



# Appendix 2.6-9

## Meadowbrook State Parkway Analysis

### Comparison of Weekday AM Peak Hour MOEs

Freeway Segment	Existing Conditions						No Build 2030 Conditions						Build 2030 Conditions - DEIS Alt BD						Build Mitigation 2030 Conditions - DEIS Alt BD					
	Speed	Density	LOS	Throughput	Demand	Delta	Speed	Density	LOS	Throughput	Demand	Delta	Speed	Density	LOS	Throughput	Demand	Delta	Speed	Density	LOS	Throughput	Demand	Delta
<b>Meadowbrook State Parkway (Northbound)</b>																								
Mainline south of Sunrise Highway	55	22.1	C	3,561	3,567	0.2%	55	23.1	C	3,714	3,720	0.2%	55	23.0	C	3,720	3,730	0.3%	55	23.0	C	3,720	3,730	0.3%
Diverge Segment at Sunrise Highway eastbound off-ramp	53	20.8	C	3,541	3,567	0.7%	52	22.2	C	3,692	3,720	0.7%	53	21.7	C	3,695	3,730	0.9%	53	21.6	C	3,695	3,730	0.9%
Mainline between Sunrise Highway eastbound off-ramp and on-ramp	52	21.2	C	3,287	3,294	0.2%	49	23.7	C	3,424	3,435	0.3%	52	22.4	C	3,421	3,445	0.7%	53	21.9	C	3,426	3,445	0.6%
Weave segment between Sunrise Highway eastbound on-ramp and westbound off-ramp	35	36.9	E	3,991	3,992	0.0%	31	49.3	F	4,188	4,184	-0.1%	34	41.9	E	4,150	4,197	1.1%	35	41.3	E	4,157	4,197	1.0%
Mainline between Sunrise Highway westbound on-ramp and off-ramp	45	27.9	D	3,711	3,681	-0.8%	42	31.8	D	3,896	3,860	-0.9%	43	31.5	D	3,855	3,873	0.5%	44	30.2	D	3,862	3,873	0.3%
Merge segment at Sunrise Highway westbound on-ramp	53	24.6	C	4,056	4,020	-0.9%	50	27.8	C	4,255	4,216	-0.9%	49	29.0	D	4,208	4,229	0.5%	51	27.0	C	4,217	4,229	0.3%
Diverge segment at Babylon Turnpike eastbound off-ramp	55	24.6	C	4,001	4,020	0.5%	51	28.8	D	4,198	4,216	0.4%	50	29.7	D	4,144	4,229	2.0%	52	28.0	C	4,156	4,229	1.7%
Mainline between Babylon Turnpike eastbound off-ramp and on-ramp	55	24.0	C	3,859	3,827	-0.8%	48	30.1	D	4,051	4,015	-0.9%	50	29.5	D	3,994	4,028	0.8%	52	28.2	D	4,008	4,028	0.5%
Weave segment between Babylon Turnpike eastbound on-ramp and westbound off-ramp	47	27.6	C	4,220	4,230	0.2%	39	35.6	E	4,429	4,437	0.2%	43	32.8	D	4,364	4,456	2.1%	45	31.0	D	4,383	4,456	1.6%
Mainline between Babylon Turnpike westbound off-ramp and on-ramp	51	28.3	D	4,125	4,074	-1.3%	40	38.4	E	4,331	4,274	-1.3%	46	34.2	D	4,255	4,293	0.9%	48	32.4	D	4,277	4,293	0.4%
Merge segment at Babylon Turnpike westbound on-ramp	53	28.3	D	4,351	4,298	-1.2%	38	42.6	E	4,572	4,510	-1.4%	47	35.8	E	4,490	4,536	1.0%	51	32.6	D	4,515	4,536	0.5%
Diverge segment at Southern State Parkway westbound off-ramp	47	31.9	D	4,369	4,298	-1.6%	36	44.0	F	4,607	4,510	-2.1%	43	42.0	E	4,455	4,536	1.8%	48	34.3	D	4,509	4,536	0.6%
Mainline between Southern State Parkway westbound and eastbound off-ramp	41	39.9	E	3,171	3,118	-1.7%	36	47.1	F	3,377	3,275	-3.1%	52	31.5	D	3,222	3,301	2.4%	52	31.8	D	3,264	3,301	1.1%
Diverge segment at Southern State Parkway eastbound off-ramp	33	43.5	F	3,166	3,118	-1.5%	28	53.2	F	3,371	3,275	-2.9%	42	33.9	D	3,203	3,301	3.0%	41	35.1	E	3,244	3,301	1.7%
Mainline between Southern State Parkway eastbound off-ramp and on-ramp	32	44.4	E	2,707	2,654	-2.0%	27	54.3	F	2,883	2,786	-3.5%	36	39.9	E	2,735	2,812	2.8%	35	41.1	E	2,771	2,812	1.5%
Merge segment at Southern State Parkway eastbound on-ramp	28	53.2	F	4,081	4,009	-1.8%	24	64.9	F	4,241	4,232	-0.2%	24	65.9	F	4,107	4,323	5.0%	23	68.9	F	4,133	4,323	4.4%
Merge segment at Southern State Parkway westbound on-ramp	24	69.7	F	5,044	4,982	-1.2%	22	77.4	F	5,104	5,278	3.3%	15	105.4	F	5,064	5,434	6.8%	14	106.6	F	5,072	5,434	6.7%
Mainline north of Southern State Parkway westbound on-ramp	45	38.0	E	5,068	4,982	-1.7%	44	38.8	E	5,125	5,278	2.9%	36	46.9	F	5,085	5,434	6.4%	36	47.0	F	5,094	5,434	6.3%
Diverge segment at Hempstead Turnpike eastbound off-ramp	47	35.9	E	5,070	4,982	-1.8%	45	38.8	E	5,124	5,278	2.9%	45	38.7	E	5,082	5,434	6.5%	41	41.4	E	5,094	5,434	6.3%
Mainline between Hempstead Turnpike eastbound off-ramp and on-ramp	40	39.1	E	4,628	4,587	-0.9%	38	41.3	E	4,683	4,866	3.8%	37	43.3	E	4,696	5,022	6.5%	36	44.4	E	4,709	5,022	6.2%
Weave segment between Hempstead Turnpike eastbound on-ramp and northbound C-D Road off-ramp	43	32.9	D	5,027	5,068	0.8%	42	34.2	D	5,097	5,368	5.0%	40	35.3	E	5,130	5,524	7.1%	39	36.9	E	5,147	5,524	6.8%
Mainline between northbound C-D road off-ramp and on-ramp	55	22.7	C	3,471	3,469	0.0%	55	23.2	C	3,534	3,691	4.2%	55	22.8	C	3,454	3,691	6.4%	55	23.0	C	3,463	3,691	6.2%
Merge segment at northbound C-D road on-ramp	54	25.0	C	4,626	4,717	1.9%	54	25.6	C	4,707	4,993	5.7%	54	25.1	C	4,642	5,048	8.0%	54	25.1	C	4,650	5,048	7.9%
Diverge segment at Merchants Concourse eastbound off-ramp	48	32.9	D	4,587	4,717	2.8%	48	33.1	D	4,666	4,993	6.5%	49	32.4	D	4,601	5,048	8.9%	49	32.5	D	4,610	5,048	8.7%
Diverge segment at Merchants Concourse westbound off-ramp	40	32.8	D	4,399	4,465	1.5%	40	33.1	D	4,478	4,731	5.3%	41	32.1	D	4,411	4,786	7.8%	40	33.0	D	4,425	4,786	7.6%
Mainline between Merchants Concourse westbound off-ramp and on-ramp	52	25.1	C	3,879	3,883	0.1%	52	25.7	C	3,971	4,130	3.9%	53	25.1	C	3,916	4,185	6.4%	52	25.3	C	3,926	4,185	6.2%
Weave segment between Merchants Concourse on-ramp and Zeckendorf Boulevard northbound off-ramp	55	22.4	C	4,054	4,063	0.2%	55	23.1	C	4,160	4,312	3.5%	55	22.8	C	4,105	4,367	6.0%	55	22.8	C	4,115	4,367	5.8%
Mainline between Zeckendorf Boulevard northbound off-ramp and on-ramp	55	23.4	C	3,808	3,825	0.4%	55	24.0	C	3,912	4,064	3.8%	55	23.7	C	3,865	4,119	6.2%	55	23.7	C	3,874	4,119	6.0%
Weave segment between Zeckendorf Boulevard northbound off-ramp and southbound off-ramp	50	24.0	C	3,999	4,077	1.9%	48	25.2	C	4,124	4,342	5.0%	49	25.0	C	4,083	4,397	7.1%	48	25.0	C	4,087	4,397	7.1%
Mainline between Zeckendorf Boulevard southbound off-ramp and on-ramp	53	24.2	C	3,839	3,885	1.2%	52	25.0	C	3,911	4,087	4.3%	53	24.7	C	3,875	4,142	6.4%	52	24.8	C	3,878	4,142	6.4%
Weave segment between Zeckendorf Boulevard southbound on-ramp and Old Country Road off-ramp	53	19.6	B	3,940	3,982	1.1%	52	20.2	C	4,012	4,188	4.2%	52	19.9	B	3,977	4,243	6.3%	52	20.0	C	3,979	4,243	6.2%
Mainline between Old Country Road off-ramp and eastbound on-ramp	54	19.6	C	3,102	3,145	1.4%	54	20.0	C	3,154	3,303	4.5%	54	19.7	C	3,123	3,341	6.5%	54	19.8	C	3,125	3,341	6.5%
Merge segment at Old Country Road eastbound on-ramp	47	23.6	C	3,886	3,944	1.5%	46	25.0	C	4,032	4,199	4.0%	47	24.4	C	4,001	4,237	5.6%	47	24.5	C	4,004	4,237	5.5%
Mainline between Old Country Road eastbound on-ramp and westbound on-ramp	51	26.1	D	3,899	3,944	1.2%	51	27.5	D	4,048	4,199	3.6%	51	27.1	D	4,016	4,237	5.2%	51	27.2	D	4,019	4,237	5.1%
Merge segment at Old Country Road westbound on-ramp	54	24.4	C	4,000	4,103	2.5%	54	25.4	C	4,155	4,366	4.8%	54	25.1	C	4,122	4,404	6.4%	54	25.2	C	4,124	4,404	6.4%
Mainline between Old Country Road westbound on-ramp and Northern State Parkway eastbound off-ramp	54	25.4	C	4,094	4,103	0.2%	54	26.6	D	4,252	4,366	2.6%	54	26.2	D	4,218	4,404	4.2%	54	26.2	D	4,219	4,404	4.2%
Diverge segment at Northern State Parkway eastbound off-ramp	48	28.9	D	4,091	4,103	0.3%	43	33.1	D	4,248	4,366	2.7%	46	30.9	D	4,214	4,404	4.3%	47	30.4	D	4,216	4,404	4.3%
Mainline ramp to Northern State Parkway westbound	48	27.4	D	2,650	2,653	0.1%	48	28.5	D	2,738	2,812	2.6%	48	28.1	D	2,710	2,833	4.3%	48	28.1	D	2,713	2,833	4.3%
Mainline ramp to Northern State Parkway eastbound	48	30.1	D	1,443	1,450	0.5%	48	31.7	D	1,507	1,554	3.0%	48	31.4	D	1,495	1,571	4.8%	48	31.4	D	1,498	1,571	4.6%

Meadowbrook State Parkway (Northbound C-D Road)																								
Diverge segment at Hempstead Turnpike westbound off-ramp	47	17.0	B	1,592	1,599	0.4%	47	17.1	B	1,600	1,677	4.6%	46	18.8	B	1,704	1,833	7.0%	45	19.1	B	1,710	1,833	6.7%
Mainline between Hempstead Turnpike westbound off-ramp and on-ramp	55	13.6	B	1,283	1,282	-0.1%	55	13.5	B	1,290	1,344	4.0%	55	13.3	B	1,253	1,344	6.8%	54	13.3	B	1,259	1,344	6.3%
Merge segment at Hempstead Turnpike westbound on-ramp	38	20.9	C	2,093	2,134	1.9%	38	21.6	C	2,120	2,232	5.0%	38	20.4	C	2,054	2,232	8.0%	38	20.4	C	2,061	2,232	7.7%
Mainline between Hempstead Turnpike westbound on-ramp and Charles Lindbergh Boulevard on-ramp	46	23.6	C	2,134	2,134	0.0%	46	24.1	C	2,160	2,232	3.2%	46	22.6	C	2,096	2,232	6.1%	46	22.7	C	2,102	2,232	5.8%
Weave segment between Charles Lindbergh Boulevard on-ramp and off-ramp	53	19.0	B	2,195	2,194	0.0%	53	19.1	B	2,223	2,296	3.2%	54	17.6	B	2,225	2,351	5.4%	54	17.5	B	2,228	2,351	5.2%
Diverge segment at Stewart Avenue eastbound off-ramp	49	20.6	C	1,627	1,613	-0.9%	50	20.6	C	1,645	1,686	2.4%	51	21.2	C	1,651	1,741	5.2%	51	21.4	C	1,652	1,741	5.1%
Two-to-one lane drop segment between Stewart Avenue off-ramp and on-ramp	43	25.8	C	1,228	1,244	1.3%	43	26.0	C	1,242	1,298	4.3%	44	26.4	C	1,259	1,353	7.0%	43	27.1	C	1,261	1,353	6.8%
Mainline segment between two-to-one lane drop and Stewart Avenue on-ramp	50	25.1	C	1,240	1,244	0.3%	50	25.3	C	1,255	1,298	3.3%	50	25.3	C	1,272	1,353	6.0%	50	25.7	C	1,275	1,353	5.7%
Merge segment at Stewart Avenue on-ramp	54	22.5	C	1,227	1,248	1.6%	54	22.8	C	1,243	1,302	4.6%	55	23.0	C	1,258	1,357	7.3%	54	23.1	C	1,260	1,357	7.2%
Mainline segment between Stewart Avenue on-ramp and Meadowbrook State Parkway	55	22.5	C	1,234	1,248	1.1%	55	22.8	C	1,250	1,302	4.0%	55	23.1	C	1,265	1,357	6.8%	55	23.1	C	1,267	1,357	6.6%
Meadowbrook State Parkway (Southbound)																								
Mainline ramp from Northern State Parkway eastbound	54	22.5	C	2,427	2,439	0.5%	54	24.0	C	2,586	2,599	0.5%	54	24.5	C	2,625	2,638	0.5%	54	24.5	C	2,625	2,638	0.5%
Mainline ramp from Northern State Parkway westbound	23	79.7	F	2,135	2,161	1.2%	21	90.9	F	2,130	2,303	7.5%	9	130.4	F	2,073	2,423	14.4%	9	130.4	F	2,073	2,423	14.4%
Merge segment at Northern State Parkway ramps	53	29.5	D	4,305	4,600	6.4%	53	30.0	D	4,455	4,902	9.1%	52	30.4	D	4,452	4,974	10.5%	52	30.4	D	4,452	5,061	12.0%
Merge segment at Glen Cove Road on-ramp	54	28.7	D	4,837	4,923	1.7%	54	29.9	D	5,007	5,239	4.4%	53	30.4	D	5,004	5,311	5.8%	53	30.4	D	5,004	5,311	5.8%
Mainline between Glen Cove Road on-ramp and Old Country Road westbound off-ramp	53	31.1	D	4,856	4,923	1.4%	52	32.6	D	5,027	5,239	4.0%	51	33.3	D	5,025	5,311	5.4%	51	33.3	D	5,025	5,311	5.4%
Diverge segment at Old Country Road westbound off-ramp	47	28.7	D	4,711	4,923	4.3%	45	30.9	D	4,878	5,239	6.9%	46	30.5	D	4,878	5,311	8.2%	46	30.5	D	4,878	5,311	8.2%
Mainline between Old Country Road westbound off-ramp and eastbound off-ramp	54	26.0	D	4,061	4,148	2.1%	53	26.9	D	4,164	4,378	4.9%	54	26.9	D	4,181	4,450	6.1%	54	26.9	D	4,181	4,450	6.1%
Diverge segment at Old Country Road eastbound off-ramp	54	23.5	C	3,933	4,148	5.2%	54	24.1	C	4,034	4,378	7.9%	54	24.1	C	4,049	4,450	9.0%	54	24.1	C	4,049	4,450	9.0%
Mainline between Old Country Road eastbound off-ramp and on-ramp	55	24.2	C	3,850	3,942	2.3%	55	24.8	C	3,953	4,163	5.0%	55	24.9	C	3,971	4,235	6.2%	55	24.9	C	3,971	4,235	6.2%
Weave segment between Old Country Road on-ramp and Zeckendorf Boulevard westbound off-ramp	52	22.2	C	4,220	4,287	1.6%	51	23.0	C	4,353	4,540	4.1%	52	23.2	C	4,400	4,644	5.2%	52	23.2	C	4,400	4,644	5.2%
Mainline between Zeckendorf Boulevard westbound off-ramp and on-ramp	52	24.0	C	3,679	3,774	2.5%	51	25.0	C	3,761	3,960	5.0%	51	25.2	C	3,809	4,064	6.3%	51	25.2	C	3,809	4,064	6.3%
Weave segment between Zeckendorf Boulevard westbound on-ramp and eastbound off-ramp	52	22.5	C	3,766	3,878	2.9%	52	23.1	C	3,848	4,068	5.4%	52	23.4	C	3,898	4,172	6.6%	52	23.4	C	3,898	4,172	6.6%
Mainline between Zeckendorf Boulevard eastbound off-ramp and on-ramp	54	22.5	C	3,575	3,705	3.5%	54	23.0	C	3,655	3,888	6.0%	54	23.3	C	3,707	3,992	7.1%	54	23.3	C	3,707	3,992	7.1%
Merge segment at Zeckendorf Boulevard eastbound on-ramp	55	22.6	C	3,696	3,758	1.6%	55	23.2	C	3,797	3,962	4.2%	55	23.5	C	3,852	4,066	5.3%	55	23.5	C	3,852	4,066	5.3%
Diverge segment at Merchants Concourse southbound off-ramp	54	23.6	C	3,726	3,758	0.9%	54	24.3	C	3,824	3,962	3.5%	54	24.8	C	3,881	4,066	4.5%	54	24.8	C	3,881	4,066	4.5%
Mainline between Merchants Concourse southbound off-ramp and northbound off-ramp	54	20.9	C	3,249	3,291	1.3%	54	21.5	C	3,338	3,475	3.9%	54	22.2	C	3,406	3,579	4.8%	54	22.2	C	3,406	3,579	4.8%
Diverge segment at Merchants Concourse northbound off-ramp	53	21.4	C	3,200	3,291	2.8%	53	22.2	C	3,288	3,475	5.4%	53	23.0	C	3,357	3,579	6.2%	53	23.0	C	3,357	3,579	6.2%
Diverge segment at Meadowbrook State Parkway C-D Road off-ramp	54	21.5	C	3,166	3,212	1.4%	53	22.3	C	3,255	3,393	4.1%	53	23.2	C	3,327	3,497	4.9%	53	23.2	C	3,327	3,497	4.9%
Mainline between C-D Road off-ramp and Stewart Avenue on-ramp	55	13.2	B	2,026	2,044	0.9%	55	13.7	B	2,093	2,170	3.5%	55	13.7	B	2,074	2,170	4.4%	55	13.7	B	2,074	2,170	4.4%
Merge segment at Stewart Avenue on-ramp	55	13.2	B	2,325	2,372	2.0%	55	13.7	B	2,410	2,516	4.2%	55	13.6	B	2,391	2,516	5.0%	55	13.6	B	2,391	2,516	5.0%
Mainline between Stewart Avenue on-ramp and Charles Lindbergh Boulevard on-ramp	55	14.3	B	2,350	2,372	0.9%	55	14.8	B	2,440	2,516	3.0%	55	14.7	B	2,422	2,516	3.7%	55	14.7	B	2,422	2,516	3.7%
Merge segment at Charles Lindbergh Boulevard on-ramp	55	15.1	B	2,484	2,521	1.5%	55	15.6	B	2,584	2,671	3.3%	55	15.4	B	2,559	2,671	4.2%	55	15.6	B	2,567	2,671	3.9%
Mainline between Charles Lindbergh Boulevard on-ramp and Hempstead Turnpike westbound on-ramp	55	15.5	B	2,485	2,521	1.4%	55	16.1	B	2,586	2,671	3.2%	55	15.9	B	2,561	2,671	4.1%	55	15.8	B	2,552	2,671	4.4%
Weave segment between Hempstead Turnpike westbound on-ramp and eastbound off-ramp	49	15.7	B	2,872	2,910	1.3%	49	16.3	B	2,983	3,077	3.0%	49	16.1	B	2,945	3,077	4.3%	49	16.0	B	2,944	3,077	4.3%
Mainline between Hempstead Turnpike eastbound off-ramp and on-ramp	54	15.4	B	2,445	2,466	0.8%	54	16.1	B	2,549	2,614	2.5%	54	15.9	B	2,519	2,614	3.6%	54	15.8	B	2,518	2,614	3.7%

