

# O

## Meadowbrook State Parkway Analysis

**26841.01: Sands Integrated Resort  
Traffic Impact Study Attachments  
Attachment O – Meadowbrook State Parkway Analysis**

---





---

**TABLE OF CONTENTS**      **ATTACHMENT O – MEADOWBROOK STATE PARKWAY ANALYSIS**

---

**O. Meadowbrook State Parkway Analysis**

**O-1 VISSIM Analysis**

***O-1.1 Full Build Analysis***

- Weekday AM peak hour
- Weekday PM peak hour
- Friday Evening peak hour
- Saturday Midday peak hour
- Saturday Evening peak hour
- Holiday Weekday PM peak hour
- Holiday Saturday Midday peak hour





## O-1 VISSIM ANALYSIS

---

### O-1.1 Full Build Analysis

**26841.01: Sands Integrated Resort  
Traffic Impact Study Attachments  
Attachment O – Meadowbrook State Parkway Analysis**

---



# Comparison of Weekday AM Peak Hour MOEs

Orange if >10% worse than Existing or LOS Changed

Orange if >10%

Orange if >10% worse than No Build or LOS Changed

Orange if >10%

10% vs NB 10% vs NB

5% Change vs NB

Orange if >10%

Freeway Segment	Existing Conditions						No Build 2030 Conditions						Build 2030 Conditions						Build 2030 Mitigated Conditions					
	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	23.1	C	3,725	3,735	0.3%	55	23.1	C	3,728	3,735	0.2%
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%	54	21.3	C	3,702	3,735	0.9%	53	21.7	C	3,706	3,735	0.8%
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%	50	23.4	C	3,447	3,450	0.1%	49	24.4	C	3,438	3,450	0.3%
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%	29	52.5	F	4,225	4,220	-0.1%	31	53.6	F	4,240	4,220	-0.5%
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%	37	35.8	E	3,945	3,896	-1.2%	40	35.2	E	3,948	3,896	-1.3%
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%	35	39.2	E	4,306	4,261	-1.0%	44	36.5	E	4,316	4,261	-1.3%
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%	35	41.2	E	4,251	4,261	0.2%	41	42.9	E	4,257	4,261	0.1%
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%	29	47.6	F	4,107	4,060	-1.2%	37	47.6	F	4,110	4,060	-1.2%
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%	23	58.5	F	4,494	4,488	-0.1%	31	55.0	F	4,492	4,488	-0.1%
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%	24	62.5	F	4,388	4,325	-1.5%	33	57.3	F	4,393	4,325	-1.6%
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%	22	67.3	F	4,634	4,567	-1.5%	30	64.7	F	4,641	4,567	-1.6%
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%	27	58.7	F	4,677	4,567	-2.4%	28	61.4	F	4,705	4,567	-3.0%
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%	28	60.3	F	3,423	3,332	-2.7%	31	59.2	F	3,451	3,332	-3.6%
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%	19	82.1	F	3,418	3,332	-2.6%	22	73.7	F	3,438	3,332	-3.2%
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%	20	76.7	F	2,958	2,843	-4.0%	21	74.8	F	2,945	2,843	-3.6%
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%	19	83.2	F	4,198	4,432	5.3%	20	82.5	F	4,186	4,432	5.5%
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%	14	108.4	F	5,078	5,616	9.6%	14	108.7	F	5,080	5,616	9.5%
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	5,099	5,616	9.2%	36	47.2	F	5,103	5,616	9.1%
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%	39	44.0	F	5,121	5,616	8.8%	38	46.3	F	5,084	5,616	9.5%
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%	34	47.7	F	4,778	5,204	8.2%	36	43.8	E	4,651	5,204	10.6%
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%	38	37.5	E	5,225	5,706	8.4%	41	33.9	D	5,083	5,706	10.9%
Mainline between northbound C-D road off-ramp and on-ramp / 3-to-2 lane drop (Build Mitigated)	55	22.7	C	3,471	3,469	0.0%	55	23.2	C	3,534	3,691	4.2%	55	22.9	C	3,420	3,691	7.4%	55	23.1	C	3,315	3,691	10.2%
Mainline between 3-to-2 lane drop and northbound C-D road on-ramp	N/A																		53	31.1	D	3,318	3,691	10.1%
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%	53	25.9	C	4,840	5,232	7.5%	54	28.2	D	4,809	5,232	8.1%
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%	46	35.2	E	4,807	5,232	8.1%	48	32.6	D	4,679	5,232	10.6%
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%	38	35.9	E	4,606	4,970	7.3%	41	33.0	D	4,494	4,970	9.6%
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%	52	26.9	D	4,118	4,369	5.7%	52	26.0	D	4,011	4,369	8.2%
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	24.0	C	4,312	4,551	5.3%	55	23.5	C	4,201	4,551	7.7%
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	24.9	C	4,061	4,303	5.6%	55	24.4	C	3,968	4,303	7.8%
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%	45	28.0	D	4,261	4,581	7.0%	48	25.8	C	4,184	4,581	8.7%

# Comparison of Weekday AM Peak Hour MOEs

Orange if >10% worse than Existing or LOS Changed

Orange if >10% Changed

Orange if >10% worse than No Build or LOS Changed

Orange if >10% Changed

10% vs NB 10% vs NB

5% Change vs NB

Orange if >10% Changed

Freeway Segment	Existing Conditions						No Build 2030 Conditions						Build 2030 Conditions						Build 2030 Mitigated Conditions					
	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 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%	51	26.5	D	4,048	4,326	6.4%	52	25.5	C	3,980	4,326	8.0%
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%	49	22.1	C	4,146	4,427	6.4%	52	20.7	C	4,081	4,427	7.8%
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%	53	20.9	C	3,268	3,515	7.0%	54	20.5	C	3,227	3,515	8.2%
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%	46	25.7	C	4,142	4,411	6.1%	46	25.5	C	4,105	4,411	6.9%
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%	50	28.1	D	4,153	4,411	5.8%	51	28.0	D	4,123	4,411	6.5%
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	25.9	C	4,255	4,578	7.1%	54	25.1	C	4,228	4,578	7.6%
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	26.9	D	4,350	4,578	5.0%	55	23.9	C	4,326	4,578	5.5%
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	31.6	D	4,342	4,578	5.1%	54	22.6	C	4,330	4,578	5.4%
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	29.4	D	2,835	2,958	4.1%	49	28.7	D	2,792	2,958	5.6%
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%	47	31.5	D	1,497	1,620	7.6%	49	23.4	C	1,524	1,620	5.9%
<b>Meadowbrook State Parkway (Northbound C-D Road)</b>																								
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%	44	21.5	C	1,837	2,015	8.8%	44	20.7	C	1,802	2,015	10.6%
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%	54	13.3	B	1,172	1,344	12.8%	54	12.9	B	1,205	1,344	10.3%
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%	36	21.3	C	2,049	2,232	8.2%	38	20.3	C	2,039	2,232	8.6%
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%	45	23.3	C	2,087	2,232	6.5%	46	22.4	C	2,077	2,232	6.9%
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	19.1	B	2,394	2,535	5.6%	54	18.9	B	2,378	2,535	6.2%
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%	48	25.2	C	1,907	1,925	0.9%	54	17.5	B	1,875	1,925	2.6%
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%	39	33.7	D	1,490	1,537	3.1%	55	14.6	B	1,470	1,537	4.3%
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%	48	31.3	D	1,507	1,537	2.0%	55	14.6	B	1,489	1,537	3.1%
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%	54	27.5	C	1,489	1,541	3.4%	55	14.3	B	1,471	1,541	4.5%
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	27.4	D	1,497	1,541	2.9%	N/A					
<b>Meadowbrook State Parkway (Southbound)</b>																								
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	26.7	D	2,857	2,839	-0.7%	54	26.4	D	2,832	2,839	0.2%
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%	8	136.0	F	2,026	2,423	16.4%	52	22.1	C	2,287	2,423	5.6%
Merge segment at Northern State Parkway westbound on-ramp and Glen Cove on-ramp (Bld Mit)	53	29.5	D	4,305	4,600	6.4%	53	30.0	D	4,455	4,902	9.1%	52	31.0	D	4,633	5,262	11.9%	54	25.5	C	5,474	5,612	2.5%
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	31.8	D	5,208	5,612	7.2%	N/A					
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	35.0	E	5,228	5,612	6.8%	53	27.9	D	5,482	5,612	2.3%
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%	45	32.7	D	5,075	5,612	9.6%	45	26.5	C	5,386	5,612	4.0%
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	28.3	D	4,411	4,751	7.2%	54	21.8	C	4,620	4,751	2.8%
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%	53	25.8	C	4,270	4,751	10.1%	53	20.4	C	4,426	4,751	6.8%
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%	54	26.5	D	4,207	4,536	7.2%	55	21.8	C	4,419	4,536	2.6%
Merge segment at Old Country Road on-ramp	52	22.2	C	4,220	4,287	1.6%	51	23.0	C	4,353	4,540	4.1%	51	25.1	C	4,647	4,957	6.3%	54	25.6	C	4,826	4,957	2.6%
Diverge segment at Zeckendorf Boulevard westbound off-ramp	N/A																		45	30.0	D	4,805	5,262	8.7%
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%	50	27.5	D	4,048	4,377	7.5%	49	28.8	D	4,213	4,377	3.7%
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	24.9	C	4,129	4,485	7.9%	50	26.8	C	4,299	4,485	4.1%



# Comparison of Weekday AM Peak Hour MOEs

Orange if >10% worse than Existing or LOS Changed

Orange if >10%

Orange if >10% worse than No Build or LOS Changed

Orange if >10%

10% vs NB 10% vs NB

5% Change vs NB

Orange if >10%

Freeway Segment	Existing Conditions						No Build 2030 Conditions						Build 2030 Conditions						Build 2030 Mitigated Conditions						
	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 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	24.9	C	3,938	4,305	8.5%	53	26.1	D	4,095	4,305	4.9%	
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	25.0	C	4,087	4,379	6.7%	55	25.7	C	4,246	4,379	3.0%	
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	26.5	C	4,119	4,379	5.9%	54	28.0	C	4,275	4,379	2.4%	
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%	53	24.4	C	3,651	3,892	6.2%	54	25.7	C	3,785	3,892	2.7%	
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%	51	25.9	C	3,592	3,892	7.7%	51	27.8	C	3,728	3,892	4.2%	
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%	51	26.2	C	3,554	3,810	6.7%	50	28.9	D	3,697	3,810	3.0%	
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	14.0	B	2,071	2,170	4.6%	55	14.4	B	2,125	2,170	2.1%	
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	13.7	B	2,389	2,516	5.0%	55	14.0	B	2,443	2,516	2.9%	
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	14.6	B	2,419	2,516	3.8%	55	14.9	B	2,473	2,516	1.7%	
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	15.5	B	2,587	2,690	3.8%	55	15.7	B	2,634	2,690	2.1%	
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	16.0	B	2,590	2,690	3.7%	55	16.3	B	2,638	2,690	1.9%	
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	2,955	3,096	4.5%	49	16.5	B	3,035	3,096	2.0%	
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	16.0	B	2,528	2,633	4.0%	54	16.4	B	2,594	2,633	1.5%	
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%	53	16.0	B	2,823	3,002	6.0%	53	16.5	B	2,899	3,002	3.4%	
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	17.4	B	2,820	3,002	6.1%	55	17.8	B	2,893	3,002	3.6%	
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	8.9	A	1,747	1,892	7.7%	52	9.2	A	1,820	1,892	3.8%	
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	11.2	B	1,244	1,377	9.7%	55	11.8	B	1,321	1,377	4.1%	
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	11.4	B	1,267	1,377	8.0%	55	12.2	B	1,346	1,377	2.3%	
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	13.8	B	2,247	2,505	10.3%	55	13.8	B	2,231	2,505	10.9%	
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	14.0	B	2,171	2,505	13.3%	53	13.6	B	2,151	2,505	14.1%	
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	13.7	B	2,065	2,312	10.7%	55	13.4	B	2,038	2,312	11.9%	
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	13.6	B	2,202	2,451	10.1%	52	13.5	B	2,176	2,451	11.2%	
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	13.6	B	2,100	2,341	10.3%	54	13.5	B	2,078	2,341	11.2%	
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	14.1	B	2,292	2,546	10.0%	53	14.0	B	2,271	2,546	10.8%	
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	14.9	B	2,305	2,546	9.5%	54	14.8	B	2,284	2,546	10.3%	
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	12.9	B	2,272	2,546	10.7%	50	12.7	B	2,251	2,546	11.6%	
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	11.7	B	1,876	2,088	10.1%	55	11.6	B	1,858	2,088	11.0%	
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	11.3	B	1,981	2,202	10.0%	52	11.2	B	1,964	2,202	10.8%	
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	11.9	B	1,797	2,001	10.2%	55	11.8	B	1,793	2,001	10.4%	
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	11.9	B	1,921	2,142	10.3%	54	11.7	B	1,915	2,142	10.6%	
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	12.4	B	1,966	2,142	8.2%	56	12.3	B	1,956	2,142	8.7%	
<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%	47	30.8	D	1,453	1,640	11.4%	45	34.3	D	1,538	1,640	6.2%	

# Comparison of Weekday AM Peak Hour MOEs

Orange if >10% worse than Existing or LOS Changed

Orange if >10%

Orange if >10% worse than No Build or LOS Changed

Orange if >10%

10% vs NB 10% vs NB

5% Change vs NB

Orange if >10%

Freeway Segment	Existing Conditions						No Build 2030 Conditions						Build 2030 Conditions						Build 2030 Mitigated Conditions					
	Speed	Density	LOS	Throughput	Demand	Delta	Speed	Density	LOS	Throughput	Demand	Delta	Speed	Density	LOS	Throughput	Demand	Delta	Speed	Density	LOS	Throughput	Demand	Delta
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	19.4	B	1,498	1,640	8.7%	51	19.5	B	1,583	1,640	3.5%
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	8.4	A	863	945	8.6%	52	8.9	A	919	945	2.8%
Mainline ramp to Hempstead Turnpike westbound	51	14.3	B	729	740	1.5%	51	14.6	B	744	772	3.7%	51	16.9	B	863	945	8.6%	51	18.1	C	918	945	2.9%
<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%	17	87.4	F	4,530	5,212	13.1%	16	94.5	F	4,321	5,212	17.1%
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%	17	84.9	F	4,387	5,212	15.8%	15	92.0	F	4,166	5,212	20.1%
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%	15	101.0	F	4,093	4,752	13.9%	14	106.6	F	3,900	4,752	17.9%
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%	16	108.1	F	4,668	5,707	18.2%	15	112.9	F	4,448	5,707	22.1%
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%	24	72.9	F	4,660	5,707	18.4%	23	76.2	F	4,461	5,707	21.8%
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%	26	58.4	F	4,544	5,707	20.4%	27	57.9	F	4,392	5,707	23.0%
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%	36	54.6	F	4,032	5,046	20.1%	36	56.1	F	3,952	5,046	21.7%
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%	29	72.9	F	4,545	5,561	18.3%	29	73.3	F	4,442	5,561	20.1%
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%	50	25.2	C	3,324	3,972	16.3%	49	24.7	C	3,213	3,972	19.1%
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%	55	22.1	C	3,304	3,972	16.8%	54	21.7	C	3,191	3,972	19.7%
Weave segment between Meadowbrook State Parkway northbound	47	26.4	C	4,177	4,174	-0.1%	40	33.1	D	4,156	4,395	5.4%	53	22.5	C	3,802	4,461	14.8%	52	22.8	C	3,717	4,461	16.7%
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%	45	28.4	D	3,812	4,460	14.5%	43	29.7	D	3,726	4,460	16.4%
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%	34	38.3	E	4,159	4,831	13.9%	33	39.5	E	4,069	4,831	15.8%
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%	47	29.1	D	4,048	4,676	13.4%	47	28.7	D	3,970	4,676	15.1%
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	25.3	C	4,122	4,778	13.7%	51	24.2	C	4,042	4,778	15.4%
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	24.4	C	3,887	4,470	13.1%	55	23.8	C	3,813	4,470	14.7%
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	24.3	C	4,010	4,475	10.4%	54	23.8	C	3,939	4,475	12.0%
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	25.0	C	4,071	4,475	9.0%	55	24.6	C	3,998	4,475	10.7%
<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%	16	81.6	F	3,793	4,269	11.2%	22	87.5	F	3,701	4,269	13.3%
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%	15	86.7	F	3,610	4,269	15.4%	21	90.8	F	3,537	4,269	17.1%
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%	14	92.8	F	3,322	3,874	14.2%	18	101.6	F	3,264	3,874	15.8%
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%	13	93.9	F	3,327	4,077	18.4%	15	103.8	F	3,277	4,077	19.6%
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%	13	98.7	F	3,485	4,077	14.5%	15	107.6	F	3,435	4,077	15.7%
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%	17	82.2	F	3,406	4,004	14.9%	19	85.4	F	3,349	4,004	16.4%
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%	14	99.6	F	3,733	4,633	19.4%	15	106.2	F	3,626	4,633	21.7%
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%	15	94.0	F	3,690	4,633	20.3%	15	98.2	F	3,589	4,633	22.5%
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%	17	84.7	F	3,643	4,525	19.5%	18	83.4	F	3,539	4,525	21.8%
Weave segment between Meadowbrook Road on-ramp and	29	49.3	F	4,494	4,572	1.7%	15	91.4	F	4,048	4,812	15.9%	16	96.6	F	4,008	4,951	19.0%	16	97.2	F	3,926	4,951	20.7%
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	20.9	C	3,136	3,767	16.8%	51	20.2	C	3,040	3,767	19.3%
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%	50	18.9	B	3,098	3,767	17.8%	50	18.4	B	3,004	3,767	20.3%
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%	54	18.4	C	2,713	3,300	17.8%	54	17.7	B	2,655	3,300	19.5%

# Comparison of Weekday AM Peak Hour MOEs

Orange if >10% worse than Existing or LOS Changed

Orange if >10%

Orange if >10% worse than No Build or LOS Changed

Orange if >10%

10% vs NB 10% vs NB

5% Change vs NB

Orange if >10%

Freeway Segment	Existing Conditions						No Build 2030 Conditions						Build 2030 Conditions						Build 2030 Mitigated Conditions					
	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 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%	20	57.1	F	5,046	5,645	10.6%	37	42.5	E	4,980	5,645	11.8%
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%	21	68.7	F	5,106	5,645	9.5%	33	59.5	F	5,018	5,645	11.1%
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%	28	61.2	F	5,209	5,645	7.7%	34	53.7	F	5,090	5,645	9.8%
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%	27	56.7	F	5,076	5,645	10.1%	28	54.4	F	4,964	5,645	12.1%
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%	28	55.3	F	4,699	5,071	7.3%	36	50.7	F	4,588	5,071	9.5%
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	57.7	F	5,373	5,704	5.8%	35	51.4	F	5,253	5,704	7.9%
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	55.5	F	5,414	5,704	5.1%	39	53.4	F	5,292	5,704	7.2%
<b>Northern State Parkway (Eastbound)</b>																								
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	25.6	C	5,332	5,332	0.0%	55	25.2	C	5,333	5,332	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	25.1	C	5,301	5,332	0.6%	55	24.8	C	5,307	5,332	0.5%
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%	45	29.6	D	5,308	5,332	0.4%	47	28.9	D	5,280	5,332	1.0%
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	24.7	C	2,485	2,492	0.3%	51	24.0	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	20.5	C	2,493	2,492	0.0%	55	20.4	C	2,468	2,492	0.9%
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	23.3	C	3,491	3,529	1.1%	52	23.4	C	3,468	3,529	1.7%
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%	55	24.2	C	3,514	3,529	0.4%	55	24.3	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%	53	30.6	D	5,023	5,149	2.4%	55	29.7	D	5,036	5,149	2.2%
Merge segment at Meadowbrook State Parkway northbound on-ramp	N/A																		54	32.7	D	5,047	5,149	2.0%
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	32.1	D	5,087	5,149	1.2%	54	32.1	D	5,071	5,149	1.5%
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	28.3	D	5,041	5,149	2.1%	54	28.1	D	5,022	5,149	2.5%
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	29.3	D	4,762	4,813	1.1%	55	29.1	D	4,743	4,813	1.5%
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	29.9	D	5,144	5,219	1.4%	54	29.7	D	5,119	5,219	1.9%
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	32.0	D	5,177	5,219	0.8%	54	31.7	D	5,154	5,219	1.2%
<b>Northern State Parkway (Westbound)</b>																								
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%	15	97.5	F	2,953	3,590	17.8%	19	86.5	F	3,200	3,590	10.9%
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	104.3	F	5,710	6,528	12.5%	19	95.5	F	6,137	6,528	6.0%
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%	33	58.6	F	5,727	6,528	12.3%	44	47.1	F	6,160	6,528	5.6%
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	49.6	F	5,729	6,528	12.2%	50	38.7	E	6,145	6,528	5.9%
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%	31	57.2	F	5,327	6,063	12.1%	51	38.2	E	5,731	6,063	5.5%
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%	23	76.0	F	5,839	6,612	11.7%	48	43.2	F	6,280	6,612	5.0%
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%	32	59.7	F	5,805	6,612	12.2%	50	42.5	E	6,288	6,612	4.9%
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%	19	76.4	F	5,687	6,612	14.0%	39	44.6	F	6,257	6,612	5.4%
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	19.8	C	3,144	3,670	14.3%	54	21.6	C	3,493	3,670	4.8%
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	19.1	C	3,115	3,670	15.1%	55	21.1	C	3,459	3,670	5.8%
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	22.9	C	3,116	3,670	15.1%	47	25.3	C	3,457	3,670	5.8%
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%	51	29.8	D	5,986	6,631	9.7%	50	31.8	D	6,287	6,631	5.2%
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	27.4	D	5,892	6,631	11.1%	54	28.7	D	6,189	6,631	6.7%
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	24.7	C	5,383	6,631	18.8%	55	25.8	C	5,649	6,631	14.8%
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	27.5	D	6,009	6,631	9.4%	55	28.7	D	6,299	6,631	5.0%

**Comparison of Weekday AM Peak Hour MOEs**

Movement	Existing Conditions								No-Build 2030 Conditions								Build 2030 Conditions								Build 2030 Mitigated Conditions							
	Avg Delay	LOS	Avg Queue	Max Queue	Speed	Throughput	Demand	Delta	Avg Delay	LOS	Avg Queue	Max Queue	Speed	Throughput	Demand	Delta	Avg Delay	LOS	Avg Queue	Max Queue	Speed	Throughput	Demand	Delta	Avg Delay	LOS	Avg Queue	Max Queue	Speed	Throughput	Demand	Delta
EB Charles Lindbergh Blvd To SB MSP	0.1	A	0.0	7.7	37.6	154	149	-3.2%	0.0	A	0.0	1.7	37.6	146	155	6.2%	0.1	A	0.0	9.2	37.4	169	174	3.0%	0.0	A	0.0	0	37.7	167	174	4.2%
EB Charles Lindbergh Blvd to NB MSP	0.0	A	0.0	0.0	37.4	58	60	3.4%	0.1	A	0.0	0.0	37.4	68	64	-5.9%	0.1	A	0.0	0.0	37.3	307	303	-1.3%	0.1	A	0.0	0	37.3	310	303	-2.3%
NB MSP Ramp to WB Charles Lindbergh Blvd	0.2	A	0.0	0.0	35.0	568	581	2.3%	0.0	X	0.0	0.0	40.5	581	610	5.0%	0.2	A	0.0	0.0	35.3	507	610	20.3%	0.2	A	0.0	0	35.6	480	610	27.1%
SB MSP Ramp to WB Charles Lindberg Blvd.	0.2	A	0.0	0.0	37.1	428	428	0.0%	0.2	A	0.0	0.0	37.1	432	451	4.4%	0.3	A	0.0	0.0	37.1	654	695	6.3%	0.3	A	0.0	0	37.1	649	695	7.1%

Comparison of Weekday AM Peak Hour MOEs

Movement	Existing Conditions							No-Build 2030 Conditions							Build 2030 Conditions							Build 2030 Mitigated Conditions							Alternative-Build 2030 Conditions						
	Avg Delay	LOS	Avg Queue	Max Queue	Throughput	Demand	Delta	Avg Delay	LOS	Avg Queue	Max Queue	Throughput	Demand	Delta	Avg Delay	LOS	Avg Queue	Max Queue	Throughput	Demand	Delta	Avg Delay	LOS	Avg Queue	Max Queue	Throughput	Demand	Delta	Avg Delay	LOS	Avg Queue	Max Queue	Throughput	Demand	Delta
Hempstead Tpke EB to MSP SB	2.0	A	0	19	194	213	9.8%	2.6	A	0	42	203	222	9.4%	1.4	A	0.5	53.2	340	369	8.5%	0.2	A	0	0	340	369	8.5%	1.5	A	0.4	53	265	305	15.1%
MSP NB to Hempstead Tpke EB	26.8	D	85	381	440	395	-10.2%	24.0	C	73	324	435	412	-5.3%	20.5	C	54.4	314.0	398	412	3.5%	17.6	C	41	262	369	412	11.7%	20.4	C	53.7	294	396	412	4.0%
Hempstead Tpke EB to MSP NB	1.1	A	0	34	440	481	9.3%	1.1	A	0	39	459	502	9.4%	1.6	A	0.4	62.9	472	502	6.4%	1.8	A	1	82	471	502	6.6%	2.5	A	1.9	166	513	502	-2.1%
MSP SB to Hempstead Tpke EB	5.4	A	9	196	438	444	1.4%	6.7	A	13	253	448	463	3.3%	7.0	A	13.8	249.4	438	463	5.7%	6.8	A	13	265	425	463	8.9%	7.7	A	15.2	248	427	463	8.4%
MSP SB to Hempstead Tpke WB	0.3	A	0	0	731	740	1.2%	0.3	A	0	0	746	772	3.5%	0.3	A	0.0	0.0	890	945	6.2%	0.4	A	0	0	886	945	6.7%	0.3	A	0.0	0	868	772	-11.1%
MSP NB to Hempstead Tpke WB	4.9	A	6	170	313	317	1.3%	4.6	A	5	149	316	333	5.4%	9.2	A	28.6	418.4	603	671	11.3%	9.4	A	27	416	563	671	19.2%	10.1	B	32.7	428	604	489	-19.0%
Hempstead Tpke WB to MSP SB	1.6	A	1	86	398	389	-2.3%	1.5	A	0	84	411	406	-1.2%	1.6	A	0.4	68.0	412	406	-1.5%	1.4	A	0	57	413	406	-1.7%	1.7	A	0.6	71	402	406	1.0%
Hempstead Tpke WB to MSP NB	0.2	A	1	162	852	852	0.0%	0.2	A	1	164	876	888	1.4%	0.2	A	0.6	143.1	877	888	1.3%	0.2	A	1	160	885	888	0.3%	0.2	A	0.9	174	860	888	3.3%



