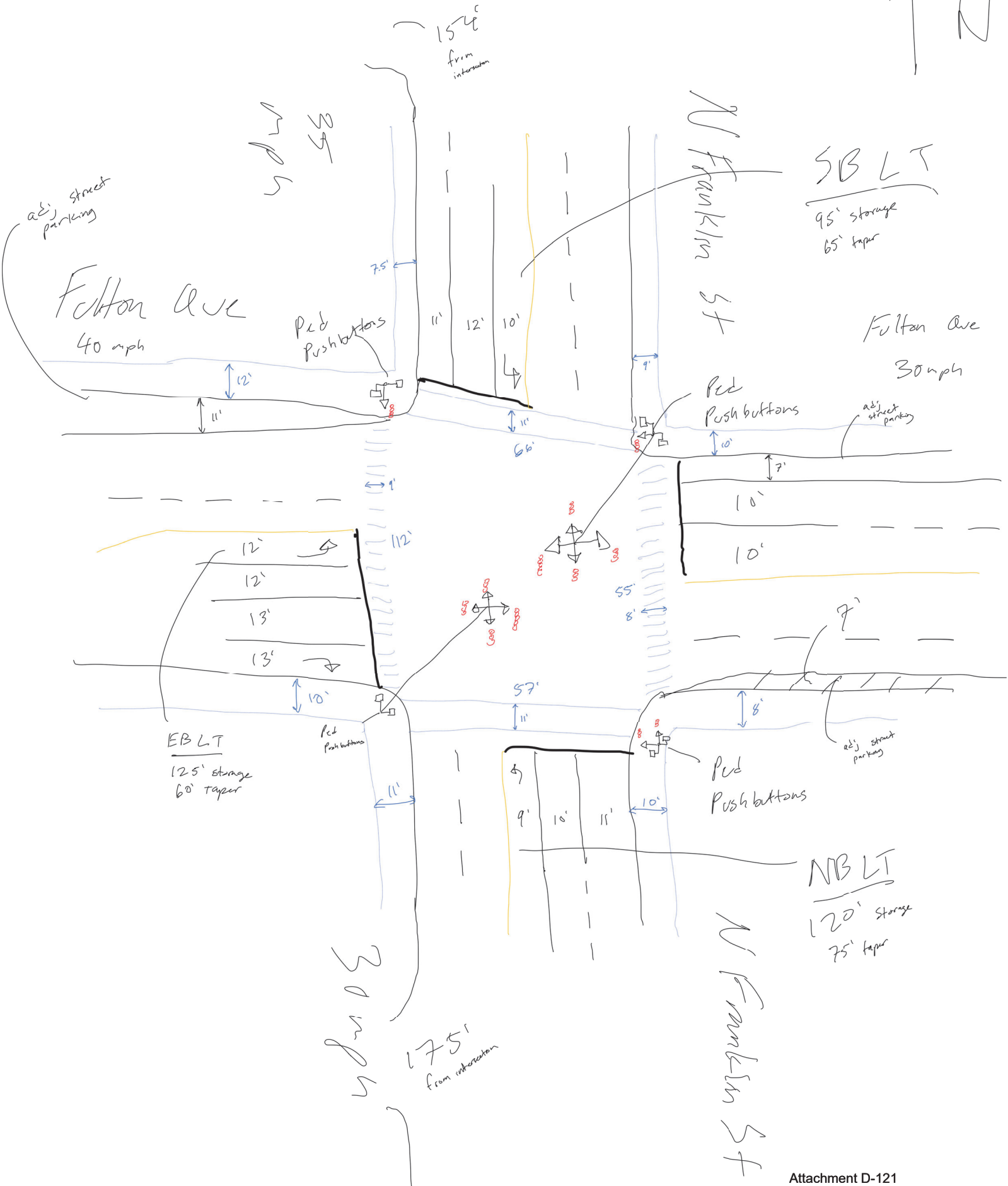
#21 - Front St @
California Ave



23) Fulton Ave @ Clinton St



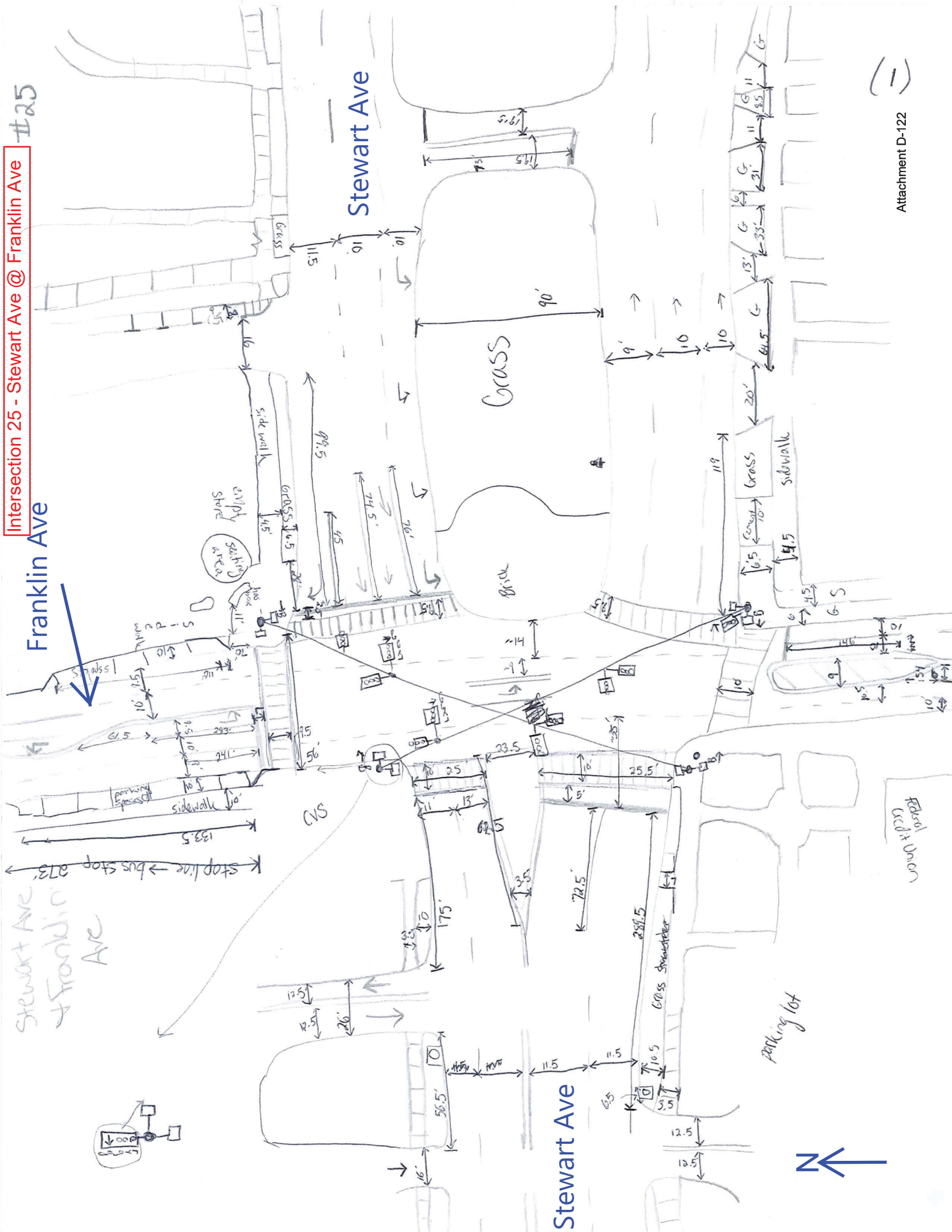
24) Felton + N. Franklin St

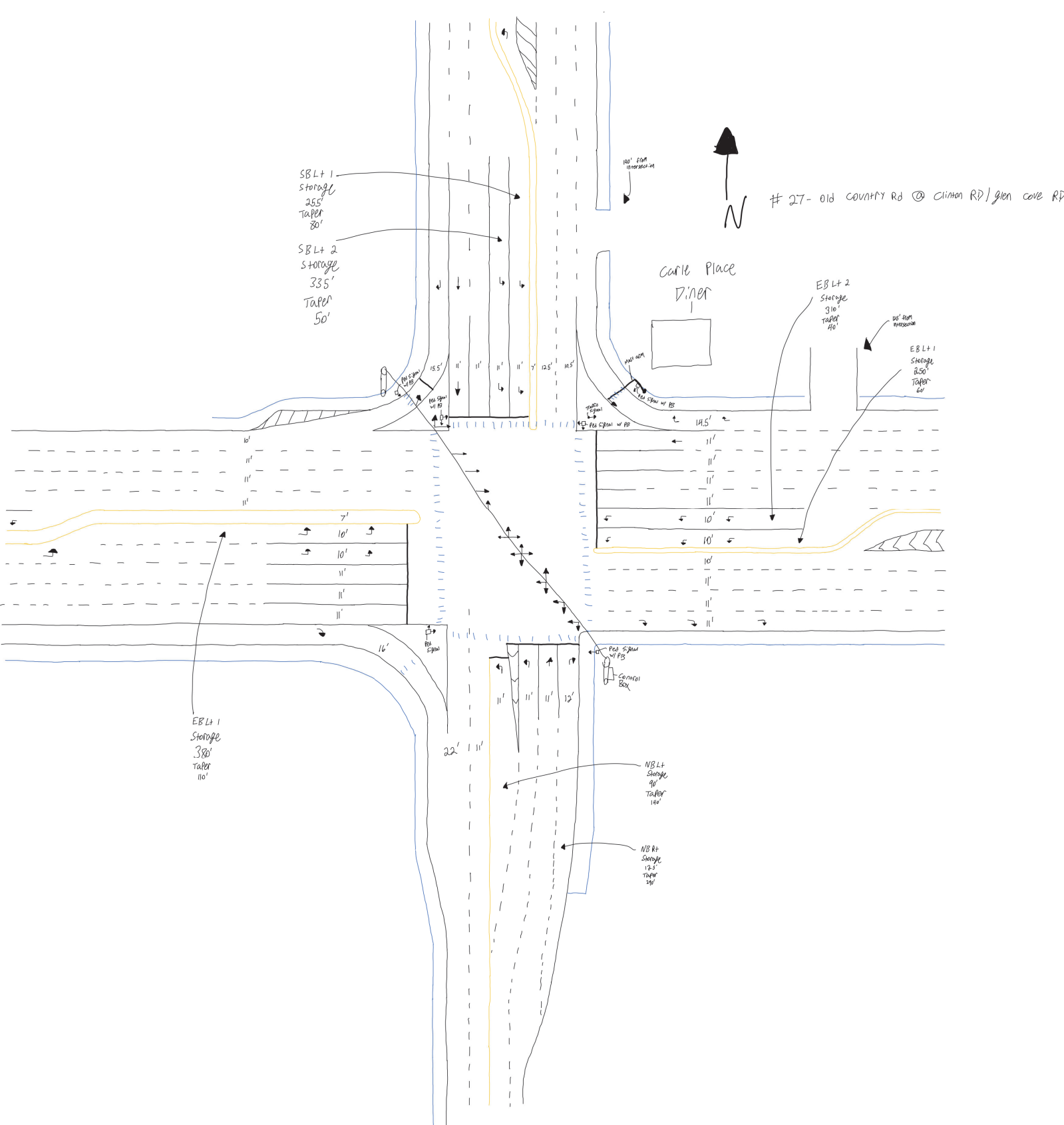


Franklin Ave

Stewart Ave

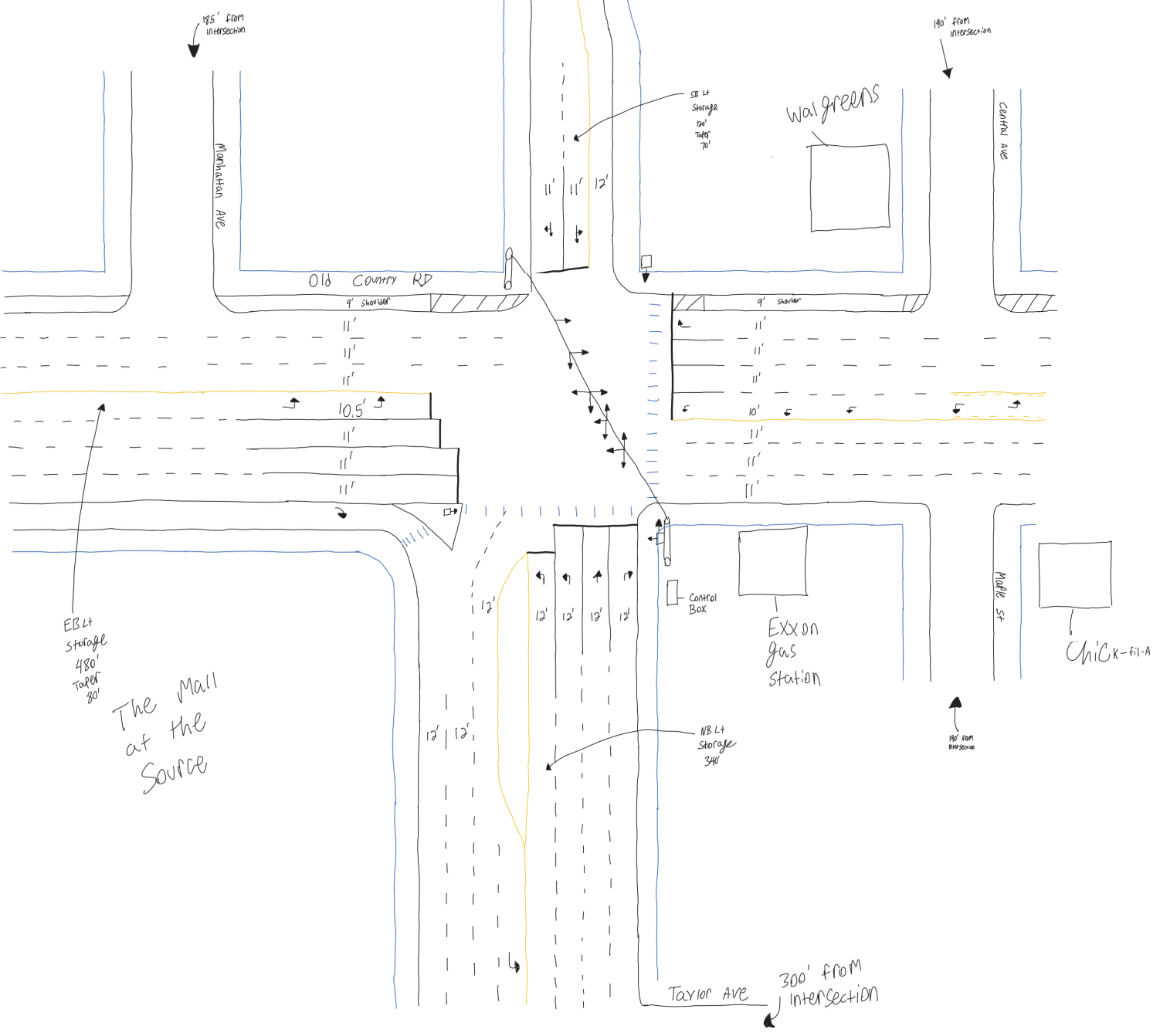
Stewart Ave







28 - Old Country RD @ Merchants Concourse / Ellison Ave



Intersection 30 - Merrick Avenue at Stewart Avenue/Park Boulevard

N

MERRICK AVE

STEWART AVE

STRAIN POLYESTER WIRE

DO NOT ENTER
WRONG WAY

No RTOR

Ped signal/Button

Ped Signal/Button

LT Signal

No RTOR

40 MPH

400 Storage, 90' Taper

40 MPH

45 Storage, 57' Taper

Ped Signal/Button
LT Signal

NO STOPPING ANY TIME
NO RTOR

470 Storage, 45' to median

NO STOPPING ANY TIME

40 MPH

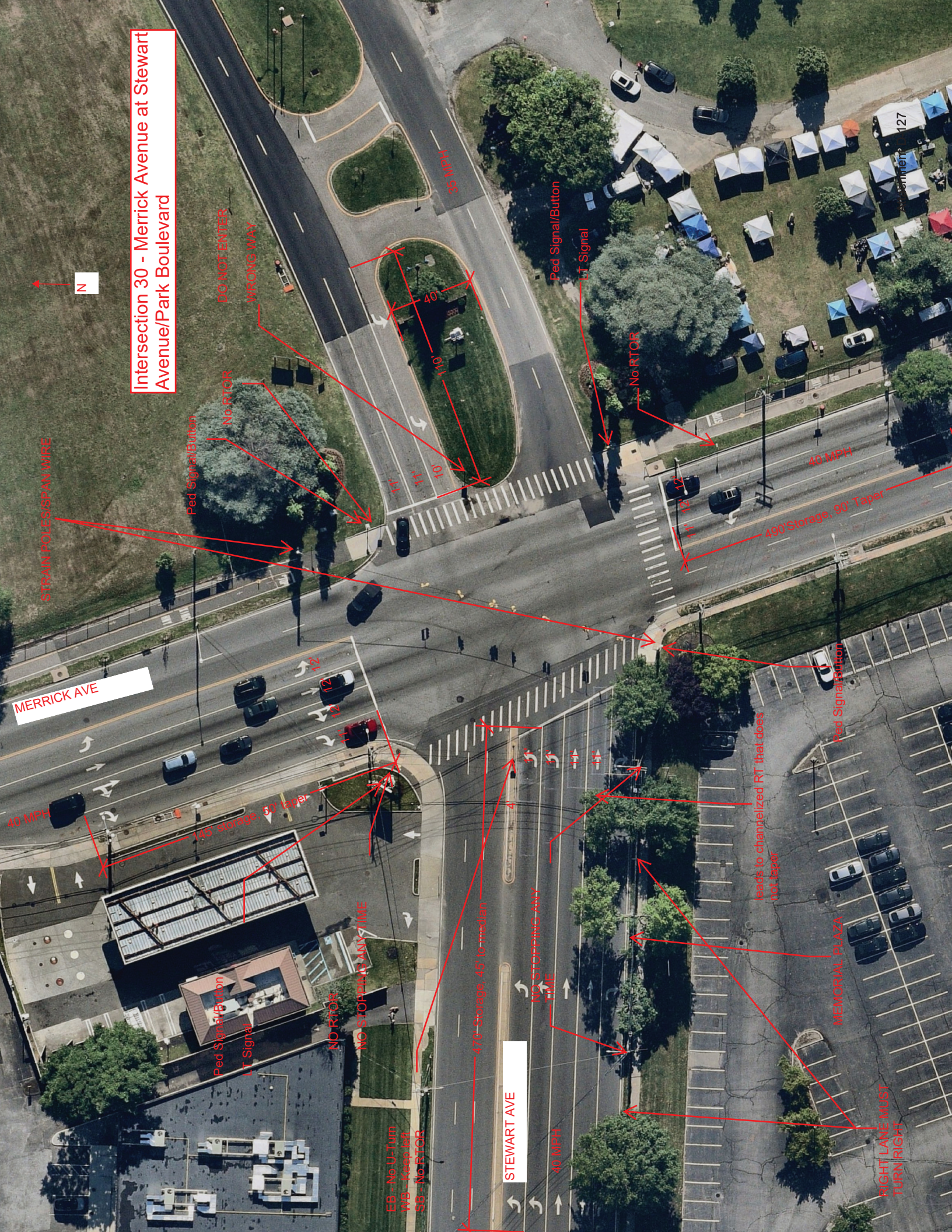
leads to channelized RT that does not stop