Merge segment at Hempstead Turnpike eastbound on-ramp	54	15.2	B	2,608	2,679	2.6%	54	15.8	B	2,719	2,836	4.1%	54	15.9	B	2,775	2,919	4.9%	55	16.6	B	2,815	2,919	3.6%	
Mainline between Hempstead Turnpike on-ramp and Southern State Parkway off-ramps	N/A																			55	17.7	B	2,826	2,919	3.2%
Diverge segment at Southern State Parkway westbound off-ramp	55	16.2	B	2,598	2,679	3.0%	54	16.9	B	2,707	2,836	4.5%	55	17.0	B	2,768	2,919	5.2%	55	13.2	B	2,817	2,919	5.5%	
Diverge segment at Southern State Parkway eastbound off-ramp	54	8.4	A	1,643	1,701	3.4%	53	8.8	A	1,709	1,796	4.8%	53	8.8	A	1,742	1,845	5.6%	53	8.9	A	1,743	1,845	5.5%	
Three-to-two lane drop mainline segment south of Southern State Parkway eastbound off-ramp	55	11.1	B	1,242	1,288	3.6%	55	11.4	B	1,279	1,348	5.1%	55	11.5	B	1,285	1,363	5.7%	55	11.6	B	1,287	1,363	5.5%	
Mainline between three-to-two lane drop and Southern State Parkway on-ramp	55	11.4	B	1,263	1,288	1.9%	55	11.8	B	1,301	1,348	3.5%	55	11.9	B	1,309	1,363	4.0%	55	11.9	B	1,311	1,363	3.8%	
Merge segment at Southern State Parkway on-ramp	55	14.5	B	2,319	2,366	2.0%	55	14.2	B	2,289	2,476	7.5%	55	14.3	B	2,297	2,491	7.8%	55	14.3	B	2,292	2,491	8.0%	
Diverge segment at Babylon Turnpike westbound off-ramp	53	14.3	B	2,233	2,366	5.6%	53	14.1	B	2,209	2,476	10.8%	53	14.1	B	2,210	2,491	11.3%	53	14.1	B	2,206	2,491	11.5%	
Mainline between Babylon Turnpike westbound off-ramp and on-ramp	55	14.1	B	2,118	2,185	3.1%	55	13.8	B	2,094	2,287	8.4%	55	13.9	B	2,092	2,298	9.0%	55	13.8	B	2,087	2,298	9.2%	
Weave segment between Babylon Turnpike westbound on-ramp and eastbound off-ramp	52	14.1	B	2,251	2,318	2.9%	52	13.9	B	2,232	2,426	8.0%	52	14.0	B	2,229	2,437	8.5%	52	13.9	B	2,223	2,437	8.8%	
Mainline between Babylon Turnpike eastbound off-ramp and on-ramp	54	14.0	B	2,149	2,215	3.0%	54	13.9	B	2,133	2,319	8.0%	54	13.9	B	2,127	2,326	8.5%	54	13.8	B	2,121	2,326	8.8%	
Merge segment at Babylon Turnpike eastbound on-ramp	53	14.5	B	2,336	2,412	3.1%	53	14.4	B	2,326	2,524	7.8%	53	14.4	B	2,322	2,531	8.3%	53	14.3	B	2,316	2,531	8.5%	
Mainline between Babylon Turnpike eastbound on-ramp and Sunrise Highway westbound off-ramp	54	15.3	B	2,349	2,412	2.6%	54	15.2	B	2,341	2,524	7.3%	54	15.3	B	2,338	2,531	7.6%	54	15.2	B	2,331	2,531	7.9%	
Diverge segment at Sunrise Highway westbound off-ramp	50	13.2	B	2,315	2,412	4.0%	50	13.1	B	2,306	2,524	8.6%	50	13.2	B	2,305	2,531	8.9%	50	13.1	B	2,299	2,531	9.2%	
Mainline between Sunrise Highway westbound off-ramp and on-ramp	55	12.1	B	1,925	1,989	3.2%	55	12.0	B	1,909	2,075	8.0%	55	12.0	B	1,907	2,080	8.3%	55	12.0	B	1,902	2,080	8.6%	
Weave segment between Sunrise Highway westbound on-ramp and eastbound off-ramp	53	11.6	B	2,025	2,098	3.5%	53	11.5	B	2,014	2,189	8.0%	53	11.6	B	2,012	2,194	8.3%	53	11.5	B	2,005	2,194	8.6%	
Mainline between Sunrise Highway eastbound off-ramp and on-ramp	55	12.2	B	1,851	1,909	3.0%	55	12.1	B	1,842	1,992	7.5%	55	12.1	B	1,839	1,997	7.9%	55	12.1	B	1,833	1,997	8.2%	
Merge segment at Sunrise Highway eastbound on-ramp	54	12.1	B	1,968	2,044	3.7%	54	12.0	B	1,964	2,133	7.9%	54	12.1	B	1,962	2,138	8.2%	54	12.0	B	1,956	2,138	8.5%	
Mainline south of Sunrise Highway eastbound on-ramp	56	12.8	B	2,011	2,044	1.6%	56	12.6	B	2,004	2,133	6.0%	56	12.7	B	2,005	2,138	6.2%	56	12.7	B	1,998	2,138	6.5%	
<b>Meadowbrook State Parkway (Southbound C-D Road)</b>																									
Mainline entering C-D Road	51	22.0	C	1,115	1,168	4.5%	50	22.8	C	1,141	1,223	6.7%	49	24.9	C	1,228	1,327	7.5%	49	24.9	C	1,228	1,327	7.5%	
Diverge segment at Charles Lindbergh Boulevard off-ramp	52	16.3	B	1,147	1,168	1.8%	52	16.3	B	1,173	1,223	4.1%	52	17.3	B	1,262	1,327	4.9%	52	17.3	B	1,262	1,327	4.9%	
Two-to-one lane drop segment between Charles Lindbergh Boulevard and Hempstead Turnpike	52	7.3	A	730	740	1.4%	52	7.4	A	745	772	3.5%	52	7.2	A	735	772	4.8%	52	7.2	A	735	772	4.8%	
Mainline ramp to Hempstead Turnpike westbound	51	14.3	B	729	740	1.5%	51	14.6	B	744	772	3.7%	51	14.4	B	734	772	4.9%	51	14.4	B	734	772	4.9%	
<b>Southern State Parkway (Eastbound)</b>																									
Mainline west of Nassau Road	53	30.7	D	4,802	4,821	0.4%	33	53.6	F	4,871	5,082	4.2%	34	51.2	F	4,933	5,137	4.0%	35	49.5	F	4,946	5,137	3.7%	
Diverge segment at Nassau Road off-ramp	45	31.6	D	4,658	4,821	3.4%	28	57.3	F	4,714	5,082	7.2%	29	54.1	F	4,759	5,137	7.4%	30	53.2	F	4,771	5,137	7.1%	
Mainline between Nassau Road off-ramp and on-ramp	44	35.3	E	4,349	4,380	0.7%	21	77.4	F	4,379	4,622	5.2%	24	69.2	F	4,410	4,677	5.7%	24	68.9	F	4,422	4,677	5.5%	
Merge segment at Nassau Road on-ramp	27	67.6	F	5,256	5,284	0.5%	18	99.8	F	5,129	5,565	7.8%	19	96.5	F	5,088	5,630	9.6%	18	97.3	F	5,059	5,630	10.1%	
Mainline between Nassau Road on-ramp and Meadowbrook State Parkway southbound off-ramp	33	56.8	F	5,295	5,284	-0.2%	25	71.6	F	5,141	5,565	7.6%	29	63.2	F	5,104	5,630	9.3%	29	63.8	F	5,077	5,630	9.8%	
Diverge segment at Meadowbrook State Parkway southbound off-ramp	30	52.3	F	5,230	5,284	1.0%	26	60.9	F	5,068	5,565	8.9%	33	48.7	F	5,024	5,630	10.8%	33	48.8	F	5,001	5,630	11.2%	
Mainline between Meadowbrook State Parkway southbound off-ramp and on-ramp	33	54.1	F	4,681	4,652	-0.6%	26	67.9	F	4,544	4,904	7.3%	39	49.0	F	4,510	4,969	9.2%	39	48.7	F	4,486	4,969	9.7%	
Weave segment between Meadowbrook State Parkway southbound on-ramp and northbound off-ramp	23	78.0	F	5,072	5,065	-0.1%	20	88.6	F	4,976	5,352	7.0%	30	70.0	F	4,958	5,451	9.0%	30	69.0	F	4,935	5,451	9.5%	
Four-to-three lane drop east of Meadowbrook State Parkway northbound off-ramp	47	28.0	C	3,711	3,710	0.0%	44	30.6	D	3,645	3,906	6.7%	49	27.2	C	3,606	3,940	8.5%	49	27.1	D	3,592	3,940	8.8%	
Mainline between Meadowbrook State Parkway northbound off-ramp and on-ramp	54	23.3	C	3,682	3,710	0.8%	47	28.2	D	3,623	3,906	7.2%	54	23.8	C	3,580	3,940	9.1%	55	23.6	C	3,567	3,940	9.5%	
Weave segment between Meadowbrook State Parkway northbound on-ramp and Meadowbrook Road off-ramp	47	26.4	C	4,177	4,174	-0.1%	40	33.1	D	4,156	4,395	5.4%	48	25.4	C	4,076	4,429	8.0%	49	25.1	C	4,069	4,429	8.1%	
Mainline between Meadowbrook Road off-ramp and on-ramp	38	36.3	E	4,028	4,020	-0.2%	33	43.3	E	4,171	4,395	5.1%	39	34.8	D	3,929	4,266	7.9%	39	34.0	D	3,921	4,266	8.1%	

Weave segment between Meadowbrook Road on-ramp and Merrick Avenue southbound off-ramp	31	44.8	F	4,357	4,376	0.4%	29	51.0	F	4,511	4,766	5.4%	31	44.1	F	4,276	4,637	7.8%	32	43.5	F	4,270	4,637	7.9%
Mainline between Merrick Avenue southbound off-ramp and on-ramp	46	31.4	D	4,249	4,235	-0.3%	45	33.3	D	4,402	4,618	4.7%	46	30.7	D	4,174	4,487	7.0%	46	30.5	D	4,166	4,487	7.2%
Weave segment between Merrick Avenue southbound on-ramp and northbound off-ramp	50	26.1	C	4,318	4,333	0.4%	49	27.3	C	4,471	4,720	5.3%	50	25.5	C	4,245	4,589	7.5%	51	25.4	C	4,236	4,589	7.7%
Mainline between Merrick Avenue northbound off-ramp and on-ramp	55	25.3	C	4,057	4,039	-0.5%	55	26.2	D	4,210	4,412	4.6%	55	25.0	C	3,992	4,281	6.7%	55	24.9	C	3,987	4,281	6.9%
Merge segment at Merrick Avenue northbound on-ramp	54	25.3	C	4,174	4,198	0.6%	54	26.3	C	4,330	4,417	2.0%	54	24.9	C	4,117	4,447	7.4%	54	24.9	C	4,111	4,447	7.5%
Mainline east of Merrick Avenue northbound on-ramp	55	26.0	D	4,237	4,198	-0.9%	55	27.0	D	4,393	4,417	0.6%	55	25.7	C	4,181	4,447	6.0%	55	25.7	C	4,174	4,447	6.1%
<b>Southern State Parkway (Westbound)</b>																								
Mainline east of Merrick Avenue northbound off-ramp	43	34.1	D	3,930	3,942	0.3%	15	85.9	F	3,655	4,148	11.9%	21	61.8	F	3,757	4,209	10.7%	21	62.7	F	3,721	4,209	11.6%
Diverge segment at Merrick Avenue northbound off-ramp	43	35.3	E	3,827	3,942	2.9%	14	88.9	F	3,501	4,148	15.6%	20	61.1	F	3,603	4,209	14.4%	19	62.4	F	3,561	4,209	15.4%
Mainline between Merrick Avenue northbound off-ramp and on-ramp	40	40.6	E	3,539	3,563	0.7%	12	101.4	F	3,221	3,753	14.2%	18	69.9	F	3,322	3,814	12.9%	17	70.8	F	3,291	3,814	13.7%
Merge segment at Merrick Avenue northbound on-ramp	32	44.4	F	3,551	3,743	5.1%	12	97.1	F	3,236	3,944	18.0%	16	75.1	F	3,328	4,005	16.9%	16	72.8	F	3,306	4,005	17.5%
Diverge segment at Merrick Avenue southbound off-ramp	32	45.8	F	3,731	3,743	0.3%	13	94.2	F	3,393	3,944	14.0%	16	79.8	F	3,491	4,005	12.8%	17	77.4	F	3,469	4,005	13.4%
Mainline between Merrick Avenue southbound off-ramp and on-ramp	32	45.5	F	3,641	3,673	0.9%	14	90.2	F	3,302	3,871	14.7%	22	66.8	F	3,405	3,932	13.4%	21	67.9	F	3,385	3,932	13.9%
Merge segment at Merrick Avenue southbound on-ramp	26	55.1	F	4,183	4,270	2.0%	13	97.9	F	3,726	4,497	17.2%	17	89.1	F	3,845	4,561	15.7%	16	91.2	F	3,787	4,561	17.0%
Diverge segment at Meadowbrook Road off-ramp	32	46.0	F	4,159	4,270	2.6%	17	78.9	F	3,695	4,497	17.8%	17	81.9	F	3,821	4,561	16.2%	17	82.8	F	3,763	4,561	17.5%
Mainline between Meadowbrook Road off-ramp and on-ramp	35	41.8	E	4,109	4,166	1.4%	18	77.8	F	3,648	4,389	16.9%	22	71.2	F	3,777	4,453	15.2%	22	71.3	F	3,719	4,453	16.5%
Weave segment between Meadowbrook Road on-ramp and Meadowbrook State Parkway northbound off-ramp	29	49.3	F	4,494	4,572	1.7%	15	91.4	F	4,048	4,812	15.9%	18	87.2	F	4,191	4,879	14.1%	18	88.0	F	4,131	4,879	15.3%
Mainline between Meadowbrook State Parkway northbound off-ramp and southbound off-ramp	52	23.0	C	3,563	3,599	1.0%	51	21.2	C	3,192	3,766	15.2%	51	21.6	C	3,266	3,768	13.3%	51	21.3	C	3,225	3,768	14.4%
Diverge segment at Meadowbrook State Parkway southbound off-ramp	47	22.8	C	3,517	3,599	2.3%	49	19.5	B	3,152	3,766	16.3%	49	20.0	C	3,225	3,768	14.4%	50	19.5	B	3,185	3,768	15.5%
Mainline between Meadowbrook State Parkway southbound off-ramp and on-ramp	54	20.7	C	3,105	3,153	1.5%	55	18.2	C	2,785	3,299	15.6%	50	20.8	C	2,848	3,301	13.7%	47	22.0	C	2,815	3,301	14.7%
Merge segment at Meadowbrook State Parkway on-ramp	39	34.4	D	5,210	5,311	1.9%	43	29.8	D	5,004	5,574	10.2%	18	70.4	F	5,061	5,610	9.8%	17	82.3	F	5,134	5,610	8.5%
Four-to-three lane drop west of Meadowbrook State Parkway on-ramp	31	54.1	F	5,221	5,311	1.7%	37	45.5	F	5,037	5,574	9.6%	17	84.7	F	5,108	5,610	9.0%	19	84.6	F	5,171	5,610	7.8%
Mainline between four-to-three lane drop and Nassau Road off-ramp	31	57.2	F	5,259	5,311	1.0%	35	50.0	F	5,099	5,574	8.5%	26	66.8	F	5,185	5,610	7.6%	26	67.1	F	5,211	5,610	7.1%
Diverge segment at Nassau Road off-ramp	28	56.1	F	5,120	5,311	3.6%	29	52.7	F	4,969	5,574	10.9%	25	61.0	F	5,067	5,610	9.7%	26	60.0	F	5,069	5,610	9.6%
Mainline between Nassau Road off-ramp and on-ramp	33	48.0	F	4,721	4,768	1.0%	32	48.0	F	4,584	5,006	8.4%	26	61.0	F	4,684	5,037	7.0%	25	62.1	F	4,685	5,037	7.0%
Merge segment at Nassau Road on-ramp	33	50.3	F	5,354	5,375	0.4%	32	49.8	F	5,241	5,639	7.1%	27	57.5	F	5,360	5,670	5.5%	27	58.3	F	5,363	5,670	5.4%
Mainline west of Nassau Road	33	53.9	F	5,394	5,375	-0.3%	33	53.2	F	5,280	5,639	6.4%	33	54.2	F	5,401	5,670	4.7%	33	54.3	F	5,406	5,670	4.7%