# Comparison of Weekday PM Peak Hour MOEs

Orange if >10% worse than Existing or LOS Changed

Orange if >10%

Orange if >10% worse than No Build or LOS Changed

Orange if >10%

10% vs NB

10% vs NB

5% Change vs NB

Orange if >10%

Freeway Segment	Existing Conditions						No Build 2030 Conditions						Build 2030 Conditions						Build Mitigation (version 3) 2030 Conditions					
	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	16.7	B	2,745	2,755	0.4%	55	16.7	B	2,748	2,755	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	16.0	B	2,726	2,755	1.1%	55	16.0	B	2,729	2,755	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	16.2	B	2,626	2,637	0.4%	55	16.2	B	2,624	2,637	0.5%
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	20.5	C	3,268	3,309	1.2%	46	20.5	C	3,273	3,309	1.1%
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	20.9	C	3,141	3,152	0.3%	51	20.8	C	3,139	3,152	0.4%
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	20.2	C	3,393	3,407	0.4%	54	20.1	C	3,395	3,407	0.3%
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	20.4	C	3,354	3,407	1.6%	55	20.4	C	3,354	3,407	1.5%
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	20.0	C	3,285	3,407	3.6%	55	19.9	C	3,270	3,407	4.0%
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	20.6	C	3,550	3,711	4.3%	49	20.7	C	3,533	3,711	4.8%
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	21.6	C	3,314	3,426	3.3%	53	21.6	C	3,308	3,426	3.5%
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	21.5	C	3,433	3,548	3.2%	55	21.5	C	3,429	3,548	3.3%
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	22.1	C	3,439	3,548	3.1%	55	22.0	C	3,435	3,548	3.2%
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	27.4	D	2,956	3,040	2.8%	54	27.3	D	2,942	3,040	3.2%
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%	51	22.6	C	2,938	3,040	3.4%	50	23.2	C	2,924	3,040	3.8%
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%	55	21.4	C	2,284	2,347	2.7%	54	21.2	C	2,247	2,347	4.3%
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	21.9	C	3,258	3,610	9.8%	53	21.3	C	3,146	3,610	12.8%
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	22.6	C	4,300	4,741	9.3%	53	22.0	C	4,207	4,741	11.3%
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	26.5	D	4,317	4,741	8.9%	54	25.9	C	4,225	4,741	10.9%
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%	54	26.8	C	4,324	4,741	8.8%	53	26.5	C	4,229	4,741	10.8%
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%	53	24.9	C	3,816	4,253	10.3%	53	24.6	C	3,725	4,253	12.4%
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%	46	25.0	C	4,268	4,909	13.1%	44	26.5	C	4,321	4,909	12.0%
Mainline between northbound C-D road off-ramp and on-ramp / 3-to-2 lane drop (Build Mitigated)	55	20.3	C	3,252	3,329	2.3%	54	21.0	C	3,330	3,528	5.6%	55	19.2	C	3,081	3,528	12.7%	54	20.3	C	3,137	3,528	11.1%
Mainline between 3-to-2 lane drop and northbound C-D road on-ramp	N/A																		54	29.1	D	3,132	3,528	11.2%
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%	52	26.6	C	4,797	5,284	9.2%	54	28.3	D	4,919	5,284	6.9%
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%	47	34.3	D	4,680	5,284	11.4%	50	31.3	D	4,696	5,284	11.1%
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%	49	27.8	C	4,408	4,824	8.6%	52	26.6	C	4,417	4,824	8.4%
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%	53	26.6	D	4,198	4,530	7.3%	55	25.9	C	4,206	4,530	7.1%

# Comparison of Weekday PM Peak Hour MOEs

Orange if >10% worse than Existing or LOS Changed

Orange if >10%

Orange if >10% worse than No Build or LOS Changed

Orange if >10%

10% vs NB

10% vs NB

5% Change vs NB

Orange if >10%

Freeway Segment	Existing Conditions						No Build 2030 Conditions						Build 2030 Conditions						Build Mitigation (version 3) 2030 Conditions					
	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%	32	44.2	F	4,624	4,945	6.5%	54	25.3	C	4,631	4,945	6.4%
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%	27	56.1	F	4,436	4,684	5.3%	52	28.2	D	4,382	4,684	6.5%
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%	26	62.0	F	5,264	5,534	4.9%	31	49.1	F	5,166	5,534	6.7%
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%	44	37.9	E	4,950	5,162	4.1%	44	37.4	E	4,870	5,162	5.7%
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%	51	28.5	D	5,253	5,463	3.8%	49	29.8	D	5,176	5,463	5.3%
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%	40	38.6	E	4,569	4,741	3.6%	44	35.4	E	4,482	4,741	5.5%
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%	32	54.0	F	5,401	5,589	3.4%	33	51.1	F	5,338	5,589	4.5%
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%	41	45.2	F	5,420	5,589	3.0%	42	42.8	E	5,367	5,589	4.0%
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%	45	39.7	E	5,784	6,040	4.2%	52	33.0	D	5,735	6,040	5.1%
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%	43	45.9	F	5,920	6,040	2.0%	52	32.0	D	5,871	6,040	2.8%
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%	38	52.9	F	5,907	6,040	2.2%	49	35.0	E	5,882	6,040	2.6%
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%	44	44.8	E	3,958	3,986	0.7%	47	41.7	E	3,878	3,986	2.7%
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%	47	41.7	E	1,958	2,054	4.7%	29	49.4	F	1,998	2,054	2.7%
<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%	45	14.3	B	1,209	1,381	12.5%	44	14.4	B	1,217	1,381	11.9%
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	7.3	A	633	740	14.4%	55	7.5	A	661	740	10.7%
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%	41	10.6	B	1,214	1,317	7.8%	42	10.5	B	1,209	1,317	8.2%
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	12.6	B	1,234	1,317	6.3%	50	12.5	B	1,232	1,317	6.5%
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	18.4	B	2,211	2,285	3.3%	54	18.1	B	2,200	2,285	3.7%
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%	31	39.1	E	2,070	2,005	-3.2%	54	19.0	B	2,046	2,005	-2.1%
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%	17	69.9	F	1,747	1,727	-1.1%	55	16.0	B	1,729	1,727	-0.1%
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%	39	44.9	E	1,768	1,727	-2.4%	55	16.1	B	1,753	1,727	-1.5%
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%	51	33.6	D	1,774	1,756	-1.0%	55	16.0	B	1,783	1,756	-1.6%
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%	52	34.0	D	1,780	1,756	-1.4%	N/A					
<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%	12	105.7	F	2,550	3,338	23.6%	30	55.5	F	2,926	3,338	12.3%
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	146.3	F	1,814	2,182	16.9%	52	21.1	C	2,176	2,182	0.3%

# Comparison of Weekday PM Peak Hour MOEs

Orange if >10% worse than Existing or LOS Changed

Orange if >10%

Orange if >10% worse than No Build or LOS Changed

Orange if >10%

10% vs NB

10% vs NB

5% Change vs NB

Orange if >10%

Freeway Segment	Existing Conditions						No Build 2030 Conditions						Build 2030 Conditions						Build Mitigation (version 3) 2030 Conditions					
	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 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	99.6	F	4,122	5,520	25.3%	26	61.4	F	5,688	6,225	8.6%
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	90.8	F	5,020	6,225	19.4%	N/A					
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	38.7	E	5,039	6,225	19.1%	29	56.2	F	5,621	6,225	9.7%
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%	45	32.0	D	4,887	6,225	21.5%	23	61.6	F	5,383	6,225	13.5%
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%	53	28.0	D	4,308	5,372	19.8%	27	52.4	F	4,740	5,372	11.8%
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%	54	24.4	C	4,172	5,372	22.3%	24	54.2	F	4,702	5,372	12.5%
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	25.2	C	3,857	4,810	19.8%	21	62.2	F	4,146	4,810	13.8%
Merge segment at Old Country Road on-ramp	50	24.3	C	4,547	4,760	4.5%	50	23.9	C	4,493	5,012	10.4%	48	25.9	C	4,653	5,586	16.7%	19	69.8	F	4,871	5,586	12.8%
Diverge segment at Zeckendorf Boulevard westbound off-ramp	N/A																		18	73.8	F	4,762	5,586	14.8%
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	29.2	D	4,098	4,975	17.6%	21	67.7	F	4,191	4,975	15.8%
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%	49	26.5	C	4,313	5,216	17.3%	19	69.4	F	4,397	5,216	15.7%
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%	52	26.4	D	4,056	4,935	17.8%	20	71.4	F	4,119	4,935	16.5%
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%	54	27.0	C	4,533	5,336	15.0%	20	74.2	F	4,568	5,336	14.4%
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%	53	29.6	D	4,567	5,336	14.4%	20	78.0	F	4,536	5,336	15.0%
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%	50	28.6	D	4,155	4,882	14.9%	18	80.2	F	4,078	4,882	16.5%
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%	51	27.8	C	4,101	4,882	16.0%	18	78.2	F	3,994	4,882	18.2%
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%	48	30.1	D	4,083	4,798	14.9%	15	89.1	F	3,954	4,798	17.6%
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%	22	42.6	E	2,574	3,026	15.0%	9	111.1	F	2,453	3,026	18.9%
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%	13	72.6	F	3,189	3,914	18.5%	7	134.5	F	2,841	3,914	27.4%
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	112.6	F	3,085	3,914	21.2%	8	130.6	F	2,752	3,914	29.7%
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%	9	121.0	F	3,669	4,691	21.8%	7	147.4	F	3,268	4,691	30.3%
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%	13	98.2	F	3,659	4,691	22.0%	9	124.9	F	3,246	4,691	30.8%
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%	12	102.9	F	4,192	5,267	20.4%	9	118.3	F	3,783	5,267	28.2%
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	100.0	F	4,001	5,015	20.2%	11	110.5	F	3,611	5,015	28.0%
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	103.0	F	4,644	6,013	22.8%	15	95.6	F	4,569	6,013	24.0%
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%	22	71.5	F	4,582	6,013	23.8%	21	75.9	F	4,527	6,013	24.7%
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%	34	65.0	F	3,552	5,045	29.6%	33	64.2	F	3,675	5,045	27.2%
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	25.8	C	2,614	3,660	28.6%	53	26.1	D	2,662	3,660	27.3%



# Comparison of Weekday PM Peak Hour MOEs

Orange if >10% worse than Existing or LOS Changed

Orange if >10%

Orange if >10% worse than No Build or LOS Changed

Orange if >10%

10% vs NB

10% vs NB

5% Change vs NB

Orange if >10%

Freeway Segment	Existing Conditions						No Build 2030 Conditions						Build 2030 Conditions						Build Mitigation (version 3) 2030 Conditions					
	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 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	25.0	C	2,666	3,660	27.2%	54	25.4	C	2,711	3,660	25.9%
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	26.9	C	4,317	5,489	21.4%	54	26.3	C	4,237	5,489	22.8%
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	26.4	C	4,173	5,489	24.0%	50	25.4	C	4,087	5,489	25.5%
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	24.5	C	3,786	4,871	22.3%	53	24.1	C	3,716	4,871	23.7%
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%	49	24.7	C	3,902	4,984	21.7%	48	24.8	C	3,830	4,984	23.2%
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%	53	23.6	C	3,670	4,670	21.4%	52	23.3	C	3,592	4,670	23.1%
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%	53	23.3	C	3,852	4,863	20.8%	52	23.2	C	3,768	4,863	22.5%
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	4,863	20.4%	53	24.4	C	3,793	4,863	22.0%
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%	46	22.7	C	3,811	4,863	21.6%	48	21.6	C	3,738	4,863	23.1%
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%	54	20.2	C	3,072	3,862	20.5%	55	19.6	C	2,992	3,862	22.5%
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	19.0	B	3,196	3,999	20.1%	53	18.7	B	3,117	3,999	22.0%
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	20.0	C	2,917	3,650	20.1%	55	19.7	C	2,855	3,650	21.8%
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	19.6	B	3,196	3,954	19.2%	53	19.3	B	3,132	3,954	20.8%
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%	54	21.2	C	3,271	3,954	17.3%	55	20.8	C	3,200	3,954	19.1%
<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%	47	30.3	D	1,415	1,772	20.2%	37	37.9	E	1,402	1,772	20.9%
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%	51	19.2	B	1,458	1,772	17.7%	51	15.8	B	1,442	1,772	18.6%
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	7.9	A	809	978	17.2%	52	7.9	A	805	978	17.7%
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	978	17.3%	51	15.8	B	805	978	17.7%
<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%	20	80.1	F	4,786	5,756	16.9%	15	96.3	F	4,301	5,756	25.3%
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%	19	77.5	F	4,646	5,756	19.3%	14	93.8	F	4,139	5,756	28.1%
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%	15	97.5	F	4,237	5,194	18.4%	12	110.9	F	3,818	5,194	26.5%
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%	15	95.3	F	4,736	5,789	18.2%	13	106.7	F	4,339	5,789	25.0%
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%	25	65.0	F	4,755	5,789	17.9%	19	83.5	F	4,332	5,789	25.2%
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%	23	65.0	F	4,676	5,789	19.2%	18	84.1	F	4,237	5,789	26.8%
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%	18	88.2	F	3,855	4,764	19.1%	16	96.6	F	3,535	4,764	25.8%
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	105.0	F	4,759	6,149	22.6%	15	105.4	F	4,532	6,149	26.3%

# Comparison of Weekday PM Peak Hour MOEs

Orange if >10% worse than Existing or LOS Changed

Orange if >10%

Orange if >10% worse than No Build or LOS Changed

Orange if >10%

10% vs NB

10% vs NB

5% Change vs NB

Orange if >10%

Freeway Segment	Existing Conditions						No Build 2030 Conditions						Build 2030 Conditions						Build Mitigation (version 3) 2030 Conditions					
	Speed	Density	LOS	Throughput	Demand	Delta	Speed	Density	LOS	Throughput	Demand	Delta	Speed	Density	LOS	Throughput	Demand	Delta	Speed	Density	LOS	Throughput	Demand	Delta
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	28.7	D	3,776	4,886	22.7%	40	26.6	C	3,622	4,886	25.9%
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	24.0	C	3,753	4,886	23.2%	52	23.1	C	3,597	4,886	26.4%
Weave segment between Meadowbrook State Parkway	43	33.7	D	5,041	5,122	1.6%	49	29.5	D	5,030	5,404	6.9%	54	23.5	C	4,423	5,579	20.7%	53	23.0	C	4,294	5,579	23.0%
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%	48	29.1	D	4,187	5,300	21.0%	47	29.2	D	4,079	5,300	23.0%
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%	39	33.3	D	4,302	5,442	21.0%	40	31.7	D	4,196	5,442	22.9%
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	27.8	D	4,061	5,077	20.0%	49	26.9	D	3,948	5,077	22.2%
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%	53	23.3	C	4,099	5,143	20.3%	52	22.6	C	3,984	5,143	22.5%
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%	55	23.8	C	3,781	4,682	19.2%	55	23.0	C	3,666	4,682	21.7%
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	25.7	C	3,904	4,862	19.7%	49	24.9	C	3,806	4,862	21.7%
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	44.4	E	3,966	4,862	18.4%	30	43.2	E	3,877	4,862	20.3%
<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%	24	55.1	F	3,864	4,158	7.1%	22	60.5	F	3,915	4,158	5.8%
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%	20	59.3	F	3,764	4,158	9.5%	18	66.1	F	3,817	4,158	8.2%
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	37.5	E	3,466	3,728	7.0%	31	38.3	E	3,511	3,728	5.8%
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%	42	26.7	C	3,406	3,826	11.0%	44	25.8	C	3,448	3,826	9.9%
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	28.7	D	3,580	3,826	6.4%	44	28.0	D	3,623	3,826	5.3%
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%	45	25.4	C	3,418	3,649	6.3%	49	23.7	C	3,438	3,649	5.8%
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%	41	28.5	D	3,749	4,016	6.7%	47	25.0	C	3,769	4,016	6.2%
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%	40	32.4	D	3,730	4,016	7.1%	47	28.0	D	3,751	4,016	6.6%
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%	41	29.7	D	3,544	3,751	5.5%	49	25.2	C	3,549	3,751	5.4%
Weave segment between Meadowbrook Road on-ramp	47	19.8	B	3,564	3,730	4.5%	49	19.5	B	3,702	3,945	6.2%	40	24.5	C	3,841	4,066	5.5%	42	23.8	C	3,849	4,066	5.3%
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%	39	24.4	C	2,810	2,935	4.3%	39	24.4	C	2,802	2,935	4.5%
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%	38	19.4	B	2,779	2,935	5.3%	38	19.3	B	2,771	2,935	5.6%
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%	20	34.0	D	2,015	2,131	5.5%	41	21.2	C	2,027	2,131	4.9%
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%	6	116.1	F	3,319	3,607	8.0%	24	53.0	F	3,220	3,607	10.7%
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%	11	83.5	F	3,372	3,607	6.5%	17	62.8	F	3,266	3,607	9.4%
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%	20	56.9	F	3,451	3,607	4.3%	21	53.4	F	3,344	3,607	7.3%
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%	35	25.5	C	3,385	3,607	6.2%	39	22.5	C	3,280	3,607	9.1%
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	35.1	E	2,612	2,699	3.2%	25	33.3	D	2,513	2,699	6.9%
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%	42	22.5	C	3,014	3,104	2.9%	40	22.7	C	2,917	3,104	6.0%

# Comparison of Weekday PM Peak Hour MOEs

Orange if >10% worse than Existing or LOS Changed

Orange if >10%

Orange if >10% worse than No Build or LOS Changed

Orange if >10%

10% vs NB

10% vs NB

5% Change vs NB

Orange if >10%

Freeway Segment	Existing Conditions						No Build 2030 Conditions						Build 2030 Conditions						Build Mitigation (version 3) 2030 Conditions					
	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 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	57.5	F	3,027	3,104	2.5%	18	54.8	F	2,925	3,104	5.8%
<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%	11	117.5	F	4,827	6,246	22.7%	14	100.0	F	5,632	6,246	9.8%
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%	12	107.7	F	4,752	6,246	23.9%	16	89.2	F	5,568	6,246	10.9%
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%	12	102.1	F	4,699	6,246	24.8%	18	80.3	F	5,510	6,246	11.8%
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	24.8	C	2,155	2,908	25.9%	24	61.1	F	2,561	2,908	11.9%
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%	55	16.8	B	2,166	2,908	25.5%	17	74.3	F	2,559	2,908	12.0%
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%	53	16.0	B	2,831	3,591	21.2%	12	77.5	F	3,170	3,591	11.7%
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%	54	17.7	B	2,860	3,591	20.3%	16	68.9	F	3,165	3,591	11.9%
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%	54	26.9	C	4,837	5,645	14.3%	14	91.3	F	5,157	5,645	8.6%
Merge segment at Meadowbrook State Parkway northbound on-ramp	N/A																		18	83.7	F	5,163	5,645	8.5%
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%	48	34.1	D	4,876	5,645	13.6%	28	61.5	F	5,167	5,645	8.5%
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%	53	27.2	C	4,841	5,645	14.2%	27	58.9	F	5,125	5,645	9.2%
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%	30	50.3	F	4,530	5,208	13.0%	21	75.5	F	4,781	5,208	8.2%
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%	25	59.6	F	5,069	5,739	11.7%	23	71.4	F	5,284	5,739	7.9%
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%	26	66.8	F	5,135	5,739	10.5%	25	70.8	F	5,318	5,739	7.3%
<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%	26	50.0	F	2,569	2,667	3.7%	55	24.2	C	2,661	2,667	0.2%
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%	18	71.5	F	4,554	4,849	6.1%	54	27.5	C	4,840	4,849	0.2%
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%	21	70.2	F	4,477	4,849	7.7%	54	30.2	D	4,852	4,849	-0.1%
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%	19	76.0	F	4,403	4,849	9.2%	53	26.9	C	4,840	4,849	0.2%
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%	14	91.1	F	3,833	4,248	9.8%	55	26.1	D	4,257	4,248	-0.2%
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%	13	99.8	F	4,180	4,692	10.9%	54	27.7	C	4,701	4,692	-0.2%
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%	15	94.8	F	4,097	4,692	12.7%	54	29.3	D	4,710	4,692	-0.4%
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%	8	125.3	F	3,956	4,692	15.7%	52	24.6	C	4,687	4,692	0.1%
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	10.3	A	1,647	1,981	16.9%	55	12.3	B	2,001	1,981	-1.0%
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	10.0	A	1,641	1,981	17.2%	55	12.1	B	1,985	1,981	-0.2%
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%	51	11.4	B	1,641	1,981	17.2%	52	13.6	B	1,983	1,981	-0.1%
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%	52	31.6	D	5,624	5,967	5.7%	53	30.8	D	5,884	5,967	1.4%
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%	54	28.7	D	5,535	5,967	7.2%	55	28.8	D	5,787	5,967	3.0%
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	25.8	C	5,054	5,967	15.3%	55	26.0	D	5,282	5,967	11.5%
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	28.6	D	5,632	5,967	5.6%	55	28.8	D	5,892	5,967	1.3%

**Comparison of Weekday PM Peak Hour MOEs**

Movement	Existing Conditions								No-Build 2030 Conditions								Build 2030 Conditions								Build 2030 Mitigated Conditions							
	Avg Delay	LOS	Avg Queue	Max Queue	Speed	Throughput	Demand	Delta	Avg Delay	LOS	Avg Queue	Max Queue	Speed	Throughput	Demand	Delta	Avg Delay	LOS	Avg Queue	Max Queue	Speed	Throughput	Demand	Delta	Avg Delay	LOS	Avg Queue	Max Queue	Speed	Throughput	Demand	Delta
EB Charles Lindbergh Blvd To SB MSP	0.6	A	0.5	65.7	36.1	704	697	-1.0%	2.8	A	7	197	35.4	728	730	0.3%	43.0	E	234.0	670.5	30.3	686	777	13.3%	26.3	D	137	509	31.8	766	777	1.4%
EB Charles Lindbergh Blvd to NB MSP	0.1	A	0.0	0.0	37.2	298	306	2.7%	0.1	A	0	0	37.2	322	323	0.3%	1.9	A	4.2	118.0	36.2	827	968	17.0%	0.3	A	0	24	36.5	908	968	6.6%
NB MSP Ramp to WB Charles Lindbergh Blvd	0.0	A	0.0	0.0	42.8	206	268	30.1%	0.0	X	0	0	42.7	226	280	23.9%	0.2	A	0.0	0.0	40.0	375	280	-25.3%	0.2	A	0	0	40.1	140	280	100.0%
SB MSP Ramp to WB Charles Lindberg Blvd.	0.1	A	0.0	0.0	37.4	250	246	-1.6%	0.1	A	0	0	37.4	252	258	2.4%	0.3	A	0.0	0.0	37.1	719	794	10.4%	0.3	A	0	0	37.2	641	794	23.9%

Comparison of Weekday PM Peak Hour MOEs

Movement	Existing Conditions							No-Build 2030 Conditions							Build 2030 Conditions							Build 2030 Mitigated Conditions							Alternative-Build 2030 Conditions						
	Avg Delay	LOS	Avg Queue	Max Queue	Throughput	Demand	Delta	Avg Delay	LOS	Avg Queue	Max Queue	Throughput	Demand	Delta	Avg Delay	LOS	Avg Queue	Max Queue	Throughput	Demand	Delta	Avg Delay	LOS	Avg Queue	Max Queue	Throughput	Demand	Delta	Avg Delay	LOS	Avg Queue	Max Queue	Throughput	Demand	Delta
Hempstead Tpke EB to MSP SB	12.0	B	33	336	611	593	-2.9%	11.9	B	35	348	628	619	-1.4%	97.5	F	901.5	1277.5	730	998	36.7%	10.7	B	45	353	824	998	21.1%	29.8	D	125.6	764	753	885	17.5%
MSP NB to Hempstead Tpke EB	100.1	F	1,015	1,512	507	468	-7.7%	103.5	F	1,121	1,584	502	488	-2.8%	63.9	F	398.7	833.3	507	488	-3.7%	88.6	F	690	1,323	502	488	-2.8%	75.4	F	492.7	1,020	512	488	-4.7%
Hempstead Tpke EB to MSP NB	0.9	A	0	58	669	631	-5.7%	0.8	A	0	38	687	656	-4.5%	0.7	A	0.0	23.1	492	656	33.3%	1.4	A	26	186	530	656	23.8%	0.8	A	0.2	45	539	656	21.7%
MSP SB to Hempstead Tpke EB	10.4	B	11	180	241	242	0.4%	12.0	B	13	205	229	252	10.0%	5.4	A	3.8	138.5	182	252	38.5%	7.7	A	30	369	206	252	22.3%	6.2	A	4.3	136	181	252	39.2%
MSP SB to Hempstead Tpke WB	0.3	A	0	0	861	901	4.6%	0.3	A	0	0	845	940	11.2%	0.3	A	0.0	0.0	812	978	20.4%	0.3	A	0	0	914	978	7.0%	0.3	A	0.0	0	819	940	14.8%
MSP NB to Hempstead Tpke WB	7.1	A	9	192	311	332	6.8%	7.9	A	11	193	316	347	9.8%	13.4	B	43.0	495.6	547	641	17.2%	14.3	B	170	693	521	641	23.0%	16.5	C	55.0	470	555	658	18.6%
Hempstead Tpke WB to MSP SB	3.9	A	6	218	559	552	-1.3%	3.7	A	5	201	572	576	0.7%	5.2	A	10.9	288.7	571	576	0.9%	14.0	B	51	342	557	576	3.4%	6.6	A	20.5	374	631	576	-8.7%
Hempstead Tpke WB to MSP NB	0.2	A	1	174	562	553	-1.6%	0.2	A	1	185	574	577	0.5%	0.2	A	1.3	184.9	572	577	0.9%	1.5	A	9	195	558	577	3.4%	0.2	A	0.8	152	417	577	38.4%