Ped Signal/Button

MEMORIAL PLAZA

RIGHT LANE MUST TURN RIGHT

EB - No U-Turn
WB - Keep left
SB - No RTOR



Intersection 31 - Stewart Avenue at Endo Boulevard/Merchants Concourse



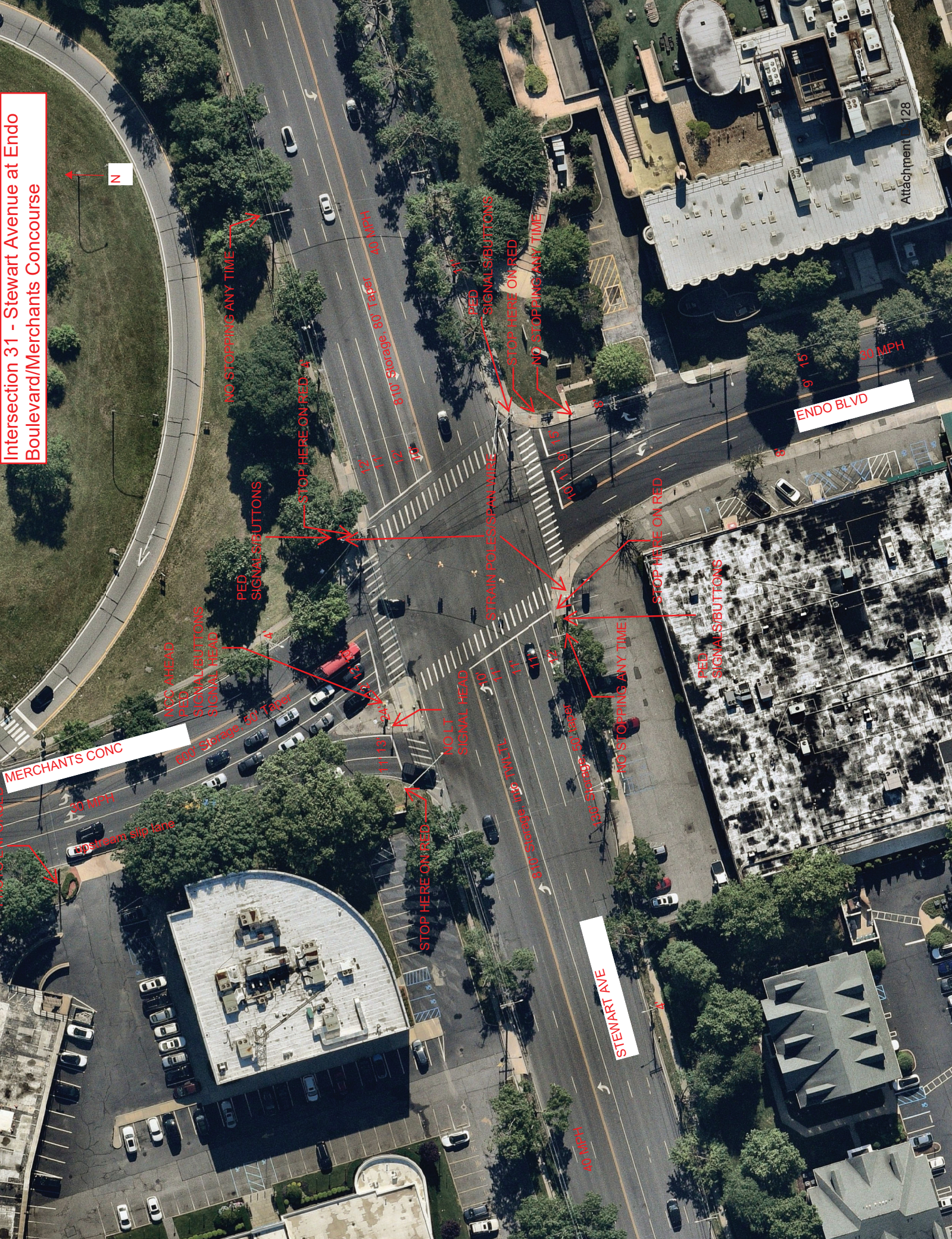
PHOTO ENFORCED

MERCHANTS CONC

ENDO BLVD

STEWART AVE

Attachment 128



NO STOPPING ANY TIME

STOP HERE ON RED

PED SIGNALS/BUTTONS

PED SIGNALS/BUTTONS SIGNAL HEAD

60' Storage 50' Taper

40 MPH

upstream slip lane

STOP HERE ON RED

NO LT SIGNAL HEAD

610' Storage 160' Taper

NO RT SIGNAL HEAD

STRAIN POLES SPAN LINE

PED SIGNALS/BUTTONS

STOP HERE ON RED

NO STOPPING ANY TIME

NO STOPPING ANY TIME

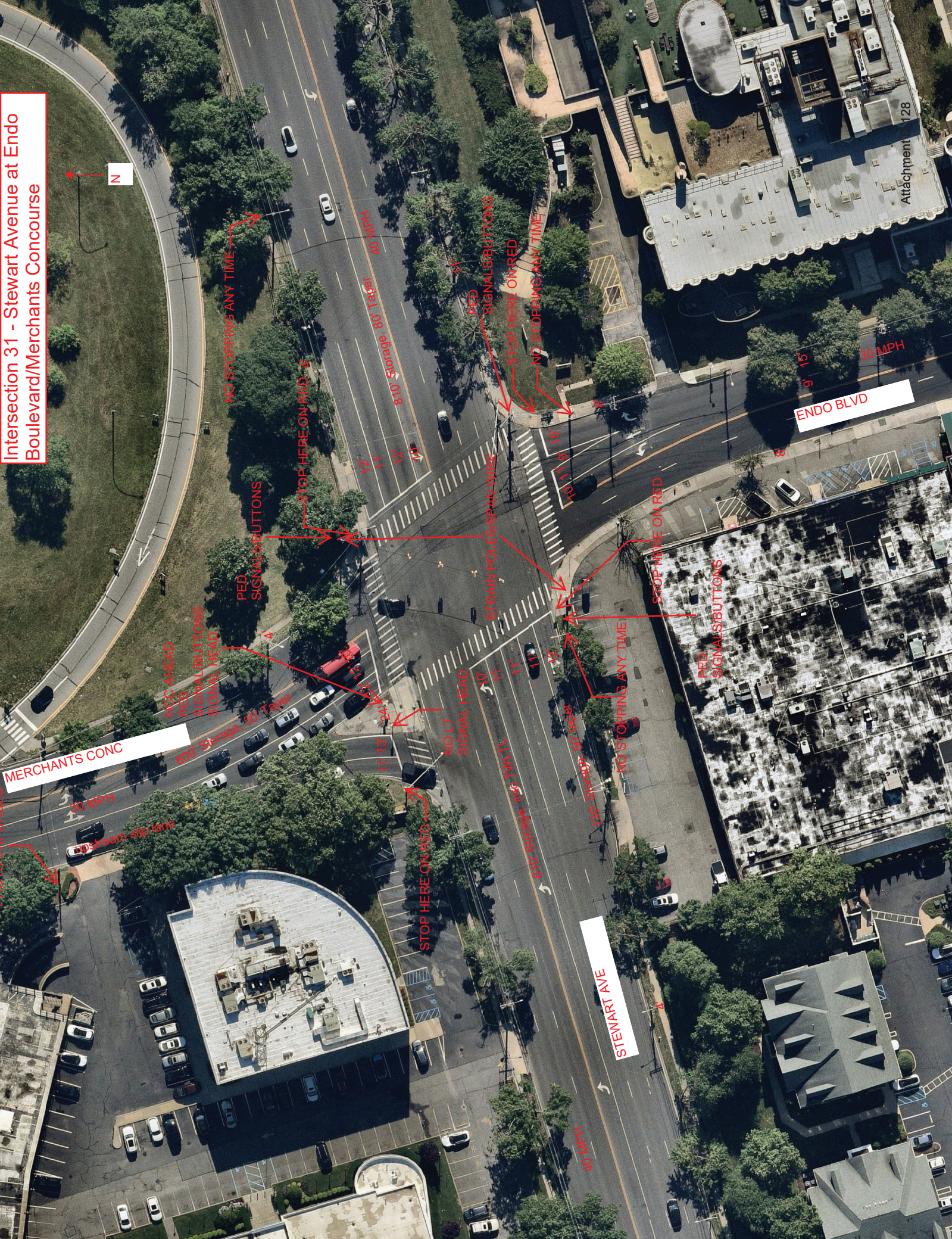
STOP HERE ON RED

PED SIGNALS/BUTTONS

40 MPH

40 MPH

40 MPH

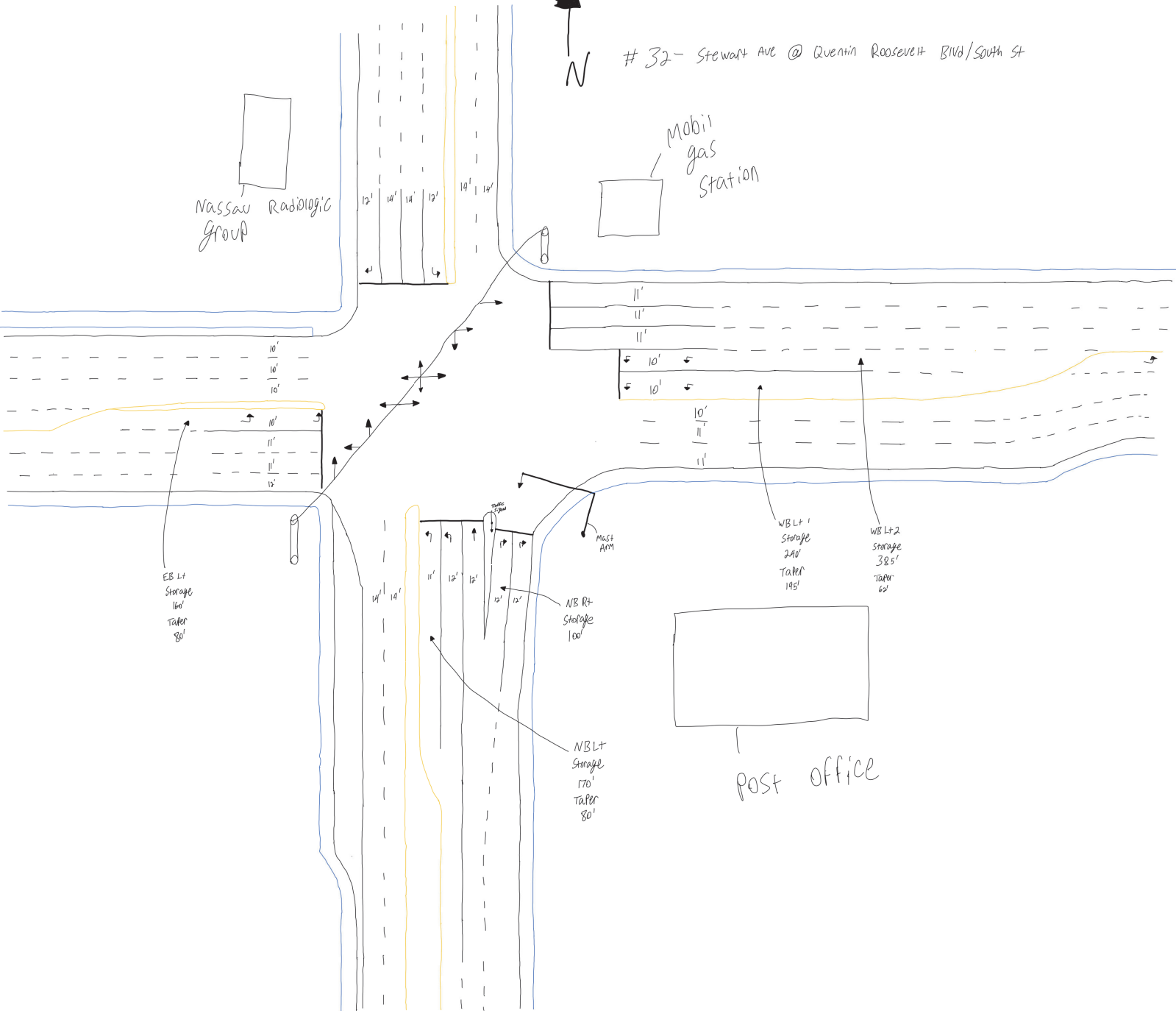