Northern State Parkway (Eastbound)																								
Mainline west of Meadowbrook State Parkway	55	23.1	C	4,825	4,825	0.0%	55	24.4	C	5,091	5,092	0.0%	55	24.6	C	5,131	5,131	0.0%	55	24.6	C	5,131	5,131	0.0%
Mainline west of Meadowbrook State Parkway	55	22.3	C	4,796	4,825	0.6%	55	23.6	C	5,061	5,092	0.6%	54	24.0	C	5,100	5,131	0.6%	54	24.0	C	5,100	5,131	0.6%
Diverge segment at Meadowbrook State Parkway southbound off-ramp	48	25.1	C	4,770	4,825	1.1%	47	27.0	C	5,035	5,092	1.1%	44	29.3	D	5,072	5,131	1.2%	44	29.3	D	5,072	5,131	1.2%
Mainline between Meadowbrook State Parkway southbound off-ramp and two-to-three lane add	51	22.9	C	2,354	2,386	1.4%	51	24.2	C	2,460	2,492	1.3%	50	24.6	C	2,459	2,492	1.3%	50	24.6	C	2,459	2,492	1.3%
Mainline between two-to-three lane add and Glen Cove Road on-ramp	55	19.6	C	2,361	2,386	1.1%	55	20.3	C	2,469	2,492	0.9%	55	20.1	C	2,467	2,492	1.0%	55	20.1	C	2,467	2,492	1.0%
Merge segment at Glen Cove Road on-ramp	52	22.5	C	3,320	3,380	1.8%	52	23.4	C	3,470	3,529	1.7%	52	23.2	C	3,467	3,529	1.8%	52	23.2	C	3,467	3,529	1.8%
Mainline between Glen Cove Road on-ramp and Meadowbrook State Parkway northbound on-ramp	55	23.4	C	3,346	3,380	1.0%	55	24.3	C	3,498	3,529	0.9%	54	24.2	C	3,494	3,529	1.0%	54	24.2	C	3,494	3,529	1.0%
Merge segment at Meadowbrook State Parkway northbound on-ramp	54	29.5	D	4,802	4,830	0.6%	53	30.7	D	5,016	5,083	1.3%	52	30.9	D	5,001	5,100	1.9%	53	30.7	D	5,005	5,100	1.9%
Mainline between Meadowbrook State Parkway northbound on-ramp and Post Avenue off-ramp	54	31.0	D	4,834	4,830	-0.1%	54	32.1	D	5,051	5,083	0.6%	54	32.0	D	5,039	5,100	1.2%	54	32.0	D	5,044	5,100	1.1%
Diverge segment at Post Avenue off-ramp	54	26.9	C	4,787	4,830	0.9%	54	28.2	D	5,002	5,083	1.6%	54	28.2	D	4,996	5,100	2.0%	54	28.0	D	5,000	5,100	2.0%
Mainline between Post Avenue off-ramp and on-ramp	55	27.9	D	4,527	4,520	-0.2%	55	29.1	D	4,728	4,756	0.6%	55	29.0	D	4,726	4,773	1.0%	55	29.0	D	4,729	4,773	0.9%
Merge segment at Post Avenue on-ramp	54	28.4	D	4,886	4,905	0.4%	54	29.7	D	5,103	5,162	1.1%	54	29.6	D	5,105	5,182	1.5%	54	29.6	D	5,108	5,182	1.4%
Mainline east of Post Avenue	54	30.3	D	4,920	4,905	-0.3%	54	31.7	D	5,136	5,162	0.5%	54	31.7	D	5,143	5,182	0.8%	54	31.8	D	5,146	5,182	0.7%
Northern State Parkway (Westbound)																								
Mainline east of Wantagh State Parkway	44	40.5	E	3,350	3,361	0.3%	20	83.5	F	3,272	3,534	7.4%	16	93.4	F	3,034	3,556	14.7%	16	93.4	F	3,034	3,556	14.7%
Merge segment at Wantagh State Parkway on-ramp	33	59.6	F	6,103	6,111	0.1%	19	95.9	F	6,140	6,426	4.5%	16	102.6	F	5,848	6,465	9.5%	16	102.6	F	5,848	6,465	9.5%
Mainline between Wantagh State Parkway on-ramp and Post Avenue off-ramp	48	42.5	E	6,120	6,111	-0.1%	46	44.5	E	6,156	6,426	4.2%	35	56.6	F	5,844	6,465	9.6%	35	56.6	F	5,844	6,465	9.6%
Diverge segment at Post Avenue off-ramp	50	37.6	E	6,100	6,111	0.2%	51	37.5	E	6,136	6,426	4.5%	36	51.5	F	5,819	6,465	10.0%	36	51.5	F	5,819	6,465	10.0%
Mainline between Post Avenue off-ramp and on-ramp	53	36.1	E	5,681	5,669	-0.2%	52	36.7	E	5,716	5,961	4.1%	34	55.1	F	5,542	6,000	7.6%	34	55.1	F	5,542	6,000	7.6%
Merge segment at Post Avenue on-ramp	51	38.5	E	6,185	6,173	-0.2%	48	42.0	E	6,244	6,492	3.8%	28	67.4	F	6,071	6,531	7.1%	28	67.4	F	6,071	6,531	7.1%
Mainline between Post Avenue on-ramp and Meadowbrook State Parkway southbound off-ramp	52	39.9	E	6,195	6,173	-0.4%	51	40.8	E	6,248	6,492	3.8%	38	53.8	F	6,063	6,531	7.2%	38	53.8	F	6,063	6,531	7.2%
Diverge segment at Meadowbrook State Parkway southbound off-ramp	40	41.9	E	6,163	6,173	0.2%	40	42.2	E	6,211	6,492	4.3%	26	61.4	F	6,011	6,531	8.0%	26	61.4	F	6,011	6,531	8.0%
Mainline between Meadowbrook State Parkway southbound off-ramp and northbound on-ramp	54	21.9	C	3,532	3,515	-0.5%	54	21.9	C	3,535	3,670	3.7%	54	21.3	C	3,403	3,676	7.4%	54	21.3	C	3,403	3,676	7.4%
Mainline between Meadowbrook State Parkway southbound off-ramp and northbound on-ramp	55	21.4	C	3,502	3,515	0.4%	55	21.3	C	3,501	3,670	4.6%	55	20.6	C	3,376	3,676	8.2%	55	20.6	C	3,376	3,676	8.2%
Mainline between Meadowbrook State Parkway southbound off-ramp and northbound on-ramp	47	25.7	C	3,502	3,515	0.4%	46	25.9	C	3,494	3,670	4.8%	47	24.5	C	3,373	3,676	8.2%	47	24.4	C	3,373	3,676	8.2%
Merge segment at Meadowbrook State Parkway northbound on-ramp	50	31.3	D	6,185	6,168	-0.3%	49	32.0	D	6,261	6,485	3.5%	50	30.8	D	6,114	6,512	6.1%	50	30.9	D	6,118	6,512	6.0%
Mainline north of Meadowbrook State Parkway	54	28.2	D	6,088	6,168	1.3%	54	28.6	D	6,161	6,485	5.0%	54	27.9	D	6,017	6,512	7.6%	54	27.9	D	6,021	6,512	7.5%
Mainline north of Meadowbrook State Parkway	55	25.3	C	5,557	6,168	9.9%	55	25.6	C	5,624	6,485	13.3%	55	25.0	C	5,491	6,512	15.7%	55	25.1	C	5,496	6,512	15.6%
Mainline north of Meadowbrook State Parkway	55	28.2	D	6,196	6,168	-0.5%	55	28.6	D	6,271	6,485	3.3%	55	27.9	D	6,125	6,512	5.9%	55	28.0	D	6,130	6,512	5.9%

## Comparison of Weekday PM Peak Hour MOEs

Freeway Segment	Existing Conditions						No Build 2030 Conditions						Build 2030 Conditions - DEIS Alt BD						Build Mitigation 2030 Conditions - DEIS Alt BD					
	Speed	Density	LOS	Throughput	Demand	Delta	Speed	Density	LOS	Throughput	Demand	Delta	Speed	Density	LOS	Throughput	Demand	Delta	Speed	Density	LOS	Throughput	Demand	Delta
<b>Meadowbrook State Parkway (Northbound)</b>																								
Mainline south of Sunrise Highway	55	16.7	B	2,742	2,750	0.3%	55	16.7	B	2,736	2,743	0.3%	55	17.5	B	2,881	2,889	0.3%	55	17.5	B	2,881	2,889	0.3%
Diverge Segment at Sunrise Highway eastbound off-ramp	55	16.1	B	2,723	2,750	1.0%	55	16.0	B	2,717	2,743	0.9%	55	16.9	B	2,862	2,889	0.9%	55	16.9	B	2,862	2,889	0.9%
Mainline between Sunrise Highway eastbound off-ramp and on-ramp	55	16.2	B	2,625	2,637	0.5%	55	16.1	B	2,612	2,625	0.5%	55	17.0	B	2,760	2,771	0.4%	55	17.0	B	2,760	2,771	0.4%
Weave segment between Sunrise Highway eastbound on-ramp and westbound off-ramp	47	19.9	B	3,223	3,256	1.0%	46	20.3	C	3,246	3,282	1.1%	46	21.5	C	3,399	3,434	1.0%	46	21.5	C	3,399	3,434	1.0%
Mainline between Sunrise Highway westbound on-ramp and off-ramp	51	20.3	C	3,092	3,105	0.4%	51	20.6	C	3,112	3,125	0.4%	50	21.7	C	3,262	3,277	0.5%	50	21.7	C	3,262	3,277	0.5%
Merge segment at Sunrise Highway westbound on-ramp	54	19.8	B	3,330	3,339	0.3%	54	20.0	B	3,359	3,371	0.4%	54	20.9	C	3,508	3,523	0.4%	54	20.9	C	3,508	3,523	0.4%
Diverge segment at Babylon Turnpike eastbound off-ramp	55	20.1	C	3,291	3,339	1.4%	55	20.3	C	3,319	3,371	1.5%	55	21.1	C	3,467	3,523	1.6%	55	21.1	C	3,467	3,523	1.6%
Mainline between Babylon Turnpike eastbound off-ramp and on-ramp	55	19.6	C	3,208	3,218	0.3%	55	19.7	C	3,236	3,371	4.0%	55	20.6	C	3,379	3,397	0.5%	55	20.6	C	3,379	3,397	0.5%
Weave segment between Babylon Turnpike eastbound on-ramp and westbound off-ramp	50	20.1	C	3,459	3,506	1.3%	49	20.4	C	3,496	3,672	4.8%	49	21.5	C	3,652	3,711	1.6%	49	21.5	C	3,652	3,711	1.6%
Mainline between Babylon Turnpike westbound off-ramp and on-ramp	53	20.9	C	3,231	3,232	0.0%	53	21.3	C	3,269	3,387	3.5%	53	22.4	C	3,417	3,426	0.3%	53	22.4	C	3,417	3,426	0.3%
Merge segment at Babylon Turnpike westbound on-ramp	55	20.9	C	3,344	3,345	0.0%	55	21.2	C	3,387	3,506	3.4%	55	22.1	C	3,547	3,557	0.3%	55	22.1	C	3,547	3,557	0.3%
Diverge segment at Southern State Parkway westbound off-ramp	55	21.5	C	3,348	3,345	-0.1%	55	21.8	C	3,392	3,506	3.3%	55	22.8	C	3,553	3,557	0.1%	55	22.8	C	3,553	3,557	0.1%
Mainline between Southern State Parkway westbound and eastbound off-ramp	54	26.5	D	2,860	2,861	0.0%	54	26.9	D	2,898	2,998	3.3%	54	28.4	D	3,045	3,049	0.1%	54	28.4	D	3,045	3,049	0.1%
Diverge segment at Southern State Parkway eastbound off-ramp	51	21.9	C	2,843	2,861	0.6%	50	22.5	C	2,881	2,998	3.9%	50	24.0	C	3,029	3,049	0.6%	50	24.0	C	3,029	3,049	0.6%
Mainline between Southern State Parkway eastbound off-ramp and on-ramp	55	20.5	C	2,173	2,199	1.2%	54	20.8	C	2,202	2,305	4.5%	54	22.0	C	2,333	2,356	1.0%	54	22.0	C	2,333	2,356	1.0%
Merge segment at Southern State Parkway eastbound on-ramp	53	21.4	C	3,224	3,260	1.1%	53	21.6	C	3,254	3,437	5.3%	53	22.0	C	3,270	3,618	9.6%	53	22.0	C	3,265	3,618	9.8%
Merge segment at Southern State Parkway westbound on-ramp	54	21.8	C	4,120	4,204	2.0%	54	22.1	C	4,188	4,447	5.8%	53	22.8	C	4,351	4,758	8.5%	53	22.8	C	4,346	4,758	8.7%
Mainline north of Southern State Parkway westbound on-ramp	55	25.3	C	4,136	4,204	1.6%	54	25.8	C	4,207	4,447	5.4%	54	26.8	D	4,369	4,758	8.2%	54	26.8	D	4,364	4,758	8.3%
Diverge segment at Hempstead Turnpike eastbound off-ramp	54	25.7	C	4,137	4,204	1.6%	54	26.2	C	4,213	4,447	5.3%	53	27.4	C	4,370	4,758	8.1%	54	27.2	C	4,367	4,758	8.2%
Mainline between Hempstead Turnpike eastbound off-ramp and on-ramp	53	23.1	C	3,598	3,736	3.7%	53	23.7	C	3,677	3,959	7.1%	50	28.3	D	3,926	4,270	8.1%	53	25.7	C	3,922	4,270	8.1%
Weave segment between Hempstead Turnpike eastbound on-ramp and northbound C-D Road off-ramp	46	24.8	C	4,227	4,367	3.2%	45	26.3	C	4,326	4,615	6.3%	41	30.5	D	4,442	4,926	9.8%	43	27.7	C	4,425	4,926	10.2%
Mainline between northbound C-D road off-ramp and on-ramp	55	20.3	C	3,252	3,329	2.3%	54	21.0	C	3,330	3,528	5.6%	55	20.1	C	3,203	3,528	9.2%	54	20.1	C	3,198	3,528	9.3%
Merge segment at northbound C-D road on-ramp	54	23.5	C	4,256	4,391	3.1%	51	26.4	C	4,357	4,639	6.1%	54	24.0	C	4,370	4,816	9.3%	51	26.1	C	4,367	4,816	9.3%
Diverge segment at Merchants Concourse eastbound off-ramp	49	28.9	D	4,123	4,391	6.1%	46	32.1	D	4,219	4,639	9.0%	48	30.2	D	4,240	4,816	12.0%	46	32.4	D	4,236	4,816	12.1%
Diverge segment at Merchants Concourse westbound off-ramp	52	22.9	C	3,849	3,949	2.5%	48	27.0	C	3,938	4,179	5.8%	51	23.9	C	3,967	4,356	8.9%	49	27.0	C	3,961	4,356	9.1%
Mainline between Merchants Concourse westbound off-ramp and on-ramp	55	22.1	C	3,624	3,667	1.2%	51	26.6	D	3,710	3,885	4.5%	54	23.4	C	3,749	4,062	7.7%	51	26.3	D	3,743	4,062	7.9%

## Comparison of Weekday PM Peak Hour MOEs

Freeway Segment	Existing Conditions						No Build 2030 Conditions						Build 2030 Conditions - DEIS Alt BD						Build Mitigation 2030 Conditions - DEIS Alt BD					
	Speed	Density	LOS	Throughput	Demand	Delta	Speed	Density	LOS	Throughput	Demand	Delta	Speed	Density	LOS	Throughput	Demand	Delta	Speed	Density	LOS	Throughput	Demand	Delta
Weave segment between Merchants Concourse on-ramp and Zeckendorf Boulevard northbound off-ramp	55	21.7	C	4,032	4,065	0.8%	51	27.6	C	4,133	4,300	3.9%	52	24.1	C	4,168	4,477	6.9%	50	27.3	C	4,162	4,477	7.0%
Mainline between Zeckendorf Boulevard northbound off-ramp and on-ramp	52	24.8	C	3,778	3,815	1.0%	47	32.2	D	3,868	4,039	4.2%	48	29.9	D	3,909	4,216	7.3%	43	35.6	E	3,901	4,216	7.5%
Weave segment between Zeckendorf Boulevard northbound off-ramp and southbound off-ramp	40	33.1	D	4,463	4,570	2.3%	31	48.3	F	4,640	4,889	5.1%	32	45.1	F	4,685	5,066	7.5%	28	53.6	F	4,671	5,066	7.8%
Mainline between Zeckendorf Boulevard southbound off-ramp and on-ramp	47	30.7	D	4,186	4,251	1.5%	39	42.0	E	4,329	4,517	4.2%	41	38.9	E	4,386	4,694	6.6%	36	44.5	E	4,371	4,694	6.9%
Weave segment between Zeckendorf Boulevard southbound on-ramp and Old Country Road off-ramp	49	27.2	C	4,477	4,540	1.4%	36	49.5	F	4,630	4,818	3.9%	39	42.1	E	4,685	4,995	6.2%	32	51.5	F	4,673	4,995	6.5%
Mainline between Old Country Road off-ramp and eastbound on-ramp	49	29.7	D	3,855	3,926	1.8%	33	55.8	F	3,989	4,165	4.2%	37	48.5	F	4,007	4,287	6.5%	30	58.4	F	3,996	4,287	6.8%
Merge segment at Old Country Road eastbound on-ramp	40	37.5	E	4,565	4,664	2.1%	26	69.2	F	4,776	5,013	4.7%	28	62.9	F	4,818	5,135	6.2%	26	71.1	F	4,792	5,135	6.7%
Mainline between Old Country Road eastbound on-ramp and westbound on-ramp	44	38.0	E	4,582	4,664	1.7%	30	61.4	F	4,791	5,013	4.4%	32	56.9	F	4,837	5,135	5.8%	30	63.0	F	4,810	5,135	6.3%
Merge segment at Old Country Road westbound on-ramp	46	36.6	E	4,940	5,095	3.0%	31	59.6	F	5,161	5,464	5.5%	34	55.6	F	5,208	5,586	6.8%	32	60.0	F	5,186	5,586	7.2%
Mainline between Old Country Road westbound on-ramp and Northern State Parkway eastbound off-ramp	45	41.5	E	5,051	5,095	0.9%	32	65.5	F	5,277	5,464	3.4%	34	61.3	F	5,327	5,586	4.6%	33	64.1	F	5,306	5,586	5.0%
Diverge segment at Northern State Parkway eastbound off-ramp	41	45.0	F	5,044	5,095	1.0%	31	67.9	F	5,268	5,464	3.6%	32	63.8	F	5,322	5,586	4.7%	31	67.2	F	5,302	5,586	5.1%
Mainline ramp to Northern State Parkway westbound	48	34.9	D	3,330	3,362	0.9%	47	37.0	E	3,450	3,583	3.7%	47	37.1	E	3,474	3,649	4.8%	47	37.2	E	3,462	3,649	5.1%
Mainline ramp to Northern State Parkway eastbound	34	54.6	F	1,719	1,733	0.8%	25	77.3	F	1,825	1,881	3.0%	28	71.7	F	1,856	1,937	4.2%	29	71.2	F	1,848	1,937	4.6%
<b>Meadowbrook State Parkway (Northbound C-D Road)</b>																								
Diverge segment at Hempstead Turnpike westbound off-ramp	47	10.9	B	1,009	1,038	2.8%	46	11.3	B	1,032	1,087	5.1%	41	18.3	B	1,267	1,398	9.4%	44	15.2	B	1,264	1,398	9.6%
Mainline between Hempstead Turnpike westbound off-ramp and on-ramp	55	7.4	A	694	706	1.7%	55	7.5	A	711	740	4.0%	55	7.7	A	679	740	8.2%	55	7.7	A	677	740	8.5%
Merge segment at Hempstead Turnpike westbound on-ramp	42	10.7	B	1,231	1,259	2.2%	42	11.0	B	1,260	1,317	4.3%	42	10.8	B	1,252	1,317	4.9%	41	10.9	B	1,250	1,317	5.1%
Mainline between Hempstead Turnpike westbound on-ramp and Charles Lindbergh Boulevard on-ramp	50	12.9	B	1,253	1,259	0.4%	50	13.3	B	1,284	1,317	2.5%	50	12.8	B	1,276	1,317	3.1%	50	12.9	B	1,274	1,317	3.2%
Weave segment between Charles Lindbergh Boulevard on-ramp and off-ramp	54	13.5	B	1,559	1,565	0.4%	54	14.0	B	1,605	1,640	2.1%	54	14.6	B	1,778	1,817	2.2%	54	14.6	B	1,785	1,817	1.8%
Diverge segment at Stewart Avenue eastbound off-ramp	53	16.5	B	1,339	1,297	-3.2%	50	18.6	B	1,377	1,360	-1.2%	51	19.5	B	1,503	1,537	2.2%	50	20.5	C	1,509	1,537	1.8%
Two-to-one lane drop segment between Stewart Avenue off-ramp and on-ramp	48	20.2	C	1,045	1,034	-1.1%	45	23.4	C	1,074	1,082	0.7%	43	25.7	C	1,208	1,259	4.1%	42	27.5	C	1,211	1,259	3.8%
Mainline segment between two-to-one lane drop and Stewart Avenue on-ramp	52	20.5	C	1,057	1,034	-2.2%	48	23.6	C	1,085	1,082	-0.3%	50	24.5	C	1,221	1,259	3.0%	48	26.5	D	1,223	1,259	2.8%
Merge segment at Stewart Avenue on-ramp	53	19.2	B	1,071	1,062	-0.8%	50	22.3	C	1,098	1,111	1.2%	53	22.3	C	1,234	1,288	4.2%	50	24.8	C	1,235	1,288	4.1%
Mainline segment between Stewart Avenue on-ramp and Meadowbrook State Parkway	54	20.0	C	1,077	1,062	-1.4%	51	23.1	C	1,104	1,111	0.6%	54	23.1	C	1,241	1,288	3.6%	51	25.6	C	1,241	1,288	3.6%
<b>Meadowbrook State Parkway (Southbound)</b>																								
Mainline ramp from Northern State Parkway eastbound	16	85.7	F	2,644	2,771	4.6%	13	104.5	F	2,537	2,950	14.0%	13	104.9	F	2,536	3,027	16.2%	13	104.5	F	2,556	3,027	15.6%
Mainline ramp from Northern State Parkway westbound	10	112.1	F	1,861	1,896	1.9%	6	144.2	F	1,825	2,036	10.4%	6	144.9	F	1,819	2,182	16.6%	6	144.8	F	1,830	2,182	16.1%
Merge segment at Northern State Parkway westbound on-ramp and Glen Cove on-ramp (Bld Mit)	17	89.1	F	4,214	4,667	9.7%	15	97.7	F	4,116	4,986	17.5%	15	98.0	F	4,113	5,128	19.8%	15	97.5	F	4,143	5,209	20.5%
Merge segment at Glen Cove Road on-ramp	18	84.7	F	5,073	5,334	4.9%	17	91.2	F	5,001	5,682	12.0%	17	90.7	F	5,001	5,824	14.1%	17	90.5	F	5,030	5,824	13.6%