### Comparison of Friday PM Peak Hour MOEs

Orange if >10% worse than Existing or LOS Changed

Orange if >10%

Orange if >10% worse than No Build or LOS Changed

Orange if >10%

10% vs NB 10% vs NB

5% Change vs NB

Orange if >10%

Freeway Segment	Existing Conditions						No Build 2030 Conditions						Build 2030 Conditions						Build Mitigated 2030 Conditions					
	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	10.5	A	1,731	1,736	0.3%	56	11.0	A	1,806	1,811	0.3%	56	11.1	B	1,835	1,840	0.3%	56	11.1	B	1,835	1,840	0.3%
Diverge Segment at Sunrise Highway eastbound off-ramp	55	9.6	A	1,720	1,736	0.9%	55	10.0	B	1,795	1,811	0.9%	55	10.1	B	1,823	1,840	0.9%	55	10.1	B	1,823	1,840	0.9%
Mainline between Sunrise Highway eastbound off-ramp and on-ramp	56	9.7	A	1,602	1,605	0.2%	56	10.1	A	1,671	1,674	0.2%	56	10.3	A	1,698	1,703	0.3%	56	10.3	A	1,698	1,703	0.3%
Weave segment between Sunrise Highway eastbound on-ramp and westbound off-ramp	47	13.7	B	2,202	2,221	0.9%	47	14.2	B	2,305	2,327	0.9%	47	14.8	B	2,375	2,399	1.0%	47	14.8	B	2,375	2,399	1.0%
Mainline between Sunrise Highway westbound on-ramp and off-ramp	53	13.9	B	2,155	2,158	0.1%	53	14.6	B	2,255	2,261	0.3%	52	15.1	B	2,327	2,333	0.3%	52	15.1	B	2,327	2,333	0.3%
Merge segment at Sunrise Highway westbound on-ramp	54	14.2	B	2,385	2,387	0.1%	54	14.8	B	2,494	2,501	0.3%	54	15.3	B	2,589	2,595	0.2%	54	15.3	B	2,589	2,595	0.2%
Diverge segment at Babylon Turnpike eastbound off-ramp	55	14.4	B	2,351	2,387	1.5%	55	15.1	B	2,460	2,501	1.7%	55	15.6	B	2,554	2,595	1.6%	55	15.6	B	2,554	2,595	1.6%
Mainline between Babylon Turnpike eastbound off-ramp and on-ramp	55	13.8	B	2,264	2,269	0.2%	55	14.5	B	2,370	2,378	0.3%	55	15.1	B	2,464	2,472	0.3%	55	15.1	B	2,464	2,472	0.3%
Weave segment between Babylon Turnpike eastbound on-ramp and westbound off-ramp	51	14.5	B	2,518	2,550	1.3%	50	15.2	B	2,632	2,671	1.5%	50	16.0	B	2,736	2,776	1.4%	50	16.0	B	2,736	2,776	1.4%
Mainline between Babylon Turnpike westbound off-ramp and on-ramp	54	15.4	B	2,419	2,420	0.0%	54	16.2	B	2,530	2,535	0.2%	54	17.0	B	2,638	2,640	0.1%	54	17.0	B	2,638	2,640	0.1%
Merge segment at Babylon Turnpike westbound on-ramp	55	15.8	B	2,533	2,533	0.0%	55	16.5	B	2,648	2,653	0.2%	55	17.2	B	2,765	2,769	0.1%	55	17.2	B	2,765	2,769	0.1%
Diverge segment at Southern State Parkway westbound off-ramp	55	16.2	B	2,537	2,533	-0.2%	55	16.9	B	2,651	2,653	0.1%	55	17.7	B	2,770	2,769	0.0%	55	17.7	B	2,770	2,769	0.0%
Mainline between Southern State Parkway westbound and eastbound off-ramp	55	18.9	C	2,060	2,060	0.0%	55	19.8	C	2,152	2,157	0.2%	55	20.8	C	2,269	2,273	0.2%	55	20.8	C	2,269	2,273	0.2%
Diverge segment at Southern State Parkway eastbound off-ramp	52	14.9	B	2,046	2,060	0.7%	52	15.7	B	2,140	2,157	0.8%	52	16.7	B	2,257	2,273	0.7%	52	16.7	B	2,257	2,273	0.7%
Mainline between Southern State Parkway eastbound off-ramp and on-ramp	55	14.3	B	1,509	1,523	0.9%	55	15.0	B	1,576	1,594	1.1%	55	16.0	B	1,691	1,710	1.1%	55	16.0	B	1,691	1,710	1.1%
Merge segment at Southern State Parkway eastbound on-ramp	53	17.6	B	2,712	2,762	1.8%	53	18.4	B	2,828	2,906	2.7%	53	17.7	B	2,666	3,337	20.1%	53	17.6	B	2,659	3,337	20.3%
Merge segment at Southern State Parkway westbound on-ramp	54	18.7	B	3,655	3,714	1.6%	54	19.6	B	3,821	3,916	2.4%	53	19.7	B	3,885	4,646	16.4%	53	19.7	B	3,879	4,646	16.5%
Mainline north of Southern State Parkway westbound on-ramp	55	22.3	C	3,670	3,714	1.2%	55	23.4	C	3,836	3,916	2.0%	55	23.9	C	3,903	4,646	16.0%	55	23.9	C	3,898	4,646	16.1%
Diverge segment at Hempstead Turnpike eastbound off-ramp	55	22.5	C	3,675	3,714	1.0%	55	23.5	C	3,838	3,916	2.0%	54	24.1	C	3,906	4,646	15.9%	54	24.1	C	3,901	4,646	16.0%
Mainline between Hempstead Turnpike eastbound off-ramp and on-ramp	54	20.6	C	3,287	3,351	1.9%	54	21.6	C	3,434	3,537	2.9%	54	23.9	C	3,567	4,267	16.4%	54	23.9	C	3,559	4,267	16.6%
Weave segment between Hempstead Turnpike eastbound on-ramp and northbound C-D Road off-ramp	51	19.7	B	3,582	3,673	2.5%	51	20.7	C	3,743	3,874	3.4%	49	21.1	C	3,881	4,604	15.7%	49	21.0	C	3,874	4,604	15.9%
Mainline between northbound C-D road off-ramp and on-ramp / 3-to-2 lane drop (Build Mitigated)	55	17.8	B	2,889	2,934	1.6%	55	18.7	C	3,015	3,097	2.6%	55	16.4	B	2,628	3,097	15.1%	55	17.7	B	2,626	3,097	15.2%
Mainline between 3-to-2 lane drop and northbound C-D road on-ramp	N/A																		54	24.1	C	2,623	3,097	15.3%
Merge segment at northbound C-D road on-ramp	54	20.5	C	3,724	3,834	2.9%	54	21.4	C	3,884	4,036	3.8%	54	23.6	C	4,326	4,888	11.5%	54	24.9	C	4,398	4,888	10.0%
Diverge segment at Merchants Concourse eastbound off-ramp	50	24.6	C	3,558	3,834	7.2%	49	26.0	C	3,716	4,036	7.9%	47	31.0	D	4,183	4,888	14.4%	47	30.0	D	4,168	4,888	14.7%
Diverge segment at Merchants Concourse westbound off-ramp	50	19.9	B	3,263	3,352	2.7%	50	21.0	C	3,414	3,533	3.4%	50	24.3	C	3,899	4,385	11.1%	49	24.7	C	3,887	4,385	11.4%
Mainline between Merchants Concourse westbound off-ramp and on-ramp	55	18.5	C	3,023	3,058	1.1%	55	19.4	C	3,166	3,226	1.9%	54	22.6	C	3,679	4,078	9.8%	54	22.6	C	3,667	4,078	10.1%
Weave segment between Merchants Concourse on-ramp and Zeckendorf Boulevard northbound off-ramp	55	18.1	B	3,356	3,384	0.8%	55	18.9	B	3,512	3,566	1.5%	55	22.0	C	4,024	4,418	8.9%	55	22.0	C	4,011	4,418	9.2%
Mainline between Zeckendorf Boulevard northbound off-ramp and on-ramp	55	19.3	C	3,155	3,180	0.8%	55	20.2	C	3,304	3,354	1.5%	55	23.5	C	3,825	4,206	9.1%	55	23.3	C	3,813	4,206	9.3%
Weave segment between Zeckendorf Boulevard northbound off-ramp and southbound off-ramp	42	23.8	C	3,598	3,674	2.1%	39	27.3	C	3,784	3,891	2.7%	40	30.2	D	4,298	4,743	9.4%	41	29.4	D	4,287	4,743	9.6%

# Comparison of Friday PM Peak Hour MOEs

Orange if >10% worse than Existing or LOS Changed

Orange if >10%

Orange if >10% worse than No Build or LOS Changed

Orange if >10%

10% vs NB 10% vs NB

5% Change vs NB

Orange if >10%

Freeway Segment	Existing Conditions						No Build 2030 Conditions						Build 2030 Conditions						Build Mitigated 2030 Conditions					
	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 Zeckendorf Boulevard southbound off-ramp and on-ramp	51	20.3	C	3,107	3,143	1.2%	50	21.8	C	3,262	3,321	1.8%	49	25.9	C	3,822	4,173	8.4%	50	25.7	C	3,812	4,173	8.6%
Weave segment between Zeckendorf Boulevard southbound on-ramp and Old Country Road off-ramp	53	16.7	B	3,378	3,411	1.0%	50	19.4	B	3,537	3,600	1.8%	51	21.5	C	4,098	4,452	7.9%	53	20.8	C	4,090	4,452	8.1%
Mainline between Old Country Road off-ramp and eastbound on-ramp	55	17.1	B	2,753	2,788	1.3%	49	22.2	C	2,868	2,933	2.2%	51	25.0	C	3,405	3,712	8.3%	54	21.2	C	3,398	3,712	8.5%
Merge segment at Old Country Road eastbound on-ramp	47	23.0	C	3,575	3,626	1.4%	35	40.8	E	3,729	3,861	3.4%	42	34.8	D	4,309	4,640	7.1%	45	28.8	D	4,304	4,640	7.2%
Mainline between Old Country Road eastbound on-ramp and westbound on-ramp	52	24.6	C	3,587	3,626	1.1%	34	50.0	F	3,730	3,861	3.4%	47	35.6	E	4,324	4,640	6.8%	51	29.6	D	4,316	4,640	7.0%
Merge segment at Old Country Road westbound on-ramp	53	24.1	C	3,946	4,046	2.5%	31	55.7	F	4,079	4,301	5.2%	47	35.8	E	4,693	5,080	7.6%	54	26.3	C	4,684	5,080	7.8%
Mainline between Old Country Road westbound on-ramp and Northern State Parkway eastbound off-ramp	54	25.9	C	4,035	4,046	0.3%	29	65.4	F	4,142	4,301	3.7%	48	39.1	E	4,800	5,080	5.5%	55	23.6	C	4,788	5,080	5.7%
Diverge segment at Northern State Parkway eastbound off-ramp	53	26.3	C	4,026	4,046	0.5%	28	70.4	F	4,099	4,301	4.7%	46	40.9	E	4,798	5,080	5.6%	55	22.9	C	4,790	5,080	5.7%
Mainline ramp to Northern State Parkway westbound	49	23.7	C	2,336	2,345	0.4%	49	24.8	C	2,392	2,487	3.8%	49	29.7	D	2,877	3,043	5.5%	49	29.3	D	2,862	3,043	6.0%
Mainline ramp to Northern State Parkway eastbound	46	37.7	E	1,687	1,701	0.8%	24	80.8	F	1,678	1,814	7.5%	43	47.2	F	1,925	2,037	5.5%	47	29.6	D	1,915	2,037	6.0%
<b>Meadowbrook State Parkway (Northbound C-D Road)</b>																								
Diverge segment at Hempstead Turnpike westbound off-ramp	49	7.5	A	726	739	1.8%	49	7.9	A	761	777	2.1%	43	17.6	B	1,274	1,507	15.4%	43	17.6	B	1,274	1,507	15.5%
Mainline between Hempstead Turnpike westbound off-ramp and on-ramp	56	5.7	A	490	498	1.6%	55	6.0	A	513	526	2.4%	55	5.8	A	444	526	15.6%	55	5.7	A	445	526	15.5%
Merge segment at Hempstead Turnpike westbound on-ramp	41	9.1	A	1,021	1,036	1.4%	41	9.5	A	1,069	1,086	1.6%	40	8.9	A	996	1,086	8.2%	40	8.9	A	998	1,086	8.1%
Mainline between Hempstead Turnpike westbound on-ramp and Charles Lindbergh Boulevard on-ramp	50	10.7	A	1,040	1,036	-0.4%	50	11.2	B	1,087	1,086	-0.1%	50	10.6	A	1,014	1,086	6.6%	50	10.6	A	1,015	1,086	6.6%
Weave segment between Charles Lindbergh Boulevard on-ramp and off-ramp	55	10.4	B	1,180	1,175	-0.4%	55	10.9	B	1,231	1,231	0.0%	45	21.0	C	2,014	2,083	3.3%	54	16.9	B	2,013	2,083	3.4%
Diverge segment at Stewart Avenue eastbound off-ramp	54	13.5	B	1,102	1,089	-1.2%	53	14.0	B	1,149	1,141	-0.7%	16	72.0	F	1,977	1,993	0.8%	55	18.2	B	1,973	1,993	1.0%
Two-to-one lane drop segment between Stewart Avenue off-ramp and on-ramp	49	16.8	B	881	883	0.3%	49	17.5	B	913	921	0.9%	13	87.2	F	1,736	1,773	2.1%	55	15.8	B	1,737	1,773	2.0%
Mainline segment between two-to-one land drop and Stewart Avenue on-ramp	52	17.0	B	891	883	-0.9%	52	17.8	B	924	921	-0.3%	37	47.9	F	1,759	1,773	0.8%	55	15.9	B	1,749	1,773	1.4%
Merge segment at Stewart Avenue on-ramp	54	16.2	B	896	900	0.4%	54	16.7	B	929	939	1.1%	53	32.6	D	1,753	1,791	2.1%	55	15.7	B	1,740	1,791	2.9%
Mainline segment between Stewart Avenue on-ramp and Meadowbrook State Parkway	54	16.6	B	901	900	-0.1%	54	17.2	B	934	939	0.5%	54	32.5	D	1,759	1,791	1.8%	N/A					
<b>Meadowbrook State Parkway (Southbound)</b>																								
Mainline ramp from Northern State Parkway eastbound	52	29.9	D	3,053	3,056	0.1%	26	69.2	F	3,174	3,232	1.8%	22	78.9	F	3,387	3,929	13.8%	22	77.3	F	3,281	3,929	16.5%
Mainline ramp from Northern State Parkway westbound	41	31.3	D	1,748	1,739	-0.5%	19	71.3	F	1,873	1,856	-0.9%	11	123.6	F	2,037	2,155	5.5%	52	21.0	C	2,179	2,155	-1.1%
Merge segment at Northern State Parkway westbound on-ramp	49	32.0	D	4,550	4,795	5.1%	25	68.6	F	4,787	5,088	5.9%	26	69.2	F	5,126	6,084	15.7%	21	72.5	F	5,893	6,531	9.8%
Merge segment at Glen Cove Road on-ramp	46	36.9	E	5,176	5,198	0.4%	20	84.1	F	5,443	5,508	1.2%	21	83.8	F	5,824	6,531	10.8%	N/A					
Mainline between Glen Cove Road on-ramp and Old Country Road westbound off-ramp	46	39.3	E	5,203	5,198	-0.1%	29	65.2	F	5,467	5,508	0.7%	34	57.2	F	5,846	6,531	10.5%	17	88.4	F	5,871	6,531	10.1%
Diverge segment at Old Country Road westbound off-ramp	41	36.8	E	5,051	5,198	2.8%	30	52.9	F	5,295	5,508	3.9%	38	44.1	F	5,668	6,531	13.2%	15	86.3	F	5,676	6,531	13.1%
Mainline between Old Country Road westbound off-ramp and eastbound off-ramp	52	29.2	D	4,514	4,542	0.6%	49	32.2	D	4,681	4,757	1.6%	45	38.9	E	5,135	5,780	11.2%	13	102.0	F	5,177	5,780	10.4%
Diverge segment at Old Country Road eastbound off-ramp	53	24.3	C	4,378	4,542	3.6%	53	25.5	C	4,540	4,757	4.6%	42	37.1	E	4,976	5,780	13.9%	13	98.7	F	4,932	5,780	14.7%
Mainline between Old Country Road eastbound off-ramp and on-ramp	55	25.2	C	3,959	3,994	0.9%	55	26.2	D	4,112	4,186	1.8%	37	45.8	F	4,619	5,209	11.3%	11	116.2	F	4,641	5,209	10.9%
Merge segment at Old Country Road on-ramp	47	26.7	C	4,679	4,692	0.3%	46	28.3	D	4,873	4,922	1.0%	23	66.8	F	5,469	6,031	9.3%	12	101.1	F	5,508	6,031	8.7%
Diverge segment at Zeckendorf Boulevard westbound off-ramp	N/A																		18	81.1	F	5,469	6,031	9.3%
Mainline between Zeckendorf Boulevard westbound off-ramp and on-ramp	47	29.6	D	4,161	4,213	1.2%	47	31.1	D	4,322	4,409	2.0%	33	50.9	F	4,949	5,518	10.3%	29	58.3	F	4,971	5,518	9.9%
Weave segment between Zeckendorf Boulevard westbound on-ramp and eastbound off-ramp	48	27.3	C	4,427	4,501	1.6%	48	28.4	D	4,594	4,709	2.4%	34	47.3	F	5,217	5,818	10.3%	28	57.2	F	5,237	5,818	10.0%
Mainline between Zeckendorf Boulevard eastbound off-ramp and on-ramp	51	27.5	D	4,155	4,254	2.3%	51	28.6	D	4,309	4,451	3.2%	33	52.2	F	4,946	5,560	11.0%	27	63.3	F	4,963	5,560	10.7%

# Comparison of Friday PM Peak Hour MOEs

Orange if >10% worse than Existing or LOS Changed

Orange if >10%

Orange if >10% worse than No Build or LOS Changed

Orange if >10%

10% vs NB 10% vs NB

5% Change vs NB

Orange if >10%

Freeway Segment	Existing Conditions						No Build 2030 Conditions						Build 2030 Conditions						Build Mitigated 2030 Conditions					
	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 Zeckendorf Boulevard eastbound on-ramp	54	27.5	C	4,600	4,619	0.4%	53	28.6	D	4,798	4,860	1.3%	26	67.5	F	5,443	5,969	8.8%	22	77.0	F	5,464	5,969	8.5%
Diverge segment at Merchants Concourse southbound off-ramp	54	28.6	D	4,636	4,619	-0.4%	54	29.8	D	4,835	4,860	0.5%	28	65.8	F	5,475	5,969	8.3%	27	67.7	F	5,498	5,969	7.9%
Mainline between Merchants Concourse southbound off-ramp and northbound off-ramp	53	27.9	D	4,404	4,401	-0.1%	52	29.8	D	4,586	4,633	1.0%	37	48.2	F	5,245	5,742	8.7%	37	48.6	F	5,272	5,742	8.2%
Diverge segment at Merchants Concourse northbound off-ramp	53	26.2	C	4,340	4,401	1.4%	51	28.1	D	4,512	4,633	2.6%	48	35.4	E	5,161	5,742	10.1%	49	34.7	D	5,192	5,742	9.6%
Diverge segment at Meadowbrook State Parkway C-D Road off-ramp	54	26.0	C	4,237	4,240	0.1%	52	28.6	D	4,404	4,465	1.4%	48	36.7	E	5,075	5,574	9.0%	50	34.9	D	5,105	5,574	8.4%
Mainline between C-D Road off-ramp and Stewart Avenue on-ramp	55	22.9	C	3,670	3,654	-0.4%	52	26.5	D	3,810	3,855	1.2%	50	28.3	D	3,519	3,855	8.7%	51	27.1	D	3,537	3,855	8.3%
Merge segment at Stewart Avenue on-ramp	54	24.3	C	4,356	4,388	0.7%	48	30.0	D	4,508	4,622	2.5%	48	29.7	D	4,213	4,622	8.9%	49	28.0	D	4,234	4,622	8.4%
Mainline between Stewart Avenue on-ramp and Charles Lindbergh Boulevard on-ramp	54	27.3	D	4,405	4,388	-0.4%	45	35.9	E	4,518	4,622	2.2%	45	35.6	E	4,219	4,622	8.7%	45	33.8	D	4,250	4,622	8.0%
Merge segment at Charles Lindbergh Boulevard on-ramp	54	27.9	C	4,572	4,576	0.1%	41	41.5	E	4,649	4,818	3.5%	39	42.6	E	4,407	4,872	9.5%	38	42.6	E	4,425	4,872	9.2%
Mainline between Charles Lindbergh Boulevard on-ramp and Hempstead Turnpike westbound on-ramp	54	28.8	D	4,577	4,576	0.0%	39	43.6	E	4,629	4,818	3.9%	38	44.7	E	4,390	4,872	9.9%	36	45.4	F	4,394	4,872	9.8%
Weave segment between Hempstead Turnpike westbound on-ramp and eastbound off-ramp	45	29.5	D	4,916	4,927	0.2%	32	47.6	F	4,960	5,184	4.3%	31	48.0	F	4,726	5,238	9.8%	29	49.5	F	4,726	5,238	9.8%
Mainline between Hempstead Turnpike eastbound off-ramp and on-ramp	49	29.3	D	4,223	4,223	0.0%	33	47.5	F	4,252	4,450	4.5%	32	49.8	F	4,049	4,504	10.1%	30	50.7	F	4,054	4,504	10.0%
Merge segment at Hempstead Turnpike eastbound on-ramp	53	26.1	C	4,407	4,457	1.1%	34	46.6	F	4,428	4,694	5.7%	29	54.6	F	4,670	5,187	10.0%	27	56.5	F	4,662	5,187	10.1%
Diverge segment at Southern State Parkway westbound off-ramp	54	28.1	D	4,494	4,457	-0.8%	27	62.0	F	4,342	4,694	7.5%	26	64.1	F	4,584	5,187	11.6%	25	65.9	F	4,564	5,187	12.0%
Diverge segment at Southern State Parkway eastbound off-ramp	52	19.6	B	3,318	3,357	1.2%	51	19.4	B	3,064	3,528	13.1%	32	43.3	F	3,176	3,803	16.5%	28	50.5	F	3,173	3,803	16.6%
Three-to-two lane drop mainline segment south of Southern State Parkway eastbound off-ramp	54	22.2	C	2,451	2,484	1.3%	55	21.8	C	2,285	2,603	12.2%	52	22.1	C	2,233	2,675	16.5%	51	22.4	C	2,227	2,675	16.7%
Mainline between three-to-two lane drop and Southern State Parkway on-ramp	54	23.0	C	2,495	2,484	-0.5%	55	22.1	C	2,329	2,603	10.5%	55	21.0	C	2,274	2,675	15.0%	55	20.9	C	2,267	2,675	15.2%
Merge segment at Southern State Parkway on-ramp	54	26.5	C	4,249	4,254	0.1%	54	25.6	C	4,133	4,458	7.3%	54	23.1	C	3,744	4,530	17.4%	54	23.0	C	3,732	4,530	17.6%
Diverge segment at Babylon Turnpike westbound off-ramp	50	25.3	C	4,103	4,254	3.6%	50	24.7	C	3,993	4,458	10.4%	51	22.2	C	3,614	4,530	20.2%	51	21.9	C	3,596	4,530	20.6%
Mainline between Babylon Turnpike westbound off-ramp and on-ramp	54	23.9	C	3,749	3,795	1.2%	54	23.3	C	3,653	3,978	8.2%	54	21.1	C	3,307	4,045	18.2%	54	21.0	C	3,288	4,045	18.7%
Weave segment between Babylon Turnpike westbound on-ramp and eastbound off-ramp	50	24.3	C	3,839	3,884	1.2%	49	23.9	C	3,747	4,071	8.0%	51	21.3	C	3,402	4,138	17.8%	50	21.4	C	3,383	4,138	18.3%
Mainline between Babylon Turnpike eastbound off-ramp and on-ramp	53	23.4	C	3,672	3,716	1.2%	53	22.9	C	3,587	3,895	7.9%	53	20.7	C	3,254	3,956	17.8%	53	20.6	C	3,235	3,956	18.2%
Merge segment at Babylon Turnpike eastbound on-ramp	53	23.2	C	3,817	3,876	1.5%	53	22.8	C	3,740	4,062	7.9%	53	20.8	C	3,407	4,123	17.4%	53	20.6	C	3,387	4,123	17.9%
Mainline between Babylon Turnpike eastbound on-ramp and Sunrise Highway westbound off-ramp	53	24.3	C	3,839	3,876	1.0%	53	23.9	C	3,763	4,062	7.4%	53	21.9	C	3,427	4,123	16.9%	53	21.7	C	3,408	4,123	17.3%
Diverge segment at Sunrise Highway westbound off-ramp	49	21.7	C	3,784	3,876	2.4%	49	21.1	C	3,710	4,062	8.7%	49	19.3	B	3,378	4,123	18.1%	49	19.2	B	3,360	4,123	18.5%
Mainline between Sunrise Highway westbound off-ramp and on-ramp	55	20.2	C	3,110	3,165	1.7%	55	19.8	C	3,037	3,301	8.0%	55	17.8	B	2,749	3,335	17.6%	55	17.7	B	2,736	3,335	17.9%
Weave segment between Sunrise Highway westbound on-ramp and eastbound off-ramp	53	19.2	B	3,222	3,289	2.1%	53	18.9	B	3,153	3,430	8.1%	53	17.0	B	2,866	3,464	17.3%	53	16.9	B	2,853	3,464	17.6%
Mainline between Sunrise Highway eastbound off-ramp and on-ramp	55	20.2	C	2,966	3,015	1.6%	55	19.9	C	2,899	3,144	7.8%	55	17.9	B	2,627	3,163	17.0%	55	17.9	B	2,616	3,163	17.3%
Merge segment at Sunrise Highway eastbound on-ramp	54	19.8	B	3,170	3,247	2.4%	54	19.5	B	3,112	3,386	8.1%	54	17.6	B	2,842	3,405	16.5%	54	17.6	B	2,832	3,405	16.8%
Mainline south of Sunrise Highway eastbound on-ramp	55	21.0	C	3,238	3,247	0.3%	55	20.7	C	3,179	3,386	6.1%	55	18.8	C	2,905	3,405	14.7%	55	18.8	C	2,895	3,405	15.0%
<b>Meadowbrook State Parkway (Southbound C-D Road)</b>																								
Mainline entering C-D Road	53	10.6	A	562	586	4.1%	53	11.0	A	580	610	5.0%	48	31.7	D	1,511	1,720	12.1%	49	31.1	D	1,524	1,720	11.4%
Diverge segment at Charles Lindbergh Boulevard off-ramp	52	9.4	A	578	586	1.4%	52	9.7	A	596	610	2.4%	51	21.2	C	1,553	1,720	9.7%	51	22.0	C	1,566	1,720	9.0%
Two-to-one lane drop segment between Charles Lindbergh Boulevard and Hempstead Turnpike	52	4.9	A	448	448	0.0%	52	5.0	A	461	467	1.2%	52	4.9	A	504	556	9.3%	52	4.9	A	508	556	8.6%
Mainline ramp to Hempstead Turnpike westbound	52	8.7	A	448	448	0.1%	52	8.9	A	460	467	1.5%	52	9.8	A	505	556	9.3%	52	9.8	A	507	556	8.7%