32 - Stewart Ave @ Quentin Roosevelt Blvd / South St

Nassau Radiologic Group

Mobil gas station



EB Lt Storage 160' Taper 80'

NB Rt Storage 100'

NBLT Storage 170' Taper 80'

WB Lt 1 Storage 240' Taper 185'

WB Lt 2 Storage 385' Taper 62'

Post office

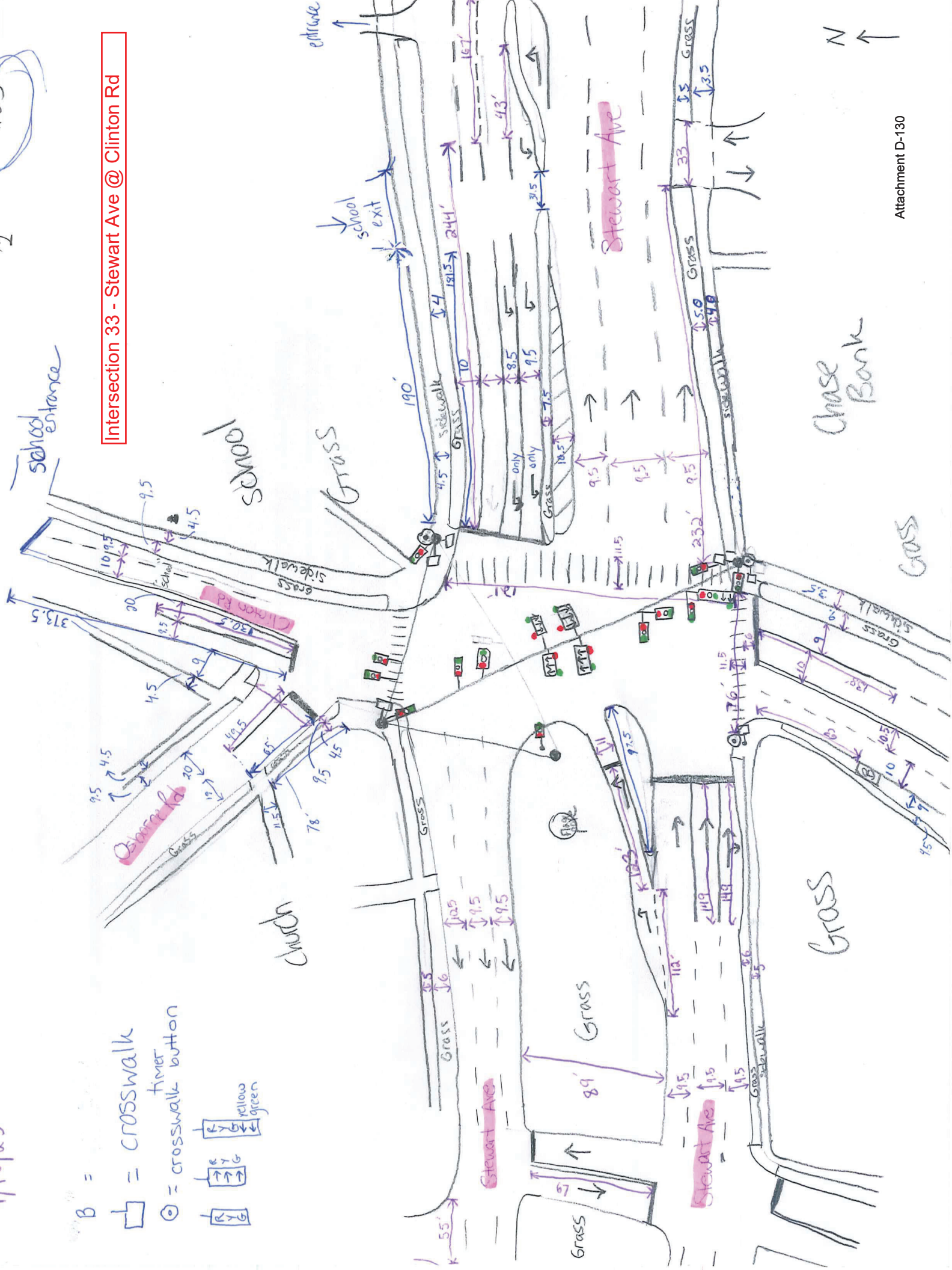
Mast Arm

4/10/23

1/2

#33

Intersection 33 - Stewart Ave @ Clinton Rd



- B =
- [Symbol] = crosswalk timer
- [Symbol] = crosswalk button
- [Symbol] yellow
- [Symbol] green

Chase Bank

Grass

Intersection 34 - Oak St @ Commercial Ave

#34

Industrial area

Old world quality GC.
Flaring
welding, equip repair

Cross Island Group

Flashing Red only

parking

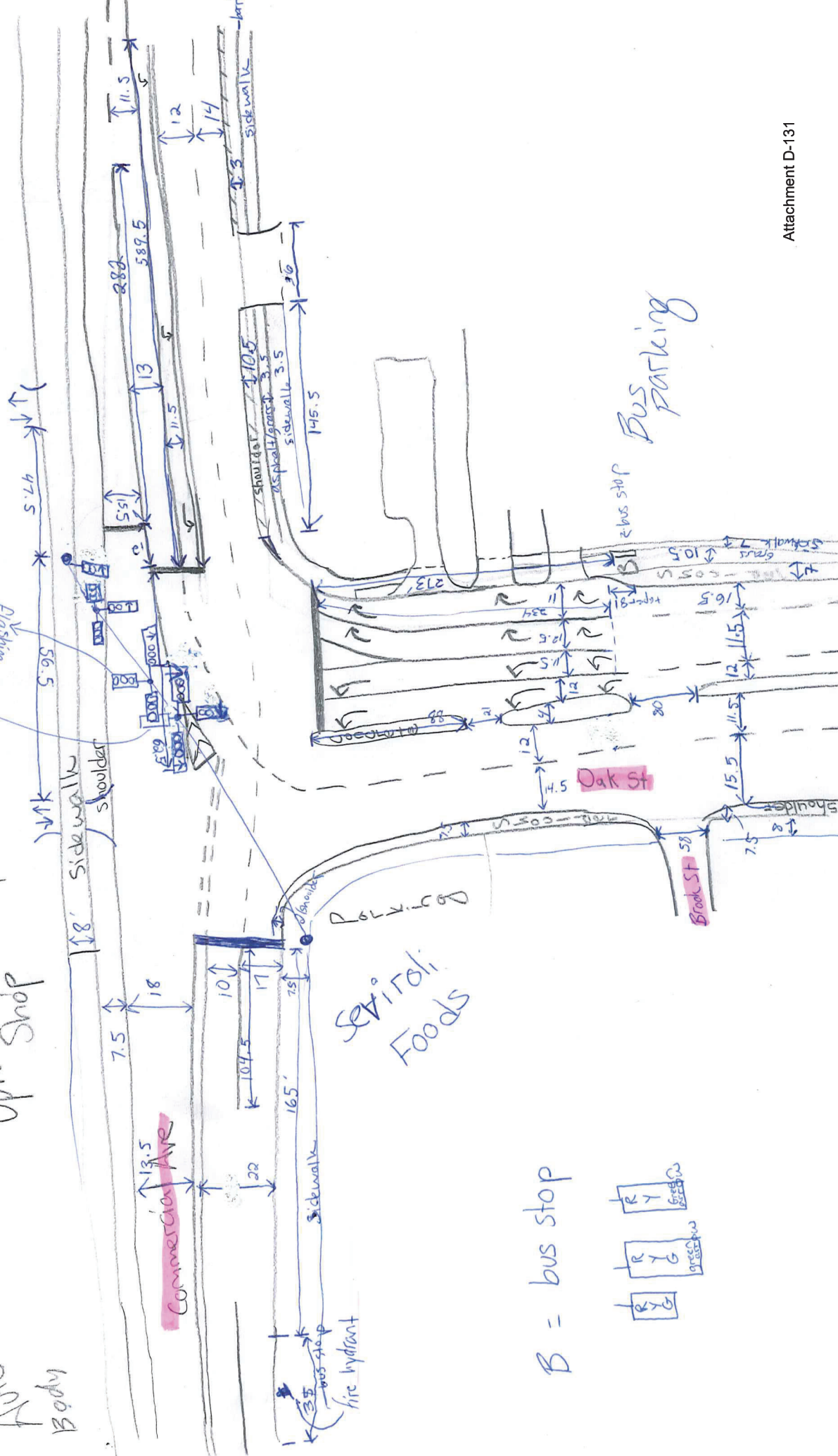
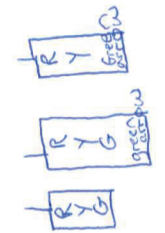
Updstry Snop