## Comparison of Weekday PM Peak Hour MOEs

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	Speed	Density	LOS	Throughput	Demand	Delta	Speed	Density	LOS	Throughput	Demand	Delta	Speed	Density	LOS	Throughput	Demand	Delta	Speed	Density	LOS	Throughput	Demand	Delta
Mainline between Glen Cove Road on-ramp and Old Country Road westbound off-ramp	44	38.5	E	5,078	5,334	4.8%	44	38.5	E	5,014	5,682	11.8%	44	38.3	E	5,015	5,824	13.9%	44	38.1	E	5,043	5,824	13.4%
Diverge segment at Old Country Road westbound off-ramp	46	31.5	D	4,925	5,334	7.7%	44	31.9	D	4,865	5,682	14.4%	46	30.7	D	4,866	5,824	16.4%	47	30.3	D	4,892	5,824	16.0%
Mainline between Old Country Road westbound off-ramp and eastbound off-ramp	54	28.1	D	4,339	4,593	5.5%	53	27.7	D	4,232	4,829	12.4%	54	27.7	D	4,253	4,971	14.4%	54	27.9	D	4,274	4,971	14.0%
Diverge segment at Old Country Road eastbound off-ramp	53	24.3	C	4,207	4,593	8.4%	53	23.8	C	4,103	4,829	15.0%	53	24.1	C	4,123	4,971	17.1%	53	24.4	C	4,143	4,971	16.7%
Mainline between Old Country Road eastbound off-ramp and on-ramp	55	25.2	C	3,821	4,054	5.7%	55	24.6	C	3,729	4,267	12.6%	55	24.9	C	3,759	4,409	14.7%	54	25.4	C	3,775	4,409	14.4%
Weave segment between Old Country Road on-ramp and Zeckendorf Boulevard westbound off-ramp	50	24.3	C	4,547	4,760	4.5%	50	23.9	C	4,493	5,012	10.4%	49	24.9	C	4,583	5,219	12.2%	46	27.0	C	4,585	5,219	12.2%
Mainline between Zeckendorf Boulevard westbound off-ramp and on-ramp	49	27.2	D	3,973	4,204	5.5%	49	26.8	D	3,899	4,401	11.4%	47	28.8	D	3,996	4,608	13.3%	44	31.9	D	3,982	4,608	13.6%
Weave segment between Zeckendorf Boulevard westbound on-ramp and eastbound off-ramp	48	25.8	C	4,183	4,435	5.7%	48	25.3	C	4,118	4,642	11.3%	45	28.1	D	4,212	4,849	13.1%	42	31.4	D	4,189	4,849	13.6%
Mainline between Zeckendorf Boulevard eastbound off-ramp and on-ramp	52	25.8	C	3,908	4,166	6.2%	52	25.5	C	3,851	4,361	11.7%	48	28.3	D	3,937	4,568	13.8%	44	32.4	D	3,914	4,568	14.3%
Merge segment at Zeckendorf Boulevard eastbound on-ramp	54	25.8	C	4,292	4,476	4.1%	53	25.8	C	4,325	4,762	9.2%	49	29.3	D	4,405	4,969	11.4%	44	33.9	D	4,378	4,969	11.9%
Diverge segment at Merchants Concourse southbound off-ramp	54	27.1	C	4,322	4,476	3.4%	54	27.4	C	4,358	4,762	8.5%	47	33.6	D	4,418	4,969	11.1%	42	38.8	E	4,374	4,969	12.0%
Mainline between Merchants Concourse southbound off-ramp and northbound off-ramp	53	24.9	C	3,878	4,040	4.0%	53	25.3	C	3,924	4,308	8.9%	40	37.8	E	3,953	4,515	12.4%	37	42.3	E	3,914	4,515	13.3%
Diverge segment at Merchants Concourse northbound off-ramp	53	24.4	C	3,821	4,040	5.4%	53	24.5	C	3,866	4,308	10.3%	38	39.9	E	3,876	4,515	14.2%	35	44.1	F	3,831	4,515	15.1%
Diverge segment at Meadowbrook State Parkway C-D Road off-ramp	53	24.8	C	3,799	3,960	4.1%	52	25.9	C	3,843	4,224	9.0%	33	47.0	F	3,836	4,431	13.4%	32	49.4	F	3,782	4,431	14.6%
Mainline between C-D Road off-ramp and Stewart Avenue on-ramp	54	17.6	B	2,727	2,813	3.1%	43	28.8	D	2,774	3,026	8.3%	18	70.1	F	2,579	3,026	14.8%	20	59.8	F	2,548	3,026	15.8%
Merge segment at Stewart Avenue on-ramp	54	19.2	B	3,534	3,661	3.5%	32	49.3	F	3,590	3,914	8.3%	11	96.9	F	3,174	3,914	18.9%	14	75.9	F	3,159	3,914	19.3%
Mainline between Stewart Avenue on-ramp and Charles Lindbergh Boulevard on-ramp	44	30.3	D	3,574	3,661	2.4%	20	75.9	F	3,605	3,914	7.9%	10	108.6	F	3,100	3,914	20.8%	13	89.8	F	3,079	3,914	21.3%
Merge segment at Charles Lindbergh Boulevard on-ramp	31	49.7	F	4,250	4,358	2.5%	16	88.0	F	4,305	4,644	7.3%	10	116.0	F	3,629	4,644	21.9%	11	103.2	F	3,607	4,644	22.3%
Mainline between Charles Lindbergh Boulevard on-ramp and Hempstead Turnpike westbound on-ramp	31	52.1	F	4,252	4,358	2.4%	20	72.6	F	4,310	4,644	7.2%	12	102.1	F	3,607	4,644	22.3%	13	97.1	F	3,528	4,644	24.0%
Weave segment between Hempstead Turnpike westbound on-ramp and eastbound off-ramp	24	64.3	F	4,791	4,910	2.4%	17	81.2	F	4,868	5,220	6.7%	11	107.0	F	4,178	5,220	20.0%	12	101.4	F	4,110	5,220	21.3%
Mainline between Hempstead Turnpike eastbound off-ramp and on-ramp	24	68.9	F	4,571	4,668	2.1%	20	79.8	F	4,645	4,968	6.5%	14	101.0	F	3,993	4,968	19.6%	14	97.5	F	3,920	4,968	21.1%
Merge segment at Hempstead Turnpike eastbound on-ramp	22	73.2	F	5,126	5,261	2.6%	20	81.0	F	5,205	5,587	6.8%	14	101.8	F	4,646	5,853	20.6%	14	96.5	F	4,597	5,853	21.5%
Mainline between Hempstead Turnpike and Southern State Parkway off-ramps	N/A																		21	77.0	F	4,556	5,853	22.2%
Diverge segment at Southern State Parkway westbound off-ramp	41	44.6	F	5,179	5,261	1.6%	40	45.6	F	5,245	5,587	6.1%	23	69.3	F	4,605	5,853	21.3%	35	50.3	F	4,497	5,853	23.2%
Diverge segment at Southern State Parkway eastbound off-ramp	32	62.6	F	4,332	4,549	4.8%	34	58.3	F	4,350	4,803	9.4%	33	64.7	F	3,734	4,958	24.7%	24	79.3	F	3,729	4,958	24.8%
Three-to-two lane drop mainline segment south of Southern State Parkway eastbound off-ramp	51	32.2	D	3,265	3,426	4.7%	52	31.8	D	3,253	3,593	9.5%	52	27.0	D	2,750	3,637	24.4%	49	28.1	D	2,732	3,637	24.9%
Mainline between three-to-two lane drop and Southern State Parkway on-ramp	52	32.0	D	3,324	3,426	3.0%	52	32.0	D	3,311	3,593	7.9%	54	26.3	D	2,800	3,637	23.0%	54	26.0	D	2,784	3,637	23.5%

## Comparison of Weekday PM Peak Hour MOEs

Freeway Segment	Existing Conditions						No Build 2030 Conditions						Build 2030 Conditions - DEIS Alt BD						Build Mitigation 2030 Conditions - DEIS Alt BD					
	Speed	Density	LOS	Throughput	Demand	Delta	Speed	Density	LOS	Throughput	Demand	Delta	Speed	Density	LOS	Throughput	Demand	Delta	Speed	Density	LOS	Throughput	Demand	Delta
Merge segment at Southern State Parkway on-ramp	53	31.9	D	5,033	5,172	2.7%	53	31.8	D	5,020	5,422	7.4%	54	27.0	C	4,347	5,466	20.5%	54	27.0	C	4,345	5,466	20.5%
Diverge segment at Babylon Turnpike westbound off-ramp	47	31.0	D	4,855	5,172	6.1%	48	30.7	D	4,837	5,422	10.8%	49	26.2	C	4,199	5,466	23.2%	49	26.2	C	4,191	5,466	23.3%
Mainline between Babylon Turnpike westbound off-ramp and on-ramp	52	29.1	D	4,415	4,587	3.8%	52	28.9	D	4,397	4,809	8.6%	53	24.7	C	3,810	4,842	21.3%	53	24.7	C	3,802	4,842	21.5%
Weave segment between Babylon Turnpike westbound on-ramp and eastbound off-ramp	45	30.9	D	4,524	4,695	3.6%	46	30.8	D	4,510	4,922	8.4%	48	25.3	C	3,924	4,955	20.8%	48	25.3	C	3,913	4,955	21.0%
Mainline between Babylon Turnpike eastbound off-ramp and on-ramp	51	28.2	D	4,244	4,402	3.6%	51	28.1	D	4,229	4,614	8.3%	52	23.9	C	3,674	4,636	20.7%	52	23.8	C	3,662	4,636	21.0%
Merge segment at Babylon Turnpike eastbound on-ramp	51	27.5	C	4,411	4,587	3.8%	51	27.6	C	4,403	4,807	8.4%	52	23.6	C	3,850	4,829	20.3%	52	23.6	C	3,837	4,829	20.5%
Mainline between Babylon Turnpike eastbound on-ramp and Sunrise Highway westbound off-ramp	52	28.6	D	4,436	4,587	3.3%	52	28.7	D	4,429	4,807	7.9%	53	24.8	C	3,872	4,829	19.8%	53	24.7	C	3,860	4,829	20.1%
Diverge segment at Sunrise Highway westbound off-ramp	48	25.5	C	4,372	4,587	4.7%	47	25.6	C	4,363	4,807	9.2%	48	22.0	C	3,816	4,829	21.0%	48	22.0	C	3,804	4,829	21.2%
Mainline between Sunrise Highway westbound off-ramp and on-ramp	54	23.5	C	3,523	3,668	3.9%	54	23.4	C	3,504	3,831	8.5%	55	20.2	C	3,063	3,847	20.4%	55	20.2	C	3,054	3,847	20.6%
Weave segment between Sunrise Highway westbound on-ramp and eastbound off-ramp	53	22.2	C	3,641	3,799	4.2%	53	22.2	C	3,626	3,968	8.6%	53	19.3	B	3,186	3,984	20.0%	53	19.2	B	3,179	3,984	20.2%
Mainline between Sunrise Highway eastbound off-ramp and on-ramp	55	23.4	C	3,344	3,478	3.9%	55	23.3	C	3,330	3,631	8.3%	55	20.3	C	2,929	3,647	19.7%	55	20.2	C	2,921	3,647	19.9%
Merge segment at Sunrise Highway eastbound on-ramp	53	22.7	C	3,605	3,770	4.4%	53	22.7	C	3,603	3,935	8.4%	53	19.9	B	3,205	3,951	18.9%	53	19.8	B	3,196	3,951	19.1%
Mainline south of Sunrise Highway eastbound on-ramp	55	24.2	C	3,682	3,770	2.3%	55	24.1	C	3,681	3,935	6.5%	55	21.3	C	3,275	3,951	17.1%	55	21.2	C	3,264	3,951	17.4%
<b>Meadowbrook State Parkway (Southbound C-D Road)</b>																								
Mainline entering C-D Road	50	21.0	C	1,058	1,147	7.8%	50	21.0	C	1,044	1,198	12.9%	45	25.8	C	1,167	1,405	17.0%	45	25.5	C	1,150	1,405	18.2%
Diverge segment at Charles Lindbergh Boulevard off-ramp	52	15.4	B	1,089	1,147	5.0%	52	15.0	B	1,074	1,198	10.4%	52	15.3	B	1,199	1,405	14.7%	52	15.0	B	1,184	1,405	15.8%
Two-to-one lane drop segment between Charles Lindbergh Boulevard and Hempstead Turnpike	52	8.6	A	860	901	4.6%	52	8.5	A	846	940	10.0%	52	7.8	A	808	940	14.1%	52	7.8	A	799	940	15.0%
Mainline ramp to Hempstead Turnpike westbound	51	16.9	B	860	901	4.6%	51	16.7	B	847	940	9.9%	51	15.9	B	809	940	14.0%	51	15.8	B	800	940	14.9%
<b>Southern State Parkway (Eastbound)</b>																								
Mainline west of Nassau Road	47	39.5	E	5,320	5,356	0.7%	27	64.9	F	5,186	5,636	8.0%	16	95.6	F	4,327	5,746	24.7%	17	92.3	F	4,429	5,746	22.9%
Diverge segment at Nassau Road off-ramp	37	43.8	F	5,165	5,356	3.6%	24	63.5	F	5,033	5,636	10.7%	15	92.1	F	4,179	5,746	27.3%	16	89.5	F	4,273	5,746	25.6%
Mainline between Nassau Road off-ramp and on-ramp	33	54.3	F	4,786	4,817	0.6%	20	80.1	F	4,657	5,074	8.2%	12	109.0	F	3,858	5,184	25.6%	13	106.5	F	3,932	5,184	24.1%
Merge segment at Nassau Road on-ramp	27	65.1	F	5,324	5,377	1.0%	20	81.4	F	5,249	5,658	7.2%	13	106.8	F	4,401	5,787	23.9%	14	105.0	F	4,477	5,787	22.6%
Mainline between Nassau Road on-ramp and Meadowbrook State Parkway southbound off-ramp	46	39.0	E	5,356	5,377	0.4%	46	38.3	E	5,282	5,658	6.6%	20	81.3	F	4,398	5,787	24.0%	22	77.3	F	4,474	5,787	22.7%
Diverge segment at Meadowbrook State Parkway southbound off-ramp	46	31.9	D	5,277	5,377	1.9%	49	29.8	D	5,209	5,658	7.9%	19	83.0	F	4,303	5,787	25.6%	20	79.6	F	4,377	5,787	24.4%
Mainline between Meadowbrook State Parkway southbound off-ramp and on-ramp	42	37.2	E	4,391	4,398	0.2%	45	33.6	D	4,342	4,633	6.3%	16	95.6	F	3,602	4,762	24.4%	17	93.4	F	3,648	4,762	23.4%
Weave segment between Meadowbrook State Parkway southbound on-ramp and northbound off-ramp	22	81.2	F	5,438	5,521	1.5%	23	78.5	F	5,418	5,843	7.3%	15	106.4	F	4,582	6,083	24.7%	15	104.5	F	4,624	6,083	24.0%
Four-to-three lane drop east of Meadowbrook State Parkway northbound off-ramp	37	39.0	E	4,381	4,460	1.8%	38	38.2	E	4,360	4,711	7.5%	40	27.1	C	3,642	4,821	24.5%	40	27.4	C	3,691	4,821	23.4%
Mainline between Meadowbrook State Parkway northbound off-ramp and on-ramp	51	28.8	D	4,349	4,460	2.5%	52	28.0	D	4,328	4,711	8.1%	52	23.2	C	3,618	4,821	25.0%	52	23.6	C	3,665	4,821	24.0%
Weave segment between Meadowbrook State Parkway on-ramps and Meadowbrook Road off-ramp	43	33.7	D	5,041	5,122	1.6%	49	29.5	D	5,030	5,404	6.9%	53	23.1	C	4,333	5,514	21.4%	53	23.6	C	4,382	5,514	20.5%