# Comparison of Friday PM Peak Hour MOEs

Orange if >10% worse than Existing or LOS Changed

Orange if >10%

Orange if >10% worse than No Build or LOS Changed

Orange if >10%

10% vs NB 10% vs NB

5% Change vs NB

Orange if >10%

Freeway Segment	Existing Conditions						No Build 2030 Conditions						Build 2030 Conditions						Build Mitigated 2030 Conditions					
	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>Southern State Parkway (Eastbound)</b>																								
Mainline west of Nassau Road	51	35.2	E	5,307	5,339	0.6%	35	52.2	F	5,378	5,607	4.1%	10	120.4	F	3,524	5,896	40.2%	10	121.9	F	3,484	5,896	40.9%
Diverge segment at Nassau Road off-ramp	42	37.0	E	5,146	5,339	3.6%	31	52.0	F	5,216	5,607	7.0%	11	114.4	F	3,412	5,896	42.1%	10	116.4	F	3,367	5,896	42.9%
Mainline between Nassau Road off-ramp and on-ramp	41	39.0	E	4,735	4,799	1.3%	26	64.8	F	4,812	5,044	4.6%	10	126.1	F	3,175	5,333	40.5%	10	127.3	F	3,132	5,333	41.3%
Merge segment at Nassau Road on-ramp	34	46.7	F	5,209	5,337	2.4%	23	72.4	F	5,313	5,605	5.2%	11	121.3	F	3,557	5,922	39.9%	11	122.3	F	3,510	5,922	40.7%
Mainline between Nassau Road on-ramp and Meadowbrook State Parkway southbound off-ramp	46	39.0	E	5,236	5,337	1.9%	42	43.3	E	5,343	5,605	4.7%	16	96.8	F	3,578	5,922	39.6%	15	98.9	F	3,539	5,922	40.2%
Diverge segment at Meadowbrook State Parkway southbound off-ramp	45	35.1	E	5,165	5,337	3.2%	42	39.4	E	5,267	5,605	6.0%	20	84.3	F	3,524	5,922	40.5%	19	85.3	F	3,499	5,922	40.9%
Mainline between Meadowbrook State Parkway southbound off-ramp and on-ramp	43	41.7	E	4,462	4,535	1.6%	38	48.3	F	4,562	4,764	4.2%	29	65.7	F	3,070	5,081	39.6%	29	65.3	F	3,045	5,081	40.1%
Weave segment between Meadowbrook State Parkway southbound on-ramp and northbound off-ramp	26	66.8	F	5,325	5,408	1.5%	24	73.7	F	5,356	5,689	5.8%	21	82.4	F	4,040	6,209	34.9%	20	83.5	F	4,018	6,209	35.3%
Four-to-three lane drop east of Meadowbrook State Parkway northbound off-ramp	46	30.2	D	4,114	4,169	1.3%	46	30.6	D	4,100	4,377	6.3%	47	19.7	B	3,061	4,582	33.2%	47	19.5	B	3,042	4,582	33.6%
Mainline between Meadowbrook State Parkway northbound off-ramp and on-ramp	53	25.8	C	4,086	4,169	2.0%	53	25.8	C	4,072	4,377	7.0%	54	19.0	C	3,037	4,582	33.7%	54	18.8	C	3,021	4,582	34.1%
Weave segment between Meadowbrook State Parkway northbound	52	25.5	C	4,641	4,706	1.4%	51	26.1	C	4,654	4,940	5.8%	54	19.0	B	3,614	5,145	29.8%	54	19.0	B	3,599	5,145	30.0%
Mainline between Meadowbrook Road off-ramp and on-ramp	48	30.9	D	4,380	4,447	1.5%	45	32.5	D	4,397	4,670	5.9%	52	21.9	C	3,418	4,872	29.9%	52	22.0	C	3,403	4,872	30.2%
Weave segment between Meadowbrook Road on-ramp and Merrick Avenue southbound off-ramp	42	32.9	D	4,468	4,563	2.1%	42	33.0	D	4,490	4,791	6.3%	47	22.6	C	3,515	4,993	29.6%	47	22.7	C	3,500	4,993	29.9%
Mainline between Merrick Avenue southbound off-ramp and on-ramp	50	28.8	D	4,260	4,316	1.3%	50	29.0	D	4,283	4,532	5.5%	52	21.5	C	3,345	4,713	29.0%	52	21.3	C	3,330	4,713	29.3%
Weave segment between Merrick Avenue southbound on-ramp and northbound off-ramp	52	24.7	C	4,300	4,388	2.0%	52	24.9	C	4,324	4,607	6.1%	53	19.3	B	3,391	4,788	29.2%	53	19.1	B	3,380	4,788	29.4%
Mainline between Merrick Avenue northbound off-ramp and on-ramp	55	25.1	C	3,983	4,019	0.9%	54	25.3	C	4,007	4,221	5.1%	55	19.8	C	3,158	4,402	28.3%	55	19.7	C	3,146	4,402	28.5%
Merge segment at Merrick Avenue northbound on-ramp	53	25.4	C	4,048	4,126	1.9%	53	25.6	C	4,078	4,333	5.9%	54	19.9	B	3,234	4,514	28.4%	53	19.9	B	3,224	4,514	28.6%
Mainline east of Merrick Avenue northbound on-ramp	44	31.4	D	4,114	4,126	0.3%	44	31.8	D	4,144	4,333	4.4%	45	24.8	C	3,286	4,514	27.2%	45	24.7	C	3,275	4,514	27.4%
<b>Southern State Parkway (Westbound)</b>																								
Mainline east of Merrick Avenue northbound off-ramp	49	36.2	E	5,266	5,280	0.3%	38	49.3	F	5,502	5,549	0.9%	29	61.7	F	5,410	5,809	6.9%	29	61.7	F	5,410	5,809	6.9%
Diverge segment at Merrick Avenue northbound off-ramp	51	31.4	D	5,136	5,280	2.7%	29	59.7	F	5,364	5,549	3.3%	22	77.3	F	5,278	5,809	9.1%	22	77.3	F	5,278	5,809	9.1%
Mainline between Merrick Avenue northbound off-ramp and on-ramp	50	33.2	D	4,949	4,972	0.5%	33	54.2	F	5,171	5,228	1.1%	27	65.1	F	5,102	5,488	7.0%	27	65.1	F	5,102	5,488	7.0%
Merge segment at Merrick Avenue northbound on-ramp	47	33.5	D	4,812	5,057	4.8%	34	49.9	F	5,029	5,317	5.4%	29	57.0	F	4,984	5,599	11.0%	29	57.0	F	4,984	5,599	11.0%
Diverge segment at Merrick Avenue southbound off-ramp	46	37.3	E	5,057	5,057	0.0%	30	59.8	F	5,284	5,317	0.6%	26	68.4	F	5,236	5,599	6.5%	26	68.4	F	5,236	5,599	6.5%
Mainline between Merrick Avenue southbound off-ramp and on-ramp	47	34.9	D	4,904	4,925	0.4%	34	51.6	F	5,125	5,179	1.0%	30	57.4	F	5,087	5,461	6.9%	30	57.4	F	5,087	5,461	6.9%
Merge segment at Merrick Avenue southbound on-ramp	43	38.1	E	5,166	5,235	1.3%	31	56.5	F	5,394	5,502	2.0%	29	58.7	F	5,371	5,795	7.3%	29	58.7	F	5,371	5,795	7.3%
Diverge segment at Meadowbrook Road off-ramp	37	48.7	F	5,142	5,235	1.8%	25	74.6	F	5,370	5,502	2.4%	25	74.4	F	5,347	5,795	7.7%	25	74.4	F	5,347	5,795	7.7%
Mainline between Meadowbrook Road off-ramp and on-ramp	41	42.3	E	5,073	5,093	0.4%	31	57.6	F	5,299	5,354	1.0%	31	57.0	F	5,282	5,647	6.5%	31	57.0	F	5,282	5,647	6.5%
Weave segment between Meadowbrook Road on-ramp and	50	28.2	D	5,306	5,348	0.8%	48	30.3	D	5,542	5,620	1.4%	48	29.4	D	5,530	5,919	6.6%	48	29.4	D	5,530	5,919	6.6%
Mainline between Meadowbrook State Parkway northbound off-ramp and southbound off-ramp	52	28.5	D	4,391	4,396	0.1%	52	29.7	D	4,575	4,610	0.8%	52	27.9	D	4,341	4,610	5.8%	52	27.9	D	4,341	4,610	5.8%
Diverge segment at Meadowbrook State Parkway southbound off-ramp	41	30.2	D	4,331	4,396	1.5%	40	31.8	D	4,514	4,610	2.1%	41	29.6	D	4,282	4,610	7.1%	41	29.7	D	4,283	4,610	7.1%
Mainline between Meadowbrook State Parkway southbound off-ramp and on-ramp	49	26.0	D	3,394	3,428	1.0%	33	39.7	E	3,537	3,596	1.6%	32	43.8	E	3,358	3,596	6.6%	30	44.9	E	3,360	3,596	6.6%
Merge segment at Meadowbrook State Parkway on-ramp	19	73.9	F	4,910	5,001	1.8%	10	127.5	F	4,898	5,258	6.9%	11	120.5	F	4,872	5,476	11.0%	10	125.8	F	4,864	5,476	11.2%
Four-to-three lane drop west of Meadowbrook State Parkway on-ramp	14	103.0	F	4,913	5,001	1.8%	12	118.1	F	4,904	5,258	6.7%	12	118.1	F	4,875	5,476	11.0%	12	118.7	F	4,868	5,476	11.1%
Mainline between four-to-three lane drop and Nassau Road off-ramp	41	41.0	E	4,959	5,001	0.8%	40	41.1	E	4,955	5,258	5.8%	40	41.0	E	4,920	5,476	10.2%	40	40.9	E	4,913	5,476	10.3%
Diverge segment at Nassau Road off-ramp	52	26.2	C	4,830	5,001	3.4%	52	26.0	C	4,827	5,258	8.2%	52	25.8	C	4,794	5,476	12.4%	52	25.9	C	4,786	5,476	12.6%

# Comparison of Friday PM Peak Hour MOEs

Orange if >10% worse than Existing or LOS Changed

Orange if >10%

Orange if >10% worse than No Build or LOS Changed

Orange if >10%

10% vs NB 10% vs NB

5% Change vs NB

Orange if >10%

Freeway Segment	Existing Conditions						No Build 2030 Conditions						Build 2030 Conditions						Build Mitigated 2030 Conditions					
	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 Nassau Road off-ramp and on-ramp	51	27.8	D	4,063	4,102	0.9%	51	27.5	D	4,068	4,319	5.8%	50	27.9	D	4,057	4,518	10.2%	51	27.4	D	4,050	4,518	10.4%
Merge segment at Nassau Road on-ramp	35	41.0	E	4,489	4,515	0.6%	34	42.2	E	4,507	4,750	5.1%	35	41.0	E	4,498	4,949	9.1%	36	39.8	E	4,490	4,949	9.3%
Mainline west of Nassau Road	31	49.0	F	4,524	4,515	-0.2%	31	49.3	F	4,543	4,750	4.4%	31	49.2	F	4,534	4,949	8.4%	31	49.1	F	4,526	4,949	8.6%
<b>Northern State Parkway (Eastbound)</b>																								
Mainline west of Meadowbrook State Parkway	55	29.4	D	5,931	5,930	0.0%	40	47.2	F	6,199	6,235	0.6%	28	57.9	F	6,049	6,932	12.7%	26	62.0	F	5,895	6,932	15.0%
Mainline west of Meadowbrook State Parkway	54	27.3	D	5,898	5,930	0.5%	36	53.6	F	6,146	6,235	1.4%	36	54.7	F	5,999	6,932	13.5%	36	53.3	F	5,848	6,932	15.6%
Diverge segment at Meadowbrook State Parkway southbound off-ramp	54	27.3	C	5,863	5,930	1.1%	33	60.0	F	6,094	6,235	2.3%	33	66.0	F	5,958	6,932	14.0%	34	59.7	F	5,797	6,932	16.4%
Mainline between Meadowbrook State Parkway southbound off-ramp and two-to-three lane add	54	26.1	D	2,836	2,874	1.3%	51	29.1	D	2,940	3,003	2.1%	54	24.1	C	2,592	3,003	13.7%	54	23.6	C	2,530	3,003	15.8%
Mainline between two-to-three lane add and Glen Cove Road on-ramp	55	23.6	C	2,846	2,874	1.0%	55	23.8	C	2,949	3,003	1.8%	55	21.4	C	2,601	3,003	13.4%	55	21.0	C	2,537	3,003	15.5%
Merge segment at Glen Cove Road on-ramp	53	21.8	C	3,488	3,548	1.7%	45	27.1	C	3,615	3,706	2.5%	53	20.4	C	3,270	3,706	11.8%	53	20.0	C	3,206	3,706	13.5%
Mainline between Glen Cove Road on-ramp and Meadowbrook State Parkway northbound on-ramp	53	23.1	C	3,512	3,548	1.0%	39	33.6	D	3,637	3,706	1.9%	53	21.6	C	3,295	3,706	11.1%	51	22.2	C	3,229	3,706	12.9%
Merge segment at Meadowbrook State Parkway northbound on-ramp	49	33.5	D	5,203	5,249	0.9%	26	63.5	F	5,305	5,520	3.9%	44	36.6	E	5,230	5,743	8.9%	47	34.3	D	5,158	5,743	10.2%
Merge segment at Meadowbrook State Parkway northbound on-ramp	N/A																		45	40.5	E	5,168	5,743	10.0%
Mainline between Meadowbrook State Parkway northbound on-ramp and Post Avenue off-ramp	53	33.3	D	5,233	5,249	0.3%	44	40.5	E	5,331	5,520	3.4%	51	34.7	D	5,261	5,743	8.4%	44	40.7	E	5,188	5,743	9.7%
Diverge segment at Post Avenue off-ramp	50	31.5	D	5,182	5,249	1.3%	40	42.1	E	5,274	5,520	4.5%	46	35.2	E	5,206	5,743	9.4%	39	41.4	E	5,145	5,743	10.4%
Mainline between Post Avenue off-ramp and on-ramp	41	41.1	E	4,872	4,883	0.2%	34	50.7	F	4,959	5,132	3.4%	38	45.5	F	4,887	5,328	8.3%	32	52.4	F	4,834	5,328	9.3%
Merge segment at Post Avenue on-ramp	32	51.8	F	5,273	5,304	0.6%	31	55.0	F	5,397	5,574	3.2%	32	52.0	F	5,324	5,770	7.7%	30	54.9	F	5,272	5,770	8.6%
Mainline east of Post Avenue	32	54.8	F	5,330	5,304	-0.5%	33	55.4	F	5,456	5,574	2.1%	33	54.3	F	5,384	5,770	6.7%	33	54.3	F	5,331	5,770	7.6%
<b>Northern State Parkway (Westbound)</b>																								
Mainline east of Wantagh State Parkway	55	22.9	C	2,520	2,525	0.2%	55	24.1	C	2,654	2,660	0.2%	37	46.9	F	2,787	2,804	0.6%	55	25.5	C	2,798	2,804	0.2%
Merge segment at Wantagh State Parkway on-ramp	54	26.0	C	4,587	4,591	0.1%	54	27.4	C	4,833	4,836	0.1%	24	66.9	F	5,051	5,098	0.9%	54	28.9	D	5,096	5,098	0.0%
Mainline between Wantagh State Parkway on-ramp and Post Avenue off-ramp	55	28.5	D	4,604	4,591	-0.3%	54	30.1	D	4,851	4,836	-0.3%	27	63.0	F	5,042	5,098	1.1%	54	31.8	D	5,117	5,098	-0.4%
Diverge segment at Post Avenue off-ramp	53	25.9	C	4,596	4,591	-0.1%	52	27.9	C	4,844	4,836	-0.2%	24	65.5	F	5,002	5,098	1.9%	52	29.4	D	5,108	5,098	-0.2%
Mainline between Post Avenue off-ramp and on-ramp	55	25.6	C	4,184	4,161	-0.6%	54	27.1	D	4,414	4,382	-0.7%	20	75.2	F	4,547	4,644	2.1%	54	28.8	D	4,681	4,644	-0.8%
Merge segment at Post Avenue on-ramp	55	26.8	C	4,503	4,475	-0.6%	54	28.3	D	4,749	4,712	-0.8%	17	87.9	F	4,875	5,012	2.7%	54	30.0	D	5,052	5,012	-0.8%
Mainline between Post Avenue on-ramp and Meadowbrook State Parkway southbound off-ramp	54	28.0	D	4,517	4,475	-0.9%	54	29.5	D	4,760	4,712	-1.0%	20	81.2	F	4,820	5,012	3.8%	54	31.5	D	5,066	5,012	-1.1%
Diverge segment at Meadowbrook State Parkway southbound off-ramp	52	24.3	C	4,500	4,475	-0.6%	51	25.7	C	4,740	4,712	-0.6%	12	107.2	F	4,739	5,012	5.4%	50	27.8	C	5,048	5,012	-0.7%
Mainline between Meadowbrook State Parkway southbound off-ramp and northbound on-ramp	55	14.5	B	2,384	2,349	-1.5%	55	15.2	B	2,488	2,452	-1.5%	54	14.6	B	2,317	2,453	5.5%	55	15.3	B	2,493	2,453	-1.6%
Mainline between Meadowbrook State Parkway southbound off-ramp and northbound on-ramp	55	14.4	B	2,367	2,349	-0.8%	55	15.0	B	2,469	2,452	-0.7%	55	14.0	B	2,297	2,453	6.4%	55	15.1	B	2,473	2,453	-0.8%
Mainline between Meadowbrook State Parkway southbound off-ramp and northbound on-ramp	53	15.5	B	2,366	2,349	-0.7%	52	16.2	B	2,468	2,452	-0.7%	51	15.6	B	2,294	2,453	6.5%	51	16.6	B	2,471	2,453	-0.7%
Merge segment at Meadowbrook State Parkway northbound on-ramp	54	22.5	C	4,724	4,694	-0.6%	54	23.3	C	4,883	4,939	1.1%	52	25.7	C	5,188	5,496	5.6%	53	26.1	C	5,357	5,496	2.5%
Mainline north of Meadowbrook State Parkway	55	21.6	C	4,646	4,694	1.0%	55	22.2	C	4,804	4,939	2.7%	55	24.1	C	5,104	5,496	7.1%	55	24.6	C	5,271	5,496	4.1%
Mainline north of Meadowbrook State Parkway	55	19.6	C	4,241	4,694	9.6%	55	20.2	C	4,385	4,939	11.2%	55	21.8	C	4,659	5,496	15.2%	55	22.3	C	4,814	5,496	12.4%
Mainline north of Meadowbrook State Parkway	55	21.8	C	4,731	4,694	-0.8%	55	22.5	C	4,890	4,939	1.0%	55	24.3	C	5,197	5,496	5.4%	55	24.9	C	5,370	5,496	2.3%

Comparison of Friday PM Peak Hour MOEs

Movement	Existing Conditions							No-Build 2030 Conditions							Build 2030 Conditions							Build 2030 Mitigated Conditions										
	Avg Delay	LOS	Avg Queue	Max Queue	Speed	Throughput	Demand	Delta	Avg Delay	LOS	Avg Queue	Max Queue	Speed	Throughput	Demand	Delta	Avg Delay	LOS	Avg Queue	Max Queue	Speed	Throughput	Demand	Delta	Avg Delay	LOS	Avg Queue	Max Queue	Speed	Throughput	Demand	Delta
EB Charles Lindbergh Blvd To SB MSP	0.1	A	0	0	37.6	193	186	-2.6%	0.1	A	0	6	37.5	200	196	-2.0%	0.0	A	0.1	36.8	37.0	255	250	-2.0%	0.2	A	0	24	36.9	360	350	-3.8%
EB Charles Lindbergh Blvd to NB MSP	0.0	A	0	0	37.3	131	139	6.1%	0.0	A	0	0	37.4	138	145	5.1%	0.1	A	0.0	6.9	36.9	994	997	0.3%	0.2	A	0	9	36.7	990	997	0.7%
NB MSP Ramp to WB Charles Lindbergh Blvd	0.0	A	0	0	44.6	72	86	19.4%	0.1	A	0	0	41.6	75	90	20.0%	0.2	A	0.0	0.0	43.7	44	90	104.5%	0.2	A	0	0	43.7	44	90	104.5%
SB MSP Ramp to WB Charles Lindbergh Blvd	0.1	A	0	0	37.5	147	138	-6.1%	0.1	A	0	0	37.5	150	143	-4.7%	0.5	A	0.0	0.0	36.9	915	1,164	27.2%	0.5	A	0	0	36.9	865	1,164	34.6%

**Comparison of Friday PM Peak Hour MOEs**

Movement	Existing Conditions							No-Build 2030 Conditions							Build 2030 Conditions							Build 2030 Mitigated Conditions						
	Avg Delay	LOS	Avg Queue	Max Queue	Throughput	Demand	Delta	Avg Delay	LOS	Avg Queue	Max Queue	Throughput	Demand	Delta	Avg Delay	LOS	Avg Queue	Max Queue	Throughput	Demand	Delta	Avg Delay	LOS	Avg Queue	Max Queue	Throughput	Demand	Delta
Hempstead Tpke EB to MSP SB	1.1	A	0	9	236	234	-0.8%	1.3	A	0	5	246	244	-0.8%	22.4	C	102.9	733.0	705	683	-3.1%	12.5	B	16	177	723	683	-5.5%
MSP NB to Hempstead Tpke EB	20.2	C	51	292	389	363	-6.7%	24.5	C	66	311	400	379	-5.3%	17.2	C	37.0	222.4	354	379	7.1%	17.4	C	37	240	348	379	8.9%
Hempstead Tpke EB to MSP NB	0.6	A	0	8	333	322	-3.3%	0.7	A	0	17	349	337	-3.4%	0.7	A	0.0	15.9	372	337	-9.4%	0.8	A	0	12	380	337	-11.3%
MSP SB to Hempstead Tpke EB	7.6	A	26	443	717	704	-1.8%	8.7	A	34	555	712	734	3.1%	9.3	A	31.5	500.0	612	734	19.9%	8.6	A	85	773	605	734	21.3%
MSP SB to Hempstead Tpke WB	0.2	A	0	0	449	448	-0.2%	0.2	A	0	0	461	467	1.3%	0.3	A	0.0	0.0	479	556	16.1%	0.3	A	0	0	476	556	16.8%
MSP NB to Hempstead Tpke WB	2.9	A	2	115	239	241	0.8%	3.0	A	2	105	249	251	0.8%	5.7	A	13.5	317.2	630	981	55.7%	5.3	A	12	279	618	981	58.7%
Hempstead Tpke WB to MSP SB	1.8	A	1	76	354	351	-0.8%	1.8	A	1	80	370	366	-1.1%	2.2	A	0.7	80.9	371	366	-1.3%	1.9	A	1	87	370	366	-1.1%
Hempstead Tpke WB to MSP NB	0.1	A	0	123	549	538	-2.0%	0.1	A	0	137	575	560	-2.6%	0.1	A	0.6	158.0	575	560	-2.6%	0.1	A	0	136	575	560	-2.6%

# Comparison of Saturday Midday Peak Hour MOEs

Orange if >10% worse than Existing or LOS Changed

Orange if >10%

Orange if >10% worse than No Build or LOS Changed

Orange if >10%

10% vs NB

10% vs NB

5% Change vs NB

Orange if >10%

Freeway Segment	Existing Conditions						No Build 2030 Conditions						Build 2030 Conditions						Build Mitigation (version 3) 2030 Conditions					
	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	14.8	B	2,450	2,461	0.5%	56	14.8	B	2,452	2,461	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	13.8	B	2,431	2,461	1.2%	55	13.8	B	2,435	2,461	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	13.9	B	2,300	2,321	0.9%	55	14.0	B	2,308	2,321	0.5%
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	17.2	B	2,915	2,966	1.7%	48	17.4	B	2,932	2,966	1.1%
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	2,856	2,885	1.0%	52	18.6	C	2,870	2,885	0.5%
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	3,202	1.0%	54	18.9	B	3,188	3,202	0.4%
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	19.1	B	3,136	3,202	2.1%	55	19.2	B	3,151	3,202	1.6%
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	18.8	C	3,074	3,095	0.7%	55	18.8	C	3,078	3,095	0.6%
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	3,371	3,428	1.7%	50	20.0	B	3,370	3,428	1.7%
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	3,280	3,300	0.6%	53	21.3	C	3,286	3,300	0.4%
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	3,419	3,443	0.7%	55	21.4	C	3,428	3,443	0.4%
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	3,422	3,443	0.6%	55	21.6	C	3,432	3,443	0.3%
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	25.8	C	2,769	2,772	0.1%	54	25.8	C	2,758	2,772	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%	51	19.9	B	2,751	2,772	0.8%	49	20.5	C	2,741	2,772	1.1%
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	18.3	C	1,912	1,915	0.2%	55	18.0	C	1,887	1,915	1.5%
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	19.9	B	3,001	3,449	13.0%	53	19.2	B	2,887	3,449	16.3%
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	22.2	C	4,312	4,829	10.7%	52	21.8	C	4,245	4,829	12.1%
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	26.7	D	4,335	4,829	10.2%	54	26.3	D	4,263	4,829	11.7%
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	26.9	C	4,338	4,829	10.2%	54	26.3	C	4,262	4,829	11.7%
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	26.0	D	4,003	4,491	10.9%	53	25.8	C	3,942	4,491	12.2%
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%	46	25.6	C	4,328	4,817	10.2%	45	25.7	C	4,262	4,817	11.5%
Mainline between northbound C-D road off-ramp and on-ramp / 3-to-2 lane drop (Build Mitigated)	55	20.0	C	3,229	3,290	1.8%	55	21.0	C	3,386	3,515	3.7%	54	20.5	C	3,206	3,515	8.8%	49	23.4	C	3,116	3,515	11.3%
Mainline between 3-to-2 lane drop and northbound C-D road on-ramp	N/A																		44	37.9	E	3,071	3,515	12.6%
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%	32	41.6	E	4,694	5,265	10.9%	40	41.6	E	4,750	5,265	9.8%
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%	27	58.4	F	4,472	5,265	15.1%	34	49.7	F	4,448	5,265	15.5%
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%	21	66.9	F	4,137	4,711	12.2%	31	52.6	F	4,095	4,711	13.1%