Auto Body

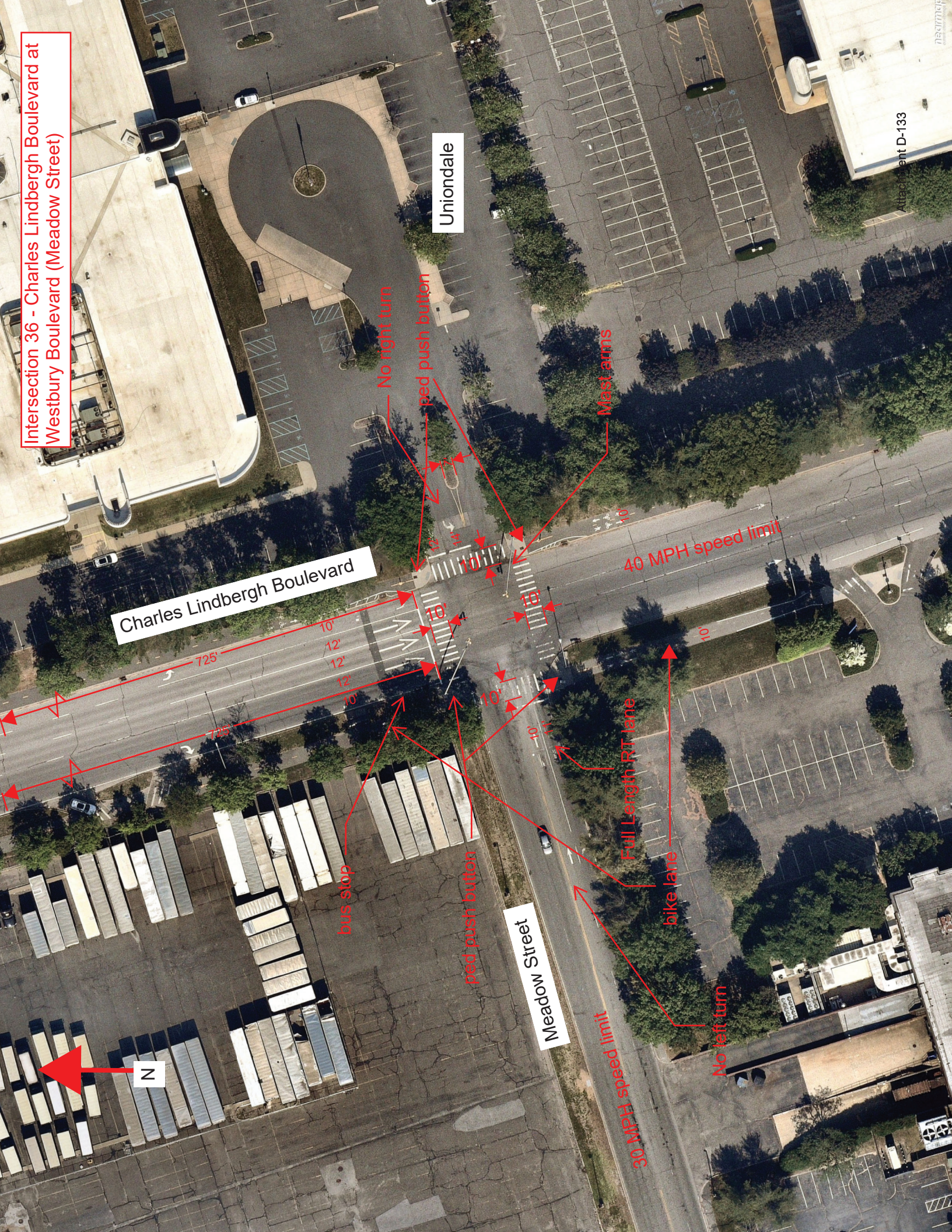
Commercial Ave

Seviroli Foods

B = bus stop



Intersection 36 - Charles Lindbergh Boulevard at Westbury Boulevard (Meadow Street)



Charles Lindbergh Boulevard

Meadow Street

Uniondale

N

bus stop

ped push button

No right turn

ped push button

30 MPH speed limit

Full Length RT lane

bike lane

No left turn

40 MPH speed limit

Mast arms

725'

735'

10'

12'

12'

10'

10'

10'

10'

10'

10'

10'

10'

10'

10'

10'

10'

10'

10'

10'

10'

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10'

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10'

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10'

10'

10'

10'

10'

10'

10'

10'

10'

**Intersection 37 - Charles Lindbergh Boulevard
Westbound at U-Turn (near Earle Ovington
Boulevard)**



Charles Lindbergh Boulevard WB

Charles Lindbergh Boulevard EB

40 MPH speed limit

40 MPH speed limit

Full Length LT lane (1730 feet)

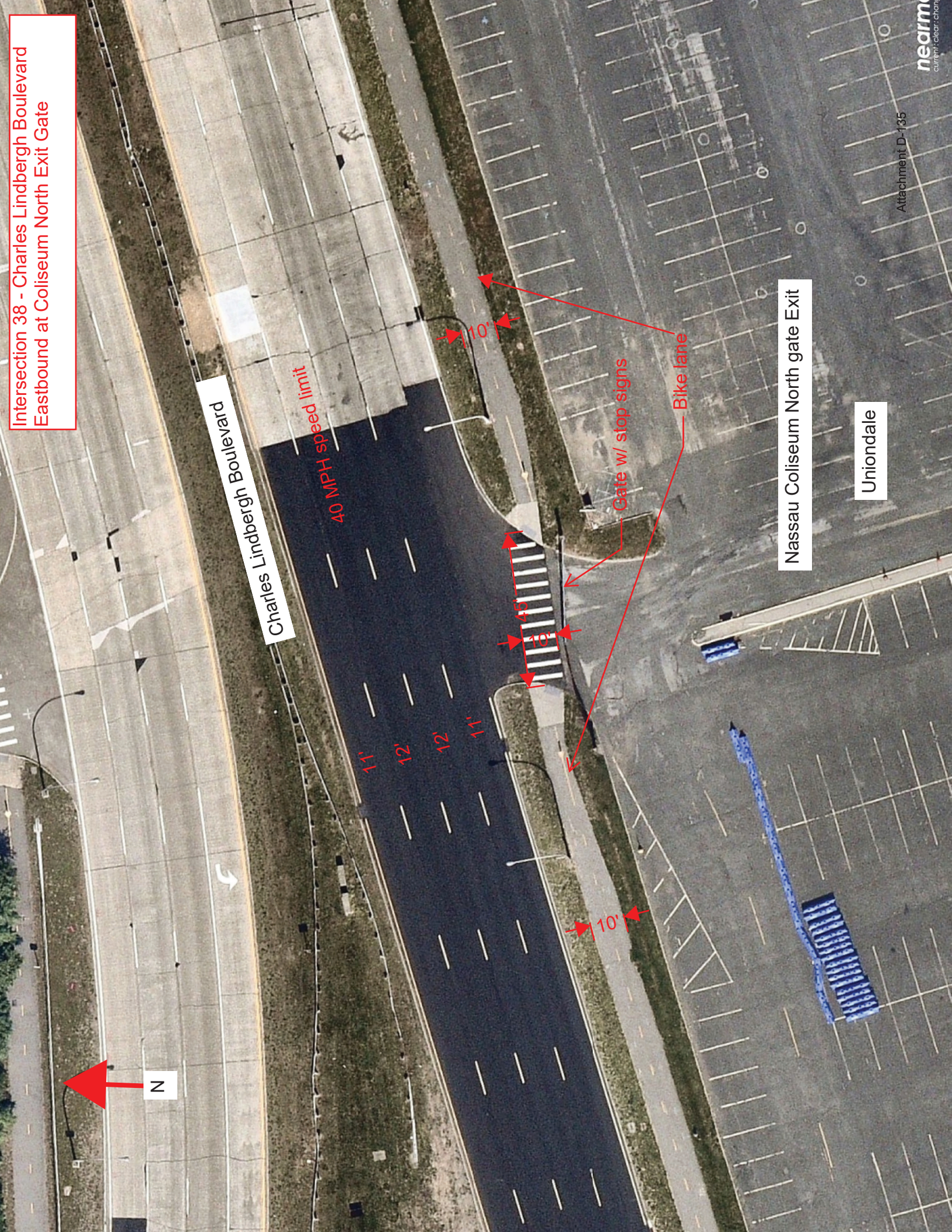
Bike lane

Bike lane

Uniondale

Earle Ovington Boulevard

Intersection 38 - Charles Lindbergh Boulevard
Eastbound at Coliseum North Exit Gate



Charles Lindbergh Boulevard

40 MPH speed limit

Gate w/ stop signs

Bike lane

Nassau Coliseum North gate Exit

Uniondale

N

Intersection 40 - Hempstead Turnpike
Westbound at Meadowbrook Parkway
Southbound Off Ramp

N

Meadowbrook Parkway SB off ramp

Hempstead Turnpike

East Meadow

Bike lane

Yield sign

Bike lane

50 MPH speed limit

No U-turn

50 MPH speed limit

10'

10'

10'

12'

11'

11'

11'

11'

11'

11'

23'

18'

18'

Intersection 41 - Hempstead Turnpike
Westbound at Meadowbrook Parkway
Northbound Off Ramp



East Meadow

Bike lane

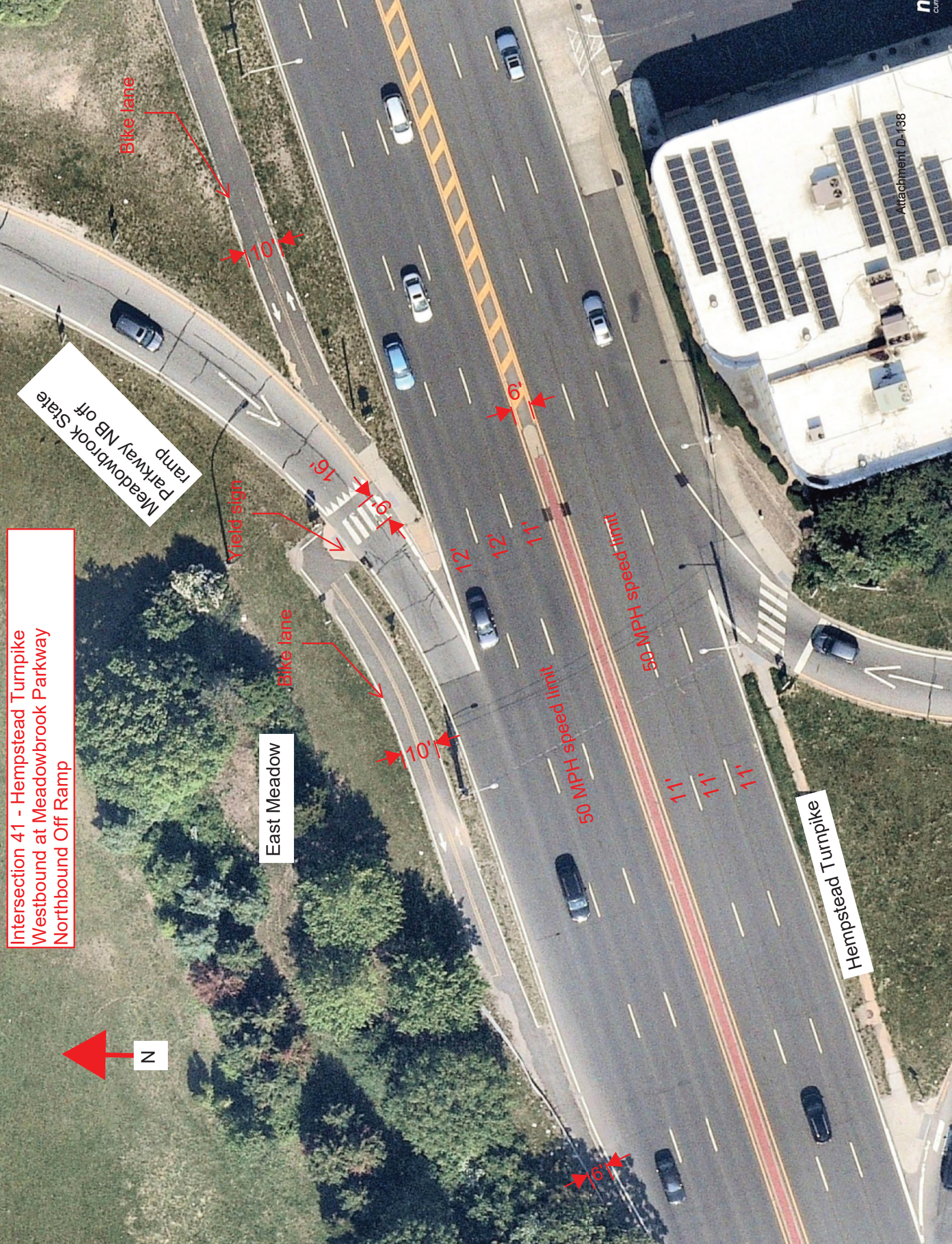
Bike lane

Yield sign

Meadowbrook State
Parkway NB off
ramp

Hempstead Turnpike

Attachment D-138



Intersection 42 - Hempstead Turnpike Eastbound
at Meadowbrook Parkway Southbound Off Ramp



50 MPH speed limit

50 MPH speed limit

Hempstead Turnpike

East Meadow

Meadowbrook State
Parkway SB

11' 11' 11' 11' 11' 11'

12'

4'

5'

Yield sign

18'

70'

105'

Intersection 43 - Hempstead Turnpike Eastbound
at Meadowbrook Parkway Northbound Off Ramp



665' to intersection



No parking

Stop sign

Meadowbrook State
Parkway NB off ramp

Hempstead Turnpike

East Meadow

Attachment D-140

5'

6'

18'

11'

11'

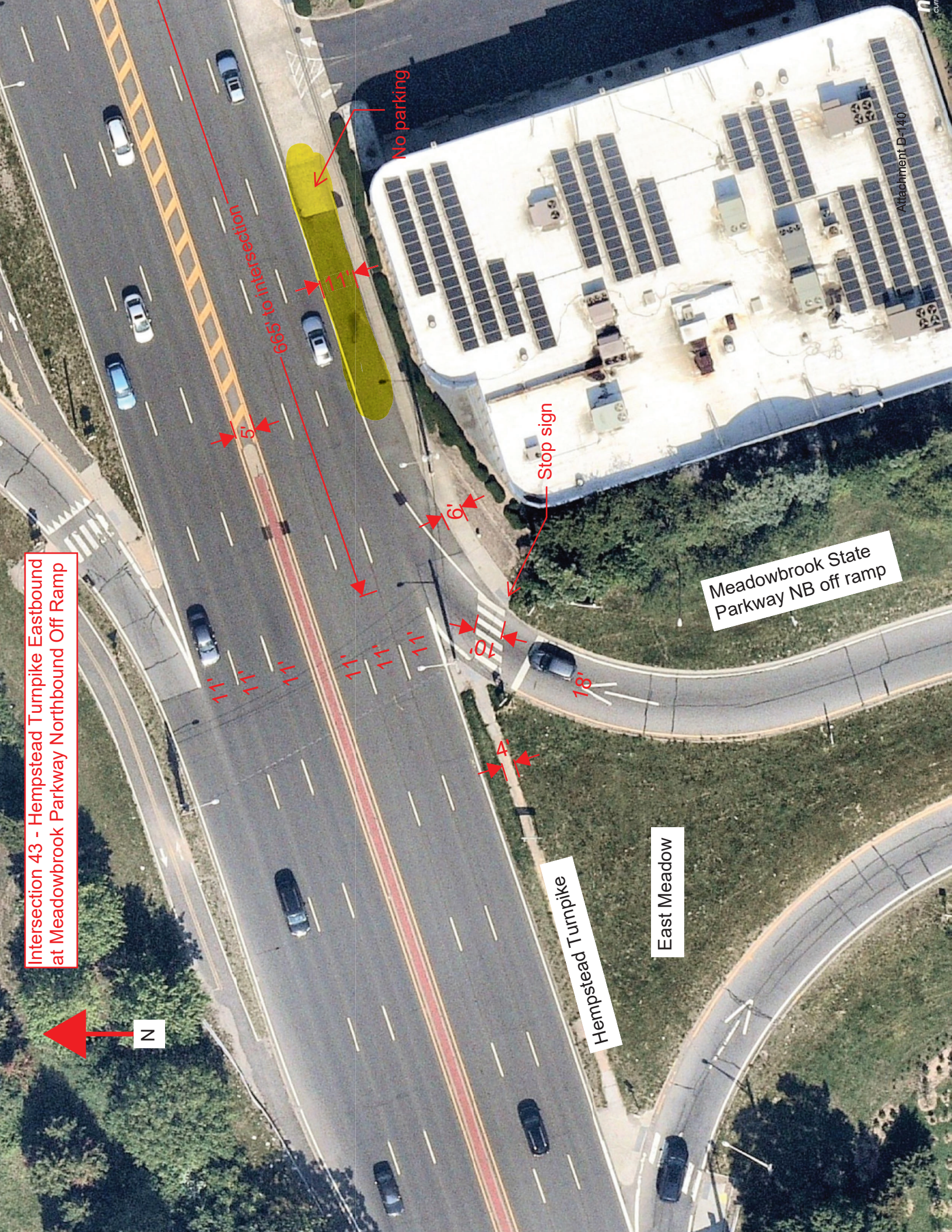
11'