## Comparison of Weekday PM Peak Hour MOEs

Freeway Segment	Existing Conditions						No Build 2030 Conditions						Build 2030 Conditions - DEIS Alt BD						Build Mitigation 2030 Conditions - DEIS Alt BD					
	Speed	Density	LOS	Throughput	Demand	Delta	Speed	Density	LOS	Throughput	Demand	Delta	Speed	Density	LOS	Throughput	Demand	Delta	Speed	Density	LOS	Throughput	Demand	Delta
Mainline between Meadowbrook Road off-ramp and on-ramp	37	43.8	E	4,779	4,857	1.6%	40	40.3	E	4,774	5,128	6.9%	49	28.5	D	4,107	5,232	21.5%	48	29.5	D	4,159	5,232	20.5%
Weave segment between Meadowbrook Road on-ramp and Merrick Avenue southbound off-ramp	37	40.8	E	4,885	4,993	2.2%	37	40.5	E	4,886	5,270	7.3%	41	31.0	D	4,222	5,374	21.4%	41	31.9	D	4,275	5,374	20.4%
Mainline between Merrick Avenue southbound off-ramp and on-ramp	47	32.9	D	4,606	4,666	1.3%	47	33.0	D	4,606	4,924	6.5%	49	27.0	D	3,980	5,022	20.8%	49	27.5	D	4,032	5,022	19.7%
Weave segment between Merrick Avenue southbound on-ramp and northbound off-ramp	52	26.8	C	4,637	4,729	1.9%	52	26.6	C	4,638	4,990	7.1%	52	22.8	C	4,015	5,088	21.1%	52	23.2	C	4,067	5,088	20.1%
Mainline between Merrick Avenue northbound off-ramp and on-ramp	54	27.0	D	4,257	4,292	0.8%	54	27.0	D	4,257	4,529	6.0%	54	23.3	C	3,695	4,627	20.1%	54	23.6	C	3,741	4,627	19.1%
Merge segment at Merrick Avenue northbound on-ramp	47	30.1	D	4,384	4,465	1.8%	47	30.5	D	4,391	4,709	6.8%	49	25.2	C	3,837	4,807	20.2%	49	25.6	C	3,881	4,807	19.3%
Mainline east of Merrick Avenue northbound on-ramp	29	50.6	F	4,463	4,465	0.0%	30	50.6	F	4,468	4,709	5.1%	30	43.5	E	3,905	4,807	18.8%	30	44.3	E	3,954	4,807	17.7%
<b>Southern State Parkway (Westbound)</b>																								
Mainline east of Merrick Avenue northbound off-ramp	26	49.1	F	3,724	3,836	2.9%	23	55.6	F	3,800	4,051	6.2%	23	59.5	F	3,960	4,175	5.2%	23	59.5	F	3,960	4,175	5.2%
Diverge segment at Merrick Avenue northbound off-ramp	24	48.9	F	3,583	3,836	6.6%	19	59.8	F	3,688	4,051	9.0%	19	64.1	F	3,855	4,175	7.7%	19	64.1	F	3,855	4,175	7.7%
Mainline between Merrick Avenue northbound off-ramp and on-ramp	35	31.4	D	3,268	3,424	4.5%	32	35.6	E	3,382	3,621	6.6%	31	38.0	E	3,548	3,745	5.3%	31	38.0	E	3,548	3,745	5.3%
Merge segment at Merrick Avenue northbound on-ramp	45	23.4	C	3,205	3,510	8.7%	43	25.3	C	3,319	3,713	10.6%	43	26.9	C	3,478	3,837	9.4%	43	26.9	C	3,478	3,837	9.4%
Diverge segment at Merrick Avenue southbound off-ramp	45	25.6	C	3,367	3,510	4.1%	43	28.6	D	3,486	3,713	6.1%	42	30.7	D	3,654	3,837	4.8%	42	30.7	D	3,654	3,837	4.8%
Mainline between Merrick Avenue southbound off-ramp and on-ramp	50	21.6	C	3,184	3,340	4.7%	48	23.3	C	3,302	3,536	6.6%	47	24.7	C	3,469	3,660	5.2%	47	24.7	C	3,469	3,660	5.2%
Merge segment at Merrick Avenue southbound on-ramp	50	22.3	C	3,493	3,683	5.2%	49	23.1	C	3,625	3,896	6.9%	48	25.1	C	3,798	4,026	5.7%	48	25.1	C	3,798	4,026	5.7%
Diverge segment at Meadowbrook Road off-ramp	49	24.9	C	3,478	3,683	5.6%	49	25.4	C	3,608	3,896	7.4%	47	28.3	D	3,780	4,026	6.1%	47	28.3	D	3,780	4,026	6.1%
Mainline between Meadowbrook Road off-ramp and on-ramp	51	22.1	C	3,279	3,429	4.4%	52	22.2	C	3,404	3,631	6.2%	49	25.5	C	3,577	3,761	4.9%	49	25.5	C	3,577	3,761	4.9%
Weave segment between Meadowbrook Road on-ramp and Meadowbrook State Parkway northbound off-ramp	47	19.8	B	3,564	3,730	4.5%	49	19.5	B	3,702	3,945	6.2%	42	24.0	C	3,884	4,081	4.8%	43	24.0	C	3,884	4,081	4.8%
Mainline between Meadowbrook State Parkway northbound off-ramp and southbound off-ramp	39	23.1	C	2,685	2,786	3.6%	39	24.0	C	2,783	2,935	5.2%	38	25.1	C	2,824	2,941	4.0%	39	24.6	C	2,824	2,941	4.0%
Diverge segment at Meadowbrook State Parkway southbound off-ramp	38	18.4	B	2,655	2,786	4.7%	38	19.2	B	2,751	2,935	6.3%	37	20.9	C	2,794	2,941	5.0%	38	19.6	B	2,794	2,941	5.0%
Mainline between Meadowbrook State Parkway southbound off-ramp and on-ramp	52	13.0	B	1,938	2,019	4.0%	44	18.3	C	2,014	2,131	5.5%	41	21.1	C	2,043	2,137	4.4%	43	22.0	C	2,045	2,137	4.3%
Merge segment at Meadowbrook State Parkway on-ramp	36	23.9	C	3,089	3,215	3.9%	27	44.5	F	3,215	3,423	6.1%	23	53.8	F	3,219	3,540	9.1%	22	53.4	F	3,265	3,540	7.8%
Four-to-three lane drop west of Meadowbrook State Parkway on-ramp	23	43.8	E	3,122	3,215	2.9%	18	58.9	F	3,258	3,423	4.8%	17	63.9	F	3,264	3,540	7.8%	17	64.5	F	3,305	3,540	6.6%
Mainline between four-to-three lane drop and Nassau Road off-ramp	24	44.5	E	3,195	3,215	0.6%	22	51.7	F	3,336	3,423	2.6%	21	53.3	F	3,338	3,540	5.7%	21	54.7	F	3,357	3,540	5.2%
Diverge segment at Nassau Road off-ramp	39	21.4	C	3,134	3,215	2.5%	39	22.2	C	3,271	3,423	4.4%	38	22.7	C	3,274	3,540	7.5%	38	23.2	C	3,281	3,540	7.3%
Mainline between Nassau Road off-ramp and on-ramp	25	31.0	D	2,359	2,369	0.4%	25	32.7	D	2,476	2,531	2.2%	25	32.8	D	2,487	2,631	5.5%	25	33.0	D	2,496	2,631	5.1%
Merge segment at Nassau Road on-ramp	44	19.6	B	2,743	2,757	0.5%	41	21.9	C	2,880	2,936	1.9%	41	22.0	C	2,892	3,036	4.7%	41	22.3	C	2,900	3,036	4.5%
Mainline west of Nassau Road	18	50.5	F	2,751	2,757	0.2%	18	53.7	F	2,889	2,936	1.6%	18	54.1	F	2,903	3,036	4.4%	18	54.1	F	2,908	3,036	4.2%
<b>Northern State Parkway (Eastbound)</b>																								
Mainline west of Meadowbrook State Parkway	32	53.7	F	5,502	5,555	1.0%	14	96.2	F	5,244	5,858	10.5%	13	103.9	F	5,109	5,935	13.9%	13	101.8	F	5,165	5,935	13.0%
Mainline west of Meadowbrook State Parkway	23	67.5	F	5,406	5,555	2.7%	14	96.8	F	5,113	5,858	12.7%	13	101.1	F	5,010	5,935	15.6%	14	99.4	F	5,063	5,935	14.7%
Diverge segment at Meadowbrook State Parkway southbound off-ramp	19	76.5	F	5,352	5,555	3.7%	15	93.2	F	5,057	5,858	13.7%	15	94.6	F	4,966	5,935	16.3%	15	93.5	F	5,012	5,935	15.5%

## Comparison of Weekday PM Peak Hour MOEs

Freeway Segment	Existing Conditions						No Build 2030 Conditions						Build 2030 Conditions - DEIS Alt BD						Build Mitigation 2030 Conditions - DEIS Alt BD					
	Speed	Density	LOS	Throughput	Demand	Delta	Speed	Density	LOS	Throughput	Demand	Delta	Speed	Density	LOS	Throughput	Demand	Delta	Speed	Density	LOS	Throughput	Demand	Delta
Mainline between Meadowbrook State Parkway southbound off-ramp and two-to-three lane add	45	30.1	D	2,687	2,784	3.5%	45	28.3	D	2,513	2,908	13.6%	44	27.5	D	2,434	2,908	16.3%	45	27.6	D	2,455	2,908	15.6%
Mainline between two-to-three lane add and Glen Cove Road on-ramp	53	21.6	C	2,695	2,784	3.2%	55	19.5	C	2,521	2,908	13.3%	54	19.1	C	2,443	2,908	16.0%	54	19.6	C	2,465	2,908	15.2%
Merge segment at Glen Cove Road on-ramp	41	26.0	C	3,322	3,439	3.4%	43	23.0	C	3,178	3,591	11.5%	45	22.4	C	3,097	3,591	13.8%	44	23.1	C	3,122	3,591	13.1%
Mainline between Glen Cove Road on-ramp and Meadowbrook State Parkway northbound on-ramp	43	26.8	D	3,347	3,439	2.7%	40	27.6	D	3,209	3,591	10.6%	44	24.5	C	3,123	3,591	13.0%	45	25.4	C	3,149	3,591	12.3%
Merge segment at Meadowbrook State Parkway northbound on-ramp	27	52.7	F	5,076	5,172	1.8%	21	66.9	F	5,063	5,472	7.5%	25	59.6	F	5,001	5,528	9.5%	26	58.2	F	5,021	5,528	9.2%
Mainline between Meadowbrook State Parkway northbound on-ramp and Post Avenue off-ramp	35	48.9	F	5,117	5,172	1.1%	33	52.5	F	5,116	5,472	6.5%	32	53.4	F	5,063	5,528	8.4%	31	54.5	F	5,082	5,528	8.1%
Diverge segment at Post Avenue off-ramp	31	51.3	F	5,080	5,172	1.8%	28	56.7	F	5,083	5,472	7.1%	28	56.4	F	5,029	5,528	9.0%	27	57.9	F	5,051	5,528	8.6%
Mainline between Post Avenue off-ramp and on-ramp	23	68.5	F	4,751	4,778	0.6%	21	73.9	F	4,758	5,056	5.9%	22	73.0	F	4,714	5,112	7.8%	22	73.0	F	4,731	5,112	7.5%
Merge segment at Post Avenue on-ramp	24	66.6	F	5,253	5,283	0.6%	23	70.8	F	5,278	5,587	5.5%	23	70.1	F	5,246	5,654	7.2%	23	69.9	F	5,262	5,654	6.9%
Mainline east of Post Avenue	25	70.9	F	5,305	5,283	-0.4%	25	71.0	F	5,327	5,587	4.6%	25	69.9	F	5,297	5,654	6.3%	25	70.5	F	5,314	5,654	6.0%
<b>Northern State Parkway (Westbound)</b>																								
Mainline east of Wantagh State Parkway	55	22.2	C	2,448	2,456	0.3%	55	23.5	C	2,589	2,596	0.3%	54	24.3	C	2,629	2,639	0.4%	54	24.3	C	2,629	2,639	0.4%
Merge segment at Wantagh State Parkway on-ramp	54	25.3	C	4,455	4,465	0.2%	54	26.8	C	4,710	4,720	0.2%	48	31.7	D	4,763	4,798	0.7%	49	30.8	D	4,765	4,798	0.7%
Mainline between Wantagh State Parkway on-ramp and Post Avenue off-ramp	55	27.8	D	4,467	4,465	0.0%	54	29.6	D	4,721	4,720	0.0%	43	38.7	E	4,738	4,798	1.3%	47	36.0	E	4,755	4,798	0.9%
Diverge segment at Post Avenue off-ramp	53	24.2	C	4,454	4,465	0.2%	51	26.8	C	4,704	4,720	0.3%	36	41.5	E	4,691	4,798	2.2%	39	38.7	E	4,716	4,798	1.7%
Mainline between Post Avenue off-ramp and on-ramp	55	23.8	C	3,898	3,893	-0.1%	51	28.3	D	4,112	4,119	0.2%	28	54.0	F	4,065	4,197	3.2%	29	51.4	F	4,088	4,197	2.6%
Merge segment at Post Avenue on-ramp	55	25.4	C	4,306	4,299	-0.2%	44	36.8	E	4,517	4,546	0.6%	22	70.3	F	4,430	4,624	4.2%	22	69.3	F	4,448	4,624	3.8%
Mainline between Post Avenue on-ramp and Meadowbrook State Parkway southbound off-ramp	55	26.8	D	4,313	4,299	-0.3%	32	51.4	F	4,456	4,546	2.0%	20	75.0	F	4,347	4,624	6.0%	20	74.9	F	4,367	4,624	5.6%
Diverge segment at Meadowbrook State Parkway southbound off-ramp	53	22.7	C	4,291	4,299	0.2%	15	82.3	F	4,330	4,546	4.8%	11	103.8	F	4,208	4,624	9.0%	11	103.0	F	4,233	4,624	8.5%
Mainline between Meadowbrook State Parkway southbound off-ramp and northbound on-ramp	55	11.6	B	1,903	1,896	-0.4%	54	11.7	B	1,874	1,981	5.4%	54	11.3	B	1,805	1,994	9.5%	54	11.3	B	1,815	1,994	9.0%
Mainline between Meadowbrook State Parkway southbound off-ramp and northbound on-ramp	55	11.5	B	1,890	1,896	0.3%	55	11.3	B	1,856	1,981	6.3%	55	10.9	A	1,792	1,994	10.2%	55	10.9	A	1,802	1,994	9.6%
Mainline between Meadowbrook State Parkway southbound off-ramp and northbound on-ramp	52	12.6	B	1,889	1,896	0.4%	52	12.7	B	1,856	1,981	6.3%	52	12.2	B	1,791	1,994	10.2%	52	12.2	B	1,801	1,994	9.7%
Merge segment at Meadowbrook State Parkway northbound on-ramp	53	26.9	C	5,239	5,258	0.4%	53	27.9	C	5,325	5,564	4.3%	53	28.0	C	5,280	5,643	6.4%	53	27.9	C	5,276	5,643	6.5%
Mainline north of Meadowbrook State Parkway	55	25.4	C	5,155	5,258	2.0%	55	25.9	C	5,238	5,564	5.9%	55	26.0	C	5,194	5,643	7.9%	55	26.0	C	5,190	5,643	8.0%
Mainline north of Meadowbrook State Parkway	55	23.0	C	4,707	5,258	10.5%	55	23.5	C	4,782	5,564	14.1%	55	23.5	C	4,742	5,643	16.0%	55	23.5	C	4,737	5,643	16.1%
Mainline north of Meadowbrook State Parkway	55	25.5	C	5,247	5,258	0.2%	55	26.0	C	5,335	5,564	4.1%	55	26.0	C	5,290	5,643	6.3%	55	26.0	D	5,284	5,643	6.4%

## Comparison of Saturday Midday Peak Hour MOEs

Freeway Segment	Existing Conditions						No Build 2030 Conditions						Build 2030 Conditions - DEIS Alt BD						Build Mitigation 2030 Conditions - DEIS Alt BD					
	Speed	Density	LOS	Throughput	Demand	Delta	Speed	Density	LOS	Throughput	Demand	Delta	Speed	Density	LOS	Throughput	Demand	Delta	Speed	Density	LOS	Throughput	Demand	Delta
<b>Meadowbrook State Parkway (Northbound)</b>																								
Mainline south of Sunrise Highway	56	14.1	B	2,335	2,343	0.3%	56	14.7	B	2,437	2,445	0.3%	56	14.9	B	2,468	2,477	0.3%	56	14.9	B	2,468	2,477	0.3%
Diverge Segment at Sunrise Highway eastbound off-ramp	55	13.1	B	2,319	2,343	1.0%	55	13.7	B	2,419	2,445	1.1%	55	13.9	B	2,451	2,477	1.1%	55	13.9	B	2,451	2,477	1.1%
Mainline between Sunrise Highway eastbound off-ramp and on-ramp	55	13.3	B	2,198	2,209	0.5%	55	13.9	B	2,292	2,305	0.5%	55	14.1	B	2,324	2,337	0.5%	55	14.1	B	2,324	2,359	1.5%
Weave segment between Sunrise Highway eastbound on-ramp and westbound off-ramp	48	16.4	B	2,757	2,787	1.1%	48	17.2	B	2,890	2,924	1.2%	48	17.5	B	2,931	2,966	1.2%	48	17.5	B	2,931	2,988	1.9%
Mainline between Sunrise Highway westbound on-ramp and off-ramp	52	17.4	B	2,698	2,709	0.4%	52	18.3	C	2,828	2,843	0.5%	52	18.5	C	2,867	2,885	0.6%	52	18.5	C	2,867	2,907	1.4%
Merge segment at Sunrise Highway westbound on-ramp	54	17.7	B	2,987	2,996	0.3%	54	18.5	B	3,130	3,144	0.4%	54	18.8	B	3,170	3,186	0.5%	54	18.8	B	3,170	3,208	1.2%
Diverge segment at Babylon Turnpike eastbound off-ramp	55	18.0	B	2,952	2,996	1.5%	55	18.9	B	3,093	3,144	1.6%	55	19.2	B	3,134	3,186	1.6%	55	19.2	B	3,134	3,208	2.3%
Mainline between Babylon Turnpike eastbound off-ramp and on-ramp	55	17.6	B	2,881	2,893	0.4%	55	18.5	C	3,020	3,037	0.6%	55	18.7	C	3,060	3,079	0.6%	55	18.7	C	3,060	3,101	1.3%
Weave segment between Babylon Turnpike eastbound on-ramp and westbound off-ramp	50	18.6	B	3,160	3,207	1.5%	50	19.5	B	3,309	3,365	1.7%	50	19.9	B	3,370	3,427	1.7%	50	19.9	B	3,370	3,449	2.3%
Mainline between Babylon Turnpike westbound off-ramp and on-ramp	53	19.9	C	3,080	3,084	0.1%	53	20.9	C	3,227	3,237	0.3%	53	21.3	C	3,286	3,299	0.4%	53	21.3	C	3,286	3,321	1.1%
Merge segment at Babylon Turnpike westbound on-ramp	55	20.0	C	3,211	3,216	0.1%	55	21.1	C	3,364	3,376	0.4%	55	21.4	C	3,442	3,458	0.4%	55	21.4	C	3,442	3,480	1.1%
Diverge segment at Southern State Parkway westbound off-ramp	55	20.2	C	3,212	3,216	0.1%	55	21.2	C	3,364	3,376	0.3%	55	21.7	C	3,447	3,458	0.3%	55	21.7	C	3,447	3,480	0.9%
Mainline between Southern State Parkway westbound and eastbound off-ramp	54	24.0	C	2,563	2,576	0.5%	54	25.2	C	2,688	2,705	0.6%	54	25.9	C	2,772	2,787	0.5%	54	25.9	C	2,772	2,787	0.5%
Diverge segment at Southern State Parkway eastbound off-ramp	51	18.4	B	2,548	2,576	1.1%	49	19.9	B	2,671	2,705	1.3%	50	20.2	C	2,753	2,787	1.2%	50	20.2	C	2,753	2,787	1.2%
Mainline between Southern State Parkway eastbound off-ramp and on-ramp	55	16.6	B	1,731	1,758	1.5%	55	17.4	B	1,816	1,848	1.7%	55	18.2	C	1,900	1,930	1.6%	55	18.2	C	1,900	1,930	1.6%
Merge segment at Southern State Parkway eastbound on-ramp	53	19.3	B	2,950	2,979	1.0%	53	19.9	B	3,042	3,161	3.8%	53	20.0	B	3,027	3,451	12.3%	53	19.9	B	3,019	3,451	12.5%
Merge segment at Southern State Parkway westbound on-ramp	53	20.8	C	4,032	4,069	0.9%	53	21.8	C	4,209	4,338	3.0%	52	22.7	C	4,390	4,836	9.2%	52	22.5	C	4,382	4,836	9.4%
Mainline north of Southern State Parkway westbound on-ramp	55	24.8	C	4,048	4,069	0.5%	54	26.0	C	4,227	4,338	2.6%	54	27.2	D	4,408	4,836	8.8%	54	27.2	D	4,400	4,836	9.0%
Diverge segment at Hempstead Turnpike eastbound off-ramp	55	24.8	C	4,048	4,069	0.5%	54	26.0	C	4,225	4,338	2.6%	54	27.3	C	4,407	4,836	8.9%	54	27.3	C	4,399	4,836	9.0%
Mainline between Hempstead Turnpike eastbound off-ramp and on-ramp	54	23.2	C	3,695	3,745	1.3%	54	24.4	C	3,869	4,000	3.3%	53	26.9	D	4,099	4,498	8.9%	53	26.8	D	4,092	4,498	9.0%
Weave segment between Hempstead Turnpike eastbound on-ramp and northbound C-D Road off-ramp	50	22.4	C	3,951	4,058	2.6%	50	23.7	C	4,140	4,326	4.3%	44	27.7	C	4,421	4,824	8.4%	45	26.9	C	4,415	4,824	8.5%
Mainline between northbound C-D road off-ramp and on-ramp	55	20.0	C	3,229	3,290	1.8%	55	21.0	C	3,386	3,515	3.7%	55	20.5	C	3,252	3,515	7.5%	55	20.4	C	3,247	3,515	7.6%
Merge segment at northbound C-D road on-ramp	54	22.8	C	4,093	4,234	3.3%	51	25.1	C	4,276	4,500	5.0%	52	24.9	C	4,268	4,661	8.4%	54	23.6	C	4,268	4,661	8.4%
Diverge segment at Merchants Concourse eastbound off-ramp	46	29.9	D	3,911	4,234	7.6%	39	37.6	E	4,066	4,500	9.6%	42	35.2	E	4,076	4,661	12.5%	45	32.1	D	4,086	4,661	12.3%
Diverge segment at Merchants Concourse westbound off-ramp	50	22.7	C	3,589	3,703	3.1%	36	36.7	E	3,706	3,946	6.1%	42	32.0	D	3,740	4,107	8.9%	48	26.0	C	3,760	4,107	8.4%
Mainline between Merchants Concourse westbound off-ramp and on-ramp	54	21.7	C	3,436	3,494	1.6%	29	51.1	F	3,529	3,728	5.3%	35	42.0	E	3,581	3,889	7.9%	47	29.5	D	3,606	3,889	7.3%