# Comparison of Saturday Midday Peak Hour MOEs

Orange if >10% worse than Existing or LOS Changed

Orange if >10%

Orange if >10% worse than No Build or LOS Changed

Orange if >10%

10% vs NB

10% vs NB

5% Change vs NB

Orange if >10%

Freeway Segment	Existing Conditions						No Build 2030 Conditions						Build 2030 Conditions						Build Mitigation (version 3) 2030 Conditions					
	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 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%	21	69.2	F	3,975	4,493	11.5%	29	59.2	F	3,948	4,493	12.1%
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%	18	77.6	F	4,246	4,839	12.3%	22	74.2	F	4,224	4,839	12.7%
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%	19	85.1	F	3,821	4,462	14.4%	21	86.5	F	3,798	4,462	14.9%
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%	21	89.6	F	4,140	5,251	21.2%	22	90.7	F	4,125	5,251	21.5%
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%	47	26.3	D	3,462	4,337	20.2%	47	26.1	D	3,462	4,337	20.2%
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%	52	21.2	C	3,950	4,816	18.0%	53	20.8	C	3,939	4,816	18.2%
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%	45	25.6	C	3,371	4,111	18.0%	54	21.5	C	3,358	4,111	18.3%
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%	23	59.6	F	4,422	5,177	14.6%	45	28.0	D	4,403	5,177	14.9%
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%	22	69.3	F	4,440	5,177	14.2%	49	30.5	D	4,419	5,177	14.6%
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%	21	75.8	F	5,197	5,980	13.1%	52	27.3	C	5,142	5,980	14.0%
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%	32	56.4	F	5,319	5,980	11.1%	54	27.9	D	5,258	5,980	12.1%
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%	34	52.5	F	5,358	5,980	10.4%	49	30.6	D	5,267	5,980	11.9%
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	38.2	E	3,581	3,943	9.2%	47	36.6	E	3,462	3,943	12.2%
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%	46	38.8	E	1,789	2,037	12.2%	47	27.5	D	1,789	2,037	12.2%
<b>Meadowbrook State Parkway (Northbound C-D Road)</b>																								
Diverge segment at Hempstead Turnpike westbound off-ramp	49	7.7	A	755	768	1.7%	49	8.1	A	789	811	2.7%	44	14.4	B	1,153	1,302	11.5%	44	14.1	B	1,157	1,302	11.2%
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	6.1	A	500	591	15.5%	55	6.6	A	533	591	9.8%
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%	39	10.8	B	1,145	1,232	7.0%	40	10.4	B	1,154	1,232	6.3%
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%	49	12.2	B	1,166	1,232	5.4%	49	12.2	B	1,175	1,232	4.6%
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%	45	20.1	C	1,980	2,061	3.9%	53	17.4	B	2,000	2,061	3.0%
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%	23	45.8	F	1,845	1,944	5.1%	48	21.2	C	1,924	1,944	1.0%
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%	18	68.8	F	1,555	1,717	9.4%	47	20.1	C	1,661	1,717	3.2%
Mainline segment between two-to-one land drop and Stewart Avenue on-ramp	52	17.3	B	905	912	0.7%	52	17.9	B	937	952	1.6%	29	54.8	F	1,567	1,717	8.7%	45	23.2	C	1,674	1,717	2.5%
Merge segment at Stewart Avenue on-ramp	52	16.6	B	933	944	1.1%	52	17.1	B	966	985	1.9%	31	49.0	F	1,581	1,750	9.7%	40	27.5	C	1,688	1,750	3.5%
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%	32	50.0	F	1,577	1,750	9.9%	N/A					
<b>Meadowbrook State Parkway (Southbound)</b>																								

# Comparison of Saturday Midday Peak Hour MOEs

Orange if >10% worse than Existing or LOS Changed

Orange if >10% worse than No Build or LOS Changed

Orange if >10% 10% vs NB 10% vs NB

5% Change vs NB

Orange if >10%

Freeway Segment	Existing Conditions						No Build 2030 Conditions						Build 2030 Conditions						Build Mitigation (version 3) 2030 Conditions					
	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 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%	15	109.6	F	3,109	3,970	21.7%	23	86.9	F	3,602	3,970	9.3%
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%	8	135.5	F	1,969	2,232	11.8%	52	21.5	C	2,221	2,232	0.5%
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%	18	95.3	F	4,803	6,202	22.6%	28	67.5	F	6,227	6,649	6.3%
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%	19	90.7	F	5,480	6,649	17.6%	N/A					
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%	31	62.2	F	5,504	6,649	17.2%	26	72.9	F	6,213	6,649	6.6%
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%	36	46.0	F	5,342	6,649	19.7%	27	61.1	F	5,999	6,649	9.8%
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%	49	34.4	D	4,871	5,922	17.8%	45	31.9	D	5,517	5,922	6.8%
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%	52	26.7	C	4,726	5,922	20.2%	42	30.3	D	5,186	5,922	12.4%
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%	55	26.9	D	4,333	5,236	17.2%	45	32.0	D	4,842	5,236	7.5%
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%	51	26.0	C	5,137	6,027	14.8%	36	51.1	F	5,562	6,027	7.7%
Diverge segment at Zeckendorf Boulevard westbound off-ramp	N/A																		36	50.9	F	5,533	6,027	8.2%
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	26.0	D	4,157	4,951	16.0%	47	32.4	D	4,516	4,951	8.8%
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%	41	31.9	D	4,534	5,356	15.3%	38	38.0	E	4,890	5,356	8.7%
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%	48	29.1	D	3,989	4,701	15.1%	47	31.9	D	4,265	4,701	9.3%
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	27.1	C	4,505	5,149	12.5%	53	29.1	D	4,791	5,149	7.0%
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%	54	28.2	D	4,531	5,149	12.0%	54	30.4	D	4,824	5,149	6.3%
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%	53	27.6	D	4,251	4,851	12.4%	53	29.8	D	4,527	4,851	6.7%
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%	49	27.7	C	4,190	4,851	13.6%	46	31.6	D	4,457	4,851	8.1%
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%	52	26.5	C	4,003	4,572	12.4%	51	28.9	D	4,256	4,572	6.9%
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	18.6	C	2,785	3,131	11.0%	55	19.7	C	2,931	3,131	6.4%
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	19.2	B	3,524	3,908	9.8%	55	20.1	C	3,666	3,908	6.2%
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	21.8	C	3,560	3,908	8.9%	55	22.7	C	3,709	3,908	5.1%
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	22.5	C	3,729	4,099	9.0%	55	23.3	C	3,883	4,099	5.3%
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	23.1	C	3,727	4,099	9.1%	55	24.0	C	3,886	4,099	5.2%
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	23.1	C	4,115	4,512	8.8%	47	24.7	C	4,282	4,512	5.1%
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%	52	23.3	C	3,602	3,972	9.3%	53	24.4	C	3,783	3,972	4.8%

# Comparison of Saturday Midday Peak Hour MOEs

Orange if >10% worse than Existing or LOS Changed

Orange if >10%

Orange if >10% worse than No Build or LOS Changed

Orange if >10%

10% vs NB

10% vs NB

5% Change vs NB

Orange if >10%

Freeway Segment	Existing Conditions						No Build 2030 Conditions						Build 2030 Conditions						Build Mitigation (version 3) 2030 Conditions					
	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 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	23.9	C	4,126	4,502	8.3%	53	27.2	C	4,366	4,502	3.0%
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%	54	26.1	C	4,204	4,502	6.6%	33	49.7	F	4,273	4,502	5.1%
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%	11	81.5	F	2,680	3,107	13.7%	10	111.8	F	2,697	3,107	13.2%
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%	48	18.1	C	1,719	2,074	17.1%	44	20.9	C	1,793	2,074	13.6%
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	16.0	B	1,744	2,074	15.9%	55	16.7	B	1,823	2,074	12.1%
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	19.8	B	3,194	3,618	11.7%	55	19.4	B	3,142	3,618	13.1%
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	19.1	B	3,076	3,618	15.0%	52	18.7	B	3,030	3,618	16.3%
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	18.5	C	2,873	3,298	12.9%	54	18.1	C	2,827	3,298	14.3%
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%	52	18.2	B	2,972	3,392	12.4%	51	18.2	B	2,922	3,392	13.9%
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	18.1	C	2,840	3,249	12.6%	54	17.9	B	2,799	3,249	13.9%
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	18.2	B	2,986	3,403	12.2%	53	17.9	B	2,939	3,403	13.6%
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	19.1	C	3,005	3,403	11.7%	54	18.8	C	2,955	3,403	13.2%
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	16.8	B	2,963	3,403	12.9%	50	16.5	B	2,912	3,403	14.4%
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	15.7	B	2,468	2,809	12.1%	55	15.3	B	2,423	2,809	13.7%
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%	52	15.0	B	2,594	2,947	12.0%	52	14.7	B	2,549	2,947	13.5%
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	15.8	B	2,370	2,672	11.3%	55	15.5	B	2,322	2,672	13.1%
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	15.5	B	2,496	2,820	11.5%	54	15.2	B	2,447	2,820	13.2%
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	16.4	B	2,551	2,820	9.5%	55	16.0	B	2,501	2,820	11.3%
<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%	50	24.1	C	1,196	1,441	17.0%	49	26.4	D	1,298	1,441	9.9%
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	17.7	B	1,227	1,441	14.8%	51	18.9	B	1,335	1,441	7.3%
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	3.5	A	351	414	15.1%	52	3.7	A	384	414	7.3%
Mainline ramp to Hempstead Turnpike westbound	52	5.6	A	287	307	6.4%	52	5.4	A	280	320	12.5%	52	6.8	A	349	414	15.7%	52	7.4	A	383	414	7.6%
<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%	15	95.8	F	4,268	5,843	26.9%	12	109.3	F	3,875	5,843	33.7%
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	89.9	F	4,133	5,843	29.3%	12	102.6	F	3,725	5,843	36.3%
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%	12	108.3	F	3,857	5,349	27.9%	10	119.0	F	3,479	5,349	35.0%
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%	13	104.9	F	4,345	5,934	26.8%	11	116.0	F	3,998	5,934	32.6%



# Comparison of Saturday Midday Peak Hour MOEs

Orange if >10% worse than Existing or LOS Changed

Orange if >10%

Orange if >10% worse than No Build or LOS Changed

Orange if >10%

10% vs NB

10% vs NB

5% Change vs NB

Orange if >10%

Freeway Segment	Existing Conditions						No Build 2030 Conditions						Build 2030 Conditions						Build Mitigation (version 3) 2030 Conditions					
	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 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%	18	87.0	F	4,374	5,934	26.3%	15	99.3	F	4,011	5,934	32.4%
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	90.6	F	4,324	5,934	27.1%	15	98.7	F	3,939	5,934	33.6%
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	96.6	F	3,873	5,272	26.5%	12	121.7	F	3,556	5,272	32.6%
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%	15	103.7	F	4,787	6,305	24.1%	11	136.2	F	4,437	6,305	29.6%
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%	45	28.7	D	3,690	4,771	22.7%	43	27.2	C	3,422	4,771	28.3%
Mainline between Meadowbrook State Parkway northbound off-ramp and on-ramp	46	32.6	D	4,355	4,383	0.6%	44	34.4	D	4,344	4,619	5.9%	54	22.8	C	3,668	4,771	23.1%	54	21.2	C	3,398	4,771	28.8%
Weave segment between Meadowbrook State Parkway Mainline between Meadowbrook Road off-ramp and on-ramp	33	44.5	F	5,194	5,201	0.1%	34	43.9	F	5,215	5,476	4.8%	47	26.9	C	4,524	5,628	19.6%	48	24.6	C	4,265	5,628	24.2%
Weave segment between Meadowbrook Road on-ramp and Merrick Avenue southbound off-ramp	40	41.2	E	4,904	4,912	0.2%	40	41.0	E	4,920	5,175	4.9%	47	30.6	D	4,269	5,326	19.8%	49	27.8	D	4,032	5,326	24.3%
Mainline between Merrick Avenue southbound off-ramp and on-ramp	37	42.2	E	5,010	5,047	0.7%	36	43.3	F	5,030	5,316	5.4%	40	33.5	D	4,376	5,467	19.9%	42	30.3	D	4,147	5,467	24.1%
Weave segment between Merrick Avenue southbound on-ramp and northbound off-ramp	46	35.1	E	4,822	4,821	0.0%	45	35.7	E	4,844	5,078	4.6%	49	28.7	D	4,204	5,213	19.4%	49	27.3	D	3,989	5,213	23.5%
Mainline between Merrick Avenue northbound off-ramp and on-ramp	50	29.8	D	4,883	4,918	0.7%	48	31.4	D	4,909	5,179	5.2%	50	25.9	C	4,275	5,314	19.5%	51	24.5	C	4,060	5,314	23.6%
Merge segment at Merrick Avenue northbound on-ramp	46	34.1	D	4,653	4,646	-0.1%	44	36.8	E	4,681	4,893	4.3%	53	26.0	D	4,094	5,028	18.6%	53	24.6	C	3,880	5,028	22.8%
Mainline east of 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	30.2	D	4,209	5,188	18.9%	47	27.2	C	3,998	5,188	22.9%
<b>Southern State Parkway (Westbound)</b>																								
Mainline east of Merrick Avenue northbound off-ramp	42	38.0	E	4,823	4,799	-0.5%	42	38.5	E	4,858	5,053	3.9%	46	30.9	D	4,265	5,188	17.8%	46	29.4	D	4,057	5,188	21.8%
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	46.0	F	5,604	5,663	1.0%	41	46.1	F	5,607	5,663	1.0%
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%	55	31.6	D	5,466	5,663	3.5%	53	33.0	D	5,472	5,663	3.4%
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%	53	33.9	D	5,345	5,426	1.5%	50	36.8	E	5,364	5,426	1.1%
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%	44	40.4	E	5,255	5,581	5.8%	42	43.3	F	5,281	5,581	5.4%
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%	44	43.5	F	5,521	5,581	1.1%	42	46.0	F	5,548	5,581	0.6%
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%	50	36.2	E	5,367	5,440	1.3%	45	41.9	E	5,386	5,440	1.0%
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%	43	41.1	E	5,698	5,825	2.2%	39	48.8	F	5,721	5,825	1.8%
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%	43	44.4	F	5,692	5,825	2.3%	40	48.6	F	5,700	5,825	2.1%
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%	48	39.9	E	5,678	5,714	0.6%	45	42.6	E	5,669	5,714	0.8%
Weave segment between Meadowbrook Road on-ramp	45	32.4	D	5,525	5,556	0.6%	42	36.2	E	5,828	5,864	0.6%	40	38.7	E	6,021	6,068	0.8%	37	43.1	F	5,996	6,068	1.2%
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%	51	30.9	D	4,740	4,688	-1.1%	52	30.3	D	4,669	4,688	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	4,679	4,688	0.2%	42	32.3	D	4,607	4,688	1.7%

# Comparison of Saturday Midday Peak Hour MOEs

Orange if >10% worse than Existing or LOS Changed

Orange if >10%

Orange if >10% worse than No Build or LOS Changed

Orange if >10%

10% vs NB

10% vs NB

5% Change vs NB

Orange if >10%

Freeway Segment	Existing Conditions						No Build 2030 Conditions						Build 2030 Conditions						Build Mitigation (version 3) 2030 Conditions					
	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 on-ramp	54	24.6	C	3,604	3,624	0.6%	54	25.9	C	3,787	3,805	0.5%	54	26.0	D	3,751	3,806	1.4%	50	27.7	D	3,762	3,806	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%	49	30.0	D	5,621	5,872	4.3%	34	51.2	F	5,579	5,872	5.0%
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%	29	59.2	F	5,638	5,872	4.0%	27	67.7	F	5,568	5,872	5.2%
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%	30	63.2	F	5,657	5,872	3.7%	30	63.1	F	5,596	5,872	4.7%
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%	28	57.9	F	5,481	5,872	6.7%	28	57.6	F	5,437	5,872	7.4%
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%	21	76.2	F	4,860	5,119	5.1%	23	70.9	F	4,831	5,119	5.6%
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%	21	77.1	F	5,349	5,646	5.3%	21	75.2	F	5,339	5,646	5.4%
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%	23	79.2	F	5,370	5,646	4.9%	22	79.7	F	5,355	5,646	5.2%
<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%	14	112.1	F	5,460	6,957	21.5%	28	70.9	F	6,525	6,957	6.2%
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%	19	95.3	F	5,432	6,957	21.9%	30	68.4	F	6,426	6,957	7.6%
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%	19	94.4	F	5,402	6,957	22.4%	29	70.1	F	6,362	6,957	8.6%
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%	48	26.1	D	2,320	2,987	22.3%	50	28.7	D	2,761	2,987	7.6%
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	2,324	2,987	22.2%	55	22.9	C	2,770	2,987	7.3%
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	21.0	C	3,058	3,764	18.8%	52	23.9	C	3,513	3,764	6.7%
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	21.8	C	3,079	3,764	18.2%	53	25.5	C	3,538	3,764	6.0%
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%	44	33.3	D	4,871	5,801	16.0%	51	32.5	D	5,344	5,801	7.9%
Merge segment at Meadowbrook State Parkway northbound on-ramp	N/A																		51	35.8	E	5,354	5,801	7.7%
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	30.6	D	4,888	5,801	15.7%	53	34.4	D	5,379	5,801	7.3%
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%	55	26.8	C	4,827	5,801	16.8%	52	31.3	D	5,326	5,801	8.2%
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	27.9	D	4,566	5,430	15.9%	48	36.2	E	5,041	5,430	7.2%
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%	52	29.4	D	4,900	5,800	15.5%	43	38.9	E	5,386	5,800	7.1%
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%	54	30.8	D	4,938	5,800	14.9%	52	35.0	D	5,426	5,800	6.4%
<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%	42	36.0	E	2,987	3,060	2.4%	55	27.8	D	3,051	3,060	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%	34	45.9	F	5,352	5,563	3.8%	53	31.8	D	5,551	5,563	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%	36	49.2	F	5,302	5,563	4.7%	53	35.1	E	5,565	5,563	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%	32	50.1	F	5,283	5,563	5.0%	51	32.8	D	5,550	5,563	0.2%
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%	27	58.3	F	4,787	5,037	5.0%	54	31.2	D	5,048	5,037	-0.2%
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%	22	71.6	F	5,116	5,411	5.5%	54	32.3	D	5,420	5,411	-0.2%
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%	25	68.3	F	5,103	5,411	5.7%	54	33.7	D	5,424	5,411	-0.2%
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%	15	90.5	F	5,014	5,411	7.3%	49	29.9	D	5,398	5,411	0.2%

### Comparison of Saturday Midday Peak Hour MOEs

Orange if >10% worse than Existing or LOS Changed

Orange if >10%

Orange if >10% worse than No Build or LOS Changed

Orange if >10%

10% vs NB 10% vs NB

5% Change vs NB

Orange if >10%

Freeway Segment	Existing Conditions						No Build 2030 Conditions						Build 2030 Conditions						Build Mitigation (version 3) 2030 Conditions					
	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 northbound on-ramp	55	16.3	B	2,664	2,657	-0.3%	55	17.1	B	2,783	2,776	-0.2%	54	16.1	B	2,567	2,778	7.6%	55	17.2	B	2,793	2,778	-0.6%
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	15.5	B	2,544	2,778	8.4%	55	16.9	B	2,766	2,778	0.4%
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%	47	18.6	C	2,546	2,778	8.4%	49	19.6	C	2,764	2,778	0.5%
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%	49	32.8	D	6,154	6,721	8.4%	50	32.0	D	6,256	6,721	6.9%
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	28.9	D	6,052	6,721	10.0%	54	29.0	D	6,156	6,721	8.4%
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	25.8	C	5,521	6,721	17.9%	55	26.0	D	5,619	6,721	16.4%
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	28.6	D	6,151	6,721	8.5%	55	29.0	D	6,265	6,721	6.8%

**Comparison of Saturday Midday Peak Hour MOEs**

Movement	Existing Conditions								No-Build 2030 Conditions								Build 2030 Conditions								Build 2030 Mitigated Conditions							
	Avg Delay	LOS	Avg Queue	Max Queue	Speed	Throughput	Demand	Delta	Avg Delay	LOS	Avg Queue	Max Queue	Speed	Throughput	Demand	Delta	Avg Delay	LOS	Avg Queue	Max Queue	Speed	Throughput	Demand	Delta	Avg Delay	LOS	Avg Queue	Max Queue	Speed	Throughput	Demand	Delta
EB Charles Lindbergh Blvd To SB MSP	0.1	A	0	2	37.6	149	145	-2.7%	0.0	A	0	5	37.6	144	151	4.9%	5.0	A	63.4	491.1	35.3	181	191	5.5%	2.0	A	30.8	377	36.4	190	191	0.5%
EB Charles Lindbergh Blvd to NB MSP	0.0	A	0	0	37.3	58	60	3.4%	0.0	A	0	0	37.4	70	64	-8.6%	40.4	E	233.2	943.9	33.4	671	829	23.5%	17.9	C	128.7	727	35.3	715	829	15.9%
NB MSP Ramp to WB Charles Lindbergh Blvd	0.1	A	0	0	39.9	96	108	12.5%	0.2	A	0	0	39.7	107	117	9.3%	0.1	A	0.0	0.0	43.8	40	117	192.5%	0.2	A	0.0	0	43.4	47	117	148.9%
SB MSP Ramp to WB Charles Lindberg Blvd.	0.1	A	0	0	37.5	136	137	0.7%	0.1	A	0	0	37.6	137	148	8.0%	0.5	A	0.0	0.0	36.9	920	1,027	11.6%	0.5	A	0.0	0	37.0	917	1,027	12.0%

Comparison of Saturday Midday Peak Hour MOEs

Movement	Existing Conditions							No-Build 2030 Conditions							Build 2030 Conditions							Build 2030 Mitigated Conditions							Alternative-Build 2030 Conditions						
	Avg Delay	LOS	Avg Queue	Max Queue	Throughput	Demand	Delta	Avg Delay	LOS	Avg Queue	Max Queue	Throughput	Demand	Delta	Avg Delay	LOS	Avg Queue	Max Queue	Throughput	Demand	Delta	Avg Delay	LOS	Avg Queue	Max Queue	Throughput	Demand	Delta	Avg Delay	LOS	Avg Queue	Max Queue	Throughput	Demand	Delta
Hempstead Tpke EB to MSP SB	0.8	A	0	0	184	190	3.3%	0.9	A	0	0	190	198	4.2%	1.4	A	0.1	20.1	580	530	-8.6%	6.8	A	10.9	237	574	530	-7.7%	1.0	A	0.0	4	401	440	9.7%
MSP NB to Hempstead Tpke EB	16.1	C	34	225	344	324	-5.8%	16.1	C	34	225	349	338	-3.2%	13.6	B	24.3	165.8	317	338	6.6%	13.9	B	24.4	171	309	338	9.4%	13.7	B	24.8	202	320	338	5.6%
Hempstead Tpke EB to MSP NB	0.5	A	0	3	299	313	4.7%	0.5	A	0	10	314	326	3.8%	0.7	A	0.0	13.2	363	326	-10.2%	0.8	A	0.0	0	357	326	-8.7%	0.7	A	0.1	32	356	326	-8.4%
MSP SB to Hempstead Tpke EB	4.0	A	5	187	508	518	2.0%	4.2	A	6	193	504	540	7.1%	4.6	A	7.1	186.4	483	540	11.8%	5.1	A	9.2	242	548	540	-1.5%	4.5	A	7.2	183	476	540	13.4%
MSP SB to Hempstead Tpke WB	0.2	A	0	0	289	307	6.2%	0.2	A	0	0	281	320	13.9%	0.2	A	0.0	0.0	351	414	17.9%	0.2	A	0.0	0	365	414	13.4%	0.2	A	0.0	0	352	320	-9.1%
MSP NB to Hempstead Tpke WB	2.6	A	1	80	208	209	0.5%	3.0	A	1	79	218	220	0.9%	6.0	A	14.9	326.1	645	711	10.2%	7.4	A	21.2	430	653	711	8.9%	7.6	A	22.9	414	647	718	11.0%
Hempstead Tpke WB to MSP SB	1.9	A	1	95	392	396	1.0%	2.0	A	1	98	413	413	0.0%	2.1	A	1.0	94.7	410	413	0.7%	2.2	A	1.2	92	404	413	2.2%	2.9	A	2.5	149	435	413	-5.1%
Hempstead Tpke WB to MSP NB	0.2	A	0	121	619	615	-0.6%	0.2	A	0	120	648	641	-1.1%	0.2	A	0.6	145.3	648	641	-1.1%	0.2	A	0.2	88	676	641	-5.2%	0.1	A	0.2	107	470	641	36.4%