11'

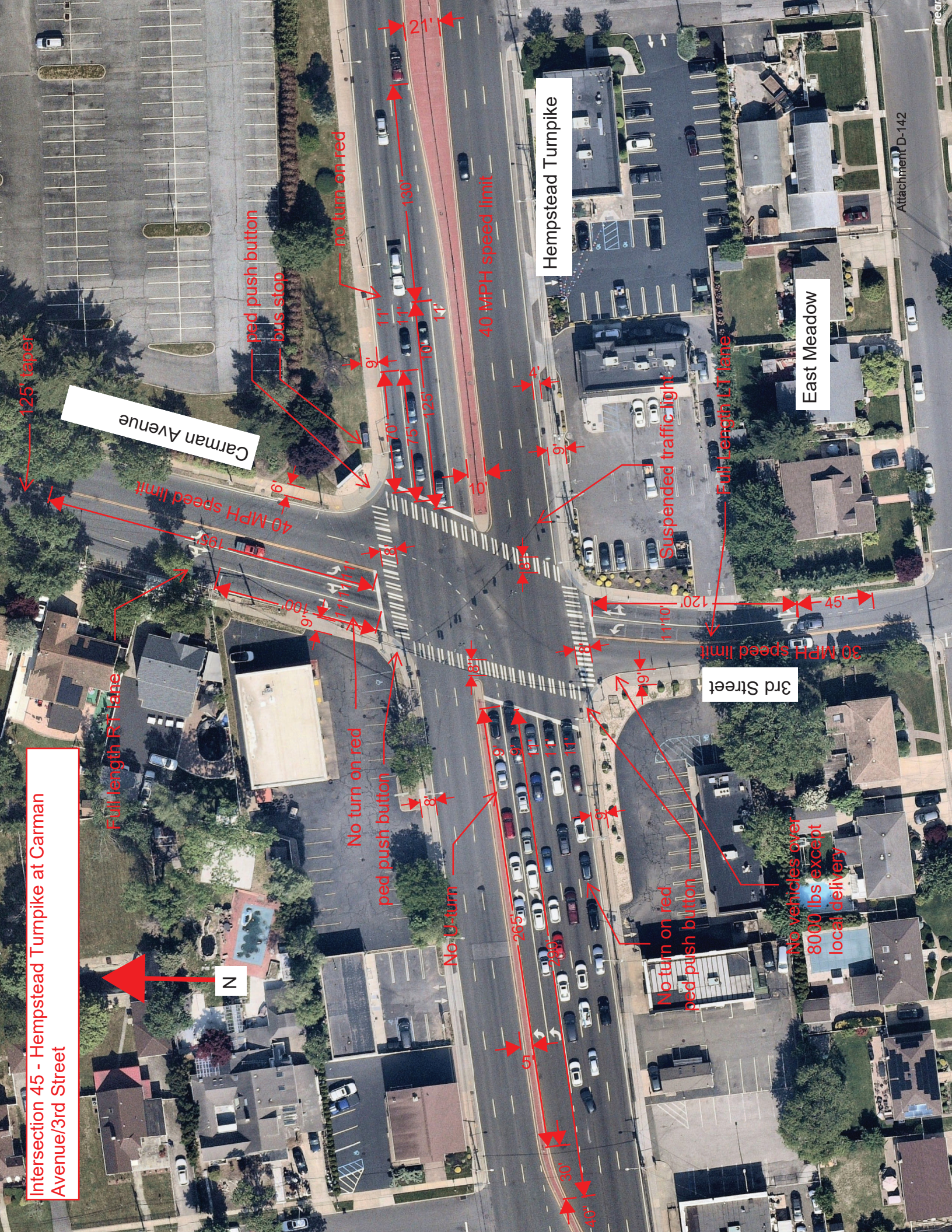
11'

4'

10'



Intersection 45 - Hempstead Turnpike at Carman Avenue/3rd Street



Full length RT lane

Carman Avenue

40 MPH speed limit

red push button
bus stop

no turn on red

No turn on red

red push button

No U-turn

Hempstead Turnpike

40 MPH speed limit

No turn on red
red push button

No vehicles over
8000 lbs except
local delivery

Suspended traffic light

Full length LT lane

3rd Street

30 MPH speed limit

East Meadow



125' taper

198'

190'

111'

111'

8'

8'

8'

8'

8'

8'

8'

8'

8'

8'

8'

8'

8'

8'

8'

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8'

8'

8'

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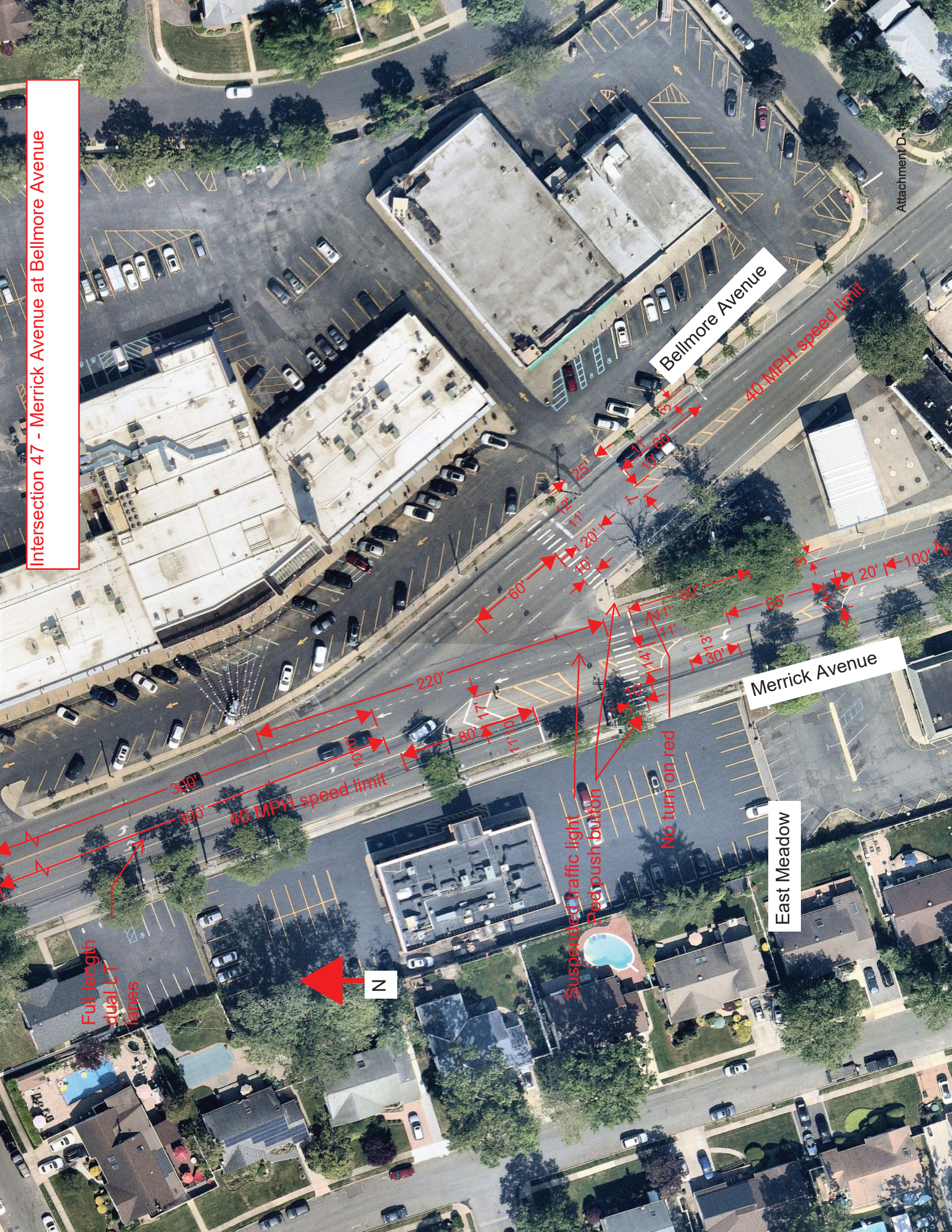
1110'

1110'

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1110'