### Comparison of Saturday Midday Peak Hour MOEs

Freeway Segment	Existing Conditions						No Build 2030 Conditions						Build 2030 Conditions - DEIS Alt BD						Build Mitigation 2030 Conditions - DEIS Alt BD					
	Speed	Density	LOS	Throughput	Demand	Delta	Speed	Density	LOS	Throughput	Demand	Delta	Speed	Density	LOS	Throughput	Demand	Delta	Speed	Density	LOS	Throughput	Demand	Delta
Weave segment between Merchants Concourse on-ramp and Zeckendorf Boulevard northbound off-ramp	49	23.7	C	3,768	3,826	1.5%	21	71.5	F	3,772	4,074	7.4%	25	61.9	F	3,850	4,235	9.1%	37	43.1	F	3,911	4,235	7.7%
Mainline between Zeckendorf Boulevard northbound off-ramp and on-ramp	44	34.8	D	3,373	3,464	2.6%	21	82.7	F	3,332	3,697	9.9%	24	74.5	F	3,415	3,858	11.5%	33	56.1	F	3,491	3,858	9.5%
Weave segment between Zeckendorf Boulevard northbound off-ramp and southbound off-ramp	32	51.6	F	3,920	4,188	6.4%	24	90.1	F	3,606	4,486	19.6%	24	84.3	F	3,727	4,647	19.8%	27	69.0	F	3,947	4,647	15.1%
Mainline between Zeckendorf Boulevard southbound off-ramp and on-ramp	49	22.6	C	3,203	3,365	4.8%	48	22.8	C	2,938	3,572	17.8%	48	23.1	C	3,058	3,733	18.1%	48	23.4	C	3,234	3,733	13.4%
Weave segment between Zeckendorf Boulevard southbound on-ramp and Old Country Road off-ramp	53	18.7	B	3,661	3,824	4.3%	53	17.9	B	3,415	4,051	15.7%	53	18.2	B	3,534	4,212	16.1%	53	19.0	B	3,711	4,212	11.9%
Mainline between Old Country Road off-ramp and eastbound on-ramp	55	19.4	C	3,070	3,216	4.5%	54	18.8	C	2,854	3,395	15.9%	52	19.9	C	2,932	3,506	16.4%	52	20.6	C	3,080	3,506	12.2%
Merge segment at Old Country Road eastbound on-ramp	46	24.5	C	3,998	4,163	4.0%	45	25.1	C	3,901	4,461	12.6%	40	30.7	D	3,980	4,572	12.9%	36	35.8	E	4,125	4,572	9.8%
Mainline between Old Country Road eastbound on-ramp and westbound on-ramp	49	27.9	D	4,010	4,163	3.7%	49	28.7	D	3,915	4,461	12.2%	43	35.1	E	3,997	4,572	12.6%	38	42.0	E	4,143	4,572	9.4%
Merge segment at Old Country Road westbound on-ramp	44	32.1	D	4,708	4,932	4.5%	43	33.1	D	4,644	5,264	11.8%	39	40.7	E	4,729	5,375	12.0%	32	51.2	F	4,871	5,375	9.4%
Mainline between Old Country Road westbound on-ramp and Northern State Parkway eastbound off-ramp	44	37.6	E	4,812	4,932	2.4%	45	35.9	E	4,750	5,264	9.8%	43	39.6	E	4,847	5,375	9.8%	37	47.4	F	4,986	5,375	7.2%
Diverge segment at Northern State Parkway eastbound off-ramp	33	51.1	F	4,810	4,932	2.5%	36	45.5	F	4,747	5,264	9.8%	36	47.4	F	4,854	5,375	9.7%	33	53.5	F	4,992	5,375	7.1%
Mainline ramp to Northern State Parkway westbound	47	33.6	D	3,144	3,219	2.3%	47	32.7	D	3,085	3,419	9.8%	47	33.4	D	3,148	3,480	9.5%	47	34.8	D	3,235	3,480	7.0%
Mainline ramp to Northern State Parkway eastbound	43	39.7	E	1,659	1,713	3.1%	44	37.8	E	1,666	1,845	9.7%	45	38.4	E	1,711	1,895	9.7%	43	40.8	E	1,759	1,895	7.2%
<b>Meadowbrook State Parkway (Northbound C-D Road)</b>																								
Diverge segment at Hempstead Turnpike westbound on-ramp	49	7.7	A	755	768	1.7%	49	8.1	A	789	811	2.7%	44	14.8	B	1,203	1,309	8.1%	44	14.9	B	1,199	1,309	8.4%
Mainline between Hempstead Turnpike westbound off-ramp and on-ramp	55	6.3	A	551	559	1.4%	55	6.6	A	574	591	2.9%	55	6.8	A	549	591	7.1%	55	6.6	A	547	591	7.4%
Merge segment at Hempstead Turnpike westbound on-ramp	40	10.4	B	1,148	1,174	2.2%	40	10.9	B	1,195	1,232	3.0%	40	10.4	B	1,164	1,232	5.5%	40	10.5	B	1,165	1,232	5.4%
Mainline between Hempstead Turnpike westbound on-ramp and Charles Lindbergh Boulevard on-ramp	49	12.1	B	1,169	1,174	0.5%	49	12.6	B	1,216	1,232	1.3%	50	12.1	B	1,184	1,232	3.9%	49	12.1	B	1,185	1,232	3.8%
Weave segment between Charles Lindbergh Boulevard on-ramp and off-ramp	55	11.0	B	1,228	1,234	0.5%	55	11.4	B	1,277	1,296	1.5%	55	12.1	B	1,410	1,457	3.2%	55	12.1	B	1,409	1,457	3.3%
Diverge segment at Stewart Avenue eastbound off-ramp	54	13.6	B	1,122	1,126	0.4%	53	14.2	B	1,165	1,179	1.2%	53	16.6	B	1,298	1,340	3.2%	53	16.6	B	1,295	1,340	3.4%
Two-to-one lane drop segment between Stewart Avenue off-ramp and on-ramp	49	17.0	B	896	912	1.7%	49	17.8	B	926	952	2.7%	48	20.5	C	1,057	1,113	5.0%	48	20.5	C	1,055	1,113	5.2%
Mainline segment between two-to-one lane drop and Stewart Avenue on-ramp	52	17.3	B	905	912	0.7%	52	17.9	B	937	952	1.6%	51	20.9	C	1,070	1,113	3.9%	52	20.6	C	1,067	1,113	4.1%
Merge segment at Stewart Avenue on-ramp	52	16.6	B	933	944	1.1%	52	17.1	B	966	985	1.9%	52	20.1	C	1,087	1,146	5.1%	53	19.5	B	1,085	1,146	5.3%
Mainline segment between Stewart Avenue on-ramp and Meadowbrook State Parkway	54	17.5	B	938	944	0.6%	54	18.2	C	972	985	1.4%	52	21.1	C	1,093	1,146	4.6%	54	20.3	C	1,091	1,146	4.8%
<b>Meadowbrook State Parkway (Southbound)</b>																								
Mainline ramp from Northern State Parkway eastbound	16	96.6	F	2,957	3,100	4.6%	11	123.0	F	2,642	3,310	20.2%	12	119.5	F	2,755	3,434	19.8%	12	119.6	F	2,757	3,434	19.7%
Mainline ramp from Northern State Parkway westbound	31	42.0	E	1,814	1,832	1.0%	7	138.9	F	1,899	1,985	4.3%	7	139.0	F	1,926	2,232	13.7%	8	138.2	F	1,932	2,232	13.4%
Merge segment at Northern State Parkway westbound on-ramp and Glen Cove on-ramp (Bld Mit)	17	94.5	F	4,476	4,932	9.2%	15	105.9	F	4,295	5,295	18.9%	16	103.2	F	4,427	5,523	19.8%	16	102.5	F	4,438	5,666	21.7%
Merge segment at Glen Cove Road on-ramp	17	93.8	F	5,097	5,346	4.7%	16	99.0	F	4,933	5,727	13.9%	16	96.2	F	5,072	5,955	14.8%	17	95.7	F	5,075	5,955	14.8%

## Comparison of Saturday Midday Peak Hour MOEs

Freeway Segment	Existing Conditions						No Build 2030 Conditions						Build 2030 Conditions - DEIS Alt BD						Build Mitigation 2030 Conditions - DEIS Alt BD					
	Speed	Density	LOS	Throughput	Demand	Delta	Speed	Density	LOS	Throughput	Demand	Delta	Speed	Density	LOS	Throughput	Demand	Delta	Speed	Density	LOS	Throughput	Demand	Delta
Mainline between Glen Cove Road on-ramp and Old Country Road westbound off-ramp	27	67.3	F	5,106	5,346	4.5%	25	69.9	F	4,950	5,727	13.6%	27	67.8	F	5,085	5,955	14.6%	27	67.4	F	5,084	5,955	14.6%
Diverge segment at Old Country Road westbound off-ramp	30	51.0	F	4,954	5,346	7.3%	28	52.8	F	4,801	5,727	16.2%	30	51.5	F	4,930	5,955	17.2%	30	51.0	F	4,935	5,955	17.1%
Mainline between Old Country Road westbound off-ramp and eastbound off-ramp	45	35.2	E	4,493	4,740	5.2%	45	33.6	D	4,285	5,000	14.3%	46	33.7	D	4,424	5,228	15.4%	46	33.7	D	4,429	5,228	15.3%
Diverge segment at Old Country Road eastbound off-ramp	48	26.3	C	4,356	4,740	8.1%	50	24.3	C	4,155	5,000	16.9%	50	25.0	C	4,292	5,228	17.9%	51	24.8	C	4,295	5,228	17.9%
Mainline between Old Country Road eastbound off-ramp and on-ramp	53	25.1	C	3,860	4,082	5.4%	54	23.6	C	3,688	4,314	14.5%	54	24.2	C	3,837	4,542	15.5%	54	24.3	C	3,840	4,542	15.5%
Weave segment between Old Country Road on-ramp and Zeckendorf Boulevard westbound off-ramp	47	28.5	D	4,577	4,780	4.2%	47	27.3	C	4,444	5,054	12.1%	48	27.3	C	4,694	5,386	12.9%	48	27.7	C	4,699	5,386	12.8%
Mainline between Zeckendorf Boulevard westbound off-ramp and on-ramp	53	22.9	C	3,595	3,793	5.2%	53	22.1	C	3,465	3,978	12.9%	53	23.6	C	3,715	4,310	13.8%	53	23.7	C	3,722	4,310	13.6%
Weave segment between Zeckendorf Boulevard westbound on-ramp and eastbound off-ramp	43	26.2	C	3,957	4,181	5.4%	43	25.6	C	3,843	4,383	12.3%	42	27.4	C	4,092	4,715	13.2%	43	27.0	C	4,098	4,715	13.1%
Mainline between Zeckendorf Boulevard eastbound off-ramp and on-ramp	50	24.4	C	3,350	3,553	5.7%	50	23.7	C	3,263	3,728	12.5%	49	25.6	C	3,513	4,060	13.5%	49	25.6	C	3,516	4,060	13.4%
Merge segment at Zeckendorf Boulevard eastbound on-ramp	54	23.2	C	3,800	3,942	3.6%	53	22.8	C	3,767	4,176	9.8%	53	24.3	C	4,024	4,508	10.7%	53	24.3	C	4,026	4,508	10.7%
Diverge segment at Merchants Concourse southbound off-ramp	55	23.4	C	3,826	3,942	2.9%	55	23.2	C	3,794	4,176	9.1%	55	24.8	C	4,053	4,508	10.1%	55	24.9	C	4,055	4,508	10.1%
Mainline between Merchants Concourse southbound off-ramp and northbound off-ramp	55	21.6	C	3,538	3,657	3.3%	55	21.4	C	3,509	3,878	9.5%	54	23.3	C	3,769	4,210	10.5%	54	23.4	C	3,771	4,210	10.4%
Diverge segment at Merchants Concourse northbound off-ramp	52	20.3	C	3,483	3,657	4.8%	53	19.9	B	3,456	3,878	10.9%	51	22.5	C	3,712	4,210	11.8%	51	22.4	C	3,713	4,210	11.8%
Diverge segment at Meadowbrook State Parkway C-D Road off-ramp	55	19.9	B	3,267	3,389	3.6%	55	19.8	B	3,246	3,599	9.8%	54	21.6	C	3,510	3,931	10.7%	54	21.7	C	3,510	3,931	10.7%
Mainline between C-D Road off-ramp and Stewart Avenue on-ramp	55	18.2	C	2,860	2,945	2.9%	55	18.0	C	2,842	3,131	9.2%	55	18.0	B	2,812	3,131	10.2%	55	18.0	B	2,813	3,131	10.2%
Merge segment at Stewart Avenue on-ramp	55	19.5	B	3,558	3,686	3.5%	55	19.5	B	3,574	3,908	8.6%	55	19.3	B	3,546	3,908	9.3%	55	19.3	B	3,547	3,908	9.2%
Mainline between Stewart Avenue on-ramp and Charles Lindbergh Boulevard on-ramp	55	22.2	C	3,600	3,686	2.3%	55	22.3	C	3,613	3,908	7.6%	55	22.1	C	3,585	3,908	8.3%	55	22.1	C	3,587	3,908	8.2%
Merge segment at Charles Lindbergh Boulevard on-ramp	55	22.7	C	3,726	3,831	2.7%	55	22.8	C	3,744	4,059	7.8%	55	22.7	C	3,721	4,059	8.3%	55	22.8	C	3,727	4,059	8.2%
Mainline between Charles Lindbergh Boulevard on-ramp and Hempstead Turnpike westbound on-ramp	55	23.2	C	3,730	3,831	2.6%	55	23.4	C	3,747	4,059	7.7%	55	23.2	C	3,724	4,059	8.2%	55	23.1	C	3,710	4,059	8.6%
Weave segment between Hempstead Turnpike westbound on-ramp and eastbound off-ramp	48	23.3	C	4,107	4,227	2.8%	48	23.8	C	4,143	4,472	7.4%	48	23.7	C	4,124	4,472	7.8%	48	23.7	C	4,123	4,472	7.8%
Mainline between Hempstead Turnpike eastbound off-ramp and on-ramp	53	23.0	C	3,612	3,709	2.6%	53	23.4	C	3,656	3,932	7.0%	53	23.4	C	3,639	3,932	7.4%	53	23.3	C	3,637	3,932	7.5%
Merge segment at Hempstead Turnpike eastbound on-ramp	54	22.3	C	3,750	3,899	3.8%	54	22.6	C	3,801	4,130	8.0%	51	23.8	C	4,077	4,372	6.7%	54	24.1	C	4,127	4,372	5.6%
Mainline between Hempstead Turnpike and Southern State Parkway off-ramps	N/A																		53	26.4	D	4,139	4,372	5.3%
Diverge segment at Southern State Parkway westbound off-ramp	55	23.6	C	3,813	3,899	2.2%	55	24.0	C	3,866	4,130	6.4%	53	26.3	C	4,136	4,372	5.4%	48	27.4	C	4,113	4,372	5.9%
Diverge segment at Southern State Parkway eastbound off-ramp	53	13.6	B	2,624	2,747	4.5%	53	13.8	B	2,653	2,903	8.6%	33	38.4	E	2,785	3,044	8.5%	28	48.9	F	2,767	3,044	9.1%
Three-to-two lane drop mainline segment south of Southern State Parkway eastbound off-ramp	55	16.5	B	1,837	1,926	4.6%	55	16.6	B	1,844	2,023	8.9%	51	18.5	C	1,883	2,063	8.7%	49	18.9	C	1,869	2,063	9.4%
Mainline between three-to-two lane drop and Southern State Parkway on-ramp	55	17.0	B	1,868	1,926	3.0%	55	17.1	B	1,875	2,023	7.3%	55	17.4	B	1,916	2,063	7.1%	55	17.3	B	1,902	2,063	7.8%