### Comparison of Saturday Evening Peak Hour MOEs

Orange if >10% worse than Existing or LOS Changed

Orange if >10%

Orange if >10% worse than No Build or LOS Changed

Orange if >10%

10% vs NB 10% vs NB

5% Change vs NB

Orange if >10%

Freeway Segment	Existing Conditions						No Build 2030 Conditions						Build 2030 Conditions						Build Mitigation 2030 Conditions					
	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	12.8	B	2,119	2,124	0.2%	56	13.3	B	2,209	2,215	0.3%	56	13.4	B	2,226	2,232	0.3%	56	13.4	B	2,227	2,232	0.2%
Diverge Segment at Sunrise Highway eastbound off-ramp	55	12.2	B	2,107	2,124	0.8%	55	12.7	B	2,196	2,215	0.8%	55	12.9	B	2,214	2,232	0.8%	55	12.8	B	2,214	2,232	0.8%
Mainline between Sunrise Highway eastbound off-ramp and on-ramp	55	12.3	B	2,033	2,037	0.2%	55	12.8	B	2,120	2,124	0.2%	55	13.0	B	2,139	2,141	0.1%	55	12.9	B	2,138	2,141	0.1%
Weave segment between Sunrise Highway eastbound on-ramp and westbound off-ramp	51	13.8	B	2,380	2,397	0.7%	50	14.4	B	2,487	2,507	0.8%	50	14.8	B	2,529	2,551	0.9%	50	14.7	B	2,532	2,551	0.7%
Mainline between Sunrise Highway westbound on-ramp and off-ramp	54	14.6	B	2,333	2,334	0.0%	54	15.3	B	2,437	2,441	0.2%	53	15.7	B	2,479	2,485	0.2%	53	15.6	B	2,482	2,485	0.1%
Merge segment at Sunrise Highway westbound on-ramp	55	14.8	B	2,497	2,495	-0.1%	55	15.5	B	2,606	2,610	0.1%	54	15.9	B	2,667	2,673	0.2%	54	15.9	B	2,674	2,673	-0.1%
Diverge segment at Babylon Turnpike eastbound off-ramp	55	15.0	B	2,471	2,495	0.9%	55	15.7	B	2,579	2,610	1.2%	55	16.0	B	2,637	2,673	1.4%	55	16.1	B	2,647	2,673	1.0%
Mainline between Babylon Turnpike eastbound off-ramp and on-ramp	55	14.7	B	2,421	2,420	0.0%	55	15.4	B	2,527	2,532	0.2%	55	15.8	B	2,593	2,595	0.1%	55	15.8	B	2,594	2,595	0.0%
Weave segment between Babylon Turnpike eastbound on-ramp and westbound off-ramp	51	15.4	B	2,659	2,687	1.0%	51	16.1	B	2,773	2,810	1.3%	50	16.7	B	2,843	2,877	1.2%	51	16.5	B	2,843	2,877	1.2%
Mainline between Babylon Turnpike westbound off-ramp and on-ramp	54	16.4	B	2,580	2,574	-0.2%	54	17.2	B	2,693	2,692	0.0%	54	17.8	B	2,778	2,759	-0.7%	54	17.6	B	2,763	2,759	-0.2%
Merge segment at Babylon Turnpike westbound on-ramp	55	16.6	B	2,661	2,654	-0.3%	55	17.3	B	2,776	2,775	0.0%	55	17.9	B	2,862	2,846	-0.6%	55	17.7	B	2,850	2,846	-0.1%
Diverge segment at Southern State Parkway westbound off-ramp	55	17.0	B	2,668	2,654	-0.5%	55	17.7	B	2,783	2,775	-0.3%	55	18.3	B	2,869	2,846	-0.8%	55	18.2	B	2,858	2,846	-0.4%
Mainline between Southern State Parkway westbound and eastbound off-ramp	55	20.6	C	2,189	2,178	-0.5%	55	21.5	C	2,282	2,277	-0.2%	54	22.4	C	2,379	2,348	-1.3%	54	22.2	C	2,357	2,348	-0.4%
Diverge segment at Southern State Parkway eastbound off-ramp	51	15.1	B	2,177	2,178	0.1%	50	15.9	B	2,272	2,277	0.2%	51	16.7	B	2,367	2,348	-0.8%	51	16.5	B	2,345	2,348	0.1%
Mainline between Southern State Parkway eastbound off-ramp and on-ramp	55	13.2	B	1,365	1,364	-0.1%	55	13.8	B	1,427	1,427	0.0%	55	14.6	B	1,531	1,498	-2.2%	55	14.5	B	1,493	1,498	0.3%
Merge segment at Southern State Parkway eastbound on-ramp	53	14.9	B	2,268	2,267	-0.1%	53	15.7	B	2,391	2,385	-0.2%	53	16.2	B	2,455	2,710	9.4%	53	16.1	B	2,434	2,710	10.2%
Merge segment at Southern State Parkway westbound on-ramp	55	15.5	B	3,002	3,012	0.3%	55	16.4	B	3,175	3,175	0.0%	54	17.5	B	3,442	3,731	7.7%	54	17.5	B	3,450	3,731	7.5%
Mainline north of Southern State Parkway westbound on-ramp	55	18.3	C	3,016	3,012	-0.1%	55	19.3	C	3,189	3,175	-0.4%	55	21.1	C	3,456	3,731	7.4%	55	21.1	C	3,464	3,731	7.1%
Diverge segment at Hempstead Turnpike eastbound off-ramp	55	18.4	B	3,022	3,012	-0.3%	55	19.4	B	3,197	3,175	-0.7%	55	21.2	C	3,457	3,731	7.3%	55	21.2	C	3,470	3,731	7.0%
Mainline between Hempstead Turnpike eastbound off-ramp and on-ramp	55	17.5	B	2,786	2,788	0.1%	55	18.4	C	2,946	2,941	-0.2%	54	21.6	C	3,228	3,497	7.7%	54	21.8	C	3,243	3,497	7.3%
Weave segment between Hempstead Turnpike eastbound on-ramp and northbound C-D Road off-ramp	52	16.1	B	2,991	3,034	1.4%	52	17.1	B	3,155	3,198	1.4%	50	18.2	B	3,440	3,754	8.4%	50	18.7	B	3,464	3,754	7.7%
Mainline between northbound C-D road off-ramp and on-ramp / 3-to-2 lane drop (Build Mitigated)	55	14.6	B	2,376	2,390	0.6%	55	15.5	B	2,510	2,521	0.4%	55	14.6	B	2,354	2,521	6.6%	55	15.7	B	2,344	2,521	7.0%
Mainline between 3-to-2 lane drop and northbound C-D road on-ramp	N/A																		54	24.0	C	2,349	2,521	6.8%
Merge segment at northbound C-D road on-ramp	55	16.6	B	2,983	3,046	2.1%	55	17.5	B	3,146	3,209	2.0%	54	23.0	C	4,169	4,390	5.0%	54	24.0	C	4,267	4,390	2.8%
Diverge segment at Merchants Concourse eastbound off-ramp	53	18.7	B	2,861	3,046	6.1%	53	19.8	B	3,023	3,209	5.8%	51	28.7	D	4,070	4,390	7.3%	50	28.2	D	4,081	4,390	7.0%
Diverge segment at Merchants Concourse westbound off-ramp	53	15.8	B	2,638	2,683	1.7%	53	16.7	B	2,790	2,831	1.4%	53	23.7	C	3,827	4,012	4.6%	51	23.9	C	3,842	4,012	4.2%
Mainline between Merchants Concourse westbound off-ramp and on-ramp	55	15.3	B	2,515	2,517	0.1%	55	16.1	B	2,659	2,658	0.0%	55	22.9	C	3,721	3,839	3.1%	55	22.8	C	3,729	3,839	2.9%
Weave segment between Merchants Concourse on-ramp and Zeckendorf Boulevard northbound off-ramp	55	15.0	B	2,829	2,826	-0.1%	55	15.8	B	2,986	2,980	-0.2%	55	22.3	C	4,053	4,161	2.6%	55	22.2	C	4,059	4,161	2.4%
Mainline between Zeckendorf Boulevard northbound off-ramp and on-ramp	55	16.2	B	2,633	2,628	-0.2%	55	17.1	B	2,780	2,773	-0.3%	54	24.0	C	3,845	3,954	2.7%	54	23.7	C	3,853	3,954	2.5%
Weave segment between Zeckendorf Boulevard northbound off-ramp and southbound off-ramp	44	20.0	B	3,098	3,137	1.2%	42	22.0	C	3,271	3,313	1.3%	35	36.7	E	4,318	4,494	3.9%	40	31.6	D	4,332	4,494	3.6%



### Comparison of Saturday Evening Peak Hour MOEs

Orange if >10% worse than Existing or LOS Changed

Orange if >10%

Orange if >10% worse than No Build or LOS Changed

Orange if >10%

10% vs NB 10% vs NB

5% Change vs NB

Orange if >10%

Freeway Segment	Existing Conditions						No Build 2030 Conditions						Build 2030 Conditions						Build Mitigation 2030 Conditions					
	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 Zeckendorf Boulevard southbound off-ramp and on-ramp	52	17.8	B	2,742	2,747	0.2%	51	19.0	C	2,886	2,892	0.2%	49	26.9	D	3,911	4,073	4.0%	49	27.2	D	3,965	4,073	2.6%
Weave segment between Zeckendorf Boulevard southbound on-ramp and Old Country Road off-ramp	54	15.4	B	3,054	3,057	0.1%	54	16.1	B	3,209	3,215	0.2%	53	22.2	C	4,236	4,396	3.6%	52	22.7	C	4,290	4,396	2.4%
Mainline between Old Country Road off-ramp and eastbound on-ramp	55	16.1	B	2,594	2,603	0.3%	55	16.9	B	2,717	2,730	0.5%	53	23.4	C	3,677	3,816	3.6%	50	27.4	D	3,716	3,816	2.6%
Merge segment at Old Country Road eastbound on-ramp	48	20.0	B	3,359	3,382	0.7%	47	21.4	C	3,554	3,583	0.8%	46	28.1	D	4,507	4,669	3.5%	40	37.8	E	4,548	4,669	2.6%
Mainline between Old Country Road eastbound on-ramp and westbound on-ramp	52	22.3	C	3,372	3,382	0.3%	52	23.8	C	3,568	3,583	0.4%	48	31.7	D	4,523	4,669	3.1%	44	39.1	E	4,564	4,669	2.2%
Merge segment at Old Country Road westbound on-ramp	51	23.3	C	3,981	4,052	1.7%	50	24.9	C	4,203	4,283	1.9%	43	36.2	E	5,144	5,369	4.2%	45	38.1	E	5,186	5,369	3.4%
Mainline between Old Country Road westbound on-ramp and Northern State Parkway eastbound off-ramp	54	25.7	C	4,072	4,052	-0.5%	53	27.2	D	4,297	4,283	-0.3%	48	36.6	E	5,265	5,369	1.9%	41	44.8	E	5,313	5,369	1.0%
Diverge segment at Northern State Parkway eastbound off-ramp	51	27.0	C	4,069	4,052	-0.4%	48	30.2	D	4,294	4,283	-0.3%	37	48.8	F	5,268	5,369	1.9%	35	54.7	F	5,336	5,369	0.6%
Mainline ramp to Northern State Parkway westbound	48	31.1	D	3,017	3,015	0.0%	48	33.1	D	3,173	3,175	0.1%	45	43.3	E	3,889	3,956	1.7%	44	45.2	F	3,927	3,956	0.7%
Mainline ramp to Northern State Parkway eastbound	49	21.3	C	1,047	1,037	-0.9%	49	22.9	C	1,120	1,108	-1.1%	48	28.6	D	1,371	1,413	3.0%	48	20.1	C	1,403	1,413	0.7%
<b>Meadowbrook State Parkway (Northbound C-D Road)</b>																								
Diverge segment at Hempstead Turnpike westbound off-ramp	49	6.7	A	642	644	0.3%	49	7.0	A	674	677	0.5%	44	15.4	B	1,118	1,233	9.3%	44	15.8	B	1,145	1,233	7.2%
Mainline between Hempstead Turnpike westbound off-ramp and on-ramp	56	4.8	A	372	375	0.9%	56	5.0	A	392	395	0.7%	55	4.6	A	352	395	10.8%	55	5.0	A	369	395	6.6%
Merge segment at Hempstead Turnpike westbound on-ramp	41	7.2	A	821	833	1.5%	41	7.6	A	862	873	1.3%	39	7.9	A	856	873	1.9%	41	7.4	A	836	873	4.2%
Mainline between Hempstead Turnpike westbound on-ramp and Charles Lindbergh Boulevard on-ramp	50	8.5	A	835	833	-0.2%	50	9.0	A	877	873	-0.4%	38	12.0	B	870	873	0.3%	50	8.9	A	851	873	2.5%
Weave segment between Charles Lindbergh Boulevard on-ramp and off-ramp	55	7.9	A	878	875	-0.4%	55	8.3	A	923	921	-0.3%	5	158.4	F	2,085	2,102	0.8%	54	17.5	B	2,086	2,102	0.8%
Diverge segment at Stewart Avenue eastbound off-ramp	54	9.7	A	792	785	-0.9%	54	10.2	B	833	826	-0.9%	7	139.8	F	2,033	2,007	-1.3%	54	19.2	B	2,052	2,007	-2.2%
Two-to-one lane drop segment between Stewart Avenue off-ramp and on-ramp	52	11.8	B	644	648	0.7%	52	12.4	B	676	680	0.6%	9	119.2	F	1,846	1,861	0.8%	55	17.1	B	1,871	1,861	-0.6%
Mainline segment between two-to-one lane drop and Stewart Avenue on-ramp	54	12.1	B	651	648	-0.4%	54	12.8	B	684	680	-0.6%	34	54.6	F	1,869	1,861	-0.4%	55	17.2	B	1,896	1,861	-1.9%
Merge segment at Stewart Avenue on-ramp	55	11.7	B	650	656	0.9%	54	12.4	B	684	688	0.6%	53	34.4	D	1,855	1,869	0.8%	53	31.8	D	1,904	1,869	-1.9%
Mainline segment between Stewart Avenue on-ramp and Meadowbrook State Parkway	55	11.9	B	654	656	0.3%	55	12.6	B	688	688	0.0%	55	33.7	D	1,862	1,869	0.4%	N/A					
<b>Meadowbrook State Parkway (Southbound)</b>																								
Mainline ramp from Northern State Parkway eastbound	55	21.9	C	2,369	2,376	0.3%	54	23.3	C	2,509	2,520	0.4%	53	31.9	D	3,358	3,348	-0.3%	53	31.8	D	3,354	3,348	-0.2%
Mainline ramp from Northern State Parkway westbound	51	16.3	B	1,047	1,047	0.0%	51	17.7	B	1,135	1,130	-0.4%	49	22.4	C	1,433	1,432	-0.1%	53	13.7	B	1,427	1,432	0.3%
Merge segment at Northern State Parkway westbound on-ramp	55	20.3	C	3,240	3,423	5.3%	55	21.6	C	3,453	3,650	5.4%	54	28.5	D	4,537	4,777	5.0%	53	27.4	C	5,061	5,061	0.0%
Merge segment at Glen Cove Road on-ramp	55	22.9	C	3,653	3,680	0.7%	54	24.4	C	3,885	3,918	0.8%	54	31.1	D	5,030	5,061	0.6%	N/A					
Mainline between Glen Cove Road on-ramp and Old Country Road westbound off-ramp	54	24.4	C	3,667	3,680	0.4%	54	26.1	D	3,902	3,918	0.4%	52	33.4	D	5,051	5,061	0.2%	53	28.3	D	5,079	5,061	-0.4%
Diverge segment at Old Country Road westbound off-ramp	49	21.4	C	3,557	3,680	3.4%	48	22.9	C	3,786	3,918	3.4%	47	31.2	D	4,910	5,061	3.0%	48	25.3	C	4,901	5,061	3.2%
Mainline between Old Country Road westbound off-ramp and eastbound off-ramp	55	19.4	C	3,141	3,189	1.5%	54	20.5	C	3,301	3,343	1.3%	53	28.1	D	4,447	4,486	0.9%	54	21.9	C	4,467	4,486	0.4%
Diverge segment at Old Country Road eastbound off-ramp	54	16.8	B	3,046	3,189	4.5%	53	17.7	B	3,201	3,343	4.3%	53	24.6	C	4,308	4,486	4.0%	52	20.9	C	4,440	4,486	1.0%
Mainline between Old Country Road eastbound off-ramp and on-ramp	55	17.6	B	2,787	2,837	1.8%	55	18.6	C	2,929	2,976	1.6%	55	25.4	C	4,087	4,119	0.8%	55	20.3	C	4,109	4,119	0.3%
Merge segment at Old Country Road on-ramp	53	17.7	B	3,488	3,524	1.0%	53	18.6	B	3,670	3,700	0.8%	51	25.9	C	4,888	4,898	0.2%	54	22.8	C	4,904	4,898	-0.1%
Diverge segment at Zeckendorf Boulevard westbound off-ramp	N/A																		43	33.9	D	4,870	4,777	-2.0%
Mainline between Zeckendorf Boulevard westbound off-ramp and on-ramp	53	19.7	C	3,075	3,144	2.2%	53	20.7	C	3,230	3,293	1.9%	49	30.1	D	4,427	4,491	1.4%	46	33.1	D	4,440	4,491	1.1%
Weave segment between Zeckendorf Boulevard westbound on-ramp and eastbound off-ramp	50	19.9	B	3,368	3,456	2.5%	49	20.9	C	3,533	3,618	2.3%	47	29.7	D	4,724	4,816	1.9%	46	30.4	D	4,737	4,816	1.6%

### Comparison of Saturday Evening Peak Hour MOEs

Orange if >10% worse than Existing or LOS Changed

Orange if >10%

Orange if >10% worse than No Build or LOS Changed

Orange if >10%

10% vs NB 10% vs NB

5% Change vs NB

Orange if >10%

Freeway Segment	Existing Conditions						No Build 2030 Conditions						Build 2030 Conditions						Build Mitigation 2030 Conditions					
	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 Zeckendorf Boulevard eastbound off-ramp and on-ramp	53	20.6	C	3,148	3,247	3.0%	53	21.6	C	3,305	3,400	2.8%	50	30.1	D	4,483	4,598	2.5%	50	30.2	D	4,488	4,598	2.4%
Merge segment at Zeckendorf Boulevard eastbound on-ramp	54	21.4	C	3,579	3,616	1.0%	54	22.3	C	3,761	3,795	0.9%	53	29.7	D	4,956	4,993	0.7%	53	29.8	D	4,972	4,993	0.4%
Diverge segment at Merchants Concourse southbound off-ramp	55	22.4	C	3,608	3,616	0.2%	55	23.5	C	3,791	3,795	0.1%	54	31.8	D	4,988	4,993	0.1%	53	33.0	D	5,017	4,993	-0.5%
Mainline between Merchants Concourse southbound off-ramp and northbound off-ramp	55	21.5	C	3,482	3,500	0.5%	55	22.6	C	3,659	3,675	0.4%	51	33.2	D	4,845	4,873	0.6%	49	36.5	E	4,883	4,873	-0.2%
Diverge segment at Merchants Concourse northbound off-ramp	53	20.9	C	3,433	3,500	1.9%	53	22.0	C	3,604	3,675	1.9%	46	36.1	E	4,787	4,873	1.8%	45	38.1	E	4,814	4,873	1.2%
Diverge segment at Meadowbrook State Parkway C-D Road off-ramp	55	20.7	C	3,361	3,379	0.5%	55	21.7	C	3,526	3,548	0.6%	45	37.5	E	4,724	4,746	0.5%	42	40.7	E	4,758	4,746	-0.2%
Mainline between C-D Road off-ramp and Stewart Avenue on-ramp	55	17.8	B	2,879	2,873	-0.2%	55	18.7	C	3,021	3,018	-0.1%	53	20.6	C	3,073	3,018	-1.8%	53	21.0	C	3,041	3,018	-0.8%
Merge segment at Stewart Avenue on-ramp	55	19.3	B	3,464	3,494	0.9%	55	20.2	C	3,631	3,668	1.0%	55	20.5	C	3,691	3,668	-0.6%	54	21.1	C	3,651	3,668	0.5%
Mainline between Stewart Avenue on-ramp and Charles Lindbergh Boulevard on-ramp	55	21.8	C	3,506	3,494	-0.3%	55	22.8	C	3,675	3,668	-0.2%	55	22.8	C	3,729	3,668	-1.7%	49	29.5	D	3,692	3,668	-0.7%
Merge segment at Charles Lindbergh Boulevard on-ramp	55	22.1	C	3,566	3,571	0.1%	55	23.1	C	3,742	3,751	0.2%	54	23.3	C	3,860	3,822	-1.0%	42	48.3	F	3,815	3,822	0.2%
Mainline between Charles Lindbergh Boulevard on-ramp and Hempstead Turnpike westbound on-ramp	55	22.3	C	3,572	3,571	0.0%	55	23.4	C	3,747	3,751	0.1%	50	26.0	C	3,863	3,822	-1.1%	39	53.9	F	3,806	3,822	0.4%
Weave segment between Hempstead Turnpike westbound on-ramp and eastbound off-ramp	49	21.3	C	3,834	3,846	0.3%	49	22.5	C	4,024	4,038	0.4%	28	39.9	E	4,133	4,109	-0.6%	33	61.0	F	4,064	4,109	1.1%
Mainline between Hempstead Turnpike eastbound off-ramp and on-ramp	54	21.2	C	3,355	3,354	0.0%	54	22.3	C	3,526	3,525	0.0%	19	70.0	F	3,585	3,596	0.3%	32	67.8	F	3,544	3,596	1.4%
Merge segment at Hempstead Turnpike eastbound on-ramp	54	20.7	C	3,494	3,544	1.4%	54	21.8	C	3,673	3,725	1.4%	15	90.7	F	4,173	4,377	4.7%	26	78.7	F	4,175	4,377	4.6%
Diverge segment at Southern State Parkway westbound off-ramp	54	22.7	C	3,567	3,544	-0.6%	54	24.0	C	3,746	3,725	-0.6%	15	104.5	F	4,029	4,377	8.0%	18	101.9	F	4,030	4,377	7.9%
Diverge segment at Southern State Parkway eastbound off-ramp	53	12.0	B	2,336	2,362	1.1%	52	12.7	B	2,449	2,478	1.2%	13	99.5	F	2,449	2,841	13.8%	16	96.8	F	2,461	2,841	13.4%
Three-to-two lane drop mainline segment south of Southern State Parkway eastbound off-ramp	55	13.4	B	1,489	1,506	1.1%	55	14.0	B	1,552	1,575	1.4%	49	15.7	B	1,392	1,669	16.6%	49	16.1	B	1,445	1,669	13.4%
Mainline between three-to-two lane drop and Southern State Parkway on-ramp	55	13.7	B	1,515	1,506	-0.6%	55	14.4	B	1,580	1,575	-0.3%	55	13.1	B	1,420	1,669	14.9%	55	13.6	B	1,470	1,669	11.9%
Merge segment at Southern State Parkway on-ramp	55	16.7	B	2,691	2,681	-0.4%	55	17.4	B	2,818	2,806	-0.4%	55	16.6	B	2,684	2,900	7.4%	55	16.0	B	2,598	2,900	10.4%
Diverge segment at Babylon Turnpike westbound off-ramp	52	15.8	B	2,600	2,681	3.0%	52	16.4	B	2,719	2,806	3.1%	52	16.1	B	2,593	2,900	10.6%	52	15.2	B	2,504	2,900	13.7%
Mainline between Babylon Turnpike westbound off-ramp and on-ramp	55	15.0	B	2,354	2,371	0.7%	55	15.7	B	2,464	2,484	0.8%	55	15.5	B	2,370	2,571	7.8%	55	14.5	B	2,270	2,571	11.7%
Weave segment between Babylon Turnpike westbound on-ramp and eastbound off-ramp	53	14.5	B	2,407	2,423	0.6%	53	15.2	B	2,516	2,538	0.9%	53	14.9	B	2,424	2,625	7.6%	53	14.1	B	2,324	2,625	11.5%
Mainline between Babylon Turnpike eastbound off-ramp and on-ramp	55	14.4	B	2,300	2,313	0.6%	55	15.0	B	2,405	2,423	0.7%	55	14.8	B	2,319	2,502	7.3%	55	14.0	B	2,216	2,502	11.4%
Merge segment at Babylon Turnpike eastbound on-ramp	54	14.7	B	2,411	2,433	0.9%	54	15.3	B	2,520	2,548	1.1%	53	15.0	B	2,436	2,627	7.3%	54	14.2	B	2,332	2,627	11.2%
Mainline between Babylon Turnpike eastbound on-ramp and Sunrise Highway westbound off-ramp	54	15.4	B	2,427	2,433	0.3%	54	16.0	B	2,537	2,548	0.4%	54	15.8	B	2,450	2,627	6.8%	54	15.0	B	2,348	2,627	10.6%
Diverge segment at Sunrise Highway westbound off-ramp	50	13.4	B	2,392	2,433	1.7%	50	14.1	B	2,501	2,548	1.8%	49	13.6	B	2,411	2,627	8.2%	50	13.0	B	2,315	2,627	11.9%
Mainline between Sunrise Highway westbound off-ramp and on-ramp	55	12.4	B	1,973	1,994	1.1%	55	13.0	B	2,053	2,078	1.2%	55	12.4	B	1,944	2,120	8.3%	55	11.9	B	1,882	2,120	11.2%
Weave segment between Sunrise Highway westbound on-ramp and eastbound off-ramp	53	11.9	B	2,044	2,072	1.3%	53	12.5	B	2,126	2,159	1.5%	53	11.8	B	2,011	2,201	8.6%	53	11.4	B	1,954	2,201	11.2%
Mainline between Sunrise Highway eastbound off-ramp and on-ramp	55	12.5	B	1,903	1,921	0.9%	55	13.1	B	1,980	2,002	1.1%	55	12.4	B	1,845	2,022	8.8%	55	12.0	B	1,803	2,022	10.8%
Merge segment at Sunrise Highway eastbound on-ramp	55	12.3	B	1,966	2,000	1.7%	55	12.9	B	2,044	2,084	1.9%	55	12.2	B	1,907	2,104	9.3%	55	11.8	B	1,868	2,104	11.2%
Mainline south of Sunrise Highway eastbound on-ramp	55	12.9	B	2,010	2,000	-0.5%	55	13.4	B	2,089	2,084	-0.2%	55	12.6	B	1,950	2,104	7.3%	55	12.3	B	1,908	2,104	9.3%