Intersection 47 - Merrick Avenue at Bellmore Avenue



Full length
dual LT
lanes



Suspended traffic light
Red push button

No turn on red

390'
350'
40 MPH speed limit

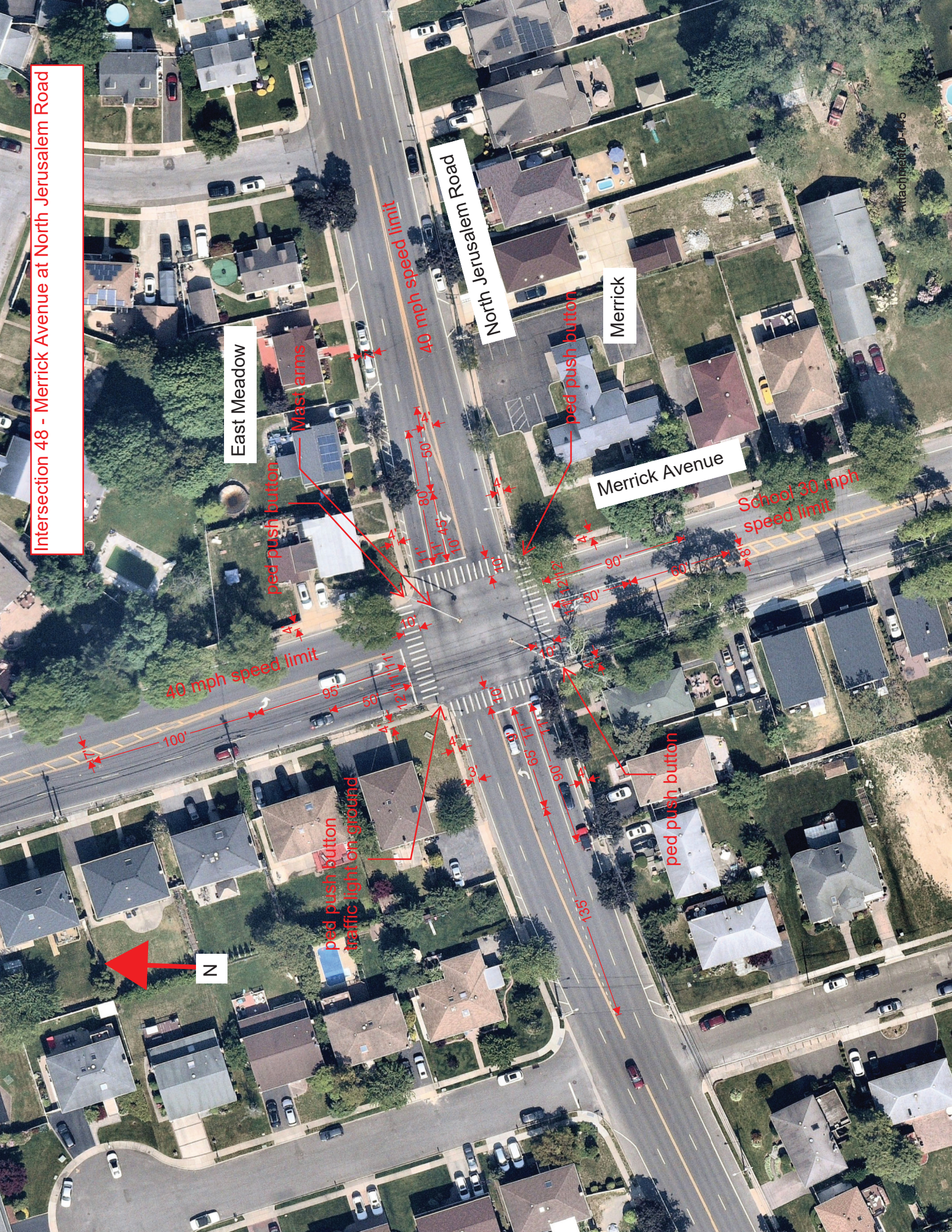
Merrick Avenue

Bellmore Avenue

East Meadow

40 MPH speed limit

Intersection 48 - Merrick Avenue at North Jerusalem Road



East Meadow

North Jerusalem Road

Merrick

Merrick Avenue

Mast arms

ped push button

ped push button

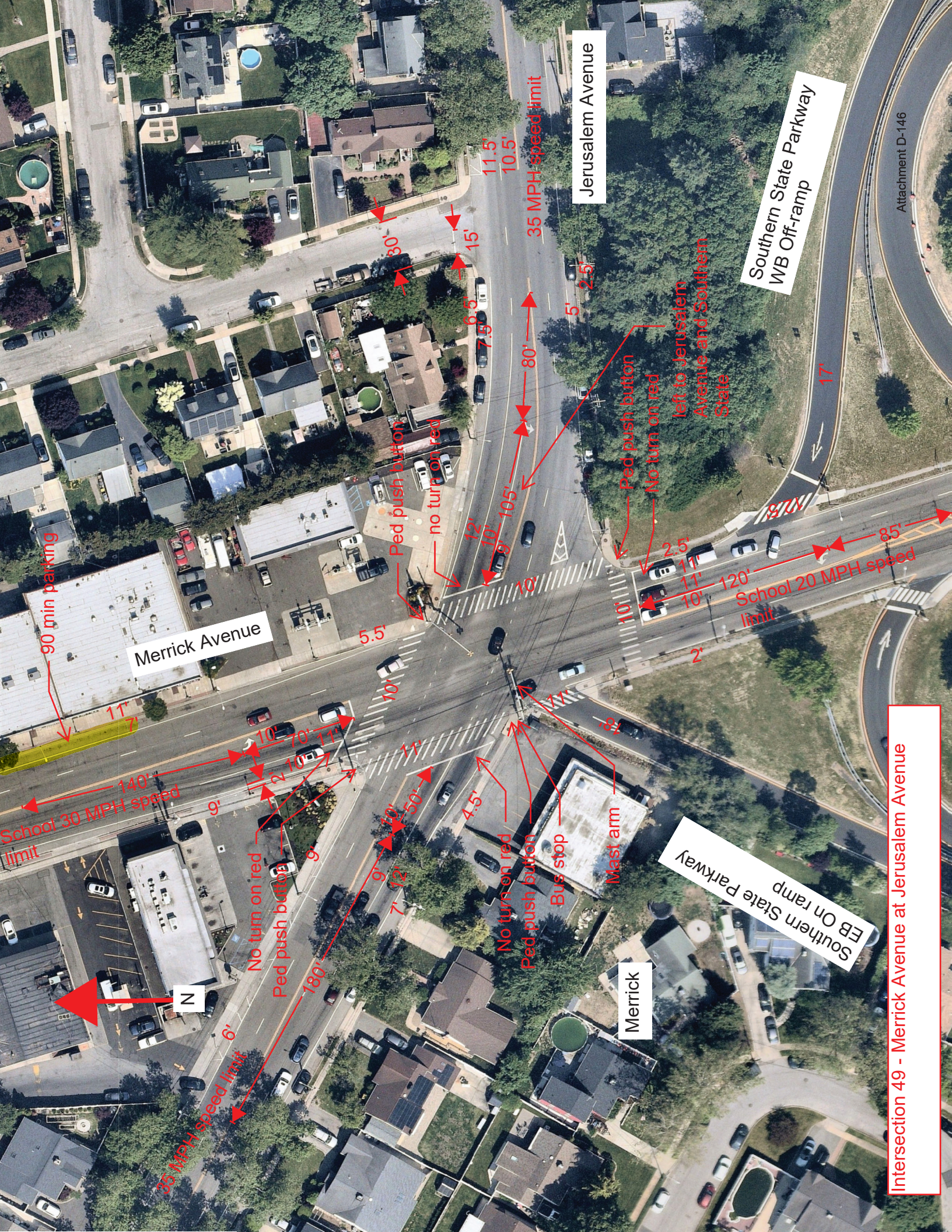
School 30 mph speed limit

ped push button traffic light on ground

ped push button

N

Attachment 2-146



Merrick Avenue

Jerusalem Avenue

Southern State Parkway
WB Off-ramp

Southern State Parkway
EB On ramp

Merrick

Intersection 49 - Merrick Avenue at Jerusalem Avenue

90 min parking

School 30 MPH speed limit

35 MPH speed limit

35 MPH speed limit

School 20 MPH speed limit

Ped push button

no turn on red

Ped push button

left to Jerusalem Avenue and Southern State

No turn on red

No turn on red

Ped push button

Bus stop

Mast arm

N

140'

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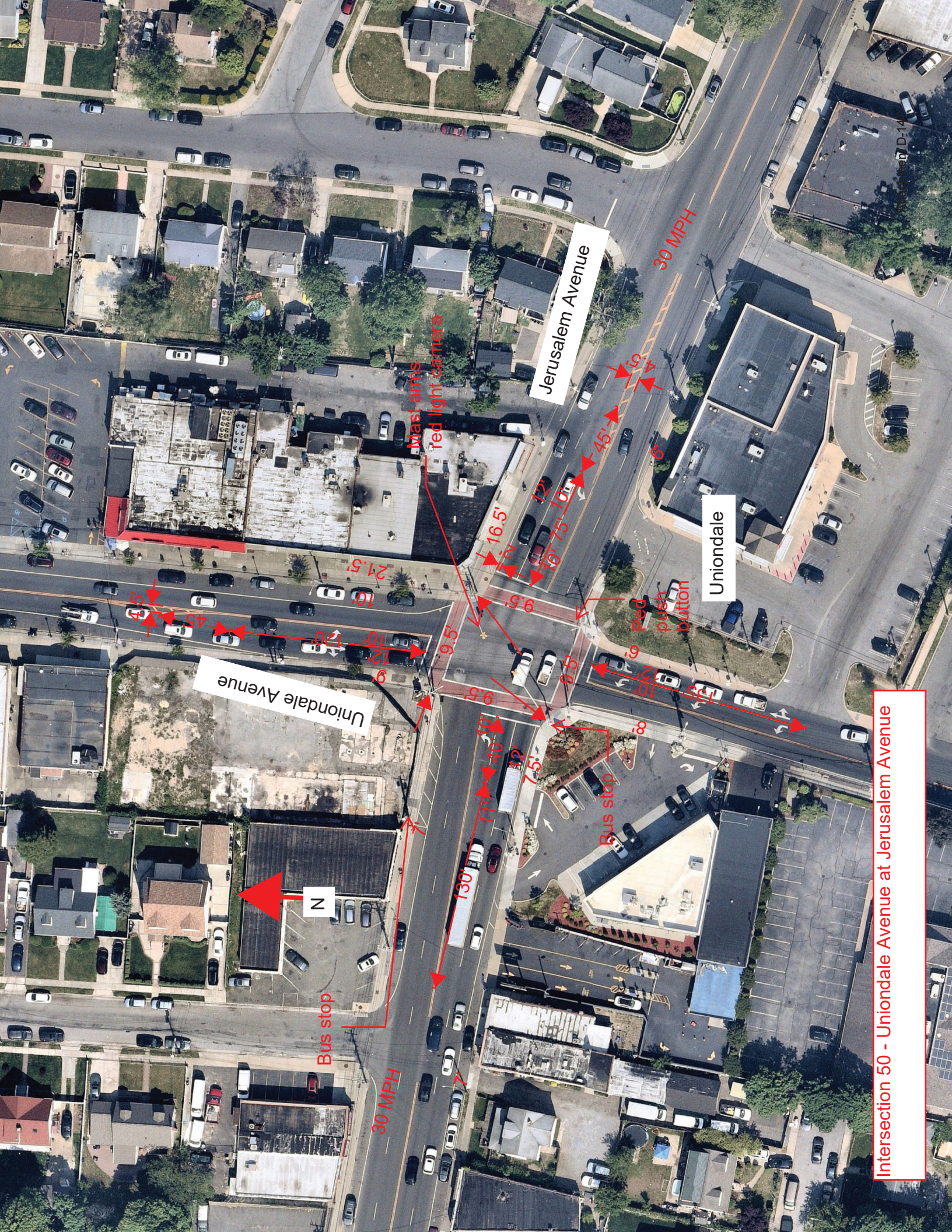
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17'



Uniondale Avenue

Jerusalem Avenue

Uniondale

N

Intersection 50 - Uniondale Avenue at Jerusalem Avenue

Bus stop

Mast arm
Red light camera

Red
push
button

30 MPH

30 MPH

45'

45'

10'

120'

9.5'

9'

9.5'

9.5'

9.5'

9.5'

9'

120'

135'

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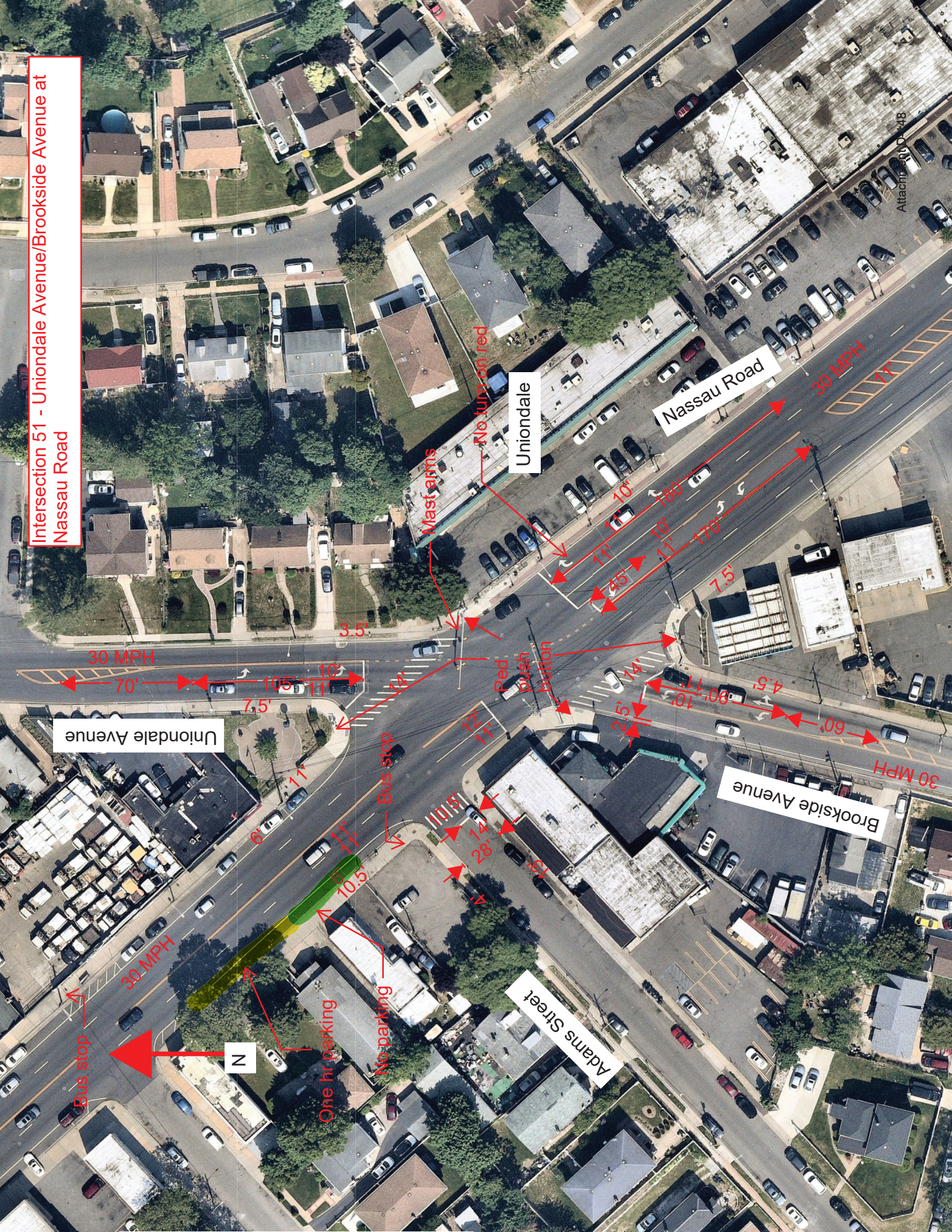
45'

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4

Intersection 51 - Uniondale Avenue/Brookside Avenue at Nassau Road



Uniondale Avenue

Uniondale

Nassau Road

Brookside Avenue

Adams Street

N

Intersection 52 - Stewart Avenue at Ring Road West
(Roosevelt Field)

Ring Road West Roosevelt Field Mall

Stewart Avenue

Garden City

Attachment D-149

Bus stop

Ped push button

Mast arms

Full length LT lane

Mast arms

No U-turn

Ped push button



25 MPH
65'

40 MPH

30 MPH
105'

6'
8.5'

10.5'

11'
12'

45'

12'

4'

10'

9'

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145'