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	Speed	Density	LOS	Throughput	Demand	Delta	Speed	Density	LOS	Throughput	Demand	Delta	Speed	Density	LOS	Throughput	Demand	Delta	Speed	Density	LOS	Throughput	Demand	Delta
Merge segment at Southern State Parkway on-ramp	55	20.6	C	3,328	3,399	2.1%	55	20.9	C	3,377	3,567	5.3%	55	20.3	C	3,284	3,607	8.9%	55	20.2	C	3,272	3,607	9.3%
Diverge segment at Babylon Turnpike westbound off-ramp	52	19.7	B	3,204	3,399	5.7%	52	20.1	C	3,254	3,567	8.8%	52	19.5	B	3,164	3,607	12.3%	52	19.3	B	3,153	3,607	12.6%
Mainline between Babylon Turnpike westbound off-ramp and on-ramp	54	19.1	C	2,990	3,098	3.5%	54	19.5	C	3,039	3,251	6.5%	54	18.8	C	2,946	3,281	10.2%	54	18.7	C	2,935	3,281	10.5%
Weave segment between Babylon Turnpike westbound on-ramp and eastbound off-ramp	51	19.1	B	3,082	3,188	3.3%	51	19.3	B	3,134	3,345	6.3%	51	18.8	B	3,039	3,375	10.0%	51	18.8	B	3,029	3,375	10.2%
Mainline between Babylon Turnpike eastbound off-ramp and on-ramp	54	18.7	C	2,954	3,055	3.3%	54	19.0	C	3,002	3,205	6.3%	54	18.4	C	2,904	3,225	10.0%	54	18.3	C	2,894	3,225	10.3%
Merge segment at Babylon Turnpike eastbound on-ramp	53	18.7	B	3,091	3,203	3.5%	53	19.1	B	3,142	3,359	6.5%	53	18.5	B	3,045	3,379	9.9%	53	18.4	B	3,034	3,379	10.2%
Mainline between Babylon Turnpike eastbound on-ramp and Sunrise Highway westbound off-ramp	54	19.7	C	3,109	3,203	2.9%	54	20.0	C	3,158	3,359	6.0%	54	19.4	C	3,062	3,379	9.4%	54	19.3	C	3,051	3,379	9.7%
Diverge segment at Sunrise Highway westbound off-ramp	50	17.4	B	3,064	3,203	4.3%	50	17.7	B	3,111	3,359	7.4%	50	17.2	B	3,018	3,379	10.7%	50	17.0	B	3,008	3,379	11.0%
Mainline between Sunrise Highway westbound off-ramp and on-ramp	55	16.2	B	2,567	2,667	3.7%	55	16.4	B	2,599	2,784	6.7%	55	16.0	B	2,519	2,799	10.0%	55	15.9	B	2,512	2,799	10.3%
Weave segment between Sunrise Highway westbound on-ramp and eastbound off-ramp	53	15.6	B	2,689	2,799	3.9%	52	15.8	B	2,724	2,922	6.8%	53	15.3	B	2,644	2,937	10.0%	53	15.3	B	2,637	2,937	10.2%
Mainline between Sunrise Highway eastbound off-ramp and on-ramp	55	16.3	B	2,464	2,550	3.4%	55	16.6	B	2,490	2,660	6.4%	55	16.2	B	2,419	2,675	9.6%	55	16.1	B	2,411	2,675	9.9%
Merge segment at Sunrise Highway eastbound on-ramp	54	16.1	B	2,583	2,692	4.0%	54	16.4	B	2,613	2,808	6.9%	54	15.9	B	2,543	2,823	9.9%	54	15.8	B	2,536	2,823	10.2%
Mainline south of Sunrise Highway eastbound on-ramp	55	16.9	B	2,638	2,692	2.0%	55	17.2	B	2,668	2,808	5.0%	55	16.7	B	2,597	2,823	8.0%	55	16.7	B	2,590	2,823	8.2%
<b>Meadowbrook State Parkway (Southbound C-D Road)</b>																								
Mainline entering C-D Road	54	7.5	A	404	444	9.1%	54	7.4	A	399	468	14.7%	53	12.9	B	687	800	14.2%	53	13.0	B	686	800	14.3%
Diverge segment at Charles Lindbergh Boulevard off-ramp	52	7.0	A	415	444	6.6%	52	7.0	A	410	468	12.5%	52	11.3	B	705	800	11.8%	52	11.3	B	705	800	11.9%
Two-to-one lane drop segment between Charles Lindbergh Boulevard and Hempstead Turnpike	52	3.3	A	288	307	6.3%	52	3.2	A	281	320	12.1%	52	3.0	A	285	320	10.9%	52	3.0	A	285	320	11.1%
Mainline ramp to Hempstead Turnpike westbound	52	5.6	A	287	307	6.4%	52	5.4	A	280	320	12.5%	52	5.5	A	285	320	10.9%	52	5.5	A	284	320	11.2%
<b>Southern State Parkway (Eastbound)</b>																								
Mainline west of Nassau Road	50	36.0	E	5,340	5,345	0.1%	31	58.7	F	5,334	5,642	5.5%	16	93.4	F	4,358	5,818	25.1%	15	95.3	F	4,308	5,818	25.9%
Diverge segment at Nassau Road off-ramp	37	42.5	E	5,184	5,345	3.0%	28	57.9	F	5,170	5,642	8.4%	15	89.7	F	4,196	5,818	27.9%	15	90.1	F	4,145	5,818	28.8%
Mainline between Nassau Road off-ramp and on-ramp	40	41.5	E	4,866	4,871	0.1%	24	70.4	F	4,848	5,148	5.8%	13	105.8	F	3,932	5,324	26.1%	13	107.4	F	3,879	5,324	27.1%
Merge segment at Nassau Road on-ramp	32	52.4	F	5,390	5,414	0.5%	22	75.0	F	5,398	5,714	5.5%	14	103.0	F	4,494	5,921	24.1%	14	104.0	F	4,440	5,921	25.0%
Mainline between Nassau Road on-ramp and Meadowbrook State Parkway southbound off-ramp	49	37.1	E	5,429	5,414	-0.3%	45	41.5	E	5,431	5,714	4.9%	19	82.9	F	4,494	5,921	24.1%	19	85.0	F	4,445	5,921	24.9%
Diverge segment at Meadowbrook State Parkway southbound off-ramp	45	36.2	E	5,356	5,414	1.1%	41	41.4	E	5,357	5,714	6.3%	17	87.7	F	4,405	5,921	25.6%	17	88.9	F	4,363	5,921	26.3%
Mainline between Meadowbrook State Parkway southbound off-ramp and on-ramp	39	43.2	E	4,823	4,783	-0.8%	33	52.4	F	4,818	5,052	4.6%	16	96.5	F	3,981	5,259	24.3%	16	95.2	F	3,939	5,259	25.1%
Weave segment between Meadowbrook State Parkway southbound on-ramp and northbound off-ramp	23	69.9	F	5,613	5,604	-0.2%	21	77.6	F	5,616	5,932	5.3%	14	107.1	F	4,861	6,240	22.1%	14	106.5	F	4,808	6,240	22.9%
Four-to-three lane drop east of Meadowbrook State Parkway northbound off-ramp	44	33.4	D	4,385	4,383	0.0%	44	34.3	D	4,377	4,619	5.2%	44	28.9	D	3,724	4,719	21.1%	42	25.3	C	2,109	4,719	55.3%
Mainline between Meadowbrook State Parkway northbound off-ramp and on-ramps	46	32.6	D	4,355	4,383	0.6%	44	34.4	D	4,344	4,619	5.9%	53	23.5	C	3,696	4,719	21.7%	54	22.9	C	3,655	4,719	22.5%

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	Speed	Density	LOS	Throughput	Demand	Delta	Speed	Density	LOS	Throughput	Demand	Delta	Speed	Density	LOS	Throughput	Demand	Delta	Speed	Density	LOS	Throughput	Demand	Delta
Weave segment between Meadowbrook State Parkway on-ramps and Meadowbrook Road off-ramp	33	44.5	F	5,194	5,201	0.1%	34	43.9	F	5,215	5,476	4.8%	46	27.7	C	4,565	5,576	18.1%	46	27.5	C	4,523	5,576	18.9%
Mainline between Meadowbrook Road off-ramp and on-ramp	40	41.2	E	4,904	4,912	0.2%	40	41.0	E	4,920	5,175	4.9%	47	30.5	D	4,312	5,270	18.2%	47	30.4	D	4,274	5,270	18.9%
Weave segment between Meadowbrook Road on-ramp and Merrick Avenue southbound off-ramp	37	42.2	E	5,010	5,047	0.7%	36	43.3	F	5,030	5,316	5.4%	41	33.4	D	4,424	5,411	18.2%	41	33.1	D	4,388	5,411	18.9%
Mainline between Merrick Avenue southbound off-ramp and on-ramp	46	35.1	E	4,822	4,821	0.0%	45	35.7	E	4,844	5,078	4.6%	49	29.5	D	4,258	5,168	17.6%	49	29.3	D	4,227	5,168	18.2%
Weave segment between Merrick Avenue southbound on-ramp and northbound off-ramp	50	29.8	D	4,883	4,918	0.7%	48	31.4	D	4,909	5,179	5.2%	50	26.2	C	4,326	5,269	17.9%	50	26.1	C	4,296	5,269	18.5%
Mainline between Merrick Avenue northbound off-ramp and on-ramp	46	34.1	D	4,653	4,646	-0.1%	44	36.8	E	4,681	4,893	4.3%	53	26.4	D	4,131	4,983	17.1%	54	25.9	C	4,098	4,983	17.8%
Merge segment at Merrick Avenue northbound on-ramp	28	54.0	F	4,756	4,799	0.9%	28	55.6	F	4,791	5,053	5.2%	45	30.9	D	4,245	5,143	17.5%	48	28.6	D	4,211	5,143	18.1%
Mainline east of Merrick Avenue northbound on-ramp	42	38.0	E	4,823	4,799	-0.5%	42	38.5	E	4,858	5,053	3.9%	45	31.7	D	4,309	5,143	16.2%	46	31.1	D	4,273	5,143	16.9%
<b>Southern State Parkway (Westbound)</b>																								
Mainline east of Merrick Avenue northbound off-ramp	49	35.5	E	5,188	5,195	0.1%	46	39.7	E	5,478	5,483	0.1%	41	45.8	F	5,616	5,676	1.1%	41	45.8	F	5,616	5,676	1.1%
Diverge segment at Merrick Avenue northbound off-ramp	53	30.2	D	5,061	5,195	2.6%	54	31.5	D	5,346	5,483	2.5%	54	32.2	D	5,478	5,676	3.5%	54	32.2	D	5,478	5,676	3.5%
Mainline between Merrick Avenue northbound off-ramp and on-ramp	53	31.4	D	4,953	4,968	0.3%	52	33.9	D	5,232	5,246	0.3%	52	34.6	D	5,369	5,439	1.3%	52	34.6	D	5,369	5,439	1.3%
Merge segment at Merrick Avenue northbound on-ramp	48	33.9	D	4,867	5,104	4.6%	45	38.3	E	5,141	5,391	4.6%	45	39.8	E	5,271	5,584	5.6%	45	39.8	E	5,271	5,584	5.6%
Diverge segment at Merrick Avenue southbound off-ramp	47	37.1	E	5,114	5,104	-0.2%	45	41.2	E	5,401	5,391	-0.2%	45	42.8	E	5,537	5,584	0.8%	45	42.8	E	5,537	5,584	0.8%
Mainline between Merrick Avenue southbound off-ramp and on-ramp	52	32.1	D	4,955	4,969	0.3%	49	35.8	E	5,237	5,250	0.3%	48	38.1	E	5,375	5,443	1.3%	48	38.1	E	5,375	5,443	1.3%
Merge segment at Merrick Avenue southbound on-ramp	48	34.7	D	5,264	5,324	1.1%	43	41.2	E	5,559	5,623	1.1%	40	45.6	F	5,709	5,826	2.0%	40	45.6	F	5,709	5,826	2.0%
Diverge segment at Meadowbrook Road off-ramp	46	38.5	E	5,242	5,324	1.5%	43	44.0	F	5,536	5,623	1.5%	41	46.9	F	5,686	5,826	2.4%	41	46.9	F	5,686	5,826	2.4%
Mainline between Meadowbrook Road off-ramp and on-ramp	51	34.5	D	5,208	5,218	0.2%	49	37.9	E	5,499	5,512	0.2%	46	41.5	E	5,652	5,715	1.1%	46	41.5	E	5,652	5,715	1.1%
Weave segment between Meadowbrook Road on-ramp and Meadowbrook State Parkway southbound off-ramp	45	32.4	D	5,525	5,556	0.6%	42	36.2	E	5,828	5,864	0.6%	36	43.4	F	5,996	6,077	1.3%	36	43.4	F	5,996	6,077	1.3%
Mainline between Meadowbrook State Parkway northbound off-ramp and southbound off-ramp	53	28.4	D	4,473	4,466	-0.1%	52	30.2	D	4,694	4,687	-0.1%	52	30.3	D	4,672	4,692	0.4%	52	30.3	D	4,672	4,692	0.4%
Diverge segment at Meadowbrook State Parkway southbound off-ramp	42	30.2	D	4,415	4,466	1.1%	42	32.4	D	4,633	4,687	1.1%	41	32.5	D	4,608	4,692	1.8%	41	32.5	D	4,608	4,692	1.8%
Mainline between Meadowbrook State Parkway southbound off-ramp and on-ramp	54	24.6	C	3,604	3,624	0.6%	54	25.9	C	3,787	3,805	0.5%	53	26.4	D	3,763	3,810	1.2%	52	26.5	D	3,763	3,810	1.2%
Merge segment at Meadowbrook State Parkway on-ramp	55	25.6	C	5,303	5,416	2.1%	48	31.4	D	5,538	5,703	2.9%	38	42.3	E	5,588	5,809	3.8%	38	45.4	F	5,652	5,809	2.7%
Four-to-three lane drop west of Meadowbrook State Parkway on-ramp	51	34.1	D	5,326	5,416	1.7%	35	53.4	F	5,548	5,703	2.7%	31	60.4	F	5,584	5,809	3.9%	31	62.5	F	5,643	5,809	2.9%
Mainline between four-to-three lane drop and Nassau Road off-ramp	47	38.2	E	5,383	5,416	0.6%	33	58.4	F	5,584	5,703	2.1%	32	59.9	F	5,612	5,809	3.4%	31	61.9	F	5,620	5,809	3.3%
Diverge segment at Nassau Road off-ramp	45	34.3	D	5,243	5,416	3.2%	30	55.1	F	5,425	5,703	4.9%	29	56.1	F	5,454	5,809	6.1%	29	55.5	F	5,450	5,809	6.2%
Mainline between Nassau Road off-ramp and on-ramp	46	34.9	D	4,671	4,712	0.9%	25	67.5	F	4,815	4,965	3.0%	24	69.3	F	4,841	5,056	4.3%	24	68.7	F	4,833	5,056	4.4%
Merge segment at Nassau Road on-ramp	31	52.1	F	5,185	5,217	0.6%	22	73.9	F	5,331	5,492	2.9%	22	74.2	F	5,348	5,583	4.2%	22	74.0	F	5,339	5,583	4.4%
Mainline west of Nassau Road	23	75.2	F	5,206	5,217	0.2%	22	79.6	F	5,348	5,492	2.6%	22	79.6	F	5,362	5,583	4.0%	22	79.7	F	5,358	5,583	4.0%

### Comparison of Saturday Midday Peak Hour MOEs

Freeway Segment	Existing Conditions						No Build 2030 Conditions						Build 2030 Conditions - DEIS Alt BD						Build Mitigation 2030 Conditions - DEIS Alt BD					
	Speed	Density	LOS	Throughput	Demand	Delta	Speed	Density	LOS	Throughput	Demand	Delta	Speed	Density	LOS	Throughput	Demand	Delta	Speed	Density	LOS	Throughput	Demand	Delta
<b>Northern State Parkway (Eastbound)</b>																								
Mainline west of Meadowbrook State Parkway	49	32.6	D	5,944	5,959	0.3%	12	116.7	F	5,144	6,297	18.3%	12	117.0	F	5,200	6,421	19.0%	13	115.9	F	5,255	6,421	18.2%
Mainline west of Meadowbrook State Parkway	39	45.1	F	5,859	5,959	1.7%	17	103.4	F	5,043	6,297	19.9%	17	103.1	F	5,129	6,421	20.1%	17	101.1	F	5,171	6,421	19.5%
Diverge segment at Meadowbrook State Parkway southbound off-ramp	34	55.3	F	5,787	5,959	2.9%	16	104.8	F	5,000	6,297	20.6%	16	103.5	F	5,091	6,421	20.7%	17	100.4	F	5,119	6,421	20.3%
Mainline between Meadowbrook State Parkway southbound off-ramp and two-to-three lane add	52	27.4	D	2,794	2,859	2.3%	46	26.9	D	2,382	2,987	20.3%	47	26.6	D	2,362	2,987	20.9%	47	27.0	D	2,386	2,987	20.1%
Mainline between two-to-three lane add and Glen Cove Road on-ramp	55	23.2	C	2,803	2,859	1.9%	55	19.7	C	2,391	2,987	20.0%	55	19.7	C	2,369	2,987	20.7%	55	19.9	C	2,395	2,987	19.8%
Merge segment at Glen Cove Road on-ramp	53	24.1	C	3,516	3,604	2.5%	53	21.5	C	3,133	3,764	16.8%	53	21.4	C	3,113	3,764	17.3%	53	21.5	C	3,141	3,764	16.6%
Mainline between Glen Cove Road on-ramp and Meadowbrook State Parkway northbound on-ramp	54	24.8	C	3,540	3,604	1.8%	55	22.4	C	3,158	3,764	16.1%	55	22.2	C	3,137	3,764	16.7%	55	22.4	C	3,165	3,764	15.9%
Merge segment at Meadowbrook State Parkway northbound on-ramp	43	36.5	E	5,216	5,317	1.9%	48	31.5	D	4,847	5,609	13.6%	48	31.4	D	4,863	5,659	14.1%	46	32.8	D	4,946	5,659	12.6%
Mainline between Meadowbrook State Parkway northbound on-ramp and Post Avenue off-ramp	54	32.6	D	5,248	5,317	1.3%	54	30.6	D	4,890	5,609	12.8%	54	30.8	D	4,910	5,659	13.2%	54	31.2	D	4,991	5,659	11.8%
Diverge segment at Post Avenue off-ramp	54	29.0	D	5,194	5,317	2.3%	54	27.1	C	4,844	5,609	13.6%	54	27.2	C	4,866	5,659	14.0%	54	27.6	C	4,945	5,659	12.6%
Mainline between Post Avenue off-ramp and on-ramp	54	30.3	D	4,918	4,986	1.4%	55	28.2	D	4,589	5,258	12.7%	55	28.3	D	4,613	5,308	13.1%	55	28.7	D	4,684	5,308	11.7%
Merge segment at Post Avenue on-ramp	50	32.9	D	5,234	5,336	1.9%	51	30.2	D	4,936	5,628	12.3%	51	30.2	D	4,965	5,688	12.7%	51	30.9	D	5,038	5,688	11.4%
Mainline east of Post Avenue	53	33.4	D	5,269	5,336	1.3%	53	31.2	D	4,974	5,628	11.6%	53	31.4	D	4,999	5,688	12.1%	53	31.9	D	5,074	5,688	10.8%
<b>Northern State Parkway (Westbound)</b>																								
Mainline east of Wantagh State Parkway	55	25.2	C	2,767	2,775	0.3%	55	26.7	D	2,929	2,938	0.3%	55	27.3	D	2,998	3,007	0.3%	55	27.3	D	2,998	3,007	0.3%
Merge segment at Wantagh State Parkway on-ramp	54	28.6	D	5,034	5,045	0.2%	53	30.4	D	5,330	5,342	0.2%	52	31.7	D	5,454	5,467	0.2%	53	31.0	D	5,455	5,467	0.2%
Mainline between Wantagh State Parkway on-ramp and Post Avenue off-ramp	54	31.3	D	5,046	5,045	0.0%	54	33.3	D	5,342	5,342	0.0%	52	35.2	E	5,459	5,467	0.1%	54	34.1	D	5,470	5,467	0.0%
Diverge segment at Post Avenue off-ramp	53	28.5	D	5,032	5,045	0.3%	52	30.7	D	5,327	5,342	0.3%	48	34.2	D	5,438	5,467	0.5%	51	32.3	D	5,453	5,467	0.3%
Mainline between Post Avenue off-ramp and on-ramp	55	27.9	D	4,551	4,546	-0.1%	54	29.7	D	4,823	4,816	-0.1%	50	33.9	D	4,934	4,941	0.1%	53	31.2	D	4,948	4,941	-0.1%
Merge segment at Post Avenue on-ramp	54	29.0	D	4,877	4,873	-0.1%	54	30.8	D	5,167	5,162	-0.1%	46	39.4	E	5,262	5,287	0.5%	50	34.6	D	5,284	5,287	0.1%
Mainline between Post Avenue on-ramp and Meadowbrook State Parkway southbound off-ramp	54	30.2	D	4,882	4,873	-0.2%	54	32.1	D	5,173	5,162	-0.2%	43	43.2	E	5,233	5,287	1.0%	45	40.7	E	5,261	5,287	0.5%
Diverge segment at Meadowbrook State Parkway southbound off-ramp	52	26.2	C	4,852	4,873	0.4%	48	29.8	D	5,139	5,162	0.4%	28	58.4	F	5,160	5,287	2.4%	29	54.3	F	5,189	5,287	1.9%
Mainline between Meadowbrook State Parkway southbound off-ramp and northbound on-ramp	55	16.3	B	2,664	2,657	-0.3%	55	17.1	B	2,783	2,776	-0.2%	54	17.1	B	2,734	2,797	2.2%	54	17.2	B	2,750	2,797	1.7%
Mainline between Meadowbrook State Parkway southbound off-ramp and northbound on-ramp	55	16.1	B	2,636	2,657	0.8%	55	16.8	B	2,756	2,776	0.7%	55	16.6	B	2,709	2,797	3.2%	55	16.7	B	2,724	2,797	2.6%
Mainline between Meadowbrook State Parkway southbound off-ramp and northbound on-ramp	50	18.2	C	2,634	2,657	0.9%	50	19.0	C	2,753	2,776	0.8%	49	19.0	C	2,705	2,797	3.3%	49	19.3	C	2,721	2,797	2.7%
Merge segment at Meadowbrook State Parkway northbound on-ramp	51	29.0	D	5,799	5,876	1.3%	51	29.4	D	5,868	6,195	5.3%	51	29.6	D	5,879	6,277	6.3%	50	30.7	D	5,984	6,277	4.7%
Mainline north of Meadowbrook State Parkway	54	26.7	D	5,705	5,876	2.9%	54	27.0	D	5,775	6,195	6.8%	54	27.1	D	5,784	6,277	7.9%	54	27.6	D	5,888	6,277	6.2%
Mainline north of Meadowbrook State Parkway	55	24.1	C	5,207	5,876	11.4%	55	24.3	C	5,271	6,195	14.9%	55	24.4	C	5,280	6,277	15.9%	55	24.8	C	5,374	6,277	14.4%
Mainline north of Meadowbrook State Parkway	55	26.9	D	5,807	5,876	1.2%	55	27.1	D	5,877	6,195	5.1%	55	27.2	D	5,891	6,277	6.1%	55	27.6	D	5,992	6,277	4.5%