**Meadowbrook State Parkway (Southbound C-D Road)**



# Comparison of Saturday Evening Peak Hour MOEs

Orange if >10% worse than Existing or LOS Changed

Orange if >10%

Orange if >10% worse than No Build or LOS Changed

Orange if >10%

10% vs NB 10% vs NB

5% Change vs NB

Orange if >10%

Freeway Segment	Existing Conditions						No Build 2030 Conditions						Build 2030 Conditions						Build Mitigation 2030 Conditions					
	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 entering C-D Road	53	9.0	A	478	506	5.5%	53	9.4	A	503	530	5.1%	43	37.4	E	1,626	1,728	5.9%	42	41.2	E	1,685	1,728	2.5%
Diverge segment at Charles Lindbergh Boulevard off-ramp	52	8.2	A	492	506	2.7%	52	8.6	A	518	530	2.3%	51	21.5	C	1,669	1,728	3.4%	51	21.2	C	1,733	1,728	-0.3%
Two-to-one lane drop segment between Charles Lindbergh Boulevard and Hempstead Turnpike	52	3.7	A	334	337	1.0%	52	3.8	A	349	351	0.4%	52	4.1	A	421	445	5.3%	52	4.4	A	449	445	-0.8%
Mainline ramp to Hempstead Turnpike westbound	52	6.5	A	334	337	0.8%	52	6.8	A	350	351	0.4%	52	8.2	A	423	445	5.0%	52	8.7	A	448	445	-0.8%
<b>Southern State Parkway (Eastbound)</b>																								
Mainline west of Nassau Road	54	30.1	D	4,805	4,803	0.0%	53	31.8	D	5,043	5,038	-0.1%	14	100.7	F	4,138	5,270	21.5%	16	95.3	F	4,275	5,270	18.9%
Diverge segment at Nassau Road off-ramp	45	30.6	D	4,672	4,803	2.7%	44	32.8	D	4,903	5,038	2.7%	14	95.3	F	4,023	5,270	23.7%	15	92.2	F	4,118	5,270	21.9%
Mainline between Nassau Road off-ramp and on-ramp	54	26.3	D	4,250	4,241	-0.2%	54	27.7	D	4,462	4,452	-0.2%	12	113.4	F	3,670	4,684	21.6%	12	111.6	F	3,728	4,684	20.4%
Merge segment at Nassau Road on-ramp	52	27.6	C	4,784	4,798	0.3%	50	29.9	D	5,021	5,033	0.2%	14	115.6	F	4,252	5,287	19.6%	13	116.8	F	4,227	5,287	20.0%
Mainline between Nassau Road on-ramp and Meadowbrook State Parkway southbound off-ramp	54	30.5	D	4,826	4,798	-0.6%	53	32.3	D	5,066	5,033	-0.7%	19	89.0	F	4,248	5,287	19.7%	19	89.6	F	4,240	5,287	19.8%
Diverge segment at Meadowbrook State Parkway southbound off-ramp	51	28.7	D	4,770	4,798	0.6%	50	30.7	D	5,007	5,033	0.5%	22	79.6	F	4,161	5,287	21.3%	22	79.5	F	4,161	5,287	21.3%
Mainline between Meadowbrook State Parkway southbound off-ramp and on-ramp	53	27.7	D	4,383	4,331	-1.2%	52	30.2	D	4,603	4,543	-1.3%	24	75.0	F	3,791	4,797	21.0%	25	73.0	F	3,835	4,797	20.1%
Weave segment between Meadowbrook State Parkway southbound on-ramp and northbound off-ramp	38	37.2	E	5,240	5,187	-1.0%	33	45.2	F	5,518	5,446	-1.3%	20	86.2	F	4,835	5,969	19.0%	22	84.8	F	4,860	5,969	18.6%
Four-to-three lane drop east of Meadowbrook State Parkway northbound off-ramp	49	29.1	D	4,336	4,284	-1.2%	48	31.4	D	4,554	4,488	-1.5%	46	25.4	C	3,905	4,757	17.9%	46	25.6	C	3,918	4,757	17.6%
Mainline between Meadowbrook State Parkway northbound off-ramp and on-ramp	54	26.7	D	4,308	4,284	-0.6%	54	28.2	D	4,524	4,488	-0.8%	54	24.1	C	3,877	4,757	18.5%	54	24.2	C	3,890	4,757	18.2%
Weave segment between Meadowbrook State Parkway	52	28.3	D	5,137	5,098	-0.8%	49	31.6	D	5,389	5,338	-1.0%	52	25.8	C	4,722	5,607	15.8%	53	25.8	C	4,759	5,607	15.1%
Mainline between Meadowbrook Road off-ramp and on-ramp	48	34.6	D	4,918	4,880	-0.8%	44	39.7	E	5,161	5,111	-1.0%	46	32.6	D	4,511	5,376	16.1%	49	31.7	D	4,561	5,376	15.2%
Weave segment between Meadowbrook Road on-ramp and Merrick Avenue southbound off-ramp	40	39.4	E	5,021	5,012	-0.2%	37	44.3	F	5,266	5,249	-0.3%	40	36.5	E	4,623	5,514	16.2%	40	37.2	E	4,670	5,514	15.3%
Mainline between Merrick Avenue southbound off-ramp and on-ramp	51	32.2	D	4,885	4,835	-1.0%	51	34.0	D	5,119	5,064	-1.1%	52	29.3	D	4,476	5,300	15.5%	51	29.7	D	4,526	5,300	14.6%
Weave segment between Merrick Avenue southbound on-ramp and northbound off-ramp	51	30.1	D	4,946	4,928	-0.4%	51	31.8	D	5,181	5,161	-0.4%	52	27.6	C	4,544	5,397	15.8%	52	27.7	C	4,589	5,397	15.0%
Mainline between Merrick Avenue northbound off-ramp and on-ramp	54	30.1	D	4,780	4,717	-1.3%	54	31.5	D	5,010	4,941	-1.4%	54	27.6	D	4,393	5,177	15.1%	54	27.8	D	4,441	5,177	14.2%
Merge segment at Merrick Avenue northbound on-ramp	54	29.6	D	4,828	4,812	-0.3%	54	31.1	D	5,060	5,040	-0.4%	54	27.1	C	4,440	5,276	15.8%	54	27.4	C	4,493	5,276	14.8%
Mainline east of Merrick Avenue northbound on-ramp	54	30.4	D	4,903	4,812	-1.9%	54	31.9	D	5,140	5,040	-2.0%	55	27.9	D	4,510	5,276	14.5%	55	28.2	D	4,560	5,276	13.6%
<b>Southern State Parkway (Westbound)</b>																								
Mainline east of Merrick Avenue northbound off-ramp	50	30.7	D	4,597	4,606	0.2%	50	32.4	D	4,829	4,839	0.2%	50	33.9	D	5,046	5,046	0.0%	50	33.9	D	5,036	5,046	0.2%
Diverge segment at Merrick Avenue northbound off-ramp	55	25.9	C	4,486	4,606	2.6%	54	27.3	C	4,711	4,839	2.6%	54	28.5	D	4,928	5,046	2.3%	54	28.7	D	4,914	5,046	2.6%
Mainline between Merrick Avenue northbound off-ramp and on-ramp	54	27.0	D	4,377	4,392	0.3%	54	28.4	D	4,599	4,616	0.4%	54	29.8	D	4,800	4,823	0.5%	53	30.2	D	4,806	4,823	0.4%
Merge segment at Merrick Avenue northbound on-ramp	51	27.8	C	4,286	4,498	4.7%	50	30.0	D	4,502	4,727	4.8%	49	31.8	D	4,700	4,942	4.9%	49	32.0	D	4,706	4,942	4.8%
Diverge segment at Merrick Avenue southbound off-ramp	50	30.7	D	4,503	4,498	-0.1%	48	33.4	D	4,729	4,727	0.0%	49	34.3	D	4,937	4,942	0.1%	49	34.9	D	4,942	4,942	0.0%
Mainline between Merrick Avenue southbound off-ramp and on-ramp	53	27.5	D	4,377	4,392	0.4%	53	29.2	D	4,596	4,616	0.4%	53	30.4	D	4,804	4,831	0.6%	53	30.8	D	4,807	4,831	0.5%
Merge segment at Merrick Avenue southbound on-ramp	52	27.9	C	4,596	4,652	1.2%	51	29.8	D	4,822	4,887	1.3%	50	31.8	D	5,041	5,117	1.5%	50	32.6	D	5,047	5,117	1.4%
Diverge segment at Meadowbrook Road off-ramp	51	30.2	D	4,577	4,652	1.6%	50	32.7	D	4,801	4,887	1.8%	48	35.5	E	5,023	5,117	1.8%	48	36.0	E	5,027	5,117	1.8%
Mainline between Meadowbrook Road off-ramp and on-ramp	53	28.6	D	4,542	4,556	0.3%	53	30.4	D	4,769	4,787	0.4%	52	32.3	D	4,990	5,017	0.5%	52	32.5	D	4,995	5,017	0.4%
Weave segment between Meadowbrook Road on-ramp and	52	25.0	C	4,758	4,789	0.6%	50	26.9	C	4,993	5,030	0.7%	52	26.6	C	5,213	5,263	1.0%	48	28.8	D	5,218	5,263	0.8%
Mainline between Meadowbrook State Parkway northbound off-ramp and southbound off-ramp	54	25.2	C	4,051	4,044	-0.2%	53	26.6	D	4,236	4,240	0.1%	53	26.7	D	4,260	4,242	-0.4%	53	26.8	D	4,234	4,242	0.2%
Diverge segment at Meadowbrook State Parkway southbound off-ramp	44	26.7	C	3,999	4,044	1.1%	43	28.3	D	4,181	4,240	1.4%	43	28.3	D	4,208	4,242	0.8%	43	29.1	D	4,179	4,242	1.5%
Mainline between Meadowbrook State Parkway southbound off-ramp and on-ramp	54	22.2	C	3,324	3,336	0.4%	54	23.3	C	3,474	3,499	0.7%	54	23.3	C	3,419	3,501	2.3%	54	23.5	C	3,473	3,501	0.8%
Merge segment at Meadowbrook State Parkway on-ramp	55	23.9	C	4,949	4,994	0.9%	51	26.9	C	5,186	5,244	1.1%	55	24.9	C	5,179	5,535	6.4%	53	26.2	C	5,226	5,535	5.6%

# Comparison of Saturday Evening Peak Hour MOEs

Orange if >10% worse than Existing or LOS Changed

Orange if >10%

Orange if >10% worse than No Build or LOS Changed

Orange if >10%

10% vs NB 10% vs NB

5% Change vs NB

Orange if >10%

Freeway Segment	Existing Conditions						No Build 2030 Conditions						Build 2030 Conditions						Build Mitigation 2030 Conditions					
	Speed	Density	LOS	Throughput	Demand	Delta	Speed	Density	LOS	Throughput	Demand	Delta	Speed	Density	LOS	Throughput	Demand	Delta	Speed	Density	LOS	Throughput	Demand	Delta
Four-to-three lane drop west of Meadowbrook State Parkway on-ramp	52	31.1	D	4,970	4,994	0.5%	44	39.4	E	5,210	5,244	0.7%	53	32.1	D	5,191	5,535	6.2%	49	35.8	E	5,249	5,535	5.2%
Mainline between four-to-three lane drop and Nassau Road off-ramp	43	39.2	E	5,026	4,994	-0.6%	33	54.2	F	5,268	5,244	-0.5%	40	43.7	E	5,233	5,535	5.4%	39	49.2	F	5,315	5,535	4.0%
Diverge segment at Nassau Road off-ramp	28	52.6	F	4,903	4,994	1.8%	25	63.2	F	5,145	5,244	1.9%	25	62.3	F	5,099	5,535	7.9%	26	60.1	F	5,192	5,535	6.2%
Mainline between Nassau Road off-ramp and on-ramp	52	27.4	D	4,231	4,201	-0.7%	51	29.0	D	4,445	4,417	-0.6%	51	28.9	D	4,416	4,683	5.7%	52	29.3	D	4,500	4,683	3.9%
Merge segment at Nassau Road on-ramp	54	27.4	C	4,708	4,674	-0.7%	54	28.7	D	4,939	4,910	-0.6%	54	28.6	D	4,916	5,176	5.0%	54	29.1	D	4,998	5,176	3.4%
Mainline west of Nassau Road	54	29.1	D	4,728	4,674	-1.2%	54	30.5	D	4,958	4,910	-1.0%	54	30.4	D	4,940	5,176	4.6%	54	30.9	D	5,016	5,176	3.1%
<b>Northern State Parkway (Eastbound)</b>																								
Mainline west of Meadowbrook State Parkway	55	22.3	C	4,672	4,672	0.0%	55	23.6	C	4,918	4,918	0.0%	55	27.7	D	5,749	5,746	0.0%	55	27.2	D	5,750	5,746	-0.1%
Mainline west of Meadowbrook State Parkway	55	21.5	C	4,644	4,672	0.6%	55	22.9	C	4,889	4,918	0.6%	54	27.2	D	5,715	5,746	0.5%	53	27.7	D	5,725	5,746	0.4%
Diverge segment at Meadowbrook State Parkway southbound off-ramp	50	23.1	C	4,619	4,672	1.1%	46	27.2	C	4,864	4,918	1.1%	36	40.8	E	5,689	5,746	1.0%	40	38.4	E	5,709	5,746	0.6%
Mainline between Meadowbrook State Parkway southbound off-ramp and two-to-three lane add	52	21.8	C	2,262	2,296	1.5%	51	23.4	C	2,368	2,398	1.2%	47	24.9	C	2,349	2,398	2.1%	49	24.4	C	2,381	2,398	0.7%
Mainline between two-to-three lane add and Glen Cove Road on-ramp	55	19.0	C	2,268	2,296	1.2%	55	19.6	C	2,377	2,398	0.9%	55	19.1	C	2,353	2,398	1.9%	55	19.5	C	2,390	2,398	0.3%
Merge segment at Glen Cove Road on-ramp	54	19.3	B	2,702	2,753	1.8%	54	19.9	B	2,828	2,875	1.6%	54	19.3	B	2,806	2,875	2.4%	54	19.8	B	2,843	2,875	1.1%
Mainline between Glen Cove Road on-ramp and Meadowbrook State Parkway northbound on-ramp	55	20.0	C	2,722	2,753	1.1%	55	20.6	C	2,849	2,875	0.9%	55	20.1	C	2,826	2,875	1.7%	55	20.4	C	2,863	2,875	0.4%
Merge segment at Meadowbrook State Parkway northbound on-ramp	55	24.6	C	3,776	3,790	0.4%	54	25.6	C	3,979	3,983	0.1%	54	26.4	C	4,206	4,288	1.9%	55	26.3	C	4,280	4,288	0.2%
Merge segment at Meadowbrook State Parkway northbound on-ramp	N/A																		54	28.9	D	4,289	4,288	0.0%
Mainline between Meadowbrook State Parkway northbound on-ramp and Post Avenue off-ramp	55	25.4	C	3,804	3,790	-0.4%	55	26.5	D	4,005	3,983	-0.6%	55	27.7	D	4,246	4,288	1.0%	55	28.0	D	4,308	4,288	-0.5%
Diverge segment at Post Avenue off-ramp	55	21.6	C	3,769	3,790	0.6%	55	22.5	C	3,967	3,983	0.4%	55	23.6	C	4,220	4,288	1.6%	55	23.9	C	4,266	4,288	0.5%
Mainline between Post Avenue off-ramp and on-ramp	55	22.2	C	3,540	3,525	-0.4%	55	23.2	C	3,728	3,703	-0.7%	55	24.5	C	3,959	3,973	0.3%	55	24.7	C	3,999	3,973	-0.7%
Merge segment at Post Avenue on-ramp	55	22.4	C	3,765	3,768	0.1%	55	23.4	C	3,961	3,959	0.0%	55	24.8	C	4,198	4,229	0.7%	55	24.9	C	4,230	4,229	0.0%
Mainline east of Post Avenue	55	23.5	C	3,791	3,768	-0.6%	55	24.6	C	3,991	3,959	-0.8%	55	26.1	D	4,224	4,229	0.1%	55	26.2	D	4,259	4,229	-0.7%
<b>Northern State Parkway (Westbound)</b>																								
Mainline east of Wantagh State Parkway	55	17.8	B	1,972	1,978	0.3%	55	18.8	C	2,079	2,086	0.3%	55	20.1	C	2,229	2,233	0.2%	55	20.2	C	2,228	2,233	0.2%
Merge segment at Wantagh State Parkway on-ramp	55	20.3	C	3,589	3,596	0.2%	55	21.4	C	3,784	3,792	0.2%	55	22.9	C	4,063	4,060	-0.1%	55	22.9	C	4,053	4,060	0.2%
Mainline between Wantagh State Parkway on-ramp and Post Avenue off-ramp	55	22.1	C	3,600	3,596	-0.1%	55	23.4	C	3,796	3,792	-0.1%	55	25.1	C	4,078	4,060	-0.4%	55	25.0	C	4,065	4,060	-0.1%
Diverge segment at Post Avenue off-ramp	54	20.4	C	3,591	3,596	0.1%	54	21.4	C	3,788	3,792	0.1%	55	23.2	C	4,066	4,060	-0.2%	54	23.2	C	4,056	4,060	0.1%
Mainline between Post Avenue off-ramp and on-ramp	55	20.3	C	3,339	3,335	-0.1%	55	21.4	C	3,522	3,516	-0.2%	55	23.3	C	3,834	3,784	-1.3%	55	23.1	C	3,791	3,784	-0.2%
Merge segment at Post Avenue on-ramp	55	21.3	C	3,583	3,576	-0.2%	55	22.5	C	3,778	3,770	-0.2%	55	24.6	C	4,128	4,069	-1.4%	55	24.2	C	4,077	4,069	-0.2%
Mainline between Post Avenue on-ramp and Meadowbrook State Parkway southbound off-ramp	55	22.2	C	3,591	3,576	-0.4%	55	23.3	C	3,785	3,770	-0.4%	55	25.5	C	4,129	4,069	-1.5%	55	25.3	C	4,085	4,069	-0.4%
Diverge segment at Meadowbrook State Parkway southbound off-ramp	54	19.9	B	3,574	3,576	0.0%	54	20.9	C	3,769	3,770	0.0%	54	22.0	C	4,107	4,069	-0.9%	54	22.0	C	4,068	4,069	0.0%
Mainline between Meadowbrook State Parkway southbound off-ramp and northbound on-ramp	55	13.9	B	2,293	2,275	-0.8%	55	14.5	B	2,391	2,375	-0.7%	55	14.5	B	2,397	2,375	-0.9%	55	14.5	B	2,391	2,375	-0.7%
Mainline between Meadowbrook State Parkway southbound off-ramp and northbound on-ramp	55	13.8	B	2,275	2,275	0.0%	55	14.4	B	2,372	2,375	0.1%	55	14.4	B	2,377	2,375	-0.1%	55	14.4	B	2,372	2,375	0.1%
Mainline between Meadowbrook State Parkway southbound off-ramp and northbound on-ramp	51	15.3	B	2,272	2,275	0.1%	51	16.1	B	2,372	2,375	0.1%	49	16.8	B	2,381	2,375	-0.3%	50	16.6	B	2,371	2,375	0.2%
Merge segment at Meadowbrook State Parkway northbound on-ramp	53	26.5	C	5,310	5,290	-0.4%	52	28.0	C	5,568	5,550	-0.3%	51	33.2	D	6,296	6,331	0.6%	50	33.5	D	6,324	6,331	0.1%
Mainline north of Meadowbrook State Parkway	55	24.9	C	5,225	5,290	1.2%	55	26.1	D	5,476	5,550	1.3%	54	30.0	D	6,188	6,331	2.3%	54	30.1	D	6,222	6,331	1.7%
Mainline north of Meadowbrook State Parkway	55	22.6	C	4,770	5,290	9.8%	55	23.6	C	4,998	5,550	9.9%	55	27.0	D	5,651	6,331	10.7%	55	27.0	D	5,680	6,331	10.3%
Mainline north of Meadowbrook State Parkway	55	25.1	C	5,320	5,290	-0.6%	55	26.3	D	5,578	5,550	-0.5%	55	29.9	D	6,306	6,331	0.4%	55	30.0	D	6,337	6,331	-0.1%

Comparison of Saturday Evening Peak Hour MOEs

Movement	Existing Conditions								No-Build 2038 Conditions								Build 2038 Conditions								Build 2038 Mitigated Conditions							
	Avg Delay	LOS	Avg Queue	Max Queue	Speed	Throughput	Demand	Delta	Avg Delay	LOS	Avg Queue	Max Queue	Speed	Throughput	Demand	Delta	Avg Delay	LOS	Avg Queue	Max Queue	Speed	Throughput	Demand	Delta	Avg Delay	LOS	Avg Queue	Max Queue	Speed	Throughput	Demand	Delta
EB Charles Lindbergh Blvd To SB MSP	0.0	A	0.0	0.0	37.7	77	77	0.0%	0.0	A	0.0	0.0	37.8	79	83	5.1%	0.3	A	0.0	22.3	37.0	154	156	1.3%	0.1	A	0.0	5	37.0	163	156	-4.3%
EB Charles Lindbergh Blvd to NB MSP	0.0	A	0.0	0.0	37.4	41	42	2.4%	0.0	A	0.0	0.0	37.6	50	48	-4.0%	0.2	A	0.1	37.2	36.5	1,240	1,239	-0.1%	0.3	A	0.0	0	36.5	1,230	1,239	0.7%
NB MSP Ramp to WB Charles Lindbergh Blvd	0.0	A	0.0	0.0	43.8	88	90	2.3%	0.2	A	0.0	0.0	38.9	92	95	3.3%	0.1	A	0.0	0.0	43.5	38	95	150.0%	0.2	A	0.0	0	43.5	40	95	137.5%
SB MSP Ramp to WB Charles Lindbergh Blvd.	0.1	A	0.0	0.0	37.6	173	169	-2.3%	0.1	A	0.0	0.0	37.6	169	179	5.9%	0.6	A	0.0	0.0	36.7	1,056	1,291	22.3%	0.7	A	0.0	0	36.7	1,006	1,291	28.3%

Comparison of Saturday Evening Peak Hour MOEs

Movement	Existing Conditions							No-Build 2030 Conditions							Build 2030 Conditions							Build 2030 Mitigated Conditions						
	Avg Delay	LOS	Avg Queue	Max Queue	Throughput	Demand	Delta	Avg Delay	LOS	Avg Queue	Max Queue	Throughput	Demand	Delta	Avg Delay	LOS	Avg Queue	Max Queue	Throughput	Demand	Delta	Avg Delay	LOS	Avg Queue	Max Queue	Throughput	Demand	Delta
Hempstead Tpke EB to MSP SB	0.5	A	0	0	177	190	7.3%	0.3	A	0	0	185	200	8.1%	76.0	F	496.8	1152.9	730	792	8.5%	3.4	A	5	211	888	792	-10.8%
MSP NB to Hempstead Tpke EB	11.2	B	14	125	238	224	-5.9%	11.7	B	15	138	252	234	-7.1%	10.9	B	12.3	120.7	227	234	3.1%	11.6	B	15	150	245	234	-4.5%
Hempstead Tpke EB to MSP NB	0.4	A	0	0	232	246	6.0%	0.4	A	0	0	240	257	7.1%	0.5	A	0.0	9.0	248	257	3.6%	0.6	A	0	4	291	257	-11.7%
MSP SB to Hempstead Tpke EB	2.8	A	2	148	499	492	-1.4%	3.1	A	4	218	518	513	-1.0%	4.0	A	6.9	291.4	509	513	0.8%	3.6	A	5	216	521	513	-1.5%
MSP SB to Hempstead Tpke WB	0.2	A	0	0	336	337	0.3%	0.2	A	0	0	351	351	0.0%	0.2	A	0.0	0.0	451	446	-1.1%	0.3	A	0	0	451	446	-1.1%
MSP NB to Hempstead Tpke WB	2.5	A	1	83	275	269	-2.2%	2.6	A	2	107	284	282	-0.7%	5.4	A	14.6	380.7	780	850	9.0%	6.3	A	23	497	856	850	-0.7%
Hempstead Tpke WB to MSP SB	1.3	A	0	54	276	275	-0.4%	1.5	A	0	62	287	287	0.0%	1.5	A	0.5	80.6	291	287	-1.4%	1.6	A	0	68	291	287	-1.4%
Hempstead Tpke WB to MSP NB	0.1	A	0	81	468	458	-2.1%	0.1	A	0	100	487	478	-1.8%	0.1	A	0.2	104.3	484	478	-1.2%	0.2	A	0	96	484	478	-1.2%





Based on only 1 Model Run

  = more than 1 minute increase in TT compared to No Build  
  = reduction in TT compared to No Build

Weekday AM		Existing					No Build					Build					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	MbStPkway-SB	521	522	522	521	522	525	523	521	523	523	530	525	519	522	524	526	525	523	524	525
B to A	MbStPkway-NB	619	654	594	555	606	672	742	666	586	666	727	856	820	688	773	709	821	831	742	776
C to D	NoStPkwy-EB	193	194	194	193	194	197	195	194	194	195	213	194	193	195	199	197	195	193	193	195
D to C	NoStPkwy-WB	210	211	206	203	208	218	207	206	210	210	228	277	379	298	296	216	225	218	210	217
E to F	SoStPkway-EB	248	254	263	238	251	305	340	364	351	340	333	365	357	365	355	354	389	385	393	380
F to E	SoStPkway-WB	275	297	300	283	289	311	383	527	500	430	333	353	439	497	406	325	389	453	460	407

  

Weekday PM		Existing					No Build					Build					Build Mitigation (Version 3)				
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	MbStPkway-SB	587	629	663	660	635	648	715	773	785	730	664	793	951	1124	883	751	991	1237	1442	1105
B to A	MbStPkway-NB	587	629	663	660	550	562	607	637	617	606	619	626	568	539	588	556	553	544	544	549
C to D	NoStPkwy-EB	587	629	663	660	347	358	400	417	336	378	322	329	310	257	305	378	497	692	642	552
D to C	NoStPkwy-WB	587	629	663	660	191	193	217	302	363	269	229	445	631	723	507	193	192	191	191	192
E to F	SoStPkway-EB	587	629	663	660	267	302	320	302	287	303	355	373	454	414	399	409	462	502	510	471
F to E	SoStPkway-WB	587	629	663	660	335	446	337	372	375	383	536	440	458	408	460	481	359	374	378	398

  

Friday Evening		Existing					No Build					Build					Build Mitigation				
ID	Route	6-6:15	6:15-6:30	6:30-6:45	6:45-7	6:00-7:00	6-6:15	6:15-6:30	6:30-6:45	6:45-7	6:00-7:00	6-6:15	6:15-6:30	6:30-6:45	6:45-7	6:00-7:00	6-6:15	6:15-6:30	6:30-6:45	6:45-7	6:00-7:00
A to B	MbStPkway-SB	544	544	535	529	538	561	590	681	808	660	633	769	939	1107	862	714	815	936	1074	885
B to A	MbStPkway-NB	528	528	526	526	527	539	577	596	604	579	537	543	538	531	537	533	531	528	528	530
C to D	NoStPkwy-EB	228	253	233	195	227	262	296	292	229	270	242	257	261	193	238	264	291	267	202	256
D to C	NoStPkwy-WB	193	193	191	190	192	194	194	192	190	193	302	430	503	507	435	196	196	194	191	194
E to F	SoStPkway-EB	219	217	218	251	226	273	264	262	286	271	416	491	548	386	460	464	558	544	538	526
F to E	SoStPkway-WB	267	274	260	250	262	318	321	310	311	315	361	332	286	293	318	335	337	326	324	331