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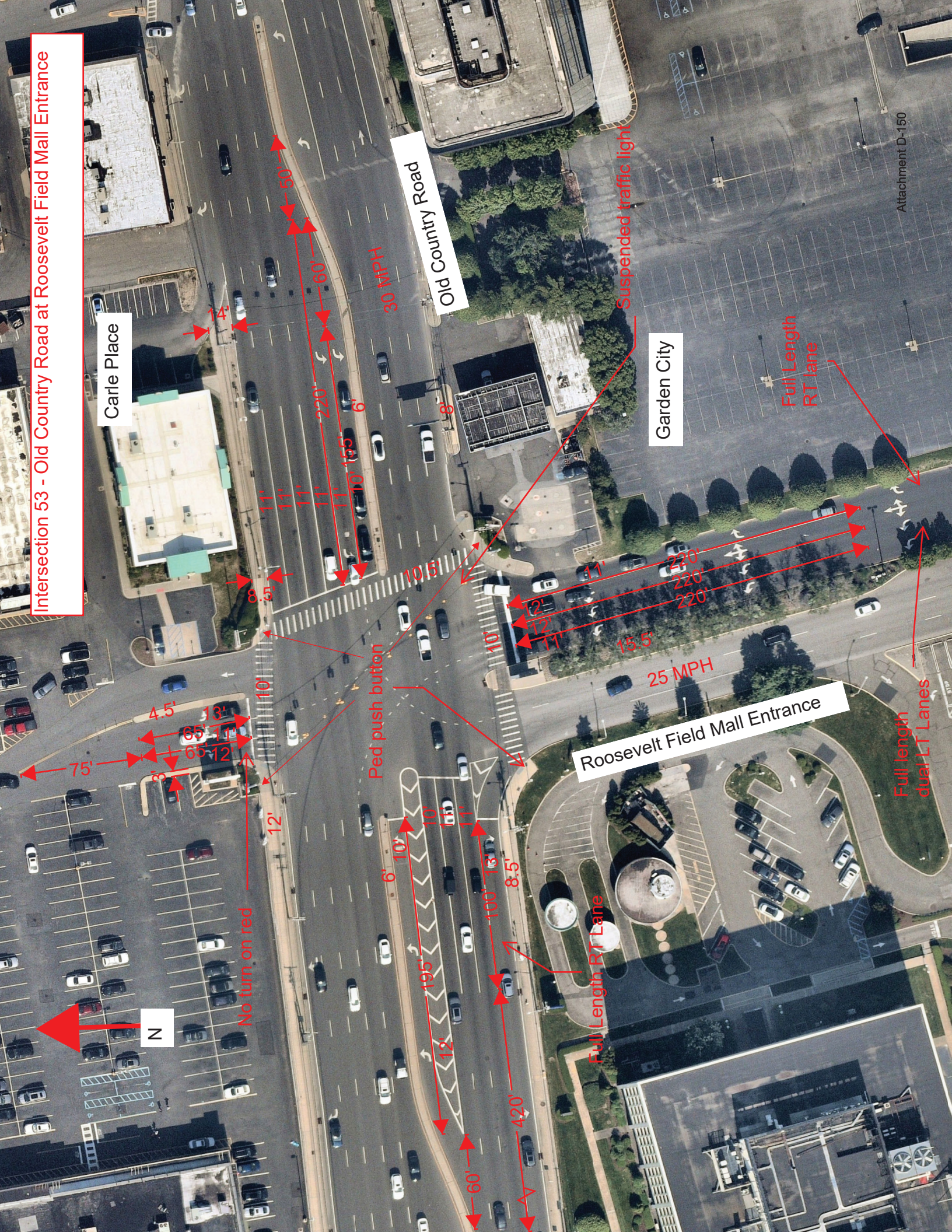
4'

4'

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4'

Intersection 53 - Old Country Road at Roosevelt Field Mall Entrance



Carle Place

Old Country Road

Garden City

Roosevelt Field Mall Entrance

N

Attachment D-150

30 MPH

Suspended traffic light

Red push button

No turn on red

Full Length RT Lane

Full Length RT lanes

Full length dual LT Lanes

75'

4.5'

13'

65'

11'

65'

12'

8.5'

10'

11'

10.5'

10'

11'

12'

11'

15.5'

220'

220'

220'

14'

2.20'

60'

55'

6'

50'

195'

12'

6'

10'

10'

11'

100'

13'

8.5'

420'

6'

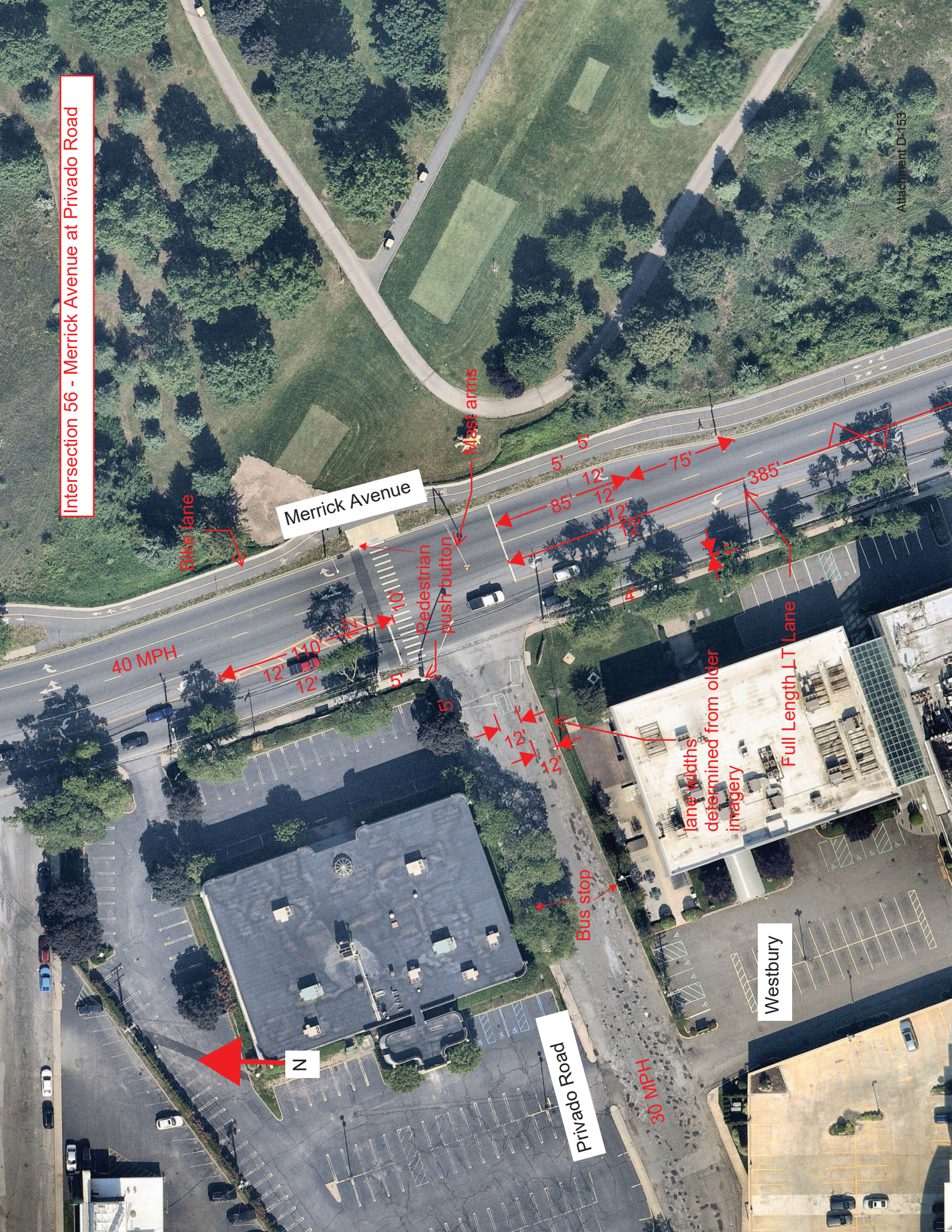
10'

11'

Intersection 55 - Merrick Avenue at Corporate Drive



Intersection 56 - Merrick Avenue at Privado Road



Bike lane

Merrick Avenue

Mast arms

Pedestrian push-button

40 MPH

30 MPH

lane widths determined from older imagery

Full Length LT Lane

Bus stop

Westbury

N

Intersection 57 - Jericho Turnpike at Post Avenue/Post Road

Westbury

Jericho Turnpike (NY 25)

Post Avenue

N

(School) speed limit
25 MPH

Pedestrian push button

Pedestrian push button

Suspended Traffic light

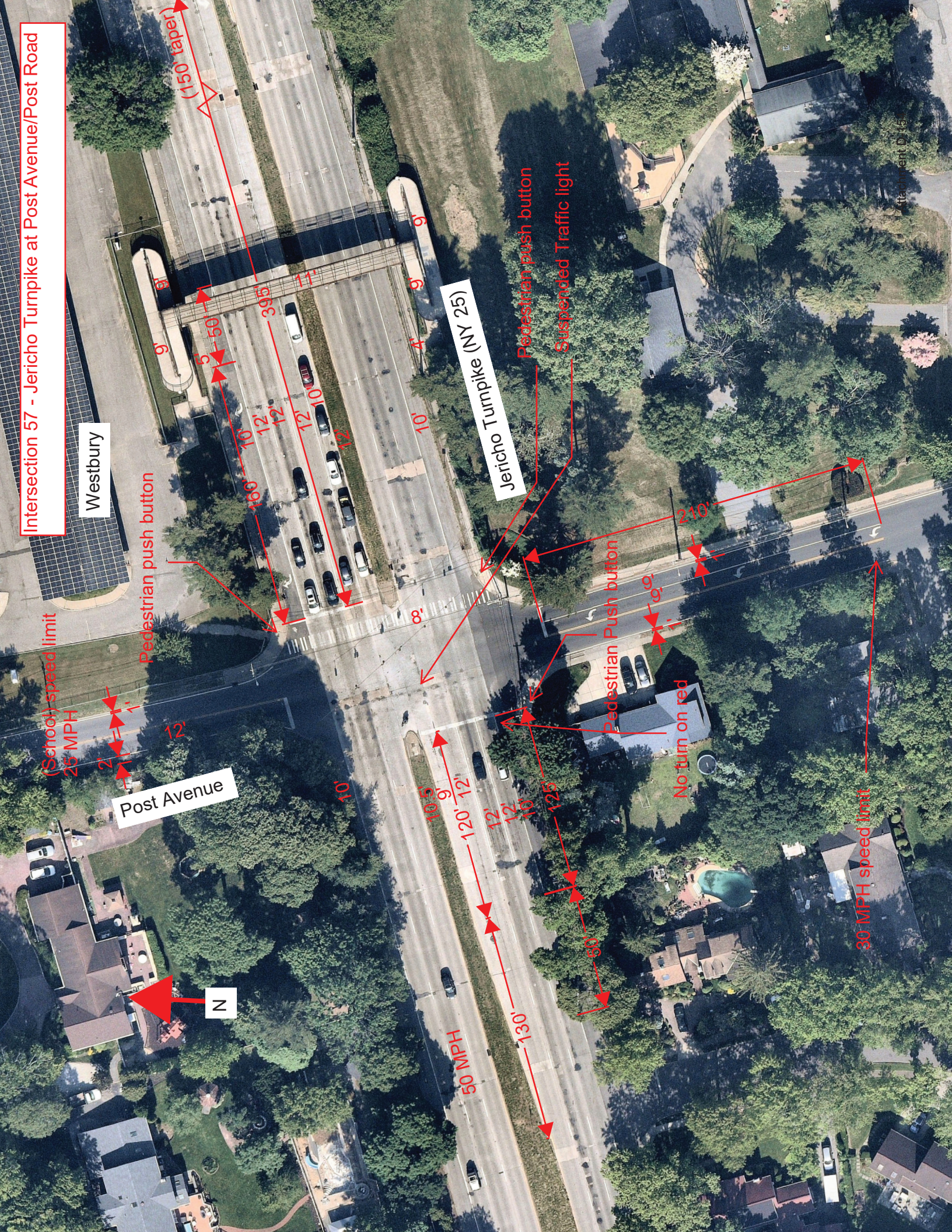
Pedestrian Push button

No turn on red

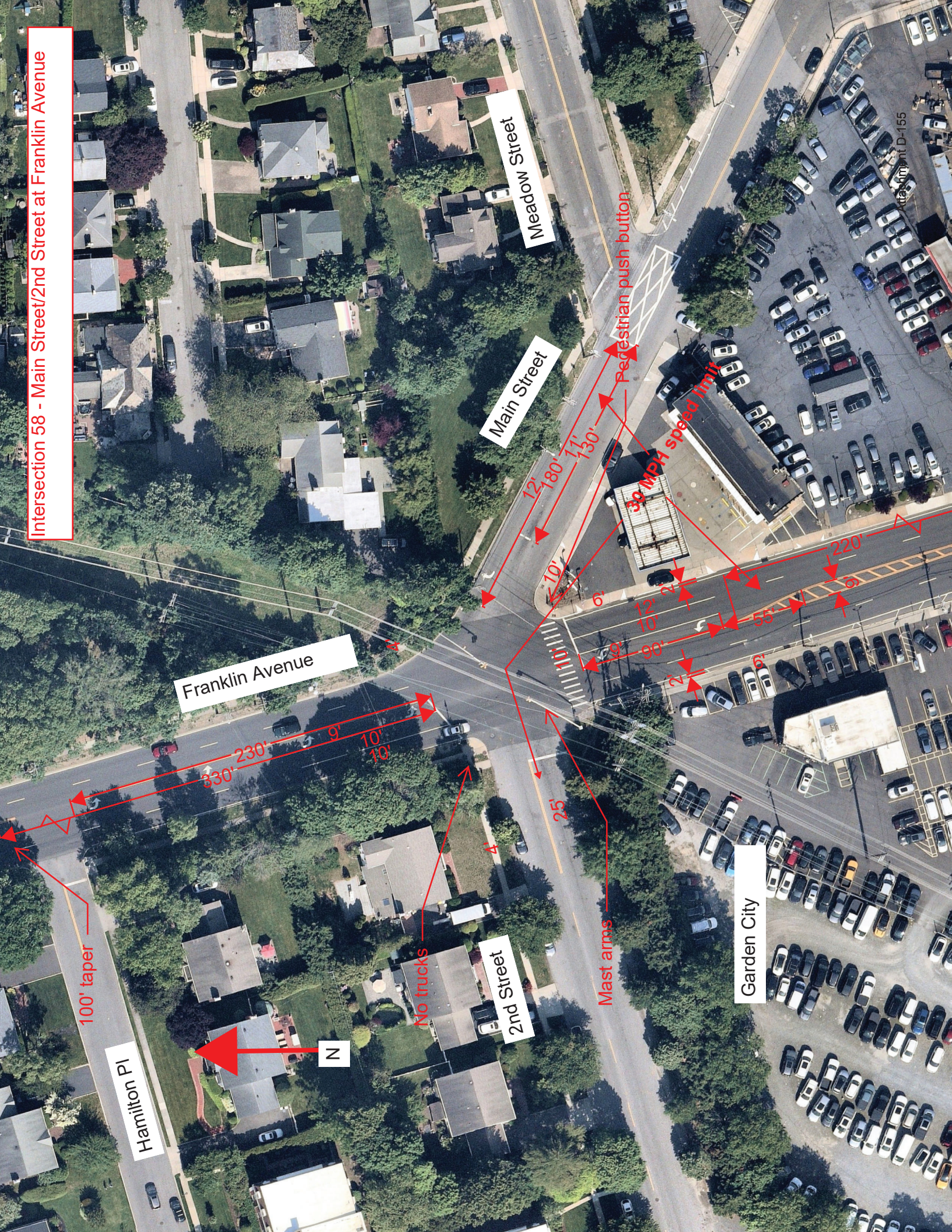
30 MPH speed limit

(150' taper)