Weekday AM		Existing					No Build					DEIS Alt Build					DEIS Alt Build Mitigation				
ID	Route	7:30-7:45	7:45-8	8-8:15	8:15-8:30	7:30-8:30	7:30-7:45	7:45-8	8-8:15	8:15-8:30	7:30-8:30	7:30-7:45	7:45-8	8-8:15	8:15-8:30	7:30-8:30	7:30-7:45	7:45-8	8-8:15	8:15-8:30	7:30-8:30
A to B	MbStPkwy-SB	521	522	522	521	522	525	523	521	523	523	523	523	524	522	523	523	523	523	522	523
B to A	MbStPkwy-NB	619	654	594	555	606	672	742	666	586	666	597	610	611	652	617	605	618	614	634	618
C to D	NoStPkw-EB	193	194	194	193	194	197	195	194	194	195	194	198	197	194	196	194	197	197	194	196
D to C	NoStPkw-WB	210	211	206	203	208	218	207	206	210	210	241	263	282	290	269	241	262	282	289	269
E to F	SoStPkw-EB	248	254	263	238	251	305	340	364	351	340	235	267	307	319	282	236	261	306	321	281
F to E	SoStPkw-WB	275	297	300	283	289	311	383	527	500	430	372	352	354	428	376	390	352	360	448	387

Weekday PM		Existing					No Build					DEIS Alt Build					DEIS Alt Build Mitigation				
ID	Route	5-5:15	5:15-5:30	5:30-5:45	5:45-6:00	5:00-6:00	5-5:15	5:15-5:30	5:30-5:45	5:45-6:00	5:00-6:00	5-5:15	5:15-5:30	5:30-5:45	5:45-6:00	5:00-6:00	5-5:15	5:15-5:30	5:30-5:45	5:45-6:00	5:00-6:00
A to B	MbStPkwy-SB	587	629	663	660	635	648	715	773	785	730	679	834	989	1177	919	635	788	992	1194	902
B to A	MbStPkw-NB	587	629	663	660	550	562	607	637	617	606	557	584	621	602	591	579	604	643	622	612
C to D	NoStPkw-EB	587	629	663	660	347	358	400	417	336	378	361	400	421	334	379	365	406	413	334	379
D to C	NoStPkw-WB	587	629	663	660	191	193	217	302	363	269	198	290	424	530	361	197	285	417	520	355
E to F	SoStPkw-EB	587	629	663	660	267	302	320	302	287	303	419	494	505	488	477	395	461	466	505	457
F to E	SoStPkw-WB	587	629	663	660	335	446	337	372	375	383	479	359	386	383	402	503	375	373	389	410

Saturday Midday		Existing					No Build					DEIS Alt Build					DEIS Alt Build Mitigation				
ID	Route	1:15-1:30	1:30-1:45	1:45-2:00	2:00-2:15	1:15-2:15	1:15-1:30	1:30-1:45	1:45-2:00	2:00-2:15	1:15-2:15	1:15-1:30	1:30-1:45	1:45-2:00	2:00-2:15	1:15-2:15	1:15-1:30	1:30-1:45	1:45-2:00	2:00-2:15	1:15-2:15
A to B	MbStPkwy-SB	550	566	566	564	561	569	571	567	571	569	567	572	586	601	582	565	570	589	607	583
B to A	MbStPkw-NB	545	542	539	541	542	554	557	581	618	578	562	558	572	608	575	572	561	559	575	567
C to D	NoStPkw-EB	198	202	200	200	200	215	220	216	219	218	217	221	216	215	217	214	214	218	217	216
D to C	NoStPkw-WB	194	194	192	192	193	194	195	195	196	195	196	211	244	273	231	196	203	232	249	220
E to F	SoStPkw-EB	249	270	256	228	251	291	309	308	299	302	412	470	459	486	457	393	459	476	517	461
F to E	SoStPkw-WB	233	241	221	216	228	256	284	298	291	282	263	280	309	321	293	262	278	310	325	294

Corridor	Existing	No Build	Build	Build with Mitigation
Weekday AM				
MbStPkw-SB	522	523	523	523
MbStPkw-NB	606	666	617	618
NoStPkw-EB	194	195	196	196
NoStPkw-WB	208	210	269	269
SoStPkw-EB	251	340	282	281
SoStPkw-WB	289	430	376	387
Weekday PM				
MbStPkw-SB	635	730	919	902
MbStPkw-NB	550	606	591	612
NoStPkw-EB	347	378	379	379
NoStPkw-WB	191	269	361	355
SoStPkw-EB	267	303	477	457
SoStPkw-WB	335	383	402	410
Saturday Midday				
MbStPkw-SB	561	569	582	583
MbStPkw-NB	542	578	575	567
NoStPkw-EB	200	218	217	216
NoStPkw-WB	193	195	231	220
SoStPkw-EB	251	302	457	461
SoStPkw-WB	228	282	293	294

Weekday AM		No Build					Build					Build with Mitigation				
ID	Route	5-5:15	5:15-5:30	5:30-5:45	5:45-6:00	5:00-6:00	5-5:15	5:15-5:30	5:30-5:45	5:45-6:00	5:00-6:00	5-5:15	5:15-5:30	5:30-5:45	5:45-6:00	5:00-6:00
1	MbStPkwy-SB	525	523	521	523	523	523	523	524	522	523	523	523	523	522	523
2	MbStPkwy-NB	672	742	666	586	666	597	610	611	652	617	605	618	614	634	618
3	NoStPkwy-EB	197	195	194	194	195	194	198	197	194	196	194	197	197	194	196
4	NoStPkwy-WB	218	207	206	210	210	241	263	282	290	269	241	262	282	289	269
5	SoStPkwy-EB	305	340	364	351	340	235	267	307	319	282	236	261	306	321	281
6	SoStPkwy-WB	311	383	527	500	430	372	352	354	428	376	390	352	360	448	387
7	EBNSPtoLindbergh	266	263	263	262	263	266	268	265	263	266	266	268	265	263	266
8	EBNSPtoHempstead	300	299	298	298	299	304	307	304	300	304	304	307	304	300	304
9	EBNSPtoWBSSP	462	458	457	459	459	471	466	472	459	467	468	464	470	455	464
10	EBNSPtoEBSSP	537	533	532	525	532	517	516	516	514	516	518	518	515	511	516
11	WBNSPtoLindbergh	498	527	560	568	538	584	658	716	731	672	584	658	716	731	672
12	WBNSPtoHempstead	523	564	582	601	568	613	697	757	767	709	613	697	757	767	709
13	WBNSPtoWBSSP	680	724	758	766	732	770	841	907	928	861	767	839	912	927	861
14	WBNSPtoEBSSP	742	794	809	832	794	812	881	962	978	908	818	890	956	974	909
15	EBSSPtoLindbergh	643	721	763	738	716	614	695	713	770	698	613	714	720	788	709
16	EBSSPtoHempstead	611	677	732	697	680	587	667	679	740	668	592	692	689	754	682
17	EBSSPtoWBNSP	806	891	943	931	893	771	861	890	930	863	774	881	896	946	874
18	EBSSPtoEBNSP	836	917	968	960	920	800	896	922	954	893	811	908	922	977	905
19	WBSSPtoLindbergh	589	718	940	930	794	759	746	754	918	794	782	772	772	934	815
20	WBSSPtoHempstead	544	691	916	902	763	731	725	720	890	767	744	748	732	908	783
21	WBSSPtoWBNSP	735	878	1089	1154	964	932		921	1064	962	935	963	937	1077	978
22	WBSSPtoEBNSP	768	902	1131	1186	997	965	971	953	1087	994	971	992	970	1098	1008
23	NBMSPtoLindbergh	542	595	504	434	519	457	474	476	511	479	466	482	478	497	481
24	NBMSPtoHempstead	514	563	469	406	488	433	441	450	487	453	437	454	447	467	451
25	NBMSPtoWBNSP	706	780	708	627	705	634	647	647	687	654	641	655	650	671	654
26	NBMSPtoEBNSP	738	811	742	658	737	665	684	678	718	686	677	690	681	700	687
27	LindberghtoWBNSP	264	262	260	264	263	260	260	257	253	257	258	257	258	255	257
28	LindberghtoEBNSP	306	290	292	299	296	292	295	289	286	290	294	287	288	284	288
29	LindberghtoWBSSP	197	200	198	199	199	214	206	214	201	209	208	203	210	198	205
30	LindberghtoEBSSP	276	272	270	267	271	258	256	252	257	256	249	257	252	259	254
31	LindberghtoSBMSP	213	214	213	214	213	205	204	205	204	205	205	205	204	204	204
32	SBMSP-NSPtoCDRoad	149	148	148	148	148	140	140	139	138	139	140	140	139	138	139
33	SBMSP-CDRoadthruSSP	254	254	254	255	254	245	245	244	245	245	244	244	244	245	244
34	NBMSP_SSPthruCDRoad	311	306	290	251	289	260	268	263	266	264	269	279	267	271	272
35	NBMSP_CDRoadtoNSP	220	218	216	218	218	220	218	217	216	218	219	217	218	217	218

Weekday PM		No Build					Build					Build with Mitigation				
ID	Route	5-5:15	5:15-5:30	5:30-5:45	5:45-6:00	5:00-6:00	5-5:15	5:15-5:30	5:30-5:45	5:45-6:00	5:00-6:00	5-5:15	5:15-5:30	5:30-5:45	5:45-6:00	5:00-6:00
1	MbStPkwy-SB	648	715	773	785	730	679	834	989	1177	919	635	788	992	1194	902
2	MbStPkwy-NB	562	607	637	617	606	557	584	621	602	591	579	604	643	622	612
3	NoStPkwy-EB	358	400	417	336	378	361	400	421	334	379	365	406	413	334	379
4	NoStPkwy-WB	193	217	302	363	269	198	290	424	530	361	197	285	417	520	355
5	SoStPkwy-EB	302	320	302	287	303	419	494	505	488	477	395	461	466	505	457
6	SoStPkwy-WB	446	337	372	375	383	479	359	386	383	402	503	375	373	389	410
7	EBNSPtoLindbergh	462	580	667	665	594	499	620	697	800	654	495	626	702	812	659
8	EBNSPtoHempstead	495	616	700	698	627	531	659	742	835	692	525	668	729	851	693
9	EBNSPtoWBSSP	716	920	1072	1124	958	836	1144	1385	1646	1253	793	1143	1444	1642	1255
10	EBNSPtoEBSSP	825	1042	1207	1317	1098	944	1268	1552	1817	1395	943	1298	1584	1794	1405
11	WBNSPtoLindbergh	521	668	802	882	718	585	741	913	1086	831	583	735	900	1111	832
12	WBNSPtoHempstead	558	692	828	912	748	613	776	952	1121	866	611	773	938	1143	866
13	WBNSPtoWBSSP	793	974	1160	1292	1055	924	1208	1494	1838	1366	893	1215	1564	1838	1377
14	WBNSPtoEBSSP	891	1087	1278	1451	1177	1034	1334	1678	1992	1510	1027	1377	1679	1969	1513
15	EBSSPtoLindbergh	499	531	503	521	513	769	896	938	963	891	718	842	878	957	849
16	EBSSPtoHempstead	465	506	486	488	486	728	880	956	953	879	680	814	860	955	827
17	EBSSPtoWBNSP	687	774	801	786	762	903	1099	1206	1190	1099	883	1061	1144	1206	1073
18	EBSSPtoEBNSP	808	934	993	865	900	993	1217	1360	1260	1207	968	1158	1301	1283	1177
19	WBSSPtoLindbergh	364	311	354	416	361	402	318	344	428	373	405	316	352	409	371
20	WBSSPtoHempstead	333	277	331	383	331	376	290	329	431	357	380	294	325	394	348
21	WBSSPtoWBNSP	582	555	601	675	603	618		582	654	603	637	586	599	672	623
22	WBSSPtoEBNSP	718	729	781	751	745	728	723	736	723	728	745	743	767	747	751
23	NBMSPtoLindbergh	387	388	392	388	389	392	389	389	407	394	391	391	390	390	391
24	NBMSPtoHempstead	361	362	363	357	361	365	365	375	405	378	368	367	371	370	369
25	NBMSPtoWBNSP	591	628	660	650	632	589	607	643	635	618	608	630	663	654	639
26	NBMSPtoEBNSP	720	798	854	733	776	694	758	811	714	744	720	772	838	736	766
27	LindberghtoWBNSP	280	326	364	349	330	274	297	342	321	308	294	324	365	358	335
28	LindberghtoEBNSP	418	487	540	446	473	381	441	503	393	430	411	461	527	434	458
29	LindberghtoWBSSP	339	371	425	417	388	441	580	774	983	695	382	605	875	1047	727
30	LindberghtoEBSSP	464	524	591	603	546	569	764	973	1172	870	560	798	1032	1213	901
31	LindberghtoSBMSP	338	364	414	395	378	378	516	680	863	609	311	493	742	923	617
32	SBMSP-NSPtoCDRoad	166	166	166	167	166	166	167	183	242	189	167	166	189	283	201
33	SBMSP-CDRoadthruSSP	353	422	476	489	435	396	556	721	906	645	347	513	730	915	626
34	NBMSP_SSPthruCDRoad	200	201	201	200	200	201	200	202	206	202	202	200	202	200	201
35	NBMSP_CDRoadtoNSP	247	297	327	302	293	240	269	307	278	273	259	291	329	308	297

Saturday Midday		No Build					Build					Build with Mitigation				
ID	Route	5-5:15	5:15-5:30	5:30-5:45	5:45-6:00	5:00-6:00	5-5:15	5:15-5:30	5:30-5:45	5:45-6:00	5:00-6:00	5-5:15	5:15-5:30	5:30-5:45	5:45-6:00	5:00-6:00
1	MbStPkway-SB	569	571	567	571	569	567	572	586	601	582	565	570	589	607	583
2	MbStPkway-NB	554	557	581	618	578	562	558	572	608	575	572	561	559	575	567
3	NoStPkway-EB	215	220	216	219	218	217	221	216	215	217	214	214	218	217	216
4	NoStPkway-WB	194	195	195	196	195	196	211	244	273	231	196	203	232	249	220
5	SoStPkway-EB	291	309	308	299	302	412	470	459	486	457	393	459	476	517	461
6	SoStPkway-WB	256	284	298	291	282	263	280	309	321	293	262	278	310	325	294
7	EBNSPtoLindbergh	624	800	768	779	743	645	768	741	723	719	627	730	733	741	708
8	EBNSPtoHempstead	665	802	813	824	776	668	801	782	756	752	659	761	775	786	745
9	EBNSPtoWBSSP	782	960	972	960	918	790	937	966	946	909	783	918	935	957	898
10	EBNSPtoEBSSP	826	1013	1039	1010	972	871	1046	1127	1101	1036	853	1042	1107	1156	1039
11	WBNSPtoLindbergh	482	563	608	594	562	552	649	722	758	670	538	633	708	734	653
12	WBNSPtoHempstead	526	597	645	642	602	581	682	761	787	703	568	664	742	774	687
13	WBNSPtoWBSSP	673	742	795	802	753	729	823	916	981	863	717	804	895	949	841
14	WBNSPtoEBSSP	733	797	848	854	808	819	925	1071	1121	984	809	926	1058	1132	981
15	EBSSPtoLindbergh	478	518	519	498	507	660	845	836	882	810	687	786	858	892	808
16	EBSSPtoHempstead	454	489	475	475	473	657	792	801	824	769	641	798	841	871	788
17	EBSSPtoWBNSP	679	729	757	779	736	838	1009	1057	1101	1001	849	1005	1079	1105	1010
18	EBSSPtoEBNSP	732	759	790	817	775	883	1037	1096	1112	1032	897	1033	1107	1143	1045
19	WBSSPtoLindbergh	322	320	319	309	318	331	330	325	323	327	330	326	325	326	327
20	WBSSPtoHempstead	294	288	282	282	286	303	299	298	298	300	303	300	298	299	300
21	WBSSPtoWBNSP	528	536	556	581	550	548		553	586	557	552	543	539	555	547
22	WBSSPtoEBNSP	590	570	585	619	591	601	581	586	624	598	621	589	576	586	593
23	NBMSPtoLindbergh	386	386	385	385	385	387	386	384	388	386	386	390	386	382	386
24	NBMSPtoHempstead	353	354	353	357	355	360	362	362	359	361	361	361	358	360	360
25	NBMSPtoWBNSP	590	596	617	651	613	599	596	609	645	612	606	600	597	613	604
26	NBMSPtoEBNSP	651	633	651	684	655	656	639	644	669	652	676	643	631	646	649
27	LindberghtoWBNSP	278	289	308	341	304	843	1017	1070	1112	1010	854	1013	1093	1119	1020
28	LindberghtoEBNSP	348	328	346	425	362	593	570	575	614	588	612	579	566	576	583
29	LindberghtoWBSSP	202	202	202	203	202	201	202	214	232	212	200	201	207	218	206
30	LindberghtoEBSSP	256	259	260	262	259	302	321	370	385	345	305	339	388	408	360
31	LindberghtoSBMSP	207	207	206	206	206	207	212	234	251	226	208	217	232	260	229
32	SBMSP-NSPtoCDRoad	182	184	182	182	182	179	182	178	177	179	179	180	180	178	179
33	SBMSP-CDRoadthruSSP	246	247	247	247	247	247	251	269	285	263	247	256	272	294	267
34	NBMSP_SSPthruCDRoad	199	200	199	199	199	200	200	199	200	200	200	200	199	200	200
35	NBMSP_CDRoadtoNSP	243	244	272	306	266	251	244	259	294	262	260	246	248	261	254