  

Saturday Midday		Existing					No Build					Build					Build Mitigation (Version 3)				
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	MbStPkway-SB	550	566	566	564	561	569	571	567	571	569	559	562	609	638	592	588	662	730	828	702
B to A	MbStPkway-NB	545	542	539	541	542	554	557	581	618	578	583	593	650	702	632	540	555	582	620	574
C to D	NoStPkwy-EB	198	202	200	200	200	215	220	216	219	218	212	206	205	212	209	219	226	219	221	221
D to C	NoStPkwy-WB	194	194	192	192	193	194	195	195	196	195	201	272	379	477	332	198	196	195	195	196
E to F	SoStPkway-EB	249	270	256	228	251	291	309	308	299	302	374	472	540	493	470	480	578	610	634	576
F to E	SoStPkway-WB	233	241	221	216	228	256	284	298	291	282	269	281	330	307	297	271	294	323	326	303

  

Saturday Evening		Existing					No Build					Build					Build Mitigation				
ID	Route	7:15-7:30	7:30-7:45	7:45-8	8-8:15	7:15-8:15	7:15-7:30	7:30-7:45	7:45-8	8-8:15	7:15-8:15	7:15-7:30	7:30-7:45	7:45-8	8-8:15	7:15-8:15	7:15-7:30	7:30-7:45	7:45-8	8-8:15	7:15-8:15
A to B	MbStPkway-SB	525	524	522	520	523	525	524	522	523	523	627	777	899	967	818	639	791	913	966	827
B to A	MbStPkway-NB	526	526	525	523	525	528	528	526	523	526	560	561	564	559	561	563	577	551	526	554
C to D	NoStPkwy-EB	192	193	193	192	192	195	195	195	194	195	195	203	202	194	199	201	200	195	194	197
D to C	NoStPkwy-WB	191	191	190	190	190	192	191	190	190	191	193	192	191	190	191	193	192	191	191	192
E to F	SoStPkway-EB	200	198	196	192	196	208	202	198	194	200	409	429	450	492	445	370	442	449	463	431
F to E	SoStPkway-WB	208	205	200	198	203	220	232	211	200	216	211	211	205	199	206	219	219	208	202	212

Corridor	Existing	No Build	Build	Build with Mitigation
Weekday AM				
MbStPkway-SB	522	523	524	525
MbStPkway-NB	606	666	773	776
NoStPkwy-EB	194	195	199	195
NoStPkwy-WB	208	210	296	217
SoStPkway-EB	251	340	355	380
SoStPkway-WB	289	430	406	407
Weekday PM				
MbStPkway-SB	635	730	883	1105
MbStPkway-NB	550	606	588	549
NoStPkwy-EB	347	378	305	552
NoStPkwy-WB	191	269	507	192
SoStPkway-EB	267	303	399	471
SoStPkway-WB	335	383	460	398
Friday Evening				
MbStPkway-SB	538	660	862	885
MbStPkway-NB	527	579	537	530
NoStPkwy-EB	227	270	238	256
NoStPkwy-WB	192	193	435	194
SoStPkway-EB	226	271	460	526
SoStPkway-WB	262	315	318	331
Saturday Midday				
MbStPkway-SB	561	569	592	702
MbStPkway-NB	542	578	632	574
NoStPkwy-EB	200	218	209	221
NoStPkwy-WB	193	195	332	196
SoStPkway-EB	251	302	470	576
SoStPkway-WB	228	282	297	303
Saturday Evening				
MbStPkway-SB	523	523	818	827
MbStPkway-NB	525	526	561	554
NoStPkwy-EB	192	195	199	197
NoStPkwy-WB	190	191	191	192
SoStPkway-EB	196	200	445	431
SoStPkway-WB	203	216	206	212

Weekday AM		No 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
1	MbStPkwy-SB	525	523	521	523	523	526	525	523	524	525
2	MbStPkwy-NB	672	742	666	586	666	709	821	831	742	776
3	NoStPkwy-EB	197	195	194	194	195	197	195	193	193	195
4	NoStPkwy-WB	218	207	206	210	210	216	225	218	210	217
5	SoStPkwy-EB	305	340	364	351	340	354	389	385	393	380
6	SoStPkwy-WB	311	383	527	500	430	325	389	453	460	407
7	EBNSPtoLindbergh	266	263	263	262	263	289	286	283	284	286
8	EBNSPtoHempstead	300	299	298	298	299	327	323	322	322	323
9	EBNSPtoWBSSP	462	458	457	459	459	484	480	476	474	478
10	EBNSPtoEBSSP	537	533	532	525	532	546	540	539	540	541
11	WBNSPtoLindbergh	498	527	560	568	538	425	428	425	413	423
12	WBNSPtoHempstead	523	564	582	601	568	467	464	461	453	461
13	WBNSPtoWBSSP	680	724	758	766	732	623	616	616	603	615
14	WBNSPtoEBSSP	742	794	809	832	794	681	676	684	664	676
15	EBSSPtoLindbergh	643	721	763	738	716	817	1007	1038	1025	972
16	EBSSPtoHempstead	611	677	732	697	680	813	980	1019	1010	956
17	EBSSPtoWBNSP	806	891	943	931	893	960	1161	1215	1212	1137
18	EBSSPtoEBNSP	836	917	968	960	920	980	1181	1235	1229	1156
19	WBSSPtoLindbergh	589	718	940	930	794	655	855	1054	1150	928
20	WBSSPtoHempstead	544	691	916	902	763	644	833	1057	1135	917
21	WBSSPtoWBNSP	735	878	1089	1154	964	803	988	1202	1318	1078
22	WBSSPtoEBNSP	768	902	1131	1186	997	821	1014	1210	1370	1104
23	NBMSPtoLindbergh	542	595	504	434	519	594	694	683	589	640
24	NBMSPtoHempstead	514	563	469	406	488	572	671	656	565	616
25	NBMSPtoWBNSP	706	780	708	627	705	739	854	869	784	812
26	NBMSPtoEBNSP	738	811	742	658	737	766	880	901	815	840
27	LindberghtoWBNSP	264	262	260	264	263	256	253	254	254	254
28	LindberghtoEBNSP	306	290	292	299	296	283	280	281	283	282
29	LindberghtoWBSSP	197	200	198	199	199	203	202	199	198	201
30	LindberghtoEBSSP	276	272	270	267	271	266	267	263	262	264
31	LindberghtoSBMSP	213	214	213	214	213	204	205	204	203	204
32	SBMSP-NSPtoCDRoad	149	148	148	148	148	142	141	140	140	141
33	SBMSP-CDRoadthruSSP	254	254	254	255	254	245	245	245	245	245
34	NBMSP_SSPthruCDRoad	311	306	290	251	289	322	335	340	331	332
35	NBMSP_CDRoadtoNSP	220	218	216	218	218	217	215	217	217	217

**Notes**

- = more than 1 minute increase in TT compared to No Build
- = reduction in TT compared to No Build

Weekday PM		No 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
1	MbStPkwy-SB	648	715	773	785	730	751	991	1237	1442	1105
2	MbStPkwy-NB	562	607	637	617	606	556	553	544	544	549
3	NoStPkwy-EB	358	400	417	336	378	378	497	692	642	552
4	NoStPkwy-WB	193	217	302	363	269	193	192	191	191	192
5	SoStPkwy-EB	302	320	302	287	303	409	462	502	510	471
6	SoStPkwy-WB	446	337	372	375	383	481	359	374	378	398
7	EBNSPtoLindbergh	462	580	667	665	594	443	507	701	901	638
8	EBNSPtoHempstead	495	616	700	698	627	477	539	737	933	671
9	EBNSPtoWBSSP	716	920	1072	1124	958	867	1188	1464	1729	1312
10	EBNSPtoEBSSP	825	1042	1207	1317	1098	977	1339	1598	1886	1450
11	WBNSPtoLindbergh	521	668	802	882	718	419	431	577	745	543
12	WBNSPtoHempstead	558	692	828	912	748	458	466	606	774	576
13	WBNSPtoWBSSP	793	974	1160	1292	1055	891	1149	1381	1557	1245
14	WBNSPtoEBSSP	891	1087	1278	1451	1177	991	1328	1538	1747	1401
15	EBSSPtoLindbergh	499	531	503	521	513	726	842	967	981	879
16	EBSSPtoHempstead	465	506	486	488	486	704	828	914	1039	871
17	EBSSPtoWBNSP	687	774	801	786	762	886	1047	1121	1195	1062
18	EBSSPtoEBNSP	808	934	993	865	900	934	1158	1230	1283	1151
19	WBSSPtoLindbergh	364	311	354	416	361	404	316	339	449	379
20	WBSSPtoHempstead	333	277	331	383	331	373	287	322	446	357
21	WBSSPtoWBNSP	582	555	601	675	603	623	538	528	607	574
22	WBSSPtoEBNSP	718	729	781	751	745	687	674	652	696	677
23	NBMSPtoLindbergh	387	388	392	388	389	391	390	390	418	397
24	NBMSPtoHempstead	361	362	363	357	361	365	366	365	412	377
25	NBMSPtoWBNSP	591	628	660	650	632	595	595	583	579	588
26	NBMSPtoEBNSP	720	798	854	733	776	657	719	718	676	693
27	LindberghtoWBNSP	280	326	364	349	330	286	284	271	257	274
28	LindberghtoEBNSP	418	487	540	446	473	348	411	408	353	380
29	LindberghtoWBSSP	339	371	425	417	388	591	788	1070	1276	931
30	LindberghtoEBSSP	464	524	591	603	546	695	974	1214	1442	1081
31	LindberghtoSBMSP	338	364	414	395	378	502	696	988	1171	839
32	SBMSP-NSPtoCDRoad	166	166	166	167	166	182	203	337	509	307
33	SBMSP-CDRoadthruSSP	353	422	476	489	435	469	702	944	1042	789
34	NBMSP_SSPthruCDRoad	200	201	201	200	200	201	200	200	208	202
35	NBMSP_CDRoadtoNSP	247	297	327	302	293	239	238	227	217	230

**Notes**

- = more than 1 minute increase in TT compared to No Build
- = reduction in TT compared to No Build

Friday PM		No 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
1	MbStPkwy-SB	561	590	681	808	660	714	815	936	1074	885
2	MbStPkwy-NB	539	577	596	604	579	533	531	528	528	530
3	NoStPkwy-EB	262	296	292	229	270	264	291	267	202	256
4	NoStPkwy-WB	194	194	192	190	193	196	196	194	191	194
5	SoStPkwy-EB	273	264	262	286	271	464	558	544	538	526
6	SoStPkwy-WB	318	321	310	311	315	335	337	326	324	331
7	EBNSPtoLindbergh	362	447	482	426	429	530	658	776	720	671
8	EBNSPtoHempstead	397	477	521	467	466	556	682	809	763	702
9	EBNSPtoWBSSP	598	864	1109	1305	969	759	1041	1318	1585	1176
10	EBNSPtoEBSSP	630	796	993	1165	896	857	1043	1214	1408	1131
11	WBNSPtoLindbergh	435	462	475	409	445	562	598	617	584	590
12	WBNSPtoHempstead	481	499	506	455	485	596	633	656	622	627
13	WBNSPtoWBSSP	696	909	1124	1275	1001	802	1022	1229	1420	1118
14	WBNSPtoEBSSP	722	833	981	1133	917	920	1031	1109	1211	1068
15	EBSSPtoLindbergh	504	509	477	542	504	953	1157	1457	1493	1287
16	EBSSPtoHempstead	461	471	464	491	471	912	1188	1261	1200	1140
17	EBSSPtoWBNSP	666	713	707	752	709	1054	1360	1452	1449	1329
18	EBSSPtoEBNSP	764	901	903	955	881	1084	1392	1509	1459	1361
19	WBSSPtoLindbergh	331	330	351	346	340	364	360	365	380	369
20	WBSSPtoHempstead	304	303	320	321	312	337	342	347	351	344
21	WBSSPtoWBNSP	524	541	569	589	556	548	549	552	562	553
22	WBSSPtoEBNSP	631	736	763	793	731	586	587	588	596	589
23	NBMSPtoLindbergh	384	373	374	376	377	384	384	381	376	382
24	NBMSPtoHempstead	352	350	346	348	349	362	359	359	358	360
25	NBMSPtoWBNSP	570	584	599	607	590	571	567	565	565	567
26	NBMSPtoEBNSP	669	787	787	819	765	605	608	601	599	603
27	LindberghtoWBNSP	257	276	296	306	284	259	258	256	254	257
28	LindberghtoEBNSP	365	463	501	510	460	295	297	292	290	293
29	LindberghtoWBSSP	267	467	668	916	579	289	455	653	833	558
30	LindberghtoEBSSP	302	375	562	744	496	408	464	536	690	525
31	LindberghtoSBMSP	223	265	397	575	365	238	291	407	579	379
32	SBMSP-NSPtoCDRoad	184	188	185	184	185	342	384	408	367	375
33	SBMSP-CDRoadthruSSP	262	292	393	533	370	275	319	417	564	394
34	NBMSP_SSPthruCDRoad	209	208	208	208	208	199	198	198	198	198
35	NBMSP_CDRoadtoNSP	225	262	286	295	267	218	217	216	215	217

Notes

- = more than 1 minute increase in TT compared to No Build
- = reduction in TT compared to No Build

Saturday Midday		No 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
1	MbStPkway-SB	569	571	567	571	569	588	662	730	828	702
2	MbStPkway-NB	554	557	581	618	578	540	555	582	620	574
3	NoStPkway-EB	215	220	216	219	218	219	226	219	221	221
4	NoStPkway-WB	194	195	195	196	195	198	196	195	195	196
5	SoStPkway-EB	291	309	308	299	302	480	578	610	634	576
6	SoStPkway-WB	256	284	298	291	282	271	294	323	326	303
7	EBNSPtoLindbergh	624	800	768	779	743	374	487	509	487	464
8	EBNSPtoHempstead	665	802	813	824	776	407	529	548	518	500
9	EBNSPtoWBSSP	782	960	972	960	918	566	730	904	975	794
10	EBNSPtoEBSSP	826	1013	1039	1010	972	756	932	1121	1203	1003
11	WBNSPtoLindbergh	482	563	608	594	562	393	401	395	393	396
12	WBNSPtoHempstead	526	597	645	642	602	431	439	432	430	433
13	WBNSPtoWBSSP	673	742	795	802	753	601	672	774	885	733
14	WBNSPtoEBSSP	733	797	848	854	808	818	901	1012	1090	955
15	EBSSPtoLindbergh	478	518	519	498	507	860	870	1108	1208	1016
16	EBSSPtoHempstead	454	489	475	475	473	759	986	1077	1101	981
17	EBSSPtoWBNSP	679	729	757	779	736	928	1167	1327	1398	1205
18	EBSSPtoEBNSP	732	759	790	817	775	941	1194	1380	1436	1238
19	WBSSPtoLindbergh	322	320	319	309	318	332	329	331	329	330
20	WBSSPtoHempstead	294	288	282	282	286	299	301	304	300	301
21	WBSSPtoWBNSP	528	536	556	581	550	525	536	575	615	563
22	WBSSPtoEBNSP	590	570	585	619	591	548	573	617	658	599
23	NBMSPtoLindbergh	386	386	385	385	385	389	388	385	384	386
24	NBMSPtoHempstead	353	354	353	357	355	360	360	356	359	359
25	NBMSPtoWBNSP	590	596	617	651	613	582	597	621	657	614
26	NBMSPtoEBNSP	651	633	651	684	655	606	631	663	692	648
27	LindberghtoWBNSP	278	289	308	341	304	270	288	328	398	321
28	LindberghtoEBNSP	348	328	346	425	362	295	325	368	439	357
29	LindberghtoWBSSP	202	202	202	203	202	220	291	403	568	370
30	LindberghtoEBSSP	256	259	260	262	259	442	524	622	746	584
31	LindberghtoSBMSP	207	207	206	206	206	258	334	415	574	395
32	SBMSP-NSPtoCDRoad	182	184	182	182	182	173	186	179	179	179
33	SBMSP-CDRoadthruSSP	246	247	247	247	247	297	353	432	539	405
34	NBMSP_SSPthruCDRoad	199	200	199	199	199	200	200	199	199	200
35	NBMSP_CDRoadtoNSP	243	244	272	306	266	225	239	270	310	261

**Notes**

- = more than 1 minute increase in TT compared to No Build
- = reduction in TT compared to No Build



Saturday Evening		No 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
1	MbStPkway-SB	525	525	523	522	524	639	791	913	966	827
2	MbStPkway-NB	528	527	527	523	526	563	577	551	526	554
3	NoStPkway-EB	193	193	192	191	192	201	200	195	194	197
4	NoStPkway-WB	192	191	190	190	191	193	192	191	191	192
5	SoStPkway-EB	209	205	198	194	201	370	442	449	463	431
6	SoStPkway-WB	217	236	220	201	218	219	219	208	202	212
7	EBNSPtoLindbergh	279	277	276	275	277	320	303	295	289	302
8	EBNSPtoHempstead	312	311	310	309	310	351	333	326	321	333
9	EBNSPtoWBSSP	483	480	475	472	477	695	931	1114	1154	973
10	EBNSPtoEBSSP	536	527	516	508	522	879	1023	1156	1189	1062
11	WBNSPtoLindbergh	367	366	364	363	365	395	382	378	374	382
12	WBNSPtoHempstead	402	400	400	399	400	427	413	410	407	414
13	WBNSPtoWBSSP	574	570	564	562	568	755	994	1177	1222	1037
14	WBNSPtoEBSSP	622	616	604	598	610	940	1112	1214	1257	1131
15	EBSSPtoLindbergh	390	390	384	372	384	814	1008	1019	1041	990
16	EBSSPtoHempstead	369	360	348	343	355	726	934	993	1017	918
17	EBSSPtoWBNSP	582	578	569	559	572	924	1175	1234	1226	1140
18	EBSSPtoEBNSP	612	605	599	586	601	930	1180	1234	1263	1152
19	WBSSPtoLindbergh	309	299	301	296	301	321	306	306	294	304
20	WBSSPtoHempstead	273	270	269	268	270	277	276	274	271	274
21	WBSSPtoWBNSP	491	490	485	484	487	538	559	524	491	528
22	WBSSPtoEBNSP	519	519	516	513	517	542	564	534	515	539
23	NBMSPtoLindbergh	381	380	379	377	379	379	378	378	372	376
24	NBMSPtoHempstead	348	347	346	345	347	352	351	349	348	350
25	NBMSPtoWBNSP	567	564	564	561	564	611	630	599	566	602
26	NBMSPtoEBNSP	597	597	596	588	595	620	636	608	590	613
27	LindberghtoWBNSP	256	254	254	251	254	303	323	291	259	294
28	LindberghtoEBNSP	281	277	283	287	283	317	337	311	291	314
29	LindberghtoWBSSP	212	207	204	200	206	392	675	899	1065	758
30	LindberghtoEBSSP	262	256	247	235	250	589	803	981	1176	887
31	LindberghtoSBMSP	216	216	215	214	215	354	552	725	808	610
32	SBMSP-NSPtoCDRoad	147	147	147	146	147	165	156	155	152	157
33	SBMSP-CDRoadthruSSP	257	256	256	255	256	384	543	656	702	571
34	NBMSP_SSPthruCDRoad	207	207	207	206	207	208	208	207	207	207
35	NBMSP_CDRoadtoNSP	214	213	212	211	212	248	265	238	213	241

Notes

- = more than 1 minute increase in TT compared to No Build
- = reduction in TT compared to No Build

# Comparison of Holiday Weekday PM Peak Hour MOEs

Orange if >10% worse than Existing or LOS Changed

Orange if >10%

Orange if >10% worse than No Build or LOS Changed

Orange if >10%

Freeway Segment	Existing Conditions						No Build 2030 Conditions						Build 2030 Conditions					
	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 Zeckendorf Blvd	54	29.5	D	4,786	4,789	0.1%	33	54.8	F	4,979	5,055	1.5%	28	63.3	F	5,125	5,700	10.1%
Zeckendorf Blvd on-ramp to off-ramp	37	45.3	F	5,120	5598.0	8.5%	27	68.7	F	5367	5962.0	10.0%	26	71.2	F	5563	6607	15.8%
Mainline Zeckendorf Blvd off-ramp to on-ramp	44	38.8	E	5,156	5193.0	0.7%	41	43.1	F	5414	5501.0	1.6%	39	48.2	F	5637	6146	8.3%
Weave Zeckendorf Blvd on-ramp to Old Country off-ramp	51	30.6	D	5,103	5,452	6.4%	49	33.7	D	5357	5,771	7.2%	37	45.8	F	5,580	6,416	13.0%
Mainline old Country Rd off-ramp to on-ramp	53	29.6	D	4,691	4871.0	3.7%	46	35.8	E	4926	5151.0	4.4%	34	51.6	F	5148	5727	10.1%
Old Country Rd EB on-ramp	45	30.7	D	5,305	5393.0	1.6%	39	40.3	F	5648	5783.0	2.3%	32	54.4	F	5879	6359	7.5%
Old Country Rd on-ramp to off-ramp	45	30.7	D	5,305	5393.0	1.6%	39	40.3	F	5648	5783.0	2.3%	32	54.4	F	5879	6359	7.5%
Old Country Rd WB on-ramp	50	29.9	D	5,740	5,840	1.7%	48	33.0	D	6100	6,250	2.4%	47	36.1	E	6,331	6,826	7.3%
Mainline north of Old Country Rd	50	29.9	D	5,740	5840.0	1.7%	48	33.0	D	6100	6250.0	2.4%	47	36.1	E	6331	6826	7.3%
<b>Meadowbrook State Parkway (Southbound)</b>																		
Mainline: north of Old Country Road WB Off-ramp	31	49.4	F	5,150	5,230	1.5%	29	54.8	F	5281	5,586	5.5%	30	52.6	F	5,312	6,129	13.3%
Mainline: Old Country Rd EB Off-ramp	44	27.7	C	4508.0	4602.0	2.0%	44	27.8	C	4541	4839.0	6.2%	45	27.2	C	4632	5382	13.9%
Old Country Rd EB on-ramp to Zeckendorf Blvd WB off-ramp	53	22.1	C	4,396	4,654	5.5%	52	22.3	C	4441	4,901	9.4%	52	23.1	C	4,589	5,475	16.2%
Zeckendorf Blvd WB off-ramp to Zeckendorf Blvd EB to MSP SB on-ramp	49	23.4	C	4,145	4,380	5.4%	49	23.5	C	4178	4,584	8.9%	48	24.9	C	4,390	5,158	14.9%
Zeckendorf Blvd EB to MSP SB on-ramp	53	20.5	C	4345.0	4446.0	2.3%	53	21.0	C	4446	4730.0	6.0%	53	22.3	C	4676	5304	11.8%

# Comparison of Saturday Midday Holiday Peak Hour MOEs

Orange if >10% worse  
than Existing or LOS  
Changed

Orange if  
>10%

Orange if >10% worse  
than No Build or LOS  
Changed

Orange if  
>10%

Freeway Segment	Existing Conditions						No Build 2030 Conditions						Build 2030 Conditions					
	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 Zeckendorf Blvd	55	24.8	C	4075	4,079	0.1%	47	34.5	D	4266	4,337	1.6%	44	42.3	E	4,928	5,102	3.4%
Zeckendorf Blvd on-ramp to off-ramp	44	31.0	D	4107	4683.0	12.3%	36	43.9	F	4279	5001.0	14.4%	34	51.7	F	4953	5766	14.1%
Mainline Zeckendorf Blvd off-ramp to on-ramp	49	26.8	C	3928	3952.0	0.6%	47	28.4	D	4078	4183.0	2.5%	45	34.8	D	4764	4948	3.7%
Weave Zeckendorf Blvd on-ramp to Old Country off-ramp	53	22.8	C	3956	4,408	10.3%	52	23.7	C	4105	4,659	11.9%	51	28.5	D	4,778	5,424	11.9%
Mainline old Country Rd off-ramp to on-ramp	55	21.9	C	3592	3723.0	3.5%	54	22.8	C	3723	3923.0	5.1%	53	27.3	D	4357	4639	6.1%
Old Country Rd EB on-ramp	49	22.9	C	4227	4293.0	1.5%	48	24.1	C	4411	4544.0	2.9%	45	29.8	D	5057	5260	3.9%
Old Country Rd on-ramp to off-ramp	49	22.9	C	4227	4293.0	1.5%	48	24.1	C	4411	4544.0	2.9%	45	29.8	D	5057	5260	3.9%
Old Country Rd WB on-ramp	50	26.8	C	4924	5,009	1.7%	50	28.0	C	5142	5,292	2.8%	46	34.2	D	5,785	6,008	3.7%
Mainline north of Old Country Rd	50	26.8	C	4924	5009.0	1.7%	50	28.0	C	5142	5292.0	2.8%	46	34.2	D	5785	6008	3.7%
<b>Meadowbrook State Parkway (Southbound)</b>																		
Mainline: north of Old Country Road WB Off-ramp	40	36.5	E	4209	4,286	1.8%	29	53.0	F	4358	4,561	4.5%	27	58.5	F	5,138	5,483	6.3%
Mainline: Old Country Rd EB Off-ramp	43	26.8	C	3753	3843.0	2.3%	29	47.2	F	3844	4060.0	5.3%	35	39.4	E	4633	4982	7.0%
Old Country Rd EB on-ramp to Zeckendorf Blvd WB off-ramp	46	29.1	D	3506	3,717	5.7%	28	74.9	F	3585	3,940	9.0%	36	52.8	F	4,435	4,913	9.7%
Zeckendorf Blvd WB off-ramp to Zeckendorf Blvd EB to MSP SB on-ramp	49	15.2	B	2777	3,080	9.8%	47	15.3	B	2826	3,229	12.5%	47	20.8	C	3,702	4,202	11.9%
Zeckendorf Blvd EB to MSP SB on-ramp	53	13.8	B	3009	3148.0	4.4%	53	14.0	B	3118	3342.0	6.7%	53	18.3	B	3991	4315	7.5%