Attachment D-15



Intersection 58 - Main Street/2nd Street at Franklin Avenue



Franklin Avenue

Main Street

Meadow Street

Hamilton Pl

2nd Street

Garden City

N

Pedestrian push button

30 MPH speed limit

No trucks

Mast arms

100' taper

330' 230' 9' 10' 10'

25'

12' 180' 11' 130'

10'

6'

12'

10'

2'

90'

55'

9'

220'

9'

Attachment D-155

Intersection 59 - Main Street at Meadow Street



Franklin Court

Meadow Place

No parking 8 AM-6 PM weekdays

Meadow Street

Parking ok

30 MPH speed limit

Stop sign

Attachment D-156

Old Franklin Street

33.5'

Main Street

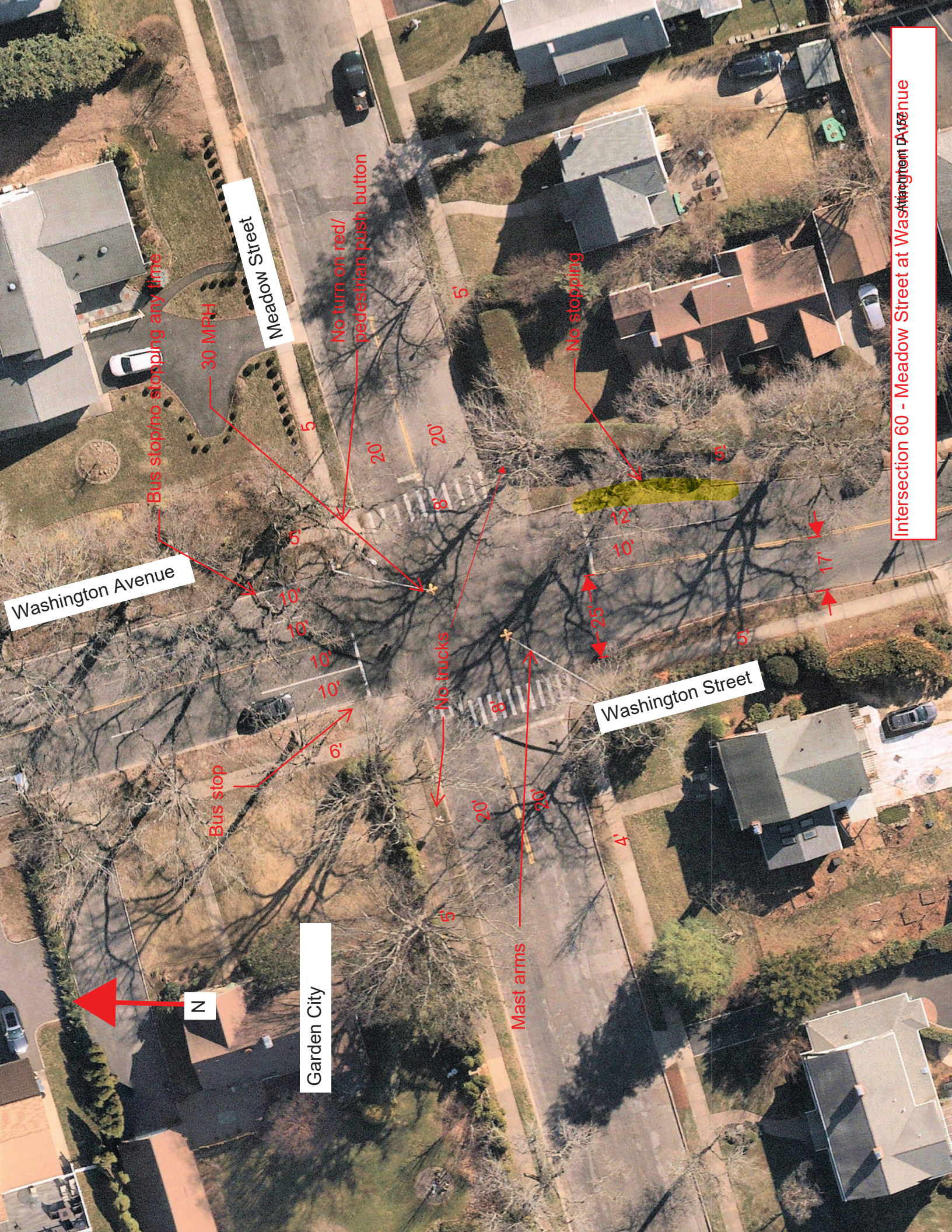
Stop sign

Franklin Avenue

Parking permitted

Garden City

N



Intersection 60 - Meadow Street at Washington Avenue

Washington Avenue

Meadow Street

Washington Street

Garden City

N

Bus stop no stopping any time

30 MPH

No turn on red/
pedestrian push button

No stopping

Bus stop

No trucks

Mast arms

20'

20'

5'

5'

5'

10'

10'

10'

10'

6'

5'

20'

20'

4'

12'

10'

25'

5'

5'

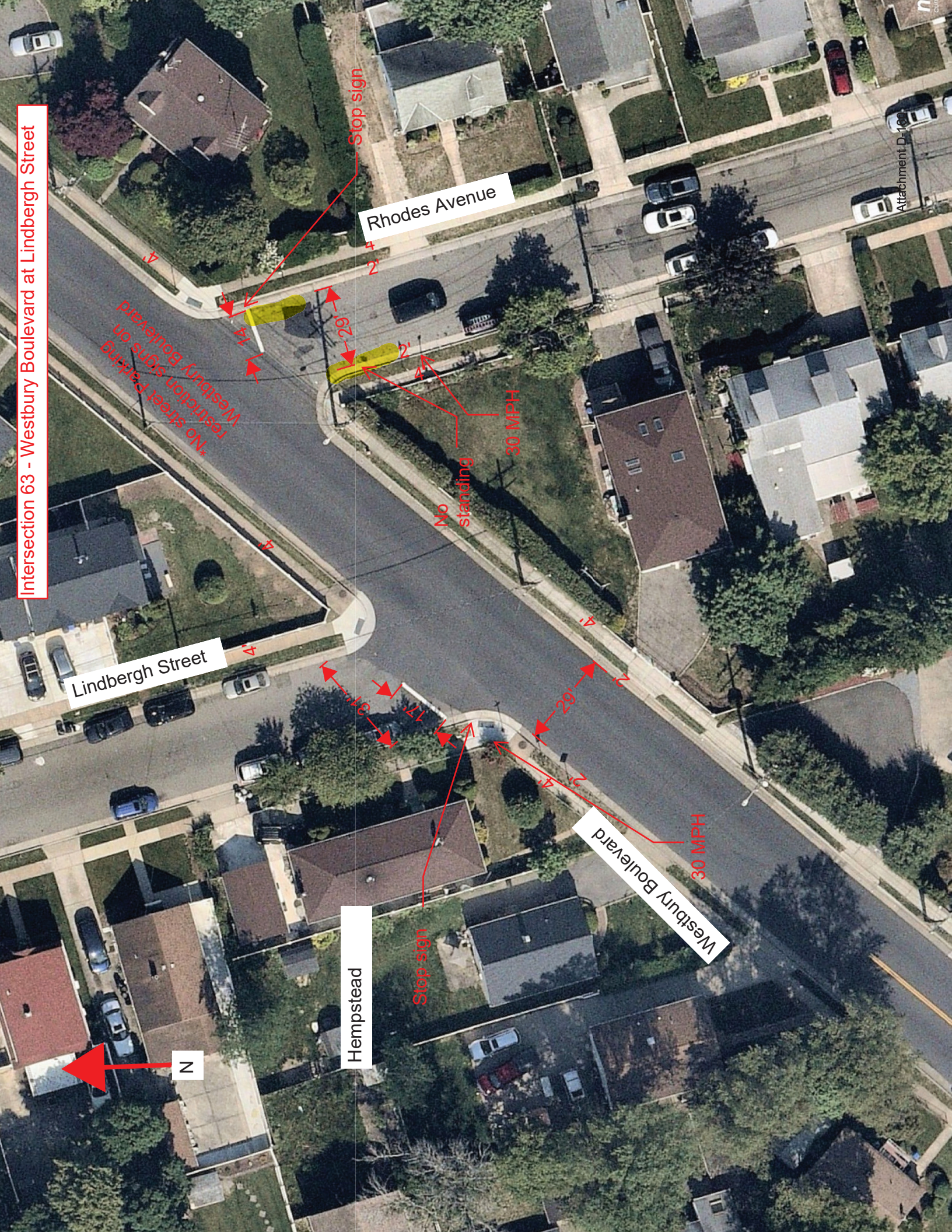
17'

17'

17'

17'

Intersection 63 - Westbury Boulevard at Lindbergh Street



Rhodes Avenue

Lindbergh Street

Westbury Boulevard

Hempstead

Stop sign

Stop sign

No street parking on Westbury Boulevard

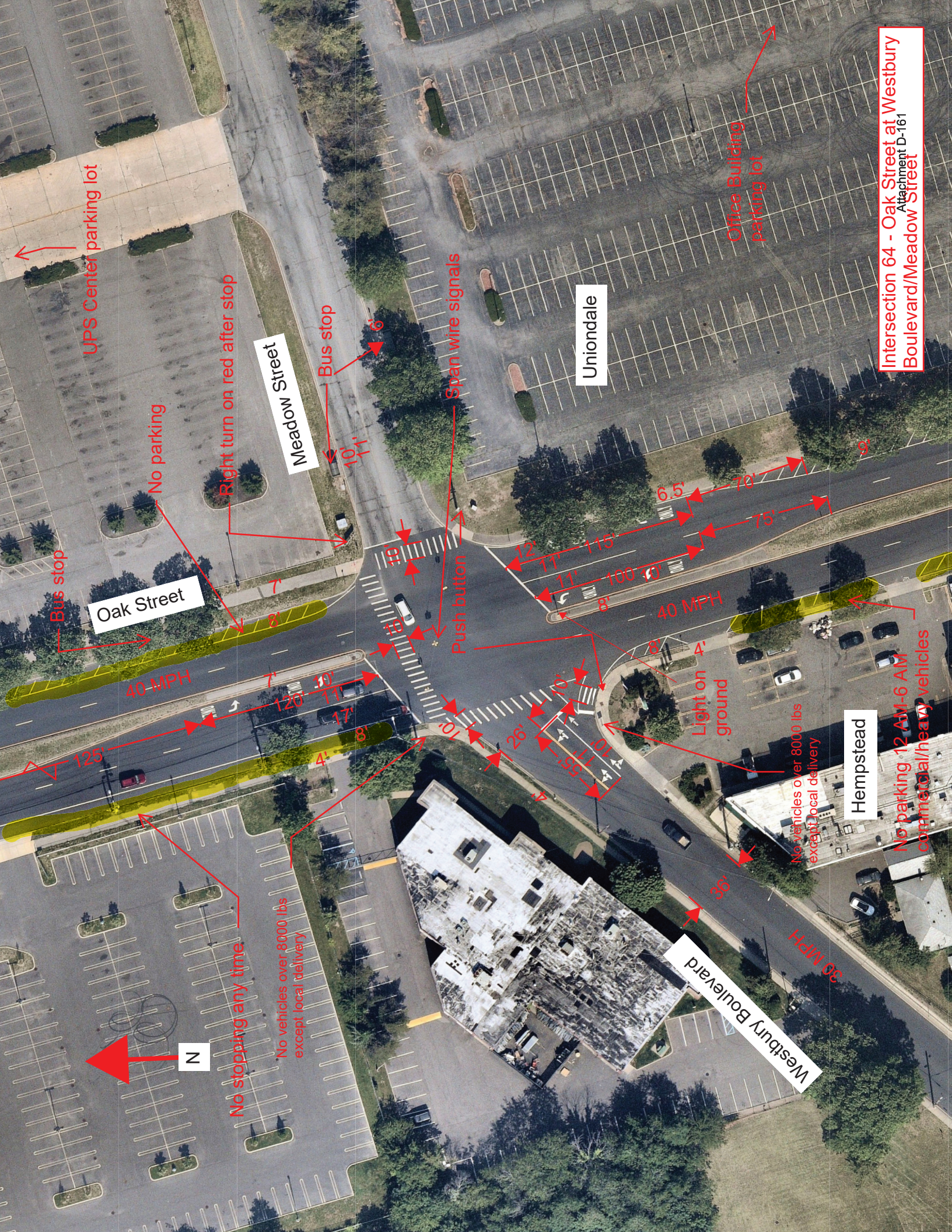
No standing

30 MPH

30 MPH

N

Attachment D-100



UPS Center parking lot

Office Building parking lot

No parking

Right turn on red after stop

Span wire signals

Push button

Light on ground

No vehicles over 8000 lbs except local delivery

No parking 12 AM-6 AM commercial/heavy vehicles

No stopping any time

No vehicles over 8000 lbs except local delivery

N

Oak Street

Meadow Street

Uniondale

Hempstead

Westbury Boulevard

Intersection 64 - Oak Street at Westbury Attachment D-161 Boulevard/Meadow Street

40 MPH

40 MPH

30 MPH

Bus stop

Bus stop

Bus stop

19'

10'

11'

19'

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19'

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Intersection 65 - Hempstead Turnpike at
Franklin Avenue/Perimeter E/Hospital
Street



N

PERIMETER E

NO RTOS

KEEP LEFT

115 Storage

STRAIN POLES/SPAN WIRE

PED SIGNAL/BUTTONS

RESIDENT PERMIT REQ

FRANKLIN AVE

PED SIGNAL/BUTTONS

KEEP RIGHT

360 Storage

NO STOPPING ANY TIME
NO STOPPING EXCEPT BUSES
BUS ROUTE

PED SIGNAL/BUTTONS

HEMPSTEAD TPKE

**Intersection 66 - Washington Street at
W. Columbus Street (Hempstead Train
Station Access)**

ALL 30 MPH

N

PED SIGNAL/BUTTON

MAST ARM

100' Storage, 110' Taper

WASHINGTON ST

W Columbia St

20' ± 8' Parking

PARKING RESTRICTIONS

